



**Draft Regional Plan
Tangier Workshop - May 26, 2005
Lakefront Consolidated Elementary School
~ Notes ~**

Discussion Table: Economy

Burning Questions

- 1(a) Rural Resource designation is effectively a commutershed.
- 1(b) The commutershed is not desirable in this area.
- 2(a) Does the Regional Plan recognize existing businesses and does it support growth to reach a critical mass for community requirements?
- 2(b) Can we deliver on the protection of marine related in the Halifax Harbour?
3. What efforts will there be to decentralize away from the overloaded systems (e.g. roads and sewers) in the urban core?
4. How does the Regional Plan incorporate (affect) local planning already in place?
5. How do we level the playing field for business?

Discussion

- While these questions were not discussed specifically, they led to a detailed discussion of the need for population growth and development along the eastern shore. Comments and suggestions included:
 - Growth in population and economic activity is needed in the rural areas.
 - Services need to reach a critical mass.
 - There is a concern that rural areas are being de-populated, but some suggested that it is not possible to stop rural out-migration.
 - It is important to convince skilled workers to locate in rural areas - some jobs cannot be filled because of a lack of skilled workers.

- There are no skilled workers available for eco-tourism.
- There has been a decline in trades being taught in schools/community colleges.
- The assessment department should be operated by HRM.
- The present immigration policy is not conducive to attracting new residents to the rural areas.
- The Regional Plan should consider social, environmental and economic aspects of sustainable development.
- There are opportunities to take advantage of local, community-based talents and resources.
- The workshops should be considered only one step in a much longer planning process.
- Rural areas need to be given a level playing field to compete with urban businesses. For example, taxes for businesses should be proportional to the amount of commercial traffic.
- Will rural areas be able to adapt to rural growth if it occurs.
- The Regional Plan does not anticipate significant changes in the economy, such as a reduction in oil supply.

Conclusion

- The rural areas of HRM are not growing economically. There is a need for skilled workers which could be filled by immigration to the area. There are opportunities to take advantage of local resources and existing networks to encourage growth and economic activity. Anything that the Regional Plan can do to create economic opportunities for rural areas should be encouraged.

Discussion Table: Settlement

Burning Questions

1. What does a Rural Resource Centre mean to me and my property?
2. To what extent will subdivision of land be permitted?
3. How will this plan address predicted trends in rising oil prices? e.g. commuting, population distribution, more affordable to move back to rural areas for living and employment.
4. How will roads be expanded?
5. How long will it take to develop existing centres since it will take a great deal of time and gas money for community involvement?
6. Will the plan make it possible for a small developer to develop a reasonable number of lots to achieve a cost effective subdivision that respects the environment?
7. What number of lots on existing and new roads will be allowed?

8. Will commercial land be allowed only in the centre or along the roads? The centre should be oval shaped since commercial development occurs along Highway Number 7.
9. How and where will water and sewer services be provided?
10. Will new private roads be permitted?
11. How many new lots will be permitted?
12. How large will the lots be?
 - I do not want cluster development - we have land for our children
13. How will this community input affect the plan?
 - Do not use the cookie cutter approach for all areas - rural communities are not the problem - your problem is in the areas near Halifax like Hammonds Plains and Fall River
 - Rural values should be protected in a real way in the regulations - sharing a well is not a reasonable regulation in some areas
 - Affordability is affected by taxation and we need a minimum of regulation to ensure housing remains affordable - need a new form of taxation - luxury homes and increasing assessment should not drive other residents out.
 - We need assessment benchmarks, monitoring of water, swamps, bogs, marshes, ocean water quality and soils so we know what is going on.

Focused Discussion

- There is no problem in Moser River with too many people moving here - communities depopulating.
- Going to be a great town, but need industry there now to keep people here.
- Rural communities are not the problem.
- The area is not growing, it is aging.
- Eastern Shore needs infrastructure to grow and to attract people and business.
- Jeddore is not in the District Centres and it has a 50,000 square foot shopping complex - why isn't it a District Centre?
- Cluster development for Eastern Shore - 1/4 acre lots too small for character of the Eastern Shore.

- Need a District Centre in Musquodoboit Harbour -
 - attract business and infrastructure
 - need small scale multi-unit dwellings so people can stay here - kids need rental places
 - how it comes and what it looks like is very important

- but what do the centres have to do with our outlying areas
 - clusters don't work for everyone
 - clusters work in some places but we need alternatives to develop traditional lots
 - look at new technology

- What is a reasonable and cost effective pace of development?
 - have to sell enough lots to recoup costs in a reasonable time
 - can't put \$20,000 of road in to sell one lot.
 - need 10 to 15 lots per year on new roads.

- Why do we need hydro geological assessment for 10 acre lots?

- Buffers - why would you not be able to touch your property on a lakefront?

- Dedicated parkland (5%) not well used dollars, it should stay in the local area to develop park lands.

- Road standards altered
 - only in open space subdivisions?
 - may address the need for private roads?
 - why do all the benefits go to open space?
 - make the rules for both types of development.
 - Don't give all incentives cluster subdivisions.
 - Cluster septic acceptable in centres

- Giant step backwards to reduce 66' row - Need reduced standards

- It makes more sense to grow sensibly and responsibly and fairly
 - cannot believe what is happening on some side roads

- Are part time and seasonal workers and residents counted?
 - Non-resident ownership is going to be a major factor
 - how can we capitalize on it?
 - how will it affect commercial fabric?
 - young people driven out
 - cannot allow it to gobble up all the land
 - should be taxed and regulated differently

- My biggest fear is I have 100 acres of land that will become worthless

- Need flag lots for kinship lots

- Don't you want your land to have value?
 - not so much as to my children and can't live on it
- Eastern Shore West Plan brought in 40,000 sq. ft lots - plan amended a few years ago, that's what people want.
- This is an indication of what we want
- 10 lots per year on old and new roads

Discussion Table: Municipal Services & Utilities
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Burning Questions

1. How can a Regional Municipality that relies so heavily on property taxes take seriously the needs of communities that are, or are close to being tax revenue negative? When will a non-property ownership based Municipal Revenue Structure be considered/implemented?
2. Development costs money and our taxes increase but what are "we" (rural people) receiving? Our taxes are comparable to the suburban areas but very few services are available. (I realize this is not part of regional planning but will be eventually!)
3. Why do rural residents of the Municipality, who pay the same (or more) taxes as their urban counterparts, have way less access to municipal services and utilities?
4. Growth requires infrastructure and it appears the plan does not consider our area neither viable or populated enough for infrastructure improvement consideration. What is the future of Sheet Harbour within the HRM plan?
5. What mechanisms are used to determine the allocation of infrastructure?
6. Is Sheet Harbour planned to have water, sewer and sidewalks for its core area?
 - Sewer/water & sidewalks for the Sheet Harbour main street (bridge to bridge)
 - Sewer - water - sidewalks

What did you come here to accomplish?

- To voice the "fact" of the "Grey Area on the Map".
- To see what is taking place and be part of the plan.
- To get an answer to my burning question.

[no response]

- Answer question.
- To get Water Sewer on the HRM radar for Sheet Harbour.
- Answers to questions and make sure our area (the grey) is a part of the plan. In more ways than one. To remind the HRM the rural area is not to be forgotten!
- To talk about these issues and how they pertain to the plan in front of us this evening.
- Ultimately, to get Sheet Harbour on the map.

What will make you happy you came here?

- (When you fire up the coffee pot.) To see the plan/policies become realistic about rural services - water - sewer - roads etc.
- To see & hear what is going on
- Getting answers to my burning question

[no response]

- If logic and arguments made appear fair and can withstand outside scrutiny
- To see specific growth plans for Eastern Shore Area & not a “General” presentation of the whole HRM area with nothing really changing in The Eastern Shore Sheet Harbour Area.
- To see this area is getting more than we ever expected to get and not be left out & forgotten?

[no response]

What can you do [to] ensure that this workshop is a success?

- Ensure? Probably not a lot - but hey! - I came at least.
- “All” participate
- Probably nothing - since I am pretty sure my burning question is not of much burning significance to Halifax.

[no response]

- Listen to others present their arguments.
- Attempt to have the HRM representatives to be frank & honest with some guidance.

- Keep reminding the Committee that we are not quitters and “No” is not a word in our vocabulary?
- Participate.

VERBAL PARTICIPATION

Discussion

- [Facilitator: What is there to make HRM bother with the rural areas?]
- A policy for a minimum standard of sewer and water - it’s a basic human rights issue - sewer and water for existing as well as new development. You should be guaranteed a right to hygienic sewer and water. This would solve this cynicism. Policy, not tax revenue, would then determine priorities.
- I don’t think that the municipality does take us seriously - they provide the very minimum.
- They have done a good job with the fire [department]. But that’s so dependent on the community continuing [to be able to provide fire volunteers]. People are getting older now which is a challenge in getting volunteers for the fire department. They are desperate to get young people.
- On the Eastern Shore we have a microcosm of the movement of people westward.
- There is an insufficient number of people to volunteer.
- The plans and policies are encouraging people to leave.
- The resulting downward spiral benefits HRM [as they’ve fewer and fewer people to bother with].
- But young people want to leave anyway.
- But we should have things to encourage other young families to come, and the children to stay.
- The hospital is an opportunity - there is an intern exchange program.
- As long as we retain the hospital!
- What will happen if we lose the hospital?
- As soon as HRM can choke off our hospital...
- I came to live here to be near family and because this area is great for the outdoor life I enjoy.
- We aren’t promoting our strengths, such as ecotourism.
- HRM is as strong as its weakest link, so they have to look at all the strengths of all the areas.

- HRM has responsibility to push the province to fix our highways, which discourage tourists. That means every road in to Sheet Harbour, because it's a centre.
- Patching isn't the answer.
- It's all interconnected.
- We'd love to be more connected to the city.
- But we are losing the bus.
- To say, "You can use the facilities in metro" is double-mouthed.
- An "echo-commute" to Musquodoboit Harbour will arise if HRM invests in it as a District Centre.
- No, Musquodoboit's still far.
- [Facilitator: but some already commute from Sheet Harbour to metro?]
- Yes.
- We have hardly any infrastructure even for small business.
- The satellite internet is going out of business.
- We have only dial-up internet.
- Cellphone service is a problem.
- Sheet Harbour wanted water, sewer and sidewalk and lights to attract growth. (One participant noted she does not want lights.)
- Yet Musquodoboit and Porters Lake want the opposite!
- They don't want the things we do want - that's what I heard at the Porters Lake public meeting.
- They said they moved out there to get away from those urban-type things. They want to see the stars [but we need growth, or at least, stability].
- When shopping goes to New Glasgow, it leaves HRM.
- We do use the Sheet Harbour stores.
- I try to buy all my groceries in Sheet Harbour. But you have to go elsewhere for office equipment.
- I bought all my furniture locally.

- [Facilitator: Now I've a question for you: Is the Sheet Harbour water issue one of quantity only, or also of quality/health?]
- Both.
- More than 90% of the tests for water quality failed in a 2003 study.
- [Peter Duncan joined the group to help with questions about sewer and water.] The 1993 study was faulty with regard to quantity - it was done at the wrong time of year. Capital Health can verify the quality problem from their 2003 study. Most haven't tested their wells but are willing to have them tested. That might be the next step.
- The potential for attracting industry to our community is non-existent without piped water.
- My main concern is that HRM at least put sewer and water on the radar for Sheet Harbour.
- The summers before last summer, the wells ran dry. Even Irving's well went dry.
- One of the motels was reduced to half capacity because of the low water.
- People were going to the hospital to get water from there.
- A laundromat had to close that summer.
- [Facilitator: There may be potential for using provincial or federal economic development funds for piped services rather than for more visible, above-ground projects. This would bring a funding source above and beyond the envelope which is earmarked specifically for piped services, which gets used up for more urgent health-related mitigation priorities.]
- Economic development projects must be viable, or at least have funding for on-going operation.
- That was the problem with the indoor swimming pool.
- Recreation facilities are important to attract and keep people.
- We want a timeline for sewer and water for Sheet Harbour.
- Rural Councillors are outnumbered.
- [Facilitator: I will be attending the hearing on the bus abandonment. How important is it?] We see lots of people waiting for it.
- We have no taxi in the area.
- That bus is empty.

- As soon as it's abandoned, you'll see an independent operator set up a minivan service.
- But there are regulatory hurdles.
- [Facilitator explained that small vans under 7 passengers are exempt from public motor carrier regulation]
- I used to ride the Cape Breton train, then the bus, from Halifax. Now the train's gone, but there are lots of private small-van operators providing good service.
- Some of us use the Eastern Shore bus for parcels [Three of the participants had done so - one only rarely, but two more often.]
- The gas stations formerly used it for parts delivery more than they do now.
- Now we have two couriers, and I can have things delivered from Burnside within a couple of hours.
- But the couriers won't drop things off unless someone is home; the bus has a parcels drop-off at one of the Sheet Harbour motels.
- The bus company shouldn't be forced to run a route that's losing money.
- [Facilitator explained that operators are granted charter licences and monopolies on profitable routes on the understanding that they will also run some socially justified but unprofitable routes. Also HRM hopes to partner with existing operators to ensure continued and improved transit service in rural areas with some form of cost assistance in around 4 years' time.]
- [Facilitator: Do you think sidewalks are worthwhile?]
- Yes.
- But don't put sidewalks in before pipes.
- Sidewalks have been put off before, waiting for pipes. It's happened more than once.
- Darcy MacBain of the NS transportation department, has come up with a solution that will use asphalt for a sidewalk amounting to a widened shoulder, that wouldn't hinder putting in pipes later. They're planning to do it this summer.
- Then HRM had better coordinate with them!
- Sidewalks have a tourism benefit.
- We have a concrete plant right in the community, Eastern Shore Concrete. We have plenty of available labour. HRM could provide the skills in a partnership with us, to reduce the costs.

- Sidewalks are very important for safety, especially with the children.
- Concrete is better than wide asphalt shoulders.
- Yes, but if you mean waiting 2 or 3 years it's not worth it.
- But if the asphalt is level with the road, drivers will think it's part of the road, and it's dangerous.
- If you put the sidewalk on the water side of the main street, you have the other side free for the pipes sometime later.
- People walk a lot in Sheet Harbour.
- It's also bad for bicycles, especially the children.
- There are lots of 18-wheelers.
- A bridge-to-bridge bypass for the trucks would be ideal.
- That was proposed, but someone thought they'd get no business, so it didn't happen.
- The tax rate for rural areas is not much lower than for the urban areas? Why?
- [Bruce Fisher joined the group to explain the tax system, noting that commercial assessments and higher densities reduce the costs per household in the more urban areas.]
- This discussion was going great until the finance person came. It sounded to me that all the funds are going to fix things that they have already got [in the metro area]. Therefore we don't qualify. They are only interested in the core.

Discussion Table: Municipal Services & Utilities
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Burning Questions

1. How can designation of Musquodoboit Harbour and Sheet Harbour as rural district centres be supported with central sewer and water?
 - central sewer and water services in Musquodoboit Harbour should be provided from the river to the hospital
 - Regional Council approved a feasibility study for Musquodoboit Harbour but no action taken to date. Preparation of regional plan should not defer this study.
 - Uncertainty as to whether Musquodoboit Harbour will receive central sewer & water services poses problems for planning new developments. Don't want to develop with shared septic systems

if central services are coming.

- Musquodoboit Harbour has the potential to be a retirement community. Central services would help make this possible.
 - Metro transit should consider decentralized maintenance services. Open maintenance shops in Eastern Shore business parks if public transit to Eastern Shore is to be provided.
2. Can HRM provide an explanation of cost of municipal services and future upgrades to services intended?
- the cost of service extensions keeps escalating making serviced development of business parks less feasible as time passes.
 - HRM should use capital resources for business park development instead of bus services to city.
3. How much co-ordination is there between HRM and the Province in providing services?
- HRM should assume ownership of all business parks with management by RDA
 - Province and HRM don't seem to communicate.
 - can't sell lands in Sheet Harbour park because the road is not finished.
 - what plans are there for the business parks in the regional plan? Parks built in 1982 but no action to date.
4. How will shared septic fields work?
- concept may have potential but how will ownership and maintenance work?
 - what happens if system fails? Who pays?
 - What are the cost savings?
 - will HRM allow for reduced street frontages for lots with shared systems (if not, cost savings will not be achieved).
 - provision of central water may be more economical.

Other Discussion

General Comments

- the regional plan needs a glossary of definitions.

- big tenants are hoarding lands in Sheet Harbour business park.
- The regional plan makes no reference to private power generation.
- Why are wood chips being shipped to Europe and Japan for power generation instead of being used to generate power in Nova Scotia?
- Residents would like high speed internet and better cell phone coverage (ie. elimination of “dead zones”).

Note: Scott Rowlings provided staff member, Paul Morgan, with a copy of a report he prepared entitled “*Market Assessment of a Retirement Lifestyle Village: Strategic Examination of Needs and Viability with Business Plan*” for review by regional planning staff.

Discussion Table: Transportation

Burning Questions

- 1 How to enhance connections to Musquodoboit and Sheet Harbours?
- 2 How will rural transportation be handled?
- 3 Will HRM encourage and work with the Province to upgrade/fix highways in the Eastern parts of HRM?
- 3a Road conditions influence economy and tourism.
- 4 Economically provide transit for “City” appointments?
- 5 Apparatus for community advocacy.
- 6 Bus based in Sheet Harbour. Commute trips to Musquodoboit Harbour. Also Dial up service fro medical appointments. Partner with community and try a pilot project.
7. Connect Musquodoboit Harbour to Middle Musquodoboit by transit, not to Enfield.

Discussion

Questions 1, 2, 4, 6 and 7: Provision of rural transportation services in the Sheet Harbour, Middle Musquodoboit and Musquodoboit Harbour area..

- The health board, seniors, youth have all identified transportation as an issue.
- Want a bus stationed at Sheet Harbour and have an HRM driver. It would be a local service with a schedule based upon the needs of the community. Want to be able to decide on service.
- The community wants to have input into rural transportation.
- Money available at the municipal/provincial/federal levels?
- Residents want bus based in Sheet Harbour - local resident for driver. Not economical to have it based in Burnside.
- Two types of services - commuter service and community-based service. The community based service (based in Sheet Harbour) could be a small bus to meet the needs of all members of the community - disabled, youth, seniors etc.
- Community service to go between Middle Musquodoboit, Musquodoboit Harbour and Sheet Harbour. This is based upon the health model.
- Small, accessible bus leaving Moser River to go to Sheet Harbour and then to Musquodoboit Harbour (Twin Oaks) - be able to get to appointments, etc.
- From Middle Musquodoboit, more people go to Sackville and Truro then to Musquodoboit Harbour for health services.
- People want to be able to get to services if there were improved roads and/or adequate public service provision - this would be easier (related to 8 and 9 above).
- Community transit services to meet needs - one that would go between communities as a feeder system (Sheet Harbour based service as noted in point 5).
- A pilot project for community transit service for one year would help to determine ridership and need. Will need to have a schedule posted.
- Other options - local taxi service in the rural areas; shared community vans; private service could be subsidized by HRM.
- Need transportation services for the long-term survivability of the rural communities along the Eastern Shore.
- In the eastern region of HRM, a holistic approach is needed since the level of services, particularly rural transit service affects the health, education, social and physical well-being of the residents.
- Can the three levels of government look at pilot projects for rural transportation?
- When will the express bus service from urban area to Musquodoboit Harbour be initiated?

- Would like HRM to work with the community and be able to understand why some things will work and why others don't (transportation services in rural areas).
 - Would like to have HRM work with the community to determine service type to engage the community, to get buy-in from the community and have local residents as drivers.
 - Want to have standards established for bus service and type of bus required.
 - Have looked at utilizing existing buses, but who will train drivers, pay for repairs, insurance and so on? Expensive for the community.
3. Cooperation between Province and HRM for road improvements
- HRM should be an advocate for road improvements and force the Province's hand. For example, the closer to town you go, the better the roads.
 - If there isn't an acceptable transportation system, then there is nothing.
 - Reasonable roads will help tourism. Thought that article about bad roads along the Eastern Shore would have resulted in better roads and would have been a political embarrassment for the province.
 - Serious situation when there are poor roads.
 - The eastern shore has an aging population and below average (provincial) income. Need to stimulate business and roads are a building block.
 - There is an economic cost for individuals (car repairs) and the economy. There is an economic benefit when good roads are present.
 - People won't come when roads are bad.
 - People commute into town on a daily basis and need enhanced roads.
 - Traffic levels are higher, the closer to town you go.
 - There needs to be the will on the part of the province and the municipality to have people work and live along the eastern shore. The economic deficit could be used as an argument to get improved roads, etc.
5. Apparatus for Community Advocacy/HRM
- See points 18 to 21 under Questions 1, 2, 4, 6 and 7.
 - Can province tap into federal money and be as creative as New Brunswick?
 - How many employees in HRM focus on rural areas or is the eastern shore slipping through the

cracks?

- Would like there to be a dedicated HRM employee (or employees) looking out for rural issues within HRM.
- Would like to have a contact person to attend meeting and assist with community advocacy
- Eastern HRM Partnership Council is an advocacy group and is supported by HRDA. Look at community concerns.

Other Discussion

- Would like to be able to get residents to different areas using public transit.
- Due to lack of bus service, including no more late bus service offered to rural students by school board, it is difficult to get children to activities.
- Water in rural areas - new firehall in Moser River will have a well that pumps out 17 gallons per minute. Since safe drinking water is needed, an outside tap could be installed at the firehall and made potable. Residents would be able to access safe drinking water 24 hours per day and will drive to get it. Sheet Harbour hospital has an outside tap that is well used.
- Require matching funds for projects and be creative with other agencies and province.
- When CN abandoned rails, should have been proactive and kept them for freight and light rail transit.
- Would like to see money put into rail.
- How will HRM address increasing traffic?
- Argument that free transit would ultimately cost HRM less.

Discussion Table: Natural Environment / Culture & Heritage
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Burning Questions - Natural Environment

1. Does the Working Draft of the Regional Plan commit HRM to building both environmentally and culturally sustainable communities on the Eastern Shore?
- HRM has taken an integrated approach in its policy development in order to create a balance of sustainable environmental and cultural initiatives. Maintaining cultural sustainability is directly related to ensuring the ongoing economic health of the Region. The Draft Plan contains policies to strengthen rural economies throughout the Region in the following ways:

- Enhancing communication and transportation linkages.
- Protecting resource lands (agriculture, forestry and resource extraction).
- Improving the attractiveness of the port of Sheet Harbour to shippers.

Comments

- The Draft Plan needs to be strengthened to ensure that it clearly protects the Eastern Shore communities with regard to environmental and cultural sustainability.
2. With the wealth of public wilderness within HRM on the Eastern Shore, how will HRM protect areas like Ship Harbour Long Lake from clearcutting?
- The Draft Plan does not consider forestry activities such as clearcutting. The Working Draft of the Regional Plan is primarily a municipal land use plan. The regulation of forest activities is a provincial responsibility however, the Province has many policies that commit to the sustainable use of its natural resources. The Draft Plan contains a Generalized Future Land Use Map with an Open Space and Natural Resource Designation that applies mainly to the publicly owned lands within the interior of HRM and provides for an interconnected system of open space. Use is limited to the traditional resource industries (agriculture, forestry and mining) and protective zoning will be placed on regional parks, wilderness and conservation areas that are to be preserved and used in their natural state.

Comments

- The Ship Harbour Long Lake area was not designated as a regional park. This area could provide important local economic development opportunities for tourism. HRM should protect this area from clearcutting and encourage the Province to declare it as an Wilderness Area.
3. With limits on development on the Eastern Shore, how will HRM manage the issue of private landowners who see clearcutting as their only way of getting income from their land.
- Forests are a renewable resource. Selective clearcutting and other forestry practices such as selective cutting can provide a sustainable source of income for woodlot owners however, the Open Space and Natural Resource designation does permit 20 hectare lots for residential development. The Draft Plan also proposes to strengthen rural economies. One way will be to enhance rural centres such as Middle Musquodoboit , Musquodoboit Harbour and Sheet Harbour.

Comments

- It is important that the Draft policies do not inadvertently cause increased clearcutting of our forests.
4. What is the Draft Plan doing to protect the Liscomb Game Sanctuary and the Boggy Lake area?
- Both areas are Provincial Crown and are already protected through provincial legislation. In keeping with the provincially protected status of the Boggy Lake Wilderness Area (NS Wilderness

Protection Area Act), it is proposed that this area be municipally zoned as a wilderness area in recognition of its wilderness conservation values. The provincial Games Sanctuary Act is intended to protect wildlife in the Liscomb Game Sanctuary however, the Act also permits resource-based activities and municipal zoning will reflect this.

Comments

- Regardless of the lack of municipal jurisdiction regarding forestry practices HRM should use its influence with the Province to protect our forests from clearcutting.

Burning Questions - Culture & Heritage

1. Is there a policy regarding historic cemeteries?
 - Yes, Policy CH-15 (page 130) proposes a cooperative program with the Province to research, inventory and map historic cemeteries. The policy also contains public access provisions to abandoned cemeteries under the provisions of the NS Cemeteries Protection Act.
2. Does the Draft Plan contain opportunities for funding maintenance, restoration and repair of historic cemeteries?
 - No, however there are existing resources through the Province and HRM that can help local cemetery committees learn more about associations, grants and training programs that are concerned with heritage conservation.

Comments

- It is very difficult for local organizations to manage, fund and restore historic sites. In Spry Bay there is a newly formed group that is trying to save an historic church that urgently needs repairs. It is an overwhelming task for a community organization to take on without help from the Province or HRM. Cemeteries and historic churches are a vital part of the cultural heritage of the Region representing the history of our families.
3. How will the plan affect the protection of the social heritage of the Eastern Shore region?
- In the Draft Plan, Policy CH-4 (pages 127-12) establishes a planning framework for identifying and preserving scenic sites, views and significant cultural landscapes through the proposed adoption of a Cultural Heritage Model to assist in local community planning. The model was developed with assistance from the Heritage Division of the NS Department of Tourism, Culture and Heritage. It is an inventory of current information concerning the cultural heritage of the Region that will be built on and enhanced with the help of local knowledge during future community planning exercises. The Draft Plan (pages 128-131) also contains additional policies intended to preserve scenic lookouts, significant views, heritage districts, and archaeological resources. The relationship between a Community MPS and the Regional MPS is outlined in Section 9.1.3, Secondary Municipal Planning Strategies of the Draft Plan (page 151). In the future, community plans throughout HRM will be reviewed to ensure that they are consistent with the Regional MPS however where a community has adopted more stringent provisions in a Community MPS then those provisions will prevail (Policy IM-6).

Comments

- The Draft Plan is only a land use plan. It should have included policies to enhance and protect the social heritage of the Eastern Shore. The current policies only focus on built heritage. The first sentence of introduction to Chapter 7: Cultural and Heritage Resources, (page 124) should be changed to include considerations of social heritage.

Note: A workshop participant volunteered to edit the first sentence and distribute it to the group via e-mail. Here is the edited sentence:

Cultural and heritage resources include museum and archive collections, events, programs and facilities; archaeological sites; arts and performing arts events, programs and facilities; public art; historic buildings, areas, graveyards, and cultural landscapes.

4. Does the Draft Plan address the protection of cultural sites on the Eastern Shore?
- Although the heritage features of the Eastern Shore are not specifically referenced, policies regarding the need to promote, enhance and protect heritage areas throughout the Region are contained in the Draft Plan. Policy CH-4 (page 126) proposes the development of a detailed Heritage Functional Plan that would include heritage preservation incentives related to tax exemptions, financial incentives, credits and loans. The Heritage Functional Plan could also include non-financial incentives such as heritage awards, building code alternatives and zoning adjustments. Regulatory incentives could include community and neighbourhood design guidelines to encourage

the retention of an area's architectural heritage. The Heritage Functional Plan proposed in the Draft Plan could consider heritage district designations and other types of heritage planning that could include heritage zoning. Policy CH-5 (page 127) recommends that HRM encourage the Province to amend the NS Heritage Property Act to enable the Municipality to strengthen some of its heritage protection provisions and to provide better incentives to owners of heritage properties

5. Does the Working Draft of the Regional Plan consider the need to foster and enhance opportunities for urban residents to visit the Eastern Shore and learn more about its people and heritage? City residents without cars have no way to visit the Eastern Shore. We need to foster more understanding between urban and rural residents.
- The Draft Plan proposes the development of an Arts and Culture Functional Plan. Policy CH-17 (page 131) provides details of the intent of the Functional Plan to create a variety of incentives and programs to encourage the preservation of the Regions cultural and heritage resources. The Draft Plan also proposes improved transit links to the Eastern Shore.