

Attachment 2a PUBLIC CONSULTATION SESSION FEEDBACK (Meeting #2)

The second round of meetings for the Centre Plan took place between April 30th and May 10th with a total of 5 meetings for 11 corridors. During these meetings the Centre Plan team devised a voting and feedback collection method to determine the general feeling about the plan; the “Stoplight” method also served to address specific issues that residents and other stakeholders raised during the feedback sessions.

The information presented below is a graphic representation of the overall votes cast during these sessions. Directly following these votes the information collected through written submissions, public questions, and personal interactions with staff are included in their raw form and divided by meeting location and further subdivided by corridor or neighbourhood.

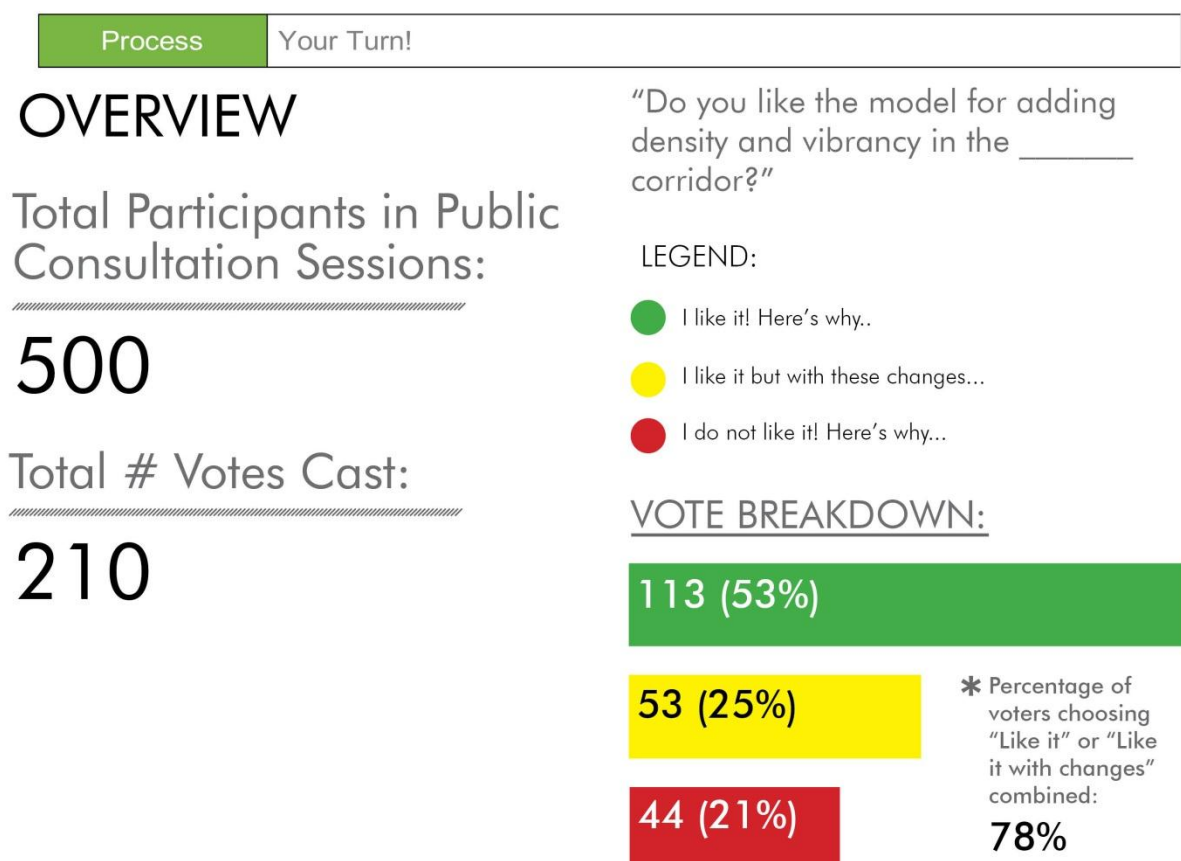


Image 1: Overview of Votes of all corridors combined; the number of total participants is an estimate arrived at through combining the sign-in sheets with head counts.

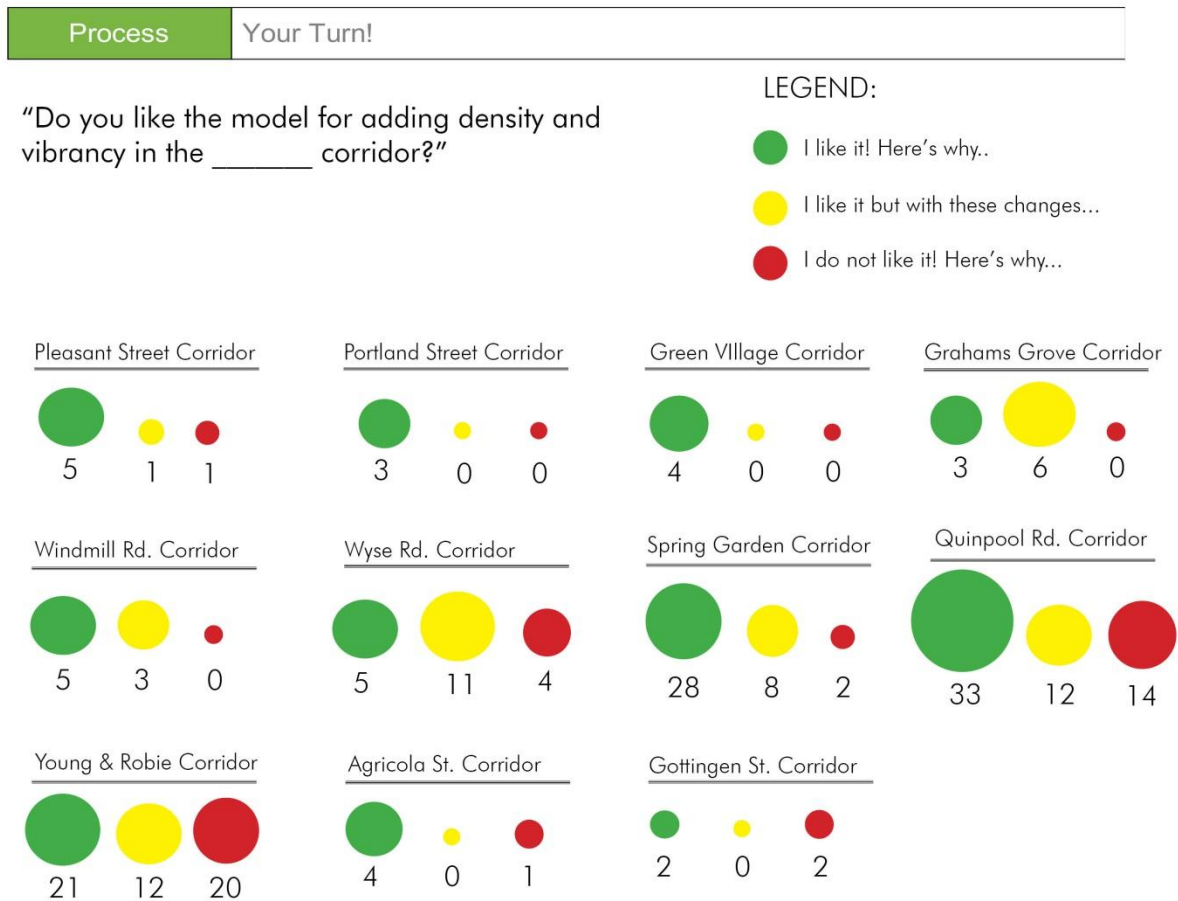


Image 2: Corridor Specific Voting results

NSCC Waterfront Campus Session, Dartmouth-April 30th, 2012

Question & Answer Period

1. Can you clarify what heights & densities go where?
 - May be useful to speak in terms of stories
2. What are the parking considerations for the proposed densification?

- Would like to see parking in the plans, & prescriptive language
3. What does current zoning bylaw say for parking requirements?
 4. Worried that concerns for Graham's Grove area were not adequately captured. Wants to review & edit report before it goes to CDAC.
 5. How do you plan to enhance transit? (with current car culture, growth patterns, ferry cutbacks etc) – did HRM look at best practices?
 6. Clarification of street wall heights in Graham's Grove – disappointed that it's 5 storeys
 7. Concern over requirement for commercial – Why is it mandatory?
 8. Likes idea of mixed use, but worried about viability because of continued expansion of Dartmouth Crossing. Would like developers to be required to meaningfully consult with neighbourhoods.
 9. Need provisions for guest parking
 10. Commercial restrictions?
 11. How will the plan be protected?
 12. Would like HRM to do wind & traffic studies & charge to developers (so HRM property)
 13. Will there be minimum requirements to ensure adequate densification?
 14. Will density bonusing be a place? Clarification of legend, neighbour & corridors map.
 15. What is the difference between low ,medium ,high? There seems to be a disconnect, so which properties are medium and high exactly?
 16. There is no parking plan for a building that covers the entire block. Where are they going to park? Will they park on my street?
 17. The encouragement of parking underground, encouraging alternative modes...is this written in the Plan?

18. Why are you using prescriptive language with holes?
19. What does the current zoning, by-law state in Dartmouth?
20. There is not enough information to judge, give feedback on prior to the CEDAC meeting. Will we get a chance to look at this document again before than? How do we know if you are interpreting our feedback correctly if we do not a get a chance to see the document prior to CEDAC?
21. With respect to enhancing transit within these corridors...are you going to encourage transit if existing policy encourages cars, ie road widening, ex. Ridership is down, reduce routes.
22. Are we looking at other places/cities for best practices?
23. The red band along the corridors, there is a miscommunication. There are lots of residential uses.
24. Mix use is great but continued expansion of Dartmouth Crossing will prevent this and also subdivisions outside of core. Developers should still consult with neighbourhoods later on.
25. There is not enough for parking...in addition for guest parking for these sites.
26. Are their restrictions to the commercial uses? Ex Ralph's Place?
27. Who will protect the Plan? Planners are up against developers, politicians. For example beaches in Downtown Vancouver become developed.
28. If we all did minimums would we reach our goal?
29. When you look at densification # in 25 years, Do we have a transportation Plan/model? Is is actually going to achieve our sustainability goals?
30. Density bonusing...will this increase the height of these buildings higher than what is shown on the maps here?
31. Can you explain the shades of pink map that was created during the earlier HRM by Design process?

Corridor	Votes – “Like”	Votes – “Like, but”	Votes – “No like”	Total # Votes Cast/Corridor	Total # Votes Cast @ Session	Attendance (Sign in Sheet only) @ Session
Pleasant	5	1	1	7	23	50
Portland	3	0	0	3		
Green Village	4	0	0	4		
Grahams Grove	3	6	0	9		

Considerations:

1. Some participants chose not to vote, but provided comments. (All comments will be recorded in public record)
2. Some participants may have voted for more than one corridor.

Analysis (voting):

1. Majority of votes cast in all corridors either “Like” or “Like, but with changes”

Participants Comments

Graham’s Grove Corridor:

1. “I Do Not Like It” – No Comments
2. “I Like It”
 - Allows for greater transition from green space, recreation and existing low scale residential.
 - The provision for potential commercial uses is valuable depending on how business opportunities develop and alter over time (flexibility is key)
3. “I Like It, But”
 - The area between Lawrence Street & Bartlin Road, should require a wind tunnel analysis for anything above 8 storeys. Otherwise it looks Great.
 - Step backs should be layered along street corridors as well.

- Corridor height along street frontage should be 10.7 instead of 5 storeys and adjoining streets with 4 storeys should be 3 storeys instead.
- I don't like that the side streets Lawrence and Bartlin Rd are considered part of the corridor due to their width I think off corridor setbacks should apply
- Do not like the fact that there is a 5 storey & 8 storey frontage on most streets in the Grahams Grove area
- The 3' then 45 angle setback should be part of the development so that it is sunny & inviting. This should not be reserved to placate the surrounding residential property.
- Also concerned about traffic. There are already regular traffic accidents – many leading to death in this area & the streets funnelling into this area.
- Concerns about development already in the que not conforming to HRM by Design
- The statement about the design form & step backs being uneconomical for small lots is flawed – if it doesn't fit – “it doesn't fit”.
- Graham's Grove sits between 2 designated opportunity sites and is mostly low level residential. Low to mid-level development should be the goal.
- Maximizing sunlight/sky and pedestrian scale with height and step back controls is a great idea.
- Traffic and wind studies are essential to Graham's Grove given existing traffic issues and negative impact of wind on lake.
- Presentation stated an asset for Graham's Grove as transit. This is inaccurate. Traffic is poor and there's only one bus #62. Also, ferry service threats make this area vulnerable if density is to increase.
- Some good work, but question why Graham's Grove was chosen for increased density given poor traffic network/access. Also, where will people park given very limited usable street frontage on existing narrow streets on hills?

Green Village Corridor:

1. “I Do Not Like It” – No Comments
2. “I Like It” – No Comments
3. “I Like It, But” – No Comments

Portland Street Corridor:

1. “I Do Not Like It”
 - There is not enough detail for or about parking
 - Why put tallest buildings on one of the highest points of land in Dartmouth?
 - 4 storey max height from Portland & Rodney to before “family drug”, then at Family drug site to Prince Albert have higher 8 – 11 storey buildings.

- Schools – what is consideration or impact of schools from increase in families in neighbourhood as result of developments.
2. "I Like It"
 - Where is right of way (HRM) on map of Portland Street (Rodney Rd – Hastings St)?
 - Enhance this green space – keep it public, community path. Will it stay a green space? Please enhance for current and new neighbours to enjoy!
 - Are models available of sunlight as it would be impacting on residences based on building height?
 - Change will be good, area needs improvement. Good opportunity for input with this process.
 - Where are the comments from developers' round table? Should be posted online so we can see what they are saying (as they can see our comments) by hotspot area ie: Portland Street and Graham's Grove.
 - R2 block between Portland/Rodney?
 - Attract families, underground wiring, underground parking. Max 3 storeys (Rodney to adjacent to Family Drug, back on residences) and higher buildings.
 - Protect green space – path. Rodney & Hastings
 3. "I Like It, But"
 - A face lift will be a breath of fresh air
 - Consider topographical changes as Portland gives uphill in building height max.
 - PID 00221952 should be included cause it is for sale with four other lots along Portland Street.

Pleasant Street Corridor:

1. "I Do Not Like It"
 - My only hope is that residents will be able to flaunt the plan just like developers can.
 - Disconnect between idea of a corridor and a neighbourhood. Are we planning a corridor or trying to neutralize a neighbourhood? If the latter then the Pleasant Street focus is not enough.
2. "I Like It"
 - Want to see more mixed use and retail in our neighbourhood and more density/more residents.
 - Sounds good
 - I like the plan, just need to ensure we encourage transit is sufficient
 - I like the mix use idea but it is idealistic not realistic

- Density may be more achievable than vibrancy
 - Connections between street & neighbourhood need to be articulated
 - This is a small but good step.
3. "I Like it, But"
- Sobeys has a Covance on Development on their lot, no grocery store, why?
 - What about a park lane on Pleasant Street for parking?
 - I wish there were a way to jump start a development of the street without waiting for one big developer to come along.
 - It would sure be nice to have a design or concept study, a visual concept of street and buildings.
 - Get people and maybe developers thinking.
 - Are we too strong on conformity – setbacks and height, but nowhere on creativity.

Looking Ahead

What do you want to see included in the next phase of the Centre Plan, covering the entire regional centre?

- Vehicle parking should be incorporated inside any new buildings if at all possible
- If you want residents to make greater use of bicycles, then adequate bike parking needs to be in place.
- Actual buildings that typify mid-rise etc. OR actual 3D modelling. Too hard to visualize with just heights and model
- All New buildings should have solar power and solar heating a requirement for part of their design.
- Structures should be capable of supporting green roof top environments
- Vertical Axis Wind Turbines (VAWT) are quieter than the traditional horizontal/pinwheel type. This makes VAWT a good choice for in the city roof top power generation arrangements. Renewable energy solutions need to be made a requirement not just a "nice to have" solution.
- Parking – In order to meet real lifestyle situations, parking "must" consider holiday and out of town visitors. Especially for winter parking ban situations. What can an out of area visitor do? The parking "MUST" exceed daily requirements.
- We need HRM policies written that ensure that a developer can be told "no" permit for a given location even though the project meets all land use policies. Thus HRM can ensure that densification will occur where the Regional Plan defines it to occur. HRM needs to develop or drive development not the Developers.

- All retail businesses should be given an incentive to relocate to Dartmouth Crossing. Burnside should be for industrial/commercial operations and have the proper incentives to make it desirable to do so. Policy must be written clearly to make it happen.

Atlantica Hotel Session, Halifax-April 30th, 2012

Question & Answer Period

1. Can you describe what the street wall would be like?
2. How is public transportation and open spaces covered/included in this plan?
3. Yale St/Pepperell St were still included online and in maps –was misinformed
4. Maps are showing tall buildings next to houses, single family dwellings. Not appropriate.
5. How was the stepback/setback design proposed received by the development community?
6. Not aware of the first meeting: add flyers & radio
7. Add bike lanes, public amenities like benches, well, designed buildings. Covered about road widening, against 8+ storeys.
8. Change to the Hydrostone is not good, there are already issues in that area with tall buildings.
9. Where will there be space to build on Quinpool?
10. Make Quinpool's streetscape people friendly.
11. Who will decide on these rules?
12. What kind of separation distances and features will be required
13. How important is densification to enabling good streetscapes, accessible public spaces, etc, type of neighbourhoods we want in HRM?
14. Any process that helps improve streets like, etc is a good thing
15. What focus will there be on materials and?
16. Could have been useful to go through the XXXX policies vs. what is being proposed
17. Densification in the centre seems to be treated. What is the effect with adjacent commercial?
18. What is the sustainability of high rises vs. low-mid rise?
19. How can we mitigate a potential/existing wind tunnel?
20. What are the timelines for developing affordable units, spaces, etc. ie: phase 1 vs. the timelines for the remainder of centre plan?

21. What is the timeline for infrastructure improvements for SGR/Quinpool?
22. What will happen with the proposed development at Vernon/Quinpool area?
23. Increased density of the will require more green/open space for cities, ensure this space is protected and maintained (i.e. Bayers Lake same expansion or regional wilderness area)
24. Taxes being so high for existing buildings prohibits property owners from investing in the streetscapes nearby.
25. Is there going to be any requirement for developers to respect and incorporate the principles of HXD.
26. Is there away to focus on the less attractive, under-utilized areas first rather than focusing on developers and in areas where people live already?
27. Identify yourselves by area when speaking
28. Will there be additional traffic on Pepperele Street will there be access onto Quinpool, be charged?
29. Lots of parking and traffic already occurs on Allan St, parking restrictions hurt more than they help. Width and traffic flow on Quinpool makes it a bottleneck
30. Height restrictions
 - As of right/development agreement site plan approval is anticipated, otherwise as of right
 - Height consistency – development driven
31. Concerns:
 - Yale/Pepprell NOT included but maps show streets
 - Important to protect these streets
 - Hirise in back yards or beside a residential building
32. Hinder/Help
 - “Wedding cake” set back
 - Response – built form will hamper financial attractiveness, Functionality is not best regarding fire escapes
33. Housing cost concerns (Quinpool area)
 - Hoping to include bike lanes/open spaces/benches
 - Widening streets/possible 1 way
 - Density bonusing will encourage streetscape improvements
34. Concerns
 - Not looking at street design/traffic patterns
 - No land
35. Exceptions to rules
 - Who will make such decisions
 - Design review committee

- Performance standards set – intent.
36. Existing Highrises
- How much separation/green spaces
37. Importance of densification
38. Façade and materials in buildings
- One end – Branded designs (KF)
 - Other end – faux heritage design
39. Missing in presentation
- Existing maps & heights vs. proposed
 - Parts of urban core are already dense & should different densities within area
 - Need to look at long term values of high rise, including social interaction
40. Wind Effects
- Robie/Spring Garden for example, additional development will contribute/mitigate
41. Timelines
- Building guidelines without dealing with street/traffic pattern guidelines
 - Can I proceed without other
 - Up to 2 year lead
42. Infrastructure updates – Streetscaping
- Spring Garden development agreement how does this fit into present proposed guidelines?
43. Green Spaces
- Increased density needs more green spaces
 - Encourage balanced development
44. Mission
- Existing building cannot be upgraded due to tax burden
 - Ensure core values are embedded into regulations
 - Incentives to focus on existing/ugly areas of core in addition to new development
 - Municipality can't make owners change design
 - Concern about traffic impact on residential side of "through" developments. Proposed development on Quinpool Rd will have traffic from on Pepprell
 - More development on Quinpool Rd will force traffic to residential streets. Need to keep traffic on Quinpool, not Alan & Pepprell.

Corridor	Votes –	Votes – "Like,	Votes – "No	Total # Votes	Total # Votes	Attendance (Sign in

	"Like"	but"	like"	Cast/Corridor	Cast @ Session	Sheet Only) @ Session
Spring Garden	28	8	2	38	99	145
Quinpool	33	12	14	61		

Considerations:

3. Some participants chose not to vote, but provided comments. (All comments will be recorded in public record)
4. Some participants may have voted for more than one corridor.

Analysis (voting):

2. Majority of votes cast in all corridors either "Like" or "Like, but with changes"

Participants Comments

Spring Garden Road Corridor:

4. "I Do Not Like It"
 - a. Too high – 20 storeys to 2 storeys
 - b. Too high – preference to SFCT MAA. Height in 6 -8 storey range. Don't like "wedding cake"

5. "I Like It"
 - a. Love it! Here to support more residential downtown and affordable housing. This is step in right direction!
 - b. We need to go up/cost of servicing/sustainability/maximizing the most of our resources downtown and as many people as we can get should be able to live in these areas.
 - c. Higher density will allow the use of higher quality materials and green technologies as well as public spaces and art.
 - d. What principles will be considered for landscaped open space, a potential deterrent of built form.

- e. It will help extend the vibrancy of Spring Garden Road to Robie Street
- f. Yes, just make sure "exceptions" aren't the norm!
- g. The most important thing is quality urban design/mix of uses not necessarily number of storeys debate or set-back distance

6. "I Like It, But"

- a. Buildings fronting south end of Carleton St should be added/characterized.
- b. If developers say cost is a problem, why doesn't the province provide elevators for free, rather than having horizontal roads, have vertical ones. – Jen Powley
- c. South development (Spring Garden & Carlton) maybe have high rise force east-west, even though street level can still have commercial access east/west.
- d. Love the comment – keep building density to 6-8 stories – effective, quality density to live, maintain and develop.
- e. I want to see better protection for heritage especially on Carleton Street. I fear/hear that developers are amassing heritage building with the plan to tear them down after the year (by rights) then apply for a higher density building based on the fact that it's now a empty lot surrounded by high rises.
- f. Looks like a good plan, just be sure to consider EVERY proposed development very carefully so that increased density does not come at the cost of low-quality buildings that don't respect the stated design principles. Overall, well done & kudos to the HRM by Design Team!
- g. What about blocks between Barrington & Summer St? Where opportunities still exist.
- h. Design is critical – aesthetics matter! So does wind!
- i. Try to find ways to maintain existing facades (the nice ones) when densifying.
- j. Fix taxation system – cost per unit of service, not inflated property values. That will be an incentive for more sustainable development.
- k. Decrease the street side width of mid and high rise to ensure real sky view and not just token.
- l. There should be more as of right sites approved through this consultation process to allow for density growth during the increase of confidence in our economy to help move our urban core in the right direction.
- m. Putting width vs. height restrictions to stop high rise is foolish. Allow high rise developments in select locations instead of making a development not cost effective for the developer. We want to see this city
- n. prosper; don't piss off investors or developers looking for potential here. Make guidelines that provide potential for the developer as well.

- o. These new developments/sites for developments should allow for MORE high rise type buildings and wider buildings on the lots to create more density. The proposed width for these buildings is not wide enough and we could use green space areas inside the buildings designs themselves more like resort type developments with amenities. To increase our populations downtown is important and to do that we need to do something different than what currently exists. The rules for development need to be in line with certain profit margins to ensure developers are interested in sites. Government should have government sites/buildings sold through different processing to allow for more money to the government for infrastructure of the streets and improvement of areas.
- p. It is really difficult for me to look at your map with the orange squares with foot number on them (71,28, etc) and say "I like this" or "I do not like this". If you could put a bunch of photos on the wall of existing buildings of the heights and set backs you propose with this connecting them to your map. And/or do an architectural rendering of part of the streetscape as you envision it (pedestrians – eye – view) it would be much more helpful.

Spring Garden Road Corridor:

1. "I Do Not Like It"
 - a. Taxes are too high need even more density to reduce taxes. No more street widening
 - b. Height is not the solution
 - c. The proposed towers on Quinpool & Robie are much too high. What about the exiting of the cars from the high rises. Note the applause given to the points raised on this motion at the meeting. Who is meant to live in them?
 - d. People and green space etc should be the first concern and not by passed to expediate the record number of rented apartment applications swamping the planning dept.
 - e. Too high – public usage can't wait till private is XXXXXXXXX. Must be part of plan from beginning
 - f. Students: according to Dal survey, love Quinpool Road as it is! Not enough attention given to parking, traffic – These are residential areas attached to Quinpool Rd which already have too much traffic – Please don't add to it by having parking lots exit and enter on this over travelled residential street.
 - g. Densities will be too intrusive of abutting residential uses especially of corner lots. Where are all the cars going to park?

- h. I will be surrounded on two sides by the development on Quinpool & Vernon Streets. I don't like the idea of no view, no sun on two sides. High hopes co-op 3 family units.
- i. Fix the mistake that is Quinpool Centre
- j. Onsite parking must be mandatory 1 – 1.5 spaces per unit.
- k. No mention of traffic improvements on neighbouring arterial streets to handle increased traffic generated by higher density.
- l. Need to FIRST consider use. Will high density create family friendly affordable living space? Will existing family friendly affordable space be eroded? Rushing the process will increase likelihood that core values will be by passed. Our family of six will be negatively affected by proposed changes to Yale Street.
- m. I cannot envision how the plan will work with the current situation of many, many properties with limited frontage. Short of buying everyone out along an extended street frontage area, we will have foolish and unsightly mish mash of properties and heights. Possibly eventually there could be consistency, but things would be yucky in the interim.

2. "I Like It"

- a. More people equals more vibrancy
- b. A good balance, although perhaps a bit too restrictive on development
- c. Good planning for a standardized process, wish that elements of Phase 2 were included now, ie: green space, transit.
- d. Will add more residential in the core, and hopefully lead to more affordable housing. Step in the right direction!
- e. I like the process, and as a business owner & resident of Quinpool we want to see the street improve. Challenges yes, but the process works. We care, take pride in our building/business, seek to improve it constantly welcome a unified effort – Growth change have to occur!
- f. Great. Increased density will make area more sustainable as well as reduce carbon foot print.
- g. No parking requirement
- h. Well prepared and good long term view!
- i. More education and information on proposed legislative amendments
- j. Check Bloor in Toronto between Prince Edward & Royal York. Selective commercial with 2 or 3 streets residential over ground floor.
- k. Envision Quinpool involves relating to reality of traffic!

- l. Clear rules for height and width requirements for buildings, but.... Check with industry/developers to make sure it's economical.
 - m. Quinpool doesn't have to be a traffic monstrosity. Introduce tolls! Improve transit! If traffic from Quinpool is overflowing to Allan, consider traffic calming measures (ie. Bulb outs like on Romans Avenue) to help reduce traffic overflow. If traffic gets worse on Quinpool people will stop using it as a freeway from rotary to downtown and if you use traffic calming on Allan, Pepperall, etc they can't use these streets either, they will walk/bike/use transit.
3. "I Like It, But"
- a. There are three keys to its success: transit, transit, and transit (must reduce car traffic)
 - b. Too many cars on peninsula. Too much Traffic. Dangerous to use bicycles!
 - c. Great start but not quite aggressive enough. Buildings have to be economical to get built.
 - d. But....pay attention to ALL the comments from meeting #1
 - e. Pay attention to traffic density and social impact on recreational areas, ie. Bars, cafes, local hot spots. Keep local environment alive.
 - f. Please don't rush the process, once it's in place and buildings are approved, it's too late. I think the bigger challenge is on the back where residential neighbourhoods are affected.
 - g. Max 8 storeys (100 ft) is enough. For developments to be viable, they may have to be bigger & higher.
 - h. It was discussed tonight (as per an audience member's question) that HRM has no power to force property owners to beautify ugly buildings. However, since you are looking at some major legislative changes, would you consider some sort of tax incentive for property owners who agree to improve their ugly properties? (or development incentive or other incentive). For example, take the Canadian Tire

Dartmouth Sportsplex Session, Dartmouth-May 2nd, 2012

Question & Answer Period

1. Are you hoping to get this through in the next year?
2. How are these proposed land use requirements meshing with the current requirements?
3. How does the density bonus work? Will it be able to exceed the maximum heights?

4. Will good and sustainable design be encouraged?
5. Displays are great, but visual images of what Wyse Rd. would look like eventually would be helpful.
6. What are the current height restrictions now?
7. Notification—I got the notification for this meeting through a friend. Direct mailing is important for notification.
8. Height restrictions are up to 18m in a row of houses having 2-3 storeys. Concerned about traffic in residential areas. Must take into consideration of traffic and traffic calming.
9. Will you install speed bumps and traffic signs?
10. Wanted to clarify that public housing is referred to as Jelly-Bean lane.
11. The key is to look at it from the point of view of the future, not now or in the past. The design component of the building is important. The design and functionality of buildings must work. Density is the right thing but design and form is important. Right now site plan approval is not permitted which may leave us with as-of-right as the sole option. We talk about mixed use-why doesn't HRM require mixed use on its own property: the central library and now transit terminal.
12. Very European like. They make up for high density and mixed use by providing small squares. There isn't anything being given back in terms of parkland as part of this process?
13. Comment on process: HRMbyDesign streamlining the process is all good, but people who support high density around bridge head probably don't live in the area. It is mostly midrise on Wyse Rd with a lot of traffic. The higher heights are going to worsen the traffic situation.
14. The heights are too much even though the overall approach may be okay.
15. Does the mixed zoning allow hotels?
16. HRM should do traffic study themselves and charge developers.
17. Definition of Housing Affordability for our use? Addressing needs of lower income-what are the needs being addressed? What happens to existing public housing?
18. What are the current height restrictions? What Dartmouth areas get 28m (24 storey) tall buildings? Concerned that increased density will increase social problems. Boland street area streetwall height may be too high.
19. Forcing property owners to consolidate because rules are too limiting. Are uses going to be changed?
20. Regarding public housing called "jelly bean lane", why don't public buildings include mixed use? We should encourage all development to be mixed use.

21. Towers? Residential/offices? How is green infrastructure being dealt with now (landscaping, trees, etc.)? Open space needs to be given back.
22. Need to provide number of development inquiries. Bridge is an ugly eyesore-is there a plan to change traffic flow-load around bridge?
23. Identifying and streamlining a goo idea. Existing neighbourhood around bridge not high rise. Traffic is already too bad and this will just make it worse.
24. I've seen a dramatic change in neighbourhood housing sales/real estate. Due to increase cost of living people can't afford their housing anymore. Pushing people into core/pushing existing residents out. With regard to the car dealership area, I'd like to see HRM take initiative and negotiate with existing owners and sell Master Plan to developers (buy land from existing owners). If not, not enough change will happen. Concerned people are being forced out of existing neighbourhoods. HRM should do its own studies.
25. Towers can be good.
26. What is the approval process?

Dartmouth Sportsplex

Corridor	Votes – "Like"	Votes – "Like, but"	Votes – "No like"	Total # Votes Cast/Corridor	Total # Votes Cast @ Session	Attendance (Sign in Sheet Only) @ Session
Windmill Rd.	5	3	0	8	28	30
Wyse Rd.	5	11	4	20		

Considerations:

1. Some participants chose not to vote, but provided comments. (All comments will be recorded in public record)
2. Some participants may have voted for more than one corridor.
3. Analysis (voting): Majority of votes cast in all corridors either "Like" or "Like, but with changes"

Participants Comments

Windmill Road

1. "I Do Not Like It" –
 - a. No comments
2. "I Like It"
 - a. No comments
3. "I Like It, But"
 - What are the plans for Shannon Park?
 - Deal with vacant lots or commercial space sprawled over large properties.
 - Green space requirements necessary
 - Traffic considerations and studies necessary
 - There should be consistency with the type of commercial space usage
 - Playing fields and recreational spaces are much needed here
 - With recreation services and parks there should be provisions for safety (lighting, security cameras) to ensure the spaces remain fun and inviting.

Wyse Road

1. "I Do Not Like It" –
 - Will ruin viewplanes in a modest neighbourhood.
 - Overall streetwall and building heights are out of scale; too high.
2. "I Like It"
 - We need to give everyone the opportunity to live close to services, not to mention cost of servicing. The key is good and functional design like this.
3. "I Like It, But"
 - Require green spaces
 - Be mindful not to worsen traffic in an already congested area.
 - Sensitive to residential backing on commercial.
 - Like the concept but the 20-24 storey maximum is inappropriate near the bridge.

Looking Ahead

What do you want to see included in the next phase of the Centre Plan, covering the entire regional centre?

- Vehicle parking should be incorporated inside any new buildings if at all possible
- If you want residents to make greater use of bicycles, then adequate bike parking needs to be in place.

- Actual buildings that typify mid-rise etc. OR actual 3D modelling. Too hard to visualize with just heights and model
- All New buildings should have solar power and solar heating a requirement for part of their design.
- Structures should be capable of supporting green roof top environments
- Vertical Axis Wind Turbines (VAWT) are quieter than the traditional horizontal/pinwheel type. This makes VAWT a good choice for in the city roof top power generation arrangements. Renewable energy solutions need to be made a requirement not just a "nice to have" solution.
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- All retail businesses should be given an incentive to relocate to Dartmouth Crossing. Burnside should be for industrial/commercial operations and have the proper incentives to make it desirable to do so. Policy must be written clearly to make it happen.
- I note that no public green spaces are proposed. None!
- Invest in public green space.
- More emphasis on pedestrian crossings and impact of increased traffic on existing neighbourhood; ever try to cross young are Superstore? Every see anyone crossing at the poorly designed pedestrian crossing at Windsor, Young and Bayer's?
- During construction=no parking on side street for more than 1-2 hours to prevent construction workers from using our streets as a parking lot. Alternate parking on side streets that allow parking on side streets, i.e. one side on a parking side; the other on side on following side and so on.
- Decent shelters at all bus stops.
- All street red/green lights to blink at night.
- No left turn on Windsor/Robie/Agricola/North/Young
- Having lived in Vancouver for 12 years I fully endorse your plan. Ps-I hope we can have an input into and prior to the construction phase and how it will impact the surrounding area and offer some suggestions to minimize the impact.
- Green building standards, roof top gardens, urban farming and gardening; regulations to control rents but real estate speculation and flipping.

- This process of carving out specific areas of interest to be dealt with before the overall plan is mistaken. All of the HRM byDesign considerations should be done as an integrated whole (and after the new council is elected).

Halifax Forum Session, Halifax-May 9th, 2012

Question & Answer Period

1. The orange map symbols, what do they mean?
2. How can you avoid too much setback-4.5 m pedestrian realm, 1 flex for façade.
3. Referring to the coloured maps for Young St. where it meets Windsor at a right angle, are you taking out the curve?
4. Changes in boundaries in the last few weeks in response to developers has happened obscenely fast. Is the process governed by the same process as downtown-do you need legislative approval?
5. What can I do to get density bonusing? Shouldn't go very tall until we get density bonusing.
6. Are there going to be alleys to service these buildings?
7. The Forum is 15 m high now, this tall height provides incentive to sell for profit.
8. Affordable housing-incentive to take out existing affordable housing.
9. I don't support density bonusing-you should use development agreements instead.
10. Large area with 80+m height-could get more with lower height-too many towers on large site not good way to go.
11. Why is there no mention of traffic study and the pedestrian realm?
12. Will this be approved before the next election?
13. Traffic is an issue: I walk my kids to school and work from home and see grid lock daily.
14. What is the definition of sustainability? Request developers develop "green zones" then build up from here-don't just plunk down buildings.

15. Density is false argument, there are many vacant sites we could use.
16. Need some thought on utility spaces, spaces behind buildings etc.
17. Mixed use-Could C2 have commercial at bottom and residential above? Or side by side?
18. Wisdom of spot zoning should be integrated with whole centre plan.
19. Protecting neighbourhoods? What will actually protect them?
20. Why deep purple on Russell and Macara? This threatens residential areas.
21. Is the corridor side stepped back and the residential side sheer rise?
22. Proposal on Demone-we accepted that would be development but heights are not acceptable.
23. "Hole in the doughnut"—could do something better in this area. Currently a large number of plans and they're difficult to update.
24. Forum site-good-height will give resources to build site as recreation hub. "Super block:-unique-need to consider comments-break into smaller blocks.
25. Of 34 parking spaces only 20 used in new development; consider lowering parking and raising units.
26. With regard to the addition of Fern & May-how did it go from 8 storeys as discussed last meeting to now looking at 5 storey streetwall and 12 storeys behind? What is protecting neighbourhoods?
27. Observing trends: downtown plan is not coming along well-"waiting for Godot"-condo market is saturated nationally-NS is next-NS is not growing and developers not getting cash-leads to speculation and vacant sites.
28. We need to retain heritage-not continue knocking down for taller buildings. Heights don't match "suburban area".
29. The quality of workmanship-quantity and speed may impact how well it will be built-how do you ensure quality workmanship?
30. Height is potential-may not get built but developers could consolidate lots.
31. Would Windsor be "off-corridor"? What are stepbacks? Where would 45 degree angles happen?
32. It's hard to picture distance and heights.
33. Young "curve" made barrier to use of street for pedestrians and connections in area.
34. Height is concern as resident but don't know boundary for this.
35. Have you done 3D renderings? Wouldn't get 12 storeys as its too small and narrow-can't meet stepbacks. What about parking?
36. Sidewalks-what are the options? For these very wide sidewalks? Public and private realm issues.
37. Interested in "super block" (piercey's and post office)-plan is commendable-is struggle with transitions to residential.

38. Restrictions on tower floor plates 8000 sq. ft-11000 sq. ft. Why so restricted? Should rethink when you get to larger lots-specifically on this site.
39. Terrified by density—seen this in Kiev warzones-hope for creative thinking, parks and recreation in the area.
40. Concerned about “maximum density”
41. Prevailing wings—highest lands and most visible in city—needs consideration.
42. Where do you think the 100,000 people are coming from? Urban professional in the city, families in suburbs.
43. Reduce greenhouse gas-build Burnside connector.
44. 12 storeys very imposing—too much. Did attend Demon-19 storeys too high. Small retailer, Falkland and Gottingen retail is vacant. There are not enough parking spaces and accessibility. Currently there is more development in the suburbs and less in the urban area—why is this?
45. Why don't TIS find impact on traffic?
46. Interested in blocks towards Hydrostone-blocks between Robie and Windsor/Young & Demone—why uniform? Couldn't scale down towards Hydrostone? Graduated the blocks and then build up?
47. Why only commercial residential at grade too—interface at street.
48. Need higher density on Peninsula/core. R1 neighbourhoods-is there thought to put units there?
49. Modular homes in BC-could build smaller homes. Any thoughts on this?
50. High density on corridors—“Walls of density”; interaction of people with street-couldn't put crosswalk in some places.
51. The approval process needs a list of checkboxes. Stage 1 as a more holistic look at how complies with the plan. Stage 2 does involve council/what are the backdoors for developers and do communities have any further input?
52. Make this happen in some form-maybe with lower numbers-now there is too much randomness-no certainty for developers and land owners.
53. Random at council-more certainty that they'll stick with the plan.
54. “suburban” area maybe a generational thing-moved to the area because it was the core.
55. Height. So much is focused on height-quality is critical-can think of 1 storey that is awful and 3 storey historic building that is wonderful.
56. If its good enough and “excruciating” detail could have good results—needs considerations.
57. Density is hard to vizualize-give number of units and people counts –easier to understand and accept.
58. 25 year plan-need to account for growth over all these years and needs.

59. Don't see open space and that's a need for families-needs to be a designated area.
60. Parking is a reality that goes with people. Need adequate parking for businesses- either fail or anger neighbours. Perhaps require developer of towers to include public parking.
61. Ok with height, I like the vocabulary-streetscapes, participation etc. What's missing is estimation of population increase with full build-out and demographics. This would help to know there's a long range plan-schools need to be addressed. Is Forum redevelopment to serve recreation for the area? What is the plan for transit?

Halifax Forum

Corridor	Votes – "Like"	Votes – "Like, but"	Votes – "No like"	Total # Votes Cast/Corridor	Total # Votes Cast @ Session	Attendance (Sign in Sheet only) @ Session
Young & Robie	21	12	20	53	53	63

Considerations:

5. Some participants chose not to vote, but provided comments. (All comments will be recorded in public record)
6. Some participants may have voted for more than one corridor.

Analysis (voting):

3. Majority of votes cast in all corridors either "Like" or "Like, but with changes"

Participants Comments

Young & Robie Corridors

1. "I Do Not Like It"
 - If you are going to establish what development can develop on the corridors you should at the same time establish how the adjacent neighbourhood will be protected.
 - Little concern for planning impact on vehicular and pedestrian traffic.

- Height x height does not make a city. If you fill half the city with commercial use you will only be satisfying the commercial needs of 10 years.
- Where is the market? Where are the people for all this?
- Nothing over 8 storeys should be allowed at this time. Again the HRM planners have no carrot and no teeth. There should be no density through height until density bonusing has been approved by the province. The other parameters can then be approved successfully.
- Considering these areas before the overall consideration of the whole plan is a mistake. It anticipates the final overall outcome. It will also put pressure on the final overall outcome.
- The blocks from DeMone south to Bilby between Robie and Agricola should not be so high. Tall buildings will have a negative impact on the residential neighbourhood east of Agricola.
- Repeal Policy 89.
- If you got to European cities like Amsterdam or Prague the height of buildings is perhaps 5-7 stories not 20+. I believe that high rises create urban decay. I do not trust that developers have people, trees, green space, etc. in mind. There are so few beautiful developments in this city. Developers build to the lowest standards, aesthetically and otherwise.
- So if I throw some tires on my lawn and gas cans out back will let me densify? Unsightly properties should be taxed higher, there's incentive!
- I am concerned about current small businesses in some of these areas which would be eradicated.
- Site plan approval process will not give anyone who is a citizen a feeling that they have any say, any control—this is because they will not have any say or control.
- There is a very real danger of creating out Halifax version of Highfield Park.
- Why is this to be approved by council before an election? This should be an election issue—and citizens should know what positions the candidates would take in order for voters to decide who best represents them.
- I think this whole exercise is much too developer friendly. Much more consideration should be given to step down to residential R1 neighbours.
- Way too much height!! Giant dense buildings will end up costing us in tax revenue in the long run! Set a maximum for storeys.
- One benefit of living in the "corridor" or near it is the mix of businesses and services and the freedom to walk to restaurants, my vet, where I have my car repaired, etc. in a varied streetscape not overshadowed by tower blocks. A

lively, liveable neighbourhood has medium density, open air, light and a mix of businesses. Don't clog Robie Street.

- Disagree strongly with the high storey towers and the negative density it will create.
- What if Bayer's road becomes six lanes, where will this be taking into account for this part of the city?
- What types of incentives are going to be given to a development in terms of allowing greater number of units per acre (like south end). You have really restricted the smaller lots on Agricola with the setbacks. Compensate with greater number of units/less parking.
- If we go high between Agricola and Robie we are chasing away a lot of low building dwellers. Where are the studies that all new people want to live in towers?
- If revenue Canada/CRA does not allow capital cost allowance on land for rental properties why the hell do we allow capital gains on land sales?
- Why do you really think that if you do not get the charter changes you want that you can simply decide to give the developer what they want as-of-right?
- I challenge you to show me any of the Halifax populations in the past 40 years that have not been wildly high and were realized.

2. "I Like It"

- Look at Gladstone area. I approve to the height but no higher and homes on the face of the streets are a plus.
- The area marked as "85" and "64" are too high and will create too much density. I appreciate the step-down model to the residential areas from Agricola to Barrington. Why not step down 20-12-6 stories at Agricola to provide a more human scale? Also: need green space/recreation; area shouldn't be all mixed use—should have some residential in the mix i.e. townhousing.
- I like it. About time for Halifax to have this type of positive thinking. The height is not a concern to me, it is all good.
- I like the mixed commercial aspects—being able to walk to all the amenities and services I need is part of a vibrant neighbourhood.
- A variety of elevations (but none too high like Fenwick tower etc.) would mitigate the fear of monolithic blocks of apartment towers.

- Think through traffic patterns please (not only vehicles but bikes and pedestrians too). We need some traffic calming on parts of Robie and Young Streets.
- Really appreciate the logic of your planning model (status quo is a dysfunctional mess!). A well done consultation process.
- We need change and this plan is a positive change. The current process lacks design and form control. It is out-dated.
- I like it. Each growth area should have a desired minimum population/residential unit assigned to it.
- To make this area more liveable, traffic density (cars) should be reduced—this means reducing the “superhighways” through the neighbourhood, providing better facilities for active transportation and keeping the car: person ratio lower than the traditional numbers (e.g.: with better public transportation and car sharing services)
- I am concerned with how a plan can be arbitrarily overturned by Council. There should be an extensive consultation and approval process if an application is outside criteria.
- It provides clarity and consistency to the development process; It brings density to where services are available it allocates appropriate heights and provides for good streetscape.
- We need to develop the core—strong core makes for a strong city as a whole!
- Take a look at contribution to art along streetscape, livability of the units, flexibility in building design,
- Yes.
- We need something like this. It is not plans like this that create out-of-context developments, it's the lack of plans like this and the make-it-up-as-you-go-along chaos.
- I like the proposal main points: 1. Maintain and enhance walkability; 2. Human scale streetscape; 3. Bike paths; 4. High density towers to improve population density on peninsula;

3. “I Like it, But”

- Slow down the traffic and better pedestrian-safe crossings
- Ensure green spaces are included for sitting, lots of trees to combat car exhaust.
- Needs more consideration for impacts on traffic and pedestrians. Why is this not a consideration, considering local concerns expressed at previous HRM meetings?

- 12-15 stories; 19 stories on Damone; 10 stories/10 stories, common area.
- Great job, HRM staff. I think this plan is respectful of our beautiful and stable neighbourhoods. I question however, the wisdom of such extreme heights. I recognize the attempt to make the street level more engaging but a tall tower will not encourage more walkability but create an unpleasant environment.
- The height is too high
- Too much stone concrete in one area.
- The step down storey process is not gradual enough.
- The area inside Robie and Young should not be 12 stories. There are single dwelling houses just across the street.
- Why are some areas meeting with a 6-8 storey height and the Kempt/Robie/Young area 12 stories.
- Height is seldom good or bad in and of itself. It's the quality of the building. We focus way too much on the number of stories.
- 12 storeys on perimeter is too high/lots are too small to support the height. Do not turn Robie/Windsor/Young/Almon to Jane/Finch Corridor.
- Important Considerations: Transit and transportation & traffic, active transportation (bike lanes etc), street scale and quality pedestrian experience, mixed use and mixed density to encourage diversity in the neighbourhood (mixed cost/subsidies/required percentages).
- Do you think Halifax needs all this extra commercial space competition?
- The maximum height of 24 storeys is too high.
- Bottleneck on Robie/Almon to Charles needs to be fixed before adding more people. Height of buildings on Robie Corridor to be same as Bloomfield.
- Treat the Halifax Forum property as a "rear angular plane" which borders Windsor st. (Residential area of Cork & London st. etc).
- I do like the plan from an overall perspective but am concerned with the heights leading to residential area off Agricola—that 12 stories with 4 story streetwalls is too high. I also want to ensure green space, community gardens, parks, amenities for families.
- Some very good proposals but the building heights on this proposal are too high for this neighbourhood. If you are trying to attract strictly offices these heights are feasible but if you are trying to build housing, high buildings especially affordable bring in a lot of people in a small space which would impact on the rest of the neighbourhood more than likely negatively.
- More bus lanes; better crosswalks; traffic studies part of building approvals; reclaim streets in big Young/Robie/Windsor/Almon block.
- Overall I like it but don't like the height proposal for the buildings.

- Homeowner on Almon Street very concerned about potential maximum density leading to communist block nightmares at street level between them. Transit issues for the future of Almon St is grid locking at times now. I would have liked to have seen more planning on recreation areas and schools.
- I think 85 m or 24 storeys is too large for the maximum "Tower" height. I think that less than 16-18 storeys seem more than sufficient. I think 43 m or 12 storeys is too high for the Robie/Kempt/Livingstone block as the topography begins to rise towards Livingstone. Please lower this height.
- I agree that green spaces should be specified first before buildings are. I love the residential feel around Fern, a friend renovated on Billby and his little home is amazing. I hate to think of high rises taking over.
- Yes but better access needs to included for those residents living on Cork, Liverpool, London, Edinburgh across Windsor to Young. There is a huge barrier at the corner of Windsor/Young intersection.

Looking Ahead

What do you want to see included in the next phase of the Centre Plan, covering the entire regional centre?

- Vehicle parking should be incorporated inside any new buildings if at all possible
- If you want residents to make greater use of bicycles, then adequate bike parking needs to be in place.
- Actual buildings that typify mid-rise etc. OR actual 3D modelling. Too hard to visualize with just heights and model
- All New buildings should have solar power and solar heating a requirement for part of their design.
- Structures should be capable of supporting green roof top environments
- Vertical Axis Wind Turbines (VAWT) are quieter than the traditional horizontal/pinwheel type. This makes VAWT a good choice for in the city roof top power generation arrangements. Renewable energy solutions need to be made a requirement not just a "nice to have" solution.
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Bloomfield Community Center Session, Halifax -MAY 10th, 2012

Question & Answer Period

32. Out of the 140 development proposals how many are separate and how many are the same developer with multiple developments?

33. Do you have an estimate of the population increase? Because long ago to numbers were exaggerated. I'd like to see the studies of the population increase made public.

34. On the heritage trust board, did the location of heritage buildings in the Agricola blocks affect your choice of heights at all? Can you tell me how many heritage buildings are in the Agricola corridor?
35. Concerned that streetwall heights and built form will be locked in place without the full plan being taken into account.
36. Last meeting there was consensus that to have an Agricola corridor would have streetwall on both sides. I own property on the street and it makes it undesirable since the 2 sided streetwall was not embraced. How does the single streetwall make my property sustainable?
37. Could you address the property tax assessment with reference to the discrepancy present?
38. Reverend: half of my congregation is living in the North End. There are some concerns: first is regarding the crosstown connector bike trail; Homes of residents are WWI built and residents are stretched with rising prices. There is concern with displacement of low income residents, antiquated water and sewer in the area being able to handle the new capacity, and over parking availability.
39. Active in development and real estate, in support of the plan. Any city will grow and evolve. Cities are changing constantly. Our existing process is broken with antiquated plans. DA's do not allow for change. Changes to Gottingen and Agricola are important. Need more people on the street to reinvigorate our city. This process is a great way to move that along. Currently building 250 residential units aimed toward the working poor, designated as residential, with some activity on the other side of the street (Gottingen). More important than heritage is getting the city working again. No issue with heritage and modern buildings side by side, this juxtaposition just highlights and accentuates what is so fantastic about heritage buildings.
40. Astonished by heights and believe you're throwing away the impact of density bonusing. Disappointed with the Agricola corridor because a lot of these places on maps are peoples homes near empty lots and all you see are the empty lots and the degeneration. Taxes will go up and the citizens will not be able to pay their taxes. This is close to a racist

document because of the fact that one of the few Black communities of Halifax lives in this area.

41. Smiths bakery owner; enjoyed the presentation with the exception of one glaring omission, namely, parking. No plans to create parking to support businesses etc. Diverse parking options are necessary for the short and long term. Take issue with the bike corridor which will eliminate all parking on the street. Wishes to encourage density but at what cost? Must consider parking implications.
42. Creative Crossing owner. Regarding plans for extending the corridor with new zoning on one side but not the other. What's the plan for the other side of the street?
43. Prevailing scale on Falkland includes 2-3 story buildings. The new height restrictions would put the scale at 6-10 stories. Is there a discrepancy? The residences in that area are 160 years old and so the appropriate scale is 3 stories.
44. Hypothetically speaking what if the area was a Heritage Conservation district?
45. South street resident and property owner on Agricola. Projected growth for 25,000 people, what percent of those people will move in within the first 5 years? What kind of progress are we marking? How many new people and homes?
46. You're saying you want vibrancy but you're not paying attention to existing homes. You're saying the homes are expendable. The neighbourhood is already vibrant and walkable. CMHC defines affordable as no more than 1/3rd of income and we need mechanisms to guarantee the availability of this type of housing. Need to set standards and make them understood. You can't just say houses are in the way of gentrification.
47. Concerned to hear the comments and see the demographic present. This plan is transitional, we need to make change. Our fiscal health is not in good condition. Need to use the urban core to pay for infrastructure. Can't stay the same because stagnation breeds more stagnation. It's not easy to transition but prices will go up no matter what. Civic services are excellent and we're in the midst of a paradigm shift.
48. Resident; great to see a plan moving forward. Moved away from Halifax for a time and when I came back it hit me how much we are held back. Why can't we be like major cities of the world? We have the potential. I'm 33 years old, raising a family, starting a career

here and want to die here. I sure hope the place looks different when I die than it does today. We need change and to respect heritage but move forward at the same time. We can become a world class city.

49. To think about the future we need to see that we're writing history. And we need to learn about our past to inform that writing. I've travelled and I've seen diversity and I've seen monocultures. To avoid monocultures don't give big properties to big developers. We must ask ourselves how we can take models from other cities. When you keep smaller pieces you get more diversity. When you get big lots you get the "Beijing effect" with large moonscape properties that take 10 minutes to walk from one entrance to another. Needs to be incentives to take those big chunks in the corridors and develop them with multiple facades and entryways and in small compact pieces instead of huge pieces.
50. Concerned with how the poor and the fragile will be impacted by this plan. Concerned also with bike lanes and lack of parking.
51. We need evolution and not revolution. This plan is revolutionary. Want consistency and follow through. Creighton street Georgian cottages and small houses don't belong in this plan. The changing heights make property less attractive to purchasers. The most affordable form of housing is the housing that already exists. Agricola is already working well. You can't with two meetings do as good a job as a 15 year plan that came before.
52. Hal Forbes restoration, owner: north end is exciting, with long standing propriety and character. In your deliberations I would hope you'd consider the protection of streetscapes and the possibility of creating incentive for home owners with old properties that wish to upgrade.
53. Is there any incentive to have working families back in these old properties?
54. I'm noticing that people in this room seem to be divided; you are either for development or against development. So we must move beyond that and vouch for positive development and growth.
55. I worked with an architect and an urban designer and I have not heard a single urban design principle in this plan. You're not taking people into account. Name one city that works that has tall buildings? Four storeys is as high as you can go for a sustainable

building. The languaging is inhumane; streetwall, corridor, these words are not human. Have you sought out any social science expertise re: human scale? Stop economic fundamentalist attitude, it has to change. You have no imagination. Heights don't make sense at all in a city like Halifax. Do you know anything about boom/bust cycles? You need to protect neighbourhoods. There won't be neighbourhoods left, you need to protect them. Your notions of scale are highly exaggerated.

56. Proponent of small and local development. Feel fearful when confronted with this plan but try not to operate on that basis. Inspired by the presentation and torn between the two oppositions in the room. Because I'm an architect I love building things and this plan seems well thought out and exciting. In another sense I fear monocultures and hope that the city can retain small local businesses and scale in some areas. I think it's important to note that you will get to the design details more specifically in later parts of the plan. I also think quality should be the focus over quantity and that the plan should make every effort to foster diversity.
57. My impression from the drawings is that we're dealing with a lot of different areas. Too broad strokes with not enough definition in this plan. You can't convince me that the population will grow. The center of town is the artsy part of the city and I'm not prepared to undervalue the arts community. Here the problem is that the lot size will define the neighbourhood and it should be the other way around. I disagree with the notion of modern and heritage together.
58. I'm a business owner on Agricola and if you think business is fine on Agricola and Gottingen I'm here to tell you that you are wrong. If you think these areas don't need any positive investment you are wrong. The North End Business Association embraces and supports the Centre Plan and commends the staff for its hard work.
59. A couple questioned why the Agricola and Gottigen area was chosen as a place that needed further planning (especially Agricola St.). They explained that they liked the type of development that exists in the area. They described the area as "a downtown to a smaller city or town". They expressed the importance of future development reflecting the existing style and architecture of some of the existing buildings.

60. Another couple I spoke to lived in the Quinpool area. They generally like what is proposed. They would like to see larger setbacks from rear property lines in the case of interior lots. They had a couple questions concerning how balconies would be addressed and suggested that they not face residential properties. They further suggested that developments be required to incorporate historical building materials into the design of the buildings.

61. Another couple I spoke to own a light industrial business at 2482 Maynard St. They had concerns about their property being split designated as mixed-use and residential (primarily that the mixed use designation was located in the rear of the lot and the residential was in the front of the lot). They explained that they located their business in the area, and not in Burnside where land would be cheaper, because they live in the area and like that they and some of their customers can walk to their business. They explained the importance of keeping light industrial uses in the area. They feel as though the proposed residential designation along Maynard St. does not properly reflect how the area is currently used.

Bloomfield

Corridor	Votes – "Like"	Votes – "Like, but"	Votes – "No like"	Total # Votes Cast/Corridor	Total # Votes Cast @ Session	Attendance (Sign in Sheet only) @ Session
Agricola St.	4	0	1	5	9	54
Gottingen St.	2	0	2	4		

Considerations:

7. Some participants chose not to vote, but provided comments. (All comments will be recorded in public record)
8. Some participants may have voted for more than one corridor.

Analysis (voting):

4. Majority of votes cast in all corridors either "Like" or "Like, but with changes"

Participants Comments

Agricola Corridor

1. "I Do Not Like It"
 - The impact of the allowable heights on the Creighton-Maynard neighbourhoods will be negative. You should take the time (especially on streets with existing fine-grained residential) to be more thorough with your analysis. This particular part of the plan sees what are, in fact, vibrant neighbourhoods, only as opportunity sites. They are, in fact, communities, and should be respected. This part of the plan should be completely reworked.

2. "I Like It"

- Good form
- Provides clarity for development
- Provides for good and desirable streetscape
- Existing development agreement process is broken
- Will provide a wide range of residential options for working people and young families.

3. "I Like it, But"

- Agricola is too narrow for this. The east side has a right to see the sun!
- Too excessive amount of setbacks on Agricola. Not feasible to build on the street. I own a number of parking lots and will be lucky to get 6-7 storeys in a 12 storey zone and 35 units on an 8000 sq.ft. lot.
- Agricola is a great street and I travel the length of it several times a week, about 50/50 car and bike. In a city of hills, Agricola is the best NS street for cycling and outside the hot spot area there should be marked bike lanes with some provision for getting to these hot spots safely.
- Agricola corridor should be 2 sided including existing C2 zones.
- Mandatory public green space
- 10 ft setback for streetscape/ streetwall from existing sidewalk.
- Properties on the west side of Agricola street that are zoned C2 should also be rezoned the same as the properties on the East side of Agricola (i.e. Agricola and Charles). Bury all electrical and pipeline along Agricola and as a new zoning.
- Reduce parking agreement for developments in area.
- No bike lane requirement for developments in area.
- Improve short term parking in the area.
- Needs green spaces
- Could the corner of Agricola and West street be included?

Gottingen Corridor

1. "I Do Not Like It"

- The impact of the allowable heights on Creighton-Maynard and Brunswick streets will be negative. Existing communities will suffer extreme disruption. This part of the plan should be completely reworked.
- Why does the affordable housing always have to be in the North end? We should spread out rich and poor; mixed use communities are desirable for the entire HRM.

2. "I Like It"

- None

3. "I Like it, But"

- Corridors-yes, but need to protect small scale neighbourhoods, unique cohesive, Georgian streetscape on Creighton-Faulkland etc. Height restrictions and heritage districts needed.
- Faulkland and Maynard and Creighton intersections should be a historical site.
- Unique and colourful housing stock.
- The meetings are poorly facilitated; there is a need for someone with expertise in facilitation/adult education.
- I agree with the 11.5 height on Creighton street and think it should be maintained on Falkland street to preserve the street's unique character. 5 stories would look too high and would be incentive to demolish a great neighbourhood.
- Yes, but I would like to see us use this as an opportunity to implement some incentives for developers to provide urban gardening space as well as pocket parks. Also, for the HRM to commit some of the tax dollars to purchasing lots of green spaces and smaller units.
- Density and diversity. Income/profession/ethnic background/age diversity

- This could be a great opportunity to implement some pilot program and provide carrots and sticks to prevent speculation and flipping in the housing/real estate market as well as rent controls and tax controls.
- Put mixed use all the way through on Westside Maynard street –this can become a vibrant corridor too. Mixed use would be appreciated, not resented.
- Re: mid/high rise buildings, all telephone and electrical lines should be buried. If nothing else to allow fire trucks access, otherwise they have to be outside all lines on poles.
- Weeds. Green spaces.

Looking Ahead

What do you want to see included in the next phase of the Centre Plan, covering the entire regional centre?

- Green building standards, roof top gardens, urban farming and gardening; regulations to control rents but real estate speculation and flipping.
- This process of carving out specific areas of interest to be dealt with before the overall plan is mistaken. All of the HRM byDesign considerations should be done as an integrated whole (and after the new council is elected).