



**Municipality of the District of West Hants**

## **Trails Plan**

**November 2013**

**Prepared by: Cobequid Trails Consulting**



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# INTRODUCTION

## Purpose

The Municipality of the District of West Hants has developed an Active Living Strategy. Through the many public engagement events hosted in order to develop the Strategy, community members discussed the importance of trails in achieving physical activity goals. Residents spoke about the value of trails as well as a general lack of awareness regarding where public trails exist throughout the Municipality. As a result, Cobequid Trails Consulting (CTC) was contracted to prepare an inventory of existing trails on Municipal and Crown land and those being developed by community groups.

The following report provides an inventory of eighteen trail sites across the Municipality and includes ideas for how West Hants could invest and develop these sites in order to ensure maximum use and community benefit.

## Process

Cobequid Trails Consulting gathered information from a series of community meetings and site visits in order to develop the inventory and strategy. CTC attended the following meetings:

- Active Transportation (AT) Workshop - November 6, 2012
- Active Living Committee meeting - November 19 2012
- Focus group with West Hants Sno Dusters representatives - January 17, 2013
- Focus group with mountain bike and equestrian community representatives - January 17, 2013

Over the course of three days in November 2012, CTC representatives and Kathy Aldous (West Hants Active Living Coordinator) visited each of the eighteen trail sites identified by West Hants and walked the entire route, gathering detailed notes, GIS information and photographs. Information gained from community members, these site visits, GIS data and CTC's extensive trail development experience has been used to create this locally appropriate trails inventory and strategy.

## The Importance of Trails

The development of trails has positive effects on many aspects of communities including increasing individuals' access to transportation choices, fostering a local economy and tourism industry and promoting active lifestyles and healthy living. All of these effects relate to significant goals within the Municipality of West Hants. The following vision statements and associated goals have been created in order to focus action, programs and policies within the Municipality to best support achieving these visions.

## Vision for Physical Activity

*West Hants is a community where being active is the norm throughout the four seasons, where residents have the skills to benefit from recreation opportunities, and where individuals and families are willing and able to access physical activity opportunities and infrastructure.*

Four goals have been identified to reach the Vision for Physical Activity:

1. **Public Awareness:** To educate West Hants residents about the benefits of physical activity and to provide information about recreation opportunities.
2. **Supportive Social Environment:** To provide opportunities for West Hants residents to participate in a variety of physical activities in their communities, workplaces and schools.
3. **Supportive Physical Environments:** To create, maintain and enhance physical environments, both built and natural, that support physical activity.
4. **Leadership, Partnerships and Sustainability:** To lead initiatives, build partnerships and develop policies that will sustain physical activity opportunities.

### Vision for Trails

*A network of trails across West Hants is maintained and promoted by a variety of community individuals, organizations and groups. Residents of all ages use and enjoy the trails for a variety of physical activities including Active Transportation.*

### Vision for Active Transportation

*West Hants residents understand and use Active Transportation for both utilitarian and recreational purposes.*

## TRAIL TYPES & GUIDELINES

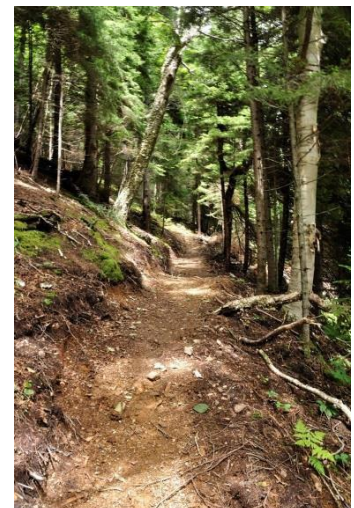
The Nova Scotia Trails Federation approved trail manual entitled *Developing Recreational Trails in Nova Scotia* serves as a guideline for Municipal Governments, the Province of Nova Scotia and volunteer trail organizations. The manual covers topics like planning, design, construction, maintenance and management of trails and associated trail amenities. The following definitions have been taken from the manual to help readers better understand section 3 of this report. The manual can be accessed at [www.novascotiatrials.com](http://www.novascotiatrials.com).

### Right-of-Way (ROW)

As described in the Trail Manual the 'trail right-of-way (ROW) is best described as the area above and to the sides of the tread that is cleared for easy and safe movement of the trail user. Picture the right-of-way as the length, width, and height that creates a 'tunnel'.

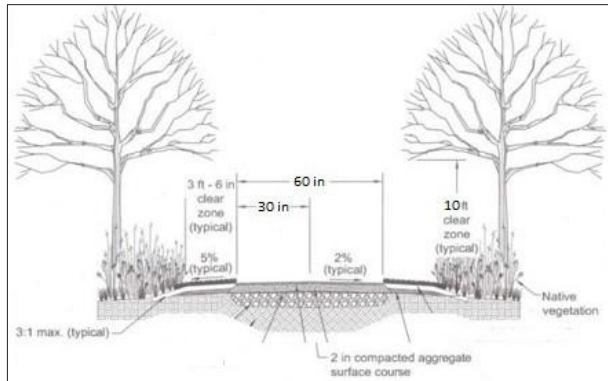
### Tread Construction

By definition the tread is the portion of a trail on which the users pass. The trail tread is also on trail features such as bridges, culverts, puncheon walks (boardwalk), stone tread and various drainage features. The standard of tread varies greatly depending on the standard of trail that is being constructed.



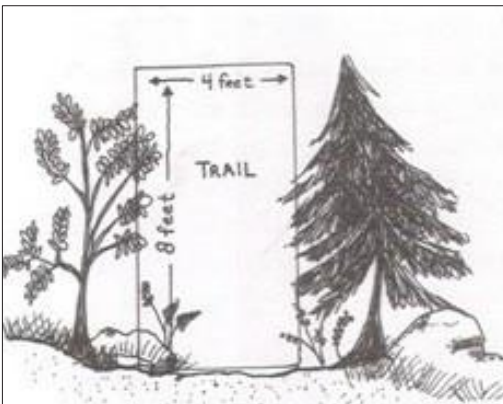
## Front-Country Standard Trail

Front-Country Standard Trails consist of a formal trail head, consistent way finding signage throughout the system, close proximity to populations, and amenities such as washrooms and garbage receptacles. The trail tread is a built tread that is even and consists of a granular surface. The tread width of such a standard can vary but the surface will have a constructed tread. Wet areas are addressed with grade dips and tread hardening techniques. A good sub-base is important to maintain the surface. The trail tread will consist of coarse well drained material that can be found on-site or brought on-site in the form of crushed gravel. The material will be compacted. The trail tread will be crowned with a 2% slope to allow the water to sheet off the tread.



## Wilderness Standard Trail

Wilderness standard trails typically consist of a natural surface tread. The structures are simpler and there are few signs of disturbance. Wilderness Standard Trails are literally a primitive footpath. The tread is lightly defined with hand tools. Rock tread hardening techniques are used predominantly as the technique for drainage features and man-made structures are minimal.



## Signage

A signage program throughout a region is an important step to advertise and create themes around trails. Consistently, signage programs are over looked especially with regards to tying in the roadway directions to the trail head sign and even way-finding signage on the trails. A planned approach to signage would offer a consistent theme that residents and tourists could rely on.

A signage program could include:

- Roadway directional signage
- Regulatory signage
- Way-finding signage
- Consistent trail head information (not sacrificing the individuality of the trail)

If implemented, the character of each individual trail would not change, but allow the Municipality to tie assets together in one initiative.

### Roadway Directional Signage

Parks Canada has recently completed its signage program that has been reviewed by the Government of Canada's Federal Identity Program (Parks Canada Identity Program Exterior Signage Standards and Guidelines). The outcomes of the project have allowed other Provincial and Municipalities to use the guidelines as a template for directional signage. The Municipality of West Hants could use a very similar format to direct users to the formal trail systems.

### Regulatory Signage

The regulatory signage will display the rules and regulations of the site near the trail head. It will also allow the manager to post the site as opened or closed due to various conditions. The National Standard of Canada CAN/ CSAz321-96 Signs and Symbols for the workplace could serve as a symbol set with regards to regulatory signs.

### Trail Markers

"Markers identify the orientation of the trail to safely guide its users and to prevent them from wandering off the trail" (Developing Recreational Trails in Nova Scotia). There are a variety of methods to mark a trail such as paint and metal trail markers. Marking trees with a blaze is discouraged due to the damage it causes the tree. Colour coding or naming looped trails would enhance the users' experience and limit the chances of users becoming disorientated.



## MAINTENANCE

Once the trail has been constructed and opened to users, the Municipality or volunteers groups will start their maintenance program. A good maintenance program will keep the users safe and ensure the trail system is sustainable. Developing a program should follow the guidelines outlined in the 'Developing Recreation Trails in Nova Scotia' as follows:

- Set Maintenance Objectives
- Assess Trail Needs
- Develop a Maintenance Program
- Establish an Inspection and Monitoring System
- Repairs
- Seasonal Preparation
- Evaluate All Work

The challenge for not-for-profits within the Municipality of West Hants is the lack of maintenance funds available to assist in the implementation of maintenance programs.

## COSTING

The Class 'C' estimates for the sites vary due to the standard of trail, topography, soil types and whether they are managed by volunteers or the Municipality.

# MUNICIPAL SUPPORT STRATEGY

There is significant support within the Municipality for the ongoing development and maintenance of new and existing trails in West Hants. Two important policy documents that lend direct support to trails are the Integrated Community Sustainability Plan (ICSP) and the Municipal Planning Strategy (MPS). The following Section details elements of the ICSP and MPS that support trail development.

## INTEGRATED COMMUNITY SUSTAINABILITY PLAN

The Integrated Community Sustainability Plan for West Hants was approved in 2010. The Plan lists the development of trails as a top priority. The development of trails can also be seen as a way for the Municipality to continue working towards achieving the vision statement included in the ICSP. The vision statement reads:

Looking at a horizon of 20 to 30 years, the Municipality of the District of West Hants will strive to become more sustainable, a place where residents of all ages live active, healthy, vibrant lives and are highly engaged in their communities.

As well, the following goals support the trail development:

ICSP Goal 2: Provide recreation programs and opportunities for all residents

- Recreation is an important part of a high quality of life.
- Municipal Council has an active Trails Committee.
- One of the current focuses of the Recreation Department is the development and maintenance of trails. Another project to consider is the development of a parks and open space plan to identify future needs of recreation facilities and open space in our communities.

ICSP Goal 6: Promote Active Transportation

- Active transportation is environmental and economic as well as contributing to a healthy lifestyle. The Municipality owns and maintains a number of trails in West Hants as do other organizations. Expanding the number of walking trails may well be an objective in a parks and open space strategy.
- In addition to walking, bicycling is another form of active transportation. It is done mostly for recreation but could also be used to get to work and for shopping for a small amount of items.
- Indoor walking trails are also important; one has been incorporated in a recently constructed civic centre.
- Actions:
  - Consider requiring sidewalks and bicycle lanes on new Streets
  - Encourage province to include bicycle lanes in highway renewal projects
  - Designating bicycle routes
  - Constructing additional trails

## MUNICIPAL PLANNING STRATEGY

The Municipal Planning Strategy (MPS) for West Hants was initially approved in May 2008 and has subsequently been amended most recently in June 2011. The MPS is a policy document that controls growth and development in West Hants (along with the Land Use By-law and Subdivision By-law). The MPS includes criteria for the Municipality (staff and Council) to consider when evaluating development proposals.

There are many sections and policies that generally support the development of recreation areas and more specifically encourage the creation and maintenance of new and existing trails. The following pages outline trail development support found within the MPS (June 2011).

General Goal: Provide a variety of community and neighbourhood recreational sites.

Section 3.3: Growth Centres are intended to accommodate most of the future non-rural development which will occur in West Hants, thereby relieving development pressure from non-renewable resource lands. It is expected that a full range of municipal services, including water and sewer, recreation facilities, street lights and sidewalks, will eventually be provided in these communities as they become necessary.

Section 3.6.3: General Resource: The importance of the forested lands of West Hants goes far beyond their value for employment. They also provide wildlife habitat and outdoor recreation opportunities. In addition, potential future water supply sources are located in these areas.

#### Development on Municipally Owned Land

Policy 4.4.1 It shall be the policy of Council to allow institutional, community use or public works development on municipally-owned land in any zone.

#### Landscaping

Policy 4.11.1 It shall be the policy of Council to regulate landscaped open space in the Land Use By-law.

#### Watercourses

Policy 4.21.2 It shall be the policy of Council to prevent development from eliminating public access to lakes and rivers in West Hants. This will be accomplished either by the acceptance of waterfront land given under the parkland dedication provisions of the West Hants Subdivision By-law or by the purchase of such lands with the money collected in lieu of land dedication.

The many lakes and streams in West Hants are highly valued by residents for both passive and active recreation. It is important that future generations continue to have access to this resource.

#### Resource

Policy 9.0.2 It shall be the policy of Council to limit the development of resource land for non-resource use to protect the forestry, mineral, water supply, wildlife habitat and recreational resources of West Hants.

#### Resort Development

Policy 9.1.11 It shall be the policy of Council to consider comprehensive proposals for resort development incorporating residential, commercial, community, recreation and tourist-oriented uses in the General Resource zone by development agreement subject to the following:

h) adequate trails or walkways are provided on site to facilitate pedestrian movement throughout the property in combination with sidewalk networks and to ensure connection from the site to existing and/or planned trails networks located within 100 meters of the perimeter of the property;

#### Dykeland Areas

Policy 12.1.8 It shall be the intention of Council to allow necessary infilling and alteration of topography on lands designated Dykeland for the development of recreational uses not involving buildings, such as golf courses, sports fields, boat launches, trails and the like, as well as for the creation of new wetlands for the purposes of recreation and enhancement of wildlife habitat.

## Open Space

Policy 13.2.1 It shall be the intention of Council to establish an Open Space (OS) zone which applies to parks and other public outdoor recreation uses, cemeteries, historic sites and similar uses. Generally, open space uses do not involve main buildings, but the zone may also be applied to certain institutional uses, such as museums and interpretive centres, which are located on large parcels of land used as parkland.

Policy 13.2.2 It shall be the policy of Council to zone only public lands for open space purposes.

# INVENTORY

This Section of the report details the quality and conditions of existing trails on primarily public land within West Hants. It includes short observations, lists opportunities and describes our recommendations for upgrades and/or improvements to each site. We have included rough cost estimates in order for the Municipality to broadly plan a phased implementation plan for trails throughout West Hants. Much of this work can be accomplished through partnerships between the Municipality, other levels of government and/or local community groups. Creative project development and innovative ways of collaborating will allow trail development and maintenance to develop at a much faster pace and with broader community support than if the Municipality undertook this work alone.

The costing included in this section are Class C estimates that serve as a ballpark figures to be used in preliminary feasibility discussions. The figures are based on site limitations, standard of trail to be constructed or upgraded. It is recommended to complete additional site planning and more detailed cost estimated when projects are advanced.

In order to document existing conditions and explore possibilities and opportunities, the project team conducted eighteen site visits over three days. Over these days, the team walked and documented all trails.

Visited Monday, November 19, 2012

1. Brooklyn District Elementary School
2. Avondale Trail
3. Smiley's Provincial Park

Visited Tuesday, November 20, 2012

1. St. Croix Municipal Lands
2. Dawson Brook Falls (included in "New Trails" section)
3. Newport Station Elementary School
4. Three Miles Plain Elementary School
5. Irishman's Road Recreation Site
6. Eldridge Road Watershed Area
7. Lake Pisiquid Trail and Falmouth Mini Park

Visited Wednesday, November 21, 2012

1. Aikins Marsh / Laurie Saulnier Memorial Trail
2. Falls Lake Provincial Park
3. Falls Lake Municipal Land
4. Southwest Hants Fire Society - Fire Hall
5. Dr. Arthur Hines Elementary School
6. Kempt Quarry Recreation Site
7. Cheverie Salt Marsh
8. Cheverie Park Reserve

## AIKINS MARSH TRAIL / LAURIE SAULNIER MEMORIAL TRAIL

### Summary

Trail Right-of-Way (ROW): Varies, 4' - 12' ROW

Length: 2 km

Surface: Natural surface tread

Marking: Orange arrows along the trail. The markers stop where the trail ends at an old, wet road.

Permitted Use: Non-motorized (hiking, snowshoeing, back country skiing); pond stocked for trout fishing

Access: Parking lot and trail head located off of Bog Road with blue sign on Bog Road advertising the park; large orange gates at trail head

Amenities: Parking lot for approximately 15 cars, Interpretive Centre, picnic tables, no garbage cans

Manager / Maintenance: Department of Natural Resources and Hants West Wildlife Association (HWWA).

Maintained by HWWA and students at Avon View High School

History: A co-op wetland development project between Department of Natural Resources, Ducks Unlimited, Wildlife Habitat Canada, Hants West Wildlife Association (HWWA).



### Observations

- At the end of the short entrance trail there is a large pond and wetland area.
- Nesting boxes, located at various heights along the trail, were constructed and placed by elementary students participating in the HWWA's Nesting Box program.
- Several old apple trees have been grafted and the brush cleared out around them.
- Large orange gates at the entrance give an unwelcoming feel to the trail. People may feel the area is "closed" and that they should not be there. Smaller gates could be installed that keep cars out, but do not make the trail feel closed.
- 25' of boardwalk constructed in one of the wet areas needs to be longer to cover the entire wet area.

### Opportunities

- Work closely with DNR to restore road.

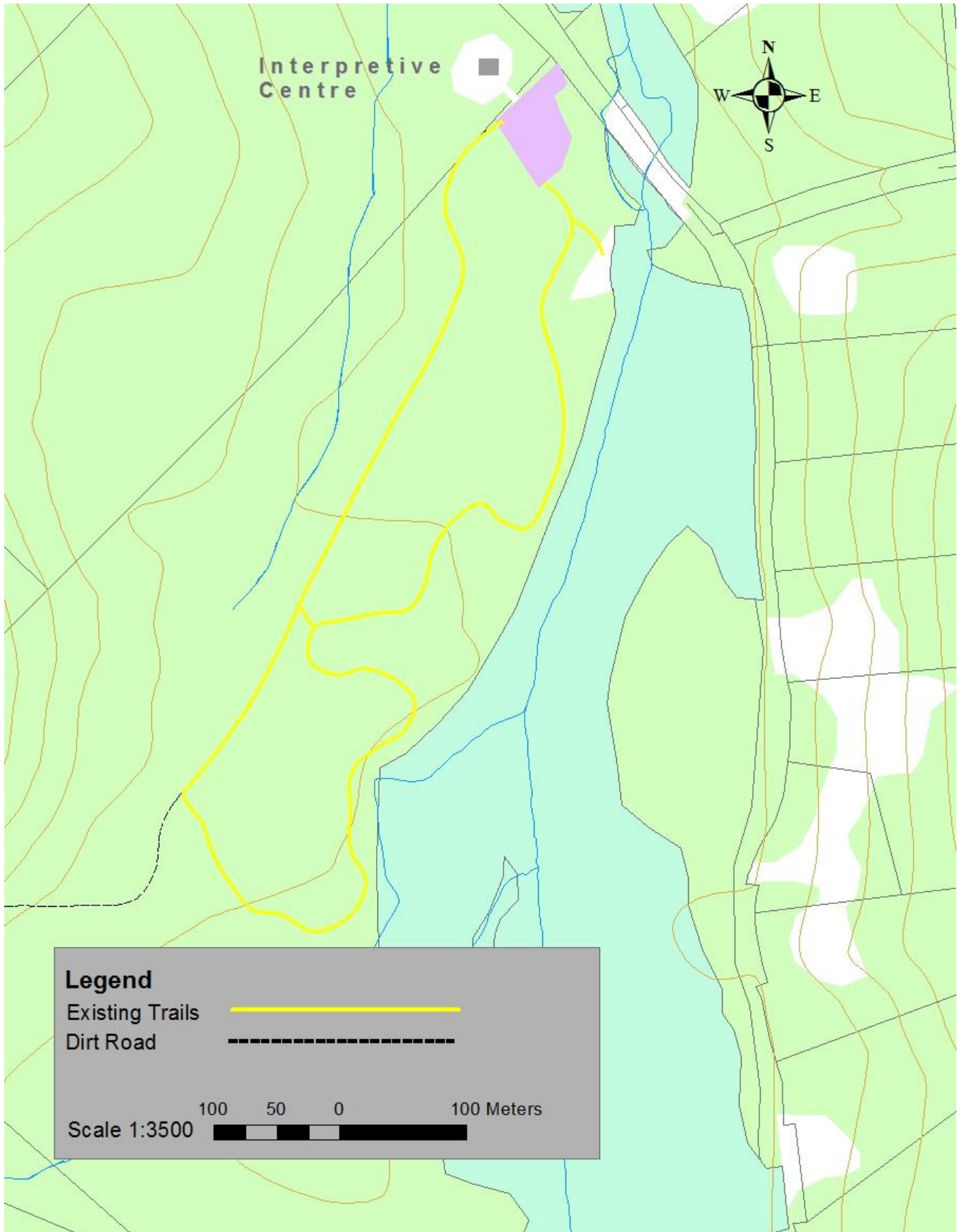
## Recommendations

- Develop a stacked loop system with the front loop developed to meet a limited mobility standard.
- Reroute the trail to avoid wet areas and the road.
- Develop signage program.

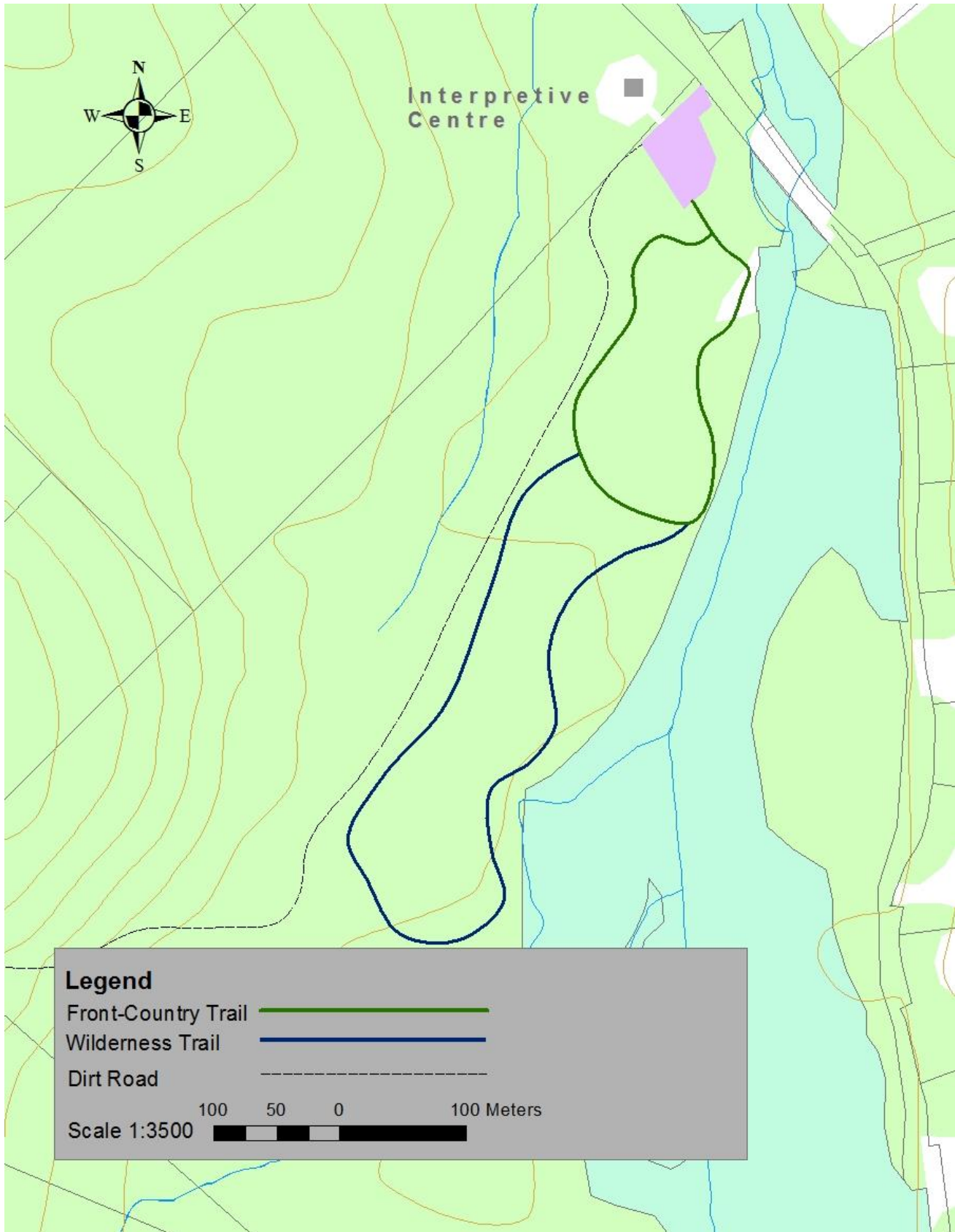
## Cost Estimates

Feature	Implementation Recommendations	Cost
Front-Country Trail Distance: 650 m	<ul style="list-style-type: none"> <li>• Site design - volunteer / DNR</li> <li>• Construction - contracted / volunteer (hybrid)</li> </ul>	\$600 \$19,000
Wilderness Trail Distance: 1 km	<ul style="list-style-type: none"> <li>• Site design - volunteer / DNR</li> <li>• Construction - contracted / volunteer (hybrid)</li> </ul>	\$600 \$8,000
Signage	<ul style="list-style-type: none"> <li>• Design - volunteer / contracted</li> <li>• Fabrication and installation - contracted / volunteer</li> </ul>	\$300 \$1,600
Capital Construction Costs Total		\$30,100
Annual Maintenance Costs		\$2,500

# Existing Trail



# Proposed Trail Concept



## AVONDALE TRAIL

### Summary

Trail Right-of-Way (ROW): 2' - 3' ROW

Length: 2 km loop

Surface: Wood chips for a few meters at the beginning and then natural surface tread (Wilderness Trail Standard)

Marking: Yellow markers along the trail indicate the route; signage at intersection at store, on vineyard sign, at Hebert River bridge, telephone pole at community centre entrance

Permitted Use: Hiking, snowshoeing, back-country skiing, and other non-motorized uses

Access: Large sign indicating trail head at back of Community Centre parking lot

Amenities: Avondale Hall (with stage, chairs, tables, kitchen, washrooms), parking for approximately 10 vehicles

Manager / Maintenance: Trail on private land (3 different landowners); Avondale Peninsula Watershed Protection Society (APWPS) manages and maintains the trails (group is a member of Nova Scotia Trails Federation)



### Observations

- There are 3 active local community groups: Avondale Peninsula Watershed Protection Society (the trail), Avondale River Heritage Society (boat house, museum, café), and the Avondale Community Hall and Wharf (soccer pitch, waterfront park, community hall, wharf).
- 3 - 4 old vehicles have been dumped on the site. Landowner has agreed to remove the vehicles.
- Interesting and rare species are found along the trail, including: hepatica, Daphne (Acadian plant), barred owls, brook trout, beavers, turtles, blueberries, diverse forest.
- There are many public amenities at the nearby waterfront including: picnic tables, wharf, garbage cans, playground, and boat house.

### Opportunities

- APWPS would like to extend the trail to connect through to Avondale Sky Winery. There is also an old rail line through the woods that follows a brook. Trail could connect users to the Minas Basin.
- Include weather proof log book at trail head (like Cape George). Allows the group to informally monitor trail use.

- Promote Avondale as multi-purpose destination with trails linking rare species, winery, museum, recreation site, wharf and tidal viewing.

### Recommendations

- Design and build natural amphitheater (APWPS is thinking about building some simple seating).
- Develop annual maintenance program.
- Extend trail: Avondale Sky Trail and Newport Landing Connector Trail.

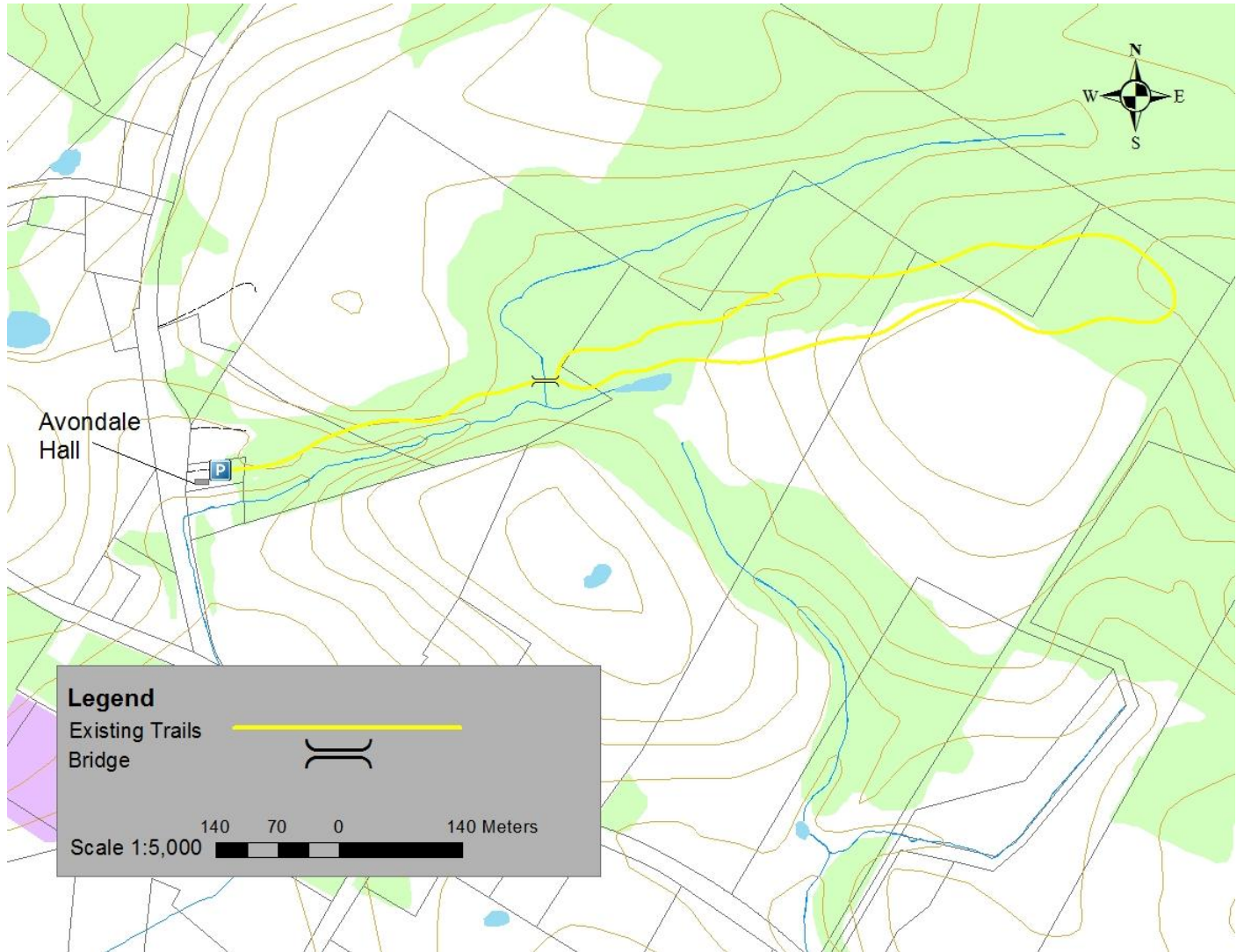
### Cost Estimates

Feature	Implementation Recommendations	Cost
Amphitheater	<ul style="list-style-type: none"> <li>• Design and construction - led by community group</li> </ul>	\$500
Trail Extension	<ul style="list-style-type: none"> <li>• Avondale Sky Trail (1.6 km) - design and installation by volunteers, fabrication by outside contractor</li> </ul>	\$8,000
	<ul style="list-style-type: none"> <li>• Newport Landing Connector Trail (.4 km) - design and installation by volunteers, fabrication by outside contractor</li> </ul>	\$2,400
Capital Construction Costs Total		\$10,900
Annual Maintenance Costs		\$2,000

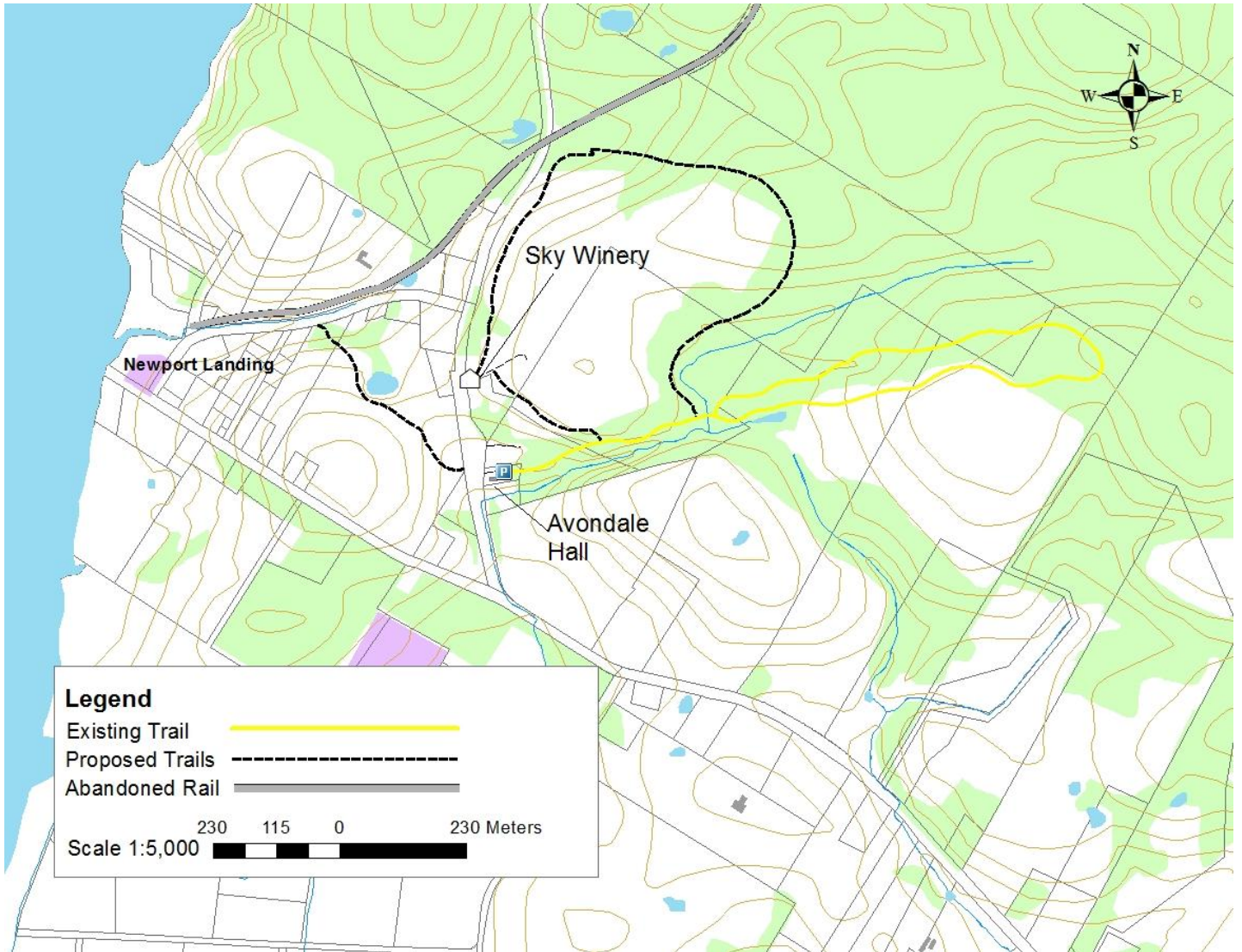


View of dyke and wharf from Avon River Heritage Museum site

# Existing Trail



# Proposed Trail Concept



## BROOKLYN ELEMENTARY SCHOOL TRAIL

### Summary

Trail Right-of-Way (ROW): Average of 12' ROW

Length: 2.2 km

Surface: Mostly a mowed natural ground cover, gravel was laid, but is spotty and needs maintenance

Marking: Small maps including a "You Are Here" marking are posted at intersections; map is very simple and difficult to read (no scale, no north arrow)

Permitted Use: Non-motorized uses including walking, snowshoeing and cross country skiing

Access: Sign indicating community trail at driveway of school. The public must sign-in at school office in order to use the trail during school hours.

Amenities: Port-a-potty, soccer field, tennis courts, two playgrounds, accessible swing, garden plots, bike racks, parking for 30-40 cars (much of the available parking is used by staff during school hours)

Manager / Maintenance: No community group is managing the trail. Land is owned by the Municipality and leased to AVRSB (Annapolis Valley Regional School Board). School Principal arranges for the trail to be mowed/brush cut once or twice each year. Maintenance costs are shared by the Municipality and the school.

Maintenance: Trail is mowed once a year in the fall in preparation for the start of the school year.

History: The trail was built by volunteers in about 1990, led by then Physical Education teacher, Wayne Pick.



### Observations

- Trail is high and dry (with ditches along edge) with fairly even footing along trail and a few short hills.
- Overall trail grade average <8%.
- A coyote was spotted in the area and now some people are nervous about using the trail. Need coyote education program.
- Some residents would like the trail to be maintained for summer use.

### Opportunities

- Colour code trail segments so that users can more easily identify where they are while on the trail.
- Current trail system naturally lends to a winter groomed trail system.
- School Advisory Council could consider managing trail system.

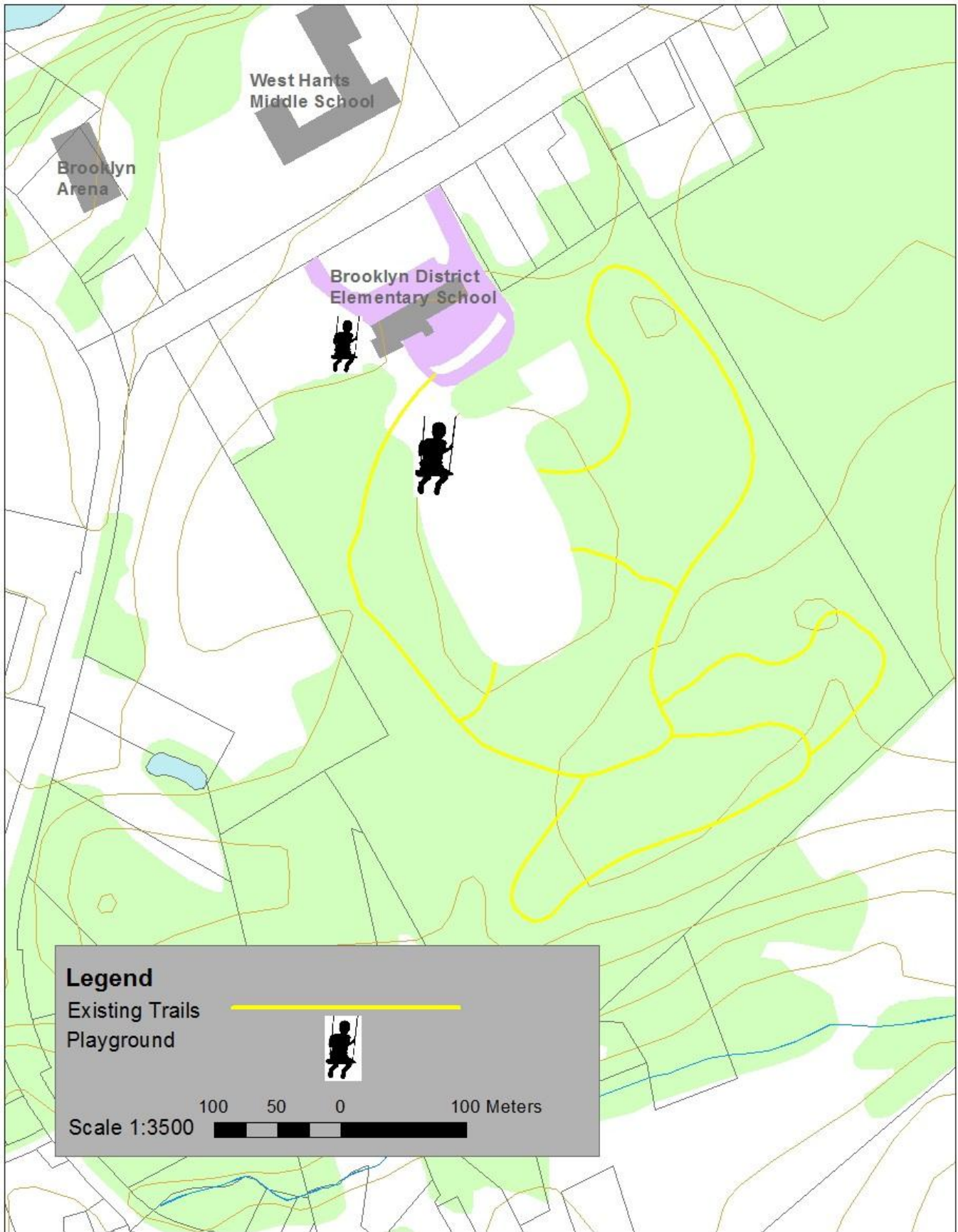
## Recommendations

- Develop signage program.
- Design and build outdoor classroom.
- Extend trail: Link Brooklyn Arena Connector Trail to existing trails; extend existing trail with loops in wooded area.
- Naturalize trail and build rest areas.

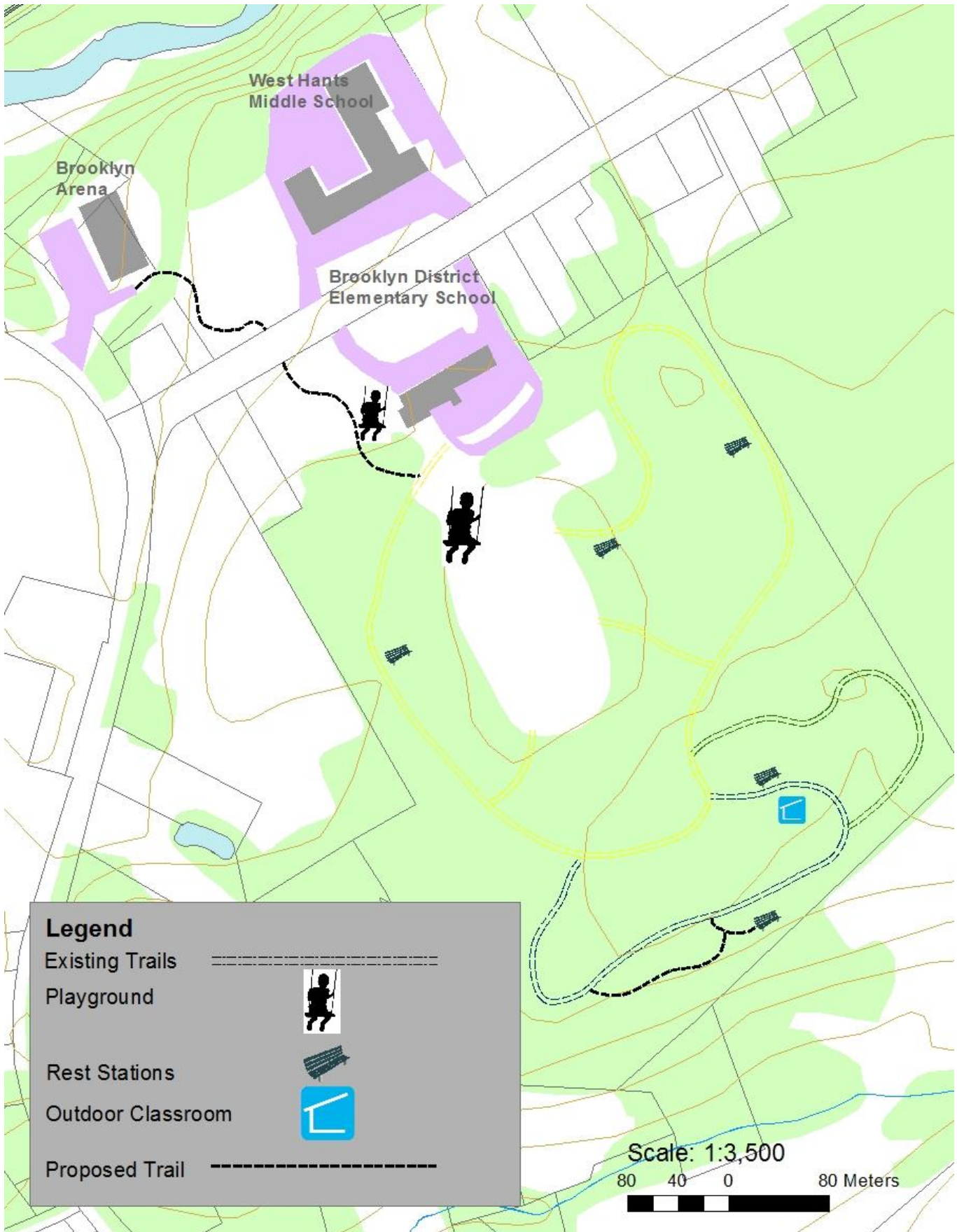
## Cost Estimates

Feature	Implementation Recommendations	Cost
Signage	<ul style="list-style-type: none"> <li>• Aerial Photo Orientation Signs at each junction, trail head sign and regulatory signage</li> <li>• School to assist with design of signage</li> <li>• Contract for fabrication and installation</li> </ul>	\$4,500
Outdoor Classroom	<ul style="list-style-type: none"> <li>• Designed to seat 30 students</li> <li>• Students to assist contractor with design, fabrication and installation</li> </ul>	\$7,800
Trail Extension (grass 8' ROW; natural surface trail)	<ul style="list-style-type: none"> <li>• Brooklyn Arena connector trail - contracted for design and construction</li> <li>• Wooded Trail Extension - incorporate students into the design and construction of wooded trail extension and rest areas (hybrid) that take advantage of vistas</li> </ul>	\$10,900
Trail Right-of-Way Naturalization + Rest Areas	<ul style="list-style-type: none"> <li>• Strategic planting with trail ROW - students locate appropriate trees and shrubs on existing property and transplant within ROW</li> <li>• Install 5 rest areas - students assist in locating rest area sites + install benches</li> </ul>	\$2,000
Capital Construction Costs Total		\$25,200
Annual Maintenance Costs		\$1,200

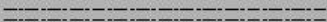



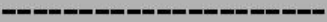
Existing Trail



# Proposed Trail Concept



**Legend**

- Existing Trails 
- Playground 
- Rest Stations 
- Outdoor Classroom 
- Proposed Trail 

## CHEVERIE PARK RESERVE TRAIL

### Summary

Trail Right-of-Way: 12' ROW

Length: 300 m

Surface: Gravel

Marking: None

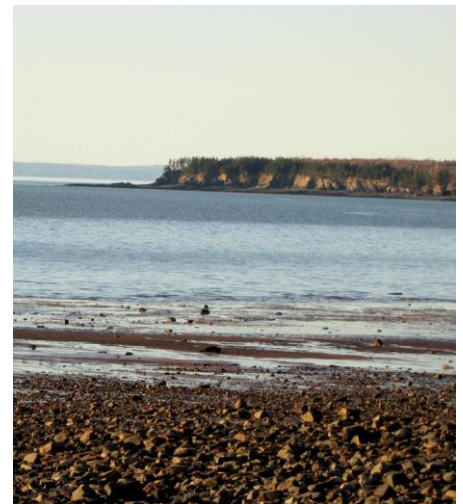
Permitted Use: No defined use

Access: Park at United Church, walk 100 m down the highway and then steep hill down dirt road to beach.

Amenities: Beach, waterfront

Manager / Maintenance: Crown asset

History: Abandoned gypsum mine



### Observations

- Public access to waterfront.
- Offers incredible views.
- The property is an old quarry site.

### Opportunities

- Maintain public access to the waterfront.
- Develop agreement with United Church to share parking area (instead of constructing Municipal parking lot for trail).

### Recommendations

- Connect trail to the Cheverie Salt Marsh Restoration Trail.
- Design and build parking area.
- Develop interpretive signage program to showcase history of the area (e.g., shipbuilding, Acadian history).
- Install new gate.

## Cost Estimates

Feature	Implementation Recommendations	Cost
Front-Country Trail Distance: 300 m	<ul style="list-style-type: none"> <li>• Site design - Municipality / DNR</li> <li>• Construction - Contracted / Volunteer hybrid</li> </ul>	\$400 \$4,500
Parking Area (5 cars)	<ul style="list-style-type: none"> <li>• Design - Municipality / DNR</li> <li>• Construction - Contracted</li> </ul>	\$1,200 \$4,200
Signage / Gate	<ul style="list-style-type: none"> <li>• Design - Municipality / DNR</li> <li>• Fabrication + installation - Contracted / Municipality</li> </ul>	\$300 \$3,800
Capital Construction Costs Total		\$14,400
Annual Maintenance		

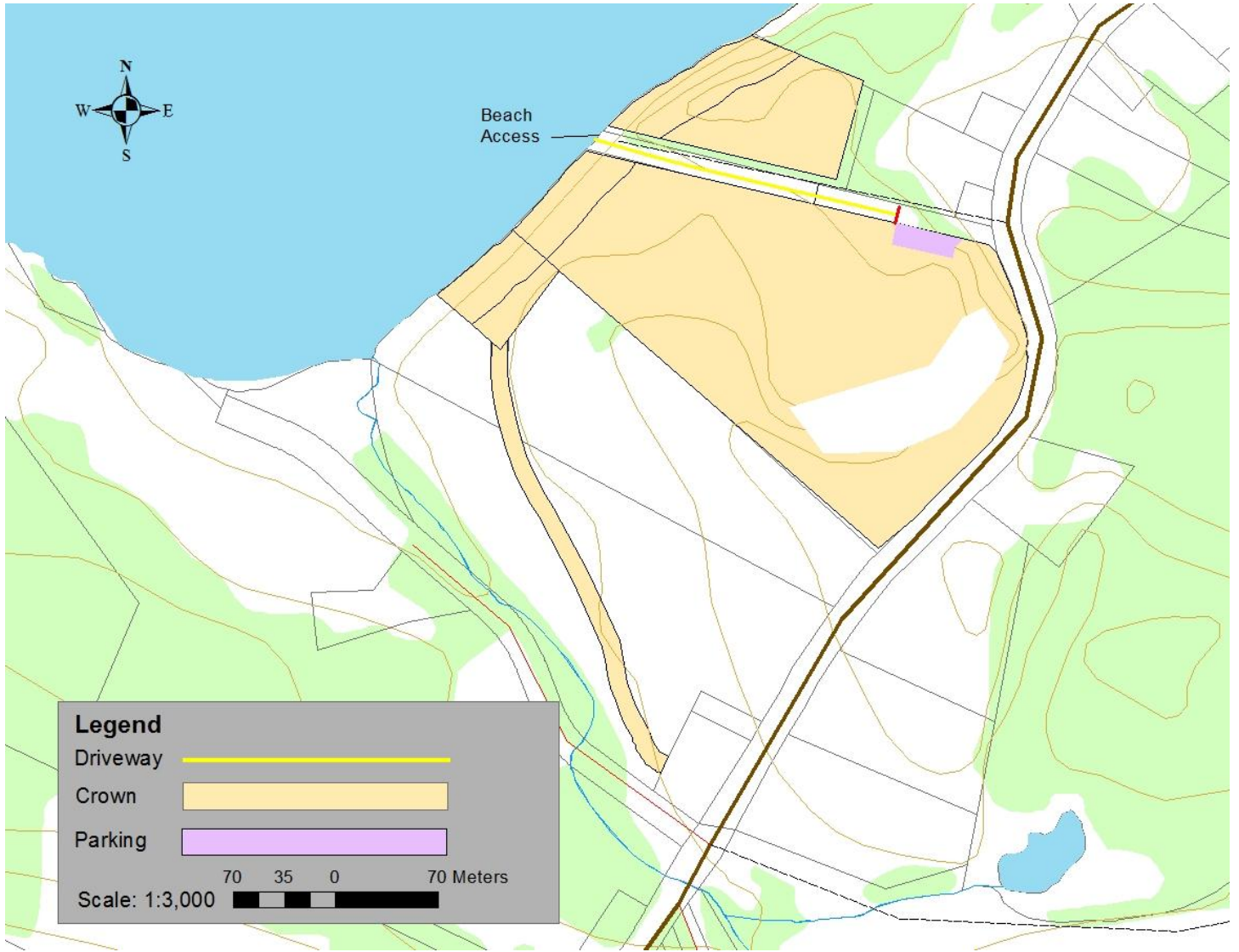


The view along the water's edge at Cheverie Park Reserve.

# Existing Trail



# Proposed Trail Concept



# CHEVERIE SALT MARSH RESTORATION TRAIL

## Summary

Trail Right-of-Way (ROW): 5' ROW

Length: 1 - 2 km loop

Surface: Gravel, but grass is growing over it now

Marking: Well signed at entrance with interpretive sign

Permitted Use: Non-motorized

Access: Gravel drive and parking lot off of highway

Amenities: Parking lot, interpretive signage, camera obscura, picnic tables, garbage cans

Manager / Maintenance: Cheverie Crossways Salt Marsh Society. Cheverie Salt Marsh Restoration Project

History: Ecology Action Centre initiated an inventory of the salt marsh and gathered support for salt marsh restoration. Community founded Cheverie Crossways Salt Marsh Society. Municipality purchased land for the salt marsh restoration interpretation.



## Observations

- Great view of Blomidon.
- Camera obscura attracts many visitors.
- Bird nesting boxes built by students.
- A few short boardwalks constructed in the woods and 150' boardwalk over marsh constructed by volunteers.
- Construction debris has been left along the trail by Dalhousie University student project.
- Group willing to work within a larger trail organization.
- Group researching the expansion of the trail system.

## Opportunities

- Complete surfacing of trail.
- Explore possibility of land use agreements with private land owners for extension of trail system.
- Connect to the Cheverie Park Reserve by the beach access adjacent to parking lot.

## Recommendations

- Replace beach access stairs.
- Continue interpretive signage program.
- Build observation platforms and viewing areas.

## Cost Estimates

Feature	Implementation Recommendations	Cost
Stairs	• Site design - Municipality / Volunteer • Construction - Volunteer	\$400
		\$2,500
Signage	• Design and install interpretive signage	\$2,500
Viewing Areas	• Site design and installation	\$3,000
Capital Construction Costs Total		\$8,400
Annual Maintenance Costs		\$2,500



Trail offers a number of incredible vistas over the salt marsh.

# Existing Trail



## DR. ARTHUR HINES ELEMENTARY SCHOOL TRAILS

### Summary

Trail Right-of-Way: Varies, average of 4' ROW

Length: 800 meters

Marking: None

Permitted Use: walking

Access: From school parking lot

Amenities: Parking lot, bike racks, playground, sandbox, pagoda, geodesic dome, basketball courts, soccer field, amphitheater / outdoor classroom, vegetable garden, garden shed

Manager / Maintenance: Friends of Harmony Park Society

History: Trails were developed approximately 10 years ago by Society



### Observations

- Trail highlights and connects features throughout school yard: garden, playground, soccer field.
- Surface material changes approximately every 25 m (paving stones, crusher dust, sand, peters out, grass, wood chips)

### Opportunities

- Wood chips need to be replaced. Suggest replacing wood chips with 3/8minus crushed gravel.
- Assist society to redevelop school trails.
- Explore ways to connect existing trail to the beach.

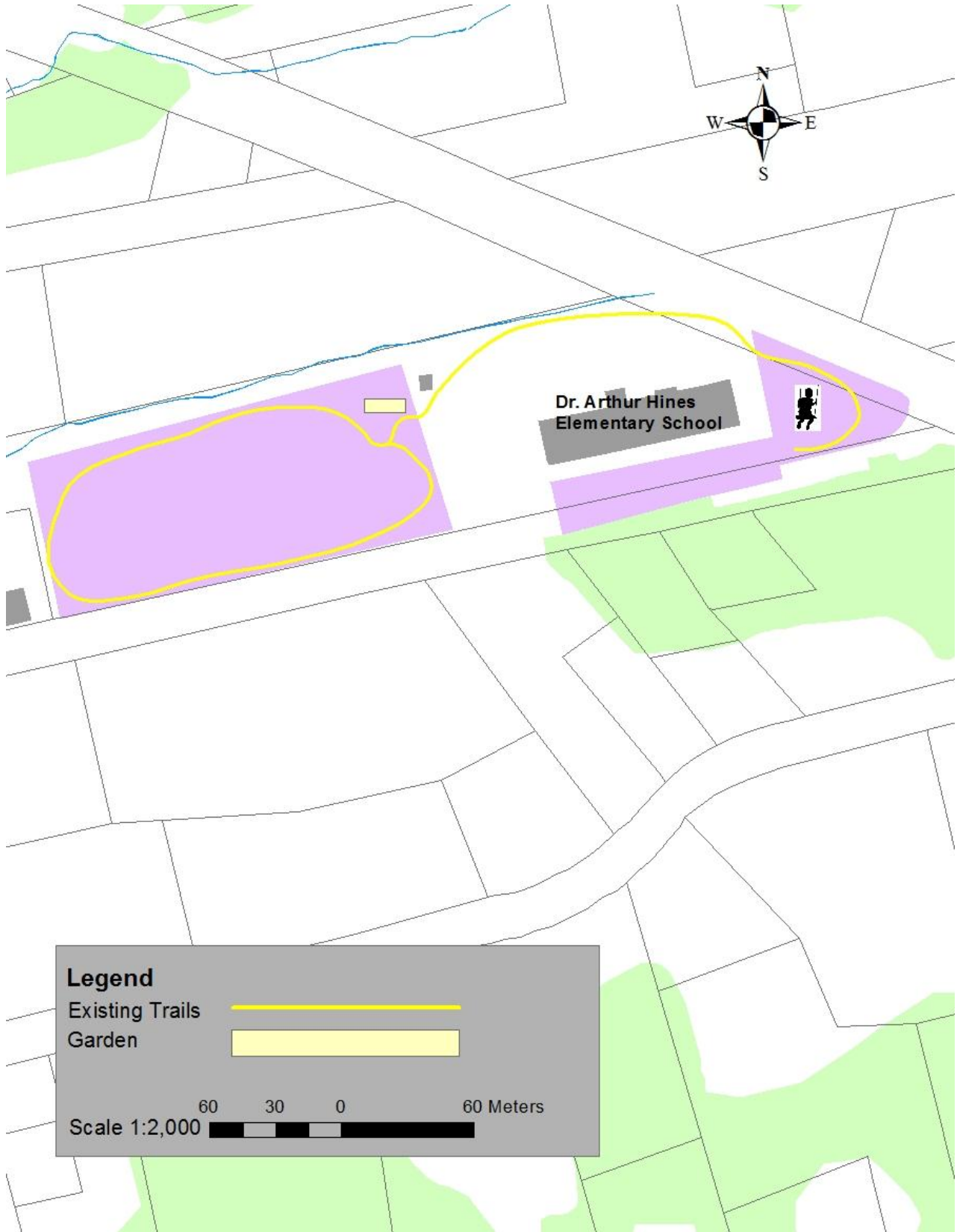
### Recommendations

- Upgrade existing trail.
- Develop signage program.
- Design and build benches.

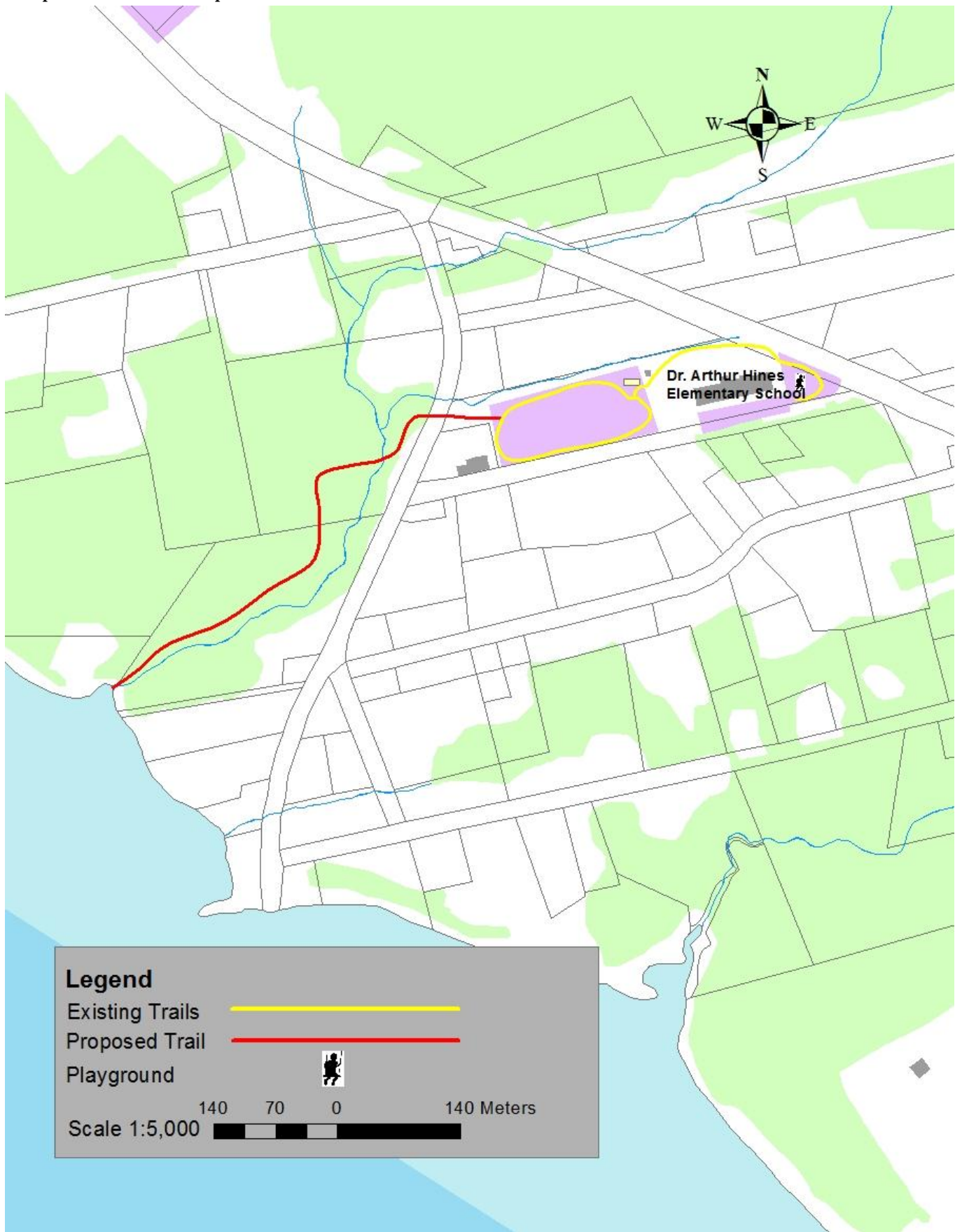
## Cost Estimates

Feature	Implementation Recommendations	Cost
Front-Country Trail Distance: 800 m	<ul style="list-style-type: none"> <li>• Site design - Municipality / volunteers</li> <li>• Construction - Contracted / Volunteer (hybrid)</li> </ul>	\$400 \$12,000
Coastal Trail Distance: 700 m	<ul style="list-style-type: none"> <li>• Design - Municipality / volunteer / contractors</li> <li>• Construction - Contracted / Volunteer</li> </ul>	\$600 \$14,000
Signage / benches	<ul style="list-style-type: none"> <li>• Design - Municipality / volunteers</li> <li>• Fabrication + installation - Contracted / Municipality</li> </ul>	\$300 \$250
Capital Construction Costs Total		\$27,550
Annual Maintenance Costs		\$800

# Existing Trail



# Proposed Trail Concept



## ELDRIDGE ROAD MUNICIPAL LAND, WATERSHED AND RECREATION SITE

### Summary

Trail Right-of-Way (ROW): Old K Class road

Length: 7.7 km

Surface: Gravel and dirt

Marking: None

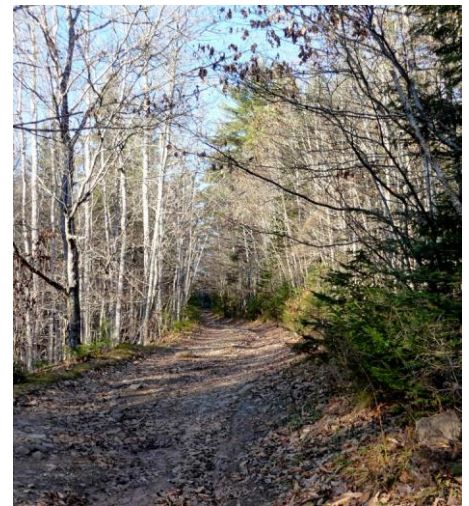
Permitted Use: None

Access: Parking along main road

Amenities: Snowmobilers club, soccer fields, tennis courts, tug of war practice area, playground located at Eldridge Rd. Recreation Site

Manager / Maintenance: Falmouth Watershed Committee, Municipality of West Hants and private land owners

History: Watershed protected area for Municipality



### Observations

- West Hants owns 200 hectares of the French Mill Brook Watershed Protection Area (total: 1,400 hectares). Municipality would like to purchase additional parcels of land as they become available.
- Use of these lands is not encouraged in order to protect water supply.
- A trail is currently being promoted on the Nova Scotia Trails Federation website. The trail follows a series of 'K' class roads and at times private roads. Formal permission to travel on the private roads has not been obtained. As such, promoting the trail through Nova Scotia Trails Federation is not advised.
- Trail currently has no managing group.
- An unmanaged single track mountain bike trail exists (approximately 25 km). The majority of the mountain bike trail appears to utilize the existing roads with short connector trails joining the roads.
- Due to site limitations, a mountain bike system would be better situated at another site.
- There are 57 landowners within the protected area.
- There are a number of small waterfalls along Allan Brook.

### Opportunities

- Work with members of the mountain bike community to research possibility of formalizing trail system.

- Recreation Department could explore a partnership with Watershed Committee to enhance the recreational opportunities within the watershed.
- Explore partnership opportunities with Sno Dusters (the local snowmobile club) to promote sections of the trail near to the clubhouse to include non-motorized uses.

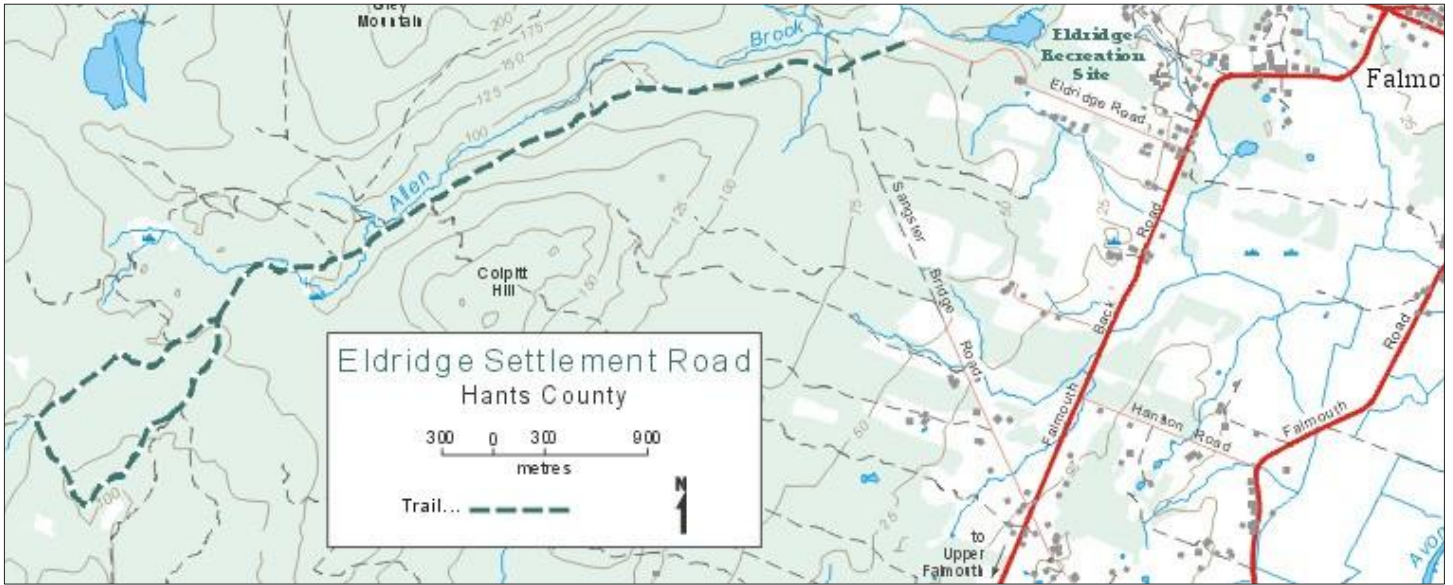
### Recommendations

- Develop lease agreement with land owners.
- Develop partnership with SANS to upgrade parts of the existing trail.
- Develop signage program.

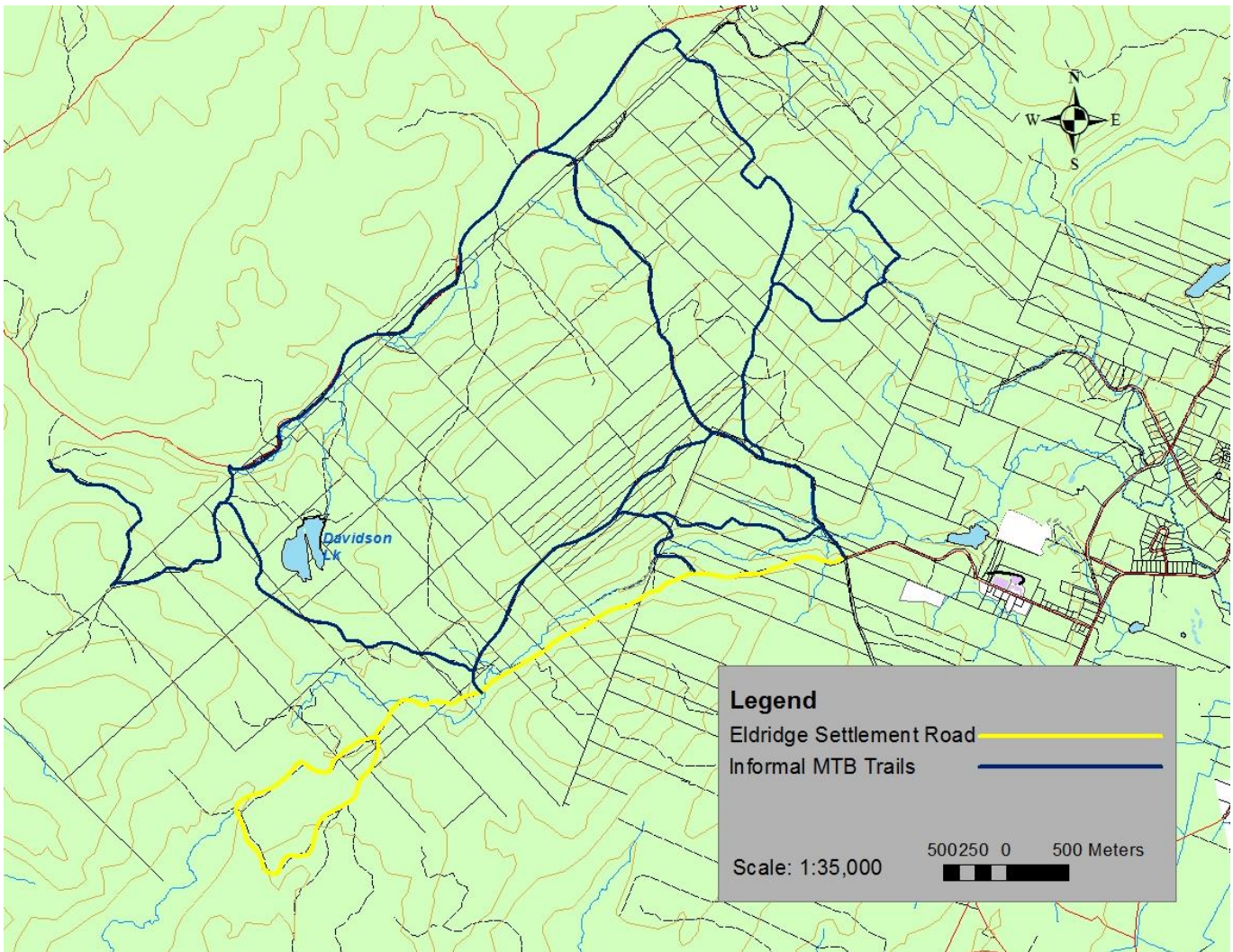
### Cost Estimates

Feature	Implementation Recommendations	Cost
Secure Permission	<ul style="list-style-type: none"> <li>• Lease Agreements - volunteer organization</li> </ul>	\$400
Partner with SANS	<ul style="list-style-type: none"> <li>• Upgrade SANS trail - 3.2 km</li> </ul>	\$24,000
Signage	<ul style="list-style-type: none"> <li>• Design - Volunteer / Contracted</li> <li>• Fabrication + Installation - Volunteer / Contracted</li> </ul>	\$3,200
Capital Construction Costs Total		\$27,600
Annual Maintenance Costs		

## Existing Trail



# Proposed Trail Concept



## FALLS LAKE PROVINCIAL PARK TRAIL

### Summary

Trail Right-of-Way (ROW): 10' ROW

Length: 500 meters, short trail with loop / cul-de-sac at the end

Surface: Class 'A'

Marking: Sign on the road is removed for off-season

Permitted Use: Picnic Park, fishing, swimming, canoe and kayak

Access: Off of Highway 14 on New Ross Rd; short distance from gas station and store. There are large orange gates at entrance to park

Amenities: Picnic areas along the trail and along waters' edge, washrooms, garbage cans

Manager / Maintenance: Department of Natural Resources

History: Part of Provincial Park system



### Observations

- Currently is only public access to lake.
- Good swimming access.
- Park signage is taken down in the fall and reinstalled in the spring.

### Opportunities

- There is great potential to offer paddling programs in the Park. Easy paddle to the Falls Lake Municipal Land across the lake.
- Immediate need to research possible partnership with local district office to ensure the long term viability of green space (Recapitalization).
- Research developing trail with crown parcel that celebrates the forest and its lake shoreline.

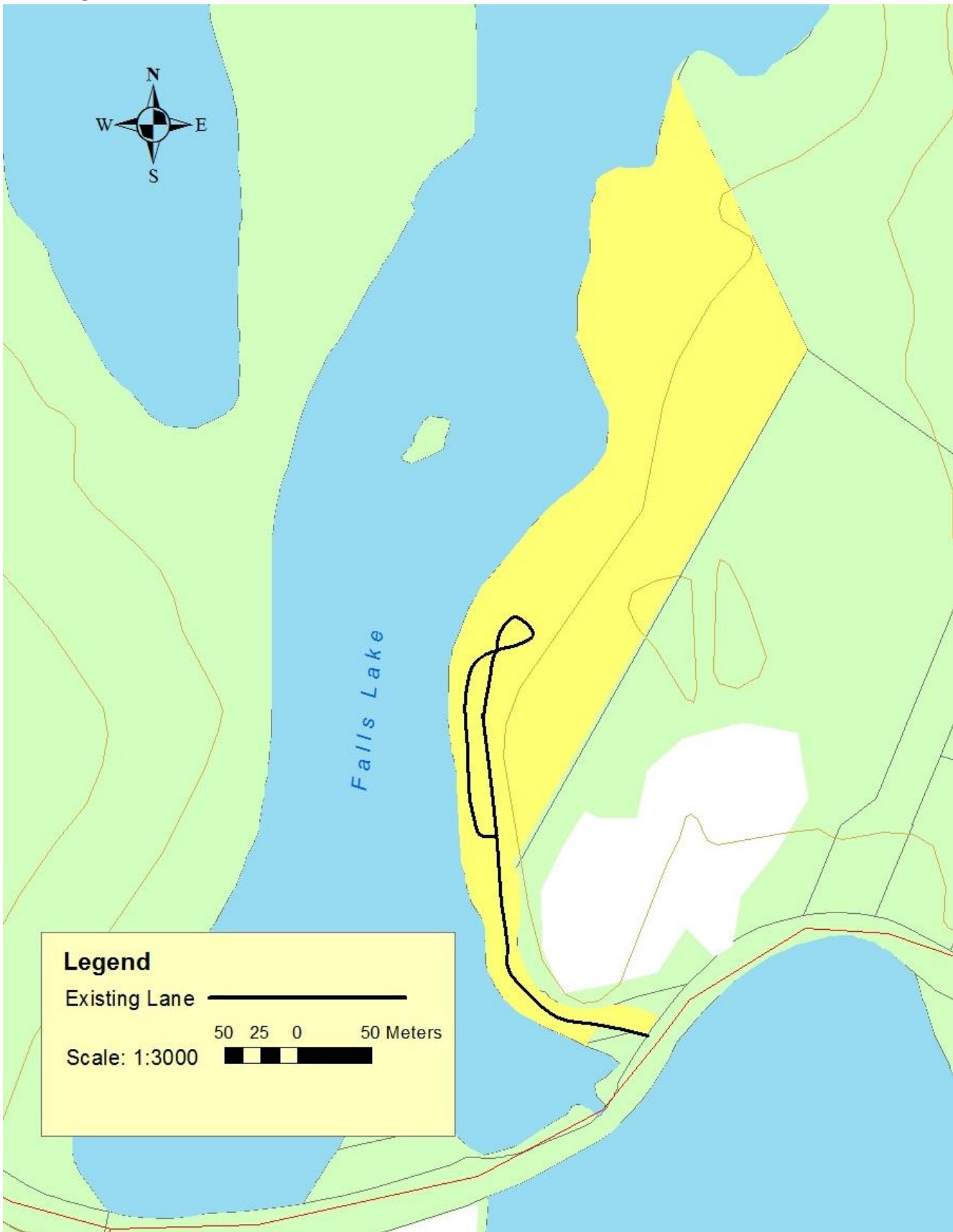
## Recommendations

- Extend trail through Park.
- Encourage signage to be maintained throughout the year.

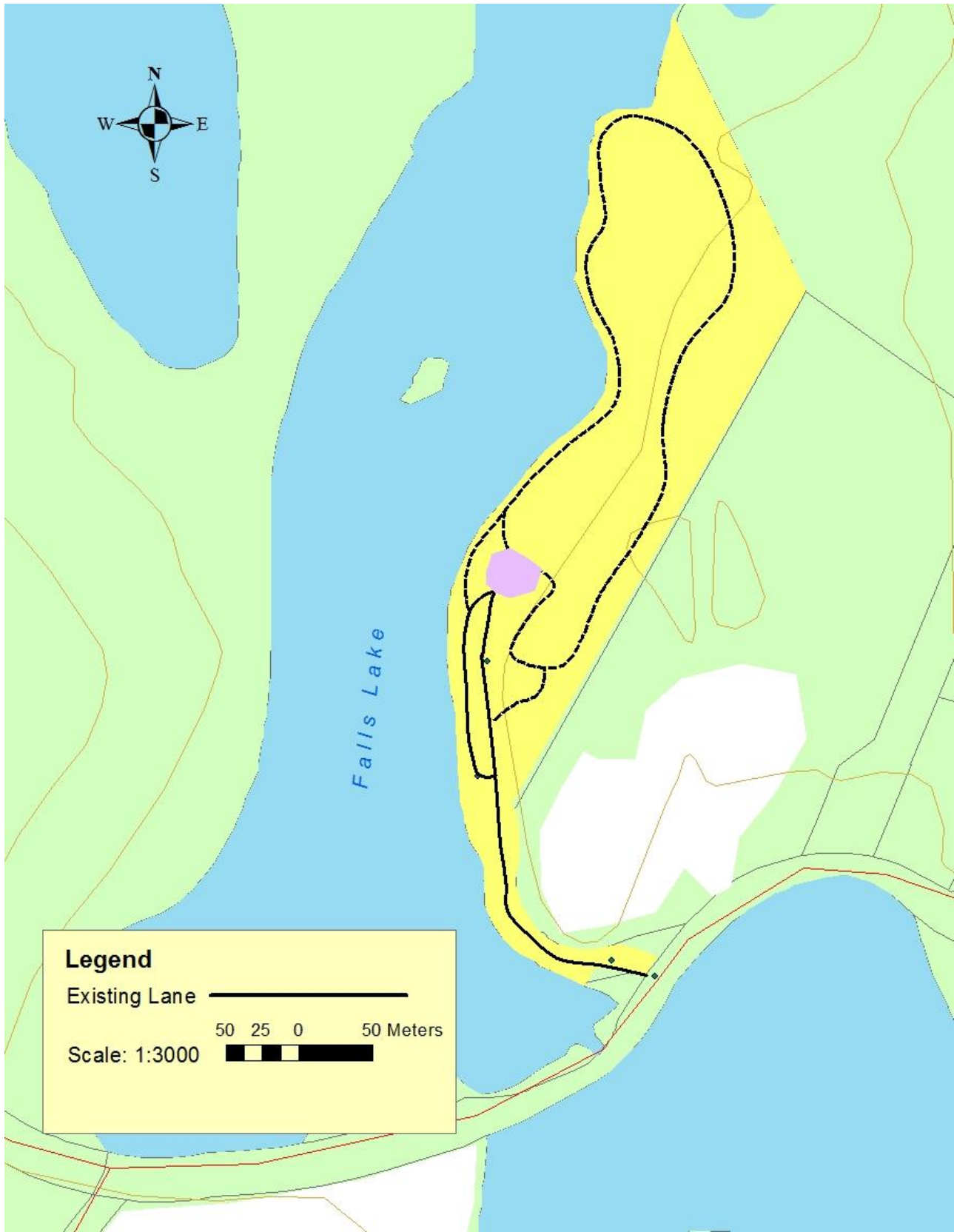
## Cost Estimates

Feature	Implementation Recommendations	Cost
Front-Country Trail Distance: 1 km	• Site design - Volunteers / DNR / Contracted	\$1,200
	• Construction - Contracted / Volunteers (hybrid)	\$30,000
Signage	• Design - Volunteer / Contracted	\$300
	• Fabrication + installation - Contracted	\$1,600
Capital Construction Costs Total		\$33,100
Annual Maintenance Costs		

Existing Trail



# Proposed Trail Concept



## FALLS LAKE MUNICIPAL LAND TRAIL

### Summary

Trail Right-of-Way (ROW): 8' ROW

Length: 150 m

Surface: Crusher dust

Marking: Small sign at trail head

Permitted Use: The 15.8 acres (6.3 hectares) of municipal land is zoned Open Space.

Access: On Pioneer Drive off of New Ross Rd

Amenities: Beach

Manager / Maintenance: Municipality of West Hants

History: Obtained by Municipality through Subdivision By-law parkland dedication



### Observations

- Residents are currently using the site for water access and a picnic area along shoreline.
- The site is easily accessible by canoe and/or kayak from the Falls Lake Provincial Park.

### Opportunities

- Promote land as a great spot for swimming, paddling and picnics.

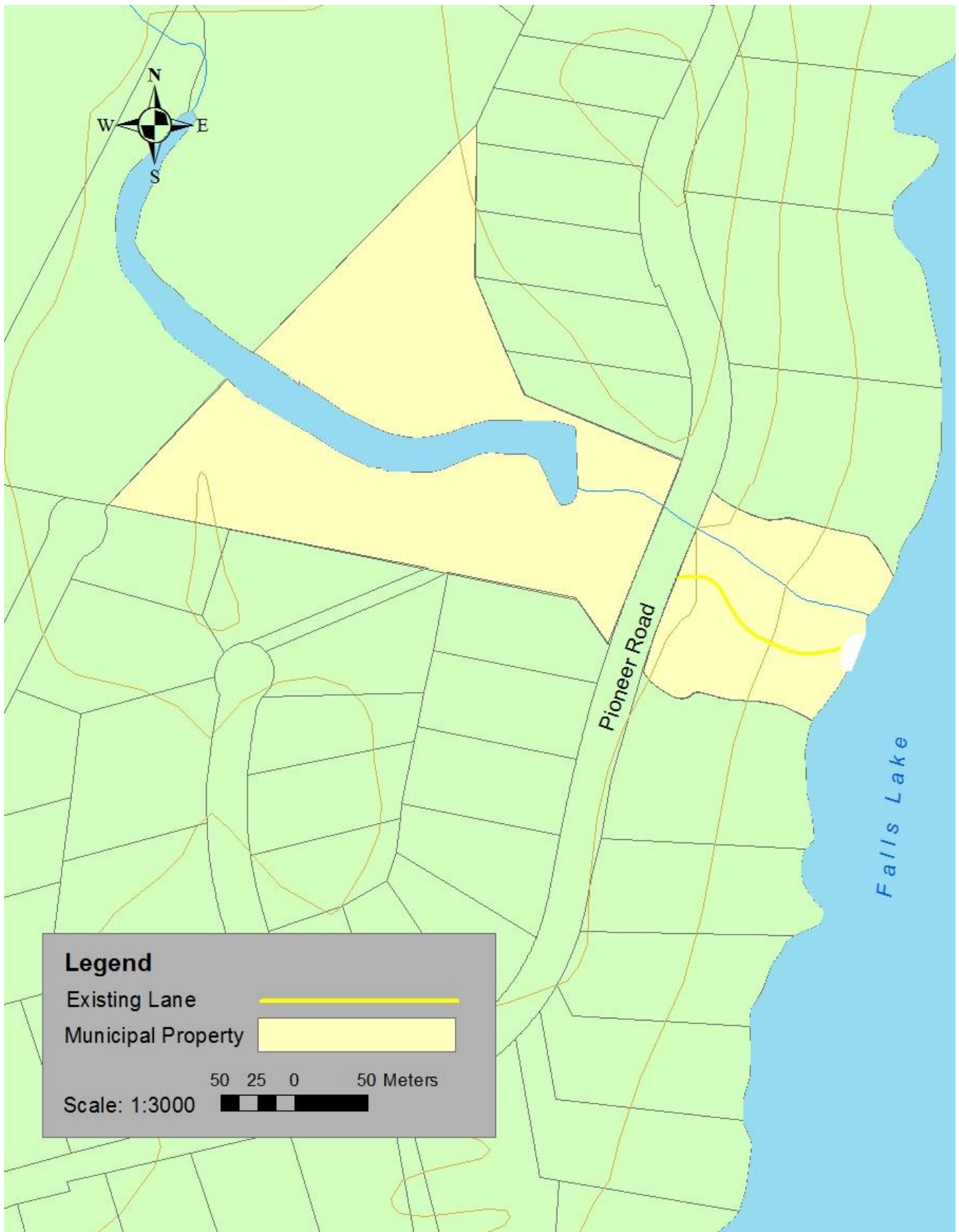
### Recommendations

- Link short trail to subdivision on west side of Pioneer Drive
- Construct canoe rest area.
- Develop signage program.

## Cost Estimates

Feature	Implementation Recommendations	Cost
Front-Country Trail Distance: 300 m	<ul style="list-style-type: none"> <li>• Site design - Municipality / Contracted</li> <li>• Construction - Contracted / Volunteer (hybrid)</li> </ul>	\$400 \$9,000
Canoe Rest Area	<ul style="list-style-type: none"> <li>• Design - Municipality</li> <li>• Construction - Contracted / Volunteer</li> </ul>	\$300 \$1,200
Signage	<ul style="list-style-type: none"> <li>• Design - Municipality</li> <li>• Fabrication + installation - Contracted / Municipality</li> </ul>	\$300 \$250
Capital Construction Costs Total		\$11,450
Annual Maintenance Costs		\$300

# Existing Trail



# Proposed Trail Concept



# IRISHMAN'S ROAD RECREATION SITE

## Summary

Trail Right-of-Way (ROW): 2' - 4' ROW (varies depending on site conditions)

Length: 2.8 km. The site consists of 172 acres (69.6 hectares)

Surface: Natural surface tread

Marking: Trail markers for archery users

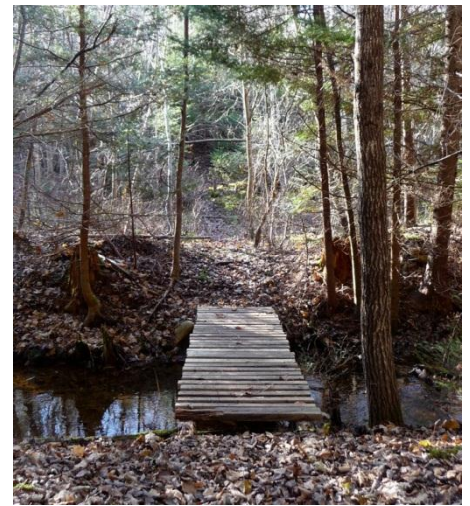
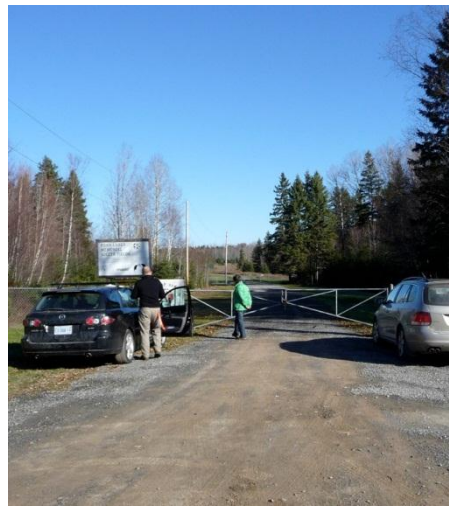
Permitted Use: Archery, walking, mountain biking

Access: There is a small parking area at the entrance from Irishman's Rd. Gates at entrance are locked, but pedestrians and bikers have access. There are no signs indicating where the trail starts behind Archery buildings.

Amenities: Soccer field, washrooms (Municipal); shooting stations, archery buildings, canteen (Archery Assoc.)

Manager / Maintenance: Municipality; Glooscap Heritage Archers Association leases a portion of the site

History: Formerly the Municipal waste disposal site



## Observations

- At points the archery trail markers are sparse, making it difficult to navigate if you are unfamiliar with the area. Need more consistent and clear trail markers.
- Existing trail is a loop through the forest with two trails through the middle up a hill. Trail starts at archery buildings and ends at soccer field. One trail up the middle (Garney's Trail) is marked with orange flagging tape. The other has a rope to help users up and down the steepest part of the hill.
- It appears as though ATV users are using the trail.
- Current trail system does not meet any trail standard.

## Opportunities

- Move gate farther up lane and develop a small parking lot on side of driveway to encourage off season use.
- Research a possible stacked loop multi-use (Front-Country standard) to accommodate, walking, mountain biking, cross-country skiing and snowshoeing.
- Educate the public about the site reclamation and the long term vision of the site.

- Partner with the Archers Assoc. to explore the possibility of developing site for mountain biking. Could lead to volunteer labour opportunities from the mountain bike community. Work with the archery community to ensure uses coexist.

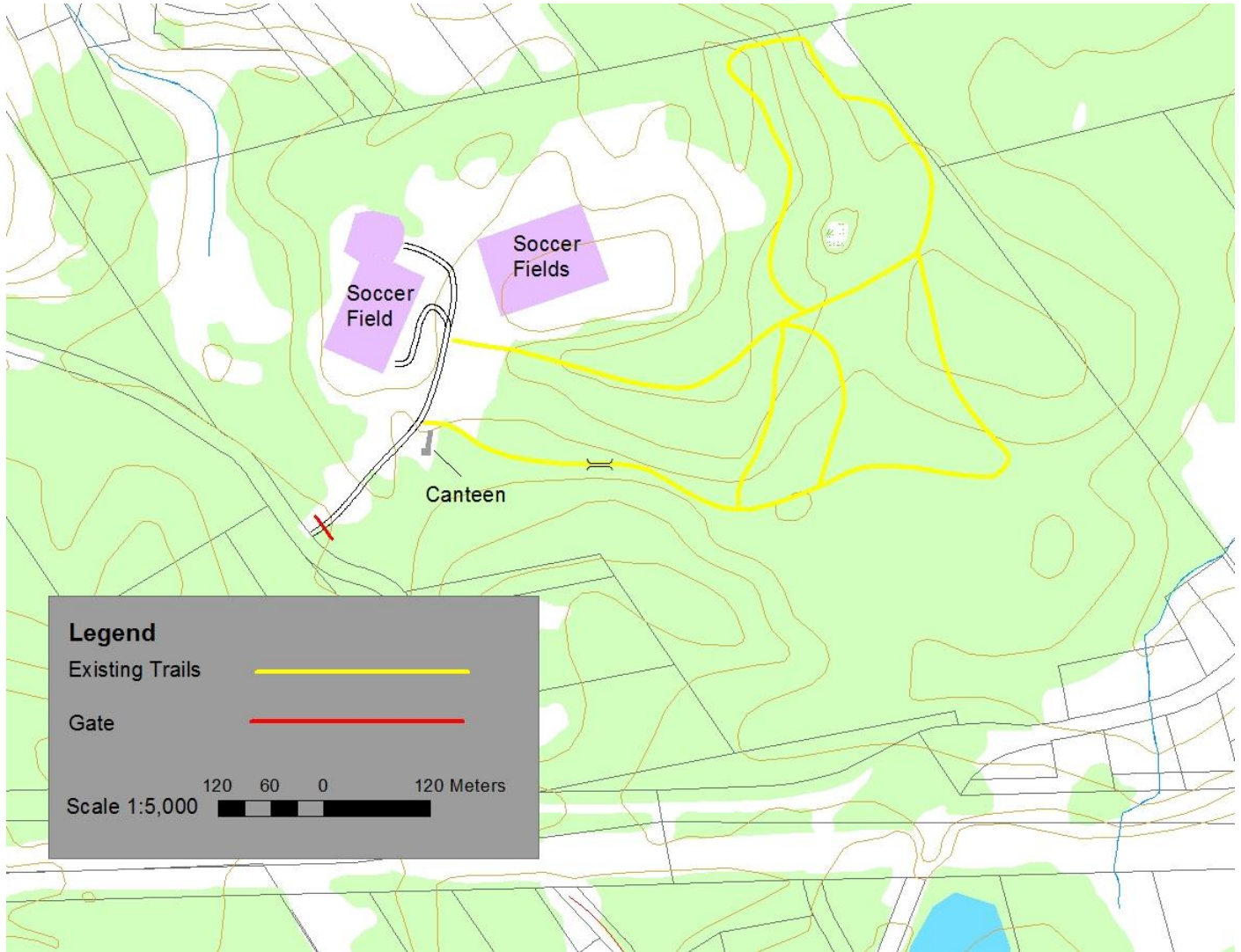
### Recommendations

- Develop more formal parking area for the site.
- Develop multi-use Front Country trail.
- Work with mountain biking community to develop mountain biking trails.
- Develop signage program.

### Cost Estimates

Feature	Implementation Recommendations	Cost
Front-Country Trail Distance: 3.8 km	<ul style="list-style-type: none"> <li>• Site design - Municipality / Contractor</li> <li>• Construction - Contracted / Volunteer</li> </ul>	\$2,500 \$152,000
Intermediate MTB Trails Distance: 5 km	<ul style="list-style-type: none"> <li>• Site design - Not-for-profit and Municipality</li> <li>• Construction - Contracted / Volunteer</li> </ul>	\$2,000 \$40,000
Signage Program	<ul style="list-style-type: none"> <li>• Design - Volunteer / Contracted</li> <li>• Fabrication + installation - Contracted / Volunteer</li> </ul>	\$1,900
Parking Area	<ul style="list-style-type: none"> <li>• Site Plan for 10 car parking area - Municipality</li> <li>• Construction - Contracted</li> </ul>	\$7,800
<b>Capital Construction Costs Total</b>		<b>\$206,200</b>
<b>Annual Maintenance</b>		<b>\$2,800</b>

# Existing Trail



# Proposed Trail Concept



# KEMPT QUARRY RECREATION SITE TRAIL

## Summary

Trail Right-of-Way: 3' ROW

Length: 1 km. The site is 43.6 acres (17.6 hectares)

Surface: Gypsum, grass, natural surface, class 'A'

Marking: None

Permitted Use: Day-use park, no fires, no overnight camping, popular swimming spot

Access: Road off of highway 215 is marked with a Municipal Recreation Site sign; large parking area

Amenities: Garbage cans, picnic area, signage

Manager / Maintenance: Municipality of West Hants

History: The land was deeded to the Municipality in 1976. It was developed as a recreation site in the mid 1990's. The lake is an old quarry that flooded.



## Observations

- Pond serves Fire Department pumping station.
- Trail along pond enters the forest and then is unmaintained.
- Park has become a popular picnic park with residents.
- Beavers are damming the river and water levels are high resulting in flooding. Municipality has addressed the issue.

## Opportunities

- Road needs to be better maintained. Consists of gypsum which is prone to erosion.
- The parking area needs upgrading
- Current site has not been designed properly for day use. Create a site plan for the park that could serve as a benchmark for other day use parks throughout the Municipality.

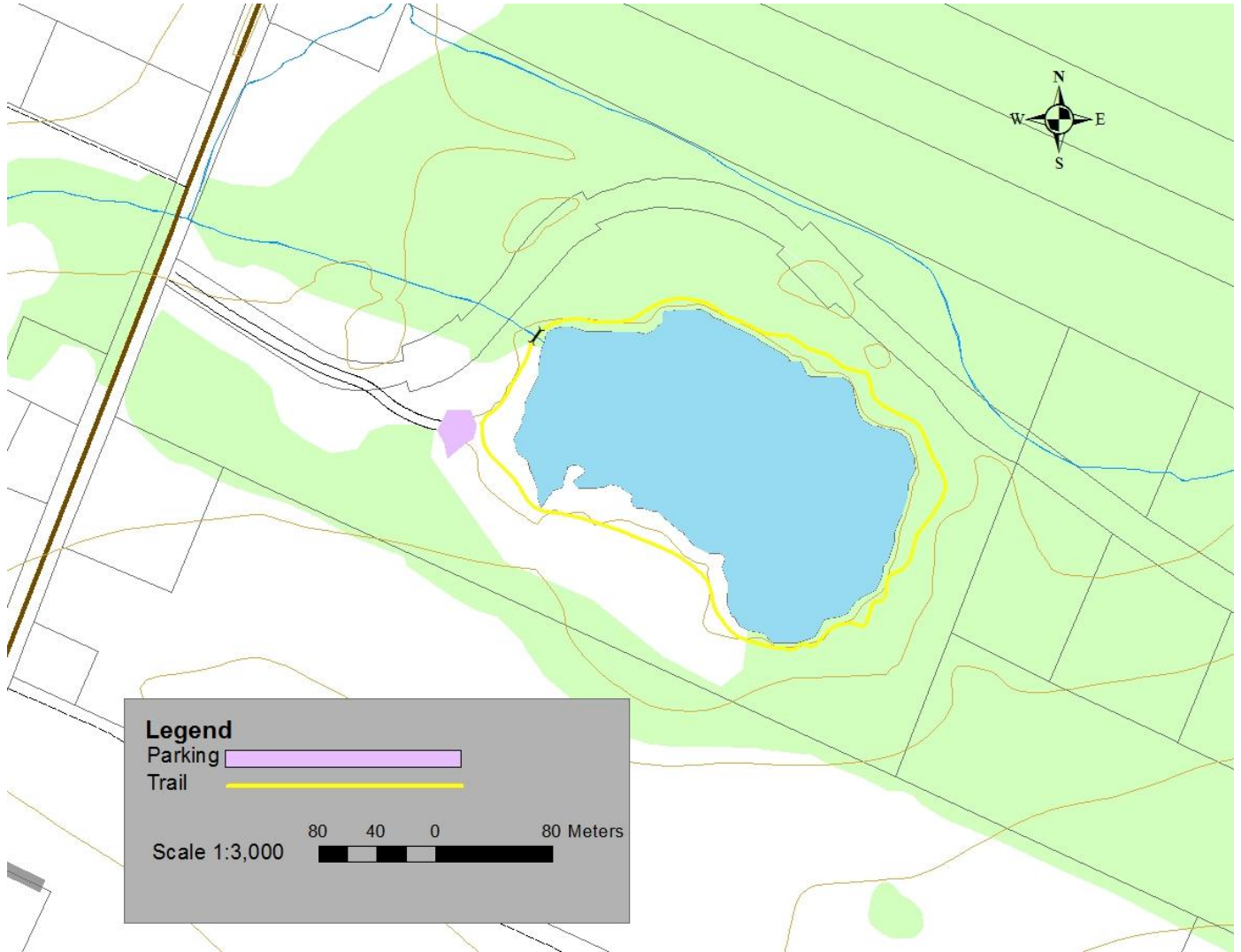
## Recommendations

- Maintain and enhance existing trail.
- Develop a senior age friendly trail around perimeter of pond.
- Develop signage program.

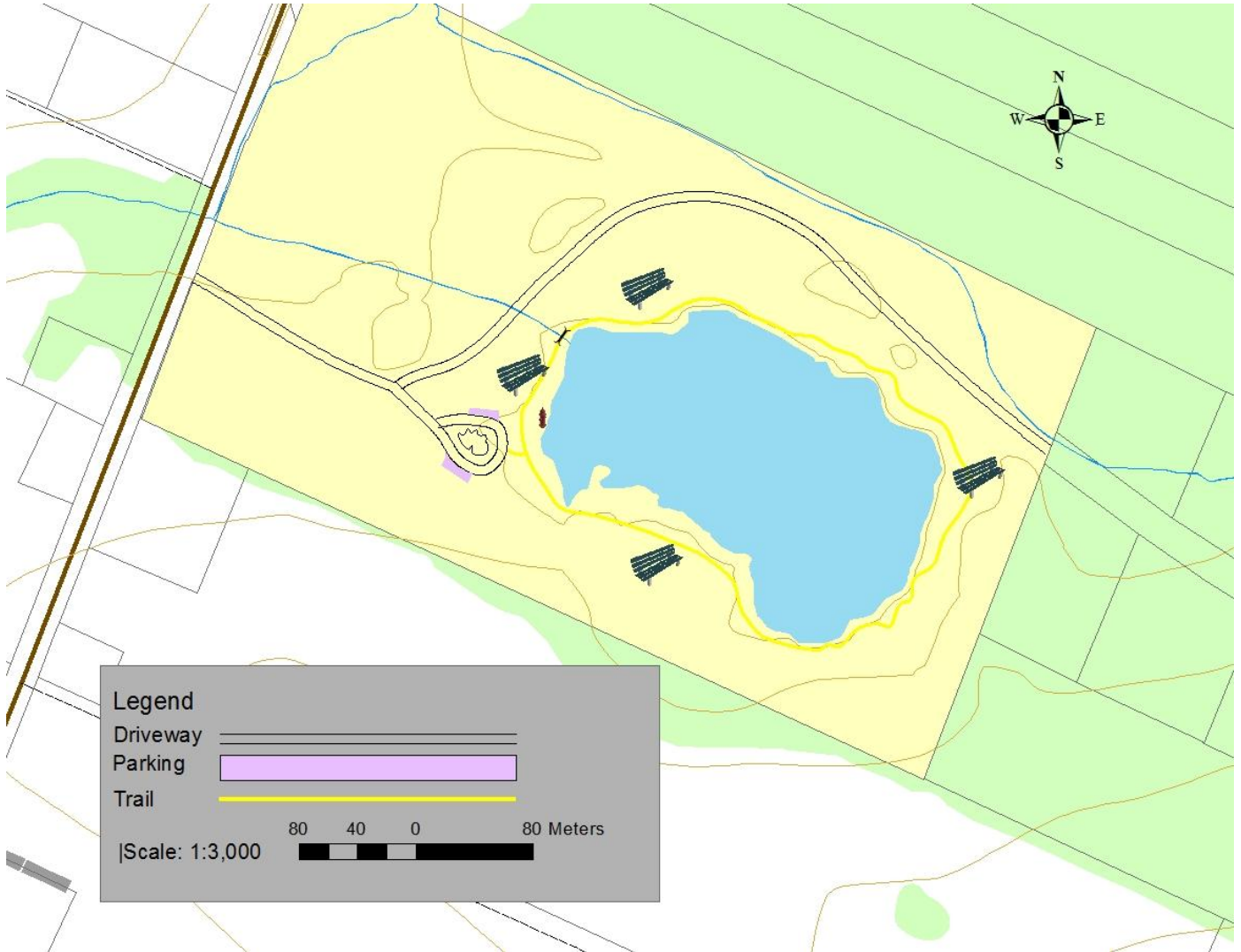
## Cost Estimates

Feature	Implementation Recommendations	Cost
Front-Country Trail Distance: 1 km	<ul style="list-style-type: none"> <li>• Site design - Municipality / Contractor</li> <li>• Construction - Contracted / Volunteer (hybrid)</li> </ul>	\$400 \$40,000
Parking lot for 10 cars	<ul style="list-style-type: none"> <li>• Design - Municipality / Contracted</li> <li>• Construction - Contracted / Volunteer</li> </ul>	\$1,200 \$7,500
Signage / benches	<ul style="list-style-type: none"> <li>• Design - Municipality / Volunteers</li> <li>• Fabrication + installation - Contracted / Municipality</li> </ul>	\$300 \$4,200
Capital Construction Costs Total		\$53,600
Annual Maintenance Costs		\$1,000

# Existing Trail



# Proposed Trail Concept



## LAKE PISQUID TRAIL

### Summary

Trail Right-of-Way (ROW): Most of the trail is along a sidewalk around Lake Pisiquid and over the Avon River

Length: 2.4 km

Surface: Paved

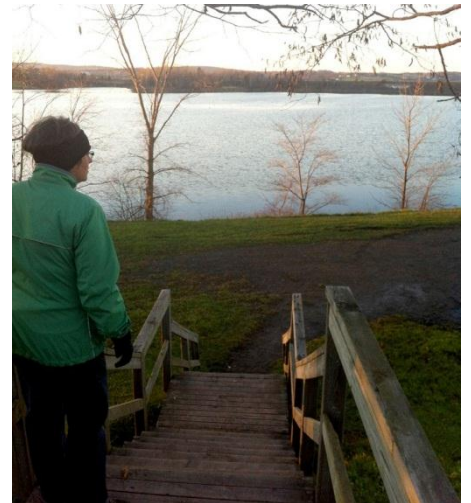
Marking: None

Permitted Use: Walking, running

Access: Parking lots at Mini Park and at the Windsor Farmers Market

Amenities: Parking, playground, gas station, picnic tables, benches. The trail is adjacent to skate park, farmers market, and the canoe club

Manager / Maintenance: Town of Windsor and Municipality of West Hants



### Observations

- Many users drive from across the Municipality to use the trail. Most users enjoy the even and consistent paving
- Simple accessible loop that offers great views along the pond and of the Town of Windsor.
- Some adults have expressed concerns about walking next to the skate park as they feel intimidated.
- Great access to downtown Windsor.
- Large percentage of the loop will require recapitalization within the next five years.
- Falmouth Park is well maintained with a small playground and a 5 car parking lot.
- Currently trail does not offer benches that would enhance the senior age friendly experience.

### Opportunities

- Opportunity to investigate TIR property (point) to reroute short section of trail to create a separation from rail corridor.
- Work with Town of Windsor to replace stairs with a switchback.
- Develop a signage program that is consistent throughout the loop.
- Strategic lighting throughout the trail system to encourage use during the winter seasons.
- Paint pedestrian corridor on shared road sections.

## Recommendations

- Develop agreement with Town of Windsor to apply Greenway Standards (for non-motorized urban trail) consistently along trail.
- Design and install signage, lighting and benches.

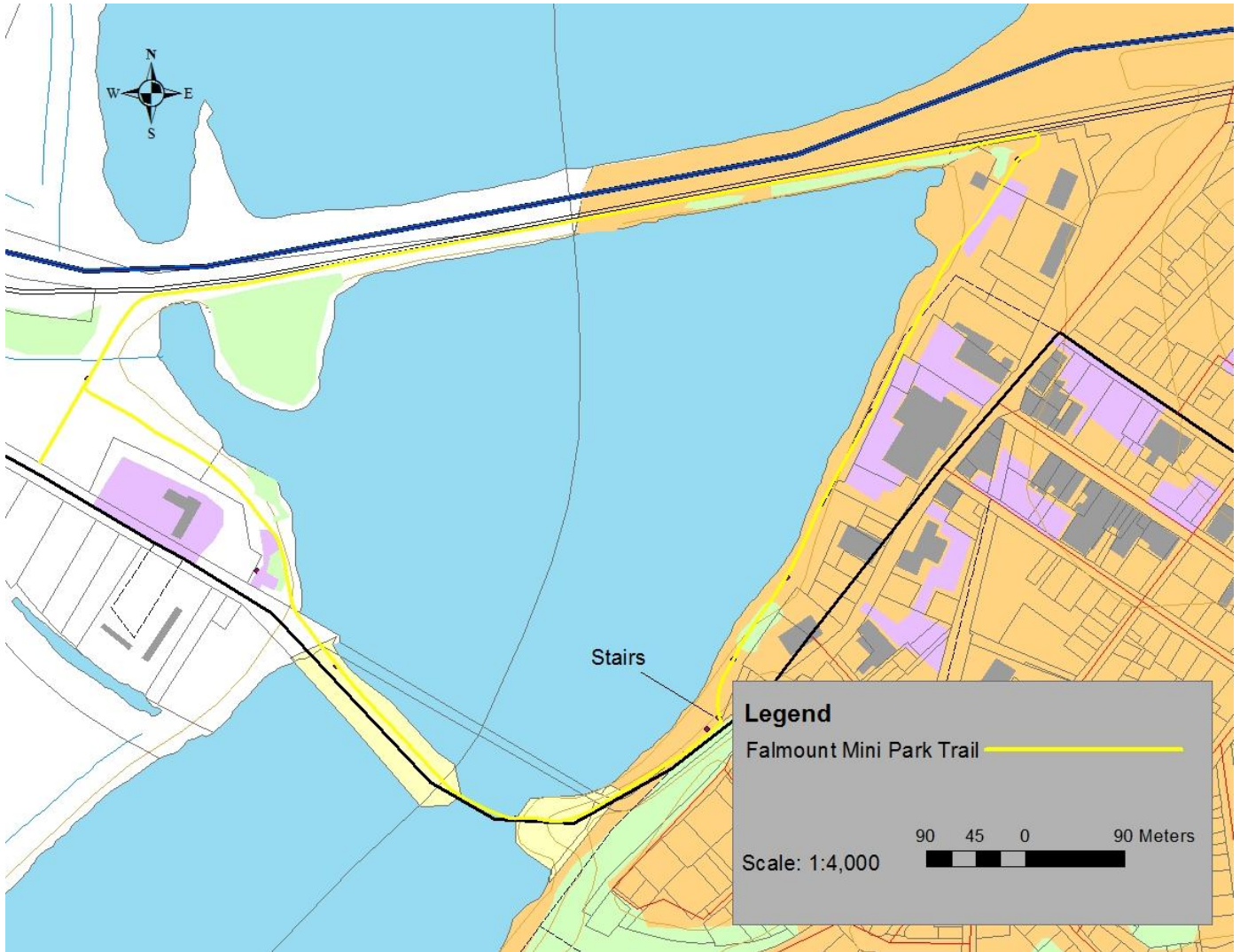
## Cost Estimates

Feature	Implementation Recommendations	Cost
Signage, lighting and benches	• Design - Joint Town / Municipality / Contractor	\$3,500
	• Fabrication + Installation - Joint Town / Municipality	\$15,000
Greenway Site Assessment	• Town, Municipality + Contractor	\$5,000
Capital Construction Costs Total		\$23,500
Annual Maintenance Costs		\$5,000

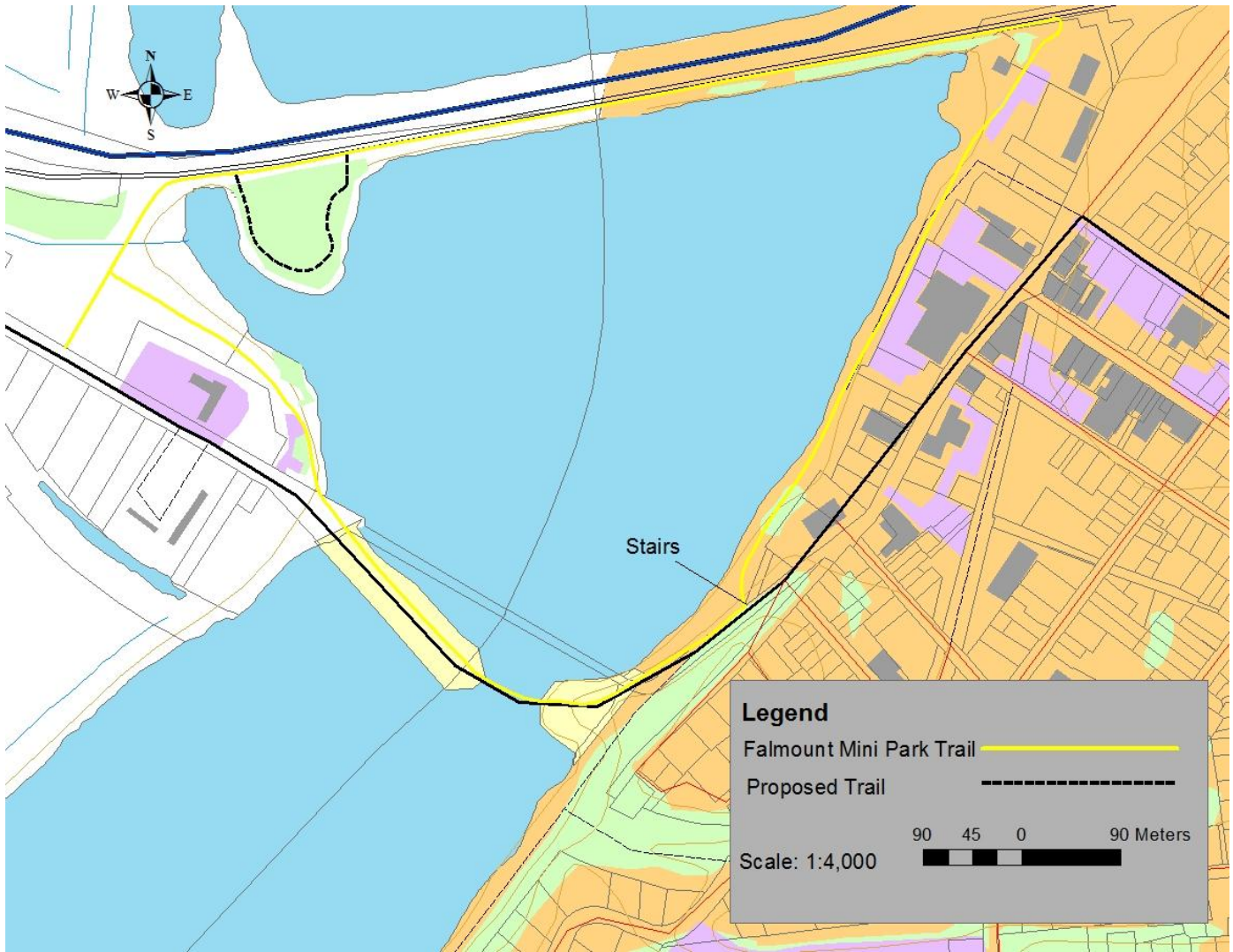


View of Lake Pisiquid along the trail.

# Existing Trail



# Proposed Trail Concept



## NEWPORT STATION ELEMENTARY SCHOOL TRAIL

### Summary

Trail Right-of-Way (ROW): 3' - 4' ROW

Length: 1 km

Surface: Natural tread

Marking: Markings are present but not easy to find

Permitted Use: Walking

Access: Trail can be accessed from the school parking lot and from the school driveway

Amenities: Large school parking lot. Playground and small soccer field

Manager / Maintenance: Currently not being maintained

History: Developed approximately 12 years ago



### Observations

- The trail and school are perched on the top of a hill, offering great views.
- Trail has been abandoned.
- School is scheduled to close.
- Existing playground appears to be in good shape and could be used as a small community park once school closes.
- The building could house Municipal Recreation offices and facilities.

### Opportunities

- Land base would naturally lead to a beginner and intermediate mountain bike trail system.
- The gypsum outcrops allow youth to interpret the existing geology and forest types.
- Develop a mountain bike program and encourage schools to utilize the site with their curriculum (similar to Village of Bible Hill site).

- If developed into a mountain bike park this would be the first such facility in West Hants dedicated to introducing individuals to the sport.
- Municipality could partner with mountain bike community to develop the site.

Recommendations

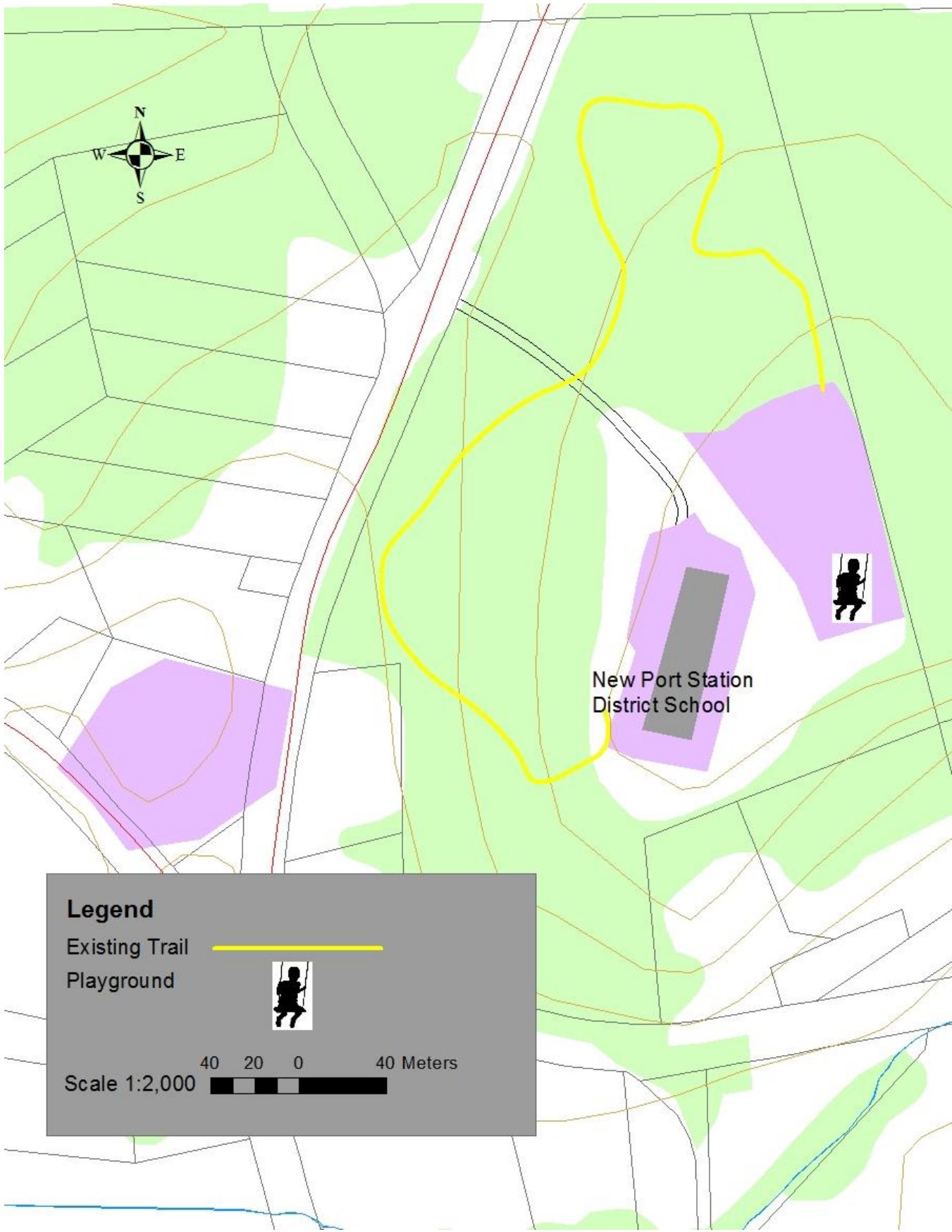
- Develop site as a mountain bike training area.
- Develop signage program.

Cost Estimates

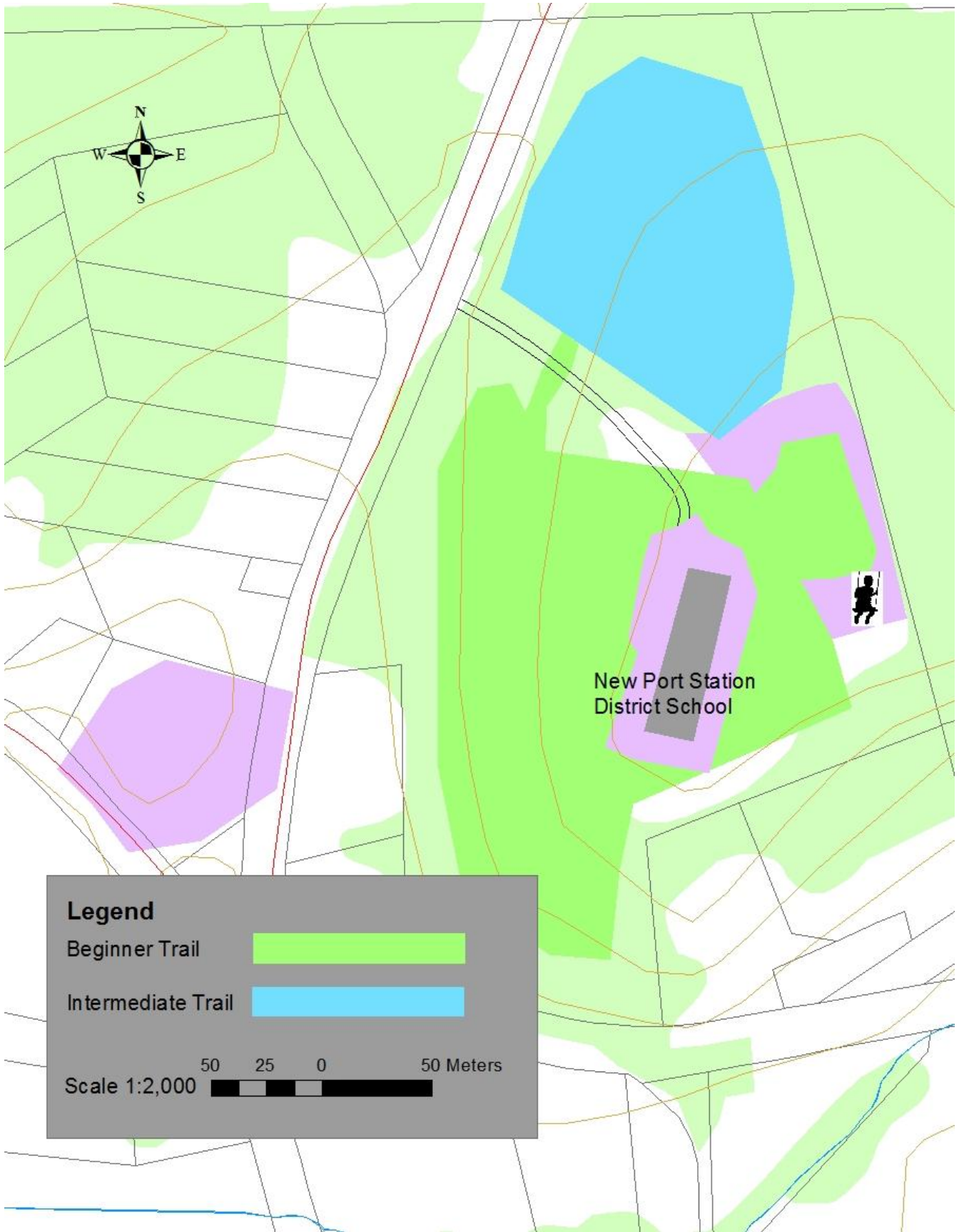
Feature	Implementation Recommendations	Cost
Beginner Trails / Training Area	• Site design - Not-for-profit / Municipality	\$5,000
	• Construction - Contracted / Volunteer	\$15,000
Intermediate Trails	• Site design - Not-for-profit / Municipality • Construction - Contracted / Volunteer	\$10,000
Signage	• Design - Contracted / Volunteer • Fabrication + installation - Contracted / Volunteer	\$1,900
Capital Construction Costs Total		\$31,900
Annual Maintenance Costs		\$1,400



Existing Trail



# Proposed Trail Concept



## SMILEY'S PROVINCIAL PARK TRAIL

### Summary

Trail Right-of-Way (ROW): Varies from 6' - 15' ROW

Length: 1.9 km trail; 4.5 km road

Surface: 6' paved walkway leads towards the campground and picnic areas; main trail through campground is 12' ROW with crusher dust with smaller 6' ROW trail off of this main trail

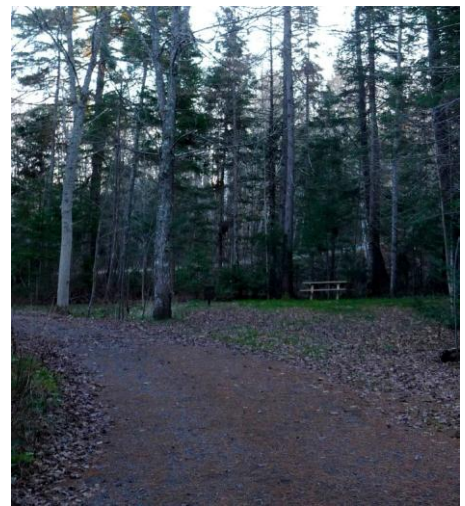
Marking: Provincial park signs along highways leading to the park

Permitted Use: Ski, snowshoe, pets must be leashed, camping, mountain biking on lanes

Access: Large parking lot inside the park. When park is closed, parking along the side of the entrance road.

Amenities: Picnic shelters, washrooms, parking, playground, garbage cans, BBQ pits, ice machine, canteen

Manager / Maintenance: Department of Natural Resources



### Observations

- Cleared land adjacent to park appears to be causing run off issues in the park.

### Opportunities

- Research a possible community Friends of Smileys Park group to work with Department of Natural Resources (DNR) toward enhancing the off-season opportunities.
- Design and install large orientation sign at park entrance and small direction signs throughout trail system.
- Research possible partnership between the Municipality and DNR to continue limited maintenance during off season (example: Municipality of Antigonish and Beaver Mountain Provincial Park).
- Municipality could rent skis, snowshoes and bikes.

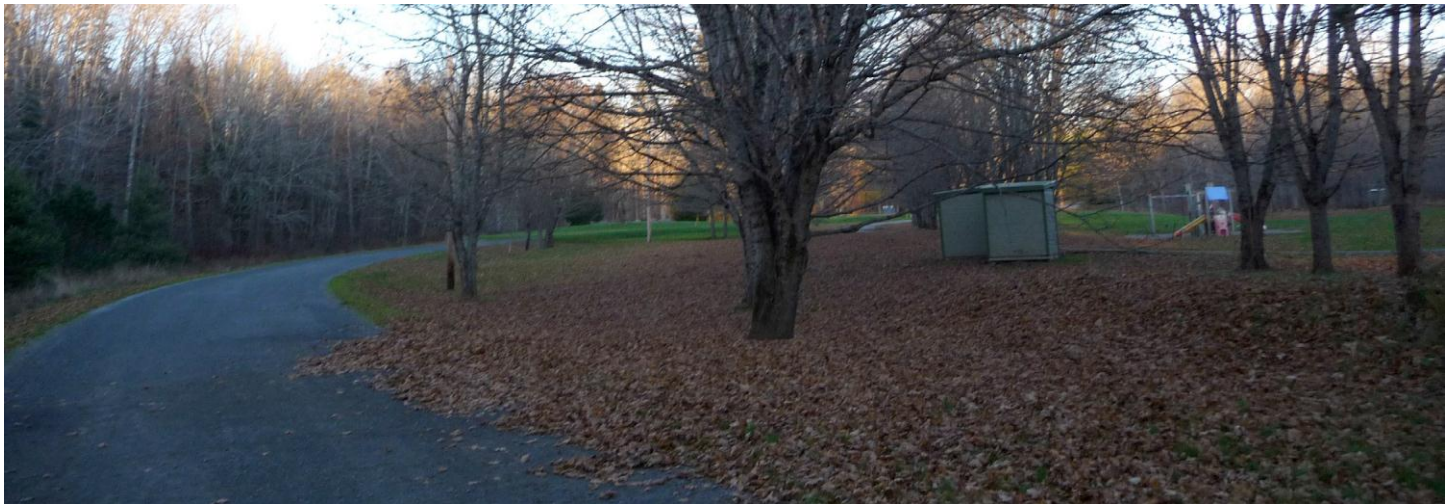
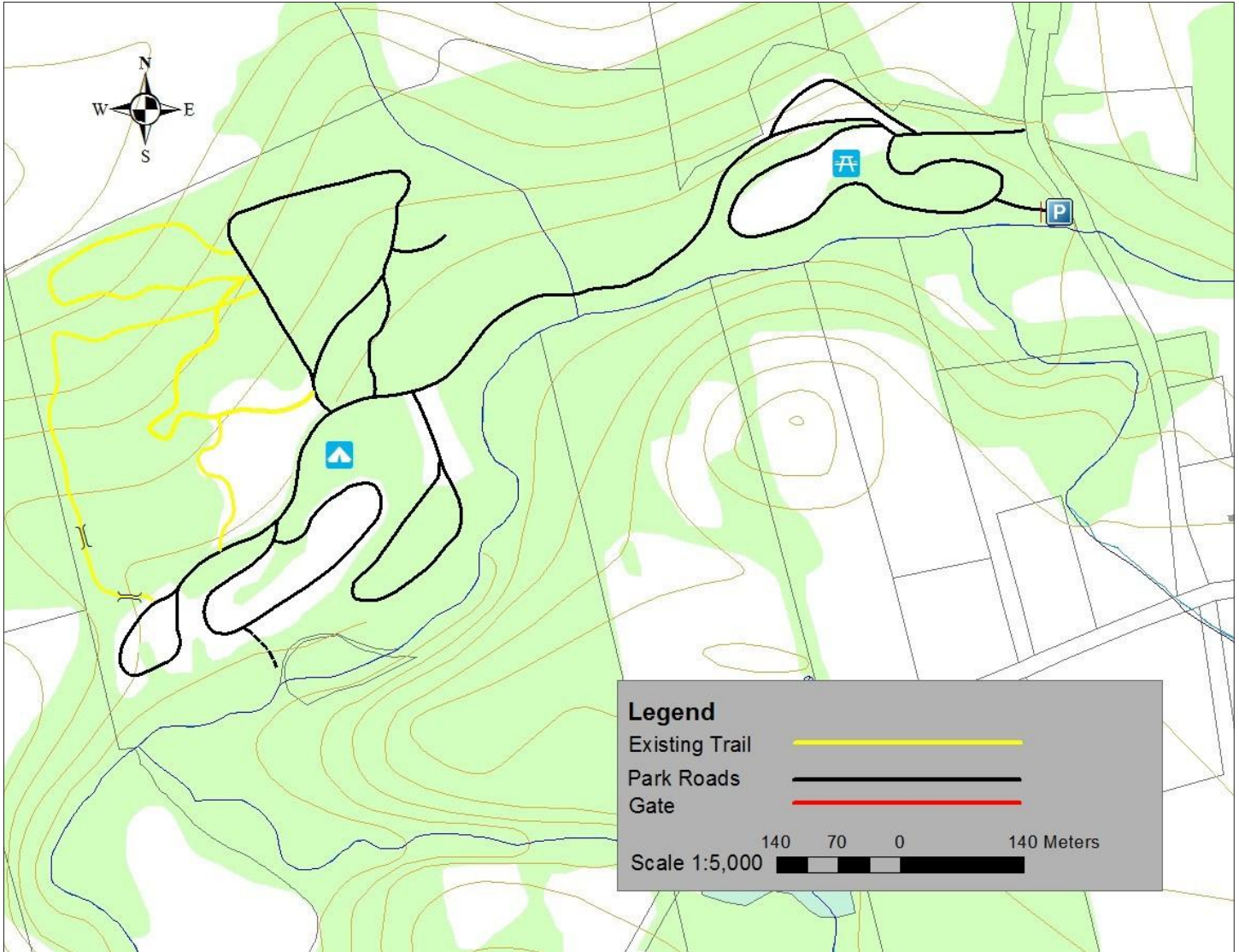
### Recommendations

- Keep signage installed year round.
- Expand off season parking area.
- Maintain site year round. Current site would naturally suit winter uses with grooming on existing roads.
- Design and build warming hut for outdoor education and physical activity programs.

## Cost Estimates

Feature	Implementation Recommendations	Cost
Signage	<ul style="list-style-type: none"> <li>• Design + installation - DNR</li> <li>• Fabrication - Contracted</li> </ul>	\$1,650
		\$3,200
Parking Area - expand to accommodate 5 additional cars	<ul style="list-style-type: none"> <li>• Design and project management - DNR</li> </ul>	\$5,000
Trail Grooming	<ul style="list-style-type: none"> <li>• Winter grooming                             <ul style="list-style-type: none"> <li>- Research possible Municipal Take the Roof Off Winter program</li> <li>- Trails groomed by Municipal staff</li> <li>- Funding for equipment and training - partner with Province</li> </ul> </li> </ul>	\$18,000
Capital Construction Costs Total		\$27,850
Annual Maintenance Costs		

# Existing Trail



Wide, level, accessible path.

## ST. CROIX MUNICIPAL LAND

### Summary

Trail Right-of-Way (ROW): 3' - 5' ROW; narrow informal foot path through forest and then along dyke  
Length: 800m trail; 400m road. The site is 50.4 acres (20.4 hectares)

Surface: Natural – mowed grass and dirt

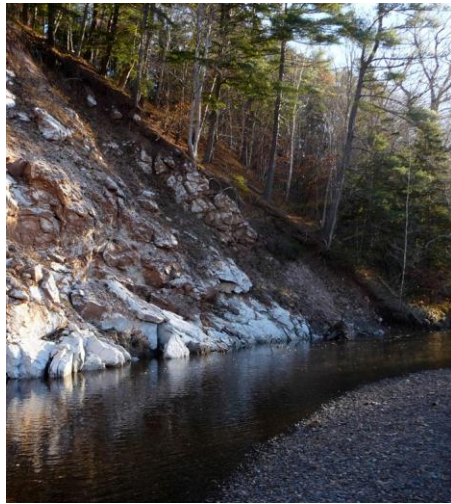
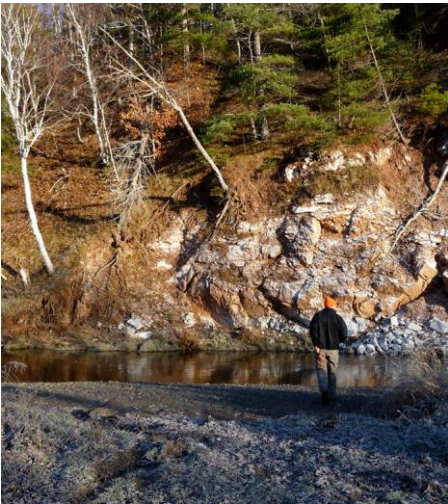
Marking: No markings at trail head or along trail

Permitted Use: Open space

Access: No formal parking lot. Users park along road, or at park and ride at Exit 4.

Amenities: None

Manager / Maintenance: Municipally owned land. Department of Agriculture is likely involved in maintaining the dyke land along with a community committee



### Observations

- Municipal land currently being used informally for walking (safer alternative to the shoulder of the road).
- A gravel lane to St. Croix River is present and appears to be a popular swimming area.
- Highway 101 divides this piece of municipal land from the softball fields.
- When the tides rise, some of the dyke trail gets too wet and muddy to use.
- One of the few locations along Highway 101 that offers beautiful landscape views of gypsum cliffs along the St. Croix River.

### Opportunities

- Offers great public access to the river.
- Easy to get to from Highway 101 Exit 4. Could be used as a great picnic area and/or rest stop for travelers.

## Recommendations

- Develop trail concept plan.
- Design and construct formal parking area for trail.
- Develop signage program.
- Restore abandoned field to representative forest.

## Cost Estimates

Feature	Implementation Recommendations	Cost
Trails	<ul style="list-style-type: none"> <li>• Trail Concept Plan - Municipality</li> <li>• Construction - Contracted</li> </ul>	\$5,200
Parking Area	<ul style="list-style-type: none"> <li>• Site Plan for 10 car parking area - Municipality</li> <li>• Construction - contracted</li> </ul>	\$7,800
Signage	<ul style="list-style-type: none"> <li>• Design - Municipality</li> <li>• Fabrication + installation - Municipality / contractor</li> </ul>	\$2,300
Ecological Restoration	<ul style="list-style-type: none"> <li>• Site Plan - DNR / Municipality</li> <li>• Restoration - Volunteers / Municipality</li> </ul>	\$2,500
Capital Construction Costs Total		\$17,800
Annual Maintenance		\$800

# Existing Trail



# Proposed Trail Concept



## THREE MILE PLAINS ELEMENTARY SCHOOL

### Summary

Trail Right-of-Way: 4"-5"

Length: 600 m

Surface: Gravel / Class 'A' crusher dust cover

Marking: None

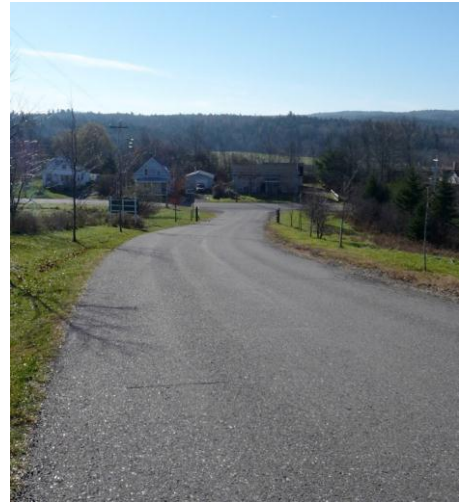
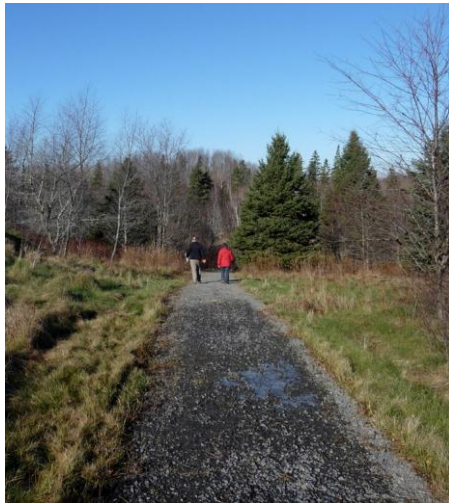
Permitted Use: Walking

Access: Trail can be accessed from the school parking lot and from the school driveway.

Amenities: Large school parking lot, outdoor classroom, playground, basketball court, soccer field, bike racks

Manager / Maintenance: School principal and WH Recreation

History: Upgraded in 2010



### Observations

- There are a few apple trees along the trail.
- The steep hills might be a challenge for some users.
- Loop trail not complete.
- Sections of trail have steep grades requiring additional annual maintenance.
- The trail and school are perched on the top of a hill, offering great views.

### Opportunities

- Trail could connect to the roadway and offer rural active transportation opportunities for students to and from school.
- Trail could be groomed in winter to encourage winter activities during and after school.
- Explore possible agreement with Three Mile Plains Community Society to extend trail

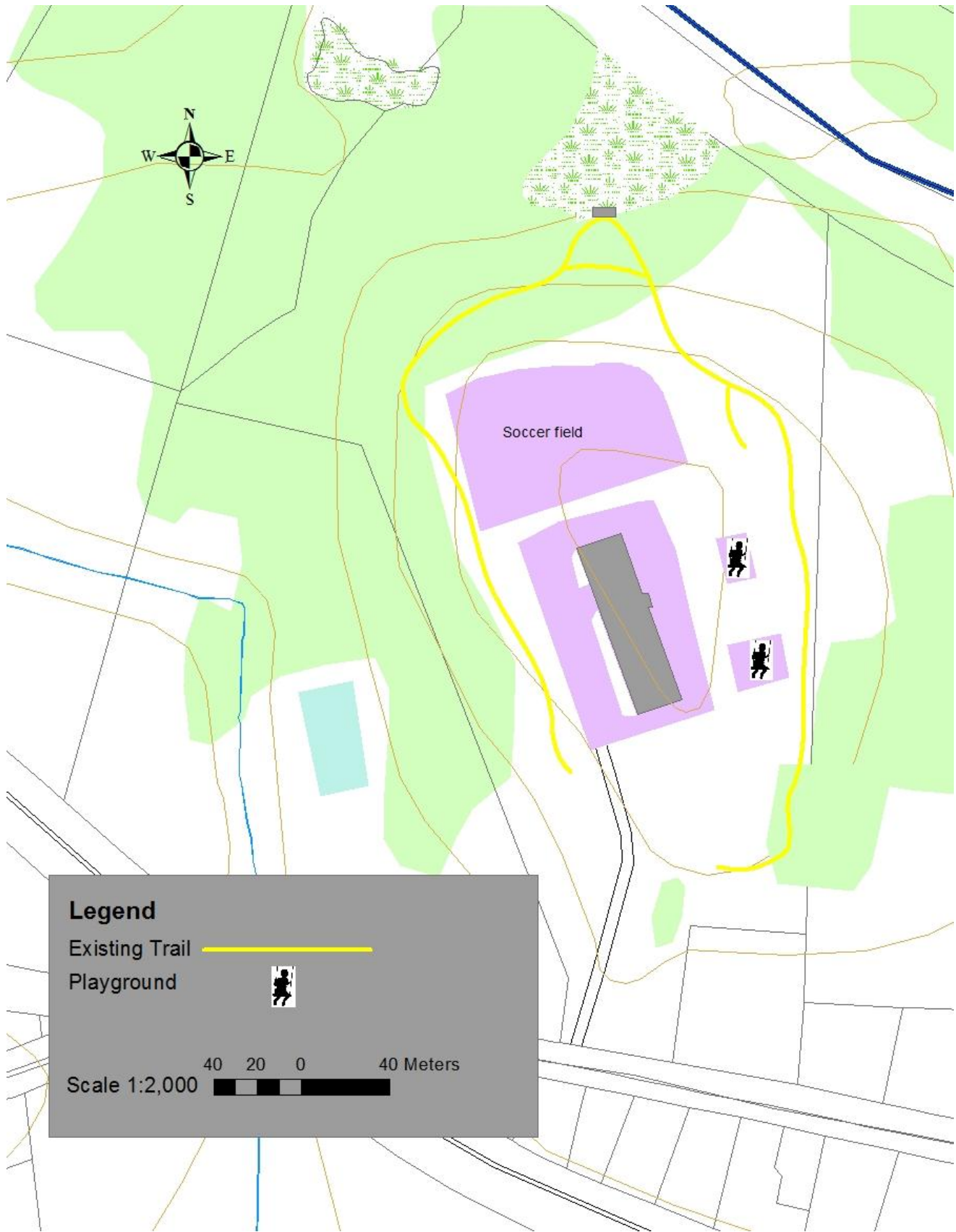
### Recommendations

- Research possibility of upgrading trail to a Front Country standard to be senior age friendly.
- Develop a signage plan and implement.

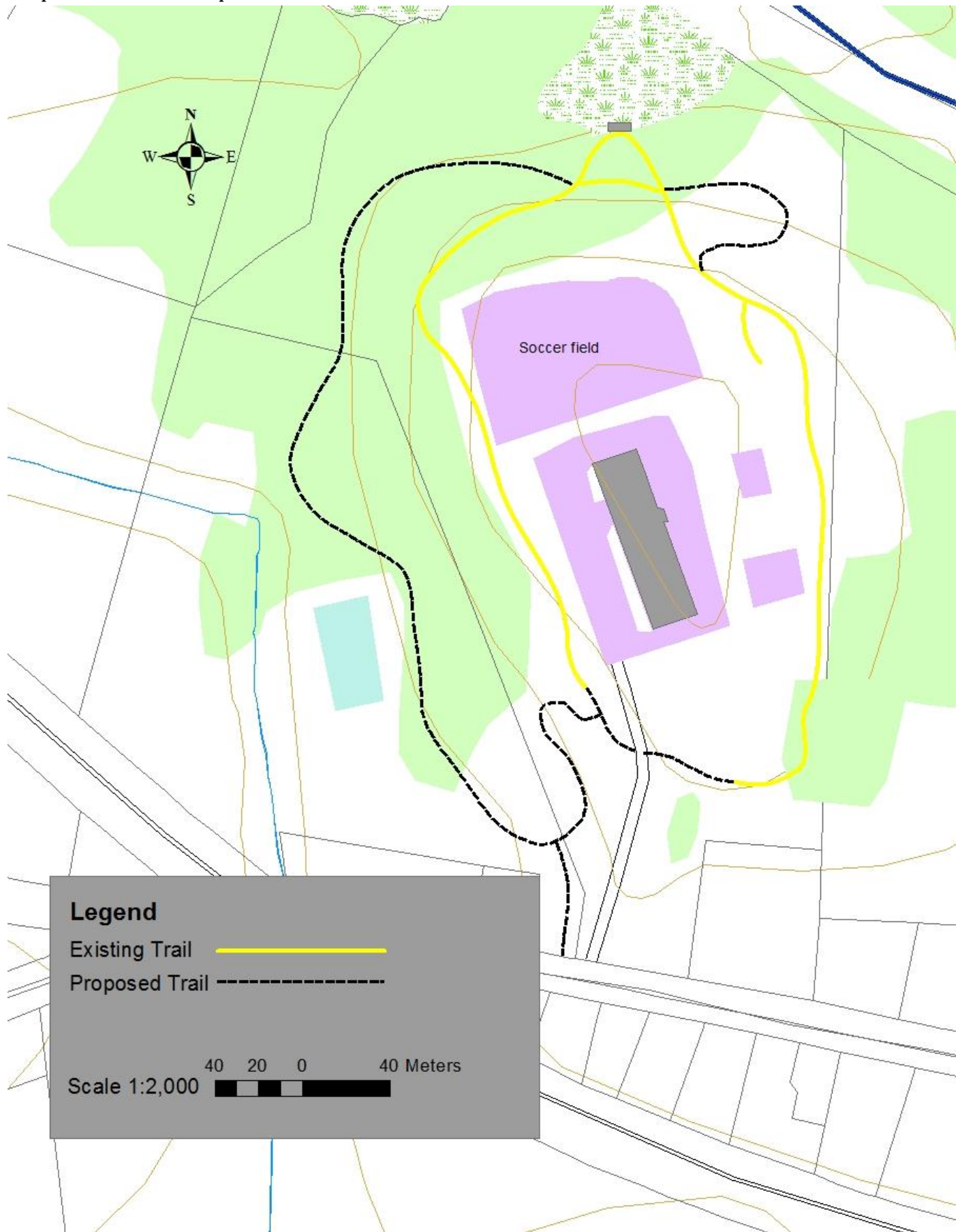
## Cost Estimates

Feature	Implementation Recommendations	Cost
Trail Distance: 800 m	<ul style="list-style-type: none"> <li>Trail Remediation Plan - Municipality</li> <li>Construction - Contracted</li> </ul>	\$3,500
Proposed Trail Extension Distance: 600 m	<ul style="list-style-type: none"> <li>Trail design - Municipal</li> <li>Construction - Contracted / Volunteer</li> </ul>	\$24,000
Signage	<ul style="list-style-type: none"> <li>Design - Volunteer / Contracted</li> <li>Fabrication + installation</li> </ul>	\$1,400
Capital Construction Costs Total		\$28,900
Annual Maintenance Costs		\$800

# Existing Trail



# Proposed Trail Concept



## SOUTHWEST HANTS FIRE SOCIETY

### Summary

Trail Right-of-Way (ROW): 3'-4' ROW

Length: 300 m + extensive maze of informal ATV trails

Surface: Natural surface tread

Marking: None

Permitted Use: Hiking, ATVs

Access: Off of Highway 14 in Vaughn

Amenities: Large parking lot, Fire Hall

Manager / Maintenance: None

History: Volunteer community members developed trail



### Observations

- Existing site shows a maze of motorized trails linking to Fire Hall.
- Limited recreational opportunities due to poorly drained soil
- Site previously had trails and due to lack of maintenance deteriorated.
- There is a walking program inside the Fire Hall.

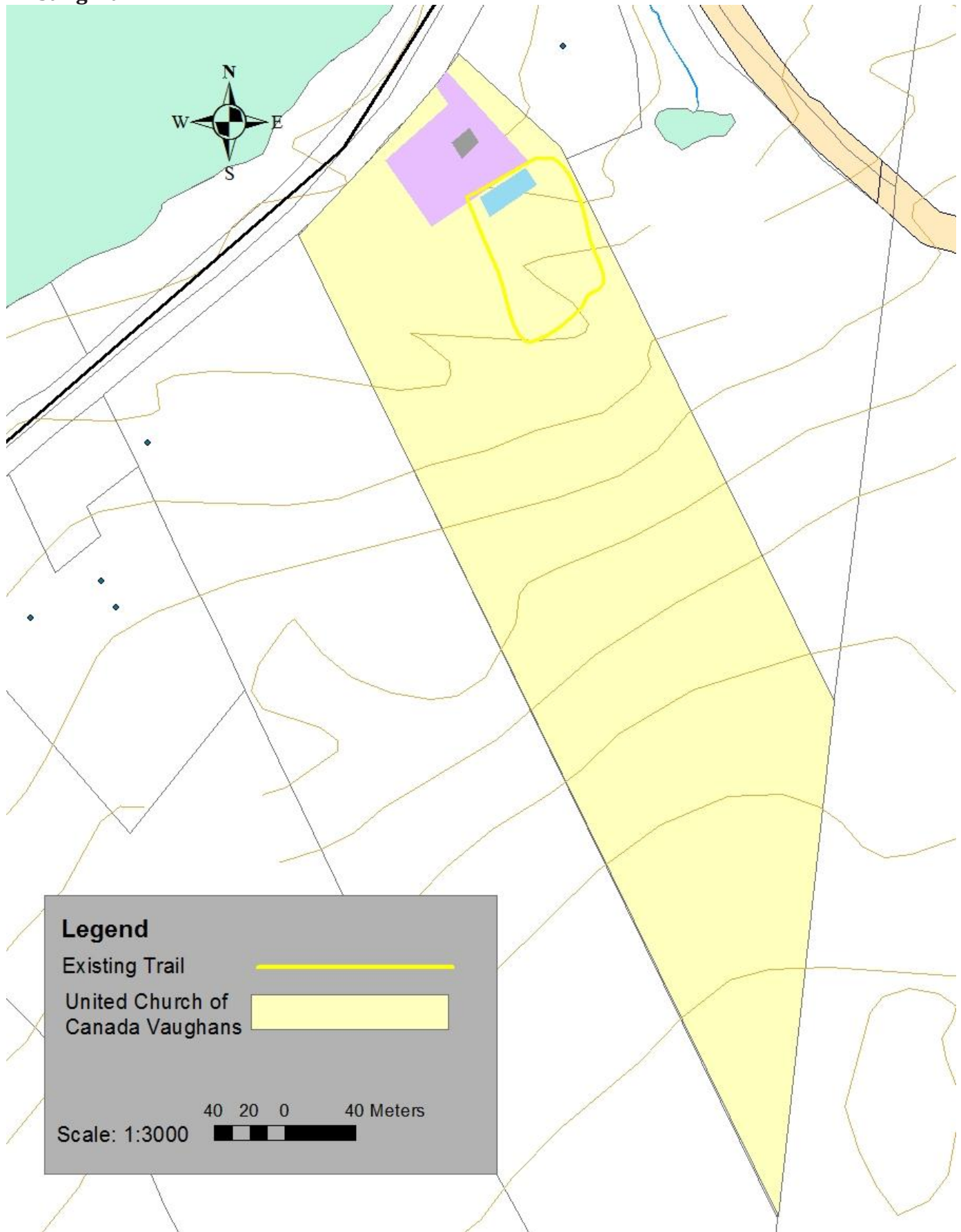
### Opportunities

- Could register and certify the parking lot for Off Highway Vehicle courses for kids and adults.
- Research possible formal shared use trail connecting to Fire Hall.
- Explore opportunity to run walking program at Falls Lake Provincial Park during the summer months.

### Recommendations

- Explore registering and certifying the parking lot for Off Highway Vehicle (OHV) courses for kids and adults.

# Existing Trail



# NEW TRAILS

## DAWSON BROOK FALLS TRAIL

Summary (current access to Dawson Brook Falls)

Trail Right-of-Way (ROW): 2' - 3' ROW

Length: 2 km Wilderness Trail

Surface: Hard pack gravel road then natural forest ground cover

Marking: Brown gate along entry road and then two wooden post mark smaller road to trail head

Permitted Use: None

Access: From TIR maintenance road that runs parallel to Highway 101, turn onto rough woods road in need of maintenance. Parking for roughly 15 cars at trail head

Amenities: None

Manager / Maintenance: Spence Managed Forest INC

History: Informally promoted as a waterfalls destination



### Observations

- There are a few different paths that go to the falls from the current parking area.
- Trail goes through a beautiful forest and includes a great view of Dawson Brook Falls.
- Forestry roads are rough for cars.
- Falls location is a provincially known destination for hikers.
- Proposed trail would be popular for local residents due to natural features and ease of access.

### Opportunities

- With a parking area closer to the main road, trail could follow the river up to the waterfall.
- Need to arrange permission to use the trail with landowner.
- Develop interest within local community group to develop the trail.

## Recommendations

- Develop new trail along Dawson Brook leading up to the falls.
- Construct parking area at trail head.
- Develop signage program.

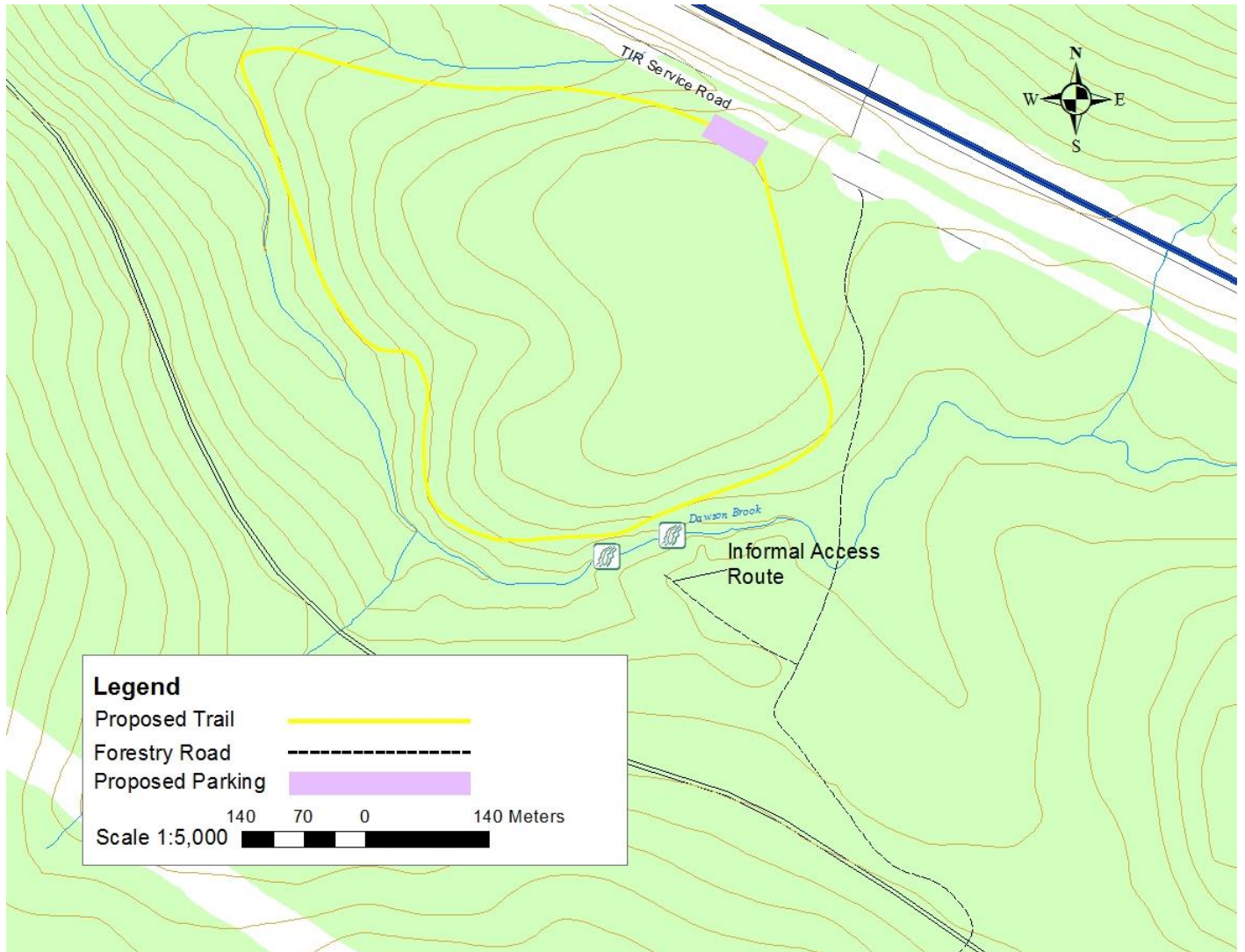
## Cost Estimates

Feature	Implementation Recommendations	Cost
Trails Distance: 2 km	<ul style="list-style-type: none"> <li>• Trail Concept Plan - not-for-profit</li> <li>• Construction - Contracted / Volunteer</li> </ul>	\$16,000
Parking Area	<ul style="list-style-type: none"> <li>• Site Plan for 10 car parking area</li> <li>• Construction - Contracted</li> </ul>	\$7,800
Signage	<ul style="list-style-type: none"> <li>• Design - volunteer / contracted</li> <li>• Fabrication and installation - Contracted / Volunteer</li> </ul>	\$1,900
<b>Capital Construction Costs Total</b>		<b>\$25,700</b>



Trail could run along the water to lead users to the falls.

# Proposed Trail Concept



# HANTS SHORE COASTAL TRAIL

## Summary

The Hants Shore has been described as one of Nova Scotia’s hidden treasures. Stretching 38 km from Summerville to Walton along the Minas Basin, the coastline is home to the world’s highest tides, magnificent vistas, flocks of migrating shore birds, great fishing, fossils and extensive salt marshes. Several public access points along the shore offer tremendous potential for hiking during low tide, without the necessity of building trail. Public education about the power of the tides along with easy access to current tide tables will be crucial in ensuring safe hiking.

## Observations

- The Hants Shore has the highest tides in the world.
- Shore birds feed along the shore during migration.
- Extensive salt marshes provide nutrients to support a diversity of plant and animal species.
- Fossils are found along the shore, particularly where the cliffs rise from the water.
- The remains of old wharfs indicate a history of ship building and gypsum mining.
- There are a variety of terrains at high tide mark, including rocky beaches, mud, boulders, cliffs and gypsum outcrops.
- Large portions of the proposed trail provide a wilderness coastal experience.

## Opportunities

- Municipality in cooperation with community formalize public beach access entry points
- Guided interpretive hikes interpreting the unique geology
- Develop a way-finding signage program for coastal access points



## Recommendations

- Develop a signage program to identify public access points to the shoreline
- Develop a public education campaign about tides and tide tables
- Post information about distances along the coast between access points
- Encourage safe hiking below high tide mark
- Identify 3 access points that would accommodate small parking lots

## Cost Estimates

Feature	Implementation Recommendations	Cost
Signage	<ul style="list-style-type: none"> <li>• Design -Municipal/contracted</li> <li>• Fabrication and Installation</li> </ul>	\$4,200
Parking Area	<ul style="list-style-type: none"> <li>• Site Plan for 3 parking areas</li> <li>• Construction – Contracted</li> <li>• Parking lots to accommodate a minimum of 3 cars</li> </ul>	\$12,000
Capital Construction Costs Total		\$16,200

# Proposed Coastal Trail



## CASTLE FREDERICK TO MOSES MOUNTAIN

### Summary

There is community interest in developing a longer trail in West Hants for hikers and mountain bikers and the area from Castle Frederick Farms over Moses Mountain offers a great opportunity for a wilderness experience. Castle Frederick Farms is already developing trails on their own land and they are willing to partner to extend the trails. Development of land use agreements with private land owners and the Crown would be required prior to trail development.

### Observations

- Castle Frederick Farms Ltd. are strongly tied to surrounding community
- Trails located with 20 minutes of West Hants core population base
- Family and volunteers at the trail location have a strong understanding their surrounding landscape

### Opportunities

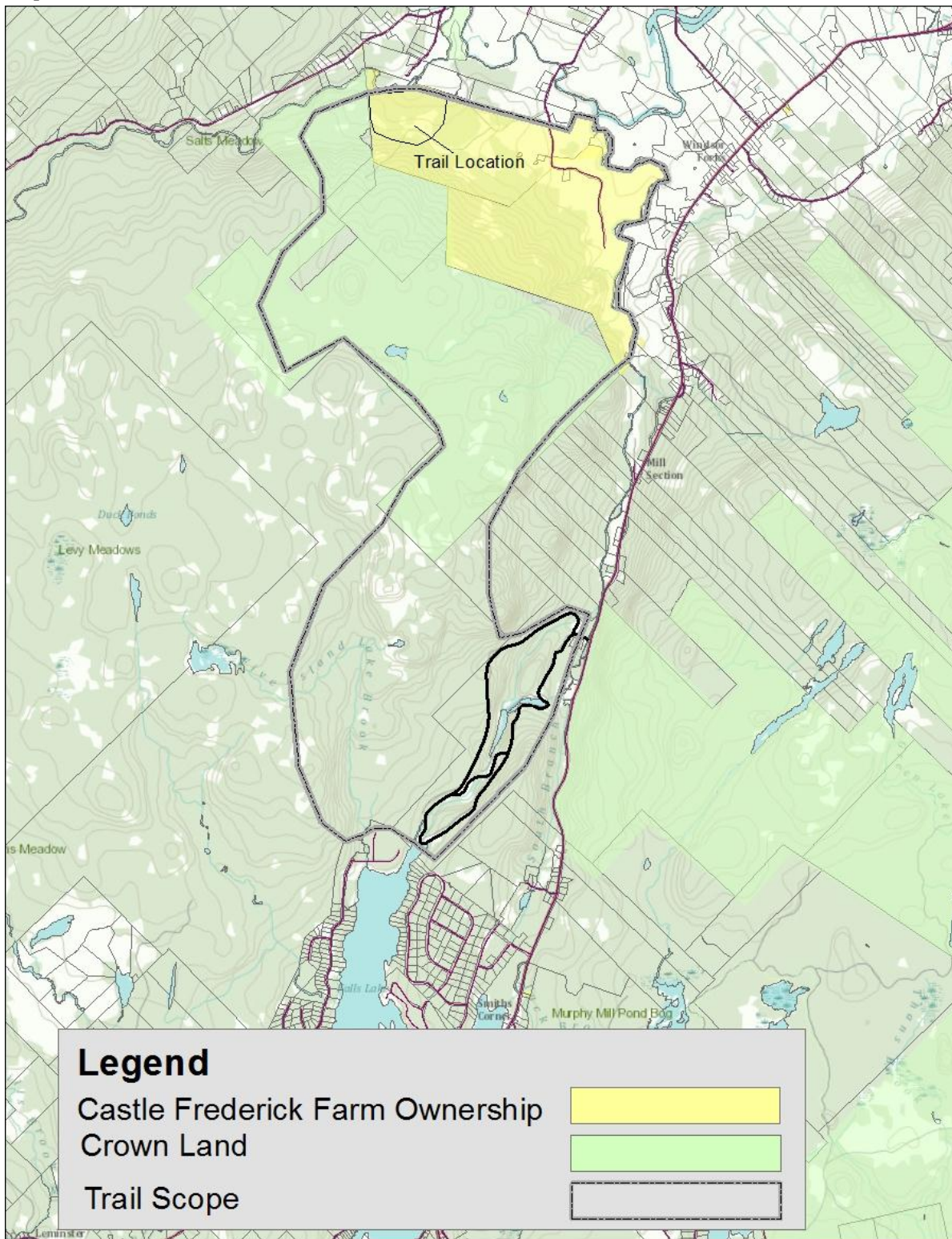
- Existing trail system has a large land base conducive to further trail development.
- Seasonal guided trips for local schools.
- Groomed cross country ski trail.
- Host mountain bike races and cross country running events
- Expand trails to Mosses Mountain to become a long distance multi-day hiking/mountain biking destination

### Recommendations

- Capacity building within the region to explore the possibility of connecting existing Castle Frederick Trails to Moses Mountain trails.
- Research possible lease agreement with private landowners, including Atlantic Star and NS Power, to develop trail on their property
- Consult with NS Department of Natural Resources with regards to expanding trail onto Crown land

Feature	Implementation Recommendations	Cost
Trails Distance: 30km	<ul style="list-style-type: none"> <li>• Volunteer Capacity Building</li> <li>• Trail Concept Plan</li> </ul>	\$15,000
Wilderness Trail Standard  Distance: 30 km	<ul style="list-style-type: none"> <li>• Construct wilderness standard trail</li> <li>• Construct with contractor/volunteer model</li> </ul>	\$120,000
Signage	<ul style="list-style-type: none"> <li>• Design - volunteer / contracted</li> <li>• Fabrication and installation - Contracted / Volunteer</li> </ul>	\$3,800
<b>Capital Construction Costs Total</b>		<b>\$ 138,800</b>

# Proposed Trail Site



## NEXT STEPS

Achieving the vision for trails in West Hants as outlined in the Introduction of this report requires a clear governance framework and policy commitment on behalf of the Municipality. The following four next steps will help West Hants develop and maintain public trails throughout the Municipality:

### **1. Establish a West Hants Trails Society (including Terms of Reference)**

Include: Planners, Recreation staff, member of Council, community members (archery, equestrian, mountain biking, SnoDusters, etc.).

### **2. Draft a Trails Policy**

A clear policy incorporated into West Hants' Municipal Planning Strategy will provide significant and ongoing support for trails. The policy will remain as Council and staff change, allowing projects to crossover election cycles.

### **3. Implement: Determine Priority Projects**

In order to help with project proposal evaluation, it is important for West Hants to develop a system for determining priority projects. Creating a predictable and systematic process for evaluating project proposals will aid Municipal staff and Council to implement trail projects ensuring that each project works towards achieving established Municipal goals for active living, trails, and community sustainability. Council could consider the following priorities when evaluating project proposals:

- Volunteer community group willing to lead project
- Equitable distribution throughout Municipality
- Building costs
- Diversity of trail types and uses
- Adjacent attractions (support existing businesses and facilities)
- Maintenance costs

The Colchester County Trails Strategy includes the following Priority Ranking System:

- Safety
- Linking Communities
- Recreation Network
- Extension of existing trail

### **4. Evaluate**

For each project that is implemented, it is important to review the success and challenges met along the way. Project evaluation will include reviewing all phases of a project from trail planning to trail construction and maintenance. Evaluations allow Municipal staff and community members / volunteers to learn valuable lessons and ensure that trail projects continue to improve.

## TRAIL FUNDING OPPORTUNITIES

Nova Scotia Moves <http://www.novascotia.ca/energy/nsmoves/>

Provincial Trail Maintenance Program <http://novascotia.ca/hpp/publications/Trail-Maintenance-Program.pdf>

Provincial Recreation Facility Development Program <http://novascotia.ca/hpp/publications/PASR-CapitalGrants-RFD-program-guidelines.pdf>

Provincial Community Recreation Capital Grant <http://novascotia.ca/hpp/publications/PASR-CapitalGrants-CRCG-Guidelines.pdf>

Provincial Planning Assistance Program  
<http://novascotia.ca/hpp/publications/PASR-CapitalGrants-Planning-Assistance-Guidelines.pdf>

OHV Infrastructure Fund – Trails <http://novascotia.ca/natr/ohv/fund.asp>