



# Lantz Secondary Planning Strategy

Municipality of East Hants  
August 2025

Lead Consultant:




Sub-Consultant:



Completed for:





*We respectfully acknowledge that the Municipality of East Hants is in Mi'kma'ki and the District of Sipekne'katik, the ancestral and unceded territory of the Mi'kmaq people. East Hants further acknowledges the 50 African Nova Scotian communities whose 400-year history have contributed to the province's culture, history and legacies. We are all treaty people.*

*Text adapted from: Municipality of East Hants Official Website*

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The background of the slide is an aerial photograph of a landscape, including fields, roads, and a body of water. A large, white, semi-circular shape is overlaid on the right side of the image, serving as a backdrop for the title text.

# **Section 1: Introduction**

*Image Source: Google Earth*

## 1.1 Objectives

The Municipality of East Hants retained FBM Planning Ltd. ("FBM"), in collaboration with Englobe Corporation ("Englobe"), to develop a Secondary Planning Strategy for the Lantz Growth Reserve Area. This project was carried out between March 2024 and August 2025.

The purpose of the Lantz Secondary Planning Strategy is to establish a clear policy and regulatory framework to guide future growth within a defined area of the community. The Strategy identifies where and how development should occur, to ensure that growth is well-managed, sustainable, and consistent with the Municipality's long-term vision. It also outlines the infrastructure that will be required to support future development and provides direction for Council, staff, and the development community when making decisions about land use and servicing.

## 1.2 Report Structure

**Section 1 - Introduction:** Describes the purpose of the Strategy and provides an overview of the report's structure.

**Section 2 - Background Review:** Summarizes planning documents and policies relevant to the Lantz Secondary Planning Strategy Area.

**Section 3 - Land Survey Analysis:** Presents the results of a land suitability review, including environmental constraints and transportation considerations.

**Section 4 - What We Heard Summary:** Summarizes feedback received through engagement with residents, stakeholders, landowners, Municipal staff, and Council.

**Section 5 - Market Outlook and Land Use Demand Forecast Scenarios:** Analyzes local demographic, economic, and market trends and presents forecast scenarios for future land use and unit demand.

**Section 6 - Land Use Concept Plan:** Outlines a proposed land use concept that considers servicing, market demand, housing types, and the intended mix of uses.

**Section 7 - Transportation Network Plan:** Summarizes proposed transportation improvements and access considerations for the Lantz Secondary Planning Strategy Area.

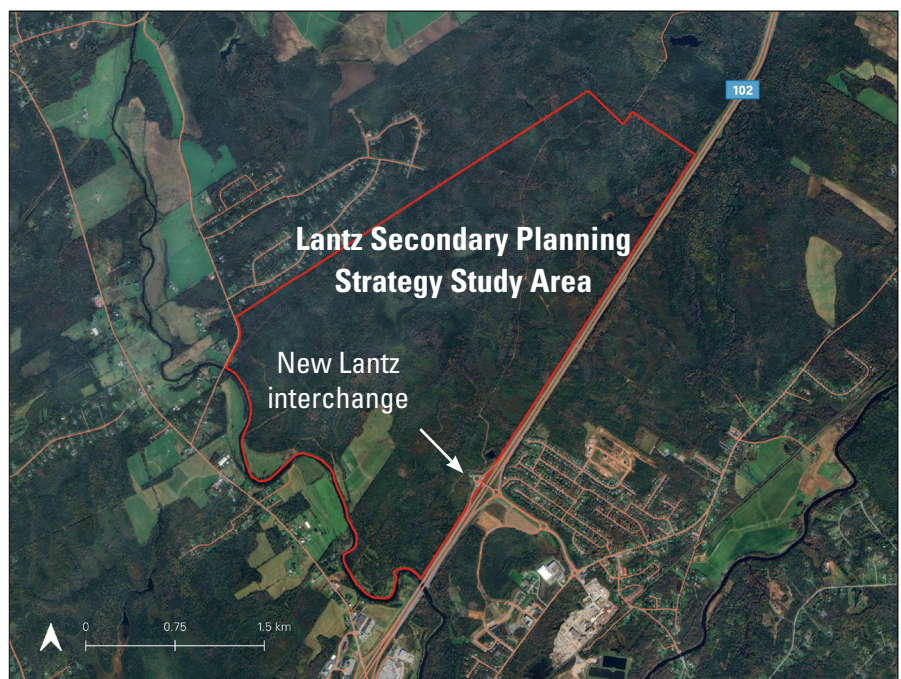
**Section 8 - Municipal Servicing Plan:** Identifies servicing needs for water and wastewater infrastructure and presents a phased approach to development.

**Section 9 - Lantz Secondary Planning Strategy Policy:** Provides the proposed policies for the Lantz Secondary Planning Strategy.

**Section 10 - Planning and Study Recommendations:** Provides general recommendations to support the implementation of the Strategy over time.

Figure 1-1. Lantz Secondary Planning Strategy Study Area

(Source: FBM)







## **Section 2: Background Review**

*Image Source: Municipality of East Hants Official Website*

## 2.1 Introduction

This section provides a high-level summary of background planning documents relevant to the Lantz Secondary Planning Strategy Study Area (Lantz Study Area).

## 2.2 Summary of Relevant Plans and Policies

The following provides a summary of guiding policies and plans in the Municipality of East Hants that have relevance to the Lantz Study Area. A more thorough review of relevant plans and policies is provided in **Appendix 4**.

### Municipal Planning Strategy (MPS, 2023)

The most recent Municipal Planning Strategy (MPS) was adopted in 2023 under the authority of the Municipal Government Act. It establishes broad policy direction for land use, servicing, transportation, and community development throughout East Hants. Developed through public engagement, the MPS includes eight community planning priorities, several of which are particularly relevant to the Lantz Study Area.

**Priority 2: Support well designed, pedestrian-friendly small town centres.** Nearby development such as the master-planned Clayton proposal across Highway 102 includes a mix of uses and forms. The MPS reference to “town centres” reflects an aspiration to create complete, walkable communities with a distinct core.

**Priority 5: Develop in a manner which is compact, environmentally and fiscally sustainable.**

The Secondary Planning Strategy should promote compact development patterns, protect environmentally sensitive features, and support the Municipality’s fiscal sustainability through efficient infrastructure investment.

**Priority 6: Mix compatible land uses and buildings, and provide transitions between different areas of density.** The Secondary Planning Strategy should aim for a mix of land uses and built forms while ensuring compatibility between new and existing development.

**Priority 8: Allow a range of housing options appropriate to each neighbourhood’s form and identity.** The Lantz Study Area has the potential to support a broad spectrum of housing types to meet the needs of different household types and life stages.

Housing forms identified 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

To encourage managed growth, the MPS designates Growth Reserve Areas which are ideally suited for future development and urbanization. Approximately half of the Lantz Study Area is within the “Lantz Growth Reserve Area”, while the other half of the Lantz Study Area was included to ensure holistic consideration of the adjacent lands.

### Growth Management Review (2014)

This review assessed the capacity of Growth Management Areas and Growth Reserve Areas to support sustainable growth over 30 years. For Lantz, the review identified that the construction of a new interchange on Highway 102 would increase development pressure. It recommended a comprehensive planning process, such as a Secondary Planning Strategy, to guide long-term development. A target density of 45 persons per hectare was recommended to support efficient development patterns, based on an average household size of 3.35 persons per unit.

### East Hants Floodplain Mapping Study (2013)

This Study was an update to the CBCL Limited Floodplain Mapping Study completed in 1997. The Study included portions of the Nine Mile River which were not included in the 1997 study. The updated Study recommended that development close to the River be carefully regulated to avoid the increase of runoff peak flows and volumes into the Nine Mile River.

### East Hants Servicing Capacity Study (2024)

This study assessed water and wastewater capacity across the Municipality. While it did not account for development in the Lantz Secondary Planning Strategy Area, it highlighted capacity issues that are relevant to future servicing needs:

**Water Distribution Capacity Assessment and Capital Plan:** The northern side of the Regional Distribution System has the largest expected growth and is currently experiencing service issues due to low pressure.

**Wastewater Distribution Capacity Assessment and Capital Plan:** There were several locations where sanitary wastewater upgrades were proposed. The



additional wastewater flow that is proposed to be generated in the Lantz Study Area could potentially connect to the sanitary wastewater system at the “red” line shown in the **Figure 2-1**.

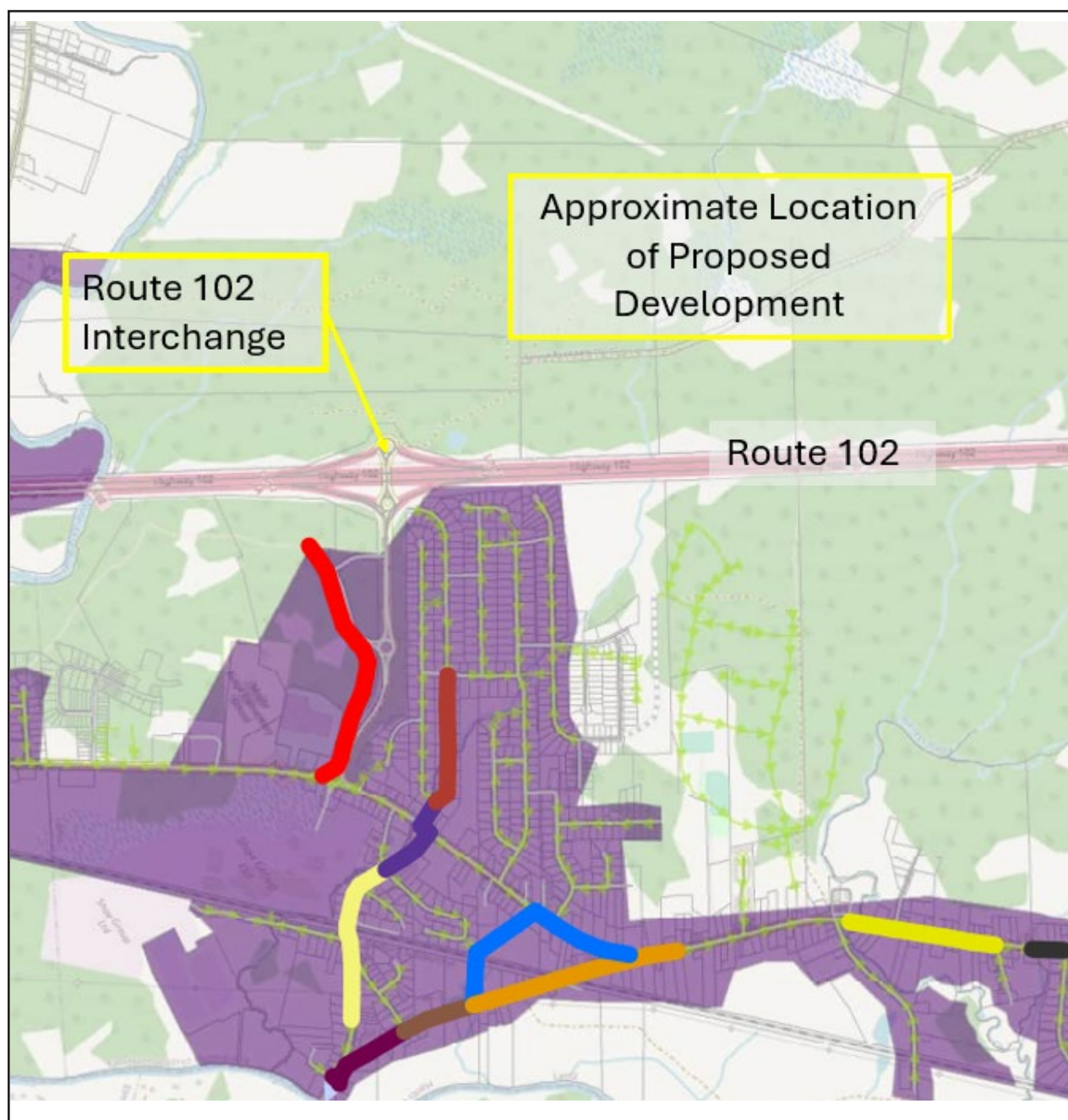
### Trunk 2 / Route 214 Corridor Traffic Study (2014)

The Study proposed three new interchange options on Highway 102 (**Figure 2-2**) to accommodate the projected growth of the community. The options presented were: 1) no new interchange, 2) South Lantz Interchange, and 3) North Lantz Interchange. The Study analyzed the traffic volume data of the

seven intersections within Lantz, which were also used to estimate future traffic volumes and to project traffic patterns for the three proposed options. The analysis indicated that the North Lantz interchange would have a lower cost estimate than the South Lantz interchange option, resulting in only moderately higher traffic volumes for Trunk 2. However, the Study highlighted that most intersections in the Study Area would require capacity improvements to meet traffic demands regardless of the interchange. The Nova Scotia Department of Public Works selected the South Lantz Interchange option and this interchange has since been constructed.

**Figure 2-1. Proposed Sanitary (Gravity Wastewater Upgrades near Route 102 Interchange)**

*(Source: Englobe, based on East Hants Servicing Capacity Study, 2024)*



## Transit Service Operating and Business Plan (2020, 2024)

This plan proposed a fixed-route bus service connecting the airport to Lantz, with intermediate stops in Enfield and Elmsdale. The route would travel along Highway 102, Highway 2, Elmsdale Road, the new Lantz Connector, and local Lantz streets. Given the Study Area's proximity to this route, and with continued growth in the region, transit demand is expected to increase. A 2024 update to this study provided additional considerations for routing, technology, partnership models, and collaboration with the Province.

To support future transit service within the Study Area, the Secondary Planning Strategy should:

- Provide sufficient residential density
- Design a street network that enables efficient bus routing
- Maximize pedestrian accessibility to potential stops
- Align open space and trail systems with potential transit connections

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

This Plan guides the development and management of the Municipality's open spaces (including its active transportation network) over a 20-year period. The Plan is intended to be a living document that is regularly reviewed and updated as conditions change.

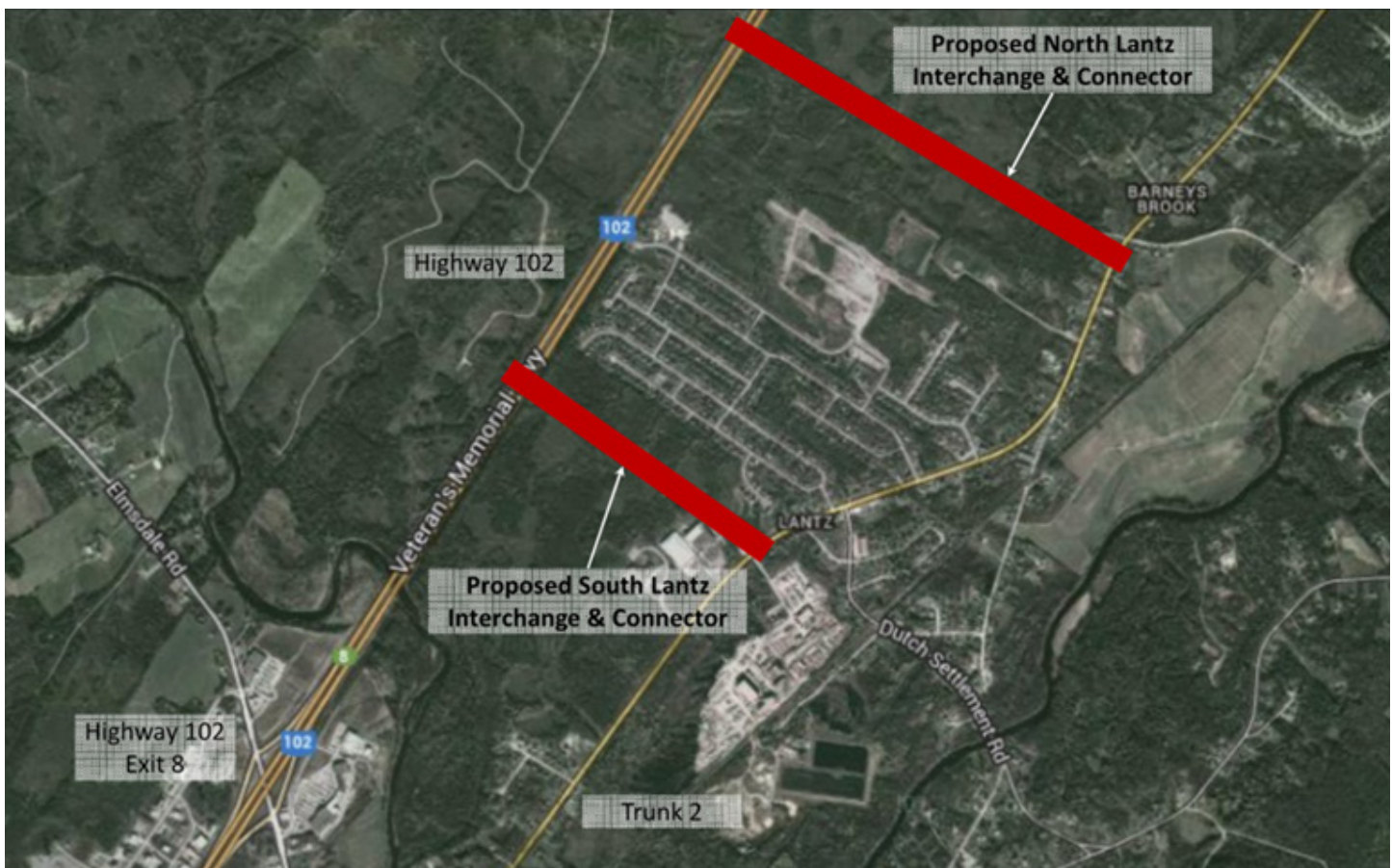
The Plan sets out nine guiding principles, all of which can inform the Lantz Secondary Planning Strategy. Key principles include:

**Principle 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.

**Principle 6: In Growth Management Areas create flexible, usable spaces which provide diverse amenities.** The plan notes that GMAs may be developed with a higher level of density and that a "more urban level of service" may therefore be expected.

Figure 2-2. Proposed Lantz Interchange & Connector Locations

(Source: CBCL, 2014)



The Plan highlighted that Lantz is subject to significant development pressure as a result of its location and proximity to Halifax, and may require further park development to meet community needs.

### **Recreation Services Master Plan (2019)**

The Plan defines “recreation” as “the experience that results from freely chosen participation in physical, social, intellectual, creative, and spiritual pursuits that enhance individual and community well-being” (Page 7). In the Community Goals Survey (2014), residents of East Hants strongly requested more parks and recreation facilities in their neighbourhoods. The Physical Activity Community Survey (conducted by the province in the mid-2010s) highlighted that the top three physical activities both provincially and locally were walking, swimming, and bicycling. These findings suggest that the active transportation network that will be outlined in the Lantz Secondary Planning Strategy can serve not only important transportation needs and sustainability interests but also local recreational demands. Hence, the active transportation network should be designed so that residents of all ages and abilities feel safe and comfortable using paths and trails for leisure and exercise.

### **Playground Development Strategy (2021)**

The Strategy provides a set of standards to assist in the location of playgrounds in East Hants with the aim to offer improved access to playgrounds for more children living in the Municipality of East Hants. The Strategy suggests that playgrounds should be located within 600-metre catchment areas, that would be calculated using developed using the number of children, the number of households, and median household income. While no future playgrounds were suggested in the Lantz Study Area, the Strategy highlighted that “as large lot subdivisions expand, or new large lot subdivisions develop, open space lands shall be acquired for future playground development” (Page 7).





# **Section 3: Land Survey Analysis**

*Image Source: FBM*

### 3.1 Introduction

The Land Survey Analysis was completed by Englobe Corporation to identify and assess vulnerable landforms, sensitive ecological features, and climate-related constraints within the Lantz Growth Reserve Area (GRA). The objectives of the analysis were to:

1. Provide a broad-scale, desktop review to identify environmental limitations that may affect development within the Study Area.
2. Recommend lands where more detailed investigation will be required to support future development proposals.

This analysis does not intend to guarantee that development will be approved; rather, it is a tool to identify whether anticipated environmental constraints may limit development potential.

### 3.2 Environmental Considerations

The high-level review suggests that the Lantz Study Area has development potential, subject to further detailed environmental assessment. Key findings include:

1. **Wetlands:** Several wetlands were identified through the desktop review; however, it is likely that more are present within the Study Area. Field assessments will be required to confirm the presence, boundaries, and significance of any wetlands, including those classified as Wetlands of Special Significance (WSS). Wetland delineation should follow the procedures developed by the U.S. Army Corps of Engineers, as adapted for northeastern North America and endorsed by Nova Scotia Environment and Climate Change (NSECC). These procedures rely on indicators related to vegetation, soils, and hydrology.
2. **Watercourses:** Water features within the Study Area, including the Nine Mile River, are likely to provide fish and turtle habitat and may be habitat for species at risk. Field verification will be necessary to confirm the presence of additional watercourses and to determine whether they qualify as regulated fish habitat.
3. **Watershed area:** The site is located within the Shubenacadie-Stewiacke primary watershed (1DG) and the Shubenacadie River secondary watershed (1DG-1). Surface water generally flows southeast into the Nine Mile River, which eventually converges with the Shubenacadie River.
4. **Flood prone areas:** Based on predictive flood mapping from the Municipality of East Hants, lands immediately adjacent to the Nine Mile River are considered to be at moderate or high risk of flooding. Development in moderate risk areas requires additional consideration while development in high risk areas should be avoided to reduce the risk of flood damage.
5. **Steep slopes:** The area is characterized by rolling topography, with most slopes in the 10 to 20 percent range or less. Some steeper slopes exist where the land drops toward wetlands or watercourses. Overall, the terrain slopes to the southeast.
6. **Forest cover and land use:** The Study Area is predominantly forested, with two main forest communities. The majority of the site is covered by red and black spruce flats. Central areas feature tolerant mixed-wood hummocks, while the Nine Mile River corridor contains floodplain habitat. The site is currently undeveloped and surrounded by a mix of agricultural, residential, and commercial uses. Water service in the surrounding area is provided by a combination of private wells and municipal infrastructure.
7. **Significant habitats:** According to the Atlantic Canada Conservation Data Centre (ACCDC) report commissioned in April 2024, several species at risk or rare species have been observed within five kilometres of the site. Although no species were recorded within the assessment area, Canada lily has been observed along the Nine Mile River downstream of the site, and Eastern pearlshell upstream of the site. The tributaries to the Nine Mile River area are also noted for their potential for Inner Bay of Fundy Atlantic Salmon and Wood Turtle habitat.
8. **Bedrock and soil:** There is some potential for sinkholes, and erosion or sediment transport may occur during site disturbance. A well-designed erosion and sediment control plan will be necessary during construction to minimize environmental impacts.
9. **Mineral land use:** There are no known mineral resource activities within the Study Area.
10. **Contaminated sites:** The provincial Environmental Registry maintained by NSECC provides public access to environmental records, including known contaminated sites. Landowners should consult this registry before submitting development proposals.



### 3.3 Transportation Considerations

In addition to environmental factors, a preliminary transportation review was conducted to identify viable roadway connections within the Lantz Study Area. Both the narrower Growth Reserve Area adjacent to Highway 102 and the larger expanded Study Area including lands to the north were considered.

The review concluded that it would be beneficial to plan for development across the full expansion area. This approach would allow better integration with existing roads such as Royal Oaks Way and Garden Road, and would reduce the number of new crossings of the Nine Mile River. The expanded Study Area contains more developable land and offers greater flexibility in terms of road layout.

Key recommendations include:

- Development should be planned across the full Study Area, not just the Lantz Growth Reserve Area adjacent to Highway 102.

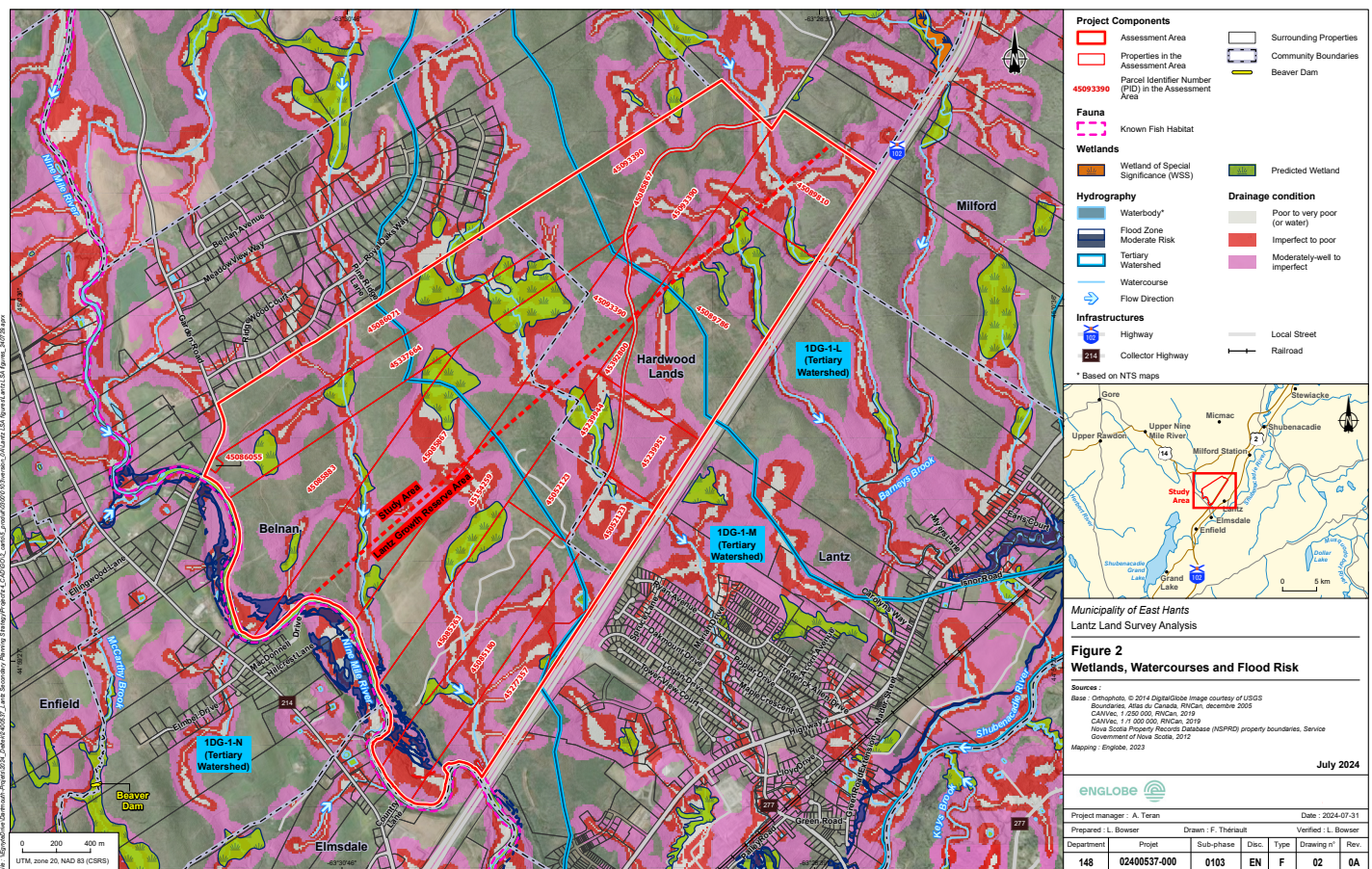
- The southwest portion of the site should be considered for the first phase of development, as it offers better access and more suitable land.
- A roadway connection between the Lantz Interchange and Royal Oaks Way and Garden Road appears feasible, provided existing wetlands and watercourses are properly avoided.
- A connection to Meadow View Way could enable additional development in the northern portion of the site.
- The topography in the area is conducive to incorporating active transportation infrastructure such as cycling and pedestrian routes.

This integrated approach to planning transportation and land use will support the creation of accessible, connected, and well-served neighbourhoods.

**Refer to Appendix 1 for the full Land Survey Analysis and supporting maps.**

Figure 3-1. Land Survey Analysis, Wetlands, Watercourses and Flood Risk

(Source: Englobe)





## **Section 4: What We Heard Summary**

*Image Source: FBM*



## 4.1 Introduction

From May to July 2024, the Project Team conducted a series of engagement activities to:

1. Introduce the project.
2. Share key findings from the Land Survey Analysis.
3. Identify community needs in the Lantz Secondary Planning Strategy Study Area.
4. Explore community visions for the Study Area.

Engagement methods included an in-person public open house, an online public survey, meetings with landowners, discussions with the Nova Scotia Education and Early Childhood Development (EECD) department and Public Works (NSPW) real estate team, a workshop with municipal staff, and a visioning session with Council.

This section summarizes the key themes and priorities identified through these engagements, including prominent community needs and collective visions for future development.

## 4.2 Prominent Community Needs and Current Assets

Community members, landowners, and stakeholders consistently identified the following themes. They are listed in approximate order from most to least frequently reported:

**Housing:** Participants emphasized the need for a variety of housing options. These include large-lot and rural living options, smaller and denser formats, affordable units, accessible housing, ground-oriented forms, mixed-use developments, senior-oriented housing, subsidized options, and cooperative housing.

**Education:** There is a strong need for new educational facilities in Lantz, including high schools, elementary schools, and trade schools. These facilities should be located near green space and community infrastructure, such as libraries, and follow established site selection procedures provided by EECD and NSPW.

**Recreation:** The community expressed a desire for expanded recreation options. Priorities included community trails, public parks, open spaces, and fields for sports and informal play. Staff identified concerns about parkland dedication being assigned to lands with environmental constraints such as lands likely to flood or with watercourse setbacks.

**Environmental protection for sensitive wetlands and watercourses:** Preserving the natural environment is a top priority. The Nine Mile River, woodlands, and local biodiversity are among the Study Area's most valued features. The Secondary Planning Strategy should emphasize the protection of sensitive wetlands, watercourses, and ecological habitats.

**Water and wastewater capacity upgrades:** Upgrades to existing water and wastewater systems will be necessary to support future development in the Study Area. Several participants flagged this as a key enabling step.

**Healthcare services and daycare:** There is a continuing and growing need for healthcare and daycare services. Planning for these facilities should address staffing capacity and ensure adequate space is secured in the Study Area.

**Commercial:** The Study Area presents an opportunity to create walkable, mixed-use commercial spaces. A desire for an urban town centre was identified that would support opportunities for small businesses. Visibility from Highway 102 makes the northeast of the interchange well suited for a range of commercial uses and employment-generating development.

**Connectivity:** The location of the Study Area, in proximity to Halifax, the airport, and surrounding communities, is seen as a major asset. Future development should prioritize connections within the Study Area and to nearby neighbourhoods by road, transit, and active transportation infrastructure.

**Community services:** Services such as fire protection, policing, libraries, and a community centre were identified as essential to support a complete and livable community.

## 4.3 Visions for the Lantz Secondary Planning Strategy

Participants envisioned the Lantz Study Area as a thoughtfully planned and phased community located between Highway 102 and the Garden Meadows subdivision. Higher-density residential and commercial uses are generally desired near the Highway for ease of access and visibility.

The community expressed a desire to blend urban and rural living in a way that respects the unique landscape and history of the area. Development should integrate with the natural environment and protect environmentally sensitive areas, while providing opportunities for recreation and connection with nature.

The built form should be human-scaled and designed to complement the surrounding area, with a range of unit types and sizes. The broader vision is to support a complete community with diverse housing options, access to essential services, and opportunities for employment and local economic growth.

Finally, the Lantz Study Area is viewed as a potential point of connection between Elmsdale, Lantz, and Belnan. Its location creates a rare opportunity to

establish a shared downtown core supported by active transportation, transit, and road infrastructure, linking the three communities.

**Refer to Appendix 5 for the complete What We Heard Report.**

**Figure 4-1. Photos from Engagement Sessions**

(Source: FBM)





An aerial photograph of a rural landscape, featuring a mix of green fields, clusters of trees, and some buildings. A large, white, semi-circular graphic element is positioned on the right side of the image, serving as a background for the section header text.

# **Section 5: Market Outlook & Land Use Demand Forecast Scenarios**

*Image Source: Viewpoint*



## 5.1 Introduction

This section presents a summary of the local economic and market-driven dynamics in the Municipality of East Hants and includes a demographic profile, population forecasts, housing demand forecast, and commercial retail demand forecast. This information has been used to support the development of the Lantz Secondary Planning Strategy policies and the Land Use Concept Plan.

## 5.2 Demographic Profile of the Municipality of East Hants

The most recent Statistics Canada Census release (2021), as well as Manifold Data Mining Inc (2024/25), a leading supplier of demographic information, were used to tabulate demographic estimates for the Municipality of East Hants. Manifold data provides current estimates between census years.

**Table 5-1** shows the summary of the demographic profile, including total population, age distribution, educational attainment, household income, and mobility status.

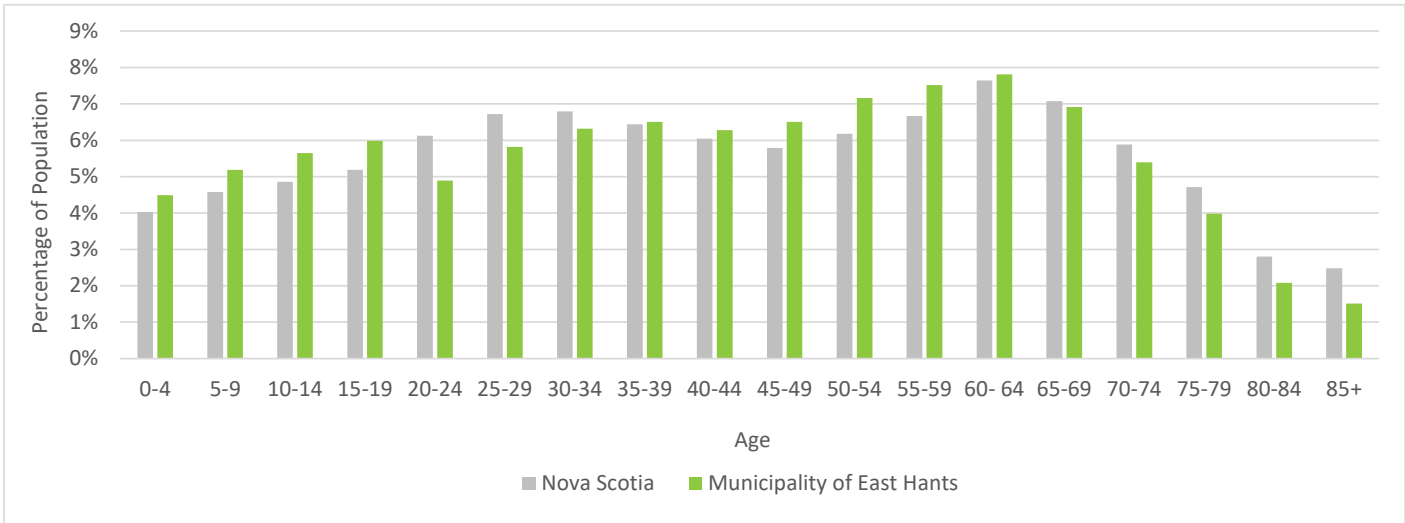
### Population Overview

The population for the Municipality of East Hants in 2024 is estimated at 24,353 by Manifold Data Mining, and at 26,370 by Statistics Canada. From 2016 to 2021 annual population estimates indicate that the Municipality experienced an average annual growth rate of 1.17%, a rate which has increased to 2.55% per year on average between 2021-2024.

**Age:** The Municipality of East Hants has a relatively younger population compared to the provincial average with a slightly lower proportion of people

Figure 5-1. Age Breakdown

(Source: FBM & Manifold Data Mining Inc., 2024)



aged 65 and over (**Figure 5-1**). The Municipality has a slightly higher percentage of population aged between 0-14 and 45-54, suggesting a higher proportion of families.

**Educational Attainment:** Of those over the age of 15, 53.04% have a post-secondary certificate, diploma or degree, aligning closely with the provincial average at 56.63%. The Municipality has higher percentage of population with an apprenticeship or trades certificate (11.32%) as well as those with a college diploma (24.6%), compared to the provincial average at 8.42% and 21.04% respectively. The higher percentage of the population with apprenticeships is an advantage for the Municipality to leverage construction, manufacturing, and trade sectors.

**Household Income:** The median household income in the Municipality of East Hants is estimated at \$96,951 in 2024, which is slightly higher than the provincial median income at \$72,745. The Municipality has a slightly higher proportion of households earning \$100,000 and over (42.08%), compared to the provincial percentage at 32.44% (**Figure 5-2**). Notably, the Municipality has similar breakdown of household income between \$60,000 and \$99,999, with slightly lower proportion of households earning \$20,000 to \$39,999 and even lower percentage of households with income below \$20,000. Collectively, this data suggests a relatively high proportion of affluent households with smaller income gap between households.

**Mobility:** The Municipality has a similar percentage of total migrants compared to the Province. However, the Municipality consistently has higher percentage of internal migrants, particularly intra-provincial migrants. This suggests that the Municipality of East Hants is becoming an increasingly attractive place to live for Nova Scotians, including those from Halifax Regional Municipality.

Table 5-1. Demographic Summary Table

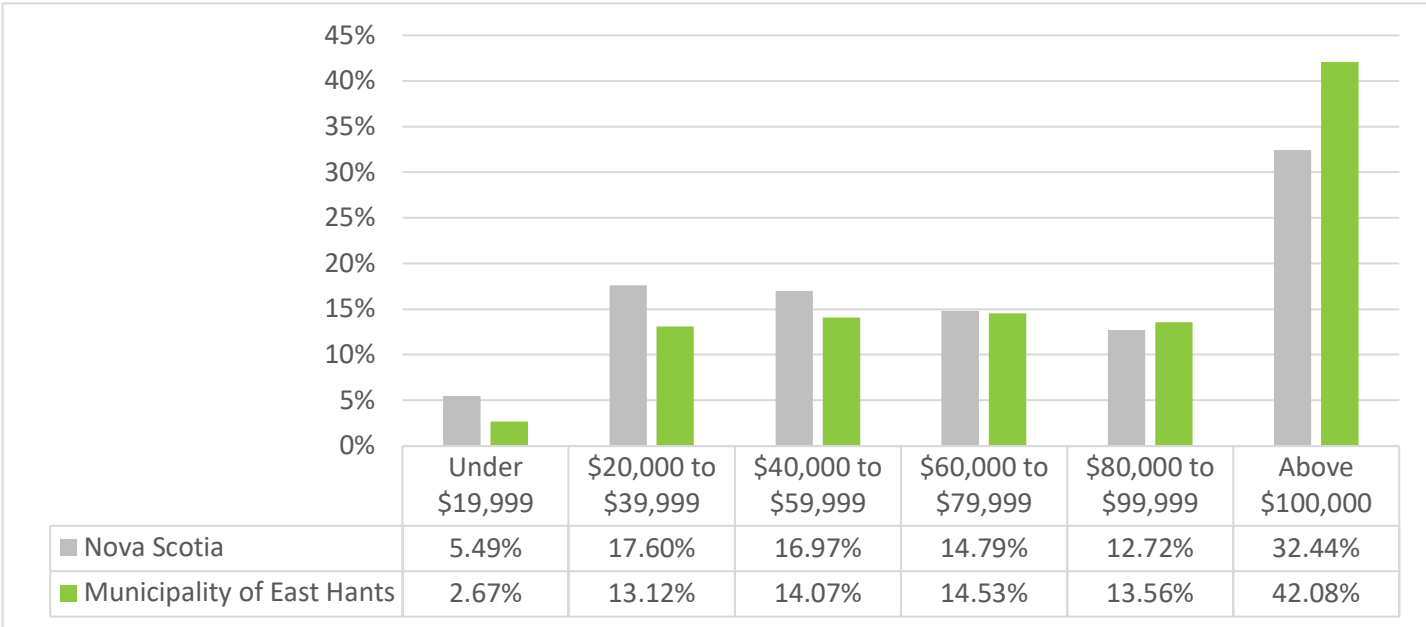
(Source: FBM &amp; Manifold Data Mining Inc., 2024)

Index	Description
>= 180	Extremely High
>=110 and <180	High
>=90 and <110	Similar
>=50 and <90	Low
<50	Extremely Low

Attribute	Benchmark: Nova Scotia		Municipality of East Hants, NS		
	value	percent	value	percent	index
<b>SUMMARY</b>					
Total population	1,058,881		24,353		
Total population age 15 and over	916,209		20,619		
Total number of private households	470,063		10,078		
Average number of persons in private households	2.22		2.41		109
<b>POPULATION AGE</b>					
Population age 0-14	142,673	13.47%	3,734	15.33%	114
Population age 15-24	119,744	11.31%	2,648	10.87%	96
Population age 25-34	143,126	13.52%	2,956	12.14%	90
Population age 35-44	132,168	12.48%	3,112	12.78%	102
Population age 45-54	126,755	11.97%	3,327	13.66%	114
Population age 55-64	151,492	14.31%	3,734	15.33%	107
Population age 65+	242,925	22.94%	4,841	19.88%	87
<b>EDUCATION</b>					
Total population aged 15 years and over by highest certificate, diploma, or degree	915,956		20,617		
No certificate, diploma, or degree	151,707	16.56%	3,593	17.43%	105
High school diploma or equivalent	245,505	26.80%	6,089	29.53%	110
Post-secondary certificate, diploma, or degree	518,744	56.63%	10,935	53.04%	94
Postsecondary certificate or diploma below bachelor level	291,925	31.87%	7,775	37.71%	118
Apprenticeship or trades certificate or diploma	77,127	8.42%	2,334	11.32%	134
College, CEGEP or other non-university certificate or diploma	192,755	21.04%	5,071	24.60%	117
University certificate or diploma below bachelor level	22,043	2.41%	370	1.80%	75
University certificate, diploma, or degree at bachelor level or above	226,819	24.76%	3,160	15.33%	62
Bachelor's degree	150,088	16.39%	2,427	11.77%	72
<b>HOUSEHOLD INCOME</b>					
Total number of households	470,063		10,078		
Average household income \$	\$94,180		\$105,706		112
Median household income \$	\$72,745		\$96,951		133
<b>MOBILITY STATUS - 1 YEAR AGO</b>					
Total - Mobility status 1 year ago	1,049,944		24,118		
Non-movers	918,610	87.49%	21,897	90.79%	104
Movers	131,334	12.51%	2,220	9.21%	74
Non-migrants	78,691	7.50%	977	4.05%	54
Migrants	52,643	5.01%	1,243	5.15%	103
Internal migrants	47,068	4.48%	1,241	5.15%	115
Intraprovincial migrants	22,126	2.11%	1,011	4.19%	199
Interprovincial migrants	24,942	2.38%	230	0.95%	40
External migrants	5,575	0.53%	3	0.01%	2
<b>MOBILITY STATUS - 5 YEARS AGO</b>					
Total - Mobility status 5 years ago	1,014,321		23,238		
Non-movers	636,471	62.75%	16,387	70.52%	112
Movers	377,850	37.25%	6,851	29.48%	79
Non-migrants	175,479	17.30%	2,170	9.34%	54
Migrants	202,371	19.95%	4,681	20.14%	101
Internal migrants	161,413	15.91%	4,541	19.54%	123
Intraprovincial migrants	85,201	8.40%	3,379	14.54%	173
Interprovincial migrants	76,212	7.51%	1,162	5.00%	67
External migrants	40,958	4.04%	140	0.60%	15

Figure 5-2. Household Income Breakdown

(Source: FBM & Manifold Data Mining Inc, 2024)



Employment and Labour

The total labour force population for the year-end 2024/2025 in the Municipality of East Hants was 13,508, accounting for approximately 55.5% of the estimated total population in 2024. This includes permanent and temporary employees as well as self-employed individuals. While the breakdown of types of workers is largely similar to the Province as a whole, the Municipality has a slightly lower percentage of temporary employees (13.56%) compared to the provincial average at 17.06%.

Prominent Industries and Occupations

The top three North American Industry Classification System (NAICS) industry sectors (where people work) were:

- **Construction (23):** 1,724 jobs (12.76% of the labour force)
- **Retail Trade (44-45):** 1,553 jobs (11.5%)
- **Health care and social assistance (62):** 1,467 jobs (10.86%)

Meanwhile, the top three occupational categories (what people do for work) were:

- **Trades, transport and equipment operators and related occupations:** 3,699 jobs (27.38%)
- **Sales and service occupations:** 3,023 jobs (22.38%)
- **Business, finance, and administration occupations:** 2,004 jobs (14.84%)

Relative to the Province, the Municipality of East Hants specializes in certain industries. The Municipality specializes the most in the following NAICS industries:

- Mining, quarrying, and oil and gas extraction (21)
- Transportation and warehousing (48-49)
- Wholesale trade (41)
- Construction (23)

Relative to the Province, the labour force in the Municipality of East Hants is underweight in the following NAICS industries:

- Management of companies and enterprises (55)
- Information and cultural industries (51)
- Arts, entertainment and recreation (72)
- Educational services (61)

More details can be found in **Table 5-2** where an index >100 indicates a greater specialization relative to the Province as a whole.

Table 5-2. Labour Force Industry and Occupation

(Source: FBM &amp; Manifold Data Mining Inc.)

Index	Description
>= 180	Extremely High
>=110 and <180	High
>=90 and <110	Similar
>=50 and <90	Low
<50	Extremely Low

Attribute	Benchmark: Nova Scotia		Municipality of East Hants, NS		
	value	percent	value	percent	index
<b>LABOUR FORCE INDUSTRY</b>					
Total labour force population aged 15+ years North American Industry Classification System (NAICS) 2017	571,417		13,508		
Industry - not applicable	11,592	2.03%	216	1.60%	79
All industries	559,825	97.97%	13,292	98.40%	100
11 Agriculture, forestry, fishing, and hunting	20,432	3.58%	393	2.91%	81
21 Mining, quarrying, and oil and gas extraction	2,744	0.48%	172	1.27%	265
22 Utilities	3,497	0.61%	81	0.60%	98
23 Construction	42,334	7.41%	1,724	12.76%	172
31-33 Manufacturing	37,100	6.49%	1,065	7.88%	121
41 Wholesale trade	12,708	2.22%	530	3.92%	177
44-45 Retail trade	71,174	12.46%	1,553	11.50%	92
48-49 Transportation and warehousing	22,966	4.02%	1,145	8.48%	211
51 Information and cultural industries	8,957	1.57%	113	0.84%	54
52 Finance and insurance	19,191	3.36%	345	2.55%	76
53 Real estate and rental and leasing	7,011	1.23%	149	1.10%	89
54 Professional, scientific, and technical services	37,560	6.57%	713	5.28%	80
55 Management of companies and enterprises	529	0.09%	0	0.00%	0
56 Administrative and support, waste management and remediation services	24,659	4.32%	664	4.92%	114
61 Educational services	45,663	7.99%	760	5.63%	70
62 Health care and social assistance	85,520	14.97%	1,467	10.86%	73
71 Arts, entertainment, and recreation	9,867	1.73%	138	1.02%	59
72 Accommodation and food services	35,315	6.18%	638	4.72%	76
81 Other services (except public administration)	22,452	3.93%	492	3.64%	93
91 Public administration	50,145	8.78%	1,151	8.52%	97
<b>OCCUPATION</b>					
Total labour force 15 years and over by occupation	571,417		13,508		
Occupation - not applicable	11,592	2.03%	216	1.60%	79
All occupations	559,825	97.97%	13,292	98.40%	100
0 Management occupations	5,224	0.91%	50	0.37%	41
1 Business, finance, and administration occupations	87,491	15.31%	2,004	14.84%	97
2 Natural and applied sciences and related occupations	38,154	6.68%	844	6.25%	94
3 Health occupations	53,615	9.38%	928	6.87%	73
4 Occupations in education, law and social, community and government services	78,267	13.70%	1,606	11.89%	87
5 Occupations in art, culture, recreation, and sport	14,646	2.56%	188	1.39%	54
6 Sales and service occupations	145,901	25.53%	3,023	22.38%	88
7 Trades, transport and equipment operators and related occupations	95,337	16.68%	3,699	27.38%	164
8 Natural resources, agriculture, and related production occupations	19,703	3.45%	483	3.58%	104
9 Occupations in manufacturing and utilities	21,485	3.76%	467	3.46%	92

Commuting Destination

Among the total labour force population (13,508 workers), 69.71% (or 9,416 workers) have a fixed commuting destination (**Table 5-3; Figure 5-3**). 19.25% of workers have no fixed workplace address, which is slightly higher than the provincial average at 14.37%. 7.84% work from home, 0.47% work outside of Canada, and 2.74% are reported as uncategorized.

When examining the workforce population who commute to work, 22.12% of the total workers commute within the Municipality of East Hants, 2.3% commute outside of the Municipality of East Hants but still within Hants County, and 0.81% to a different province or territory. Notably, the percentage of workers who commute to outside of the census division of residence (i.e., outside of Hants County) is significantly higher than the provincial average. Amongst commuters in the Municipality of East Hants, 43.84% commute to outside of Hants County for work, compared to the provincial average of 6%. These commuting patterns highlight that the Municipality of East Hants is conveniently located within commuting distance to key employment hubs including the Halifax Regional Municipality.

Mode of Transportation

**Table 5-3** highlights the primary mode of transportation for commuting among workers with a usual place of work or with no fixed workplace address (12,016 workers). Of those, over 95% use vehicles as a main mode of commuting. Approximately 2.2% of commuters use active transportation options for commuting, which includes walking, bicycling, and public transit. It is important to note that this data solely focuses on commuting patterns and is not reflective of all trips being made. As a result, it does not consider the trips made by pedestrians to shops and services, children walking or biking to school, or for social purposes such as a resident visiting their local park.

The high proportion of residents commuting to work using a private vehicle is to be expected for rural municipalities where residents often make long commutes to their jobs and/or where effective transit options are not available. However, supporting alternatives can help to reduce the cost of vehicle ownership and provide options for those who may not be able to drive due to disabilities, financial barriers, or their age.

Figure 5-3. Commuting Destination  
(Source: FBM & Manifold Data Mining Inc)

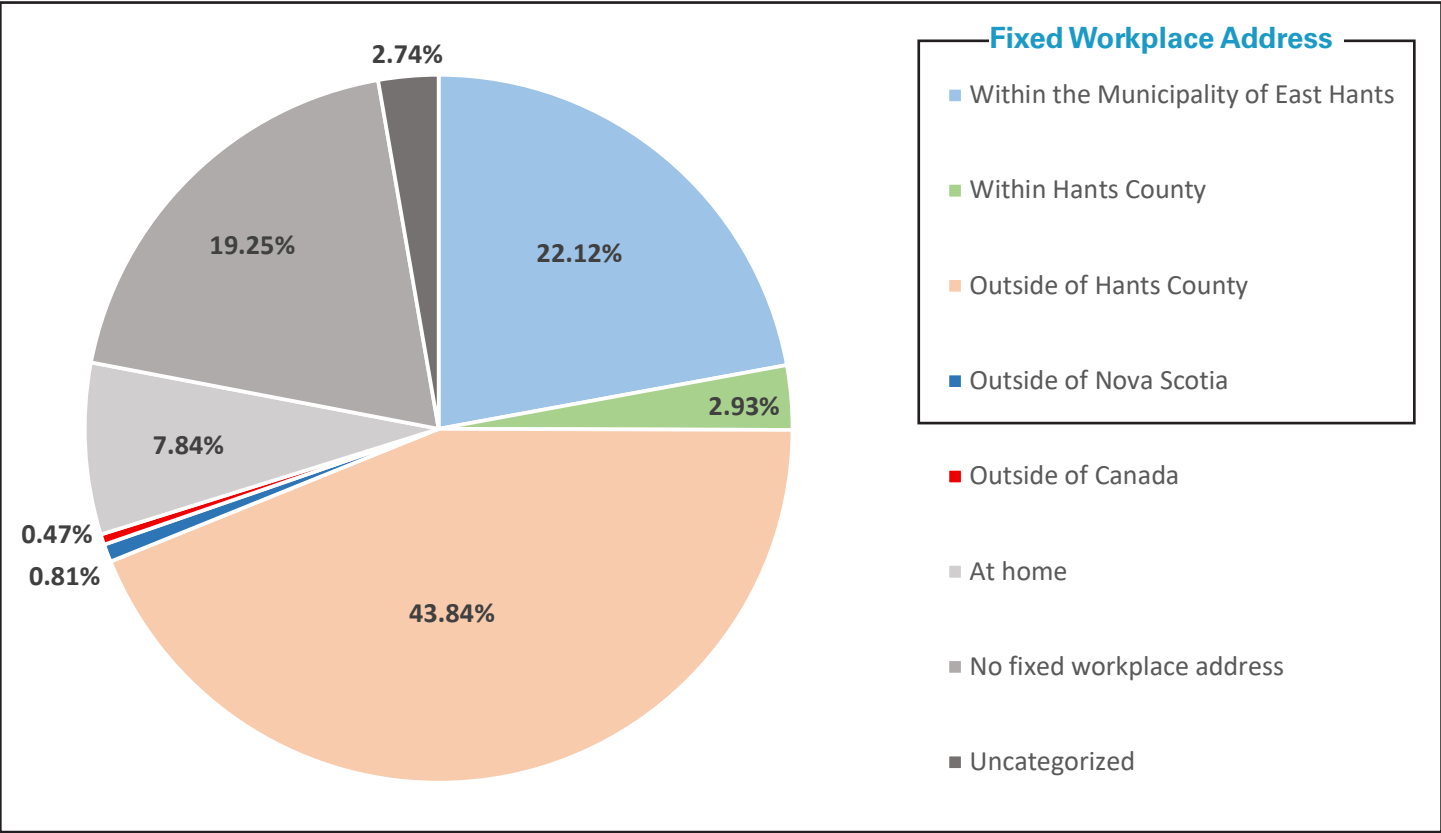


Table 5-3. Labour Force and Commute

(Source: FBM &amp; Manifold Data Mining Inc.)

Index	Description
>= 180	Extremely High
>=110 and <180	High
>=90 and <110	Similar
>=50 and <90	Low
<50	Extremely Low

Attribute	Benchmark: Nova Scotia		Municipality of East Hants, NS		
	value	percent	value	percent	index
<b>CLASS OF WORKER</b>					
Total labour force 15 years and over by class of worker	571,417		13,508		
Class of worker - Not applicable	11,592	2.03%	216	1.60%	79
All classes of worker	559,825	97.97%	13,292	98.40%	100
Employees	495,299	86.68%	11,857	87.78%	101
Permanent position	397,796	69.62%	10,025	74.22%	107
Temporary position	97,502	17.06%	1,832	13.56%	79
Fixed term (1 year or more)	25,308	4.43%	436	3.23%	73
Casual, seasonal or short-term position (less than 1 year)	72,194	12.63%	1,396	10.34%	82
Self-employed	64,526	11.29%	1,435	10.62%	94
<b>PLACE OF WORK</b>					
Total employed labour force 15 years and over by place of work status	537,647		13,138		
At home	50,831	8.90%	1,059	7.84%	88
Outside Canada	1,169	0.21%	63	0.47%	224
No fixed workplace address	82,084	14.37%	2,600	19.25%	134
Usual place of work	403,563	70.63%	9,416	69.71%	99
<b>COMMUTING DESTINATION</b>					
Total employed labour force 15 years and over with a usual place of work commuting destination	403,563		9,416		
Commute within census subdivision (CSD) of residence	302,172	52.88%	2,988	22.12%	42
Commute to a different census subdivision (CSD) within census division (CD) of residence	62,084	10.87%	396	2.93%	27
Commute to a different census subdivision (CSD) and census division (CD) within province or territory of residence	34,292	6.00%	5,922	43.84%	731
Commute to a different province or territory	5,015	0.88%	110	0.81%	92
<b>MODE OF TRANSPORTATION</b>					
Total employed labour force 15 years and over who commute to work by mode of transportation	485,647		12,016		
Car, truck or van	423,956	87.30%	11,509	95.78%	115
Car, truck, van, as driver	387,579	79.81%	10,757	89.52%	117
Car, truck, van, as passenger	36,376	6.37%	752	6.26%	87
Public transit	21,000	4.32%	73	0.61%	15
Walked	28,484	5.87%	200	1.66%	30
Bicycle	2,049	0.42%	0	0.00%	0
Other method	10,159	2.09%	233	1.94%	97



## 5.3 Housing Data

As shown in **Figure 5-4**, the Municipality of East Hants had 0% vacancy rate for private apartments. This indicates a very tight rental housing market with minimal availability of vacant dwellings.

**Table 5-4** illustrates historical structure type between 2006 and 2021. Among privately owned dwellings, the vast majority of ownership has been in the form of single family dwellings as opposed to condominium or co-operative housing in semi-detached, duplex, row house (townhouse), or low-rise apartment forms.

Accommodations for renters in the Municipality are distinct from owners, with the majority of renters living in non-single family housing formats. However, despite this it is clear that there is a significant demand for single family housing formats for both renters and homeowners in the Municipality.

**Figure 5-4. Private Apartment Vacancy Rates (%)**

(Source: CMHC)

**Private Apartment Vacancy Rates (%)**

	OCT-21		OCT-22		OCT-23		OCT-24	
Bachelor	**		**		**		**	
1 Bedroom	0.0	d	0.0	d	0.0	d	0.0	d
2 Bedroom	0.0	d	0.0	d	0.0	c	0.0	c
3 Bedroom +	**		**		**		**	
Total	0.0	d	0.0	d	0.3	b	0.0	c

Note: the letter code beside each estimate indicates the reliability of the estimates; c - Good, d - Poor (use with caution), \*\* - statistics that have not been published due to a low level of reliability.

**Table 5-4. Historical Structure Type for Owners and Renters in the Municipality of East Hants**

(Source: CMHC, Statistics Canada)

Note: Low-rise apartments refer to buildings with fewer than five storeys; high-rise apartments refer to buildings that have five or more storeys. "Other" dwellings include other single-attached homes, mobile homes, and other movable dwellings.

Municipality of East Hants Historical Structure Type for Owners							
	Single-Detached	Semi-Detached	Row	Duplex	Low-Rise Apt.	High-Rise Apt.	Other
2006	6,530	170	0	45	20	0	290
2011	6,740	180	0	40	30	0	390
2016	6,970	185	10	65	20	0	380
2021	6,930	230	10	50	10	0	405

Municipality of East Hants Historical Structure Type for Renters							
	Single-Detached	Semi-Detached	Row	Duplex	Low-Rise Apt.	High-Rise Apt.	Other
2006	430	60	60	55	370	0	45
2011	555	70	40	40	400	0	70
2016	510	150	100	110	445	0	110
2021	700	145	155	100	585	0	80



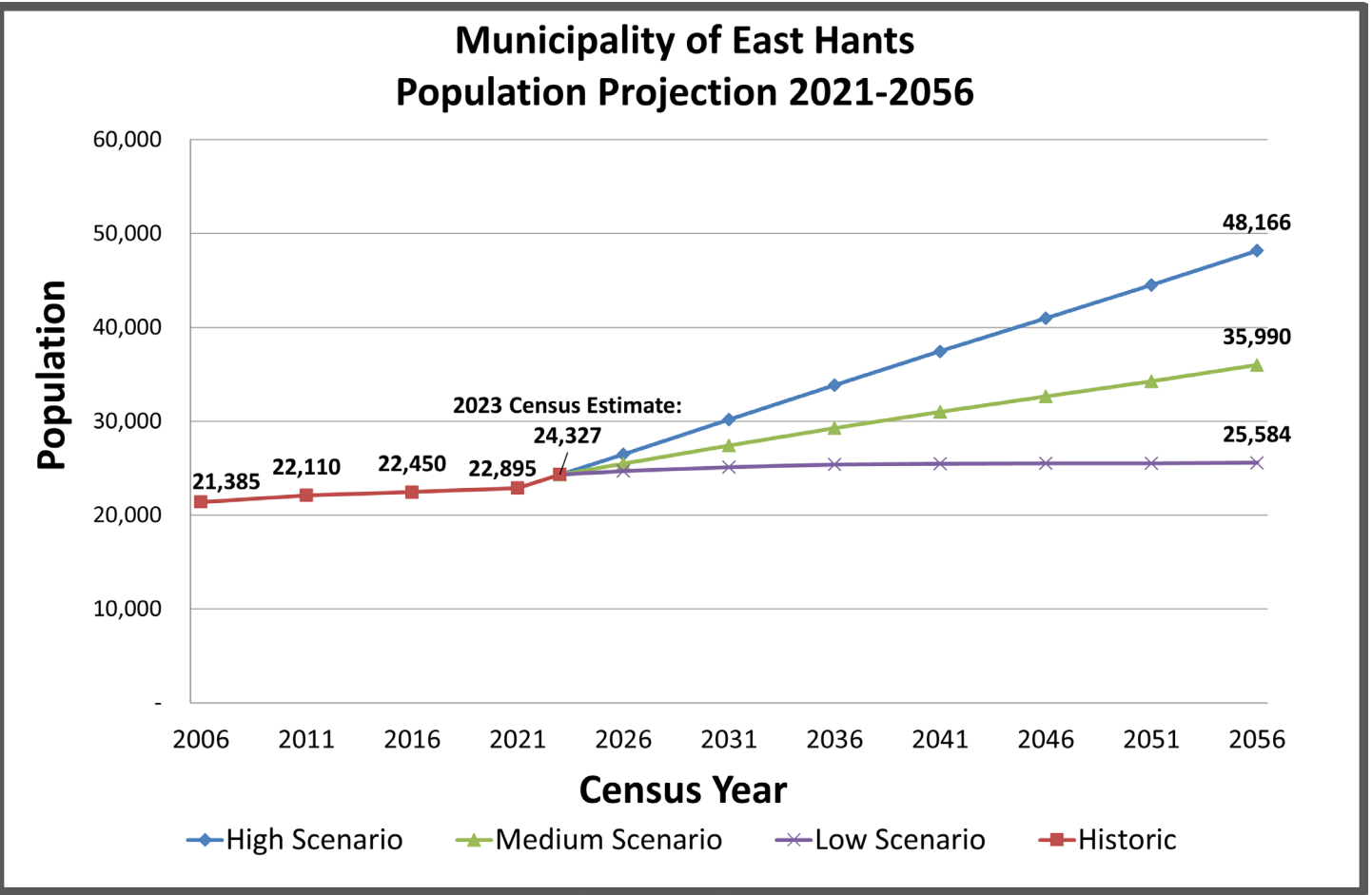
# 5.4 Population Projections

Between 2001 and 2016, the Municipality of East Hants had been experiencing modest but steady population growth with an average of 0.46% per year. After 2016 however, that rate of growth began to increase significantly with an average annual growth rate of 1.17% per year between 2016-2021, and an average of 2.55 % per year between 2021-2024 (Statistics Canada, Population Estimates, July 1). With deaths outnumbering births in the County of Hants as a whole, growth has largely been a factor of net inter-provincial migration and intra-provincial migration, with international immigration playing a significantly smaller role (Statistics Canada, Components of Population Change by Census Division). After adjusting for the average difference between Statistics Canada Census counts and Annual Population Estimates, it was estimated that if the census were to have been taken in 2023 that the population would be 24,327. This represents the starting point for the population projections.

To create the population projections out to 2056, a 5-year cohort-component methodology was used. This method breaks a population down into 5-year age cohorts and projects them into the future, five years at a time. During each 5-year period, mortality and net-migration rates are applied to model changes in the size of the population. Birth rates are also applied based on age-specific fertility rates to project the number of births within a 5-year period.

It is important to note that a population projection is not a prediction of what will happen, but rather an exploration of what would happen if certain conditions occurred. Population projections should therefore be used as a tool to understand the implications of different growth scenario based on varying net migration rates. Three population projections from 2024-2056 have been created as summarized in **Figure 5-5**. Each scenario reflects a different growth scenario based on differing net-migration rates as this most influential and variable component of population change in Nova Scotia.

Figure 5-5. Municipality of East Hants Population Projection, 2021-2056  
(Source: FBM)



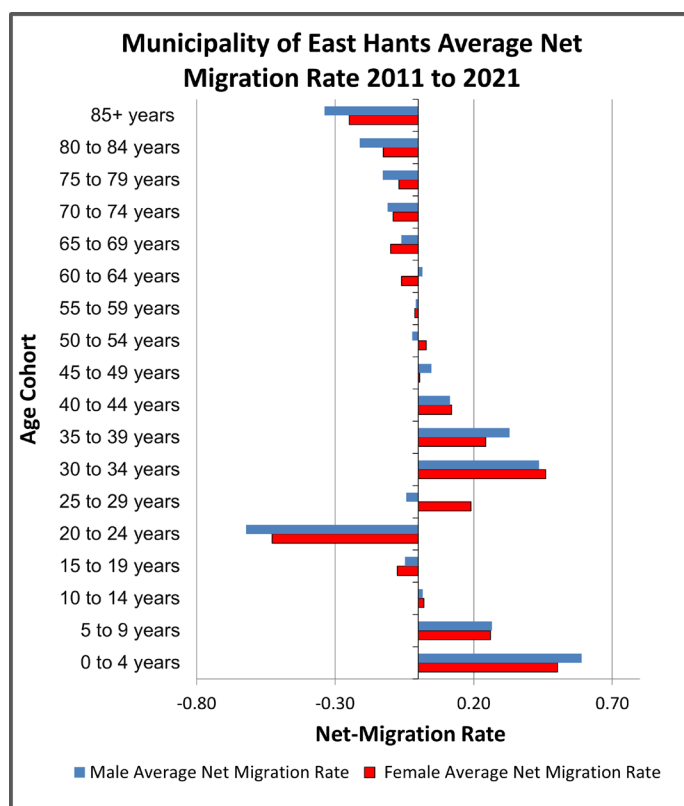
## Components of Population Change

A community's population size hinges on the following three factors: 1) births, 2) deaths, and 3) net-migration. For each projection, we have used the 2021 birth and mortality rates for Nova Scotia as controls – meaning they don't change for the duration of the projections. While birth and death rates have changed over time, they do not significantly explain the recent growth that the Municipality has experienced. Therefore the variable which varies between the scenarios is the age-specific net-migration rates.

Net-migration rates are calculated by analyzing the difference between an expected population and the actual population. For example, given a population of 1,000 Nova Scotian men aged 35-39 in 2016, we would expect that five years later in 2021 when this age cohort is now 40-44, that due to mortality there should only be 930 men aged 40-44. Any difference between the expected and actual (recorded by the census) is considered to be due to either immigration or emigration. The balance is recorded as net-migration. Calculating the difference between the expected and actual populations, then converting them into a rate relative to the size of the provincial age cohort provided the below net-migration rates for the Municipality of East Hants from 2011 - 2021 (**Figure 5-6**).

Figure 5-6. Net-Migration Rates, 2011-2021

(Source: FBM)



## High Growth Scenario

Under the High Scenario, the estimated 2021-2023 net-migration rates are the "new normal". Under this scenario, the relative population size of the Municipality increases from 2.36% in 2021, to 3.18% of the projected Nova Scotia population by 2046. This implies that Municipality grows faster than the provincial average. By 2036 the total population of the Municipality is projected at 33,860 and a population of 48,166 by 2056.

## Medium Growth Scenario

Under the Medium Scenario, the estimated 2021-2023 net-migration rates are tempered post 2023. Under this scenario, the net-migration rates were reduced post 2023 to a adjusted rate which maintains the population of the Municipality at 2.37% of the projected Nova Scotia population by 2056. To accomplish this, the average net-migration rates of 2011-2021 were uniformly adjusted upward. This implies that the Municipality grows at a rate equal to the provincial average. By 2036 the total population of the Municipality is projected at 30,483 and a population of 36,387 by 2056.

## Low Growth Scenario

Under the Low Scenario, the estimated 2021-2023 net-migration rates were a brief anomaly. Provincial population growth is accommodated outside of East Hants and occurs in other regions around the Province. The net-migration rates are equal to those experienced between 2016-2021, the average of which is significantly lower than what has been experienced between 2021-2024. While more people are choosing to move to the Municipality of East Hants than those leaving, it is only enough to keep the overall population stable with only slight growth between 2024 – 2056. Under this scenario the population of the Municipality declines from a share of 2.36% of overall Nova Scotia population in 2021 to 1.69% of the projected Nova Scotia Population by 2046. By 2056 the total population of the Municipality is projected at 25,584.

## 5.5 Housing Demand Projection Scenarios

The Low, Medium, and High Growth Scenarios in Section 5.4 were used to project the total number of new housing units (housing demand) that could be needed in the Municipality by 2056. It should be noted that this does not account for any existing shortage of housing that may currently exist the Municipality which would suggest that these numbers are somewhat conservative.

The projected housing demand is broken down into the following categories and sub-categories:

- Single Family Dwellings
  - » Large Unserved Lot
  - » Medium Served Lot
- Missing Middle / Multi-Unit Housing
  - » Serviced Townhouse/Duplex/Triplex
  - » Serviced Low Rise Multi Unit
  - » Serviced Mid Rise Multi Unit

It is assumed that over the course of this projection approximately 30% will be as multi-unit dwellings, 13% as Townhouses / Duplex / Triplex, and 57% as single family dwellings. Based on this assumption, and using typical population per dwelling unit by dwelling type, a total demand of 8,905 dwelling units is forecasted if the current growth rate continues (High Growth Scenario). The three scenarios, detailed in **Figure 5-7**, indicate the following approximate dwelling unit absorption and/or construction rates:

- High Growth Scenario: 267 dwelling units per year (net)
- Medium Growth Scenario: 133 dwelling units per year (net)
- Low Growth Scenario: 17 dwelling units per year (net)

For reference, in 2023 CMHC recorded 148 housing starts within the Municipality of East Hants. While this is suitable to meet the Medium Growth Scenario, it is far below what is needed to meet the High Growth Scenario.

As of September 2024, development agreements, subdivisions, and site plan approvals had been approved for an estimated 6,929 dwelling units within the Corridor Region with build outs ranging up to 2046. Of these dwelling units, 75% is concentrated between three development agreements. Even if all of these dwelling units are constructed, the housing

projection indicates that it would be suitable to meet the needs of the Medium Scenario, but would fall short of the High Scenario by approximately 2,000 units.

The long term planning for the Lantz Secondary Planning Area will provide a framework for continued growth to meet the high growth scenario, growth beyond the 2056 timeline, as well as to account for growth beyond the high housing scenario due to unanticipated growth factors. Additionally, it will help to increase the rate of housing construction that is needed in order to meet the High Growth Scenario housing forecast.

**Figure 5-7. Municipality of East Hants Housing Projection, 2021-2056**

(Source: FBM)

Single Detached Dwellings				
Large Unserved Lot (20%)		Low	Medium	High
	Dwelling Units	64	515	989
	Gross Land (ac)	64	515	989
	Density (units/ac)	1.0		
Medium Served Lot (80%)		Low	Medium	High
	Dwelling Units	257	2,059	3,955
	Gross Land (ac)	43	343	659
	Density (units/ac)	6.0		
Single Detached Summary		Low	Medium	High
	Total Dwelling Units	321	2574	4943
	Gross Land (ac)	107	858	1648
	Density (units/ha)	3.0		
	Estimated Population	868	6,949	13,347
Missing Middle / Multi-Unit Housing				
Townhouse/Duplex/Triplex (30%)		Low	Medium	High
	Dwelling Units	71	480	1,188
	Gross Land (ac)	7	48	119
	Density (units/ac)	10.0		
Low Rise Multi Unit (50%)		Low	Medium	High
	Dwelling Units	118	801	1,981
	Gross Land (ac)	4	27	66
	Density (units/ac)	30.0		
Mid Rise Multi Unit (20%)		Low	Medium	High
	Dwelling Units	47	320	792
	Gross Land (ac)	1	7	18
	Density (units/ac)	45.0		
Multi-Unit Housing Summary		Low	Medium	High
	Total Dwelling Units	235	1601	3962
	Gross Land (ac)	11	75	185
	Density (units/acre)	21.4		
	Estimated Population	437	2,978	7,369
TOTAL				
	Dwelling Units	557	4,175	8,905
	Gross Land (ac)	118	933	1,833
	Density (units/acre)	4.7		
	Estimated Population	1,305	9,927	20,716

## 5.6 Retail Demand Forecast

### East Hants Retail Market Analysis (2018)

The 2018 East Hants Retail Market Analysis (RMA) was carried out between December 2017 and April 2018. It aimed to document the Municipality’s retail inventory, identify the trade area served by that retail stock, and estimate East Hants’ retail demand (i.e. spending). It aimed to provide information to assist the Municipality in supporting and retaining existing retailers, as well as helping to attract new retail and business growth.

East Hants had an estimated 42,085 square metres of retail floor space with a vacancy rate of around 3%. This was considered to be an especially low vacancy rate, suggesting there could be demand for more retail space.

The report noted that the Elmsdale centre is located roughly halfway between two strong retail poles – the Halifax-Dartmouth metropolitan area (to the south) and Truro (to the north). The retail trade area (the area from which East Hants’ retail sales are largely generated) is centred on the Highway 102 corridor, between Halifax and Truro, and draws from the surrounding rural and semi-rural hinterland. Traffic along Highway 102 has continually increased, making East Hants even more attractive to prospective retailers. The area also benefits from increasing economic activity at the nearby Halifax Stanfield International Airport.

The report concluded that East Hants (especially Elmsdale), already positioned as a “strong local convenience destination,” was on the verge of becoming a more self-sufficient retail market, and would be suited for “the gradual introduction of

more general merchandise and food and beverage offerings” as well as “specifically targeted comparison or DSTM (department store-type merchandise) categories and stores.”

Given the Lantz Growth Reserve Area’s proximity to Highway 102 and the existing Elmsdale commercial centre, these findings suggest that the Lantz Secondary Planning Strategy should provide for future commercial/retail development, particularly in light of the unprecedented population growth that has taken place in the Halifax region since the study was published.

### Lantz Retail Demand Forecast

As a subset of the Municipality, Lantz has a significant opportunity for retail demand growth. Using the medium growth scenario, market standard \$/household spending on retail, and \$ / sq m retail space industry standards, the growth opportunity has been forecasted at a high level to provide an assessment of the future growth potential for retail in the Lantz Secondary Planning Strategy Area. This has been summarized in **Figure 5-8**, with 90% of the retail growth in the Lantz is assumed to be within the Study Area.

In total, a potential demand for 58,952 sq m of commercial retail space is forecasted with the majority of the retail growth is assumed to be within a Commercial Urban Centre that takes advantage of visibility from Highway 102. The remaining retail is assumed to be in a more urban typology in areas with a mixture of higher-density residential, ground floor commercial, and stand alone large format retail.

Figure 5-8. Municipality of East Hants Retail Demand Projection, 2021 -2056

(Source: FBM)

Total New Demand by 2050 (sq m)		LANTZ SPS STUDY AREA			
		% Share of Demand	Share of Demand (sq m)	Site Coverage Factor (%)	Net Land Area (hectares)
<b>Total</b>	<b>65,502</b>	<b>90%</b>	<b>58,952</b>	<b>21%</b>	<b>27.5</b>
	Commercial Urban Centre	80%	52,402	25%	21.0
	Mixed-Use Centre	10%	6,550	10%	6.6



The background is a map with various colored zones in shades of green and yellow. Some areas are marked with numbers: 30, 45, 21, 8, 13, 2.3, 5, 1, 2, 0.6, 7, 3, 8, 10, 3, 6, 26, 1.3, 0.6, 0.6, 1.2, 0.6, 1.2, 11, 12. A road labeled 'w Way' is visible in the top left. A large white curved shape on the right side contains the section header.

# **Section 6: Land Use Concept Plan**

Lantz interchange (exit 8A)

Lantz Connector

*Image Source: FBM*

## 6.1 Introduction

A land use concept plan illustrates the spatial relationships among land use types and density allocations, circulation networks, municipal infrastructure, parks and open spaces, institutional uses, and other amenities. This section provides a high-level overview of the initial concept plans and the final land use concept.

The following guiding principles for the Secondary Planning Strategy were developed through input from landowners, municipal staff, Council, and the community, as well as background research and alignment with existing municipal policies and strategic documents:

- **Environmental Protection:** Preserve natural features within the Lantz Secondary Planning Strategy Area.
- **Housing Diversity and Affordability:** Provide a mix of housing types and densities to accommodate growth while supporting the community's rural character.
- **Commercial and Employment Opportunities:** Create meaningful employment opportunities by clustering retail, office, light industrial, and institutional uses.
- **Complete Community with an Urban Centre:** Promote a compact, walkable, and accessible community anchored by an urban centre with diverse commercial activities.
- **Transportation and Connectivity:** Develop a multi-modal network that accommodates pedestrians of all abilities, cyclists, public transit, and private vehicles.

**Figure 6-2** illustrates the final Land Use Concept Plan, including the allocation of Land Use Areas.

## 6.2 Development of the Land Use Concept Plan

Using the guiding principles as a baseline, the Project Team continued to evolve the Land Use Concept Plan throughout the project. **Figure 6-1** illustrates several early concept iterations.

From the outset, the plan focused density around the Lantz Interchange, with a prominent downtown core located adjacent to the exit. Early concepts featured a more uniform street grid; however, further consideration of the Study Area's environmental features led to a street network that balances environmental protection, efficient land use, and a central commercial hub. The network shown in the Land Use Concept Plan highlights major transportation routes and does not include local roads

within future developments.

Traffic management was also a key consideration. The plan directs traffic away from existing neighbourhoods in Belnan by providing convenient access to Garden Road, while still maintaining connectivity through Royal Oaks Way. Engagement with the Nova Scotia Department of Public Works further identified the likely need for a crossing of the Nine Mile River to support regional transportation goals, which is reflected in later versions of the plan.

As population modeling progressed, Land Use Areas were adjusted to match population projections and to balance compact development with environmental protection. Consequently, the land allocated for medium- and higher-density residential uses was significantly reduced and concentrated around the Commercial Urban Centre Area to support the development of a walkable downtown core.

One of the key discussions focused on the extent of the Environmental Reserve Area. Because large portions of the site are identified as potential wetlands, earlier concept plans proposed allocating a higher share of land to the reserve. Further discussion, however, emphasized the importance of establishing consistent policies for lands adjacent to watercourses in order to protect habitat for species at risk. While the Concept Plan in **Figure 6-2** shows that wetlands may exist within designated Land Use Areas, development within wetlands is prohibited without approval from Nova Scotia Environment.

Finally, the Secondary Planning Strategy introduces policies that incentivize compact development forms, require substantial watercourse buffers, and mandate the maximum allowable parkland dedication. Together, these measures establish an environmentally conscious framework for future growth.

## 6.3 Land Use Areas

The following provides an overview of the Land Use Areas included in the Land Use Concept Plan.

### Belnan Rural Residential / Low-Density Residential Areas

While higher-density housing is essential to increasing the Municipality's housing supply, providing neighbourhoods of unserviced rural residential and low-density dwellings is also important for creating a balanced community with a range of housing choices.

To support strategic investments in water and wastewater infrastructure, the Land Use Concept Plan identifies two low-density residential areas. The Belnan Rural Residential Area will permit unserviced low-density residential development, while the Low-

Density Residential Area will be serviced by municipal water and wastewater systems and accommodate a range of low-density dwellings, including up to four-unit buildings.

### **Medium-Density Residential Area**

Medium-density housing plays a vital role in accommodating population growth and providing a transition between low-density neighbourhoods and higher-density or commercial uses. Located adjacent to both Low- and High-Density Residential Areas, this designation permits residential buildings of up to five storeys, while still allowing low-density uses.

### **Higher-Density Residential Area**

Approximately 3.2 hectares of land are designated for high-density residential development near the Urban Centre. This area allows a mix of low-, medium-, and higher-density housing, with buildings up to seven storeys permitted.

### **Urban Centre / Commercial Urban Centre Areas**

Together the Urban Centre Area and the Commercial Urban Centre Area serve as the focal point of a complete, walkable community. Permitted uses include a variety of commercial, institutional, community and recreational uses, with higher-density residential uses permitted up to seven storeys. In contrast to the Urban Centre Area, the Commercial Urban Centre Area is prioritized for commercial and institutional uses. In both Areas, large-format retail is prohibited along “Urban Centre” streets.

### **Business Park / Institutional Areas**

This area is intended to accommodate a wide range of retail, office, and light industrial uses in a concentrated pattern of growth. Institutional uses, such as fire services, policing, and post-secondary institutions, are also permitted, supported by strong transportation connections to the Commercial Urban Centre and surrounding neighbourhoods.

### **Future Urban Holding Designation**

The Future Urban Holding Designation preserves land for future growth and supports the compact, incremental expansion of the Secondary Planning Strategy Area. As these lands are intended for longer-term development, they will not be serviced by municipal water or wastewater infrastructure unless reconsidered by Council at a future date.

### **Environmental Reserve Area**

The Environmental Reserve Area is intended to protect sensitive natural features adjacent to watercourses. This designation will help safeguard potential species-at-risk habitat, mitigate flooding and extreme weather impacts, and provide opportunities for low-impact outdoor recreation.



(Source: Englobe & FBM)

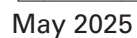
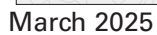
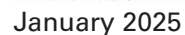
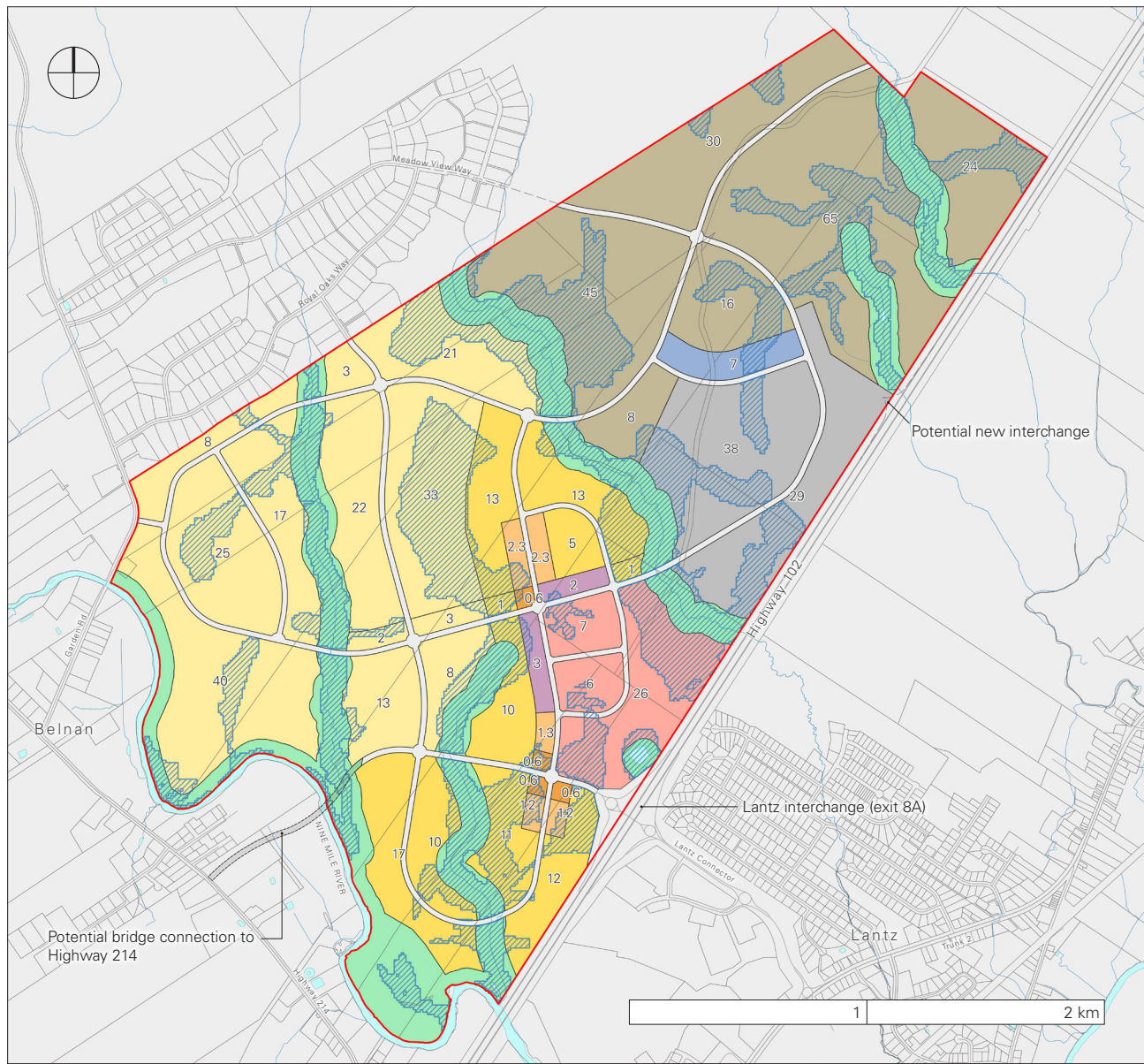




Figure 6-2. Land Use Concept Plan  
(Source: FBM)



Schedule 1: Land Use Concept Plan

LANTZ SECONDARY PLANNING STRATEGY  
MUNICIPALITY OF EAST HANTS, N.S.

Schedule of Land Use Areas			
Land uses		Site area (hectares)	Percentage
	Belnan Rural Residential	193	24.8
	Low-Density Residential	94	12.1
	Medium-Density Residential	9	1.1
	Higher-Density Residential	3	0.4
	Business Park	66	8.5
	Institutional	7	0.9
	Commercial Urban Centre	39	5.1
	Urban Centre	6	0.7
	Future Urban Holding	187	24.1
	Environmental Reserve	127	16.4
Total site area		777	100

- Study area
- Site area in hectares
- Property boundaries
- Potential wetlands

A stylized illustration of a street scene. On the left, a tall, dark blue lamp post stands next to a tree with green foliage. In the center, a dark blue Chevrolet truck is parked. The background is a solid blue color with a large white circular shape on the right side. The title 'Section 7: Transportation Network Plan' is written in bold black text within the white circle.

## **Section 7: Transportation Network Plan**

7.1 Introduction

This section summarizes the final Transportation Network Plan for the Lantz Secondary Planning Strategy Area. It includes the transportation network plan, street cross-sections, considerations for future transit service integrated with active transportation, and opportunities for recreational access to the Nine Mile River.

For full details, refer to the Mobility Plan report completed by Englobe Corp (**Appendix 2**).

7.2 Transportation Network Plan

A core objective of the Secondary Planning Strategy is to ensure that future residents, workers, and visitors are well connected within the community and to surrounding lands. Connectivity is not just about cars: people increasingly want and need to move through their communities by walking, wheeling, cycling, using transit, and other mobility options.

Right-of-way corridors identified during the planning process provide space for a range of mobility options suited to their context. A review was undertaken to identify appropriate infrastructure for each corridor, prioritizing a pedestrian-focused urban centre, separated facilities for cyclists along busier corridors, and equitable active transportation (AT) options throughout.

For roads within subdivisions that are not shown on the Transportation Network Plan, the Municipality of East Hants Subdivision Bylaw provides guidance. **Figure 7-1** includes permitted street network typologies that ensure new local street networks are well connected, include frequent intersections, and provide direct routes. These characteristics result in a street network that is easily understood,

supports walking and cycling, and enables convenient navigation.

Active transportation is a strong focus of this plan: most cross-sections include cycling facilities, except in the pedestrian-focused urban centre and on some low-traffic roads. Together, these measures will create a robust active transportation network that supports commuting, daily needs, and recreation.

The network plan also identifies a trail along the arterial connector linking the Lantz Secondary Planning Strategy Area to both the Lantz Connector interchange and Elmsdale Road. Since neither of these facilities currently include AT infrastructure, completing the full vision will require additional connections to destinations such as the Lloyd E. Matheson Centre and East Hants Sportsplex, which were outside the scope of this study.

**Figure 7-2** shows the transportation map with six different street cross-sections.

7.3 Street Cross-Sections

Reference cross-sections were developed to illustrate how space within each right-of-way would be shared between modes of travel and municipal infrastructure. Drawings are provided in **Appendix 2**; however where there is a conflict with the Subdivision Bylaw, the higher standard will apply.

Section A: Arterial Connector (AT)

This cross-section applies to the Lantz Connector roadway, connecting the Highway 102 interchange to Elmsdale Road. It aligns with the existing section east of the interchange, featuring one travel lane in each direction and a median. A curb-separated, buffered multi-use path (MUP) on one side provides safe space for active transportation users.

Figure 7-1. Municipality of East Hants Permitted and Prohibited Street Network Typologies (Source: Municipality of East Hants Subdivision Bylaw)

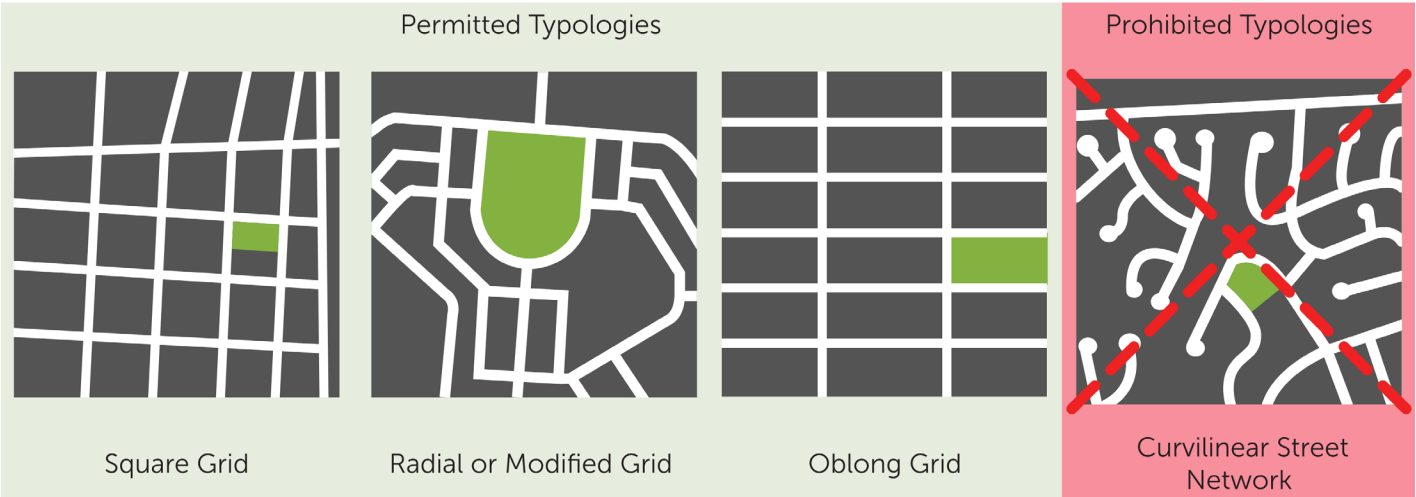
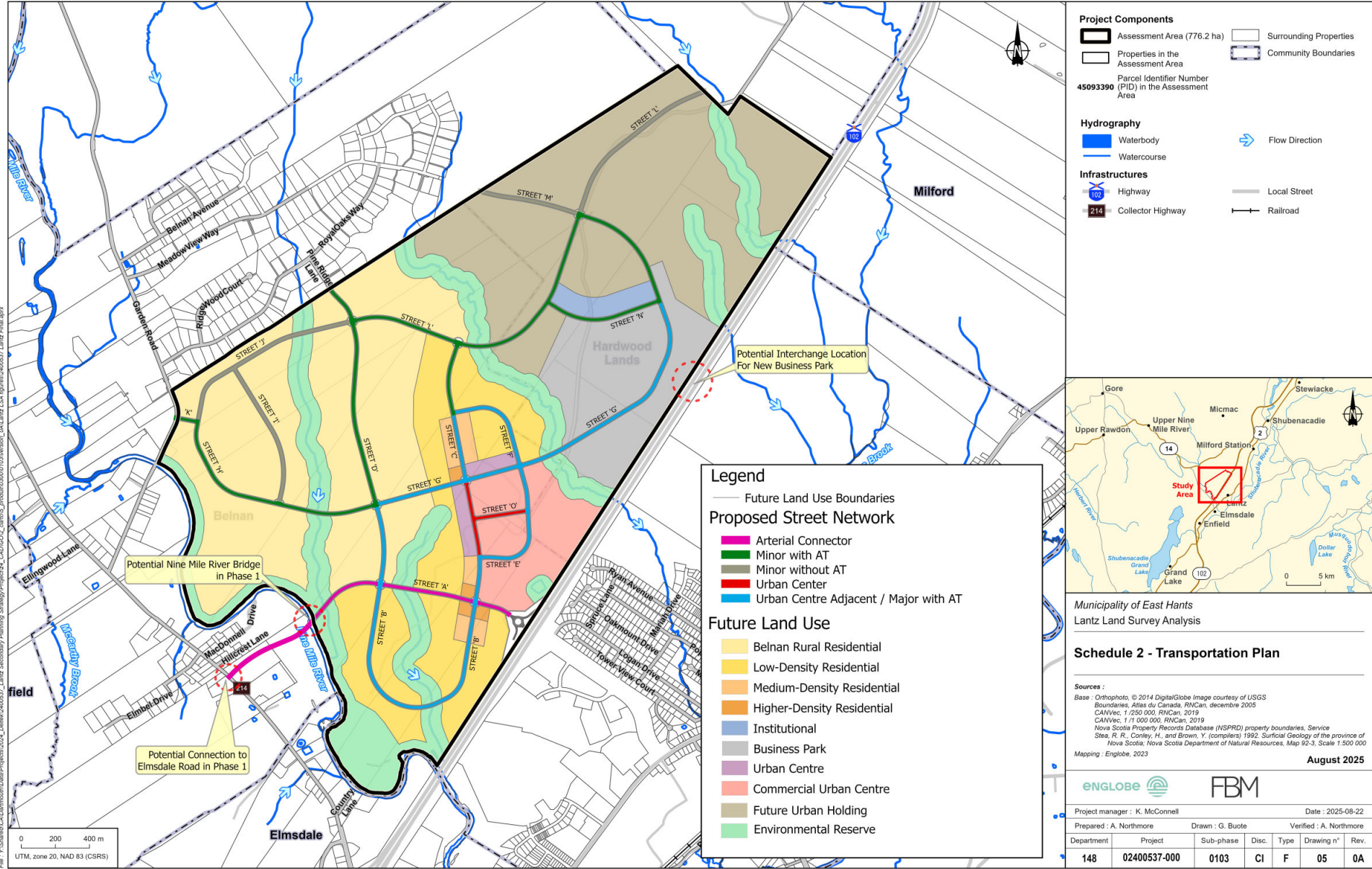




Figure 7-2. Transportation Network Plan  
(Source: Englobe)



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## Section B: Urban Centre

This cross-section is designed for the pedestrianized core of the Urban Centre. It accommodates two-way traffic with parking on both sides, wide sidewalks (3.0 m or greater) extending to building faces, and 1.5 m boulevards for street trees, benches, lighting, and stormwater features, creating a pedestrian-friendly streetscape.

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

These cross-sections are intended for the busiest roads surrounding the Urban Centre. Both feature two-way traffic and a 3.0 m multi-use path (MUP) on one side to provide a dedicated space for active transportation users. The distinguishing factor is location: Section C, is applied to roads closer to the Urban Core, includes a sidewalk with a grassed boulevard on one side and a multi-use path (MUP) on the other to support increased pedestrian movement toward the urban centre. In contrast, Section D is applied near the Business Park and Lower-Density Residential / Belnan Rural Residential Areas, and includes a MUP (but no sidewalk) for active transportation as pedestrian movement is expected to be lower.

## Section E: Minor (AT)

Applicable in Lower-Density Residential / Belnan Rural Residential Areas, this cross-section has reduced the need for separated active transportation facilities. Two-way traffic is paired with a widened paved shoulder for pedestrians and cyclists, and a sidewalk is included on one side where municipal services are available.

## Section F: Minor

This cross-section is for roads with low traffic volumes where dedicated active transportation facilities are not required. Serviced roads include two-way traffic with a sidewalk on one side, while unserviced roads have two-way traffic without paved shoulders. This configuration provides safe, comfortable access for short trips.

## 7.4 Inclusive Transit and Active Transportation Integration

The Municipality of East Hants has recognized the need for expanded transportation services, as demonstrated by the success and demand for the East Hants Community Rider program and the development of the East Hants Transit Plan in

2020 (updated in 2024). Maritime Bus also provides regional connections, with a stop in Elmsdale. The proposed Urban Centre and Business Park Areas within the Lantz Secondary Planning Strategy are logical locations to consider adding transit service. Planned AT connections will link residents to the Lantz Connector and potential transit stops, enabling convenient last-mile access by walking or cycling.

Transit stops can be accommodated curbside. If these stops are not timing points, bus bays are not required; however, parking will need to be restricted nearby to allow bus access. Because the Lantz Secondary Planning Strategy Area involves all new construction, accessibility features, including boarding spaces, tactile walking surface indicators, signage, and streetscaping, can be integrated from the outset rather than retrofitted later.

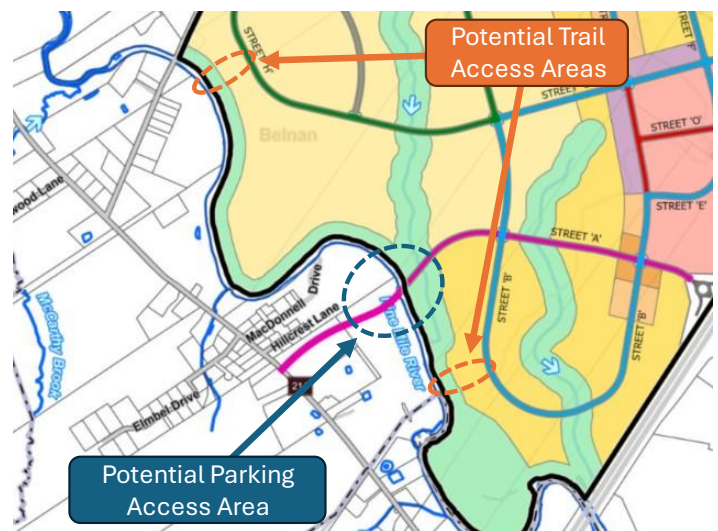
## 7.5 Nine Mile River Access

The Nine Mile River, forming the southern boundary of the Lantz Secondary Planning Strategy Area, is a defining natural feature of the community. It offers an opportunity to strengthen residents' connection to nature through environmentally sensitive trails along its banks, linked to the broader community.


Potential river access points are identified in Figure 7-3. As properties in these locations are subdivided and sold, the Municipality should consider preserving right-of-way access to enable future trail connections. A centralized parking lot and access point adjacent to the Lantz Connector could also be developed to support recreational activities such as canoeing, kayaking, and other river-based uses.

Figure 7-3. Potential Nine Mile River Access Areas

(Source: Englobe)





The background of the page is an aerial photograph of a lush green landscape. It features rolling hills, a winding river or stream, and several small clusters of evergreen trees. A large, semi-transparent white circle is positioned on the right side of the image, partially overlapping the landscape. The title text is centered within this white circle.

# **Section 8: Municipal Servicing Plan**

*Image Source: Viewpoint*

## 8.1 Introduction

This section summarizes the Municipal Servicing Memorandum prepared in support of the Secondary Planning Strategy. No detailed hydraulic or servicing modeling was undertaken as part of this work; instead, the findings and recommendations are based on a high-level review of available background information, conceptual planning inputs, and professional judgment. More detailed technical studies, including modeling and design, will be required at later planning and development stages. The full Municipal Servicing Memorandum is provided in **Appendix 3**.

**Table 8-1. Land Use Summary and Phasing Rationale**

(Source: Englobe)

Phase	Land Uses	Key Details	Justification for Phasing Order
1	Residential (Serviced) <ul style="list-style-type: none"> <li>Low, Medium and High Density</li> </ul>	The area lies west of the Lantz interchange and features a new arterial road linking the interchange to Elmsdale Road across the Nine-Mile River. The highest-density land uses are concentrated at the east end near the interchange. Areas for lower density land uses are situated further within the development.  All proposed land uses will be serviced with municipal water and wastewater.	The new arterial roadway meets the Nova Scotia Public Works requirement for an arterial road through the development and offers a secondary access point to the site in the first phase. The residential development is designed to address the current demand for housing in the area.
2	Residential and Commercial (Serviced): <ul style="list-style-type: none"> <li>Low, Medium and High Density Residential</li> <li>Commercial Urban Centre</li> </ul>	The area lies north of the Lantz interchange and north of the proposed arterial roadway. This area consists of a variety of residential densities, including a mixed use and urban center land uses.  All proposed land uses will be serviced with municipal water and wastewater.	The mixed-use and urban centres present opportunities for combined residential and commercial development, helping meet the increasing demand for housing.
3	Residential (Un-serviced and Serviced) <ul style="list-style-type: none"> <li>Low-Density</li> </ul>	This phase consists of two separate areas, both located north of Phase 1 and 2 and will be serviced. The area north of phase 1 consists of low density un-serviced developments. The area north of Phase 2, consists of a combination of medium and low density land-uses.	This phase continues to provide residential development opportunity to address the demand.
4	Business Park and Institutional	This phase consists of a new serviced Business Park and Institutional land uses located north-east of Phase 3. There is also the possibility to include a new on/off ramp from Highway 102 following approval with NS Public Works.	This phase introduces a business park to meet anticipated demand for this land use.
5	Residential (Un-serviced) <ul style="list-style-type: none"> <li>Low-Density</li> </ul>	This phase involves the development of a new, un-serviced low density residential area, which will have a density comparable to that of the adjacent northern development. A connection to Pine Ridge Lane is proposed.	This phase addresses residential demand while aligning with the character of the northern development.
6	Future Urban Holding	This phase is reserved for future development depending on forecasted needs.	Located the furthest away from the interchange, this area is not a priority for development.

## 8.2 Phasing Plan

Key drivers for the phasing plan were the following:

- Prioritize developing the area closest to Highway 102 first.
- Prioritize the construction of a new Arterial Connection from the Lantz interchange to the Elmsdale Road, as requested by Nova Scotia Public Works, including a new crossing of the Nine Mile River.
- Minimize the number of new lift stations required.
- Address the increase in residential demand with an emphasis on a mixed-use urban centre and residential land uses.

Based on there considerations, and in consultation

(Source: Englobe)



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with Municipal staff, **Figure 8-1** presents the Phasing Plan.

### 8.3 Water and Wastewater Treatment Capacity Evaluation

As part of developing the municipal servicing plan, the Project Team reviewed the following:

- The capacity and withdrawal permits of the Regional Water Treatment Plant (WTP) in Enfield; and
- The existing service capacity of the Regional Wastewater Treatment Plant (WWTP) in Lantz.

**Table 8-2** highlights the results of the WTP capacity evaluation, using the baseline withdrawal rates of 3,750 m<sup>3</sup>/day (average day) and 4,900 m<sup>3</sup>/day (maximum-day) with the incremental demands from each development phase. The results are compared with three critical thresholds:

- Regulatory average-day limit: 4,770 m<sup>3</sup>/day (30-day rolling; NSE approval)
- Regulatory 3-day limit: 6,000 m<sup>3</sup>/day (NSE approval)

- Realistic WTP output: 6,950 m<sup>3</sup>/day (90 % of the plant’s firm 7,630 m<sup>3</sup>/day capacity)

Values exceeding a withdrawal limit are bolded; those surpassing the plant’s realistic output are shown in red.

Similarly, **Table 8-3** shows the results of the WWTP capacity evaluation. The evaluation compares the baseline average daily flow of 4,465 m<sup>3</sup> /day with the cumulative average-day dry-weather flow for each development phase. Values in red show where the combined load exceeds the WWTP’s capacity of 5200 m<sup>3</sup> /day.

### 8.4 Conclusion

The evaluation demonstrates that the Study Area can proceed only with a coordinated, front-loaded investment program that increases capacity at both treatment plants (water and wastewater), and conveyance capacities ahead of Phase 1 occupancy, and secures the required raw-water **approvals**.

Section 10 will provide a full list of recommendations regarding municipal water and wastewater treatment.

Table 8-2. Combined Average Day Flow vs. Lantz WTP Capacity

(Source: Englobe)


Phase	Combined Average Daily Demand (m <sup>3</sup> /day)	Combined Max Day Demand (m <sup>3</sup> /day)
1	<b>4,907</b>	<b>7,213</b>
2	<b>7,025</b>	<b>11,449</b>
3	<b>7,862</b>	<b>13,124</b>
4	<b>10,440</b>	<b>18,280</b>

Table 8-3. Combined Average Day Flow vs. Lantz WWTP Capacity

(Source: Englobe)

Phase	Existing Baseline Flow (2012-2020) (m <sup>3</sup> /day)	Cumulative Average Daily Dry Weather Flow from Phase (m <sup>3</sup> /day)	Combined Average Daily Flow (m <sup>3</sup> /day)	Margin to 5,200 m <sup>3</sup> /day Capacity (m <sup>3</sup> /day)
1	4,465	1046	5511	<b>-311</b>
2	4,465	3093	7558	<b>-2358</b>
3	4,465	3850	8315	<b>-3115</b>
4	4,465	6428	10893	<b>-5693</b>



The background of the slide is a photograph of a two-story house with a gabled roof, multiple windows, and a front porch with a railing. The house is partially obscured by a large, white, semi-circular graphic element on the right side. The entire image has a warm, orange-yellow color overlay.

## **Section 9: Lantz Secondary Planning Strategy Policy**

# Introduction

## Background:

In December 2021, the completion of the Lantz Interchange at Exit 8A created new opportunities for growth by improving access to lands northwest of Highway 102. Recognizing this potential, the Municipality initiated the development of a Secondary Planning Strategy for the Lantz Growth Reserve Area to help support growth and development during a time of housing availability and affordability challenges. As part of this process the Study Area was expanded beyond the Growth Reserve Area to help achieve broader transportation planning goals and provide for greater flexibility in identifying appropriate locations for development. The resulting policies of the Secondary Planning Strategy will guide the long-term growth within the Lantz Secondary Planning Strategy Area and have been informed by the following:

- Engagement with the landowners, the public, and members of Council and Municipal staff
- Community priorities identified in the Municipal Planning Strategy
- Desktop land survey analysis
- Municipal population projections for 2025-2056
- Land use and housing demand forecasting
- Assessment of existing water and wastewater servicing capacity
- A high-level water and wastewater servicing plan

In 2025, land use, transportation, and servicing concept plans were completed to support a potential future population of approximately 7,240 residents. It is important to understand the potential impact of future development on the transportation and servicing networks to accurately determine the costs and funding mechanisms that will be required to deliver municipal infrastructure in the Lantz Secondary Planning Strategy Area. Therefore, while the area has been identified as suitable for growth, several constraints must still be addressed before comprehensive development can proceed including:

- Construction of a vehicular bridge across the Nine Mile River to connect to Highway 214
- Limitations in the existing water and wastewater capacity
- The need for a comprehensive infrastructure master plan

Until Council understands the financial impact of addressing these constraints, development agreements for comprehensive development will not be considered.

## Land Use Concept Plan

### Design Principles

To guide development within the Lantz Secondary Planning Strategy, a Land Use Concept Plan has been developed. This concept plan features Land Use Areas and major transportation corridors. The Land Use Areas provide general guidance to the types of uses that may be considered by development agreement, along with a corresponding number of dwellings permitted per hectare. Within a development agreement application, additional requirements typically found in a Land Use Bylaw may be further specified including setbacks, parking, height restrictions, design features, etc. The Land Use Concept Plan was based on the following core design principles:

**Environmental Protection:** Protect and incorporate sensitive environmental features within the Lantz Secondary Planning Strategy wherever possible to support ecosystem health and provide nature-based recreation opportunities. Prioritize the protection of existing wetlands and tributaries to the Nine Mile River, which are a significant environmental feature of the landscape and offer valuable ecosystem services such as mitigating the effects of extreme weather events.

**Housing Diversity and Affordability:** Support a mix of dwelling types from higher-density residential apartments to low-density rural forms to provide a variety of housing options that respond to the demand for housing. Encourage the development of naturally affordable housing including “missing middle housing” forms. Transition from higher-density forms near Exit 8A to a rural typology to the northwest of the plan area.

**Commercial and Employment Opportunities:** Facilitate employment and business growth in the Lantz Secondary Planning Strategy Area by permitting a variety of retail, office, light industrial, and institutional uses within a new business park. Provide strong transportation access via a direct transportation link to Highway 102.

**Complete Community with an Urban Centre:** Promote the development of a compact, walkable, and accessible community environment with an urban centre that will encourage a variety of commercial activities. Recognize that walkable downtowns require a critical mass of residents within walking distance of commercial businesses.

**Transportation and Connectivity:** Establish a multi-modal transportation network that supports various travel modes for people of all ages and abilities, including cycling, walking, rolling, transit, and private vehicles. Introduce new transportation connections into the Lantz Secondary Planning Strategy Area to improve regional transportation connectivity while reducing impact from traffic generation on existing infrastructure.

Detailed policies are provided in the following section to guide future development and Municipal Actions within the Lantz Secondary Planning Strategy.

### ***Policies***

- DP-1 The Land Use Concept Plan in Schedule 1 shall form the basis of land use allocation within the Lantz Secondary Planning Strategy. The lands within the Secondary Planning Strategy shall be designated and zoned as Lantz Comprehensive Development District (LCDD), or designated and zoned as Future Urban Holding (FH). Any development within the LCDD Designation and Zone shall only be permitted by development agreement, while no development agreement shall be permitted within the FH Designation and Zone at this time. Land uses within any development agreement for lands within the Lantz Secondary Planning Strategy shall conform with the policies of this plan, and of the Land Use Concept Plan (Schedule 1).
- DP-2 Development standards included within the Municipal Planning Strategy (MPS) and Land Use Bylaw including architectural controls, site controls, and storm water controls shall be considered during any development agreement. Variations to these requirements may be considered for individual development agreements.
- DP-3 Where existing Municipal Development Standards do not adequately achieve the intent of this plan and its policies, additional requirements may be introduced.

### **Belnan Rural Residential Area**

While the Belnan Residential Area will comprise the largest percentage of the Lantz Secondary Planning Strategy Area's, it is a minor contributor to the overall projected housing supply. These lands serve as a transition to the more rural context, while also offering land for future growth and expansion of the Municipality. This Area is limited to low-density residential uses, which will be important to offer a community where rural living will continue to be supported and celebrated. Municipal water and wastewater services are not planned within this Area.

### ***Policies***

- BRR-1 Within the Belnan Rural Residential Area, uses shall be permitted as generally outlined under the Country Residential zone of the East Hants Land Use Bylaw.

BRR-2 Within the Belnan Rural Residential Area, lawfully existing uses shall be considered permitted uses.

## Low-Density Residential Area

The Low-Density Residential Area is intended to offer a variety of low-density housing including single family, two-unit, three-unit, four-unit, townhouse and similar residential uses. To support development within this Area, this Area will be serviced by a municipal water and wastewater system.

### ***Policies***

LDR-1 Within the Low-Density Residential Area, dwellings with up to four units shall be permitted.

LDR-2 Community and recreation facilities, and neighbourhood scale commercial including home businesses may be permitted within the Low-Density Residential Area.

## Medium-Density Residential and Higher-Density Residential Area

Together with the Low-Density Residential Areas, the Medium- and Higher-Density Residential Areas aim to offer a variety of housing options for the population of the Lantz Secondary Planning Strategy Area. Dwelling units with increased density play a vital role in supporting a growing community while also offering an incremental transition between commercial buildings and low-density residential dwellings. These Areas are located in proximity to the Commercial Urban Centre Area in order to support the development of pedestrian-friendly commercial uses and support the viability of a transit service.

### ***Policies***

MHD-1 Within the Medium-Density Residential Area, a maximum of 5 storeys shall be permitted. Within the Higher-Density Residential Area, a maximum of 7 storeys shall be permitted.

MHD-2 Within the Medium-Density Residential Area and the Higher-Density Residential Area, both low-density residential uses, multi-unit residential uses, community and recreation facilities, and neighbourhood scale commercial including home businesses may be permitted.

MHD-3 Within the Medium-Density Residential Area and the Higher-Density Residential Area, surface vehicle parking shall not be permitted between a building and a street.

## Urban Centre Area

The Urban Centre Area provides for a combination of commercial, institutional, low and high-density residential development opportunities. Located directly opposite of the Commercial Urban Centre Area, these uses will support the development of a complete and walkable downtown core within the Urban Centre Area, and the Commercial Urban Centre Area.

### ***Policies***

UC-1 Within the Urban Centre Area, a maximum height of 7 storeys shall be permitted.

UC-2 Within the Urban Centre Area, higher-density residential uses, institutional uses, and a range of commercial uses which are compatible with an urban centre including retail, office, personal service, and business service uses shall be permitted. Uses which create land use conflicts by way of obnoxious qualities such as excessive noise, vibration, odour, etc. shall not be permitted.

UC-3 The location of any community facilities within the Lantz Secondary Plan including schools, recreation



centres, libraries shall be prioritized within the Urban Centre Area.

- UC-4 Development within the Urban Centre Area shall contribute to a cohesive and identifiable community character that supports the development of a traditional downtown core. Along streets identified as Urban Centre on Schedule 2, developments shall employ pedestrian-friendly building designs including but not limited to locating parking beside or behind buildings, providing grade-oriented uses along the streetwall, locating the front facade within a maximum setback, and ensuring direct and accessible pedestrian access from main entrances to the street for every premises within a building.
- UC-5 Landscaping within front and side yards shall support the development of a walkable downtown core through the creation of visual screening where appropriate, and the creation of an aesthetically pleasing public realm.
- UC-6 Retail uses where the gross floor area of any single retail establishment exceeds 2,000 square metres shall not be permitted on properties which front or flank on streets identified as Urban Centre on Schedule 2, in order to maintain a fine-grained, pedestrian-oriented commercial environment.

## Commercial Urban Centre Area

The Lantz Secondary Planning Strategy Area offers a strong potential to offer a variety of commercial opportunities given its access and visibility from Highway 102. The Commercial Urban Centre Area will serve as a core of commercial activities in the Lantz Secondary Planning Strategy Area while offering a sense of walkable community environment on specific streets. The policies outlined below are intended to offer a walkable “downtown core” in the Lantz Secondary Planning Strategy Area. A variety of commercial uses will be permitted including large format retail uses in limited areas.

### ***Policies***

- CUC-1 Development within the Commercial Urban Centre Area shall contribute to a cohesive and identifiable community character that supports the development of a traditional downtown core. Along streets identified as Urban Centre on Schedule 2, developments shall employ pedestrian-friendly building designs including but not limited to locating parking beside or behind buildings, providing grade-oriented uses along the streetwall, locating the front facade within a maximum setback, and ensuring direct and accessible pedestrian access from main entrances to the street for every premises within a building.
- CUC-2 Landscaping within front and side yards shall support the development of a walkable downtown core through the creation of visual screening where appropriate, and the creation of an aesthetically pleasing public realm.
- CUC-3 The Commercial Urban Centre Area shall permit a wide range of commercial uses so long as they are compatible with an urban centre including retail, office, personal service, business service uses. Institutional uses compatible with an urban centre shall also be permitted. Uses which create land use conflicts by way of obnoxious qualities such as excessive noise, vibration, odour etc shall not be permitted.
- CUC-4 Retail uses where the gross floor area of any single retail establishment exceeds 2,000 square metres shall not be permitted on properties which front or flank on streets identified as Urban Centre on Schedule 2, in order to maintain a fine-grained, pedestrian-oriented commercial environment.

## Business Park / Institutional Area

The Business Park / Institutional Area is intended to accommodate a wide range of retail, office, light industrial, and institutional uses in a concentrated growth pattern. Together, this Area will serve as a key employment hub for the Municipality. Providing post-secondary educational facilities, such as trade schools will also be important to support access to necessary training for meaningful employment opportunities. A new highway interchange may be required prior to the realization of this concept in order to ensure strong transportation access and reduce traffic through the Urban Centre and Commercial Urban Centre Areas.

### ***Policies***

- BPI-1 Within the Business Park / Institutional Area, a wide range of commercial and institutional uses shall be permitted.
- BPI-2 Larger institutional uses which require stronger transportation access including but not limited to Fire Departments, Police Stations, College or University Uses, Hospitals shall be encouraged to locate within the Business Park / Institutional Area.

## Environmental Reserve Area

The Environmental Reserve Area is applied to lands within 60 metres of a watercourse identified for its potential as habitat for species at risk. Limited uses are permitted within this Area including recreational amenity uses such as walking trails and boardwalks. In many circumstances, wetlands contiguous with these watercourses extend beyond the 60-metre buffer, however the Area is not defined by the extent or location of wetlands.

The policies outlined in this Secondary Planning Strategy are based on the vision of integration and respect for the natural environment by protecting environmentally sensitive lands including wetlands. While an initial land survey analysis completed in 2024 has identified the potential presence of large wetlands, additional detailed environmental studies will be required to confirm their presence and boundaries, and in particular for any wetlands of special significance (WSS). These studies may be completed as part of a development agreement application.

### ***Policies***

- ER-1 The Environmental Reserve Area shall be reserved for low-impact outdoor recreational uses, conservation uses, and stormwater management.
- ER-2 Any stormwater management system located within the Environmental Reserve Area shall be designed to have no significant impact on environmentally sensitive features. A report from a Professional Engineer shall be required to certify the level of impact of a proposed system.
- ER-3 No development shall be within a high risk floodplain.
- ER-4 Policies of the Municipal Planning Strategy regarding high risk and moderate risk flood plains shall apply.

## Future Urban Holding Designation

The Future Urban Holding (FH) Designation and Future Urban Holding (FH) Zone will be critical to preserving lands for future land use demand and ensuring compact and incremental growth of the Lantz Secondary Planning Strategy Area as it continues to grow and accommodate an increased population. At this time, development of these lands is beyond the scope of this secondary planning strategy and may be revisited at a future time that Council deems appropriate.

## ***Policies***

FH-1 No Development Agreement shall be permitted within this designation until additional policies have been drafted and the Land Use Concept Plan has been updated.

## **General Environmental Protection**

This Secondary Planning Strategy is founded on the principle of integrating development with the natural environment by protecting sensitive ecological features such as wetlands, watercourses, floodplains, and species-at-risk habitat.

A land survey analysis conducted in 2024 identified the potential for a significant amount of wetland within the Lantz Secondary Planning Area, extending beyond what is currently shown in provincial mapping. In addition, the tributaries of the Nine Mile River were identified as potential habitat for species at risk, including Atlantic Salmon, American Eel, and Wood Turtle. Despite these environmental constraints, the analysis concluded that there is potential for targeted development—provided that further environmental assessments are completed.

Given the likely presence of extensive wetlands, critical wildlife habitat, and the largely undeveloped nature of the lands, a higher level of environmental protection is warranted. Accordingly, this Secondary Planning Strategy focuses growth in areas with lower environmental sensitivity, allows for the reallocation of density away from environmentally constrained lands, and establishes requirements for further environmental assessment.

## ***Policies***

- E-1 Policies of the Municipal Planning Strategy regarding watercourse and wetland setbacks shall apply.
- E-2 Road crossings may be permitted within a watercourse buffer where no practical alternative exists and where the crossing is necessary to support the transportation network. All road crossings shall be designed to maintain natural water flow and minimize habitat fragmentation. Measures may include open-bottom culverts, clear-span bridges, or wildlife passage structures, as appropriate. An environmental assessment prepared by a qualified professional shall identify appropriate mitigation measures, to the satisfaction of the Municipality.
- E-3 Prior to the approval of a development agreement, a land survey analysis shall be reviewed and accepted by the Municipality and shall include, but not limited to:
  - (a) the extent and location of any wetlands, watercourses, or environmentally sensitive features
  - (b) the presence of wetlands of special significance within the subject site
  - (c) steep slopes
  - (d) floodplain mapping
  - (e) Strategies to mitigate environmental impacts related to subsections (a)-(e) of this policy
- E-4 No development agreement shall be approved unless a stormwater management master plan has been prepared and reviewed by the Municipality.
- E-5 Where due to sensitive environmental features development is unfeasible, the amount of density prescribed under policy MS-3 to that area of land may be reallocated elsewhere within the Secondary Planning Strategy Area. Changes to the Land Use Area needed to accommodate this reallocation, may be considered during an application for a development agreement if the change aligns with the guiding principles and general intent of this strategy.



## Transportation

The Lantz Secondary Planning Strategy Area is strategically located near the Halifax Stanfield International Airport, Downtown Dartmouth and Halifax, and several neighbouring communities. Enhancing transportation connections will improve regional accessibility, support economic development, and facilitate long-term residential growth. A core objective of this Secondary Planning Strategy is to ensure that future residents, workers, and visitors in the Lantz Secondary Planning Strategy Area are well connected to one another and to the surrounding region. This concept of connectivity encompasses a range of mobility options beyond the private automobile, with emphasis on safe, accessible, and equitable movement by walking, cycling, wheeling, and public transit.

The Transportation Network Plan (Schedule 2) identifies a connected network of corridors supported by a range of street typologies tailored to their surrounding land uses. These typologies prioritize pedestrian accessibility within the urban centre, provide multi-use paths along higher-volume roads, and ensure continuity with existing infrastructure. Active transportation has been integrated throughout the network, with most corridors incorporating cycling infrastructure, except in areas where pedestrian activity is prioritized or traffic volumes are expected to remain low.

Primary vehicle access to the Secondary Planning Strategy Area is provided via the existing Exit 8A, a proposed new bridge across the Nine Mile River connecting to Route 214, and a potential northern Lantz Interchange identified in the 2014 Trunk 2 / Route 214 Corridor Traffic Study. To reduce the number of new river crossings and ensure redundancy in the street network for emergency response and circulation, local connections to Royal Oaks Way and Garden Road are also included. Additional road connections to Royal Oaks Way may be required by the Municipality in accordance with the requirements of the Subdivision Bylaw.

The policies that follow support the development of an efficient, multi-modal transportation network and provide guidance for enhancing both road and active transportation connectivity throughout the Lantz Secondary Planning Strategy Area.

### **Policies**

- T-1 Any Development Agreement shall generally conform with the Transportation Network Plan shown in Schedule 2.
- T-2 Council shall consider the impact of the development on the existing, proposed and future street networks as identified by Schedule 2. A Traffic Impact Study will be required to be submitted with the development agreement application. Comments from Nova Scotia Public Works and/or the Municipal Engineer will be considered by Council.
- T-3 Council may consider changes to the Transportation Network Plan in Schedule 2 where supported by a Traffic Impact Study and where the proposed changes conform with the intent of this strategy.
- T-4 Development Agreements shall include an Active Transportation Plan that identifies pedestrian and cycling infrastructure within the development and shows connections to the Transportation Network Plan shown in Schedule 2. Where appropriate, the plan shall include mid-block active transportation connections to support access to public parks, schools, transit stops, and other points of interest.
- T-5 Subject to the minimum standards of the Subdivision Bylaw, street cross sections for the transportation network shown in Schedule 2 shall be generally designed as follows:

**Urban Centre:** Prioritize pedestrian accessibility and comfort through wide sidewalks on both sides of the street, along with a streetscaping zone for public amenities. Include on-street parking to support adjacent commercial activity.

**Arterial Connector (AT):** Prioritize the efficient movement of people, transit, and vehicles. Ensure continuity with the existing Lantz Connector roadway south of Highway 102.

**Urban Centre Adjacent / Major (AT):** Support the movement of all modes by including a multi-use path on one side of the street and a sidewalk on the opposite side. For the Major (AT) classification, a sidewalk may not be required where surrounding land use and context do not warrant one.

**Minor (AT) / Minor:** Intended for local traffic. Minor (AT) includes a sidewalk on one side within serviced areas, and paved shoulders to support active transportation. Minor excludes formal active transportation infrastructure and is limited to local traffic.

- T-6 Notwithstanding T-5, where a cross section conflicts with the requirements of the Subdivision Bylaw, the higher standard shall apply. Further, Council may approve changes to the cross sections as long as the revised street design supports the intended function of the corridor and aligns with the goals of multi-modal access, safety, and connectivity described in this Strategy.
- T-7 Council supports a well connected street network with short street links, numerous intersections and no cul-de-sacs. Unless otherwise indicated within the Secondary Planning Strategy, the Subdivision Bylaw section on Lot Access and Transportation Requirements shall apply. Council may enable those regulations to be varied within a development agreement.

## Municipal Servicing

Transportation, wastewater, and potable water infrastructure are essential to support sustainable growth in the Lantz Secondary Planning Strategy Area. A conceptual servicing review in 2025 examined the feasibility of providing water and wastewater service to accommodate a population of 7,240 on full municipal water and wastewater service. To accurately plan for the required infrastructure needs, density allocations have been determined based on the Land Use Area. The review found that current water and wastewater treatment infrastructure lacks sufficient capacity to support significant new development.

Prior to development, further studies will be required to determine the financial costs to service the Lantz Secondary Planning Area with municipal water, wastewater, and transportation infrastructure. Where existing property owners within the Lantz Secondary Planning Strategy will benefit from the increased development rights included under this secondary planning strategy, a fair allocation of the cost of servicing the lands must be reached between the property owners and the Municipality. In accordance with the Municipal Government Act, infrastructure charges can be used to recover all or part of the infrastructure costs associated with the subdivision of land. Council will decide how infrastructure charges will be distributed to cover the costs of providing the required infrastructure upgrades within the Lantz Secondary Planning Strategy Area. Where applicable, other sources of funding may be considered to help cover the costs of the new infrastructure.

### Policies

- MS-1 No development agreement shall be approved until an Infrastructure Master Plan has been prepared by the Municipality. The Master Plan shall identify:
- (a) The cost of transportation, water, and wastewater infrastructure required to service the Lantz Secondary Planning Area.
  - (b) Appropriate infrastructure charges to be collected through a capital cost contribution policy in order to finance the cost of infrastructure extensions.
  - (c) The location of proposed water and wastewater transmission mains, major stormwater infrastructure, and the major transportation infrastructure elements necessary to enable development.
- MS-2 Prior to the approval of any development agreement, an infrastructure charge may be developed as established under the *Municipal Government Act*.

- MS-3 The following residential population / hectare have been used to determine conceptual water and wastewater infrastructure requirements:
- Low-Density Residential: 19.7 dwelling units per hectare
  - Medium-Density Residential: 79 dwelling units per hectare
  - Urban Centre: 79 dwelling units per hectare
  - Higher-Density Residential: 113.6 dwelling units per hectare
- MS-4 The rates of dwelling units per hectare under MS-2 shall be used with Schedule 1 to determine the total number of dwelling units permitted within a development agreement.
- MS-5 To support flexible site planning, the total number of units calculated using policies MS-3 and MS-4 may be allocated within and between the Areas differently than specified under MS-3, as long as the total number of units remains the same.
- MS-6 Where parkland dedication has been provided, or land has been acquired by the Municipality for other purposes, the amount of density originally allocated to that parcel may be re-allocated in the same manner as policy MS-5.
- MS-7 Prior to the issuance of a building permit, a Density Tracking Sheet shall be provided to the Municipality by the Developer to confirm compliance with policies MS-2, MS-3, MS-4, MS-5, and MS-6.
- MS-8 Development shall not be permitted with on-site water or wastewater services, except within the Belnan Rural Residential and Future Urban Holding Designation.

## **Municipal Parks and Open Space**

A growing municipality requires increased recreation opportunities. Accordingly, the future community within the Lantz Secondary Planning Strategy will require parkland to service the new population, while also providing recreation opportunities to residents outside of the Secondary Planning Strategy Area. In order to allow for both nature-based recreation opportunities and programmed space, the maximum of 10% land dedication permitted under the Municipal Government Act shall be applied. Nature-based recreation shall be prioritized on lands with direct access to the Nine Mile River, while urban programmed parks shall be prioritized along the major transportation network identified in Schedule 2.

Well designed park space is an important component of a complete community. In an urban context, it can help support the development of walkable, pedestrian-oriented commercial environments. For this reason, a significant urban park space shall be prioritized within or adjacent to the Commercial Urban Centre Area to support the formation of a complete community core. Where appropriate, a mixture of land dedication and cash-in-lieu may be provided in order to improve park spaces within the Secondary Planning Strategy Area.

### ***Policies***

- POS-1 A minimum parkland dedication shall be required during final subdivision as follows:
- (a) 10% for lots within the Low-Density Residential, Medium-Density Residential, Higher-Density Residential, Urban Centre, Commercial Urban Centre, Business Park, and Institutional Areas.
  - (b) 5% for lots in all other Areas of the Land Use Concept Plan.

This dedication may be provided as land or as cash-in-lieu at the discretion of the Municipality.



- POS-2 A mixture of urban and nature-based parks may be accepted, subject to the demands for recreation within the Municipality, as determined by Council.
- POS-3 Nature-based parks may be prioritized in Areas with high recreational value including along Nine Mile River.
- POS-4 Where possible, urban programmed parks shall be located with frontage on transportation routes included in Schedule 2, or be located within the Mixed Use Urban Centre or Commercial Urban Centre Areas. Small neighbourhood parks may be located on local street frontage not included in Schedule 2.
- POS-5 An urban park may be prioritized within Phase 2 as shown on Schedule 3 and be located along a transportation route included in Schedule 2.

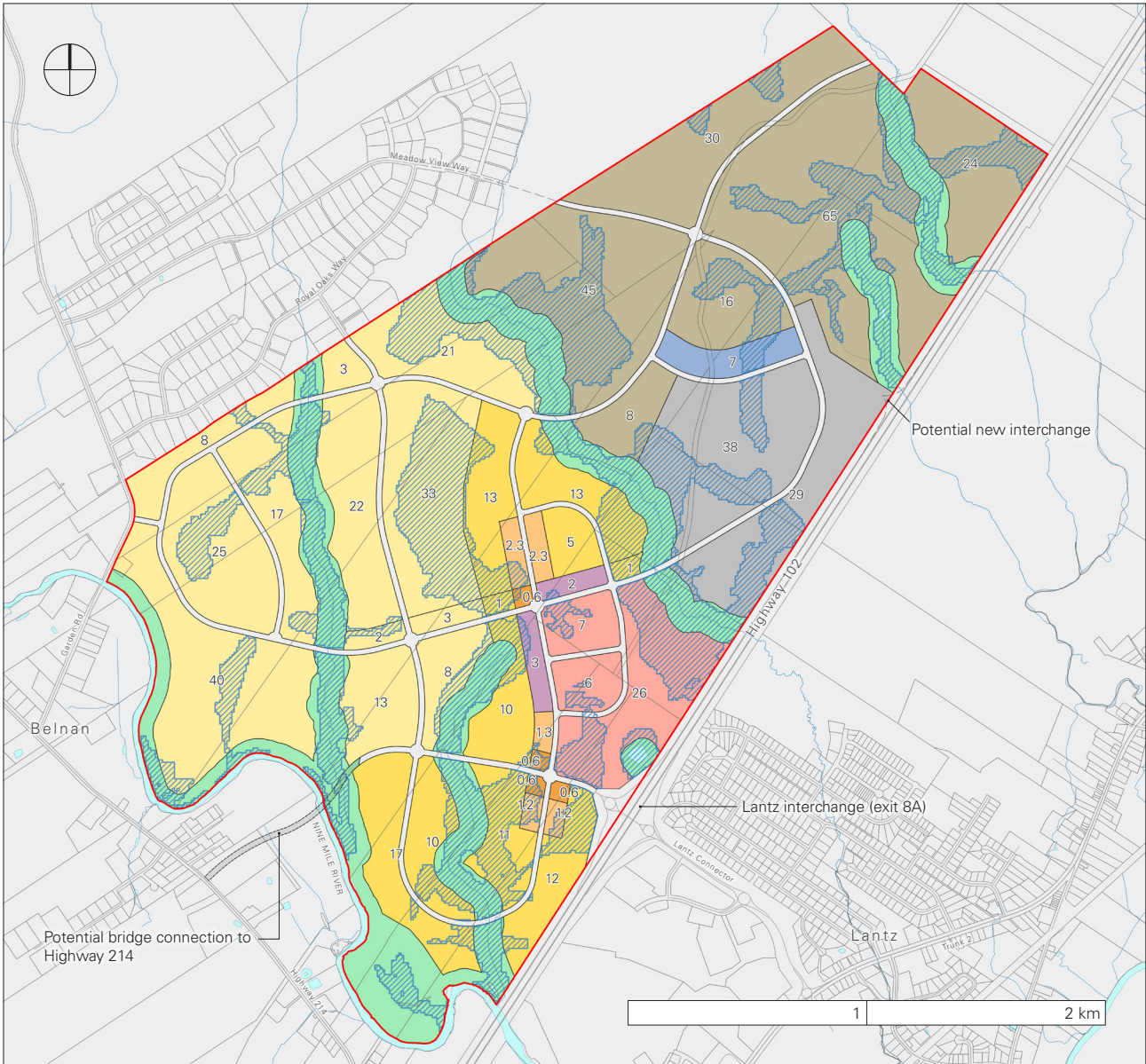
## **Implementation and Administration**

This Secondary Planning Strategy will guide land use and development within the Lantz Secondary Planning Strategy Area. This section includes specific policies to aid in the implementation and administration of the Secondary Planning Strategy including municipal property acquisition, phasing, application of other municipal plans and strategies.

### ***Policies***

- IA-1 No development within the Lantz Secondary Plan shall be permitted unless a development agreement has first been approved by Council for the subject lands. All development agreements must conform with the policies of this strategy and the Land Use Areas in Schedule 1 to this Secondary Planning Strategy.
- IA-2 Council may enter into an agreement for the lease or purchase of land for Municipal Purposes, including transit or community facilities. Preference shall be given for lands in proximity to the Commercial Urban Centre.
- IA-3 Development shall be considered in a phased approach as shown in Schedule 3. Prior to any development agreement within a phase, the preceding phase shall be deemed complete by the Municipality. Notwithstanding this, Council may determine that a phase may move ahead before completion of the prior phase where appropriate.
- IA-4 Where applicable, and where policies of this plan are not in conflict, the policies of the East Hants Municipal Planning Strategy shall continue to apply.
- IA-5 In the event of a conflict between the policies of this Plan and the Municipality of East Hants Subdivision Bylaw, the more stringent requirement shall prevail.

# Schedule 1: Land Use Concept Plan



## Schedule 1: Land Use Concept Plan

LANTZ SECONDARY PLANNING STRATEGY  
MUNICIPALITY OF EAST HANTS, N.S.

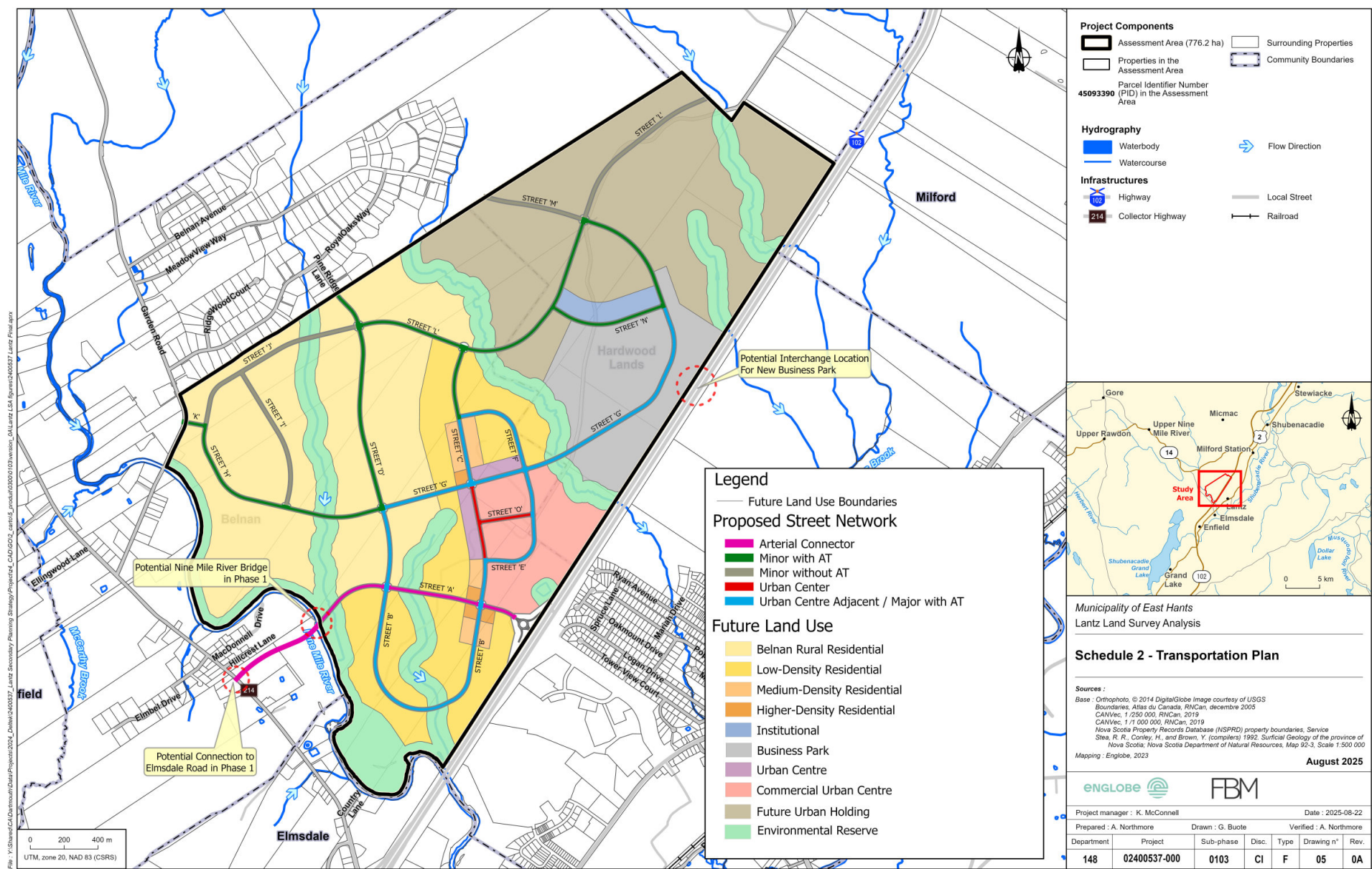
Schedule of Land Use Areas

Land uses	Site area (hectares)	Percentage
Belnan Rural Residential	193	24.8
Low-Density Residential	94	12.1
Medium-Density Residential	9	1.1
Higher-Density Residential	3	0.4
Business Park	66	8.5
Institutional	7	0.9
Commercial Urban Centre	39	5.1
Urban Centre	6	0.7
Future Urban Holding	187	24.1
Environmental Reserve	127	16.4
Total site area	777	100

- Study area
- Site area in hectares
- Property boundaries
- Potential wetlands

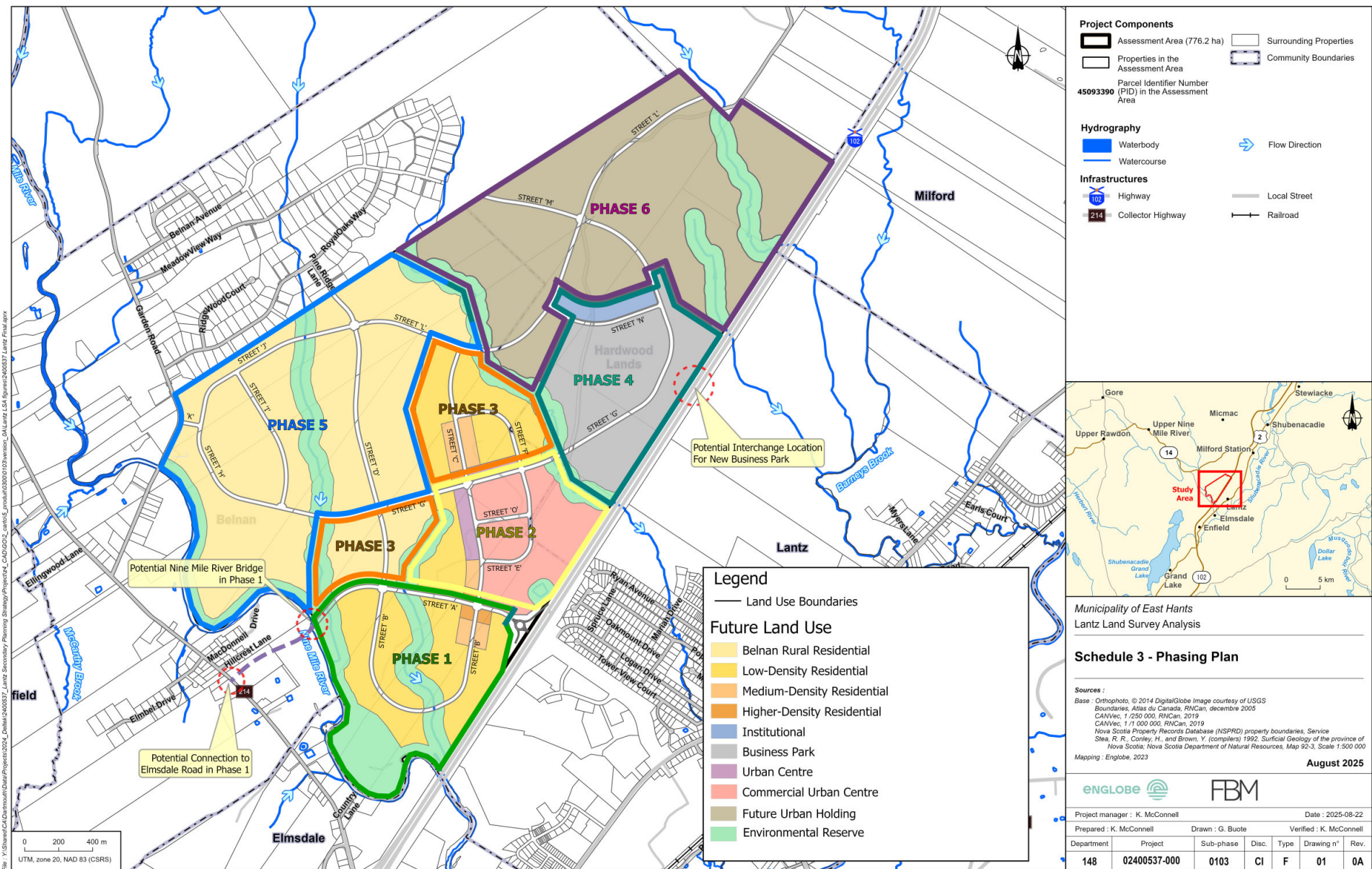


Schedule 2: Transportation Network Plan





Schedule 3: Phasing Plan



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# **Section 10: Conclusion and Recommendations**

## 10.1 Conclusion

The Lantz Secondary Planning Strategy (SPS) provides a coordinated land use and infrastructure framework to guide phased, long-term development in one of East Hants' most strategically located and rapidly growing communities. The Strategy reflects the values and priorities identified through public and stakeholder engagement and is grounded in sound planning principles, forecasted land-use demand realities, and infrastructure considerations.

The SPS envisions a complete and connected community that accommodates a mix of residential, commercial, institutional, and recreational uses, supported by key infrastructure investments and environmental protection. Its successful implementation will require timely decisions and continued collaboration between the Municipality, landowners, the Province, and service providers.

To support the implementation of the Strategy and ensure development proceeds in a coordinated and sustainable manner, the following actions are recommended:

## 10.2 Recommendations

1. Adopt the Lantz Secondary Planning Strategy and associated amendments to the Municipal Planning Strategy to establish a long-term planning framework for the Lantz Growth Reserve Area and the extended Study Area.
2. Initiate and complete a Comprehensive Infrastructure Master Plan for the Lantz SPS Area to determine detailed water, wastewater, and transportation infrastructure needs and to assign appropriate development charges.
3. Support the development and approval of a new bridge crossing of the Nine Mile River, which is a critical connection for the Lantz SPS Area. This crossing will enable internal-circulation, support regional connectivity, and reduce reliance on existing highway interchanges.
4. Collaborate with the Province and service providers to proactively invest in public facilities and services, including schools, transit, and active transportation, to support the development of a complete community.
5. Monitor development activity and infrastructure capacity, and update the SPS as needed to reflect emerging conditions, evolving market trends, and changes in policy or servicing capacity.



A map of the Belnan area, showing a network of streets and the Line Mile River. The river is depicted as a blue line with arrows indicating flow direction. Streets shown include Belnan Avenue, Ridge View Way, Ridge Wood Court, Pine Ridge Lane, Royana, STREET 'J', STREET 'I', STREET 'H', STREET 'K', STREET 'D', STREET 'A', STREET 'B', STREET 'E', Ryan Avenue, Spruce Lane, Oakmount Drive, Marian Drive, Logan Drive, and Tower View. A yellow area is labeled 'Belnan'. A pink line runs through the lower part of the map, and a red dashed circle is around a specific location. A callout box points to a location on the river.

## Appendices

**Appendix 1: Land Survey Analysis**

**Appendix 2: Mobility Plan**

**Appendix 3: Municipal Servicing Memorandum**

**Appendix 4: Background Resources Review**

**Appendix 5: What We Heard Report**

*All appendices reports are available on the Municipality's official website.*

Line Mile River Bridge  
in Phase 1



