



**Draft Regional Plan
Dartmouth Workshop - June 6, 2005
Dartmouth High School
~ Notes ~**

Discussion Table: Governance & Implementation

Burning Questions

1. What is the difference between major and minor changes to the Regional Plan?
 - There could be a problem with interpreting what constitutes a minor difference
 - Major changes would be defined as having an impact on the principles of the Regional Plan
 - Minor changes would be administrative and referred only to the local community plan
 - Major changes involve a much broader public participation process whereas minor changes would involve simple notification of residents
 - A standing committee should be established to oversee changes to the Regional Plan - similar to an Planning Advisory Committee but with a regional scope
 - Referenda were considered as a possible alternative
2. Clarification is required around the Community Planning Strategies. What are these and how do they change or become incorporated into the regional planning process? How will collaboration with the health sector take place?
 - HRM needs to Consider health implications of the Regional Plan e.g. recreation opportunities, mixed use developments. Health representative needs to be involved in a governance structure that will oversee implementation of the regional plan to ensure the “health” of the overall community is considered. What indicators will be used to achieve our vision of a health community – we should start with the FCM Quality of Life indicators and then add to these as necessary.
 - Link health implications with development through a governance structure to incorporate quality of life indicators through management, implementation and monitoring of Regional Plan. The process needs to be collaborative and linked with a regional Planning Advisory Committee.

- HRM should also consider internal expertise on health issues.
 - Consider using a health impact assessment tool to vet policies, programs, etc that is used in other municipalities.
3. How will the transition be made from the existing community plans to the revised plans once the Regional Plan is adopted?
 - A public open space plan is required to make sure there is a cohesive and comprehensive approach to open space development and to make sure the Region strives to become an attractive place to live work and play – right now there are pockets of beauty , like the public gardens, but we need a plan for the entire municipality that we can work on over many years. Eg main street in Dartmouth is an eyesore and is not a “walkable” street
 4. How does the development agreement process work and what type of public participation is involved?
 - The process is too adversarial and is reactive, not proactive. It needs to be more consultative rather than having the public engaged in the discussion after a proposal has been made. There should be a process which begins with a discussion with the community of the concepts of a proposal or to create a vision for the development before any design details are presented.

Discussion Table: Settlement #1

Burning Questions

1. How will Regional Plan policy effect design standards in new neighbourhood?
2. Has HRM worked with other levels of government in preparing Plan policy?
3. HRM should provide more flexibility in designating areas as Urban Reserve.
4. How were the existing urban reserve areas defined?
5. How will the Regional Plan effect subdivision activity within rural areas?
6. How will HRM address the need for a greater housing mix?
7. How will the Regional Plan effect the re-development of Brightwood Golf Course?

Discussion of the Burning Questions

1. How will Regional Plan policy effect design standards in new neighbourhood?

- new design standards are proposed under the Regional Plan
 - how will the public have input into the new standards

 - standards will be established through the adoption or revisions to community plans

 - how much change will be considered - changes will effect all areas of HRM but the degree of change will vary depending on its context and the standards within existing community plans

 - will this result in new plan area boundaries (ie splitting Eastern Passage and Cow Bay) - NO, but plan area boundaries may change based upon other criteria (ie. watershed studies)
2. Has HRM worked with other levels of government in preparing Plan policy?
- concern was expressed that HRM may establish policies or regulations that are inconsistent with other levels of government level which could cause undue delays or confusion for future developments

 - HRM has worked with other government agencies in preparing plan policy and regulations such as Department of the Environment on Open Space Subdivisions, Dept of Transportation on transportation corridors, etc.
3. HRM should provide more flexibility in designating areas as Urban Reserve.
- concern was expressed that only large areas (with a single owner) were included within the Urban Reserve Designation

 - Plan needs to be more flexible in how it identifies and applies the Urban Reserve

 - why not apply it to small areas or specific pockets

 - discussion arose around why the Urban Reserve was not applied to the area around Purcells Cove - site of a proposed ferry station

 - David McCusker (Traffic Engineer): indicated that traffic concerns and topography are constraints to designating Purcells Cove area as a centre.
4. How were the existing urban reserve areas defined?
- staff explained why the Urban Reserve designation was established: areas where full services are to be provided beyond the 25 year time horizon of the Plan - long term planning

 - areas were identified through the Master Plan process
5. How will the Regional Plan effect subdivision activity within rural areas?
- group reviewed Fact Sheet #1 and agreed that the development options proposed are inadequate

- number of standard lots per parcel of land should be increased
 - one lot per year on a new road does not allow for development - cost prohibited
 - HRM needs to consider at least two lots per year to allow lots on either side of the street (maximize road frontage)
 - regulations need to be flexible to address site specific conditions
 - HRM should consider using development agreement for site specific situations, new technologies, or approaches
 - development agreements for Open Space subdivisions should spell out future development options, including possible development within the open space area
 - concern was expressed that the development agreement process may be too slow - need to allow such subdivisions as-of-right
 - HRM needs to look at revising its road standards for rural areas
 - allow for the consideration of private roads - limit the number of lots and possibly the length
 - private roads reduce costs but a revised road standard may achieve the same savings
 - HRM needs to continue to allow shared driveways for up to 3 lots and one lot with reduced road frontage (Section 14.1 of the Subdivision By-law)
 - group review Fact Sheet #3 on the Open Space subdivision 30/70 split
6. How will HRM address the need for a greater housing mix?
- it is important that HRM provide a mix of housing types
 - should allow land uses to be separated, not concentrated (ie concentration of apartment units in one location - old planning approach)
 - Regional Plan proposes to spread growth throughout HRM (25% in urban core, 50% in suburban areas, and 25% in rural areas)
 - a mix of housing will be encouraged within the various centres and the type of centre will determine the mix and density of uses
 - a significant portion of the proposed development can be addressed within the centres and/or the opportunity parcels within Dartmouth and Halifax
 - until community plans are reviewed, existing regulations will apply on the opportunity parcels and within the centres

7. How will the Regional Plan effect the re-development of Brightwood Golf Course?
 - concern was expressed that Brightwood may develop based upon higher density
 - Brightwood, if developed now, would be developed based upon existing policies within the Dartmouth MPS
 - Regional Plan would not result in major changes to policy until it is adopted and Dartmouth MPS is reviewed and revised
 - Upon adoption, Regional Plan will have only a limited impact on Brightwood : such as increasing parkland dedication from 5 to 10% but would not be subject to the 25% vegetation retention
 - group discussed the idea of a neighbourhood plan for Brightwood and surrounding area - need Regional Council approval for such a Plan

Overall Comments

- Regional Plan is to complex: difficult to determine how it effects an individual, group, or community
- Regional Plan needs to be flexible: address site specific situations
- HRM needs to use common sense when adopting or reviewing policy

Discussion Table: Settlement #2

Burning Questions

1. What will be impact of regional plan on the (Dartmouth) inner city road network?
 - don't widen streets to resolve traffic congestion.
 - high density developments will worsen traffic problems.
 - if public transit is available, people will use it.
 - consider car pooling in suburbs
 - need more bike routes and HRM should have kept bicycle co-ordinator position.
2. How will conflicting interests be resolved by regional plan?
 - what are the implications of demolition of older housing stock
 - how can we attract quality development yet maintain affordability

- difficult to provide affordable housing in core due to land prices
 - how will regional plan merge with existing community planning strategies.
3. What will be the impact of the regional plan on downtown Dartmouth development?
- downtown Dartmouth needs a vision
 - building quality going down
 - how can commercial development be attracted to the downtown.
 - need for design guidelines
 - plan should encourage a mix of housing types for various income levels
 - need more services and amenities for seniors. Potential for more seniors housing if services available
 - light industry might be acceptable
 - consider zoning based on impacts (noise, parking etc.) instead of regulating uses
 - offices don't have to occupy the waterfront
 - Admiralty Place is an attractive development
 - need more residents in the downtown to support businesses (some success to date)
 - keep buildings at a reasonable height for aesthetics and to avoid wind tunnels
4. How will decisions be made regarding Brightwood Golf Course and other opportunity sites?
- community must be involved in decisions regarding use, design, form
 - community involvement must begin at earliest planning stages. Don't bring plans for community consultation after design work already done
 - community is concerned that plans are being prepared for Brightwood redevelopment behind closed doors and community will only be asked to respond
 - Dartmouth Cove is a good location for housing and mixed use development but don't want high rises
 - Shannon Park is good site for redevelopment but don't keep existing buildings
 - Burnside East may offer good opportunities for development but not like Bayers Lake

- Wrights Cove should be preserved for housing opportunities and protection of the only salt marsh in the harbour
- don't forget that there is a residential community at Wrights Cove

Discussion Table: Housing Diversity & Affordability #1
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Burning Questions:

1. How does HRM define affordable housing in the Regional Plan?
2. What areas would potentially be developed for affordable housing? What centers?
3. What do “inclusive communities” mean to the people of Dartmouth?
4. How does the Regional Plan propose to advance community inclusion, including regulations for more access to active recreation facilities, open space and trails?
5. How firm will HRM be on its progressive policies in the face lobbying efforts to keep the status quo?
6. How are we going to be able to deliver services as the population of HRM grows, becomes more diverse and the need for specialized services increases?
7. What about co-housing and other alternative housing models?
8. How will provisions for secondary units be addressed (could one rent out an in-law suite when it is no longer needed)?
9. How much say will local communities have in detailed planning process once the Regional Plan is implemented?
10. What is the difference between a local and a district center and what criteria were used?

Discussion:

Definition of Affordable Housing

What the Regional Plan Says: Affordable housing is defined as living accommodations which are adequate (enough living space for the size of a household), acceptable (in good condition) and do not consume more than 30% of household income.

- Should be based on expected quality of life not just income – ie some incomes are just too low to spend 30%; need to consider other basic needs first and acceptable quality of life
- We should aim to provide basic inclusion and quality of life for all but this may not be realistic given resources
- One definition will not do – need a range of income levels, account for household size etc.
- Definition needs some income cutoff to ensure that low and moderate income households are assisted

Inclusive communities

- Low income housing should not be concentrated
- Life in concentrated low income housing neighbourhoods affects the experience and expectations of children
- Diversity of the neighbourhood should be encouraged through DESIGN
- In the subdivision approval process introduce development standards for diverse housing stock
- Development standards should ensure that the housing is truly mixed (ie singles, duplexes, row housing intermingled)
- Encourage opportunities for “rent to own housing to increase residents’ stake in the neighbourhood and increase affordability
- Do not forget about existing neighbourhoods – why build new subdivisions when there are opportunities to renew existing ones and put to use under-utilized resources?
- HRM should not pass the buck – neighbourhood strategies are needed with genuine community consultation.
- Some individuals who currently rent would like to have the opportunity to stay in their neighbourhood and buy a home but there are no opportunities to do so – some neighborhoods have their share of apartments but still need affordable home ownership options such as rent to own, homes on small lots etc.

Servicing of growing and diverse populations

- Increasing the density in local neighbourhoods can increase tax base, provide for more efficient delivery of services
- Basic services include water and sewer (although not in all communities, transportation, police and fire
- Additional services AND opportunities are needed for community recreation centers, seniors centers, assisted living, accessible housing, child cares, food banks, neighbourhood commercial and local employment opportunities
- We will be able to afford these services if we don't spread out too much

Community consultation

What the Regional Plan Says: Detailed Community Design Guidelines and Community Planning Strategies will address local issues with community participation once the Regional Plan is implemented. Existing plans will stay in force until that time.

- Genuine community consultation is needed at each stage of the planning process, particularly with regard to renewal of existing neighborhoods

Tools and Strategies

- Definition – Develop a detailed definition for affordable / special needs housing that responds to a range of incomes but have an income limit.
- New subdivisions: Develop where it makes sense economically (ie closer to the center where services exist, on areas with fewer environmental constraints); Use development standards (eg. Morris-Russell Lake) for diverse and mixed, integrated new neighbourhoods; small lots, less lawn, range of lot sizes, introduce mix of uses in new subdivisions to provide for local services and employment opportunities; use incentives for affordable and accessible housing, allow secondary suites.
- Centres: Encourage diversity by design, and encourage a mix of uses, community services such as services for seniors.
- Existing neighbourhoods: Develop policies and INCENTIVES that would address the needs of existing neighbourhoods, especially those that have under-used services and would like to renew their housing stock, attract new residents, increase stability. Stress positive aspects of areas that may experience stigma. Infuse all HRM service areas with an over-arching approach that stresses diversity and inclusion.
- Partnerships – develop partnerships, incentives, engage in genuine community consultation, seek community input and support before proceeding. “Everyone has something to say”.

Discussion Table: Housing Diversity and Affordability #2
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Burning Issues

- Inclusiveness aspect of the plan needs to be beefed up. Some changes have taken place since the early discussions but it is really important that affordable housing be made possible for persons living in the community who have disabilities, multiple needs, and low incomes. A view was expressed that perhaps “inclusiveness” should pre-empt or replace “diversity”. How will the Regional Plan deal with NIMBY and INCLUSIVENESS?

- Concern that there are very few affordable home ownership opportunities in HRM, especially for young folks looking to build their own home. In addition to prices, rules and regulations, and standards make it pretty hard for individuals to build a home on their own, in stages as they have the money, or with a builder. People are encouraged to have developers build. Makes costs higher. Need to have some incentives to help first time home owners. Encourage more people to own their homes. Need more opportunities for basic homes to be built not just trendy upscale homes. It was commented that people moving from rural areas seeking economic opportunity find housing costs high and opportunity to be personally involved in building their home is diminished. If they cannot find affordable housing they may as well go west, as their friends have done, where incomes and opportunities are greater.
- This concern includes other household types such as retirees looking to downsize within their neighbourhood, young adults/new workers or students leaving home who want to stay in their neighbourhood, or who find work in the local area but cannot find appropriate and affordable housing-rental and ownership.
- Zoning can often prevent home ownership especially if it only allow single houses with big lots. Opportunities smaller more modest homes should be encouraged in zoning regulations for modest income people. Incentives for first time buyers or small developers, and non-profits should be available. Reducing housing costs through reducing certain planning and regulatory standards should be considered. People mentioned the building code but this was beyond HRM ability to change. But lot size and roads sidewalks, set backs perhaps could be changed. Fees could be waived for selected groups. HRM could forego some revenues to encourage home ownership, especially if people were willing to try innovative building processes, infill projects, rural cluster developments, etc.
- Very concerned about new housing development displacing low income residents. Gentrification of downtown areas where new development of higher end housing, such as condominiums squeezes out traditional residents and other incoming residents and the housing they could afford. New development should include ranges of accommodation at prices that lower income residents can afford. Persons with disabilities, living in downtown Dartmouth are finding it more and more difficult to find and afford living accommodation that is affordable, safe and located near services. They need to be within walking distance as well as public transit service. Some need to walk because they cannot afford transit. So renewed or new neighbourhoods need to be open, have pathways and lanes and not be closed off. Thus forcing people to be diverted around new developments.
- Emergency housing shelters are not located in Dartmouth so if someone finds him or herself without a place to stay they have to get themselves to Halifax. This heightens the need to have accessible affordable housing for low income people in the downtown Dartmouth corridor. It is important to have a good mix of people in a neighbourhood. Plan should make room for all income groups and needs in community. A continuing theme was expressed - if we value and include all, no one group can be excluded from consideration or protection in the community.
- Serious desire to include existing neighbourhoods in planning process for major infill developments, i.e. Brightwood. These things are going to happen but they should not be shrouded in secrecy but rather talked about so the neighbours know what to plan for the future. The plan should encourage

information sharing and consultation between developer or owners contemplating re-development of an area. It should be part of the process.

Discussion

- It were in agreement that for all of the concerns expressed, inclusion addressed everyone's concern. Their different interests were all covered under the principle of inclusion. If neighbourhood were more mixed in terms of housing types and affordability more people could live in more neighbourhoods close to shopping and work and leisure. They could stay in a neighbourhood as their income changed, as their personal circumstances and housing needs changed. Many neighbourhoods have a only a few types of housing, all ownership no rental, all high-end no lower-end housing.
- A frustrated comment "Is a single detached house the standard now?"
- Suburban areas are like this. Young people have to leave the neighbourhood and go into town for work and housing because there is no rental housing that is affordable - no flats, small apartments or small modest houses for sale in the area.
- The theme of inclusion promotes diverse forms, types, size, design, range of amenities and affordability for people living in different circumstances.
- Implementation of the regional plan to strongly support inclusion and affordability would have to look at ways to provide incentives.
- Responsibility for safe, residential occupancy was noted. Many dwelling units are not safe for people. Enforcement of standards is needed.
- Young first time buyers: rural, suburban or urban core forgo revenue of tax transfer deed or some other charges to encourage building or buying new home, or conversion of existing (renewal area conversion, fixer uppers) tax deferrals during construction. Encourage co-op groups to build utilizing joint sewage treatment system. Seek provincial renewal for co-op building program, sweat equity incentives. Encourage availability of training courses on home construction, general contracting know how.
- New developments could provide for special lot development to allow private owner to self-build.
- Zoning requirements could insure that there is a mix of housing tenure, type and size and price that is affordable for the area and that services are included in the plan for development or renewal. If we had a range of housing types, such as single house-small, medium and large, townhouses, duplex, quadraplex, rowhouse, apartments-differing sizes and amenities, flats, there would be more choice in design and price.

Priority Themes

- Inclusive Neighborhoods/communities with diverse affordable housing for everybody, and diverse forms, types, costs and amenities, such as safety.
- Enable home owners. (first time buyers, non profits, small developers) to take a more active role in developing affordable housing and building own homes. (Like a Habitat for Humanity at higher income levels-capacity building) Reduce barriers, codes, standards, less restrictive regulations for non-profit housing, quicker approval processes, private owner, non-profit building incentive policy (assisting potential buyers who are just below the affordability scale)
- Promote and Protect Neighbourhood Inclusion in the development planning process for infill and major redevelopment, IE. Brightwood Golf Course. This would involve early notice of intent to consider change of ownership, seeking local input, keeping the neighbourhood up to date, wherever possible. Inclusion in process regarding impacts on neighbourhood, services, traffic changes, amenity changes, etc.

Vision for Housing Policy in Regional Plan

- Create mechanisms to allow all residents to be included in the community by having affordable housing for all (link this to economic arguments for affordable housing to attract business, keep business costs low and draw a young and skilled work force)
- Provide incentives to enable affordable housing types. This would include private developers-small and large, non-profits, first time home buyers, (i.e. Tax incentives, encourage limited dividend housing (Canada-NS Affordable Housing Program approach).
- Foster Housing Diversity within neighbourhoods to increase choice. Provide a continuum for different incomes, needs which change for householders over time, such as young singles-new workers, students, newcomers, young families, empty nesters, elderly and retired, persons with disabilities and multiple needs.
- Again the suggestion came up of going with INCLUSION over DIVERSITY!

** Added concern for someone working in urban core but living in rural HRM regulation of private rural land owners with wood lots and forest areas to clean up forest fall to prevent fires. Provide some form of assistance or get provincial and federal governments involved.*

Discussion Table: Municipal Services and Utilities
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Burning Questions

1. How have energy needs been integrated into the Regional Plan, specifically, our need to generate electricity?

2. How is the Municipality dealing with utilities (existing and new) in the street and street right-of-way (power lines, cable, natural gas, etc.)?
3. How will HRM ensure adopted plans are followed?
4. The proposed service boundaries do not make sense for areas like Hammonds Plains and Upper Sackville.
5. The Regional Plan should be looking beyond 25 years especially for infrastructure.
6. Changes to the serviceable boundaries follow property lines and create “winners” and “losers”, especially where lands in Upper Sackville are proposed for removal from service boundaries.
7. When will services be extended to the east side of Morris Lake?

Discussion

(Energy and Utilities)

- The regional plan must encourage and ensure appropriate siting without impeding renewable energy development, including allowing with industrial sites. Renewable energy development should also be considered in community services and in subdivisions. (Net zero growth of fossil fuel as a minimum performance measure)
- The plan calls for a functional plan on wind energy. The public must have an opportunity to be involved in this process. Issues of birds, noise and aesthetics must be considered and we must think long term in terms of changes in technology. Incentives should be considered, and language that in any way limits flexibility and innovation must be removed from the draft plan. (Use of word “several” as an example)
- Limiting wind energy from residential areas will preclude home energy systems and innovation. The social issues must be addressed as well as the technical issues.
- Nova Scotia Power wants to widen rights-of-way and remove vegetation. All new development should have utilities underground and existing neighbourhoods should be retrofitted with underground utilities as infrastructure is upgraded. Joint trenching is done in many places, but not here. The property owner should pay.

(Following the plan through)

- The financial strategy and budget process must be tied directly to the regional plan in order to deliver a clear action plan to implement regional policy. If the plan is not followed (through) the process is a waste.

(Service Boundaries and Growth)

- The Mill Cove sewage treatment plant should be upgraded sufficiently to allow inclusion of a greater land area in the vicinity of Springfield Lake and Lively Subdivision such that an increase in density may be permitted for new subdivision and some infill opportunities within existing subdivisions where larger lots currently exist. The individual lot owners would pay for the services and chose whether or not to resubdivide their lot in the future. Other new pockets could develop at a more urban density with water and sewer. A new interchange on the 101 (and a bypass) would allow greater access to these lands.
- Land owners and developers are seeking direction under the regional plan and will wait provided the future direction is clear and fair.
- Based on the 25 year projections for population, Morris Russell Lake and Bedford West are expected to accommodate 50 percent of this total. Directing to only two areas is too limiting and only a few land owners will benefit.
- The density in the newer phases of Clayton Park are far too dense and the infrastructure is simply not there (e.g. roads). This higher density should be avoided in new development (such as Morris Russell Lake and Bedford West).
- It is advisable that alternative technologies be examined closely where they are being implemented in other areas. But in looking at experiences elsewhere, we must be careful to examine climate, etc. Hybrid sewage disposal systems may hold potential - discharge to fresh water when water flow is high; discharge to land during drier periods.
- Some lands are completely surrounded by existing water service districts, yet water is not proposed to go into those lands in the future (e.g. Home for Colored Children lands). Does this make sense?
- The proposed extensions to water only services appears limited and by-passes some areas (e.g. Hammonds Plains Road to Tantallon). This needs to be more comprehensively studied to determine the best areas for extending water. While water is seen as an incentive to direct growth to specific centres, areas like Haliburton Hills may make sense too for future water.
- We need to be sure tools like wastewater management districts will be effective and reliable tools to deal with areas proposed to received piped water but to remain on onsite sewer.
- Before communal systems can be used, we need to be sure all issues associated with management can be overcome. The municipality will be assuming tremendous liability. Whatever the management tool, HRM will have to be involved.

(Beyond 25 Years)

- The plan looks beyond 25 years with respect to some road corridors, urban reserve lands, siting for a new landfill, and capital cost contributions for over sizing infrastructure.

(Lands East of Morris Lake)

- Morris Russell Lake and Bedford West were studied relative to the cost of providing services.
- While lands to the east are now included, the regional plan must identify a time period for delivery of sewer and water services on east side of Morris Lake. These lands have been included in the past and then removed.

Discussion Table: Transportation #1

What's your burning question about the Regional Plan policies?

- Sprawl and the car traffic associated with it.
 - And related to that - public transit and carrots & sticks
 - What's with the Metro Transit hubs? Eg. Penhorn, now MicMac.
1. How much is active transportation/biking a priority in the regional plan?
 2. How will it be played out over the ... ?
 3. Those communities that currently have no bus system - i.e., Lawrencetown, East Preston - when will they get a bus service?
 - I'm concerned that our local shopping facilities (N. Woodside, Penhorn) will really stay and not be lost to superstores and "big box".
 - I'm car mobile now but am looking ahead towards not driving but I hope, staying put.
 4. How can the Regional Plan make it possible for people to conveniently move throughout the region with a minimum dependence on the automobile, by using transit, cycling, and walking?
 5. Before we provide faster and more frequent service - why aren't we meeting public transportation needs of areas not serviced?
 - Cycling, biking, walking priority.
 - SPEED - 1 hour morning - 1 hour evening
 6. What is District #3 Porters Lake, Preston going to benefit from the Rapid Transit Bus Service?
 - Resident ask for hours to be extended instead of 7:00 am to 6:30 pm at new hours from 6:00 am to 11:00 pm Mon. to Sat.

Ferry Services

- Is the Rapid ferry service going to be based in Bedford? If yes, then why?

Eastern Shore

- If HRM grows bigger will this cause tax rates to grow higher than its present?
- Why close the Penhorn Mall and move it on the 118 highway and disturb a Provincial Park?
- How will we integrate all of the transportation modes & authorities to minimize travel times to key centres, & maximize safety? [Regional Transit Authority]
- What are the priorities given limited \$'s?
- Trucking issue related to port development

What did you come here to accomplish?

- Learn about what is proposed & hopefully represent an environmental viewpoint.
- Learn more about transit system and see how active transportation fits.
- To get the Eastern Shore's questions answers.

What will make you happy you came here?

- A good integrated system of transit and active transportation
- Very comprehensive discussion
- Knowing that HRM Council will do something and perhaps relook over.

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

- Participate
- Get our view across.

VERBAL PARTICIPATION

Burning Questions/Comments on Flip Chart

- How does Active Transportation - especially cycling - form part of the Regional Plan? - including TRAILS
- Can we keep our stores within walking distance of home? (Especially as we grow older) - eg, Penhorn

- Suburb-to-suburb bus routes are a good thing (eg, #52 bus).
- Trucks through downtown - lack of use of railways - underutilization
- What guarantees the Regional Plan won't be watered down or repealed?
- Convenient mobility with minimum dependence on the car.
- Why aren't transit terminals near the doors of the malls?
- How will HRM extend the transit system while reducing dependency on fares?
- Transit should operate consistently 7 days a week.
- Why not serve comprehensive areas of coverage?
- How will District 3/Porters Lake benefit from rapid transit? Buses [serving this area] start too late & end too early.
- How will we integrated transportation authorities & modes for safety, time & convenience?
- Priorities for \$? Impact on tax?

Discussion

Trends and Risks:

- Does the Regional Plan take into account the peaking of oil production?
- This will be an incentive to live closer to work.
- But the employment moves out.
- Burnside will triple in employment.

Walking and Cycling:

- Increase policing for people who walk.
- Have a lower speed limit for cars on streets that are bike routes.
- Burnside, Commodore and the Parclo are very unsafe for cyclists. There should be a ramp for cyclists so they can avoid these intersections.
- There needs to be a safe means for getting between Burnside and Highfield Park.

- There needs to be connectivity for bikes and walking.
- There are few sidewalks within Burnside.
- The Woodside trail is the best thing for Tim Hortons!
- The community opposed the Woodside trail but now they love it.
- Winter maintenance is important for trails.
- Windsor Junction, the Prestons and many rural communities have NO sidewalks.
- Whenever they pave a road they should put in a bike lane.
- There is a jurisdictional problem in getting crosswalks put in.
- There should be a crosswalk at the Porters Lake Tim Hortons.

Transit and Roads:

- A lot of people are going to want to travel between the new Morris-Russell Lake community and Burnside. Traffic bottlenecks will arise between the two.
- Burnside amounts to a small city, but it is car-oriented.
- Penhorn Mall leaving Dartmouth is a slap in the face. The Penhorn stores are conveniently located close to where we live. Burnside is out of the way.
- Transit should be more frequent.
- Transit routes should be closer to where people live. Why is the emphasis on investing in rapid transit for a few major routes, when ordinary bus service is too far from where many of us live?
- Commuting requires an adequate transit schedule.
- Metro Transit service from Porters Lake should have its operating hours extended, and should be integrated with the rest of the system.
- Metro Transit does not market new routes added when residents request them. So people don't know about them and they are regarded as unsuccessful. For example, the #66 bus to Cobequid on Saturdays.

Conclusion - Notes for Presentation

1. Transit should be more responsive to the market:
 - schedules should accommodate commuting

- 7-day-a-week service should accommodate shift workers
2. We need an Active Transportation system that is connected and integrated with transit:
 - trails should be maintained in winter
 - more sidewalks should be provided in Burnside
 3. Sites should be located and designed to encourage walking and transit use:
 - transit terminals should be close to the doors of shopping centres
 - shops should be located within walking distance of where people live

Discussion Table: Transportation #2

Burning Questions

1. Is there a public appetite for more toll facilities in HRM?
2. Is HRM committed to building cycling routes on all major entrances into Burnside?
3. What are the resident's costs for not improving the transportation system? i.e. private vs. public costs.
4. Why are there so many SOV (single occupancy vehicles) on the road?
5. Alternative modes of transportation.
6. Have we modelled the urban form in the regional transportation system?

Discussion

Questions 3 and 6 were addressed first. The discussion, as described below included other topic areas, particularly transit.

- First - Dave McCusker, Manager of Regional Transportation described the modelling that has been completed for transportation.
- What is the cost recovery on Transit - (Dave - 75% at the moment but we should reduce it).
- What is Council's expectation - 110%?
- Council should be providing a higher level of input into transit and haven't put in the money.
- Council should put more money into bus service and improve the trip and frequency.
- People will drive alone as long as they can afford it

- People like to have their own wheels. If they have a choice - will use the car.
- If the transit service is improved, there will be changes, i.e air conditioned buses will help. Don't want to wait for bus.
- More service - increase frequency to every 10 or 15 minutes - could use.
- Transit travel time too long compared to cars. For example, from downtown Dartmouth to Clayton Park, it takes 1 hour and 20 minutes by transit.
- Should have counts for scooter use - lots on the bridge.
- Are those using the scooters switching from transit use or car use?
- With people trying to get into the city from various areas of HRM - are there studies fro express bus service. Make it easier to get in.
- Have bus drivers filled out questionnaires?
- Yield to bus symbol on rear to buses to give priority/right of way.
- Along Portland Street, bus will be caught in traffic.
- What % of transit users have no other mode of transportation available vs. % who have a choice?
- Funnelling traffic onto the peninsula - change location of jobs to reduce impacts.
- Put more jobs into Bayer's Lake.
- What is the traffic modelling for job locations other then peninsula? Dave explained modelling and capturing trips by transit.
- 45% use transit onto the peninsula, but with 100,000 more people, an additional 10% won't make a dent in the traffic volumes.
- Transportation plan will be made to fit the Regional Plan.
- Low income areas generate more trips than higher income areas. Need to change attitudes in higher income brackets to make transit use more acceptable.
- Rail is expensive?
- Have HOV lanes been considered on Bedford Highway (Dave said it was considered, but not in plan - don't have capacity and it was part of the modelling).

- Ferry - how will we get people to Ferry. Where will the new ferry terminal be and where will people park? (Dave - working with Sobey's, and users are divided into 1/3 drive, 1/3 transit and 1/3 walk up)
- Resident's costs - time, idling etc.

Questions 4 and 5 were discussed together.

- 1 less car - save individual \$10,000/year
- need to get people out of their cars and using other modes for commuting
- Delivery trucks can't get to areas because there is no enforcement of loading zones - cars are often parked in them.
- Who is aware of the commuter challenge - no posters on buses.
- Need to ensure ads on buses are encouraging alternative modes of transportation. Need to promote this and increase budgets. How much do the ads on buses bring to the bottom line?
- We are focussed on financial reasons - what about other reason for not driving to work?
- In the 1970's, there was more urgency to reduce oil consumption. Today people don't seem to be concerned and are not focussed on environmental issues.
- If there isn't a good transit system, need to increase road capacity and increase capital costs.
- Baby boomers don't like to use public transit - mainly due to their affluence.
- For the cost of owning a second car, can take taxis for the same amount per year.
- Downtown Dartmouth should look like West Vancouver by building high density developments. This will increase transit/ferry use.
- Need to set up infrastructure to accommodate alternative modes of transportation.
- Difference between planned development and uncontrolled sprawl.
- Why is the ALM Bridge ramp from Barrington Street not suitable for buses (told that buses wouldn't be travelling from Barrington onto Bridge).
- Change in road re-building strategy to incorporate buses and bicycles.

Question 1 - Tolls

- There was mention that some people would like to see tolls higher.

- However, it was stated that this could be unfair to Dartmouth residents and businesses.
- Monthly tolls should be the same cost as a bus pass to encourage more transit use.
- Current tolls pay for maintenance on bridges (a new collection system will be in place in the future).
- No political will or appetite at the provincial level for the Bedford By-pass toll road.
- Is there a public appetite for more toll facilities in HRM?
- The Burnside News had a poll - with a majority of respondents in favour of a toll road.
- In US, all fuel tax goes to road projects. However, due to improved fuel efficiency, not enough money for roads from fuel tax.
- What would be more economically efficient - a monorail system or a toll road?
- If people know there is an alternative, won't mind toll roads and would use them.
- The province has had bad experiences with public-private partnerships (but not necessarily road projects). No protocol exists for these partnerships. Need to have a framework set out to encourage the private sector to become involved with toll roads.
- Would like to see a commitment from Metro Transit have BRT buses run on the toll roads.
- Any improvements on the Magazine Hill will conflict with the toll road.
- Automobile drivers, when asked though a survey, a few years ago, said they would be pleased to subsidize the bicycle lane on the bridge.
- Need to educate the public about toll roads and environmental issues.

Question 2: Cycling facilities

- The more you enable people to use their bicycles, decrease in the costs for health care.
- Could we look into licensing bicycles and ensuring that helmets are worn?
- Need to educate both cyclists and motorists.
- Heard a comment that cars are the problem with transportation.
- It is dangerous to cycle.
- Employers - if getting to work (for their employees) was more efficient (ie, better transit and cycling facilities), could make it more economical for employers. Wages could be decreased and therefore costs fro businesses.

- Burnside not well served by transit, therefore interested in cycling.

Discussion Table: Culture & Heritage

Burning Questions

Each member of the group submitted a ‘burning question’ (or statement), many of which had multiple parts. There were four common themes that emerged from these twelve questions. In no particular order they are:

1. Development Control/Protection of Heritage Assets:

The protection of our heritage assets begins with a working definition of Heritage Assets, which should include a prioritized inventory. Communities can help identify significant resources. This definition should be based on a broader look at heritage, and it should emphasize the strengths and uniqueness of individual communities. As currently written the RP doesn’t appear to give as much priority to heritage assets as it gives to other components of the Plan. We would like to see the priority increased dramatically. The heritage policies must be consistently applied, and must not be compromised (variances/development agreements, etc.) for the convenience of developers. This point gets to the larger question of how do we protect our heritage resources in the drive for economic growth? Something that would help would be to change the “should” language in the RP to “shall” language. It appears that some important issues have fallen through the cracks, such as the preservation of existing important streetscapes. As an example, there has recently been some inappropriate development proposed on St. Georges Lane in Dartmouth relating to the grandfather status of existing lots of record. It is felt that the RP should also spell out how HRM will resolve conflicts with other levels of government and with private property owners concerning heritage issues. In other words, how does HRM exert its development controls? What tools for enforcement and/or punishment are available? The RP must make a strong regional statement in support of culture and heritage. The overarching issue is: What are the heritage priorities, how will they be acted upon, and how can we ensure that they will continue to be acted upon in the future?

What the Regional Plan proposes:

2. Emphasis on Culture and the Arts:

The RP does not appear to make the preservation of Cultural Assets a priority. It needs to have a mission statement for culture, heritage and the arts. The RP must spell out when and how this mission will be realized with mandated target dates and promised results. There should be an ongoing process of public consultation as part of realizing this mission, as well as ongoing evaluation of the program. The RP should mandate the creation of Community Councils for Culture and Heritage to ensure that communities throughout HRM are communicating and working together toward the culture and heritage goals of the Plan. Specific ideas include: the RP should ensure that our cultural efforts/facilities are equally shared throughout the Region; there should be a program of equalization for cultural monies; the monetary/economic importance of culture to HRM should be spelled out in the plan, and; the RP should reflect the importance of cultural festivals and other

such events. The overarching issue is that the RP has not elevated culture to the level of importance that it merits, and it must.

What the Regional Plan proposes:

3. Protection and Enhancement of the Natural Landscape:

The RP appears to lack a holistic approach to the management and protection of natural areas and the visual landscape. There appears to be a very piecemeal approach to parks and open space in the RP. These resources should all be inventoried as a first step to being better able to preserve them. The various open space/green space policy statements appear to be scattered throughout the RP and not dealt with concisely. Cohesive and effective management of these resources is lacking. The Public Gardens is managed in a way that can be a model for the management of other green spaces. The overarching issue is that these natural assets are exceedingly important and the RP does not go far enough to protect them.

What the Regional Plan proposes:

4. The Importance of Tourism:

The RP should contain clear mission and mandate for tourism. Tourism impacts social and service economics and must be adequately addressed. Tourism is directly related to the protection of our Culture, Heritage, and Arts assets, and this synergy must be fostered. The overarching issue is that tourism is an enormous part of Culture and Heritage and the RP's policies must recognize this.

What the Regional Plan proposes:

APPENDIX: Burning questions as they were recorded during the discussion:

1. How does the RP resolve conflict in working with other levels of government and private property owners concerning heritage landscape (i.e. How does HRM exert its development controls?)
2. Where does the priority of preserving historical/cultural assets fit into the plan? How will these priorities be acted upon, and how do we ensure they will continue to be acted upon?
3. Where is the emphasis on Culture in the RP? (i.e. our culture efforts/facilities should be equally shared throughout the Region, there should be a formula for the equalization of culture monies, etc.). What about the importance of culture to the economy?
4. Policies need to be consistently applied, and variances/exceptions should not be made to accommodate developers (don't subvert intent of policies).
5. Why is the treatment of the visual landscape (open space, parks, wilderness, etc.) so fragmented throughout the plan? A holistic approach is needed.

6. The Public Gardens is managed in a way that can be a model for the management of other green spaces. Cohesive and effective management of these resources is lacking.
7. The protection of important streetscapes seems to be missing from the RP. Some things seem to have fallen between the cracks. For example, there has been inappropriate development proposed on St. George's Lane in Dartmouth, related to the grandfather status of existing lots of record. We need an effective approach to neighbourhood preservation.
8. What is HRM's mission statement for culture, heritage and the arts? When and how will this mission be realized? There should be mandated target dates with promised results reflected in the plan. There should be an ongoing process of public consultation and evaluation of the plan. There should be Community Councils for culture and heritage to ensure that communities throughout the HRM are working together toward C&H goals. Also, the RP should reflect the importance of cultural festivals and other such events.
9. How will out built heritage be able to 'hold its own' in the face of the drive for economic growth? The RP's language should be changed from "should" statements to "shall" statements. HRM needs to prioritize its C&H assets.
10. Where is its mission and mandate for tourism in the RP? Tourism impacts social and service economics and must be properly addressed. We need to increase our preservation of arts and culture; what are our enforcement approaches? What happens to the existing MPS upon adoption of the RP?
11. There appears to be a very piecemeal approach to parks and open space in the RP. These resources should be assessed (inventoried?) to better be able to preserve them.
12. Before we can protect our heritage assets we need a definition of heritage assets. This definition should include a broader look at heritage, and should emphasize the strengths and uniqueness of different communities.

Discussion Table: Natural Environment #1
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Burning Questions

1. Does the Draft Regional Plan establish the right balance between development and growth? Particularly does it establish a balanced approach to the protection of regional ecological integrity?
- The Draft Regional Plan establishes a good balance between development, environmental protection and the preservation of open space. In 2003/04 Regional planning staff conducted a review of the environmental assets of the Region and consulted with a variety of stakeholder groups. Draft Regional Plan maps such as the Generalized Future Land Use Map (Map #2) show an extensive network of interconnected open space. Other maps (#3, #4, and #5) depict the Region's parks, trails, natural corridors and significant habitats. Regional planning staff conducted environmental research first

before identifying future settlement areas. The Draft Regional Plan proposes new protective measures for watercourses and wetlands and greater cooperative efforts with senior levels of government with environmental protection mandates. With all three levels of government working together there would be more opportunities to pursue integrated management approaches to protecting our environmental assets.

- **Note:** The maps referenced above can be viewed at the Regional Plan website: <http://www.halifax.ca/regionalplanning/index.html>

Comments:

- Plans for new subdivisions should allow for wildlife corridors as well as separate recreational and transportation corridors.
 - New subdivisions should be designed to connect with other subdivisions through green networks.
 - In cooperation with other levels of government and universities HRM should start work now to collect and establish a baseline of environmental information to influence the creation of future plans.
2. What control does HRM have over the protection of natural areas? What role does the Province play in environmental protection? How can HRM ensure that the environmental policies of the Regional Plan are heard at the provincial level?
- HM has limited municipal jurisdiction for the protection of natural areas such as forests and watercourses but it does have responsibilities with regard to land use and development. The Province is responsible for most of Nova Scotia's environmental protection although it shares jurisdiction with the Government of Canada for coastal areas and fish habitat protection. Policies contained in Chapter 2: Environment deal with environmental protection issues such as watercourse setbacks, vegetation retention, and erosion controls that the municipality can require during and after new developments. Policies contained in Chapter 10: Governance call for greater levels of intergovernmental cooperation to establish new mechanisms and agreements regarding environmental protection. HRM does not have any direct jurisdiction regarding provincial responsibilities concerning the protection of wildlife habitat but HRM will seek to cooperate with the Province to protect wildlife. In addition, the Draft Regional Land Use By-law recognizes territories such as provincial Wilderness Areas with municipal zoning that corresponds to the habitat protection intent of Nova Scotia's Wilderness Protection Act.

Comments:

- Can we influence the provincial government to take more responsibility? We are 40% of the population.
- Should HRM take a stronger role in the management plans for Protected Wilderness areas?
- The Draft Plan is a good foundation to build on. It encourages new levels of cooperation with the Province but there are concerns about the future and the need to establish baselines to measure progress in environmental protection.

3. The 20 metre watercourse (riparian) buffer proposed in the Draft Regional Plan is not sufficient to protect watercourses. Why did planning staff choose a 20 metre buffer and what input can we have to encourage changes to the Draft Plan to increase the buffer to 30 metre?
 - The standard was adopted from the Water Resource Management Study commissioned by HRM that recommended that the Municipality consider using standards similar to those approved by the Province for forestry practices. The standards are considered to be defensible because they are sanctioned by the Province. In addition the proposed standards can be extended from 20 metres based on local soil and slope conditions. Also, community plans conducted after the Regional Plan can, with community consensus, adopt more stringent standards based on local needs. Comment regarding increases to the 20 metre buffer received at the Regional Plan Workshops will be reviewed in the coming months.
 - **Note:** Further information concerning the Water Resource Management Study is available at: <http://www.halifax.ca/environment/waterres.html>

Comments:

- It appears that all 3 levels of government are passing the buck with water quality. We see it every day - Morris Lake, Banook, etc. Will diffusion of responsibility of these responsibilities stall the implementation of the Regional Plan?
 - In the settlement plan we need to know that we can protect water quality
 - The 20 metre buffer is inadequate.
 - It is well recognized that the provincial act is out-of-date and has no regulations to support even its limited view of responsibility. I suggest leaving out the reference “the standards are considered to be defensible...” This sentence is mis-leading to the general public. Please include the mention that the Dartmouth Save Our Lakes supports a general 30 metre buffer, preferably in public ownership.
4. What policies are contained in the Draft Regional Plan concerning stormwater and impervious surface management?
 - The Draft Plan recommends the development of a Stormwater Management Functional Plan to ensure that stormwater discharges are not harmful to the environment (Policy #SW-29, pp. 144-145). With the assistance of Environment Canada, impervious surfaces in HRM’s watersheds were mapped. using satellite imagery. Scientific research indicates that when the area of impervious surfaces (roads, buildings, parking lots) exceed 10% of the total area of a watershed significant declines in water quality become evident. This research will be used in future watershed studies. Policy #SW-30 furthers the stewardship intent of the Regional Plan with a proposed public education program concerning the harmful effects of unauthorized materials discharged into stormwater and sanitary sewers

Comments:

- Stormwater runs into the lakes, our by-laws should ensure the protection of watercourses.
 - Stormwater draining directly into many lakes can cancel out improved practices, eg, buffer zones, reduced use of fertilizers.
5. Is it possible to keep people happy by packing them into centres if we can guarantee access to community shared green spaces?
- The Regional Plan doesn't anticipate "packing" people anywhere. It's a question of regaining a balance between settlement and open space. Presently the average size of our homes and lots are 400% larger than they were in the 1960s. Combine that with smaller families and it translates into a much greater impact on the land. The draft Plan supports a range of housing types from low density up to high density with many choices in between. People are happiest when they have chosen to live in a place that fits their lifestyle. Regardless of the density of new or existing settlement areas, green spaces are a priority in the Draft Plan.

Comments:

- High density development occupies less space and leaves more green space.
 - Conventional subdivisions fragment wildlife habitat and disrupt wildlife corridors.
 - Green spaces should be preserved on the Dartmouth side of the harbour waterfront.
 - Valuable waterfront open space will be taken up by the Dartmouth Sewage Treatment Plant.
 - Why not put it in an industrial area?
6. To what extent will the Regional Plan policies improve watercourse protection?
- The answers to questions #3 and #4 (see above) outline how the Draft Plan will improve the protection of watercourses. Additional policies in the Plan deal with water quality monitoring, the naturalization of channelized watercourses and the protection of wetlands to ensure their habitat, water filtering, and stormwater retention values are maintained. Although the new watercourse setback provisions will only affect new developments, Dartmouth area residents should see improvements in lakewater arising from the proposed activities of the Plan's proposed Stormwater Management Functional Plan. The Plan also supports community education and stewardship for water quality protection.

Comments:

- There should be a time frame for improvement of waterways?
- We all have individual responsibility but we depend on leadership from all 3 levels of government - we want to be working together.

- The 20 m. buffer should be increased
 - There are loopholes in the 20-30m setback. It will be difficult to enforce.
7. How will the Regional Plan ensure a healthy environment is maintained for this and future generations that will support healthy lifestyles, conserve biodiversity and provide nature recreation?
- It will be important for all levels of government to work together in order to ensure a healthy environment. The Draft Plan sets out an ambitious municipal schedule for new environmental protection initiatives but many, such as habitat protection, will require the assistance of the Province. The Province could provide more opportunities to provide habitat protection through amendments to the Municipal Government Act. Other Provinces such as Ontario have introduced habitat protection requirements through their municipal planning acts. Legislative change is a slow process but HRM will continue to encourage the Province to move forward with amendments necessary to achieve the Plan's intent.
8. I've heard a lot about development along the Dartmouth waterfront with a lot of emphasis on industrial development. I've also heard it will include new housing developments. How much land will be set aside for green space? How will the guiding principles overlap with the waterfront plan? Will we maintain the present imbalance? (too much industrial and not enough green)
- The Harbour Plan will be consistent with the principles, goals and objectives of the Regional Plan. The future land uses around the harbour will be determined in cooperation with landowners, citizens, other agencies and levels of government, and industry. Although there are excellent waterfront parks and greenspace on the Dartmouth side of the harbour the majority of remaining lands are either privately owned or devoted to military, institutional or industrial use. The Province may want to retain the development potential of its waterfront and water lot for marine industrial purposes but by planning now there may be opportunities for greenspace retention and buffering from adjacent residential areas.

Comments:

- There should be protection of the Dartmouth waterfront in the plan.
- Other concerns include water frontage in front of the NS Hospital lands regarding view planes and public access if marine commercial and industrial uses are encouraged.
- Residents on the eastern side of harbour need to be treated as fairly as Halifax and Bedford residents.
- The current disproportionate high use of Dartmouth / Eastern Passage waterfront is being expanded with the draft Harbour Plan.

Burning Questions/Concerns

1. Why is there such an emphasis on marine industrial development on the Harbour?
2. Why can't we be cleaner and greener - take more civic pride and produce less pollution?
3. Sustainable coastal development policies - buffers to minimize rising sea level, coastal erosion, public access and habitat conservation.
4. We've made a poor sewage treatment choice - Is there an opportunity for change?
5. How is the Wright's Cove area going to be protected?
6. How is HRM going to deal with growth without destroying the natural beauty of our Environment?
7. How will HRM pragmatically protect or restore lakes, rivers and estuaries?
8. Concerned with maximum preservation of open space and trails in context of development and also with the pollution of Lake Charles.
9. How can HRM Regional Planning head off human and environmental damage from federal and provincial regulatory failings? (i.e. pesticides)
10. Beaver Bank is a beautiful wildlife corridor as it has been developed with estate lots. Why not keep estate lots interspersed with greenbelts to accommodate low density development that provide for wildlife corridors?
11. What are wildlife corridors and how are they defined?

Discussion

1. How is HRM going to deal with growth without destroying the natural beauty of our environment, lakes and marine water quality?
 - In reference to the Regional Plan proposal to undertake watershed studies as a basis for future planning, one participant said that HRM needs to include pesticide monitoring on a regular basis in all watersheds in HRM.
 - One participant stated that Russell Lake has the possibility of algal toxicity.
 - This participant suggested that HRM not allow anymore development on Russell, Morris, Papermill and Kearney Lake until these lakes have been restored.
 - One participant noted that HRM has an extensive coastline and suggested that HRM could take a lead role in its protection.
 - This participant said that a 5 metre buffer is a good first step but should not be restricted to residential
 - Some marine uses have to be on the coast but municipal infrastructure should be kept out of reach of anticipated sea level rise and anticipated storm surge events
 - Need to better define the extent of the coastline on the basis of coastal features rather than a uniform setback from the highwater mark
 - New Brunswick, for example, defines its coastal setback on the basis of coastal features such as sand dunes and salt marshes
 - One participant noted that the Regional Plan seems to provide environmental protection from future development but questioned why existing problem areas (e.g. pollution of Charles Lake) is not being addressed
 - One participant said that HRM needs to provide retrofitting for storm-water treatment systems in high density areas
 - One participant said that the proposed 20 metre buffer requirement was inadequate and

suggested that this buffer be increased to 100 metres around all watercourses to ensure the proper filtering of pollutants

- This participant informed the group that the proposed development for the Wrights Cove area was low industrial, low density residential and recreation
- He said that he felt this form of development was appropriate
- He also said that one of the early proposals was to have a ferry terminal located at Wrights Cove and he felt that this form of development was inappropriate, given that the Wrights Cove area freezes over during winter

2. How can HRM Regional Planning head-off human and environmental damage from federal and provincial regulatory failings?

- Some participants suggested that HRM and federal and provincial agencies should undertake more collaborative management models.
- Some participants suggested we need a joint issues dialogue with federal and provincial governments on the harbour through a commission or a board but HRM should not be in charge.
- Some participants said that there is not enough positive policy in place concerning the Harbour under the Regional Plan.
- Some participants noted that HRM took a leadership role in the Pesticide By-law and should be in charge of this issue.
- One participant acknowledged the leadership role that HRM took in this regard but noted there is a need for improvement.
- She indicated that HRM should include commercial properties under the By-law.
- She explained that there are several 1000 permits are issued each year which is undermining the intent of the By-law to create a pesticide free community.
- She noted that 98% of the permits are issued to lawn care companies.
- She explained that Toronto has a soil testing mechanism for enforcement.
- All participants agreed that we have poor enforcement of the By-law.
- She said that HRM should charge fees for applying for permits and that HRM should not approve permits for chinch bug since there are alternative means for dealing with this problem.
- She advised that some golf courses are contaminated with Mercury due to years of pesticide use.
- Some suggested that HRM should host citizen forums like this one every 6 months to identify issues and potential solutions to problems facing communities and citizens of HRM at large.

3. Why not keep estate lots interspersed with greenbelts to accommodate low density development that provide for wildlife corridors?

- One participant questioned the need for conservation design subdivisions in rural areas such as Beaver Bank, noting that the large rural estate lots provide habitat such as deer and coyotes.
- The facilitator described the concept of a conservation design subdivision, noting that the lot sizes the lot sizes would range between 15,000 to 20,000 square foot lots so that

approximately 70% of the land could be retained in an open space state.

- She explained that conservation design subdivisions are a tool that can assist the community in the assembly of wildlife corridors and other community benefits such as community forestry, equestrian areas where permitted and village greens.
- She acknowledged that large estate lots provide suitable habitat for deer and smaller animals that thrive near urban populations.
- She explained that large scale subdivisions extending deeply into back country areas, however, is fragmenting the habitat of large range species such as the Mainland Moose (a remnant population of 500 Moose] which is now listed as an at risk species under the endangered species list.
- The participant said that given more time he could dispute the rationale for conservation design subdivisions, noting that estate lots lessen the impact of urban populations on the environment and provide more benefits than the group had time to discuss.

Discussion Table: Economy

Burning Questions/Issues and Discussion:

- a) Impact on rest of Nova Scotia
 - C no infilling around Harbour
 - C infrastructure
 - C spread out development
 - C industry anywhere, not just HRM
 - C increase dependence on condos. Downturn = Problem!
 - C Spin offs elsewhere! (ie. Ireland)
 - C Halifax-Moncton Corridor
 - C Tourism, Valley, Free Trade Zones
 - C Need an engine
 - C Sheet Harbour Hub!
- b) Make sure HRM listens to citizens, not Port or WDC
 - C Prov, Feds! - Don't answer to anyone!
 - C Accountability & transparency
 - C Eg. NSCAD decision on campus!
- c) Leadership - Where do we get the drive for the plan
 - C Responsibility with leadership
 - C Staff exchanges with other jurisdictions
 - C Eg. If turnover in Council happens (eg election)
 - C Development Agreement - Independent regulatory body should rule on them
 - C Eg. Harbour Plan - No resident input!
 - C Treat Politicians - Don't dish em!
 - C Difficult to attract good people!
 - C Don't fritter away
- d) Harbour Plan - Implement

- C Woodside - Downtown Dartmouth - Recreation. No Commercial or industry!
 - C Sheet Harbour - Industrial
 - C Give a reason to get off ferries
 - C Tourist, Recreation
 - C Dock space, board walk
 - C Amphitheatre on Barge
 - C 5 Anchor Points
 - C Motel on board walk
 - C Houseboats
 - C Dartmouth - Woodside inviting to tourists
- e) How will it make a difference?
- C Tax & Regulations must support development!
 - C Global Community, international port!
 - C Tax free zones, development zones!
 - C Port, Railroad, International Airport: only place only on East with all 3!
 - C Avoid silos - interrelation
 - C Build culture of innovation?
 - C Not in document much!
 - C Need Industrial Activities on Harbour!
 - C Marine dependent!
 - C Variety of activities - Vibrant!
 - C Put Binoculars on ferries
- f) Economy Section of draft
- C Nothing about Halifax as International City - Port, Airport!
 - C Very “inward” document! Focus on outward, promotion!
 - C Regulations with Environmental Issues squeeze business. Balance to be competitive
 - C Rail line weak. Enhance Port!
- g) Too heavy on preservation.
- Reword to entice business.
- C enabling business & community.
- h) Design Standards for Strip Malls, etc.