

Attachment 1a – Centre Plan Phase 1

Longer Written Submissions & Petitions

5/14/2012

Dear folks at HRM by Design .

My Name is Michael Cuvelier and I live in the North End of Halifax . My daughter is the 5th generation Cuvelier to grow up in the beautiful North End .

I have always taken an interest in my community and hopefully will have the opportunity to continue and encourage my daughter to do the same .

Some of the community interests I am involved in are , Chair of the St Joseph's A McKay Elementary School Advisory Council , St Margaret's of Scotland Parish Council, Ward 5 Community Center, Needham Center, Highland Park Junior High School Advisory Council , Mulgrave Park Tenancy Association, Needham Center, North End Community Circle Etc.

I have also been attending the series of public meetings regarding the HRM by Design Center Plan . I was interested in both the Agricola / Gottingen Corridor as well as the Young and Robie Corridor as I see both areas as my neighbourhood .

Let me first start by expressing my disappointment in the process of the first round of meetings . The MC had went through the series of events that lead to the Center plan and essentially suggested that this was the only option we had if we wanted to survive as a vibrant city . We then broke out into several smaller groups where there was a mix of opinions . The groups consisted of a few , and a mean a few concerned citizens , some folks who it was quite apparent had just moved to Halifax and a large number of developers chomping at the bit to encounter any type of resistance to this " Developer Friendly Plan " . The questions that were asked to each individual group where very directive and narrow . What do you see as the making of a good street. This sort of question , like any of the " Imagine " questions pretty much quickly spun into a mashing of ideas and in my opinion really didn't answer anything pertaining to what the HRM potentially wanted to know . Much like showing people a picture of a beautiful garden and then breaking into groups and asking what we would like to see in a garden . Never actually suggesting that we our potentially going to tear up someone's lawn to create this garden. It may not have been intentionally meant to be trickery , but certainly came across as such . To say the least as a citizen of the HRM it was far from a comfortable experience .

After the first round of meetings I began contacting councillors and community members and tried to find out why there were so few people attending these meetings . As usual they just were simply not aware of the meetings and if they were they were not aware of the magnitude or potential outcome of these meetings . I myself and several other members in the community then made a grave effort to get as many folks informed as possible about the next meetings . Through email , posting notes and in some cases door to door delivery there were a large number of letters circulated . As a citizen and tax payer I struggle with why this had to happen this way . Why, for the exception of one HRM Councillor , did the citizens have to make such efforts to inform the public . YES the meetings were in the local paper for at least one day and on the HRM Web site however it obviously was not effective and the HRM should have recognized that with such low numbers of representation at the first series of meetings. If I wanted to change the height or width of my front step there would be a process in place that would far outweigh the process that this Center Plan has shown thus far . Something is not quite right with that !

When I attended the second round of meetings things looked a little bit different . Some of the entire plan and in particular the process was met with questions of concern and in some cases opposition . I did agree with the most of the concerns raised . My only fear is they were taken in the wrong light of the situation and may have come across as being NIMBY and perhaps just belly aching about any amount of change that folks are often opposed to . I either personally know or at least know of the folks that spoke with concerns about this Plan and in particular the process and these are the folks who have been involved with many HRM projects in regards to process and public input with everything from HRM by Design , Heritage issues and housing . So I would hope that these concerns are taken very seriously and those folks are shown the respect that they deserve.

I do believe that the difference in turn out between the 2 meetings was a results of the efforts of one Councillor and some concerned citizens .Not the HRM.

It was very troubling to see the reaction to and the way the questions were answered by staff when folks spoke out against some of the issues that the new developing would create . This makes a person take the option that when concerning developers and new development they always act as if there were no people or communities there before they got there and that they will learn to adjust. And the way the locals have been existing is sub-standard to what the new development will offer.

As I have already noted the low turnout and manner in which the meetings were held may have been carried out to some degree backwards . The first meeting folks were informed of the Plan , then asked what they would like to see as far as a Street design and I will add had one hour to do that with somebody time watching ! Then at the second meeting we were updated as to what we had said the first meeting and asked if we had comments . There were a very few comments supporting the findings of the first meeting however even more comments/ concerns in relation to the plan as a whole and Staff seemed surprised . Surprised when citizens are allocated a maximum of 2 hours to voice concerns in public and of course as many sticky notes and email as you care to write or send . I am not sure how it could have been done differently I just see that approach as rolling over anything in your path . AND to try and make something of any public input with so many areas and so many concerns and unanswered questions and wrap it all up in just 5 weeks . Pretty unrealistic to think there will be any detail or worth for such huge decisions.

These are the concerns I have with the actual Center Plan :

Protecting Existing Neighbourhoods . Although the Plan does in some cases appear to keep designated (PALE) areas out of the developing corridor it also allows those same neighbourhoods to be bordered by as many as 12 storey buildings in some cases . So where they are now bordered by a 2 storey building , commercial or residential after the plan is implemented they will be looking at potentially 12 storeys . In some cases there are small neighbourhoods or streets that are occupied with 2 storey houses and business' and are currently zoned at C2 . These areas already have the go ahead to build bigger and the plan will maybe help cap the height to 10 -12 storeys . I don't see that as protecting neighbourhoods . I see it as trying to control development . In other words if we are able to change the Zoning for the entirety of one of Halifax's largest city blocks why can't we change the zoning of some of these smaller C2 lots and actually protect that street or neighbourhood ??

Part of the definition of protecting something is to protect against LOSS . In some cases that would be the LOSS of a neighbourhoods privacy and quality of living .

There are more than a few area where this would happen . One is the plot of land inside of Young St, Robie St and Kemp Rd as far North as Stairs St . The Center plan wants to allow that area to be developed as high as 10 -12 storeys . Those people living on the Robie St side from Young all the way to possibly Stairs Street would now be looking at a wall . And with that portion of Robie to the Bridge approach there would be no nice little sidewalk markets as it is essentially the Highway ! So we are willing to protect the existing neighbourhoods as long as it does not interfere with the growth needed in the Core Corridor areas ! Kind of make it sound like we are saying one thing with 2 different meanings . Very concerning.

This was also very evident with the Agricola/ Gottingen Corridor as far as the streets of Maitland and in that area . A question was raised at the last meeting in regards to Heritage properties in that neighbourhood and how many are and how many should be . The answer was simply if it falls in the designated area for development it is going to be open for demolition ! Shame on us to allow this to happen.

Heritage Properties . In this entire plan there has been no designation for maintaining or adding any Heritage Properties or neighbourhoods . It seems to be all up for grabs . For a city that will not allow a developer to construct anything that will obstruct a Harbour View from Citadel Hill . There has been thousands of hours spent by mostly volunteers who have done a great job of trying to keep things protected that tell the story of Halifax and perhaps a time when things were different than they are today and this plan has no place for that type of unproductive idealism . I really would like to see this taken into consideration .

Vehicular Traffic. At both meetings held for both North End areas the question continued to surface " what about Traffic ` . I myself was concerned what the short and long term plan to deal with traffic . The answer that we are not taking any traffic issues into consideration at this time is simply silly ! For whatever reason we are in the HRM still very addicted to vehicles and regardless of how we want to imagine vehicle free streets that is again simply a very long way off .

The development plans for Young St are by no means horrible . That portion of the Street could defiantly use a makeover and be developed to a degree but it is also the extension of the Bicentennial Highway leading down town . With no residence and only business` on that portion of Young St today it is most times grid lock .

With us not wanting to give up are cars as fast as we would like there lies the issues of parking . With a bicycle lane slated for some of these area there will simply be NO parking for some of the business` that we would want to attract . I don`t think pretending it`s not an issue is the correct approach .

School Planning. Currently there are 2 public elementary schools that service these 2 North End Area Corridors . Joseph Howe Elementary , on the corner of Maynard and Charles St and St Joseph`s Alexander McKay Elementary School on Russell Street just below Gottingen . There are potential processes working to close both of those Elementary Schools and construct a new Elementary School on the current Imagine Bloomfield . I have not been in favour of this idea/plan for a list of reasons . Now with the sheer magnitude of the planning for development , building height and density of this area I am concerned that the proper communications

between the HRSB , Imagine Bloomfield and city planners is not taking place or if is merely one party telling another party what they want to hear so all parties achieve their own goal. Both of these Schools are in low density neighbourhoods and are relatively out of arms way of traffic and high density , exactly where an elementary school should be . Not on the corner of a high rise , high density, mixed business residential area . One would have to agree!

Density and Building Height. One would be foolish to think that with our need for development that we can accommodate population growth we are looking at with 2 and 3 and even 4 storey structures. As most of the people who commented at the public meetings most people are not against development , myself included . However I feel strongly that we also do not need 20-22 storey buildings in the areas I am writing about . If we allow these heights in core uptown areas then already we are trying to make a 8-12 storey building to be next door to a 2 storey neighbourhood of single dwellings . Any question of numbers in as far as projected population that was asked and answered came with a somewhat gray reply . So I am not confident that we really know how many people will be moving into these area and at what rate . If the numbers are really high and we can fill every 20-22 storey building does that mean we have to or want to . I think it becomes a matter of greed and something called control .

In core areas that have little or no current population such as the Young St area , I think 12 -16 storey buildings would work and fit fine .As we move closer to single dwelling neighbourhoods size down to 8-6 storey structures . There is also nothing wrong in my mind with having a 4.5 storey apartment complex on a single dwelling street as long as it fits and there are not several of them . I have one on my street now and it works great ! What I think we should be cautious is right now the peninsula is a very desirable place to be if we over populate the peninsula it may not be such a desirable place . And that can happen very quickly .

Affordable Housing/Living . With the increase of population and density into any community there will be expected levels of need . Currently in the Northern Portion of the Peninsula there is a substantial number of citizens who require some sort of assistance . Everything from public funded housing , social assistance financial and otherwise to food banks . Those are the realities of our community . Although on the surface it may to some degree appear taken care of, the harsh reality is there is still an absolutely huge need for all of these services that are not being taken care in our current state. So one can only believe that with the increase of population and density in these area there will certainly be a need for the already stretched and strapped services that are made available to folks today .

Another issue in regards to the increase of density is the fact that with new development there comes a cost . In other words to quote one of the speaker at the meetings " the only affordable housing is those houses already in place " . This is very true . The folks who are now living in rental houses on Agricola St are because they can afford to . The cost to the owner is reflective

on the tenants rent . The houses are already paid for or are carrying small loan mortgages . When new construction is complete the cost of rent will without question increase .

And with some folks getting by week to week they will likely need to make other arrangements . The picture painted that people will be able to live upstairs from where they work may be the case right now with the older infrastructure . But with million dollar building to be paid for that will be somewhat of a luxury . Folks will be forced to move to a more affordable arrangement . That location is likely not known right now . Again hardly protecting neighbourhoods .

Green Space . One element that has always been a non- issue in Halifax's North End has been the availability of open/ green space . Most single dwellings have backyards , the Hydrostone has large grassed boulevards , Fort Needham etc. With the Center Plan in its current state there is absolutely no mention of introducing green space . So we will just jump on the back of the green space that has been provided 100 years ago for a population that was a fraction of what we are looking to reach ? The plans for Young St alone warrant a substantial amount of green space for everything from children's play area to sports or even dog walking. I think that the folks living in a 20 storey building would have a much high standard of living if they had green space available to them their walk able communities.

To be clear I am not opposed to developing some of these areas . I think with the proper controls in place the Young Corridor could turn out to be a fabulous street. I do have concerns about existing citizens getting stepped on or forgotten about during this process . Please listen to what their concerns are and make better efforts to reach out to these communities . Whether it is small town hall meetings, getting the elected councillors involved more or a quarterly newsletter with upcoming meetings or planning . I do commend the HRM for recognizing that some change is needed to have our city excel again . I would like it to be in a more defined process and one that does not only favour developers . That being said I do not think the developers should be made out as bad guys . They are investors and are looking to see a return on their dollar. It is up to the city to make sure their investments are for the benefit of all involved and encourage them to plan with these communities in mind . There has been some very impressive development in the last couple of years . I hope that sets a standard for this Plan . Neighbourhood history and character must be maintained when looking at these developments . NOT just tall concrete/ brick buildings.

In closing I would like to applaud the city planners and staff who have been working very hard these last several months on this project . Many of them I have come to know by name and have offered up ever answer that I think they could have . I was left with a lot of blank looks and" I will get back to you" comments. I don't think that that is reflective of their professionalism or

knowledge of planning . I see it as they too are not sure how this is going work out . They were all very cooperative and supportive . I would also like to thank Councillor Watts for her responses , concern and advise on this plan . She was more than helpful and informative .

I am very hopeful and know that the HRM are more than capable to turn this plan into something wonderful ! I do realize the urgency . However I do encourage you to slow down the Process.

Regards

Mike Cuvelier

ii. Submission # 2

Mr. Austin French
Manager of Community Development
Halifax Regional Municipality
Dear Mr. French:

This letter is the response of the Heritage Trust of Nova Scotia to the material presented at the first two sets of public meetings on a proposal for a planning strategy for 11 partly commercial areas in the regional centre. The Trust asks staff to make substantial changes to the draft strategy. The Trust also asks staff to hold extensive and genuine public consultations before making any recommendations for changes to the existing strategies.

The Trust asks for the following types of amendments:

1. Changes to protect the registered heritage properties in the areas considered.
2. Changes to protect potential heritage properties in these areas.
3. Changes to protect potential heritage conservation districts.
4. Changes to protect the context of heritage properties and heritage districts.
5. Changes to protect the heritage character of the Regional Centre as a whole.

These changes will be discussed in turn in the rest of this letter.

Changes to protect the registered heritage properties

We recommend that registered heritage buildings and potential heritage buildings be considered specially. If the zoning is changed to allow more intensive use, there is a risk that the land will be worth more for redevelopment than it is in its present use. Increases in heights or densities allowed would provide an incentive for someone to buy a registered heritage building,

wait three years to tear it down, and then replace it by a much larger building. We would not want to see a zoning or height change trigger an application to demolish any of these buildings. The building envelope allowed in the future should be similar to the envelope of the present building. It is notable that on May 10, none of the staff members present were able to answer a simple question: How many registered heritage properties are in the areas affected? Clearly staff has not given sufficient consideration to this issue. Here are ten registered heritage buildings included and our recommendations for each:

1. Cornwallis Street Baptist Church, 5457 Cornwallis Street: The current zone is C2 with a 50-foot limit. The draft proposal was mixed use with a 118-foot limit. This would create an incentive to demolish the Church. The Trust proposes that the height limit remain at 50 feet.

2. The provincially registered Hunter Forbes House, 2031 Creighton Street: This one-and-a-half-storey Georgian house is zoned R2 and has a 35-foot height limit. This site was not included at the April public information meeting, but had been added at the May meeting. Staff proposed a mixed use zone with a 72-foot height. The Trust requests that this area be taken back out of the area under consideration. The zoning should remain R2 and the height should remain 35 feet.

3. Early Victorian Streetscape, 1478, 1480, 1484 and 1488-94 Carlton Street and 5950 Spring Garden Road: These five houses are now zoned R2 with a 35-foot height limit. The April 30 proposal would zone the western parts of these properties as mixed-use, with a height limit of 64 m (210 ft). 5950 Spring Garden is a very important heritage building, two-and-a-half storeys high, with a hipped roof and box dormer. It may be the earliest building in this area.

The yards and ells are integral and important parts of the other properties, and should retain their current zoning and height limits. The western parts of these properties should be taken out of the area under consideration, as they were at the first public meeting. The 35-foot height limit should be retained.

4. William Barnstead House, 5945 Spring Garden Road: This two-storey house with a mansard roof is zoned R3. It is part of an attractive Victorian enclave at the northwest corner of

Spring Garden and Carlton. The Trust recommends that the R2 zoning and 35-foot height limit of the properties to the north along Carlton Street be extended south to this property, in order to protect it.

5. Garden Crest Apartments, 1544 Summer Street: This property is now subject to a development agreement, which protects the front façade and the form of this building. The property is already very densely developed. At the April 30 meeting, a proposed height of 71 m (233 feet) was shown. This change would put the Garden Crest at risk. Buildings of this height would cast longer shadows on the Public Gardens. This property should remain under the control of the present development agreement. The eastern part of the Summer, Spring Garden, Carlton, Camp Hill block should be taken out of the area under consideration.

6. Gold Cure Institute Building, 5969 College Street: This property is now zoned R3 with a 50-foot height limit. The existing building covers much of the lot. No change was proposed at the first public meeting, but, at the second meeting, the height was proposed to be increased to 18.5 m (60.7 ft). This property and its neighbours near the corner of College and Robie should be taken out of the area under consideration. The 50-foot height limit should remain in place.

7. The Forum, 2901 Windsor Street: This brick arena has a height of about 15 m. A height limit of 29 m was shown at the second public meeting. The Trust asks that the height limit be set at 15 m.

Changes to protect potential heritage properties

There are many buildings in the Regional Centre that deserve to be protected under the Heritage Property Act, but that have not yet been protected. Often their only protection has been the limits in the Land Use By-law. These buildings could be placed at risk if the height and

density rules are changed to allow larger buildings. Buildings might be demolished before there

is a chance to research their history and consider them for registration. Here is a partial list:

1. The Old Mill Tavern, 200 Wyse Road. This building was constructed in 1869 by the Stairs

family as the Dartmouth Ropeworks. This was one of the largest industrial complexes in the

Maritimes, and supplied one-third of the Canadian market for binder twine. It continued in

business until 1958. The height limit proposed in the second information meeting was 36 m.

A height similar to the height of the existing building would better protect this building.

2. 2500 Creighton Street: A sister non-profit has made a substantial down payment on this lot

as a future home of the Charles Morris building. This building was constructed in 1764 at the corner of Morris and Hollis Streets. It is the fourth oldest building in Halifax, and is owned by the Heritage Trust. We engaged in an extensive search for a future site for the building, and were attracted to this site because of its R2 zoning and the 35-foot height limit, which is similar to the height of our building. We were also attracted because of the presence of a series of compatible, Georgian cottages next door. We intend to seek municipal and provincial registration as soon as the building is moved. The proposal presented on May 10 would increase the height limit to 72 feet. We request that the R2 zoning and 35-foot height limit be retained.

3. 2474, 2476, 2494, and 2496 Creighton Street: These Georgian cottages, on the west side of

Creighton Street, from Charles to Buddy Daye would make suitable neighbours for the Morris Office, and attracted us to this site. 2476 is a double house, with two gable dormers

inset into the roof line. The other three are one-and-a-half storey cottages with dormer windows. The present zoning is R2, with a 35-foot height limit. This zoning was requested in

the Peninsula North planning exercise. The May 10 proposal would increase the height limit

to 72 feet and allow any residential use. This height would interfere with our hope to use solar heating for the extension of the Morris Building. We request that the zoning remain R2

with a 35-foot height limit.

4. 2390 Creighton Street: This two-storey house has a cut away corner at the intersection with Buddy Day Street, probably originally for a shop entrance. Over this corner is a box bay window. Dentil trim adorns the roofline. The R2 zoning and 35-foot height limit should be retained.
5. 2365 Creighton Street: This two-storey, three-bay wide house has a transom over the door and dentils. The May 10 proposal would change the 35-foot height limit to 60.7 feet. The existing height limit and R2 zoning should be retained.
6. 2355 Creighton Street: This one-and-a-half-storey, three-bay house has an oriel or Scottish dormer. The May 10 proposal would change the 35-foot height limit to 60.7 feet. The existing height limit and R2 zoning should be retained.
7. 2331 Creighton Street: This two-storey house has a mansard roof, with dentils along the cornice and pilasters at the corners. The dormer windows have an unusual round--arched roof-line. The May 10 proposal would change the 35-foot height limit to 60.7 feet. The existing height limit and R2 zoning should be retained.
8. 2313 to 2327 Creighton Street: These two two-storey terrace houses have a total of seven units, with transoms over the doors. The May 10 proposal would change the 35-foot height limit to 60.7 feet. The existing height limit and R2 zoning should be retained.
9. 2307 Creighton Street/5531 Cunard Street: This striking corner house has a wrap-around mansard roof. The May 10 proposal would change the 35-foot height limit to 72 feet. The existing height limit and R2 zoning should be retained.
10. 5534 and 5536 Cornwallis Street: This semi-detached, two-and-a-half-storey house has two oriel dormers. There is a corner cut for an entrance on the ground floor. The May 10 proposal would change the 35-foot height limit to 72 feet. The existing height limit and R2 zoning should be retained.
11. 2099 and 2101 Creighton Street: This attractive, two-storey, semi-detached house has

projecting doors and bay windows at either end. The May 10 proposal would change the 35-

foot height limit to 72 feet. The existing height limit and R2 zoning should be retained.

12. 5539 Falkland Street: This one-and-a-half-storey corner house has a corner cut. The May 10

proposal would change the 35-foot height limit to 72 feet. The existing height limit and R2

zoning should be retained.

13. 5531 Falkland Street: This two-storey house has sidelights and a transom around the entrance, pilasters and a brick side wall. The May 10 proposal would change the 35-foot height limit to 72 feet. The existing height limit and R2 zoning should be retained.

14. 5529 Falkland Street: This one-and-a-half-storey house has a Scottish dormer, three bays,

and a double door with sidelights and a transom. The May 10 proposal would change the

35-foot height limit to 72 feet. The existing height limit and R2 zoning should be retained.

15. 5525 Falkland Street: This one-and-a-half-storey cottage is four bays wide and has two

dormers and a double door. The May 10 proposal would change the 35-foot height limit to

72 feet. The existing height limit and R2 zoning should be retained.

16. 5516 Falkland Street: This one-and-a-half-storey cottage is three bays wide and has two

dormers. The May 10 proposal would change the 35-foot height limit to 72 feet. The existing height limit and R2 zoning should be retained.

17. 5522 Falkland Street: This two-storey cottage is three bays wide and has a double door with

sidelights and an unusual twelve-paned transom. The May 10 proposal would change the

35-foot height limit to 72 feet. The existing height limit and R2 zoning should be retained.

18. 5526 Falkland Street: This one-and-a-half-storey cottage is three bays wide and has a dormers and a double door. The May 10 proposal would change the 35-foot height limit to

72 feet. The existing height limit and R2 zoning should be retained.

19. 2053 Creighton Street: This two-storey corner cottage has an unusual trapezoid shape to

match the angle of the streets. The May 10 proposal would change the 35-foot height limit

to 72 feet. The existing height limit and R2 zoning should be retained.

20. 2051 Creighton Street: This two-storey home has attractive dentil trim. The May 10 proposal would change the 35-foot height limit to 72 feet. The existing height limit and R2

zoning should be retained.

21. 2041 Creighton Street: This one-and-a-half-storey cottage has three bays and a dormer

window. The May 10 proposal would change the 35-foot height limit to 72 feet. The existing

height limit and R2 zoning should be retained.

22. 2039 Creighton Street: This two-and-a-half-storey home has a mansard roof, with an arch

over the windows, dentil trim, and double doors with a transom. The May 10 proposal would change the 35-foot height limit to 72 feet. The existing height limit and R2 zoning should be retained.

23. 2013 Creighton Street: This two-and-a-half-storey home is three bays wide and has two

dormers. The May 10 proposal would change the 35-foot height limit to 72 feet. The existing height limit and R2 zoning should be retained.

24. 5539 Cogswell Street: This two-and-a-half-storey home has Scottish dormers. The May 10

proposal would change the 35-foot height limit to 72 feet. The existing height limit and R2

zoning should be retained.

25. 2224 Maitland Street: This tiny cottage has a salt-box roofline and a dormer window. The

present height limit is 40 feet. The May 10 proposal would change this to 118 feet. The existing height limit should be retained.

26. 2177-2179 Gottingen Street: The Georgian home of the Ark has brick nogging between the

posts, the same construction technique as used in St. Paul's Church and the Morris Building.

It has a hipped roof and dormer windows. This may be one of Halifax' oldest buildings. The

present height limit is 50 feet. The May 10 proposal would change this to 118 feet. The existing height limit should be retained.

27. 2136 Gottingen Street: Hal Forbes' woodworking shop is extensively decorated with gingerbread. This has a 50-foot height limit, which should be retained or decreased and should not be increased to 95 feet.
28. 2391 to 2395 Agricola Street: This symmetrical home above a shop has gingerbread trim and pilasters. This has a 50-foot height limit, which should be retained or decreased and should not be increased to 95 feet.
29. 2399 Agricola Street: This two-storey home has pilasters, a porch with a transom and bay window above. This has a 50-foot height limit, which should be retained or decreased and should not be increased to 95 feet.
30. 2425 Agricola Street: This narrow two-storey home is only two bays wide. It has pilasters, a transom and sidelights. This has a 50-foot height limit, which should be retained or decreased and should not be increased to 95 feet.
31. 2427 and 2429 Agricola Street: This semi-detached, two-storey home has double doors with transoms. This has a 50-foot height limit, which should be retained or decreased and should not be increased to 95 feet.
32. 2433 Agricola Street: This two-and-a-half-storey home has a mansard roof. This has a 50-foot height limit, which should be retained or decreased and should not be increased to 95 feet.
33. 2457 and 2459 Agricola Street: This two-storey semi-detached dwelling has pilasters, dentils and transoms. This has a 50-foot height limit, which should be retained or decreased and should not be increased to 95 feet.
34. 2626 Agricola Street: This two-storey building has turrets and bay windows. It is now controlled only by the step back provisions of the C2 zone. The May 9 proposal would place a 72-foot height limit on the property. A lower height limit would be desirable.
35. Bloomfield School, Agricola Street: The two older schools on this site have heritage value and should be considered for registration. The proposed height limit of 36 m should be lowered to about 15 m.

36. 5963 College Street: A two-and-a-half-storey dwelling with a gable end and gingerbread trim. This now has a 50-foot height limit, which should not be increased to 60.7 feet. The present height limit should be retained.
37. 5977 College Street: An early, three-storey apartment building from World War I, which appears in television advertisements. This now has a 50-foot height limit, which should not be increased to 60.7 feet. The present height limit should be retained.
38. 5993 College Street: A two-storey corner dwelling has verandahs and gingerbread. This now has a 50-foot height limit, which should not be increased to 60.7 feet. The present height limit should be retained.
39. 1377 Robie Street: A two-and-a-half-storey dwelling has bay windows and interesting shingle patterns. This now has a 50-foot height limit, which should not be increased to 60.7 feet. The present height limit should be retained.
40. 1403 Robie Street: A three-storey Edwardian apartment building, Coburg Apartments, with classical pediments and pilasters. This now has a 35-foot height limit, which should not be increased to 210 feet. The present height limit should be retained.
41. 5980 Spring Garden Road: A two-storey shop with projecting box bay windows. This now has a 35-foot height limit, which should not be increased to 210 feet. The present height limit should be retained.
42. 5960-66 Spring Garden Road: A two-and-a-half-storey apartment with a projecting central section, dentils and ear mouldings. This now has a 35-foot height limit, which should not be increased to 233 feet. The present height limit should be retained.
43. 5954 Spring Garden Road: An attractive two-and-a-half-storey dwelling with Scottish dormers. A classic "Halifax house". This now has a 35-foot height limit, which should not be increased to 210 feet. The present height limit should be retained.
44. 1538 Carlton Street: A two-storey house with a bay window and turret, a Mansard roof,

dentils, a projecting entrance with transom and sidelights. The property is zoned R2 with a

35-foot height limit. The proposed height limit of 233 feet would be an incentive to demolish this building. The 35-foot height limit should be retained.

45. 1540 Carlton Street: A two-storey house with a bay window and transom. The property is

zoned R2 with a 35-foot height limit. The proposed height limit of 233 feet would be an incentive to demolish this building. The 35-foot height limit should be retained

46. 5953 Spring Garden Road: A spectacular two-and-a-half-storey corner house with two

turrets and multiple bay windows. The proposed height limit of 233 feet would be an incentive to demolish this building. The 35-foot height limit of the properties to the north

should be extended to this property.

47. 6079 and 6081 Pepperell Street: A two-and-a-half-storey house with dormers at the front

and side, with a closed in verandah and six-over-one windows. The property is zoned R2 with a 35-foot height limit. The 35-foot height limit should be retained.

48. 6143 Pepperell Street: An attractive house with a bay window, a front porch and dentil trim.

The property is zoned R2 with a 35-foot height limit. The 35-foot height limit should be retained.

Changes to protect potential heritage conservation districts

The buildings on the east side of Creighton Street south of Buddy Daye Street and on both sides of Falkland Street should be part of the Citadel North conservation district that the

Trust proposed to Council a decade ago. The present height limits and R2 zoning should be

retained.

The buildings on the west side of Creighton Street between Buddy Daye Street and Charles Street, as well as Victoria Hall, should be part of the Bloomfield conservation district

that we proposed to Council a decade ago. The present 35-foot height limits and R2 zoning

should be retained.

The consultants on HRMbyDesign, phase 1, recommended that the Vernon-Jubilee area be considered as a potential heritage conservation district. This area includes the north side of

Pepperell Street, which is part of the Peninsula Centre Planning Strategy. This area should retain its present zoning and height limits. It should be removed from the Quinpool Road area.

HRMbyDesign, phase 1, also recommended that the Riding Ground, north of Quinpool Road, be considered as a heritage conservation district. The south side of Yale Street is an

integral part of this district, and is part of the Peninsula North Planning Strategy. This area

should be excluded from the Quinpool Road commercial area and should retain its R2 zoning and 35-foot height limit.

The buildings in the block bounded by Carlton, Spring Garden, Robie and College Streets should be considered as a potential conservation district or part of a conservation district. As

was seen above, most of these buildings are registered or merit individual registration.

The

height limits should be maintained at the present values.

The two sides of Agricola Street should be considered as a potential heritage conservation

district. The present height limits should be retained.

These areas are now providing affordable housing and they also provide good continuity with

the adjacent residential neighbourhoods. In some cases the owners requested the present

zoning. If there is a change in zoning, there is a risk that the affordable housing will be torn

down and replaced by a vacant lot or by commercial space, or by expensive housing. As we

noted, the most affordable housing is the housing that already exists. New affordable housing

now being constructed is in the two- to four-storey range. We believe that it is mathematically

impossible to provide affordable housing in a new high rise.

Changes to protect the context of heritage properties and heritage districts

The proposed changes would also allow someone to buy a property next to a heritage

building and build a much taller building, ruining the context of the heritage building, and ruining the enjoyment of the heritage property owner.

The Trust recommends that properties adjacent to registered heritage properties or potential heritage properties have rules that are compatible with the heritage properties.

These

heritage buildings have been scored on their architectural merit. Basing new design on these

excellent examples will assist in providing a sense of continuity. It will provide a harmonious

character for each area, which will contribute to the image and identity of the area. Some adjacent heritage properties, as well as those listed above, are the 12 Apostles,

(Churchfield

Barracks) 2046-2068 Brunswick Street; 5415-5425 Portland Place (Walden Square);

Maitland

Terrace, 2085-2093 Maitland Street; St. George's Church and Hall, 2222 Brunswick Street;

Victoria Hall; the east and west Carlton Streetscapes, between College and Spring

Garden, and

the Public Gardens.

a. Street wall setback and height should be consistent with adjacent heritage buildings.

b. Side and rear wall heights should be consistent with adjacent heritage buildings.

c. Angle planes should be consistent with heritage buildings. All four sides of the building

envelope should be considered in a three-dimensional approach. Access to sunlight for solar

heating is essential.

d. Height limits must be sensible. Remember the height limit on the Brickyard site, set relative

to the cupola of St. George's Church. The same three-and-a-half-storey height limit should

apply to the block bounded by Cornwallis, Maitland, Prince William and Gottingen Streets

as now applies to the Brickyard site. The same logic applies. St. George's Church is a piece of

architecture of international significance.

e. It would not be fair to the owners of heritage buildings, for example on Carlton Street, if an

18-storey high rise is allowed to be constructed at their backyard fence.

f. The street wall height is very important in determining the compatibility of various buildings

in a streetscape. It would be better to use wording parallel to the wording of Land Use Bylaw

provision 43G in point 9 below. Where there is a registered heritage building, this should set the standard for other buildings on the block.

g. Minimum Street Wall Height: It would be better to base this on existing buildings in the

same block. The registered heritage properties at the corner of Spring Garden Road and Carlton Street would not comply with this rule.

h. The small setback and great height of proposed towers would contribute to a canyon effect. It would be better to use the setback provisions from the downtown portion of Spring

Garden Road.

i. Side Walls and Side Setbacks: Where an existing building also abuts a side lot line, the maximum sidewall height of a new building should be the height of this abutting building.

This would be consistent with the snow load provisions of the National Building Code.

j. Side setbacks should ensure that sunlight is able to reach buildings to the north, east and

west. A 45-degree angle should apply. Applying the angular planes only to the back of a building is a two-dimensional approach. A three-dimensional approach would be better.

The sun angle is 45 degrees at midday on the spring and fall equinoxes in Halifax; this may

be the origin for the 45 degree angle. However, at the winter solstice, when the warming rays of the sun are most needed, the sun in Halifax does not exceed an angle of 22 degrees

above the horizon. HRM should consider a lower angle where there is a property to the north, west or east of the subject property. This would protect the neighbour's access to sunlight.

k. The SW corner of Falkland and Gottingen is now a small landscaped park and a business in a former home. The May 10 proposal is 118 feet right next to the Georgian cottages on Falkland Street. The present park should be retained and the height limit on the

abutting property should remain as 50 feet.

l. The rest of the west side of Gottingen, from Falkland to Cogswell: Now the Salvation Army and an office building, zoned C2 with a 50-foot limit. The May 10 proposal would increase the height to 210 feet, right behind the Forbes House. The height limit should

remain 50 feet.

m. The west side of Maitland, from Cornwallis to Portland Place. Now used for parking, this is zoned R3 with a 40-foot limit. The proposal is residential with a 118-foot limit. This would be across the street from the Georgian office building, Maitland Terrace, a registered

heritage property. The existing height limit should be retained.

n. 5426 Portland Place: This arena converted to office space is zoned C2 and the height is limited to about 65 feet by a viewplane. The May 10 proposal was 72 feet. This is across from Walden Square and right behind the 12 Apostles. Both of these are registered heritage

properties. There should be stepback provisions to ensure that light reaches the rear of the

12 Apostles.

o. NW corner of Cogswell and Brunswick: This is the former Trinity Church, turned into a parking lot by Templeton Properties. This is zoned C2. The height on most of the property is

limited by a viewplane. The SE corner of the lot is outside the viewplane, so height would depend on the present stepback rules, and would take some time to calculate. Staff proposes mixed use and 256 feet. This would be a very strange looking building, and would

dominate the 12 Apostles. The height on the whole property should be about 72 feet.

p. Building line: The proposal is that there be a distance of 4.5 m (15 ft) from the curb to the

front of each building. On Gottingen Street, buildings are now set back only 3.7 m from the

curb. To require an increased setback for new buildings on Gottingen or Agricola Streets would be a mistake. The fairly consistent streetwall of today would be replaced by a higgledy-piggledy juxtaposition of new and old setbacks, which would be less attractive.

Since the project wants to "protect the unique characteristics" of these areas, it would make more sense to base the proposed building line on the existing building lines. Here is a

statement from the present Land Use By-law that could be adapted: "43G(1) For any R-1 or

R-2 use constructed after 14 October 1982 in the "Peninsula Centre", "South End", or "Peninsula North Areas", the minimum front yard shall be the front yard of the majority of

residential buildings fronting on the same side of the same block in which the building is to

be constructed. For the purposes of measuring, existing front yard dimensions shall be rounded to the nearest foot."This statement should be adopted in all areas.

Changes to protect the heritage character of the Regional Centre as a whole.

One of the weaknesses of the proposed approach is that it intends to promote affordable housing, but in fact would give incentives to destroy affordable housing and replace it by new, higher-cost housing. Many of the heritage buildings are used for housing, and their neighbours are too.

The west side of Gottingen from Cunard to Falkland has some new construction and renovations under the current C2 zone with a 50-foot height limit. The May 10 proposal was a 95-foot height limit. This would be too high for the heritage area on Creighton Street. The NE corner of Gottingen and Cogswell, including Staples and the Propeller Brewery, is now zoned C2 with a 50-foot height limit. This height limit should be retained, or perhaps increased to 72 feet, but not to 233 feet.

The owners of the houses at the corner of Agricola and Roberts Streets requested that these Georgian-style buildings be zoned R2 with a 35-foot height limit in the Peninsula North planning exercise. This zone and height limit should be retained.

The current neighbourhood plans and land use by-laws on the Peninsula and in Dartmouth should not be replaced. Instead, any new plan should be in addition to these plans,

in the same way that the Regional Plan is in addition to the neighbourhood plans.

The neighbourhoods in peninsular Halifax and Dartmouth are varied. Neighbourhoods were built at different times, with different lot sizes, building heights and setbacks. Over the

years between 1978 and 2000, neighbourhood plans were developed to recognize, celebrate

and protect those differences. People worked long and hard to prepare the neighbourhood

plans we have today. There are good reasons for all the clauses in those plans. We should not

throw that away. We should not throw out the baby with the bath water. We need to build on

what we have, not start from scratch.

We recommend that there be a realistic assessment of demand over the time frame intended for the design rules to hold. This should include residential demand and retail demand. We recommend that this be compared to a calculation of the capacity of the envelopes proposed by staff. There is a lot of vacant or underutilized land in the core. The proposal needs to consider what makes commercial streets successful: preventing street blight, access, safety, doors and windows on the street, customer parking at the rear at grade.

New building envelopes need to be well thought out, well justified and consistent in order to command respect and be durable. The proposed rules appear to allow high rises with no set of rules for places where they might be located. Staff should have a clear set of rules for refusing high rises where they are not appropriate, for example near heritage buildings. Staff

should not be misled by claims that extra height is needed to make a project viable.

Most new

construction in the areas considered is low and medium rise. Land costs are a small fraction of the cost of development in these areas.

The process for considering the amendments should be improved. Written material should be sent to residents in advance. The staff presentation should be short and stick to a factual description of the new proposal and the existing rules. More than two nights of meetings are needed for each area. Detailed area planning committees should be set up. The

present detailed area plans were set after intensive public consultation, and should be given greater weight and respect.

This procedure for reviewing the proposed plan is greatly inferior to that used in developing the present neighbourhood plans. Then proposals were distributed to the neighbours in advance of each meeting, so people could read them and come with questions

and comments. Staff presentations were shorter and to the point. Citizens were allowed more

time to comment. Some came with briefs they read with a number of concerns. There was back

and forth about contentious issues and in some cases a consensus was reached. Most of the time was allotted to the public and everyone heard what everyone else had to say. The public meeting was held by a Planning Advisory Committee, which then considered what everyone had to say and asked staff to make changes.

The east side of Maynard Street, from Charles to Buddy Daye is now zoned C2 with a 50-foot height limit. C2 allows residential and commercial, and both types of use are present here. The May 10 proposal is that it be residential, with a 72-foot height limit. The extra height would limit our ability to use solar heating for the Morris building and extension.

Generally, the 50-foot height limit on commercial areas of Agricola Street should be retained to keep the charm of this street.

At the SW corner of Maynard and North, there are small houses now zoned R2 with a 35-foot height limit. This limit should be retained.

The core is not a distinct entity. It is obviously two separate geographic pieces of similar size (Peninsula, and Dartmouth within the Circumferential). The two main regional retail centres are large mall clusters at the opposite edges of the 'core'. The residential areas do not share cohesive characteristics. The downtown is eccentric - it is hard to get to from the Dartmouth side (unless you have a short walk to the ferry).

The core corridors are the subject of the current design effort. But what are they?

Most are 'heritage routes' they are the main cross town or radial routes established in the first motorised transport era. Let's compare some:

i) Gottigen and Agricola have narrow lots, fronted by low wooden buildings. They can be entry area for businesses that have modest space needs and rely on low overheads. They also cater to the local area.

ii) Spring Garden at Robie is essentially a niche cafe/service area that draws foot traffic from the university/hospital zone.

iii) Pleasant street is a failed urban strip mall environment.

iv) The Forum and Young Street is a cluster of community event spaces and a mix of strip malls and single storey street front businesses on a through corridor.

v) Quinpool is a major radial traffic corridor with a mix of retail (mall, specialist, ethnic cafes etc). It is commercially successful and transitioning to a student retail and entertainment strip.

They do not share much in common - so does a common 'design process' make sense? What are the conditions for this to happen? The most obvious is sufficient demand. It must be

more profitable to build to the design envelope in a reasonable period of time than to stay with

the status quo or do any other allowed development. The design envelope must be perceived

as lasting - not obvious in a document embedded in a process that specifically caters to periodic

reflection and revision.

How much evidence has been presented that there is the necessary commercial frontage demand? Indeed is there any realistic assessment of demand over the time frame intended for

the design rules to hold?

We ask you to consider these matters before the next draft is presented.

Sincerely,

Phil Pacey

Chair HRM Committee

Heritage Trust

6269 Yukon Street

Halifax, B3L 1E9

422 8814

iii. **Submission # 3**



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Call Before You Dig
1-866-313-3030

May 15, 2012

Halifax Regional Municipality
Regional Planning Office
2nd Floor – 40 Alderney Drive
P.O. Box 1749, Halifax, NS
B3J 3A5

Re: Regional Plan 5 Year Review (RP+5)

To Plan HRM,

As the Regional Plan Vision Statement indicates, the goal is to *maintain and enhance our quality of life by fostering the growth of healthy and vibrant communities, a strong and diverse economy, and sustainable environment.*

Heritage Gas Limited ("Heritage Gas") has an important role to play in contributing to the creation of a dense, livable and prosperous Regional Centre that will spur economic and environmental benefits across the entire Halifax Regional Municipality ("HRM").

The economic and environmental benefits of natural gas contribute to HRM's objective of being competitive and sustainable. Access to natural gas contributes to the high quality development of communities as and attracts businesses to the Regional Centre. Successful businesses and lively communities lead to a more vibrant, sustainable, high quality and complete Regional Centre; one that fosters growth, change and improvement.

Since its inception in 2003, Heritage Gas has made it possible for its customers to save between 20% and 70% on their fuel bills compared to Nova Scotians using oil, propane or electricity. In 2011 alone, Heritage Gas customers cumulatively saved close to \$70 million in energy costs. Despite volatility in the cost of all fuels, the natural gas price advantage over alternative fuels is expected to continue as oil and solid fuels will likely face increased costs due to world market price volatility and the associated higher costs of their larger carbon footprints. Heritage Gas has built infrastructure and provides service to homes and businesses in HRM. However, there is potential to do more.

In support of HRM's RP+5 Themes, increased access to natural gas can contribute in the following ways:

HRM is sustainable!

- With an increased focus on optimizing the environmental, economic, social and cultural sustainability of the Regional Centre's future growth and development, natural gas plays a vital role in helping HRM achieve the goals outlined under this theme. As a low-cost fuel source, the most environmentally-friendly of all fossil fuels and widespread availability in HRM, natural gas contributes by providing an affordable source of energy, not only to households, but businesses in HRM. This makes housing more affordable and businesses more competitive, resulting in growth of the Regional Centre's commercial areas.

HRM is vibrant!

- With the Regional Centre's established and paid-for infrastructure and services, there is further potential for new residential and commercial growth areas. Due to its low cost, natural gas provides an incentive for businesses to operate in the Regional Centre. Natural gas also attracts more homeowners to the

Regional Centre due to its affordability and the fact that it significantly reduces harmful greenhouse gas (“GHG”) emissions, thus improving air quality and the respiratory health for all of HRM’s citizens.

HRM is livable!

- In order to attract development to the Regional Centre and achieve urban growth targets, natural gas provides neighborhoods and communities with an economical fuel choice while also eliminating harmful air contaminants such as sulfur dioxide (SO₂) and nitrogen oxides (NO_x), and significantly decreasing carbon dioxide (CO₂) emissions. Making natural gas an integral part of community design standards will contribute to the beautification of HRM’s communities through the elimination of propane and oil tanks. Including such design features into new communities will contribute to a lively collection of shops, stores, offices, restaurants.

HRM is mobile!

- With the price of natural gas forecast to remain competitive for the foreseeable future, the use of natural gas as a transportation fuel has been garnering well-deserved attention. One way to take advantage of this low-cost commodity is to utilize compressed natural gas for vehicles (“NGV”) – namely large, return-to-base transit fleets such as Metro Transit buses and refuse collection fleets. HRM can play a leadership role and seize the opportunity to immediately phase in new NGV buses to their existing fleet. Making the switch will reduce HRM’s operating costs to run and maintain its own bus fleet while significantly decreasing GHG emissions by burning an environmentally cleaner source of fuel compared to diesel. HRM should also mandate that waste collection agencies and other fleets under the scope of HRM to utilize NGV as a fuel source. Having other fleets such as waste trucks make the switch will reduce the overall cost of these services to the HRM.

HRM is prosperous!

- By having a coordinated and integrated approach towards achieving sustainable and balanced growth that will preserve the environment and contribute to vibrant and healthy communities, HRM will be ready to seize the opportunities that will ensure prosperity for the region and its citizens. An example of how HRM is already prospering can be seen by analyzing the economic and environmental savings HRM has realized by converting its own existing buildings to natural gas (Attachments 1 & 2). As of October 2011, cumulative economic savings by converting 25 HRM buildings from oil to natural gas were just under \$3.5 million while environmental savings were just less than 9,000 tonnes of GHG emissions. There is potential for more of this through conversion of other HRM-managed facilities.

Present Challenges and Opportunities

There are a number of challenges and opportunities for the growth of the natural gas distribution network within the region. With resolution and advancements in these areas, we could increase the ability of HRM to capitalize on the benefits of having natural gas available to more consumers and having more customers using natural gas as their preferred energy option.

The following is a summary of a number of issues and opportunities that have been discussed with HRM:

- Permitting Fees
- Permitting Process
- Pavement Impact Charge
- HRM Development
- HRM by Design
- Natural Gas for Vehicles
- Natural Gas for HRM Properties

Permitting Fees

As part of our Municipal Operating Access Agreement ("MOAA"), HRM agreed to replace the "cost plus" model of permit fee reimbursement from the previous MOAA agreement, which specified reimbursement of all HRM costs incurred, by a fixed fee model with values tiered according to the complexity of the project. The principles invoked by HRM are "cost-recovery" and "non-subsidization". HRM has agreed in principle that new subdivisions would be exempt and "bundled" services would receive only one permit. The all-inclusive set fees are:

- Service line permit fee: \$200 per permit
- Main permit fee: \$700 per permit
- Special projects: Cost plus reimbursement

At the time of the last MOAA renewal in 2010, Heritage Gas estimated that the HRM fee proposal would result in permitting cost reductions of approximately 5-10%. However, the application of this new approach has been less effective in reducing the cost of serving new customers than expected. This is because some projects follow the new model while others use the old approach. We look forward to working with HRM to implement an improved system of permitting fees for 2012 and beyond.

Permitting Process

There are a number of issues affect the permitting process, which limit our ability to provide gas service to more homes and businesses in HRM:

- At the start of each year, Heritage Gas strives to obtain from HRM a 'bank' of permits issued in advance of the limited construction season. HRM does not actually issue permits until shortly before May 1st. This can delay the start to our construction, and can result in customers not getting gas service.
- Over the course of the construction season, it is not infrequent for permits to be issued on a 'just-in-time' basis. This was a key factor affecting our Bedford expansion. Not receiving permits with sufficient lead-time adds to the cost of service and constrains economic growth.
- Permits are occasionally issued by HRM with expiry dates that limit Heritage Gas' flexibility to schedule work efficiently, adding to cost and creating service delays.
- Service line permits cannot be applied for until such time that pipeline drawings are 100% approved. This creates challenges in terms of aligning our mains and services construction.
- All permits expire at year-end, even for work scheduled for January, often resulting in the need for re-application. This leads to delays and extra costs.

Pavement Impact Charge

In June 2008, HRM Council voted By-law S-308, an amendment to the Streets By-law S-300, which increased the fees all utilities pay for cutting HRM streets. The new fees were renamed Pavement Impact Charge ("PIC"), are on a sliding scale indexed to street pavement quality measured as a function of Surface Distress Index ("SDI"), and are intended to reimburse HRM for the loss of pavement life incurred as a result of utility construction. Since the actual loss of pavement life cannot be directly measured, the fee increase is based on HRM estimates. Heritage Gas estimated that the new By-law resulted in fee increases of approximately 25-30% when it was implemented in 2010.

In addition, in 2010, HRM unilaterally increased the unit rate it charges to calculate the PIC by over 40%. The two increases have combined to nearly double Heritage Gas costs. These cost increases directly impact the ability to get gas to more customers.

The PIC calculations for 2010 construction are as follows:

- Estimated by Heritage Gas (Q1 2010) under the previous system: \$319,000

- Estimated by Heritage Gas (Q1 2010) under the revised system: \$488,000 (53% increase)
- Actual payments: \$530,000 (66% increase)

From 2006 up to and including 2010, Heritage Gas has paid \$1.63 million in PIC to HRM.

Heritage Gas has provided HRM with information and analysis indicating that natural gas lines installed in shallow trenches do not impact pavement quality as much as deep trenches do. Heritage Gas commissioned an extensive study by Trow Associates Inc. of Brampton, Ontario that was forwarded to HRM in July 2010. The Trow report supports reductions to the PIC for “shallow trenches” and states that the lowest quality streets (SDI 6.0 and lower) are not negatively impacted.

HRM staff has stated their willingness to work with Heritage Gas to resolve this issue. Initially, this was to be resolved in 2010 but discussions have been delayed. HRM has expressed their appreciation for the Trow report and are not questioning the professionalism and integrity of our consultant. HRM staff asked for additional clarification, which was answered in July 2010. However, HRM has not committed to any reductions at this time.

HRM Development

Heritage Gas has been working to improve the process of installing natural gas pipelines in new streets as developers expand new subdivisions. While the current version of the “Subdivision By-law” appears to address the inclusion of natural gas effectively, the implementation by HRM staff is not consistent across the city. The consistent enforcement of the Subdivision By-law would facilitate the installation of natural gas pipelines effectively within new streets.

In addition, individual lot development permit approvals would benefit from a greater attention to detail and consultation with the Heritage Gas Engineering staff to ensure that natural gas service can be provided. Ongoing development issues include: legal land easement requirements, encroachment for meter set locations and pipeline extension requirements.

HRM by Design

In June 2009, HRM adopted a downtown Halifax Land Use By-law enacting development rules for construction in downtown Halifax. This By-law is accompanied by a Design Manual. Together, these documents support the design approach in downtown Halifax, referred to as ‘HRM by Design’. HRM by Design intends to articulate an urban design strategy that:

- Establishes a clear and compelling vision for our city’s future;
- Fosters high quality, sustainable development and vibrant public spaces;
- Brings clarity and predictability to development review processes;
- Introduces new design guidelines; and
- Establishes incentives for good design and development.

HRM by Design was first encountered by Heritage Gas by HRM in the fall of 2009 when Heritage Gas attempted to obtain a permit for a service line to 1717 Barrington Street. The new design requirements stated that the natural gas meter cannot be placed on the front of a building without constructing an alcove for the meter. These requirements were provided to the building owner and, in large part due to the delay, uncertainty and cost caused by the new process, the project did not proceed. Under HRM by Design, the building owner must apply for a development permit for any building envelope modifications that includes architectural drawings of an enclosed alcove. This process significantly increases the cost of converting to natural gas and has discouraged customers from proceeding to convert. Heritage Gas has made a significant capital outlay on infrastructure in the area covered by this policy, and is now limited in its ability to serve potential customers. This leaves the potential customer burning a dirtier, higher-cost fuel which has a negative impact on the area covered by HRM by Design in terms of air quality, competitiveness and aesthetics.

Since that time, only two services have been installed in downtown Halifax. Installations of natural gas services where alleyways, driveways, or rear access are not available continue to be a challenge in areas where HRM by Design is applicable.

The rationale put forward by HRM to justify the application of the By-law to the permitting of natural gas facilities is as follows:

- i. No person shall undertake a development without a development permit; and
- ii. No person shall alter a building without complying with the By-law.¹

It is the second of these provisions that is the trigger to a development permit. Natural gas facilities do not require alteration of a building (typically, facilities are mounted on the face of a building) and it is only when HRM by Design rules are applied that buildings need to be altered.

There is currently a review process underway associated with HRM by Design and Heritage Gas has made a written submission to this process (Attachment 3).

Natural Gas for Vehicles

There are significant opportunities to reduce operational costs, contract costs, and improve air quality with the conversion of fleets and procurement of new vehicles to utilize natural gas for vehicles. There are significant cost savings opportunities for Metro Transit, snow removal, garbage collection, HRM fleet vehicles to utilize natural gas versus diesel and other fuels. Heritage Gas is very interested in working with HRM and third party equipment providers to realize this opportunity.

Natural Gas for HRM Properties

HRM and arms-length facilities within HRM are already realizing significant cost savings over other energy sources, as summarized in Attachments 1 and 2. HRM should expedite the conversion of the remaining HRM facilities to realize greater cost savings and to improve air quality through emissions reductions. Where main extensions are required to serve the remaining HRM facilities; there is the additional advantage of extending Heritage Gas infrastructure to new areas. The HRM facilities are the anchor load that makes gas available to more businesses and residential properties along the new main infrastructure.

Conclusions

Heritage Gas is of the view that by ensuring businesses and homeowners access to a cheap and affordable source of energy, HRM can create and promote sustainable development in the Regional Centre. This will complement the Regional Centre Urban Design goal of vibrancy, animation and economic health that continues to be strengthened through the cultivation of a compact, civic-inspired and human-scaled urban fabric of streets, blocks and buildings.

Natural gas has an increasingly important role to play in a sustainable energy future for HRM. Immediate steps such as increasing direct burning of natural gas in space, water and process heating applications in the residential and commercial sectors can significantly cut electricity generation and transmission requirements, improve the overall efficiency of energy use, and significantly reduce GHG emissions.

Natural gas offers HRM and Nova Scotia the opportunity to build an innovative, smart natural gas system that will remain reliable, clean, and efficient for decades to come. We believe that by working together with HRM to

¹ 5(1) No person shall erect, construct, alter, or reconstruct any building or locate or carry on any industry, business, trade, or calling or use any land or building without complying with the provisions of this By-law.

improve access to natural gas infrastructure in the Regional Centre, we can create a win-win for achieving long lasting benefits to the region.

Yours sincerely,

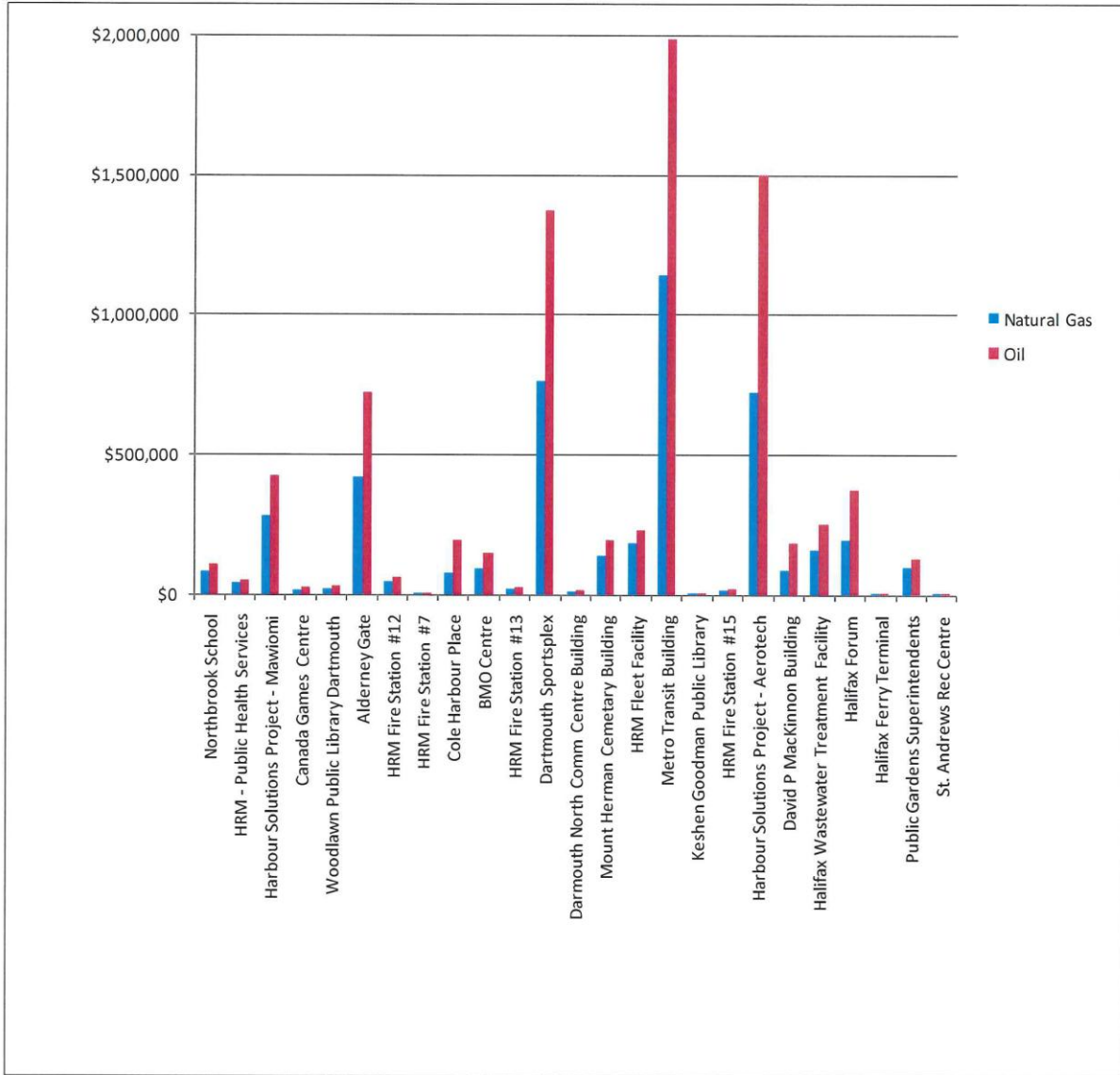
HERITAGE GAS LIMITED



Jim Bracken
President, Heritage Gas Limited

cc: Andy Fillmore, HRM
Julian Boyle, HRM

Attachment 1 – HRM Properties, Savings (as of October 2011)



Attachment 2 – HRM Properties, Economic & Environmental Savings Analysis (as of October 2011)

BUILDING	# MONTHS INSTALLED	SAVINGS	GHG SAVINGS
Northbrook School	55	\$24,633	117
HRM - Public Health Services	44	\$10,764	62
Harbour Solutions Project - Mawiomi	38	\$147,803	500
Canada Games Centre	5	\$11,054	23
Woodlawn Public Library Dartmouth	20	\$8,844	33
Alderney Gate	46	\$302,280	830
HRM Fire Station #12	21	\$20,058	69
HRM Fire Station #7	1	\$1,405	3
Cole Harbour Place	11	\$113,770	188
BMO Centre	12	\$55,136	143
HRM Fire Station #13	23	\$7,429	30
Dartmouth Sportsplex	68	\$607,176	1,540
Darmouth North Comm Centre Building	14	\$6,560	18
Mount Herman Cemetary Building	46	\$56,688	208
HRM Fleet Facility	57	\$45,684	264
Metro Transit Building	66	\$841,738	2,177
Keshen Goodman Public Library	1	\$244	1
HRM Fire Station #15	35	\$4,115	25
Harbour Solutions Project - Aerotech	50	\$780,020	1,530
David P MacKinnon Building	21	\$101,057	197
Halifax Wastewater Treatment Facility	20	\$93,736	266
Halifax Forum	35	\$183,138	427
Halifax Ferry Terminal	5	\$2,361	5
Public Gardens Superintendents	31	\$31,973	151
St. Andrews Rec Centre	8	\$3,414	7
Totals		\$3,461,079	8,814



April 9, 2012

Halifax Regional Municipality
Regional Planning Office
2nd Floor – 40 Alderney Drive
P.O. Box 1749, Halifax, NS
B3J 3A5

Re: HRM by Design – The Centre Plan

To Plan HRM,

The economic and environmental benefits of natural gas allow businesses to remain competitive and sustainable. Access to natural gas attracts businesses and, in some cases, is critical to their choice of location. Successful businesses lead to a more vibrant, sustainable, high quality and complete downtown environment; one that fosters growth, change and improvement.

As the Regional Centre Urban Design Vision Statement indicates, the Regional Centre will build on its distinctions and assets to nurture an urban context that enhances quality of life, enriches urban living and becomes a global destination. More amenable access to natural gas will contribute to achieving this goal as the Regional Centre will be able to attract and retain more businesses, while improving the environment and air quality.

In an effort to create a dense, livable and prosperous Regional Centre that will create economic and environmental benefits across the entire Halifax Regional Municipality ("HRM"), Heritage Gas Limited ("Heritage") would like the following to be considered by Halifax Regional Council for incorporation into a new Regional Centre Municipal Planning Strategy and Land Use By-Law:

Provision of natural gas meters on the front of buildings

There are challenges to natural gas conversions in downtown Halifax when there are no back or side walls of a building available on which to place a natural gas meter. Currently, HRM by Design imposes extra costs and a lengthy, complex approval process for a potential customer of Heritage because of meter placement limitations. When no side or back wall is available for a meter placement, an alcove needs to be constructed and the building owner must apply for a development permit for the alcove.

Heritage is proposing exemptions to By-Law 3.5.1.f – *"locate heating, venting and air conditioning vents away from public streets. Locate utility hook-ups and equipment (i.e. gas meters) away from public streets and to the sides and rear of buildings, or in underground vaults"* – whereby allowing a natural gas meter to be placed on the front of a building, when other meter placement options are not available.

The following outlines why HRM should consider allowing this exemption:

- Counterintuitive to downtown development – By imposing restrictions on allowing businesses to convert to affordable sources of energy, those businesses that prefer a lower cost source of energy will not locate in the downtown core, instead opting for business parks or other areas in HRM where access to natural gas is not cost-prohibitive.

- Aesthetics – There will not be any unsightly oil or propane tanks visible to the public. The size of a natural gas meter is considerably smaller than a conventional oil or propane tank. Also, costly and disruptive oil or propane leaks can be avoided.
- Environment / Air quality – Without affordable access to natural gas, business owners will continue to burn oil or propane – both more harmful to the environment than natural gas due to the release of compounds such as carbon dioxide, sulfur dioxide and nitrogen oxides. By burning natural gas, the air quality in the downtown core will significantly improve through the elimination of sulfur dioxide and emission reductions of other harmful volatile organic compounds.
- Use of underground vaults is not feasible – The wording in the existing By-Law suggests that the visual impact of natural gas meters on buildings could be limited by the use of underground vaulted installations. However, the use of underground vaults for gas metering and regulating equipment is no longer a practice common in the industry, and most other utilities with existing installations of this type have begun removing them in exchange for above ground alternatives. Further, the technical specifications approved by the Nova Scotia Utility and Review Board for Heritage do not allow for vaulted installations.

If the proposed exemption above is not acceptable to Regional Council, Heritage requests the following to be considered when it comes to natural gas meter placements:

- A pre-approved alcove and riser design; and
- A property tax credit by HRM whereby allowing property/business owners to lessen the burden of architectural and building costs.

Another item for consideration:

In looking at other comparable jurisdictions across the country, most notably Vancouver's Gastown, Heritage feels the downtown core in HRM could benefit from beautification in the form of old-fashioned, natural gas street lights. Subtle, unobtrusive touches such as this will contribute to a lively collection of shops, art galleries, antique stores, offices, studios and ethnic restaurants housed in dozens of restored and refurbished heritage buildings. The downtown core would then act as a magnet for the local population as well as thousands of tourists. Heritage is proposing the following:

- Incorporation of vintage, natural gas street lights into downtown design

Above all, Heritage feels that by ensuring business owners have access to cheap and affordable sources of energy, HRM can create and promote sustainable development in the downtown core. This will complement the Regional Centre Urban Design goal of vibrancy, animation and economic health that continues to be strengthened through the cultivation of a compact, civic-inspired and human-scaled urban fabric of streets, blocks and buildings.

Yours sincerely,

HERITAGE GAS LIMITED



Michael Howard
Director of Sales and Marketing

cc: Andy Fillmore, HRM by Design

iv. Submission # 4

WYSE DEVELOPMENT

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Petition initiator: Claire McIlveen, 30 Frances St., Dartmouth, N.S., B3A 3H3, 464-0117, cmcilvern@ns.sympatico.ca, started May 11, 2012.

NAME	CIVIC ADDRESS	SIGNATURE	DATE
Jan Garrison	61 Slayter St	[Signature]	May 13, 2012
4641 80410 Theresa Babbs	65 Slayter Street	[Signature]	13 May 2012
Ken Toohay	178 Victoria	[Signature]	13 May 2012
Doug Gordon	33 Frances St.	[Signature]	13 May 2012
Paul Rome	10 MURRAY	[Signature]	MAY 13
Kelly Kennedy	52 Auburn Drive	[Signature]	May 13/12
Kevin Clarke	22 Graham St	[Signature]	May 13/12
Aleggy Saunders	23 Graham St	[Signature]	
Bob Walker	20 Graham St	[Signature]	
Donell Smith	14 Graham St	[Signature]	May 15
Erica Smith	14 Graham St	[Signature]	May 13/12

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Joel Jernox	12 Graham St	Joel Jernox	May 13
Anja Hubbard	332 Rutland St	Anja Hubbard	May 13
Jon Stone	9 1/2 Graham St.	Jon Stone	May 13
Cindy Campbell	9 1/2 Graham St	Cindy Campbell	May 13 th
Jerry Delaney	7 1/2 Graham St.	Jerry Delaney	May 13/12
Jerry Delaney	2 1/2 Graham St	Jerry Delaney	May 13/12
Kathleen Gentle	5A Graham St	Kathleen Gentle	May 13/12
Shawn Gentle	5A Graham St	Shawn Gentle	" " " "
Steve Finnegan	5 Graham St	Steve Finnegan	May 13
Michelle Cormier	5 Graham St	Michelle Cormier	May 13/12
Paul McDonald	17 Fourth St	Paul McDonald	May 13/12

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
ADA Thompson	12 Frances St	Ada Thompson	May 13/2012
M.J. MacLaughlin	2 EASTBROOK AVE	M.J. MacLaughlin	May 13/2012
R.A. MacLaughlin	2 EASTBROOK AVE	R.A. MacLaughlin	May 13/12
B Noseworthy	4 Eastbrook Ave	Barbara Noseworthy	May 13 th
J.R. Tufts	6 Eastbrook Ave	J.R. Tufts	May 13, 2012
Alexandoc Harper	10 Eastbrook Avenue	Alex Harper	13 May 2012
Trish Wilson	10 EASTBROOK AVE	Trish Wilson	13 May 2012
Caroline Harper	10 Eastbrook Ave.	Caroline Harper	13 May 2012
B. Wiseman	14 Eastbrook Ave	B. Wiseman	May 13/12
Paula Ford	16 Eastbrook Ave	Paula Ford	May 13/12
Jane Jeffrey	16 Eastbrook Ave	Jane Jeffrey	May 13/12

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Ruthann Oliver	18 Eastbrook Ave	Ruthann Oliver	5/13/12
David R. Porter	13 Eastbrook	David R. Porter	13-5-12
SCOTT WHALEN	12 EASTBROOK AVE		13-MAY-12.
Janet Whalen	12 Eastbrook Ave		13-May-12
Tom Beam	5 Eastbrook Ave		14/05/12
Lila Zinck	9 Eastbrook Ave		14/05/12
Scott Crawley	9 Eastbrook Ave.	Scott Crawley	14/05/12
Walter Crawley	9 Eastbrook Ave	Walter Crawley	14/05/12
Angela Crawley	9 Eastbrook Ave		14/05/12
Lauren Crawley	9 Eastbrook Ave		14/05/12

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
A Jefferson	45 ARMISTED LN.	A Jefferson	May 14/12
Pam Naugle	123 Birchill Dr.	Pam Naugle	May 14/12
Kiri Berthel	42 Tenarock Rd	Kiri Berthel	May 14/12
Amber Jennex	731 Waverley Rd	Amber Jennex	May 14/12
Tammy Power	113 Tartan Ave	T Power	May 14/12
W. J. McIlveen	42 COLONY RD.	W. J. McIlveen	May 14/12
Anthony Wier	177 Tottenham Rd	Anthony Wier	May 14/2012
Col Shea	11 SHAWINIGAN RD	Col Shea	14 May 2012
Kelly Milco	147 Woodbury	K Milco	14 May 2012
Joann McPherson	10 Westbrook Ave.	J McPherson	14 May 2012
Amanda Whitman	12 Westbrook Ave.	A Whitman	14 May 2012
Dara Coll	19 Westbrook Ave.	D Coll	14 May 2012
CHRIS KING	19 WESTBROOK AVE	C King	14 MAY 2012
Jennifer Provo	19 Westbrook Ave	J Provo	14 May 2012

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Petition initiator: ^{Doug Gordon 488-6900} ~~Chris McIlveen~~, 30 Frances St., Dartmouth, N.S., B3A 3H3, 464-0117, cmcilveen@ns.sympatico.ca, started May 11, 2012.

NAME	CIVIC ADDRESS	SIGNATURE	DATE
Adam Mitchell	17 Westbrook		05/19/12
Lars Legardren	15 Westbrooke Ave		14/05/12
E.M. Legardren	15 Westbrooke Ave		14/05/12
Michelle McPherson	10 Westbrooke Ave		14/05/12
Kristie Livingstone	3 Westbrooke Ave		14/05/12
Dianna Randall	6 Westbrooke Ave		14/05/12
Kim Jones	22 Chappell St		14/05/12
Illa Buzas	211 Victoria Rd.		14/05/12
C. Norris	7219A Victoria Rd		14/05/12
Andrea Simins	219 Victoria Rd, DART		14/05/12
Laurie Bastarache	221 Victoria Rd		14/05/12

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Viki Samuels	221 Victoria Rd	V. Samuels	May 14/12
Lindsay Roderick	164 Victoria Rd	L. Roderick	May 14/12
Shurriann	17 Highfeald		May 14/12
Sonia Bessett	13 Pinehill Rd	S. Bessett	May 15/12
Duncan Moffat	13 Pinehill Rd.	Duncan Moffat	May 15/12
Sheldon McKie	11 Joseph Young	Sheldon McKie	May 14/12
Emily Maddocks	5 Laurier St.	Emily Maddocks	May 14/12
Patricia	33 Coventry		May 14/12
A. Curry	147 Brook St.	A. Curry	2012/05/15
Hatsie Nichols	11 Hickier Lane	Hatsie Nichols	2012/05/15
Jackie McNeal	93 Hiramdale	Jackie McNeal	12/05/12
Melissa Beaton	215 James St.	Melissa Beaton	12/05/15

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Claudette Singer	381 Singer Rd RR112 Kennetcook Hants Co NS1P0	Claudette Singer	May 19/12
Kim Battist	18 Rising Sun Trail Hammonds Plains, NS. B3Z 1G6	Kim Battist	May 19, 2012
Angela Monahan	5241 South Street Halifax NS	Angela Monahan	May 19/12
Susan Cook	29 Julia Court Hammonds Plains, B3Z 1M5	Susan Cook	May 19/12
Marie Burden	177 Astral Dr.	Marie Burden	May 19, 2012
Linda Bonnell	151 Waterwheel Crescent Middle Sackville B4E 2L5	Linda Bonnell	May 19, 2012
Marlena Pychke			
Anita Stano	White Lake	Anita Stano	May 19/12
Claudia Dost	Dartmouth	Claudia Dost	May 19/12
Carol Anne Andrews	Frances St. Dartmouth	Carol Anne Andrews	May 20/12
Roma McNeil	195 Crow Dr Halifax	Roma McNeil	May 20/12
Austin Tower	Riverview	Austin Tower	May 20th 2012

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Ray Hill	8 MOIRA ST	Ray Hill	20/5/2012
MICHAEL A. HILL	8 MOIRA ST.	Michael Hill	20/5/2012
Colleen Lynch	6 MOIRA ST	Colleen Lynch	May 20/12
George Lynch	6 MOIRA ST	George Lynch	
Kevin Briand	12 SNOWWHITE DR.	K Briand	20/05/12
Jennifer Briand	252 VICTORIA RD	Jennifer Briand	20/05/12
Billy Briand	1 SNOW WHITE DR.	Billy Briand	20/05/12
3170851) DANIELLE GODIN	12 Lantz Towerview court	Danielle Godin	
Michael McKay	5/ Gaston Rd. Apt. 6	Michael McKay	
Joan Bultin	6479 Chebucto Rd	Joan Bultin	
Chastasia Bearhousen	26 Woodland	Chastasia Bearhousen	May 20/12
Shane Perry	92 Brandon Dr	Shane Perry	05/20/12

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Karen Evans	216 VICTORIA RD	Karen Evans	May 21/12
BEU CLARK	5 MOIRA ST	Beu Clark	May 21 2012
WALTER BROWN	9 MOIRA ST.	Walter Brown	
Clarence F. Baker	15 MOIRA ST.	C.F. Baker	
Veronica Baker	302-3083 Olivet St	W Baker	May 21
PHILIP DEEBLE	16 MOIRA ST.	Deeble	May 21/12
Suzaldine Merton	16 Moira St.	Suzaldine Merton	May 21/12
[Signature]	3 MOIRA	[Signature]	May 21/12
Rose Jim Newblife	28 Moira St. Dart.	Adel.	May 21/12
[Signature]	31 Frances St Dart		May 21/12
B. Pattimore	207 Victoria Rd.		May 21/12
B. Pattimore	207 Victoria Rd.		May 21/12

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Claire McIlveen	30 Frances St. Dartmouth N.S.	C. McIlveen	May 11, 2012
Edwin R Head	30 Frances St Dartmouth	E Head	May 11, 2012
Rudolf Austro	28 Frances St	R. Austro	11 May 2012
Sara Harris	28 Frances St	S. Harris	11 May 2012
Stephanie Hickey	8 Myrry St.	Stephanie Hickey	May 11, 2012
S.S. DAVIES	75 BOLAND RD	S.S. DAVIES	11 MAY 2012
NANCY FITZPATRICK	19A Boland Rd	Nancy Fitzpatrick	May 11/12
JOE McERAE	7 BOLAND RD.	J. McErae	May 11/12
ROSALIE DRAKE	5 Boland Rd.	Rosalie Drake	May 11/12
Flannery Head	30 Frances St.	F. Head	May 11,

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
JANE WARMAN	15 FRANCES ST	Jane Warman	May 11 '12
Herbert Warman	15 Frances St	Herbert Warman	May 12, 2012
Shirley Williams	14 Frances St	Shirley Williams	May 2012
Katherine SULLIVAN	9 FRANCES ST.	Katherine Sullivan	May 12/12
GREG SULLIVAN	9 FRANCES ST	Greg Sullivan	"
Raissa Flett	8 Frances	Raissa Flett	May 12/12
Trew Louthers	"	Trew Louthers	May 11/12 arbor-us@ns.sympatico.ca
Robert Jewels	10 Frances	Robert Jewels	12/5/12
Margaret Peew	6 Frances	Margaret Peew	12/5/12
STEVE ROUSELL	1 FRANCES ST	Steve Rousell	12/11/12
Matthew Baker-Mattias	4 FRANCES ST	Matthew Baker-Mattias	12/11/12

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Nina Logan	8 Boland Rd	<i>Nina Logan</i>	May 12, 2012
Ashley Vidito	28 Primrose St	<i>Ashley Vidito</i>	May 12, 2012
Angela Howell	7 Cairn St	<i>Angela Howell</i>	May 12, 2012
- I would prefer no more than 4 stories North of Boland			
Donald Jackson	29 Bruce St	<i>Donald Jackson</i>	May 12 2012
Kevin Bawdett	12 PROJECT STREET	<i>Kevin Bawdett</i>	May 12/2012
Mike Lewis	1 Cairn St	<i>Mike Lewis</i>	May 12 2012
Reg Dowd	27 Primrose Apt 6	<i>Reg Dowd</i>	May 12 2012
Patricia Malpage	Caledonia Road	<i>Patricia Malpage</i>	May 12 2012
Gerry Malpage	' '	<i>Gerry Malpage</i>	May 12 2012
Barrie McKinnon	21 Boland Rd.	<i>Barrie McKinnon</i>	May 12 th 2012

Angela Howell is similar to...

barrie = mackinnon@hotmail.com

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Steve Gray	3 Boland Rd	Steve Gray	May 12/11
Bismarck Gray	3 Boland Rd	Bismarck Gray	May 12/11
Cheryl LeBlanc	25 Keenan St.	Cheryl LeBlanc	May 12/11
Paul Smith	9 Boland Road	Paul Smith	MAY 12/11
Dawn Jaccimore	9 Boland Rd	Dawn Jaccimore	May 12/11
JAYME BERGMAN	15 BOLAND RD	Jayne Bergman	MAY 12/11
Dante Reddick	2 Fundy Ln	Dante Reddick	May 12/12
James Garty	126 Slayter Street	James Garty	May 12/12
Dan Coffin	160 Victoria Rd	Dan Coffin	May 12/12
Betty MacNeil	52 Victoria Rd	Betty MacNeil	May 12/11
Vince Prosper	34 Frances St, DART NS B3A 3H3	Vince Prosper	MAY 12/12

GAILISH@YAHOO.COM
 PENCAT@YAHOO.COM
 clare.dancy@sympatico.ca

WYSE DEVELOPMENT

We, the undersigned, petition the Community Design Advisory Committee of Halifax Regional Municipality as follows:

1. Because of traffic, wind, shade and the proximity to residential areas, we request that the maximum building height under HRM by Design be restricted to eight storeys on either side of Wyse Road from the Dartmouth Sportsplex/Holiday Inn to Boland Road - matching what the municipality is proposing in most of the other five Dartmouth corridors - and to six storeys north of Boland Road.
2. Because the Killam-owned Victoria Gardens on Boland Road was once part of the Dartmouth Common and has provided much-needed green space in our neighbourhood for more than 60 years, and because this area is bounded on about 80 per cent of its borders by residential and housing areas, we request that it be exempted from the Wyse Road corridor area.

Petition initiator: Claire McIlveen, 30 Frances St., Dartmouth, N.S., B3A 3H3, 464-0117, cmcilveen@ns.sympatico.ca, started May 11, 2012.

NAME	CIVIC ADDRESS	SIGNATURE	DATE
ANDREW PARK	35 FRANCES ST.	<i>Andrew Park</i>	13 TH MAY 2012
COLIN WARMAN	6 MURRAY ST.	<i>Colin Warman</i>	13 TH MAY 12
PATRICIA J.W. DAINE	17 BOLAND RD	<i>Patricia Daine</i>	13 May 2012
Michelle Ritchie	19 Boland Rd	<i>Michelle Ritchie</i>	May 13/12
Clement W. Francis	6 Cherry Drive, Dartmouth.	<i>Clement W. Francis</i>	May 13/12
Anita Regan	154 Victoria Rd.	<i>Anita Regan</i>	May 13/2012
Scott Bennett	8 Cherry Drive	<i>Scott Bennett</i>	May 13/12
JAMES BALTUS	52 SLATER	<i>James Baltus</i>	May 13/12
Kirk Ambler	21 Boland Rd	<i>Kirk Ambler</i>	May 13/12

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NAME	CIVIC ADDRESS	SIGNATURE	DATE
Huy Vu	274 Wyse Road	Huy Vu	11.5.2012
GERRY J JOHNSTON	25 FRANCES ST.	Gerry J Johnston	May 12, 2012
Lisa Johnston	17 Westbrook	Lisa Johnston	Apr 12/12
Shawn Jabut	25 Francis St	Shawn Jabut	May 13/12
Billy Z	14 Faulkner St	Billy Z	May 11/12
Shirley Beane	15 Faulkner St		" 14/12
Robert Beaver	15 FAULKNER ST		" 14/12
Norma Kennedy	21 Pelzant St		" "
Rita Moore	15 Pelzant St RM		14/12
Jay Staples	11 Pelzant St.	Jay Staples	JayStaples@hotmail.com 12 May 12
Glynis Muller	11 Pelzant St	Glynis Muller	14/12 glynismullen@yahoo

