

## Attachment 2 Centre Plan Phase 1 - Public Comments from April 2-April 11/12 Meetings

### Question 1 – What makes great streets? Tally of written comments

What makes great streets?	Number of comments
<b>Complete/mixed neighbourhoods</b>	
A lot commercial – small businesses at ground level	1
A lot of pedestrian traffic	1
Activities	1
Activity at street level	1
Art shops, 24 hour activity	1
Bigger businesses don't kill streetscape	1
Businesses that are open	1
Busy, full of people – diverse community, socio-economic	1
Café's, open storefront	1
Commercial bottom residential on top	1
Entertainment complex	1
Ground floor, mixed retail pubs!	1
Live/work in same building do a study	1
Lots of interaction	1
Lots of people watching	1
Mix of independent businesses, food shops, cafes, larger grocery store, shopping, various income level housing	1
Mixed use	1
Mixed use; hardware store, clothing store, bookstore	1
Mixed uses	1
Mixed uses, variation	1
Patios, shops, bars, restaurants	1
People out at night time	1
Proximity of multi need services, e.g., stores, restaurants, gas station, day care	1
Residential behind – do not need to leave neighbourhood	1

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Shopping	1
Sidewalk seating/cafes	1
Stores in front, residence in back like Manely Australia	1
Vibrancy	1
Vitality	1
Street life; vibrant	1
Sunshine	1
Wide range of businesses	1
Cohesion	1
Complete neighbourhoods	1
Diverse	1
Established	1
Fewer bylaws/less homogeneity	1
Fit into community	1
Generational transition	1
Identify/distinct neighbourhoods	1
“neighbourhood”	1
Safe – people there	1
Safety, open	1
Softer transition to residential neighbourhood	1
Things that draw others to come there, e.g., skating rink, park	1
Thriving businesses	1
Transition well between residential business	1
Variety of community uses	1
Windows/balconies on street	1
	49
<b>Quality/Design</b>	
Architecture is consistent	1

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Character houses	1
Character shops/properties	1
But changeable	1
Compatible consistent design	1
Concealed wiring	1
Corporate "brand" shops e.g. McDonalds can take away from community character	1
Density without high rises (Paris)	1
Georgian stone	1
Good streetlighting/furniture	1
Higher quality sidewalk surface	1
Human scale	1
Human scale (well thought out)	1
Indoor – outdoor restaurants e.g. Robsen St. Vancouver	1
Integrated, but everyone has their own space	1
Large wide sidewalks	1
Light standards	1
Lighting	1
Modern – interesting buildings – identity	1
Nice architecture	1
Nice views	1
No ugly signage	1
On-street parking	1
Parking less visible	1
Parking-appropriate	1
Pleasing – good architecture, good quality, variety	1
Professional advice for small-scale design	1
Quality	1
Seasonal design (changes in summer)	1
Shelter, building to street front	1

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Storefront appearance	1
	31
<b>Movement &amp; Access</b>	
All needs are walkable	1
Amazing public transit	1
Bicycles	1
Bike friendly	1
Bike lanes	1
Bike lanes	1
Bike paths/street paths – marked by colour	1
Bike trails, walkways, restaurants, residential above shops	1
Bikes, pedway, 1 way traffic limited package on street certain hour of the day	1
Boardwalk	1
Crossing streets easy	1
East to get around	1
Lots of people walking/running/activity	1
Mixed transportation-options	1
No trucks	1
Pedestrian daytime, removable bollards	1
Pedestrian oriented	1
Slow traffic – cobble streets	1
Slower traffic	1
Well lit	1
Well-travelled buses, police	1
Well-lit, feel safe	1
Walkable	1
Wide sidewalk, life on the street	1
Wide sidewalks	1

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Wide sidewalks/street furniture	1
Wide sidewalks/trees	1
Wide sidewalks, entertainment	1
Wide streets – boulevards (park)	1
	29
<b>Sustainable/Green space</b>	
Families need a yard not a large building	1
GREEN!!!	1
Lots of trees, grass	1
Mature shrubbery/trees	1
Planters on sidewalk	1
Planters/flowers	1
Protected green space	1
Public park commitment – improvement to grow with density and recreation infrastructure	1
Treed	1
Trees	1
Trees	1
Trees mature	1
Trees, grass	1
Trees, more green	1
Trees, open air café's extends business into sidewalk	1
Vegetation	1
Trees	1
Boulevards	1
	18
<b>Density / Scale</b>	
8 storeys	1

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Maximize density.	1
Maximizing footprint	1
Scale is good; buildings do not feel tall	1
Small and similar scale	1
Small independent business	1
Small shops	1
Small shops – varied	1
Smaller dwelling units	1
<b>Public art/street furniture</b>	
Interactive public art/public spaces	1
Pilgrim	1
Places to rest, snack	1
Public art	1
Social spaces (plaza-open) – ART	1
“interactive” spaces between building/pedestrian	1
Street beautification	1
Street furniture; benches	1
street furniture	1
	9
<b>Process</b>	
Deviating from building guidelines	1
Expand scope to include R-3 zoned land between Lindsay St. and Monastery Lane	1
Strict & enforced development	1
Tax incentives to encourage affordable housing	1
Taxes encourage suburban development	1
The current plan	1

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Rules created sterile and viewplane	1
Regulations need local flavour not T.O. model	1
	8
<b>Well-maintained</b>	
Clean	1
Clean streets better garbage receptacles	1
Easy maintenance	1
Not rundown buildings	1
Well maintained buildings	1
	5
<b>Heritage</b>	
heritage	1
Viewplane	1
	2

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
<p><b>Pleasant street</b></p>	<ul style="list-style-type: none"> <li>• Move all storefronts at the street/curb</li> <li>• <b>Mixed use storefronts</b> and residential units</li> <li>• Multi-use development</li> <li>• Mixed-development, rather than one big building particularly if it includes missing amenities, multi buildings.</li> <li>• Mixed use (neighbourhood shops, residential above)</li> <li>• Townhouses</li> <li>• Recessed low-rise to back of property</li> <li>• Take into account the <b>harbour view</b> for possible from higher heights/storeys (more valuable)</li> <li>• Consider existing businesses and proximity to new development</li> <li>• Better design standards and improved clarity of development potential would be better than what happens today</li> <li>• 4 issue areas (possibly): Sobey's lands, Southdale – Pleasant St site, West side Pleasant St.; Renfrew – Pleasant corner include Professional Centre parking lot – too much asphalt.</li> <li>• Light commercial retail between Cusack and Steven Streets both sides of Pleasant St.</li> <li>• <b>Transition each corridor area/character area</b></li> <li>• Easier transition to this section of Pleasant St, from treed 5 corners area to Starr commercial area</li> <li>• Higher standards for redevelopment of <b>larger parcels</b>, provide community amenity that you wouldn't expect of small developments (Policy 89?)</li> </ul>	<ul style="list-style-type: none"> <li>• How do we enable developments that the community needs</li> <li>• Density may not bring amenities the community needs to be self-sustaining</li> <li>• <b>Great walking community</b></li> <li>• <b>Great access/connections to transit, downtown Halifax</b></li> <li>• Ensure the key neighbourhoods are considered in conjunction with this area</li> <li>• <b>Maintain public open spaces</b> so they are usable</li> <li>• Students don't live here, no services, no ferry service on the weekend</li> <li>• We really <i>need families</i> to move into area – to support businesses and schools</li> <li>• <b>More young people</b> will add vibrancy to the area</li> <li>• Invest in existing open spaces, pocket parks and large parks land space, and cultural attractions (Evergreen Museum)</li> <li>• <b>Improved cultural building signage, add directional, way finding signage on main streets</b></li> <li>• <b>Improved neighbourhood signage</b> "Pleasant Street", character area signage, gateway signage for Woodside</li> <li>• Promotion of history, cultural, heritage</li> <li>• Bring back history of Dartmouth</li> <li>• Area parking off Pleasant Street for local businesses</li> <li>• Reduce use of concrete and steel to improve sustainability. Use wood for mid-rise buildings, goes back to the history of this area</li> </ul>	<ul style="list-style-type: none"> <li>• Needs a grocery store, pharmacy</li> <li>• Cars speeding and peeling at of the two gas stations squealing tires etc.</li> <li>• Traffic speed</li> <li>• When giving directions to my house 1 describes it as being where Pleasant Street stops being nice!</li> <li>• Covered area parking for residents</li> <li>• Very commutable to Halifax via ferries</li> <li>• Less reliance on automobiles not every new residence should have parking</li> <li>• Urban agriculture</li> <li>• litter is a HUGE issue</li> </ul>



	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> <li>• Higher design standards for Sobeys' lot</li> <li>• Design elements for former Sobeys Plaza</li> <li>• Move tavern, drugstore and pizza place in Sobeys' Mall to street front (phase in build – build street front and then residential structures behind)</li> <li>• More discrete building than massive one</li> <li>• Allowing a developer to build <b>high enough</b> to take advantage of the <b>harbour view</b> would make the property more attractive</li> <li>• Extend Arthur St. through the Sobeys Plaza lot to create <b>street extension and cut up property</b></li> <li>• <b>Set back from the neighbourhood</b> toward the new development should create a back side yard, rather than building to curb</li> <li>• Real sidewalks not parking on asphalt</li> <li>• Need parking requirement ratio that fits the community</li> <li>• 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?</li> <li>• <b>Pedestrian friendly</b></li> <li>• <b>Better quality sidewalks –</b></li> <li>• Integrated <b>green space</b></li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Park plan for area next to community</b> centre</li> <li>• Park &amp; community centre focal point #1</li> <li>• Urban forest/tree standards on and off street</li> <li>• Density-bonusing? – to get needed amenities</li> </ul>	
<b>Portland street</b>	<ul style="list-style-type: none"> <li>• <b>Design is critical</b> – needs to maintain “small” storefront appearance</li> <li>• <b>Breaking up the street fronts</b></li> <li>• <b>Need an approach for small lots</b> in area that don't require lot consolidation</li> <li>• 5 storeys better (mass)</li> <li>• Would love to see building with character</li> </ul>	<ul style="list-style-type: none"> <li>• Built form should enhance the <b>connection between the school and Maynard Lake</b></li> <li>• <b>Maynard Lake!</b> Protect/enhance</li> <li>• <b>Maynard Lake</b> – opportunity for a great public space</li> <li>• Landscaping poorly maintained or missing</li> <li>• Recycling Depot (location/dumpsters/parking)</li> </ul>	<ul style="list-style-type: none"> <li>• Definite improvement</li> <li>• Don't mind the height with the stepping</li> <li>• Like breaking up like Bishop</li> <li>• Clear standards for maintaining</li> <li>• Lighting</li> <li>• Speed limits</li> </ul>

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	<ul style="list-style-type: none"> <li>• complementing residential mix – 3-4 storeys</li> <li>• Okay with height stepped and like Bishop Landing</li> <li>• Materials need to be varied (no vinyl)</li> <li>• Convenient shops (bakery, produce, etc.)</li> <li>• Attractive homes/architecture</li> <li>• Mix homes/shops</li> <li>• <b>Cost to developer discourages affordable housing</b></li> <li>• Respect for everyone and everything in same neighbourhood, including those who are just passing through</li> <li>• Repercussions when standard are violated</li> <li>• Able to adapt to change rapidly and seamlessly (stores come and go, etc.)</li> <li>• Don't want a big box developed along Portland</li> <li>• Need playground green spaces</li> <li>• Support mix of boutiques/shops retail/restaurants</li> <li>• I love my sunlight in backyard</li> <li>• Don't want an ugly big box tall building blocking light</li> <li>• Would love to see townhouse along Portland between pub and Prince Arthur</li> </ul>	<ul style="list-style-type: none"> <li>lot)</li> <li>• More traffic corridor than pedestrian</li> <li>• Dated buildings</li> <li>• Really need Provincial to amend Charter to ensure design standards are implemented</li> <li>• Regulations are good only if they are enforced same for guidelines</li> <li>• Good access to public transportation route</li> <li>• <b>Maintain affordable housing/diversity</b></li> <li>• Character in homes “down the hill” but not in the corridor – need to be sympathetic to that area</li> <li>• Green space, trees along path from Rodney to Hastings</li> <li>• <b>Love historic/tree lined streets</b> of Portland Hawthorne-Old Ferry</li> <li>• Don't want to see 6-8 foot building or higher – don't want people staring off their apt./condo balcony into my backyard.</li> <li>• Characteristics</li> <li>• Trees/green</li> <li>• Parks</li> <li>• “full of people” (only with sufficient commitment to green space and transportation)</li> </ul>	
<p><b>Green village lane</b></p>	<ul style="list-style-type: none"> <li>• Great opportunity for <b>greater density, bold architecture</b>, and greater height due to minimal opposition, a rarity these days</li> <li>• Bring commercial out with residential instead of storage units</li> <li>• Area could use a lot more density</li> <li>• Q: Maybe high is okay? Particularly closer to storage units</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance pedestrian connectivity to neighbouring commercial area (Penhorn site)</li> <li>• Improve connection to Penhorn</li> <li>• Destination features on Penhorn site, make connectivity comfortably</li> <li>• Important connectivity to Penhorn site</li> <li>• Need to liaise with Penhorn project (D. Lane)</li> </ul>	

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> <li>Traffic calming</li> <li>Is this site car focused?</li> <li>Can be start of plan for walkability in future development</li> <li>Focus to make Green Village Lane <b>more walkable</b></li> <li>Orientation for maximum solar gain?</li> <li><b>Destination marker</b></li> <li>What is it a <b>gateway</b> to?</li> <li>Possibly apartments further back towards the NE part of the land. Lends itself to high density</li> <li>Provision of <b>amenity space</b> i.e., parkland/playground</li> <li>Protect opportunity of <b>mixed use development</b></li> <li><b>Consistent street face with</b> some relief between units</li> <li>Could act as a <b>marker to frame the Portland Valley</b></li> <li>Acts as a <b>buffer between neighbourhood</b> and transportation corridor, but contributes to the hidden Dartmouth problem.</li> <li>Could it act as a bridge into the neighbourhood instead of a barrier?</li> </ul>	<ul style="list-style-type: none"> <li>High traffic location</li> <li>Great commercial site</li> <li>Is there a connection to Penhorn Mall</li> <li>Awkward space</li> <li>No pedestrian on farther side</li> <li>Better use of corridor than small residential units</li> <li>More commercial in area</li> <li>Transition between residential and commercial</li> <li>Poor access to side by sidewalks</li> <li>Poor connectivity</li> <li>Plenty of local amenities</li> <li>KEY: What makes area more liveable/walkable?</li> <li>Sidewalks</li> <li>Need streetscape connectivity</li> </ul>	
<b>Grahams Grove</b>	<ul style="list-style-type: none"> <li><b>Concern of potential impacts to lake</b> (eg. Increased wind loads)</li> <li>Proposed – minimizes wind &amp; shade impacts</li> <li>Need to consider economic viability</li> <li><b>6-8 stories gets the job done, respectful – concern development may not occur</b></li> <li>Nice townhouse ex. On Celtic Drive</li> <li>Must consider current infrastructure’s</li> </ul>	<ul style="list-style-type: none"> <li>Reminds of Zurich, has potential</li> <li>Lake and surrounding areas is like a postcard</li> <li>Main point of entrance to Lake Banook</li> <li>Access needs to be protected</li> <li>Build on ides – “10 destinations rule”</li> <li>Traffic a problem, high speeds, need to slow it down – 80-50 km/h transition unsafe pedestrian crosswalks</li> </ul>	<ul style="list-style-type: none"> <li>Tournaments for lake (unique feature) could increase with higher density, commercial, being mindful of residential</li> <li>Option to make use of Silvers Hill</li> <li>Enhance trail</li> <li>Development of corner piece of superstore lot would raise aesthetics</li> </ul>

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	capacity	<ul style="list-style-type: none"> <li>Idea: if up mixed use/density along corridor (street wall) encourages cars to slow down</li> <li>Feels like neighbourhood is a shortcut, needs to be more of a destination</li> <li>Idea to divert highway behind (more of a bend) near the lake</li> <li>Big sidewalks and trees could help</li> <li>Have an aging population</li> <li>Quiet, private neighbourhood – needs protection</li> </ul>	
<b>Windmill Rd.</b>	<ul style="list-style-type: none"> <li>Need a draw – <b>create a centre</b> Want services and shops here – don’t want to have to go to Dartmouth</li> <li>How high to get view of Chebucto Head</li> <li>Neighbours worry about sunlight</li> <li>Buildings – <b>height sensitive to residential and views</b> – if not an issue go higher</li> <li>Within neighbourhood keep smaller</li> <li>“Hydrostone” vibe</li> <li><b>Landmark architecture</b></li> <li><b>Underground parking</b></li> <li><b>Design features</b></li> <li><b>Consistency</b></li> <li><b>5 storeys step back to 8</b></li> <li>Nice balconies and view – higher give better views</li> <li>If only have small amount of landscaping should have good view</li> <li>Rooftop parks/terrace are great</li> <li>Jamieson end – keep it mid-rise</li> <li>Lots of street trees</li> <li>More development like Japanese restaurant</li> </ul>	<ul style="list-style-type: none"> <li>Chose to live close to bridge – quickly get anywhere</li> <li>Love the <i>Harbour</i></li> <li>31 year resident – beautiful view of harbour and bridge</li> <li>Want to keep views – harbour and bridge</li> <li>Strong tie to Harbour</li> <li>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 &amp; Wyse</li> <li>Exterior is nice</li> <li>Flat roofs are very contemporary</li> <li>Respect houses</li> <li>Like softness of wooden houses</li> <li>Unique to our part of world – wooden construction</li> <li>No Bayer’s Lake</li> <li>Design features are important</li> <li>Façade is very important</li> <li>Walkers everyday on Windmill</li> <li>Extend walkway this way – NSCC to Alderney to MacKay</li> <li>Power plant end (Shaw brick)</li> </ul>	<ul style="list-style-type: none"> <li>Artists</li> <li>Restaurants</li> <li>Parades</li> <li>Walk to restaurant</li> <li>Butcher’s &amp; No Frills</li> <li>Stop the comment dark side</li> <li>Have 2 centres old downtown – bridge no connection</li> <li>Shuttle service</li> <li>Need to connect 2 hearts – bridges and downtown</li> <li>Want services and shops here so don’t have to go to Halifax (bakery, bank)</li> <li>If land left vacant for a certain time – either develop it or put up art boards or public use</li> <li>Creighthorne Park – structure in the middle of park ruined it</li> <li>Shannon Park – opportunity</li> <li>Direct route (bus) Windmill to Alderney</li> </ul>

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		<ul style="list-style-type: none"> <li>Go higher if built well</li> <li>Cold war military look</li> </ul>	
Wyse Rd.	<ul style="list-style-type: none"> <li>Proposed building fit with adjacent neighbourhoods</li> <li><b>Not good idea (stand-alone)</b></li> <li><b>Shadowing</b></li> <li><b>Too high</b></li> <li>Land assembly (vacant properties in close proximity)</li> <li><b>Support for design</b></li> <li><b>Economic viability with height</b></li> <li>Not significant shadowing problem for residential neighbourhood</li> <li>Mixed use valuable</li> <li>Step back design provides perception of continuity of design with neighbourhoods</li> <li>More appropriate for south end of corridor (Nantucket)</li> <li>Think about is appearance from the bridge – trees</li> <li>Unique façade</li> <li>More welcoming (entry to Dartmouth)</li> <li>Residential/office not attractive for development</li> <li>Need to incent mixed use</li> <li>Mix use better than office only provides for more affordable residential</li> <li>Height drops down as development moves north from bridge</li> <li>Reduced density makes it more difficult for development</li> <li>More appropriate downtown</li> <li>Consistent step-back</li> </ul>	<ul style="list-style-type: none"> <li>Maintain Victoria Park</li> <li>Wyse Rd. is not pedestrian friendly. Need to redesign street to enable vehicular traffic more aware of pedestrians</li> <li>Maintain all local parks</li> <li>Maintain/create neighbourhood feel</li> <li>Trees</li> <li>Calming</li> <li>Connecting high density development to transit hubs</li> <li>Different façade on street wall</li> <li>Complete neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>Concern about deviating from approved standards</li> <li>Be sensitive to the needs of lower-income residents. Will stores become too expensive, or will local investment help them?</li> <li>Bury the wires! Do it whenever pipes are put in</li> <li>Patches of greenery</li> <li>Require bus/shops/services to cater to the increase in residents</li> <li>Bike lanes</li> <li>Expand boundary to include Nantucket property outside study area west end of Nantucket (McDonald's site)</li> <li>Expand to include Sportsplex?</li> <li>Better links to downtown Dartmouth e.g. shuttle</li> <li>Stability of neighbourhoods</li> <li>Incent development</li> <li>Consistency of application</li> <li>Redevelopment of Nantucket/Wyse Rd.</li> <li>True mixed use needs to be applied by HRM (Library – single use)</li> <li>Street lighting</li> <li>Trees and other green space</li> <li>Ratio of residence to green space</li> <li>Consider a covered pedway</li> </ul>

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	<ul style="list-style-type: none"> <li>• Heights: what are the implications of the bridge?</li> <li>• Wind implications?</li> <li>• Frame enter/exit to Dartmouth</li> <li>• Lower street wall at Wyse Rd.</li> <li>• Critical mix use</li> </ul>		
<b>Agricola St.</b>	<ul style="list-style-type: none"> <li>• Consider wide effects</li> <li>• Need for light to penetrate</li> <li>• Parking to side/back/underground</li> <li>• Street activity from storefronts pedestrian engagement</li> <li>• Potential conflict between residents and business uses i.e., noise</li> <li>• Variety in height/massing</li> <li>• Integration of corridor</li> <li>• Bikeway segregated</li> <li>• Wider street-sidewalk</li> <li>• Need something to attract families</li> <li>• Cutting off corners is more welcoming</li> <li>• <b>3 storey elevation out of context for Agricola</b></li> <li>• <b>3 storey is too high, 2 storey more traditional here</b></li> <li>• Design criteria should address long street walls with break lines to break up the building</li> <li>• Does this densification make sense? (Vote: Yes 9, No 2, Maybe 4)</li> <li>• But maybe not attracting a young family with kids</li> <li>• <b>Concern too uniform</b></li> <li>• Every building needs a garden</li> <li>• <b>Lots on Agricola unique and 8 storeys does not fit</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Amenities for families</b> in the neighbourhood</li> <li>• Personalization of properties</li> <li>• <b>Variety/quality of shops</b> walkable/comfortable needs a 2 if by sea!</li> <li>• <b>Live/work</b></li> <li>• Visual cues in neighbourhoods</li> <li>• Personable relationships between neighbours-<b>stoops help</b></li> <li>• <b>Lots of windows on street front eyes</b> on the street</li> <li>• Safe streets</li> <li>• Active transportation</li> <li>• Trees, natural elements</li> <li>• <b>Young @ Hydrostone (great street)</b></li> <li>• <b>Agricola great example – all amenities – all in walking distance</b></li> <li>• Bus services lacking on Agricola</li> <li>• Diversity on Agricola</li> <li>• Allows <b>affordable housing</b></li> <li>• <b>Preserve character so mid income does not get driven out</b></li> <li>• Creighton St. (Part zoned R2 R2A)</li> <li>• Off street parking for Agricola</li> <li>• Neighbourhood with services in close proximity</li> <li>• Residential neighbourhood mixed with</li> </ul>	<ul style="list-style-type: none"> <li>• Cut off corners</li> <li>• Eyes on the street – stoops/windows</li> <li>• Greenery</li> <li>• Quality of sidewalks</li> <li>• Streetlights (appropriate level)/security</li> <li>• Protect existing business/residence</li> <li>• Encourage business on Agricola</li> <li>• Need to attract families</li> <li>• Cap value of side street properties – shouldn't be driven up by corridor development</li> <li>• Guard against short cutting thru neighbourhoods</li> <li>• Agricola's property taxes becoming burden for small property owners Quinpool has a great mix of uses</li> <li>• Diversity, sense of community</li> <li>• Towns or cities that have a square – area to come together</li> <li>• Imagine Bloomfield – wants it to be a place everyone wants to come to</li> <li>• Streets that are working is evident on the faces of the people on the streets like Rue dela in Paris</li> </ul>

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	<ul style="list-style-type: none"> <li>• <b>Key feature – Bloomfield needs to be addressed (no consensus)</b></li> <li>• Proposed development on Liquor store – <b>not appropriate for neighbourhood</b></li> <li>• Cannot get rid of all parking – it needs to be kept</li> <li>• Legislate design</li> <li>• Preservation of the neighbourhood</li> <li>• Mixed use important</li> <li>• Natural light, space between buildings, windows</li> <li>• Creighton worried about zoning and high density – not appropriate</li> <li>• <b>The other side of Agricola should be included if HRM is calling this a corridor</b></li> </ul>	<ul style="list-style-type: none"> <li>• commercial</li> <li>• Streets with larger blvds., cafes, pedestrian oriented streets</li> <li>• Please protect it, take it out</li> <li>• Agricola not as nice as it can be</li> <li>• Halifax is a Hub City can't cycle from BNB</li> <li>• Agricola – <b>modern, heritage and other mix of architecture</b></li> <li>• <b>Celebrate heritage and modern architecture</b></li> <li>• Likes Agricola because <b>affordable housing</b> – worried it at risk if developed</li> <li>• <b>Affordable and accessible housing</b> important – maybe not addressed on Agricola yet.</li> <li>• <b>Transportation needs</b> to be addressed</li> <li>• <b>Mixed transportation happens</b> – busy streets that are healthy streets</li> <li>• <b>Work/live in your neighbourhood</b></li> <li>• <i><b>A neighbourhood where people know your name</b></i></li> <li>• <b>Large population of residents not being addressed and not here at this workshop – sensitivity to everyone's needs/wants</b></li> </ul>	
<p><b>Gottingen Street</b></p>	<ul style="list-style-type: none"> <li>• Restate measures in imperial units</li> <li>• <b>Problem with shallow depths – physically impossible to create height</b></li> <li>• Same problem with narrow lot</li> <li>• Requires lot assembly, not practical or economic</li> <li>• Property owners want too much money</li> <li>• Staggered setbacks too expensive</li> <li>• <b>Just one setback</b></li> <li>• <b>Almost have to consider site by site context</b></li> </ul>	<ul style="list-style-type: none"> <li>• Green spaces</li> <li>• Affordability</li> <li>• Maintain character</li> <li>• Protect against gentrification</li> <li>• Live space</li> <li>• Safe space</li> </ul>	

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<p><b>(shadow, wind)</b></p> <ul style="list-style-type: none"> <li>• Universal street wall okay</li> <li>• Flexibility with height past setback</li> <li>• <b>Protecting solar exposure important</b></li> <li>• <b>Allowable height lower on west side of street</b></li> <li>• Also need to protect solar interest of adjacent residential properties</li> <li>• <b>Height should not exceed native trees</b></li> <li>• <b>Proposal represents down zoning</b></li> <li>• Like sidewalk width, concern with bike lanes, need curb side parking</li> <li>• Massing &amp; Scale</li> <li>• <b>1:1 is more viable, walkable, livable makes for total community, provides for more sunlight on the street (5 hours) and more people on the street</b></li> <li>• <b>1:1.25 does not because the streets are narrower</b></li> <li>• Very limiting most lots are quite small</li> <li>• Proposed process is not functionally</li> <li>• No usable space at top</li> <li>• Step backs challenging</li> <li>• Largely theoretical for this area due to typical lots sizes</li> <li>• <b>Density bonusing encourage affordable housing – what is affordable? And who determines?</b></li> <li>• <b>Why limit to 8 stories on deep lots which could be higher with just angle controls</b></li> <li>• Fees too high to allow for affordable housing</li> <li>• Only more expensive housing being constructed (condos)</li> <li>• <b>Current development works</b></li> <li>• <b>Will it result in developers consolidating lots</b></li> </ul>		



	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<p><b>and changing nature of neighbourhood</b></p> <ul style="list-style-type: none"> <li>• Overall plan would allow for planned mixed use rather than piecemeal approach</li> <li>• <b>Need to protect what is working</b></li> <li>• <b>Will density bonusing add to the 1.25 height?</b></li> <li>• <b>Step back should be single but not every story, not financially viable</b></li> <li>• <b>Single regulation may not be practical – design for site cookie cutting</b></li> </ul>		
<b>Young St.</b>	<ul style="list-style-type: none"> <li>• Reduce height on Agricola side of Robie</li> <li>• Agricola is a different type/character of street than Robie or Young</li> <li>• <b>There are merits to including Bloomfield/Agricola in this exercise</b></li> <li>• Use both sides of streets</li> <li>• Benefits in helping Bloomfield process move ahead</li> <li>• Important to <b>mitigate wind impacts</b></li> <li>• Podium/step back will help</li> <li>• Think it is good. Would like to see this at Halifax Forum</li> <li>• Large spaces/lots creates large spaces between towers</li> <li>• Could use atriums to connect towers</li> <li>• Will need to ensure quality for 1<sup>st</sup> 5 floors</li> <li>• <b>Robie narrows from two lanes to one</b></li> <li>• Needs to be looked at</li> <li>• <b>High density can't be up against single family</b></li> <li>• Too few streets for frontage</li> <li>• <b>Make new streets – otherwise we get superblocks</b></li> <li>• <b>Recreate urban scale street grid</b></li> <li>• <b>Important to break up mega blocks</b></li> </ul>	<ul style="list-style-type: none"> <li>• Use density bonusing to obtain land to create a larger corridor</li> <li>• Height should be in relationship with the size of street</li> <li>• Keep focus of building on ground level</li> <li>• Use high quality materials</li> <li>• Variation/break grain</li> <li>• Especially along street wall</li> <li>• Affordable housing</li> <li>• Important to commit to % of affordable housing</li> <li>• Broaden marketplace</li> <li>• Will new development be appealing to families?</li> <li>• Include outdoor amenities for kids</li> <li>• Community gardens</li> <li>• <b>Require housing/unit mix</b></li> <li>• <b>May need wider towers to accommodate family units</b></li> <li>• <b>Allow for progression/different housing forms to accommodate changing life styles</b></li> <li>• Need open space (<b>parkland dedication???</b>)</li> <li>• <b>Important to create proper transition from Young St. to residential areas on</b></li> </ul>	<ul style="list-style-type: none"> <li>• Protect neighbourhood pubs Michael's/Lionshead</li> <li>• Protect existing traditional residential neighbourhoods</li> <li>• "Car Alley" Kempt = \$\$\$</li> <li>• Any mature trees</li> <li>• Enhance</li> <li>• Traditional transport</li> <li>• Patterns, restore original corridors</li> <li>• Ability of street corridor to manage commuter and mercantile traffic, while calming flow at the edges streetscapes and thruway</li> </ul>

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> <li>• Create thru lots/roads for pedestrians/bicycles</li> <li>• <b>Tall building okay with good design</b></li> <li>• Separate traffic streets from pedestrian streets</li> <li>• Young St. is busy with traffic but can be made pedestrian friendly</li> <li>• Need something on the street, people will want to come (ex. Spring Garden Rd.)</li> <li>• Care needs to be taken on size/location of parking</li> <li>• Young/Robie corridor (massing/scale)</li> <li>• Tall building (Towers, mixed with lower rise)</li> <li>• High density is okay more is better</li> <li>• <b>Area needs character</b></li> <li>• <b>Continuous street wall</b></li> <li>• <b>Low rise street wall/towers setback</b></li> <li>• <b>Rear setbacks/step down to residential neighbourhoods (not to restrictive)</b></li> <li>• Build to street</li> <li>• <b>Okay with height on Young but reduce height on Robie/Agricola</b></li> <li>• <b>Would like 25 storeys on Young St.</b></li> <li>• <b>Higher buildings are acceptable (30 storeys)</b></li> <li>• <b>Mix of building style/heights</b></li> <li>• Amenities – arts, Culture</li> <li>• Housing for families, seniors</li> </ul>	<p><b>Robie/Agricola</b></p> <ul style="list-style-type: none"> <li>• Conflict between carrying traffic and pedestrians need both</li> <li>• Bloomfield site mid-rise okay – transition down to south and to east</li> <li>• Fix Young/Bayers/Windsor intersection</li> <li>• Concern with varying street widths and effect on heights/street walls</li> <li>• Open space/green areas</li> <li>• <b>Include Bloomfield, notify “Imagine Bloomfield Group”</b></li> <li>• Protect Hydrostone character</li> <li>• Preserve affordable spaces for business, reasonable rents</li> <li>• Affordable housing</li> <li>• <b>Mix of affordable and market housing</b></li> <li>• Spread wealth, maintain freedom of choice of where to live</li> </ul>	
<p><b>Spring Garden Rd.</b></p>	<ul style="list-style-type: none"> <li>• 38mx38m not workable contrary – we need larger units for the option of larger size units.</li> <li>• Architect suggest 290m width and as long as you want</li> <li>• LEED design – right thing to do!</li> <li>• <b>Concerned an out site plan approval</b></li> </ul>	<ul style="list-style-type: none"> <li>• Height in back part of lot to preserve light</li> <li>• Enhance sidewalks</li> <li>• Human scale</li> <li>• Preserve heritage buildings on Spring Garden and Carleton</li> <li>• If large buildings on the south side of building should have multiple entrances</li> </ul>	<ul style="list-style-type: none"> <li>• Push design, notoriety, being recognized by community for our Design! Awards civic pride and urban design awards</li> <li>• Is the area appropriate for high-rise development?                         <ul style="list-style-type: none"> <li>○ No consensus</li> <li>○ Spring Garden place cited as an example of good development</li> <li>○ Aliant/Tupper buildings as something</li> </ul> </li> </ul>

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<p><b>amendment (is critical to have approved)</b></p> <ul style="list-style-type: none"> <li>• Generally promote good design/development</li> <li>• Making sure good design is addressed</li> <li>• More accessible for the larger sized family</li> <li>• Design excellence</li> <li>• Keep it more on performance side not prescriptive vs. design side</li> <li>• Climate control and urban space, noise, wind study requirements</li> <li>• <b>Encourage density bonusing based on environmental performance</b></li> <li>• 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</li> <li>• <b>High-rise not appropriate so close to heritage building district</b></li> <li>• <b>45 degree angle for step back plus 1.25 of street width is what worked on Spring Garden and Quinpool</b></li> <li>• Spring Garden Road merchants wanted step back</li> <li>• Giant slab of Tupper building casts giant shadow on Carleton St.</li> <li>• <b>High-rise appropriate in some key location if impact on neighbourhoods minimal</b></li> <li>• Consideration for depth of building is internal circulation of building. Street face of building is important, not so much depth</li> <li>• Step back allows you to see more sky so important to shrink building in both direction</li> <li>• <b>A tower should be taller than it is wide. More aesthetic</b></li> <li>• Like 45 degree angle setback</li> <li>• <b>Preserve heritage areas. Building as high as</b></li> </ul>	<ul style="list-style-type: none"> <li>• Shadowing and wind impacts</li> <li>• Focus on landscape and urban space (civic use) integrated</li> </ul>	<ul style="list-style-type: none"> <li>to avoid             <ul style="list-style-type: none"> <li>○ More substantial setbacks from SGR</li> <li>○ More depth flexibility for building's interior to blocks</li> <li>○ Maintain articulation of south side of street</li> </ul> </li> <li>• Major concerns – Carleton Street Heritage             <ul style="list-style-type: none"> <li>○ Wind</li> <li>○ Sunlight very important for SGR – especially north side</li> <li>○ Affordability</li> <li>○ High-end area</li> <li>○ Older buildings in the area tend to rent for lower</li> <li>○ Supply and demand of residential units</li> <li>○ Density bonusing tends to work well in other areas</li> </ul> </li> <li>• Strengths of SGR             <ul style="list-style-type: none"> <li>○ Historic residential buildings</li> <li>○ People living there</li> <li>○ Mix of residential/commercial</li> <li>○ Trees provide buffer</li> </ul> </li> <li>• Distinctions between north and south sides</li> </ul>

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<p><b>possible elsewhere</b></p> <ul style="list-style-type: none"> <li>• Must mitigate wind problems</li> <li>• Wind makes sidewalks difficult to walk for older people to get around</li> <li>• Tower would increase liveability</li> <li>• <b>Towers could provide incentive for owners to improve heritage buildings</b></li> <li>• Tupper Building and other towers are already there so towers would be appropriate</li> <li>• As long as base is sensitive to heritage area and doesn't cast large shadow or cause wind tunnels</li> <li>• Big off campus residential for students</li> <li>• Towers bring density downtown for younger people</li> <li>• Taller buildings would go better on other side of street</li> <li>• Developers won't make affordable housing on Spring Garden</li> <li>• Most affordable housing is the housing that's already built</li> <li>• Extra height does not make your housing more affordable. It's the cost of construction</li> <li>• Density bonuses work well in other cities. More for streetscape than affordability</li> </ul>		
<p><b>Quinpool</b></p>	<ul style="list-style-type: none"> <li>• Suggestion to have Townhouses</li> <li>• <b>Suggestion was made to include PID's# 40176588, 41259623, 40595704, 40176570 to Phase I</b></li> <li>• 2 tier system</li> <li>• <b>This building to too large</b></li> <li>• <b>Wedding cake style not appropriate</b></li> <li>• Not big building on back</li> </ul>	<ul style="list-style-type: none"> <li>• Lots of places to cross street (walk)</li> <li>• Neighbourhood feel</li> <li>• Good looking package areas</li> <li>• Prevent impact of package in neighbourhoods</li> <li>• Without blockbusting existing neighbourhoods</li> <li>• People who live there – density</li> </ul>	<ul style="list-style-type: none"> <li>• Quinpool Rd. – for people of all ages, safe</li> <li>• Errands e.g., paint, groceries....not just cafes</li> <li>• Can get “everything you need” e.g. New York City</li> <li>• Taxation for businesses is “part of equation” e.g., encroachment</li> <li>• Quinpool Rd. – for people of all ages, safe</li> <li>• Errands e.g., paint, groceries....not just cafes</li> <li>• Can get “everything you need” e.g. New York City</li> </ul>

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> <li>• Package underground</li> <li>• <b>8 storeys maybe 10 or higher building can have still</b></li> <li>• Model 1 of midrise building minimum 60' wide</li> <li>• Pepperell St. – 2 -3 storey</li> <li>• Street wall is fine</li> <li>• Most building do not go straight through</li> <li>• So tiered building back because not enough room</li> <li>• Street wall minimum then a setback, then up</li> <li>• Traffic on residential streets minimized</li> <li>• Green design</li> <li>• More structure on Quinpool Rd and less on back streets</li> <li>• Angles on back but a lot less on Quinpool Rd</li> <li>• Townhouses or 2-3 storeys on back</li> <li>• Package underground because only 50% have cars or a 1:1 ratio</li> <li>• <b>Street wall is most important angle controls – light careful with pyramid form, sun exposure, protection, wind</b></li> <li>• Less angle control – but bring light to street</li> <li>• Shadow would be less on back street</li> <li>• A mix of uses</li> <li>• <b>Maintain cultural heritage façade</b></li> <li>• Streetscape – Ben’s through to Shirley St.</li> <li>• A mix rise, and use throughout Quinpool Rd.</li> <li>• Fill in some of the blank zones</li> <li>• Focus on mix use and on those lots that could really be developed</li> <li>• Commercial on ground floor and residential on top</li> <li>• <b>Firm control of economics so be careful about saying maximum heights</b></li> </ul>	<ul style="list-style-type: none"> <li>• Reasonable decreased property tax rates</li> <li>• People within walking distance</li> <li>• Make a sense of place</li> <li>• Trees, planters</li> <li>• New banners</li> <li>• Artistic bike racks</li> <li>• <b>Appropriate scale and massing</b></li> <li>• Bringing people together</li> <li>• Provide housing. So people can walk and not drive</li> <li>• Accommodate both people walking and traffic flow</li> <li>• Active group of businesses</li> <li>• Density on the road but not overflowing into neighbourhoods</li> <li>• Underground wiring</li> <li>• Lighting</li> <li>• <b>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</b></li> </ul>	<ul style="list-style-type: none"> <li>• Taxation for businesses is “part of equation” e.g., encroachment</li> </ul>

	Comments on the Building Model	What should be protected or enhanced?	Other Comments
	<ul style="list-style-type: none"> <li>• <b>Revisit C2c zone</b></li> <li>• Better served by small development, i.e., small independent interesting businesses as opposed to bigger building</li> <li>• Use residential above to subsidize businesses at grade</li> <li>• <b>8 storeys “too timid”</b></li> <li>• <b>Allow more height e.,,., Robsen St. Vancouver</b></li> <li>• How it’s designed, maybe more important than mass</li> <li>• Does massing/zoning affect what we get (function) e.g., residential, commercial?</li> <li>• What do we need?</li> <li>• <b>4.5 m may be “too stingy” for café and pedestrians and trees</b></li> <li>• <b>4 storeys a big change from existing 2 storeys</b></li> <li>• <b>Okay with well-designed 4 storey face</b></li> <li>• Missing part: We’re clinging on to 4 lanes of street (car) traffic, limiting other uses – bikes, pedestrian space</li> <li>• Height – fire service needs to be able to respond</li> <li>• <b>Mid-rise (consistency) “mountain” vs. lower-rise with high-rise (Interspersed)</b></li> <li>• <b>8 storeys all along Quinpool?</b></li> <li>• Different lots produce different heights</li> <li>• Variety, okay</li> <li>• Will this drive lot consolidation?</li> </ul>		