

Chapter 1. Introduction - Supplementary Table (written comments as of July 5, 2013)¹

PROPOSED POLICY CHANGE OR ISSUE	SUBMISSION BY	REF. #	COMMUNITY FEEDBACK	STAFF RESPONSE (Where no response is indicated, staff believe the proposed Regional Plan addresses this adequately or has previously been addressed.)	CDAC Direction
1.1 Plan Review	Leary, T.		<p>The regional plan has thus far clearly failed to meet the reasonable objectives set out in the original iteration of the plan, and improvements must be made. It is also clear that the bias of the plan and its outcomes thus far have been in favour of the following:</p> <ul style="list-style-type: none"> -far more suburban development, at the cost of sprawl; -increased infrastructure cost burden on taxpayers; -increased dependence upon the automobile during a time of irreversibly rising energy costs; -and a continuing likelihood of further deterioration of the central core of Halifax. 	<p>It is acknowledged that the plan is not tracking to meet its 25 year growth targets. Steps advanced in the Plan to encourage growth in the Regional Centre are listed below:</p> <ul style="list-style-type: none"> • Centre Plan • Investment in the Regional Centre • Culture and Heritage Priorities Plan and the establishment of three new Heritage Conservation Districts in the Regional Centre • Greenbelting and Public Spaces Priorities Plan • Focused Investment in Transit (through Urban Service Boundary and Transit Priorities Plan) • Limits on office development in HRM Industrial Parks 	

¹ The purpose of these tables is to identify key issues according to chapter, policy or related issue and allow staff and CDAC to comment on the submissions. While all effort has been made to use the exact wording of the submissions, some submissions have been abbreviated. Many submissions address more than one topic, therefore relevant points may appear in various chapter tables. All submissions have been assigned a reference number, which correspond to a separate package which includes complete submissions. For complete submissions please visit www.halifax.ca/planhrm

	Spryfield Residents' Association		<p>1.1 (Pg.6) The First Five Year Plan Review The Spryfield Residents' Association is generally in agreement with the growth targets but cautions that continued development in Mainland South (Suburban & Rural) will result in the need for significant new infrastructure to support such development (roads, sidewalks, sewers, bridges, schools, etc.) As well, there are still many existing streets needing paving, curbs, sidewalks.</p> <p>pg.7) Sustainable Solutions Suggest need to add the phrase "more beautiful, walkable and complete communities" to Regional Centre enhancement. Our City Centre should be filled with parks, outdoor furniture and artworks linked by pleasant walking areas between destinations.</p> <p>1.2 Vision and Principles (pg.8) Manage Development... SRA encourages redevelopment of vacant lots and "tired" properties before consuming more natural spaces for development. Municipality should ensure any new development is a first class asset for any neighbourhood and appropriate for today and the future. Questions should always be asked about what the City will look like and need 50 or 100 years from now.</p> <p>1.2 Vision and Principles (pg.8) Develop Integrated Transportation systems ... Halifax already has the rail cut through the peninsula to the downtown and port areas. Partner with CNR, Ottawa and the Province to build a light rail commuter train. Find innovative ways to span the North West Arm or have water taxis such as False Creek in Vancouver.</p>	Infrastructure requirements are carefully considered in development approvals.	
1.3 Environment Objectives	Spryfield Residents' Association		1.3 (pg.8) Environment Objectives: #2 mentions "lands suited for renewable resource extraction". What does this mean? Doesn't sound good.	Resource extraction enterprises are required to follow provincial environmental regulations	
1.3 Objectives Settlement & Housing	Creighton, M.		<p>Objective #4 - page 9 "maintain the integrity of rural communities". This statement is rather vague.</p> <p>It is recommended that the definition be more closely defined. Descriptions of goals and measures of success be included.</p>	Performance measures tied to specific objectives will be included as an Appendix to the Regional Plan. Section 3.3 and 3.4 speak to rural community design standards.	
	Spryfield Residents' Association		1.3 Settlement and Housing: Agree with 1-6. (b) SRA would like to point out that Mainland South has few connections with the rest of the City, just Herring Cove/Purcells Cove Roads leading into the Armdale Roundabout, and the North West Arm Drive. But we need more connections (bus, trails) with Mainland North, and the peninsula. There are few walking trails and none that connect with work or shopping destinations. We have no old rail beds to convert to trails so a trail has to be built along NWArm Drive to connect to the trails north of St. Margaret's Bay Road. This could follow the power lines on the edge of Long Lake Provincial Park. Again, partnerships with NSP, Province and HRM are required.	HRM continues to work with the Province and community based organizations on trail development.	

<p>1.5.1 Economy and Employment</p>	<p>Creighton, M.</p>	<p>The ship building programme is projected to generate 8500 jobs through to 2030 with peak of 11,500 in 2021. What happens post 2030? Most jobs created will not be high tech. These types of jobs tend to be work centric, not long term industrial investments. Has any thought been given to long range (>25 years) plans to ameliorate the impact of the movement of workers out of the area post ship building programme?</p> <p>It is recommended that a very long term plan (>25 years) be given consideration.</p>						
<p>1.3 Culture and Heritage Objectives</p>	<p>Spryfield Residents' Association</p>	<p>(pg.10) Culture and Heritage: Many sites have yet to be identified and it is not clear when they will be. Therefore, even if this is not appropriate time, the Spryfield Residents' Association would like to point out several sites in Spryfield needing protection and inclusion.</p> <table border="0"> <tr> <td>1. The Rockingstone at Kidston Lake</td> <td>3. Kidston Lake earthen dam</td> </tr> <tr> <td>2. Table Rock at Kidston Lake</td> <td>4. Long Lake dam</td> </tr> </table>	1. The Rockingstone at Kidston Lake	3. Kidston Lake earthen dam	2. Table Rock at Kidston Lake	4. Long Lake dam	<p>This suggestion can be addressed as part of the Culture and Heritage Priorities Plan.</p>	
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