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Halifax Regional Council
April 20, 2004

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY: Joe O'Brien
Joe O'Brien, Chair, Regional Planning Committee

DATE: April 13, 2004

SUBJECT: Regional Planning Alternatives - Public Consultation Program

ORIGIN

July 16, 2003 - Regional Council adopts proposed Public Consultation Process-Phase 2.

RECOMMENDATION

The Regional Planning Committee recommends that:

1. **Halifax Regional Council endorse in principle the Concept Alternatives set forth in the staff report - Regional Planning Concept Alternatives, April 15, 2004**, as a discussion tool to facilitate public consultation on possible future development patterns for open space, transportation, settlement, economic development and harbour related activities, and;
2. **Halifax Regional Council endorse** the public consultation program on the Draft Alternatives as described in this report.

BACKGROUND

April 2004 marks a very important milestone date in the regional planning process as it initiates public discussion of the alternatives for future development in HRM.

Over the last several months staff and the Regional Planning Committee have used the approved goals and objectives to create 3 alternative land use concepts as the basis to stimulate public discussion about HRM's future.

As per the Regional Planning Committee's workplan, the Regional Planning Committee plans to implement the next phase of public consultation focussing on the alternative concepts.

DISCUSSION

Engaging the public in meaningful participation is fundamental to the success of our regional plan. Only the public can provide the information needed to develop, maintain, and carry-out an effective regional planning process. Our participation program to date has focussed on creating an informed and educated community about regional planning, and to give members of the community a sense of ownership of the plan. The next phase of consultation will further strengthen this goal. An overview of the proposed consultation purpose and process for step 4 - consulting on the alternatives - is provided in the following discussion.

The interim growth measures have been developed to ensure options stay on the table for Council and the public throughout the regional planning consultation process.

The Purpose of Public Consultation:

1. To review with HRM's citizens what an alternative is, how they were developed, what factors and assumptions were used, and how each of the alternative models could look and feel at street level in both new and existing communities
2. To review with HRM's citizens where HRM is in the regional planning process, the kind of input the RPC is looking for, and how the input on the alternatives will be used
3. To use the draft alternatives as a basis for determining how the public wants to see HRM develop. The public may support one of the alternatives, a mix of alternatives, or a different direction altogether. Only by seeking their input can the RPC and staff present to Regional Council a plan that is supported by the public.
4. To seek our citizens' response on specific questions about future policy directions required to achieve the alternative concepts
5. To seek input from development industry and other stakeholders
6. To review with the citizens of HRM the proposed next steps for regional planning - the evaluation process, and what the process involves, how the results will be used, and the role of the public.

The Proposed Approach to Public Consultation:

The RPC is proposing to begin the citizen consultation on the regional planning alternatives with a kick-off event on May 15, 2004 at the Mount Saint Vincent University. The kick-off event will be followed by several open houses in communities throughout the region (See alternatives report, Attachment 2 for a listing). Additionally, staff will meet with interested community groups, stakeholder groups and partner with the RDA to facilitate discussion with rural communities.

In addition to public meetings, communication materials are being prepared to increase understanding of the issues and choices.

BUDGET IMPLICATIONS

There are no known direct capital costs to the Municipality resulting from this process. Operating costs are covered under the approved budget.

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

A different process could be proposed. This is not recommended.

ATTACHMENTS


Staff Report dated April 15, 2004, 'Regional Planning Concept Alternatives'

Further information regarding the contents of this report may be obtained by contacting Andrew Whittemore at 490-5906. 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.

Halifax Regional Council
April 20, 2004

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:


George McLellan, Chief Administrative Officer


Dan English, Deputy Chief Administrative Officer

DATE: April 15, 2004

SUBJECT: Regional Planning Concept Alternatives

ORIGIN

June 10, 2003	Regional Planning process and estimated timeline endorsed by Halifax Regional Council
January 20, 2004	Regional Planning Goals and Objectives endorsed in principle by Halifax Regional Council

RECOMMENDATION

It is recommended that :

- 1. Halifax Regional Council endorse in principle the Concept Alternatives set forth in this report and attachments**, as a discussion tool to facilitate public consultation on possible future development patterns for open space, transportation, settlement, economic development and harbour related activities, and;
- 2. That Council endorse** the Public Consultation on Concept Alternative program as described in this report and Attachment 2 .

BACKGROUND

By endorsing the Regional Planning Goals and Objectives in principle, Council has laid the foundation of its Regional Plan. This has moved the regional planning project forward to the creation of Concept Alternatives for the future growth of the region (see Attachment 1).

The Regional Planning Committee and staff have drafted three Concept Alternatives that meet the Goals and Objectives. The Goals and Objectives reflect the public input obtained through the most recent phase of consultation (the workbook, focus groups and open houses). The Concept Alternatives have also been drafted with reference to possible levels of environmental, open space and natural resource protection.

DISCUSSION

What is the purpose of Concept Alternatives?

Concept Alternatives are tools to facilitate public discussion about complex, inter-related factors. Each Concept Alternative describes a group, or “bundle” of ideas which re-inforce each other. When several such “bundles” are presented as options, they help people to think about the benefits, costs and trade-offs associated with different possibilities for the long-term future.

Concept Alternatives are not “do-all or do-nothing” choices. They help to define different ways in which settlement patterns, community form, transportation and environmental management practices can work together over a long period of time.

Concept Alternatives are not immediate or short-term choices. The Regional Plan arising from discussion of these Alternatives will guide gradual and incremental change over a 25-year period. The Regional Plan will be grounded in a thorough understanding and appreciation of existing settlement patterns and their underlying causes. The Regional Plan will provide policies and tools to guide future development toward a collective vision, or consensus, for the long-term future of the region. These Concept Alternatives will facilitate discussion to arrive at that long-term vision.

What are the Concept Alternatives?

The Regional Planning Committee and staff are proposing three Concept Alternatives based on a common Foundation Strategy (see Attachments 3 and 4). This Foundation Strategy comprises a set of policy statements which provide limited but meaningful progress beyond the status quo and work toward fulfilling the Goals and Objectives. All three Concept Alternatives include this Foundation Strategy, but involve different patterns of settlement and transportation links. The settlement patterns are created through a hierarchy of community types in both urban and rural settings. The pattern of development within and between these communities will be an important focus of upcoming consultations.

The three Concept Alternatives are:

- **Alternative A: Regional and Major Centres**
- **Alternative B: Transit-Linked Community Hubs**
- **Alternative C: Multiple-Hub Centres**

All three include the Foundation Strategy, and can incorporate either of two Levels of Open Space Protection (see page 6). The Concept Alternatives are summarized in the table below:

Overview of the Concept Alternatives (all include the Foundation Strategy)

	Alternative A: Regional & Major Centres	Alternative B: Transit-Linked Community Hubs	Alternative C: Multiple Hub Centres
Basic Settlement Pattern	A few large centres	Corridors of smaller centres	Hierarchy of many centres
Types of Centres	Rural Centre Major Centre Regional Centre	Rural Centre Community Hub Regional Centre	Neighbourhood Village Community Hub Rural Centre Major Centre Regional Centre
Relationship between Centres	Semi-independent Major Centres	Inter-dependent Community Hubs	Inter-dependent, multi-level centres
Transit Characteristics	Fast, frequent transit to the Regional Centre; significant park & ride	Fast, frequent transit to the Regional Centre with stops enroute at other Community Hubs	Different levels of transit service using hubs & spokes with wider coverage and more transfers
Employment and economy	- A full range of commercial and public facilities in the centre of major centres - Most employment is directed to the Regional Centre	- Some commercial and public facilities in the centre of community hubs - Most employment is directed to the Regional Centre	- A variety of commercial and public facilities in the different sized centres - Most employment is directed to the Regional Centre
Servicing types	- Most new development on municipal services like water and sewer -New rural centres would be considered for municipal services	- New urban and suburban development on municipal services - New rural centres on either municipal services or clustered septic systems	- New development either on municipal services or on clustered septic systems, depending on the size and location of the centres.
Environment	Shown on open space protection Level 1 and 2 map (explained on page 6)	Shown on open space protection Level 1 and 2 map	Shown on open space protection Level 1 and 2 map

Maps illustrating each of the Concept Alternatives in relation to the geography of the region are provided at the end of this report. These maps indicate a large number of potential settlement/employment areas and possible transit routes, from which a smaller number would be short listed after further consultation and analysis. The maps also show existing settlement and lands which would be affected by each of the two possible Levels of Open Space Protection.

How will the Concept Alternatives be used?

The Concept Alternatives represent a range of options compatible with the Regional Planning Principles, Goals and Objectives. The Alternatives will be the focus of public consultation for Step 4 of the eight-step Regional Planning Process, which will take place in May and June of this year.

Members of the public will be encouraged to comment on each of the Alternatives, make suggestions for changes, and/or propose new Alternatives that meet the Goals and Objectives. Participants will also be asked to comment on which of two potential Levels of Open Space Protection they support. The Regional Planning committee will also be discussing opportunities for including stakeholder input from development industry groups and others. The Concept Alternatives and Levels of Open Space Protection are intended to facilitate discussion, not to limit the scope for choice or creativity.

Citizen consultation on the regional planning alternatives will begin with a kick-off event on Saturday, May 15, 2004 at the Seton Academic Centre, Mount Saint Vincent University. The kick-off event will be followed by several open houses in communities throughout the region. Details are provided in Attachment 2.

The key tool for the consultation process will be a document titled "A Citizen's Guide to the Alternatives". This document will comprise maps as well explanatory text, illustrations, graphs and tables.

A brief questionnaire will supplement the Citizen's Guide. The questionnaire is intended to obtain feedback from the public on different policy directions that might be implemented to achieve the alternative models.

To increase public understanding of the important role that Halifax Harbour plays in the regional plan, a one-page brochure on the Harbour Plan, including both maps and text, will also be included as an insert within the Citizen's Guide.

Upon completion of this public consultation process, Regional Planning committee members and staff will finalize the Alternatives and undertake a detailed technical evaluation. This will include consideration of infrastructure and municipal service costs, options for transit modes and technologies, opportunities for environmental and heritage conservation, and land/infrastructure needs for economic activity.

What do the Concept Alternatives support?

The Concept Alternatives suggest different ways in which HRM could address issues and options associated with each of the five regional planning topics, as described below.

Economy:

Regional Planning staff commissioned Gardner Pinfold to undertake an HRM Economic Potential Overview and Sector Analysis. A February 2004 draft offers some insights into the importance of considering settlement patterns in relation to possible locations for economic growth.

According to this analysis, there are five economic drivers for HRM (defence, universities, banking and insurance, federal public administration and hospitals). All five are oriented to the Capital District and surrounding Urban Core as the key employment location. In accordance with the Goals & Objectives endorsed by HRM Council, the three Concept Alternatives all emphasize the Capital District and Urban Core as the major regional centre.

The concept alternatives also recognize the potential for developing or improving communities at the gateways of major business parks with more transportation options and a wider scope of land uses.

Retail trade accounts for the largest proportion of the HRM labour force (12.2%), and is widely dispersed to serve local and regional market catchments. The Concept Alternatives consider the potential for both retail services and employment, as a focus for rural, suburban and urban communities of varying sizes. In conjunction with the open space and transportation system, these communities could work together to shape the regional settlement pattern over the next 25 years.

Rural resource industries such as fishing, forestry, mining and farming are critical to the economy of areas outside the commutershed. There are also growing opportunities for tourism related to cultural heritage and the natural environment. The Concept Alternatives envisage a more clustered form of settlement to minimize consumption of resource lands and, in some cases, to enable small-scale, shared sewage treatment facilities to minimize contamination of groundwater, watercourses, lakes and estuaries. Clustered development also helps to preserve heritage landscapes which are important to the tourism appeal of the region.

Halifax Harbour:

All four industries cited in the Gardner Pinfold analysis as significant to the HRM economy (oil and gas, shipping, transport equipment manufacturing and tourism) depend on the port infrastructure. Halifax Harbour is also an attractive location for residential development, regional recreation and urban transit in the form of the ferry services. Balancing these interests with the need to maintain and improve the ecology of the harbour as a natural estuary will be a key challenge, which will be addressed in more detail through the parallel Harbour Plan project.

The Regional Planning Concept Alternatives recognize the critical role of Halifax Harbour as a centrepiece to the Capital District and Urban Core, by encouraging well defined clusters of development oriented to existing and potential ferry routes, and by providing a wide range of residential location options so that key industrial sites can be set aside and buffered. The capacity of existing and planned sewage treatment facilities has also been considered in the drafting of each Concept Alternative.

Environment:

In addition to the emphasis on clustered development and the potential for small-scale shared sewage treatment, each of the three Concept Alternatives could include up to two Levels of Open Space Protection (Attachment 5). The two possible Levels of Open Space Protection could be applied to any of the three Alternatives, depending on the scope of municipal influence envisaged. The Levels are cumulative, in that Level 2 would include the measures envisaged for Level 1:

- **Open Space Protection Level 1: Use all regulatory powers currently available to HRM,** to protect natural resources such as forestry, fishing and mining, and to maintain ongoing employment in economic opportunities for tourism, recreation and cultural heritage. Environmental conservation would include protection of steep slopes, critical open space linkages and public shoreline access points. Environmental assessments would be required for all new subdivision, and archaeological protection policies would also be adopted.
- **Open Space Protection Level 2: Seek and apply expanded environmental jurisdiction for HRM, and enter into partnerships with other government levels.** In addition to the measures in Level 1, this would involve further protection for natural resources and tourism amenities for future economic and environmental benefit. Wildlife corridors and critical habitats would be protected, and watershed development would be regulated based on such factors as impervious surface area and marine environmental impacts.

Settlement Patterns:

Each Concept Alternative draws from a “menu”, or selection, of potential population and economic centres in a range of sizes:

- **Neighbourhood Villages** serving local convenience needs and offering local bus service or rural transit. Urban and suburban Neighbourhood Villages would be on piped sewer and water services. Rural Neighbourhood Villages would be considered for clustered septic systems.
- **Community Hubs** with commuter-oriented retail, some limited additional services and a station offering fast and frequent transit service to the Regional Centre and other Community Hubs. Those located close to or within the existing Serviceable Area would be provided with piped sewer and water. In rural areas, Community Hubs would be considered for clustered septic systems or small sewage treatment plants.

- **Rural Centres** serving the major retail and recreational needs of surrounding smaller rural communities. Rural Centres would be considered for some form of transit or paratransit service. Consideration would also be given to providing piped sewer and water to these rural centres, including any new water sources and treatment plants that may be required.
- **Major Centres** serving similar needs as a Rural Centre, but in a suburban context and linked directly to the Regional Centre by fast and frequent transit. Piped sewer and water would be provided.
- **A Regional Centre**, comprising the Urban Core including the Capital District. The Capital District is already recognized as the economic and cultural centrepiece for the region and province.

Not all types of centre are found in all the Concept Alternatives and many more centres are identified for each Alternative, than would actually be needed to accommodate anticipated population growth. The decision as to which centres would be designated for growth will depend on the public consultation around the Concept Alternatives, in addition to the upcoming technical and financial evaluation. In many cases, potential centres already have key elements that would draw growth.

Development would be encouraged to focus in the centres through streamlined approval processes, density incentives and the provision of municipal services such as piped sewer and water or transit, depending on the location and type of centre. Some development would also be provided for between the centres, subject to discretionary approvals.

All types of centres would be required to develop in a manner which encourages walking and transit use, while recognizing the reality of automobile travel. These requirements would relate to the layout and design of streets, sites and buildings, and would encourage a compact mix of mutually supportive land uses within each centre.

Transportation:

The potential centres in each Concept Alternative were identified with reference to existing or potential transportation facilities, including the highway system, major roads, railways and Halifax Harbour. While the automobile is recognized as a major element of the transportation system, the Concept Alternatives see an increasingly important role for public transit over the next 25 years. Transportation improvements are especially critical in terms of improving access to the downtown core.

Building on a local culture that already supports transit and walking, together with a clear message from the public through earlier consultation, the Concept Alternatives are oriented to potential major transit routes. These could link the various types of population and employment centres in different ways.

Only the most relevant transit routes are included in the descriptions of each Alternative, and not all of these would necessarily be required. They represent possibilities for long-term investment over a 25-year period, and should not be interpreted as immediate or short-term proposals. Currently existing transit routes would not necessarily be affected.

BUDGET IMPLICATIONS

There are no immediate implications associated with the recommendation of this report. Costs associated with the Regional Planning Process are allocated from the resources of the Governance and Strategic Initiatives business unit. The Regional Plan is intended to provide for effective, strategic infrastructure investment over the long term.

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.

ALTERNATIVE

Council could direct staff to delete one or more of the Concept Alternatives or Levels of Open Space Protection. This would undermine the value of these consultation tools, which are intended to present differing choices for the future as a means for stimulating discussion and identifying new possibilities. It is also important to bear in mind that the three Concept Alternatives and Levels of Open Space Protection are simply tools to help frame a meaningful discussion, and that the resulting Regional Plan will draw from one or more of these concepts while recognizing the reality and implications of existing settlement forms.

Council could direct staff to increase the number of open houses in the Public Consultation on Concept Alternatives Program but this may extend the timeline for the Regional Planning Project.

ATTACHMENTS

- Attachment 1: Regional Planning Process
- Attachment 2: Public Consultation on Concept Alternatives
- Attachment 3: Foundation Strategy
- Attachment 4: Concept Alternatives
- Attachment 5: Levels of Open Space Protection

MAPS

- Alternative A - Regional and Major Centres
- Alternative B - Transit-Linked Community Hubs
- Alternative C - Multiple-Hub Centres

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.

Report Prepared by: Austin French, Regional Planning Manager, Settlement Pattern
Marcus Garnet, MCIP, Planner 2

Report Approved by: _____
Betty MacDonald, Director of Governance and Strategic Initiatives

ATTACHMENT 1

REGIONAL PLANNING PROCESS

- Step 1 Public Awareness Campaign
(June to September 2003)
- Step 2 Public Consultation to Develop Goals, Objectives & Opportunities
(September to December 2003)
- Step 3 Develop Alternatives
(December 2003 to March 2004)
- Step 4 Public Consultation on the Alternatives
(March to June 2004)**
- Step 5 Evaluation of Alternatives
(June to October 2004)
- Step 6 Recommend Alternative to Council
(October to December 2004)
- Step 7 Develop Regional Plan
(December 2004 to March 2005)
- Step 8 Adoption of Regional Plan
(Approximately 4 to 6 months)

ATTACHMENT 2

PUBLIC CONSULTATION ON CONCEPT ALTERNATIVES

~ Launch Event ~

DATE	LOCATION
Saturday, May 15, 2004	Seton Academic Centre Mount Saint Vincent University 9:00 am - 12:30 pm

~ Open Houses ~

5:30 pm - Registration
6:00-7:00 - Round Table Discussions
7:00 - 8:30- Review and Q & A

DATES	LOCATION
Wednesday, May 19, 2004	Cole Harbour Place
Wednesday, May 26, 2004	St. Margaret's Bay Arena
Tuesday, June 1, 2004	St. Agnes Church
Wednesday, June 2, 2004	Four Harbours Legion East Ship Harbour
Monday, June 7, 2004	Sackville High School
June	Musquodoboit Valley Location TBA
June	Capital District Location TBA

ATTACHMENT 3 FOUNDATION STRATEGY

Underlying each of the three Alternatives is a set of foundational policy statements. These would provide limited but meaningful progress toward fulfilling the Goals and Objectives endorsed by Regional Council. The following elements form the Foundation Strategy:

1. **Make efficient, effective use of existing and future infrastructure.**
2. **Delineate Urban & rural piped service boundaries:** Piped services would only be provided within pre-determined boundaries for the urban/suburban area and designated rural centres. These boundaries would include sufficient land for continued development in locations where municipal costs and environmental impacts would be acceptable.
3. **Support the Capital District as the economic & cultural centre:** While the importance of suburban and rural employment centres is recognized and supported, the importance of the Capital District as the economic and cultural heart of the region is affirmed. Accordingly, employment growth in this area will be encouraged.
4. **Support HRM's global competitiveness** through enhancements to our knowledge base, quality of life and infrastructure networks.
5. **Encourage clustered & compact communities** to facilitate walking, to enable efficient transit service, to reduce land consumption, and to provide programs, services and infrastructure in a cost effective manner.
6. **Allow mixed uses with affordable housing choices.** While some uses require segregation, others can complement each other by reducing the need for multiple car ownership and offering a wider variety of housing choice within the same community.
7. **Encourage interconnected open space** to accommodate wildlife corridors and support trails and greenways.
8. **Invest in public transportation, walking and cycling** to reduce emissions, mitigate or avoid congestion and encourage active lifestyles.
9. **Design and invest for energy efficiency** to conserve non-renewable resources and reduce greenhouse gas emissions.
10. **Maintain a port and marine focus for Halifax Harbour** in recognition of its critical role as an economic engine for the entire region, while minimizing environmental impacts and seeking to accommodate recreational and other uses wherever appropriate.
11. **Protect cultural and heritage sites and landscapes** in recognition of their value to residents and their contribution to the tourism industry.
12. **Provide for a range of location choices** among and between centres based on capacity.
13. **Provide transportation links necessary to support a strong economy.**

ATTACHMENT 4

CONCEPT ALTERNATIVES

Alternative A: Regional and Major Centres

Concept Alternative A shows a **small number of large centres oriented around a Regional Centre**. The Regional Centre comprises the Capital District and Urban Core. Fast and frequent public transit would link each Major Centre directly to the Regional Centre.

This builds on a Foundation Strategy which establishes policy direction for compact, complete communities, a strong open space network, affordable housing, energy efficiency and protection of valuable cultural and heritage landscapes.

Each Major Centre would include all the facilities and businesses normally needed by its residents, together with some employment. The Regional Centre would remain the economic engine of HRM and Atlantic Canada.

In each Major Centre, higher densities and a mix of commercial and residential uses would be located closest to a major terminal to promote energy efficiency and encourage residents to walk or cycle to the transit service. Residential densities and the scope of commercial uses would be reduced as distance increases from the terminal, and residents beyond a convenient walking distance could reach the main transit route by feeder bus or by car. Significant park-and-ride space would be available to serve not only the residents of each Major Centre but also those living beyond in other suburban communities or the rural commutershed.

Development within each Major Centre would be on piped municipal services such as water and sewer. In rural areas, additional Rural Centres would be designated for piped services and some form of transit service, with a configuration resembling that of the Major Centres, but with lower densities reflecting the more rural context.

Alternative B: Transit-Linked Community Hubs

As another possible way of building on the Foundation Strategy, Concept Alternative B envisages **corridors of smaller centres, or Community Hubs, along major transit routes which would terminate in the Regional Centre**. Once again, the Regional Centre would be the Capital District and Urban Core. Fast and frequent transit would link each Community Hub to the Regional Centre by passing through other Community Hubs. This would facilitate use of transit not only to reach the Regional Centre, but also to reach other Community Hubs.

As in the case of Alternative A, this builds on the Foundation Strategy which establishes policy direction for compact, complete communities, a strong open space network, affordable housing, energy efficiency and protection of valuable cultural and heritage landscapes.

Each Community Hub would include most of the facilities and businesses normally needed by commuters, clustered around a transit station. Some additional facilities, together with limited employment, would also be available, but the nature of these facilities would vary from one

Community Hub to another. Fast and frequent transit between the Hubs would enable residents of one to reach facilities in another when required. As in the case of Alternative A, the focus for employment and regional entertainment or cultural activities would remain in the Regional Centre. Unlike Alternative A, there would be significant numbers of trips between the Community Hubs as well as to the Regional Centre.

Each Community Hub would be defined by a convenient walking distance from a transit station, typically a radius of approximately one kilometre. A mix of medium to high residential densities, community facilities, and “mainstreet” style commercial uses would be encouraged within this area. Special attention would be given to sidewalks, parks and greenways to create attractive, liveable communities. There would be less emphasis on park-and-ride at transit terminals than would be the case with Alternative A. Where possible, Community Hubs would be designated around existing activity centres which already have some of the above characteristics.

In the Suburbs and Urban Core, development within each Community Hub would be on piped services. Larger but less densely developed Rural Centres would be designated for piped services and some form of transit service, as in the case of Alternative A. Some other rural locations would be designated as Community Hubs, but may use some type of shared sewage disposal in lieu of piped services and would have lower densities than their urban or suburban counterparts. The level of servicing will depend on the location and type of community and may also reflect municipal tax structure.

Alternative C: Multiple-Hub Centres

As a third way of building on the Foundation Strategy, Concept Alternative C envisages numerous **centres served by transit services in a hub-and-spoke configuration, with the Regional Centre as the dominant hub.**

Like the first two Alternatives, this builds on the Foundation Strategy which establishes policy direction for compact, complete communities, a strong open space network, affordable housing, energy efficiency and protection of valuable cultural and heritage landscapes.

As in the case of Alternatives A and B, the Regional Centre would be the Capital District and Urban Core. Four other types of centres would be provided, each one successively smaller. The first three would be those already described under Alternatives A and B: the large Regional Centres, the Rural Centres and the smaller Community Hubs.

The fourth type of centre would be the smallest, in the form of Neighbourhood Villages. These would be primarily residential, but more clustered than conventional suburban subdivision, and would also permit convenience shopping, daycare and medical practitioners’ offices. Basic transit service would be provided close to these amenities for urban and suburban neighbourhoods. In rural areas, dial-a-ride, shared taxis or ride sharing clubs would improve mobility between Neighbourhood Villages and/or higher-order centres.

Increasingly frequent transit service would be provided between Community Hubs, Major Centres and the Regional Centre respectively. Because transit service would penetrate much further into the rural areas for Alternative C than would be the case for the other two Alternatives, less funding

would be available for fast or frequent transit in the suburban and urban areas, and therefore more use would be made of conventional buses. Because of its multiple hub and hierarchical structure, trip making patterns for Alternative C would be more complex and dispersed than would be the case for the other two.

Neighbourhood Villages would be closely spaced within urban and suburban communities. Where possible, Neighbourhood Villages would be designated around existing land uses which already offer some of the above services. In rural areas, Neighbourhood Villages could be designated around existing facilities such as schools, places of worship, fire halls or service stations, especially where more than one of these elements are already found.

As in the case of Alternatives A and B, large but less densely developed Rural Centres would be designated for piped services and some form of transit, while some other locations would be designated as Community Hubs using some type of shared sewage disposal. Cluster septic systems and clustered rural subdivision may be well suited to rural Neighbourhood Villages. The level of servicing will depend on the location and type of community and may also reflect municipal tax structure.

ATTACHMENT 5

LEVELS OF OPEN SPACE PROTECTION

Background

Presently, there is limited cooperative environmental planning among HRM, federal, provincial, non-governmental organizations and private sectors. Environmental enforcement, protection and monitoring arising from current federal, provincial and municipal legislation is uncoordinated. Currently federal, provincial, and municipal governments operate within independent and separate jurisdictions, legislation and planning strategies. In HRM, the majority of open space (approximately 39% of HRM, including lakes) is owned by the Province. Planning for the use of natural resources on Crown Land is the responsibility of the Department of Natural Resources. Privately owned forests (approximately 17% of HRM) are owned, planned and managed by local and multinational forestry companies. Farms (approximately 4% of HRM) are locally owned, planned and managed. Corporations, local companies, landowners, NGO's, federal and provincial agencies are responsible for supporting policies and programs for the sustainable development of these renewable resources. HRM-owned open space is primarily parkland (approximately 4% of HRM). The municipality is responsible for its planning and management.

To achieve varying degrees of an environmentally sustainable future, HRM citizens can choose to manage open space within existing HRM powers or work towards partnerships with senior levels of government. The following choices for HRM citizens offers two distinct levels of environmental protection. It will be up to citizen stakeholders to comment on the proposed Levels of Open Space Protection, make suggestions for changes or propose new solutions. Level 1 proposes that all current regulatory powers available to HRM be enacted to protect our natural resources. Level 2 proposes that HRM seek and apply expanded environmental jurisdiction and enter into partnerships with senior governments. The two possible Levels of Open Space Protection are cumulative, in that Level 2 would include the measures envisaged for Level 1.

Open Space Protection Level 1

- Intervention by HRM will be based on current municipal jurisdiction in support of traditional natural resource land uses .
- Supporting policies and implementation strategies will be included in the Regional Plan to encourage natural resource stewardship.
- HRM will protect lakes, rivers, and coastal areas. The riparian protection areas will be defined by extending setback requirements from watercourses to ensure that water quality is not harmed and that fish habitat is not damaged.
- HRM will adopt cultural heritage preservation and archaeological protection policies and procedures for development approvals.
- HRM will zone abandoned mine shafts as hazard lands based on subsidence potential.

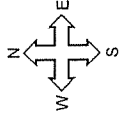
- HRM will adopt 800 m. development buffers around mines and quarries to protect natural resource production and ensure human safety.
- Slope alteration and soil removal by-laws will be amended to include all plan areas.
- HRM will identify and acquire (through donation, conservation easement, trade or purchase) critical open space linkages for creating a network of interconnected open space as well as key public access points to lakes, rivers & coastlines.
- HRM will award development permits based in part on the consideration of environmental protection performance standards.
- HRM will encourage cooperative efforts with other levels of government to establish interconnected open space systems.
- HRM will encourage other levels of government to enforce existing environmental protection legislation for the protection of environmentally sensitive areas.

Open Space Protection Level 2

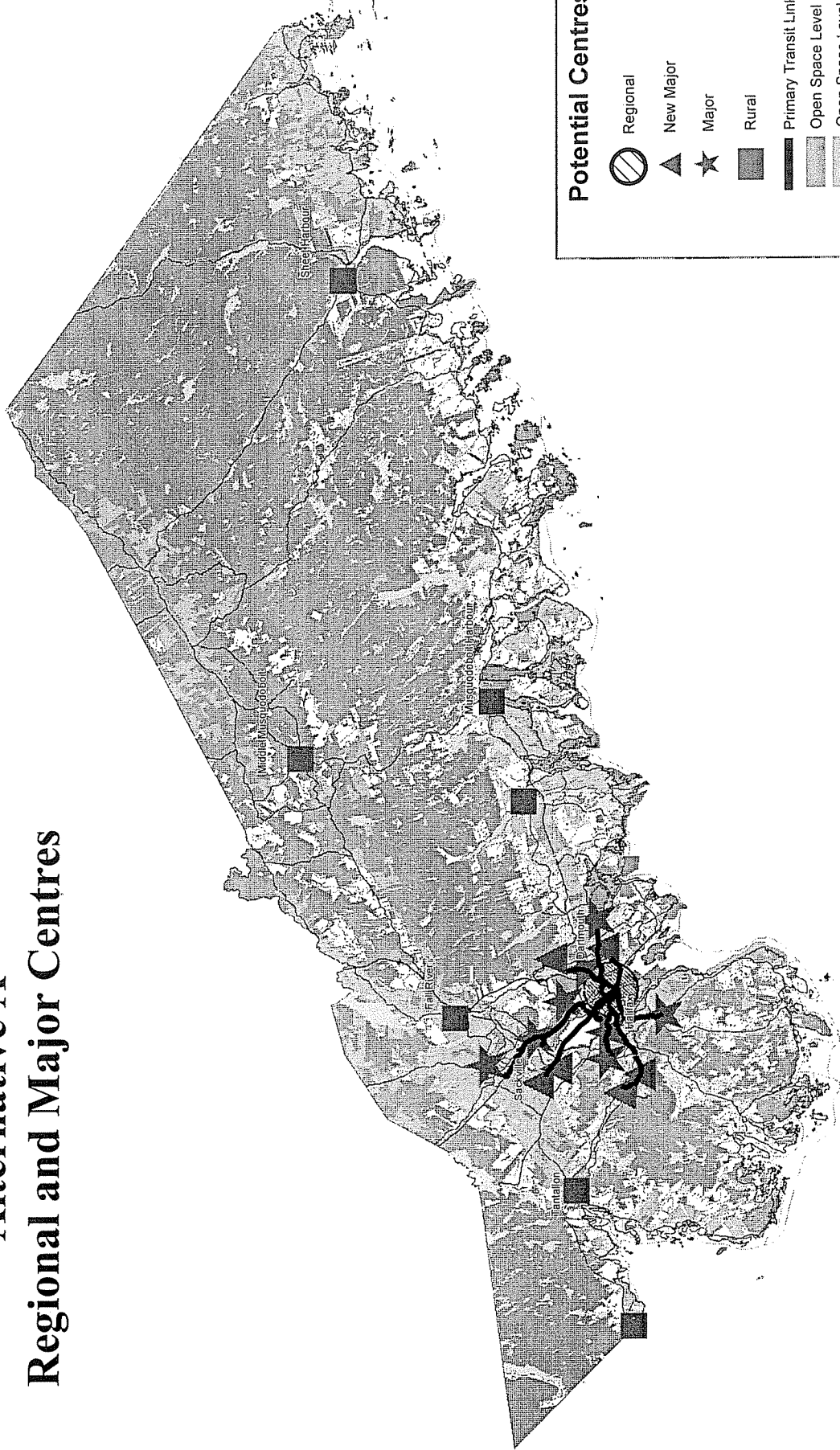
- HRM will seek increased authority for the protection of the environment through the MGA and/or the NS Environment Act.
- HRM will pursue formal cooperative integrated environmental management ventures with other levels of government, private industry or NGO's.

¹ Adapted from: Dunster, J. and K. Dunster. Dictionary of Natural Resource Management, University of British Columbia Press, 1996, Vancouver

RE: 9.2.1



Alternative A Regional and Major Centres



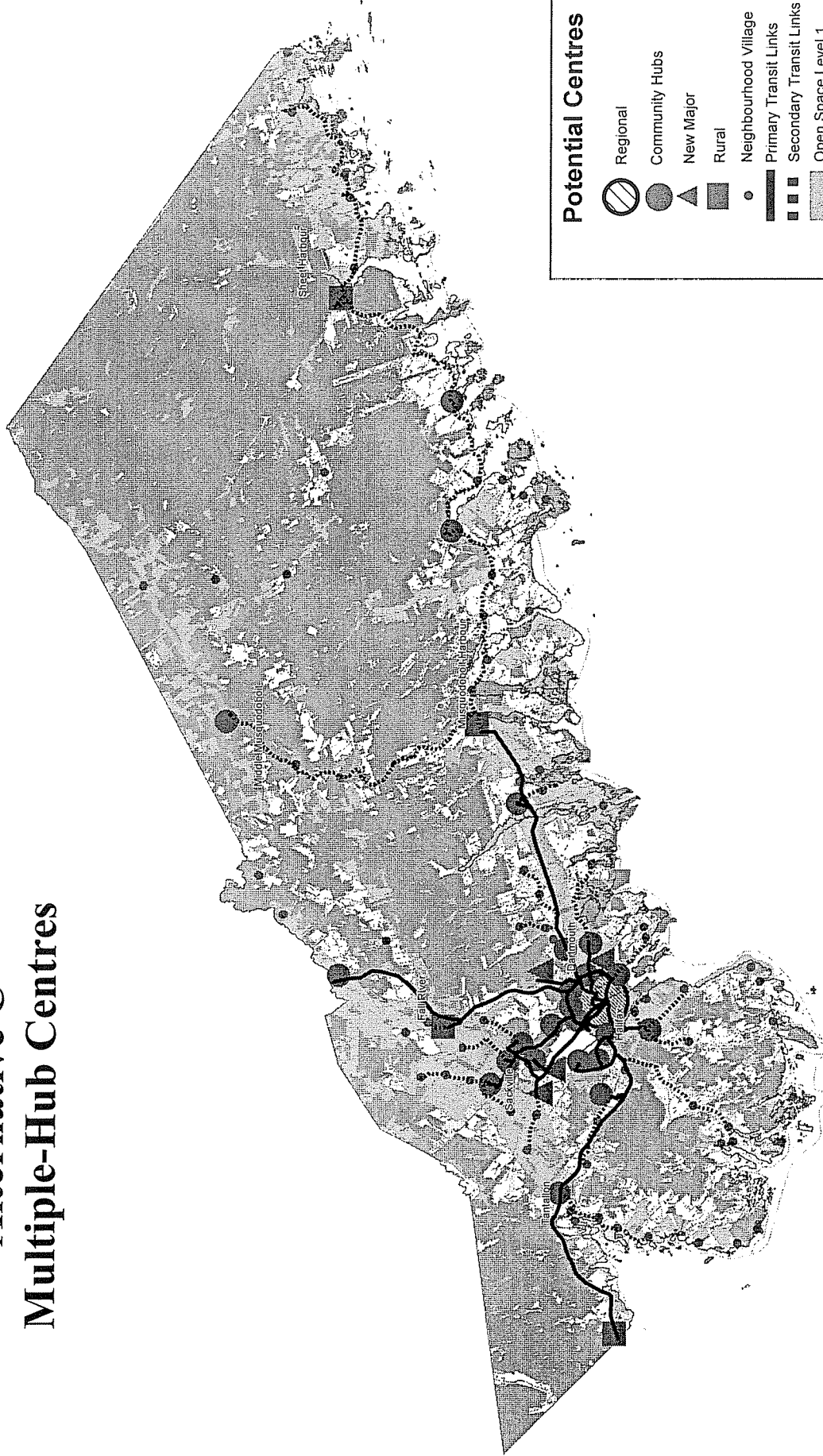
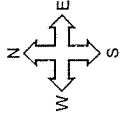
Potential Centres

- Regional
- New Major
- Major
- Rural
- Primary Transit Links
- Open Space Level 1
- Open Space Level 2
- Existing Settlement



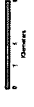
The map comes from a variety of government and non-government sources. HALIFAX REGIONAL MUNICIPALITY
We accept no liability for any errors or omissions on this map. This map is a general representation and should not be used for legal purposes.

Alternative C Multiple-Hub Centres



Potential Centres

- Regional
- Community Hubs
- New Major
- Rural
- Neighbourhood Village
- Primary Transit Links
- Secondary Transit Links
- Open Space Level 1
- Open Space Level 2
- Existing Settlement



The map is a graphic representation intended for informational purposes only. It is not intended to be used for any other purpose without the express written consent of the Municipality.

