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Item No. 15.1.5
Halifax Regional Council
April 14, 2026

TO: Members of Halifax Regional Council

FROM: Brad Anguish, Acting Chief Administrative Officer

DATE: April 8, 2026

SUBJECT: *Downtown Halifax Vision 2030: Municipal Alignment Review*

ORIGIN

April 29, 2025, Regional Council motion (Item No. 15.2.3) ¹

MOVED by Councillor White, seconded by Deputy Mayor Mancini

THAT Halifax Regional Council direct the Chief Administrative Officer (CAO) to provide a staff report that includes:

1. An assessment of the Halifax Downtown Business Commission's Downtown Halifax Vision 2030 plan to determine how it aligns with current Municipal priorities; and
2. An implementation plan along with an accountability structure to help guide the completion of the Municipal components of the plan.

MOTION PUT AND PASSED.

EXECUTIVE SUMMARY

Downtown Halifax Vision 2030, led by the Downtown Halifax Business Commission (DHBC), is a multi-year advocacy framework organized around four transformational moves intended to guide the evolution of the downtown. This report provides an assessment of how Vision 2030 aligns with current municipal priorities, informed by an alignment table that maps proposed actions to existing HRM policies, plans, and initiatives. The review finds partial alignment: some actions are underway or feasible within approved mandates and resources, while others do not align with current priorities, fall outside municipal jurisdiction, or require levels of investment and service expansion not reflected in Council-approved operating or capital budgets. In several cases, the scope, scale, or timelines implied by Vision 2030 exceed what is feasible for HRM to deliver by 2030. Accordingly, the report outlines an implementation approach focused on continued engagement with DHBC, with HRM advancing alignment where feasible and within approved priorities, budgets, and capacity.

RECOMMENDATION ON PAGE 2

¹ See [Item 15.2.3](#) Halifax Regional Council April 29, 2025.

RECOMMENDATION

It is recommended that Halifax Regional Council:

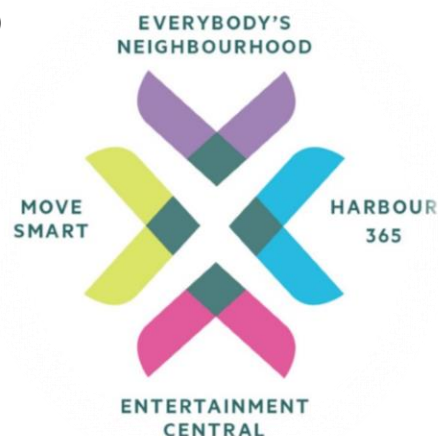
1. Receive this report as the municipal alignment assessment of the Downtown Halifax Business Commission's Downtown Halifax Vision 2030 framework; and
2. Endorse the implementation approach outlined in this report, whereby HRM will:
 - a. continue to engage with DHBC and advance alignment where feasible through existing Council-approved plans, budgets, and processes;
 - b. require separate business cases and explicit Council approval for any new operating or capital commitments; and
 - c. rely on DHBC to lead advocacy, coordination, and non-municipal implementation.

BACKGROUND

Vision 2030 Overview

Released in June 2024, Downtown Halifax Vision 2030 (Attachment 1) is a multi-year advocacy framework intended to shape the future of Halifax's urban core. Between September 2023 and April 2024, the Downtown Halifax Business Commission (DHBC) consulted with urban experts, policymakers, business owners, and members of the public. This engagement identified go-forward priorities for what the document refers to as "downtown," although the Vision does not define the geographic boundaries of this area, leaving interpretation to the reader.

Vision 2030 is organized around four (4) strategic directions, referred to as "transformational moves": Everybody's Neighbourhood, Harbour 365, Entertainment Central, and Move Smart. These moves propose actions intended to enhance livability, economic vitality, and year-round activity within the urban core, with most actions envisioned for completion by 2030.



Who the Vision Represents

DHBC is one of five (5) Business Improvement Districts operating within HRM's urban core.² Its boundaries, generally centred on Barrington Street and the adjacent downtown waterfront (Attachment 2), do not encompass all of the municipality's broader downtown area.³ Its mandate is limited to the 1,600+ commercial property owners and tenants located within its BID boundary. The priorities expressed in Vision 2030 should therefore be understood as reflecting the interests and perspectives of one BID within the larger urban core. While many elements of the Vision may resonate with residents or the broader business community, the document should not be interpreted as expressing unified support across all BIDs or urban stakeholders.

² The four (4) other Business Improvement Districts operating in HRM's urban core include the Quinpool Road Business Association (QRBA), Spring Garden and Area Business Association (SGABA), North End Business Association (NEBA) and the Downtown Dartmouth Business Commission (DDBC). The physical boundaries of these BIDs are reflected in Administrative Order 47 (see [here](#)).

DISCUSSION

Assessment of Alignment with HRM Priorities

In response to Regional Council’s direction, staff assessed Vision 2030 to determine the extent to which its proposed actions align with existing municipal priorities, mandates, and approved plans. The assessment found varying levels of alignment across the Vision’s transformational moves. Some actions align with Council-approved strategies and are already underway or feasible within existing resources. Other actions are conceptually aligned but unfunded or unscheduled, requiring future Council decisions. A third category of actions does not align with current municipal priorities, extends beyond HRM’s mandate, or would require levels of capital investment, operating funding, or service expansion that are not reflected in approved budgets or plans.

The summary table below provides an overview of how Vision 2030 aligns with current HRM work.

Table 1. Alignment Between Vision 2030 Transformational Moves and HRM Activities

<p>Everybody’s Neighbourhood: Partially aligned HRM’s work partially aligns with Vision 2030’s neighbourhood-related actions. The Housing Accelerator Fund directly supports office-to-residential conversions, and Regional Plan policies address population, amenities, business mix, and heritage—mirroring several elements of Vision 2030’s neighbourhood study. HRM is also scoping a Parks and Outdoor Facilities Priorities Plan that touches on components of an urban parks strategy. However, Vision 2030’s broader District Strategy extends beyond HRM’s current heritage-district tools and planning authorities, and while Barrington Street is included in multimodal upgrade plans, HRM is not pursuing the level of transformation envisioned in the Vision. Additionally, HRM is maintaining but not increasing investment in public safety initiatives, which diverges from Vision 2030’s call for expanded safety resources.</p>
<p>Harbour 365: Misaligned HRM’s ferry expansion initiatives through the Rapid Transit Strategy demonstrate partial alignment with Vision 2030’s focus on harbour mobility; however, HRM has no direction to pursue free ferry service, 24/7 service, or the 15-minute frequency increases outlined in the Vision. George Street improvements are limited to redesigning the ferry terminal, not the full east-west gateway and streetscape overhaul proposed by DHBC. Most remaining Harbour 365 elements—such as harbour islands access, broader harbour activation, and large-scale waterfront placemaking—fall within the jurisdiction of the Province, Build Nova Scotia, Parks Canada, or the Port Authority, and are not supported by current HRM capital plans. As a result, alignment is limited for most components of this move under current Council direction and approved plans.</p>
<p>Entertainment Central: Misaligned Vision 2030’s cultural and entertainment infrastructure proposals are largely not aligned with HRM’s current commitments. The Art Gallery of Nova Scotia redevelopment is paused by the Province, and HRM has no mandate or budget direction to pursue it independently. Similarly, Vision 2030’s proposed 1,500+ seat performing arts centre and permanent outdoor event venue would require substantial new capital investment and intergovernmental funding that HRM does not currently have in place. There is conceptual alignment through the Culture & Heritage Priorities Plan, which references cultural districts, and through regional event strategy work led by Discover Halifax. However, these elements represent only partial overlap with the scale of infrastructure envisioned by DHBC.</p>
<p>Move Smart: Partially Aligned HRM is advancing several initiatives consistent with Vision 2030’s transportation priorities, including implementation of the Rapid Transit Strategy, pedestrian-focused street design through the Integrated Mobility Plan, and incremental expansion of the All Ages and Abilities (AAA) bike network, with several segments completed and others scheduled over multiple capital cycles. HRM is also modernizing the ferry terminal, which contributes to long-term multimodal connectivity. However, Vision 2030’s proposed high-frequency downtown connector loop is not included in any current municipal plan or Council direction, and the Vision’s accelerated timeline for BRT, bike network completion, and transit frequency increases exceeds HRM’s approved capital and operational capacity. Alignment is therefore mixed, with some initiatives underway but others outside current municipal plans.</p>

The table below summarizes the analysis above and highlights selected Vision 2030 actions where alignment with municipal priorities and delivery feasibility are most relevant for Council’s consideration. It focuses on initiatives that would require new funding, significant municipal involvement, or decisions beyond existing plans. The table is not intended to be comprehensive, but to clarify where alignment exists, where it does not, and where additional Council direction would be required.

Table 2. Summary Alignment and Feasibility Assessment – Vision 2030

Vision 2030 Pillar	Vision 2030 Area	Alignment w/ HRM Priorities	HRM Role	Funding Status	Feasible by 2030
Everybody’s Neighbourhood	Office-to-residential conversion	Aligned	Active	Approved (Housing Accelerator Fund)	Yes
Everybody’s Neighbourhood	Public safety expansion	Partially aligned	Maintaining existing services	Level-funded	Limited
Everybody’s Neighbourhood	District strategy/ neighbourhood placemaking	Partially aligned	Limited/Supporting	Not funded	Partially
Harbour 365	Free or expanded ferry service	Not aligned	Not planned/no approved role	Not funded	No
Harbour 365	Harbour islands access and activation	Misaligned	Not planned/no approved role (non-municipal jurisdiction)	Not funded	No
Entertainment Central	Majhor cultural facilities (Performing Arts Centre, new Art Gallery of NS, large outdoor venue)	Misaligned	Not planned/no approved role (partner-dependent)	Not funded	No
Move Smart	Active transportation (AAA bike network)	Partially aligned	Active	Approved (phased)	Partially
Move Smart	Bus Rapid Transit acceleration	Partially aligned	Supporting	Staged/planned	Longer-term
Move Smart	Downtown transit loop	Not aligned	Not planned/no approved role	Not funded	No

The funding status and feasibility assessments reflected in the table above are based on Council-approved operating and capital budgets, existing plans, and HRM's delivery capacity. Where funding, authority, and project sequencing are already in place, initiatives were assessed as feasible. Where initiatives would require new operating or capital commitments, intergovernmental agreements, or delivery beyond HRM's control, they were assessed as not funded and not feasible for municipal delivery by 2030.

To assist Council, the key areas of alignment and misalignment are outlined below.

- **Timelines:** Many Vision 2030 actions propose completion or significant progress by 2030. HRM's capital planning cycles, fiscal environment, and direction to constrain expenditures mean accelerated timelines for major infrastructure or service changes are not feasible within existing planning horizons.
- **Geographic scope:** Several proposed actions extend beyond the DHBC boundary or do not align with HRM's broader urban core priorities, including enhanced ferry service, large streetscape projects, and new cultural or entertainment infrastructure. HRM must consider geographic equity and prioritize investment across the full municipality, not solely within one BID.⁴
- **Operational and financial implications:** Multiple Vision 2030 actions would require substantial capital and operating investments, new responsibilities, or expanded service delivery. These initiatives exceed current municipal resources and require senior government involvement. For example, HRM committed funds towards construction of a new Art Gallery of Nova Scotia space, however, the province has not come to the table with funding (see Attachment 3 | Item 3.1[a]). Without Council-approved business cases, HRM cannot commit to these actions.
- **Mandate limitations:** DHBC's advocacy role applies to its membership and district. Vision 2030 should not be interpreted as representing the collective priorities of all BIDs or urban stakeholders. HRM must maintain neutrality and ensure its resources and decisions align with legislated authority and Council direction.

Implementation Feasibility, Timelines and Accountability

Vision 2030 is an advocacy framework developed by DHBC and should not be interpreted as a municipal implementation plan. Many proposed actions would constitute new service growth, capital expansion, or staffing commitments under HRM's capital prioritization and budget frameworks and are not included in Council-approved operating or capital budgets. As such, HRM does not have the capacity or mandate to implement all Vision 2030 initiatives within the Vision's 2030 timeframe. Implementation of any new or expanded municipal role would require separate business cases, funding identification, and explicit Council approval. DHBC retains responsibility for advocacy, coordination, and non-municipal implementation, with HRM participating where alignment exists, resources are available, and Council direction supports involvement.

Proposed Implementation Approach

Within the constraints outlined above, HRM's proposed implementation approach is focused on managing engagement and alignment rather than delivering Vision 2030 as a municipal program. It emphasizes coordinated implementation through existing structures, rather than creating one or more new (municipal) governance bodies. The broad approach proposed by staff acknowledges DHBC's strengths in convening partners and promoting activation. HRM is positioned as a policy and infrastructure enabler. Respective HRM and DHBC roles are discussed in more detail below.

⁴ Bikeway expenditures have been the subject of recent Regional Council debate and decisions regarding capacity and willingness to fund expansion are ongoing.

DHBC – Lead Role

As the proponent of Vision 2030 and the Business Improvement District (BID) representing downtown Halifax, DHBC is positioned to take on a lead role in advancing the non-municipal components of the Vision. DHBC's strengths include convening diverse partners, advocating on behalf of its membership, and supporting activation of the downtown through programming and placemaking initiatives.

In the context of Vision 2030, DHBC's responsibilities would include:

- **Convening and coordination:** Bringing together businesses, cultural organizations, post-secondary institutions, and other stakeholders to identify shared priorities and opportunities for collaboration.
- **Communications and engagement:** Leading public-facing communications on Vision 2030 progress, challenges, and milestones, and fostering community awareness and participation.
- **Advocacy:** Engaging with municipal, provincial, and federal partners to seek policy alignment, regulatory support, and funding where required to advance Vision 2030 actions.
- **Program activation:** Delivering or supporting events, placemaking projects, and other initiatives that contribute to downtown vibrancy and align with Vision 2030 objectives.⁵
- **Stewardship and monitoring:** Tracking Vision 2030 progress, gathering qualitative and quantitative indicators, and sharing updates publicly to maintain transparency and accountability.

DHBC does not have a direct role in municipal service delivery, priority setting, or budget decisions. Its leadership focuses on coordination, advocacy, and activation within the BID's mandate.

HRM – Supportive Role

HRM plays a supporting role in advancing Vision 2030 where municipal priorities, mandates, and resources align. As a regulator, infrastructure provider, land-use authority, and service deliverer, the municipality contributes through ongoing policy development, capital planning, and program delivery.

HRM's responsibilities in relation to Vision 2030 include:

- **Policy and regulatory alignment:** Continuing to develop and implement municipal strategies, policies, and regulations—such as the Regional Plan, Integrated Mobility Plan, Culture and Heritage Priority Plan, and HRM's 2026–2030 Strategic Plan—that support aspects of Vision 2030 where alignment exists.⁶
- **Infrastructure planning and investment:** Advancing municipally prioritized projects related to mobility, transit, active transportation, public realm improvements, parks, and cultural infrastructure, where these intersect with Vision 2030 objectives and fall within approved budgets.
- **Resource alignment:** Leveraging existing staff and capital resources where feasible; accessing intergovernmental funding programs when available; and coordinating with DHBC and other partners to identify efficiencies and avoid duplication.
- **Service delivery coordination:** Ensuring municipal activities—such as planning, permitting, transit service, streetscaping, parks maintenance, and public safety—are informed by Vision 2030 where appropriate and consistent with Council direction.

⁵ Including collaborating with HRM on the delivery of the [Navigator Street Outreach](#) program.

⁶ Approved by Regional Council on August 5, 2025, HRM's 2026-2030 Strategic Plan outlines Council and administrative priorities and goals for the next four years. See [Item No. 15.1.2](#) Regional Council August, 2025.

HRM's participation is bounded by fiscal constraints, municipal mandates, and the need to balance urban core priorities with the needs of the wider municipality.

Staff recommend proceeding with the first recommendation—directing the CAO to consider areas of alignment where feasible. HRM does not have the mandate, organizational capacity, or operational flexibility to establish new governance structures, reporting mechanisms, or administrative frameworks to support Vision 2030 beyond existing processes. While some elements of the Vision intersect with ongoing municipal work, the creation of any new body, partnership structure, or formalized implementation framework would require additional staff resources, interdepartmental coordination, and operational commitments that HRM cannot support without diverting attention from Council-approved priorities. Staff advise that the recommended approach provides the most responsible path: HRM will collaborate with DHBC where alignment exists but will not embed Vision 2030 within new structures or create processes that exceed municipal capacity.

For reference, Attachment 3 provides a detailed inventory mapping Vision 2030 actions to existing municipal policies, plans, and ongoing initiatives. The attachment is intended to support the assessment above by showing where linkages exist, but does not represent an endorsement, prioritization, or commitment to implementation by HRM.

FINANCIAL IMPLICATIONS

The Vision 2030 actions speak to implementing significant service enhancements and new infrastructure which will have multi-generational tax implications far above existing budgets and plans, and are outside Council's directive from July 8, 2025, regarding 'Options & Considerations for 2026-2027 Budget & Business Plan'.

Individual business cases with full service, community, risk and long-term financial implications for service and infrastructure enhancements listed in Attachment 1 which will result in operating or capital increases over existing 2025/26 budget levels will each need to be brought forward to Regional Council for consideration and approval before staffing resources and budgets are dedicated.

RISK CONSIDERATION

As outlined in the Discussion section of the report, there are implementation constraints which are outside the municipality's control. Legislative authority limitations and/or the lack of provincial or federal government support may frustrate the advancement of Vision 2030 transformational moves.

COMMUNITY ENGAGEMENT

Downtown Halifax Business Commission's *Vision 2030* consultation process involved ten 2-hour engagement sessions with more than 100 stakeholders. One-on-one meetings with key community leaders and government officials were held. The visioning process also included a public questionnaire that produced hundreds of pages of comments. Continued engagement with residents, businesses, and community partners will be led by DHBC, with HRM support on projects with a municipal role.

ENVIRONMENTAL IMPLICATIONS

Many of Vision 2030's actions support climate mitigation and adaptation, including mode-shifting (transit, cycling), green infrastructure, sea level rise buffers, and building reuse. These align with HRM's HalifACT climate plan.

ALTERNATIVES

That Halifax Regional Council choose not to direct the CAO to assess alignment between Vision 2030 and HRM strategies and plans at this time and allow existing municipal strategies and processes to continue guiding work in the urban core.

LEGISLATIVE AUTHORITY

The *Halifax Regional Municipality Charter*, S.N.S. 2008, c. 39

70 (1) The Municipality may

- (a) beautify, improve and maintain property owned or leased by the Municipality;
- (b) pay grants to a body corporate for the purpose of promoting or beautifying a business district and for airport, wharf or waterfront development;
- (c) identify and promote a business district as a place for retail and commercial activity;
- (d) establish or maintain parking facilities.

ATTACHMENTS

Attachment 1: Downtown Halifax Vision 2030

Attachment 2: Downtown Halifax Business District | Geographic Boundary Map

Attachment 3: *Vision 2030* Action Mapping (Reference Table)

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DOWNTOWN HALIFAX VISION 2030





Kjipuktuk (“the great harbour”) is located in Mi’kma’ki, the ancestral and unceded territory of the Mi’kmaq People. This territory is covered by the Treaties of Peace and Friendship which Mi’kmaq, Wolastoqiyik (Maliseet), and Passamaquoddy Peoples first signed with the British Crown in 1726. The treaties did not deal with the surrender of lands and resources. It established the rules for what was to be an ongoing relationship between nations.

We are all Treaty people.

Downtown Halifax is the heart of Nova Scotia and more broadly Atlantic Canada. Vision 2030 is meant to strategically identify moves and investments for what is needed for one of the fastest growing cities in the country. This Vision is not ours; it is yours and everyone’s and we look forward to the excitement, conversation, and commitment to work on this together. This Vision requires commitment from all three orders of government, as well as the support of city builders and all our citizens. Downtown Halifax Business Commission (DHBC) is committed to advocating for this Vision, tracking, and advancing its progress between now and 2030, and reporting back to those that live, work, and play here.

Special thanks to our membership, the DHBC Board, staff, urban experts, and the Vision Steering Committee for your input into the development of this Vision. Most of all, thanks to the hundreds of stakeholders and citizens of Halifax, who devoted time and passion by sharing their ideas and love of Downtown.

*Ashwin Kutty, DHBC Board Chair &
Paul MacKinnon, DHBC CEO*





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“When it comes to actually realizing better downtowns, having vision comes down to being able to see things that aren’t currently there, that may seem impossible or just too hard to achieve, but that are not only possible, but necessary.”

— Brent Toderian, Canadian urbanist




A NEW VISION IS URGENT

The importance of Downtown is undeniable to anyone who believes in a prosperous, inclusive, and desirable city and province. This has always been the case, but we now live in a special moment of opportunity, due to the booming population growth, unfettered access to the best ideas, and the confidence given to us from knowing that we have done big things before and can again.

The time for a new Vision is now.

With high land values and a dense urban design that is efficient to service, the taxes generated in Downtown Halifax significantly outweigh the resources consumed. Thus, a healthy Downtown is the economic engine that helps fund libraries, parks, schools, recreation facilities, and public transit across the whole city.

With over 22,000 people working Downtown, it is the largest employment node in Nova Scotia. This concentration of people and ideas fosters an environment where social and business interactions create an attractive environment for job opportunities, talent, and investments.



Downtown is not just the heart of the city, but the showroom of Atlantic Canada. Packed with restaurants, bars, music, art, theatre, and events, Downtown Halifax enriches the lives of its visitors and residents alike.

A dense, walkable Downtown, full of all sorts of different people, is a way to achieve our aspirations around environmental sustainability, as well as offering more abundant and inclusive opportunities and options for all.

Having a new Vision, and relentlessly working to realize it, is an investment in our future; and Halifax's history (e.g., rebuilding after the Halifax Explosion) proves we are not afraid of bold moves. More recent examples are transforming our industrialized waterfront; unlocking decades of development with HRM by Design; and investing in a new convention centre, library, and Argyle Entertainment District. We must seize the power of this moment to once again shape our future.

This is the essence of Downtown Halifax Vision 2030.

CREATING THE VISION

Downtown Halifax Business Commission is the go-to organization on Downtown vitality. This comes from the expertise of the Board and staff, as well as DHBC's 30-year active involvement in the International Downtown Association (IDA), which has created connections with downtowns around the globe. This Vision was initiated and curated by DHBC, with the assistance of a steering committee and consultant group, MIG. Halifax boasts a wealth of urban expertise across many individuals and organizations, and the recommendations in this document are the result of extensive consultation with those diverse groups and individuals.

From September 2023 to April 2024, DHBC consulted with key stakeholders, urban experts, policymakers, business owners, and the public to help us answer the question:

What are the big moves needed to ensure our Downtown is vibrant and prosperous in 2030 and beyond?

The consultation process involved:

- 10 2-hour engagement sessions, with over 100 stakeholders.
- Numerous one-on-one meetings with key community leaders and government officials.
- A public, open-ended questionnaire that produced hundreds of pages of comments.

Four themes were identified from the data after a thorough matrix scoring process: Everybody's Neighbourhood, Harbour 365, Entertainment Central, and Move Smart. Out of the process also came 17 programs, policies, and priorities which are explained in detail in the subsequent sections.





A DESTINATION

INCLUSIVE

IMAGINABLE

PROSPEROUS

SAFE

CONNECTED

SURPRISING

VIBRANT

TIME-HONOURED

THE YEAR IS 2030

Downtown Halifax is a place where everyone feels welcome. It is no longer just a business district; it is a vibrant community where people can live, work, and play. Everyone feels included and safe.

The entire urban core always feels vibrant as events take centre stage, solidifying Downtown Halifax's reputation as the undisputed arts, culture and entertainment capital and the most desirable destination for the entire region.

Strategic investments have revitalized Downtown. It is an incubator for business success, as its desirable location attracts established companies and startups alike. Bold new buildings sit beside historic ones in our redefined cityscape.

It is easy to get to and move around Downtown Halifax, both by land and sea, particularly via public transit services, which are fast and frequent, day and night.



EVERYBODY'S *NEIGHBOURHOOD*

Downtown Halifax is a place where everyone feels welcome.

To be “Everybody’s Neighbourhood”, Downtown must continue its evolution from a central business district and a visitor destination, to also being a neighbourhood where many different types of people choose to live. This includes having all residential amenities that one would expect in a complete neighbourhood. It should feel safe and welcoming to residents and visitors alike.





EVERYBODY'S NEIGHBOURHOOD

A Neighbourhood Study

As Halifax continues to grow sustainably, it will become a city of interconnected complete neighbourhoods, each offering opportunities for living, working, and playing close to home. Downtown Halifax will become the centre, and largest, of these complete neighbourhoods. For this to happen, there is an ideal balance that needs to be planned, taking into account the recent evolution of residents' and businesses' needs.

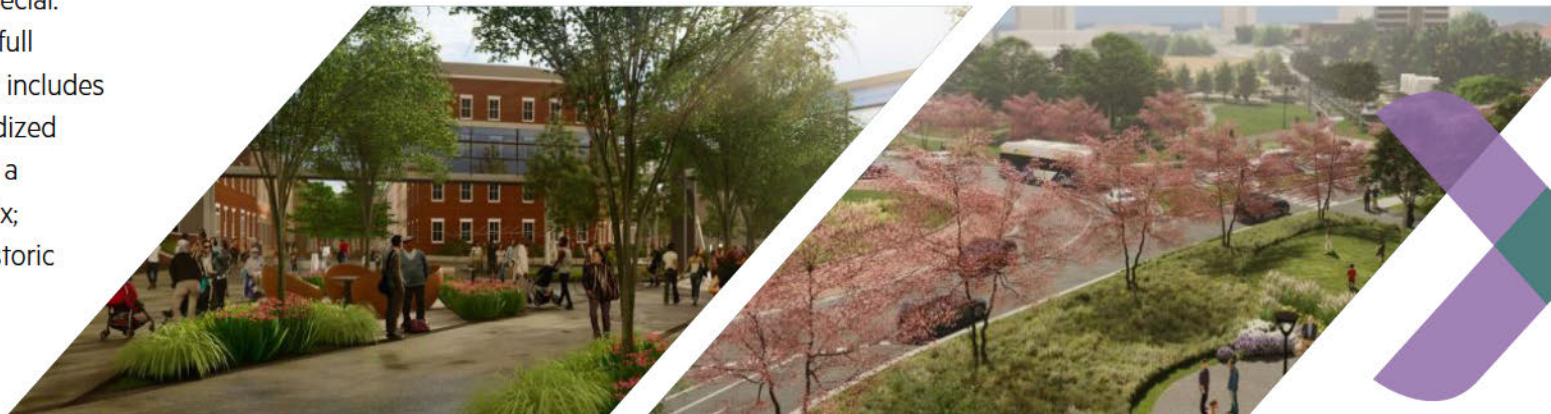
A new study needs to be done that would delve into desired outcomes regarding population targets, appropriate residential-serving amenities, and business mixes that would serve that greater density, while preserving what makes the area so special. The result of this study will include: a full spectrum of housing affordability that includes both high end and government subsidized non-market options; opportunities for a broader cultural and demographic mix; and protection of identity-defining historic buildings.

Office Conversion Incentives

The advent of hybrid work and the extremely low residential vacancy rate lends itself to the obvious solution of turning some unused office space into homes for people. Halifax is already seeing this, thanks to progressive developers and limited restrictions, but it is still complicated and expensive. According to Canadian Urban Institute's study in this area, Canadian cities that are seeing conversions, at scales greater than Halifax, are doing so because they offer financial and policy incentives. Appropriate, similar programs in Halifax would accelerate developers' ability to do more of this here.

Urban Parks Strategy

Parks are a key recreational amenity, required to attract and serve high density residential growth. Downtown has inherited a substantial amount of green space from previous generations, but it is not known whether it is sufficient for a substantially larger population, or whether its configuration or programming is appropriate. A new Urban Parks Strategy would catalogue existing green space and determine appropriate overall area, type, and programming needs based on our growth trajectory.



District Strategy

Desirable urban areas are often known, less by their overall downtown, and more by their smaller districts. Just a few examples include Vieux-Montreal, Nyhavn (Copenhagen), SoHo, Chinatown, London's West End, etc. Downtown Halifax has several Districts already (e.g., Argyle Entertainment, Waterfront, Barrington Heritage), and strong opportunities for more, such as Cogswell and the Gateway Districts. Establishing a District Strategy would see a concerted effort in properly identifying and promoting Downtown's existing Districts, as well as designating new ones. Better wayfinding signage with unique design standards will make it clear when you are in a defined district, and also how you could best move from one to the other.

Barrington Street

Barrington Street has a glorious past, and future, as Halifax's main street. Efforts to make Barrington Street more vibrant in this regard have occurred for several decades, through municipal and BID studies, working groups, and academic papers. The most recent effort was the formation of the Barrington Heritage Conservation District (2009) which led to private and public investment, the significant preservation of historic buildings, and a residential revival. Despite this, ground floor vacancies persist, and pedestrian volumes have not kept pace with other areas of Downtown. Currently, just the section between Duke Street and Spring Garden Road attempts to be both a main traffic and transit thoroughfare, a retail high street, a pedestrian-priority area, the financial district, and architectural showcase. All of these uses, though important, are not necessarily working in unison to help Barrington reclaim its main street status. Using research already done and building on the momentum of the new Cogswell District, a concept for a new Barrington main street, as well as actions, needs to commence.

Public Safety Investments

Without a strong sense that a downtown is safe, other efforts to revitalize it will never be fully successful. After decades of progress, a trend has recently emerged that the feeling of safety in urban cores across North America is eroding. This trend must be immediately and persistently reversed in Downtown Halifax. There needs to be a renewed focus on proactive and visible community-based policing. We also need to see new investments and strategies that allow for more "eyes on the street" (as urbanist Jane Jacobs coined it); enhance urban design in lighting; and address the homelessness, mental health, and addiction issues that are impacting our community.

HARBOUR 365



Downtown Halifax maximizes its greatest asset year round.

The Harbour is why Downtown Halifax exists. The Mi'kmaq had summer encampments here and called it "Amntu'kati" ("Spirit Grove"), and the area is central to their creation story. It is why the British built the Citadel fortress here. It is why Halifax became the largest Canadian city east of Quebec City. It is why over a million tourists visit annually. Halifax's motto, "E Mari Mercas" means "Wealth from the Sea".





HARBOUR 365

Free and Faster Ferry

Imagine walking between Downtown Dartmouth and Downtown Halifax (two important parts of the greater urban core) whenever you wanted to. To fulfil this dream, the Alderney-Halifax ferry service should be free and more frequent. An immediate change would be to schedule it to run every 15 minutes, 7 days a week, and late into the night. Eventually it could be a 24/7 service. This would greatly benefit residents and businesses on both sides of the harbour and serve as a convenient and attractive tourist amenity – one for which you would never need a schedule, because the ferry would be so reliable.



George Street as a “Gateway”

Downtown Halifax sits in an incredible land of opportunity – between the Waterfront and Citadel Hill – two of the most visited destinations in Nova Scotia. A walkable city needs well-articulated pedestrian routes, to lead visitors to where they should want to go to visit key sites. Currently this is lacking on Downtown’s east-west streets, and is made more challenging by the hilly topography, inadequate design, and poor wayfinding signage.

To truly connect the Waterfront with Downtown, a signature streetscape investment should be made on at least one east-west street. The best choice for this is George Street, due to its natural access to the Ferry Terminal, grand view of the Halifax Town Clock, and its potential to complete the missing piece of a pedestrian-priority route connecting the key civic assets between Halifax Public Gardens and the boardwalk. Along with George Street as a central promenade, design and signage along all other Lower Water Street intersections is required to help draw people up those hills.

Harbour Plan

The Halifax Waterfront District has undeniably seen incredible transformation over the past several decades. It is home to shops, restaurants, tourism operators, marine operations, and Canada’s east coast navy. It boasts the longest urban boardwalk in North America and sits by one of the deepest ice-free ports in the world. The District currently falls under the operations of Build Nova Scotia, Halifax Port Authority, Halifax Regional Municipality, as well as some private ownership.

Working collaboratively, a new plan needs to be created that provides direction and aspirations for how we continue to steward and grow this key asset. The plan should include the following priority areas: **future land uses; harbour islands access and activation; events; water transportation (private and public); beautification and placemaking; sea level rise mitigation.**

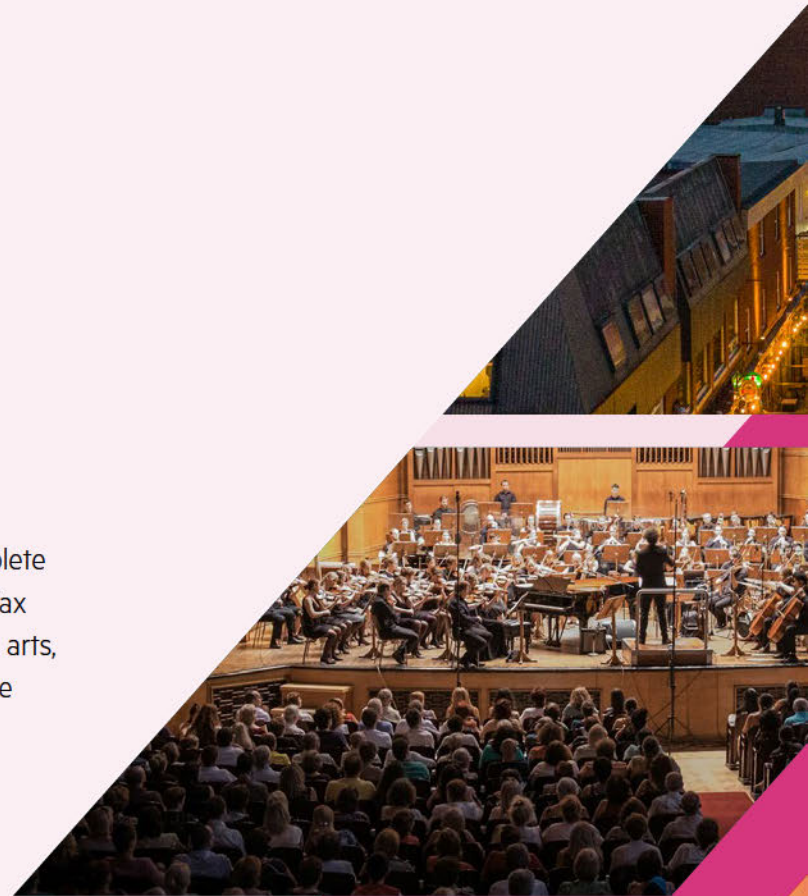


ENTERTAINMENT CENTRAL



Downtown Halifax is a nationally renowned destination for arts, culture, and entertainment.

Though Downtown needs to continue to evolve from a central business district to a complete neighbourhood, it also needs to remain the prime destination for visitors. Downtown Halifax needs to solidify its reputation as the undisputed capital of Atlantic Canada, specifically in arts, culture, and entertainment. As a city of over 500,000 people – and rapidly growing – there is a need for new venues. Nova Scotia is home to a wealth of natural talent and this strength should be driving tourism, and fundamentally boosting the quality of life for all Nova Scotians.





ENTERTAINMENT CENTRAL

Build New Venues

Art Gallery

The current Art Gallery of Nova Scotia (AGNS) has served us well. However, a significant study has been done in recent years, identifying that the current facility has maintenance, internal climate, space configuration, and overall size limitations. The time has come for an expanded gallery so we can attract new (and more) displays and shows, as well as showcase more of the assets that AGNS already has. A new art gallery, as either an iconic stand-alone structure, or as part of a more comprehensive cultural centre, would be a marquee attraction.

Permanent Outdoor Public Events Space

Halifax boasts an impressive number of outdoor festivals and events. However, as development occurs, these spaces can be lost, and events find themselves moved around in any given year. Therefore, there is a need for a new or expanded central location that is consistent. This facility would include sufficient capacity, amenities (electrical, flexible seating and stage, weather coverings), and consistent management, for larger outdoor events.

1,500+ seat Performing Arts Centre

Downtown needs to have a variety of performance venues, including a purpose-built one that seats between 1,500 and 3,000. This would serve to fill the gap that currently exists between Scotiabank Centre's 10,000 seats, and smaller venues like the Light House Arts Centre and Neptune Theatre. The new venue would attract shows which currently are not feasible to bring to Nova Scotia, and also act as a permanent Downtown home for Halifax-based music and arts groups.

Year-Round Events

Halifax is an undisputed events city, particularly in the warmer months. Specific efforts need to be made to ensure that there is a stocked events calendar year-round that pays special attention to activating the Downtown from January to June. A strategy is needed that not only identifies and attracts events, but also includes coordination around all facets of those events. This includes leading the bidding process; identifying the organizational lead on events or acting as that lead; assisting organizers in the creation of new events; and ensuring proper financial and administrative support.



Cultural District Designation

Being a hotbed of culture and events is not enough – we must tell that story to the world. To better cement and promote Downtown Halifax's position as Atlantic Canada's premiere arts and entertainment destination, a specific area of the Downtown should be designated as a Cultural District. This is a key component to the overall District Strategy (being proposed in this Vision) and would include the intentional clustering of the investments in infrastructure being recommended.



MOVE SMART

Getting to and moving around
Downtown Halifax is easy.

It is fundamental to a downtown's success that it be easy to get to, and easy to get around. This should be in a multitude of ways, but a city poised for success needs to prioritize mass transit and the pedestrian experience over single-occupant vehicles. Given the cost of housing in Downtown Halifax, and the cost of car ownership, enabling improved connection to other areas of the city is also an investment in equity.



DOWNTOWN HALIFAX
VISION 2030

MOVE SMART

Bus Rapid Transit

Bus rapid transit (BRT) is a high-capacity bus-based transit system that provides fast and reliable service through dedicated bus lanes that move people to their destination more rapidly than their car ever could. A BRT system is an expensive and multi-year process, but it is necessary in Halifax now. Its development must be significantly accelerated, and it must prioritize key lines which directly connect Downtown to high population areas as its first investment. It must also have extended hours of operation, so that the transit system is not only a preferred mode for working commuters, but also residents coming Downtown for entertainment, throughout the day and evening. Such an investment does not preclude light rail transit (LRT), as LRT could replace BRT over time, using the same routes.

Downtown Loop

Getting to Downtown is important, but mobility throughout the Downtown is a key aspect that will enhance the experience for visitors and workers, and also unlock the potential for Downtown residents to not need to own their own vehicles. Drawing inspiration from Halifax's tram system (1866-1949) and FRED ("Free Rides Everywhere Downtown", 1996-2011), a Downtown loop, or multiple loops, should be created which connects the main arrival points/terminals, key visitor sites, parkades, and employment nodes. This loop would be serviced on a frequent and free timetable, by smaller multi-passenger vehicles.



Pedestrian-First Design

Pedestrians should feel like their mobility is the highest priority. Beyond major streetscape projects (such as Argyle Street, Spring Garden Road, and the recommendation for George Street in this Vision), pedestrian priority should be part of the ongoing design and maintenance of all Downtown streets. This can be accomplished in many ways, including:

- Widened sidewalks
- Crosswalks raised to the level of the sidewalk and/or that continue the sidewalk design across the intersection
- Street murals
- Artistic crosswalks, commemorating things/events/people of cultural significance
- Marked crosswalks at all 4 intersection crossings and mid-block crossings
- Reduced vehicle speeds
- Additional sidewalk amenities, including street trees, weather coverings, seating, eye-level art, and better designed paths in parks (i.e., more aligned with shortcuts and "desire paths")

Bike Network

Studies conducted over the past two decades consistently show that bike lanes, when done as part of a connected network, have environmental, congestion-reducing, and also economic benefits for Downtown businesses. Other downtowns around the world with similar climates, small streets, and steep hills have successfully embraced cycling on a large scale. To see a mass movement toward cycling, for commuters and residents, urgent completion of an All Ages and Abilities (AAA) Network needs to be completed. The network must have both key north-south and east-west bike lane connectors that are physically separated and protected from vehicular traffic. The Downtown network should connect with commuter bike lanes to both the North and South Ends.

Transportation Hub

Urban transit terminals are a key piece of infrastructure, which should serve as a Downtown's destination point, and tie in all modes of non-car transportation, including bus, bike, and ferry. A key component of the priorities in this Vision point towards seeing at least one of these hubs/terminals in Downtown Halifax. With a required re-design of the Ferry Terminal to accommodate the new Bedford ferry, this is the time to study and determine the site and scale of such a facility.



OTHER IMPORTANT INITIATIVES

This Vision is focused on initiatives that will move Downtown Halifax forward. Although not all these ideas are new, the intent was to concentrate on priorities that had yet to be activated at the time of writing.

It is important to acknowledge that there are several important projects already underway, and the momentum for them must continue. These projects include:

- Moving Port of Halifax containers out of the South End container terminal by rail rather than truck
- High speed ferry service between Bedford and Downtown Halifax
- Discover Halifax's Integrated Tourism Strategy
- The work of the Joint Regional Transportation Agency
- Cogswell District
- Scotiabank Centre Modifications
- HRM's Performing and Visual Arts Venue Study
- Downtown Heritage Conservation Districts
- HRM Public Safety Strategy
- Redevelopment of the Turret Art Space (formerly The Khyber)



Some of the photographs contained in this document are for inspirational purposes only and may not depict actual locations in Downtown Halifax. The remaining photographs are either owned by Downtown Halifax Business Commission and/or their partners.



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EVERYBODY'S
NEIGHBOURHOOD

MOVE
SMART

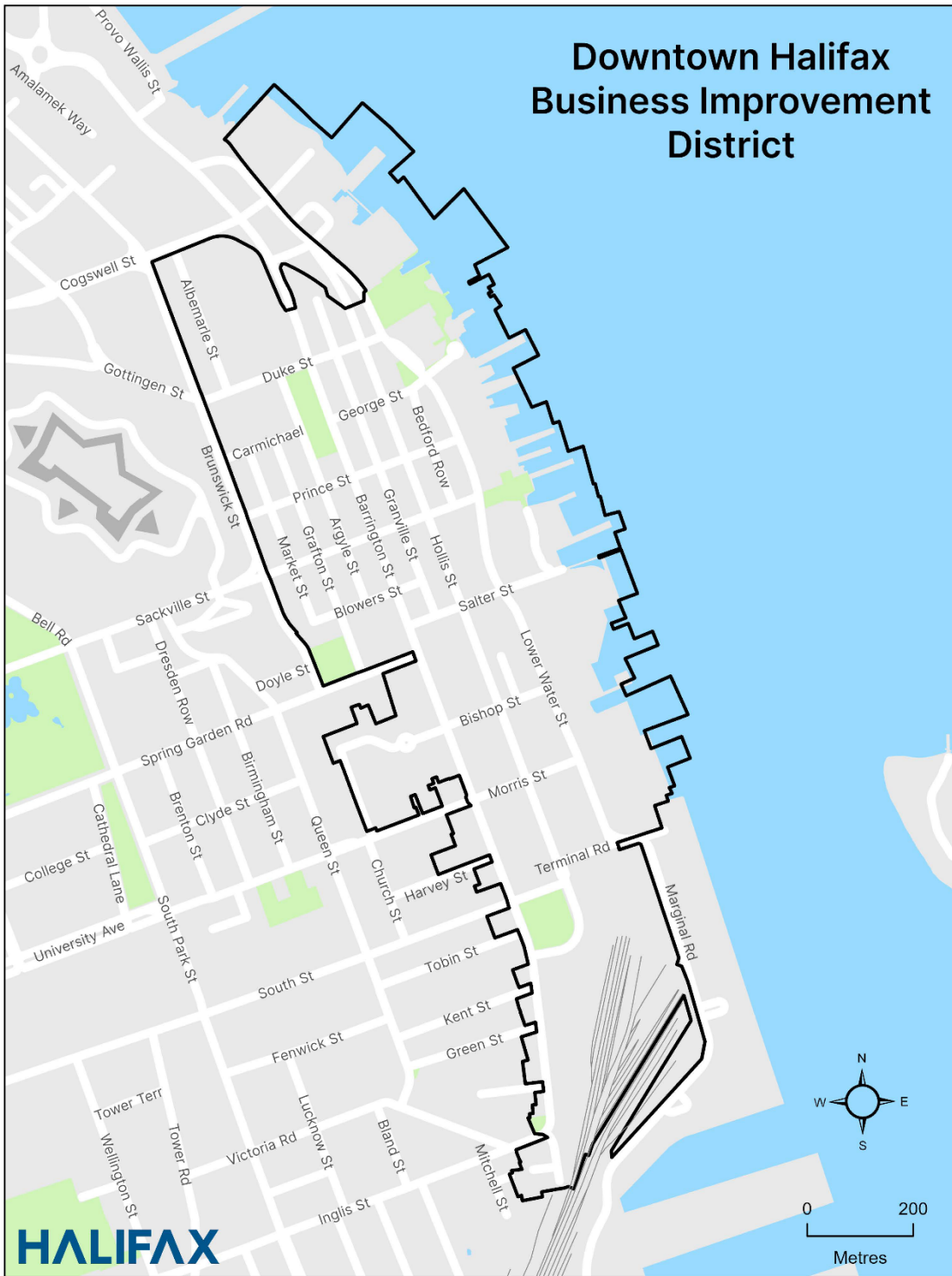
HARBOUR
365

ENTERTAINMENT
CENTRAL



downtownhalifax.ca/vision2030

Attachment 2
Downtown Halifax Business Commission
Geographic Boundary Map



Attachment 3
Vision 2030 Action Mapping

This table provides a reference mapping of Vision 2030 actions to existing municipal plans and activities. It is not intended to represent an assessment of alignment, prioritization, funding status, or implementation commitment by HRM.

Everybody's Neighbourhood Downtown Halifax is a place where everyone feels welcome.								
Vision 2030 Reference Area	Action No.	Vision 2030 Action		Municipal Strategy, Program or Project	Related HRM Activity	Internal BU Lead(s)	External Partner(s)	
1.0 Downtown Halifax is a place where everyone feels welcome.	1.1	Conduct a study that determines the ideal ingredients for a complete neighbourhood		(a) Population	Economic Strategy Item No. 13.1.1 Community Planning and Economic Development June 26, 2025	The municipality relies on data collected by Statistics Canada as part of the Census and the National Household Survey for socio-economic information. Halifax Partnership's Scorecard and its Halifax Index track demographic changes using the most up-to-date data available.	Government Relations and External Affairs	Halifax Partnership
					Regional Plan (2014)	HRM's Regional Plan (2014) employs various tools to understand and manage growth, including development scenarios, growth targets, service area establishment, and frequent monitoring. Regular updates to population projections and growth scenarios guide reviews and amendments to planning documents and studies.	Planning and Development	
				(b) Amenities	Regional Plan (2014)	HRM's Regional Plan (2014) supports the development of inclusive and complete communities that provide: (1) access to nature, green space, and recreation; (2) active transportation, trails and roads; (3) frequent, convenient and accessible transit; (4) amenities and services such as healthcare, childcare and emergency services.	Planning and Development	
				(c) Business	Regional Plan (2014)	HRM's Regional Plan (2014) identifies the Regional Centre and supports the development of inclusive and complete communities that provide places to work, learn, and shop. The plan envisions the Regional Centre to have downtowns: areas that support central business districts, entertainment areas, and a mix of land uses compatible with heritage resources. It promotes mixed-use neighbourhoods with safe and convenient access to goods and services needed in daily life.	Planning and Development	
				(d) Residential	Regional Plan (2014)	HRM's Regional Plan (2014) seeks to enhance the quality of life by fostering the growth of healthy and vibrant communities that have a strong and diverse economy, and sustainable environment. The Plan recognizes the urgency of the current housing crisis and prioritizes the increase of housing supply. The Plan also envisions monitoring housing and demographic trends to assist in determining future housing needs.	Planning and Development	
				(e) Historic building protection	Heritage Conservation District By-Laws and Plans	Heritage conservation districts (HCD) are geographically defined areas containing properties deemed to have heritage significance. All properties situated within the HCD's boundaries are subject to a heritage conservation plan and a by-law, whether the properties are registered heritage properties, unregistered "contributing" heritage properties, or unregistered non-contributing "existing buildings." HRM currently has three (3) HCDs in the urban core (see here). Currently, staff are working on a new HCD for Downtown Halifax.	Planning and Development	
					Housing Accelerator Fund Action Plan Item No. 14.2 Regional Council March 18, 2025	HRM's Housing Accelerator Fund Action Plan envisions a total of eight (8) proposed new or expanded heritage conservation district (HCD) study areas, split evenly between Dartmouth and Halifax (see here). The boundaries of each urban core HCD area can be found here . Implemented zoning changes would incentivize the retention and adaptive re-use of existing buildings.	Planning and Development	
					Regional Plan (2014)	HRM's Regional Plan (2014) calls for the strengthening of heritage preservation through the development of policies that encourage heritage protection and identify potential Heritage Conservation Districts throughout the municipality (see Chapter 7).	Planning and Development	
(f) Cultural diversity	Regional Plan (2014)	HRM's Regional Plan (2014) advocates for including social heritage and cultural development policy alongside the protection of built heritage, cultural landscapes and archaeological resources. It establishes policies that align with best practices in the culture and heritage field and with urban design and placemaking initiatives.	Planning and Development					

	1.2	Incentivize turning unused office space into homes.	Housing Accelerator Fund Action Plan Item No. 14.2 Regional Council March 18, 2025	As part of HRM's Housing Accelerator Fund Action Plan, municipal staff are currently developing and implementing a funding program to support the conversion of non-residential buildings to residential. Research, engagement and analysis are complete. Staff have met with stakeholders and identified some potential sites for conversion. A funding method is being finalized, and program initiation is planned for Spring 2025.	Planning and Development	Developers
	1.3	Create an Urban Parks Strategy that optimizes existing green space and reveals gaps.		The municipality's 2025/26 Business Plan identifies the prospective development of a Parks and Outdoor Facilities Priorities Plan. The plan is envisioned to outline an overall framework for the municipality's various types of parks, along with standards for the amount of parkland and outdoor facilities, and access to them. The plan's scope is being developed and is intended to be presented to Regional Council in 2026.	Parks and Recreation	
	1.4	Establish a District Strategy for designation, design, and promotion for Downtown's Districts.	Heritage District – Adoption Process and Prioritization Item No. 11.2.1 Halifax Regional Council November 17, 2020	A Heritage Conservation District (HCD). A HCD is a defined area of historic or architectural value, designated under the Heritage Property Act of Nova Scotia. In November 2020, Halifax Regional Council prioritized the adoption of three (3) new Heritage Conservation Districts in the following order: (1) Downtown Dartmouth; (2) Old North Suburb; and (3) Creighton's Field. The process to establish an HCD begins with the adoption of a background study, which initiates a planning process and a community engagement process, outlined in a Public Participation Program. The final step is a public hearing, following which Regional Council makes the decision to adopt, adopt with amendments, or reject the proposed HCD plan package.	Planning and Development	
			Heritage District – Downtown Dartmouth Heritage Conservation District Plan Item No. 15.3.1 Regional Council May 13, 2025	The proposed Downtown Dartmouth HCD Plan boundaries encompass contributing heritage resources: buildings, structures, and open spaces that contribute to the heritage value of Downtown Dartmouth, including both registered municipal heritage properties and unregistered properties. The boundaries encompass the original grid of the Dartmouth Town Plot, laid out by the surveyor general in 1750 and again in 1786, Victorian era suburbs, and, potentially, a portion of the Dartmouth Common. The inclusion of the Dartmouth Common within the boundaries of the HCD will require consideration throughout the planning and community engagement process to consider methods and processes to conserve the heritage features of the park, while supporting park planning, programming and development.	Planning and Development	
	1.5	Revitalize Barrington Street.	Signature Streetscaping Projects (Argyle, Spring Garden and Dutch Village Road) Item No. 15.1.7 Regional Council August 6, 2024	Streetscaping is an approach to roadway design that emphasizes a street's civic role as public open space. This is achieved by including amenities including trees, seating, special lighting, sidewalks and more, depending on the street and location. Council has approved three (3) priority streetscape and multi-modal projects to signal their commitment to investment in the urban core. Two projects are complete (Argyle and Spring Garden Road) and the Dutch Village Road project is in flight.	Planning and Development – Public Works	
			Multimodal Upgrades Item 18.1 Regional Council April 8, 2025	Work on Barrington Street is reflected in the Regional Council-approved 2025/26 Capital Plan (see E34). Planning, design, and construction of multimodal upgrades to the Barrington Street Corridor are upcoming. The upgrades are being made in accordance with policy direction included in the Integrated Mobility Plan (2017) and the Rapid Transit Strategy (2020).		
			Barrington Complete Streets Project Item No. 14.1.6 Regional Council September 18, 2018	The segment of Barrington Street between North and Devonshire was a gap in the Barrington Greenway corridor, had sidewalk infrastructure in need of renewal, and had safety concerns due to narrow vehicle lanes. In addition to the multi-use pathway, this multi-phased project included upgrades, introduced in 2018, to the sidewalk on the west side of the street and added transit priority measures for buses traveling southbound on Barrington Street (see here).	Strategic Infrastructure and Transportation Planning – Public Works	
	1.6	Increase investment in public safety initiatives	Public Safety Strategy (2023-2026) Item No. 14.1 Regional Council February 25, 2025	The municipality's Public Safety Strategy (2023-2026) implementation is on track, with most milestones complete and the remainder in progress. The Strategy has resulted in the development and creation of new services. Next year, strategy implementation leads are on track to implement new trainings and services and commence research and engagement for a Public Safety Strategy refresh.	Public Safety	

			Community Mobilization Teams	HRM's four (4) Community Mobilization Teams (CMTs) support proactive safety efforts by engaging with residents and assisting at local events to help prevent crises before they arise. In collaboration with over 19 community organizations, they have participated in initiatives that reached more than 530 individuals, fostering unity, providing critical incident support and strengthening community relationships.	Public Safety	
			Community Safety Training	The Community Safety Training program has now trained 254 employees and volunteers in Non-Violent Crisis Intervention (NCI), Mental Health First Aid and Applied Suicide Intervention. This training provides knowledge and practical skills designed to reduce the need to seek police/enforcement (when resolving crisis or conflict situations).	Public Safety	
			Safe City & Safe Public Spaces Program	HRM's Safe City and Safe Public Spaces (SCSPS) program is focused on changing municipal physical and social environments to respond to and prevent sexual harassment and other forms of gender-based violence. The Program uses Community Safety Assessments (CSAs) as a participatory tool to assess safety in public spaces (such as in parks, libraries, schools, transit, on sidewalks, etc.). CSAs have been conducted at Quinpool Road, Chebucto Road Park, Herring Cove Road and George Dixon Park.	Public Safety	
			Public Safety Research	To better inform the municipality's approach to public safety, staff have undertaken multiple research projects. These have included scoping studies and analysis concerning: (a) sexual harassment in its public spaces (see here); (b) creating safe spaces for Muslim women and girls (see here), and (c) safety of Asian women and non-binary people (see here).	Public Safety	
			Homeless Strategy Item No. 15.1.9 Halifax Regional Council July 9, 2024	HRM continues to provide daily support to those living in encampments to address survival needs, food insecurity, support for medical needs, communication support, access to other services, provide storage options, and referrals to shelters and temporary housing options. HRM has launched after-hours outreach services which has reduced the negative impacts of encampments on people sleeping rough and the surrounding community. HRM staff have also agreed to take on a housing support role for municipal clients who are accepted into public housing. This has allowed staff to make direct referrals to priority public housing for those experiencing homelessness. In partnership with Halifax Transit, the municipality is providing monthly bus passes and bus tickets to people living in encampments or temporary housing to ensure they can access support and services. The municipality provides garbage services to encampments and temporary housing projects, as well as weekly general clean up services of encampment sites.	Public Safety	Province of Nova Scotia
			Navigator Outreach Program Item No. 15.1.3 Regional Council January 23, 2024	Municipal funding (\$345K annually) supports the continued delivery of the Business Improvement District (BID) led Navigator Street Outreach program (NSO) in HRM's urban core. The program helps people who are precariously housed, homeless, and/or street-involved, access housing, education, employment, mental health supports, addictions treatment, social programs, and healthcare. Business Improvement District (BID) employed NSO staff are a regular on-street presence as they work with clients.	Public Safety	Urban Core Business Districts
			HRP Strategic Plan Info Item No. 2 Board of Police Commissioners August 2, 2023	Halifax Regional Police's 10-year Strategic Plan was launched in 2015. In 2018 the Plan underwent a refresh, with the themes of partnerships, evidence-based practices, and continuous improvement at the heart of the refresh process When not assigned to calls for service or working on their crime workload, Patrol officers are expected to carry out proactive activity. This is an essential part of effective policing, such as traffic stops, foot patrols, and mobile patrols in areas experiencing higher levels of crime or public disorder. Higher numbers of calls for service, coupled with the increased average time spent on each call for service, has resulted in less time available for officers to carry out proactive activity, including mobile and foot patrols (see here).	Halifax Regional Police	

Harbour 365

Downtown Halifax maximizes its greatest asset year-round.

Vision 2030 Reference Area	Action No.	Vision 2030 Action	Municipal Strategy, Program or Project	Related HRM Activity	Internal BU Lead(s)	External Partner(s)
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<p>2.0 Downtown Halifax maximizes its greatest asset year-round.</p>	2.1	Improve the Dartmouth-Halifax ferry service by increasing frequency and making it free.		<p>Rapid Transit Strategy Item No. 9.1.7 Regional Council May 26, 2020</p>	<p>HRM's Rapid Transit Strategy envisions three (3) new ferry routes to provide direct connections between downtown Halifax and new terminals at Mill Cove, Larry Uteck and Shannon Park. The new ferry service will provide commuters with a fast, safe and sustainable mode of transportation to support the unprecedented population growth, utilizing new high speed, zero-emission electric ferries.</p>	Halifax Transit – Strategic Infrastructure and Transportation Planning – Major Projects Office	
				<p>Moving Forward Together Plan Item No. 3 Committee of the Whole April 12, 2016</p>	<p>HRM's Moving Forward Together Plan is intended to guide Halifax Transit service improvements. Implementation of the Plan has been focused on reconfiguring the existing route network to adopt the proposed redesigned network. The Plan has promoted balancing investments in service quality and reliability with the introduction of new services, both in developing areas, and within the existing network.</p>	Halifax Transit	
				<p>Halifax Transit Ferry Routes Item No. 8 Regional Council September 10, 2024</p>	<p>Halifax Transit operates a fixed-route ferry service with scheduled departures and arrivals each day. Disruptions occasionally impact service, caused by many factors including Transport Canada regulations, mechanical failures, staffing, adverse weather conditions, harbour special events or emergencies.</p>	Halifax Transit	
				<p>Mill Cove Ferry Service Project Item No. 15.1.2 Regional Council September 27, 2022</p>	<p>The Municipality's commitment to expand the existing ferry service and add a Mill Cove route was solidified in the Rapid Transit Strategy (RTS). The planned Mill Cove Ferry Service would provide an environmentally friendly, high-speed ferry route between Bedford and downtown Halifax.</p> <p>The Mill Cove project will enter its second phase, after a combined investment of nearly \$260 million from the federal government, the government of Nova Scotia, and HRM. Phase 2 of the project entails the design and construction of two state-of-the-art net-zero ferry terminals: the Mill Cove ferry terminal, and the replacement of the aging Halifax Ferry Terminal with a new, contemporary facility.</p> <p>The Mill Cove project also includes the acquisition of five (5) high-speed, zero-emission electric ferries, the establishment of a cutting-edge maintenance facility, and the construction of a bridge spanning the Bedford Highway over an existing CN rail line. The bridge will enhance the region's active transportation infrastructure and provide a direct connection capable of accommodating buses, vehicles, and an active transportation path to the Mill Cove Ferry Terminal.</p>	Halifax Transit – Major Projects Office	
	2.2	Establish George Street as Downtown's gateway to the water and enhance other key connection points.		<p>Mill Cove Ferry Service Project</p>	<p>The existing Ferry Terminal is a central element of the downtown waterfront area. As part of the Mill Cove Ferry Service Project, the new Halifax Ferry Terminal will be redeveloped on the existing site at 5077 George Street.</p>	Halifax Transit – Major Projects Office	
				<p>HRM Integrated Mobility Plan Item No. 15.1.2 Regional Council September 27, 2022</p>	<p>The new Terminal building and vessels will include improved accessibility. To ensure equitable entry, three modes of access are integrated into the new design including stairs, accessible compliant ramps and a wide sloping sidewalk that transitions from the colonnade to the existing boardwalk, accentuating this public path of travel.</p> <p>The Ferry Terminal Building layout aims to maintain and improve the existing pedestrian throughfare on the boardwalk, with the entrances to the building along the pedestrian path. In addition, the new building will shift to the east, increasing the width of the boardwalk between the Law Courts and the Ferry Terminal.</p>		
	2.3	Create an updated Harbour Plan that includes:	(a) Events.	<p>Regional Plan (2014)</p>	<p>HRM's Regional Plan (2014) calls for supporting cultural and heritage tourism through investment in signature cultural and heritage attractions and events.</p>	Planning and Development	
				<p>Framework for Major Events Item 15.3.1 Regional Council October 1, 2024)</p>	<p>In collaboration with Discover Halifax, work is ongoing to develop, a Framework for Major Events (see Attachment 1) that will establish and enforce standards, policies, and procedures for major events and define expectations for organizers hosting events in HRM. This framework is expected to streamline processes, enhance accessibility, diversity and inclusion, and safety, and position Halifax as a leading event destination.</p>	Parks and Recreation	Discover Halifax

				<p>Integrated Tourism Master Plan (2030)</p> <p>Item 15.2.1 Regional Council July 8, 2025</p>	<p>Discover Halifax co-led a three-phase engagement process to update the Integrated Tourism Master Plan (ITMP). Several key themes emerged, including a clear need for improved transportation networks, better visitor amenities, and stronger cross-sector collaboration.</p> <p>Growth opportunities were identified in cruise tourism, business events, eco-tourism, and off-season attractions. The consultation also highlighted the importance of better representation of diverse cultural heritage in Halifax's tourism offerings, as well as the need for expanded marketing and infrastructure for the city's music, nightlife, and festival industries.</p>	Parks and Recreation	Discover Halifax
				<p>Regional Event Strategy -and- Major Event Policy</p> <p>Item 15.2.1 Regional Council July 8, 2025</p>	<p>The ITMP 2030 calls for a coordinated, inclusive, and sustainable event strategy that strengthens Halifax's position as a premier, year-round event destination by aligning investments and policies to maximize cultural, community, and economic benefits. The events strategy would provide a 10-year vision, and a 5-year action plan focused on attracting and supporting events that reflect Halifax's cultural identity, economic priorities, and community values. If adopted, it would improve how events are planned, supported, and delivered across the municipality</p> <p>To date, an international team of event strategy experts has been engaged and over 150 stakeholders across the region were consulted (see consultation RFP here). Engagement also took place with key municipal services. A "What We Heard" report was produced as part of the validation and priority-setting process</p>	Parks and Recreation	Discover Halifax – Events Nova Scotia – Events East – Event Producers – Cultural Institutions
				<p>Event and Venue Assessment Project</p>	<p>The recently completed Event and Venue Assessment Project provided a comprehensive evaluation of Halifax's event-hosting infrastructure, identifying key strengths and gaps while laying a critical foundation for future strategic planning and investment.</p>	Parks and Recreation	Discover Halifax
				<p>Municipally Delivered Events Strategy</p> <p>Item No. 15.1.5 Regional Council April 29, 2025</p>	<p>With direction from Council, staff have reassessed which events should be municipally delivered versus community led and have reviewed the criteria for municipally led events.</p> <p>The new criteria aim to ensure equitable access, enhance cultural and community vitality, and optimize municipal resources for events that benefit residents and visitors alike. The guidelines govern the review, selection, and management of these events to ensure alignment with municipal priorities and values moving forward.</p>	Parks and Recreation	
				<p>Events East Strategic Plan (2019-2024)</p> <p>Item No. 15.1.6 Regional Council July 16, 2019</p> <p>– and –</p> <p>Events East Business Plan (2025-2026)</p> <p>Item No. 15.1.3 Regional Council April 29, 2025</p>	<p>The Halifax Convention Centre Corporation, established under the Halifax Convention Centre Act (the Act), operates under the name Events East Group (Events East). Events East operates the Halifax Convention Centre, Scotiabank Centre and Ticket Atlantic.</p> <p>The legislation outlines that the activities of the Halifax Convention Centre be maintained and managed in a manner that will promote and develop economic development, tourism and industry in the province generally, and the municipality in particular.</p> <p>The Events East Strategic Plan (2019-2024) is the foundation for the organization's annual business plans, and sets out goals and measurement targets for business growth over a five year period. The Events East business plans set operational priorities (for a given fiscal year) that support the five-year strategic plan</p>	Parks and Recreation	Events East Group
		(b) Waterfront land use.		<p>Waterfront Art District – Integrated Tourism Master Plan (2019)</p>	<p>HRM's Integrated Tourism Master Plan (2019) envisioned the development of a new Waterfront Art District as a place to experience Nova Scotia art and culture (Initiative 14). Due to rising inflation and increased construction costs, the Art Gallery of Nova Scotia project has been paused indefinitely (see 3.1(a) for additional detail).</p>	Parks and Recreation	

			<p>Dartmouth Waterfront Revitalization Project</p> <p>Integrated Tourism Master Plan</p> <p>Item 15.2.1 Regional Council July 8, 2025</p> <p>–</p> <p>See also Alderney Landing's Facility Re-Imagining Plan.</p>	<p>The Dartmouth Waterfront Revitalization Project combines the development of an open space plan for the downtown Dartmouth waterfront and the exploration and development of a continuous emergency access route. On the water side of the rail line, the access route will serve as a multi-use trail connection and a cohesive spine for open space development.</p> <p>Consultants were hired in February 2025 to undertake the project. Engagement, with rights holders, residents and interest groups, is planned for Spring of 2025. The overall process will identify the project's geographical scope, coordinate the goals and objectives of community and external partners, and align with municipal plans and priorities.</p> <p>HRM's Integrated Tourism Master Plan (2019) called for the creation of a community-led vision for the Dartmouth waterfront to disperse visitation and expand cruise berthing facilities (Initiative 9). The Integrated Tourism Master Plan (ITMP 2030) similarly advocates for the completion of the waterfront revitalization project as a foundational step toward future redevelopment. ITMP 2030 also calls for leveraging the revitalization plan to identify and prioritize tourism assets and experiences, guided by needs analysis, to support tourism growth and regional distribution of visitors.</p>	Planning and Development	Halifax Port Authority – Province
		(c) Harbour islands access and activation.	<p>Georges Island</p> <p>–</p> <p>Integrated Tourism Master Plan</p> <p>Item 15.2.1 Regional Council July 8, 2025</p>	<p>Designated a National Historic Site in 1965, Georges Island remained inaccessible until the installation of a new wharf made public visits possible. Since it opened to the public in 2020, Georges Island has become a pivotal addition to Halifax's tourism landscape. It has now welcomed over 30,000 visitors. Accessibility has been significantly enhanced by the transportation services provided by local tour operator Ambassatours Gray Line.</p> <p>The former Integrated Tourism Master Plan (ITMP) called for a harbour islands visitor experience strategy for Georges Island (Initiative 12). ITMP 2030 proposes full implementation of the Province's Harbour Islands Visitor Experience Strategy, particularly for Georges Island. ITMP 2030 also calls for a collaborative feasibility study to explore potential opportunities for Georges Island, ensuring all considerations are grounded in research, respectful of the site's heritage values, and shaped through inclusive dialogue. As guardians of this nationally significant place, Parks Canada is open to conversations about how such ideas might evolve.</p>	Parks and Recreation	Destination Halifax – Province – Parks Canada
			<p>McNabs Island</p> <p>–</p> <p>Integrated Tourism Master Plan</p> <p>Item 15.2.1 Regional Council July 8, 2025</p>	<p>Although McNabs is a short boat ride from Eastern Passage, limited access (via charter services) restricts visitor numbers. The development of infrastructure (docks, trails, and educational centers) must be done sustainably.</p> <p>The former Integrated Tourism Master Plan (ITMP) called for a harbour islands visitor experience strategy for McNabs Island (Initiative 12). Consultation and engagement for the updated Integrated Tourism Master Plan (ITMP 2030) update was used to explore options to protect the natural landscape. The ITMP 2030 proposes full implementation of the provincial Harbour Islands Visitor Experience Strategy.</p>	Parks and Recreation	Destination Halifax – Province – Parks Canada
		(d) Water transportation.		See Item 2.1 above for details regarding ferry service.		
			<p>Marine Visitation Plan</p> <p>–</p> <p>Integrated Tourism Master Plan</p> <p>Item 15.2.1 Regional Council July 8, 2025</p>	<p>HRM's Integrated Tourism Master Plan (2019) advocated for a series of investments and projects associated with the Province's Marine Visitation Plan (Initiative 13). Through collaboration with private and public sector partners, Develop Nova Scotia (DNS) is supporting the revitalization of strategic waterfronts (with flexible marine infrastructure and service offerings) to attract and support commercial and recreational marine visitors.</p>	Parks and Recreation	Destination Halifax – Province
		(e) Placemaking.	<p>Integrated Mobility Plan (Complete Streets)</p>	<p>HRM's Integrated Mobility Plan (IMP) highlights the need to take a "Complete Streets" approach which considers how streets function as places as well as a transportation links. The IMP calls for the upkeep and rehabilitation of streets based on their intended functions. First-priority is given to improving safety and comfort for pedestrians through design treatments such as barrier-free routes, visual and sensory cues, curb extensions, widened sidewalks, street trees, traffic calming and benches in mixed use commercial areas or adjacent parks (see Actions A31-A53 here).</p>	Planning and Development – Public Works	

			<p>Artistic Lighting Installation</p> <p>–</p> <p>Integrated Tourism Master Plan (2030)</p> <p>Item 15.2.1</p> <p>Regional Council</p> <p>July 8, 2025</p>	<p>The updated Integrated Tourism Master Plan (ITMP 2030) proposes the Introduction of a landmark architectural or lighting feature to define Halifax's visual identity and amplify its national and international presence. Such an installation could extend dwell time in the downtown core, boost foot traffic during evening hours, and stimulate surrounding hospitality and retail sectors. In doing so, a lighting installation could support the growth of Halifax's night-time economy while contributing to a vibrant, inclusive public realm.</p>	Parks and Recreation	<p>Destination Halifax</p> <p>–</p> <p>Province of Nova Scotia</p> <p>–</p> <p>Parks Canada</p> <p>–</p> <p>Urban Core Business Districts</p>
			<p>Neighbourhood Placemaking Program</p>	<p>HRM's Neighbourhood Placemaking Program celebrates and explores neighbourhoods' unique identities. Members of the public are encouraged to think creatively about how they can connect with their communities and neighbourhoods through placemaking projects.</p> <p>Projects are resident-led, but Municipal staff provide support in securing necessary approvals and work collaboratively with community members to design accessible, creative, and successful projects (see information booklet here).</p>	Parks and Recreation	
			<p>Public Art Policy</p> <p>Item No. 11.1.17</p> <p>Regional Council</p> <p>September 1, 2020</p>	<p>HRM's Public Art Policy facilitates the creation and acquisition of public art and ensures that professional artists are involved in its creation. HRM has over 250 public art projects and installations. Permanent public art often includes sculptures, monuments, and integrated artworks. These are commissioned by the Municipality through a formal selection process. Works in the permanent collection are maintained and conserved.</p>	Parks and Recreation	
		(f) Sea level rise mitigation.	<p>Buffers and Setbacks</p> <p>–</p> <p>Regional Plan (2014)</p>	<p>HRM's Regional Plan (2014) provides direction for a minimum buffer and vertical setbacks along all watercourses throughout the municipality (including the Atlantic Ocean). The Regional Plan calls for retaining riparian buffers around watercourses and along the coastline for the protection of water quality, wildlife and property from the natural hazards of flooding.</p>	<p>Planning and Development</p> <p>–</p> <p>Property, Fleet and Environment</p>	
			<p>Coastal Flood Risk Mapping</p> <p>Item No. 6</p> <p>Regional Council August 20, 2024</p>	<p>Detailed pluvial, fluvial, and coastal flood risk mapping project has been completed (see final report here). Emergency Management developed a draft inventory of critical infrastructure, which is undergoing review across municipal business units.</p> <p>The Information Technology business unit and Geographic Information Systems (GIS) team are actively integrating layers of climate risk, hazard exposure, and community vulnerability to support decision-making and the prioritization of future resilience projects.</p>	<p>Planning and Development</p> <p>–</p> <p>Property, Fleet and Environment</p> <p>–</p> <p>Public Safety</p>	
			<p>Critical Infrastructure Inventory</p> <p>Item No. 6</p> <p>Regional Council August 20, 2024</p>	<p>A draft critical infrastructure inventory has been prepared by Emergency Management and is currently under review by the Information Technology and Geographic Information Systems (GIS) teams. Hazard, Risk, and Vulnerability Assessments (HRVAs) are underway, after which the condition of municipally owned assets will be assessed, followed by the evaluation of assets owned by external parties within the municipality.</p> <p>This foundational work will enable the municipality to prioritize investments that strengthen critical infrastructure, enhancing resilience to both current and future climate impacts</p>	<p>Planning and Development</p> <p>–</p> <p>Property, Fleet and Environment</p> <p>–</p> <p>Public Safety</p>	

				Wave Runup and Overtopping Item No. 6 Regional Council August 20, 2024	Wave runup and overtopping are wave-induced flood hazards that occur along coastal areas where waves encounter the shoreline and break, resulting in an uprush of water. In many coastal floodplains, the process of high velocity wave runup and overtopping puts residential and non-residential structures located above the storm surge levels along the shorelines at an increased risk of damage due to flooding and erosion. Staff have initiated a project to map wave runup levels along the municipality's coastline.	Planning and Development – Public Works	
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Entertainment Central
Downtown Halifax is a nationally renowned destination for arts, culture, and entertainment.

Vision 2030 Reference Area	Action No.	Vision 2030 Action	Municipal Strategy, Program or Project	Related HRM Activity	Internal BU Lead(s)	External Partner(s)	
3.0 Downtown Halifax is a nationally renowned destination for arts, culture, and entertainment	3.1	Build new venues.	(a) Art gallery.	AGNS Funding Request Item No. 12.2.1 Audit & Finance Standing Committee January 19, 2022	Plans for a new Art Gallery of Nova Scotia project (AGNS) were originally announced in 2019, with construction slated to begin in 2022. The planned Salter block site included a flexible and active exterior public space designed to host large events and accommodate smaller groups for year-round formal and informal arts-based programming. The private sector committed millions to build the new gallery. In 2022, HRM was considering committing \$3M (over a 5-year period) towards AGNS project costs. The AGNS design team worked on modifications to bring inflation-driven cost increases down prior to the construction project being put on indefinite hold by the Province in 2022 (see here and here).	Parks and Recreation	Province – Art Gallery of Nova Scotia
			(b) Performing arts centre (1,500+ seating capacity).	Link Performing Arts Centre Item No. 14.2.5 Regional Council December 11, 2018	In 2018 HRM approved a one-time \$1M capital cost contribution toward a purpose-built arts and culture facility in the former World Trade and Convention Centre. The repurposed space currently operates as the Lighthouse Arts Centre (see here). Officially opened in 2023, the venue functions as a cultural hub, creative industries incubator, 800+ seat performance venue, and media production studio.	Parks and Recreation	
			(c) Permanent outdoor public event space.	New Performing Arts Centre Item 15.2.1 Regional Council July 8, 2025	As outlined in the 2024 Performing and Visual Arts Venues Study , prepared for the HRM by Happy Cities and The Arts Firm Inc., Halifax currently lacks a largescale professional performing arts venue capable of supporting homegrown talent, hosting major entertainment events, and accommodating business and cultural gatherings. The updated Integrated Tourism Master Plan (ITMP 2030) proposes advancing a business case for a flexible, multi-use facility to strengthen the city's live entertainment ecosystem and attract high-calibre performances and productions throughout the year.	Parks and Recreation	
			Permanent Outdoor Event Venue Item 15.2.1 Regional Council July 8, 2025	Halifax lacks an outdoor stage with the infrastructure required to support large-scale events, including a permanent stage, roof structure, electrical services, and washroom facilities. This deficiency imposes logistical and financial burdens on event organizers The updated Integrated Tourism Master Plan (ITMP 2030) proposes conducting a comprehensive market assessment to evaluate demand and guide the development of a centrally located, large-scale outdoor event venue. This would include business planning to define the operational model, cost estimates, governance structure, and long-term asset management strategy. ITMP 2030 also calls for undertaking a detailed feasibility study to assess potential sites, technical and infrastructure requirements, accessibility considerations, and projected economic, tourism, and community impacts, emphasizing opportunities to integrate the project within upcoming municipal capital initiatives.	Parks and Recreation	Discover Halifax	

		(d) Aquarium	Discovery Center Biodiversity and Aquarium Facility Item No. 15.2.2 Regional Council February 25, 2025	The Discovery Centre is developing an interactive 8,000-square-foot facility with hands-on exhibits and digital display. HRM is currently considering a commitment of \$200K (for five years) towards the operation of the associated Beaty Center for Marine Biodiversity.	Parks and Recreation	Discovery Centre
		(e) CFL Stadium	CFL Stadium Item No. 15.1.4 Regional Council December 10, 2019	In 2019, HRM staff pursued discussions with Maritime Football Limited Partnership and the Province of Nova Scotia concerning the establishment of a CFL franchise and the construction of a community stadium in HRM. The cost of the CFL stadium was then estimated to be in the range of \$170M to \$190M (assuming seating capacity for 24K and a parking structure). At that time, Council was considering a one-time \$20M contribution towards the project. Council directed HRM staff to undertake a field study to establish the need for a new CFL franchise-appropriate community stadium.	Parks and Recreation	
		(f) Wanderers Grounds	Halifax Common Master Plan Item No. 15.1.2 Regional Council January 23, 2024 – and – Item 10.3.3 Community Planning September 14, 2023 – and – Item 15.2.1 Regional Council June 24, 2025	In January 2024 Council adopted the Halifax Common Master Plan and gave direction to proceed with further planning for the Wanderers Block portion of the Halifax Common. On August 19, 2025 Council directed staff to confirm the interests and prospective funding contributions related to options for the Wanderers Grounds, from tenants, proponents, and other orders of government to determine the viability of the uses and proposals as outlined in the Functional Plan and the staff report dated April 11, 2025. and The Municipality maintains direct management and control of the field. Other users, including amateur sports organizations, can book through rental agreements.	Parks and Recreation – Planning and Development	
3.2	Create a year-round event strategy that includes attraction and retention, facilitation, and organization.	Major Events Policy Framework and Regional Events Strategy Integrated Tourism Master Plan (2030) Item 15.2.1 Regional Council July 8, 2025	See 2.3(a) above.	Parks and Recreation		
3.3	Designate a Cultural District.	Culture and Heritage Priorities Plan Item No. 15.3.1 Regional Council January 9, 2024	The Culture and Heritage Priorities Plan (CHPP) clarifies the municipality's vision, principles and priorities in supporting culture and heritage to more effectively guide culture and heritage related investments and decisions. The Plan outlines actions that will help to build a more inclusive, diverse, and vibrant cultural community including several Actions which specifically references the creation of arts, entertainment, heritage and cultural districts (see Actions 1.2, 2.1, 3.16, 4.4, and 4.6).	Planning and Development		

			<p>Integrated Tourism Master Plan (2019)</p> <p>Item No. 21.2 Regional Council April 29, 2025.</p>	<p>The Integrated Tourism Master Plan (ITMP) outlines 28 initiatives aimed at making Halifax a leading Canadian destination, increasing tourism revenue, creating jobs, and improving the quality of life for residents</p> <p>Several of the plan's initiatives are tied to enhancing demand generators for districts that attract tourism and economic development (including arts districts, entertainment districts, waterfront and heritage conservation districts).</p>	Parks and Recreation	
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Move Smart
Getting to and moving around downtown Halifax is easy.

Vision 2030 Reference Area	Action No.	Vision 2030 Action	Municipal Strategy, Program or Project	Related HRM Activity	Internal BU Lead(s)	External Partner(s)
4.0 Getting to and moving around Downtown Halifax is easy.	4.1	Build a bus rapid transit (BRT) system that prioritizes the Downtown lines.	<p>Rapid Transit Strategy (2020)</p> <p>Item No. 9.1.7 Regional Council May 26, 2020</p>	<p>The Rapid Transit Strategy (RTS) includes a plan for Bus Rapid Transit (BRT) throughout HRM. The RTS recommends a network of four (4) BRT lines.</p> <p>Since the RTS' adoption, work has commenced on design for segments of the corridors. In addition to ongoing design work, staff are undertaking the development of an implementation plan for BRT which will guide HRM's construction of BRT over the next decade and beyond.</p> <p>The implementation plan will include a review of the assumptions from the 2020 RTS's plan, including consideration for which assumptions may now be inappropriate considering the increased growth and congestion over the last five years.</p>	Halifax Transit – Strategic Infrastructure and Transportation Planning – Major Projects Office	
	4.2	Invest in a high-frequency Downtown connector loop.	<p>Free Public Transit – Free Rides Everywhere Downtown (FRED)</p> <p>Halifax Transit Service Plan (2010-2011)</p>	<p>The FRED (Free Rides Everywhere Downtown) route operated from 1996 to 2010. FRED provided free service during the high tourism season (July through October) on a loop route through the downtown core. FRED was an accessible low floor route that serviced specially marked bus stops.</p> <p>The FRED service was funded 70 percent by Halifax Transit, while the DHBC covered 30 percent. In 2010, the cost of the service was approximately \$76,160, with DHBC paying \$22,848 and Halifax Transit paying \$53,312. Halifax Transit introduced a conventional waterfront route in 2010, creating redundancies that led to FRED's cancellation.</p>	Halifax Transit	
			<p>Free Public Transit – Halifax Community Road Train</p> <p>Item No. 14.1.18 Regional Council July 18, 2017</p>	<p>A two-week trial of a (free to passengers) Halifax Community Road Train (CRT) service was held along the Halifax waterfront in October 2016. Ambassadors requested \$120K in municipal funding (over three years) to subsidize the CRT's continued operation.</p> <p>Municipal financial support was not recommended due to the absence of a grant program or funding source available to support the initiative, and concerns noted in the Auditor General's Seaport Farmer's Market.</p>	Halifax Transit	
			<p>Transit Priority Measures – Moving Forward Together Plan</p> <p>Item No. 21.7 Regional Council February 11, 2025</p>	<p>The Moving Forward Together Plan works to give transit increased priority in the transportation network by supporting the implementation of transit priority measures (TPMs) in both the short term and long term, prioritizing TPMs in key transportation corridors, and by seeking opportunities for low cost TPMs.</p> <p>Although the MFTP does not include an exhaustive list of large scale TPMs, critical areas (Bayers Road, Robie Street and Gottingen Street) were identified as corridors which require significant investment in TPMs.</p>	Halifax Transit – Public Works	

		<p>Transit Priority Measures – Robie Street Transit Priority Corridor Project</p> <p>Item No. 13.1.1 Transportation Standing Committee April 24, 2025</p>	<p>Recognizing its strategic importance for transit operations, Robie Street has been designated as a transit priority corridor. Staff are currently working to implement upgrades on Robie Street using a phased approach. The first phase of the project, which added curbside bus lanes on several sections of Robie Street through the conversion of general-purpose traffic lanes, was completed in 2020.</p> <p>The second phase, which focuses on the longer-term configuration for the corridor, is ongoing. Preliminary design for the northern portion of the corridor is nearing completion, and it is anticipated that detailed design will be initiated in 2025. Preliminary design for the southern portion of the corridor will also be advanced in 2025.</p>	Strategic Infrastructure and Transportation Planning – Public Works	
4.3	Prioritize pedestrian-first design on all streets, including crosswalks, sidewalks, and directional signage.	<p>Healthy Communities</p> <p>Regional Plan (2014)</p>	<p>HRM's Regional Plan (2014) envisions new growth located strategically to support the healthy and sustainable communities. The Plan encourages land use, transportation and design policies that support walking, cycling and transit over private vehicles. It supports enhanced pedestrian linkages, pedestrian supportive facades and short block connectivity for pedestrians.</p>	Strategic Infrastructure and Transportation Planning – Public Works	
		<p>On-Street Amenities – Municipal Design Guidelines (aka Red Book)</p> <p>Item No. 15.1.8 Regional Council November 22, 2022</p>	<p>HRM's Municipal Design Guidelines (aka Red Book) specifications act as minimum standards to be met in the design of streets, drainage, street trees and lighting, and associated municipal infrastructure.</p> <p>The Red Book addresses updating existing streets to reflect new amenity standards (in retrofit situations) while acknowledging that compromises are often required due to limited space. The guidelines cover street furniture and various amenities including benches, bicycle racks, waste/recycling bins, planters, bollards, and public art (see Sections 3.3, 3.4 and 3.5).</p>	Strategic Infrastructure and Transportation Planning – Public Works	
		<p>Speed Limits – Municipal Design Guidelines (aka Red Book)</p> <p>Item No. 15.1.8 Regional Council November 22, 2022</p>	<p>Speed is used in selecting the vertical and horizontal elements (curves, grades, etc.) for new roadways, while the posted speed is the legal allowable maximum speed by road users. Design speeds for minor and major collectors are 50-60 km/h in the Municipal Design Guidelines (aka Red Book). In unsigned areas, the default speed limit is 50 km/h. Design speeds for local roads are 40-50 km/h.</p> <p>Staff have limited authority in what can be posted for speed limits below 50 km/h. This authority currently lies with the province, and the default speed in unsigned areas is 50 km/h. Staff continue to advocate for the delegated authority to set speed limits below 50 km/h.</p>	Public Works	
		<p>Sidewalks – Municipal Design Guidelines (aka Red Book)</p> <p>Item No. 15.1.8 Regional Council November 22, 2022</p>	<p>Sidewalk accessibility and pedestrian connectivity is addressed in the Municipal Design Guidelines (aka Red Book). Having sidewalks prioritized where they are most needed allows the Municipality to address infrastructure gaps elsewhere.</p> <p>Sidewalks are required on all newly constructed streets. Locations to install new sidewalks are prioritized based on destinations, expected pedestrian volumes and other safety considerations. There are many existing streets in HRM that function well with sidewalks on one side only. These are low volume/speed local streets with no bus stops or destinations other than low density housing.</p> <p>Shared streets are possible in retrofit situations where right-of-way space is very limited. Removing the need for sidewalks or dedicated bike lanes can provide otherwise cramped locations with the space to install street trees, furnishings such as bike racks, benches, and flowerpots, or patio permits for businesses.</p>	Public Works	
		<p>Raised Intersections – Municipal Design Guidelines (aka Red Book)</p> <p>Item No. 15.1.8 Regional Council November 22, 2022</p>	<p>The Municipal Design Guidelines (aka Red Book) do not contain guidance on, or requirements for raised intersections. However, raised crosswalks are currently being piloted by the Municipality. Raised intersections can be considered for use in HRM but no HRM specific standard detail has been developed. If a designer proposes a raised intersection, staff will consider it on a case-by-case, through the variance request process, where drainage and accessibility could be assessed.</p>	Public Works	

			<p>All Ages and Abilities Design Principles – Integrated Mobility Plan</p>	<p>The Integrated Mobility Plan (IMP) creates a vision for moving around the Halifax region and helps direct future investment in transportation demand management, transit, active transportation, and the roadway network.</p> <p>The IMP stems from municipal policy direction in the Regional Plan for public transit and transportation, land use and growth centres. It addresses designing streets to accommodate all ages and abilities, including those with physical, visual, auditory, and cognitive disabilities (see Action 2.1.3)</p>	<p>Strategic Infrastructure and Transportation Planning – Public Works</p>	
			<p>Signage – Community Sign Program</p>	<p>In 2002 HRM began a program to ratify community boundaries. This was necessary to enable the efficient delivery of E911 and Canada Post services. It was also regarded as an opportunity for local communities to demonstrate community pride while reflecting local history. Under this program, the municipality installs standard signs at each entrance point to a community.</p>	<p>Public Works – Planning and Development</p>	
			<p>Signage – Trail Etiquette Signage</p> <p>Item No. 11.1.5 Regional Council August 18, 2020</p>	<p>Trail etiquette signs are used to inform users of the possibility of encounters with various types of users, identify who has the right-of-way, who yields to whom and how, create awareness of appropriate behavior, and therefore reduce the likelihood of potential conflicts.</p> <p>Trail Etiquette signs have been erected at various locations including Parks and Active Transportation (AT) multi-use pathways such as the Shubenacadie Canal Greenway and Park. In addition to trail etiquette signs, shared pathway signs have also been erected at various locations. These signs have been installed over several years and can be found at venues across the municipality.</p>	<p>Parks and Recreation– Public Works</p>	
			<p>Signage – Halifax Transit Signage Program</p>	<p>Halifax Transit is responsible for all on-street bus stop signs and all signage at transit facilities. This includes more than 2,500 on-street bus stop signs, transit terminal and Park and Ride identification signage, bus bay signs, and wayfinding and directional signs surrounding and on transit properties.</p> <p>In recent years, Halifax Transit has improved signage by double siding and flag mounting on-street bus stop signs, putting route decals in boxes to avoid confusion between adjacent decals, increasing the size of bus stop signs at terminals, and adding bus bay designations at all terminals and major hubs.</p>	<p>Halifax Transit</p>	
			<p>Signage – Special and Cultural District Signage Program</p>	<p>Special and Cultural Districts have definable boundaries and include Business Improvement Districts, and Cultural/Heritage Districts. The purpose of the signs is to identify the district, provide heritage and cultural information and demarcate the boundary. Cultural District signs are found in the Hydrostone, Schmidville, Irishtown, and in the Westmount subdivisions (see here)</p>	<p>Public Works – Planning and Development</p>	
			<p>Signage – Pedestrian Wayfinding Program</p> <p>Item No. 11.3.1 Regional Council August 17, 2021</p>	<p>A comprehensive pedestrian wayfinding system would be an entirely new municipal program and the work of planning, implementing, and maintaining the system would need to be comprehensively managed and supported. A pedestrian wayfinding system was not specifically identified in the Integrated Mobility Plan nor in the Integrated Tourism Master Plan.</p> <p>To date, an ad hoc approach has been used to address localized pedestrian wayfinding issues. Wayfinding projects are proposed for consideration in capital budgets using existing staff resources.</p>	<p>Public Works – Planning and Development</p>	
			<p>Signage – Bicycle Wayfinding Program</p> <p>Item No. 11.3.1 Regional Council August 17, 2021</p>	<p>HRM has developed a wayfinding signage system for designated bicycle routes (in response to IMP Action 75). The Bicycle Wayfinding Guide was a collaboration with Bicycle Nova Scotia. Bicycle wayfinding has been installed on HRM's multi-use paths and on-street bicycle routes.</p> <p>With the introduction of new bicycle facilities and multi-use pathways, new types of signage, markings, and eventually traffic signals are being used to support the safety and comfort of people cycling and make it easier to share the road. The municipality uses professional guidance from the Nova Scotia Motor Vehicle Act, the Transportation Association of Canada, and the NACTO Urban Bikeway Design Guide to develop signage, markings, and traffic signal types.</p>	<p>Public Works – Planning and Development</p>	

4.4	Establish a complete network of protected bike lanes.	Bicycle Connectivity Regional Plan (2014)	HRM's Regional Plan (2014) supports the provision of multi-use transportation routes for walking, bicycling and other means of linking various parts of the community and open space areas. In connection with HRM's transportation network, the Regional Plan prioritizes walking, the easy use of mobility devices, and cycling).	Planning and Development	
		Bike Lanes – All Ages and Abilities (AAA) Bikeway Network Integrated Mobility Plan (Action 72) Item No. 13.1.3 Transportation Standing Committee May 22, 2025	All Ages and Abilities (AAA) Bikeway Network facilities in HRM range from separate cycling facilities to on street local bikeways, with the infrastructure chosen based on factors such as vehicular speed and volumes, operational uses and observed sources of bicycling distress. The proposed AAA bicycle network includes approximately 53 km of on-road, and off-road, bicycle facilities. As of March 2025, 29 km (54%) of the network had been built, with interim (tactical) solutions bringing the total to 36 km (60%). The total cost of the urban core AAA program is \$93M, with \$77M yet to be constructed Municipal staff have completed a status review and risk analysis of the remaining project segments.	Strategic Infrastructure and Transportation Planning – Public Works	
		Bike Lanes – Bikeway Street Improvement Pilot Projects	Street Improvement Pilot projects use the installation of inexpensive, temporary features designed to improve the safety and comfort of those walking, rolling, cycling and driving. Pilot projects test new street design and placemaking strategies to improve the safety and comfort of pedestrians. These "tactical urbanism" pilot projects allow the municipality to roll out temporary improvements quickly and at a lower cost. Existing bike-specific projects include the Rainnie-to-Brunswick Tactical Bikeway and the Lower Water Street Tactical Bikeway. Over 8km of interim/tactical bikeway improvements are in place along key AAA Cycling Network corridors.	Strategic Infrastructure and Transportation Planning – Public Works	
		Bike Lanes – Active Transportation Priorities Plan (2014-2019) Item No. 11.4.1 Regional Council September 9, 2014	The Active Transportation Priorities Plan (ATFP) was adopted to increase the transportation modal share for walking and cycling. Specifically, the (ATFP) aimed to (a) establish a complete, integrated and readily accessible region-wide Active Transportation (AT) network serving urban, suburban and rural areas; and (b) make conditions for AT modes safer through promotion and safety education, and the development of appropriate facilities.	Strategic Infrastructure and Transportation Planning	
		Bike Lanes – Road Safety Strategy (2024) Item No. 15.6.1 Regional Council July 9, 2024	The Road Safety Strategy (2024) describes HRM's approach to eliminating traffic-related fatalities and serious injuries by 2038. The strategy calls for the implementation of complete streets principles through new and redesign opportunities, including incorporating protected bike lanes and separated pedestrian infrastructure (see Action 5.3.3 here).	Public Works	
4.5	Create a connected hub for bikes, ferries, and buses.	Moving Forward Together Plan Item No. 21.7 Regional Council February 11, 2025	The Moving Forward Together Plan (MFTP) is intended to initiate the restructuring of the transit network and guide the implementation of service improvements. It proposes new service types, service guidelines, and performance measures, along with a network redesign. The MFTP increases the proportion of resources allocated towards high ridership services by establishing ten high ridership Corridor Routes that form the spine of the transit network, providing expanded commuter focused services to move large volumes of passengers during peak periods, providing coverage service in off-peak periods, and by reducing or eliminating low ridership services. The plan also includes performance measures intended to provide direction related to the level of ridership expected, and measuring the success of the routes described in this plan	Halifax Transit	