



MUSQUODOBOIT HARBOUR

Community Development Plan

prepared for:

Musquodoboit Harbour
Chamber of Commerce & Civic Affairs

prepared by:

 ekistics plan+design

TABLE OF CONTENTS

1. TOWARDS A PLAN	1
2. THE VILLAGE CORE MODEL	25
3. VILLAGE CORE TOOLBOX.....	35
4. THE VILLAGE CORE PLAN.....	49
5. IMPLEMENTATION	73
APPENDIX A	77

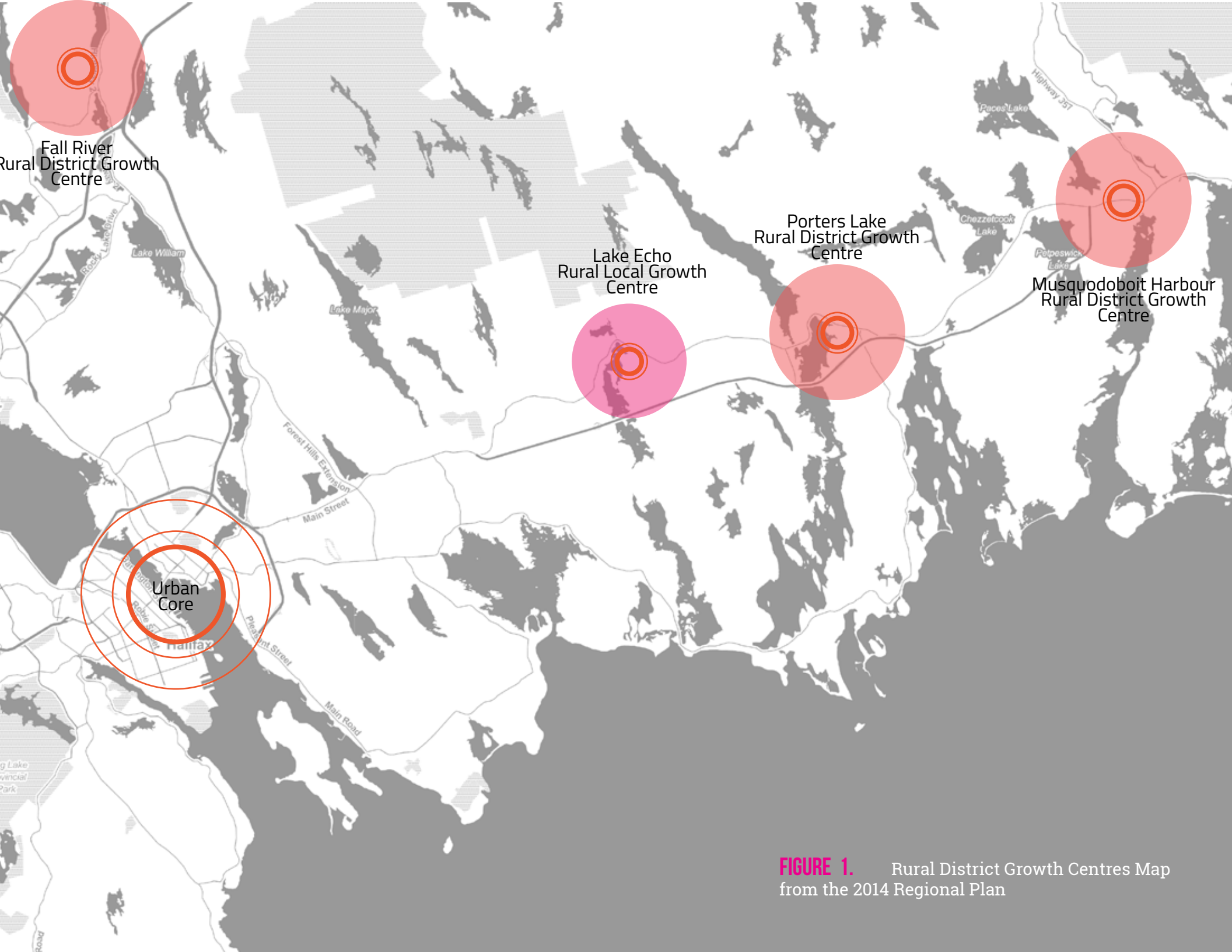


FIGURE 1. Rural District Growth Centres Map from the 2014 Regional Plan

Chapter 1.0

TOWARDS A PLAN

In late 2014, the updated Regional Municipal Planning Strategy (RMPS) reaffirmed Musquodoboit Harbour's status as a Rural District Growth Centre. This designation outlined policy in support of a secondary planning strategy (SPS) and community visioning for several areas of the municipality including Musquodoboit Harbour. The community vision statements prepared as a result will eventually form the basis for secondary plans for various areas of the municipality outside of the regional core.

This Community Development Plan is one more piece of the puzzle towards preparing a secondary plan for Musquodoboit Harbour. It is intended to provide more tangible community planning recommendations that will aid in future growth and development of the community. Eventually, this document and the previous Musquodoboit Harbour Vision Plan will provide policy guidance for a more detailed secondary plan for Musquodoboit Harbour. In the mean-

time, it allows the community to move forward with some of the 'low-hanging fruit' which can be realized in the next 5-10 years while assisting HRM planners in the adoption of interim policies in the next Municipal Plan update.

The Eastern Shore (West) Municipal Planning Strategy (MPS) provides the high level plan policy guidance for Musquodoboit Harbour and in turn, the Eastern Shore (West) Land Use By-law (LUB) defines the land use zones and their requirements for all properties in Musquodoboit Harbour. The bylaw outlines what types of land uses are permissible, and how lots can be developed including setbacks, lot coverage, parking requirements, signage requirements etc. While the MPS and LUB provides guidance to control the type and extent of new development in Musquodoboit Harbour, it does not look at the community in a more broad sense at how public investment can help to leverage and grow private investment. This is where a Com-



FIGURE 2. Musquodoboit River looking North

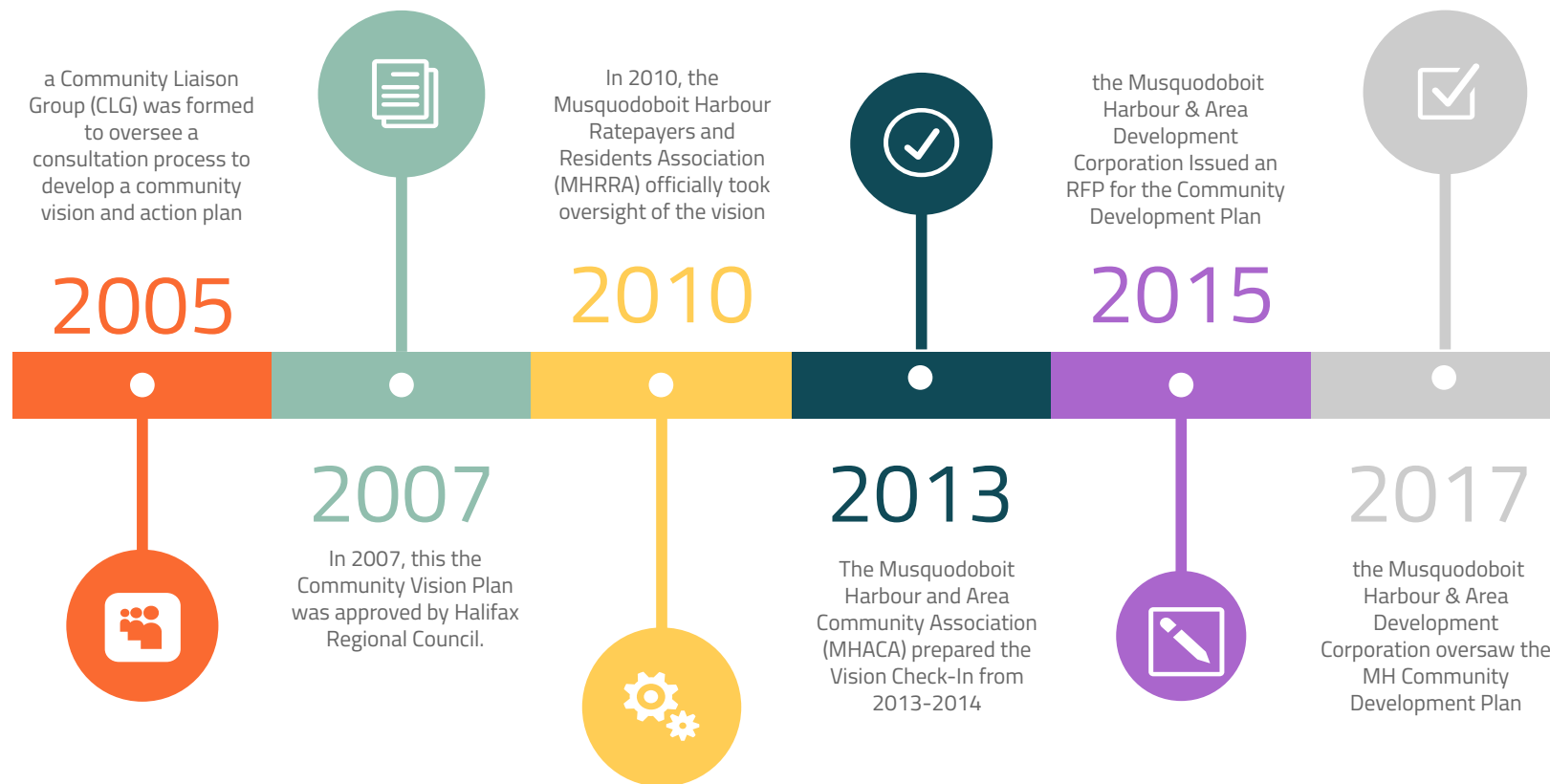


FIGURE 3. Musquodoboit Harbour Timeline

munity Development Plan differs from an MPS, a LUB or even a secondary plan (SPS).

A Community Development Plan highlights both public and private investment ideas which usually have their roots in a very community driven process. The aim is to realize a community’s vision and abstract ideas about its future through a planning process that:

- » confirms the community’s shared vision for its future
- » prioritizes the ideas from the most desired to the least desired
- » filters the ‘achievable ideas’ from the ‘unachiev-

able ideas’ (depending on cost, political will, land ownership, community support, potential for further economic development, etc.)

- » Suggests other ideas for community economic development that may be consistent with the goals of the community
- » Demonstrates how the ideas might be implemented, what they might look like, what they might cost.

Some of the first few steps have already been undertaken with the Musquodoboit Harbour Vision Plan. The first Vision plan for Musquodoboit Harbour was initiated in 2005-2007 following the adoption of the first Regional

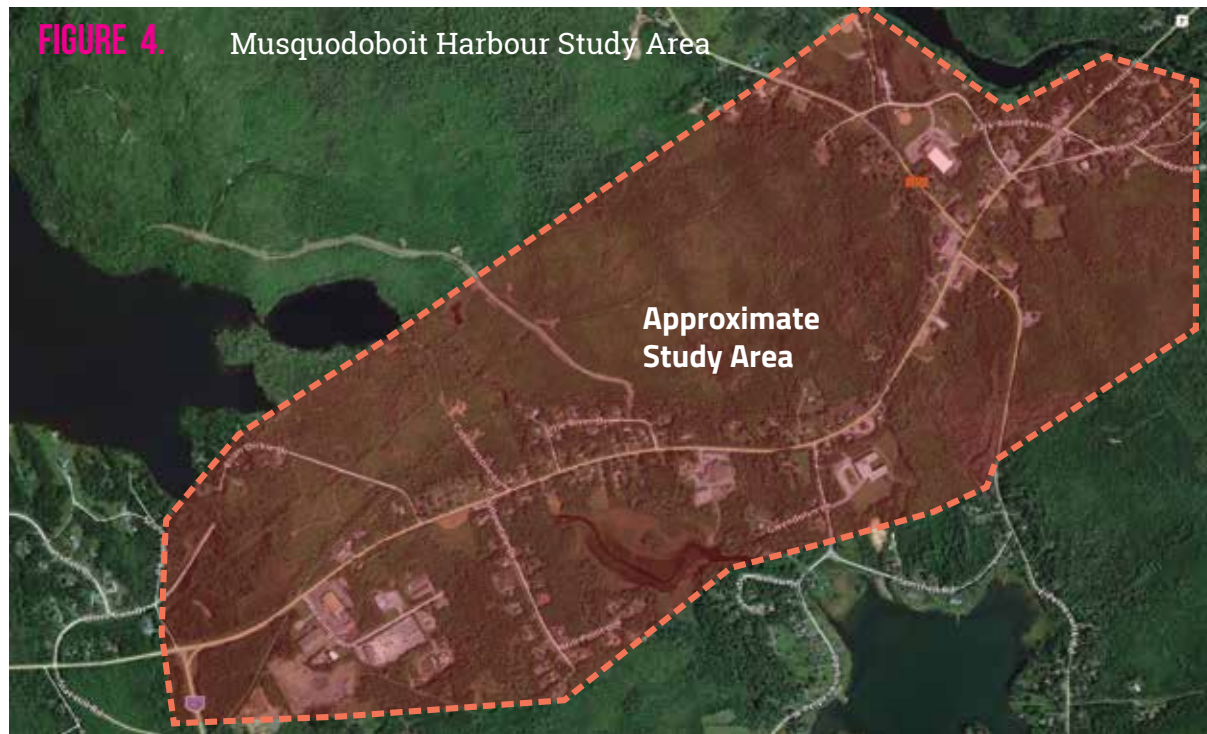
Plan in 2006. In 2013-2014, the Musquodoboit Harbour Vision Plan was updated through another public process established by the Musquodoboit Harbour and Area Community Association (MHACA).

In 2015, the Musquodoboit Harbour and Area Chamber of Commerce & Civic Affairs prepared a request for proposals (RFP) for the creation of a Community Development Plan to maintain the momentum of the Vision Plan. Ekistics was the successful consultant and work began on the Community Development Plan during the late fall of 2016.

This report is the culmination of four months of work linking the previous vision to real projects on the ground, and it presents a physical manifestation of the community vision as well as cost estimates for the first phase of projects.

STUDY AREA

The Musquodoboit Harbour study area extends along Highway 7 from its intersection with the 107 on the west to the Musquodoboit Harbour Bridge in the east and partially includes route 357 from the ball fields to the intersection of Highway 7.



MY MUSQUODOBOIT HARBOUR WISH LIST...



COMMUNITY ENGAGEMENT

Though the Musquodoboit Harbour Vision Planning process from 2005-2014 included significant public engagement, enough time had elapsed that the steering committee felt it was important to continue engaging the community throughout the Community Development Plan. As a result, six approaches were developed to gather feedback including community postcards, a community workshop, a business owners workshop, an online survey, and a framework presentation, and a community open house. The outcomes of those sessions are presented below and were instrumental in prioritizing ideas for the Community Development Plan.

2.1 Community Postcards

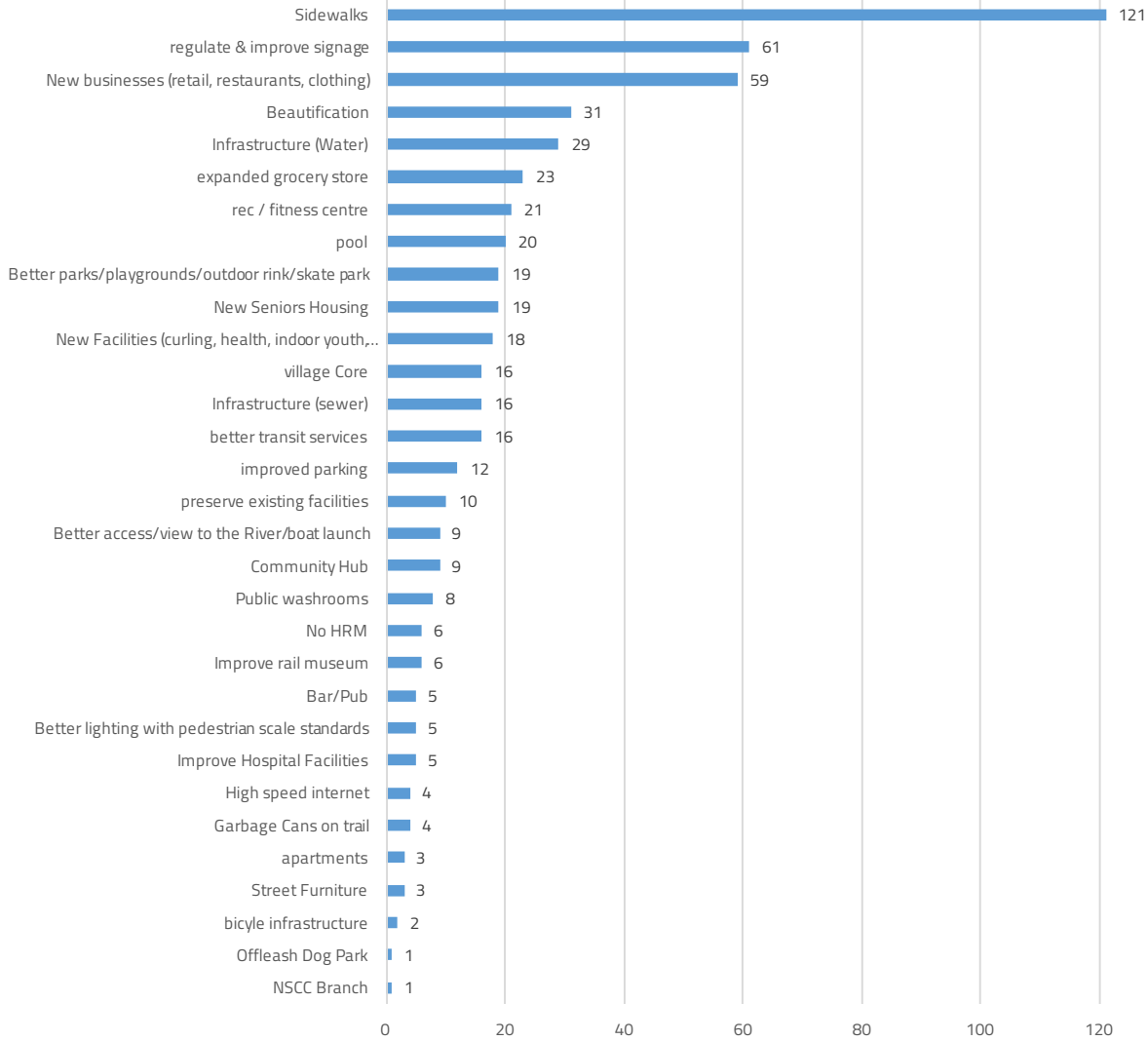
Community Postcards were developed to invite the community to the workshop on Nov 28, 2016 but they also asked for 3 wishes for improvements in the core of Musquodoboit Harbour. The goal was to prioritize the community's ideas for improving the area. Of the 2500 cards that were distributed in the mail and in local businesses in the community, 170 postcards were returned representing an 8.5% return rate.

The most frequent wish was for new sidewalks (68%), regulate or improve signage (34%), new businesses (33%), beautification (18%), water infrastructure (16%), and expanded grocery



FIGURE 5. Community Postcards, November, 2016

FIGURE 6. Postcard Summary from 177 submitted postcards



Top Wish for the Core of Musquodboit Harbour		
Sidewalks	121	68%
Regulate & improve signage	61	34%
New businesses (retail, restaurants, clothing)	59	33%
Beautification	31	18%
Infrastructure (Water)	29	16%
Expanded grocery store	23	13%
Rec / fitness centre	21	12%
Pool	20	11%
New Seniors Housing	19	11%
Better parks/playgrounds/outdoor rink/skate park	19	11%
New Facilities (curling, health, indoor youth, daycare etc.)	18	10%
Better transit services	16	9%
Infrastructure (sewer)	16	9%
Village Core	16	9%

store (13%). The other ideas are listed in figure 6.

2.2 Community Workshop

A community workshop was held on the evening of Nov 28, 2016 where about 65 residents and businesses turned out to discuss ideas for the “3 big moves for Musquodoboit Harbour”. Eight tables of about 8-10 people discussed their ideas for the community and worked by consensus to highlight the big moves for the community. Some of the ideas were located on plans. At the end of the workshop, a representative from each table presented their groups prioritized ideas.

Of the 8 tables, the most common sentiment included:

1. Sidewalks and making the community more walkable. Particularly linking the hospital to the bridge.
2. Water and sewer for the community
3. Beautification and enhanced recreation
4. New commercial businesses
5. Better tourism attractions
6. Improved access to the river and higher trail visibility



FIGURE 7. Community Workshop





FIGURE 8. Workshop presentations

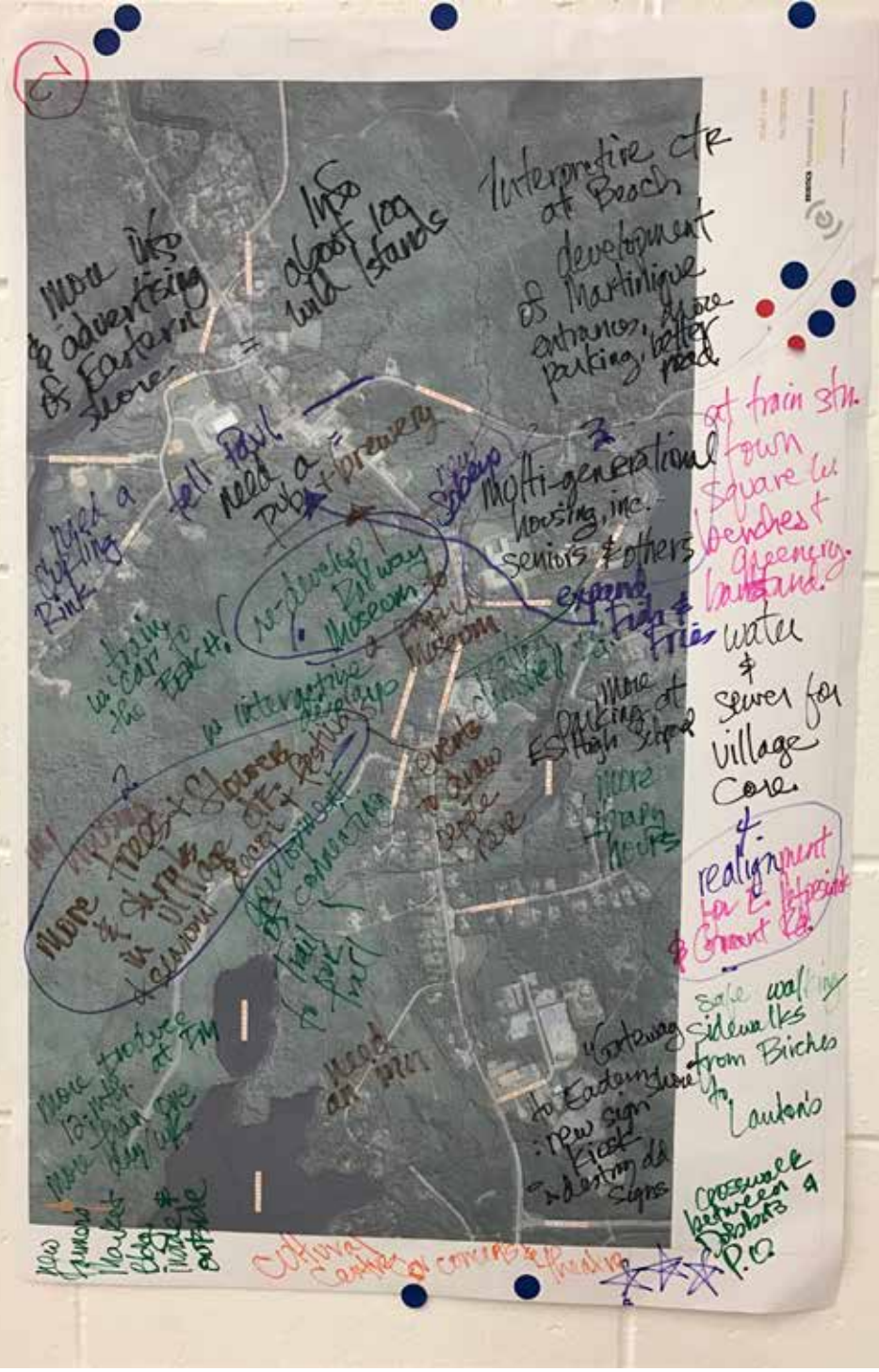


TABLE 1

- » linear Park at the Train Station
- » streetscaping with consistent signage
- » kayaking at the bridge
- » COLTA style trail

TABLE 2

- » redevelop Railway Museum - iconic centre of community - proper museum
- » trees, shrubs, flowers
- » festivals
- » multi-generational housing,
- » seasonal decor
- » realign roads
- » better signage - gateway to the Eastern Shore
- » new sign kiosk to remove messy signs

TABLE 3

- » phase 1 and 2 areas.
- » sidewalks from bridge to industrial park or hospital. South side of road. Improve existing trail at north
- » express-bus with parking at community centre
- » skate park
- » improve rec facilities near rink
- » concert area public space community downhill
- » mixed housing
- » grocery store
- » utilize high school as community innovation centre
- » sewer and water serving core
- » old portage route for kayaking. park where old bridge used to cross
- » town hall or civic centre in core of the village
- » PUB!!

TABLE 4

- » enhance community gardens
- » riverfront park
- » 3rd ballfield
- » new rink pad
- » junior high high school near rink
- » village square
- » convert school to new birches
- » sidewalk with ornamental lighting and signage
- » DNR property as a day park.
- » Freshwater recreation park.
- » Commercial zone

TABLE 5

- » water and sewer
- » sidewalks
- » business development to jobs
- » outdoor rec space, skate park,

TABLE 6

- » swimming opportunities
- » sidewalks
- » trail between sidewalks and trail head to create loop
- » river - when bridge replaced make the river more visible.
- » access to the river
- » street lights and signage. coordinate private signage
- » dark sky lighting

TABLE 7

- » grocery store needed
- » Tim Hortons or not
- » safe sidewalks
- » more business in the core
- » ways to attract tourism
- » unique identity
- » VIC bring it back
- » railway museum - expand
- » trees and greenery more benches
- » open more business hours
- » pub
- » more variety of housing for more variety of people
- » upgrade rec centre
- » more crosswalks
- » cheaper transportation more affordable
- » town centre
- » ecotourism
- » signage

Table 8

- » gateway to Eastern Shore
- » sewer and water
- » sidewalks
- » improved commercial development
- » revitalize business development park
- » include upgrades to rec facilities
- » upgrades to hospital, birches
- » better professional signage
- » railway station is the focal point. theme for community to create facade
- » restaurants, cafe's
- » grocery store
- » permanent home for farmers market
- » accommodation
- » improvements to intersection of Meaghers Grant
- » Pub!

2.3 Stakeholder Meeting

A Workshop was held for the business community on the afternoon of Nov 28, 2016 where about 12 business owners turned out to discuss ideas for the “3 big moves for Musquodoboit Harbour”. Two tables of about 6-8 people discussed their ideas for the community and worked by consensus to highlight the big moves for the community. Some of the ideas were located on plans. At the end of the workshop, a representative from each table presented their groups prioritized ideas.

Some of the steering committee and business community also participated in a community walkabout prior to the workshop. Rob from Ekistics brought along the aerial drone so that the participants could see their community from a different vantage point.

Table 1

- » Water is the biggest issue. Water tower on highest land. One of best aquifers in province.
- » Sidewalks (Birches to the Green Bridge)
- » affordable housing. Seniors housing.
- » More commercial opportunities central.
- » green technology where possible
- » More scenic community. Make water more visible
- » realignment of petpeswick road.
- » community health board has done a large engagement. One district health authority. We're the central zones (of 4 zones). rural equities.
- » Heavy opposition for western trail. trail crosses at a blind crossing.
- » Sewer alternatives.



FIGURE 9 Business Stakeholder Workshop





Table 2

- » Village as a destination. Environmental destination. eco-adventure gateway to the Eastern Shore.
- » Water and sewer. Mostly water.
- » Permanent home for farmers market
- » Signage
- » More housing options for mixed population
- » Better sense of charm
- » Enhance the core with sidewalks
- » Build on the train station
- » Strong visual identity
- » Look forward not just back
- » Solar village
- » Resort in the area that could be locally owned.
- » Safe walking....is there shorter term before sidewalks
- » Dark sky compliant lighting
- » CEDF to allow community to invest in itself (20% equity in the project).
- » Key parcels
- » People come here for beach, fishing, rock climbing. Associate them better with MH.
- » Tourism seems too seasonal.
- » Need reasons for businesses to want to come and set up shop here.
- » Beach has gone from 7k cars to 14k cars.
- » AV charging stations.



7. More housing options

2.4 Online Survey

An online survey went live the week following the community workshop in early December. Over a period of 6 weeks, 226 people filled out the survey. The survey dataset has been provided to the client group so that multivariate analysis can be undertaken in the future to filter the responses by different variables. The survey referred to the Musquodoboit Harbour “Village Core” which represents the study area shown on Figure 4 of this report.

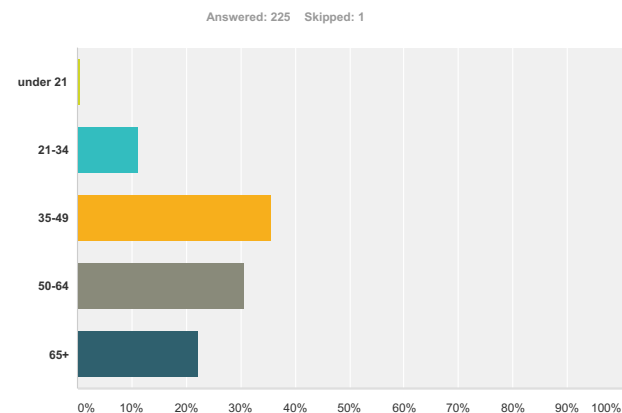
Q1-Q3. Generally speaking, the survey had high participation from a significant proportion of the community with a much higher percentage of females participating and very low representation from the youth in the community (about 11% participation for people below 21 years of age). As a result of the low youth participation, it might be expected that the results don’t accurately reflect the desires of the youth community and future community engagement should target this group specifically for feedback. Over 83% of the respondents have lived in the community for 5 years or more.

Q4. Only 40% of the respondents live within walking distance of the core of Musquodoboit Harbour and so alternate means of transportation would be needed to get there.

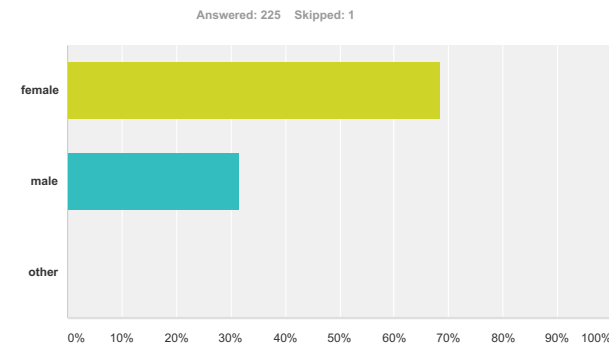
Q6. While most people drive to the village core, almost 40% of respondents walk around the village core once they get there and about 15% bike.

Q7-Q8. Almost 60% of respondents frequent the core weekly, 20% on a monthly basis and about 18% on a daily basis. When asked what days of the week they visit the core, about 55% visit the core through the week and about 27% on the weekends, 22% on a daily basis. When asked about what time of day they visit the core, almost 50% said no particular time of day, 30% said afternoons, 15% said mornings and

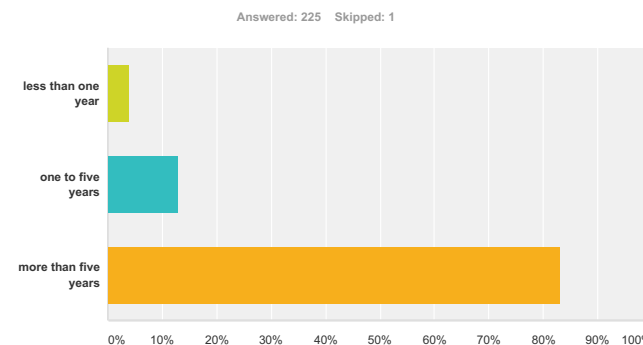
Q1 What is your approximate age?



Q2 Do identify as a

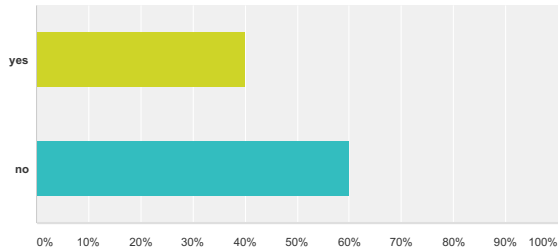


Q3 How long have you lived or worked in the area?



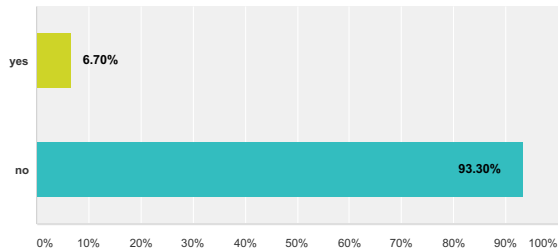
Q4 Do you live in or own property within walking distance of the Village Core (see plan above)?

Answered: 219 Skipped: 7



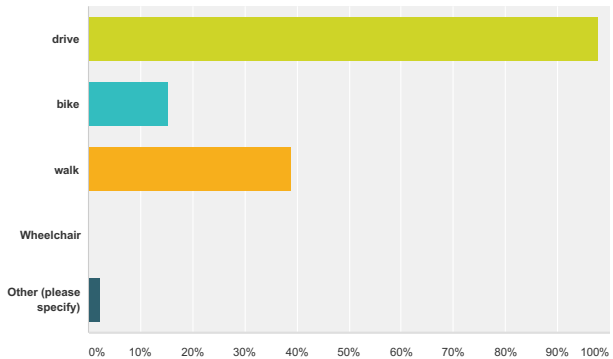
Q5 Do you own a business in the Village Core?

Answered: 224 Skipped: 2



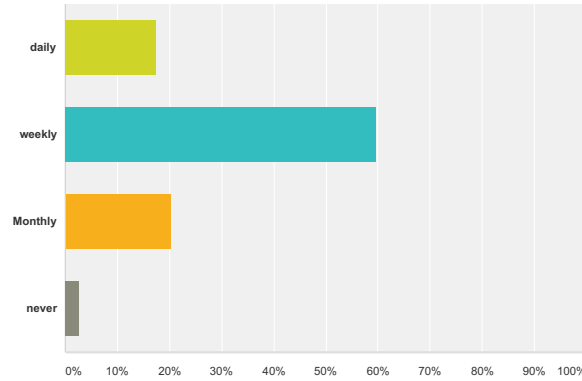
Q6 How do you get around the Village Core Area?

Answered: 224 Skipped: 2



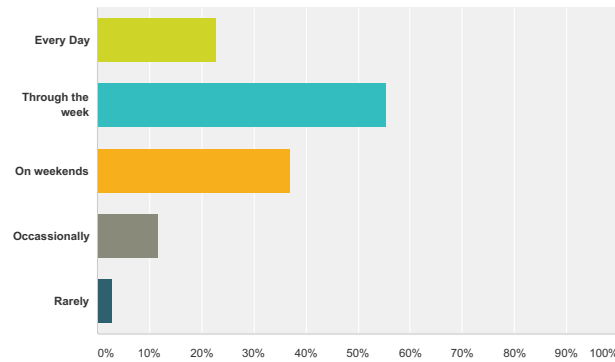
Q7 How frequently do you shop in the area?

Answered: 223 Skipped: 3



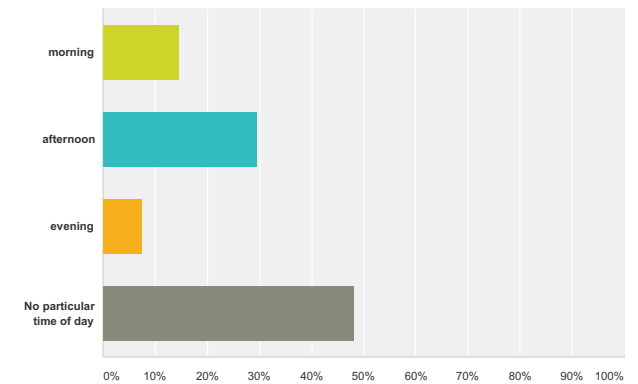
Q8 What day(s) do you generally visit the Village Core? (please select all that apply)

Answered: 224 Skipped: 2



Q9 What time of day do you most frequently visit Village Core?

Answered: 226 Skipped: 0

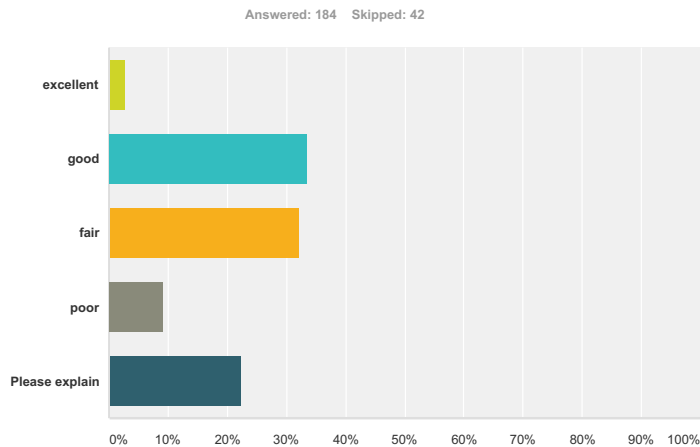


8% said evenings.

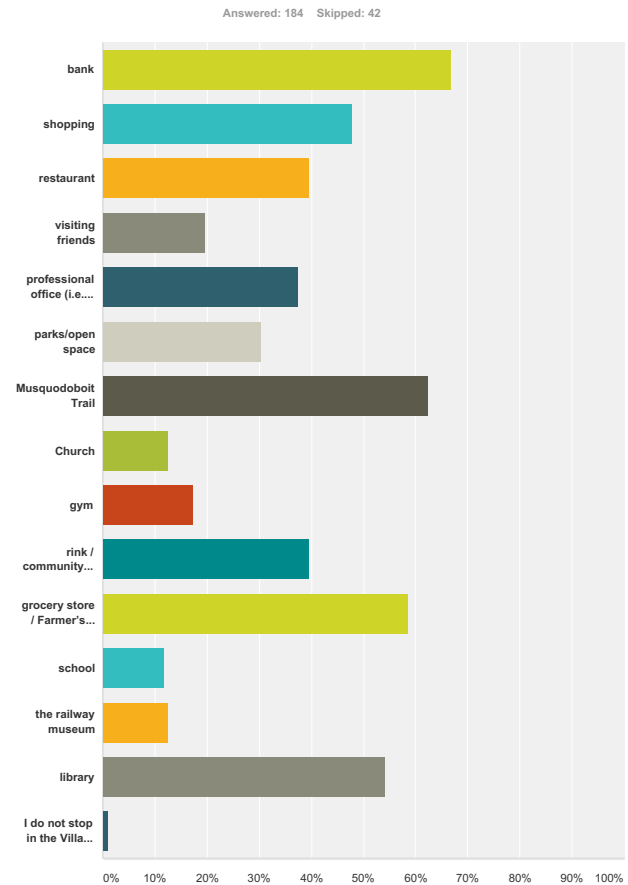
Q10. When asked about the adequacy of services provided in the village, 32% of the respondents said services were good. 31 % said they were fair, 9% said they were poor, and 3% said they were excellent.

Q11. When asked about what are people’s main destinations when visiting the core, 67% said the bank, 62% said the Musquodoboit trail, 59% said the grocery store and 54% said the library. Other less frequent reasons for visiting the core included shopping (48%), restaurants (40%), rinks and community centre (39%),

Q10 Are the services currently provided in the Village Core adequate?



Q11 What is your destination(s) when visiting the Village Core? (select all that apply)



professional offices (38%), and parks and open space (30%).

Q13. When asked to rate the quality of the trails in Musquodoboit Harbour compared other trails in HRM, 62% of respondents said they were excellent, 20% said they were mediocre and 2% said they were poor.

Q14. When asked “What could be done to improve the trail experience?” the following ‘wordle’ shows some of the responses

FIGURE 10. Trail Improvements Wordle.

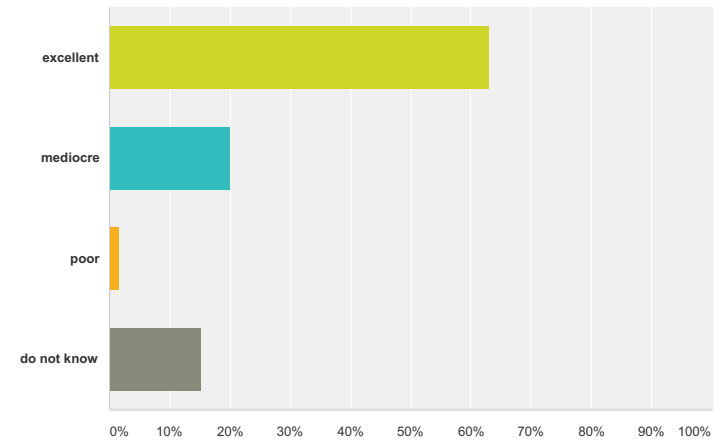


with larger words being mentioned more frequently than smaller words.

Q15. When asked to rate the quality of the parks and open space

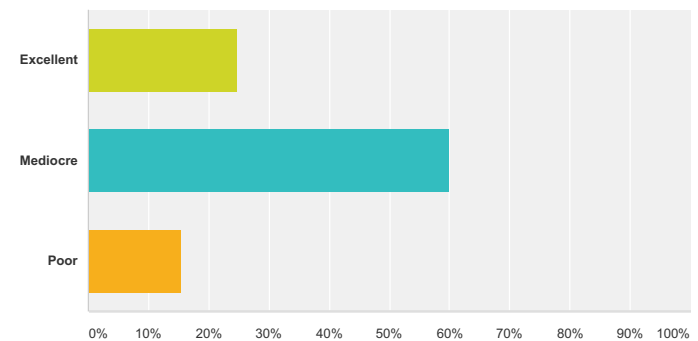
Q13 How would you rate the quality of the trails in Musquodoboit Harbour compared to elsewhere in HRM?

Answered: 184 Skipped: 42



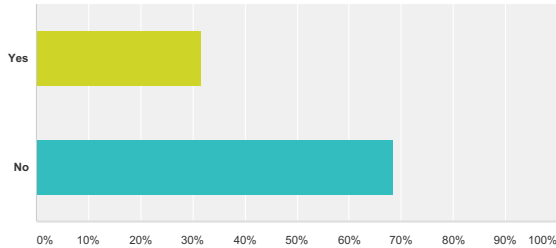
Q15 How would you rate the parks and open space in the Village Core?

Answered: 182 Skipped: 44



Q17 Is there adequate housing variety in Musquodoboit Harbour?

Answered: 175 Skipped: 51



Q18 What other activities, places, or events might bring you to the Village Core? (please select all that apply)

Answered: 176 Skipped: 50

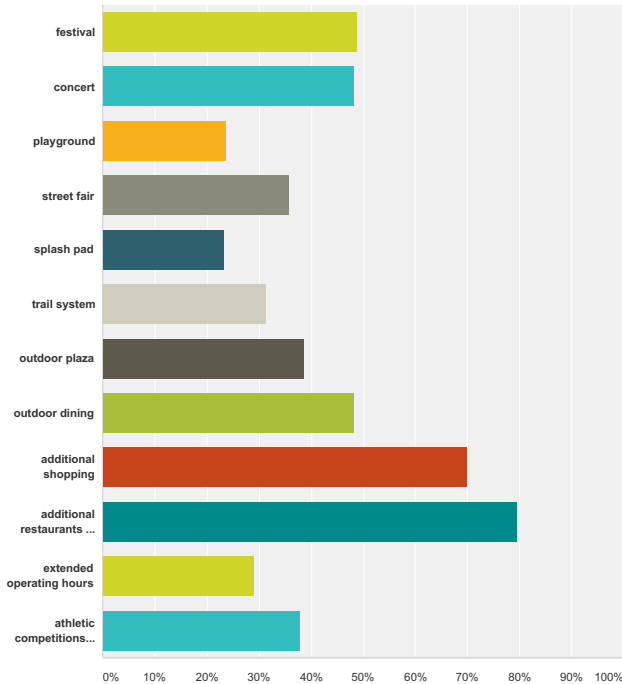


FIGURE 11. Park Improvements Wordle.



in the village core, 25% of the respondents rated it as excellent, 60% as mediocre, and 15% as poor .

Q16. When asked what could be done to improve the parks and open spaces, most responses focused on better playgrounds, better sports fields, washroom facilities, sidewalks linking to parks, improved signage, more events, better facilities, and opening up the train station for seasonal use.

Q17. When asked about housing variety in Musquodoboit Harbour almost 70% of the respondents thought there was not adequate housing variety in the community.

The previous questions (Q1-17) in the survey asked respondents to rate or comment on the existing features in the community. The remaining questions focused on future needs in the community.

Q18. When asked about what might bring you to the village core more often, 80% said more restaurants and bars, 70% said more shopping and commercial, 48% said more festivals, concerts and outdoor dining. Additional comments included out-

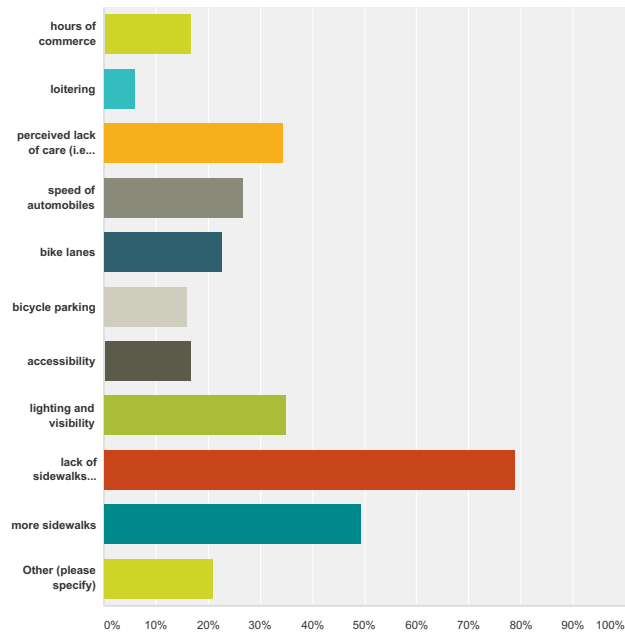
door plaza (39%), athletic competitions (39%), street fair (35%), extended operating hours (29%), playgrounds and splash pads (23%).

Q19. When asked “What amenities would you like to see added to create a better experience for pedestrians and cyclists?”, respondents replied better sidewalks (79%), trash receptacles (62%), public benches (55%), seating areas (47%). About 35% of respondents suggested better signage, pedestrian scale lighting, improved parks, street trees, bike lanes and bike racks. 42% suggested bus service.

Q20. When asked about safety issues for the village core,

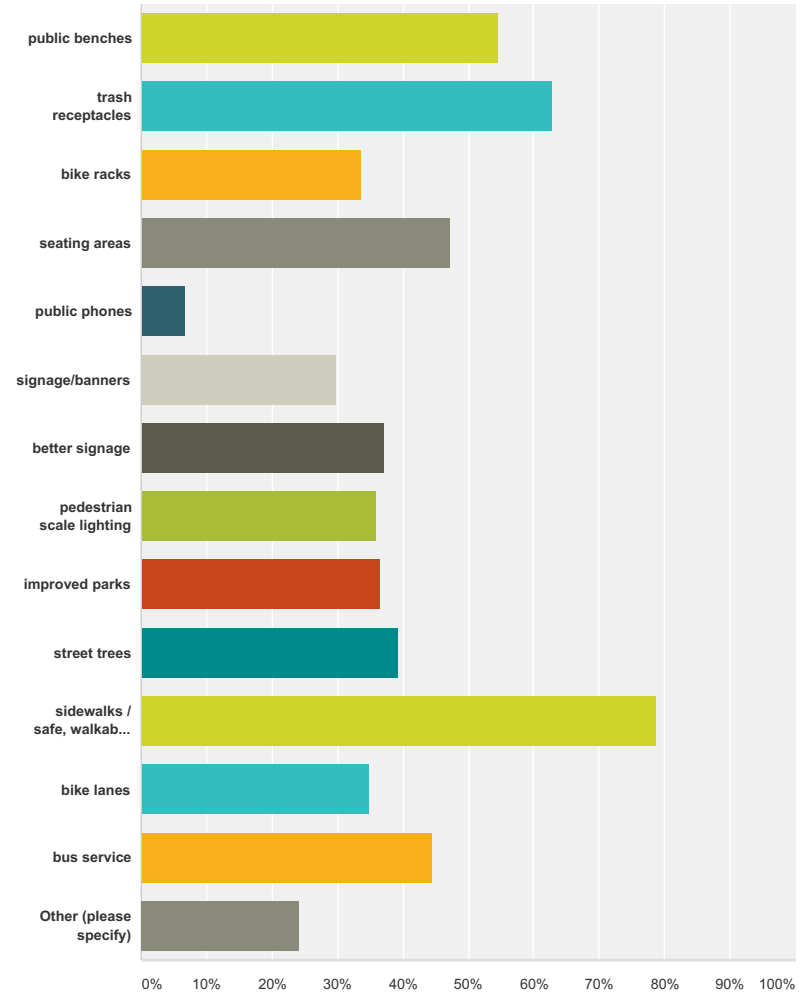
Q20 Which, if any, safety issues do you feel need to be addressed in the Village Core? (please select all that apply)

Answered: 180 Skipped: 46



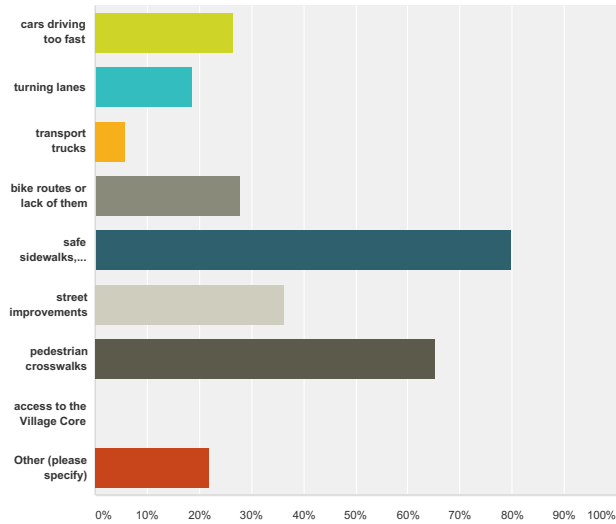
Q19 What amenities would you like to see added to create a better experience for pedestrians and cyclists? (please select all that apply)

Answered: 178 Skipped: 48



Q21 Which, if any, traffic issues do you feel need to be addressed in the Village Core?

Answered: 173 Skipped: 53



almost 80% noted the lack of sidewalks, 50% the need for more sidewalks, 35% said that lighting and the perceived lack of care (e.g. litter and pet droppings). 25% said the speed of automobiles through the community.

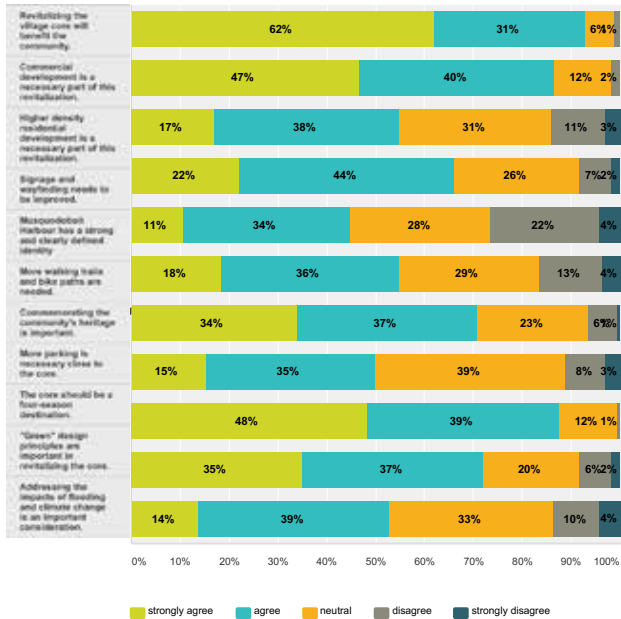
Q21. When asked about what traffic issues need to be addressed, 80% said

FIGURE 12. Traffic Issues Wordle.



Q22 Do you agree or disagree with the following statements?

Answered: 171 Skipped: 55

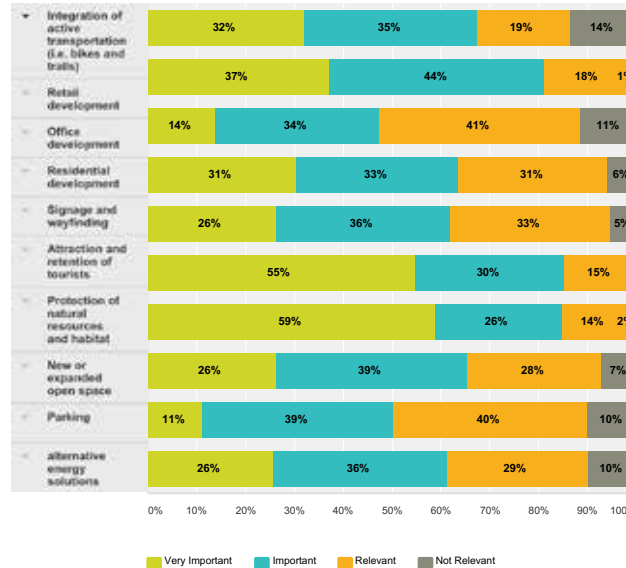


safe sidewalks, 65% said pedestrians crosswalks, 35% said street improvements, 28% said bikes routes or lack of them, 26% said cars driving too fast, and 6% said transport trucks. Other suggestions are outlined in Wordle Figure 12.

Q22. When asked if you agree or disagree with the following statements, 93% strongly agreed or agreed that ‘revitalizing the village core will benefit the community’. 87% strongly agreed or agreed that ‘the core should be a four-season destination’. 87% strongly agreed

Q23 How important are the following to you?

Answered: 170 Skipped: 56



or agreed that ‘commercial development is a necessary part of this revitalization’.

Q23. When asked if several statements were important to respondents, ‘attracting and retaining tourists’ (85% though it was very important or important) and ‘protecting natural resources and habitats’ (85% though it was very important or important) were the two most important issues. These were followed by ‘retail development’ (81% though it was very important or important) and ‘integration of active transportation’ (67% though it was very important or important).

Q24 What improvements/design elements would you like to see included in a Village Core master plan?

Answered: 171 Skipped: 55

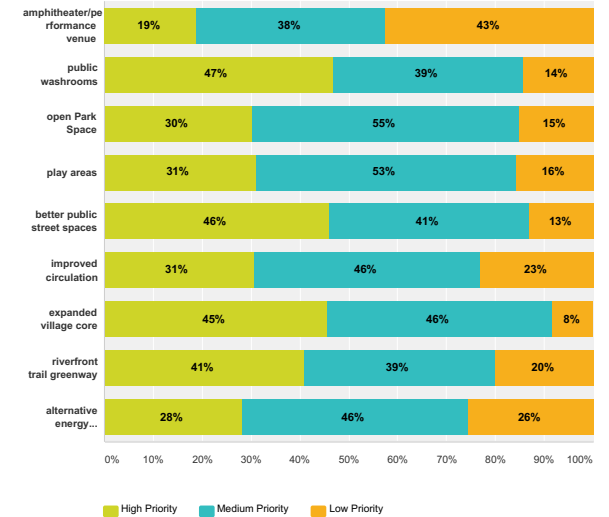


FIGURE 13. What Facilities would you like to see added Wordle.

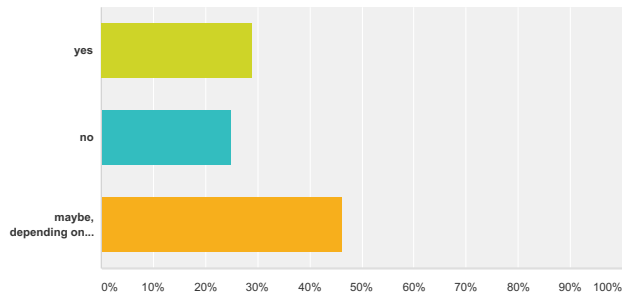


Q24. When asked what improvements/design elements would you like to see included in a village core master plan, the highest priority was a village core’ (92% gave it high and medium priority), followed by better public spaces (87% gave it high and medium priority), ‘public washrooms’ (92% gave it high and medium priority), open park space (85%), play areas (84%), riverfront trail greenway (80%) and alternative energy solutions (74%).

Q25. When asked “what facilities, services or infrastructure would you like to see added to the Village Core?”, the first priorities are shown in the wordle in figure 13. The highest priorities were restaurants, public washrooms, new high school, water, sidewalks and a grocery store.

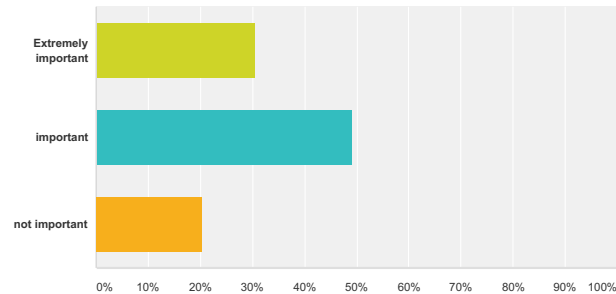
Q26 The previous Community Vision revealed that water and/or sewer infrastructure are important priorities for our community. The costs associated with these initiatives are significant. New technologies may be available to reduce the capital investment. Would you support an area rate in the Musquodoboit Harbour community to assist with water and or sewer infrastructure?

Answered: 169 Skipped: 57



Q27 How important is it to you for the future plans of Musquodoboit Harbour to include locally generated, low-impact renewable energy?

Answered: 171 Skipped: 55



Harbour to build water and or sewer infrastructure, 29% said yes, 25% said no and 46% said yes, depending on the amount.

Q27. When asked about “How important is it to you for the future plans of Musquodoboit Harbour to include locally generated, low-impact renewable energy?”, 30% thought it was extremely important, 50% said it was somewhat important, and 20% said it was not important.

2.5 Framework Plan and Community Open House

The framework plan formed the foundation of the plan for the community and it was presented to the steering committee for feedback on Jan 11, 2017 giving the steering committee an advanced peek at the bones of the proposed plan. Feedback from the committee and HRM staff was provided 1 week after the presentation allowing the consultants to advance on to the draft report.

The Draft report was presented at a public open house on March 15th at the Petpeswick Yacht Club, giving the 65

members of the community a first glimpse at the plan.

Most comments and feedback were positive and constructive in nature. Some highlights are noted below, and a comprehensive list of feedback following the draft report can be found in the appendix.

- » Multiple people & groups requested the priorities be re-worked to ensure water is a top initiative.
- » There were several comments on a different location for the Riverside Park/lookoff.
- » A request was made for official Chamber support for trail improvements.





Chapter 2.0

THE VILLAGE CORE MODEL

The Village Core model is a very different growth model than the traditional unplanned rural sprawl growth model. A village core is planned to create density and activity at its core while the sprawling community grows organically with no defined centre, no activity nodes and density dispersed throughout the community. The sprawling community is a very typical model in most small communities in Atlantic Canada while the small villages of New England offer a counterpoint to the traditional sprawl model.

Sprawling communities, left unchecked, often transition into corridors of strip development with no defined centre, no sense of place and no sense of purpose. When rural sprawl grows larger, they transition into urban sprawl characterized by commercial strip corridors like New Minas (or Sackville Drive or Cole Harbour road) which can be contrasted with the village core model like those found in Wolfville, Mahone Bay or Chester.

HRM has developed a strategic growth management policy which has led to the creation of Rural District Growth Centres designed to encourage village core-like developments. The Regional Plan does not elaborate on the desired development form for Rural District Growth Centres so this report provides some background on the subject in hopes of ensuring Musquodoboit Harbour follows the village core model.

The 2014 Regional Plan provides a brief outline of the characteristics of growth centres in the rural commuter designation (see Figure 18), but it does not elaborate on what considerations would differentiate a village core for these growth centres. This chapter highlights some of the differences so that the village core model can be planned and designed for Musquodoboit Harbour's future growth rather than the ad-hoc, unplanned model of growth which pervades unplanned communities.

Village Core



FIGURE 15. Wofville, NS



FIGURE 14. Searsport, Maine

Sprawling Core



FIGURE 16. New Minas, NS



FIGURE 17. Sackville Drive, NS

FIGURE 18. HRM Regional Plan Future Characteristics for Growth Centres in the Rural Commuter Designation



Centre Name	Land Uses and Design	Services	Transit, AT and Parking	Culture/Open Space
Porters Lake Upper Tantallon River-Lakes/Fall River Musquodoboit Harbour	<ul style="list-style-type: none"> ▪ Low to medium density residential, commercial, institutional and recreation uses ▪ Town scale ▪ Redevelopment of retail plazas in traditional blocks with street-walls encouraged ▪ Pedestrian supportive facades 	<ul style="list-style-type: none"> ▪ Individual on-site services ▪ Consideration of central wastewater collection and water distribution for Porters Lake ▪ Consideration of central water for Fall River ▪ Consideration of central water distribution for the core of Musquodoboit Harbour 	<ul style="list-style-type: none"> ▪ Park and ride with trail linkages, express bus service to Regional Centre ▪ Enhanced pedestrian linkages ▪ Shared surface parking for park and ride and commercial uses, with as much parking as possible to the rear or sides, linked by walkways to facades ▪ Access to active transportation routes ▪ Short block connectivity for pedestrians 	<ul style="list-style-type: none"> ▪ Private and public realm streetscaping featuring landscaped pocket parks and tree-lined streets ▪ Focus on waterfront access, parks and trails and AT corridors ▪ Riparian canopy cover to be maintained and improved ▪ Landscaped and treed parking facilities ▪ Interconnected private and public open space linked by greenbelting to include riparian, wildlife, cultural, recreational corridors ▪ Preserve cultural landscapes and built heritage ▪ Provisions for food security

The goal of this study is twofold. First, it is to ensure that the policies and guidelines for private development in the village core is sound and will lead to the desired development form. Secondly, it is to guide municipal investment over the next 20 years to leverage private investment in the core.

This is a high level planning report for Musquodoboit Harbour. Other more detailed plans and strategies will be needed to focus on more detailed elements of the plan at a later date. In this respect, an important component of this plan will be to outline future more detailed studies.

This plan is as much an economic development plan as it is a planning and design guide. As any developer will readily admit, “without certainty, comes caution”. The lack of solid direction with regard to design intent, site standards and community acceptance creates uncertainty for developers and land owners. One of the key goals of this study is to create greater certainty, and in doing so, encourage the right type of development for the Village Core.

FIGURE 19. Village Core vs. Sprawling strip centres

	The Village Core - Favourable 	Strip Centre Character - Unfavourable 
Parking	On-street parking. Centralized parking lot close to shopping. Rear yard parking with limited breaks in the sidewalk (access between rear lots is coordinated amongst building owners)	No on-street parking. Large parking lots between buildings and the street. Every building has their own parking lot entrance breaking up the sidewalk. Prevailing image of parking lots and cars.
Signage	Signage standards favour signage on buildings with no backlit signage. No free standing signs. Signage is visible but not obnoxious.	Large free standing, backlit pylon signs prevail. Signs compete for attention. No coordinated colour schemes.
Buildings	Range in building heights and architectural styles. Mixed uses are encouraged (combined living and commercial). Buildings are pulled up close to the sidewalk with no parking in between. Buildings are pulled close together with minimum breaks in the street. Ample windows for window shopping. Awnings and overhanging covers provide some shelter from the elements at the sidewalk.	Single purpose commercial buildings. Usually single storey only. Set back from the street with parking in between. Long distance between each building. Building design favours cookie-cutter corporate requirements over unique village style requirements. Blank, windowless facades abound.
Sidewalks	Sidewalks and streetscapes are integral to the village experience. Ample seating and unique street furniture help brand the Village image. Sidewalks on both sides of the street with direct connections to adjacent buildings. Good signage aids wayfinding. Large street trees provide shade and a canopy over the street.	Narrow sidewalks (5') with grass strips on both sides of the sidewalk. Little or no street furniture. Small trees spaced far apart so that sign pylons are not blocked.
Streets	Streets are purposely narrow to slow traffic (slowing vehicles through downtown is a good thing). The need for signalized intersections is reduced.	Streets are designed to maximize vehicle throughput. Multiple lanes and traffic lights are needed to coordinate traffic.
Crosswalks	Curb bump outs limit the street crossing for pedestrians making it safe and convenient.	Cross walks at lit intersections only. Long distance across street makes crossing dangerous for slow pedestrians.
Lighting	Light standards are part of the street decoration. Lights add to the night time ambiance and architectural uniqueness. Overhead powerlines are moved to rear of properties or underground.	Industrial standard lights are usually placed in the middle of parking lots. Cheap "cobrahead" standards are fixed to telephone poles. Overhead powerlines abound.
Residential	Residential units are sometimes integrated in the downtown usually above commercial. Other free standing residential units surround the downtown (usually at least a couple of hundred within 5-10 minutes walking distance). Good mix of residential types from single family, townhouses, semis and multi-unit developments.	Residential is not permitted in the single purpose commercial zone. Adjacent residents are too far to walk to the area. Residential types are usually one type (single family detached)
Trails	Trails link outlying areas to the downtown.	Usually no connecting trails.
Parks	Many small pocket parks adjacent to the main street. Usually a large town square in the middle of the Village.	Usually no parks.
Administration	Usually a BIDC or downtown organization which coordinates shared interests and promotes the overall Village as a unique commercial destination.	No coordinated commercial administration. Each business works independent of the other.
Destination Image	Area promoted as a multi-sensory experience with living, shopping, recreation, and activity.	Area promoted as a single purpose commercial destination

RURAL HIGHWAY CORRIDORS

There are good reasons to plan linear corridors like Marine Drive through Musquodoboit Harbour and there is evidence of poorly planned highway corridors through communities all over Atlantic Canada. The most typical result of unplanned highway development is :

- » strip-commercial sprawl,
- » the proliferation of franchise businesses (often termed “Generica”) which have no local design standards,
- » too much commercially zoned land which leads to a checkerboard of residential and commercial development,
- » disregard for the pedestrian and cyclist,
- » not enough residential density in the core to make the commercial development work
- » planning for vehicle safety and maximizing vehicle throughput instead of planning for walkability and pedestrian destinations.
- » disregard for community character, and

- » the migration of anchor businesses (like banks and professional offices) from the core areas to bigbox highway strips.

Unplanned highway corridors create a poor first impression, favour cars over people, and syphon the vitality from the towns they border or pass through.

In contrast, rural highways through village cores:

- » buffer pedestrians from cars using elevated sidewalks
- » include active transportation cycling lanes on both sides of the street
- » include street trees even though overhead power-lines are a challenge
- » have crosswalks at intersections
- » include onstreet parking in the dense core areas
- » include turning lanes where possible
- » include street furniture and pedestrian amenities
- » Include pedestrian scale, dark sky compliant lighting instead of highway scale ‘cobra-head’ lighting.
- » include community wayfinding signage, directional signage, and civic

identity signage

- » include banners on street poles
- » include civic art which reinforces the identity of the community
- » is linked regularly with greenways and community trails.

Ensuring that Marine Drive is designed as a community street rather than a highway through town will go a long way towards creating a village core in Musquodoboit Harbour. Exploring onstreet parking in the vicinity of the library and rail station would be a good start to the discussions with NSTIR. Likewise, minimizing the driveways or reducing their width on to Marine Drive would be one way to begin to emphasize the pedestrian in the village core.

WHY COMPLETE STREETS?

Streets do more than get people from place to place; they create spaces for engagement and interaction. A well-functioning street moves people to their destinations safely, efficiently and with ease. They are not only a part of a journey but also a destination in themselves. Complete Streets can have positive effects on the general population’s health, the economics of the area, and can play a role in addressing imbalances in social structure.



FIGURE 20.

Sprawling strip corridors

- » Parking between building and the street
- » wide driveways
- » no sidewalks
- » no street trees
- » no bike lanes
- » sidewalks not connected to businesses
- » Buildings set back from the street
- » Single use commercial



FIGURE 21.

Village Core corridors

- » No parking lots between building and the street
- » Narrow driveways to parking in the rear
- » wide sidewalks
- » Street trees
- » bike lanes
- » sidewalks connected to businesses
- » Buildings closer to the street
- » Onstreet parking
- » Architectural Design Controls
- » Residential in upper storey

There is a link between Complete Streets and better general public health as Complete Streets with attractive active transportation alternatives create preventative health strategies. A street with multi-modal transportation modes which are well integrated with surrounding built form allow for an animated public realm. Design treatments to the surrounding form that are at a human scale and prioritize livability, encourage lingering in that space.

Complete Streets offer a range of benefits which can be cost-effective, and sustainable such as:

- » provide better/more transportation alternatives
- » improved safety
- » reduce traffic congestion
- » reduce greenhouse gas emissions
- » creates walkable communities
- » stimulate economic growth through increased shopping and property values

By designing streets to accommodate bicycles and pedestrians you make the streets safer by reducing the likelihood of vehicular conflicts and accidents. Additionally, more “eyes on the street” can reduce crime and improve the level of comfort people have on the street.

A comfortable, enjoyable street will bring people to the area, in turn bringing people into the shops and businesses in the area.

Complete Streets have been growing in popularity across the United States and Canada. Over the last four years, cities such as Calgary, Toronto, and Ottawa have begun producing Complete Street policies and supporting guideline manuals. Transport Canada has begun to encourage the implementation of Complete Streets through the use of terminology and resources. At this moment no documentation has been completed in Nova Scotia addressing Complete Streets, however, future infrastructure funding programs could be geared to encourage more Complete Streets in Canada. The use of Complete Street terminology has been used increasingly in supporting studies for street development in the province of Nova Scotia; however it has yet to make its way into provincial policy documentation. The 2013 Report Low Posted Speed Limit Study submitted by Dillon Consulting for Nova Scotia Transportation and Infrastructure Renewal touches on the desire for the creation of Complete Streets and the need to design road standards to reflect this variety of uses in order for the streets to be used safely by all. Terminology for Complete Streets should be holistically incorporated in policy documents at both a provincial and municipal level to facilitate the implementation of Complete Streets at a local level.

A variety of resources in addition to this document are available to guide Musquodoboit Harbour in the implementation of this conceptual development plan to create Complete Streets. The Union of Nova Scotia Municipalities (UNSM) has created a document called Resolution Establishing a Complete Streets Policy for Nova Scotia Municipalities to guide municipal governments in the implementation of Complete Streets. This document outlines for municipalities what factors must be taken into consideration and elements that must be implemented in the creation of a Complete Street. The Ecology Action Centre has been active in the creation of toolkits and templates to promote the creation of active transportation and Complete Street policies in the province. Organizations such as Complete Streets for Canada (completestreetsforcanada.ca) offer resources for municipalities and consultants to aid in writing, designing and implementing Complete Street policies.

VILLAGE CORE GUIDING PRINCIPLES FOR MUSQUODOBOIT HARBOUR

The public engagement and previous community visions for Musquodoboit Harbour reaffirms that residents and businesses are looking for ways to implement a village core model for their community. Some of the guiding principles which should be incorporated into future secondary plans for the community include:

- » Marine Drive should be treated as a Complete Street rather than a rural highway through the community. As such, it should include onstreet parking where possible in the core, bicycle lanes through the community, sidewalks at least on one side of the street (both sides is preferable) from the hospital to the Musquodoboit Harbour Bridge, street trees, pedestrian scale lighting, streetscape beautification, pedestrian benches and amenities, crosswalks at intersections with sidewalks on both sides of the intersection.

- » A distinct village centre which has an address on Marine Drive surrounding the community arena. The village Centre should include parks, rec facilities, mixed uses like commercial and multi-unit housing, a village square, etc.
- » Better connections to the river wherever possible. The current only visible connection is at the bridge. The community should have at least 2-3 river parks.
- » better parks and playgrounds throughout the community. In keeping with the rural theme, at least one of the playgrounds should be a natural playground.
- » improvements to the Musquodoboit Trail with better surfacing, more connections to Marine Drive, washroom facilities, more garbage cans and pet waste stations, more benches.
- » enhance the rail museum grounds with better parking, a themed rail playground, outdoor performance space, expanded grounds.
- » improvements to the library and additional parking. Eventually the library would benefit by being located in the upgraded rink/community centre facility proposed for the village centre. This would free up the current library lands for additional commercial development.
- » ensure the future of schools in the community
- » central water services in the community and potential wastewater services in the core
- » guidelines for future buildings to ensure the character fits the community (but not so stringent that businesses perceive too much red tape).
- » dark sky compliant lighting
- » improvements to the intersection of the East Petpeswick Road and the 357.
- » more housing variety in the community.
- » more density in the village core
- » more businesses, restaurants, bars, shops
- » gateway to Martinique Beach
- » year round tourist services
- » improved civic services like a second rink pad
- » Eventual transit service improvements



Chapter 3.0

VILLAGE CORE TOOLBOX

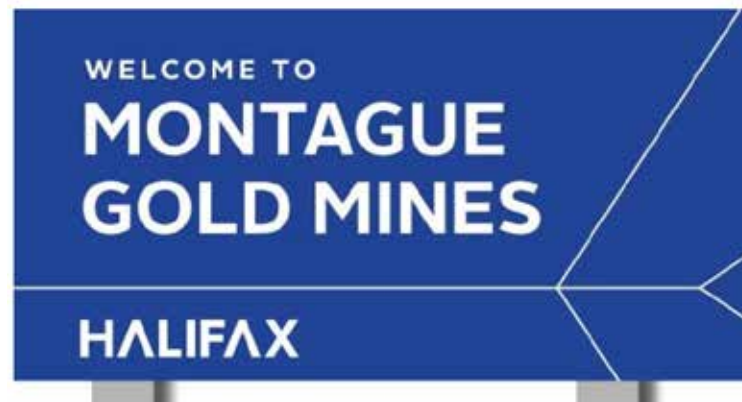
To advance the Village Core concept, there are a number of tools and considerations available to the community that range from communication tools, to organizational, programming and recruitment tools, to physical improvements. This chapter outlines some of tools that will make Musquodoboit Harbour a stronger and more vibrant Village Core.

3.1 COMMUNICATIONS TOOLS

Defining Village Identity

Effective branding will support the growth and development of business, tourism and communities within Musquodoboit Harbour. The process of articulating the village identity should provide a meaningful representation of the community, its strengths, unique attributes and its unique value proposition. The Halifax brand will play a minor role in the Musquodoboit

Harbour brand. This will be somewhat challenging since Halifax has already developed its own brand standards and there are always challenges when presenting two brands together which is often the case when municipal brands and local brands have to work together. HRM has created standards for community identification signage as shown below, but they do allow “Celebration Signage” which does not need to conform to conform to Administrative Order 19 or brand guidelines.



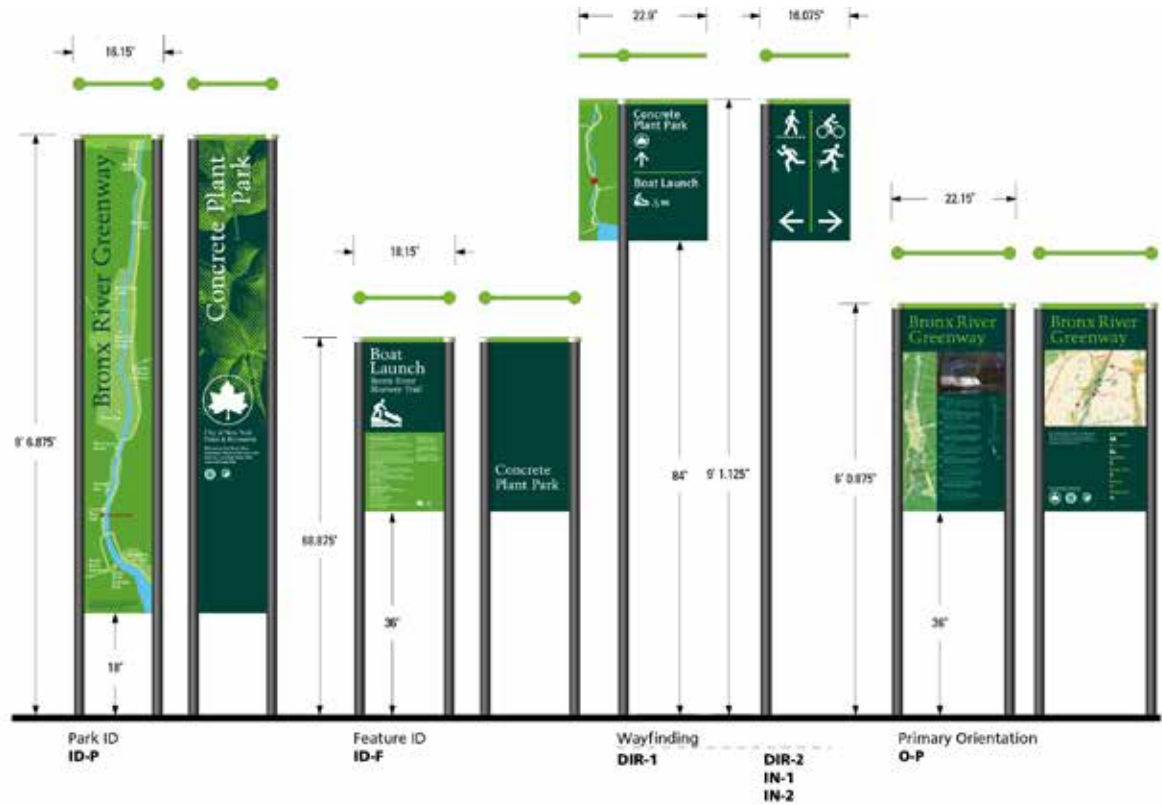


FIGURE 24. Village Signage by Form:Media



FIGURE 23. Village Signage by Form:Media



Implementing a Signage Strategy

A system of community signing should be developed to identify, welcome and reflect the special qualities of Musquodoboit Harbour. Some community signing is already in place, and should be replaced with unique brand signage once it is developed. The 4 gateways into the community are key locations for gateway signs (end of the 107, Bridge crossing on Marine Drive, end of the 357 and the East Petpeswick Road).

A strategy for business signage could help to reduce or replace scattered roadside signs advertising local services and products.

A banner program would be a cost effective way to advance the signage program in the village centre once a brand is developed for Musquodoboit Harbour.

Providing a Wayfinding System

Related to the need for village signing, is the need for a simple wayfinding system to help people find their way to the village, and to locate attractions and amenities within the village. A coordinated use of signage, mapping, managed views, and landmarks helps people find their destination. Central areas in the village might include a wayside pull off and kiosk to highlight the available services, products and local events.

Creating a Heritage Interpretation Plan

Community heritage interpretive plans should form part of a larger framework for heritage interpretation in the municipality, and build upon the knowledge of local heritage groups and experts. A strategy to highlight the historic and cultural character of Musquodoboit Harbour could utilize a variety of interpretive media to inform and inspire residents and visitors (interpretive panels, sculpture, museums, outdoor displays and landscape spaces). Physical improvements in the community could draw attention to historic sites or traditional activities, and conserve or reinterpret the material culture of the past. The rich history of the area from pre-historic to recent times provides an important resource for the community and attraction for visitors. The existing rail museum and groups with an interest in local history have made significant headway in conserving and presenting local history.

Community Website

Musquodoboit Harbour currently does not have a community website. With the cost and ease of creating a website, the local community should partner with the business community to create a destination website which reinforces it as a destination community. The website will require professional photography and incorporation of the community brand (to be developed).

3.2 ORGANIZATIONAL, PROGRAMMING & RECRUITMENT TOOLS

Support for Community Volunteer Organizations

Workshop participants often mentioned that many valued community initiatives are the result of volunteer groups who initiate, donate, fundraise and volunteer time to make things happen. Often municipal or other government support contributes financially to volunteer efforts. Supports to promote the capacity of volunteer groups are a wise investment for the municipality, enabling it to build communities and support community initiatives at a favourable cost. In some cases, community groups may be able to leverage grant funding for projects that is not available to government, and so make an extra valuable ally for project implementation.

BID Business Improvement Districts

The creation of business improvement district is a vehicle for organizing and funding activity within a designated commercial area. All businesses within an area become members of the association, and then work together to achieve their collective aims for improvement. BIDs can be found in downtown Dartmouth, Downtown Halifax, Sackville, Spring Garden Road, Truro, Yarmouth, Amherst and many other NS municipalities. BIDC's are supported by HRM in key business locations.

Festivals and Events

Special events to celebrate local culture and traditions help to build community, make communities more vibrant places, and support the local economy. Physical upgrades to communities should provide benefits for everyday users and also contribute to the success of local festivals. In many cases there will be a link between local events and the community identity which should be fostered. A catalogue of existing festivals and festival opportunities would assist efforts to coordinate and develop new events. Cross promotion of festivals may help to increase the success of festivals and promote the development of a suite of complementary events in the municipality. Musquodoboit Harbour should develop one or more river festivals, beach festivals or even trail festivals.

Businesses Recruitment

The development potential of properties could be illustrated to provide a tool for marketing key buildings or locations where village core areas require revitalization. Illustrations would include a business case along with plan and three dimensional illustrations to highlight development opportunity to the community and to potential investors. This process of developing these materials may highlight obstacles to development that could be addressed by the property owner or municipality to facilitate development. A portfolio of development opportunity sites in the municipality could be used to support local economic



FIGURE 28. BIDC Community Events



FIGURE 25. River Festival

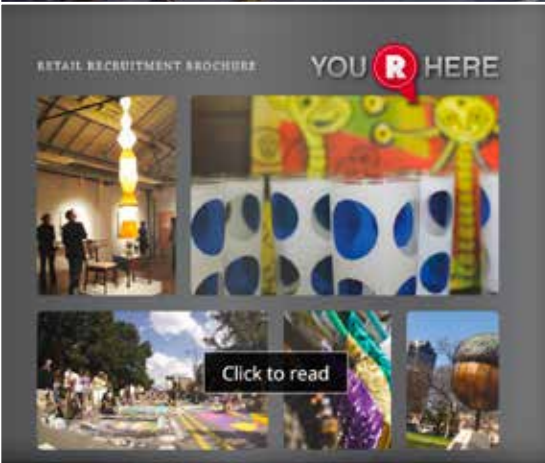


FIGURE 27. Community Business Recruitment



FIGURE 26. River Festival



development activities. Business recruitment efforts could target gaps in the retail environment that affect the development of a village core area.

Village Design Guidelines & Zoning

The current Eastern Shore (West) Land Use Bylaw controls land use within Musquodoboit Harbour. The community would benefit from some village design guidelines as part of the secondary plan improvements in the future. The design guidelines should build on the recommendations in this Community Development Plan.

3.3 PHYSICAL IMPROVEMENTS

Infrastructure Improvements

Central water and sewer services would be instrumental in fostering growth in Musquodoboit Harbour and while there seems to be an appetite for a local area charge for some of these improvements, the extent to which the community is willing to pay for these improvements is unknown. The cost of full services for the village core area are substantial in the many millions of dollars for capital costs then regular operational costs (CBCL, Musquodoboit Harbour Watershed / Servicing Study, 2013). Central water services would be a welcome addition to the community as there are many local wastewater treatment solutions that could be part of the developers cost for developing in the area. Still, central water is a costly proposition but one that the community would likely support depending on cost. The community

should continue to investigate central water services for the village centre to support additional commercial and mixed use development.

Trails and Open Space

Musquodoboit Harbour is blessed with some of HRM's most beautiful scenic trail systems and linkages right through the centre of the proposed village core. Improvements should include new trail surfacing, drainage improvements, new seating, better trash receptacles, and improved trail signage. The current trail alignment should be linked at more locations to Marine Drive and the unsafe alignment across the 357 (at a 45 degree angle) should be fixed as soon as possible. There should be many more river connections throughout the community and the quality of the parks and open space should continue to be improved.

Streets and Parking Improvements

Functional challenges with local streets may need to be addressed to improve safety or enhance traffic flow in Musquodoboit Harbour. In particular the intersection of the 357 and East Petpeswick Road needs consideration. Village parking should strive to be safe, convenient, attractive and available in sufficient quantity. Undefined parking areas adjacent to the street often occupy excess space that could be renovated to enhance the appearance of the streetscape. Excessively wide driveways into businesses should be narrowed to improve pedestrian safety. Consideration of on-street parking and bike lanes in the village core should be part of future planning.



FIGURE 29. Onstreet Parking and Bike Lanes in Imblar, OR.



FIGURE 31. Missoula, MT



FIGURE 30. Altamont, NY



FIGURE 32. Hydrostone, Halifax



FIGURE 33. Mahone Bay, NS



FIGURE 34. Hydrostone, Halifax



FIGURE 35. Bridgewater King Street



FIGURE 36. Inglis Place, Truro

Streetscape Improvements

Streetscape upgrades aims to promote pedestrian use and refine the appearance of village core areas. Enhancements should focus on providing a safe, accessible, attractive and comfortable setting for people of all ages. Before improvements to the streetscape are made, any concerns with street-side parking and access to off street parking lots or driveways may need to be resolved. Upgrading of Marine Drive areas and adjacent public open spaces can often include curb and gutter, sidewalks, street tree planting, ornamental lighting and sidewalk furnishings. If sufficient space is available, street side cafes or small parks may be created to help enliven the street. Sculpture, historic artifacts or other special features can be incorporated as further attractions to the area.

Traffic Calming

Many workshop participants noted that, heavy traffic, large vehicles, fast moving traffic and the absence of sidewalks combine to create unsafe conditions for pedestrians in some locations. Streetscape improvements could incorporate ‘traffic calming’ measures as an immediate contribution toward a safer pedestrian environment. Planting of street trees, the provision of parallel parking, curbing and sidewalks and street furnishings may help to create the impression of a narrower street corridor, and thereby slow traffic, and define safer crossing locations.

Green Villages

Historic images of many villages show stately elm trees shading main streets, and punctuating the surrounding countryside. A program of street tree planting should be explored for Musquodoboit Harbour in the village centre. This is an important part of the streetscape design of the core area. The site and species selection should be coordinated within the HRM street tree standards. Programs to encourage tree planting by local residents may be a feasible way to enhance the village tree populations. Planting must be mindful of needs for infrastructure maintenance, yet strive to achieve a look and feel consistent with historic village character. In some areas tree planting will help to dampen the impact of visually intrusive features.

The ongoing development and maintenance of park spaces, natural areas, and cemeteries also contribute to the appearance of most villages. Plans for public open spaces should address the need for green in communities, and help to shade and cool sport and recreation facilities. No-mow programs may help reduce grounds maintenance requirements and allow the development of forested areas where they complement normal use.

Waterfront/Riverfront Improvements

Visitors to Musquodoboit Harbour may be challenged to find the ‘harbour’ since there is very little visible connection to water in the Town. The name “Musquodoboit” is Mi’kmaq, which roughly translated to “beautiful water”. Reconnecting the town back to its proud history on the Musquodoboit River should be the highest priority of the community. The river should be visible from Marine Drive with a roadside viewpark overlooking the bend in the river

The old bridge crossing at the end of Riverside Avenue is an ideal location for a waterfront viewpark and possibly a boat/kayak launch point. The old stone abutments still exist and would make an ideal foundation for a look-off platform. Further east, the river brushes up against Marine Drive creating an ideal roadside pull-off viewpark location with a community directory. Other access points include the cemetery on Park Road and a few other undeveloped properties on Park Road. These properties should be acquired for river access connecting the future village green to the river. Finally, the parking lot along the Musquodoboit Trail north of the rink should be significantly upgraded and wayfinding signage installed.

Most traditional villages in Atlantic Canada have a strong connection to the river or waterfront as the origin of the community, but over time the community’s highway orientation has diminished the visible pres-

ence of rivers and harbours. Waterfront improvements aim to reconnect communities to the water by promoting the safe enjoyment of local waterways. These areas should be celebrated. Where impressive vistas occur along the roadside, safe pull off areas and simple park amenities should be provided.

Scenic Eastern Shore

Scenic local highways linking villages along the Eastern Shore are an asset to be managed and developed by HRM and local communities. Highways on the Eastern Shore should be developed and marketed as scenic rural coastal routes that accommodate cycling and automobile touring, and help to feed activity into village core areas.

A vision and plan for the Eastern Shore could be developed cooperatively with adjacent communities throughout HRM to provide a cross provincial route from Halifax up the eastern coast connecting communities, beaches, scenic areas, provincial parks and coastal resorts.

Façade Improvement Program

Facade programs encourage improvements to the exterior appearance of commercial buildings within a designated area by providing a financial incentive. The programs assist building owners to maintain and upgrade their properties in a manner that benefits their



Roadside Viewpark
Location



FIGURE 37. Rapids just downstream of the Riverside Ave. historic bridge



FIGURE 38. The National Tourist Routes of Norway

5 Existing



enterprise and the surrounding business district. Upgrades usually need to meet predetermined architectural standards to qualify for cost sharing. These standards typically require upgrades to windows, siding and signage to better reflect the historic character of the building and the streetscape. The programs typically provide 50 cent dollars for improvements up to a maximum matching amount usually in the \$5-10k range. Halifax has undertaken facade incentive programs on Sackville Drive and Gottingen Street but many rural communities in Cape Breton have used facade programs to leverage significant improvements in downtown locations. Facade programs usually require the completion of a facade incentive manual.



Sign Banner Example



Window Dressing Example



Window Dressing Example

- New Cornice
- New siding
- New Windows
- New Roofing
- New Fascia Sign
- New Facade
- New Banners

5 Proposed



Musquodoboit Trail

Linking the Musquodoboit Trail to the Atlantic-view Trail would connect Musquodoboit Harbour to downtown Halifax on an uninterrupted scenic route. This would be a huge draw for the community.

Active Transport Orientation

Village developments should reduce local automobile traffic and facilitate possible future transit infrastructure. Trails and sidewalks plan for linkages to likely future transit hubs, be they rail or road based. Existing car pool parking sites near the entrances to villages should be upgraded to improve their visual appearance and the safety and security of patrons.



Chapter 4.0

THE VILLAGE CORE PLAN

The Musquodoboit Harbour Village Core Plan is a 20 year vision of the future of the community designed to respond to the previous vision documents, the community feedback from this planning process, and the village core toolbox found in the previous chapter. Plans like those found in this chapter demonstrate how a community can grow over time following a community's priorities. The intent is to show how the ideas could evolve and shape the community in the future. The exact implementation of these ideas may not look exactly like the plans and drawings shown in this report; but instead, the imagery is meant to excite the community into realizing it's future, starting a grass roots movement to envision and actualize what it wants to become.

The central idea behind the Musquodoboit Harbour village core plan is to identify a core area of activity that will become the nucleus for the community; the recreation centre, the shopping centre, the centre for living and learning and the centre of commerce. An important concept of the plan is that the village

core is intimately linked to the river, where the community began. Trails extend outward from the village core to the rest of the community making Musquodoboit Harbour a walkable community, linking schools, neighbourhoods, nature preserves and other assets back to the village core. The highway that extends through the village core should have a distinct and identifiable character with sidewalks, bicycle lanes, street trees, lighting, signage, furnishings, on-street parking and street related buildings and businesses. The village core will also have a 'village green', a central open space with institutional uses, high quality playgrounds and parks, connections to the river and connections via a community greenway to other surrounding neighbourhoods.

While it's important to describe what the community wants to become in the future, it is also important to highlight what the community doesn't want to become since the lowest common denominator pervades most rural Nova Scotia communities. Rural communities on the backbone of a provincial highway

tend to grow in the ‘sprawl format’. They are characterized by single purpose land uses, wide setbacks from the street usually with parking between the street and the building, no sidewalks, no bike lanes, no on-street parking, few street trees, highway style lighting, wide driveway entrances into businesses favouring cars over people, no central village green, and no concentration of people or housing. Essentially they become a blip on a rural highway with no distinctive character, no sense of purpose and no real reason to stop. Musquodoboit Harbour should work hard to favour the Village Core model over the Sprawling Rural Highway model.

THE VILLAGE CORE PLAN

The Village Core Plan is characterized by:

- » A mixed use highway corridor
- » Streetscape improvements to Marine Drive including onstreet parking, sidewalks, site furnishings, bicycle lanes, better signage, pedestrian scale lighting
- » Gateway roundabouts
- » Greater housing variety and density near the centre of the community.
- » better connections to the river
- » improvements to open space, parks, sports fields and trails,
- » a new ‘village green’ at the heart of the community
- » expansion of the Musquodoboit Harbour Industrial Park
- » A new civic hub in the village green

To fully realize some of these improvements (including the additional density) will require upgrades to water and waste water services. The community will have to find a balance between the





RIVER
LOOK-OFF



3RD
BALLFIELD

FUTURE
HIGHWAY BYPASS

VILLAGE
GREEN

POTENTIAL
SCHOOL
SITE

OLD
BRIDGE
PARK

SCHOOL-
PARK

MUSQUODOBOIT
TRAIL

VILLAGE CORE

FUTURE
DEVELOPMENT

RAIL
PARK

FUTURE
DEVELOPMENT

MIXED
USE

FUTURE
DEVELOPMENT

VILLAGE CORE

ENLARGE
PARKING



FIGURE 40. Marine Drive / 107 Roundabout

cost of these new services and the need for new services to grow. The community should continue to explore options for service improvements.

MARINE DRIVE IMPROVEMENTS

Marine Drive is a typical 2-lane highway through a rural community. It has 7.5m of asphalt (3m lanes plus .75m asphalt shoulder), 1m gravel shoulders, ditches on both sides, no sidewalks, and guardrails where slopes are excessive. There are no turning lanes except where the 107 Meets Marine Drive.

The following improvements are recommended for Marine Drive in support of the Musquodoboit Harbour Community Development Plan.

Western Gateway Roundabout

The terminus of the 107 highway ends abruptly at the gateway into Musquodoboit Harbour. The plan shows a gateway roundabout at the current intersection location. In the future, the 107 bypass will extend the highway all the way to the 357 (which may also eventually end with a roundabout). An at-grade roundabout would be much more cost effective than a grade separated interchange. Roundabouts are also effective locations for community art, signage and other features unique to the community.

Musquodoboit Trail

The Musquodoboit Trails Association (mta.ns.ca) has been developing the Musquodoboit Trail as a non-motor-

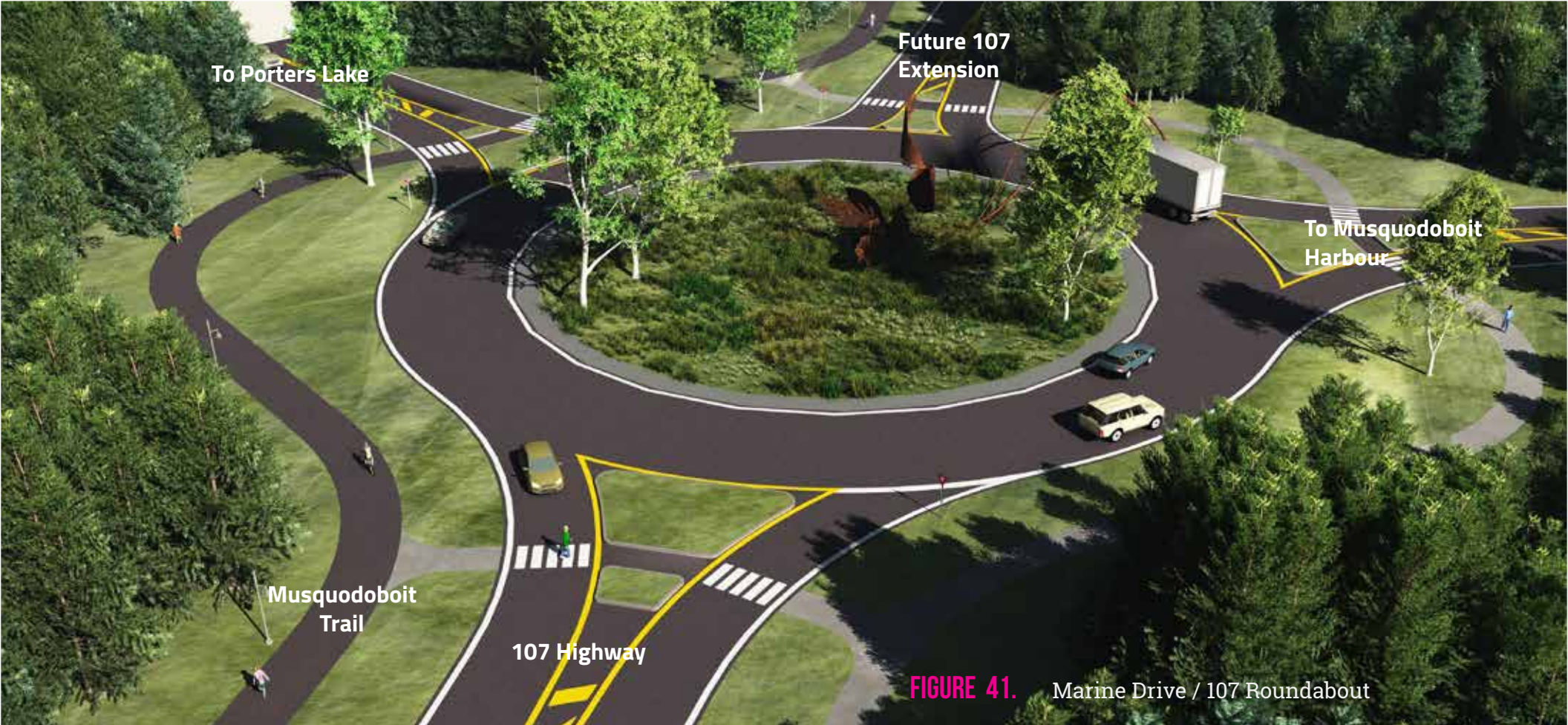


FIGURE 41. Marine Drive / 107 Roundabout



FIGURE 42. Roundabout art



53



FIGURE 43. Norway Look-Off's



ized trail since 1998. The Association has overseen the surfacing of almost 15 kilometres of trail, the widening and re-decking of three bridges, the design of another bridge, and the initial assessment of 11 box culverts. The group also oversees the annual maintenance of about 15 km of rail trail and 26 km of back country wilderness trails.

Currently the MTA is working to complete the final 2km of the trail from the Railway Museum to the 107 called the Little River Bridge Connector and have made application for trail improvements in 2016 to DNR. The group is also anxious to see sidewalk and other trail connections from the Trail back into core areas of Musquodoboit Harbour. This final 2km of trail is an important part of eventually linking Musquodoboit to the Atlanticview Trail system right into downtown Dartmouth. Though a few gaps remain, this 2m stretch will be important to be completed in the near future. The trail should extend from the Museum to where it meets Marine Drive. From there it should extend on the north side of Marine Drive up to the new proposed Western Gateway Roundabout (See Figure 40). Ideally a connection from the trail to the high school should be made as well.

Roadside Pull-Off's

Roadside pull-off's should be constructed at both gateways into the community on both the west and east sides. The pull-off's should include a community directory, some basic landscaping and a picnic shelter. On the eastern gateway, there is a tremendous viewpark opportunity overlooking the Musquodoboit River which could include a pull-off and a look-off over the river (see Figure 45).



FIGURE 44. Lunenburg Pull-Off



FIGURE 45. Eastern Gateway Riverside Pull-Off

Marine Drive Streetscape & Sidewalk





Sidewalks in the community were one of the top requests in all of the public engagement and visioning over the last 10 years. There are no formal sidewalks currently in the community. Communities like St. Peters, Cape Breton have realized the economic development potential of sidewalks. Families prefer to live in communities where their kids can walk to school safely. Seniors prefer to live in walkable communities and businesses like to locate in communities with a sense of place and where workers can walk to work. St. Peters attributes some of its recent growth and new development to its decision to become a walkable community.

The Community Development Plan for Musquodoboit Harbour imagines about 1.5km of sidewalks extending from the Musquodoboit Bridge to the eastern end of Little River Drive (linking the Musquodoboit Trail to the sidewalk, the hospital and the high school). Sidewalks are also proposed for the area around the rink connecting Marine Drive to the new Village Green.

As well, future developments should be required to include sidewalks on one side of the road with linkages to the core.

Street Improvements along Marine Drive should include for the potential of on-street parking, street trees, benches, pedestrian scale lighting, and sidewalks.



-  PHASE 1 SIDEWALKS
-  PHASE 2 SIDEWALKS
-  PHASE 3 SIDEWALKS
-  LITTLE RIVER BRIDGE CONNECTOR TRAIL

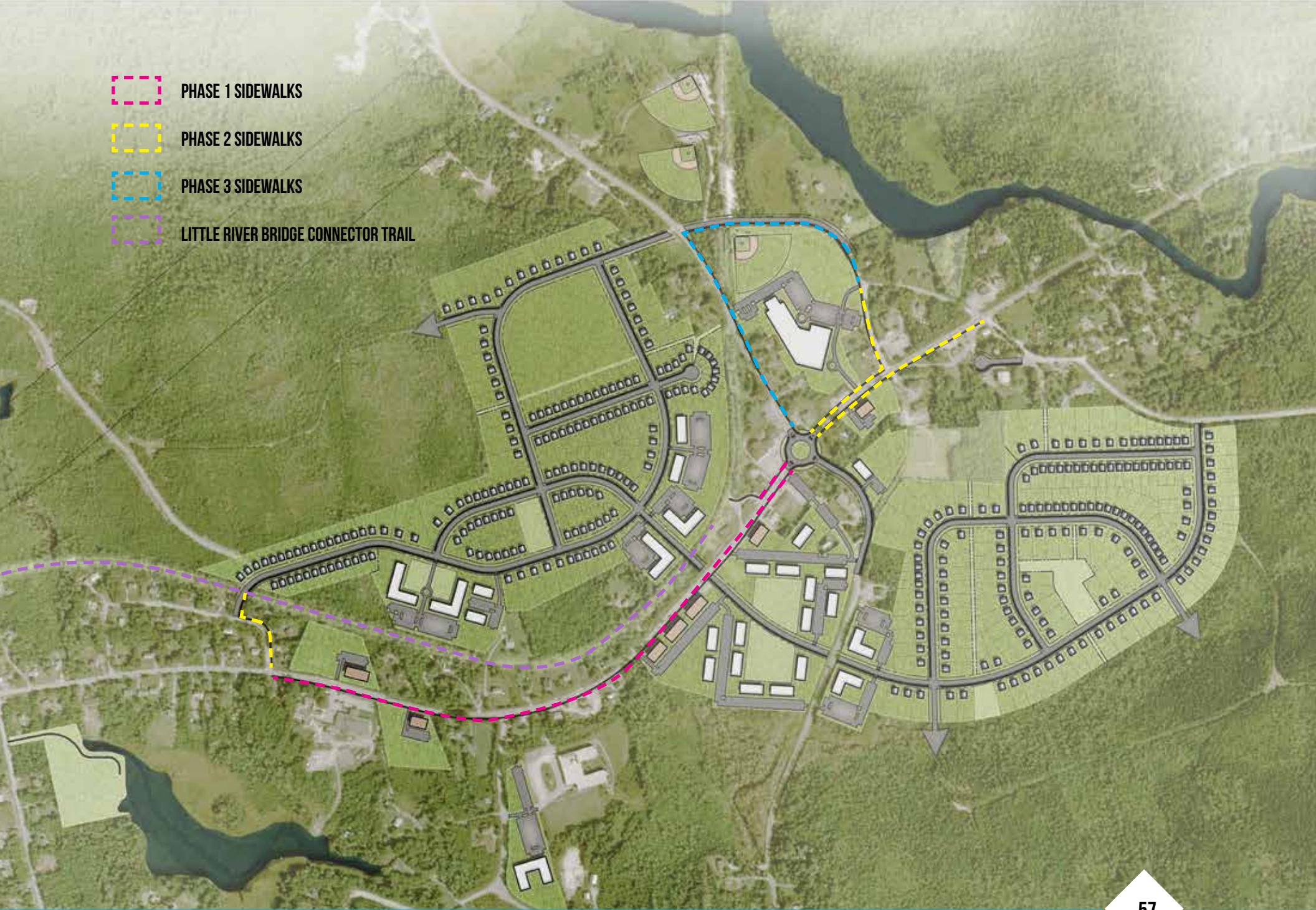


FIGURE 46. Proposed Sidewalks



FIGURE 47. Marine Drive Upgrades



FIGURE 48. Marine Drive Upgrades



FIGURE 49. Typical Marine Drive today



FIGURE 50. St. Peters, NS Main Street



FIGURE 51. Mahone Bay, NS Main Street



FIGURE 52. Amherst, NS

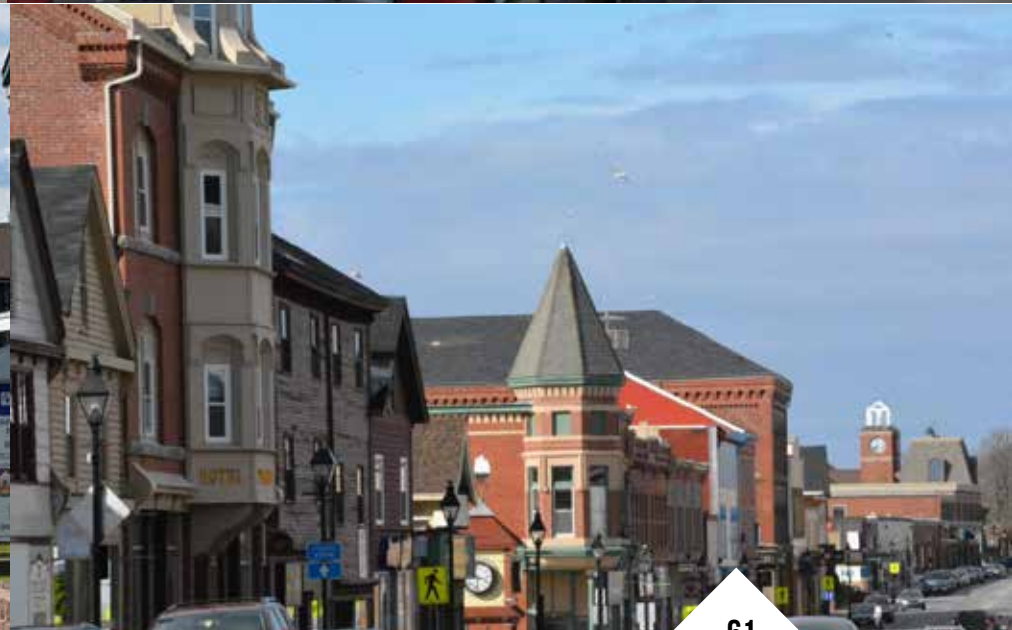


FIGURE 53. Downtown Yarmouth



East Petpeswick Road Realignment

The East Petpeswick Road is currently offset from the 357 by about 50m creating a dangerous intersection. The old East Petpeswick Road alignment (which extends to the old school) is still intact so realigning the road further to the east is a distinct possibility. The Master Plan shows another gateway roundabout at this intersection. One of the benefits of the realignment is that the 60' road right-of-way could be re purposed for parking for the library with very little cost. This new gateway roundabout creates a safer intersection for cars and pedestrians though it will require a little room from the RCMP and Musgo Way parking lot to accommodate it. The historic house at 7910 Marine Drive will not be impacted although some of the sideyard will be needed for the road realignment.

RAILWAY MUSEUM IMPROVEMENTS

The Railway station is designated as a municipal heritage building and is one of the most iconic destinations in the community. In 2018, the station will be 100 years old. The museum includes an extensive collection of memorabilia (some is rare) but it doesn't charge admission (9am-6pm in the summer). The vision is to create a focal point for the community which is more than just a museum. Ideas include local music, local presentations, weddings, ceremonies, and other community uses. Last year converted the freight shop into a gift shop with 11 local craft people and it was very well received.

The Musquodoboit Harbour Heritage Society has plans to replace the siding on the front, replace the windows and window frames, repaint the cars and expand the parking lot. Currently the site is owned by CN which creates some restrictions on site modifications. The local group is hoping to acquire the site in the near future. The rail cars could be an ideal location for other businesses or uses once they are fixed up. The ice cream stand is operated by a private operator (through DNR). The site has been used for several films.

Site improvements as part of the community development could include an amphitheatre for outdoor performances, enlarged parking, a small rail themed playground, incorporating rail themed items into the Musquodoboit Trail and sidewalk linkages into the village core.







ROUNDBOUT

EAST PETESWICK ROAD REALIGNMENT
NEW LIBRARY PARKING LOT

TRAIN PLAYGROUND

PLAZA

SIDEWALK

HILLSIDE
AMPHITHEATER
WITH FLATCARS

MUSEUM
UPGRADES

RAILCAR
BENCHES

FUTURE
MIXED USE DEVELOPMENTS

FUTURE
ROAD ENTRY



FIGURE 55. Railway Site Upgrades

VILLAGE GREEN

The Village Green is the central community green space of Musquodoboit Harbour. This area includes the grounds surrounding the rink, the ballfields, and the Musquodoboit Trail parking lot. The master plan shows a future civic development like a second rink, a pool, or possibly relocating the library to a new civic hub like a smaller version of Cole Harbour Place. This addition would require the parking lot to at least double in size.

The Village Green should have a visible address on Marine Drive which may require strategic property acquisitions over time. The plan also shows Park Road slightly realigned to provide more room for a full ballfield (which is now currently constrained by the road). A third ballfield is also shown in the master plan. This area could benefit from a community garden, another high quality playground or other park space amenities.

The Village Green would also significantly benefit from a more publicly visible address on the Musquodoboit River. There are some uninhabited properties that may be able to be acquired and the Cemetery might also benefit from a more public access.

The Musquodoboit Trail crosses the 357 at a very dangerous midblock crossing point on a 45 degree angle. The master plan shows the trail realigned to the intersection of Park Road and the 357, freeing up the corner lands for a skate park or other village green facility.

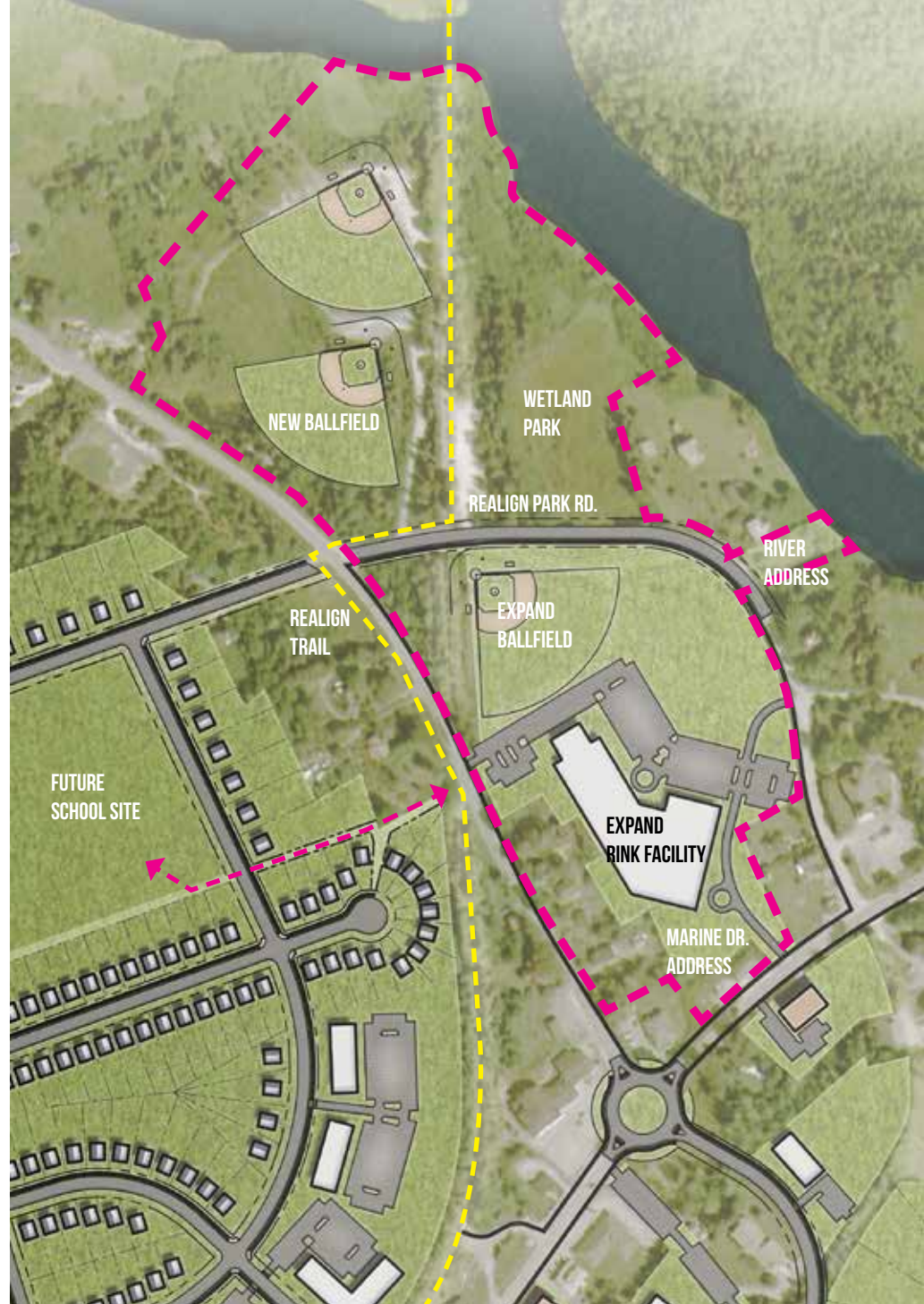


FIGURE 56. Village Green



FIGURE 57. Musquodoboit Harbour School Park

COMBINED JUNIOR AND HIGH SCHOOL

The community made it heard that the school must stay in the community. Though any closure of the existing high school could be many years off, the steering committee felt strongly that a site should be identified for a future school somewhere close to the future village green. This could include the lands north of the Train Museum, the lands south of the East Petpeswick Road or the existing High School site. Whatever site is eventually chosen, it should be well connected to the village core by sidewalk or the Musquodoboit Trail.

PARKS AND OPEN SPACE

Old School Park

The land in front of the Old School community gathering place could make an ideal community park if part of Riverside Drive were closed between Marine Drive and the school. Figure 57 shows how this park could take over some of the road alignment, creating a pedestrian gateway to the old bridge park site.



FIGURE 58. Old Bridge Park

Old Bridge Park

The abutments for the old bridge at the end of Riverside Drive are still in place overlooking the Musquodoboit River. This location would make an ideal look-off park with possible river access for kayaks or canoes. Figure 58 shows how the Old Bridge Park could be configured.

FUTURE VILLAGE CORE SUBDIVISIONS

Commercial development, restaurants, grocery stores, new shopping, and pubs were high on the wish list of residents throughout this process. These amenities can only come with more people and a wider variety of housing types. The master plan shows several areas that could be ripe for future residential growth. These lands should include a variety of housing types from single family, to semi's to townhomes. Multi-family housing up to 3 storeys should also be included in future developments. Those developments that front on Marine Drive should ideally be mixed use with ground-floor retail and upper storey residential. Future streets should include sidewalks on at least one side of the street for collector roads. Subdivisions should be planned with trail connections from the outset.

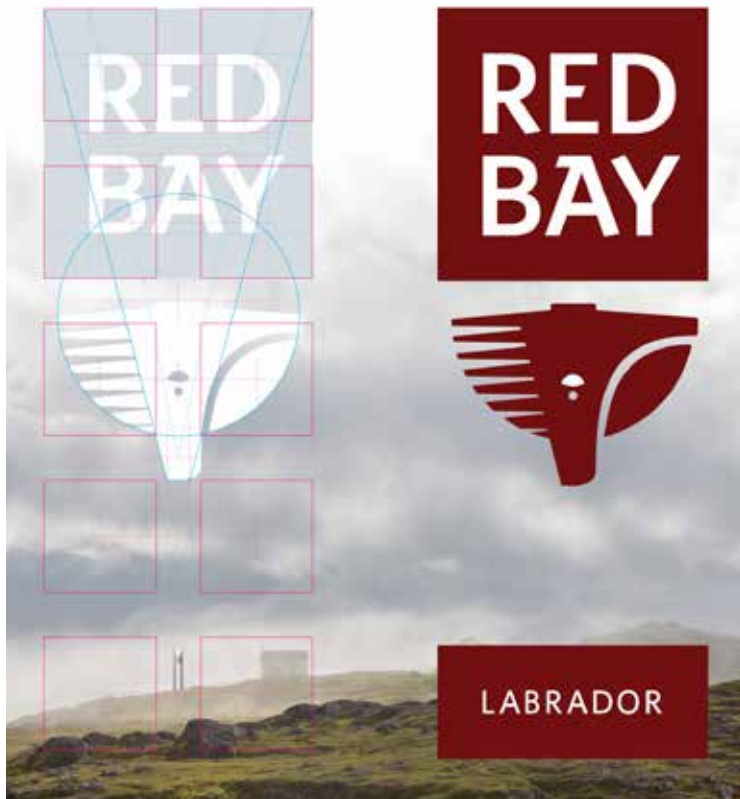
Water and sewer services may need to be expanded to create any density needed to support future commercial growth but there are package sewage treatment options that could be employed for multi-family residential development.





LANDSCAPE of ~ le PAYSAGE de
GRAND★PRÉ
A UNESCO | SITE DU PATRIMOINE MONDIAL
WORLD HERITAGE SITE | DE L'UNESCO





COMMUNITY SIGNAGE PROGRAM

A Musquodoboit Harbour community signage program should be established creating new gateway signs, directional signs, interpretive signs, road and information signs, community directories and trail signage. This signage program is above the scope for this project but its creation would be a high priority for future consideration.





Chapter 5.0

IMPLEMENTATION

The report describes a 20 year vision for Musquodoboit Harbour. The time it takes to implement this vision is, to some extent, dependent on village water and sewer services and buy in from NSTIR on some of the road service improvements described in this report.

As with every good plan, there are ideas that can be implemented in the near future, and there are longer term ideas that will take time, commitment, partnerships and funding. The following priorities describe some of the projects that can be implemented over time.

PHASE 1 - PHASE 3

Phase 1 projects should ideally be started within the next 5 years (by 2022). Phase 2 projects should be started within the next 10 years (up to 2027). Phase 3 projects should be started within the next 20 years up to 2037. It's important to realize the potential for significant changes which might

influence the timeline of the projects in this report. For instance, autonomous vehicles (AV) are anticipated to come on the market sometime in 2021-2022 and depending on their price could have a significant impact on development within a 30-45 minute commuteshed of major cities. The ability to work while commuting will make rural living much more desirable especially when the cost differential of urban properties and rural properties are considered. For areas like Musquodoboit that already are zoned as rural growth centres, AV trends could have a significant impact on the feasibility of many of the projects in this report; advancing them and making them much more feasible. Of course, it's too early to say what the fallout of new technologies and trends will be except to say that the 20 year time horizon envisioned in this plan could come much sooner than expected if technological trends shift development and living patterns.

Figure 59 presents the community's phasing priorities.

FIGURE 59. Priorities and phases

Phase 1 Projects:	Phase 2 Projects:	Phase 3 Projects:
In order for water services to the Village Core to be realized, updated pricing information & an implementation strategy are required. This is an essential aspect of future development and must be an ongoing & active priority.	Sewer services to the village core as feasible	Explore additional development opportunities within the Village Core.
In response to enduring pollution near Petpeswick Inlet, every option shall be explored for new & cost-efficient sewer infrastructure.	Construction of a 3rd Ballfield & explore other recreation options	Private subdivision development as outlined in this report.
Create & Implement a Branding Strategy.	The Park Road realignment to enlarge the area for the existing ballfield.	Additional street improvements.
Create & Implement an Economic Development Strategy	Construction of second priority sidewalks.	Construction of third priority sidewalks.
Sidewalks and Streetscape improvements on Marine Drive. These could include sidewalks to start (connecting the village center to the school), but then pedestrian lighting, benches and furnishings and onstreet parking could be added.	Continued improvements around the rink park.	
The Little River Trail connector (2km) should be undertaken as soon as possible. As part of this work, some of the street connections along Little River Drive should connect to Marine Drive.	Land assembly for the Village Green including acquisition of some River properties and property(ies) along Marine Drive.	
Some of the parks described in this report including Old Bridge Park, Old School Park and the Rail Museum Park should be started.	Construction of the Western Gateway Roundabout pending discussions with NSTIR.	
The Pull-Off Parks outlined in this report should be completed.	Continued Streetscape upgrades along Marine Drive through the Village Core.	
Upgrades to the Rail Museum and grounds.	Water services into the Village Core.	
The East Petpeswick Road realignment is a costly but necessary road realignment that will take support from NSTIR. The Village roundabout would be part of this road realignment. This would free up land for parking expansion at the library.	Securing a potential school site.	
The Musquodoboit Trail realignment near the 357 is another first priority project due to the danger of the existing crossing.		
Policy changes or the creation of a secondary plan to align with the recommendations of this study.		

COST ESTIMATES

The total implementation budget for the 20-year Musquodoboit Harbour Community Development Plan is approximately \$10.3 m dollars (2017 dollars) excluding water and sewer services which will need to be determined through a future servicing study. The estimate does not include property acquisitions required to implement various aspects of the plan.

This estimate includes materials and installation as well as tax (which the municipality can partially recoup) and design and engineering. Design and engineering can vary significantly depending on the scope of work for each project. For some simple projects like paving, it could be as low as 3% of the construction budget, for larger more complex projects it could be in the 15-18% range for design and construction administration (CA) services. Full design and CA services would be closer to the 18% but if the municipality can manage some of the CA work through it's engineering department, it would be safe to lower the estimate to about 12% for design and partial CA services (12% was assumed in the total project cost spreadsheets). Exact costs will depend upon detailed designs and bidding climate prevailing at the time of implementation. All projects require detailed design to facilitate quality implementation.

If the HRM and project funding partners were able to contribute approximately \$500 k (2016

dollars) per year in capital or in-kind to the projects identified each year, all works could be completed within 20 years.

Some of the capital required may already exist within annual budgets for maintenance and renewal of the streets, parks and other related infrastructure. Materials and quantities were derived from measurements taken from the 1" = 200' geo-referenced base mapping. This level of accuracy is sufficient for general planning; however, more accurate estimates will be required during the detailed design and construction stages before going to tender with proposed work. Actual costs may be plus or minus 20%. All quotes reflect 2017 'installed' prices, not including tax. With recent ballooning petroleum prices, prices could increase rapidly in line with petroleum prices. The HRM may want to consider adding a 20% contingency on these numbers

It is important to recognize that the drawings and designs in this document are conceptual only. A qualified design firm/team should be commissioned to prepare schematic and detailed design drawings and contract documents for each individual project. This additional cost has been accounted for in the cost spreadsheet.

Cost estimates for each phase are found on the following pages.

Musquodoboit Harbour	Quantity	Units	\$ Unit Cost	Estimated Price	Phase 1	Phase 2	Phase 3
Village Servicing Strategy & Implementation			TBD	TBD	TBD		
Civic Branding Strategy	1	lump sum	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00		
Economic Development Strategy	1	lump sum	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00		
Phase 1 Sidewalks	1.3	km	\$ 1,100,000.00	\$ 1,430,000.00	\$ 1,430,000.00		
Phase 1 Lighting and furnishings	500	m	\$ 350.00	\$ 175,000.00	\$ 175,000.00		
Phase 2 Sidewalks	0.8	km	\$ 1,100,000.00	\$ 880,000.00		\$ 880,000.00	
Phase 2 Lighting and furnishings	500	m	\$ 350.00	\$ 175,000.00		\$ 175,000.00	
Phase 3 Sidewalks	0.7	km	\$ 1,100,000.00	\$ 770,000.00			\$ 770,000.00
Phase 3 Lighting and furnishings	200	m	\$ 350.00	\$ 70,000.00			\$ 70,000.00
Little river Bridge Trail	2	km	\$ 50,000.00	\$ 100,000.00	\$ 100,000.00		
Western Gateway Roundabout	1	Lump sum	\$ 1,200,000.00	\$ 1,200,000.00		\$ 1,200,000.00	
Village Centre Roundabout	1	Lump sum	\$ 1,000,000.00	\$ 1,000,000.00	\$ 1,000,000.00		
East Petpeswick Road Realignment	275	m	\$ 1,800.00	\$ 495,000.00	\$ 495,000.00		
Western Pull Off	1	lump sum	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00		
Eastern Pull Off	2	lump sum	\$ 50,000.00	\$ 100,000.00		\$ 100,000.00	
Old Bridge Park	1	lump sum	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00		
Old School Park	1	lump sum	\$ 120,000.00	\$ 120,000.00	\$ 120,000.00		
Rail Museum Park	1	lump sum	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00		
Second Ballfield Upgrades	1	lump sum	\$ 60,000.00	\$ 60,000.00		\$ 60,000.00	
Third Ballfield Construction & Other Rec Opp's	1	lump sum	\$ 220,000.00	\$ 220,000.00		\$ 220,000.00	
Musquodoboit Trailway Realignment near 357	1	lump sum	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00		
Village Green Improvements	1	lump sum	\$ 50,000.00	\$ 50,000.00		\$ 50,000.00	
Marine Drive Onstreet parking (asphalt)	30	spaces	\$ 5,000.00	\$ 150,000.00		\$ 150,000.00	
Community Signage Program	1	lump sum	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00		
Community Signage Design	1	lump sum	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00		
High School parking upgrades (gravel expansion)	60	spaces	\$ 1,200.00	\$ 72,000.00		\$ 72,000.00	
Rail Museum upgrades (exhibits and building)	1	lump sum	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00		
Public washroom near parking lot	1	lump sum	\$ 90,000.00	\$ 90,000.00			
Explore development opportunities on the Clamshell Rd	1	lump sum	\$ 15,000.00	\$ 15,000.00			\$ 15,000.00
<i>Sub-Total</i>				\$ 7,797,000.00	\$ 3,945,000.00	\$ 2,907,000.00	\$ 855,000.00
<i>Design (12%)</i>				\$ 935,640.00	\$ 473,400.00	\$ 348,840.00	\$ 102,600.00
<i>Contingency and Inflation (20%)</i>				\$ 1,559,400.00	\$ 789,000.00	\$ 581,400.00	\$ 171,000.00
Total				\$ 10,292,040.00	\$ 5,207,400.00	\$ 3,837,240.00	\$ 1,128,600.00

APPENDIX A

The following is direct feedback from the night of the draft presentation to the community on March 15. The first section includes feedback from the meeting, and the second section includes some feedback which followed in email within weeks of the draft presentation:

MEETING FEEDBACK

- » What is the Musquodoboit Harbour and Area Development Corporation? **Non-existent, was used in Sheet Harbour, needs to be removed from Musquodoboit Harbour report.**
- » Water Tower - Saw that there was mention of a water tower, they are ugly, expensive and obsolete, there is better technology available for this now.
- » Roundabouts: Not in favour of roundabout; concerns about safety on the 107, overpass is the best option.
- » Water should come before sidewalks; lack of sidewalks is a hindrance to new business development. Need to do something about water and sewer first. To bring businesses to support multi-purpose units we need water and sewer.
- » If we take sidewalks out of the equation, we need water and sewer, this needs to be moved to first priority.
- » The CBCL report was mentioned, are you creating a new cost for water, or are you using this one? Are you looking at different technology? **No scope for an additional servicing study in this study.**
- » Are sidewalks the greenest option? Do we need them to be concrete, or can we just have better maintained shoulders?
- » Are you aware of the application to DNR to extend the trail to the 45 degree angle on the #7 highway? Trail extension should be prioritized with phase 1 sidewalks. We have had three different parties governing DNR, the application is finally in, we would love to see the chamber and Hendsbee to come on board to put pressure on the government to get that connection.
- » Commenting on sewer and water; sidewalks are a lot cheaper.

- » Connection at the end of the “old mill” landing spot to dock boats to be able to connect people from the water to the rest of the community.
- » From Bayers Mill Rd – the amount of kayakers and canoers is huge, give them a place to land at the end of the river so they can visit our community.
- » Awesome job everyone.
- » Public road – the landing? Ownership? The Kayakers start at the graveyard, love the rapids, need a place to come out at the end.
- » Old ferry dock, is this property owned by the province?
- » We in this room are not representative of the population of Musquodoboit Harbour, we need to see something fast. What can we do so that people know we are doing something, could we get a signage strategy going before sidewalks so people can see that we are really working hard to make things happen this time around.
- » Would there be a property tax for people with water/sewer? **Hendsbee says it'll be added into the water bill**
- » Great work.
- » What struck me was access to the river, but we also need access to the harbour. Consider Petpeswick and the clamshell, best view of the harbour is off of the clamshell.
- » You mentioned buildings close to the road, it sounds expensive to have to move the existing buildings. What about seniors housing? We don't want to move to baker drive. **Kent clarified no buildings were being moved in this study**
- » Are there examples of communities that have gone from the sprawl to the village core concept? **Examples given: St Peters, Village on Main**
- » A comment about sidewalks, concrete sidewalks are easier for maintenance, also hard to picture pushing a walker along a “well maintained” shoulder, would rather sidewalks for that.
- » We are missing sports & rec facilities, what about soccer? We don't have a legal sized playing field until you get to Cole Harbour. **Hendsbee: New Field would come with a new school**
- » It would be great to turn our trail into a “destination trail” like the rum runners trail, once the connection has been made.
- » We need to think about a new birches.
- » In response to previous comment from a board member of the Birches - The new Birches is at a stand-still, there needs to be pressure on the government, attention towards this issue has been dropped. Want to stay in the core of Musquodoboit Harbour, have identified potential locations for new Birches.
- » Has the board approached Sobeys recently? Is the land owner by Sobeys for sale? **No**
- » What would be the usage of the current school if they moved the school to a new location? **No plans at this stage**

- » The green bridge is up for replacement (Hendsbee: 2021) could there be a look-off built into that project?
- » The triangle section of the trail proposed to be rerouted – it would be a shame to lose this piece of trail, it is a really nice section with old trees and a nice bench. Is it really that dangerous?

EMAIL COMMENTS FOLLOWING DRAFT PRESENTATION

- » Garbage cans....these might be one of the earliest signs of good things happening in Musquodoboit Harbour. HRM would have to agree to empty them regularly (perhaps contract to a local agent.). They are needed particularly near the high school, driveway on West Petpeswick and Clamshell
- » Keep it Authentic
- » The rail cars that are a part of the MH Railway museum are ones with history here. It would seem fake to bring in additional cars that have no real connection to the place.
- » It would be imperative to have guidance from the Railway Museum on this and on the play equipment for children (which looks like a splendid idea) so that it is about Musquodoboit Harbour and the Blueberry run.
- » Signage: The signage should reflect the individual character of MH. Perhaps local artists could be commissioned so that it wouldn't just look like some paid "townie" did it.

- » This could also apply to some of the facade work around the village (Local could include Seaforth or further east on the Eastern Shore)
- » Also, when some residents talk about signage being a problem, they are often referring to rogue signs that pop up. While some are wonderful, attractive and original, some are out of date, in disrepair or just an eyesore. Is there any way to manage this? We do want to keep the originality, character and talent of the place.
- » Trail: The piece of trail between Park Road and Hwy 357 is particularly nice. It is well-treed, something that could not easily be replaced. It is quiet, sheltered, and is one of my favourite places to run.
- » The problem of crossing the 357 could be solved in ways other than moving the trail. Place flags in buckets for people crossing. Place a walkway on the shoulder of the 357 either on the west or east side so that the crossing can be made perpendicular to the 357.
- » Change the slope of the road if that's what the problem really is. Could be done in conjunction with repaving project. Expensive maybe but faster than waiting for more trees to grow.
- » River Access: In discussing river access, we might think not only of people looking at the river but actually getting in it, kayaking, canoeing, swimming the landing spot at the end of
- » Sidewalk Criteria: can be kept clear of snow in the winter, can be negotiated by wheelchairs, walkers, strollers and small children's bikes

- » Parking: If you make it easier and more attractive to get around in the village centre in some other way, ie bike or walk, this reduces vehicle traffic. With parking at the back of the building, it may be difficult to see if there is a spot available. In the future we could manage the parking by mobile app. It may also be helpful to have a designated entrance and exit.
- » Library: I'd like to see the library stay on the main street rather than swallowed up into a Cole Harbour Place mega-building. Keep the library visible to keep literacy visible. Keep it accessible as part of the walking, shopping experience
- » Riverside Avenue: As a resident on Riverside Avenue I really like the ideas around this street.
- » Remember that the fire trucks need good access to the #7. The end of the road is a turnaround for the snowplows as well as garbage trucks and delivery vehicles and will need an enlarged piece of road planned in so that the snowplows won't destroy the landscaping around the end-of-road mini park.
- » Our street has many old houses with lots of history. It would be interesting to work on a guide book for this street and include something as well about the sawmill. It could be accessed by mobile app.
- » Lighting: Individual shop owners want to light their buildings but the availability of full cut-off lighting luminaries seems to be a problem. You can't just walk into Taylor's and order one. There should be help and guidance for merchants (and residents too) to find better lighting for their businesses (and homes)
- » Would there be money under the facade program directly targeted to better lighting (i.e. down-lighting) and would there be help for merchants to access appropriate luminaries and building lights?
- » Perhaps also, a guide could be written up (or accessed if there is one already) to help merchants (and residents as well) choose good lighting.
- » Ballfields: There are more sports and activities than ball and hockey. Not everyone plays team sports. I would rather have a soccer field a pool (aqua-cises, swim lessons all year, masters swim club), curling ice, running track. A Mini Cole Harbour Place. It would be a nice idea for a larger town. Having all the services together makes for larger parking lots and having to walk further. Dragging toddlers and gear is a pain and the further away the parking, the bigger a pain.
- » Theatre: Possibly in conjunction with a new high school, it should, in any case, have it's own entranceway and lobby
- » Thank you to the board and the steering committee for pulling this together. This is a hopeful and enthusiastic process and I have enjoyed being a part of it. The result is a vision of the kind of community in which I am excited to live.
- » Clearly, water is the single, biggest issue we have facing Musquodoboit Harbour. Without potable water in the Village we will have nothing else that really matters or makes a difference. It is probably the most important reason the MCP was commissioned.
- » This must be the priority and objective of the MCP,

clearly defined with next steps for its achievement as the ultimate goal.

- » With this decision in place, everyone has a common understanding. A well laid out framework provides consistency and continuity for any decisions on further projects, once the water component is in place.
- » Musquodoboit Harbour is a 'Gateway to the Eastern Shore'. Tourism is possibly foremost in the minds of the provincial and municipal governments. MH is seen as a 'travel through' but we are more than that for the people who reside in and around the area.
- » The availability of potable water will open that Gateway to so many other projects which will make MH all we know it could be. It has to be the beginning and the foundation on which all else will follow.
- » As a community, we are the obvious and most credible visionaries when it comes to the bigger and ongoing picture for MH. The Chamber and the Community will receive recognition through this Ekistics document. Water and/or sewer are the 'big ask' and have to weigh prominently in the MCP.
- » The Study should stress that many of the institutions within the study area service a much wider population than the core or even MH. The High school, the hospital, the recreation center, churches police station, etc are all used by people from a wide area. This point should be emphasized in the report to justify area tax rates.
- » The Report should include a discussion of potential sources of project financing. Providing cost

estimates without information about potential Government and business financing makes it difficult for residents to determine affordability. These services will primarily be for Government owned facilities. Hospital is Provincial Government, HS is Provincial government, Recreation center is HRM, these facilities will be the biggest users of the services and should contribute most of the capital. Add these contributions to those capital cost contributions from the commercial businesses and residential developers, will make the project affordable.

- » Water and Sanitation services are not included in the list of priorities but should be because many of the other priorities require these services in order implement them. It is much cheaper to have central services than to have individual water and sewerage for each new or expanded business or institution.
- » The use of Petpeswick inlet for recreational purposes is very much limited with it's current problems with fecal bacteria contamination. This problem has been attributed to frequent malfunctioning of the HS, Hospital and Birches sewerage system. I understand that the School Board has carried out studies to identify these malfunctions. This problem is a safety issue and needs fixing urgently.
- » There is potential for finding lower cost services in the village core. It is urgent that these be investigated soon. The cost of piped services is primarily in the costs of trenching, bedding, backfilling, and reinstatement (60% - 80%). Therefore the marginal

cost of placing sewer pipes in the same trench as the water pipes makes sense. Also, utility pipes are often installed under sidewalks, therefore they should be installed before the sidewalks.

- » I liked many of the ideas that Ekistics presented: the water lookoffs, the one roundabout as one leaves Highway 107, the rerouting of the trail, and the rerouting of the top of the East Petpeswick Road, and the cluster of homes and businesses in the village core. Many other ideas were good too, but I don't have the report proposal so I cannot comment on them all. But I do want to be sure that the first phase of the Ekistics proposal prepares for the installation of WATER for the village core in the second phase of the project. Water is so important to the village core and the school, and homes and businesses want clean drinking water. To attract more residents and businesses to the area, I think it is important and crucial that water be provided. I want to add too that I think a second roundabout leaving the village going east is unnecessary.
- » The Chamber is doing great things and I am pleased that you were able to hire Ekistics to create a Community Development Plan (CDP.) Congratulations on that! I do hope that you will provide a forum so that many Chamber members and community members can comment on the CDP. Looking forward to the Chamber's AGM, I wish you all the best with your plans.