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Item No. 10
Halifax Regional Council
May 18, 2010

TO: Mayor Kelly and Members of Halifax Regional Council

A handwritten signature in blue ink, appearing to read "P. Townsend".

SUBMITTED BY: _____
Phillip Townsend, Director, Infrastructure and Asset Management

DATE: April 23, 2010

SUBJECT: Integrated Community Sustainability Plan

INFORMATION REPORT

ORIGIN

This report originates from Staff.

BACKGROUND

The federal government has committed to transfer funds equivalent to a portion of the federal excise tax on gasoline to municipalities. In September 2005, the federal government and Nova Scotia entered into an agreement which set out the terms and conditions of the program. In turn, Service Nova Scotia and Municipal Relations signed Municipal Funding Agreements (MFA) with individual municipalities that define the terms and conditions under which the federal funding flows to municipalities. As a requirement for funding, municipalities are expected to prepare and submit Integrated Community Sustainability Plans (ICSPs) by 2010. The Integrated Community Sustainability Plan recognizes the interconnected dimensions of environmental, social, cultural, and economic development within a community and/or at the regional level and focuses on integrating these considerations to achieve 20- to 30-year (and beyond) vision for the community. ICSPs aim to empower communities to address their current and future needs, embedding their infrastructure requirements within these broader strategies.

The primary intent of the ICSP is to demonstrate that municipalities have a strategic framework in place which will ensure that federal grants from the GTF are spent in a sustainable manner

DISCUSSION

In 2009, staff submitted (Attachment One), in the required format, that the Halifax Regional Municipal Planning Strategy (Regional Plan) meets all of the requirements of the Integrated Community Sustainability Plan.

As per the evaluation process described in Attachment Two, Service Nova Scotia and Municipal Relations staff evaluated submissions under the following criteria:

	Comprehensive MPS
ICSP Mandatory Components	Required Information
Public Consultation	Description of any additional public consultation required to cover new topics related to sustainability
Vision Statement	Vision Statement in MPS
Prioritized Topics (for each of the 4 pillars: Environmental, Economic, Social and Cultural)	MPS document must describe priority planning issues/topics for each pillar of sustainability
Long-Range Community Goals	MPS document must cover council's goals for long-range sustainability in regard to the 4 pillars*
Actions & Strategies	MPS/LUB must outline any new policies and provisions necessary the for implementation of council' long-range goals for sustainability.
Consistency with Provincial Statements of Interest (SPI)	All policy and regulatory provisions must be consistent with the SPI
Alignment of Infrastructure Projects with CIP	All infrastructure projects resulting from the Agreement must be: (a) recorded in the CIP, (b) aligned with sustainable outcomes, and (c) contribute to long-term community benefits.

Correspondence received from Service Nova Scotia and Municipal Relations staff (Attachment Three) confirms The Halifax Regional Municipality submission met the criteria.

As we prepare for the 5 year review of the 25 year Regional Plan in 2011, this is great news that demonstrates that our Municipal Planning Strategy meets progressive Economic, Environmental, Social and Cultural goals.

Staff will continue to collaborate and discuss requirements of the Province as we approach our 5 year review project to ensure that this effort embraces any sustainability planning requirements in our policy set.

BUDGET IMPLICATIONS

This report is for information only. There are no budget implications at this time.

The value of the Gas Tax that HRM receives annually is approximately \$25 Million per year.

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.

ATTACHMENTS

- Attachment 1 Draft ICSP Submission
- Attachment 2 SNSMR Letter
- Attachment 3 SNSMR Evaluation / Comments

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

Report Prepared by: Richard MacLellan, Manager, SEMO 490-6056
 Peter Duncan, Manager, Infrastructure Planning, 490-5449

INTEGRATED COMMUNITY SUSTAINABILITY PLAN



Preliminary Draft

***PREPARED FOR CANADA-NOVA SCOTIA
INFRASTRUCTURE SECRETARIAT***

***SUBMITTED TO SERVICE NOVA
SCOTIA AND MUNICIPAL
RELATIONS
AUGUST 2009***

1. INTRODUCTION

- *a description of how sustainability principles are integrated into the overall MPS*
- *when the original planning documents were prepared*
- *a short description on how and why the MPS was initially developed*
- *any recent updates or significant policy changes/additions related to sustainability*

The Regional Municipality Planning Strategy (the Plan) is a guide for the future development of the Halifax Regional Municipality (HRM). It represents a significant step forward in integrated land use planning and long-term coordination, and was formally adopted by Regional Council in August, 2006.

The Plan is a framework that outlines how future sustainable growth should take place in the HRM, in a way that preserves the environment while at the same time maintaining a strong economy. The overarching goal of the Plan is to achieve a shared vision of the future of HRM, a vision of healthy, vibrant and sustainable communities, without taking away from the character that makes HRM a distinct and attractive place to live.

The Plan provides a sound basis for decision-making over the next 25 years, and will be reviewed regularly to ensure policies are meeting its goals and vision.

The Plan was developed in two Phases.

Phase 1 began in November 2001 and consisted of research and information gathering to provide the necessary background for developing the Plan. Over 18 studies were commissioned and carried out during this phase of the project, including a study of land use opportunities for sustainable development, an environmental constraints analysis, a brownfield analysis, a housing projections study and a rural community form and land use suitability.

Phase 2 was guided by the Regional Planning Committee, appointed by Regional Council in February 2003 and which consisted of a group of citizens and Councilors. The second phase consisted of the development of goals, objectives, activities, and the development of the Plan.

The Plan will be implemented through four broad mechanisms:

- Land Use Regulations - Amendments to the existing land use by-laws will be adopted for land use regulations, and to

- Establish zones, permitted uses and development standards which reflect the policies of the Plan.
- Secondary Planning Strategies - Secondary planning strategies collectively include the 18 Municipal Planning Strategies and 15 Secondary Planning Strategies. These strategies will be reviewed through Community Visioning exercises to ensure they reflect current community issues.
- Background Studies - Background studies are required, in some cases, before detailed secondary planning processes can be completed; and
- Functional Plans - Functional plans are detailed management guidelines for setting budgets for programs, services and facilities consistent with the implementation of the Plan.

2. COMMUNITY CONSULTATIONS

- *Summarize the nature of the community consultation involved in preparing the original MPS.*
- *If recent consultations with the community have been conducted since the initial consultations associated with preparing the MPS, provide a short summary of the topics discussed.*
- *Provide a copy of the Vision Statement for your community.*

Public consultation was essential throughout both phases in gaining citizen feedback and input while developing the Plan.

The public consultation process used in developing the Plan ensured all citizens had an opportunity to participate and to provide input, and emphasized information sharing and collaboration. It involved region-wide, large-scale participatory approaches including public information meetings, open houses, focus groups, surveys, workbooks, and smaller more informal initiatives such as one-on-one meetings, local community meetings, fairs and events, and meetings with various community groups. A key goal of the consultation process was to target and engage those who might not normally participate in a planning process. Regular newsletters, a website, regional planning displays, televised presentations and other communication initiatives provided information to the public at each step of the process.

HRM's vision for the future is to maintain and enhance our quality of life by fostering the growth of healthy and vibrant communities, a strong and diverse economy, and sustainable environment.

The guiding principle of the Regional Plan is to address the needs and views of all sectors of HRM, recognizing the diversity of its citizens, community and geography.

Consultations continue with the both stakeholder groups and the community at large as the Regional Plan is implemented using the broad mechanisms that are mentioned in Section 1. For example:

- secondary plans such as HRM by Design and Bedford West have been completed;
- the community visioning program is underway in the Bedford Waterfront, Penhorn Centre, Middle Sackville, Fall River, and Musquodoboit Harbours;
- functional plans that have been completed and approved include the Active Transportation Plan, the Community Energy Plan, and Emission Reduction Plan; and,

- the water quality monitoring, open space, urban forest, wastewater, stormwater, underground utilities, hazards to development, and finance functional plans are all underway.

3. SUSTAINABILITY PRINCIPLES

- *Outline, where applicable, how the MPS integrates: (1) environmental sustainability, (2) economic sustainability, (3) social sustainability, and (4) cultural sustainability into broader community planning objectives.*
- *Wherever possible, list and describe the long-term sustainable planning goals found within the MPS.*
- *Outline in detail which policies and provisions within the planning documents address long-term sustainable outcomes.*
- *List and describe any future actions in the MPS that are associated with sustainable outcomes.*

By integrating land use and planning activities and directing growth to specific compact centres, the Plan promotes efficiency in transportation and service sectors while maintaining the health of the environment and local communities. The Plan focuses on developing our economic hubs, protecting rural resource lands, and encouraging economic opportunities across HRM. The expenditure of approximately \$250 million over the next 25 years in municipal capital and operating costs will be avoided as a result of the more compact, mixed use development outlined in the Plan.

The Plan outlines directions and policies in the following sectors to reach the goals of the shared vision for the future of the HRM:

- ***Growth, Development and Settlement:*** The fundamental goal of the Plan is to work towards balanced growth and to avoid risk to the natural environment, the character of our communities and the quality of life in our region. Therefore, a key aspect of the Plan will be to direct growth to compact mixed-used settlement centres. Five land use designations have been created to guide this growth: Urban Settlement, Urban Reserve, Rural Commuter, Rural Resource, and Agricultural. The centres have been defined and strategically located where services such as transit, wastewater and water can be economically and efficiently provided. One quarter of the predicted growth will occur within the Regional Centre, and half will be directed towards suburban areas. Policies regarding management of large subdivision development, island development, and the provision of incentives for redevelopment of abandoned and under-utilized properties, are additional growth management mechanisms outlined in the Plan.

- ***Natural Environment:*** In the short-term, the Plan aims to protect the natural environment by establishing development practices that minimize the impact on water, land and air. It also aims to foster the development of an integrated system of natural areas, parks, trails and corridors to maintain ecosystem health and preserve HRM's quality of life. Over the long term watershed studies and functional plans will be

undertaken to support the development of integrated environmental planning practices at the local level under secondary planning strategies. The Plan outlines policies to protect water supplies, wetlands, and riparian buffer zones through designation of park and conservation zones. The Water Quality Monitoring Functional Plan, Open Space Functional Plan, Urban Forest Functional Plan, Hazards to Development Functional Plan and Emissions Reduction Functional Plan will all help achieve long term environmental protection as the impacts of climate change become more evident.

- ***Economy and Finance:*** The Plan includes policies that support and strengthen the role of the Capital District and Halifax Harbour, as well as business parks, other major employment centres and the rural economy, to ensure economic growth and prosperity to our region. Business and economic growth will be encouraged through an Economic Development Strategy, Capital District Functional Plan, Halifax Harbour Functional Plan and Business Parks Development Functional Plan. Also, urban streetscape design guidelines will provide opportunities for public space, architectural features and structures which enhance the desirability of the Capital District as an economic and cultural centre. A Finance Functional Plan will be created to move towards re-orienting financial and taxation strategies in HRM, including a review of property taxation, specific forms of taxation and broad fiscal policies.

- ***Transportation:*** Integrated land use and transportation planning is a fundamental component of the Plan. Through such integrated planning, a more effective and efficient transportation system can be developed, and impacts on the environment can be reduced. The Plan includes policies for road improvements, new transit routes and services, and a high speed ferry project, with cost-avoidance of \$75 million over the next 25 years from improved efficiency. A Transportation Master Plan will be prepared which include the

following functional plans: Road and Road Network, Public Transit, Active transportation, Transportation Demand Management and Regional Parking Strategy. All of the transportation aspects of the Plan will be administered by the Strategic Joint Regional Transportation Planning Committee, to ensure coordinated transportation planning across HRM.

- ***Community:*** Community Visioning and secondary planning processes to be undertaken over the next 25 years will ensure community input on design to ensure the retention of each centre's individual community character. This will include such detail as centre boundaries, population targets, specific land uses, and densities.

In designing HRM's rural and urban community centres, the Plan has outlined design standards for creating livable communities. These include issues such as well situated transit facilities, pedestrian-oriented streetscapes, multi-use trails to enhance connections of amenities and services, bicycle friendly facilities, parking availability, and mixed retail and employment opportunities. The Plan outlines ways that HRM can work towards making affordable housing available to HRM residents at all stages of life.

- **Services:** The settlement pattern adopted in the Plan will reduce infrastructure costs for services including water, wastewater, utilities and solid waste. Coordinated regional planning will also improve the ability to anticipate future infrastructure needs. The Plan includes policies to improve efficiency and sustainability of these services, including policies to ensure water supply and conservation, a Stormwater Management Functional Plan, and a Construction and Demolition Waste Management Strategy. In terms of solid waste, the Plan will be guided by the previously adopted Integrated Waste Management Strategy. A Community Energy Functional Plan will promote energy efficiency and use of cleaner energy in the HRM.

- **Culture and Heritage Resources:** The Plan includes policies for the protection of the cultural and heritage resources that are an integral part of HRM's character and quality of life. Such policies encourage designation of heritage conservation districts, re-use of heritage buildings, restoring registered heritage buildings, preserving landscapes and views, and preserving archaeological resources within HRM. The Cultural Functional Plan will reinforce cultural assets as functional components of HRM's urban and rural environments, and a Heritage Functional Plan provides studies and plans to establish regional operational guidelines to protect and enhance built, cultural and natural heritage. The Plan also outlines mechanisms to work towards strengthening of the *Heritage Property Act* to ensure further protection of our cultural and heritage resources. Public participation and input will be a key component of implementing the Plan throughout the 25 year time frame. Communication will also be an important activity, to ensure compliance with new regulations. To provide direction in the transition from regional to community planning in implementing the Plan, a

Standing Advisory Committee will be created consisting of government, community and resident representatives.

Implementing the Plan over the next 25 years will require the collaboration and support of all sectors of HRM's society to reach a

Shar0ed vision and protect the quality of life that we know and enjoy. By working together, we can achieve the vision outlined in the Plan and bring long term and lasting benefits to all sectors of HRM's community.

4. ELIGIBLE PROJECTS

- *Itemize and provide short descriptions for all of your MFA projects.*

The cost to provide the Plan's growth-related services over the next 25 years will be \$250 million less than under the expected Base Case. This benefit will be shared among HRM, other government levels and private property owners. The pressure for HRM to spend more money just to maintain the same level of service will then be reduced. It also means that HRM will be able to provide different types of services more affordably.

Although cost avoidance is anticipated over the long-term, there will be a considerable up-front investment in piped water and sewer infrastructure, transit, and strategic transportation projects that support mixed-use, transit linked communities. The longer term cost avoidance accrue primarily from reduced operating costs and deferred capital cost of transportation improvements that would be needed to support unplanned growth.

The following projects have been selected and presented to Regional Council as projects that are eligible for funding under the Municipal Funding Agreement. The final list of projects will be submitted with the Capital Investment Plan.

Section 4

Eligible Projects

Project #	Project Name	Project Description	Exp. Code	Total Project Cost (\$'000)
CBX01097	Energy Efficiency Projects	Funds used to leverage cost shared funding for building focused energy efficiency projects - project selection based on suitability of project & success of funding applications	190	2,500
CDV00721	Watershed Environmental Studies	Watershed carrying capacity analysis leading to detailed community development and municipal infrastructure planning and implementation	690	1,500
CBX01034	200 Ilsley Avenue- Safety Upgrades	Priority upgrades addressing safety & operating conditions at Metro Transit Garage. Plans for 2008/09 include in-ground hoists replacement.	351	1,020
CBT00432	Bus Stop Accessibility	Infrastructure to allow access to people with disabilities and provide safe entry to conventional transit	355	500
CVD00434	Conventional Transit Bus Expansion	Expansion of conventional transit service within HRM urban transit boundary. Expansion pas 08/09 will be contingent on a new garage facility.	353	27,500
CBX01044	Ferry Terminal Pontoon Protection (Bundle)	Installation of cathodic protection & removal of floating pontoons, inspection, and repair	355	1,050
CV300751	Harbour Link	Two high-speed catamaran ferries and a new ferry terminal in Bedford, including parking	390	16,000
CMU00981	Metro Link	Expand bus rapid transit service as indicated in the HRM Regional Plan	353	13,200
CIU00875	Scheduling Software Upgrades	Acquisition of transit software modules to be used in conjunction with existing transit scheduling & dispatch	123	1,103
CBX01057	Transit Facilities Upgrades (Bundle)	Priority recapitalization protects addressing safety and operation conditions at HRM Transit facilities	355	2,281
CPU00936	Regional Trails Development (Bundle)	Constructing the gaps of secondary active transportation opportunities connecting highly populated areas to parks & hiking trails	714	1,100

Section 4

Eligible Projects

Project #	Project Name	Project Description	Exp. Code	Total Project Cost (\$'000)
CPX01032	Trails Active Transportation	Key infrastructure sections of the off-road active transportation trail system, linking residential areas & commercial centres	714	2,200
CJU01083	New Sidewalk	Constructing new sidewalks to improve pedestrian safety	322	13,225
CPX01033	Walkways - HRM Wide Program (Bundle)	New development and capital refurbishment of walk ways both street to street and within greenbelts	322	635
CRU01077	Bridge Repair Program	Upgrades on existing HRM bridges to ensure they remain operationally safe for the traveling public	323	8,500
CXU00585	New Paving Subdivision Streets Outside Core	Paving provincially owned gravel roads located outside the core area. Subject to NSTIR cost-sharing under the Aid to Municipality program.	321	12,500
CZU01080	New Paving HRM Owned Subdivision Streets	Paving HRM owned gravel subdivision streets	321	8,770
CWU01063	Additional Green Carts for New Residents	Supply green carts to new residents and replace broken carts	490	2,475
CWI00782	Construction of Cell 5 - Otter Lake	Provide landfill space at Otter Lake for residual refuse generated in the region	431	15,600
CWU01068	Enviro Monitoring Site Work 101 Landfill	Site maintenance & repair on a priority basis as required to meet requirements of closed landfill. Work also includes environmental monitoring and recommendations for cap improvements or site work	431	1,625
CWI00966	Half Closure of Cell 4 - Otter Lake	Permanent cap of a fully utilized landfill cell. Closure is done in stages to reduce maintenance required for gas collection system, improve capture of landfill gas, reduce odours, & reduce leachate.	431	6,826

Section 4

Eligible Projects

Project #	Project Name	Project Description	Exp. Code	Total Project Cost (\$'000)
CWU01069	Half Closure of Cell 5 - Otter Lake	Permanent cap of a fully utilized landfill cell. Closure is done in stages to reduce maintenance required for gas collection system, improve capture of landfill gas, reduce odours, & reduce leachate.	431	8,792
CTU00420	Bikeway Master Plan Implementation	Development of a bicycle network with the Regional Trails system to encourage use of the bicycle as a mode of transportation	714	2,000
CTU00886	LED Traffic Signal Conversion Project	Conversion of existing traffic signals to LED to reduce energy consumption & greenhouse gas emissions. Project includes procurement and installation of LED traffic signal equipment.	324	1,250
CTR00908	Transportation Demand Management Program	Projects and programs aimed at reducing single occupant vehicle trips	390	1,600
CDG00271	Downtown Streetscapes	In conjunction with under grounding of electrical & communication wires, streetscape activities will include sidewalk replacement, new streetlights, benches, & potential widening of pedestrian sidewalk on Spring Garden Rd	621	9,674
CVD00430	Access-A-Bus Replacement	Replacement of older Access-A-Bus vehicles to ensure safe and reliable para-transit service delivery	354	2,220
CVD00429	Access-A-Bus Expansion	Acquisition of 4 new Access-A-Bus vehicles with both ambulatory and wheelchair accessibility	354	440
CVD00436	Ferry Refit	Required upgrades to Metro Transit marine vessels to comply with Transport Canada legislation	390	2,440
CBT00437	Bus Shelters- Replacement	Acquisition of 10 replacement shelters & expansion of 4 bus shelters	355	420
CVD00435	Conventional Transit Bus Replacement	Acquisition of Transit buses to replace an aging fleet	353	20,300

Section 4

Eligible Projects

Project #	Project Name	Project Description	Exp. Code	Total Project Cost (\$'000)
CMU00974	Downtown Shuttle	Purchase of 6 hybrid diesel-electric buses to provide fast, frequent service between key locations within Halifax downtown such as shopping, hospitals, universities, and transit hubs	353	4,116
CVD00431	Midlife Bus Rebuild	Program to support a 20-year vehicle life includes funds to rebuild approximately 6 buses per year	353	3,240
CMX01123	New Conventional Ferry	An additional conventional ferry to provide basic coverage when one ferry is out of service	390	200
CMX01109	New/Expanded Transit Stations	Add new transit stations or expand existing ones. Planned new terminals in 2009-10 in Middle Sackville and Burnside	355	6,205
CMU00975	Peninsula Transit Corridor	Transit corridor connecting Hwy 102 to downtown consisting of reserved transit lanes, intersection queue jumps, and transit priority signalization	321	4,514
CMX01104	Rural Community Transit	Express transit service to rural transit nodes on Hwys 102, 103, & 107	353	5,045
CB200427	Satellite Garage Facility	Construction of a satellite transit facility to accommodate maintenance and storage needs for recent growth in Transit fleet	351	20,000
CVD00433	Service Vehicle Replacement	Vehicle replacement program for service support vehicles	352	300
CMU00982	Transit Security	To implement an on-board security system to improve safety for operators & passengers	352	875
CMU01095	Transit Strategy	Strategy to identify go-forward plan for service implementation and fare strategy	390	280
CMU01124	Woodside Ferry Midlife Rebuild	Necessary upgrades to marine vessel including dry-docking and engine overhaul	390	2,000
CDG00983	Regional Trails: Maintenance	Repairs to signage and amenities, shoulder brush cutting on approx. 161 km of trails & green corridors	714	1,016
CKU01084	Sidewalk Renewals	Renewal of concrete sidewalks	322	11,320

Section 4

Eligible Projects

Project #	Project Name	Project Description	Exp. Code	Total Project Cost (\$'000)
CYU01076	Curb Renewals	Renewal of deteriorated concrete curbs and replacement of asphalt curbs with concrete	322	4,110
CRU01078	Main Artery Patching	Planing existing sections of deteriorated asphalt and reinstating with new asphalt on main arteries	321	7,525
CRU01079	Other Related Road Works (D&C)	Renewal of retaining walls and guide rails and materials testing for streets, sidewalks, and curbs	321	3,814
CYU01081	Paving Renewal Program	Full replacement of road surface & renewal of road base for streets that have deteriorated past cost-effective resurfacing	321	24,510
CZU01082	Resurfacing Program	Rehabilitation/replacement of road surface but not road base	321	59,730
CWU01064	Biolac System Hwy 101 Landfill	Replacement of aging diffuser assemblies in lagoons at Hwy 101 Landfill Leachate Treatment Plant	431	220
CWU01065	Burner Installation Hwy 101 Landfill	Replacement of oil-fired burner at Hwy 101 Landfill Leachate Treatment Plant with more efficient & reliable burner	431	30
CWU01066	Cell 6 Construction - Otter Lake	Construction of Cell 6 at Otter Lake to accommodate residual refuse	431	18,500
CWU01067	Contaminated Soil Management Strategy	Development of a strategy to manage contaminated soil from property & streets within the region. Solis are currently shipped to Quebec for treatment.	490	50
CWU01092	Dredging of Siltation Pond	Removal of accumulated silt in 4 siltation ponds to allow for more effective siltation & treatment	490	120
CWU01062	Structural Assessment WSF Otter Lake	Assessment of the wall & roof trusses of the Waste Stabilization Facility building at Otter Lake	431	1,025
CSE00386	Harbour Solutions Project	Construction of collection system and 3 advanced primary wastewater treatment facilities to treat currently untreated HRM sewage flows in Halifax Harbour. 2008/09 is the final budget year of the project.	423	9,534

Section 4

Eligible Projects

Project #	Project Name	Project Description	Exp. Code	Total Project Cost (\$'000)
CTU00884	Functional Transportation Plans	Functional plans for delivering the transportation component of HRM's Regional Plan	390	500
CTX01116	Herring Cove Road Widening	Complete four-lane arterial roadway from Armdale Roundabout to Old Sambro Road	321	1,800
CTV00725	Lacewood 4 Lane/Fairview Interchange	Expand existing ramp from Joseph Howe to interchange with signal control & reconfigured lanes & completion of Lacewood Dr as a continuous 4-lane roadway up to Joseph Howe	321	4,550
CTX01112	Mount Hope Ave Extension	Connecting the Mt Hope Interchange on Hwy 111 to the Woodside Industrial Park	321	7,920
CTR00906	Pedestrian Safety & Access Program	Implementation of a traffic education campaign and development of alternative safe pedestrian systems	390	250
CTX01130	Road Oversizing - Russell Lake CCC	Municipal contributions to developers to oversize local roads and provide collector roads. The local portion of the costs is borne by the developer and oversizing is shared based on traffic loading.	321	25.2
CTX01126	Road Oversizing - Bedford South CCC	Municipal contributions to developers to oversize local roads and provide collector roads. The local portion of the costs is borne by the developer and oversizing is shared based on traffic loading.	321	1,439
CTU01006	Road Oversizing - Bedford West CCC	Municipal contributions to developers to oversize local roads and provide collector roads. The local portion of the costs is borne by the developer and oversizing is shared based on traffic loading.	321	5,760
CTV00732	Rotary Conv/Chebucto Reversing Lane	Completion of project involving installation of lane control signals on Chebucto Rd & expansion of Chebucto/ Mumford intersection	321	1,700
CTR00529	Various Traffic Related Studies	Investigation of issues related to street lights, transportation planning, & traffic management	390	150

Section 4

Eligible Projects

Project #	Project Name	Project Description	Exp. Code	Total Project Cost (\$'000)
BLDGS	Buildings	Ineligible projects - Buildings	190	110,101
BUSTOOLS	Business Tools	Ineligible projects - Business Tools	123	10,481
COMMDEV	Community & Property Development	Ineligible projects - Community & Property Development	621	12,436
DIST.ACT	District Activity Funds	Ineligible projects - District Activity Funds	790	7,475
EQUIP	Equipment & Fleet	Ineligible projects - Equipment & Fleet	390	48,924
IND.PARKS	Industrial Parks	Ineligible projects - Industrial Parks	661	78,450
MET.TRANS.	Metro Transit	Ineligible projects - Metro Transit	352	1,900
PARKS	Parks & Playgrounds	Ineligible projects - Parks & Playgrounds	714	29,785
ROADS	Roads & Streets	Ineligible projects - Roads & Streets	321	160
TRAFFIC	Traffic Improvements	Ineligible projects - Traffic Improvements	324	40,141

5. CONTRIBUTIONS TO SUSTAINABLE OUTCOMES

Use this section to describe in as much detail as possible how, either Directly or indirectly, (a) existing policies and provisions in the MPS and (b) infrastructure developed under the MFA contribute to the following outcomes:

1. cleaner air
2. cleaner water
3. reduced greenhouse gas emissions

The coordinated planning strategies of the Plan provide many specific benefits over continuing with our current development pattern. These benefits are all interlinked. Improved settlement patterns reduce environmental degradation. Reduced environmental degradation improves economic opportunities for tourism, resource use, and protects quality of life. A strong economy in turn attracts new community members to the HRM. The benefits of the Plan to each of these sectors of society are outlined in more detail below.

Environment

- Protection of natural areas through connected parks and corridors including six new regional parks;
- Reduction of greenhouse gas emissions through transportation planning; and
- More land left in natural state because less land is consumed for residential development – 5,000 hectares will be required with the Plan, rather than the 18,000 hectares estimated to be required without a regional plan.

Economic

- Identification and protection of key marine and industrial sites on Halifax Harbour;
- Long-term financial planning;
- Clarity to investors and developers;
- Encouragement of a strong central economic cluster (Capital District and surrounding areas) and provision of an adequate supply of business/industrial park lands; and
- Protection of tourism assets, such as heritage and culture, the Capital District, and outdoor recreation areas.

Transportation

- Improved access to employment centres;
- Improved use of the existing transportation network through reducing congestion and improving transit use;
- Reduced costs and improved services through the integration of the settlement pattern with transportation planning; and

- Taking advantage of Halifax Harbour as a natural transportation corridor.

Community

- Promotion of walkable, mixed-use communities where people can be more active in their daily lives;
- A foundation for improved urban and community/neighbourhood design by outlining design guidelines;
- need for only one third of the amount of new local streets than if no Regional Plan were adopted (approximately 500 kilometres compared to 1600 kilometres);
- Affordable housing for all levels of income/employment, close to major employment centres;
- Provision of services more efficiently across the HRM by focusing growth on key areas; and
- growth areas of sufficient size to easily accommodate the projected demand for new housing, while supporting the goals of cost effective and environmentally sustainable growth.

Service

- More people will have greater access to improved services at a reduced cost;
- A much higher percentage of homes on piped services than under the base case;
- Transit service expanded 30% over the base case, through a combination of more routes, greater frequency and lower travel times (the Bus Rapid Transit program);
- Greater access to public transit - more HRM residents will be within 500 metres of a transit route or stop (compared to less than 69% with the base case); and
- Faster average police response times and more people living within five minutes of a fire station.

Financial

- Anticipate what infrastructure is required, where and when based on a known plan;
- Acquire strategic parcels of land while they are still available and the scheduling of construction projects in an orderly cycle; and
- reduce the cost of servicing new development by encouraging the right density and form in proposed developments and reducing the distance between communities.

TO: All Municipal Chief Administrative Officers

FROM: Graham Fisher, Senior Planner, Service Nova Scotia & Municipal Relations

DATE: February 8, 2010

RE: REVIEW OF DRAFT INTEGRATED COMMUNITY SUSTAINABILITY PLANS

Thank you very much for submitting your draft Integrated Community Sustainability Plan (ICSP) for review. Clearly much effort has gone into the preparation of the draft ICSP, and this effort shows a serious commitment to long-term sustainability in your community.

The preliminary review of the draft plans has been completed. Please find included within this package, the following two items:

1. ICSP Review Matrix
2. ICSP Score Sheet & Comments

Review Methodology

1. Evaluation Matrix

The evaluation matrix lists the mandatory components of the ICSP, based on the type of plan submitted to SNSMR (and in accordance to the Guide and respective ICSP template), and also describes the minimum acceptable standard of information content required for each of the component parts of the plan.

2. ICSP Score Sheet

The score sheet itemizes each mandatory component of the ICSP.

Each mandatory component of the draft plan submission has been reviewed in accordance to the minimum content standard outlined within the evaluation matrix.

Each mandatory component of the plan, will receive either a check-mark, indicating that this part of the ICSP is acceptable, or specific comments in lieu of a check-mark.

Comments describe missing information and/or inadequate content, and outline what is required in order for that part of the ICSP to meet the 'acceptable' standard.

Comments are only provided for elements of the draft ICSP which require additional work prior to the final plan submission on March 31, 2010.

Please Note: the review and official acceptance of the draft ICSP submission *does not indicate that Service Nova Scotia and Municipal Relations has granted official approval of the individual actions, projects, policies and initiatives described within each ICSP document*. Rather, it indicates that the plan is ‘acceptable’ in that it meets the minimal content required under the terms of the Agreement.

Final Plan Submission

The ICSP will undergo another evaluation following the final submission date. More specifically, all infrastructure projects resulting from the Agreement will be subject to a review process, in order to assess the following:

1. That infrastructure and capacity-building projects (present and future) resulting from Gas Tax funds, are fully supported by (short, medium or long-term) municipal sustainability initiatives described within the context of the ICSP.
2. All infrastructure projects listed within municipal Capital Investment Plans (CIP) are cross-referenced in the ICSP, and are compatible with ICSP priorities for implementation.

Sincerely,

Graham Fisher
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Halifax Regional Municipality - Draft ICSP Summary**Acceptable****ICSP Type:** Regional Plan/MPS

- | | |
|---|---|
| 1. Public Consultation | ✓ |
| 2. Vision Statement | ✓ |
| 3. Issues & Priorities | ✓ |
| 4. Goals | ✓ |
| 5. Actions | ✓ |
| 6. Partners & Collaborations | ✓ |
| 7. Consistency with SPI | ✓ |
| 8. Infrastructure | ✓ |
| 9. Implementation | ✓ |

General Comments

- The Draft ICSP submission meets off of the requirements of the Municipal Funding Agreement.
- No revisions are required for the final ICSP submission.