

THEME 3: HRM is LIVABLE.




Vision: Suburban areas have enjoyed enormous prosperity and growth over the past several decades. Because this growth is expected to continue we need to focus on improving community design standards. New design standards will lead to more attractive and sustainable ("green") communities and will result in more beautiful, walkable and complete communities. Rural areas too, will benefit from new design standards. In both suburban and rural areas there will be a focus on directing new growth to areas where infrastructure and services already exist.

Key objectives:



- ✓ Improve standards to achieve safe and efficient design, that is aesthetically pleasing and reduces environmental impacts
- ✓ Improve the quality and appearance of neighbourhoods
- ✓ Create and maintain built and natural environments and infrastructure which support and inspire residents to be active where they live, work and play.
- ✓ Direct new growth to where infrastructure and services already exist while protecting local neighbourhoods
- ✓ Develop a strategic approach to how we protect, develop, and manage open space networks in a sustainable manner.
- ✓ Ensure affordable housing options for all residents by developing complete and inclusive communities
- ✓ Improve community engagement and communication



Council Focus Area: Community Planning; Governance and Communications; Infrastructure. **Community Outcome Area:** Well Planned & Engaged Communities; Safe, Inclusive and Welcoming Communities; **Administrative Priorities:** Fiscal Health; Excellence in Service delivery

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
<p>3.1. Review urban, suburban, and rural street standards to create functional and vibrant streetscapes</p> <p><i>Survey Says: Important 82% Not Important: 2%</i></p>	<p>3.1.1 If we want the public to get excited about development, 'best practices' cherry-picked from cities with completely different histories are probably not the best way to do it.</p>		<p><u>In scope:</u> Best practice research is an important component of the RP+5 but it will be considered along with HRM's history, unique geography, population distribution, economics and other considerations.</p>	<p>Staff recommends CDAC continue to consider best practice research.</p>	
	<p>3.1.2 Suburban local (secondary) plans are in desperate need of revisions. Move beyond the centre plan. We are losing valuable natural areas to continued sprawling and completely unnecessary development. CLARIFY and be specific about the intention around lands designated 'urban reserve'.</p>		<p><u>In scope:</u> The Regional Plan establishes the review of secondary plans as key to the implementation of the Regional Plan. Upon completion of the Centre Plan (2015), Regional Planning will commence work on new, consolidated suburban and rural secondary planning strategies that will also include performance-based land use regulations. The Regional Plan, RP+5 and HRM By Design are based on the tenet of protecting natural areas by focusing growth in centres with existing services and infrastructure.</p> <p>Section 3.2 of the Regional Plan explains the purpose of the Urban Reserve designation; "The primary intent of the URD is to ensure there is a continuous supply of land that can be serviced with central (municipal wastewater and water distribution) services beyond the 25 year horizon of this Plan".</p>	<p>Staff recommend RP+5 move forward in developing policies that would require the development of performance-based land use planning strategies in suburban and rural regions of HRM. Subsequent community plans, including the Centre Plan, will address active transportation and natural corridors.</p> <p>Staff recommends that RP+5 place a designation on all or some suburban growth centres which requires uses and design features that promote compact and transit-oriented development.</p>	<p><u>Pedestrian Oriented Designation (POD) in Suburban Centres:</u> This designation reflects demographic and development trends influenced by an ageing population and growing demand for multi-unit dwellings. Research literature points to the important role of design for increasing residential density and introducing retail, services and employment to encourage safe, healthy "Complete Communities" with lower dependence on car travel.</p> <p>More compact growth reduces the conversion of natural and resource lands to suburban uses, including extensive surface parking. Where appropriate, best practices in permeable paving, stormwater absorption, maintenance of the urban forest canopy, solar exposure and green roofs or walls can further reduce environmental impact. Suburbs include many underutilized "greyfield" sites which could be redeveloped as focal points to demonstrate compact, sustainable community hubs.</p>




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			<p>Given the delay before local planning strategies and land use by-laws can be reviewed for the Suburban Growth Centres, it is our intention to adopt some basic rules, through RP+5, to ensure more dense and transit & pedestrian oriented developments in strategic locations. The requirements would be kept as simple as possible, to retain the opportunity for communities to customize their planning documents when the full secondary plan review is undertaken.</p>		
	<p>3.1.3 As a resident of Mainland South, I am appalled at the lack of teeth in our Secondary Plan and our land-use by-laws. Would like to see more environmental protection policies for both the developers and private lot owners.</p>		<p><u>In scope with proposed development controls-</u> HRM is currently updating and improving a number of regulations to control the impact of developments. RP+5 will incorporate the findings of the stormwater, lot grading and wastewater plans into the Regional Plan. These regulations will improve storm water, erosion and sedimentation control, and watercourse protection in all developments.</p> <p>RP+5 could also further the Urban Forest Master Plan (UFMP) through adoption of design principles that maintain the urban forest canopy and developing an integrated design approach for municipal infrastructure. The Urban Forest Master Plan calls for the development of an urban forest canopy conservation by-law and may result in policies to protect riparian buffers at all times, not just during development.</p>	<p>Staff recommends that RP+5 incorporate the findings of the stormwater, lot grading, Urban Forest Master Plan and wastewater plans into the Regional Plan.</p> <p>Staff also recommend that implementation of the UFMP have a strong focus on education, incentives and subdivision control.</p>	
	<p>3.1.4 Make all sidewalks and entryways accessible.</p>		<p><u>In scope of existing engineering standards-</u> Street and sidewalk provisions are governed by the HRM Red Book Design Standards (2009) http://www.halifax.ca/designcon/design/documents/PartB-StandardDetails.pdf Also see Active Transportation Plan Technical Appendix http://www.halifax.ca/tm/activetransportation/Documents/GuidelinesfromTechnicalAppendixCouncilReport.pdf HRM staff are currently reviewing areas without sidewalks and rating them. Sidewalks will first be installed in those areas with the highest priority ranking, based on budgeting.</p>	<p>Staff recommends that this comment be referred to HRM Transportation and Public Works.</p>	
	<p>3.1.5 More sidewalks in the Preston Area, along with more crosswalks, lower speed limits, full time bus services and more streetscaping.</p>		<p><u>In scope of existing HRM policies:</u> RP+5 will develop a prioritized list of infrastructure projects based on RP+5 goals, including previously endorsed projects, such as contained in the Downtown Halifax Plan. <u>Sidewalks:</u> Prior to amalgamation, sidewalks were not required in several areas of HRM including areas of Sackville, Dartmouth and Halifax. Since then, all new developments require sidewalks.</p>	<p>Staff recommends that this comment be referred to HRM Transportation and Public Works and to HRM Infrastructure for consideration of streetscaping improvements.</p> <p>CDAC may consider identifying certain</p>	<p>Investment in public realm improvements is considered a major incentive for development and economic revitalization. HRM is focused on creating vibrant, livable and sustainable communities. The Urban Forest Master Plan is part of HRM's efforts to integrate green infrastructure like street trees with grey infrastructure of sidewalks, curbs and roadways.</p>

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			<p>HRM staff are currently reviewing areas without sidewalks and rating them. Sidewalks will first be installed in those areas with the highest priority ranking.</p> <p>The rating takes into account potential for pedestrians including proximity to schools, daycares, parks, shopping, and public transit. There are currently more than 250 locations on the rated list. Based on current funding, HRM is able to install sidewalks at 5 to 10 new locations a year. Within the urban tax area the new sidewalks are funded 50% through capital budget and 50% through local improvement charges with limits approved by the local Councillor.</p> <p><u>Crosswalks:</u> Crosswalks and speed limits are reviewed in the Traffic and Right of Way department, based on warrants and subject to the provincial Traffic Authority.</p> <p><u>Transit:</u> East Preston is a rural service area therefore the area is serviced by Community Transit Service. The existing Community Transit service currently provides service to Highway # 7 and Brooks Drive. No changes to the Porter's Lake Community Transit Service or any new service in the East Preston area were included in Metro Transit's 2012/13 Annual Service Plan which was approved by Halifax Regional Council on April 3, 2012, and are not included in any future plans at this time.</p> <p><u>Streetscaping:</u> HRM Facilities Development have funds for Capital District Streetscaping and 3 Regional streetscaping projects (Herring Cove Rd, Sackville Drive and Main Street in Dartmouth. The Main Street funds are for the area between Woodlawn (NSCC) and the Parclo. Any additions or expansions to these streetscaping areas would require approval from Regional Council.</p> <p>RP+5, the Centre Plan and subsequent community plans for suburban and rural HRM will include design standards for "complete streets". The Urban Forest Master Plan and RP+5 will aim to integrate green infrastructure, like street trees, with HRM's grey infrastructure such as sidewalks, bike lanes, and roadways.</p>	<p>priority streetscape and public amenity improvement projects to be included in the amended Regional Plan.</p> <p>This would accompany a list of priorities for road and active transportation projects in support of Regional Plan goals.</p>	




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	<p>3.1.6 Widen Hammonds Plains Road</p> <p>AND</p> <p>3.1.7 Pave shoulders on Hammonds Plains Rd. to improve walkability</p> <p>AND</p> <p>3.1.8 Hammonds Plains infrastructure needs to be upgraded to accommodate growth, especially streetlights, streets, speed limit reduction, traffic signal installations.</p>		<p><u>Aligns with HRM Transportation and Public Works projects:</u> Beginning in 2012, sections of Hammonds Plains Road will be widened by approximately three metres to provide better accommodation of high traffic flows and active transportation (bikes and pedestrians). Streetlights, posted speed limits, and traffic signals are installed based on standard criteria. HRM staff will continue to monitor traffic volumes and other criteria to determine appropriate traffic control treatments as warranted.</p> <p>Widening of Hammonds Plains Road to provide additional traffic lanes is not feasible due to the impact and cost of acquiring properties. As sections of Hammonds Plains Road come up for rehabilitation, paved shoulders are being added.</p> <p>Hammonds Plains is under growth management through the Regional Plan; the current growth is due to development of lots that were approved prior to the Regional Plan (“grandfathering”). Growth should decrease as the limited supply of lots is developed.</p>	<p>Staff recommends that RP+5 provide policy direction for the Road Network Functional Plan and Active Transportation Plan review.</p>	
	<p>3.1.9 Not destroying our wildlife/woods areas in rural settings. Maintain large developments to core, sustainable areas. Do not turn rural areas into urban centers.</p>		<p><u>In scope:</u> The Regional Plan currently contains policies related to open space subdivisions and RP+5 will be revising these regulations. The current RP+5 scope proposes to update the open space subdivision regulations, explore wastewater management districts, evaluate rural growth centres, increase support for our unique heritage & cultural assets, and develop a sound economic base to support services and amenities in rural communities.</p> <p>The Rural Commuter, Rural Resource, Agricultural, and Open Space and Natural Resource designations are all in place to protect the unique rural character and resource based activities.</p>	<p>Staff recommends the RP+5 project move forward with policies that review and revise the open space subdivision regulations.</p> <p>Staff recommends that RP+5 develop mixed use designation for appropriate rural growth centres.</p>	<p>The RP+5 project will also review the number, appropriate size and location of the Rural Growth Centres to reflect what has been learned over the past five years about infrastructure costs, transit feasibility and development interest. This will ensure that the rural portion of the Regional Settlement Map better reflects the realities of the rural context. In more outlying areas, less emphasis will be placed on growth, in return for more emphasis on conserving land and water quality to safeguard the economic resource base of remote centres.</p> <p><u>Mixed Use Designation in Rural Centres:</u> This designation would reflect RP+5’s realistic review of the feasibility and costs of developing rural centres and the outcome of Community Visioning programs. Applying an interim mixed use designation could ensure the development of a blend of uses and services that support the surrounding communities and provide linkages to community transport and active transportation.</p> <p>Research has explored the differences between rural commutershed growth and remote rural decline, the interdependence between land, sea and settlement, the effects of automobile dependency and telecommuting on rural lifestyles, and the emergence of heritage and ecological tourism as an economic incentive for conservation and design. Best practices in affordable housing, rural community development and ecologically sensitive development will also be considered.</p>

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<p>3.2 Adopt planning practices and policies that support active living in the planning design and development of the built environment. Survey Says: Important 87% Not Important: 3%</p>	<p>3.2.1 <i>More recreation opportunities! Better access to McNabs Island, pedestrian bridge connecting Halifax boardwalk with Dartmouth harbour walk, connect trails off the peninsula (ie. long lake, hemlock ravine, frog pond, chain of lakes trail, Bedford waterfront, Shubie Park, Lake Charles) with the peninsula. Calgary has over 700km of connected bike and walking paths in their city, let's aspire to have great recreational paths too!.</i></p>		<p><u>In Scope</u>- RP+5 will strengthen the development of open space and active transportation. Public consultations have confirmed that open space and active transportation are of great importance to citizens. HRM has a number of initiatives which will improve active transportation, connectivity of natural and recreation corridors:</p> <ul style="list-style-type: none"> • Regional Trails Plan • Active Transportation Plan • Urban Forest Master Plan • Cole Harbour Open Space Plan • Commons Plans (Dartmouth, North, Western, and Central) • Blue Mountain/Birch Cove Lakes Regional Park <p>RP+5 will support the development of open space as part of community design standards. The Regional Centre Open Space Plan will proceed as part of Phase 2 of the Centre Plan. The Regional Open Space Plan will be completed as part of the new rural and suburban secondary plans.</p>	<p>Staff recommends that RP+5 continue to support and reflect policies and initiatives that further open space planning and active transportation linkages.</p>	
	<p>3.2.2. <i>Encourage HRM residents to get active and involved in the community through triathlon, running, biking, swimming, soccer, hockey, dancing, yoga, walking, hiking, volleyball, basketball, and other active activities by making it easy, affordable and accessible like the oval on the Commons... Let's allow everyone the opportunity to have a healthy and active lifestyle!</i></p>		<p><u>Aligns with Active Transportation Plan & Stepping Up Strategy:</u> Although the Regional Plan is largely concerned with community design and infrastructure issues (e.g connecting transit to recreation and active transportation trails), active living is encouraged and promoted through a number of HRM programs, events, and partnerships under the umbrella of "Stepping Up - A Physical Activity Strategy for the Halifax Region" (www.steppinguphalifax.ca).</p> <p>Comment continued.... <i>This means easy and convenient transit to the activities, funding recreational facilities, funding recreational programs, creating awareness of the importance of being active, showing people how much fun it can be, having festivals of activity, supporting local events like the Bluenose Marathon and making it easier for things like road races to occur. There are barely any running races in Halifax because it is so expensive to get permission and pay to open the streets to people for the race. World-class cities host many fun, active, sporting events for people of all ages like road races on the city streets. Let's follow their lead and encourage more of this in Halifax so we can be a healthy community!</i></p>	<p>Staff recommend this comment be referred to HRM Recreation and Stepping Up Governance Committee</p>	<p>The Goals and Objectives of the "Stepping Up - A Physical Activity Strategy for the Halifax Region" (www.steppinguphalifax.ca) are based on research and best practices in this area. One of the focus areas includes incorporating more active opportunities into HRM Civic Events. In addition:</p> <ul style="list-style-type: none"> • HRM recreation offers 7,000 different active opportunities every year through the many Recreation and Sport programs, camps, courses, special events, rentals, and gym memberships. • The new Emera Oval will now offer both winter and summer active living programs (similar to how the Oval had an 'everyone welcome' policy - no costs, free equipment lending, free lessons, etc. There will be a whole new menu of different active opportunities at this venue! • HRM Community Recreation Services is also in discussions with the NS Dept. of Health and Wellness piloting a Coaching Education initiative this fall. It would be the first pilot for Nova Scotia, utilizing the Active for Life principals from Sport Canada.



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	3.2.3 <i>Close off streets to traffic for short time periods. Make them pedestrian and bike friendly. Take cues from European cities with shared streets.</i>		<i>Aligns with Active Transportation Plan, Halifax Downtown Plan, Centre Plan and Stepping Up-</i> This comment is in-line with the Goals and Objectives of the Stepping Up - A Physical Activity Strategy for the Halifax Region (www.steppinguphalifax.ca). The goals/objectives/actions are all based on best practices and regional innovation. The Downtown Plan contains policies which encourage the temporary and longer term closure and shared use of streets to increase vibrancy. Similar policies would be considered as part of the Centre Plan.	Staff recommends that the new Regional Centre chapter include support for the use of street closures and active transportation infrastructure as a way to increase vibrancy and health of communities.	Local residents can request a street closure permits for neighbourhood block parties. See http://www.myhrm.ca/ToolKit/CommunityGrants.php#WhatAre HRM supports street closures during various civic events such as Bike Week , Nocturne, Natal Day, etc.
3.3 Ensure opportunities and access to a diverse and connected open space network are provided Survey Says: Important 81% Not Important: 3%	3.3.1 <i>Refer to Our HRM Alliance's greenbelt policy</i>		<u>In Scope-</u> HRM Staff are working with HRM Alliance to ensure greater understanding and appreciation for the growth management controls established under the Regional Plan (2006). Staff recognizes that the concept of a "greenbelt" can be a powerful tool to create public buy-in and understanding of planning concepts. RP+5 will explore public education and promotion of growth management benefits. An assessment of the impact of current growth management controls on development will be available upon completion of the Sustainable Urbanism Study and further staff research (e.g. km of new public roads created, number of new and grandfathered lots available for development outside of the service boundary etc). RP+5 is also focussed on defining priorities for active transportation and protection and promotion of open space. See Sustainable Table 1.2.3 for detailed response.	Staff recommends that RP+5 promote public understanding of growth management controls and their alignment with greenbelting and continue the commitment to open space planning.	An important element of HRM's regional growth and community development is the protection, development and management of open space. Toward this goal a regional open space plan is being developed to ensure parks, environmentally sensitive lands, forests, waterways, cultural landscapes and active transportation pathways are properly planned and managed. The open space planning effort will focus first on the regional (urban) centre followed by rural and suburban areas. The Plan will establish policy directions, strategies and actions for building a sustainable open space system, one that provides quality recreational, environmental, active transportation, cultural, and community benefits. The benefits of open space to the HRM Region and all of its communities are significant. A sustainable open space network contributes directly to the Region's social, environmental, and economic prosperity. <i>The sustainability of HRM as a vibrant and healthy community depends on it.</i> Open space includes strategic land and water resources which support important habitat and ecosystems, protect natural resources, preserve cultural landscapes, provide for active transportation, and parks and trails for outdoor recreation. Open space helps to shape development patterns and builds more liveable communities.
3.4 Enable the construction of small lot rural subdivisions by advocating for changes to provincial on-site septic regulations (clustering) Survey Says: Important 46% Not Important: 16%	3.4.1 <i>Clustering is already allowed. It is Halifax Water that stops this best form of rural development to occur by refusing to be responsible for managing shared sanitary systems.</i>		<u>In scope:</u> Policies SU-17 to SU-20 of the Regional Plan speak to the potential of encouraging or establishing Wastewater Management Districts (WWMDs) within Rural Commuter, Rural Resource and Agricultural designations through a secondary planning process or land use by-law. WWMD have not been implemented to date but ongoing watershed studies identify areas that could benefit from wastewater management districts. Further work is warranted to determine how a WWMD program could be implemented in an effective and cost-efficient manner.	Staff recommends that work continue on defining appropriate implementation mechanisms for WWMDs. Staff also recommend that HRM continue to work with the Province to seek stronger enforcement of waste management. CDAC may choose to take an advocacy position on this issue (include in the CDAC "Bike Rack" of issues).	More research on this issue is forthcoming.



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	<p>3.4.2 Revisit the growth targets and suggest a more sustainable split - 50% urban, 35% suburban, and 15% rural.</p>		<p><u>In scope:</u> RP+5 will review growth targets and institute incentives based on the results of <i>Sustainable Urbanism: Quantifying the Costs and Benefits to HRM, Residents and the Environment of Alternative Growth Scenarios</i>.</p>	<p>Staff recommends CDAC await the results of the study to revise growth targets. Delivery of the first draft of this study is anticipated by August 2012.</p>	<p>The <i>Sustainable Urbanism: Quantifying the Costs and Benefits to HRM, Residents and the Environment of Alternative Growth Scenarios</i> is seeking to quantify the costs and benefits of municipal growth under a range of potential densities and development patterns. The impact of these costs and benefits must be fully understood in order to make intelligent decisions about future growth. Four scenarios are being evaluated:</p> <ol style="list-style-type: none"> 1. <u>2006 Regional Plan Growth Goals:</u> 25% urban, 50% suburban, 25% rural 2. <u>Actual Observed Growth Since 2006:</u> 16% urban, 56% suburban, 28% rural 3. <u>Hypothetical Growth Scenario A:</u> 40% urban, 40% suburban, 20% rural 4. <u>Hypothetical Growth Scenario B:</u> 50% urban, 30% suburban, 20% rural
	<p>3.4.3 Put a hold on new rural open-space subdivisions until the residential growth target of 25% is met for the Regional Centre. If you do not put a hold on new open-space subdivisions, require the design of open-space subdivisions work around the Regional Open Space Plan rather than the Plan working around development proposals.</p>		<p><u>In scope:</u> The 2006 Regional Plan introduced the ability to do small, dense open space subdivisions based on the concept of clustering homes, roads and services in appropriate locations, while leaving the balance of lands undisturbed. This form of development requires water quality and quantity testing and identification and protection of significant site features prior to considering the location of homes and roads.</p> <p>Since adoption of the Regional Plan, only a small number of open space subdivisions have been proposed. This is partially due to on-site septic regulations, which make it difficult to cluster systems. RP+5 proposes to evaluate the open space subdivision regulations.</p>	<p>Staff recommends that RP+5 continue to review open space subdivision regulations.</p>	<p>For more information on the principles of Open Space Subdivisions: http://www.halifax.ca/regionalplanning/documents/AGuidetoOpenSpaceSubdivisionMay2007.pdf</p>
	<p>3.4.4 Require low-impact development. Continue to ground truth wetlands of any size in HRM and put policies in place to protect them from development. If a wetland must be destroyed, require replacement on a 3:1 ratio.</p>		<p><u>Aligns with existing RP policy:</u> Regional Plan protected wetlands and watercourse through land use planning. The replacement of wetlands falls under provincial jurisdiction.</p> <p>Wetlands and other watercourses are vital components of the hydrogeological cycle and affect quality and quantity of groundwater. They also have many other benefits that make their protection essential. In accordance with policy E-9 HRM adopted a “Wetland Schedule” to be used as a reference in determining the presence of wetlands 2000 m² or greater in area.</p>	<p>Staff recommends updating Section 2.2.2 of the Regional Plan to reflect information on the new wetland Conservation Policy.</p>	<p>The Environment Act and the Environmental Goals and Sustainable Prosperity Act (EGSPA) contain critical provisions related to wetlands. Under these regulatory tools, Nova Scotia Environment (NSE) has the primary regulatory and enforcement responsibilities for wetlands. The 2011 Wetland Conservation Policy requires a permit for alteration to all freshwater and certain tidal wetland over 100m². http://www.gov.ns.ca/nse/wetland/docs/Nova.Scotia.Wetland.Conservation.Policy.pdf</p>



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<p>3.5 Encourage underground utilities in appropriate areas Survey Says: Important 77% Not Important: 5%</p>	<p>3.5.1 <i>Underground utilities would save money in the long run.</i></p>		<p><u>In scope:</u> RP+5 will be instituting policy to encourage the undergrounding of overhead power and telecommunications infrastructure to improve aesthetics, enable the expansion of the urban forest and increase system reliability. Staff are proposing policy that would require various degrees of undergrounding in urban, suburban and rural developments. Staff may also suggest a phasing in of undergrounding requirement.</p>	<p>Staff recommend that RP+5 continue to develop policies to encourage undergrounding of services in all regions of HRM, recognizing that the requirements will be different for urban, suburban and rural developments.</p>	<p>Based on studies commissioned by the Halifax Regional Municipality, the incremental cost of undergrounding overhead power and communication lines in a new residential subdivision will be in the range of \$6,800.00 to \$9,000.00 per 50 foot lot. The benefits which accrue from undergrounding overhead utilities are numerous and have been quantified and compared to the costs to achieve such an initiative. Studies suggest that, generally speaking, costs will outweigh benefits by a margin of 5 to 15 times, depending on the application. However, not all studies conclude that costs exceed benefits.</p>
<p>3.6. Introduce design guidelines for residential and commercial uses that create buildings and places that enhance communities and retain their value Survey Says: Important 82% Not Important: 4%</p>	<p>3.6.1 <i>Make Tantallon more livable and reduce Big Box development.</i></p>		<p><u>Aligns with another initiative:</u> Suburban community design is part of the scope of this review. The Regional Plan is based on the concept of complete neighbourhoods: high quality public transit, with an emphasis on walkability, compact development and a mix of mutually supportive land uses, all facilitated by good design. The project team is reviewing the standards for suburban growth centres. RP+5 will contain policies on how to design centres which are more compact, mixed use and supportive of transit. The standards would promote commercial development that is pedestrian friendly and oriented to the street, as opposed to the traditional style of large front parking lots with recessed businesses.</p>	<p>Staff recommend that RP+5 move forward with research and development of policies that foster mixed-use and complete neighbourhoods.</p> <p>Staff recommends that RP+5 place a designation on all or some suburban growth centres which requires uses and design features that promote compact and transit-oriented development.</p>	<p>A community-initiated vision has already been produced for this growing Rural Commuter Centre. Metro-X rural express bus service is in place and has been well received. HRM Regional & Community Planning Staff are reviewing the local Land Use By-Law to help shape future development in accordance with the community vision. This review will draw from experience gained in addressing big-box design and siting issues elsewhere in HRM.</p>
	<p>3.6.2 <i>New developments in Tantallon/St. Margaret's Bay call for upgrades in infrastructure</i></p>		<p><u>Addressed by another initiative:</u> A watershed study is in progress which is examining the feasibility and cost of small-scale wastewater systems and central water distribution for this area.</p> <p>The Road Network Function Plan (RNFP) will address the impacts of growth pressures and reflect Regional Plan growth goals and targets.</p>	<p>Staff recommends CDAC await the results of the watershed study. RP+5 should create policies and priorities to inform the RNFP.</p>	
	<p>3.6.3 <i>Limit signage on Lacewood</i></p>		<p><u>Out of scope:</u> Common to all streets, the need for traffic control signs is determined by the Traffic Authority. Other signs are controlled through bylaws and land use policy.</p>	<p>Refer comment to the Traffic Authority.</p>	
	<p>3.6.4 <i>Make Bayers Lake more walkable</i></p>		<p><u>Aligns with existing policy:</u> RP+5 is focused on ways to ensure that new developments, both commercial and residential, are designed and built to be more walkable. These mechanisms were not in place when Bayers Lake was built. Recently, some sections of sidewalk have been built on Chain Lake Drive and more are planned in the next few years. Making driveways and parking lots more walkable is the responsibility of individual property owners.</p>	<p>Staff recommends that RP+5 update Section 5.5.3.3 of the Regional Plan to reflect the completed Bayer's Lake Functional Plan and updated Regional Plan objectives.</p>	<p>The 2009 Bayers Lake Functional Plan recommends:</p> <ul style="list-style-type: none"> • Implementation of the recommendations of Active Transportation Plan and commission of a detailed alternative transportation plan for Bayers Lake to improve active transportation. • Improvements to public transit (e.g., bus stop locations and infrastructure, bus bays, and connectivity with active transportation network) <p>http://www.halifax.ca/business_parks/documents/FinalColliersBayLkreportfindraftMay1309.pdf</p>

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	3.6.5 <i>Downtown Halifax livability is being minimized by the disappearing viewplanes caused by high rise development replacing heritage buildings.</i>		<i>Aligns with Downtown Halifax Plan:</i> Downtown viewplanes are addressed by the HRMbyDesign Downtown Plan and are not part of this review process.	N/A	
	3.6.6 <i>Help residents understand that planned increased density and planned increased height are not bad things.</i>		<i>In scope:</i> RP+5 is considering new and improved ways to engage and communicate with the community. As new technologies emerge it is becoming easier to incorporate tools such as 3-D modeling, fly-throughs and other renderings to demonstrate development rules or proposed buildings' "look and feel", and illustrate how different design treatments can enhance overall design. The recent community engagement on Centre Plan Phase 1 was highly visual and was generally well-received by the community. It is also important to feature "well-designed density" projects to highlight the positive community effects of such developments. Staff would also like to work with community partners and stakeholders to help citizens understand the concept and benefits of density.	Staff recommends continuing work on revisions and improvements to the community engagement and communication sections of the plan.	
	3.6.7 <i>Make regional planning relevant at the local level. Many local plans are old... Ours is 25 years old and is resulting in a lot of bad development decisions in our area. Community 'visioning' exercises are not a replacement for the local community plans. Get on with local planning!!!!</i>		<i>In scope:</i> The Regional Plan provides direction on secondary planning and priority areas for growth. The current process tends to be lengthy and requires significant staff resources. The recent experience with Centre Plan Phase 1 demonstrated that with good process several sites can be addressed simultaneously. It may be possible to apply a similar performance-based approach to priority growth centres and secondary plan areas. In the interest of efficiency and consistency, the intention is to develop updated and consolidated secondary plans for the Regional Centre, suburban and rural areas of HRM. These documents would include specific policies reflecting the unique characteristics and needs of individual communities.	CDAC may wish to consider the following policy directions: <ul style="list-style-type: none"> • identify new priorities for secondary planning based on new growth projections; • revise implementation section to clarify that not all secondary planning processes have to go through a Community Visioning process and that several planning processes can occur simultaneously (subject to staff resources); • introduce new land use designations in local urban, suburban and rural centres (see 3.7.3). • focus secondary planning on priority growth centres; • streamline the secondary plan review process to allow for more timely implementation. 	Community Visioning is not a requirement for all secondary planning to proceed. In fact, several planning exercises have proceeded without community visioning in the past 5 years (mostly in relation to master planned communities) or with a shorter exercise in "strategic thinking". Community visioning however, provides an opportunity to engage a wider sector of the population in planning and rapidly identify key issues of importance to the community. There may be an opportunity to expedite and streamline secondary planning processes based on the experience and outcome of the Centre Plan and Performance Standards.


PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
	3.6.8 Improve playground areas for children and build playgrounds in areas where they do not currently exist.		Addressed by another process - HRM has over 400 playground sites across the region and endeavours to ensure that they are distributed to provide reasonable access and proximity. The Regional Open Space Plan will provide guidance on the construction of future playgrounds.	Refer to staff in Real Property & Planning and Parkland Planning	
	3.6.9 In order to attract development to the Regional Centre and achieve urban growth targets, natural gas provides neighbourhoods and communities with an economical fuel choice while also eliminating harmful air contaminants such as sulfur dioxide (SO2) and nitrogen oxides (NOx), and significantly decreasing Carbon dioxide (CO2) emissions....		In scope: RP+5 will support the development of alternative and renewable energy sources; natural gas is currently an affordable alternative. RP+5 will develop community design standards that incorporate infrastructure considerations for natural gas services and other alternative or renewable energy sources. New developments and infrastructure projects will continue to practice joint trenching and planning for future tie-in to alternatives. In addition, as an affordable energy source, natural gas connections could be explored as an incentive for growth in the Regional Centre. Comment continued: Making natural gas an integral part of community design standards will contribute to the beautification of HRM's communities through the elimination of propane and oil tanks. Including such design features into new communities will contribute to a lively collection of shops, stores, offices, restaurants.	Staff recommends that community design standards consider natural gas infrastructure. Staff recommends policies to encourage a range of alternative and renewable sources of energy.	
3.7 Introduce as-of-right form-based zoning in strategic growth centres and commercial corridors Survey Says: Important 53% Not Important: 8%	3.7.1 Facilitate people living centrally		In scope: Increasing and encouraging growth in our Regional Centre and growth centres is a major priority for RP+5 and is the fundamental principle for sustainable development. The Centre Plan and new land use designations in priority growth centres and corridors will facilitate more opportunities for residents to live centrally.	Staff recommends that work continue on as-of-right land use designations and incentives in strategic growth centres and commercial corridors.	A non-discretionary development approval process involves the review of development proposals against a set of quantifiable and qualitative land use by-law requirements. Its popularity stems from its relative administrative simplicity, quick processing timelines and predictability of results. Significant community engagement for these standards occurs when policies are being developed as opposed to the case by case basis required for discretionary approvals.



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	<p>3.7.2. Ensure that form based zoning makes good economic sense and does not just meet a legislative need; if it doesn't work it is not viable. Staff need to understand land development economics.</p>		<p>In scope: Any policies related to form-based zoning will be extensively vetted by the community, stakeholders in the development and design community and enforcement staff. Form-based zoning offers advantages for both landowners and residents by providing more certainty about what is allowed.</p> <p>A form-based code is an implementation tool, not a concept in itself. Indeed, a form-based code could conceivably be written to achieve conventional design, just as it could be written to achieve a traditional town centre. For this reason, it is important to develop a desired concept first, in consultation with citizens and other stakeholders, and then to identify which key elements of that concept should be required in the by-law. The community vision guides preparation of the form-based zoning, not vice versa.</p>	<p>Staff recommends that RP+5 continue to develop policies using form-based codes as the preferred community design tool.</p>	<p>HRM has recently incorporated this regulatory tool as part of the new Downtown Halifax Land Use By-Law, and it is also envisaged for the Centre Plan. A comparable approach holds promise for suburban growth centres.</p> <p>Form-based zone regulations involve more use of diagrams, as well as architectural and design terms which may not be familiar to the public, political leaders, development officers, enforcement agencies and legal staff. For this reason, form-based codes must be developed in close consultation with both internal and external stakeholders.</p> <p>See "Going Hybrid - How one city overhauled its zoning code while combining form-based and conventional elements" http://www.formbasedcodes.org/files/GoingHybrid_PlanningPractice.pdf</p> <p>Form-based codes can be effective in creating sustainable suburban corridors and rural community nodes: http://www.cmgc.com/media/handouts/260126/SAT-PDF/480-Whidden.pdf</p>
	<p>3.7.3 Mandate Halifax Transit & Water to participate in form-based zoning.</p>		<p>In scope: RP+5 will adopt pedestrian and transit-oriented land use designations in priority growth centres, which will include design standards.</p> <p>Many of the existing land use by-laws do not include public transit terminals in the list of permitted uses for those zones which could most benefit from transit service. This is because transit has been traditionally assumed to be located within the street rights-of-way, which are not subject to zoning.</p>	<p>Staff recommends that CDAC support a continued focus on developing transit oriented growth centres.</p> <p>Staff recommends that RP+5 place a designation on all or some suburban growth centres which requires uses and design features that promote compact and transit-oriented development.</p> <p>To enable transit terminals to be located centrally and fully integrated within growth centres and redevelopment corridors, transit uses should added to the list of permitted uses in all relevant zones for all land use by-laws. This could involve either site plan approvals or form-based zoning to enable sensitive design solutions without lengthy approval processes.</p>	<p>Given the delay before local planning strategies and land use by-laws can be reviewed for all Suburban Growth Centres, there may be a case for adopting some basic rules, through RP+5, to ensure more dense and transit & pedestrian oriented developments in strategic locations. The standardized requirements would be kept as simple as possible, to retain the opportunity for communities to customize their planning documents when the full secondary plan review is undertaken.</p>


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	<p>3.7.4. <i>As-of-right processes prevent communities from playing an active role in the planning process.</i></p>		<p><u>Commentary on approved scope</u>– This comment is related to the proposed policy direction but Staff does not agree that the development of as-of-right policies prevent communities from being involved in planning. As-of-right planning processes engage citizens in significant public consultation during the policy and plan creation, rather than on a case-by-case basis after the plan is in place. This was the process undertaken for approval of the Downtown Halifax Plan and By-law. Controversial issues such as height are discussed with the community extensively during the plans' development, and maximum heights and massing are then pre-established in the land use by-law. With this method, building height and massing is predictable and finite, and citizens know the maximum building size that can be achieved in their neighbourhoods, as opposed to the uncertainty of having to negotiate this on a case by case.</p> <p>HRM citizens are already being consulted on these types of issues through this Regional Plan 5 Year Review (RP+5) and through the HRMbyDesign Centre Plan project, which will see planning strategies and land use by-laws developed for each area of the municipality. The development of these strategies and by-laws will include widespread public engagement and consultation to ensure residents' views of their neighbourhood are enshrined in the final plan. Using heights as an example again, this is a key issue that will be established using input from residents during consultations. For the Regional Centre, the Centre Plan project will continue to host public consultations over the next three years as HRM works with the community to create the new Regional Centre Municipal Planning Strategy and Land Use By-law.</p>	<p>Staff recommends RP+5 continue to explore as-of-right planning tools for centres and strategic corridors.</p> <p>HRM has a Community Engagement Strategy which commits the organization to developing a good process at the policy stage. Staff recommends that the strategy continue to be implemented.</p>	
<p>3.8 Develop a Regional Open Space Plan that ensures that parks, open space corridors, environmentally sensitive lands, urban and natural forests, waterways, cultural landscapes and active transportation pathways are properly provided and managed</p>	<p>3.8.1 <i>Help local communities develop this ROSP in a practical and participatory way.</i> AND 3.8.2 <i>Develop policy to prevent loss of green spaces to roads/transit. Protect natural features (wetlands/trees).</i> AND 3.8.3 <i>Improve public access to waterfront and ocean lands.</i> AND 3.8.4 <i>Research, designate</i></p>		<p><u>Addressed by another process</u>: HRM has an ongoing program of open space development and acquisition. Certain priorities have been established (e.g. Cole Harbour Open Space, Blue Mountain Regional Park, Western Commons, Dartmouth Commons, Halifax Commons etc). RP+5 creates an opportunity for prioritizing future open space planning. See 3.1.9 and 3.2.1 above, for more information.</p>	<p>Staff recommends that stronger open space policies are developed in the Regional Plan and that staff continue to work on developing an open space network as part of ongoing secondary planning and open space development.</p>	<p>Open space planning places emphasis on protecting and managing open space assets including design guidelines and recommendations for better protecting environmentally sensitive areas, culturally significant lands, and stronger emphasis on streets and roads that support pedestrians and cyclists. Operationalizing open space planning should introduce a comprehensive planning approach to align transportation, land-use and open space planning objectives. This may include developing decision making tools for acquisition of open space to facilitate the development of a comprehensive network.</p>

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<p>Survey Says: Important 90% Not Important: 4%</p>	<p><i>and maintain "natural corridors" that connect protected areas, and require design of subdivisions to maintain these corridors.</i></p>				
	<p><i>3.8.5 Need meeting places, places to congregate, such as a community center.</i></p>		<p><u>In scope</u> Cultural spaces are an important feature for complete neighbourhoods and are a significant consideration for the Culture and Heritage component of the RP+5 review. Staff will be conducting a comprehensive inventory of existing cultural spaces; the lessons learned from RP+5 engagement and a gap analysis of this inventory will be used to inform the Cultural Spaces Priority Plan, slated to begin in 2013. The Priorities Plan will be a decision-making framework to ensure efficient use of existing cultural spaces and sound decisions when considering support for new or upgraded spaces. The Priorities Plan will identify gaps in provision of spaces and enable long-range planning to address these gaps and better serve HRM's cultural communities. Supporting existing spaces and new gathering spaces will certainly be considered under the new plan.</p> <p>The development of recreation facilities is guided by the Community Facility Master Plan, please see http://www.halifax.ca/facilities/CFMP/index.html for more information.</p>	<p>Staff recommends that CDAC endorse the proposed inventory of cultural spaces, built heritage and social heritage as fundamental knowledge for the development of the Heritage Functional Plan, Social Heritage Strategy and Cultural Spaces Priority Plan. The first stage of the inventory would focus on the Regional Centre.</p>	
	<p><i>3.8.6 Increased support for bike infrastructure is a necessity to combat obesity, economic disparities of the residents of Halifax and reduce crime.</i></p>		<p><u>Aligns with Active Transportation:</u> RP+5 proposes to create high-level policy to increase investment in bike infrastructure within the Regional Centre but specific routes will be identified as part of the Active Transportation Plan.</p>	<p>Staff recommends RP+5 continue to develop policy related to increasing support for active transportation infrastructure.</p>	<p>HRM is continually expanding the bike route network. Currently there is a focus on extending existing facilities, developing the peninsula bike route network, and making connections to facilitate continuity of routes. As the network develops, opportunities for temporary or partial closure of streets may be considered. The review of options for a north-south peninsula bike corridor will be complete by summer 2012 and a recommendation on a route or routes will be made to Regional Council in fall 2012. For more information see: www.halifax.ca/cycling</p>




PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
3.9 Develop a comprehensive "Housing For All" Strategy that includes policy, programs and partnerships Survey Says: Important 68% Not Important: 9%	3.9.1 Will there be a rent decrease in Bedford as a response to Urban Growth?		<u>Out of scope:</u> HRM does not have the authority to control rents and this is outside the scope of RP+5.	N/A	
	3.9.2 A great deal of support for the "Housing for All" strategy—but can it be done? AND 3.9.3 Get Affordable Housing Strategy, a means to discourage development on the fringes and residential developments on greenfield sites - this should be walkable		<u>In scope:</u> The RP+5 workplan proposes to consult on the following: Phase 1- RP+5 Chapter- 2012-2013 "Increase Options" <ul style="list-style-type: none"> PLAN AMENDMENTS- Create more affordable options through Secondary Suites, Unit Mix, Live/Work, Supportive Housing, Mobile Home Parks Define Affordable Housing & HRM's Role Enable Density Bonusing in Regional Centre focusing on affordable housing and public realm improvements (subject to legislative amendments) Phase 2- Complete Strategy- 2013-2014 "Remove Barriers & Create Incentives" <ul style="list-style-type: none"> PLAN AMENDMENTS- Amend planning and policy documents to remove barriers Create tax incentives to improve affordability Target disposal of assets to improve housing Investigate development of Housing Reserve Reduce fees and streamline process <u>Re: Growth controls:</u> the Regional Plan already has growth controls in rural areas; new rural design standards will help achieve walkability.	Staff recommends that CDAC support the development of policies to address housing affordability within municipal mandate. Staff will continue to work with the Province to collaborate on a housing program.	The key objective of this review will be to select the most effective and efficient policy tools to positively affect housing options and affordability for a broad spectrum of HRM communities and income ranges. The Regional Plan identified the need for an Affordable Housing Functional Plan and the 5 Year Review will complete this commitment in two phases, with anticipated completion of the Housing Strategy in 2014. Access to suitable housing is a fundamental need for residents and is an integral component of the goal to make HRM sustainable, vibrant, prosperous, livable, and mobile. HRM will not be able to grow sustainably if residents cannot afford to live in areas that need to densify and communities will not be vibrant if they are available to only a select affluent few. Effective delivery requires a three way partnership, with each partner providing an important role in increasing housing affordability. HRM'S role, which will be further defined through the RP+5 consultations, is to create opportunities for city builders (provide housing) and the province (fund and administer) to provide housing, while eliminating barriers to housing affordability in planning and policy documents.
	3.9.4 An anti-school closure policy like Edmonton Alberta.		<u>Out of scope:</u> The governance of schools is a provincial jurisdiction and out of scope for RP+5. In the past, Staff have made presentations to the Halifax Regional School Board to share information about new growth areas and seek to coordinate the provision of schools and support the concept of "compete communities".	No action required but CDAC may wish to engage the Dept. of Education and the Halifax Regional School Board as an important stakeholder in the RP+5 process (may warrant inclusion in CDAC's "Bike Rack").	
	3.9.5 Need more residential development downtown; without people living downtown the businesses will not survive.		<u>In scope:</u> Revitalization of the Regional Centre is a major point of focus for HRMbyDesign process, and the Strategic Urban Partnership. The RP+5 process, the Centre Plan and the Economic Strategy, are also designed to revive interest and investment opportunities in the downtown core and Regional Centre as a whole. The Centre Plan Phase 1 seeks to develop a new regulatory regime that would attract mixed-use development to key commercial corridors and opportunity sites within the Regional Centre. New tools, such as density bonusing	Staff recommends that RP+5 continue with policy development for the Regional Centre with emphasis on a diverse housing mix.	A recent study by the Canadian Urban Institute on "The 'Value of Investing in Canadian Downtowns'" featured Halifax and lauded recent efforts to revitalize the urban core. http://www.canurb.com/sites/default/files/reports/2010/120514%20-%20HALIFAX.pdf

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	<p>3.9.6 Main issues for Cherry Brook (Black Cultural Center): lack of reliable transit, water quality, servicing, development, engagement and communications, lack of communal gathering location, infrastructure and services, no sense of belonging, affordable housing...</p> <p>a. Need a transit line in East Preston.</p> <p>b. Stoppage on development in East Preston needs to end. Quote: "I think HRM wants to take our land away from us like in the past. C East Preston is not concerned, primarily, with sustainability; most people don't own their own land and can't build on it. As such these large development issues are out of context and scale for this small area. What is lacking is a public congregation space and a sense of community and belonging.</p>		<p>are required to ensure a broader housing mix within the Regional Centre.</p> <p><u>Comments partially in scope or addressed by other initiatives:</u> <u>Transit:</u> East Preston is a rural service area therefore the area is serviced by Community Transit Service. The existing Community Transit service currently provides service to Highway # 7 and Brooks Drive. No changes to the Porter's Lake Community Transit Service or any new service in the East Preston area were included in Metro Transit's 2012/13 Annual Service Plan which was approved by Halifax Regional Council on April 3, 2012, and are not included in any future plans at this time. <u>Water quality & Servicing:</u> The North Preston and East Preston communities were identified for a watershed study in 2011. The study will commence in 2012 and will determine feasibility of further servicing. <u>Community engagement:</u> The East and North Preston communities have a long history of community development. Any HRM's future engagement must build on these efforts. Initial conversations have taken place in 2010/11 between the local Councillor, the community and HRM staff about the possibility of initiating a community visioning program to address broad community issues, but at that time the community was going through its own strategic planning process (led by the East Preston ratepayers Association) and the watershed study has not yet been approved. There may be an opportunity to use the community visioning program as a way to build on the community's current strategic planning process and to explore in more depth issues that the municipality may be able to address in partnership with the community (e.g. public space). Apart from community visioning, there are other opportunities for HRM to build positive relations with the East Preston community and other indigenous Black communities through the development of the Social Heritage Strategy and the African Nova Scotia Liaison position. <u>Affordable housing:</u> RP+5 is proposing to introduce new Mixed Used land use designation in rural growth centres. This will not likely address the community's complex housing and development issues, such as servicing and land ownership. A 1996 provincial Task Force analyzing government services to Nova Scotia's Black community identified housing as a major issue and recommended a number of actions. <u>Land ownership:</u> It is not clear how HRM could address the land ownership issue, but this could be explored through the community visioning program should the community wish to do so. The lack of clear title in the community has been consistently</p>	<p>Staff recommend:</p> <p>A. In Section "1.0 Overview" include an acknowledgement of the history, current presence and contributions of the many ethno-cultural communities in HRM, in particular the special place held by the Mi'kmaq First Nations and traditional African Nova Scotian communities.</p> <p>B. In Section 3.0 (Settlement) also acknowledge that there are different land ownership regimes in HRM, including First Nation communities (which are not under HRM jurisdiction), and traditional African Nova Scotian communities.</p> <p>C. Continue to consider North/East Preston/Cherry Brook communities for a community visioning process.</p> <p>D. In the Cultural and Heritage Resources Chapter include high level policies related to Social Heritage Strategy</p> <p>E. Commence Watershed Study</p> <p>F. Initiating a CV program appropriate to the community</p> <p>G. Work with the African Nova Scotia Liaison Position in the CAO's Office</p> <p>CDAC may also wish to convey support to the Province for addressing the land ownership issues in this area. (CDAC's Bike Rack).</p>	<p>There has been a lot of research done on rural African Nova Scotian communities. For an overview please see Brynn, K. 2003. A Brief Overview of Policy Issues Related to Rural Nova Scotia's Black Community http://www.ruralnovascotia.ca/documents/intern%20reports%2002-03/2002blackpolicyissues.pdf</p>

PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
			identified as a barrier to development in the community. The overall development potential will be addressed through the Watershed Study.		
<p>3.10 Permit secondary units in all residential zones</p> <p>Survey Says: Important 59% Not Important: 10%</p>	<p>3.10.1. Promote densification on the peninsula, and secondary suites in all areas - the less this is done, the further the urban sprawl, which costs taxpayers more and more. Our current bylaws need to be modernized!!</p> <p>AND</p> <p>3.10.2. "Single family zones" have a place in our planning strategy....Their desirability should not be compromised by the intrusion of "secondary units", even on the peninsula. If "secondary units" are to be allowed there should be an additional, "minimum lot area" condition as follows: - Secondary may be permitted in single family residential areas where the area of the lot is at least twice the minimum lot area required for the zone. In with some conditions it might be appropriate to allow the secondary unit to be in the second floor of a detached garage.</p>		<p><u>In scope:</u> As part of the RP+5 review and the Housing For All Strategy (2013-2014) we will be consulting with citizens on updating the land use by-laws to allow small, secondary units in most or all residential zones.</p> <p>Relaxing the zoning provisions could also increase compliance with the National Building Code as homeowners have a greater ability to construct legal units and acquire permits. The by-law changes could also include design standards to promote this "hidden" density and retain the characteristics of existing neighbourhoods such as only one front door, no front yard parking and services at the rear/side.</p> <p>Lot size – minimum lot size requirements may only be warranted in rural areas where septic capacity may be an issue. Secondary units in urban and suburban areas would be regulated by design and building code standards.</p>	<p>Staff recommends RP+5 strengthen Policy S-36 to consider secondary suites in all residential zones. Priority should be placed on the Regional Centre to help meet urban growth targets and to promote housing affordability.</p>	<p>Secondary units are a practical and economical means of increasing density and providing affordable housing options. They provide reasonably priced housing in established neighbourhoods with existing services and amenities, they make home ownership more affordable by providing income, and they provide options for aging in place, extended families and student housing. For more information see http://www.cmhc-schl.gc.ca/en/inpr/afhoce/tore/afhoid/pore/pesesu/pesesu_001.cfm</p> <p>A 1999 ACT case study describes reasons for community support of secondary suites in the district of North Vancouver. http://www.actprogram.com/CMFiles/N%20Vancou%20ndary%20suites%20-%20eng19OGF-4282010-3406.pdf</p> <p>A secondary suite lowers the monthly carrying costs for a homeowner, and also reduces the required annual qualifying income for a mortgage. CMHC estimated a 25% decrease in affordability index. Many municipalities want to be more flexible in permitting secondary suites as illustrated by the following list:</p> <ul style="list-style-type: none"> •The City of North Vancouver permits secondary suites "as-of-right" in single-family dwellings in all residential areas. •The City of Surrey has zones a) where secondary suites are allowed, b) where spot rezoning is required, and, c) where they are not allowed. •The City of Vancouver permits secondary suites "as-of-right" in selected single-family neighbourhoods following a vote within that area. In the parts of the City where secondary suites are not permitted, the existing illegal units that are not occupied by family members will be phased out. •Several local governments in B.C. treat suites as a "duplex" and only allow them in two-family housing zones. •In 2009 Edmonton City Council passed Bylaw 15036 permit secondary suites (basement or above ground) in every house. •In 1999 the Council of the new City of Toronto approved of secondary suites as-of-right in all single and semi-detached housing, subject to appropriate building, fire and property standards being met.
<p>3.11 Require a mix of unit types in the Regional Centre, in Growth Centres and master planning areas to provide a range of housing</p>	<p>3.11.1 I just want to say how important the requirements for MIXED development and low-income housing options are!!! please!!!</p> <p>AND</p> <p>3.11.2 Mix of unit types</p>		<p><u>In scope:</u> RP+5 will consider requiring a mix of unit types for growth centres and other appropriate areas. The intention is to promote a range of housing options in areas where the presence of services, transit and amenities also reduces living expenses. A mix of housing types is intended to provide options for single and multi-person households. In particular, the scarcity of affordable, larger "family" type units has been cited as a barrier to living in</p>	<p>Staff recommends that RP+5 continue to develop policy requiring a mix of units types and compact form with optimum densities for service provision and sustainable development.</p>	


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<p><i>options</i></p> <p>Survey Says: Important 75% Not Important: 5%</p>	<p><i>needs to include two and three-bedroom units with good access to public spaces, to attract families to the Regional Centre.</i></p> <p>AND</p> <p><i>3.11.3 Law requiring developers to do attractive, mixed-income, mixed-use projects in exchange for tax breaks.</i></p> <p>AND</p> <p><i>3.11.4 The idea of protecting existing neighbourhoods is excellent however, your tune changes when developers get involved - We do not want density bonusing. We do not want 4 storey apt or condos 2 doors away from residential zoned areas. We do not want barriers reduced for home businesses in residential neighbourhoods. We definitely do not want a mix of unit types in our residential neighbourhood.</i></p>		<p>the Regional Centre.</p> <p>The Regional Plan is based on the concept of complete neighbourhoods: high quality public transit, with an emphasis on walkability, compact development and a mix of mutually supportive land uses, all facilitated by good design. RP+5 will contain policies on how to design centres which are more compact, mixed use and supportive of transit. Focusing mixed use on the corridors takes the pressure off existing neighbourhoods.</p>		
<p>3.12 Explore the use of density bonusing in exchange for affordable housing options (note: this will require an HRM Charter amendment, which has been requested)</p> <p>Survey Says: Important 63% Not Important: 12%</p>	<p>3.12.1 What is density bonusing? How does it work?</p>		<p><u>Aligns with approved scope:</u> Density bonusing is a planning tool used to allow a project to have a floor area bonus, to offset the costs of public benefits or public realm improvements such as retention of heritage buildings, affordable housing, improved streetscapes and open spaces etc. Density bonusing is currently only permitted in Downtown Halifax.</p>	<p>Staff recommends RP+5 continue to pursue density bonusing as a tool to secure public space amenities and affordable housing subject to provincial changes to the HRM Charter.</p>	<p>The maximum number of floors or massing of a building permitted under the land use bylaw impacts the financial viability of a new development. Density bonusing provides a developer with the ability to build a larger building and increase potential profits, in exchange for providing public benefits such as affordable housing, improvements to the public realm, etc.</p>


PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
<p>3.13 Relax live/work regulations to allow for more opportunities for home-based businesses Survey Says: Important 72% Not Important: 8%</p>	<p>3.13.1 Although live/work should be a priority, sending the message to exurban dwellers that the only way they are welcome in the core is to take the bus would be counter productive. I also don't think that 'neighborhoods' should be preserved at all costs. Yes, intense development should focus on corridors first, but transition zones and opportunity for neighborhood evolution should be available.</p>		<p><u>In scope:</u> The Regional Plan does not intend to limit access to the Regional Centre rather it seeks to provide more efficient and healthy alternatives to personal vehicle use. Live/work housing can benefit all residents of HRM (urban, suburban and rural) by reducing or eliminating the need to travel for work.</p> <p>The current approach of the Centre Plan Phase 1 is to focus development on commercial corridors and opportunity sites while protecting existing neighbourhoods. The full Centre Plan may consider opportunities to renew existing neighbourhoods as well as transition areas.</p>	<p>Staff recommends that RP+5 contain policies to support the promotion of live/work provisions in subsequent secondary planning strategies.</p> <p>Staff recommends that the new Regional Centre chapter consider policies related to areas intended for densification and how they should complement and protect existing neighbourhoods.</p>	<p>See City of Toronto Avenues and Mid-rise Buildings Study presentation for examples of how mid-density can respect existing neighbourhoods. http://www.toronto.ca/planning/pdf/midrisestudy_presentation_feb2010.pdf Full report http://www.toronto.ca/planning/midrisestudy.htm</p> <p>Local studies on Centre Plan Phase 1 can be accessed at http://www.halifax.ca/planhrm/centreplan.html</p>
<p>3.14 Reduce barriers to housing that caters to special needs (e.g. small options homes, seniors housing etc) Survey Says: Important 77% Not Important: 5%</p>	<p>3.14.1 Create a vibrant, safe, inclusive and compassionate city and the brand will come.</p>		<p><u>In scope:</u> RP+5 policies related to housing diversity, public space, culture and heritage are intended to promote vibrancy, safety and community. RP+5 is based on the concept of promoting complete communities which provide opportunities to live, work and play for all residents.</p>	<p>Staff recommends that RP+5 continue to develop policies to promote complete neighbourhoods.</p>	<p>The Vibrant Communities network is a collection of Canadian communities committed to reducing poverty http://www.vibrantcommunities.ca/</p> <p>The City of Portland has recently gone through an extensive Plan review process, where "Equity was placed at the centre of the Plan. Equity was defined to exist "when everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential. We have a shared fate as individuals within a community and communities within society. All communities need the ability to shape their own present and future. Equity is both the means to healthy communities and an end that benefits us all".</p> <p>Some of the specific policies related to Equity in the City of Portland included: access to safe neighbourhoods, basic services, a healthy natural environment, efficient public transit, parks and green spaces etc; the benefits of growth and change are equitably shared across our communities; no one community is overly burdened by the region's growth; underrepresented communities are engaged partners in policy decisions. The Plan includes detailed performance measures such as "complete neighbourhood index". http://www.portlandonline.com/portlandplan/index.cfm?c=56527&a=392035Bill</p>



PROPOSED POLICY DIRECTIONS	COMMUNITY FEEDBACK	IN SCOPE/OUT OF SCOPE	STAFF RESPONSE	RECOMMENDATION TO CDAC	RESEARCH/BEST PRACTICES
<p>3.15 Enable communities to play an active role in implementing the Regional Plan (i.e. Community Visioning) Survey Says: Important 81% Not Important: 4%</p>	<p>3.15.1 <i>Community Visioning / Dialogue important part of being Vibrant Communities developing strong identities and voices.</i> AND 3.15.2 <i>Community visioning has not, as yet, produced useful local plans.</i></p>		<p><u>In scope</u> - A review of Community Visioning is part of RP+5. Community Visioning has been successfully completed in all 6 participating communities (with the 7th one pending Council approval). The current review process of the program has confirmed that the visioning process has been well-received by communities from the perspective of engagement. A revised, more streamlined approach may be required to ensure that designated centres are developed as mixed-use transit-oriented communities to meet the intention of the Regional Plan.</p> <p>The program may also be used to engage neighbourhoods in the Regional Centre for the purpose of “place-making” and community initiatives designed to solve complex problems as opposed to developing new planning regulations. The visioning program could not keep up with the number of community requests. A more streamlined approach could be developed to allow for a broader reach. To ensure that the program is effective there needs to be more emphasis placed on internal implementation and on enabling communities to take action.</p>	<p>Staff recommends that RP+5 continues with the detailed review of the program and that CDAC consider:</p> <ul style="list-style-type: none"> • Developing a streamlined approach that would allow several communities to go through the visioning process • Support visioning communities by introducing new land use designation in priority growth centres; • Consider utilizing the Visioning program to engage neighbourhoods in the Regional Centre for the purpose of “place-making” and community development supportive of the Centre Plan; • Investigate funding opportunities and funding models to facilitate implementation of Community Visions • Explore the development of “Community Improvements Districts”, based on the Business Improvement Districts (BID) model • Clarify that not all secondary planning initiatives have to go through a Community Visioning program • Distinguish between objectives of community visioning and secondary planning in current policy. 	<p>HRM can learn from the experience of other cities, including Vancouver, Guelph, Portland and Seattle. The Sustainable Neighbourhood Retrofit Action Plan (SNAP) led by Toronto and Region Conservation in collaboration with regional, municipal and community partners may also act as a model of leveraging partnerships. HRM may also consider expanding the use of CDD zones to designated centres to ensure mixed-use development with minimum densities to meet transit-oriented development needs.</p> <p>Community visioning has led to several specific planning initiatives and a number of community implementation initiatives, including:</p> <ul style="list-style-type: none"> - Bedford Waterfront Design Study http://www.halifax.ca/visionhrm/BedfordWaterfront/ - Fall River Community Planning is in its final stages of internal review http://www.halifax.ca/visionhrm/FallRiver/ - Penhorn/Woodlawn Plane Amendment process developed draft policy but requires additional traffic study to be finalized. The Vision Action Team has been active in Penhorn Lake clean-ups and in eh formation of a trails group. http://www.halifax.ca/visionhrm/Penhorn/index.html - Musquodoboit Harbour was not able to move to the planning process due to the need for a comprehensive Watershed Study. At the same time, the community has been actively engaged in implementing many elements of the Vision. For more information please visit http://www.musquodoboitharbour.ca/ such as - In Middle Sackville, the planning process has been postponed due to servicing issues. - The Main Street Streetscape Study, although not officially part of the Community Visioning program, employed a similar process and is nearing final Council decision. http://www.halifax.ca/regionalplanning/documents/MainStreetMPSPIM.pdf
	<p>3.15.3 <i>Will St. Pat's Alexandra be offered first to community groups?</i></p>		<p><u>Out of Scope</u></p>	<p>N/A</p>	
	<p>3.15.4 <i>Planning Advisory Committees (PACs) could be of benefit</i></p>		<p><u>Out of Scope:</u> Committees of Council are out of scope for RP+5.</p>	<p>N/A</p>	<p>Regional Council endorsed a clear “path of approval” for the review of the Regional Plan, which includes the Community Design Advisory Committee, the Heritage Advisory Committee and the Community Planning and Economic Development Committee of Council (the staff report is available here http://www.halifax.ca/boardscom/documents/RP5.pdf) . Staff are making an effort to work through the Municipal Clerk's Office to keep all of HRM Board and Committees informed of the process and issues</p>

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					raised through public consultation.
3.16 Continue to implement the HRM Community Engagement Strategy to improve HRM processes and decision making Survey Says: Important 77% Not Important: 4%	3.16.1. Improve youth engagement		<p><u>In scope:</u> Phase 2 public consultations did not include a special focus group with youth but public participation opportunities have been promoted through various on-line channels, including social media and the www.hrmyouth.ca website and list-serve. Posters of public sessions were also distributed to HRM libraries, recreation centres, local schools and universities.</p>	Staff recommends the RP+5 project continue to investigate ways to improve community engagement and involve youth in the process. The CDAC may wish to recommend additional means to involve youth.	<p>The on-line survey received 22 submissions from residents under the age of 25 (4%). Future engagement should adapt some of the best practices as outlined in “The Toolkit” for Youth engagement in HRM http://www.halifax.ca/rec/YouthEngagementToolkit.html</p> <p>A. Ensure that Phase 3 of public consultations utilizes a broader network of youth organizations, including HRM Recreation.</p> <p>B. Explore a regional youth gathering on the Regional Plan during Phase 3</p> <p>C. Develop programs where youth can actively participate in improving their local communities.</p> <p>D. Community design standards and “place making” initiatives should consider the needs of younger demographic</p> <p>E. Require youth participation on Community Visioning committees</p> <p>F. Support broader youth engagement and ensure respect for the “youth voice”</p> <p>G. Incorporate principles of youth engagement into HRM’s Principles of Community Engagement such as youth/adult partnerships, meaningful contribution, peer support and empowering culture.</p>
	3.16.2 Consider the “types” of people who attend these functions, aim to involve more people by reaching out to all socio-economic groups and making meetings more accessible		<p><u>In scope</u> This comment relates to the process of engagement. HRM is continuously striving to improve its public participation processes and to make them more open and inclusive. The inclusion of all socio-economic and under-represented groups requires significant time, staff and financial resources in a municipality the size of HRM. Issues related to the local community or neighbourhood tend to attract broader participation than regional processes.</p> <p>RP+5 meetings have been promoted through various printed media channels (both paid and free), posters, social media and an extensive e-mail list. The locations of the meetings included community centres, local schools and hotels where no other venues were available. Public feedback could have been provided through the Q&A period, open house posters, written submissions and an on-line survey. Staff reached out to the Aboriginal community and newcomers with letters of invitation and focus groups.</p>	CDAC may wish to consider additional focus groups and “engagement blitzes” in public spaces as part of Phase 3.	Public meetings are only one of many engagement techniques available to inform and seek public feedback.
	3.16.3 When HRMbyDesign invited citizen participation there was excitement over the “10 BIG (or was it BOLD) MOVES.” What happened to them?!		<p><u>Addressed by another process:</u> Implementation of HRMbyDesign is progressing through initiatives such as the Strategic Urban Partnership, municipal investments in public spaces, heritage protection and public facilities such as the Central Library project. The Principles continue to guide Centre Plan work currently underway.</p>	N/A	A recent study by the Canadian Urban Institute on “The ‘Value of Investing in Canadian Downtowns” featured Halifax and lauded recent efforts to revitalize the urban core related to HRMbyDesign. http://www.canurb.com/sites/default/files/reports/2010/120514%20-%20HALIFAX.pdf

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	3.16.4 .We (community members) need to know what the obstacles are to implementing the RP. We need someone who can summarize what the planners "heard" when we spoke, what information they value.		<p><u>In Scope:</u> Changes to Regional Plan policies will be based on public input as well as research and financial analysis (e.g. Sustainable Urbanism Quantification Study currently being completed will largely address requirements under Policy IM-13).</p> <p>The RP+5 process includes 2 public consultation phases and a public hearing. A Summary and Response to public feedback will be compiled at the conclusion of each of the consultation phases. They will be presented to the CDAC and CPED and available on-line at www.halifax.ca/planhrm.html.</p> <p>The responses will include challenges as well as opportunities brought up by the public. A formal report to CPED will be tabled prior to Phase III of the review process and will demonstrate how public input has informed policy direction. Council may also direct further changes following the public hearing process.</p>	Staff recommend that it works with the CDAC to complete and publicize the "Response to Public Feedback" at the conclusion of Phase 2 and Phase 3 of the RP+5 process with an indication of clear policy direction flowing from this feedback.	An effective community engagement process requires that a summary of public feedback and comments are available to the public and that staff respond to that feedback (this document). The Community Engagement Strategy sets that out as a key principle of transparent engagement http://www.halifax.ca/crca/CommunityEngagement/documents/CommunityEngagementStrategy.pdf
	3.16.5 The venues for the meetings promote us/them attitudes and exclude low-income community members from participating		<p><u>In Scope:</u> This comment is related to process. The RP+5 team recognize that diverse participation is one of the greatest challenges encountered by any consultation process, particularly where the scope of the process is as broad and complex as RP+5. The locations of RP+5 meetings included community centres, local schools and hotels where no other venues were available or suitable (e.g. size, location, accessibility, AV etc.). HRM does not collect information on the socio-economic status of those who participate in its public engagement exercises. RP+5 team reached out to newcomers and the First Nation community as part of the process.</p>	CDAC may wish to consider holding future consultations in public spaces such as malls and community recreation centres.	HRM Community engagement Strategy http://www.halifax.ca/crca/CommunityEngagement/documents/CommunityEngagementStrategy.pdf
	3.16.6 Consultation protocols need to change entirely, the planning process is corrupt.		<p><u>Out of scope</u> The planning process is continuously evolving and HRM is continuously working to improve both its community engagement and the transparency of decision making within the legal bounds of the Halifax Charter. It is not clear what part of the planning process is deemed to be problematic from this submission.</p>	N/A	
	3.16.7 Concerned RP+5 is not adequately focused on rural areas		<p><u>In scope:</u> RP+5 will update the Regional Plan to reflect the realities of the rural context. The current scope proposes to review the open space subdivision regulations, evaluate rural growth centres, increase support for our unique heritage & cultural assets, and develop the Regional Centre as a sound economic base for the whole municipality.</p>	Staff recommends that the scope of RP+5 not be expanded.	
	3.16.8 Need an annual community evaluation process regarding the success/failure of implementation of strategic		<p><u>In scope.</u> The lack of performance measures has been frequently heard during the RP+5 public consultations. The current Regional Plan includes a list of performance measures in Appendix A but there is no policy specifying how these performance measures will be used. As a result, data on</p>	Staff recommend that CDAC consider: A. Amending Section 8.2 (Regional Implementation) to include a new policy requiring annual public reporting on the progress of implementing the Regional	Increasingly, planning documents include detailed operational strategies and performance measures. For performance measures to be "usable" they have to be communicated "clearly, succinctly, and engagingly". According to one performance measures expert the key to developing usable performance measures is:

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	plans		<p>many of the proposed performance measures has never been collected and progress reports have not been prepared.</p> <p>Although a number of the Functional Plans have been adopted by Council in recent years, there is no central function within HRM that monitors their success and implementation. One way to connect key policies from the completed Functional Plans (FPs) may be to update the Regional Plan with key FP policies along with more usable performance measures. Specific staff resources should also be allocated to track and report on performance measures on a regular basis.</p>	<p>Plan. B. Amending Appendix A Goals and Performance Measures to ensure reporting is relevant to short, medium and long-term actions.</p>	<ul style="list-style-type: none"> Streamlining reporting process with a focus on the analysis and data gathering Removing "clutter" from reports, by making conscious choices about what information types will answer the questions decision makers need to answer about business performance. Making the report faster to read and use by making information in the report more visually digestible, and organising the report so it has a familiar logical structure (e.g. info-graphics). Interpreting performance results by including traffic lighting rules - based on valid statistical tests of differences in data; this directs the reader's attention to where it is needed most. Focusing on results that need priority attention first, rather than reacting to each individual performance measure, irrespective of its current importance and urgency. Add enjoyment to the task of reviewing performance, but giving reports a signature design that makes the most of colour, layout and formatting (Source: Stacey Barr. 2012. How-to Kit: How to Design Useful and Usable Performance Reports. http://www.staceybarr.com/products/reportdesign.html) <p>HRM regularly conducts a Citizen Survey which may be used to track residents' satisfaction with the municipality. The Greater Halifax Partnership (GHP) has recently announced a new Halifax Index. Regional Plan performance measures should build on this index by providing useful detail on the short term, medium term and long-term goals identified in a unified Regional Plan Operating Strategy.</p>
<p>3.17 Strengthen relations with First Nations and increase engagement with diverse communities</p> <p>Survey Says: Important 61% Not Important: 13%</p>	<p>3.17.1 Where is mention of our indigenous Black Community?</p>		<p>In scope: The Regional Plan currently does not mention any of HRM's indigenous cultural communities but it does include policies related to effective and inclusive public participation programs as well as policies related to culture and heritage and economic development. The Culture and Heritage section as well as the Introduction to the Regional plan should be enhanced by including an overview of HRM's indigenous and cultural communities.</p>	<p>Staff recommend that CDAC:</p> <ul style="list-style-type: none"> Work with the new African NS Liaison position to improve relations and services Consider a new Guiding Principle related to community engagement, equity and cultural diversity In section 1.0 include a section on HRM's history, including the importance of indigenous cultural communities in shaping today's HRM In section 1.5 "Opportunities of this Plan" – under "Community" add opportunities to build positive relations with indigenous cultural communities, build community pride and connections between communities. A proposed policy under the "Livable 	<p>Since the adoption of the Regional Plan in 2006, there has been a broader organizational awareness related to both community engagement and culture.</p> <p>For example, community engagement is now understood to be communication and consultation but also community relations, partnerships, capacity building and shared decision making (Community Engagement Strategy, 2008, p.12).</p> <p>The Economic Strategy also states: "Communities with a high level of social capital have pride of place, integrated networks of volunteers, diversity and neighbourhoods that work".</p> <p>HRM's 2011/12 Corporate Plan places priority on ensuring that everyone in HRM "is safe, feels included and welcome" and that communities are "well-planned and engaged". The Corporate Plan states that citizens should not only have the opportunity to be engaged in their local community of interest, but that it is the role of HRM as local government to "create and promote" opportunities to "build</p>

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				<p>theme" is to "Strengthen relations with First Nations and African Nova Scotian communities" and to "Increase engagement with diverse communities and youth". These policies will be applicable to the Settlement & Housing, Culture & Heritage and Governance chapters of the Regional Plan.</p> <ul style="list-style-type: none"> • Complete Social Heritage Strategy with a focus on inter-cultural understanding 	<p>community pride and connections between communities" (Corporate Plan p. 53).</p> <p>Recent public consultation programs (e.g. Social Heritage Strategy) indicated that "community pride and connection" must begin by acknowledging and recognizing HRM's diverse ethno-cultural communities. Aboriginal, Acadian, African Nova Scotian and newcomer communities wish to be recognized and want to "see themselves" in municipal plans and policies. It is however not enough for policies and programs to speak to "diversity" and "multi-culturalism" in general terms. Authentic recognition requires an understanding and positive relations with the specific cultural communities. Engagement with First Nations must recognize the government status of Mi'kmaq First Nations.</p> <p>Chapter 6 on Culture and Heritage Resources is limited to built heritage, cultural landscapes and archaeological resources. The Cultural Plan was instrumental in defining a broad concept of "culture". One of the Plan's founding values stated: "Community & cultural diversity is valued as an important building block for HRM". Cultural policy should also recognize the principle that each cultural community is the guardian and interpreter of their culture.</p>
	<p>3.17.2. <i>One thing that hasn't been apparent yet, is how are you engaging the First Nations community, immigrants, New Canadians and youth (15-20) in this process?</i></p>		<p><u>In scope</u> RP+5 is using two approaches to engage key stakeholder groups – (1) a centralized approach using focus groups/discussion forums organized around key themes; and (2) a de-centralized approach with presentations/discussions with groups.</p> <p>a. <u>First Nations</u>: In April 2012 HRM extended an invitation to discuss the Regional Plan with the three neighbouring First Nations as another level of government through the Kwilmu'kw Maw'klusuaqn Negotiation Office (KMKNO) and Assembly of Mi'kmaq Chiefs and the Confederacy of Mainland Mi'kmaq.</p> <p>b. <u>Urban Aboriginal Community</u>: Letters of invitation to discuss the Plan and future engagement processes were also sent to the Native Council of Nova Scotia, Micmac Friendship Centre and Halifax Aboriginal Peoples Network</p> <p>c. <u>Immigrants and New Canadians</u>: On April 12, 2012 two focus groups were held with newcomers thanks to cooperation from ISIS ESL program. Approximately 35 newcomers participated in the sessions. Information on the public sessions and the on-line survey was distributed through ISIS and other newcomer networks.</p> <p>d. <u>Youth</u>: there was youth response to the RP+5 survey</p> <p>Stakeholder forums will happen again in Phase 3, once draft policy is ready for consultation. Some of the key issues that may</p>	<p>The recommendations contained in 3.17.1 are applicable to this comment.</p>	<p>Several Canadian municipalities have established advisory committees to improve relations and engage diverse and minority communities in decision making. HRM's Police currently established a diversity advisory committee but its focus is on justice and safety.</p> <p>MOUs or protocols on how to engage with neighbouring First Nations and their urban Aboriginal populations have also been established by several municipalities. For example, in October 2011 the City of Vancouver Council passed a resolution on how the City will now engage the urban Aboriginal community in City activities, including the creation of an Urban Aboriginal Peoples Advisory Committee that would focus on five priority areas - one being "Aboriginal culture as a municipal asset". See page 3 of the following document http://vancouver.ca/ctyclerk/cclerk/20111020/documents/csbu20111020min.pdf</p>

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			be discussed with the above communities could include: Process for engaging with diverse communities; Social Heritage Strategy; Process for addressing and implementing current and future Additions to Reserves Service Agreements; Economic Strategy; HRM's Immigration Action Plan Review.		
	3.17.3. Transfer ownership of Seaview Park to Africville Heritage Trust; this stolen land is now an underused park and should be given to appropriate parties as compensation.		<u>Out of scope</u> The issue of Seaview Park has been addressed through the Africville Apology and Settlement Agreement. http://halifax.ca/Africville/agreement.html	N/A	
3.18 Increase engagement with diverse communities and youth Survey Says: Important 77% Not Important: 5%	3.18.1 Why do you have diverse communities and youth in the same sentence? There should be a specific focus on youth. The part about "diverse communities" should be grouped with the previous line. AND 3.18.2 Involve youth in the process		<u>In scope:</u> Phase 2 public consultations did not include a special focus group with youth but public participation opportunities have been promoted through various on-line channels, including social media and the www.hrmyouth.ca website and list-serve. Posters of public sessions were also distributed to HRM libraries, recreation centres, local schools and universities.	Staff recommends the RP+5 project continue to investigate ways to improve community engagement and involve youth in the process. The CDAC may wish to recommend additional means to involve youth (see best practices for examples).	The on-line survey received 22 submissions from residents under the age of 25 (4%). Future engagement should adapt some of the best practices as outlined in "The Toolkit" for Youth engagement in HRM http://www.halifax.ca/rec/YouthEngagementToolkit.html The CDAC may wish to consider the following: A. Ensure that Phase 3 of public consultations utilizes a broader network of youth organizations, including HRM Recreation. B. Explore a regional youth gathering on the Regional Plan during Phase 3 C. Develop programs where youth can actively participate in improving their local communities. D. Community design standards and "place making" initiatives should consider the needs of younger demographic E. Require youth participation on Community Visioning committees F. Support broader youth engagement and ensure respect for the "youth voice" G. Incorporate principles of youth engagement into HRM's Principles of Community Engagement such as youth/adult partnerships, meaningful contribution, peer support and empowering culture.

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<p>3.19 Improve ways of communicating (e.g. social media, blogging, 3-D tools, creative engagement) Survey Says: Important 65% Not Important: 9%</p>	<p>3.19.2 Consider using bilingual signage in areas with large numbers of people whose first language is not English.</p>		<p><u>Out of scope for RP+5:</u> Current sign by-laws not preclude signs in other languages but there is no current mandate to provide signs in English and French.</p> <p>The provision of bilingual signage, publications and other communications is one that has been discussed broadly with HRM staff and Regional Council. At this time, there is no direction from Regional Council to provide HRM communication or signage in any other language than English.</p> <p>One issue which arises with the provision of HRM materials in additional languages is the expectation HRM employees will provide services in those languages. Currently, HRM has no service standard in any language other than English. HRM front-line employees such as customer service centre workers, call centre representatives, police, fire services, recreation staff, etc. are not required to be bilingual, although in some cases it is indicated as a preferred skill.</p> <p>More information on this issue can be found in a 2010 informational report to Regional Council: http://www.halifax.ca/Council/agendasc/documents/100413cai03.pdf</p>	N/A	
	<p>3.19.3 I haven't really visited yet the website but I just wanted to suggest that maybe the meeting can also be done using the webinar so people who cannot attend physically may be able to do it on-line and view if it was recorded.</p>		<p><u>In scope:</u> We agree that increased access to public consultation meetings is required and this is in line with the new policy direction for communication of planning projects and regulations. For this project in particular, two of the seven regional public consultation meetings were taped and live-streamed on the internet to increase access to those citizens unable to attend. Videos of the sessions are still available online at http://www.ustream.tv/channel/planhrm</p>	<p>Staff recommend that the CDAC endorse the new communications policy which encourages the use of more online and social media tools as follows: <i>"HRM shall endeavour to incorporate new media tools, including social media and other internet-based communications, with traditional methods, into all communications plans prepared with the intention of informing, engaging, or consulting HRM citizens on land use planning issues and projects."</i></p>	
<p>3.20 Decrease reliance on enforcement through increased education and communication Survey Says: Important 65% Not Important: 11%</p>	<p>3.20.1 Informed communities create supportive environments for change and less conflict and fear of change in my opinion.</p>		<p><u>In scope:</u> Informed communities do create more harmonious interactions between residents and government officials. The Community Engagement Strategy, Community Visioning Program, Good Neighbours Great Neighbourhoods, Communications Policy, the proposed Public Education and Communication Functional Plan all strive to increase and improve the level of interaction between HRM and local resident and link engagement to improved service delivery and community capacity building.</p>	<p>Staff recommend that the principles of Community Engagement are embedded in the Regional Plan and that public education and communication are embedded in any implementation strategy as opposed as a stand-alone Public Education and Communication Functional Plan</p>	<p>HRM already has many public education initiatives aimed to reduce or compliment enforcement, including in the areas of active transportation, car pooling, public safety and waste reduction. Some new areas of application may include riparian buffers and secondary units. There may also be opportunities to educate the development industry about the potential for density bonusing and public realm improvements.</p>

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