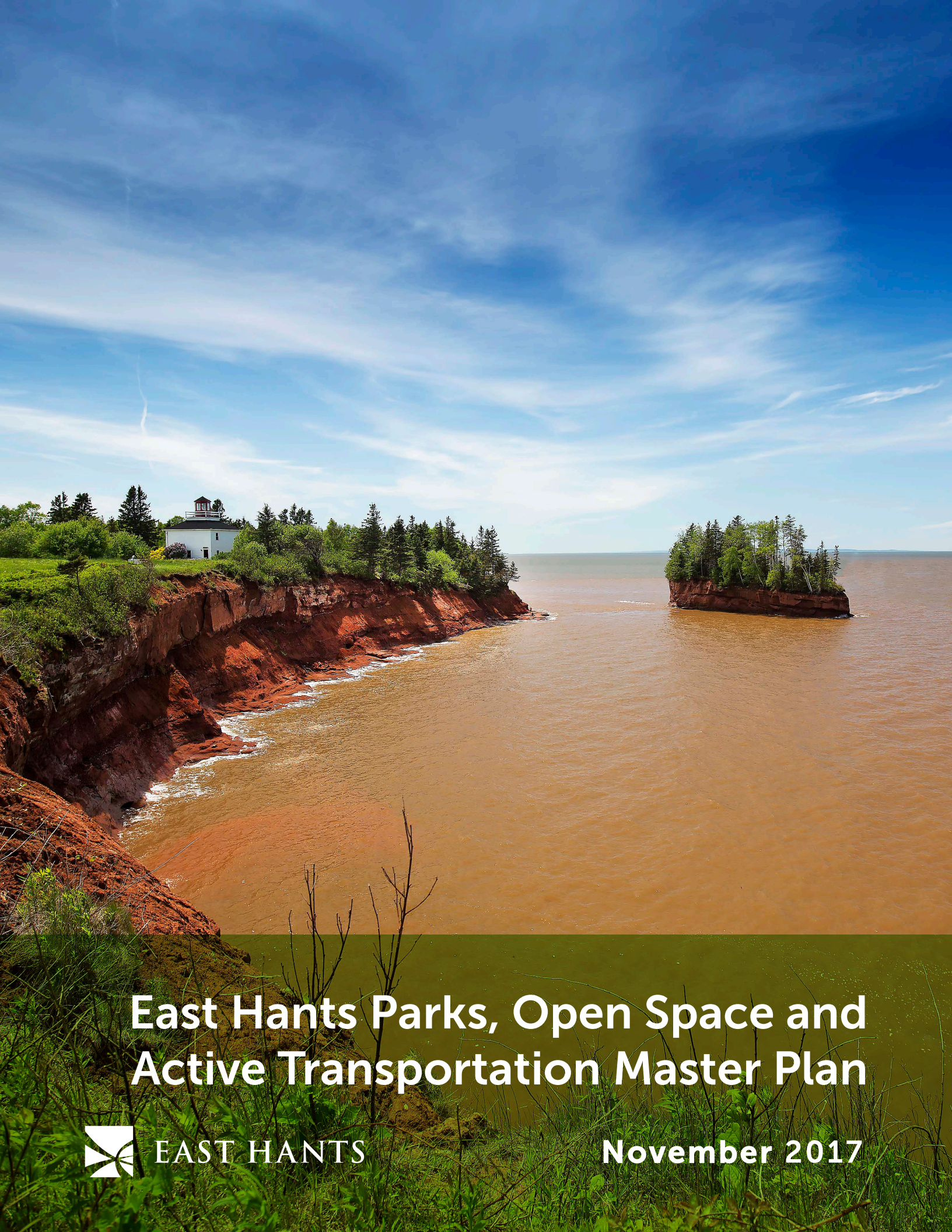

East Hants Parks, Open Space and Active Transportation Master Plan

EAST HANTS

November 2017

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Executive Summary

The Parks, Open Space and Active Transportation Master Plan is a future-focused, strategic plan for the municipality that will steer the development and management of East Hants' open spaces, parks, and active transportation network for the next 20 years. This plan is intended to be a changing document: the priorities contained within will be regularly reviewed in light of changing demographic and cultural desires, higher order community planning and on the direction of Council.

The process of creating a park helps formalize the protection of an open spaces' qualities, and often includes a plan to program open space, helping to guide enjoyment for residents & visitors. The Master Plan recommends an open space typology, articulates clear open space policies and identifies short, medium and long-term strategies and actions to help East Hants meet current and future community open space needs.

Implementation of active transportation is challenging in many scenarios, rural or urban. Well-designed spaces make people feel invited, and safe to engage in active transportation. Inviting spaces are aesthetically pleasing, are often short distances to travel to, and give the impression an area is safe. To achieve a realistic and comfortable AT network, there are a several considerations that are outlined further in this plan. This Master Plan also recommends AT route locations and outlines six different route types.

Overall, the Master Plan has been developed to address four issue areas affecting development of open space, parks and AT routes:

1. Community needs and desires
2. Anticipated changes to population growth and projected development patterns
3. Emerging trends in the recreation sector
4. Acquisition of important property assets necessary to realize this plan.

Acronyms

AT	Active Transportation
GIS	Geographic Information System
GMA	Growth Management Area
LUB	Land Use By-law
MEH	Municipality of East Hants
MPS	Municipal Planning Strategy
OS	Open Space

Definitions

Accessibility
The degree to which places, goods, services, or information are usable by everyone.

Physically Accessible Spaces
An area or public space which is barrier free and supports user needs who have specific requirements (eg. assisted walking device). Accessible spaces could include curb ramps, barrier free playgrounds, amenities with leading pathways, etc.

Visual Accessibility
a. An area or public space that is navigable by a person with visual impairments (eg. Curb cuts, contrast between surface materials).
b. Signs and wayfinding text legible and accompanied with brail.

Active Recreation
Activities that require constructed amenities or infrastructure. (eg. Sports fields, playgrounds, indoor recreation facilities).

Active Transportation (AT)
Active transportation refers to all human-powered forms of transportation, specifically walking and cycling. This also includes mobility aids and alternative variations, such as in-line skating, skateboards or kayaking. Transportation can have a utilitarian, recreational or combined purpose.

Utilitarian Active Transportation
Transportation that involves destination oriented or intentional trips (eg. travelling to work or school, trips for grocery shopping).

Recreational Active Transportation
Transportation for leisure, recreation and fitness purposes (eg. walking, kayaking, jogging, cycling).

Active Transportation Infrastructure
Infrastructure that supports active transportation, such as dedicated bike lanes, additional sidewalks, safe road crossings, and multi-use trails.

Active Transportation Routes
A greater network of trails, pathways, or designated areas for human use, which connects a community together.

Primary Spine
A multi-use, non-motorized route that acts as the 'backbone' of a greater trail network, where smaller routes join. Primary spines pass through several neighbourhoods and accommodate many user abilities (eg. Trans Canada Trail, Nova Scotia Blue Route).

Secondary Spine
A multi-use, non-motorized route that connects communities together and links to a regional trail. Infill development has opportunity to be organized around and supportive of primary spine routes.

Natural Trail
A trail that requires minimal maintenance, and is kept in as natural condition as possible. Nature trails are generally site specific and intended for recreational and leisure activities.

Regional Recreational Route
A multi-use route that crosses several communities and connects the municipality via a key corridor route.

Regional Water Route
Routes that follow rivers and shore lines, connected through designated water launch sites.

Regional On-Road Route
Routes that share the shoulder and right-of-way and transverse large distances (eg. Nova Scotia Blue Route).

Amenities
An item or facility that adds new activities or improves the enjoyment or function of a space (eg. Benches, trash receptacles, playgrounds, sports fields).

Blue Route
A provincial cycling network planned to connect Nova Scotia via designated routes. Routes will follow secondary highways, with low volume traffic, paved shoulders, hard surface trails, and city streets. Once completed the route will cover approximately 3000km. The first segment was officially opened in August 2015.

Catchment Areas
An area that identifies a serviced population around a park or public space.

Crime Prevention through Environmental Design (CPTED) ("Sep-ted")
Spatial environmental and landscape design to reduce or prevent fear or incidences of crime, entirely to improve community quality of life.

Environmentally Sensitive Area
Areas that are important to maintain for biological diversity, soil, water or natural processes. Identified areas require special management or protection to ensure proper conservation.

Function
The intended use and purpose of a park, open space, trail, pathway, etc.

Green Infrastructure
Inter-connected network of green open spaces that provide a range of services for human and ecosystem health. This includes green spaces designed for stormwater management, trees and vegetation, and use of the landscape as infrastructure.

Manicured Area
A park or open space that is maintained or intentionally altered to a different state than the original condition.

Municipal Owned Lands
Lands with clear ownership title to the Municipality.

Municipal Maintained Lands
Lands maintained by the Municipality.

Natural Area
An area of land or water, representative of ecological, vegetative or diversity importance, absent of human disturbance or development.

Open Space

Destination Park
Functions as an attraction, highlighting a significant area and/or features. The park's catchment area extends beyond municipal boundaries, attracting visitors to the municipality.

District Park
Functions as a municipal wide park, serving a population beyond the standard walking distance (600m) catchment area. It accommodates passive and active recreation uses, cultural activities, festivals, and community events.

Community Park
A community park should be strategically placed among several neighbourhoods and available by pedestrian access. Size and function supports small community events, sports fields, playgrounds, etc.

Neighbourhood Park
Small localized service area, immediate for nearby residents. Developed for the service and needs of adjacent neighbourhoods.

Passive Recreation
Recreation uses that require minimal alteration to the landscape or supplied amenities. Passive recreation can include walking, jogging, fishing, etc.

Right-of-Way
A cleared width to accommodate a trail, pathway, road, etc. and accommodated space for adjacent shoulders.

Staging Area
A gathering area for people to begin or end a trip. Staging areas can be incorporated with water launches and landings, trail heads, park entrances, etc.

Stormwater
Water that runs off of hard surfaces (eg. Building roofs and paved surfaces) that drains to catch basins, storm sewers or water bodies.

Stormwater Management
The practice of minimizing the quantity and quality of water runoff.

Trail
Lineal pathway allowing passage through an area. There are a variety of trail experiences depending on the connection or pathway. These can be designed for a variety of uses, and developed to accomodate a single purpose or multi use.

Trail Head or Route Head
Start or end points of a trail, often located at intersections. These spaces are usually accompanied with information, signs, benches, trash receptacle, etc.

Useable Land
As defined in the Subdivision By-law.

Water Launch & Landings
Entrance and exit points along a river for non-motorized boating use. Ideally located on stable shore lines with slopes less than 10% and natural or altered surfaces (eg. Crushed stone or concrete).

Water Route
An active transportation route along a river, with designated entrance and exit points.

Wayfinding
A planned network of signs that guide users through a space or to a destination.

1. Master Plan Context

1.1. What is Open Space or Park? What is Active Transportation?

Open space refers to a parcel of land, or area of water in a predominantly open and undeveloped condition that is suitable for a range of beneficial uses. The most common open space uses include:

- Protecting sensitive environmental and ecosystem qualities,
- Providing green infrastructure,
- Maintaining a community's sense of place, by historical or other interpretation opportunities,
- Providing passive and/or active outdoor recreation opportunities,
- Providing a venue for community gathering,
- Protecting assets regarding unique natural features, or sites with cultural or historical significance,
- Creating a natural, visual break from the surrounding urban form.

The process of creating a park helps formalize the protection of an open spaces' qualities, and often includes a plan to program the open space, helping to guide enjoyment for visitors.

Active transportation refers to any form of human-powered transportation, most commonly walking or cycling. This transportation takes many forms, and typically includes:

- Active Commuting: travel to and from work,
- Active Workplace Travel: trips during working hours such as the deliveries or attending meetings,
- Active Destination Oriented Trips: travel to and from school, stores, and friends,
- Active Recreation: the use of an active transportation mode for fitness or pleasure, such as hiking.

1.2. Purpose of the Plan

The Parks, Open Space and Active Transportation Master Plan is a future-focused, strategic plan for the municipality that will steer the development and management of East Hants' open spaces, parks, and active transportation network for the next 20 years.

The Master Plan has been developed to address four issue areas affecting open space use and development:

1. Community needs and desires
2. Anticipated changes to population growth and projected development patterns
3. Emerging trends in the recreation sector
4. Acquisition of important property assets necessary to realize this plan

The Master Plan recommends an open space typology, articulates clear open space policies and identifies short, medium and long-term strategies and actions to help East Hants meet current and future community open space needs. This plan should also be referred to in future planning endeavours for the municipality.

It is outside the scope of this plan to:

- Undertake detailed planning, design or programming for each component or property in the open space system. That level of park planning should be undertaken on a project basis.
- Propose future recreation and cultural infrastructure.

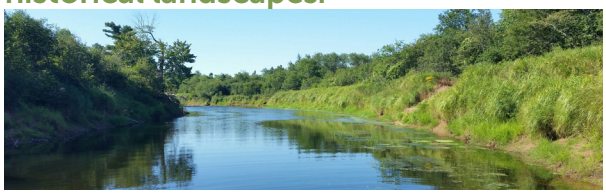
This plan is intended to be a changing document: the priorities contained within will be regularly reviewed in light of changing demographic and cultural desires, higher order community planning and on the direction of Council.

1.3. Master Plan Guiding Principles

This plan proposes nine guiding principles to inform the development and management of the parks, active transportation and open space network in East Hants. These principles were developed based on community values, deficiencies found during the creation of this plan, and best practices.

Table 1: Guiding Principles

Respect and enhance unique natural and historical landscapes.

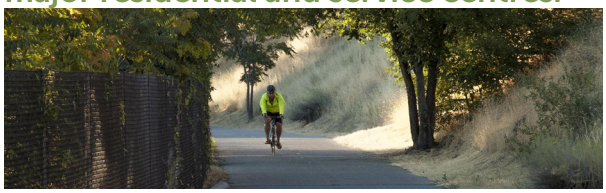


East Hants has a number of natural and historical features unique to the municipality: access to these features should be protected so that they may continue to be enjoyed.

Protect natural green infrastructure and use as educational open space.

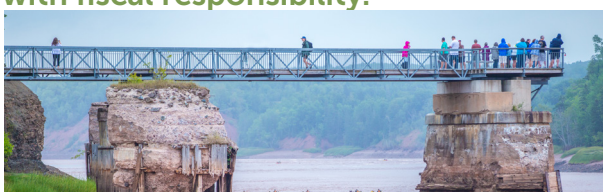
East Hants has a number of important green infrastructure areas: sites which provide a natural infrastructure benefit to the municipality such as headwaters for drinking water. Often impressive natural sites themselves, these sites should be available for appropriate forms of recreation in order to help educate the public about their benefits.

Create safe active transportation routes to connect parks and opens spaces to major residential and service centres.



A well-connected network of parks, open spaces and active transportation can provide residents with the ability to more easily access shops, neighbouring communities and recreational amenities. Pairing open space and active transportation uses provides synergies to both. Open spaces can provide resting points for AT users and act as a buffer to vehicle traffic, which has been shown to increase ridership for cyclists.

Maintain current stock of developed open spaces and develop new spaces with fiscal responsibility.



An important part of park and open space development is to ensure that the municipality does not develop more open space then we can afford to maintain.

Plan spaces for different abilities and cultural needs.

Recreational needs shift with cultural and demographic changes. Plan objectives and outcomes need to continually be refined in order to adapt to changing ability levels and desires.

In Growth Management Areas create flexible, usable spaces which provide diverse amenities.

The municipality's serviced areas are where residential growth is expected to be concentrated in the long-term. These areas have smaller properties on average per person, and some with expectations for a more urban level of service possible with a higher density.

In rural East Hants create destination sites to encourage visitors and residents to explore natural assets.

In the parts of the municipality which are not served by municipal services, open spaces will need to be accessed by car to realistically provide diverse amenity options for residents. These areas also have a number of unique natural features which can help create revenue-generating opportunities for the municipality by encouraging visitors.

Promotion of East Hants parks, opens spaces and active transportation routes to make them easy to use, find and easy to create economic opportunities.

Signage, mile markers, map boards, and digital mapping options are important to increase public knowledge of open space assets, and improve wayfinding for users. Promotion of our open spaces may create economic opportunities for residents.

Remain committed to work with community based organizations to identify, acquire, develop and/or operate parks & open spaces in the municipality.

East Hants recognizes that community based organizations are essential for the development and operation of parks & open spaces in our Municipality. East Hants will remain focused on provided support for these dedicated groups.

2. Planning Context

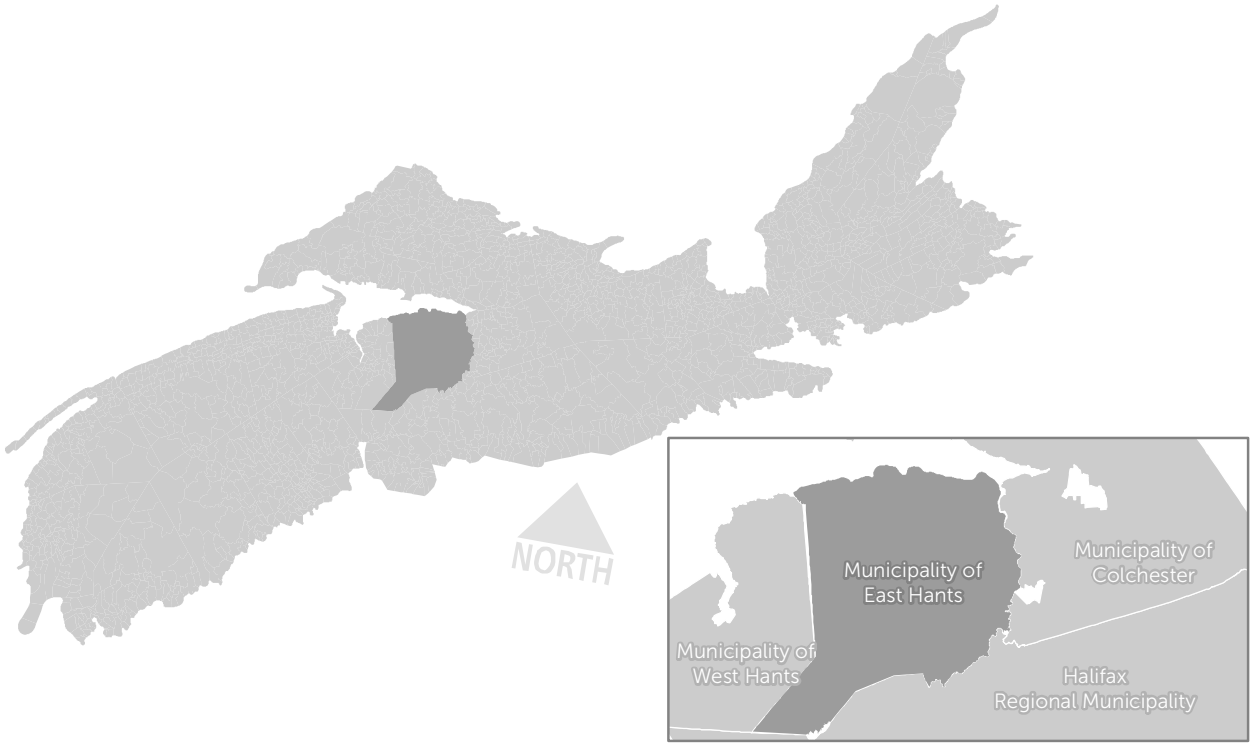
2.1. Regional Context

The Municipality of East Hants is situated in central Nova Scotia, bordering the Shubenacadie River and the Bay of Fundy. The Municipality of East Hants borders Halifax Regional Municipality to the south, and Halifax Stanfield International Airport which employs many residents of East Hants.

The Municipality of West Hants is located to the west; and the towns of Windsor and Hantsport are within the area of the Municipality of West Hants.

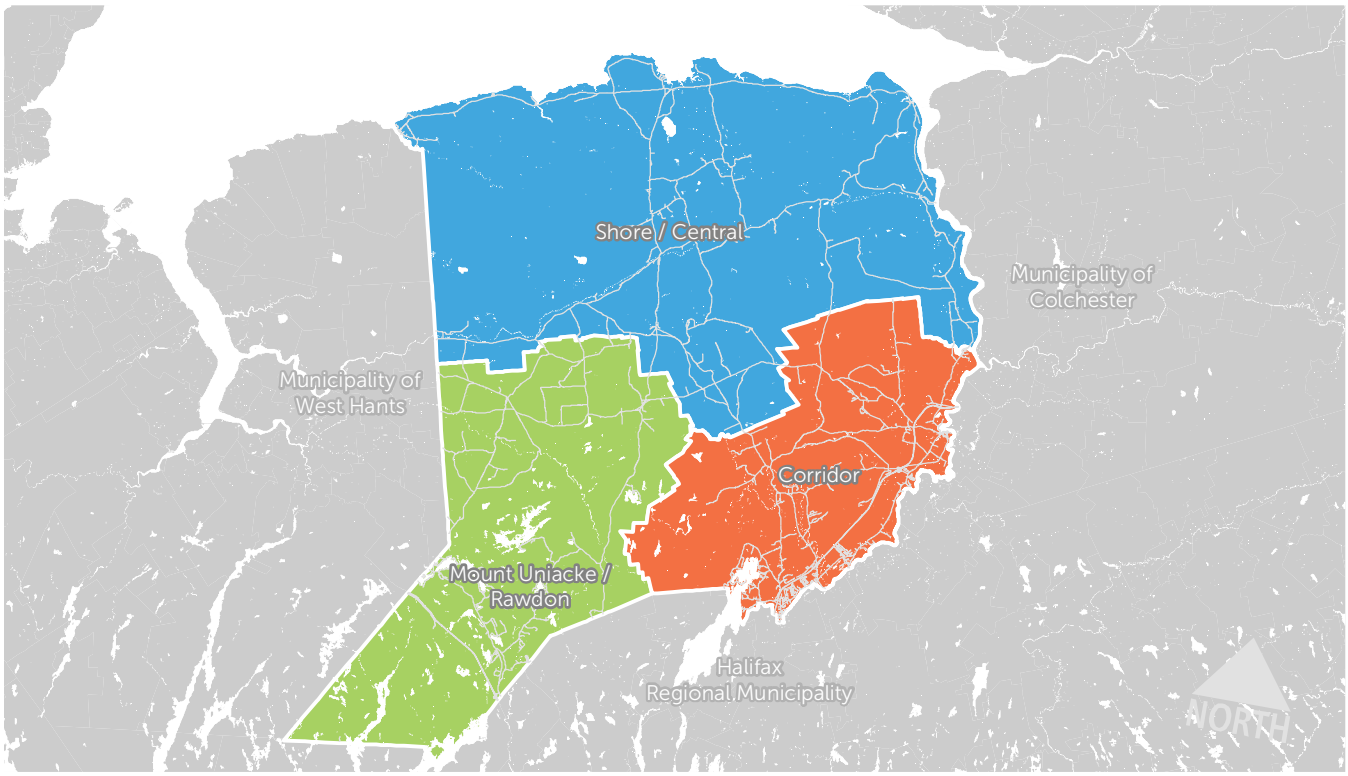
To the east borders is the Town of Stewiacke, Colchester County which contains the Town of Truro within it.

Contained within East Hants is the Sipekne'katik First Nation (Indian Brook) and is the second largest Mi'kmaq band in Nova Scotia.

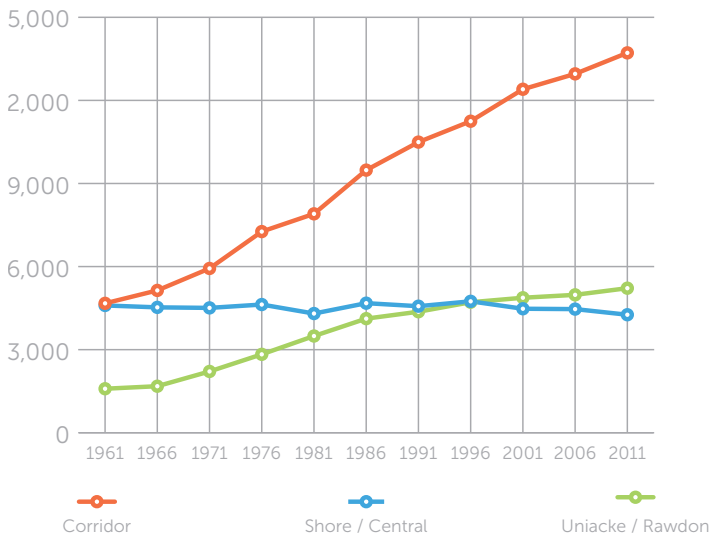


2.2. How to Read This Plan

This plan divides East Hants into Park Planning Areas, as shown below. These high-level areas generally represent geographic divisions within the municipality, the different concentrations of where people live, proximity to important natural features, and the parks, open spaces, and active transportation uses which are reasonably accessible to residents.



2.3. Community Profile



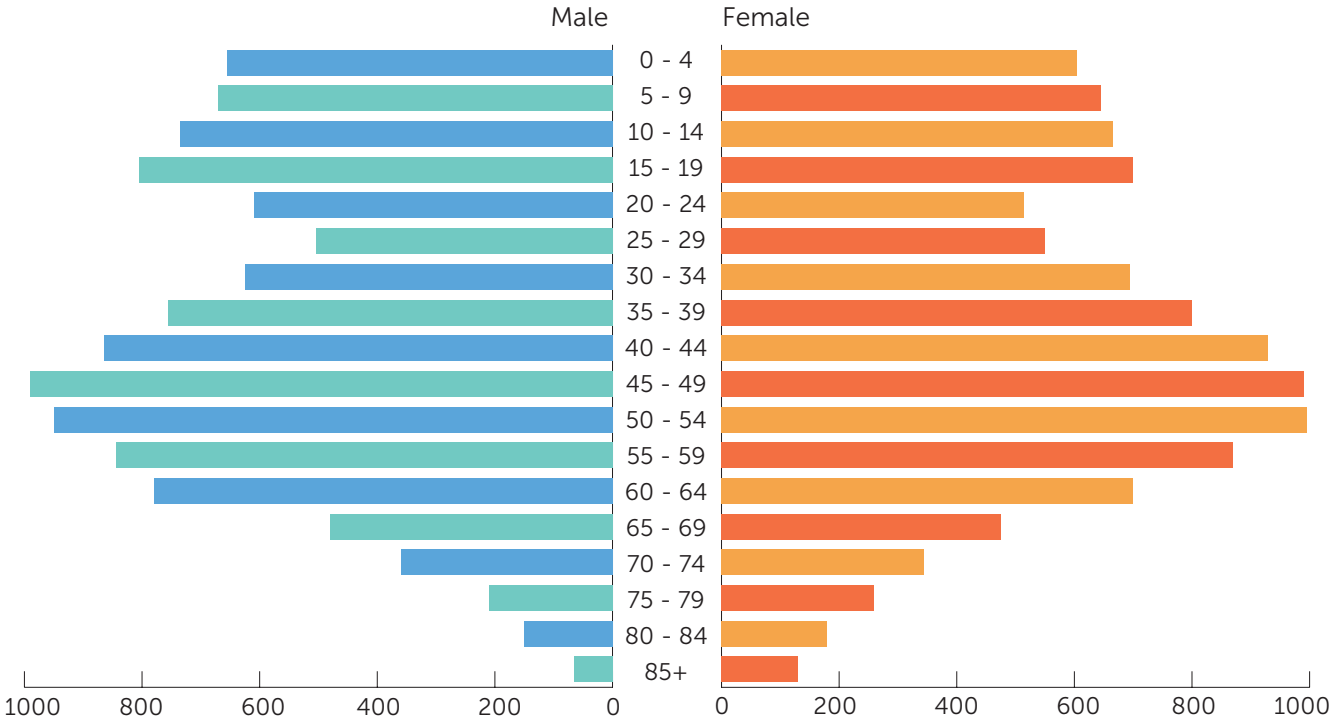
The population of East Hants was 23,195 in 2011. The Corridor region of East Hants has continued to grow quite rapidly, with modest growth in Uniacke / Rawdon, while there has been a slight population decline in the rest of the municipality.

East Hants is one of the faster growing municipalities in the province, although as shown, the distribution of that growth in the municipality is very unequal.

East Hants, like the rest of Canada has an aging population. In 2006, the median age in East Hants was 40 years, and in 2011, it was 41.3.

2.3.1. Population Age Distribution & Implications

The following graph illustrates East Hants population distribution by age cohort and sex. The data used was from the 2011 census.



2.3.2. Demographic Changes

Comparison of the 1996 and 2011 census data, there are identifiable trends that potentially have a great influence. There has been a increase in median age and a decrease in children, aged 0-14. The graphic below illustrates what potential impacts population change can have.

Median Age 1996

34.5

Median Age 2011

41.3

Seniors make up the fastest-growing age group in Canada. By 2051, about one in four Canadians is expected to be 65 or over.

Children aged 0-14 in 1996

4,329

Children aged 0-14 in 2011

3,970

±770 new families would be needed to get us back to our 1996 number of children.

2.3.3. Implications of Population Change

Baby boomers are expected to age with a comparatively high quality of life, and continue to be active and place a demand on park and recreation services as they retire. With age, their preferences, will shift to less strenuous physical activities. This will likely cause an increased desire for passive recreational options, such as low intensity hiking as time progresses.

The municipality has experienced the closure of elementary schools, particularly outside of the corridor as the population ages, and the number of children decreases. Over time, this could lead to a potential loss of community access to school facilities and open spaces.

In terms of local volunteer capacity, there is likely to be an increasingly small number of volunteers involved in sport and recreation organizations. Early life experiences of participating in an organized team sport makes people much more likely to volunteer in organized sport activities[1], while participation in organized sport has been in decline since 1992. The table below lists some of the generalized trends regarding recreation, the environment, health & safety, and community.

1 Volunteering in Canada, Canadian Social Trends, 2015

2.4. Road Network

East Hants has a number of provincial roads and highways which connect the municipality to neighbouring municipalities. These roads are maintained by the Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR).

The principal road into East Hants is Highway 102, a north-south highway that connects Halifax to the Stanfield International Airport, Stewiacke and Truro. This 100-series highway is a four-lane, controlled access highway featuring high automobile traffic volumes.

Highway 102 has replaced the Trunk 2 highway, another north-south highway which follows a nearly parallel route. Portions of this road go through community centres, and have active transportation improvements to facilitate walking or biking in many of these areas.

Highway 215 is a scenic collector road connecting Shubenacadie village to the east of the Avon Region in West Hants at Newport Corner. Portions of the road are included in the Glooscap Trail. It does not include a paved shoulder, but has very low traffic volumes and follows closely along the shores of the Minas Basin.

Highway 354 connects Middle Sackville at Highway 101 with Noel at Route 215. From Middle Sackville to Beaver Bank it turns is named the Beaver Bank Road. A portion of this Highway is the most direct link from the corridor region of Elmsdale to Noel.

Highway 202 connects Lakelands with Gore and Nine Mile River.

Highway 214 connects Elmsdale with Belnan and Nine Mile River. This road travels directly though the village core portion of Elmsdale.

Highway 236 is a primarily east-west road connecting Brooklyn at Route 215 with Kennetcook, South Maitland and Truro.

2.5. Relationship of the Master Plan to other Municipal Documents

Document	Relevant Policy	Recommendations
Municipal Planning Strategy (2016)	A.2 Plan Direction 1: Develop parks, open space and recreation facilities in a municipal and regional network.	» Establish a park system that is connected through AT and water routes. New parks and AT routes should support and be incorporated into the existing framework where possible.
	A.2 Plan Direction 2: Support well designed, pedestrian friendly small town centres.	» Provide AT routes and access to community centres.
	A.2 Plan Direction 4: Develop healthy transportation networks including walking and cycling.	» Develop AT routes that are comfortable and user friendly for all residents. » Promote safety and positive impacts of using AT.
	Section 2C: Healthy Public Realm - HR1 Healthy Neighbourhood Design Healthy Transportation Networks Healthy Natural Environments Healthy Food Systems Healthy Housing	» Provide inviting parks and AT routes for citizens to interact in third spaces. » Locate and design routes that connect communities. » Protect natural environments during future park development. » Implement low environmental impact strategies in parks and AT routes. » Provide opportunity for future community garden plots.
	Section C4: Transportation TS1 TS2	» Continue to implement sidewalks where needed as outlined in the East Hants Village Core Plan (2011)
	Section C5: Parks, Open Space & Public Facilities OS6 OS12	» Develop a Management Strategy Plan » Continue to develop and implement the corridor primary spine.
Land Use Bylaw (2016)	4.16 Ground Sign: Single Premise for OS	» Ground signs must include a civic address for emergency purposes.
Subdivision Bylaw (2016)	Section 13: Public Open Space	» Adopt the definition of 'useable' for this Master Plan.
Active Transportation Needs Assessment (2014)	Not Applicable.	» Refocus a primary spine route off Hwy 2, in favour of interior residential route (see Corridor Primary Spine). » Improvements outlined for Mount Uniacke, Shubenacadie, and Hwy 214 still applicable.
Interpretation Planning at Courthouse Hill, East Hants (2014)	Not Applicable.	» To be reviewed at a future date.

Document	Relevant Policy	Recommendations
East Hants Recreation Needs Assessment Report (2012)	Not Applicable.	» Conduct another needs assessment in 10 years (after publication of the 2012 report).
An Active Transportation Strategy for the South Corridor (2013)	Not Applicable.	» Continue to use the 2013 South Corridor document concurrently with the POSATMP and future development.
Village Core Plan (2011)	Not Applicable.	» Implement proposed sidewalks as outlined to improve connectivity in urban cores.

2.6. Trends

TREND	IMPLICATIONS
Recreation Patterns	
» There has been an increase in Canadian participation in leisure activity participation over the past 20 years. Leisure activity participation includes walking, cycling, and outdoor exploration[1].	» East Hants should provide and support public space to encourage passive recreation.
» Physical Activity during Leisure Time Comparison. Percentage Change from 2010-2014[2] Canada - Overall 7.15% - Male 6.87% - Female 7.46% Nova Scotia - Overall -0.91% - Male 5.97% - Female -8.48%	» The Municipality should provide a variety of physical activity options to improve the physical activity percentage change among Nova Scotian's.
	» General Social Survey (GSS) data indicates that the national participation rate of Canadian adults in sport has been in decline since 1992. In 2010, 7.2 million or 26% of Canadians age 15 and older participated regularly in sport, a 17% decline since 1992.[5]
» 12% of Canadian home-based trips (eg. grocery store, school) are by foot or bicycle[3].	» AT routes need to connect key destination (eg. residential areas to core commercial areas).
» Active transportation users have lower body mass index, walk more each day, and are twice as likely to meet the requirement for 30 minutes or more of daily recommended walking[4]	» The Municipality should promote the benefits of AT to achieve daily activity requirements.

1 Sport Participation, 2010
2 Statistics Canada
3 Canada's Active Transportation Guide, 2011
4 Ren Thomas Blog
5 Canadian Heritage, Sport Participation, 2010

Health & Safety

- 91% of Canadian children and youth and 51% of Canadian adults are not getting the recommended levels of daily physical activity[1].
- For every hour spent in a car daily, risk of obesity goes up 6%- while for every km walked a day, risk of obesity goes down by 5%.
- Cyclists tend to favor streets with low volume and slow motorized traffic as well as separate paths and/or lanes rather than high volumes of fast-moving motorized traffic.
- The master plan needs to create connections and spaces that allow people to reduce their car dependency and increase AT for shorter trips.
- Programs and promotion should be developed to education people on the benefits of AT.
- A central AT corridor route that utilizes slow residential streets would be more favourable than highway conditions. Rail- to- trail development is a feasible option for rural AT development.

1 Canada's Active Transportation Guide, 2011

Environmental

Climate

- Winter presents challenges when considering AT routes and seasonal maintenance.
- East Hants should run a pilot project where AT routes are cleared for a winter season and user-ship is recorded. This will help identify if there is a desire for winter AT.

Rural Road Design

- Many roads in East Hants are designed with two vehicular lanes, narrow shoulders, and have a large truck use. They are also designed for fast traffic, and do not offer a safe area for slower uses (ie. non-motorized uses).
- On-road routes will require road shoulders to be paved. Future off road routes or low volume traffic streets will be preferred than heavy traffic routes.

Air Quality & Energy Consumption

- One bicycle commute has one tenth of a ecological impact than a vehicular commuting footprint. A cyclist can travel 423km on the equivalent energy from a litre of gas[2].
- Promotion and creation of programs like bike week for short trips. Information should be provided outlining the economical savings while using AT rather than driving.

2 Canada's Active Transportation Guide, 2011

Community

- Third places are public gathering places (eg. Coffee shops, stores, public parks, benches, etc.), that encourage social interaction beyond the home (first place) and work (second place)[3].
- Car users with longer commute times have a lower sense of community belonging[4].
- Canadian trends indicate smaller percentage of volunteers are contribute over 50% of the total hours. While the larger percentage of volunteers contribute fewer hours[5].
- Incorporation of active transportation encourages the development of third places throughout neighbourhoods and communities.
- Active transportation should connect first, second and third places
- Programs should be created to encourage community members to use AT for basic daily or weekend trips, in hope to raise community belonging.
- Municipality should be mindful of the status of volunteer groups and maintenance capacity. When required agreements should be made to ensure the continuation of parks and trial.

3 Canada's Active Transportation Guide, 2011

4 Ren Thomas http://www.renthomas.ca/tag/cycling

5 Canadian Social Trends. Volunteering in Canada

3. Public Engagement

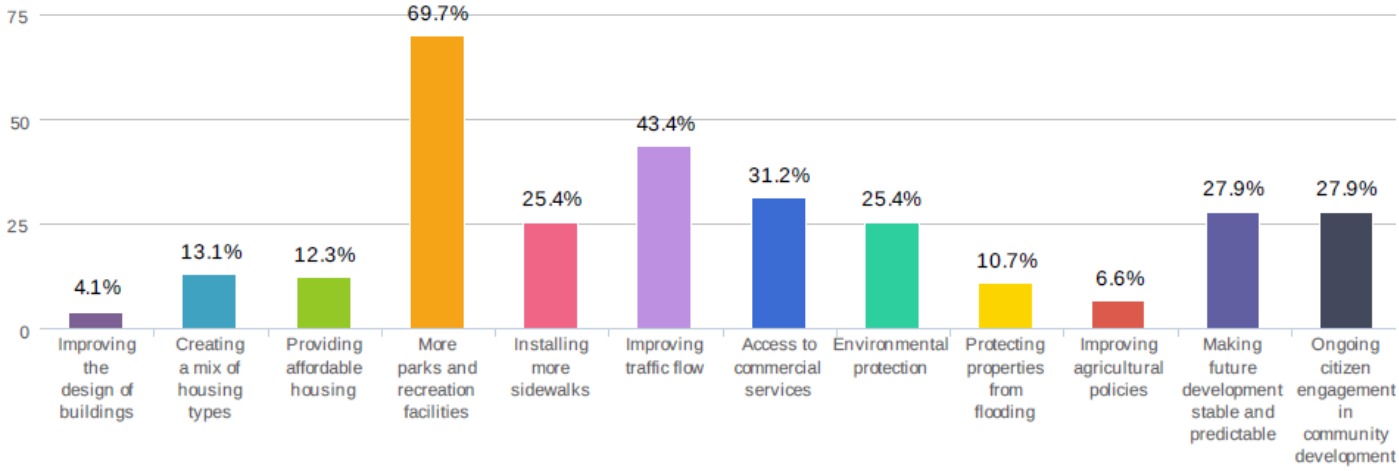
Public engagement played an important role in the development of the East Hants Parks, Open Space and Active Transportation Master Plan. Many of the public engagement opportunities provided during the East Hants municipal plan review were directly related to parks, open space, and active transportation opportunities in the community. Residents were also invited to provide feedback directly on the plan via an online survey which had more than 200 respondents.

3.1. Plan Review Engagement Themes

3.1.1. Community Goals Survey

The 18-question survey was available in July 2014, and covered a range of topics and included the opportunity for open-ended comments. The purpose of the survey was to ask residents their opinion on broad development and community planning topics, to provide contact information for further engagement, and give priorities for the Plan Review. The most relevant question regarding open spaces is below.

Question 6: What are your top three priorities for improving your neighbourhood?
Overall, respondents overwhelmingly suggested that a focus of the plan review for their neighbourhood should be towards parks, recreation facilities and sidewalks. The majority (69.7%) of survey respondents listed more parks and recreation facilities as one of the top three priorities for improving their neighbourhood. The next top two responses are improving traffic flow (43.4%) and access to commercial services (31.2%).



3.1.2. Visual Preference Survey

The Visual Preference Survey, available in July 2014 asked residents to rate a series of images that participants score according to their preference. Staff then analyzed participants' selection based on the characteristics of each image (presence of sidewalks, street trees, etc.). Fourteen themed series were presented with four images for each series. One question touched directly on parks.

The responses to new parks indicated that residents found the characteristics of photo B to be the most desired with of total of 97% of residents having a positive view of the photo, in fact, each of the photos of new parks were rated very positively, photo A - 88%, photo C - 87% and photo D - 63%.

The participants showed a preference for traditional Victorian park landscaping, while participants found the photo of the dog park to be the least desirable, although it was still thought of very positively.

3.1.3. Design Workshops

The Design Workshops were hands-on design sessions held in eight communities across the Municipality between October and November 2014. The purpose of this exercise was to have participants document their ideas for the future of their community. The responses of five of the sessions have been grouped below.

Maitland & Kennetcook Design Workshops

a) Invest in the DAR line redevelopment - ATVs, hikers, riders, and snowmobilers
b) Improve, connect and formalize existing walking trails
c) Turn Hayes Cave into a park
d) Develop South Maitland Park
e) Invest in reuse at the Maitland School building

Shubenacadie & Lantz Design Workshops

a) Infrastructure and signage improvements to existing park facilities
b) Continue to promote the MacInnis trail, and improve its signage
c) Develop the old school site in Lantz into community recreation such as a curling rink, bowling alley or programming space
d) Create connections and water access to the Shubenacadie River

Mount Uniacke Design Workshops

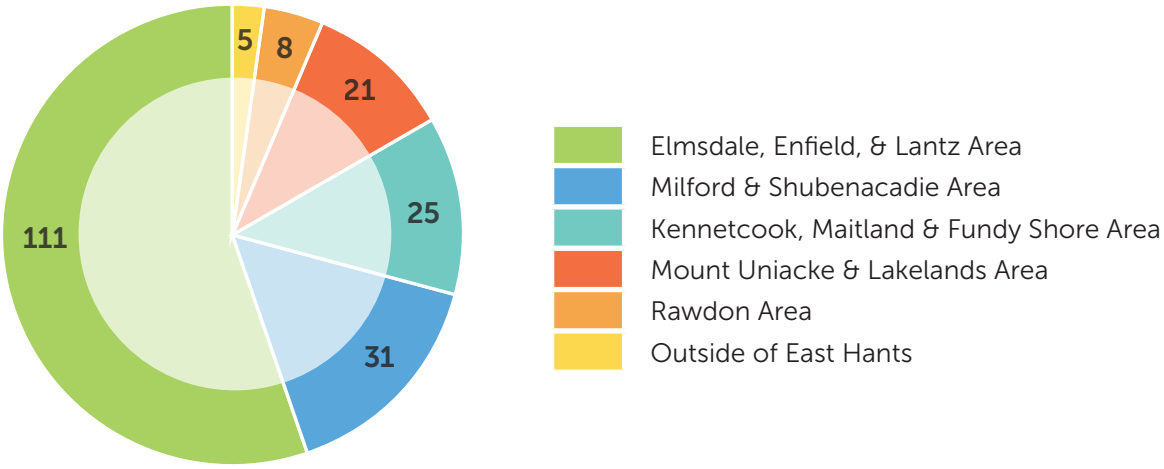
a) Work with Uniacke Estates to improve their trails for jogging
b) Turn the old rail line into a trail (ATVs?)
c) Create more after school activities for youth
d) Instead of a civic centre, create a youth centre

3.2. Parks, Open Space & Active Transportation Master Plan Survey

1.3.1. Survey Responses

The 15- question survey was available in August 2016, and asked a series of questions regarding parks and active transportation. There were 201 survey respondents and 557 individual comments. The purpose of this survey was to gauge what community members expectations and desires are for parks and active transportation.

3.2.2. Where do you live?



3.2.3. What do you like and value most about East Hants' parks, open spaces and pathways?

There were several themes among all the comments (127 comments total). The key themes are below and the numbers indicate how many times the concept appeared.

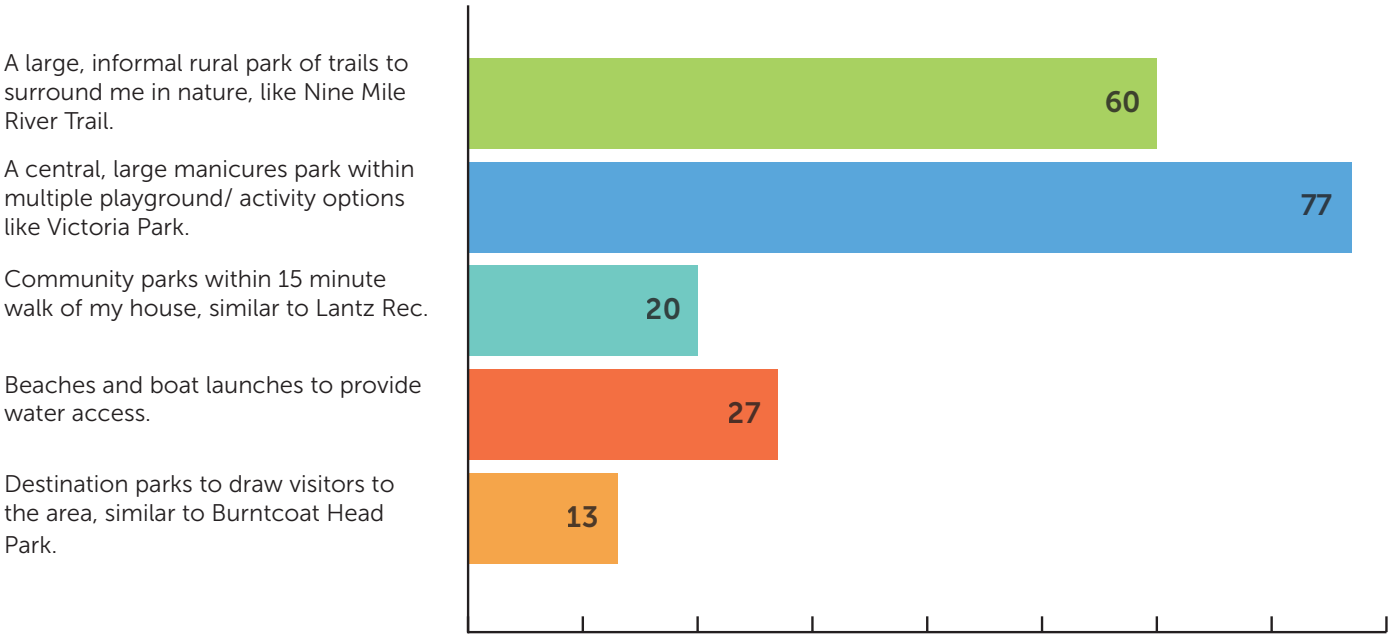
a) Trails (33)
b) Safety (15)
c) Cleanliness (12)
d) Nature (11)
e) Seclusion & Quiet Areas (8)

3.2.4. What changes do you feel would improve East Hants' existing parks, open spaces and pathways?

There were several themes among all the comments (133 comments total). The key themes are below and the numbers indicate how many times the themes appeared.

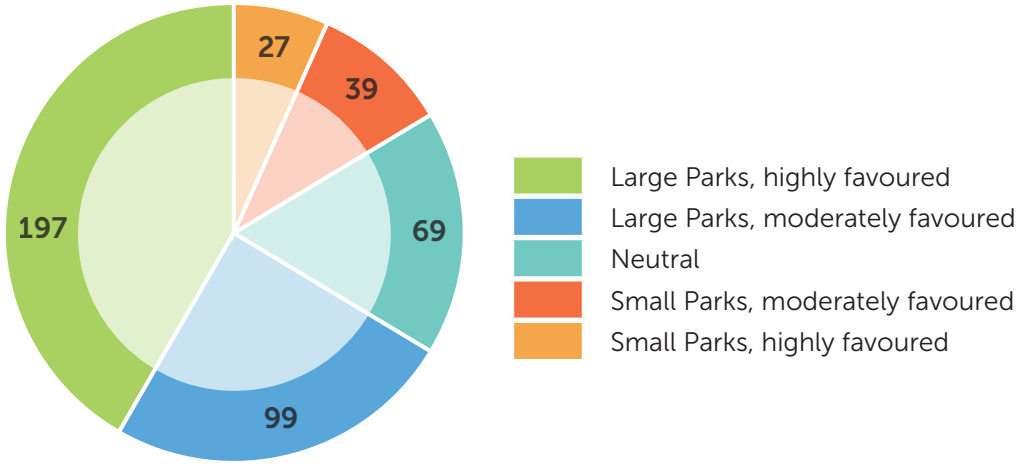
a) Trails (36)
b) Safer and more areas to walk (33)
c) Maintenance (21)
d) Dog Park (17)
e) Areas focused and safe for children (8)
f) Access to water (natural or man made) (7)

3.2.5. What type of parks does East Hants need most?

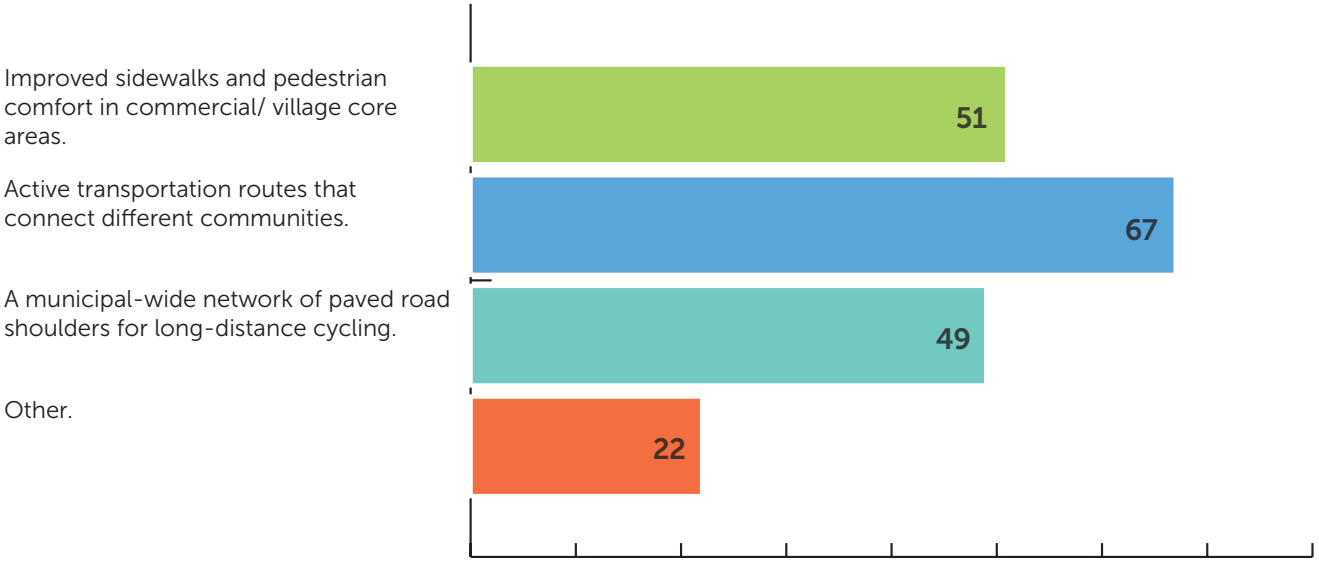


3.2.6. Which should be prioritized for your community?

This question asked residents to prioritize the importance of large or small parks.



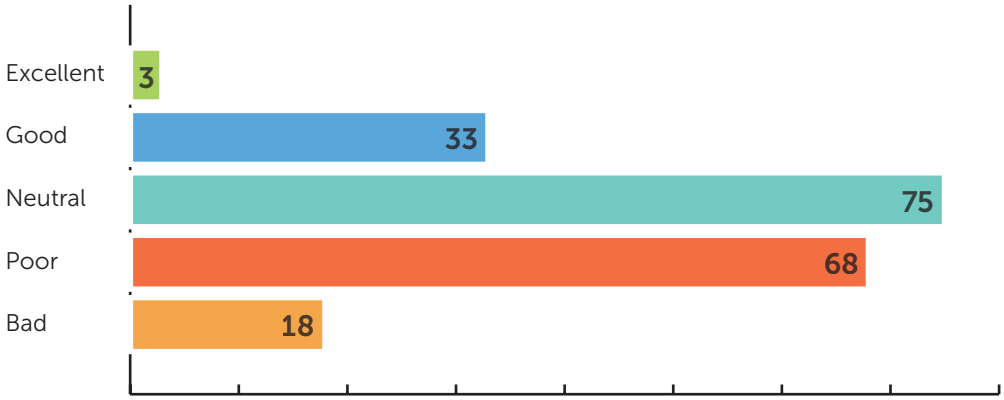
3.2.7. What active transportation (walking and cycling) improvements does East Hants need to prioritize?



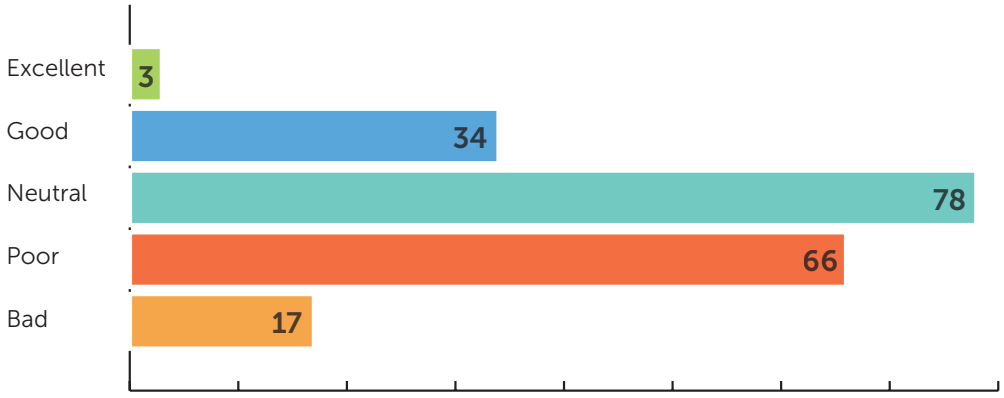
Other Comments:

Additional comments included the desire for trails, rails-to-trails, crosswalks and dog parks.

3.2.8. How do you feel about East Hants' signage for parks, open spaces and pathways?



3.2.9. How do you feel about East Hants' access to information regarding parks, open spaces and pathways?



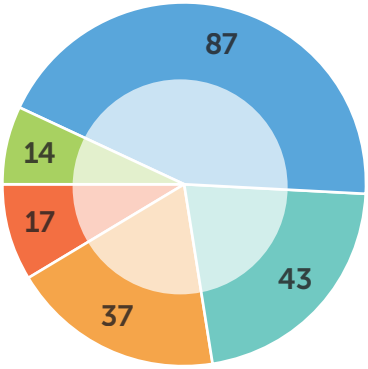
Other Comments:

There were several themes among all the comments (144 additional comments total). The key themes are below and the numbers indicate how many times the themes appeared.

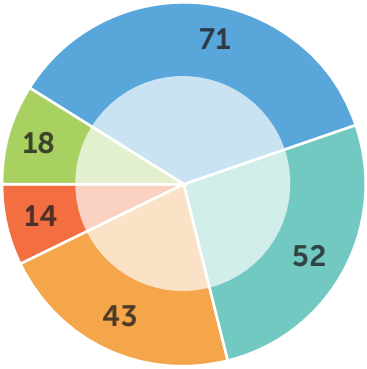
a) Facebook (36)
b) Work of Mouth (31)
c) Internet + Google (24)
d) Unaware, unsure where to find information or currently do not know (15)

3.2.10. The following graphs are community views for specific statements:

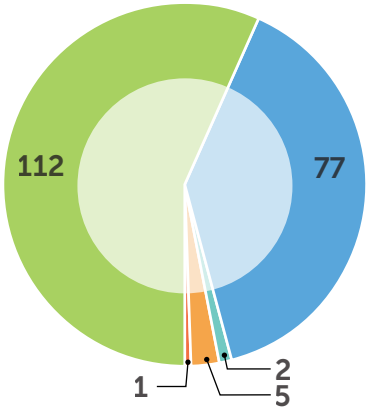
East Hants parks are conveniently located



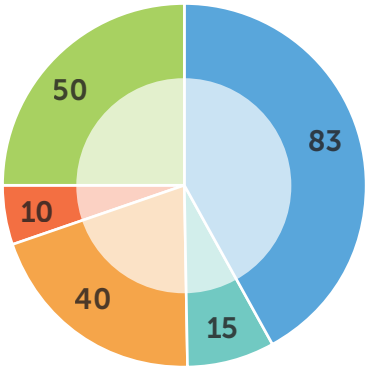
Parks in East Hants are well maintained.



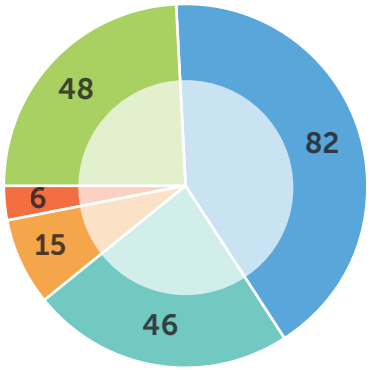
It is important that parks be visually appealing.



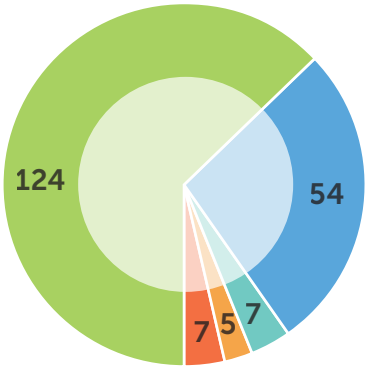
It is important that programmed activities are available in parks

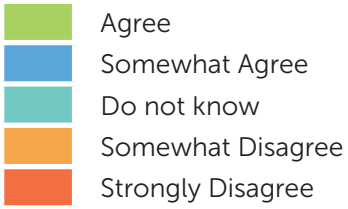


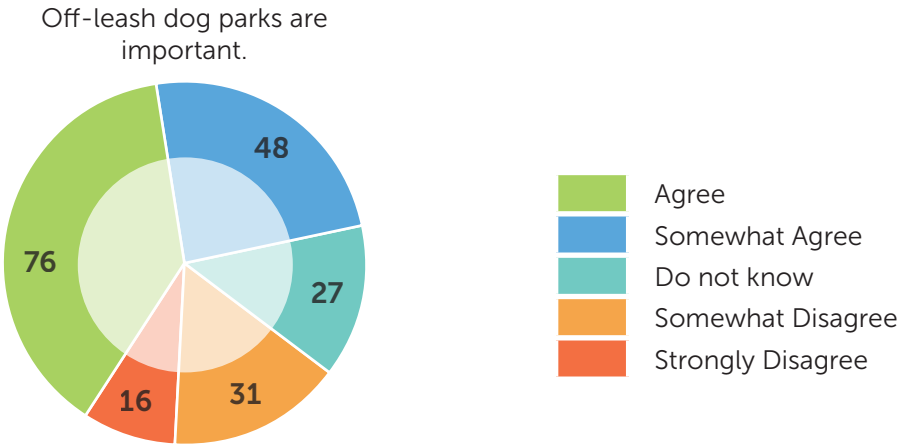
I feel safe in East Hants parks and trails.



Options to walk or bike safely in central community areas is important to me.







Other Comments:

There were several themes among all the comments (48 additional comments total). The key themes are below and the numbers indicate how many times the themes appeared.

a) Additional dog park requests (10)

b) Increased safety for all activities, specifically in wooded areas and along major roads.

3.2.11. Other comments or questions.

a) Concern over the maintenance and responsibility for Nine Mile River Trail

b) Additional desire and comments for improved and new trails (24)

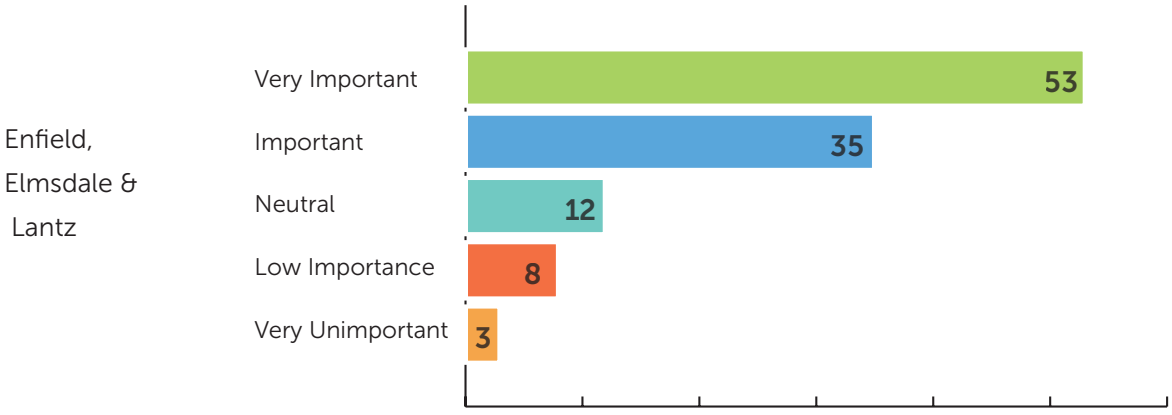
c) Rails to trails

d) General concern with too much focus on the corridor region.

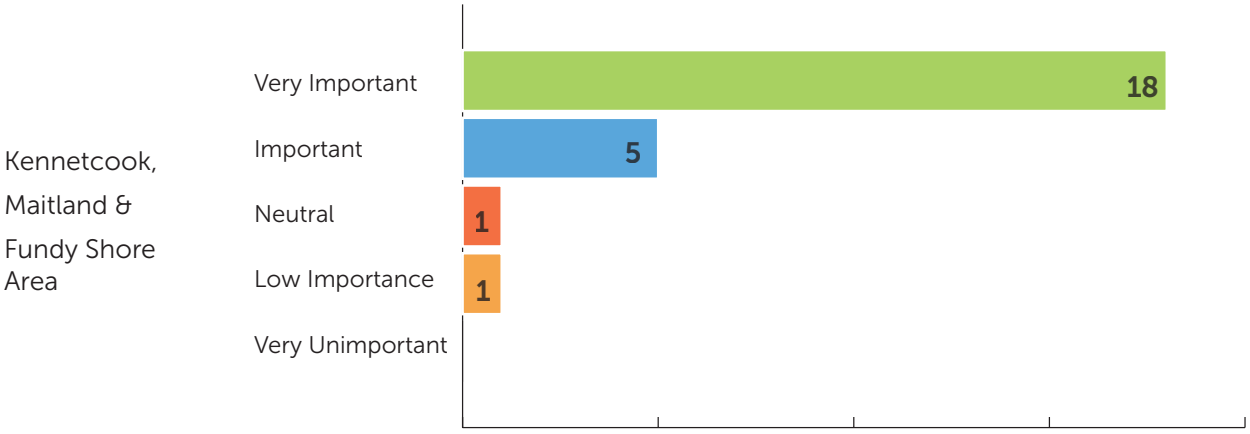
Region Specific Survey Responses

Some questions were only available to residents living in a certain region.

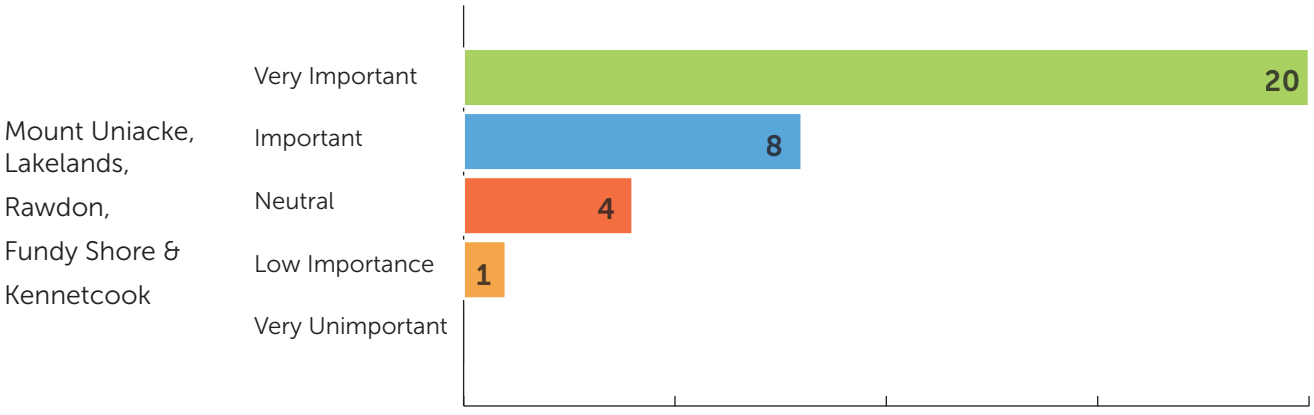
3.2.12. How important is an off-road bicycle and walking route from Lantz to Enfield?



3.2.13. How important is it to develop or improve existing playgrounds along the Fundy Shore?



3.2.14.How important is it to develop a walking and ATV/snowmobile trail through East Hants along the Dominion Atlantic Railway Line connecting Truro to Windsor?



3.2.15. What activities would you desire most in a riverfront park in Milford or Shubenacadie?

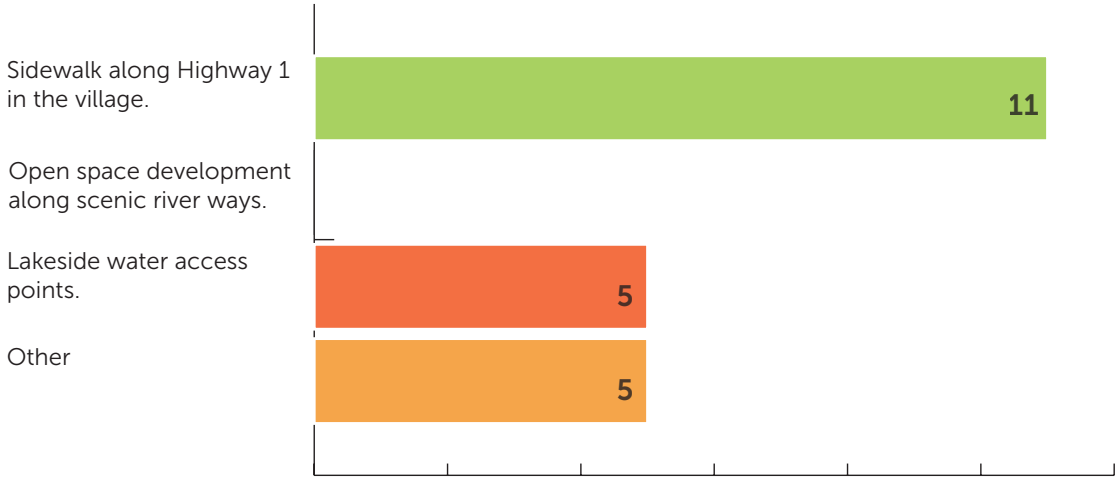
There were several themes among all the comments (30 comments total). The key themes are below and the numbers indicate how many times the themes appeared.

Milford & Shubenacadie

a) Hiking, walking, and biking trails (15)
b) Picnic areas & tables (5)
c) Water launches and docks (6)
d) Dog Park (5)
e) Splash Pad (4)

3.2.16.What should be prioritized for Mount Uniacke?

Mount Uniacke & Lakelands

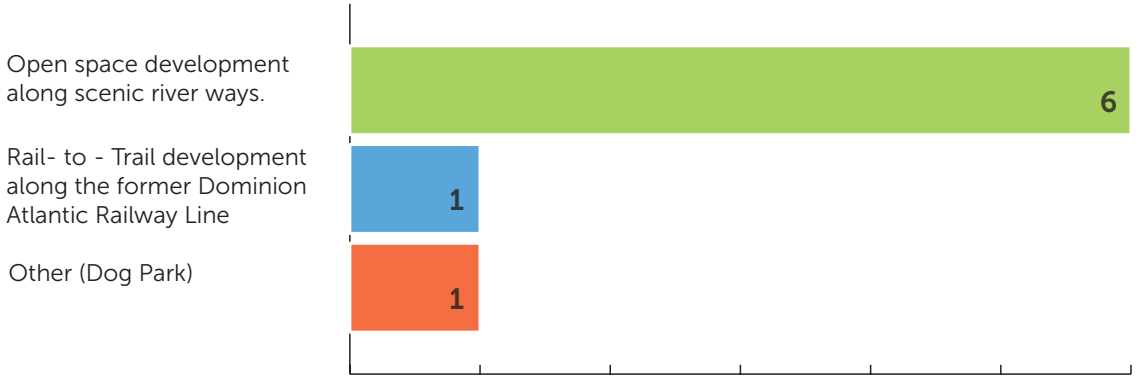


Other Comments:

a) Pool (2)
b) Tourism related destinations
c) Bike/hiking/ATV trails (2)

3.2.17.What open space opportunities should be prioritized for Rawdon?

Rawdon

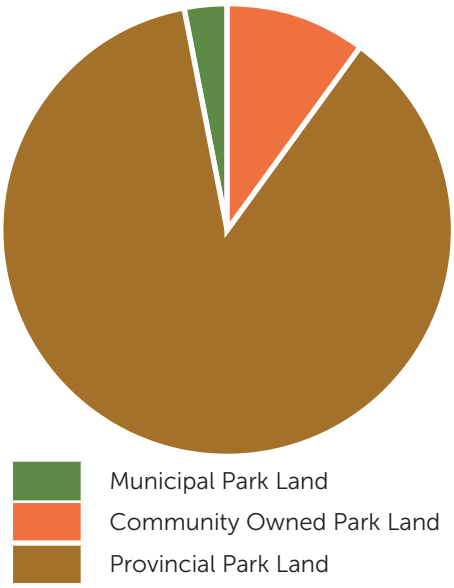


4. Existing Inventory

4.1. Existing Inventory Summary

As a part of this plan, an inventory was developed of open space in East Hants, both operated by the municipality, the province, and by community groups. An inventory of all municipally-owned parcels was developed, including lands which were dedicated as open space to the municipality as a requirement of subdivision. Dedicated open space lands have a minimum public participation requirement indicated in the Municipal Government Act prior to divestment of the lands.

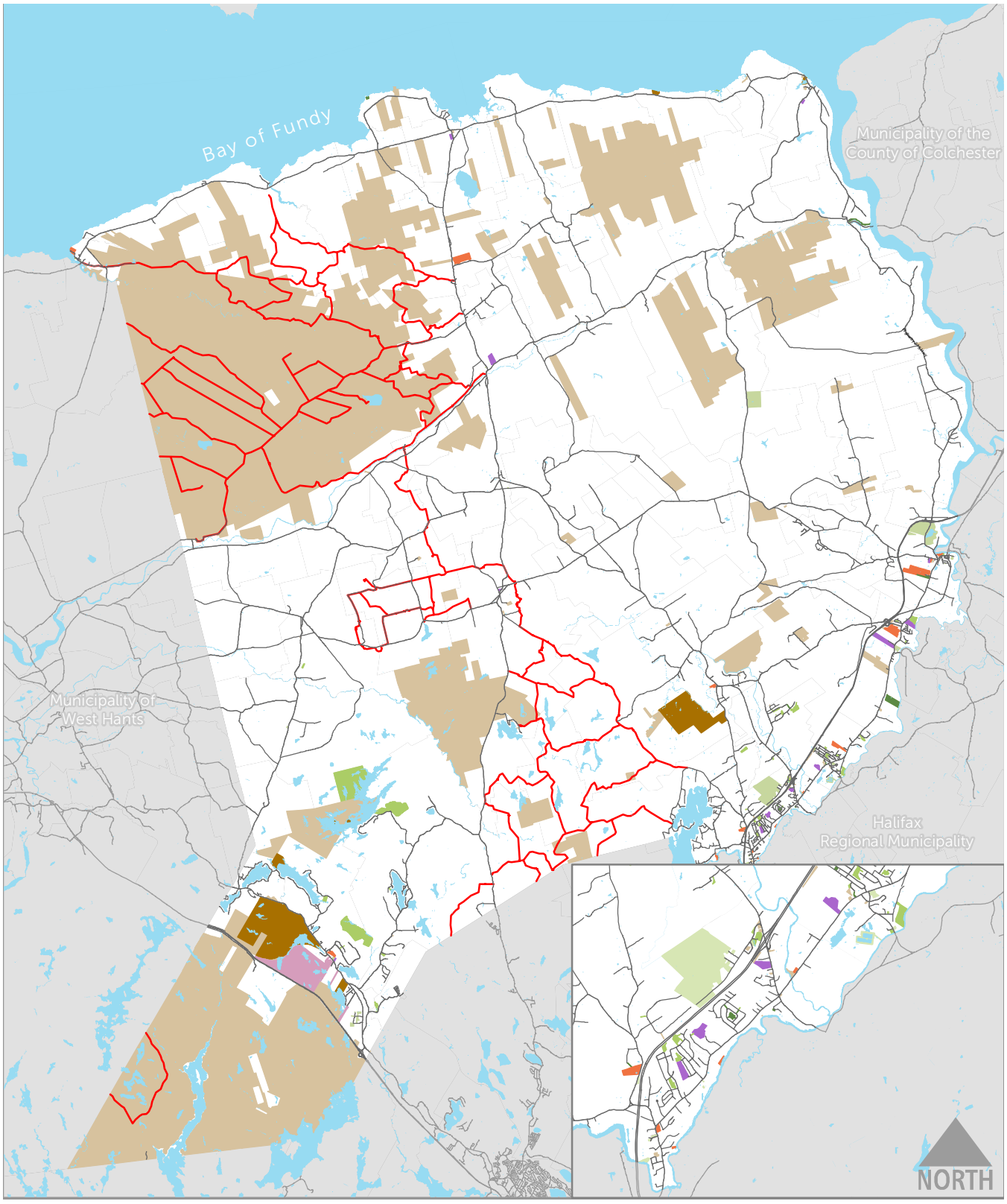
This inventory of open space lands in the municipality is robust, but not comprehensive: some non-Municipal open space lands used in the municipality are not included. A major portion of the network which has been excluded is resource roads or forestry lands; while these properties are often used for their open space potential; are privately owned.



The table below shows the amount of formal open space (park land) held by the municipality, community organizations, and the province by park planning region. The Uniacke / Rawdon area has the largest area of park land, the highest portion of the planning region held has park land, and the highest park area per person. This is followed by the Corridor region, then the Shore / Central area. Note that the Shore / Central area has the largest area of informally used open space opportunities in the municipality, as well as the largest area of provincially owned lands, or held forestry lands.

Park Area by Region & Population

	Park Area (ac)	Region Area (ac)	% Region Area Parkland	Population (2011 Census)	Park Area (ac) per person	Park Area (m^2) per person
Uniacke / Rawdon	2,025	130,218	1.56	5,219	0.388	1,570
Corridor	1,322	96,204	1.37	13,716	0.096	397
Shore / Central	161	231,829	0.07	4,261	0.038	15.3



- Provincially Owned Land
- Provincial Park Land
- Halifax Water Commission Land
- School Board Land
- Community Owned Park Land
- Municipally Owned Land
- Municipally Dedicated Open Space Land
- Municipal Park Land
- Snowmobile Association of Nova Scotia Trail

Municipal Wide Opportunities	Constraints
» Setting the initial frame work to inform the future development of parks, open space and active transportation for the Municipality. » Great water access for AT and recreation (rivers and lakes). » Lots of natural features, through out the municipality.	» Maintenance responsibilities for existing parks is unclear » East Hans covers a large area with dispersed population densities » Topography variation would be challenging for beginner cyclists » Major highways and rail lines acting as a barrier for connections and pedestrian crossings, specifically across bridges that lack proper sidewalks » Several stakeholders and user groups involved (TIR, municipality, service groups) » Unknown current service delivery of the existing parks and open space » Lack of signage and identification for parks and trails » Many municipal parcels are not appropriate for a passive or recreation park due to location, size, configuration, or environmental constraints. » Challenges of integrating AT into existing streets and built form.

4.2. Corridor Region

4.2.1. Parks & Open Space Level of Service, Opportunities & Constraints

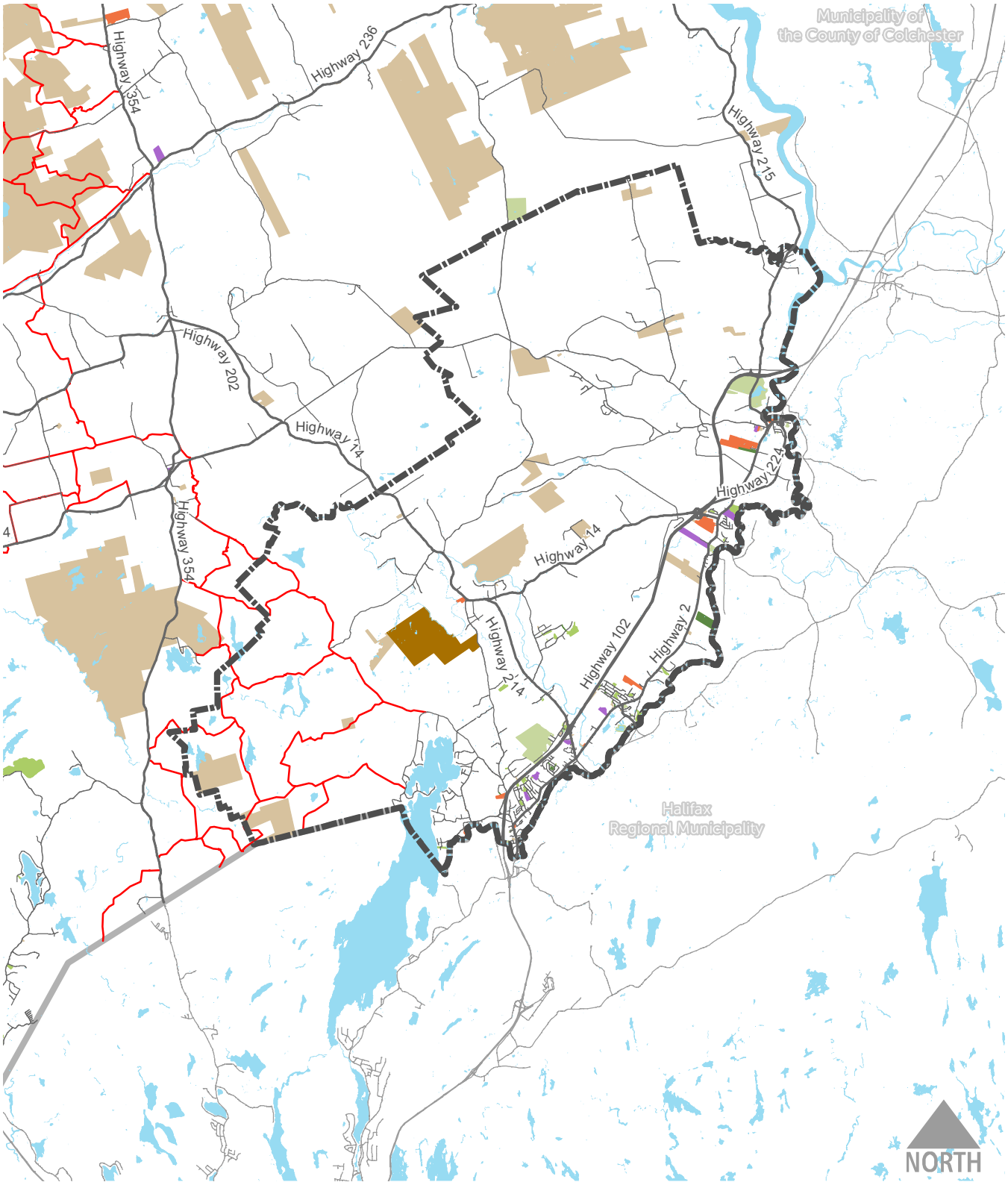
The corridor region of the municipality has some of the strongest natural features of the municipality: the Shubenacadie River, Nine Mile River and Grand Lake. The majority of the shoreline on these important waterways is privatized, with intermittent public access points. Many of the public access points that do exist are informal, unmarked (lacking signage), and/or having no agreements in place to ensure continuous usage by the public.

Like many communities, unmarked trails exist over private lands. Important unmarked trails in the Corridor include trails near the Shaw Group Limited in Lantz,

The corridor has clay-rich soils, and many subdivisions such as White Estates and Alderney Drive suffer from poor drainage. Unfortunately, many of the open space parcels owned by the municipality in these areas are unsuitable for park development because of excess water; and their important role in preventing further flooding issues in these subdivisions precludes further development. Some existing park parcels have limited, or no street frontage; previous subdivision standards has more relaxed standards for frontage than current requirements.

A high concentration of service groups in the corridor region: Lantz Recreation, the Milford & District Lion's Club, The Elmsdale Beautification Society, Milford Recreation, and Shubenacadie Hall & Grounds Society. Unfortunately, some of these organizations have historically had difficulties securing adequate membership to continue to operate smoothly.

The corridor region is expected to continue to have the highest amount of development pressure in the municipality due to it's proximity to Halifax. Significant land holdings exist owned by the Shaw Group (Clayton Developments), Armco Capital Inc, and Elegant Acreage Land Company Ltd. All three of these companies' holdings are in Lantz, and future development in Lantz will require further park development in the community in order to maintain current levels of open space service.



- Provincially Owned Land
- Provincial Park Land
- Halifax Water Commission Land
- School Board Land
- Community Owned Park Land
- Municipally Owned Land
- Municipally Dedicated Open Space Land
- Municipal Park Land
- Snowmobile Association of Nova Scotia Trail

Corridor Region Open Space Opportunities	Open Space Constraints
» Highest municipal population density along the corridor region » Future residential development to fill in the 'gaps' between existing neighbourhoods. » River access for launches and landings » Existing developed parks centrally located among established residents	» Development is linear and spread out along Hwy 2 » Existing road connections only lead to Hwy 2 » Internal residential roads meandering and dead end, making connectivity challenging » High truck traffic volumes along main roads (ie. Hwy 2 & 214) » The existing neighbourhoods are developed slowly over decades, with undeveloped gaps between subdivisions. This development pattern combined with subdivision requirements has made a disconnected network of smaller open space parcels. » Generally a lack of improvements to open space parcels after it is acquired from developers.

4.2.2. Active Transportation Level of Service, Opportunities & Constraints

Many residential areas within the Corridor region of the municipality have poor connectivity between subdivisions and low route directness. Currently, there are limited routes that allow for pedestrians or cyclists to leave their residential street and gain access to Trunk 2.

Major active transportation routes in the currently include:

- Route 214
- Shubenacadie Trunk 2
- Lantz Trunk 2
- Enfield/Elmsdale Trunk 2

Within the municipality there are a number of mixed-use village cores with more compact settlement patterns along Trunk 2. The Trunk 2 Corridor includes village cores (Enfield, Elmsdale, and Lantz) that act as local service centres. Trunk 2, a provincial highway that functions more as a local arterial road in these areas, with posted speed limits of 50 to 60 km/h.

The current level of traffic along these major trunk highways makes active transportation modes uncomfortable. This problem is further compounded by the level of large vehicle traffic in many of the corridor communities that site visits indicated. In Enfield and Elmsdale - representatives from Nova Scotia Department of Transportation and Infrastructure Renewal have indicated that the Enfield overpass over Highway 102 is low, requiring rerouting from the highway through Trunk 2 and Route 214 to the Enfield interchange.

Based on site assessments, active transportation improvements which do not provide a substantial buffer distance from traffic such as through a substantial verge, treed verge, or off-road route will not substantially increase active transportation user comfort, and therefore user-ship. An opportunity will likely present itself to partner with NSTIR for transportation improvements in Elmsdale. Based on the Trunk 2/ Route 214 Corridor Traffic Study conducted by CBCL Limited, the consultant engineers noted that substantial upgrades to Route 214 will be required to accommodate anticipated future traffic demand. As a part of future upgrades to this area, the municipality may be able to partner with NSTIR to add improvements to this area.

Generally, the settlement pattern along Trunk 2 is the most conducive in the region to AT with a variety of amenities and services that are within walking or cycling distance of residential areas. Research shows that trips:

- For cyclists of approximately 5 km in length (30 minutes) are the most likely to attract potential cyclists, based on their competitiveness with the automobile (Teschke, 2011).[1]

1 Teschke, Kay. 2011. Motivators and deterrents of bicycling: comparing influences on decisions to ride. Transportation (2011) 38:153–168.

» For pedestrians, a comfortable walking distance is approximately 500 metres, which is approximately 7 minutes in duration.

Corridor Region AT Opportunities	AT Constraints
» Highest municipal population density along the corridor region » Future residential development to fill in the 'gaps' between existing neighbourhoods. » River access for launches and landings » Existing developed parks centrally located among established residents	» Development is linear and spread out along Hwy 2 » Existing road connections only lead to Hwy 2 » Internal residential roads meandering and dead end, making connectivity challenging » High truck traffic volumes along main roads (ie. Hwy 2 & 214) » The existing neighbourhoods are developed slowly over decades, with undeveloped gaps between subdivisions. This development pattern combined with subdivision requirements has made a disconnected network of smaller open space parcels. » Generally a lack of improvements to open space parcels after it is acquired from developers.

4.3. Mount Uniacke/Rawdon

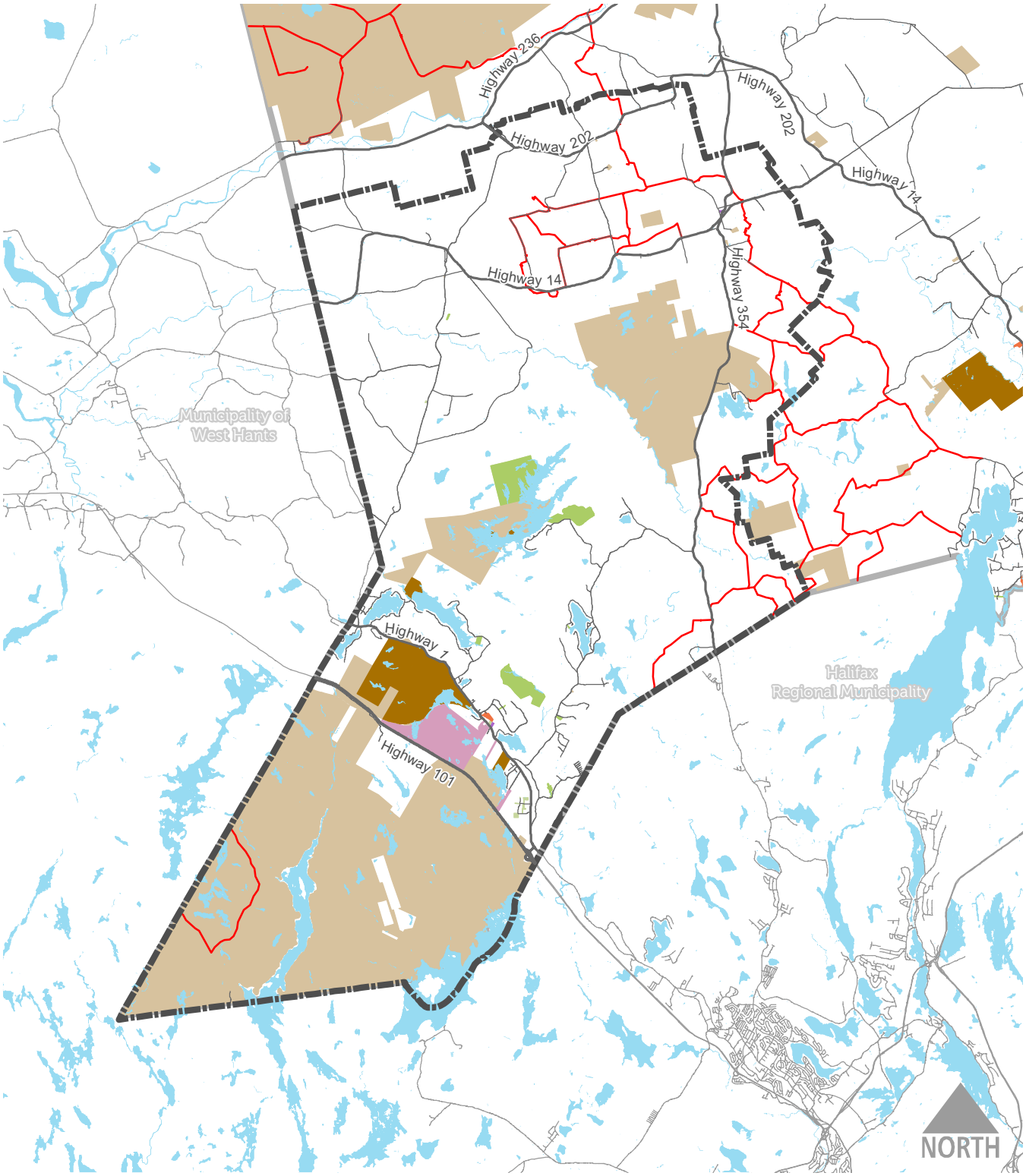
4.3.1. Parks & Open Space Level of Service, Opportunities & Constraints

Mount Uniacke and Rawdon have the greatest service level of parks and open space in the municipality compared to the community's population. The Uniacke Estates Park offers a large forested areas with lots of trails and route options. The Uniacke Day Park offers a mid-size playground and small parking areas. Both the Estate and Day Park front and have access off Trunk 1. Similar to the Estate trails, Bell Park offers three loops of trails through forested area. The entrance access is also off Trunk 1, with a large parking area and entrance map.

The critical mass of Mount Uniackes' parks are within close walking distance to each. Unfortunately, most of Mount Uniackes' population is dispersed across a large areas, and only a select group of residences are within walking distance to the existing parks. This presents a challenge for future park location or open space. Future spaces should be located appropriately to service populations who are not close to the current parks.

The Legion sports complex and memorial fields are located on the opposite side of Trunk 1. Two ball diamonds are being maintained while a third is being decommissioned for a dog park area. This space acts as the recreational hub for Mount Uniacke

Lewis Lake has a public water access point, with a dock and parking. The municipality owns parcels on other lakes around Mount Uniacke, which could be turned into additional water access points. Developed water access increases opportunities for residents, who do not live on lakes to access these natural features.


Highway 236
Highway 202
Highway 202
Highway 14
Highway 14
Highway 354
Municipality of West Hants
Highway 1
Highway 101
Halifax Regional Municipality
NORTH
Provincially Owned Land
Provincial Park Land
Halifax Water Commission Land
School Board Land
Community Owned Park Land
Municipally Owned Land
Municipally Dedicated Open Space Land
Municipal Park Land
Snowmobile Association of Nova Scotia Trail

Mount Uniacke/Rawdon Open Space Opportunities	Open Space Constraints
» Proximity of provincial park/ estates » Large quantity of lakes and trails	» Limited connectivity to the municipality - limited East-West routes » Population and destinations are spread out over a large area

4.3.2. Active Transportation Level of Service, Opportunities & Constraints

Mount Uniacke and Rawdon have no sidewalks or paved road shoulders in the area, but there is space on the road shoulder that allows for pedestrian refuge. Currently, the shoulder of Trunk 1 is used by seniors in the area and youth walking to the school.

Overall, the majority of development in Mount Uniacke is oriented to Trunk 1, resulting in a development form that has good potential for active transportation if improvements are implemented for the road. Presently, Trunk 1 is designated as a proposed on road section of the Blue Route. The Blue Route is a province-wide project to create a continuous network of bicycling infrastructure.

A rail line that runs through the main intersection of Trunk 1 and Old Mines Road is not currently active. In the future, the municipality may want to approach the owner of the rail line along with HRM to develop a rails-and-trails route that would connect to Sackville. Rails-and-trails routes are typically multi-use trails which are 2 - 4m wide, located in the rail corridor right-of-way, and are separated from rail tracks by a fence.

An opportunity exists to explore how the lands adjacent to the rail line might be re-purposed to support active transportation connections between the school and the Trunk 1/Old Mines Road intersection.

Mount Uniacke/Rawdon AT Opportunities	AT Constraints
» Wide shoulders on both sides of Trunk 1 » Flat route on Trunk 1 that is easy for AT users » Large quantity of lakes and trails » Discontinued rail lines for trail expansion » Pedestrian and recreation oriented uses » Trunk 1 Future Blue Route location	» No continuous pedestrian environment » Limited crossing opportunities » Limited connectivity to the municipality - limited East-West routes » Limited pedestrian routes for utilitarian active transportation » Population and destinations are really spread out over a large area » Lack of lighting and uneven terrain near crossings

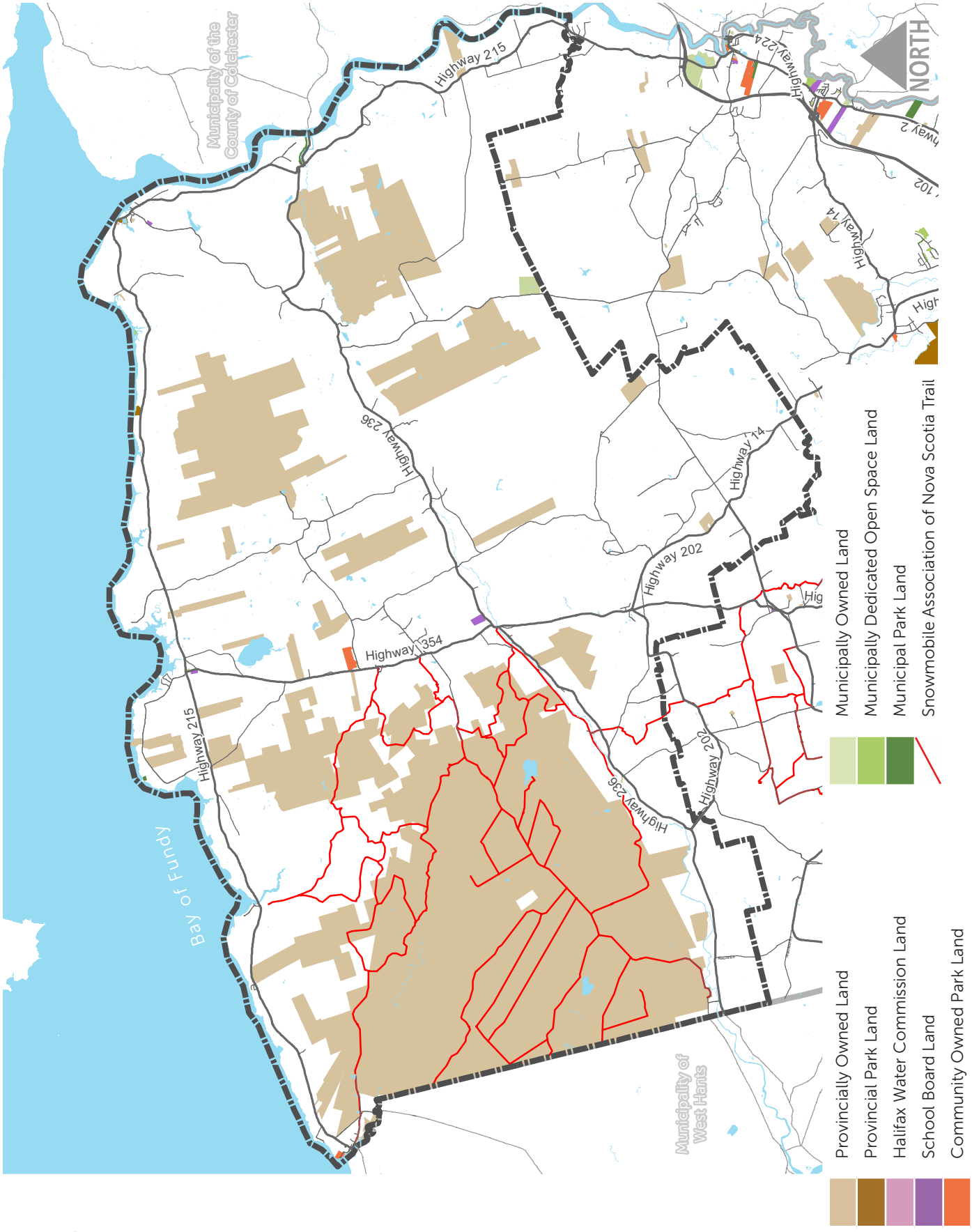
4.4. Shore/Central Area

4.4.1. Parks & Open Space Level of Service, Opportunities & Constraints

The shore and central area hosts beautiful scenery and large natural features. Burntcoat Head Park and Fundy Tidal Interpretive Centre are the municipalities largest tourism attraction. They are both located on significant bodies of water and water ways. Additional parks and open space includes Walton Lighthouse and Anthony Park. Distance is the largest constraint for tourism along the shore. Additional tourism points would reduce the distance between destinations. Signage can also be a constraint if not maintained properly, due to the distance to replace road side signs (eg. Anthony Park signs).

Several unmarked trails cross private property, but highlight natural features such as ravines and waterfalls. Private property posses challenges to access natural features. Acquisition should be considered to incorporate parks and open space for residences and tourism through the rural area.

Hants North ball diamonds and courts is the central open space for organized sports. The volunteer group is completing several projects, increasing the variety of options on the site.


NORTH
Municipality of the County of Colchester
Highway 215
Highway 224
Highway 14
Highway 236
Highway 202
Highway 354
Bay of Fundy
Municipality of West Hants
Municipally Owned Land
Municipally Dedicated Open Space Land
Municipal Park Land
Snowmobile Association of Nova Scotia Trail
Provincially Owned Land
Provincial Park Land
Halifax Water Commission Land
School Board Land
Community Owned Park Land

Rural & Shore Area Open Space Opportunities	Open Space Constraints
» Existing parks are destination oriented » Attractive scenery and location » Strong volunteer groups	» Private properties » Distance between settlements

4.4.2. Active Transportation Level of Service, Opportunities & Constraints

Currently, there are no paved road shoulders or sidewalks in this area.

The greatest opportunity for this area is to reuse lands on the former Dominion Atlantic Railway (DAR) Line to support active transportation connections between Windsor, Kennetcook, and South Maitland.
The provincial Blue Route is also planned to follow Highway 215, and circumnavigate around the perimeter of the municipality. Parks and open space appropriately located along the 215, makes the blue route more appealing to cyclists.

Rural & Shore Area AT Opportunities	AT Constraints
» Future Blue Route location » Primary north-south roads connect to the corridor » Dominion Atlantic Railway (DAR) Line	» Challenging cycling route (topography) and long distance » Distance between settlements » The 215 circumnavigates the perimeter of the municipality (portions of roadway in poor condition) » Bridge connections along the DAR line would need investigation regarding, condition, existence, etc.

5. Parks & Open Space

5.1. Open Space and Concept Plan

East Hants' parks and open space concept plan aims to fulfill the guiding principles identified for this plan in a manner which is East Hants specific. This concept works on the existing inventory, and strengthens the weaknesses in the open space system discussed in the Existing Inventory section. This concept plan is a forward-thinking indication of the open space system the municipality intends to create both with it's own municipal lands, and stakeholders.

Leverage water bodies and waterways

East Hants has the Bay of Fundy, the Shubenacadie River, Nine Mile River, and a number of important lakes and streams as the defining elements in it's open space system's character.

Locate open spaces along proposed and existing active transportation routes

An open space and park system with direct access to trails and pathways improves both access to the open space system, and encourages active transportation.

Provide diversity, and a major park in each of the park planning regions

East Hants' geography necessitates some degree of concentration of open spaces in order to provide diverse amenities in a cost effective manner. Each of East Hants' park planning regions would benefit from at least one major park facility.

Locate park spaces near Trunk roads to provide opportunities for visitors to experience the municipality

East Hants has primarily developed along major Trunk roads. In order to provide services near community cores, and encourage visitors to the municipality, a large portion of parks in the municipality needs to be close to these roads.

Provide opportunities to interact with history, unique natural features & rural character

In order to provide an provide an experience true to East Hants' character, parks and open spaces should protect and provide interpretation opportunities for the municipality's character, history and natural features.

5.1.1. Corridor Region

The corridor region has a variety of parks and open space to offer to community members. Certain parks were recently developed, while others parcels need to be redeveloped.

Playground space development & improvements (Logan Drive Park, School Road, Elmsdale Community Park, Shubenacadie Hall & Grounds Lands)

The Corridor region of the municipality continues to experience rapid growth, and is currently shifting from a primarily single detached family style of development to include more multiple unit housing options. Playground spaces should be brought up to proper maintenance standards, and new areas developed as growth continues.

Community Park Development Alongside the Middle Spine Trail

As the municipality plans development to realize the middle spine trail proposal for the corridor, neighbourhood parks should be developed abutting the trail as subdivision takes place in these areas.

Grand Lake Water Access Development

Grand Lake is by far the most prominent water body within the Corridor. Securing swimming and watercraft access to this lake is a priority to ensure public water access.

MacInnis Trail Completion & Possible Extension to Connolly Hill

The MacInnis trail is a well used trail and within walking distance from downtown Shubenacadie. There is a possible future extension from the existing trail to Connolly Hill, as envisioned in the Village Core Study by Ekistics

Shubenacadie River Water Access Points

The Shubenacadie River is one of the most prominent natural features in the municipality. A network of water access points to the river in communities (particularly on the non-tidal portion) would facilitate access and use of this important waterway.

Lantz Major Riverside Park Development: Nine Mile River & Barneys Brook

Lantz has two major sites owned by large developers zoned for a comprehensive development. Both sites present important riverside park opportunities as these areas get developed.

Former Elmsdale School Property Redevelopment

The former Elmsdale School property would make an ideal location for a park connection to the middle spine trail, and a more urban-style park, such as a plaza, and/or multi-sport pads in the Corridor.

Nine Mile River Trail

The trail contains several loops and is highly used by community members. It is currently maintained by volunteers. Recent comments have indicated additional support will be required to endure a high service standard.

5.1.2. Mount Uniacke/Rawdon

Mount Uniacke and Rawdon have the greatest amount of park and open space amongst the other municipal regions. The Estates offer a large wooded area with trails. Future open space and trail development would support and complement the existing parks, creating a greater system for recreation.

Pockwock Watershed Land Access	The possibility for passive recreation in the watershed lands should be investigated. The municipality should seek other case study examples.
Lake Access Points (Pigott Lake, Long Lake, Cockscomb Lake, & Lewis Lake)	There is an existing lake access on Lewis Lake, and potential opportunity for access to Pigott, Long and Cockscomb Lake. Each potential water access should be investigated individually.
Long Lake and Herbert River Park & River Access Development	There is a complete plan that outlines land acquisition and trail location. Acquisition would include lake and river access and waterfalls.
Murphy Sports Complex & Memorial Fields	Investment should continue to be placed in the site as the centralized hub for formal park space in Mount Uniacke.
Former Dominion Atlantic Railway (DAR) Line Trail	The former DAR line would connect South Uniacke, through the village core and into West Hants. It would be a great multi-use trail and amenity for the community.
Uniacke Day Park Development	The current park hosts a mid-size playground with swings. It is directly adjacent to the Estates and easily accessible off Trunk 1.

5.1.3. Shore/Central Area

The shore and central area covers a vast amount of land and hosts beautiful natural features. Burntcoat Head Park is a key tourism destination along the shore. Additional sites for citizens and tourism would create a route, drawing people into the areas.

Former Dominion Atlantic Railway (DAR) Line Trail & Kennetcook Entryway Park	The DAR line connects the East and West side of the municipality, passing through Kennetcook. Acquisition of the DAR line would create an amazing rural multi-use trail.
Bay of Fundy Water Access Points	A network of water access points would allow experienced paddlers to navigate the Fundy shore. Experienced paddles should only use the bay due to tidal conditions.
Burntcoat Head Park	Burntcoat Head Park is a key tourism destination in east Hants. It is host an extreme tide fluctuation, between lot and high tide. It currently attracts upwards of 270 people daily, during peak tourism season.
Hants North Recreational and Development Association Field & Pads	Hants North Recreational facilities are operated by a strong volunteer group. Recent facility additions have increased the variety of sporting options.

Rawdon Interpretive Route (Waterfalls & Historic Gold Mining)

Rawdon, especially along Trunk 202 is a gateway into the municipality's shore area. The region has a rich industrial history of gold mining, and has some spectacular natural ravines and waterfalls. A series of community or regional parks highlighting these features could highlight the areas' beauty, history, and act as a draw for visitors to and along the route.

Shubenacadie River Water Access Points

The Shubenacadie River is one of the most prominent natural features in the municipality. A network of water access points to the river in communities (particularly on the non-tidal portion) would facilitate access and use of this important waterway.

Service Centre Parks (Walton, Kennetcook & Maitland)

Each of the municipality's rural service areas should have small parks to provide for residents' and visitors to those areas.

5.2. Open Space Classification and Amenities

5.2.1. Classification

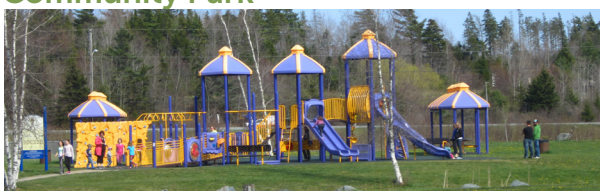
The open space and park classifications outline the size and targeted catchment areas. East Hants currently hosts parks that fit each classification. Locations of future parks needs to consider the classification and size of existing parks.

Neighbourhood Park

Small localized service area, immediate for nearby residents. Developed for the service and needs of adjacent neighbourhoods.

- Area Requirements: 1 – 8 acres
- Catchment Area: 600m radius
- Local Examples: Logan Drive Playground, Elmwood Park, Megan Lynn Drive Park

Community Park



A community park should be strategically placed among several neighbourhoods and available by pedestrian access. Size and function supports small community events, sports fields, playgrounds, etc.

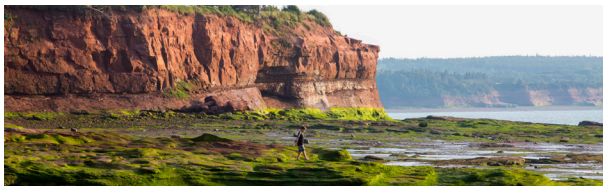
- Area Requirements: 8 – 30 acres
- Catchment Area: 600m radius
- Local Examples: School Parks, Enfield Lions Den Playground

District Park

Functions as a municipal wide park, serving a population beyond the standard walking distance (600m) catchment area. It accommodates passive and active recreation uses, cultural activities, festivals, and community events.

- Area Requirements: 30 - 50+ acres
- Catchment Area: 10 - 50km radius
- Local Examples: Hants North Recreational and Development Association Field & Pads

Destination Park



Functions as an attraction, highlighting a significant area and/or features. The park's catchment area extends beyond municipal boundaries, attracting visitors to the municipality.

- Size and catchment area variable; dependent on attraction size and location.
- Local Examples: Burntcoat Head Park, Uniacke Estate Museum Park

Water Access / Launch Sites

Functions as an area to provide legal access for watercraft to a river, lake, or the Bay of Fundy.

- Size and catchment area variable; dependent on attraction size and location. A minimum right-of-way of 10 m is typically desired for these types of parks.
- Local Examples: Jorphie Drive (Lewis Lake)

5.2.2. Activities & Amenities

The following chart lists several amenities that could be located in open space, based on classifications. The amenities are referenced to the classifications and indicates whether it is an appropriate location, might be appropriate or is not appropriate.

	Neigbhourhood	Community	District	Destination	Water Lunch/ Landing Sites	AT Routes	Major AT Destinations
Multi Purpose Field							
Ball Diamond							
Tennis							
Basketball							
Skatepark							
Ice Rink							
Horseshoe Pit							
Water Play (Splash Pad/Wading Pool)							
Picnic Area							
Fishing Pond							
Boat Launch (non- motorized)							
Amphitheatre/ Outdoor Stage							
Community Gardens							
Parking (Vehicular-off street)							
Playground							
Swing							
Benches							
Bleachers							
Picnic Tables							
Sitting Area							
Rest Shelter							
Washroom							
Concession							
Interpretive Centre							
Interpretive Panels							
Lighting (Trails, other)							
Bike Racks							
Waste Receptacles							
Recycling							
Community Board							
Directional Signage							
Off-leash Dog Area							

Facility/Amenity is appropriate to be located in this type of park or AT route

Facility/Amenity may be located in this park or AT route, dependant on interest or impact.

Facility/Amenity will not typically be located in this park or AT route, unless under unsual circumstances.

5.3. Open Space Policy Recommendations

The following recommendations would help ensure that future open space development in East Hants happens in a similar manner between projects. Making these policies helps provide a change management foundation for the municipality to provide a similar level of service between projects, staffing changes, and ensure that mistakes provide an opportunity for future improvement.

The table below identifies policy gaps, recommends future policy directions, and references other municipal examples to guide policy development where available.

Missing Policy	Policy Direction	Other Municipal Examples
Management & Planning	» A 'Continuing Management Strategy' should be developed to identify the cost for park improvements and maintenance. » Develop an Urban Forestry Plan to protect current public and private trees. Additionally, investigate a Tree Protection By-Law. » Due diligence should be conducted prior to park land acquisition, specifically land that may contain hazardous conditions for the public (eg. old mine or quarry sites).	HRM Urban Forest Master Plan (2013) City of Guelph Urban Forest Management Plan (2012)
Location & Accessibility	» Parks should be appropriately located to maximize the population in their catchment area. » Accessible by a public road. Street frontage increases visibility from the street, increases safety and, location of the site. » Minimum 15m street frontage on one or more public roads. » Future parks should connect into the AT network, pathway systems and greater park system.	
Park Use	» Park use and programming should be determined based on a needs assessment plan. » Balance should be provided for passive and active recreation while protecting significant natural areas. » Recreational impacts on the natural environment should be identified and managed.	Town of Cochrane Open Space Master Plan (2012)
Design & Function	» Provide a comfortable pedestrian environment. » Parks should provide outdoor environments and facilities that support neighbourhood based programs. » Natural processes and areas should be integrated in all park and open space (eg. Storm water infiltration, tree coverage, etc.). » Native vegetation should be used in parks and open space during reestablishment of vegetation, or introduction of new material. » Redevelopment of existing parks and new developments should follow C.P.T.E.D design principles.	Town of Cochrane Open Space Master Plan (2012)

Missing Policy	Policy Direction	Other Municipal Examples
Partnerships & Stewardships	» Develop partnerships with school boards to improve parks and open space. » Enter use agreements with the school board where there is a shortage of neighbourhood or community parks within an area. » Instances where parkland is developed adjacent to a school open space, the developed park design should be able to function independently, in case of school closure or land use change. » Work in conjunction with other land holders to develop, improve and provide open space for the public.	Municipality of the County of Kings Trails Assistance Program City of Olympia Park Steward & Work Parties
Park Rules	» No person shall be in a park at any time during the period dusk to dawn without permission. » The Director may post signs respecting the hours or season during which a park is opened or closed. » No person shall enter or use a park where the entry or use is prohibited by notice. » All persons must obtain a permit through the Municipality to have an on site event, which includes, but not limited to weddings, special events, large run/walk events, etc.	Halifax Regional Municipality, Bylaw P-600
Park Naming	» Municipal staff shall solicit input from the public for park names. Such names shall be based on suggestions from the public, naming contests, geographic, historical, cultural or natural locations, or individual recognition. Once a favoured name is selected, staff shall present the preferred name for Council adoption. » Potential conflicts if names within the 911 emergency service system must be minimized » Naming in honour of elected or appointed public officials or municipal staff shall only occur after the public service or employment has concluded. » Where the name of an individual is used, written approval shall be obtained from the individual or the next of kin for such naming. » Council, by resolution, may approve a name or name change in honour of individuals or groups when circumstances justify such action. Council may also remove the original name designation when circumstances justify such action.	City of Edmonds Park Naming Policy City of Westminster Park Naming Policy Halifax Regional Municipality Administrative Order Number 46

5.4. Open Space Standards and Access Requirements

Parks are highly variable in size, amenities, location, and function. The parks standards outline categories for East Hants parks, the general size and catchment distance from each park. The amenity chart determines what can be accommodated within the outlined park sizes.

5.4.1. Minimum Park Development Standards

All parks in the municipality should as a minimum standard, provide the following amenities:

- Entryway signage including the park name, hours of operation and civic address for emergency purposes
- Bicycle Parking areas, where cyclist access is feasible
- Social gathering or rest features such as picnic tables, benches, or amphitheaters
- Waste receptacles
- Linear parks include corridor-like features such as a boardwalk, trail, or walkable shoreline. In order to provide a reasonable level of interest, linear parks should be able to provide a 15 minute walk (800 m) of unrepeated access.
- Parks including playground features, skateparks or other expensive structures should be lit with a low level of illumination where it is practical for surrounding residents to see if there are users in the park after hours.
- Park furnishings (ie. garbage cans, benches, bike racks, play equipment) should be located on hardscaped surfaces.

5.4.2. Optional Amenities

- Amenities should not obstruct paths (vehicular or pedestrian), be situated to require minimal maintenance (eg. benches on concrete pads or gravel footing when surrounded by grass), and made of durable material.
- All amenities should be consistently the same style to maintain a cohesive image across the municipality.
- All parks and AT routes should meet accessibility standards, codes and legislation (CSA [USA for docks]) (eg. appropriate surface material, trail widths, playground surfaces flush with finish grades, etc.)
- All sight lines and sight triangles should be maintained clear. Specifically where park or AT routes/ paths intersect a roadway.
- Existing physical barriers should be identified and determine how challenges will be re-mediated.
- There should be a variety of park and open spaces provided (eg. programmed vs. non-programmed space [programming should be based on a needs assessment])
- Park designs, where possible, should highlight vistas and strong natural features.
- Interior park pathways should not exceed 6% longitudinal slope and 2% cross slope

6. Active Transportation

6.1. Making AT Possible in East Hants

Implementation of Active Transportation is challenging in many scenarios, rural or urban. Well-designed spaces will make people feel invited, and safe to engage in active transportation. Inviting spaces are aesthetically pleasing, offer short distances, and give the impression an area is safe. To achieve a realistic and comfortable AT network, there are a several considerations as outlined below.

Physical Challenges

Acceptable Distances

Standard cycling distances have a maximum comfortable route around 5-8km, which is variable with each cyclist, and route design. Traditional grids offer the shortest routes and connections in a subdivision, whereas traditional suburban cul-de-sac road patterns increase distance. Due to the existing road structure within East Hants, roads in developed areas, especially the Corridor are curvilinear. Infill development between the existing residential neighbourhoods offers an opportunity to better connect these areas, as well as often a more expensive option: retrofitting existing areas.

Proper Infrastructure

Proper infrastructure significantly contributes to pedestrian and cyclist comfort and wayfinding along AT routes. Signs are basic infrastructure and easily accommodated in existing or new routes. Signs should be designed and placed for pedestrian height and speed, and be cohesively designed. Large road improvements, such as the addition of a sidewalk, should incorporate AT routes and consider complete street principles. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, and motorists of all ages and abilities Additional infrastructure considerations include curb cuts, or the use of different types of AT infrastructure: sidewalks, off-road trails, or paved shoulders.

Network Connections

Active Transportation succeeds when routes create a connected system. Routes connect amenities, residential neighbourhoods, recreation facilities, commercial core areas, and educational institutions. Routes can be independent off-road corridors or combined with vehicular infrastructure with sidewalks and shared roads.

Social Challenges

Cooperation and Coordination

AT will succeed greatest when there is full cooperation and coordination among all user groups, stakeholders, and government bodies. This includes the incorporation of policy, design standards, funding, implementation and maintenance. Integration of AT requirements within planning practices, makes it easier to implement change.

Rural Context

Among rural communities, personal vehicles are one of the few modes of transportation. This results in a perception that automobile transportation is the only option. Distance is a key challenge for East Hants AT, which increases the necessity for improved and efficient connections. Positive collaboration, community awareness and communication will help promote AT as a viable option among rural communities in East Hants.

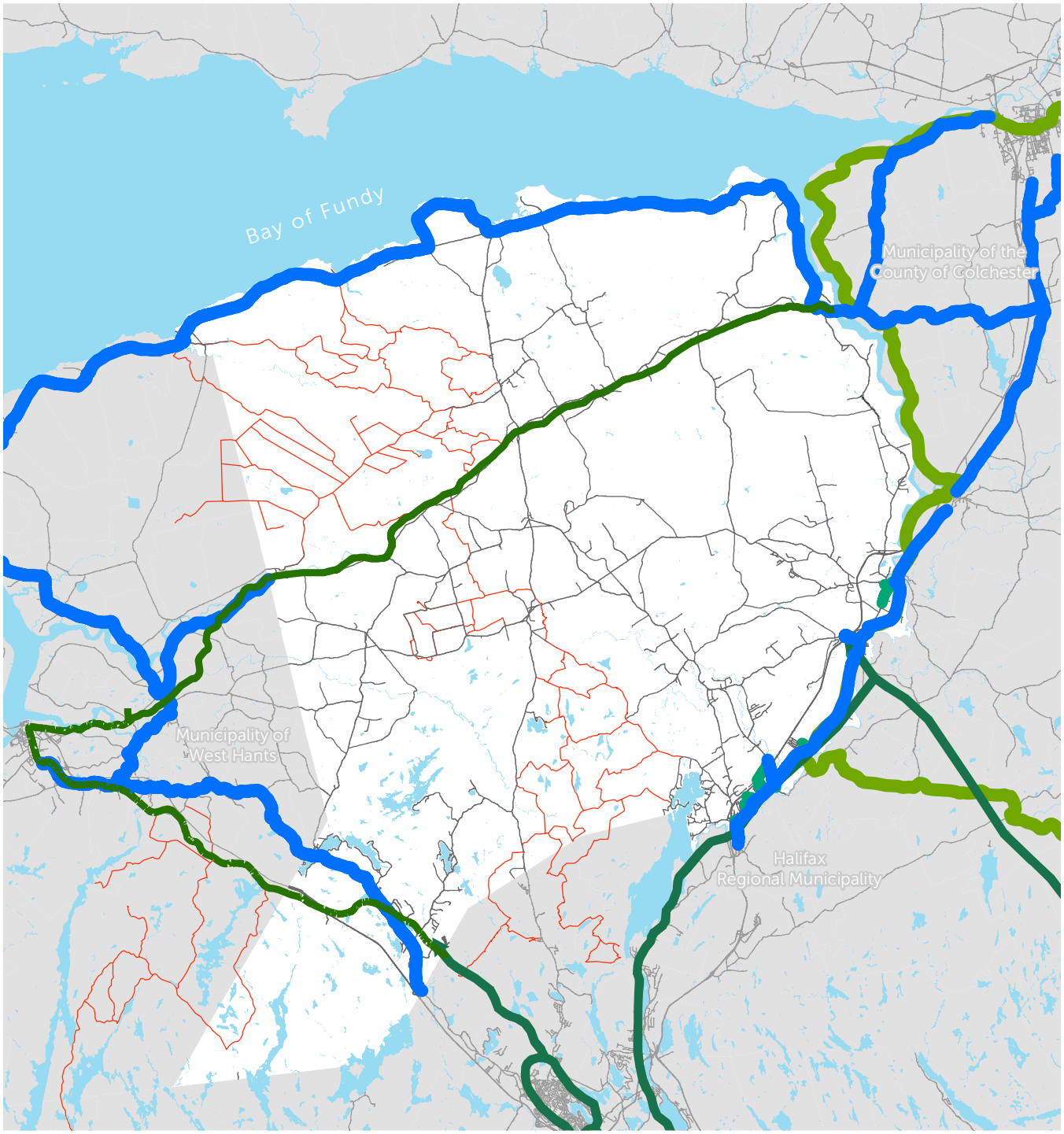
Perception of Safety

Hesitation for biking along roadways is a relevant concern among all user groups, specifically along fast highways, where there is a minimal shoulder zone. AT safety is increasing across Canada with a decrease in injuries, despite an overall increase in road cyclists. Education and accommodation of infrastructure can reduce anxiety and make AT more appealing to people who do not typically bike. Cyclist and driver education further improves awareness and safety.

Time

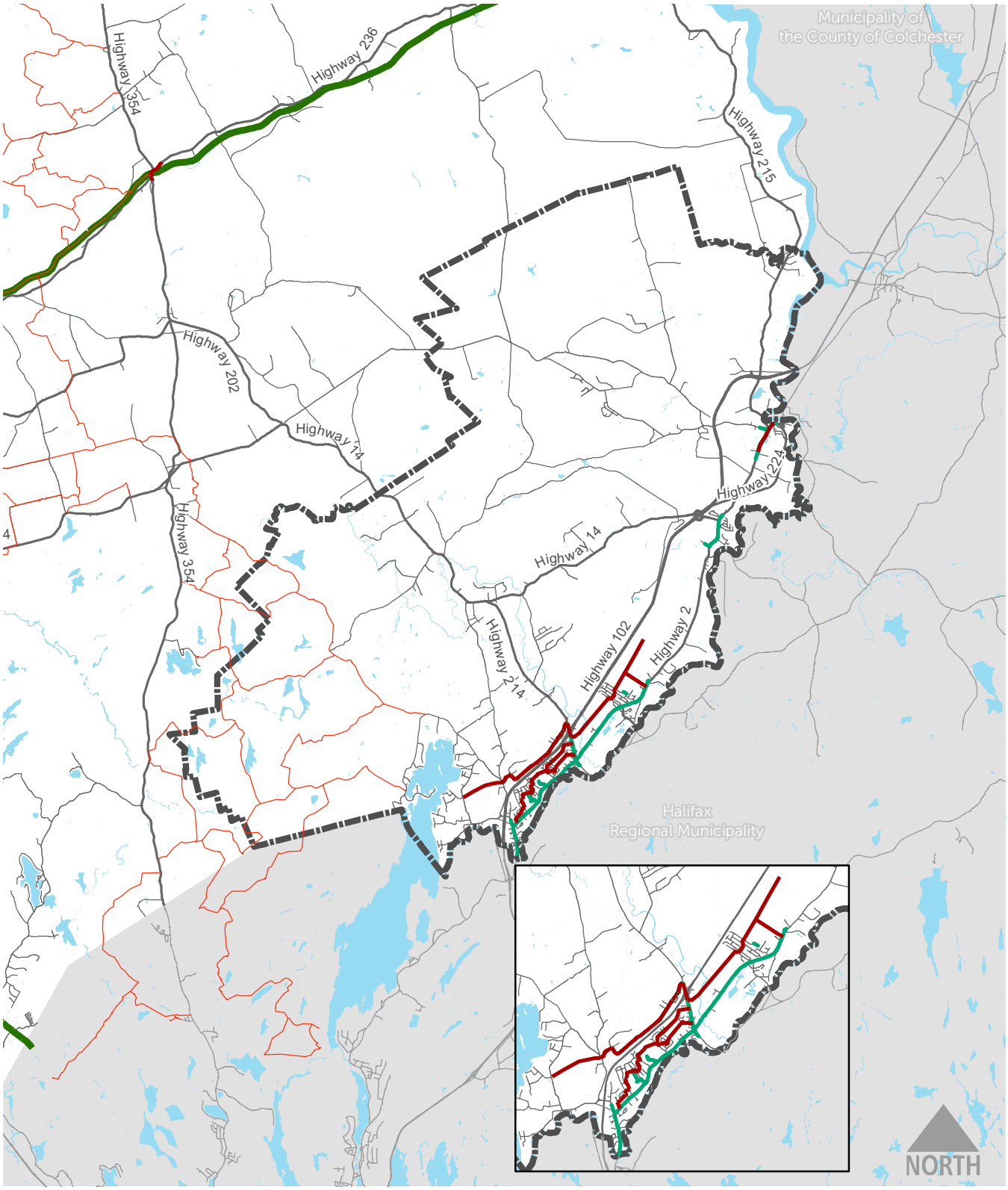
Implementation of AT routes takes time and collaboration among all stakeholders. Installed AT improvements should be monitored and used to guide future steps.

6.2. Regional Active Transportation Concept Plan



- Regional Active Transportation Route (Blue Route)
- Regional Recreational Route
- Trans Canada Trail Route
- Secondary Spine (Existing Sidewalk)
- Snowmobile Association of Nova Scotia Trail

6.3. Corridor Active Transportation Concept Plan



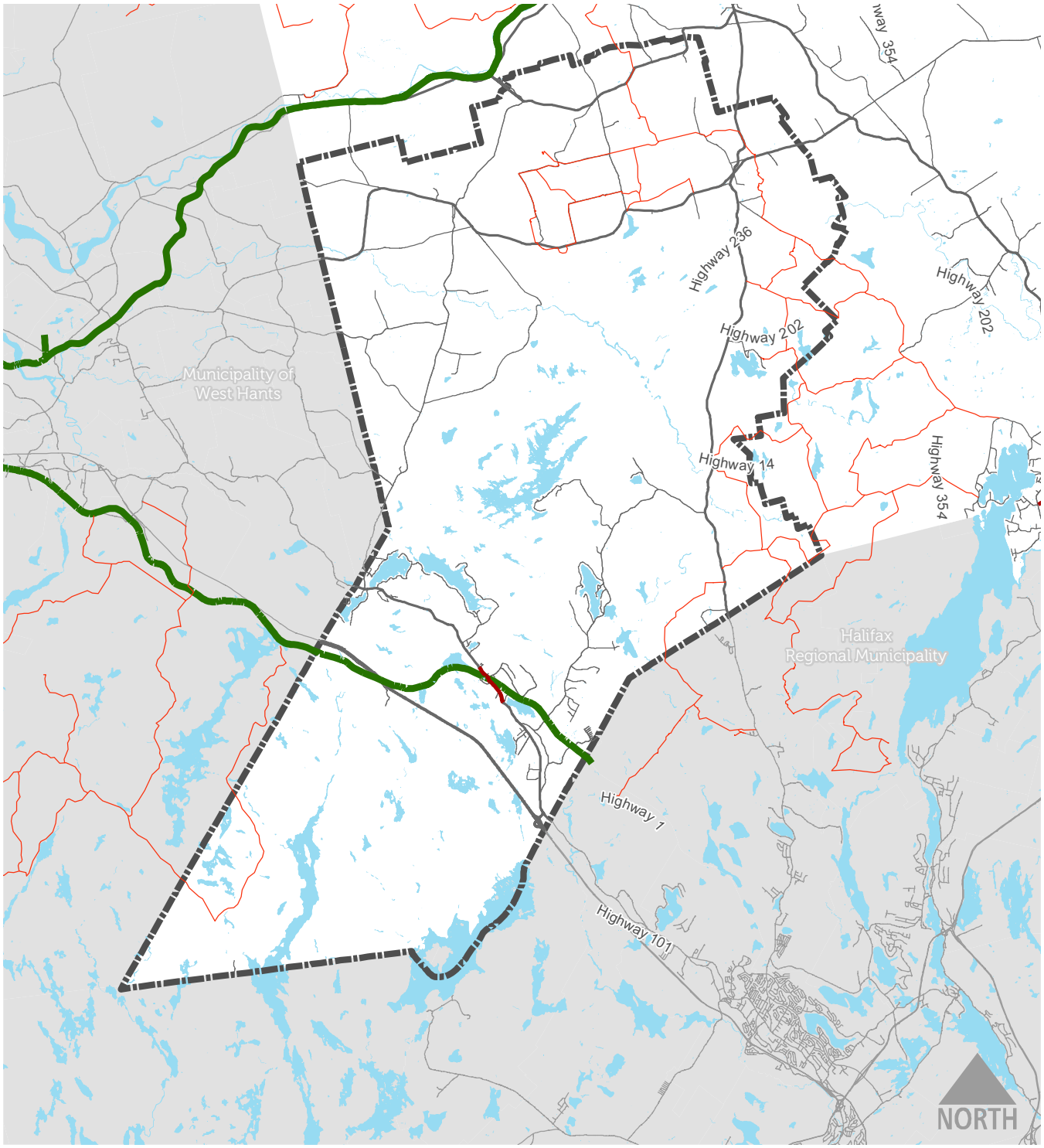
Regional Recreational Route

Primary Spine

Secondary Spine (Existing Sidewalk)

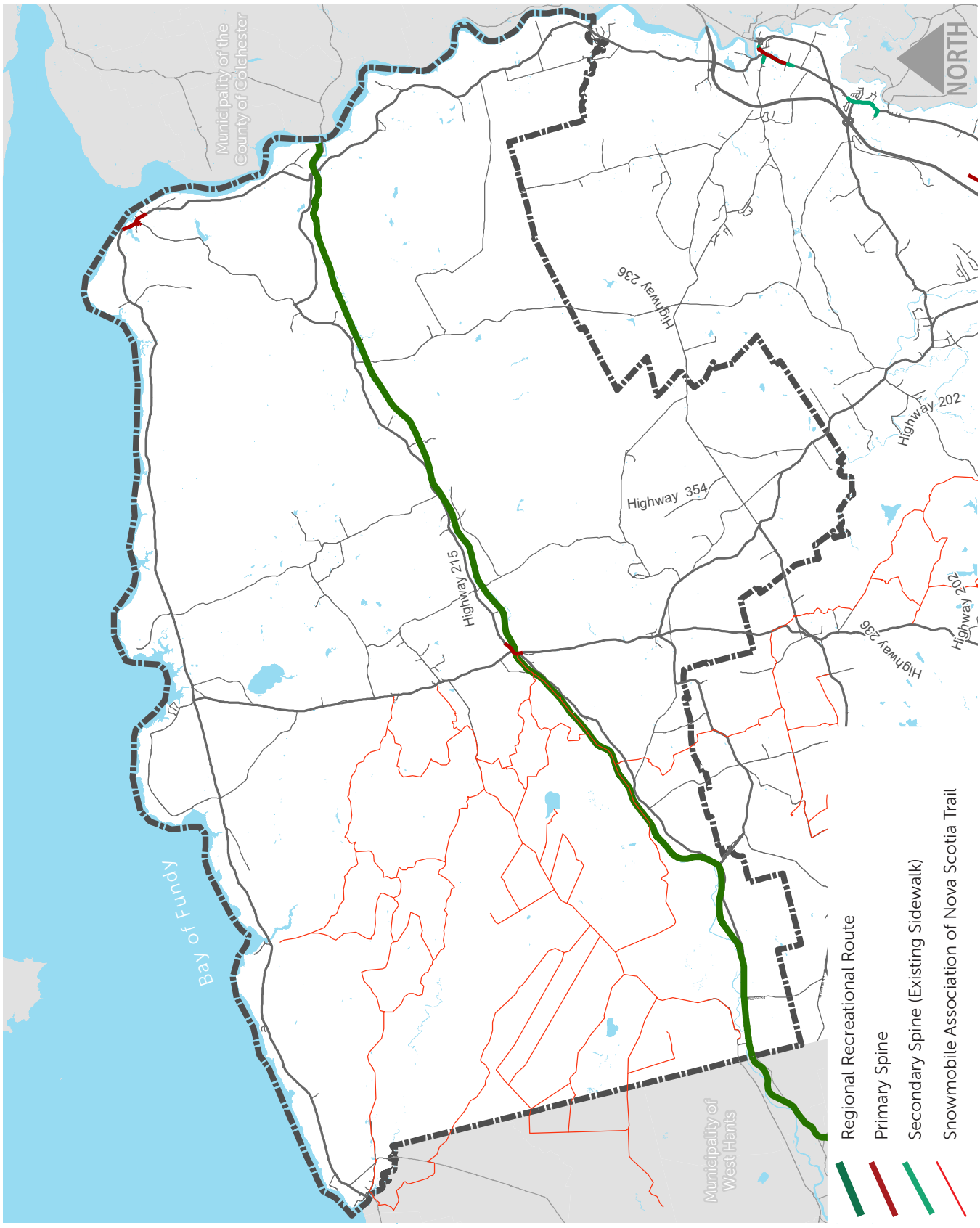
Snowmobile Association of Nova Scotia Trail

6.4. Mount Uniacke / Rawdon Active Transportation Concept Plan



Regional Recreational Route
Primary Spine
Secondary Spine (Existing Sidewalk)
Snowmobile Association of Nova Scotia Trail

6.5. Shore / Central Active Transportation Concept Plan



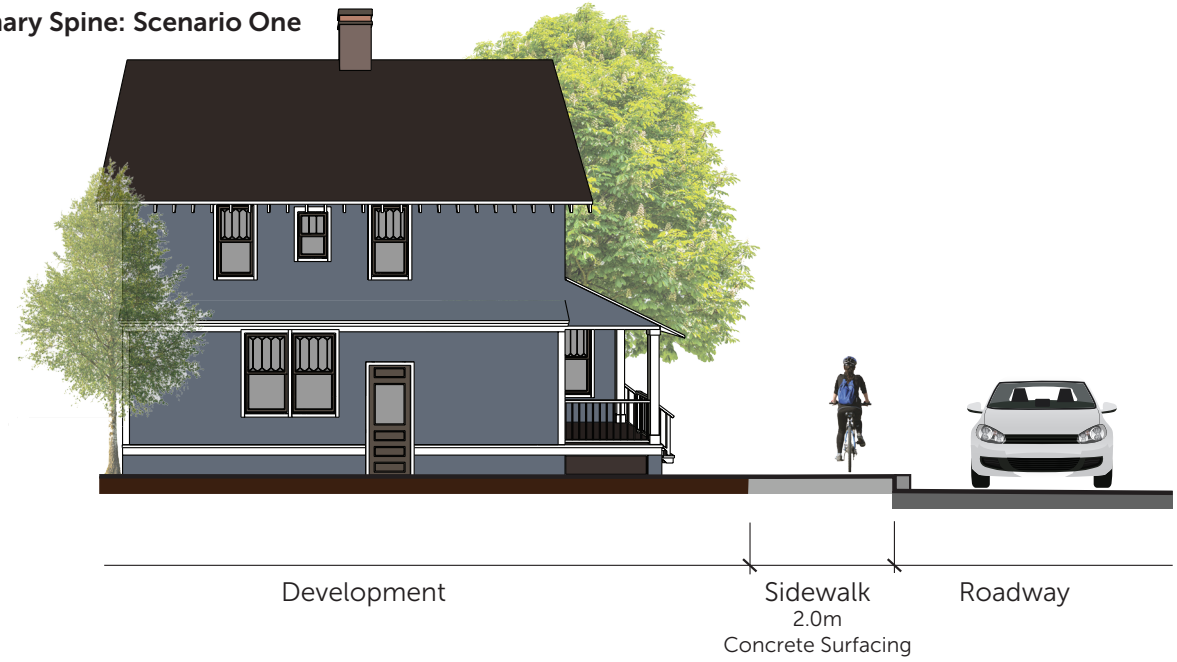
6.6. Active Transportation Classification

Active Transportation Route Categories

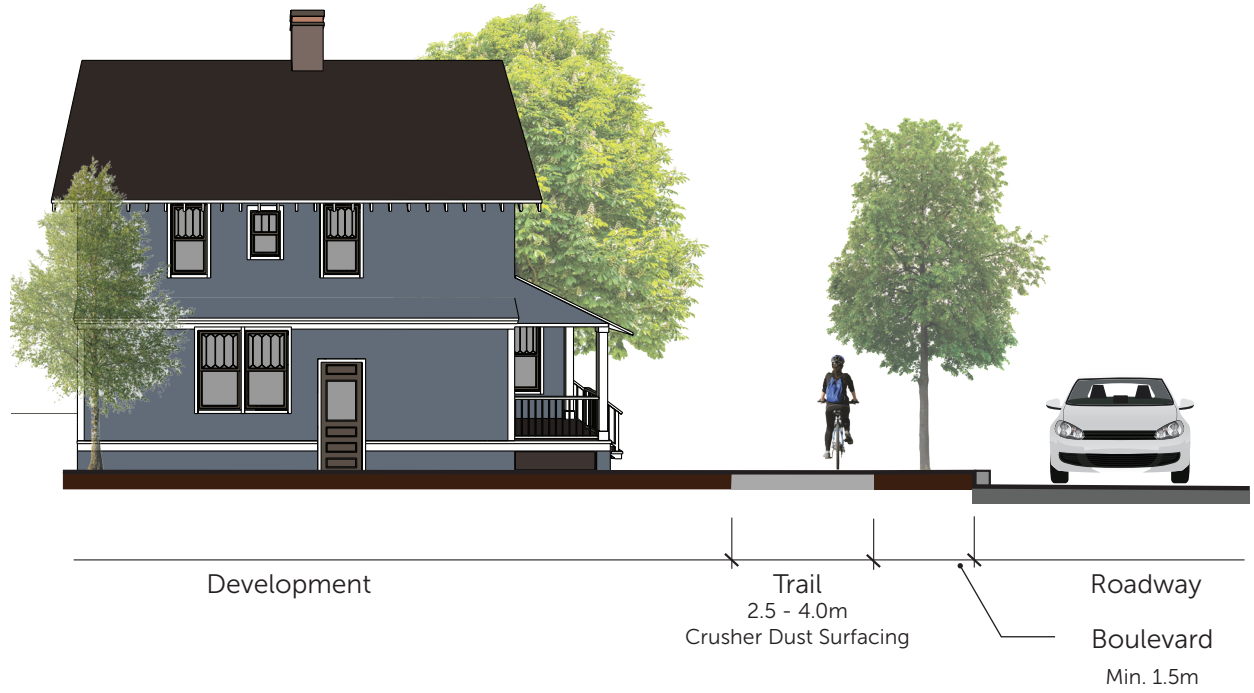
Primary Spine

- Function & Location: Primary spines function as a backbone route, connecting residential areas to schools, commercial hubs, work places and other local destinations. These routes are intended for recreational, leisure, and commuting purposes.
- Four primary spines are proposed within the municipality. The first extends along the corridor, from Enfield to Lantz. The corridor primary spine utilizes existing residential roads proposed connections to provide a safe route, off Hwy 2. The second primary spine extends from Mount Uniacke District School to the entrance of Uniacke Estates. This Uniacke spine will be adjacent to the road, with a paved road shoulder and sidewalk. The third is for Kennetcook, connecting the village core to Hants North Rural High School. In Maitland, the village core on Trunk 215 is proposed to be connected up either side of Church Hill.
- Intended Users: Pedestrians and cyclists– short to moderate distances.
- Path Width: 2.0 - 4.0m

Primary Spine: Scenario One



Primary Spine: Scenario Two

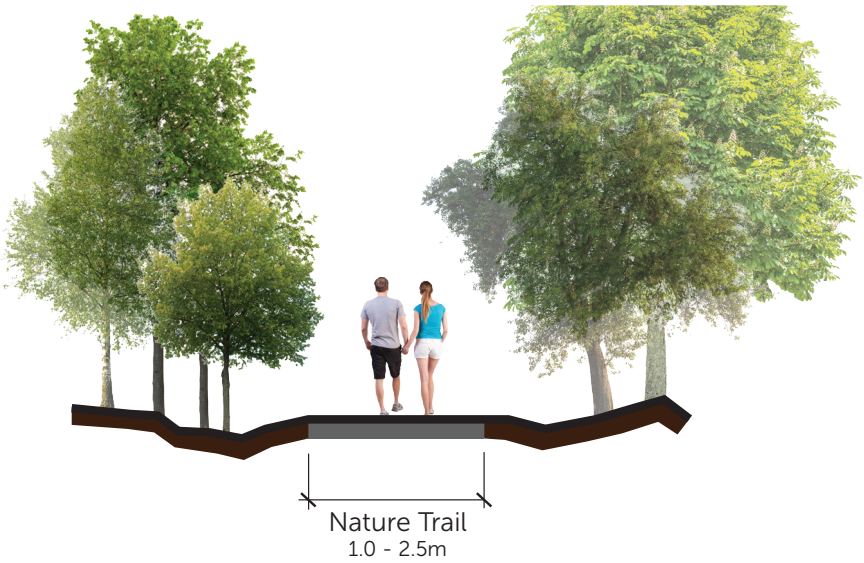


Secondary Spine

- Function & Location: Secondary spines are supplementary routes that connect communities, but not specific destinations. There is one secondary spine proposed for the corridor, following Hwy 2. This route will utilize the existing sidewalk, between Enfield and Lantz, within Milford and Shubenacadie. Completion of the Blue Route will connect Shubenacadie to Enfield along Hwy 2.
- Intended Users: Pedestrians and cyclists– short to moderate distances.
- Width: 1.5 – 2.5m

Nature Trails

- Function & Location: Nature trails are intended for recreation and leisure activities. Trails are generally within a specific site (eg. Nine Mile River Trails or Mount Uniacke Estate trails) and not located along a roadway. Complete physical accessibility requirements may not be met along all nature trails, due to trail routes, topography, and trail surface material.
- Intended Users: Pedestrians walking, hiking, and mountain biking (if permitted) – short to moderate distances.
- Width: 1.0 – 2.5m



Regional Recreational Route

(eg. proposed DAR line)

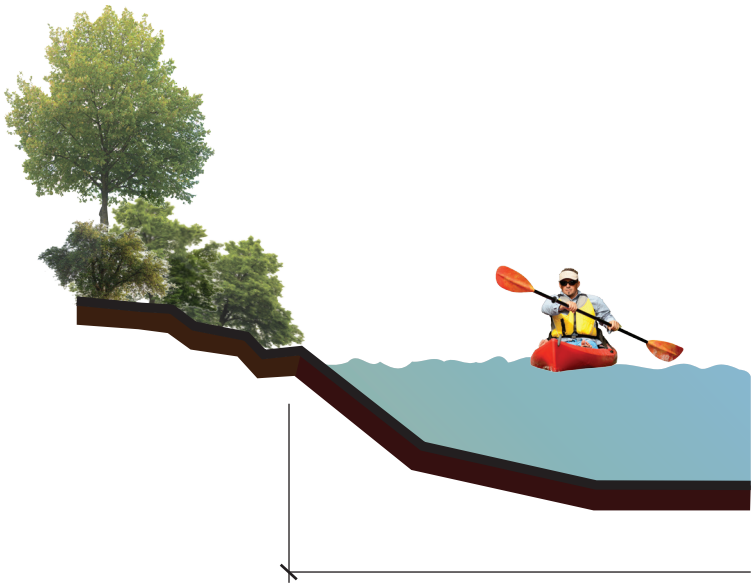
- Function & Location: Regional recreational routes will be multi-purpose trails, intended for recreational and leisure use. Regional recreational routes will use the old DAR line corridors and connect the municipality. One is proposed across East Hants and a second at the edge of Mount Uniacke.
- Intended Users: Multi-purpose; non- motorized users (hikers and mountain bikers), all-terrain vehicles and/or equestrian users – moderate to long distance.
- Width: +/- 3.0m

Multi Use Trail
+/- 3.0m
Gravel & Crusher Dust

Regional Water Route

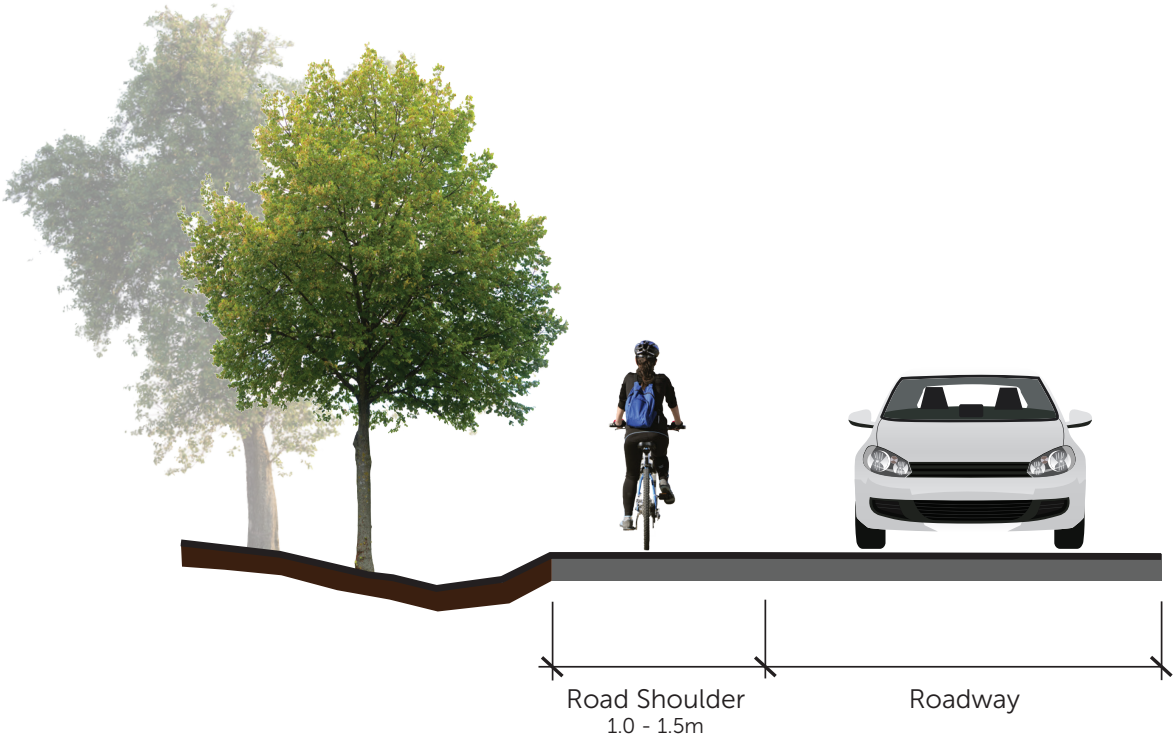
(eg. Trans Canada Trail & proposed East Hants Water Route)

- Function & Location: Regional Water Routes are intended for recreation and leisure purposes. Routes will follow the north shore of East Hants, within the Minas Basin, down through the Shubenacadie River. Designated water launches and landings will provide specific entrance points. Due to the characteristics of the river, users should be aware of river conditions and their paddling experience.
- Minas Basin to Shubenacadie: Experienced kayakers
- Shubenacadie to Milford: Canoe or kayak user, during incoming tide
- Milford to Enfield: Canoe or kayak user
- Intended Users: Canoe and kayakers.
- Width: Variable, dependent on the section of river, and high or low tide.



Regional On-Road Route

- Regional on-road routes stretch extensive distances and connect several destinations. Nova Scotia's Blue Route is a provincial-wide AT route that will link the entire province. The Blue Route will pass through East Hants along the north shore, following Hwy 215 and south, along Hwy 2. Routes are accommodated on paved road shoulders, or by shared lanes in low-traffic areas. In community centres, spine designs may be used in place of, or in conjunction with paved shoulders.
- Intended Users: Moderate to long distance.



6.7. AT Policy Recommendations

Active transportation routes function better as a whole connected system. Similarly, a complete AT policy framework supports the implementation connected routes. The AT policy planning encompasses education, implementation, and monitoring.

Missing Policies & Programs	Policy Direction	Other Municipal Examples
Active Transportation Education & Promotion Program	» Provide education, outreach, and promotion based on road rules and road user responsibility (drivers and cyclist). Develop education materials that target user groups and generate partnerships to distribute information. » Work with school boards to partner and foster relations among schools. » Educate, promote, and encourage AT among youth and teenagers. Educate: » Between the perceived and actual safety risks of active transportation and cycling; » Pedestrian and cyclist on the dangers of distractions while using AT routes (eg. Headphones or texting); » Drivers on the dangers of distracted, impaired driving or speeding near cyclists and pedestrians; » Proper road safety and equipment (ie. proper hand signals). » Water safety, equipment for water routes, and necessary experience levels along East Hants water routes.	Portland Oregon, Smart-Trips City of Vancouver, Trav-elSmart Program
Plan Review & Implementation Process	» Review the Parks and AT plan every 5 years, to identify project completion and next steps.	Municipality of West Hants- Parks and Open Space Plan 2016-2026
Pathways Monitoring Program	» A monitoring program should be developed to identify the use of trails and AT routes, and possible future routes.	Transport Canada- Active Transportation In Canada: a resource and planning guide (2011)

Missing Policies & Programs	Policy Direction	Other Municipal Examples
Design & Function	» Prioritize AT routes, connecting schools and local neighbourhoods. » Paths and AT routes should lead to a destination or connect to a greater system (eg. secondary routes connect to the primary route). Nature trails are an exception, and often contained to a specific location (eg. Nine Mile River Trail). » Active transportation routes, trails and pathways are for non-motorized modes of transportation, unless other wise specified. » Bicycle racks should be provided at key destinations. » Require a pathway or sidewalk system be incorporated within new subdivision or development area. » Proponents of development agreements and subdivisions will have to demonstrate how pedestrians and cycling needs are being addressed. » New sidewalks should be implemented where there is a lack of connection. » Trails and pathways should be sited to avoid ecologically sensitive areas, low wetlands, streams, etc. However if trails and pathways are planned for wet areas, bridges, swales, ditches, or raised pathways will be accommodated. » Collaborate with neighbouring municipalities to connect AT routes to a greater network beyond municipal borders. » Considered implementation of AT routes and paths during major infrastructure replacement (eg. Significant replacement of roads or bridges). » Water route launches and landings should be marked clearly and have a stable bank surfacing. Amenities should be provided (benches, boat racks, waste receptacles, etc.) as demand increases. » Launches and landings should avoid environmentally sensitive areas.	West Hants- Active Avon (2015) Transport Canada- Active Transportation In Canada: a resource and planning guide (2011) Rockey View County- » Parks and Pathways: Planning Development and Operational Guidelines » Parks and Open Space Master Plan

6.8. AT Standards & Access Requirements

East Hants has a number of proposed route categories, with associated design recommendations. The following section deals with placement standards for additional features which help the active transportation network function effectively.

Active Transportation Standards

» Amenities should not obstruct paths (vehicular or pedestrian), be situated to require minimal maintenance (eg. benches on concrete pads or gravel footing when surrounded by grass), and made

of durable material.

- All amenities should be consistently the same style to maintain a cohesive image across the municipality.
- All parks and AT routes should meet accessibility standards, codes and legislation (CSA [USA for docks]) (eg. appropriate surface material, trail widths, playground surfaces flush with finish grades, etc.)
- All sight lines and sight triangles should be maintained clear. Specifically where park or AT routes/ paths intersect a roadway. Sight triangles should have a minimum 3.0m clearance.
- Existing physical barriers should be identified and determine how challenges will be re-mediated.
- There should be opportunities to access parks and AT routes across East Hants communities and the municipality. There will be variation of AT route types between communities because of existing built structures, population, etc.
- Overhead clearance should be 3m minimum.

Route Rest Points & Slopes

Rest points are an important design feature in any community, especially with an aging population to ensure that active transportation options remain as accessible as possible to people with various levels of athleticism.

- Longitudinal route slopes should be less than 5%. Instances where AT routes exceed 5%:
  - Slopes 5-8% should have a maximum length of 60m and rest points every 60m.
  - Slopes 8- 10% should have a maximum length of 8m and rest points every 8m.
  - Slopes 10-12% should have a maximum length of 3m and rest points every 3m.
- Cross slopes should ideally be 1.5%, maximum 2%. Slopes greater than 2% are noticeable by pedestrians and greater than 3% causes accessibility issues.
- AT routes should intersect other paths or roads at 90°
- Where AT routes intersect other paths, there should be 3m minimum of visual clearance with a flat intersection. This provides users enough stopping distance when approaching intersections.
- Path surfacing should be crusher dust, asphalt, chip and seal, or concrete but only in sidewalk conditions.
- Ideally, deciduous trees should be planted along AT routes for shade during summer months (~15-25m on centre spacing).

Fences and Buffers

Fences and buffers should only be used where necessary to provide privacy to properties; prevent people from trespassing through private property or entering dangerous areas.

- Material can include dense hedges, tree lines and plank or chain link fences,
- Should be 1.8m adjacent to residential properties and 1.2m in other scenarios,
- Should be 1m offset minimum from the edge of the path.

Access Control

Bollards should be located at primary trail entrances and major road intersections.

- Minimum of 1m in height above ground and 30cm below ground,
- Should be secured using a cast in place concrete footer or an L-shaped stainless steel flange, anchored to the post, below grade,
- Spaced between 1.0 to 2.5m apart. The spacing allows for a mobility aid or wheelchair to pass through, but too narrow for a car,
- Should be wood, concrete, or metal material, with attached plates for identification and wayfinding.

Signage

Signage should define routes and facilitate wayfinding by clearly indicating directions and destinations. Signage should:

- Be visually consistent, legible, and located appropriately.
- Warnings should be placed along AT routes, prior to intersections or road crossings.
- Where AT routes stop at road intersections (with traffic), intersection improvements improves visibility of cyclists (ie. stopping bays for cyclists ahead of stop line for cars, sight line triangles maintained and not obstructed)

Water Route Standards

Launch and landing sites should not be located on environmentally sensitive areas and a stable embankment. Launches and landings should:

- Not exceed 8% slope. Note that this may not always be practical due to changing water levels.
- Should be located along a straight portion of river to reduce the probability of erosion or sediment deposition.
- Signs should clearly mark launch/landing sites. Signs should be visible from the river and on land.
- Amenities should be provided as demand increases.
- High volume launches and landings should include benches, bike racks, boat racks, trash receptacles, and an unloading/staging area. Washrooms or feet washing stations may also be appropriate.

7. Implementation

7.1. Administrative & Management Recommendations

The following information outlines future administrative and management recommendations for park and active transportation development:

Develop a Management Strategy	The Management Strategy should identify the cost of maintaining parks, and what capacity the municipality is able to sustain every year (ie. number of parks, amount of maintenance, etc.).
Develop a Playground Review and Replacement Strategy	This strategy should outline a baseline evaluation for all playgrounds; identify where new playgrounds need to be implemented; what life span remains on existing playgrounds and when they need replacement. **playground evaluations may be offered to groups who own playgrounds and seek advice regarding safety and longevity of playsets**
Develop a Parks & Active Transportation Committee.	The Committee should be composed of municipal staff, council and community members. Responsibilities could include master plan review and update, implementation of projects, promotion, etc.
Develop an AT promotion plan for outreach, communications and partnerships.	Promotion, outreach, and communication should be provided to East Hants citizens. This could be map handouts, clinics, social media updates, partnerships, etc.
Develop a expanded web page on EastHants.ca.	Update the Parks and Trails section of the East Hants website to include all parks and trials. The listed parks and trails should also include proper names in commercial mapping online software (eg. google maps). East Hants interactive GIS software should also be maintained with current information.

Develop a collaborated Hants County website for parks and active transportation.	Develop a website that provides interactive information for parks and active transportation. Include specific information for each site (eg. site amenities, site use, etc).
Update the existing online mapping to include all park,open space parcels, and AT routes accessible to the public.	Online mapping should be kept up to date with all existing and new parks, community or municipally owned. Amenities located at each park should also be incorporated within the online map. Active transportation routes should also include West Hants connections and routes across boundaries.
Develop a printed parks and AT map.	Develop a printed parks and AT map for East Hants and supply maps at recreation facilities, municipal office, and community events.
Create opportunities for existing volunteer groups to further engage with the municipality.	Foster open communications, partnerships, collaboration between community/ volunteer groups and the municipality.
Develop an urban forestry management plan.	An urban forest management plan inventories all existing trees in an urban area, species, health, and identifies a desired tree canopy percentage over urban communities.
Pursue a needs assessment plan for recreation facilities, operations and maintenance.	Needs assessment plans identify the quantity of facilities in a municipality (ie. soccer fields, swimming pools, arenas, etc.) and what the demand is for facilities. The demand will outline whether a municipality has a deficit or surplus of facilities.
Assign civic addresses for all used parks and trail areas.	Assigning civic address for parks and trails ensures safety in case of an emergency. It provides emergency services an exact address to respond to.

7.2. Policy Recommendations

Coordinate signage branding with West Hants (Active Alliance) brand system.	Coordinated signage makes it easier for users to navigate when crossing municipal boundaries. It also enables 'design sharing' when new elements are developed.
Create a clear land acquisition process, including suitability for parks and addition of acquired land to GIS database.	Evaluate if parcels offered via subdivision agreement suit the proposed plan and their potential use. If accepted, ensure PID number is added to the GIS database.
Create a snow and ice clearing policy and operational standards for AT routes.	The snow and ice policy and standards should outline conditions for appropriate use and what routes will be maintained during winter conditions.

7.3. Park Development

7.3.1. Corridor Existing Parks

Sections a to h are parcels the Municipality would likely need to consider for fee simple development.

a) Logan Dr. Park

   Redevelop the current park to include a playground; re-organization of play elements; park signs; trees and shade coverage; and re- paint basketball court signs.

b) School Rd. Parkette

   Gather public input on the use of parkette and if there is a desire to redevelop.

c) Elmsdale Community Park

   Maintain current status. Consider replacing playground and swings with a surface flush to the ground once current structure is decommissioned. The basketball court should be resurfaced with new lines. The Municipality should considered the removal of exercise equipment due to broken pieces and wet ground conditions.

d) Concorde Way Park

   (Under construction at the time of Parks and Active Transportation planning).

e) Enfield Fire Station

   Partner with the Church to develop the adjacent green space into a park and central hub for community.

f) Milford Waterfront Park

   New water launch, bathrooms and lane way/paths were implemented in 2016. Maintain current status with consideration for future development.

g) Lantz Waterfront Park

   Maintain current status, as the park was recently equipped with new pathways, water access and picnic areas.

h) Elmsdale School- Hwy 214

   Develop a public plaza space with redevelopment of property.

7.3.2. Corridor Proposed Parks

Sections a to g are parcels the Municipality should try to acquire through open space dedication, or as part of development agreement negotiations.

a) Grand Lake Park & Water Access

Develop a neighbourhood or community park concurrently with subdivision development.

b) Sherwood Park

Develop river access concurrent with future subdivision.

c) Bakery Lane

Develop a neighbourhood or community park concurrently with subdivision development.

d) Kali Lane

Develop a neighbourhood or community park concurrently with subdivision development.

e) Mariah Lane

Develop a neighbourhood or community park concurrently with subdivision development. Acquire additional land to expand the current municipal parcel off Mariah Drive. Goal is to increase the parcel size and create a neighbourhood or community park.

f) Clayton Developments Riverfront Park

Develop river access concurrent with future subdivision behind Rhodas Lane and the Sobey's (East side of Nine Mile River). This park is potentially a future district park, if the new interchange is located North of Lantz.

g) Armco Capital Barneys Brook Riverside Park

The future district park is dependent on the final new interchange location. If the southern interchange location is selected, the district park should be located North of Lantz, along Barneys Brook; if the northern interchange location is selected, the district park should be located along the Nine Mile River (see above).

Section h is a parcel the Municipality would likely need to consider for fee simple acquisition.

h) Nine Mile River Access- Enfield Road and Shubenacadie River

Acquire land and develop water launch.

Sections i to l are parcels the Municipality would likely need to consider for partnerships or use agreements.

i) Lock 6

Partner with the Shubenacadie Canal Commission with future development.

j) Lock Road

Partner with the Shubenacadie Canal Commission with future development.

k) Nine Mile River Access- Hwy 2 Legion

Acquire use permission from the province and Royal Canadian Legion for the use of the river front parcel and Legion parking lot.

l) Milford Rd.- TIR Parcel

Acquire use permission from the TIR for the use of property and water access.

7.3.3. Mount Uniacke Existing

Sections a to c are parcels the Municipality would likely need to consider for fee simple development.

a) Pigott Lake Water Access

Develop water access and basic parking.

b) Lewis Lake Water Access

Maintain current status.

c) Cockscomb Lake (land swap)

Current municipal parcel has poor water access. Land swap for neighbouring parcel that is landlocked but with better water frontage on Cockscomb Lake. Lane way negotiation possible with the development of parcel.

7.3.4. Rural Existing Parks

a) Courthouse Hill

Development to be explored in through a tourism strategy.

Sections b to d are parcels the Municipality would likely need to consider for partnerships or use agreements.

b) Dawson Dowell

Partner with the Province to replace the playground and create water access with non motorized boats.

c) Anthony Park

Partner with the Province to approve water launching from the park and include signage of launch location.

d) Walton

Partner with West Hants to develop water access and community park. Property is within West Hants jurisdiction, and has an old ball field (over grown during site visit in July 2016).

7.3.5. Rural Proposed

Sections a to i are parcels the Municipality would likely need to consider for fee simple acquisition.

a) Mid-Maitland Shubenacadie Lookoff Park

The parcel location offers views to the mouth of the Shubenacadie River and used currently as informal rest point. Acquire and develop as a rest point along Hwy 215.

b) Lighthouse Lane Water Launch

Parcel is a flood zone with a gentle sand/gravel water edge, ideal for launching canoes and kayaks. Easy access to the parcel and would require minimal development.

c) Rawdon Falls & Old Mines

Parcel contains a water fall and old mine shafts. Mine and site interpretation should be investigated.

Waterfalls

d) Morris Mill Falls

Current parcel well cleared and maintained. Old mill building, gears and shafts are on site. Mill building would require structural improvements. Trails into the site well maintained and river embankment a reasonable slope. Acquire and develop as a destination point to work in conjunction with Burntcoat Head Park.

e) Wood Brook Falls

Five falls are contained along the same stream, creating several destinations within one parcel. To develop a board walk system the municipality would need to acquire land on both sides of the stream. This is due to the fluctuating steepness of the river embankment walls.

f) Herbert River Falls

Acquire land in conjunction with water route development along the Herbert River.

g) MacInnis Brook Falls

Acquire the site, as it requires minimal development. There is a clear path to the falls and would only require a few directional signs and a small parking area.

h) Northfield Road Lookoff & Falls

The Northfield Road Falls contains two falls, high views over the river, and a cleared path to the falls.

i) Barrs Brook Falls

Acquire land if publicly posted for sale.

7.3.6. Community & Volunteer Parks

Continue to support existing park and trail organizations while volunteer capacity exists. If organizations continue to experience difficulties with membership, the municipality should consider negotiations to acquire existing parcels. Based on these negotiations, the municipality may take full ownership of the trails or parks and their related upkeep, or ideally, partner with the organization as their volunteer capacity permits.

7.3.7. Additional Parks

a) Old Mines

The Municipality should consider the investigation of old mine locations for destination and interpretation park opportunities.

b) Quarries

The Municipality should consider the investigation of quarries for destination and interpretation park opportunities once sites are decommissioned.

7.4. Active Transportation Development

7.4.1. Corridor Region

a) Corridor Primary Spines

The corridor primary spine will span Enfield to Lantz, and utilize existing roads and future subdivision development connections. Future connections can either be an expanded sidewalk or an amenity trail, separate from the sidewalk system. Existing road connections will consist of paved roadway shoulders. A pedestrian bridge will be required over Nine Mile River to provide a connection from Sobey's to Lantz.

Park Rd to Edmund Rd.

An pedestrian connection between Park Rd. and Edmund Rd. will allow for easier access to Municipal amenities.

Renfrew Rd. to Horne Settlement Rd.

A Pedestrian or vehicular access should be developed at the time of subdivision and water access development on Grand Lake.

b) Corridor Secondary Spines

Hwy 2 Connection

The Hwy 2 connection will utilize existing sidewalks, but signed to posted permitting the use of bicycles on the sidewalks. This permitted use should be continued once the Blue Route is installed, to capture a broad user group.

Hwy 214 Connection

An improved AT route should be developed at the time of road redevelopment. Connections need to include improved pedestrian sidewalk, crosswalks and signage.

Bakery to Boyd & Alderney to Catherine St.
Pedestrian connections should be made between the specified roads. Connections may be an amenity trail, separate from a road system or a widened sidewalk.

c) Replacement of Enfield Overpass and Elmsdale Interchange

When the Enfield overpass and Elmsdale interchange are replaced, pedestrian connections must be included (similar to the Elmsdale bridge over Nine Mile River).

7.4.2. Mount Uniacke

a) Hwy 1 Sidewalk

Mount Uniacke's primary spine AT route will be a sidewalk condition, following Hwy 1, from Uniacke District School to Uniacke Estates entrance and day park.

7.4.3. Rural

a) DAR Line

The DAR line should be acquired for AT, connecting East Hants and adjacent municipalities. The trail should be developed for several user groups (non-motorized, motorized and equestrian). Bridge connections need to be investigated upon acquisition. In Kennetcook, a rest point, waterfront park, and parking area should be developed, ideally behind the existing grocery store and gas station.

b) Robinson Rd. Shubenacadie
A secondary spine connection should be made between Hwy. 2 and Meadow Dr. The connection would be a paved road shoulder connection.

7.5. Land Acquisition Strategies

7.5.1. General Land Acquisition Principles

Whenever possible, the municipality should aim to acquire park land, or future park land based on fair market value (or equivalent donation) from a willing seller. The municipality should ideally have a park acquisition reserve fund so that properties may be acquired as they are available on the open market. This would likely provide the best value for land acquisitions.

Land purchases from the open market, some land acquisitions for open space and park purposes should be purchased prior to the time of development. In these cases, properties may not be appropriate to be open for the public until funds are provided for development, and management.

The municipality should consider requiring that non-profit groups granted large sums of money for park development enter into an agreement to give the municipality first right of refusal on sale of the land, for the life-cycle of the park infrastructure.

Where large properties are for sale, the municipality should attempt to only acquire portions of the parcel that are required for park and open space development. Where large parcels have portions land not needed by the municipality, should be subdivided and sold at fair market value.

7.5.2. Subdivision Open Space Dedication

Description: Dedication of land to the municipality for open space purposes as a result of subdivision.

Typical Acquisition Application: Usually used to secure access to unique natural areas, or to gain land for future park development.

Advantages: Provides open space land in developing communities. Lands acquired through this process can be sold after a required public participation process stipulated in the Municipal Government Act. Note that the East Hants Municipal Planning Strategy provides an expanded public participation process for open space land sale.

Disadvantages: Without proper policy backing, the municipality may not acquire the portion of the land it desires for open space development.

Other Considerations: The municipality may want to enter into an open space agreement with a landowner for development of land on a developable parcel prior to subdivision. In this form of agreement, the municipality could gain unencumbered access to a parcel, and be guaranteed fee simple ownership through the open space dedication process at a later date.

This would enable the municipality to complete connected routes for amenities like active transportation paths without needing to outright purchase the property. Open space amenities are typically a benefit to future purchasers.

7.5.3. Purchase (Fee Simple)

Description: Purchase of land at the fair market value.

Typical Acquisition Application: Municipality would purchase land that is listed for sale.

Advantages: Permanent public ownership is secured. If open space priorities change, the land may be traded or re-purposed.

Disadvantage: Taking a short-term perspective, this strategy is often the most expensive. The municipality assumes liability for the parcel in question.

Other Considerations: Ownership concerns may arise for non-profit open space groups which cease operation.

7.5.4. Land Exchange

Description: Land, or interest in land can be traded to achieve mutual interests for the purchaser and seller. Where there is a net difference in value, there may be a financial settlement for the difference.

Typical Acquisition Application: Where the municipality has valuable developable land, and is looking for open space property in an under serviced, developed area.

Advantages: Permanent public ownership is secured.

Disadvantages: Mutual benefit needs to exist for both parties to be attractive.

7.5.5. Donation / Bequest

Description: Donation of land or interests in land during an individual or by corporation. A bequest is the donation of land as part of an estate; typically this is used where the individual donor wishes to retain use of the land until death.

Typical Acquisition Application: The donation of environmentally sensitive lands to a non-profit or municipality.

Advantages: A low cost option for permanent ownership. Tax benefits may be an inventive for the donor.

Disadvantages: Typically has a comparatively low success rate, and requires extensive negotiations.

Other: Lands must meet federal tax donation rules in order to qualify for tax receipts.

7.5.6. Land Lease / License (Agreement)

Description: A lease gives exclusive rights to use land for a duration, normally at an agreed cost. Licenses give permission to use land for a purpose but are not exclusive rights and do not transfer with title.

Advantages: Short-term costs are lower than outright purchase. Public access can be negotiated, and the process may help create a rapport with the landowner for future purchase.

Disadvantages: Land is not owned in perpetuity: the agreement must be renewed periodically. Improvements to the land carry a risk of loss from a lack of ownership.

7.5.7. Tax Sale

Description: The municipality may bid on land which goes to tax sale.

Typical Acquisition Application: Acquiring rural lands with environmental constraints which have parkland potential.

Advantages: The tax sale process establishes clear title. Permanent public ownership is secured.

Disadvantages: Only a small portion of properties in the municipality go to tax sale; acquiring a specific parcel via this method is unreliable.

7.5.8. Friendly Expropriation

Description: The municipality has the ability to acquire privately owned land if the owner is appropriately compensated both for the land, and for injurious affliction. This process is suitable where a landowner wishes to sell land to the municipality, but there is not clear title. The expropriation process creates added security for the municipality to secure clear title for the property.

Typical Acquisition Application: Where an individual wishes to sell land to the municipality, but clear

title is not ensured in the transaction.

Advantages: Useful to establish clear title with a willing buyer. Permanent public ownership is secured.

Disadvantages: Legal fees, and risk associated with differences in appraisal valuation.

7.5.9. Unfriendly Expropriation

Description: The municipality has the ability to acquire privately owned land if the owner is appropriately compensated both for the land, and for injurious affliction. This is the most threatening form of land transfer a municipality can pursue.

Typical Acquisition Application: A last resort option where the municipality requires land to complete a critical infrastructure, but purchase negotiations have stalled.

Advantages: Permanent public ownership is secured.

Disadvantages: Politically contentious, expensive, and results in a significant loss of trust in the municipality.

7.5.10. Other Options

These options are generally unfavourable for retaining medium to long term public access, are not recommended, and if necessary to consider should be approached with caution:

» Land Transfer with restrictions

» Restrictive Covenants