

WHAT WE HEARD

Summary of Feedback

23958: STEPHEN ADAMS CONSULTING SERVICES INC., ON BEHALF OF THE PROPERTY OWNER, IS REQUESTING TO ENTER INTO A DEVELOPMENT AGREEMENT TO PERMIT A MIXED-USE MULTI-UNIT BUILDING ON LANDS LOCATED AT 541 PLEASANT STREET, DARTMOUTH (PID 00227496).

Engagement

Public Consultation took place from December 1, 2022, until December 30, 2022. The engagement consisted of:

- a mailout notification to nearby residents which highlighted the proposal, identified how to find out more information, and outlined how to provide comments/feedback.
- a public open house held on the evening of December 5, 2022, at the South Woodside Community Centre.
- a web page was created on Shape Your City that housed a video presentation by staff on the planning process and a survey requesting feedback.

Methodology:

A count of notifications sent, and their response rate is included.

Reoccurring comments were grouped into themes and provided below. The survey results are attached for reference.

Data:

Reponses	
Total Notification Mailouts	725
Open House Attendees	13
Surveys Submitted	16
Emails/Phone Calls Received	3
Percent	~4.5% response rate of total properties notified

Summary

The responses were mixed, with most leaning towards the positive. There were "themes" that emerged in the comments, and those were:

- Traffic/access concerns were raised as both streets receive high volumes of traffic.
- Concerns around the potential rents and that they need to be affordable.
- The proposal provides much needed apartment units.
- The proposal needs more outdoor recreation/amenity space.
- Most respondents believe it fits the neighbourhood and site. There were some who disagreed and believe it is too big.

Survey Responses

Question 1: What do you like about this proposal?

Responses (16 responses, 0 skipped):

1. I am for increasing housing in the HRM and realize that the way to maximize people within HRM is to have multi residential buildings
2. I'm glad that more housing will be available, as well as business space.
3. I'm all for more housing if it's actually affordable
4. I think it will add to the community ... provide housing and hopefully bring a few small businesses to the retail spaces.
5. Love what it brings to the community
6. I like the mix of bachelor and multi bedroom units and town houses.
7. Unnecessary will cause more traffic much strain on sewer and water not fair to Steele company and the residents on the side street will probably be unaffordable and what business are going there
8. Not too big
9. I like that it's on an already developed site that doesn't require the destruction of any currently undeveloped land. The proximity to the Woodside ferry terminal is also positive. The prospective opening of a No Frills next to Value Village makes grocery shopping easier for people without cars in this area as well.
10. I like that it's multi-story. I like that it's a mix of residential and commercial. I like that every unit has a balcony. I like that it's an opportunity to model the best future development of South Woodside.
11. I don't foresee anything positive for me as the construction will be a disruption for my active, bus and vehicle transport,
12. Nothing positive. Pleasant Street is already over crowded with traffic and a (5) storey building isn't going to do any justice. What about residents who own homes and lived here for years? (Bad decision)

13. Not at all happy about this as it would take away a view of the Halifax Harbour from residents closest to the proposed site.
14. I think it is well done. A lot of thought has gone into it. I have nothing against it.
15. Nothing
16. This site on Pleasant St. would provide needed apartments and easy access to Hwy 111.

Question 2: Is there anything that concerns you about this proposal?

Responses (16 responses, 0 skipped):

1. The biggest concern is traffic impact. The initial observation was done in 2019, and now in 2022 it seems traffic is much heavier than what was observed a few years ago to/from Eastern Passage. Many mornings I am sitting at the light at the end of the hill to turn onto pleasant Street for several minutes because the traffic is constant. I work night shift as well and trying to turn up the hill at 730am can take several minutes until a break in traffic. The light at the end of Everette doesn't accommodate traffic to this hill as it is and would need to be adjusted to be more time sensitive to cars turning right, as well as a left turn signal when going from pleasant Street up Everette.
2. It's certainly frustrating to see more 1- and 2-bedroom apartments going up when there is so much need for family housing. I would imagine in theory the apartments will be "affordable" but in practice, it's hard to tell.
3. That it will be more housing for rich people and the people who need housing will not be able to afford it.
4. No
5. None
6. The corner or Everett and pleasant can already be a very difficult intersection. Many close calls for accidents due to school and high volume of traffic on pleasant. Adding that many units will only add further congestion to the area. How does this plan to be addressed?
7. Traffic infrastructure pollution strain on sewer power grid water to expensive
8. Traffic
9. Traffic, transit and parking. The Pleasant Street-111 intersection is already congested during peak times. Transit needs to be improved to accommodate the extra residents (this is an HRM wide issue already-the addition of more potential transit users will just make it worse). There should be at a minimum a 1 to 1 (based on the number of units) requirement for residential parking spaces. Six parking spaces for the commercial areas seems insufficient as well. The majority of the units are 1-bedroom apartments-I would like to see a few family-sized 3-bedroom apartments included, with a percentage of all the units locked into below-market rental prices, and designated for low-income families and individuals.
10. 1. Traffic: while some residents have concerns about traffic on MacKenzie St. (which are valid), the traffic leaving the building onto Pleasant St. should also concern the planner and the developer. During the morning rush hour, it can take 3 minutes or longer to make a right turn onto Pleasant St. This fact will likely creates traffic line ups exiting the building as well as increase the risk of collision on Pleasant St. I strongly suggest the city to implement a synchronized traffic light (to the existing traffic control on Everette & Pleasant) for entering and exiting the building. 2. Recreation space. The application letter suggest that recreation is to be found at the South Woodside Elementary school (to quote): "South

Woodside Elementary School (with a playground) is located directly across Everette Street, ensuring access to education and some recreation" Who can imagine adult residents with no children finding recreation on an Elementary School playground? The neighborhood lacks recreation spaces already. Almost all available is primarily for child use. Thus the development must provide it's own recreation space. The outside park space currently allocated is insufficient, lacks structure and is bisected by traffic entering and leaving the building. A practical solution to this challenge is to build a green roof, which is in accordance with standard planning practice in Halifax.

11. The current traffic signal only allows for 4-5 cars to turn onto Pleasant Street from Everette Street on a green light. The lights are on a 2 minute timer unless a pedestrian requests a walk light. The volume and variable speeds of the vehicle traffic on Pleasant Street make it dangerous to turn left to access Everette Street. A left hand turning signal is required. Traffic speed on Pleasant Street needs to be reduced/policed. The traffic lights at the refinery gate don't often change to red so vehicle traffic speeds are in excess of 70 km/hour. Several times a week, I witness cars unable to stop at the Everette Street intersection and proceed through the red light. When school begins and end each day, vehicles are parked on both sides of Everette Street, reducing access to one lane. There is signage, the school has been informed and traffic control has been called numerous times. Vehicles and school buses block the crosswalk. If construction begins, will I have access to Pleasant Street via Everette Street and what is the impact on the Metro Transit bus stop on the construction site? There have been several disruptions to traffic recently due to the Irving Street project, paving and lane closures on Pleasant Street which have caused challenges accessing side walks, bus stops and traffic slow downs.
12. Yes, a lot. Too much traffic coming and going in different directions will cause accidents, noise, and unhappy residents.
13. The fact that it would be across from the elementary school. Which is a high traffic area to begin with, and it would interfere with the bus stop shelter.
14. Traffic on Pleasant Street is my only concern. Traffic is heavy all day and added to it is a corner for residents living on Osbourne Avenue and Crawford Street because their streets are cul-de-sac and the traffic light at Everette and Pleasant does nothing to slow traffic. More traffic will come from the ready-mix facility that will be built across the street.
15. Yes, dead end street, more mailboxes, crosswalk, school, parking on the side that has no parking, using driveway for a turn around.
16. The added traffic and presence of people and business will generate added noise and danger to the school students. Already at approx.. 9am and 3pm the congestion is terrible in this area.

Question 3: What do you think of the overall design of the building for this site?

Responses (16 responses, 0 skipped):

1. The design is modern and simple, anything too fancy or extravagant in design would look very out of place within the community especially when you look at the neighboring buildings
2. It's another normal apartment building
3. It's ugly and looks like every other boring new beige grey building in town

4. I think it is attractive and can blend into the surrounding areas
5. Lovely to area
6. I like the overall design
7. Don't like it
8. Looks good
9. I'm not sure what the benefit of having the commercial ground floor is, especially since parking seems to be insufficient to actually handle the additional parking requirements. I am also concerned that the infrastructure won't actually be able to accommodate the increase in residents.
10. The presence of balconies for every unit creates a high-end feel. Overall, however, in the current state the design is rather bland and does not improve the overall aesthetic appeal of the neighborhood. This is easy and cheap to rectify with a combination of bold landscaping, small ground-level green walls and garden boxes installed on the balconies.
11. It's too large and bulky. Why do we need another coffee shop in the area?
12. I don't think it is acceptable. Belongs in Halifax not in our space of peace and quiet and an added of 74 more people. Too many for such a small space and 64 parking spaces.
13. It looks nice enough but that's about it.
14. It fits nicely, not too high.
15. I don't
16. The design is too huge for this area it will look like a huge block of concrete, imposing and out of place. We do not need more coffee shops or high traffic business in this local, adjacent to elementary school.

Question 4: Do you think the proposed building fits in the neighbourhood? Why or why not?

Responses (16 responses, 0 skipped):

1. I feel that the only way the building will fit in the neighborhood is if the building charges a reasonable rent. This area is low income, the last stats says average income falls between 40-60K/year pre-tax. As well majority of residents are 2-3 person households and it seems the building focuses on many 1 BR. If rents are high, then we attract people with higher incomes and create classism and division within the community. I also question having commercial tenants in the building, many family owned businesses have died out in this area because people don't have the money to spend on takeout and such. I worry that this would continue the pattern and there would be vacant commercial spaces majority of the time, wasting what could have been residential.
2. It fits fine
3. Sure
4. Yes .. it is something modern and I think will help to add to the attractiveness of the community
5. I like the design
6. Yes we have a mix of senior and small families so having a mix of different units is a good approach
7. No it should be smaller it will probably be to expense will obstruct views
8. I am hoping that families will be moving in to support south Woodside school

9. 5 stories seems a little high for this area-I would prefer to see height restrictions of 4 stories.
10. In its current state, the building does NOT fit the neighborhood. The key factor is that in its current state the building does not facilitate community. South Woodside is an old community and still maintains social cohesion. Thus this development must also contribute to social cohesion, and in fact ideally improve social cohesion in the neighborhood. This is practical to achieve by designating ground level green space for the use of the community through organized practices such as community gardens, drama and theater, little free library and board-game tables (eg. chess)
11. I'm concerned that it's a huge residential property on a main road with mostly industrial properties. It will look out of place. Has there been any thought of the impact on the school such as the age and size of the school. Metro Transit removed the 63 route due to low ridership. Will that decision be reversed to accommodate this complex?
12. As above (question 3), and most will agree with me. We are seniors of plenty who raised out children here and like out peace and quiet.
13. No, I do not think this is a good fit for our area, as mentioned above in previous questions.
14. It fits nicely. Not too high.
15. No, put it somewhere else that's what you should if using Russel Lake for low income. Not buildings that you can't afford to live in.
16. The building on this proposal seems attractive but in the wrong location. This is a highly residential area and smaller, less height would work. Too immense for there.

Question 5: Please share any other comments you have. All feedback is welcome.

Responses (11 responses, 5 skipped):

1. I think the greatest fear with building new infrastructure is that it takes away from the small community we have. This community is basically just a hill with its side street branch offs and it feels secluded from the busy surrounding Dartmouth areas. We have very little traffic within the community because the hill is a dead end, so only residents travel up Everette. It is low density in population and housing units, but that's part of the appeal in living here. The fear is that if we build one large building, another developer will look into buying out more land or a house on a larger lot and start building up more and it becomes very populated and busy.
2. Hoping that there is enough local grocers in accessible distance.
3. Housing is a human right
4. We have a quiet family-oriented community the building should be smaller.
5. A number of years ago the green arrow at the lights on the bottom of Everette Street was taken away. With the amount of extra traffic because of this building, I hope the green arrow will be brought back
6. This is the first multi-story building in the neighborhood. It is an opportunity to learn from the mistakes of bigger cities and not repeat them. This development can and must become a model of sustainable (socially and environmentally and thus economically) future for the neighborhood. It is our responsibility to make sure that the development is successful: there are more and more people moving to Halifax. We must provide living spaces for them (not concrete boxes). Living spaces require integration with the community and the

environment and create economic prosperity. The current design makes considerations for some of these factors, and can, in a very practical manner address other factors to create a leading example of sustainable development.

7. Take a closer look at the speed, traffic light and school parking before proceeding. It's already a dangerous traffic/pedestrian area so fix the problem before adding to it.
8. I am afraid that this proposal is not a good one and will cause regrets for most. Also only the wealthy can afford to live there.
9. Should have provided a return envelope. Postage paid.
10. Using my driveway as a turn around. More traffic on the dead end street. Don't need more traffic turning in my driveway.
11. I have lived here for 75 years, there have been multiple attempts to slow down the cars racing down Everette St. with no avail. The elementary school across the street, children running around and parents vehicles packed up and down that part of Everette St. will make "accidents waiting to happen"