



SECTION C4

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The way people move around East Hants contributes greatly to residents' quality of life and how the Municipality grows.

Mobility patterns will likely change as East Hants residents adapt to growth, respond to congestion, and address sustainability and technology changes. Ensuring inviting, connected, accessible mobility routes within the municipality depends upon efficient land use and careful planning.

Policy Goal

Council recognizes that the design and construction of roads has a direct impact on the visual character and the function of a community and therefore shall take measures to ensure that roadway design is sensitive to pedestrian safety and comfort, environmental integrity, aesthetic character and human scale of the community.

Council recognizes that transportation infrastructure largely determines future development patterns.

Active Transportation Policy Goal

The street network forms the backbone of East Hants' transportation system both for automobile use as well as active transportation.

Active transportation (AT) refers to all human powered modes of transportation, including walking, cycling, skate boarding, rollerblading, skiing, and more. Active modes of transportation provide people with improved mobility, and help strengthen the overall livability of a community

due to the wealth of environmental, health, social, and economic benefits that they provide.

Policy Statements

- TS1.** Council shall maintain and upgrade sidewalks and pedestrian walkways within the municipality, as necessary, to provide for safe and convenient pedestrian movement.
- TS2.** Council shall require developers to construct new sidewalks and walkways, as set out in the Subdivision Bylaw and Municipal standards, in order to provide pedestrians with continuous, integrated sidewalks and walkways for access to public facilities, shopping areas and residential neighbourhoods throughout the Municipality.

Transportation Classification Policy Statements

- TS3.** Council shall update and maintain Appendix B - Street Classification to identify the function and level of service required for all Municipal streets.
- TS4.** Council shall to update and maintain Appendix B - Street Classification to identify planned future collector and arterial streets. Further, Council shall require that all future street extensions are constructed in a manner that is consistent with the Subdivision Bylaw and the Municipal standards.
- TS5.** Council shall adopt a road hierarchy system according to road function and shall classify roads as outlined in Appendix B - Street Classification.



Transportation connectivity Standards Policy Goal

Street connectivity is the quantity and quality of connections in the street network. As a growing area, East Hants must maintain an efficient street network to manage transportation demands. East Hants will manage street connectivity by discouraging the use of cul-de-sacs, limiting the length of blocks, and encouraging the development of an interconnected rectilinear street system in new development.

East Hants has taken a progressive approach in its approach to private road developments. Many residents live on private roads and 13 Associations have maintenance agreements with the Municipality.

Policy Statements

TS6. Council shall require developers to

construct streets within new subdivisions in accordance with the street connectivity standards referred to in the Subdivision Bylaw, to promote convenient, efficient and safe traffic patterns.

- TS7.** Council shall discourage the development of new cul-de-sacs and deadends, except where geographical or environmental constraints require them, to improve traffic flow and walkability.
- TS8.** Council shall limit the size of future residential street blocks, in accordance with the Subdivision Bylaw and Municipal standards, to promote efficient development patterns and a walkable, permeable transportation network.
- TS9.** Council may require, where feasible, right-of-ways to be reserved for arterial and collector streets, in accordance with the Subdivision Bylaw, when land is being subdivided within the Municipality pursuant to Section 271 of the *Municipal*

Government Act. The location shall be determined by the Municipal Engineer, in consultation with the Planning Department, at the time of subdivision.

- TS10.** Council shall endeavour, where practical to improve the street connectivity of the existing street network, as part of future capital projects involving major road works.

Transportation Development Standards Policy Statements

- TS11.** Council shall require all new streets and extensions to existing streets to be constructed to standards referred to in the Municipality's Subdivision Bylaw and Municipal standards.
- TS12.** Council shall require developers to construct sidewalks along one side of all primary subdivision roads, on one side of all roads providing access to a subdivision, and along one side of all roads connecting to or extending from an existing road with an existing sidewalk, with the exception of:
- a) Permanent cul-de-sacs
 - b) Dead end or loop streets
 - c) Crescent streets having at most the lesser of 30 lots.
 - d) Roads within the Business Park (BP) Designation
- TS13.** Council shall adopt design and construction standards for sidewalks and walkways pursuant to the Municipal standards to ensure they are safe, comfortable, and visually attractive.
- TS14.** Council shall consider the construction of sidewalks along arterial and collector roads where a need has been identified, and furthermore Council shall negotiate with Nova Scotia Transportation and

Infrastructure Renewal where such negotiation would result in cost sharing for sidewalks.

- TS15.** Council shall require that developers construct road intersections and walkways at identified intervals in subdivisions to reduce long continuous roads and their associated problems.
- TS16.** Council shall require all new subdivision roads in the Growth Management and Growth Reserve Areas be built to public road standards as specified in the Municipal standards for paved roads. The cost of paving shall be the responsibility of the developer prior to final subdivision approval.
- a) The exception to this shall be the Regional Commercial (RC) Zone in Elmsdale.
- TS17.** Administration procedures, in relation to road paving requirements, including required time periods for paving, shall be specified in the Municipal standards.

Alternative Transportation Development Standards Policy Statements

- TS18.** Council may consider implementing traffic-calming measures to increase pedestrian safety and comfort and to reduce traffic congestion where a concerns have been identified.
- TS19.** Council shall encourage the construction of roads based on the principles of good civic design and innovative service standards including tree planting, landscaping, crosswalks, sidewalks, bicycle paths, median strips, and boulevards where appropriate.
- TS20.** Council shall consider alternative road design standards through the Development Agreement process on lands designated Walkable Comprehensive Development District

(WCDD) or Rural Comprehensive Development District (RCDD) where the form of the community would be enhanced and the function of the road would not be compromised.

Private Roads & Easements Policy Statements

- TS21.** Council may issue development permits for lots fronting on a private street or right-of-way in compliance with the requirements of the Municipal Subdivision Bylaw and the Land Use Bylaw.
- TS22.** Council shall develop design and construction standards for private roads in Municipal standards or Subdivision Bylaw.
- TS23.** Council shall permit lot subdivisions in the Regional Commercial (RC) Zone in Elmsdale, and Village Core (VC) Zone on private roads and right-of-way easements provided that:
 - a)** The private road and right-of-way easement are built to Municipal standards for paved roads.
 - b)** Such private roads shall be included on the site plan in accordance with the requirements of the Land Use Bylaw.
 - c)** Council makes this provision in recognition that it will allow for greater flexibility in the development and use of commercially zoned lands resulting in a more efficient land use pattern.

Transit

A transit service could enable the public to travel within East Hants but also provide a service to the Halifax Stanfield International Airport. In 2015 Council decided not to move forward with a transit service, at that time. In the future, demand for a transit service will grow as the population within East Hants increases and becomes more concentrated. Council could reconsider transit for East Hants.

Transit Orientated Development (TOD) includes good design, connectivity and walkability. This would be encouraged along the transit route and around key nodes which could include any fixed transit stops. Unlike other larger urban centres, to start with the benefits of TOD will not be fully realized. If and when approved by Council, transit for East Hants will be on a smaller scale than other larger urban areas. Over time however, as East Hants population grows, the benefits of TOD will also grow and the developments which encompass the principals of TOD will further support the transit system.

Policy Goal

Council recognizes that Transit Orientated Development supports a future potential transit system.

Policy Statement

TS24. Council may consider developing policies and design requirements to encourage Transit Orientated Development in the Enfield, Elmsdale and Lantz area of the Municipality.

Policy	Amendment Date	Description