



DARTMOUTH CROSSING SPECIAL PLANNING AREA ENGAGEMENT SUMMARY

September 13, 2023

HALIFAX

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PLANNING PROCESS

In March 2022, Dartmouth Crossing was designated a “Special Planning Area” (SPA) by the Nova Scotia Minister of Municipal Affairs to address housing challenges in the capital region.

The SPA designation allows the Minister of Municipal Affairs and Housing to make decisions on planning matters in this area, as outlined in the Housing the Halifax Regional Municipality Act.

The lands designated a SPA are considered through a comprehensive master planning process to be completed before development can take place. The planning process will address what is needed for a new complete community through a neighbourhood plan for the entire SPA.

The planning process includes public engagement, background studies (land suitability, transportation and servicing) and detailed review by HRM staff and other reviewers. The purpose of the planning process is to create “complete communities” – neighbourhoods with housing, employment and recreation for current and future residents within walking distance.

THIS DOCUMENT

This document provides a summary of the feedback received for the online survey for the Dartmouth Crossing Special Planning Area.

The **SUMMARIZED FEEDBACK** section provides a question-by-question summary of all feedback and ideas received from the online survey. Throughout this section, the [blue text boxes](#) highlight resident quotes extracted from submissions to the online survey.

The **NEXT STEPS** section briefly highlights the next steps of the planning process.



*Photo: Dartmouth Crossing
Most Recent Concept Plan*

STATISTICS

This report summarizes survey data collected between January 11, 2023, and July 9, 2023. The statistics on this page are accurate to July 9, 2023.



Project Website
3,216 Visits
652 Visits (Single Day High)
626 Document Downloads
43 Video Views

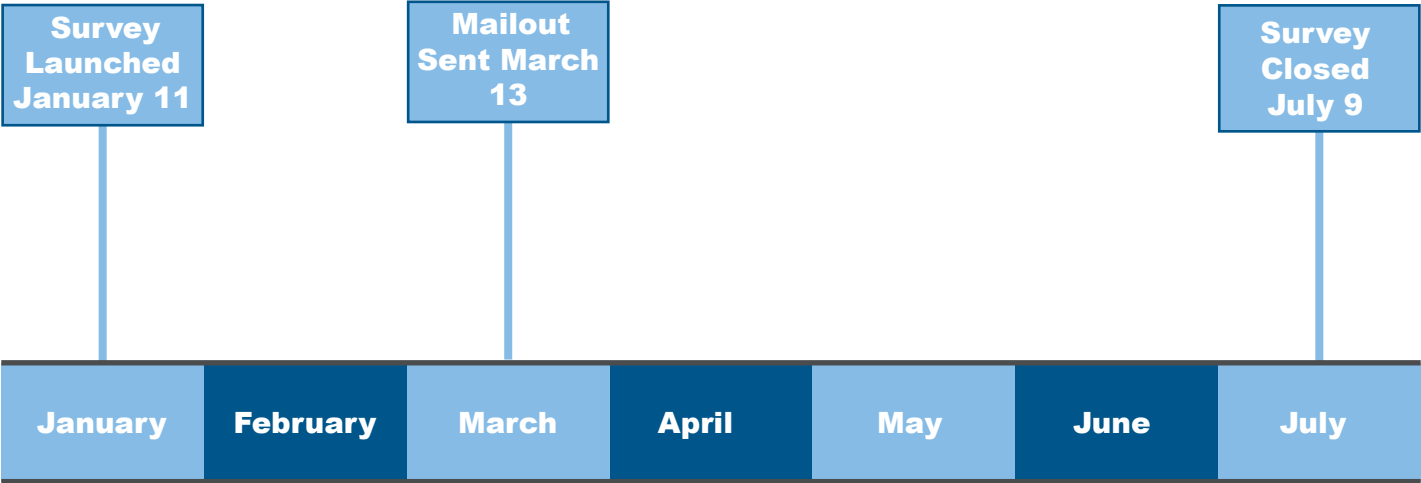


Online Survey
104 Surveys Submitted
by Residents



Phone Calls and Emails
1 Email Was Received

TIMELINE





SUMMARIZED FEEDBACK

HALIFAX

FEEDBACK CATEGORIES

Through the online survey, feedback was sought on topics which planning policy can address. These categories are shown below.

DENSITY



LAND USE



TRANSPORTATION



PARKS AND LANDSCAPING



BUILDING DESIGN



HERITAGE AND CULTURE



COMMUNITY FACILITIES



THE EXISTING SITE

Question #1: What about the Dartmouth Crossing site is important to you? (e.g., environmental features, cultural features, informal pathways)

90/104 respondents answered this question

Many of the respondents identified features that focus on environmental sustainability, walkability, housing needs, connectivity, and the creation of a vibrant and inclusive community.

However, based on the question and responses it appears that most respondents understood the question in the context of the future development. That is, the responses reflect the respondent's preferences for future site features within the Dartmouth Crossing redevelopment site (e.g., creating walkability, adding green spaces, etc.) as opposed to what is currently important to them on the site.

Environmental Features: Preservation of natural features such as trees, green spaces, lakes, and trails. Respondents value access to nature, habitat protection, and environmental sustainability.

Walkability and Pedestrian Pathways: The site should prioritize safe and convenient pedestrian pathways. There is a strong emphasis on walkability, including the need for sidewalks, separated bike paths, and connections to walking trails.

Housing: The development should address housing needs and provide a range of housing options, including affordable housing, and housing for seniors. Respondents desire housing that is accessible and affordable to all income levels.

Connectivity: The site should have good connectivity to the surrounding areas, including nearby retail zones, commercial areas, and amenities. It should be well-connected to public transportation and have easy access to transit options.

Green Spaces and Parks: Preserving and creating green spaces, parks, and recreational areas within the site is important to respondents. They value access to parks, trees, and open spaces.

Traffic Considerations: Respondents have concerns about traffic congestion and the impact on the area. They emphasize the need for traffic flow improvements and accessibility for pedestrians, cyclists, and transit-users.

Community Development: The site should be developed as a community, with a focus on creating public spaces, community connections, and a mix of residential and commercial areas. There is an emphasis on creating a safe and inclusive neighborhood.

Retail and Commercial Development: Some respondents appreciate the current retail offerings in Dartmouth Crossing and desire the continuation of a concentration of goods and services within the site.

Cultural Features: Preserving and highlighting cultural features within the site is mentioned as important by some respondents. However, no specific cultural sites are identified by the respondents.

Affordable Housing: There is a strong emphasis on the need for affordable housing within the development.

"The area around Frenchman Lake has beautiful trails."

"There are huge numbers of birds in the forests. I have been walking those roads for years and with the clearing of all the forests there are few left. Used to be large numbers of American Goldfinches. Barely hear them now that the forests are gone..."

HOUSING TYPES

Question #2: What types of housing do you think are needed in this area (e.g., apartments, single detached houses, townhomes, duplexes, etc.)?

101/104 respondents answered this question

Overall, the data highlights a demand for high-density apartments, townhomes, and mixed-use developments, alongside a focus on affordability and meeting the diverse housing needs of the area.

Apartments: Many respondents mentioned the need for high-density apartments to accommodate a larger number of people and address the housing crisis.

Townhomes: Townhouses were also frequently mentioned as a desired housing option, providing a mix of density and individual units.

Condos: Condominiums were suggested as a suitable housing type, particularly for higher density and multi-story buildings.

Mixed-use developments: Several respondents recommended mixed-use buildings that combine residential and commercial spaces, creating a vibrant and walkable community with amenities.

Duplexes: Duplexes were mentioned as a way to increase density and provide more housing options within the area.

Low-income or affordable housing: Respondents emphasized the importance of affordable housing options, including low-income housing, to address the needs of various income levels and reduce homelessness.

Single detached homes: While not as frequently mentioned as other types, some respondents still expressed a preference for single detached homes in the area.

Senior complexes: Specific housing options for seniors were suggested, such as senior complexes or single-level homes suitable for seniors.

Other suggestions: Some respondents mentioned the potential for micro grid or solar arrays in the housing development, tiny homes, and the importance of considering environmental impact and sustainability in the housing design.

“Anything except single detached homes. The city needs density of development to remain sustainable and to be able to provide services.”

“Dense housing units. Mid-rise apartments and condos with some townhouses, duplexes. Avoid single detached houses as it is wasteful given the current housing crisis.”

“A mix of housing would be ideal, especially multi-story buildings with ground-level retail to allow more corner stores, coffee shops and restaurants in the area that will allow residents to walk to amenities.”

The following table (Table 1) shows the number of times a specific type of housing was suggested by the respondents and its associated ranking.

Table 1: Respondent Housing Type Preferences (Ranked by mention)

Rank	Housing Type	Number of Mentions
1	Apartments	36
2	Townhomes	24
3	Mixed-use developments	18
4	Condos	17
5	Affordable housing / Low-income	14
6	Single detached homes	9
7	Duplexes	7
8	Senior complexes	4
9	Other suggestions	4



AMENITIES

Question #3: In addition to residential uses, what other land uses and amenities would you like to see on the Dartmouth Crossing lands?

99/104 respondents answered this question

Across the survey respondents expressed a desire for a diverse range of land uses and amenities for the future Dartmouth Crossing lands. However, the top four categories that received the highest number of mentions were: (1) Green Spaces, (2) Retail and Commercial, (3) Community Services, and (4) Recreation Facilities (see Figure 1).

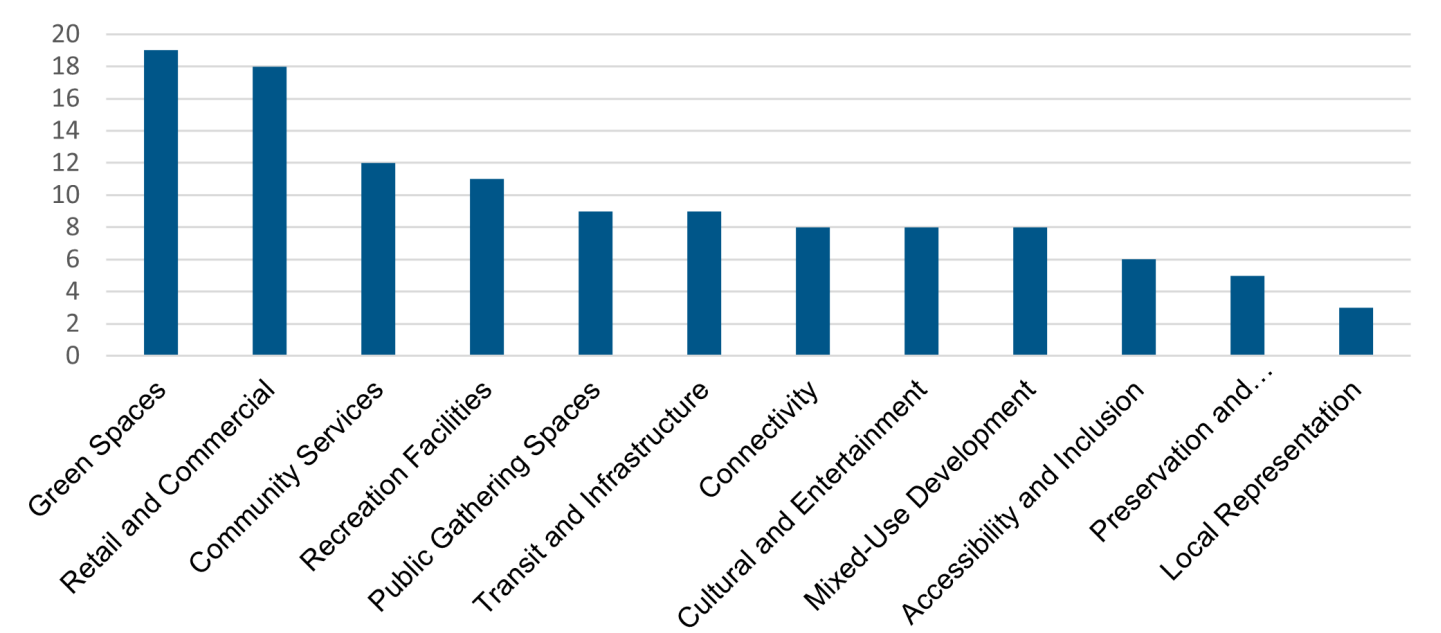
1. Green Spaces: This category received the highest number of mentions, with 19 responses. The desire for parks, open spaces, and areas suitable for walking, picnicking, and enjoying nature was greatly emphasized.

2. Retail and Commercial: The second most mentioned category, with 18 responses, highlights the importance of having a variety of retail options, including grocery stores, small businesses, restaurants, and cafes. This indicates a desire for convenient access to essential goods and services within the Dartmouth Crossing area.

3. Community Services: This category received 12 responses, indicating a need for essential community services such as schools, libraries, medical clinics, pharmacies, and post offices. The desire for accessible and convenient services within the neighborhood was emphasized.

4. Recreation Facilities: With 11 responses, the need for recreation facilities such as sports fields, aquatic centers, ice rinks, and outdoor sport courts was highlighted. This suggests a desire for opportunities for physical activity, sports, and leisure within the Dartmouth Crossing area.

Figure 1: Preferred land uses and amenities (other than residential) by mention



The key themes across all responses are summarized below:

Connectivity: Improved trails, multi-use paths, and sidewalks to connect with nearby areas.

Green Spaces: Parks, playgrounds, and open spaces for families, children, and pets.

Community Services: Schools, libraries, medical clinics, pharmacies, and post offices.

Retail and Commercial: Grocery stores, small businesses, restaurants, cafes, and local shops.

Recreation Facilities: Sports fields, aquatic centers, ice rinks, and outdoor sport courts.

Public Gathering Spaces: Event venues, courtyards, picnic areas, and communal spaces.

Transit and Infrastructure: Better transit service, transit terminals, improved sidewalks, and bike lanes.

Cultural and Entertainment: Pubs, recreational shops, entertainment options, and cultural spaces.

Mixed-Use Development: A mix of residential and commercial spaces to reduce car-dependency.

Preservation and Conservation: Protection of wetlands, forests, and green belts.

Accessibility and Inclusion: Amenities for remote workers, safe injection sites, and services for diverse needs.

Local Representation: Support for local businesses and acknowledgment of the community.



*Photo: Discover Halifax
Retail Store*

“Trails/paths, parks, cafes, shops, restaurants to make living there enjoyable.”

“Better connections to nearby areas via trails/MUP/sidewalks (shubie, M district, banook).”

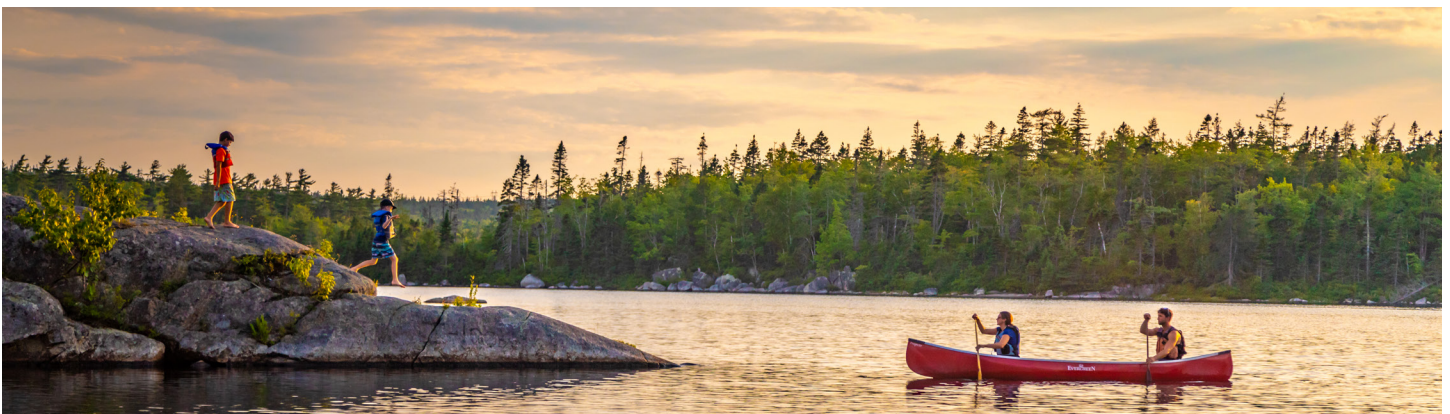


*Photo: Tourism Nova Scotia / Photographer: Acorn Art Photography
Canoeing on Susie's Lake*

PUBLIC FACILITIES AND INFRASTRUCTURE

Question #4: What, if any, public facilities and infrastructure do you think are needed to support current and future residents?

94/104 respondents answered this question

The responses suggest that a variety of public facilities and infrastructure are needed to support current and future residents. The three key themes identified by the respondents concerning public facilities and infrastructure are:

1. Community Facilities: Schools, libraries, community centers, medical clinics, fire stations, police stations, pharmacies, grocery stores, corner stores, small concert halls, and active transportation hubs.

2. Transportation and Connectivity: Better transit service with frequent and variable bus routes, transit terminals and hubs, improved access to public transportation, transit-oriented development, bike-friendly infrastructure, sidewalks, streets with reduced lanes, traffic flow improvements, buried power lines, and EV charging stations.

3. Parks, Recreation, and Green Spaces: Public parks with playgrounds and washroom facilities, sports fields, walking trails, bike lanes, basketball/tennis courts, skate parks, splash pads, dog parks, community gardens, green spaces, benches along trails, and outdoor activity spaces.

“An elementary school, so kids don’t need to be bussed out of area.”

“Good transit options that help connect people to current and future transit nodes and allow them to get to locations within just a few kilometres of them as well as cross-town trips.”

“There needs more connectivity for cyclists between the shared path by Burnside Dr and the bike lane on Commodore. Right now, there is no clear connected path for cyclists.”

“Parks, playgrounds, bike lanes, walking trails, sport courts.”



Photo: Picasa, Wikimedia Commons
Citadel High School

CONNECTIVITY

Question #5: How can the site be connected to the surrounding community? Are there any informal transportation linkages (paths and trails) or barriers to connectivity (e.g., unsafe places) that the Municipality should be aware of?

75/104 respondents answered this question

This question is broken down into two sub-questions. One looks at the future site and the other looks at how the site is currently used.

(1) How can the site be connected to the surrounding community?

The respondents provided the following suggestions on how the site ought to be connected to the surrounding community:

Create pedestrian-friendly infrastructure: Design human-scale streetscapes and ensure the presence of sidewalks in all areas. Install stairs or paths to connect different stores and provide safe pedestrian access. Increase the number of designated spots to cross busy streets.

Improve bike infrastructure: Implement separated and dedicated bike lanes on all roads within the site. Connect existing bike paths and trails to enhance cycling options and ensure the safety of cyclists.

Enhance public transit: Improve public transit options by increasing the number of bus routes and providing proper bus shelters. Integrate bus and bike lanes for efficient and convenient transportation.

Construct pedestrian overpasses and underpasses: Build bridges or tunnels to safely connect pedestrians and cyclists across major roads, such as Highway 111 and Highway 118.

Connect to existing parks and trails: Establish pathways and connections to existing green spaces, such as Shubie Park and Albro Lake.

Improve safety and lighting: Ensure well-lit areas to enhance safety, discourage secluded spots, and

create a welcoming environment for pedestrians and cyclists.

Encourage mixed-use development: Incorporate human-scale commerce and retail spaces within the site to create a walkable environment and provide amenities for residents.

Consider traffic calming measures: Install traffic lights and implement lower speed limits in the area to create a safer environment for pedestrians and cyclists.

Increase connectivity to neighboring communities: Establish connections to surrounding neighborhoods through walking trails, bike lanes, and public transit routes.

Foster micro mobility options: Develop strategies to accommodate and encourage micro mobility options, such as electric scooters or bikes, by providing safe routes that are separate from vehicular traffic.

The responses acknowledge various methods of connecting to the surrounding community. Including improving internal site connections, internal site design, strategic connections to recreational areas, and connections with the wider community/region via transit.

(2) Are there any informal transportation linkages (paths and trails) or barriers to connectivity (e.g., unsafe places) that the Municipality should be aware of?

Across the survey responses, respondents identified several **informal transportation linkages** and **barriers to connectivity** that the Municipality should be aware of:

Informal Transportation Linkages

Existing trail connections: There are existing trail connections to Shubie Park and Albro Lake neighborhoods, which could be further improved and enhanced.

Pathway near Burnside Drive: There is a suggestion for a pathway or bridge over Burnside Drive to provide safe travel over the road.

Shortcut to Walmart: People attempt to take shortcuts to Walmart, likely at the west end of Lemail Row.

Connections to neighboring areas: There are opportunities to connect Dartmouth Crossing with adjacent areas, such as Lancaster Ridge, through direct walking or biking routes.

Barriers to Connectivity

Highways and wide roads: Nearby highways and wide roads with high speeds create barriers for pedestrians and cyclists, making the area unsafe and discouraging outdoor activities.

Lack of sidewalks: There are missing sidewalks in certain areas, forcing pedestrians to walk through grass or snow to reach stores.

Hostile environment for non-car transportation: Dartmouth Crossing is perceived as hostile and unsafe for pedestrians and cyclists due to the lack of dedicated bike lanes, pedestrian-friendly infrastructure, and safe crossing points.

Highways as barriers: Highways 111 and 118 act as barriers to connectivity for non-car users. Creating walking overpasses or underpasses, especially linking

to Shubie Park trails, would enhance accessibility.

Unsafe biking intersections: Intersection of Burnside and Commodore Drive is highlighted as one of the least safe biking intersections, lacking safe connections between trails and roads.

Lack of public transit options: There is a need for more public transit options, including efficient bus routes, reliable service, and proper bus shelters.

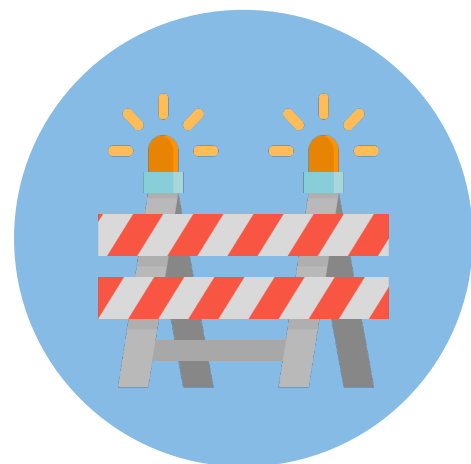
Insufficient crosswalks: The area lacks crosswalks, particularly long stretches without them, making it challenging for pedestrians to cross busy streets.

Limited connectivity during non-business hours: Some respondents perceived this area as unsafe after business hours, reducing connectivity, and discouraging walking or biking.

Lack of density and human-scale commerce: The area's design favors cars over people, with a lack of human-scale commerce, pedestrian-friendly infrastructure, and a sense of place.

Lighting and safety: Lighting is identified as an important factor for safety, particularly in areas with limited illumination or after dusk.

The responses highlight several key connective opportunities (informal transportation linkages) that could be considered within future site development and planning. The responses also note many barriers to connectivity within the existing site that could be addressed within future planning processes.



BUILDING SIZE AND DESIGN

Question #6: What size buildings (i.e., height, length, building footprint, number of units) are appropriate for this site? Are there any building design elements you think should be required?

75/104 respondents answered this question

Based on the responses, it appears there are mixed opinions regarding the size and design of buildings on the future development site.

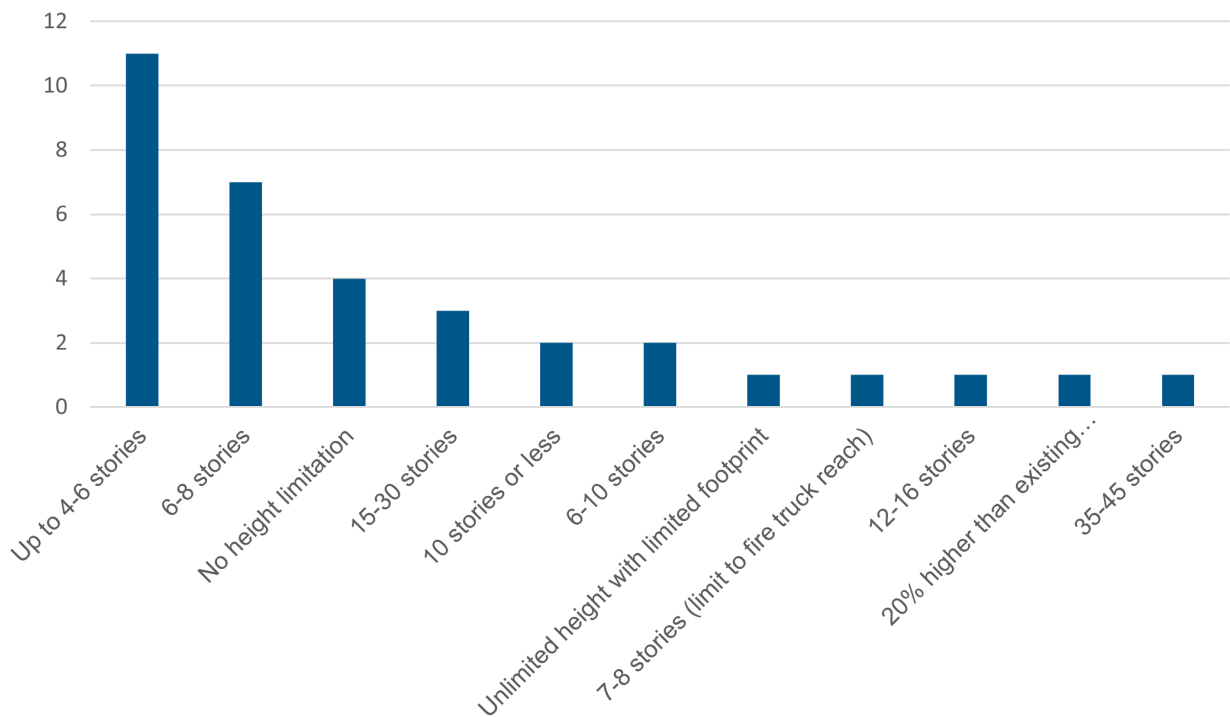
Building Height:

- » A preference for buildings between 4-6 stories high was most mentioned.
- » There are also suggestions for 6-8 stories, 6-10 stories, and 7-8 stories.
- » Some favor unlimited height, while others propose limits of 10 stories or less, 15-30 stories, or 35-45 stories.
- » A few responses express a preference for taller buildings, such as high-rises or at least 20 stories.

Building Footprint and Density:

- » There is a general consensus for dense and high-density housing, with a mix of building types and affordability.
- » Suggestions include small footprints, large-scale podiums with multiple towers, mixed-use developments, and true mixed-use density.
- » Affordable housing is emphasized, and some respondents highlight the need for dense in-fill developments.
- » There are also calls for affordable units, as well as a focus on building as many affordable units as possible.

Figure 2: Preferred building height by mention



Building Design Elements:

- » Several design elements are mentioned, such as private and public outdoor spaces, gardens, parkettes, and greenery.
- » Other suggestions include balconies, rooftop patios, inside courtyards, and a pedestrian-focused ground level.
- » Environmentally friendly and energy-efficient buildings are desired, including solar or wind power.
- » There are requests to avoid wind tunnels, ensure ample natural light, and to pay attention to the landscape.
- » Some respondents emphasize the importance of community spaces, health and social services, independent retail, and grocery opportunities in the area.

Other Considerations:

- » Adequate parking is mentioned by some respondents, particularly to accommodate guests and visitors.
- » There are varying opinions regarding the suitability of high-rise buildings, with some expressing concerns and others supporting their construction.
- » The inclusion of affordable housing is repeatedly emphasized as a priority.
- » Several responses mention the need for a mix of housing and building types, avoiding a monotonous or exclusive development.
- » The desire for an attractive, approachable, and homey design aesthetic is also highlighted.



*Photo: Discover Halifax
Bishop's Landing*

OTHER IMPORTANT FEATURES

Question #7: What else is important to the planning of the site?

80/104 respondents answered this question

Respondents noted the following additional important considerations for the planning of the future Dartmouth Crossing site:

Accessibility: Ensure that the site is easily accessible to all individuals, including those with disabilities or mobility issues. Implement wheelchair-friendly infrastructure, minimize the number of stairs, and prioritize accessibility in all aspects of the development.

Public Transit: Develop a well-connected public transit system within the site, including sheltered transit stops with amenities. Consider a quick connection to the eventual ferry terminal at Shannon Park. Increase the frequency and coverage of bus routes to improve accessibility for residents.

Decrease Car Reliance: Reduce reliance on cars by implementing measures such as increasing housing density in urban centers, providing alternative modes of transportation like bike lanes and pedestrian pathways, and improving public transit to decrease the need for private vehicles.

Affordable Housing: Ensure a percentage of the housing units are affordable and of good quality and size. Consider using government funding to drive down the prices of these units. Prioritize affordability to address the housing crisis and make the neighborhood accessible to a wider range of residents.

Environmental Impact: Integrate nature into the development by incorporating green spaces, parks, and pathways. Preserve wetlands and lakes and utilize them for park and pathway usage. Design the neighborhood to be environmentally respectful, aiming for sustainability and minimizing the carbon footprint.

Community Engagement: Communicate and engage with the local community throughout the planning process. Consider their input, address concerns, and ensure that the development meets their needs and

“Easy accessible to all people, in wheelchairs, mobility issues, and less stairs.”

“Transit routes that are frequent (at least every 15 minutes) and direct to major hubs. It should take <20 minutes to get to Alderney Landing.”

“Lots of beautiful landscaping with plants, grasses, shrubs and wildflowers that are native to this area.”

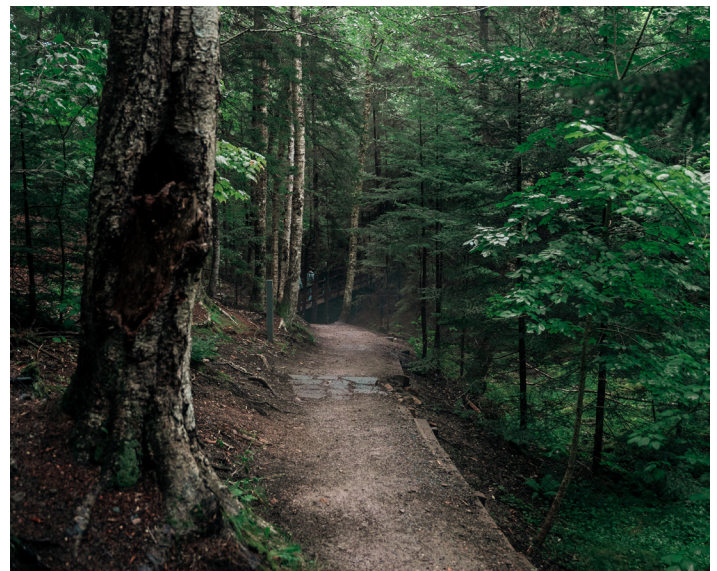


*Photo: Saidamir Mukhitdinov
Green Trees in the Forest*

desires. Encourage a sense of community and create inviting spaces that foster social interaction.

School Access: Plan for the transportation needs of children living in the area, ensuring safe and convenient access to schools. Consider the proximity of schools and provide infrastructure such as sidewalks and safe crossing points.

Amenities and Services: Integrate essential amenities into the development, including grocery stores, schools, pharmacies, fire stations, and recreational facilities like playgrounds and picnic areas. Strive for a self-sustaining community where residents can access their daily needs within the area.

Traffic Management: Account for potential traffic congestion and consider the impact on existing traffic patterns. Implement traffic management strategies and assess the need for improvements to roads and intersections to mitigate congestion.

Social Equity: Prioritize social equity by providing low-income affordable housing options and ensuring that the development benefits all members of the community, not just those with higher incomes. Consider the needs of vulnerable populations and ensure their inclusion and care within the development.

Green Spaces and Conservation: Preserve mature trees and incorporate green landscaping with native plants, grasses, shrubs, and wildflowers. Prioritize the creation of usable, open, and public green spaces to enhance the quality of life for residents.

Future-oriented Development: Plan for future advancements in rapid transit, such as light rail transit (LRT). Consider the city's Integrated Mobility Plan and strive to reduce car dependency while increasing active mobility options like walking, biking, and public transit.

Cultural Recognition: Recognize and respect the indigenous heritage of the land, acknowledging that the area is on unceded Mi'kma'ki territory. Consult with indigenous groups and consider their perspectives in the planning process.

Sustainability and Energy Efficiency: Design the development to be a green and energy-efficient community. Incorporate sustainable building practices, renewable energy sources, and encourage energy-efficient transportation options such as electric

vehicles and charging stations.

Integration of Businesses: Communicate and collaborate with businesses in the area to ensure they are prepared for any disruptions caused by the development. Address concerns related to traffic, noise, and dust during construction and maintain communication throughout the process.

Across these responses there is a repeated emphasis on creating a community-oriented and sustainable development that prioritizes affordability, accessibility, and environmental responsibility. Additionally, there is a focus on reducing car dependency, increasing housing density, and integrating amenities and services within the area.



*Photo: Kindel Media
EV Charging Station*

INDIVIDUAL FEEDBACK

Between January 11, 2023 and July 9, 2023 one communication was received (via e-mail) from the public. The feedback expressed a strong desire for an active transportation connection to be considered on Commodore Drive. See Appendix A for the full, detailed feedback.

No other feedback was received from the public during this time.



*Photo: Discover Halifax
Lake Banook and Downtown Dartmouth*



NEXT STEPS

HALIFAX

PLANNING PROCESS

The **next steps** of the planning process include the following:

- » The required technical studies must be completed by the developer.
- » HRM and other agencies will review the technical studies and may ask for adjustments or additional information.
- » HRM will draft new policies, regulations, and a development agreement to guide future development of the area.
- » Staff will draft a recommendation for the Executive Panel on Housing in the Halifax Regional Municipality.
- » The Minister of Housing and Municipal Affairs will decide whether the project is approved or not.

The project website is updated regularly with documents, general updates, and public engagement information.

FOR ALL UP TO DATE INFORMATION VISIT:

[SHAPEYOURCITYHALIFAX.CA/DARTMOUTH-CROSSING](https://shapeyourcityhalifax.ca/dartmouth-crossing)



Scan QR code to visit project website



APPENDIX A

Individual Communication #1

.....

Good Morning Stephanie Salloum,

I am writing in my capacity as a resident and active transportation user to express my strong opinion that in staff's consideration of the Dartmouth Crossing Residential Development proposal, planning staff should do everything in their power to ensure the construction of an active transportation connection on Commodore Drive.

Current AT facilities enable travel from Dartmouth North/Highfield Park to cross Highway 111 and travel north on the Burnside Greenway. However AT facilities abruptly end at Commodore Drive. Travelers seeking to continue traveling to Dartmouth Crossing must navigate the dangerous and inadequate AT infrastructure on Commodore Drive. This consists of traveling on a high-speed double lane road whose speeds accommodate vehicular traffic with a very short painted cycling lane between Spectacle Lake Drive and John Savage Avenue. (The effect of this on-road unsegregated cycle lane without connection points is to dangerously fling cyclists out of and then back into high-speed traffic.) Commodore Drive needs an off-road dedicated AT lane for East/West travel.

There are enormous benefits for a Commodore Drive AT connection:

- 1. It would complete an AT connection between the existing Burnside Greenway and would extend the range of movement possible from future AT infrastructure planned within Dartmouth North and Burnside;*
- 2. The AT connection would enable a safer way for residents to travel to the RBC Center, Harbour East All Weather Field, and the associated municipal recreational facilities on Commodore Drive;*
- 3. Future connections could be made between Commodore Drive and Shubie Park enabling AT access to recreation facilities as well as communities east of the park. Commodore Drive could also be used to connect with the Trans Canada Train/Shubie Greenway Corridor; and*
- 4. An AT connection to Dartmouth Crossing would enable residents of Dartmouth opportunities to shop without car dependency. Current infrastructure prioritizes vehicle travel using Highway 118. Within Dartmouth crossing there are effectively no AT accommodations because businesses do not expect AT users to travel into the business area. Creating alternatives for residents would remove burdens on the existing infrastructure (particularly the highway which is also HRM's major corridor for Fall River and Truro) and open land currently dedicated to parking to more productive land-uses and infill.*

Based on my review of the submitted plan documents (Application Letter, Project Description, Most Recent Concept Plans, Cultural Features Review), there is a brief suggestion to "provide space for [...] connections to existing active transportation networks via paths and trails." However, there does not appear to be any detailed proposal for an AT connection through Commodore Drive and more likely the proposal would suggest isolated trails within the proposed development for local recreational use with no consideration of the larger AT network. I believe that failure to use this development proposal to build this connection would be an enormous missed opportunity for the city.

I urge staff to consider the value of incorporating a Commodore Drive AT connection as part of its consideration of the Dartmouth Crossing Special Planning Area review.

[Name redacted for privacy]