

Pier 21 Public Forum February 23/2005

156 Residents (*Councillors Fougere and Murphy in Attendance*)

Questions & Comments:

- There is no commitment to low-income housing. I would like to see one.
- The spirit of the harbour is dead! It's the death penalty for aboriginals around Halifax Harbour. We need spiritual burial grounds for aboriginals, and we need to bring this spirituality back. We need integration. We also need better environmental planning.
- I see you have identified 3 regional transit centres in downtown Halifax. How will you get people downtown from the West End Mall more efficiently than you do now? Urban Greenways are also interested in consultation.
- Metro Transit was hoping to provide a U-Pass for Dalhousie by this September, but it doesn't seem possible within the current budget. This was forward thinking, but there is always an excuse.
- Do we intend to have a North West Arm bridge? May I suggest we do something to North West Arm Drive? Get rid of the name and change it to Dunbrack.
- This plan goes to council in April. What happens to the 29 detailed area plans? Will these plans be in the Regional Plan document? What happens to conservation planning once you introduce the Regional Plan?
- We need an answer for this transportation system, especially to and from the port area/ south-end. Do you have one?
- We would like to be assured that Regional Planning will not trump neighbourhood wants/wishes. Can you assure this? We have to have the reassurance that it won't trump the neighbourhood wishes? This is an umbrella plan - we need insurance.
- What are the ideas for the traffic corridors? Can buses and trucks use these corridors simultaneously? (i.e. the rail cut)
- Bike lanes/non-motorized transportation has been briefly mentioned in this plan, but I have failed to see where these will be identified on the peninsula.
- I live next to the railway cut and I noticed you don't give facts to your questions. I am worried

about pollution from the trains. The VIA train lets out a lot of diesel fumes which are a huge concern. What are the consultants doing about the Windsor Exchange? I would also like to hear about the costs of these transportation projects tonight!

- Will you be monitoring the success of the plan? You should build an effectiveness ordinance for your plans performance indicators.
- There is a major income disparity here in HRM. Could you consider the idea of publishing the 'Genico income disparity measures' for the Halifax area?
- Will the stops on the BRT routes be accessible to all? (i.e. seniors, wheelchairs)
- Could you address the frustration of transit drivers who want to stay on their schedule but have to put down their wheelchair accessible lift?
- When will the current identified BRT routes be implemented?
- When will access-a-bus be expanded? And when will all buses be accessible by all (low-floor)?
- I was reading the Chronicle Herald in the 'to the editor' section and there was a response from someone who has to get to work before transit begins operation in the mornings. Have you done any data studies as to when people have to be to work and when they get off?
- Your whole plan depends on transit-linked communities, therefore times should be important.
- I thank HRM's staff for transit linked initiatives. The mention of further BRT and ferry routes are great news for HRM. But I can't emphasize enough how much we need bicycle infrastructure.
- Could you give an overview of the tools used to implement centre-based development?
- What is the process of secondary plan consultation?
- I was devastated to learn that the Dartmouth Waterfront from the coast-guard to Ultramar was zoned for marine-industrial. There should be a plan created for Halifax Harbour. We need alternatives presented for resident input.
- Coming from New Zealand, one of the first things that struck me was your poor use of corridors. These are very important and have a tremendous value. It is important to make sure things flow properly in corridors. Today there is a mish-mash in corridors between transit, cars, bicycles and pedestrians. It is also important for buses to be able to pull-off the road to let the traffic through without holding it up.

- I want you to listen to what all these people have to say here tonight. My concern is that people aren't getting the respect they deserve. We have excavators working around Downsview Mall on Sundays. This shows me a lack of respect by the municipality and developers. Blasting is another concern I have.
- Putting containers on trains is a wonderful idea. I live on Hollis Street and I have a lot of soot on my window ledges, even more than when I lived in Montreal. I want to live here without a car, but there are so many beautiful places around Halifax to visit, such as Sambro and First Lake. I would bicycle to these places but I would be risking my life. Is there something in the plan to allow people to move around the city and outside the city by bicycle safely? People also have to learn how to bicycle on the road properly. If you ride a bicycle, you should ride with traffic and not on the sidewalk.
- It thought it was appropriate you chose grey for your suburban centres. What can you do to try to make development better in suburban areas (i.e. Kingswood, Tantallon)? These people have 3 vans and an SUV. Do you see a process to try to get away from these trends?
- Could you please clarify HRM's adopted bike plan and how the Regional Plan will relate to this bike plan? You're also developing an active transportation plan. What will be its role in comparison to the Regional Plan?
- What is the size of the #2 corridor on your proposed regional parks and corridors map? And how would you arrive at such a size?
- Development on the waterfront by the Casino, east of Lower Water Street is increasingly becoming high-density residential. This worries me because it seems out of character for this area. My concern is that residential development in this area will make the boardwalk a backyard for these people, and will take away from everyone else.
- I have a feeling that you should have another meeting on the peninsula due to the interest you have seen from the general public here tonight.
- The HRM Procurement Office has advertised a request for proposal for consulting services for Phase I of the Halifax Urban Greenway. How will the Halifax Urban Greenway fit into your Regional Plan?
- I am concerned about some of the ideas being proposed for the rail cut, I just don't see how having buses, trucks and trains down there simultaneously could work. 3 separate types of traffic just won't work. There is noise danger, the nuisance of diesel fumes around railroad would be a whole new situation. There would be a safety problem with respect to access if there was an accident. There is opportunity for a very beautiful trail in the rail cut.

- Spring Garden Road is always cleared of snow before all other streets. I would like to see Inglis/Robie Street cleared back closer to the sidewalk as well. We need conformity with our snow plowing.
- Will the Regional Plan go to council in a lump-sum or in digestive morsels?
- I can see inherent conflicts within the plan. The growth policies in area plans may conflict with the regional plan. How will you reconcile conflicting policies in secondary-regional plans (i.e. density in Regional Centre)?
- It might be difficult to get the growth you are predicting in your Regional Plan. Some of these restrictions may include view planes, and residents not wanting to live in a higher density community.
- Increasing pressure in Halifax for density mainly due to encroachment from university students. Are there any provisions for the students moving into these areas? How will your urban design plan mesh with the Regional Plan? What urban design tools are being used?

Notes From Tables

Capital District

- Bike lanes?
- More involvement for north-end residents needed, they can't be ignored forever...
- Bike racks on buses and rapid transportation buses
- Parking \$3.00. What involvement for lower income/less mobile people is available?
- Accessible transportation
- An effective way-finding system should reflect Halifax's distinct culture. It is the identity and leaves a lasting impression on visitors. Do not model Halifax after Toronto, Montreal...