



EAST HANTS

Village Cores Plan

Municipality of East Hants

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FINAL REPORT

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1.0 Origins

1.1 Introduction

East Hants is a large regional municipality covering 1,887 sq.km and populated by approximately 22,401 people in 9,089 households (census 2006). Unlike other municipalities in Nova Scotia that have one or more large cities or towns at the core, East Hants has 5 “Village Cores” and 1 “Community Core”. The two remain “cores” are currently in unplanned areas of the Municipality. Of these, Elmsdale has the largest population with 3,099 residents.

These dispersed cores, left unchecked, could transition into corridors of strip development or urban sprawl like New Minas or Sackville Drive. In response, the Municipality has developed a strategic growth management policy which has led to the creation of Village and Community Cores zones (C6 and C6a respectively) where mixed-use development can be focused. This approach of concentrating development in cores effectively allows growth while maintaining natural areas, agricultural land and open space.

The East Hants Municipal Planning Strategy (MPS) lists 14 policy goals which reflect the future vision of the Municipality. Policy goal 10 is “to reinforce village centers as the focal point of commercial and community activity within communities”. To address this goal, the Municipality has commissioned this Village Cores Strategy to guide the growth and public investment in the village cores. Municipal investment in public core areas is a common strategy used to leverage private investment in individual properties.

Goal

The goal of this study is twofold. First, it is to ensure that the policies and guidelines for private development in the cores 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 cores.

The terms of reference for this study outlines that this is a first, high-level step in village core investment. 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 study provides direction on where more detailed attention needs to be directed in the Village Core areas and which issues and areas shall be tackled first. The study includes the following details:

- ▶ An analysis of the existing viability of the Village Core’s as commercial/community centres;
- ▶ Review of existing design guidelines and documents relating to the Village Core’s and suggestions on any necessary amendments, mainly relating to design;
- ▶ Identification of suggested improvements/ additions to public infrastructure, open space, street furniture, parking etc and estimated costs for providing these improvements/ additions;
- ▶ Prioritization and phasing of public investment in the cores
- ▶ Identification of further studies, detailed design work and other required work.

This report is the culmination of a 3 month public planning process. The process and findings are outlined in the following pages. The study will eventually inform the review and re-writing of the Municipal Planning Strategy and Land Use Bylaw, as well as future capital investment.

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 Cores.

1.2 The “Undirected” Growth Scenario

There are good reasons to plan linear corridors like those found in the villages of East Hants and there is evidence of *unplanned* highway corridors 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,
- ▶ disregard for community character, and
- ▶ the migration of anchor businesses (like banks and professional offices) from the core areas to highway strips.

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

Many communities have had to deal with the proliferation of franchise business (with self serving design goals) and big box retail stores. Without community design standards, unplanned growth can seriously degrade the quality of traditional neighbourhoods; putting them at risk of having to accept minimum standards of development. Zoning provides some measure of security; albeit, the very minimum standards which often don’t recognize the special qualities of place that make it unique.

In contrast, well planned village cores:

- ▶ are daily destinations as well as community conduits



Typical Strip Street



Maine Village Highway

	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

- ▶ stimulate economic development because they are special places in their own right
- ▶ are accessible by pedestrians, bikes and cars
- ▶ have nodes of commercial growth between nodes of residential development, natural areas and agricultural areas
- ▶ provide synergistic growth among the surrounding cores
- ▶ balance multiple community objectives instead of single, individual, objectives
- ▶ define a standard of development and don't accept lower standards
- ▶ service the daily needs of local community and are destinations for tourists.

1.3 Vision

The vision for the village and community cores has been directly distilled from 2 community workshops, interviews with key stakeholders and modern community planning best practices.

The village and community cores should be the focal points for the daily needs of each community including social, recreational, spiritual, commercial, and educational needs. The cores should represent the distinctiveness of character for the communities they represent. They should provide a range of mixed uses, including a range of higher density living types, and should cater to people walking, biking or driving. Each core should be linked to neighbouring trail or greenway facilities with improved access to the Rivers which border them. Each core should provide some of the daily basic living needs such that they are a daily destination for residents.

Individually, each of the 8 cores has its own needs, deficiencies, opportunities, and goals in addition to the common Village Core vision outlined above. A balance must be struck between accentuating each core's individuality while ensuring a common collective quality of place and identity.

Many of Maine's coastal communities have developed similar community design standards to protect local sense of place from generic and unsuitable development. Newer franchises like Tim Horton's and MacDonald's have set aside their typical box design standards in favour of local community standards. The result is noticeable in communities who take the time to enforce the new standards.



The vision for East Hants' Village Cores is for a balance between cars and pedestrians, site standards that put an emphasis on high quality landscapes and pedestrian furnishings, building standards that reinforce each community's unique sense of place, linked open space networks that provide access to the riverfront and the creation of mixed use, dense village cores which reinforce community character.

1.4 Study Process and Outcomes

This report was prepared by Ekistics Planning Design and is the culmination of 3-month community planning and urban design process commissioned by the Municipality of East Hants.

The resulting Village Cores Strategy is reflective of the ideas and community dialogue heard throughout this project. The vision for the strategy came into focus during a series of public workshops, where participants identified and

agreed upon specific issues to address. The need for the Village and its stakeholders to come together and work collectively toward similar goals was seen as the best way to successfully address these issues and move a vision forward. This collection of voices ultimately spoke to the need for a plan that would allow the various stakeholder groups to champion their ideas.

Phase 1: Inventory and Analysis

After the project start-up meeting, the client and consultants visited many of the cores to talk about opportunities, constraints, investment, development potential, connectivity and other issues which relate to the village cores.

The consultants returned to undertake a more detailed inventory of each core following the initial start-up.

Phase 2: Consultation

The two stages of consultation included interviews with about 20 key community and business stakeholders (list provided by the Municipality), a business and public workshop (held individually on the same day).

1. Interviews

The interviews were completed throughout the month of September, in person, and over the phone. The interviewees were generally consistent in their observations, which are outlined in Appendix A, page 67.

2. Workshops

The results of the interviews formed the basis for the public workshop questions. A merchant workshop (afternoon) and public workshop (evening) were held separately on Thursday, September 16, 2010, at the Enfield



Legion. About 25 people attended the business session from 3 p.m. to 6 p.m. and about 18 people participated in the public workshop from 7 p.m. to 9:30 p.m.

The workshop was divided into 2 phases with a table dedicated to each of the 8 cores. Participants worked individually on one of the cores. The first phase introduced participants to "Village Planning Toolbox", a collection of tools used to revitalize and grow the village core. Tools ranged from civic branding and signage to infrastructure investment, parks and open space, and design guidelines. Participants were asked to comment on the applicability of each tool and then prioritize the tool for each community. The second phase of the workshop asked participants to locate the extent of each tool on maps of each community. Each table (representing each of the 8 cores) presented their finding to the group.

The notes from the workshop are presented in Appendix A. The priority of each planning tool is shown in Table 1.1 (the business leader workshop) and Table 1.2 (the public workshop). Note that some of the cores were not represented in the public session due to lack of participants.

Table 1.1. Business Leaders Priority of Tools (1 is highest priority; 10 is lowest)

East Hants Village Core Plans (Commercial)								
Tools	Mount Uniacke	Enfield	Elmsdale	Lantz	Milford	Shubenacadie	Maitland	Kennetcook
façade program				5				
streetscape program	1			2&6	1	3	3	2
village identity & signage					9		5	6
wayfinding system				7				
trails & open space	4	1&2	Group did not prioritize	1	3&6	1	8	5
streets & parking improvements	3				4		7	
waterfront development					7			
village design guidelines & land use zoning				4			6	
festivals & events				8	6			3
support for community associations		4			5	2		
green downtowns							10	
new facilities	2	7		3	4			
new business								
new infrastructure		3			2		4&9	1
heritage & interpretation		5		9	8		1 & 2	
business improvements district								
Transportation				2				

*Participants from Elmsdale, Enfield and Mount Uniacke did participate but were unable to complete the forms.

Table 1.2. Community Priority of Tools (1 is highest priority; 10 is lowest)

East Hants Village Core Plans (Public)								
Tools	Mount Uniacke	Enfield	Elmsdale	Lantz	Milford	Shubenacadie	Maitland	Kennetcook
façade program							2	
streetscape program			4	3&4	2	3		4&5
village identity & signage			3		5			
wayfinding system					4			
trails & open space			1	1	1		3	1
streets & parking improvements	No Representation	No Representation						
waterfront development						2		
village design guidelines & land use zoning			2					
festivals & events							4	
support for community associations								
green downtowns								
new facilities				2				3
new business					3			2
new infrastructure						1		
heritage & interpretation				5			1	
business improvements district								

Common Themes:

1. The Shubenacadie River is the reason for most of the Village Cores. Better access to the river and trails on the river should be a high priority. These trails need to link to the village cores.
2. Businesses should be clustered together in the cores instead of strung through the entire corridor.
3. Pedestrians need the same consideration as cars.
4. Truck traffic is a serious safety issue in many of the cores.
5. Servicing infrastructure is a serious limitation to growth. Where feasible, water and sewer should be a priority.
6. Positive outcomes for one community will have a ripple effect on other village cores.
7. Each core should have a walkable downtown component with street trees and pedestrian furnishings.
8. Signage and wayfinding is universally needed in all village cores.
9. The cores should reinforce the special quality of the surrounding community and buildings should be of a high aesthetic standard.
10. The rail line bisects some of the communities but will be an economic generator as commuter rail takes off in the future (with higher oil prices). The village cores should recognize the importance of future connections to rail hubs.
11. The rural agricultural feel between many of the village cores is an important asset.
12. Some gateway 'expressions' are needed to demarcate the area.
13. Quality green spaces which are relevant community destinations are needed.
14. The cores are areas for mixed use and are suitable for more density than the surrounding residential lands.
15. Onstreet parking is desirable in the cores so long as safety is considered
16. Less 'red tape' is needed for businesses.
17. Recognize and interpret the special 'histories' of the areas.
18. Involve the public in dialogue about village cores.
19. Individual village cores have their own needs and opportunities.

Interim Presentation

Two months after the September 16 public open house, the consultants presented an interim plan to the steering committee. Feedback from that session informed the outline for this report and the detailed recommendations for policy and projects.



2.0 Village Core Toolbox

Measures to foster the development of village core areas can be divided into a number of discrete approaches, which are set out below.

The following chapter indicates which of these approaches is needed in each community, and provides some observations of how they may be implemented in each. These tools were presented to the community as part of the community workshop in order to gauge which tools might be suitable for each village core in East Hants.

2.1 Communications Tools

Defining Village Identity

Effective branding will support the growth and development of business, tourism and communities within East Hants. The process of articulating village identity should provide a meaningful representation of each locale, and contribute to the shaping of a coherent image for East Hants. Individual villages and the group of villages that make up 'the corridor' should articulate an identity that reflects their roots and their vision for continued growth and development. The concept of the corridor maybe a somewhat accurate description of the communities from Enfield to Shubenacadie, but it fails to communicate the significance of the historic or natural setting, in-

dividual community identities or aspirations.

The local identity and visual identity developed would then be reflected in graphics programs, promotional programs, street signage and physical improvements for each village area.

The development of village core areas also requires a level of attention be paid to the broader context in which they are found. Signature landscape elements throughout the municipality - key views, landmarks, rivers and lakes, historic sites – should be managed to cultivate an awareness of what makes East



Hants and its collection of villages special places.

Implementing a Signage Strategy

A system of community signing should be developed to identify, welcome and reflect the special qualities of each community. Some community signing is already in place, and should be incorporated within a comprehensive effort to identify villages at their boundaries and create village gateways for the communities included in this study. This effort could be undertaken municipality wide.

A signing program for farms and other businesses within the municipality will foster increased awareness of and pride in local industry and promote high standards for signage. Standards or templates for signage could be developed in consultation with commercial or farm organizations. Umbrella organizations could support the implementation of signage by coordinating a discount for bulk manufacture and erection of signs. A strategy for business signage could help to reduce or replace scattered roadside signs advertising local services and products.

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 each 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 the village 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 museums and groups with an interest in local history have made significant headway in conserving and presenting local history.

2.2 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, fund-raise 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.

Village Design Guidelines & Zoning

Through the land use by-law, and the design guidelines contained within it, the municipality manages the appearance and use of new construction and building renovations. Standards for architecture and site works affect site use, access, building form, door and window treatments, signage parking and landscape. Recommended alterations to the by law and guidelines are contained in... SPECIFY LOCATION.

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, Truro, Yarmouth, Amherst and many other NS municipalities.

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 for

mutual benefit. 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 suite of complementary events in the municipality.

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



2.3 Physical Improvements

Infrastructure Improvements

Improved water supply, sewage treatment, streets, bridges, or other elements may be needed to facilitate the growth and development in some communities.

Trails and Open Space

Currently the Open Space Management Strategy addresses the villages as a complete unit. The next level of planning would further these ideas and build upon each village individually. A coordinated plan for the development of trails, side-walks and parks spaces would focus on providing a continuous network that enhances pedestrian access to desired destinations, including important community facilities, recreation and leisure spaces, including waterfront areas. A component to the future work could be an Active Transporta-

tion Masterplan. Active Transportation is fundamentally rooted in human powered modes of transportation. The aim is to have people chose to bike to work or rollerblade downtown rather than jumping in the car. Education for all age groups and socio-economic brackets is required along with proper infrastructure and marketing to ensure success. Local systems should be coordinated with adjacent communities, Nova Scotia Museum sites and regional systems such as the Shubenacadie Canal and the Trans Canada Trail. The modes of trail use to be accommodated can have a significant impact on the design of the system. In some rural communities the demand for all terrain vehicle trails may need to be addressed. Proper signage and trail establishment for ATV's and snowmobiles through a village can have positive economic spin offs as this is a population of outdoors people that will require supplies, fuel, lodging and meals Future plans should be coordinated with the existing East Hants Open Space Management Strategy. All plans must respond to the potential long term needs of a community.

Streets and Parking Improvements

Functional challenges with local streets may need to be addressed to improve safety or enhance traffic flow. Village parking should strive to be safe, convenient, attractive and available in sufficient quantity. The obvious shortcomings in many communities are the appearance and safe configuration of parking areas. Undefined parking areas adjacent to the street often occupy excess space that could be renovated to enhance the appearance of the streetscape. Angle parking located adjacent to busy streets poses a safety concern, and a strategy to eliminate such parking and compensate for any lost parking should be



developed for each village core area. Plans for alterations to streets and on-street parking need to be coordinated with Nova Scotia Department of Transportation and Infrastructure Renewal.

Streetscape Improvements

Upgrading 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 main street 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 artefacts 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. Several communities noted a desire for illuminated pedestrian street crossings, but have not been successful in having these provided. 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. In most areas the heavy tree losses of recent decades have not yet been made up with new growth of either disease resistant elms or other suitable native trees. For aesthetic, ecological and practical reasons the large scale replacement of street trees is merited. A program of tree replacement and on going management of village trees should be designed and implemented. The existing stock of street trees should be assessed and appropriate care provided. Suitable locations where trees can thrive – and therefore require less care – should be targeted for planting. The site and species selection should be coordinated within the regulations of the Department of Transportation and Infrastructure Renewal. Programs to encourage tree planting by local residents may be a feasible way to restore 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. Mass planting or naturalization may help to reduce maintenance requirements in some civic open spaces.

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



acquired to providing waterside access. Where impressive vistas occur along the roadside, safe pull off areas and simple park amenities should be provided. Coordination with the Canal Commission in their efforts to restore the paddling connection along the historic Shubenacadie canal will add another layer to each of the communities. A river master

plan would identify areas of interest from the water and connections into the villages. Much of the land along the river is private property and would require mapping of access points.

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

For all villages in the study area water played an important role in the origin of the community, but over time a stronger orientation toward the street has diminished the visible presence of rivers and lakes. Waterfront improvements aim to reconnect communities to the water by promoting the safe enjoyment of local rivers and lakes. All villages provide significant opportunities for the development of views to the water, physical access to shorelines and the water, and the development of water based recreation.

In village core areas and elsewhere the presence of streams and water bodies should be celebrated. Simple signage identifying the water body should be provided; waterside park spaces should be provided in appropriate locations to facilitate enjoyment of, and access to the water. One focus of local trail development should be the provision of access to rivers and lakes. In many villages a substantial park space should be

Façade Improvement Program

These 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 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. Planned improvements should facilitate the use of local labour and materials.

Heritage Conservation Program

All village core areas have significant historic structures, and in some communities the concentration of quality historic buildings is a defining characteristic. The conservation of these structures as a valued part of the community and the local economy should be supported through a

Before



After



heritage conservation program to support the timely and appropriate maintenance of qualifying historic structures. For a community such as Maitland, protection and investment in heritage is central to the well being of the community.

The program would cost share appropriate maintenance activities on for eligible structures. As with the façade program, planned improvements should facilitate the use of local labour and materials to accomplish planned improvements.

Ideally, a long term strategy to preserve historic structures would be rooted in the economic vitality of village core areas, and preservation efforts

would not require economic incentives. Economic development efforts should attempt to capitalize on community heritage, such as individual underutilized heritage structures, and the Maitland townscape.

Scenic Rural Routes

Scenic local highways linking villages in the municipality are an asset to be managed and developed for the benefit of adjacent community and village core areas. Highways should be developed as scenic rural routes that accommodate cycling and automobile touring, and help to feed activity into village core areas.

A vision and plan for highway 2 could be developed cooperatively with adjacent municipalities and Shubenacadie Canal Commission to provide a cross provincial route from Dartmouth to Truro, echoing the traditional movement of the Mi'kmaq, the path of the Shubenacdie Canal and the railway which followed. Areas of incompatible character should be remediated and scenic stops, historic sites, and wildlife viewing opportunities highlighted.

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 and their vehicles.



TRURO

TRURO

3.0 Village Core Improvements

3.1 Enfield

Site Assessment

The village core of Enfield is vital but provides opportunities to continue enhancements to building facades, to organize and green parking areas, and to refine the streetscape. Church owned green space between fire hall and church parking provides an opportunity for a more developed community green at the heart of the village. Heritage buildings and vital businesses provide a solid base for improvements to the appearance of the core area. Planning should address the potential for continued growth of business and amenities within the core area.

Along the Shubenacadie River, the scenic river crossing at the southern entrance to the community is undeveloped. The Shubenacadie Canal Commission owns property immediately downstream of highway 2 on the Halifax County side of the river, at lock 6 in Horne Settlement and

lock 7 off Locks Road, in Enfield proper. The municipality has property on the river at the water treatment plant; together these sites provide an important community access to the river that should be exploited.

The link to highway 102 south of the village passes through Halifax County; the highway itself forms a barrier at the edge of the village core, with a single connection providing access to Horne Settlement.

Priorities from Workshop

The community expressed the desire for additional trail development for non-motorized uses, and linked to this, a recreation area and water



access at the water treatment plant site. The intersection at highway 2 and Old Enfield Road was singled out for improvements for traffic, and the need for a pedestrian crossing near Avery's Farm Market was identified. A façade improvement program in the village core, and the development of highway 2 as a scenic diversion from highway 102 in the area from Enfield to Shubenacadie were recommended. On-going municipal support for the important work done by community groups was recommended; these groups include: Enfield in Bloom, Lions Club, Fire Department, E.H. Horne Preservation Society, Knights of Columbus, and Earthkeepers.

Recommendations

Trails and Open Space Master Plan

Set out a master plan for trail and open space to guide new trail development and to incorporate future trails within new development areas. The focal points for trail development should include the Village Core area, community recreation facilities, and future waterfront parks. The system must dovetail with plans for the development of the Shubenacadie Canal, and trail systems in adjacent communities. Consideration for the variety of uses to be accommodated. The network of sidewalks should be coordinated with trail development.



Church owned property between the church parking lot and the fire department has the potential to provide a public green with frontage on the main street. Sidewalk and streetscape improvements along the eastern edge of highway 2 would help to tie the community park into the broader context.

Improvements to green the village should extend to the grounds of the Royal Canadian Legion, where definition of the driveway entrances and parking areas would help to make the most of the parking, and permit tree planting and greening of the remainder of the site, to provide a more attractive and less exposed conditions for recreation.

Waterfront Development

Four local, publicly owned properties on the Shubenacadie River provide a great opportunity to establish a stronger community orientation toward the river. Land at locks 6 and 7 and the water treatment plant provide an opportunity to create a local canoe route; land facilities should be developed to support this activity. Enfield should develop a significant community park at the river edge, including space for passive park uses, such as picnics, informal performance space and play areas, along with opportunities to explore and interpret historic and natural resources. The park should be large enough to meet community



needs into the foreseeable future, though full development may take place over an extended period. The river crossing at the southern boundary of Enfield should be celebrated; it may be worth exploring opportunities to partner with the Canal Commission and HRM to provide signage, landscape improvements and park amenities on land owned by the Commission.

Waterfront planning in Enfield should be part of a larger municipal plan for access, interpretation, recreation and promotion of the Shubenacadie waterway within East Hants, in cooperation with the Shubenacadie Canal Commission. Development of local facilities should build toward the realization of significant recreation and tourism infrastructure.

Streetscape

Streetscape improvements within the village core area will refine the appearance of the street, particularly near the crossroads, helping to make it more closely resemble the more mature streetscape to the south. Street tree planting, site furnishings, lighting and the use of local materials along the street in the entire core area will provide greater consistency in appearance. Upgrades along Old Enfield Road will help strengthen the link with the communities south of highway 102. The sidewalk should be extended along the street frontage of the legion to meet the sidewalk on the bridge over highway 102.

The rationalization of parking areas near the crossroads has the potential to provide additional park space adjacent to the street, which can be developed as a continuation of the improvements that have already been made here.

The highway link between highway 102 and the southern boundary should be developed cooperatively with HRM to create a pleasing lead-in to the village. Improvements here

would focus mainly on street tree planting and signage.

Branding-Community Identity-Signing

Village gateway signage should be erected along with site improvements at the boundaries of the village. A community information kiosk and pull-off should be placed near the crossroads to help residents and visitors locate local amenities, attractions and events. Consideration should be given to using the water tower more effectively to promote local identity.

3.2 Elmsdale

Site Assessment

Churches, the former railway station, and local shops create a well defined village square in Elmsdale where highway 214 intersects highway 2. These main streets radiating roughly north, south, east and west from the square are intensively developed for most of their length within the community. To the north and east development includes a substantial industrial presence. To the south industrial and commercial development is integrated with residential development. To the west, retail operations area clustered near the village core and highway 102, separated by largely residential area and school.

The village core is an economically and socially vital area where improvements focus on improving the fit of businesses within the streetscape, making the streetscape more consistently attractive and improving pedestrian and park spaces. Exit 8 at highway is a key gateway to the village which does not reflect the character of the village as well as it could.

Priorities from Workshop

Workshop participants identified the need to enhance the area surrounding the village square to make it more pedestrian friendly and welcoming



by extending sidewalks and providing safe street crossings, and making soft landscape improvements. Traffic troubles including congestion during peak hours, and truck traffic were noted as specific challenges that need to be addressed. The desire for trails along the rivers, integrated with the network of sidewalks and park spaces was expressed, along with the need for community access to the river. The potential for interpretation and festivals based on local heritage was highlighted, along with the potential for re-use of the former train station. A community welcome gateway at highway 102 was suggested.

Recommendations

Street and Parking Improvements

Only parallel parking along major routes should be permitted, and off street parking areas provided by land owners on private property where required. Off street parking areas should have well defined driveway entrances from the street and subtle landscape screening between parking areas and the sidewalk or street edge.

Streetscape Improvements

In time, streetscape improvements should extend the along the length of highways 2 and 214 within the developed areas of Elmsdale. Upgrades would include in-fill street tree planting, ornamental street lighting, street furnishings, and sidewalk extensions. The area adjacent to the square would be the highest priority for these improvements, which could then flow south and west as second priority areas.

Where this has not already been competed, driveway access to industrial properties should be defined and the remainder of street frontage fenced and landscaped with street trees and shrubs to soften the view of these premises.

The section of highway north of the Elmsdale Legion on highway 2 should be managed as a scenic rural route with in-fill street tree planting in developed areas.



Identity and Signage

Gateway signage should be erected at the four entry points to Elmsdale and at Exit 8 on highway 102. A community information kiosk and pull-off area should be erected near the crossroads to help residents and visitors locate local amenities, attractions and events.

Trails and Open Space Master Plan

The Elmsdale Beautification Society has developed a concept for improvements to the pedestrian spaces surrounding the square, which includes many worthwhile amenities to create a more welcoming environment for people. We agree with the substance of the plan that calls for planting, seating, refined landscape treatments near the cenotaph, interpretation panels and the extension of sidewalks to create a pedestrian friendly environment. Any reduction of parking at the former train station may impede use or re-use of the building in the short term, though the allowance for future commuter rail access is important.

A master plan for trail development for Elmsdale should be coordinated with the Shubenacadie Canal Commission desire for a hiking trail along the west bank of the river between Enfield and Lantz, and the potential to extend the trail up-stream along the Nine Mile River.

Improvements to green the village should extend to the grounds of the Elmsdale Legion, where definition of narrower driveway entrances and parking areas would help to make the most of the parking, and permit tree planting and greening of the remainder of the site, to provide a more attractive and less exposed conditions for recreation.

The highway crossings of the Nine Mile and Shubenacadie rivers provide an opportunity to celebrate these streams. At the Nine Mile River this might be accomplished with a small park development adjacent to the Elmsdale Legion and landscape improvements adjacent to the bridge site.

Waterfront Development

A waterfront park spaces should be acquired and developed to provide community access to the Shubenacadie River and support adjacent passive park uses. Land adjacent to highway 214 where it crosses the river could be considered for this purpose.

The municipality of East Hants owns a small parcel of land on School Road near lock 8. Further land acquisition in this area and development of a public park on the river should be considered in this location.

Opportunity Development Sites

Vacant, run-down properties west of Elmsdale Community Chiropractic on highway 214 present an opportunity for redevelopment, and



in the short term the site and buildings should be upgraded to complement the village core. Vacant space in the former train station provides another opportunity for business at the village core.

3.3 Lantz

Site Assessment

The central core of the village area surrounds the green space bounded by highway 2, highway 227 and Church Street. There is a small group of businesses near the core area, along with Christ Church Anglican church, the post office and Lantz Volunteer Fire Department. The former elementary school and arena sites east of route 227 present an opportunity for new development at this crossroads. There seems to be a lack of land on highway 2 available for development in the core area.

To the south, the East Hants Sportsplex and Maple Ridge Elementary School stand opposite the Shaw Brick plant on highway 2. The Sportsplex is slated for a substantial expansion. A future link to highway 102 is planned to originate opposite the entrance to the brick works. A 100+ hectare

block of undeveloped land bounded by highway 102, highway 2, the Nine Mile River and an existing subdivision provides an opportunity for community growth, which could incorporate village core elements that the community currently lacks.

Priorities from Workshop

Comment from the workshops centred on two themes: the need for more diverse recreation offerings in the community, and for physical upgrades to reinforce the core area as a safe, pedestrian friendly and attractive community space. Expanded recreation opportunities for children and youth (skate park, playground, increased support for the existing pool) and adults (bowling, curling, sports shop, community centre) were suggested. Waterfront trail development and heritage interpretation and special events were also recommended.

Many suggested improvements to the core related to traffic matters: safety improvements to the CN track crossing, reduced local speed limit to 50 km/h, signage for bike lanes, and marked pedestrian street crossings at key locations. Par-

ticipants from both Elmsdale and Lantz are keen to see the long term plan for a new interchange and access to highway 102 realized to improve traffic flow and create new business opportunities. The former arena is recognized as a prime opportunity for aesthetic improvements or redevelopment. Landscape planting and the extension of sidewalks would help to reinforce the core area as a large civic space more welcoming of people.

Recommendations

Streetscape Improvements

Improvements to the streetscape should be in the area where Church Street, highway 2 and highway 227 come together, and in time extend along highway 2 from Elmsdale to Robert Scott Drive, and highway 227 to the municipal boundary. Street tree planting, ornamental lighting, site furnishings and extensions of the sidewalk should all be a part of the upgrading to be done. Upgrades should strive to reduce the speed of village traffic and provide clear sightlines at pedestrian crossings. In the mean time, the main highways through the community should be treated as scenic drives, with strategic street tree planting in developed areas and accommodations to encourage cycling implemented.

Street frontage for the sportsplex could be further developed to provide a continuous pedestrian link to the facility entrance, and related landscape improvements to create a welcoming arrival sequence, and heightened presence at the street. Forest thinning and more developed landscape at the entrance to the school could heighten its presence along highway 2.

Signage and Wayfinding

Gateway signage should be provided at the three entry points to the community, and a community information kiosk and

pull-off placed near the intersection of highway 2 and highway 227 to help visitors locate local amenities, attractions and events. A civic plaza space could be developed at this corner. The water tower might be employed to highlight the community identity.

Trail and Open Space Master Plan

The town centre formed by the intersection of highway 2, highway 227 and Church Street defines the village core of Lantz, with a green park space and stream as a focal point. This is a successful arrangement that merits further development to create a more robust centre for the community, with recreation and village amenities as the key attractions. The former elementary school site and arena site provide an opportunity for new commercial development and other community facilities that can strengthen the core area.

The central park space should be further developed to meet the needs of the community for a recreation space. In time it may be possible to acquire adjacent properties to give the park space frontage on highway 2. Construction of a new fire hall might permit the redevelopment of the old hall for community recreation.



Waterfront Development

The municipality already owns some land along the river front near highway 227 which could be incorporated in a waterfront park to provide river access for recreation and passive park space. A master plan for park development should be undertaken and sufficient land area acquired and dedicated for community use. This park would provide a jumping off point for trail access to lock 9 downstream of highway 227.

The crossing of highway 2 over Barney Brook provides an opportunity to highlight the presence of the brook and the river and associated natural and cultural history.

New Business

There are few businesses within the village core, and a lack of space along highways in the village core where new development may occur. The two largest sites in need of redevelopment are the former elementary school site and the former arena site. Streetscape improvements and modelling of the development opportunities here could help to bring more economic and social activity to the core of Lantz.

Future Village Core

Undeveloped lands adjacent to the East Hants Sportsplex and Maple Ridge Elementary School, and between highway 2 and highway 102 north of the Nine Mile River provide an opportunity for the future development of a significant village core area tailored to the aims of the community and the potential for continued growth. A potential for a future municipal building could provide an architectural focal point, supported by the school and sportsplex. More intensive mixed-use development that might not fit well with existing low density development in the area could be accommodated in this new site. Riverfront access on the Nine Mile River would provide

an excellent basis for development of a more urban park space, though the river itself is limited in its capacity for boating. From a design perspective, the opportunities for this site are tremendous, and should be explored with the property owners.

Land use planning and urban design should accompany planning of the future link to highway 102, which has the potential to enrich the village core significantly. It is important that the manner in which this happens be guided to result in an enriched community core rather than an automobile centred suburban strip development.

3.5 Milford

Site Assessment

The older village core located along highway 2 between Milford Road and Lacey Road lacks obvious economic vitality though it retains interesting buildings and a pleasing village texture. A second more vital village core is growing near the intersection of highway 2 and highway 14, but this area lacks visual quality and village character. Streetscape improvements and continued development in each location could result in an improved community core and commercial core.

Priorities from Workshop

Workshop participants highlighted the lack of local services (central water supply & expanded sewer) as an impediment to community growth, and the implementation of streetscape improvements in the village. The Milford Recreation Centre provides a good deal of recreational opportunity for the community, but needs further investment in outdoor facilities, and has the space available to accommodate a variety of additional facilities (lawn bowling, curling, trail development). Expanded sidewalks and trails could allow local schools to make better use of recreation facilities, without the need for bussing.



The Recreation Association has a successful winter carnival event, and sees an opportunity for an agriculture related festival. Waterfront development, exploration of opportunities to develop heritage interpretation, and improved signage are all needed.

Recommendations

Street and Parking Improvements

The overpass on highway 2 where it crosses highway 224 could be replaced with a grade intersection before renewal of the bridge structure is required. This reconfiguration would permit through traffic or heavy vehicles to bypass the village of Shubenacadie, create an opportunity to enhance the transition between the village of Milford and Shubenacadie, and reduce the on going costs of road maintenance.

Streetscape Improvements

Streetscape improvements should extend the length of highway 2 within the growth management area, and north to the Municipal

building, and along Milford Road from the bridge to highway 2. New sidewalk links should provide a continuous pedestrian path from a proposed new waterfront park adjacent to the bridge over the river to the East Hants Swimming Pool. Key side links extend to the Milford Recreation Centre and along highway 14 to the interchange at highway 102.

Riverside Education Centre lacks presence on highway 2, though it is an important community institution. Streetscape improvements and signage should be strengthened.

Local highways approaching the village core should be managed as scenic routes reflecting the agricultural landscape, with tree planting, scenic lookouts and interpretation of historic sites provided in key locations. Highway 2 from Shubenacadie to Enfield should be developed as a route attractive to cyclists.

Signage & Wayfinding

Gateway signage should be erected at the four local highway entry points to Milford and at exit 9 of highway 102; a community information kiosk and pull-off should be located near the intersection of highway 2 and highway 14, to help visitors locate local amenities, attractions and events. A coordinated system of street signage suited to the context should be developed. Signage for Milford and the communities on the west side of the Shubenacadie River might be part of one coordinated signage system reflecting their shared historic influences. A program of farm and other business signage should be implemented throughout the village, and the use of small temporary advertising signs curtailed.

Trails and Open Space Master Plan

A new waterfront park to one or both sides of the Milford Road where it crosses the river should be developed to provide access to the river for the community and boaters on the

river. Early priorities for development could include signage and parking to facilitate boating.

The Milford Recreation Centre is a major recreation facility and park space with great potential for further development. A master plan for the future development of the site should be undertaken to identify needed amenities, to permit the orderly growth, encourage community involvement, and support fundraising efforts. The site would benefit from a more refined landscape to knit together the various elements present. Trail and sidewalk linkages to the community should be created to encourage non-motorized access by the community.

New Business

Several under utilized sites callout for new businesses to help preserve valuable buildings and spark redevelopment of derelict sites. It would be desirable to have businesses rejuvenate the former Milford general store, and the former fire hall in the old village core. The vacant site of the former Milford Elementary School and the former Stirling Apple Stand would seem to provide attractive opportunities for residential development in the case of the school site, or commercial development at the intersection. Modelling development op-

portunities for these sites could help to spark interest in their redevelopment.

Festivals and Events

The Milford Recreation Association runs a successful winter carnival event, and suggested they would like to develop an agriculture related event as well. This sounds like a good idea that might be supported by local farm and 4-H organizations. Physical upgrades to the grounds of the recreation centre should address this opportunity.

Infrastructure

The lack of a central village water supply, and the limited extent of the municipal sewage system were cited as impediments to the growth of residential development in Milford. The need for these upgrades was also seen as an obstacle to realizing streetscape upgrades in the near term. These matters should be examined to understand where physical improvements to the village core ~~are~~ can be made in the near term, and how all recommended upgrades may eventually be realized.



3.5 Shubenacadie

Site Assessment

The village core of Shubenacadie has maintained vital economic and social life and a historic fabric in relatively good condition. Physical improvements should focus on upgrading the streetscape to provide a more functional and attractive environment, and to further exploit some of the latent resources: the waterfront, historic architecture, and the natural environment surrounding the village. The CN track severs the community to some extent, and poses a potential impediment to developing trail linkages from one side to the other.

Priorities from Workshop and Interviews

Workshop participants expressed a desire for additional sewage treatment plant capacity to permit further residential growth, although a substantial approved development has yet to proceed. The municipality and Shubenacadie Canal Commission collaborated on a new dock for the Canoe to Sea event, pointing out the great potential for further waterfront development. Surrounding woodland provides an opportunity for expanded trail development – given the cooperation of land owners. A successful museum, Hay

Days and July 1 fireworks festival, and community volunteers are key community assets.

Recommendations

Street and Parking Improvements

Angle parking directly adjacent to highway 2 in the village core poses a safety challenge. Improvements to the parking area between the Pharmasave and Irving are well done. Parallel on street parking and improved off street parking areas should be provided in the remainder of the village, particularly in the areas between Shane's Service Centre and the railway bridge.

The highway interchange where highway 2 meets highway 224 could be reconfigured to a grade intersection before renewal of the overpass structure is required. This would help restore village character to this end of the village, would provide a clearer alternative for traffic to bypass or travel through the village, would help clarify the highway link to the wildlife park, and would enable the further development of Rex McCoul Park as an entry feature for the municipality and the village. Land recaptured from this change could be used to enlarge the park space, or permit additional development. The cost of reconfiguring the intersection would likely provide a net



saving to the Department of Transportation and Infrastructure Renewal.

The intersection of Conley Road with highway 2 allows permits right hand turns only, which leads some drivers to make U turns nearby in order to travel south on highway 2. A solution to this problem is not immediately evident, but should be sought in the process of considering street upgrades.

Streetscape Improvements

Improvements to the streets within the village core should include extension of the sidewalks, curb and gutter to encompass recreation spaces, parks, the trail head and improved access to the waterfront, and provide a continuous sidewalk between businesses in the village core. Site furnishings (benches and waste containers) and possibly street lighting could be incorporated in the streetscape improvements. A strip of landscaping should be provided to separate off street parking areas from the highway. Street tree planting should be undertaken to restore a tree canopy over the main streets in the village.

Local highways approaching the village core should be managed as scenic routes reflecting the agricultural landscape, with tree planting, scenic lookouts and interpretation of historic sites provided in key locations. Highway 2 from Shubenacadie to Enfield should be developed as a route attractive to cyclists and a scenic vehicular diversion from highway 102.

Signage & Wayfinding

A community information kiosk and pull-off should be incorporated into improvements for



the village square, to locate local amenities, attractions and events. A coordinated system of street signage suited to the context should be developed. Gateway signage at village boundaries should be added on the Maitland Road and Mill Village Road, and at exit 10 of highway 102, and coordinated with an overall visual identity for village signage. Signage for Shubenacadie and the communities on the west side of the Shubenacadie River might be part of one coordinated signage system reflecting their shared historic influences. The new water tower is very conspicuous; a graphic relating the identity of the village could be displayed on the tower. A program of farm and other business signage should be implemented throughout the village, and the use of small temporary advertising signs curtailed.

Infrastructure Improvements

Improvements to sewer services should be implemented to permit continued growth within the growth Management Area.

Trails and Open Space Master Plan

A small park developed at the village cross-roads is highly prominent, and should be renewed and developed as a small village square, reflecting the identity of the community. It should be provided with places to sit and observe village activity, could incorporate an iconic sculptural element, and renewed

plantings. The adjacent parking lot of the Royal bank provides an opportunity for spill over gathering space during special events. An information kiosk and pull-off area here would be well used.

The Lions' Ball Field is a key park space in the community, providing a link between the main street and the river, as well as being a well used destination for recreation and long standing venue for ball. The new floating dock on the river highlights the potential for further development of river front areas. A trail and interpretation could be established to complement the offerings of the Tin Smith Shop Museum, and develop passive park offering at the river edge.

Lengthy segments of park space have been created between highway 2 and the CN rail line. These could be further developed with features to attract users: additional tree planting, a linear trail and additional site furnishings. The ditch between highway 2 and the linear park should be replaced with underground drainage structures.

Where highway 215 hugs the bank of the river, to the south of Indian School Road, the road – the river bank should be enhanced as a more scenic entrance to the village core. A simple grassy landscape with more attractive guard rail, nearby parking for fishers and visitors, interpretation (river, wildlife, Mi'kmaq) and a lookout for views and photography of the river, village and wildlife should be developed.

The terminus of the Burgess Road provides another opportunity to celebrate

the river and the covered bridge which once spanned the river at this location. Access to the riverbank for fishers should be accommodated and enhanced.

The war memorial in Shubenacadie is particularly attractive; streetscape upgrades should be integrated with an improved park setting for it, providing separation from adjacent parking areas, creating a contemplative space. It might be worth interpreting the story of Clare Gass' diaries at this site.

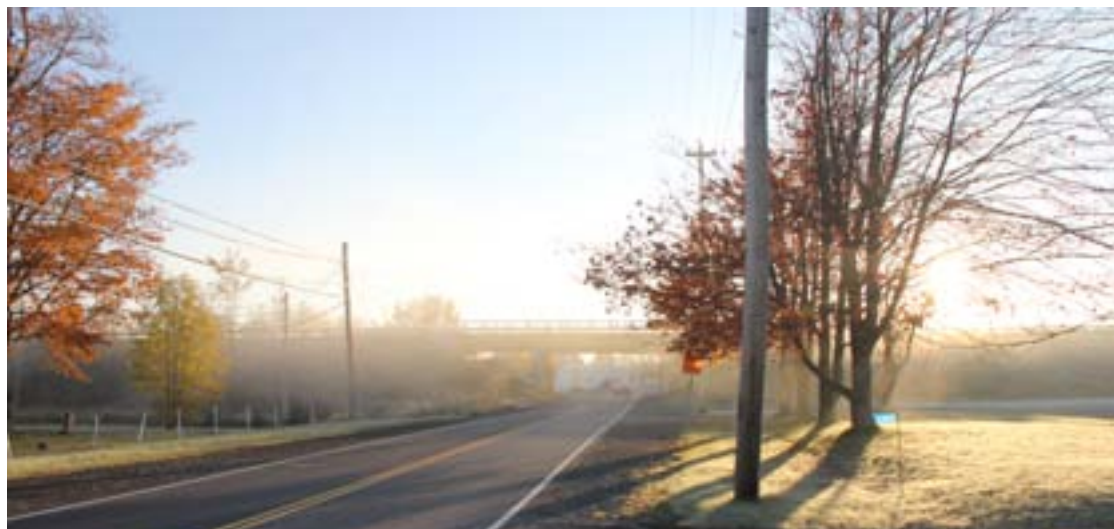
Landscape upgrades at Kirkpatrick Field could refine the parking area and entrance, and make the most of the deep ditch between the parking area and the highway, and undertake shade tree planting to create sheltered spectator seating areas.

Development of the MacInnis trail is well along and should be continued. Potential future trail development on the east side of the CN railway needs to address the need for a safe railway crossing.

3.6 Maitland

Site Assessment

The village core of Maitland is filled with attrac-



tive 19th century architecture, and commands a dramatic view of the Cobequid Basin. Built form in the village is the legacy of the 19th century ship building industry which flourished locally, but the Acadians and Mi'kmaq have also left important local traces. The provincial Lawrence House Museum, East Hants Historical Society Museum in Lower Selma, Art Gallery 215, the Maitland and District Development Association, and a range of local organizations and events all point to a healthy local concern for heritage, culture and community matters.

The quiet, rural surroundings have left the village unspoiled, but the lack of economic activity also poses a threat to the survival and appropriate maintenance of the stock of historic properties. A lack of local services stifles tourism activity and local population growth, further depressing economic activity.

Priorities from Workshop

Priorities for improvements in the village core address the needs of residents and tourists and centre on the protection and presentation of local heritage, and the provision of amenities to encourage people to dwell in the area (both residents and visitors). Partnerships between the community and the Lawrence House Museum

have to potential to enhance local tourism offerings, and to draw more visitors to the community.

Initiatives to protect historic structures are a high priority; signage, streetscape improvements, sidewalks and a garden could all contribute to enhancing the heritage appeal of the village. Improved business and performance and recreation offerings would make the community a more desirable place to live or visit, and foster growth of cultural activities. The historic and scenic qualities of the village itself are a business opportunity, which could have appeal for the film industry, and should be marketed.

Recommendations

Physical improvements to the village should reflect the historic character of the village, but in most cases will not be an exact replication of elements from the village landscape in the heydays of ship building.

Streetscape Improvements

The Lawrence House Museum is set slightly apart from the village core and should be strongly linked to the village to reinforce the thematic link and encourage visitors to in-



clude both experiences in their visit. Sidewalks should be provided on sections of highway 215. Creativity in material selection for the sidewalks can add flavour to the Main Street ie. (brick, boardwalk etc.). Curb and gutter would normally be provided in the process of constructing sidewalks to address site drainage.

All parking adjacent to village streets should be configured to be parallel with traffic flow. Development of a safe pedestrian route would facilitate guided tours of the village, originating at the museum.

In the village core, streetscape improvements should provide street trees or hedging where required, lighting, site furniture, fencing or other elements that reflect the character of the historic streetscape of the village. Artefacts related to the ship building history might be integrated into streetscape as sculptural elements, to further encourage exploration. Custom railings, fences or seating could be used to evoke the local wood working tradition.

A lookout on highway 215 once provided a spot for vehicles to leave the road, and take in the view of the basin. Coastal erosion made the former site unsafe; a new location for this activity should be provided, along with appropriate interpretation of the distant views.

Highways approaching the Village should be managed as scenic drives, which might be complemented with strategic tree plantings to help evoke the historic character of these routes. Routes should support bicycle touring, provide highway pull offs at scenic locations and highlight and possibly interpret significant historic sites, such as sites of other shipyards



along the river, historic structures, and the mill pond.

Village Square

A village square incorporating monuments has been developed and further work should be undertaken to provide places to sit and walk, sensitive landscape treatment along stream edge, facilities to support local events, and across the street, a lookout over the stream toward the basin.

Trails and Open Space Master Plan

Trail links should be established to complete the links between the museum, the village core, Dawson Dwell Park and Oak Hill Cemetery. The DAR Line (Dominion Atlantic Railway) provides a ready opportunity for a trail connection to neighbouring communities as well. In the short term these could probably be implemented with minimal construction on the ground and attractive and appropriate signage. The dramatic coastal landscape suggests a coastal hiking route could be an attractive addition to the community: perhaps a looped trail centred at Maitland could be developed.

Dawson Dowell Park: The Acadian dyke at the edge of the park should be made more visible by pruning adjacent woody growth. The walk



along the top of the dyke should be extended to the street edge at either end, and high-lighted. The dyke provides a place to interpret the local Acadian influences and dyke and aboiteau technology. The park itself should be provided with a trail, seating, shade trees and make it more inviting as seen from the highway. The ditch separating the park from the highway should be culverted to encourage access and simplify maintenance.

The Government Wharf at Dawson Dowell Park may be one of the most conspicuous remnants of the age of sail, and should be protected and highlighted more prominently. Tall sculptural elements evoking ship ribs or masts could be used to signal its presence and draw visitation.

St. David's Cemetery, Oak Hill Cemetery, the Ducks Unlimited marsh and shoreline areas should all be included within efforts to enhance the resident and visitor experience. These areas provide an opportunity to enjoy characteristic vegetation, wildlife and the historic tomb stones.

The Ducks Unlimited Canada wetland and trail could be developed further to interpret local natural history. Extension of the trail to

provide a walking circuit around the wetland, and a link to the village should be pursued.

Signage & Wayfinding

A community information kiosk and pull-off should be incorporated into improvements for the village square, to locate local amenities, attractions and events. A coordinated system of street signage suited to the context should be developed. Gateway signage at village boundaries should be renewed and coordinated with an overall visual identity for village signage. Signage for Maitland and the communities on the west side of the Shubenacadie River might be part of one coordinated signage system reflecting their shared historic influences.

Interpretation

The fabric of the community complements the stories told at the Lawrence House Museum. The community and the museum should work closely to promote the whole village as destination attraction, to enhance their ability to draw visitation. Other local museums have important collections that should be integrated into the local visitor experience. Vacant shop windows in the main street might be filled with exhibits that help relate

the local history, and help to promote local artisans, the gallery and museums. The potential to highlight the Lawrence shipyard and farm operations could make a significant contribution to the appeal of the museum.

New Business

Community partnerships with the Lawrence House Museum could permit the museum to access grant funding to expand museum offerings, and enhance the local draw for tourists. The Museum expressed a desire to develop package tour experiences involving local attractions, accommodations and dining to complement the museum offerings. A vibrant river rafting operation in the village provides another cornerstone on which to build visitation. The potential for cooperative ventures among all local operations should continue to be developed. Business development efforts should target missing elements in the local economy that dampen demand for housing and tourism products.

The consistent high quality of buildings in Maitland makes the village-scape a potentially valuable destination for film production that should be marketed. The need for quality restoration and ongoing maintenance of the local buildings might provide the basis for a small industry of expert restoration carpenters. The confluence of local heritage and the arts community could be a powerful force to draw people to Maitland. The village environment could provide a stage for theatre, as has been successfully done at the Trinity Pageant in Trinity, Newfoundland.



Heritage Building Maintenance Program

To the extent that the local architectural heritage is a key attraction of the community and a highly visible link with the historic development of the village and the river, protection of the building stock is a priority. A building maintenance program should be established to cost share appropriate maintenance of historic structures within the village core area. An inventory of buildings that may be threatened by the lack of care could be made as an initial step in a program to promote timely maintenance and reuse of available structures. A heritage trust could be established to provide on-going assistance with heritage conservation and village development matters.

Lawrence House

Interpretive investment in Maitland, and also related to Lawrence house should focus on building layers of unique programs and experiences for visitors and residents that together create some buzz or word of mouth, rather than investing in a single big ticket item like a reconstruction or a building. Maitland has a lot of history, existing built resources and a unique location near the river that make it possible to think of some programs and me-

dia applications that could be used. These could include traditional signage and walking tours linked by themes and storylines; mobile media (handheld) tours, providing an augmented version of the previous approach, but also able to involve more information and potentially puzzles and mystery quests, using geolocation to lead visitors around to various buildings and sites and challenge them; digital “viewers” that recreate views to the shipyard or a before/after location—where ships and buildings can come alive again through the screen (this may be particularly interesting given the scale of the shipyard work here); costumed interpreters or actors who can lead tours, or present short vignettes/plays strategically around the town, demonstrations of skills and activities related to shipbuilding (with the possibility of taking part yourself); and finally taking advantage of existing tourism and recreational activities (eg. Rafting) to create linkages to the museum and the heritage of the community. For example, after a river rafting tour, being able to dine in a historic house and have a short program on the tides and the shipyard would be great. Community-based programs where artifacts and stories are shared inside homes and businesses could also have a subtle effect on unifying the experience for visitors, as they grab a coffee or eat at a restaurant. Through all of

these layers, emphasis on clear themes and linkages will be important to ensure the message gets across, and the community benefits as a whole.

3.7 Kennetcook

Site Assessment

The Kennetcook River, historic buildings and surrounding farmland come together to create an attractive setting for village life. KSEED has articulated some ambitious plans for tourist oriented development at the village centre; improvements to the streetscape will enhance the context for future development and provide some immediate benefits for the community.

Public Input

A community audit prepared by Environmental Planning & Design Limited highlighted a desire for community infrastructure, business infrastructure, natural and recreation infrastructure, cultural infrastructure and primary infrastructure (water, sewage and roads). Public consultation highlighted the need for a walkway link to the high school and the importance of the planned improvements being pursued by KSEED.

Recommendations

Streetscape Improvements

Streetscape improvements should be focused on the intersections at either end of the village core and the length of street between. Driveway entrances to parking areas and local businesses should be defined with curbs, and the street frontage between parking areas and the highway upgraded with sidewalks, curbs and gutters, street trees, benches, waste containers, and low plantings to soften the appearance of the parking lots. A street tree planting program could target developed areas outside the village core.





Identity, Signage and Wayfinding

A community information kiosk and pull-off with information on local events and tourism opportunities could be incorporated in the site of the community postal boxes; this site could be upgraded to include a look out on the river and eventually be developed as a village square. Village signage at the boundaries should be provided. Interpretive displays within the streetscape and in public spaces should be provided. Cues for design of streetscape improvements should reflect the historic precedents that are the main motivation for tourism development efforts but should not create the impression that they are part of a pre-existing historic landscape.

The view from Courthouse Hill was noted by many as an impressive nearby attraction which should be cross promoted with the village of Kennetcook.

Trails and Open Space Master Plan

The DAR Line (Dominion Atlantic Railway) provides a ready opportunity for a trail connection from the village core to Hants North Rural High school. A sidewalk connection to the school could also be extended to the school to create a walking loop for students and the broader community. The feasibility of more extensive trail development could be explored.

The setting for recreation facilities on the grounds of the high school could be made more park like by connecting facilities to key building entrances with trail and sidewalk. Tree planting and landscape improvements would also enhance the look and feel of the school grounds. Perhaps the school grounds can serve as a recreation resource for the entire community, and can thereby leverage support for continued development.

Waterfront Development

The grounds by the river where future development is planned provide an opportunity for simple park improvements that facilitate informal visitation by the community or tourists, existing events and planned long term upgrades. Preserving vegetation along the river, providing suitable recreation access to the river, a place for a picnic, shade and shelter, and identifying a washroom available for picnic use would have immediate and obvious benefit. Silt and sediment from adjacent parking lots should be prevented from entering the river.

3.8 Mount Uniacke

Site Assessment

For nearly two centuries the Uniacke Estate has been a focal point of the community. Develop-

ment along highway 1 is dispersed the length of the Mount Uniacke, with the village core immediately south of the current entrance to the estate, and bounded to the south by intersection with Old Mines Road and the railway crossing. Despite the long standing presence of the estate, the community lacks a particularly historic atmosphere, though the landscape of woodland and lakes is probably not dramatically altered from its condition 200 years ago. The Uniacke Estate Museum Park is a significant cultural and recreational asset for the community. Suburban and industrial development on side streets makes highway 1 the 'main street' of the community; main street improvements should strive to develop a more cohesive village look, and could complement the historic character of the estate.

Public Input

Workshop participants commented on the need for a sidewalk link from the village to the school, and a safe crossing on highway 1 near the seniors' residence. They also noted the lack of recreation opportunities for local youth, the need to preserve and develop public access to local lakes for recreation, and for the clean-up of derelict properties in the community.

Recommendations

Signage and Wayfinding

A kiosk and pull-off located at the intersection with Old Mines Road would help to define the village core and provide relevant information on local events and amenities. A landmark structure might pick-up on the architecture of the estate and help set the tone of the village core area. Gateway signage has been erected at the limits of the village. Other commercial signage which tends to cluster in these areas should be better managed.

Streetscape Improvements

Upgrades to the main street should include a sidewalk link to Uniacke District School, and

sidewalks along both sides of the highway 1 in the village core area. Ornamental street lighting and curb and gutters should be provided along this area at the same time. Until safe crossing locations can be formalized, street upgrading should strive to calm traffic in the village core and maintain sightlines at common crossing locations.

Upgrading of the entrance to the estate (removal of utility pole at least) should be discussed with park management. Vacant sites in the village core should be maintained in good appearance, and promoted for redevelopment. A Street tree planting program could be initiated for developed areas of highway 1 outside the village core, and other major streets in the community.

Trails and Open Space Master Plan

The Estate provides public access to 11.9 km of developed trails which are a great community asset. Murphy lake trail should be extended to the Mount Uniacke Fire Department, the seniors' residence next door, and to proposed sidewalk along highway 1. New development should incorporate complementary trail works.

Trails may be developed within the grounds of the existing recreation complex. The railway may pose a significant challenge to forging a safe trail link between the school and recreation complex. The recreation complex may be an appropriate site for the further development of recreation opportunities for youth, or a more visually prominent location could be sought out.

The Sackville Rivers Association has outlined a master plan to link Mount Uniacke with Bedford Basin with trails along the river and its tributaries. Future growth should consider opportunities to complement the group's plan.

A site near the intersection with Old Mines Road could be acquired and developed as a village square, incorporating the community information kiosk discussed above.

War Memorial Site: further development of the site surrounding the memorial could be undertaken to highlight its presence and to reinforce it as a community park space within the village core. If insufficient space is available at the existing memorial site consideration may be given to relocating it to another prominent main street location and the development of small park setting.

Street tree planting and landscaping of public spaces could reflect the English landscape style of the estate, which can be easily tailored to provide an attractive and low maintenance landscape. This style emphasizes a generally informal placement of large shade trees and the maintenance of open grassy areas to provide visual interest and frame key views, particularly water views. The school site, library site, park near the estate entrance (Bell Park?) and hall on the opposite side of the street (name?) could benefit from some added landscape planting.

Waterfront Development

The many local lakes are an important asset and there should be a plan in place to provide community access to lakes for recreational use. Existing access points should be clearly identified as such and upgraded to accommodate intended public uses.

Heritage Conservation Program

Local heritage in the village core (that may be related to the Estate or not) should highlighted.



4.0 Design Guidelines

Design guidelines are a type of Form Based Code sculpted to ensure the consistency of building, site and signage standards within a village core. The use of design guidelines predates modern Euclidian zoning and are particularly evidenced in Chinese, Roman and Greek cultures.

APPENDIX E of the Land Use Bylaw covers design guidelines for all lands and buildings within the Village Core (C6) Zone, Community Core (C6A) Zone and Neighbourhood Core (C7) Zone. The purpose of this chapter is to help clarify and streamline Appendix E to make it more consistent with the recommendations in this report.

The numbering scheme in this chapter corresponds to the numbering scheme in Appendix E.

1.1 Application

Design requirements shall apply to:

- a. all ~~lands and buildings~~ **properties** within the Village Core (C6) Zone, Community Core (C6A) Zone and Neighbourhood Core (C7) Zone; **and**
- b. all new ~~development including new~~ buildings, **and** alterations ~~and additions~~ to existing buildings **greater than 1,200 sq.ft.**; and
- c. ~~to~~ the front of a building and to those sides of

a building, which are visible from ~~an abutting~~ **the 'Main' street**; and

- d. **any site changes within these zones including parking lot expansion, new driveways or roads.**

1.2 Information Required

Before a development permit is issued, the Development Officer shall be provided with the following information where applicable:

- a. photographs showing all sides of an existing building ~~where the development proposal includes an alteration or addition to the building;~~ **and**
- b. building elevations, ~~drawn~~ to scale **and stamped by a member of the Nova Scotia Association of Architects (NSAA)**, showing the front, side and rear elevations of the proposed development including all existing and proposed building elements;
- c. a site plan, ~~drawn~~ to scale, showing all existing and proposed buildings, all yard setbacks, location and design of parking, driveways and vehicle circulation areas, pedestrian walkways and existing and proposed landscaping;

- d. any other information the Development Officer deems necessary to properly evaluate the proposal.

1.3 Design Requirements for New Main Buildings

The challenge with this section as written is that:

- ▶ it is very specific with regard to reinforcing heritage architectural styles. In some cases, the recommended design guidelines can work against the intent of a specific style (e.g. the building could employ a roof form which is not consistent with a particular architectural style).
- ▶ the guidelines do not make provisions for modern architectural styles which may have merit especially as it relates to LEED or sustainable building practices. The one exception may be the Maitland Heritage District area.
- ▶ the guidelines are different for different village cores resulting in a 'nesting' of guidelines which can be confusing.
- ▶ Some of the guidelines are 'subjective' (e.g.), while all guidelines should be written as objective and measurable.
- ▶ the guidelines refer to "New Main Buildings" but do not adequately address 'additions'.
- ▶ Site design and landscape standards are mixed in section 1.3 building standards as well as in section 1.4 (Design Requirements for Site Development) making the format confusing.

The proposed alteration from this report would swap out the full section 1.3 from Appendix E for the one shown in the next section.

Instead of being specific about meeting roof, window, door and other 'component' standards, the new proposed guidelines fulfills two key steps. **First**, it recommends that the new building be designed in an architectural style that is consistent with others in the village core. It will be incumbent on the owner or their representative to select an appropriate style and then demonstrate how the new building style satisfies the architectural style's characteristics (roof, windows, doors, etc.). It will be incumbent on the Municipality to outline all the architectural styles for each village core and the identifying features of each style. **Second**, the building must be stamped by a registered architect who will be tasked with ensuring that an architectural style is achieved.

The new Section 1.3 is shown below. Sections 1.5 and 1.6 should be removed from Appendix E.

1.3 Architectural Design Standards

The following requirements shall apply to the development of a new main building or any addition exceeding 1,200 sq.ft.. In the case of an addition, the design guidelines only apply to the addition, not the existing building.

Building Scale and Mass

- a. new buildings shall be constructed with a maximum height of 35 feet to allow up to two and one half story buildings. Three story buildings would be permitted if the third story is integrated into



the roof design;

- b. for single use commercial buildings, the maximum commercial floor area shall be 1,500 square feet in the Neighbourhood Core (C7) Zone and 2,500 square feet in the Village Core (C6) and Community Core (C6A) Zone;
- c. for mixed use buildings with a commercial ground-floor, the maximum commercial floor area shall be 2,000 square feet in the Neighbourhood Core (C7) Zone and 4,000 square feet in the Village Core (C6) and Community Core (C6A) Zone;
- d. Buildings with more than 80% commercial ground-floor area can exceed the existing 35' height guidelines up to 40', so long as the 'sectional' roof area at the height of 35' is less than 15% of the building footprint.
- e. sections 1.3 (b) notwithstanding, Council may consider development proposals in excess of the maximum commercial floor area by development agreement.
- f. the maximum gross floor area shall be nine thousand (9000) square feet (835 square metres) for Village Core (C6) Zones and Community Core (C6A) Zones and five thousand (5000) square feet (465 square metres) for Neighbourhood Core (C7) Zones.
- g. Large monolithic and monotonous buildings must be broken down into a collection of architectural parts.
- h. Any horizontal building dimension that exceeds 50' must be broken into distinguishable 'architectural parts' using extending faces, changes in roof styles, changes in colour, and/or articulation in 'bays' to create an assemblage of archi-

tectural forms.

- i. Buildings with a footprint greater than 4,000 sq.ft. must incorporate a roof which gives the appearance of a second story using gabled windows, turrets or roof projections. The intent is to reduce 'pancake' or strip mall proportions.

Style:

The architectural styles in East Hants are varied and traditional. Examples of some of the varied styles are found on [page 18-19](#). The intent of the Style guidelines is to ensure that the style of new development is consistent with the vernacular of each village core and not with a placeless 'corporate identity' (often referred to as "Generica").

- a. Developers must select and adhere to an architectural style already found in the Village Core or a neighbouring East Hants Village Core. The developer should identify the style, and demonstrate how all the building components reinforce the style (roof, siding, mass, doors, windows, columns, etc.). The building style must be recognizable and identifiable. Bungalow style is not permitted.
- b. Standard 'corporate box designs' are not permitted in the village cores. Corporate chain outlets must be designed to fit the architectural context of each village core as outlined below.
- c. For renovations, the style of the addition must either reinforce the existing style or be one of the styles already found in the Village Core.
- d. Building components not visible from the 'main street' (e.g. the back), can be built to a less stringent standard and do not require a discernible style so long as the style is coordinated with the front.

- e. All buildings greater than 2,000 sq.ft. must be designed and stamped by a member of the Nova Scotia Association Of Architects (NSAA). The proposed signage must be shown on all elevations as part of the approval process.

Roofs

Most of the traditional housing forms in East Hants incorporate peaked roofs with a minimum 8:12 pitch. Many of these have gable ends that face the street and eave overhangs. Gable and shed dormers are prevalent.

- a. Unless flat, roof pitches below 8:12 are permitted for no more than 25% of the roof area. The roof design should reinforce the architectural style of the building. Variations in roof lines should be used to add interest to, and reduce the scale of large buildings.
- b. Cross gables, gable dormers and shed dormers are encouraged wherever possible on roofs.

- c. Faux roofs (false roofs placed on facades to change the apparent proportions of the building), should look like 'real' roofs when viewed from any angle on the 'main' street.
- d. Eave and roof overhangs are encouraged particularly where they provide shelter over main entries.
- e. Solar design is encouraged on all south facing roofs.
- f. Chimneys and cupolas are common on traditional buildings in East Hants. If the new building's style is traditional, chimneys and or cupola's are encouraged.
- g. Mechanical equipment should be contained within the roof. If this is not possible, a penthouse should be designed to screen the equipment if it is visible from anywhere on the 'main' street. The penthouse design should reinforce architectural style.
- h. No water or electrical meters are permitted on the front of the building.
- i. If the roof or gable end houses the building's signage, the sign design should be carefully planned into the roof design instead of being an afterthought.

Steps to Adobe Kuler:

1. Go to <http://kuler.adobe.com/>
2. Select "Create" button on the left side. Screen should now look like the one below
3. Select the "Triad" colour scheme from the "Select a Rule"
4. Select a base colour (middle box of the 5 large boxes) that is no more than 60% the radius of the colour wheel.
5. On the slider below the colour wheel, ensure that the slider is no less than 60% when the base colour is selected.



Colour and Materials

East Hants building colours tend towards darker muted body colours with lighter trim. Most of the traditional buildings are composed primarily of 4-5" exposure lap wood siding or shingles.

- a. Colour triads are preferred for buildings in the village cores. The developer should select a 3 colour palette using a standard colour harmony scheme (analogous, monochrome, triad, complementary, compound, shades, etc.). An excel-



Picturesque Architecture (1790-1840),

Include the following characteristics:

- ▶ wood, brick construction
- ▶ 1 ½ to 2 storeys with hip or pitched roofs, dormers absent - 1/4 inset chimneys discreetly placed
- ▶ central doorway, rectangular transoms and sidelights, symmetrical side lights, French or bow windows, verandahs or open porches

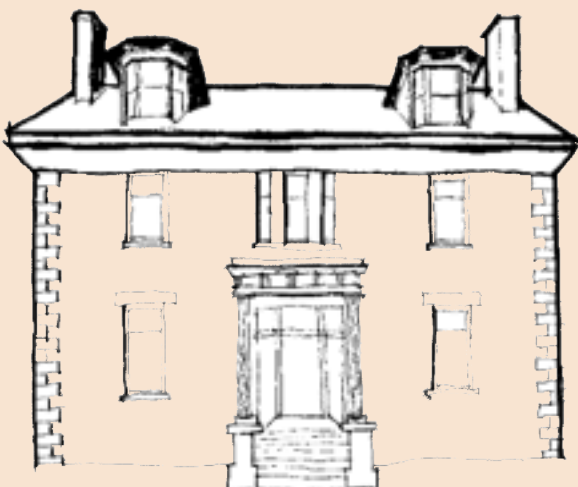
In this architectural movement the landscape is more important than the architecture. Design of the buildings are found in the suburbs of towns and cities.



Palladian Architecture (1749-1830)

Have the following characteristics:

- ▶ wood, brick, or stone construction
- ▶ 1 ½ to 2 storeys
- ▶ low hip, low pitched or gable roofs
- ▶ dormers absent or undersized usually on the four facades of the roof
- ▶ wide chimneys often placed discreetly at rear, end wall chimneys
- ▶ centered doorway, fanlight, and symmetrical facades with polygonal or bow windows.



Scottish Vernacular (1830-1880),

English, German or Irish Vernacular buildings, in sub-class of the Neoclassical Architecture in Canada, include the following characteristics:

- ▶ wood, brick or stone construction
- ▶ 1 ½ to 2 ½ storeys
- ▶ steeply pitched gable roof without eaves or decoration
- ▶ dormers absent, undersized or five-sided Scottish, large central chimney, or end wall chimneys
- ▶ centered doorway, rectangular transoms and side lights, symmetrical facade
- ▶ detached, semi-detached or terrace houses
- ▶ Roman, Greek and gothic details in windows

Dutch / Georgian Colonial (1700-1830)

The defining characteristics of Georgian architecture are its square, symmetrical shape, central door, and straight lines of windows on the first and second floor.

- ▶ usually wood construction; square symmetrical shape
- ▶ 1 ½ to 2 ½ storeys
- ▶ low-hipped, gambrel, steeply pitched gable, salt-box roofs, middle pitched or hipped roofs
- ▶ dormers absent or undersized
- ▶ one central or paired chimneys
- ▶ centered doorway with symmetrical facade



Four Square (1895-1930)

The Foursquare was plain, often incorporating handcrafted “honest” woodwork (unless purchased from a mail-order catalogue). This style incorporates elements of the Prairie School and the Craftsman styles.

- ▶ wood, stucco, brick and occasionally in cement block construction
- ▶ 2 ½ storeys
- ▶ hipped or pyramidal roofs with a large dormer or four undersized dormers
- ▶ chimney discreetly placed
- ▶ centered or off-centered doorways, symmetrical facade, and one-storey porch often spans front of house



Maritime Vernacular (1830's-1900)

Its decorative features are minimal, largely limited to the pronounced corner pilasters. The most distinctive feature of “Armada” is the faceted, or five-sided dormer. This component, along with the broader rectangular floor plan, was borrowed from the Scottish building tradition.

- ▶ New England antecedents
- ▶ usually 1 1/2 storey wood, brick or stone structure with almost square plan
- ▶ centred doorway with transom
- ▶ small plain dormers or Scottish 5-sided dormers or large triangular dormer integrated into roof line
- ▶ unadorned exterior with minimal trim
- ▶ shingled or clapboard exterior; extension added to rear or side



lent source for colour harmony creation is found on the Adobe Kuler website.

- b. Building colour schemes should generally include dark muted body colours with lighter trim colours.
- c. In Lantz, all buildings shall be mainly faced on the façade and visible side elevations with “Lantz” smooth red clay fired bricks based on proportions of existing buildings that predominate in the area;
- d. Buildings should have no less than 50% of of the exterior walls as clapboard or shingles with no more than 5” overlap exposure. This calculation excludes window areas. Cedar shingles are preferred when possible. The remaining siding material must be harmonious with the dominant siding material.
- e. If bricks are used, anywhere in the Village Cores, “Lantz” smooth red clay fired bricks are required.
- f. The use of fake stone, stucco, vinyl or plastic siding is prohibited.
- g. Any siding material that mimics a more expensive traditional siding material is prohibited (eg. stone tile, stick-on brick, etc.). The exception is Hardie Plank.

Windows and Door

- a. The main entry of the building must front on the ‘main’ street or within 10’ of the front on either side unless there is more than 6’ of grade difference between the street elevation and the finished floor elevation of the building.
- b. For traditional styles, window muntins should be included which create glass openings consistent with the architectural style.

1.4 Site Design Guidelines

Like the architectural design controls, the site standards are either overly complicated or do not meet the intent of the Village Cores Plan. The following guidelines should be swapped out for the existing Section 1.4 of Appendix E.

Site Guidelines:

- a. No parking will be permitted between the main Village Core street and the building front. Locate storage, service, loading areas and parking to the side and /or rear of the building. Entry driveways should not be placed within the buildings frontage if at all possible. Loading doors shall not front on the main street.
- b. Locate buildings close to the main street so that they are accessible and visible to pedestrians. To accomplish this, at least 60% of the building’s frontage shall be within 40’ of the main street Right-of-way (the front yard lot line). None of the building frontage should be more than 80’ from the front lot line. Any additional buildings on the lot are exempt, so long as their footprint does not exceed the building closest to the main street.
- c. Main entrances for buildings shall front onto the main street and be connected to the highway via a minimum 6’ wide walkway. The walkway is to be constructed of concrete, natural stone or pavers no greater than 8”x8” (or any combination thereof).
- d. No more than 1 entry driveway per 200’ of lot frontage is permitted. Owners should work to provide shared driveway access with neighbouring properties, where possible, to minimize the number of driveway entrances on the Highway.

- e. Driveway widths shall not exceed 24'.
- f. Transformers or trash service facilities shall not be located in the front yard of any building.
- g. Any lot dedicated to *parking* instead of a building must provide space for a community wayfinding kiosk and a landscaped area between the parking lot and the road. A minimum 8' of landscape setback is required between the parking lot and the front lot line. No less than one 50mm Calliper sized tree per 10 parking spaces or 1 tree per 40' spacing is required to be located between the lot and the street.
- h. To minimize traffic problems, environmental impacts of idling and the promotion of sedentary lifestyles, Drive-through's are not permitted anywhere in the village cores.
- i. Sites should be designed for no net change in runoff for the 2 year design storm(2Q24).
- j. No site disturbances are permitted within 25 feet of a watercourse or designated wetland.
- k. Painted parking stalls cannot exceed 18'x9' in dimension with the exception of required accessible stalls. Parking for small vehicles (8'x12') is encouraged and shall be counted in the parking calculation. For every electric vehicle (EV) parking spot (electric plug-in provided), the parking calculation shall count each EV spot as 1.5 vehicles.
- l. Parking lots should sheet drain to landscaped areas or rain gardens wherever possible without concentrating flow or causing drainage problems on surrounding properties.
- m. Parking lots larger than 30 cars require an oil-grit separator to control drainage.
- n. One landscape parking island (no less than 240 sq.ft.) is required for every 30 parking spaces to break up the asphalt and reduce the urban heat island effect. Each island must contain at least one 50mm caliper tree.
- o. All driveways between the Highway and the rear or side parking lot must include a 6' minimum wide sidewalk.

Landscape Guidelines

- a. Site Layout, Grading and Planting Plans must be submitted as part of the final approval process for all building developments exceeding 2,000 sq.ft (total building floor area). All 3 plans must be prepared and stamped by a member of the Atlantic Provinces Association of Landscape Architects (APALA) or a person/firm from a municipal approved list.
- b. Fully landscaped beds shall be incorporated into the site design no less than 25% of the building footprint in area. 'Landscape beds' consist of plant material that grows-in hiding the mulch or soil within 3 years. Mulch or rock beds with little or no plant material or grass lawns are NOT considered 'landscape beds'.
- c. Trees are required at a frequency of no less than one 50mm calliper tree per half acre of disturbed site.
- d. For any buildings set back 30' or more from the front lot line, one 60mm Caliper (min.) sized tree is required to be planted between the building and the street for every 30' of building frontage.
- e. Lawn areas should be sodded or seeded

with no less than 6" of high quality top-soil using a grass cultivar suited to the shade and salt level of the specific lot. Naturalized meadows or landscaped beds are preferred over maintained turf areas whenever possible.

- f. Landscape irrigation is not permitted.
- g. Low voltage landscape lighting should be included for all landscape beds in the front yard and must included on a timer system that shuts off at no more than 2 hours after sundown. Low energy LED lighting is preferred.
- h. Each tree planted in the front yard should be up-lit with low voltage lighting.
- i. All trees greater than 6" diameter (measured at 3' from the base) should be preserved wherever possible.
- j. A bike rack should be provided for all commercial developments with 1 bike space per every 2000 sq.ft. of commercial space.
- k. fences shall complement house style and be of the following types: wooden picket, metal picket, baluster fence or common privacy fences such as treillage, or dog eared. The following fences shall not be allowed: chain link (except as swimming pool enclosure), stockade, split rail, basket weave or board-on-board batten;
- l. the finished side of the fence shall face the public right-of-way or the neighbouring property; and
- m. all fences used as swimming pool enclosures shall follow the requirements of the Swimming Pool and Fences By-law.

Signage

All signage shall be subject to all applicable provisions under the Signage section of this By-law.

Outdoor Storage and Display

- a. commercial displays shall be limited to the display of retail merchandise or to non-permanent sandwich board signs associated with a retail or restaurant use of the building;
- b. displays shall be permitted only during the open hours of the associated use;
- c. a sandwich board sign shall be a maximum sign area of six (6) square feet (0.6 square metres) per sign face and a maximum height of three (3) feet (1 metre);
- d. the display of retail merchandise shall not exceed twenty (20) square feet (2 square metres) of ground area; and
- e. outdoor trash receptacles for individual residences are to be screened from neighbouring residences.





5.0 Implementation

The Village Cores Plan is a very broad brush document designed to recognize the strategic economic importance of East Hants' Village Cores. While this document provides some of the overlaying framework for a Village Cores strategy, there is significant additional investment required to implement the plan at the Village scale.

This chapter outlines some of the important next steps, and high level costing and phasing for public investments. The chapter focuses on the costs and priorities of the recommended *public* components of this report. Priorities have been recommended based on:

1. public sentiment and feedback regarding specific plan components (sidewalks in the core, paved shoulders for bike lanes, Road intersection safety, Trails, crossings, municipal parking lots)
2. safety priorities for pedestrians and vehicles
3. potential for economic development (way-finding signage, public property development, streetscaping, etc.)
4. Best probable funding opportunity and capital works priorities;

Other priorities that need consideration include:

- Potential for greatest positive impact,
- Ability to link to other open spaces and sites,

- Status of land ownership or construction readiness,
- Opportunity for partnerships with the private sector,
- Co-ordination with other on-going municipal projects, and
- Logical design and construction sequence.

Taking positive and visible small steps at the beginning is important to gather momentum for the larger vision. Initiatives with a high profile and ease of implementation should be given the highest priority, especially where cost is not prohibitive. Larger and more complex projects will require time and further study to work out all the details required for implementation.

5.1 Next Steps

There are a number of important next steps required to move the elements of this plan forward. These include:

1. Council should formally endorse and accept the Village Cores Plan.
2. The formation of a *business improvement districts* (BID) is one way the Province has enabled the Municipality to collect levies for downtown improvements. The municipality should determine if there is an appetite for for one or more BID's for any of the Village Cores. Each BID would help determine the fate of their downtown core.

3. A facade Incentive Program is strong way to improve facades in the village cores. Recent facade incentive programs include Sydney, North Sydney, Truro, St. Peter's, Cheticamp and Mabou. The Municipality should pursue the Facade Incentive Program with higher levels of government to determine the potential contributions. A further, more detailed facade study (above the recommendations of this report) may be required as part of this program once the details of the program are better defined. These Facade Manuals ensure that a coordinated facade vision is prepared prior to implementing the program. The cost of preparing the manual depends on how many facades are designed but typically ranges from \$30,000-\$50,000.
4. The Municipality should adopt the design guidelines outlined in this report and adapt them for Appendix E of the Land Use Bylaw. This step is especially important, given the lack of planning policy for the Village.
5. The municipality should commission a streetscape design study for each core once funding priorities are investigated. This study will require a detailed topographic survey prior so the municipality should commission these topographic studies. There's two approaches for this streetscape study; one would include a conceptual design study for each core to identify furnishings, conceptual design plan and cost estimates. The other approach would be to go directly to working drawings and tender design for streetscape improvements.
6. The Municipality should encourage and support residential intensification and open space ideas in the areas outlined in the village cores plan.
7. The Municipality may want to consider an active business recruitment strategy for future businesses within the Village Core. A business recruitment plan should be prepared by an independent consultant working with the Municipality and BIDs.
8. The Municipality currently has no open space and parks department. Clearly, this should be a goal of the municipality in the near future, potentially as an arm of engineering and public works so that a director is not immediately needed. Two or three staff working under engineering could be a good first step.
9. The Municipality should continue to assemble land as part of an overall open space strategy building on the 1999 Open Space Plan. A Parks and Open Space division should ideally be tasked with land assembly, administration, construction, maintenance, funding applications, etc. The Hants County RDA is a logical partner for parts of the open space strategy.
10. Detailed trail and park plans should be prepared for high priority trail networks in the Municipality.
11. The Municipality should commission a detailed civic signage strategy for East Hants. Immediate priorities include better signage for parking, gateway signs, a community kiosk, directional signage and street signs. The strategy should include schematic designs for every proposed sign in enough detail for fabrication and installation. A Civic Branding and signage study is typically a \$30-50,000 plan.
12. An interpretive program should be developed for the Villages with signage panels or high tech podcasting tours. The program should highlight potential interpretive themes and topics, and interpretive approaches (panels, hands on exhibits, etc.). This could be part of the Civic Signage Strategy.
13. The BID's should work with the Municipality

towards the acquisition of funding, either through grants, private-public partnerships, or other sources, to facilitate the implementation of planned projects.

14. Festivals and Events are a key component of Village Core growth. Additional programming for festivals and events should be a part of the Village Core strategy.
15. The Municipality should develop a list of Public Lands for a development Expression of Interest. This puts the Municipality in the drivers seat in terms of providing public land for uses which are consistent with the Village Core Plan.

5.2 Cost Estimates

The implementation strategy illustrates how the recommended public projects may be completed in three phases. Assuming that funding is available, the work indicated should be able to be completed within the 20-year vision. These estimates also assume program budgets will be adjusted accordingly for inflation and other unexpected cost increases. The following table (Table 4.1) summarizes the total cost of implementation, and a breakdown of how these costs may be distributed over three phases.

The total implementation budget for the 20-year Village Cores Plan is approximately \$31 million dollars (2010 dollars). If the Municipality and Provincial funding partners were able to contribute approximately \$1.55 million (2010 dollars) 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 and other related infrastructure. We have included a 10% contingency to allow some flexibility during detailed design. We have also added 15% for design and project management costs however, these will vary from

8% to 18% depending on the size, nature and the level of project management required. 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.

Materials and quantities were derived from measurements taken from the georeferenced base mapping. This level of accuracy is sufficient for general budget 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 10%. All quotes reflect September 2010 'installed' prices, not including tax. With unstable petroleum prices, construction prices could increase rapidly in line with petroleum.

The budget estimate does not include costs for long-term easements, land purchases or private improvements. Miscellaneous items/costs are outlined in the various sub-area descriptions and these include allowances for grading, catch basin relocation and special features.

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.

The following budget summaries are broken down on an area by area basis.

5.3 Phasing Strategy

This report describes the long term vision for East Hants' Village Cores. Implementation of the various plan components will occur over a 20 year build out period, and successful realization of the strategy is integrally linked to a comprehensive and realistic phasing program. A successful approach will address any challenges that may arise

and will implement the various elements of the plan in logical and cost-efficient manner.

Forecasting a year-by-year phasing strategy is difficult without a strong sense of annual budg-

ets. Priorities set by the Steering Committee can be influenced by the opportunities that arise from unforeseen funding sources, new developments and private sector initiatives.

Estimate of Probable Costs								
Overarching Projects								
Item	Description	Quantity	Units	Cost	Total	Phase 1	Phase 2	Phase 3
Branding Study		1		20000				
Signage Strategy (design only)		1		30000				
Wayfinding System (design only)		1		2000				
Heritage Interpretation Plan (design only)		1		20000				
Trails Master Plan		1		30000				
Facade Program		1		40000				
Municipal community street tree planting program		1	annually	10000				
Subtotal				\$152,000.00	\$0	\$0	\$0	\$0
Design & Contingency (25%)				\$38,000.00	0	0	0	0
Total				\$190,000.00	\$0	\$0	\$0	\$0
Enfield								
Item	Description	Quantity	Units	Cost	Total	Phase 1	Phase 2	Phase 3
Infrastructure								
Streetscape Works	Curb, gutter & sidewalks	500	lm	650	\$325,000	\$325,000	\$0	\$0
	Ornamental street lighting	110	each	12,000	1,320,000	330,000	495,000	495,000
	Street tree planting	190	each	500	95,000	32,300	31,350	31,350
	Site furnishings	30	pcs	1,000	30,000	30,000	0	0
	Create additional green space at crossroads	1	allowance	125,000	125,000	125,000	0	0
Trails and Open Space	Trail Construction	1	allowance	120,000	120,000	40,800	39,600	39,600
	Hiking trails	1	allowance	40,000	40,000	13,600	13,200	13,200
	Royal Canadian Legion Site Improvements	1	allowance	120,000	120,000	0	120,000	0
	Potential Village Green Development	1	allowance	150,000	150,000	150,000	0	0
Waterfront Development	Waterfront Park Land Acquisition	1	allowance	100,000	100,000	100,000	0	0
	Waterfront Park Planning & Implementation	1	allowance	250,000	250,000	125,000	125,000	0
	Upgrades at lock 6	1	allowance	80,000	80,000	0	80,000	0
	Upgrades at lock 7	1	allowance	80,000	80,000	0	80,000	0
	Highway 2 at Shubenacadie River	1	allowance	80,000	80,000	80,000	0	0
Façade Improvement Program		1	allowance	100,000	100,000	100,000	0	0
Village Identity (implementation)	Gateway signing (4 locations)	4	each	3,000	12,000	12,000	0	0
	Community information kiosk	1	each	8,000	8,000	8,000	0	0
	Street signage	1	allowance	5,400	5,400	5,400	0	0
	Wayfinding signage	1	allowance	5,400	5,400	5,400	0	0
Heritage Interpretation (implementation)		1	allowance	30,000	30,000	30,000	0	0
Subtotal					\$3,075,800	\$1,512,500	\$984,150	\$579,150
Design & Contingency (25%)					768,950	378,125	246,038	144,788
Total					\$3,844,750	\$1,890,625	\$1,230,188	\$723,938
Elmsdale								
Item	Description	Quantity	Units	Cost	Total	Phase 1	Phase 2	Phase 3
Streetscape Works	Curb, gutter & sidewalks	2500	lm	650	\$1,625,000	\$406,250	\$609,375	\$609,375
	Ornamental street lighting	180	each	12,000	2,160,000	540,000	810,000	810,000
	Street tree planting	476	each	500	238,000	80,920	78,540	78,540
	Site furnishings	46	pcs	1,000	46,000	46,000	0	0
Trails and Open Space	Trail Construction	1	allowance	120,000	120,000	40,800	39,600	39,600
	Hiking Trails	1	allowance	40,000	40,000	13,600	13,200	13,200
	Elmsdale square & Former Train Station	1	allowance	350,000	350,000	175,000	87,500	87,500
	Elmsdale Legion	1	allowance	120,000	120,000	60,000	30,000	30,000
Waterfront Development	Waterfront Park Land Acquisition	1	allowance	100,000	100,000	100,000	0	0
	Waterfront Park Planning & Implementation	1	allowance	250,000	250,000	250,000	0	0
	Access & development lock 8	1	allowance	80,000	80,000	80,000	0	0
	Highway 2 at Nine Mile River	1	allowance	40,000	40,000	40,000	0	0
Façade Improvement Program		1	allowance	100,000	100,000	100,000	0	0
Village Identity (implementation)	Gateway signing (5 locations)	5	each	3,000	15,000	15,000	0	0
	Community information kiosk	1	each	8,000	8,000	8,000	0	0
	Street signage	1	allowance	5,400	5,400	5,400	0	0
	Wayfinding signage	1	allowance	5,400	5,400	5,400	0	0
Heritage Interpretation (implementation)		1	allowance	30,000	30,000	30,000	0	0
Subtotal					5,332,800	1,996,370	1,668,215	1,668,215
Design & Contingency (25%)					1,333,200	499,092.5	417,053.75	417,053.75
Total					6,666,000	2,495,462.5	2,085,268.75	2,085,268.75

Lantz Item	Description	Quantity	Units	Cost	Total	Phase 1	Phase 2	Phase 3
New Village Core Master Plan	Lands between highway 2 and 102							
Visual Modelling for Redevelopment Sites								
Streetscape Works	Curb, gutter & sidewalks	1267	lm	650	\$823,550	\$411,775	\$411,775	\$0
	Ornamental street lighting	80	each	12,000	960,000	\$240,000	240,000	480,000
	Street tree planting	200	each	500	100,000	\$25,000	25,000	50,000
	Site furnishings	24	pcs	1,000	24,000	\$6,000	6,000	12,000
	Entrance upgrades Maple Ridge Elementary	1	allowance	12,000	12,000	\$3,000	3,000	6,000
	Entrance upgrades East Hants Sportsplex	1	allowance	15,000	15,000	15,000	0	0
Trails and Open Space	Hiking Trails	1	allowance	75,000	75,000	75,000	0	0
	Lantz park improvements	1	allowance	500,000	500,000	170,000	165,000	165,000
Waterfront Development	Waterfront Park Land Acquisition	1	allowance	100,000	100,000	100,000	0	0
	Waterfront Park Planning & Implementation	1	allowance	250,000	250,000	85,000	82,500	82,500
	Highway 2 at Barney Brook	1	allowance	12,000	12,000	12,000	0	0
Village Identity (implementation)	Gateway signing (3 locations)	3	each	3,000	9,000	9,000	0	0
	Community information kiosk	1	each	8,000	8,000	8,000	0	0
	Street signage	1	allowance	5,400	5,400	5,400	0	0
	Wayfinding signage	1	allowance	5,400	5,400	5,400	0	0
Heritage Interpretation (implementation)		1	allowance	30,000	30,000	30,000	0	0
Subtotal					2,929,350	\$1,200,575	933,275	795,500
Design & Contingency (25%)					732,337.5	\$300,143.75	233,318.75	198,875
Total					3,661,687.5	\$1,500,718.75	1,166,593.75	994,375
Milford Item	Description	Quantity	Units	Cost	Total	Phase 1	Phase 2	Phase 3
Infrastructure	Central Water Supply			NIC				
	Expanded Sewage Capacity			by developers				
Visual Modelling for Development Sites		1	allowance	\$15,000	\$15,000	\$15,000	\$0	\$0
Street and Parking Improvements	Overpass replacement			by NSTIR				
Streetscape Works	Curb, gutter & sidewalks	2640	lm	650	1,716,000	583,440	566,280	566,280
	Ornamental street lighting	106	each	12,000	1,272,000	432,480	419,760	419,760
	Street tree planting	110	each	500	55,000	18,700	18,150	18,150
	Site furnishings	26	pcs	1,000	26,000	8,840	8,580	8,580
	Entrance upgrades at Riverside Educational Centre	1	allowance	12,000	12,000	12,000	0	0
Trails and Open Space	Trail Construction	1800	lm	100	180,000	61,200	59,400	59,400
	East Hants Municipal Pool site	1	allowance	40,000	40,000	40,000	0	0
	Milford Recreation Centre site upgrades	1	allowance	300,000	300,000	150,000	150,000	0
Waterfront Development	Waterfront Park Land Acquisition	1	allowance	100,000	100,000	100,000	0	0
	Waterfront Park Planning & Implementation	1	allowance	125,000	125,000	62,500	62,500	0
Façade Improvement Program		1	allowance	50,000	50,000	50,000	0	0
Village Identity (implementation)	Gateway signing (5 locations)	5	each	3,000	15,000	15,000	0	0
	Community information kiosk	1	each	8,000	8,000	8,000	0	0
	Street signage	1	allowance	3,600	3,600	3,600	0	0
	Wayfinding signage	1	allowance	3,600	3,600	3,600	0	0
Heritage Interpretation (implementation)		1	allowance	20,000	20,000	20,000	0	0
Subtotal					3,926,200	1,569,360	1,284,670	1,072,170
Design & Contingency (25%)					981,550	392,340	321,167.5	268,042.5
Total					4,907,750	1,961,700	1,605,837.5	1,340,212.5
Shubenacadie Item	Description	Quantity	Units	Cost	Total	Phase 1	Phase 2	Phase 3
Infrastructure	Expanded Sewage Capacity			by developers				
Street and Parking Improvements	Interchange reconfiguration			by NSDSTIR				
	Provision of off street parking	40	stalls	\$4,800	\$192,000	\$192,000	\$0	\$0
Streetscape Works	Curb, gutter & sidewalks	3320	lm	650	2,158,000	733,720	712,140	712,140
	Ornamental street lighting	80	each	12,000	960,000	326,400	316,800	316,800
	Street tree planting	125	each	300	37,500	12,750	12,375	12,375
	Site furnishings	34	pcs	1,000	34,000	11,560	11,220	11,220
Trails and Open Space	Trail Construction	2500	lm	100	250,000	85,000	82,500	82,500
	Village Square upgrades	1	allowance	90,000	90,000	90,000	0	0
	Linear Park Improvements	1	allowance	24,000	24,000	0	24,000	0
	Lion's Ball Field Upgrades	1	allowance	125,000	125,000	42,500	41,250	41,250
	Rex McCool Park Upgrades	1	allowance	40,000	40,000	0	40,000	0
	War Memorial site improvements	1	allowance	40,000	40,000	0	40,000	0
	Kirkpatrick Field site improvements	1	allowance	120,000	120,000	60,000	60,000	0
Waterfront Development	Lookout highway 214 at river	1	allowance	42,000	42,000	0	42,000	0
	Lookout end Burgess Road	1	allowance	24,000	24,000	0	24,000	0
Façade Improvement Program		1	allowance	125,000	125,000	125,000	0	0
Village Identity (implementation)	Gateway signing (5 locations)	5	each	3,000	15,000	15,000	0	0
	Community information kiosk	1	each	8,000	8,000	8,000	0	0
	Street signage	1	allowance	4,800	4,800	4,800	0	0
	Wayfinding signage	1	allowance	4,800	4,800	4,800	0	0
Heritage Interpretation (implementation)		1	allowance	40,000	40,000	40,000	0	0
Subtotal					4,334,100	1,751,530	1,406,285	1,176,285
Design & Contingency (25%)					1,083,525	437,882.5	351,571.25	294,071.25
Total					5,417,625	2,189,412.5	1,757,856.25	1,470,356.25

Maitland								
Item	Description	Quantity	Units	Cost	Total	Phase 1	Phase 2	Phase 3
Streetscape Works	Curb, gutter & sidewalks	700	lm	650	\$455,000	\$227,500	\$227,500	\$0
	Ornamental street lighting	48	each	12,000	576,000	288,000	288,000	0
	Street tree planting	60	each	500	30,000	10,200	9,900	9,900
	Site furnishings	24	pcs	1,000	24,000	12,000	12,000	0
Trails and Open Space	Trail Construction	400	lm	100	40,000	40,000	0	0
	Village Square upgrades	1	allowance	125,000	125,000	125,000	0	0
	Dawson Dowell Park upgrades	1	allowance	50,000	50,000	50,000	0	0
Waterfront Development	Lawrence shipyard visitor experience	1	allowance	350,000	350,000	350,000	0	0
	Government Wharf enhancements	1	allowance	75,000	75,000	75,000	0	0
	Lookout highway 214 at river	1	allowance	75,000	75,000	75,000	0	0
Heritage Building Maintenance Program Village Identity (implementation)		1	allowance	450,000	450,000	450,000	0	0
	Gateway signing (3 locations)	3	each	3,000	9,000	9,000	0	0
	Community information kiosk	1	each	8,000	8,000	8,000	0	0
	Street signage	1	allowance	3,600	3,600	3,600	0	0
Heritage Interpretation (implementation)	Wayfinding signage	1	allowance	4,800	4,800	4,800	0	0
		1	allowance	80,000	80,000	80,000	0	0
Subtotal					1,105,400	1,105,400	0	0
Design & Contingency (25%)					276,350	276,350	0	0
Total					1,381,750	1,381,750	0	0
Kennetcook								
Item	Description	Quantity	Units	Cost	Total	Phase 1	Phase 2	Phase 3
Streetscape Works	Curb, gutter & sidewalks	1090	lm	\$650	\$708,500	\$262,145	\$389,675	\$56,680
	Ornamental street lighting	26	each	12,000	312,000	106,080	102,960	102,960
	Street tree planting	55	each	500	27,500	10,175	15,125	2,200
	Site furnishings	8	pcs	1,000	8,000	8,000	0	0
Trails and Open Space	Trail construction	1400	lm	100	140,000	70,000	70,000	0
	Development of Village Square	1	allowance	125,000	125,000	125,000	0	0
Village Identity (implementation)	Gateway signing (4 locations)	4	each	3,000	12,000	12,000	0	0
	Community information kiosk	1	each	8,000	8,000	8,000	0	0
	Street signage	1	allowance	2,400	2,400	2,400	0	0
	Wayfinding signage	1	allowance	4,800	4,800	4,800	0	0
Heritage Interpretation (implementation)					20,000	20,000	0	0
Subtotal					1,368,200	628,600	577,760	161,840
Design & Contingency (25%)					342,050	157,150	144,440	40,460
Total					1,710,250	785,750	722,200	202,300
Mount Uniacke								
Item	Description	Quantity	Units	Cost	Total	Phase 1	Phase 2	Phase 3
Streetscape Works	Curb, gutter & sidewalks	2400	lm	\$650	\$1,560,000	\$468,000.0	\$624,000.0	\$468,000.0
	Ornamental street lighting	48		12,000	576,000	172,800	230,400	172,800
	Street tree planting	120	each	500	60,000	18,000	24,000	18,000
	Site furnishings	24	pcs	1,000	24,000	7,200	9,600	7,200
Trails and Open Space	Village trails master plan	1	each	15,000	15,000	15,000	0	0
	Trail Construction	1100	lm	100	110,000	110,000	0	0
	Village Square acquisition and development	1	allowance	125,000	125,000	125,000	0	0
Village Identity & Signage	Cenotaph site upgrades	1	allowance	75,000	75,000	75,000	0	0
	Hall site upgrades	1	allowance	50,000	50,000	50,000	0	0
	Gateway signing (2 locations)	2	each	3,000	6,000	6,000	0	0
	Community information kiosk	1	each	8,000	8,000	8,000	0	0
	Street signage	1	allowance	12,000	12,000	12,000	0	0
	Wayfinding signage	1	allowance	12,000	12,000	12,000	0	0
Heritage Interpretation (implementation)					20,000	20,000	0	0
Subtotal					2,653,000	1,099,000	888,000	666,000
Design & Contingency (25%)					663,250	274,750	222,000	166,500
Total					3,316,250	1,373,750	1,110,000	832,500
Total					31,096,063	13,579,168.8	9,677,943.75	7,648,950



VILLAGE GATEWAY
SIGNAGE AT BOUNDARY
WITH ELMSDALE

VILLAGE GATE-
WAY SIGNAGE AT
BOUNDARY

Home Settlement Rd
Old Enfield Rd
Highway 102 SB
Highway 102 NB
Old Home Settlement Rd W

- EXTEND SIDEWALK TO
SIDEWALK ON BRIDGE
- SITE & PARK IMPROVEMENTS
- STREET TREE PLANTING ON
HIGHWAY #2 OUTSIDE
VILLAGE CORE AREA
- EXISTING SIDEWALK
- STREETSCAPE IMPROVE-
MENTS FOR VILLAGE CORE
AREAS
- POSSIBLE VILLAGE GREEN
(CHURCH PROPERTY)
- SHUBENACADIE CANAL
TRAIL (FUTURE)
- SHUBENACADIE CANAL
LOCK #7 PARK WITH
WALKING TRAILS
- STREET TREE PLANTING ON
HIGHWAY #2 OUTSIDE
VILLAGE CORE AREA
- ENFIELD WATER TREATMENT
PLANT

CN RAIL LINE

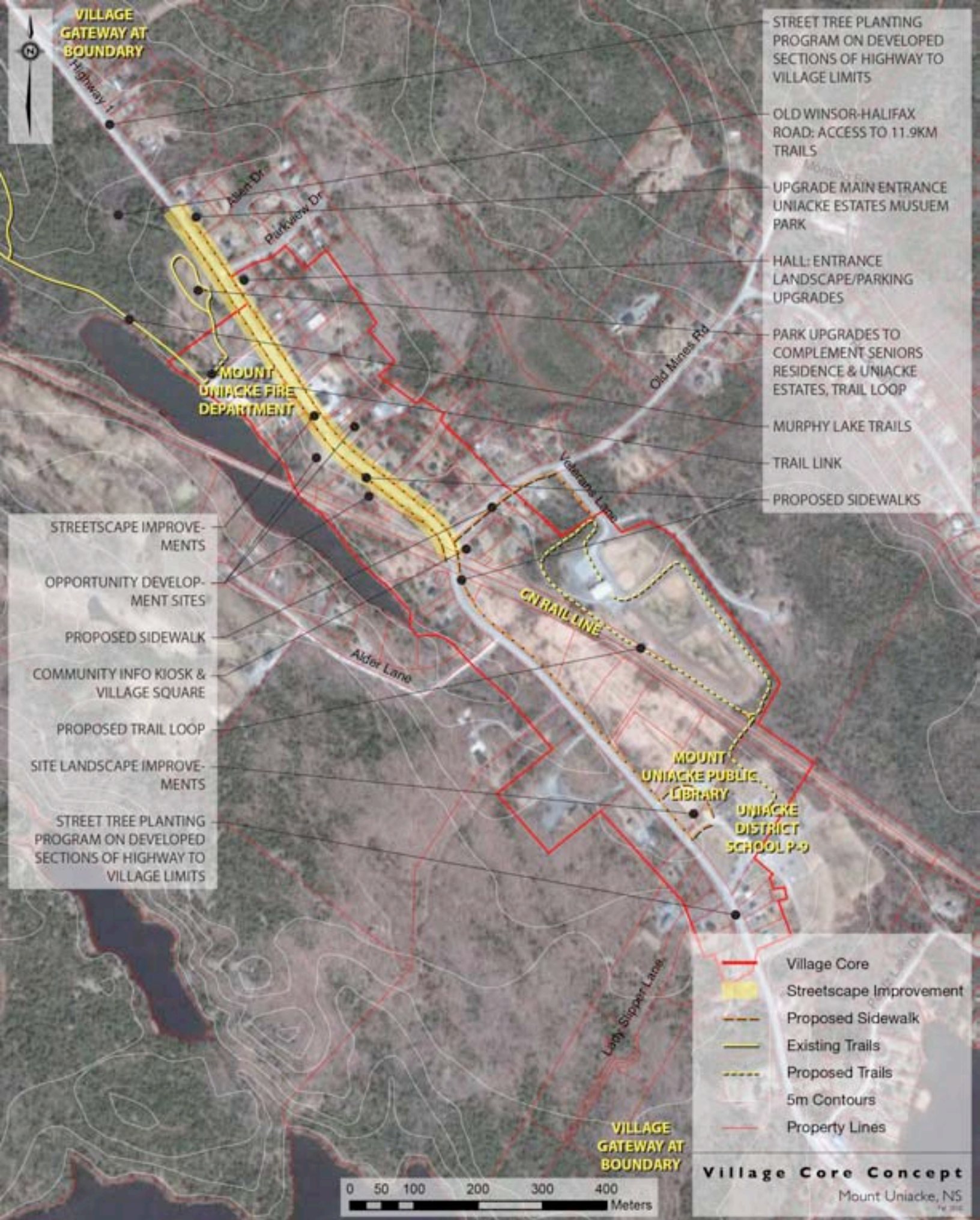
LOCATE & ACQUIRE
WATERFRONT
VILLAGE PARK

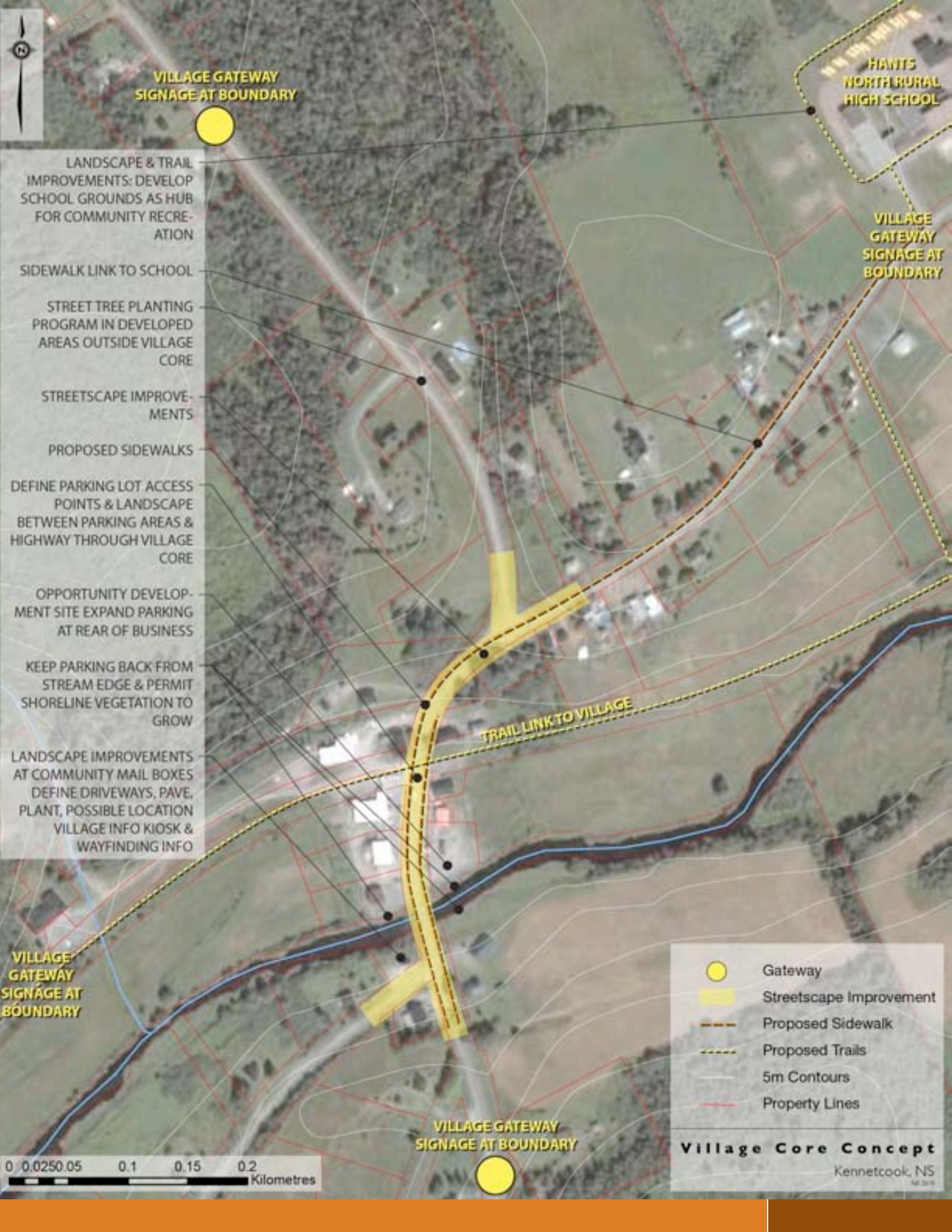
- Streetscape Improvement
- Existing Sidewalk
- Proposed Sidewalk
- Proposed Trails
- 2m Contours
- Property Lines

0 0.0450.09 0.18 0.27 0.36
Kilometres

MUNICIPAL/VILLAGE
GATEWAY SIGNAGE
AT LIMIT

Village Core Concept
Enfield, NS





GATEWAY
SIGNAGE AT
VILLAGE LIMIT



DEVELOP NEW CAR PULL-
OFF AND LOOKOUT AREA
WITH VIEW

LAWRENCE HOUSE MUSEUM:
EXPAND ATTRACTIONS

PEDESTRIAN SIDEWALK LINK
MUSEUM TO VILLAGE

PARKING

COMPLTETE TRAIL LOOP
MUSEUM TO CEMETERY

WETLAND INTERPRETATION

INTERPRETATION AT OAK
ISLAND CEMETERY

INTERPRETATION AT ST.
DAVID'S CEMETERY

NEW SIDEWALK LOOP

POSSIBLE TRAIL LINK TO MILL
POND

STREETSCAPE IMPROVE-
MENTS & HERITAGE INTER-
PRETATION

SCENIC RURAL HIGHWAY
TREATMENTS WITHIN
VILLAGE: STREET TREES,
SPECIAL SIGNAGE

CONSERVE & HIGHLIGHT
STORY OF LAWRENCE
SHIPYARD

GOVERNMENT WHARF

TRAIL LOOP & DYKE INTER-
PRETATION

PARALLELED PARKING IN
VILLAGE CORE

DEVELOP VILLAGE SQUARE,
INFO KIOSK

LOOKOUT AREA

NEW SIDEWALK

FARM TOURS & VISITS AT
RIVER VIEW HERBS

LOOKOUT SITE

GATEWAY
SIGNAGE AT
VILLAGE LIMIT

GATEWAY SIGNAGE
AT VILLAGE LIMIT

0 50 100 200 300 400
Meters

- Streetscape Improvement
- Proposed Sidewalk
- Existing Trails
- Proposed Trails
- 5m Contours
- Property Lines

Village Core Concept

Maitland, NS

Feb 2016

VILLAGE GATEWAY SIGNAGE NEAR 192



EXISTING FLOATING DOCK

TRAIL LOOP TO DOCK & PARK
IMPROVEMENTS

SCENIC RIVERSIDE LOOK OUT
& PULL OFF

POTENTIAL FUTURE TRAIL
ALONG RIVER

EXISTING SIDEWALK

PARK UPGRADES: IMPROVE
LANDSCAPE, FORMALIZE
PARKING, DRIVEWAY, TRAILS

UPGRADE STREETSIDE
PARKING AREAS

EXTEND SIDEWALK TO
CHURCH & DAYCARE

EXTEND SIDEWALK TO PARK

EXISTING SIDEWALK

DEFINE SIDEWALK &
PARALLEL PARKING ON
STREET

UPGRADE SETTING FOR
CENOTAPH

REJUVENATE CENTRAL
VILLAGE PARK

SIDEWALK TO LINK PARK
SPACES

LINEAR PARK WITH TRAIL,
PICNIC AREA & SHADE TREES

EXTEND SIDEWALK TO
MACINNIS TRAIL

POTENTIAL FUTURE PARK

EXTEND SIDEWALK TO
TRAILHEAD

EXTEND SIDEWALK TO MAC
INNIS TRAIL

POSSIBLE FUTURE TRAIL
LOOP

LOOK OUT

PLANNED EXTENSION OF
MACINNIS TRAIL

LOOK OUT & FISHERS'
ACCESS TO RIVER AT FORMER
COVERED BRIDGE SITE

POTENTIAL FUTURE TRAIL
ALONG RIVER

EXTEND SIDEWALK TO LOOK
OUT AT RIVER

TINSMITH MUSEUM SHOP

**MUNICIPAL &
VILLAGE GATEWAY**

**KIRK
PATRICK
FIELD**

REMOVE BRIDGE, RECONFIG-
URE INTERCHANGE TO
GRADE INTERSECTION

POTENTIAL REDEVELOP-
MENT SITE

FURTHER DEVELOP REX
MCCOUL PARK AS COMMU-
NITY GATEWAY PARK

EXISTING TRAIL LOOP

RECLAIM RAMP TO EXTEND
REX MCCOUL PARK

TRAIL LINK

SIDEWALK LINK

**MACINNIS
TRAIL**



Gateway



Growth Mgmt Area



Existing Sidewalk



Proposed Sidewalk



Existing Trails



Proposed Trails



Potential Future Trails



2m Contours

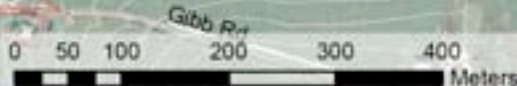


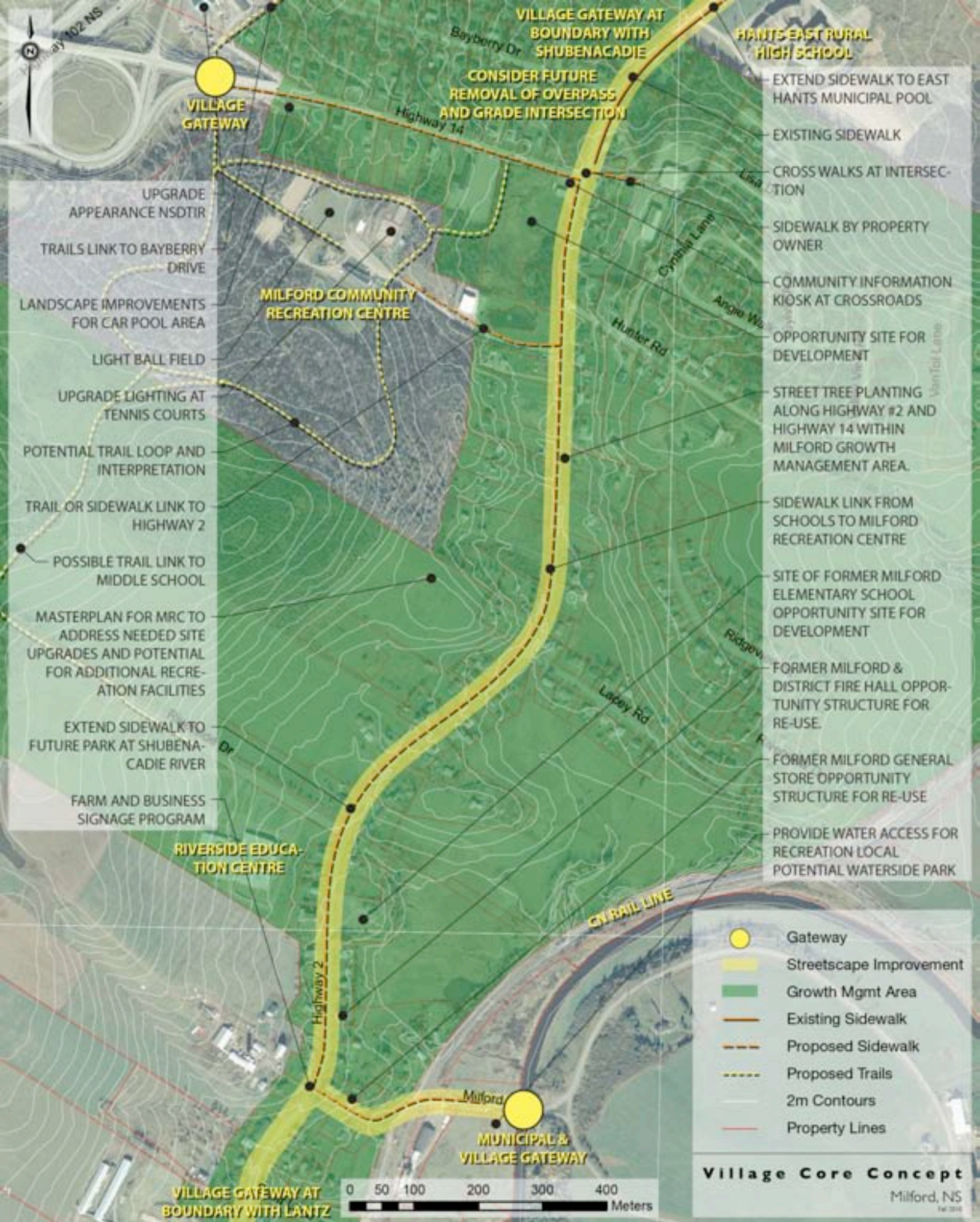
Property Lines

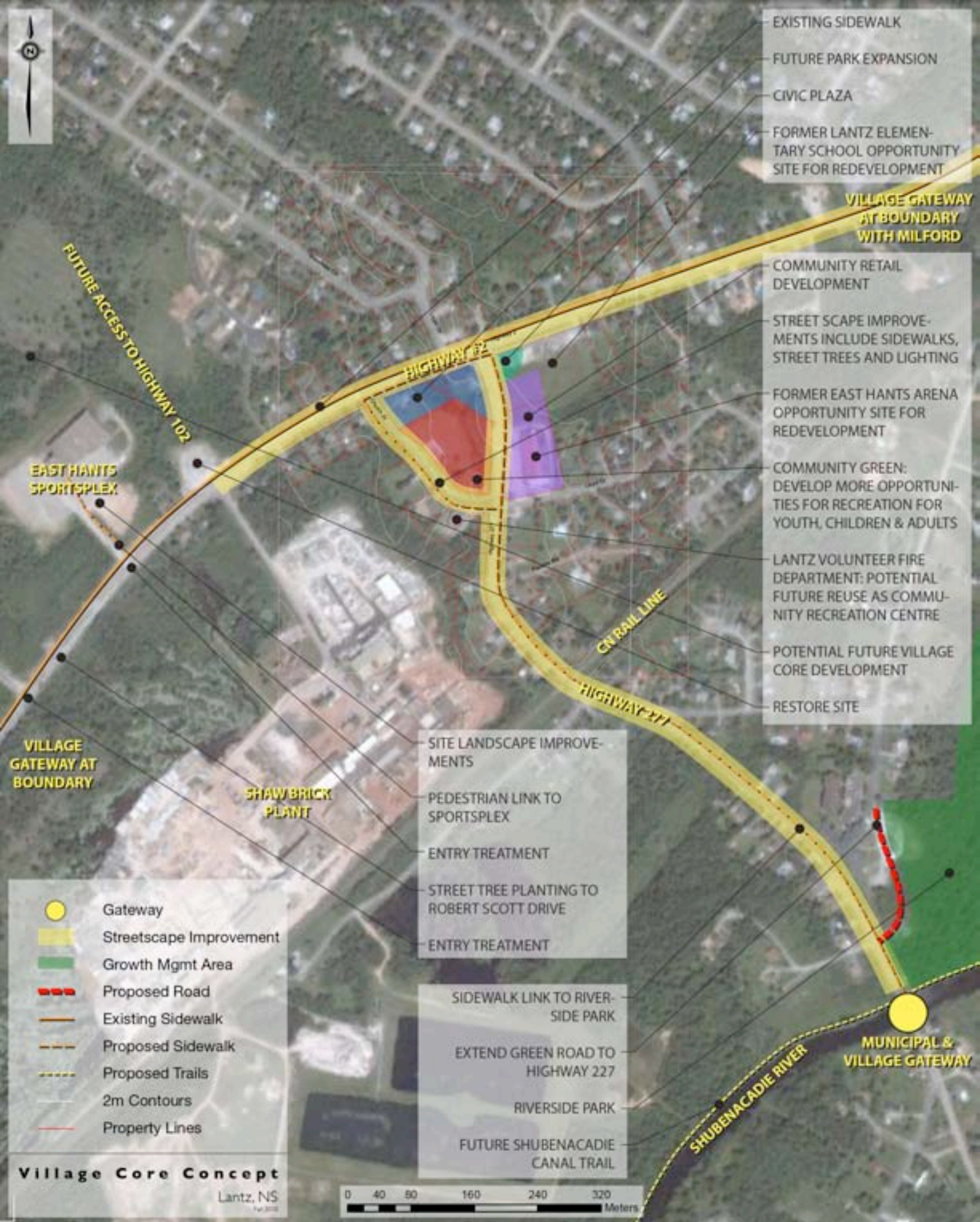
Village Core Concept

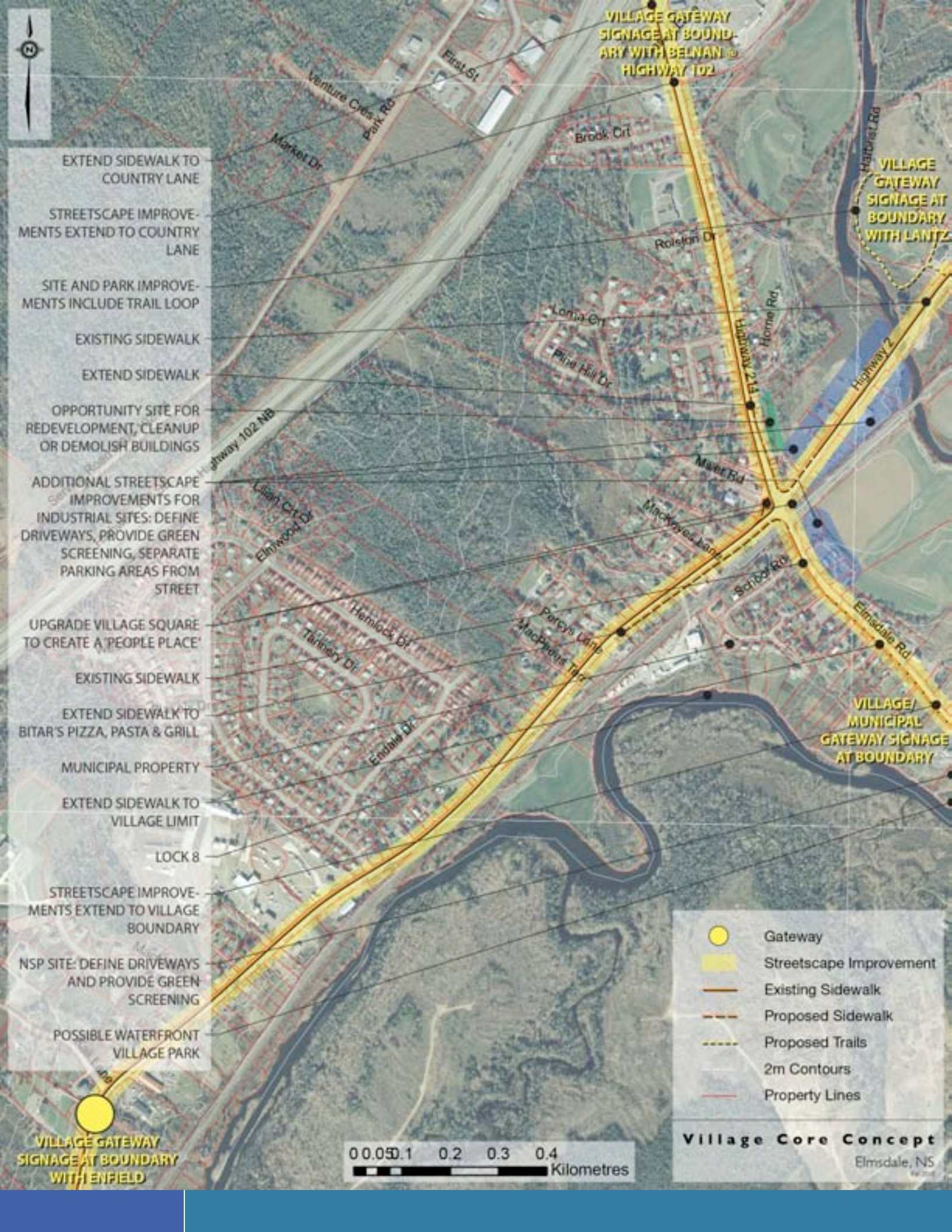
Shubenacadie, NS

**VILLAGE GATEWAY AT
BOUNDARY WITH MILFORD**





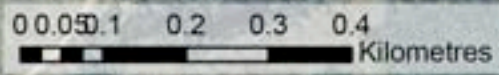




- EXTEND SIDEWALK TO COUNTRY LANE
- STREETSCAPE IMPROVEMENTS EXTEND TO COUNTRY LANE
- SITE AND PARK IMPROVEMENTS INCLUDE TRAIL LOOP
- EXISTING SIDEWALK
- EXTEND SIDEWALK
- OPPORTUNITY SITE FOR REDEVELOPMENT, CLEANUP OR DEMOLISH BUILDINGS
- ADDITIONAL STREETSCAPE IMPROVEMENTS FOR INDUSTRIAL SITES: DEFINE DRIVEWAYS, PROVIDE GREEN SCREENING, SEPARATE PARKING AREAS FROM STREET
- UPGRADE VILLAGE SQUARE TO CREATE A 'PEOPLE PLACE'
- EXISTING SIDEWALK
- EXTEND SIDEWALK TO BITAR'S PIZZA, PASTA & GRILL
- MUNICIPAL PROPERTY
- EXTEND SIDEWALK TO VILLAGE LIMIT
- LOCK 8
- STREETSCAPE IMPROVEMENTS EXTEND TO VILLAGE BOUNDARY
- NSP SITE: DEFINE DRIVEWAYS AND PROVIDE GREEN SCREENING
- POSSIBLE WATERFRONT VILLAGE PARK

- Gateway
- Streetscape Improvement
- Existing Sidewalk
- Proposed Sidewalk
- Proposed Trails
- 2m Contours
- Property Lines

Village Core Concept
Elmsdale, NS



Appendix A: Workshop Notes

Business Leaders

Mount Uniacke

- ▶ sidewalks from school to downtown
- ▶ Irving, firehall and pharmacy - no place to cross the street to the park
- ▶ problem with speeding (50km limit). Seniors home people going to pharmacy. - Need a crosswalk
- ▶ Need a youth centre
- ▶ Need better lake access. There but people don't know where they are

Lantz

- ▶ Exit to the 102 from Shaw Brick Road
- ▶ Woodland trail to connect 3 locks. Used a lot for canoeing
- ▶ Lantz Pool needs support (provided by Shaw Brick). Maintenance and lifeguards
- ▶ Childrens playground and skatepark
- ▶ Need for a downtown Core - needs to develop. develop near the store
- ▶ Reduce the speed limit (now 60km)

- ▶ Need controlled crosswalk
- ▶ Wayfinding system at both ends
- ▶ Support Lantz Days
- ▶ History and heritage (brick yards and canals)
- ▶ Find a good use for the public land on the corner

Elmsdale

- ▶ 20 years ago there was a BIDC. The report is still germane to the village.
- ▶ Elmsdale Beautification Committee working on the train station.
- ▶ Plant trees around the rail station. Linear parkway.
- ▶ Elmsdale should reintroduce the elms
- ▶ Enablers and non-enablers for business
 1. Shubenacadie Canal festival, Shad festival, resurrect William Reed day
 2. Public access to the river. Need controlled access. trails along the river. Overall river trail
 3. Need street trees. downtown. and along the 214.
 4. Lantz interchange - reroute truck traffic

5. Beaverbrook old coach Road could hold some truck traffic
6. Signage
7. Governance - enhance community and business involvement. Already a Chamber. Enhance entrepreneurial spirit at municipality
8. New sidewalks are really working. Need a safe crosswalk at the rail station
9. Business community wants reasonable taxes and more service and infrastructure. remove some of the red tape for business people. zoning.
10. Extend village core zone?

Shubenacadie

- ▶ Facelift in the last year, water and sewer upgraded
- ▶ farmland is prolific.
- ▶ More development of Shubie River. Spring is full of fisherman. Canoeing is good. Paddle to the Sea put in a Dock.
- ▶ More trails (McGinnis trail needs better funding to expand). Looped trail system would be good.
- ▶ Volunteer organizations need better funding. Flowers on poles. Enfield in Bloom collects funding from businesses (discretionary funding is \$2,000 per year). Poles are \$100 per year (flowers in summer and wreath in winter). Enfield in Bloom sells the pole and puts name on it.
- ▶ Rex McCool Park - plant a hedge of evergreens for privacy in the park. Should have a patch of wild potatoes (shubby means place of the wild potato).

Enfield

- ▶ 1-Trail
- ▶ 2- Dock by water treatment
- ▶ 3-Need signalized intersection for crosswalk and traffic. Lights by Averages
- ▶ 4-Support Enfield in Bloom - Lions club, Legion, Knights of Columbus, etc

- ▶ 6-Signage for historic areas.
- ▶ 7-More accommodations
- ▶ 8-recognize talent with signage
- ▶ 9-Historic Light standards
- ▶ 10-park benches

Maitland

- ▶ Heritage and views are important
- ▶ Gateway to highway 215 to Walton. Feeder area for the municipality.
- ▶ Bay of Fundy as 7 wonders of the world will make it important.
- ▶ Kennetcook is also pivotal as a village.
- ▶ 55 registered heritage buildings. First heritage district in NS. Plans for a provincial district (?? didn't know there was such a thing).
- ▶ 2- rescue heritage buildings
- ▶ WHARF SHOULD BE PRESERVED.
- ▶ Light standards
- ▶ Banners for heritage district.
- ▶ 6-Rescue Plan for buildings
- ▶ Lawrencehouse Museum has a large parking lot. Could it be used for the downtown? They also have washrooms./
- ▶ Trails and Open Space Master Plan
- ▶ Build Canoes
- ▶ Municipality should contact and establish a film set database.
- ▶ Waterfront Development is important. Boardwalks.
- ▶ Fritz and Roy
- ▶ Photograph buildings.
- ▶ Years ago Maitland was in the national communities in bloom.
- ▶ Make Maitland the draw and other communities will become the beneficiaries
- ▶ Glooscap Trail is being downgraded by the Province to become the Fundy Trail.

Kennetcook

- ▶ intersection of 4 directions (x marks the spot)
- ▶ Known for the last standing covered bridge in NS
- ▶ reenactment of Douglas Township. Concert.
- ▶ 1-Problem with servicing. Combination of private and Gov. Need water. Septic also an issue.
- ▶ 2-Sidewalk from Hants North high school to village. New businesses are growing
- ▶ 3- build the festival.
- ▶ 4-Covered bridge as a walking bridge
- ▶ 5-Walkway along the Kennetcook River. Secure right of way from company who owns the old rail line.
- ▶ 6-signage
- ▶ 7-Commuter shuttle ?
- ▶ 35 min from Sackville. Geographical centre of East Hants. Vibrant business core.
- ▶ Views are amazing. geocaching people found the spot.
- ▶ Fall colours are amazing. Tap into cruise traffic?

Milford

- ▶ 1-sidewalks for students and residents. No sidewalks at this time
- ▶ 2-water and sewer. No central water
- ▶ 3-public access to Shuby waterway.
- ▶ 4-new facilities (more rec- 73 acres possible for development, new tennis courts,
- ▶ 5- better lighting for fields,
- ▶ 1600-1700 students bused everyday. Need for better rec projects.
- ▶ Have 2.5km of wooded walking trails. Build on these great systems.
- ▶ Volunteers are excellent. Need to support.
- ▶ Connect trails to other communities.
- ▶ Festivals and Events (1 Feb Milford Meltdown). 1200 people. skating on Thursday nights. Dance on the weekend. Jamboree and break-fast. Volunteer fire help with parking and

chaperoning. Trying to organize and Agricultural festival.

- ▶ Waterfront development.
- ▶ Heritage and Interpretation. Wickwire House.
- ▶ Signage
- ▶ Need baskets and lighting and hanging baskets.
- ▶ Home of the deepest open pit mine - A real possible draw. Pit is actually in HRM.

Public Workshop

Shubenacadie

- ▶ Brand - dairy farming, milk can capital of the world, river heritage
- ▶ First Nation community so close. Difficulty engaging them.
- ▶ Work with Canal Commission.
- ▶ Need sidewalk in Shubenacadie. Has become the backbone of the recreation facility in all the communities. All year round. People start at 5am.
- ▶ Emergency vehicles go very fast through communities.
- ▶ All village cores should have sidewalk...ideally on both sides of the road.
- ▶ Parking is haphazard in the cores. Very dangerous. Need a coordinated onstreet parking strategy.
- ▶ Needs to be safer.

Elmsdale

- ▶ True village centre
- ▶ Need for a heritage 'square' concept (CNR, veterans, community churches, traditional buildings). Park that covers the intersection. Enhance what's there. Like Victoria Park in Truro. Build on the base that's already there.
- ▶ Enhance the commercial corridor and bring the historic square up the street to the 102.
- ▶ Create guidelines to restrict Sackville Drive.

- ▶ Signage
- ▶ Safety of crosswalks is paramount.
- ▶ 102 exit is very poor. Wayfinding signage (Sackville NB is a good example). Create pride of ownership.
- ▶ Tree lighting had 300 people this year.
- ▶ River walk trail. Especially tied in downtowns.

Lantz

- ▶ Need for a recreation facility for seniors, youth and handicapped. Bowling alley would be great (plans for a curling rink). Community centre needed on the old Lantz school site.
- ▶ Get moving on highway connector by Shaw brick.
- ▶ Fix railway crossing in Lantz. Another accident waiting to happen. Very unsafe.
- ▶ Crosswalks needed desperately
- ▶ Improve street paving
- ▶ Remove storage facility. Its an eyesore. Nice land but building is in poor shape. Self storage should not be part of the village core (not allowed in C6). Speedtile. Rink dates to 1954-55. Structurally it is in poor shape.
- ▶ Bike path on the road but need for bike symbols on it (people park on the bike paths).
- ▶ Get bikes off the sidewalks.
- ▶ Street sweeping by DOT is not frequent.
- ▶ Carry beautification from Lantz (flower pots) to outlying communities.
- ▶ Protect original brick homes.

Maitland

- ▶ Mecca for artists and performing artists. Drawn by heritage homes.
- ▶ MDDA does christmas festival and maintains the park.
- ▶ build on shipbuilding heritage.
- ▶ Facades need improvement
- ▶ Need walking trails and sidewalks
- ▶ Tidal Bore rafting

- ▶ Art workshops

Milford

- ▶ Important entry point from the 102.
- ▶ Need to maximize scenery, clean up DOT facility
- ▶ Celebrate the river wherever there is a crossing
- ▶ Plan ahead for commuter rail. Space for parking. links to downtown from rail.
- ▶ Improved parking standards.
- ▶ Maximize development potential sites. Development terms of reference
- ▶ Connect schools to recreation
- ▶ Master plan for the recreation areas.
- ▶ Develop the old Apple stand sites
- ▶ Kiosk and wayfinding
- ▶ Give the kids options at lunch time. Hundreds of kids.
- ▶ Improve sidewalks after the coop.
- ▶ How do we link the village cores?? Rural road character. Places of interest to stop are needed.
- ▶ Get large trucks off the country roads and onto 102.

Kennetcook

- ▶ Last covered bridge in NS. Rebuild. Build first New covered bridge when bridge gets replaced.
- ▶ Amphitheatre for summer festival. 2000-5000 people events.
- ▶ Crafts and restaurants
- ▶ Multipurpose room
- ▶ Parking
- ▶ camp sites and new businesses.
- ▶ Link sidewalk between high school and village core
- ▶ more residential development
- ▶ trails along the river.
- ▶ Turn the old rail line into trails and snowmobile

- ▶ Can see 5 counties from Courthouse hill.
Needs to be better identified. Sign the road.
- ▶ Better signage.
- ▶ Menonite community is a draw.
- ▶ Once a oil town. Old oil derricks and black-smiths shop.
- ▶ 84 regiment reenactment (Douglas township)



EKISTICS PLANNING & DESIGN

