

Downtown Dartmouth Plan Update

Summary of Community Engagement

Jan. 2014 – Jan. 2015

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Summary

In 2011, Regional Council initiated a process to amend the [Downtown Dartmouth Municipal Planning Strategy and Land Use By-law](#) relative to:

1. Changes to the View Planes from the Dartmouth Common and Brightwood Golf Course, and
2. Building height and form in the Business and Waterfront Districts

The view plane work was completed in 2013, leading to community engagement on potential changes to building height and form in the Business and Waterfront Districts in January 2014 and in December 2014. This document provides a summary of the process and public input received as part of the Downtown Dartmouth Plan Update.



Fig.1. Participants at the Dec. 1, 2014 Public Presentation & Open House, Alderney Market

Community Engagement Process

Community engagement for the Downtown Dartmouth Plan Update was designed in accordance with the *Halifax Charter*, the [Municipal Planning Strategy Amendment process](#), and the [Community Engagement Strategy](#). The goals of the process were to be open, transparent, and inclusive. Figure 1 below illustrates key decision-making points in the planning process.

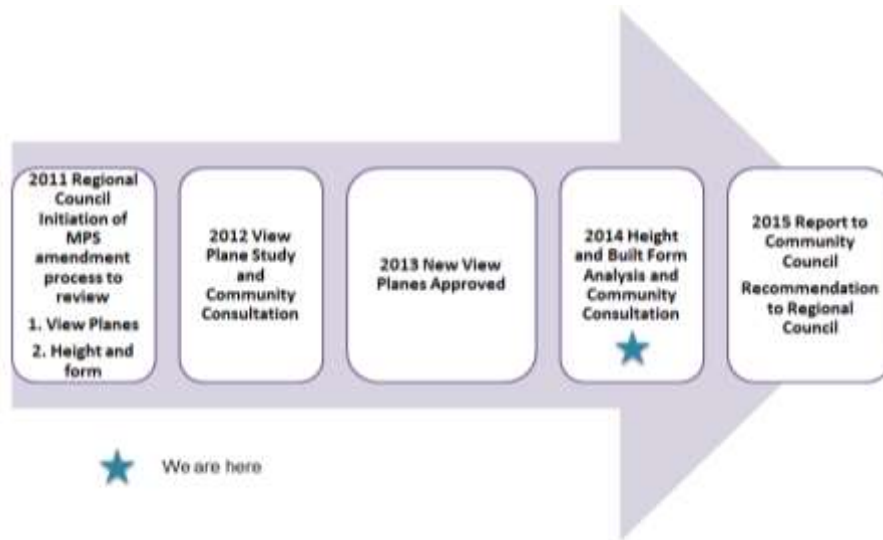


Fig. 2 Downtown Dartmouth Plan Update process

Phase 1 – Values & Options

The first phase of community engagement included a public meeting held on January 13, 2014 at the Alderney Public Library. Community outreach was conducted through traditional newspaper advertising and stakeholder outreach. Community engagement was intended to inform the public about the project, to present initial options for proposed changes, and to seek feedback on the following questions:

Building Heights

- Where are taller buildings appropriate?
- Are there maximum heights that should be considered?

Built Form & Design

- Should streetwall height requirements be introduced?
- Should stepbacks of upper floors be required?
- What other design issues should be addressed?

Process

- What approval process is most appropriate?

Approximately 90 residents and interested stakeholders attended the meeting. Public input was received through a Q&A session, written comments on posters, through an on-line survey and e-mails.

Phase 2 – Policy Objectives

The second phase of community engagement built on Phase 1 public consultation and took place from December 1, 2014 to January 9, 2015.

Community outreach was conducted through traditional media such as newspaper advertising, as well as social media, public service announcements, stakeholder e-mail list, and posters distributed in Downtown Dartmouth. “Pop-up” engagement at the Dartmouth Ferry Terminal took place a couple of days in advance of the public session to promote the event.

The process included a public presentation (by staff and consultants), and an open house where precinct posters and shadow analysis scenarios were

presented.

On-line participation was available through Shape Your City, and written comments could be submitted until Jan. 9, 2015.

The on-line forum enabled the posting of comments, stories and questions which were answered by staff within 3-5 business days. An extensive [FAQ](#) was also available for this process.

The purpose of the engagement was to:

1. Share information about the planning process, completed shadow analysis, and revised proposals for the Business and Waterfront Districts
2. Receive public input on: proposed character areas (precincts), buildings heights, design and heritage guidelines for five of the areas, and a new development approval process.

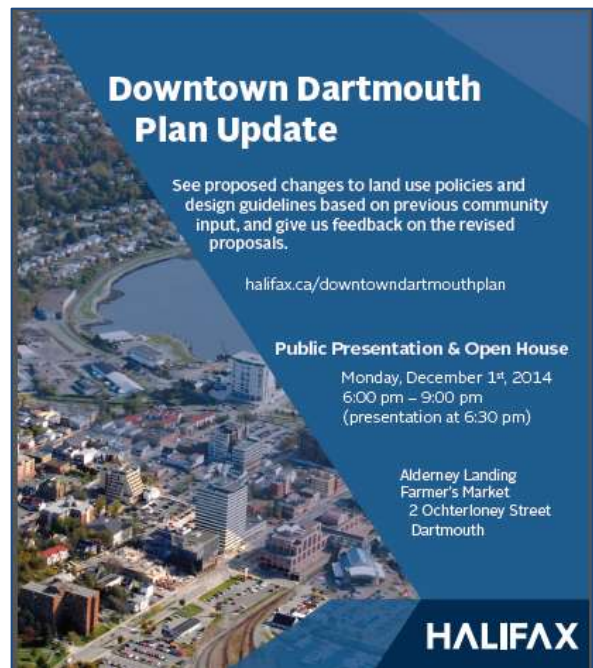


Fig. 3 Poster advertising Dec. 2014 community engagement

The key questions during the phase 2 were:

- ***Will the proposed changes help us achieve the vision for Downtown Dartmouth?***
- ***What public amenities does Downtown Dartmouth need?***

Phase 2 was shaped by an amendment to the Halifax Charter enabling site-plan approval in the Regional Centre, making the approval process a viable option for Downtown Dartmouth.

Approximately 200 residents and interested stakeholders attended the Dec. 1, 2014 Presentation & Open House.



Fig. 4 Example of Dec. 1, 2014 Open House posters

Results – What we heard

Phase 1 – Values & Options

Detailed comments from the Public Information Meeting, posters and on-line survey are available [on-line](#). While some participants advocated for either no growth or no restrictions on height, most suggested that tall buildings have a place in Downtown Dartmouth but they need to be appropriately sited. While a more predictable approval process was desired, attention needs to be given to built-form design and the pedestrian environment. Public access to the waterfront, protection to sun penetration and public views were other dominant themes.

Maintenance of visual access to sun and sunshine is desirable and will enhance street life in the downtown core

Downtown Dartmouth Survey Response

The Downtown Dartmouth Business Commission expressed support for intensification and good design, and others saw this process as an appropriate response to the increasing number of site-specific plan amendments. Staff also heard that the Plan Update needs to be grounded in the Vision and Principles of the Downtown Dartmouth Plan.

Building Heights

- Taller buildings are not appropriate in all areas
- Establish clear height precincts that cannot be exceeded

Built Form

- Require substantial setbacks of upper floors to protect pedestrian street character
- Increased protections needed at interface with residential zone
- Strengthen architectural design requirements

Process

- Use site plan approval process with design review as in Downtown Halifax
- Use density bonusing

There should be much more consideration given to the consequences of "ad hoc" changes and/or approvals. There is enough planning work required to properly develop the community. Time, energy and public money spent reacting to specific interests on a piecemeal basis, particularly done out of any context is not helpful.

Downtown Dartmouth Survey Response

Phase 2 – Policy Objectives & Design Guidelines

Based on community input and legislative changes, the second phase of public consultation included refined proposals based on:

- Implementation of precinct-based planning to provide varied height limits and development standards
- Completed height, massing, and shadow analysis
- Preparation of draft detailed new design standards, and
- Site plan approval process.

Public consultation was intended to help finalize amendments before presenting them to Council.

Detailed feedback from Phase 2 is included in Appendix 1, including comments on the general precinct approach and on specific precincts. Many comments referred to improving the pedestrian environment and tying public benefits to new developments, regardless of density bonusing. Some of the key overall themes are summarized in Table 1 below.

Table 1. Summary of Phase 2 Public Comments

Question	Comments
<p>Will the proposed character precincts (areas) help us achieve the vision for Downtown Dartmouth?</p>	<ul style="list-style-type: none"> • Strong support for bringing more residents to the downtown and for beautifying the area • Overall, the precinct approach was well-received • Some questions about the number of precincts, and how some of them were defined, in particular the waterfront districts • Some comments suggested that the proposed precincts do not align themselves to optimize the Shubie Canal and rebuilt greenway as a showcase element • The issue of a heritage conservation district was raised, or limiting heights on heritage buildings • Sun, public views and access to the waterfront were stressed
<p>Will the proposed design guidelines help us achieve the Vision?</p>	<ul style="list-style-type: none"> • Support for addressing design elements as part of the development approval process to address materials, compatibility and heritage • Design standards should be developed in consultation with the public and then enforced fairly • There were questions about who would administer the standards – staff or an appointed Committee • The newly- adopted <i>Standards and Guidelines for the Conservation of Historic Places</i> should be referenced in the Strategy in relation to heritage buildings. • For properties that abut heritage properties, transitions should apply to the entire depth of the property, not just at the street line.

Question	Comments
<p>What do you think about the site plan approval process? Will it provide more clarity?</p>	<ul style="list-style-type: none"> • Support for the proposed site plan approval process provided that it is administered correctly • While there was support for a more predictable and efficient approval process, there were questions on the details of the process and how it would be implemented • There was some concern over public input as part of the process • It was suggested that there should be public education on how the new process will be implemented • Some members of the public were concerned that the standards and guidelines could be “watered-down” • There were questions related to substantive and non-substantive amendments • A significant number e-mails and letters stressed that as-of-right development for buildings more than 8 or 9 storeys or more should be restricted to key precincts in the urban core and urban centres
<p>What public amenities are needed (in relation to density bonusing)?</p>	<ul style="list-style-type: none"> • There were many ideas for public benefits if density bonusing could be used, including: greenways, green-space, recreation space (e.g. public boat launch), day lighting of Saw mill Creek, streetscaping and improvements to the pedestrian realm, active transportation, affordable housing, affordable commercial spaces for small businesses, and infrastructure improvements (e.g undergrounding, public washrooms, free ferry, wifi etc) • The International Charter for Walking endorsed by Regional Council in 2010, and the 2014 Making Connections, the Active Transportation Plan should be referenced in the Plan.

Public Participation

This section provides a summary of public participation in the Downtown Dartmouth Plan Update process.

Phase 1 Public Meeting (Alderney Library) & Survey	<ul style="list-style-type: none"> • 90 participants • Survey responses
Phase 2 Public Meeting (Alderney Farmer’s Market)	<ul style="list-style-type: none"> • 200 participants • 30 contacts at “pop-up” engagement (Nov. 28, 2015, Dartmouth Ferry Terminal)
Phase 2 Letters & E-mails	<ul style="list-style-type: none"> • 19
Shape Your City (Dec. 1 – Jan 9)	<ul style="list-style-type: none"> • 5,297 page views • 1,028 aware • 814 informed • 19 engaged • 27 questions answered

- *Aware* - number of people who visited the project page
- *Informed* - number of people who have taken some action to learn more about the project (e.g. download a document)
- *Engaged* - number of people who contributed to the project (e.g. posted a comment or question)

Evaluation

Evaluation forms were available at the Dec. 1, 2014 public meeting/open house session. While only thirteen (13) evaluations were completed, the process was mentioned in two of the written submissions. The comments were in relation to the following:

- Draft policy documents were not available for review
- Q&A session should have been included as part of the second public meeting

The presentation & open house was held at the Alderney Farmer’s Market due to its accessible location and through-traffic from the ferry terminal. The high public turn-out led to some concerns related to logistics such as the visibility of the screen, acoustics and clear flow of the open house.

Conclusion & Next Steps

The community engagement process for Downtown Dartmouth has certainly garnered a high degree of public interest. There was palatable excitement about growth and change, but also an expectation that future development will be compatible with the scale and character of existing neighbourhoods. New development should also contribute to the safety, comfort and vitality public streets and spaces. While detailed comments were provided on each of the precincts, some of the key themes include:

- **High-quality of building design and pedestrian environment** that provides access to sun and offers protection from wind were of great importance to the public. The shadow analysis provided interesting insights and challenged some assumptions about the impact of height and built form on the pedestrian environment.
- **Protection of heritage buildings and heritage streets** through appropriate height and design controls. A heritage conservation district was recommended for the Queen & Ochterloney Streets.
- **Public views and public places were of great importance.** Dartmouth is blessed with a world-class public waterfront and the historic Shubie Canal, which should be central to the downtown's future development. Public access to the waterfront, a variety of gathering places, and bold initiatives such as the daylighting of Saw Mill Creek (outside the study area) were identified. Other desired public amenities included recreation spaces (e.g. public boat launch, a marina, a parasol), bike lanes, undergrounding, and more diverse and affordable housing.
- **Clarity and predictability** are desired by both the community and the development industry. While there was support for a site-plan approval process based on the experience of the Downtown Halifax Plan, members of the public wanted to understand the process better. If approved, implementation would benefit from a public education process. While the majority people expressed support for bringing more residents to the downtown, some questions the need for more housing while others stated in neighbourhood areas as-of-right development should be limited to 8-storey buildings.

Planning staff will review and incorporate public input into planning policies and regulations prior to presenting them to Council.

Appendix 1 Phase 2 Community Engagement Comments

1	Will the proposed character precincts (areas) help us achieve the vision for Downtown Dartmouth?
Precinct Approach	
1	The areas numbered create an artificial barrier for development and design concepts, density and land use without **developer developing the same idea
2	More information is required about actual densities achievable under presented scenarios
3	I think the breakdown into precincts makes sense. I think we are long way from having a vision. Downtown Dartmouth could become a destination.
4	Maybe, depends on what characters each "preserves" or promotes, but the whole area should try to preserve, upgrade, enhance Downtown Dartmouth's human scale, (**) and historical nature.
5	Nine seems too many to me. But 1 or 2 is too few. I suspect 4 or 5 is the right number. There does not seem to be important differences between some precincts (e.g. 6 and 9 and 3 and 1). Having precincts seems good by allowing some distinction and slightly different objectives and approaches which should result in better planning and more consistent development.
6	Yes, they work as a 'flame' - I like #8 #9 as "arms" that are included. With Ochterloney I 've always seen the 3 as the "connectors" and key for movement of people into and through and out of
7	The precincts seem logical, and there are good reasons for the described use and development pattern for each one
8	From what I understand there is a move to open up the "underground" stream connecting Sullivan's Pond and the harbour..... Will this impact the borders of the precincts? Is this initiative a consideration of the planning as this "waterway" flows through precincts 1, 4, 6, and 7?
8	An additional precinct should be added, to form the Heritage Conservation District, as envisaged by Policy H-5 of the Strategy. This precinct should include all the registered heritage properties in the area, and adjacent properties as needed to make a contiguous District. Otherwise, the height limits proposed would put these properties at risk.
10	View planes from Dartmouth common to harbour needs to be maintained so can see water.
11	I want low rise with design criteria added
12	Save the fantastic view of our harbour from the Alderney drive
13	High-rises not at waterfront
14	Please don't let developers build high-rises that block the view of Halifax from the Dartmouth Commons. This view is priceless and breathtakingly beautiful. It is the main reason I love living in Dartmouth.

1	Will the proposed character precincts (areas) help us achieve the vision for Downtown Dartmouth?
15	This weakness should be corrected, either by adopting a heritage conservation district, as outlined in paragraph 1 above, or by specifying heights on the registered heritage properties and other characteristic buildings equal to the heights of the existing buildings, as in paragraph 2 above, or by extending the Downtown Neighbourhood zone to encompass the low-rise residential, institutional and heritage buildings.
16	Opposition to as-of-right development in excess of 8 stories in neighbourhood corridors and neighbourhood centres
17	What are the implications of wind and gust of the three scenarios?
Precinct 1 - Portland Street	
1.1	Also great to see ground floor commercial "required" for Portland St.
1.2	I do not see any sight plans attached. Too tall buildings are a concern not only for wind re direction but also views of the beautiful waterfront. Property values increase with exciting view plains.
1.3	Not a big fan of roundabouts but would be a good use at the lights.
1.4	Although I do like the idea of amping up Portland st, adding shops etc, my concern is the like someone commented on earlier, tall building blocking the view.
1.5	The shadow analysis presented is misleading. The mixed form scenario produces less shadow because the higher part of the building in the profile is set back from Portland Street, whereas the mid-rise profile has very little set back. Spring Garden Road has a rule stating that parts of buildings above 45 feet need to be set back 3 feet for every two feet they exceed 45 feet. This is the reason Spring Garden is often sunny. A similar rule would help on Portland.
1.6	Need to preserve the narrow scale of Portland Street. Narrow commercial spaces that give space for small business. The Vision in Halifax is a good example of a modern building that respects surrounding scale. Portland is just 4 blocks. A consolidation that doesn't vary would wipe out what's special
Precinct 2 - Alderney Dr.	
2.1	I do have misgivings about too large a development with many tall buildings right at the water's edge. I think this alters the character of the city, is very poor environmentally and not necessary for densification. I would like to see future developments near the water make it a priority to maintain full and open public access to the water and height restrictions so that established neighbourhoods are not impacted by tall structures rising between them and the harbour.
2.2	Provide direct pedestrian access to the waterfront without having to cross the railway line. Rail lines should not cut off access physically or visually to the harbourfront. Waterfront should actively encourage interaction between people and the working harbour. Views from Alderney Drive could provide vistas of the harbour, somewhat like a "corniche".
2.3	Sidewalks on the north side of Alderney
Precinct 3 - Queen Street	

1	Will the proposed character precincts (areas) help us achieve the vision for Downtown Dartmouth?
3.1	I agree that the comments we made at the public meeting about extending the requirement for mandatory ground floor commercial space, which currently applies only to Portland Street and Alderney Drive, to other precincts and to Queen Street in particular is a method of fostering increased pedestrian activity and interest. I believe that there are other methods and best practices to contribute to increased pedestrian activity and interest. These may include public investment in wider sidewalks, street furniture, landscape features / planters, street trees, ornamental light standards, safer pedestrian crossings, interesting sidewalk surfaces and public places where people can sit, talk, observe, rest at appropriate intervals. I'd suggest that these practices also be considered, either as part of substantial site plan application (using the language in the current Downtown Halifax Plan) or via public investment.
3.2	There are several heritage properties on this street. They should be included in a heritage conservation district, and protected with lower, not higher height limits.
3.3	Yes-appreciate seeing a desire to get rid of the surface parking lots on Queen St. They kill the desirability of the area.
Precinct 4 - Ochterloney Street	
4.1	Heritage is key here. Heights should be lowered to the heights of the existing heritage buildings. This should be included in the heritage conservation district.
4.2	Commercial development is necessary to move Downtown from a bedroom community to something that is more self sufficient as a community. I don't think that it can nor should attempt to compete with the commercial developments on the Peninsula, which will always have a higher density of residents. We need to accept that Downtown Dartmouth will be different than Barrington Street. This is good. Small shops such as are now developing are excellent. It would be nice to see more commercial development that would provide residents with sufficient services so that more of their day-to-day shopping could be done without the use of a car. The Hydrostone with its bakery, pizza shop, restaurants, etc., is a good example of a smaller centre within Halifax. Agricola Street around its intersection with North is another good example. In my experience most successful commercial streets are those that are traffic corridors - either vehicular and/or pedestrian . For this reason, I see Ocherloney Street as much more promising as a commercial corridor than Portland. Portland was an important commercial corridor when it provided the traffic connection from the ferry terminal at the foot of Portland on the harbour. Now it is more of a cul-de-sac. Today the connection is up Ocherloney from the Alderney and the ferry. We should recognize this and support both Portland and Ocherloney in their evolving capacities.
Precinct 5 - Central Waterfront	
5.1	Provide public access to the harbour, such as a boat ramp. Allow fishing, walking, bicycling and other activities along the water's edge. Provide areas to sit and watch the activity on the harbour. Provide inviting access points to public buildings, such as the Library, theatres, spaces for performing arts (and the new Heritage Museum).
5.2	Yes, Canoe and Kayak access for waterfront. Precincts 5,6,7,8,9 - 5 would be highest priority because it allows for best parking
Precinct 7 - King's Wharf	

1	Will the proposed character precincts (areas) help us achieve the vision for Downtown Dartmouth?
7.1	Precinct 7 is a single developer's? (Bad Policy)
7.2	Precinct 7 has no defining characteristics other than its geographical position. Does that suffice to establish a precinct?
7.3	Precinct #7 more green spaces varied housing-affordable
7.4	Precinct 7 differs from the others that have some distinguishing historical nature, or function (events, business,...). It seems like an arbitrary creation and makes me wonder if it is to somehow justify what has already been decided re the King's Wharf development.
7.5	Please hurry and approve the suggested changes to King's Wharf. It should not be a 10 year project.

2	Will the proposed design guidelines help us achieve the Vision?
Yes	
1	Like the idea taking into account the existing architecture /heritage details + keeping consistency + aesthetics in the forefront-buildings should complement each other
2	Should encourage extraordinary design visions which complements al all neighbourhood, other built structures and *** , day lighting etc
3	I would like to see a design where 100% lot coverage is not the norm
4	100% lot coverage is great and a standard in Downtowns across the globe
5	Yes, particularly in regards to sub-par designs and building materials that have been proposed for same projects in the past. Need to take into account the benefits provided by increased density as well!
6	Also need D.G's for private and public parking lots. So many in Dartmouth Downtown and all uniformly ugly and a detraction from a viable, aesthetic Downtown.
7	Development guidelines are essential as may provide a level playing field for everyone without the unknown with committees
8	I think an architecture conference should be held to discuss materials and style to give a cohesive feel to the urban fabric and public realm
9	I prefer the high-rise option
10	We need people to want to live Downtown, instead of city fringe, though new residents want upscale and water access
11	I am so happy to hear the planning of beautifying downtown Dartmouth. I think it has great potential to draw people just like Halifax waterfront. Tourists enjoy taking the ferry and if Dartmouth is less seedy and inviting more people will come. I love the "dark side".

2	Will the proposed design guidelines help us achieve the Vision?
12	I like the idea of increasing the density of residents in the downtown. Providing increased and improved accommodations in Downtown Dartmouth will increase the tax base and improve the quality of life by having more residents occupying this valuable space within Halifax. Downtown Dartmouth provides excellent residential opportunities for people working within the Halifax core. To support this development we need to continue to ensure the operation of the Halifax Ferry and Metro Transit links. To support the kind of residential density, I like the Scenario 3 presented at the open house which allows for a few 50 m high towers in the downtown. This will provide the accommodations while not having major impacts on sun and wind. Properly planned with setbacks and placement within the Downtown a few 10 story buildings would be a good addition. The challenge will be balancing such new higher developments with the existing small-town feeling of Downtown Dartmouth, but I don't think we can achieve our long term goals of sufficient density with 3-4 story buildings.
13	I just read the overview of the various precincts and the planned guidelines for them, and overall the priorities look good to me - e.g. promoting walkability (and cycleability), maintaining the sunny-ness of the streets, keeping the streetwalls low and human-scaled. Thank you.
Maybe	
1	Guidelines are not Law. Useful but have their limits
2	Depends on strict application of exacting design standards. People like and respect beautiful places.
3	Maybe
4	Please redefine mid-rise AS-OF-RIGHT development as buildings of a maximum height of 8 storeys outside the Urban Core and Urban Centres.
5	Hopefully design guidelines will avoid approval of a 30 storey tower like has been approved at King's Wharf. What an eyesore that will be- I hope it does not get built
No / Not clear	
1	Not enough about green space as the focus is on building height
2	Low rise :) Mixed use = too many high rises on waterfront!
3	I am not sure which vision we are referring to. Hope to include more affordable housing and open spaces
4	Are there examples of Design Manuals? Who creates them? Who approves them? How often are they revised?
5	More information about actual design guidelines and design review process is needed
6	How do developers increasing density of residential/ office area contribute to increases stress on fire, hospital and policy systems?
7	I do not see any sight plans attached. Too tall buildings are a concern not only for wind re direction but also views of the beautiful waterfront. Property values increase with exciting view plains.

3	What do you think about the site plan approval process? Will it provide more clarity?
Yes	
1	I like the process. Who will implement the design review?
2	Yes, It should require quality, but at the same time not to be too restrictive.
3	"Dartmouth by Design" is better than dealing with committees who do not have developers concerns or communities concerns only their own arbitrary thoughts on design/architecture
4	You need lots of encouragement for investors without giving away all important principles. Downtown Dartmouth has languished with little investment for way too long. Fair, clear and transparent rules and consistent application that allows relatively quick approvals for qualified project is needed; but if what gets implemented dries up investment then a revisit will be needed.
5	I like the proposed site plan approval process provided that it is administered correctly - design standards developed in consultation with the public and then enforced fairly
6	Halifax Design Advisory has been doing a good job
7	Materials should be added so for the first part of the building has a look that would match adjoining properties such as sandstone, concrete etc. that coincide with the others. Above the setback they could almost do that they want look at the ugly red pados on a building downtown Halifax. But who care as long as the first portions look right with the other adjoining properties.
8	Like the simplicity, needs to be able to be revised, but not revised into paralysis
9	2 steps sounds simple, logical but what about public input?
No	
1	Developers should provide a market feasibility study to justify the development instead of "build it and the will come" approach
2	How are trees in wooden boxes at King's Wharf a contribution to public space?
3	I have to say that I'm skeptical that these guidelines carry any weight once a developer buys a chunk of land and starts down the path of figuring out how they can get around the guidelines. Too often we hear that 20 story buildings are out of character with the neighbourhood, sunlight is important, etc., etc., and yet the next thing you know somebody is suggesting that we build right out to the corners of the lot, straight up from the street line, 30 stories high, in some ultramodern design that bears absolutely no relationship to anything (other than developer greed)!
4	We need to get rid of "As-of-right" development.
5	Where are cultural features, natural reserves (waterfront) and views
Maybe / Not Clear	
1	Site plan approval will all go to "one off" development agreement attempts, unless 1) Bylaws are strictly applied and have sufficient detail to protect and promote heritage and natural resources 2) Development agreement prohibited except in highly (***) circumstances. King's Wharf was not one. Should have been denied

3	What do you think about the site plan approval process? Will it provide more clarity?
2	Once "approved" Re: By-Laws no doubt to refuse rest of design
3	What requirements for site design standards i.e. open space, trees, fences, o/h wires, viewscales etc.
4	I didn't fully understand it.
5	Heritage design guidelines should also apply to the heritage properties themselves. The Standards and Guidelines for the Conservation of Historic Places have been adopted by Council and should be referenced in the Strategy. Regarding properties that abut heritage properties, transitions should apply to the entire depth of the property, not just at the streetline.
6	I'd suggest that there be some form of public engagement to discuss how the Plan will be implemented. For instance, how the definition of substantive and non-substantive applications for site plan approval will be determined in the updated Plan. For example, following the adoption of the updated Plan, if I want to convert my storey and half dwelling in the Ochterloney Precinct to a full two storey dwelling and install new vinyl siding, will I need to submit a site plan and detailed architectural plans indicating compliance with the precinct specific design requirements of the Design Manual, and other materials, and present the proposal to the Design Review Committee, similar to the process in Downtown Halifax?
7	I understand that the 5-Year Review process for the Downtown Halifax Plan, occurring in parallel with the Downtown Dartmouth Plan process, will inform the drafting process for amendments to the Downtown Dartmouth Secondary Planning Strategy and the Downtown Dartmouth Land Use By-law. I expect then that you'll be working with the public to review of the process for approval of smaller projects so that they may or may not be subject to the full substantive site plan approval process. It may be that smaller projects (both new buildings and additions to existing buildings) will not have to go to a Design Review Committee. Instead, staff would be fully responsible for the review of these types of applications to confirm they meet the requirements of the Design manual. Variances would still need to go to Design Review.
8	It would be helpful that when this public engagement occurs that the public is given a series of new building or addition examples, big and small, heritage, commercial and residential, which will describe the proposed regulations and demonstrate how the proposed process will work.

4	What public amenities are needed (in relation to density bonusing)?
<i>Green space/ Greenways</i>	
1	Greenway needs to shape the urban form more
2	Let's see green space on every block-trees, bench, a place to sit in the sun family friendly. Let's make Dartmouth green.
3	I would like to see more green space connectivity and daylighting streams in downtown Dartmouth

4	What public amenities are needed (in relation to density bonusing)?
4	Green space is always good to have, but increased density is also beneficial to the environment as well.
5	Add more greenspaces
Recreational space	
1	Parks/Squares
2	Nature area
3	Play areas for children
4	Gathering spots ,cafes
5	Places to just "be" inside and out
6	Benches outside
7	Exercise facilities
8	A floral planetarium where the old museum was
9	Public boat access for canoes/kayaks
10	Waterfront trail
11	Merina with boardwalk next to water i.e. Bisky Landing
12	A parasol* downtown that could be lit at night with a light* park with boutiques and cafes
13	A lot could be done with Sullivan's pond
14	There is need for a new home for the Dartmouth museum
15	Contiguous waterfront trail, mixed-use (not auto) from bridge to Woodside ferry
Daylight Saw Mill Creek	
1	In regards to the environmental and public space development in Downtown I strongly support the daylighting of Sawmill Creek. The harbour and the Shubie Canal system is a highlight for the Downtown and they need to be linked aesthetically and environmentally. Currently a walk toward the Harbour from the lakes ends with a crosswalk and a view of the Esso station and the end of a high rise building. I like the option of replacing the existing pipe with a combination of day-lighted and underground pipe system. This would promote the use of the waterway right down to the harbour by pedestrians and it would promote the use of the waterway by gaspereau up into the lakes. As I understand it the dual day-lighted/pipe system will increase the overall capacity of the structure to handle increase precipitation events that are to be expected in future years with climate change. It would be worth the investment to manage future risk. As for linking pedestrians, something needs to be done to facilitate movement from the end of Pine Street over to the remainder of the canal.
2	Daylighting Sawmill Creek needs to happen-after this is done other things will naturally arise-people will be drawn to the energy flow: beauty
3	Regardless of which scenario Daylighting Sawmill Creek will enhance the Dartmouth experience
5	Daylight the stream
6	Daylighting the Saw Mill river for numerous reasons as outlined by the Ecology Action Centre and the re-establishment of the fish passage, would make the significant impact needed to draw people and commerce to the 9 precincts, especially # 1,2,3,4,5,7,6,9

4	What public amenities are needed (in relation to density bonusing)?
<i>Streetscapes & Pedestrian realm</i>	
1	"Pedestrian only" zones. People live better and connect better with their neighbours and community when they walk and feel safe to walk. Imagine the attraction of a pedestrian only downtown shopping district-something Halifax <u>proper</u> doesn't offer.
2	Wouldn't mind seeing taller buildings if they're well-integrated into the streetscape!
3	Improve the pedestrian realm by providing more trees, benches and places to sit.
4	Create more parks or green spaces; • Create more public spaces; • Create pedestrian-only streets, or streets closed to traffic for periods; • Install more public washrooms; • Make improvements to all forms of transportation; • More benches and greenery; • Provide free wifi access; • Provide indoor play facilities or more activities for families with young children; and, • Provide more winter activities.'
5	Public art and public performance spaces add human interest and reduces the "concrete jungle" effect.
6	In the Downtown Plan use a guideline similar to that in the Downtown Halifax Design Manual which states: "Improve the pedestrian environment in the public realm through a program of streetscape improvements as previously endorsed by Council (Capital District Streetscape Guidelines)". This guideline has been used very effectively in Halifax to improve the pedestrian realm. I understand that a document similar to the Downtown Halifax Design Manual will be adopted as part of the Downtown Dartmouth Plan.
7	I also understand that Halifax has already committed its 1/3 portion to a 5-year \$50M Strategic Urban Reserve to be cost-shared with the Provincial and Federal levels of government. This reserve will be used to fund the twelve capital projects identified in HRM's Economic Development Strategy including streetscaping improvements on, among other streets, Ochterloney and Portland Streets.
8	This work will be supported via refinements to the Municipal Design Guidelines (Red Book) downtown streetscape standards based on the 2004 Capital District Streetscape Guidelines, which will apply to all capital improvements (public and private) undertaken in the public realm.
9	Too much development in HRM seems to neglect our climate which is often windy, rainy or cold. More shelters, wind and rain breaks, sun rooms\sheltered terraces are needed to allow us to use the outdoors more. Plaza's, parks and other outdoor spaces are way under utilized because of our climate or ways to enjoy them in site of the weather.
10	Protection and needs to maintain old town character of Downtown Dartmouth
<i>Active transportation</i>	
1	Bicycle lane or even better pedestrian only streets
2	Transport (people, bicycle, buses)
3	Safe Bike lanes/ bicycle infrastructure
4	Connect Bike lanes to Cole Harbour

4	What public amenities are needed (in relation to density bonusing)?
5	Provide lots of bicycle/pedestrian paths, secure places to leave bicycles, places for pedestrians to stop and rest and eat.
6	I'd like to support improving conditions for walking to increase the number of residents who walk for more utilitarian purposes as part of the development of the Downtown Dartmouth Plan. This support is rooted in Halifax-specific principles of the International Charter for Walking endorsed by Regional Council in 2010, and Making Connections, the Active Transportation Plan which makes fifteen recommendations aimed at making it easier and safer for residents to walk to destinations such as work, school, transit, services and shopping. Further, section 5.3.5 of the AT Plan identifies approaches to improving the pedestrian realm that are integrated with land use and community design. ?
Affordable housing	
1	Please include more senior residences
2	Affordable housing should be available everywhere. It is especially important that it be available in city centres as transportation is a major expense for people who have to live in outlying areas. It is the wealthy who should have to build their homes in outlying areas as they can well afford the additional costs of transportation.
Commercial space	
1	Grocery store
2	Commercial spaces with affordable rents for small business
Infrastructures	
1	Infrastructure-water, sewage, traffic need serious consideration especially in the nearby neighbourhood
2	Undergrounding
3	Use of services of hospitals, fire and policies will increase. Compensate by direct investment in upgrade to the public infrastructure and services.
4	Medical
5	Educational
6	Schools
7	Clothes lines
8	Washrooms
9	Undergrounding
10	Make the ferry free. This would help integrate the waterfront of the Halifax Harbour into one exciting area and would attract pedestrian traffic on both sides of the harbour.
11	Wifi