



Shaping the Cogswell Experience

Engagement Report

Submitted to Halifax Regional Municipality
October 2018

FBM

people driven design

Our lives unfold in and around buildings. Buildings are more than spaces – they are platforms for our lives. Inspiring buildings change the way we live by changing the way we feel. When we say 'people-driven architecture and design', this means the client, the user, the builder and all other stakeholders are at the centre of the project and the project is centered in the community. In short, we design to meet the needs of people. Our design approach produces buildings that not only work as intended, but that enrich their occupants and their communities. **-FBM Vision Statement**

Team Acknowledgments

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HRM: Donna Davis and John Spinelli

WSP: Cindi Rowan and Luc Côté

ZZap Consulting: Greg Zwicker

Thank you also to the numerous community participants who invested their time.

Table of Contents

1. Executive Summary	5
2. Introduction	7
3. Supporting Visions and Initiatives	10
4. Engagement Tools	12
5. Events Summary and Highlights	15
6. Design Directions and Key Ideas	33
7. Photo Credits	54
Appendix A: Written Comments Received	55
Appendix B: Sketches from Charrette Design Sessions	91
Appendix C: Shape Your City Halifax Survey Report	130





Design Charrette Sessions on September 25 and 26

1 Executive Summary

Engagement Program

Between August 10 and October 5, 2018, FBM facilitated an engagement process to produce design feedback on bringing the 60% Design for the Cogswell District (approved by Halifax Regional Council in June 2018) to the 90% Design stage. This work was done in concert with the Cogswell Redevelopment Project team at Halifax Regional Municipality and the WSP design team.

Feedback was achieved through focus-group meetings, the Shape Your City Halifax website, pop-ups, a multi-day design charrette, and an expo, with a total of over 1,500 interactions.

Feedback

Engagement focused on two topics: public space design and urban design rules for new buildings.

The feedback received reinforces the Vision for Precinct 8 that was approved by Halifax Regional Council as part of the Downtown Halifax Secondary Municipal Planning Strategy in 2009. The feedback echoed the Vision in its support for enhancing pedestrian connections, creating high-quality public spaces and streetscapes, including gateways and public art, and fostering contemporary landmark architecture to change and enhance the skyline.

Public Space Design: There was a remarkable consistency among feedback regarding public spaces. It was reinforced that the safety, convenience and comfort of those walking, cycling and taking transit should be a top priority. Feedback called for streetscapes and public open spaces that would allow for a well-integrated transition from Downtown to the North End, with spaces that reflected the needs of the community, as well as opportunities to commemorate the layered history of this location.

Urban Design Rules for New Buildings: There was optimism on the topic of urban design rules for new buildings for the opportunity to achieve new high-quality buildings that reflect and serve the community. There is a need to create active and highly articulated street faces. There was discussion about the ability for privately-owned public spaces to add to the public space network in the Cogswell District. The discussion around urban design rules for new buildings indicates that further work and engagement is required to develop necessary building design regulations to guide development in the Cogswell District. The directions achieved through this engagement process can provide the guiding principles for this ongoing work.

Other Key Ideas: We also heard several important suggestions relating to transportation, phasing, community needs and ongoing engagement.

The Design Directions and Key Ideas section of this report contains the collected feedback to be considered through design refinement and other initiatives.



Expo at Scotia Square on September 28



Chicago's Crown Fountain is an example of a public space that contributes to community identity and enjoyment

2

Introduction

Purpose of the Engagement Program

The design of public spaces and buildings will shape the Cogswell District. Public spaces will invite community members to explore and contribute to the area's identity, local character and a sense of place. High-quality public spaces are vital to creating harmonious and inclusive communities – places where everyone can feel a level of safety, comfort and enjoyment. High-quality public spaces support pedestrian activity, enhance public safety, encourage private investment and allow citizens to embrace and celebrate a community.

The engagement program was focused on moving beyond the project's functional elements, such as street and block configurations, which were approved by Council at the 60 percent stage in June 2018. Rather, the engagement sought to better define what the Cogswell District experience will be by focusing on public spaces and urban design rules for new buildings in order to provide input on the 90% Design stage.

The overall engagement objectives were to:

- Generate broad awareness of the Cogswell Plan
- Achieve timely and meaningful input from a wide range of community members and stakeholders, including traditionally underrepresented communities and citizens throughout the region
- Provide a path forward for Halifax Regional Municipality to continue to engage with stakeholders and citizens regarding the Cogswell Redevelopment Project
- Be a coordinated effort with Halifax Regional Municipality's Cogswell Redevelopment Project Team and WSP (lead designer for the project)
- Present the collected input for incorporation into the planning and design process

The Design Directions and Key Ideas section of this report contains the collected feedback to be considered through design refinement and other initiatives.

The Cogswell District Design Process Timeline

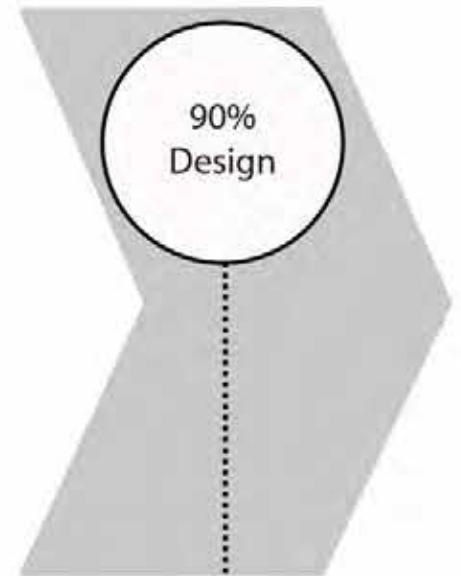




We are here

COUNCIL DIRECTION

On June 5, 2018, Regional Council approved the Cogswell District 60% Design and requested: *"additional public engagement to incorporate a collaborative process lead by HRM staff involving key stakeholders, the community, and potentially external design experts, that will result in recommendations for Council respecting the final district public realm design and detailed land use policy."*

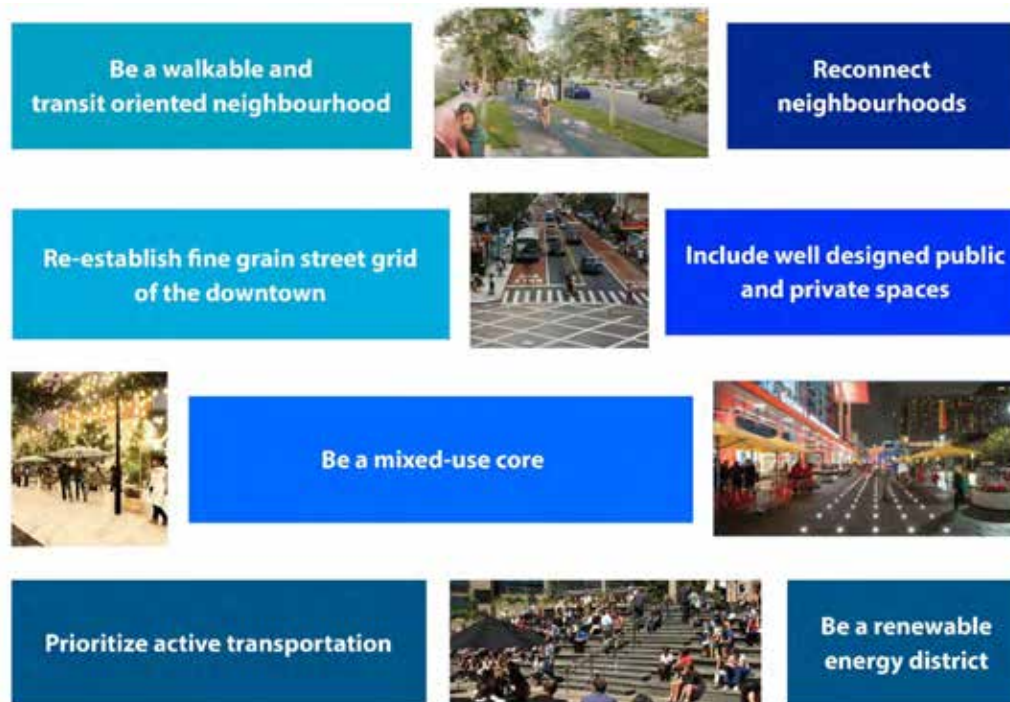


We are going here

3 Supporting Visions and Initiatives

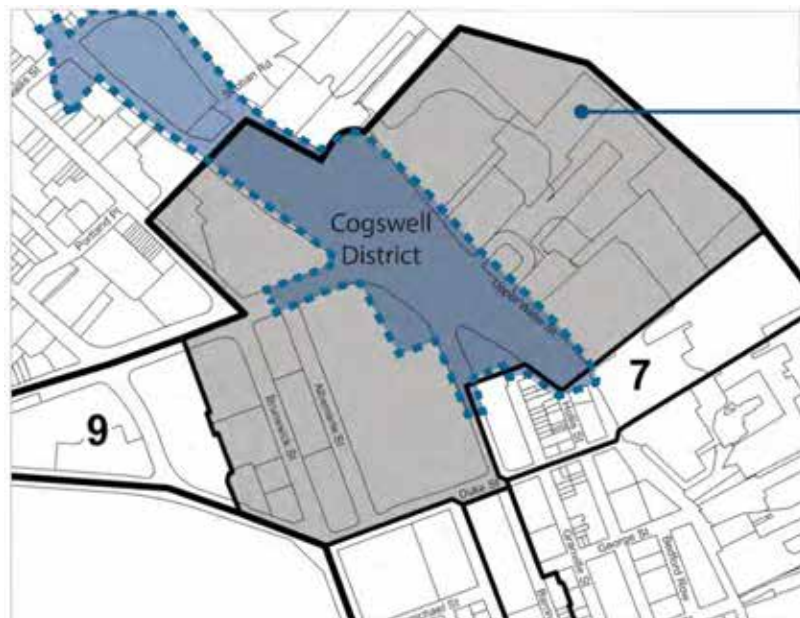
Vision Statement

The Vision for the Cogswell District, adopted by Halifax Regional Council in 2014, specified the redevelopment will:



Precinct 8 Vision

The majority of the Cogswell District falls within Precinct 8. Halifax Regional Council approved the Precinct 8 Vision in 2009, through the Downtown Halifax Secondary Municipal Planning Strategy.



THE PRECINCT 8 VISION CALLS FOR:

- Enhancing pedestrian connections from downtown to North End and waterfront
- Ceremonial quality streetscapes along Cogswell and Barrington streets, including clearly defined gateways and public art
- Pedestrian-scaled blocks
- High-quality public spaces
- A mix of uses in new buildings (residential, commercial and office)
- Towers that sit on low-rise podiums accommodating rooftop gardens and amenity spaces
- Contemporary landmark towers that enhance the skyline
- Building heights stepping downwards towards the North End and the waterfront

Objective for Rick Hansen Foundation Accessibility Certification

Design considerations for the project will include accessible design provisions. Halifax Regional Council has endorsed that development of the Cogswell District achieve the Rick Hansen Foundation Gold Accessibility Standard.



4 Engagement Tools

Physical Model

A physical model at 1:500 scale was constructed to convey the topography of the site, scale of spaces and transition from the Downtown to the North End. Removable blocks were used to represent the massing of buildings included in the 60% Design.

At events, the model proved to be the most valuable tool with which members of the public could engage with the project.



Public Space Opportunities and Quality Criteria

To support engagement at the design charrette session, the descriptions below of public space opportunities and public space quality criteria were prepared.

PUBLIC SPACE OPPORTUNITIES IN THE COGSWELL DISTRICT



- | | | | | | |
|-----------------------------|-------|--|---|---|---|
| 1 Barrington Greenway | ----- | 6 Granville Square and Ordinance Plaza | ■ | 9 Sidewalks | ● |
| 2 Cogswell Greenway | ----- | 7 Pocket Park | ■ | 10 Privately-owned public spaces (POPS) | ● |
| 3 Connections to waterfront | → | 8 Poplar Park | ■ | 11 Gateways | ↔ |
| 4 Multi-use trail | ----- | | | | |
| 5 Transit hub | □ | | | | |

12 QUALITY CRITERIA FOR PUBLIC SPACE

These 12 criteria are a framework to consider the quality of public spaces

PROTECTION



1. FEELING SAFE AS A PEDESTRIAN

Protection from traffic



2. FEELING SECURE IN PUBLIC SPACE

Lively public realm, with eyes on the street, activities day and night and good lighting



3. PROTECTION AGAINST UNPLEASANT SENSORY EXPERIENCES

Such as wind, rain, snow, cold, heat, pollution, dust, and noise

OPPORTUNITY FOR COMFORT



4. WALKING

Enough room with good surfaces, accessibility for everyone, and interesting facades



5. STANDING

Attractive edges and areas for standing



6. SITTING

Areas to sit that utilize views, sun, people-watching



7. SEEING

Unhindered sightlines, interesting things to look at, and lighting



8. TALKING AND LISTENING

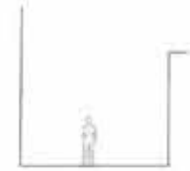
Low noise levels and street furniture conducive to conversation



9. PLAYING AND EXERCISING

Inviting spaces for creativity, physical activity, exercise and play

ENJOYMENT



10. SCALE

Buildings and spaces designed to human scale



11. ENJOYING THE POSITIVE ASPECTS OF WEATHER

Such as sun, shade, heat, coolness, and breeze



12. POSITIVE SENSORY EXPERIENCES

Good design and materials, views, trees, plants, and water

Public Space Quality Criteria adapted from Gehl

5 Events Summary and Highlights

Feedback was received between August 10 and October 5, 2018 via focus-group meetings, the Shape Your City website, and at pop-up events held throughout the region. In late September, the engagement culminated in a three-day design charrette that invited members of the community to take a deeper dive into the design opportunities within the plan. The design charrette sessions were held at the Dalhousie University Student Union Building. They were attended by local residents and members of the architecture, design, development, business, non-profit, academic, and historical communities. Each session was attended by approximately 40 people (approximately 80 individuals took part in one or more session). An Expo was held at Scotia Square after the design charrette to show highlights of the charrette design work and receive further comment. In total, there were over 1,500 interactions.

Early Meetings: Focus Groups and Coffee Chats	40
Pop-ups	
Sackville Family Fun Day - August 10	35
Musquodoboit Harbour Market - August 19	20
Alderney Farmers' Market - September 1	135
Sunnyside Mall, Bedford - September 7	30
Cole Harbour Harvest Festival - September 8	70
North by Night Market (Gottingen Street) - September 8	180
Tantallon Public Library - September 9	15
Keshen Goodman Library, Clayton Park - September 14	60
Spryfield Farmers' Market - September 16	50
Total	595
Design Charrette, September 24 to 26	
Kick-off	39
Site-visit	32
Design Session 1: Walking, Cycling and Transit Hub	38
Design Session 2: History and Commemoration	32
Design Session 3: Parks and Plazas	44
Design Session 4: Trails, Greenways and Waterfront Connections	36
Design Session 5: Streetscapes and Gateways	32
Design Session 6: Building Design Rules	40
Total	293
Charrette Highlights Expo, September 28	400
Shape Your City Halifax, September 7 to October 5	178
TOTAL INTERACTIONS	1506

Early Insights: Focus Group Meetings and Coffee Chats

FBM and Halifax Regional Municipality staff held a series of meetings to gain insights into topics that would be critical to consider during the engagement process. Focus group meetings and coffee chats provided suggestions that are reflected in the Design Directions and Key Ideas section of this report.

The consultation process with the Mi'kmaw community has been initiated at the time of this report's writing and is ongoing.

Engagement with members of the African Nova Scotian community highlighted a need to recognize this community's history and contribution to Halifax. We also heard about the need for social and economic development supports for disadvantaged members of the North End community.

Engagement with representatives of Shelter Nova Scotia enlightened the design team as to the operational challenges faced by the Metro Turning Point men's shelter. We heard about the need for a "backyard" outdoor space that could be used by clients.

FBM and the Cogswell Redevelopment Project team reached out to the Downtown Halifax Business Commission-led group of 23 organizations. This group, containing advocacy organizations and members of the design, development and business community, came together in spring 2018 with a desire to develop the Cogswell District in the best manner possible. Coffee chats were held with representatives from 17 of the 23 organizations.

During the coffee chats, consideration was expressed about whether the street configuration approved by Council at the 60 Percent stage was the best design possible, considering the need to balance public space quality, walking, cycling, transit, goods movement and private vehicles. Advice was received on simplifying the transit system, citing that the large number of routes and buses on Barrington, Gottingen and Spring Garden has a negative impact on those streets. As well, advice was received on the need to better manage truck traffic within Downtown, working with the Port and the business community. Some suggested to pause the design refinement of the Cogswell District until these larger city issues were addressed.



North by Night Market



Keshen Goodman Library

Pop-ups

Nine pop-ups were held to generate broad awareness of the Cogswell Plan and achieve input from citizens throughout the region:

- Sackville Family Fun Day - August 10
- Musquodoboit Harbour Market - August 19
- Alderney Farmers' Market - September 1
- Sunnyside Mall, Bedford - September 7
- Cole Harbour Harvest Festival - September 8
- North by Night Market (Gottingen Street) - September 8
- Tantallon Public Library - September 9
- Keshen Goodman Library, Clayton Park - September 14
- Spryfield Farmers' Market - September 16

The Cogswell District redevelopment plan is of great interest to residents throughout the municipality, with many who live in other parts of the region visiting the Downtown and waterfront often. Participants were generally excited about the opportunity the project represents to create a unique place in the city. These excerpts are taken from what we heard in written comments at the pop-ups:

- *Link the commons and water-front with bike and foot paths!*
- *High speed traffic makes for poor people on foot experience. Slow traffic to ensure all the lovely green spaces are utilized!*
- *At the transit hub, make it so buses are easy to find and include heated bus shelters, washrooms, a person on duty, and a convenience store.*
- *Utilize Granville Mall better - could be a lovely European style square.*
- *Include social game spaces such as chess tables, picnic tables and parks for families and dogs.*
- *Use traffic circles for statues commemorating all of the city's history: Indigenous, African Nova Scotian, Africville, French, English, immigration – would be great way to welcome people to downtown.*
- *Green spaces to include trees, flowing plants and shrubs, water features such as fountains or small ponds, seating areas and most importantly wheelchair and disabled accessibility.*
- *Edible landscaping – all trees and shrubs should be edibles.*
- *Amphitheatre with movies projecting on wall at water treatment plant.*
- *Talk to DND about the fence – opportunities for different treatment.*

Charrette Kick-off

Presentations

- Jeffery Haggett, Planner, FBM
- Donna Davis, Project Manager, Cogswell Redevelopment Project, Halifax Regional Municipality
- Cindi Rowan, Landscape Architect and Urban Designer, WSP
- (Video) Conversation with Irvine Carvery

Exercise 1 – Diverse Experiences of Public Space

This exercise was intended to consider what is important in public spaces from a range of perspectives. Tables were asked to take on the following roles as a lens through which to consider public space qualities: an 8-year-old child, a teenager, a university student, a tourist, an office worker, a newcomer, a parent, or an 80-year old senior.

Viewing the experiences of public spaces through this role, tables described the design needs for the district's public spaces, reinforcing the qualities, activities, services, amenities and accessibility that would foster great places for all people.

Exercise 2 – Building Design Supporting Great Public Spaces

This exercise was intended to consider how building design can contribute to great public spaces. Tables were asked to discuss the following topics: character, variety, landmarks, street-face, privately-owned public space (POPS), and if other considerations were needed.

Participants discussed how new development in the Cogswell District should include unique building designs that reflect Halifax. New development should providing a variety of housing types and services, as well as a transition from the Downtown to the North End. There was a need identified for fine-grained, active street faces and POPS that would be designed to support an active sidewalk and public space experience. Participants also discussed the need for affordable housing, sustainable design, community spaces, and tower massing/height variation to prevent adverse wind effects and reduce shadowing on public spaces.



Charrette kick-off



The word cloud represents instances of words used in the notes collected at this session

Site Tour

A site tour drove home that the current interchange is designed for one user – the vehicle. Attendees noted the high speed and noise of traffic, a lack of walking and cycling facilities, as well as odour in proximity to the wastewater treatment facility. There was also a better understanding gained of where new public spaces in the Cogswell District would be located, and their context.



Barrington Street, adjacent to Brunswick Place



Granville Mall, overlooking Upper Water and Hollis Streets

Design Session 1: Walking, Cycling and Transit Hub

Presentations

- Mark Nener, Active Transportation Planner, Halifax Regional Municipality
- Luc Côté, Project Manager, Transit and Mobility, WSP

Questions asked

- Are the number of pedestrian crossings adequate?
- What bike-related supports are required and where?
- How do we identify and celebrate the greenways?
- Is it desirable to have setbacks on the development sites to allow for wider sidewalks?
- How do we make a great transit hub that is integrated with adjacent open spaces, walking routes and buildings?
- What about signage and technology in Scotia Square, heated shelters, other shelter design features?
- How does the junction from the Barrington Greenway to the Hollis Street bikeway work?

Key discussion topics

Participants emphasized the need to put pedestrians first, with consideration for safe and comfortable crossings and greenway connections to adjacent neighbourhoods. Active ground floor uses and building setbacks can reinforce the pedestrian experience. There was excitement for separated cycling routes that would connect to a larger city network to allow more people to bike to their destinations. The transit hub is seen as a key aspect of the plan, and participants discussed ways to encourage transit use through simplifying transit, providing amenities for riders, and ensuring the space is attractive and easy to navigate.

Further details are contained in the Design Directions and Key Ideas section of this report.



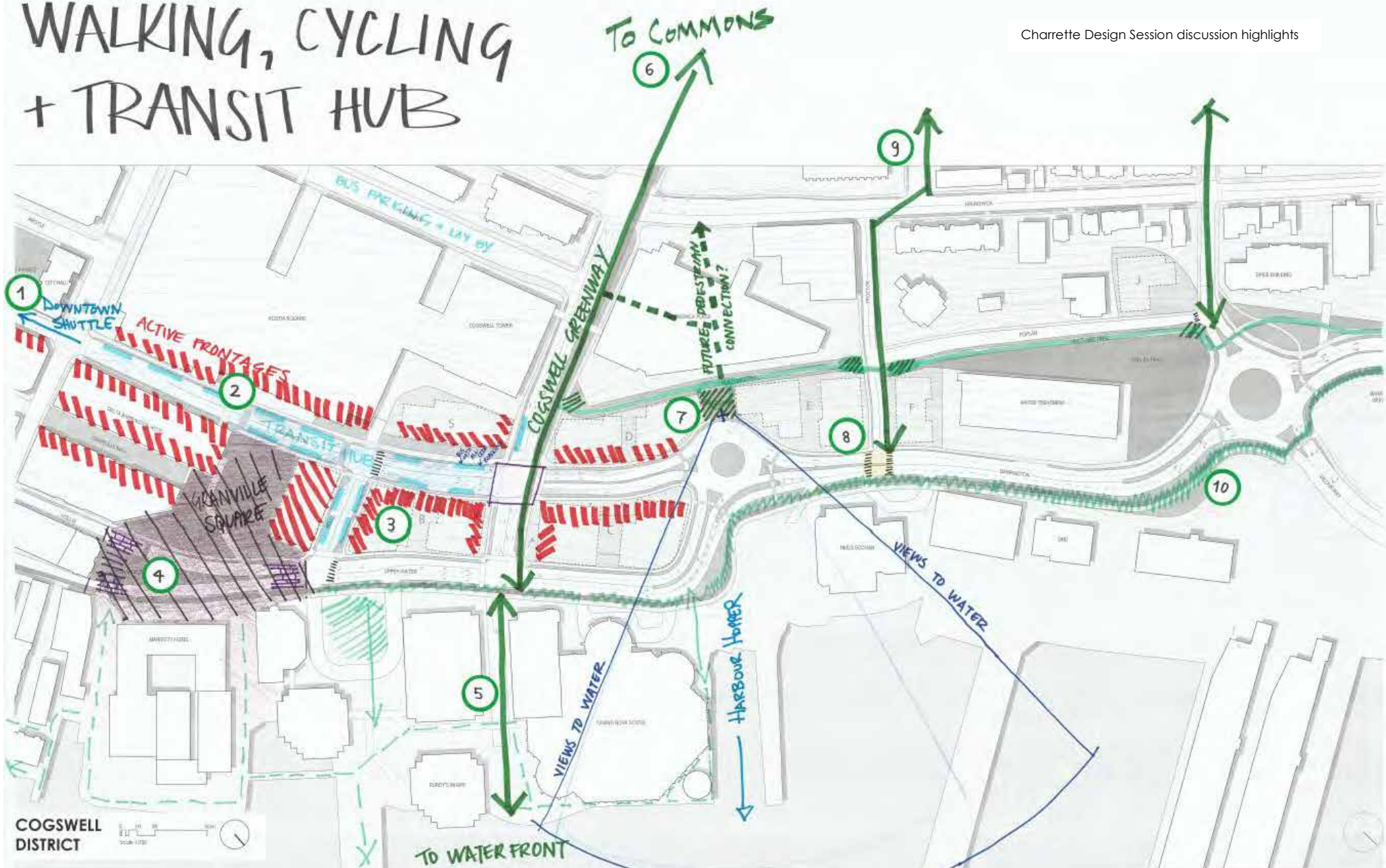
Extract from the charrette design work: Cogswell Greenway and active frontages



The word cloud represents instances of words used in the notes collected at this session

WALKING, CYCLING + TRANSIT HUB

Charrette Design Session discussion highlights



1. SIMPLIFIED TRANSIT

- Ideas: • All door boarding • Bus layby on Albeemarie
- Free downtown shuttle

2. UNIQUE TRANSIT HUB STREETSCAPE

3. ACTIVE GROUND FLOOR USES

- Required retail

4. PEDESTRIAN FRIENDLY CROSSING

- Roads material matches Ordinance Plaza

5. STRENGTHENED CONNECTIONS TO WATERFRONT.

6. COGSWELL GREENWAY

- Connect to Commons

7. POCKET PARK LOOKOUT

- A place to enjoy harbour views

8. PEDESTRIANS FIRST

- Introducing additional crossings

9. STRENGTHEN CONNECTIONS TO NORTH END NEIGHBOURHOODS

10. BIKEWAYS

- More bike racks included

Other: Design considers parkade entrances + loading bays

Design Session 2: History and Commemoration

Presentations

- Jeffry Haggett, Planner, FBM
- Aaron Murnaghan, Heritage Planner, Halifax Regional Municipality

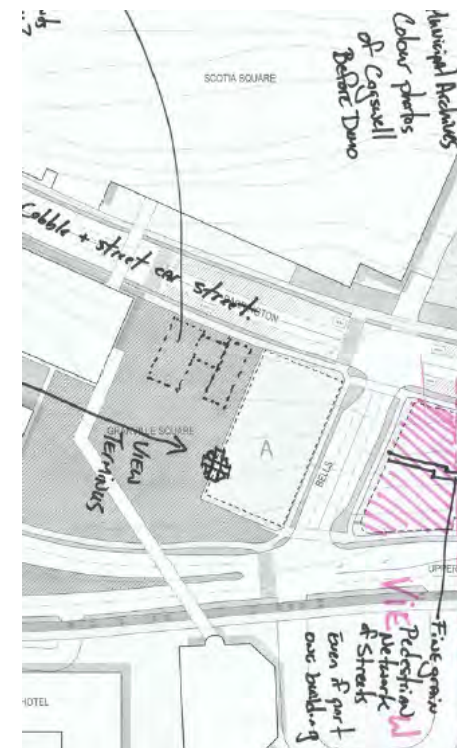
Questions asked

- What are the area's stories and histories? Do they have a location?
- How should they be commemorated?
- What are good examples of commemoration done well?

Key discussion topics

Participants discussed both the stories that could be told on the site and representation methods that should be explored. It was noted that further consultation with the Mi'kmaw community was necessary to determine how Mi'kmaw culture and history can be integrated into the District. Granville Square and other locations in the Cogswell District are suggested as a potential location to commemorate the history and contribution of the African Nova Scotian community to Halifax. Further community engagement is suggested to understand how the African Nova Scotian story can be conveyed. Stories also discussed include marking the area's history as a gateway to Halifax, its military history, the working waterfront, the generations of families in the neighbourhood, and other stories of Halifax. There was also discussion for commemorating the stopping of Harbour Drive. Looking forward to the neighbourhood after the interchange era, it was suggested to keep a piece of the interchange as commemoration.

Further details are contained in the Design Directions and Key Ideas section of this report.



Extract from the charrette design work: ways of commemorating history in the design



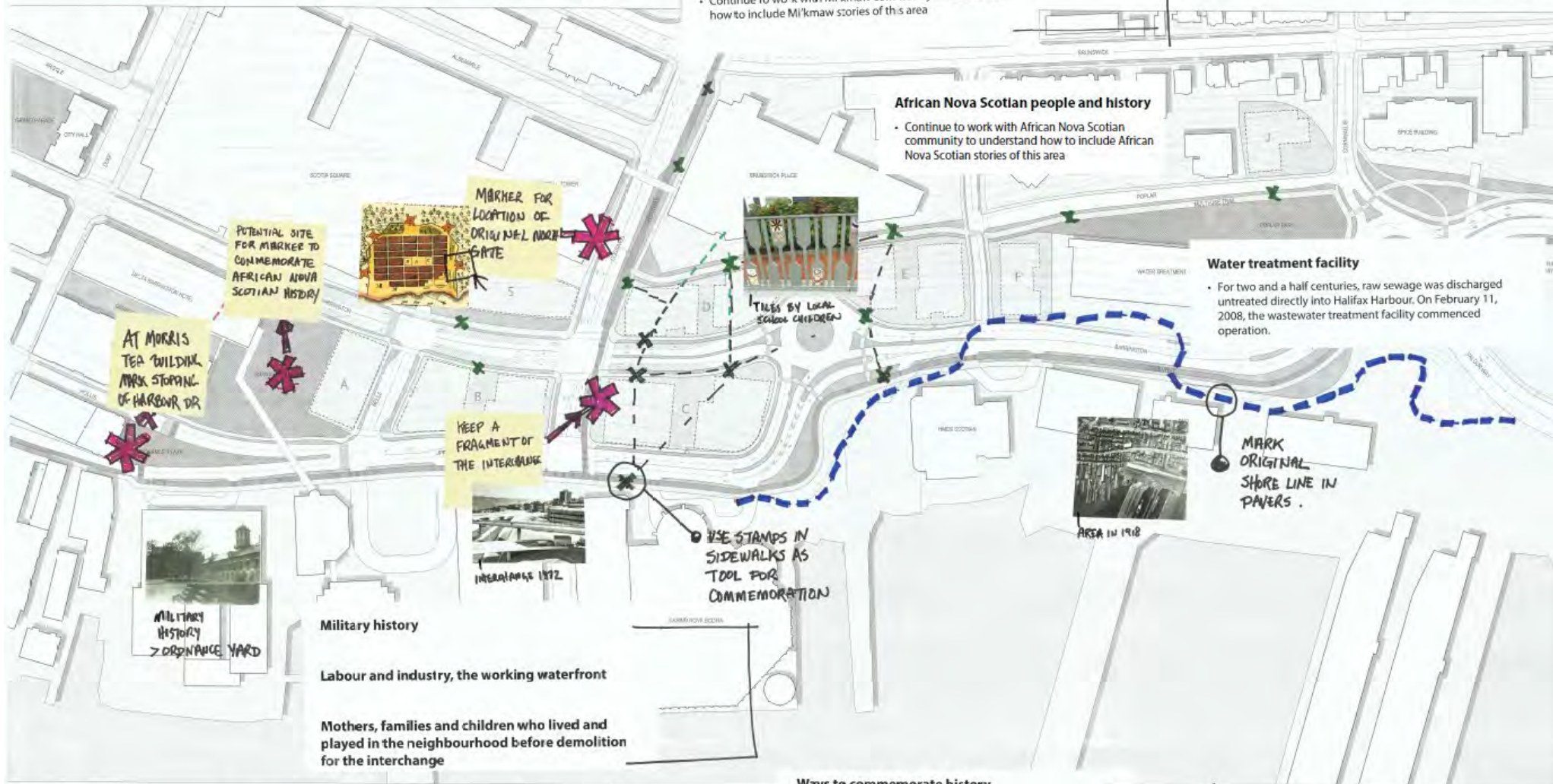
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HISTORY + COMMEMORATION

Charrette Design Session discussion highlights

Session #

Table #



The freeway plan and the story of urban renewal

- The interchange was the initial phase of the 1957 Stephenson Plan to build a highway through the downtown waterfront. It was stopped through the hard work of Halifax citizens who saved Historic Properties.
- Potential to commemorate the size, shape and use of buildings that were demolished for the interchange

Ways to commemorate history

- Markers along a trail
- A significant public art piece, with smaller related elements elsewhere in the area
- Street, park and plaza names
(note: many existing names shown on the map are provisional names. Their names will be determined through HRM's asset naming process)
- Gateways and wayfinding
- Then and now photo series
- Electronic media (for example, lighting and projections)

COGSWELL
DISTRICT



Design Session 3: Parks and Plazas

Presentations

- Cindi Rowan, Landscape Architect and Urban Designer, WSP
- Donna Davis, Project Manager, Cogswell Redevelopment Project, Halifax Regional Municipality

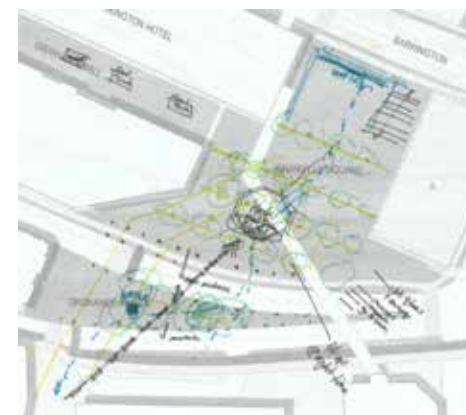
Questions asked

- What are the key activities to design for?
- What design features are needed to support these activities?
- How should sustainability be integrated throughout the open spaces?

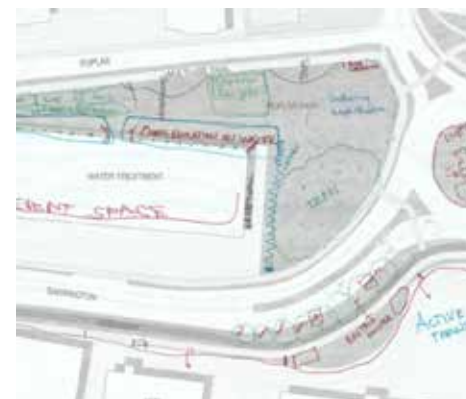
Key discussion topics

Participants discussed the design for parks. Granville Square and Ordnance Plaza were seen as combined spaces serving as the “front yard” to Historic Properties. The design relates to the heritage of the area, with the adjacent building (Lot A) framing the space and providing a visual terminus for Granville Mall. Pocket Park is noted as a steep access point at which to both connect with the multi-use trail and view Halifax Harbour. Poplar Park is seen as a naturalized park that could include urban agriculture, restored ecosystems, learning and gathering opportunities.

Further details are contained in the Design Directions and Key Ideas section of this report.



Extract from the charrette design work: Granville
Saugre and Ordnance Plaza



Extract from the charrette design work: Poplar Park



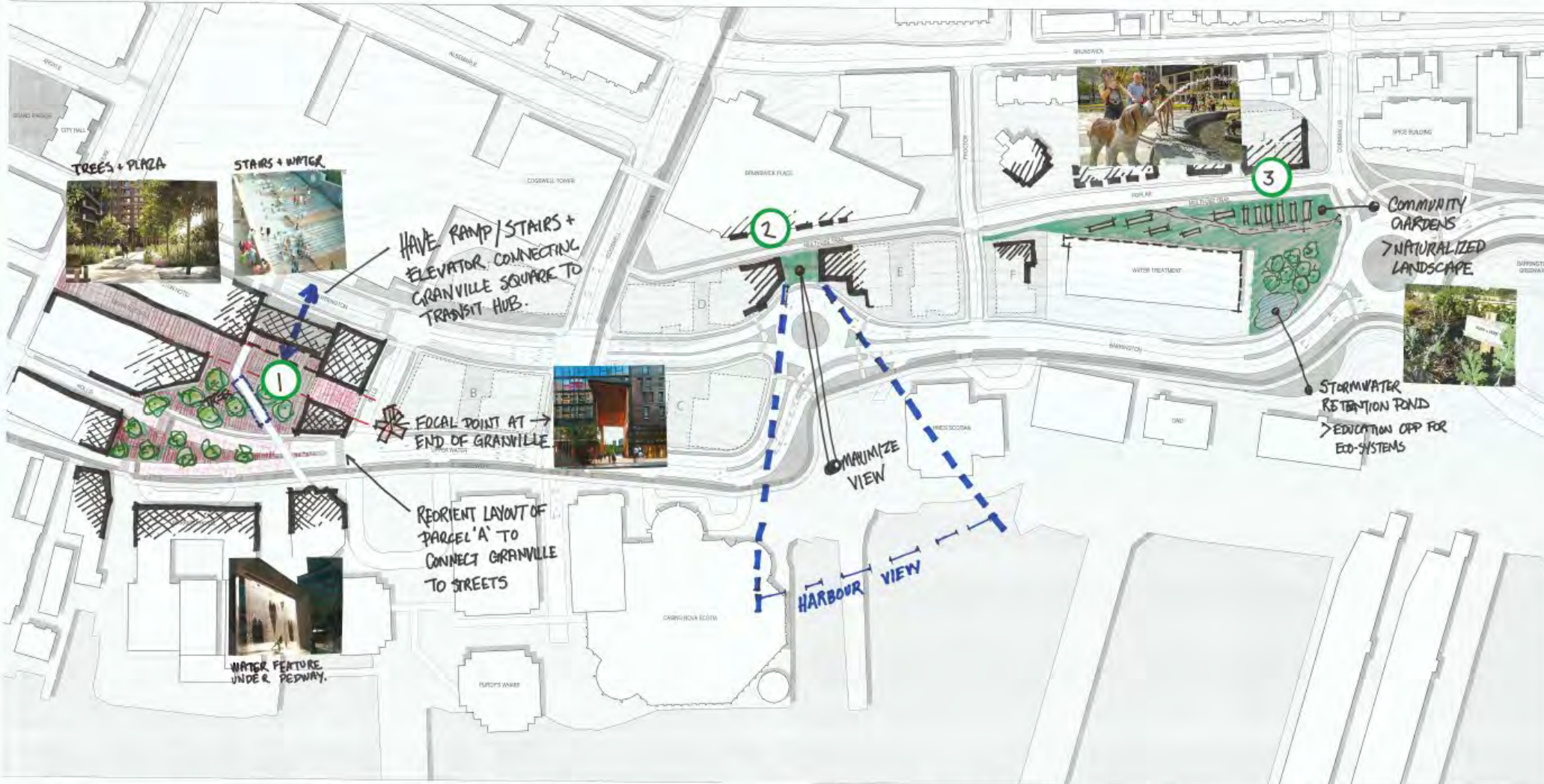
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PARKS + PLAZAS

Charrette Design Session discussion highlights

Session #

Table #



1. Granville Square and Ordance Plaza

- Front yard to Historic Properties, reflects the area's heritage
- Is a flexible space mostly for relaxation, but can also accommodate events such as food trucks and performances
- New Building A provides active ground floor uses along the square and respects the entrance to the proposed heritage conservation district
- Water features connecting Granville Square and Ordance Plaza
- Integrate pedway with public space by introducing public art/lighting, access between square and pedway

2. Pocket Park

- Designed to maximize views of the harbour from the multi-use trail, and consider how to ascend the grade from the street to the trail

3. Poplar Park

- Community gardens, greenhouses, education for urban agriculture, place to sell produce.
- Education on storm water management, ecosystems and wastewater treatment
- Naturalized landscape, featuring wetlands and native plants, and Acadian forest
- Dog run

COGSWELL DISTRICT



Design Session 4: Trails, Greenways and Waterfront Connections

Presentations

- Cindi Rowan, Landscape Architect and Urban Designer, WSP

Questions asked

- What landscape features should be included along trails and greenways?
- How are junctions designed and how can the area be made easy to navigate?
- Do we need to do something to improve accessibility, especially for steep slopes?

Key discussion topics

Participants discussed the rich variety of experiences that should be sought in the design of trails and greenways, including opportunities for rest, play, community expression, education, ecosystem restoration, and urban agriculture. The group emphasized that, while north to south movement was well accommodated, special strategies should be considered to allow for movement from east to west, considering the grade of the site, and especially for those with accessibility challenges. Creating a strong connection to the waterfront was emphasized, with suggestions for consistent markers and wayfinding to meet with the boardwalk.

Further details are contained in the Design Directions and Key Ideas section of this report.



Extract from the charrette design work: Barrington Greenway



The word cloud represents instances of words used in the notes collected at this session

Charrette Design Session discussion highlights

Table #



7. Design roundabouts to prioritize pedestrian movement.
8. Add water features reflecting stormwater collection and the vertical travel of water when it rains
9. Along the greenway, have a variety of experiences that includes sight, sound, touch, smell and taste (some ideas discussed illustrated above)



Design Session 5: Streetscapes and Gateways

Presentations

- Cindi Rowan, Landscape Architect and Urban Designer, WSP

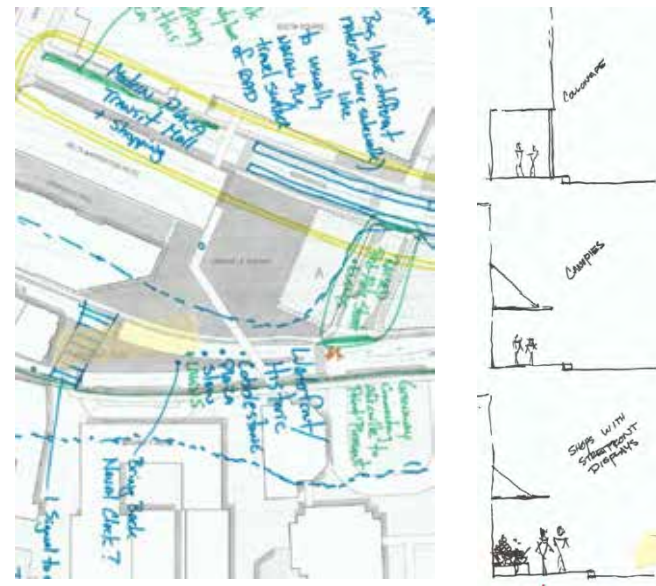
Questions asked

- Consider design elements throughout the district. Are there different themes for certain areas, or should there be a unifying theme?
- What design outcomes are desired for streetscape elements, including seating, trees, benches, lighting, and places to informally lean or rest?
- Where should retail be encouraged/required?
- On a new building's lower floors (where they directly interact with the street) what design considerations could be encouraged to support the public space (e.g. frequency of doorways, changes of materials or patterns)?
- What do we want to see happen at the gateways?

Key discussion topics

Participants discussed streetscape needs, including seating, a variety of street trees, active frontages and building setbacks. A special streetscape treatment for the Transit Hub was recommended to enhance the transit experience. The streetscape adjacent to the existing Downtown should reflect the historic character. The heart of the neighbourhood is identified as the intersection of Barrington and Cogswell. Streetscape and lighting improvements were suggested to extend beyond the project boundary to strengthen the connection to the North End through east-west connections. Gateways were identified as locations for markers of the entry into the Cogswell District and downtown.

Further details are contained in the Design Directions and Key Ideas section of this report.



Extract from the charrette design work: Streetscape qualities

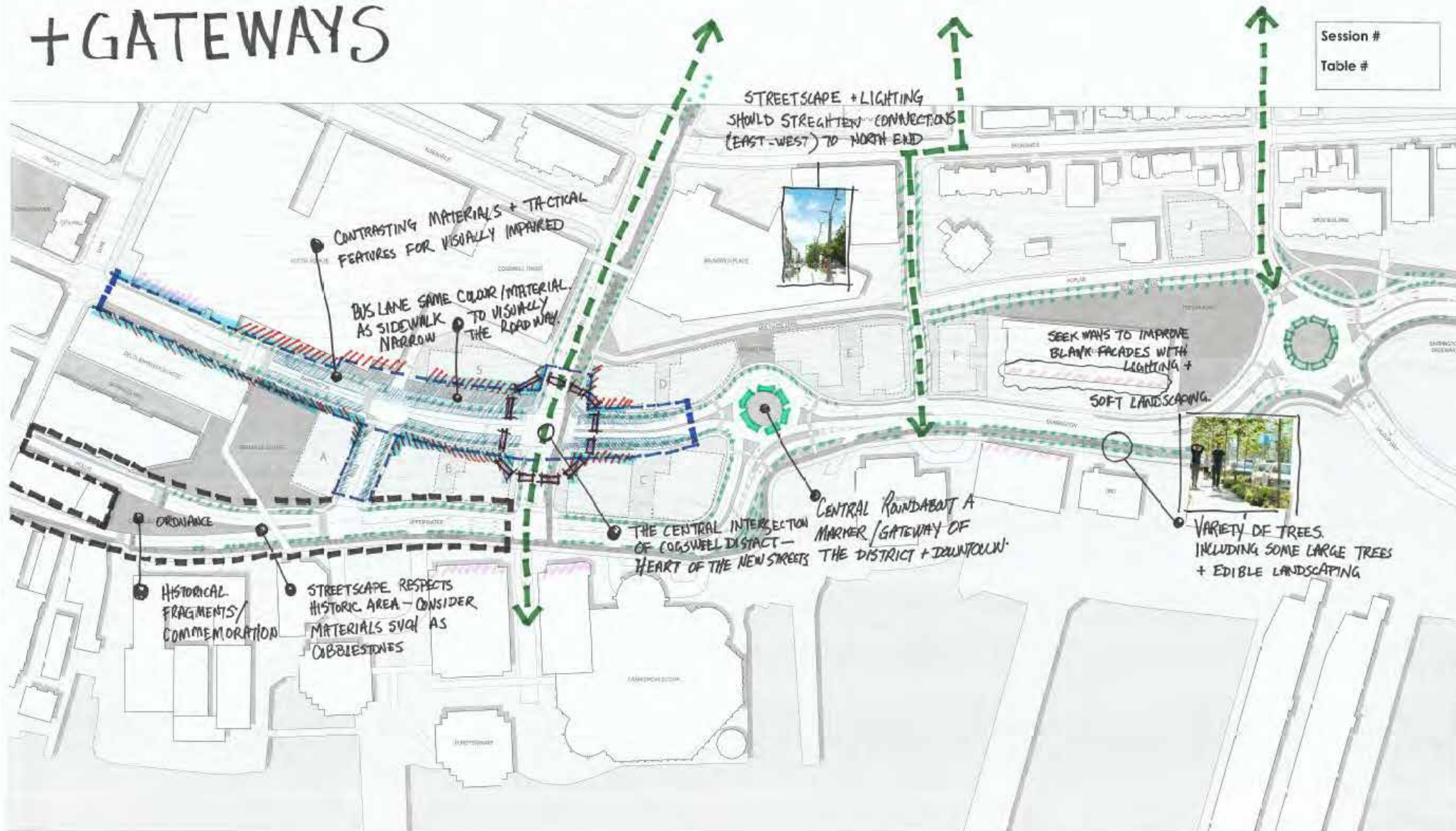


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STREETSCAPE FEATURES + GATEWAYS

Charrette Design Session discussion highlights

Session #
Table #



Other ideas:

- Encourage improved streetscape to continue along Barrington downtown towards George Street
- Contrasting materials and tactical elements for visually impaired, including wayfinding at bus stops
- Ensure the design is aware of important viewpoints and includes at these locations places to sit and stay

COGSWELL
DISTRICT



Design Session 6: Building Design Rules

Presentations

- Carl Purvis, Planner, Halifax Regional Municipality
- Jeffry Haggett, Planner, FBM

Questions asked

- What is unique about Cogswell's building design warranting unique rules?
- What factors of building design will ensure Cogswell knits together the Downtown with the North End?
- What components of the Downtown Plan work well and should remain unchanged?
- What components of the Downtown Plan would not create the type of community Cogswell should be?

Key discussion topics

Participants discussed the urban design goals for the Cogswell District. Through this conversation, three distinct areas emerged:

- Lot A, adjacent to Granville Square should reflect the historic nature of Downtown, while also providing a focal point for the Granville Mall terminus. It should contain active street faces, allowing for vertical movement to the Transit Hub, and it was suggested to include community or civic uses, considering its prominent location.
- The central area suggests a unique set of considerations to ensure highly articulated and active street faces. A variety of tower heights, including consideration for a signature tower was suggested. High-quality privately-owned public spaces should be provided to enhance the area's public space network.
- To the North of Proctor, smaller scale buildings are recommended to match with the North End context.

Further details are contained in the Design Directions and Key Ideas section of this report.



Extract from the charrette design work: Exploring design ideas



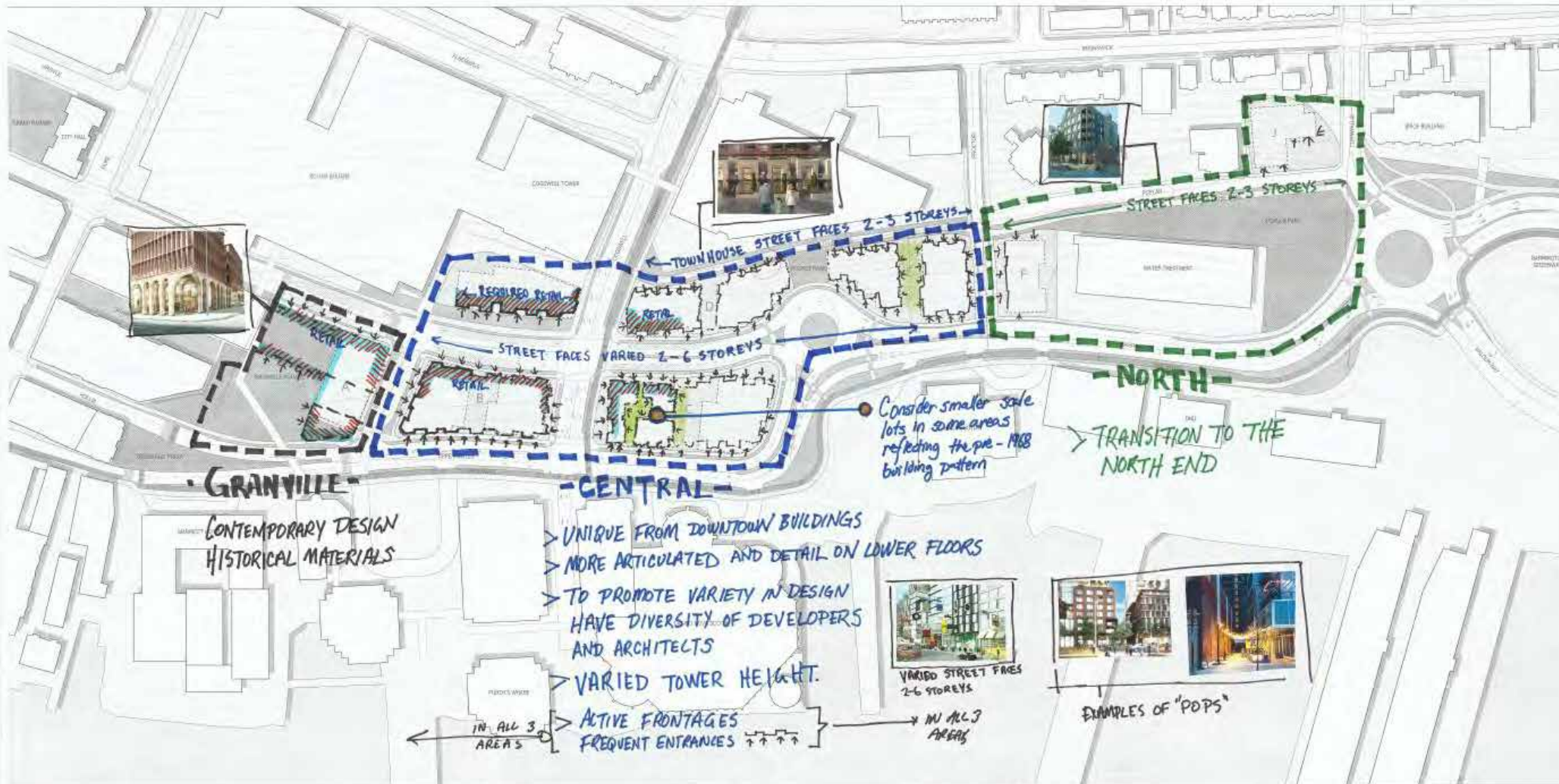
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BUILDING DESIGN RULES

Charrette Design Session discussion highlights

Session #

Table #



1. Granville

- Reflect status that it is a terminus to Granville Mall
- Frame the square as an outdoor "room"
- Allow vertical access through from square to transit hub
- Include community use

2. Central

- Design of Privately-owned Public Spaces (POPS) should be considered on a site-by-site basis, with the design focused on positively contributing to the public space experience, allowing through-block access where appropriate.
- There should be a signature building that is tallest, with other towers of varying height building
- Consider views and vistas to the water from streets and other buildings in placing towers

Other Considerations for all Buildings

- Encourage community uses to support the North End and the needs of the existing community along with those of 2,500 new residents anticipated in the area
- Sustainable design:
 - Solar and wind performance
 - Encourage new buildings to be as close to carbon zero as possible
 - Green roofs
 - Design for resilience and sea level rise
- Encourage family units
- Regulations/Agreements that support high quality design and varied architecture

COGSWELL DISTRICT



Expo

The highlights of the six design charrette sessions were presented at an Expo at Scotia Square. At the event, there was strong support for the ideas developed at the charrette, as well as additional comments and ideas for consideration.



6 Design Directions and Key Ideas

The tables on the following pages contain specific design directions and key proposals that were reached through the engagement process, including early meetings, pop-ups, the charrette design sessions, the expo, and online. These proposals are presented for consideration by WSP and Halifax Regional Municipality in developing the 90% Design for the Cogswell District. Feedback is also provided for incorporation into related planning and initiatives that may be undertaken by Halifax Regional Municipality and other organizations. Appendices A, B and C contain the complete feedback received from all engagement techniques.

Public Space Design

There was a remarkable consistency among feedback regarding public spaces. It was reinforced that the safety, convenience and comfort of those walking, cycling and taking transit should be a top priority. Feedback called for streetscapes and public open spaces that would allow for a well-integrated transition from Downtown to the North End, with spaces that reflected the needs of the community, as well as opportunities to commemorate the layered history of this location. Clear direction on the design goals for new parks was achieved. Note: Design directions relating to Privately-owned Public Space (POPS) are contained under the Building Design Rules heading.



Public space opportunities in the Cogswell District



Pedestrian-first streetscapes
(Photo: Olympic Village, Vancouver)

General Design Directions for Streetscape and Public Space

Design Intent	Design Direction	
Streetscape palette sub-areas within the District	1	Reflect in the "Granville Sub-area" a downtown palette, with contemporary design reflecting historic materials.
	2	Reflect in the "Central sub-area" a district-specific palette, which blends elements from the Granville sub-area and North sub-area.
	3	Reflect in the "North sub-area" streetscape to match the North End.
Streetscape treatments connecting to adjacent neighbourhoods	4	Extend streetscape and lighting improvements from the North sub-area via Proctor/Portland to strengthen connections to the North End, up to Gottingen Street.
	5	Design streetscape on Upper Water with consideration to promote adjacent change that will enhance the pedestrian experience on this street. Surrounding land uses east of the District are anticipated to renovate to provide retail frontages if Upper Water has an active street character.
	6	Integrate and improve the connection between bus services at the Transit Hub services and bus and ferry services at the Water Street Terminal. Improve the walking and wayfinding experience through pedways, weather protection, lighting and signage.
	7	Improve streetscape treatment and activity along building faces along Barrington Street from the Transit Hub south to George Street.
Accessibility and lighting	8	Include required public space design elements to achieve Rick Hansen Gold Zone certification.
	9	Include contrasting materials and tactile elements for visually impaired, especially at transit stops.
	10	Provide appropriate lighting levels along streets, trails and greenways to both balance the need for safety, as well as ensure resident comfort.

Improved safety and comfort for people of all ages and abilities walking and cycling	11	Introduce additional key pedestrian crossings (including intersection of Proctor and Barrington).
	12	Ensure all intersections have marked crossings at all four sides.
	13	Reduce speed limit below 50 kph adjacent to parks and plazas, including Ordnance Plaza.
	14	Introduce pedestrian bump-outs (e.g. across Cogswell) to shorten crossing distance.
	15	Do NOT require pedestrians to push a button at intersection crossings ("beg" buttons).
	16	Introduce measures to slow traffic and prioritize pedestrian movement at key locations (e.g. greenway crossings, Proctor and Barrington, adjacent to parks). Consider measures such as tabletop intersections, change in surface material, and continuing the surface treatment of the parks and greenway across the street.
	17	Consider including heated sidewalks using district energy system.
	18	Locate and design driveways to prioritize pedestrian and cyclist safety, while maintaining adequate loading and parking access for development parcels. Providing shared access driveways or service lanes in order to minimize the number of locations where vehicles cross paths with people walking and cycling.
	19	Include cycle crossings ("cross-rides") at intersections. Through cross-rides, ensure cyclists travelling by bike on the Barrington Greenway can safely and conveniently access Blocks B, C, D, E and F.
Promoting greater cycling use	20	Include a greater than typical number of bike racks, especially at key junctions or destinations.
	21	Include cyclist supports, such as tool stations, free air.
	22	Include digital cyclist counter/display(s) on bikeways.
Smoking areas	23	Include designated smoking areas.
Driver information	24	Include parking spot availability or other information signs for drivers on Barrington Street.



Bike racks at key destinations
(Photo: Halifax)



Bike counters
(Photo: Montreal)



Work with adjacent building owners to improve blank facades



A unique transit hub streetscape (Photo: Portland, Oregon)

Optimized roundabouts	25	Ensure that roundabout design does not negatively impact transit priority lanes.
	26	Improve safety and comfort for pedestrians at roundabouts. Investigate making routes more direct for pedestrians to reach destinations; investigate redesigning slip lanes to improve safety.
	27	Improve cyclist safety on roundabouts (e.g. suggestion for bike protected roundabouts with cross-rides).
Optimized street networks for pedestrian views	28	Reorient Bell's Lane to align with the Purdy's Wharf dock in order to allow view from the intersection of Bells and Barrington down to the water This will increase the size of lot A and decrease the size of lot B.
Beautification and activation of adjacent properties	29	Work with the owners of existing adjacent buildings (e.g. Department of National Defense, Halifax Water Commission, Casino, Brunswick Place, Scotia Square) to seek ways to improve blank facades with plantings, lighting, art, or to renovate with active uses at street level.
Underground utilities	30	Ensure utility wires are underground.
Public Wi-Fi	31	Include public Wi-Fi and phone charging stations in public spaces.

Transit Hub

Design Intent	Design Direction	
Increasing transit use through enhancing quality of transit hub experience (See also: "Amenities for transit users" under Building Design Rules and "Transportation" under Other Ideas)	32	Provide a unique transit hub streetscape.
	33	Paint dedicated bus lanes to match the colour of the plaza, reducing apparent width of roadway and slowing traffic. (Ensure contrasting materials and tactile markers for visually impaired transit users).
	34	Install a transit system map and real-time bus info at the Transit Hub.
	35	Include heated transit shelters.
	36	Perform a detailed wind study and respond to microclimate impacts through building design and/or bus shelter design.

Greenways, Trails and Waterfront Connections

Design Intent	Design Direction	
Connecting to the greater greenway and trail network	37	Connect Cogswell Greenway to the Halifax Common as part of initial construction, allowing for a connected network for walking and cycling.
	38	Connect Barrington Greenway to bikeway improvements along Hollis/Lower Water Street.
	39	Consider design of pedestrian connections through Brunswick Place site if redeveloped.
Promoting better walking and cycling comfort and enjoyment for all ages and abilities	40	Provide places to sit at regular intervals. In designing and locating furniture, consider access to shade, access to daylight, both social and individual uses, movable furniture, and the needs of accessibility community.
	41	Provide along trails and greenways, particularly Barrington Greenway where destinations are infrequent, a variety of sensory experiences and activities (e.g. learning opportunities, large scale art, art created by the community/student population, edible landscaping, lavender/sage/mint, games, free book library, pop-up exhibits, urban agriculture sales, bees, etc.).
	42	Support dog walking on greenways.
	43	Consider grade in the design at junctions along the multi-use trail to ensure there is not an up and down in grade along the route designed.
Wayfinding to the waterfront	44	Provide at connections to waterfront, wayfinding and contemporary interpretation of historic gateways.
Edible landscaping, rainwater capture and ecosystem improvement	45	Provide a variety of trees, including large trees and edible landscaping.
	46	Provide stormwater capture feature along Cogswell greenway slope (e.g. stream or steps, bioswales along greenway with retention pond).
Connecting multi-use trail to the transit hub	47	Investigate adding a crossing for the multi-use trail across Cogswell in order to continue between Building S and Cogswell Tower to meet up with the Transit Hub.



A well-connected greenway and trail network
(Photo: Queens Quay & Toronto Harbourfront)



Naturalized spaces and a variety of experiences along trails
(Photo: Manhattan Waterfront Greenway)



Vancouver's Trans Am Totem, a significant piece of public art marking the gateway to Downtown
(Artist: Marcus Bowcott)

Gateway Elements for those entering the district

Design Intent	Design Direction	
Central roundabout gateway	48	Treat the central roundabout as a prominent entry into downtown, including public art in the roundabout circle as a marker/gateway into the district. Related interpretive information or smaller pieces of public art may be located in the adjacent public realm.
Northern roundabout opportunity	49	Treat the northern roundabout as an opportunity for public art or naturalized landscape in these areas, potentially connecting design elements to those of Poplar Park or the open space west of the roundabout.
Gateway on Cogswell	50	Apply a creative treatment to the pedway across Cogswell Street marking the gateway to downtown.

Intersection of Barrington and Cogswell

Design Intent	Design Direction	
Barrington and Cogswell recognized as heart of the new neighbourhood	51	Provide special streetscape treatment to maximize street activity and interest at intersection of Cogswell and Barrington.
	52	Consider a scramble intersection at Barrington and Cogswell.

Granville Square and Ordnance Plaza

Design Intent	Design Direction	
Improved quality of new public space	53	Design the park and furniture (including movable elements) to allow for both social gathering and individual relaxation. Maximize access to daylight, and allow space for small events and gatherings (e.g. space for food trucks and small music events).
	54	Include water feature designed with consideration for masking noise from traffic and for reinforcing a connection to the waterfront.
	55	Include formal tree plantings (e.g. cherry trees).
Historical commemoration and identity of the space as the front yard to Historic Properties (See also: "History, Commemoration and Community Expression" below)	56	Include opportunities for public art, commemoration and community expression at Granville Square.
	57	Include opportunities for historical commemorative antiques, fragments, art, signage or photos at Ordnance Plaza.
	58	Include cobblestone/paver materials as a predominant material on square and plaza.
Promoting better walking and cycling comfort and enjoyment for all ages and abilities	59	Match roadway material to square and plaza material and apply a speed table to bring roadway up to pedestrian level, using bollards or other elements as protection for people walking and cycling.
	60	Ensure crossing time for the signal will be sufficient for all pedestrians to cross Upper Water, Ordnance Plaza, and Hollis in a single walk phase.
	61	Include unique zebra crossing stripes (e.g. wave symbol or other significant patterns).



The design of a space can allow for individual use, socializing and small events to take place
(Photo: Richard Tucker Square, New York City)



Ascending steep open spaces
(Photo: East 168th St in the Bronx, between Clay Ave and Teller Ave)



High-quality small urban spaces
(Photo: Paley Park, New York)



Urban agriculture and community gardens
(Photo: Common Roots Urban Farm)

Pocket Park

Design Intent	Design Direction	
Vertical travel between street and multi-use trail	62	Design park to thoughtfully accommodate vertical travel from street to multi-use trail. Considerations for accessibility could include ramping and/or public access to elevators or escalators in the park or in adjacent buildings.
Place to stop on multi-use trail	63	Design park to integrate with the multi-use trail, allowing for furniture and access to natural light and capitalize on view to the water.

Poplar Park

Design Intent	Design Direction	
Design and amenities that serve community needs and are compatible with existing adjacent uses and landscape	64	Include features to support urban agriculture, such as community gardens, greenhouses, and market space.
	65	Include features relating to a naturalized landscape, such as stormwater retention, wetlands area integrated with water feature, and Acadian forests plantings.
	66	Consider option for a playground at this location.
	67	Consider option for a dog run at this location (either as its own space in Poplar Park, or as a linear use along the multi-purpose trail).
	68	Consider including an amphitheater or event space, with the potential to integrate park space or screen onto wastewater treatment facility walls or rooftop.
	69	Consider the outdoor space needs of clients at the nearby Metro Turning Point shelter.
	70	Develop methods to mitigate wastewater treatment facility smell.
	71	Incorporate into the wastewater treatment facility and park opportunities for education related to ecosystems, urban agriculture, water treatment, district energy, and/or other History, Commemoration and Community Expression topics.

History, Commemoration and Community Expression

Design Intent	Design Direction	
Methods to explore for historical commemoration and community expression	72	Include public art in parks, plazas, privately-owned public spaces, and along greenways (e.g. interactive art that attracts tourists, excites the senses, including sound and daylight elements).
	73	Use stamps in concrete or special pavers as tool for historical commemoration.
	74	Provide spaces for art work production and exhibition by the local and NSCAD art communities.
	75	Use patterns and colours (e.g. Kente cloth) in the public realm to represent important cultures, groups or events.
	76	Provide outdoor event spaces.
	77	Use electronic media (e.g. lighting and projections).
	78	Include murals on the side of existing and new buildings.
	79	Improve blank facades on existing buildings and fences using plantings, lighting, and murals, with a consideration for vantage-points and experiences from greenways and parks. Work with the owners and occupants of the Wastewater Treatment Facility, Department of Defense fence/buildings, Casino, Parkades, Brunswick Place, and Scotia Square, and other adjacent properties to achieve improvements.
	80	Determine through the Street and Civic Asset Naming Process the final names for new streets, trails and parks.
	81	Treat pedways as opportunities for public art or gateway markers.
Stories of the Mi'kmaw community	82	Treat traffic circles as locations for public art or gateway markers.
	83	Continue to consult the Mi'kmaw community regarding possible integration of Mi'kmaw history and culture into the project.
Stories of the African Nova Scotian Community	84	Continue to engage the African Nova Scotian community to develop specific design recommendations related to African Nova Scotian culture and commemorative design.
	85	Consider Granville Square as a potential location for a significant public art piece to commemorate African Nova Scotian history at this location, with smaller related art or markers on other trails and paths (TBD through further consultation with the community).



Telling a story through pavement markings
(Photo: A Flock of Words: Marecambe, England)



Murals on the side of new or existing buildings
(Photo: Vancouver Mural Festival)



Kente cloth pattern



Buildings in the Central Redevelopment Area, just prior to demolition - Looking north-east along Brunswick St. from the head of Hurd St. (1961)

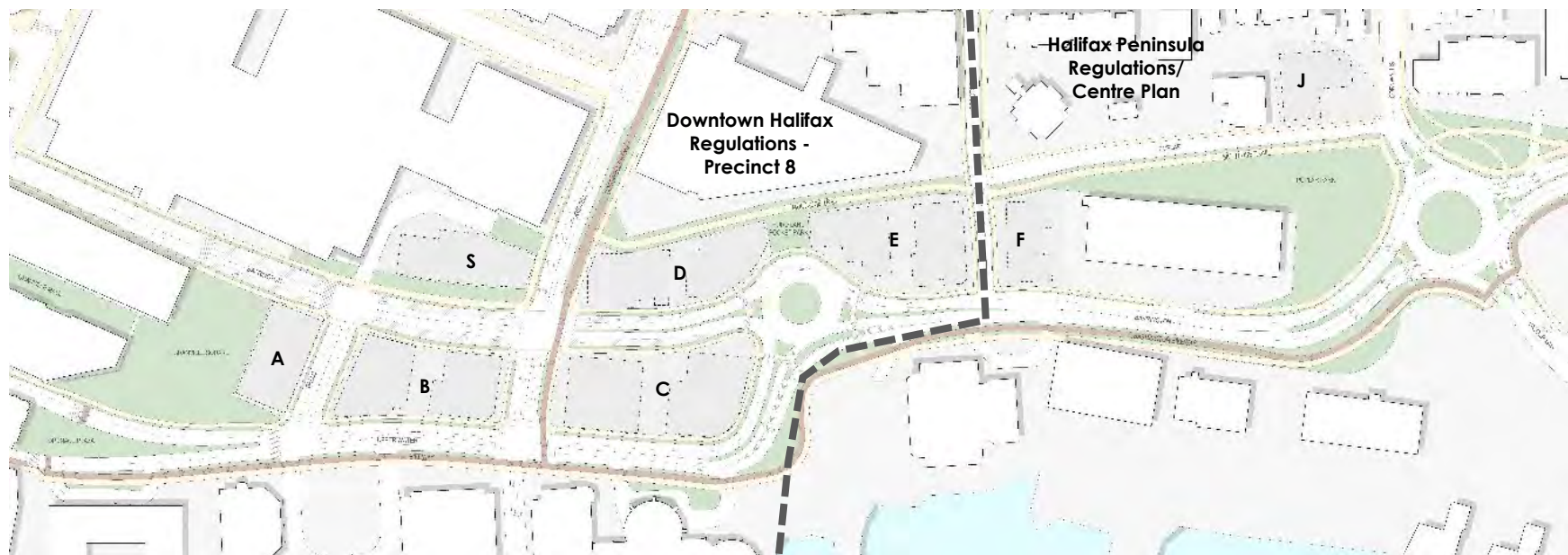


Scotia Square and Cogswell Interchange construction (c. late 1960s)

The historical shoreline before industry	86	Research and reflect in paving patterns the approximate outline of the shoreline before being filled for the industrial waterfront (potentially along the Barrington Greenway).
The original North Gate to Halifax	87	Mark where the North Gate to the city existed (c. 1749-63).
The buildings and properties that existed before urban renewal in the 1950s/60s	88	Reflect pre-interchange building pattern in paving patterns.
	89	Recall pre-interchange building outlines through building face design in new buildings that promotes a disjointed rhythm, so that large buildings can feel like multiple smaller buildings, and include smaller alley spaces inside blocks.
	90	Include historical photos, such as "then and now" photos of the neighbourhood.
Urban renewal, construction of the interchange, stopping of Harbour Drive, and the demolition of the interchange	91	Reflect the path of the Cogswell interchange in paving patterns.
	92	Keep a fragment of the interchange as commemorative experience (e.g. Berlin wall).
	93	Keep a large fragment of the interchange as park/connection (e.g. existing Cogswell off-ramp as a "highline" concept integrated with Cogswell Greenway).
	94	Reuse interchange demolition materials (e.g. boulders in landscaping) in a way that integrates with commemorative storytelling and sustainable design goals.
	95	Consider Ordnance Plaza as a location to include historical commemoration to mark the preservation of Historic Properties and stopping of the Harbour Drive Plan.
Mothers, families and children who lived in the area before the interchange	96	Representation methods TBD (e.g. street names).
Labour, industrial history, military on the working waterfront	97	Representation methods TBD (e.g. DND fence and building faces).
Wastewater treatment in Halifax	98	Include on or adjacent to the wastewater treatment facility opportunities for education related to ecosystems, water treatment, district energy, and/or other history and commemoration topics.

Urban Design Rules for New Buildings

On the topic of urban design rules for new buildings, there was optimism for the opportunity to achieve new high-quality buildings that reflect and serve the community. There is a need to create active and highly articulated street faces. There was discussion around the opportunity for privately-owned public spaces to add to the public space network in the Cogswell District. The feedback on this topic indicates that further work and engagement is required to develop necessary regulations to guide development in the Cogswell District. The directions below can guide this ongoing work.



Development sites and existing policy boundaries



Family-friendly amenities
(Photo: Sackville Landing, Halifax)

Urban Design Rules for New Buildings

Design Intent	Design Direction	
Accessibility	1	Conduct an assessment on what is needed to achieve Rick Hansen Gold Zone certification for buildings in the district and include necessary regulations to achieve certification.
Increased affordable housing stock	2	Include affordable housing units.
	3	Secure long-term affordability (i.e. ensure that affordable housing units are provided for several decades or the life of the building).
Attracting and serving families	4	Encourage inclusion of units for families (2 or more bedrooms), including affordable family-sized units.
	5	Encourage new residential building to include amenities that attract families.
	6	Assess and encourage public amenities (both in the Cogswell District and in the greater neighbourhood) that serve families, including community spaces, childcare, parks, playgrounds, and schools.
Reduced carbon footprint for new buildings	7	Include enhanced requirements for low-carbon design and sustainability, including daylighting requirements, wind performance, green roofs, and aspiring for carbon zero buildings.
Increased active transportation use for new residents	8	Incentivize development throughout the District to include end of trip facilities in new buildings for cyclists (i.e. showers and changing rooms).
Decreased need for car ownership	9	Incentivize development to include car share parking stalls in new development.
Resilience for climate change	10	Include enhanced requirements for resilience to climate change and sea-level rise. Suggestions include concerns regarding underground parking, and suggestions to provide mechanical rooms on upper levels.
Minimized conflicts between vehicles and pedestrians/cyclists	11	Locate and design driveways to prioritize pedestrian and cyclist safety, while maintaining adequate loading and parking access for development parcels. Provide shared access driveways or service lanes in order to minimize the number of locations where vehicles cross paths with people walking and cycling.

Well-connected pedway network	12	Design and ensure access to pedways that connect key destinations and amenities. Pedways should be easy to follow, accessible and open to the general public. (Note: while a number of people felt this was a key aspect to consider, some were also concerned that pedways will also take energy away from street-level businesses and activities).
Institutional uses permitted	13	Allow Institutional uses throughout the District to serve the educational, health care and social needs of local residents.
Parking and municipal revenue source	14	Include a public parking facility, potentially municipally-run and located under Granville Square.
High quality and varied architecture	15	Develop new processes, regulations or agreements that support high quality design.
	16	Require different architects and/or developers for each lot.
	17	Adjust the height, location and massing of towers to provide greater variety and transition in tower height, maximize the quality of public open space, ensure views between towers and minimized adverse wind and microclimate effects. Inform this work and associated requirements through wind, views and shadow studies to develop building massing that would optimize the public space experience of sidewalks, greenways, trails, parks, plazas and publicly-owned private space.
	18	Include special regulations to allow for a signature building to exceed the Citadel Hill rampart height limit at a key location in the Central Sub-area, with requirements to include public amenities and architectural excellence on the site, and for the proposal to be considered through a design competition. The provision of a taller signature building corresponds with other goals in the Central sub-area for increased height variation and improved access to daylight and views for public spaces and units.
Amenities for transit users in buildings to adjacent the Transit Hub	19	Include wayfinding and bus waiting areas integrated with the building design.
	20	Provide continuous weather protection.
	21	Ensure adverse microclimate effects (i.e. wind tunnels) are not produce by new development.



Highly articulated lower floors with frequent entrances, varying setbacks and street-faces of 2-6 storeys
(Images: Mirvish Village, Toronto)



The recently constructed Doyle Block on Spring Garden Road achieves a wider pedestrian realm through ground-level building setbacks



Great streets for pedestrians are characterized by façade changes, setbacks and active frontages
(Image: Karlortorget, SOM, Gothenburg, Sweden)

	22	Include publicly accessible washrooms at the transit hub.
	23	Require retail with active frontages along transit hub.
	24	Include a location with transit staff on site for customer service and security/emergencies.
	25	Provide a secure, publicly-accessible bike storage facility near the transit hub.
Great streets for pedestrians	26	Require street-face setbacks for buildings on new streets in order to achieve a more comfortable pedestrian experience as well as opportunities for vendors and seating to spill out onto the setback. It was suggested that in locations with a distance of approximately 4.1 m from edge of curb to property line, an additional 1.5 m setback be required.
Retail services and active street faces	27	Require active frontages (e.g. retail, community spaces, townhomes, or live-work) on all streets in the Cogswell District, noting especially that Upper Water Street is anticipated to become an active street on both east and west sides.
	28	Require retail along Barrington Street from the Transit Hub to the intersection of Cogswell and Barrington (including all corners of the intersection).
Unique retail spaces that serve community needs and promote local business	29	Include small store fronts, and appropriate design, size and height of retail units to encourage active retail uses.
	30	Encourage a diversity of retail tenants including urban-scale grocery store, as well as small businesses, arts and community uses.
	31	Explore providing condo retail spaces as a way to attract a stronger mix of shops at ground level (rental retail spaces, which are more typical, are seen to more often attract banks and chains).

Privately-owned public space (POPS)	32	Provide POPS on all sites as enhanced setbacks, mid-block connections or other on-site public space. Consider on a site-by-site basis the design and location of POPS, analyzing the desirability of a mid-block connection, solar and wind performance, neighbourhood amenity needs (e.g. playgrounds, garden plots), and public art potential.
	33	Ensure through design regulations, access agreements and appropriate signage that these spaces look and feel public and are freely accessible to the public around the clock. Include regulations ensuring quality of materials, agreements for public access, and provision of free seating.
	34	Consider the potential for glass-enclosed POPS or arcades.
	35	Consider increasing the number of buildings on parcels, providing smaller-scale buildings that recall the finer historic grain of building outlines. In the design of POPS, consider intimately-scaled alleys and arcades.
	36	Consider potential for above-ground POPS, potentially incorporated with pedway network and on-site public amenities.
	37	Consider providing public access to building ramps, escalators and elevators to ascend grade from east to west.
Granville Sub-area @ Lot A: Integrated with public space, part of the civic core and reflecting the downtown character	38	Design and orient Lot A building to achieve a meaningful focal point at end of Granville Mall (potentially designed as an arcade or passage through to a focal point on Bells Lane), a frame for Granville Square, and a strong street-face on Barrington Street.
	39	Provide active frontages on all sides.
	40	Include a public and accessible route from Granville Square level up to the Transit Hub level.
	41	Integrate the existing pedway in a way that contributes to the public space experience. Consider public art, water feature, lighting, or projections. OR: Consider option to demolish existing pedway to Purdy's Wharf and potentially rebuild it through new building A.
	42	Respect and reflect historical district in building design (e.g. contemporary design with historical materials, reflect cadence of existing historical buildings).
	43	Include community or civic use in active frontages on lower levels.



POPS that are made to look and feel public
(Photo: 1 Pace Plaza, New York City)



POPS as a covered space with building above
(Photo: Pierhouse, Brooklyn, New York)

Central Sub-area @ Lots B, C, D, E, S: Transition from Downtown to the north end with active street faces	44	Provide highly articulated lower floors, with varying street-faces and set-backs of 2-6 stories, with active frontages and frequent entrances.
	45	Reinforce Barrington and Cogswell as the heart of the neighbourhood through building design and public spaces that focuses activity to the intersection (e.g. consider buildings with a 45-degree chamfer angle at the corner to add faces and open space at the intersection).
Future-proof to allow for Light Rail @ Lot S	46	Consider that a future light-rail train system may be introduced, and ensure that the building at Lot S is set back in order to accommodate the turning movements of Cogswell onto Barrington.
Residential-scale frontage onto Multi-purpose trail @ Lots D, E and F	47	Townhouse street faces of 2-3 stories along mixed-use trail.
North End Sub-Area @ Lots F, J: Reflecting the North End	48	Reflect North End design with mid- to low-rise buildings, with street faces 2-3 stories.
	49	Provide townhouses or stacked townhouses for Lot J.
Complementary frontage onto Multi-purpose trail when Brunswick Place redevelops	50	Encourage Brunswick Place's future redevelopment to strengthen edge of the multi-purpose trail with design that complements the frontage of Lots D and E.

Other Key Ideas

While the intended scope of the engagement was to focus on open spaces and building design within the Cogswell District, we also heard several important suggestions relating to transportation, phasing, community needs and ongoing engagement.

Transportation

Intent	Proposal
Transit network and hub improvements	1 Simplify the transit routes travelling to the Transit Hub and in the downtown core generally, especially along Barrington, Spring Garden and Gottingen. Implement network changes that would consolidate the number of different routes serving the Transit Hub and downtown streets, with goals to reduce bus stop space requirements at the hub, improve wayfinding, improve traffic flow, improve accessibility, and increase ridership, while maintaining service levels to communities. Work with the accessibility community in the design of the Transit Hub improve accessibility in line with Rick Hansen certification.
	2 Consider providing a free transit shuttle downtown, along with simplified number of routes.
	3 Relocate bus layover space currently on the Cogswell interchange, with sensitivity that bus layover locations will diminish the quality of public space and impacts adjacent residents. Limit as much as possible the need for bus layover space in the Cogswell District and downtown. Albermarle Street is a potential location for some layover spaces, however impacts to adjacent apartments must be managed.
	4 Consider designating Barrington from Cogswell to Spring Garden as a transit mall, with access only for buses, deliveries, taxis, and bicycles, in order to improve transit service and the pedestrian experience along the street.
	5 Investigate all-door boarding to improve boarding time.
	6 Investigate introducing e-buses or other technologies to reduce the noise, pollution and greenhouse gas impacts of buses.



The current transit hub at Scotia Square

Increased ability to travel by water	7	Investigate introduction of water taxis, potentially at the boardwalks east of the Cogswell District.
Reduced congestion due to deliveries	8	Limit deliveries downtown to certain times of the morning and/or smaller trucks in order to reduce traffic, and impact on travel lanes and cycling lanes.
Access to cycling through public bike share	9	Introduce public bike sharing in Halifax (e.g. Bixi).

Phasing

Intent	Proposal	
Neighbourhood benefits in early phases and during construction	10	Deliver all parks, open spaces and community amenities prior to construction of development parcels.
	11	Deliver Lot A construction initially, with later phases extending northward.
	12	Provide temporary modular construction as an interim use on development sites for pop-up businesses, incubator spaces, events and urban agriculture.



Temporary modular construction can be an interim use on future development sites

(Photos: Startup Village in Amsterdam provides incubator retail space in what was an underused and derelict part of the city).

Community needs

Intent	Proposal	
Rough sleeping	13	Take note of those who are currently rough sleeping on the Cogswell interchange site, and assess their needs during and after construction.
Community Needs Analysis	14	Perform a Community Needs Analysis to understand the existing needs in the neighbourhood and the additional amenity needs generated by new residents, including for affordable housing, childcare, schools, playgrounds, and social services. Once complete, address amenity and open space needs within development of the Cogswell District and/or in the adjacent neighbourhood.
Community benefits and local economic development	15	Seek out ways to promote social and economic benefit to the local North End community, recognizing that the community often feels a sense of exclusion from new development. Develop strategies through further analysis and engagement. Potential strategies suggested include providing local employment and skills development during demolition/construction, community spaces for events, support for entrepreneurs, and affordable housing.

Considerations when selling development sites

Intent	Proposal	
Leasehold	16	Consider dispensing the land as a 99-year lease rather than freehold land sale.
Enhanced tendering process	17	Use an enhanced tendering process when selling development rights, similar to strategies used by Develop Nova Scotia.
Ensuring long-term security of park space	18	Consider that Poplar Park could be built on Lot J instead, with the understanding that Poplar Park is compromised as a long-term public amenity because it is anticipated to be reduced in size with Wastewater Treatment Facility expansion.



Services in the community
(Photo: YMCA on Gottingen Street)

Ongoing Engagement

Intent	Proposal
Mi'kmaw community engagement	19 Continue to consult with the Mi'kmaw community regarding preferences for possible integration of Mi'kmaw history and culture into the project.
African Nova Scotian community engagement	20 Continue to engage with the African Nova Scotian community on commemorative design specific to the African Nova Scotian community. Also continue to collaborate with the Halifax Regional Municipality Integration Office regarding social and local economic development.
Accessibility community	21 Continue to work with the Accessibility community to develop recommendations for achieving Rick Hansen certification and other accessibility goals.
Newcomers	22 Coordinate with the Halifax Regional Municipality Integration Office on engaging with newcomers.
Shelter Nova Scotia	23 Continue to work with Shelter Nova Scotia regarding the needs of the Metro Turning Point Shelter, and the homeless and low-income community.
Port of Halifax	25 Continue to work with the Port of Halifax and stakeholders, with the aim of minimizing the impact of goods movement on neighbourhoods, including the Cogswell District.

7 Photo Credits

Page 35	City of Vancouver, Mount Pleasant Community Plan Implementation Strategy, p. 75
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Page 52	Gottingen Street YMCA (via yelp)

Appendix A: All Comments Received

The sections below contain meeting notes, transcriptions of comment cards received at events, and transcriptions of notes recorded at the design charrette sessions and expo.

See Appendix B for sketches produced at the design charrette sessions.

See Appendix C for a report of comments received via the online survey.

Initial Insights: Coffee Chats

Groups represented in early meetings

- Atlantic Developments
- Breakhouse Inc.
- Cantwell and Company
- Cities and Environment Unit
- Develop Nova Scotia
- Downtown Halifax Business Commission
- Ecology Action Centre
- Halifax Chamber of Commerce
- Halifax Cycling Coalition
- Heritage Trust of Nova Scotia
- North End Business Association
- Our HRM Alliance
- Planning and Design Centre
- Spring Garden Area Business Association
- TEAL Architects and Planners
- Urban Development Institute

Meeting Notes:

Public Spaces & Design

- The vision needs to be 20/40/100 years out. The current plan doesn't seem to reflect what we want for the future. What does 40 years away look like? For example, what if there are no trucks? there are things we know will work for a long time. Main streets survive throughout the decades because they have fundamental things that work. People will still want to walk down a Main Street in 40 years.
- How do new buildings relate to the surrounding neighbourhoods? Look at examples including Hamilton's Pier 8, also look at Perth Australia. The risk is that the district will be hodgepodge, out of place and anonymous.
- Land Use Bylaws are important for successful urban agriculture – for example, being able to sell produce on agricultural sites
- Farmed roofs possible. Also community gardens, production or display space for NSCAD students, production garden for building/weaving materials
- Establish interim urban agriculture on construction sites, rather than gravel lots
- Other municipalities have successful Friends of the Park/Community stewardship programs, with funding from the municipality provided. Examples: Washington Square Park and Union Square – they have a farmers market, etc.
- Small urban spaces / POPS: Small Melbourne style jogs and laneways? Can retail wrap around along POPS? Does it need to be two separate towers on the new blocks? Duke of Duckworth in St. John's is a bar on a staircase.

- Regarding public space, a study should be done to prevent 'POPS' being negatively impact by wind.
- The larger scale lot sizes will make it difficult to make the area have stickiness (finer grain).
- Acknowledge stickiness is on north-south streets but must also be on east-west streets
- What makes a great neighborhood is an outstanding public realm.
- The scale size dimension of the tower forms appears to be 80 – 100' wide – which is generally unappealing as residential development - which this area intends to be.
- To assist making the public spaces desirable they need to have access to light.
- The Cogswell Interchange site once had 114 buildings and now the plan is for only 12. How do we make enough experiences to get back the complexity that was once here? Try for the "Rule of 10" for the number of experiences for each space. Try even doing 10 experiences for every sense in each space.
- DH-1 typically applies within an existing context of other buildings. Where this area is all from scratch, you won't have the grit or history to start from.
- Can we activate the Greenway, e.g. with table tennis, big chess boards or other activities?
- Maybe in the future maybe Barrington Street roadway could narrow when trucks are accommodated elsewhere and the greenway can widen
- The sewage treatment plan area is always going to be poor neighbor and trucks and buses will impact the retail experience here.
- look at incredible intersections. Have one of the Charettes focused on the intersection of Cogswell and Barrington. Toronto's Dundas and Yonge is a great intersection.
- Look at Enbarcadero Plaza in San Fran as example for Ordinance Plaza – it used white noise.
- Include 2 or 3 big things with public space – iconic spaces that will attract worldwide attention.
- What about lighting? Crombie REIT at Scotia Square wants to do interesting things with lighting, but the bylaws are in the way.
- Lots of heritage near Granville Square and what we do here will be important for them.
- Love and hate the pedways.
- Is parking allowed above grade? Melbourne, Australia does great examples of above ground parking. Downtown Toronto in parliament district has good examples too.

Trucks and Roadway design

- There needs to be an integrated wider view – need a sensible solution, with Cogswell being a puzzle piece of the larger city fabric.
- We don't need to have this project move forward in six months. It would be far better to pause the Cogswell process and first rethink the truck route options with the port.
- HRM needs a better response on the truck issue. The present goods movement will have a significant impact on the area's pedestrian comfort and activity. This issue is not limited to Cogswell.
- Accommodating the movement of trucks is not an adequate response. Concern that if a solution to the trucks is determined later the design of the road network will be difficult to change. Once the investment in infrastructure is made it cannot be undone quickly.
- First investigate the possibility of using the rail cut. It is a valuable resource. Could the relocating the trucks mean the value in the Cogswell lands will increase? Could part of the Cogswell budget be applied to help make the rail-cut option happen. Look at both projects and explore them as a total budget. Consider the Cogswell cost and use that savings on the rail cut
- The trucks shut down activity on lower water street and negatively impact the public spaces. There are plans to have the port grow yet no expansion of capacity at

Cogswell. If all trucks going using the Cogswell system were redirected onto rail cut, would the budget benefit? If it takes 5 years to build out the present design and spend "x" amount on infrastructure the resulting lifespan of 30 – 50 years is a poor investment – that could have been avoided by finding another answer to the trucks.

- How do we get through short-term issues and include long-term vision? Are road widths and roundabouts set? Just because Council approved a plan doesn't mean it can't change - keep road layout open to possibility of change.
- The street will be designed to accommodate current need, and trucks will use all that you build. It's unlikely there will ever be a chance to reallocate space for pedestrians in the future. The current plan is to squeeze some public space within a highway system.
- Do the restaurants downtown need food delivered by 18 wheelers or can they be smaller trucks? The city needs to make truck regulation changes and to be willing to enforce them.

Transit

- The transit plan to accommodate the status quo is disappointing and it would be good to incorporate wider redesign of the network
- what is currently at Scotia Square is a really poor physical environment now
- A large footprint for the transit hub as is shown in the 60% design is not accessible for those with mobility challenges to move between bus stops/get to destinations
- Slow down the project and deal with the transit issues first
- Create a lively street that includes bus stops, rather than suburban style bus terminal
- Can we prevent a large number of idling buses from lowering the quality of the street in Cogswell?
- To reduce number of buses on Barrington and Spring Garden, suburban bus routes could end (for example) at Spring Garden/South Park and at Cogswell/Barrington, with only a few bus services between the two with higher frequency.
- Maybe bring back a tram or light rail, making sure current design still allows for tram or light rail turning radii

Cycling

- Looking at Barrington Street, unidirectional rather than bidirectional routes may help cyclists to access businesses and east-west connected sidestreets

Consultation methods

- Built Environment Committee at EAC would be a good group to check in with.
- Talk to advisory groups for the disabled community. Also talk to young people. Fusion group – people at aged 40 and under in the neighbourhood.
- look at North End Matters by Ingrid Waldron in the Dalhousie School of Nursing. This was a Community Impact Assessment and it was very health-focused.
- Please don't show the video during engagement. That is an artistic view of how it might look, but it might not actually be what happens – the pretty pictures could be misleading. Showing the plan with no trucks is an unrealistic portrayal. On the other hand video was good for people who were not designers to understand the design.
- This charrette is not just for the design community, but it's for the broader community.
- Conversations often get sidetracked by trucks and buses. When can we talk about the big vision? Capture comments on the trucks and elevate those to the right place. We want to hear from people what kind of transit experience people have here – this can define that experience here and then lead to a changed experience in all of downtown.
- Engage newcomers. ISANS is a good resource. Interpretation in Swahili and Arabic recommended.

- Sign language interpreters available through NSCC students.
- suggests using a gaming technique to use building blocks for floor area. Invite participants to reconfigure locations of buildings and parks
- Include kids in engagement
- Do sessions with workers downtown and with North End residents.
- Many people feel out of touch and would like to know more. Emails don't cut it. Consider a citywide mailout. Suggests mail-out of information that outlines what is being gained and what is being lost in the proposal.
- Maybe have a debate about the project for one of the days? Proponent versus Tom. Most people can't critically understand the floor plan, so it could be useful to have a dialogue to expose people to what weaknesses might be there.

History, Commemoration and Community Expression

- Look to history to understand stories and design principles; also have a forward-looking view, including understanding sea level rise, climate change and sustainability; have a holistic view including social, economic, environmental ideas. Have a progressive view of sustainability – apply LEED, stormwater management, solar energy and daylighting. Provide opportunity to articulate bigger ideas rather than just physical infrastructure – bike racks, benches, trees, etc. aren't that exciting. Maybe a photo display of what this place was like.
- Renaming Valour Way and Cornwallis St (commemorate Viola Desmond)

Other topics

- Is housing affordability being considered?
- Is there a maintenance cost for keeping the interchange? That's the actual alternative to consider when considering the cost/benefits of going forward with redevelopment.

Pop-ups

Sackville – August 10

- Looks friendlier than what we have now
- Glad this is finally being done
- H2O features, trees, shading seating
- Take on names of old streets
- Talk to DND about the fence – opportunities for different treatment. Possible commemoration to DND history
- Dog park with fence
- The tall buildings are a horror
- Love the bike paths!!
- You should link the commons and waterfront with bike and foot paths!
- I think this is going to be a horror of disruption, by doing it; let's not build new buildings that are not needed. Let us build garden and green spaces, accessible to all, that's what the city needs

Musquodoboit – August 19

- Much needed roundabouts to reduce congestion, keeping the flow of traffic moving
- Love roundabouts
- Please educate about roundabout
- Facebook
- Senior's housing
- Greening is important. Sidewalk width is important where there are lots of pedestrians
- Building not too tall
- Not a huge city
- Maintain view of harbour
- Step one: support and promote small businesses and the arts; especially arts/business ecosystem
- Step two: develop the design to support access and walkability; support/encourage new businesses, especially immigrant community
- Bring in permanent or changing displays that showcase the environment or scientific concepts – engage the Discovery Centre and Irving and DND to educate the public (not advertise!)
- Granville square must have water fountain
- Just get rid of the interchange
- Public Art Gallery with children's art space
- Walk through tunnels for district heating
- Accessibility – benches for outside public pedestrians with two-way glass
- Talk to senior groups regarding accessibility
- Walk through tunnels for maintenance
- I suggest something fun like a Ferris wheel!!!
- Well balanced
- Critical corridor with active transportation!
- Good!
- It's great to see some beautiful spaces. Water falls or water play area would be great
- Happy to see plans to get rid of the Cogswell overpass. Would love to see lots of green space in the proposed improvements
- Beautiful
- Tesla Super Charge
- Boring company
- A great place for kids

Dartmouth – September 1

- What is the need for new buildings?
- Speak to where we live
- Use imagination
- Create our own excitement on buildings
- Looks like any other city
- Connected, segregated active transport between bridge and point pleasant and commons = 😊😊😊
- There won't be people inside traffic circles, so use them for features people don't interact with – art, statues commemorating all of the city's history: First Nations, Africville, French, English, immigration – would be great way to welcome people to downtown
- Park space at end of Granville Mall – make it a place for people to congregate; kids play, adults chat over coffee, etc.
- Density = 😊😊😊 hopefully will bring a grocery store
- Looking forward to a friendlier for walkers and bikers, would be so helpful and good for all the local businesses
- Hope the new buildings encourage density but fit design fabric of existing downtown
- Maybe lower speed limits on Hollis to encourage people to cross new park near Granville Mall
- Anchor cultural/performing space or theatre in the new development – something like the Cohn to bring people to the new district. People often lament the loss of the old Capitol Theatre, just could be a chance to make up for that
- High speed traffic makes for poor people on foot experience. Slow traffic to ensure all the lovely green spaces are utilized! 😊 Bring life back to downtown
- Speak to where we live in terms of the architecture of the building. Have more imagination in our building design
- Barcelona has very interesting designed buildings
- Buildings all square – want curves on buildings and areas surrounding them; want to see fluidity in design of buildings
- Fed up with boringness – of squareness of buildings
- Curves on buildings on corners
- Yes to public space – piazza!
- Climbing wall
- Encourage community
- Grocers, play and rec space
- Affordable housing!
- Shade in the green spaces
- Café
- Lots of benches and places to sit
- Avoid tabletop look of buildings being same height. Philadelphia ditched it
- Mixed use residential, walking and bike paths would be lovely
- Wider sidewalks
- Get rid of boulevards in middle of streets
- Halifax is tourist oriented and needs to have parts of the past visible. It does need to be modern and functional but it does not need to look like armpit
- Reference the historic height – street wall height
- Incorporate traditional metrics
- This area, if constructed, needs to be affordable and accessible to residents of a lower socio-economic background and young people. Decisions cannot be made at the mercy of public sectors
- More condos are not welcome
- Encourage community amenities
- Play space
- Require retail at grade

- Concern with potential wind tunnels with buildings
- Truck traffic impacts enjoyment of downtown
- Talk to metro transit if there is going to be density then there has to be buses/street cars
- Also deal with the terminal traffic
- Design Barrington Street feeders to blend with historic nature – like RBC building
- Small performance spaces that could be used by small music acts, public speaking, art expos, buskers
- Traffic flow remove all parking on Hollis and Barrington Streets
- We want more people in downtown – only way is to go up!
- Let's prioritize public transit and alternative travel (bikes and pedestrians) instead of improving traffic flow with rotaries
- Rotaries are major barriers to waterfront access. Would be nice to see overhead pedestrian (and bike?) crossways
- And even more green space!
- Bike rental options: drop off/pick up at various locations
- Dedicated transit routes (no car traffic)
- People living downtown
- Continue safe biking (Hollis Street is scary)
- Outdoor space where people working can eat
- Lighting, bike repair, benches on pathways
- Water features and lots of shaded seating
- No need for entertainment in that area
- Build public space
- Encourage all to use
- Build pride in the space
- Maintain the space – mow, litter, etc., bylaws
- And gardens – more flowers, veggies, trees, not just grass
- Find a way to utilize Granville Mall better. It could be a lovely European style square/street
- Play space interspersed amongst urban residential areas to encourage downtown living for families – new Canadians, etc.
- Mixed use, affordable housing, not just luxury condos. Safe and accessible bike and pedestrian transit

Bedford – September 7

- Good planning design – very interested in seeing infrastructure replaced soon.
- Parking
- Include green space
- Bike lane
- Grocery store
- Preserve Barrington Street old buildings
- Include a parkade
- Include a grocery store
- Can't facilitate Red Nose Run Parade from Valour Way? YES!
- Pinch points/aprons/RAB leaders
- Special events taskforce Andrew Cox 22 events in City. Consult!
- In today's society, people can't fathom 20 years project. Sections need to be [?] and staged for movement and to build momentum
- Like the plan
- Granville Square – places to sit and picnic – want it to be a place to rest
- Retail closer to downtown
- Should have a mixture of architectural styles; not too high to the roundabout feature
- We are by the sea – naval monument; like the Alexander [?]

- Poplar park – trees – shade
- We walk a lot in town – need benches to sit. Should be comfortable. We don't want benches to say this is like NY
- Not too many dark places
- Want to feel safe
- Low vegetation
- Lighting consider security
- Small shops with window shopping – consistent look; not too modern/not hodgepodge
- Story of immigrants/community to Pier 21
- History of the area pre-interchange
- EMG call stations in parks and selected areas. Police/cameras; public safety

Cole Harbour – September 8

- Parks for family and dogs
- Parking – more in general
- Like dedicated bike lanes with trees
- Urban square – benches for lunch time walkers
- Facilities for bikes – storage, shower facilities
- Big project – exciting!
- I'm very concerned about huge traffic backups in the name of 'better' use of public transit. There will be no significant improvement (i.e. no more money), transit will not improve, and we've bought into a 20 year problem
- Great – like the project – the area feels disconnected; new plan is nice – fills in the gap
- Trees-benches-place to read a book – in the urban square – a relaxing intimate space
- More green space is a good idea
- Before the interchange it was a madhouse – too much traffic
- Leave the interchange as-is and beautify it.
- Like ?? playground at popular park for NE kids
- Urban square – park benches to sit on quiet green space. Shade trees; passive park to sit and eat lunch; drinking fountain; water feature – fountain in urban space
- We need to move offices out of peninsular to other parks of HRM to solve all of these infrastructure and bus, traffic issues!
- Halifax gets everything; takes other areas tax dollars – the project should, but won't be reliable on tax dollars
- Place for new art gallery. Iconic building needed
- Like to see a public building in Cogswell
- New buildings do not have character
- Can't create anything iconic if you need this to be self-funded
- Want something iconic like the library – an iconic public facility
- Something that grabs me – the flair lasts a lifetime
- For the green spaces please include social game spaces such as chess tables, picnic tables and parks for children
- Urban square – quiet green space with benches, sit and relax, trees, nice landscaping
- Very excited this is happening
- Have something in the round-about – lighthouse or something – like oceans – theme or changing exhibition
- I drive thru the Cogswell everyday to get to work. Will I be able to still get to work or have to avoid the area
- If we want to (have) a "big city" we need tall buildings – more than 22 stories
- Need parking
- Pedestrian and cars are complicated – challenges for drivers and pedestrians – educate how the two work together
- Heated sidewalks – boost temperature of DES
- Bring back trams

- Smart city technology – i.e. parking availability, construction activity
- Separated bikeways are great
- Urban square – use for events like buskers – all year long (i.e. winter festival – light show; firepits – i.e. Place D'Art in Montreal. Food trucks. Things to bring people to center of town.
- Great that the bike trail doesn't stop on Barrington
- Mini-performance space for 30-40 people in Granville Plaza and Barrington Street transit stops
- With these trails – lots of trees
- Have separated of the lanes
- Demographic is getting older – benches – lots of seating – no more than 500 m in between; maybe sitting area
- Round-about should accommodate trucks
- Should not impact visibility
- Maybe fountains – water feature – connection to ocean
- Would like to see connector via pedways
- Don't feel comfortable as driver or pedestrian; move so many vehicles uncomfortable
- Soccer field – active basketball net
- Like cycle trails
- Retail @ Cogswell and Barrington
- Theatre groups/teaching groups spend at in NE along Gottingen can there be an outdoor stage area – amphitheatre outside?

North by Night – September 8

- Water features in green spaces: visually beautiful; great for kids/family; multi-use for all green areas
- Excellent idea! Really hope something like this passes. Little parkettes along the trail would be great!
- Cogswell greenway to commons is a good idea; more bikes, less cars, less dealerships on the peninsula
- Spring water fountains, smoking designated areas, water playground for children. All year 'round amusement park (rides). Good to see tourists for us!
- Don't make Granville a dead end street
- Make Granville Mall have a successful 'end'. Right now it is abruptly ended. Should connect to Bell Street
- Need bike friendly roundabouts; the ones at north street are not bike friendly
- Design: add requirement to connect all new buildings to existing pedway tunnel system (i.e. Winnipeg has one)
- Initial 3-4 stories at street level to be 'historic design' then go for step back and then as high as allowed. My eye at street level tends only go the first 3-4 stores; i.e. not straight up 20 stories from street level.
- Minimum 10% of all space as affordable housing
- Popular park shaded; shade – dog park
- New building on corner of Poplar and Cornwallis should be a “North End” building. Smaller footprint, better built form transition, affordable and market housing small scale retail. Open space beside sewage treatment plant should become a neighbourhood park.
- Underpasses; pedways; greenspaces; open spaces for market and performances
- Not word about waterfront so would like Granville Square to be green
- Really interested in bike lanes everywhere! The bike trend is not going to slow down, it's going to grow. Please encourage the bike thing.
- Community garden on Poplar Street
- Although it would be a challenge to make a bike route, I think it would be incredibly positive to make Halifax a safe and easy commute by bike

- Mixed use housing
- Mix of condo and rental
- Affordable housing
- Water feature in RABs
- Housing in new buildings needs to have affordable units that don't expire after 15 years
- Housing needs to be affordable
- Concern about through buses on Gottingen
- Project is a good idea
- Nice to see designing away from major highways and more residential and commercial mix
- I find it unfortunate that there is not more being done for transit priority. This corridor between the MacDonald Bridge and Scotia Square is a busy one and there is an opportunity to come up with a transit plan that could benefit the city long-term. There should be bike lanes that span more than 2 blocks, and roundabouts remove all possibility of transit priority. If the city is serious about making transit and active transportation our single occupant vehicles, this aspect needs to be re-thought.
- It's important to mention a vibrant core
- Cogswell entrance to the downtown I think is ugly
- The plan is a good thing if the majority of cost can be recovered by land sales

Tantallon – September 9

- Restrict Barrington from Cogswell to Spring Garden Road for transit courier
- Include in density bonus options buildings to include a transit waiting facility with year-round weather protection (rain/snow/wind/heat)
- How to address downtown commercial vacancies
- Roof top solar
- Shared veggie gardens everywhere
- Design in food security and health enhancement
- Atlantic car share already exists so design in incentives to use it
- Edible landscaping – all trees edibles; all shrubs edibles; i.e. Todmorden (England)
- No casino
- Ensure the planning strategy aligns with centre plan or is part of the centre
- Use common roots urban farm as the model for extensive veggie gardens integrated into all green spaces

Keshen Goodman Library – September 14

- Don't name streets and parks after trees – use street names to recognize mothers from the area
- "Alvina Mae Perrier" should have her approved street name here!
- Dear Halifax, you have lost the essence of our "historical City". Narrow streets and high rises lead to dark streets. How drab. ☹️
- Green spaces to include trees, flowing plants and shrubs, water features such as fountains or small ponds, seating areas and most importantly wheelchair and disabled accessibility.
- For new high-rises replacing interchange, architecture should reflect our historical identity as well as art deco aspects. Base of high-rises could be townhouses, residential style (window boxes, shutters, etc.). High-rises should not be ultra modern (glass, steel). Style should reflect Halifax's culture and history. City management needs to put restrictions on private developers for architecture style. We should not let what happened on Young Avenue happen here.
- Poplar Park is good green space for NE neighbourhood.

- Want Barrington Street to be high volume bus corridor – especially for express buses.
- Poplar park – quiet, read books, water features – make it relaxing
- Trees
- At-grade town house units in the podiums of new buildings should feature architectural elements of older homes in the surrounding neighbourhoods, including: bay, box and bow windows (to provide articulation); Shaker shingle siding to provide a diversity of texture; each unit on a block being a different bright colour, to create a diversity of colour and a bright, cheery atmosphere.
- Love connectivity to waterfront.
- Granville Square – quiet, place to sit and read a book.
- Very pro project!
- Consider in future redevelopment of “Harbour View Apartments” region for low income housing and access to new Cogswell green spaces.
- Would love to have more walking, sitting areas for seniors.
- Lighted areas.
- Very exciting.
- It's surely needed – Cogswell is outdated.
- Good for Halifax
- As a layout for traffic and roadways, I like bikeways yes, I'm leery of the high rises, what that entails also doesn't do much for parking.
- Fountains at Granville Square.
- Too many high rises detract from character of city.
- Movie amphitheatre projecting on rear (Poplar Street) wall at water treatment plant!
- No more glass and steel please. Contemplation Park area; hire architects with some vision.

Spryfield – September 16

- Wind
- Concerned about pedestrian safety at roundabouts
- Concerned about buses getting through roundabouts
- To get unique landmark architecture, hold a design competition
- Remove building adjacent to Granville Square to make a better landmark park space.
- Stone materials for first few floors to match Halifax. People visit here because architecture doesn't look like other cities.
- Include an institution; e.g. aquarium/art gallery.
- At the transit hub, make it so buses are easy to find and include heated bus shelters, washrooms, a person on duty, and a convenience store.
- Make it better than Mumford – that bus stop shelter; people they don't feel like they matter here
- Make buses easy to find.
- What happened to green roof on WWTF?
- Why not 100 year lease rather than selling the parcels?
- Green roofs on existing parkades
- Don't just try and make money for development industry
- Require parking
- Vary construction materials from concrete and steel
- Include underground walkways or above-ground pedways
- Include pedway like in Calgary with uses in pedway levels like botanic garden and coffee shop spaces
- Include public parking
- Not \$3K condos, Toronto style
- Granville Square should have an amphitheatre
- Amphitheatre in Poplar Park; trees around edge; e.g. Shakespeare By the Sea; outdoor church services/music festivals; another amphitheatre at Granville Square.

- Outdoor theatre in Poplar Park
- Keep new construction people scaled
- Vary the street scape plane north trees, plants, benches, cafes, shopping, offices
- Allow for some parking to encourage residents to visit buildings.
- No flat walls of cement brick
- Use of local art installations street side to encourage commuters to engage not just drive through
- Not gated community.
- Mindful of wind tunnels.
- Reduce cars on DT streets so it's better for pedestrians; look at Boston and Portland.
- Height restrictions from Citadel Hill is silly.
- Do unique architecture.
- Granville Square – good for business – restaurants, etc.
- This is a great opportunity!
- Need to accommodate dogs.
- Need space for children to play in green spaces.
- Separate bike ways excellent
- Trees in parks – make it green.
- Ground floor retail spaces.
- Need affordable housing.
- Mixed units – families.
- Solar on roof – green state of the art buildings.
- Granville Square – lots of trees for shade; grass, benches, water features.
- We want the revenue from property tax and sale of land.
- Residential good idea.
- Get rid of Casino – make more green space on waterfront.
- Very cool development
- I would like to see more green environment in downtown area.
- Love bikeways – need safe places to cycle in the city.

Charrette Kick-off

Exercise 1 - Diverse Experiences of public space

8-year old child

- Seasonal use: seasonal flexibility; winter activities; skiing; wading pool that becomes ice rink
- Amenities: vendors with food stalls that appeal to kids; permanent refreshment (kid friendly); toilets
- Buildings: include family units
- Connectivity: Connect the commons to the north end; local plants, with groves, bushes, flowers; connected bike trail; geotagging routes connecting to water; connection to the ferry - make the ferry a more visible connection
- Interpretive/wayfinding - playful markers; walk through the parks with interpretation of history
- Play activities: crocheted netting playground (Toshiko Macadam); climbing feature; interactive water elements; no fences; carousel/merry go round; maybe food places with child access with entertainment (book store)
- Safety: safety from traffic
- Sand play, scooter park, unstructured play with lots of trees; interactive art and sculpture

Teenager

- Make it teen friendly, with connection to the north end
- Cultural centre
- sitting and waiting areas
- outdoor workout gym
- cannabis stores
- designated smoking areas
- affordable commercial spaces (small business is less intimidating)
- convenience stores
- connectivity with africville park trails
- bike share
- graffiti wall
- music - concert areas, all ages venues, performance spaces
- POPS as a place to meet with friends
- policing
- non-car options

University student

- university community liaisons
- art students should be included - showcase of nscad art
- diverse social and recreational opportunity for exchange students
- more trees, nature and parks
- Can you walk in between buildings to connect with the transit hub
- projection video games
- connections to AT paths
- winter comfort
- urban skating
- luge run down the hill
- connection to Mi'kmaw friendship centre
- native plant demonstrations/ learning

- hot tubs
- uses allow for microbreweries
- collaborative seating areas
- solar orientation- good sunlight on open spaces
- testing ground for new materials and technologies (e.g. solar roadways)
- Make it weird
- funky dive bar
- low rental spaces
- maker and craft spaces
- possible location of cultural hub
- social spaces (i.e. library) - know what's going on in the community
- visual info that is not dependent on knowing English

Newcomer to Canada

- Education: interactive interpretation and exhibits; access to daylight/views to the city; storytelling (i.e. slaves); views to the water for orientation; services that can help acclimatize to Canada
- Environmental characteristics: easy access to the waterfront; connection to water; lots of sunshine; variety of natural/urban spaces
- Safety: Feeling of safety; protection from traffic; for kids; place to take your family; places to meet in comfortable non-threatening environments
- Social: connecting with others; places to gather; there should be one central gathering place in the district that is always busy; wayfinding; supportive non-profit groups
- Housing: Affordable accommodation; finding support services for new Canadians
- Transportation: Access to a downtown bus loop; easy to understand transit directions (like London Underground); safe ways to travel to and from; free activities/events; music, buskers, live entertainment
- Services/Amenities: Public washrooms; good amenity support; shops that reflect my heritage; ethnic food source; places for children to learn and play; places to eat
- Welcoming: Visual diversity; culturally representative spaces; variety of scents; a stage; welcoming of my culture;

A parent

- Clean and accessible: no dog poop; slopes on which I can push a stroller; barrier free
- Play: being able to do free things; sitting space with view to playground
- Safety and Separation: separation of pedestrians from traffic and bikes; eyes on the street
- Basic community needs: Healthy food options, grocery store, variety of shops
- Toilets
- Identity: Meet my kid landmark! water or some other captivating feature; public art; wayfinding and signage
- Green, trees, shade, wind block
- Childcare, school, community hub for indoor activities
- Community events space: places for concerts, readings, event space
- Affordable housing: affordable family housing
- Easy to get to

An 80-year old senior

- Accessibility: transit; easy to cross street
- Nature or ecological services, dog friendly green spaces

- Essential needs: attraction to public space, social services, curb cuts, washrooms, water fountains, wheelchair accessible
- Venue: Event space, dancing, music
- No bumps on the sidewalks
- Places to sit and people watch
- Board games in public space, interaction, children
- Coffee shops
- Places for contemplation, history, memories, murals, street art
- Quiet

Exercise 2 - Building design supporting great public spaces

1. Character

- Fine grained eclectic
- Large floor plates are difficult to be articulated
- Develop smaller parcels
- Local architects
- The "60%" design looks like big towers with canyons
- Colourful, dynamic, creative
- Local, independent, welcoming, eclectic, dynamic, different
- Blended transition to north end vernacular
- Connect the travel way public spaces but allow architecture to be more individual
- Does faux heritage work in industrial areas? Keep authentic – be contemporary in the new area
- How can we use the grade and landform as part of the design?

2. Variety

- Avoid faux heritage
- Do not hand all building plots to a single developer
- Playful design
- Lots of variability
- Does not seem necessary to have 12 towers in Halifax
- Avoid wind tunnels
- Stitch North and South
- Should developers own shop entries? Or should it be like a condo – shop owner owns entry
- Green walls
- Bike friendly buildings (lockers, showers, bike elevators)
- The Vic – streetwall treatment
- Fumihiko Maki – spiral building
- Cohesive but diverse
- Build over time
- Variety in height
- Character/style/theme of existing community

3. Icons

- Extreme building designs – do we need that?
- 1 or 2 closest to downtown
- Relate them to the harbor – nautical theme
- Looks expensive
- What does iconic mean for Halifax? It's an overused term
- "District" is a separating idea – this community should connect. Not iconic, but integrated

- More public buildings and community spaces

4. Street Wall

- Variability in street wall
- Provide escape from wind, microclimates
- Lots of vegetation covering building walls
- Density and diversity of destinations and doorways
- Ground floor entries should be spaced 6-8' apart with a commercial and residential mix
- Set-back height with 3-4 storey podium with human scale first floor
- Tall towers = too much shadows and windy corridors
- Mimic high-density rowhousing in montreal, with 3 stories max
- No straight lines
- Active, small scaled street wall
- Diversity of microclimates and sound environments, with benches, art and murals
- Mix of smaller-form affordable housing and commercial space

5. POPS

- Public organizing (like booking rooms at the library)
- Cultural centre
- Add vibrancy to green spaces
- Get away from traffic thorough fare
- Why sell the public land? This land was probably expropriated to build the interchange. How about repatriation? For example, a "new Africville"
- Break the streetwall using POPS
- Housing ownership versus corporate or developer

6. Other considerations

- Cultural recognition
- Design to eliminate wind tunnels
- Give people from the area a voice
- Towers have got to go
- Include houses/low-rise mix
- Green vegetation on balconies
- Public space considerations
- Liveability and affordability
- For aging population, needs to have an area to drop people off
- Public space-community space
- Energy efficiency groundbreaking
- Public rooftop gardens
- Include a public building in the area (not all private), including place for community to gather
- Affordable housing
- Perennial homelessness
- People sleeping rough on the site

Design Charrette Sessions

Design Session 1 - Walking, Cycling and Transit

Whole group discussion:

- Free downtown shuttle
- All door boarding
- Innovation in transit operation
- Sidewalks heated using district energy
- Innovation in infrastructure
- Integrated with covered walkways and pedways
- Real-time parking info
- E-W connections (bike and pedestrian)
- Considering grade
- Pedestrian first
- Destinations
- Commercial vehicles currently using bike lanes
- Service alleys for loading and deliveries
- Loading bays integrated with building design
- View and look off from pocket park
- Maybe no bus staging downtown
- Active storefronts / creative community
- Who lives here? Is it a destination?
- Pedestrian comfort and fumes
- Move transit South
- More bike racks
- Greenway: cohesive all at once and to the commons
- Lower Water / Hollis bikeway: protect cyclists and pedestrians
- Transit Hub: unique identity in streetscape
- Public washrooms
- No roundabouts?
- All standout streetscape for the hub
- E-buses (no diesel)
- Making transit desirable
- Table top intersections to slow traffic
- All opportunities pedestrian first
- Concern with slip lanes
- More pedways – comfortable and interesting but takes energy from street level like in Calgary
- Barrington and Proctor: Bike and pedestrian crossing
- Transit priority
- Trucks
- Pedestrian first – sidewalks at all intersections
- Sea level rise
- No articulated buses in the core / reduce number of buses downtown
- Prohibit on street parking on Poplar or Barrington, encourage mass transit

Tables

- Add quartz to asphalt mix
- Modern cobblestones to allow water to permeate to water table
- Rather than surface parking at water treatment: retail, basketball courts, community space, landscaping, trees, etc.
- On Section 3: narrow Hollis to 6.6m
- Gateway to boardwalk

- Free bus
- Cashless pass
- Heated sidewalks
- Raised stops/maps/shelters/lights/signage/bike racks/schedules/all door loading
- Pedestrian first! Then bikes, then cars, then trucks
- Flexible design for future
- Blocks as transit hub
- Make bells pedestrian only
- Electric bus in city
- Bus and truck on Hollis
- Prep Barrington street for pedestrians
- Engage cycling coalition
- Can road network change?
- Design elements for bikes/pedestrians
- Free mass transit
- More ferries – trial size ferries ie floating barges
- Water taxis, not just water ferries
- Small community buses – better experiences
- Bus stop unpleasant: diesel, cigarette smoke
- Existing part of Barrington @ Duke is narrow – is there anything that could be done?
- Integration of bus shelters into buildings
- Connection to waterfront – considering grade change
- Commercial vehicle access / big vehicles – maybe service alleys – maybe not bulges
- Look off from pocket park
- Bus lay by: Albermarle, but not downtown
- Active storefronts as extension to downtown
- Transit oriented corridor
- Concern for traffic circle and buses – mixed with other traffic
- Rather than piece-meal the greenway on Cogswell, do it all Lower Water and Hollis bike land with bollards and coloured pavement
- Cogswell Cable Car
- Free mass transit + free ferry
- Roundabouts:
 - o Concern about two lane entry at crosswalk
 - o People just push a button to cross
 - o Always have a walk signal
 - o Remove slip lane at North Roundabout
 - o Raised crossing at Proctor and Barrington and Proctor and Brunswick
- Transit:
 - o Diesel buses and trucks are an issue, fumes and noise, cause sickness
- Better connections to water
- Better pedestrian connectivity – pedways, street crossings
- Pedways don't let you enjoy the street life / environment
- Better East-West connections
- More fine-grained and connected
- Unpleasant transit experience – Vancouver uses small community buses
- Need water taxis
- Will transit priority stop the movement of vehicles?
- Transit priority plan area
- Why roundabouts? Could signalize
- Question around “passing through” as opposed to living there
- Pollution from cars and trucks is unpleasant for pedestrians and cyclists
- Foster interesting street-level uses: pubs, business incubators, the folks who used to be in the old Roy Building

- Housing policy will be important to the nature of the district
 - o Affordable housing/senior housing/supportive housing all integrated
- Businesses to support people who *live* here
 - o Schools, childcare, grocery stores, hardware
- Roundabouts take up valuable space and make it difficult to have transit priority
- The Barrington transit priority is isolated
- Place to be – not just move through
- Where are the community spaces – schools, community center, etc.
- Why four lanes on Barrington when the Barrington Complete Streets project shows that capacity is not necessary
- Ideas for greenways: interrupt straight line with "islands" - benches in squares and circles with protective boundaries around them. Boundaries can be trees, bushes, natural (old) stone walls
- Idea for boring walls: big mosaics

Are the number of pedestrian crossings adequate?

- No - Should be at every intersection
- Material changes
- RAB cause pedestrians to walk further
- Brunswick to Poplar Park: stairwells adjacent to church – well lit
- Proper raised crossing at Brunswick and Proctor
- Get rid of the slip lane – bring traffic into the RAB and Casino
- Above street crossings to be removed from buses
- Concern over width: narrower crossings, should not have to push a button to cross at a signaled intersection
- Do they align with desire lines of pedestrians?

What bike-related supports are required and where?

- Marked crosswalks
- Connections – complete the network!
- Tool stations
- Free air
- Secure bike parking garage(s), adjacent to transit
- Bike share system – pick up bike in one spot and drop elsewhere
- Plenty of bike racks and lockers
- Want to be able to bike to the "transit hub" and park the bike and take the bus

How do we identify and celebrate the greenways?

- Link greenways to dog walking
- Links to retail and commercial areas
- Little kiosks along the greenway – like Champs Elysees

How do we make a great transit hub that is integrated with adjacent open spaces, walking routes and buildings?

- Diesel buses cause breathing issues – electric buses
- Make sure it is close to the offices etc that are the source and destination of passengers – South of Scotia Square? – map out the places that are the departure/arrival points of transit passengers

What about signage and technology in Scotia Square, heated shelters, other shelter design features?

- Real time parking signage – early in network
- Protection from driving rain

- Yes – heated shelters – using heat recovery from water treatment

How does the junction from the Barrington greenway to the Hollis bikeway work?

- Lights and protected crossings

Design Session 2 - History and Commemoration

Whole group discussion

- Before the interchange:
 - o Family names and histories
 - o Architecture
 - o Signage (bring back old signs that were taken away?)
- Naming: families and historic moments
- Mi'Kmaq community
 - o Connection to friendship center on Gottigen
 - o Plantings
 - o Union of new and old
 - o Gate of exclusion
- Show historic streetcar lines
 - o Cobblestones at transit plaza
- Gateway at Cogswell
- Jewish/Catholic/Anglican – historically separated
- Military and Armed Forces:
 - o Staging ground for wars
 - o Strength through diversity
 - What came out of the disaster ex blindness treatment
- Stevenson Plan:
 - o Gordon Stevenson
 - o What went right – community activism stopped destruction of Historic Properties
 - o Keep piece of interchange (Parkour?)
- Gottingen School for Deaf:
 - o Those loading ships were hearing impaired
- Labour justice and similar industrial history
 - o Working waterfront and history
 - o "wealth from the sea" = old city motto
- Sewage treatment plant
 - o Celebrate no more raw sewage
 - o Green roof
 - o Don't hide it
- Music/jazz history
- African Nova Scotian
 - o Naming
 - o Preston statue
 - o Wave – marker at Granville Square
 - Youth design markers
 - o We are not the right people to decide how to commemorate this community!
- Elevated parks and gardens
- Connect to community in North End
- Historic stream
 - o Eco system
 - Archeology memories

- Original environmental aspects
 - From water to North End
- Back yard for local families and mothers – this was where families were raised!
- Shift from death and destruction to family!
- Methods:
 - Tell story along the greenway
 - to those walking and cycling
 - Interactive hologram
 - Picture frames along the walk and audio system, interactive

Table

- Historic stream
- Protect Brunswick Street historic streetscape
- Interesting lighting

Table

- elevated gardens
- creative crossings
- remember / celebrate Buckingham street
- functional art on blank walls
- view to industry
- entry into naval yard

Table

- Why is it a place worth caring about?
- Who was Cogswell? Lawyer, merchant, family. Jubilee and Henry Home. Bought Pepperell and Robie to develop.
- Hamilton Ontario has a remembrance of where railway was downtown
- Rogers Photography book 1860s photos of downtown and upper water
- Need a City Museum
- Bricks as memorials for students' footprints that went to the school for the deaf on Gottingen
- Cunard Story at Brunswick and Cornwallis intersection
- Deaf workers on the docks during war
- Orphanages
- Women in factories
- NS as a Centre for Blindness due to Halifax explosion
- Royal ordnance yard. Tunnel to Citadel?
- Purple aster as native and resilient flower
- How to maintain and amplify NSCAN art community and vibe
- 1878 map shows over 100 buildings in the project area. Proposal only has 12. Need smaller buildings and fine grained human experience, something different roughly every 20 feet
- Show 1878 building footprints in paving pattern on Granville Square
- Relain Bells to make for a view to the harbour
- Photos from municipal archives of the neighbourhood before demo
- Mae Perrier's family
- Connect to the africville residents
- Story of Stopping the interchange - Cornwallis Group has a proposal for 50 storeys but never built. Halifax Developments built Scotia Square (turned its back on the harbour).

"Movement for Citizens Voice and Action" asked Council where money would come from to build the expressway. Cogswell Interchange was built but not continued.

- Consider painting existing Interchange onto the road network as a negative to what we have now
- Use pieces of the interchange as public art/installation - commemorating, not celebrating

What are the area's stories and histories? Do they have a location?

- Celebrate industrial history
- British Army was in this location
- Historic gateway (rail station)
- History and Stories stamped into the pavement that you experience as you go by
- Mark the historic pattern of the city visible
- Link to water
- Historic links
- Interchange is part of the story – re use materials
- Design tells the story (to locals and newcomers)
- Less death, destruction and disaster
- Identify 12 apostles and their story
- Musical history and jazz
- Mothers: street names
- Diversity
- Respect for elders / families
- War years
- Catholic, protestant and Jewish populations
- The waterfront: nature, grassland, down to the water
- Entry ways – honoring Mi'Kmaq – requires further consultation
- Historic parcel size with diverse facades
- Halifax explosion
- African Nova Scotian/Africville
- Stephenson Plan / Interchange / Harbour Drive
- Gottigen School for the Deaf
- Red Garrison, North Gate
- Sewage Treatment Plant
- Labour and industry, working waterfront
- Planning aspects
- Evolution
- Working waterfront and working class neighbourhood
- NSCAD – commemorate what we have now
- Pier A and B: the stories coming in and out of these two piers - CFB Halifax has these stories - but not available to the public
- Deaf community, working WWI and WWII ship building/loading/unloading

How should they be commemorated?

- Integrate historic photos into the sidewalk space
- Use materials and architecture to identify the area
- Brunswick: historic street fronts, excavation, expose foundation of warehouses, what was there
- Materials: cobble stone, train car as transit stop
- Signage
- Naming statue of Mr Preston
- Waves of pattern

- Use technology and do walking tours through the area to commemorate the story of the neighbourhood
- Bridge abutment can be seen now @ duke and Barrington and Cornwallis and Barrington – preserve view planes!
- Integrate Block A with Granville Mall
- Integrate architecture to reflect previous events (ie shattered glass to reflect Halifax Explosion and the Clayton and Sons site)

What are good examples of commemoration done well?

- The Swiss Air Memorial at Peggy's Cove
- Freedom Trail Boston
- The New Halifax Explosion Public Art

Design Session 3 - Parks and Plazas

All tables discussion:

- Granville Square
 - o Open up to the end of Granville mall - improve terminus
 - o Activities: opportunities for children to play, unique play structures that are interactive and contribute to identity
 - o Design elements: lots of greenery and interactive beauty
 - o Don't try to put too much into the space and over-design
 - o Barrington-waterfront connectivity
 - o have elevator in building to traverse grade
 - o pedway - shelter, lit, waterfall, project image
 - o
 - o Extend/look waterfront boardwalk
 - o communal stepped seating
 - o hotel loading?
 - o Waiting for bus
 - o views to the water
 - o winding ramp through terraced gardens that allow for seating along the way
 - o Curtain fountain off pedway with water infiltration
 - o native plants, stones and boulders
 - o silva cells and structural forest for lower planting
 - o bioswales
- Poplar Park
 - o Temporary performative space
 - o noise and smell
 - o patch of nature/vegetation
 - o urban agriculture
 - o terraces
 - o gathering place
 - o water catchment
 - o greenhouses
 - o native plant buffers and edges
- Poplar Park - buy this! there needs to be park space. Site J already is being used as a park. have people see history on dog run. Poplar park - food. Make park very busy.
- Make hill connection by church
- Realign Bells Lane to improve view to water
- increased tree canopy
- boulders, edible plant species

- pocket park as grotto. Incorporate terrace steps with switchback
-

Table

- Granville Square
 - space for events, but also make it vibrant and functional when events aren't occurring
 - lower speeds around the park to less than 50 kph
 - Unique wave form zebra stripes at crosswalks
 - Raise the streets on Hollis and Lower Water so they are equal grade to the parks
 - Wide pedestrian crossings across Hollis and Lower Water to give as much space as possible to pedestrians
 - Don't overdesign, let the space function organically
 - activities for children - unique interactive play structures
 - cherry trees and blossom festival
 - use orange umbrellas to connect to the waterfront
 - Arts Centre/Concert hall in Lot A
 - Movable tables and chairs
 - Programmable space
 - Treed arcade for Granville mall, reinvigorate mall
 - Lobster fountain at Ordnance Plaza
 - Consider replacing pedway from current alignment to connect instead with building A
- Poplar Park
 - o public rest space along the park near the mixed use trail
 - o Midblock connections through dev blocks POPS important
 - o Include a space for public education on water treatment
 - o urban agriculture
 - o public gardens with exotic plants with greenhouses for the winter
 - o Planting beds that show illustrations or words
 - o inclusion of public washrooms in Poplar Park
 - o charging stations for e bikes and other electronic devices
 - o use the circle in the middle of the roundabout to welcome people through public art. mixed community
 - o unique signage to Cogswell parks and the rest of the district
 - o native Acadian forest landscape
 - o small food and flower stands
 - o introduce trip counters for cyclists entering and exiting the district
 - o be careful not to over design this park so it becomes a tourist stop
 - o cherry trees along the multiuse trail that runs parallel to Poplar Park
 - o theatre or event space on walls or roof of WWTF
- Other ideas
 - o Piano
 - o Movable art
 - o Light the pedways
 - o Outdoor games
 - o Food trucks
 - o Party in the street on Granville
- Northern roundabout: include sculpture and interpretation in adjacent green spaces
- Bike trip counter on greenway

Design Session 4 -Trails, Greenways and Waterfront Connections

Whole group discussion

- Connect flow of people and water along grade change
 - o Stairs/water/grade
 - o Stormwater retention
 - o Include art and info
- New wetlands restored
- Elevators and accessibility
 - o Combined with stairs and water
- Rest and event area – old stone and history
- Access to waterfront and improving frontages along waterfront
 - o Active retail through to water, bringing people to water
- Connection North of Marriott to water
 - o Not great, others better
- Strong signal that plaza extends Barrington to Upper Water to slow drivers
- Other places to walk (not groundways only)
- Permeability from E-W to water
 - o From commons, Marriott, along Casino
- Point pleasant connection
- Points of interest on the waterfront
 - o Amenities for new residents
 - o Buskers
 - o Light it up!
- Acadian forests including meadows, bushes, trees, bioswales
- Active transport with crosswalks
- South roundabout slip lane along greenway
 - o Signals or signage or change to road network to improve safety
- Trail through poplar park
- More cross walks
- Water
 - o Gateway moment – strong connection
 - o Historically, every business had an arch – unity of design emphasized to connect to waterfront
- Bikeway
 - o Large scale art
- Circles
 - o Art along them
- Reduce conflict with trails
- Access points determine building design
- Complimentary store fronts
- Develop NS
- Harbour – centre of city
- 10 things
- Think of all the senses
- What connects every 20 feet (6 seconds)
- Experience
- Multi-use trail should follow contours
- Recycling – re-use the demolished material in new feature
- All – interpretive panels
- Water – increase connection through lighting and electric projection

Table

- Splash pad on Granville square or Purdy's lane park
- water feature along Barrington greenway sidewalk edges for reflection or direction
- East-west streets must be strong to create connections to the water.
- Landowners are willing to make improvements to the waterfront properties and have plans in place but need the east-west connection, particularly along Cogswell to create the gateway and connection. Cogswell, Upper Water, Barrington. Casino is struggling and would like to expand retail frontage along their building but need good street frontage. Upper Water needs to be an active street with strong retail and street character to make it feasible to redevelop building frontages at casino, parking buildings and others. Develop NS has done a plan for improvements to parking garages. Historic Properties/Marriott and Great West have plans in place for improvements. Need assistance from the Cogswell Design. Extend design into adjacent areas. Cogswell is a catalyst for existing opportunity sites to redevelop
- Along Barrington greenway, use old stone walls to create historic property feeling
- Include streetscape feature on south side of Cogswell
- Include switchbacks for steep sidewalks (e.g. Cornwallis)

Table

- Use sensors for peds - don't make them push a button
- Trondheim foot assist on Cogswell greenway
- Places to rest and drinking fountains along Cogswell Greenway
- Bike room at Granville square
- Will POPS work?
- Bike protected roundabout with cross rides
- Should be protected bike lane along lower water street
- Places to touch the water. kayak/seadoo access. Night market on the waterfront. Good lighting (at casino). Add containers as kiosks.
- Good lighting along trails and greenway
- Use DND fence as palette to tell a story
- Storm and swell water management

Table

- The "cliff" parallel to Cogswell: staggered staircases between park spaces with areas for stopping and enjoying the view of water from up high

Q: What landscape and design features along bikeways, multi-use trails and greenways will contribute to their...

Safety:

- Lighting as an entranceway to areas
 - o Missouri Public Gardens Christmas light show
- Projection onto parking garages to show old buildings
- Connections to bridge and Dartmouth
- Separated pedestrian and bike paths
- Crosswalks and permeability to the waterfront
- Truck traffic
- Drop between road and pedestrian through fare
- With stairs you think of accessibility concerns, could there be room to have a platform at bottom of stairs (dug into the hill) with elevator?

Comfort:

- Move trail in Poplar Park to follow contours
- Smell of the sewage treatment plant

- Herb garden to combat smell
- Trees and native perennials
- Benches: ordinance, military history, industrial area, recycled material from the demolished interchange
- Rest areas, protective stone boundaries along back of seating areas

Enjoyment:

- Connections where the old streets used to be
- Highline park over center roundabout like the bridge terminal
- Cannons
- Significant new tree canopy (helps slow traffic)
- Natural grasses as a barrier (wild grasses growing 5-6ft quickly)
- Community gardens, wetlands (also for storm water retention!)
- Pocket park: could be done multiple times, between lots

Connections to the water:

- Weather-proofing any technology for art of culture
- Painted murals
- Projected lights from streetlamps
- Coloured lights
- Beautiful gates, archways (plant covered?)
- Storm water feature along Cogswell / open storm water feature:
 - o "stream" leading
 - o Parallel to stairway with staggered platforms for benches and viewing harbor
 - o Man made retention pond/marsh at end

Improve Accessibility:

- Overhead pedway access and connection (helps with elevators to get over the grade increase)
- Ideas for grade changes: terraces, winding stairs, water/plants,

Summary:

- Contour – following path
- Recycled: interchange material
- Lighting at the entrance to the waterfront

Design Session 5 - Streetscapes and Gateways

Whole group discussion:

- Keep part of the interchange
 - o As a highline
 - Continue it to South side of Upper Water in some way
- 3 storeys high, commercial spill out
- Mobility and accessibility
- Green with high quality lighting
- Shipping containers for pop-ups / bus shelters
- Local plants / Acadian forest
- Effectively use roundabouts
 - o Useful signage – ie parking spot availability
 - o Statue of rotating donair
 - o Merry-go-round

- Defining gateway art
- Rainwater
 - Rain garden on Poplar park and create wet land
- Require blank facades to do something!
- Interim uses of land – temporary pop-ups
- Stopping places and views to water/bridge
 - Identify them and design to capitalize on them
- Roundabout as gateway
 - South roundabout is more energetic than first
- E-W connections S.S. themes
 - Portland place to Gottigen – significant
- S Roundabout to George Street
 - More street level retail ie: TD and CIBC building
 - Shared street, all at same grade
 - Exciting and different
- Cogswell and Barrington – Heart and soul!
 - Natural meeting place
 - 45 degree chamfer on building corners
- Pedestrian experience South Barrington to here
 - Transit adjacent is inviting
 - Improve existing Scotia Square interface
 - Tactile sidewalk / contrasting colour to indicate bus stops in interesting way
- View terminus
 - Granville mall
 - Block B: Focus through port hole in Block A
 - Brunswick Place:
 - study what should happen
 - incentivize them to do good things ie tax breaks, businesses with longer hours
- Irregular shaped streets are historic – take cues
- 10 things to do on Barrington Greenway between roundabouts:
 - Cable wharf/stories/ping pong/edible landscapes/lavender/public washrooms/pop up NSCAD exhibit/vending/Navy history/propellers/artifacts/water interaction and play/gambling addiction info/lighting/historic waterfront
- Transit Mall
- Big green on Cogswell right to water
- Historical area – cobbles or pavers to slow trucks
- Waterfront greenway
- Bring back naval clock to ordinance plaza
- One crossing signal to get from Upper Water to Granville Square
- Access point to sewers with crane – where is it?
- Tram corner cut Cogswell and Barrington
- Visually connect transit way with plaza

Table

- Transitions beyond?
- Coloured paint on ground wears off very quickly
- Bricks heave/ary not accessible – pavers are ok

Table

- Establish a streetscape palate that can one day extend up Cornwallis to connect to the north end

- Scramble intersection at barrington and cogswell
- Connecting the east-west streets to adjacent neighbourhoods
- streetscaping should include Portland place - create more choices than Cogswell and cornwallis
- Create areas to pause. rest bench, flexible seats
- Take advantage of extra spaces on the greenway to create stopping places
- roundabouts are a huge opportunity to be gateway features and should be linked together
- Think about gateways in an inviting sense
- Southern gateway circle is more extravagant and vibrant
- Identify places with views and create stopping places within streetscape so people can enjoy them
- Consider views of bridge and how to protect them from various places
- Conduct a sunlight analysis to determine where streets are getting sun and shade
- thematic lighting along east west streets connecting district to other neighbourhoods
- Contrasting materials for tactile elements to help visually impaired. Tactile cues along the sidewalk that guide people through to the transit terminal
- Bridge the 'retail gap' between Duke and Bells
- Create welcoming elements into transit terminal that invite people in
- Create incentives for retail by improving existing streets that are lacking design quality
- Design competitions for streetscaping and gateway features
- Transit Hub should be all one grade shared street. It should have a unique identity
- Animate Street retail on Barrington in places where it is currently lacking
- Granville Square:
- Is this competing with the harbour?
- Make sure of solar exposure
- terminate with "hall" - glazing
- Hardscape/event space

Table

- Aggregate may have accessibility issues
- Lit interesting pedways
- Use vacant lots for micro businesses, experimentation, incubators
- Canopies, colonnades for shelter
- Small shops, locally owned businesses
- Street vendor displays
- Green grocers

Table

- What interchange bits are useful?
- pavers rather than exposed concrete
- design for residents rather than tourists
- San Fran limits chain stores
- lower level spill out to sidewalks
- small urban grocery
- small storefronts
- walkable daily needs
- promote local shops
- colonnade along transit hub
- outdoor vendor display
- High contrast pavement for low sight
- Every piece of street furniture includes a planter
- fish market on waterfront

- At key places (e.g. greenways) carry sidewalk texture across street
- raised crosswalk at proctor and Barrington
- keep interchange as bridges for peds to travel east-west
- wind socks as theming elements
- Use bold primary colours
- Design elements: lit/decorated pedways, container and public spaces. Use all the senses. Pavers like Argyle
- Native Plantings in groves - Acadian forests, street trees with fragrance, colour
- Roundabouts: maybe just beautiful. some kind of gateway. Useful signage for residents / tourists. Parking information for downtown. Fun - to make commute better. Big statue on a mound - public art with movement. statue of a donair.
- Roundabout: Pierceys chimney. commemorate old neighbourhood. Pond with water lilies. Public art/ competitive. Give to Mi'kmaw / African Nova Scotian Community.

Design Session 6 - Building Design Rules

Whole group discussion

- 3 Distinct Areas
 - o Civic and Historic
 - Parcel A: Reorient onto Barrington
 - Contemporary use of traditional materials (ie: Alexander building)
 - o Higgly Piggly
 - Neighbourhood
 - Signature building: tallest is at N end of Lot C
 - Landmark tower
 - The other towers get lower
- POPS
 - o Flexible – should be encourage but not enforced
- Use disjointed historic rhythm
 - o What was the historic cadence?
 - o Research historic lot/building size
 - o Thoughtfully scale
- Multi-use trail
 - o Use consistent 2-3 storey streetwall at E and 2-6 stories at D
- Permit institutional land use
- Civic building in A
- Go beyond rampart view at landmark
- Ensure architecture includes solar/wind/good performing POPS and public spaces
 - o Current regulations don't account for this
- Gateway tower = competition
- Develop NS process for bidding process – higher quality design
- Stop using the word "wall" use building "face"
- Size of blocks and buildings = concern
 - o Make smaller increments
 - o Varying setbacks and materials on each property
 - o Max lot size – smaller scale ownership and variety of developers
 - o Narrow point tower – tall and narrow landmark – other buildings get smaller
 - o Increase ownership
 - o More families
- View from Barrington to MacDonald bridge
 - o Is this a valuable view? Yes!
- Amenities missing

- North End community access to groceries and school
 - Government services already don't exist in this neighbourhood
- Interior spaces in the blocks:
 - Meandering alleyways with intimate streetscape experiences
- Community spaces:
 - Building for families
 - Appropriate amenity and unit sizes
- Smaller density on blocks = faster build
- If we get \$30m and it is better and develops faster may be better
- Don't squander ability to do something great!
- Tower form in current model is bad
- Granville square:
 - Underground connection across Barrington with park above
- What are community services?
- Estimated number of kids? School?
- From developer perspective, what will be the selling features?
- What is unique?
- Be flexible about how it develops
- Grade change and public passage
- View to bridge
- View to water from streets
- Don't do everything at once
- Lease, don't sell – shame to give it out – may be worth more in future
- Block A: Passage to scotia square
- Granville Square as a space with sides
- Keep buildings different and develop it slowly
- Walkway with businesses to flow out onto street
- Integrate with North end North of Proctor
- Water taxis (Paris sea bubbles, Kings Wharf in Dartmouth)
- Escalators covered in POPS
- Resilience in design:
 - Green roofs, solar, wind, carbon free, operable windows, natural light
- Street lighting
 - DND bright lights, safe but not disruptive
- Public access through buildings to handle grade change
- Mixed use trail Extension to Granville Square and Mall
 - Lower street faces to make more inviting
- Connecting East and West communities
- Makers market / art studios / breweries / garden space
- Street faces – local and historic materials
- Towers – more contemporary materials
- Higher towers downtown
- POPS / Entrance courtyards – protection from weather
- Colours from the areas community – ie African Nova Scotian
- Public Space
- Gradient of the area
- Relation to Citadel Hill view plane
- Diversity in look of buildings
- Less wedding cake shaped buildings
- NSCAD moving out of historic building – impact?
- New anchors at both ends of the district
- Arts center at Block A keeps NSCAD here
- Transitional building heights
- Town clock

- Landmark doesn't need to be tall
- Block A: We want a landmark building here
- Gottigen and Barrington/downtown business district: don't pull business form here
- Sea levels: have to address sea level rise
- Public parking: at least a floor in each new building – include bike parking
- Enough street parking?
- Families – need to drive – private vehicles still exist
- Affordability! Not luxury housing
- Brunswick street – area rents – is it midpoint between downtown and North End rent?
- DND security – how does it impact the neighbourhood
- Tiered green spaces up the buildings
- How do the buildings make you feel as a pedestrian?
- Respect height of Granville mall
- Would like to redesign Scotia Square

Table

- Avoid too many buildings looking alike
- Increase diversity
- Diversity in height
- Flat iron building design
- Ends of project extents as potential sites for landmark buildings
- End of Granville not the place for height
- Height needs to feel like extension of Granville, even if more height is above
- *Priorities*
 - o Water views
 - o Varied building size and space between
 - o Building heights decreasing towards Brunswick
 - o More affordable housing!
 - o Morris Tea building as standard base building height
 - o Percentage of affordable housing per building – ie 80% market 20% affordable
 - o Each building could have one level of public parking

Table

- What are the 10 reasons people will want to live here?
- Parking above treatment plant?
- You want some lookers (small character buildings)
- POPS: regulations around allowed uses to they feel like true public space
- Strict rules on POPS to allow 24 hour public access except for events
- Affordable units? Mixed in, not by floor or building
- Where are the community spaces?
- Units for families – kid friendly
- Break up the blocks with authentic parcels and no consolidation
- High rises where it has the least impact on sun and public spaces
- Building block tender submission should require signed leases for evaluation
- Studios for artists – live/work
- Maker spaces and manufacturing
- Create smaller lots and have no consolidation
- Incubate the businesses during construction – dedicated building or wrapping sites
- Nobody at table likes current configuration
- Bring government services such as access Nova Scotia to the district
- 10-30' rhythm not just a guideline but a policy and incentivized
- Require ground floor windows to open to street ie folding garage doors
- Very heights based on sun

- Integrate small scale buildings that have architectural interest
- Add more space and 'generosity' for pedestrians between buildings
- It is not a street wall – it is a series of experiences
- Add some smaller human scale character buildings – think flat iron or van gogh museum
- Many more different owners – more blocks to encourage variety
- Variety and chaos
- Space to activate in front of building (set back)
- Authentic small – character and grit
- Where do the kids go to school? Play? Gym? Daycare?
- See Honfleur, France
- 1878: 30 buildings per block. Cogswell Proposal: 1-2 buildings per block
- Canal: an overflow for the treatment plant so it doesn't go in the harbor
- Much more porosity – alleyways and connections
- See Carlsberg City, Copenhagen
- Adjust tower heights for best sun on public spaces
- Look at each of these blocks through a finer grain
- Towers should be different and unique
- Encourage smaller buildings in certain parts of the district to encourage ownership not rental
- Variety of materials at grade – spanning short portions of the frontage
- Regulate lot size maximums to encourage small scale development
- Vary streetwall heights along sites frontages
- Add maximum streetwall set back variances through max percentages
- Building multiple smaller scale (footprint) buildings will allow this district to be built up faster
- Site specific building rules – not 'precinct' specific
- Authentic street frontages – not fake frontages
- Street wall set backs should vary across a sites frontage
- Specifically regulate back of house activities so they are less impactful
- Street wall can have a negative connotation
- Grade change can be advantage to break up ownership with these super blocks
- Daycares should be required
- Should we be building for long term? Short term? Tokyo's average building life is 30 years
- Street face instead of street wall
- Small units for families with a variety of common amenities
- Design buildings with families at the forefront

Table

- Variety in street wall
- Buildings should tell a story
- Views to water
- Celebrate history
- No Vancouver towers
- Mid-rise (8-10 storeys)
- Require mixed use in buildings
- Variety in street wall height
- Remove parking garages on waterfront!
- Flexible spaces, open requirements

Table

- The plan should be unique and flexible

- Phasing with each phase integrated
- Grade change as public passage
- Think about a residential version of the waterfront RBC
- Small frontages opening on the street
- Varied depths, textures, permeable with balconies and windows
- 4-5 storey podiums
- Alleys: See Melbourne, Australia
- Lease the lots, don't sell them – ownership rights
- Carbon zero, self-generating, passivhaus?
- Operable windows and natural light
- Vacant land and storefront tax
- Non-market affordable housing for families
- Lease to lots of different actors
- Lease don't sell!
 - o Not just one time \$ - control for public good
- Natural, authentic building materials, traditional
- Townhouse/stack townhouse along multi-use trail
- Buildings don't have backs
- Maintain frontages with building grade changes
- Green roofs and walls, window planters
- Encourage colourful street art
- No underground parking – sea level rise, storm swells, mech rooms up high
- Encourage publicly accessible building amenities
- Cogswell and Barrington is the Nexus – big sidewalk
- Use building elevations to address grade change and mobility
- Lot A as a civic building, or with civic orientation, community hubs
- 3-5m setbacks for sidewalks
- Figure out what amenities are needed and require them from developers ie grocery
- Buildings should live for hundreds of years – maintenance and reinvestment key
- Archways to central courtyards
- Building-based lights
- Break up big lots to smaller lots
- Eclectic, energetic feel

Table

- Scale rhythm of new buildings to match historic storefronts
- Should be one or two very tall signature buildings
- POPS: enclose/cover with glass for year-round use
- No one is going to sit in Thinny Park (Ordnance Square) and have a latte and a croissant with 2 lanes of trucks and buses going by. Would you? Do not count it as acres of park
- Parcel A - traditional materials in contemporary language
- 1 site, one developer. Competitive design, especially for iconic building. Or like Develop NS

Design Charrette Expo

(Asterisks indicate dots placed by participants)

Walking, cycling and transit hub

- Unique transit by adding transit ways
- More commuter bike and walking to other parts of the city
- I love the idea of considering a new/different transit hub
- Stop buses ___ on downtown streets, blocking traffic
- What can be done about the trucks on Hollis **
- What if Bells Rd was the downtown transit terminal
- create pedestrian bridges over roads **
- Consider extending pedways
- Please don't remove pedways! Very convenient in bad weather
- More pedways make getting around by foot indoors during bad weather very important for local people and visitors ****
- Link to existing staircases and desire ways
- Will Scotia Square Terminal improve?
- Transit priority ends at first roundabout. Why?
- Port Plan? What's the impact on this plan?
- Roundabouts do not work for all routes. In North Park cannot get from Cornwallis and Cunard at rush hour unless pedestrian pushes walk sign

History and Commemoration

- What is the engagement plan for African Nova Scotian population? *
- What is the engagement plan for the Mi'kmaw people? **
- Ordnance Plaza can by Thinny Park brought to you by Delew Cathe? of 1964

Parks and Plazas

- Any thoughts on how parks can match rec? eg Running
- Existing pedestrian path from Gottingen through St. Pats A, continue to Barrington
- Extensive landscape lighting and gas heaters in seating areas and plazas
- See Highline NYC **
- For the Granville Square Park, please make it like Boston Commons to have a park area on top and allow parking for cars below
- Keep part of the overpass as a park/garden *
- Park by water treatment plant will be eaten up *

Streetscape and Gateways

- Put re-creation of Piercey's Chimney (1917) in traffic circle
- Bus lane painted same as sidewalk could cause road to be mistaken as walkway, which could be dangerous

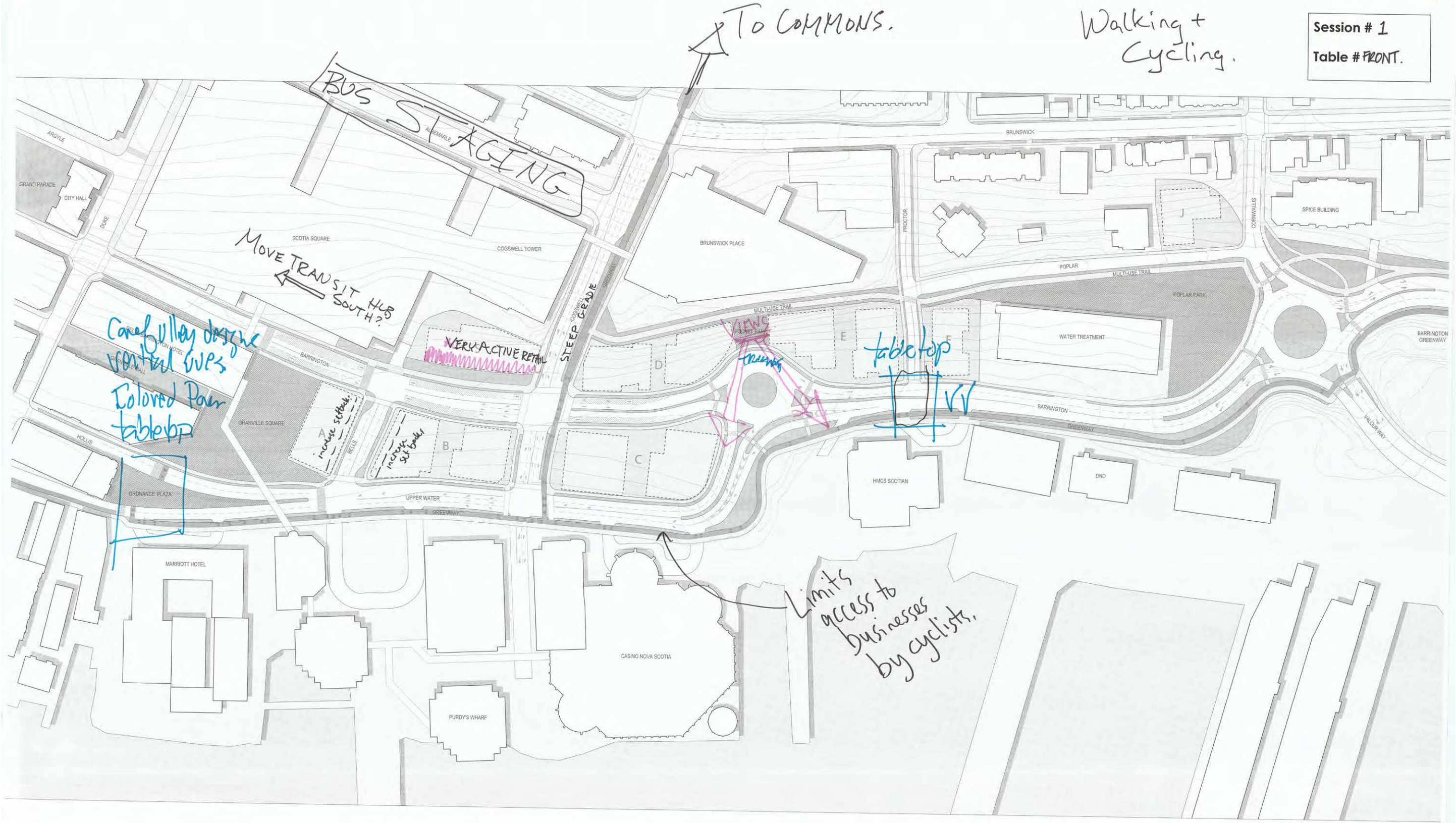
Building Design Rules

- Incentivize developers to provide end-of-trip facilities in buildings for cyclists
- No deliveries between 6 am and 10 pm
- Wind tunnels
- Lack of daylight - buildings too high
- need more greenspace
- get big trucks out of downtown

- Affordable retail -i.e. middle class, non-tourist
- Limit building height from citadel down. No more Nova Centre glass monoliths.
- Play upon uniqueness. Don't make us as ugly as other big cities
- Slightly angled set of buildings and more broken up, differentiated facades make streets more interesting
- Make sure there is no wind tunnel effect
- Streetwall height too low. 4 storeys throughout up to 6 in other areas OR ratio to street width
- When positioning buildings, consider where the shades fall from tall buildings. Sunny streets are more inviting for pedestrians and bikers *
- Active transportation needs to connect to areas outside of the or useless. Not everyone will live here. There is more to the area
- Block J - townhouses or stacked townhouses - better integration with adjacent uses and density
- Place utility rooms high in buildings for climate change and flooding concerns
- A glass covered area maybe between two buildings would make a nice addition for winter outdoor rooms experience with outdoor cafes etc.
- People not developer driven - get councilors out of developer pockets
- Please pass an ordinance that like in larger cities stores can only have deliveries after 10 pm
- For public events, we need parking. Please require new buildings to have a place for public parking

Other

- Dismantling of concrete overpasses? Consider noise and dust for residents and businesses. I look forward to the project
- HRM must lease land
- affordable housing ***
- 50% of residential low income housing **
- Aquarium *
- Arboretum
- Make sure rodent control is considered early and continuously
- Always keep in mind accessibility (Rick Hansen Standard)
- Great work by HRM staff and partners
- Adapt ideas which attract tourism. E.g. colossi of Memnon. Size, shape and orientation of the building. Acoustical design. Sub illuminates face of Ramses II – visual, optical design. Developed material, dampening noise design. Bicycle for charging stations

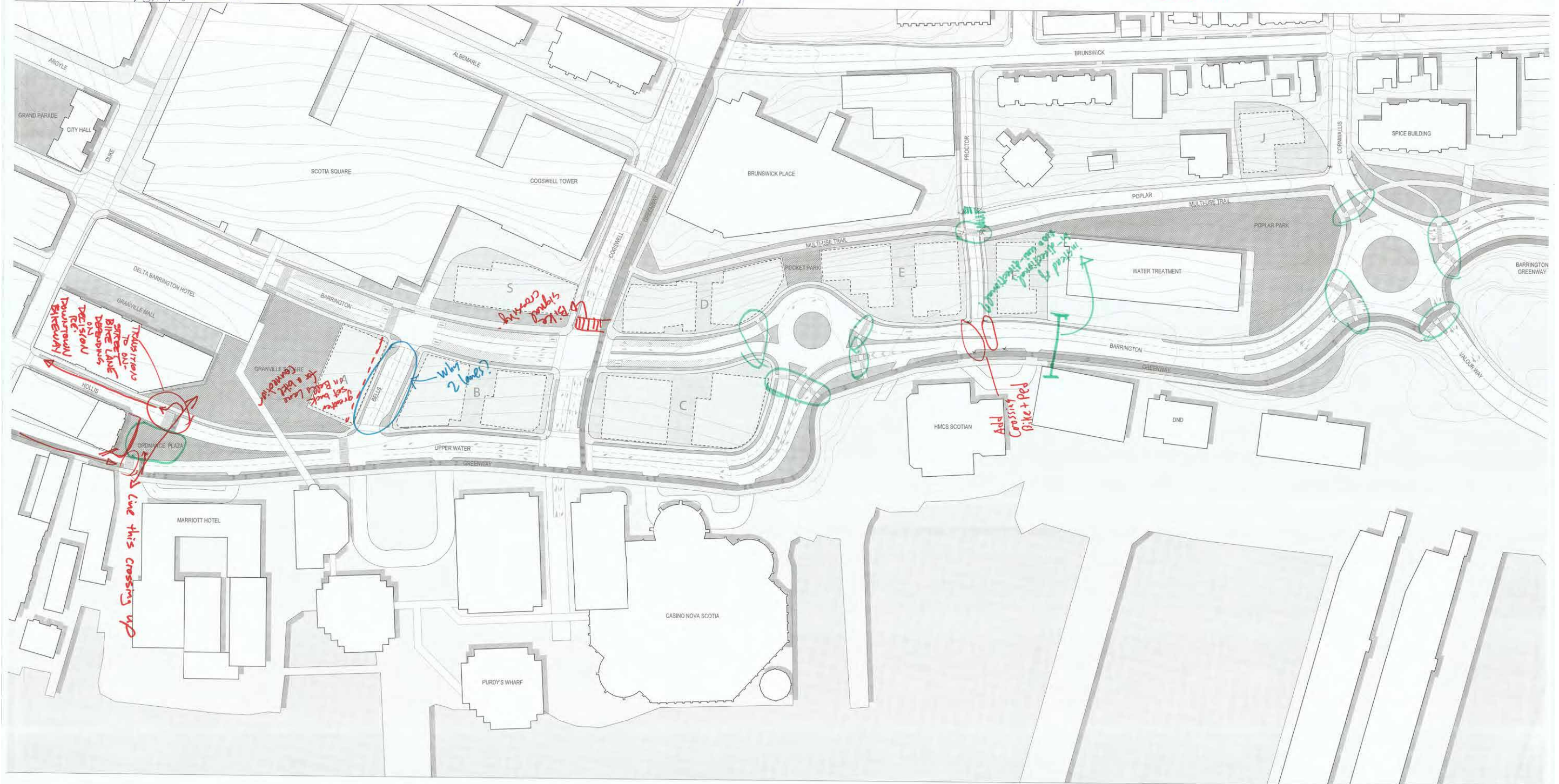


Session # 1
Table # FRONT.

Why 4 lanes on Barrington when the Barrington Complete Streets project shows that that capacity isn't necessary?

yes! extend to the Commons.

Between Bells and Dicks on tables and hypodermic. Δ
 LBD you need two cases of infection;
 - change to one case to give more and safer
 - ~~change~~ for ped. and other.



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Session # 1
Table # 1

Place to be,
not just a through

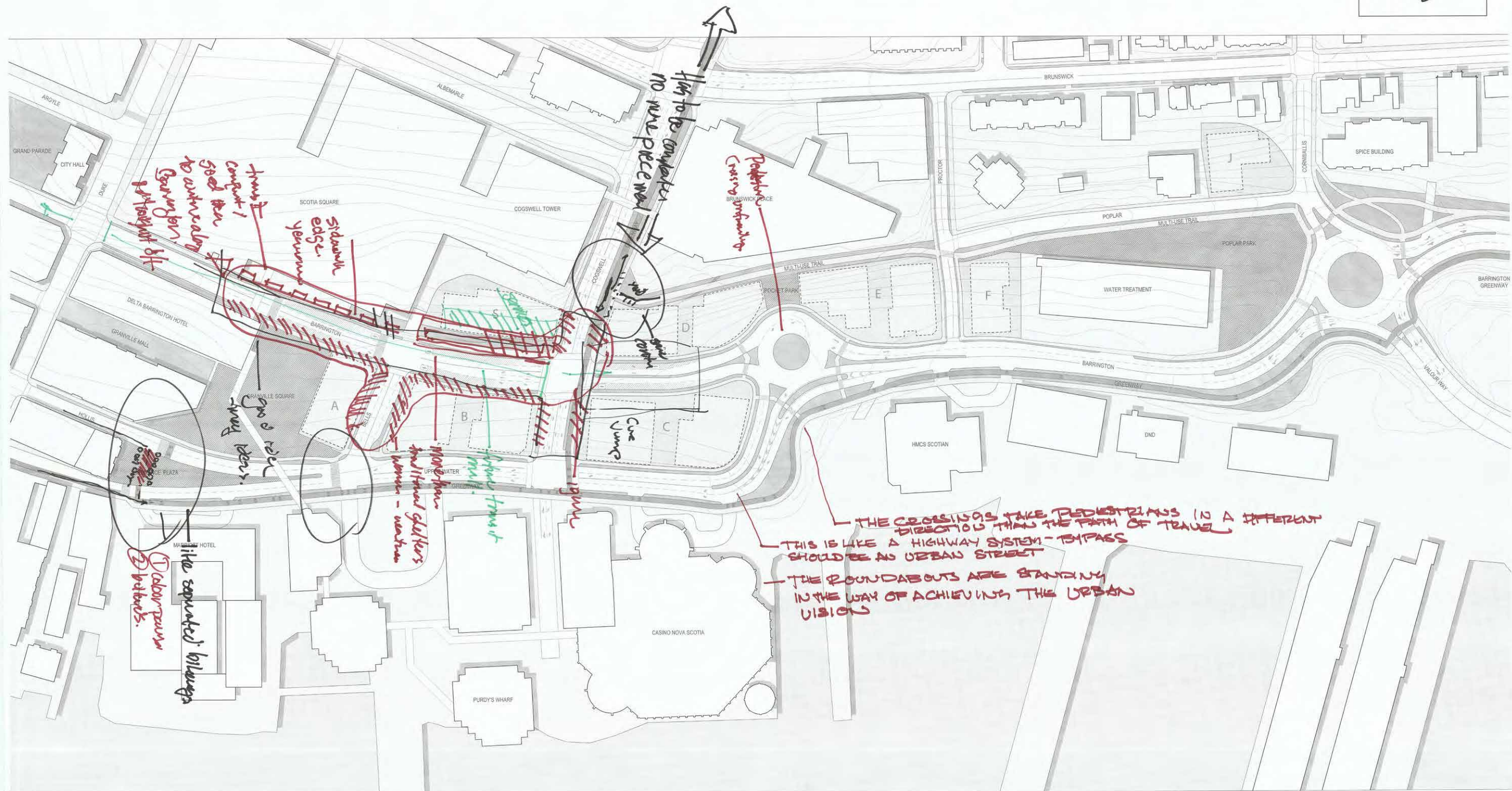
Where are the
community spaces?
- community only
- schools
- community spaces?

Raised Table Top
Crossing Intersection



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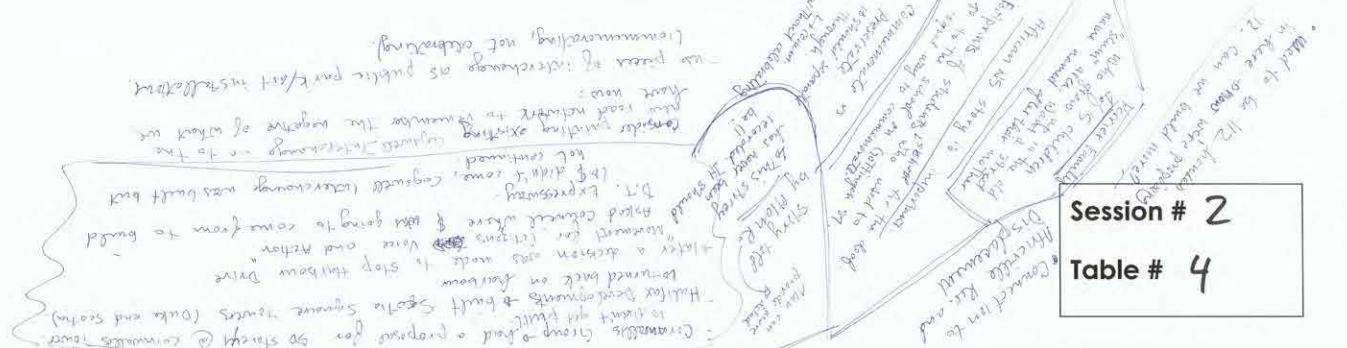
3.1m bus width
160 bus/hour

Session # 2
Table # 6

CAFE WAYS:
- BUS STOP
- FAMILY HISTORY
- FRIENDSHIP
- CENTRE



COGSWELL DISTRICT
0 10 20 50 m
Scale 1:750



Hem. Har. Ontario has
a remembrance of where the m. transforms
down trees -

Rogers Photography
Box
→ 1860's Photos
of Downfall +
Upperafter

NS NS carrier
for Blindness
due to HFX
Explosion

NEED A
CITY PLANS

Mac Rerner
Brake-memory of students that went
to school for the first
on Croftman Street

Purple Aster as native + resilient flower (still grows on site)



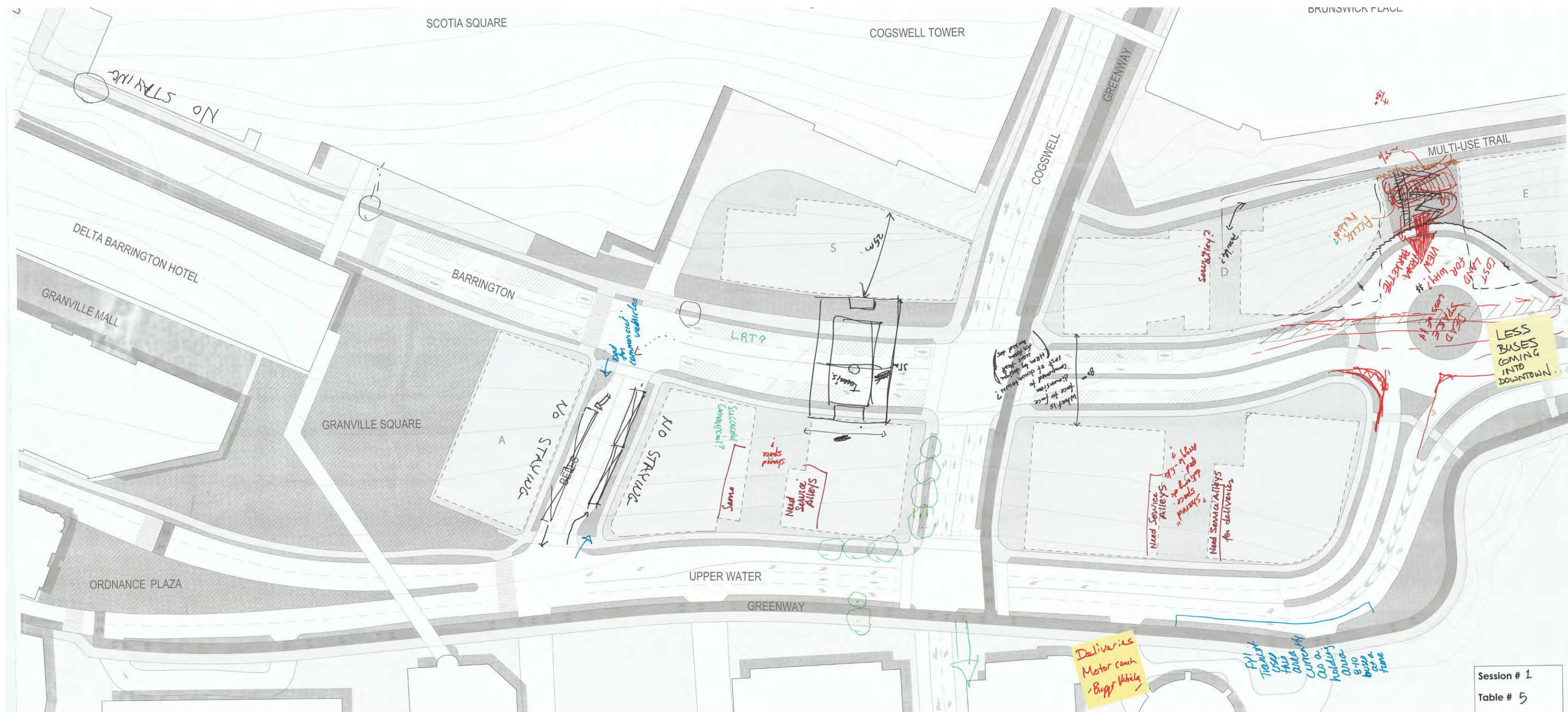
Session # 2
Tce # 5

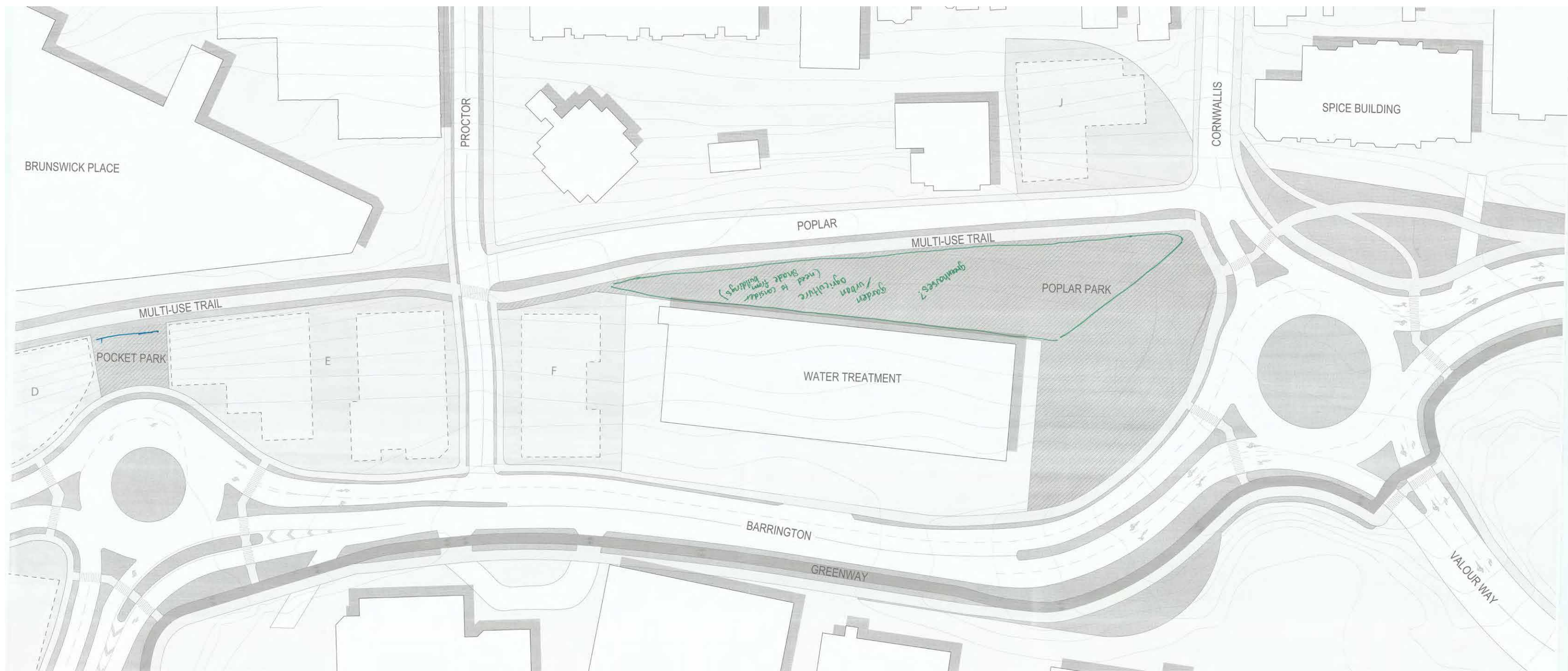


School for the Deaf

Session # ~~1~~
Table # ~~1~~ *2*

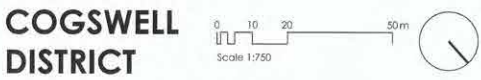








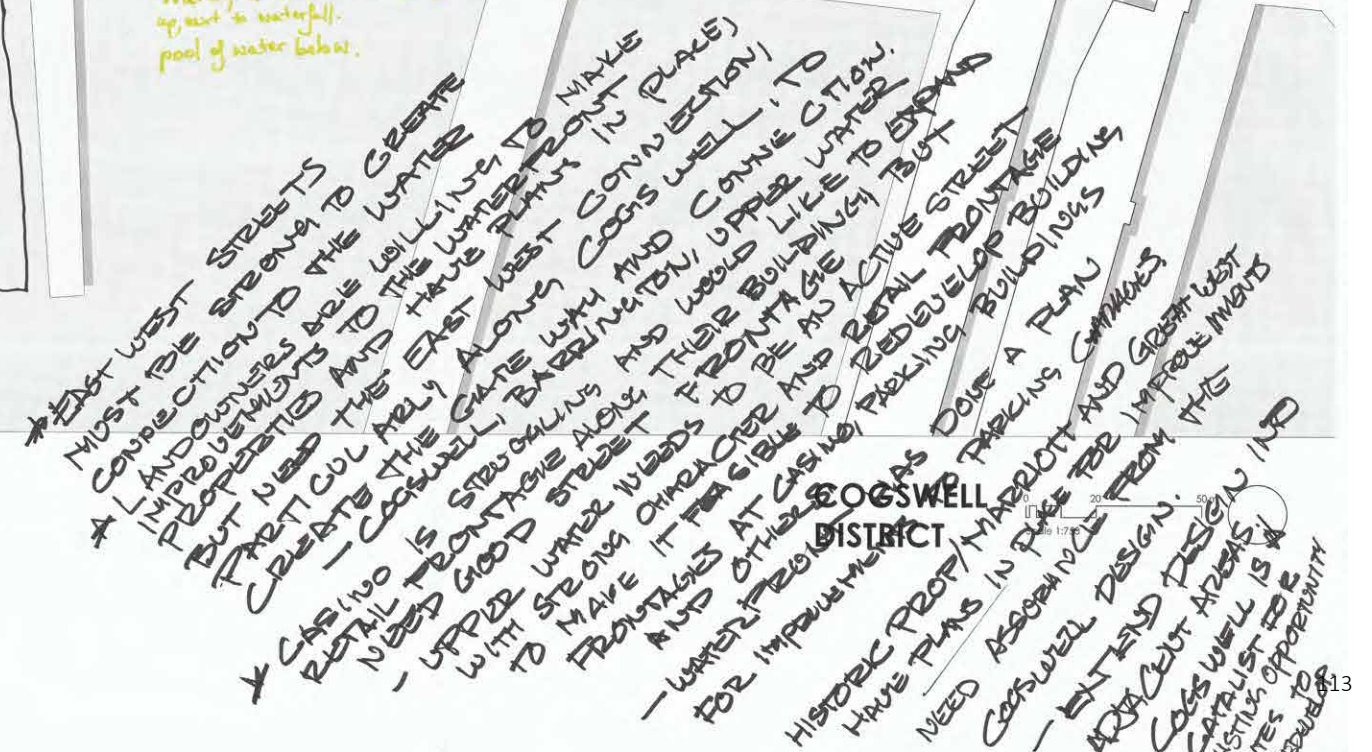






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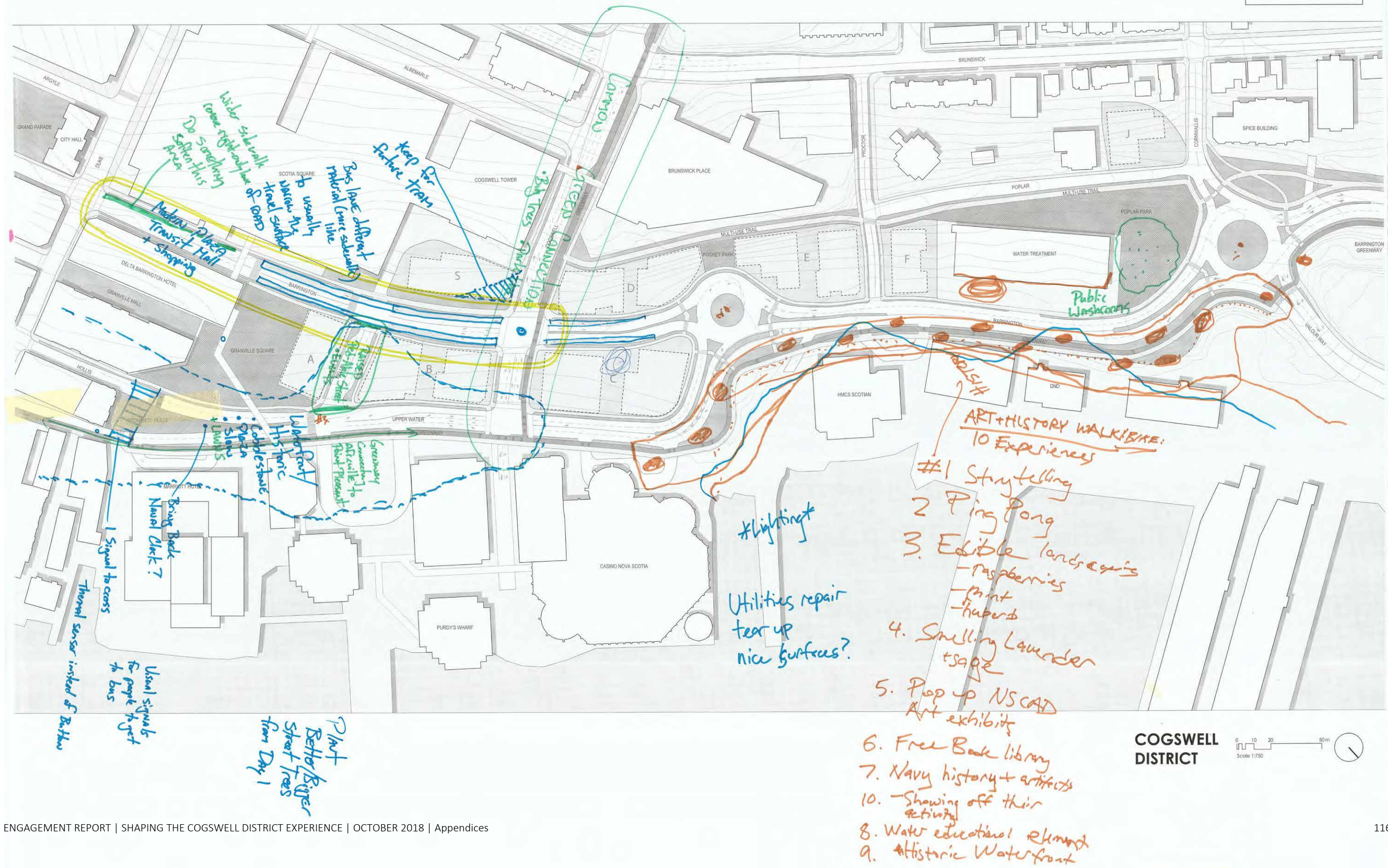






North Paul
↓
VIEW

Session





PRIORITIES

- WATER VIEWS
- BLDG SIZE + SPACE BT.
- ↓ HEIGHTS CLOSER TO BRUNSWICK
- ↑ AFFORDABLE HOUSING.
- MORRIS TEA BLDG AS STANDARD BASE BLDG HEIGHT...
- % AFFORDABLE HOUSING / BUILDING. 80% MARKET 20% AFFORDABLE
- EACH BLDG COULD HAVE 1 LEVEL OF PUBLIC PARKING

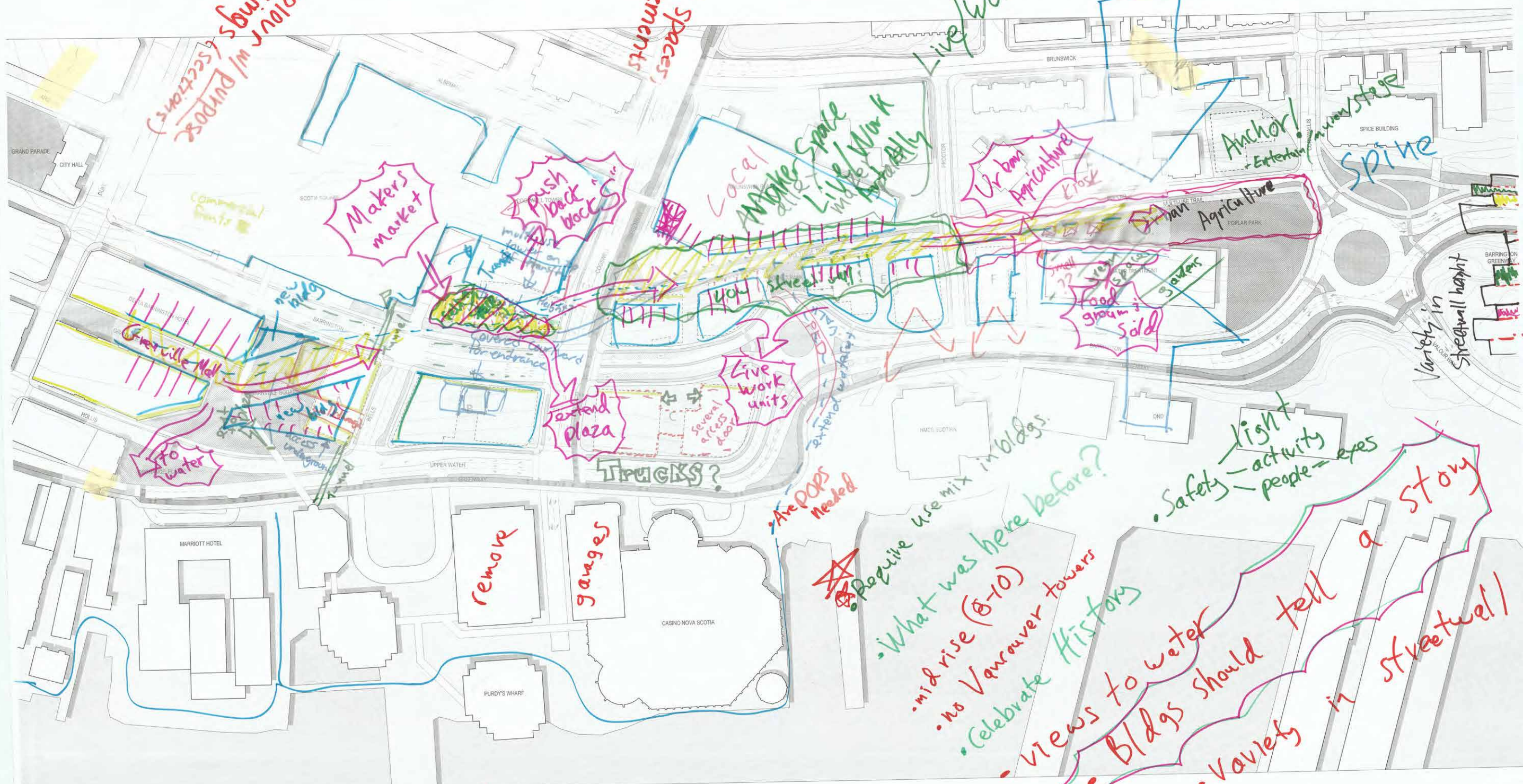
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- more colour w/ purpose to buildings (sections)

flexible spaces, requirements

Live/Work



phased streetwall.

bright decreases



rock brick wood siding

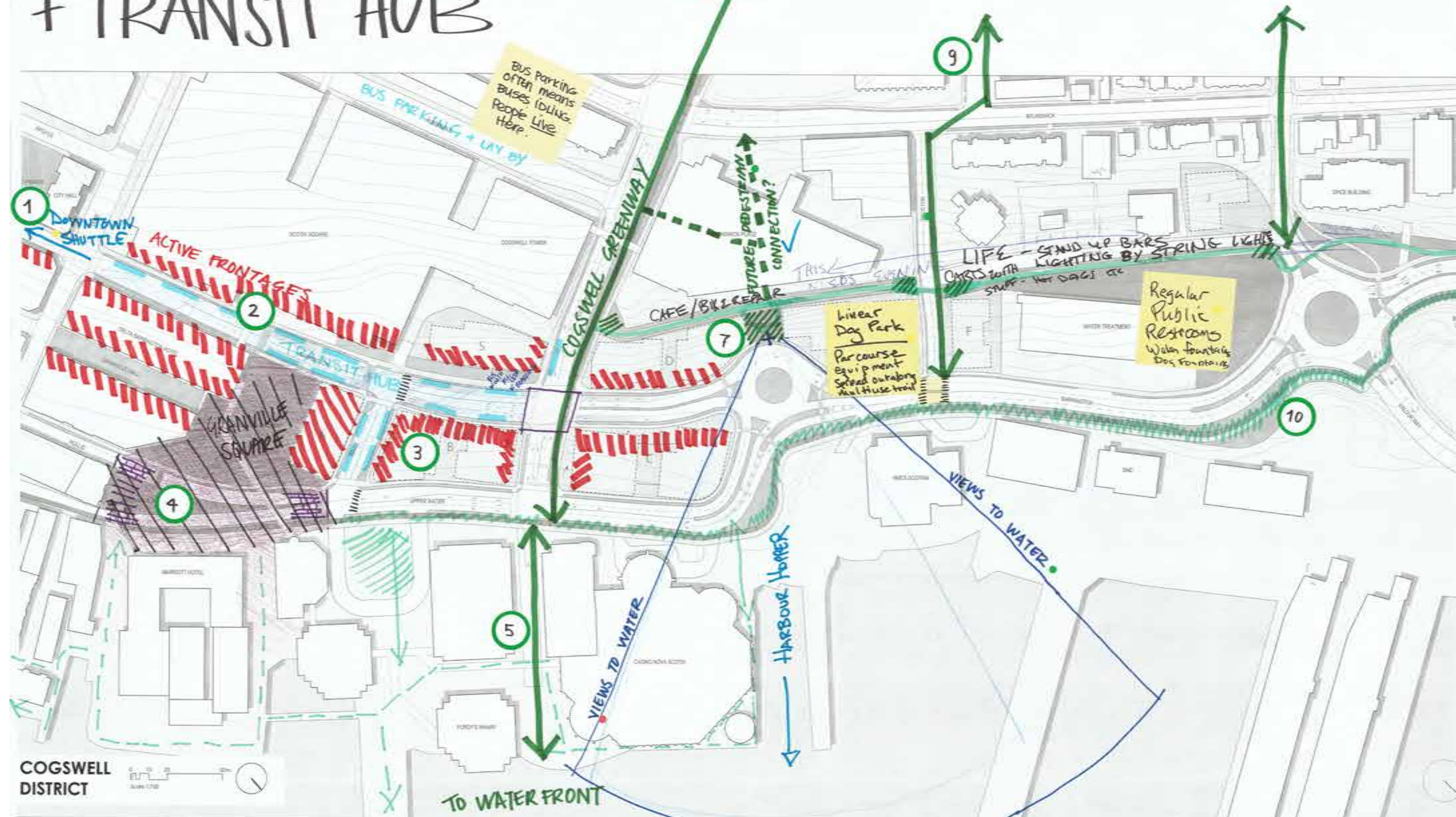
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WALKING, CYCLING + TRANSIT HUB



1. SIMPLIFIED TRANSIT

- Ideas: • All door boarding • Bus lay by on Albemarle
- Free downtown shuttle

2. UNIQUE TRANSIT HUB STREETSCAPE

3. ACTIVE GROUND FLOOR USES

- Required retail

4. PEDESTRIAN FRIENDLY CROSSING

- Roads material matches Ordinance Plaza

5. STRENGTHENED CONNECTIONS TO WATERFRONT

6. COGSWELL GREENWAY

- Connect to Commons

7. ROCKET PARK LOOKOUT

- A place to enjoy harbour views

8. PEDESTRIANS FIRST

- Introducing additional crossings

9. STRENGTHEN CONNECTIONS TO NORTH END NEIGHBOURHOODS

10. BIKEWAYS

- More bike racks included

Other: Design considers parkade entrances + loading bays

HISTORY + COMMEMORATION

Session #
Table #

The Mi'kmaw people and history

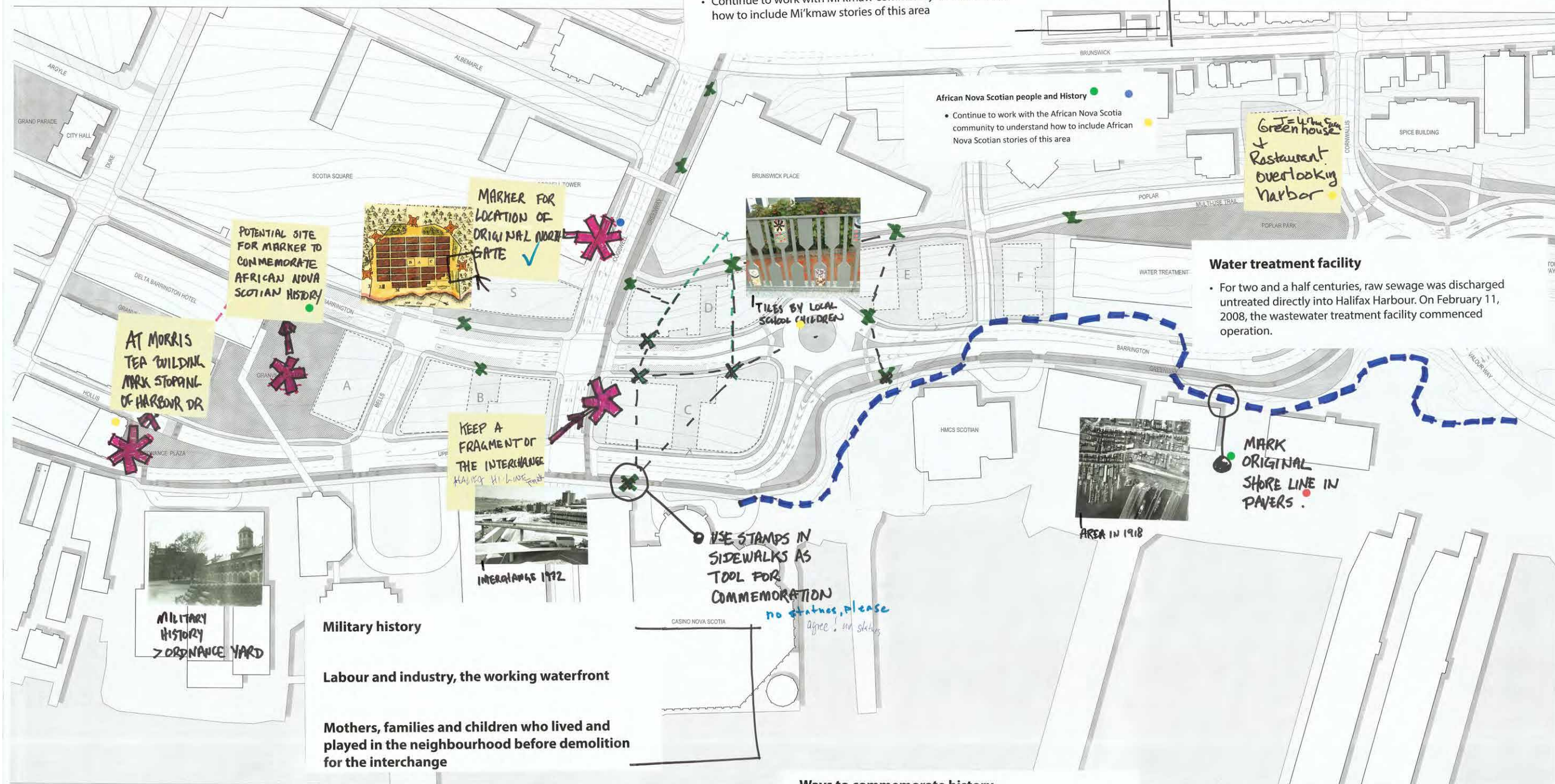
- Continue to work with Mi'kmaw community to understand how to include Mi'kmaw stories of this area

African Nova Scotian people and History

- Continue to work with the African Nova Scotia community to understand how to include African Nova Scotian stories of this area

Water treatment facility

- For two and a half centuries, raw sewage was discharged untreated directly into Halifax Harbour. On February 11, 2008, the wastewater treatment facility commenced operation.



Military history

Labour and industry, the working waterfront

Mothers, families and children who lived and played in the neighbourhood before demolition for the interchange

The freeway plan and the story of urban renewal

- The interchange was the initial phase of the 1957 Stephenson Plan to build a highway through the downtown waterfront. It was stopped through the hard work of Halifax citizens who saved Historic Properties.
- Potential to commemorate the size, shape and use of buildings that were demolished for the interchange

Ways to commemorate history

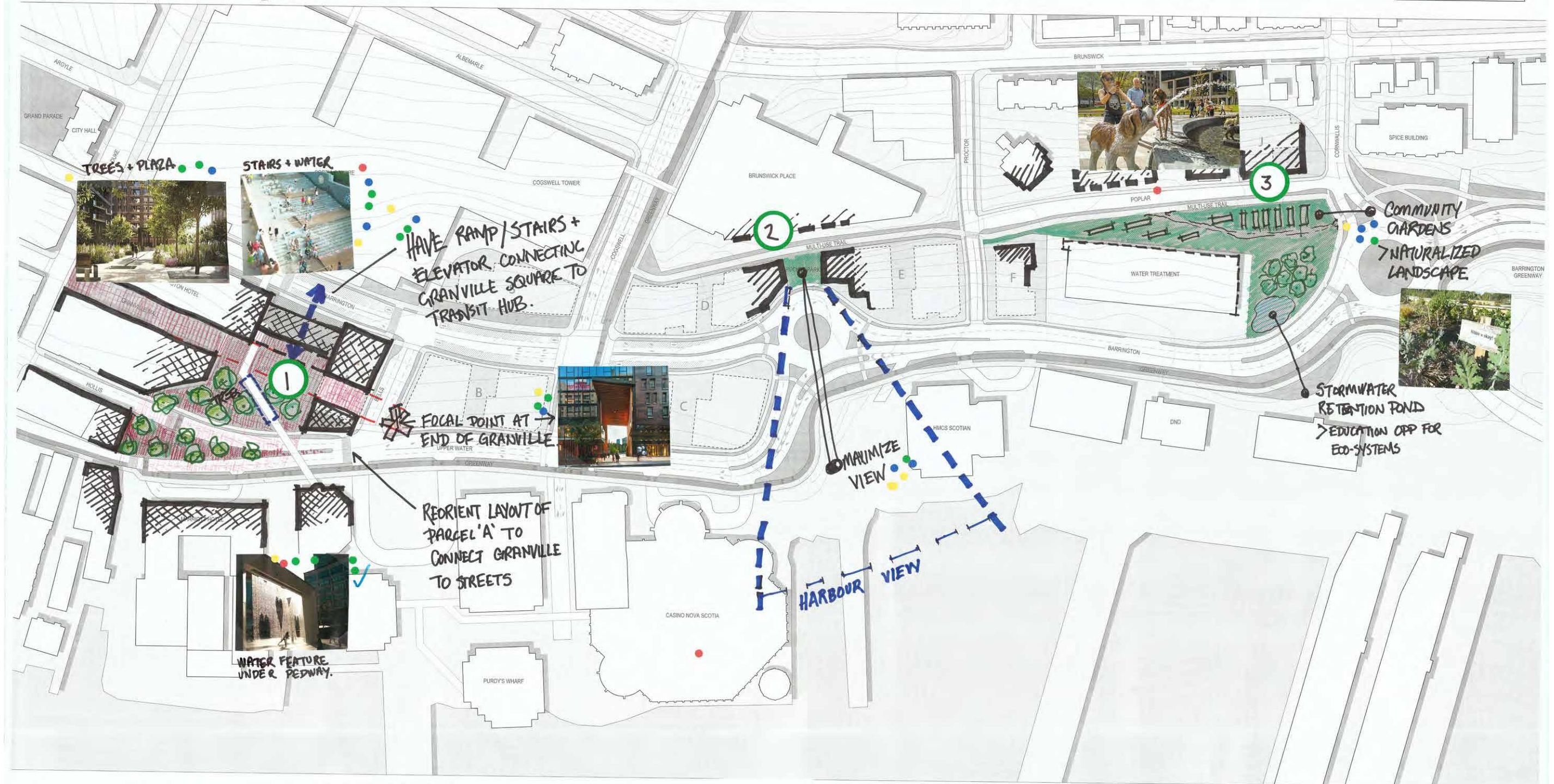
- Markers along a trail
- A significant public art piece, with smaller related elements elsewhere in the area
- Street, park and plaza names
(note: many existing names shown on the map are provisional names. Their names will be determined through HRM's asset naming process)
- Gateways and wayfinding
- Then and now photo series
- Electronic media (for example, lighting and projections)

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PARKS + PLAZAS

Session #
Table #



1. Granville Square and Ordinance Plaza

- Front yard to Historic Properties, reflects the area's heritage
- Is a flexible space mostly for relaxation, but can also accommodate events such as food trucks and performances
- New Building A provides active ground floor uses along the square and respects the entrance to the proposed heritage conservation district

- Water features connecting Granville Square and Ordinance Plaza
- Integrate pedway with public space by introducing public art/lighting, access between square and pedway

2. Pocket Park

- Designed to maximize views of the harbour from the multi-use trail, and consider how to ascend the grade from the street to the trail

3. Poplar Park

- Community gardens, greenhouses, education for urban agriculture, place to sell produce.
- Education on storm water management, ecosystems and wastewater treatment
- Naturalized landscape, featuring wetlands and native plants, and Acadian forest
- Dog run

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TRAILS, GREENWAYS + WATERFRONT CONNECTIONS

Session #

Table #



1. Accessibility for people of all ages and abilities.

2. Recognizing the importance of connecting to the Halifax Harbourfront and the boardwalk, include wayfinding and contemporary interpretation of historical gateways

3. Strong connections to the water with unified design elements

4. Creative and adequate lighting conditions including placemaking and wayfinding

5. Strengthen East-West corridors, recognizing steep grade presents challenges. Consider need for ramps and elevators

6. Places to rest along the greenways

7. Design roundabouts to prioritize pedestrian movement.

8. Add water features reflecting stormwater collection and the vertical travel of water when it rains

9. Along the greenway, have a variety of experiences that includes sight, sound, touch, smell and taste (some ideas discussed illustrated above)

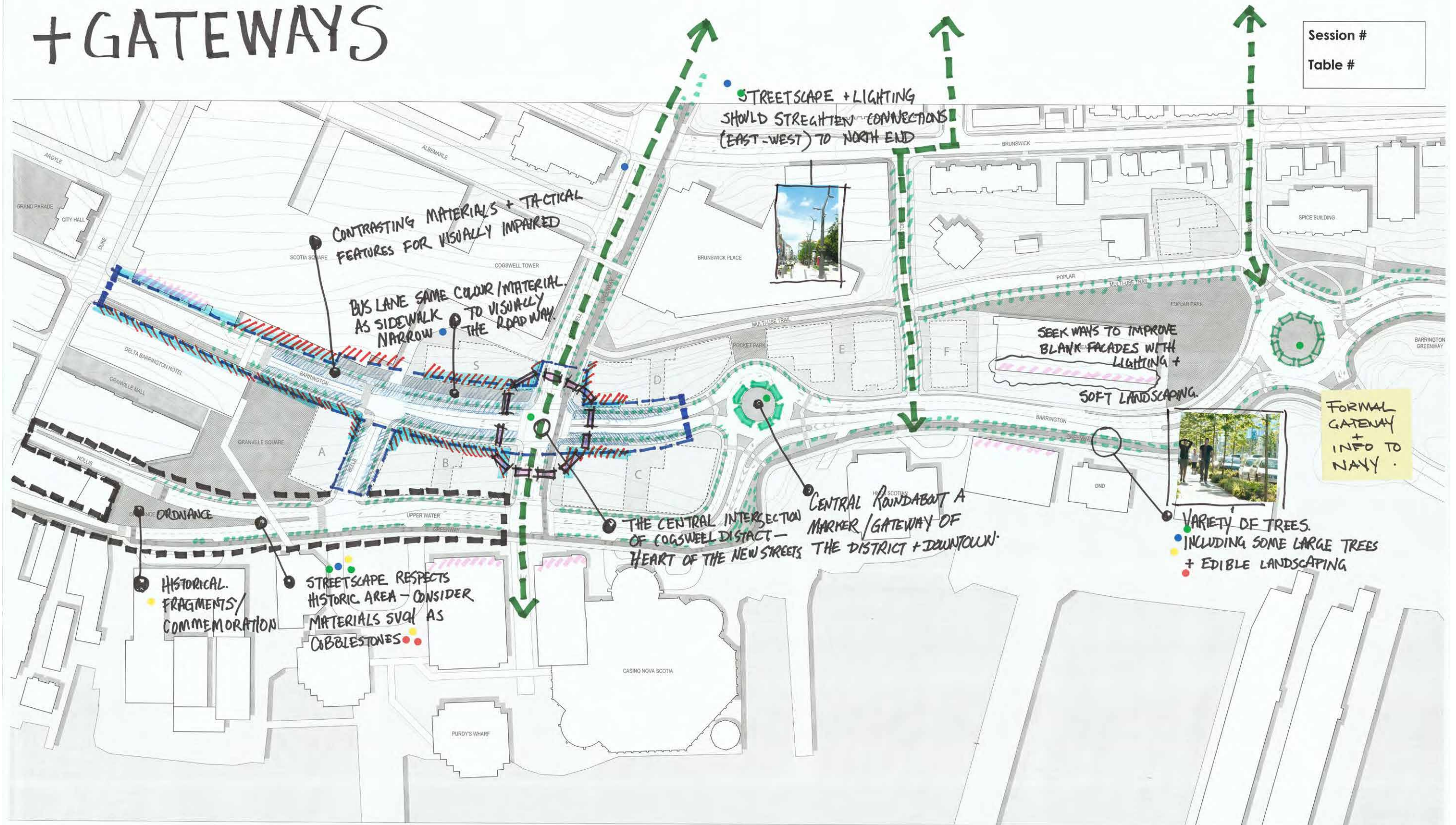
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STREETSCAPE FEATURES + GATEWAYS

Session #

Table #

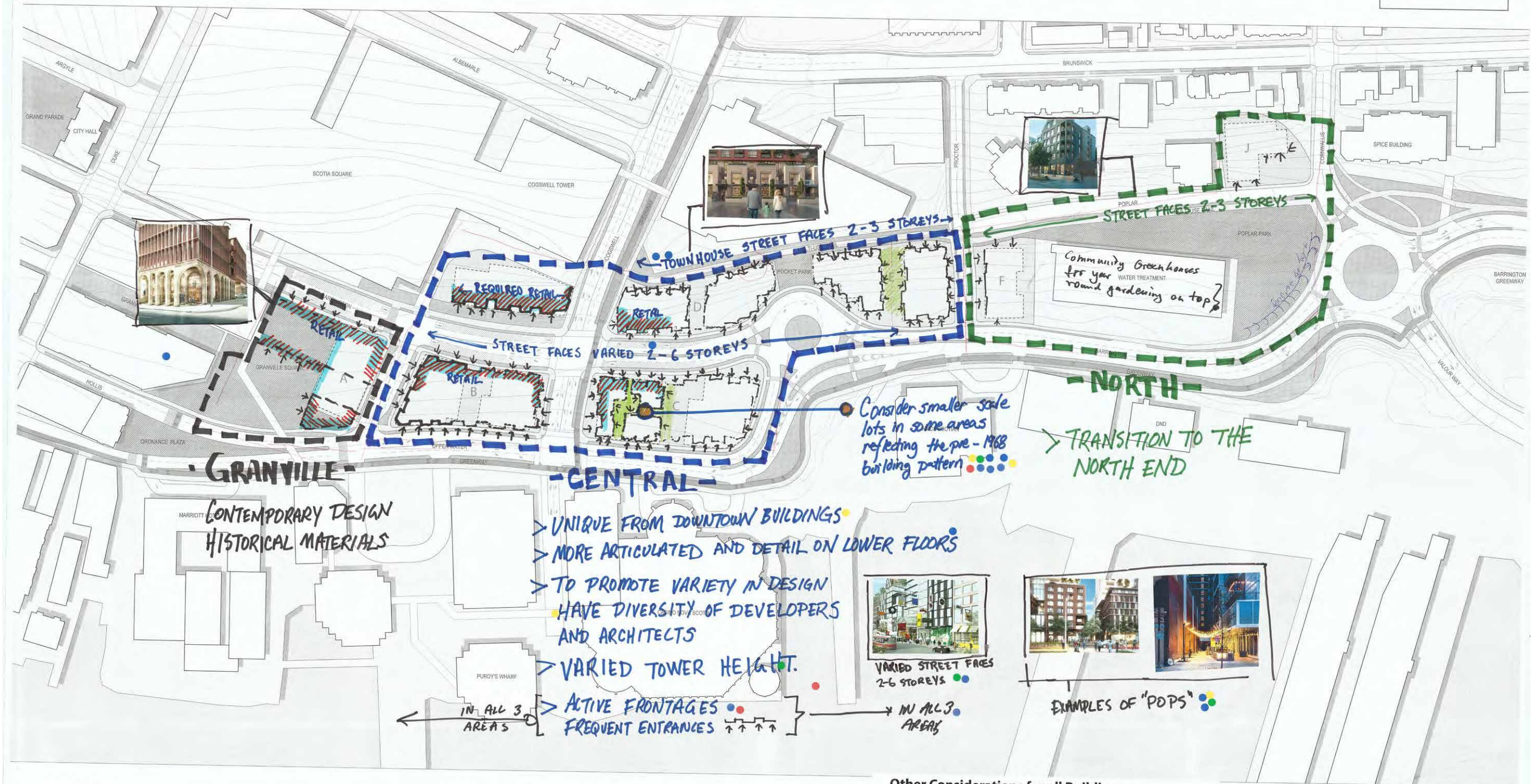


Other ideas:

- Encourage improved streetscape to continue along Barrington downtown towards George Street
- Contrasting materials and tactical elements for visually impaired, including wayfinding at bus stops
- Ensure the design is aware of important viewpoints and

BUILDING DESIGN RULES

Session #
Table #



1. Granville

- Reflect status that it is a terminus to Granville Mall
- Frame the square as an outdoor "room"
- Allow vertical access through from square to transit hub
- Include community use

2. Central

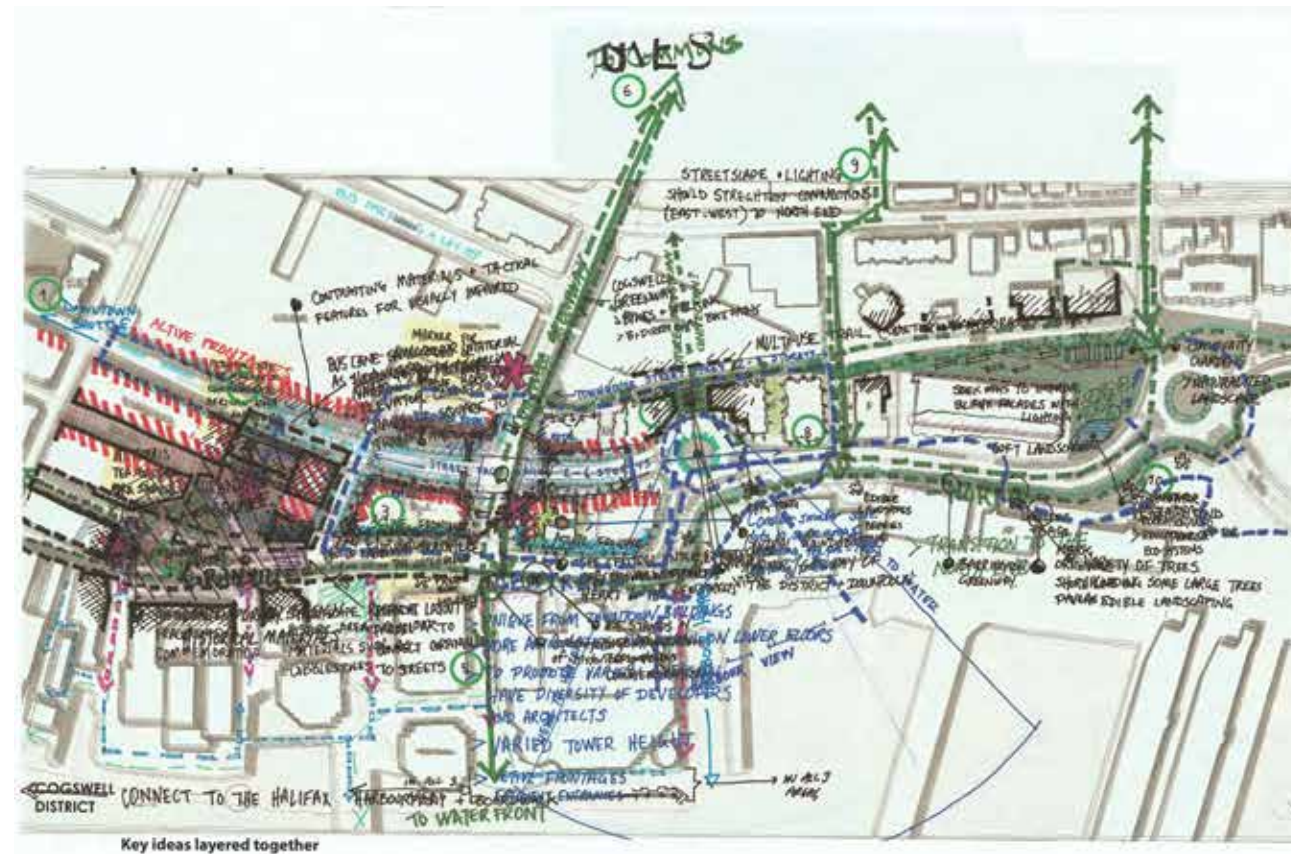
- Design of Privately-owned Public Spaces (POPS) should be considered on a site-by-site basis, with the design focused on positively contributing to the public space experience, allowing through-block access where appropriate.
- There should be a signature building that is tallest, with other towers of varying height building
- Consider views and vistas to the water from streets and other buildings in placing towers

Other Considerations for all Buildings

- Encourage community uses to support the North End and the needs of the existing community along with those of 2,500 new residents anticipated in the area
- Sustainable design:
 - Solar and wind performance
 - Encourage new buildings to be as close to carbon zero as possible
 - Green roofs
 - Design for resilience and sea level rise
- Encourage family units
- Regulations/Agreements that support high quality design and varied architecture

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Other ideas we heard

The design sessions were focused on the topics above, but we heard lots of additional ideas:

Affordable housing

- Include affordable or mixed-income housing

Street locations

- Questions were raised that roundabouts as currently designed may impact transit priority
- Some suggested Bells Lane could be made perpendicular to Upper Water Street to strengthen the connection to the harbour view

Waste Water Treatment Facility

- An accessible green roof/greenhouse on the wastewater treatment facility was mentioned throughout the sessions
- Poplar Park is planned to be built on land that may be required in the future for an expansion to the wastewater treatment facility. It was suggested that park facilities could be built on Lot J instead.

Phasing and interim uses

- Some suggested a phasing plan should ensure Granville Square and Block A are constructed first, and that the rest of the site gradually builds out.
- Before sites are constructed, think of using vacant parcels for interim uses that benefit the community and add to street activity. Examples proposed include food carts or temporary modular construction that can be used for entrepreneurs, pop-up shops, etc.

Other ideas

- A part of the interchange could be maintained and kept as an elevated park and pedestrian path that would be similar to New York's "High Line"
- Consider removing the pedway across Granville Square
- If a future light-rail system was to be built in place of current bus routes, the corner of the building on lot S may need to be designed to consider for the future turning radius of light rail trains turning from Cogswell onto Barrington.

Survey Report

07 September 2018 - 05 October 2018

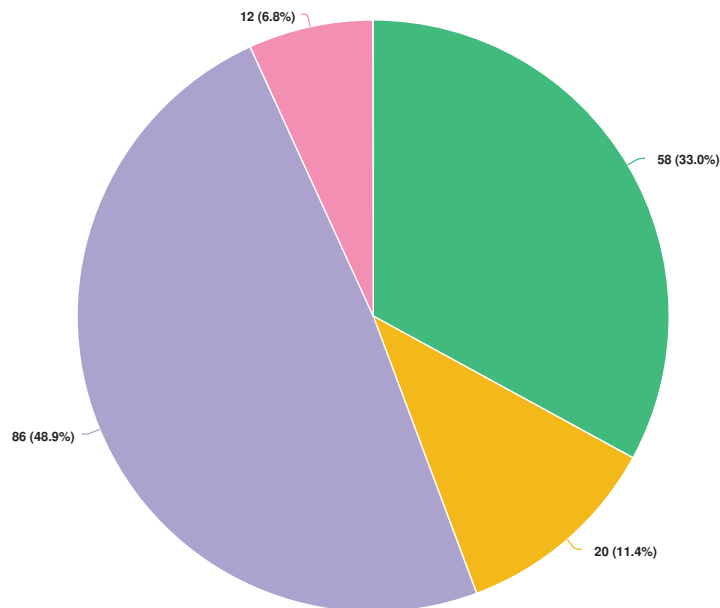
Cogswell District - Public Space and Building Design

PROJECT: Cogswell District Redevelopment Project

Shape Your City Halifax



Q1 1. What type of park experience would you most like to enjoy at Granville Square and Ordinance Plaza?



Question options

- Entertainment space (e.g. permanent stage, outdoor theatre space, paved open space)
 - Recreation space (e.g. basketball courts, yoga area, play structures)
 - Reflection space (e.g. benches, water features, grass, plants, trees)
 - Other:
- Optional question (176 responses, 2 skipped)*

Q2 If other, please specify:

Why are there still traffic lights in the concept design? ROUNDABOUTS PLEASE.

Large smoking and vaping area

all three options

encourage early entrepreneurs with a space for popup business so they get a chance to build their clientele to the point of getting their own place

Both recreation and reflection space.

a combination of entertainment space and reflection space

I think that there should be a combination of Entertainment space and Reflection space.

Cultural space (e.g. historical interpretive

Spot to park my car

PARKING LOT . I am so fed up going downtown and not finding a spot to park . As result we seldom go to restaurants there anymore Why can't the City make the space a multipurpose location
A combination of entertainment, recreation and reflection would be best - make the space multi purpose.

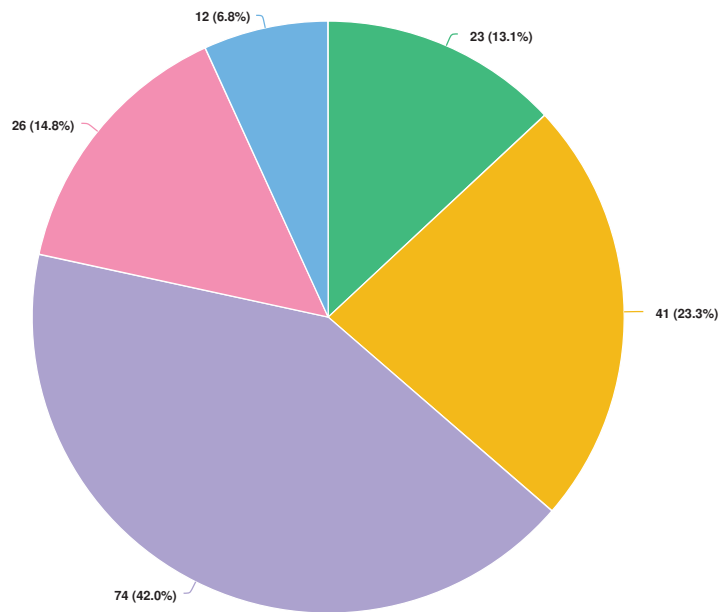
I would like to see a multiuse facility with disbursed benches, trees scattered around with little open spaces for families to picnic. A small stage appropriately placed so that folks can enjoy entertainment from where ever they are sitting.

It depends on the sound environment. If the traffic in the area is noisy, I will not want to spend time there for any of park experience.

Dog Park

Optional question (14 responses, 164 skipped)

Q3 2. What type of park experience would you most like to enjoy at Poplar Park?



Question options

- Entertainment space (e.g. permanent stage, outdoor theatre space, paved open space)
- Recreation space (e.g. basketball courts, yoga area, play structures)
- Reflection space (e.g. benches, water features, grass, plants, trees)
- Community meeting space (e.g. community gardens)
- Other:

Optional question (176 responses, 2 skipped)

Q4 If other, please specify:

Large smoking and vaping anwa

all three options

A selection of popup business

A combination of recreation, reflection and community meeting space (gardens).

a combination of recreation space and reflection space

I think that there should be a combination of Entertainment space and Reflection space.

Spot to park my car

There are enough Parks for us to utilize in the City centre. Don't lose this opportunity to do something constructive

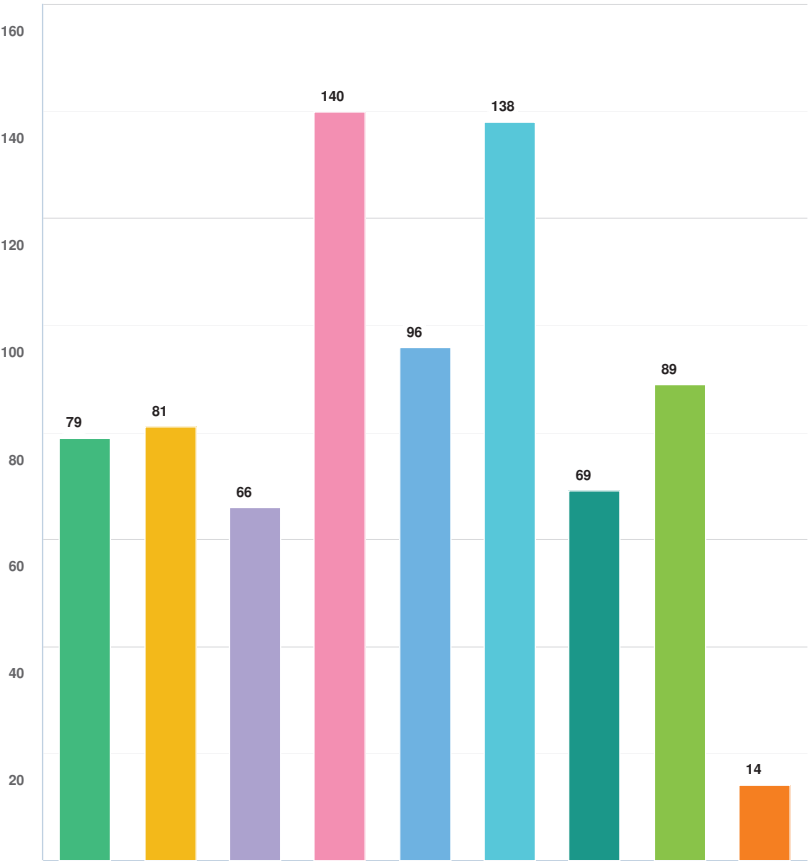
Again, multi-purpose is always best.

As stated above. My fear is that it may be a gathering spot folks who now use city property next to Turning Point for illegal behaviour. Bthis does influence my responses, although I too can dream.
Dog Park

Dog area for dog owners.

Optional question (12 responses, 166 skipped)

Q5 3. Along the multi-use trails and bikeways, which of the following things would you like to see, do, or experience. (Select all that apply and add your own ideas.)



Question options

● Social play (e.g. tables for board games, ping-pong) ● Nature play (e.g. sand, boulders, logs) ● Active play (e.g. swings)
● Connect to nature (e.g. harbour lookouts, fruit trees, variety of local vegetation) ● Picnic tables ● Seating
● Bike repair stations ● Areas for community art ● Other:

Optional question (178 responses, 0 skipped)

Q6 If other, please specify:

From the Cogswell neighbourhood, the boardwalk should be extended into the harbour to allow easy walk-around of the Casino and Purdy's Wharf. It's unacceptable to have the situation as it is now, which is that the waterfront is monopolized by private interests.

Why are there still traffic lights in the concept design? ROUNDABOUTS PLEASE.

Smoking and vaping areas

public art that is conceptualized within community

Popup business area

Not ping pong, unless in side far too windy! But some tables with chess boards on the surface would probably get a lot of use.

location maps, local features or history information boards

space for in line roller skating adequate width for trails.....for example the wooden pathways currently being built around the new Queens Quay appear to be too narrow

interactive art work (example: cube wall on Barrington... but more variety)

music making installations (examples in Penticton , BC)

Fun bike infrastructure e.g.,

http://payload169.cargocollective.com/1/7/252754/5699305/DSC_1057-_900.jpg <https://static.designboom.com/wp-content/uploads/2013/06/whoopdeedoo-greg-papove-designboomthumb.jpg>

No bike lanes. I love biking, believe you me. However, leave biking for the trails outside the city. You are making Halifax so congested that there just isn't room for bicycles to be safe. I have been hit by a car on my bike and was car-doored, resulting in a broken arm and concussion. Our downtown area is not safe for bicycles and no matter what you do, it is not going to make it better. And by trying to make Halifax a bigger, more congested city, you are ruining any hope of bicyclists safely traveling in our city.

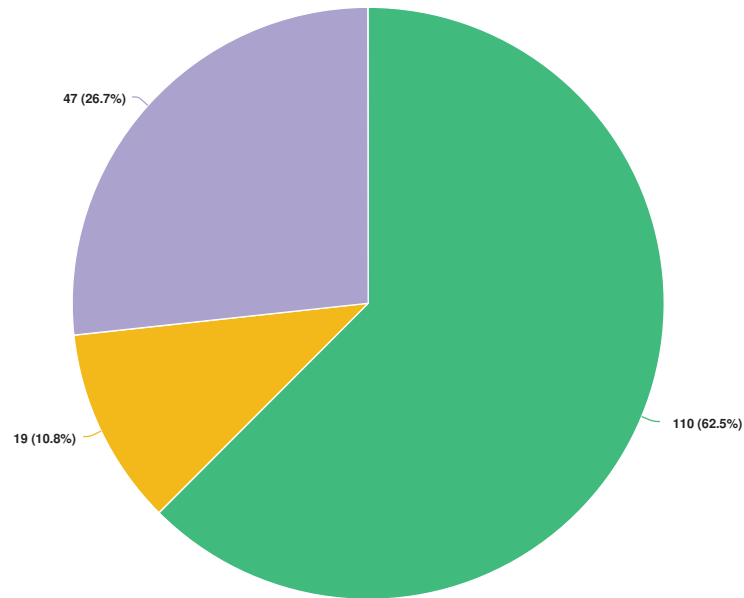
Cool statuary or design features.

Community garden plots; There's never too many. That is to say, allow people more opportunity to plant food that they grow/harvest themselves.

Off leash dog park

Optional question (14 responses, 164 skipped)

Q7 4. Should the Cogswell District bring focus to the site's past, present and future through the public space design and art?

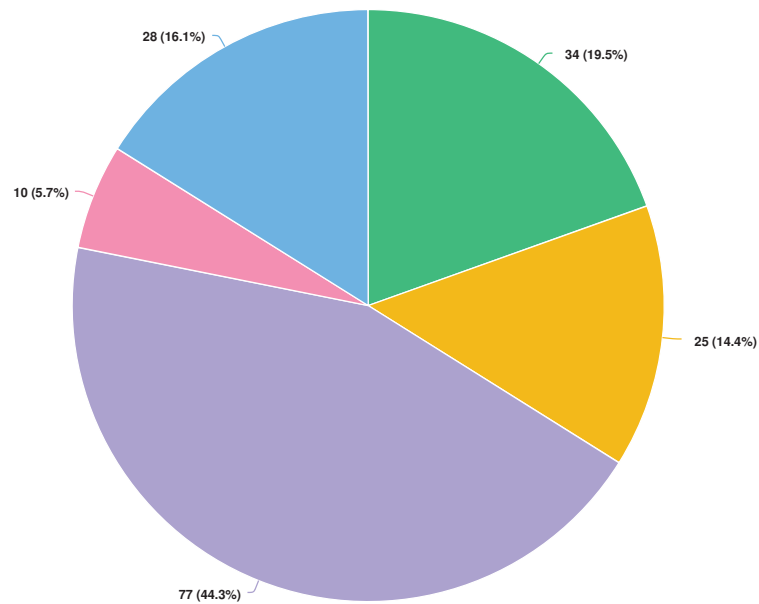


Question options

Yes No I have no opinion

Optional question (176 responses, 2 skipped)

Q8 5. What theme would you most like to see displayed through public art?



Question options

People Events Nature Things Other:

Optional question (174 responses, 4 skipped)

Q9 Which people would you like to see represented?

the people that built this city

Local people from first settlers to today

Maud Lewis, Viola desmond

Diverse cultures living in Nova Scotia.

Diversity

Mi'kmaq and immigrants. There is still very little representation of the Mi'kmaq in Halifax's public spaces, while the stories of immigration are part of a distinctly Nova Scotian history having been such a hub of immigration by sea. And stories of building a new life and seeking new opportunity through hard work and perseverance are always a crowd pleaser. Historical figures of importance

Halifax community members who have successfully advocated for social justice and equality and human rights

African Nova Scotian and Mi'kmaw

Important neighborhood people: who made the best pies? Who was the most prolific fisher person? Who watched all the children? etc.

The people who live in Halifax, past, present, and maybe even future.

People affected by past events. E.g. displacement

a variety of residents - preferably those who lived in the area originally

Non colonial leaders

The full scope of our history - pre and post contact

Important people that built the province to what it is today

Joe Howe Micmaq heritage

Important figures throughout history (GOOD AND BAD) with a maritime perspective.

Vincent Coleman

People who lived in the neighbourhood who are underrepresented in public art

All people of all ages.

Great way to build bridges to previously marginalized groups!

Human right to a healthy environment is the most important issue of our time. I do not choose an individual, I leave that up to the artist. This is not necessarily a portrait. It's art. Indigenous community leaders/members who influenced Halifax

emphasis on diverse population who have in the past and present created a vibrant community

Everyone

Previous residents/events/history

Just art by local artists mainly

Local heroes.

broad cross section of people from Halifax and greater NS community.

Optional question (30 responses, 148 skipped)

Q10 What events would you like to see represented?

Music Theater History of area

It would be interesting to see the history of the site reflected in public art.

Halifax Explosion Pier 1 Ship building

The change in the area overtime since before Halifax was founded.

Anything that is active and not a memorial to disaster or death.

Natal day, Canada day, Christmas parade, sports teams such as the mooseheads.

Halifax Explosion? The saving of Historic Properties? Find some exciting events that we haven't already commemorated extensively! Indigenous history.

Historic events in Halifax

History of the area, and historical information on sights that can be seen from that particular area

Historical events that shaped the city

Historical, the way things looked in the past.

history of Halifax

Great events in Halifax history, Innovations in technology, a tribute to the buildings and neighborhoods that were torn down to build the exchange.

Halifax Explosion

Past history of the city

Historical events from the areas past.

Buskers

Founding of the several communities that make up the municipality

outdoor movies, concerts, markets

Significant events throughout Halifax's history

I love urban art. Colourful, bold and reflecting events that are happening in the city.

Optional question (21 responses, 157 skipped)

Q11 | What examples of nature would you like to see represented?

Water, Trees, Sand, Sun, Greenery

Water

Forests.

Trees

Conservation, Renewable Energy, Sustainability

The ocean and landscapes

Tree, grass, flowers to contrast the concrete overpassess it is replacing

Local wild and plant-life explained and emphasized.

Ocean! Or a focus on a view of the peninsula ad a whole in terms of our beautiful treeline that is visible amongst all the homes and larger buildings. It feels unique to our city
Local biodiversity

Trees, water spaces harbour views

Nova Scotia scenery

Flowers, animals etc

Well One problem here is that clearly someone has already decided there will be public "art". I personally would prefer more trees, gardens and leave the art to the galleries. Why do you ask us about if we choose to have public art if you already decided it will be done?
na

Connection to Nova Scotia history as a

Meditation garden, unique plants and trees (depending on their suitability for our climate)

Nature visuals from around the province.

Artwork from a cross section of artists that represent Halifax - our connection to land and sea

The ocean, animals of the ocean, native animals of Nova Scotia

Local flora and fauna

Fish, whales, plankton

Local

Indigenous to Nova Scotia

Moving water - like a water fountain. Trees, plants,flowers. Allow and encourage natural spaces for birds, not just pigeons.

Artwork that depicts nature as it was on the site and throughout the region in the past, before development. It could also focus on qualities of Nova Scotia that makes it unique, coupled with information and live specimens (for plants). Interactive artwork (e.g. sculptures) of a size and quality that makes

them a draw would be great. Imagine a tree sculpture/walkway that allows people to walk through, over, and along branches, particularly if there are any multi-level paths to be planned.

The harbour

Murals, actual green space ie. grass and trees

Things that represent Nova Scotia nature..water. forests etc.

HRM as an international welcoming community

The harbour, the ocean.

Everyone love nature pictures and nature art does not offend anyone.

sites from around nova scotia

Aquatic life in the harbour past and present

Animal sculptures, log carvings, etc.

Scenes of Nova Scotian nature, such as the Cape Breton Highlands, and Bay of Fundy, the Annapolis Valley, etc.

Acadian forest, animals

Nautical

Trees

I love the High Line in NYC. Indigenous plants, trees, etc.

Interesting trees and shrubs, not necessarily local

Water features. We're a harbor city, and it would be nice to see more art that depicts our closeness to the water and/or naval heritage.

What would be growing there but for the urbanization.

gardens

complimentary to the surroundings

things that relate to the ocean

Natural history of Nova Scotia (plus Mik-ma history) Native trees and plants of NS

great trees and plants! Want people to connect with nature and really feel good every time they walk through

Diversity in NS landscapes and wildlife

Optional question (49 responses, 129 skipped)

Q12 What types of things would you like to see represented?

Abstract art

?

sculptures, have a competition open to local Nova Scotians

Modern art

things that relate to the ocean, wildlo

Art Sculptures can be people and or abstract art

Former buildings Former street activity Former economy

Optional question (7 responses, 171 skipped)

Q13 If other, please specify:

The theme of Halifax's history - particularly that related to the history of the Cogswell area

Water

Our history and local art that expressed who we are

Local artists work

Why are there still traffic lights in the concept design? ROUNDABOUTS PLEASE. Also public art? Please stop with the buzzwords. Just build this well. If you botch this, people will hate the city and resent all the positives that could come from this. Roundabouts please. If you really HAVE to do public art - please don't blow a ton of money on it. You'll only make people resent it.

I would like to see local artists reflect on themes of community while engaging thoughtfully with the land the artwork would occupy.

I think public art pieces should be decided through public consultation.

The site's past

Maritime or ocean theme - fits under nature

No preference

Not sure

Connections to Halifax's history as a military, resource, and political centre in early Canada

all of the above ... perhaps changing for specific events

Whimsical / fun stuff / engaging

In a vibrant downtown space, it would be nice to see things that reflect the artistic, cultural and historical aspects of the city. Things that are important to Halifax and Nova Scotia, but also reflect what the space is intended to be used for.

No public art

History and people

archival photos representing the history of the district prior to the failed urban renewal project of the 50's

Leave it up to the artist, who would likely create fun, thought-provoking stuff. i.e. musical swings. <https://www.youtube.com/watch?v=v5owsOQ9eRE>

Definitely NOT sculptures of people.

Pictures of the past

history of the area perhaps, with how the space was used by people in the past.

This question feels misplaced. Let an artist explore, experiment, and do what they do best.

a mix of the above

no theme in particular- hiring talented artists should be priority. like jason botkin who did that amazing freak lunchbox mural which attracts a lot of locals and tourists.

Nature, natural wealth and biodiversity. I'd like to see something that relates to what is most needed in our society, which, at this point, is a better understanding of science and climate change in particular. Really what would be PROFOUNDLY helpful and engaging would be building some sort of

smaller Hayden Sphere. No need for it to be as big, or for it to contain anything elaborate within the sphere. But like the Hayden Sphere in NYC, it would provide an experiential way for citizens and visitors of Halifax to understand the world around them, from the universal and expansive down to the visible and atomic. This would be something that people would go far out of their way to see. It would be something that schools would visit. It would bring people into the downtown. It would be interesting and truly meaningful. As part of the Poplar Street Park, it would combine perfectly with gardens. From the Museum of Natural History NYC: "If the Hayden Sphere represented the size of the Sun, how big would Earth be? Grapefruit sized. If the Hayden Sphere represented the size of a raindrop, how big would a red blood cell be? The size of your hand. Conveying this mind-boggling range of sizes was arguably the toughest challenge faced by the team of scientists, educators, and artists who collaborated on the Rose Center for Earth and Space. What ingenious tool did they use to meet it? Elements of the Planetarium itself!"

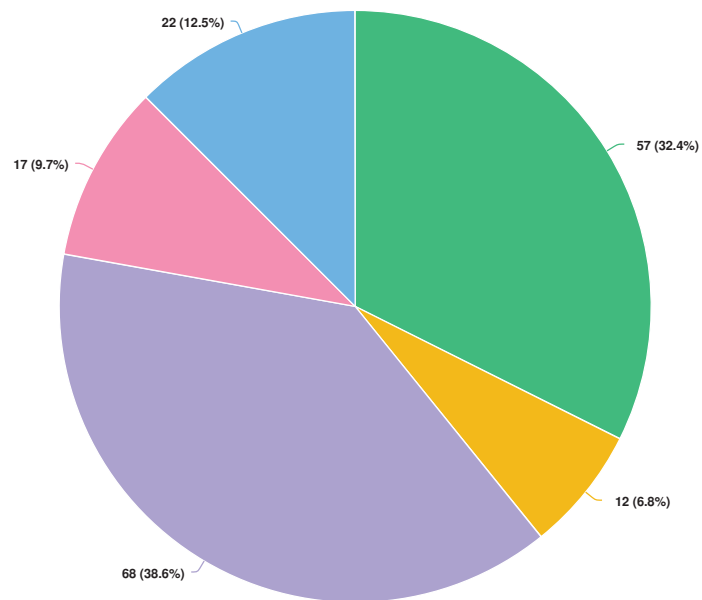
Representations of Nova Scotian regions, perhaps; I feel there are already several public-art installations in Halifax that commemorate people and events

I think that black and indigenous street artists should create the public art based on what is meaningful to their communities to encourage those communities to feel comfortable in the public spaces. I think there should be murals all over the district.

Switch it up. Variety is good.

Optional question (28 responses, 150 skipped)

Q14 6. What type of art would you most like to see?



Question options

- Large scale paintings (e.g. murals, street art)
- Large scale photography
- Sculptures
- Digital applications (multi-media, screens and lights)
- Other:

Optional question (176 responses, 2 skipped)

Q15 If other, please specify:

I would most prefer to too the artistic and tasteful design of the buildings in the area as the primary visual attractiveness.

Would be neat to have something that changes colour with the moving sun (special type of glass) or something living like a plant that is also art.

All of the above

Installations might be interactive.

all different types of art work to show our multifaceted artists and community

New and old style rug hooking

small scale - sculpture or other forms in a small scale

I really honestly do not need to see art. I want to see trees and gardens. The city and province is being ravaged by developers razing down trees and nature and we need to keep it and care for it. Who decided art would be implemented? As for your next question about where I want to see art: I dont want to have to look at it when I am in public spaces!
Things kids enjoy

As you move from one end of the district to the other the art should also change perhaps moving from more traditional murals and sculptures to more dynamic and modern art with changing installations and digital applications. Mi'kmaq art should be included. I can also picture a globe like that at the Museum with projections that change with the seasons and local events. The art could also reflect the historic and current uses of the area from marine activities to more land based as you move away from the water.
Sculptures But NOT digital stuff or dynamic sculptures that will inevitably break after one season

none

Architectural art

For heaven's sake. No sculptures.

Any type of art is beautiful but it can not represent a person / people.

Mi'kmaq art in any medium

interactive

installations

Hayden Sphere or something of that nature.

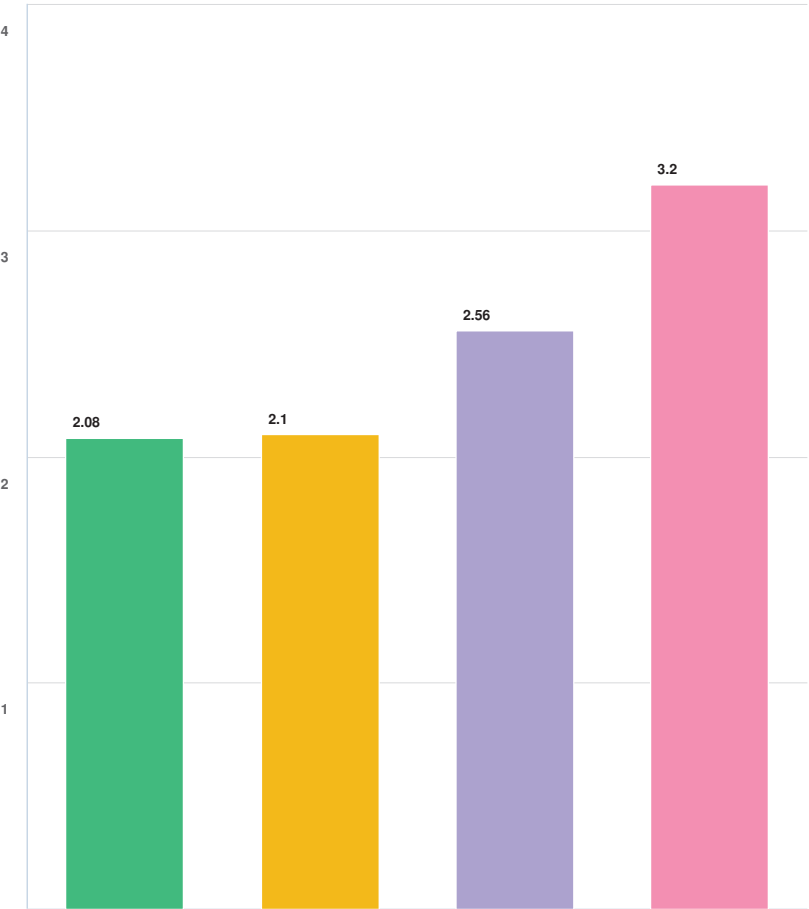
performance

paintings and sculptures

all of the above: Street art, murals (there's not enough in this town), photography, creative sculptures, and digital is cool but not to distract vehicles in motion, keep it simple near moving vehicles

Optional question (22 responses, 156 skipped)

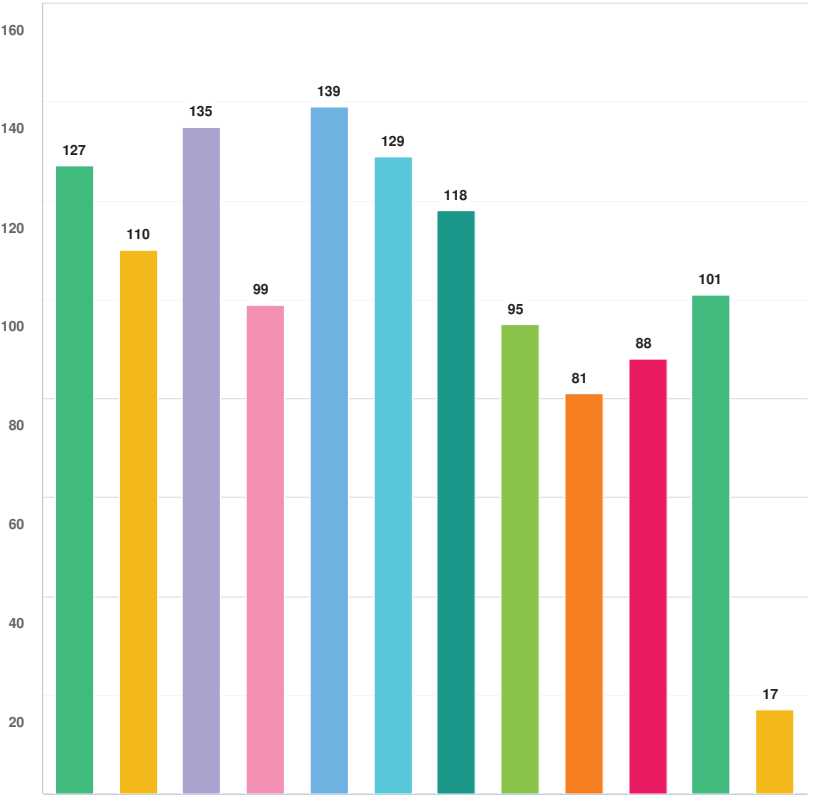
Q16 7. Where would you like to see public art located? Rank your preferences from 1 to 4, with 1 being your first choice.



Question options

● In front of and between buildings ● Parks ● Along walking and cycling trails ● Roundabouts

Q17 8. As part of the new Cogswell District, a Transit Hub will be located on Barrington Street between Duke and Cogswell streets. Which of the following elements are most important, in terms of optimizing the experience for those accessing the Transi...



Question options

- Accessibility
 - Benches
 - Bus Shelters
 - Bus stop signage
 - Connection to pedestrian network and multi-use trail
 - Digital boards with transit information, such as routes with arrival and departure times, located in buildings adjacent to the Transit Hub (e.g. Scotia Square)
 - Improved connection to the waterfront and ferry terminal
 - Indoor waiting areas
 - Landscaping
 - Trees
 - Wayfinding signage (e.g. directions to nearby landmarks/ sites)
 - Other
- Optional question (178 responses, 0 skipped)

Q18 If other, please specify:

It would be best if the roundabouts could be limited to 1 lane and not too large. The Armdale Roundabout is incredibly complex and I have heard causes accidents. I once was in a double-lane roundabout so large that you couldn't see the other side of it. I mistook it for a road with two directions and ended up driving on the wrong side of the road.

Why are there still traffic lights in the concept design? ROUNDABOUTS PLEASE. A real transit system would help with this immensely. Have you ever heard of maps? They help.

Are you considering not having that kind of basic infrastructure?

Smoking and vaping area

Natural landscaping with indigiones species to : reduce costs, maintenance cost, etc; inform people about benefits; . Design tree locations to shade seating areas and any areas to reduce airconditioning costs and wind tunnel affect. ie hardwoods Southside(shade), softwoods to the north (cold winter winds) A method that people used thousands of years ago and deniers would think you don't need to just burn more fossil fuel.
MORE COMMUNITY GARDENS OR FLOWERS.

coffee shops and other commercial that allow for a view of the transit stops, or even have displays with transit information inside. Also somewhere to rent bikes and other mobility devices (i.e. segways, mopeds, unicycles, hover boards, pogo sticks, etc.)

A space birds can use without being considered a nuisance. No spikes installed - instead a space that can work with nature,not impose on it. If spikes are a must in some areas,make other areas bird nest friendly. We are building on their home too! Smart phone charging stations and maybe area with small tables for laptop use.

No pigeons

Pedways

Amenities for those waiting for transit like washrooms, convenience stores, coffee shops, fast food, etc, particularly ones that are open early and stay open late, even on Sundays.

Drop of zone

Kiosk to purchase tickets, reading material, mobile phone chargers, water fountains, washrooms

Benches that aren't designed with obstacles (usually done to prevent people from laying down). These tend to be very inaccessible for many people with disabilities and generally are less usable and give a feeling of exclusion.

Public washrooms

The fact that "accessibility" is listed here as a "nice to have" option is extremely insulting to people with physical impairments. Universal design should be a given for all city-led projects.

I would like to stress Trees. Please do not convert the Hub into an industrial space. Soften it by trees and landscaping, so that it looks welcoming.

Optional question (17 responses, 161 skipped)

Q19 | 9. How might Halifax Transit otherwise improve your transit experience within the Cogswell District?

no opinion

Make it so that I'm not standing and waiting in a featureless, cold, concrete wind tunnel.

Designated Bus Lanes from and to the downtown core

Less busses all in one place going to the same place.

There should be bike lanes that are designated and if possible protected with railing all around the city or at least in major arteries. This could be accomplished by eliminating street parking. It would be good also to get this done all at once, instead of on an ad hoc basis every time a street needs to be redone. If there is no network where point A and B and F are solidly linked, there is little incentive to use it. Right now you can get from A to B, but not B to C, or D to E, but then you can get from E to F on another bike lane.

Frequent time sensitive trips. Friendly drivers and larger seating area buses.

Public wifi and charging stations.

A real transit system would be nice. There is a foreign concept called "route maps". Use them.

Clearly-marked bays and stops for buses.

Plenty of garbage/recycling bins, working wifi, a booth that sells passes and tickets

Transit should be frequent and run late night.

Replacing the lackluster shelters currently in use outside of Scotia Square with a indoors, clean, environmentally controlled transit centre would vastly improve the service.

Large sections for pedestrians to either stand or sit by that are sheltered from harsh weather.

Culture shift within the organization, for instance letting drivers know that their job is to pick up people who are waiting at designated bus stops

Better timing, less numbers, less stops

N/A

Keeping car lanes unobstructed by waiting buses, having adequate capacity for both vehicle and transit traffic

Have a place to purchase tickets on site, have staff available to help transit-users face-to-face.

improving signage

HAVE midnight to 6 AM Buses to make it look like halifax cares about the people who have low wage night shift jobs , who's employers force their employees to spend 2 hours take home pay to get one way to/from work. The transit hub should be very well connected to the waterfront and ferry terminal. Additionally, while most transit hubs are adequately heated in winter (and indeed this one should be too), most transit hubs are not adequately ventilated for summer, some sort of cooling or ventilation solution(s) should be implemented to ensure indoor waiting areas are comfortable year round. Also transit priority should be given at all intersections within the new district. Having two roundabouts is a terrible idea for a district containing our main transit hub, since there is no way to give priority to transit in a roundabout as you would at an intersection. If the roundabouts will not be reconsidered, it will be essential to compensate for them by making all other intersections transit-prioritizing.

Bus shelters are great, but too many bus shelters will clutter up the street.

9/18/2018 07:34 PM

Perhaps instead, some sort of overhead shelter/overhang could be incorporated? It would be nice if Halifax Transit put a complete system map somewhere. There is not a single one (!) posted anywhere in this city -- in spite of the fact that a brand new one was just published for 20 August of this year. (Tourists using Halifax Transit have no idea how to take a bus anywhere in this city!)

Fewer buses by rationalizing routes - for example, one route that goes to Bridge terminal, with frequent service, instead of many routes, some with near empty buses.

Streetcars

Be on time :)

dedicated bus lanes

frequency of buses

Stop clogging up the downtown and the city with condos and more condos. It is ruining the city.

Transit lanes and priority traffic lights

Safe, clean, comfortable sheltered and well lit waiting experience!

Less car traffic

Although we live in HRM, we visit the waterfront as tourists ... we drive to Dartmouth and use the ferry to Halifax. So, we need the transit system to be self-explanatory, inter-connected with the ferries and moving us efficiently from our point of disembarkation to our destination.

Be more reliable. Implement transit lanes and priority lighting etc so that transit actually works and isn't dreaded by users.

Keeping it clean. Currently at Scotia Square, very dirty and also in midst of car fumes and dust.

Faster express connections to outer spaces, Spyfield, Clayton Park, Bedford, Sackville, Darkside, Cole harbour.

ease of access to/from the hub

Specific lanes for public transportation

Designing with transit priority in mind is important. It would also be nice if the city looked beyond buses. While there are no current plans for LRT or something similar, it would be a missed opportunity not ensure that it could be accommodated in the future. Halifax is growing, we need to consider the future now. Other cities were already planning their transit future when they had similar populations. Lets not pen ourselves in by not being able to accommodate new ideas or infrastructure in the future.

I probably will never use Transit it again. Since retired it is inconvenient, no real transit in Fall River that is user friendly. Have to go to a park and ride to catch transit from this community

Make sure it is child safe and friendly. My toddler loves the bus, but transit stops are not really kid friendly.

On time performance - routes that suggest that you can get anywhere from here!

Have buses to Lacewood and Bedford start at the new terminal and go out of downtown without going back towards Spring Garden road.

Express busses from west end mall and lacewood

regular schedules that are predictable and reliable

Have buses connect in a way that makes sense. An outdoor area where you could enjoy fresh air but avoid hot sun in summer and the rain. Be kinder to birds when you build .

Better all weather options

Have the transit hub able to handle more than 3 buses without blocking crosswalks and traffic like currently happens

Keep the buses away from the bike/multiuse trails

change bus routes to make a downtown hub

more security, people are always smoking weed and urinating in the barrington & duke transit areas

I really like the bridge terminal design (green space above the terminal) it would neat to have something like that downtown

Frequency of service with larger shelters should be the focus.

Make Barrington transit only in downtown. Look to the controversial (but awesome) King West Pilot in Toronto. Fantastic change for that street.

Indoor waiting areas

Better connections

Connection to the pedestrian network. Find now it is so hard to get to from purdys wharf.

Have the bus drivers let passengers sit down before taking off, leaving passengers flying all over the place. I am 55 years old and find Halifax Transit to be most unfriendly towards the older passengers, not waiting until they sit down before leaving. And I can barely get off the bus safely, as I have back and feet issues. Rarely does the bus driver use the system to lower the bus so it is easier for me to get off the bus. This all has to do with the rush the bus drivers are in. If you don't make it a pleasant experience, older people will not use the bus. My 83 year old mother does not have a car and lives alone. She would love to take the bus to get around, but is too scared to because of the way she is treated. She can not afford taxis. She would love to take the bus to this area of the city but is too scared of getting hurt on the bus by falling. I realize this has not much to do with this particular survey but if you can relay this to Transit, that would be great. Have scheduling that reflects hat they can actually achieve, not a schedule that seems to be based on dry runs made on sunday morning

Announcements pointing out historic sites.

frequency on certain routes

I am retired so will not affect me that much

Drop of zone Clear signage

Washrooms close by.

My transit experience is fine, but I have had a lot of friends from abroad come to Halifax and disliked the fact that the bus times were only currently accessible online (google). They had no idea how to get around the city. We need more maps and electronic signage of times. consolidate a downtown transit hub. it's rather ridiculous already with Scotia Square and the Ferry Terminal already a couple blocks apart. There doesn't need to be multiple ones downtown. In Vancouver for example the Waterfront station serves as the main hub downtown which covers a much larger and still walkable area compared to Halifax. Let Scotia Square serve as the main downtown hub. The Cogswell District is already downtown. Making another major transit station so close to Scotia Square. It does not make sense.

x

It should be well laid out and visually impressive.

Make sure stand-by buses are not sit idle in the dominate direction of traffic in the area like they do presently on Upper Water Street outbound in the

ConcernedCitizen123

afternoon.

Park and rides. Provide more opportunity for people outside of the core to use the transit service, and help get people into this area easier.

Making the crosswalk between Scotia Square and the Granville Mall more clear for drivers. Drivers don't always stop for pedestrians.

Just make it simple to understand!

reliable information, comfortable waiting space

Can't help me as there is no practice transit where I live...we need more park and ride scenarios

More over head covered walk ways

Make it interactive for th people

Make it more about pedestrians and cyclists. Consider making more one-way streets throughout Halifax to make this possible.

it's very congested along the Scotia Square area, maybe eliminate parking on Barrington and tightly enforce it.

Improve the bus network overall; reduce the number of buses traveling down Barrington from 20+ to fewer than 10 and reduce the complexity; more frequent rides; electric buses/trams instead of idling diesels; large areas of covered shelter (this is a rainy climate! look to Vancouver for inspiration). Discouraging smoking, cannabis stink, and panhandlers

More covered pedestrian walkways. See the +15 system in Calgary. Allow pedestrians quick and efficient(also, dry) access to any bus routes.

How about having somewhere to buy tickets/passes? This is maddening difficult downtown. (Or switch to Presto, even better)

They could start with a proper bus system.

dedicated bus lanes

It has to be timely!

Public washrooms are needed in the downtown and at transit hubs.

Polite drivers?

Large-size, comprehensive transit route map Bike-sharing station (eg Bixi) and/or parking for bikes

Signage will have to be clear and consistent as this would be a long street side hub so your connection bus may be a distance up or down the street

Indoor waiting areas, better connections to ferry

more frequent bussing even if busses need to be smaller in size to accomodate increased frequency

Design and implement a transfer based system where I can easily take buses that will come at least every ten minutes and transfer when I need to onto another bus that comes at least every ten minutes.

Not impacting pedestrians

It is not an area I use, so no opinion.

Be on time

Clear information and human assistance.

Connection information to areas outside of peninsular Halifax. HFX Transit is

very peninsula focused and info outside of that area becomes more challenging.

The most important thing are direct, frequent routes that are on time and service outlying areas. As someone who lives in Dartmouth, I rarely visit downtown Halifax because there is no where to park nor any efficient way to get there by public transportation in the evenings and weekends.
Estimated time on digital screens!

Optional question (98 responses, 80 skipped)

Q20 | 10. Please share any other comments or feedback regarding public spaces and art in the Cogswell District.

you'll figure it out

Halifax exists because of it's role as the principal base for the Royal Navy in North America. The naval importance of the city continued through the 20th century in two World Wars and as the main base for the Royal Canadian Navy. As the Cogswell District will link the downtown and the naval dockyard, the look and feel of the public spaces and art should acknowledge this aspect of Halifax's history.
Would be great to see a mix of business and residential. A community in the evening and weekends yet a place to work during the day. By the way - just

want to say I love the way the city is transforming. My wife and I just moved from a rural life to the core and are excited about what is available to us. Keep up what you are doing. Make it one of a kind. Something no other city has. Don't come up with ideas such as "this water fountain is where young local children will come and play in the water." Be realistic. We are more and more progressing to become a multi cultural city so we should display that and embrace what makes us great.

Warm lighting in Poplar Park at night. Fountain in the centre of the Barrington roundabout. Place garbage cans on angles around bike lanes/trails so that bikes can use them when riding. Hurd lane pocket park should be inspired by Paley park in NYC

Public art should not be in a roundabout where people need to focus on the road.

Lots of shade! Having shade during hot, humid summers makes outdoor spaces usable and enjoyable year-round. With leafy trees, they would allow sun in the winter as well.

Integrating the tranist hub naturally into the Cogswell district is important. If it feels to isolated or sterile it won't feel like a natural part of the neighbourhood and instead feel like an imposing island surrounded by buses.

Perfect opportunity for an area like the public gardens. NO bikes, cars, buildings etc. Just peace and quiet

Take someone in a wheel chair for a walk and make sure sidewalks and access to sidewalks is safe. I almost dumped my mother out of hers just trying to use sidewalks in the Commons area. Terrible Don't let it turn into another message of large condo/retail generic buildings. Improve transportation links into the downtown core and focus on its public transport and leisure use rather than property development for more condos. It is important that there is an educational element to any work of public art in the space - this would include raising awareness about how the work came to be, what inspired it. It is critically important that there is an informational panel next to any work of art. The artwork should be decided within community- artists should work within community to develop the work.

Spend less on fancy architecture and more on low maintenance design and high quality construction to reduce maintenance cost. Artwork locations designed to provide shade

The mural on Barrington Street across from grand parade by Jason Botkin is incredible and we should be hiring him or similarly talented mural artists (preferably Canadians) to decorate at least some of the new public spaces in the Cogswell district.

Please keep heavy truck traffic out of this scheme! Please ensure that this area is not snatched up by properly developers who will build condos that are un-affordable to the vast majority of Halifax residents. I dont want a bunch of art. I want trees and parks.

The entire waterfront area is well done. It is exciting to see the construction and active economic activity indicative of a vibrant economy.

should blend in with surroundings.

The transitions btw parks and the streets should be smooth rather than an abrupt . When you are in the centre of green space you should feel like you have escaped the city. Art should compliment its surroundings, whether it stands out boldly or fades into the environment it should be with intention. Consider Pedestrians First, Cycling Second, Transit Third, Commercial vehicles fourth and then private automobiles.

There should be adequate public above ground walkways to connect all the buildings between Scotia Square and the Casino/Purdy's, plus all the new buildings.

Don't forget that streets are public space. In 2018, streets are no longer just for cars. They're for everybody, for all modes, for all ages and abilities. Level of service is dead. Queen St. (Oxford UK) is but one example, but this is what we should be doing:

https://www.google.com/maps/place/Queen+St,+Oxford,+UK/@51.7517331,-1.2586243,3a,75y,261.7h,86.92t/data=!3m7!1e1!3m5!1su_-LVAwRwkkODOeKEmExSw!2e0!6s%2F%2Fgeo3.ggpht.com%2Fmaps%2Fphototthumb%2Ffd%2Fv1%3Fbpb%3DChAKDnNIYXJjaC5UQUUNUSxFEIAKEgldipNdpCZ2SBGQp1.258582?hl=en

Should heart from the NSCAD

There is no performance venue in Halifax for mid-sized theatre or dance.

Having several spaces for local groups or performances coming in is imperative. Nearby restaurants too.

Local artists should contribute to the art work. Make it for the people, by the people.

It would be nice to feature and focus on NS artists and maybe the artist could make prints available for sale. Art contests where winners get their work displayed would help new or lesser known artists get their work out there. We have an amazing artist community here with tremendous talent and potential. We should be known as a city that loves and promotes art I think.
Go modern

As some one who lives in the north end I am concerned that the new district is going to restrict my cross-town movement. I use a car with a handicapped sticker. It looks great on paper, but I may never experience it because of mobility issues.

Whatever is decided, it should be something that can be maintained and not be later removed/downgraded in favour of development (widening streets, building expansion, etc). Protect those public spaces and art installations permanently, if necessary, to prevent this from happening.
N/A

I want to see fruit trees and edible vegetation.

Please don't put any more big buildings that are going to block the view of the Harbour. In many large cities around the world there is a height restriction for buildings. In Amsterdam, the height restriction is about 4 stories. It is a beautiful city and has every thing you need. You don't need height to make an exciting city. What you get is congestion!
Should be well lighted

The art should be durable and long lasting. The public spaces should optimize usage at all time of day, all year round so maybe it needs to be adaptable?

No more baseball fields, Halifax has enough. Please think outside the box.

x

Need features to draw people there in the winter. I was in Boston a few years ago and in an outdoor area they had fire pits with benches around them and a few curling lanes so people could try curling. I'm not a curler but it seemed like a neat idea. It definitely drew people to that area in the winter.

Please plant trees, trees and more trees. They keep areas cool, provide wind breaks, get a relaxed feeling to a area, good for the environment, remove storm water...

Some of these ideas may see the area become "cluttered" and noisy.

Obviously, both of those are not ideal, especially if we are trying to make residential areas here.

Don't put too many restrictions on the artist chosen to design the art. keep it open-ended. Artists have good ideas.

You don't have a whole lot of land so I suggest don't spend money till you have to...ie overpass is starting to crumble

Water fountains in the round abouts no trees as it is hard to see around.

Covered walk ways to the new convention center and on the floors they come out on stores like the Montreal under ground.

It's needs to be tasteful yet modern for our changing world.

See above, No. 9!

I;m hoping their are plans to redo the over/under passes at Barrington and Cogswell. Those streets need to be straightened out.

Public spaces need to be places people want to stop! Epic public art is a great way to encourage this.

Where are the indoor spaces suitable for small scale theatre etc. availability to come together for music and social dance events (scale 50 people) as Halifax is not an outdoor city due to the climate. More spaces with affordable rent for open artist studios to include into buildings. e.g. each building mandatory to provide a rental multi use space (for community use) and a

studio space with street front for artist.

Neither park seems large enough to host the types of events that see stages set up in parade square, but I could be wrong here

Where buildings are necessary, their walls should be offered to artists as canvases. The entire area is public land. This should not be sold for development. The city ought to repatriate lands that were expropriated for the Cogswell interchange and the building of the MacKay Bridge. Public lands are for public use. There ought to be affordable housing developed through the city. Corporate development on public land is not in the best interest of the public, especially the low-income and at-risk members of this existing community. I consider this public property the city's best opportunity for reconciliation with both former residents of Africville as well as indigenous people.
it must hold up to the elements

The spaces should be usable and practical for a broad user base. Ensure balance among the several uses listed above

Not too bothered about art in parks, as the natural scenery is plenty beautiful enough, but doooooooo put art up where there are lots of buildings to brighten up the dull urban landscape, yeah? :)
Artificial light should be kept to a minimum to avoid unnecessary light pollution and to mitigate negative effects on migrating bird populations

item 6 above you mention digital media art etc...it is something I did not think about but would have a good impact and easy to change and update

We really need a park in this area to be VERY well executed

The Cogswell District must connect north end residents (many of which experience marginalization) to downtown, not only physically but also socially. People of color, people who live in public housing, people experiencing homelessness, people who are living in poverty and indigenous people should feel that the public spaces and art in the Cogswell District represent themselves.
Invite local artists, and allow for gradual growth.

Just to let you know there is already a Poplar Street (runs between chebucto and quinpool) - so do NOT add a second Poplar street to make life anymore confusing.
N/A

Excellent plan. Focus on people and transit is great.

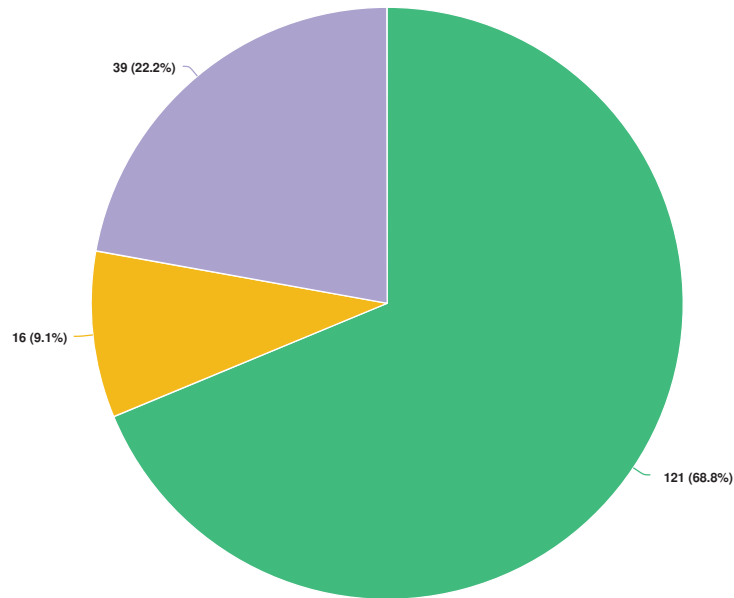
make it accessible, fun and hip. We want young people to say in Halifax and NS. Making the city look nice and attractive is a great way to do that.

I think an open, accessible space with bike paths and bright art would encourage people to come downtown.

To talk about the dog park again, I am getting a dog in the next month and realized there are a very limited amount of off leash areas. I think a proper fenced in space would definitely benefit the community

Optional question (64 responses, 114 skipped)

Q21 | 11. Should the Cogswell District encourage architectural characteristics unique to the area?



Question options

Yes No I have no opinion

Optional question (176 responses, 2 skipped)

Q22 Please name some buildings you feel are well designed. These buildings can be in the Halifax region or anywhere else in the world.

keep it historical like Historic Properties...too many of our historical buildings have disappeared and we're a historical city..

The Queen's Marquee development Bishop's Landing Government House
Historic Properties The Rooms (St. John's NL) King's Cross Rail Station
(London UK) Grand Central Station (NYC) Covent Garden Market (London UK)

I cannot pick one. All of the buildings in the past 10 years make a statement that I like. We need to be modern but keep some of our history alive. New buildings should not block the views of older buildings.

Build an arts centre that stands out (with underground parking), similar to the Sydney Opera House, again, making this one of a kind.

It would be nice to encourage a high variety of colour in new buildings. Many North American cities now avoid bright colours, but actually the history of Halifax included very colorful buildings, like the old painted houses in the south end. It would be nice to put a modern twist on this: modern buildings with bright multicolored materials (avoid concrete). The Southport building on Barrington is a nice example of this.

Manitoba Hydro Place Parkroyal on Pickering and other modern green buildings

Nova Centre

The heritage buildings that keep being torn down. Old school builds, pre 1900s and pre WWII. Central library was well done. But NOTHING that looks like the Willow Tree Development. None of that fake modern, glass towers that make engineers and architects feel important. Get this right. The Keep - Corner of Quinpool/Vernon. That is nice. Non intimidating and fits well. More brick than condo.

Halifax Central Library (modern glass + steel without being generic) Halifax City Hall (Great classic public building) RBC Tower (Incorporation of historic facades for a fine-grained street presence + density of a tower) Purdy's Wharf 2 (Iconic building, incorporation of the harbor into the design.) Art gallery(original bank of nova scotia) St Marys basilica, The Khyber, City hall,

Halifax Central Library, Halifax NS. Halifax Seaport Market, Halifax NS. Bullitt Center, Washington USA.

Row houses, Khyber, Barrington apartments near Sexton campus

RBC building on Upper Water.

Oscar Niemeyer Museum in Curitiba Brazil Halifax Central Library in Halifax 1000 de la Gauchetiere in Montreal, QC Parliament House in Canberra, Australia

The Pearl! That thing would be odd to live in but it looks beautiful from the sidewalk. It would also be really nice to borrow ideas from older Halifax architecture. Row homes are beautiful and space-efficient.

Halifax Central Library Alderney Landing 1 Prince Street in Dartmouth Casa Batlló, Casa Milà Saint Basil's Cathedral Blue Sky Tower

ALL the old buildings. The newer ones are all the same square or rectangle with lots of glass. NO imagination

Heritage buildings are slowly disappearing these should be saved and honoured.

What ever buildings have the lowest maintenance cost balanced with building cost and workmanship

The Lansdowne Park redevelopment in Ottawa, Ontario is an excellent example of a thriving new mixed-use community that is both an entertainment hub, as well as having retail, residential and office space. Historic properties

The RBC building

Central Library, the Roy, other buildings that have walkable space (covered for all-weather walking) sections along the road

Let's see some innovative designs. Thinking of the Plane, Gherkin etc in London. They are iconic. Buildings like the Maritime Center and the new convention centre are eyesores at worst or just uninteresting. Purdy's wharf has withstood the test of time.

There are no well designed buildings in Halifax in recent years. PERIOD. Please stop stuffing up the downtown and every green space with elite upscale condos. it is ruining the city. If you are going to let developers use tax payers money to build the infrastructure-make it for creating more affordable housing. Stop allowing developers to ruin the old beauty of this city. Do you not see Toronto? Halifax is not far behind. Make people who have been long time comfortable and improve housing. Don't just build for the rich.

Portland ME waterfront area...lots of brick, historic feel, warehouse feel. Charlottetown downtown feel, same. Mandate certain percentage of brick or stone on buildings.no vinyl, no tilt up concrete!
Alexander Keith complex proper scale is important...nobody wants to walk by slabs of concrete

The triangle one in New York is, it is unusual but also historic in nature and I like that and would be nice for Halifax to blend with the historic buildings

Spring Garden Library

The Maple, Trade Center, Vic suites.

8 House, Copenhagen, Denmark The Six in L.A.'s MacArthur Park Harold Housing Project – Paris, France

Halifax Central Library Guggenheim in Bilbao The Shard and Pickle in London Habitat 67 in Montreal

buildings is spelled wrong :) The new library is the best modern building. The trade center is the worst modern building. There is too much glass trying to look like new york buildings. The buildings should reflect the look of the old historic buildings along Granville and Historic Properties.

Halifax Central Library Henry House St. Joseph's Square NOT the Nova Centre

As long as they are not like ugly buildings and condos currently being built around Halifax

central library

The new library on Spring Garden Road. The NSCC Waterfront campus.

I like innovative architecture all over the world. The new Library doesn't really cut it for innovation. While admiring buildings of all centuries from the outside I am more concerned with the interior décor.
disney concert hall. Los Angeles 30 St Mary Axe , London, England

The RBC building between hollis and lower water, (mix of historic and modern design), the sea port farmers market, maple, and the q lofts are other great designs
Would like to keep the historical look at street level

N/A

Bishop's Landing Admiralty Place

Hfx public library, Fares and Co buildings.

Reflective of our heritage as a seaport and place of commerce

AGO, Halifax Main Library, Centre Georges Pompidou, Vancouver Public Library

Sobey Building at SMU, LSRI at Dal, Lower Deck building, new subway station at WTC site in NYC, Halifax Metro Center, docklands redevelopment in Lyon France
Library in Halifax

Halifax Regional Library Main Branch

Spring Garden road public library

Nova center Halifax Library Bmo building

Sydney Opera House, Burj Al Arab Hotel

Malmö harbour Bo01 project is an amazing district is supplied by 100% renewable energy. Also they intergraded the green-blue grid meaning brining urban forest and water elements as they are located on the sea. It is possible to have density and interesting characteristics. I don't believe that the Cogswell area should be a cookie cutter development, this is an opportunity for Halifax to do something different...

It's unfortunate we feel the need to have the high-rises or that developers are so greedy to have to maximize profitability. Density can still be achieved with mid-rise, like a lot of European cities. Considering Halifax's history I'd rather see us moving towards embracing our history as a European facing city. Similar to how Munich rebuilt itself after WW2 to look like its original self; which has paid dividends in bringing in large tourism revenue. Halifax is being given a gift in re-opening the Cogswell lands. We owe it to ourselves and our economic viability as a major cruise port and tourist destination. Why not rebuild in a manner that existed prior to the demolition!? I would have loved to see an original 18th c. streetscape brought back to life. How amazing for our city. But we have the current plan. Still optimistic about the positive benefits to the city. In the bare minimum if there are going to be high-rises, the podiums of the buildings should be designed to reflect the 18th-19th century original characteristics for the buildings that existed prior to demolition.

The blend of old and new such as the RBC building on Hollis st, with maintaining the old facade for the first few stories and transitioning to glass for the upper stories Historic properties. The central library St. Joseph's place in the north end.

Habitat 67 - Montreal Flatiron Building - NY Hydrostone development - originally it was built as a dense affordable housing development, we need more of this Waldorf Astoria Chicago Willis Tower - Chicago New library

The Henry Hicks building/Chemistry building/university club are made of attractive ironstone, well suited to Halifax's past. St. Mary's Basilica. Purdy's Wharf The Casino The Citadel. Union station/Grand Central Terminal. The Johnson Building The Dominion Building Basically, buildings which character, not entirely glass covered.

I would love to see a continuance of the brick Victorian style that is so characteristic of Barrington Street. The nicest buildings that ought to be emulated include: - The Khyber (1588 Barrington Street) - Eastern Front Theatre Co (1580 Barrington Street) - 1351 Barrington Street - Henry House (1222 Barrington Street) - Saint Mary's Gelbe House (1508 Barrington Street) Larger buildings would look great if they adopted the styles of these buildings: - The Art Gallery of Nova Scotia (1723 Hollis Street) - The Bank of Nova Scotia (1709 Hollis Street) - 1819 Granville Street - 5171 George Street Buildings like the down town of Montreal and they must be connected with over head walk ways. Each building must have parking for people from out of town as if I have to do business down town in the buildings there must be parking.

Spring garden road library

Should fit in with the look of the city.

Morse tea

I have no idea, I just know I want something that looks historic and fits into the neighborhood without being outdated.

Central Library Dense single-family low- or mid-rise housing from early 1900s in Halifax Peninsula

The Central Library in Halifax, Museumsquartier in Vienna, Nathan Phillips Square in Toronto, the AGO in Toronto, Habitat 67 in Montréal, the Blaibach Concert Hall in Blaibach, Germany, the New Museum in New York City, the Music Plaza in Copenhagen, the Tverrfjellhytta, Norwegian Wild Reindeer Pavilion by Snøhetta (or anything at all by this spectacular firm), anything by danish firm 3XN, anything by Olson Kundig.
 Bjarke Ingels/BIG's combination ski slope and power plant in Copenhagen
 The Gherkin in London Elbphilharmonie in Hamburg Germany Singapore's "Gardens by the Bay" Metropol Parasol, Seville
 Central library, building with red balconies on Hollis St (The Vic). Very unique style vs Vancouver high rises.

Local stone façade, like Morse's tea building or brewery market. I'm fine with developments that have a street level façade of one type and step back and switch to glass a few stories up.

i am a big fan of the flatiron building, the new york times building at 41 park row, the kavanagh building in buenos aires, and the chicago tribune tower.

The old historic buildings of Halifax, with their dignified and finely-crafted architecture, benefit the citizens of this community and are a draw for tourists and new residents. We should be capitalizing on that.

Public Library on SGR is p rad!

Should reflect both historic and modern elements. Halifax library good example of modern. Art Gallery of NS example of historic elements.

Halifax central library

The buildings in the Cogswell District should have the look and feel of historic downtown buildings with brick facades, like those on Granville Street.

Mesh with historic properties - no glass buildings please.

Although historic properties is visually appealing, their heating sucks having worked in that building. The new library is fun, I do not know if it functions well as I have not been there enough or work there.

Halifax Public Library, Citizenship and Immigration Building

the Halifax Public Library

Historic Halifax buildings such as the Khyber

Halifax Central Library. Library in Clayton Park. "new" rbc building downtown using existing façade of older building.

Halifax Central Library

ROM in Toronto - Amazing blend of old and new

Kings Warf, the new library and the new convention centre.

Optional question (85 responses, 93 skipped)

Q23 | What about these buildings' features (e.g. size, shape, building materials, etc.) do you think should be considered in the design guidelines for new buildings in the Cogswell District?

nothing over 4 stories

Building material (solid - stone, brick, etc.) Blending the historical and traditional with modern elements (see King's Cross Station) Uncluttered, open, welcoming facades

I would like to see a stepped approach to all buildings. The base wide with retail then to a low rise residential then to a high rise. help to control the winds. Lets not create another Maritime Center.

Buried power lines. All of the new district should demand power lines be underground. Wide sidewalks should be mandatory.

It would be best to avoid wind tunnel effect with buildings. The road could be set up in a zigzag pattern, regulation made on building shape (narrowing as the building gets higher?), and perhaps avoiding very tall buildings.

Green spaces and roofs

I think there should be space for taller slender buildings in this area with high quality cladding materials.

Low rise, high density. 10 story max. Brick. Plant roofs/live walls. Solar panels.

Above all else, I think a variety of designs and materials would greatly contribute to the area. Like the most interesting streets in Halifax, Cogswell should have a mix of sizes, shapes and textures - all of which should be of a high quality. Stone, glass, real brick or weathered shingles should all be found here.

Ornamental, attention to detail, Cultral impact,

Eco-friendly, sustainability, renewable energy

Wood + stone

Good mix of old style facade with skyscraper above it. Brick work. I'm good with maximizing height.

interesting shapes, natural curves, and inviting multi-use areas at tower bases. Setbacks on taller buildings are good, but not required. I'd like to see a wider variety of building matriels employed in Halifax and in order to avoid looking cheap, high-quality finishes are nessecary for developments. (ie, real stone)

That's not fair! You can't ask me to attribute the following features to the buildings above: zero net carbon, high density, bold Ho, and get rid of the casino

Some design like the 1800's

Do not give contracts to those who have built buildings that crumble apart and historically had hi maintenance cost.

At Lansdowne Park you find a mix of both standard and semi-pedestrianized streets which can be closed for block parties, similar to Halifax's Argyle street. All the streets are lined with retail and entertainment in buildings which do not exceed three stories helping to maintain a human scale and let sunlight reach the streets. At the edges of the Lansdowne district you'll find high-rise condo buildings which have been mostly located away from the shopping streets and the parkland. I would hope Cogswell follows suit in keeping its high-rises away from the parks and plazas so they get sunlight, and keeping the main shopping streets at a relatively human scale height, as well as trying to mitigate high winds on those streets which result from tall buildings not being properly set back.

I'm less interested in individual buildings, than whether the development fits in with its surroundings. Brand new buildings that respect the older, historic architecture around them work the best. They should be built on a scale that encourages human participation, rather than overwhelming people by their sheer size.

I just think it should look unified. As in the same style. And it would be good if it didn't look too modern because Halifax has an older historical feel that makes you feel connected to the past and it also makes people want to visit.

good pedestrian movement around building, covered sections to provide cover during downpours, lower sections in character with adjacent buildings

High enough to increase housing density but not so high as to create wind tunnels which would then make the park and recreation ideas worthless.

Stop putting up elite upscale condos for the wealthy. Stop it. If your going to build something, why not a community ctr or two? No one wants all these high rises and condos for wealthy people.

Street front experience should be pedestrian friendly (lots glazing, no podia, lots of retail)

No specific buildings come to mind. Design should avoid monumental / single wall scape buildings. Make building frontage appear as if it is many small buildings, to make it human scalable.

Restrictions to height.... keep the small city feeling but still modern

upper stories should be set back from lower stories using mterials common to the neighbourhood..ie stone...similar to the alexander keith buildings outdoor patios....expand on a cafe culture

I think this is an opportunity for Halifax to fully embrace modernity. Lets focus on protecting our extant architectural heritage and not turn this into a faux historical development. I'd like to see lots of glass and steel and stone.

Exterior lighting at night should be plentiful so it can function as a pedestrian oriented area at all times of day and year. I'd like to see small gaps between the buildings and use the maximum allowable heights wherever possible.

Lets make this feel like a modern urban core. This is essentially a greenfield site. Lets think about Halifax's future and make this something bold and modern and distinct from the rest of the city. A distinct visual identity will make it stand out. This is a concept that exists in many other cities around the world - Toronto, Paris, Tokyo... It doesn't just have to be for large cities, though. It's something Halifax can embrace on its own scale.

Public input

height to create density

beautiful and unique architecture with affordability in price More like a 3D village than a tower

There should be no red brick faux Victorian or Tutor structures permitted or any other design that is predominately British - that is our past, not our future. New buildings must be unique, tall and reflect a CITY and not a village. We must make a statement that we are a North American City, not European. There should be NO height restrictions!!!! I repeat - The should be NO height restrictions.

All these should be considered.

Stepbacks Open space Access to air and light Beautiful landscaping Heritage

Should have a modern heritage brand. Halifax has to appeal to visiting tourists

interactive engagement, open spaces, meeting spaces

Avoid high rise buildings, think smaller more visually appealing

Things like fire safety should be paramount when considering building materials. Eco- friendly would be awesome. The shape and look should be to blend and enhance natural surroundings. Think we have enough glass and steel highrises assaulting our eyes in Halifax. A building that can harness solar power,use grey water, just leave less of a footprint on earth. Mid rise if done right, but I think high rise would be a mistake. Durability of materials. Salt air is not good for most metals and paint requires annual renewal. I prefer shapes that are not boxes.

they're unique in shape and style, not square boxes

I like the use of natural stone, and a mixture of traditional and modern design

Rather than pointing out those designs I feel are interesting throughout the world in the question above, I will only say that the look and style of the buildings should be more fluid and feel that they are an extension of the land

and water. Less standard cubes with a lot of glass dropped on the land and more blending with the natural elements of their surroundings, with smooth or rounded edges, for example, as if sculpted by the elements.

accessibility

Set backs, interesting structures (multi level), smooth transition from public to private, doesn't make pedestrians feel like intruders

Passive heating and cooling, eye appealing, as green as possible, airy, ability to see water.

minimum size allowing extensive vistas and sun penetration

All these building are interesting to look at, scaled appropriately for their sites and engage with the visitor. It would be wonderful if at least some of the major buildings in the new area could meet these criteria. What's really important though, is that we don't get another Scotia Square. A large brick cube (or even a glass cube) won't do anything for that space.

wind effects to be considered, use durable materials. The buildings all shouldn't be 'all glass' like the library, parking for cars

Size and shapes to fit the area.

Progressive architecture that marries intelligent design with welcoming and usable public space.

- long facade low lying building, preferably colonnaded, populated with a few shops;

Yes

Nothing taller than Purdys 10 story.

They shape of the buildings represent the adjacent bodies of water well.

I don't mind any design or shape of a building. Building materials should be local. At least the design is thought out holistically and not only for one "type" of resident and can be utilised by different people.

similar to above point, would love to see focus on restoring the historical characteristics. for example what were the prominent buildings in the area back in the 19th century. Is it possible to recreate those as the building podiums and using the same kind of materials used that will tie in with the rest of historic properties/downtown.

No fake brick panels like on "the Keep" on Quinpool.

Tall buildings on main streets with side streets comprised of affordable row houses would be ideal. In order to save space parking towers for each side street could be created that look like well designed buildings to park the cars in the neighborhoods. Hidden and walkable.

Not just a slab-sided, vertical interface with the street, creating wind tunnels and blocking sunlight

Minimize the use of "modern" facades. These buildings lack character, and will not stand the test of time. Glass cladding is also not very appealing. We will just end up making this area look like a mini Toronto. It will feel soul-less and sterile. We also don't have a lot of these buildings here, this whole area would end up feeling out of place. Brick, ironstone, granite, and sandstone are materials which have been historically used in Halifax. It would be nice to see them implemented here. Regarding size, nothing too wide. I don't care for building podiums. Things with a large footprint at ground level are quite unattractive. It would be nice to see some taller buildings, of course, impacts of wind and shadows will need to be studied. They could have negative impact on people using this area.

Everything from the brick/stone material to the older, historic design. Older buildings are a significant part of our city's history, and the character they give Halifax is what draws tourists. Keeping the character in these new buildings will only serve to draw more people to Halifax.

New looking buildings with glass. Lower floors should be with older looking stone and inside marble areas.

Not sure

Yes

definitely, no all chrome and glass, but brick and designed windows.

Library is accessible to all, free, culturally rich, welcoming, architecturally interesting. The housing that I mentioned is quite high-density but provides visual interest, is human-scale, can work well mixed with small commercial development, uses this area's architectural vernacular, accommodates families of many sizes, and lasts a long time.

These buildings and architects are exceptional examples of creating valued public spaces and institutions that become destinations for their locations. Materials are chosen for their long-term value, and for their sensitivity to or response to local building traditions and adjacent buildings. None of them look like typical condo buildings (podium+tower). They are outstanding examples of architectural ingenuity. Halifax has an architecture school of its own, and a vibrant community of architects locally. Engaging with students, recent grads, and Halifax's handful of award-winning architects is an excellent way to create world-class designs from home-grown talent. Bold design; cutting edge use of design and materials; adding distinctive shapes to the cityscape; not trite

Shape, colours to avoid boredom and ghetto feel

Human scale, wind impacts, and permeability of the pedestrian network!

what should be considered is the natural composition of these buildings; their materials, character, and overall style. all high-rise condos in halifax as of late look exactly identical, tall cold, featureless slabs of glass, take the convention centre for example. priority should be placed on traditional elements, like brick, cement, wood, etc. tradition can be coupled with contemporary elements.

Materials, the attention to detail and fine craftsmanship, and the architecture/design sense overall.

Unique architectural design! It's not just a box you plopped down on the street, people who see it go "wow, that's cool!"

Need more contemporary buildings

I think the buildings should be brick and stone. It would be nice if the buildings were not so tall, but I understand the need for density downtown. Making the buildings feel human-scale is important.
Stone/brick

Again no glass buildings please. I have always thought very highly of the Bishop's landing. Can we produce something similar without copying it? I guess cedar siding would be too expensive, but consider renewable materials. Imitate historical zones where nothing is symmetric and boxy. Require visual complexity.

Mimic old historical structures: - Beautiful old homes like 1355 Barrington (corner of bishop and Barrington and that area) - old façades like 1533 Barrington (2 doors down) and the old bank next door where Chives is - think about what sort of buildings used to be there before the city decided to buy up the land to build the Cogswell interchange - the problem with the CIBC, Aliant, vogue optical buildings is that they are dull even if they thought that they would fit in, they also look cheap and that they only cared about their deep pockets.. at least the windows open in the vogue optical building - it might be fun to have some super wacky modern building crammed in the middle of the faux historical buildings like many places around the world have done (Guangzhou circle) Please modernize and be smart by using natural gas not oil and have underground wiring. Use local materials but also be smart about their uses, do NOT cut corners. Be creative but also do NOT go ugly. Most of the downtown is ugly with all the boring office towers. Scotia Square being one of them.

Both have distinctive silhouettes and are visually interesting. (Not just glass monoliths)

I think there should be a maximum height on all buildings in the area and along the waterfront itself to prevent the view of the harbour being blocked. It would be nice to have a mixture of old and new in the design
Historic materials, unique design with towers and accessibility features for the public to access.

Natural light/passive solar. Unique architectural elements and attempts to

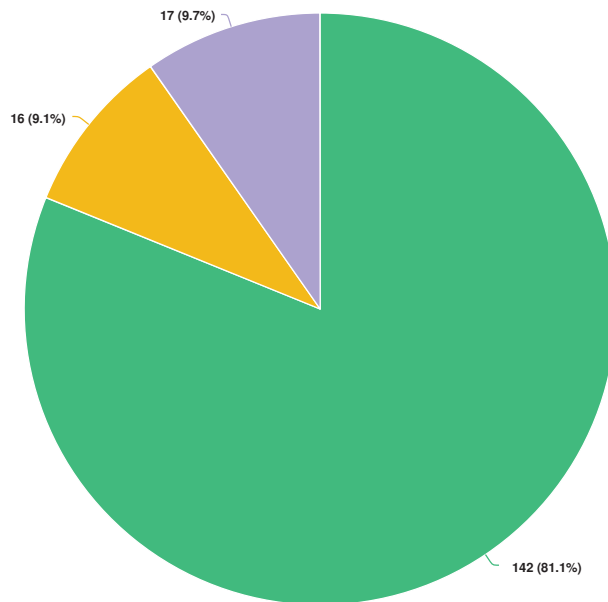
incorporate old into new.

A blend of old and new buildings. Not just stone and glass work, it would be nice to include buildings with unique architecture that have more interplay with various textures and materials.

They are multi use buildings that have a futuristic design, with bright, open spaces. They are also energy efficient.

Optional question (84 responses, 94 skipped)

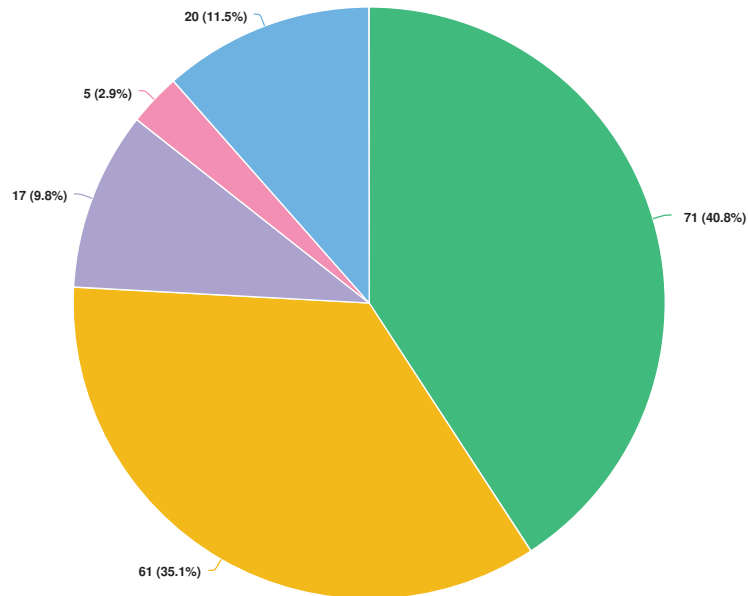
Q24 12. Building setbacks (distance from the property line to the building), can support activities such as outdoor patios. Would you like to see such setbacks required for the proposed building parcels in the Cogswell District?



Question options

● Yes ● No ● I have no opinion
Optional question (175 responses, 3 skipped)

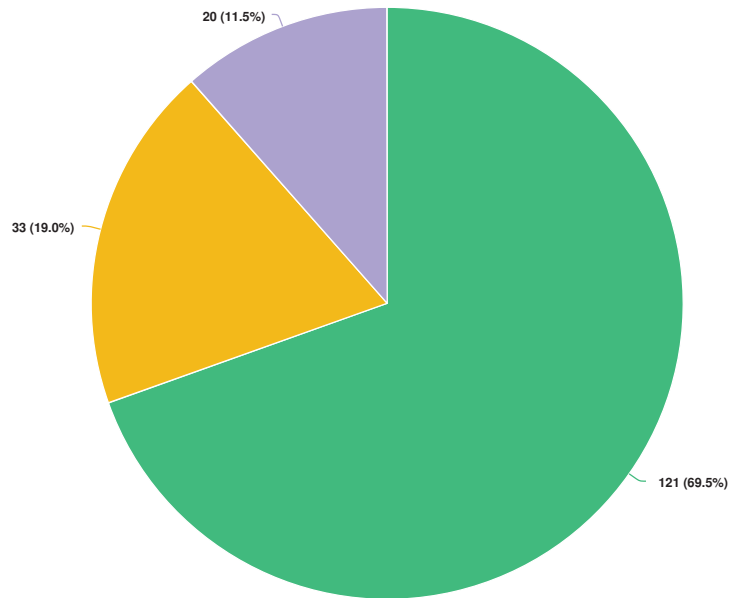
Q25 13. The new buildings are proposed to have the high-rise portion sit on lower rise podiums. What height of podium (i.e. street wall) do you think is most desirable for pedestrians on the sidewalk?



Question options

1-2 stories 3-4 stories 5-6 stories 6+ stories I don't have an opinion
Optional question (174 responses, 4 skipped)

Q26 | 14. Generally, retail at street level is permitted, but sometimes it is required. Do you agree that retail should be required at some locations in the Cogswell District?



Question options

Yes No I have no opinion

Optional question (174 responses, 4 skipped)

Q27 Please indicate what street(s) or intersections(s) you feel should require retail at street level.

All along Barrington.

Upper Water Street, Barrington Street up to Hurd Lane, Bell's Lane, and the lower part of Cogswell Street

All except where roundabouts are located.

Near transit hub.

Upper Water Street and Barrington Street.

All of Cogswell street should be commercial on lower levels (1-2)

I feel mixed use should be encouraged for all of the building parcels.

Along Barrington Cogswell and Lower Water Streets.

Retail / bars / restaurants / patios. Please not all big box chain stores and starbucks. Not only retail but commercial. Lots of patios and small businesses that put people and eyes on the street and bring people there at night, making the area safer.
Cogswell and Barrington and along Barrington.

Barrington and Lower Water

Barrington Street should be primarily commercial at ground level

the places that are pedestrians-friendly

All

High traffic areas while considering pedestrian traffic flow

Barrington, Cogswell, and Bell's Lane.

ALL of it! (Assuming retail can actually be attracted to the area). I'm sure it will be a gradual development, and it's one that likely requires the City to encourage a mix of commercial & residential. Smaller offices/creative spaces, etc... should also be encouraged. What should NOT be encouraged are generic chain stores that will turn this development into a carbon copy of every other city on the planet.
Near the transit station and along upper water

All

No opinion, I don't know the area well enough. However, based on observations in other cities, it is necessary to have retail as part of the equation.
busy's streets and intersections only.

Streets where most foot traffic is expected should require retail.

No real opinion on specific locations. Would need to understand more of the overall design plan before providing that level of detail

Everything along Water, Cogswell, and Barrington St up to the first roundabout should require retail. It would make these areas much more vibrant and appealing to pedestrians.
Duke St, Barrington

Close-by the transit hub, but clear of the roundabouts, please.

Nearest the transit hub and towards Bell Lane

anything along the transit hub

All streets and intersections should require retail as their location is in a key commercial area for the city.

Along the major pedestrian corridors

No opinion

All major intersections should require retail, to encourage foot traffic and a more vibrant feel to the street

closest to the waterfront and to the transit area

Anywher

Retail should be kept to business areas, away from proposed parks, and recreation areas, but close to other pedestrian ways.

Barrington and Duke Street

Major intersections

Upper water street area.

Close to the hotels, retail should be required. Further towards the bridge should be more residential though retail should be allowed.

Multiple areas corner lots coffee shops and boutiques

Barrington Street past Proctor and into downtown.

tie it into the other existing retail on Granville

Barrington & Bell's Lane and Barrington & Cogswell

All the above areas.

if you redo the interchange, you could have some there that would also support the Barrington St. shopping. Also at the cross section of Cogswell and Gottingen would encourage shopping in that area.
Some retail required on all but the quietest streets.

All. Retail should be small square footage (see Vélo building on Gottingen for an example) to prevent attempts to attract large chains and long-term vacancies until these tenants arrive.
Barrington Transit plaza

It's not so much where, as density. If you're adding more residential accommodations, you should be required to add places for people to buy food and supplies, without needing to take transit.
Everything in theme area 3, maybe the C and D buildings in theme area 2

Why couldn't we have retail in all of the lower floors of the mid and highrises?
Let's bring shopping back downtown so it extends from cogswell to all of Spring Garden.
Barrington Street

We should probably require non-office retail everywhere. Non-office is important, because offices aren't public spaces, trying to draw people in.

Offices on the first storey tend to kill any magnetizing quality in an area.
Requiring non-office retail everywhere would have two positive outcomes. In the first scenario, it's all filled up. Great! That went well, eh? And in the second scenario, it doesn't immediately fill up. If the city has anything to do with it (which it can through ownership or imposing reasonable vacancy taxes), this should drive down the cost of retail space in the area, benefiting businesses and opening up that area to new businesses that wouldn't otherwise be able to afford a downtown location.
Bells Lane West side of Barrington Street

I would say both the southern portion of Barrington and upper water street

Not sure.

I will defer this to those who are commercially minded; e.g., local business community.

Retail shops ought to be along the walkways. Corner store/cafes types on corners. If you want to draw in the crowds as well as the locals. People love convenience. You want to draw in folks from far away.
Barrington

uncertain. Broad mix of uses best serves area. Includes retail, restaurant, transit, cultural (art, sport) and office.

All intersections on Upper Water St All intersections on Bells Lane Barrington & Proctor St

Optional question (61 responses, 117 skipped)

Q28 | 15. Please share any other comments or feedback regarding urban design rules for new buildings in the Cogswell District.

as a child who grew up in the area on Starr Street I would like to see parks, buildings, areas reflect the names of the old streets that disappeared when the city took the land... maybe include pictures and history of some of the old areas in the waiting areas or parks... lots of history disappeared back then..

50% of all buildings built should be required to provide housing for low-mid income citizens. After all this is public land and it should not be a place for only the well off and rich to live.

The pedestrian bridges that connect Scotia Square with Purdy's Wharf have largely been left out of artists' renderings of the new development. I believe that these walkways will detract significantly from the visual appeal of Granville Square and Ordnance Plaza, and I strongly suggest that they need to be done away with, or redesigned/ rerouted to minimize their impact.

just would like to see a mix of retail, business and residential with bike & walking and a few permanent spots to play chess or other games. having spots to play games brings our city to another level

Make room for parking. Put in a parking lot somewhere it won't stand out.

Make it pretty, not messy with wires. Bring Halifax's history into this new development.

It would be nice if perhaps one or two of the nice buildings that had been there before could either have a plaque installed commemorating them, or all of them. If there were some very distinctive buildings destroyed, maybe even have a identical recreation built. It wasn't on the same site, but the Customs House a bit further down the waterfront, now gone, was a real beauty. It would be a nice project to rebuild it and have it placed in the Cogswell district maybe as a center piece. It could have the original exterior and a modern interior.

Accessibility and pedestrian friendly. We should embrace quiet spaces

Buildings should increase in height as you go up the hill in order to insure as much harbour views

While the current building designs I'm satisfied with. I feel the need to declare that this is a once in a century opportunity. We will be forever changing the skyline of Halifax. An opportunity to make an impact.

Make it difficult to drive through and easy for people to use.

I would like to see a number of smaller, dense buildings as opposed to block-sized towers and centers. Scotia Square can be a large, disorienting space that was constructed with the same mindset that led to the Cogswell interchange and I would like to hope we have learned from it. A mix of heights would be best.

Please just make the buildings have some sort of local architectural spirit.

The opportunity to implement green roofs, solar panels, wind turbines and water cisterns are all effective means of sustainability and renewable energy that are not being utilized around Halifax, and this neighborhood could become the Keystone for a move towards greener energy in Halifax and Nova Scotia as a whole

Emphasizing high-quality finishes in development agreements and promoting interesting architecture and environmental sustainability would do wonders for the development of the area.

I feel it's really important to build for the storm surges of 2118

There should be NO buildings, bikes, cars etc in this area and by the way this area is NOT the north-end. It is central Halifax. No wonder people get confused.

NOT TALL and reflecting the older architecture of the downtown core

Low podium 1 to 3 story below high podium for openers and encourage usage as opposed to feeling like closed pedestrians

Go heavy on street-level retail. Do everything you can to minimize excessively windy streets. Make public spaces actually interactive so they function as a destination with things to do (we don't want another Grand Parade). A stage in the public square is a good idea so long as you don't pave the whole square to do so. There are plenty of good examples of public stages that are on an open, grassy space and surrounded by trees. Ensure

there are multiple obvious walking connections to the waterfront. Give transit priority everywhere that it is possible to do so.

Stop bending over backward for the same property developers who fund municipal politicians' election campaigns. They're the ones who rake in the profits when the City caves in to their every demand. But ordinary people are the ones who are going to have to live with the choices that are made during this process. Don't mess it up for them!

Majority of buildings should NOT be highrise. Limit to lowrise, two or three floors.

You don't need high rises to achieve density.

Exciting times!

Stop ruining Halifax downtown. Leave it as is. it is fine.

The problem with requiring street level retail is that the market doesn't always support the need for retail. The priority should be set more on the actual street level design and experience, which doesn't always require retail. with regard to architectural characteristics ... I think this could date the area quickly as new areas develop with a new look. I prefer to have a mix of architectural styles.

Bikeability

Please move forward with this process, it seems to be very slow and has already dragged on a long time:(Get on with it!

Communications throughout all phases of this project are paramount especially during construction and 'ready for business' so to speak. Using roundabouts are great but they can be confusing especially when multi-lane. Promotional videos that clearly show how the correct lanes would be nice to see. Personally, I find multi-lane ones confusing.... I'm trying to exit the circle and afraid someone will hit me if they are entering (or on an outer lane).

Don't block out all the sun....easy access to the waterfront....get those container trucks off of the streets...don't make it all about the cars....keep pathways wide....outdoor cafes....pedestrian friendly....interesting retail.....make it a destination

Buildings should require high-end finishes - no more faux brick, or cheap composite panels, please. Building footprints should not be too large. Building up to the maximum height should be encouraged. Wide sidewalks should be a must. Occasional setbacks are nice to have for patios and pedestrian experience, but I don't think it should be mandatory everywhere. Consider pedestrian bridges/overpasses/skywalks where appropriate so that both pedestrians and vehicle traffic have minimal impact on each other. Landscaping should include planters/trees wherever possible. High rise elements should be limited to ten storeys maximum, and ranked downwards two storeys for every block abuilding site is closer to the harbour. Let us avoid any more behemoths rising straight out of the water, as with the Purdy's Wharf towers.

I think to make it as people/pedestrian inviting as the pedestrian part of the current Granville street area (boston Pizza/Split Crow area)

good luck. It will be hard to implement with so many competing interests, but even if half what is being considered occurs it will be exponentially better than what currently exists.

Regulations should be designed to inspire, not restrict! Every effort should be made to eliminate personal bias of Planning Staff. 1) Theme: We are building a city, not a village - we already have lots of villages. 2) No more memorials to death, destruction and war. 3) There is no supportable argument for restricting building height.

We have an affordable housing crisis in Halifax. We need housing at these locations that the average and low income Haligonian can afford. This should be a priority especially given the gentrification of the north end and our low minimum wage. Public land needs to be used for the public which includes all residents of Halifax. Please, please, please limit the height of the buildings. Shade from the Trade Centre has ruined the downtown. We need human scale buildings that do not create wind and shade. We need to take the city back from the developers!!!

I appreciate this survey's specificity - thank you.

Please stop calling Gottingen Street the North End. Gottingen was always downtown. North end starts at North Street and the South End at South

street.

RETAIL: NOT chain stores! Local businesses, especially run by immigrants and people of colour who are innovative and could use a helping hand. See Buffalo, NY for guidance.

Affordable housing should be a major factor in this project. It is an opportunity to stop just talking about affordable housing and actually add affordable housing to these multi-use residential and retail buildings. We are letting money hungry corporations to take over our city and not doing anything (or even remotely enough) to address the affordable housing crisis. We need an affordable non slum for all types of families.

Possibility of rail-streetcar link should be investigated

It was asked before, but I will say it again, setbacks should be required. New buildings are making downtown feel like concrete tunnels, building right up to (or even over) the sidewalk

People friendly, not car centric like the rest of the downtown.

Walkable streets, pedestrian walkways connection to Scotia square (over or under streets) the design focus should be on pedestrians and cyclists rather than cars (essentials opposite of the the original design)

I'd love to see more emphasis on multi use streets similar to Argyle. But make car access restricted daily. Only allow cars from say 2am to 10am to facilitate deliveries. Other cities do this successfully.

N/A

Green building, incorporate plants and trees, open spaces, human scale projects

Please don't ruin our waterfront any more than you have by blocking the view of the Harbour. Buildings of 3-4 stories should be all that is needed. Did you know that according to EMO it would take approximately 15 hours to evacuate the peninsula of Halifax if there were a disaster? Do you take this into consideration when thinking about how many people you are going to pack onto the peninsula? You should all be ashamed of yourselves. The almighty dollar is what a lot of this is all about under the guise of a survey talking about art, etc. We have a beautiful city but it is becoming way too congested.

in 14 you ask street level retail, I think street level commercial would be better. businesses/places that are occupied during the day including offices, museum, restaurants, bars, as well as shops

The new buildings should reflect the area they are in.

I think that the Cogswell project is great and I am looking forward to it. My concern is the large trucks that travel from the container terminal. With all of the new green spaces, buildings and more this will give pedestrians the ability to pretty much walk out into the streets anywhere - this might cause problems. It is bad enough on Hollis street right now when people cross by the Baton Rouge restaurant. There might not be crosswalks but when has that stopped a pedestrian.

We have such an opportunity here to create something new while at the same time restoring some fairly significant historical ties. Focusing on the history and any possible reconstruction of what things used to look like is going to pay huge dividends in tourism and overall civic pride!!! Let's not mess this up!

Don't screw it up.

We are overbuilding retail in new apartment buildings. We should take a measured approach to this.

This is a great opportunity for active transport and bus lane implementation. That said, do not neglect drivers. This is a major route for motorists, and trucks. We need to facilitate their movements. If this is going to be a residential area, I'm sure those people living here won't want to deal with/have to look/hear daily traffic jams.

I don't think these design components should be required but encouraged. Regarding retail placement, that should be organic. Maybe less restrictive zoning? i.e. could allow residential and commercial and retail simultaneously. Halifax should be capped and areas outside of the peninsula should be developed

Buildings should be something that will make the city stand out like Montreal or Sydney Australia. As soon as you see they you will know it is Halifax by its looks.

no high rises, keep floors to 12 and lower. Think about how they would compliment the area and not be just a 20 story eye sore.

THINK BIG. DON'T SETTLE FOR LESS. MAKE THIS UNIQUE. FIGHT FOR EXCEPTIONAL DESIGN. WHEN THE RULES GET IN THE WAY, BREAK THEM. Good luck!

Obligate developers to create bold buildings

I look forward to this huge project and have studied the proposed traffic routes. I am still thinking that there has been no mention of re-routing the transfer trucks without stuffing up the downtown. Yes, they will go on the proposed roundabout and take the new Barrington...but they can't continue this route.. I am thinking of these drivers , tourists and our downtown residents, including myself. Until there are alternative routes or changes in the terminal sites, this will continue. There are simple solutions like creating a route alongside the railway tracks but there is always the fear of upsetting south end residents. Oh dear!

See above. Halifax seems hellbent on adding new high-density residential buildings, without thought of where people living there will get daily supplies. If people have to take two buses to get food, they'll keep their car. If they keep their car, they need somewhere to park it both during the day, and at night. Underground parking should be essential to any new building, be it residential or otherwise. Also, any parking areas should be required to have charging abilities for electric cars. If we're going to keep our cars, we should at least be encouraged to shift to electric.

make the streets walkable and not wind tunnels without direct sunlight

I think this has come up in other surveys, but do whatever possible to calm traffic! This contributes enormously to the public spaces and feel of the place. I love the idea of extended the park materials into Hollis and Water streets shown in the plan for Granville square. For Poplar Park, those cars are coming in fast off the Barrington Street super highway, maybe consider walling the park off, or a level change, to limit noise and improve safety and feel on the north edge.

I believe that high rise buildings do not belong in this neighbourhood. The height, design, and character of the buildings should be in keeping with existing community on Brunswick street, including detached and row housing with multiple units. My main concern with this area is sea-level rise. How is the project designing for sea-level rise? This area is on many grades, however, it borders on a water access point next to the casino building. We should consider water access a fundamental component of this design, as well as adaptability to the predictable and unpredictable affects of climate change.

I would love to see buildings of 40 storeys and above in this area. There should be very few height limits in this area.

Looks like most important decisions have been taken. Hope that decision makers are not living in some delusion. The fact is that the majority of metro citizens don't and will not be living in easy access to this project. The vast majority will only access by autos (small minority by bike or transit). Those " baby strollers" most likely will come out of the trunk of a car. Most walkers, older condo owners or young singles. Sad.

Pick a theme and stick to it! no hodgepodge!

All the buildings should have to look like the historic buildings of Halifax. Stone, brick, classic designs, lots of ornamentation. We will all benefit from demanding this. And developers in this new zone will certainly be getting rich off of this. It's not unreasonable for us to ask them to spend (perhaps significantly) more on construction in order to have a healthy, attractive, livable downtown.

This is a pretty cool concept and I'm totes here for it, but please finish construction before I die of old age so I can enjoy it! :)

I would prefer a 10 to 12 story limit to building in this area

We need an area where higher buildings will be allowed, higher than the in rest of Halifax

mixed developments (i.e. including retail and services where people live) is key, but also need to address better use of office spaces in the downtown. Need incentives so that businesses choose to remain in town down whether new or existing buildings.

The design rules should respect and enhance the historic character of downtown.

Oedestrian crossing safety should be a priority especially at widerer streets it where heavy traffic is possible.

This is a unique opportunity. Plan it in such a way that in the future the city may extend it all the way to the water front, giving citizens uninterrupted view of the harbor from as they walk down Cogswell St or as they bike along Lower Water street, etc. Our connection to the water has been highly contained by development on this side of the waterfront. Thank you for reading, and good luck.

1. Power lines are so ugly. 2. Please do NOT try and make this town look more like Toronto, it is an insult to us Nova Scotians. We want to be unique. 3. The destruction of Schmidville is underway. For one the big spenders are exceeding the height restrictions, do NOT block the view to the harbour from the neighbourhood to the west when building apartment buildings. 4. Build buildings that last and follow up on maintenance. Do NOT do a botched job like the Citadel high school. 5. If you are going to care about this new neighbourhood, care about its new neighbours too. 6. It is about bloody well time the Cogswell interchange is disappearing. Talk about an eye sore. 7. Please more green space. Preserve the coastline. If a grocery store or even a bodega type thing could be built in would go a long way to helping the development of more 10 minute neighbourhoods. Keeping the street level things visually appealing (and safe) can go a long way to promoting more walking traffic and getting cars off the road. Preserve current views east on Cogswell Street in the vicinity of Maynard and Gottingen.

N/A

The biggest opinion I have is removing height restrictions in Cogswell. Cogswell has the opportunity to greatly expand the "financial" district of Halifax. This area has the highest concentration of high rises, let's encourage continued high development.

Optional question (82 responses, 96 skipped)