



August 25, 2025

**Municipality of East Hants**  
15 Commerce Court  
Elmsdale, NS, B2S 3K5  
Attention: Rachel Gilbert, MCIP, LPP

**Subject: Lantz Secondary Planning Strategy - Mobility Plan**  
Englobe reference: 02400537.000

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This report summarizes the transportation analyses conducted by Englobe Corp. in support of the Lantz Secondary Planning Strategy. Included are a discussion of the transportation network plan, street-cross sections, integration of transit with active last-mile connections, and potential recreational accesses to the Nine Mile River.

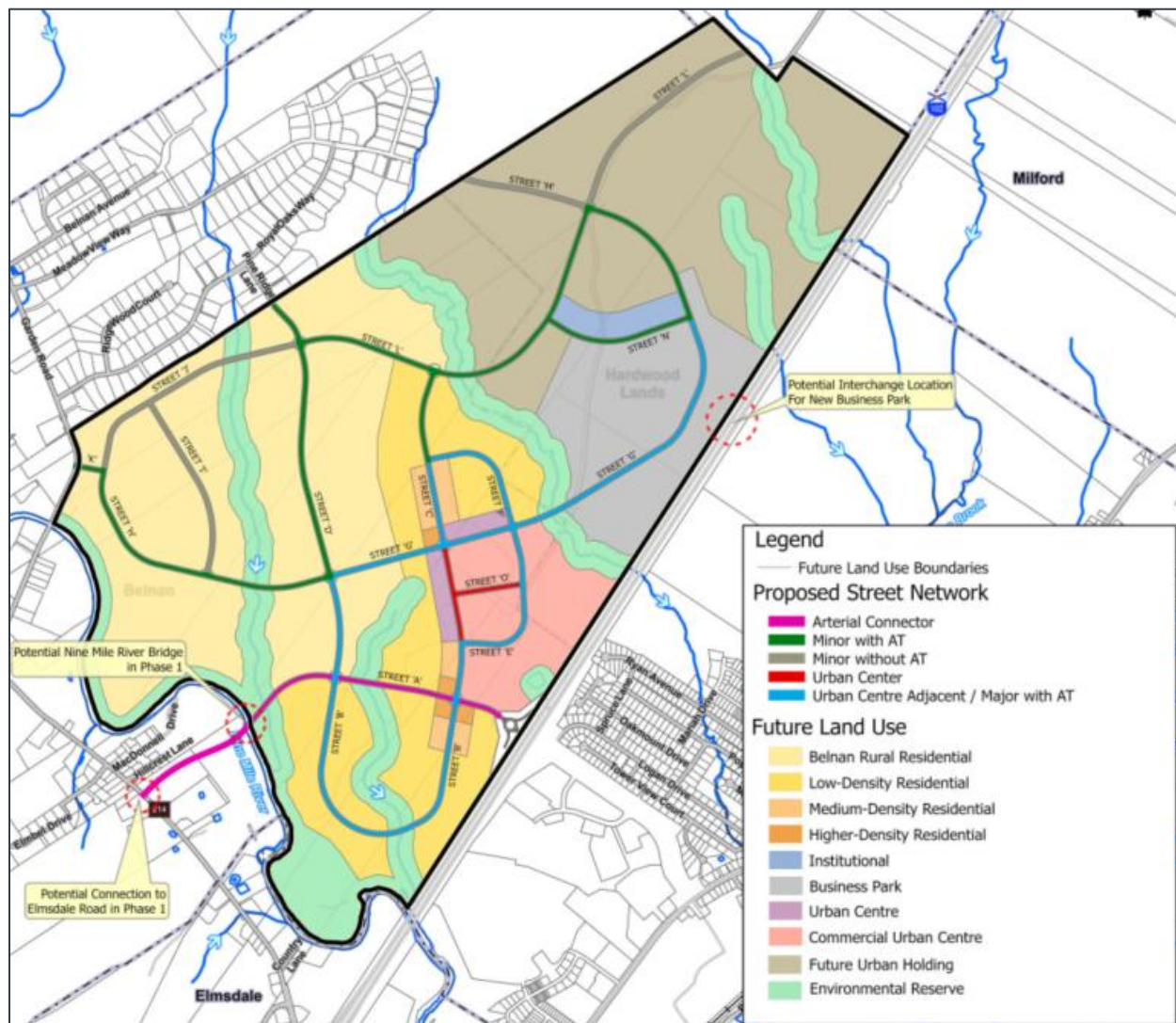
## 1 Transportation Network Plan

One of the core objectives of the secondary plan is to ensure that the people who will live, work, and play in the new development area are well connected to each other and to the surrounding developed areas. Connectivity is about more than just cars, as people increasingly want and need to move through their communities by walking, wheeling, using transportation services, and other mobility options.

The right-of-way corridors identified in development planning stage provide space for delivering mobility options that are context appropriate within the planning area. A review was undertaken to map the type of facilities that are appropriate for each corridor that prioritizes making the urban centre a pedestrian-focussed space, keeping cyclists off the road along busier corridors, and providing equitable active transportation options. Figure 1 shows the transportation network plan which uses 6 different proposed cross-sections to address mobility needs by all modes (the complete map is attached in Appendix A). Active transportation (AT) is intrinsic to this plan: most of the cross-sections include cycling facilities, with the exceptions being in the pedestrian-focussed urban centre and on some roads that are expected to have less vehicle traffic. More detail on the proposed cross-sections is provided in the following sections of this report.

The network plan, combined with the cross-sections, shows trail along the arterial connector that links the secondary planning area to both the Lantz Connector interchange and Elmsdale Road. Neither of these facilities have AT connections along them, so implementing the complete vision of the network with AT options that connect to the Lloyd E. Matheson Centre and the East Hants Sportsplex would require additional AT connections that are outside the scope of this planning study.

Figure 1: Proposed Transportation Network (See Appendix A for full map)

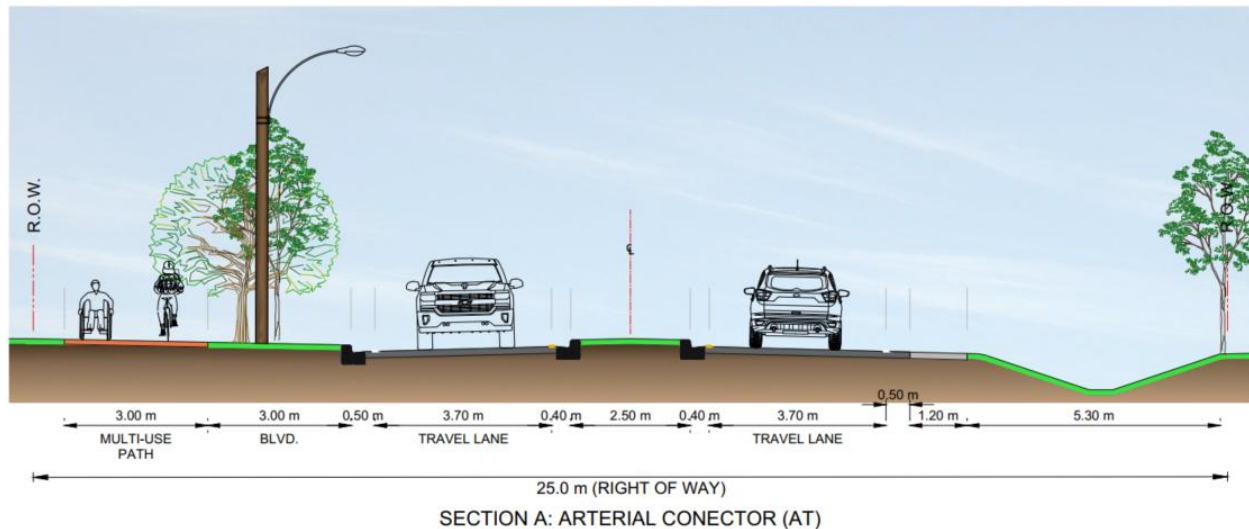


## 2 Street Cross-Sections

To help illustrate the vision for each right-of-way corridor, reference cross-sections were developed that show how each space could be shared between all modes of travel and municipal infrastructure. Drawings of these cross-sections are provided in Appendix A and discussed below.

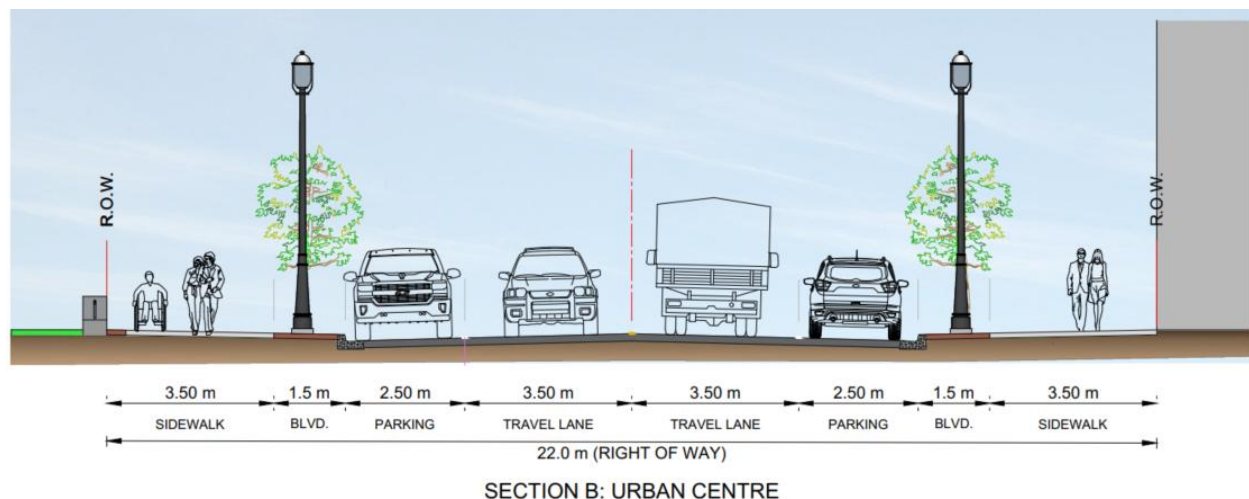
### 2.1 Section A: Arterial Connector (AT)

This cross-section would be used for the Lantz Connector roadway that connects the Highway 102 interchange to Elmsdale Rd. The proposed configuration is consistent with the existing cross section just to the east of the interchange, including one travel lane in each direction and a separating median. To provide safe space for AT users, the cross-section shows a curb separated and buffered multi-use path on one side of the roadway.



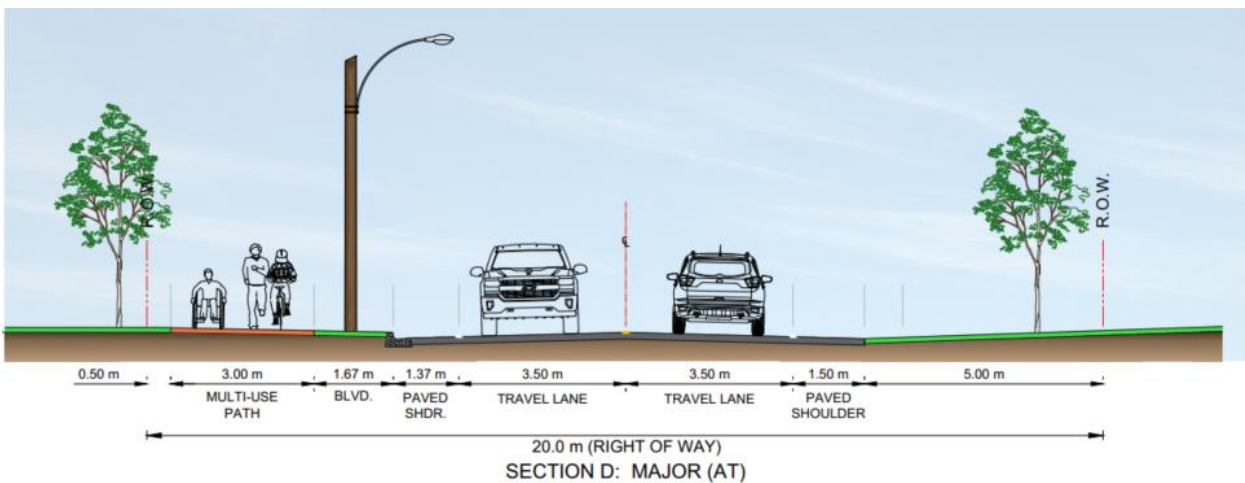
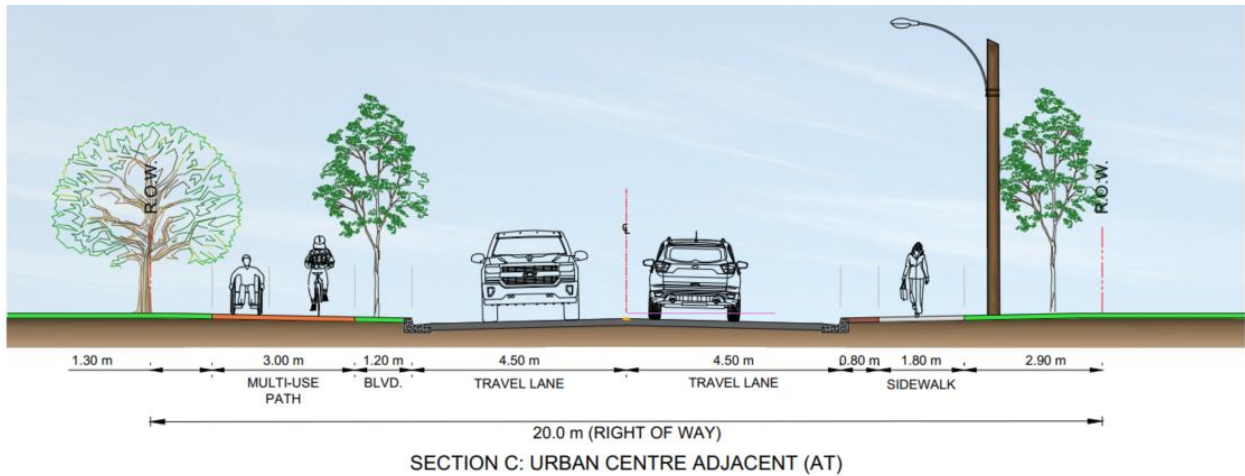
## 2.2 Section B: Urban Centre (Section B)

The urban centre cross-section would be applied in the pedestrianized core of the area and provides space for parking and generous sidewalks on both sides that extend right up to the face of buildings along the corridor. The 1.5 m buffer between the curb and sidewalks allow for pedestrian-scale lighting, street trees, benches, and other streetscape amenities.



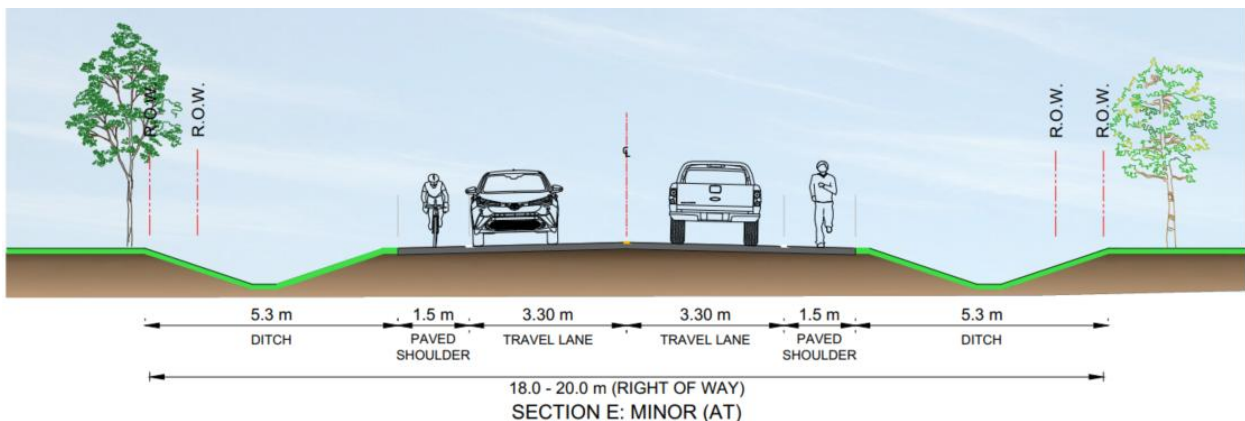
## 2.3 Section C: Urban Centre Adjacent (AT) / Section D: Major (AT)

These cross-sections are intended for the busiest roads in the area and those that wrap around the urban centre. Both feature a trail on one side that provides a comfortable space for AT users, with the main distinguishing feature being that the Urban Centre Adjacent cross-section has sidewalk on the opposite side of the road from the trail. The additional sidewalk would be an important feature around the urban centre, where users would want to walk along both sides of the road to access businesses and other destinations, but becomes less critical extending into the business park, where the Major (AT) cross-section is more applicable.



## 2.4 Section E: Minor (AT)

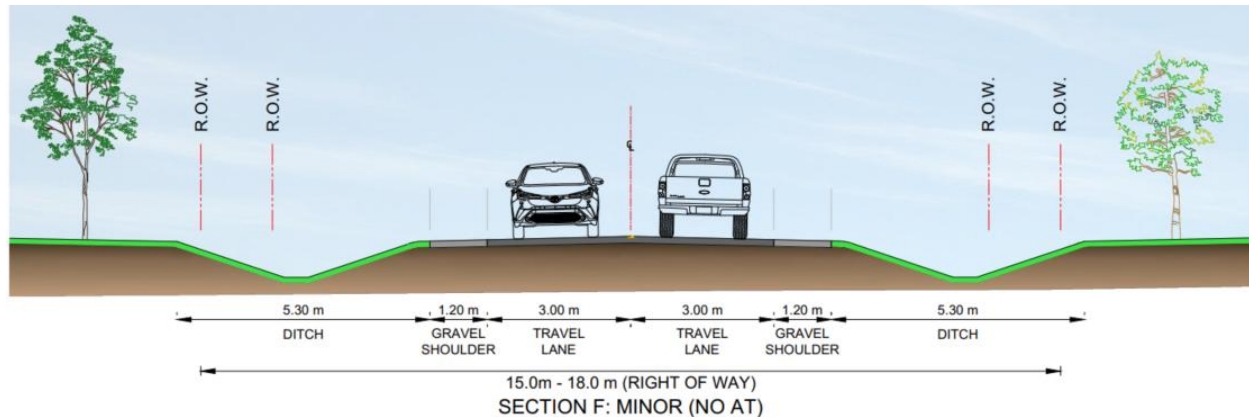
Moving into areas that focus on lower density development, the need for separated bicycle facilities decreases. Wide paved shoulders can serve as a comfortable space for cyclists and pedestrians when they are surrounded by fewer vehicles and those vehicles are travelling at low speeds. If being applied in a serviced area, curb and sidewalk would be required on one side.





## 2.5 Section F: Minor

A few roads in the area would not need dedicated AT facilities, as they are expected to have lower traffic volumes where cycling on the side of the road or walking on the shoulder should not be uncomfortable to most users over short distances. If being applied in a serviced area, curb and sidewalk would be required on one side.



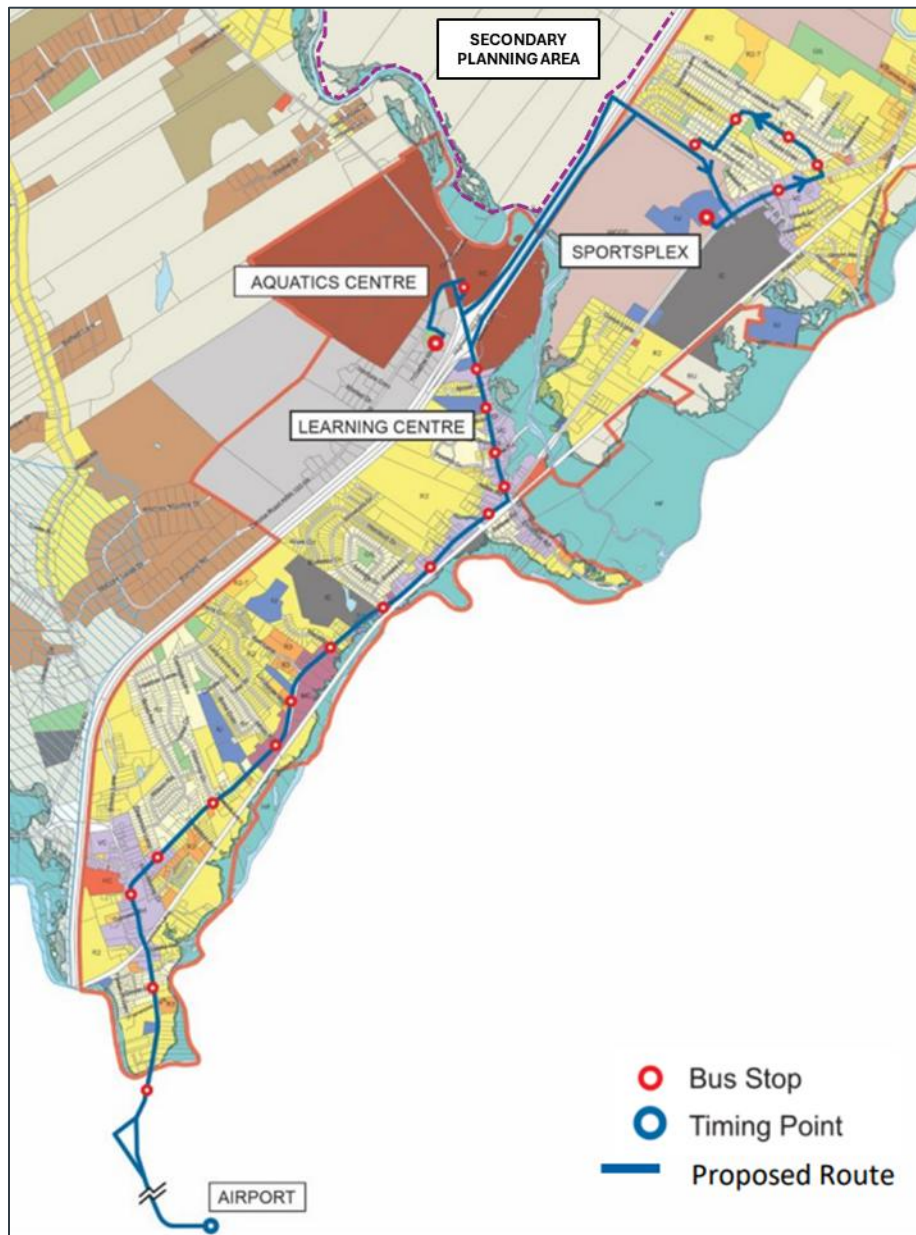
## 3 Inclusive Transit + AT Integration

The need for improved transportation services has been recognized by the Municipality of East Hants, as is reflected by the success of and demand for the East Hants Community Rider program and the development of the East Hants Transit Plan in 2020 (and subsequent 2024 update). Maritime Bus also services the area, with a stop in Elmsdale that provides regional connections.

The urban centre and business park zones within this secondary planning area would be logical locations to explore adding to the planned transit service for East Hants. They would be a short detour from the planned routing for the transit line, shown in Figure 2, as it connects Lantz to areas south via the Lantz Connector and new interchange. The planned AT connections through the planning area help connect people to both of these destinations, including potential transit stops, which allows for a comfortable last mile connection to transit by either walking or cycling.

Stops for transit can easily be accommodated curbside. As long as these potential stops are not timing points, bus bays should not be required though parking would need to be restricted near the bus stops to provide access for the busses. Given that the secondary planning area would involve all new construction, ensuring these potential stops are accessible through having appropriate boarding areas, tactile walking surface indicators, signage, streetscaping, and other features can be naturally integrated into the new design instead of needing to be retrofit after the fact.

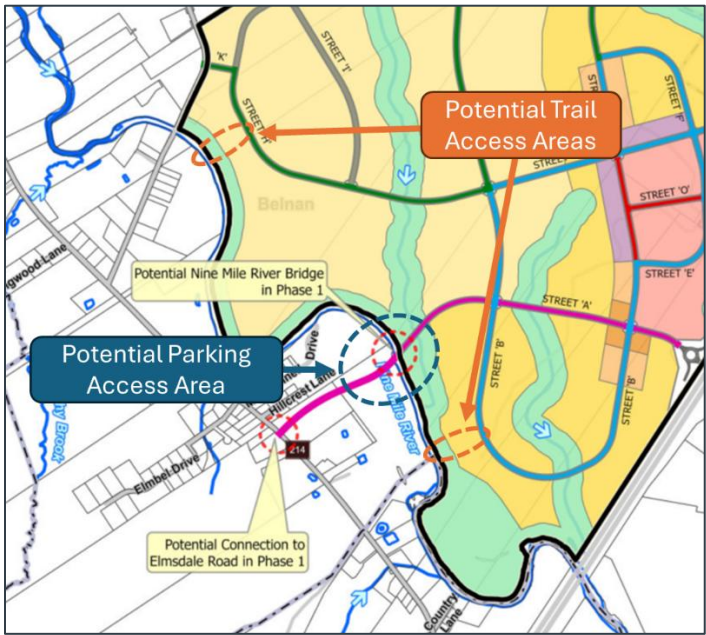
Figure 2: Proposed Bus Route (2020) with Secondary Planning Area Delineated



## 4 Nine Mile River Access

One of the defining features of the secondary planning area is the Nine Mile River, which serves as the southern border of the planning area. This natural feature could be a focal point for maintaining a connection to nature in the community by developing environmentally sensitive trails along its banks and connecting these to the community. Potential access areas to the river are circled in Figure 3; as properties are parcelled and sold in these areas, the municipality should consider maintaining a right-of-way access in these areas to allow for future trail connections to the river. A centralized parking lot and access could also be developed adjacent to the Lantz Connector that would provide better access to the river for canoeing, kayaking, and other recreational purposes.

Figure 3: Potential Nine Mile River Access Areas



If you have any questions about the above discussion, please feel free to contact the undersigned.

Yours very truly,

Englobe Corp.

Andrew Northmore, PhD, P.Eng., RSP1  
Transportation Engineer

APPENDICES

Appendix A            Network Map and Cross-Sections

Revisions and publications log

REVISION No.	DATE	DESCRIPTION
0A	July 4, 2025	Draft submission
0B	July 10, 2025	Draft submission with updated mapping
1	August 25, 2025	Final submission

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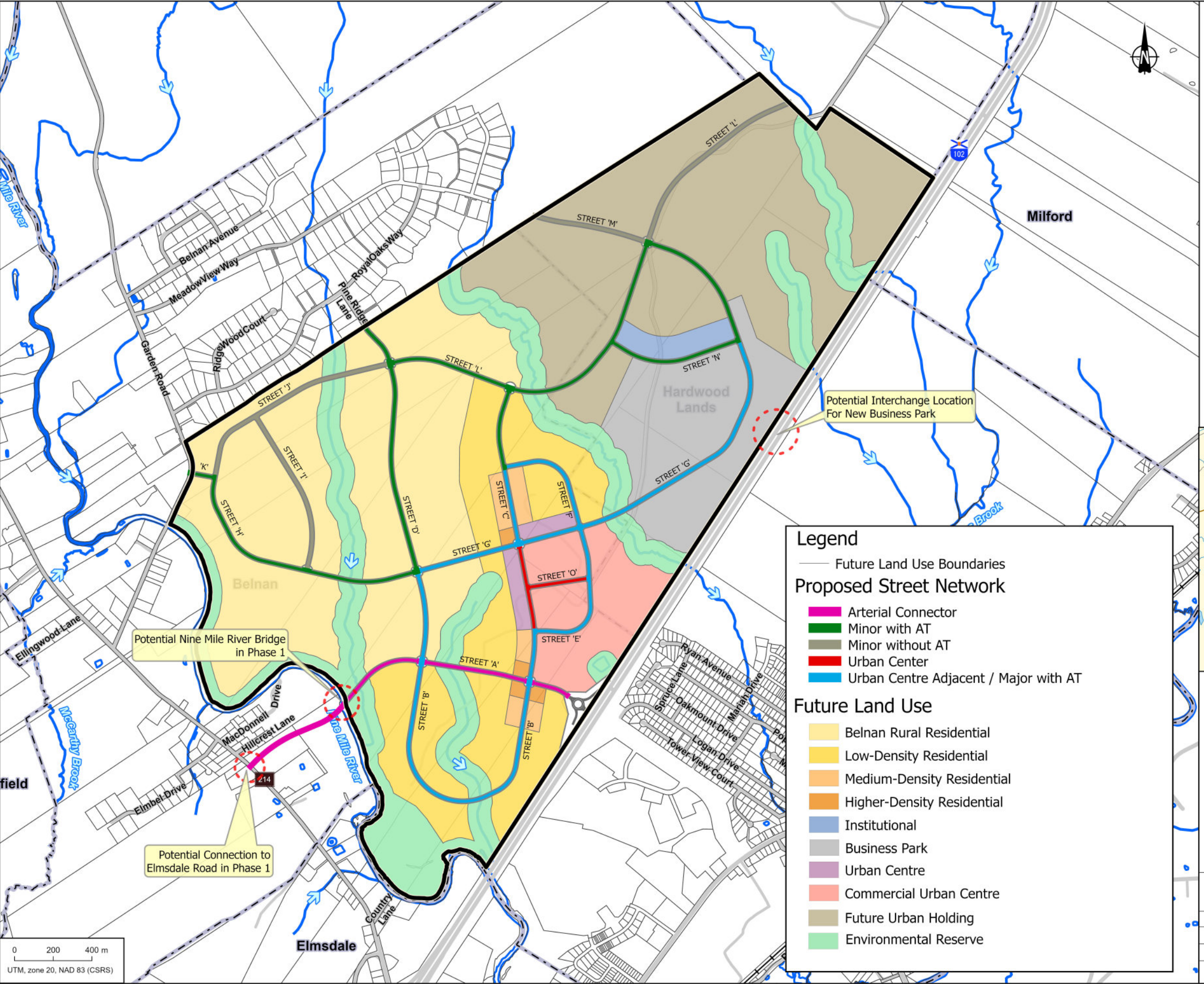
# Appendix A Network Map and Cross-Sections



**eNGLOBE**



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**Project Components**

- Assessment Area (776.2 ha)
- Properties in the Assessment Area
- Parcel Identifier Number (PID) in the Assessment Area: 45093390
- Surrounding Properties
- Community Boundaries

**Hydrography**

- Waterbody
- Watercourse
- Flow Direction

**Infrastructures**

- Highway (102, 214)
- Collector Highway
- Local Street
- Railroad

Municipality of East Hants  
Lantz Land Survey Analysis

**Schedule 2 - Transportation Plan**

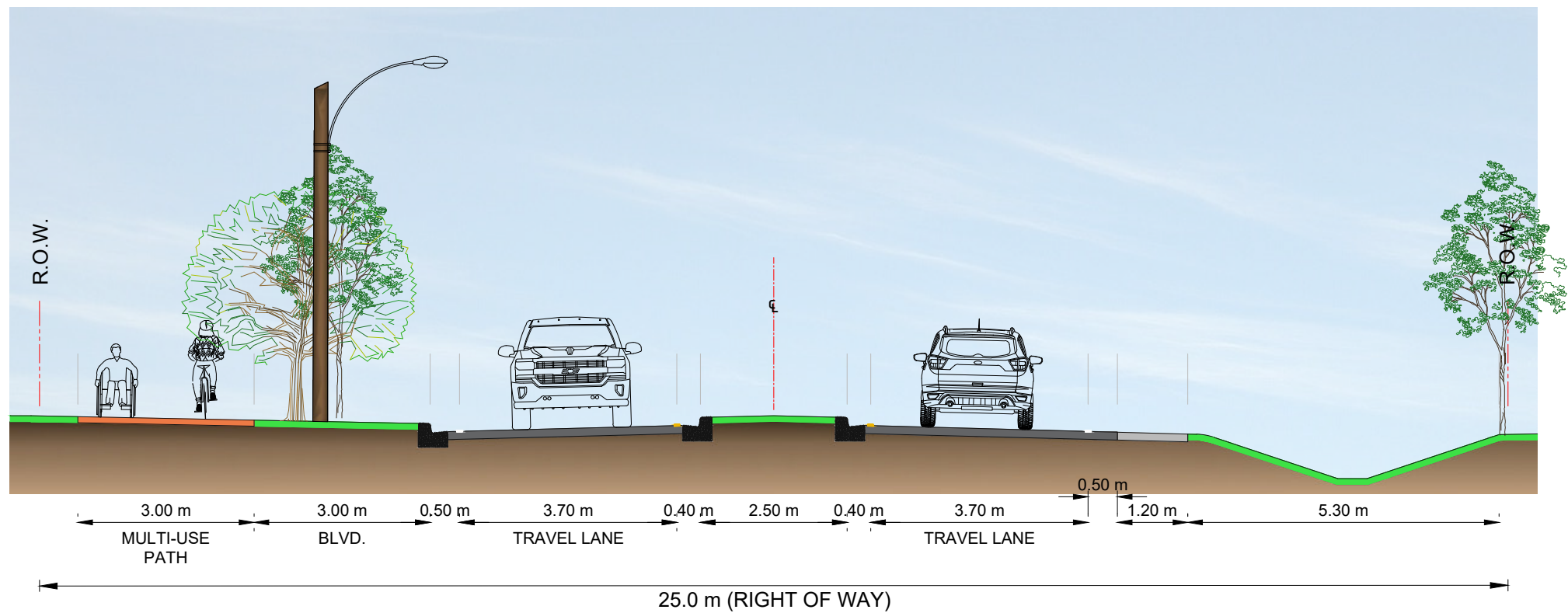
**Sources :**  
Base : Orthophoto, © 2014 DigitalGlobe Image courtesy of USGS  
Boundaries, Atlas du Canada, RNCAN, decembre 2005  
CANVec, 1 /250 000, RNCAN, 2019  
CANVec, 1 /1 000 000, RNCAN, 2019  
Nova Scotia Property Records Database (NSPRD) property boundaries, Service Stea, R. R., Conley, H., and Brown, Y. (compilers) 1992, Surficial Geology of the province of Nova Scotia, Nova Scotia Department of Natural Resources, Map 92-3, Scale 1:500 000  
Mapping : Englobe, 2023

**August 2025**

Project manager : K. McConnell				Date : 2025-08-22			
Prepared : A. Northmore		Drawn : G. Buote		Verified : A. Northmore			
Department	Project	Sub-phase	Disc.	Type	Drawing n°	Rev.	
148	02400537-000	0103	CI	F	05	0A	



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SECTION A: ARTERIAL CONECTOR (AT)

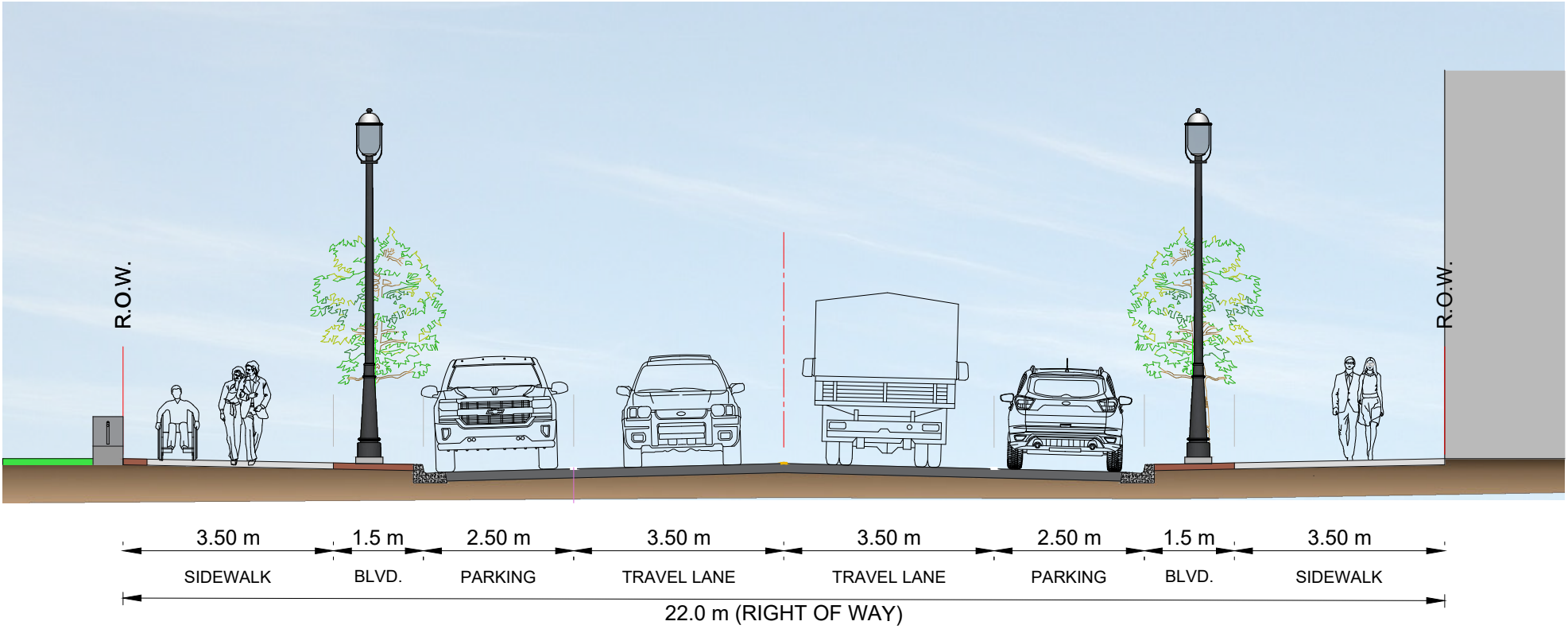
NOTE:

1. Other municipal infrastructure to be located as per Municipal Specifications.

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Drawing No: T101	



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SECTION B: URBAN CENTRE

NOTE:

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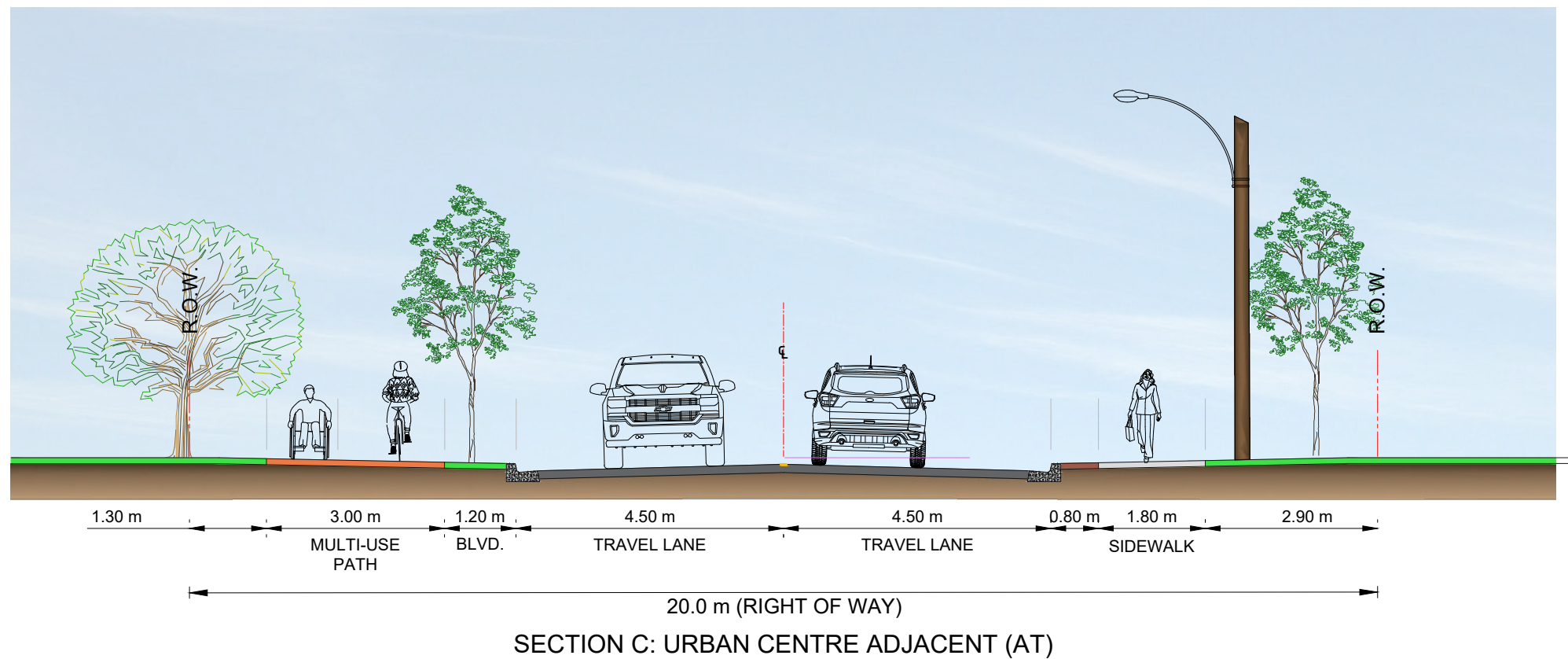
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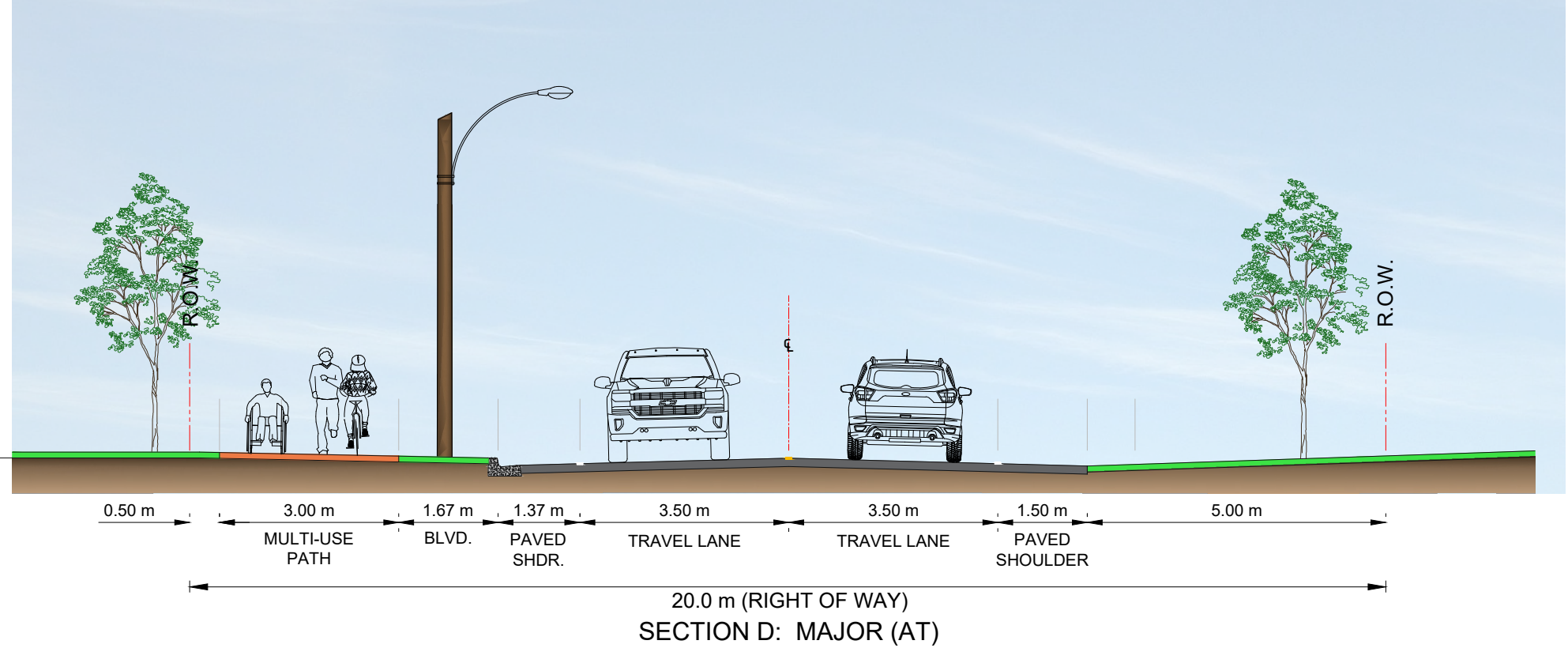


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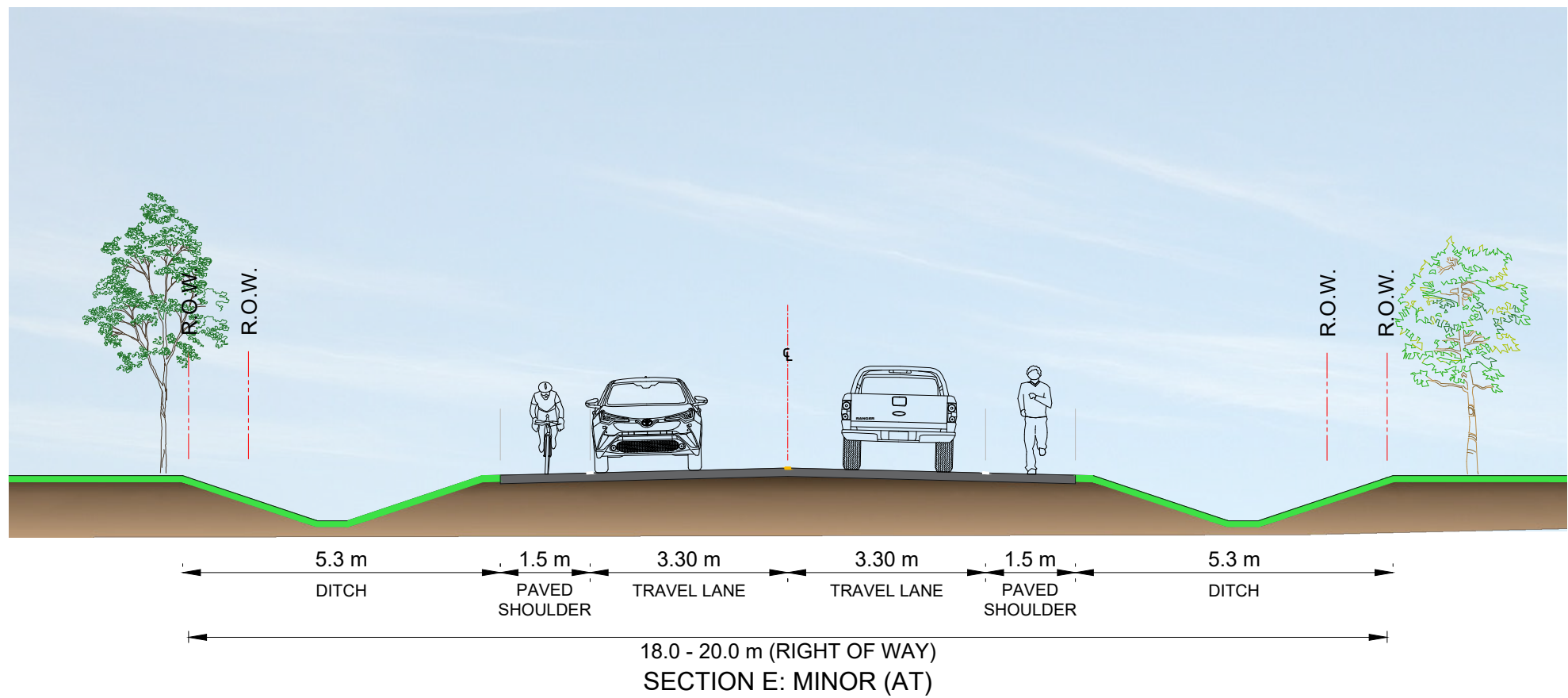
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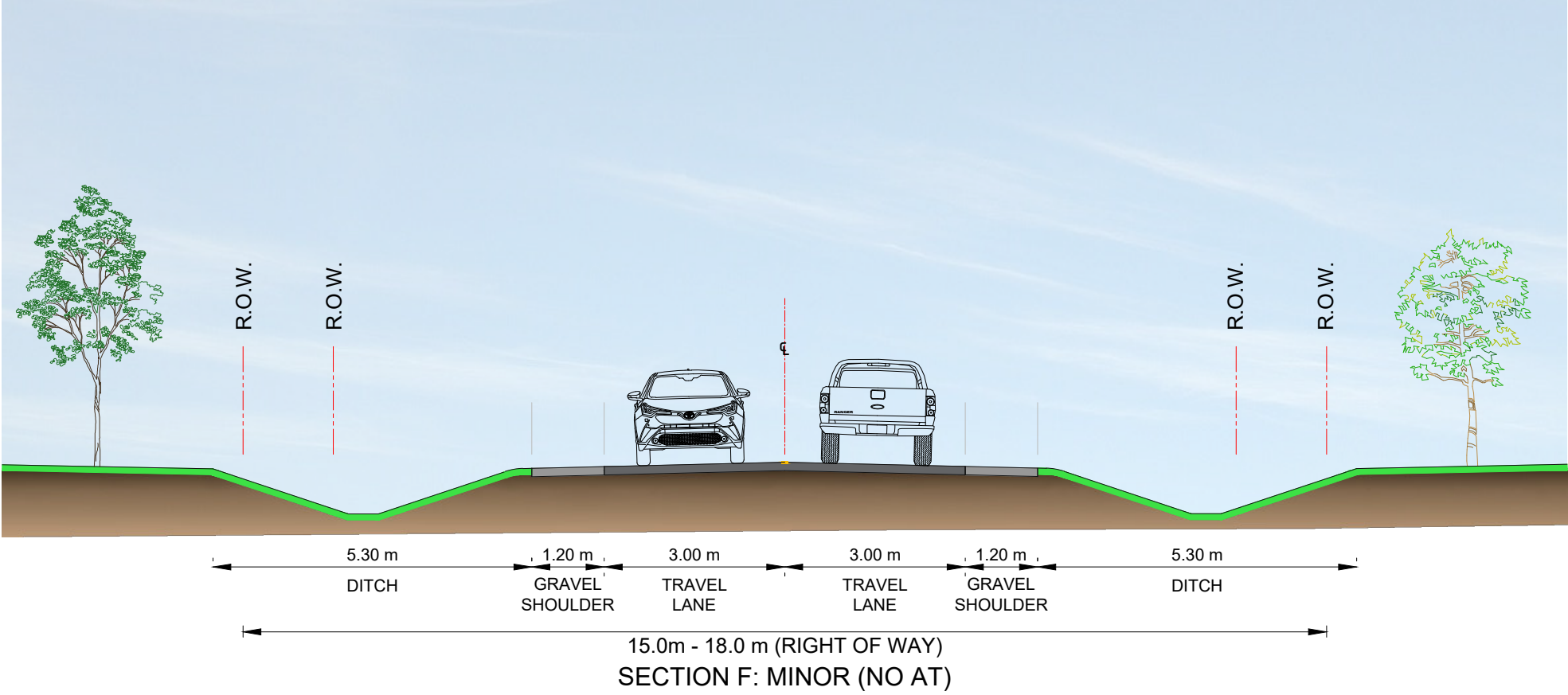
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- NOTE:
- 1. Other municipal infrastructure to be located as per Municipal Specifications.
  - 2. A 20.0m right of way can be reserved if there is potential to upgrade the roadway to support future expansion or growth

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