

Background Resources Review

In support of the Lantz Secondary Planning Strategy

Prepared by FBM & Englobe for the Municipality of East Hants, Oct 2024



EAST HANTS

FBM

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Project Scope

As part of the Lantz Secondary Planning Strategy (SPS) project, FBM and Englobe committed to reviewing and summarizing all pertinent background information related to the Lantz study area. Most of this information has been provided by the Municipality of East Hants and represents the information currently available through desktop research. This review is separate from the Land Survey Analysis (LSA) and Market Outlook research and as such some documents, such as those related to economic development in the area, are excluded from this review.

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List of abbreviations

AT – Active transportation	OS – Open Space zone
CDD – Comprehensive development district	PDS – Playground Development Strategy
GMA – Growth Management Area	RSMP – Recreation Services Master Plan
HC – Highway Commercial land-use designation	SPS – Secondary Planning Strategy
LUB – Land Use Bylaw	VC – Village Core zone
MPS – Municipal Planning Strategy	WCDD – Walkable Comprehensive Development District land-use designation

Municipal Planning Strategy (2023)

Developed in accordance with Nova Scotia's Municipal Government Act, the municipality's key planning documents are the Municipal Planning Strategy (MPS) and the accompanying Land Use Bylaw (LUB), and the Subdivision Bylaw (SUB). The latest edition of the MPS was adopted in 2023. The MPS sets out policy statements relating to key planning matters such as future growth and development, municipal servicing, transportation, land use, and so on.

Vision

The MPS aims to help achieve a stated vision of East Hants as a “vibrant, diverse, growing municipality attractive to residents and visitors”. It identifies a series of specific community strengths, the most relevant of which include:

- Blend of urban and rural residential settings
- Commercial activities
- Active healthy lifestyles
- Beautiful landscapes
- Recreation opportunities
- Affordable housing

Community priorities

Developed through a community consultation process, the MPS lays out eight community planning priorities, all of which are relevant to this assignment. They are outlined below with consideration for how the Lantz Secondary Planning Strategy could address each priority area:

1. ***Develop parks, open space and recreation facilities in a municipal and regional network.*** Open space within the preferred land use concept plan should be laid out in such a way as to form a network both within the study area, and at a broader scale, taking into account existing parks and open spaces in surrounding areas, and existing active transportation facilities.
2. ***Support well designed, pedestrian friendly small town centres.*** Nearby planned development, such as the master-planned Clayton scheme on the opposite side of Highway 102, includes a mix of development forms and land uses including commercial use. However, the use of the term “town centre” within the MPS suggests an aspiration to create complete communities centred on legible core areas with a higher degree of variety and walkability.
3. ***Foster economic development, creative entrepreneurship, and home-based commerce.*** There may be opportunities within the SPS to support economic development, particularly in light of the site's position along one of the most important transportation corridors in the Maritimes. The SPS also has the potential to encourage home-based businesses, which are growing in popularity.
4. ***Develop healthy transportation networks including walking and cycling.*** The SPS should lay the groundwork for a network of connected, safe, legible, and comfortable active

transportation routes. These should connect, where possible, to external walking and cycling paths, existing and planned. The active transportation network should be integrated wherever possible with planned or potential public transit services.

5. ***Develop in a manner which is compact, environmentally and fiscally sustainable.*** The SPS should encourage compact development forms, protect environmentally sensitive areas, and support the long-term fiscal health of the municipality, largely through higher development density.
6. ***Mix compatible land uses and buildings, and provide transitions between different areas of density.*** The SPS should aim to create integrated, mixed-use, walkable neighbourhoods, while also ensuring compatibility of adjacent land uses and development forms.
7. ***Protect and provide opportunities to enjoy East Hants' natural beauty and rural character.*** As mentioned, the SPS must protect areas of special environmental significance. The open space network should provide residents with easy access to areas of high environmental and landscape value.
8. ***Allow a range of housing options appropriate to each neighbourhoods' form and identity.*** The study area has the potential to become a new neighbourhood with housing that suits a wide range of different residents, who will have different types of housing needs.

Growth management

The MPS aims to minimize urban sprawl and promote compact, managed development. It defines Growth Management Areas to concentrate development where urban services are available. It also identifies Growth Reserve Areas which are less developed than Growth Management Areas, but where future growth is anticipated as services and infrastructure are gradually developed.

In essence, development is intended to be contained to Growth Management Areas in the short term, and to Growth Reserve Areas in the longer term.

Around half the study area – the portion adjacent to Highway 102 – is designated as the Lantz Growth Reserve Area (Lantz GRA). According to policy GM25, “Council shall work with property owners in the Lantz Growth Reserve Area to create a Comprehensive Master Plan for the growth reserve area prior to any future development occurring.” (C-1, p 8) An older (2006) version of the MPS envisaged that council would promote “residential development” in the Lantz GRA, while in the latest MPS council’s goal is to accommodate “residential and commercial growth” there.

The MPS intends that the boundaries of the Growth Reserve Areas should be flexible to accommodate changing needs and facilitate comprehensive development. The Study Area for the purposes of this assignment is larger than the originally designated Lantz Growth Reserve Area, which is in keeping with this policy.

Public realm

The MPS emphasizes the importance of “healthy communities” that are compact, safe, and promote leisure, physical activity, and good nutrition. The document includes policy statements

that support “healthy community design” through safe and accessible transportation networks that support a variety of transportation modes, prioritizing active transportation; healthy natural environments, where natural systems are protected; and good quality, affordable, accessible housing.

Urban design

The MPS places an emphasis on developing and supporting “village cores” with a variety of retail, service, business, and residential uses. A high quality streetscape and built form is envisaged for such areas, which shall be designated by a Village Core (“VC”) zone.

The MPS also sets out a process to consider large-scale, mixed-use development proposals using the comprehensive development district (CDD) tool. Large parcels of land have accordingly been designated “Walkable Comprehensive Development District” (WCDD) and these would be developed by way of development agreements.

It is recognized that cars are the dominant transportation mode in East Hants, and therefore the land-use bylaw shall specify parking requirements based on land use and development intensity.

Transportation

The MPS makes explicit policy statements in support of a multi-modal transportation network that supports pedestrian safety and comfort as well as other modes of active transportation such as cycling. The MPS states that council will require developers to provide sidewalks on at least one side of most streets, with the exception of dead-end streets or crescent streets with less than 31 lots.

New development should be laid out to support street connectivity and urban permeability. The MPS discourages culs-de-sac and states a policy intention to limit the length of residential street blocks.

The MPS encourages road design that is “based on the principles of good civic design and innovative service standards including tree planting, landscaping, crosswalks, sidewalks, bicycle paths, median strips, and boulevards where appropriate”.

At present, the area does not have a fixed-route public transit service. However, the MPS anticipates that transit service might be considered in the future as the area grows. It suggests that council may consider developing policies to encourage transit-oriented development in particular specified areas along Highway 102, including Lantz. It is worth considering how the Lantz SPS may include provisions for potential future public transit service.

Parks and open spaces

The MPS establishes an Open Space (“OS”) zone for the provision of “open space and recreational resources”. Permitted uses include playgrounds, parks, sports fields and courts, cemeteries, memorials, outdoor swimming pools, paths, nature reserves, conservation areas, etc.

The MPS states that new communities shall be developed with parkland both to enhance the natural and built environment, and to provide residents with recreation opportunities. Different

types of parks are defined (e.g. community parks, regional parks, conservation areas). Open spaces shall be transferred to the municipality through the dedication process set out in the Subdivision Bylaw.

With regard to tree preservation and protection, the MPS states that council shall “work with developers and property owners toward the goal of protecting old growth tree stands”.

Council aims to provide a network of trails developed in accordance with the standards of the Nova Scotia Trails Manual. A riverfront trail along the Nine Mile River shall be encouraged.

Residential development

The MPS aspires to facilitate the creation of new residential development that provides a range of housing types suitable for different household types, income levels, housing choices, and resident's needs. Residential proposals should include a “mixture of dwelling types and sizes”. Examples of housing types mentioned in the MPS include:

- Lower-density housing (single-unit and two-unit housing)
- Medium-density housing (multiplexes, townhouses, urban cottage housing)
- Higher-density housing (multiple-unit residential buildings)
- Mini-homes

Economic development

East Hants council aims encourage and attract commercial development to provide local employment, services, and increase the commercial tax base. The MPS proposes that the most suitable areas for commercial development include business parks, village centres, and mixed-use areas. It also encourages home-based businesses and small-scale, neighbourhood commercial uses.

To reduce unplanned, sprawl and strip-type commercial development along arterial roads by concentrating commercial development in designated commercial zones (except for small-scale neighbourhood commercial uses).

Highway commercial (HC) uses should not “conflict with the existing development pattern and the established natural and built character of the community”.

Environment

The MPS aims to avoid negative impacts on watercourses by development through the use of setbacks and the regulation of development in proximity to watercourses and wetlands. Site alteration is also regulated in order to control erosion and sedimentation.

There are major watercourses in the municipality including the Nine Mile River, adjacent to the study area. The MPS aims to protect all watercourses, but places special significance on Nine Mile River and four other significant rivers. The natural functioning of floodplains (which have been identified under a Floodplain Mapping Study) should be protected.

East Hants Servicing Capacity Study (RVA, 2024)

Englobe completed a review of the East Hants Servicing Capacity Study prepared by RVA in February 2024. The intent of this review is to identify key information that is relevant to the Lantz study area and identify gaps in the information.

Study Summary

RVA was retained by the Municipality of East Hants to complete servicing capacity studies of the Sanitary Sewers, Pump Stations, Milford Wastewater Treatment Plant (MWWTP), Shubenacadie Water Treatment Plant, and the Regional Water Distribution and Stormwater convenience for the next 25 years. A report was prepared that summarized the findings of the seven (7) technical memorandums as follows:

1. Sanitary Sewer Pump Stations Assessment and Conditions Summary
2. Milford Wastewater Treatment Plant Assessment
3. Shubenacadie Water Treatment Plant Assessment
4. Water Distribution Capacity Assessment and Capital Plan
5. Wastewater Distribution Capacity Assessment and Capital Plan
6. Stormwater Culverts Assessment
7. State of Infrastructure Assessment

In general, the report summarizes the upgrades, replacements and repairs that are necessary in the system to withstand the upcoming servicing capacities. It is important to note, that the proposed development northwest of Route 102, i.e. the Lantz study area, was **not** included in the future growth plans. Therefore, the recommendations do not consider the demand of the study area development on the water and sanitary systems

Relevant Information

Of the memo's prepared and summarized in the report, the following provide information that is relevant to the project, considering the location of the proposed development:

1. Water Distribution Capacity Assessment and Capital Plan
2. Wastewater Distribution Capacity Assessment and Capital Plan

The remaining memo's are relevant to different parts of the community such as Shubenacadie and Milford and do not directly discuss capacity limitations of the existing infrastructure in the areas that are neighboring the Lantz study area.

Water Distribution Capacity Assessment and Capital Plan

As summarized in the report, the northern side of the Regional Distribution System has the largest expected growth and is currently experiencing service issues due to low pressure. **Figure 1**, taken from the RVA technical memo, summarizes the proposed location for the new water storage facility, transmission main and upgrades to the watermain as described previously. d

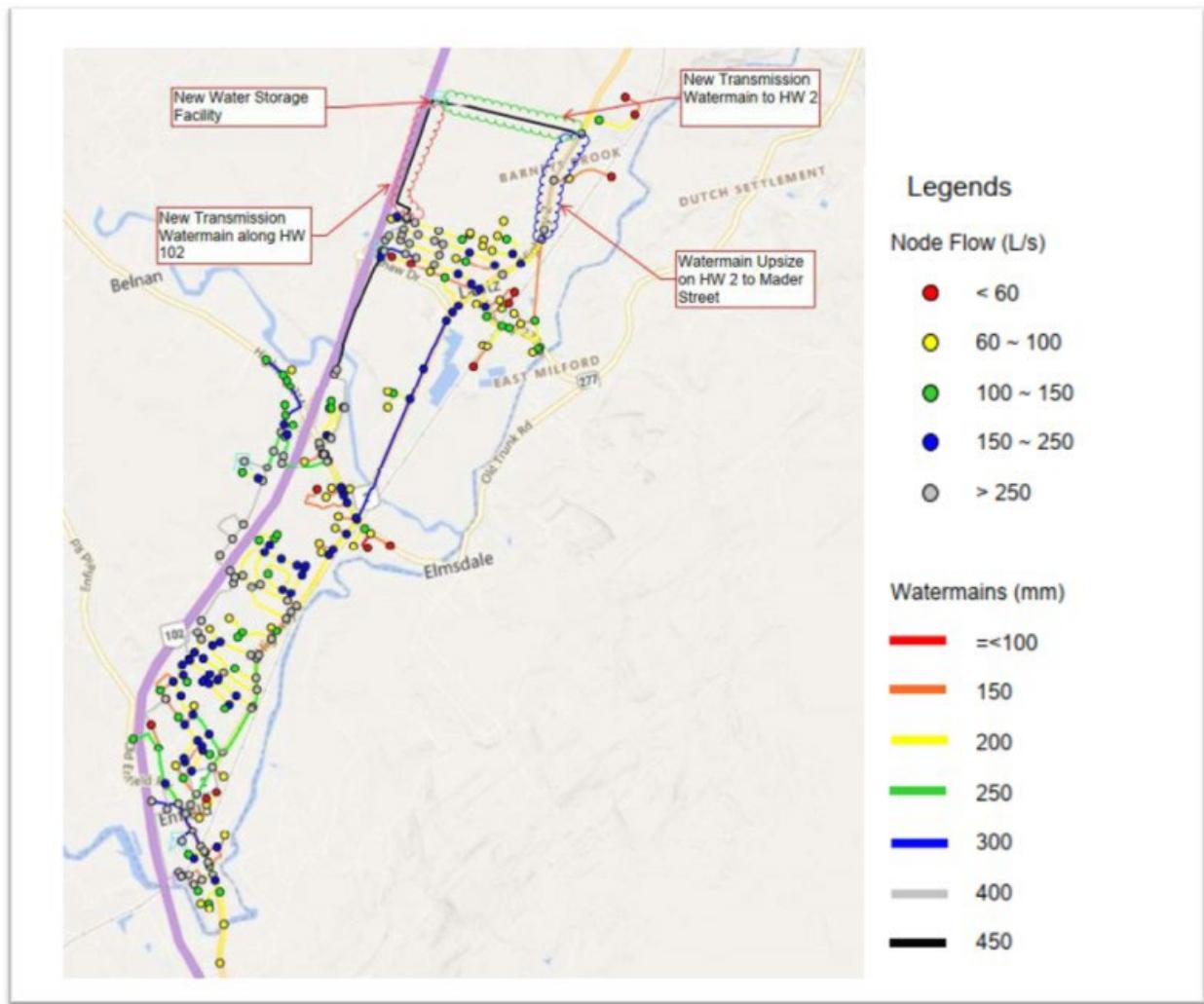


Figure 1. Regional System Available Fire Flow Under Future MDD + Fire Condition with NWSF & New Transmission Watermain (RVA 2024)

Wastewater Distribution Capacity Assessment and Capital Plan

As summarized in the report, there were several locations where sanitary sewer upgrades were proposed. Proposed gravity sewer upgrades for flows up to years 2031/2045 that are located near the Lantz study area proposed development are summarized in the **Figure 2**, as taken from the RVA report.

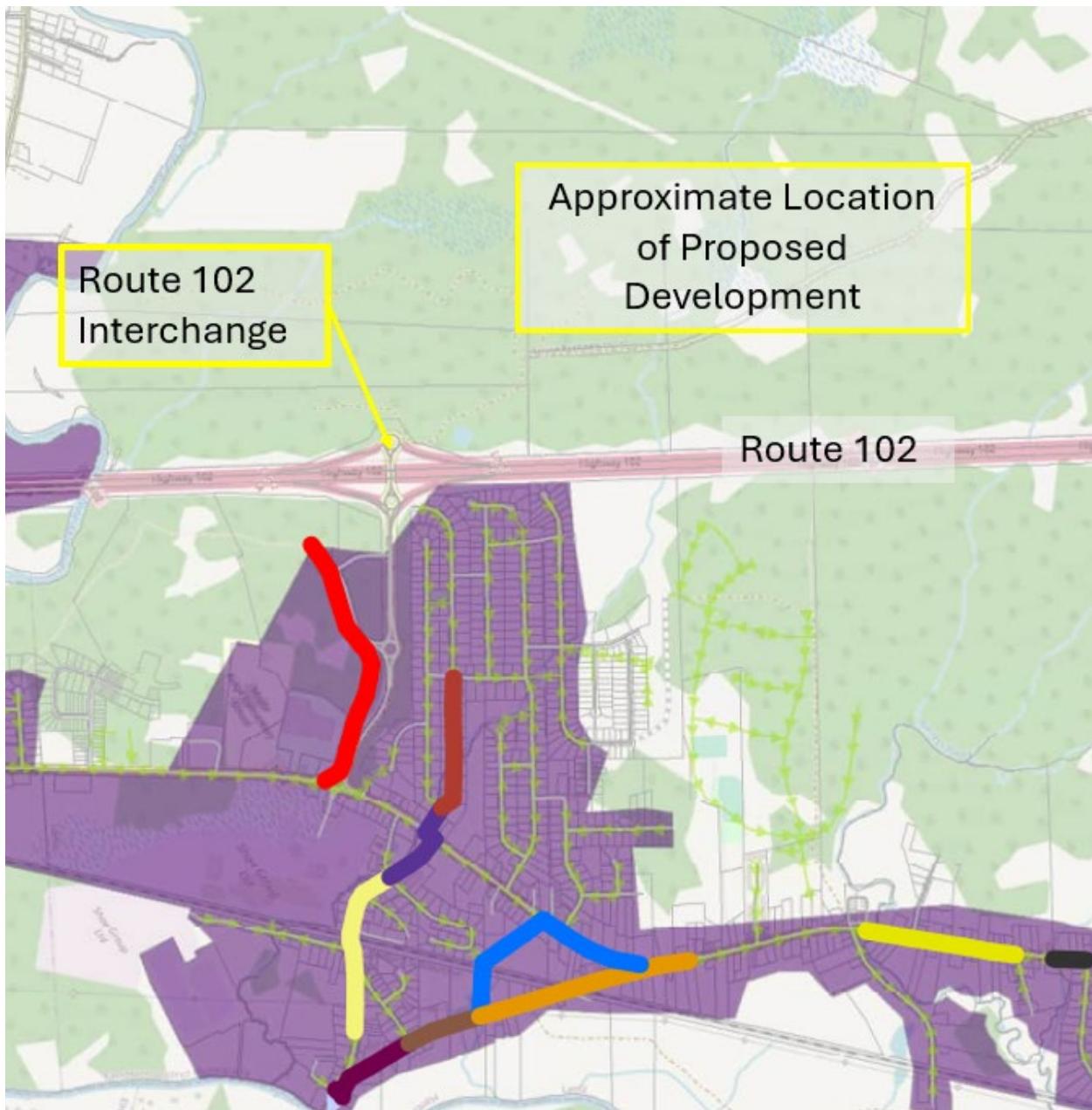


Figure 2. Proposed Sanitary (Gravity) Sewer Upgrades near Route 102 Interchange

The additional wastewater flow that is generated in the Lantz study area development could potentially connect to the sanitary sewer system at the “red” line shown in **Figure 2**.

Gap Analysis

An evaluation of the capacity of the Regional Wastewater Treatment Plant (RWWTP), which could potentially provide wastewater treatment to the new development, depending on its capacity, was not included in this report. However, following conversations with East Hants Engineering department, a report titled Regional Wastewater Treatment Plant – Optimization Study prepared by

Dillion (dated 2022) was provided. This report discusses the current capacity of the WWTP and provides recommendations for improvement to handle anticipated future growth.

East Hants Floodplain Mapping Study (CBCL, 2013)

The East Hants Floodplain Mapping Study was an update to the CBCL Limited Floodplain Mapping Study performed in 1997. In the updated study, Environment Canada flow gauging data on the Shubenacadie River was reviewed in depth, additional data was collected over an increased study area overall, and this report considered climate change and sea level rise.

Three main governing processes that impact water levels were performed to model the 1 in 20 and 1 in 100 year floodlines: peak flows; peak tidal levels; and ice accumulation and ice jams. Peak water levels were calculated using a combination of rainfall data, gauged flow data on the Shubenacadie River, and prorated gauged data from the Beaver Bank River.

The zoning extents related to floodlines were recommended to match the new calculation results from the 2013 data results and analysis. The 95% upper confidence limit floodlines were produced and recommended for land use zoning. After review of the newly produced floodlines, the following observations were made:

The Shubenacadie River has a vast watershed;

- Existing development close to the Shubenacadie River is impacting peak flows and water quality, but overall, minimal impacts are expected from proposed developments;
- Development around the Nine Mile River is minimal but greatly impacts peak flows on this river as opposed to what was observed on the Shubenacadie River; and
- It is recommended that development be carefully regulated to not increase runoff peak flows nor volumes along the Nine Mile River.

Therefore, policies that not only prohibit increases in peak flows from developments but also prohibit an increase in total runoff volume are recommended for implementation. Additionally, existing developments could be modified to mitigate climate change and improve water quality on the Shubenacadie River.

Figure 3 below depicts the watershed area for the Shubenacadie River, the 1 in 20 year floodline (blue line), and 1 in 100 year floodline (red line).

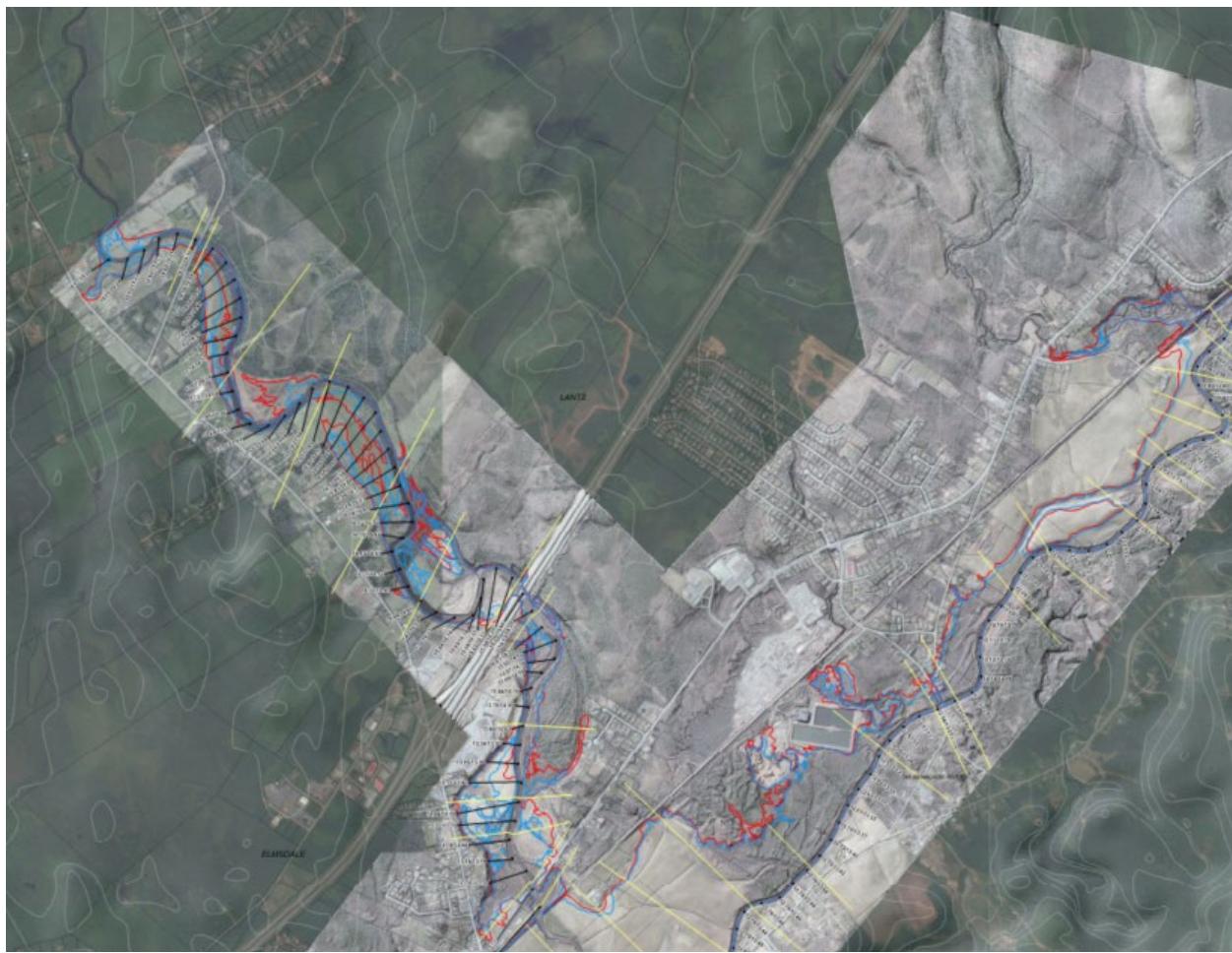


Figure 3. Year 2114 Future Conditions Floodplain Mapping (CBCL, 2014)

Growth Management Review (2014)

The Growth Management Review analyzed the potential for the Municipalities Growth Management Areas (GMA's) and Growth Reserve Areas (GRA's) to accommodate sustainable community growth over the next 30 years. Lands within the Regional Service Boundary (including the communities of Lantz, Elmsdale and Enfield) were anticipated to meet development demand over the next 30 years.

For the Lantz GRA, the review recognized that once the new Highway 102 interchange was built, there would likely be more development pressure in the area. A comprehensive planning process (such as a Secondary Planning Strategy or Master Plan) along with design guidelines was recommended to guide future urban development of the GRA beyond the next 30 years. To achieve an efficient residential fabric within the Lantz GRA, the Review recommended targeting a population density of 18 person per acre / 45 persons per hectare (population calculations are based on 3.36 persons per dwelling unit).

From a servicing perspective, the Lantz GRA has the potential for central services given its proximity to the Lantz WWTP and Lantz Storage Tower (municipal water transmission system). The Review recommended that trunk wastewater infrastructure systems within the Shaw/Clayton lands and Armco lands be designed to accommodate future sanitary flows from the Lantz GRA. There is also an opportunity to plan for a new north-south collector road through the GRA which would connect the new Highway 102 interchange with Route 214 and Trunk 14. The capital infrastructure costs for the connector and a potential bridge were expected to be covered through new development in the area. Internal street connections between neighbourhoods should also be required.

Trunk 2/ Route 214 Corridor Traffic Study (CBCL, 2014)

The Trunk 2/ Route 214 Corridor Traffic Study reviewed three new interchange options on Highway 102 to accommodate the projected growth of the community. The report was prepared by CBCL in 2014 and reviewed a no build option, a South Lantz interchange option, and a North Lantz interchange. Construction began in 2019 for the South Lantz interchange option and the interchange (Exit 8A) is opened today. See **Figure 4** below for the two Lantz interchange options.

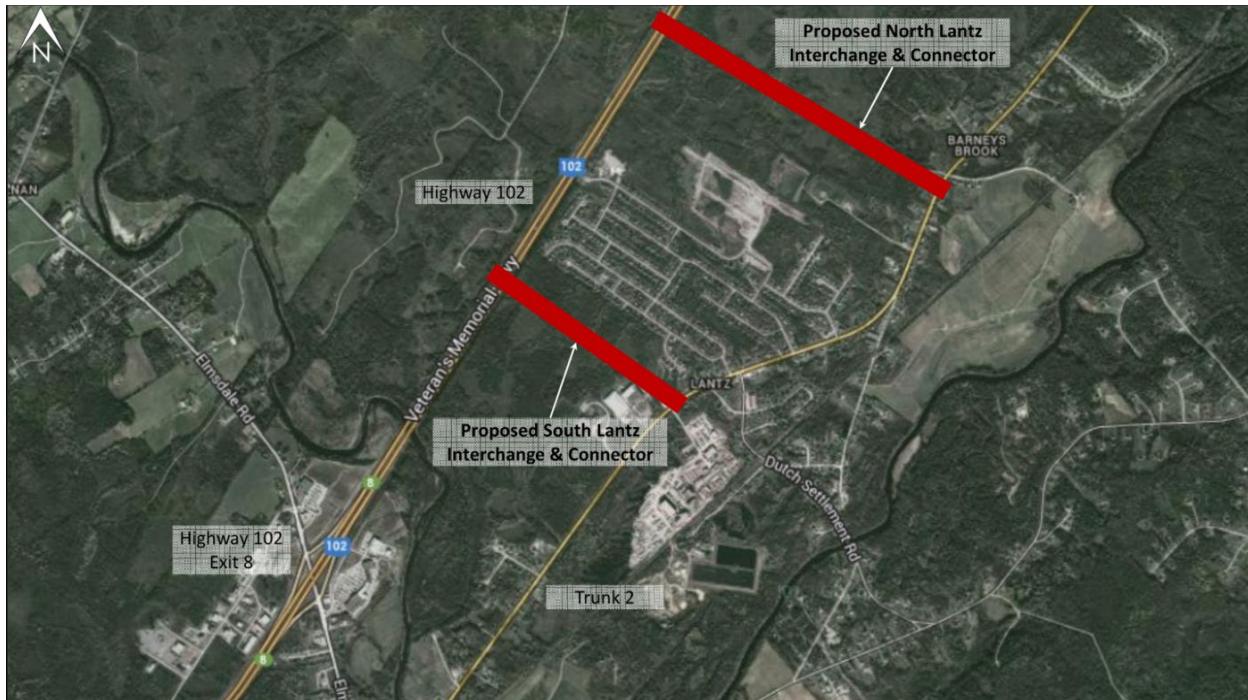


Figure 4. Proposed Lantz Interchange & Connector Locations (CBCL, 2014)

The study required traffic data collection for seven (7) intersections within Lantz which were recorded in June of 2013. These volumes were used to estimate future traffic volumes and project traffic patterns for the three option scenarios. In addition to the new interchange option, the connections to the interchange were also being reviewed. Proposed and existing intersections along the new interchange route were first analyzed with roundabout traffic control, then traffic signal warrant analysis and stop controls. The analysis revealed that all intersections would function well as roundabouts.

Additional traffic analysis carried out were weaving analysis to decipher if an auxiliary lane may be beneficial between the existing interchanges and the proposed options; and left turn and right turn lane analysis. It was determined the North Lantz interchange option would not require auxiliary lanes on Highway 102. The South Lantz interchange option would require auxiliary lanes on Highway 102 due to its proximity to Exit 8.

The analysis findings showed the North Lantz interchange would have a lower cost estimate than the South Lantz interchange option, result in only moderately higher traffic volumes for Trunk 2, but that most study area intersections require capacity improvements to meet traffic demands regardless of the interchange.

NSDPW selected the South Lantz interchange option and this interchange has been constructed to date. It is unclear whether all roadway improvements (auxiliary lanes, turn lanes, and individual intersection improvements within East Hants) have also been made.

Transit Service Operating and Business Plan (WSP, 2020)

As mentioned above, East Hants lacks a fixed-route public transit service. Development along Highways 2 and 102 (including the Halifax Stanfield International Airport and the communities of Enfield, Elmsdale, and Lantz) seems to lend itself – in terms of its density, continuing intensification, and linear form of development – to the establishment of some form of public transit at some point in time.

Several studies have been carried out to conceptualize, and assess the feasibility of, such a service along this corridor. The latest such report was authored by WSP and published in April 2020.

Proposed transit service

The report proposes a single fixed bus route running between the airport and Lantz, with intermediate stops in Enfield and Elmsdale. The route would run mainly on Highway 102, Highway 2, Elmsdale Road, the new Lantz Connector, and local streets in Lantz. It would serve numerous trip generators including local employers and civic buildings such as the East Hants library, aquatics centre and Sportsplex. The terminus at Halifax airport provides for potential onward transfer to the Halifax Transit bus network.

Although the municipality has not yet launched the fixed-route transit service, there is already a point-to-point service called “Community Rider” which is operated by a local non-profit organization and which relies heavily on volunteer drivers. User charges are higher than those of traditional fixed-route transit services. The Community Rider demonstrates demand for public transportation services in the Enfield-Elmsdale-Lantz corridor.

The 2020 transit study similarly identified a “significant need” for transit service in the community and identified a major benefit of establishing a fixed route as allowing residents to travel to and from work using public transit. Major employment destinations served by the proposed route include the airport, the industrial park, and local shopping centres. The study proposed that the service would run seven days a week, from 6:35 am to 7:50 pm.

Relevance to Lantz study area

As shown in the below figure, the proposed route passes through the new Lantz interchange is adjacent to the Lantz study area. As the Enfield-Elmsdale-Lantz area continues to grow, it is reasonable to assume that demand for public transit will continue to increase, and that a public transit service will eventually be established in close proximity to the Lantz SPS Study Area. If the SPS provides for a sufficient level of intensity within the study area, it is likely that bus services would optimally enter the interior of the study area rather than simply pass by the periphery. The transit route may terminate within the study area, or the study area may be served by a separate route branch or even a dedicated route.

The design of any area designated for a town centre / village core-type centre within the SPS area should anticipate the possible introduction of public transit in the future. The road network should allow for efficient transit servicing and maximize the pedestrian catchment. The open space and active transportation network should be developed with consideration for possible locations of future transit stops.

In April 2024, the NS Department of Public Works announced the Municipality and the Joint Regional Transportation Agency (JRTA) had signed a Contribution Agreement to update the East Hants Transit Service Offering and Business Plan. As the Plan is updated, there is an opportunity to position the Lantz study area as a future transit hub.

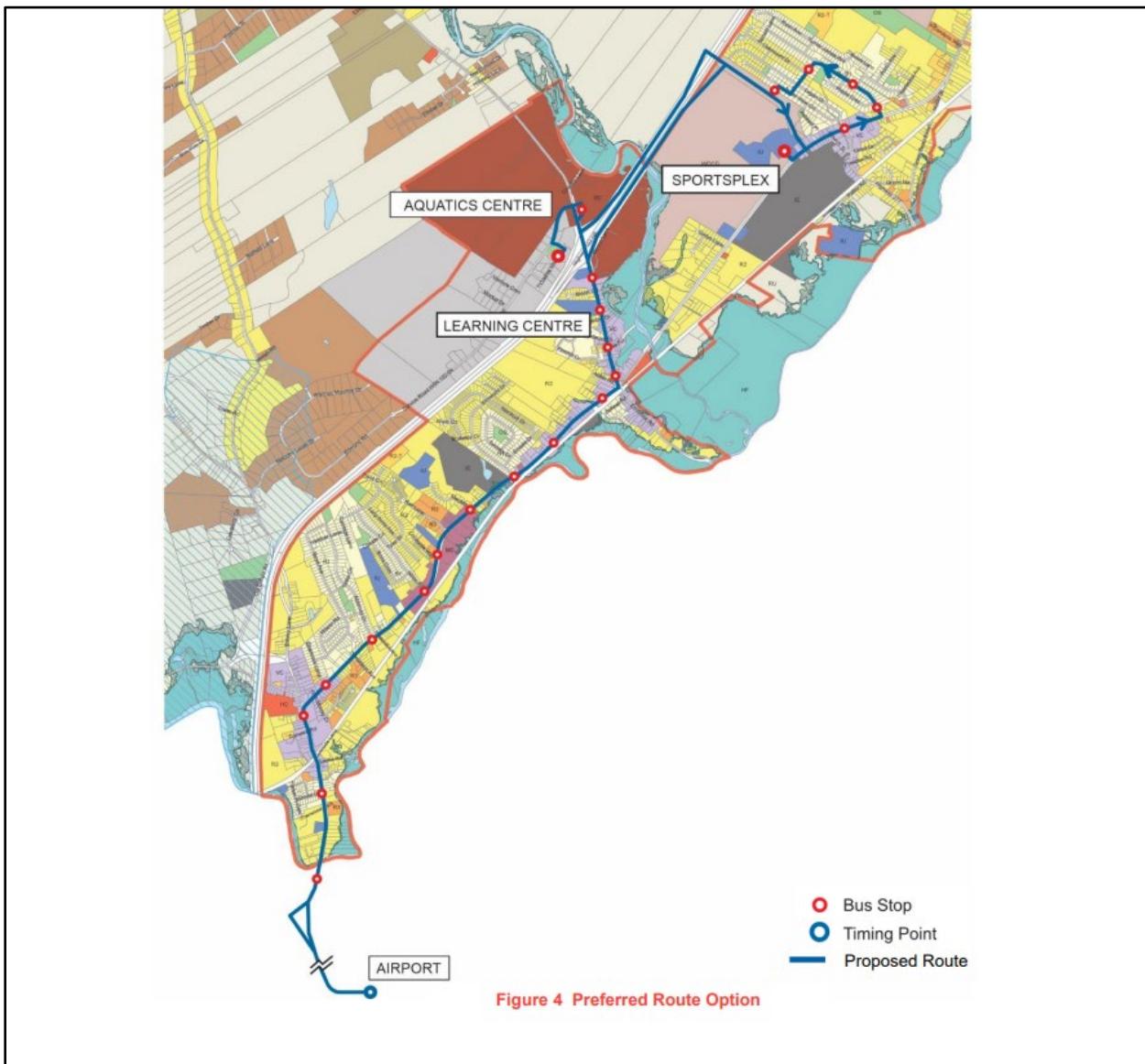


Figure 5. Preferred Transit Route Option (Transit Service Operating and Business Plan, 2020)

Parks, Open Space and Active Transportation Master Plan (2017)

The Parks, Open Space and Active Transportation Master Plan guides the development and management of the municipality's open spaces (including its active transportation network) over a 20-year period. The master plan is intended to be a living document that is regularly reviewed and updated as conditions change. At the time of writing, Municipal staff have indicated they intend to begin community consultation to update the plan soon.

The document recognizes that open space plays a variety of roles and fulfils various purposes including environmental and landscape protection, serving as green infrastructure, contributing to sense of place, providing passive and active recreation opportunities, supporting active transportation, and protecting natural assets or sites of special cultural significance.

Guiding principles

The master plan sets out nine guiding principles, all of which can inform the Lantz SPS:

1. *Respect and enhance unique natural and historical landscapes*
2. *Protect natural green infrastructure and use as educational open space*
3. *Create safe active transportation routes to connect parks and open spaces to major residential and service centres.* The plan notes that the integration of active transportation routes and natural open spaces can encourage cycling as it is more pleasant and comfortable to cycle in proximity to nature, rather than with motor vehicles.
4. *Maintain current stock of developed open spaces and develop new spaces with fiscal responsibility.* The plan states the municipality should not develop more open space than it can afford to maintain.
5. *Plan spaces for different abilities and cultural needs.* As noted previously, the MPS recognizes that different people have different housing needs at different stages of life, and therefore a variety of housing types should be provided. Similarly, open spaces should cater to varying “ability levels and desires”.
6. *In Growth Management Areas create flexible, usable spaces which provide diverse amenities.* The plan notes that GMA's may be developed with a higher level of density and that a “more urban level of service” may therefore be expected.
7. *In rural East Hants create destination sites to encourage visitors and residents to explore natural assets*
8. *Promote East Hants parks, open spaces and active transportation routes to make them easy to use, find, and easy to create economic opportunities.* The plan notes the importance of signage and other such wayfinding instruments. However, at the planning stage, there may be opportunities to create an open space network that is more innately legible and navigable, reducing the need for people to rely on wayfinding.
9. *Remain committed to work with community-based organizations to identify, acquire, develop and/or operate parks and open spaces in the municipality.*

Trends and directions

The report notes that Canadians, according to Statistics Canada, are participating in outdoor leisure activities at an increasing rate. The municipality should, accordingly, provide opportunities for outdoor recreation and a variety of physical activity options. The plan aims to support the use of active transportation (AT) and reduce car dependency by providing AT connections and facilities.

The report aims to encourage the development of “third places” – community gathering spaces – to encourage social interaction and build community. Active transportation is viewed as a means to encourage the development of third places.

The public engagement exercise carried out in relation to the Master Plan found that the majority of survey respondents listed the creation of “more parks and recreation facilities” as one of their top three neighbourhood improvement priorities. Other significant priorities included “improving traffic flow” and “access to commercial services”.

The plan emphasizes the importance of providing good, public water access to waterbodies such as the Nine Mile River. Water access at present is often limited.

It is noted that Lantz is subject to significant development pressure as a result of its location and proximity to Halifax, and will require further park development to meet community needs.

Recreation Services Master Plan (2019)

The Recreation Services Master Plan (RSMP) cites the following definition of recreation: “the experience that results from freely chosen participation in physical, social, intellectual, creative, and spiritual pursuits that enhance individual and community well-being”. It identifies numerous benefits of recreation such as promoting active, healthy living; increasing inclusion and accessibility; connecting people and nature; and generally building stronger, healthier, inclusive communities.

The recreation vision statement for the municipality is as follows: *East Hants is an engaged Municipality where residents are active for life. East Hants is a place where all residents are able to access and participate in a wide variety of recreation opportunities.*

Goals

The master plan aims to help achieve the following three overarching goals:

- *Recreation for all* – All residents should have access to “inclusive structured and unstructured recreation activities”.
- *Communication and collaboration* – The municipality has a “long history of dedicated not-for-profit community groups” and the master plan recognizes that community-driven solutions should form part of East Hants’ recreation strategy.
- *Build community capacity* – Similar to the above, the municipality will “strengthen and equip” local community organizations to advance their activities with a view to improving the quality of recreation services in East Hants.

Recreation trends and relevance

In the 2014 Community Goals Survey, East Hants residents strongly requested more parks and recreation facilities in their neighbourhoods. Nearly 50 per cent of respondents were dissatisfied with existing recreation opportunities in their communities.

According to the *Physical Activity Community Survey* conducted by the province in the mid-2010s, the top three physical activities favoured both provincially and locally are walking, swimming, and bicycling. Nova Scotians also generally prefer outdoors leisure activities near home. The Municipality has undertaken projects to help meet these needs including the relatively new East Hants Aquatic Centre and the development of active transportation infrastructure.

It is therefore worth noting that the active transportation network that will be outlined in the Lantz Secondary Planning Strategy will serve not only important transportation needs and sustainability interests, but contribute meaningfully to local recreational demands. The active transportation network should be designed such that residents of all ages and abilities feel safe and comfortable using paths and trails for leisure and exercise, not just necessary travel.

Relationship to the Diversity and Inclusion Strategy

The master plan broadly aligns with the Municipality's Parks, Recreation, and Culture Diversity and Inclusion Strategy that aims to ensure that recreation programs and services are provided to residents in a way that is inclusive and accessible. The document outlines several guiding principles. Those that are most relevant with regard to land-use planning, and the development of the Lantz Secondary Planning Strategy, are outlined below:

- Programming and services
 - *Strive to provide adaptive and inclusive recreation programming opportunities for residents*
 - *Prioritize accessible facilities for municipal programs, workshops and events*
- Spaces and places
 - *Aim to make indoor and outdoor recreation spaces barrier free*
 - *Incorporate the culture and views of under-represented populations into new and existing recreation assets*
 - *Identify and promote accessible recreation facilities within the Municipality*
- Meaningful partnerships
 - *Engage underrepresented populations for input and ideas on recreation programs and services*
 - *Collaborate with organizations to reduce barriers and strengthen community recreation*

Playground Development Strategy (2021)

The East Hants Playground Development Strategy (PDS) stresses the importance of providing children with opportunities for outdoor play, and states an aim to allow for “greater playground access for as many East Hants children as possible”. It provides a set of standards to assist in the location of playgrounds in East Hants.

Development standards and guidelines

Catchment area (neighbourhood parks)

Neighbourhood parks are defined as having a localized service area of a 600-metre radius, or a nine-minute walk at a relaxed pace. This is in line with the definition of “neighbourhood parks” in the Parks, Open Space, and Active Transportation Master Plan.

District open space

“District and destination parks” are those that serve a catchment beyond the standard walking distance. According to the PDS, playgrounds should be included in the design of new destination and district parks “where appropriate”.

Road access

Playground development should only be on roads that are publicly owned and maintained. This is mainly to ensure the provision of public access.

Size

The minimum area of land for a new playground shall be 4,050 square metres.

Location of future playgrounds

The document suggests that playgrounds should be located on the basis of the 600-metre catchment area mentioned above, where municipal services are provided, taking into account the “number of children, households and median household income” within the catchment area. The PDS does not provide a specific population threshold or service standard.

The PDS recommends that “as large lot subdivisions expand, or new large lot subdivisions develop, open space lands shall be acquired for future playground development”.

The document includes a series of maps that show the location of existing and future playgrounds, the provision of which is based largely on the 600-metre catchment area. No future playgrounds are shown in the Lantz study area presumably because planning in this area is not sufficiently advanced.