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NEW BRUNSWICK ASSOCIATION OF PLANNERS

Building a Business Case

Modernizing New Brunswick's Planning Framework

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Executive Summary

The New Brunswick Association of Planners (NBAP) was awarded funding through the provincial Environmental Trust Fund (ETF) to undertake an initiative which would build grassroots support for modernizing provincial planning legislation. As part of this initiative a review of planning legislation and policies in other Canadian jurisdictions was completed. Stakeholder consultation was held with provincial planners and with a number of provincial associations, which have an interest in land use and development thereof.

A business case was prepared outlining the issues currently facing the province and highlighting the value modernized legislation and a robust planning framework can bring to supporting sustainable development initiatives. The following is a brief synopsis of each of the issues considered:

- There are 383 communities of varying sizes and administrations. Over 60% of the land mass in the province has no plan to regulate and control land use.
- Small scale farms are gradually declining in number, being bought out by large multi-national agri-businesses or being sold for suburban housing developments. The effect of this is far reaching in that the agri-businesses are shipping their product out of the province with limited investment in the local economy. Further, there are significant land use conflicts with major residential developments in close proximity to farms. Food security is becoming an issue where most rely on food being imported into the province.
- New Brunswick has many natural environment attributes and is renowned for its rivers, forests and coastline. Protection of these features is uncoordinated to the point that there has been a gradual erosion of value of the natural environment. Of particular concern is the coast line where development pressures continue without significant enforceable control.
- There are many different communities in New Brunswick ranging from small rural settlements to larger cities. Each carries a sense of identity, which in effect is the driving force behind their continued existence. With almost half of the population of New Brunswick residing in rural communities, the importance of community facilities cannot be understated. Unplanned growth in the urban/rural fringe undermines the viability of communities by impacting the growth and tax base of municipalities.
- Unplanned growth at the urban/rural fringe also results in increasing financial burden on taxpayers in order to provide community services such as police, fire, ambulance, school busing and utilities. There is overwhelming support that development of any kind should not be allowed anywhere. The belief that growth at any cost is good for the economy is no longer sustainable.

NBAP identified five areas for which provincial statements of interest and associated policy could be drafted. These five policies are provided in draft form for discussion.

In conclusion, NBAP recognizes that efforts undertaken by the Regional Service Commissions to develop a framework for regional plans. The work done to date by NBAP complements the regional initiatives. The preparation of Provincial Planning Policies can become a vehicle for integrating provincial interests into regional and local planning decisions without removing local decision making powers. These policies will set the broader scope for the development of regional plans and as such the processes are very closely aligned.

1.0

Introduction

The New Brunswick Association of Planners (NBAP), in cooperation with the New Brunswick Planning Directors, applied to the provincial Environmental Trust Fund (ETF) to fund an initiative to build grassroots support for modernizing planning legislation. NBAP, in its application to the ETF outlined a process for building the support which included preparing a business case and consulting with key stakeholders within the province. In addition, NBAP proposed that five policy statements would be prepared for consideration to further inform the planning framework. Ultimately, NBAP sees an opportunity to engage the province through a symposium.

This report represents the first phase in the development of a modernized planning framework. With the objective of relating the work to the Government's mandate of fiscal responsibility, healthy families and smart government, the workplan contained three components. The first involved establishing a baseline understanding of planning legislation and the application of policies across the country. This became the jurisdictional review and focused on identification of legislation and the authority for planning. Included is a cross country jurisdictional review of existing legislation and planning policies. For the next part of the study, a consultation program was designed which would enable stakeholders to provide input to the discussion through two means; a workshop and a survey administered online. The workshop session was targeted specifically to planners and planning directors and the survey was provided to a broader audience including planners. The information obtained through these consultation mechanisms was used to inform the development of the business case. The business case has been structured to illustrate how a robust planning framework based on sound policy would go toward alleviating some of the economic and financial pressures on the Province. To supplement the business case, five planning provincial statements of interest and accompanying policy have been developed in draft form.

The scope of this work was originally envisaged as outlined above. Through the course of the workplan, however, the enormity of the issues became evident; the need for modernized planning legislation and an effective planning framework was highlighted. It also became clear that more consultation is needed as the effects will be far reaching.

The jurisdictional review is provided in Section 2. A description of the consultation undertaken is provided in Section 3. The business case to support modernization of the existing provincial legislation is given in Section 4 and the five policy statements in draft form are presented in Section 5. Appendices A, B and C provide raw data from the consultation work and a sample of the questionnaire.

1.1

Background**The Genesis of Planning in New Brunswick**

New Brunswick was one of the first jurisdictions in Canada to adopt official planning legislation. The *Act Relating to Town Planning*, was introduced in 1912. The legislation ultimately recognized the significant effect of physical infrastructure and community development. The Act prescribed elements, such as street layouts, buildings, parks and open spaces, and the provision of water, wastewater, and electricity; however, the Act did not allow for what we know today as zoning. The Act was renamed *The Town Planning Act* in 1927 (CLURE, 1993).

In 1936 the Act was completely reintroduced as *The New Brunswick Town Planning Act*. This Act was the first in New Brunswick to allow provisions for contemporary zoning and subdivision, introduced as separate by-laws. The Act recognized the significance of community involvement and introduced the public hearing as a crucial step in the planning process. The process of planning was more defined with the introduction of planning commissions to advise municipalities on planning matters. Additionally, the Act introduced the Province's first planning oversight body, known as the Provincial Planning Board (CLURE, 1993).

Planning was primarily performed by engineers and architects during the post-war period and various amendments to *The New Brunswick Town Planning Act* were consolidated in 1952. By 1952, a number of municipalities had adopted zoning by-laws that prescribed land use patterns within their boundaries; however, few were regulated or based on modern day municipal plans. In 1952, the Province introduced a Planning Branch; however, this arm of Government acted in an advisory capacity (CLURE 1993).

In 1961, the Act was changed again to the *Community Planning Act* and included the introduction of a Director of Planning position within the Department of Municipal affairs. The act; however, still allowed for zoning to occur in the absence of municipal plans.

The Act was amended again in 1966 and 1973 that introduced a number of mechanisms that are in place today, including the necessity of a Municipal Plan, Rural Plan or Basic Planning Statement to be in place before a Zoning By-law can be adopted. Additionally, to mitigate perceived slow, bureaucratic processes, a "Development Officer" position was tasked with administering all planning by-laws within a defined jurisdiction. Judicial authority was delegated to the Provincial Planning Appeal Board and local oversight to Planning Advisory Committees. The modern day *Community Planning Act* was adopted in 1973.

The genesis of planning in New Brunswick has introduced sound planning tools and processes; however, many practitioners and government officials believe that land use legislation could have additional controls that mitigate conflicts associated with unregulated growth and its effect on environmental and resource management. Since 1979, there have been a number of

studies and reports in which significant issues relating to planning and development have been raised. Some of the studies include:

- Task Force on Social Development, 1971
- Forest Resources Study, 1974
- Saint John River Basin Board, 1975
- Task Force on Non-Incorporated Areas, 1971
- Select Committee on Rural Life and Land Use, 1977
- Agriculture Resources Study, 1977
- Community Planning Act Review, 1979
- A Study of Sprawl in New Brunswick, 1980
- Controlled Access Highway Study, 1981
- Agricultural Land Use Task Force, 1981
- Land Use and The Environment, 1981
- Report of the Land Use Policy Task Force, 1982
- Land and Water Use Policy, 1985
- Towards Sustainable Development in New Brunswick – A Plan of Action, 1991
- Commission on Land Use and the Rural Environment, 1993
- Minister’s Round Table on Local Governance, 2001
- Select Committee on Local Governance and Regional Collaboration for New Brunswick, 2003
- An Action Plan for the Future of Local Governance in New Brunswick, 2008
- Action Plan for a New Local Governance System in New Brunswick, 2011

These reports identify major themes associated with planning and development in New Brunswick and include:

- The lack of provincial planning policies that provide objectives for rural development, urban settlement patterns, and environment and resource management;
- The lack of regional planning structure and regional plans;
- The lack of local government in unincorporated areas to facilitate engagement on planning and development issues;
- The need to address urban sprawl and unregulated growth;
- The need to address resource development;
- The need to address environmental management; and
- The need to address the effects of climate change.

Ultimately, the four and a half decades of reports and studies have repeatedly called for the Province to provide the legislative tools to allow for sustainable development in New Brunswick. A jarring theme from these reports is the consistent call for provincial planning policies that provide a framework to guide a wide range of land use issues at the regional and local levels. Planning in the absence of provincially-guided interests has created inconsistent

land use regulation in the Province (i.e. unincorporated areas vs. urban development vs. coastal development). The Select Committee of the Legislative Assembly on Local Governance and Regional Collaboration stated:

“the social, economic, and environmental public costs that have resulted from a lack of local planning in unincorporated areas, are also due to a lack of planning at the provincial and regional level. ... comprehensive and integrated Provincial Planning Policy should be developed to articulate the goals to be pursued by the provincial government, municipalities and local service districts for the building of sustainable urban and rural communities” (Select Committee on Local Governance and Regional Collaboration for New Brunswick, 2003, p.21)

The Finn Report, or the Action Plan for the Future of Local Governance in New Brunswick (2008), is the most recent provincial report to recommend developing provincial policy statements. The report calls for:

“[the] provincial government to prepare and adopt province-wide planning statements. Their development should be undertaken and completed without further delay. Provincial planning statements should be developed on the following topics and reflected in regional strategic plans and local plans:

- *Housing – affordable housing, private developments, such as manufactured home parks, condominiums, etc.;*
- *Urban Sprawl – development on periphery of existing urban municipalities;*
- *Industrial uses;*
- *Regional recreation infrastructure and sites;*
- *Public use of crown lands;*
- *Coastal areas, marshlands, islands and river protection;*
- *Watershed protection;*
- *Cultural and heritage sites;*
- *Flood plains and other natural constraint sites;*
- *Potential at-risk areas such as transportation corridors, abandoned landfill sites, contaminated lands (brownfields) dams, use of hazardous or dangerous materials, etc.;*
- *Mineral resources including peat moss, granulates and mineral deposits;*
- *Watercourse protection;*
- *Drinking water resources;*
- *Sewerage-disposal;*
- *Solid waste-disposal and recuperation;*
- *Transportation and rail networks;*
- *Airport development;*
- *Maritime transportation systems;*
- *Energy and telecommunications networks;*

- *Location of general public services such as, education, health, infrastructure etc.; and*
- *Other issues deemed necessary by the Minister.”*

The Province has since enacted a number of the report’s recommendations, including the introduction of Regional Service Commissions that are governed by communities and act as service delivery agents. There are twelve regional service commissions in New Brunswick made up of Local Service Districts and Incorporated Municipalities. The Commissions are mandated to provide a number of services, including: regional planning, local planning in local service districts, municipal planning where requested, solid waste management, regional policing collaboration, regional emergency measures planning, and regional sport, recreational and cultural infrastructure planning and cost-sharing.

Furthermore, the mandated service of regional planning states:

“The Regional Service Commissions will be responsible for the development of a Regional Plan, the aim of which would be to better coordinate and manage development and land use within each of the 12 regions. More specifically, the Regional Plans will focus on strategies that foster sustainable development practices, that encourage coordinated development between communities, that influence and guide the location of significant infrastructure (e.g., major roadways, facilities, trails), and that enhance coordination of commercial / industrial development. Regional Plans will also serve as an important tool in better managing, protecting and harmonizing urban and rural landscapes and resources.”

While the new Regional Service Commissions are now equipped to provide regional planning in New Brunswick, it is the belief of current planning practitioners that regional plans would best be informed by provincial planning policy statements. The ongoing work by government to create the framework for developing regional plans is complemented by the findings of this report and the proposed planning policies.

On a national level, however, there has been significant change in the approach to land use planning. Of the 13 jurisdictions reviewed, seven have policies in regulation to guide planning. Planning legislation exists in all but one province, Prince Edward Island. In PEI the move toward the introduction of planning policy is rapid with a Task Force on Land Use Planning having submitted findings in 2014.

A cross country review of planning legislation and regulation is provided in the next section. The objective of this study was to identify trends and to highlight key topics for planning statements of interest.

2.0

Jurisdictional Review

There are 13 distinct planning jurisdictions in Canada. Each has specific legislation governing land use planning and some have statements of interest which further guide development. Table 1 is a summary of the jurisdictional review. In Canada, all 10 provinces have Land Use Planning legislation in place, typically in the form of a Planning Act or Municipal Government Act. Additionally, Northwest Territories is the only territory with legislation; whereas, Yukon has none, and Nunavut has broad planning policies, goals, and objectives embedded within the Nunavut Land Use Plan. Moreover, there is also a land use policy within Nunavut's Financial Administration Act.

In terms of policy statements or high level planning objectives in the form of regulation or policies, Province's greatly differ. Regulation is often seen as administrative and legally binding; therefore, perceived to be stronger and more defensible than policy, which is up for greater interpretation. In Canada, 9 out of 10 provinces have either planning regulation or policy in place to guide development within their jurisdictions. Prince Edward Island is the only province currently without policy or regulation. Furthermore, New Brunswick, Nova Scotia, Manitoba, Saskatchewan and British Columbia each have provisions for planning regulation within their existing legislative framework; however, New Brunswick and British Columbia do not have planning policies established, despite having the supportive framework. Newfoundland, Quebec, Ontario, and Alberta each have planning policies established and in effect; however, Alberta is in the process of abandoning their current policies in favour of introducing /superseding them into seven regional plans.

Existing framework for each province and territory is outlined below.

TABLE 1: JURISDICTIONAL REVIEW OF PROVINCIAL AND TERRITORIAL PLANNING FRAMEWORK IN CANADA

Province/Territory	Planning Legislation	Planning Regulation	Planning Policy	In Effect?
New Brunswick	<i>Community Planning Act (1973)</i>	Provincial Planning Policy		No
Nova Scotia	<i>Municipal Government Act (1998)</i>	Statements of Provincial Interest Regulation (2013)		Yes
Prince Edward Island	<i>Planning Act (1988)</i>	-	-	-
Newfoundland	<i>Urban and Rural Planning Act (2002)</i>		Provincial Land Use Policy Flood Risk Areas	Yes

Province/Territory	Planning Legislation	Planning Regulation	Planning Policy	In Effect?
Quebec	<i>Land Use Planning and Development Act (1982)</i>		Government Land Use Policy for Coherent Development	Yes
Ontario	<i>Planning Act (1980)</i>		Provincial Policy Statements (2014)	Yes
Manitoba	<i>The Planning Act (2005)</i>	Provincial Planning Regulation (2011)		Yes
Saskatchewan	<i>The Planning and Development Act (2007)</i>	The Statements of Provincial Interest Regulation (2012)		Yes
Alberta	<i>Municipal Government Act (2000)</i>		Provincial Land Use Policy (1996)	Yes
British Columbia	<i>Local Government Act (1996)</i>	Provincial Policy Guidelines		No
Yukon	-	-	-	-
Northwest Territories	<i>Community Planning and Development Regulation (2013)</i>	-	-	-
Nunavut	-	-	-	-

2.1 New Brunswick

Land use planning in New Brunswick is legislated by the *Community Planning Act (1973)*. As previously noted, New Brunswick was the first jurisdiction in Canada to introduce Provincial Planning Legislation; however, today, the Province's *Community Planning Act (1973)* is the oldest in Canada having been in place for the last four decades. The legislation allows for provincial policy statements to be regulated; however, none have been established. Recently, the Government has introduced Regional Service Commissions in an effort to regionalize Government services and have included regional planning as a mandated service. With this provision, the Government has mandated the Commissions to establish regional development plans that contain regional policies. To date, no regional plans have been developed. It is of the opinion of many planning practitioners in the Province that regional planning must be coordinated provincially with the introduction of the Provincial Policy Statements. New Brunswick is unique in that there are provisions for provincial planning policies and regional plans and neither have been implemented.

2.2

Nova Scotia

Land use planning in Nova Scotia is legislated by the *Municipal Government Act (1998)*. Additionally Nova Scotia offers Statements of Provincial Interest Regulation that recognize the importance of the Province's land and water resources and future growth of communities. The statements are intended to guide provincial and municipal governments in making sound decisions regarding land use. Development undertaken by municipalities or the province "should be reasonably consistent" with the interest statements. The interest statements are intentionally general to guide broad sustainable development in the Province rather than account for diverse, local scenarios. Furthermore, the legislation states that the statements should be applied in manners that are "thoughtful, innovative and creative". The interest statements were first introduced in 1999. Recent additions included a statement regarding the timely development of the Nova Centre and consultations are underway for the developing of a statement of provincial interest regarding healthy communities as a control to negate urban sprawl and introduce smart growth development controls.

The Province has five interest statements:

- Protect the quality and quantity of drinking water
- Preventing development in flood risk areas
- Protecting agricultural land
- Make efficient use of municipal water and wastewater systems
- Provide housing opportunities to meet the needs of all Nova Scotians

Nova Scotia's Statements of Provincial Interest Regulation can be accessed at:
<http://nslegislature.ca/legc/statutes/municipal%20government.pdf#page=288>

2.3

Prince Edward Island

Currently, Prince Edward Island experiences a low rate of local planning outside of the major population centres (City of Charlottetown, City of Summerside, Town of Cornwall, Town of Stratford, etc.). Planning in the province is governed by the *Planning Act (1998)*; however, there is no provision for formal provincial planning policies. Prince Edward Island is actively pursuing an update to their land use planning framework and initiated the Task Force on Land Use Policy in 2014. The Task Force engaged residents of the Island and ultimately recommend adopting provincial land use policies in their final report. The current draft policies are intended to guide government municipal planning authorities and government departments in making sustainable land use decisions.

The Province's proposed policies are:

- Protect the Natural and Built Landscape, Water, Soil, Natural Areas, Coastal Areas, Rural Landscape, Agriculture, Forestry, Fishing, and Aquaculture

- Encourage safe, healthy, viable, and sustainable communities, infrastructure

2.4 Newfoundland and Labrador

Planning in Newfoundland and Labrador is legislated by the *Urban and Rural Planning Act (2000)*. The Act allows for provincial policy to guide provincial and municipal development. The Province has adopted a Land Use Policy For Flood Risk Areas to mitigate or avoid the risks associated with flood damage. Additionally, there is currently a proposed policy regarding Coastal Land Use that aims to regulate coastal zone development.

Newfoundland's Land Use Policy for Flood Risk Areas can be accessed at:

<http://www.turnbackthetide.ca/for-businesses/land-use-planning.shtml#.VgVS1Mu6fq4>

2.5 Quebec

Land use planning in Quebec is legislated by the *Land Use Planning and Development Act (1982)*. The Government also employs Provincial Planning Policy, entitled *Government Land Use Policy for Coherent Development*. There are five policy statements regarding:

- Growth Management
 - Distribution of growth retention and improvement of services
 - Consideration of natural and anthropological risks and nuisances
 - Strategic planning of industrial and commercial spaces
 - Integrated location planning
- Integrated Resource Development
- Reinforcement of Municipal Structures
- Quebec Metropolitan Community
- Montreal Metropolitan Community

The policy is applied and implemented by binding regional authorities to consider the policies during the development of planning documents.

2.6 Ontario

Land use planning in Ontario is legislated by the *Planning Act (1980)*. The Government of Ontario also utilizes Provincial Policy Statements to support coordinated development throughout the province. Although not included as regulation (*or provisions*) in the *Planning Act (1980)*, the Act does incorporate them by making reference in section 3. The latest Provincial Policy Statements were released in 2014 and relate to the following categories:

- Building Strong Healthy Communities
- Managing and directing land use to achieve efficient and resilient development and land use patterns

- Coordination
- Employment Areas
- Housing
- Public Spaces, Parks and Open Space
- Infrastructure and Public Service Facilities
- Long-term Economic Prosperity
- Energy and Air Quality
- Wise use and Management of Resources
- Natural Heritage
- Water
- Agriculture
- Minerals and Petroleum
- Mineral Aggregate Resources
- Cultural Heritage Archaeology
- Protecting Public Health and Safety
- Natural Hazards
- Human-made Hazards

Ontario's framework is robust, the Provincial Government is bound by these policies and all decisions from the Minister and planning authorities must be consistent with the Provincial Policy Statements (including Official Plans). Additionally, the statements must be reviewed and updated accordingly every five years, which often triggers Municipal Plan updates to ensure local policy is consistent with Provincial Policy. This rigorous framework aims to ensure Ontario's land use regulation is up-to-date, especially at the local level.

Ontario's Provincial Policy Statements can be accessed at:
<http://www.mah.gov.on.ca/AssetFactory.aspx?did=10463>.

2.7

Manitoba

Land use planning in Manitoba is legislated by *The Planning Act (2005)*. Additionally, Provincial Planning Regulation establishes a defined direction to guide planning and development in the province. Specifically, the regulation applies to the City of Winnipeg and all other land in the province that is subject to *The Planning Act*. Manitoba has 9 planning statements that deal with:

- General Development: Protecting People, Property & Investment Ensuring Compatibility Between Land Uses Integrating Public Services Promoting Sustainable Development
- Settlement Areas: Strategic & Planned Settlement Strong Urban Centres Sustainable Rural Development

- Agriculture Planning for Agriculture Planning for Sustainable Livestock Operations
- Renewable Resources, Heritage & Recreation Protecting Natural Lands & Resources Maximizing Sustainable Resource Opportunities Compatible Recreational Use
- Water, Protecting Water Avoiding Flooding & Erosion
- Infrastructure, Strategic & Sustainable Infrastructure Investment Appropriate Water & Wastewater Facilities Managing Solid Waste Disposal
- Transportation Integrated Transportation System Promoting Transit & Active Transportation Safe & Efficient Movement of Goods & People
- Mineral Resources
- Capital Region

In application, the Province is expected to give full consideration to the statements when undertaking planning activities and making land use decisions on Crown Lands.

Manitoba's Provincial Planning Regulation can be viewed at:

<http://web2.gov.mb.ca/laws/regs/current/081.11.pdf>.

2.8

Saskatchewan

Land use planning in Saskatchewan is legislated by the *Planning and Development Act (2007)*. Additionally, the province has established Statements of Provincial Interest Regulation to support coordinated planning and development efforts in the province. The Statements of Provincial Interest applies to all local and regional planning authorities and any planning efforts undertaken by the province. Planning efforts must be consistent with the Statements of Provincial Interest. The fourteen statements deal with:

- Agricultural & Value-added Agribusinesses
- Biodiversity & Natural Ecosystems
- First Nations & Metis Engagement
- Heritage & Culture
- Inter-municipal Cooperation
- Mineral Resource Exploration & Development
- Public Safety
- Public Works
- Recreation & Tourism
- Residential Development
- Sand & Gravel
- Shore Lands & Water Bodies
- Source Water Protection
- Transportation

Saskatchewan's regulation can be accessed at:

<http://www.qp.gov.sk.ca/documents/English/Regulations/Regulations/P13-2R3.pdf>

2.9

Alberta

Land use planning in Alberta is legislated by the *Municipal Government Act (2000)*. Additionally, Provincial Land Use Policy has existed since 1996 to guide planning and development across the Province. Although currently in place the planning framework in Alberta is under redevelopment. The Province has decided to replace Provincial Land Use Policies with seven regional plans that would guide planning at the regional level. Although the Province is bound by the policies of the regional plans, only two have been adopted. Existing Provincial Planning Policy deals with:

- The planning process
- Planning cooperation
- Land use patterns
- The natural environment
- Resource conservation (agriculture, non-renewable resources, water resources, historical resources)
- Transportation
- Residential development

2.10

British Columbia

Land use planning in British Columbia is legislated by the *Local Government Act (1996)*. A section in the act allows a provision for Provincial Policy Guidelines (for the process and contents of developing official community plans); however, these guidelines have never been established. This situation is similar to New Brunswick; however, the direction in British Columbia seems to be similar to Alberta's new regional approach to planning. British Columbia mandates Regional Growth Strategy and Section 25 of the Local Government Act specify planning goals and objectives to guide regional growth at the local level, acting similar to provincial policy statements or regulation. The goals are as follows:

- Avoiding urban sprawl and ensuring that development takes place where adequate facilities exist or can be provided in a timely, economic and efficient manner
- Settlement patterns that minimize the use of automobiles and encourage walking, bicycling and the efficient use of public transit
- The efficient movement of goods and people while making effective use of transportation and utility corridors
- Protecting environmentally sensitive areas
- Maintaining the integrity of a secure and productive resource base, including the agricultural land reserve
- Economic development that supports the unique character of communities

- Reducing and preventing air, land and water pollution
- Adequate, affordable and appropriate housing
- Adequate inventories of suitable land and resources for future settlement
- Protecting the quality and quantity of ground water and surface water
- Settlement patterns that minimize the risks associated with natural hazards
- Preserving, creating and linking urban and rural open space including parks and recreation areas
- Planning for energy supply and promoting efficient use, conservation and alternative forms of energy
- Good stewardship of land, sites and structures with cultural heritage value

Although the focus seems to be on regulating planning at the regional level via Regional Growth Strategies, the Province does not require them to be in place; however, they are strongly encouraged.

2.11 Yukon

Land use planning in the Yukon Territory is legislated by the *Municipal Act and Area Development Act (2002)*. While no territorial level planning policy or regulation guides local planning, the Territorial Government is required to comply with local plans and development by-laws and local planning is mandated.

2.12 Northwest Territories

Land Use planning in the Northwest Territories is governed by the *Community Planning and Development Act (2013)*. Similar to New Brunswick and British Columbia, provisions allow planning policy and regulation to exist; however, none have been established.

2.13 Nunavut

Land Use Planning in Nunavut is not currently legislated by the Territorial Government; however, certain provisions apply under the *Nunavut Lands Claim Agreement (2009)*. Municipalities with official plans must comply with elements of the Lands Claim Agreement, whereas areas outside of municipalities are under the Nunavut Land Use Plan.

3.0

Consultation

An important component of any grassroots initiative is receiving input from stakeholders. As part of this project, two forms of consultation were employed: a workshop session with the planning community of New Brunswick and an e-survey to a broader cross section of those in the general field of land use and land distribution, i.e. Real Estate professionals, contractors and developers.

3.1

Stakeholder Sessions

A workshop session was held in Fredericton in conjunction with the New Brunswick Association of Planners Annual General Meeting (November 25, 2015). Structured to permit participants to engage as groups and to work individually, the session was designed around eliciting comments on the following topics:

- Agricultural issues and opportunities
- Natural environment issues and opportunities
- Community and cultural issues and opportunities, and
- Land Use and Development

Participants were invited to discuss the topics in a World Café format. The recorded comments from each discussion table are provided in Appendix A. The information obtained from this activity is reflected in the Business Case discussion which follows.

Following this exercise, participants were asked to provide input to the five policy statements:

- Resiliency Planning (Climate Change)
- Health and the Built Environment
- Transportation and Infrastructure
- Flood Risk
- Coast Zone Protection

The recorded comments from the individuals who participated in this exercise are provided in Appendix A and the information is reflected in the Business Case discussion as well.

3.2

New Brunswick Planning Directors

In association with the quarterly Planning Directors meeting, a further engagement session was held (November 26, 2015). During this session a summary of the outcome of the planners' session was provided and comment on additional policies was requested. Two main themes were identified: settlement patterns and sustainable development. These were discussed as potential future statements of provincial interest.

3.3

Survey

To reach a broader audience, an e-survey was developed. The survey questions are provided in Appendix B.

The survey (available in French and English) was sent to the following groups and organizations:

- Association of Municipal Administrators of New Brunswick
- Association francophone des municipalités du Nouveau-Brunswick
- Cities of New Brunswick Association
- Union of Municipalities of New Brunswick
- New Brunswick Real Estate Association
- Canadian Home Builders Association New Brunswick
- The Association of New Brunswick Land Surveyors
- The New Brunswick Association of Professional Engineers and Geoscientists
- The New Brunswick Association of Planners

The survey was open for input until January 15, 2016. Over the four week period, 44 responses were received. Detailed results are given in Appendix C.

3.4

Survey Results

The survey featured a number of planning and development issues, the summarized results are provided in this section.

When prompted to consider statements with respect to land use and development issues, 88% of respondents disagreed that development of any kind should be allowed anywhere; only 14% agreed that zoning by-laws are restrictive and limit opportunities; and 79% agreed that mixed land uses are appropriate to promote healthy communities.

When prompted to consider statements with respect to natural environment issues, half of respondents agreed that all development proposed for areas within the provincial coastline and adjacent to any watercourses should be restricted; 73% disagreed that additions and modifications to existing development should be permitted in flood plain areas; and 80% agreed that new development in flood risk areas should be restricted.

When prompted to consider statements with respect to agricultural issues, 73% of respondents agreed that small-scale farming should be supported by government policy; 68% agreed that local farming is important for food security; and only 19% agreed that existing farmland in flood plains should be made available for development opportunities.

When prompted to consider statements with respect to community and cultural issues the results were varied; 50% agreed that existing communities should be supported as viable settlement areas with servicing and infrastructure provided by the Province; 43% agreed that local services should be promoted in rural areas; and 81% agreed that new community facilities (eg., schools, hospitals) should be sited in areas with existing services and infrastructure.

The next section prompted respondents to consider policy objectives, the results are summarized below by policy category.

Climate Change Adaptation

- 90% agree that funding and planning tools should be provided to each municipality and/or regional service commission to prepare and incorporate climate change adaptation plans.
- 93% agree that policy objectives should support communities in assessing risks and identifying appropriate mitigation options with which to address the effects of the changing climate.
- 93% agree that objectives should promote the development of resiliency plans for communities that have identified risks and vulnerabilities.
- 83% agree that an objective should be to assert leadership by promoting energy efficiency and smart growth initiatives in all public undertakings.
- 98% agree that enabling legislation should be introduced to permit communities to implement sustainable development principles.

Additional suggested policy objectives include: support and enhance opportunities for sustainable transportation, promote the reduction of greenhouse gas emissions, and coordinate the varied existing climate change initiatives across New Brunswick.

Flood Plain Protection

- 88% agree that financial liability for flood related risks be transferred to the property owner who knowingly pursues development in areas of high potential for flooding.
- 98% agree that an objective should be to provide accurate flood plain mapping.
- 90% agree that an objective should be to reduce the opportunity for inappropriate development on lands that are subject to flooding through regulation.
- 85% agree that a policy objective should be to promote and support a more comprehensive flood forecasting tool.
- 96% agree that an objective should be to identify vulnerable infrastructure and commit to identifying opportunities for renewal.

Additional suggested policy objectives include: restrict development on flood plains, and incentivize low impact/ sustainable design to reduce stormwater runoff during high intensity events.

Coastal Zone Protection

- 88% agree that objectives should aim to reduce the likelihood of threats to personal safety from storm surges and to minimize the danger to personnel involved in emergency and rescue efforts during storm and / or flooding events.
- 85% agree that an objective should be to minimize the contamination of water and wetlands from hazardous materials or other contaminants as well as to minimize the intrusion of salt water into wells due to water table draw-down.
- 93% agree that an objective should be to maintain the buffering capacity of coastal areas which protect inland areas from storm surges.
- 85% agree that an objective should be to maintain flora and fauna, both for the role they play in traditional fisheries and eco-tourism, as well for their inherent value in maintaining the coastal ecosystem.
- 68% agree that an objective should be to minimize public expenditures required to repair storm damage to public property such as roads, bridges, public buildings as well as to reduce the expenditures required to control erosion as a means of protecting human-made structures.

Additional suggested policy objectives include: restricting private property rights on lands susceptible to sea level rise and to renaturalize the water's edge.

Infrastructure and Transportation

- 75% agree that an objective should be to ensure any new transportation investments consider the potential effects of increased greenhouse gas emissions. In this respect, a full accounting of the social, economic and environmental costs shall be made public.
- 85% agree that an objective should be to ensure land use and infrastructure planning should be integrated to ensure that the full considerations of societal, economic and environmental costs are included in the total cost of development.
- 93% agree that an objective should be to avoid the unnecessary expansion of infrastructure and ensure new infrastructure investments are sustainable.
- 80% agree that an objective should be to increase and enable sustainable transportation systems between developments.
- 88% agree that an objective should be to increase the safety of motorized and non-motorized users of New Brunswick's transportation system.

- 80% agree that an objective should be to enhance tourism, trade and economic development by encouraging the efficient movement of freight and people throughout New Brunswick.

Additional suggested policy objectives include: making sustainable transportation a priority and to share infrastructure costs based on public sector benefit.

Healthy Built Environment

- 80% agree that an objective should be to ensure walkable neighbourhoods be considered for all new developments.
- 83% agree that an objective should be to ensure pedestrian friendly streetscapes be included as objectives in all municipal and regional plans.
- 88% agree that an objective should be to encourage the promotion of local food supply by the Province of New Brunswick and thereby all municipalities for food security and health.
- 75% agree that an objective should be to increase and enable sustainable transportation systems between developments and land uses.
- 90% agree that an objective should be to encourage land use patterns and settlements that are designed to promote use of transit, cycling, and walking and reduce dependence of automobile travel.

Additional suggested policy objectives include: the need for more rural situational policy objectives and to encourage grid street road network with short block segments.

The final question prompted respondents to rank a list of priorities in order from 1 to 11, with 1 being the most important. The resulting list and their average weighted score is provided below. Protection of drinking water supplies, public health and safety, and loss of natural areas and wildlife habitat were the top 3 priorities.

TABLE 2:LIST OF PRIORITIES

Priority	Rating Average
Protection of drinking water supplies	3.18
Public health and safety	4.97
Loss of natural areas and wildlife habitat	5.26
Climate change mitigation	5.68
Large scale residential development in unincorporated areas	5.82
Sustainable resource development	5.91

Priority	Rating Average
Sustainable infrastructure development	6.09
Loss of top soil	6.79
Availability of affordable housing	6.91
Provision of clean energy	7.41
Decline in soil quality	7.62

4.0

Building the Business Case

The Province of New Brunswick has significant fiscal and economic challenges. The population is not growing, the demographics show a larger middle age cohort tending toward retirement, there is a general migration from rural to urban developments, there has been a significant shift from primary production supporting the goods sector to the services sector and with urbanization there has been a larger concentration on single family large lot development sprawling around the central core of most communities.

While there is the perception that new housing starts represents growth, the cost of servicing this new growth, particularly where new infrastructure is required, is becoming prohibitive. The municipal tax base often cannot support this added expense. Through adherence to sustainable development principles and clear provincial planning policy, these expenses can be controlled. Municipalities can become self-sufficient and the burden on the public purse is lessened. What this means, however, is that development must be controlled. Flood prone areas can no longer be considered for development; the coastal zone must be protected from any further incursion; agricultural lands must be protected for not only food security but also from development sprawl. The list can go on; the key is to understand the implications of business as usual and this form of growth is not sustainable.

The planning community in the Province has been promoting more effective legislation to support better land use decisions. Planners have consistently seen the core of many of the issues facing the province relating to the belief that development at all cost is a measure of growth. It is the general opinion that through more deliberate analysis of the distribution and use of land involving consideration of the principles of sustainability will lead to an overall reduction in costs and minimize the burden on the public purse. What is needed, however, is a stronger and modern legislative framework.

Work has been initiated by the government on modernizing the local governance and planning legislation in the province. A draft framework has been prepared and circulated to at least some key members of the planning environment. The exact status of this framework is unknown; however, the principles and approaches have been evaluated and in part contribute to the development of this business case.

4.1

Economic Profile of the Province

New Brunswick has a population of 753,900 (2015) with the majority of citizens being of either French or English descent (2006 Census). With slight variances year by year, generally the population size has remained unchanged over the last four years.

The economy is driven by the goods sector and a greater extent the services sector. Although the province is known for its natural resources, primarily forestry and fishing, these raw material sectors are being outpaced by transportation and service provision sectors. In 2013, 587,050 individuals earned an income with the median total income by family being \$67,340.

The province is composed of over 91% of forested lands with the main settlement areas generally around the perimeter. To the mid 1900's the province was primarily rural in nature. By 2001, the rural urban population split was 50:50 and has as recently as 2011 become more urban with 53% of the population living in areas of more than 1000 inhabitants. Crown owned land is equivalent to 46.1%.

Farming and fishing have historically been among the primary economic sectors in the province. While the fishing industry is still active, particularly in the Northumberland Strait, farming has become less of a contributor to the overall provincial GDP. There has been a decrease in the number of active farms in the province as measured over the census period 1986-2006 of over 800 farms. The shift from rural to urban settlement supports this reality.

Urban settlement patterns, however, have seen more sprawl with continued development of subdivisions supporting single family dwellings. Over 70% of the dwelling form is single family residential (2011 Census), with 24% of residents residing in semi-detached, duplex, and smaller apartments. The balance reside in apartments of 5 storeys or greater, typically found in larger communities, such as cities.

The Provincial Government has undertaken consultation on the budget for the fiscal year 2017. As part of its work to inform the public, the Government has identified the deficit to be over \$500 million annually with expectations that this will continue to grow annually and the interest on the debt to be \$685 million annually. It is evident that the Province needs to find ways to generate this money to continue to stay solvent. While cost cutting measures in the civil service are the first target for any government, applying integrated planning principles to every decision such that sustainable solutions are implemented should be the priority. With the view that land use is a foundation of the GDP, commitment to sustainable development is critical.

Since the adoption of the 1973 **Community Planning Act**, New Brunswick's population has grown from 677,250 to 751,171, with 53% of the population residing in urban, or settlement areas greater than 1,000 people (StatsCan, 2011). The balance of the population at 47% resides in rural areas and reflects an aging demographic. During the 1990s and continuing through today, the significant growth centres in the Province are centered around Fredericton, Moncton and Saint John. Although growth is happening in the province's urban centres, the province is becoming increasingly suburban with development quickly occurring in the

communities of Quispamsis, Dieppe, Riverview, New Maryland, and Hanwell (StatsCan, 2011). This suburban greenfield expansion has been majority single family residential developments, which makes it increasingly expensive (per capita) to provide services, such as water, wastewater, electricity, and other community amenities, such as recreation infrastructure and transit.

4.2 Current State of Land Use Planning

There are 383 communities of varying sizes and administrations. Over 60% of the land mass in the province has no plan to regulate and control land use.

As outlined in Sections 1 and 2, Provincial Planning in New Brunswick, under the *Community Planning Act (1973)* is regulated by a framework that has endured for the last four decades, through various amendments. This framework has created a patchwork of planning efforts across the province, which is reflected today with today's current state of planning in the Province.

As of 2014, there were 383 communities, in six types of communities (City, Town, Village, Rural Community etc.). There are 13 different types of plans (i.e. Municipal Plan, Rural Plan, Basic Planning Statement,) (McClelland and Smart, 2014.) This patchwork of outdated planning tools that are not clearly defined results in inefficiencies in administering the Act. For instance, Municipalities are legislated to update their plans every 5 or 10 years; however, many plans remain in effect today from the 1960s and 1970s. Even large municipalities, such as the Province's largest City, Saint John, went 40 years before updating their Municipal Plan. While 70% of New Brunswick's population is currently under a 'planning tool', over half (60%) of the land mass is without a local plan (McClelland and Smart, 2014).

4.3 Issues Analysis

While most can agree that there are many economic issues facing the province today, there are a number which are directly influenced by or influence land use decisions. These issues are organized into four categories:

- Agricultural lands
- Natural environment
- Community and cultural, and
- Land Use and Development

Each represents many different aspects and each influences the overall economy in a unique way. Based on the survey results and interpreting the information obtained from the stakeholder sessions, it is evident that these issues are interrelated. A description of the aspects of each category is provided in the following discussion.

4.3.1

Agricultural Lands

Small scale farms are gradually declining in number, being bought out by large multi-national agri-businesses or being sold for suburban housing developments. The effect of this is far reaching in that the agri-businesses are shipping their product out of the province with limited investment in the local economy. Further, there are significant land use conflicts with major residential developments in close proximity to farms. Food security is becoming an issue where most rely on food being imported into the province.

Farmland occupies less than 5% of the lands in New Brunswick (NFU-NB, 2015). In New Brunswick there has been a progressive decline in the number of farms, particularly in the last decade. Small scale farmers have either sold their land holdings to large multi-national agri-businesses or have been forced to sell portions of their land to generate retirement income. In the first case, the agri-businesses are operating at such a large scale where the product is shipped out of the province for other markets. While these businesses are contributing to the local economy in part through property taxes and some local employment, the majority of the revenue is generated outside of the province.

In the case of the small farmer being forced to sell land to generate income, the land which is sold is available to support the continued expansion of unsustainable subdivision development on the urban/rural fringe. As well, the loss of this land toward support of food security is clearly evident. As the scenario unfolds, New Brunswickers are becoming increasingly more dependent on the importation of food. As noted by the President of the New Brunswick National Farmers Union in September 2015, communities and ecosystems are sustained through locally grown food and small scale farming provides jobs.

Growth management issues are not limited to urban contexts. Recreational developments, such as cottages, and retirement farm severances, can have a profound cumulative impact on rural ecosystems, economies and landscapes. Residential and other types of development can create conflicts with traditional rural activities and resource based activities such as farming. With encroachment on farmland, there is an alarming trend of complaints being received regarding farm practices negatively affecting residential development. The answer is simple; however, with the perception that development at all cost is good, the mechanisms for addressing the issues are marginalized.

Topsoil harvesting practices are also increasing in intensity, to supply the growing need with housing development. Stakeholders identified this as a concern during the engagement session which is also highlighted in the National Farmers Union of New Brunswick 2015 report to the Department of Agriculture, Aquaculture and Fisheries (DAAF).

The stakeholder survey results show that over 55% agreed that existing farmland in flood plains should not be made available for other development opportunities. This is further supported by agreement (>75%) with the statement that small scale farming should be supported by government policy. Farms represent much more than just food; they form the backbone of communities, reflect sustainable development principles and provide employment.

4.3.2 Natural Environment

New Brunswick has many natural environment attributes and is renowned for its rivers, forests and coastline. Protection of these features is uncoordinated to the point that there has been a gradual erosion of value of the natural environment. Of particular concern is the coast line where development pressures continue without significant enforceable control.

New Brunswick has many natural environment attributes including over 5500 km of coastline, over 50% of the land mass forested, and several internationally acclaimed Salmon rivers. The coastal areas are prone to significant influences from storm surges resulting in high erosion rates. Development which has been permitted to occur along the coast is literally at risk of losing land. The cost of maintaining coastal development is expensive not only for the landowner but also for the public as the government provides some assistance. While government has been committed to the control and management of these attributes, the lack of coordinated policy has been perceived to allow for unnecessary overlap in jurisdictional control, misapplication of legislation not meant to provide protection and a gradual encroachment of development which has led to an erosion of the protection of these features. The results of the consultation exercise support these statements and highlight the need to implement effective and efficient policy to minimize duplication which can at times be harmful to the environment as well as the public.

Based on the survey results, over 50% agreed that there should be restrictions placed on development in coastal areas. There seems to be some consideration given to permitting development subject to stricter controls. This is supported by the comments received during the stakeholder engagement session suggesting that coastal zone protection should fall to the local municipal units allowing for greater enforcement opportunities.

Similarly development in the flood plain areas of watercourses has put a burden on the public purse through payouts. In the most recent storm of September 29, 2015, the cost of the damages incurred to land is valued at over \$15 million. Some of this will be paid out by the provincial government; the balance will be covered by land owners. This continuous cycle cannot be sustained given the province's fiscal issues. Over 75% of the respondents to the survey indicated that new development in flood risk areas should be restricted.

The changing climate is often viewed as the main culprit in these major storm events. While climate change is the catalyst the true culprit is a lack of preparedness. Continued development in flood prone areas will only exacerbate the escalating costs. In July 2014, the cost of post tropical storm Arthur is estimated at \$23 million by NB Power (www.cbc.ca, Dec. 3, 2014). This cost is in part being passed back to the rate payer in the form of higher electricity rates. Clearly, NB Power must cover its cost, but transferring costs to property owners who have sought and received approval in the majority of cases to build where they desire is not sustainable. Distribution lines are most vulnerable to vegetation which has grown around the infrastructure with marginal control. Over long stretches of distribution lines, locating the vegetation which is having the impact is expensive.

4.3.3 Community and Culture

There are many different communities in New Brunswick ranging from small rural settlements to larger cities. Each carries a sense of identity, which in effect is the driving force behind their continued existence. With almost half of the population of New Brunswick residing in rural communities, the importance of community facilities cannot be understated. Unplanned growth in the urban/rural fringe undermines the viability of communities by impacting the growth and tax base of municipalities.

Income, distance travelled, access to food, affordable housing, cohesion in social relationships are all indicators of healthy communities (CDHP, 2011). Community strength comes not only from the people which live in the communities but also from the services which are provided. Services such as education, recreation, transportation are critical to maintaining a community. With the knowledge that enrollment numbers are declining, the Provincial Government has adopted a policy to close community schools. Gradually removing these services affects the local area's ability to continue to function and keep families. While it appears that the movement of school age children out of their community over longer distances to a more centralized institution is cost effective, in fact the intangible costs are insurmountable. The impact of the slow decline in communities, particularly in the rural setting, has a cascading effect on the economy of the province.

Unplanned low density growth in the urban/rural fringe can undermine the viability of communities by impacting the growth and tax base of municipalities. Referred to as "urban sprawl" some negative potential impacts of this type of growth can include absorption of environmentally sensitive lands and agricultural lands, heavy reliance on private automobiles as the primary mode of transportation, higher costs associated with providing infrastructure in lower density settlements, and failure to redevelop existing neighbourhoods.

Communities across the country are plagued with alarming rates of obesity; New Brunswick is recognized as having rates of obesity among school age children, above the national average

(GNB, 2012). Obesity is like a disease brought about by social and economic conditions. The cost to society and the economy are great. In 1997, a study completed by GPI Atlantic showed that the cost of obesity was \$54.8 million per year. These are direct costs which had to be borne by the health care system. It is clear that the government is aware and is trying to address this significant issue with increased spending in the health care system. Additional expenditures would be well placed in contributing to building strong and sustainable communities. The survey results reflect the need to site new community facilities in areas with existing services and infrastructure. This is further supported by comments received from participants during the engagement sessions. Provincial projects which directly affect the ability of a municipality to provide infrastructure services cannot continue in isolation.

4.3.4 Land Use and Development

Unplanned growth at the urban/rural fringe also results in increasing financial burden on taxpayers in order to provide community services such as police, fire, ambulance, school busing and utilities. There is overwhelming support that development of any kind should not be allowed anywhere. The belief that growth at any cost is good for the economy is no longer sustainable.

Unplanned growth can threaten the viability of towns and communities. Municipalities may welcome development without realizing that the full long-term cost of the infrastructure is a net negative for the municipality's finances. Low density, rural fringe development of this nature is associated with much higher infrastructure costs and higher costs to provide services, at the same time, a smaller municipality may not be able to realize economies of scale in the same way as their larger neighbours. Similarly, the broad economic development benefits of growth through additional jobs or increased revenue for local businesses may not materialize if the new residents continue to commute to the nearby urban centre for work and services. In addition, the leapfrog/urban sprawl form of development leads to higher infrastructure costs for the province as a whole and a scenario where it is more difficult for every municipality to predict and plan for future growth patterns.

Coordination of growth planning can eliminate spending on redundant infrastructure – in the absence of standardization for growth projections municipalities may be proactively investing in infrastructure that may not be needed; for example, upgrading a sewage treatment plant that may never reach capacity.

Inefficient land use and infrastructure provision has short and long term costs. While some of the initial infrastructure costs may be borne by the developer/purchaser, there are also long term costs associated with inefficient infrastructure provision. Having a larger stock of infrastructure means higher future maintenance and renewal costs. The users of less efficient infrastructure rarely (though occasionally) pay higher rates. For example, suburban

development has a much higher cost per/capita for infrastructure and services but in many cases municipal taxes are lower, either because of rates structure or because they are assessed at a lower value. The practice of permitting single entry/exit to subdivision developed in the urban fringe creates a burden for the municipality, not only in terms of cost of servicing but also provision of emergency services.

4.4 Overview of Costs

Some of the costs of the above-noted land use issues are quantifiable, such as the costs of infrastructure to service sprawling, low density developments, insurable property losses due to climate change events, and the social costs associated with automobile dependence.

4.4.1 Infrastructure Deficit

Much of Canada's infrastructure was built between 1950 and 1970 and is reaching the end of its service life. In the early 1960's infrastructure spending accounted for 4.5% of Canada's GDP; however, by the 1990's it has declined to 2%. Infrastructure deficit is the amount of additional money needed to properly maintain, rehabilitate and replace existing infrastructure. The municipal infrastructure deficit across Canada was estimated at \$171.8 billion in a 2012 report by the Federation of Canadian Municipalities (FCM, 2012). The FCM attributes the infrastructure deficit to increase in the percentage of infrastructure that is the responsibility of municipalities relative to higher levels of government, without a corresponding transfer of financial resources. It is important to remember that deferring infrastructure maintenance and rehabilitation can accelerate the degradation of infrastructure. Additionally, The Atlantic Climate Adaptation Solutions Association in 2011 stated:

"Much of Canada's infrastructure is aging and may not be able to handle the storm event's expected now, let alone more-extreme future events. The long lifespan of infrastructure increases the need to incorporate climate change impacts into its design" (Atlantic Climate Adaptation Solutions Association, 2011)

4.4.2 Urban Growth Management and Infrastructure

In addition to Canada's existing infrastructure deficit, two recent Canadian studies in Halifax and Edmonton, have documented the savings of infrastructure costs if more compact urban growth management occurred. Public infrastructure may include a wide range of facilities, public safety services, open space, transportation networks, water, wastewater and utility services. Different infrastructure needs are required with different growth. For instance, the physical growth or expansion of a community requires the expansion of linear infrastructure, such as roads, utilities, water and wastewater, and transit. Solely population growth has a different effect on the pressure of public infrastructure, for instance, water and wastewater facilities are often designed to a certain population capacity, an increase in population may require upgrades, rather than expansion to the distribution network. Additionally, policing

services are often based on a per capita basis, rather than geographical distribution. The studies continue to sound the alarm on the unsustainable practice of directing low density growth patterns. The studies, which focused on Halifax, Edmonton and Calgary, are three municipalities with growth rapidly occurring on the urban edge over the past couple of decades. While of a different scale than the New Brunswick context, the examples of urban sprawl are not unlike the growth occurring at the edges of Moncton, Fredericton and Saint John. The Halifax study found that shifting existing growth to 25% infill development would result in approximately \$650 billion in capital savings, over 18 years. Additionally, the study found that shifting 50% of growth to areas with existing services would save \$3 billion over the same period. In Halifax, new road construction and road upgrades are estimated to cost between \$3,250-3,500 to up to \$6000 per meter. Water pipes are estimated to cost \$1,500 per metre and, wastewater pipes are estimated to cost \$1,250 per meter with storm water collection and disposal costing approximately \$1,500 per meter.

The Calgary study found capital savings of 33% (or \$10 billion) if it adopted compact growth management or smart growth developments of higher density and promote the use of sustainable transportation. In the Calgary study, the following public infrastructure costs were associated with developments: roads (capital and operating), transit (capital and operating), water and wastewater (capital and operating), fire stations (capital and operating), recreation centers (capital only), schools (capital only), and parks (operating only). Additionally, operating expenses were 14% less under the scenario where there increased densification was promoted.

4.4.3 Climate Change

The changing weather patterns resulting from climate change can be markedly different in different regions. Common impacts of climate change include:

- increased drought
- more intense storms
- more coastal erosion
- infrastructure damage
- impacts of invasive species
- increased risk of flooding, and
- increased risk of forest fires

New Brunswick has suffered a number of recent storm events which underline how costly climate change impacts can be. In January 2000, a major storm caused storm surge flooding along the New Brunswick coast, most seriously affecting the area along the Northumberland Strait. The provincial government paid out \$1.6 million in claims as a result of the storm – though this only represents a portion of the economic impact. October 29th, 2001, another storm following the same path led to \$2.4 million in claims as well as severe damage to coastal

infrastructure including bridges, wharves and roads. The estimated cost of Hurricane Juan to Atlantic Canada in 2003 was \$200 million.

In 2015, the Insurance Bureau of Canada released the findings of two studies that predicted the future costs associated with increased climate change events. The first study focused on Halifax Regional Municipality and studied the impacts of storm surge and wind events over a modeled period from 2020 to 2040. The study predicted, under a high climate change scenario, the estimated direct and secondary gross domestic product impacts from climate change-related storm surge increased from \$400 thousand to \$3.1 million, or cumulative effects of \$35 million by 2040. Additionally, under the same scenario the impacts from extreme wind increased from \$2.8 million to \$8.4 million, or cumulative effects of \$140 million by 2040. Additionally, the study found that impacts from a high climate change scenario event, from a 1 in 25 year storm surge event in 2040 is estimated to be \$22 million more costly than the same event occurring today. Under the same conditions, a 1 in 25 year extreme wind event in 2040 is estimated to cost \$16 million then under today's climate conditions (IBI, 2015).

5.0

An Informed Planning Framework

The sophistication of land use planning approaches and attention to land use planning issues varies across the province depending on the knowledge, available resources, and interest of local public servants and elected officials. The shift to a regional framework was in part designed to bring about some level of consistency in planning approaches. To the degree possible, some regions have experienced a greater level of coordination and cooperation. This shift from a centralized land use management approach for unincorporated areas to a regional system should result in some better coordination and more deliberate decision making on land use decisions. Providing strong and robust mechanisms for the local and provincial governments is critical to enabling the province to meet its self-sufficiency objectives.



FIGURE 1: EXISTING LEGISLATIVE FRAMEWORK IN NEW BRUNSWICK

Provincial planning policies which could be effective in managing the issues identified relate to Climate Change Adaptation, Coastal Zone Protection, Flood Risk Management, Health and the Built

Environment and Infrastructure and Transportation. Under new planning policy, all decision makers and proponents of development would have the same baseline rules for protecting key interests including resources –such as wetlands, sensitive coastal area and agricultural lands – and public health and safety – for example by preventing development in flood prone areas.

Coordinated planning makes it possible to protect resources and infrastructure investments that cross local government jurisdictions. Some issues cannot be controlled at the local level because their impact extends beyond the borders of a municipality or local jurisdiction and/or the impacts may be cumulative. The Provincial Planning Policy can become a vehicle for integrating provincial interests into regional and local planning decisions without removing local decision making powers.

Land use decisions have implications for financial planning, capital works, programming initiatives, watershed management, climate change etc. Many land use matters are highly interrelated which is why integrated land use planning is so critical.

Good government must have horizontal and vertical consistency – meaning that different levels of government or different branches of one level of government should never be working at cross-purposes. The Provincial Planning Policy will support this by providing opportunities for enhanced collaboration between different government actors. It will provide a platform for cooperation across different departments at the provincial level. It will also provide opportunities for relationship strengthening between local and provincial authorities and between neighbouring local jurisdictions. A more collaborative land use planning framework will also enhance knowledge transfer and allow for faster adoption of future innovations and best practices.

A constraint to comprehensive/integrated planning can be the silo effect/lack of interdepartmental cooperation. Different departments within the provincial government have different mandates that may lead to direct land use conflicts. A planning policy acts as a tool for managing decisions that might otherwise be handled in a situation-by-situation basis resulting in conflicting solutions. Different departments within the government can use the provincial policy as a tool to protect overarching provincial interests and assets.

A Provincial Planning Policy can provide an avenue for strengthening relationships between provincial and local levels of government. Knowing that a strong decision making framework is in place may increase the level of trust between local and provincial governments by establishing clear rules and a shared understanding of the overarching objectives. Developing the content of the planning policy is an early opportunity to strengthen these relationships with local government.

These provincial planning policies form the basis and provide the direction for effective regional planning. Effective development of the regional plans will be contingent on the provincial policies. Support of government throughout the process will be critical to having good provincial policy which will inform the regional plans. To avoid the continued issues arising from a lack of coordination, the two systems must be integrated.

6.0 Draft Recommended Provincial Policy Statements

The following policies would be integral to the planning framework. They would be included in modernized legislation as regulation thereby underscoring their importance in planning decisions. They are based on sustainable development principles and support smart growth.

6.1 Resiliency (climate change adaptation)

It is the policy of the Province of New Brunswick to prepare for, and become resilient to, the impacts of climate change and reduce its greenhouse emissions while sustaining economic growth.

Greenhouse gas emissions which accumulate and stay in the atmosphere are recognized as a primary factor in the changing climate. While seemingly gradual in nature, climate change is having measurable effects on New Brunswick. Warmer temperatures, higher frequency and more extreme precipitation events, and a corresponding rise in sea level are being recorded. The ability for communities and individuals to respond is challenging with the clear approach being to foster resiliency by way of climate change adaptation mechanisms.

Any decision taken in the province must be governed by sustainable principles derived through the consideration of social, economic and environmental implications, while not burdening future generations. To allow the province to become resilient, land use developments must proceed in a manner which incorporates adaptation standards and best practices in planning, design and construction.

6.1.1 Objectives

- To use a systems approach when developing climate change adaptation plans
- To promote sustainable development in all land use applications
- To educate the public regarding the costs of not adapting to climate change

6.1.2 Actions

- Government support, such as funding to communities that commit to developing and implementing local climate change adaptation plans shall be provided
- Regionally based resiliency plans shall be prepared
- Best practices in climate change adaptation to guide all land use development shall be adopted

- Best management practices in storm water controls shall be adopted through development control
- All municipal and regional plans must include a cost benefit analysis of climate change adaptation measures

6.2 Flood Plain Development/Flood Risk Reduction

It is a policy of the Province of New Brunswick to control land uses and activities in flood plain areas in a manner that protects residents and properties, ensuring that environmental degradation and remedial costs are minimized, and that development is curtailed in locations where site conditions may pose a danger to public health and safety or result in property damage.

New Brunswick has a long history of floods and flood damage dating back to 1696. The province is known for its watercourses and water bodies which have supported historical as well as current settlement patterns. Continuing development on flood plains has increased the costs resulting from flood events. Heavy rainfall is the leading cause of flooding; most events are the result of single storms although some can be attributed to a number of factors coming into play at the same time.

For many years, the Government has provided financial assistance, in the form of emergency assistance and flood compensation, to victims of flooding. The cost of flood damages is paid out by the Provincial Government and borne by all tax payers. The costs associated with flood damage will continue to rise unless development on flood plains is regulated.

In recognition of the severity of flooding and the escalating flood damage, the Federal and Provincial Governments have cooperated on a flood damage reduction program since 1976. Several flood risk areas have been identified and mapped, and designated under the program where funding is subject to restrictions. Flood forecasting efforts carried out for the Saint John River basin are effective in reducing flood damage and in protecting human life.

A flood risk reduction strategy was prepared in 2014 which sets the stage for policy development. A well-developed flood plain management policy will: prevent the loss of human lives, minimize flood damage to properties and to the environment, minimize losses due to disruption of transportation, social and business activities, and encourage reasonable and acceptable use of flood plain land, thereby potentially lowering the costs associated with flooding to both governments and individuals.

6.2.1

Objectives

- To identify a flood risk area that includes: a floodway area and a floodway fringe area.
- To establish effective lines of communication with respect to flood risk management and awareness within government and with the public
- To establish a process by which the identification of land located in flood risk areas will be attached to parcel index data bases managed by the Province
- To manage development in flood plains
- To phase out over a 10 year period, the potential for government assistance for flood damage

6.2.2

Actions

- All flood risk areas shall be mapped
- Flood risk areas shall be designated in land use plans and zones shall be established to control development in these areas
- Development review standards and policies that apply to all lands within designated flood risk areas shall be prepared
- Development standards for flood risk areas shall be established that guide the Development Officer's review prior to issuance of development approval, such as:
 - compliance with permitted uses in accordance with existing land use plans
 - submission of a site plan with the development application
 - proof of a Watercourse and Wetlands Alteration Permit, where appropriate
 - approvals for the construction of municipal sewage treatment facilities for the purpose of treating, monitoring or holding sewage
- Regional Service Commissions and municipalities shall continuously monitor flood conditions in conjunction with the Emergency Measures Organization

6.3 Health and the Built Environment

It is the policy of the Province of New Brunswick to promote healthy families through the development of strong sustainable communities by permitting land uses where decisions are made on the basis of sustainability principles and understanding the implications of the decisions on public health.

Settlement patterns through the decades have created low density, vehicle -oriented communities. It has become all too easy, and sometimes necessary to acquire goods and services by vehicle. In tandem, we have experienced many societal health problems, such as youth inactivity and an alarming increase in the rate of obesity. These problems lead to unprecedented levels of health issues, diabetes heart disease, cancer, and stress in children and adults. In major centres, few residents are motivated to walk to facilities in large part because urban design which considers the pedestrian scale has not been considered. Similarly, active transportation facilities are often an after -thought where bicyclists are seen as an impediment to motorists.

The public is not motivated to walk or to seek other forms of transportation to access goods and services. Urban areas have not been designed for the human element – there is limited incentive to leave the car behind and to walk. While active transportation is seen as an alternative to the car, in reality it will take careful planning to overcome the reliance on the car in an urban setting. Super centres, which are a collection of big box stores, by their very nature and design require public access by vehicle. The efficiency of having many stores in one area is understood. However, the effect on public health is not considered. Similarly, citing major sports facilities outside of the urban core is another example where reliance on cars is emphasized and the effect on public health, notwithstanding the nature of the facility, is not considered.

6.3.1 Objectives

- To encourage the development of active transportation networks
- To consider the relationship and ramifications of land use planning and public health
- To encourage mixed use developments in urban areas which facilitate non-vehicular mobility

6.3.2 Actions

- The impact on public health shall be considered in all land use developments
- Fundamental principles of sustainable development in municipal and regional plans shall be promoted
- Land use patterns that promote active transportation and accessibility to services through performance based zoning shall be encouraged

6.4

Coastal Development

It is the policy of the Province of New Brunswick to manage coastal areas to reduce impacts to coastal features, reduce the likelihood of threats to personal safety, maintain ecosystem components such as flora and fauna and minimize the cost of maintenance of public infrastructure.

New Brunswick comprises 5,500 kilometres of coastal land providing essential habitat, support for traditional fisheries and protection for coastal communities. Coastal lands support various land use activities including residential settlement, industry, commerce, tourism and recreation. Pressures for increased development along our coastlines threaten coastal features including sensitive beaches, sand dunes, salt marshes, and rock outcrops. Increased sea-level rise and storm surges pose a real threat to human life as well the economy of the coastline. Coastal features help shield coastal and inland areas from storm surges and flooding – making those critical natural elements worth protecting.

A Coastal Designation Order was assented to in 2003 under the *Clean Environment Act* which sets out what is defined as coastal and the need to accurately map these areas. The order was established to provide greater definition to the coast.

6.4.1

Objectives

- To manage coastal areas through the *Coastal Designation Order*
- To ensure regional and local plans promote management of coastal areas consistent with the *Coastal Designation Order*
- To focus planning of coastal areas and land uses on environmental factors, social needs and economic realities
- To develop education and training programs regarding coastal features and their significance and protection, as a complement to the Regulation
- To assist developers to understand linkages between various provincial and federal government regulatory mechanisms applicable to the coastal area

6.4.2

Actions

- Coastal areas including coastal features shall be designated in regional and local plans
- Compliance with the *Coastal Designation Order* shall be confirmed prior to issuing development and building permits
- Development in coastal areas shall be limited to those land uses and activities [residential, commercial, industrial, social, recreational, tourism] and site alterations that can co-exist with limitations of coastal and wetland areas and that do not jeopardize either the physical environment or the ecosystem
- Proposed uses and activities shall be sited and located where they respond to appropriate setbacks from coastal features
- Land uses and activities shall be permitted only in areas with existing infrastructure including transportation networks

6.5 Infrastructure Investment and Transportation Planning

It is a policy of the Province of New Brunswick to provide, maintain and manage a safe, reliable and efficient road network and to promote efficient and sustainable water and wastewater systems in support of provincial economic and social development objectives.

The economic and social development of the Province is impacted by the quality and availability of efficient, modern and effective infrastructure. The economy of the province is highly dependent on its highway system. Highway links within the province, nation and internationally allow New Brunswick businesses and industries access to suppliers, markets and services that they require to improve productivity and remain competitive.

Similarly, the cost to municipalities of maintaining existing water and wastewater systems is critical to providing the ongoing development potential to communities. Equally, promoting development where there are no existing services adds costs to the taxpayer to provide additional and inefficient conventional infrastructure.

From a social development perspective, transportation serves as the link to work, educational, health and recreational facilities and resources. It facilitates social interaction among families, friends and communities. Appropriate and effective water and wastewater systems are critical. Infrastructure ensures the adequate protection of public health and promotes efficient development.

6.5.1 Objectives

- To promote a systems approach to justify the construction of new roads and infrastructure
- To ensure that the impacts of proposed developments on the transportation system are fully considered through a coordinated and integrated approach among the province and regional and local planning authorities
- To promote innovation in new water and wastewater developments
- To encourage increased consultation among provincial, regional and municipal authorities on transportation policy and regulatory matters in support of economic and social objectives
- To promote adherence to sustainable development principles in transportation and water and wastewater planning and development
- To provide innovative municipal finance tools to assist with addressing infrastructure costs and charges

6.5.2 Actions

- Development shall be guided to locations that are coordinated and integrated with provincial transportation, infrastructure and planning initiatives

- All proposed development shall be evaluated relative to its ability to be serviced by existing roads and infrastructure
- Proposed developments without access to transportation infrastructure shall be limited unless the cost of providing these services is borne by the developer
- Social, economic and environmental factors shall be considered in all decisions respecting continued service provision of existing infrastructure and transportation systems
- Innovative approaches in the provision of water and wastewater systems for any new development and for any retrofit of existing systems shall be considered
- A framework shall be developed to help municipalities and rural communities address their infrastructure needs through various financing tools such as infrastructure charges and levies on new development

7.0

Summary and Recommendations

It is evident that there has been a long history of land use planning initiatives in the province. With legislation dating to 1912, the Government has seen need for and value in mandating planning in various forms. In the recent past, the need for strong planning legislation and policy has become more important. The economic climate, the high provincial debt, the high rate of obesity particularly in children, the decline in small scale farms and the escalating costs of infrastructure, to name a few, are serious issues which appear to share the common denominator of how land is used.

In New Brunswick, the challenges to land use planning in the last 40 years have been driven primarily by a lack of policies. Equally, a dated legislative framework has led to opportunities for developments which are partly the cause of rising costs, and are no longer sustainable.

A national survey of planning legislation and planning policy has shown that of the 13 jurisdictions in Canada, over half have provincial policies in place to guide and control development. These policies are applied at all levels of government. A minimum of two jurisdictions are now moving toward regional planning policies and one jurisdiction is rapidly moving forward with the introduction of planning legislation having completed a recent Task Force study on land use.

Stakeholder engagement which involved provincial planners as well as those directly concerned with land use developments showed that there are several issues which must be addressed to work toward meeting the stated government mandate of fiscal responsibility, healthy families and smart government. These issues - agricultural land use, land use and development, community and culture and natural environment are very broad and the discussion through consultation highlighted that there are many facets to each which can and should be explored in greater detail. One surety is that modernized planning legislation providing for a robust planning framework and supported by strong planning policy is an important step in addressing the issues.

In building the grassroots support for modernized planning legislation, five provincial statements of interest have been drafted. Associated with each are policy objectives and actions. The business case, based on examples to illustrate the issues, supports the development of provincial planning policy.

It is recommended that a more detailed cost benefit analysis be prepared to further support the business case. The analysis should focus on true costs of municipal infrastructure, the cost

of providing health care to a population which a higher than average rate of obesity and the cost of inaction when considering the effects of climate change.

The stakeholder engagement process highlighted that discussion can be held on many more issues for which a provincial symposium would be an appropriate forum. The many studies supporting the need for provincial planning policy reflect a strong desire by the residents of New Brunswick to bring about change.

As per the results of the targeted survey, additional policies should be explored for: protection of drinking water supplies, public health and safety, sustainable infrastructure development, sustainable resource development, provision of clean energy, availability of affordable housing, and declining top soil quantity and quality. A policy statement on settlement is also key to addressing uncontrolled development affecting overall land use.

New Brunswick is unique in that it is one of the only provinces that hosts an even urban and rural population distribution. This is causing distinctive issues such as additional supports needed for small scale farming to enable local food security and existing communities should be supported as viable settlement areas. Additionally, development in the Province's urban areas continues in an unsustainable fashion characterized by low density, car-oriented developments on the urban fringe, making the provision of services and amenities expensive and inaccessible. Ultimately, jurisdictions across Canada have been guiding land use and development issues through legislated regulations or guiding land use policies that hold provincial and municipal authorities to account. The framework for these policies has existed in New Brunswick for over 40 years; however, they were never drafted. The Province should consider the recommendations of this report to develop provincial policies that provide an informed directive to local planning authorities and ultimately enable a consistent and coordinated approach to land use planning.

The Provincial Planning Policy can become a vehicle for integrating provincial interests into regional and local planning decisions without removing local decision making powers. These policies will set the broader scope for the development of regional plans and as such the processes are very closely aligned.

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Appendix A

Stakeholder Recorded Comments

Land Use and Development

- Federal and Crown lands are exempt from provincial land use legislation
- Settlement Patterns along river and coast
- Can zoning be imposed on Crown Land so that if a development is proposed (eg shale gas), it will be reviewed in a public forum (Guysborough Co in NS has Crown Land zoned as Natural Resource)
- Where is the Crown Land going? Holding off selling but Crown Branch is managing it.
- Dichotomy – urban vs rural; incorporated vs unincorporated – creates more conflict than cohesion
- More cohesion between planning and economic development and where industry locates (eg Hanwell Industrial park is not serviced by City infrastructure)
- Moncton is experiencing “donut effect” where sprawl is going on farmland
- Province is losing out financially; issue of protecting agricultural resources and urban viability
- Planning should be done on a watershed basis or the reality of the geography
- Crown Land fragmentation
- Rural planning process is not comprehensive
- Flexibility in the legislation to allow for similar developments in many areas eg communication towers – have the same standards across the province
- Support Protected Areas legislation in land use planning
- Needs statement on collaboration between government departments
- Performance based zoning
- Politicians need better understanding of value of planning
- Policy statements on what urban means, what rural means, and where there is appropriate combination
- Stop permitting one street subdivisions
- Need to understand the true cost of development to really see the financial impact of single street subdivisions
- LSD governance needs to be addressed to equalize the taxation issue
- Need policy statements on siting schools/hospitals and other infrastructure because of their influence on municipal servicing
- Health Transportation and Education need to be included in the discussion on planning
- Very difficult to address individual settlement patterns in a rural areas
- Infrastructure costs to service rural areas
- 2 zones in rural areas – development and no development

- In unincorporated areas have to plan for resource use and protection – not like urban planning
- Splintering of farmland
- Sprawl is affecting the resource based economy of the province
- Moving out to suburban/rural areas does not mean that the tax rate will always remain low
- Silos
- Lack of provincial wide vision by the government
- Better cooperation between government departments
- Is there a role for provincial planning
- Regionalization has its challenges with the desire of government to continue imposing control in a centralized manner

Agriculture

- Need to identify soil capability
- Protect farmland
- Settlement patterns have implications – need to encourage densification
- Find equity for farmers who are not in settlement area
- Food security is closely linked to agriculture
- Rural development is not the same as municipal development
- Farmers selling land and keeping homes – splintering of farmland
- DTI is slowing development
- Need to map agriculture lands (GIS)
- Buy local should be promoted to keep farmland in production
- Farms database – of active farmland
- Are there Crown Lands which could be used for agriculture eg blueberries rather than having all crown land available for forestry
- NB farmers running out of topsoil – product is going to residential lawns
- FLIP being used to defer taxes not necessarily to preserve farmland
- Need to identify best quality agriculture land
- Data has never been consolidated – mapping is key
- Need to incorporate climate realities
- Urban agriculture should be encouraged in areas of settlement
- Too quick to separate land uses
- Need to focus on resource sector – eg maple sugar, blueberries
- Crown is not immune to provincial policy directions
- What is the value of forestry vs agriculture
- Sugaries are also part of conservation forest objectives and habitat protection
- Food deserts are huge issues – food security should be a priority
- Need a provincial focus on community inventories
- Strong tie to economics with agriculture – value added jobs
- Agriculture policy is very strong
- Good policy would help to curb sprawl
- Influence of large farm operations who export providing nothing back to the province
- Need policies to allow farmers to farm
- Link between immigrants and farming

Community Infrastructure Culture

- Affordable housing is a crisis – difficult to access – numbers are low
- Communities need to develop better stormwater management guidelines
- Need to develop more mixed use in communities to support sustainability
- Policies that exist today encourage sprawl – concept of silos within government
- Challenges wrt LPP in unincorporated areas – province has limited interest
- Unincorporated areas have very prescriptive zoning
- Strategic placement of infrastructure – eg locating fire department in flood prone area
- No more public infrastructure in flood zones
- Two major issues – depopulation and jobs – need to densify what exists
- Full cost benefit analysis of the cost infrastructure
- So we understand what is meant by sustainable
- Banks should be involved in understanding the implications of permitting development in flood zones
- DTI is only interested in movement of cars – no other forms of transportation are considered
- TAC guidelines must catch up with current demands and BMP in transportation
- Siting schools – imperative to work with municipalities
- Department of Education guidelines have changed wrt to busing
- Need comprehensive asset inventory for what exists in the province for community infrastructure
- Needs to be better relationship between municipalities and the government in planning for future infrastructure eg schools
- Every department appears to be a silo
- DTI should have planners to understand BMP in land use planning
- Cheap land argument (ie rural lands) is flawed when considering the true cost of development
- New schools in undeveloped areas promote sprawl
- 4 lane highway will create more development pressure in bedroom communities
- Provincial planning policy needs to discuss urban vs rural settlement
- Property tax is cheaper outside urban areas
- Should consider user pay approach to sprawl
- Regional planning to address issues in incorporated and unincorporated areas
- RSC not really working – pitting LSDs against municipalities
- The deemed success of a municipality is high population which translates to a high tax base
- Should there be a provincial tax rate

- How enabling is the province in allowing sprawl
- Tax bills should outline services being received
- Need to determine long term costs of infrastructure
- Need to look at infrastructure from health perspective

Natural Environment

- Need better protection of natural environment through crown lands
- Coastal protection is an issue
- The more lands are being developed around waterways the less public access to key assets
- Land use conflicts from encroachments on resource developments
- The declining natural resource based economy has allowed for more sprawl (or areas typically used to nat. res. Development)
- Needs better coordination to map and understand the issues
- Existing policies developed in isolation
- LSDs have no control over development – from the Province (eg. schools)
- Lack of stormwater management in LSDs has implications on adjacent municipalities
- PPS could bring isolated policies together
- Municipalities do not have control over their wetlands; are dictated by the Province.
- The Community Planning Act and Clean Water Act are in direct conflict
- There is so much sprawl development that has been allowed that there is limited opportunities for natural resource development, except for on Crown Land
- The permitted uses on Crown Land are negatively affecting water quality
- Need a better connection between WAWA and planning (eg. Clean fill allowed on flood plains, which is leading to development on Crown Land)
- Planning is currently done in silos (provincially)
- Coastal zone is not protected by WAWA
- Environmental regulation is to control discharge at point source and not about land use
- One size fits all zoning needs to be changed – we need objective plans based
- Stop using environmental controls to manage settlement and development control issues.

- Crown Lands holding is not based on geography or ecological boundaries
- Private holdings within Crown Lands are affecting biodiversity
- Planners don't have strong enough tools to limit provincial influence
- Groundwater is not regulated
- There needs to be policy on sea-level rise
- Policies need to be in regulation

Policy Goals

Flood Plain Controls

- Develop provincial legislation to require Municipal/Provincial development approval before fill of flood plain is permitted at provincial level
- Increase capacity at Prov. Level to monitor quality of fill of flood plains
- Direction on how municipalities should deal with existing developments in flood plains
- LiDAR to better define areas
- Maintain RSC involvement
- Formally identify flood risk areas and demand local plan include provision to address F.R.A.
- Adopt the flood plain policy already developed
- Stop the Government Infrastructure Funding for development in flood plains
- Simple regulations for prohibiting main use structures in at-risk areas
- No compensation paid to development in an identified flood plain
- Consider reviewing 30m watercourse protection reflecting riparian areas and topography
- Consider the study of any site before planning for subdivision of the site (i.e. biological and natural watershed study before bringing subdivision; sustainable community design concept needs to be applied)

Infrastructure and Transportation

- Reduce silos
- To increase collaboration between DTI and other decision-makers
- 1 airport not 3 or 4
- Use green infrastructure for flood mitigation

- Use integrated planning approach to include all principles that relate sustainable community design
- Live where you want but know and understand the true costs and pay the correct amount of the true costs.
- Reprioritize and implement asset management regime
- Include walkability, complete street, road diet, smart code and stormwater management best practices
- Include all modern social media and apps in order to create smart cities/municipalities
- Direct development to existing service areas
- Evidence-based decision making used data to justify the construction of new infrastructure
- Provide incentives for new development using existing services
- Consider other forms of regional transportation; encourage rail transportation
- It is about moving people and goods not about moving vehicles
- Highlight the importance of community infrastructure on land use development patterns

Resiliency

- Take flood plains and wind patterns in regard before permits to build are issued
- Ability for communities to set their own path if they chose to do so but have basic policies overall
- Protect valuable wind resource areas
- Require communities to have a climate change adaptation plan to access provincial funding
- Maintain dialogue
- Sea level rise projects incorporated into regulations
- Factor in climate change projection in infrastructure design
- Use the building sustainable communities with design approach with the development of land
- Understand how vehicle kilometres travelled is affected by density and new settlement patterns that include mixed uses
- Understand how resiliency is based on fiscal impacts and appropriate policies including density

Health Built Environment

- Show true cost of development. Growing tax base does not always mean more revenue if cost to service is higher than amount collected
- Impact on public health should be a condition of development
- Better coordination between province about schools
- Better understanding of what are financially viable communities ie development = density which is a sum of urban and rural
- Adopt a “health in all policies” lens/development review approach
- There should be a bonus system for sustainable development
- Bring council decisionmakers to our forums
- Food security
- Prioritize active and public transportation options
- Consider hamlet/compact development in rural settings
- Have Dept. of Health include in the discussion on built environment
- Have partnerships to understand how communities can be built with sustainability in mind

Coastal Zone Development

- Base set back from water on contour lines
- Set development limits based on forecasted high water line
- Establish provincial regulations on development along water course that can be enforced at the municipal level
- Flood risk considerations adopted at local level
- Urban vs. Rural – different considerations – developed vs undeveloped
- Detailed analysis of coastline – lidar geology slope contour ecology storm surge bathymetry to guide setback
- Incorporated true provincial coastal areas protection policy into provincial policies
- Map coast erosion areas; flood risk areas; environmental sensitive areas
- Consider tidal power plants
- Use development scheme approach as a tool to innovate toward sustainable settlements
- Adopt CAPP as a regulation under CPA
- Remove the order out of CEA

Appendix B

Survey – English

Introduction

On behalf of the New Brunswick Association of Planners, we would like to take this opportunity to thank you for participating in this project aimed at building grassroots support for modernized provincial planning legislation. This questionnaire is being administered to a number of groups and associations who have influence on or are directly involved with the existing provincial planning legislation. Your input will be important in the overall development of the business case for a new planning framework and for identifying appropriate provincial policy goals. As well, you have the opportunity to comment on the need for other policies which will inform land use planning in the future.

For the development of the business case, four major themes have been identified: land use and development issues, natural environment issues, agricultural issues and community and cultural issues. Each theme is introduced with a brief overview not intended to be all inclusive; rather, the presentation is to generate ideas. A number of statements have been prepared and you are asked to indicate your level of agreement.

We also ask that you consider five potential provincial policies. These have been selected for their immediate relevance to planning issues facing the province.

Finally, we have identified a number of issues/concerns which could inform future policy development.

Confidentiality: Your identity will not be revealed as a result of your participation. Please direct questions on the collection and use of this information to Dillon Consulting Limited at 506-444-8820.

1. Land use and development issues

The number of building permits issued by a municipality is often a reflection of the economy where new housing starts and the overall value are the measure of growth. Seldom is a deeper analysis conducted of the true cost of development. Overall, land use in most municipalities is governed by some form of zoning control; however, existing legislation does not readily permit innovative ways of addressing land use to promote sustainable development, public health and environmental protection.

Please consider the following statements with respect to land use and development issues:

	Do not agree	Somewhat agree	Neutral	Definitely agree	Strongly agree	N/A
1.1 Development of any kind should be allowed anywhere						
1.2 Zoning by-laws are restrictive limiting opportunities for development						
1.3 Mixed land uses are appropriate to promote healthy communities						

1.4 What are other significant land use and development issues affecting New Brunswick?

2. Natural environment issues

With hundreds kilometers of coastline, over 80% of forested land and many internationally recognized and valued rivers, New Brunswick is known for its natural environment. While these natural features are large tourism draws, they also represent significant revenue opportunities for the government. Equally, however, each of these features is at risk from climate influences and development pressures.

Please consider the following statements with respect to natural environment issues:

	Do not agree	Somewhat agree	Neutral	Definitely agree	Strongly agree	N/A
2.1 All development proposed for areas within the provincial coastline and adjacent to any watercourses should be restricted.						
2.2 Additions and modifications to existing development should be permitted in flood plain areas.						
2.3 New development in flood risk areas should be restricted						

2.4 What are other natural environment issues affecting New Brunswick?

3. Agricultural issues

In the past 10 years there has been a decline in the amount of active farmland in the Province. While in some cases larger farming corporations have acquired farmland and consolidated with existing operations, in most cases, the farmer has gradually sold his land to developers to generate retirement income. Although the Government offers the Farm Land Incentive Program as a tax rebate opportunity, it doesn't appear to be having the positive effect on farmland retention as intended.

Please consider the following statements with respect to farmland:

	Do not agree	Somewhat agree	Neutral	Definitely agree	Strongly agree	N/A
3.1 Small scale farming should be supported by government policy						
3.2 Local scale farming is important for food security						
3.3 Existing farmland in flood plains should be made available for other development opportunities						

3.4 What are other significant agricultural issues affecting New Brunswick?

4. Community and cultural issues

There is a strong sense of community in New Brunswick, whether in small communities or in larger cities. With the increasing cost of service provision and infrastructure maintenance, as well as the influence of the car and larger higher speed transportation corridors, there has been a gradual decline in viability of smaller communities. The consolidation of community schools is just one example of how smaller communities are being affected by government policy to address rising costs.

Please consider the following statements with respect to community and cultural issues:

	Do not agree	Somewhat agree	Neutral	Definitely agree	Strongly agree	N/A
4.1 Existing communities should be supported as viable settlement areas, with provincial infrastructure including roads and facilities being maintained by the Provincial government						
4.2 Local services should be promoted in rural communities to allow families to continue to live and function in these areas						
4.3 New community facilities (e.g. schools and hospitals) should be sited in areas with existing services and infrastructure						

4.4 What are other community and cultural issues affecting New Brunswick?

Policy statements

The following policy areas have been identified as priorities. A brief context is provided and some examples of objectives are indicated. Please consider the objectives, identifying which should be included in the policy statements. Please identify any additional objectives for policies, based on your professional experience.

Climate change adaptation

New Brunswick is experiencing more extreme weather events and it is evident this poses a significant risk to the province. Our natural and built environments are susceptible to the impacts of a changing climate. Land use regulation and decision framework should recognize these risks to enable resilient communities. Please consider the following policy objectives and mark them accordingly.

	Agree	Unsure	Disagree
To provide the necessary funding and planning tools to each municipality and/or regional service commission to prepare and incorporate climate change action plans			
To support communities in assessing risks and identifying appropriate mitigation options with which to address the effects of the changing climate.			
To promote the development of resiliency plans for communities that have identified risks and vulnerabilities.			
To show leadership by promoting energy efficiency and smart growth initiatives in all public undertakings.			
To provide the enabling legislation to permit communities to implement sustainable development principles in land use planning.			

Based on your professional experience what are additional climate change policy objectives that New Brunswick should consider:

Flood plain protection

New Brunswick’s many rivers and watersheds are prone to flooding, which has led to losses of life and property. To protect life and property from future flood and erosion hazards, we must rely on our natural systems for protection, restoration, and remediation. Please consider the following policy objectives and check them accordingly.

	Agree	Unsure	Disagree
To transfer financial liability for flood related risks to the property owner who knowingly pursues development in areas of high potential for flooding.			
To provide accurate flood plain mapping, which will be maintained and made available by the government to communities at risk.			
To reduce the opportunity for inappropriate development on lands that are subject to flooding through regulation.			
To promote and support a more comprehensive flood forecasting system.			
To identify vulnerable infrastructure and commit to identifying priorities for renewal.			

Based on your professional experience what are additional flood plain protection policy objectives that New Brunswick should consider:

Coastal zone protection

Sea level rise is having a negative impact on our coastlines, including threats to life, development and delicate ecosystems. Please consider the following policy objectives and respond to them accordingly.

	Agree	Unsure	Disagree
To reduce the likelihood of threats to personal safety from storm surges and to minimize the danger to personnel involved in emergency and rescue efforts during storm and / or flooding events.			
To minimize the contamination of water and wetlands from hazardous materials or other contaminants as well as to minimize the intrusion of salt water into wells due to water table draw-down.			
To maintain the buffering capacity of coastal areas which protect inland areas from storm surges.			
To maintain flora and fauna, both for the role they play in traditional fisheries and eco-tourism, as well for their inherent value in maintaining the coastal ecosystem.			
To minimize public expenditures required to repair storm damage to public property such as roads, bridges, public buildings as well as to reduce the expenditures required to control erosion as a means of protecting human-made structures.			

Based on your professional experience what are additional coastal zone protection policy objectives that New Brunswick should consider:

Infrastructure and transportation

The cost of maintaining aging infrastructure and road networks across Canada is considered to be in the billions. New Brunswick’s municipal infrastructure and provincial transportation network are important to the overall economic strength of the province. Please consider the following policy objectives and mark them accordingly.

	Agree	Unsure	Disagree
To ensure any new transportation investments consider the potential effects of increased greenhouse gas emissions. In this respect, a full accounting of the social, economic and environmental costs shall be made public.			
To ensure land use and infrastructure planning should be integrated to ensure that the full consideration of societal, economic and environmental costs are included in the total cost of development.			
To avoid the unnecessary expansion of infrastructure and ensure new infrastructure investments are sustainable.			
To increase and enable sustainable transportation systems between developments			
To increase the safety of motorized and non-motorized users of New Brunswick’s transportation system			
To enhance tourism, trade and economic development by encouraging the efficient movement of freight and people throughout New Brunswick			

Based on your professional experience what are additional infrastructure and transportation policy objectives that New Brunswick should consider:

Healthy built environment

Settlement patterns throughout the last few decades have created low density, car-oriented neighbourhoods. In tandem, we have experienced many societal health problems, such as youth inactivity, obesity, and an aging population. Please consider the following policy objectives and mark them accordingly.

	Agree	Unsure	Disagree
To ensure walkable neighbourhoods be considered for all new developments.			
To ensure pedestrian friendly streetscapes be included as objectives in all municipal and regional plans.			
To encourage the promotion of local food supply by the Province of New Brunswick and thereby all municipalities for food security and health.			
To increase and enable sustainable transportation systems between developments and land uses.			
To encourage land use patterns and settlements that are designed to promote use of transit, cycling, and walking and reduce dependence of automobile travel.			

Based on your professional experience what are other healthy built environment policy objectives that New Brunswick should consider:

Priority considerations

Based on your professional experience please rank the following priorities on a scale of 1 to 11, with 1 being the most important.

Protection of drinking water supplies	
Decline in soil quality	
Loss of topsoil	
Large scale residential development in unincorporated areas	
Loss of natural areas and wildlife habitat	
Sustainable Resource Development	
Provision of clean energy	
Availability of affordable housing	
Public Health and Safety	
Climate Change Mitigation	
Sustainable infrastructure development	

Appendix C

Survey - French

Introduction

Au nom de l'Association des urbanistes du Nouveau-Brunswick, nous désirons profiter de l'occasion pour vous remercier d'avoir participé à ce projet visant l'établissement d'un soutien local des mesures législatives provinciales modernisées en matière de planification. Le présent questionnaire s'adresse à un certain nombre de groupes et d'associations qui ont une influence sur les mesures législatives provinciales existantes en matière de planification ou qui y sont directement reliés. Vos commentaires sont importants pour l'élaboration générale de l'analyse de rentabilité d'un nouveau cadre de planification et la détermination d'objectifs provinciaux pertinents en matière de politique. En outre, vous aurez l'occasion de donner votre opinion sur la nécessité des autres politiques qui peuvent éclairer l'aménagement du territoire à l'avenir.

En ce qui a trait à l'élaboration de l'analyse de rentabilité, on a ciblé quatre thèmes principaux : enjeux liés à l'aménagement et au développement du territoire, enjeux liés à l'environnement naturel, des enjeux agricoles ainsi que des enjeux communautaires et culturels. Chaque thème est présenté au moyen d'une vue d'ensemble qui n'est pas exhaustive; la présentation vise plutôt à produire des idées. Un certain nombre d'énoncés ont été préparés, et on vous demande d'indiquer dans quelle mesure vous êtes en accord ou en désaccord avec ces énoncés.

On vous demande également de tenir compte de cinq politiques provinciales possibles. Elles ont été sélectionnées en raison de leur intérêt immédiat pour les enjeux en matière de planification qui touchent la province.

Enfin, on a ciblé certains enjeux et certaines préoccupations qui pourraient éclairer l'élaboration des politiques à l'avenir.

Confidentialité : Votre identité ne sera pas révélée si vous participez au questionnaire. Si vous avez des questions au sujet de la collecte et de l'utilisation de ces renseignements, communiquez avec Dillon Consulting Limited en composant le 506-444-8820.

1. Enjeux liés à l’aménagement et au développement du territoire

Le nombre de permis de constructions émis par une municipalité reflète souvent l’économie à la mise en chantier de logements neufs, et la valeur générale permet de mesurer la croissance. On effectue rarement une analyse plus approfondie des coûts réels du développement. Dans la plupart des municipalités, l’aménagement du territoire est habituellement régi par une mesure de contrôle en matière de zonage; toutefois, la législation existante permet difficilement d’avoir recours à des moyens novateurs afin d’aborder les enjeux liés à l’aménagement du territoire en vue de favoriser le développement durable, la santé publique et la protection de l’environnement.

Veuillez indiquer si vous êtes d’accord ou non avec les énoncés suivants en ce qui a trait aux enjeux liés à l’aménagement et au développement du territoire :

	En désaccord	Plus ou moins d’accord	Neutre	D’accord	Tout à fait d’accord	S.O.
1.1 Le développement de toute nature devrait être permis n’importe où.						
1.2 Les arrêtés de zonage sont restrictifs, ils limitent les possibilités de développement.						
1.3 Les aménagements de territoire mixtes sont adéquats afin de favoriser les communautés saines.						

1.4 Veuillez cibler d’autres enjeux liés à l’aménagement et au développement du territoire qui touchent le Nouveau-Brunswick.

2. Enjeux liés à l'environnement naturel

Le Nouveau-Brunswick, qui comprend des centaines de kilomètres de littoral, des terres boisées qui s'étendent sur plus de 80 % du territoire et de nombreuses rivières précieuses de renommée internationale, est connu pour son environnement naturel. Ces caractéristiques naturelles attirent beaucoup les touristes, et elles constituent des possibilités de recettes importantes pour le gouvernement. Néanmoins, chacune de ces caractéristiques est exposée aux influences climatiques et aux pressions de développement.

Veuillez indiquer si vous êtes d'accord ou non avec les énoncés suivants en ce qui a trait aux enjeux liés à l'environnement naturel :

	En désaccord	Plus ou moins d'accord	Neutre	D'accord	Tout à fait d'accord	S.O.
2.1 Tout le développement proposé pour les régions qui se trouvent sur le littoral de la province et qui sont adjacentes à un cours d'eau devrait être limité.						
2.2 Les annexes et les modifications liées aux aménagements existants devraient être permises dans les zones de plaine inondables.						
2.3 Les nouveaux développements dans les zones inondables devraient être limités.						

2.4 Veuillez cibler d'autres enjeux liés à l'environnement naturel qui touchent le Nouveau-Brunswick.

3. Enjeux agricoles

Au cours des dix dernières années, la quantité de terres agricoles actives a diminué dans la province. Bien que certaines terres agricoles aient été achetées par des sociétés agricoles plus grandes et fusionnées aux opérations existantes, la plupart des fermiers ont progressivement vendu leurs terres aux promoteurs afin de créer des fonds en revenu de retraite. Même si le gouvernement offre le programme d'encouragement lié aux terres agricoles à titre de possibilité de remboursement de taxes, il ne semble pas avoir les effets positifs prévus sur la conservation des terres agricoles.

Veuillez indiquer si vous êtes d'accord ou non avec les énoncés suivants en ce qui a trait aux terres agricoles :

	En désaccord	Plus ou moins d'accord	Neutre	D'accord	Tout à fait d'accord	S.O.
3.1 L'agriculture à petite échelle devrait être appuyée par des politiques gouvernementales.						
3.2 L'agriculture locale est importante pour la sécurité alimentaire.						
3.3 Les terres agricoles existantes dans les plaines inondables devraient être utilisées pour d'autres possibilités de développement.						

3.4 Veuillez cibler d'autres enjeux agricoles importants qui touchent le Nouveau-Brunswick.

4. Enjeux communautaires et culturels

Au Nouveau-Brunswick, il y a un grand sentiment d'appartenance, que ce soit dans les petites collectivités ou les grandes villes. En raison de l'augmentation des coûts de la prestation des services et de l'entretien de l'infrastructure, ainsi que de l'influence des voitures et des corridors de transport plus grands et plus rapides, la viabilité des petites collectivités a diminué progressivement. La fusion des écoles communautaires ne représente qu'un seul exemple de la façon dont les petites collectivités sont touchées par la politique gouvernementale visant à pallier la hausse des coûts.

Veuillez indiquer si vous êtes d'accord ou non avec les énoncés suivants en ce qui a trait aux enjeux communautaires et culturels :

	En désaccord	Plus ou moins d'accord	Neutre	D'accord	Tout à fait d'accord	S.O.
4.1 Les collectivités existantes devraient être appuyées à titre de zones d'installation viables, et l'infrastructure provinciale (y compris les routes et les installations) devrait être entretenue par le gouvernement provincial.						
4.2 Les services locaux devraient être favorisés dans les collectivités rurales afin de permettre aux familles de continuer à vivre et à travailler dans ces régions.						
4.3 Les nouvelles installations communautaires (comme les écoles et les hôpitaux) devraient être installées dans des zones où on retrouve présentement des services et de l'infrastructure.						

4.4 Veuillez cibler d'autres enjeux communautaires et culturels qui touchent le Nouveau-Brunswick.

Énoncés de politique

Les domaines politiques suivants ont été jugés prioritaires. On présente brièvement les domaines et on fournit quelques exemples d'objectifs. Veuillez tenir compte des objectifs et déterminer ceux qui devraient être compris dans les énoncés de politique. En vous fondant sur votre expérience professionnelle, veuillez indiquer d'autres objectifs stratégiques.

Adaptation aux changements climatiques

Le Nouveau-Brunswick connaît un plus grand nombre de phénomènes météorologiques extrêmes, et cela pose évidemment un risque important pour la province. Nos environnements naturels et construits sont sensibles aux effets des changements climatiques. Les règlements liés à l'aménagement du territoire et le cadre décisionnel devraient reconnaître ces risques afin de créer des collectivités résilientes. Veuillez tenir compte des objectifs stratégiques suivants et les coter en conséquence.

	D'accord	Incertain	En désaccord
Fournir le financement et les outils de planification nécessaires à chaque municipalité ou à chaque commission de services régionaux afin de préparer et d'intégrer les plans d'action en matière de changement climatique.			
Appuyer les collectivités en ce qui a trait à l'évaluation des risques et à la détermination des options d'atténuation pertinentes visant à traiter les effets liés aux changements climatiques.			
Favoriser l'élaboration de plans de résilience pour les collectivités qui ont des risques et des vulnérabilités déterminés.			
Faire preuve de leadership en favorisant l'efficacité énergétique et les initiatives en matière de croissance intelligente dans toutes les entreprises publiques.			
Fournir des lois habilitantes pour permettre aux collectivités de mettre en œuvre des principes de développement durable pendant l'aménagement des territoires.			

En vous fondant sur votre expérience professionnelle, indiquez d'autres objectifs stratégiques en matière de changement climatique que le Nouveau-Brunswick devrait envisager :

Protection des plaines inondables

Les nombreuses rivières et les nombreux bassins hydrologiques du Nouveau-Brunswick sont sujets aux inondations, ce qui a entraîné des pertes de vies et de propriétés. Afin de protéger les êtres vivants et les propriétés des dangers futurs en matière d’inondation et d’érosion, nous devons compter sur nos systèmes naturels pour assurer la protection, la restauration et l’assainissement. Veuillez tenir compte des objectifs stratégiques suivants et les coter en conséquence.

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	D’accord	Incertain	En désaccord
Céder la responsabilité financière des risques d’inondation au propriétaire, qui poursuit sciemment le développement dans des zones à risque élevé d’inondation.			
Fournir une cartographie précise des plaines inondables, qui sera entretenue par le gouvernement et mise à la disposition des collectivités à risque.			
Par l’entremise de règlements, réduire les possibilités de développement inapproprié sur les terrains sujets aux inondations.			
Promouvoir et appuyer un système de prévision des inondations plus exhaustif.			
Cibler l’infrastructure vulnérable et s’engager à déterminer les priorités de renouvellement.			

En vous fondant sur votre expérience professionnelle, indiquez d’autres objectifs stratégiques en matière de protection des plaines inondables que le Nouveau-Brunswick devrait envisager :

Protection des zones côtières

L'élévation du niveau de la mer a une incidence négative sur notre littoral; elle menace notamment la vie, le développement et les écosystèmes délicats. Veuillez tenir compte des objectifs stratégiques suivants et y réagir en conséquence.

	D'accord	Incertain	En désaccord
Réduire la probabilité des menaces à la sécurité personnelle causées par les ondes de tempête et réduire les risques posés aux employés qui participent aux interventions d'urgence et de secours pendant une tempête ou une inondation.			
Réduire la contamination de l'eau et des terres humides provenant de matières dangereuses ou d'autres contaminants; minimiser l'intrusion de l'eau salée dans les puits causée par la réduction progressive de la nappe phréatique.			
Maintenir la capacité de zone tampon des régions côtières qui protègent les régions intérieures des ondes de tempête.			
Maintenir la flore et la faune pour le rôle qu'elles jouent dans les pêches traditionnelles et dans l'écotourisme, ainsi que pour leur valeur inhérente dans le maintien de l'écosystème côtier.			
Limiter au minimum les dépenses publiques exigées pour réparer les dommages aux biens publics comme les chemins, les ponts, les édifices publics, etc. ainsi que réduire les dépenses exigées pour contrôler l'érosion afin de protéger les ouvrages artificiels.			

En vous fondant sur votre expérience professionnelle, indiquez d'autres objectifs stratégiques en matière de protection des zones côtières que le Nouveau-Brunswick devrait envisager :

Infrastructure et transport

On estime que les coûts de l'entretien d'une infrastructure vieillissante et des réseaux routiers au Canada s'élèvent dans les milliards. L'infrastructure municipale et le réseau de transport provincial du Nouveau-Brunswick sont importants pour la puissance économique générale de la province. Veuillez tenir compte des objectifs stratégiques suivants et les coter en conséquence.

	D'accord	Incertain	En désaccord
Faire en sorte que les nouveaux investissements en matière de transport tiennent compte des effets possibles de l'augmentation des gaz à effet de serre. À cet égard, un rapport complet des coûts sociaux, économiques et environnementaux doit être publié.			
Faire en sorte que la planification de l'aménagement du territoire et de l'infrastructure soit intégrée afin de s'assurer que les coûts sociaux, économiques et environnementaux soient compris dans le coût total du développement.			
Éviter l'agrandissement inutile de l'infrastructure et faire en sorte que les nouveaux investissements en matière d'infrastructure soient durables.			
Améliorer et créer des systèmes de transport durables entre les développements.			
Améliorer la sécurité des utilisateurs de véhicules motorisés et non motorisés dans le réseau de transport du Nouveau-Brunswick.			
Augmenter le tourisme, le commerce et le développement économique en incitant la circulation efficace du fret et des gens dans le Nouveau-Brunswick.			

En vous fondant sur votre expérience professionnelle, indiquez d'autres objectifs stratégiques en matière d'infrastructure et de transport que le Nouveau-Brunswick devrait envisager :

Environnement bâti sain

Au cours des dernières décennies, les modèles d'établissement ont produit des quartiers à faible densité basés sur la circulation routière. Parallèlement, nous avons connu de nombreux problèmes de santé au niveau de la société, comme l'inactivité des jeunes, l'obésité et une population vieillissante. Veuillez tenir compte des objectifs stratégiques suivants et les coter en conséquence.

	D'accord	Incertain	En désaccord
Faire en sorte que des quartiers favorables à la marche soient envisagés pour tous les nouveaux développements.			
S'assurer que des rues invitantes pour les piétons fassent partie des objectifs de tous les plans municipaux et régionaux.			
Inciter la promotion de l'approvisionnement local de nourriture par la province du Nouveau-Brunswick (soit toutes les municipalités) aux fins de sécurité alimentaire et de santé.			
Augmenter et créer des réseaux de transport durable entre les développements et les aménagements de territoires.			
Favoriser les modèles d'aménagement du territoire et l'établissement conçus pour promouvoir l'utilisation du transport en commun, du cyclisme et de la marche et pour réduire la dépendance à l'égard de l'automobile.			

En vous fondant sur votre expérience professionnelle, indiquez d'autres objectifs stratégiques en matière d'environnement bâti sain que le Nouveau-Brunswick devrait envisager :

Niveaux de priorité

En vous fondant sur votre expérience professionnelle, veuillez classer les priorités suivantes selon une échelle de 1 à 11 (1 étant le plus important).

Protection de l’approvisionnement en eau potable	
Détérioration de la qualité des sols	
Perte de la couche arable	
Aménagement résidentiel à grande échelle dans les secteurs non constitués en municipalités	
Perte de zones naturelles et de l’habitat faunique	
Développement durable des ressources	
Approvisionnement en énergie propre	
Disponibilité de logements à prix abordable	
Santé et sécurité publiques	
Atténuation des changements climatiques	
Développement d’infrastructures durables	

Appendix D

Survey Results

Modernized Provincial Planning Framework

Please consider the following statements with respect to land use and development issues:

[illegible]

Modernized Provincial Planning Framework

Please consider the following statements with respect to natural environment issues:

[illegible]

Modernized Provincial Planning Framework

Agricultural Issues							
Answer Options	Strongly agree	Definitely agree	Neutral	Somewhat agree	Do not agree	N/A	Response Count
Small scale farming should be supported by government	17	13	3	5	2	1	41
Local scale farming is important for food security	15	13	2	7	2	0	41
Existing farmland in flood plains should be made	5	3	4	9	20	1	42
What are other significant agricultural issues affecting New Brunswick?							18
answered question							41
skipped question							3

Modernized Provincial Planning Framework

Please consider the following statements with respect to community and cultural issues							
Answer Options	Strongly agree	Definitely agree	Neutral	Somewhat agree	Do not agree	N/A	Response Count
Existing communities should be supported as viable	12	9	6	9	6	0	42
Local services should be promoted in rural communities	7	11	5	14	9	0	42
New community facilities (e.g. schools and hospitals)	26	8	5	3	0	0	42
What are other community and cultural issues affecting New Brunswick?							16
answered question							42
skipped question							2

Modernized Provincial Planning Framework

Climate Change Adaptation New Brunswick is experiencing more extreme weather events and it is evident this poses a significant risk to the province. Our natural and built environments are susceptible to the impacts of a changing climate. Land use regulation and decision framework should recognize these risks to enable resilient communities. Please consider the following policy objectives and mark them accordingly.				
Answer Options	Agree	Unsure	Disagree	Response Count
To provide the necessary funding and planning tools to	36	4	0	40
To support communities in assessing risks and	37	3	0	40
To promote the development of resiliency plans for	37	4	0	40
To show leadership by promoting energy efficiency and	33	6	2	40
To provide the enabling legislation to permit communities	39	1	0	40
Based on your professional experience what are additional climate change policy objectives that New Brunswick should consider?				6
answered question				40
skipped question				4

Modernized Provincial Planning Framework

Flood Plain Protection New Brunswick's many rivers and watersheds are prone to flooding, which has led to losses of life and property. To protect life and property from future flood and erosion hazards, we must rely on our natural systems for protection, restoration, and remediation. Please consider the following policy objectives and check them accordingly.				
Answer Options	Agree	Unsure	Disagree	Response Count
To transfer financial liability for flood related risks to the	35	3	2	40
To provide accurate flood plain mapping, which will be	39	1	0	40
To reduce the opportunity for inappropriate development	36	4	1	40
To promote and support a more comprehensive flood	34	6	1	40
To identify vulnerable infrastructure and commit to	38	2	1	40
Based on your professional experience what are additional flood plain protection policy objectives that New				7
answered question				40
skipped question				4

Modernized Provincial Planning Framework

Coastal Zone Protection Sea level rise is having a negative impact on our coastlines, including threats to life, development and delicate ecosystems. Please consider the following policy objectives and respond to them accordingly.

Answer Options	Agree	Unsure	Disagree	Response Count
To reduce the likelihood of threats to personal safety	35	5	0	40
To minimize the contamination of water and wetlands	34	6	0	40
To maintain the buffering capacity of coastal areas which	37	3	0	40
To maintain flora and fauna, both for the role they play in	34	6	0	40
To minimize public expenditures required to repair storm	27	9	4	40
Based on your professional experience what are additional coastal zone protection policy objectives that				4
<i>answered question</i>				40
<i>skipped question</i>				4

Modernized Provincial Planning Framework

Infrastructure and Transportation The cost of maintaining aging infrastructure and road networks across Canada is considered to be in the billions. New Brunswick's municipal infrastructure and provincial transportation network are important to the overall economic strength of the province. Please consider the following policy objectives and mark them accordingly.

Answer Options	Agree	Unsure	Disagree	Response Count
To ensure any new transportation investments consider	30	8	3	40
To ensure land use and infrastructure planning should be	34	6	0	40
To avoid the unnecessary expansion of infrastructure	37	3	1	40
To increase and enable sustainable transportation	32	8	0	40
To increase the safety of motorized and non-motorized	35	5	0	40
To enhance tourism, trade and economic development	32	8	1	40
Based on your professional experience what are additional infrastructure and transportation policy objectives				7
<i>answered question</i>				40
<i>skipped question</i>				4

Modernized Provincial Planning Framework

Healthy Built Environment Settlement patterns throughout the last few decades have created low density, car-oriented neighbourhoods. In tandem, we have experienced many societal health problems, such as youth inactivity, obesity, and an aging population. Please consider the following policy objectives and mark them accordingly.				
Answer Options	Agree	Unsure	Disagree	Response Count
To ensure walkable neighbourhoods be considered for	32	7	2	40
To ensure pedestrian friendly streetscapes be included	33	5	2	40
To encourage the promotion of local food supply by the	35	4	1	40
To increase and enable sustainable transportation	30	9	1	40
To encourage land use patterns and settlements that are	36	4	0	40
Based on your professional experience what are other healthy built environment policy objectives that New				5
answered question				40
skipped question				4

Modernized Provincial Planning Framework

Based on your professional experience please rank the following priorities in order of 1 to 11, with 1 being the most important.

Answer Options	1	2	3	4	5	6	7	8	9	10	11	Rating Average	Response Count
Protection of drinking water supplies	14	7	5	3	0	3	0	0	1	1	1	3.18	35
Decline in soil quality	0	1	3	3	2	4	3	4	3	6	3	7.62	32
Loss of topsoil	2	1	5	2	6	2	2	7	6	4	2	6.79	39
Large scale residential development in unincorporated	5	6	4	4	2	0	0	1	2	1	13	5.82	38
Loss of natural areas and wildlife habitat	1	4	5	4	6	6	4	5	0	1	1	5.26	37
Sustainable Resource Development	4	2	3	7	4	4	2	3	3	5	1	5.91	38
Provision of clean energy	1	2	2	1	3	3	5	6	5	6	4	7.41	38
Availability of affordable housing	1	2	2	3	5	6	4	3	5	3	5	6.91	39
Public Health and Safety	5	5	7	5	0	2	3	2	4	2	3	4.97	38
Climate Change Mitigation	0	7	2	2	7	2	6	3	6	4	1	5.68	40
Sustainable infrastructure development	6	1	1	3	4	5	8	4	3	2	2	6.09	39
answered question													40
skipped question													4