
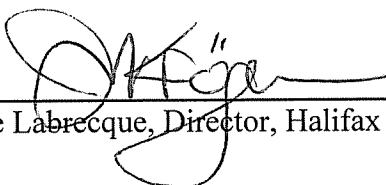


Halifax Regional Council
July 2, 2002

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:


George McLellan, Chief Administrative Officer


for Mike Labrecque, Director, Halifax Harbour Solutions Project

DATE: June 26, 2002

SUBJECT: **Community Integration Plan - Dartmouth Wastewater Treatment Plant Site**

ORIGIN

At the May 21, 2002 Committee of the Whole meeting, the Dartmouth Community Liaison Committee (CLC) presented their Community Integration Plan, **Dartmouth Harbourfront Greenway**, for the integration of the Dartmouth Wastewater Treatment Plant (WTP) site into the surrounding Community. Committee of the Whole referred the Plan to staff for a report.

RECOMMENDATION

It is recommended that :

1. Council endorse the Dartmouth Community Liaison Committee's Community Integration Plan (CIP) for the integration of the Dartmouth WTP site into the surrounding Community and, once the Harbour Solutions Project (HSP) agreement with the private partner is approved by Council, request HSP staff to bring back to Council for approval the Dartmouth Community Integration Fund (CIF) budget as part of the overall HSP budget.
2. Council increase the 02/03 capital budget in the amount of \$30,000 with funding as a withdrawal from the Parkland Reserve Q-107. These funds will be reimbursed from the CIF once the HSP budget is approved by Council, thus, there will be no net cost to HRM, as outlined in the Budget Implication Section of this report.

BACKGROUND

With the assistance of the North Woodside Community Association, the Dartmouth Community Liaison Committee (CLC) was formed at a public meeting in May 2000. The CLC is recognized by the Harbour Solutions Project Team and the HRM Council as the voice of the Community.

The Dartmouth CLC's Terms of Reference specify two main responsibilities:

- To ensure that the proposed Wastewater Treatment Plant will be a "good neighbour".
- To determine the priorities of residents with respect to the successful integration of the Wastewater Treatment Plant into the surrounding community.

The HRM Council has approved a Community Integration Fund (CIF) to support the integration of the wastewater treatment plants into the host communities.

To initiate the community integration planning process, the CLC contacted Parks and Recreation to assist with the coordination of a District 8 Community Recreation Needs Assessment and Open Space Plan. The Needs Assessment, conducted by Burke/Oliver Consultants, with funds provided by HSP, resulted in a comprehensive report released in December 2001. This Report's recommendations concerning the Community's priorities provided the foundation for the Dartmouth CLC's Community Integration Plan.

On January 29, 2002 a conceptual Community Integration Plan based on 10 Design Principles was presented and resoundingly endorsed at a Dartmouth CLC public meeting. Residents attending the meeting expressed interest in forming a trails association that has since become the Dartmouth Harbourfront Trails Association.

Also at this January 29th public meeting, the residents reaffirmed the CLC's mandate to take the proposal forward to HRM Council as the Community Integration Plan.

DISCUSSION

The **Dartmouth Harbourfront Greenway** Plan proposed by the Dartmouth Community Liaison Committee enjoys broad public support and meets the General Principles to Guide the Use of the Fund as approved by HRM Council.

BUDGET IMPLICATIONS

Parks and Recreation has agreed to advance \$30,000 from the Parkland Reserve Q-107 to start the detailed design and construction plan preparation for the **Dartmouth Harbourfront Greenway**. These funds will be reimbursed from the CIF, within the year, once the HSP budget is approved by Council. If the CIF is not approved, then the HSP will reimburse the Parkland Reserve the \$30,000. (non-interest loan)

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, budget, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation. If approved, this will increase the capital and reserve budgets. However, once reimbursement is received, there will be no net cost to HRM.

ALTERNATIVES

There are no recommended alternatives at this time.

ATTACHMENTS

May 2002 Dartmouth CLC's report to the Committee of the Whole

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Mike Kroger, Project Manager, HSP

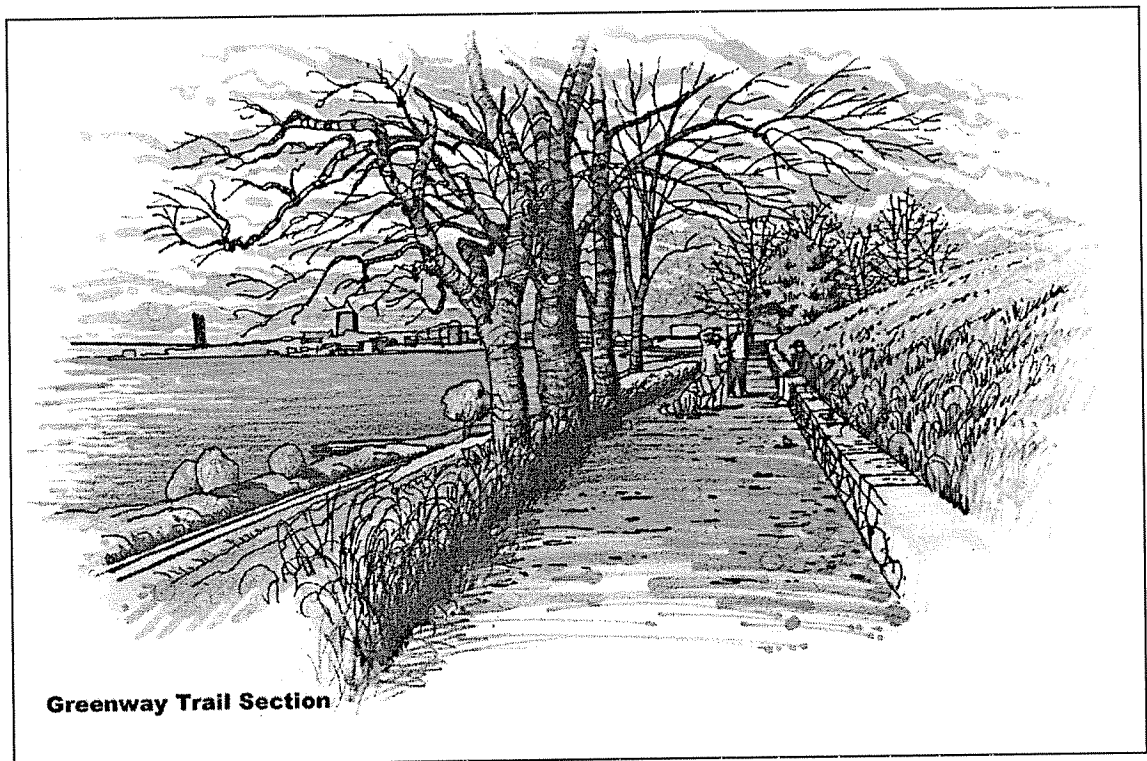
Report Approved by: Mike Labrecque, Director, HSP

Dartmouth Sewage Treatment Plant
Community Liaison Committee

Community Integration Fund Proposal

Dartmouth Waterfront Greenway

Acadia Street to Old Ferry Road



Prepared by the Dartmouth STP Community Liaison Committee
with the assistance of HRM Parkland Planning and Development Division

May 13, 2002

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Thank You

The Community Liaison Committee would like to express its sincere gratitude for the on-going staff support and assistance it has received over the last two years from the **Halifax Harbour Solutions Project** and the **Parks and Recreation Department** of Halifax Regional Municipality.

Introduction

This document constitutes the formal proposal for the allocation of the **Community Integration Funds (CIF)** associated with the proposed Dartmouth Sewage Treatment Plant (STP). The proposal represents the culmination of two years of work by the **Community Liaison Committee (CLC)**, working with Halifax Harbour Solutions Project and the HRM Parks and Recreation Department, to identify the priorities of residents of the area with respect to the STP and its surrounding environment.

The proposal calls for the Community Integration Funds to be spent on the development of a **Dartmouth Waterfront Greenway**. This greenway forms part of a larger project for the Dartmouth harbourfront being led by the **Waterfront Development Corporation (WDCL)**. The portion of the greenway specific to the Community Integration Fund is from Acadia Street to Old Ferry Road. The greenway would include natural openspace, parkland, a trail system and associated cultural and recreational amenities. It is to be constructed following ten design principles approved by residents of the area. These principles are described in this proposal.

The proposal requests the allocation of \$1,100,000 from the Community Integration Fund to be spent on detailed design, construction and maintenance of the Dartmouth Waterfront Greenway. It envisions continued citizen involvement in detailed planning and ongoing environmental stewardship of the area by residents through the Community Liaison Committee and the newly formed **Dartmouth Harbourfront Trails Association (DHTA)**.

Background

In April 2000 HRM's Halifax Harbour Solutions Project (HHS) requested the North Woodside Community Association provide leadership in the creation of a **Community Liaison Committee** for the proposed Dartmouth Sewage Treatment Plant to be built on the Canadian Coast Guard property. The Association agreed to provide such leadership and to begin the process by hosting a public meeting regarding the proposed plant.

Dartmouth Sewage Treatment Plant

Community Liaison Committee

Glynis Bailey
Jill Brogan
Elizabeth Crook

Mary-Jane Maitland
Deirdre McLean
Bill Nichols

The **Dartmouth Community Liaison Committee (CLC)** was formed in May 2000 at this public meeting. The makeup of the all-volunteer Committee consisted of three representatives of the **North Woodside Community Association**¹; one representative of the **Dartmouth Cove Resident's Association** and six other residents who expressed interest at this meeting. District 8 Councilor Bruce Hetherington agreed to serve as an ex-officio member of the Committee.

The NWCA nominated, as chair of the Committee, one of its own Board members, Grant MacDonald, a resident of the neighbourhood adjacent to the proposed STP.

After some discussion the CLC adopted **Terms of Reference** to guide its work. These are found in Appendix A. These Terms of Reference specify the two main responsibilities of the Committee, essentially:

1. To ensure that the proposed STP will be a "good neighbour"
2. To determine the priorities of residents with respect to the successful integration of the plant into the surrounding community.

This proposal addresses the second area of responsibility.

The CLC lost three members in its formative stages, leaving eight committee members. One of these persons resigned for personal reasons and a second because of a conflict of interest (his employer has been contracted to do work for one of the STP proponents). The third person chose to resign rather than agree to operate within the bounds of the Terms of Reference accepted by other Committee members.

Community Consultation Process

Over the past two years the Community Liaison Committee designed and led a community consultation process that has involved:

- The maintenance of an **information table** and **bulletin board** at the North Woodside Community Centre. This provided residents with information on the STP, Committee meeting notices as well as access to copies of minutes of CLC meetings, and all correspondence with HHS, HRM staff and individual residents.
- Advertising and hosting **four public meetings** to explain our role, solicit views and generate discussion on the pros and cons of the project.
- Producing **eight newsletters** reporting on and responding to community concerns, explaining our process of consultation and inviting feedback. Each issue of the newsletter was delivered by Canada Post to over 2500 households.

¹ The North Woodside Community Association operates the North Woodside Community Centre (NWCC) located at 230 Pleasant Street in Dartmouth.

All have indicated the Committee's e-mail address and the Chair's home telephone number.

- Conducting, in October 2000, a **door-to-door survey of residents** living in close proximity to the proposed STP. We spoke on doorsteps to nearly 100 residents to determine their hopes and concerns about the project. The results of this survey along with information provided by other questionnaires returned to us was summarized in an eight-page report issued in December 2000.
- Operating with considerable independence from HHS. We have run our own meetings, produced our own minutes and correspondence, and written our own community newsletters.

Halifax Harbour Solutions staff provided support to the Committee in terms of valuable advice and information on technical issues concerning the STP and the RFP and have been very receptive to our suggestions regarding improvements to the community liaison process. HHS has also borne the cost of printing and distributing our newsletters and funded the District 8 Community Recreation Needs Assessment.

- Organizing, in partnership with HHS, a **tour of the Bedford (Mill Cove) Sewage Treatment Plant** for local residents. This tour took place on March 24, 2001. Sixteen people participated.
- Participating, along with other CLC groups, in an "in camera" review of portions of the private sector bids. Over a three month period, developed the document that was used by all community representatives as the foundation for the community's analysis of the bids in this review.
- Working with HRM Parks and Recreation Department in overseeing a **District 8 Community Recreation Needs Assessment** study that involved its own community meetings, questionnaires and focus groups. The work, conducted by Burke Oliver Consultants, with funds supplied from HHS, resulted in a comprehensive report, released in December 2001.

This Report's recommendations concerning the community's priorities provide the foundation for the Dartmouth CLC's Community Integration Plan.

- The Committee held a community meeting on January 29, 2002 at which time a conceptual plan for a greenway and trails system for the waterfront in the vicinity of the STP was presented². **Over 100 residents attended this meeting and approved ten fundamental design principles and a proposed budget.** The meeting also saw residents express interest in forming their own trails group that has since become the Dartmouth Harbourfront Trails Association.

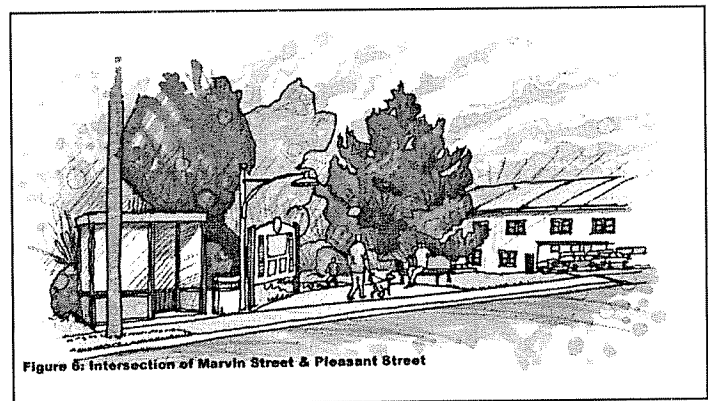
² This presentation was prepared by HRM Parkland Planning Staff with visual elements created by Ekistics Planning and Design and is available on the HRM website.

Residents at this meeting also **reaffirmed the CLC's mandate** to take this specific proposal forward to HRM Council as the **Community Integration Plan (CIP) for the Dartmouth Sewage Treatment Plant**.

The Community Integration Plan

The CLC's community consultation process, together with the priorities confirmed in the District 8 Community Recreation Needs Assessment study, indicate resounding support for a park and a linear multi-purpose recreation system in the vicinity of the Sewage Treatment Plant. This is referred to here as the **Dartmouth Waterfront Greenway**.

The greenway **concept** envisages an integrated open space, park and trail system on the Dartmouth waterfront, from Acadia Street to Old Ferry Road. Users will experience a green linear corridor that winds from working area, through tranquil hospital lands on through historic Dartmouth Cove into Downtown Dartmouth. The greenway will feature connections with trails in the Regional Trails System, the Shubenacadie Canal and the Trans Canada Trail as well as proposed local points of interest, gateways and trailheads.



The greenway, of which the Community Integration Plan is a key portion, is to be continued on the south (N.S. Hospital lands) to the Woodside Ferry Terminal and on the north (including Dartmouth Cove) to the Dartmouth Ferry Terminal by the **Waterfront Development Corporation** with other partners. The scope of the overall vision is such that it requires such partnerships and a multi-year implementation and maintenance plan. The CLC has been in regular contact with the WDCL and is a partner in the overall development.

Design Principles

Residents of the area have approved the following **Ten Design Principles** to guide the detailed development of the Dartmouth Waterfront Greenway:

1. The planning area relevant to the Community Integration Fund will focus on the waterfront from Old Ferry Road to the Nova Scotia Hospital property.
2. The waterfront will be developed in a manner that is in contrast with, and complementary to, the urban environment on the other side of the harbour.

3. The trail system will be accessible and designed for non-motorized, multipurpose use.
4. The plan will incorporate various points of interest that will receive special design attention. This will include points of historical or cultural significance, trailheads and lookoffs.
5. The design will work with and respect the native or natural environment.
6. Personal safety will be a key factor in the plan for the area. "Crime Prevention Through Environmental Design Principles" will be applied.
7. The plan will address both capital and operating cost concerns.
8. The plan will be integrated into the design for the entire Dartmouth waterfront.
9. The Plan will incorporate year-around uses.
10. The plan will reflect that Pleasant Street is an important part of the trail system loop requiring additional streetscape improvements by HRM.

Planning Area

The Design Principles indicate that the focus of the CIF portion of the Greenway will be between the waterfront and Pleasant Street and, from the Nova Scotia Hospital property³ in the south to Old Ferry Road in the north. The area includes a variety of land uses including low and high density residential development, several commercial businesses, the Coast Guard lands, the park and wooded areas behind the North Woodside Community Centre and the Reigh Allen Centre. The area involves underground engineering infrastructure and both privately and publicly owned open-space. No other detailed land-use plan is in effect.

Land Inventory

Physical Features

Geology and vegetation is typical with the Eastern Shore Beaches Theme Region. Steep slopes to the water characterize much of this portion of the Dartmouth harbourfront.

Within this study area there is considerably more infrastructure than on the N.S. Hospital lands and therefore physical contours, soils and vegetation have been altered over time.

³ As of the date of this proposal the Community Integration Plan area will, because of the STP Access Driveway's intersection with Pleasant Street, extend onto N.S Hospital land to Acadia Street.

Property Ownership

This study area encompasses a wide variety of private and public ownership. HRM, the Province of Nova Scotia, the Federal Government, Maplehurst Properties, and Canadian National make up approximately 60% of the land mass the remaining 40% is made up of individual residential properties.

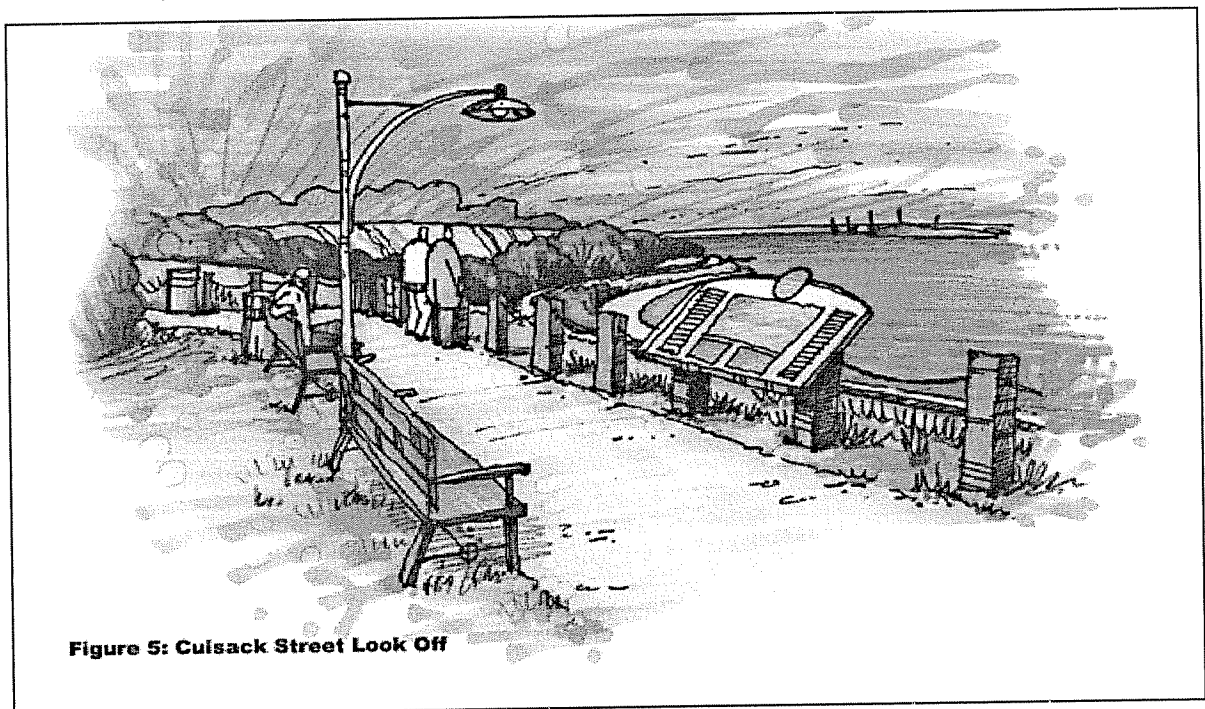
Cultural and Historical Factors

The area has seen a wide variety of recreational and industrial uses over the last two hundred years. These have been well documented, particularly in studies and historical accounts of the area written by locals residents.

The Coast Guard base with the comings and goings of their red and white ships, Old Ferry Road as one of the original harbour crossings, and Sandy Cove as a once popular swimming spot, are examples of historical features of the area which could be taken into account. There have also been numerous references to Aboriginal encampments and military training grounds in this area. Detailed planning will include designating locations worthy of highlighting and incorporating into interpretative or educational aspects of the greenway.

View Planes

Regardless of where you are within this area you are almost always guaranteed to have a commanding view of the harbour, George's Island, and the Halifax skyline. Once



people reach the area of the proposed greenway, they are greeted with an unparalleled perspective of Halifax Harbour and its natural and developed environment. From the Macdonald Bridge to McNab's Island and the open Atlantic, the visual impact is always changing and therefore provides a unique experience.

Current Uses

The open-space in the area is currently used by citizens for walking, berry picking, picnicking and viewing the harbour. The area is a very popular location for bird watching groups and for viewing harbour fireworks displays, navy ship departures and returns and tall ship parades. The area also serves as a landuse buffer between residential and marine industrial lands.

Harbour and beach pollution, along with the existence of a sewage outfall at Sandy Cove, currently restricts other possible uses.

Weather

The area is exposed to all the weather systems that come through HRM and residents experience it all in a relatively unprotected way. Indeed, you can see the weather in and around the harbour both coming and going.

Opportunities and Constraints

Opportunities

The establishment of the Dartmouth Greenway, including a multi-use trail, points of cultural, educational, and recreational interest, will provide an important element of education, natural environment conservation, passive and active recreation, alternative transportation and land use buffering.

Because of urban, suburban, and rural diversity, opportunities exist to create a diverse trail experience. There is a significant opportunity to provide an urban connection to the Trans Canada Trail and HRM's Regional Trail System that will benefit all residents of HRM as well as visitors.

The Greenway will greatly enhance the local neighbourhood in providing opportunities for residents to share the use of, and some responsibility for, a recreational resource.

In undertaking this project there are important **partnership opportunities** involving community organizations, WDCL, Maplehurst Properties Ltd, CN Rail, HRM and other government and private stakeholders.

Constraints

The constraints facing this project include varied property ownership, steep slopes, road and driveway crossings and the railway corridor.

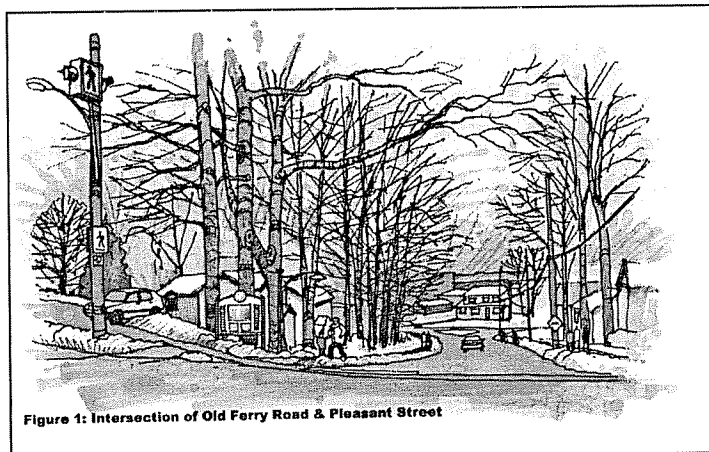
Dartmouth Waterfront Greenway

Greenway Corridor

Ultimately the proposed greenway would stretch from Pleasant Street to the harbour and approximately three kilometers from the Woodside Ferry Terminal through to the Dartmouth Ferry Terminal Park.

The Community Integration Plan (CIP) portion connects with the North Woodside Community Centre and to the ends of Cuisack, Arthur, Stephen, Boundary, Tupper, and Parker Streets and Old Ferry Road. It would run along behind the residences on Harbour Drive and the apartments of Maplehurst Properties.

It would include a primary trail, secondary trails, lookoffs and various points of interest.



The greenway would provide recreational opportunities such as walking, hiking, nature observation and picnicking. It would be a Regional Park within HRM and should be considered for year round use. Within the greenway, a series of key points of interest opportunities arise that can be linked via the proposed Primary Trail.

The Primary Trail

The CIP's Greenway corridor would include a primary multi-use trail, weaving along one kilometer of shoreline and intended to provide a regional service for non-motorized recreational and green transportation land use. The trail must be able to accommodate pedestrians, cyclists, skaters, and strollers of all ages and physical abilities.

As a continuation of the N.S. Hospital Trail, it will be linked to Pleasant Street via Acadia Street, the NWCC, Cuisack Street, Boundary Road, Tupper Street, Parker Street and Old Ferry Road. These linkages will provide a series of loops to Pleasant Street allowing different citizen choices given their available time or mode of travel.

Trail alignment and construction design requires detailed consultation with residents on adjacent streets. This will fall to a professional design firm under the direction of a team comprised of representatives of WDCL, HRM, and the Dartmouth Harbourfront Trails Association.

Secondary Trails and Sidewalks

In order to enhance and protect the area as parkland it will be necessary to give some attention to developing connecting trails. Wherever possible these should follow the natural pathways already created by people using the area as well as existing sidewalks. The sidewalks on Pleasant Street would themselves be considered part of the secondary trail network.

Secondary trail links would connect the primary trail to Pleasant Street via Acadia Street, as well as, for example, to the North Woodside Community Centre, Boundary Street, and Tupper Street.

Proposed Points of Interest, Gateways and Trailheads

Acadia Street

The Nova Scotia Hospital at Acadia Street is the proposed location for the start of the STP access driveway⁴. Attention may need to be given here to promote the recreation connection aspects of the Greenway.

Indeed, the access driveway □ Pleasant Street intersection may serve as a key gateway to the greenway, especially for those employed in the Woodside Business Park and the Dartmouth General Hospital. As a major trail entrance, design treatment could include benches, garbage cans, wayfinding signage and improvements to existing Nova Scotia Hospital parking areas.

North Woodside Community Centre

The Centre and park just below it could act as a major entrance and trailhead to the Greenway. Parking lot improvements here could include additional spaces, improved pavement surface and lighting. Amenities such as park benches, wayfinding signage, garbage cans, bike racks and a bus shelter may also be considered.

Cuisack Street Lookoff

This area provides a good location for a rest stop along the Greenway Corridor. It provides panoramic views of the harbour, complete with a gently sloped well-drained grassed meadow. Amenities here could include new benches, garbage cans, and an interpretive panel.

Arthur Street (Emergency Access Road)

This area contains the emergency access road and rail crossing for the Coast Guard base. With a new Access Driveway, the existing road could become redundant. Detailed planning and consultation may identify that this area could benefit from re-mediation.

⁴ The design of the STP access driveway is to follow the design criteria outlined in HRM's Parks and Open Space Guidelines.

Boundary Street

Offering another excellent transition area, the end of Boundary street could lend itself as a location to stop and enjoy the diverse view before entering the Greenway via the main trail or a secondary trail.

Tupper Street

It is in this location where the Trail and Greenway enters onto Maplehurst Properties. This area could also be considered a gateway as well as a Neighbourhood Park for Maplehurst residents. The private driveway and parking lot between Tupper and Old Ferry Road already acts as a pedestrian thoroughfare for residents in the Maplehurst Apartment complex as well as regular travelers to downtown Dartmouth and the waterfront.

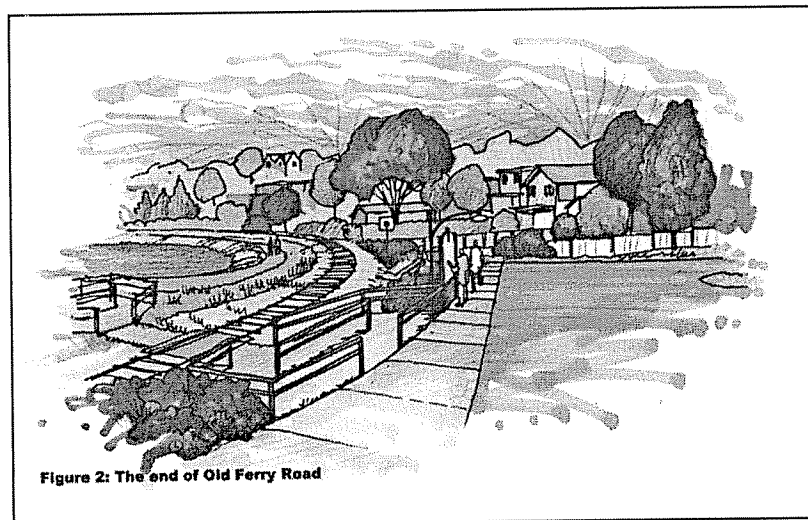
Maplehurst Properties Ltd has been approached and is willing to participate as a stakeholder in the implementation of a Greenway and multi-use trail through their property.

Parker Street

Currently the principal road to the Coast Guard base, this is the only intersection of a public street with the Greenway and Trail. Special treatment may be required for this crossing if it needs to be made clear to trail users and motorists alike, what to expect.

Old Ferry Road

Like Boundary Street and Tupper Street, this location is yet again a possible green way entrance, an opportunity to walk south toward the Nova Scotia Hospital or north along Dartmouth Cove to downtown Dartmouth or to a trail connection to the Shubenacadie Canal system.



Cost Estimates

The Community Liaison Committee recommends the allocation of \$1,100,000 to the Community Integration Plan for the Dartmouth STP. This amount breaks down as follows:

Detailed design:	\$ 100,000
Construction costs	\$ 900,000
Operational costs:	\$ 100,000
Total	\$1,100,000

Several costing exercises were undertaken and we are confident that the Dartmouth Waterfront Greenway, as envisioned, can be developed within such a budget.

Detailed Design Costs

The next planning stage is to prepare detailed design documents ready for a construction tendering process. The detailed design phase is estimated at 10% of the total **capital cost** (design and construction costs are often lumped together), in this case 10% of \$1m, or **\$100,000**.

The design phase will include additional community consultation. One of the key issues in this phase will be education and planning with respect to trail and neighbourhood safety.

The **Community Liaison Committee**, the **Waterfront Development Corporation** and the **Dartmouth Harbourfront Trails Association** are committed to working together in this phase to determine the specific design elements that will be supported by the community in general and, in particular, by the residents who live adjacent to the greenway.

The various points of interest, gateways and trailheads outlined above will need to be prioritized. Detailed design and cost estimates will assist in this process .

Construction Costs

Construction costs of the greenway will certainly include the expenses required to construct the trails, plus signage, lighting, and benches. Other costs could include retaining walls, drainage culverts, viewing platforms, railings, garbage cans, re-grading and replanting, pavement markings, sidewalk improvements and play structures.

Various capital cost scenarios involving different combinations of elements have been considered. The primary trail portion, if it was to be a 3 meter-wide asphalt trail for example, has been estimated at \$340,000.

The extent to which the trail needs to be lighted (a safety concern) will have an impact on what other greenway amenities can be included.

Operations and Maintenance Costs

The Design Principles approved by residents include the recommendation that operational and maintenance program costs be built into the project and that funds be set aside for this purpose. Such costs include snow removal, erosion control, garbage removal and vandalism repair.

A five-year time frame is reasonable for a maintenance and operational program. This will help determine what operational elements of the greenway will become self-sustaining and what elements will require occasional major capital improvements. Given the scope of this project, it is recommended that HRM allocate \$100,000 over 5 years for this item out of the CIF.

Residents of the area through the CLC and the DHTA, with the WDCL and HRM staff, will create an operational and maintenance plan for the Greenway. Such a plan will include an important element of community stewardship.

Appendix A

Dartmouth Sewage Treatment Plant

Community Liaison Committee Terms of Reference

Recognition

- The Committee is recognized by Halifax Harbour Solutions Team, HRM and the private sector partner as the voice of the community during the predesign, detailed design, construction and operation of the Dartmouth STP.

Composition

- The Dartmouth Committee operates under the sponsorship of the North Woodside Community Association and includes representation from the Association and other groups and individuals in the immediate neighbourhood of the proposed site. The district councillor will be an ex-officio member of the Committee

Mission

To negotiate the terms and conditions associated with locating a municipal sewage treatment plant on the Canadian Coast Guard base in South Dartmouth. More specifically it is to:

- Consult residents and other local stakeholders to identify the issues, interests and priorities of the local community with respect to the STP and its integration into the community.
- Work with HHS team during the predesign stage to develop mutually acceptable principles, guidelines and recommendations concerning the exterior architecture of the plant, construction impacts, landscaping, odour control, noise management and other environmental management issues pertinent to the health, safety and comfort of neighbouring residents.
- Work with the private sector partner during the detailed design and construction stage to ensure that the plant meets the needs of the neighbourhood and the broader community as articulated in the recommendations above.
- Develop proposals for integrating the plant and associated lands into the community (Community Integration Fund)
- Work with HRM and plant management to ensure that the Dartmouth plant meets community expectations during its operation.

Approved
June 5, 2000

Appendix B

Halifax Harbour Solutions Project

COMMUNITY INTEGRATION FUND*

The Community Integration Fund is a budget allocation by Halifax Regional Municipality which is intended to support the integration of the new sewage treatment plants into the urban areas in which they are sited.

General Principles to Guide Use of the Fund

1. Approval of expenditures from the fund will be by Halifax Regional Municipality following the presentation and approval of project elements which have been submitted with cost estimates as part of a plan.
2. The elements of the plan must be developed by a Community Liaison Committee which has been duly constituted in an advertised public forum. Representation on the Committee should, as far as possible, reflect the structure and interests of the local community which considers itself potentially affected by the facility. The district Councillor should be an ex-officio member of the committee.
3. The planning process may be undertaken by an executive committee of the CLC but input and approval must be sought in public fora at reasonable intervals during the process, and when the final plan is complete.
4. The fund can be used for purposes that are consistent with the local community interest, as identified through a consultation process, and which contribute to the upgrading of the urban fabric. It cannot be used to improve private property or for projects not considered to be in the community interest. During the development of the plan, the needs of the broader community (or surrounding urban area) should be taken into consideration and integrated, where possible, into the plan elements.
5. Consideration for project(s) should be given first to the immediately surrounding area within sight of the facility; then to other location(s) within the immediate community. These should be ranked on a priority basis.
6. The Committee should communicate with the Halifax Harbour Solutions Project team on a regular basis in order to maintain communication with the project as it moves forward, and a team member may be an ex-officio member of the committee.

* Approved by the Chairs of the Dartmouth and Halifax North CLC's and the Chair of the Herring Cove Ratepayers Association, January 22, 2001

Appendix C

District 8 Community Recreation Needs Assessment *Executive Summary*

In the spring of 2001 HRM Recreation Services commissioned a Recreation Needs Assessment for District 8. The study was conducted under the supervision of a Steering Committee comprised of representatives of the Community Liaison Committee established as part of the Halifax Harbour Solutions Project and HRM Recreation Services. The study was conducted in parallel with a review of parks and open spaces being conducted by HRM Parks Planning.

The Recreation Needs Assessment involved the community through public meetings, focus groups, interviews, questionnaires distributed to community groups, and meetings with the Steering Committee. Youth meetings were held at Prince Arthur Junior High School, the South Woodside Community Centre and the North Woodside Community Centre.

The process included a review of previous studies conducted in the area, demographic information relating to the community, and the history of the area. An inventory of existing recreation facilities and services was prepared and research conducted into current patterns in recreation and leisure preferences among Canadians.

Much of the input received from area residents focused on the need to maintain a "green belt" between the residential neighbourhoods and the industrial/commercial development along the waterfront. There was concern expressed that many of the parks and open spaces in the District have been provided with play equipment for younger children but facilities and services for pre teen and teenage youth were lacking. It was also noted that ongoing maintenance of existing parks, play equipment and playing fields needs to be improved.

Since 1978 there have been five significant studies conducted in the area, all of which address the need for a "green belt" along the harbour. In the past two years, both a submission to HRM from the Harbour Drive Residents Association and research conducted by the Community Liaison Committee suggested that the required "green belt" include a trail system that would link the Dartmouth Cove area to the Nova Scotia Hospital lands and eventually to the Woodside Ferry Terminal.

BURKE/OLIVER
CONSULTANTS LTD

*HRM
Community Recreation Needs Assessment
Final Report*

The consultants recommend:

1. *That a Master Plan be developed which leads to the assembly of the land necessary to create a permanent "green belt" buffer between the residential neighbourhoods from Dartmouth Cove to the Woodside Ferry Terminal.*

That a multipurpose "Harbourside" trail system be developed within this green belt. The system should be accessible to all. It should include areas for play and relaxation. It should include interpretive exhibits recalling the history of the area and perhaps exhibits explaining current and future industrial/commercial activities along the waterfront and in the harbour.

2. *That improved services to youth be provided by:*
 - a) *The development of a "Bike Park". The location and design of the park to be undertaken in consultation with area youth.*
 - b) *Converting the Woodside Fire Hall to a Youth Centre when it becomes surplus to the needs of HRM Fire Services in 2003.*
3. *That an ongoing plan for upgrading and repairs to existing parks and open spaces be prepared and implemented by HRM Parks Services.*
4. *That the majority of the One Million Dollars, which will be provided through the Community Integration Fund, be used to create as much of the Harbourside Trail System as possible. The priority for development should be that area on public land from Tupper Street to the park beside the North Woodside Community Centre. Some funds should be kept in reserve to assure proper maintenance and upkeep of the trail.*

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Appendix D

Dartmouth Harbourfront Trails Association

A DARTMOUTH WATERFRONT GREENWAY

FORMATION

In late January of this year (2002) the Dartmouth Community Liaison Committee (CLC) held a public meeting seeking approval of design principles to be used for the development of a greenway, park and trail system adjacent to the Dartmouth Sewage Treatment Plant (STP) at the Coast Guard Site. The harbourfront greenway project became possible through the Community Integration Fund for which the CLC is now making application. The Dartmouth Harbourfront Trails Association (DHTA) came into existence as a result of a paper circulated at the meeting to identify local persons with an interest in trails.

Some members of the Dartmouth Waterfront Trails Association are also members of the Community Liaison Committee. There have been meetings between the CLC and DHTA aimed at clarification of rolls and to date "it is agreed that the Dartmouth Harbourfront Trails Association and the CLC will cooperate with respect to the implementation of the Community Integration Plan and that the DHTA will assume the lead role in term of the detailed planning of the trail portion of that plan. ☒ The CLC will, in accordance with its Terms of Reference, assume the lead role in representing the community's interests with respect to the construction and operation of the Dartmouth Sewage Treatment Plant."

DHTA has continued to draw its membership from the communities through which the linear trail will pass, from North Woodside, through Dartmouth Cove to Downtown Dartmouth.

VISION

The Dartmouth Harbourfront Trails Association is an association within the regional trails system umbrella committed to providing community input and guidance to the planning, development and management of a safe, clean and informative multi-use trail between the two Dartmouth Ferry Terminals, integrated with the regional trails system and maintaining the environmental integrity of the surrounding green belt for all to enjoy.

TRAILS AND COMMUNITIES

Our vision statement was developed following several meetings in which we identified our collective ideas about trails and community. A brief summary of some of the ideas we have discussed follows:

The trail project is important to our community because it will.

- Provide citizens with safe and accessible recreation opportunities;
- Link neighbourhoods within our larger community;
- Link with other trails in the region;
- Preserve green space, natural environment, and view planes of Halifax Harbour;
- Provide public access to the harbour shoreline;
- Improve access to public transportation;

- Create a tourist destination and activity in the neighbourhood;
- Provide opportunities for education about wildlife and local history.

It is important that residents be involved in the development of trails in their community because:

- Residents have a vested interest in the project and what happens in their community;
- Community ownership and pride in the trail will ensure that trails are maintained and used;
- Troubleshooting, problem solving, and decision making can be done by community members before costly mistakes are made;
- Involved residents can help to provide ongoing maintenance, supervision and security of the trail;
- A resident group can help to ensure that voices of community members are heard;
- Connections to local community resources can be tapped through the members of this group.

POPULATION GROWTH MANAGEMENT

As the population of Halifax and Dartmouth increases, this trail will ensure public access to the waterfront and will address the recreational and fitness needs of the growing population. Once the trail is developed it will be an asset that will attract residential infilling thereby increasing the density and vitality of the downtown core.

TRANSPORTATION

The Dartmouth Harbourfront Trail will provide a linear link between both Dartmouth Ferries, encouraging both residents and visitors to use the transit system. The ferry enables cyclists and trail users to experience both the Dartmouth and Halifax waterfronts. This integral tie to HRM's transit system will assist trail users in reducing their reliance on automobiles and parking; it will therefore aid in reducing bridge and inner city traffic. The trail would provide cyclists with a safe bike route through Dartmouth, perhaps to work. Cyclists using the trail would be able to make connections to other regional trails and to the Trans Canada Trail.

DEVELOPING AND SUSTAINING HEALTHY COMMUNITIES

The Dartmouth Harbourfront Trail will provide a healthy outdoor experience along one of the most scenic harbours in the world. This trail will offer inline skaters, bikers, walkers and joggers and people with disabilities the benefits of an outdoor recreation. It will also provide for a healthy commute to work in the downtown core. Those using the ferry would have the added benefit of a scenic, tranquil, stress-relieving ferry ride. As this trail is an integral connection to both the regional trail system and the Trans Canada Trail, it will offer a variety of fitness possibilities. This vast network of trails would be an asset to biking tourism and provide a safe bike path into the heart of the city.

ENVIRONMENTAL ASSET MANAGEMENT

The Dartmouth Harbourfront Trail will provide approximately 3 km of harbourfront greenspace, with breathtaking views of the harbour and of both cities. Sections will remain natural providing opportunities to enjoy the flora and fauna of the waterfront and surrounding area. Bald eagles, osprey and the occasional mink, or seal are seen as are a variety of sea birds, which at sometimes of the year provide birders with rare sightings. Interpretive signs are planned which will capture these as well as other environmental and historical features.

The trail will explore connections to the area's past: to the historic residential estates, Mi'kmaq encampments, Acadia Sugar Refinery, Mott Chocolate Factory, Evergreen, the house of Helen Creighton etc. The trail association feels that its commitment to involving the community in this process will deepen and strengthen the community's awareness and involvement, which will ultimately provide the stewardship needed to maintain the environmental integrity of the area.

PRESENT DEVELOPMENT

While the group is still in the early stages of formation and is continuing to define rolls both within the group and in relation to other organizations, we have reached consensus about a number of items. Among these, most important are a *Community Development Model* that would assure that the people of the area direct the project and a *Phased/Partnership Approach* – a four year process. A combination of *Direct Service Delivery* and a *Community Development Model Delivery* will be the most effective and efficient means of building the project.

DHTA has received active support from HRM Parks and Recreation staff, Regional Trails Coordinator, executive members of the Halifax Regional Trails Advisory Team, the Dartmouth Community Liaison Committee, the Canoe to the Sea Organization and other organizations and individuals. We have letters of support from politicians.

PROJECT - PRESENT PHASE

For Phase one (2002 – 2003) of a four-year project we believe that there are 3 critical elements:

- a) We require services of a Community Developer/ Trail Coordinator as well as office and technical help to increase our project capacity.
- b) We need to partner with the Waterfront Development Corporation Limited to prepare detailed Construction Drawings. Also we need to initiate a Memorandum of Understanding (MOU) [to define roles and responsibilities] with both the WDCL and HRM.
- c) There is a need for additional planning of a four-phase Master Plan for the overall concept and work on preliminary concepts for a primary trail in Dartmouth Cove.

In anticipation of CIF funds becoming available we are now working in partnership with the Waterfront Development Corporation Limited and HRM in choosing a company to develop detailed Construction Drawings for a primary trail system from the Woodside Ferry Terminal to Old Ferry Road. This primary trail system will cover both the WDCL portion of the trail on the Nova Scotia Hospital lands and the CIF portion of the trail immediately adjacent to the Dartmouth Sewage Treatment Plant. We are discussing, with the Waterfront Development Corporation Limited and HRM staff, a Memorandum of Understanding for an ongoing relationship between the WDCL, HRM and our Trails Association.

The DHTA would like to assure HRM Council that the Trails Association will report back to it at regular intervals.

Appendix E



Parkland Planning
Parks and Recreation

Alderney Gate
Post Office Box 1749
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Parks and Openspace Planning Guidelines

The **Purpose** of this document is to assist the land use planner in the preparation of parks and openspace recommendations that range from Community Recreation Land Use Models, Conceptual Site Plans, to Recreation Facility Developments.

As noted in the *Municipal Government Act*, (s. 271.3) the principle use of land transferred to a municipality, arising from subdivision, is for, "park and similar public purposes" and, moreover the land should be, "useable" for those purposes. The Parks and Recreation Department's primary goal is to provide residents of new and existing communities with sustainable public recreation opportunities such as walking, sports, and informal play. Our secondary goal is one of natural environment stewardship and the conservation of sustainable natural ecosystems. The Department therefore has the ability, and duty, to discern between social recreation needs and physical environment needs to determine the optimum openspace land use.

Since 1996 the Parks and Recreation Department have endeavored to acquire and develop parklands that display minimal amounts of environmentally sensitive characteristics. Past experience has proven that acquisition and subsequent development of environmentally sensitive areas for recreation facilities has led to costly development and operation expenditures and have jeopardized the sustain ability of various natural eco-systems. Parks and Recreation Department supports the conservation and protection of water resource lands such as shorelines (riparian zones), wetlands and flood plains. These lands can be acquired as Openspace through the Parkland Dedication Process if the conservation values out-weigh the recreation values. These land use planning values and the subsequent acceptance of the types of parkland and openspace is guided through the local MPS's, the HRM Subdivision By-law and these guidelines.

The Municipal Government Act

Part IX Subdivision

Section 271.3

- (h) requirements for the transfer to the municipality of useable land, or equivalent value, for park, playground and similar public purposes, provided that the land required to be transferred does not exceed
- (i) five percent of the area of the lots shown to be approved on the final plan of subdivision, or
 - (ii) ten percent of the area of the lots shown to be approved on the final plan of subdivision, if the requirement and the reasons for it are provided for in a municipal planning strategy;

Definitions

Beaches - transition zones between the land and the water. They are made up of sand and/or cobble and can be natural or engineered. Beaches are dynamic environments that can change constantly as a result of seasonal natural processes.

Buffers - transition zones between various land uses. Can be made up of land that contains vegetation stands of trees, open field or body of water.

Complementary - serving to fill out or complete. In the case of parkland planning, a complementary activity will enhance but not compromise the intended recreation land use.

Definitions continued;

Conservation Areas - land intended for the conservation and management of the natural environment and should be retained where there are natural features worthy of public education and awareness. A conservation area may be located within or adjacent to a public park depending on the natural characteristics of the site.

Corridors - linear systems intended to link Origins and Destinations.

- **Natural or Greenway Corridors** are elongated and usually continuous strips of land and/or water under public control through ownership, easement or other arrangement which serve recreation and/or conservation needs.
- **Recreation Corridors** can be defined as linear parks with the primary purpose providing a recreation activity while linking via trails, points of interest within the area. The Parkland Classification of neighbourhood, community, district, or regional hierarchy can be applied.
- **Utility Corridors** can be defined as linear systems to primarily accommodate utilities such as engineered infrastructure and can conveniently accommodate passive recreation activities and facilities such as trails.
- **Trails** can be defined as the physical travel surface developed for public use to link various points of interest within an identified Corridor. Trail construction could range from a 1 metre wide footpath for wilderness hiking to a 3 metre width paved surface complete with buffers that are intended for urban multi-use.
- **Boulevards** are road corridors that have been designed and constructed to provide a comfortable atmosphere for pedestrians, cyclists and motorists. They include widened sidewalks, on street parking, street furniture, modified intersections and street trees.

Environmentally Sensitive Area (ESA) are areas identified, designated or protected by a local, provincial, territorial, national or international public agency as ecologically, culturally or archeologically significant.

Definitions continued;

Neighbourhood is described as being approximately 80 to 120 dwelling units; equivalent to 250 to 375 people. The area should be defined by natural features such as shorelines, major roadways and existing development. The neighbourhood should include a convenient pedestrian circulation system of local streets and walkways or sidewalks to connect the parkland system in the area.

- A **Community** can be described as several physically connected Neighbourhoods.
- A **District** can be described as several combined Communities.
- A **Region** can be described as several combined Districts.

Open Space "is more than just parks... it is an integral element of our landscape and an essential part of our communities." Monmouth County Park, Recreation and Open Space Plan, June 1991. It is a complex system that encompasses a wide range of functions and participants. There is "Openspace" for the preservation of natural resources; for the managed production of resources; for outdoor recreation; for public health and safety; and for community character. Types of Openspace can include:

- Parkland
- Conservation Land
- Preservation Land
- Buffers
- Natural or Greenway Corridors

Origins and Destinations can be defined as a starting, ending, or en-route points of interest to make up a recreational journey. Whether it is an individual's home a conveniently located parking lot, look-off points and park benches, through to libraries and recreation centres.

Parkland - a strategically located area of land that is owned or to be conveyed to the municipality for the main purpose of serving the general public to meet the active and passive recreation needs. Parkland Classification is considered on a service delivery basis and should be determined as one of the following:

- Neighbourhood Park**
- Community Park**
- District Park**
- Regional Park**

- **Private Parkland** includes privately owned land with restricted availability to for either scheduled or unscheduled use; with or without user fees; with or without time restrictions.
- **Public Parkland** generally includes municipal, provincial or federal owned land that is available to the general public for either scheduled or unscheduled use; with or without user fees; with or without time restrictions.

Points of Interest can be defined as any recognized natural or developed feature that is unique and specific in its form or function. Examples include parks, conservation areas, environmentally sensitive areas, recreation centres, commercial enterprises, transit stations, heritage sites.

Professional Planner - means a member or provisional member, in good standing, of the Canadian Institute of Planners.

Recreation - can be defined as the refreshment of strength and spirit after work, Webster's.

Definitions continued;

Recreation Needs are described as active or passive and can be determined through HRM staff in consultation with residents and community groups within an identified general study area. The information requested includes identification of existing facilities (assets) as well as the identification of known deficiencies within the general study area.

- **Active Recreation** - a recreation activity that generally involves groups of people that concentrate or occupy a single area; higher density or intensity; it generates noise; night time lighting. It may require scheduling and user fees. Examples include play, sport, swimming, etc.
- **Passive Recreation** - a recreation activity that generally involves people that disperse over a large area resulting in lower density/intensity, less noise and less formal, unscheduled use. Examples include walking/hiking, nature observation, picnicking etc.

Sustainable Development - the process of meeting the needs of current and future generations without undermining the resilience of the life-supporting properties or the integrity and cohesion of social systems.

Useable Land -

- a) is capable of sustainable use for:
 - a recreation area to serve as parkland as defined above;
 - a conservation area for the preservation of an ESA as defined above.
- b) has a minimum lot area of 1000 square metres (10,000 square feet +) except where land is to be utilized as a natural greenway or recreation corridor, pocket park, or conservation area;
- c) is not subject to a flooding frequency greater than a 1 in 10 year cycle for passive recreation activities and 1 in 20 for active recreation unless intended for water based recreation activities such as swimming, fishing, or boating;
- d) is accessible by all residents within the subdivision through a minimum of 30 metres (100 feet) of direct road frontage or through access to a public road by right-of-way easement together with a minimum of 30 metres (100 feet) of direct frontage to a navigable waterway.

Table A: Public and Private Openspace Land Use Classification and Criteria

Classification	Conservation	Recreation	Preservation	Transportation	Utility	Buffer
Criteria						
primary function	<ul style="list-style-type: none"> - to conserve natural habitat - to allow natural succession - to provide access for education - storm water management 	<ul style="list-style-type: none"> - provide opportunity for active or passive recreation 	<ul style="list-style-type: none"> - to preserve natural, cultural habitat 	<ul style="list-style-type: none"> - people mobility - to link various land uses 	<ul style="list-style-type: none"> - engineering 	<ul style="list-style-type: none"> to separate various land uses
secondary function	<ul style="list-style-type: none"> - passive recreation - transportation 	<ul style="list-style-type: none"> - conservation - preservation - transportation - buffer 	<ul style="list-style-type: none"> - public education - buffer 	<ul style="list-style-type: none"> - community character - car storage - recreation 	<ul style="list-style-type: none"> - car storage 	<ul style="list-style-type: none"> - conservation - recreation - preservation - transportation
ownership	HRM, Nature Conservancy Agents, private	HRM, NSDNR, Parks Canada, private	HRM, NSDNR, Nature Conservancy Agents, Parks Canada, private	HRM NSTPW	- HRM - private	HRM, NS Power, NSTPW, private
location criteria	<ul style="list-style-type: none"> - natural feature dependent - infrastructure dependent 	strategic	<ul style="list-style-type: none"> - natural feature dependent - cultural feature dependent 	<ul style="list-style-type: none"> - strategic - natural feature dependent 	<ul style="list-style-type: none"> - infrastructure dependent 	<ul style="list-style-type: none"> - strategic
public form	<ul style="list-style-type: none"> - wetland - shoreline - greenway corridor - agricultural pasture 	<ul style="list-style-type: none"> - neighbourhood park - community park - district park - regional park 	<ul style="list-style-type: none"> - heritage site - watercourse - water resource 	<ul style="list-style-type: none"> - sidewalk/walkway - bike lane - local road - collector road - arterial road - multi use off road trail - greenway corridor - roadway boulevard 	<ul style="list-style-type: none"> - none 	<ul style="list-style-type: none"> water body, tree stand, open field, power corridor
private form	<ul style="list-style-type: none"> - wetland - shoreline - greenway corridor - agricultural pasture 	<ul style="list-style-type: none"> - golf course - university campus 	<ul style="list-style-type: none"> - watercourse - water resource - urban front yard 	<ul style="list-style-type: none"> - private road - driveway 	<ul style="list-style-type: none"> - CN Rail - Airport - NS Power - sewage treatment plant - storm water retention areas 	<ul style="list-style-type: none"> - residential front yard

Table B: Park Service Classification Criteria

Park Classification	Neighbourhood Park	Community Park	District Park	Regional Park
Criteria				
service radius/ population	500 metres 300 people +/-	2 kilometres 1200 people +/-	5 kilometres 10,000 people+/-	25+ kilometres 100,000 people +/-
primary recreation service function	- to satisfy neighbourhood (80 to 120 dwellings) recreation needs - average 1 hour use	- to satisfy community (3 to 4 neighbourhoods) recreation needs - average 3 hour use	- to satisfy district (5 to 10 communities) recreation needs - average ½ day use	- to satisfy regional (10 to 15 districts) recreation needs - to satisfy out of town visitors day use recreation needs - average full day use
secondary land use function	- buffer - non-motorized transportation	- buffer - conservation - non-motorized transportation	- buffer - conservation - preservation - non-motorized transportation	- preservation - non-motorized transportation - buffer
form	- centrally located block - suitable grades for intended use - 50 metre visibility radius	- block - linear - suitable grades for intended use - 50 metre visibility radius	- block - linear - suitable grades for intended use - 50 metre visibility radius	- block - linear - suitable grades for intended use - 50 metre visibility radius
ownership	HRM, private	HRM, private	HRM, private	HRM, DNR, Parks Canada
infrastructure required	local street, power, telephone, sidewalk (urban area), street light, fencing	minor collector, power, telephone, water, sewer, parking lot, sidewalk (urban area), street light, fencing	major collector, power, telephone, water, sewer, parking lot	major collector, arterial, power, telephone, water, sewer, parking lot
preferred street frontage range	30 metres	- 10 metres for trail crossings - 150 metres for sport fields	- 30 metres for trail head staging areas - 150 metres for sport fields	to be determined by use
recommended size range	- urban/suburban 10,000 sq ft - rural 1 to 3 acres	- 2000 sq ft pocket park - 15 acre sports field complex	- 5 acre passive - 25 acre active/passive combination	- 5 acre cultural point of interest - 500 acre multi-purpose recreation, conservation, heritage area
complementary activity	- community mailbox - bus stop - elementary school	- junior & high schools - community facility - community mailboxes - bus shelter	- high schools - university campus - corporation campus - indoor sports complexes - bus shelter - libraries - commercial/retail	- high schools - university campuses - indoor sports complexes - libraries - transit station - commercial/retail
environmental sensitivity	low	moderate	moderate	high
communication required	- MPS - staff - site visits	- MPS - staff - site visits	- MPS - Openspace Plan - staff - site visits - public consultation	- MPS - Openspace Plan - staff - site visits - public consultation
examples	- Tattenham NP, White Hills Village - Partridge Nest Dr NP, Two Rivers Village	- Millwood Common - Auburn High School - Queen @ Alderney pocket park	- Cole Harbour Place and Commons - Hemlock Ravine	- Point Pleasant Park - Cole Harbour Heritage Park - Trans Canada Trail

Table C Planning and Design Criteria: Typical District or Regional Park Entrance Driveway

<p>Alignment</p>	<ul style="list-style-type: none"> • curvilinear • balance cut and fill • maintain existing views • consider partial use of existing, historical alignments/roads • maximum 10%
<p>Corridor</p>	<ul style="list-style-type: none"> • 15 metre width right of way • urban cross section with barrier curb <ul style="list-style-type: none"> □ 5 metre wide motor vehicle travel surface □ 3 metre wide strategic passing bays or lay-bys rural cross section with drainage ditching <ul style="list-style-type: none"> □ 5 metre wide motor vehicle travel surface □ contrasting and marked 1.5 metre wide hard surface shoulders Non-motorized component <ul style="list-style-type: none"> off-road trail <ul style="list-style-type: none"> bi-directional multi-purpose (bicycles, pedestrians, skaters, etc) minimum 2 metre separation from curb or ditch edge located on the high side of the road travel surface width and material TBD on-road integration <ul style="list-style-type: none"> single direction pavement markings and signage required travel on far right side combination sidewalk and on-road <ul style="list-style-type: none"> urban cross section minimum 1 metre separation from barrier curb sidewalk preference on high side bi-directional sidewalk for pedestrians single direction on-road for cyclists and skaters pavement markings and signage required soft landscaped medians, buffers, ditches, and edges
<p>Soft Landscaping</p>	<p>functional</p> <ul style="list-style-type: none"> erosion control frame views safety conscious <p>aesthetic</p> <ul style="list-style-type: none"> trees, shrubs, and ground covers <p>economical</p> <ul style="list-style-type: none"> native vegetation <p>□ low maintenance</p>
<p>Hard Landscaping</p>	<p>Retaining Walls when required</p> <ul style="list-style-type: none"> aesthetic and visually appealing interlocking pre-cast stone, textured concrete, placed 1 to 2 metre boulders accommodate plant material terracing <ul style="list-style-type: none"> 1.5 metre maximum stepping 1:1 rise to inset ratio <p>Travel Surface</p> <ul style="list-style-type: none"> hard surface <ul style="list-style-type: none"> asphalt concrete pavers appropriate colour textured <p>• defined edging or soldier course</p>
<p>Lighting</p>	<p>for security</p> <p>directional</p> <p>strategic as to not impede day and night views</p> <ul style="list-style-type: none"> • locate on high side of trail or sidewalk
<p>Signage</p>	<p>designed to suit landscape and theme</p> <p>information and education</p> <p>wayfinding or directional</p> <ul style="list-style-type: none"> • restriction of speed, parking, etc
<p>Provide Special Treatment for Strategic Locations</p>	<ul style="list-style-type: none"> entrances intersections look-off points historical/cultural points of interest special treatment includes: <ul style="list-style-type: none"> park benches signage (interpretive, wayfinding, promotion, etc) meeting plazas sculptures

Recreation Land Use Model Structures

1. Neighbourhood Parks:

A) Neighbourhood Park - urban and suburban areas

- 10000 +/- square feet minimum
- specifically serves an urban neighbourhood needs
- maximum walking distance is 500 metres
- can include play apparatus, turf area, paved court, play field, storytelling ring, shelter, wading or spray pool, table game area, picnic centre.
- 30 metre frontage on a local road.
- no parking to encourage local neighbourhood use only

B) Neighbourhood Park - rural areas

- 1 to 3 acres
- specifically serves a rural on-site services neighbourhood
- maximum walking distance is 500 metres
- can include play apparatus, turf area, paved court, play field, storytelling ring, shelter, wading or spray pool, table game area, picnic centre.
- 30 metre minimum frontage, 90 metre preferred
- no more than 5% maximum slope over at least 50% of property
- retain 25% of tree cover
- main entrance to be on a local road
- no parking to encourage local neighbourhood use only

2. Community Parks:

A) Pocket Park - urban areas

- most valuable in the urban core
- 2000 +/- square feet of manicured space
- must be level with no more than a 5% grade
- typically located at collector road intersections
- may contain a park bench, hard surface, grass area, shade trees, drinking fountain, signage

B) Community Park (passive use)

- 2 to 10 acres
- central to several neighbourhoods (serves 240 to 360 dwelling units)
- maximum walking distance is 1000 metres
- can include open lawn, trees, shrubbery, walkways, benches, focal point such as ornamental pool or fountains, beaches, as well as a sandbox, play apparatus, table-game area.
- 30 metre minimum frontage, 90 metre preferred.
- parking lot preferred.
- should include any unique physical features such as rock outcrops, identified tree stands, brooks and in some cases may include wetland.
- retain 75% tree cover
- main entrance to be on a collector road

communities continued;

C) Community Play field (active use)

- 10 to 15 acres
- linked to several neighbourhoods
- maximum walking distance is 1000 metres
- can include sports fields, courts, lawn sports, outdoor swimming pool or beach, picnic area, playground, running track, day camp centre, parking area
- schools can offer the necessary elements
- 150 metre recommended minimum frontage
- parking lot required
- retain 25% tree cover
- no more than 5% maximum slope over 75% of property
- main entrance to be on a collector road

3. District Parks:

A) Waterfront Park

- convenient access to water for public use
- minimum area 5 acres
- intended to serve and link several Communities
- must provide sufficient parking for the intended uses
- 150 metre recommended minimum frontage to a collector road

4. Regional Parks:

Publically owned land to serve a regional population service area with Natural Environmental, Cultural/Historical, Sport and Trail Themes.

A) Indoor/Outdoor Sports Complex

- 15 to 30 acres
- linked to several districts
- 25 kilometre catchment area
- can include sports fields, courts, swimming pools, ice rinks, running track and significant parking area
- 150 metre recommended minimum frontage
- main entrance to be on a collector or arterial road

B) Waterfront Family Picnic Area

- area determined by natural site conditions
- linked to several communities via collector road or multi-use trail
- can include picnic area, tent camping area, hiking trails, boat access, marina, sight seeing facilities, parking area.
- 30 metre minimum frontage on a collector road, 90 metre preferred.
- should include unique physical features such as shoreline, significant stands of trees, etc.
- retain 75% of tree cover
- slopes can vary

C) Natural Environment Open Space

- Federal, Provincial or HRM ownership
- include distinct zones of Preservation, Conservation, and Recreation
- area can vary
- linked to several communities via collector road or multi-use trail

- can include picnic area, tent camping area, hiking trails, boat access, marina, sight seeing facilities, parking area.
- 150 metre minimum frontage on a collector road
- should include unique physical features such as shoreline, significant stands of trees, etc.
- may include historical or culturally significant elements
- retain 75% of tree cover
- slopes can vary

D) Regional Trail

- Example - Trans Canada Trail
- Federal, Provincial or HRM ownership
- minimum corridor width is 5 metres
- travel surface to be 3 metres with 1 metre buffer strips on each side
- travel surface material to be asphalt (typically urban) or granular (typically suburban to rural)
- must have trail head locations fronting collector roads

E) Cultural and Heritage

- Registered Heritage Buildings open to the public

Trails

Abstract: Planned Patterns of Circulation

"Natural or built points of interest are revealed by lines or patterns of circulation that lead us to, through, over, under, or around them, on foot or on horseback, by plane, train, automobile, or any other means of locomotion or conveyance. We thus realize that the circulation pattern is a major function of any planned development because it establishes the rate, sequence, and nature of its sensed realization or visual unfolding.

A point of interest is perceived through a flow of impressions. When in motion, one sees, hears, tastes, smells, and touches a series of images blending into an expanding realization of an object, space or scene. The rate, order, type, and degree of perception are a matter of design control. Much of this control is effected by planned patterns of circulation.□ John Ormsbee Simonds

We in the Halifax Regional Municipality have an opportunity to identify and develop a unique system of primary and secondary circulation corridors that will enhance community development and provide long-lasting benefits for residents and visitors. Through research, a need for enjoyable trails and corridors as been identified; let s address that need. Our goal should be to encourage people s movement in such a way that they experience in their own time what the natural or developed landscape has to offer without getting bored, tired or lost.

Primary Network

Purpose

- To accommodate a higher volume of a variety of users as identified by various agencies.
- To provide alternate recreation and travel experiences in enjoyable settings.
- To link or provide access regional points of interest
- To link or provide access the secondary network.

Alignments and Links

Located in both urban and rural settings.

- May follow: - abandoned rail line rights of way
- active rail line rights of way
 - within or near major road rights of way
 - utility corridor's

- paths of minimal disturbance to the natural environment
- shoreline of water bodies and water courses
- provincial/municipal K , abandoned or disused class road rights of way
- multi-modal locations

Design

Multi-use corridors may range from a Boulevard (sidewalk for pedestrian and on-road for cycling) to a by-direction multi-use off-road hard or semi-hard surface pathway. In an urban setting it is recommended that for an off-road trail, the travel surface be 3 metres in width with a minimum of 1 metre buffer/no encroachment zones on each side. Boulevards should contain 1.5 metre widths for bikes in each direction and a minimum of 1.5 metre wide sidewalks for pedestrians.

Secondary Network

Purpose

To accommodate specific user groups as identified by various agencies.

- To provide alternate recreation and travel experiences in enjoyable settings.
- To link or provide access to specific points of interest and the Primary Network.
- To provide a looping system of user convenient travel time and distance.

Alignments and Links

Located in both the urban and rural settings.

- May follow:
- paths of minimal disturbance to the natural environment
 - within or near minor roads r.o.w.
 - portions of utility, or abandoned rail corridors.
 - shoreline of water bodies and water courses
 - provincial/municipal [K], abandoned or disused class road rights of way

Design

Regardless of developed or undeveloped setting, trail design should encourage a looping system with varying details depending on user.

Tertiary Network

Purpose is to branch from the Secondary Network to accommodate a low volume use with limited use and intensity.

Alignments and Links

Located in both the urban and rural settings.

- May follow:
- paths of minimal disturbance to the natural environment
 - shoreline of water bodies and water courses

Design

Regardless of developed or undeveloped setting, trail design should encourage a looping system with varying details depending on user.

General Potential Trail Users

- Urban: - non motorized
- Rural: - non motorized
- motorized

Development Guidelines

Appropriate standards will be applied relative to the intended use:

- signage
- trail cross section
- buffers
- horizontal and vertical clearances
- safety

Implementation and Management Issues

Criteria required for:

- priorities (population base, critical land acquisition opportunities, etc.)
- damage repair (maintenance schedule)
- winter maintenance (yes or no; primary or secondary)

Recommended Maximum Travel Distances between Origins and Interim/Final Destinations *

Pedestrian	- 1.5 hours @ 5 kmh = 7.5 km
Recreation Cyclists	- 1.5 hours @ 10 kmh = 15 km
Utilitarian Cyclists	- 0.5 hours @ 10 kmh = 5 km
Equestrian	- 1.5 hours @ 7.5 kmh = 11.25 km
Motorized Recreation Vehicles	- 1.5 hours @ 25 kmh = 37.5 km

* sources include:

Time Saver Standards for Site Planning

Integrated Network of Recreational Pathways for the National Capital Region

The National Bicycling and Walking Study, U.S.

The Regional Municipality of Ottawa-Carleton Cycling Transportation Network

HRM, Parkland Planning Division

These guidelines are subject to periodic review and amendments as determined by public needs in coordination with Parkland Planning Staff. In Urban Areas the requirements may vary to comply with distribution of existing parkland in the area. For any questions pertaining these guidelines please contact the HRM Parkland Planning Division.