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Item No. 15.1.5
Halifax Regional Council
March 25, 2025

TO: Mayor Fillmore and Members of Halifax Regional Council

FROM: Cathie O'Toole, Chief Administrative Officer

DATE: February 24, 2025

SUBJECT: Development Agreement Policy for Robie and Almon (ZURB MPSA-2024-00975)

ORIGIN

October 1, 2024 Regional Council motion (Item 18.2)

MOVED by Councillor Smith, seconded by Councillor Stoddard

THAT Halifax Regional Council direct the Chief Administrative Officer to provide a staff report:

Initiate a process to consider amendments to the Regional Centre Secondary Municipal Planning Strategy to establish a site-specific development agreement policy for Richmond Yards Building RA on 6016 Almon Street (PID 00005181) to provide for two additional storeys in a tall mid-rise built form subject to the following requirements:

1. the development shall consist of no more than 12 storeys and meet the requirements of a tall mid-rise building under the Regional Centre Land Use By-law;
2. the building shall be designed in a coordinated way with the rest of Richmond Yards development;
3. the development shall complete the active transportation connection from Clifton Street to Robie Street, located between Almon Street and St. Albans Street;
4. the development shall provide affordable dwelling units within the two additional storeys in accordance with CMHC funding;
5. the development shall meet all other applicable requirements of the land use by-law and the secondary municipal planning strategy; and

follow Administrative Order 2023-002-ADM Respecting Public Participation for Planning Documents, Certain Planning Applications, and Engagement with Abutting Municipalities for the required public participation program.

MOTION PUT AND PASSED UNANIMOUSLY.

EXECUTIVE SUMMARY

The Regional Centre Secondary Municipal Planning Strategy (Centre Plan) fully adopted in 2021 and updated in 2024, provides a clear and predictable framework that enables a significant amount of as-of-right development. Land use permissions are accompanied by built form controls to ensure the scale and massing of new buildings relate well to streets, other buildings and public spaces. Built form generally refers

to the three-dimensional shape and arrangement of buildings, streets, and open spaces in a given area, and built form regulations help organize density on a site and are critical to achieving the overall goals of pedestrian and human-scale design established in the plan. These built form requirements include items such as setbacks to property lines, streetwall stepbacks, building dimensions, articulation and other requirements that vary depending on the overall height of a building and help mitigate impacts of larger buildings on public spaces and surrounding context.

This report recommends initiation of a site-specific amendment at 2764 – 2778 Robie Street (PID 00005181) in Halifax to create enabling policy for a development agreement to modify built form requirements in the Centre Plan. The application (ZURB MPSA-2024-00975) submitted by FBM on behalf of Richmond Yards Inc. seeks to exempt several requirements for high-rise buildings to accommodate a 12-storey building in a tall mid-rise built form.

Currently, a 10-storey building with a total of 120 units is under construction on this site by the applicant. The 10-storey building complies with all applicable requirements under the Centre Plan, including the tall mid-rise building requirements (10 storeys is the maximum allowable height of a tall mid-rise building).

The applicant is requesting two storeys be added to this building, however a 12-storey building in Centre Plan LUB is classified as a *high-rise building*, which has different built form requirements than a 10-storey building, which is classified as a *tall mid-rise building*. The proponent is seeking amendments to the following high-rise building requirements (more details in Appendix A):

- Reducing the required streetwall stepback from 4.5 metres to 3.0 metres (33% decrease);
- Reducing the required side yard tower separation from 12.5 metres to 9.8 metres (22% decrease);
- Reducing the required rear yard tower separation from 12.5 metres to 9.17 metres (27% decrease);
- Increasing the maximum tower floor plate from 900 square metres to 990 square metres (10% increase); and
- Increasing the maximum tower depth from 35 metres to 54.5 metres (55.7% increase).

Based on Council’s motion of October 1, 2024, staff are recommending in favour of initiation to consider the application. This is also based on the unique circumstance where this site is adjacent to a comprehensive development area for approximately 520 units and 1,500 residents developed under the policies that pre-dated the Centre Plan, and is integrated with the subject site. The proposal also includes additional affordable market housing, and proposed public benefits that could be secured through a Development Agreement and a CMHC Agreement.

The application is satisfying all elements of the motion that was passed by Council in October 2024 as shown in Table 1 below.

Table 1: Comparison of Council Motion and Application

| Consideration in Council Motion dated October 1, 2024 | Proposal |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The development shall consist of no more than 12 storeys and meet the requirements of a tall mid-rise building under the Regional Centre Land Use By-law | Apart from building height, the proposal conforms with the tall mid-rise building requirements. |
| The building shall be designed in a coordinated way with the rest of Richmond Yards development | The building will connect into a shared underground parking garage with the remainder of the Richmond Yards development. It shares a similar design with other buildings in the Richmond Yards development. |
| The development shall complete the active transportation connection from Clifton Street to | An active transportation connection is proposed. |

| | |
|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Robie Street, located between Almon Street and St. Albans Street | |
| The development shall provide affordable dwelling units within the two additional storeys in accordance with CMHC funding | <p>The developer is proposing to provide 41 affordable market units under the CMHC Apartment Construction Loan program</p> <p>The CMHC program provides the proponent with financing for the project, and in exchange the proponent is proposing to provide 41 affordable units with rents not exceeding 21% of the median income earner’s income, with affordability guaranteed for a period of 21 years. This translates to an approximate monthly rent of \$1,788 per month for the affordable units. The applicant indicated that the affordable units will be offered in the 1-bedroom and junior 1-bedroom unit types.</p> |
| The development shall meet all other applicable requirements of the land use by-law and the secondary municipal planning strategy | The proposal is seeking several exemptions from the high-rise built form requirements in Centre Plan. |

While this report recommends in favour of initiation, staff also note the importance of maintaining Centre Plan built form framework and the following concerns with the application:

- the impact of the proposed building on the pedestrian streetscape and public spaces;
- the impact of the proposed building on adjacent lots and residents; and,
- the project is at a late stage in the process and the applicant has indicate there is limited ability to influence design, as well the timeframes the applicant is seeking may not be achievable.

There are no financial implications for this report. Should Council choose to proceed with initiation, staff note risks for future requests to modify built form that may undermine the predictability and streamlined approvals established in the Centre Plan framework.

RECOMMENDATION

It is recommended that Regional Council direct the Chief Administrative Officer to:

- a) Initiate a process to consider amendments to the Regional Centre Secondary Municipal Planning Strategy and Land Use By-law to enable a development agreement for a 12-storey building in a tall mid-rise built form on lands at 2764 – 2778 Robie Street (PID 00005181) in Halifax as outlined in this report; and
- b) Follow Administrative Order 2023-002-ADM Respecting Public Participation for Planning Documents, Certain Planning Applications, and Engagement with Abutting Municipalities for the required public participation program and as outlined in this report.

BACKGROUND

FBM on behalf of Westwood Construction Limited /Richmond Yards Inc. applied to modify the Regional Centre Secondary Municipal Planning Strategy (Centre Plan) and Land Use By-Law (LUB) to enter into a development agreement on PID 00005181, at the corner of Robie Street and Almon Street in Halifax. The proposal is to modify built form requirements in the Centre Plan to allow a 12-storey building in a tall mid-rise built form. The proposed building would have a mix of uses, including commercial space along the ground floor and 150 residential units (see Attachment C for letter of rationale).

| | |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject Site | 2764 – 2778 Robie Street, Halifax (PID 00005181) |
| Location | Located at the southern corner of the Robie Street and Almon Street. |
| Regional Plan Designation | Urban Settlement |
| Community Plan Designation (Report Map 1) | Centre in the Regional Centre SMPS |
| Zoning (Report Map 2) | CEN-2 (Centre-2) in the Regional Centre LUB, including <ul style="list-style-type: none"> • A maximum building height of 40 storeys; and • A maximum Floor Area Ratio (FAR) of 7.0. |
| Size of Site | 1,997.1 square metres (21,496 square feet) |
| Current Land Use(s) | Under Construction. Building permit issued for a 10-storey mixed use building with 120 units (ZURB BPCOM-2023-16401). |
| Surrounding Use(s) | <p>To the south of this site is Richmond Yards, a planned development over a 4.2 acre site comprising several mid-to-high-rise buildings with approximately 520 residential units.</p> <p>The surrounding streetscape along Robie Street is generally low-rise with some underutilized lands, including surface parking lots and the vacant Bloomfield site. However, significant intensification with mid-rise and high-rise buildings is anticipated in this area in the future, either through as-of-right zoning or as part of the Young District comprehensive planning process.</p> |

Proposal Overview

Currently, a 10-storey building with a total of 120 units is under construction (building permit #ZURB BPCOM-2023-16401). The 10-storey building complies with all applicable requirements under the Centre Plan, including the tall mid-rise building requirements (10 storeys is the maximum allowable height of a tall mid-rise building). The proposal is to add an additional two storeys to this building, which would result in a 12-storey mixed-use building with 150 residential units as a tall mid-rise building (30 additional units). The proposal includes two levels of underground parking with 68 vehicle spaces and 80 bicycle parking spaces. The building will be connected underground to a common parking garage to the larger Richmond Yards development. Attachments C through F contain the application information, including letter of rationale, site plan, renderings, and shadow study.

Relationship to Richmond Yards

The subject site is currently owned by the same developer as the adjacent Richmond Yards development. Richmond Yards ([Case 20871](#)) was approved in 2021 under a site-specific Development Agreement (DA) approved under policies contained in the former Halifax Municipal Planning Strategy (MPS), but also considered Centre Plan design principles. The proponent indicated that the site was always intended to be developed as part of the larger Richmond Yards development. However, the subject site was not included in the original DA for Richmond Yards because the developer did not own the lands at the time of the DA application, and the subject site was separated from the remainder of the Richmond Yards development by an HRM-owned parcel (PID 40925802). The Halifax MPS no longer applies within Regional Centre because it was replaced by the Centre Plan. Therefore, the policies that enabled the Richmond Yards development no longer exist, they cannot be expanded or amended, and new development proposals need to conform to Centre Plan requirements under the current zoning.

Centre Plan Background

The subject property is subject to the Centre Plan planning documents, which came into effect in 2019 (Package A). While it is located in an area designated for growth, Policies UD-9 and UD-10 establish direction for many of the requirements in the land use by-law that support context-specific, human-scaled

and pedestrian-oriented environments (see excerpt of relevant policies and regulations in Attachment G).

The location, scale, floor plate size, orientation, and separation distances of towers affect sky view, privacy, wind, and the amount of sunlight and shadows that reach the public realm and neighbouring properties. The Centre Plan requires taller buildings (generally buildings over 10 storeys) to be more slender because slender buildings tend to create more favourable conditions surrounding the building such shadow, wind impacts, and weather protection. Mitigation of these two impacts are in addition to the aesthetic benefits that tall, slender buildings provide. In addition, tower portions of taller buildings are required to provide more separation to neighbouring properties, especially where other tall buildings are enabled. This helps ensure a higher quality of life for residents by ensuring porosity through site plan design (allowing light to pass through) as well as providing space between buildings to support a level of privacy for residents.

The Centre Plan establishes four different built form (building) regulations that are based on the height of the building as shown below in Fig. 1. The built forms have varying requirements (e.g. setbacks to property lines, building setbacks, building dimensions, etc.), with the general premise that taller buildings need more space to reduce impacts such as wind and shadow.

The building requirements established in the Centre Plan include:

- Low-rise (buildings up to 4 storeys)
- Mid-rise (buildings between 5 and 7 storeys)
- Tall mid-rise (buildings between 8 and 10 storeys)
- High-Rise (buildings that are 11+ storeys)

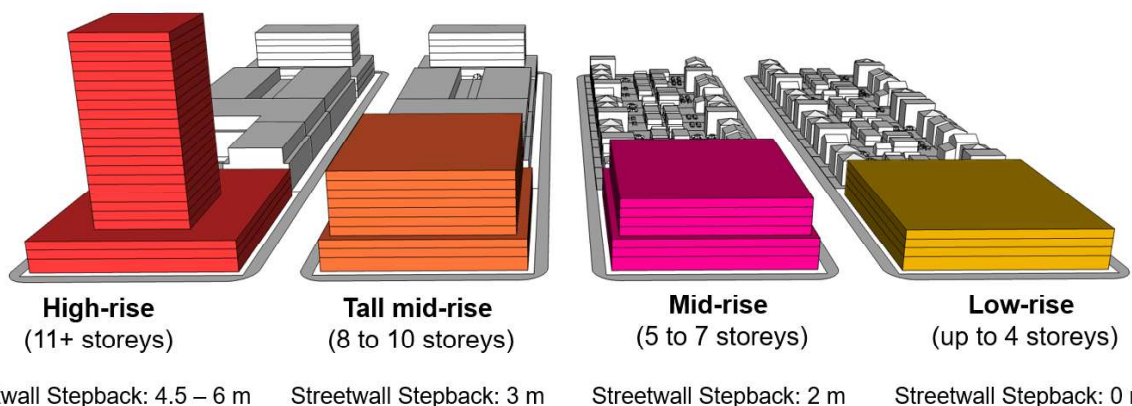


Figure 1: Centre Plan Built Form Requirements

These built form requirements are based on a framework of clarity and predictability, which permits significant as-of-right development subject to land use by-law requirements. New buildings need to conform to their respective built form typology, which is dictated by the overall building height. Not every property is large enough to accommodate the required setbacks and setbacks for a high-rise building but uniform setbacks from property lines for towers help ensure that abutting property owners are treated the same.

Staff have been regularly updating the Centre Plan and the LUB to improve administration, respond to changing housing and market trends, and consider site-specific requests as part of larger updates. Since the SMPS and the LUB were first adopted in the Fall of 2019 (Package A), and later adopted in its entirety in the Fall of 2021, staff have undertaken 4 minor housekeeping reviews, and one major comprehensive review in 2024 as part of the Urgent Changes to Planning Documents for Housing. The Regional Centre planning area experiences a significant amount of development activity and keeping the planning documents current and in good working order helps to streamline the development process while ensuring that new development is meeting broader goals and objectives established in Centre Plan. Despite the various changes, the overall Centre Plan framework relies on clear zoning and built form rules.

Urgent Changes for Housing - Housing Accelerator Fund

With the first approval of the Centre Plan in 2019, the property was zoned as CEN-2 with a maximum FAR of 5.5 and a maximum height of 90 metres (approx. 33 storeys) subject to zone and built form requirements.

In May 2024, staff brought forward a host of regulatory and zoning changes with the goal of increasing housing supply as part of the Urgent Changes to Planning Documents for Housing in support of the municipality's Housing Accelerator Fund application. This included broad zoning changes in the Regional Centre and the consideration of site-specific requests.

The zoning of the subject property was positively impacted by:

- An increase in FAR from 5.5 to 7.0;
- An increase in building height from 90 metres to 40 storeys;
- Switch from measuring building height from metres to storeys; and
- An increase in the tall mid-rise building requirements from 26 metres (approx. 8 – 9 storeys) to 10 storeys.

As part of that process, the proponent also [submitted a site-specific request](#) (#CP124) to allow a 12-storey building in a tall mid-rise built form. At that time staff recommended not proceeding with the request to modify built form requirements, and Council supported staff's recommendation and did not grant the request.

In June 2024, Westwood Construction Limited submitted an application to increase the tall mid-rise built form on the subject site from 10 storeys to 12 storeys. However, the application was incomplete until all required documentation was provided in January 2025.

At the October 1, 2024 Council meeting, Regional Council passed a motion to direct the CAO to provide a staff report on initiating an amendment process to consider the same request, an increase in the tall mid-rise built form from 10 storeys to 12 storeys subject to certain criteria include in the above motion.

Regional Plan Context

Chapter 6A of the Regional Municipal Planning Strategy (RMPS) outlines objectives for the Regional Centre. Policy G-9A of the RMPS provides direction for mitigating climate change and protecting the future health of the municipality by prioritizing the movements of pedestrians and transit service over car-oriented design and ensuring consideration of future rapid transit corridors as key locations for residential and mixed-use intensification. It also prioritizes design that includes community-scale or site-level green infrastructure, renewable energy and other climate mitigation design elements.

Policy G-14A requires HRM to consider the objectives, policies and actions of the priorities plans, including the Integrated Mobility Plan, when considering amendments to any secondary municipal planning strategy and land use by-law, such as the Centre Plan.

Enabling SMPS and LUB Context

While Richmond Yards is under a DA that was created under old policies in the former Halifax MPS, the subject property has been regulated by the Regional Centre SMPS and LUB since 2019. The Centre Plan was developed based on a framework of clarity and predictability, which permits significant as-of-right development subject to land use by-law requirements. These requirements include built form requirements to control the massing and design of buildings of various scales.

The subject property is in the Robie Street and Young Street Centre designation and is zoned Centre-2 (CEN-2). The CEN-2 Zone is among the most permissive zones in Centre Plan, allowing a broad range of uses and high-density development. The CEN-2 Zone is generally applied to parcels that are separated

from low-density areas and are intended to support intensification of mixed-use areas with access to frequent transit service, while supporting the completion of main streets that prioritize pedestrian comfort and transit mobility through building and streetscape design. The property is also located on a proposed rapid transit route and is near the Young District Future Growth Node, which is currently undergoing a comprehensive planning process. The Young District Infrastructure Study is assessing mobility and infrastructure needs of this larger intensification area.

Priority Plans

In 2017, Regional Council endorsed the Integrated Mobility Plan (IMP), which guides investment in active transportation, transit, transportation demand management, goods movement and the roadway network in Halifax. The IMP identifies Robie Street as a Transit Priority Corridor, where transit movement should be prioritized over single-occupant vehicles. The IMP also provides direction to use a 'Complete Streets' approach for roadway design and maintenance, prioritizing walking and cycling when allocating road right of way space, and using streetscaping elements to create a sense of place.

In 2020, Regional Council adopted the Rapid Transit Strategy (RTS), which further reinforces the need for transit priority on Robie Street and proposes Bus Rapid Transit (BRT) service along the corridor. The RTS identifies Robie Street for the "Green Line," which connects Clayton Park with Saint Mary's University in the South End. Land acquisition is currently underway along Robie Street to support future rapid transit.

The Active Transportation Priorities Plan also identifies Almon Street as a candidate for protected cycling facilities. Work to add protected cycling facilities on Almon Street, between Agricola Street and Windsor Street, was substantially completed in December 2024, with final completion expected in Spring of 2025.

DISCUSSION

The Centre Plan is a regulatory document that sets out the goals, objectives and direction for long term growth and development in the Regional Centre. Regional Council may consider amendment requests to the Centre Plan to enable proposed development that is inconsistent with its policies. Amendments to an SMPS are significant undertakings and Council is under no obligation to consider such requests. Amendments should only be considered within the broader planning context and when there is reason to believe that there has been a change to the circumstances since the SMPS was adopted or last reviewed.

Application Details

The proponent is seeking an exemption from 5 requirements for high-rise buildings. These exemptions and their impacts are described in the Background section as well as in Attachment A.

Applicant Rationale

The proponent submitted the following rationale in support of the request. Attachment C contains the Applicant's letter of rationale.

1. The subject site is not deep enough to accommodate the required setbacks and setbacks of the high-rise built form in Centre Plan.
2. The proposed design is compatible with the neighbouring Richmond Yards development and its "unique typology" and was always intended to be developed as part of Richmond Yards. The application letter states that, "Building C & E was intentionally designed with Building RA in mind and includes a 38 metre setback from Almon Street to ensure a harmonious relationship between the two buildings, with a continuous street wall along the new Almon Street bike lane".

3. An increase in density is required to provide 41 affordable market units under the CMHC Apartment Construction Loan Program. This program provides the proponent with financing for the project, and in exchange the proponent is proposing to provide 41 affordable units with rents not exceeding 21% of the median income earner's income, with affordability guaranteed for a period of 21 years. This translates to an approximate monthly rent of \$1,788 per month for the affordable units. The affordable units will be offered in the 1-bedroom and junior 1-bedroom unit types.
4. The proposal meets broad Centre Plan policy intent of intensifying areas with frequent access to transit service, allowing a degree of variation in built form requirements within and between Centre designations (Policy C-2), and enhance the transportation network to prioritize pedestrians, cyclists, and transit while improving connections to other communities. An increase in density is required to provide a north/south mid-block pedestrian connection that would connect Robie Street to the neighbouring Richmond Yards development.

Staff Review

Staff have reviewed the submitted rationale in the context of site circumstances, surrounding land uses, and enabling planning policies (see relevant policies in Attachment G). While staff note concerns with the request, it is recommended that Regional Council proceed with initiation. This is in support of Council's motion of October 1, 2024, and upon review of the unique circumstance where the site is adjacent to a significant comprehensively developed area for approximately 1,500 residents being developed under the policies that pre-dated the Centre Plan. The site was not included in the original Richmond Yards DA due to uncertainty related to ownership of certain lands within the larger parcel. The proponent considers this site as an extension of Richmond Yards and is seeking a discretionary process that would enable a built form flexibility that is similar to the remainder of the site.

Positive aspects of the proposal include development of an underutilized lot, located near transit and with new commercial space on the ground floor that will provide additional services to local residents. The proposal also includes additional affordable market housing, a mobility connection to the rest of the site, that could be secured through a DA and the CMHC Agreement. These are in addition to bonus zoning that is required for the development in the CEN-2 Zone.

As there is currently no enabling policy that would enable a DA application on this site, the process to move forward would involve creating a site-specific policy in Centre Plan that would enable a DA. This site-specific DA policy would not apply broadly, it would be limited only to the subject site and is based on its connection to the larger development site.

Should Council choose to proceed with initiation of this request, a more detailed review of the proposal would be undertaken, including feedback through community engagement and technical considerations of the proposal's servicing, traffic, and wind impacts.

While this report recommends in favour of initiation, it should be noted that there are concerns with the proposal as it relates to meeting the Centre Plan framework:

1. Impact of the proposed building on the streetscape and public realm

In keeping with the October 1, 2024 Council motion, the proposed building is designed in a coordinated manner with the adjacent Richmond Yards development. However, the Richmond Yards built form is bulkier than the Centre Plan built form.

Staff advise that the proposed massing and streetwall stepback of 3.0 metres for a 12-storey may negatively impact the public realm. The proposed massing of the building exceeds the maximum tower depth and the maximum tower floor plate, and results in a large building on a relatively small parcel. This would have a physical and visual impact on the streetscape. A reduced streetwall stepback would further contribute to this and would generate more shadow and pedestrian-level wind than a building in the high-rise form. Some of these concerns may be mitigated by a wind

tunnel study which may require additional mitigation.

Staff acknowledge that the subject site does not have adequate depth to meet the setbacks and stepbacks that are prescribed in the high-rise built form requirements. This is not caused by the Robie Street transportation reserve in staff's opinion. At its widest point, inclusive of the transportation reserve, the lot has a depth of approximately 31 metres. To feasibly accommodate a high-rise building while meeting Centre Plan requirements, the ideal lot depth is approximately 35 to 40 metres which is needed to meet the required setbacks and building stepbacks.

While the massing may not seem like an issue given the current context of the local surroundings today with many underutilized lots, this area is undergoing rapid densification with many high-rise buildings anticipated in the immediate surroundings in the near future, both as part of the enabled density in the CEN-2 Zone and through ongoing work in the Young District. Greater separation between buildings and narrower floor plates becomes increasingly important in a high-density neighbourhood.

2. Impact of the proposed building on adjacent lots

Staff advise that the exemption to the rear yard tower separation may negatively impact the adjacent lot at 2752-2754 Robie Street. This lot is owned by a third party and could be redeveloped for a tall mid-rise or a high-rise building in the future. Reducing the tower separation to the property line may negatively encumber the neighbouring property by not providing adequate separation between buildings.

While the proposal also seeks to reduce the side yard tower separation, staff are not concerned with this separation because the adjacent lot is also owned by the developer and was recently developed with a low-rise building.

3. Built Form in Centre Designation

The applicant cites Policy C-2 as a rationale that the Centre Plan anticipated variations in built form requirements within and between Centre designations. The full policy C-2 is included in Attachment G and states that "*Built form requirements may differ both within a Centre and between Centres to permit various land uses and control the design of low-rise buildings, mid-rise buildings, tall mid-rise buildings, and high-rise buildings, consistent with Map 3 and the policies in Parts 3 and 4 of this Plan*". The difference in built form references Map 3 which regulates Floor Area Ratios (FAR) and are subject to more detailed urban design policies in Parts 3 and 4 of the Plan, including policies for different built forms.

4. Application Process / Ability to Adjust Design

A site-specific amendment to the Centre Plan and a new DA is a significant undertaking with considerable processing times (approximately 8 – 12 months). These applications are best treated well in advance of construction to allow a timely review and potential design changes to incorporate feedback from the public or from Council. In this case, where construction is already underway, it makes it difficult to make changes that may be required to satisfy public, staff, or Council requests, and it may pose a risk if the DA process is not completed by the time the construction reaches the 10th floor, which is the maximum height allowable under the approved building permit.

The Council motion indicated a desire for the building to comply as much as possible with the Centre Plan. Through the application process, staff have been working with the applicant to identify whether any changes could be made to the proposed design that would bring the proposal further into conformity with the high-rise building requirements in Centre Plan. Staff inquired about the possibility of two design changes: (1) to increase the streetwall setback, and (2) to provide additional tower separation to an adjacent lot on Robie Street.

These changes would help address the biggest concerns with the proposal by improving the buildings relationship with the streetscape and by providing adequate separation distance to an

adjacent property to ensure that its future development is not negatively impacted by a high-rise building that is built too close to the property line.

The proponent has indicated that these changes to the massing are not possible. Ultimately staff advise that for buildings above 10 storeys, the high-rise building requirements are necessary to mitigate wind and shadow impacts while providing a high-quality pedestrian realm.

Jurisdictional Scan

In reviewing this request, staff also compared Centre Plan's building regulations against other jurisdictions. The results show that Centre Plan's building regulations are well aligned with other jurisdictions. The results of the jurisdictional scan are provided in Attachment B.

Alternative Option

An alternative recommendation to not proceed with initiation is provided. In this case, the proponent would be able to proceed with construction of a 10-storey, 120-unit mixed use building that is currently approved and underway.

Conclusion

Staff reviewed the proposal against the Centre Plan vision, guiding principles, policies, regulations, local context, potential public benefits, and built form policies in other jurisdictions. The report notes concerns with the proposed design, as the tower dimensions, setbacks and stepbacks embedded in Centre Plan are critical to mitigating impacts of development on pedestrian and public spaces such as wind and shadow impacts and help provide a level of privacy for adjacent buildings.

However, the proposal is satisfying all elements of Council's motion of October 1, 2024. Given Regional Council's direction, and the unique circumstance where this site is adjacent to a comprehensive development area for approximately 520 units and 1,500 residents developed under the policies that predated the Centre Plan, and given the proposal is integrated with the subject site, staff believe there is merit in initiating the proposal.

FINANCIAL IMPLICATIONS

No financial implications at this time. Should Council proceed with the application, any costs associated with processing the application can be accommodated in the current budget.

RISK CONSIDERATION

Although each request to amend the municipal planning strategy is considered individually, there is a risk that proceeding will lead to similar requests on lots that do not have the required depth (approximately 35 – 40 metres) to meet the Centre Plan's high-rise building requirements. Other inquiries seeking similar site-specific exemptions to built form requirements in the Centre Plan have been received, and processing site-specific requests to modify built form framework may risk overall clarity and predictability of the Centre Plan framework, which could impact development approval timelines and staff's ability to consider holistic updates to the planning documents. This risk can be mitigated by typing the site specific policy to this site based on the significant abutting development approved under policies that preceded the Centre Plan.

The proposed affordable market units under the CMHC Apartment Construction Loan Program is not unique to the property. Many other developers also use this program and similar funding streams for their projects, so there is a risk that proceeding with a site-specific amendment to built form requirements to accommodate affordable units through this program will lead to similar requests more broadly. It is staff's understanding

that the affordable housing agreement is not yet finalized staff will explore using the Development Agreement to tie the requested flexibility to the proposed affordable market housing on-site.

A plan amendment and development agreement process is discretionary in nature and should allow for changes in design to reflect staff analysis and public feedback. The building on the subject site is currently under construction, and therefore there may be a limited ability to consider any changes to the proposed design. The process may however be able to secure the additional mobility connection through the site.

COMMUNITY ENGAGEMENT

Should Regional Council choose to initiate the MPS amendment process, the HRM Charter requires that Regional Council approve a public participation program. In June of 2023, Regional Council approved the Public Participation Administrative Order (2023-002-ADM), which staff are proposing to follow. The proposed level of community engagement is consultation, achieved through HRM's website and through a public information meeting early in the review process prior to Regional Council considering approval of any proposed amendments (see notification area of mailouts in Report Map 3). Planning Staff will be available via telephone and email for one-on-one discussions with members of the community who have concerns or questions about the proposed amendments. The community will have further opportunity to engage with Regional Council at the required public hearing.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified.

ALTERNATIVES

Halifax Regional Council can refuse to initiate amendments to the Regional Centre Secondary Municipal Planning Strategy and Land Use By-Law to consider allowing a 12-storey building in a tall mid-rise built form at 2764 – 2778 Robie Street (PID 00005181) in Halifax.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning and Development

ATTACHMENTS


Map 1: Generalized Future Land Use
Map 2: Zoning
Map 3: Notification Area
Attachment A: Application Details
Attachment B: Jurisdictional Scan
Attachment C: Application Letter dated March 7, 2025 (revised)
Attachment D: Site Plan and Floor Plans
Attachment E: Rendering
Attachment F: Shadow Study
Attachment G: Excerpts from the RMPS, SMPS, and LUB

Report Prepared by: Kasia Tota, Manager, Community Planning, 902-292-3934



Map 1 - Generalized Future Land Use

2764-2778 Robie Street,
Halifax

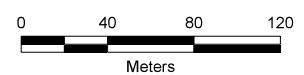
 Subject Property

Regional Centre
Plan Area

Designation

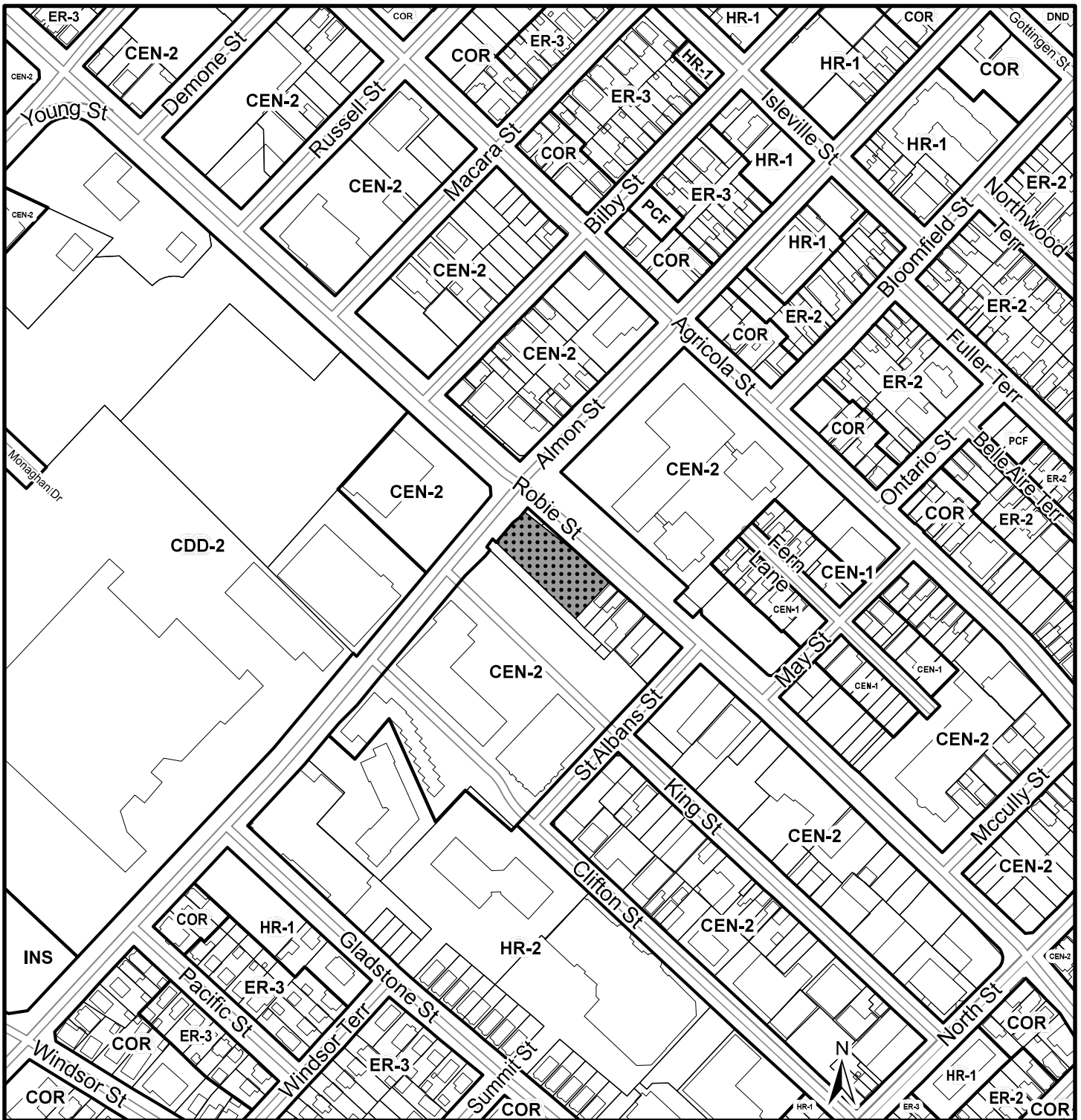
- CEN Centre
- COR Corridor
- ER Established Residential
- HR Higher-Order Residential
- FGN Future Growth Node
- IE Institutional Employment
- PCF Park and Community Facility

HALIFAX



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

2764-2778 Robie Street,
Halifax

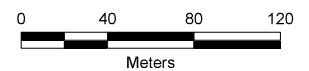
 Subject Property

Regional Centre
Land Use By-Law

Zone

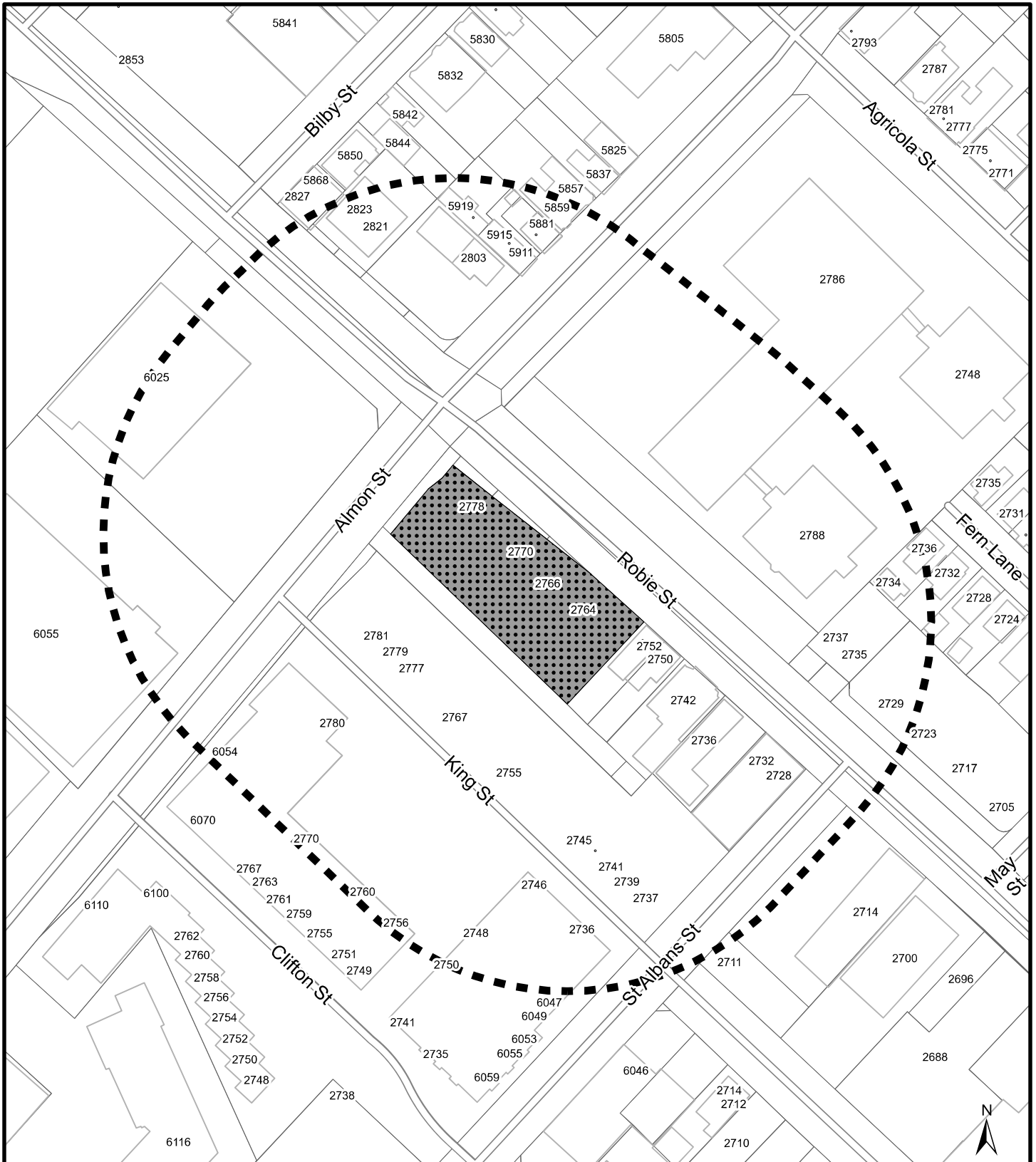
- CDD-2 Comprehensive Development District 2
- CEN-1 Centre 1
- CEN-2 Centre 2
- COR Corridor
- DND Department of National Defense
- ER-2 Established Residential 2
- ER-3 Established Residential 3
- HR-1 Higher-Order Residential 1
- INS Institutional
- PCF Parks and Community Facilities

HALIFAX



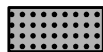
This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

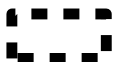


Map 3 - Notification Area

2764-2778 Robie Street,
Halifax



Subject Property



Notification Area

HALIFAX

0 10 20 30 40



Meters



The accuracy of any representation on this plan is not guaranteed.

Attachment A Application Details

The proponent is seeking an exemption from 5 important requirements for high-rise buildings. These exemptions and their impacts are described below:

1. Reducing the required streetwall setback from 4.5 metres to 3.0 metres (33% decrease);

- What is a streetwall setback?
 - A streetwall refers to the portion of the building that is facing the street.
 - A streetwall of a certain height (e.g. 3 storeys) is created by a setback above the streetwall which is “a horizontal recess that breaks the vertical plane of an exterior wall on a main building” (RC LUB S. 240).
 - A setback creates the base of a building creating a distinct podium, while the tower portion of the building is located further away from the street, as shown below.

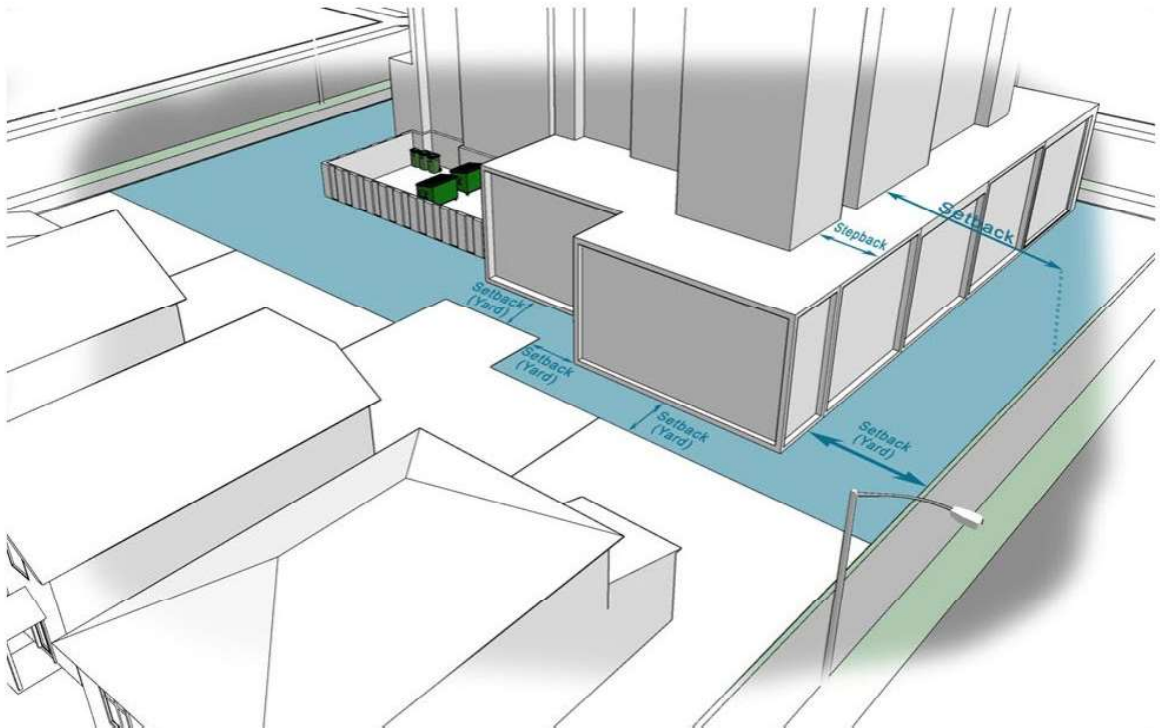
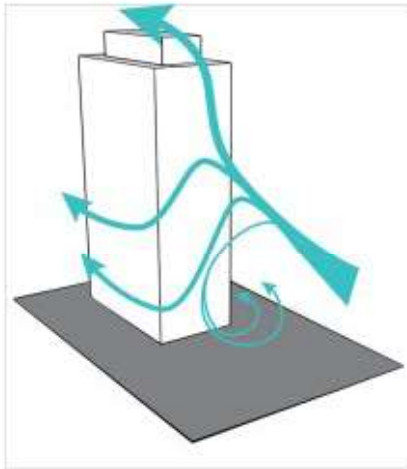
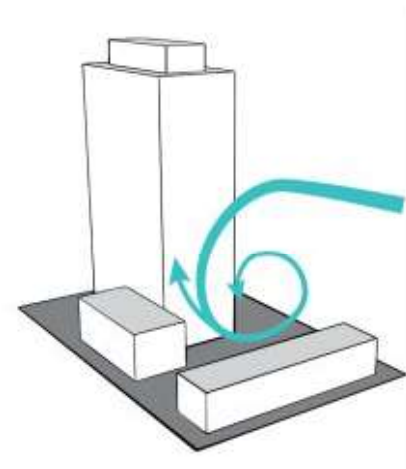


Figure 1: Visual Representation of Setback

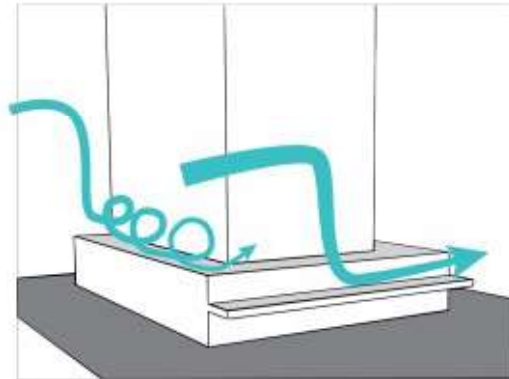
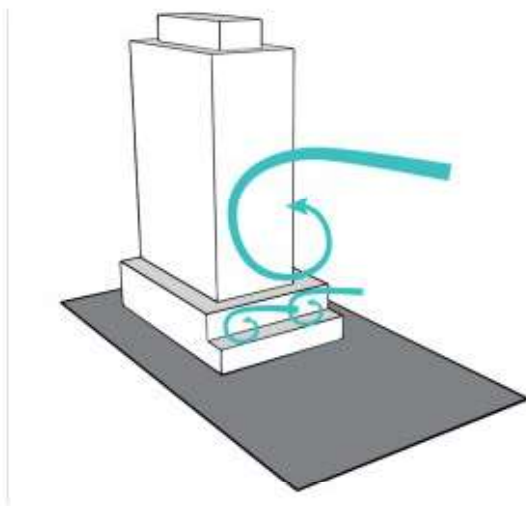
- Why is this important?
 - Streetwall setbacks are important design features that help to shape a comfortable public realm and provide relief from wind and shadow impacts of tall buildings. The taller the building, the larger the setback required. An illustration of how streetwall setbacks mitigate wind impacts is shown below:



Example 1: Large shear walls multiply wind impact.



Example 2: Small abutting buildings can mitigate wind impact off site.



Example 3 and 4: Building setbacks and projections such as canopies mitigate wind impacts on and off site.

Figure 2: How Setbacks Mitigate Pedestrian Wind Impact

2. Reducing side and rear yard tower separation distance

- a) Reducing the required side yard tower separation from 12.5 metres to 9.8 metres (22% decrease);
- b) Reducing the required rear yard tower separation from 12.5 metres to 9.17 metres (27% decrease);

- What is side yard and rear yard tower separation?
 - Yard tower separation is the distance between the tower (the portion of the building above the streetwall) and the side or rear property line. An illustration is provided below:

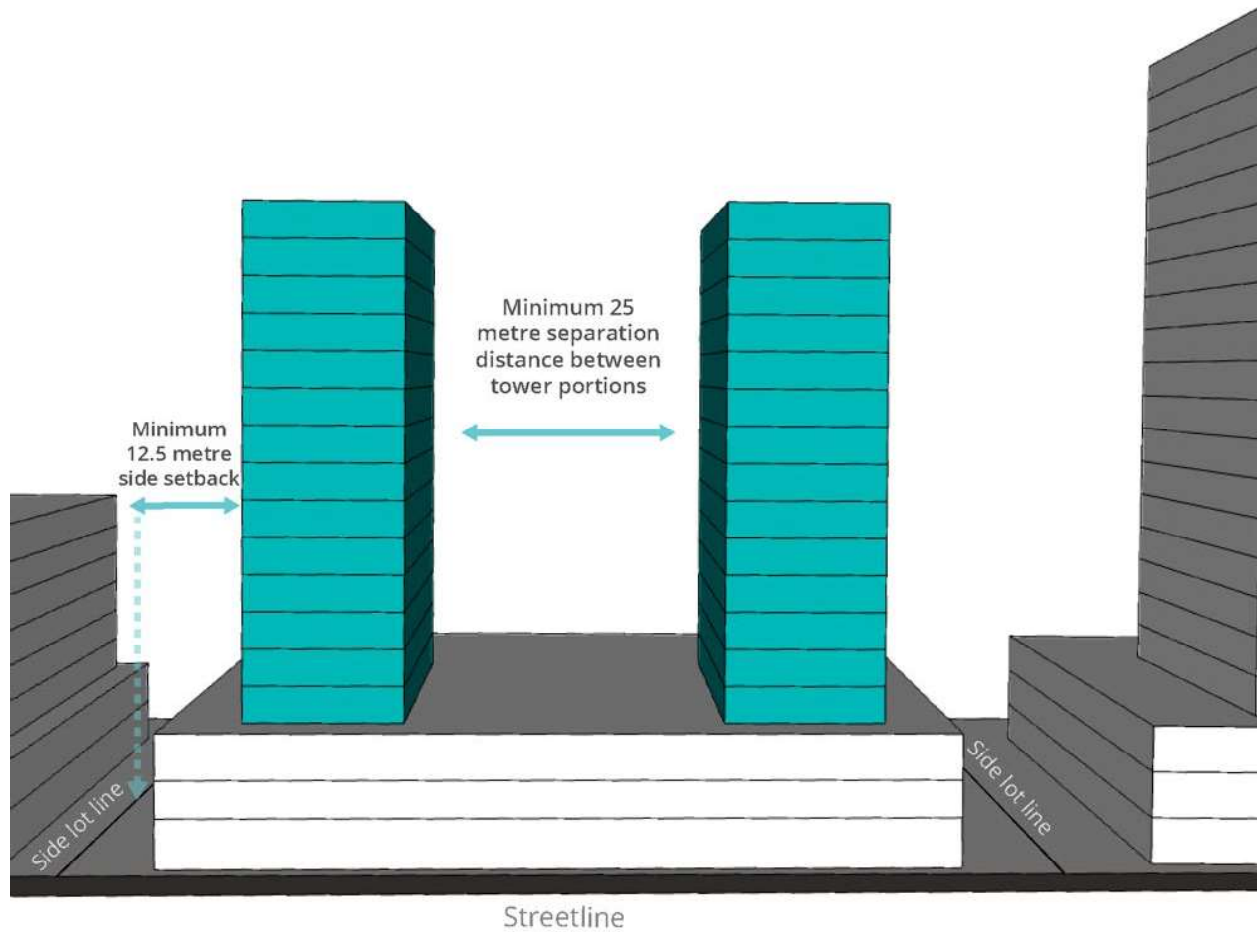


Figure 3: Visual Representation of Tower Separation

- Why is this important?
 - Adequate tower separation distances from property lines and from other towers is a critical aspect of tall building design. The placement of towers should minimize negative impacts on the public realm and neighbouring properties, such as adverse shadowing, pedestrian-level wind, and blockage of sky view, and should maximize the environmental quality of building interiors, including daylighting, natural ventilation, and privacy for building occupants.
3. **Increasing the maximum tower floor plate from 900 square metres to 990 square metres (10% increase);**
- What is maximum tower floor plate?
 - The maximum tower floor plate is the maximum allowable floor area for the tower portion above the streetwall. An illustration is provided below:

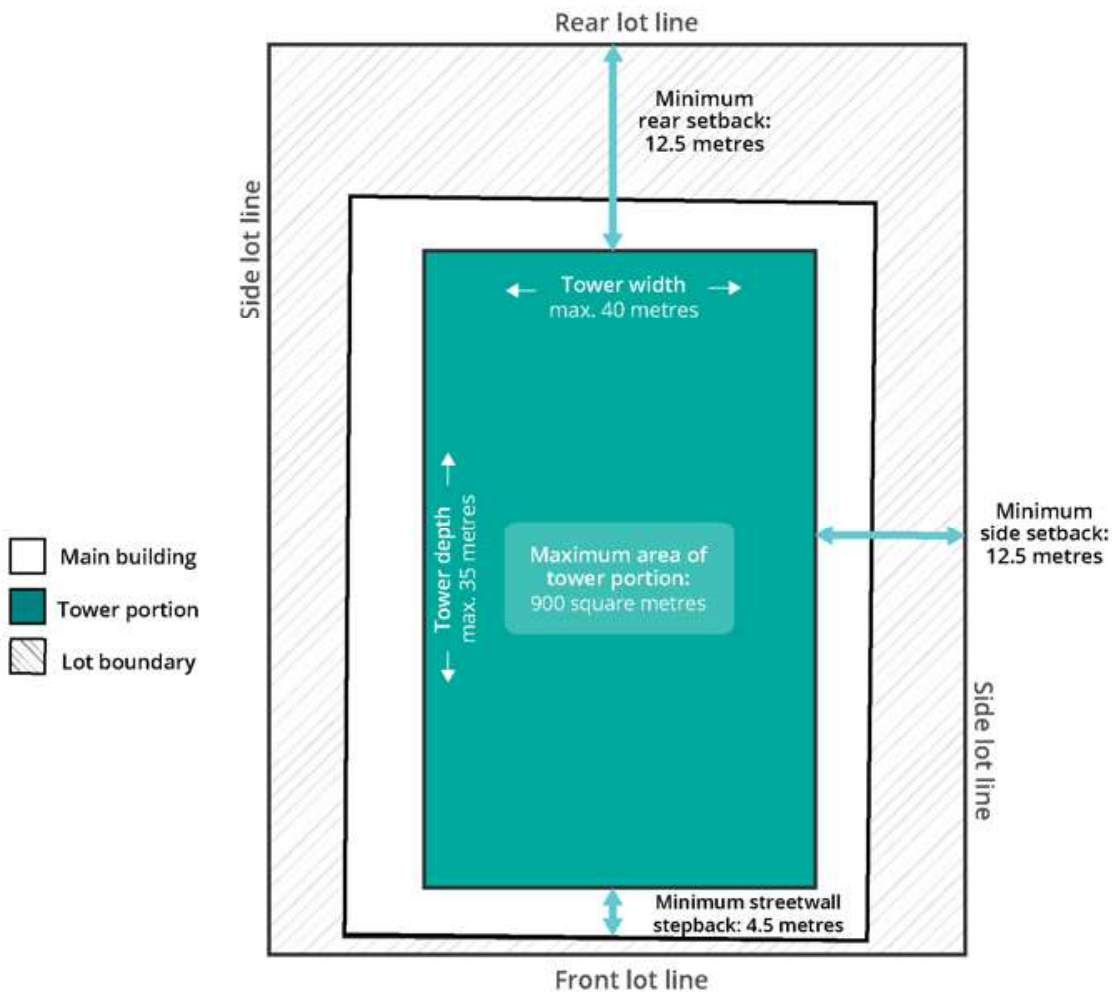


Figure 4: Visual Representation of Tower Floor Plate and Other Dimensions

- Why is this important?
 - The size and shape of the tower floor plate plays a role in the visual and physical impact it poses on surrounding streets, parks, open spaces, and properties. The Centre Plan favours slender tower floor plates that cast smaller, faster moving shadows, permit better views between buildings and through sites, and contribute to a more attractive skyline.
- 4. Increasing the maximum tower depth from 35 metres to 54.5 metres (55.7% increase).**
 - What is maximum tower depth?
 - The maximum tower depth is the maximum dimension allowable for the tower portion of the building above the streetwall.
 - Why is this important?
 - Similar to the maximum floor plate, the tower depth plays a role in ensuring a slender floor plate that impacts the towers visual and physical impact on the streetscape and surrounding properties. Larger towers would cast more shadows for longer periods of time than slender towers.

Attachment B
Jurisdictional Scan of Built Form Requirements

In reviewing this request, staff also compared Centre Plan’s building regulations against other jurisdictions. The results show that Centre Plan’s building regulations are well aligned with other jurisdictions, and in no case could staff find another jurisdiction that would permit a 12-storey building in a mid-rise built form in a comparable location. In many cases Centre Plan is more flexible than other municipalities due allowing larger floor plates and smaller setbacks to property lines (See Table 1 below).

Table 1: Jurisdictional Scan of Built Form Requirements

| Municipality | Maximum allowable height in mid-rise built form | Would the proposed design be permitted based on Robie Street’s right-of-way and central urban location? |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| Halifax | 10 storeys | No |
| Toronto, ON | Generally 10 storeys, but up to 14 storeys in mid-rise built form on wider streets (45 metre right-of-way required for full 14 storeys) | No |
| Ottawa, ON | Generally 9 storeys, but up to 12 storeys permitted in suburban contexts on wider streets | No |
| Calgary, AB | 10 storeys | No |
| Edmonton, AB | 7 storeys | No |
| Victoria, BC | 6 storeys | No |

Although some jurisdictions allow mid-rise buildings to exceed 10 storeys, this is largely based on the width of the street right-of-way. The subject site is located along Robie Street, and with the added lands from the Transportation Reserve, the right-of-way at this location will be approximately 33 metres. As this is not a wide street, staff could not find an example of another jurisdiction that would permit a 12-storey building in a mid-rise form on a street with a comparable right-of-way.

As with Centre Plan, taller buildings than the maximum allowable mid-rise built form as shown in Table 1 must follow their respective requirements for high-rise buildings, all of which are fairly similar to Centre Plan insofar as they require greater setbacks, narrower floor plates, and increased building setbacks. The similarities of these regulations speak to the fact that there is growing consensus on how to accommodate tall buildings while ensuring they contribute positively to the public realm while mitigating the negative impacts of wind and shadow.



March 7, 2025

Mr. Josh Adams, MCIP, LPP
Principal Planner – Community Planning, Planning & Development
Halifax Regional Municipality

Dear Josh,

On behalf of Richmond Yards Inc., I am writing to request the support of Staff to bring a recommendation to Halifax Regional Council to initiate a process to allow for a site-specific development agreement for the last phase of the Richmond Yards Development- Building RA. A development agreement for this site will enable:

- 1) An additional 30 units, allowing for 41 affordable housing units to be incorporated throughout Building RA which would otherwise not be financially feasible,
- 2) The completion of the Richmond Yards transportation network, connecting approximately 1,500 residents to the future Robie Street BRT route, and
- 3) Building design that is integrated with the prior phases of the Richmond Yards development.

Background:

In 2021, a development agreement was approved for the Richmond Yards- a comprehensive, integrated community that provided pedestrian-oriented street networks, transit connectivity, and a design strategy that ensured that buildings were in harmony with each other. Building RA, located on the corner of Robie and Almon Street, was always intended to be the final phase of this master plan. However, a minor parcel of land without clear ownership meant that building RA was excluded from the original development agreement. This ownership issue was finally resolved in 2024, with HRM selling the parcel to Richmond Yards Incorporated. Unfortunately, this resolution came too late. Current zoning regulations limit Building RA to **56%** of its allowable floor area. This is an unfortunate outcome for a site located directly along a bus rapid transit route, especially during a housing crisis.

The Regional Centre Land Use By-law permits a floor area ratio (FAR) of 7 for this site, however, under the existing requirements the maximum achievable is 3.94 out of a permitted 7 (56% of the total allowed). At this scale of development, providing affordable housing units is not financially feasible. However, by increasing the building height from 10 to 12 storeys, the achievable FAR is increased to 4.82. This additional development potential will allow for Richmond Yards Inc. to participate

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in CMHC Apartment Construction Loan Program and provide 41 affordable units, guaranteed for 21 years.

Under the current regulations, increased requirements are triggered once a building exceeds 10 storeys. For this site, a building over 10 storeys could only 9 metres wide – just over one third the width of the current design (Figure 1). The narrowness of the resulting building would be incompatible with providing housing, even more so for the inclusion of affordable units.

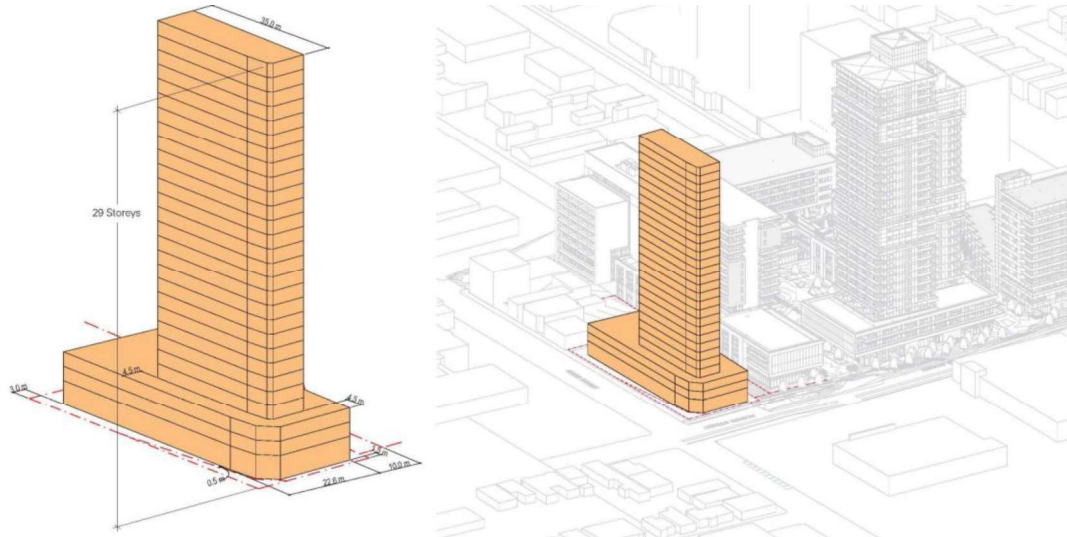


Figure 1 Current High-Rise Zoning Requirements (11-40 Storeys)

The requested changes would allow the proposed Building RA (Figure 2) to follow requirements that are stronger than those currently required for a 10-storey building but are less strict than those required for 11-40 storey buildings. The current requirements disincentivize the development of buildings that are between 10-20 storeys in height – forcing the choice to either under-develop a site or build taller than desired. We believe this is a detriment to the public interest. While we are requesting a site-specific development agreement, we believe that the standards being exemplified in the proposed Building RA would be sensible changes to the Land Use By-law requirements more generally. For a case in point, the current Land Use By-law requirements would not have permitted the earlier phases of Richmond Yards – a development praised for its high-quality design, contribution to local community character, and its commitment to affordability.



Figure 2 Proposed Building RA

It is important to note, that the proposed Building RA design shown in Figure 2 meets or exceeds all the Tall-Mid Rise requirements, and most of the High-Rise requirements. To demonstrate this, we have provided the table below to compare the proposed Building RA design against the current Tall-Mid Rise and High-Rise Land Use By-law requirements. Requirements in green indicate that the Building RA design meets or exceeds the requirement.

| Requirement | Proposed 12-Storey Building RA | Tall Mid-Rise Requirements | High-Rise Requirements |
|---------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------|---------------------------------------------------------|
| Front Setback (Almon Street) | Ground floor: 3.7 – 5.1 metres (1.7- 3.1 metres at 2 nd Storey) | 1.5 metres | 1.5 metres |
| Flanking Setback (Robie Street) | Ground floor: 2.6 – 6.3 metres (0.6 – 4.3 metres at 2 nd Storey) | 0.5 – 3 metres | 0.5- 3 metres |
| Rear Yard Setback | Storeys 1-12: 9.34 metres (7.34 metres at 2 nd storey) | Storeys 1-7: 0 metres Storeys 8-10: 4.5 metres | Storeys 1-3: 0 metres Storeys 4-12: 12.5 metres. |
| Side Yard Setback | Storeys 1-12: 9.64 metres (7.64 metres at 2 nd storey) | All storeys: 0 metres | storeys 1-3, 0 metres Floors 4-12: 12.5 metres. |

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| | | | |
|-----------------------------------------------|--------------------------------------------|--------------------------------------|--------------------------------------|
| Maximum Streetwall Height | 2 storeys | 3 storeys | 3 storeys |
| Streetwall Stepback | 3 metres | 3 metres | 4.5 metres |
| Maximum Building Dimension (below streetwall) | Depth: 59.49 metres Width: 25.75 metres | Depth: 64 metres Width: 64 metres | Depth: 64 metres Width: 64 metres |
| Maximum Building Dimension (above streetwall) | Depth: 54.5 metres Width: 20.9 metres | Depth: 64 metres Width: 64 metres | Depth: 35 metres Width: 40 metres |
| Maximum Floor Area (above streetwall) | 989.6 square metres / storey | No maximum | 900 square metres / storey |

A few notes on the High-Rise requirements which the Building RA design doesn't meet:

Streetwall Stepback:

While Building RA does not meet the additional 1.5m streetwall stepback required for buildings between 10 and 40 storeys, we believe that the combined effect of the increased front and flanking setbacks—up to 6.3 metres beyond the requirement—and the reduced streetwall height adequately address concerns about sunlight penetration and human scale. Furthermore, a wind-tunnel test required as part of a building permit application will guide any necessary measures to mitigate wind impacts.

Side Setback:

The property which this requirement impacts is a part of Richmond Yards development, Building C & E. The as-of-right zoning requirements currently allow for a 10-storey building with a 0-metre setback directly abutting it. Instead, the proposed Building RA structure has a 9.64-metre side setback. This allows for a laneway between the two buildings, creating a new pedestrian connection through the city. Were it not for the extra two storeys, Building RA would significantly exceed the required side setback. Additionally, Building C & E was intentionally designed with Building RA in mind and includes a 38 metre stepback from Almon Street to ensure a harmonious relationship between the two buildings, with a continuous street wall along the new Almon Street bike lane.

We firmly believe that the Building RA design provides much more generous relationship from the adjacent Richmond Yards Building C & E than a 10-storey building designed to the as-of-right standards would.

Rear setback:

Under current requirements, a 10-storey building is permitted a 0-metre rear

setback for floors 1-7 and a 4.5-metre setback for floors 8-10. In contrast, the proposed Building RA features a 9.34-metre rear yard setback. As with the side setback requirement, if it were not for the additional 2 storeys, Building RA would significantly exceed the required rear setback. This setback allows for a pedestrian friendly laneway between Building RA and the neighbouring building, that connects Robie Street through to Gladstone Street. This pathway will pass through Kings Square and Clifton Green, a pocket park nestled between the townhouses and live-work studios. The laneway will have soft scaping and café seating, with shops and cafés spilling out to activate the pedestrian experience.

We firmly believe that the Building RA design provides much greater relief to the adjacent property than a 10-storey building designed to as-of-right standards.

Maximum Building Area and Dimensions:

While the proposed design does exceed these requirements, Building RA is well under the maximum building dimension for buildings 10 storeys or less. An important design consideration has been the inclusion of two new laneways, the “North South Passage” and the East-West “Narrows Way” (Figure 3). Leaving space for these vital pedestrian connections on the lower levels has required a larger building size above the street wall to provide an adequate number of residential units. This trade-off represents a significant public should be enabled by policy more generally to meet the objectives of HRM’s Integrated Mobility Plan.

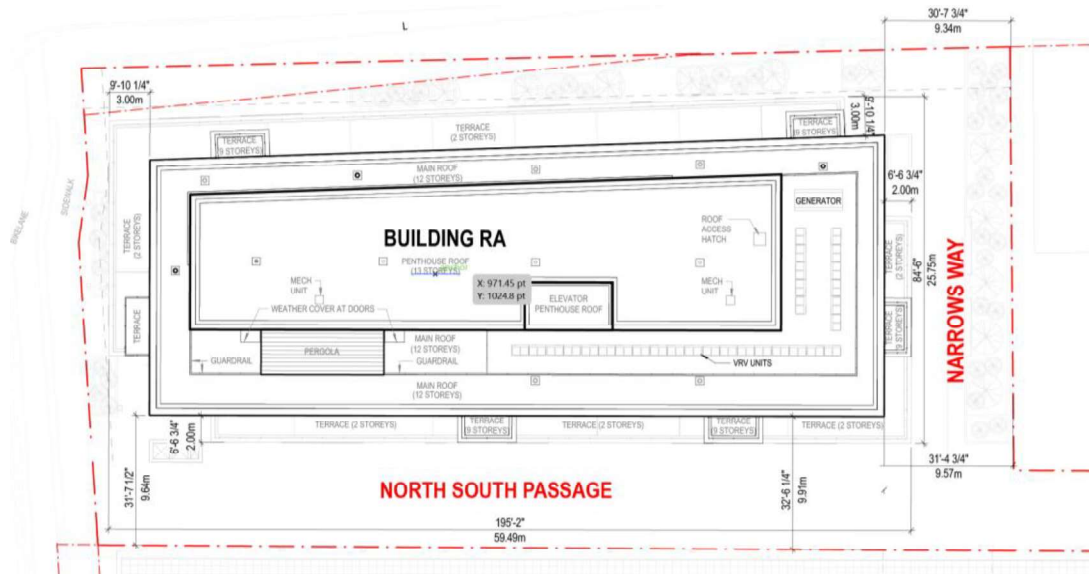


Figure 3 Building RA Introduces Two New Laneways in the City: The North South Passage and Narrows Way

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Policy Support in Regional Centre Secondary Municipal Planning Strategy:

The Regional Centre Secondary Municipal Planning Strategy (SMPS) envisions the creation of complete communities throughout the Regional Centre. The SMPS aims to achieve this through two sections in particular, Part 2 – Urban Structure, and Part 3 – Urban Design. Part 2 includes the objectives of the Centre Designation, within which Richmond Yards is located. Notably, Part 2 gives the following direction for policy in the Centre Designation:

- 1) Intensify areas with frequent access to transit service,
- 2) Allow for variations in built form requirements within and between Centre designations (Policy C-2), and
- 3) Enhance the transportation network to prioritize pedestrians, cyclists, and transit while improving connections to other communities,

The proposed design of Building RA, and our request for variation to the existing zoning requirements, is well aligned with the above policy direction. The existing development agreement for Richmond Yards (Case 20871) established a unique Centre building typology along Almon Street that should also extend to include the development's final phase, Building RA. By enabling a development agreement option, Building RA will:

- 1) Provide residential density along the Robie Street Bus Rapid Transit corridor,
- 2) Align with the existing building typologies of Richmond yards which are within the same Centre Designation, and
- 3) Achieve the goal for the Robie Street and Young Street Centre of creating *"a pedestrian-oriented environment by connecting the existing street grid and improving pedestrian movement through new and expanded mobility connections."* (Figure 4)

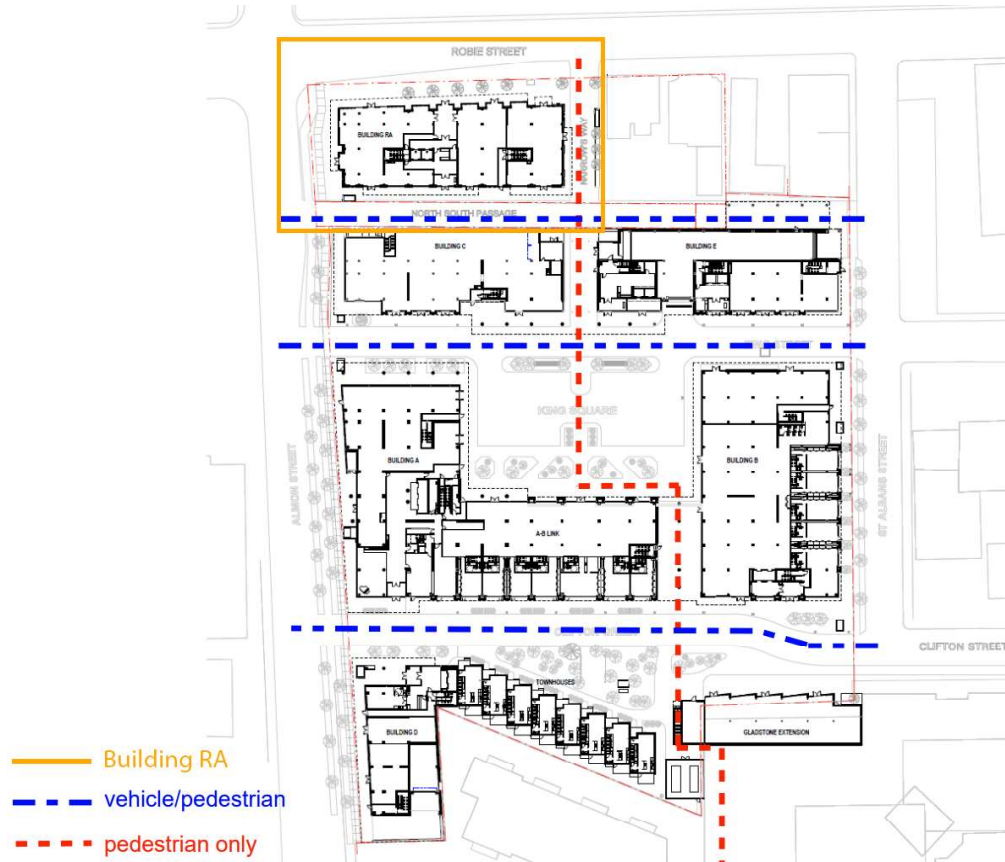


Figure 4 Richmond Yards Transportation Network

Part 3 of the SMPS specifically outlines the role of the building envelope in supporting pedestrian traffic, human scaled streetscapes, providing transitions between different urban structures, maintaining adequate street level environmental conditions, and balancing height and massing. The proposed building design aligns with the policy intent of Part 3 by being intentionally designed to address key considerations of the SMPS including the following:

Shadow Impact:

As demonstrated in Attachment D, the additional two storeys will have a very minor impact on shadows at the street level. Furthermore, the Regional Centre Land Use By-law only regulates shadows with respect to prominent parks listed in Schedule 51, none of which are near Building RA.

Wind Impact:

The proposed 12-storey design exceeds 40 metres, necessitating a quantitative wind tunnel assessment as part of the development permit application. This rigorous analysis ensures compliance with the wind impact assessment protocol and validates mitigation measures. By contrast, the 10-storey design required only an experience-based letter of opinion. Building RA has been designed with wind mitigation measures in mind, for example by ensuring that all ground floor

entrances are protected by an overhang, and main entrances have an additional recess to further mitigate wind.

Pedestrian-Friendly and Human-Scale Design Features:

The following design features demonstrate how the proposed Building RA design is centered around pedestrian-friendly and human-scale principles that enhance the pedestrian experience.

- **Recessed Ground Floor:** Provides weather and wind protection for pedestrians.
- **Pedestrian Connections:** The two proposed laneways, Narrows Way and North-South Passage, complete the pedestrian network throughout Richmond Yards developments to create a high-quality pedestrian experience. Once completed, this network will connect the wider neighbourhood to HRM’s bus rapid transit network, including an estimated 1,500 residents in the Richmond Yards developments alone.
- **Public Art:** The streetwall at the corner of Robie and Almon street will feature public art to enhance visual interest and create an interesting and engaging pedestrian experience.
- **Street Activation:** Grade-related commercial spaces are located on all four sides of the building to ensure that Building RA is a hub of pedestrian activity. This is possible because the proposed design exceeds the minimum setback requirements on all sides of the building, leaving room for high-quality public space. Along the North South Passage and the Narrows Way, café seating will create vibrant and social pedestrian activity.
- **Human Centred Design:** The building’s prominent streetwall employs varied materials and architectural detailing, along with public art to achieve a landmark presence at the Robie & Almon Street intersection. Additionally, Building RA’s streetwall steps back a floor earlier than required, enhancing the pedestrian scale. Finally, all design requirements under Part VII of the Regional Centre Land Use By-law are being met or exceeded including but not limited to street wall articulation, clear glass glazing, and corner treatment.

In closing, we believe that Building RA’s design exemplifies the core values and vision of the Regional Centre Secondary Municipal Planning Strategy. The difficulty we find ourselves in today is due to the tradeoff between the regulatory efficiency of as-of-right development, and the flexibility provided by a discretionary approval process. Ultimately what motivates Richmond Yards Inc. to pursue this discretionary approval process is the opportunity to provide 41 affordable housing units that are desperately needed in HRM.

For all the reasons stated in the above letter – we believe that the requested additional two storeys have no tangible negative impact to the public good.



However, the benefit that the additional 41 affordable units, guaranteed for 21 years, is very real and will begin as soon as construction is completed. We appreciate your team's support throughout this process to date, and we look forward to working together in turning the vision of the Centre Plan into reality.

Sincerely,

Fowler Bauld & Mitchell Ltd.



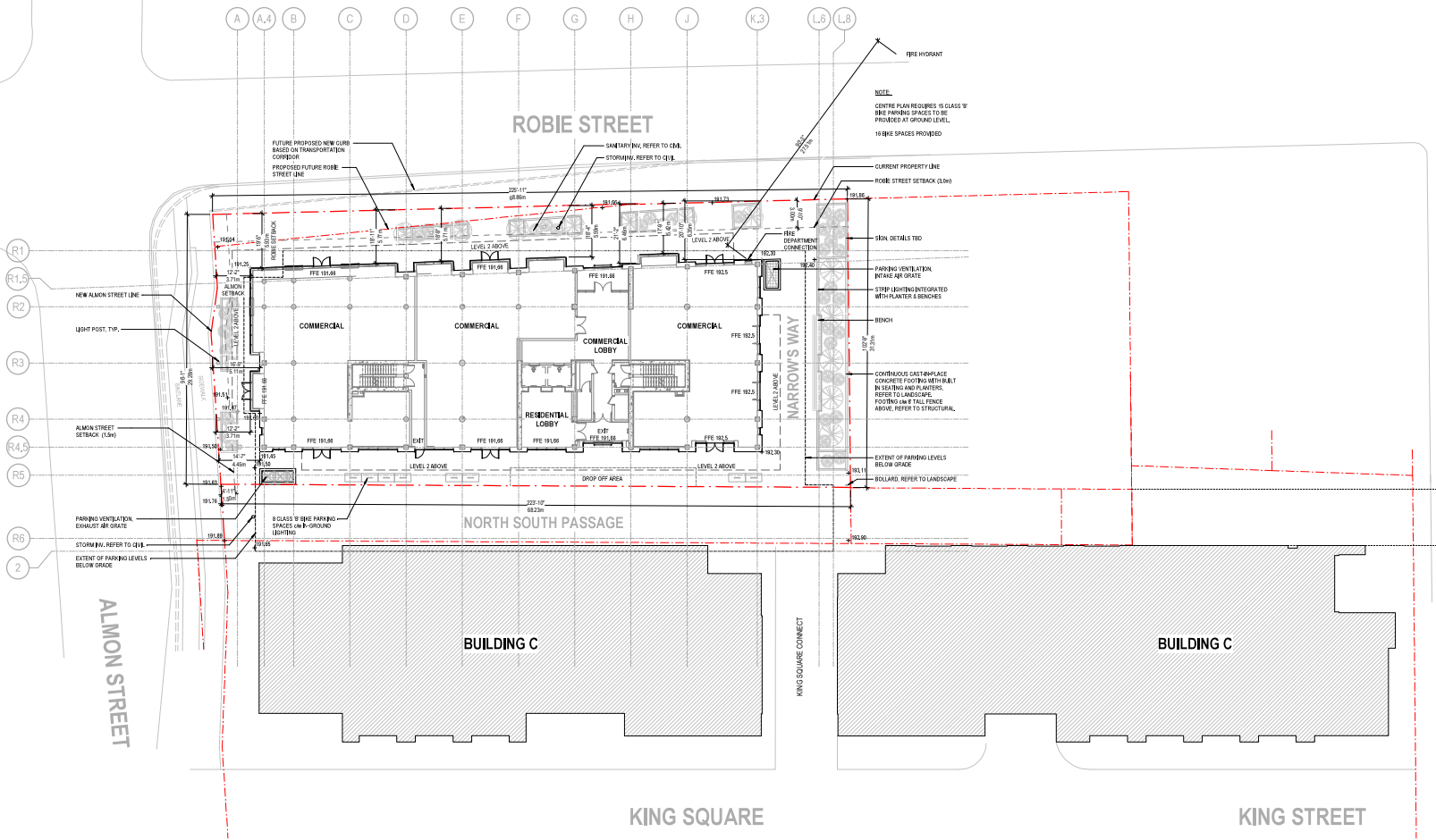
James Coons, LPP, MCIP



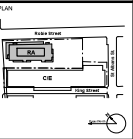
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Attachment D
Site Plan and Floor Plans



1 ARCHITECTURAL SITE PLAN - LEVEL 1
SCALE: 1/8" = 1'-0"



| NO. | REVISION | DATE |
|-----|-------------------|-------------|
| 1 | ISSUED FOR PERMIT | 19 MAY 2024 |
| 2 | ISSUED FOR PERMIT | 19 MAY 2024 |
| 3 | ISSUED FOR PERMIT | 19 MAY 2024 |
| 4 | ISSUED FOR PERMIT | 19 MAY 2024 |
| 5 | ISSUED FOR PERMIT | 19 MAY 2024 |

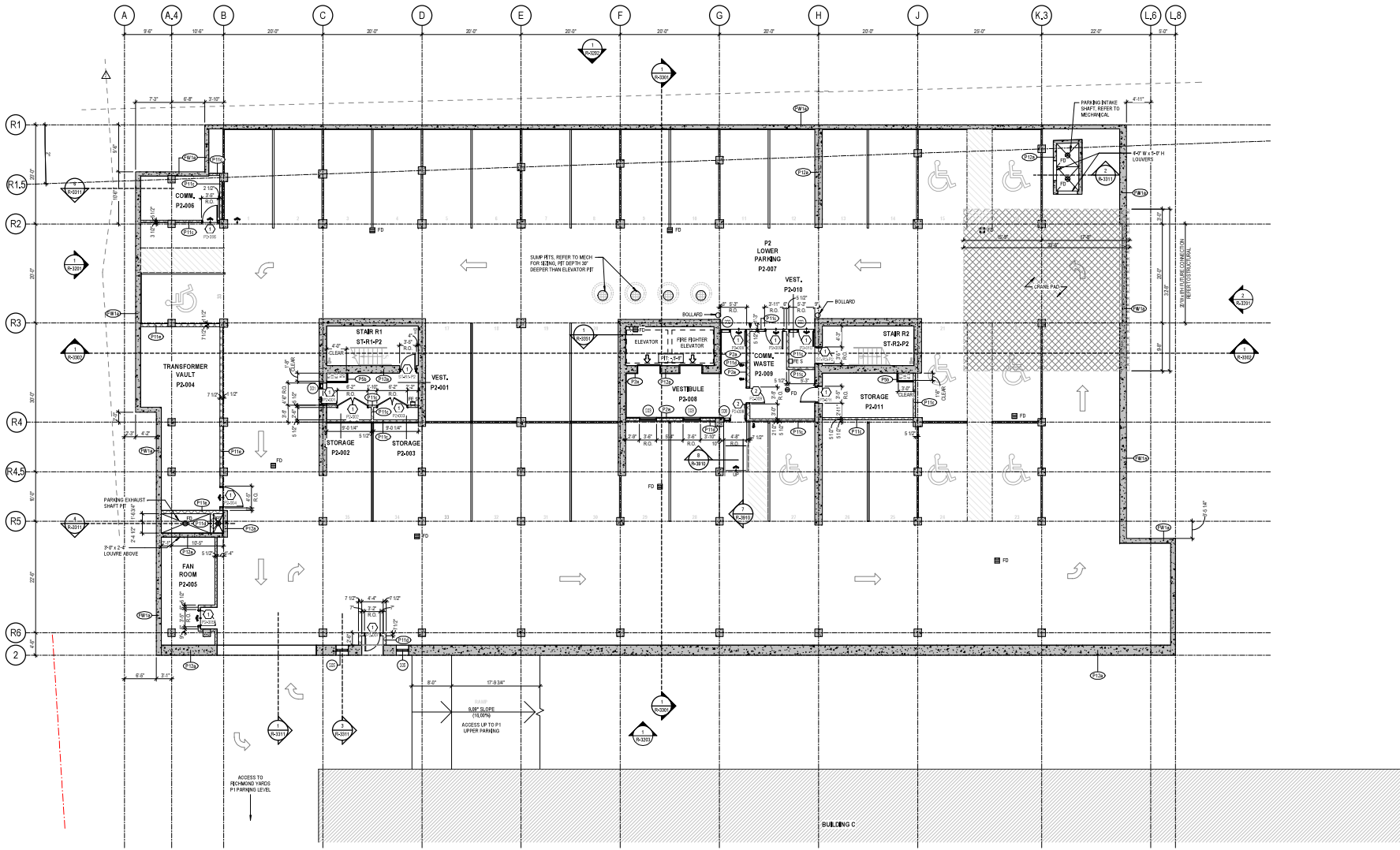
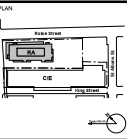
STAMP

| | |
|-------------|-------------|
| DESIGNED BY | ARM |
| DRAWN BY | ARM |
| CHECKED BY | SAWF |
| DATE | 09 MAY 2024 |

SCALE: 1/8" = 1'-0"
DRAWN: ARM
CHECKED: SAWF
DATE: 09 MAY 2024

PROJECT:
RICHMOND YARDS - ARTS BUILDING RA
5018 ALMON STREET & 2780 - 2772 ROBIE STREET, HALIFAX
CLIENT:
WESTWOOD
PROJECT NO.: 2018-113

SHEET TITLE:
ARCHITECTURAL SITE PLAN LEVEL 1



1 P2 LOWER PARKING Δ
 SCALE: 1/8" = 1'-0"

P2 LOWER PARKING PLAN NOTES

- REFER TO SHEET R-3000 FOR DETAILED ASSEMBLY INFORMATION.
- ALL EXTERIOR ENVELOPE OPENINGS ARE DIMENSIONED TO ROUGH OPENING UNLESS NOTED OTHERWISE.
- REFER TO R-2000 SERIES FIRE SEPARATION PLANS FOR MINIMUM FIRE RESISTANCE RATING REQUIREMENTS.
- REFER TO R-2000 SERIES STAIR DRAWINGS FOR DETAILED STAIR INFORMATION.
- REFER TO R-2000 SERIES FOR CURTAINWALL AND DOOR SCHEDULES.
- REFER TO R-2000 SERIES SLAB EDGE PLANS FOR DETAILED CONCRETE INFORMATION.
- BULKHEAD ABOVE HEAT PUMP TO BE PARTITION TYPE PA UNLESS NOTED OTHERWISE.
- CLOSET SLIDING DOORS TO BE CENTERED IN PARTITION UNLESS NOTED OTHERWISE.
- ELECTRICAL CONDUIT CASK-IN PLACE FOR FIRE FIGHTERS TELEPHONE AND FIRE ALARM MANUAL PULL REFER TO ELECTRICAL.
- INTERIOR DOORS IN UNITS TO BE LOCATED 4" FROM FACE OF ADJACENT GYPSUM BOARD TO INSIDE FACE OF DOOR FRAME UNLESS NOTED OTHERWISE.
- REFER TO R-2000 SERIES FOR CONCRETE SLOPES AT TERRACES.
- REFER TO R-2000 SERIES FOR DIMENSIONS OF CAST-IN-PLACE PARTITIONS.
- ALL EXPOSED COLUMNS TO BE ARCHITECTURAL CONCRETE. COLUMNS THAT ARE FURRED OUT ARE TO BE WRAPPED WITH FUR UNLESS NOTED OTHERWISE.

PARKING LEGEND

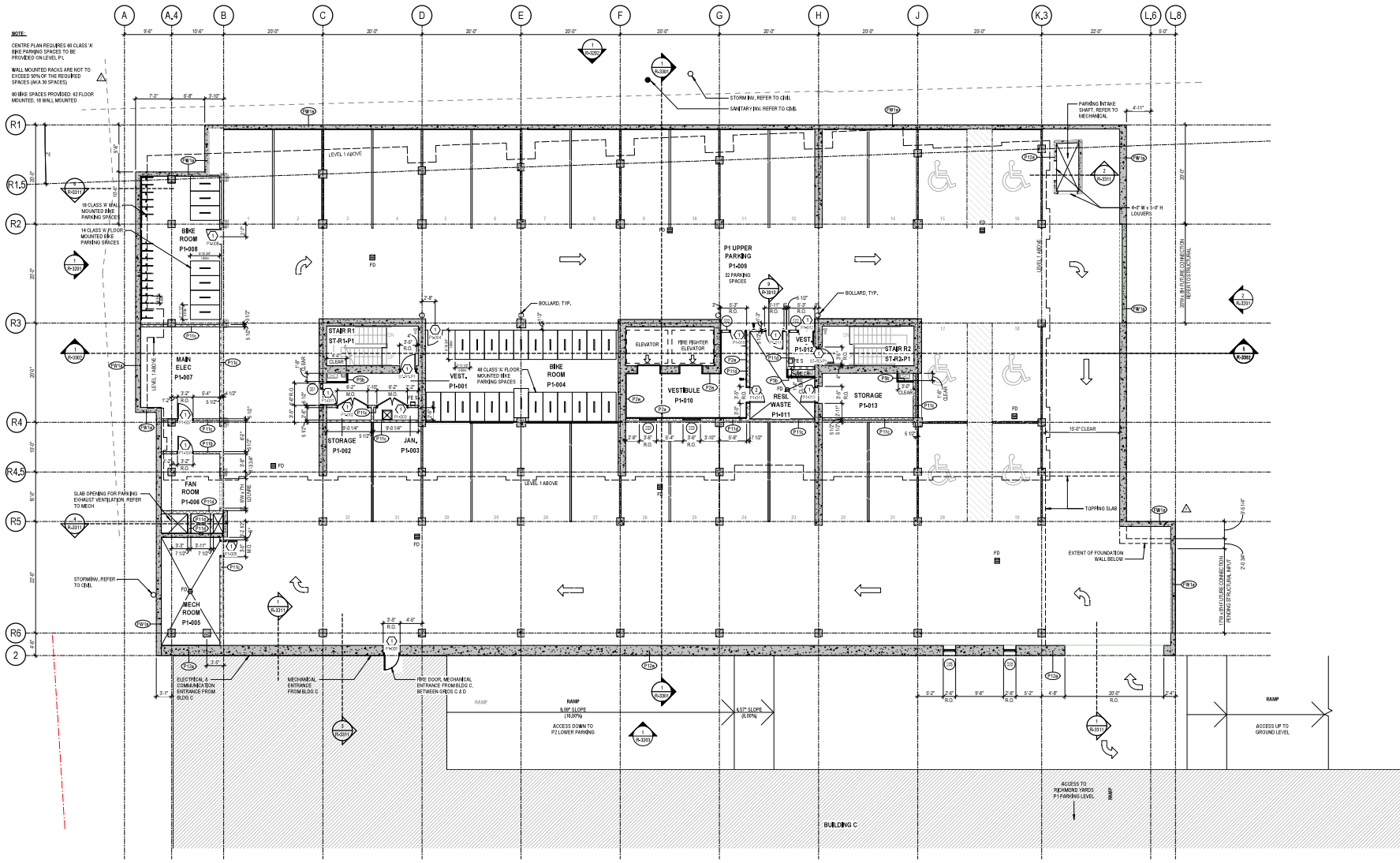
- EXTENTS OF BUILDING C
- DIRECTION OF TRAVEL
- NO PARKING HATCH
- SPERIAL WALK WITH BIKES LINE IMPROVEMENTS
- TRANSPORTATION RESERVE
- TRANSPORTATION SETBACK
- PROPERTY LINE
- BARBER FREE POWER DOOR OPERATOR
- FE 5 SURFACE MOUNTED FIRE EXTINGUISHER
- 9" STEP UP. REFER TO SLAB PLANS

PARKING COUNT

LEVEL 02 PARKING SPACES: 24 + 88F
 LEVEL P1 PARKING SPACES: 24 + 88F
 NSIC CURB IN R 3/24 RIGS
 TOTAL SPACES FROM THIS PLAN: 49
 PARKING TOTAL: 51 + 448F = 89

| NO. | REVISION | DATE |
|-----|-------------------|------------|
| 1 | ISSUE FOR PERMITS | 05/11/2024 |
| 2 | FOR PERMITS | 05/11/2024 |
| 3 | FOR PERMITS | 05/11/2024 |
| 4 | FOR PERMITS | 05/11/2024 |
| 5 | FOR PERMITS | 05/11/2024 |
| 6 | FOR PERMITS | 05/11/2024 |
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| 11 | FOR PERMITS | 05/11/2024 |
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| 16 | FOR PERMITS | 05/11/2024 |
| 17 | FOR PERMITS | 05/11/2024 |
| 18 | FOR PERMITS | 05/11/2024 |
| 19 | FOR PERMITS | 05/11/2024 |
| 20 | FOR PERMITS | 05/11/2024 |

SCALE: 1/8" = 1'-0"
 DRAWN: ARMSTRONG
 CHECKED: SAMF
 DATE: 05 MAY 2024
 PROJECT: RICHMOND YARDS - ARTS BUILDING RA
 5016 ALMON STREET & 2760 - 2772 ROBIE STREET, HALIFAX
 CLIENT: WESTWOOD
 PROJECT NO.: 2018-113
 SHEET TITLE: OVERALL FLOOR PLAN - P2 LOWER PARKING



1 P1 UPPER PARKING
 SCALE: 1/8" = 1'-0"

P1 UPPER FLOOR PLAN NOTES

- REFER TO SHEET R-3000 FOR DETAILED ASSEMBLY INFORMATION.
- ALL EXTERIOR ENVELOPE OPENINGS ARE DIMENSIONED TO ROUGH OPENING UNLESS NOTED OTHERWISE.
- REFER TO R-3000 SERIES FIRE SEPARATION PLANS FOR MINIMUM FIRE RESISTANCE RATING REQUIREMENTS.
- REFER TO R-3000 SERIES STAIR DRAWINGS FOR DETAILED STAIR INFORMATION.
- REFER TO R-3000 SERIES FOR CURTAINWALL AND DOOR SCHEDULES.
- REFER TO R-3000 SERIES SLAB EDGE PLANS FOR DETAILED CONCRETE INFORMATION.
- BULKHEAD ABOVE HEAT PUMP TO BE PARTITION TYPE PA UNLESS NOTED OTHERWISE.
- CLOSET BUILDING DOORS TO BE CENTERED IN PARTITION UNLESS NOTED OTHERWISE.
- ELECTRICAL CONDUIT CATCH-IN PLACE FOR FIRE FIGHTERS TELEPHONE AND FIRE ALARM MANUAL PULL REFER TO ELECTRICAL.
- INTERIOR DOORS UNITS TO BE LOCATED 4" FROM FACE OF ADJACENT GYPSUM BOARD TO INSIDE FACE OF DOOR FRAME UNLESS NOTED OTHERWISE.
- REFER TO R-3000 SERIES FOR CONCRETE SLOPES AT TERRACES.
- REFER TO R-3000 SERIES FOR DIMENSIONS OF CAST-IN-PLACE PARTITIONS.
- ALL EXPOSED COLUMNS TO BE ARCHITECTURAL CONCRETE. COLUMNS THAT ARE FURRED OUT ARE TO BE WRAPPED WITH FUR UNLESS NOTED OTHERWISE.

PARKING LEGEND

- EXTENTS OF BUILDING C
- DIRECTION OF TRAVEL
- NO PARKING HATCH
- SEAWALK WITH BIKE LANE IMPROVEMENTS
- TRANSPORTATION RESERVE
- TRANSPORTATION SETBACK
- PROPERTY LINE
- BARRIER FREE POWER DOOR OPERATOR
- FE 5 SURFACE MOUNTED FIRE EXTINGUISHER
- 9" STEP UP, REFER TO SLAB PLANS

PARKING COUNT

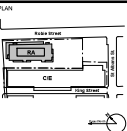
LEVEL P1 PARKING SPACES: 28 + 8BF
 LEVEL P2 PARKING SPACES: 28 + 8BF
 NSIC CURBEN B S&LZ (RIG)
 TOTAL BF SPACES REQ'D: 1 PER UNIT * 9
 PARKING TOTAL: 91 + 14 BF = 98

SCALE: 1/8" = 1'-0"

DRAWN: ARMSTRONG
 CHECKED: SAMM
 DATE: 09 MAY 2024

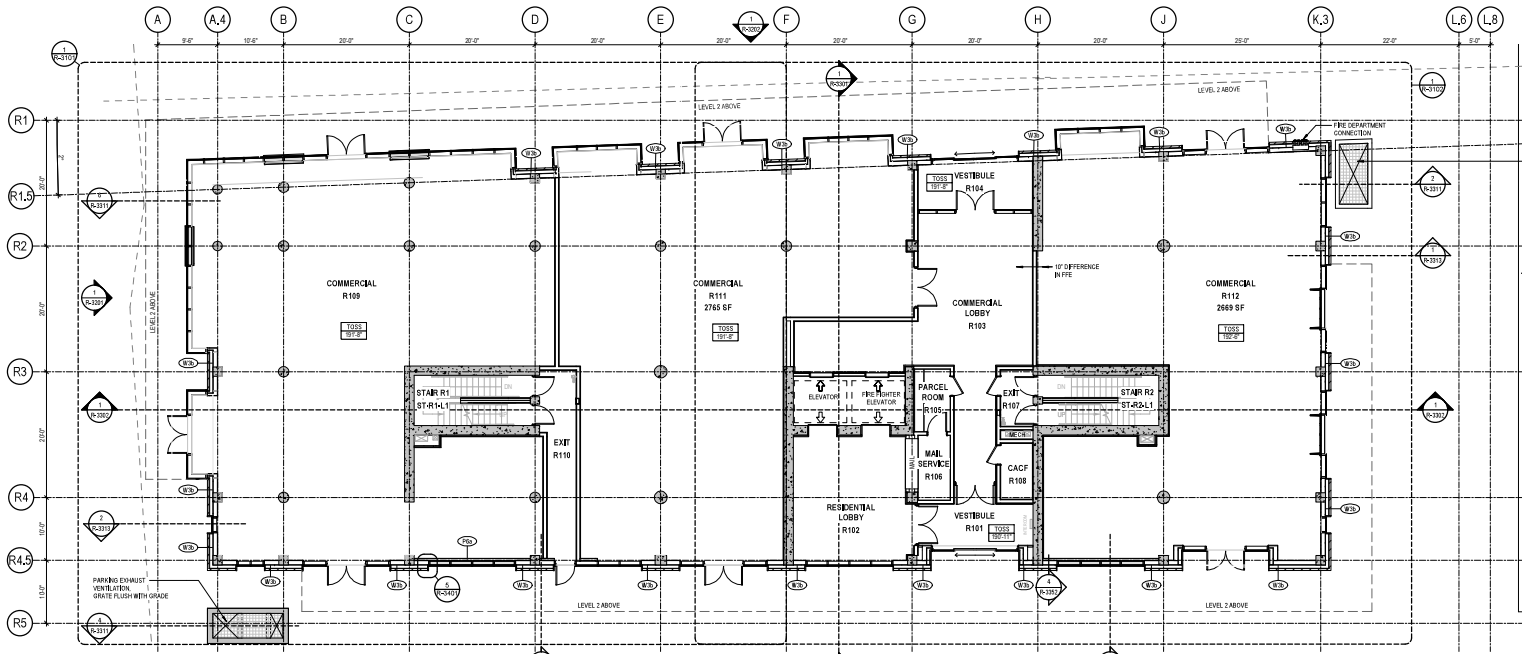
PROJECT: RICHMOND YARDS - ARTS BUILDING RA
 5018 ALMON STREET & 2760 & 2772 ROBBIE STREET, HALIFAX
 CLIENT: WESTWOOD

PROJECT No.: 2018-113
 SHEET TITLE: OVERALL FLOOR PLAN - P1 UPPER PARKING

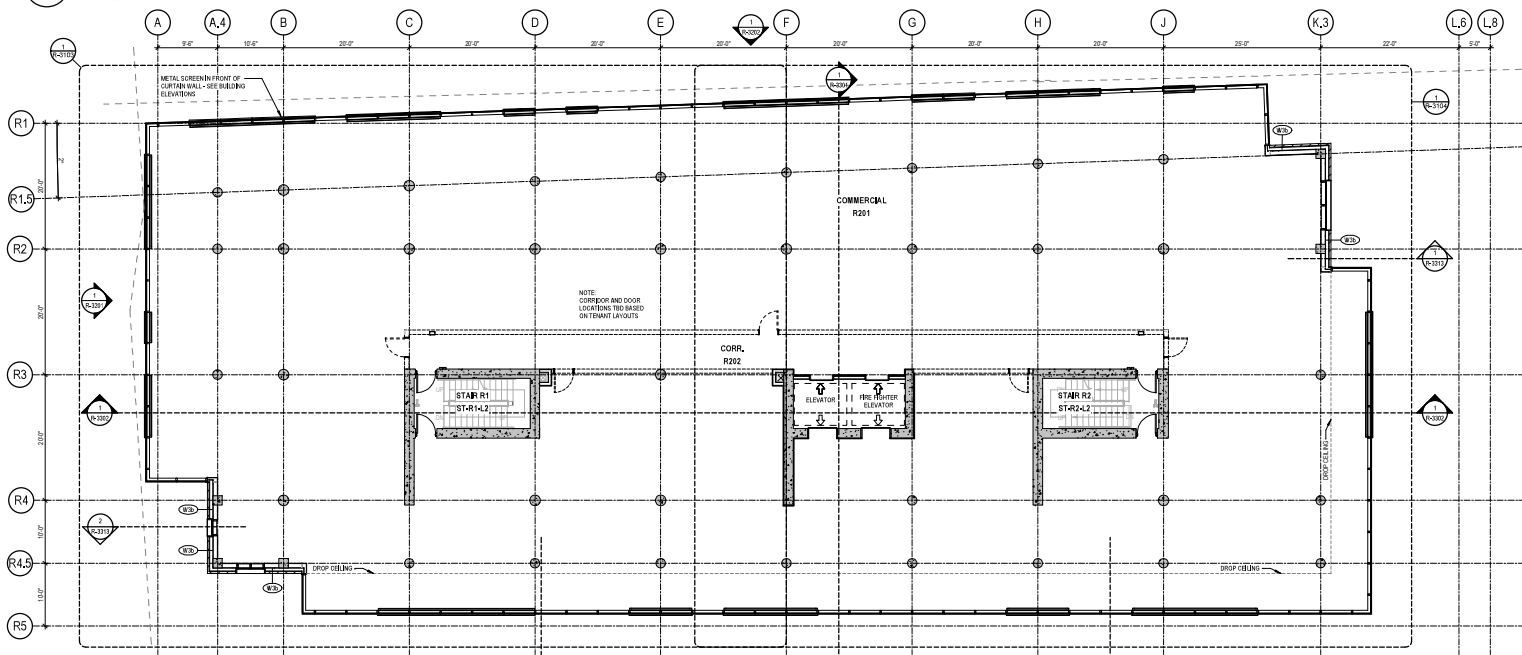


LEGEND
 TOP OF TOPPING SLAB
 TOP OF STRUCTURAL SLAB

PARKING INTAKE SHAFT, REFER TO MECHANICAL INTAKE AIR GRATE. PROTECT OVERHEAD AIRING COMPARTMENT NOT LESS THAN A LOW FIRE PROTECTION.
 LOW RETAINING WALL, REFER TO MECHANICAL SEATING AND PLAYERS. REFER TO LANDSCAPE.



1 LEVEL 1
 SCALE: 1/8" = 1'-0"



2 LEVEL 2
 SCALE: 1/8" = 1'-0"

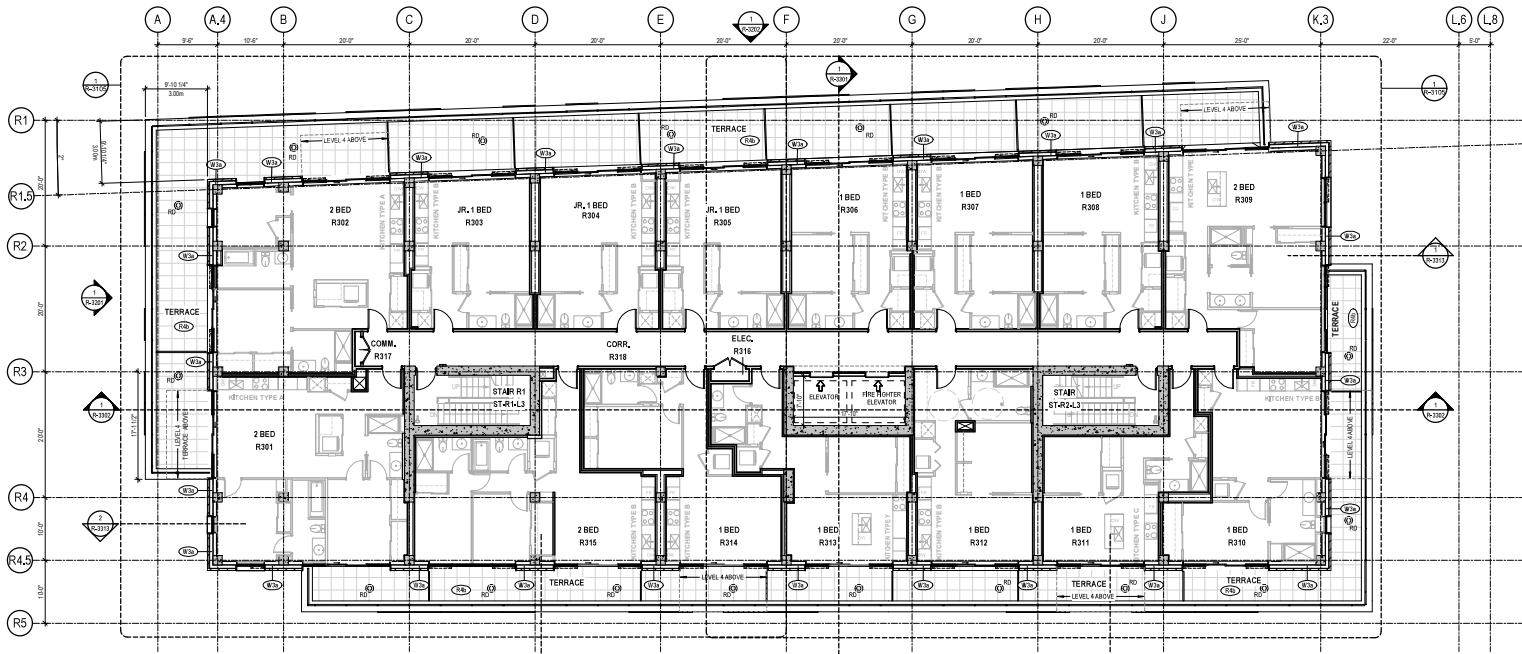
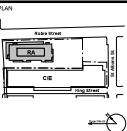
NOTE
 TOTAL OCCUPANT LOAD OF LEVEL NOT TO EXCEED 238 PERSONS (i.e. THE AVAILABLE EXIT CAPACITY OF THIS LEVEL).
 MAXIMUM OCCUPANT LOAD OF 238 PERSONS IS TO BE POSTED IN PROMINENT LOCATION WITH THE FLOOR AREA AS REQUIRED BY THE NBC.

| | | | | |
|---|-------------|-------------|--------------|-----------------------------------|
| 1 | DESIGN BY | FBM | DATE | 01 NOV 2024 |
| 2 | DESIGN BY | ARM/TW | DATE | 01 NOV 2024 |
| 3 | CHECKED BY | SA/MF | DATE | 01 NOV 2024 |
| 4 | PROJECT NO. | 2018-113 | PROJECT NAME | RICHMOND YARDS - ARTS BUILDING RA |
| 5 | CLIENT | WESTWOOD | PROJECT NO. | 2018-113 |
| 6 | DATE | 01 NOV 2024 | SHEET TITLE | OVERALL FLOOR PLAN - LEVELS 1 & 2 |

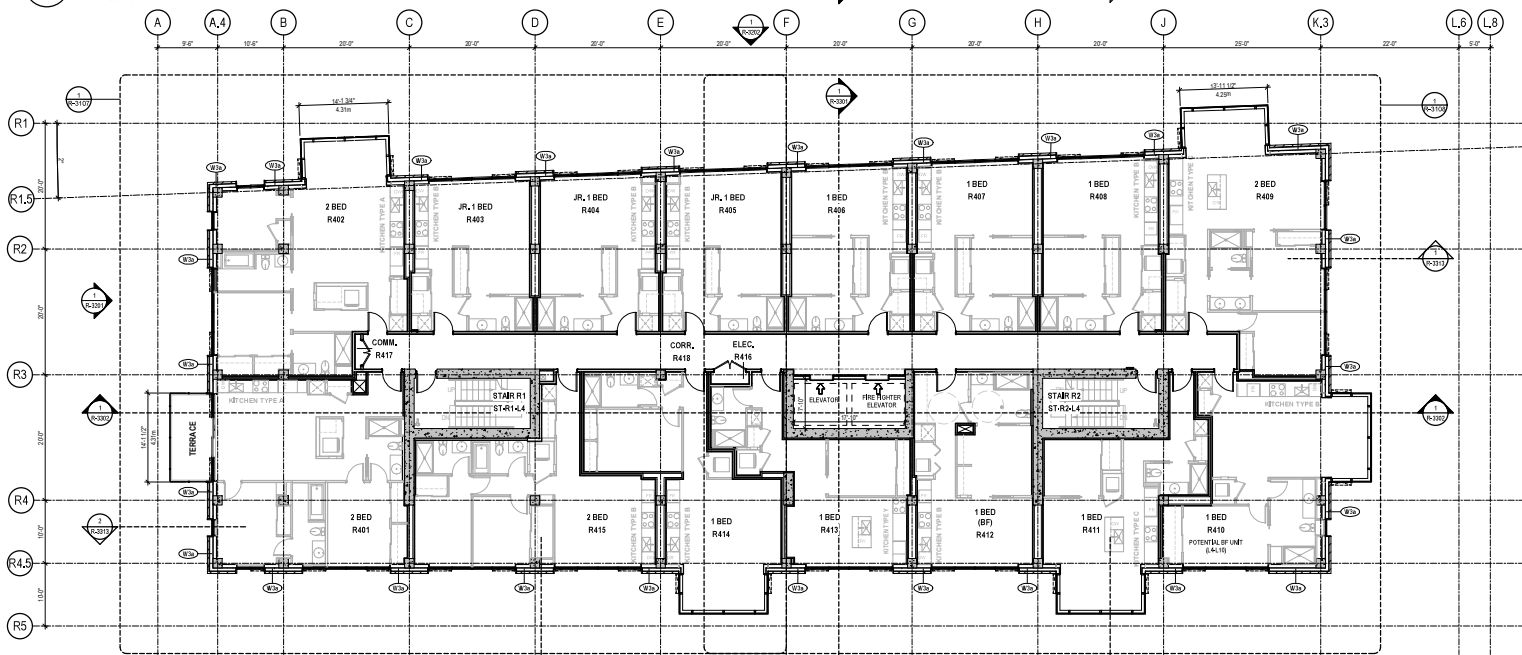
SCALE: 1/8" = 1'-0"
 DRAWN: ARM/TW
 CHECKED: SA/MF
 DATE: 01 NOV 2024

PROJECT: RICHMOND YARDS - ARTS BUILDING RA
 5018 ALMON STREET & 2760 - 2772 ROBIE STREET, HALIFAX
 CLIENT: WESTWOOD

PROJECT NO.: 2018-113
 SHEET TITLE: OVERALL FLOOR PLAN - LEVELS 1 & 2



1 LEVEL 3
 SCALE: 1/8" = 1'-0"



2 LEVELS 4 - 8
 SCALE: 1/8" = 1'-0"

| NO. | REVISION | DATE |
|-----|--------------------|-----------|
| 1 | ISSUED FOR PERMITS | 08 NOV 20 |
| 2 | ISSUED FOR PERMITS | 20 NOV 20 |
| 3 | REVISED | 01 NOV 24 |

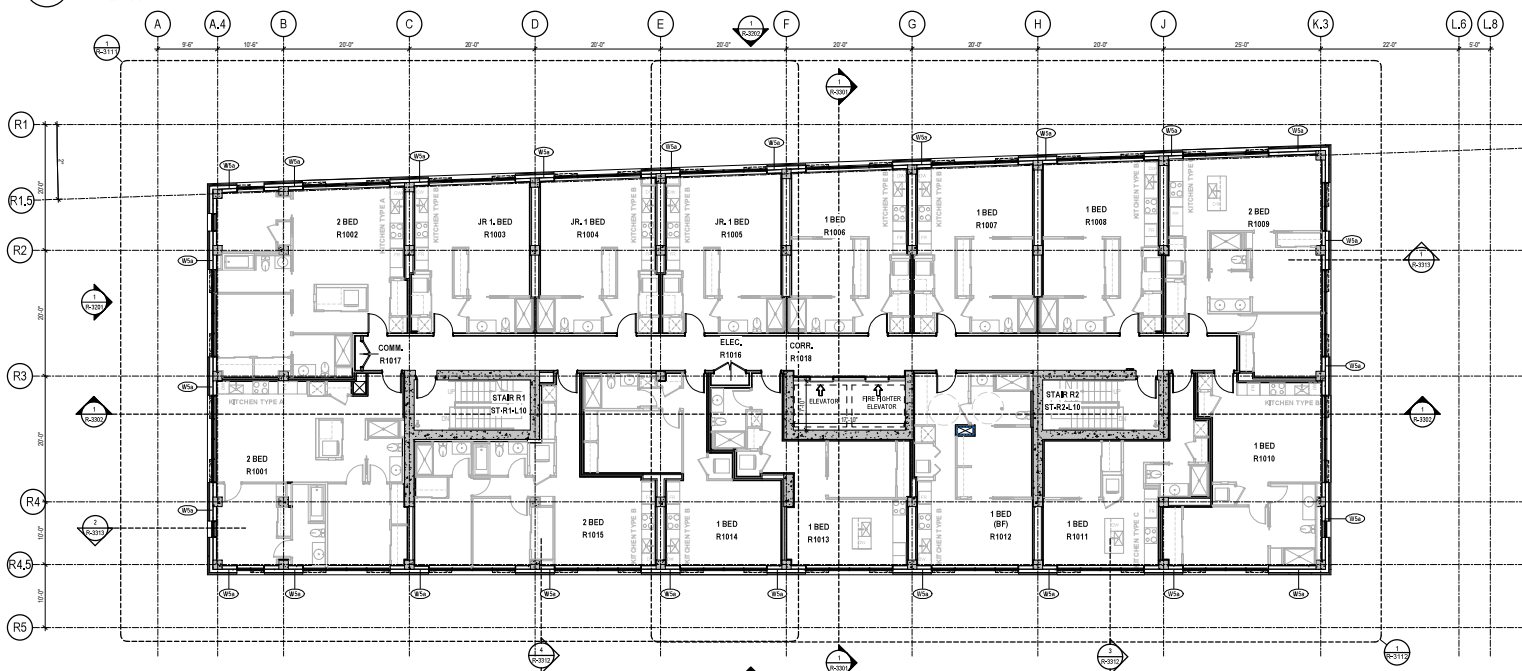
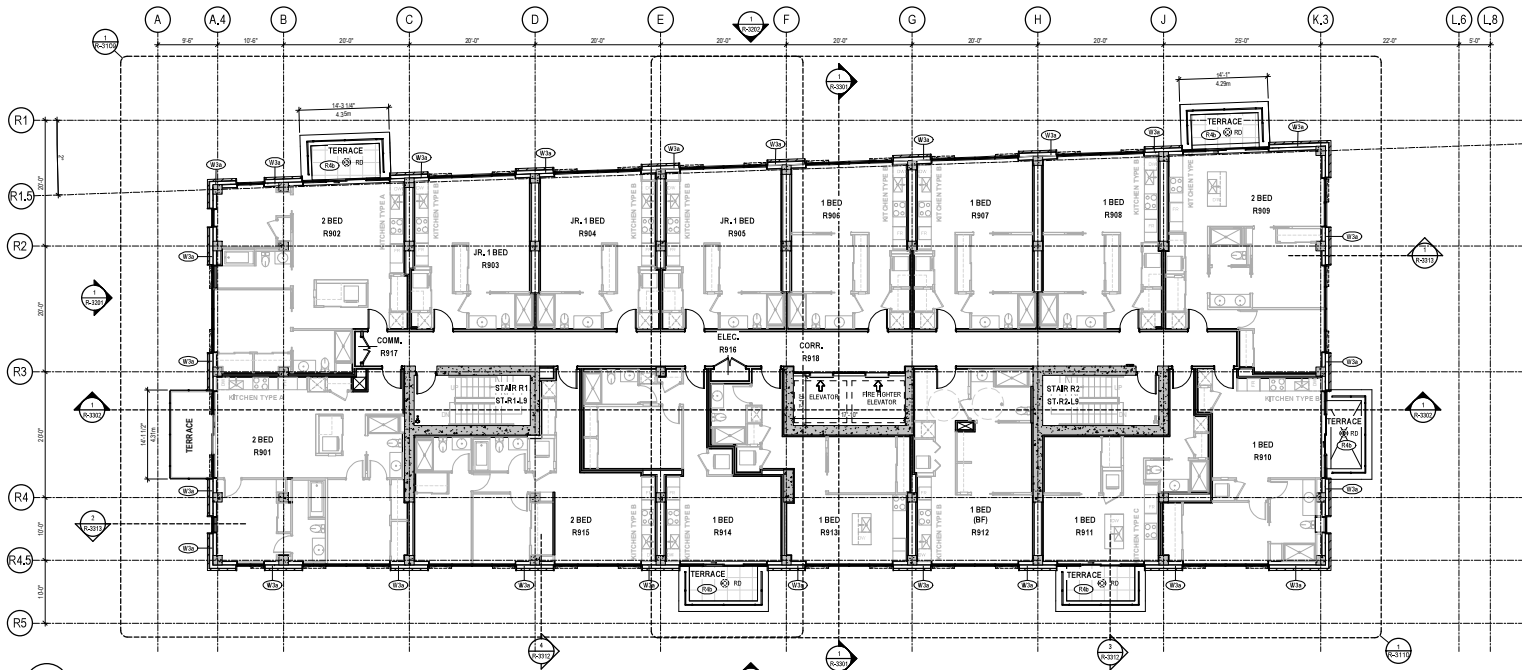
SCALE: 1/8" = 1'-0"
 DRAWN: ARM/RTW
 CHECKED: SAMF
 DATE: 01 NOV 24

PROJECT:
**RICHMOND YARDS -
 ARTS BUILDING RA**

5016 ALMON STREET & 2780 -
 2772 ROBBE STREET, HALIFAX
 CLIENT:
WESTWOOD

PROJECT NO.: 2018-113
 SHEET TITLE:
**OVERALL FLOOR
 PLAN - LEVELS 3 & 4-8**

R-3054

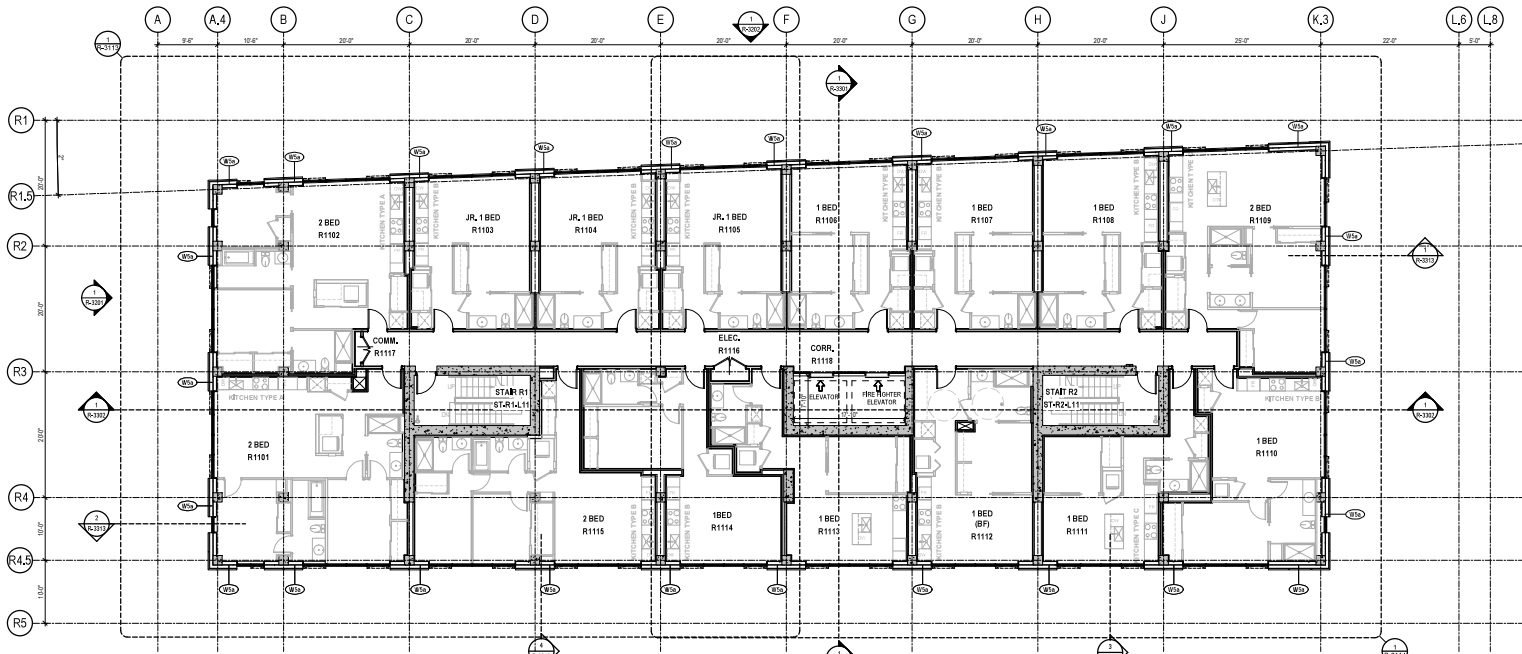
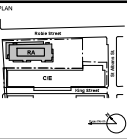


| | |
|------------------|-------------|
| DATE FOR PROCS. | 08 NOV 2024 |
| DATE FOR REV. 01 | 08 NOV 2024 |
| REV. | REVISION |
| STAMP | BY DATE |

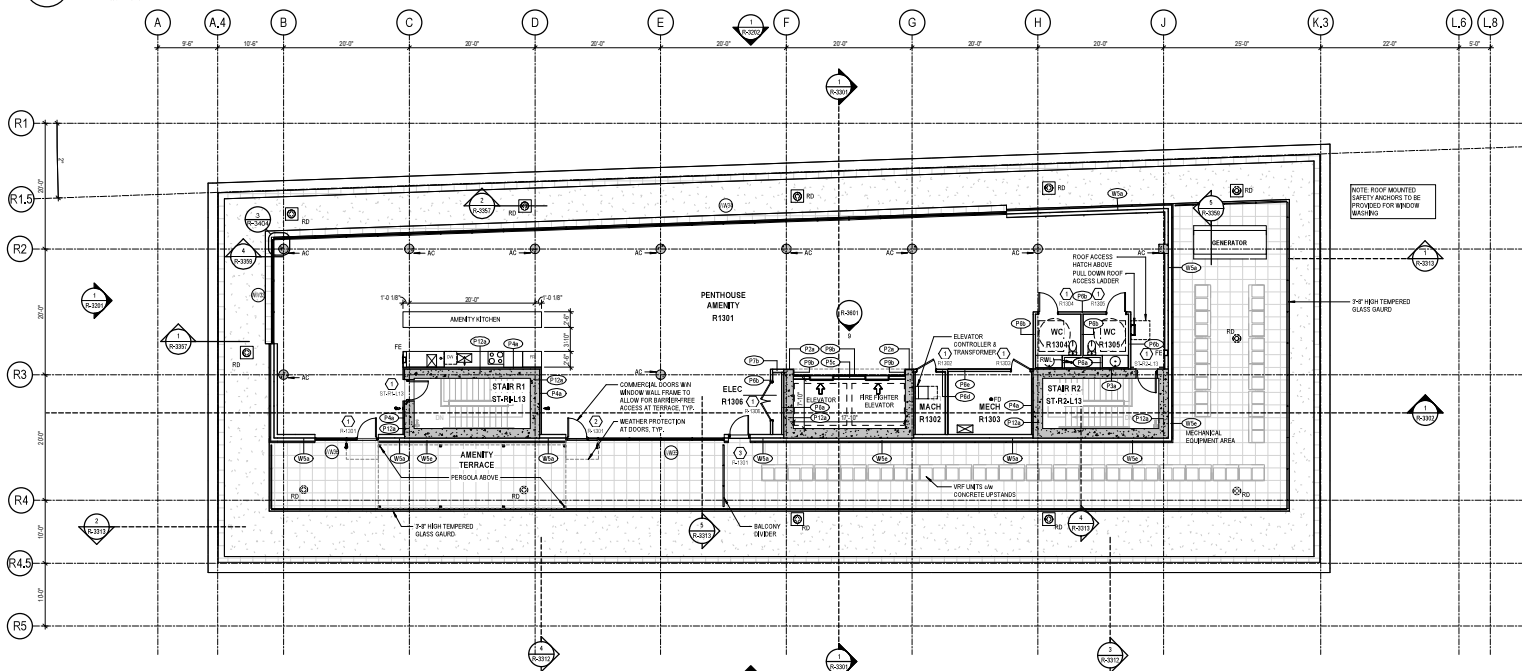
SCALE: 1/8" = 1'-0"
 DRAWN: ARM/RTW
 CHECKED: SAMF
 DATE: 01 NOV 2024

PROJECT:
**RICHMOND YARDS -
 ARTS BUILDING RA**
 5016 ALMON STREET & 2780 -
 2772 ROBBE STREET, HALIFAX
 CLIENT:
WESTWOOD

PROJECT No. 2018-113
 SHEET TITLE:
**OVERALL FLOOR
 PLAN - LEVELS 9 & 10**



1 LEVELS 11 & 12
 SCALE: 1/8" = 1'-0"

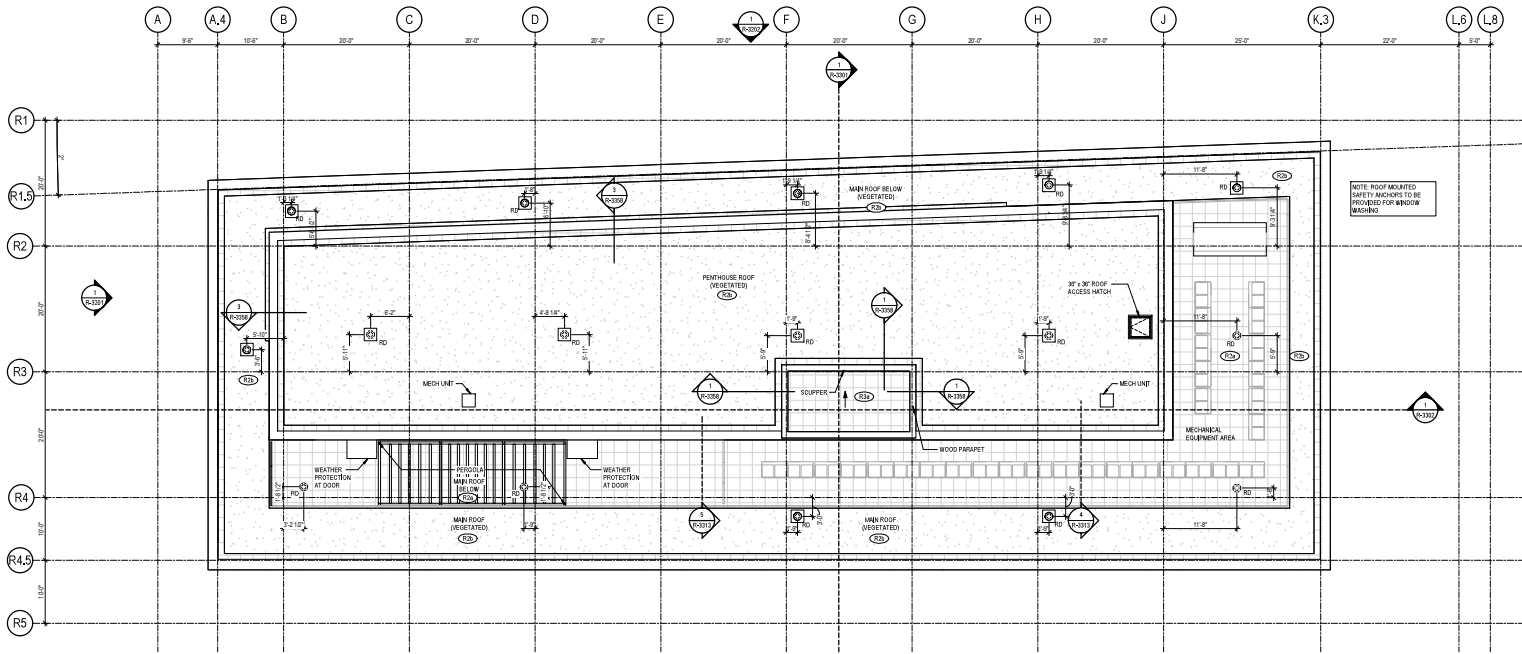


2 PENTHOUSE
 SCALE: 1/8" = 1'-0"

| AMENITY SPACE REQUIREMENTS: | |
|-------------------------------------------------------------------|--|
| 5 SF (53.57) UNIT | |
| 50% INDOOR | |
| 5 SF (53.57) * 150 UNITS (10 STORES) | |
| TOTAL AMENITY SPACE REQUIRED: 750 SF (6,613.57) | |
| TOTAL INDOOR AMENITY PROVIDED: 750 SF (6,613.57) | |
| 30 SF (28.75) BAL. AREA | |
| 1% INDOOR (18.54) UNITS | |
| DOES NOT APPLY TO UNIT TERRACES | |
| AMENITY SPACE PROVIDED: | |
| INDOOR AMENITY: | |
| LEVEL 13 (PENTHOUSE) AREA: 32,331 SF (300.25) | |
| PERF-HOUSE: 398.70 SF (3,661.57) | |
| TOTAL INDOOR AMENITY SPACE PROVIDED: 38,321 SF (4,211.85) | |
| OUTDOOR AMENITY: | |
| LEVEL 3 TERRACE: 24,428 SF (2,242.57) | |
| LEVEL 4 TERRACE: 7,115 SF (657.57) | |
| LEVEL 5 TERRACE: 7,115 SF (657.57) | |
| LEVEL 6 TERRACE: 7,115 SF (657.57) | |
| LEVEL 7 TERRACE: 7,115 SF (657.57) | |
| LEVEL 8 TERRACE: 7,115 SF (657.57) | |
| LEVEL 9 TERRACE: 32,541 SF (3,011.57) | |
| PERF-HOUSE FOOT TERRACE: 7,148 SF (657.57) | |
| TOTAL OUTDOOR AMENITY SPACE PROVIDED: 86,144 SF (8,044.85) | |
| TOTAL AMENITY SPACE PROVIDED: 124,465 SF (11,656.92) | |

| NO. | REVISION | DATE |
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SCALE: 1/8" = 1'-0"
 DRAWN: AMH, ARM
 CHECKED: SAMF
 DATE: 01 NOV 24
 PROJECT: RICHMOND YARDS - ARTS BUILDING RA
 5016 ALMON STREET & 2760 - 2772 ROBBE STREET, HALIFAX
 CLIENT: WESTWOOD
 PROJECT NO.: 2018-113
 SHEET TITLE: OVERALL FLOOR PLAN - LEVELS 11 & 12 & PENTHOUSE



NOTE: ROOF MOUNTED SAFETY ANCHORS TO BE PROVIDED FOR #300W MISSING

1 ROOF PLAN
 SCALE: 1/8" = 1'-0"

| NO. | REVISION | BY | DATE |
|-----|----------|----|------|
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SCALE: 1/8" = 1'-0"
 DRAWN: ARM/AMH
 CHECKED: SAMF
 DATE: 22 MAR 2024

PROJECT: RICHMOND YARDS - ARTS BUILDING RA

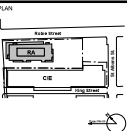
5018 ALMON STREET & 2780 - 2772 ROBBIE STREET, HALIFAX
 CLIENT

WESTWOOD

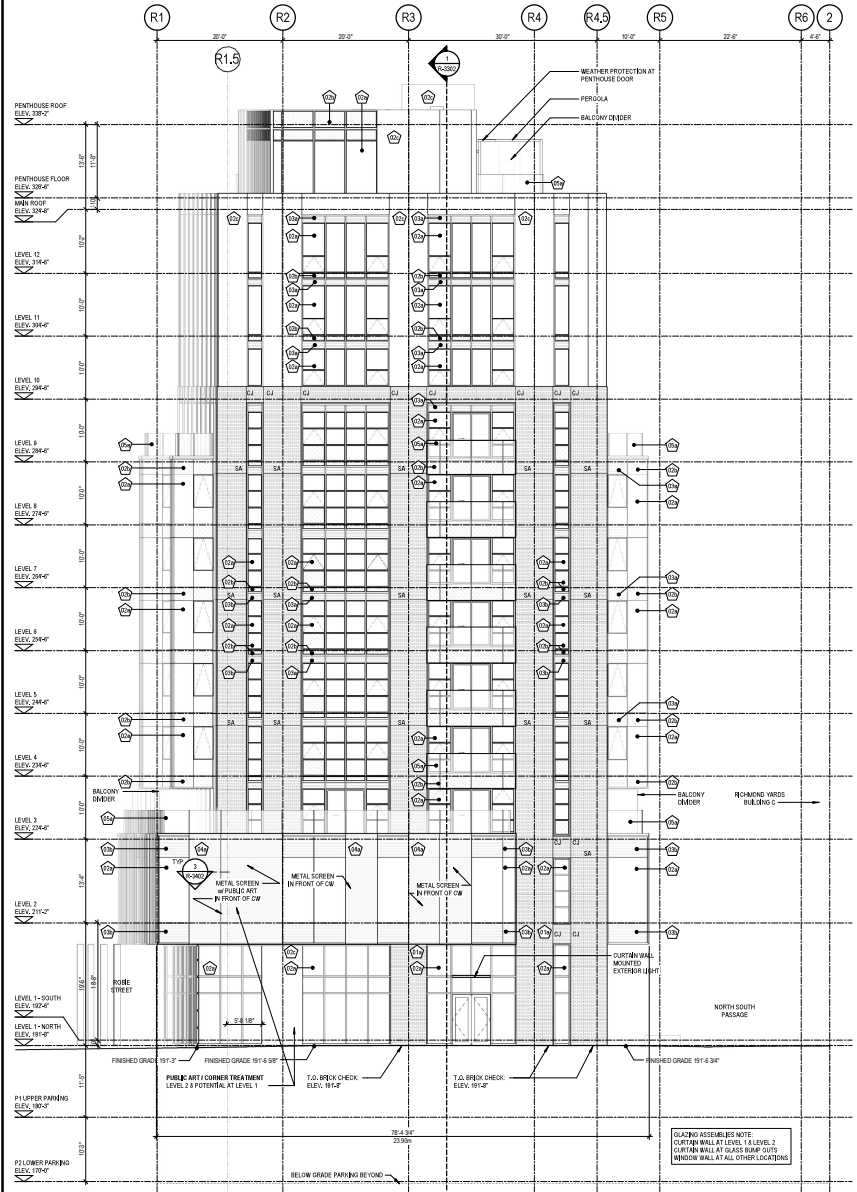
PROJECT NO. 2018-113
 SHEET TITLE

OVERALL ROOF PLAN

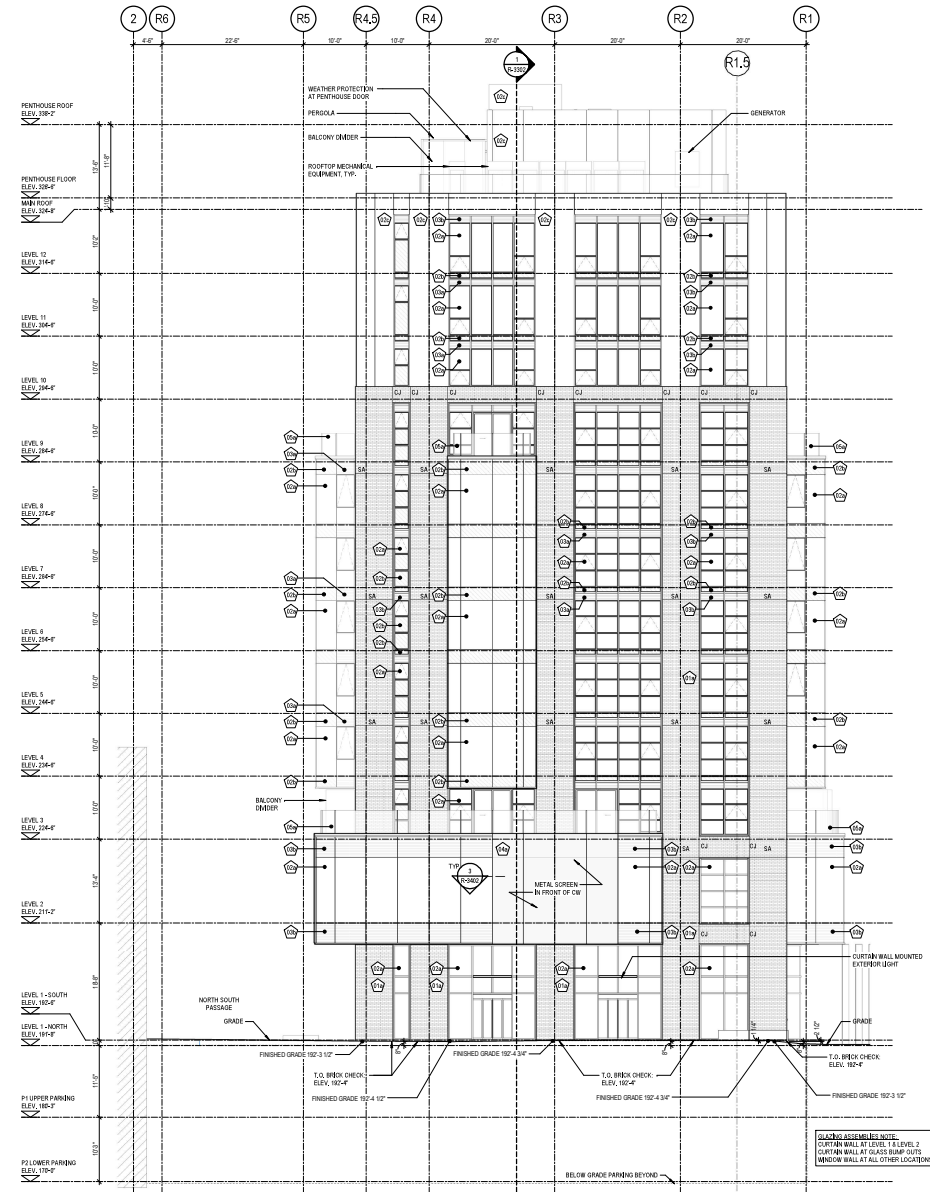
R-3057



- EXTERIOR FINISH SCHEDULE:**
- 1) BRICK MASONRY CLADDING (EXPESTRY GREY)
 - 2) VERTIC GLAZING (Frame color BLACK)
 - 3) SPANDREL GLAZING (Frame color BLACK)
 - 4) ALUMINUM PANEL CLADDING (BLACK)
 - 5) MECHANICAL LOUVER (BLACK)
 - 6) ARCHITECTURAL LOUVER (BLACK)
 - 7) PERFORATED CUSTOM PATTERN METAL SCREEN IN FRONT OF CURTAIN WALL
 - 8) GLASS GUARD
 - CJ CONTROL JOINT
 - SA SHELF ANGLE REFER TO WALL SECTION FOR LOCATIONS



1 NORTH ELEVATION - ALMON STREET
SCALE: 1/8" = 1'-0"



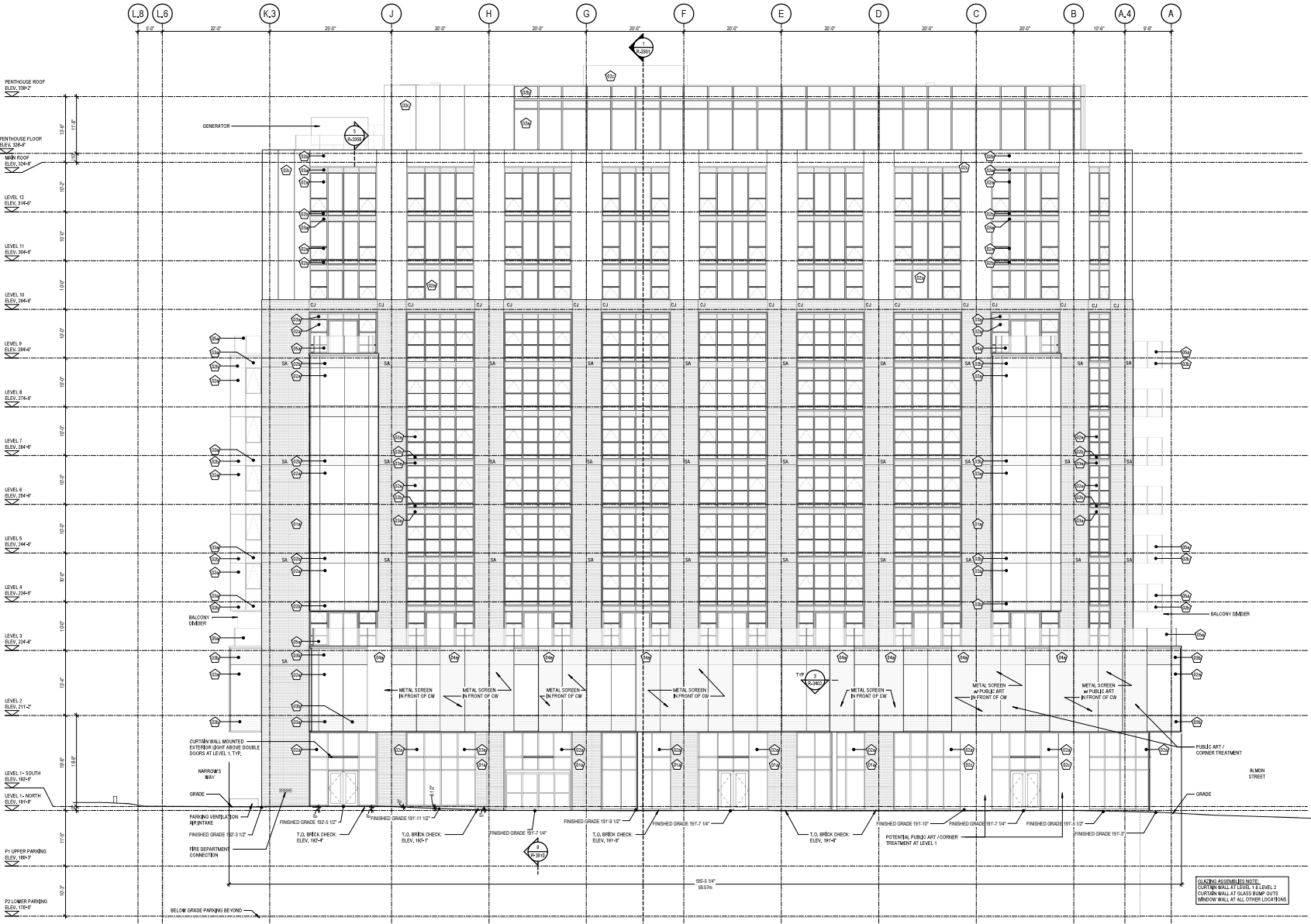
2 SOUTH ELEVATION - NARROW'S WAY
SCALE: 1/8" = 1'-0"

| | |
|---------------------------------|-------------------|
| PROJECT FOR PHASE: | DATE: 01 NOV 2024 |
| DESIGN FOR THE BUILDING PERMIT: | DATE: 01 NOV 2024 |
| REVISION: | REV: 1 DATE: |

SCALE: As Indicated
DRAWN: ARM
CHECKED: SAMF
DATE: 01 NOV 2024
PROJECT: RICHMOND YARDS - ARTS BUILDING RA
5016 ALMON STREET & 2760 - 2772 ROBE STREET, HALIFAX
CLIENT: WESTWOOD
PROJECT No. 2018-113
SHEET TITLE: BUILDING ELEVATIONS NORTH & SOUTH



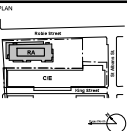
- EXTERIOR FINISH SCHEDULE:**
- 11 BRICK MASONRY CLADDING (EXTERIOR GREY)
 - 12 VISION GLAZING (FRAME COLOR BLACK)
 - 13 SPANDREL GLAZING (FRAME COLOR BLACK)
 - 14 ALUMINUM PANEL CLADDING (BLACK)
 - 15 MECHANICAL LOUVER (BLACK)
 - 16 ARCHITECTURAL LOUVER (BLACK)
 - 17 PERFORATED CUSTOM PATTERN METAL SCREEN IN FRONT OF CURTAIN WALL
 - 18 GLASS GUARD
 - 19 CONTROL JOINT
 - SA SHELF ANGLE REFER TO WALL SECTION FOR LOCATIONS



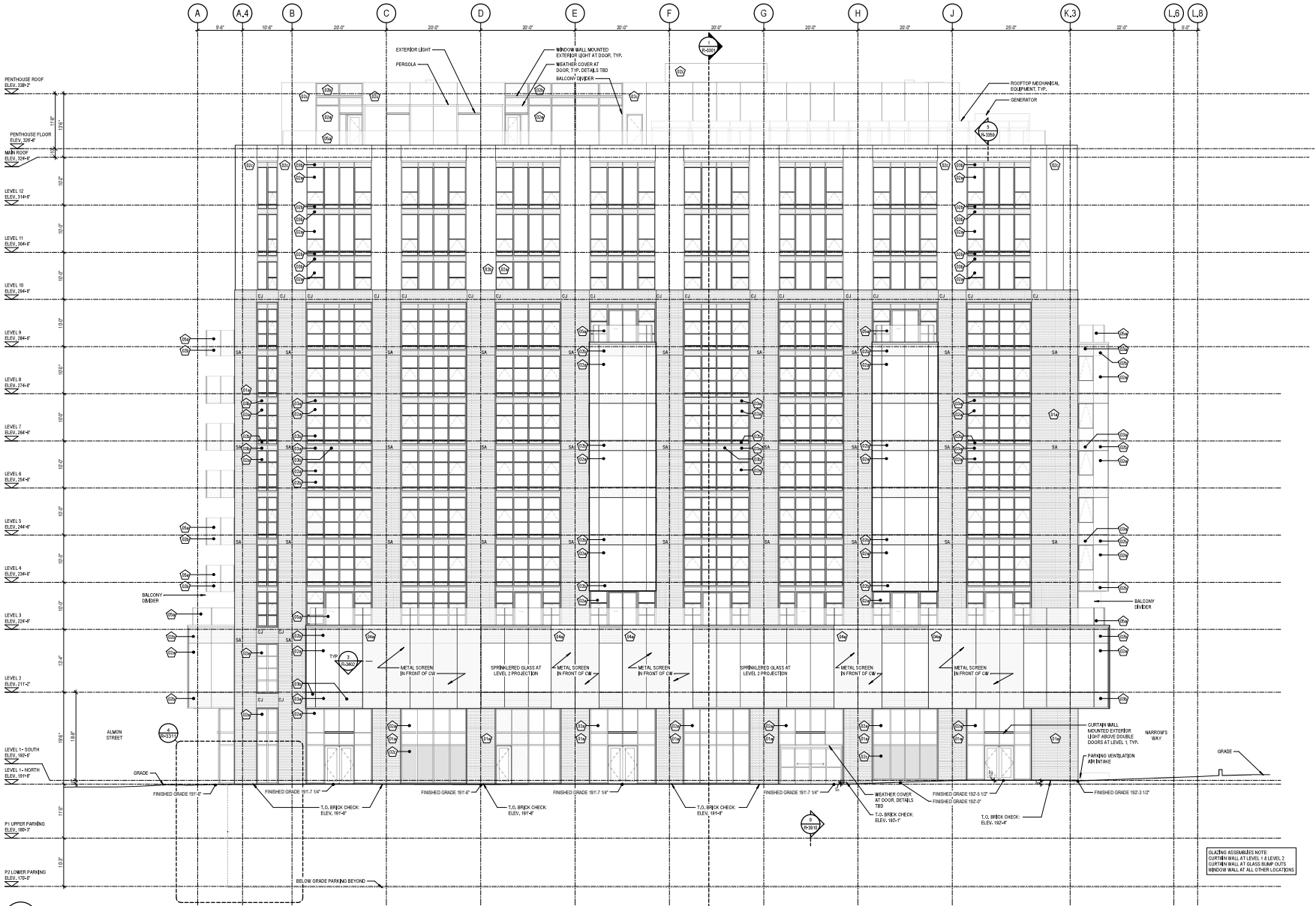
1 EAST ELEVATION - ROBIE STREET
SCALE: 1/8" = 1'-0"

| NO. | DESCRIPTION | DATE |
|-----|------------------|-------------|
| 1 | ISSUED FOR PERIC | 08 NOV 2024 |
| 2 | ISSUED FOR PERIC | 08 NOV 2024 |
| 3 | REVISION | 07 1 DATE |

SCALE: As Indicated
DRAWN: ARM
CHECKED: SAMF
DATE: 01 NOV 2024
PROJECT: RICHMOND YARDS - ARTS BUILDING RA
5016 ALMON STREET & 2780 - 2772 ROBIE STREET, HALIFAX
CLIENT: WESTWOOD
PROJECT No. 2018-113
SHEET TITLE: BUILDING ELEVATION EAST



- EXTERIOR FINISH SCHEDULE:**
- 1) BRICK MASONRY CLADDING (CAPESTRY GREY)
 - 2) VEDON GLAZING (Frame color BLACK)
 - 3) SPANDREL GLAZING (Frame color BLACK)
 - 4) ALUMINUM PANEL CLADDING (BLACK)
 - 5) MECHANICAL LOUVER (BLACK)
 - 6) ARCHITECTURAL LOUVER (BLACK)
 - 7) PERFORATED CUSTOM PATTERN METAL SCREEN IN FRONT OF CURTAIN WALL
 - 8) GLASS GUARD
 - 9) CONTROL JOINT
 - SA SHELF ANGLE REFER TO WALL SECTION FOR LOCATIONS



1 WEST ELEVATION - NORTH SOUTH PASSAGE
 SCALE: 1/8" = 1'-0"

GLAZING ASSUMES NOTE:
 CURTAIN WALL AT LEVEL 8 LEVEL 2
 CURTAIN WALL AT GLASS RAMP OUT
 WINDOW WALL AT ALL OTHER LOCATIONS

| NO. | REVISION | DATE |
|-----|------------------|------------|
| 1 | ISSUED FOR PERIC | 08/29/2024 |
| 2 | ISSUED FOR PERIC | 09/02/2024 |
| 3 | REVISION | 09/11/2024 |

SCALE: As indicated
 DRAWN: ARM
 CHECKED: SAMF
 DATE: 01 NOV 2024

PROJECT:
 RICHMOND YARDS -
 ARTS BUILDING RA

CLIENT:
 5016 ALMON STREET & 2780 -
 2772 ROBIE STREET, HALIFAX

WESTWOOD
 PROJECT No. 2018-113

SHEET TITLE:
 BUILDING
 ELEVATION
 WEST

Attachment E
Rendering



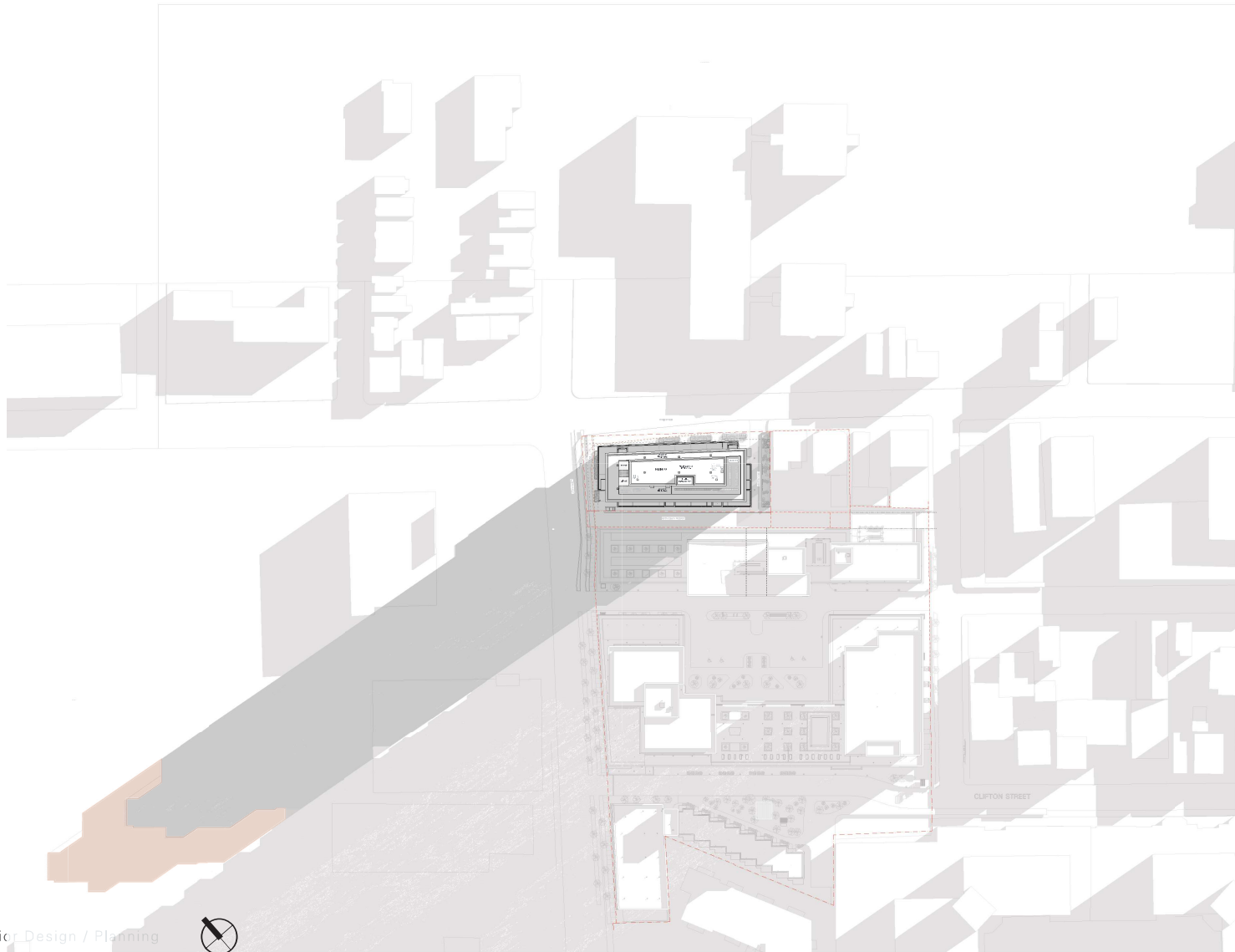
Attachment F Shadow Study

Building RA Shadow Study

December 9, 2024

Fall Equinox
10 / 12 Storey Overlay

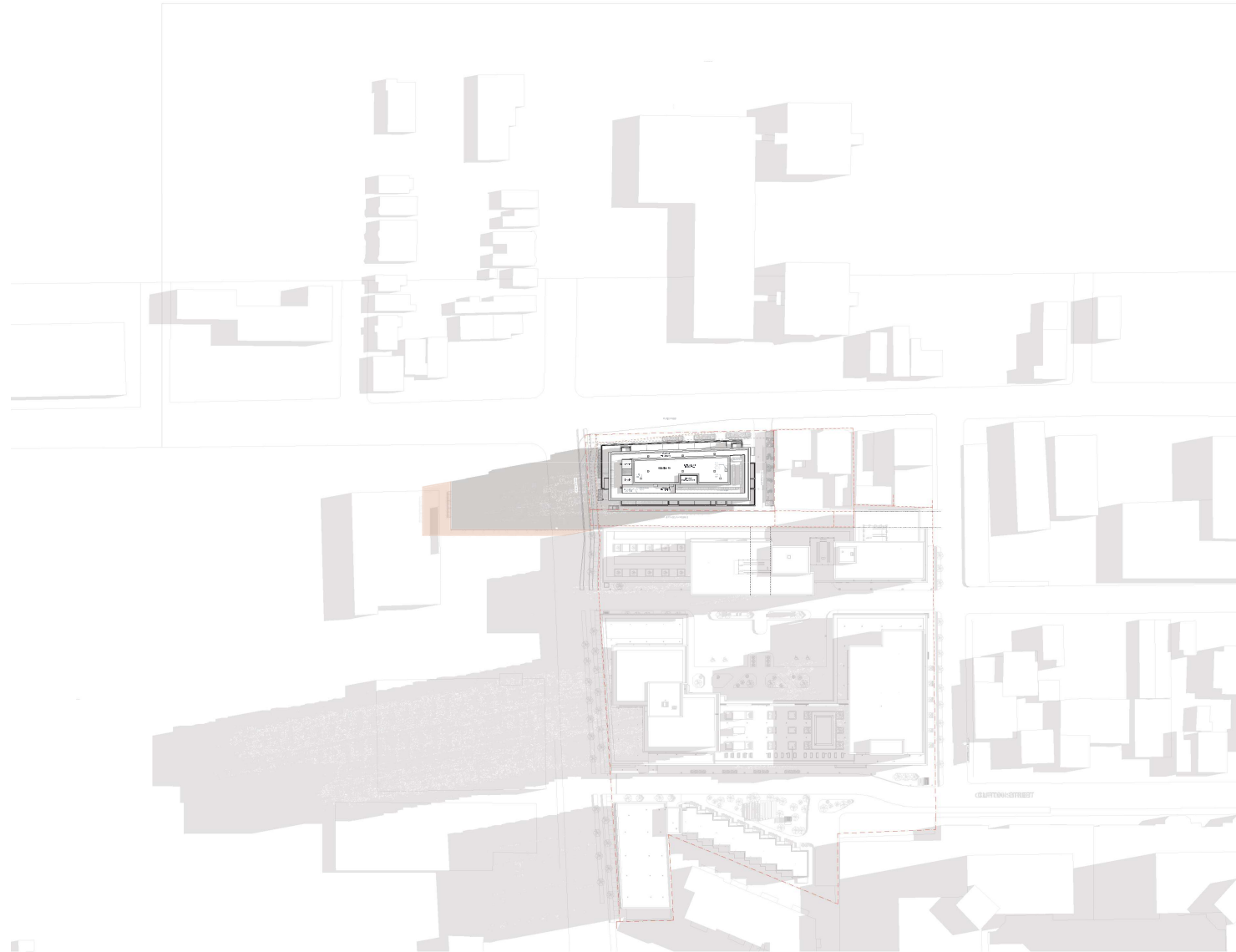
8AM



Shadow Study

Fall Equinox
Building RA
10/12 Storey Overlay
10AM

December 9, 2024



Shadow Study

Fall Equinox
Building RA
10/12 Storey Overlay
12PM

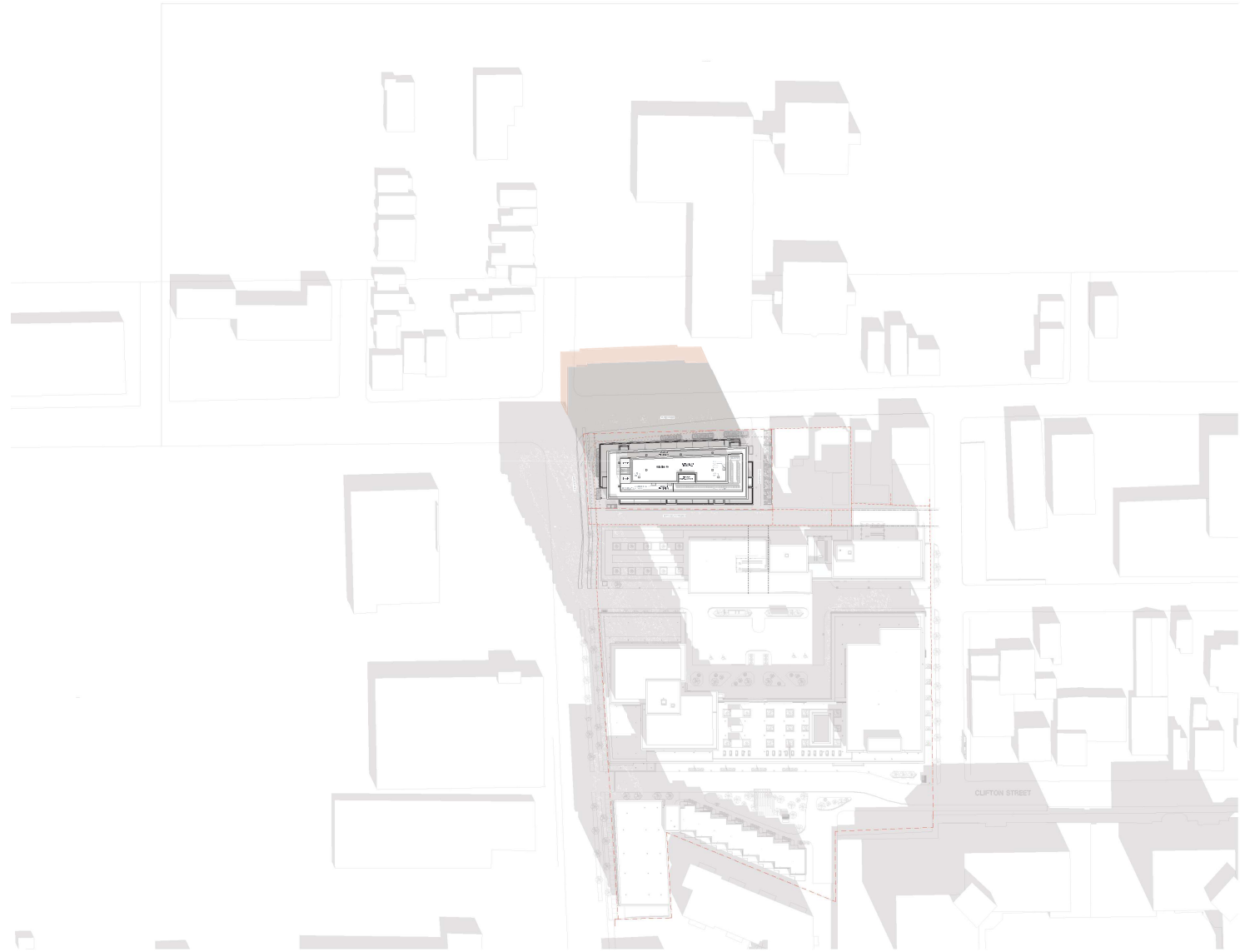
December 9, 2024



Shadow Study

Fall Equinox
Building RA
10/12 Storey Overlay
2PM

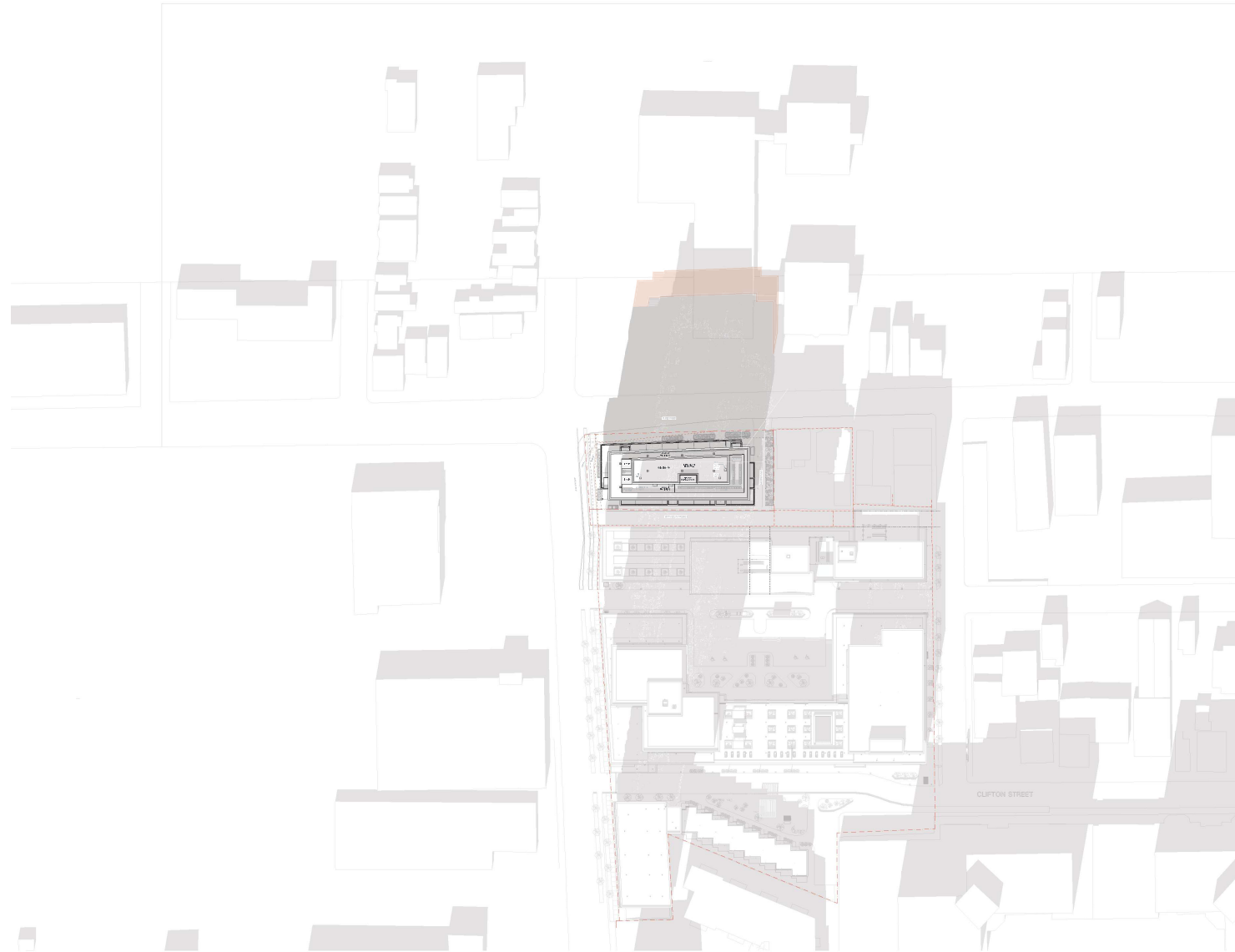
December 9, 2024



Shadow Study

Fall Equinox
Building RA
10/12 Storey Overlay
4PM

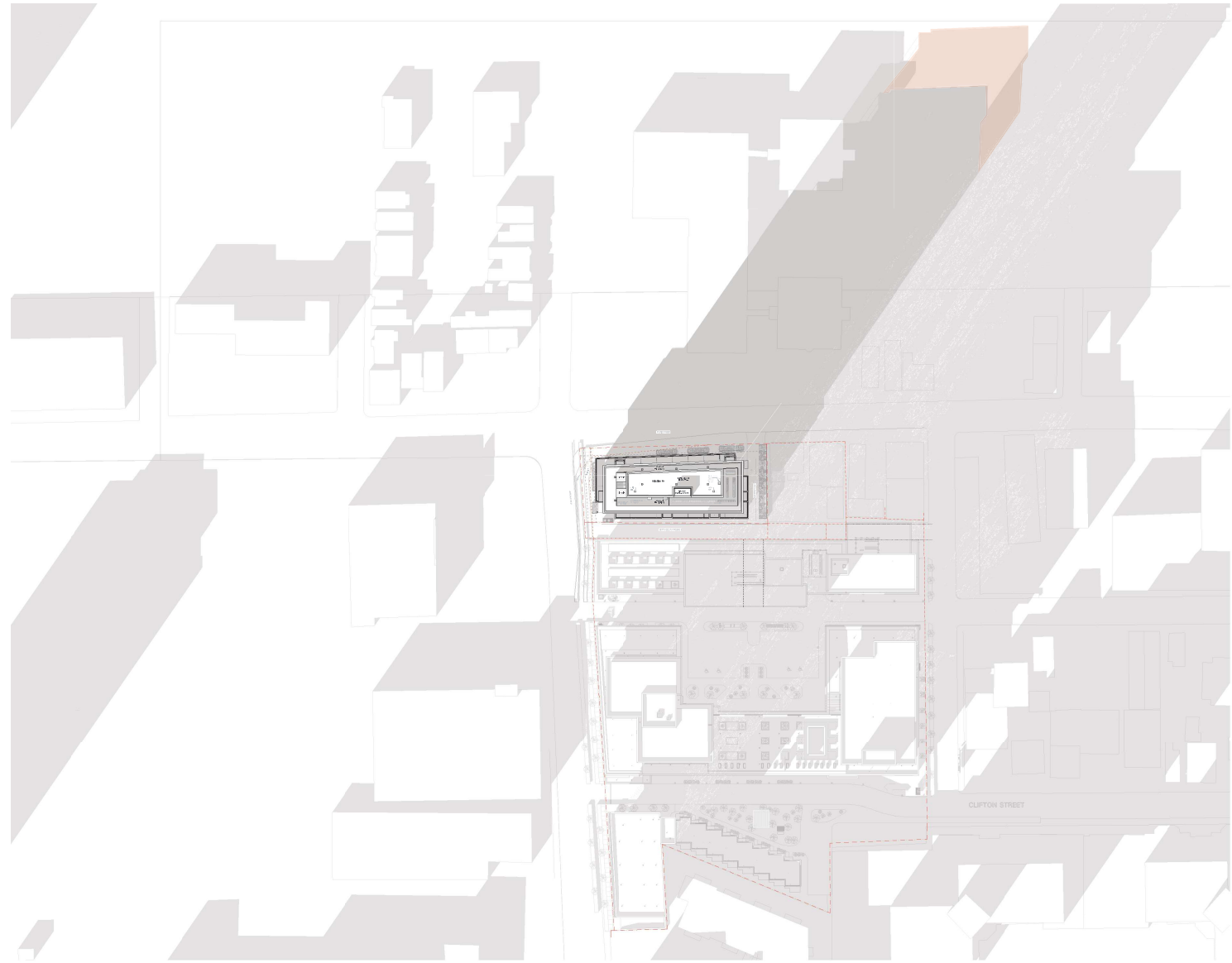
December 9, 2024



Shadow Study

Fall Equinox
10/12/24
Building RA
10/12/24
6PM

December 9, 2024



Attachment G

Relevant Policies and Regulations from the Regional Municipal Planning Strategy, the Regional Centre Secondary Municipal Planning Strategy and Land Use By-Law

Regional Municipal Planning Strategy

Chapter 6A: The Regional Centre

6.2.1A Vision Statement

The Regional Centre is the civic, cultural and economic heart of the Halifax Regional Municipality. It is a prosperous and resilient community that supports the needs, health and well-being of a diverse and growing population. New growth is located strategically to support the creation of complete communities, human scale design, and pedestrian comfort. The Regional Centre is the core of the best mid-sized city in Canada that welcomes all who want to live, work, play and learn here.

6.2.3A Core Concepts

In support of the vision for the Regional Centre, the Regional Centre Secondary Municipal Planning Strategy relies on four core concepts:

Complete Communities

- Support people of all ages, abilities and backgrounds to live, work, shop, learn, and play within a short journey.
- Promote mixed use neighbourhoods with safe and convenient access to goods and services needed in daily life.

Human Scale Design

- Foster high-quality architecture and urban design that is designed to a human scale.
- Adopt land use policies that result in designs that are interesting and comfortable for people at street level.

Pedestrians First

- Prioritize the needs and comfort of people in all seasons to make walking more convenient and viable, reduce emissions and improve public health.
- Encourage land use, transportation and design policies that prioritize walking, cycling and transit over private vehicles.

Strategic Growth

- Encourage increased density and a diversity of people and services in the Regional Centre to support socially, economically and environmentally responsible growth.
- Distribute growth throughout the Regional Centre in context-sensitive forms.
- Direct growth to established mixed-use commercial nodes, and under-utilized, vacant, and infill sites.

6.3A Regional Centre Secondary Municipal Planning Strategy

RC-1A The Vision, Guiding Principles and Core Concepts shall guide the Regional Centre Secondary Municipal Planning Strategy and Land Use By-law. Any proposed amendments to the Regional Centre Secondary Municipal Planning Strategy or Land Use By-law shall be consistent with and further the Vision, Guiding Principles and Core Concepts for the Regional Centre, and all applicable objectives and policies of this Plan. Consideration shall also be given to incentivizing development in the Regional Centre, streamlining development approvals, density bonusing and other applicable objectives and policies of this Plan.

9.4 Secondary Planning Strategies

- G-9 When new secondary planning strategies or amendments to existing secondary planning strategies are brought forward for approval, HRM shall consider whether the proposed objectives and policies are consistent with or further achieve the objectives and policies of this Plan.
- G-9A Given the strategic importance of regional objectives in mitigating climate change and protecting the future health of the municipality, new secondary planning strategies or amendments to existing secondary planning strategies, shall organize land use or management of land in a manner, including the scale, location, density and form of development, so that:
- (a) the protection of environmental or cultural features of significance on the lands is considered, including wildlife corridors, the urban forest, wet areas, wetlands and watercourses;
 - (b) the integrity of regional parks or federal and provincial wilderness areas adjacent to the lands are maintained, including the functioning of shared environmental, recreational or cultural features;
 - (c) the movements of pedestrians and transit service are prioritized over car-oriented design, including the connections to surrounding community;
 - (d) the future rapid transit corridors are considered as key locations or residential and mixed-use intensification, particularly within 500m of the corridor; and
 - (e) the design includes community-scale or site-level green infrastructure, renewable energy and other climate mitigation design elements.

Regional Centre Secondary Municipal Planning Strategy

1.4.2 Core Concepts

Human-Scale Design

Human-scale design is focused on building and streetscape design that makes people feel more at ease and allows them to relate to their surroundings. It refers to a relationship between the size, shape, and design of components in the urban environment that matches the pace of pedestrians. Buildings and streets, as well as elements like trees and street furniture, all contribute to providing a scale that is comfortable for people. This Plan provides direction for the built environment that respects the human scale.

While human scale is typically associated with low-rise and mid-rise buildings, taller buildings can also provide a human-scale experience through design that provides setbacks for the upper storeys, low streetwalls with architectural detailing, weather protection, and frequent entrances. These can work together with narrow streets, short blocks, plazas and other open spaces to create an intimate environment and comfortable experience for an average person to enjoy. Human-scale design makes urban environments more interesting, encourages exploration, and draws more people to local shops and services.

Pedestrians First

Pedestrians first policies prioritize the needs and comfort of pedestrians. The intent of this Plan is to create safe, comfortable and enjoyable environments in all seasons for people of all ages and abilities. Pedestrians first design makes walking, as well as all other forms of sustainable transportation a more convenient and viable transportation choice. It leads to community benefits, such as emission reductions, improved accessibility and improved public health.

This Plan seeks to provide an inclusive form of pedestrians first policy that benefits all forms of personal mobility. Pedestrian-oriented design elements include connected streets, short blocks,

four-way intersections, hard surfaced pathways, lively storefronts, and an extensive sidewalk network. Sidewalks, paths, and other pedestrian connections should link to key destinations such as retail and services, employment centres, schools, and public transit stops.

2.5 Centre Designation

The Centre Designation, shown on Map 1, is intended to strengthen various mix-use areas as destinations for all, and accommodate much of the housing and population growth targeted for the Regional Centre. Lands within the designation contain a variety of commercial and residential buildings and are located along transit priority corridors identified in the Integrated Mobility Plan. There are many sites within the Centres that are vacant or underutilized, and offer development opportunities that could include diverse housing choices, offices, retail, and entertainment venues.

- Robie Street and Young Street, Halifax;

The Centre Designation can support a wide mix of land uses, including commercial, residential, institutional, cultural, and recreational. Built form massing will be regulated by the FAR tool, and support low-rise buildings to high-rise buildings that transition to adjacent Corridor Designations and low-density residential areas. Subject to maximum FAR values, buildings may be a maximum of 90 metres or 40 storeys in height based on local context. (RC-May23/24;E-June13/24)

Development regulations within the Centre Designation also consider landscaping treatments along the public realm to support a pedestrian-oriented environment, and View Terminus Sites, which identify engaging views at the ends of specific streets, and provide opportunities to create urban design interest. New developments are required to respect the historic character of certain identified areas, and contribute towards a variety of housing types.

The Centre Designation establishes two zones to support strategic growth, while creating a built form that is safe and comfortable for pedestrians, and transitions to low-density residential areas. The zones are as follows:

- Centre 2 (CEN-2) Zone is applied to areas that are separated from low-density areas, with some exceptions based on existing high-density context, and permits higher maximum FAR values and a broad range of residential, commercial and institutional land uses; and (RC-May23/24;E-June13/24)

In both the CEN-2 and CEN-1 Zones, land uses that are incompatible with the overall mixed-use function of Centres, and the desired pedestrian and human-scale environment will be prohibited.

Objectives:

1. Support intensification of mixed-use areas that offer a variety of housing opportunities, a variety of goods and services, and access to frequent transit service.
2. Encourage complete main streets within Centres that prioritize pedestrian comfort and transit mobility through building and streetscape design.
3. Establish a built form framework that supports growth, is sensitive to existing character and surrounding context, and allows for an effective transition to adjacent low-density residential neighbourhoods.
4. Enhance the transportation network to prioritize pedestrians, cyclists, and public transit over personal vehicles, and improve connections to other communities.

Policy C-1

The Land Use By-law shall establish two zones within the Centre Designation as follows:

- a) The Centre 2 (CEN-2) Zone shall apply to lands within the Centre Designation with frontage on major commercial streets, with some exceptions based on existing high-density context

(RC-May23/24;E-June13/24), some of which may be designated as Pedestrian-Oriented Commercial Streets. The CEN-2 Zone shall permit a wide range of residential, commercial, park and community facility, cultural, institutional and urban agricultural uses that support both local and regional needs. Limited light industrial uses and service uses that are compatible with the intent of the Designation may also be permitted;

Policy C-2

The Land Use By-law shall establish maximum FAR values and built form regulations for the following areas in the Centre Designation, as shown on Map 1:

- a) Fenwick Street and Lucknow Street, Halifax; (RC-May23/24;E-June13/24)
- aa) Gottingen Street, Halifax;
- b) Highfield Park Drive, Dartmouth;
- c) Quinpool Road, Halifax;
- d) Robie Street and Young Street, Halifax;
- e) Spring Garden Road, Halifax; and
- f) Wyse Road, Dartmouth.

Built form requirements may differ both within a Centre and between Centres to permit various land uses and control the design of low-rise buildings, mid-rise buildings, tall mid-rise buildings, and high-rise buildings, consistent with Map 3 and the policies in Parts 3 and 4 of this Plan.

2.5.4 Robie Street and Young Street Centre

The Robie Street and Young Street Centre generally includes lands bordering North Street, Agricola Street, Almon Street, Robie Street and Young Street, with the exception of lands designated as the Young Street Lands Future Growth Node, as shown on Map 1. There are significant development opportunities in this Centre, including vacant and under-utilized commercial and institutional lands.

The goal for this Centre is to create a pedestrian-oriented environment by connecting the existing street grid and improving pedestrian movement through new and expanded mobility connections. This Centre would also benefit from additional public parks, open spaces, and community facilities that serve the growing population of this area.

New developments will introduce human-scale buildings and articulated streetwalls that are inviting to pedestrians. Grade-oriented premises in multi-unit dwelling developments can contribute to a human-scale environment. A mix of housing and unit types, services and employment opportunities will support the development of this Centre into a complete community. Low densities will be maintained within the vicinity of Fern Lane to maintain the existing low-rise form of the area. This Centre also supports the evolution of Robie Street and Young Street into major transit and transportation links for the Peninsula.

Part 3 – Urban Design

The urban environment affects the way we live, work, and travel. Urban design, which is the process of designing and shaping the physical features of cities, can support a sense of place, social and cultural contexts, environmental sustainability, and economic growth.

Within the Regional Centre, urban design takes into consideration the elements that support people of all ages, abilities, backgrounds, and incomes, and help those communities to be physically, socially, and

economically vibrant. This approach encourages a compact and human-scale design that promotes a wide range of mobility choices, encourages the efficient use of municipal infrastructure, and maintains the viability of neighbourhood businesses. A “people-first” urban design supports human-scale building designs that foster distinct neighbourhoods and community character.

In this Plan, site design and built form are shaped largely through built form and building design regulations, and site plan variation criteria adopted under the Land Use By-law. This Plan also includes the Regional Centre Urban Design Manual, as contained in Appendix 2, which guides the decision-making process for future Plan amendments and certain development agreement proposals.

Objectives

2. Design buildings and spaces to support human-scale and pedestrian-oriented environments.
3. Consider the site and surrounding context when establishing built form controls, including history, use, form, and relationship to the public realm.
5. Ensure that new development incorporates all-season design strategies that maximize human comfort in all weather conditions.
7. Mitigate wind and shadow impacts of buildings on public parks and streets.
9. Support a safe, attractive and accessible public realm for people of all ages and abilities.

Policy UD-1

The Land Use By-law shall establish built form regulations and design requirements that implement the Vision, Core Concepts, Urban Design Goals, and objectives of this Plan.

Policy UD-2

Council shall consider the Regional Centre Urban Design Manual, contained in Appendix 2 of this Plan, when considering Plan amendments and certain development agreement applications enabled in this Plan.

3.2 Built Form Framework

Built form generally refers to the shape, size, pattern, and configuration of buildings and structures that frame streets and open spaces. Built form also refers to building height, massing, scale, envelope, as well as the quality of their materials and construction. The built form framework for the Regional Centre builds on the Vision, Core Concepts, and Urban Design Goals identified in Part 1 of this Plan to guide urban growth and development. The framework also ensures that the development maintains a human-scale element, as well as positive relationships with streets, open spaces, other buildings, and transitions between areas of varying scale and intensity of use. Although the framework considers land uses, its focus is on the character, shape, scale, and design of buildings

3.2.2 Building Envelope

The building envelope describes where new development is permitted on a lot, including its location, size, and massing relative to lot boundaries, surrounding buildings, and the public realm. Additional building envelope controls include maximum building dimension requirements for different portions of buildings.

This Plan supports building envelope controls that:

- reinforce the fine-grained and regular lot pattern that supports pedestrian traffic;
- reinforce ‘human-scaled’ streetscapes, weather protection, and shorter routes to main entrances;
- ensure adequate street-level conditions to minimize wind and maximize sun penetration and sky exposure; and
- balance height and massing relationships.

The building envelopes are organized in the following categories, as defined in this Plan and the Land Use By-law, to reflect the different set of standards that are applicable to different building heights:

- a) Low-Rise Building;
- b) Mid-Rise Building;
- c) Tall Mid-Rise Building; and
- d) High-Rise Building.

Buildings of different heights and scale have varying impacts on their surroundings and the public realm as their heights increase, which may require different standards, depending on the local context. Specific building envelope controls include:

- establishing minimum streetline setbacks of between 0.5 metres and 4 metres, with possible variations based on the local context;
- establishing mid-block connections and variety in design through maximum building dimensions and side yard requirements at the street level;
- implementing interior setbacks, streetwall stepbacks for mid-rise buildings, tall mid-rise buildings and high-rise buildings, to mitigate impacts from wind and shadow at the street level; and
- transitioning between large-scale buildings and more intense land uses when located next to parks and low-rise residential areas through the use of side and rear setbacks and stepbacks.

Policy UD-9

The Land Use By-law shall establish building envelope regulations that support context-specific, human-scaled and pedestrian-oriented environments by:

- b) establishing maximum building dimensions for the ER-3, COR, HR-1, HR-2, CEN-1, CEN-2 and DD Zones to encourage variation in building design;
- c) within the DD, CEN-2, CEN-1, HR-2, HR-1, INS, and UC-1 Zones, establishing
 - i) a minimum setback of 12.5 metres from the tower portion of the building to the side and rear lot lines, except if the abutting property's development potential is constrained by a view plane, and
 - ii) maximum dimensions that do not exceed 40.0 metres in building width and 35.0 metres in building depth, or an average floor area of 900 square metres per storey in the tower portion; (RC-May23/24;E-June13/24)
- n) establishing minimum streetwall, side, and rear stepback requirements for mid-rise, tall mid-rise, and high-rise buildings where the building typology is enabled by the zone, as follows:
 - i) streetwall stepback of 2.0 metres for a mid-rise building, 3.0 metres for a tall mid-rise building, and between 4.5 metres and 6.0 metres for a high-rise building in the DD, CEN-2, CEN-1, HR-2, HR-1, COR, CLI, INS, UC-2, and UC-1 Zones;
 - ii) streetwall stepback of 3.0 metres for any portion of the main building less than 33.5 metres in height, and 4.5 metres for any portion of the main building greater than 33.5 metres in height in the DH Zone;
 - iii) side and rear stepback of 2.0 metres for a mid-rise building, and 6.0 metres for a tall mid-rise and high-rise building in the DD, CEN-2, CEN-1, and COR Zones;
 - iv) side stepback of 2.0 metres for a mid-rise building, between 2.5 metres and 6.0 metres for a tall mid-rise building, and 6.0 metres for a high-rise building in the HR-2, HR-1, INS, UC-2, and UC-1 Zones; and
 - v) rear stepback of 2.0 metres for mid-rise building, between 4.5 metres and 6.0 metres for tall mid-rise building, and 6.0 metres for a high-rise building in the HR-2, HR-1, INS, UC-2, and UC-1 Zones. (RC-May23/24;E-June12/24)

3.2.3 Building and Streetwall Design

Building and streetwall design refers to the visual appearance of buildings, including the design of windows, cladding, entrances and other architectural features. The placement, scale, and design quality

of the building's streetwall determines the character of the streetscape and reinforces the importance of a pedestrian-oriented environment and human-scale design. The streetwall is the most prominent and visible portion of a building upon which a tower, tall mid-rise or mid-rise portions of buildings sit, and it is also created by the continuity of adjacent buildings facing a street. For an individual building, it is the distinct vertical plane from the ground to the top of low-rise or mid-rise buildings, or the first stepback in a mid-rise building if it exceeds 4 storeys, tall mid-rise or high-rise buildings.

The following outlines the key components of streetwall design that impact pedestrian experiences:

- **Streetwall Height:** traditional streetwalls in the Regional Centre typically range from two to four storeys along commercial street frontages, with taller buildings stepping their upper elevations back from the top of the streetwall. Streetwall height requirements are important because height is directly linked to human scale and what pedestrians can comfortably observe and enjoy from the sidewalk.
- **Human-Scaled Elements:** elements such as signs, lighting, canopies, and other exterior building elements can animate the public realm, provide weather protection and enhance the unique characteristics of the area.

Policy UD-10

The Land Use By-law shall establish streetwall requirements to support human-scale design. The streetwall requirements shall:

- a) apply to the DD, DH, CEN-2, CEN-1, COR, HR-2, HR-1, INS, UC-2, and UC-1 Zones;
- c) establish minimum and maximum streetwall heights of between 2 storeys to 3 storeys to support human-scale buildings designs, with flexibility for buildings on sloped lands in which the minimum and maximum streetwall heights may be between 1 and 5 storeys or otherwise indicated in this policy; (RC-May23/24;E-June13/24)
- g) g) establish minimum streetwall stepbacks for mid-rise buildings, tall mid-rise buildings and high-rise buildings to mitigate impacts of wind and shadow on the street;

Regional Centre Land Use By-Law

Part V, Chapter 5: Built Form and Siting Requirements within the CEN-2 and CEN-1 Zones

Side Setback Requirements

162 (3) For a high-rise building, any portion of the main building above the streetwall height shall have a minimum required setback from any side lot line of:

- b) 12.5 metres elsewhere

Rear Setback Requirements

163 (5) For a high-rise building, any portion of the main building above the streetwall height shall have a minimum required setback from any rear lot line of:

- b) 12.5 metres elsewhere.

Streetwall Stepbacks

166(1) Subject to Subsections 166(2) and 166(3), any main building shall have a minimum required streetwall setback of:

- c) 4.5 metres for high-rise buildings.

Maximum Building Dimensions

174(2) The tower portion of any high-rise building shall not exceed the following maximum building dimension requirements of:

- a) a building depth of 35.0 metres;
- b) a building width of 40.0 metres; and (RC- May 23/24;E-June 13/24)

- c) an average floor area of 900 square metres per storey as calculated for the tower portion of the building. ((RC- May 23/24;E-June 13/24)

Part XVII: Definitions

(115) High-Rise Building means a main building that:

- b) within the CEN-2, CEN-1, COR, HR-2, or HR-1 Zone, exceeds 10 storeys; or

(252) Tall Mid-Rise Building means a main building that:

- b) within CEN-2, CEN-1, COR, HR-2, or HR-1 Zone, is more than 7 storeys but no more than 10 storeys;