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Halifax Regional Council
January 20, 2004
January 27, 2004

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY: 
George McLellan, Chief Administrative Officer


Joe O'Brien, Chair, Regional Planning Committee

DATE: January 15, 2003

SUBJECT: Regional Planning Goals and Objectives

ORIGIN

December 3, 2003 - Regional Planning Committee agreed upon draft Regional Planning Goals and Objectives for public distribution and consultation.

December 8, 10, 11 and 18, 2003 and January 8, 2004 - Public Open houses to receive feedback on draft goals and objectives.

January 7 and 14, 2004 - Regional Planning Committee agreed upon final changes to draft Goals and Objectives before sending to Council.

RECOMMENDATION

It is recommended that:

1. Regional Council endorse, in principle, the Regional Planning Goals and Objectives (Attachment #1) as set forth by its Regional Planning Committee; and
2. Approve revised wording of Regional Planning Principles #3 and #4.

BACKGROUND

Following on Council's approval of the Regional Planning Principles, the Regional Planning Committee (RPC) and staff team set about to draft detailed goals and objectives. Integral to the creation of the goals and objectives was the "Directing the Action" workbook.

As was intended, the workbook responses provided an excellent basis for the creation of the draft goals and objectives. The more than 1000 completed workbooks provided both the RPC and staff team with a good understanding of opinions and thoughts on difficult regional matters. Additional consultation included over 25 stakeholder meetings, six focus groups and two workshops. The workbook results and consultation were combined with staff research.

In December/January, a series of public open houses provided feedback on the draft goals and objectives¹. This feedback has been incorporated into the final draft of the goals and objectives presented in this report (Attachment #1).

DISCUSSION

The December and January open houses attracted over 250 participants. The kick-off session, which included a press conference at the Keshen-Goodman Library, attracted roughly 150 people. The purpose of the open houses was a final check with the public before going to Council. Visitors to the open houses viewed a series of static displays on the seven Regional Planning Principles and the draft goals and objectives for each principle. Handouts containing the goals and objectives were provided, and many took the time to write down their thoughts and comments as they moved through the displays. Additionally, comments have been provided through the web-site and tear-off comment sheets provided with the handout.

The feedback received has been excellent, serving to reinforce the recommended goals and objectives. A hard copy of all the comments received from the open houses is available to members of Regional Council and will be posted shortly on the website. A summary of the comments is provided in Attachment #2 of this report (organized by principle).

(It is important to note that many comments received are too specific to address at this stage in the Regional Planning process, but all comments will be kept for additional review at the community planning stage.)

The Regional Planning Committee and staff team have reviewed all of the comments. Some revisions have been made to the draft goals and objectives to reflect this input. These revisions have been incorporated into the final version.

¹ The December 15th open house in Musquodoboit Harbour was rescheduled to January 8 due to inclement weather.

Revisions to Regional Planning Principles #3 and #4

Feedback from the *Directing the Action* Workbook convinced the Regional Planning Committee to recommend a change to Principle #3. The new Principle was used for the Open House feedback sessions. It states: **Support appropriate roles for the Halifax/Dartmouth central business district (Capital District) as a focus for economic, cultural and residential activities.**

The original Principle stated: *Support appropriate roles for the Halifax / Dartmouth central business district and local business districts as a focus for economic, cultural and residential activities.* The RPC felt the local business districts were addressed more logically in Principle #4 (*Support development patterns that promote a vigorous economy*). To ensure it is clear that Principle #4 covers the whole of the region, the RPC recommends that Principle #4 be expanded to now state: **Support development patterns that promote a vigorous economy throughout HRM.**

What Happens Next

The goals and objectives provide a greater level of detail in the process to create HRM's new Regional Plan. They define actions and set measurable parameters related to the Economy, the Environment, Settlement Patterns, Transportation, Halifax Harbour and the Capital District. An exciting picture of the future of our region is emerging - one of connected open spaces, clean waterways, and productive and integrated natural and resource areas; one of mixed use communities conducive to transit service and vibrant rural villages; one of inter-regional transportation systems and a diverse, strong, regional economy; and, one of a strong Capital District and a harbour which functions as a magnet for the whole region and Atlantic Canada. The goals and objectives get specific on how we can achieve these outcomes.

By way of this report, Regional Council is being asked to endorse, in principle, the goals and objectives which will form the foundation of its Regional Plan. The goals and objectives will continue to be refined as the regional planning process continues. Regional Council's endorsement of the goals and objectives will move the regional planning project forward into one of its most significant and exciting phases - the generation, or creation, of alternative concepts for the future growth of the region.

Staff are currently finalizing base maps and documenting the key information necessary to map alternatives.

The fourth in a series of Regional Planning newsletters will promote the approved goals and objectives and provide an educational piece on the process to create growth alternatives. The newsletter will let HRM residents and stakeholders know how they can be involved in this very important next step. The Regional Planning Goals and Objectives, which will form the basis to

begin creating alternatives, will also be communicated using public displays, the Regional Planning web-site, the stakeholder and residents mailing list, and various media opportunities.

The creation of alternative concepts for growth will be a public process engaging stakeholders and the general public. A series of workshops, beginning in mid-February, will involve participants in an exercise to design these concepts. (Details on the workshops - number, locations, etc. - are still being finalized by staff and the Regional Planning Committee)

The Regional Plan is currently at Step 3 as outlined in the attached approved process (Attachment #4). The timeline and deliverables continue to be maintained.

BUDGET IMPLICATIONS

There are no immediate implications associated with approving in principle the Regional Planning Goals and Objectives. Costs associated with the Step 3 of the Regional Planning Process (Phase II), to generate alternative concepts for future growth using the approved goals and objectives as a foundation (i.e. public/stakeholder workshops), will be allocated from the resources of the Governance and Strategic Initiatives business unit.

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.

REGIONAL PLANNING IMPLICATIONS

The implications are addressed in the Background/Discussion sections of this report.

ALTERNATIVES

- 1) Change the draft regional planning goals and objectives prior to approval in principle.
- 2) Approve the draft regional planning goals and objectives. (Recommended)

ATTACHMENTS

- Attachment #1: Regional Planning Goals and Objectives
- Attachment #2: Summary of Public Comment
- Attachment #3: List of Stakeholder Meetings (for Workbook)
- Attachment #4: Regional Planning Process Phase II (Actions, Timeframes and Deliverables)

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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Attachment #1

Regional Planning

Draft Goals and Objectives

January 14, 2004

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Principle One

Ensure opportunities for the protection of open space, wilderness, natural beauty and sensitive environmental areas.

HRM's population is growing and we are the largest urban area in Atlantic Canada. We retain many enviable environmental assets as well.

HRM includes many large and small wetlands and both inland and coastal marshes. These wetlands help reduce peak stormwater flows, filter contaminants, and provide habitats for wildlife.

Although our natural areas have shrunk, we retain enough wilderness that we are home to large mammal populations such as moose and bear.

We need to decide if retaining these populations is important to our vision for the region 25 years from now. If it is important, we must protect large areas of land from development and keep them in a natural state.

Specifically, there are four main reasons to protect the environment in HRM:

1. To ensure that there is a system of interconnected open space corridors to preserve plant life, provide habitats for fish and wildlife and to protect the water resources that sustain us;
2. To ensure that land and water is conserved to provide renewable resources that contribute to our local economy;

3. To ensure that we maintain our quality of life by giving access to the natural beauty of our backwoods, lakes, rivers and coastal areas;
4. For economic benefit. Studies show that businesses choose to locate their offices in cities with a high quality of life including green space, trails and cultural opportunities.

THE GOALS AND OBJECTIVES

Success of the regional plan is dependent upon the integration of all the Principles. For this reason, all the Goals and Objectives in this section must be interpreted in the context of all the other Principles.

General Goal Statement:

To achieve a sustainable environment through an ecosystem based management approach and to ensure public access and opportunities for enjoyment of open space.

Environmental Sustainability**Goal 1.1:**

Ensure untreated waste is not discharged into the natural environment.

Objectives:

- A. Develop a long term solid waste management strategy, including comprehensive recycling programs. (*Waste diversion targets are met*)
- B. Provide effective source control and public education programs to reduce noxious discharges into municipal sewer systems. (*Compliance with wastewater discharge regulations*)

- C. Develop and manage an effective sewage treatment system for Halifax Harbour to enable restoration of threatened habitats and ecosystems and passive recreational opportunities.

Goal 1.2:

Ensure waste discharges of all types do not exceed the carrying capacity of the natural environment (including land, air and water).

Objectives:

- A. Use watershed and sub - watershed planning to ensure the preservation of water quality by considering the cumulative impacts of development during planning and development approval processes.
- B. Develop regional policy and regulations for sedimentation and erosion control.
- C. Identify and protect lands which are inappropriate for extraction of mineral resources, to prevent fragmentation of development, minimize conflicting land uses, and protect public safety.

Goal 1.3:

Manage growth in HRM to prevent unnecessary or inefficient land consumption and preserve more open space.

Objectives:

- A. Establish region-wide growth management mechanisms including clustered and concentrated growth, walkable neighbourhoods, transit-oriented development, management

and phasing of infrastructure, and protection of rural landscapes and natural resources (*reduction in land consumed per capita for residential construction*).

- B. Encourage redevelopment of vacant sites and underutilised sites to reduce pressure to develop open space and natural areas. (*Decrease in acres consumed or increase in "in-fill" development*)
- C. Achieve conservation-based, pedestrian, cycling and transit-oriented developments through the promotion of more compact development forms.

Goal 1.4:

Ensure that renewable natural resources are not used faster than they can be regenerated.

Objectives:

- A. Require integrated land-use planning to ensure that conservation decisions are made at the same time as, or prior to, decisions about residential and commercial developments.
- B. Support Provincial integrated resource management objectives.

Goal 1.5:

Ensure there is sufficient ground water quantity and quality to sustain development in areas which rely on private wells.

Objectives:

- A. Ensure a safe and adequate supply of water in areas which rely on wells (hydro-geological assessments are conducted prior to lot approval).
- B. Ensure natural recharge areas are maintained and avoid contamination of groundwater from all sources, through well head protection strategies and other land use controls.
- C. Ensure that on-site or other small scale sewage disposal systems are properly managed and well maintained.

Goal 1.6:

Maintain water quality to support drinking water, recreation, fish and wildlife habitat, and natural beauty and to protect the natural function of estuaries, rivers, streams, lakes, flood plains and wetlands.

Objectives:

- A. Require undisturbed buffers of vegetation along watercourses are maintained in new developments, to minimize the effects of erosion, protect shorelines, and maintain recreational and habitat value.
- B. Consider the cumulative impacts of development on an entire watershed. *(watershed management plans are supported by and are consistent with community based planning strategies)*
- C. Implement Best Management Practices for Stormwater Management in new developments *(maintain pre-development*

hydrological conditions, minimize land disturbance, preserve and utilize natural drainage systems, promote groundwater re-charge, and avoid erosion)

- D. Coordinate water resource management activities with Provincial and Federal Agencies and with adjacent municipalities with shared watersheds.
- E. Map and Zone land which is located in flood risk areas (including areas subject to coastal inundation, wetlands, and geo-hazard areas), to ensure that only appropriate development occurs within these areas, and that development is prohibited in flood risk areas with sensitive or significant eco-systems.
- F. Ensure that coastal zone management is coordinated with the federal and provincial governments and community stewardship groups to protect coastal areas such as beaches, salt marshes and other significant coastal eco-systems. *(Reduction in areas closed to shellfish harvesting, implementation of coastal conservation zones)*

Open Space & Natural Environment**Goal 1.7:**

Maintain and preserve environmentally significant areas in a natural state to preserve natural resources, wildlife and other sensitive areas.

Objectives:

- A. Liaise with other levels of government and community organizations to identify and

- preserve special natural areas such as critical wildlife habitat or eco-systems. (increase in the number of newly designated conservation areas)
- B. Promote and support individual and community stewardship efforts and projects. *(increase in the number of conservation-based programs and projects).*
- C. Establish natural buffer zones between open spaces and development to protect the natural and recreational integrity of the space for community use and provide habitat for wildlife species. *(decrease in the amount of open space consumed by other uses).*
- D. Maximize opportunities to protect the region's most sensitive, threatened, beautiful, and useable lands through tools such as subdivision regulations, conservation easements, storm water management easements, bonus (incentive) zoning, site plans and transfer of development rights.
- E. Ensure a minimum of a 10% open space dedication through all new subdivisions and development agreements. *(Increase in the percentage of open space dedicated by private developers).*
- F. Maintain and extend corridors for public access along the Halifax, Bedford and Dartmouth Waterfront and the Harbour edge to ensure quality recreational, leisure, and cultural opportunities.

Goal 1.8:

Ensure the availability of useable public open-space in all communities for recreational and leisure opportunities, enhanced environmental character and community identity, and access to the natural beauty of the region's forests, lakes, rivers, and coastal areas.

Objectives:

- A. Ensure new development near or on waterways and lakeshores or coast-line provide significant public access (increase in the number of designated access points for the public to reach the water).
- B. Identify urban and rural coastal areas where there is limited public access to the shoreline and develop a strategy to increase public access to such areas. *(Increased numbers*

of residents and visitors accessing beaches and shoreline)

- C. Develop of multi-use public open spaces (both new and existing) and innovative open space design that responds to cultural and demographic needs for a diversity of recreation and leisure opportunities. *(the diversity of users accessing open space areas ie. age, family make-up, etc.).*

- D. Maximize opportunities to protect the region's most sensitive, threatened, beautiful, and useable lands through tools such as subdivision regulations, conservation easements, storm water management easements, bonus (incentive) zoning, site plans and transfer of development rights.

- E. Ensure a minimum of a 10% open space dedication through all new subdivisions and development agreements. *(Increase in the percentage of open space dedicated by private developers).*

- F. Maintain and extend corridors for public access along the Halifax, Bedford and Dartmouth Waterfront and the Harbour edge to ensure quality recreational, leisure, and cultural opportunities.

Goal 1.9:

Establish an interconnected open space system, regionally and locally, to protect and enhance natural ecosystems, public health and well-being, community character and identity, economic sustainability, and opportunities for public use.

Objectives:

- A. Build a regional open-space corridor network which protects threatened natural areas and establishes public parklands, scenic road corridors and other recreational areas. *(increase in the number of parcels acquired for the development of a corridor system)*
- B. Implement and expand HRM's network of trails and green ways to respond to the region's need for passive recreation and leisure opportunities *(increase in the numbers of people accessing trails and green ways).*
- C. Integrate public open spaces with transportation systems to provide linkages for pedestrians and cyclists.
- D. Preserve open space and important landscapes as a means of invigorating communities and local economies. *(Increase in the number of visitors and tourism and resource-related jobs in local communities).*
- E. Invest in urban and regional parks, street scapes and public spaces and amenities as a means of enhancing quality of life, stimulating community and urban revitalization, and contributing to the attractiveness of the Region for economic growth. *(Increase in capital investment and number of pedestrians in parks and on streets).*

Goal 1.10:

Enhance the quality and diversity of the urban and suburban forest to promote healthy communities, air quality, micro-climate, safe water supply, stormwater management, aesthetic beauty, wildlife habitat, and pedestrian comfort.

Objectives:

- A. Develop an urban forestry master-plan as a means of managing the long-term development and maintenance of urban forestry.
- B. Incorporate tree planting and treed passive open space into new developments and master-planned communities, street scape projects, and parks *(increased tree retention for developments and an increase in the number of trees planted within public ROW)*
- C. Work with the Provincial government to develop enabling legislation to authorize the Municipality to regulate tree retention for new developments.
- D. Work with Nova Scotia Power to develop guidelines for placing utility lines underground. (Removal of overhead wires and establishment of guidelines that result in an increase in the number of large species trees planted and maintained along urban streets).

Principle Two

Preserve and promote sustainability of cultural and historical assets.

HRM has rightly been described as a "community of communities", offering a wide range of natural and cultural heritage. Our Capital District offers a waterfront setting and a wealth of heritage buildings representing a military and colonial legacy. Our rural areas include dozens of villages depicting traditional lifestyles oriented to fishing, forestry and farming, surrounded by picturesque shorelines and large tracts of wilderness.

HRM citizens have told us very clearly that they value their traditional communities and ways of life.

THE GOALS AND OBJECTIVES

Success of the regional plan is dependent upon the integration of all the Principles. For this reason, all the Goals and Objectives in this section must be interpreted in the context of all the other Principles.

General Goal Statement

To identify and preserve the heritage and cultural assets of HRM for the benefit and enjoyment of citizens, future generations, and visitors.

Cultural Landscapes**Goal 2.1:**

Protect urban, rural, and coastal cultural landscapes which are important to HRM's community identity, character, and quality of life.

Objectives:

- A. Protect the visual quality, sense of place, and prominent views of cultural landscapes and open spaces. *(Increase in areas recognized by residents for their cultural value)*
- B. Ensure public access and enjoyment of cultural landscapes.
- C. Use intergovernmental, community-based strategies to establish development performance standards to protect environmentally sensitive areas and areas of significant cultural, and historical value. *(Increase in the number of cultural assets saved from development, Increase in the number of lands acquired)*
- D. Identify and document archeologically significant areas, routes and diverse cultural heritage sites.
- E. Preserve significant landscapes and scenic resources for eco-tourism.

Rural Culture**Goal 2.2:**

Recognize and protect the importance of rural coastal and countryside communities in defining HRM's cultural identity and quality of life.

Objectives:

- A. Identify attributes that define rural community character and cultural identity and adopt development regulations, and management and

awareness measures to protect them.

- B. Protect rural landscapes, buildings, and sites through the heritage property program, community plans, public investment, and community partnerships.

Protecting Heritage Properties

Goal 2.3:

Protect and enhance built and natural heritage by encouraging conservation, preservation, and sustained use of heritage buildings and sites.

Objectives:

- A. Reinforce the role of the municipal heritage property program and Heritage Advisory Committee in registering heritage buildings and sites, and developing heritage policies, programs, and conservation design guidelines. *(Increase in registered properties and districts in urban and rural areas, increase in number of restored buildings/increase in property assessments)*
- B. Develop a comprehensive inventory of all municipally, provincially, and federally registered buildings and those that would benefit from registration to guide heritage conservation efforts. *(Registered heritage assets increase)*
- C. Maintain the integrity of all municipal, provincial, or federal listed areas, sites, streetscapes, structures, or conditions through sensitive and complimentary

architecture and design in their immediate environs.

- D. Pursue amendments to the Heritage Property Act to strengthen protection of registered heritage buildings that are historically significant to streetscapes, neighbourhoods, districts, and the region. *(Increase in the number of heritage conservation districts registered under the Heritage Property Act, reduced number of heritage buildings demolished)*
- E. Promote heritage sensitive capital improvements through cooperation with other agencies.
- F. Identify, designate, and protect significant historical lands, artifacts and natural history including geological and botanical features from development.
- G. Encourage authentic heritage design standards under municipal, provincial, and federal heritage property programs.

Arts & Culture

Goal 2.4:

Establish HRM as a leader in Atlantic Canada in developing arts & cultural assets.

Objectives:

- A. Provide cultural facilities, programs and resources throughout HRM. (Increase in the numbers of people visiting libraries, museums, galleries, etc.)
- B. Develop regional and local arts facilities and work with other government agencies and community organizations to develop arts and cultural events.

Principle Three

Support appropriate roles for the Halifax/Dartmouth central business district (Capital District) as a focus for economic, cultural and residential activities.

The rich diversity of land uses in the Capital District is both an opportunity and a challenge. Many people like to live close to shopping, services and entertainment. Mixed uses can lead to conflicts, for example, between residents wishing to sleep and commercial enterprises playing music late at night or outdoor commercial lighting.

The Halifax/Dartmouth central business district (Capital District) provides \$80 million in taxes annually, generates over \$600 million in annual tourism revenues and 40% of HRM's population is employed here, 56% if we include immediately adjacent areas.

The cluster of activities in this area is a key element of the strength and success of our region and our position as the Atlantic Canadian leader. To optimize the value of this key element, Council asked for a Vision for the Capital District and an inter-governmental focus on preserving this asset.

The vision, in part, states that the Capital District has a "role as the regional and provincial centre for government, commerce, education, health, military, festivals and events, arts and culture, and recreation and entertainment". A strong regional centre is a key to success.

HRM citizens want to reinforce and enhance the Capital District as a major regional asset and define a role for local business districts.

THE GOALS AND OBJECTIVES

Success of the regional plan is dependent upon the integration of all the Principles. For this reason, all the Goals and Objectives in this section must be interpreted in the context of all the other Principles.

Goal 3.1:

Reinforce and enhance the role of the Capital District and its adjacent areas as the region's primary centre for government, commerce, education, health, military, festivals and events, arts and culture, and recreation and entertainment.

Objectives:

- A. Develop and promote an economic climate within the Capital District that attracts and retains business and employment through such means as appropriate incentive programs, adequate land supply, appropriate land development procedures, improved transportation access and other related initiatives.
- B. Establish and support growth targets for the Capital District as the major employment centre for government, institutions (universities, hospitals, military), business and business services.
- C. Promote, develop and manage the Capital District as a regional, national and international destination location for business and tourism.

- D. Provide leadership in collaborating with the federal and provincial governments, business community and other stakeholders to effectively promote and administer the Capital District.

Goal 3.2:

Maximize the economic and social benefits of the Capital District by making it a world renowned centre for cultural activities, the arts, built heritage, waterfront development, special events, entertainment and tourism.

Objectives:

- A. In conjunction with other agencies and stakeholders, support and develop the downtown waterfront areas of the Capital District as vibrant and attractive destinations for residents and tourists, with a mix of uses and activities that are people-oriented, of high quality design, and easily accessible from other areas of the region.
- B. Promote an environment of creativity and innovation for arts and culture within the Capital District, and establish partnerships between the public, private and non-profit sectors that facilitate the development of the arts and cultural sector.
- C. Develop and support programs and planning mechanisms which identify and protect the integrity of the natural and built heritage properties, buildings and districts within the Capital District.
- D. Develop and implement an on-going urban design program for both public and private properties to

ensure a level of amenity that reinforces the social and economic attractiveness of the Capital District for existing and new businesses, residents and tourists, and ensures an attractive urban form and skyline.

Goal 3.3:

Encourage residential development within the Capital District in order to increase activity and vibrancy, enable housing close to employment, reduce vehicular commuting and provide a strong market for related shopping and services.

Objective:

- A. Develop housing growth targets and implement measures to encourage increased residential development within appropriate areas of the Capital District and ensure that such development represents a mix of housing types and styles providing a range of choice and Affordability.

Goal 3.4:

Improve the physical environment of the Capital District.

Objectives:

- A. Develop signature architecture in the Capital District to showcase design excellence and build on the image of the Downtown as the cultural capital of Atlantic Canada.
- B. Identify, protect and promote areas with a significant concentration of heritage buildings and sites.

- C. Enhance existing parks and green spaces and acquire and develop new urban green space where feasible.
- D. Establish incentives to facilitate a high caliber of design in the Capital District including recognition programs, grants and tax relief for heritage properties.
- E. Maintain and improve pedestrian linkages among downtown streets, parks, public spaces, and the water's edge.
- F. Establish urban design principles and design guidelines to shape development form in the Capital District to reinforce both traditional architectural form and encourage contemporary design forms.
- G. Capitalize on the redevelopment opportunities that take advantage of the special nature of the Cogswell Interchange.

Principle Four

Support development patterns that promote a vigorous economy

About 40% of Nova Scotia's population and 15% of Atlantic Canada's population lives in HRM.

HRM is the biggest employer and we enjoy the lowest unemployment rate in Atlantic Canada. We have many assets to build on - the military and tourism being two of our biggest economic generators.

In 2001, HRM generated almost \$700 million in tourism revenue with opportunities for eco-tourism available within minutes of the cultural/entertainment centre, a package that would be the envy of many North American cities and regions. Some of our other major employment areas are Burnside, the airport, universities and hospitals.

To foster a vigorous regional economy, we need to consider maintaining a vibrant regional centre, strong local commercial centres, business parks with adequate land to expand, protecting rural resource centres, quality of life that attracts and retains trained workers, employers and tourists, and protected transportation links.

Local business districts provide vital points for commerce, heritage and community pride in a wide range of settings from suburbs to rural villages. These centres contrast with the bustle of the Capital District and offer a diversity of local products, services and artistic talent. As we think about our region and the role of these local business districts, we should consider what we want them to look like in the

future, what forms of transportation they require and should support, and how they should relate to nearby residential development.

Tourism is expected to double over the next five to seven years. In order to grow, investment in tourism infrastructure and facilities will be required.

Economic activity generators require land and key sites may need to be protected or acquired. We may require buffers between residential uses and industrial lands. While there is increased interest in residential and recreational use of harbour frontage, the working harbour is of vital importance to the local, regional and national economy including port operations, cruise ship operations, the shipyards, servicing offshore needs, and the military.

HRM's economic growth is tied to our transportation links with domestic and international markets. From importing and exporting goods to business travel and tourism, HRM has tremendous transportation assets such as a deep harbour, an international airport, railways and highways.

Economic growth within HRM is not inevitable, and necessitates appropriate and positive, complementary, initiatives in the areas of public investment, land use policy, taxation, regulation and enforcement.

THE GOALS AND OBJECTIVES

Success of the regional plan is dependent upon the integration of all the Principles. For this reason, all the Goals and Objectives in this section must be interpreted in the context of all the other Principles.

Investing in the Regional Economy**Goal 4.1:**

Reinforce and promote HRM as an economic and cultural force within Nova Scotia, Atlantic Canada, and beyond.

Objectives:

- A. Continue to establish and promote the image of HRM as a pro-business municipality, locally, nationally and internationally.
- B. Develop and enhance initiatives to increase the competitiveness of HRM in the global marketplace.
- C. Support and promote the growth and development of the region's major economic drivers and emerging growth sectors by identifying and protecting key lands with strategic transportation links throughout the region to facilitate this growth.
- D. Ensure an adequate supply of competitively priced and easily serviceable lands for industrial, commercial and institutional development, reflecting a comprehensive strategy for economic growth.
- E. Ensure that industrial/business park locations and plans are responsive to the future needs of key business sectors and expanding and new businesses.
- F. Adopt business-supportive best-practices which provide clear regulation with timely approval processes and consistent enforcement.

Goal 4.2:

Develop revenue plans that reflect and implement the outcomes of the Regional Plan, increase our economic competitiveness and result in a more efficient land development pattern.

Objectives:

- A. Invest in public infrastructure and strategic physical improvements to enhance business growth and facilitate planned development patterns.
- B. Maximize leverage on spending and capital investment by collaborating with federal and provincial governments and business to implement public improvements and projects that demonstrate commitment to developing vital economic infrastructure and viable business districts.
- C. Support a competitive tax environment and service levels through efficient and effective development patterns, making the best use of infrastructure investment.

Goal 4.3:

Achieve collaboration between government levels, other agencies and business stakeholders to support the long range vision for economic development within the region, consistent with Regional Plan outcomes.

Objectives:

- A. Liaise with other levels of government and government agencies to identify development plans and ensure that long-range

development strategies, economic planning and promotion are consistent with regional planning goals.

- B. Establish linkages between regional economic development efforts and land-use planning to optimize community development opportunities.
- C. Establish a regional economic development strategy that supports the economic function of the Capital District and other major centres.

Goal 4.4:

Reinforce the economic function of Halifax Harbour, including marine-based industry, energy, sciences, port and navy operations, sewage treatment operations, transportation and tourism, and balance this function with the desire for increased public open space and recreation, residential and other interests.

Objectives:

- A. Develop a Harbour Planning Strategy for the future development and management of Halifax Harbour reinforcing its role as a fundamental economic, cultural, recreational, transportation, and public regional asset.
- B. Identify and protect appropriate harbour frontage and adjacent lands to ensure the continued growth of vital harbour-based industrial and commercial functions, and develop measures to mitigate community impacts from such operations.

- C. Recognize and establish a sustainable balance between commercial, industrial, institutional, residential, tourist-related and public recreation and open space uses and linkages around the harbour.
- D. Collaborate with federal and provincial governments, business community and other stakeholders to determine appropriate governance and management structures to effectively promote and administer harbour activities, harbourfront land use and cross-jurisdictional interests.

Business and Industrial Parks

Goal 4.5:

Ensure a strategic approach to the development of large-scale industrial parks, business parks and retail parks that is consistent with regional growth management objectives.

Objectives:

- A. Undertake an assessment of the region's existing industrial parks, business parks and retail parks in terms of efficiency and effectiveness related to number, location, function, proximity to the work force, provision of services and transportation infrastructure, including transit.
- B. Establish criteria to evaluate prospective commercial centres in terms of their impact on the region and the impact on the regional transit network, road capacity, public expenditure needs, and integration with surrounding built and natural assets.

- C. Discourage major retail development within industrial/business parks that have been designated for future industrial expansion consistent with a regional industrial/business park strategy.
- D. Maintain effective buffers between established industrial lands in order to protect such businesses against encroaching land-uses.
- E. Develop and maintain essential transportation modes and routes to industrial areas to enable the seamless transport of goods.

Network of Community Commercial/Business Centres

Goal 4.6:

Identify a hierarchy of commercial centres appropriate to the communities that they are intended to serve. Such hierarchy may entail designations that reflect the suburban areas, rural commutershed areas, and rural areas.

Objectives:

- A. Develop mechanisms to enable mixed-use "complete" communities that include places to live, work, learn, shop, and access services, and enable residents to undertake a wider range of daily activities closer to home.
- B. Build on existing employment nodes and established suburban and rural centres by providing a variety of housing options closer to jobs and transit services.

- C. Develop appropriate design mechanisms to encourage a mixed-use, compact development form for commercial districts, to protect and enhance the character of these districts.
- D. Facilitate and support the establishment and continuation of community based business districts within commercial centres throughout HRM.

Goal 4.7:

Enhance rural and local economies and reinforce rural quality of life.

Objectives:

- A. Foster community economic development in rural and rural commutershed areas to enhance the diversity of the regional economy and offer employment and local services to residents.
- B. Support the development of resource sector industries, in harmony with other regional plan principles.
- C. Protect the natural and built character and identity of rural communities to sustain the cultural and eco-tourism assets, rural economies and community identity.
- D. Collaborate with other governments and agencies to provide improved infrastructure (transportation links, telecommunications) to rural areas to support economic development.

Principle Five

Manage development in a way that will make the most effective use of land, energy, infrastructure, public services and facilities and considers healthy lifestyles.

In recent history, suburban growth has been the dominant pattern in HRM. Nearly half of HRM residents (49%) live in the suburbs. Almost one third (27%) live in the urban core, while just over a fifth (21%) live in the rural commutershed. The remaining 3% live in the rural area. Suburban and rural commutershed areas offer attractive environments for family oriented housing on larger lots at affordable prices.

If the current distribution of our growth continues we can expect to see an increasing demand for new roads and services and a continuing degradation of water and natural habitats. We could house over half of our projected population on vacant lands in areas where services are already provided close to existing employment. In striking a balance between urban and rural development the municipality must consider using existing services and investment in new infrastructure to develop new subdivisions in suburban areas.

In most areas where piped water and sewer services are not available, new residential subdivisions are permitted on lots large enough for on-site sewage, disposal systems and wells. Larger lot subdivisions are more expensive to service with roads, schools and other infrastructure. Lakes and

streams can risk environmental degradation and rural highways can become congested.

Some municipalities have addressed these issues by establishing growth boundaries that encourage development where piped and other services are available. A growth boundary must be large enough to balance housing supply and demand, and keep housing prices affordable.

Currently, zoning laws are intended to protect residents by segregating commercial uses. This also isolates uses and can make walking trips impractical.

Our current development pattern will result in continued high consumption of land and increasing burden on the transportation system. There are a range of options which citizens need to consider when directing our future development pattern. We need to consider making efficient use of existing services and managing traffic congestion. Also, we need to consider providing a range of living choices that meet citizen's desired lifestyles

THE GOALS AND OBJECTIVES

Success of the regional plan is dependent upon the integration of all the Principles. For this reason, all the Goals and Objectives in this section must be interpreted in the context of all the other Principles.

Goal 5.1:

Establish a hierarchy of communities to guide the provision of services and the delineation of service boundaries, consistent with the needs of the region as a whole.

Objectives:

- A. Include recognition of the following elements in the community hierarchy:
 - the central urbanized area ("city")
 - larger communities ("towns")
 - smaller communities ("villages")
- B. Provide cost effective services, infrastructure and facilities within each community in accordance with approved service boundaries.
- C. Provide services in areas beyond community boundaries only where service is needed to address environmental or public health issues and the provision of service will not result in additional unplanned development.
- D. Increase percentage of people living within defined community boundaries.

Goal 5.2:

Define and cluster communities to protect significant natural resources, conserve energy, minimize servicing costs, improve economic efficiency and promote compact development.

Objectives:

- A. Develop and enforce design criteria to integrate new development with existing settlement and with the natural environment.
- B. Decrease per-capita cost of investment, operations, lifecycle and energy consumption for infrastructure and facilities.
- C. Decrease land consumption per household and increase efficiency in the

use of land for commercial and industrial purposes.

Goal 5.3:

Plan lands within communities to accommodate long-term development needs, to be contiguous to existing development, to support active transportation and to be accessible by public transportation.

Objectives:

- A. Designate compatible mixed-use central areas of sufficient size to accommodate long-term residential, employment and public service needs in a variety of locations accessible by walking and/or public transit.
- B. Build compact mixed use communities that support walking, cycling and transit use and minimize travel distances.
- C. Increase the percentage of people living within walking distance (500 metres) of commercial centres and major transit routes.

Goal 5.4

Encourage more people to live and work in existing communities where services already exist, while ensuring that new development is compatible with surrounding neighbourhoods.

Objectives:

- A. Facilitate the redevelopment of underutilised urban and suburban sites for highest and best use through innovation and regulatory incentives.
- B. Increase the proportion of new housing units and other appropriate uses

constructed on underutilised urban sites.

- C. Increase the number of dwelling units within walking distance of the Capital District.

Goal 5.5:

Maintain and enhance the quality, character and safety of neighbourhoods through excellence in design, while allowing sufficient scope to adapt to changing needs and markets.

Objectives:

- A. Enable neighbourhoods and buildings to evolve to serve changing needs by encouraging adaptable building designs and appropriate re-uses of older buildings.
- B. Adopt regulations to prevent unnecessary or excessive rates of change in community character and design, through neighbourhood participation.
- C. Adopt performance standards to minimize light, noise and aesthetic pollution.
- D. Implement Crime Prevention Through Environmental Design (CPTED) principles through HRM development standards.
- E. Ensure adequate access to water bodies for rural firefighting.

Goal 5.6:

Ensure availability and affordability of a variety of housing for all citizens, including the elderly, singles, families and citizens with special needs.

Objectives:

- A. Increase the diversity of housing types available in each community.
- B. Create land use policy which facilitates affordable housing delivery by appropriate agencies.
- C. Ensure an adequate supply of easily-serviceable land within community service boundaries, to promote competitive land pricing and housing affordability.

Goal 5.7:

Restrict development in areas that would be unsafe such as floodplains, coastal erosion or storm surge areas and unstable or hazardous sites.

Objectives:

- A. Investigate changes in risk and natural hazards contingent on climate change, and ensure that land use policy is amended to reflect these risks and hazards.
- B. Designate floodplains and reduce the number of buildings located within these areas.
- C. Prevent development or prescribe mitigation measures in areas within range of anticipated erosion, coastal storm surges or other natural or manmade hazards.

Goal 5.8:

Conserve energy in the construction, operation and use of new or revitalized communities, neighbourhoods, buildings and industries through energy efficient transportation, siting, design, phasing, materials and technologies.

Objectives:

- A. Promote the use of siting, trees and landscaping to optimize seasonal solar exposure for buildings.
- B. Promote the use of alternative energy generation and distribution (e.g., solar generation and district heating).
- C. Decrease energy consumption per resident, per employee, and per trip.

Goal 5.9:

Reduce emissions in the construction, operation and use of new or revitalized communities, neighbourhoods, buildings and industries through low-emission transportation, siting, design, phasing, materials and technologies.

Objectives:

- A. Develop performance standards to ensure that air and water emissions are at internationally accepted levels.
- B. Reduce greenhouse gas (GHG) emissions and Criteria Air Contaminants (CACs) to internationally accepted levels.

Principle Six

Develop integrated transportation systems in conjunction with the other principles.

On average more than 2,800 additional vehicle trips each year entered the Halifax Peninsula on a daily basis, between 1981 and 2001. Nevertheless, many HRM residents are willing to choose alternatives to driving. In a Statistics Canada ranking of all Canadian metro areas, HRM was tied for the highest percentage of people walking to work and was third highest for people carpooling to work. HRM is among the top five Canadian metro areas with the lowest proportion of people driving to work.

Approximately 56% of HRM residents work on the Halifax Peninsula. The two bridges, Fairview Interchange, Armdale Rotary, Bedford Highway, Bayers Road and Mumford Road are the only ways cars can enter the peninsula. There is limited land available on the peninsula to widen existing roadways without severely impacting existing neighbourhoods. Approximately 15% of workers currently use transit to commute to the Capital District while 16% walk and 10% carpool.

Construction costs to meet roadway demand for a future population of 400,000 have been estimated at \$150 million. This is well over one hundred times as much as we now invest in transportation in a single year and does not include maintenance costs. Metro transit fares cover over 70% of expenses, which is one of the highest fare funding percentages in North America.

Buses provide the majority of the existing transit service. There are also two ferry routes. Opportunities exist to provide faster and higher quality transit service between key origins and destinations. These services could use the harbour, existing rail lines or the roadway system.

Parking is costly to provide in the urban core. A significant amount of downtown parking is currently subsidized through property tax or land concessions, and on-street parking metres offer rates below those charged off-street by the private sector. Adequate parking is necessary to maintain commercial markets.

THE GOALS AND OBJECTIVES

Success of the regional plan is dependent upon the integration of all the Principles. For this reason, all the Goals and Objectives in this section must be interpreted in the context of all the other Principles.

Energy Efficiency**Goal 6.1:**

Identify and implement opportunities and programs to reduce transportation energy consumption and emissions.

Objectives:

- A. Design transportation systems that will reduce transportation related energy consumption per resident.
- B. Design transportation systems that will reduce greenhouse gas (GHG) emissions and Criteria Air Contaminants (CACs) to internationally accepted levels.

Interagency Coordination**Goal 6.2:**

Encourage effective intra- and inter-regional transportation services through coordination among private, local, regional and provincial agencies.

Objectives:

- A. Develop and use mechanisms for coordination among private, local, regional and provincial agencies.

Goal 6.3:

Determine the potential for integrating strategic planning, investment and/or operation of all transportation modes within HRM through a Regional Transportation Authority.

Objectives:

- A. Working with the province, establish structure and scope for a Regional Transportation Authority and develop enabling legislation.

Inter-regional Access**Goal 6.4:**

Work with other levels of government, non-profit agencies and the private sector to encourage convenient and integrated options for inter-regional transportation.

Objectives:

- A. Maintain and improve the frequency and quality of air, rail and coach passenger service between HRM and other regions.
- B. Improve integration between local transportation facilities and services

and major inter-regional passenger terminals.

Freight**Goal 6.5:**

Achieve a reliable, integrated freight transportation system in partnership with other levels of government, non-profit agencies and the private sector.

Objectives:

- A. Strengthen the national importance and viability of the entire region as a freight shipping hub for water, rail, truck and air transportation.
- B. Improve access between freight transportation corridors and the region's intermodal facilities and industrial areas.
- C. Encourage competitive travel times and improved schedule reliability for moving freight through the region.
- D. Ensure safe, efficient goods movement.

Transportation Choice**Goal 6.6:**

Maximize the availability, appeal and use of fiscally sustainable, environmentally responsible and integrated transportation modes.

Objectives:

- A. Consider a full range of costs and benefits, including land use, environmental, health and safety implications, in the allocation of transportation funds for infrastructure, services and programs.

- B. Incorporate downstream effects and parking demand implications into cost/benefit analysis for new transportation infrastructure or services.
- C. Ensure transit services are accessible, reliable, convenient and comfortable for all users, including persons with disabilities.

Goal 6.7:

Enhance and support the use of alternatives to single-occupancy vehicle trips.

Objectives:

- A. Encourage telecommuting, walking, cycling, public transit, vanpools, park and ride, and ridesharing.
- B. Implement the *Blueprint for a Bicycle Friendly HRM* in a timely manner.
- C. Implement the *Metro Transit Strategy* for short-to-medium term transit system improvements.
- D. Maximize inter-connectedness between public transit, vanpools, walking and cycling.
- E. Adopt engineering design and planning standards that are supportive of public transportation, cycling and walking.

Goal 6.8:

Protect, plan and implement opportunities for transit and high occupancy vehicles (HOVs) to bypass road congestion.

Objectives:

- A. Encourage the use of water routes, rail corridors, dedicated street lanes and/or

Intelligent Transportation Systems (ITS) for transit.

- B. Implement new high capacity transit (HCT) services in strategic commuter corridors which have potential for supportive land uses, including commercial centres.
- C. Achieve automobile-competitive travel times for strategic transit routes.
- D. Obtain legislative authority and implement preferential traffic controls and lanes for car, van pooling and public transportation.

Land Use and Transportation Coordination**Goal 6.9:**

Ensure land use and urban design support fiscally and environmentally sustainable transportation modes.

Objectives:

- A. Build clustered mixed use development within walking distance of high capacity transit stations.
- B. Ensure land use regulations enable park-and-ride lots.
- C. Require new transit and cycling facilities in return for reduced parking requirements or as a condition for development agreements or site plan approvals.
- D. Encourage development with interconnected public streets that are safe and convenient for pedestrians and cyclists, and easily served by transit.

Goal 6.10:

Improve the availability, Affordability and convenience of transportation within and between rural communities, in partnership with other levels of government, non-profit agencies and the private sector.

Objectives:

- A. Establish strategic priorities, a time frame and funding for rural road improvements.
- B. Facilitate convenient, accessible and cost effective forms of public transportation service for rural areas.

Transportation System Management (TSM)

Goal 6.11:

Ensure the effective use of existing transportation infrastructure and assets.

Objectives:

- A. Use transportation system management techniques, [such as transit priority treatments, comprehensive signal coordination, travel information services, and incident detection and rapid response] to optimize system performance.
- B. Develop and use performance indicators for measuring system performance.

Goal 6.12:

Manage transportation infrastructure, facilities and services to reduce congestion and to balance supply and demand.

Objectives:

- A. Implement pricing signals (e.g. fees, fares and tolls) where appropriate.
- B. Determine net, long-term benefits prior to making transportation investments.

Goal 6.13:

Design and maintain a hierarchy of streets to support diverse transportation modes and the function and character of surrounding land uses.

Objectives:

- A. Update street classifications to reflect all modes of transportation and abutting land uses, including neighbourhood impact, economic viability, cultural heritage and social interaction.
- B. Include direct pedestrian access to existing and planned land uses, appropriate street design and public transportation needs as an integral part of all transportation projects.

Parking Management

Goal 6.14:

Manage and optimize the efficient use of public and commercial parking in the Capital District and other commercial centres.

Objectives:

- A. Reduce the demand for commuter parking spaces per employee in commercial centres.
- B. Encourage alternatives to on-site employee parking.

- C. Increase the proportion of preferential parking stalls for carpools, vanpools, shared cars and bicycles in the Capital District, commercial centres and education and health care facilities.
- D. Ensure availability of accessible parking for persons with disabilities in strategic locations.
- E. Balance vehicular circulation and on street parking.

Principle Seven

Provide a framework that leads to predictable, fair, cost effective decision making.

Fairness, predictability and cost consciousness are critical to achieving the best balance between community and individual interests while maximizing the potential benefits to both.

Lengthy approval processes cost time and money to developers and therefore to citizens, and they do not guarantee good design.

The business and development community want HRM to have a predictable and fair decision making framework for stability of business planning. Citizens want to ensure that their tax dollars are being used in the most efficient and effective way possible. To do this Council needs a good understanding of the balance citizens want between strict efficiency of spending and range of choice among various development patterns and styles.

Choosing to live in a rural location has generally meant that citizens have chosen reduced regulation and reduced taxation in exchange for limited services. There is a greater independence and acceptance of personal accountability for the safety of one's person and property. Additional services are agreed to and paid for through area rates (a temporary tax to pay for a specific service). In the rural commutershed, residents are often desiring the services attracted by the semi-rural quality of life while and amenities found in the more populated urban and suburban areas.

THE GOALS & OBJECTIVES

Success of the regional plan is dependent upon the integration of all the Principles. For this reason, all the Goals and Objectives in this section must be interpreted in the context of all the other Principles.

Goal 7.1:

Focus growth in a manner that supports the cost-effective delivery of HRM services, including the cost of constructing, operating and replacing infrastructure and facilities.

Objectives:

- A. Maximize the use of spare capacity of existing infrastructure and encourage revitalization of under-utilized residential, industrial and commercial sites.
- B. Identify and address infrastructure needs critical to business investment.
- C. Attract private sector investment through regional growth planning, infrastructure investment and overall fiscal stability.

Goal 7.2:

Achieve appropriate sharing of infrastructure and facility costs between developers, residents, HRM and other sources.

Objectives:

- A. Review Capital Cost Contributions biannually, in consideration of the fiscal sustainability of new development/growth trends.
- B. Increase the level of investment by federal and provincial governments in

growth related infrastructure and facilities through mutual dialogue, ensuring all investments are appropriate to HRM's long range development goals.

- C. Seek appropriate tools from the Province, to enable financing of development related facilities not already enabled in the Municipal Government Act.

Goal 7.3:

Match infrastructure, facilities and services investment with HRM's capacity to pay.

Objectives:

- A. Review the long term financial plan and the Regional Plan in the light of each other.
- B. Link financial commitments for services such as transportation, schools, libraries, solid waste collection, recreation and parks operations, to the development approval process.
- C. Ensure that HRM's tax structure encourages cost effective and efficient development.

Goal 7.4:

Engage citizens in an ongoing dialogue through education, promotion and public debate on regional and local issues.

Objectives:

- A. Achieve a high level of satisfaction from members of the public in the quality and timeliness of information that was provided for major decisions.

- B. Increase the use of innovative public participation tools where appropriate, such as visual preference surveys, design workshops, 3-D modelling and web based communication.

- C. Increase level of volunteer participation and public consultation in HRM initiatives.

- D. Confirm public general understanding and support through routinely undertaking surveys to determine public awareness levels.

Goal 7.5:

Coordinate land use policies and regulations with neighbouring counties and the Province, minimizing artificial incentives to development dispersal and associated transportation and servicing costs.

Objectives:

- A. Avoid a shift in development from HRM to neighbouring counties attributable to land use regulation.
- B. Establish an on-going liaison group with neighbouring counties and the Province, to ensure that the respective policy and regulatory environments are coordinated.

Goal 7.6:

Facilitate an understanding of, and commitment to growth management among all levels of government, the public and key private and voluntary sector partners.

Objectives:

- A. Obtain amendments to the Municipal Government Act to expand HRM's authority for influencing land use, site layout, environmental quality and building design.
- B. Obtain legislative authority to implement innovative traffic control measures and dedicated lanes to support walking, cycling, carpooling and transit use while reducing energy consumption.
- C. Periodically review the regulatory process with the public and development industry.

Goal 7.7:

Streamline development regulation while maintaining a high level of public confidence in the approval process.

Objectives:

- A. Eliminate out-dated and ineffective requirements
- B. Adopt development approval processes which add value rather than time, and which focus consultation on the issues of most interest to the public.
- C. In consultation with the public, produce robust community plans which do not require excessive or repeated amendments to accommodate development proposals.
- D. Increase the percentage of development applicants who conclude the process.

Goal 7.8:

Identify areas of regional significance and ensure that policies and regulations for these areas reflect the collective interests of HRM citizens.

Objective:

- A. Provide policies that recognize the strategic value of key locations and other emerging centres to the long-term economic and social well-being of the region.

Goal 7.9:

Ensure strong, consistent and pro-active code enforcement to maintain neighbourhood and community integrity

Objectives:

- A. Ensure that regulations are intelligible for enforcement purposes.
- B. Support an efficient and effective monitoring and enforcement regimen.
- C. Establish integrated and automatic enforcement procedures.

WHAT DO WE MEAN?

The goals and objectives may include references unfamiliar to you. The following is intended to help with understanding:

Active Transportation: Transportation that involves physical exercise, such as walking, cycling, skateboarding, and rollerblading..

Best Management Practices (BMPs): A practice or combination of practices that a designated agency or government entity determines to be the most effective, practical means of reducing pollution and/or the consumption of natural resources.

Carrying capacity: The number of individuals who can be supported in a given area within natural resource limits, and without degrading the natural social, cultural and economic environment for present and future generations.

Capital Cost Charges (CCC's): Cost charges associated with new development to cover the related cost of water systems, wastewater systems, storm water systems, streets, traffic signals, bus bays, and intersection improvements.

Capital District: The downtown commercial areas of both Halifax and Dartmouth (and their respective waterfronts), as well as the Gottingen Street, Spring Garden Road and Quinpool Road commercial areas.

Central Business District: Downtown commercial areas of Halifax and/or Dartmouth. The Central Business District forms part of the Capital District, which in turn is part of the larger Urban Core.

Commercial Centre: A cluster of non-industrial businesses.

Crime Prevention Through Environmental Design (CPTED): A method of preventing crime by changing or managing the physical environment to produce behavioural effects that will reduce the incidence and fear of crime.

Criteria Air Contaminants (CAC's): Emissions of selected air pollutants that affect our health and contribute to air pollution problems which are tracked by Environment Canada. These emissions include: Total Particulate Matter (TPM), Particulate Matter less than or equal to 10 Microns (PM₁₀), Particulate Matter less than or equal to 2.5 Microns (PM_{2.5}), Sulphur Oxides (SO_x), Nitrogen Oxides (NO_x), Volatile Organic Compounds (VOCs), Carbon Monoxide (CO) and Ammonia (NH₃).

Eco-system: A biological community of interacting organisms and their physical environment.

Floodplains: Low, flat and periodically flooded lands adjacent to rivers, lakes and oceans and subject to geomorphic (land-shaping) and hydrologic (water flow) processes.

Goal: A statement that describes a general, desirable future end-state. Goals are used to guide planning, policies, programming, and land use.

Greenhouse Gas (GHG): A gas that absorbs infrared radiation and emits the radiation into the atmosphere. The net effect is a local trapping of energy and a tendency to warm the earth's surface. Water vapour (H₂O), carbon dioxide (CO₂) methane (CH₄), nitrous oxide (N₂O) and ozone (O₃) are the primary greenhouse gases in the Earth's atmosphere.

Greenhouse Gas (GHG) Emissions: The act of releasing a greenhouse gas to the atmosphere from a source.

Heritage Advisory Committee: A committee established by the Municipality to advise on existing or potential heritage property pursuant to the Heritage Property Act.

Heritage Property Act: Provincial legislation that provides for the identification, designation, preservation and protection of heritage property, including buildings, structures, streetscapes, areas and districts of historic, architectural or cultural value, in both urban and rural areas.

High Capacity Transit: High-speed and/or high-frequency transit service with a high-quality of passenger amenities.

High Occupancy Vehicles (HOV): Vehicles that carry two or more persons, including the driver. An HOV includes a transit bus, vanpool, carpool, or any other vehicle that meets the minimum occupancy requirements.

Implementation Strategy: A list of prioritized steps to achieve the intent of all the policies and plans within a Regional Planning theme area, including indication of cost and timelines.

Intelligent Transportation Systems (ITS): A broad range of computer, electronics, advanced sensor, and communications technologies. When integrated into the transportation system infrastructure, these technologies help monitor and manage traffic flow, reduce congestion, and provide information to travelers.

Mixed-use: Mutually complimentary uses within a building or project (i.e., a loft or apartments with retail space, an apartment building with office space, an office building with retail space).

Municipal Government Act (MGA): Provincial legislation that enables municipalities to govern.

Objective: A statement of desired conditions. An objective provides more specificity to a goal statement that encourages more specific action strategies, such as policies.

Principles: A statement(s) of philosophy regarding the various sectors of the regional plan, such as environment, transportation, settlement, and the economy. Principles guide goals and objectives.

Public Transportation: Transportation by bus, rail, or other conveyance, either publicly or privately owned, that provides to the public general or special service on a regular and continuing basis.

Policy: A statement of intent that is designed to be legislated and enforceable. Policies include goals and objectives.

Rural Commutershed: The area of HRM that lies within a convenient daily driving time of major employment areas. As its name suggests, most people in the Rural Commutershed travel daily to work in the Urban Core or Suburbs. The Rural Commutershed is characterized by single-unit houses on large lots with wells and/or septic systems instead of piped water and sewers. Examples include Tantallon, Hammonds Plains, Fall River and Musquodoboit Harbour.

Rural Area: The area of HRM that lies beyond a convenient daily driving time of major employment areas. Most people living in the rural area work in natural resource or tourism industries, and very few commute to the Urban Core or Suburbs. Examples include Upper Musquodoboit and Sheet Harbour.

Serviceable boundaries (or Serviceable Area): The portion of HRM to which the municipality has committed to extend piped water and sewer lines. There are some 'water-serviced' areas that have piped water only.

Serviced Development: Lots or buildings that have a piped water supply and sewer.

Single-occupancy vehicle (SOV): Vehicles that are carrying one person.

Suburbs: The serviced development outside the urban core. Examples include Fairview, Timberlea, Sackville and Forest Hills.

Sustainable: Using a resource so that the resource is not depleted or permanently damaged.

Telecommuting: Using telecommunications, such as telephone and internet, to work from home or other locations instead of at an organization's premises.

Transit Oriented Development (TOD): A mix of residential, retail, and office uses with a supporting network of roads, bicycle ways, and pedestrian ways focused around a major transit stop designed to support a high level of transit use.

Transportation System Management (TSM): Strategies and techniques for increasing the efficiency, safety, capacity, and/or level of service of a transportation facility without major new capital improvements. Strategies may include signal improvements, HOV lanes, transit priority signals, and queue-jump lanes.

Unserviced Development: Lots or buildings that rely on wells for their water supply, on septic tanks and septic fields for sewer disposal, or both.

Urban Core: The older portion of metro, consisting of the Halifax Peninsula and Dartmouth inside the Circumferential Highway. The Capital District is part of the Urban Core.

Watershed: The area of land that catches rain and snow and drains or seeps into a marsh, stream, river, lake or groundwater.

Attachment #2
Summary of Public Comment

Principle 1: Ensure opportunities for the protection of open space, wilderness, natural beauty and sensitive environmental areas.

Overall comments on the goals and objectives supported the preservation of the natural environment. There appeared to be a sense of urgency and indignation in several of the comments where individuals seemed to feel that environmental damage was prevalent in their local neighbourhoods and that it was evident throughout the municipality. Others took a more balanced view and noted that there is still a lot of untouched open space in HRM that can be protected through proper planning.

Many of the concerns about areas such as Birch Cove Lakes and Hemlock Ravine focussed on the impact of development and the apparent inability of HRM to protect these areas. The need for citizen access to lakes, coastal areas, trails, interconnected parks and open space systems was mentioned frequently. Several comments pointed out that there was a need for HRM to require that developers do a better job in ensuring that open space is preserved.

No changes in the draft goals and objectives were needed to address the feedback.

Principle 2: Preserve and promote sustainability of cultural and historical assets.

Feedback received emphasized the need to preserve and promote both built and natural heritage, including, as two examples, First Nations heritage and the rich cultures of rural communities.

Comments pertaining to infill development and redevelopment consistently stressed a sympathetic approach respecting architecture and scale of buildings (and neighbourhoods). Mixed development can incorporate heritage streetscapes and heritage neighbourhoods, protecting heritage buildings and heritage spaces. Some cited examples of new development which has not been reflective of the character of surrounding/adjacent neighbourhoods.

The preservation of cultural heritage was described to include natural and often irreplaceable assets such as significant landforms, wilderness, traditional trails and public rights-of ways, coastal areas, view planes, areas of natural diversity, and water recharge areas. In addition, comments supported a stop to the infilling of Halifax Harbour as natural areas, shoreline, beauty, and archaeological sites may being lost / threatened. It was stressed the Halifax Harbour is a part of our coastal landscape.

The work of local and community groups must be supported, encouraged and recognized, and children and youth must be a part of heritage preservation initiatives as the future benefactors.

No changes in the existing goals and objectives are needed to address the feedback.

Principle 3: Support appropriate roles for the Halifax/Dartmouth central business district (Capital District) as a focus for economic, cultural and residential activities.

There was strong support for the Capital District Principle from all of the Open Houses. Some of the recurring themes were:

- Cogswell reconstructed at ground level
- High standards for architecture and design
- Increased transit links and function
- Pedestrian focus and fewer cars in shopping / entertainment precincts

Not all Capital District issues are addressed within this Principle, for example transportation issues are addressed under Principle 6 and open space is addressed under Principle 1.

In its review of feedback, the RPC agreed that an additional goal with objectives is needed to address issues related to improving the physical environment of the Capital District, and that the Cogswell Interchange should be specifically cited as a redevelopment opportunity.

Principle 4: Support development patterns that promote a vigorous economy throughout HRM..

The feedback received for this Principle focussed on advice for how to implement the goals and objectives, for example, ‘encourage business to support telecommuting’ and ‘create policy to encourage small business’.

While the feedback recognized the need for a strong economy and jobs, the cautionary theme was large scale industrial / business park construction. Several respondents indicated a concern, or advocated improved design.

No changes in the existing goals and objectives for Principle 4 are needed to address the feedback, however, the RPC agreed to add the words “throughout HRM” following the words economy.

Principle 5: Manage development in a way that will make the most effective use of land, energy, infrastructure, public services and facilities and considers healthy lifestyles.

The goals and objectives under this Principle prompted a multitude of responses, primarily providing specific advice regarding how to implement. For example, 'restrict development on the fringe'.

Stopping sprawl and inefficient development patterns was a primary theme for this Principle. In addition, there were several responses about placing power wires underground, providing public access to lakes and the harbour, strengthening parkland dedication, and ending in-fill of the harbour.

No changes to the existing goals and objectives are needed to address the feedback.

Principle 6: Develop integrated transportation systems in conjunction with the other principles.

Comments regarding Principle 6 were generally in support of transit and bicycle use. Some comments specifically discouraged car usage with increased parking costs.

Many commented on the need for making transit more convenient, including increasing service frequencies, expansion of service coverage (i.e., more routes), more convenient locations for buying transit passes, and providing more comfort features for transit service, including heated shelters, better security at terminals and more comfortable seats.

Several comments were made in support of new rail and expanded ferry services.

Comments regarding bike use related to improving safety, providing more bike racks, bike lanes, trails, and interconnected trails. Several comments emphasized the need to integrate transit and bike usage, such as bike racks on busses, and bike trails to transit stops.

No changes in the existing goals and objectives are needed to address the feedback. The RPC added objectives to goals 6.2, 6.3, 6.11 and 6.12.

Principle 7: Provide a framework that leads to predictable, fair, cost effective decision making.

Numerous comments received spoke directly to how and when the “public” should be involved in process and in approvals. Some notable points raised on the subject of public involvement included:

- Public participation cannot take place after the fact.
- Opportunities for public feedback must be consistent, engaging, and effective.
- Citizen consultation must include children and youth.
- Public confidence must be achieved.
- Faith and respect in approvals processes must be built.
- Communities must be engaged in meaningful dialogue and weight must be placed on community input.
- A regular and ongoing means of public consultation must be developed.

Additional feedback noted that broad visioning and goals are difficult for the general public to grasp. In the next stage - action planning - the public will have much to say and the local knowledge to back it up.

Many commented on taxes - some in support, some against. Comments supported accountability in how taxes are spent and the need to look to innovation in taxation and user fees. The subject of lot levies was raised, and the issue of who should pay the costs associated with new development.

While Principle 7 speaks to cost effectiveness, it was pointed out that “costs” associated with implementation must consider more than just economic costs.

No changes in the existing goals and objectives are needed to address the feedback.

Attachment #3
List of Stakeholder Contacted / Meetings Conducted for Workbook

Stakeholder Consultation List - Workbooks		
Organization/Committee	Meeting/ Presentation	Contacted/ Workbooks Distributed
2004/05 Budget Round Table Discussions Waverley Legion		X
2004/05 Budget Round Table Discussions Halifax Hall - City Hall		X
2004/05 Budget Round Table Discussions Sheet Harbour - Sheet Harbour Recreation Centre		X
2004/05 Budget Round Table Discussions Dartmouth - Cole Harbour Place - Westphal Room		X
2004/05 Budget Round Table Discussions Black Point Fire Department		X
2004/05 Budget Round Table Discussions Bedford		X
2004/05 Budget Round Table Discussions Middle Musquodoboit -Bicentennial Theatre		X
2004/05 Budget Round Table Discussions Hammonds Plains Community Centre		X
2004/05 Budget Round Table Discussions Dartmouth		X
Auburn Drive High School		X
Bedford West Public Participation Committee	X	X
Bedford Waters Advisory Board	X	X
Black Cultural Centre of Nova Scotia		X
Burnside Committee	X	X
Canadian Parks and Wilderness Society	X	X
Capital District Task Force	X	X
Chamber of Commerce Surface Transportation Sub-Committee	X	X

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Community Health Board		X
Community Planning Association of Canada		X
Community Action on Homelessness	X	X
Confederacy of Mainland Mic Macs		X
Council of Community Organizations Terrence Bay Fire Hall	X	X
Dalhousie School for Resource and Environmental Studies	X	X
Dalhousie University Development Economics Class	X	X
Dalhousie Planning School Urban Planning Studio	X	X
Dalhousie Planning School - Faculty and graduate students	X	X
DalTech MURP Class	X	X
DalTech Civil Engineering Class	X	X
Dartmouth Lakes Advisory Board	X	X
Dartmouth High School		X
Department of Fisheries and Oceans		X
Developer Liaison Group	X	X
District 16 Planning Advisory Committee	X	X
District 12 Planning Advisory Committee	X	X
Eastern Shore District High School		X
Ecology Action Centre (TRAX and Urban Development Issues Committee)	X	X
Environment Canada		X
Federal-Provincial Climate Change Program Committee	X	X
Federation Acadienne de la Nouvelle Ecosse		X
Halifax Regional Trails Advisory Committee	X	X
Halifax Harbour Watershed Coalition	X	X
Halifax Regional Homeowners Association		X
Halifax Regional Development Agency	X	X
Halifax Regional Council	X	X

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Halifax Watershed Advisory Board	X	X
Halifax West High School		X
Harbour East Planning Advisory Committee	X	X
Harbour East Community Council		X
Heritage Advisory Committee	X	X
HRM Community Council Workshop, Halifax Ferry Terminal	X	X
HRM Set Go Kick Off	X	X
Lockview High School		X
Metro Halifax Chamber of Commerce-Regional Planning Task Group	X	X
Metro United Way		X
Metro Halifax Chamber of Commerce		X
Metro Halifax Chamber of Commerce	X	X
Multicultural Association of NS		X
N.S. Transportation & Public Works - Deputy Minister & Senior Staff	X	X
North West PAC Public Meeting		X
North West Community Council		X
North West Planning Advisory Committee	X	X
Nova Scotia Homebuilders Association		X
NS Sport and Recreation Commission		X
NS Department of Natural Resources		X
NS Fisheries and Agriculture		X
NS Tourism & Culture		X
NS Department of Environment and Labour	X	X
NS Federation of Agriculture		X
Parks Canada		X
Peninsula Community Council		X
Public hearing - Western Region Community Council		X

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Public information meeting - Keshen Goodman Library		X
Public information meeting - Eastern Passage Education Centre		X
Public information meeting - Keshen Goodman Library		X
Sir John A High School		X
Sustainable Maritimes Listserve		X
Transport 2000	X	X
Transport 2000 Atlantic	X	X
Word on the Pier, Pier 21		X

Attachment #4
Regional Planning Process – Phase II

June 2003

