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Item No. 8.3

Halifax Regional Council
February 26, 2008
March 4, 2008
March 18, 2008

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

A handwritten signature in cursive script, appearing to read "Dan English".

Dan English, Chief Administrative Officer

A handwritten signature in cursive script, appearing to read "Wayne Anstey".

Wayne Anstey, Deputy Chief Administrative Officer - Operations

DATE: February 11, 2008

SUBJECT: Future Community Visioning Program

ORIGIN

September 19, 2006, Regional Council initiated a Community Visioning Pilot Project

October 30, 2007, Regional Council approves in principle the three pilot communities Visions and Action Plans

December 19, 2007, Regional Planning Advisory Committee (RPAC) endorses the methodology & priorities for the future Community Visioning Program.

RECOMMENDATION

It is recommended that Council approve the methodology & priorities for the future Community Visioning Program as contained in this Report.

EXECUTIVE SUMMARY

One of the important directives of the Regional Plan is to engage citizens in a visioning process for each of the growth centres designated under the Plan. Community visioning is a widely used consultation tool for developing consensus around a future direction for the physical, social, environmental and economic objectives of the community. The visions will help guide Council and staff in the preparation of MPS Reviews, service delivery and capital project planning. Visioning also builds citizen capacity such that communities can themselves undertake local initiatives.

The communities of Fall River, Musquodoboit Harbour and Bedford Waterfront have completed their formal visioning processes. This report presents a multi-year implementation program for community visioning, plus studies that need to be undertaken in advance of community visioning. The implementation program evolved through the development of evaluation criteria and comprehensive analysis on the part of the Regional Planning Advisory Committee (RPAC) and staff. Both social and physical planning factors were considered. Moreover many elements of physical planning have important implications for social and economic well being.

In addition to the three communities where visioning is complete, there are an additional eleven communities/centres where visioning, or a similar process which meets the requirements for visioning under the Regional Plan, have been recently completed or are in progress. These include Master Plan areas, the HRMbyDesign project for the Regional Centre and other projects entailing MPS Reviews. As a result, these eleven centres have not been included in the proposed program.

The thirty-three communities recommended for visioning processes, together with prioritization rationale, are described in this report. The following communities are recommended for visioning over the next three years:

2008:	2009:	2010:
Penhorn Mall	Woodside	North Preston/East Preston
Spryfield	Porters Lake	Enfield
Middle Sackville	Upper Tantallon	Sheet Harbour

Watershed Management/Servicing studies required to precede community visioning have been/will be initiated as follows:

2008:	2009:
Hubbards	North Preston/East Preston
Porters Lake/Lake Echo	Sheet Harbour
Upper Tantallon/Hubley	

In subsequent years, additional pre-requisite studies will be undertaken in advance of community visioning for respective growth centres.

Staff advises the above noted work plan can be achieved with existing staff resources in fiscal

2008/2009. However, future years may see the need for additional staff resources to ensure the timely completion of projects identified through community visioning. This will be determined through the annual Business Planning and Budget process.

BACKGROUND

HRM's Regional Plan prescribes community visioning as a key tool in the plan's implementation, and as a precursor to secondary planning (also known as community planning).

The Regional Plan envisages that its overall direction will be interpreted with sensitivity to the needs and aspirations of individual communities through a visioning process for each Growth Centre. The resulting community visions will then help guide subsequent community plan reviews, the HRM budgeting process and initiatives by local groups.

Community visioning is an effective and widely-used community consultation tool for developing consensus when dealing with a large number of issues, building community capacity and fostering public buy-in. Community Visioning is holistic in scope, addressing not only land use related matters but also opportunities and issues regarding recreation and culture, transportation, social planning, economic development, and so on.

The Community Visioning process is not meant to include a comprehensive review of land use policy. Rather, a vision statement would be crafted to reflect overall objectives for future community development incorporating a wide range of community interests. An action plan would also be created, identifying community priorities to achieve the vision. For example, an action plan may include an intent to carry out a review of land use policy to implement the vision.

To date, three communities have completed their Vision and Action Plans, and these were endorsed by Regional Council in October 2007. Currently these plans are being implemented with the coordination of Community Visioning Implementation Teams.

The Regional Planning Advisory Committee (RPAC) has worked closely with staff over the past number of months to develop a set of criteria and develop a recommended program for undertaking community visioning for all Growth Centres identified under the Regional Plan.

DISCUSSION

All Growth Centres are important to the implementation of the Regional Plan. However, acknowledging that this is a long term initiative and that limitations exist with respect to staff resources, the Committee determined a prioritization exercise was warranted. Through direction provided by the Committee to staff, this exercise entailed a systematic approach in developing appropriate criteria by which all centres were assessed. The prioritization exercise began by discussion centred on the following questions:

- 1. Are there opportunities for certain centres/areas to proceed directly to implementation, without the need for community visioning as a prerequisite?**

2. **Is there foundational work** which should be undertaken in advance of community visioning, in order to add value to the visioning process and resulting implementation for the community?
3. **Are there potential synergies** which would avoid duplication of effort or support other projects?
4. **Are there immediate “drivers”** which could affect the future of the community due to a current situation or major initiative in the near future?

Each of these questions formed the basis for developing criteria the Committee could utilize to assess the importance or urgency of community visioning for each growth centre. The following describes the criteria in detail:

1. Direct Implementation - Growth Centres that have undergone/undergoing comprehensive planning including extensive public consultation, for example, Master Plan areas. These centres are not in need of community visioning in the short term.
2. Foundational Work Required - Growth Centres that will benefit from studies completed in advance of commencing community visioning, for example, Watershed/Servicing studies. For these centres, visioning is scheduled to follow the pre-requisite studies.
3. Synergies and Drivers - Growth Centres that are able to coordinate community visioning with other (external) initiatives, for example facilities planning or economic strategy and / or Growth Centres that are expected to receive a major infrastructure project, service improvement or redevelopment opportunity, for example, a new major roadway, piped services, brownfield/greyfield development. For these centres, it is advantageous for community visioning to be undertaken in advance of these initiatives.

1. Direct Implementation - Visioning Deemed Complete

Table 1 (Attachment 1) identifies those growth centres where ‘visioning’ or a similar process is either complete or underway, thereby enabling immediate implementation. These are described as follows:

- **HRM By Design - Downtown Halifax/Spring Garden Road Area:** Through this major initiative, a vision and implementation process is ongoing and will be presented to Council in Spring/08.
- **Master Plans Areas:** Several greenfield sites have recently completed master planning projects or have such plans underway or nearing completion. These processes typically involve extensive public participation, with particular emphasis on hearing from residents

of existing surrounding communities. The emphasis on physical planning is appropriate because these Growth Centres are essentially greenfield sites. Most of these master plans have already culminated in new MPS policies, which will be implemented mainly by means of comprehensive development districts.

- **The Main Street (Tacoma) Streetscape Project:** This study will be presented to Council in the near future, and represents a physical vision for the Tacoma Growth Centre / Main Street corridor. The project entailed extensive public consultation and it is felt that the recommendations of this study can proceed directly to plan policy and bylaw amendments and capital budget programming.
- **Burnside East and City of Lakes (portion):** These centres includes the greater Dartmouth Crossing area and City of Lakes Business Park north of Hwy. 111. A physical plan for these area will be completed as part of the Business Parks Development Functional Plan, currently underway.
- **Birch Cove:** This study will be presented to Council in the near future, and represents a physical vision for the Birch Cove Growth Centre / Bedford Highway Corridor, and as such, another visioning exercise is not required. Additional study, however, will be recommended for the Rockingham/Kearney Lake Road commercial corridor (streetscape study) plus more detailed urban design guidelines for the Bedford Highway/Kearney Lake Road intersection area.

2. Foundational Work - Analyses Required Before Community Visioning

Table 2 (Attachment 2) identifies foundational work which would strengthen the visioning and resulting implementation for the community. Examples would include recently completed or anticipated watershed analyses, community profiles or background studies addressing factors relevant to that particular location. These “foundations” help determine the optimum timing for visioning:

- **Regional Centre:** The HRMbyDesign project is specifically addressing community design and planning within the neighbourhoods comprising the Regional Centre, and is a parallel project to community visioning. Neighbourhood boundaries have been determined and case studies have been undertaken. Public consultation has been significant and is ongoing. As a first priority, a visioning and policy implementation will be completed for the Downtown Halifax/Spring Garden Road Area. Subsequently, a neighbourhood urban design program will be undertaken over a number of years for all other neighbourhoods within the Regional Centre. (Council is advised that there is one centre on the fringe of the Regional Centre (Shannon Park) that should await visioning until such time as a pending land transfer is completed.)
- **Watershed Studies:** Watershed Management/Service Studies (Policy E-17 of the Regional Plan) will help provide a basis for determining the feasibility of such services in

relation to receiving waters and the amount of development. These studies have already begun for some communities, and will provide an empirical foundation for visioning once the analysis has been completed.

- **Community Initiative:** Where communities have already undertaken background research, or have developed tools to prepare themselves for visioning, these initiatives provide a logical foundation on which to build.
- **Other Analyses:** Some locations will benefit from focussed research to address locally important topics which are foundational to developing and implementing a vision once this research is complete. For example, Asset Mapping is intended to be a pro-active approach that will be utilized in certain communities scheduled for visioning. The parameters around when and how it will engage staff and citizens in this process is yet to be finalized. The idea is that by implementing such approaches in advance of the visioning, we are building community capacity and a product (asset map) that will be a value added benefit to the visioning process.

3. Potential Synergies: Coordination with Other Agencies / Projects

Table 3 (Attachment 3) identifies drivers and synergies arising from a current situation, major initiative or other related project in any given Growth Centre. Synergies would involve coordinating with public agencies already intending to do visioning or major consultation for their properties or facilities. Synergies include:

- **Visioning with other agencies:** External agencies or other parties may have a major stake in some growth centres, and may be intending to undertake a public consultation or visioning program at their own initiative. Examples would be property owners (business interests) or other levels of government. In such cases it is important for HRM to explore opportunities for partnering with these stakeholders to enable a joint visioning project to ensure extensive public participation from a wide cross-section of the community. In order to do this, HRM must coordinate its time frame with that of the partnering agency.
- **Consultation through other HRM projects:** Other projects undertaken by HRM have already earmarked some locations for in-depth analysis and consultation because they fall under the scope of a Functional Plan (see Regional Plan Policy IM-26) or recent streetscape studies. For example, communities such as Spryfield and Sackville Drive have had streetscape studies completed however further analysis is required. The visioning process can be used to achieve future refinement of desired objectives.
- **Visioning supporting future projects:** Both HRM and other agencies will benefit from local visioning as valuable input to strategic facility and program planning in all or a portion of the region. Where possible, communities which are especially relevant to these strategic projects should be earmarked for visioning within a time frame that will enable them to provide input to these studies.

4. Immediate Drivers: Major Initiatives for Short Term Implementation

(Table 3, Attachment 3) also describes growth centres that will be directly affected by programmed or anticipated major initiatives or potential private redevelopment projects. It is advantageous that community visioning be undertaken in advance of such initiatives/projects. Examples of Immediate Drivers include strategic road construction or pipe installation or introduction of a major new transit service, brownfield/greyfield redevelopment or opportunities for socioeconomic revitalization. Drivers are further described as follows:

- **Socio-Economic opportunities:** Employment rates, income levels and demographic measures help point to growth centres where early visioning holds promise for expanding economic opportunities and strengthening local enterprises and organizations.
- **Opportunity Sites for early redevelopment:** The Regional Plan identifies a number of opportunity sites within the Regional Centre, some of which are situated in growth centres on the perimeter of the Regional Centre. Beyond the core, other sites must also be considered, such as declining shopping malls and abandoned service stations. These brownfield/greyfield sites have the potential to be redeveloped within the short term and such development could have a profound effect on the future urban form of the growth centre. Community visioning should ideally occur in advance and should provide guidance to any potential redevelopment plans.
- **Major piped infrastructure investment:** Recent or imminent major improvements to water or sewer pipes will attract development and alter the traditional form of development. Affected communities should have an opportunity to help shape any resulting new development before it occurs.
- **Major roadway projects:** The Regional Plan identifies road improvement projects of regional significance. These will affect the physical, social and economic characteristics of the communities in and around them, in terms of both challenges and new opportunities. Some of these roadway projects are already programmed or are planned for the near future, and local communities need to think strategically about how to shape any resulting change to support both their own priorities and those of the Regional Plan.
- **Major transit investment:** The Regional Plan encourages the expansion of MetroLink (“Bus Rapid Transit”), HarbourLink (fast ferry) and Rural Express Bus routes. These higher-order transit services will have limited stops at well-defined stations which will form part of the focal point for the growth centres which they serve. Some of these new services have already been implemented, while others are planned for the near future. Communities with recent or imminent major new transit services and facilities need to think about how these facilities can form a catalyst for a compact, mixed use focus for their growth centre in accordance with the principles of the Regional Plan.

Recommended Multi Year Program for Community Visioning

Based on the criteria analysis undertaken by the RPAC and staff, Figure 1 presents the recommended prioritized list of growth centres for community visioning.

**Figure 1:
Composite Listing: Prioritization of Growth Centres
for Community Visioning**

Growth Centres in order of Priority for Visioning	
1. Penhorn	18. Middle Musquodoboit
2. Spryfield	19. Hubley
3. Middle Sackville	20. Clayton Park West
4. Woodside	21. Eastern Passage
5. Porters Lake	22. Westphal
6. Upper Tantallon	23. Lake Echo
7. East / North Preston	24. Waverley
8. Enfield	25. Upper Musquodoboit
9. Sheet Harbour	26. Jeddore
10. Shannon Park	27. Hatchet Lake
11. Timberlea	28. Indian Harbour
12. Sackville/ Lower Sackville	29. Tangier
13. Sunnyside Mall	30. Moser River
14. West End Mall	31. Lake Charlotte
15. Hubbards	32. Sambro
16. Lakeside/ Beechville	33. Whites Lake
17. Cole Harbour	

Over the next three years, the recommended program includes the following nine communities. Attachment 4, provides a synopsis of each of these centres and the rationale for their ranking.

- 2008:** Penhorn Mall
Spryfield
Middle Sackville
- 2009:** Woodside
Upper Tantallon
Porters Lake
- 2010:** North Preston/East Preston
Enfield
Sheet Harbour

Watershed Management/Servicing studies required to precede community visioning have been/will be initiated as follows:

- 2008:** Hubbards
Upper Tantallon/Hubley
Porters Lake/Lake Echo
- 2009:** North Preston/East Preston
Sheet Harbour

Staff advises that Community Visioning for the first three communities (Penhorn, Spryfield and Middle Sackville) and the Watershed/Servicing Studies (Hubbards, Upper Tantallon/Hubley and Porters Lake/Lake Echo) can be undertaken in the 2008/09 fiscal year, with existing staff resources from Regional/Community Development, Community Relations and Infrastructure and Asset Management. However, future years may see the need for additional staff resources to ensure the timely completion of projects identified through community visioning. This will be determined through the annual Business Planning and Budget process and through the RPAC's Annual Report to Council, along with any potential changes to the visioning program.

BUDGET IMPLICATIONS

Funding for the first three community visioning processes (2008) is currently estimated at approximately \$150,000, and is available in the approved 2007/2008 Capital Account No. CDV00738, Centre Plans/Design. Funds are required for community design expertise. The balance of funds are needed for additional community design project work and infrastructure design in visioning communities.

Budget Summary

Capital Account CDV00738, Centre Plans/Design Visioning

Cumulative Unspent Budget	\$411,129
Less: First 3 Visioning Projects	<u>\$150,000</u>
Uncommitted Balance	\$261,129

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

1. Regional Council can approve the Community Visioning Program as set out in this report. This is the recommendation of staff and the RPAC.
2. Council may choose to alter the priority for community visioning. This is not recommended for reasons described in the report.

ATTACHMENTS

- Attachment 1: Table 1 - Growth Centres for "Direct Implementation"
- Attachment 2: Table 2 - Growth Centres where "Foundational Work Required"
- Attachment 3: Table 3 - Growth Centres; "Drivers and Synergies"
- Attachment 4: Growth Centre Descriptions; First Nine Communities
- Attachment 5: Excerpt from minutes of Regional Plan Committee - Approval of Proposed Community Visioning Program

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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Report Approved by: Roger Wells, Supervisor of Regional and Community Planning, CD, 490-4373



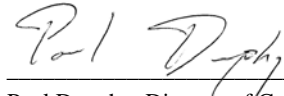
Austin French, Manager, Planning Services, 490-6717

Financial Approval by:



Catherine Sanderson, Senior Manager, Financial Services, 490-1562

Report Approved by:



Paul Dunphy, Director of Community Development

ATTACHMENT 1

Table 1 - Direct Implementation: Visioning Deemed Complete or Underway

Growth Centre	Study completed, underway or required	Estimated Completion
Visioning / MPS Review Recently Completed or Underway		
Bedford Waterfront	Community Vision & Action Plan	Completed
Fall River	Community Vision & Action Plan	Completed
Musquodoboit Harbour	Community Vision & Action Plan	Completed
Mic Mac Mall	MPS Review	Completed
Regional Centre -Halifax Downtown / Spring Garden Road	HRM By Design	Spring 2008
Master / Secondary Plan Approved or Underway		
Bedford South	Masterplan	Completed
Bedford West	Masterplan	Completed
Herring Cove	Herring Cove Area Settlement & Servicing Strategy	Completed
Kearney Lake North	Masterplan (part of Bedford West & South)	Completed
Morris Lake/Shearwater	Masterplan	Underway
Russell Lake	Masterplan	Completed
Studies & Consultations Currently Underway		
Birch Cove	Land Use Planning Study - Western Shore Bedford Basin	Winter 08 followed by MPS Review & streetscape study
Burnside East (Dartmouth Crossing) and City of Lakes (North of HWY. 111)	Business Park Functional Plan	Spring 08 followed by MPS Review
Tacoma	A detailed Main Street Streetscape Study near completion	Winter 08 followed by MPS Review

ATTACHMENT 2

Table 2 - Foundational Work Required: Analysis Required Before Visioning

Growth Centre	Study underway or required	Status
Hubbards	- Hubbards Watershed & Servicing Study required - Joint planning with Lunenburg Co. Required	Watershed Study RFP process underway (08) Joint planning needed
Porters Lake	- Lake Echo - Porters Lake Watershed study required	Watershed Study 2008/09
Lake Echo	- Lake Echo - Porters Lake Watershed Study required	Watershed Study 2008/09
Upper Tantallon	- Head of St. Margaret Bay - Hubley Watershed study required	Watershed Study 2008/09
Hubley	- Head of St. Margaret Bay - Hubley Watershed Study required	Watershed Study 2008/09
East Preston	- Cole Harbour Watershed Study required	Watershed Study 2009/10
North Preston	- Cole Harbour Watershed Study required	Watershed Study 2009/10
Enfield	- Shubenacadie - Grand Lake Watershed Study required - Joint planning with Hants County is needed	Watershed Study underway Joint planning needed
Sheet Harbour	- Sheet Harbour Watershed Study required	Watershed Study 2009/10
Middle Musquodoboit.	- Musquodoboit Valley Watershed Study required (determine capacity for WWTP)	Watershed Study Beyond 09
Waverley	- Shubenacadie - Grand Lake Watershed Study required	Watershed Study underway
Upper Musquodoboit	- Musquodoboit Valley Watershed Study required	Watershed Study Beyond 09
Jeddore	- Jeddore - Lake Charlotte Watershed Study required	Watershed Study Beyond 09

Growth Centre	Study underway or required	Status
Lake Charlotte	Jeddore - Lake Charlotte Watershed study required	Watershed Study Beyond 09
Hatchet Lake	- Prospect River System Watershed Study required	Watershed Study Beyond 09
Whites Lake	- Prospect River System Watershed Study required	Watershed Study Beyond 09
Shannon Park	- Joint vision/master plan/study with Canada Land Co. and Millbrook Band - Pending land transfer to Canada Land Co.& Millbrook Band	Land transfers pending (08/09)
Regional Centre Neighbourhoods	Most neighbourhoods to be addressed in phases through HRM By Design	Anticipated to commence in 2008/09

Table 3 Drivers and Synergies: Anticipated Major Initiatives &/or Coordination with Other Projects

<u>Urban Centres</u>	Unique Socio/Economic Characteristics /impact (potential to increase social capital)	Imminent Growth Pressure / Opportunity Site*	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Penhorn Penhorn Mall is a greyfield opportunity site for compact residential/retail mix next to MetroLink station. Redevelopment is imminent. There is available piped service capacity at this location.</p>	<ul style="list-style-type: none"> • Above average % youth & seniors • Potential to coordinate with facilities strategic planning** eg. HRM CFMP study • Potential partnership with land owner 	<ul style="list-style-type: none"> • Penhorn Mall redevelopment 	<ul style="list-style-type: none"> • Baker Drive extension to new Hwy. 111 interchange 		<ul style="list-style-type: none"> • Existing MetroLink
<p>Woodside The new Community College introduces a large student population with new needs for transit and/or housing. Potential at Moirs Factory & a long term potential for a third bridge though well beyond time line of Regional Plan</p>	<ul style="list-style-type: none"> • NS Community College • Above average % youth & seniors • Above average % of unemployment & incidence of low income 		<ul style="list-style-type: none"> • Mount Hope Ave. Extension to new Hwy. 111 interchange 		<ul style="list-style-type: none"> • Existing MetroLink & Ferry Terminal

<u>Urban Centres</u>	Unique Socio/Economic Characteristics /impact	Imminent Growth Pressure / Opportunity Site*	Major Roadway Infrastructure	Major Piped infrastructur e	Transit/TOD
<p>Shannon Park (Pending land transfer) Once this former military site is transferred to Canada Land Co/Millbrook Band, these agencies will be undertaking visioning and master planning. HRM will have a partnering opportunity.</p>	<ul style="list-style-type: none"> • Above average % of unemployment & incidence of low income 	<ul style="list-style-type: none"> • Opportunity Site 	<ul style="list-style-type: none"> • Potential future MacKay Bridge twinning 		<ul style="list-style-type: none"> • Potential MetroLink
<p>West End Mall Bayers Road Shopping Centre may have potential for mixed- use redevelopment. Road expansion projects and new MetroLink service will improve access through this District Centre which acts as a gateway to the Peninsula and includes the Halifax Shopping Centre.</p>		<ul style="list-style-type: none"> • Bayers Rd. Shopping Centre 	<ul style="list-style-type: none"> • Fairview Interchange upgrade, Lacewood widening, Armdale Rotary access and Bayers Road widening 		<ul style="list-style-type: none"> • Planned MetroLink

<u>Suburban Centres</u>	Unique Socio/Economic Characteristics /impact (potential to increase social capital)	Imminent Growth Pressure / Opportunity Site*	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Spryfield This District Centre serves the entire Chebucto Peninsula, offers opportunities for compact, mixed-use/residential redevelopment at the South Centre Mall, and is to be served by MetroLink. Two local research initiatives and a streetscape study already provide a starting point for visioning.</p>	<ul style="list-style-type: none"> • Above average % seniors • Above average % of unemployment rate & incidence of low income • Potential to coordinate with facilities strategic planning & Open Space Functional Plan • Build on Community Engagement Initiative & Streetscape study 	<ul style="list-style-type: none"> • South Centre Mall 	<ul style="list-style-type: none"> • Herring Cove Rd. Widening & Armdale Rotary conversion 		<ul style="list-style-type: none"> • Proposed Metrolink and potential for fast ferry from Purcells Cove
<p>Middle Sackville Imminent strategic road construction and piped service extensions will drive conventional development unless early action is taken to shape it through visioning for a Suburban Local Centre in accordance with the Regional Plan</p>	<ul style="list-style-type: none"> • Above average % youth • Coordinate with facilities strategic planning & concurrent Sackville River Watershed Study 	<ul style="list-style-type: none"> • Potential for highway oriented development at new interchange 	<ul style="list-style-type: none"> • New interchange programmed • New Beaver Bank Connector road programmed 	<ul style="list-style-type: none"> • Extension of water & sewer underway 	<ul style="list-style-type: none"> • Potential MetroLink

<u>Suburban Centres</u>	Unique Socio/Economic Characteristics /impact	Imminent Growth Pressure / Opportunity Site*	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Sunnyside Mall This established Suburban District Centre has long-term infill opportunities on large parking lots, and may see redevelopment if large retailers relocate to Rocky Lake.</p>	<ul style="list-style-type: none"> • May be affected by Rocky Lake retail park • Above average % seniors • Coordinate with facilities strategic planning 				<ul style="list-style-type: none"> • Potential for MetroLink
<p>Timberlea The province has placed restrictions on development with this sewer shed. A solution to facilitate further development has been completed and is estimated to be a multi million dollar project. This Suburban Local Centre will also be served by express bus.</p>	<ul style="list-style-type: none"> • Build on Westgate Development Agreement • Coordinate with facilities strategic planning & Open Space Functional Plan 			<ul style="list-style-type: none"> • Potential to reroute pipe connection to Halifax STP 	<ul style="list-style-type: none"> • Planned Rural Express Bus

<u>Suburban Centres</u>	Unique Socio/Economic Characteristics /impact (potential to increase social capital)	Imminent Growth Pressure /Opportunity Site*	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Sackville/Lower Sackville These work together as a Suburban District and Local Centre. There are opportunities for compact infill development in strategic locations. The Sackville Drive Streetscape Study provides a starting point for discussion.</p>	<ul style="list-style-type: none"> • Above average % youth • Build on streetscape study for Sackville Drive 		<ul style="list-style-type: none"> • Potential for Highway 107 extension from Burnside Drive to Duke Street. 		<ul style="list-style-type: none"> • Existing MetroLink
<p>Sunnyside Mall This established Suburban District Centre has long-term infill opportunities on large parking lots, and may see redevelopment if large retailers relocate to Rocky L.</p>	<ul style="list-style-type: none"> • May be affected by Rocky Lake retail park • Above average % seniors • Coordinate with facilities strategic planning 				<ul style="list-style-type: none"> • Potential for MetroLink

<p><u>Suburban Centres</u></p>	<p>Unique Socio/Economic Characteristics /impact</p>	<p>Imminent Growth Pressure /Opportunity Site*</p>	<p>Major Roadway Infrastructure</p>	<p>Major Piped infrastructure</p>	<p>Transit/TOD</p>
<p>Clayton Park West This Suburban Local Centre abuts major employment and retail at Bayers Lake Business Park and is characterized by recent high density residential development, a new high school and Mainland North Common. There is potential for improved links to the business park and the Halifax Peninsula. (Phase II of the Business Parks Development Functional Plan (2008) will address issues and opportunities for Bayers Lake Business Park.)</p>	<ul style="list-style-type: none"> • Above average % seniors 		<ul style="list-style-type: none"> • Feasibility study of Washmill Court underpass 		<ul style="list-style-type: none"> • Proposed MetroLink

<u>Suburban Centres</u>	Unique Socio/Economic Characteristics /impact	Imminent Growth Pressure /Opportunity Site*	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Cole Harbour This established Suburban Local Centre was the first to be served by MetroLink. The Cole Harbour Road may be a starting point for community visioning.</p>	<ul style="list-style-type: none"> • Above average % youth 			<ul style="list-style-type: none"> • Programmed Upgrade of Eastern Passage STP 	<ul style="list-style-type: none"> • Existing MetroLink
<p>Eastern Passage Expansion of the nearby sewage treatment plant will enable continued development in this Suburban Local Centre. MPS policies for the Quigleys Corner area have recently been reviewed.</p>	<ul style="list-style-type: none"> • Above average % youth • Coordinate with facilities strategic planning 			<ul style="list-style-type: none"> • Programmed Upgrade of STP 	

<u>Suburban Centres</u>	Unique Socio/Economic Characteristics /impact	Imminent Growth Pressure /Opportunity Site*	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Lakeside/ Beechville Like Timberlea, the province has placed restrictions on development with this sewer shed. A solution to facilitate further development has been completed and is estimated to be a multi million dollar project. Some residents of this Suburban Local Centre will also be able to use a new express bus from the Timberlea Village Connector.</p>	<ul style="list-style-type: none"> • Coordinate with Open Space Functional Plan 			<ul style="list-style-type: none"> • Potential to reroute pipe connection to Halifax STP 	<ul style="list-style-type: none"> • Rural Express Bus from Timberlea Connector
<p>Westphal This Suburban Local Centre is strategically located at the junction of Highway 7 and the Burnside/Forest Hills Connector.</p>	<ul style="list-style-type: none"> • Above average % of youth 			<ul style="list-style-type: none"> • Potential capacity with programmed upgrade of Eastern Passage STP 	

<u>Rural Centres</u>	Unique Socio/Economic Characteristics /impact (potential to increase social capital)	Significantly Above average change in population 1996 to 2006	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Porters Lake This growing Rural Commuter Centre will be receiving rural express bus service but requires a watershed study prior to visioning. There is also a potential for a new school.</p>	<ul style="list-style-type: none"> • Above average % youth • Above average % of unemployment rate & incidence of low income • Coordinate with facilities strategic planning & 2008 Walkability Charrette (Active Transportation Plan) 	<ul style="list-style-type: none"> • 24% 		<p>Lake Echo - Porters Lake Watershed Study required - Priority 2</p>	<ul style="list-style-type: none"> • Planned Rural Express Bus
<p>East Preston This Rural Commuter Local Centre is being considered for rural express bus service but requires a watershed study prior to visioning. In the very long term, the community may be affected by a potential bypass linking Hwy. 107 directly with Burnside.</p>	<ul style="list-style-type: none"> • Above average % youth • Above 50 % racial minority • Coordinate with Greater Halifax Partnership & build on Cultural Heritage Model 	<p>~3.7 decrease in population</p>	<ul style="list-style-type: none"> • Potential future Hwy. 107 bypass 	<p>Cole Harbour Watershed Study required - Priority 3</p>	<ul style="list-style-type: none"> • Potential Rural Express Bus

<u>Rural Centres</u>	Unique Socio/Economic Characteristics /impact	Significantly above average change in population 1996 to 2006	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Upper Tantallon This rapidly growing Rural Commuter Centre will be receiving rural express bus service but requires a watershed study prior to visioning.</p>	<ul style="list-style-type: none"> • Coordinate with facilities strategic planning & Open Space Functional Plan & Spring 2008 Walkability Charrette (Active Transportation Plan) 	<ul style="list-style-type: none"> • 54% 	<ul style="list-style-type: none"> • Recent twinning of Hwy. 103 	<p>Head of St. Margaret Bay - Hubley Watershed Study required - Priority 1</p>	<ul style="list-style-type: none"> • Planned Rural Express Bus
<p>Enfield This growing Rural Commuter District Centre on the HRM boundary will be receiving rural express bus service and is included in the current Shubenacadie -Grand Lake Watershed Study. This Centre needs joint planning with Hants County.</p>	<ul style="list-style-type: none"> • Coordinate with HRM CFMP study 	<ul style="list-style-type: none"> • 33% Also growth pressure beyond HRM boundaries. 		<ul style="list-style-type: none"> • Shubenacadie -Grand Lake Watershed Study in progress & near completion 	<ul style="list-style-type: none"> • Planned Rural Express Bus

<u>Rural Centres</u>	Unique Socio/Economic Characteristics /impact	Significantly above average change in population 1996 to 2006	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Sheet Harbour This Rural Resource District Centre provides a second port for HRM and has opportunities for economic revitalization. A watershed study is required prior to visioning, to address water supply issues.</p>	<ul style="list-style-type: none"> • Opportunity for Port Dev. • Above average % seniors • ***Above average % of unemployment rate & incidence of low income • Coordinate with facilities strategic planning & Street scape study undertaken 	<p>~Nearly 10% decrease in population</p>		<p>Sheet Harbour Watershed Study required - Priority 4</p>	

<u>Rural Centres</u>	Unique Socio/Economic Characteristics /impact	Above average change in population 1996 to 2006	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Middle Musquodoboit Growth in this Agricultural District Centre is constrained by sewage treatment plant capacity and limits to assimilation capacity in the Musquodoboit River. There is long-term potential for growth associated with resource based industries.</p>	<ul style="list-style-type: none"> • Potential for resource-based economic development • Above average % of unemployment rate & incidence of low income • Coordinate with facilities strategic planning 			<p>Musquodoboit Valley Watershed Study required (plant is at capacity) - Priority 5</p>	
<p>North Preston This Rural Commuter Local Centre has its own piped sewer and water system and is located within the Lake Major watershed protection area. This centre requires a watershed study prior to visioning.</p>	<ul style="list-style-type: none"> • Above average % youth • Above 50 % racial minority • Above average % of unemployment rate & incidence of low income 			<p>Cole Harbour Watershed Study required (plant is at capacity) - Priority 3</p>	

<u>Rural Centres</u>	Unique Socio/Economic Characteristics /impact	Above average change in population 1996 to 2006	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Hubley This Rural Commuter Local Centre will receive rural express bus service but requires a watershed study prior to visioning.</p>	<ul style="list-style-type: none"> • Coordinate with Open Space Functional Plan 		<ul style="list-style-type: none"> • Potential future Highway 113 from a new interchange on Hwy. 103 to Bedford 	<p>Head of St. Margaret Bay - Hubley Watershed study required - Priority 1</p>	<ul style="list-style-type: none"> • Rural Express Bus
<p>Hubbards This Rural Commuter Local Centre on the HRM boundary will require a watershed study (already initiated) and needs joint planning with Lunenburg County.</p>	<p>Needs joint planning with neighbouring municipality</p>	<ul style="list-style-type: none"> • Growth pressure beyond HRM boundary 		<ul style="list-style-type: none"> • Provincial directive to resolve septic issue • Hubbards Watershed & Servicing Study initiated 	
<p>Lake Echo This Rural Commuter Centre will be receiving rural express bus service but requires a watershed study prior to visioning.</p>	<ul style="list-style-type: none"> • Above average % of unemployment rate & incidence of low income 	<p>~decrease of 6.4% in population</p>		<p>Lake Echo - Porters Lake Watershed study required - Priority 2</p>	<ul style="list-style-type: none"> • Planned Rural Express Bus

<u>Rural Centres</u>	Unique Socio/Economic Characteristics /impact (potential to increase social capital)	Above average change in population 1996 to 2006	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
Waverley This Rural Commuter Local Centre is included in the current Shubenacadie - Grand Lake Watershed S.	<ul style="list-style-type: none"> • Above average % youth 			<ul style="list-style-type: none"> • Shubenacadie - Grand Lake Watershed Study in progress 	
Upper Musquodoboit This Agricultural Local Centre will require a watershed study prior to visioning.	<ul style="list-style-type: none"> • Above average % seniors • Above average % of unemployment rate & incidence of low income 			Musquodoboit Valley Watershed Study required - Priority 5	
Jeddore This Rural Commuter Local Centre will require a watershed study prior to visioning. In the very long term, it could become the endpoint for a potential future extension of Hwy.107	<ul style="list-style-type: none"> • Above average % of unemployment rate & incidence of low income 		<ul style="list-style-type: none"> • Potential future Highway 107 extension 	Jeddore - Lake Charlotte Watershed Study required - Priority 6	
Hatchet Lake This Rural Commuter Local Centre will require a watershed study prior to visioning.	<ul style="list-style-type: none"> • Above average % youth • Coordinate with facilities strategic planning & Open Space Functional Plan 			Prospect River System Watershed Study required - Priority 7	

<u>Rural Centres</u>	Unique Socio/Economic Characteristics /impact (potential to increase social capital)	Above average change in population 1996 to 2006	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Indian Harbour This Rural Commuter Local Centre is located close to the Peggys Cove tourist destination and provincial protected area.</p>	<ul style="list-style-type: none"> • Above average % seniors • Coordinate with facilities strategic planning & Open Space Functional Plan 				
<p>Tangier This Rural Resource Local Centre might be affected if mining development occurs at Moose River Gold Mines</p>	<ul style="list-style-type: none"> • Potential mining development at Moose River Gold Mines • Above average % of unemployment rate & incidence of low income 				
<p>Moser River This Rural Resource Local Centre is the easternmost centre identified in the HRM Regional Plan.</p>	<ul style="list-style-type: none"> • Above average % seniors • Above average % of unemployment rate & incidence of low income 				
<p>Sambro This Rural Commuter Local Centre also supports a traditional fishery.</p>	<ul style="list-style-type: none"> • Coordinate with facilities strategic planning & Open Space Functional Plan 				

<u>Rural Centres</u>	Unique Socio/Economic Characteristics /impact	Significantly above average change in population 1996 to 2006	Major Roadway Infrastructure	Major Piped infrastructure	Transit/TOD
<p>Lake Charlotte This Rural Resource Local Centre has seen significant private-road subdivision oriented to a leisure market. The community would benefit from a watershed study prior to visioning.</p>	<ul style="list-style-type: none"> • Above average % of unemployment rate & incidence of low income 			<p>Jeddore - Lake Charlotte Watershed study required - Priority 6</p>	
<p>Whites Lake This Rural Commuter Local Centre will require a watershed study prior to visioning.</p>	<ul style="list-style-type: none"> • Coordinate with facilities strategic planning & Open Space Functional Plan 			<p>Prospect River System Watershed Study required - Priority 7</p>	

Notes

*Opportunity Sites do not necessarily coincide with those of Appendix D or Map 6 in the Regional Plan because the appendix and map refer only to the Regional Centre. Also the inventory of lands available for redevelopment changes over time.

**There are three facilities master planning exercises that the Visioning within Growth Centers can coordinate with:

Needs Assessment and Master Facilities Plan, Final Report Halifax Public Libraries, July 2004

HRM Community Facilities Strategic Masterplan, (CFMP) currently underway

Halifax Regional School Board 10-year Masterplan, consultation 2007 to 2010 (3 phase study)

*** Source: Statistics Canada 2001 (employment & % of low income uses Census Tract boundaries Middle Musquodoboit, Jeddore, Tangier, Lake Charlotte are within the same census boundary. Sheet Harbour, Upper Musquodoboit & Moser River also are within the same census boundary. The demographic (2006) statistics are using the smaller areas from the provincial NS Community Counts boundaries.

Attachment 4

Growth Centre Descriptions; First Nine Communities

The following nine growth centres are recommended for community visioning over the next three years. The information below provides a synopsis of each growth centre and the rationale for their ranking.

- 1. Penhorn Mall** is an imminent redevelopment opportunity at a gateway to the Urban Core for a mix of compact residential development and retail focussed on the existing MetroLink service. This large site could become a showcase for Transit-Oriented Development as envisaged in the Regional Plan, with strengthened pedestrian links across the Circumferential Highway and Portland Street. This Urban Local Centre also includes the Woodlawn Road - Portland Street - Baker Drive area with its changing retail uses, medium-density residential properties in the Gaston Road area and the new residential development at Evergreen Heights. The area has an above-average proportion of youth and seniors. HRM staff can also coordinate with the Community Facilities Master Plan (CFMP) and the Library Master Facilities plan studies.
- 2. Spryfield** has long been recognized as offering redevelopment or infill opportunity in the vicinity of South Centre Mall, and already serves as the District Centre for the Sambro loop. There are opportunities for compact, mixed-use development focussed around a future MetroLink terminal at the mall, with pedestrian-supportive linkages, siting and building design throughout this Centre which has an above-average proportion of seniors. Two local research initiatives and a recent streetscape study already provide a starting point for visioning. HRM staff can also coordinate with the Community Facilities Master Plan (CFMP), the HR School Board Master Plan, and the Open Space Functional Plan.
- 3. Middle Sackville** will become highly attractive for development upon completion of a new interchange and connector road for Highway 101, together with piped service extensions. Early action should be taken to shape this anticipated growth through visioning for a Suburban Local Centre in accordance with the overall intent of the Regional Plan. This area also has an above-average proportion of youth. HRM staff can also coordinate with the Community Facilities Master Plan (CFMP), the HR School Board Master Plan and Open Space Functional Plan.
- 4. Woodside** has recently received a new Community College which has introduced a large daytime population, raised questions about housing options and increased the demand for public transit. The area already has an above-average proportion of youth and seniors. This Urban Local Centre serves as a gateway to the Urban Core, is located at the endpoint of Highway 118, and is served by a direct ferry link to downtown Halifax and MetroLink service from Cole Harbour. The existing multi-modal transit terminal provides a logical focus for introducing compact, mixed-use, walkable infill development consistent with the intent of the Regional Plan.

- 5. Porters Lake** has grown significantly (24% population increase) over the past ten years, and has an above-average proportion of youth. As a Rural Commuter Centre, this community is likely to receive rural express bus service in the near future. This is a potential community for receiving a new school. A watershed study is required prior to visioning, and this has been given a relatively high priority. HRM staff can also coordinate with the Community Facilities Master Plan (CFMP), the HR School Board Master Plan and Open Space Functional Plan.
- 6. Upper Tantallon** has grown very rapidly (over 50% population increase) over the past ten years. This Rural Commuter Centre is likely to receive rural express bus service in the near future. Together with the new service, the recent twinning of Highway 103 will attract further growth to the area. A watershed study is required prior to visioning, and this has been given a high priority. HRM staff can also coordinate with the Community Facilities Master Plan (CFMP), and the HR School Board Master Plan and Open Space Functional Plan.
- 7. North Preston /East Preston** Rural express bus service is planned along Highway 107 in the near future. These communities have a high percentage of youth and visible minority population. There is an opportunity to collaborate with the Greater Halifax Partnership and build on the HRM Cultural Heritage Model. In the very long term, the area could be affected by a potential bypass linking Highway 107 directly with Burnside. A watershed study is required prior to visioning. HRM staff can also coordinate with the Open Space Master Functional Plan.
- 8. Enfield** has grown substantially over the past ten years (33% population increase), and is likely to receive rural express bus service in the near future. This Rural Commuter District Centre is located within the study area of the Shubenacadie - Grand Lake Watershed Study which is nearing completion. Because the community is located on the boundary between HRM and Hants County, a Memorandum of Understanding is needed for joint visioning with the County before proceeding. HRM staff can also coordinate with the Community Facilities Master Plan (CFMP), the HR School Board Master Plan and Open Space Functional Plan.
- 9. Sheet Harbour** is a Rural Resource District Centre with opportunities for economic revitalization including potential for port related development. This community has an above-average proportion of seniors and has seen significant population decline (10% between 1996 and 2006). A streetscape study has been undertaken, which will form a basis for the visioning exercise. A watershed study, with a focus on local water supply issues, will be required prior to visioning. HRM staff can also coordinate with the Community Facilities Master Plan (CFMP), and the HR School Board Master Plan.

Attachment 5

REGIONAL PLAN ADVISORY COMMITTEE

December 19, 2007

MINUTES

MOVED by Margo Grant, seconded by Cheryl Newcombe, that the Regional Plan Advisory Committee endorse the methodology for the future Community Visioning Program as contained in the December 12, 2007 Memorandum, and that staff prepare a report to Regional Council recommending approval of this Program. MOTION PUT AND PASSED.

MOVED by Margo Grant, seconded by Cheryl Newcombe, that the Regional Plan Advisory Committee endorse the priorities for the future Community Visioning Program as contained in the December 12, 2007 Memorandum, and that staff prepare a report to Regional Council recommending approval of this Program. MOTION PUT AND PASSED.

MOVED by Paul Pettipas, seconded by Robert Batherson, that the list of priorities be amended to combine the visioning projects for East Preston and North Preston. MOTION PUT AND PASSED.

Jennifer Weagle
Legislative Assistant