



RP+5
Regional Plan 5 Year Review

HRM Regional Council RP+5 Update

June 25, 2013



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Why Do We Plan?

- **Key responsibility** of local government (HRM Charter section 208)
- **Shared vision** for the future of the community
- **Quality of life** is maintained and improved
- **Private property rights** are protected
- **More certainty about development** – where it will occur, what it will be like, when it will happen, and how the costs of development and associated infrastructure will be met
- **Requirement for federal funding**

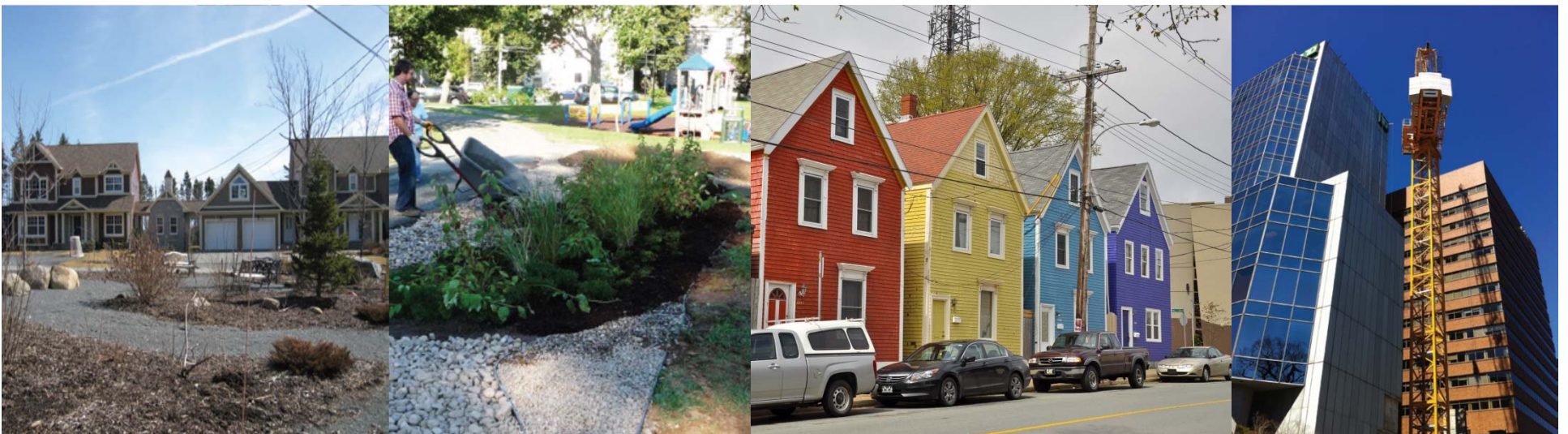
HRM's Vision

“to enhance our quality of life by fostering the growth of healthy and vibrant communities, a strong and diverse economy, and sustainable environment”



Guiding Principle

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



Regional Plan



Why the Review?

- Legislative requirement
 - HRM Charter (s. 229.2) requires that planning documents state how they shall be reviewed
 - Regional Plan Policy (Policy IM-7)
- Address changing conditions
- Evaluate effectiveness of the Plan



Scope of Review

- Sustainable Solutions
- Regional Centre
- Community Design
- Transportation and Land Use

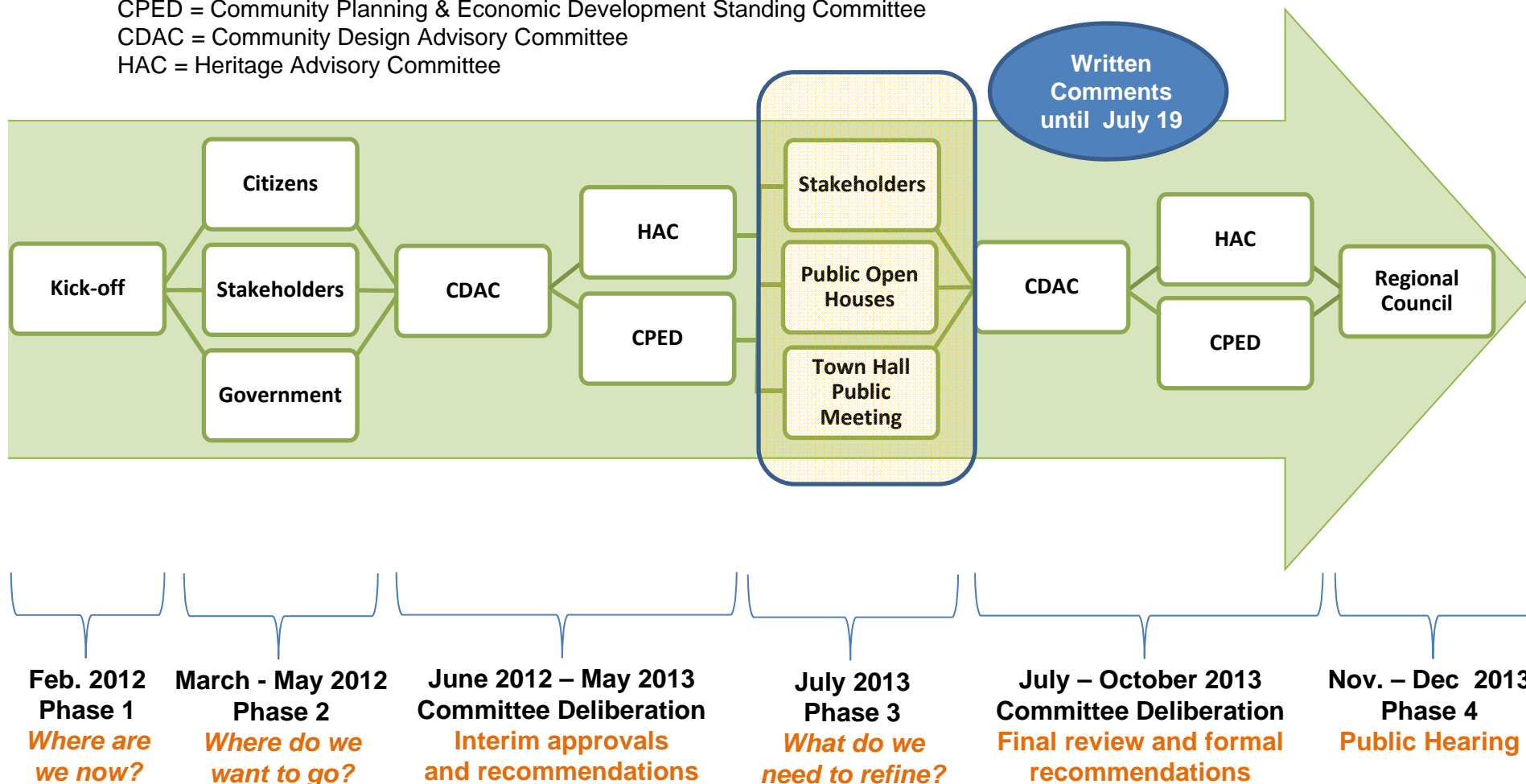
SCOPE: Regional Plan 5 Year Review

Attachment #2

Deliverable	Theme			
	1. Focus on Sustainable Solutions	2. Regional Centre Focus	3. Improved Communi- ty Design	4. Transit Supports Land Use
Chapter 1: The Environment				
1.1 Policy direction for Sustainable Suburban and Rural Community Design	•		•	•
1.2 Rural Groundwater Mapping & Hydrogeological Assessments	•		•	
Chapter 2: Settlement & Housing				
2.1 Policy direction for Improved Suburban & Rural Community Design	•		•	•
2.2 Policy direction for review of Open Space Subdivision standards	•		•	
2.3 Review "Visioning" Program for Growth Centres			•	
2.4 Review growth potential and central servicing for Growth Centres	•		•	
Chapter 3: Transportation				
3.1 Transit Service Supports Desired Land Use Patterns	•	•	•	•
3.2 Support for Regional Transportation Authority		•	•	
3.3 Coordination of Transit & Active Transportation Initiatives	•	•	•	•
3.4 Policy direction for Improved Rural Road Standards	•		•	•
3.5 Policy direction for review of Red Book standards	•	•	•	•
Chapter 4: Economy and Finance				
4.1 Embed Economic Strategy in Regional Plan	•	•	•	•
4.2 Policy direction for expansion of CCC program	•	•		•
4.3 Potential Business Park Expansion				•
Chapter 5: Culture and Heritage				
5.1 Regional Centre is a focus of the Regional Plan Review	•	•	•	
5.2 Enhanced and Clarified Heritage & Culture programs	•	•	•	
Chapter 6: Water, Wastewater, Utilities & Solid Waste				
6.1 Policy direction for underground utilities (subdivision bylaw amendments)	•	•	•	
6.2 Review Central Servicing of Rural Growth Centres	•			•
6.3 Wastewater Management Districts (maintenance)	•		•	
Chapter 7: The Regional Centre (NEW CHAPTER)				
7.1 Policy enabling creation of new Regional Centre MPS & LUB (Greenprint)	•	•	•	•
7.2 Other Regional Centre policy (i.e. design related, sustainability related)	•	•	•	•
Parallel Projects (to be delivered as ongoing stand-alone initiatives)				
<i>Greenprint:</i> Neighbourhood Greenprint guiding document	•	•	•	•
<i>Greenprint:</i> Regional Centre MPS & LUB	•	•	•	•
<i>Greenprint:</i> Housing affordability and choice in Regional Centre	•	•	•	•
<i>Greenprint:</i> New financial, policy & legislative tools to support Regional Centre	•	•	•	•
<i>Ongoing Functional Plans:</i> (eg. The Harbour Plan, Regional Centre Open Space	•	•	•	•
Review of Service Boundary (suburban lands available for development)	•			•
Additional Suburban Masterplans if necessary	•		•	•
Suburban/Rural MPS/LUB amendments	•		•	
Red Book Review and Revision	•	•	•	•
Legislative Amendments to support HRM Strategic Initiatives	•	•	•	•

RP+5 Process

CPED = Community Planning & Economic Development Standing Committee
CDAC = Community Design Advisory Committee
HAC = Heritage Advisory Committee



Engagement Phases 1&2

- Information sharing
- Kick-Off (200+ attendees)
- 7 Public sessions (600+ participants)
- Stakeholder meetings
- 2 Focus groups with newcomers
- Written submissions (40+)
- Online survey (450 submissions)



Engagement Phase 2

Meeting Location	Date
Kick Off Lord Nelson Hotel, Halifax, NS	March 1
Saint Margaret's Centre , Upper Tantallon	March 19
Atlantica Hotel, Halifax	March 21
Millwood High School , Lower Sackville	March 22
Oyster Pond Academy, Oyster Pond	March 26
Black Cultural Centre , Cherrybrook	March 28
Holiday Inn Harbourview, Dartmouth	March 29
Mount Saint Vincent, Bedford	April 2

What we heard

- meet urban growth targets and invest in Regional Centre
- introduce greenbelting
- improve community design and housing affordability
- support culture and heritage
- limit retail development on industrial lands
- address stormwater and drainage
- protect rural character
- improve performance measures



Engagement Phase 3

- Stakeholder Meetings
 - Environment, Health, Housing & Mobility (June 3)
 - Culture, Heritage and Arts (June 5)
 - Development Industry and Business (June 6)



Engagement Phase 3

- ***Public Open Houses***
 - North Preston (June 10)
 - Clayton Park (June 12)
 - Fall River (June 13)
- ***Regional Open House and Town Hall***
 - Dartmouth (June 17)
- ***Written submissions:
extended until July 19***

70 stakeholders
300+ members of the public
50+ written submissions



Studies

Prepared for
Halifax Regional Municipality

Consulting Services for
**Final Report
Infrastructure Charges Study**

Prepared by
SGE Acres Limited

September 2006
H 322271



Study Prepared For:

Strategic Urban Partnership (SUP) Taxation Working Group
c/o Halifax Regional Municipality
P.O. Box 1749
5251 Duke Street, Third Floor

Prepared By:

Altus Group Limited © 2012

Environment **AECOM**

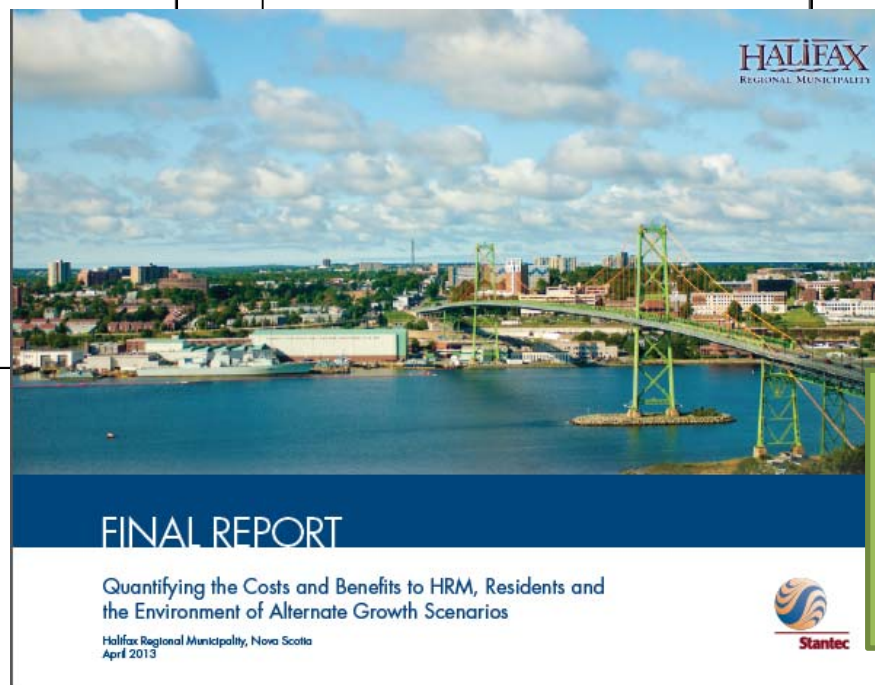
Halifax Regional Municipality
**Birch Cove Lakes Watershed Study
Final Report**

Prepared by:
AECOM
1701 Hollis Street
SH400 (PO Box 576 CRO)
Halifax, NS, Canada B3J 3M6
www.aecom.com

902 428 2021 tel
902 428 2031 fax

Project Number:
6021657

Date:
April 2013



\$670 cost savings to HRM residents if RMPS targets are met over the next 20 years (Stantec, 2013)

Stantec Report – Purpose

- To provide empirical basis for understanding **public, private and social costs and benefits** of various development patterns.
- To model both **capital** and **operating** costs as well as potential impacts on the municipal tax rate, the environment, public health, quality of life, etc.



Stantec



Project Framework

- Assess the following four alternative growth scenarios:
 - **Current Regional Plan Growth Goals** – 25% urban, 50% suburban, 25% rural
 - **Actual Observed Growth** (Post Regional Plan Adoption) – 16% urban, 56% suburban, and 28% rural
 - **Hypothetical Growth Scenario A** – 40% urban, 40% suburban, 20% rural
 - **Hypothetical Growth Scenario B** – 50% urban, 30% suburban, 20% rural.
- Based on High-Growth Scenario

Cost Categories

- **Public:** municipal and provincial infrastructure and services (e.g. roads and highways, water, sewer, transit, facilities, etc.)
- **Private:** private utilities, dwelling units, commuting
- **Social:** greenhouse gas emissions, health, time

Overall Scenario Costs, HRM 2009-2031

Stantec Table 9.3

Scenario	(\$millions)	
	Costs 2009 to 2031	Savings Relative to Trend
RMPS Goals	\$30,405	\$670
Post RMPS Trend	\$31,075	\$0
Scenario A	\$29,345	\$1,730
Scenario B	\$28,009	\$3,066

	Best		2nd Best		3rd Best		Worst
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Municipal Scenario Costs, HRM 2009-2031

Stantec Table 9.5

Scenario	(\$millions)	
	Costs 2009 to 2031	Savings Relative to Trend
RMPS Goals	\$3,243	\$65
Post RMPS Trend	\$3,294	\$0
Scenario A	\$2,844	\$337
Scenario B	\$2,376	\$715

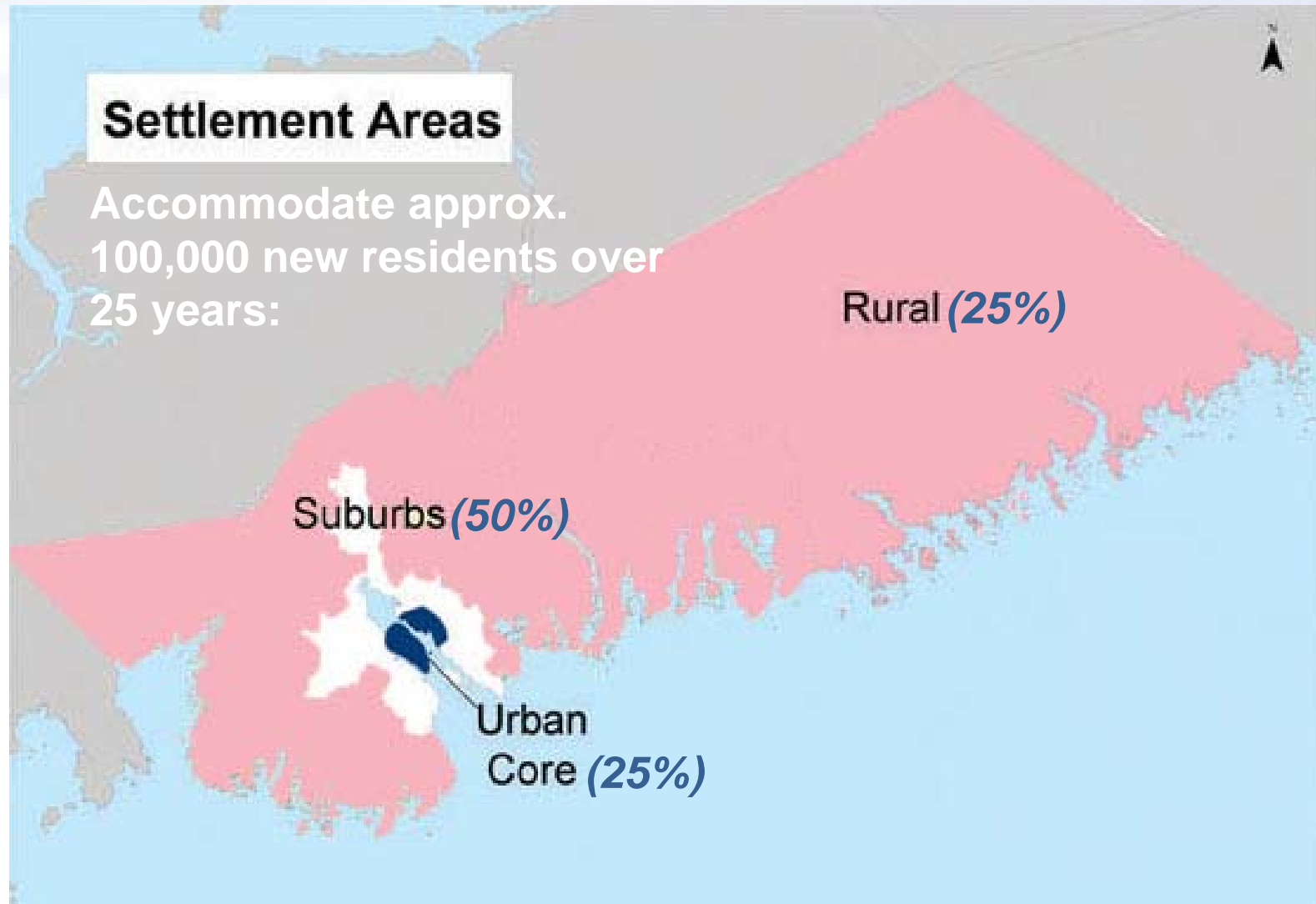
	Best		2 nd Best		3 rd Best		Worst
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Meeting 50% Regional Centre Growth Target

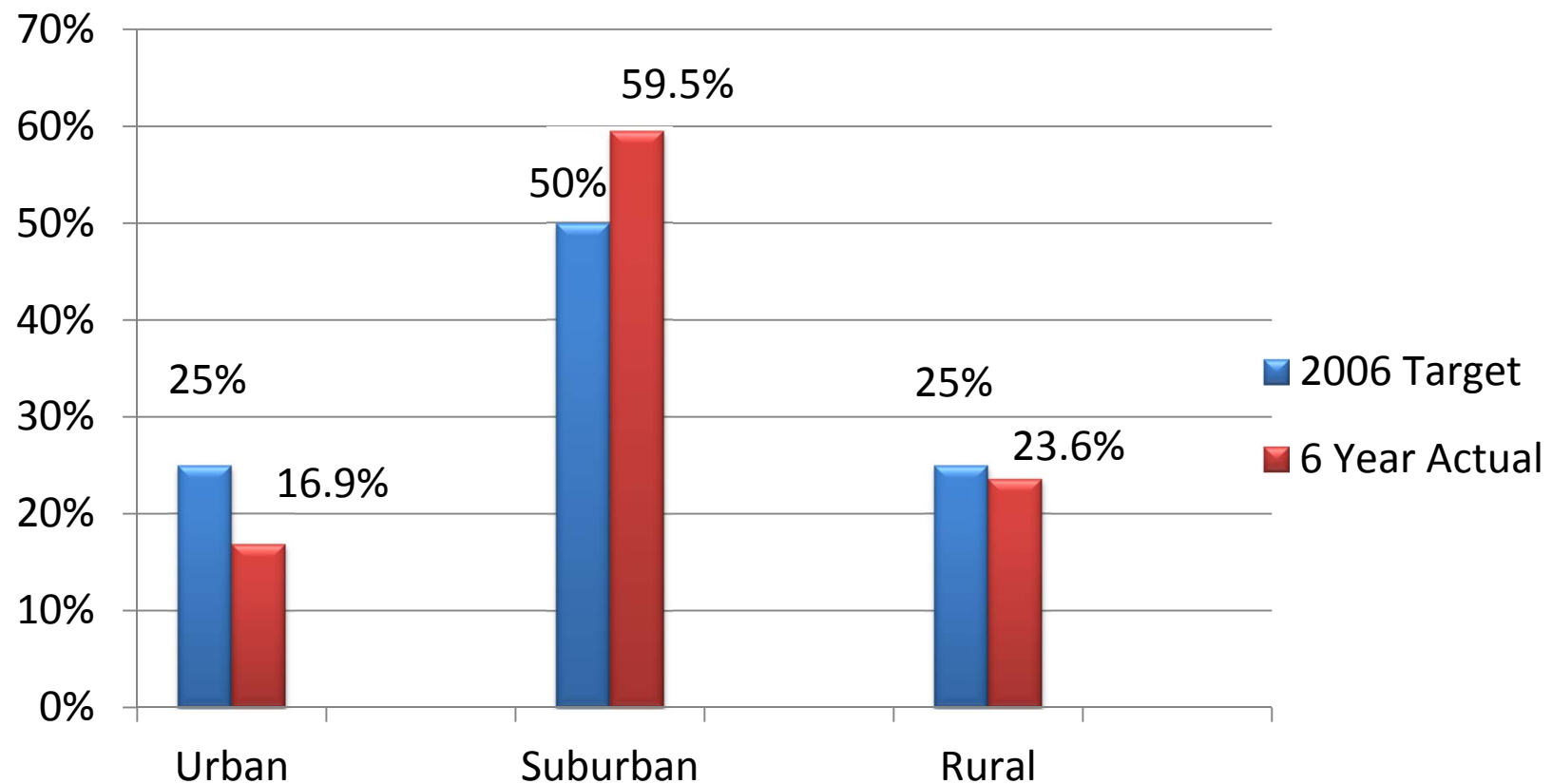
- Major departure from the RMPS Goal of 25%
- 38,000 new housing units exceeds present zoning capacity (high growth 2011-2031)
 - 35,000 units based on current zoning; can only be met if secondary units are permitted in all existing R-1 and R-2 zones
 - 98% of new construction would be in the form of multi-unit dwellings
- Existing infrastructure will need to be upgraded
- Pressure on existing neighbourhoods, housing cost
- 7% reduction in greenhouse gas emissions



What is not changing - Growth Targets

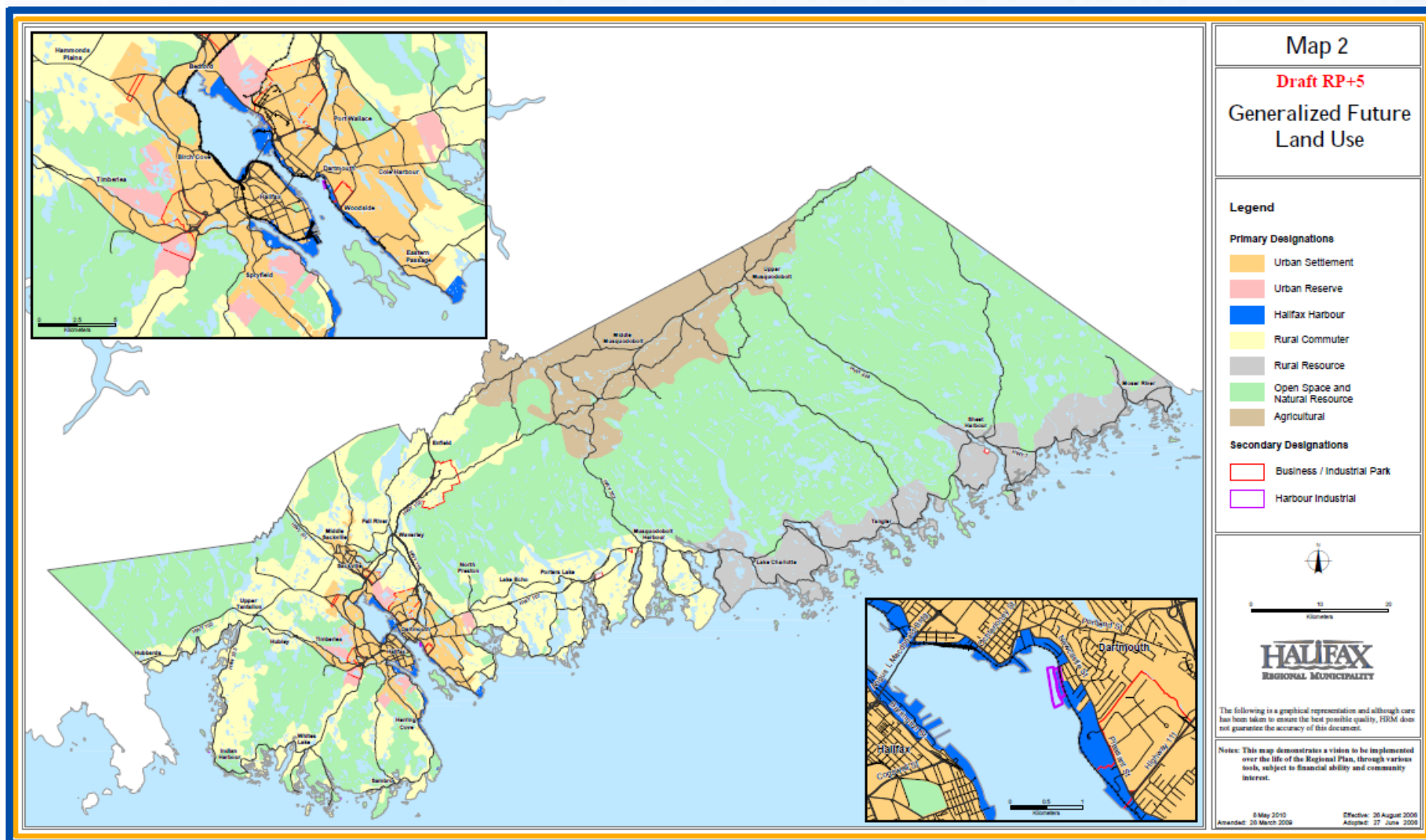


Trend in Growth Targets



Source: CMHC, 2006-2012 New Housing Starts

What is not changing - Foundation



What is changing - Key Policy Goals

- 1. Revised Community Design Program**
- 2. Enhanced Regional Centre**
- 3. Integrated Land Use and Transportation**
- 4. Protected Industrial Land Holdings**
- 5. Plan Performance Measurement**

1. Revised Community Design Program to include:

- a)** greenbelting framework for community design and open space network;
- b)** stronger protection of riparian buffers;
- c)** stronger emphasis on active transportation;
- d)** enhanced role for culture and heritage and establishment of priorities for investment;
- e)** new requirement to underground power and telecom services;
- f)** housing affordability through partnership with the Province and by requiring secondary suites;
- g)** revised rural subdivision standards; and
- h)** changes to the number and classification of growth centres to reflect new information on the cost and potential for servicing.

Key Policy Directions

2. New Regional Centre Plan to:

- a) Implement HRMbyDesign principles for the Regional Centre;
- b) Develop heritage plans and programs for heritage properties, streetscapes and districts; and
- c) Prepare capital and operating programs to leverage investment in the Regional Centre.



3. Integrated Land Use and Transportation:

- a) Transportation Design Management;
- b) regional road works;
- c) identification of active transportation corridors;
- d) urban transit focus; and
- e) rural transit support.



4. Preserve and Expand Industrial Land Holdings:

- a) Halifax Harbour industrial lands;
- b) municipal business parks; and
- c) private business parks.



5. Measure the Plan's performance:

- Number of new residential units in urban, suburban and rural areas (relates to growth targets);
- Commercial growth within the Regional Centre and in the suburban areas;
- Residential land supply, including the development of grandfathered; lots (lots approved prior to the 2006 Regional Plan);
- Kilometres of new roads accepted by HRM;
- Percentage of trips taken by automobile, public transit and active transportation, in urban, suburban, and rural sub-regions;
- Total kilometres of active transportation and transit infrastructure (sidewalks, trails and greenways, bicycle routes, express bus routes);
- Number of community plan reviews, secondary plans, and priority; plans completed and reviewed;
- Cost of housing relative to income; and
- Supply of industrial land.

Key Initiatives

- **Centre Plan**
- **Secondary Planning (Port Wallace, Morris Lake, Bedford Waterfront, Birch Cove, Middle Sackville)**
- **Greenbelting and Public Spaces Priorities Plan**
- **Culture and Heritage Priorities Plan**
- **Transit Priorities Plan**
- **Road Network Priorities Plan**
- **Watercourse Buffer Protection By-law**
- **Industrial Lands Strategy**
- **Storm-water Management By-law**

What we heard so far...

What is working well...

- Plan is shorter, clearer
- Clear growth boundary and staging of future growth
- Investment in infrastructure prior to development
- Inclusion of culture and heritage
- Focus on open space connectivity
- Investment in Regional Centre
- Strategy for industrial lands

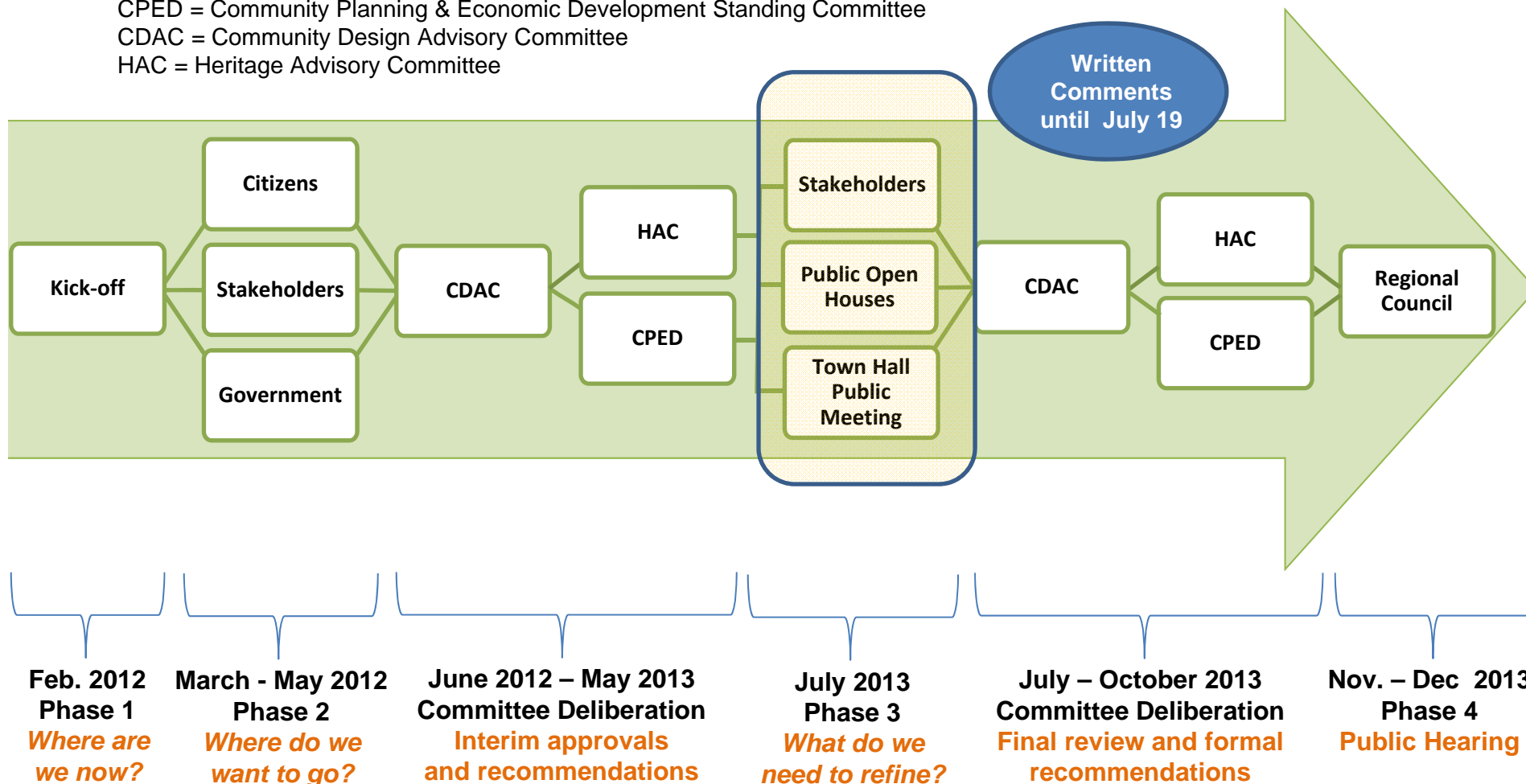
What we heard so far...

Concerns and refinements...

- Definition of greenbelting
- Meeting growth targets
- Housing affordability
- Expansion of watercourse buffers to 30 m
- Mandatory undergrounding, especially in rural subdivisions
- Revised rural subdivision standards
- Investment in arts, culture, heritage
- Encroachment into Urban Reserve lands
- Effective planning processes and community engagement
- Resources for effective and timely implementation

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Questions