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*Imagining the Transformation of the Cogswell Interchange*



A report to Halifax Regional Council  
by The Strategic Urban Partnership  
March 27, 2014

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# Introduction

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*“Dearest Cogswell, it’s time for us to talk, recommit and renew.”*

*- Shake-up Participant*

The Halifax Regional Municipality (HRM) is evaluating the Cogswell Interchange in order to determine how the area can and should change in the coming years.

The intent is that the current composition of the area will completely evolve, dramatically changing the face of the downtown core. This is an extraordinary moment of city building for HRM.

City building is both an art and a science. It must take into account the objectives and dreams of citizens every bit as much as the realities of cost, infrastructure and market forces.

HRM staff and consultants have provided Council with the science piece of Cogswell, with a proposed new street layout, new transit and transportation solutions, and engineering and infrastructure plans.

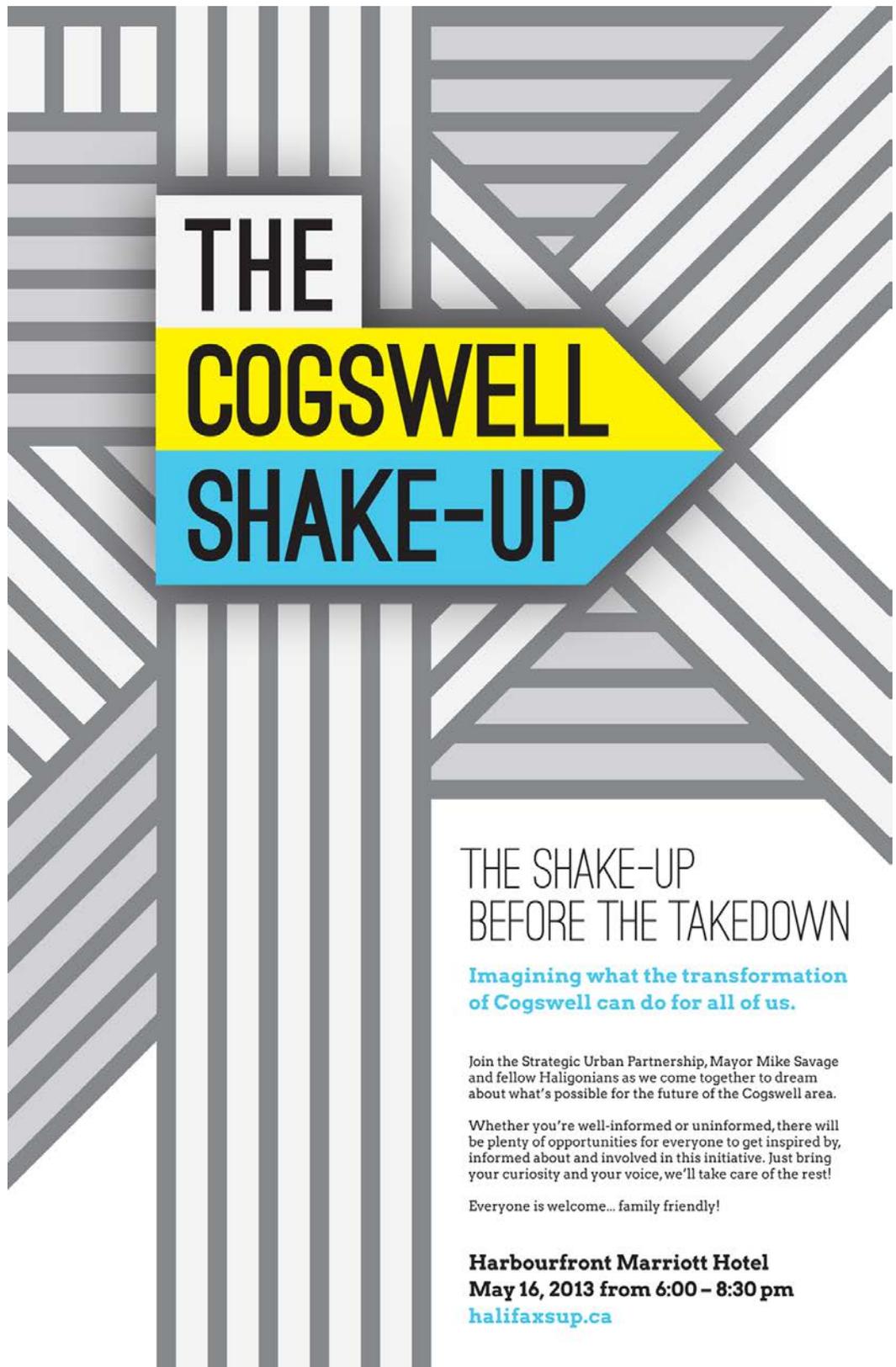
With this document the SUP is providing Council with the art piece of Cogswell, having captured the wishes and aspirations of an inclusive cross section of HRM residents. This cross section includes communities of youth, business, education, development, design, government and more.

While it was too early to conduct in-depth public consultations, the time was right for the SUP and the Mayor to ask the public to begin to dream about what Cogswell could both do and be, and an opportunity to accomplish three key things:

- **Inform** – the Shake-up officially introduced the project to the public, giving them high-level information about the history of the infrastructure, as well as what work is planned for the coming years.
- **Inspire** – the Shake-up inspired participants to dream about what is possible for Cogswell, free from rules or limitations.
- **Involve** – participants were given the opportunity to share their ideas, as well as to explore ways to stay involved in, and up to date on, the project into the future.

# The Shake-up Invitation

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## THE COGSWELL SHAKE-UP

THE SHAKE-UP  
BEFORE THE TAKEDOWN

**Imagining what the transformation  
of Cogswell can do for all of us.**

Join the Strategic Urban Partnership, Mayor Mike Savage and fellow Haligonians as we come together to dream about what's possible for the future of the Cogswell area.

Whether you're well-informed or uninformed, there will be plenty of opportunities for everyone to get inspired by, informed about and involved in this initiative. Just bring your curiosity and your voice, we'll take care of the rest!

Everyone is welcome... family friendly!

**Harbourfront Marriott Hotel**  
**May 16, 2013 from 6:00 – 8:30 pm**  
[halifaxsup.ca](http://halifaxsup.ca)

## Event Overview

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*“Dear Cogswell, be awesome! I love you! I love my whole city...Halifax!”*

*- Shake-up Participant*

- On the evening of Thursday May 16, 2013 nearly 500 enthusiastic HRM residents participated in the Cogswell Shake-up, held at the Harbourfront Marriott, within view of the Cogswell Interchange. The Shake-up was co-hosted by Mayor Mike Savage and the Strategic Urban Partnership (SUP).
- The event kicked off with a welcome from Mayor Savage, followed by an invitation from SUP volunteers to attendees to imagine what Cogswell could be in the not so distant future, and then a presentation on the history and current state of the Cogswell Interchange by HRM staff.
- Following the group session, participants were invited to explore and interact with presentation booths hosted by 15 organizations/groups, each of whom answered the question: *“In your vision, what can the Cogswell Interchange do, be or mean? How can it shape the future of our city?”* in their own unique way.
- The SUP recorded the public’s comments and reactions through sticky notes, interviews, comment cards and electronic surveys. The Shake-up findings are presented in this report as a public engagement complement to the technical report prepared by HRM staff and consultants.
- Participating organizations were:
  - North End Business Commission
  - Downtown Halifax Business Commission
  - Immigration Settlement and Integration Services (ISIS)
  - Shambhala School
  - HalCon
  - Breakhouse Design Firm
  - FUSION - Urban Development Action Committee
  - Digital Nova Scotia
  - United Way
  - Ecology Action Centre
  - Dalhousie University (Agricultural Campus) - Dr. Robert France
  - SUP - Mobility Team
  - SUP - Housing Team
  - SUP - Culture Team
  - Community Garden
  - Cities and Environment Unit/Planning and Design Centre - Dalhousie University

# Purpose of this Document

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*“Dear Cogswell, why are you so big and ugly. Please grow a soul. xo”*

*- Shake-up Participant*

The purpose of this report is to provide HRM Council with a summary of the feedback received during the Shake-up. It is intended to introduce Council to the public’s position on this project, their expectations, and most importantly, their beliefs around what Cogswell should do and be in its next iteration.

While there are no obligatory actions that Council is required to take based on this report, the Community Planning and Economic Development Standing Committee of Council (CPED) has committed that Council will review this document, and incorporate the learnings into next steps and HRM’s ongoing efforts around the Cogswell initiative.

In addition, it is the hope of the SUP that the contents of this report may provide valuable insights and direction that will help HRM staff and council map out the next phase of public consultation around the evolution of the Cogswell Interchange.



# Overall Conclusions

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*“Dearest Cogswell, please fill up with people.”*  
- Shake-up Participant

During the Shake-up, a live survey was conducted with participants. Of those in attendance 138 people responded to the survey. Two questions were asked:

1. Do you think the Cogswell area needs to be redeveloped? (yes, no, I don't know)
2. If the Cogswell area is redeveloped, what is the most important thing that should be there? (open-ended question)

Overwhelming, two conclusions were drawn:

1. Attendees believed that it is time to redevelop Cogswell (95.7% responded “yes”)
2. 73.8% of attendees want the “new” Cogswell to be a mixed-use neighbourhood, and not simply a new commercial district.
  - This conclusion is based on the majority of people believing that the following components of a mixed-use neighbourhood are the most important goals for a redeveloped Cogswell area: mixed-use including residential and commercial (30.4% of respondents), parks and green space (18.9%), transit (12.3%), and housing (7.2%).
  - Combined, these responses suggest that Haligonians are not looking for Cogswell to be an extension of the existing commercial downtown, but rather a thriving community neighbourhood that forms a connective tissue between the north and south of the city.

The responses of this survey reflect and are further supported by the comments and feedback that participants shared during the event. The following section, *Key Themes*, articulates this in further detail.



# Key Themes

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*“Dear Cogswell, please make beautiful streets. People first!”*

*- Shake-up Participant*

During the Shake-up, attendees were invited to leave individual comments, feedback and ideas at each of the participating organizations’ booths. Nearly 500 individual comments were shared.

Following the event, the feedback was collected, synthesized and summarized into key themes that emerged. These key themes articulate what the SUP interpreted and believes to be participants’ overarching desires and dreams for the Cogswell Interchange redevelopment. A complete list of verbatim responses is provided as Attachment A. The key themes are as follows:

## **Theme #1: Excellence in design, quality of public space.**

Create a central gathering place where people can connect and community can be created and experienced. This must be a space that is safe, welcoming, inviting and provides a sense of belonging for all. People should want to be and spend time here.

With this in mind, many desire a beautiful space that is grounded in smart design and great planning. Participants see this as a space that has an identity and adds to the charm of Halifax: cobblestone streets, old-world feel, cafes, patios, a grand boulevard, plaza, fountain and a home for a new city hall were amongst the ideas that emerged.

## **Theme #2: Support population growth, mixed-use and affordability.**

There is no doubt that Haligonians want Cogswell to be more than a concrete thru-fare. Overwhelmingly, participants see Cogswell as being a neighbourhood that is at the heart of the city. They want mixed and affordable residential options that contribute to higher urban density, a home for both business and culture, and they want it to be a space that truly represents the best of urban planning.

Regardless of form or function, Cogswell must be both the home and creator of the city’s “energy”, and that inarguably requires it to be mixed use.

## **Theme #3: Walking and mobility within the new urban neighbourhood.**

Pedestrians, bikes and active transportation paths are the dream of many Shake-up participants. Participants also included ideas such as the creation of a cycling hub with parking and showers for those who are using active transportation to commute to and from work.

#### **Theme #4: Connecting the new urban neighbourhood to the city and region.**

Participants see Cogswell as a transportation hub that is a connecting point between that neighbourhood and many other city locations (for example, the waterfront, the Port, Citadel Hill). There was a strong call for world-class transportation infrastructure that encourages less individual cars and private vehicle traffic and more public/group transportation.

There was also an expressed desire for more ferries (to Bedford, in particular), more ferry terminals and a more integrated connection between ferries and other modes of public transportation.

Additionally, a number of comments called for a light or fast rail option, as well as street cars being returned to Barrington Street.

#### **Theme #5: Connect people with nature.**

It is clear that Haligonians see this as an important space for people to not just pass through, but to spend time in. Parks, trees and green spaces were consistently identified as part of the future of Cogswell. New connections to the Halifax waterfront and the waterfront boardwalk network are a priority. Partnerships with waterfront land owners and Waterfront Development are key.

#### **Theme #6: Create a home for arts and culture.**

While there was a strong call for a new performing arts centre that could be the future home of Symphony Nova Scotia, even more important was the overall theme of “arts and culture”. Participants view Cogswell as a place where arts and culture can be both planned and can occur organically. Spaces for public art, outdoor performance and “popup” art were all referenced. There was a strong sense that the “1% for Arts” called for in the HMR Cultural Plan could be piloted here. (That is, 1% of the construction value of new development is devoted to arts and culture in the form of public art, programming, arts spaces, etc.)

#### **Theme #7: An environmentally sustainable space and design.**

There were a number of ideas for what an environmentally sustainable space and design could mean, including:

- LEED certified build
- Storm water re-use.
- Pollution-free
- Living Building Challenge
- Community heating and cooling
- District energy
- Net zero impact
- Greenhouse Gas (GHG) reduction targets

The bottom line is that the public has expectations that this space will be built to high environmental standards.

### **Theme #8: Food security and urban agriculture.**

Community food production was a recurring theme. From urban community gardens to rooftop gardens, people of the city want a space where they can easily plant and grow their own food.

### **Theme #9: Healing a physical and emotional open wound to reconnect the downtown to the north end.**

In keeping with the desire for Cogswell to become a connecting point in the Regional Centre, participants clearly want Cogswell to be a place where the north and south of the city comes together rather than be separated, and a place for the harbour to be reconnected to the commons. Participants see the current version of Cogswell as a physical divider between north and south that is as much emotional and spiritual as it is physical. There is uniform consensus that the future Cogswell must heal this wound.

### **Theme #10: A stadium is not on Haligonian's radar.**

One notable absence from all 500 comments was reference to a stadium. Not one response included mention of a stadium in the Cogswell area.



# Summary of Submitted Ideas

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*“Dear Cogswell, please open up to welcome the richness of the North End back to our city.”*  
- Shake-up Participant

The following section summarizes the submissions presented by each of the 15 participating organizations. In addition, Appendix A contains verbatim comments received by each group.

## **Presenter #1: Immigration Settlement and Integration Services (ISIS)**

### **Submission Name: Cogswell Aqua-Hub**

The ISIS submission proposed that the Cogswell intersection connect the different districts of the peninsula through a promenade, which would link the proposed bus station, taxi and an international marina to the existing waterfront boardwalk, which extends all the way to Pier 21. It, therefore, not only connects the whole waterfront to Cogswell, but also to the train station. Along the promenade attractive functions such as a mall, restaurants and cafes would bring life to the promenade throughout the year. A theme park, an Aquaventure, is also proposed. The Aquaventure would provide interesting activities, shows and exhibitions throughout the year and together with the use of mixed functions will make Cogswell “the place” to be not only for Haligonians but also international visitors.

## **Presenter #2: Breakhouse Design Firm**

### **Submission Name: The Phantasmagoric Protractible Cogswell Imaginarium**

What makes a place great? The Power of 10! Any great place needs to offer at least 10 things to do or 10 reasons to be there. These could include a place to sit, playgrounds to enjoy, art to touch, music to hear, food to eat, history to experience, and people to meet.

With that premise in mind, Breakhouse asked: What if Cogswell had 10 (or more) reasons to visit? The area would then achieve a critical mass — a series of destinations where residents and tourists alike would become immersed in the life of the city for days at a time.

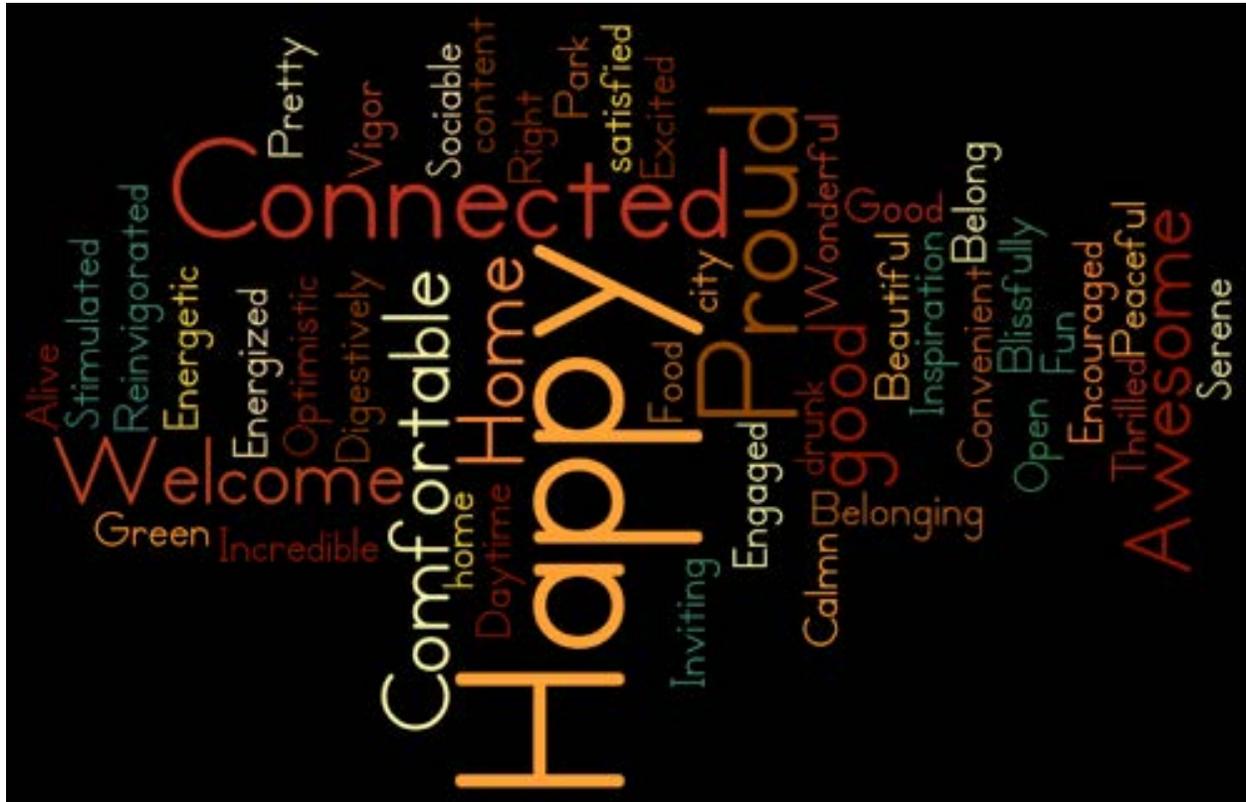
To determine what these 10 activities could be, Breakhouse asked Shake-up participants to put a dot by the activities they would most want to see. The results were as follows: shared streets (39 votes), knitted playground (28 votes), more urban residency (23 votes), edible gardens (20 votes), thoughtful transit (19 vote), open air amphitheatre (19 votes), flower market (13 votes), yoga/dance/ tai chi in a park (13 votes), traffic underground (11 votes), food trucks (10 votes).



public space in particular, transit/bike/transportation hub, arts and culture) and on mixed-use. Outdoor public space and housing (affordable and mixed) were the two most popular answers.

This suggests that participants may not be looking for singular-use builds – but rather, small scale projects which they can interact with regularly, with housing and transportation built in.

*Task #2:* Below is a Wordle of (mostly) one-word responses asking people how they would want to feel at the new Cogswell Interchange site they've created.



*Analysis:* Happy, comfortable, connected, welcome and proud were the most used words in this exercise. This suggests that people are looking for a project they can interact with personally – rather than something iconic, large or closed off to the public.

### **Presenter #5: Strategic Urban Partnership - Culture Committee**

#### **Submission Name: Changing How We Talk About Change**

Eight presentation boards displayed the results from eight different cities who have taken on a challenge similar to Cogswell. Shake-up participants had the opportunity to interact with and learn from these examples. In addition, a live 3D modeling showed potential development options, while a map of the

current interchange gave participants a bird's eye view. With these inspirations, participants were then encouraged to share what they want Cogswell to be.

Presenter #6: Strategic Urban Partnership - Mobility Team

**Submission Name: The Great Cogswell Connection: How will you connect?**

The mobility team created a massive board and asked people how will they travel and be mobile in the Cogswell area. Participants were given dots to vote on the different possibilities which included: active transport, transit, car pooling, by water, the transport of goods or by personal car. The following results were calculated:

Active Transport: #1

Transit: #2

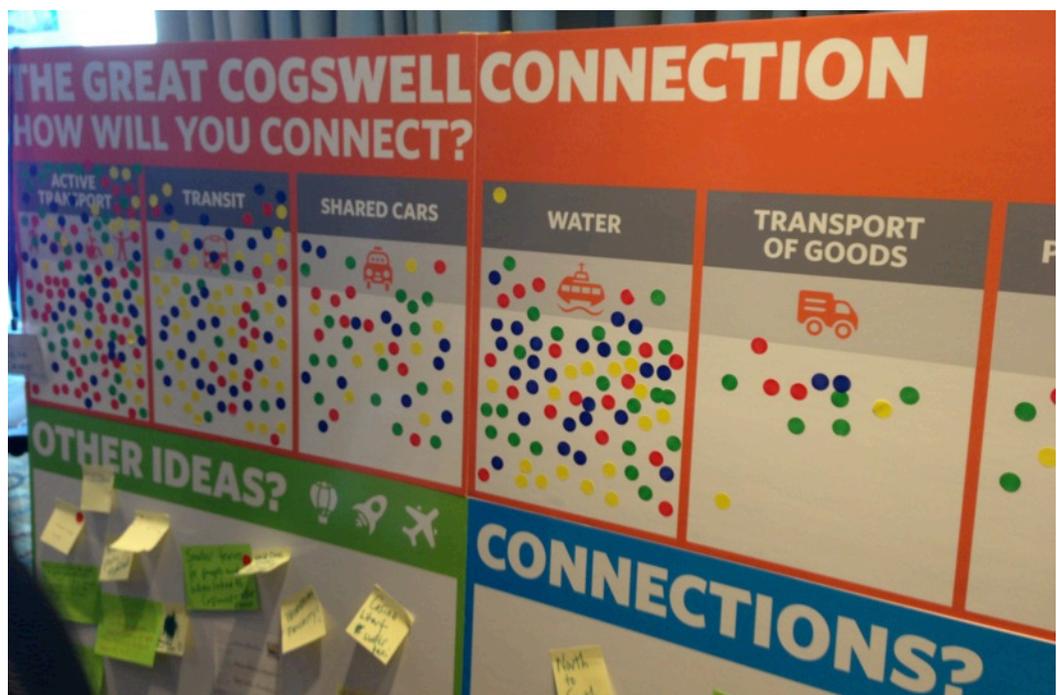
Water: #3

Shared cars: #4

Transport of Goods: #5

Personal Car: #6

Participants were also asked to share any ideas regarding mobility and make connections that could be helpful with planning mobility in the area. The comments collected can be found in Attachment A under Mobility



**Presenter #7: Department of Environmental Science, Dalhousie Faculty of Agriculture  
(Dr. Robert France)**

**Submission Name: The Little Dig: Form and Function in Halifax's Inexpensive Alternative to Boston's Big Dig (most expensive public works project in history)**

Dr. France's presentation included three parallel 1 ¾ min looped PowerPoint presentations filled with only text restricted to titles that labelled many beautiful photographs showing (1) the significance of urban agriculture (UA) in our philosophical attitudes toward cities and nature; (2) UA case studies in downtown cores near roads/overpasses that display considerable site aesthetics; and (3) award winning stormwater treatment and urban wildlife sustaining cases studies associated with UA projects in dense urban situations.

**Presenter #8: Shambhala School**

**Submission Name: Shambie Shakes!**

After watching the film *Urbanized*, groups of students from Shambhala School developed drawings and models to share their ideas for Cogswell. They also organized a walking tour of the Cogswell area with HRM Manager of Real Property Planning, Peter Bigelow. Peter explained how the lands looked before the Cogswell Interchange was developed and explained elements such as traffic, utilities and the waterfront that they would have to work with once it is time to redevelop.

This was a great project for younger people to start to think about urbanism and become involved in civic participation. The group collected comments about their presentation that can be found under Appendix A.



### **Presenter #9: United Way of Halifax**

#### **Submission Name: The World According to Social Capital**

At the heart of the United Way's presentation was a discussion around the importance of building social capital. Shake-up participants were asked to sign postcards that highlight the principles of social capital: building trust, the importance of building connections between and across neighbourhoods, building relationships that lead to change, and the necessity of creating strong networks that support one another, rather than work against one another.

### **Presenter #10: Cities and Environment Unit/Planning & Design Centre**

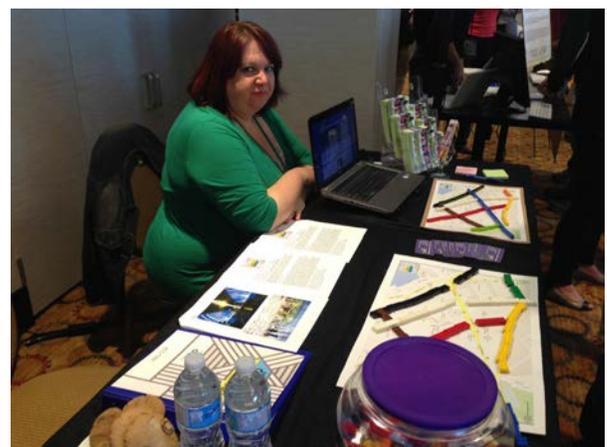
#### **Submission Name: Cogswell Redesign**

The Cities and Environment Unit presented a redesign that envisions the Cogswell Interchange Lands as an integral part of the urban core of the Halifax Peninsula and Halifax Regional Municipality (HRM) as a whole. In particular, the urban design vision proposed the following priorities: the creation of a downtown gateway from and to the North End; multi-modal transportation linkages; varied and high quality public space; and mixed-use for development that provides new opportunities for the downtown while remaining contextual for peninsular Halifax. The Cogswell Redesign proposed by the Cities and Environment Unit utilizes bold and innovative design moves to demonstrate the potential that the urban core has for vibrant public space and contemporary architecture, and that HRM has for a well-integrated and highly used public transportation system.

### **Presenter #11: HAL-CON**

#### **Submission Name: Cogswell - Putting in the Building Blocks**

The inspiration for Hal-Con's discussion comes from Cogswell's backyard – the pedway from Scotia Square to the Delta Barrington. Their idea was to construct another pedway over the area that Cogswell currently occupies, from and to whatever streets or buildings that are desired. This would be a pedway for pedestrians, cyclists, with a focus on young people, students and families. In addition, they also felt that the Cogswell land itself should be “green” in all senses of the word; a space for civic, public, non-profit and other types of events.



## **Presenter #12: Downtown Halifax Business Commission**

### **Submission Name: Kate's Dream - The End of Cogswell**

For their presentation the Downtown Halifax Business Commission (DHBC) drew inspiration from another city with a Cogswell-like scenario. DHBC introduced participants to a presentation by Peter Park, Planner at the City of Milwaukee and Carmichael Lecturer (2008), who spoke about a similar rejuvenation that took place in Milwaukee.

## **Presenter #13: Ecology Action Centre**

### **Submission Name: Connection**

The EAC chose to make a scale model of what the Cogswell Interchange could become. Using one of the concept plans proposed by Vaughan Engineering in 2001, with slight modifications to make an even more pedestrian- and active transportation-friendly design, the EAC, working in conjunction with the Our HRM Alliance, tried to solve some of the issues that currently face the downtown. The EAC feels this could be done by continuing the traditional form of five-storey building already present on Barrington Street.

1. Transit Terminal - Transportation advocates at the EAC disagree that a series of unheated bus shelters along Barrington St. can be considered a transit hub. They feel that a central bus terminal with amenities is necessary. Atop this terminal can be four or five stories of housing which is affordable for people working service jobs downtown. This would help attain the critical mass of people necessary for a vibrant city. The terminal could be the focal point for a new high frequency mobility system, which would encourage the use of transit. The roof of the terminal could be split between solar panels and green space.
2. Greenhouse – The excess energy from the sewage treatment plant could be used for district heating and perhaps for a greenhouse.
3. Communities – There is enough available land that townhouses and small condos can be built to the west of this site, offering a variety of options for families.
4. Greenspace – It is important that people have a place to de-stress and unwind. It is crucial that greenspace and urban forests be maintained or established.

## **Presenter #14: FUSION - Urban Development Action Team**

### **Submission Name: Love Letters to Cogswell**

The Urban Development Action Team used a creative way of gathering comments from participants. They asked people to write love notes to Cogswell in ink with the tips of feathers. The public took to it and wrote many love notes expressing interest in active transit, art and design. The verbatim responses can be found in Appendix A.

**Presenter #15: North End Business Commission**

**Submission Name: North End Business Commission**

The North End Business Commission headed by Bernie Smith presented on the importance of connecting the North End with the rest of Halifax. They visually expressed this idea by using different colored string that ran from the North End Business Commission booth to the Downtown Halifax Business Commission booth.

**Presenter #16: Common Roots Farm**

**Submission Name: Community Garden**

Halifax can become more sustainable by integrating an urban agriculture system with in the city for food growth, distribution, retail to restaurants. Common Roots Farm’s presentation shared their belief that it’s time to create economic prosperity in the downtown, increase Halifax's food security and give locals access to food.



# Appendix A – Verbatim Responses

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## **Cogswell Shake-up Feedback**

### *Cities and Environment Unit (Binder)*

- People being friendly and helping each other
- I like trees
- Don't need to give all movements to cars. Leave some corridors for pedestrians only (use stairs and ramps)
- Grocery store
- Green public space
- transit
- Casino rooftop garden us awesome
- Love the idea of a Grand Blvd! And human-scale buildings...no more monoliths
- Love the boulevard, the welcome and the people
- Military and Navy dockyards
- Major arterials and Military and Navy dockyards - reserve 8 meters of ultimate width for "HOV's"
- Search and find the right identity! Perhaps a canal-based neighbourhood....
- Level the casino
- Impressive project
- I love this design and the fact that it highlights our beautiful waterfront
- Triumphant arch cathedral from the north. Green space needs to be part of urban green ribbon.
- Leave room for light rail
- New concert hall with Artec acoustic and beautiful architecture - a new home for Symphony NS - great for tourism
- LEED Gold, Platinum
- Living Building Challenge
- Net zero and beyond
- New City Hall
- Big Plaza
- Big saltwater fountain
- B.A.T.H - Boardwalk around the harbour
- Bus/ferry/transit hub
- Restore the original streets - or at least their names (i.e. Jacob)
- Where's the food production? Need socially and more ecologically productive landscapes
- Mix of commercial retail spaces to provide fro small and large business
- Apts/condos, bike lanes, urban garden, trees, lowish rise density (6-12 stories, community/relation - ships
- "Popup" - markets, festivals, gardens, art

### *Community Garden (Binder)*

- Be innovative and have veg everywhere. North Hollywood did this and so did a city in the UK
- Urban agriculture, for sure, needs to be in this place!
- The best idea in the hours - tear up more pavement
- Protect water throughout the province
- Trees
- Build the farms on rooftops of buildings (another person says: Brilliant!)
- Micro farms - Smart!
- Mix of buildings and gardens
- Productive landscapes

### *Immigration Settlement and Integration Services (ISIS)*

- Transit terminal underneath shops, restaurants, and activities above.
- Some open spaces, rooftop gardens.
- At least one condo and one apartment tower
- At least one office tower of 40+ stories (no viewplane restrictions)
- Access to the port must be improved
- Hfx would benefit from better transport infrastructure
- Ferry (Bedford - Halifax)
- “Smart” parking (layered)
- Fast rail (Bedford - Halifax)
- Bring back street cars to Barrington
- Need a more “walkable” city
- More trees and parkettes downtown
- Better transit system
- We need to connect the north end to the south end/downtown again
- Mix use and mixed income living
- Playground
- Water playground
- Waterfront development on a small, tasteful scale
- Safely place “places” for people/services
- Heat for pool from sewage treatment waste heat
- Storm water run-off creating a park-like functionality - cool!

### *Downtown Halifax Business Commission*

- Great plans = great designs = wicked downtowns!
- The Cogswell must be a welcoming place to experience day and night or people won't want to walk through it - and it will be another barrier between north and south
- Public first
- Green park, paths, only affordable housing
- I would like to see a performing arts centre integrated with a green space/park and a discreet transit hub for buses, the ferry and bicycles

- Connect and flow, North and south, extend the waterfront, connect the Commons
- I like to walk.

#### *Shambhala School*

- Biketrail! Brilliant!
- That is great!
- Alfresco festo open air movies from Atl. Film Festival
- Love the neighbourhood energy/harvesting from the Sewage Treatment Plant!
- I would like to see everyone knowing they belong.
- Love it!
- The Shambhala School is radical!
- Outstanding!

#### *Made with Love (notes)*

- Arts centre, edible landscape, bike lanes, green space
- Walkable and bikeable
- Living city
- Deregulate!
- Light rail!
- Live/work housing
- Show people their roots “nature”
- Workforce housing (and ponies!)
- Net zero energy and water
- Re-use interchange building materials
- Mixed use, walkable streetscapes
- Include affordable housing
- Multi-modal transit terminal underneath, streetscapes and mixed used buildings above, at least one tall building (40+ stories)...no viewplane restrictions
- Bring young families back to the core
- Dear Cogswell, please open up to welcome the richness of the North End back to our city.
- Build for people and plants.
- Transportation without cars
- Roller coaster and water slides!
- Light rail around the harbour connecting to a transit hub
- Outdoor performance space
- Extend Barrington Street bike path
- Segway Friendly!
- Cable car or small rail car: Water street to Robie and back (rapid and frequent) through a green corridor
- Wood-frame midrise?
- High density
- Community attractions

- tastefully designed buildings/streets for comfortable/safe environments
- Dedicated bike lanes
- Transit station with park on top
- Dear Cogswell, please make beautiful streets. People first!
- I want to spend time in this new place day, night, morning to eat, laugh, run and play
- Human statues and art
- Contemplative living
- Vertical greenhouses (see: London)
- A place for bikes
- Community heating and cooling
- Better design of buildings on expensive land
- Awesome design or bust
- Cable car/tram with Citadel loop
- #1 - Proper provision for buses and truck traffic heading to/from the Port
- Dear Cogswell, please include more productive food landscapes!
- Make it a place where people actually want to be.
- Mix of use - walkable connection from North End to Downtown and from harbour uphill
- Street cars on Barrington
- Playground
- Dear Cogswell, Be awesome! I love you! I love my whole city...Halifax!
- Transit hub with parks
- Street cars and bike paths
- Public art
- Textured paving
- Places to sit
- Vibrant outdoor space for the community to come together: commercial and greenspace
- Dear Cogswell, please consider district energy for the community :)
- Accessibility for all
- Extension to the waterfront.
- Street cars connecting waterfront to Citadel top
- Better transportation and more green, bike and pedestrian-friendly spaces
- Bicycle/wheelchair friendly with water access
- A place for scooters
- Public green space, gardens, bike paths, highline walking paths
- A neighbourhood that delights and inspires at every turn
- Multi-modal mobility terminal hub!
- A new city hall like Toronto, with a large water fountain
- Trails
- Protect the viewplane
- Dear Cogswell, why are you so big and ugly. Please grow a soul. xo
- More green space, more people-gathering places, bikes and trails
- Dearest Cogswell, it's time for us to talk, recommit and renew.

- Storm water re-use
- Cycling hub - covered parking, showers
- An opportunity for affordable housing!
- Multi-use streets, dedicated/separated bike lanes and pedestrian corridors (pedestrian-focused)
- Build density to drive sustainability
- A p-9 school
- LEED Gold
- Green spaces
- Habitable staircases navigating up the hill (shops, residences, entrances from pedestrian ways)
- Public space that's accessible for all of Halifax and used by all cross-sections of the population
- Welcoming to people - walking, cycling, etc. and not welcoming to vehicles (car-park underground)
- End of the run for buses, no large buses into town centre
- Affordable housing and large cultural centre (opera house, art gallery)
- Apts/condos
- Urban garden
- Trees
- Bike lanes
- Proud people reaching up!
- A biblical flood or perhaps a canal-defined neighbourhood similar to Victoria Green, Edmonton Airport Lands or Amsterdam
- Street car running from Cogswell to the top of Citadel Hill
- Bring the Street Cars back to Barrington
- Check out Nice, Montpellier, Melbourne
- Dearest Cogswell, please fill up with people.
- Density! We need more people living downtown to support business
- Transit hub
- All three open and all season with housing, transport and access to the waterfront
- Urban gardens "common gardens"
- Chess and checkers on a park
- Transit hub and art space
- A park
- Green transit terminal
- I think we need a water park or a fair like Canada's Wonderland

### *SUP Mobility*

- More bike lanes
- People must feel like they want to be in the Cogswell before they will want to pass through it on foot. Or it will be another barrier between North and South
- Ferry from Bedford, max 20 minutes
- Active transport lanes and planning that is bold, beautiful, connected. Not an afterthought
- Light rail or similar in a green corridor from Water Street up to Cogswell to Robie.
- Another ferry terminal

- Connect people to people
- Car parking underground
- Light rail or dedicated bus running along the rail tracks along the harbour
- More trees...I'm 3!
- Streets closed to private vehicle traffic - pedestrians, cyclists and city transit only
- Cheaper public transit
- Density, transit, bike paths
- Pedestrian priority!
- Bus transit site and then NO large buses running in the downtown area
- A ferry with stops along the way from Bedford to Point Pleasant to the Rotary
- Brining people together
- A concert hall for SNS
- Park, green space, active transport, gardens
- Rail shuttle through the city
- North to South
- Green and transit hub; linked to a farther off Park n' Share, Park n' Ride
- Better bicycle lane connection with bridge
- Connect to waterfront trail, market, point pleasant
- Pedestrian/bicycle boardwalk from Bedford to Cogswell, also on the Dartmouth side
- Urban gardens
- Transit share, bike hub
- For roads of "major arterial" (i.e. Robie) classification and above: reserve minimum of 4 metres in each direction for HOV's
- Small pedestrian ferries to Herring Cove, Dingle, Bedford from/to downtown
- Laneways and Alleyways that are pedestrian only
- Whatever it becomes, I would like it to be 100% pollution free
- Boardwalk around the harbour
- World-class concert hall with great acoustics for SNS - yes, absolutely, I agree!
- Transportation of goods to serve local businesses, not thru-fare for the container pier (back alley concept)
- Connect to pedestrians up Cogswell to the Commons
- Transit/train/ferry hub
- Bike path from Agricola to downtown
- Shut down Rainnie Dr. west of Gottingen and make Rainnie east of Gottingen part of Gottingen
- Improved connection between the north end and the Metro Centre
- Less traffic conflicts at North Park and Cogswell

#### VOTING:

Active Transport: #1

Transit: #2

Shared cars: #4

Water: #3

Transport of Goods: #5  
Personal Car: #6

*Tell us what you want Cogswell to be...*

- A plan
- Concert hall to celebrate our music
- Concert hall, 1600 seats
- Community
- Creativity
- Connecting
- Culture
- Concert Hall
- Create flow and invite
- Concert hall
- Cobblestone pedestrian-friendly environment
- Connect people with nature
- Concert Hall: 1000-1200 seats
- Downtown centre
- Pedestrian targeted
- Focal point
- Gathering space
- Organic
- Opportunity
- Green
- Gardens for food
- Green/parks
- Add to skyline
- Dynamic
- Sunlight, open areas
- Easy grade transition for biking
- Sustainable growth
- Support youth - places we can use to host things (affordable)
- Sidewalks and curbcuts
- Sustain itself, understand itself and not pollute
- Walkable
- Welcoming to citizens and tourists alike
- Welcome people on bikes and foot
- Entertainment hub
- Energetic
- Equitable - access for all. Everyone should benefit from this change
- Equitable use of public space = more skating oval, less Michelin-star restaurants

- Light
- Living Building Challenge
- LEED certified

### *Name Tags*

#### More...

- Green space
- Green things
- Density
- Love
- Street-level activity
- Connections
- Bike lanes and urban gardens
- Carshare cars
- Green space
- Better transit
- Grocery stores
- Bicycling
- Do
- Good looking men
- Cycling
- Affordable housing
- Playgrounds
- Arts and culture
- Population density
- Creativity
- Water parks
- Gathering places
- Workshops
- Conversation
- Green spaces
- Connection between downtown and the waterfront
- Bike lanes
- Affordable housing
- Arts, culture, architecture
- Golden rule
- Transit/pedestrian priority
- Residential downtown
- Youthful insight
- Green buildings
- Awesome

- Outdoor space
- Flowers
- Positivity
- Courage
- Group meetings like this
- Community spaces
- Action
- Belief
- Pedestrian-only roads
- Bikes
- Public transit
- Bike lanes
- Awesome and optimism
- Happy transit goers
- Community gardens and playgrounds
- Optimism
- Pedestrian activity
- Creative action
- Civic/public spaces
- Social networking
- Less into the harbour
- Walkable streets
- Mom and pop shops
- Diversity
- Parks
- Trees
- Flow
- Residents downtown
- Sustainable transport grid
- Social space
- Pilot studies
- Vibrancy
- Cowbell!
- Public spaces
- Playgrounds
- Courage
- Jobs
- Parks

*Less...*

- Traffic downtown
- Concrete

- Roads
- Useless concrete
- Cars
- Urban sprawl
- Red tape
- Litter
- Don't
- Bitching
- Traffic
- Rain
- Pessimism
- Circular discussions about urban chickens
- Empty spaces and division
- Cars
- Acid rain
- Congestion and traffic
- More is always better
- Naysayers
- What's in it for me?
- Empty storefronts
- Urban sprawl
- No
- Rain
- Traffic
- Cronyism
- Rain
- Cars on the road
- Unused buildings
- Excuses
- Cars
- Apathy
- Downtown traffic
- Negativity
- Cars
- Concrete
- Snow, slush
- Garbage
- Pessimism
- Empty storefronts
- "Where are you from?"
- Greed
- Traffic

- Negative attitudes
- Gridlock
- Inertia
- Divisions
- Grey buildings
- Cogswell Interchange
- Red tape
- Walls
- Repetition

### *SUP Culture*

- More residential on the peninsula...high rise
- Rail
- Maximize usable space. No dead zones. Density
- Urban design
- No buying or selling
- Be humble
- Don't need roads in every direction
- Peace, trees
- Central Park with bike lanes
- Like Melbourne, Helsinki
- High line by the water
- Well-planned urban forest
- Bus terminal as near to the ferry terminal as possible
- Requirement for green roofs
- Separate bike paths from traffic
- Energy input into build should be understood
- Continue the waterfront! Access.
- Pedestrian-oriented streets
- Power lines buried
- Bike lanes provided
- Density doesn't have to be tall, it can be on a more human scale and still have the same # of units
- Density, density, density
- Public open space with active transportation routes, narrow streets, 25-year moratorium on development until the rest of downtown in-fills
- Space for the arts, but not just a concert hall
- Apt and condo buildings
- Urban gardens, trees, bike lanes and walkability
- A place for people to sit down and chat
- Community organic garden
- Connect North End to downtown through arts and creative space
- Use Trademart space for concert hall/theatre/meeting centre/galleria

- Paris-style glassed arcades
- The existing interchange is a symbol of dictatorship. Tear it down!
- Community heating and cooling = great design of new buildings (mixed use with public areas)
- Edible landscape
- Designed for people
- Small scale
- Bike and walking-friendly
- Mix of residential and shops
- Cobblestone
- Old world feel, quiet
- Street patios
- Arts district
- Cafes
- Urban green spaces
- Event plaza
- Cultural centres
- Walkable in all seasons
- Urban open space
- Rebuilding this space ignites a ripple of renewal down Barrington
- Ferry/Transit hub
- Snacks
- Beyond net zero energy and water
- People being and doing together

## Appendix B – Cogswell Interchange Fact Sheet

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The Cogswell Interchange Fact Sheet on the next two pages was provided to all event presenters and participants to create awareness about the past, present and future of the interchange.



## THE COGSWELL INTERCHANGE LANDS PLAN

### *History of the Interchange*

- Built in the late 1960s, the Cogswell Interchange is one of the most prominent pieces of infrastructure in Halifax. It's the road system where the downtown and the North End meet, the hub for public transit, and one of the primary gateways in and out of the city.
- The Interchange, which sits on 13 acres of land in the heart of the urban core, was an early phase of the urban renewal plan that set out to create an elevated "Harbour Drive" expressway along the Halifax waterfront and clear large areas of the older city for redevelopment.
- The expressway was intended to loop around the southern tip of the Halifax Peninsula and then extend over the Northwest Arm to the Mainland South area of Halifax.
- Heavy citizen protest prevented the expressway project from continuing, thereby protecting Historic Properties and spurring redevelopment of the historic Halifax waterfront.
- The interchange did improve access into the downtown but is regarded as overbuilt for the city's needs. Its construction saw the removal of approximately 10 city blocks, and the demolition of over 150 buildings of varying condition and character.

### *Interchange Usage*

- The Interchange is one of the most important vehicular roadways in and out of the city.
- The primary traffic route through the Cogswell Interchange is the North/South Barrington corridor (which braids into Barrington and the Hollis/Lower Water couplet at its south end). That corridor handles 20,000 to 25,000 vehicles a day each way (40,000 to 50,000 per day in total).
- The other components of the Cogswell Interchange involving the Cogswell ramps and Upper Water Street are dramatically underutilized with less than a combined total of 20,000 cars a day passing through.
- In the nearly 45 years since it opened, the Cogswell Interchange has accommodated approximately half a billion vehicles – but its daily usage has never reached the capacity for which it was designed.



### *The Future of the Cogswell Area*

- As the aging Interchange infrastructure nears the end of its life, we have a tremendous opportunity to redevelop the area to grow and strengthen the city's urban core by creating beautiful new places for people to live, work, play and move.
- There has been a longstanding public interest in removing the Interchange and replacing it with a grid of new streets and blocks, and new development, which will reknit the neighbourhoods to the north and west with the downtown and the waterfront.
- There is enough waste heat created by the nearby Harbour Solutions Wastewater Treatment Facility to meet the annual energy needs of over 4,200 typical Nova Scotia homes. A redeveloped Cogswell district could run on this surplus energy.
- The HRMbyDesign Downtown Halifax Plan contains a high level vision for the Cogswell area that grew from that plan's 2006-2009 public engagement program. That vision contemplates such things as the creation of a vibrant and green new urban neighbourhood with a mix of uses and housing types, public spaces and public art, bike lanes, district heating and cooling, and new multi-modal transit station.
- More recently, Halifax Regional Council asked city staff to take a more detailed look at the technical requirements and financial implications associated with such an undertaking. This technical initiative is currently in progress and a final report is anticipated in summer 2013.
- To complement HRM's technical study, the Strategic Urban Partnership is holding a public visioning event on May 16, 2013 called the Cogswell Shake-Up. The event is an opportunity for a multitude of voices and ideas from city residents to be heard and recorded.
- The results of the Cogswell Shake-Up will be distilled into an illustrated summary document that will be publicly available. That document, and the results of HRM's technical study, will provide Halifax Regional Council with a solid foundation upon which to make decisions over the coming months about the future of the Cogswell Interchange.

### *Additional Information:*

- [www.halifax.ca/RealPropertyPlanning/CogswellInterchange.html](http://www.halifax.ca/RealPropertyPlanning/CogswellInterchange.html)
- [www.halifaxsup.ca](http://www.halifaxsup.ca)