



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Halifax Regional Council
April 26, 2005

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:



Hugh Millward, Chair, Regional Planning Committee

DATE: April 20, 2005

SUBJECT: Regional Plan Draft Policy and Public Participation

ORIGIN

Council approved Regional Planning Phase II Action Plan, December 3, 2002
Council appointed Regional Planning Committee, February 25, 2003
Council approved Regional Planning Process, Timeline and Workplan, June 10, 2003
Council approved Regional Planning Principles, June 10, 2003
Council approved Regional Planning Public Consultation Process, September 2, 2003
Council approved Regional Planning Goals and Objectives, January 15, 2004
Council approved Regional Planning Alternatives, Public Consultation Program, April 20, 2004
Council approved Regional Planning Concept Alternatives, April 20, 2004
Information Summary Report - Regional Planning Spring Consultation, November 9, 2004
Council approved Regional Plan Preferred Alternative - the Proposed Plan, December 7, 2004

RECOMMENDATION

It is recommended that :

1. Halifax Regional Council, after discussion at Committee of the Whole sessions between April 26 and May 3 (draft Schedule - Attachment A), endorse the draft Regional Plan for the purposes of public consultation.
2. Halifax Regional Council communicate a sense of urgency to the Province of Nova Scotia regarding the need for legislative authority to require groundwater assessments, in order that interim growth management policies can be lifted at the time of the adoption of the regional plan scheduled for Fall 2005.

1.0 BACKGROUND

1.1 Work to Date

The Regional Plan process (Attachment B), begun in June of 2003, outlined an eight step process for achieving the regional plan. The process is currently on time and within budget with completion of Step 7 - Development of Policy and an Implementation Plan.

This step builds on considerable work and public consultation completed to date, as listed in the Origins section of the report. A list of community meetings which took place over the winter and spring of 2005 (Attachment C) identifies extensive public input received regarding the draft plan mapping approved by Council on December 7, 2004. Together with the Regional Plan Principles, Goals and Objectives, developed from public input and endorsed by Council, the Regional Planning Committee had a strong foundation to develop the draft Regional Plan (the policy, regulations and mapping are referred to as the Regional Plan in this report)

The Regional Planning Committee seeks Council endorsement to proceed to consultation with the public and stakeholders regarding the draft Regional Plan.

1.2 What This Step Means - Can the Plan / Policy Still Be Changed?

Council can direct changes to the draft plan up until first reading and setting a date for a public hearing. This is scheduled for the fall of 2005. When Council sets the date for the public hearing, the plan cannot be changed until Council closes the public hearing. At that time Council can accept the plan, direct changes to the plan, or reject the plan.

The current step is one of requesting Council endorsement to consult with the public and stakeholders regarding policy, regulations and mapping (the draft Regional Plan), prior to asking Council, in the fall of 2005, to set a date for a public hearing.

Staff, guided by the Regional Planning Committee, will consult only on those draft policies endorsed by Council for consultation purposes. If there are draft policies which Council believes need more work before consultation, staff will edit the documentation prior to initiating public participation, or consult only on concepts, as appropriate, to bring Council a recommended Regional Plan for adoption in the fall of 2005.

2.0 DISCUSSION

2.1 Results of Winter / Spring 2005 Public Input

The **Regional Planning Process and Timeline** outlined the steps where public consultation would occur during the process. An overall Consultation Process, approved in 2003, provided details on consultation tools and communications to be used. In keeping with the overall consultation plan, the Regional Planning Committee has worked with the project team to create a detailed information

sharing/consultation program for each step of the regional planning process where consultation was anticipated. The details of each strategy have been provided to Council and the results of each reported.

During January, February, March and April of this year, the Regional Planning Committee and Project Team have undertaken a significant amount of consultation. This consultation had not been identified in the original Regional Plan process and timeline, but was added due to the level of public interest, and the RPC and project team's desire to seek confirmation on the selected concept for future growth, prior to the actual policies being prepared.

In addition to hosting six public forums, attended¹ by over 800 people, the project team has participated in more than 45 stakeholder and community meetings. Consultation activities during this time have also included presentations and discussions with several of the committees of Council. (Attachment C) contains a complete list of consultation activities).

The Regional Planning Committee (a Committee of Council) is benefiting from the advice of a Sub-Committee, the Implementation Working Group, comprised of key community stakeholders, including the development industry, business, health, tourism, heritage, rural economic, affordable housing, environment, and rural resource, eg mining, forestry. The Implementation Working Group is reviewing tools needed to implement the proposed regional plan and providing solid advice regarding workable solutions. They are focussed on advising how the plan goals and objectives can best be achieved. For example, the Implementation Working Group has discussed how affordable housing units can be integrated successfully within residential developments rather than segregated in a separate location. Some of the Implementation Working Groups recommendations are enabled through the draft Plan and some will be included during the Community Planning process. The Regional Planning Committee looks forward to continues advice from this group as we go forward.

2.1.1 Summary of Feedback from Public Forums

Overall, there was support for the more than forty centres identified in the proposed regional plan. While it was not suggested any of the proposed centres be removed, there was some limited interest in seeing areas added. Lake Charlotte was added as a local centre and a proposed park and ride was added in the Cherrybrook area in response to this feedback.

Despite public support for the proposed centres concept, residents still had questions about what it meant to be a centre and asked to see the financial strategy and time frame which would bring about the water, sewer and transit services envisaged for some centres. As the forums continued, staff provided greater detail, through examples, on the level of service the centres could expect under the proposed regional plan. This information helped bring about greater understanding by the public.

¹ Ad-mail to all households in the region was used to promote the public forums, direct residents to information on the proposed Regional Plan, and provide Regional Planning contact information.

As the centres were presented as circles on a map, many still questioned where actual serviceable area boundaries would be drawn, defining which lands get services, and which do not. Residents continued to raise concerns about potential development limitations in rural areas.

The proposed plan's intention to provide for clustering of rural subdivision continued to receive support as an alternative to more land consumptive subdivision practices. The challenge, however, was to provide for a settlement pattern which provides choice and meets individual needs for privacy and space, while creating opportunities for vibrant centres of activity.

The proposed plan's intention to protect natural resources was supported, although rural landowners questioned whether or not this equated to a shutdown in subdivision activity. Again, residents insisted there be opportunities to subdivide land in rural and unserved areas, and recognition of rural families' desire to provide land to other family members. The plan recognizes and addresses these issues (see 2.5.1.4).

Issues with community design were raised again and again. The need to use development agreements, site plan approval, or other similar tools was supported as a means to achieve better design in neighbourhoods, both in newly developing areas, and in established areas where redevelopment opportunities may exist. The community voiced an expectation to continue and improve heritage protection.

Residents insisted the regional plan contain policies to address issues of housing affordability and the provision of low income housing. They stressed the availability of land must be monitored closely to ensure an adequate supply is available for housing, and the regional plan does not drive up housing prices. The team believes the draft Plan addresses these issues and a monitoring program will continue.

New and improved transit service in the form of high-speed ferrying, bus rapid transit, express bus, and rural transit service garnered a lot of interest at all forums. Residents supported the transit-linked approach - a settlement pattern based on linking larger centres with improved, faster and more frequent transit service. People were excited to know more about incentives to promote transit use and strategies to improve the performance of transit service in existing congested corridors.

While many supported the increased investment in transit service, some residents called for continued improvement in roads and highway infrastructure, suggesting options such as road widening and grade separation as solutions to congestion. Well defined transportation corridors were identified as key to an integrated transportation system - including corridors which give priority to buses and active transportation. In the rural areas of the region, some residents indicated transit was simply not a viable solution. While some indicated they would use rural transit, they supported improvements to highway infrastructure as the means to safely transport residents, commuters, tourists and goods.

There was also a great deal of support for the regional plan to include strong policy direction for active transportation as a means to promote healthier lifestyles and provide safe connections between communities and areas of employment. The need to integrate biking and walking into the transportation system was reinforced at every forum.

The plan's proposed protection of wilderness corridors, regional parks and open spaces was applauded as a step forward for the region. Many had questions about the extent of lands to be included and urged the regional plan be very strong in its policies toward preservation over the long term.

The proposed plan's approach to watercourse protection was also commended, although some recommended more be done to protect fresh water and the coastline of the region. A one-size-fits-all buffer should be considered a starting point. Later, individual community plans must further address water resources and determine suitable, and perhaps more stringent, protection measures where appropriate.

A regional plan containing clear policies to guide and balance the competing interests of Halifax Harbour was supported. Good public access to the harbour and a trail around it were cited as opportunities few cities will ever have.

It was recommended, the regional plan support the need for indoor recreation facilities to promote year-round recreation opportunities. It was noted, facilities of this type would complement the region's many outdoor attractions and benefit the region's economy.

At several of the public forums, there were questions about the implementation of the regional plan. Residents wanted assurances it would be implemented. The intention to review the existing community plans and to undertake new secondary plans was discussed at all forums. Residents expressed an interest in being involved in these next steps and in identifying specifically what their communities want. The regional plan was viewed as an important guide for the next 25 years.

Overall, feedback on the proposed regional plan was strongly supportive, and affirmed the plan is on the right track. The many comments and recommendations from the public were very useful in guiding the policy development.

2.1.2 Surveys

To augment the qualitative input gained through the community and stakeholder meetings, Regional Planning again collaborated with Corporate Research Associates to undertake a survey on specific

areas of land use policy². The Metro Quarterly Survey, executed between January 28 and February 11, provided excellent quantitative feedback to guide the development of policies in the regional plan.

The questions executed in the Metro Quarterly Survey were also included as a tear-out survey in the "Guide to the Proposed Regional Plan".³ The guidebooks were distributed to over 2000 contacts on the regional planning mailing list, while another 7000 copies were distributed through public meetings, libraries, HRM customer service centres, ferry terminals, and recreation centres. Interestingly, the findings of the guidebook surveys were consistent with the statistical findings of the Metro Quarterly First Quarter 2005 Survey. The table below compares the two surveys.

Survey Response	Metro Quarterly	Guidebook
Piped services are "critically" or "somewhat important"	79%	83%
Use transit 5 days/week to commute to work	9%	10%
Do not use transit "very often" or "not at all", but would be "very likely" or "somewhat likely" to increase transit use if HRM were to make changes/improvements to the public transit system	44%	62%
Would remain in own home after age 65	43%	52%
Would remain in current neighbourhood after age 65	54%	68%
Would move elsewhere after age 65	39%	29%
"Completely supportive", or "mostly supportive" of a bylaw to provide greater protection of lakes, rivers, streams and coastlines	81%	87%
"Very optimistic" or "somewhat optimistic" about prospects for future business and economic growth in HRM	80%	79%

² The survey was conducted by telephone. The survey sample was drawn from a list of randomly selected households compiled from listed telephone numbers in the Halifax Regional Municipality. The sample was selected to match the geographical distribution of the population within the region and designed to complete interviews with a representative sample of 403 adult residents. A sample of 403 respondents would be expected to provide results accurate to within plus or minus 4.9 percent in 95 out of 100 samples.

³ A total of 427 guidebook surveys were completed - 45% online, 26% mailed, 4% faxed, and 25% completed at community meetings.

The responses to the survey questions provide clear direction in several areas of regional policy. The RPC and project team are very encouraged by the findings, which clearly support the goals and objectives of the regional plan to locate 80% of new settlement on piped services; to achieve an increase in transit use with improved service; to provide for greater housing choice and availability of housing forms in proximity to settlement centres; and to achieve greater protection of the region's water resources.

In addition to the public forums and the many other community and stakeholder meetings held throughout the last consultation period, information about the proposed regional plan, including the guidebook (in PDF) and colour maps, have been available on the Regional Planning Website (www.halifax.ca/regionalplanning).

The Metro Quarterly Survey reported that in February, 2005, only 24% of respondents indicated they had not heard or seen any information on the draft Regional Plan. This is a substantial improvement over September, 2004, when 43% of respondents indicated they had not seen or heard any information.

Based on the above results, the Regional Planning Committee is recommending the draft Regional Plan to Council for purposes of further public discussion and input.

2.2 Where does a Regional Plan fit into the overall planning system?

2.2.1 Regional Plan

A Regional Municipal Planning Strategy(MPS) provides the overall policy framework that guides and directs development throughout HRM. It provides an overall vision for land use and provides general strategies and approaches to be used by HRM and all of its citizens, partners and alliances to achieve a shared future for the region as a whole.

Issues such as region wide settlement boundaries, regional transportation systems, housing affordability, the open space network and economic planning principles are best decided at the regional level and implemented under a Regional MPS.

2.2.2 Community Plans

HRM already has eighteen municipal planning strategies and land use by-laws that were developed at a community level by the former municipal units prior to amalgamation. These plans were prepared with extensive community involvement over the past 30 years to address land use and servicing issues on a community wide basis. Examples are the Municipal Planning Strategies for Chebucto Peninsula, Dartmouth, and Musquodoboit Valley/Dutch Settlement.

Once the Regional MPS is adopted, the existing MPSs will be known as Community MPS'. Each will play an important role in achieving the overall vision set out in the Regional MPS, interpreting that vision in ways which reflect the distinctive character and priorities of diverse communities.

(Attachment E provides an analysis of the conformity of Regional Plan Centres with existing Municipal Planning Strategies).

2.2.3 Neighbourhood Plans

Some of the existing MPSs also have Secondary Plans, which provide additional detail focussed on specific neighbourhoods within a Plan Area. Examples are Downtown Dartmouth Secondary Planning Strategy and the Fairview Secondary Planning Strategy.

Once the Regional Plan is adopted, these and other Secondary Plans will become known as Neighbourhood Plans.

2.3 What will happen to the existing Municipal Planning Strategies?

Many of the existing municipal planning strategies are due for a comprehensive review. HRM will undertake a review of these plans to ensure that they are consistent with the Regional MPS and to ensure they reflect current community issues and desires for future change.

In most cases, goals of the existing municipal planning strategies are already consistent with the policies of the Regional MPS. Changes, however, will be needed over time to rationalize the number of Secondary MPSs in HRM (Community Plans) and to ensure that community plan policies do not conflict with the Regional MPS. As a general principle, the adoption of future Secondary MPSs (Community Plans) and amendments to existing Secondary MPSs (Community Plans) will be subject to the approval of Regional Council.

Through the process of community plan reviews, and with extensive public input, it is proposed that existing Municipal Planning Strategies (Community Plans) will be reduced in number at a future time. This concept and accompanying boundaries will be the subject of extensive public input. The distinct and unique aspects of communities within HRM would be retained within this framework through neighbourhood planning and urban design programs appropriate to each community's vision.

2.4 How can people get involved with planning the future of their community?

Once the Regional Plan is adopted (scheduled for Fall, 2005), community plan reviews will provide important opportunities for the public to share their ideas and provide early input to policies guiding the future growth of individual communities in accordance with the general direction set by the Regional Plan.

Each community plan review will include its own separate public participation process, drawing from a wide range of consultation tools including public information meetings, design workshops, open houses, surveys and opportunities for making oral or written submissions.

- **Between Centres:** Within the Urban Settlement designation, development outside the centres will occur in accordance with current MPS and LUB documents. However, residential development outside the centres within the remaining area of HRM will be subject to new standards and development approaches (eg cluster subdivisions).
- **Setback from Watercourses:** Minimum 20 metre protected-vegetation buffer will be applied to all watercourses throughout HRM.
- **Transportation Corridors:** To address future transportation needs, the plan has identified a number of transportation corridors, and protects these corridors by applying restrictive zoning.
- **Sanitary Sewer Capacity:** Service boundary map delineates areas where sanitary sewer capacity is already allocated. Also it indicates areas where sewer services should be extended (e.g. Bedford West) to encourage new development and reduced (e.g. Timberlea) to address plant capacity issues.

2.5.1.2 Halifax/Dartmouth

- **Spring Garden Road Plan area:** New residential and commercial uses shall only be permitted by development agreement to ensure the goals of the RMPS are achieved. Similar to policy approved for the Halifax Central Business District.
- **Kidston Lake Lands:** To be re-designated Urban Settlement Reserve and re-zoned to Holding to prevent development from occurring in the immediate future due to servicing and traffic concerns.
- **Birch Cove Lakes Area:** HRM has identified the area for the establishment of a new Regional Park - compensation for private land owners is required under Municipal Government Act.
- **Opportunity Parcels:** RMPS identifies high profile sites for redevelopment on peninsula Halifax and in Dartmouth within the Circumferential Highway that can re-develop now.
- **Morris-Russell Lake:** Identified as a growth area, with development consisting of a mix of residential and commercial uses

- Burnside Business Park: within future phases HRM will consider, where appropriate, residential development in association with new commercial development.

2.5.1.3 Bedford

- Bedford West: Identified as a new growth area for a mixed use (residential and commercial) development
- Sunnyside Mall area: Policies will allow more opportunities for residential uses to occur within the current commercial core area.

2.5.1.4 Former County areas

- Water Service Boundaries: boundaries will be extended to new areas to either address existing health and safety concerns or to encourage new development (eg Fall River and Tantallon)
- Agriculture Lands: Musquodoboit Valley is the main agricultural area within HRM and it is important to protect this resource from non-resource land uses through land use zoning changes.
- Seniors Housing: For-profit seniors housing is provided for by development agreement (this is already provided for in the other plan areas)
- Development Form:
 - ~ development on large lots with individual septic systems will no longer be the main development approach and will apply only to small subdivisions.
 - ~ instead, development will be encouraged to occur using cluster subdivisions which utilize smaller lot sizes, retains a significant amounts of land in its natural state, and require all dwellings to be connected to a shared system. This approach will be encouraged within and between centres where sanitary sewer is not available.
 - ~ within the centres- cluster systems will be considered by development agreement in most centres except Upper Tantallon, where they will be permitted under the subdivision by-law.
 - ~ outside the centres - cluster systems will be encouraged but are required to be contiguous with existing subdivisions
 - ~ in addition to cluster subdivisions, development of small scale subdivisions (4 lots or less using existing standards) on existing public roads will be permitted.

Please Note: changes to the Municipal Government Act are necessary to enable authority to require groundwater assessments in the development process. These assessments are a critical component to enable clustered development as outlined above, and to address the on-site well water issues and problems which the Interim Growth Management process was partially put in place to address.

2.6 Performance Measurement, Flexibility

Flexibility is an important element to consider in creating our first regional plan as an amalgamated municipality. We need a strong plan, but one that can be modified to address trends and market needs. The Regional Planning Committee recognizes the need for flexibility and response to opportunities and a changing environment. The regional plan will be monitored on an on-going basis. It is anticipated that minor changes will be addressed on a yearly basis and that a full plan review occur every five years.

The proposed regional plan will be monitored through the use of performance measurement and reporting. The Regional Planning Committee has provided examples in an appendix to the draft policy document for purposes of public consultation.

2.7 Why We Need the Regional Plan

Regional Council endorsed the need for a regional plan for a multitude of reasons. Council and community stakeholders recognized the wonderful quality of life we enjoy - a rich cultural life within a historic waterfront downtown, a strong, varied economy, beautiful wilderness and ocean areas and rural communities that grace the pages of travel magazines. Yet this enviable quality of life is at risk without a regional plan. Well water problems are becoming more common and land consumption per capita for residential development has tripled since the 1960's.

Many regions waited too long or acted indecisively and lost the very things that drew people to them. Council is in the enviable position of having done the right thing at the right time. The remaining work entails working closely with the public to fine tune the policy direction, ensuring we achieve the best possible plan.

The stage is set to leave a legacy for generations to come - a legacy of green, connected open spaces; people scaled, beautiful maritime communities; a strong and thriving Capital District that sustains our economy and acts as the common ground to this large region; and creation of an HRM culture that looks to the future with confidence, creativity and energy.

2.8 Benefits of the Proposed Plan

The recommended plan provides significant environmental, economic, transportation, settlement pattern, governance and financial benefits to HRM. These benefits will not be achieved if we continue past development patterns (base case). Some of the draft Plan benefits are outlined below:

2.8.1 Environment

- Connected parks/corridors - the proposed regional plan recommends 14 new wilderness and trail corridors and five new regional parks.
- Reduced greenhouse gas emissions - the recommended plan will reduce green house gas emissions by approximately 11% compared to the base case.
- Protection of watersheds - if past development patterns (base case) continue, it's estimated that 46 watersheds will have over 10% impervious surface area by 2026. The recommended approach will see only approximately 19 watersheds in this category. (10% is the point where signs of watershed degradation may begin).
- The proposed plan improves access to safe drinking water and waste water treatment by delivering piped service to approximately 85% of new dwelling units. Without the proposed plan this figure would be approximately 62%.

2.8.2 Economy

- The proposed regional plan identifies and protects key marine industrial sites on the harbour. This is critical due to the strong competition for harbourfront land and the importance to our economy. For example, the plan recommends approximately 750 hectares of marine industrial land, with adequate buffers, compared to approximately 600 hectares if we do nothing.
- The rural economy will benefit from the concentration of growth in centers, increasing the market base for small businesses and easing their costs of servicing their customers.
- The proposed regional plan enables long term financial planning. The recommended approach enables better use of tax dollars and a competitive tax structure. (See cost and service section).
- The recommended regional plan provides clarity to investors and developers by identifying where public investment will occur. Stakeholders repeatedly communicate how important clarity is to a strong economy.
- The recommended regional plan enables the benefits of a strong central economic cluster (Capital District and adjacent areas), as well as an adequate supply of business/industrial park land, commercial areas in all of the mixed use centres and protection of rural resource lands.
- The recommended plan protects our tourism assets, eg heritage, culture, Capital District and beautiful outdoor recreation sites. These same features facilitate retention and attraction of business and employees and are critical to the quality of life for HRM citizens.

2.8.3 Transportation

- The recommended regional plan provides improved access to employment centres, a factor the business community has identified as important.

- The proposed plan provides improved use of the existing transportation network, reducing congestion and improving transit use. For example, the recommended plan will provide Rapid Transit access to approximately twice as many HRM residents as the status quo approach.
- Costs are reduced and service is improved under the recommended approach. This is outlined graphically in the cost and service section. By identifying a settlement pattern in conjunction with transportation planning, a much more effective system is enabled.
- The proposed plan takes advantage of one of our greatest natural transportation assets. A fast ferry system is proposed for the harbour.

2.8.4 Settlement

- The recommended plan provides substantial benefits in land consumed for residential development. By planning where and how to grow, approximately 5,000 hectares will be needed for new development instead of the 18,000 needed if past patterns continued, preserving land for other needs such as forestry, agriculture, tourism, mining and parks.
- The draft Regional Plan replaces the Interim Growth Controls with a more open and flexible approach to rural subdivision. (Provincial legislation to require groundwater assessment for wells is still required.)
- The recommended plan calls for walkable, mixed use communities where people can be more active in their daily lives. According to a study on The Cost of Physical Inactivity in Halifax Regional Municipality completed by the Heart and Stroke Foundation of Nova Scotia in August of 2004, a 10% reduction in inactivity could result in savings of \$1.65 million annually plus \$3.1 million in productivity gains.
- The proposed regional plan will set the foundation for improved urban and community/neighbourhood design by outlining design guidelines. Streetscaping, community character and pedestrian friendly environments are important to the success of the proposed development approach.
- The recommended plan requires only one third the amount of new local streets as the base case (approximately 500 kilometers compared to approximately 1,600 kilometers).
- Strengthened protection for heritage, culture and view planes across the region is proposed in the draft regional plan.
- Affordable housing close to major employment areas is an important element of the proposed plan.

2.8.5 Governance

- The proposed regional plan promotes an increased focus on community based methods of doing business and promotion of active citizenship.
- The draft policy encourages other levels of government to align with the proposed regional plan as a condition of cost sharing, eg school siting.
- The draft Plan promotes an increased focus on public participation in HRM decision making

2.9 The Financial Implications of the Regional Plan

Perhaps the biggest challenge that HRM faces in the next generation is to stop the cycle of dispersed growth that is increasing costs, and compromising the level and quality of services that new and existing growth areas receive. There are tremendous opportunities to improve the quality of life and the available municipal services over the next 25 years. To do this, the municipality and its citizens must establish long range settlement plans that can be achieved at a stable, moderate cost. Unless this risk is mitigated, future service costs may rise steadily with no corresponding increase in service quality.

In doing this, it is critical to remember just how unique HRM really is. HRM is one of the few large communities in Canada that has significant rural and urban areas. The existence of low density rural areas is part of the fabric and history of our community. Any future development plan must balance and respect the needs of all areas of the municipality.

2.9.1 The Influence of Settlement on Municipal Costs

Municipal services across HRM can vary quite dramatically. In rural and suburban areas, some service levels are lower or are delivered differently. For instance, in unserved areas of HRM, residents use private well and septic systems. In many areas, there is no or very limited transit service. Street infrastructure can differ dramatically. For instance, many rural areas have no curbs or sidewalks while more urbanized areas may have curbs and sidewalks on one or both sides of the streets. These higher service levels often come at a much higher cost. For instance, a road constructed to urban standards with curb, gutter and sidewalks can cost twice as much as in the rural area. Urban stormwater and wastewater systems require expensive infrastructure whereas rural areas might rely on septic and culverts. There is often a higher level of police and by-law services in urban areas to deal with the issues that come with higher density. In the urban area, there are often demands for services that are unique to its needs. For instance, there is a greater demand for parkland services.

While urban infrastructure costs more to build and operate, there are often more people and properties using that infrastructure. For instance, a local road in the urban core will cost on average about \$30,000 per kilometer each year versus around \$15,000 per kilometer in the rural area. However, there is a huge difference in the number of people and dwelling units along that road. The rural road might have only 20 homes along a one kilometer stretch while more urbanized areas can have as many as 150 homes or, if there are apartments in the area, as many as 1,200 units. Even though the urban costs are higher, they are spread out over a much greater number of homes and people. In effect, the urban area has managed to achieve a level of economies of scale. When new homes are infilled into the existing area, the infrastructure is often able to service new growth without being expanded. At some point, however, the capacity of existing infrastructure is tapped out and it must be expanded or replaced.

It is not just density and service levels, however, that influence municipal costs. Within HRM, many new growth areas have developed at significant distances from each other and from key service delivery points. The most efficient way for a municipality to invest in infrastructure is to locate

assets where they can service as much of the population from one or more key points as quickly as possible. This approach avoids duplicating expensive facilities and other infrastructure and provides for much faster delivery times or improved availability of services.

Within HRM, recent development patterns have not considered the difficulty, and extra costs, of extending municipal and government services. Many new suburbs are not contiguous or are located in areas where there is inadequate access to good quality water and proper conditions for installation of septic systems. Often the density factors involved are lower than they otherwise need to be to support municipal infrastructure. This has led to serious problems both with the delivery of Municipal services and the resulting costs involved. HRM has been unable to anticipate where development will occur and to respond in time with the required services. Moreover, such developments are often higher cost in nature, making it even more difficult to extend proper Municipal services. In some cases, it has become unfeasible to provide some municipal services such as transit. Lastly, the quality of these services is being compromised. One of the ironies of the scattered development patterns now occurring within HRM is the relationship between the cost and quality of municipal services. The same factors producing higher costs often produce lower quality.

2.9.2 The Cost of Regionally Unplanned Development

Currently HRM development occurs as laid out in 18 Community Plans that are not coordinated with one another. As with any unplanned situation, HRM cannot anticipate where and when individual communities will grow. Without a regional planning structure, the delivery of municipal services will mirror the development it tries to service: it will be random, unpredictable, sporadic and scattered.

By 2026 there are expected to be nearly 60,000 new dwelling units in HRM all requiring various municipal services. If the present growth and development tendencies continue, nearly 90% of all new growth will take place outside the core on an unplanned basis with limited attention paid to how best provide municipal services. As that trend worsens, municipal services will become increasingly unavailable and cost pressures will increase.

It is extremely difficult to estimate such future growth costs. That growth is subject to very limited planning and control and many factors could influence it. If the present trends continue, however, the costs involved to provide municipal services will increase. Over the next 25 years, the demand for growth related services can be estimated as costing nearly \$2.0 billion in current dollars. This amount represents the total cost of growth related services that can reasonably be expected over the next 25 years.

These estimates of cost have been prepared on a relatively conservative basis. They include estimates of the cost of density but do not fully reflect such factors as distance and the dispersion of newer communities. The Base Case (do nothing) scenario includes the costs for developing only four of ten potential Greenfield sites. In addition, the costs of sewer and water remediation for future unplanned growth and arterial and trunk costs are both difficult to estimate and could easily add an additional \$50 million to future costs.

Part of the cost of not planning comes from unpredictability. For example, there is an unrealized potential with municipal investment in recreation centres that are underused or alternatively are overcrowded because the facility was built too large or too small, or with a fire hall that sits far away from the population it serves, because anticipated development did not happen or happened elsewhere. These missed opportunities decrease with planned growth, resulting in facilities more effectively serving HRM residents.

2.9.3 The Savings from Planned Development

The draft Regional Plan offers a tremendous opportunity to save on future municipal costs. It does this in two chief ways. First, by its very nature, a planned situation allows costs to be controlled better. The HRM will be able to anticipate what infrastructure is required and when and where. This allows it to respond to expected events in advance, rather than scramble to react. For instance, future recreation, fire and other facilities can be located where they serve expected major population nodes. Road and transit service can be constructed to serve anticipated development. Advanced planning allows acquisition of strategic parcels of land while they are still available and permits construction projects to take place in an orderly cycle. Necessary reserve balances can be built up in advance and public expectations can be better managed. By encouraging the right density in proposed developments and reducing the dispersion of and distance between communities, the costs of scattering developments across the region can be reduced. But also, more things become possible: transit becomes more feasible, mixed use developments bring private services closer to residents and open spaces become “connected”, creating more walkable, complete communities. By focusing growth on key areas (District Centres, Local Centres and Rural Commuter Centres) services can be provided more quickly across HRM, including rural and suburban areas.

The estimated cost to provide the Regional Plan’s growth related services over the next 25 years will total \$1.7 billion, \$250 million less than under the expected Base Case. This benefit will be shared amongst HRM, other government levels and private property owners. On an annual basis, it means that the pressure for HRM to spend more money just to maintain the same level of service will be reduced. It also means that HRM will be able to provide more and different types of services, more affordable. For instance, transit service is being planned for all centre types: Regional, District, Local and Rural Commuter Centres.

2.9.3.1 Water and Sewer Service

The Regional Plan proposes to develop new suburban growth centres in a more strategic way that provides a serviced urban/suburban area with 20 years of growth potential. The Regional Plan focuses suburban growth in existing communities and two new growth centres – Morris-Russell Lake and Bedford West rather than ten or more potential Greenfield sites. The costs of the water and sewer systems (including potential remediation) are expected to decline by over \$70 million over the next 25 years with the benefits and costs shared between HRM, the Halifax Regional Water Commission and private property owners with septic and well systems.

2.9.3.2 Transportation Services

The Base Case scenario would propose to temporarily remedy traffic congestion through new road expansion projects estimated at nearly \$200 million. The Regional Plan policy integrates land use and transportation planning to provide greater transportation options to HRM residents and visitors, improve the commuting experience and allow for road building and improvements.

The proposed balance of transportation capital projects – roughly half on roads and half on transit – would total over \$150 million. This will save \$75 million in major capital costs over the life of the Regional Plan. In total, reconfiguring growth and changing the current mix of transportation spending will save nearly \$165 million over the life of the Regional Plan. It will also provide better service.

2.9.3.3 Fire Protection

The predictability of the future settlement patterns will allow fire services to better plan the location of rural stations when they are (re)built, thus improving response and reducing costs. Approximately \$4 million in combined capital and operating costs can be saved through the Regional Plan.

2.9.3.4 Park Land & Wilderness Protection

The Regional Plan emphasizes protection of wilderness assets and increased recreation opportunities and connected open space. In the Regional Plan, an additional \$4 million dollars (over the Base Case) may be required to allow for the development of new regional parks, wilderness corridors and urban/suburban trails. And, because communities develop in a more compact manner, more land is left in its natural state.

2.9.4 The Transition to a Planned Environment

While cost pressures are reduced across all sectors, there are a number of timing issues that must be dealt with. For instance, water and sewer costs are expected to decline by over \$70 million over the life of the plan. During the first ten years of the Plan, however, it is expected that there will be a considerable up-front investment into water and sewer infrastructure. HRM has a variety of tools available for this investment including the Capital Cost Contribution (CCC), Local Improvement Charges (LIC), and other sewer related fees. The planning for this investment and the exact tools involved is a major thrust of HRM's Revenue Strategy which will be completed over the coming months.

In Years 10 to 15 of the Plan, substantial investments are required in the transit system in order to achieve the savings that will come from reduced road construction. While more debate and research is required before final recommendations can be made to Council, there are a number of options that might be explored in full or in combination to ensure that this investment occurs. These include:

- (1) re-prioritizing the capital plan to include higher transit investment;
- (2) extending the Capital Cost Contribution (CCC) to transit infrastructure including the introduction of new transit lines as envisioned by the Regional Plan;
- (3) allocating federal fuel transfers to transit. (HRM is expected to receive \$70 million over five years and has allocated only \$24 million); and,
- (4) using future operating capacity freed up due to declining interest costs. This capacity is being created due to HRM's declining debt.

The challenges in making the transition from a somewhat unplanned environment are significant but can be overcome. The Regional Plan provides a framework for the delivery of services that is financially sustainable and achievable. The Revenue Strategy now underway within HRM provides extra confidence that future growth can be properly managed and the goals and objectives of the Regional Plan can be accomplished.

2.9.5 Financial Conclusions

Changing the trend in existing settlement patterns within HRM requires a lot of forethought. However, there are significant financial and service benefits to doing so. As development has spread out it has placed greater and greater financial pressure on the municipality. Likewise, it has become operationally difficult to provide services efficiently in many areas. While it is difficult to anticipate the financial impact of unplanned development, the Regional Plan should be able to reduce cost pressure by \$250 million over the life of the Plan.

The Regional Plan provides greater certainty and more options to residents, businesses and Regional Council. By planning communities to appropriate density, transit and piped water and sewer are practical and available to more people. People have more options for their commute, other than their car. More people may walk or cycle to the store, since more centres have a mix of commercial and residential uses. The municipality benefits because the financial risk of service expansion is reduced, since most services are provided from the outset. As well, with long-term planning, fire stations, libraries and recreation centres can be provided where they best serve the public.

The impact of a future with regionally unplanned growth is ultimately not financial, it is a service impact. The Regional Plan is not a tool to save money. The Regional Plan is a means of creating the communities all across HRM that residents want, with the services they require, at a cost they can afford. By planning for a mix of different settlement patterns all across HRM, the Regional Plan has created a map for the future that provides not only financial stability but that also matches municipal service expansion to new growth areas.

2.10 Proposed Upcoming Consultation

Proposed consultation on the draft regional plan during May through September 2005, is outlined in Attachment D. With Council's approval, beginning on May 16th, Regional Planning Committee and the project team will embark on a series of nine (9) policy workshops throughout the region. The workshops will use round table discussions to get into greater detail and fine-tune policies.

The goals of this final stage of consultation are to achieve citizen and stakeholder awareness, and understanding, of the intent of the policies of the Regional Plan; how it will affect residents and communities; how policies will affect public spending and the delivery of municipal services; and, how the plan will be implemented in the short term, medium and long. Additionally, the consultation program will aim to provide better than adequate opportunities for public consultation on the Regional Plan policy; ensure there are opportunities for a wide range of demographic groups to be heard equally by Council; understand any outstanding issues citizens and/or groups may have with the Regional Plan policy and address them prior to the public hearing; demonstrate how we have used the public's input from *Step 7 - Consultation on the Proposed Plan (January-April 2005)* to fine-tune the overall policy direction of the Regional Plan; and have a majority of the public input at the public hearing support the Regional Plan.

To achieve these consultation goals, the RPC and project team propose to:

- Launch the completed draft "Regional Plan"and an illustrated and easy-to-understand companion guidebook;
- Mobilize residents and stakeholders to participate;
- Encourage Council to give consideration to all forms of input equally;
- Raise awareness and get people excited about what comes after the Regional Plan - community visioning and planning at the community level to achieve the regional vision;
- Use an electronic bulletin board for citizen input (hard copies would also be available);
- Risk manage the outstanding issues citizens and/or groups have; and
- Keep the Regional Plan in the minds of HRM residents, through strategic media relations, marketing and advertising.

The tasks necessary to undertake this consultation effort are outlined in Attachment D. As with past Regional Planning consultation, updates will be provided to Regional Council and notification of specific consultation events and communication activities will be communicated to Council and the public.

2.11 Conclusion

The Regional Planning Committee and Project Team have succeeded in bringing Council a strong proposed regional plan, on time and within budget. Significant savings (approximately \$250 million), service improvements and environmental benefits can be realized by the proposed plan. Council is asked to endorse the draft Regional Plan for purposes of public consultation.

BUDGET IMPLICATIONS

The financial information in this report represents costs related to the regional plan, at a level of detail suitable for evaluation purposes. As always, budgets will be decided by Council on a yearly basis. Endorsement of this plan for purposes of detailed policy public feedback does not represent a budget commitment to the outlined costs. The recommended approach is expected to reduce expenditure demands by more than \$250 million in net present value over the life of the plan. HRM's share of this total is \$105 million.

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

Growth Between Centre

There are moderate risks associated with the proposed cluster development approach between centres. If this development / growth occurs at a faster rate than anticipated, some of the financial and environmental benefits of the proposed plan would be reduced. This risk is proposed to be mitigated by requiring new development to be contiguous with existing development. Council could chose not to require contiguous development between centers. This alternative is not recommended.

Public Consultation

Public consultation on the draft Regional Plan is required pursuant to Regional Council's Public Consultation Resolution of September 2, 2003 and the requirements of the Municipal Government Act. Regional Council could direct the Regional Planning Committee to develop a different plan for consultation on the draft regional plan or recommend changes to the plan attached to this report. These alternatives are not recommended.

General

The process provides for issues requiring further discussion to be put into a "parking lot".

ATTACHMENTS

- A - Approach to Regional Council - Regional Plan Policy Document
- B - Regional Planning Process Approved by Council in June 2003
- C - Summary of Consultation Activities
- D - Consultation and Communication Plan
- E - Analysis of the Conformity of Regional Plan Centres with Existing Municipal Planning Strategies
- F- List of research
- G - Draft Regional Plan

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: Carol Macomber, Maureen Ryan, Tim Burns, Marcus Garnet, Kurt Pyle, Bruce Fisher, Susan Corser

Council Report Sign-Off Sheet

Subject:					
Meeting Date:		<input type="checkbox"/> Regular Council <input type="checkbox"/> COW <input type="checkbox"/> In Camera <input type="checkbox"/> Information Report			
Prepared by:					
Name & Business Unit				Date	
<input type="checkbox"/>	First Draft for Information Only <input type="checkbox"/> Consultation <input type="checkbox"/> Approval				
<input checked="" type="checkbox"/>	Stakeholder -Internal	Approved By	Date & Time	Revised Date	Initial
	Not Required (Issue unique to originating Business Unit)				
	By-Law Rationalization				
	EMS				
	Finance				
	Fire				
	H R				
	Legal				
	P & D				
	Police				
	PWT				
	RPAM				
	RTC				
	Regional Planning				
	Shared				
	Library				
	RCMP				
	Water Commission				
	Stakeholder - External				

Attachment A

Approach to Regional Council - Draft Regional Plan

Overview:

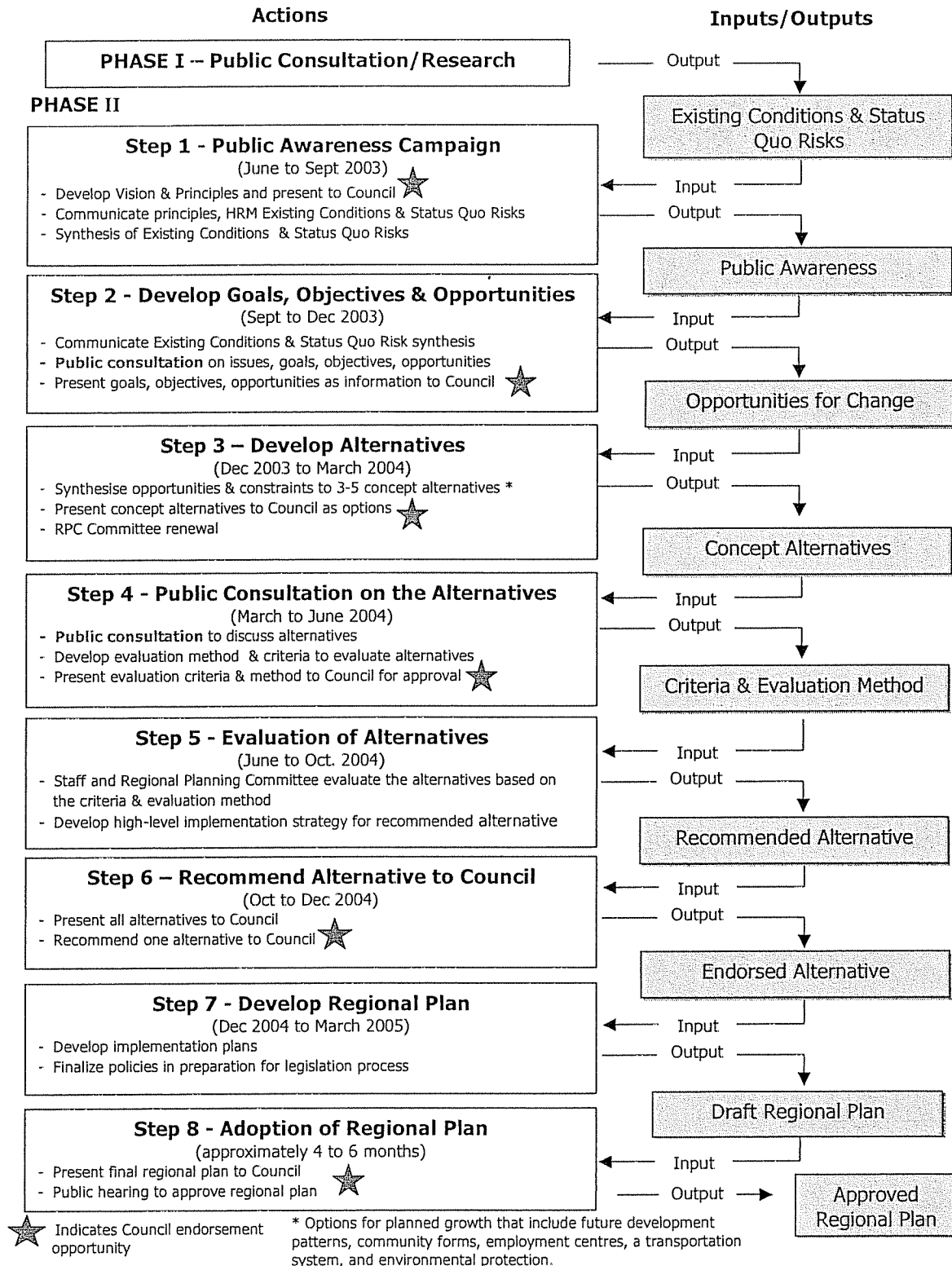
- The plan will be brought forward over a period of days
- The Council Chambers will be used to enable adequate seating (Halifax Hall may be needed for overflow) and because of the audio visual aids available
- We will publicize the dates once confirmed to encourage public engagement

Plan:

Meeting	Date, Time	Topic
COW	April 26 1:00 - 4:00 pm	Report Overview: Policy and Public Consultation <ul style="list-style-type: none"> • <i>What:</i> Overview of regional planning and community planning as local government tools; differing levels of detail and where to intersect for various topics • <i>Why:</i> Benefits of plan; risks of no plan • <i>How:</i> Summary of entire plan contents
Council	April 26	<ul style="list-style-type: none"> • Shorter presentation for public by RPC • Advise public re upcoming COW meetings
COW	April 27 9:30 - 12:00pm	<ul style="list-style-type: none"> • The Natural Environment • Economy • Cultural and Heritage Resources
COW	April 28 9:30 - 12:00pm	<ul style="list-style-type: none"> • Transportation • Settlement • Housing Diversity and Affordability
COW	May 3 1:00 - 3:00pm	<ul style="list-style-type: none"> • Implementation and Governance • Finance • Public Consultation • Wrap Up
Council	May 3	<ul style="list-style-type: none"> • Council asked to endorse public consultation plan, to receive policy feedback

Attachment B

Regional Planning Process Approved by Council in June 2003



Attachment C

Summary of Consultation Activities January - April 2005

January

January 10	Halifax Regional Trails Association
January 12	Beaver Bank Community Awareness Association (Board)
January 17	Advisory Committee for Persons with Disabilities
January 19	North West Transit Advisory Committee
January 19	Bikeways Advisory Committee
January 25	Peninsula South Neighbourhood Association
January 26	Public Forum #1 - Sheet Harbour
January 26	Brookside Homeowners' Association (Annual General Meeting)
January 26	Councillor Kent's Community Meeting - Harbour Plan
January 28	Nova Scotia Department of Natural Resources(Central Region & Founders Square staff)

February

February 2	Urban Development Institute (UDI) (including development industry representatives, eg. Nova Scotia Road Builders, Real Estate Association, Construction Association, Land Surveyors, Consulting Engineers Association, Association of Professional Engineers)
February 3	Public Forum #2 - Halifax West
February 7	Chebucto West Community Health Board
February 9	Bedford Watershed Advisory Board
February 9	Beaver Bank Community Awareness Association (Annual General Meeting)
February 10	Public Forum #3 - Sackville High School
February 11	Ecology Action Centre Board Meeting
February 15	Nova Scotia Department of Environment and Labour (Central Region staff)
February 16	North West Transit Advisory Committee
February 16	Halifax Watershed Advisory Board
February 17	Public Forum #4 - Cole Harbour Place
February 21	Advisory Committee for Persons with Disabilities
February 22	Eastern Scotia Shelf Integrated Management Plan Conference (on the Harbour Plan)
February 23	Public Forum #5 - Pier 21, Halifax
February 23	Heritage Advisory Committee
February 28	District 9 Residents' Association (Annual General Meeting)

March

March 2	UDI
March 2	Bedford Town Hall Meeting (Councillor Hum and MLA Peter Christie)
March 3	Community and Race Relations Committee
March 7	Cherrybrook Residents (Black Cultural Centre)
March 9	Public Forum #6 - Porters Lake
March 10	Joint Residents' Association Information Night and Workshop (60+ associations invited)
March 15	Dalhousie University Marine Affairs Class
March 21	Joint Planning Advisory Committee Meeting (North West PAC, District 12 PAC, and Harbour East PAC)
March 23	Friends of the Public Gardens and horticultural groups
March 23	District 22 Town Hall Meeting (Councillor Rankin)
March 24	Council of Community Organizations (St. Margaret's Bay area)
March 31	Coastal Communities Network
March 31	Five Bridge Wilderness Heritage Trust
March 31	Lawrencetown Citizens Committee

April

April 6	UDI
April 6	Committee for Inclusive Transportation
April 7	Halifax Green Roof Symposium
April 12	Halifax Peninsula Community Health Board
April 13	Districts 5 and 8 Community Meeting (on the Harbour Plan)
April 21	Building Owners and Managers Association (BOMA) Atlantic
April 27	Dartmouth Lakes Advisory Board

Attachment D
Consultation and Communication Plan

Regional Planning
Consultation and Communication Plan
STEP 8 - Adoption of the Regional Plan
May to September 2005

Purpose of Step 8 Consultation and Communication

To achieve public support for the Regional Plan.

Goals of Step 8 Consultation and Communication

1. To achieve citizen and stakeholder awareness, and understanding, of:
 - ▶ the intent of the policies of the Regional Plan;
 - ▶ how the Regional Plan will affect residents and communities;
 - ▶ how the Regional Plan policies will affect public spending;
 - ▶ how the Regional Plan policies will affect the delivery of municipal services;
 - ▶ how the Regional Plan will be implemented in the short term, medium term, and over the longer term.
2. To provide better than adequate opportunities for public consultation on the Regional Plan policy.
3. To ensure there are opportunities for a wide range of demographic groups to be heard equally by Council.
4. To understand any outstanding issues citizens and/or groups may have with the Regional Plan policy and address them prior to the public hearing.
5. To demonstrate how we have used the public's input from *Step 7 - Consultation on the Proposed Plan (January-April 2005)* to fine-tune the overall policy direction of the Regional Plan.
6. To have a majority of the public input at the public hearing support the Regional Plan.

Target Audiences for Step 8 Consultation and Communication

- ▶ Regional Council
- ▶ Regional Planning Contact List
- ▶ Residents*
- ▶ HRM staff
- ▶ Regional Planning Stakeholder Groups
 - Planning Advisory Committees
 - Committees of Council
 - Community Based Organizations
 - Residents Associations
 - Non-Governmental Organizations

Strategies for Step 8 Consultation and Communication (the “how to”)

During Step 8, Regional Planning will:

1. Launch the completed draft “Regional Plan” and an illustrated and easy-to-understand companion summary (guidebook).
2. Mobilize residents (of all demographics) and stakeholders to participate.
3. Encourage Council to give consideration to all forms of input equally.
4. Raise awareness and get people excited about what comes after the Regional Plan - community visioning and planning at the community level to achieve the regional vision.
5. Use an e-consultation forum for citizen input. (Hard copies will also be available).
6. Risk manage the outstanding issues citizens and/or groups have.
7. Keep the Regional Plan in the minds of HRM residents, through strategic media relations, marketing and advertising.

Key Messages to Communicate during Step 8

1. “It is critical to participate in the public hearing.”
2. “The Regional Plan will benefit all areas of HRM - the rural, suburban and urban areas.”
3. “What will the Regional Plan actually do?”
4. “What will the Regional Plan not do?”
5. “What will change right away?”
6. “What will be different from the status quo?”
7. “The Regional Plan is a 25 year plan.” (The Regional Plan will be reviewed every five years)
8. “The key messages from each theme are...” (These are the answers to the five key questions)

Tasks and Tools for Step 8 Consultation and Communication

Task	Purpose	Audience
A Guidebook (Summary) of the Regional Plan	<p>Purpose: To provide a condensed, easy to read and understandable summary of the policies.</p> <p>Action: Distribute to libraries, recreation centres, etc., and prepare media kits. (Targeted mailout to contact list, including all stakeholders)</p>	<ul style="list-style-type: none"> ▸ Regional Planning contact list ▸ Stakeholder Groups ▸ Media ▸ HRM residents
Timeline: May 9, 2005 (hard copy will be available) / available May 3 in PDF for uploading to the web		
<p>Communication with Committees of Council</p> <p>(PACs may host some meetings to focus on “community or locally-based aspects”)</p>	<p>Purpose: To seek input to fine-tune policies and seek support for the Regional Plan.</p> <p>Action: Communicate with applicable council committees; identify dates with PACs to host meetings; attend committee meetings (coordinate joint meetings where possible); recruit committee support (in writing) and request committee representation at public hearing (to publicly endorse the Regional Plan).</p>	Committees of Council
Timeline: May and June / September 2005		

Task	Purpose	Audience
<p>Communication with Other Stakeholder Groups</p> <p>(Stakeholder groups may co-host some meetings)</p>	<p>Purpose: To seek input to fine-tune policies and seek support for the Regional Plan.</p> <p>Action: Communicate with Regional Planning stakeholder groups; identify opportunities to co-host community based meetings; attend stakeholder meetings (coordinate joint meetings where possible); recruit stakeholder group support (in writing) and request/ encourage representation at public hearing (to publicly endorse the Regional Plan).</p>	Stakeholder Groups
<p>Timeline: May, June and July 2005</p>		
<p>Communication with Residents' Associations</p>	<p>Purpose: To seek input to fine-tune policies and seek support for the Regional Plan.</p> <p>Action: Communicate with residents' associations; identify opportunities to co-host community based meetings with other stakeholders; recruit association support (in writing) and request/ encourage representation at public hearing (to publicly endorse the Regional Plan).</p>	Residents Associations
<p>Timeline: May, June and July 2005</p>		

Task	Purpose	Audience
Audiovisual Show	<p>Purpose: To have a communication tool which presents the policies using a visual medium. (Other possible audiences may include Council intermissions, Cable 10, library loan)</p> <p>Action: Prepare show and record on VHS.</p>	<ul style="list-style-type: none"> ▶ Council Committees ▶ Stakeholders Groups ▶ Residents' Associations ▶ General Public
Timeline: May 16, 2005		
Public Information Sessions and Policy Workshops	<p>Purpose: To inform public about Regional Plan policies and the opportunities to provide feedback to fine-tune policies.</p> <p>Action: Organize public information sessions and policy workshops including booking venues, advertising, setting up advance registration, booking facilitators.</p> <p>Locations:</p> <ul style="list-style-type: none"> - Dartmouth - East Preston-Lake Echo - Cole Harbour - Tangier - Sackville - Enfield area - Tantallon - Halifax West - Peninsula Halifax 	<ul style="list-style-type: none"> ▶ HRM residents ▶ Stakeholder Groups ▶ Regional Planning contact list ▶ Media
Timeline: Workshops to be held May 16 through June 9, 2005 / advertising and promotion of workshops will begin April 18th		
e-Consultation "Bulletin Board"	<p>Purpose: To communicate all Regional Plan policies and provide an online feedback opportunity to fine-tune policies.</p> <p>Action: Create bulletin board medium, test, launch, advertise, moderate postings to bulletin board, and post comments for viewing.</p>	<ul style="list-style-type: none"> ▶ HRM residents ▶ Stakeholder Groups ▶ Regional Planning contact list ▶ Media ▶ Staff

Task	Purpose	Audience
Timeline: May 16, 2005 - bulletin board up and running at www.halifax.ca/regionalplanning May 3, 2005 (through September 2005) - advertise May 17, 2005 (to close of consultation period) - moderate and post		
Media Relations	Purpose: To generate media coverage of Regional Plan policies to educate the public and encourage participation. Action: Prepare media briefs including pieces on key messages. Prepare media kits: 1) tabling of draft plan; 2) tabling of revised draft.	<ul style="list-style-type: none"> ▶ Media (including rural & community newspapers) ▶ HRM residents
Timeline: Ongoing		
Media “Lock-Up”	Purpose: To facilitate early release of information to media. Action: Arrange time and place and notify media.	Media
Timeline: April 26, 2005 <u>and</u> date of first reading of Regional Plan		
Community Newspapers	Purpose: To encourage media coverage in community newspapers and other stakeholder publications, particularly in the more rural communities. Action: Prepare monthly/regular column.	<ul style="list-style-type: none"> ▶ Media ▶ HRM residents (particularly rural)
Timeline: Ongoing		
HRM News	Purpose: To inform HRM staff about the Regional Plan. Action: Prepare regular column.	HRM staff

Task	Purpose	Audience
Summary Report to Regional Council	<p>Purpose: To communicate all major issues raised with regards to draft policies, the extent and nature of support and opposition, the proposed action, the advantages and disadvantages of proposed action, the groups and sectors positively effected/ adversely effected, and any modifications to the draft policies based on the citizen/stakeholder input.</p> <p>Action: Prepare staff report.</p>	<p>Council</p>
Timeline: September 2005		

Attachment E
Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSS
<u>City of Lakes Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail land uses and park and ride lot	Dartmouth	<p><u>Consistent with Commercially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> commercial development, including the park and ride lot, can be occur by right on C-2 Zoned Land and medium density residential by development agreement <p><u>Consistent with the Residentially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> medium density residential can be considered by development agreement on lands zoned R-3 a mixed use development can also be considered by rezoning to a CDD on minimum 10 acre parcels of vacant land <p><u>Inconsistent with Industrial Designated portion of the Centre</u></p> <ul style="list-style-type: none"> a plan amendment would be required to allow residential uses on industrially designated lands
<u>Burnside East Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail land uses and park and ride lot	Dartmouth	<p><u>Inconsistent with predominantly industrially designated lands of this Centre</u></p> <ul style="list-style-type: none"> a plan amendment would be required to allow residential uses on industrially designated lands
<u>Tacoma Drive Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail land uses and park and ride lot	Dartmouth	<p><u>Consistent with Commercially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> commercial uses can occur by right on C-1, C-2 or C-3 zoned lands and medium density residential by development agreement can be considered on C-2 Zoned lands the park and ride lot is permitted in the C-2 or C-3 zones medium density residential can also be considered by rezoning to an R-3 Zone within the Commercial Designation and by entering into a development agreement <p><u>Consistent with the Residentially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> medium density residential can be considered by development agreement on lands zoned R-3 a mixed use development can also be considered by rezoning to a CDD on minimum 10 acre parcels of vacant land)

Attachment E
Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Penhorn Mall Urban Local Centre</u> medium to high density residential, convenience commercial and commuter oriented retail land uses and shared park and ride lot with commercial	Dartmouth	<p><u>Consistent with Commercially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> commercial uses can occur by right on C-1, C-2 or C-3 zoned lands and medium density residential by development agreement the park and ride lot is permitted in the C-2 or C-3 zones medium density residential can be considered by rezoning to an R-3 Zone within the Commercial Designation and entering into a development agreement high density residential can be considered by rezoning to an R-4 Zone within the Commercial Designation and entering into a development agreement <p><u>Consistent with the Residentially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> medium density residential can be considered by development agreement on lands zoned R-3 and high and medium density residential on lands zoned R-4 medium density residential can be considered by rezoning to an R-3 Zone within the Residential Designation and entering into a development agreement high density residential can be considered by rezoning to an R-4 Zone within the Residential Designation and entering into a development agreement a mixed use development can also be considered by rezoning to a CDD on minimum 10 acre parcels of vacant land)
<u>Woodside Urban Local Centre</u> medium to high density residential, convenience commercial and commuter oriented retail land uses and park and ride lot	Dartmouth	<p><u>Consistent with the Residentially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> medium density residential can be considered by development agreement on lands zoned R-3 a mixed use development can also be considered by rezoning to a CDD on minimum 10 acre parcels of vacant land medium density residential can be considered by rezoning to an R-3 Zone within the Residential Designation and entering into a development agreement high density residential can be considered by rezoning to an R-4 Zone within the Residential Designation and entering into a development agreement <p><u>Inconsistent with Industrial Designated portion of the Centre</u></p> <ul style="list-style-type: none"> a plan amendment would be required to allow residential uses on industrially designated lands commercial development, including the park and ride lot, can be permitted on industrially zoned lands

Attachment E
Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSS
<p>Mic Mac Mall Urban District Centre high density residential, retail, small office buildings and structured parking for park and ride</p>	<p>Dartmouth</p>	<p><u>Inconsistent with the Residentially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> • medium density residential can be considered by development agreement on lands zoned R-3 • medium density residential can be considered by rezoning to an R-3 Zone within the Residential Designation and entering into a development agreement • high density residential can be considered by rezoning to an R-4 Zone within the Residential Designation and entering into a development agreement • a mixed use development consisting of any residential use can also be considered on lands zoned CDD but commercial uses are limited to those that serve the area not larger trade areas <p><u>Inconsistent with Industrial Designated portion of the Centre</u></p> <ul style="list-style-type: none"> • a plan amendment would be required to allow residential uses on industrially designated lands • commercial development, including the park and ride lot, can be permitted on industrially zoned lands

Attachment E
Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Russell Lake Suburban District Centre</u> medium - high density residential, retail, small office buildings and structured parking for park and ride	Dartmouth	<p><u>Consistent with Commercially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> commercial uses, including the park and ride lot, can occur by right on C-3 zoned lands and medium and high density residential by development agreement medium density residential can be considered by rezoning to an R-3 Zone within the Commercial Designation and entering into a development agreement high density residential can be considered by rezoning to an R-4 Zone within the Commercial Designation and entering into a development agreement <p><u>Consistent with the Residentially Designated portion of the Centre</u></p> <ul style="list-style-type: none"> any residential use or commercial uses intended to serve the area can be considered by development agreement on lands zoned CDD⁴ medium density residential can be considered by rezoning to an R-3 Zone within the Residential Designation and entering into a development agreement high density residential can be considered by rezoning to an R-4 Zone within the Residential Designation and entering into a development agreement <p><u>Inconsistent with Industrial Designated portion of the Centre</u></p> <ul style="list-style-type: none"> a plan amendment would be required to allow residential uses on industrially designated lands commercial development, including the park and ride lot, can be permitted on industrially zoned lands
<u>Shannon Park Urban Local Centre</u> medium to high density residential, convenience commercial and commuter oriented retail land uses and shared park and ride lot with commercial	Dartmouth	<p><u>Consistent</u></p> <ul style="list-style-type: none"> any residential use or commercial uses intended to serve the area can be considered by development agreement on lands zoned CDD
<u>Moser River Rural Resource Community Local Centre</u> low density residential, gas station, convenience retail and park and ride lot	Eastern Shore East	<p><u>Consistent</u></p> <ul style="list-style-type: none"> all uses are permitted within the mixed use zone <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a zone amendment would be required to permit a commercial parking lot

⁴ Note the gross density will not exceed the average gross density of 8 units per acre as per the Dartmouth MPS

Attachment E
Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Tangier Rural Local Centre</u> low density residential, gas station, convenience retail	Eastern Shore East	<u>Consistent</u> <ul style="list-style-type: none"> all uses are permitted within the mixed use zone <u>Inconsistent</u> <ul style="list-style-type: none"> a zone amendment would be required to permit a commercial parking lot
<u>Middle Musquodoboit Agriculture Communities District Centre</u> low - medium density (1-3 units/gross acre), and local commercial uses	Musquodoboit Valley - Dutch Settlement	<u>Consistent</u> <ul style="list-style-type: none"> all uses are permitted within VIL zone
<u>Upper Musquodoboit Agriculture Communities Local Centre</u> low density, gas station and local commercial uses	Musquodoboit Valley - Dutch Settlement	<u>Consistent</u> <ul style="list-style-type: none"> all uses, including the park and ride lot, are permitted within VIL zone
<u>Lake Charlotte Rural Resource Community Local Centre</u> low density residential, gas station, convenience retail and park and ride lot	Eastern Shore West	<u>Consistent</u> <ul style="list-style-type: none"> most uses are permitted in the MU Zone <u>Inconsistent</u> <ul style="list-style-type: none"> a zone amendment would be required to permit a commercial parking lot
<u>Sheet Harbour Rural Resource Community District Centre</u> low density residential and local commercial (grocery store, hardware store) uses	Eastern Shore East	<u>Consistent</u> <ul style="list-style-type: none"> All uses are permitted in the MU Zone <u>Inconsistent</u> <ul style="list-style-type: none"> a zone amendment would be required to permit a commercial parking lot
<u>Musquodoboit Harbour Rural Commuter District Centre</u> low - medium density residential (1 - 3 units/gross acre) and local commercial uses (grocery and hardware) and park and ride lot	Eastern Shore West	<u>Consistent</u> <ul style="list-style-type: none"> most uses are permitted in the MU Zone larger scale commercial uses including grocery and hardware stores can be considered by development agreement <u>Inconsistent</u> <ul style="list-style-type: none"> a zone amendment would be required to permit a commercial parking lot
<u>Lake Echo Rural Commuter Centre</u> low density residential, and car oriented retail (grocery store) and park and ride lot	PD 8 & 9	<u>Consistent</u> <ul style="list-style-type: none"> All uses, including the park and ride lot, are permitted in the C-1 and RE zones residential is also permitted in all other zones in the area

Attachment E
Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Porters Lake Rural Commuter Centre</u> low density residential, and car oriented retail (grocery store) and park and ride lot	PD 8 & 9	<p><u>Consistent</u></p> <ul style="list-style-type: none"> • All uses, including the park and ride lot, are permitted in the C-1 and RE zones • residential is also permitted in all other zones in the area
<u>North Preston Rural Commuter Local Centre</u> low - medium density residential (1 - 3 units/ gross acre), gas station, convenience retail and park and ride lot	North P/Lake M/East P/Cheery Brook	<p><u>Consistent</u></p> <ul style="list-style-type: none"> • all uses, with the exception of service stations, are permitted in the RS Zone • service stations may be considered by development agreement
<u>Eastern Passage Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	Eastern Passage/Cow Bay	<p><u>Inconsistent</u></p> <ul style="list-style-type: none"> • all commercial uses, including the park and ride lot, are permitted in the C-2 Zone for the area but residential uses are limited to a maximum of 12 units • a plan amendment would be required to permit medium density residential
<u>Morris Lake Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	Eastern Passage/Cow Bay	<p><u>Potentially consistent</u></p> <ul style="list-style-type: none"> • all uses can be accommodated on lands zoned CDD when sufficient service capacity is available in the EP/CB STP
<u>Cole Harbour Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	CH/W	<p><u>Consistent</u></p> <ul style="list-style-type: none"> • all commercial uses, including the park and ride lot, are permitted in the C-2 Zone but residential uses in this zone are limited to a max of 12 units • larger multiple unit dwellings may be considered by development agreement within the Community Commercial Designation • a plan amendment may be required if there is a desire to allow commercial uses in a multiple unit dwelling

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Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Westphal Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	North Preston and CH/W	<p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment is required to allow medium density residential in the Highway Commercial Designation multiple unit residential can be considered by development agreement within the Urban Residential Designation but cannot be integrated with commercial use <p><u>Consistent</u></p> <ul style="list-style-type: none"> commercial uses, including the park and ride lot, are permitted uses in the C-4 Zone
<u>Upper Tantallon Rural Commuter Centre</u> low density residential, car oriented retail (grocery store) and park and ride lot	PD 1 & 3 (St. Margaret's Bay)	<p><u>Consistent</u></p> <ul style="list-style-type: none"> all commercial uses, including park and ride lots, can be permitted in the MU-1 Zone multiple unit dwellings may be considered by development agreement
<u>Hubbards Rural Commuter Local Centre</u> medium density residential, convenience retail, medium density residential and park and ride lot	PD 1 & 3 (St. Margaret's Bay)	<p><u>Consistent</u></p> <ul style="list-style-type: none"> all commercial uses, including park and ride lots, can be permitted in the MU-1 Zone multiple unit dwellings may be considered by development agreement
<u>Whites Lake Rural Commuter Local Centre</u> medium density residential, service station, convenience retail and park and ride lot	PD 4 (Prospect)	<p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to permit convenience retail, park and ride lots, service station or medium density residential in the Residential A Designation

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Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Hatchet Lake Rural Commuter Local Centre</u> medium density residential, service station, convenience retail and park and ride lot	PD 4 (Prospect)	<p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment will be required if the uses are located on residentially zoned lands in the Residential A Designation a plan amendment would be required to allow medium density residential uses in the Residential A Designation or the Residential B Designation <p><u>Consistent</u></p> <ul style="list-style-type: none"> commercial uses, including park and ride lots, are permitted on any of the lands that are zoned C-2 or I-1 in this area a grocery store may be considered on lands directly across Hwy. 333 from Stoney Beach Road by development agreement commercial uses can be considered by rezoning to a C-2 Zone in areas designated Residential B Service Stations can be considered by development agreement in the Residential B Designation
<u>Hubley Rural Commuter Local Centre</u> medium density residential, service station, convenience retail and park and ride lot	PD 1 & 3 (St. Margaret's Bay)	<p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to permit a service station or a park and ride lot in this centre convenience retail can be permitted in the MRR-1 Zone multiple unit dwellings may be considered by development agreement
<u>Indian Harbour Rural Commuter Local Centre</u> medium density residential, service station, convenience retail and park and ride lot	PD 1 & 3 (St. Margaret's Bay)	<p><u>Consistent</u></p> <ul style="list-style-type: none"> all commercial uses, including park and ride lots, are permitted in the MU-1 Zone medium density residential may be considered by development agreement

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Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
Regional Centre range of residential densities (low, medium, high) depending on the location and neighbourhood context. Mix of residential-commercial (retail, office, and service uses) depending on location and neighbourhood context. Major Office Buildings in Capital District	Halifax MPS and Related Area Plans	<p><u>Consistent</u></p> <ul style="list-style-type: none"> • medium to high density residential is permitted in the R-3 Zone • mixed commercial/residential medium to high density is permitted in the C-2, C-3 and RC-3 zone • mixed neighbourhood commercial/ low density residential is permitted in the RC-1 • mixed minor commercial/ low -medium density residential is permitted in the RC-2 and C-2A zones • major office buildings are permitted in the C-2, C-2D and C-3 zones • parking structures are permitted in the C-2 and C-3 zones • parking structures are permitted by development agreement in Halifax CBD and Waterfront • all developments exceeding a certain height threshold require a development agreement in Halifax CBD and Waterfront ⁵ • the Regional Plan reinforces policies related to the protection of viewplanes and heritage
	Dartmouth MPS and Downtown Dartmouth Secondary Plan	<p><u>Consistent</u></p> <ul style="list-style-type: none"> • mix of commercial and medium density residential can be permitted in the C-2 Zone and the DB Zone. Note the medium density residential component would have to be considered by development agreement in the C-2 Zone • major office is directed to the downtown Dartmouth Business District • medium density residential can be considered by development agreement on lands zoned R-3 • high density residential can be considered by development agreement on lands zoned R-4 • all developments in the downtown business district zone exceeding a certain height threshold requires a development agreement. • the Regional Plan reinforces policies related to the protection of viewplanes and heritage

⁵ The Regional Plan is proposing to require all buildings over a certain height to be considered by development in the Spring Garden Road Area. The Urban Design Study will establish more clarity on scale, massing and design of buildings in the Regional Centre/Capital District

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Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Birch Cove Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	Halifax MDP	<p><u>Consistent</u></p> <ul style="list-style-type: none"> all uses, including park and ride lots, are permitted in the C-2, I-1 <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to allow medium density residential on existing low density residential areas if desired
<u>Clayton Park West Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	Halifax MDP	<p><u>Consistent</u></p> <ul style="list-style-type: none"> there are infill opportunities on residentially zoned lands for medium density residential and for a mix of commercial and medium density residential on commercially zoned lands park and ride lots may be permitted in the C-2 Zone Schedule K lands permits all uses through the provisions of a development agreement most of the Schedule K lands have approved development agreements
<u>West End Mall Urban District Centre</u> high density residential, retail, small office buildings and structured parking for park and ride	Halifax MDP	<p><u>Consistent</u></p> <ul style="list-style-type: none"> commercial uses are permitted in the C-2, C-2A and C-3 zones (Peninsula or Mainland LUB) parking structures are permitted in the C-2 and C-3 zones high density residential is permitted in the R-3 Zone, C-2 (Village Centre Shopping Centre) and C-3 (Peninsula LUB zones) medium density residential is permitted in the C-2A (Mainland LUB Zone) a development agreement would be required to allow residential use on the Halifax Shopping Centre and West End Mall sites if desired <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to allow high density residential on the Mainland portion of the centre in commercial areas
<u>Spryfield Urban Local Centre</u> medium density residential, convenience and commuter retail and shared surface parking for park and ride and commercial uses	Halifax MDP	<p><u>Consistent</u></p> <ul style="list-style-type: none"> mixed medium density residential and commercial can be permitted in the C-2 and C-2A zones parking structures are permitted in the C-2 and C-3 zones medium density residential is also permitted in the R-3 Zone (Mainland LUB)

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with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Herring Cove Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	PD 5 (Chebucto Peninsula)	<p><u>Consistent</u></p> <ul style="list-style-type: none"> commercial uses are permitted in the C-1 and C-2 zones <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to permit medium density residential or a mix of commercial and residential uses in this Plan Area a plan and/or a zone amendment would be required to permit a park and ride lot in the C-2 Zone
<u>Sambro Rural Local Centre</u> low density residential, service station, convenience retail	PD 5 (Chebucto Peninsula)	<p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to a service station, park and ride lot or convenience retail in this area
<u>Fall River Rural Commuter Centre</u> low density residential, and car oriented retail (grocery store) and park and ride lot	PD 14/17 (Shubie)	<p><u>Consistent</u></p> <ul style="list-style-type: none"> commercial uses are permitted in the C-2 Zone in the Community Commercial Designation Low density residential uses are permitted in the surrounding Residential and Resource designations <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan and/or a zone amendment would be required to permit a park and ride lot in the C-2 Zone
<u>Middle Sackville Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	Sackville	<p><u>Consistent</u></p> <ul style="list-style-type: none"> convenience commercial uses, including park and ride lots, are permitted in the C-1 Zone multiple unit dwellings may be considered by rezoning (up to 6 units) or by development agreement (over 6 units) in the Urban Residential Designation where sewer and water services are provided alternatively a mix of commercial and residential uses can be considered by rezoning to a CDD Zone in the Urban Residential Designation where sewer and water services are provided and by entering into a development agreement <p><u>Potentially Inconsistent</u></p> <ul style="list-style-type: none"> this centre would not be consistent with the requirements for this area if sewer and water services are not provided

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with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Lower Sackville Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	Sackville	<p><u>Consistent</u></p> <ul style="list-style-type: none"> convenience commercial uses , including park and ride lots, are permitted in the C-2 Zone park and ride lots are permitted in the BP Zone multiple unit dwellings maybe considered by rezoning (upto 6 units) or by development agreement (over 6 units) in the Urban Residential Designation alternatively a mix of commercial and residential uses can be considered by rezoning to a CDD Zone in the Urban Residential Designation a mix of residential and commercial uses are permitted in the PC Zone in the Pinehill/Cobequid Designation <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be needed to allow residential uses in the Business Park Designation
<u>Sackville Suburban District Centre</u> medium - high density residential, retail, small office buildings and park and ride lot	Sackville and Sackville Drive Secondary Plan	<p><u>Consistent</u></p> <ul style="list-style-type: none"> commercial and medium density residential uses are permitted in the VC Zone of the Acadia Village Centre Designation, in the PR Zone of the Pedestrian Retail Designation, and in the DC-3 Zone of the Downsview/Beaver Bank Designation park and ride lots are permitted in the DC-3 Zone medium to high density residential uses maybe considered by development agreement in the Urban Residential Designation but there are limitations on the number of units that maybe developed due to the Sackville Drive Trunk Main capacity issues <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to permit high density residential in the VC Zone a plan amendment would be needed if there is a desire to permit medium to high density residential uses in the LS Zone of the Downsview/Beaver Bank Designation

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Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Bedford South Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	Bedford	<p><u>Consistent</u></p> <ul style="list-style-type: none"> low to medium density residential uses and convenience retail and neighbourhood commercial uses may be considered in the RCDD Zone all uses may be considered in the BSCDD Zone medium density residential is permitted in the R-3 Zone
<u>Bedford Mill Cove Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	Bedford	<p><u>Consistent</u></p> <ul style="list-style-type: none"> medium density residential and convenience retail may be considered in the WFCDD Zone by development agreement low to medium density residential uses and convenience retail and neighbourhood commercial uses may be considered in the RCDD Zone medium density residential is permitted in the RMU, RTU zones park and ride lots are also permitted in the CGB and CMC zones <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to allow any park and ride facilities or commuter oriented retail in the WFCDD Zone
<u>Kearney Lake North Suburban Local Centre</u> medium density residential, convenience commercial and commuter oriented retail and park and ride lot	Bedford and Hammonds Plains/Beaver Bank/ Upper Sackville	<p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment is needed to allow these uses in this portion of the Bedford Plan area and in the Hammonds Plains/Beaver Bank/ Upper Sackville Plan area

Attachment E
Analysis of Land Use Conformity of Regional Plan Centres
with Existing Municipal Planning Strategies

Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
<u>Bedford Sunnyside Mall Suburban District Centre</u> medium - high density residential, retail, small office buildings and park and ride lot	Bedford	<p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to allow high density residential in this area a plan amendment would be required to allow a mixed residential commercial development in the CSC Zone if residential uses are contemplated for the Sunnyside Mall or Bedford Place Mall sites <p><u>Consistent</u></p> <ul style="list-style-type: none"> medium density residential uses, commercial uses and office uses may be considered in the CCDD Zone medium density residential uses and convenience retail and neighbourhood commercial uses may be considered in the RCDD Zone medium density residential are permitted in the RTU Zone park and ride lots are permitted in the CGB and CMC zones
<u>Enfield Rural Commuter District Centre</u> low to medium density residential uses and local commercial (e.g. grocery store, hardware store) that meet the daily needs of residents and park and ride lot	PD 14/17 (Shubie)	<p><u>Consistent</u></p> <ul style="list-style-type: none"> commercial uses are permitted in the C-2 and C-4 zones in the Community Centre Designation park and ride lots are permitted in the C-4 Zone low density residential uses are permitted in the R-1e, R-1b and R-6 zones <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to allow medium density residential in this area a plan and/or a zone amendment would be required to permit a park and ride lot, if desired, in the C-2 Zone
<u>Bedford West Suburban District Centre</u> medium - high density residential, retail, small office buildings and park and ride lot	Bedford	<p><u>Potentially Consistent</u></p> <ul style="list-style-type: none"> this area is subject to the Bedford West Master Plan project that, to date, has identified this area as Residential Neighbourhoods with a major node of mixed use/business campus and two nodes of institutional/residential

Attachment E
Analysis of Land Use Conformity of Regional Plan Centres
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Centre	Existing MPS	Consistency/Inconsistency with Existing MPSs
Waverley Rural Commuter Local Centre low to medium density residential uses, gas station and convenience retail and park and ride lot	PD 14/17 (Shubie)	<p><u>Consistent</u></p> <ul style="list-style-type: none"> commercial uses are permitted in the C-2 Zone in the Community Centre Designation low density residential uses are permitted in the R-1a, R-1b and R-1d zones <p><u>Inconsistent</u></p> <ul style="list-style-type: none"> a plan amendment would be required to permit medium density residential uses in this plan area a plan and/or a zone amendment would be required to permit a park and ride lot in the C-2 Zone

Attachment F

List of Research

Land Use Opportunities for Sustainable Development

Rural Community Form and Land Use Suitability

Greenfield Areas Servicing Analysis

Brownfield Sites: An Option Paper for HRM

Urban Core Residential Capacity Analysis

Employment, Population and Housing Projections for HRM

Municipal Land Use Policy & Housing Affordability

Settlement Pattern & Form, with Service Costs Analysis - Preliminary Report

Transit and Land Use Form Report

HRM Water Resource Management Study

Transit Oriented Development (TOD) & High Capacity Transit (HCT) Opportunities Analysis

Transportation Demand Management Options

Parking Supply Management Strategies Report

Options for On-site and Small Scale Wastewater Management

Economic Potential of HRM and Halifax Harbour

Cultural Heritage Protection

Planning Strategy for Halifax Harbour - Preliminary Recommendations

Summary of Research

Centre for Water Resources Studies Report

The Potential for Partnerships in Community Reinvestment and Affordable Housing in HRM

Regional Plan Preferred Alternative - The Proposed Plan

Public Perception of Homelessness and Housing Affordability in the HRM

Bedford West Planning Area - Subwatershed Management Plan

Morris Lake Stormwater Management Plan

St. Margaret's Bay Land Use Report

Baseline Report

Homelessness in HRM - Portrait of Streets and Shelters

2002 HRM Citizen's Survey

CRA Metro Quarterly Regional Planning Survey Results

Business Park Assessment and Growth Plan

A Blueprint for Bicycle Friendly HRM

HRM Capital District Urban Design Project Vol. 1-3

Capital District Case Study Report

Public Facility Needs and Opportunities Study

Urban Design Plan - Terms of Reference - DRAFT

Integrated Servicing Study

Open Space Opportunities Report - Background Paper for Alternatives Mapping

Environmental Assets - Goals, Issues and Options Summary Paper for HRM

Attachment G

Draft Regional Plan

