



**Report on Community Engagement
(April 2, 2012 – May 18, 2012)**



CDAC

October 3, 2012

Table Of Contents

Table Of Contents	1
Introduction	2
Purpose	2
Organization.....	3
Part 1: Process.....	4
Fig. 1 Centre Plan Phase 1 Process.....	4
Table 1 List of Centre Plan Phase 1 Community Meetings and Venues	5
Table 2 List of Stakeholder Meetings.....	5
Table 3 Centre Plan Phase 1 Community Engagement Activities Phase 1 & 2	6
Table 4 Centre Plan Phase 1 Communication Activities	7
Key Findings	9
Fig. 2 Meeting #1 Questions	10
Fig. 3 What Makes Great Streets?	11
Fig. 4 What makes great streets? - Frequency of recorded comments Meeting 1	11
Fig. 5 Traffic Lights	13
Fig. 6 Summary of Votes	14
Comments Received Via Written Submission.....	16
Boundary Changes	17
Map 1 - Adjustments to corridor Boundaries in Halifax	18
Map 2 - Adjustments to Corridor Boundaries in Dartmouth	18
Lessons Learned	19
Table 4 Evaluation of Meetings 1& 2 (all locations)	20
Appendix 1 Communication Materials	21
Appendix 2 Feedback Table - 1 st Meetings (April 2- April 11).....	25
Appendix 3 Feedback Table – 2 nd Meetings (April 30- May 11) and Written Submissions	45

Introduction

On February 9th, 2012 the Community Planning & Economic Development Committee of Council (CPED) approved a Communication and Community Engagement and Strategy for Centre Plan Phase 1. Regional Council formally initiated the process on February 28th, 2012. The proposed process was divided into three phases: (1) Information Sharing (January - February 2012); Public Consultation (March – July 2012) and Approval (August – October 2012). Since then, the schedule of the project has been extended but the stated purpose of the community engagement process continues to be relevant to the overall process:

1. To develop a fair, transparent and inclusive public engagement process that will shape the Centre Plan along key corridors by providing a variety of focussed engagement opportunities for affected neighbourhoods;
2. To develop clear, transparent and timely communication on:
 - the need to expedite the Centre Plan given the current economic climate and the benefit that will be realized in neighbourhoods;
 - how the Centre Plan is linked yet distinct from RP+ 5;
 - the rationale, geographic scope and timelines for the review; and
 - the future phasing of the Centre Plan.
3. To ensure that through the review process, the Community Design Advisory Committee (CDAC), Community Planning and Economic Development (CPED) Standing Committee, Regional Council, community councils, other council advisory committees, and HRM departments, have a full understanding of public feedback, facts, and plan amendment.

Purpose

On September 19th, 2012 staff tabled a report with the Community Design Advisory Committee (CDAC) and Community Planning and Economic Development (CPED) that outlined a revised approach to the Centre Plan Phase 1. If CDAC recommendation is approved by CPED, additional community consultation will be conducted in the fall of 2012.

This document provides a summary of the public engagement to date, in advance of the next phase of consultation. CDAC has been verbally updated on the community consultation process as Centre Plan Phase 1 has progressed and all submissions have been available on-line at www.halifax.ca/planhrm. This report provides a summary of public comments and submissions organized around both key themes and each of the 11 corridors under study. Most of public input stems from two rounds of public meetings that were held (Meeting #1 and Meeting #2). This report does not, however, include detailed staff responses to the feedback received because policies and final heights have not been finalized. All community feedback is however being considered as part of the process and will be more fully addressed as part of the final report.

Organization

Community Engagement on Centre Plan Phase 1 involved 11 commercial corridors in the Regional Centre, the urban core of HRM. The process was therefore extensive and elicited a lot of interest and response from a large number of residents, property and business owners, community organizations, developers and professionals involved in the development process. It should be noted that while many comments were very positive and supportive of the Plan, others raised detailed questions with respect to the overall process, timing and detailed design requirements.

Part 1 of this report describes the process of engaging the community, evaluation of the process, and the level of participation and lessons. Strengths and weaknesses of the process to date are also identified.

Part 2 provides a high level summary of key issues and concerns heard at Meeting #1 and Meeting #2. Six key themes have been identified throughout the process. They include: Built Form (height, density and design); Boundary; Housing; Open Space; Mobility & Traffic; and Process. A small number of comments have also been captured under “Other”.

Appendix 1 includes copies of public notices, and key communication materials that were presented or distributed at the public meetings.

Appendix 2 includes comments from the first round of five meetings (Meeting #1)

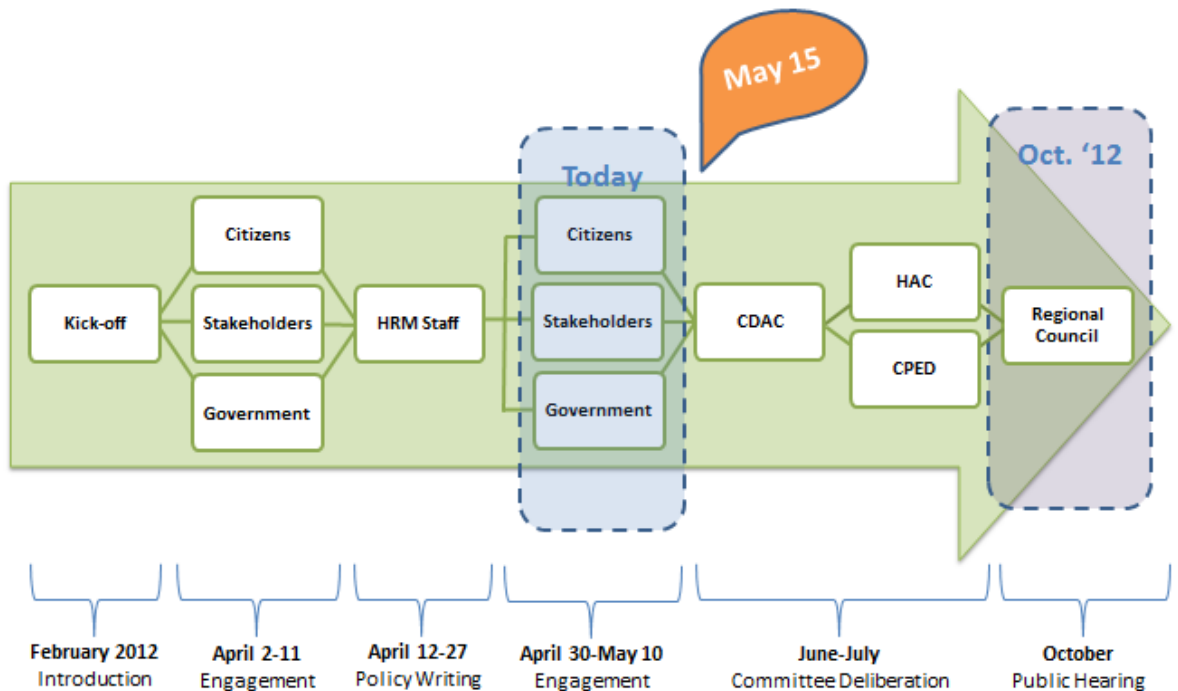
Appendix 3 includes a summary of comments and submissions received as part of the second round of meetings (Meeting #2) and all e-mails and letters received, organized according to a theme and corridor for easy reference.

Complete records of all meetings held and all original comments received throughout the Centre Plan Phase 1 process are provided as attachments to this document. All attachments are available digitally on a CD, as well as online and upon request.

Part 1: Process

Community engagement for Centre Plan Phase 1 was designed around several factors: the geographic reach of the project; the complexity of information to be presented; adjustments made to the boundaries of the corridor sites, and project timelines (see fig. 1 below). Community engagement was structured in two rounds of public meetings, with each meeting focussed on one or more corridors. There were multiple ways of communicating information and receiving public feedback.

Fig. 1 Centre Plan Phase 1 Process



CPED = Community Planning & Economic Development Standing Committee
 CDAC = Community Design Advisory Committee
 HAC = Heritage Advisory Committee



The two rounds of public meetings (ten in total) were held between April 2 and May 11, 2012 in the 11 neighbourhoods included in Centre Plan Phase 1. In addition, several stakeholder meetings were held (see Table 1 and Table 2 below). Public meetings were advertised in a variety of ways, including mail, printed advertisements, web, e-mail and social media (see Tables 3 and 4).

Table 1 List of Centre Plan Phase 1 Community Meetings and Venues

Neighbourhood(s)	Meeting 1 Time: 6:30 pm – 9:00 pm	Meeting 2 Time: 6:30 pm – 9:00 pm
Dartmouth 1. Pleasant Street 2. Portland Street 3. Green Village Lane 4. Graham's Grove	April 2 NSCC Waterfront Campus, Room 4732, Woodside Wing 80 Mawiomi Place, Dartmouth	April 30 NSCC Waterfront Campus, Room 4732, Woodside Wing 80 Mawiomi Place, Dartmouth
Dartmouth 5. Windmill Rd. 6. Wyse Rd.	April 4 Sportsplex, Nantucket Room 110 Wyse Road,, Dartmouth	May 2 Sportsplex, Dartmouth 110 Wyse Road., Dartmouth
Halifax 7. Agricola Street 8. Gottingen Street	April 5 Bloomfield Centre, Multipurpose Room 2786 Agricola Street, Halifax	May 10 Bloomfield Centre, Multipurpose Room 2786 Agricola Street, Halifax
Halifax 9. Spring Garden Road 10. Quinpool Road	April 10 Atlantica Hotel, Guild Hall 1980 Robie Street, Halifax	April 30 Atlantica Hotel, Guild Hall 1980 Robie Street, Halifax
Halifax 11. Young Street	April 11 Halifax Forum, Multipurpose Room 6210 Young Street, Halifax	May 9 Halifax Forum, Multipurpose Room 6210 Young Street, Halifax

Table 2 List of Stakeholder Meetings





Organization / Group or Committee	Date
Representatives of Heritage Trust (requested by Heritage Trust)	April 18, 2012
Development and Architectural Community (Focus Group)	April 24, 2012
Quinpool & Robie Street Residents (requested by Coun. Watts)	May 8, 2012
Yale Street Residents (requested by Coun. Watts)	May 17, 2012
Representatives of Heritage Trust (requested by Heritage Trust)	April 18, 2012
Presentation to the HRM Heritage Advisory Committee	July 25, 2012

Members of the public were encouraged to submit input through mail, e-mail and social media (facebook and twitter). Effort was made to post all materials presented at public meetings on

the website within a day of the meeting. Likewise, comments received were posted as soon as they were compiled to ensure that members of the public could be as informed as possible about the process.

Table 3 provides a general summary of community engagement activities and levels of participation. Table 4 provides a detailed break-down of Communication activities, including public notification processes.

Table 3 Centre Plan Phase 1 Community Engagement Activities Phase 1 & 2

Centre Plan ph1	Engagement Activities	Outcomes	Ongoing Activities
Phase 1 Jan – Feb 2012	<ul style="list-style-type: none"> • Kick-off event (RP+5 and Centre Plan) • Communication and Public Engagement Strategy approved by CPED • Information sharing 	<ul style="list-style-type: none"> • Kick-off: 300+ participants • Media coverage (e.g. metro Imagine Halifax Insert; Media interviews) • New website launched • E-mail updates (over 5,000 on list-serve) • Facebook and Twitter pages launched 	Website  Blog 
Phase 2 Mar – July 2012	<ul style="list-style-type: none"> • Information sharing • 5-week public consultation period • Stakeholder meetings • Summary of Public Input Report • Change in Approach report (CDAC Sept. 19, 2012 and CPED Oct.11) • Recommendation Report to CDAC and CPED 	<ul style="list-style-type: none"> • Public notification • 2 rounds of public meetings (10 in total) • Meeting 1: 300+ participants • Meeting 2: 500+ participants • 6 stakeholder meetings • 250+ written comments and submissions • 210 votes cast at meeting #2 	Facebook  Twitter  Written Submissions

Communication activities included print media, regular updates through e-mail list and continuous presence through social media and website (facebook, Twitter, PlanHRM Blog). Notifications were also mailed to property owners and renters in and within 250 ft buffer of the proposed corridor sites.

Table 4 Centre Plan Phase 1 Communication Activities

Activity/Tools	Description	Timing
Social Media Channels	PlanHRM Twitter Feed PlanHRM Facebook page	Ongoing
Website	Add new Centre Plan page to PlanHRM pages Refresh content as needed and highlight public consultation events on PlanHRM home page	COMPLETE Ongoing
Public Notices	Print and mail 5,600 public notices to property owners and renters within 300 ft boundary, listing meeting dates and locations. Note: approx. 1,000 notices returned due to printing error affecting multi-unit dwellings. Send additional notice to property owners and renters within the Young Street corridor notifying them of the addition of Bloomfield site to the process (approx. 600). Note: additions to other corridors were not subject to additional notification	March 23 COMPLETE March 30 COMPLETE
Halifax.ca front page graphic	Front page banner graphic to appear for 4 weeks during the consultation, which will redirect into halifax.ca/Planhrm	Graphic – March 23 Post on halifax.ca COMPLETE March 30 – April 12 April 26 – May 11 ONGOING
Councillor Newsletters	Send short description and list of the 10 public consultation meetings to Council Support office for newsletters	March 21 COMPLETE
Media Relations	PSAs	April 2

Activity/Tools	Description	Timing
		COMPLETE April 10 COMPLETE
All Phase 1 meetings	Herald 5.97"w x 10"h (black&white) Community Herald (Halifax & Dartmouth) (black&white) 4.62"w x 9.71"h Metro The Coast 5.06"w x 9.25"h (colour) North Dartmouth Echo 5"w x 12 7/8"h (colour)	March 24, 31 (Ad A) April 28 (Ad B) March 26 Week (Ad A) April 23 Week (Ad B) April 2 (Ad A) April 30 (Ad B) March 29 (Ad A) April 26 (Ad B) April 18 (Ad B) COMPLETE
E-mail notification	Send e-mail notification to list-serve (includes participants from previous HRMbyDesign meetings)	March 26 April 2

Key Findings

This section provides a high level summary of the process employed at each meeting and feedback received. Please note that Appendix 2 includes more detailed summaries of comments received at the meetings and written comments received.

Meeting #1 (April 2, 4, 5, 10, 11)

The purpose of the first meeting in each area was to:

- **Share information about the Centre Plan, including purpose, vision, principles and process; and**
- **Receive public input on a proposed model of encouraging growth in the commercial corridors and opportunity sites identified in Phase 1.**

The first meeting was designed to be an initial introduction to Centre Plan Phase 1 and the principles which were to be used to develop the built form framework. The format included an open house with highly visual materials and participant handout, a presentation and community table conversations. Over 300 participants attended the first set of five community meeting and 36 filled out evaluation forms (10%).

The sessions employed maps and posters to illustrate the Vision and Principles of HRMbyDeisgn, proposed corridor boundaries, what is permitted under current zoning, and what could be achieved with a new form-based codes. The focus was on the best ways to increase density while ensuring quality development and protecting neighbourhood assets.

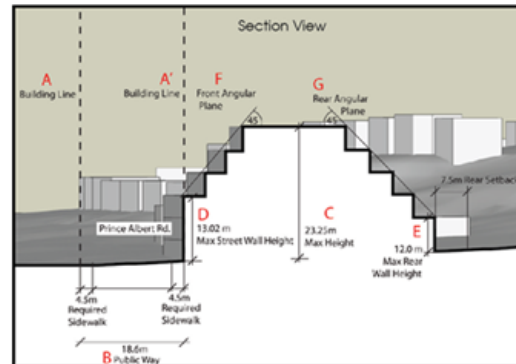
It was made clear that boundaries of the corridors could change and that legislative amendments are required to enable site-plan approval process and density bonusing. Feedback could be provided both verbally (in facilitated small group discussions) and as written comments on posters and feedback forms.



Fig. 2 Meeting #1 Questions

What questions did we ask?

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



HRMbyDESIGN
The Centre Plan

There were some strong themes that emerged from table conversations about what makes great streets, which confirmed the Guiding Principles of HRMbyDesign. They included:

- **Complete, mixed neighbourhoods**
- **Quality design**
- **Access and movement**
- **Green space**
- **Public art and street furniture**
- **Regulation and enforcement**
- **Maintenance**
- **Heritage**

Many of the “great streets” cited by members of the public included local streets as well as those from other parts of Canada and the world.

Fig. 3 What Makes Great Streets?

Reporting back... What makes great streets?

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


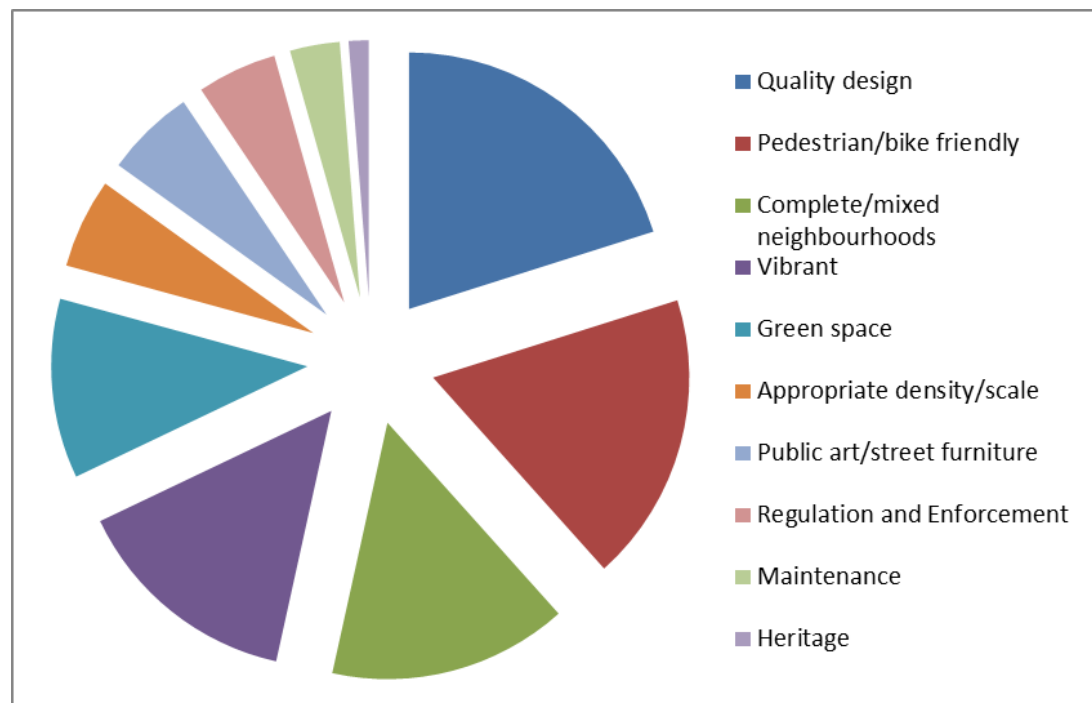


Fig. 4 What makes great streets? - Frequency of recorded comments Meeting 1



Overall, there was strong community support for directing growth to commercial corridors while enabling the development of mixed-use, well designed and walkable streets. Active transportation, affordable housing, open space and public amenities were seen as some of the key priorities. There were also some suggestions and requests to expand certain corridor boundaries (see Map 1 and 2 below).

Some of the concerns included the “wedding cake” approach in some areas, specific heights and height transitions, architectural controls, relationship to heritage properties and appropriately addressing some of the larger parcels in the corridors. All materials related to the meeting are available online at <http://www.halifax.ca/planhrm/centreplan.html>. Appendix 1 provides a copy of the meeting handout and key information boards. Summary of comments received during Meeting #1 are included in Appendix 2.

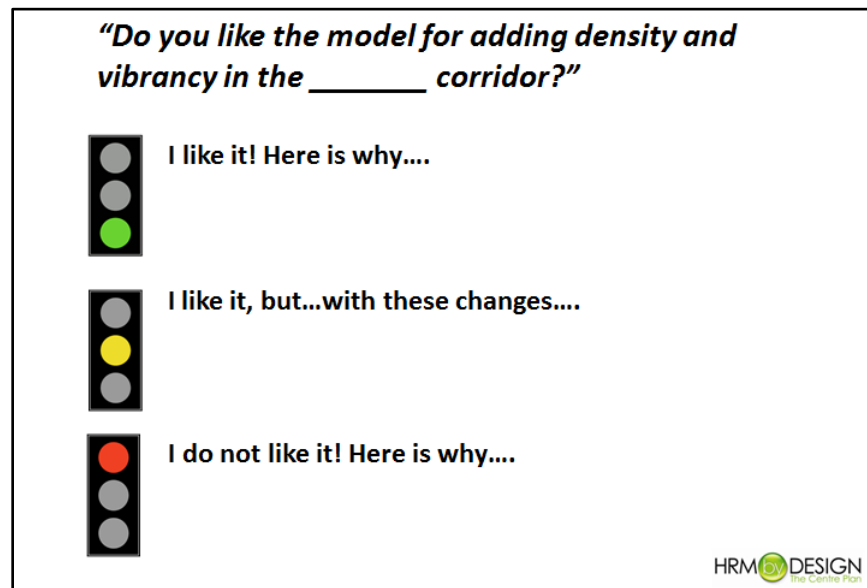
Meeting #2 (April 30, May 2, 9, 11)

The purpose of the second meeting was to:

- **Share information about the Centre Plan, including purpose, vision, principles and process;**
- **Report on feedback received during the April phase of public and stakeholder consultations;**
- **Share information on changes to corridor boundaries; and**
- **Propose and receive feedback on a revised approach to regulating the height, land use, massing and performance standards within designated corridors.**

Again there were 5 meetings (with two held on April 30). The sessions included an open house with presentation posters and maps specific to each corridor, a staff presentation and a “Question and Answer” period. The focus was on revised corridor boundaries, proposed heights, streetwall heights, massing and built form performance measures.

Fig. 5 Traffic Lights



Following the presentation and Q&A members of the public were invited to “vote” on the proposals for each corridor based on a traffic light model (see above) and explain why they voted a certain way. The purpose of the vote was to gauge the level of community comfort with the revised model. It is important to note that not everyone voted and very few votes were cast in some corridor areas.

Over 500 participants attended the second set of five community meetings. Overall, of the 210 people who voted during the second round of meetings, 53% liked the proposals, 25% liked it but wanted changes to be made, and 21% did not like it (see figures below for an overall and corridor-specific results). All information presented at the public meetings and public comments that were received are available online at <http://www.halifax.ca/planhrm/centreplan.html>.

Fig. 6 Summary of Votes

OVERVIEW

Total Participants in Public Consultation Sessions:

500

Total # Votes Cast:

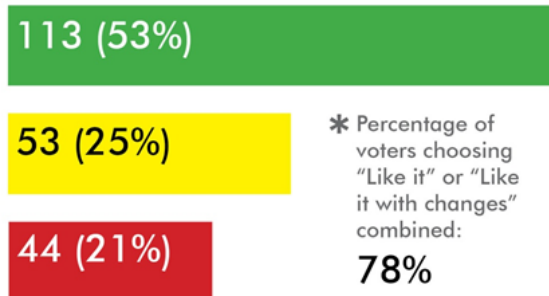
210

“Do you like the model for adding density and vibrancy in the _____ corridor?”

LEGEND:

- I like it! Here’s why..
- I like it but with these changes...
- I do not like it! Here’s why...

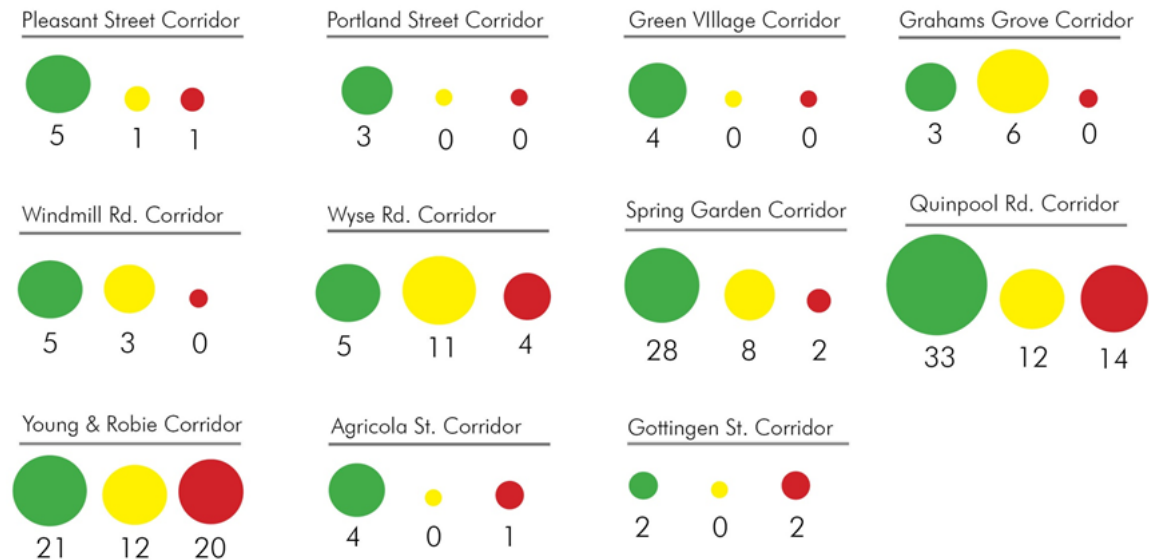
VOTE BREAKDOWN:



“Do you like the model for adding density and vibrancy in the _____ corridor?”

LEGEND:

- I like it! Here’s why..
- I like it but with these changes...
- I do not like it! Here’s why...



Overall:

- Many participants found the public consultation process to be useful, well run, and meaningful. Some participants felt that information could have been presented more clearly, and that the meetings could have been better advertised.
- Economic development concerns included an emphasis on growth for HRM and noted that while the preservation of historic buildings is crucial, the economic life of the Municipality should be treated as a priority. Others expressed concerns over heritage protection.
- Community design received a great deal of input with most respondents claiming that individual communities should receive individual attention and that a greater effort should be made to contribute to placemaking in these areas.
- Neighbourhood protection emerged as a theme and included issues such as social crime rates and safety concerns brought about by new development, community character, disruption and discomfort to current residents, and protection of neighbourhood atmosphere (viewplanes, houses etc.).
- Business owners, stakeholders and community members felt that parking had not been adequately addressed.
- The heights in many corridors were thought to be too high and, while most participants liked the overall direction and design of the plan, many felt that allowable heights needed to be reassessed and then lowered. A select few requested an increase in height allowances.

- Built form and infrastructure received a great deal of input from residents, developers, community members, and business owners, requesting site specific changes to the plan.
- There were many specific comments about heights in specific locations, some conflicting views. Some sites attracted numerous comments (e.g. Wyse Rd. bridgehead, Quinpool Rd., Young Street).

Comments Received Via Written Submission

Comments submitted by email, post, and any other means outside of the meeting forums were collected throughout the public engagement process. Despite a wide range of comments and varying opinions, **7 key themes** emerged as priorities in these submissions.

1. Built Form:

By far the most comments received were regarding Built Form. Built Form for the purposes of this document refers to anything relating to the size and shape of proposed buildings and overall neighbourhoods. In particular, these comments focused on building height, design, density and protecting neighbourhood character.

2. Boundaries and Land Use:

This theme refers to which areas are included in the proposed Corridors and questions concerning what land uses would be permitted on these properties.

3. Housing:

All comments concerning how the proposed changes would affect housing affordability and the quality of housing are highlighted under “Housing.”

4. Open Space:

This theme refers to all submissions relating to parks, plazas, sports fields, and recreation areas.

5. Mobility and Traffic:

This theme refers to all submissions concerning how people move around the city via transit, automobiles, walking, alternative transportation, etc. “Mobility and Traffic” also include comments regarding parking.

6. Process:

All comments regarding the Centre Plan process, including public engagement meetings are included in “Process.”

7. Other:

Anything falling outside of the previous six themes falls under “Other.”

All submissions have been and are continuing to be thoroughly analysed in order to inform the final proposed Corridors Plan/Centre Plan product.

All comments are presented in a table according to theme, and are organized by Corridor Specific comments in Appendix 3. Please note comments have been reduced to their key points for ease of review.

As previously stated, all original submissions in their entirety are provided as attachments to this document. Likewise, substantially longer submissions that would potentially be diluted if summarized in a table are provided as attachments to this document.

Boundary Changes

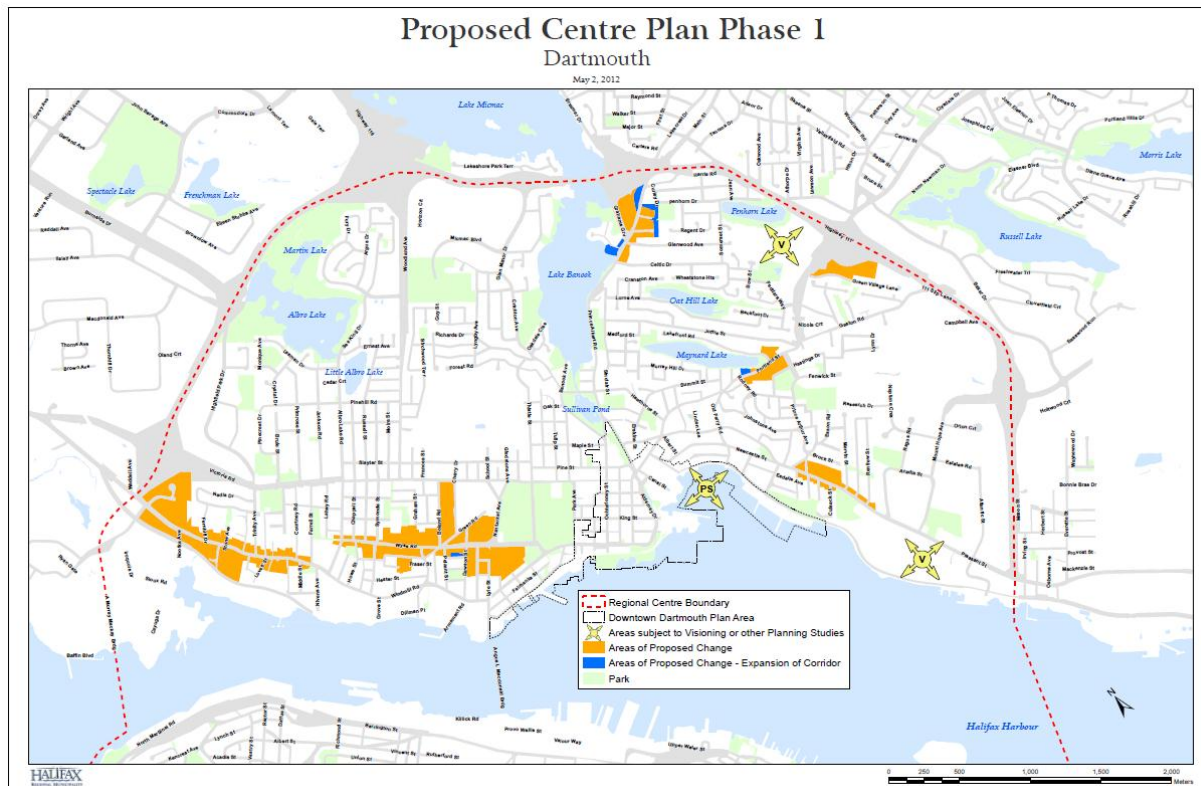
In advance of the first public information meeting, a mail out was sent to all property owners and residents within each corridor area and all property owner within 250 feet from the boundaries of the corridor areas.

As seen in Maps 1 and 2 below, between the first and second public information meeting, some of the corridor area boundaries were enlarged. This included the Bloomfield area, which is a substantial enlargement. Due to its size, before the second public information meeting, notification was sent out to all property owners and residents within and around this area. For other enlarged corridor areas, due to the relatively limited size of their expansion and given that these property owners received an initial mail out; no additional notification was sent out.

Map 1 - Adjustments to corridor Boundaries in Halifax



Map 2 - Adjustments to Corridor Boundaries in Dartmouth



Lessons Learned

At each meeting, members of the public had the opportunity to provide feedback on the proposals and community consultation process. Overall, the evaluations have been positive and many members of the public expressed that they enjoyed the process. A relative minority expressed that they prefer the town hall format over the open house and small group discussions format. Staff strived to provide different ways to provide feedback to enable broader levels of participation.

Observations from the process included the following:

- With the exception of the Young Street corridor, other corridor additions illustrated on Maps 1 & 2 and their abutting property owners were not notified by mail about their inclusion in the process due to limited time afforded between Meeting #1 and Meeting #2. The revised maps however were posted on-line on May 2, 2012. This can be addressed through future mail-outs for the proposed November 2012 public consultation, and in advance of the public hearing (when scheduled by Regional Council).
- On average the media advertising (local radio and newspapers) yielded the most attendees. Councillors in some areas were instrumental in spreading the word. Some people felt there could have been a more concerted effort made to inform residents and citizens about the public sessions.
- There is still work to be done with regard to making the project and the process more coherent and understandable, but many people found the sessions appropriately informative and relevant.
- The presentations were clear and effective and the presenters were engaging.
- With regard to opportunity to provide feedback, the majority of respondents found they were given ample time. However, there were some respondents who felt there was not enough time provided while others found there was too much time given.
- The locations for the sessions were generally found to be comfortable and accessible.
- The majority of respondents were positive about the format of the community engagement sessions and indicated that they would recommend the format to others.

This document clearly demonstrates the great level of interest that exists for the Centre Plan Phase 1 among residents, business owners and community organizations. As shown in the degree of detail, thoughtfulness and the sheer volume of comments received, there is a great degree of passion among residents of HRM about this project. Centre Plan Phase 1 deals with some of the most important economic and cultural “veins” of our municipality. Therefore it is critically important that all input is considered carefully. Staff involved in the process share a great degree of appreciation for the level of public engagement. The feedback received will greatly contribute to the overall quality of the final product.

Although this document does not provide detailed response to public comments, all comments are being carefully reviewed by staff and in many cases have led to more detailed analysis of specific sites. At the same time, public comments need to be balanced along with:

- Council direction to provide more opportunities for mixed use development along the identified commercial corridors;
- HRM’s current legislative authority;
- The scope of the Centre Plan;
- Height and shadow modelling;
- HRMbyDesign Guiding Principles;
- Planning and urban design principles.

More detailed response will be provided at the time of the final recommendation report.

Table 4 Evaluation of Meetings 1& 2 (all locations)

	Meeting 1		Meeting 2	
	Yes	No	Yes	No
1. Gain greater understanding	25	5	38	
2. Know where to find more information	32	4	36	2
3. Clarity of information presented	33	3	36	2
4. Enough opportunities to provide feedback	29	6	36	2
5. Meeting location welcoming and accessible	34	1	36	2
6. Volunteers/staff friendly and helpful	35	1	38	
TOTAL COMPLETED	36		38	

Appendix 1 Communication Materials

Public Notice #1



Phase 1 Public Consultation *A Plan for Vibrant Streets and Neighbourhoods*

The Centre Plan is part of the HRMbyDesign project. In October 2011, Halifax Regional Council initiated the Centre Plan and directed that a new Regional Centre Municipal Planning Strategy and Land Use Bylaw be delivered by 2015. New growth opportunities and challenges have led Council to commence "Centre Plan Phase 1" which will deliver new policy in late 2012 for several commercial corridors and opportunity sites in Halifax and Dartmouth (see map on reverse). This will ensure that the character and scale of neighbourhoods is protected, while accommodating new opportunities for well-designed development. The Halifax, Dartmouth, and Downtown Dartmouth Municipal Planning Strategies and Land Use Bylaws may be amended as part of this process.

How can you be involved?

Two public consultation meetings will be held in priority corridor areas. The first meeting will provide information and seek community input on how the *Centre Plan* could protect and build on the assets of each neighbourhood. The second meeting will present possible changes and seek further feedback.

Neighbourhood(s)	Meeting 1 Time: 6:30 pm - 9:00 pm	Meeting 2 Time: 6:30 pm - 9:00 pm
Dartmouth 1. Pleasant Street 2. Portland Street 3. Green Village Lane 4. Grahams Grove	April 2 NSCC Waterfront Campus, Room 4732, Woodside Wing 80 Mawioni Place, Dartmouth	April 30 NSCC Waterfront Campus, Room 4732, Woodside Wing 80 Mawioni Place, Dartmouth
Dartmouth 5. Windmill Road 6. Wyse Road	April 4 Sportsplex, Nantucket Room 110 Wyse Road, Dartmouth	May 2 Sportsplex, Nantucket Room 110 Wyse Road, Dartmouth
Halifax 7. Agricola Street 8. Gottingen Street	April 5 Bloomfield Centre, Multipurpose Room 2786 Agricola Street, Halifax	May 10 Bloomfield Centre, Multipurpose Room 2786 Agricola Street, Halifax
Halifax 9. Spring Garden Road 10. Quinpool Road	April 10 Atlantica Hotel, Guild Hall 1980 Robie Street, Halifax	April 30 Atlantica Hotel, Guild Hall 1980 Robie Street, Halifax
Halifax 11. Young Street	April 11 Halifax Forum, Maritime Hall 6210 Young Street, Halifax	May 9 Halifax Forum, Maritime Hall 6210 Young Street, Halifax

Where can I get more information?

For more information on the Centre Plan project (including detailed map), visit www.halifax.ca/PlanHRM, follow @PlanHRM on Twitter, or visit www.facebook.com/PlanHRM. Tel: 490-8479.

Written submissions: Email: PlanHRM@halifax.ca; Mail: Halifax Regional Municipality, Regional Planning office, 2nd Floor, 40 Alderney Drive, PO Box 1749, Halifax, NS B3J 3A5; Fax: 490-3976.

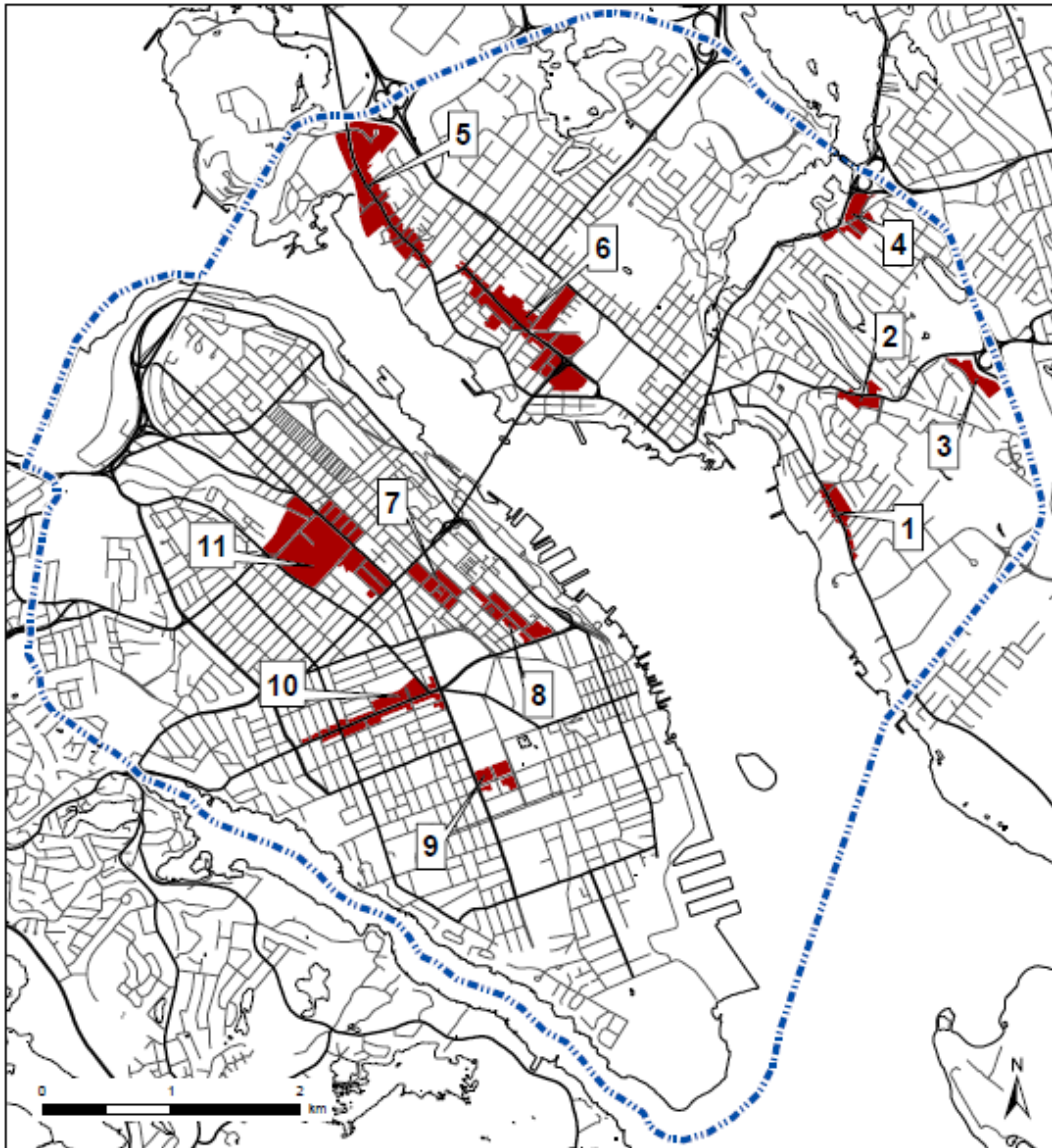
Commercial Corridors and Opportunity Sites

Dartmouth Neighbourhoods

1. Pleasant Street
2. Portland Street
3. Green Village Lane
4. Grahams Grove
5. Windmill Road
6. Wyse Road

Halifax Neighbourhoods

7. Agricola Street
8. Gottingen Street
9. Spring Garden Road
10. Quinpool Road
11. Young Street



For detailed maps and more information, please visit <http://halifax.ca/planhrm/centreplan.html>

Public Notice #2



Public Consultation *A Plan for Vibrant Streets and Neighbourhoods*

Re: HRMbyDesign Centre Plan Phase 1 – Expansion of the Young/Robie Street Corridor

The *Centre Plan* is Phase 3 of HRMbyDesign. Phase 1 developed Regional Centre Vision and Principles and Phase 2 developed the Downtown Halifax Plan. The intention of the process is to address current growth pressures and opportunities by amending the Halifax, Dartmouth, and Downtown Dartmouth Municipal Planning Strategies and Land Use By-laws. The intent of the new policies will be to protect the scale and character of existing neighbourhoods while removing barriers to well designed and appropriately scaled development. The entire *Centre Plan* will be completed in 2015.

This notice is to inform you of a second and final meeting planned for your neighbourhood, and that the Young/Robie Street corridor has been expanded to North Street as per the map on reverse.

How can you be involved?

Two public meetings were scheduled for the Young & Robie Street corridor as part of the public consultation process. At the first meeting, held on April 11 at the Halifax Forum, HRM asked for public feedback on a proposed model to regulating the height, massing and design of new development in the corridor. Possible changes to the boundary of the corridor were also discussed, resulting in the current expansion. For more information, including detailed maps, the original notice, information presented at the meeting and public feedback received, please visit <http://www.halifax.ca/PlanHRM/centreplan.html>

At the May 9th, 2012 meeting HRM will present and seek feedback on proposed changes to the policies and land use by-laws, including height maps and performance standards. All are welcome to attend.

Young/Robie St. Public Meeting Time	Location
May 9, 2012 6:30 pm – 9:00 pm	Halifax Forum, Multipurpose Room 6210 Young Street, Halifax

How will the Centre Plan affect the Bloomfield Master Plan process?

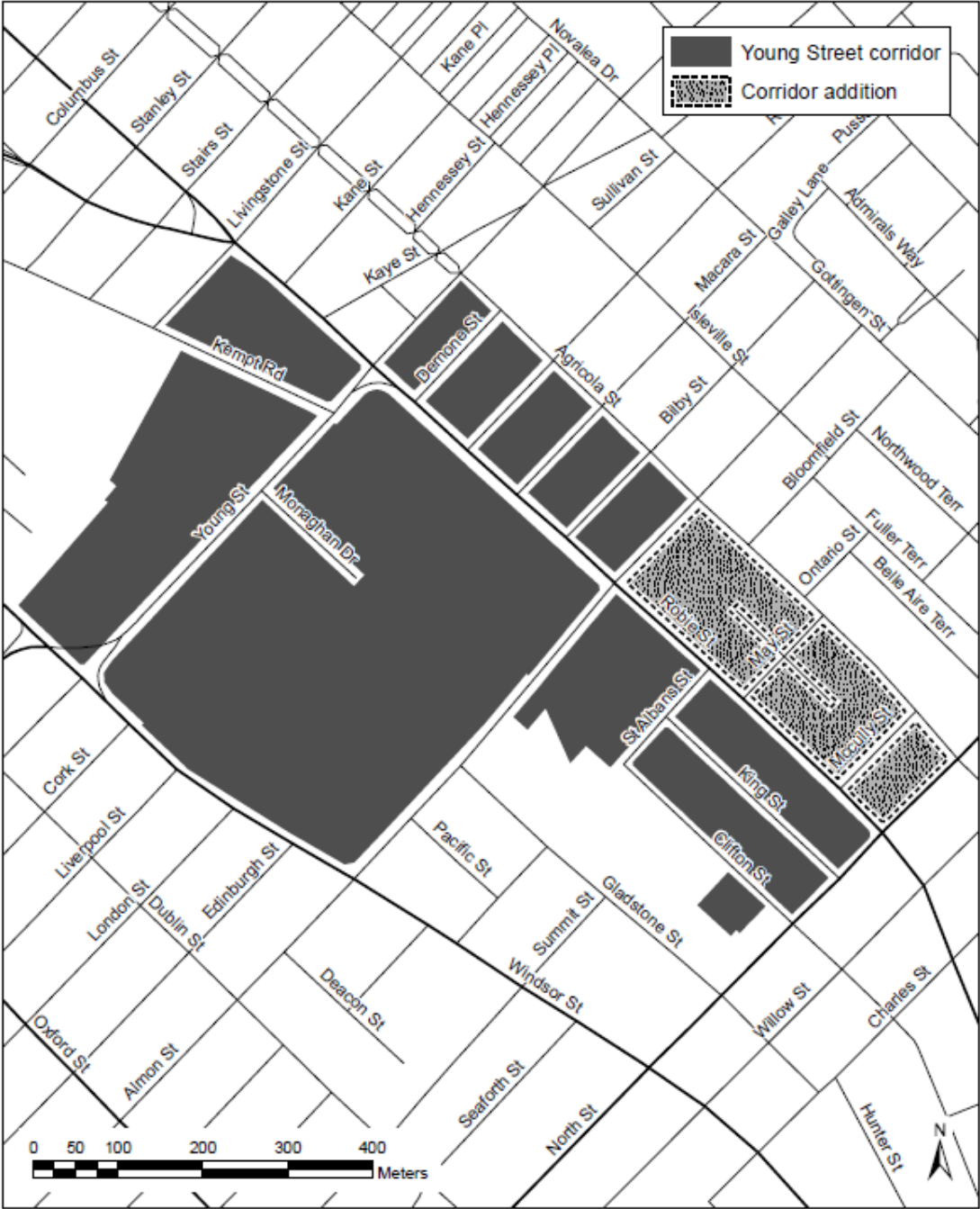
The proposed policy and by-law changes, if approved, will expedite the goal of the Master Plan of a mid-rise, mixed-use development that promotes walkability and transit use. The Master Plan recognized the need to amend the current Park and Institutional zoning to enable a mix of community, commercial, institutional and residential uses.

Where can I get more information?

For more information on the Centre Plan project (including detailed map), visit www.halifax.ca/PlanHRM, follow @PlanHRM on Twitter, or visit www.facebook.com/PlanHRM. Tel: 490-8479

Written submissions: Email: PlanHRM@halifax.ca, Mail: Halifax Regional Municipality, Regional Planning office, 2nd Floor, 40 Alderney Drive, PO Box 1749, Halifax, NS B3J 3A5 Fax: 490-3976

Young Street Commercial Corridor and Opportunity Sites



For detailed maps and more information, please visit <http://halifax.ca/planhrm/centreplan.html>

Appendix 2 Feedback Table - 1st Meetings (April 2- April 11)

Q. 2& 3 What should be protected or enhanced in this neighbourhood? What comments do you have about the proposed building model?

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
Pleasant street	<ul style="list-style-type: none"> • Move all storefronts at the street/curb • Mixed use storefronts and residential units • Multi-use development • Mixed-development, rather than one big building particularly if it includes missing amenities, multi buildings. • Mixed use (neighbourhood shops, residential above) • Townhouses • Recessed low-rise to back of property • Take into account the harbour view for possible from higher heights/storeys (more valuable) • Consider existing businesses and proximity to new development • Better design standards and improved clarity of development potential would be better than what happens today • 4 issue areas (possibly): Sobey's lands, Southdale – Pleasant St site, West side Pleasant St.; 	<ul style="list-style-type: none"> • How do we enable developments that the community needs • Density may not bring amenities the community needs to be self-sustaining • Great walking community • Great access/connections to transit, downtown Halifax • Ensure the key neighbourhoods are considered in conjunction with this area • Maintain public open spaces so they are usable • Students don't live here, no services, no ferry service on the weekend • <i>We really need families</i> to move into area – to support businesses and schools • More young people will add vibrancy to the area • Invest in existing open spaces, pocket parks and large parks land space, and cultural attractions (Evergreen Museum) • Improved cultural building 	<ul style="list-style-type: none"> • Needs a grocery store, pharmacy • Cars speeding and peeling at of the two gas stations squealing tires etc. • Traffic speed • When giving directions to my house 1 describes it as being where Pleasant Street stops being nice! • Covered area parking for residents • Very commutable to Halifax via ferries • Less reliance on automobiles not every new residence should have parking • Urban agriculture • litter is a HUGE issue

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<p>Renfrew – Pleasant corner include Professional Centre parking lot – too much asphalt.</p> <ul style="list-style-type: none"> • Light commercial retail between Cusack and Steven Streets both sides of Pleasant St. • Transition each corridor area/character area • Easier transition to this section of Pleasant St, from treed 5 corners area to Starr commercial area • Higher standards for redevelopment of larger parcels, provide community amenity that you wouldn't expect of small developments (Policy 89?) • Higher design standards for Sobey's lot • Design elements for former Sobey's Plaza • Move tavern, drugstore and pizza place in Sobey's Mall to street front (phase in build – build street front and then residential structures behind • More discrete building than massive one • Allowing a developer to build high enough to take advantage of the harbour view would make the property more attractive 	<p>signage, add directional, way finding signage on main streets</p> <ul style="list-style-type: none"> • Improved neighbourhood signage "Pleasant Street", character area signage, gateway signage for Woodside • Promotion of history, cultural, heritage • Bring back history of Dartmouth • Area parking off Pleasant Street for local businesses • Reduce use of concrete and steel to improve sustainability. Use wood for mid-rise buildings, goes back to the history of this area • Park plan for area next to community centre • Park & community centre focal point #1 • Urban forest/tree standards on and off street • Density-bonusing? – to get needed amenities 	

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> Extend Arthur St. through the Sobeys Plaza lot to create street extension and cut up property Set back from the neighbourhood toward the new development should create a back side yard, rather than building to curb Real sidewalks not parking on asphalt Need parking requirement ratio that fits the community Street wall and street proportion changes as you go along Portland St. Doesn't need this much traffic capacity, make them skinnier, more green space, trees, blvd? Pedestrian friendly Better quality sidewalks – Integrated green space 		
Portland street	<ul style="list-style-type: none"> Design is critical – needs to maintain “small” storefront appearance Breaking up the street fronts Need an approach for small lots in area that don't require lot consolidation 5 storeys better (mass) Would love to see building with character complementing residential mix – 3-4 storeys Okay with height stepped and like Bishop Landing 	<ul style="list-style-type: none"> Built form should enhance the connection between the school and Maynard Lake Maynard Lake! Protect/enhance Maynard Lake – opportunity for a great public space Landscaping poorly maintained or missing Recycling Depot (location/dumpsters/parking lot) More traffic corridor than 	<ul style="list-style-type: none"> Definite improvement Don't mind the height with the stepping Like breaking up like Bishop Clear standards for maintaining Lighting Speed limits

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> • Materials need to be varied (no vinyl) • Convenient shops (bakery, produce, etc.) • Attractive homes/architecture • Mix homes/shops • Cost to developer discourages affordable housing • Respect for everyone and everything in same neighbourhood, including those who are just passing through • Repercussions when standard are violated • Able to adapt to change rapidly and seamlessly (stores come and go, etc.) • Don't want a big box developed along Portland • Need playground green spaces • Support mix of boutiques/shops retail/restaurants • I love my sunlight in backyard • Don't want an ugly big box tall building blocking light • Would love to see townhouse along Portland between pub and Prince Arthur 	<p>pedestrian</p> <ul style="list-style-type: none"> • Dated buildings • Really need Provincial to amend Charter to ensure design standards are implemented • Regulations are good only if they are enforced same for guidelines • Good access to public transportation route • Maintain affordable housing/diversity • Character in homes “down the hill” but not in the corridor – need to be sympathetic to that area • Green space, trees along path from Rodney to Hastings • Love historic/tree lined streets of Portland Hawthorne-Old Ferry • Don't want to see 6-8 foot building or higher – don't want people staring off their apt./condo balcony into my backyard. • Characteristics • Trees/green • Parks • “full of people” (only with sufficient commitment to green space and transportation) 	

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
<p>Green village lane</p>	<ul style="list-style-type: none"> • Great opportunity for greater density, bold architecture, and greater height due to minimal opposition, a rarity these days • Bring commercial out with residential instead of storage units • Area could use a lot more density • Q: Maybe high is okay? Particularly closer to storage units • Traffic calming • Is this site car focused? • Can be start of plan for walkability in future development • Focus to make Green Village Lane more walkable • Orientation for maximum solar gain? • Destination marker • What is it a gateway to? • Possibly apartments further back towards the NE part of the land. Lends itself to high density • Provision of amenity space i.e., parkland/playground • Protect opportunity of mixed use development • Consistent street face with some relief between units • Could act as a marker to frame the Portland Valley 	<ul style="list-style-type: none"> • Enhance pedestrian connectivity to neighbouring commercial area (Penhorn site) • Improve connection to Penhorn • Destination features on Penhorn site, make connectivity comfortably • Important connectivity to Penhorn site • Need to liaise with Penhorn project (D. Lane) • High traffic location • Great commercial site • Is there a connection to Penhorn Mall • Awkward space • No pedestrian on farther side • Better use of corridor than small residential units • More commercial in area • Transition between residential and commercial • Poor access to side by sidewalks • Poor connectivity • Plenty of local amenities • KEY: What makes area more liveable/walkable? • Sidewalks • Need streetscape connectivity 	

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> Acts as a buffer between neighbourhood and transportation corridor, but contributes to the hidden Dartmouth problem. Could it act as a bridge into the neighbourhood instead of a barrier? 		
Grahams Grove	<ul style="list-style-type: none"> Concern of potential impacts to lake (eg. Increased wind loads) Proposed – minimizes wind & shade impacts Need to consider economic viability 6-8 stories gets the job done, respectful – concern development may not occur Nice townhouse ex. On Celtic Drive Must consider current infrastructure’s capacity 	<ul style="list-style-type: none"> Reminds of Zurich, has potential Lake and surrounding areas is like a postcard Main point of entrance to Lake Banook Access needs to be protected Build on ides – “10 destinations rule” Traffic a problem, high speeds, need to slow it down – 80-50 km/h transition unsafe pedestrian crosswalks Idea: if up mixed use/density along corridor (street wall) encourages cars to slow down Feels like neighbourhood is a shortcut, needs to be more of a destination Idea to divert highway behind (more of a bend) near the lake Big sidewalks and trees could help Have an aging population Quiet, private neighbourhood – needs protection 	<ul style="list-style-type: none"> Tournaments for lake (unique feature) could increase with higher density, commercial, being mindful of residential Option to make use of Silvers Hill Enhance trail Development of corner piece of superstore lot would raise aesthetics

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
Windmill Rd.	<ul style="list-style-type: none"> • Need a draw – create a centre Want services and shops here – don't want to have to go to Dartmouth • How high to get view of Chebucto Head • Neighbours worry about sunlight • Buildings – height sensitive to residential and views – if not an issue go higher • Within neighbourhood keep smaller • “Hydrostone” vibe • Landmark architecture • Underground parking • Design features • Consistency • 5 storeys step back to 8 • Nice balconies and view – higher give better views • If only have small amount of landscaping should have good view • Rooftop parks/terrace are great • Jamieson end – keep it mid-rise • Lots of street trees • More development like Japanese restaurant 	<ul style="list-style-type: none"> • Chose to live close to bridge – quickly get anywhere • Love the <i>Harbour</i> • 31 year resident – beautiful view of harbour and bridge • Want to keep views – harbour and bridge • Strong tie to Harbour • The view and Harbour are part of daily life – beautiful and very valuable Trees, new building where Japanese restaurant is located is a good example – interesting 0 right up to the corner – Boland & Wyse • Exterior is nice • Flat roofs are very contemporary • Respect houses • Like softness of wooden houses • Unique to our part of world – wooden construction • No Bayer's Lake • Design features are important • Façade is very important • Walkers everyday on Windmill • Extend walkway this way – NSCC to Alderney to MacKay • Power plant end (Shaw brick) • Go higher if built well • Cold war military look 	<ul style="list-style-type: none"> • Artists • Restaurants • Parades • Walk to restaurant • Butcher's & No Frills • Stop the comment dark side • Have 2 centres old downtown – bridge no connection • Shuttle service • Need to connect 2 hearts – bridges and downtown • Want services and shops here so don't have to go to Halifax (bakery, bank) • If land left vacant for a certain time – either develop it or put up art boards or public use • Creighthorne Park – structure in the middle of park ruined it • Shannon Park – opportunity • Direct route (bus) Windmill to Alderney
Wyse Rd.	<ul style="list-style-type: none"> • Proposed building fit with adjacent neighbourhoods • Not good idea (stand-alone) • Shadowing 	<ul style="list-style-type: none"> • Maintain Victoria Park • Wyse Rd. is not pedestrian friendly. Need to redesign street to enable vehicular 	<ul style="list-style-type: none"> • Concern about deviating from approved standards • Be sensitive to the needs of lower-income residents. Will stores become

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> • Too high • Land assembly (vacant properties in close proximity) • Support for design • Economic viability with height • Not significant shadowing problem for residential neighbourhood • Mixed use valuable • Step back design provides perception of continuity of design with neighbourhoods • More appropriate for south end of corridor (Nantucket) • Think about is appearance from the bridge – trees • Unique façade • More welcoming (entry to Dartmouth) • Residential/office not attractive for development • Need to incent mixed use • Mix use better than office only provides for more affordable residential • Height drops down as development moves north from bridge • Reduced density makes it more difficult for development • More appropriate downtown • Consistent step-back • Heights: what are the implications of the bridge? • Wind implications? 	<p>traffic more aware of pedestrians</p> <ul style="list-style-type: none"> • Maintain all local parks • Maintain/create neighbourhood feel • Trees • Calming • Connecting high density development to transit hubs • Different façade on street wall • Complete neighbourhoods 	<p>too expensive, or will local investment help them?</p> <ul style="list-style-type: none"> • Bury the wires! Do it whenever pipes are put in • Patches of greenery • Require bus/shops/services to cater to the increase in residents • Bike lanes • Expand boundary to include Nantucket property outside study area west end of Nantucket (McDonald’s site) • Expand to include Sportsplex? • Better links to downtown Dartmouth e.g. shuttle • Stability of neighbourhoods • Incent development • Consistency of application • Redevelopment of Nantucket/Wyse Rd. • True mixed use needs to be applied by HRM (Library – single use) • Street lighting • Trees and other green space • Ratio of residence to green space • Consider a covered pedway

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> • Frame enter/exit to Dartmouth • Lower street wall at Wyse Rd. • Critical mix use 		
Agricola St.	<ul style="list-style-type: none"> • Consider wide effects • Need for light to penetrate • Parking to side/back/underground • Street activity from storefronts pedestrian engagement • Potential conflict between residents and business uses i.e., noise • Variety in height/massing • Integration of corridor • Bikeway segregated • Wider street-sidewalk • Need something to attract families • Cutting off corners is more welcoming • 3 storey elevation out of context for Agricola • 3 storey is too high, 2 storey more traditional here • Design criteria should address long street walls with break lines to break up the building • Does this densification make sense? (Vote: Yes 9, No 2, Maybe 4) • But maybe not attracting a young family with kids • Concern too uniform 	<ul style="list-style-type: none"> • Amenities for families in the neighbourhood • Personalization of properties • Variety/quality of shops walkable/comfortable needs a 2 if by sea! • Live/work • Visual cues in neighbourhoods • Personable relationships between neighbours-stoops help • Lots of windows on street front eyes on the street • Safe streets • Active transportation • Trees, natural elements • Young @ Hydrostone (great street) • Agricola great example – all amenities – all in walking distance • Bus services lacking on Agricola • Diversity on Agricola • Allows affordable housing • Preserve character so mid income does not get driven out • Creighton St. (Part zoned R2 R2A) • Off street parking for Agricola • Neighbourhood with services in 	<ul style="list-style-type: none"> • Cut off corners • Eyes on the street – stoops/windows • Greenery • Quality of sidewalks • Streetlights (appropriate level)/security • Protect existing business/residence • Encourage business on Agricola • Need to attract families • Cap value of side street properties – shouldn't be driven up by corridor development • Guard against short cutting thru neighbourhoods • Agricola's property taxes becoming burden for small property owners Quinpool has a great mix of uses • Diversity, sense of community • Towns or cities that have a square – area to come together • Imagine Bloomfield – wants it to be a place everyone wants to come to • Streets that are working is evident on the faces of the people on the streets like Rue dela in Paris

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> • Every building needs a garden • Lots on Agricola unique and 8 storeys does not fit • Key feature – Bloomfield needs to be addressed (no consensus) • Proposed development on Liquor store – not appropriate for neighbourhood • Cannot get rid of all parking – it needs to be kept • Legislate design • Preservation of the neighbourhood • Mixed use important • Natural light, space between buildings, windows • Creighton worried about zoning and high density – not appropriate • The other side of Agricola should be included if HRM is calling this a corridor 	<p>close proximity</p> <ul style="list-style-type: none"> • Residential neighbourhood mixed with commercial • Streets with larger blvds., cafes, pedestrian oriented streets • Please protect it, take it out • Agricola not as nice as it can be • Halifax is a Hub City can't cycle from BNB • Agricola – modern, heritage and other mix of architecture • Celebrate heritage and modern architecture • Likes Agricola because affordable housing – worried it at risk if developed • Affordable and accessible housing important – maybe not addressed on Agricola yet. • Transportation needs to be addressed • Mixed transportation happens – busy streets that are healthy streets • Work/live in your neighbourhood • <i>A neighbourhood where people know your name</i> • Large population of residents not being addressed and not here at this workshop – sensitivity to everyone's needs/wants 	

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
Gottingen Street	<ul style="list-style-type: none"> • Restate measures in imperial units • Problem with shallow depths – physically impossible to create height • Same problem with narrow lot • Requires lot assembly, not practical or economic • Property owners want too much money • Staggered setbacks too expensive • Just one setback • Almost have to consider site by site context (shadow, wind) • Universal street wall okay • Flexibility with height past setback • Protecting solar exposure important • Allowable height lower on west side of street • Also need to protect solar interest of adjacent residential properties • Height should not exceed native trees • Proposal represents down zoning • Like sidewalk width, concern with bike lanes, need curb side parking • Massing & Scale • 1:1 is more viable, walkable, livable makes for total 	<ul style="list-style-type: none"> • Green spaces • Affordability • Maintain character • Protect against gentrification • Live space • Safe space 	

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<p>community, provides for more sunlight on the street (5 hours) and more people on the street</p> <ul style="list-style-type: none"> • 1:1.25 does not because the streets are narrower • Very limiting most lots are quite small • Proposed process is not functionally • No usable space at top • Step backs challenging • Largely theoretical for this area due to typical lots sizes • Density bonusing encourage affordable housing – what is affordable? And who determines? • Why limit to 8 stories on deep lots which could be higher with just angle controls • Fees too high to allow for affordable housing • Only more expensive housing being constructed (condos) • Current development works • Will it result in developers consolidating lots and changing nature of neighbourhood • Overall plan would allow for planned mixed use rather than piecemeal approach • Need to protect what is working • Will density bonusing add to the 1.25 height? 		

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> • Step back should be single but not every story, not financially viable • Single regulation may not be practical – design for site cookie cutting 		
Young St.	<ul style="list-style-type: none"> • Reduce height on Agricola side of Robie • Agricola is a different type/character of street than Robie or Young • There are merits to including Bloomfield/Agricola in this exercise • Use both sides of streets • Benefits in helping Bloomfield process move ahead • Important to mitigate wind impacts • Podium/step back will help • Think it is good. Would like to see this at Halifax Forum • Large spaces/lots creates large spaces between towers • Could use atriums to connect towers • Will need to ensure quality for 1st 5 floors • Robie narrows from two lanes to one • Needs to be looked at • High density can't be up against single family • Too few streets for frontage 	<ul style="list-style-type: none"> • Use density bonusing to obtain land to create a larger corridor • Height should be in relationship with the size of street • Keep focus of building on ground level • Use high quality materials • Variation/break grain • Especially along street wall • Affordable housing • Important to commit to % of affordable housing • Broaden marketplace • Will new development be appealing to families? • Include outdoor amenities for kids • Community gardens • Require housing/unit mix • May need wider towers to accommodate family units • Allow for progression/different housing forms to accommodate changing life styles • Need open space (parkland dedication???) • Important to create proper 	<ul style="list-style-type: none"> • Protect neighbourhood pubs Michael's/Lionshead • Protect existing traditional residential neighbourhoods • "Car Alley" Kempt = \$\$\$ • Any mature trees • Enhance • Traditional transport • Patterns, restore original corridors • Ability of street corridor to manage commuter and mercantile traffic, while calming flow at the edges streetscapes and thruway

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> • Make new streets – otherwise we get superblocks • Recreate urban scale street grid • Important to break up mega blocks • Create thru lots/roads for pedestrians/bicycles • Tall building okay with good design • Separate traffic streets from pedestrian streets • Young St. is busy with traffic but can be made pedestrian friendly • Need something on the street, people will want to come (ex. Spring Garden Rd.) • Care needs to be taken on size/location of parking • Young/Robie corridor (massing/scale) • Tall building (Towers, mixed with lower rise) • High density is okay more is better • Area needs character • Continuous street wall • Low rise street wall/towers setback • Rear setbacks/step down to residential neighbourhoods (not to restrictive) • Build to street • Okay with height on Young but 	<p>transition from Young St. to residential areas on Robie/Agricola</p> <ul style="list-style-type: none"> • Conflict between carrying traffic and pedestrians need both • Bloomfield site mid-rise okay – transition down to south and to east • Fix Young/Bayers/Windsor intersection • Concern with varying street widths and effect on heights/street walls • Open space/green areas • Include Bloomfield, notify “Imagine Bloomfield Group” • Protect Hydrostone character • Preserve affordable spaces for business, reasonable rents • Affordable housing • Mix of affordable and market housing • Spread wealth, maintain freedom of choice of where to live 	

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<p>reduce height on Robie/Agricola</p> <ul style="list-style-type: none"> • Would like 25 storeys on Young St. • Higher buildings are acceptable (30 storeys) • Mix of building style/heights • Amenities – arts, Culture • Housing for families, seniors 		
Spring Garden Rd.	<ul style="list-style-type: none"> • 38mx38m not workable contrary – we need larger units for the option of larger size units. • Architect suggest 290m width and as long as you want • LEED design – right thing to do! • Concerned an out site plan approval amendment (is critical to have approved) • Generally promote good design/development • Making sure good design is addressed • More accessible for the larger sized family • Design excellence • Keep it more on performance side not prescriptive vs. design side • Climate control and urban space, noise, wind study requirements • Encourage density bonusing based on environmental 	<ul style="list-style-type: none"> • Height in back part of lot to preserve light • Enhance sidewalks • Human scale • Preserve heritage buildings on Spring Garden and Carleton • If large buildings on the south side of building should have multiple entrances <ul style="list-style-type: none"> • Shadowing and wind impacts • Focus on landscape and urban space (civic use) integrated 	<ul style="list-style-type: none"> • Push design, notoriety, being recognized by community for our Design! Awards civic pride and urban design awards • Is the area appropriate for high-rise development? <ul style="list-style-type: none"> ○ No consensus ○ Spring Garden place cited as an example of good development ○ Aliant/Tupper buildings as something to avoid ○ More substantial setbacks from SGR ○ More depth flexibility for building's interior to blocks ○ Maintain articulation of south side of street • Major concerns – Carleton Street Heritage

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<p>performance</p> <ul style="list-style-type: none"> • Mixed use! Residential on top of Spring Garden Rd. library and commercial/residential on new transit hub in Dartmouth may not apply her suggest pedestrian only streets • High-rise not appropriate so close to heritage building district • 45 degree angle for step back plus 1.25 of street width is what worked on Spring Garden and Quinpool • Spring Garden Road merchants wanted step back • Giant slab of Tupper building casts giant shadow on Carleton St. • High-rise appropriate in some key location if impact on neighbourhoods minimal • Consideration for depth of building is internal circulation of building. Street face of building is important, not so much depth • Step back allows you to see more sky so important to shrink building in both direction • A tower should be taller than it is wide. More aesthetic • Like 45 degree angle setback • Preserve heritage areas. Building as high as possible 		<ul style="list-style-type: none"> ○ Wind ○ Sunlight very important for SGR – especially north side ○ Affordability ○ High-end area ○ Older buildings in the area tend to rent for lower ○ Supply and demand of residential units ○ Density bonusing tends to work well in other areas • Strengths of SGR <ul style="list-style-type: none"> ○ Historic residential buildings ○ People living there ○ Mix of residential/commercial ○ Trees provide buffer • Distinctions between north and south sides

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<p>elsewhere</p> <ul style="list-style-type: none"> • Must mitigate wind problems • Wind makes sidewalks difficult to walk for older people to get around • Tower would increase liveability • Towers could provide incentive for owners to improve heritage buildings • Tupper Building and other towers are already there so towers would be appropriate • As long as base is sensitive to heritage area and doesn't cast large shadow or cause wind tunnels • Big off campus residential for students • Towers bring density downtown for younger people • Taller buildings would go better on other side of street • Developers won't make affordable housing on Spring Garden • Most affordable housing is the housing that's already built • Extra height does not make your housing more affordable. It's the cost of construction • Density bonuses work well in other cities. More for streetscape than affordability 		

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
Quinpool	<ul style="list-style-type: none"> • Suggestion to have Townhouses • Suggestion was made to include PID's# 40176588, 41259623, 40595704, 40176570 to Phase I • 2 tier system • This building to too large • Wedding cake style not appropriate • Not big building on back • Package underground • 8 storeys maybe 10 or higher building can have still • Model 1 of midrise building minimum 60' wide • Pepperell St. – 2 -3 storey • Street wall is fine • Most building do not go straight through • So tiered building back because not enough room • Street wall minimum then a setback, then up • Traffic on residential streets minimized • Green design • More structure on Quinpool Rd and less on back streets • Angles on back but a lot less on Quinpool Rd • Townhouses or 2-3 storeys on back • Package underground because only 50% have cars or a 1:1 ratio 	<ul style="list-style-type: none"> • Lots of places to cross street (walk) • Neighbourhood feel • Good looking package areas • Prevent impact of package in neighbourhoods • Without blockbusting existing neighbourhoods • People who live there – density • Reasonable decreased property tax rates • People within walking distance • Make a sense of place • Trees, planters • New banners • Artistic bike racks • Appropriate scale and massing • Bringing people together • Provide housing. So people can walk and not drive • Accommodate both people walking and traffic flow • Active group of businesses • Density on the road but not overflowing into neighbourhoods • Underground wiring • Lighting • Suggestion – do a model for smaller lots and suggest height and design. What will we be looking at? Is the line fixed i.e. Between commercial and residential in back 	<ul style="list-style-type: none"> • Quinpool Rd. – for people of all ages, safe • Errands e.g., paint, groceries....not just cafes • Can get “everything you need” e.g. New York City • Taxation for businesses is “part of equation” e.g., encroachment • Quinpool Rd. – for people of all ages, safe • Errands e.g., paint, groceries....not just cafes • Can get “everything you need” e.g. New York City • Taxation for businesses is “part of equation” e.g., encroachment

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> • Street wall is most important angle controls – light careful with pyramid form, sun exposure, protection, wind • Less angle control – but bring light to street • Shadow would be less on back street • A mix of uses • Maintain cultural heritage façade • Streetscape – Ben’s through to Shirley St. • A mix rise, and use throughout Quinpool Rd. • Fill in some of the blank zones • Focus on mix use and on those lots that could really be developed • Commercial on ground floor and residential on top • Firm control of economics so be careful about saying maximum heights • Revisit C2c zone • Better served by small development, i.e., small independent interesting businesses as opposed to bigger building • Use residential above to subsidize businesses at grade • 8 storeys “too timid” • Allow more height e.,,., Robsen St. Vancouver 		

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> • How it's designed, maybe more important than mass • Does massing/zoning affect what we get (function) e.g., residential, commercial? • What do we need? • 4.5 m may be "too stingy" for café and pedestrians and trees • 4 storeys a big change from existing 2 storeys • Okay with well-designed 4 storey face • Missing part: We're clinging on to 4 lanes of street (car) traffic, limiting other uses – bikes, pedestrian space • Height – fire service needs to be able to respond • Mid-rise (consistency) "mountain" vs. lower-rise with high-rise (Interspersed) • 8 storeys all along Quinpool? • Different lots produce different heights • Variety, okay • Will this drive lot consolidation? 		

Appendix 3 Feedback Table – 2nd Meetings (April 30- May 11) and Written Submissions

Please See Next Page