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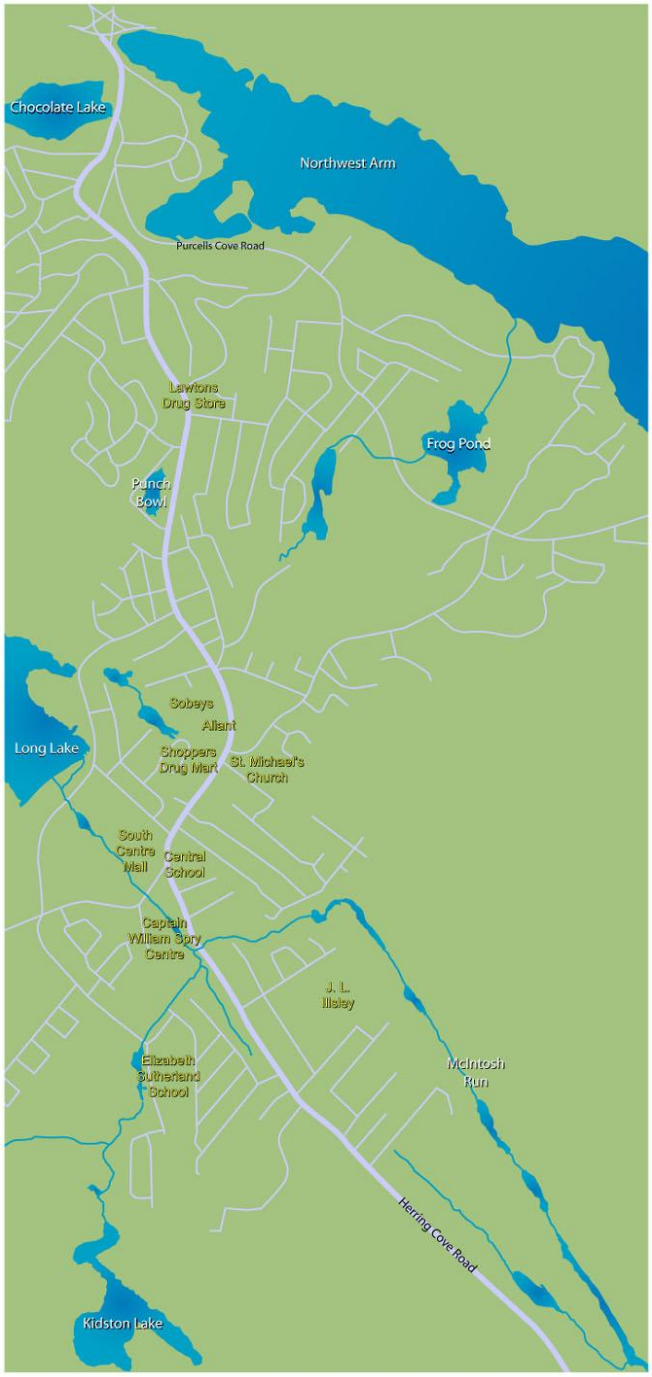
chapter 1

1.0 Background

This study was commissioned by the Halifax Regional Municipality (HRM) to develop a plan for improvements to Herring Cove Road in consultation with the community. While the focus of the project was Herring Cove Road, it was also expected that the plan would address the broader cultural, historical, natural, social, and business aspects of the community surrounding Herring Cove Road. The study recommendations reflect the desire of residents to see improvements to their street and development of their community, and their ideas about how this could be accomplished.

1.1 The Study

Herring Cove Road is the arterial street that connects Mainland South and the Halifax Peninsula. The study area is bounded to the north by the Armdale Rotary (excluding the rotary), and to the south near Roach's Pond, where the character of the street changes from urban to rural.



The scope of this report remains confined to the urban commercial and residential area of Mainland South, but its potential impact on the adjacent communities could be substantial. The report builds on previous community recommendations and council policy, but goes further, defining a wide variety of projects to improve the sense of place and quality of life for residents and businesses.

1.2 The Study Process

This study was guided by a steering committee of HRM staff who provided invaluable information about the area, its history, current issues, existing plans for improvement of the street, and current land use policy.

In addition to becoming familiar with background information, the consulting team spent time in the community, meeting with residents and interest groups, and touring the area with them.

With this preparation, the consulting team began to hold workshops in the community to identify issues surrounding the street. A synopsis of the issues was prepared and circulated by post to every household in the neighbourhoods that border on Herring Cove Road. This mailing was prepared as a questionnaire, intended to inform everyone in the community of the workshop results, to determine whether the workshop results represented broad community opinion, and finally, to invite residents to a second round of workshops. The purpose of the second round of workshops was to identify planning and design initiatives to improve Herring Cove Road and the surrounding communities.

The clear vision articulated in these workshops directed the remaining work of the consulting team as it worked to construct an implementation plan.

It is the hope of the study team that, since the ideas were generated with the direct input and guidance of the residents, the community will take ownership of the recommendations and will use this document to direct future change. We believe that the realisation of the study's outcomes will bring real, positive transformations to the community.

The remainder of this chapter outlines general information about the study area. Subsequent chapters describe the information gathered from community consultation, a variety of design responses, specific recommendations for amendment to the Municipal Planning strategy, and detailed conceptual plans for community development projects.

1.2 Background

Herring Cove Road is currently suffering the same fate of many other suburban collector and urban arterial streets in North America. The street is becoming one long strip that caters primarily to the car at the expense of the pedestrian, despite a population of over 10,000 people within 10 minutes walking distance of Herring Cove Road. This development pattern is partly a result of optimising design for the automobile, but it is also partly the legacy of the Mainland South Secondary Planning Strategy, which has not had a comprehensive review since its adoption in 1987.

The commercial and residential strip development along Herring Cove Road represents a wide diversity of building stock in terms of use, architectural character and quality of construction. Without the critical mass of a commercial centre, some businesses inevitably fail and remain boarded up.

Many driveways enter the street, and parking lots occupy the street frontage. Sidewalks are, often, only on one side of the street, and sometimes discontinuous. The quality of the sidewalks that do exist varies widely from a broken street shoulder to relatively new construction. Other pedestrian amenities such as street trees or bus shelters are essentially absent.

Recent work on Herring Cove Road has been carried out in accordance with a long-term plan for upgrading the road. Members of the community, however, have concerns about the appropriate balance of design for vehicular movement and the needs of pedestrians, cyclists, and commuters who use the bus system. There are also concerns about how well the plans for upgrading Herring Cove Road will help meet related community development needs regarding residential environments and commercial opportunities.

The following sections provide a brief overview of the history of Mainland South. These sections provide a background for the present land-use patterns and hint at potential design themes that could inspire a visual identity for Herring Cove Road.

1.3 Early Settlement

The study area comprises several well-established communities including Armdale, Jollimore, and Spryfield.

Spryfield began as an agricultural community, but farms disappeared as the urban area expanded. By around 1769, Captain William Spry, the chief provincial military engineer, had acquired about 2,500 acres of land in the area. Spry had some of his soldiers clear about 200 acres of land for agricultural use. The open area became known as Spry's Field, and by 1775 the area was commonly called Spryfield. Another clearing, named after Spry's wife Harriet, is now known as Harrietsfield.

By 1827 William Kidston was growing wheat, mixed grains, potatoes and hay at Rockingstone Farm, along with a variety of livestock. Today some of the

original farmland remains as part of the Urban Farm Museum in Spryfield, within easy walking distance of the Captain William Spry Community Centre.

Spryfield is the residential and commercial core for the surrounding Eastern Chebucto Peninsula communities. The central commercial district extends along Herring Cove Road from Dentith Street to Old Sambro Road.

Settlements along Herring Cove Road vary from older residential neighbourhoods to densely clustered apartment buildings. The Herring Cove Road street-front itself is an eclectic mix of older homes, commercial enterprises and in some cases, boarded up buildings.

1.4 Community Involvement and Associations

Strong historical and social networks define the Mainland South community. The 30,000 + residents have a strong sense of community that has roots in its long history of resource-based enterprise and activities. Residents are 'Spryfield Proud' and committed to their community.

The strength of the community lies in its diversity, natural beauty, recreation opportunities, strong social structure, and active organizations.

Many people in the area share a concern for the environment. Long-term and new residents alike will say that their community is attractive because it offers direct access to the forests, streams, and lakes of the surrounding areas. These areas are heavily used for hiking, swimming, and fishing. The community has actively promoted careful development to assure protection of the valued open space. The McIntosh Run Watershed Association's annual cleanup of the run, for example, receives wide support and participation.

The dedication of Spryfield residents to their community and their neighbours was recognised by Recreation Nova Scotia when Spryfield was given the ***Provincial Model Volunteer Community of the Year Award*** in 2002. This award was based on achievements in volunteer projects that benefit the community and its members.

Residents point to the ***Captain William Spry Centre*** as an essential element in the success of many community endeavours. The Centre houses facilities like the public library and the swimming pool, but it also provides multi-service assistance to many community associations including:

- *The Single Parent Centre.*
- *Teen Scene and Teen Health Centre.*
- *The Urban Farm Museum Society,* an incorporated, not-for-profit organization that works toward the establishment of a working farm museum in Spryfield. The farm aims to commemorate the area's rural

heritage; enable food production in the city; serve as an adjunct teaching venue for local schools in natural and social sciences, the arts, and family economics; and strengthen the traditional social fabric of the area.

- *The Committee Against Woman Abuse*.
- *Just Live It - active kids, healthy kids project*.
- *The Mainland South Heritage Society,* which has a mandate to "…research, document and preserve the heritage of the communities of Mainland South which we interpret broadly to mean that region of the Halifax Regional Municipality from Armdale to Pennant"[1].
- *The Hot Lunch Program at Rockingstone Heights Elementary School*.
- *The Chebucto Boys and Girls Club,* which facilitates community youth programming.
- *The CRABapple Mapping Project,* a community based mapping initiative that identifies heritage, historical and valued assets to the area communities. The Project put together a Community Quilt that has 60 squares representing different agencies and community values.

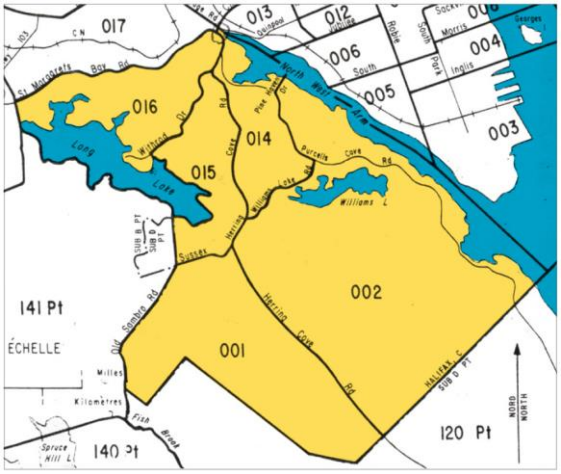
- *The Harrietsfield Williamswood Community Centre*.
- *The McIntosh Run Watershed Association,* which is dedicated to protection and restoration of the McIntosh Run for future generations to enjoy.
- *The District 18 Business and Development Association,* which brings a variety of community groups together with commercial and retail leaders to pursue long-term, sustainable economic growth and promote a positive community image.

The area is beginning to experience new commercial development. Canadian Tire has moved into larger premises in the mall, and its old store is occupied by a new business and a neighbourhood police unit. Sobeys has built a new store, and Shoppers Drug Mart has opened a new and larger store (the largest east of Montreal), and Superstore plans to expand its premises. Residents hope that a bank will return to the community, and that other new businesses, including theatres and restaurants will establish themselves.

---

[1] Mainland South Heritage Society. 2004. http://www.rootsweb.com/~nsmshs/ retrieved September 10, 2004.

Residents have a long-standing interest in community revitalization and envision a town centre that fosters civic, commercial, and recreational activities. This includes the opportunity to meet daily service needs within the community and the option to walk, bicycle, and use public transportation as an alternative to driving everywhere. Many people see the street as a key element in establishing a strong sense of place that provides a livable setting for local business and residential uses, and a place for people to meet.



1.5 Area Demographics

The study area falls within five Census Tracts, all of which are adjacent to the Herring Cove Road.:

- Census Tract 001 (Leiblin Park area),
- Census Tract 002 (predominantly the Wildlands),
- Census Tract 014 (Purcells Cove area),
- Census Tract 015 (Cowie Hill area) and
- Census Tract 016 (Armdale and Long Lake area).

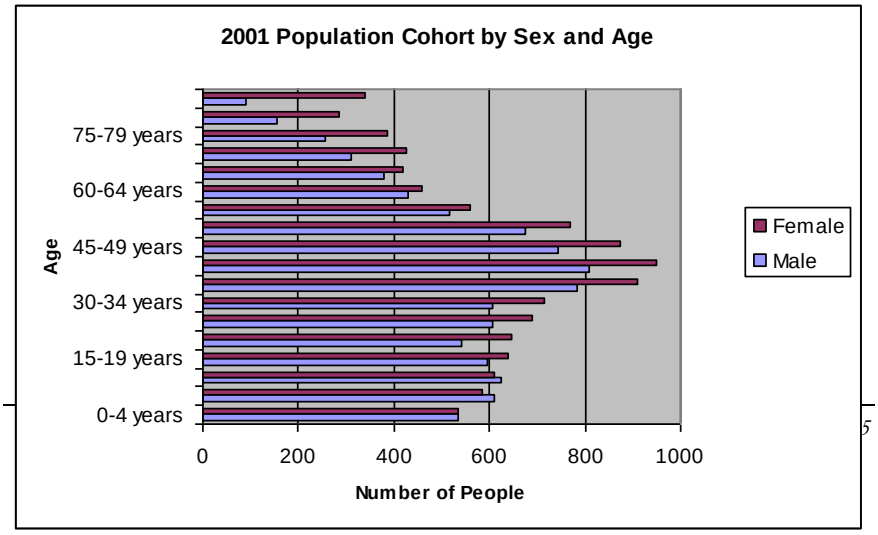
Interpretation of the Census data, ranging from 1981 to the 2001 Canadian Census statistically demonstrates and reinforces many of the issues and concerns that we have heard from community members and local associations. Transportation data, population by generation and employment statistics relate most closely to what community members said. An analysis of Census Data and community demographics is included in the following sections. A complete compilation of interpreted Census Data is located in Appendix B.

POPULATION

The population of the study area has experienced a slow decline since 1976 (the earliest Census data used in this study). The greatest reduction in population occurred between 1976 and 1981, and again between 1991 and 1996. Recent development pressure and building activity in the area may counter this trend.

COHORT MODEL

The most recent cohort data (2001 Census) illustrates that a large



proportion of the population is mature to middle-aged. There is a higher number of females than males, particularly in the middle and older ages. There is a strong proportion of children and young adults in the area.

POPULATION BY GENERATION

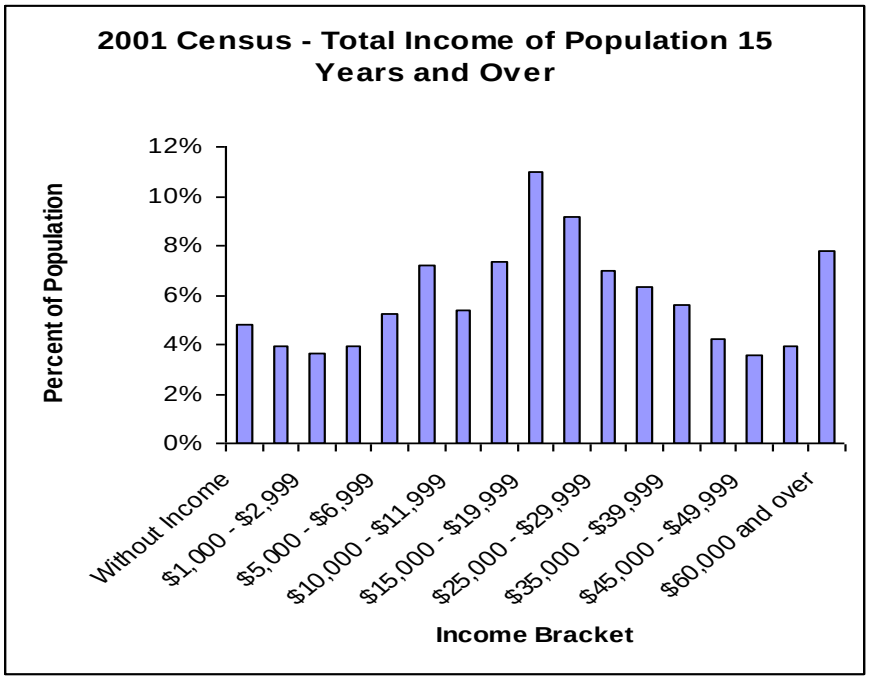
An unprecedented number of people in the Herring Cove Road area have lived there for several generations, substantiating the expressions of community pride and commitment to the neighbourhood.

Table 2.1

Total Population from 2001 Census 15 Years and Older by Generation Status						
Generation	Tract 001	Tract 002	Tract 014	Tract 015	Tract 016	**Generatio**
1st Generation	215	505	485	320	175	**170**
2nd Generation	205	400	390	265	195	**145**
3rd Generation	2310	3370	2510	3325	1380	**128**
Tract Total	**2730**	**4275**	**3385**	**3910**	**1750**	**160**

INCOME CHARACTERISTICS

In 2001 most Herring Cove Road residents had middle income salaries. The largest income categories for the Herring Cove Road area were between $20,000 - $24,999 per year (11% of population) and $25,000 - $29,999 per year (9%). A salary spike occurs within the $60,000 and higher bracket, with eight percent of the area population in this category. The average income is $27,000 per annum, approximately $2,500 less than the average income for greater Halifax. Five percent of the population aged 15 years and older have no reported income.



FAMILY SIZE AND STRUCTURE

In 2001, 58% of Herring Cove Road area residents were married couples, 14% were common-law families and 25% of the population were single-parent families. Sixty-two percent of all families have one or more children.

HOUSEHOLD CHARACTERISTICS BY CONDITION AND PERIOD OF CONSTRUCTION

Most dwellings in the study area were in good repair in 2001. Approximately 5300 dwellings received only regular maintenance while 2440 required minor repairs. Approximately 700 dwellings required major repairs.

Most of the housing stock in the area was constructed between 1946 and 1960. There was another notable construction period between 1971 and 1980.

OCCUPIED BUILDINGS BY TENURE

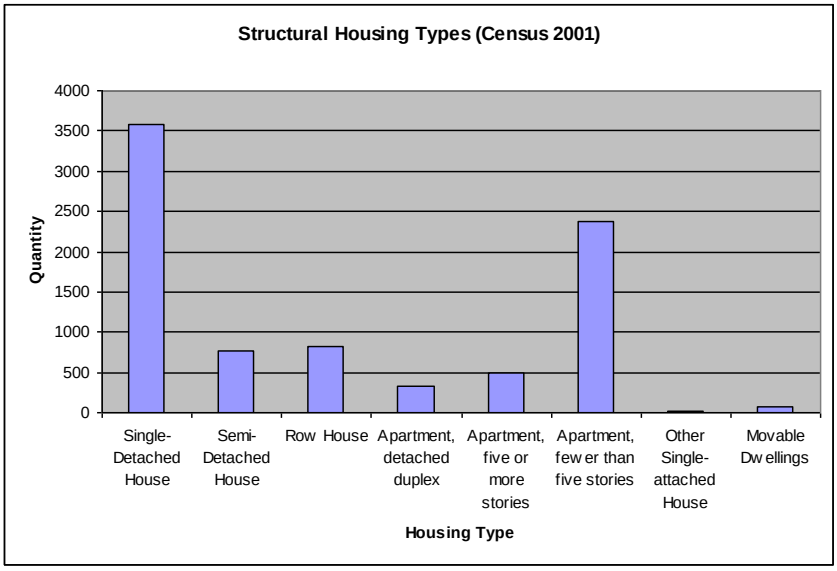
The proportion of rental to owner-occupied dwellings in the study area has remained almost consistently at a 50-50 mix between 1986 and 2001. The number of occupied dwellings has steadily increased from 7260 (1986) to 8560 (2001).

STRUCTURAL HOUSING TYPE

The most common housing form in the area is single, detached dwellings. Much of Herring Cove Road is lined with single family dwellings, and much of the older housing stock is also single-detached. However, medium density apartment buildings under 5 stories have been replacing older homes along Herring Cove Road in the past 30-40 years and the quantity of row housing has increased since 1996.

COMMERCIAL ASSESSMENT STATISTICS

Commercial assessments along the Herring Cove Road indicate that the



area has only seen an increase in value by 6.8% between 1994 and 2004 (from $17,558,700 in 1994 to $18,756,700 in 2004). While 6.8% increase is a positive

increase, it should be noted that the total assessed value across HRM increased during that same time period by 98.4% (from $1,334,926,500 in 1994 to $2,648,689,900 in 2004).

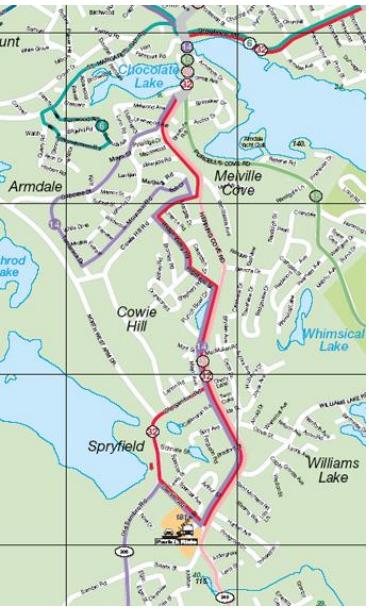
TRANSPORTATION

An issue commonly identified by residents is the need for improved and responsive transportation systems, including vehicular, transit-oriented or pedestrian. The 2001 Census indicates that residents of this area drive less often than the general Halifax population; and residents are more often passengers in private vehicles.

Table2.2

Total Mode of Transportation for Employed Labour Force 15 Years and Older (2001 Census)

Mode	Tract 001	Tract 002	Tract 014	Tract 015	Tract 016	**Tract Total**	**Percent**
Total Labour Force	1385	2205	1480	2230	1060	**8360**	**100%**
Car, Truck, Van as Driver	965	1405	1135	1200	730	**5435**	**65%**
Car, Truck, Van as Passenger	145	225	165	325	75	**935**	**11%**
Public Transit	190	445	65	475	85	**1260**	**15%**
Walking	90	110	90	165	150	**605**	**7%**
Other Method	10	20	30	65	20	**145**	**2%**

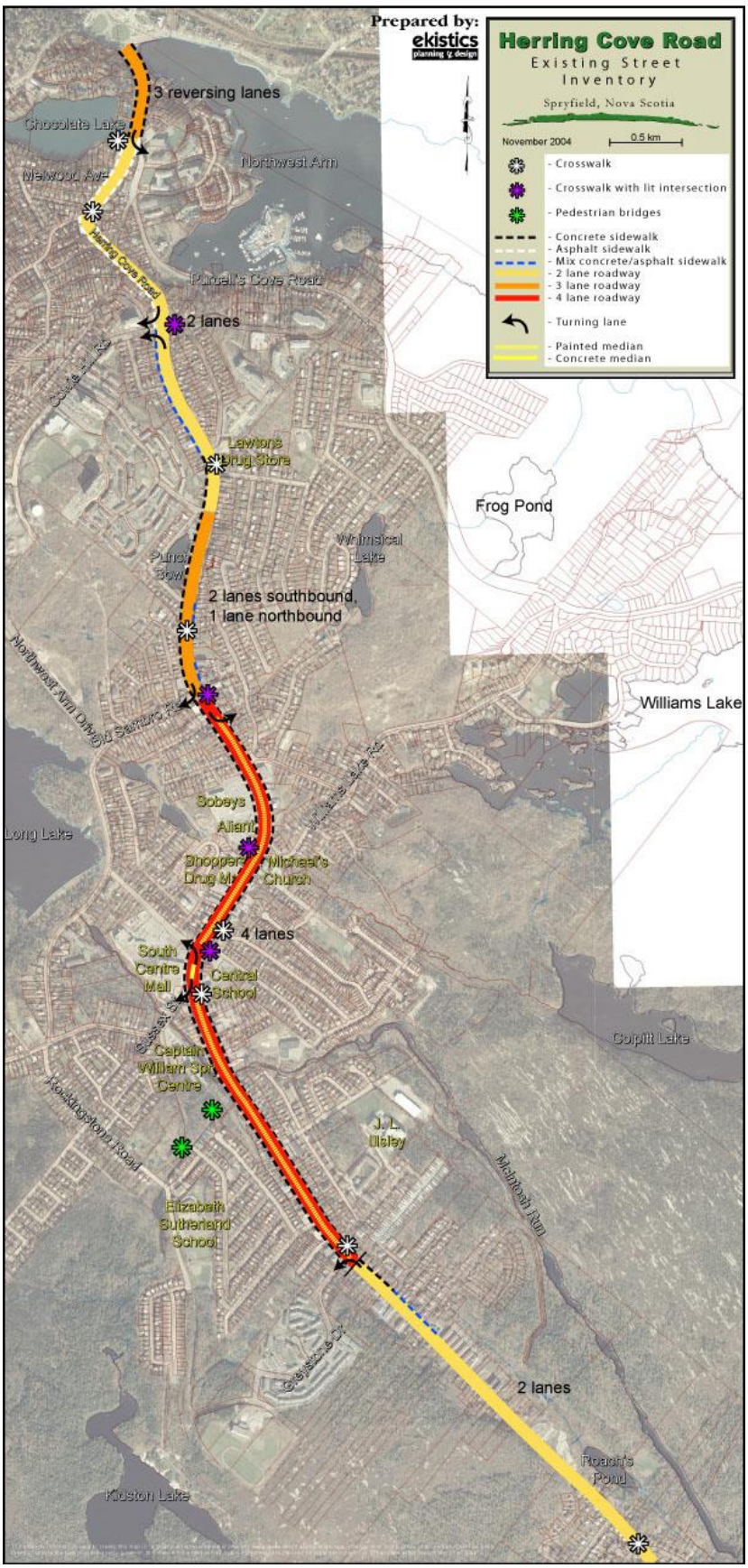


On average, residents of Mainland South use public transportation 5% more often than the rest of Halifax. Citizens of the Cowie Hill area (Tract 015) and those around the Wildlands (Tract 002) use public transportation at notably higher rates, with a ridership of 21% and 20% respectively.

Spryfield is served by two regular transit lines (Routes 14 and 20) and one express line (Route 32). Route 32 runs only at peak weekday times in 15 minute increments. Both Route 14 and 20 run on weekdays and Saturdays at 30 minute increments; their frequency does not increase during peak transit times. Sundays are serviced every 60 minutes.

1.6 Street and Traffic Inventory

The width of Herring Cove Road varies along its length. In some places the road is 2 lanes wide. In other places the road is 3 lanes with a reversing or shared central turning lane. And in the Dentith Street area, the road is 5 lanes wide. Generally, crosswalks are well-distributed along the length of the street with no more than 800-1000 m between crossings. The exception is between the William Spry Centre and Greystone Drive where the distance is about 2km between crosswalks. As the Governors Run Development comes on stream, there will probably be another lit intersection with a crosswalk.


Prepared by:
ekistics
planning & design
Herring Cove Road
Existing Street Inventory
Spryfield, Nova Scotia
November 2004
0.5 km
- Crosswalk
- Crosswalk with lit intersection
- Pedestrian bridges
- Concrete sidewalk
- Asphalt sidewalk
- Mix concrete/asphalt sidewalk
- 2 lane roadway
- 3 lane roadway
- 4 lane roadway
- Turning lane
- Painted median
- Concrete median
3 reversing lanes
Chocolate Lake
Northwest Arm
Herring Cove Road
Purcell's Cove Road
2 lanes
Lawtons Drug Store
Frog Pond
Whimsical Lake
2 lanes southbound,
1 lane northbound
Williams Lake
Long Lake
Sobeys
Shoppers Drug Mart
St. Michael's Church
4 lanes
South Centre Mall
Central School
Captain William Spry Centre
Copitt Lake
J. L. Ilsley
Elizabeth Sutherland School
2 lanes
Roach's Pond
Kidston Lake

DESCRIPTION OF THE STUDY SECTION OF HERRING COVE ROAD

The travel lanes in the Study Area have five distinct cross-sections:

1. Armdale Rotary to Purcells Cove Road

   This section has three traffic lanes with a reversible lane to provide two travel lanes between Purcell's Cove Road and the Rotary between midnight and noon, and two lanes from the Rotary to Purcell's Cove Road from noon to midnight. The average weekday two-way volume on this section is about 31,000 vehicles per day (vpd).

2. Purcells Cove Road to Punch Bowl Drive

   This section has two traffic lanes, one for each direction of travel, except for the addition of turning lanes at the traffic signals at the Cowie Hill Road intersection. The average weekday two-way volumes are between 18,000 vpd and 19,000 vpd.

3. Punch Bowl Drive to Old Sambro Road

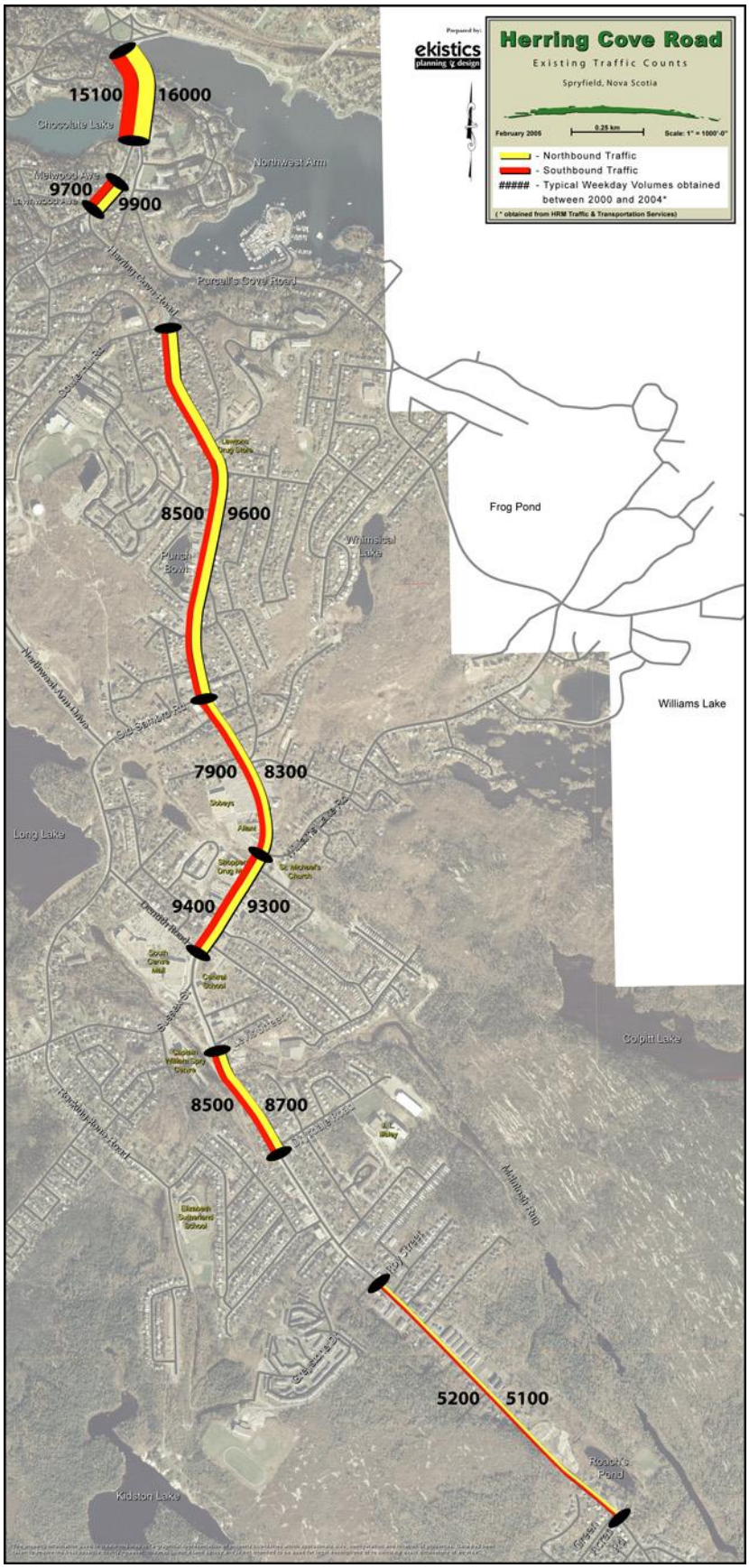
   This section has one northbound lane and two southbound travel lanes. The Old Sambro Road intersection is controlled by traffic signals. The average weekday two-way volumes are between 18,000 vpd and 19,000 vpd.

4. Old Sambro Road to Greystone Drive

   This section of street is five lanes wide, with two lanes for each direction of travel and a centre left turn lane which is marked as a designated left turn lane at principal intersections, and, in some places, as a two-way left turn lane between intersections. The Williams Lake Road and Dentith Road intersections are controlled by traffic signals. The average weekday two-way volumes vary from 18,000 vpd and 19,000 vpd between Williams Lake Road and Dentith Road, and are about 17,000 vpd from Dentith Road to Greystone Drive.

5. Greystone Drive to Roachs Pond

   This section of street has two traffic lanes, one for each direction of travel. The average weekday two-way volume is about 10,000 vpd.



Map 1.2. Traffic Volume

TRAFFIC PATTERNS IN THE STUDY AREA

Herring Cove Road is Spryfield's 'Main Street'. Until the opening of Northwest Arm Drive in 1975, Herring Cove Road provided the only access to peninsula Halifax for most vehicle trips. Over the past 30 years much of the traffic volume growth in the Spryfield area has been satisfied by Northwest Arm Drive, which has an average weekday volume of about 18,000 vpd. Traffic from areas south of Dentith Road has the option to use Dentith Road and Old Sambro Road to access Northwest Arm Drive, and trips from the area between Dentith Road and Old Sambro Road intersection have ready access to Northwest Arm Drive from Old Sambro Road. Manual turning movement count data provided by the HRM Traffic & Transportation Services section is included in Appendix C for the Old Sambro Road (Page C-5) and Dentith Road (Page C-7) intersections.

The intersection of Northwest Arm Drive and Old Sambro Road is a 'T' intersection, with Northwest Arm Drive forming the stem of the 'T'. The most recent manual turning movement count available from HRM Traffic & Transportation Services section (Appendix C, Page C-4) was obtained in 1999. Review of the turning volumes at the intersection indicates that about 70% of the Northwest Arm Drive traffic is oriented towards Old Sambro Road west of the intersection. While volumes have probably increased during the past six years, the traffic pattern is not expected to have changed.

Automatic traffic count machine volume data was obtained from HRM Traffic & Transportation Services section and is illustrated on the Traffic Volume Map (Map 1.2). Weekday hourly volumes for five locations on the Herring Cove Road, including graphical presentation of 24 hourly volumes for each location, are also included in Appendix C. The graphical 24 hour displays illustrate the AM and PM peak hour volumes. The PM peak hours were calculated to represent from

Table 1 - Summary of Selected Hourly Traffic Volume Counts

Table & Figure Numbers	Street Section for Count Location	Count Date	Weekday Volume	% PM Peak Hour
C-1	Punch Bowl North to Glenora Drive	Aug-02	17,800	7.2
C-2	Punch Bowl North to Punch Bowl South	Aug-02	18,700	7.2
C-3	Williams Lake Road to Dentith Road	Jul-00	18,700	7
C-4	Drysdale Street to Levis Street	Jul-04	16,900	7.6
C-5	Princeton Avenue to McIntosh Street	Jun-02	9,800	7.6

Source: Count data was provided by HRM Traffic & Transportation Services Section

7.0% to 7.6% of the 24 hour weekday volumes. Count results are summarized in Table 1.

DISCUSSION OF THREE LANE CROSS SECTION - GENERAL PRINCIPLES

Traditionally when volumes on a two lane street increased to the point that traffic performance became a problem, the street would be widened to provide four travel lanes. However, if the street section had numerous driveways serving residences and businesses on both sides of the street, the two centre lanes would be used almost exclusively by left turning traffic. These four lane undivided streets typically had poor collision records with high numbers of rear-end and right angle collisions involving vehicles attempting to turn left from the street, as well as right angle performances involving vehicles turning left onto the street from driveways and other street intersections. It also became apparent that four-lane undivided urban streets generally did not provide a safe environment for pedestrians and bicyclists.

In recent years, many four lane urban undivided streets have been converted to a three-lane cross section. The three-lane section provides a through lane for each direction of travel and a centre left turn lane which is marked either as a designated left turn lane at interactions or as a two-way left turn lane between intersections. The feasibility of converting a four-lane street to a three-lane street is determined by a study to indicate if the conversion will have a positive effect on safety while still providing acceptable levels of performance for traffic movement.

Conversion of urban four-lane undivided roadways to three-lane cross sections have generally been considered appropriate for volumes of about 20,000 vehicles per day (vpd). However, there are many examples of streets with volumes of 24,000 vpd to 30,000 vpd being converted to a three-lane cross section without significant impacts on levels of performance.

Lawrence Avenue at the Brown Line stop. Carries 31,800 vehicles per day.*

Lincoln Avenue at Halstead. Carries 21,700 vehicles per day.*

Diversey Avenue at Lincoln. Carries 24,200 vehicles per day.*

'Before and after' studies have indicated that four-lane to three-lane conversions can be expected to reduce collisions (generally in the order of 50%) while maintaining traffic movement with only slight reductions in travel speed. These studies have shown that pedestrians, bicyclists, and adjacent landowners prefer a three-lane cross-section to a four-lane undivided cross section.

DISCUSSION OF THREE LANE CROSS SECTION - NOVA SCOTIA EXPERIENCE

While there have not been four-lane to three-lane conversions in Nova Scotia, there have been examples of two-lane to three-lane conversions. Three-lane cross sections with a centre two-way left turn lane have been effective in improving safety on Commercial Street in New Minas and on the Bedford Highway in Sunnyside. Both street sections were originally planned to be widened from two-lane streets to four-lane undivided streets. However, it was realized that the high left turning volumes at numerous commercial entrances would use both centre lanes as turning lanes, effectively reducing a four-lane street to the equivalent traffic carrying capabilities of a three way street. The potential safety hazard of rear end and right angle collisions typical of four-lane streets with high left turning volumes at many driveways, was another consideration in the decision to construct these sections as three-lane cross sections.

THREE LANE CROSS SECTION - APPLICATION FOR HERRING COVE ROAD

As indicated above, there are five distinct street cross sections in the Study Area of Herring Cove Road between the Rotary and Roach's Pond. Each of the five street sections will be evaluated in the following paragraphs

with regards to suitability and feasibility for conversion to a three-lane cross section with a centre left turn lane. The evaluation will consider the suitability of conversion in the context of ways to improve the street functionality for the transportation of people, vehicles, and cyclists, in accordance with the transportation objective of this Study.

Armdale Rotary to Purcell's Cove Road - The reversible lane section between the Rotary and Purcell's Cove Road works efficiently now, provides almost the equivalent capacity of a four lane street. It is not appropriate to consider changes to this street section within the context of this Study.

Purcell's Cove Road to Punch Bowl Drive - Review of this two-lane street section indicates the following:

- There are several intersections and driveways in the curved street section near Melwood - Withrod - Maplewood intersections. A three-lane section with appropriately marked left turn lanes would improve safety and traffic performance.
- The two-lane section on the hill between Maplewood Drive and Cowie Hill Road has few driveways and will not benefit from addition of a third lane. No further action is required at this time.
- The Cowie Hill Road intersection has existing designated left turn lanes at the intersection. The section of street from Cowie Hill Road to Punch Bowl Drive has three or four street intersections, two or three business entrances, and many residential driveways. It will benefit from construction of a three-lane section with designated left turn lanes at areas with high turning volumes, such as at Glenora Drive. Also, a signal warrant analysis should be completed for the Glenora Drive intersection

Punch Bowl Drive to Old Sambro Road - This section already has three travel lanes, including one northbound lane and two southbound lanes. There are about six street intersections, and numerous commercial and residential driveways. Average weekday two-way volumes are between 18,000 vpd and 19,000 vpd (Tables C-1 and C-2, Appendix C). While peak hourly volumes of about 10% of the daily volume would normally be expected, this street section has lower peak hourly volumes which represent only about 7.2% of the daily volume. It is expected that marking this street section as a three-lane cross section with a centre left turn lane will improve safety for motor vehicles, pedestrians and bicyclists, while still maintaining a reasonable level of performance.

Old Sambro Road to Greystone Drive - This 2.2 km long section of street has a five-lane cross section, with designated left turn lanes at intersections and two-way left turn lanes between intersections. While the five

lanes provide reasonably efficient traffic flow for motor vehicles, the narrow lanes, and lack of a curb off-set do not provide a good environment for bicycles. The weekday two-way volume is between 18,000 vpd and 19,000 vpd (Table C-3), however, the peak hour in the 'business district' between Williams Lake Road and Dentith Road is only about 1300 vph, or 7.0% of the weekday volume.

AM and PM peak hour turning movement counts for the three signalized intersections in this street section are included on Pages C-5 to C-7, Appendix C. The Old Sambro Road intersection is at the northern end of the five lane section and has one northbound through lane and two southbound through lanes on the Herring Cove Road. The Williams Lake Road and Dentith Road intersections each have two northbound and southbound through lanes.

The level or quality of performance of an intersection in terms of traffic movement is determined by a level of service (LOS) analysis. LOS for intersections is defined in terms of delay (Table 2), which is a measure of driver discomfort and frustration, fuel consumption, and increased travel time. The level of performance of an intersection is also dependant on the 95th percentile queue length at traffic signals and volume-to-capacity ratio on approaches to the intersection.

Table 2 - Level of Service (LOS) Criteria for Signalized Intersections

LOS	Control Delay (seconds per vehicle)	LOS Description
A	less than 10.0	Very low delay; most vehicles do not stop **(Excellent)**
B	between 10.0 and 20.0	Higher delay; more vehicles stop **(Very Good)**
C	between 20.0 and 35.0	Higher level of congestion; number of vehicles stopping is significant, although many still pass through intersection without stopping **(Good)**
D	between 35.0 and 55.0	Congestion becomes noticeable; vehicles must sometimes wait through more than one red light; many vehicles stop **(Satisfactory)**
E	between 55.0 and 80.0	Vehicles must often wait through more than one red light; considered by many agencies to be the limit of **acceptable** delay
F	greater than 80.0	This level is considered to be unacceptable to most drivers; occurs when arrival flow rates exceed the capacity of the intersection **(Unacceptable)**

Level of service analyses have been completed for AM and PM peak hourly volumes for each intersection for the existing lane configurations, as well as for a simulated three-lane Herring Cove Road cross section with only one through lane for each approach. Level of service analyses have been competed using Synchro 6.0 / SimTraffic 6.0 software. The intersection level of service evaluation sheets are included in Appendix C, Pages C-8 to C-19, and the analyses results are summarized in Table 3.

Table 3 - Summary Level of Service Analyses - Herring Cove Road Intersectio

Intersection	Level of Performance Criteria	Performance by Inters	
		FiveЭLane Cross Section	
		NB	SB
AM Peak Hour Evaluations			
Old Sambro Road	Control Delay (Sec/Veh)	5.2	6.1
	Level of Service (LOS)	A	A
	v/c Ratio	0.33	0.18
	95% Queue (m)	42.9	18.9
Williams Lake Road	Control Delay (Sec/Veh)	3.5	3.4
	Level of Service (LOS)	A	A
	v/c Ratio	0.23	0.13
	95% Queue (m)	23.5	14.0
Dentith Road	Control Delay (Sec/Veh)	5.6	9.6
	Level of Service (LOS)	A	A
	v/c Ratio	0.22	0.20
	95% Queue (m)	26.1	28.4
PM Peak Hour Evaluations			
Old Sambro Road	Control Delay (Sec/Veh)	4.8	10.7
	Level of Service (LOS)	A	B
	v/c Ratio	0.27	0.48
	95% Queue (m)	33.4	66.4
Williams Lake Road	Control Delay (Sec/Veh)	3.3	4.0
	Level of Service (LOS)	A	A
	v/c Ratio	0.18	0.27
	95% Queue (m)	17.5	31.0
Dentith Road	Control Delay (Sec/Veh)	5.4	9.1
	Level of Service (LOS)	A	A
	v/c Ratio	0.11	0.34
	95% Queue (m)	13.1	40.4

1. The Old Sambro Road northbound approach has only one existing through lane so the analysis results are three-lane cross section.
Performance values have been recorded for through lanes or the combined through - right turns lanes as a configuration

SUMMARY OF INTERSECTION LEVEL OF SERVICES ANALYSES - OLD SAMBRO ROAD TO GREYSTONE DRIVE

The reduction from two through lanes to one through lane that would result from a change to a three-lane cross section at the three intersections does not have any significant effect on approach delays or levels of service. Since volumes are moderate, through-right lanes for AM and PM peak hours for both street cross section scenarios achieve excellent to very good levels of service.

Volume / capacity ratios and queue lengths are approximately doubled for the simulated three-lane cross section due to the reduction in number of through lanes. Since the maximum v/c ratio for the three-lane cross section is only 0.64, capacity of the three-lane cross section is considered to be within an acceptable range. However, queue lengths which varied from 13m to 66 m for the existing five-lane cross section are estimated to increase to 28 m to 131 m by the simulated reduction to the three-lane cross section.

Intersection performance evaluation indicates that if a conversion from a five-lane cross section to a three-lane cross section were considered for Herring Cove Road between Old Sambro Road and Greystone Drive, the existing lane configurations should be retained at the signalized intersections so that queue lengths do not increase to unacceptable levels.

Greystone Drive to Roach's Pond - This section of street has two traffic lanes, one for each direction of travel with an average weekday two-way volume of about 10,000 vpd. As turning volumes at intersections and driveways increase to the extent that additional lanes are considered necessary, the street should be converted to a three-lane cross section with appropriate left turn lane markings.

COMMENTS - INTERSECTION OF NORTHWEST ARM DRIVE AND OLD SAMBRO ROAD -

As discussed previously, the turning volumes at the intersection indicates that about 70% of the Northwest Arm Drive traffic is oriented towards Old Sambro Road west of the intersection. During public consultation, some suggestions were submitted to realign the intersection to so that Northwest Arm Drive lines up with Old Sambro Road west.

While traffic patterns at the intersection may suggest that realignment is a good idea, the difference between the 80 km/h speed limit on Northwest Arm Drive and the 50 km/h speed limit on Old Sambro Road will cause operational and traffic control problems. A direct 80 km/h connection from Northwest Arm Drive to Old Sambro Road would require a large radius curve which could possibly impact the end of Long Lake. If the large radius curve were constructed, traffic from Northwest Arm Drive could still be travelling at 80 km/h when entering the residential areas on Old Sambro Road.

Since the last traffic count was obtained in 1999, a new traffic count should be obtained and a study completed to determine if traffic signals are warranted. The intersection design should be reviewed to determine if changes in channelization and pavement markings could improve intersection operations.

1.7 Planning History and Policy Review

The Herring Cove Road study area lies within the Halifax Mainland South Planning District, which includes Armdale, Spryfield, Jollimore and Purcells Cove. This area was annexed from Halifax County by the City of Halifax in 1969 to address planning issues that could not be resolved by the two separate municipalities. The Mainland South Secondary Planning Strategy (MSSPS), adopted in 1987, sets land use policy for the area.

In 1973, the Metropolitan Area Planning Commission was established to provide for inter-municipal planning and was tasked with preparing a regional development plan. A plan was produced, and remained in effect until it was repealed (effective 1 April 2000) by the Municipal Government Act. In 1996, the municipalities of Halifax, Dartmouth, Bedford, Sackville, and Halifax County were amalgamated to form the Halifax Regional Municipality (HRM). The HRM is working on a regional plan that will become a framework for all of the community plans currently in effect. The intention is that once the Regional Plan is adopted, community plans will be reviewed to consider new planning tools and local plan changes to help achieve regional goals and objectives.

The Mainland South Secondary Planning Strategy was adopted in 1987, and it has not received a comprehensive review since that time. Many people in Mainland South regard this as a problem because the plan was seen as a first, best effort that would be improved in successive reviews every five years. It is also true that the planning context has changed significantly since the plan was adopted, both in terms of ideas about good planning, and changes in the physical and social environment. Residents in the area have expressed their interest in a plan review, and have expressed their dismay at what is seen as a piecemeal approach to development using planning tools that may not be suited to the task. The current answer is that the opportunity for plan review will come with the Regional Plan.

The results of the Herring Cove Road Project suggest that some changes are required in the Mainland South Planning Strategy. However, policy changes required to effect the Herring Cove Road plan are relatively minor, and they are consistent with the direction indicated by the Regional Plan to date.

The Proposed Regional Plan designates Spryfield as a walkable development centre with a mix of residences and businesses focussed on a central business district. In this vision, Spryfield is served by central sewer and water, and is a transportation hub with rapid, direct transit to downtown Halifax and other development centres in the HRM. Spryfield has direct access to open spaces and trail systems that serve the local region and tie into a regional system.

1.8 The Challenge

Work will be done on Herring Cove Road to make it a safer and more effective transportation corridor. The challenge is to achieve this objective in

the context of broader community goals. How can investment in Herring Cove Road be used as a tool for community development?

chapter 2

2.0 Establishing a Vision

A process was established at the onset of this project to define existing problems, determine eventual opportunities, and identify community leadership to carry the plan forward. Ultimately the goal of these interactive sessions was to establish a community vision for the street. Our approach included a series of street walkabouts, dozens of face to face interviews, business focus groups, public meetings, a community survey and a design charette. The outcomes described below inform the community vision for the street described at the end of this chapter.

2.1 Walk-about Inventory

Walkabouts with City staff (engineering, parks, planning, and maintenance) were very helpful in identifying problems and management issues relating to the street. The issues identified during these walkabouts included:

- Road widths vary considerably over the length of Herring Cove Road creating traffic hazards and an overall inconsistent character.
- Strip development interspersed with residential units characterizes much of the street. The street feels like a sprawling strip mall.
- Some buildings show signs of neglect, or have been boarded up.
- Some signs are located very close to the street, posing obvious safety and aesthetic problems.
- The street is untidy and there is a general lack of trash containers on the street.
- Discontinuous sidewalks, often in disrepair, are superseded by driveways and parking lot entrances.
- There are many wide driveway entrances along the street, complicating traffic circulation and dominating pedestrian space.
- There is an overall lack of seating, street trees, and other streetscape elements to provide amenity for pedestrians.

- There are missed opportunities for regional trail connections, nature interpretation, and outdoor community space.
- Herring Cove Road has been treated as a highway rather than a pedestrian street. Its design encourages speeding.
- There are a limited number of pedestrian street crossings.
- There is a general lack of landscaping and open space design on the street.

In summary, the road lacks a civic or commercial focus, strongly emphasizes the automobile over the pedestrian, and has little or no aesthetic appeal.

2.2 Public Workshops

The first open workshop was held on Thursday, September 30, 2004; the aim of this session was to gather the public input needed to solve problems and build a vision for Herring Cove Road. There were approximately 35 participants representing area homeowners, business owners, public associations and the municipal government. Three questions, formulated with the assistance of the steering committee and guided by the Terms of Reference, provided a focus for discussions at the workshop. These were:

- How do you use your neighbourhood?
- What are the most important places along Herring Cove Road?
- What do you do outside of the area?

Many of the concerns raised by the general public were in regard to Circulation, Development, Open Space, Heritage and a lack of an Urban Centre.

The issues identified at the September 30th public meeting can be summarized into eight categories as follows.

.1 TRAFFIC

It was generally agreed that people drive too fast on the Herring Cove Road. Variation in road width along the street was thought to be the root of this issue. It was thought that consistent roadway allowances would help mitigate this problem.

The Armdale Rotary is not included in the study area of this project; however, concern was expressed about traffic issues that arise as a result of congestion at the Rotary, particularly at peak times.

.2 SAFETY

Visions for the street include the ability to take a relaxed walk down the street and sidewalks that link the community resources on the street. The current state of the street and sidewalks does not readily promote pedestrian or cycling traffic.

Respondents want to see adequate and consistent sidewalks, crosswalks and street lighting. Residents want public walks and building entrances to be safe and visible from the street. Residents also wanted designated or identified bike lanes.

.3 PEDESTRIAN CONNECTIONS

Residents felt that connections between neighbourhoods and access to open spaces and recreation amenities need to be improved, need protection, and need to be provided where they are missing.

.4 BUS SERVICE

Workshop participants felt that public buses should bring people to the town centre in Spryfield and should connect Herring Cove Road with Purcells Cove Road. This could also link to a Purcells Cove fast ferry to downtown Halifax as proposed in the regional plan over the longer term. Such a ferry would provide an alternative to the Armdale Rotary.

Public transit was generally regarded as inadequate. Regular mini-bus service with frequent stops is needed throughout the community. Direct bus service to downtown Halifax, supplemented by local bus service with frequent stops and a Sambro Loop bus were also desired.

.5 COMMUNITY IDENTITY AND IMAGE

Residents would like to see street elements such as medians, street trees and sidewalks. They felt that improving the street image would bolster community pride, attract people to stay in the area and invite non-resident into the community. Benches, street lighting, more trees and other plantings, bus shelters, and decorative elements such as light standards and banners are all desirable. Better connections are needed between businesses and the green space on the street. Bringing commercial buildings to the street, and reducing the amount of vast parking lots along Herring Cove Road would help.

It was generally agreed that more directional signage and information would be beneficial along Herring Cove Road. These facilities should include a visitor information centre, better identification of community services (police, fire, library, etc.), and directions to tourism sites (museum, and the urban farm).

Signage standards were a matter of concern. of the community members; Residents would like to see design controls in place to regulate the size, quality, quantity and placement of business and street side signs. Bedford was mentioned as a good model.

Most residents feel that there is need for a defined 'Town Centre'. The South Centre Mall and adjacent commercial properties are considered the commercial centre on Herring Cove Road (roughly from the Captain William Spry Centre to Old Sambro Road). This commercial core provides the community with several of its basic services, but it should also include space for municipal offices, a dense and convenient cluster of businesses, recreation opportunities, redeveloped higher density housing, a seniors' villa, a multi-service centre and possibly a hotel. There is a very clear demand for restaurants (not fast food), cafes, a movie theatre, public gardens and parks. Residents currently travel to Bayers Lake and the Mumford area for these conveniences. It is felt that this is largely due to the strip development, with services spread out along the street, making access difficult. The community should be designed to attract residents to local businesses that are in convenient locations that are easily accessed.

It is recognized that securing and improving appropriate areas for commercial development is not an overnight process. However, new commercial development is occurring, and some clear direction would help assure that this new development contributes to a community vision. In the meantime, South Centre Mall and the Spry Centre are important places that need improvements including better visibility from the street, landscaping, and parking improvements. There are strong opinions about keeping the mall and surrounding area from becoming another Bayers Lake Commercial Park.

Residents want a 'Town Centre' on Herring Cove Road, and they identify the area between the Spry Centre and Old Sambro Road as the best location. This is an accessible area where important community elements come together, including major roads, open space corridors, the established business areas ,and the civic centre.

.6 STREET DIVERSITY

Residents would like to have all the essential amenities in their community and they want a self-sufficient commercial centre that includes entertainment services.

Ultimately, Spryfield should express community pride and ownership as it serves the needs of its residents and nearby communities. Many essential services (shoe store, clothing stores, etc.) and leisure services (cafes, movie theatres, specialty shops, and markets) are needed on Herring Cove Road to serve the large population base in Spryfield and nearby communities and reduce the need to travel to Bayers Lake or Halifax.

.7 NATURAL AND CULTURAL HERITAGE

Protection of heritage resources such as heritage buildings, open spaces and views is important to residents. Protecting and improving natural features and open space corridors was also a priority for workshop participants. Residents would like to see the Backlands protected from development and access to these lands secured for public use

Cultural heritage, natural heritage, and compatible recreational activities were regarded as real community assets to be promoted.

.8 OPEN SPACE AND RECREATION

Recreation, including passive, active, programmed and un-programmed, is important to the communities along Herring Cove Road. Residents would like to see existing parks protected and improved. Many citizens value the availability of parks and would like to see parks established along Herring Cove Road or connected to the road with pedestrian trails. Long Lake, the McIntosh Run, the Urban Farm, Kidston Lake, Rockingstone and the Backlands are all recognized important open space and cultural features that should be accessible to the public.

2.3 Business Focus Group Sessions

A Business Commission Focus Group session was held on October 12, 2004 and again in February 2005. Approximately twenty merchants attended both sessions. The design team briefly presented four tools normally used to revitalize suburban retail areas:

1. Create a vibrant focus for the area.
2. Reduce the area of land zoned commercial.
3. Create commercial nodes along the street.
4. Create a strong image using signage and street furniture.

Five tables of merchants each produced a plan giving consideration to these points.

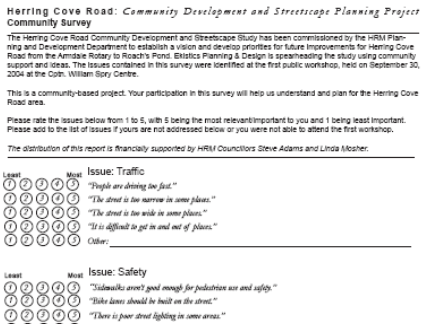
The primary focus of the recommendations made by the merchants at this session can be summed up as:

1. Slow the traffic on Herring Cove Road.
2. Protect all driveway entrances as they are the lifeblood of commercial viability
3. Create three retail nodes and a central retail focus.
4. Improve bus service.
5. Create a higher profile for the Spry Centre.

The idea of a reduction in the area of land zoned for commercial use was a one that this group thought they could understand and accept. Their plans all identified the area between Sobeys and the South Centre Mall as the central focus for the area.

2.4 Community Survey

The consultants, in conjunction with HRM steering committee, compiled a community survey. The survey was distributed by mail to area residents the



Herring Cove Road: *Community Development and Streetscape Planning Project*
Community Survey

The Herring Cove Road Community Development and Streetscape Study has been commissioned by the HRM Planning and Development Department to establish a vision and develop priorities for future improvements for Herring Cove Road from the Armdale Rotary to Roach's Pond. Ekistics Planning & Design is spearheading the study using community support and ideas. The issues contained in this survey were identified at the first public workshop, held on September 30, 2004 at the Cpln. William Spry Centre.

This is a community-based project. Your participation in this survey will help us understand and plan for the Herring Cove Road area.

Please rate the issues below from 1 to 5, with 5 being the most relevant/important to you and 1 being least important. Please add to the list of issues if yours are not addressed below or you were not able to attend the first workshop.

The distribution of this report is financially supported by HRM Councillors Steve Adams and Linda Mosher.

Least Most Issue: Traffic
1 2 3 4 5 *"People are driving too fast."*
1 2 3 4 5 *"The street is too narrow in some places."*
1 2 3 4 5 *"The street is too wide in some places."*
1 2 3 4 5 *"It is difficult to get in and out of places."*
1 2 3 4 5 *Other:* _____

Least Most Issue: Safety
1 2 3 4 5 *"Sidewalks aren't good enough for pedestrian use and safety."*
1 2 3 4 5 *"Bike lanes should be built on the street."*
1 2 3 4 5 *"There is poor street lighting in some areas."*

first week of December. The return rate was larger than expected; over 350 surveys were returned to us for evaluation.

The survey had nine sections that reiterated comments and concerns expressed by participants of the first community workshop and by the first Business focus group session. Survey respondents were asked to rate each of these statements on a scale from 1 (least important) to 5 (most important). Each section also provided a space for respondents to add additional comments and concerns. A copy of the survey and the summary results can be found in Appendix A.

The survey also provided a section at the end for respondents to identify improvements they though would be most valuable to the area. Respondents were also asked for their postal code, how many years they have lived in the area, and what they considered to be their 'Town Centre'.

The results of the surveys are summarized below.

TRAFFIC

The major traffic concern was excessive speed. People did not feel that the width of the road was an issue, 47% of respondents didn't feel the road was too wide, while 24% didn't feel it was too narrow. Nearly one-third of respondents felt that it was difficult to get in and out of places by vehicle.

Additional traffic issues identified by survey respondents included:

- Speeding and passing in inappropriate places;
- The Rotary;
- Safer crosswalks, stopping at crosswalks; and
- Difficulty making turns and desire for lights or turning lanes in places such as Old Sambro Road at Northwest Arm Drive, and Herring Cove Road at Purcells Cove Road, the Punch Bowl, and Drysdale Road.

SAFETY

Respondents didn't feel that there were adequately safe pedestrian amenities such as crosswalks (33%), sidewalks (32%) and lighting (27%). More than one-third (35%) of respondents felt that bike lanes on the streets would instil a better sense of safety, as would more visible public walkways and building entrances.

Some of the major additional safety issues listed by survey respondents included:

- Better, more appropriately placed overhead lights at crosswalks, increased visibility;
- Availability and condition of sidewalks;
- Snow clearance and salting;
- Desire for increased police presence;
- Introduction of bike lanes; and

- Getting back onto Herring Cove Road from parking areas.

PEDESTRIAN CONNECTIONS

All three pedestrian connection survey statements were rated of utmost importance; these responses reinforce what we had already heard through interviews and workshops: safe, connected open spaces and recreation amenities are significant community features. Forty-three percent off respondents rated connections to open space and recreation amenities as very significant, while 31% wanted better policing for pedestrian corridors, and 28% felt that better pedestrian connections are needed.

Some of the additional pedestrian issues listed by survey respondents included:

- More paths, with trees and flowers;
- Better snow clearance;
- Improved sidewalks;
- More crosswalks; and
- Vegetation maintained for better visibility.

BUS SERVICE

Increased frequency and better routes are important to area residents. The need for direct service from Spryfield to downtown Halifax was a key feature for respondents; 56% rated it their highest priority. One-third of survey respondents identified the introduction of a Purcells Cove Road / Herring Cove Road service and the introduction of a Sambro loop service as important improvements. Regular, reliable scheduling and a central Spryfield terminal were also issues for area residents.

Some of the major additional bus service issues listed by survey respondents included:

- Additional busses to mitigate overcrowding, especially at peak times;
- Better and more bus shelters;
- Service earlier in the morning and later in the evenings, especially weekends;
- Sidewalks to coincide with bus stops; and
- Bus size to correspond with rider demand.

POLICING AND MAINTENANCE

Run-down, boarded up buildings in the area are a major concern; 65% of respondents rated redevelopment of derelict and abandoned areas as very significant.

Some of the significant additional policing and maintenance issues identified by survey respondents included:

- The quality of buildings on the road;

- The need to redevelop, improve or reconsider vacant land and abandoned buildings;
- The aesthetic appeal of vegetation;
- The quantity of garbage on the street and the need for more garbage receptacles; and
- The need for a higher police presence.

COMMUNITY IDENTITY AND IMAGE

The desire for a unified street design is very strong in this area; 47% of survey respondents identified street design as very significant. The need for a 'Town Centre', signs that identify important features of the community, and improved standards for signage along the street also were important. Over 50% of respondents emphasized the need for a Town Centre on the street. Connections to natural amenities from the Herring Cove Road are also important.

Additional community identity and image issues listed by survey respondents included:

- The prohibition of bill boards;
- The need for a town centre;
- The need to attract people to the area; and
- the need for increased business relations.

STREET DIVERSITY

Sixty two percent of area residents stated that the availability of services and amenities needed on a daily basis was essential to improving their community; 38% of respondents agreed that they need central destinations and recreation areas.

Some of the most noted street identity issues listed by survey respondents included:

- The need for restaurants, entertainment and bank tellers; and
- The need to attract businesses.

NATURAL AND CULTURAL HERITAGE

Promotion and protection of local natural heritage, recreation, and open space connections are important issues for the community. Protection of important heritage resources is also important. Gathering places for people to meet and take a break are also rated highly.

Some of the natural and cultural heritage issues most noted by survey respondents included:

- The need to use current resources to attract tourists and neighbours;
- The need to protect natural lands; and
- The need for responsible development that is appropriate and respects local heritage values.

OPEN SPACE AND RECREATION

Sixty-eight percent of the respondents felt that existing parks and open spaces should be protected and improved; 54% rated the need for more active and organized recreation as important.

Some of the most noted open space and recreation issues listed by survey respondents included:

- The need for more hockey, soccer and active sport facilities or outdoor areas;
- The need for a larger community facility, one that is visible from the street and would attract people from outside the community; and
- The need to provide activities for youth.

2.5 Public Design Workshops

Public design workshops were held on December 8th and 9th at three locations (The Spry Centre, Cornerstone Family Centre and Chocolate Lake Recreation Centre) and at different times of day to attract as many participants as possible. About 35 people attended these workshops.

Participants at each workshop were presented with a current plan of the area and a design 'toolkit'. The toolkit was a summary reference to best practices; each 'tool' was selected based on outcomes of the initial workshop and discussions with the business commission. The participants were requested map suggestions for their environment.

The results were very similar to the results from the merchants' workshop. The results of these workshops can be summarized as requests from the residents to:

- Make Herring Cove Road bicycle friendly.
- Create retail nodes linked to transit and accessible to pedestrians and automobiles.
- Identify and develop a town centre.
- Build sidewalks on both sides along all of Herring Cove Road.
- Bring stores close to sidewalks (they are currently separated by parking lots).
- Provide recreation on Long Lake, including swimming and a rowing club.
- Provide more soccer fields in the area, specifically the B.C. Silver school site.
- Install trees and curbs on Herring Cove Road.
- Fix bad intersections such as Sussex Drive and Withrod Avenue.
- Connect and improve trails.
- Place a rapid bus terminal near South Centre Mall

- Provide for high density housing in the town centre.
- Protect existing open space.

Several of the groups suggested specific trails connecting the area to the peninsula.

2.6 Community Vision for Herring Cove Road

This project deliberately challenged residents and business to participate in the planning process. In all, there were nine major events planned to solicit community input. Most of the sessions were well attended. The thrust of these sessions was to generate a shared community vision for Herring Cove Road.

As Herring Cove Road looks to the future, residents and businesses seek to retain the healthy natural environment and healthy lifestyles, accessibility to the variety of uses on the street (housing, employment, recreation), accessibility to downtown and other peripheral locations, and continued community participation in defining the future of the community.

Improvements can be made in pedestrian accessibility, street aesthetics, street and recreational amenities for people of all ages, signage and wayfinding, architectural and urban character, public transit accessibility, improved trail connections and connections to downtown, street safety, and responsible development. In particular, there is a need for a defined 'town centre' or 'urban core' on the street. The town core should be a concentrated microcosm of Herring Cove Road with dedicated amenities for pedestrians and auto commuters alike. It should also provide the main public transit and trail linkages between the community and other parts of HRM. Herring Cove Road itself should be a vibrant, pedestrian friendly street.

Understanding the community vision is the first step in seeing that vision realized. The recommendations of this study must be measured against their ability to satisfy the community vision. These are described more fully in the following chapters.

2.7 Goals and Objectives

Defined short- and long-term goals and objectives were summarized using the outcomes of the public participation process. The goals and objectives framework guides the project planning approach, develops a design rationale, and formulates a common vision for the street. Ultimately it gives rise to the most appropriate design solution that will solve problems and create new opportunities.

A clean, pedestrian friendly, identifiably unique street which services the basic needs of residents and businesses is a desire for Herring Cove Road. Ease of navigation, architectural distinction, hospitable pedestrian areas and well integrated signage are key elements to realizing Herring Cove Roads success; it is, after all, the main street to a great community and gateway to the Eastern Chebucto Peninsula.

Businesses and residents should strive to build on the street's identity as a great place instead of focusing on individual interests. Individual interests are best served by striving for a common vision of the street and raising its regional recognition through a unified effort.

The goals for Herring Cove Road as identified at the onset of this project are listed below; these are the broad statements that define the direction of the project. Each goal is followed by its own objectives, which are the actions that strive to realize each goal.

IMPROVE THE PEDESTRIAN ENVIRONMENT ON THE STREET

- Connect open spaces to form a linear corridor along the street
- Create open spaces and better links to adjacent open space from the street
- Introduce seating on the street
- Create easy ways to cross the street
- Localize driveway entrances and remove long spans of driveway curb cuts to give back the sidewalks to pedestrians
- Introduce more street trees to provide shade and separation between the road and the pedestrian
- Eliminate or move parking lots abutting sidewalks and introduce buffer strips to prevent car bumpers overhanging sidewalks
- Improve street lighting at night with pedestrian scale standards
- Create opportunities for community bulletin boards and event calendars
- Create destinations for pedestrians
- Use pedestrian scale design elements along the street
- Look at alternatives to large expansive parking lots between the sidewalk and the businesses. (Street related development with rear or side yard parking would make businesses more accessible to pedestrians while eliminating visual clutter on the streets.)
- Reduce the speed at which the traffic flows and amount of traffic on Herring Cove Road by reducing "through-use"

…some of the best infill development opportunities to combat sprawl are represented by redeveloping greyfields into 'urban places' that are walkable, human-scale, meaningful, and memorable. … At the same time, greyfields have emerged as readily available community assets offering the chance to revise land uses, reposition retail stores, and services, and reconfigure all or part of a shopping centre from retail to mixed-use.

Greyfield Redevelopment: Community Choices, Quality Growth Toolkit

CREATE A UNIQUE AND MEMORABLE STREETSCAPE

- Create gateways to demarcate the entrance and exit to Herring Cove Road
- Identify focal/showcase opportunities along the street
- Identify special street districts with unique and memorable district markers. Identify themes for each district
- Use unique lighting or street furniture to re-enforce streetscape zone themes
- Look for opportunities to reduce the strip development mentality

- Look for common themes in planting and street materials to unify the street
- Look for opportunities to consolidate and reduce visual clutter (overhead wires, signage, utility poles, etc.)

STIMULATE RETAIL & RESIDENTIAL GROWTH

- Discover urban design opportunities that will improve recognition of Herring Cove Road as a unique place. The urban design and streetscape recommendations must also create a focus for retail activity on the street that strengthens the image of Herring Cove Road and Spryfield
- Re-establish private sector and consumer confidence in the value of Herring Cove Road as a unique destination place
- Make Herring Cove Road safer for drivers and more hospitable for pedestrians
- Create opportunities for new businesses to establish on Herring Cove Road that will satisfy some of the current, missed opportunities

IMPROVE WAYFINDING AND CIVIC IDENTITY

- Create opportunities for celebrating the heritage of the area through signage, monuments, making the downtown more legible, names of special places or events, festivals, etc.
- Improve signage to off-street parking facilities
- Create better links to green space
- Create unique district markers or signage that aid in identifying places on the street
- Reduce the clutter of signage (permanent and portable) on the street

REDUCE MAINTENANCE PROBLEMS ON THE STREET

- Replace sidewalk materials that constitute a maintenance problem
- Place street furnishings to allow for easy navigation of maintenance equipment
- Remove permanent signage which constitutes a maintenance hazard adjacent to the sidewalk

LOOK FOR OPPORTUNITIES TO MAKE HERRING COVE ROAD A DESTINATION

- Find an image and identity that will restore Herring Cove Road and Spryfield as a centre for retail activity and as the core of a vibrant community
- Recognize the street's special heritage and its past role as a major market destination for the surrounding communities. Look for opportunities to make connections to the street's past
- Encourage development trends along the street to define Herring Cove Road as a focus for the Spryfield and area communities. Community member and the business associations have worked hard to improve

Greyfield
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the appearance of the area; several new enterprises have opened as of late

- Introduce unique and appropriate furnishings, banners, lighting, fixtures, information and interpretive signage, etc. At the same time there may be new roles that have potential to add retail activity on the street
- Improve the appearance, character and communication functions of the street without loosing existing valued qualities
- Look at special district marketing programs to make Herring cove Road a special retail destination
- Herring Cove Road's identity as an inadequate retail destination must change. The street must encourage new diverse businesses; retailers must work together to encourage people to shop at home instead of Bayers Lake or Halifax
- Create a new town centre development to create a visible destination on Herring Cove Road

As Allan Jacobs says in his book 'Great Streets', "first and foremost, a great street should help make community…". This project's goal is to make Herring Cove Road a "great street" and, in the process, help make Spryfield a better community.

chapter 3

3.0 Design Response Toolkit

The design response toolkit is a collection of mechanisms often used by planners and designers to enhance communities like Herring Cove Road. These mechanisms implemented through design guidelines and standards and planning policies (Chapter 5). The toolkit provides the rationale for the detailed streetscape projects described in the next chapter (Chapter 4: Recommendations). These tools have been used successfully by many other communities in North America to curb some of the same problems being faced by Herring Cove Road. Readings on these design responses can be found in the accompanying *Herring Cove Streetscape Resource Manual*.

Some of the more appropriate design response tools, which could be applied to Herring Cove Road, are described below. These include Context Sensitive Street Design, Transit Oriented Development, Crime Prevention Through Environmental Design, Infill Development Strategies, and other toolkit approaches.

3.1 Context Sensitive Street Design

Context Sensitive Street Design (CSSD) is "*an approach to roadway planning, design and street operation, to meet regional transportation goals while enhancing neighborhoods and considering the adjacent uses of land. CSSD respects traditional street design objectives for safety, efficiency, capacity, and maintenance, while integrating community objectives and values relating to compatibility, livability, sense of place, urban design, cost and environmental impacts*". The approach is widely endorsed by the US Federal Highway Administration and has its roots in traditional European style transportation planning. The US Department of Transportation has identified seven "pilot States" including Connecticut, Kentucky, Maryland, Minnesota, New Jersey, Vermont and Utah.

Raised and Landsca

Street Narrowing

Round About

One of the conditions for *Context Sensitive Street Design* projects is balancing the right-of-way space requirements among various users by emphasizing the mobility of pedestrians, cyclists and vehicles (automobiles, trucks, buses) and assuring that public transportation facilities accommodate needs of transit users.

Context Sensitive Street Design implies a flexible application of the established geometric criteria in designing roadways. In the US, this approach recommends the flexible Application of Established Geometric Design Criteria (The American Association of State Highway and Transportation Officials (AASHTO) Guidelines). The outcomes of this approach, as described in the CSSD Manual by the Atlanta Regional Commission (Dec 2001), is the creation of safe places and communities to walk and bike in the Atlanta region, more people walking / biking / taking transit to work, less Traffic Noise, sustainable Communities, enhanced Community Image and Local Identity.

The typical steps to CSSD include:

1. Enhance Pedestrian and Bike Accessibility and Mobility
   - Enhancing streetscapes for pedestrians by including a variety pedestrian amenities
   - shared roadways, shoulder bikeway, bike lane, multi-use path
   - Overcoming physical barriers to walking, biking or transit
2. Enhance Bicycle and Pedestrian Access to Transit
   - carefully placed bus stops
   - bikes on buses
   - multi use trails that connect to bus terminals and potential ferry terminals (to allow for a Purcells Cove high speed ferry and the Dingle-Dal foot/bike ferry being pursued by the private sector).
3. Transportation Management / Traffic Calming
   - multi-modal street design
   - traffic calming mechanisms (humps & tables, raised areas, staggering, chicanes, medians, pavement texture and colour, etc.)
4. Pedestrian-Friendly, Transit Supportive Development
   - Higher density at transit centres
   - Mixed use at transit centres

Driveway consolidation, intersection redesign, coordinated signal sequences, and inventive turning solutions would all assist in traffic mediation and increase pedestrian and cyclist safety on the street.

3.2 Transit Oriented Development

Transit Oriented Development is an effort to organize land use and development so that the maximum number of people can easily get to places they live, work and play by transit as well as by automobile. Typically they focus on mixed use neighbourhoods that are supportive and benefit from public transit due to their location, planning and design. These types of developments typically have:

1. a centrally located transit station or stop
2. a shopping street or mall immediately adjacent to the station
3. a network of connected streets that branch out into surrounding neighbourhoods;
4. a variety of housing types close by including multi-family housing.

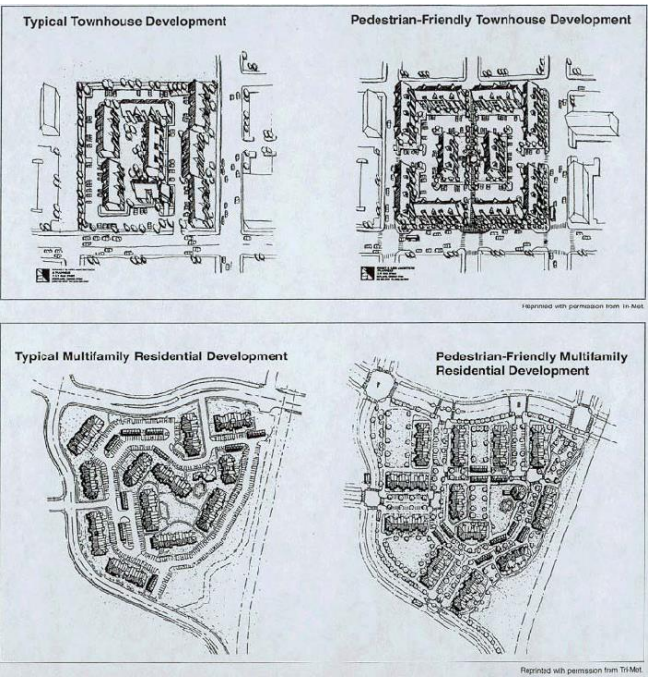


Fig 3.1. Transit Oriented Development Strategies.

Successful TOD's involve the integration of a wide range of transport options including car, bus, pedestrian, bikes, walking into surrounding neighbourhoods.

There are 2 basic types of TOD's. These include linear corridors along transit lines (Herring Cove Road today) and nodes of intensive development around transit stations (as proposed in the HRM regional plan). In this respect, the HRM Regional plan calls for "*Focusing growth in strategically located centers to allow focused transportation investments on more substantial projects*".

The Spryfield Mall location offers all the ideal conditions for a true Transit Oriented Development including, a mall, a commercial/retail street nearby, the intersection of many trail networks, good sidewalk connections to neighbouring communities, potential for multi-family housing expansion, and good bus access. This idea is described more fully in the *Recommendations* chapter.

3.3 Crime Prevention Through Environmental Design (CPTED)

Crime Prevention through Environmental Design is a design approach that advocates a reduction in the incidence and fear of crime through proper design and effective use of the physical environment. CPTED principles provide a filter for consideration of potential projects for Herring Cove Road.

At the larger scale, Context Sensitive Street Design, provides many of the same CPTED principles including safer road designs, safer biking standards, etc.

Some of the CPTED principles that should be considered on Herring Cove Road include:

1. Increase the 'eyes on the street'. Encouraging more people to walk and bike on the road (through improved pedestrian streetscape amenities, better trail connections and dedicated bike lanes), reduces crime potential and increases public safety.
2. Better lighting. Removing areas of spotty, inconsistent coverage in favour of standard coverage in high use or public areas. The introduction of light standards in high use areas (like the proposed Town Centre) reduces the potential for crime and violence.
3. Bring businesses to the street. Street related developments are more visible than those that are set-back from the street with parking separating them from the public.
4. Mixed use developments allow people to take care of their daily needs without driving which creates safer, livelier communities. Residents mixed in with commercial uses helps to police commercial areas at night.
5. Improving trail connectivity increases the chances that trails will be used. This makes them safer.
6. Improving transit connections through TOD increases the opportunity to use transit making our streets safer with fewer cars.
7. Better road design leads to safer roads. Over or under-designed roads (too many or too few lanes) present safety hazards to pedestrians and drivers alike. Similarly, local roads that meet collectors at acute angles (like on Herring Cove Road)are also safety hazards.
8. Immediately remove graffiti; leaving it only breeds more graffiti and sends a negative message to the community that vandalism is tolerated. A complimentary strategy might be a program to engage 'artists' in creating murals where people want them.
9. Consolidate driveways in commercial areas where possible and reduce driveway width to 12-14' where possible (exceptions might be gas stations).
10. Remove nuisances from the street. Abandoned cars, boarded up buildings, garbage, deteriorating signs are all indications that a place is not cared for and this invites crime.
11. Improving the quality of the street reduces crime because it sends the message that the community cares about the surroundings.

CPTED principles need to be instituted at both the macro scale and the site scale on Herring Cove Road.

3.4 Infill Development Strategies

Infill development strategies are one of the goals of the HRM regional plan as an alternative to continued 'greenfield' development. Instead of allowing development to continue sprawling into natural, undeveloped areas, density is increased (or land uses are changed) in areas where there is potential for

redevelopment or infilling. Infilling is a natural and healthy process in urbanizing areas as they transition from low density to higher density. Infilling is particularly desirable in Transit Oriented Developments and Town Centres. During the community workshops, many of the participants suggested 'infilling' as a tool for greater density in the proposed town centre area.

Infilling is traditionally defined as development on vacant parcels of land but has been more recently expanded to include the re-use of vacant or underutilized land. Both of these land types exist in some abundance along the Herring Cove Road.

There are several mechanisms for implementing infill development in select areas of our cities. These include:

1. Rezoning older low density areas to higher density or mixed use especially in town centres.
2. Identifying unused parcels of land and overcoming the encumbrances which have kept them previously undeveloped. These encumbrances usually include property access, servicing, zoning, fragmented ownership, brownfield liability, community perceptions of increased traffic, etc. The community, municipal planners, politicians and developers all need to work together to overcome the encumbrances.
3. Identifying dilapidated buildings or sites and encouraging their redevelopment. Developers will quite often be responsive if the community supports the redevelopment initiative.
4. Common will to make infill work. There are many reasons why infill development in urbanizing areas is a good thing. All the stakeholders must understand the benefits and be on the same page.
5. A positive demonstration project could go a long way to demonstrating the positive attributes of infill development.
6. Review efficiency of the permitting process to streamline approvals for infill redevelopments. Ensure that the community is consulted at the beginning of the project. HRM could take a proactive approach in identifying potential Comprehensive Development Districts (CDD) sites in the community.

The areas that should be considered immediately for infill development include the proposed Spryfield Village town centre, existing dilapidated building sites and other brownfield sites in the area.

3.5 Bicycle and Pedestrian Planning

The implementation of a connected community and regional streetscape would not be complete without consideration to sidewalks and bikeways. Integrated bike path infrastructure has gained world wide exposure in recent

decades. Major centers like London, Paris and Manhattan have been implementing bike lanes in the urban roadway system.

Cycling is also gaining recognition as a form of transportation, recreation and tourism in Canada. Quebec is an excellent role model for bikeway initiatives and opportunities. The Route Verte is a 3000 kilometer cycling network that is laid out across the province, connecting urban centers with rural areas. Once complete the Route will provide 4300 kilometers of cycling designated routes.

Halifax Commuter Challenge Results (2001-2004)

Year	Population	Participants	Percentage
2001	350000	232	0.06
2002	359111	553	0.15
2003	359111	708	0.2
2004	359111	1458	0.41

www.commuterchallenge.ca

Initiatives such as the Commuter Challenge have put active transportation and cycling in the national arena. The City of Halifax ranked forth out of twenty-three cities in Canada for its population category (100,000 – 499,999) during this year's Commuter Challenge. A recorded 1,459 users (0.41% of the population) found alternative modes of getting around town for the week. This participation rate was up from 0.06 in 2001, the first year of the Challenge. Central Okanagan, Regina and the Waterloo Region were the top three cities respectively.

Appropriately and sensitively planned, implemented, and maintained, bike lanes and networks are imperative to the safety and the promotion of cycling. A hierarchy of bicycle infrastructure has been tested over the years that respond to road conditions, traffic patterns, rider ability and visibility, and safety concerns at the local and regional level. These are discussed briefly in the sections below.

CYCLING RULES

Cyclists are governed by the Provincial traffic laws, and in so doing, are required to observe and respect traffic lights, stop signs, general signage, right-of-ways, etc. just as vehicles are required.

SHARED ROADS

Shared vehicle / cycling roads are the most common; in fact most roads are already used by both transportation types. Designated shared use roads often link two sections of a bike route together.

Designating a street as a shared road can be done with the assistance of a roadway or bikeway plan and bylaws. Designated shared use roads simply have signage that states that the road is shared. This type of signage raises vehicular awareness to cyclists, in turn raising the level of real and perceived safety.

DESIGNATED BIKE LANE

Designated bikes lanes are located to the right of the vehicular traffic lane and are often defined by a coloured line or surfacing to articulate its space. Bike lanes can be designed at street or sidewalk level; this decision is often in consideration to the vehicular speed of the road.

WIDE CURB LANE

Another type of shared lane is the *wide outside lane*. The outside lane is constructed wider than the typical roadway, allowing for cyclists to flow freely with traffic with more space and perceived security. For safety reasons, the wide curb lane is recommended over the designated bike lane where possible. This is the recommendation of the HRM Bicycle Transportation Plan (EDM 2003) and wide curb lanes were shown to be statistically safer than designated bike lanes in the *a Comparative Analysis of Bicycle Lanes Versus Wide Curb Lanes* (Publication # FHWA-RD-99-034 by the Office of Safety and Traffic Operations Research & Development; Federal Highways Administration).

BIKEPATHS AND MULTI USE PATHS

Bike paths and multi use paths are separated from vehicular traffic, except when the path is required to cross an intersection, rail line, etc. These types of paths can either be reserved strictly for use by cyclists, or can be designed to accommodate a range of other uses including walking/jogging, in-line skating, skateboarding.

Bike paths are most commonly integrated into green corridors and old rail trails. These trails are regional in nature, usually connecting several communities, sectors, and / or areas of interest. They are primary used for recreation and tourism and are considered the main artery in the bikeway hierarchy. These types of paths would be ideal for open space connections within Spryfield and surrounding communities. Connections could be made with the Backlands, MacIntosh Run and other parks and open spaces.

Bike paths should be a minimum of 3 meters wide (2 ways), with at least 1 meter on each side clear of vegetation or other visual impediments.

IMPORTANT CONSIDERATIONS

Cycling infrastructure should be designed to maximize ease of travel from one destination to another. Their inherent nature is to facilitate travel with minimal obstacles. Bike lanes should be designed in a homogenous manner; they should avoid frequent transitions in network types. Consistent and appropriately placed signage is also important to avoid rider confusion and distraction.

Bikeways should be efficient. Cycling itself is an extremely efficient means of travel; it is the fastest mode of transportation in urban areas for distances less than 5 kilometers. Therefore, paths and lanes should be designed that utilize minimal rider effort, stops and distance as well as quick connections to amenities and services.

Safety, both real and perceived, is critical to successful bike lanes and paths. Paths should be designed to maintain speed and control of the bike, be constructed with care, have appropriate signage and be regularly maintained. Aesthetics and visual quality also increase safety.

Other important design considerations are the types and ability of the users. Are they novices or experienced, youths or elderly, comfortable or

sceptical? These are critical questions when determining the type of path to implement and where it would be located. Also, the types of bikes used play an important role in the geometric design. Tandem bikes require wider turning radii, parents with trail-a-bikes and attachable child carriages require more width.

ECONOMIC BENEFITS

Aside from its positive physiological and psychological benefits, cycling also has economic benefits. A recent study in Quebec shows that vacationing touring cyclists on average spend about $100 per day compared to the average $52 per day spent by non-cycling tourists (Velo Quebec Bikeway Guide). This can be attributed to the pace of cyclists versus vehicular tourists; cyclists take longer to travel through each location or destination, require more 'refueling' and lodging to travel to the next destination.

3.6 Other Streetscape Toolkit Items

LEADERSHIP AND PARTNERSHIPS

A successful community plan must also include partnership with individuals, local interest groups, land owners, business representatives, planners and economic development agencies.

Mainland South has a passionate and community-driven core. Initiating leadership roles for community planning projects will be easily attainable as residents, business owners, and municipal councillors are all dedicated to their neighbourhoods and region.

ZONING

Zoning is an effective method for controlling desirable and undesirable forms of growth for streets like Herring Cove. Herring Cove Road is currently an uncoordinated mix of commercial and residential zones. Knowing the community's market will help design and reconfigure an appropriate commercial area that supports and provides services to its residents and the region.

Access to the street, the relationship between land values, densities and associated demand are also critical components to respect when rethinking zoning. Chapter 6 provides a summary of recommended changes to the Halifax Municipal Planning Strategy and the Mainland South Secondary Planning Strategy to achieve the community vision.

FOCAL POINTS AND DESTINATIONS ALONG THE STREET

Developing commercial *focal points* along the street is in contrast with the sprawling *strip development* approach which characterizes many north American cities. Applying this technique makes the street more dimensional and unique and alleviates the impression that the street is long strip. Higher density 'nodes'

provide essential services to the adjacent mixed/lower density residential, open space and commercial areas. These nodes act like small town centres.

Higher density pedestrian friendly, attractive, walkable streetscapes provide major transit connections and facilitate increased community activity while reducing impact and density along the remainder of the street.

Again, this approach is advocated by the regional plan and is summarized by the following diagram in figure 3.3.

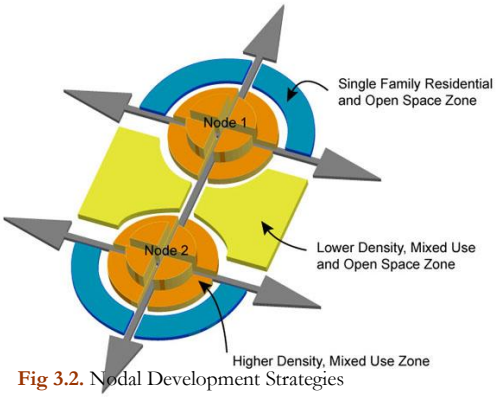


Fig 3.2. Nodal Development Strategies

SENSE OF PLACE

People are attracted to distinctive places that appeal to the senses. Memorable and successful places are created when the public feels safe and welcome. In most cases, these experiences occur at the moderate pace of the pedestrian or cyclist; vehicle occupants traveling too quickly can't fully appreciate subtle changes in place.

Streetscape elements such as comfortable and visible places to sit, walk, stop in and watch others are critical to creating sense of place. Human scaled development, consistent signage regulations, a variety of services and entertainment opportunities, and the inclusion of active uses are also strong components to a memorable, safe street design.

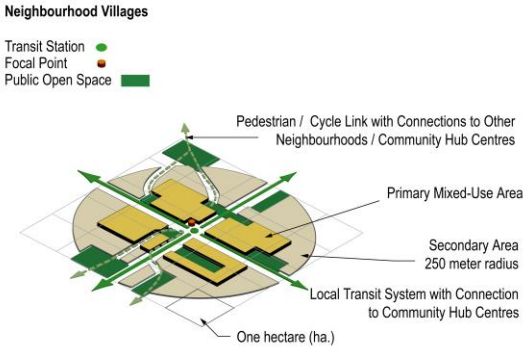


Fig 3.3. HRM Regional Plan Neighbourhood Village Core Diagram by Ekistics 2004.

APPEAL AND DIVERSITY

Providing uses and activities that appeal to a variety of generations, interests and income levels is essential for a responsive and vibrant streetscape. Including mixed-use, higher density residential developments in the Spryfield area could be considered to alleviate recent increased development pressures at the same time maintaining the integrity of current neighbourhoods and open space.

Higher density developments near the Town Centre not only incorporate a mixture of ages and income levels, it also increases pedestrian activity and potentially alleviates traffic congestion.

NATURAL AND MAN-MADE BEAUTY

Many strip streets are plagued with 'ugly' signage and street elements that are geared toward the automobile. Providing higher quality, human scaled building designs, as well as enforceable pedestrian streetscape elements will establish your street as *the* place to go. Improving and landscaping sidewalks, planting street trees, underground power lines, implementing creative parking initiatives, and providing places to stop and rest are proven successful elements to increased street beauty.

POLICY

Dedicated support from the HRM Planning Department and other public sectors involved in streetscape redesign is essential. However, cooperation between public and private sectors is also crucial to implementing and realizing plans for Herring Cove Road.

Policy amendments and additions to the current plans can include zoning issues, design guidelines for the street, architecture, landscape, open space and signage. Policy Recommendations are covered in Chapter 5 of this report.

chapter 4

4.0 Recommendations

This chapter describes the proposed projects and options for their implementation. As part of each project, we have described the project context, the objectives of the project, an overall description of the project, the options for implementation (if there are any), the priority of the project, the steps needed to implement the project and the estimated budget.

4.1 Streetscape Model:

Retail overzoning has had the effect of extending strips prematurely in discontinuous and inefficient ways as developers leapfrog over one another onto sites further and further away from the city. In this new type of environment, new development sprawls outward even as sites closer to the city remain vacant and older retail centres deteriorate.

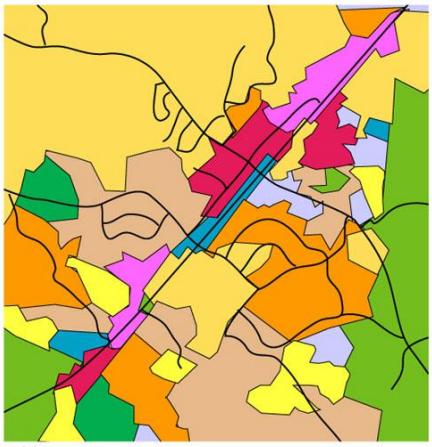
The Urban Land Institute
"Reinventing America's Strips"

The approach of blanket zoning commercial along an arterial collector is the primary cause of strip sprawl. Undifferentiated strip sprawl is one of the leading causes of traffic problems, lack of community identity, and, surprisingly, poor retail performance. On Herring Cove Road, these conditions have become an obvious problem; one that the community workshops and surveys identify as one of the main problems with the street. Pruning back the amount of land zoned commercial stimulates growth, encourages revitalization, and concentrates commercial into accessible, pedestrian friendly pockets. To accomplish this, the community and HRM must:

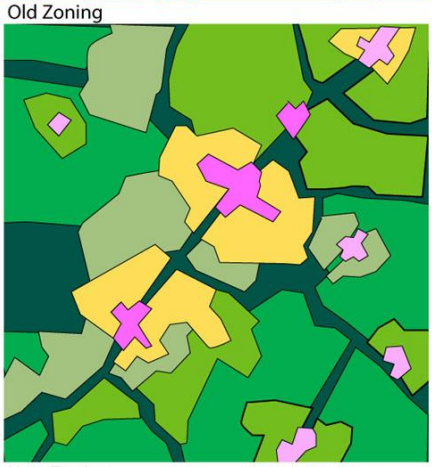
- consider stimulating and supporting infill development, new forms of mixed use and pedestrian related retail development on commercially zoned land.
- Structure commercial zoning in 'pulse nodes' of mixed use commercial and residential development interspersed with stretches of low-intensity land uses or open space.

- Reserve incongruent strips of previously zoned commercial land for housing, civic uses and open space.
- Create higher density zones in the nodes of development to encourage vertical mixed use of 3 or more stories.
- Encourage an active retail ground level where possible where storefronts are brought to the street and parking is located to the side or preferably the rear of the property.
- Direct investment in public facilities on the street to raise surrounding property values.
- Use a wide range of tools (transfer of development rights, BIDC's, tax abatement policies, façade improvement grants, urban design guidelines, vertical zoning and accelerated development approvals to achieve the 'pulse points' model).

Despite the current sprawling nature of Herring Cove Road, the germ of these commercial 'pulse nodes' is already in place along the street. The comparison diagrams on the right demonstrate an idealized shift from a sprawling commercial strip to a localized commercial pulse node model.



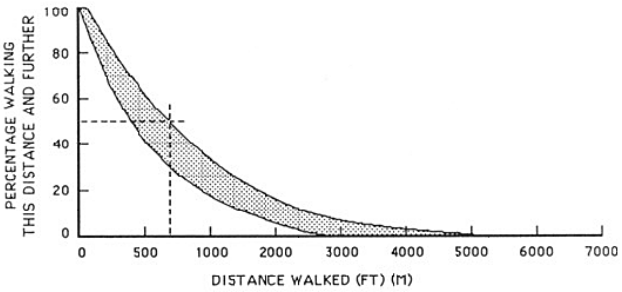
Old Zoning



New Zoning

The graph on the following page plots distance walked with the percentage of people who would walk that distance. While there are obviously a number of factors that determine the shape of this curve (weather, age, etc.), it does provide a useful gauge of accessibility of these commercial nodes to the residents in neighbouring communities. Plotting these distances as radii on the base map shows pedestrian 'catchment' area for the pulse nodes on Herring Cove Road (see figure 4.1).

This report describes 4 main large projects with several dozen subprojects. These main projects include Herring Cove Road, the Village Centre, the signage designs, the MacIntosh Run.



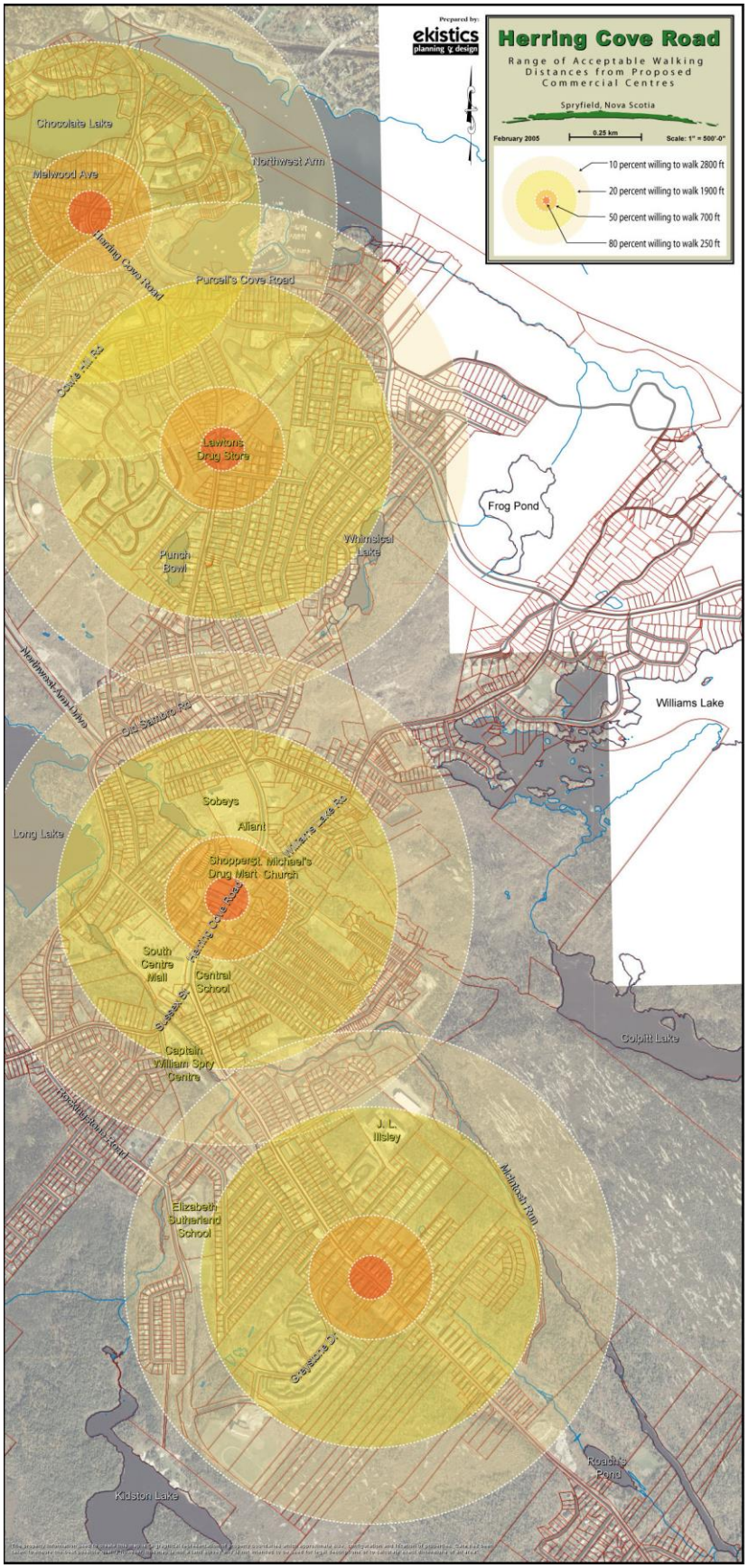


Fig 4.1 Herring Cove Road Pulse Nodes diagram

4.2 Herring Cove Road Streetscape Improvements

Context:

Herring Cove Road has changed from a rural highway to a major urban collector street. With a traffic level of up to 18000 cars per day in peak areas, it is one of the busier streets on the mainland. Parts of the Street have been improved to five lanes and parts to three lanes. Sidewalks have been created along about half of the Road. Narrow portions of the Road constrain bicycle traffic. Some areas do not meet standards for accessibility.

The residents and merchants who participated in this study process felt, in general, that:

- The street should not be changed to reduce traffic capacity.
- Traffic speed should be reduced.
- The street should be made "pedestrian and bicycle friendly."
- Trees should be planted to make the street more attractive.
- Problem intersections should be corrected.
- Left turns, into any existing business, should not be constrained in any way.

Road design summary:

The Road design proposals of this plan are very simple:

1. Improve Herring Cove Road to include accessible sidewalks on both sides of the Road over the entire area from the Rotary to Roaches Pond.
2. Improve Herring Cove Road to accommodate bicycles along the entire area from the Rotary to Roaches Pond, and beyond.
3. Improve two lane sections of the existing road to accommodate centre left turning lanes.
4. Whenever possible, create centre median islands for tree planting (especially where painted medians already exist without driveways).
5. Add street trees and furnishings wherever possible.

We have divided the Road into five sections. Specific design proposals and options for each section follow.

.1) THREE LANES TO THREE, OR FOUR, LANES WITH SIDEWALKS BOTH SIDES

Context:

The area of Herring Cove Road between the Rotary and the Purcell's Cove Road is three lanes

with the centre land used as a reversing lane to accommodate am and pm traffic volumes. This section has a discontinuous sidewalk on the Arm side of the street. Existing sidewalk in some areas does not meet standards for accessibility. This section of the Road will be designed as part of the proposed conversion of the rotary to a round-about.

Objectives:

1. Sidewalks will improve pedestrian safety through this constrained area.
2. A slight increase in curb lane width will improve bicycle safety.
3. New sidewalks are required.
4. Additional retaining walls may be needed when the rotary is redesigned.

Description:

The final design of this section will be part of the rotary re-design in the future.

.2) TWO LANES TO THREE WITH SIDEWALKS BOTH SIDES

Context:

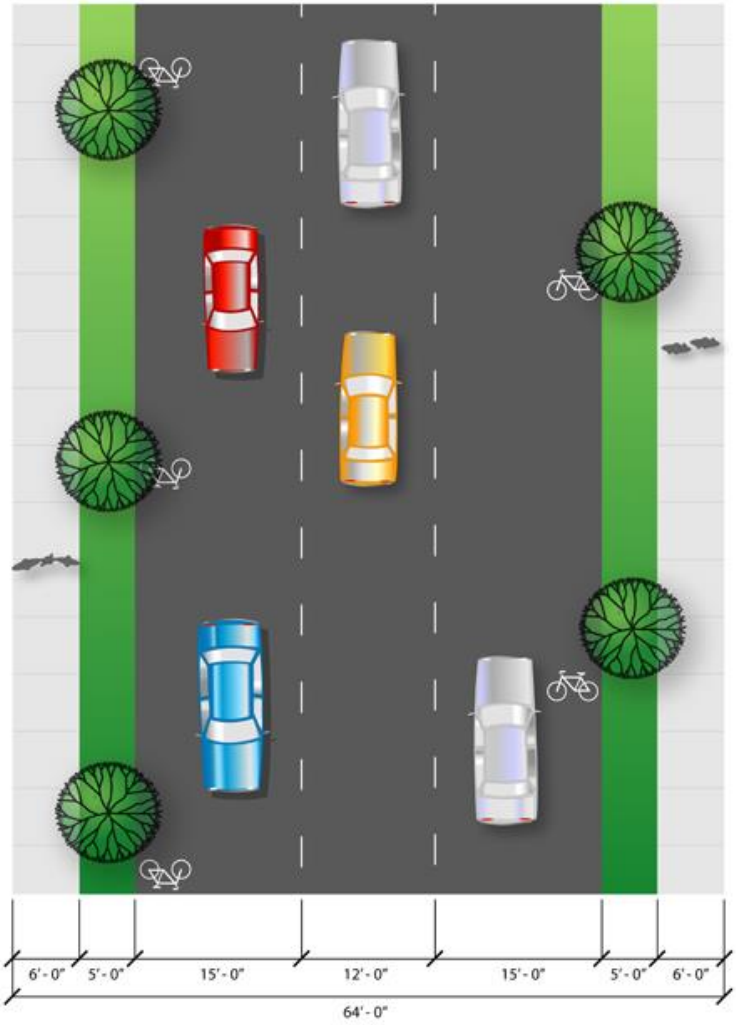
The area of Herring Cove Road between the Purcell's Cove Road intersection to Highfield (the Punchbowl +/- 3km) is two lanes (with a few short left turn lanes and right turn lanes) with discontinuous sidewalk on the Arm side of the street. The existing sidewalk, in some areas, does not meet standards for accessibility. This section of the road limits capacity between the rotary and Roaches Pond. Narrow sections with rough shoulders make bicycling difficult in this area.

Objectives:

1. Sidewalks will improve pedestrian safety through this constrained area.
2. Three lanes will improve street capacity.

Description:

The plan is to increase the width of the street and use existing shoulder area to provide sidewalks on both sides of the street. There are now areas of this section of the street that have sidewalk on only one side and a small section has no sidewalks. The center lane will provide turning lanes for the side streets in the area. The remaining area of the centre lane should be used for a treed centre median. Fifteen feet wide curb lanes will provide for bicycles in this area. Street trees should be planted wherever possible.



Priority: Very High

Options:

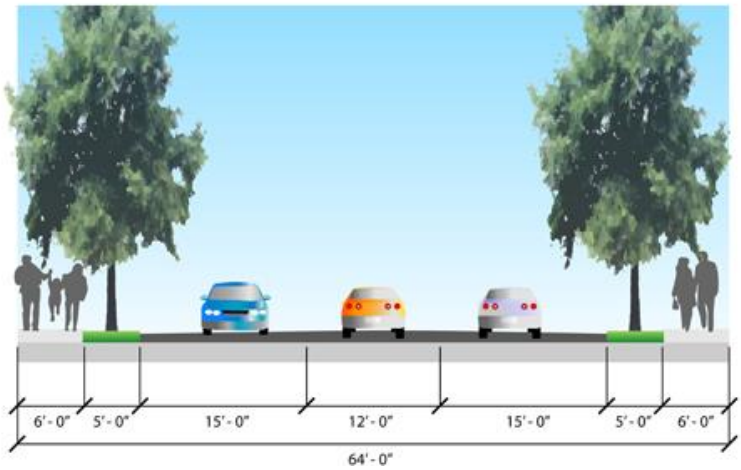
Medians will provide additional treed canopy but will limit access to some residential driveways. This will increase capacity but restrict ease of resident movement. Some residents have expressed a preference for both options. We feel the balance of opinion is in favor of treed medians.

Steps to Implementation:

1. Design new street alignment.
2. Acquire required land.
3. Determine median locations.
4. Build street.

Budget:

The budget for this section is $2,600,000 plus land acquisition.



.3) THREE LANES TO IMPROVED THREE LANES WITH SIDEWALKS BOTH SIDES

Context:

The area of Herring Cove Road between the Punchbowl and the Old Sambro Road Intersection is three lanes with discontinuous sidewalk on the East side of the street. The existing sidewalk, in some areas, does not meet standards for accessibility. Narrow curb lanes and some rough shoulders make bicycling difficult in this area.

Objectives:

1. Improve sidewalks for pedestrian comfort and safety.
2. Provide a treed median where possible.

Description:

The plan is to slightly increase the width of the street and use existing shoulder area to provide improved sidewalks on both sides of the street. The existing center lane will provide turning lanes for the side streets in the area. The remaining area of the centre lane should be used for a treed centre median. Fifteen feet wide curb lanes will provide for bicycles in this area. Street trees should be planted wherever possible.

Priority: Very High

Options:

Medians will provide additional treed canopy but will limit access to a few residential driveways. Some residents have expressed a preference for both options: medians with trees vs. unrestricted movement. We feel the balance of opinion is in favor of treed medians with a slight restriction on two or three residents. Interviews with affected residents could be used to clarify the decision.

Steps to Implementation:

1. Design new street alignment.
2. Acquire required land.
3. Determine median locations.
4. Interview affected residents.
5. Build street.

Budget:

The budget for this section is $400,000 plus land acquisition.

.4) FIVE LANES TO THREE OR FIVE LANES IMPROVED

Context:

The area of the Road from the Old Sambro Road to Greystone Drive is five lanes wide. This is the area where most business is located and in which pedestrians complain about difficulty crossing the street. Merchants complain about difficult access to and egress from their sites. At the same time, there are few areas to plant trees

because the Road width of about 56 feet means that the only area for trees is under the extensive power and communications lines that run along both sides of the Road. Narrow curb lanes in several areas limit room for bicycles.

Street trees are an important part of the residents' image of what they want their street to become. The merchants want to slow traffic and make it easier for cars to enter and exit from their sites.

Two of the main objectives of residents and merchants are to slow traffic along the Road and improve the appearance of the street. The concept of a three-lane street is based on the experience of other municipalities who have observed that converting four lanes to three has improved road safety with no appreciable reduction in capacity (Giese, Knapp, and Welch, 2000, see the accompanying streetscape resource manual). The question would be simple if this were four-lanes. Five lanes of traffic have a higher capacity and eliminate two of the accident issues related to a four-lane section.

Objectives:

1. Slow traffic without limiting road capacity.
2. Provide areas for tree planting.
3. Improve sidewalks.
4. Create the Spryfield Village "main street".
5. Encourage future street related development.

Description:

There are two options for this area. Either leave the current 5 lane configuration as it is but add medians, street furniture and street trees where possible <u>or</u> convert the street to 3 lanes. If HRM is willing to move to 3 lanes, the plan is to use existing asphalt area and reallocate the area to have wide curb lanes for auto and bicycle use and to use the centre area for left turn lanes, and where possible, for planted medians. It is important not to restrict left turns into commercial areas with medians. The remaining sixteen feet of asphalt could be used for on-street parking or for the planting of street trees. The first phase requires nothing but paint to effect the change. The second phase requires the conversion of about sixteen feet of the existing road into a planting area.

Options:

1. Leave this section of the Road as a five-lane street, and add medians where possible with street trees and street furnishings.
2. Reduce the road to three lanes with wide curb lanes and painted on-street parking. Install medians where possible. This option can revert back to the existing five lane cross section by simply removing painted lines on the Road if necessary in the future.

3. Remove 14-16 feet of the existing road and re-allocate that space for street trees and misc. street furniture if the proposal described above is found to be effective for traffic over a 2-3 year test period.

Priority: High

Steps to Implementation:

1. Design new lane configuration.
2. Implement test median project.
3. Test median plan as per project criteria.
4. Implement median construction or remove test medians.
5. Install new Street Light Standards, benches and trash receptacles along the street.

Budget:

The budget for this project will be $1,300,000. The project can be completed in incremental steps.

.5) TWO LANES TO THREE

Context:

The area of the Road from Greystone Drive to Roachs Pond is two lanes without sidewalk. The area will see increased pedestrian traffic as the neighbourhood develops.

Objectives:

1. Improve Street capacity.
2. Improve Street safety.
3. Slow traffic without reduction of capacity.
4. Provide for sidewalks on both sides of the Street.
5. Plant street trees

Description:

This project will use existing asphalt and shoulder area, and expand on existing sidewalks. Street tree planting will be a second focus of the plan.

Options:

The question is three lanes or four? Many areas of the Road are limited in their ability to easily accommodate four lanes of traffic with wide curb lanes for bicycles and with sidewalks on both sides. Street trees would further restrict available space. The option of using three lanes in these areas will allow for

capacity similar to a four lane street and will simplify construction of the proposed pedestrian and bicycle amenities. The documents in appendix "C" (four lanes to three) give the statistics that indicate that a three lane section can accommodate essentially the same traffic as a four lane section with significant increases in safety, not only for cars, but for bicycles and pedestrians as well.

Priority: Highest

Steps to Implementation:

1. Design Lane alterations.
2. Design lighting and street graphics.
3. Plan median opportunities.
4. Implement median test plan.
5. Install new signage and streetlights.

Budget:

The budget for this area will be $750,000

.6) PLANTED MEDIANS

Context:

The proposal for planted medians can occur in various locations along the entire length of the study area in 3 lane or 5 lane areas. In the 5 lane area, between Greystone Drive and Old Sambro Road, the +/- 8' wide painted median runs some 4.5 km. This section of road is 2 lanes on each side of the painted median. This is an ideal location for a planted median trial.

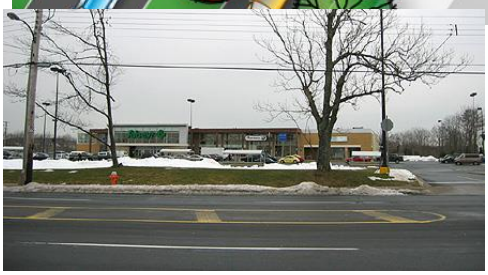
Objectives:

1. Improve street aesthetic
2. Reduce the visual width of the road by converting the unusable painted island to a planted median
3. Slow traffic without reducing capacity.
4. Test the concept of medians for a specified period.
5. Determine the real effects of medians on street capacity and functionality.

Description:

In the first phase of this project, several of the painted medians will be converted to treed islands. In future street conversions, the medians should be planned where they don't interfere with commercial or residential driveways.

Options:



The conditions for installing these central planted medians are as follows:

- The medians need to be setback at least 30' from the edge of any residential driveways.
- The medians should be setback at least 50' from any commercial driveways or entries
- The medians should not impede drainage in any location where they are installed.
- The medians should be no less than 20' long and 10' wide.

Priority: Highest

Steps to Implementation:

1. Select the best area of the street between the Punch Bowl and Greystone Drive for the test.
2. Design the medians and an evaluation program.
3. Install temporary curb and planting to provide a realistic series of medians for evaluation.
4. Follow the evaluation program.

Budget: The budget for this area will be $293,000

Suitable Species

The following list of vegetation would be suitable for the planted median trial project on Herring Cove Road.

Trees:

Botanical Name	Common Name	Height (m)	Zone	Pollution Tolerance	Growth Rate
Acer platenoides 'Columnare'	Columnar Norway Maple	15	5	Very Tolerant	Medium (13 to
Prunus pensylvanica	Pin Cherry	8	1	Very Tolerant	Medium-Fast
Quercus robar 'Fastigiata'	Pyramidal English Oak	12	5	Moderately Tolerant	Slow (less tha
Ginko biloba 'Fastigiata'	Fastigiate Ginkgo	15	4	Very Tolerant	Slow-Medium
Betula populifolia	Gray Birch	15	4A	Very Tolerant	Fast (greater t
Prunus serotina	Black Cherry	22	3B	Very Tolerant	Fast (greater t

Shrubs:

Botanical Name	Common Name	Height (m)	Zone	Pollution Tolerance	Growth Rate
Euonymus fortunei 'Emerald Gaiety'	Emerald Gaiety Euonymus	1.2	5B	Moderately Tolerant	Medium-Fast
Buxus microphylla 'Green-----'	Green ---- Boxwood	1	5	Moderately Tolerant	Slow (less than 12 inches per year)
Buxus microphylla 'Green-----'	Green ---- Boxwood	1	5	Moderately Tolerant	Slow (less than 12 inches per year)
Cotoneaster adpressus var. praecox	Preacox Cotoneaster	1	4B	Moderately Tolerant	Slow (less than 12 inches per year)
Cotoneaster dammeri 'Skogholm'	Skogholm Cotoneaster	.5	4	Moderately Tolerant	Fast (greater than 25 inches per year)
Deutzia gracilis	Slender Deutzia	1.5	6	Moderately Tolerant	Slow-Medium
Spirea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	1	2B	Moderately Tolerant	Fast (greater than 25 inches per year)
Rhus aromatica	Fragrant Sumac	2	3	Very Tolerant	Slow-Medium
Rosa rugosa	Rugosa Rose	2	3	Very Tolerant	Medium-Fast
Cotoneaster apiculatus	Cranberry Cotoneaster	1	3	Very Tolerant	Slow (less than 12 inches per year)
Juniperus sabina	Savin Juniper	1.5	2	Very Tolerant	Slow-Medium
Kerria japonica 'Pleniflora'	Double-flowered Kerria	2	5	Very Tolerant	Fast (greater than 25 inches per year)
Myrica pensylvanica	Northern Bayberry	2	2	Very Tolerant	Medium (13 to 24 inches per year)
Potentilla fruticosa	Shrubby Quinquefolia	1.2	1	Very Tolerant	Medium (13 to 24 inches per year)
Rhodotypos scandens	Black Jetbead	2	6	Very Tolerant	Medium (13 to 24 inches per year)

GroundCover or Vines

Botanical Name	Common Name	Height (m)	Zone	Pollution Tolerance	Growth Rate
Parthenocissus tricuspidata	Boston Ivy	18	4	Very Tolerant	Fast (greater than 25 inches per year)
Hydrangea anomala var. petiolaris	Climbing Hydrangea	9	6	Very Tolerant	Medium (13 to 24 inches per year)
Celastrus loeseneri	Loesener Bittersweet	1	3	Very Tolerant	Fast (greater than 25 inches per year)
Arctostaphylos uva-ursi	Bearberry	.2	1	Very Tolerant	Slow (less than 12 inches per year)
Hedera helix 'Baltica'	Baltic English Ivy	.2	6	Very Tolerant	Medium-Fast
Juniperus horizontalis 'Blue Acres'	Blue Acres Juniper	.1	2	Very Tolerant	Medium-Fast
Juniperus horizontalis 'Plumosa'	Andorra Juniper	.5	2	Very Tolerant	Slow-Medium
Juniperus horizontalis 'Wiltoni'	Blue Rug Juniper	.1	2	Very Tolerant	Fast (greater than 25 inches per year)
Juniperus sabina 'Skandia'	Skandia Juniper	.25	2	Very Tolerant	Medium (13 to 24 inches per year)
Juniperus sabina var. tamariscifolia	Tamarix Juniper	.5	2	Very Tolerant	Medium (13 to 24 inches per year)
Juniperus horizontalis ' Bar Harbour'	Bar Harbour Juniper	.25	2	Very Tolerant	Slow-Medium

Existing Conditions

First stage improvements. Add street trees, medians and landscaping.

Second stage improvements. Bring commercial developments to the street.

.7) STREET FURNISHINGS

Context:

There are virtually no street furnishings on Herring Cove Road. This is a testament to the auto-centric nature of the street. To improve the pedestrian appeal and general street character/image, light standards and street furnishings should be installed wherever possible.

Objectives:

1. Improve street aesthetic
2. Make the street pedestrian friendly
3. Create a safer street by improving lighting and bringing more eyes on the street
4. Reduce litter by providing waste receptacles along the length.

Description:

Street light standards are extremely costly and may not be entirely appropriate for the length of the street. In the interim, some of the commercial nodes (especially the Spryfield Town Centre) should be the focus. Benches and waste receptacles should be placed near trail connections that bisect the street or at important rest stops or viewparks. Light standards are typically spaced between 80'-120'. The light standards would be best suited between the Spry Centre and Dentith Road as a first project.

Priority: Medium

Steps to Implementation:

1. Select a number of demonstration areas to implement the Light standard plan.
2. Place at least 2 benches and 2 trash receptacles at every trail crossing of Herring Cove Road.

Budget:

The budget for this area will be $500,000

Suitable Standards

Herring Cove is both an important heritage street in the community and a modern collector. With the strong community heritage, a 'heritage' standard may be the most appropriate approach for the street. We recommend the following standards for implementation; although we recognize that lighting companies typically have specials that may be more attractive at the time of installation and purchase. The light standards should be at least 18' high with banner arms.

Model MLWR 200-32, Maglin Site Furniture

Model HBSF, Maglin Site Furniture

Model MBR 200, Maglin Site Furniture

Model L82-PCCS-SE, Lumec Lighting

4.3 Purcell's Cove Road / Herring Cove Road Intersection

Context:

One of the basic problems identified by residents and merchants is the 'disconnect' between Purcell's Cove and Spryfield. This intersection is emblematic of that situation. Many illegal left turns, difficult pedestrian connections and poor pedestrian connections to the Chocolate Lake Recreation Centre are just three problems that could be eliminated by this project.

Objectives:

1. Allow legal turns from Purcell's Cove Road to Herring Cove Road.
2. Improve connections between Armdale, Purcell's Cove and Spryfield.
3. Improve pedestrian safety and connections to the Chocolate Lake Rec. Centre.

Description:

Realign Purcell's Cove Road to provide a 90 degree intersection. The project will improve safety of the intersection, improve access to the corner commercial site, improve access into the Chocolate Lake Recreation Centre and require reinstatement of the traffic light at this intersection. It will improve pedestrian access to Chocolate Lake and the Chocolate Lake Recreation Centre. The land that is surplus (the existing alignment of Purcell's Cove Road) could be traded to the corner property for land required to improve Herring Cove Road through this constrained area. This land could also reduce the negative effect of the proposed Herring Cove Road sidewalks on the retail area. Reinstallation of the traffic lights would be required.

Options:

This is not an incremental project. Implementation of this project will require redesign of the intersection and the acquisition of land. It should be coordinated with the improvement of Herring Cove Road in this area and with the change of the rotary to a round-about (or whatever solution is ultimately recommended).

Priority: Medium

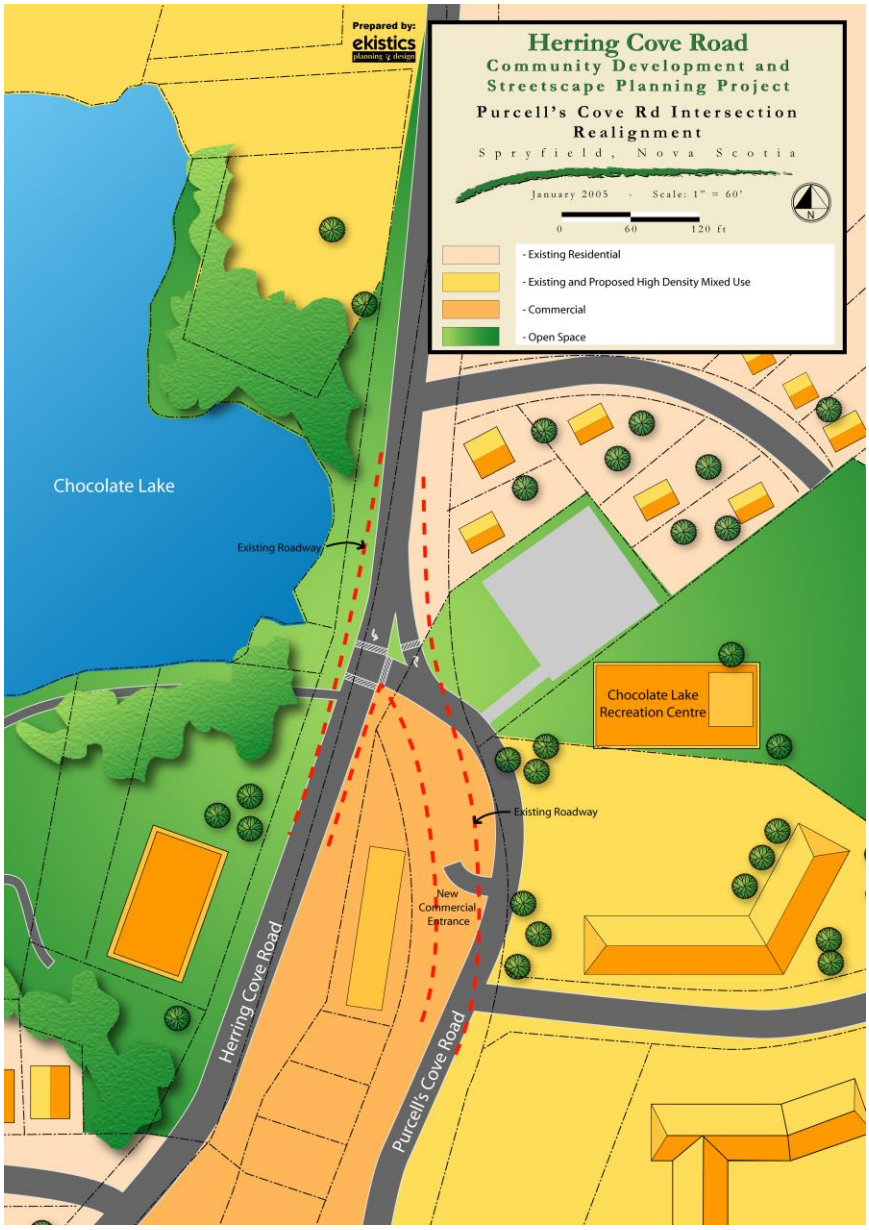
Steps to Implementation:

1. Design the intersection.
2. Acquire the small triangle of land from the condominium on the corner.
3. Reconstruct the intersection.

4. Sell or lease the surplus land to the corner retail property to subsidize the cost of the project.

Budget:

Estimated at $680,000 plus land acquisition.



4.4 Withrod Road / Herring Cove Road Intersection

Context:

Withrod Road meets Herring Cove Road at an acute angle. Residents reported difficulty in crossing this intersection because of high-speed traffic turning from Herring Cove Road onto Withrod without any requirement to reduce speed. This acute angle also makes it difficult to exit from Withrod to Herring Cove Road. Short-cutting from St. Margaret's Bay Road is somewhat restricted by the current difficulty in exiting from Withrod to Herring Cove Road.

Objectives:

1. Connect the Chocolate Lake neighbourhood with the Needs Store.
2. Improve pedestrian safety on the sidewalks in this area.
3. Improve the safety of the intersection.

Description:

Withrod now exits from Herring Cove Road at an extreme acute angle. Realignment to a right angle intersection will improve safety for pedestrian and several of the intersection traffic movements. The plan shows Withrod realigned through the Needs store parking lot to a right angle intersection with Herring Cove Road. If the Herring Cove road alignment is improved by increasing the radius of the curve at the same time the land required for the realignment of Withrod may be able to be replaced in front of the Needs store. The result will leave the Needs store as a real corner store with sidewalks passing directly by one side of the store. Parking now beside the store could be added to the parking in front of the store. Because it could increase short-cutting through the neighbourhood, traffic lights are not recommended.

This project also includes the extension of Braeburn Road to connect with Keddy Road. This connection will improve access in the area. The connection will also allow the residual land purchased to the east of Herring Cove Road, not needed for the Road realignment, to be sold as lots to fund the project. The land could also be sold to adjacent land owners to increase their buffer from the Road.

Options:

The one option for this project is an incremental improvement as part of the Herring Cove Road Realignment in this area. A small improvement could be made during the realignment that would not require purchase of any of the Needs Store land.

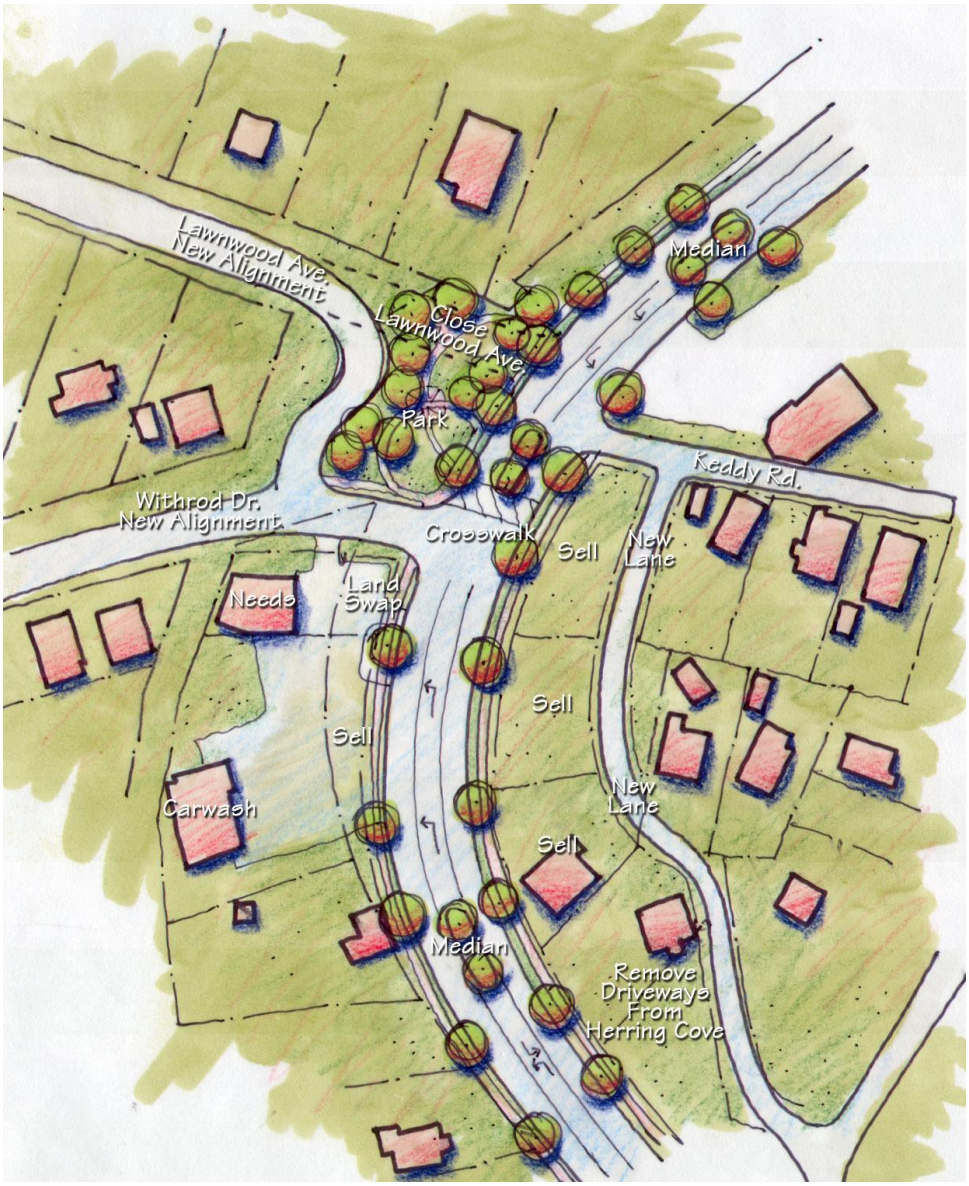
Priority: Medium

Steps to Implementation:

1. Negotiate land swaps with Needs store.
2. Design Herring Cove realignment in this area.
3. Implement plan.

Budget:

The budget for this area is estimated at $280,000 not including land acquisition. Land sales from realignment of Herring Cove Road may be able to provide part of this budget.



4.5 Northwest Arm Look-off

Context:

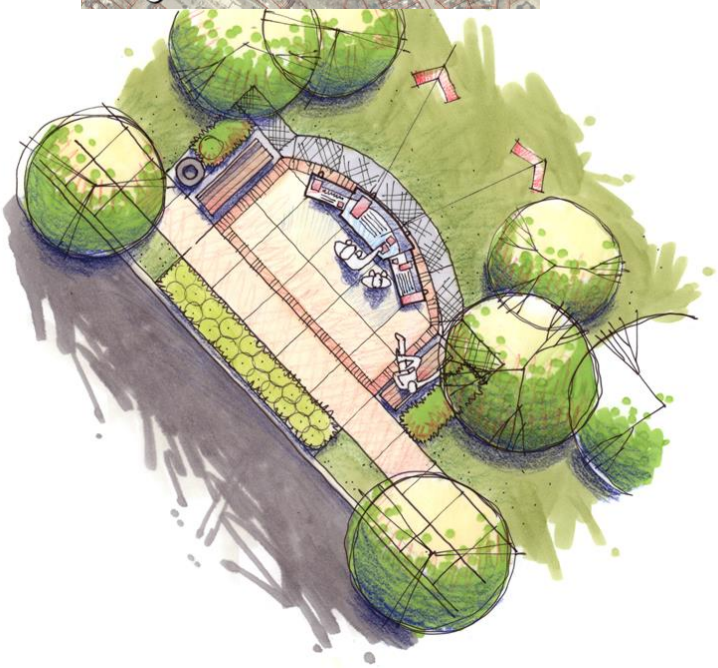
The eastern side of Herring Cove Road above Purcell's Cove Road will be realigned to accommodate improved sidewalks and traffic flow. Property has been acquired to accommodate this realignment. The sidewalk and street work will leave residual lands overlooking the arm. This project is a proposal for the use of these lands.

Objectives:

1. Interpret the yacht club, Deadman's Island and Melville Island Prison.
2. Provide a rest stop on a steep section of new sidewalk.
3. Help connect, visually, Purcell's Cove Road to Herring Cove Road.

Description:

New sidewalks in the area will require retaining walls, or some other form of structure. This interpretive look-off will provide a rest stop along this steep section of sidewalk and will provide a value added cultural feature for those resting in this area. There is a panoramic view of the peninsula, the northwest arm, and several historic sites from this vantage point.



Priority: High

Steps to Implementation:

1. Design road realignment in this area.
2. Plan look-off area with road realignment.
3. Commission interpretive signage.
4. Construct look-off with sidewalk.

Budget:

The Look-off budget will add about $80,000 to the sidewalk budget for the area. This will provide a look-off of about 500 square feet with interpretive signage and at least two benches.

4.6 Cowie Hill Neighbourhood Commercial Area

Context:

Herring Cove Road is now dotted with commercial development some of which is vacant. The plan involves the reduction of commercial

land use to focus on fewer, more vital, commercial zones. The area between Lawtons and the Punch bowl is a well located neighbourhood commercial area.

Objectives:

1. To provide a concentrated neighbourhood commercial area.
2. To limit strip commercial development and provide neighborhood commercial areas within easy walking distance of residential areas.

Description:

This area already has the required components of a good neighbourhood commercial area. New development in the area should be encouraged to follow existing models with residential over street related commercial uses. Any parking should be required to be in the rear of the retail development.

Priority: High

Steps to Implementation:

1. Rezone the adjacent areas of the street to concentrate future commercial development in this area.
2. Prepare development guidelines that reward street related development.

Budget:

No budget required.

4.7 The Punch Bowl

Context:

The Punch Bowl is a valued area open space that has been incrementally reduced in size over time. The area is still the neighbourhood skating pond. Benches have been removed from the very small strip of public access to the pond and Herring Cove Road developments have filled a portion of the pond in a rather unsympathetic fashion. People using Herring Cove Road are now not aware of the pond.

Objectives:

1. Return this park area to neighbourhood prominence.
2. Prevent additional encroachment on the pond.
3. Provide a Herring Cove Road 'address' for the improved open space.
4. Add value to the remaining residential area.
5. Encourage redevelopment of the residential and commercial properties fronting on Herring Cove Road.

Description:

The strategy is to follow the pattern used in Dartmouth to acquire the land around Sullivan's Pond. In this case only four properties and an easement along the Herring Cove Road properties are required. These would be purchased at market value as they come up for sale. This is a long-term project. When the property is acquired, a walkway would be constructed to form a walkway around the pond. The boardwalk would involve the participation of all the owners along the Herring Cove Road side of the pond. In the short term, HRM could purchase the pieces of vacant land around the pond and create one or two small parkettes. The project will provide Herring Cove Road frontage for the pond and will, over time, restore the pond as a community asset.

Options:

The park should be developed as it becomes available. The boardwalk is a very expensive addition that may, or may not have value for the adjacent apartment units. This feature could be eliminated if the property owners do not wish to participate.

Priority: High

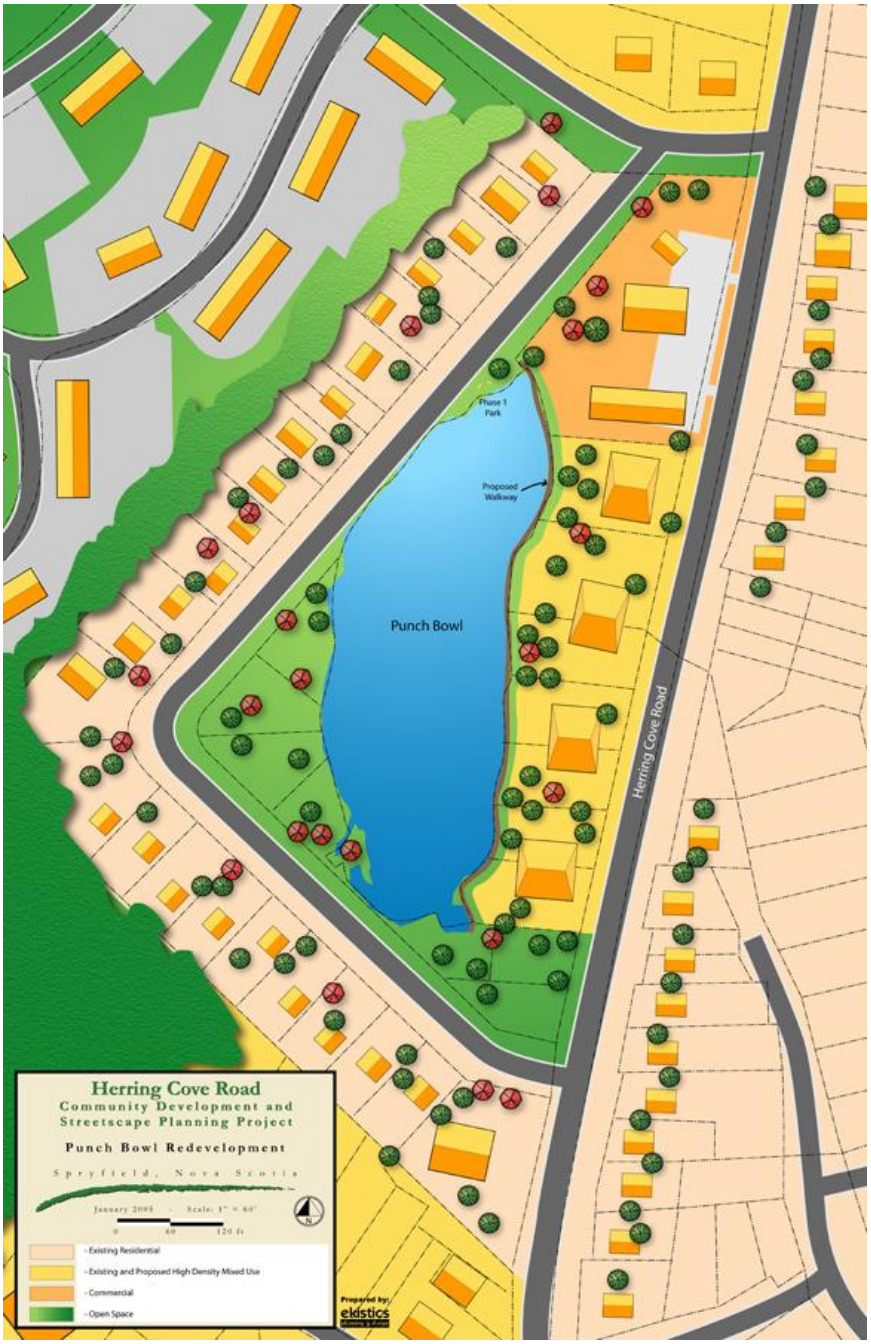
Steps to Implementation:

1. HRM should purchase the pieces of vacant land around the pond for the creation of small parkettes in the short-term.
2. Establish policy to purchase the five required properties as they come up for sale.

3. Prepare a plan of the park area.
4. Improve the park area and restore the shoreline.
5. Create a Herring Cove address for the pond/park.

Budget:

$30,000 plus land acquisition and future walkway / boardwalk construction.



4.8 Northwest Arm Drive / Old Sambro Road Intersection

Context:

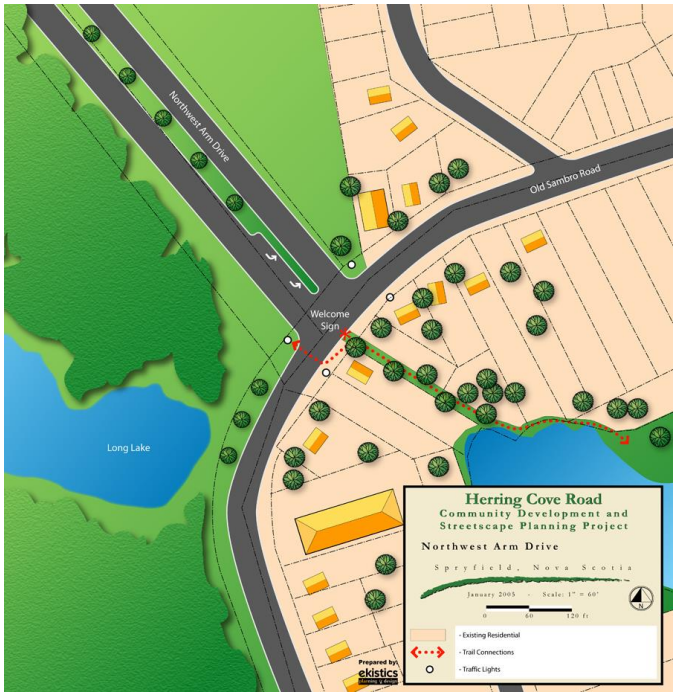
This intersection is one of the main entries to the proposed *Spryfield Village* area. At present, much of the traffic for the South Centre Mall turns left and follows a winding residential portion of Old Sambro Road to get to the mall. It is possible to create the feeling of entry to the retail area and direct people along the best route to the Mall and the Dentith Road retail development using proper signage at the terminus and a trail connection into the new town centre.

Objectives:

1. Create a strong entry to the Spryfield commercial area.
2. Clarify a priority route to the proposed Town Centre.

Description:

The intersection now forms a 'T' with Old Sambro Road. A majority of people using the street to get to the Spryfield mall take the eastern route that adds a kilometer and a half to their route, takes unnecessary traffic in front of the fire hall and creates unnecessary traffic along this residential street. The proposed landscape and signage improvements will direct traffic to Spryfield Village and South Centre Mall, using the south-western route along Old Sambro Road and Dentith Road.



Priority: High

Steps to Implementation:

1. Acquire land
2. Design signage plaza.
3. Implement plan.

Budget:

$30,000 not including land acquisition

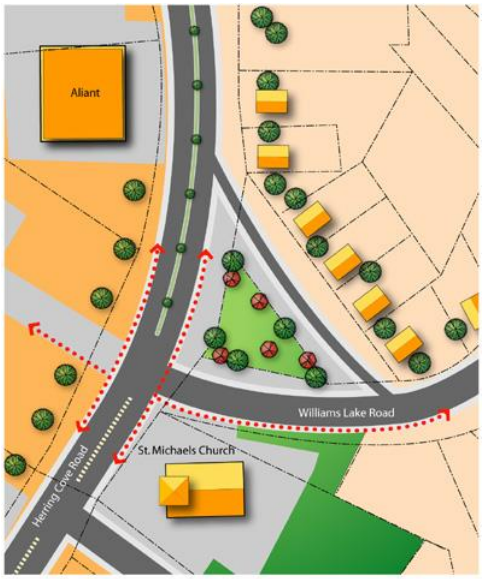
4.9 Williams Lake Road Trail Connections

Context:

Five trails now lead toward Spryfield. All are discontinuous and do not link, except by circuitous sidewalk routes, with each other. The proposed Williams Lake Road Recreation site will be linked to the Dingle Park via a trail. This project will assist in linking the five trails and in connecting Jolllymore and Purcell's Cove to Spryfield Village

Objectives:

Connect Williams Lake, Jollymore, and the Dingle to Spryfield Village.



Description:

The idea behind this project is to provide, obvious, premium quality sidewalks and trails to connect the existing and proposed neighbourhoods along Williams Lake Road to Spryfield Village and to the proposed transit terminal. At the same time, this trail will connect the new Village centre to the North West Arm, the Dingle, Jolloymore, Purcell's Cove and the proposed Northwest Arm ferry.

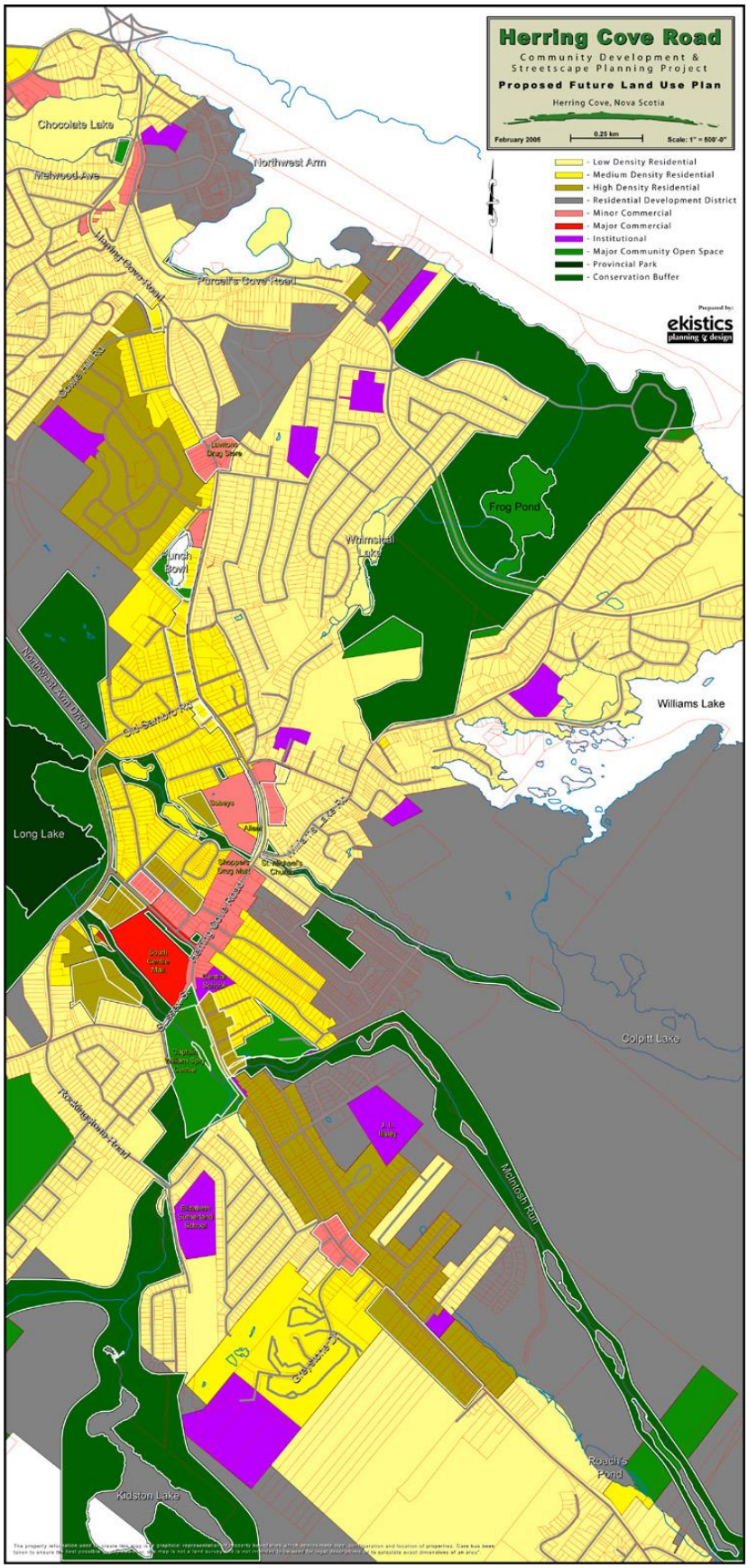
Priority: High

Steps to Implementation:

1. Design system and premium sidewalks including street tree planting.
2. Budget for implementation as sidewalk renewal is required.
3. Undertake a more detailed trail design for this area.

Budget:

$450,000


Herring Cove Road
Community Development & Streetscape Planning Project
Proposed Future Land Use Plan
Herring Cove, Nova Scotia
February 2006
0.25 km
Scale: 1" = 500'-0"
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Residential Development District
- Minor Commercial
- Major Commercial
- Institutional
- Major Community Open Space
- Provincial Park
- Conservation Buffer
Prepared by:
ekistics
planning & design
Chocolate Lake
Northwest Arm
Purcell's Cove Road
Frog Pond
Williams Lake
Long Lake
Colpitt Lake
Roach's Pond
Kidston Lake

4.10 Spryfield Village

Context:

There are three main tools for revitalizing suburban commercial areas. One of the powerful design tools is to create a strong sense of place with a strong focus for the core commercial area. As they say, "there needs to be a there there." The northeast corner of Dentith and Herring Cove Road is the spot most people at the community workshops identified as the 100% spot for the 'Village' centre. It sits on one of the highest parts of land on the street with good views, high visibility and high traffic. *Spryfield Village* was the name of the previous settlement in this area in the mid 1900's. The name is just as appropriate today to describe the proposed town centre.

Objectives:

1. Define and coordinate planning for a new town centre for Spryfield
2. Brand the Town Centre to create a new identity for the area
3. Increase density and create a transit oriented focus
4. Improve civic space and trail connections to the town centre.

Description:

The approximate boundary of the Village area would be Old Sambro Road, Herring Cove Road, Long Lake and the Spry Centre as shown on the adjacent plan. Like many new town centre or transit oriented developments, the goal would be to increase density (by infilling or rezoning), create a dedicated transit node, create street related retail, create quality civic spaces and parks, connect it to trails, greenways and open space, and make it walkable. While this project is described here as one overall project, the following section breaks it down into a dozen or so smaller projects that can implemented in phases.

Priority: High

Options:

The only option, which we don't believe is viable, is to let the strip sprawl continue unchecked along Herring Cove. The way the Village Centre is implemented has many options, but the overall notion of a defined town centre is supported by the community, the regional plan and proponents of modern planning theory.

Steps to implementation:

1. The steps are described as sub-projects on the following pages

Dentith Road
Spryfield Mall
High Density Residential
Herring Cove Rd.
William Spry Centre

.1) SPRYFIELD VILLAGE GATEWAY PARK

Context:

The town centre needs a visible focal point to start to brand the newly defined area. The idea would be to develop a park at one of the 3 corners of Dentith and Herring Cove, which would feature a visible gateway or icon for the new area.

Objectives:

1. Provide an obvious place to identify as the centre of the community.
2. Celebrate the key intersection in the Village.

Description:

The intersection offers three options for this project. Each of the three corners offers something of importance. Any of the three options can accommodate a small plaza with directory signage. The plaza should be designed to facilitate casual interaction and meetings with area residents. We have selected the north corner of the intersection for this illustration because it would be close to the area postal outlet. The postal outlet can relocate at any time so this may not be the best criterion for site selection.

In 1930, a worker was killed by an explosion during the widening of Herring Cove Road near Dentith St. There should be a memorial placed at one of the parks in this location.

Priority: medium

Options:

There are several options for this open space. Anywhere near the corner of Dentith and Herring Cove Road with frontage on Herring Cove Road will be suitable.

Steps to implementation:

1. Acquire a small site with frontage on Herring Cove Road at the corner of Dentith and Herring Cove Road.
2. Design the Park and ensure there is a visible celebratory icon in it.

Budget:

$280,000 plus land acquisition.

Street Retail
Community Heritage Park:
- fountain
- heritage interpretation
- small performance area
- Landscaping
Dentith Road
Herring Cove Road
Streetscape:
- Street furnishings
- Light standards
- onstreet parking
Median
Median
Mall sign
gateway park
Tim Horton's
Dentith terminal park:
- Vertical icon
- open up views to Harbour
- seating

.2) DENTITH ROAD REDEVELOPMENT

Context:

Dentith Road is slowly converting to a retail street. As the main path to the Shopping Centre, the street will continue to attract retail development. The possibility of creating a strong shopping street that links Long Lake and Herring Cove Road is very real. The Street is changing. Now is the time to direct that change.

Objectives:

1. Use the natural anchors of Long Lake, South Centre Mall, the Transit terminal, and the primary intersection on Herring Cove Road to create a focus for a revitalized, street related commercial area.
2. Create a clear centre for the 'Village'.

Description:

The street should include on-street parking and trees. It is important to plan for a successful future not to plan for the existing or for failure. The sidewalks should be at least 10' wide and a treed median will create the green link that will improve the connection to Long Lake Park. Three or four feet of additional right-of-way will be required to complete this project in its best form.

Priority: Very High

Options:

The median will require an addition to the existing right-of-way. The median can be eliminated if space becomes an issue, but left turning lanes are needed in any case. There is also an option of punching a road through the middle of the block to link the main South Centre Mall exit/entrance with Feruz Crescent (shown on the rendered plan).

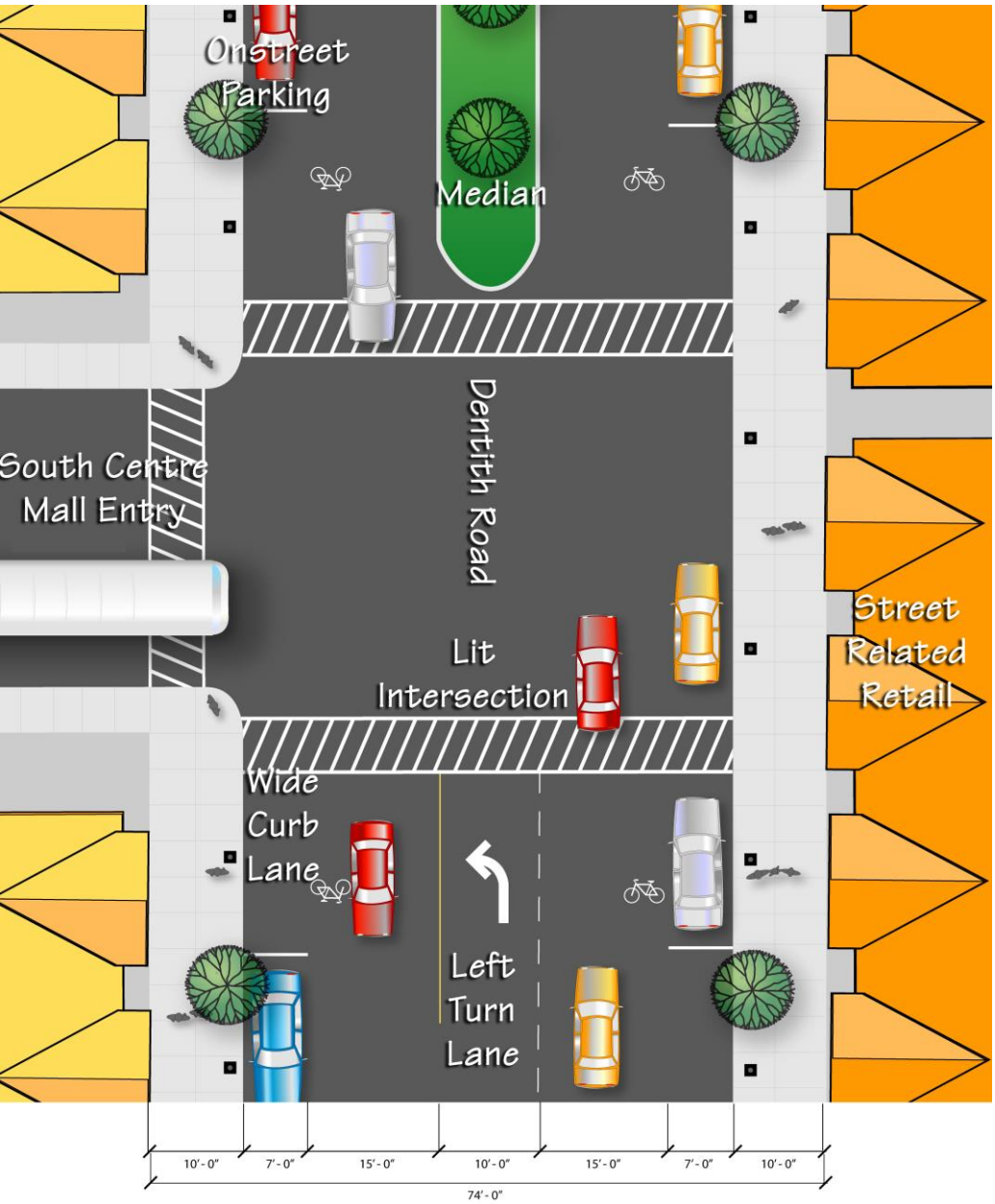
Steps to implementation:

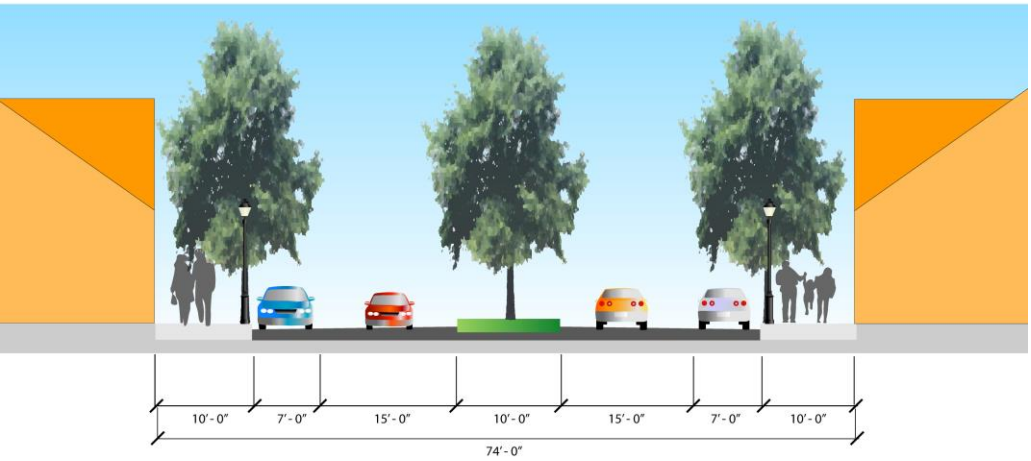
1. Meet with the Mall owners to plan the redevelopment.
2. Design the street.
3. Acquire the sliver of land required from the Mall or from owners along the street.
4. Create a "build-to line for the street to ensure that future development reinforces the plan.
5. Implement Street improvements.

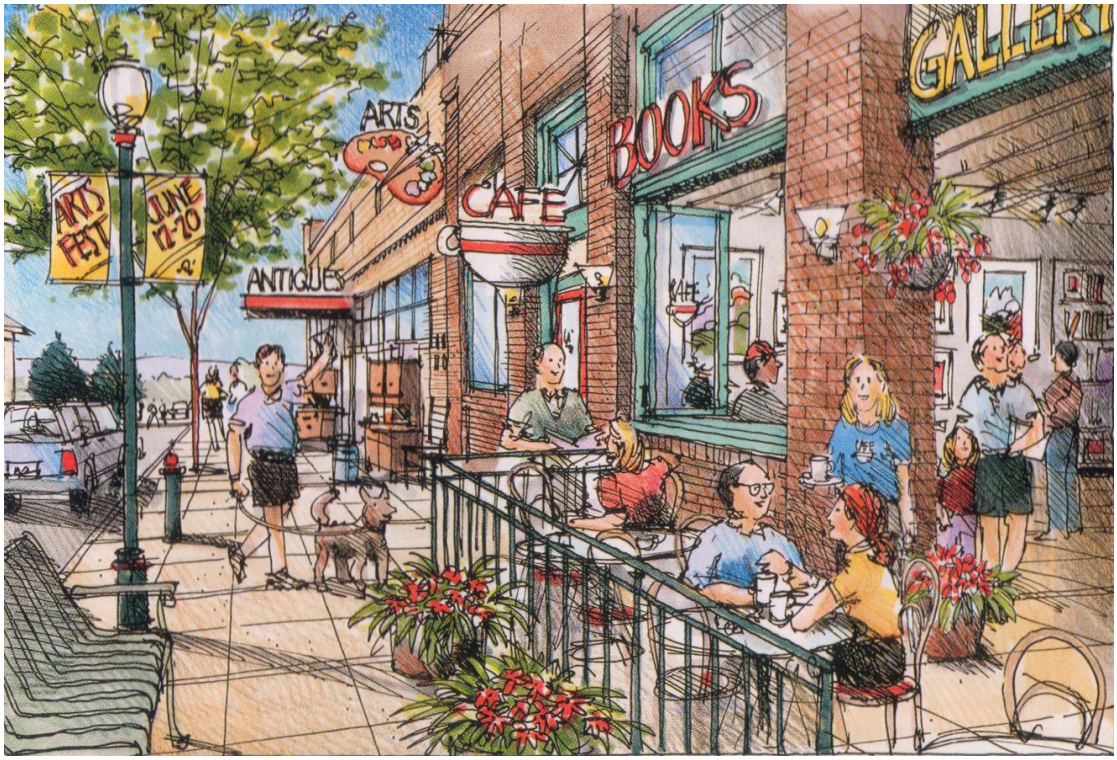
Budget:

The budget for this project is $1,500,000 plus land acquisition.

Lewis St.
Parking
Street Related Retail
Mixed Use Development
Fenwick Cresc.
Spencer Avenue
Street Related Retail
Dentith Road
Mixed Use Development
Parking
New Parking Expansion
Existing Mall Entry/Exit
Street Related Retail
Mixed Use Development
Onstreet Parking
Street Related Retail
Transit Stop
Onstreet Parking
Atlantic Superstore
South Centre Mall
Reconfigure Parking


Onstreet Parking
Median
Dentith Road
South Centre Mall Entry
Lit Intersection
Street Related Retail
Wide Curb Lane
Left Turn Lane
10'-0"
7'-0"
15'-0"
10'-0"
15'-0"
7'-0"
10'-0"
74'-0"


10'-0"
7'-0"
15'-0"
10'-0"
15'-0"
7'-0"
10'-0"
74'-0"


ARTS FEST
JUNE 17-20
ANTIQUES
ARTS
CAFE
BOOKS
GALLERY

BAGEL
CAFE
SPRY FIEL

.3) SPRYFIELD MALL REDEVELOPMENT

Context:

The South Centre Mall is the largest retail focus along Herring Cove Road. The site is one block from the Long Lake Provincial Park reserve and one block from the Capt. Spry Centre. The Mall has available space, particularly at the lower level. Residents said that the lower level entry could be a bit ominous given that there are many dark areas and, in general, no "eyes on the parking lot". The lower level overlooks the McIntosh Run.

The Mall has the potential to expand as the retail focus for 'The Village' and to attract additional shoppers to Spryfield. The location, near almost every necessary service, should allow for the creation of a strong, vibrant, community centre. At present, the connection between the Mall and the Spry Centre is not pedestrian friendly.

Objectives:

1. Create a community retail focus.
2. Add population density at the centre of the community.
3. Create a perfect environment for a transit terminal.
4. Create a hub connection for the five regional trails that converge on the site.

Description:

The Mall could expand with the creation of high rise apartments as air rights development over the Mall. A seniors' apartment facility could be a very appropriate component of this development. The view down Long Lake and the perfect location at the centre of the neighbourhood, one block from most services, provides a perfect site for development. The illustration shows the mall with added apartment structures and street related development to reinforce Dentith Road development.

Priority: high

Steps to implementation:

1. This is a private sector development that should be encouraged and supported by HRM. Staff should meet with the Mall owners to discuss possible stumbling blocks to implementation

2. Meet with Metro Transit to review transit options and better transit integration.
3. The success of this development, in part, hinges on re-establishing the left turn on Herring Cove Road from Purcell's Cove Road. Ensure this is addressed when the Armdale rotary is redeveloped.
4. Construct the MacIntosh Run trail behind the mall to connect the Spry Centre with Long Lake.
5. Coordinate street improvements and the Sussex Road realignment with Mall owners and other stakeholders.

Budget:

No direct budget required as improvements are covered in other projects.

Street Related Retail
Block Off
Street Related Retail
Dentith Road
Atlantic Superstore
Reconfigure Parking
Transit Terminal
Cafe
South Centre Mall
MacIntosh Run Greenway
Floodplain Preserve
New Residential Tower
Parking Garage
Canadian Tire
Service Bay
Future Expansion or Additional Retail
Parking
MacIntosh Run Greenway
Floodplain Preserve
The Legion

SOUTH CENTRE

.4) TRANSIT TERMINAL

Context:

One of the first comments from residents at the first workshop was "you can't even take a bus (directly) from Purcell's Cove to Spryfield." This is symptomatic of the issue raised several times over the study: the lack of connections between the two main roads in the area, Purcell's Cove Road and Herring Cove Road. This "disconnect" extends to the fact that, at present, Canada Post parcels are left at the Spryfield station for Purcell's Cove residents. They need to take a bus to the West End Mall and return to Spryfield to get their package; retracing their route through the West End Mall to return home. If you miss the best connections this process can take up to four hours. We are not certain of the economic implications, however this issue was blamed by some to be a significant part of the problem. A large number of potential Spryfield customers are delivered to the West End Mall. Why would they double their travel time to shop.

The regional plan also indicates a transit terminal as part of the proposed Spryfield "node". The concept is the same: Increase density and development in the centre of Spryfield and create a fast, convenient transit system to take these residents to downtown and other major nodes.

Objectives:

1. Add transit to the focus for "Spryfield Village".
2. Reduce transit travel times for the Chebucto Peninsula.
3. Encourage new investment in the South Centre Mall.
4. Encourage development of higher density residential in the area.

Description:

HRM currently supports the notion of Transit Oriented Developments especially at community hubs. The regional plan puts transit at the centre of local and district centres. HRM currently has 2 Bus Rapid Transit (BRT) pilot projects underway in Cole Harbour and Sackville. Once the success of these programs is established, Spryfield Village could be another good site for such a facility. A BRT facility would require enough room for ample parking as shown in the accompanying plan.

Priority: very high

Options:

There are four sites that have been proposed for the transit terminal. All have merit. All are related to the South Centre Mall. The four possible sites are:

1. To the North-West of the Mall. This site requires removal of about 5 homes.
2. Along Dentith Road to the east of the Mall.
3. Behind the Mall along the McIntosh Run.
4. On land at the corner of Sussex Street and Herring Cove Road on the site of the old service station and adjacent residential properties.

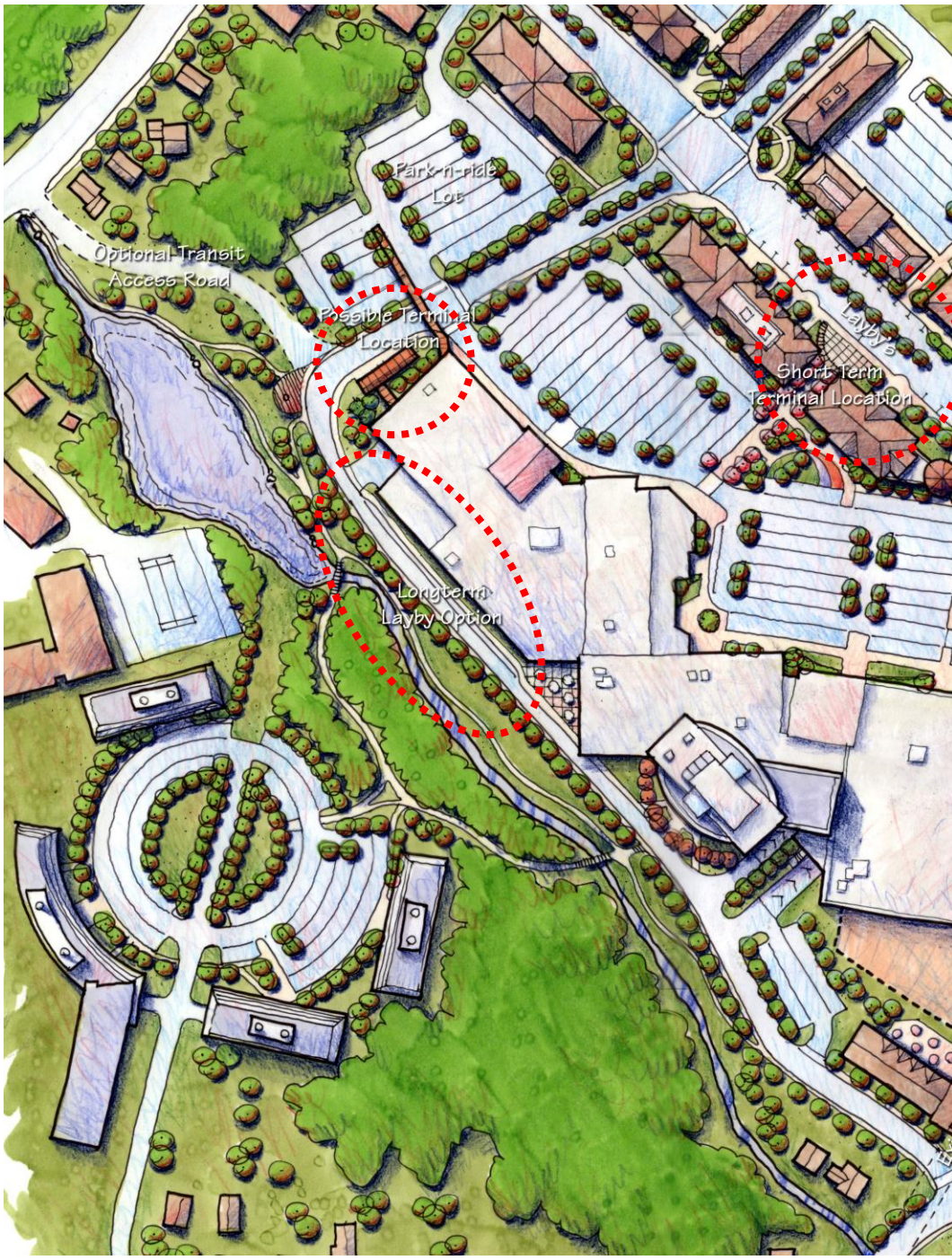
The option preferred by residents who attended the second set of workshops was the site at the rear of the mall along the Run. The advantages of this site are the close relationship to the Mall and the "line-of-sight" relationship to the Capt. Spry Centre that would be an advantage for youth using the system to reach the Library and other facilities in the Community Centre. The Dentith Street terminal location would be the easiest to build.

Steps to implementation:

1. Continue discussions with Metro Transit and the South Centre Mall to define the best location for the proposed facility.
2. Make road improvements to Sussex Street to make bus use more accessible.
3. Dentith Road may be the immediate solution with the area sout of the mall as the longer term solution. Work to phase the eventual best location with other needed infrastructure improvements.
4. Investigate the option of entering from Old Sambro Road as shown on the plan.
5. Purchase the 5 or 6 properties needed for the park-n-ride lot as they come up for sale.

Budget:

Varies depending on option selected.


Park-n-ride Lot
Optional Transit Access Road
Possible Terminal Location
Laybys
Short Term Terminal Location
Longterm Layby Option

.5) SUSSEX STREET / HERRING COVE ROAD INTERSECTION REALIGNMENT.

Context:

Sussex Street is the only access to the Capt. Spry Centre and the second access to the Mall. It intersects with Herring Cove Road at an acute angle on one of the steeper gradients on Herring Cove Road. Creating a right-angle intersection with Herring Cove Road will improve safety and will allow the intersection with Herring Cove Road at a lower gradient. It will also facilitate two of the four identified options for the proposed transit terminal.

The Legion also fronts on Sussex Street. Improvements to transit and safety at this intersection will also accrue to the Legion.

Objectives:

1. Improve intersection safety.
2. Improve access to the Capt. Spry Centre.
3. Facilitate transit movement in the area.

Description:

As diagrammed, this project involves the use of three new parcels of land on the south side of Sussex Street. Sussex would be realigned through the old service station site. This will create a significant parcel of residual land adjacent to the Mall and the Legion. Since it appears to have all of the qualities that the users have identified, we have proposed that this residual triangle of land be used for the Spryfield Skateboard Park. A small portion of the residual land can be added to the site of the Legion, if required.

A traffic light will be required if transit is to use this intersection.

Priority: high or very high

Steps to implementation:

1. Acquire the two or three properties along Sussex between the McIntosh Run and Herring Cove Road. The one closest to MacIntosh Run might not need to be acquired making necessary for only 1 or 2 purchases.
2. Design and build the intersection.

Budget:

$300,000, plus land acquisition.

.6) SKATEBOARD PARK

Context:

Youth and families of Herring Cove Road and the immediate communities are in strong support of identifying and building a proper place for them to skateboard. The community largely agrees that a designated place to skate is productive and supportive for the area's youth. Approximately sixty youth were present at a recent public meeting regarding the issue. Among the skateboarders concerns was the need for a safe, well lit area, a place that is visible and close to the street and close to a bus station. Below is a list of important avenues and considerations for building appropriate and safe places for kids to skate.

- Organize a group of skaters. Including inline skaters and bikers will also help reach a critical mass and potentially receive quicker attention.
- Speak with local skate shops and community centres to see if they will help organize meetings.
- Start a petition; post them in local surf, skate and bike shops as well as schools and local community gathering places. Get adults to take them to work and friends to gather more support. Make copies of the petitions and send them to City planning and recreation departments.
- Ask the local papers if they would be interested to covering a story of your intent of building a local skatepark.
- Organize skaters and bikers to attend Parks and Recreation meetings and city council meetings. Present your petition here.

Criteria for locating the proposed park were developed by a committee of area skateboarders. The site criteria include:

- Access to the Capt. Spry Centre (washrooms, pool, library, etc.),
- Access to the Mall (food court, gear, etc.),
- High profile site (audience, maintenance, and safety), and
- A site that does not block, intimidate, or restrict, other more passive uses.

The proposed realignment of Sussex Street to accommodate transit traffic requires the use of the former gas station site on the corner of Sussex and Herring Cove Road. Regardless of the disposition of the realignment of the street, a significant portion of this site and the former area of Sussex Street will be surplus. The surplus corner of Sussex and Herring Cove Road is proposed for the skateboard park.

Another possible location for the park is the lot south of Tim Horton's. This location has the added benefit of being connected directly to the Spryfield Central school property. This location was assessed late in the study and is detailed more in the implementation chapter.

According to www.spausa.com, skate parks are the number one choice for teens when polled by local park and recreation departments. The Skate Park Association of the United States of America has also stated the same fact, adding: "…In this age bracket, (6-18 years old), skateboarding is the third most popular sport in the nation."

www.sitedesigngroup.com

Objectives:

1. Use this high profile site for community use.
2. Provide a high profile site for the skateboard park.

Description:

The 100% site for the proposed skateboard park is the northwest corner of the proposed realigned intersection of Sussex Street and Herring Cove Road. The site is adjacent to the Mall and behind the Legion. The park can be designed as soon as the land is acquired and the new intersection is planned. Phase one of the park can be built before the realignment of the road. The project is not dependent on the completion of the proposed realignment of Sussex Street.

11.6 million people between the ages of 6-18 years old were skateboarding in the year 2000; this number has grown 48.7% from 1999.

Sporting Goods Manufacturers Association

Options:

The park can be located on the corner that will be vacated when the road is moved, or it can be located further down Herring Cove Road in the "front yard" of the Capt. Spry Centre, across the McIntosh Run from the Centre.

Types of Parks

A variety of skatepark types exist depending on location, budget and ability level. Below is an overview of several park designs. The cost of parks is dictated by the desired type of park, the design and the construction requirements. It is generally acknowledged that parks under 7000-8000 square feet quickly become overcrowded; especially when there are limited parks to skate in an area.

- ***Concrete Skate Parks*** are the most popular types of parks. Concrete provides a smoother ride; it is also more durable and requires less maintenance. Concrete parks are at grade and excavated; they are often referred to as 'in-ground' parks. Concrete parks can also be built above ground, this requires land fill and compaction prior to construction.

- ***Bowls*** are deep structures similar to old fashioned swimming pools. Bowls can be small and simple, big and deep with lots of features or a combination of both. Steel coping along the upper rim allow skaters to grind. Typical bowl features are round corners, square corners, sharp hips, round hips, escalators, extensions and channels.

- ***Flow Courses*** are designed for a steady stream of motion that incorporates a combination of street terrain (curbs, ledges, planters, stairs and hand rails), props (pyramids, banks to ledges and quarter pipes), and vertical transitional features (vert walls, pools and bowls). Flow courses are oriented to a variety of ages and ability levels, from beginner to advanced. Flow course designs are typically a 50 – 50 mix of street props and transitional features; most street terrain features are along the deck perimeter.

- ***Urban Plazas*** are designed mutually for skaters and pedestrians; this design incorporates the activity as well as the surrounding community. The park still features street props and terrain, but it also focuses on community aesthetics. Urban features such as ledges, benches, stairs, rails and flat smooth ground are all incorporated into the design. Natural features are also important elements to Urban Plaza parks; grass, trees, water features, sculptures, colored concrete, etc. to provide artistic variation and enhance visual impact. These parks are designed just as much in mind for the skateboarders as the passer by, the casual observer.

  This type of plaza is complimentary to the street plaza, providing skaters to ride in an environment that they are usually prohibited from. The course is challenging to the skater and aesthetically pleasing to the community. Planter boxes provide colour, as can incorporating different colours of concrete in the flat work.

  This type of park is multi functional, therefore the budget is typically higher than conventional skate parks due to aesthetic detailing and considerations.

- ***Mixed Use Facilities*** are those parks that incorporate skaters and bikers. Additional structural requirements need to be considered when designing for multi-use. BMX pegs and bike parts are more destructive to concrete corners and elements. Concrete specifications and coping thicknesses should be modified. Design parameters may also need to be modified to adapt to a bicycle's wider wheel base.

The eventual design of the skate park for Herring Cove Road should reflect the desires of local youth. A youth workshop would be an important first design step.

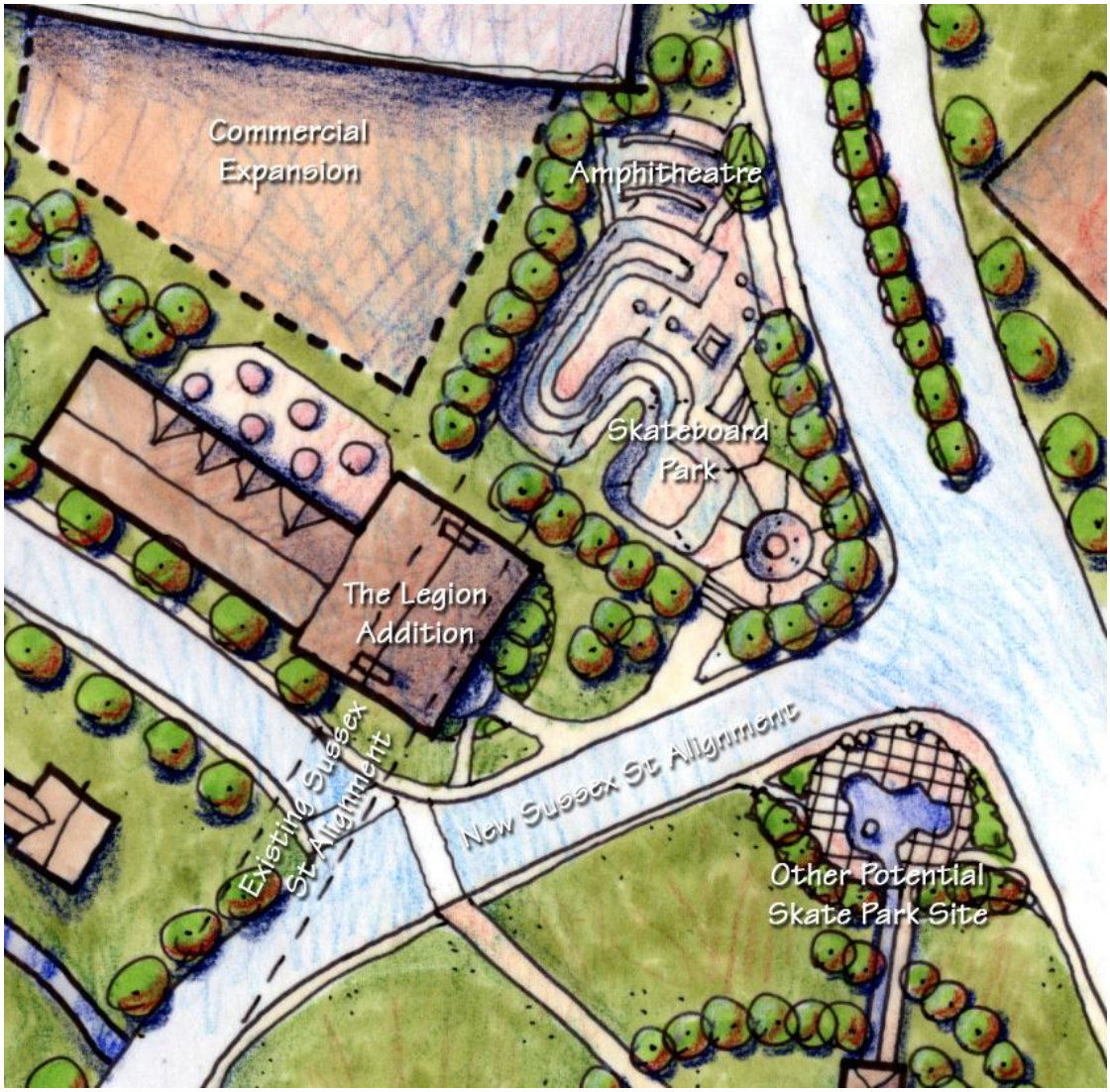
Priority: high

Steps to implementation:

1. Acquire the land of the old gas station at the corner of Sussex and Herring Cove Road.
2. Design the Realignment of Sussex Street.
3. Plan the skateboard park to accommodate the realignment.
4. Build the first phase of the park.
5. Realign Sussex Street
6. Upgrade and complete the skateboard park.

Budget:

The budget for this project is $240,000 plus land acquisition.


Commercial Expansion
Amphitheatre
Skateboard Park
The Legion Addition
Existing Sussex St Alignment
New Sussex St Alignment
Other Potential Skate Park Site

.10) HIGH DENSITY HOUSING

Context:

The generalized future land use plan shows several areas of high density housing around the South Centre Mall. Area residents added to the suggested area of high density housing by filling in areas between existing medium to high density residential areas and the Mall.

Objectives:

1. Create a moderately dense residential area near the proposed transit terminal.
2. Create a focus for the neighbourhood.
3. Add vibrancy and safety to the retail area.

Description:

There are several vacant areas and some underdeveloped areas in transition. The proposal is to rezone these areas as high density housing to add, over time, population within easy walking distance of the mall and the proposed transit terminal.

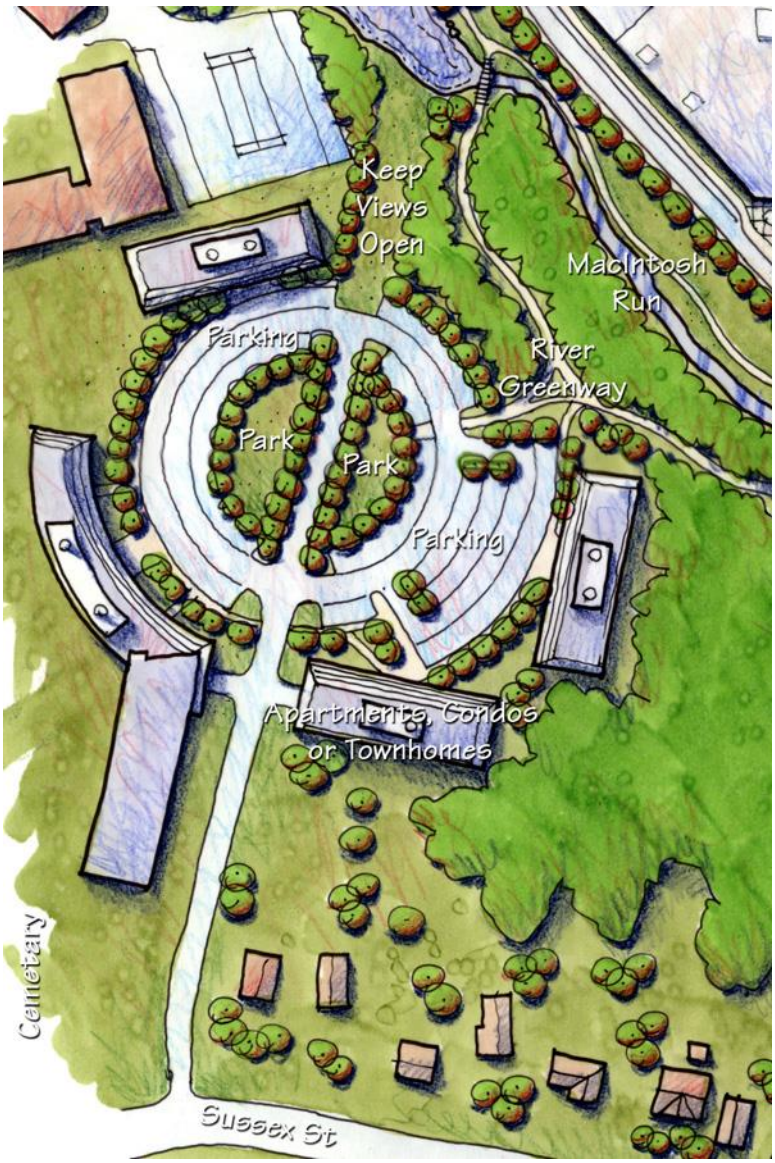
Priority: very high

Steps to implementation:

Rezone the area as part of the regional planning process.

Budget:

None required



.11) MCINTOSH RUN TRAIL

Context:

A major trail is planned to connect Herring cove and York Redoubt National Historic Site, along the McIntosh Run, to Spryfield in the area of South Centre Mall and the Capt. Spry Centre. Part of this trail has been in use for some time.

To the north of the Mall and the Spry Centre, there are three trail systems that link the Long Lake Provincial Park reserve and the Kidston Lake area with regional trails and the rest of HRM.

To the east, a trail addition is planned to connect the Dingle to the Williams Lake area and to the proposed recreation facility to be built along Williams Lake Road. This large park and recreation area will be connected to the South Centre Mall via improved sidewalks.

The 'missing link' is the connection between the Capt. Spry Centre and Long Lake. Linking the trail systems from Kidston Lake and the McIntosh Run to the Long Lake and regional trail systems.

Objectives:

1. Provide a multi use trail linking the five proposed trail system.
2. Create an open space focus for the retail core.
3. Bring the trails directly to the Mall and proposed transit terminal.

Description:

The main section of trail required is the area along the MacIntosh Run at the lower level of the Mall. This multi-use trail follows the existing sewer line adjacent to the Run.

Priority: Very High

Steps to implementation:

1. Design the trail in connection with the transit terminal and Spry Centre improvements.
2. Acquire necessary easements and land.
3. Build the trail.

Budget:

The budget for this project is $300,000 plus land acquisition.

.12) CAPTAIN WILLIAM SPRY FRONT YARD PARK

Context:

The area between the Centre and Herring Cove Road is being acquired by HRM. Many of the properties have already been purchased. The area is now covered with second growth scrub and untended fields. Much of the area is in the McIntosh Run flood plane.

Residents told us that a bridge over the run was required to connect residents from the south to the Centre. Residents and Centre Staff also told us that the existing space did not feel safe and friendly.

At the same time, the Centre is 'invisible' from Herring Cove Road. You can barely see the Centre from the street.

Objectives:

1. Give the Capt. Spry Centre a Herring Cove Road 'address'.
2. Improve the feeling of safety in the area.
3. Create usable open space along the Run.
4. Complete the McIntosh Run trail through the area.

Description:

The park has three functions, it creates an outdoor amphitheatre for use by the Centre, it connects the McIntosh run trail to the Centre and the Mall and it makes the Centre visible from Herring Cove Road.

Two pedestrian bridges are indicated over the Run to connect residents from the south directly to the Centre. The area can be programmed for additional Centre and Park uses. It is important that the land be considered part of the Centre.

As illustrated, the park also creates a new entry to the Spry Centre and connects the centre directly to the Run and to Herring Cove Road.

Options:

The park can be made smaller, or be constructed incrementally, to fit with property acquisition.

Priority: very high

Steps to implementation:

1. Acquire land.
2. Design the park.
3. Fit Trail through Park.
4. Restore McIntosh Run shore and alignment.
5. Build the Park.

Budget:

The budget for this project is $800,000 plus land acquisition.

Sussex St Realigned
Charles Blades Saw Mill Park & Sculpture Garden
Herring Cove Road
Restore MacIntosh Run
Community Garden
Realign Parking
Bridge
Gateway Plaza
Amphitheatre
Service
Drop Off
Cantilevered Stage
Landscaped Entrance
Heritage Garden
William Spry Centre
Bridge
Restore MacIntosh Run

4.11 Neighbourhood Commercial Nodes

Context:

The future land use plan for the area has designated several areas for neighbourhood commercial. These areas have been, generally, reflected in the zoning of the area.

Many portions of the existing commercial zone are vacant or underdeveloped. The image of Herring Cove Road is turning from a village atmosphere to that of a suburban highway commercial strip development.

One of the main tools available for revitalization of this type of commercial area is the reduction of commercial area to create focused, vibrant development (refer to figure 3.3)

Objectives:

1. Reduce the area designated for commercial to an appropriate size.
2. Locate commercial areas within walking distance of residents.
3. Create a series of vibrant commercial nodes along Herring Cove Road.

Description:

Residents and merchants proposed four areas along the Road for commercial development. These area relate to existing commercial development and to perceived need.

Priority: Very high

Steps to implementation:

Rezone areas as part of the Regional Planning Process.

Budget:

No budget required.

4.12 Identity Signage

Context:

The proposed regional plan is based, in part, on the idea of nodes as a focus for development, commercial activity and transit. Spryfield is one of the proposed 'Local Centre' nodes. There is now only one (that we could find) sign mentioning Spryfield as a destination on the roads leading to the area.

Objectives:

1. Market 'Spryfield Village' as a significant commercial area.
2. Market 'Spryfield Village' as a significant service centre.
3. Market 'Spryfield Village' as the centre of a community.
4. Direct people to this centre.

Description:

This project will involve adding signage with a distinct graphic image to increase the identity of the various communities along Herring Cove Road. Sign should form gateways at each transition and should direct people to the commercial core.

Priority:

Very high

Steps to implementation:

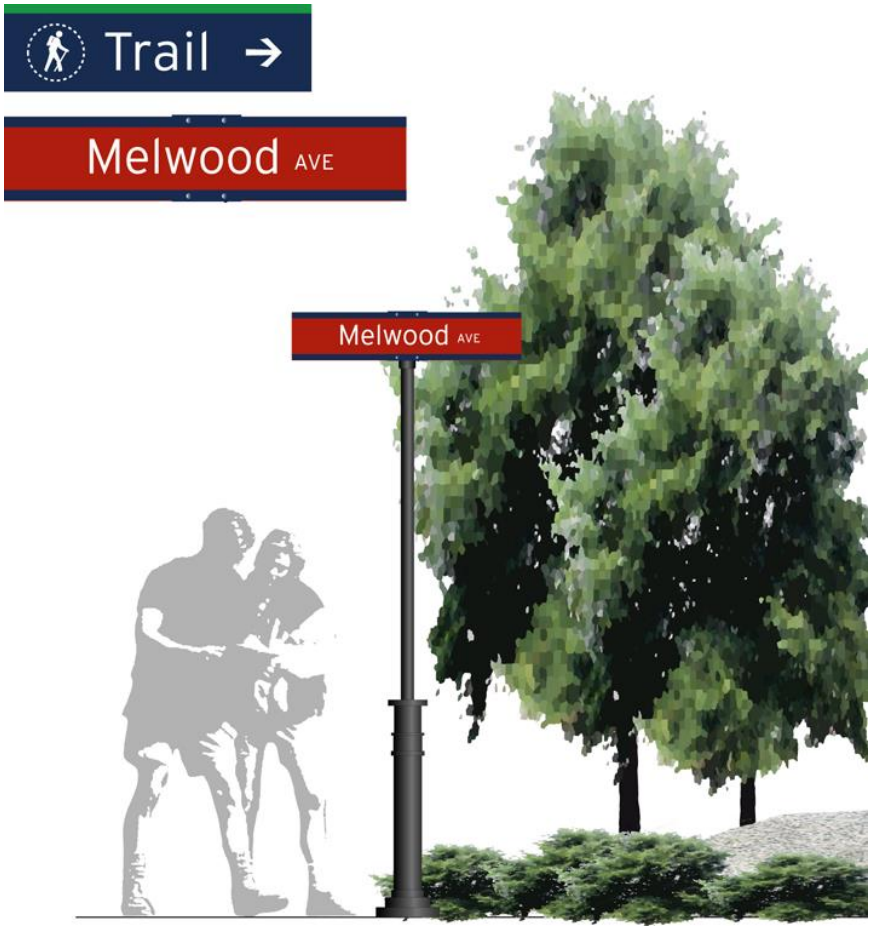
1. Commission a more detailed graphic design study for area way-finding, interpretation and signage.
2. Implement signage.

Budget:

The budget for this project will be about $150,000.

Spryfield
VILLAGE

Preliminary conceptual logo design of Spryfield Village

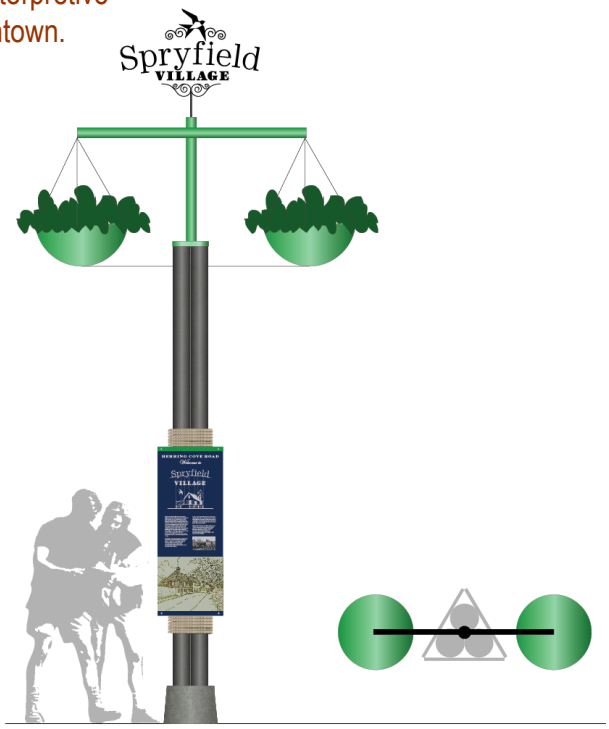


Street Signage & trail markers

Neighbourhood Gateway
Neighbourhood Signage

Panel plan showing
3-sided panel layout

Conceptual Design for 3 sided Heritage Interpretive Marker for parks or wayfinding signs downtown.



District Markers and planters.

Neighbourhood Gateway Signage

4.13 MacIntosh Run Restoration

Context:

As Herring Cove Road is the transportation backbone of the surrounding communities, the MacIntosh Run is the ecological backbone of the communities. The River runs from the outflow at Long Lake through the study area to the outlet at Herring Cove. The river is the best indicator of ecological health in the community and, while a portion of it has been disturbed by urban development, it remains as one of the most pristine urban rivers in HRM. Every effort should be made to preserve and enhance the integrity of this important natural and cultural resource.

Objectives:

1. Maintain water quantity at peak and low flow discharge. While peak discharge increases (as a result of urbanization) typically cause an increase in river width to depth ratio, the potentially greater concern for the river is maintaining low flow during dry periods. Future developments should be required to maintain no net change in runoff between the 10 year storm and the annual minimum series flows. The no-net-runoff approach is being implemented on more and more projects along sensitive water features in the province. A gauge should be installed on the river to measure discharge and stage height.
2. Maintain water quality. Regular baseline water chemistry should be collected by HRM or by future developers (as part of the development agreement).
3. Maintain water temperature. Water temperature is one of the most lethal factors in urban streams. Water temperature can be mitigated by preserving low flows in the summer, diverting runoff from large parking lots through stormwater ponds, maintaining riparian buffers which shade the stream and preserving cold water seeps which are localized areas of groundwater infiltration.
4. Maintain the stream's structural integrity. A healthy stream is a stable stream. If flows into the river from adjacent lands are maintained, the rivers structural integrity will be maintained.
5. Maintain the stream's biotic integrity. Riparian vegetation provides an important secondary food source for fish and benthic invertebrates in the river. By identifying and preserving the 50-100 year floodplain along the river, the biotic integrity of the stream is maintained.

Description:

While a detailed assessment of the MacIntosh Run is beyond the scope of this study, the biotic integrity of the river is clearly linked to the health of the community. The community, politicians and developers must work together to

preserve and restore this important community resource. Where the river meets the street, it should be showcased instead of hidden in a pipe.

Priority: Medium

Steps to Implementation:

1. Continue the annual river cleanup to remove unnatural features from the river.
2. Institute a policy of no net change in runoff for future developments going through development agreements. Use the 10 year storm as the indicator.
3. Preserve all riparian buffers within the 20-50 year floodplain.
4. Undertake a more detailed watershed and stormwater management study for the Long Lake watershed.
5. Start monitoring stream health. Tests should include pH, fecal coliforms, heavy metals, temperature, phosphorus and nitrogen.
6. Gauge flows on the MacIntosh Run. Install a river gauge station and monitor daily flows. This could be done by HRM or a river interest group.
7. create a regular quarterly newsletter to highlight the environmental quality of the watershed and natural areas.
8. In time, install a fish ladder to the areas which are a barrier to fish passage (Long Lake).

Budget:

Cost will vary depending on the problems and solutions. The community groups caring for the river should investigate a wide variety of possible funding sources for restoration starting with the Action 21 federal program administered through Environment Canada in Dartmouth.

chapter 5

5.0 Planning Guidelines

Through this study, a vision has been articulated for Herring Cove Road and the communities that border it. The question in this chapter is how well does existing municipal land use policy address this vision? What changes or additions should be made to effectively guide future land use in the study area?

Improvements to Herring Cove Road require changes to the public right-of-way, but also to the surrounding environment. To successfully effect improvement, the public right-of-way, the adjacent land, uses and the interface between the two should be considered. Changes within the right-of-way can inspire improvement by demonstrating municipal commitment to redevelopment, and guidelines for development along the street can provide a consistent standard for community revitalization.

Land use plans are an expression of a vision for the community, guiding changes in the pattern of development that help make the street safer and more efficient. Relating the built environment to the street will help shape a vibrant sense of place. The total built environment includes the traffic lanes, landscaped verges, sidewalks, pedestrian crossings, signage, overhead utilities, street trees, and buildings that frame the street. Every effort must be made to balance the needs of vehicular traffic with other modes of transport, including buses, bicycles, and pedestrians. To do this effectively, land use and transportation planning must be linked to produce efficient and livable development patterns.

The existing land use pattern along Herring Cove Road is typical of strip development, with commercial uses spread most of the length of the road, interspersed with residential uses of varying densities. This pattern is consistent with the existing Generalized Future Land Use Map in the MSSPS (see map 5.1).

The clustering of commercial uses that could provide focal points and destinations along the street (as described in Chapter 3) is not well developed along Herring Cove Road, but the areas that have commercial designation in the MSSPS already have some commercial development in place. The area identified as Village Centre in this study is roughly consistent with the Major Commercial designation in the MSSPS, and the secondary commercial nodes identified in this study are generally contained within the Minor Commercial designations in the MSSPS.

The suggestion growing out of this study has been to emphasize the importance of mixed use development in pedestrian-friendly commercial areas that include a significant residential component. One way to achieve this is by pruning the commercial areas enough to define nodes where sufficient density of development would be achieved to create an appealing diversity and sense of place. These mixed-use commercial nodes are spaced so that neighbourhood conveniences are within walking distance of residences along the road. These nodes are proposed for the intersection of Herring Cove Road and major side streets to make them most accessible to the surrounding neighbourhoods. The sense of place, availability of shopping, spacing, and access to surrounding neighbourhoods also makes these nodes the ideal place for transit stops. As these commercial centres develop and businesses migrate to them from other locations along the road, the vacated premises become prime candidates for residential redevelopment. The strongest of these commercial centres also have access to open space systems that are a key part of an active transportation plan.

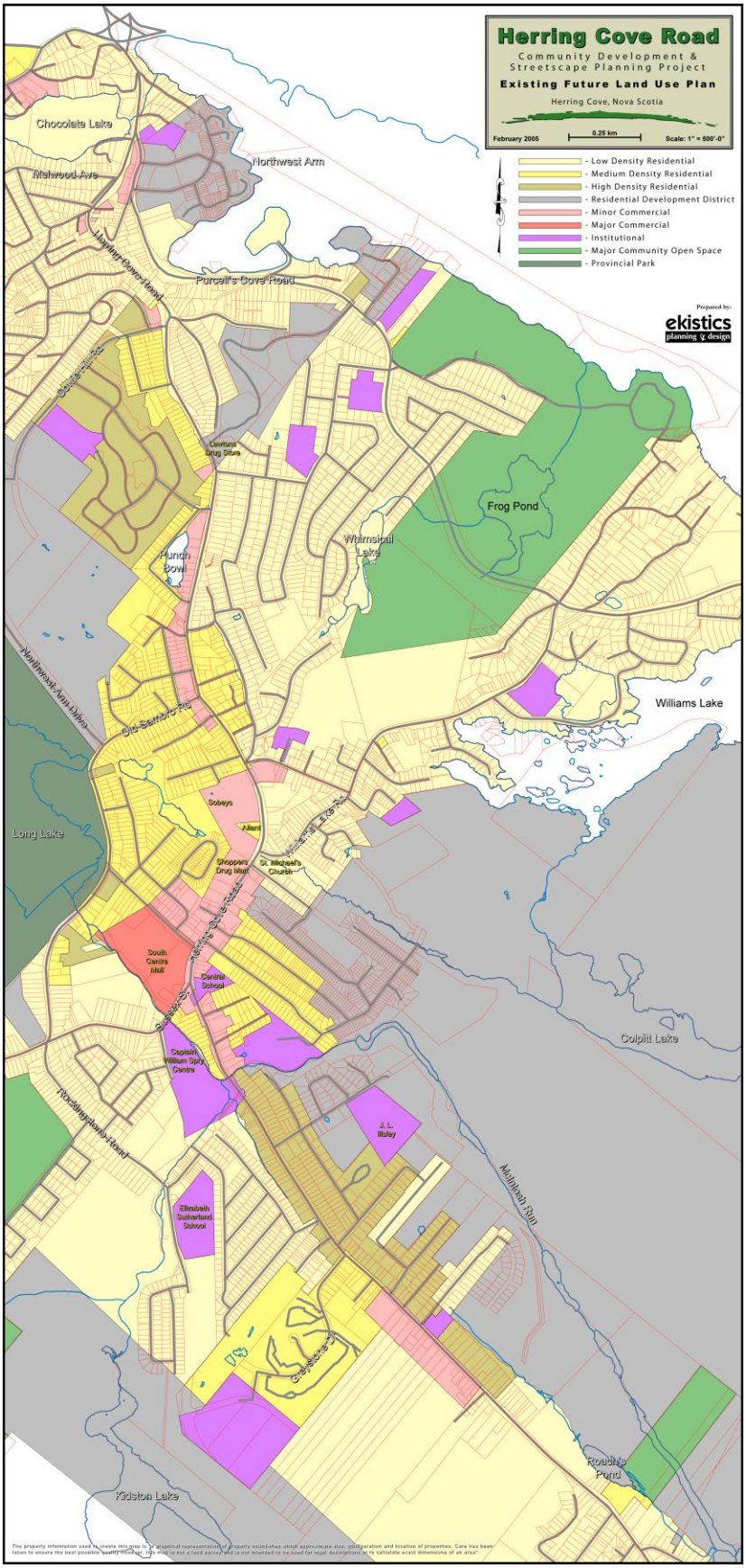
Another significant recommendation resulting from this study is to introduce an open-space land use designation to provide for environmental protection of watercourses and to provide an opportunity for the development of community walking trails.

The Halifax Municipal Planning Strategy and its component Mainland South Secondary Planning Strategy provide land use planning goals and objectives for the study area. Implementation of the improvements to Herring Cove Road recommended in this study will require some changes to current planning policy and the future land use map. We also suggest that revisions will be required to the Land Use Bylaw, notably with the adoption of guidelines for site development and signage. These suggestions are consistent with the direction being taken in current regional planning documents, but anticipate regional policy to a certain degree. As The Herring Cove Road Plan is implemented, it could become a model for regional development in other parts of the HRM.

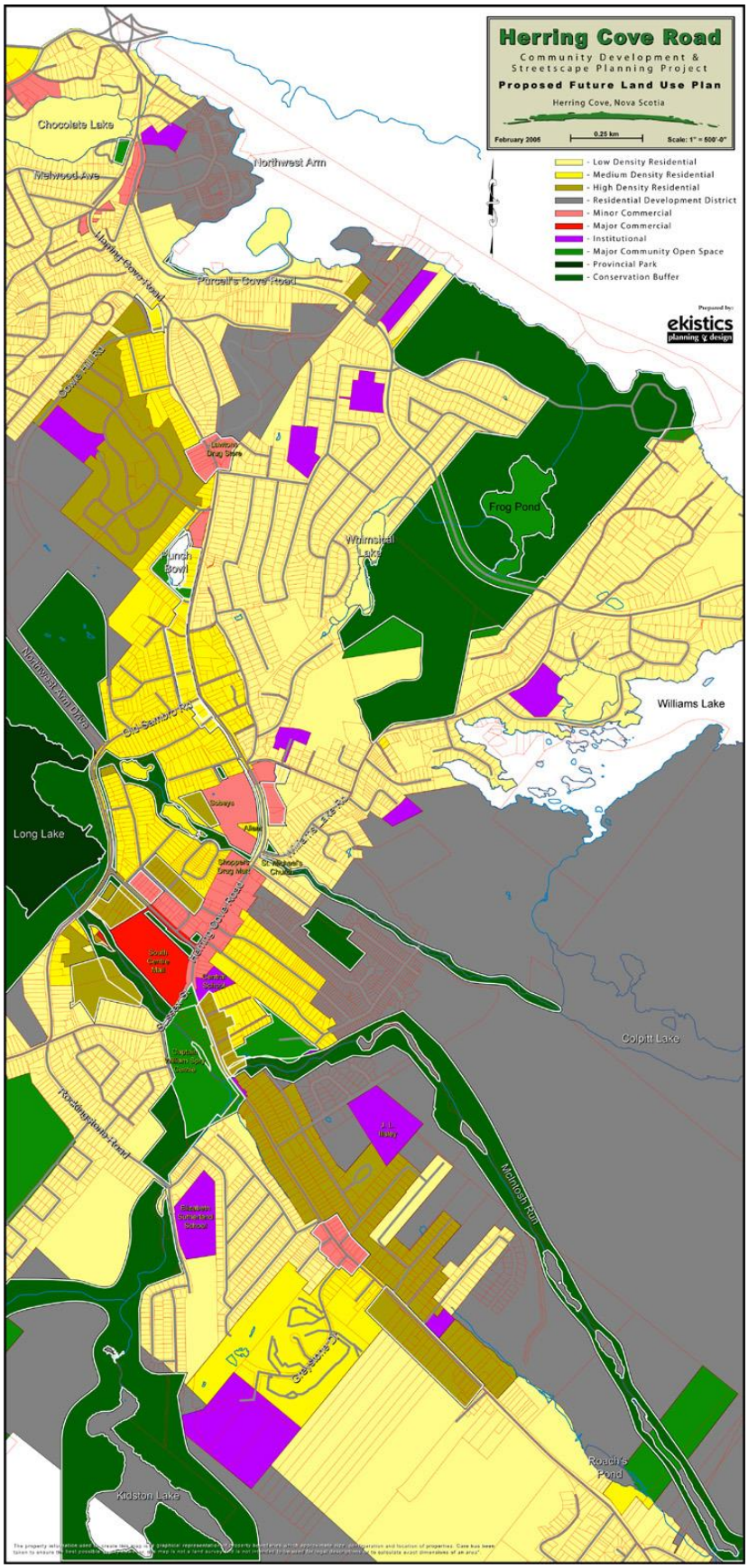
5.1 Policy Framework

The Halifax Municipal Planning Strategy and the Mainland South Secondary Planning Strategy support most of the uses proposed in the Herring Cove Road plan. However, some policy changes will be required to provide for:

- Concentration of commercial areas on the future land use map;
- Redefinition of commercial use to encourage pedestrian-friendly development and allow mixed-use development with a residential component;
- Introduction of design guidelines for development along Herring Cove Road;
- Introduction of policy to support open space designations on the future land use map;
- Modification of transportation policies to encourage active public transportation; and
- Introduction of design guidelines for the street and commercial properties to establish a distinctive image and identity for Herring Cove Road.



Map 5.1 Generalized Future Land Use Map



Map 5.2 Proposed Future Land Use Map

5.1.1 TRANSPORTATION POLICY

The general transportation objective in the Municipal Planning Strategy (MPS) for the City of Halifax provides for "a transportation network with special emphasis on public transportation and pedestrian safety and convenience which minimizes detrimental impacts on residential and business neighbourhoods, and which maximizes accessibility from home to work and to business and community facilities."[2]

The MPS includes several objectives of direct relevance to the Herring Cove Road Study. Existing Halifax MPS policies:

- Encourage "an efficient transit system linking major employment areas and community facilities with community centres and neighbourhoods."[3]
- Provide for "adequate and safe pedestrian routes."[4]
- Encourage a "pedestrian system that utilizes neighbourhood streets and paths to link the residents with the commercial and school functions serving the area..."[5]
- Call for a "program for the systematic development of bicycle, pedestrian, and skiing pathways." Although the policy has a recreational emphasis, it also says that the City "should attempt to supplement the options available in journey to work travel modes by providing bicycle pathways."[6]
- Encourage "alternative forms of transportation which will augment the effectiveness of a metropolitan transit and transportation network." Examples of alternatives listed include water transportation.[7]

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[2] Halifax MPS, Objective 9

[3] Halifax MPS, Policy 9.1

[4] Halifax MPS, Policy 9.3

[5] Halifax MPS, Policy 9.4

[6] Halifax MPS, Policy 9.7

[7] Halifax MPS, Policy 9.8

The Halifax MPS also includes several objectives that refer directly to the Herring Cove Road. Herring Cove Road (from the Rotary to the old City limits) is recognized as a "principal street". [8]

Policies relating to "principal streets":

- Give priority to "the needs of public transit, rather than to those of private automobiles" when any design, upgrading, or maintenance work is done.[9]
- Allow control of "the number, location, and spacing of access points, and the intensity of frontage development," and maintenance of "good sign control."[10]
- Requires the municipality to "set appropriate standards as part of the detailed area planning process to regulate strip commercial development. These standards will be directed at solving the problems connected with this type of development; for example, excessive turning movements and access points, fragmented and poorly located parking, difficulties of pedestrian circulation"[11]

The general objective in the Mainland South Secondary Planning Strategy (MSSPS) calls for "sufficient, effective, and efficient transportation to serve the Mainland South area and the City."

The MSSPS includes one transportation objective of direct relevance to the Herring Cove Road Study:

- "The City shall pursue completion of the widening and realignment of the Herring Cove Road between the Armdale Rotary and the City limits to improve traffic flow".[12]

As a result of this study, it is recommended that the Halifax MPS City-Wide Objectives and Policies for transportation be amended to:

- Recognize that transportation policy can have a positive effect on residential and business environments when it emphasizes public transportation, and pedestrian safety and convenience.
- Support direct transit service from regional hubs to downtown Halifax and other regional centres.

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[8] Halifax MPS, Policy 9.6 and Map 8

[9] Halifax MPS, Policy 9.6.3

[10] Halifax MPS, Policy 9.6.7

[11] Halifax MPS, Policy 9.6.8

[12] MSSPS Policy 5.1

- Recognize that bicycles are vehicles and that street design should accommodate their use.
- Include pedestrian and bicycle modes of alternate transportation.

It is further recommended that the MSSPS transportation policies be amended to:

- Provide for adoption of design standards for Herring Cove Road based on a 3-lane design.
- Make every effort to limit individual driveway access to Herring Cove Road. When possible, access should be given to local streets, or if that is not possible, to shared driveways that minimize access points.
- Whenever possible, direct access to Herring Cove Road by existing driveways will be minimized as land uses change.
- Provide for bicycle transportation in the Herring Cove Road street standards.
- Provide for sidewalks on both sides of the street in the Herring Cove Road street standards. The combined width of the pedestrian areas should be approximately equal to the roadway. Sidewalks shall be built to accessible standards.
- Provide for a landscaped verge between the curb and sidewalks in the Herring Cove Road street standards.
- Provide for pedestrian median refuge at crosswalks in any road section wider than two lanes in the Herring Cove Road street standards.
- Provide for underground electric, telephone, and cable services whenever and wherever possible in the Herring Cove Road street standards.
- Provide for street tree plantings within the right-of-way in the Herring Cove Road street standards.
- Support location of a rapid transit hub in the vicinity of the Spryfield Mall with direct service to downtown Halifax and other regional centres.
- Support local bus service for other Chebucto East communities operating from a terminal at the Spryfield rapid transit hub.
- Support a pedestrian and bicycle ferry service across the Northwest Arm.
- Make use of open space corridors to develop pedestrian transportation within the community and between communities.

- Encourage development of transportation systems that are compatible with local cultural and natural heritage resources.

5.1.2 COMMERCIAL USES

Commercial objectives in the Municipal Planning Strategy (MPS) for the City of Halifax include statements of intention to:

- "Encourage an economic climate conducive to development and the growth of employment opportunities."[13]
- "Direct the location of development in a manner consistent with its capital program, and economic, social, and environmental objectives."[14]

The general objective in the Mainland South Secondary Planning Strategy (MSSPS) calls for a "variety of commercial and business uses in convenient and accessible locations to serve the area and the City, compatible with adjacent residential neighbourhoods."[15]

The MSSPS defines three types of commercial development:

- "Neighbourhood Commercial uses are local convenience establishments providing services and the sale of goods intended for the daily needs of immediate neighbourhoods…"[16]
- "Minor Commercial uses are commercial facilities… serving several neighbourhoods, and may include a range of retail, professional, office and service facilities."[17] Policy also requires a bylaw to "regulate parking in respect to location and amount, access lighting, setbacks, side yards, and the location, size, and treatment of signs."[18] In addition, policy requires "landscaping buffering… between 'Minor Commercial Uses' and 'Residential Uses'."[19]

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[13] Halifax MPS, Policy 1.1

[14] Halifax MPS, Policy 1.6

[15] Halifax MSSPS, Objective 2

[16] Halifax MSSPS, Policy 2.1.1

[17] Halifax MSSPS, Policy 2.2

[18] Halifax MSSPS, Policy 2.2.1

[19] Halifax MSSPS, Policy 2.2.2

- Major Commercial uses are intended to serve "a major part of the City, and/or part of the region. They shall have direct controlled access to the principal street network and shall have adequate provision for pedestrian, transit, service, and private automobile access and egress. The dominant activity in shopping centres shall be retail activity. Major offices and hotels should be discouraged from locating in these centres."[20]

As a result of this study, it is recommended that the Halifax MPS City-Wide Objectives and Policies for commercial development be amended to:

- Emphasize the importance of mixed use development and encourage a significant residential component in commercial developments.
- Emphasise the importance of public transit facilities and pedestrian environments.

It is further recommended that the MSSPS Commercial policies be amended to:

- Reduce the Minor Commercial land use designations to concentrations at intervals along Herring Cove Road as shown on the Proposed Land Use Plan.
- Extend the Major Commercial land use designation as shown on the Proposed Land Use Plan.
- Exclude uses that require large street front areas for commercial display, including car dealership lots.
- Provide for adoption of detailed design standards for commercial development along Herring Cove Road.
- Encourage development that is compatible with local cultural and natural heritage resources.

It is also recommended that the MSSPS Major Commercial policies be amended to:

- Support a transit hub to provide for direct service from Spryfield Town Centre to downtown Halifax and other regional centres, and local service to communities in the Eastern Chebucto Peninsula.

5.1.3 RESIDENTIAL ENVIRONMENTS

The general residential objective in the Municipal Planning Strategy (MPS) for the City of Halifax provides for "maintenance of diverse and high quality

[20] Halifax MPS, Policy 3.1.3

housing in adequate amounts, in safe residential environments, at prices which residents can afford."[21]

The MPS includes another objective of direct relevance to the Herring Cove Road Study. This policy is intended to:

- Discourage ribbon development along principal streets (including Herring Cove Road) in order to minimize access points required by local traffic.[22]

The general objective for residential environments in the Mainland South Secondary Planning Strategy (MSSPS) calls for "the development and maintenance of Mainland South as a predominantly residential area with a diverse mixture of family and non-family housing."[23]

The MSSPS includes an objective to:

- Permit alternative specialized housing such as special care homes, commercial uses such as daycare centres and home occupations; municipal recreation facilities such as parks, and community facilities such as churches in residential neighbourhoods.[24]

The MSSPS defines five different residential environments:

- "Low Density Residential" that has a predominantly single-family dwelling character;[25]
- "Low-Density Residential" that may include single-family dwellings, but has a predominantly two-family dwelling character;[26]
- "Medium-Density Residential" that may include detached dwellings, semi-detached dwellings, duplex dwellings, townhouses and apartments of limited height and density;[27]

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[21] Halifax MPS, Objective 2

[22] Halifax MPS, Policy 2.3.2

[23] Halifax MSSPS, Objective 1

[24] Halifax MPS, Policy 2.4.2

[25] Halifax MSSPS, Policy 1.2

[26] Halifax MSSPS, Policy 1.2.1

[27] Halifax MSSPS, Policy 1.3, Halifax MSSPS, Policy 1.3.1, Halifax MSSPS, Policy 1.3.2

- "High-Density Residential" that may include uses permitted in the low-density and medium-density designation and apartments exceeding four storeys regulated as to size and scale.[28]
- "Residential Development Districts", which are "residential development areas planned and developed as a whole or in phases under a unified site design, providing a mixture of residential uses and related recreational, commercial and open space uses with an emphasis on a mix of dwelling unit types."[29]

Neighbourhood commercial uses may be permitted in any of these residential environments.

It is recommended that the MSSPS residential policies be amended to:

- Require a 10% open space dedication guided by open space designations and protection of environmentally sensitive areas as well as recreational needs.
- Allow increased density on part of a development parcel within the limits of gross density allowed by the land use designation, as one means to protect open space or environmentally sensitive lands.

5.1.4 ENVIRONMENT

The general objective for Environment in the Municipal Planning Strategy (MPS) for the City of Halifax provides for "preservation and enhancement, where possible, of the natural and man-made environment, and especially of those social and cultural qualities of particular concern to the citizens of Halifax."[30]

The MPS includes other objectives of that relate to the Herring Cove Road Study. Environmental policies:

- Provide for developing "means to assure the greatest possible degree of compatibility between new developments and desirable aspects or characteristics of the surrounding man-made and natural environment through regulatory procedures or special permit procedures… Preference should be given to development which is aesthetically pleasing, human in scale, and in harmony with the natural and man-made environment…"[31]

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[28] Halifax MSSPS, Policy 1.4

[29] Halifax MSSPS, Policy 1.5

[30] Halifax MPS, Objective 8

[31] Halifax MPS, Policy 8.3

- "Identify areas of natural significance and natural areas which are environmentally sensitive. The City will protect these areas from environmental degradation insofar as possible."[32]
- "Establish standards, insofar as it has the power, for maintaining lake systems and their watersheds in a healthy state. These standards should address the infilling of lakes or their tributaries, the preservation of natural resources which are visually or ecologically complementary to those lakes and their tributaries, the control of discharges into lakes or tributaries resulting from public or private developments which would cause long-term degradation of the water quality, and the prevention of any other environmentally damaging effects."[33]
- "Protect vistas and views of significant interest."[34]
- "Protect existing green areas and attempt to create new green areas. Every effort should be made to protect existing boulevards, tree-lined streets, and small parks."[35]

The general objective for residential environments in the Mainland South Secondary Planning Strategy (MSSPS) calls for identification and protection of "environmentally sensitive and ecologically valuable natural features."[36]

The MSSPS includes objectives to:

- Identify environmentally sensitive areas, including dense tree cover, exposed bedrock, wetlands and streams, and slopes of 16% or greater.[37]
- Consider lands within 100 feet of any water body to be environmentally sensitive and require high standards for new single-family lots adjacent to watercourses.[38]

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[32] Halifax MPS, Policy 8.4

[33] Halifax MPS, Policy 8.5

[34] Halifax MPS, Policy 8.8

[35] Halifax MPS, Policy 8.10

[36] Halifax MSSPS, Objective 7

[37] Halifax MSSPS, Policy 7.1.1

[38] Halifax MSSPS, Policy 7.1.2

- Protect environmentally sensitive areas "where development proposals are being considered through rezoning or development agreement."[39]
- "Require setbacks for new development adjacent to lakes, watercourses or waterbodies for the purposes of maintaining and enhancing a high quality lakes and waterways system."[40]
- Protection of the McIntosh Run by identification of the floodplain, and requiring a 100 foot setback for all development from the Run.[41]
- Preservation of environmentally sensitive lands in public ownership in their natural state for park and recreation uses.[42]

It is recommended that the MSSPS environmental policies be amended to:

- Require a 100 foot buffer around all lakes, watercourses, waterbodies, or floodplains. Land uses within the buffer zones will be limited to open space and grade alteration will be limited to the minimum required to provide for trails.
- Require erosion and sedimentation control plans to provincial standards for all new developments.
- Require stormwater management plans that limit runoff quantity and quantity to predevelopment conditions.
- Encourage the province to maintain and improve the dam at Long Lake with a fish ladder.

5.1.5 RECREATION

Recreation policies in the Municipal Planning Strategy (MPS) for Halifax are included under a general objective regarding Community Facilities. The general objective for Community Facilities provides for "provision and improvement of recreation and community lands, facilities, and services for all ages that are deemed appropriate to the creation, maintenance, and preservation of healthy neighbourhoods and to the City."43

The MPS includes other objectives of that relate to the Herring Cove Road Study. Community Facilities policies:

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[39] Halifax MSSPS, Policy 7.3

[40] Halifax MSSPS, Policy 7.4

[41] Halifax MSSPS, Policy 7.4.1 and 7.4.2

[42] Halifax MSSPS, Policy 7.5

[43] Halifax MPS, Objective 7

- Encourage existing regional and City-wide recreation and community facilities to remain in their existing locations and seek to protect, maintain, and upgrade these facilities unless they are clearly inappropriate to the good development of the City.[44]
- Encourage location of future regional and City-wide recreation and community facilities in appropriate locations throughout the City based on use and function of the proposed facility, adequacy of transportation, and uniqueness or historic significance of the site.[45]
- Provide for identification and promotion of "regional and City-wide recreation and community facilities which have a particular attraction for visitors to the City."[46]
- Seek out and exercise appropriate control over areas of land which have the potential to provide outdoor recreation opportunities. Criteria for selection of these areas includes their natural or heritage significance, their scenic quality, and accessibility.[47]
- Seek out and ensure public access to all water bodies and open watercourses within its boundaries. Criteria for selection of these areas includes their ability to provide opportunities for active or passive recreation, their natural or heritage significance, and their scenic qualities.[48]
- Seek to increase the available points of physical and visual access to the shores of the Northwest Arm, including efforts to extend the Northwest Arm pathway to Purcells Cove.[49]
- Seek preservation of the McIntosh Run as an open watercourse and maintain public access to the Run, floodplain, and banks for appropriate public recreation purposes. In the interest of safety,

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[44] Halifax MPS, Policy 7.1

[45] Halifax MPS, Policy 7.2

[46] Halifax MPS, Policy 7.2.1

[47] Halifax MPS, Policy 7.3

[48] Halifax MPS, Policy 7.4

[49] Halifax MPS, Policy 7.4.2

the policy provides for bridging the Run at appropriate locations for pedestrians and bicycles.[50]

- Seek protection of the waters of the McIntosh Run from pollution due to infilling and/or waste disposal.[51]
- Follow park standards for neighbourhood and community parks with attention to the characteristics of the population served.[52]
- Provision of vest-pocket parks to supplement existing recreation space of insufficient size.[53]
- Encourage provision of recreation and community facilities in the vicinity of commercial centres and in City schools or on school grounds, based on appropriateness and location. [54]
- Develop standards for accepting open space lands whenever legally possible in the processes of subdivision, resubdivision, lot consolidation, rezoning, or development agreements.[55]

The Mainland South Secondary Planning Strategy (MSSPS) includes Recreation objectives to:

- Provide indoor and outdoor, active and passive recreation opportunities.[56]
- Encourage "passive recreational uses adjoining the McIntosh Run shoreline including public walkways and bicycle trails along the floodplain area and related environmentally sensitive areas reserved for public use. Such uses should be integrated with adjacent recreational and institutional uses, where considered appropriate."[57]

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[50] Halifax MPS, Policy 7.4.4

[51] Halifax MPS, Policy 7.4.5

[52] Halifax MPS, Policy 7.5

[53] Halifax MPS, Policy 7.5.1

[54] Halifax MPS, Policy 7.6

[55] Halifax MPS, Policy 7.8

[56] Halifax MSSPS, Policy 4.1

[57] Halifax MSSPS, Policy 4.2

- Seek to "secure passive recreational areas along the McIntosh Run by such means as acquisition through open space dedication as part of the subdivision process or through purchase."[58]
- Continue to seek extension of public access to the Northwest Arm to the City limits at Purcells Cove.[59]
- "Develop a strategy for and seek to establish a continuous passive or active recreational open space system in the Mainland south area; such a system would include public parks, walkways, nature trails and water-oriented activities. The principal components of such a system shall be located adjacent to or in association with the Northwest Arm and shoreline, Williams Lake, Colbart Lake, Long Lake, Kidston Lake, and McIntosh Run."[60]
- The city should negotiate the acquisition of Provincially-owned land west of Purcells Cove Road adjacent to Fleming Park for recreational purposes.[61]

It is recommended that the MSSPS recreation policies be amended to:

- Create an open space land use designation as shown on the proposed land use map in this report;
- Seek to acquire lands designated as open space in the processes of subdivision, re-subdivision, lot consolidation, rezoning, or development agreements.
- Purchase land for park development and public access to Punch Bowl Pond as shown on the Proposed Land Use Plan when it comes on the market.
- Seek easements or agreements for trail development on private or public property within open space designated on the Proposed Land Use Plan in this report.
- Consider zoning established trails and proposed trail segments as pedestrian transportation reserve.
- Offer design and legal assistance to community groups who wish to acquire and exercise easements or agreements for trail development on private or public property.

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[58] Halifax MSSPS, Policy 4.3

[59] Halifax MSSPS, Policy 4.4

[60] Halifax MSSPS, Policy 4.6

[61] Halifax MSSPS, Policy 4.7

- Enter discussion with the province in an effort to gain access to Long Lake for community swimming and boating facilities.

Policy 4.7 should be amended to read:

- Provide for open space connections through the municipal lands on Williams Lake Road and on any adjacent lands involved in rezoning, development agreement, subdivision, or land swaps, from Forward Avenue to Fleming Park along the shore of Whimsical Lake, from Forward Avenue to Williams Lake Road, and from Williams Lake Road to Fleming Park.

5.2 Herring Cove Road Special District

Effective implementation of the proposals in this study requires comprehensive treatment of the land use and transportation components of the plan. In addition, the unique setting, the special character of the communities along the Herring Cove Road, and the goal of establishing a distinctive sense of place require a very particular design response. Planning policies can set a framework for land use and guide development, but design guidelines will help establish a detailed and flexible response that is appropriate for the Herring Cove Road.

Putting design guidelines in place is not only useful for providing for comprehensive treatment of the transportation and land use elements in this plan. Design guidelines also allow implementation of the plan through Site Plan Approval. Site Plan Approval enables the municipality to enter negotiation about certain site plan elements as a condition to issuing a development permit. This allows some control over items other than the use of land. Site elements subject to review include:

- location of structures on the lot;
- location of off-street loading and parking facilities;
- location, number, and width of driveway accesses to streets;
- type, location, and height of walls, fences, hedges, trees, shrubs, ground cover, or other landscaping elements necessary to protect and minimize the land-use impact on adjoining lands;
- retention of existing vegetation;
- location of walkways, including the type of surfacing material, and all other means of pedestrian access;
- type and location of outdoor lighting;
- location of facilities for the storage of solid waste;
- location of easements;

- grading or alteration in elevation or contour of the land and provision for the management of storm and surface water;
- type, location, number, and size of signs or sign structures;
- provision for maintenance of any of the items subject to site plan approval.

5.2.1 APPLICATION OF SITE PLAN APPROVAL

Site plan approval will apply to all lands designated commercial with frontage on the Herring Cove Road or Dentith Road. These areas will be subject to site design guidelines. It is expected that the design guidelines will provide consistent treatment to the private properties covered and the public road right-of-way.

5.3 Site Design Guidelines

Spryfield's population density, combined with a concentration of retail activities within a compact area, make walking a good way to get around the neighborhood known as the Village. Increasing residential and pedestrian density in the Village area are clear priorities of both the residents and merchants.

The manner in which buildings help to create an active street is critical to a socially and visually stimulating street environment. An active street life — both day and night — is especially important for business vitality, especially small businesses that thrive on foot traffic. One key to residential and retail vitality is an active pedestrian environment.

New developments should provide active, pedestrian-oriented uses along the street. Retail uses should have a high degree of transparency along the street, and these uses should be clearly visible to the passerby. Other street amenities can enhance this setting by providing comfort, human scale, and visual interest.

The plan recognizes this, and is committed to enhancing an already distinctive, environment. It contains several proposed projects and proposed policies that carry this goal forward. Buildings are used in many of the projects to define the public realm and promote street life. The following design guidelines implement these proposals by providing methods to create successful building-to-sidewalk relationships.

NEW DEVELOPMENT SHOULD RELATE TO THE SIDEWALK AND THE STREET

New projects will be the key to moving from a suburban strip mall form back to the earlier Village form of the Spryfield retail area. There are several

key features that, if required of all new projects, will create this active, transparent, lively, pedestrian friendly street:

1. New projects should be located within three or four metres of the sidewalk.
2. All public and commercial doors should relate to the public sidewalk.
3. Parking should be located in the rear of buildings.
4. Driveways should be shared by more than one building to improve pedestrian and traffic safety. No more that one mid-block driveway should be allowed off Herring Cove Road.
5. The street level space should be reserved for public use with a focus on retail activity.
6. Residential occupancy should be included at upper levels wherever possible.

In addition, there are several design considerations that will add to the image and success of the street:

1. Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.
2. Complement the architectural character of an adjacent building; however, imitation of historical styles is discouraged.
3. Design visually attractive buildings that add richness and variety to Spryfield, including creative contemporary architectural solutions.
4. The neighborhood's buildings should support an active street life. Landscape enhancement of the site may include some of the approaches or features listed below:
    a. Emphasize entries with special planting in conjunction with paving and/or lighting;
    b. Use landscape to make sites comfortable for human activity and social interaction;
    c. Distinctively landscape open areas created by building modulation, such as entry courtyards;
    d. Provide year-round greenery; and
    e. Provide opportunities for installation of civic art in the landscape.

GREEN STREETS SHOULD CONNECT REGIONAL TRAILS THROUGH THE VILLAGE

Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscape, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area. Herring Cove Road between Williams Lake Road and Dentith Road are planned as green street connections in the regional trail system. These street connections should have special status.

PROVIDE INVITING & USABLE OPEN SPACE

Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Integrating open spaces that provide amenities for residents, workers and visitors is an important part of the plan's urban village strategy. Developments that internally focus public outdoor areas at the expense of an active street environment are discouraged. Establish clear pedestrian connections from these spaces to buildings and streets. Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Some considerations include:

1. Encourage mixed-use developments to provide useable open space, such as an outdoor cafe or a small plaza with seating, adjacent to retail space,;
2. Locate plazas intended for public use at street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street.
3. Take views and sun exposure into account;
4. Define and contain outdoor spaces through a combination of building and landscape; discourage oversized spaces that lack containment;
5. Use attractive paving;
6. Include pedestrian-scaled site lighting;
7. Plan for retail spaces designed for uses that will comfortably "spill out" and enliven the open space;
8. Create areas for vendors in commercial areas;
9. Include planting that enhances the space and architecture;
10. Require pedestrian-scaled signage that identifies uses and shops; and

11. Include. site furniture, art, or amenities such as fountains, seating, and kiosks.

PROVIDE ELEMENTS THAT DEFINE THE PLACE

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

PROVIDE APPROPRIATE SIGNAGE

The individual mostly interacts with a building at the street level and this helps influence our perception of the entire place. Rich visual details such as signs at the street level add interest and character to the facade, setting the stage for an active street environment. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

Design signage appropriate for the scale and character of the project and immediate neighborhood.

Considerations:

If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

1. Use signs on an individual storefront's awning, overhang, shop entrance, or building facade to add interest and give a human dimension to street-level building facades; and
2. Show creativity and individual expression in the design of signs.
3. Use signs to help distinguish the ground level of a building from the upper levels of a building; and
4. Establish a rhythm of elements along the street-level facade; for instance, the regular cadence of signs with storefronts enhances the pedestrian experience.

PROVIDE ADEQUATE LIGHTING

To promote a sense of security for people in the Village during night-time hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

Considerations:

1. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
2. Install lighting in display windows that spills onto, and illuminates, the sidewalk.

3. Orient outside lighting to minimize glare within the public right-of-way.
4. Provide light fixtures that minimize light loss to the night sky.

chapter 6

6.0 Implementation

This is a long-term strategy and implementation must be well coordinated to ensure that consistency and momentum are maintained. Taking positive and visible small steps at the beginning is important. Initiatives with a high profile and ease of implementation should be given the highest priority, especially where cost is not prohibitive.

The larger and more complex projects will require time and further study to work out all the details for implementation. Initial priorities should be placed on marking the area with appropriate gateway signage, establishing a graphic image and forging an organizational alliance with the merchants association and South Centre Mall to spearhead the physical improvements and to ensure benefit from the shared marketing potential. Setting priorities for implementation should be based on the following criteria:

- Potential for greatest initial positive impact
- Ability to link other open spaces and sites
- Status of land ownership or construction readiness
- Opportunity to facilitate partnerships (i.e. private sector.)
- Coordinating with other ongoing municipal projects
- Logical design and construction sequence
- Creation of Gateway or Entry signs and nodes

Based on these criteria, there are four logical first projects. Each offers a high profile glimpse of the possible improvements. Each offers important feedback to at least one sector of the community.

PROJECT #1 - PUNCHBOWL PARKS:

Objectives:

1. Restore the feeling that this is a public place.
2. Improve access and visibility of the pond from Herring Cove Road.
3. Provide benches and facilities to facilitate community use for skating and passive park activities.

Description:

The plan is to provide two small seating areas with two benches, a garbage can and a street light at each area. A sidewalk could extend to Herring cove Road from each area that would improve connections to the Street. Street trees should be planted wherever possible.

Priority: First Project

Options:

Sidewalks and street lights could be omitted to reduce costs.

Steps to Implementation:

5. Establish HRM ownership on the Punchbowl.
6. Establish actual construction budget for project.
7. Purchase required properties.
8. Design park areas to meet construction budget.
9. Design sidewalks and any reinstatement required in front of adjacent private property.
10. Build park areas.

Budget:

The budget for this project can range from $20,000 for simply installing two seating areas, on the wide portions of the existing street right-of-way, with related minimal grading and surface improvements to $78,000 for the park areas including sidewalks and two street lights as well as ten street trees. This budget does not include land acquisition.

PROJECT #2 - LOOK-OFF:

Objectives:

1. Establish pedestrian feeling in this area of Herring Cove Road.
2. Improve visual connection to Purcells Cove Road and the Arm from Herring Cove Road.
3. Provide benches and interpretive facilities to facilitate pedestrian use of the steepest part of Herring Cove Road.

4. Interpret the history of the area.

Description:

The plan is to provide two benches, a garbage can and a street light and interpretive material. At least three hundred feet of sidewalk should be built with this project. The look-off will be a high profile project at the rotary end of the Street that is not in conflict with future planned rotary or street improvements.

Priority: First Project

Options:

Sidewalks and street light could be omitted to reduce costs.

Steps to Implementation:

1. Design street in this area to establish sidewalk grade.
2. Establish actual construction budget for project.
3. Commission interpretive panel research, writing, design and fabrication.
4. Design look off to meet construction budget.
5. Design sidewalks and any reinstatement required in front of adjacent private property.
6. Build look off.

Budget:

The budget for this project can range from $75,000 for simply installing the seating area and interpretive material to $130,000 for the look-off and related sidewalk and street lights.

PROJECT #3 - MEDIANS IN THREE LANE SECTION AT PUNCHBOWL:

Objectives:

1. Reduce the impression of asphalt in this residential area.
2. Slow traffic and create a more pedestrian friendly street.
3. Provide a site for street trees.
4. Provide high profile improvements in the center of the study area.

Description:

There are two sections of yellow hatched street and two other candidate areas that could accommodate medians and street trees. Each area may restrict

movement into one single family driveway. Apartment and commercial driveways should not have any negative impact from this proposed project. This could be a permanent installation, or could be done as a trial project with temporary asphalt curbs and temporary planting.

Priority: First Project

Options:

These medians could be installed on a trial basis by installing asphalt curbs on top of existing asphalt pavement and by mounding the area with soil and planting shallow rooted inexpensive trees. If the project meets with resident approval, and if there is no observed negative impact on traffic, the curbs could be replaced, asphalt removed, and street trees planted.

Steps to Implementation:

1. Establish actual construction budget for project.
2. Verify exact location of buried services in this area.
3. Traffic division should determine those areas that meet median criteria.
4. Design medians.
5. Build medians as permanent features or as trial installations.
6. If done as a trial, review the traffic and resident opinion as to the suitability of the project.
7. Depending on the outcome of a two year trial period, remove trial medians and build permanent medians or restore original asphalt surface.

Budget:

The budget for this project can range from $25,000 for simply installing two or three temporary medians with asphalt curb and simple planting or $60,000 to $80,000 for the construction of permanent medians with concrete curbs and large calliper street trees.

PROJECT #4 - STREET FURNITURE, TREES AND LIGHTING IN AREA AROUND SOBEY'S:

Objectives:

1. Add interest and improve the environment and appearance of the street.
2. Slow traffic and create a more pedestrian friendly street.
3. Provide a site for street trees.

4. Provide high profile improvements at the beginning of the "Village" area.

Description:

There is space between Sobey's parking lot and the existing sidewalk that can accommodate street trees. There is also some room in this area for, new lighting, benches, banners, and minor sidewalk improvements.

Priority: First Project

Options:

The area can be reduced.

Steps to Implementation:

1. Establish actual construction budget for project.
2. Verify exact location of buried services, overhead services and lot lines in this area.
3. Select street trees, benches, street lights and design banners.
4. Review design with Sobey's, Aliant and Wilsons.
5. Review design with the Merchant's association.
6. Install Street trees, benches, lights and complete related landscape improvements.

Budget:

The budget for this project can range from $30,000 for simply installing six street trees and related landscape to $55.000 for more, larger calliper street trees and related landscape and street furniture improvements.

PROJECT #5 - MEDIANS IN FIVE LANE SECTION NEAR SOUTH CENTRE MALL:

Objectives:

1. Reduce the impression of asphalt in this important area of the Village.
2. Slow traffic and create a more pedestrian friendly street.
3. Provide a site for street trees.

Description:

There are three or four candidate sections in this five lane section of the road. Two already have medians. Commercial driveways should have no negative impact from this proposed project. This could be a permanent

installation, or could be done as a trial project with temporary asphalt curbs and temporary planting.

Priority: First Project

Options:

These medians could be installed on a trial basis by installing asphalt curbs on top of existing asphalt pavement and by mounding the area with soil and planting shallow rooted inexpensive trees. If the project meets with resident approval, and if there is no observed negative impact on traffic, the curbs could be replaced, asphalt removed, and street trees planted.

Steps to Implementation:

1. Establish actual construction budget for project.
2. Verify exact location of buried services in this area.
3. Traffic division should determine those areas that meet median criteria.
4. Design medians.
5. Build medians as permanent features or as trial installations.
6. If done as a trial, review the traffic and resident opinion as to the suitability of the project.
7. Depending on the outcome of a two year trial period, remove trial medians and build permanent medians or restore original asphalt surface.

Budget:

The budget for this project can range from $25,000 for simply installing two or three temporary medians with asphalt curb and simple planting or $60,000 for the construction of permanent medians with concrete curbs and large calliper street trees.

PROJECT #6 - HERRING COVE ROAD AND DENTITH INTERSECTION:

Objectives:

4. Reduce the impression of asphalt in this important area of the Village.
5. Slow traffic and create a more pedestrian friendly street.
6. Provide a site for street trees.

Description:

The Herring Cove Road and Dentith intersection has several islands and convoluted crosswalks that give dominance to the automobile and reduce safety at this significant school crossing. This project would include new curb and gutter, new sidewalks, lighting and crosswalks. Some of this work is now planned for maintenance.

Priority: First Project

Options:

These medians could be installed on a trial basis by installing asphalt curbs on top of existing asphalt pavement and by mounding the area with soil and planting shallow rooted inexpensive trees. If the project meets with resident approval, and if there is no observed negative impact on traffic, the curbs could be replaced, asphalt removed, and street trees planted.

Steps to Implementation:

1. Design new intersection.
2. Design pedestrian amenities for the new intersection design.
3. Build new intersection or repair existing facilities.

Budget:

The budget for this project can range from $14,000 if only repair and paint are required to about $60,000 if relocation of street lights or the addition of new street light heads is required.

PROJECT #7 - SKATE-PARK:

Objectives:

1. Create a very high profile youth facility in the area..

Description:

There are three options for the skate-park. The first, and definitely preferred option, is to construct the park as part of the improvement of the Sussex and Herring Cove intersection. This site, as previously discussed, is the 100% point for the skate park. It is adjacent to the Spry Centre and to the Mall without being so close as to intimidate other users of these facilities. The site has the high profile image required for a skate-park and meets all the requirements of the plan for the area, including being adjacent to three of the regional trails. This site can be acquired in one of three ways. The Shell site at the corner could be purchased, the road realigned and the skate-park constructed on the land available to the north of the new intersection. If Shell does not want to sell this commercial site, the adjacent vacant residential property can be acquired and traded to Shell for equal land and the project

could be built, leaving Shell with a better corner commercial site across Sussex Street from the new skate-park.

Another option is to acquire a small portion of land from the Mall and build the skate-park in two steps, the second step being completed after the acquisition of the shell property and the improvement to the Sussex intersection.

The third option is discussed under "options", below.

Priority: First Project

Options:

The five lots next to Tim Horton's, across Herring Cove Road from the preferred site, are empty. If three of the lots could be assembled the site would be perfect for a skate-park. The steps to implementation are the same for both options, and the budget is likely to be the same, with the exception that the Sussex intersection site would allow all funds to go directly to required improvements. No land would be required for the skate park, only for the Sussex Intersection improvements that are required in any event.

Steps to Implementation:

1. Design new Sussex - HCR intersection.
2. Purchase land required, or trade, as noted above.
3. Build new intersection and skate-park as a unified project.

Budget:

The budget for this project can be as low as $150,000 if the intersection improvements are not included in the cost the skate-park. This budget does not include land acquisition.

PROJECT #8 - BRIDGE AND PARK DEVELOPMENT AT MCINTOSH RUN.

Objectives:

1. Connect the Spry Centre to McIntosh Run Trail and residential area south of HCR.
2. Connect the Spry Centre to Herring Cove Road.
3. Improve visibility of the entry of the Spry Centre.
4. Begin the construction of the park in front of the Spry Centre.
5. Link two important regional trails.

Description:

The Spry Centre now has no address on Herring Cove Road. The entry and parking area are screened from the street and from the centre. Land acquired by HRM for open space development across McIntosh Run from the Centre is undeveloped and appears abandoned. This project would be the first phase of the improvement to this open space and would improve visibility of and access to the Centre.

Priority: First Project

Options:

Parks can be built over time. The minimum first phase is the bridge and related trail improvements. The park can be expanded or contracted to fit almost any budget.

Steps to Implementation:

1. Prepare a master plan for this open space.
2. Design the bridge and trail connections.
3. Build the bridge.
4. Design and build related park improvements.

Budget:

The budget for this project can be as low as $150,000 if only the bridge and related trail work are included. The budget for the entire park could exceed $500,000, depending on the inclusion of a second bridge and the amenities to be included

OVERVIEW

This project started in a plan to improve the streetscape of Herring Cove Road. It was expanded to be a plan for neighbourhood revitalization. The key to this revitalization is the subtitle balance of transit and trail improvements

with street improvements. The streetscape of Herring Cove Road can be improved, but most of the dramatic visual changes will come through adjacent open space and trail improvements. There is a very limited possibility for any significant visual improvement to the five-lane section of the Road. New sidewalks will offer some improvement and right of way expansion may offer some possibility for street tree planting. However, realistically, there are only two or three possible sites for treed medians that meet our criteria and power lines limit tree planting in most of the existing right-of-way. The possible streetscape improvements, alone, will have a very limited impact on the speed of traffic and on the ability of the five lane section of Herring Cove Road to handle pedestrians and bicycles in a safe manner.

There is one possible demonstration project that could have a dramatic impact on the Road. It will take some courage on the part of the area councillors and an outstanding public information effort. The project, otherwise, is the cheapest and most potentially dramatic of our proposals: a trial reduction of the five-lane section of Road to three lanes. The project would involve only paint. We are not suggesting that any of the existing new street surface be removed. The 56 or 57 feet of existing surface would be reallocated, with paint, as follows:

- Two fifteen feet wide curb lanes,
- one eleven foot wide center turning lane with three treed medians, and
- two on-street parking lanes at the curb.

A five-lane section would be maintained at intersections where the capacity crunch occurs. Streets in other cities with this cross section, and with similar 24 hour traffic distribution, handle over thirty thousand vehicles per day. Capacity is not the issue.

What the new section will do is slow traffic through this area and make the street more pleasant for everyone. The result should be improved access to area retail, improved retail performance and an increased return of pedestrian activity on the Road.

6.1 Funding Sources

PROVINCE OF NOVA SCOTIA, DEPARTMENT OF TOURISM, CULTURE AND HERITAGE (WWW.GOV.NS.CA/DTC)

- ***Strategic Development Initiative*** provides funding for heritage-based projects that reflect and build upon a community's assets and strengths. Partnerships are encouraged with archives, museums, community organizations, heritage associations, municipal and regional government departments, and other parties interested in heritage celebration. Contact the Heritage Division at 902.424.7344, nsmwebmaster@gov.ns.ca

- ***Heritage Property Program*** helps to administer the Heritage Property Act, helping to identify, preserve and encourage built heritage. This program helps to find viable and appropriate uses and the importance of built heritage. Contact the Heritage Division at 902.424.7344, nsmwebmaster@gov.ns.ca or www.gov.ns.ca/dtc
- ***Destination Opportunities Program*** helps to develop marketing or development programs that highlight an area's strengths while supporting incorporated tourism in the region. Proposals must be destination or product driven and have 50% private sector financial support. Contact the Tourism Division at 902.424.5000 or tns@gov.ns.ca
- ***Tourism Development Investment*** covers two programs. Tourism Product Development and Enhancement supports the development and enhancement of tourist attractions, sites and experiences of the Province's built heritage, culture and outdoor/nature products. The Tourism Market-Readiness program aims to enhance the quality of tourism services, businesses and products. Contact the Tourism Division at 902.424.5000 or tns@gov.ns.ca
- ***Marketing Partnership Opportunities*** helps initiate advertising for group touring and outdoor / nature activities. The opportunities are listed in the Opportunities Book, published each fall. Contact the Tourism Division at 902.424.5000 or tns@gov.ns.ca

COMMUNITY FUNDING OPPORTUNITIES

- ***HRM Heritage Incentive Fund*** is available to both residential and commercial applicants. The program's aim is to cost-share 50% of exterior renovations and improvements to registered heritage properties between $500 and $5000 for residential improvements and $1000 - $10000 for commercial applications. Assistance covers paint, porches, windows, doors, signage, lighting and other historic features that are in disrepair, missing or damaged. Contact Daniel Norris, Manager of Culture and Heritage at HRM.
- ***Canadian Heritage - Museums Assistance Program*** objective of the program is to provide assistance for Canadian museums and related institutions that treasure our collective heritage. Three applications are available: Access and National Outreach, Aboriginal Museum and Organizational Development. The funding is available to non-profit museums. Application deadline is November 1 for project beginning the following April 1. Contact (819) 997-7982, fax: (819) 934-3201, email at map_pam@pch.gc.ca or check the website at: www.canadianheritage.gc.ca/pam-map/index_e.cfm
- ***Tony Hawk Foundation*** supports grass roots, community driven initiatives for skateparks in low income areas. The awards are given throughout the United States, but may consider a Canadian application. The maximum award is $25,000. Visit http://www.tonyhawkfoundation.org for more information

HRM BIDC FUNDING

- HRM makes available $150,000 for capital improvement projects each year to be distributed between the 3 BIDC's in HRM. This money is only available to incorporated non-profit BIDC's.

NOVA SCOTIA: CANADA/NOVA SCOTIA COOPERATION AGREEMENT ON ECONOMIC DIVERSIFICATION

- The program is aimed at enhancing economic growth, economic diversification and competitiveness in Nova Scotia. Funding is negotiable and contact Soraya Liscano-Smith at (902) 426-8351.

URBAN ISSUES PROGRAM

- The program promotes urban heritage conservation by communities. Funding is up to $30,000 per year for 3 years. Call Gisele Rucker (514)878-5270

HRDC SUMMER CAREER PROGRAM

- The program pays up to minimum wage for non-profit groups. Contact Nancy Attwood, Human Resource Centre at Sunnyside Mall prior to March, 426-4615.

JOB CREATION PARTNERSHIP PROGRAM

The program provides funding for people to work part-time. Contact Anne Knott, at the Human Resource Centre at Sunnyside Mall prior to March, 426-7699.

6.2 Wildlife & Environment

CANADIAN WILDLIFE FEDERATIONS FUNDING PROGRAM

- The program provides funding to promote wildlife habitat and wise use of wildlife resources in Canada. Average funding is a few thousand dollars. Call Jan Delman, (613) 721-2286

COMMUNITY-UNIVERSITY RESEARCH ALLIANCES (CURA)

- The program supports the creation of special joint venture university-community alliances that foster innovative research, training and advancement of knowledge. Groups can receive funding up to $200,000 per year for 3 years. Contact Peter Levesque (613) 943-1145

ECOACTION 2000 COMMUNITY FUNDING PROGRAM

- The program provides financial support for community groups for projects that have measurable, positive impacts on the natural environment. Funding ranges from $500 to $100,000. Average funding is $25,000. Contact Marc Sheeran, 426-8521.

EJLB FOUNDATION ENVIRONMENT PROGRAM

- The program provides funding for land preservation and nature sanctuaries, and local environmental initiatives. Funding r5anges from $3,000-$100,000. Contact Robert Alain at (514)843-4080.

NATURE CONSERVANCY OF CANADA

- The program assists conservation groups to secure ecologically significant areas. Funding varies. Contact the Atlantic Director at (506) 450-6010.

NOVA SCOTIA ADOPT-A-STREAM PROGRAM

- The program helps community-based groups undertake projects to enhance and restore aquatic habitats and rehabilitate fish populations. Funding varies with each project. Program provide 50 cent dollars. Contact the director at (902) 644-1276.

NOVA SCOTIA RIVER WATCH PROGRAM

- The program is aimed at educating stakeholders towards the protection of aquatic habitats and/or inland fish populations. Groups can apply for funding of materials and professional services. Call the director at (902) 485-5056.

SHELL ENVIRONMENTAL FUND

- The program is a national program to provide financial support for innovative, community base, action-oriented projects that improve and protect the Canadian Environment. Funding doesn't exceed $5,000. Contact Sheila Butler at (403) 691-2071

WILDLIFE HABITAT CANADA

- The program provides funding for projects that establish habitat objectives and integrate them into planning, development and land use processes. There is no limit on funding; however, WHC will fund a maximum of 25 to 35% of the overall project budget. Call Jamie Fortune (613) 722-2090.

6.3 Cost Estimates

For cost estimating purposes, Herring Cove Road has been divided into 4 sub-areas from the 3 existing zones outlined in this study. Zone 2 has been subdivided into one area for the street and one area for the proposed town square. Cost Schedules 1, 2, 2B, & 3 indicate the projected costs for implementing the streetscape improvements by sub-area. Materials and quantities were derived from measurements taken from the geo-referenced base mapping. This level of accuracy is sufficient for general planning; however, more accurate estimates will be required during the detailed design and construction stages before going to tender with proposed work. Actual costs may be plus or minus 20%. All quotes reflect 'installed' 2004 prices, not including tax.

At the bottom of each Cost Schedule is a figure for Contractors' Overhead and Profits. This figure may range from 5% to 20% of the subtotal; it was set at 10% for this study.

The contingency figure was set at 15% of the subtotal. This figure could be subdivided into 10% for unforeseen costs and 5% for the addendums, tendering expenses, change orders, etc. that are associated with any construction project.

The cost 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 working drawings and contract documents for all individual projects. This additional cost has been accounted for in the cost spreadsheet.

Priority	Herring Cove Road	Qnt	Unit Cost	Sub-total	Contingency	Design and Mgt	HST	Cost
B	Rotary to Purcells Cove Road	300 lin.m.	$1,466 /lin.m.	$439,800	43,980	87,960	85,761	$657,501
A	Purcells Cove Road to Highfield	1,600 lin.m.	$1,101 /lin.m.	$1,761,000	176,100	352,200	343,395	$2,632,695
B	Highfield to Old Sambro Road	300 lin.m.	$895 /lin.m.	$268,400	26,840	53,680	52,338	$401,258
B	Old Sambro Road to Greystone Drive	2,000 lin.m.	$443 /lin.m.	$885,590	88,559	177,118	172,690	$1,323,957
B	Greystone Drive to Roaches Pond	1,000 lin.m.	$500 /lin.m.	$500,000	50,000	100,000	97,500	$747,500
A	Median Demonstration Project	1,400 lin.m.	$140.00 /lin.m.	$196,000	19,600	39,200	38,220	$293,020
A	Street Furniture	6,600 lin.m.	$50.00 /lin.m.	$330,000	33,000	66,000	64,350	$493,350
	Sub-total Herring Cove Road							***$6,549,281***

Priority	Dentith Road	Qnt	Unit Cost	Sub-total	Contingency	Design and Mgt	HST	Cost
A	Dentith Road	420 lin.m.	$2,400 /lin.m.	$1,008,000	100,800	201,600	196,560	$1,506,960
	Sub-total Dentith Road Improvements							***$1,525,633***

Priority	Intersection Improvements	Qnt	Unit Cost	Sub-total	Contingency	Design and Mgt	HST	Cost
A	Purcells Cove Road	2,200 sq.m.	$207 /sq.m.	$455,500	45,550	91,100	$ 88,823	$680,973
A	Withrod Road	700 sq.m.	$270 /sq.m.	$189,000	18,900	37,800	$ 36,855	$282,555
A	Braeburn Road /Keddy Road	800 sq.m.	$169 /sq.m.	$135,250	13,525	27,050	$ 26,374	$202,199
	Northwest Arm Dr. / Old Sambro	100 sq.m.	$200 /sq.m.	$20,000	2,000	4,000	$ 3,900	$29,900
B	Sussex Street	1,000 sq.m.	$200 /sq.m.	$200,000	20,000	40,000	$ 39,000	$299,000
	Sub-total Intersection Improvements							***$4,527,219***

Priority	Trail Connections	Qnt	Unit Cost	Sub-total	Contingency	Design and Mgt	HST	Cost
A	McIntosh Run to Spry Centre	220 lin.m.	$900 /lin.m.	$198,000	19,800	$39,600	$ 38,610	$296,010
A	McIntosh Run - Spry Centre to South Centre Mall	500 lin.m.	$433 /lin.m.	$216,300	21,630	$43,260	$ 42,179	$323,369
B	Long Lake to Sobeys	500 lin.m.	$466 /lin.m.	$232,800	23,280	$46,560	$ 45,396	$348,036
B	Williams Lake to HCR	800 lin.m.	$375 /lin.m.	$299,800	29,980	$59,960	$ 58,461	$448,201
B	Spry Centre to Heritage Farm	400 lin.m.	$232 /lin.m.	$92,900	9,290	$18,580	$ 18,116	$138,886
	Sub-total Trail Connections							***$1,554,501***

Priority	Open Space Projects	Qnt	Unit Cost	Sub-total	Contingency	Design and Mgt	HST	Cost
A	Skateboard Park	250 sq.m.	$650 /sq.m.	$162,500	16,250	$32,500	$ 31,688	$242,938
	Punch Bowl Park	500 sq.m.	$40 /sq.m.	$20,000	2,000	$4,000	$ 3,900	$29,900
A	Spry Centre "front yard"	9,000 sq.m.	$60 /sq.m.	$540,000	54,000	$108,000	$ 105,300	$807,300
B	Dentith Road Plaza	600 sq.m.	$189 /sq.m.	$113,400	11,340	$22,680	$ 22,113	$169,533
B	HCR Northwest Arm Look-off	1,400 sq.m.	$40 /sq.m.	$56,000	5,600	$11,200	$ 10,920	$83,720
	Sub-total Open Space Projects							***$1,333,391***

Priority	Signage	Qnt	Unit Cost	Sub-total	Contingency	Design and Mgt	HST	Cost
B	Gateway Signage	1	$26,000.00 each	$26,000	2,600	$5,200	5,070	$38,870
B	Wayfinding kiosks	6	$12,000.00 each	$72,000	7,200	$14,400	14,040	$107,640
	Sub-total Civic Signage and interpretation							***$146,510***

Priority	Operational Costs	Qnt	Unit Cost	Sub-total	Contingency	Design and Mgt	HST	Cost
A+	Website	1	$ 6,000.00	$6,000	600	$1,200	1,170	$6,000
A	Project manager	1	$ 65,000.00	$65,000	6,500	$13,000	12,675	$65,000
	Sub-total Operational costs							***$71,000***

Sum of Priority "A+"	**$ 6,000**
Sum of Priority "A"	**$ 7,826,367**
Sum of Priority "B"	**$ 4,764,102**
Sum of Priority "C"	**$ -**

6.4 Report Availability

This report is designed for ease of access as an online electronic Adobe PDF document. The document should be made available on HRM's planning department web space as soon as possible. This 'ease of access' will improve grassroots support of the document by individuals and groups in the Herring

Cove Road area and will encourage other communities in HRM to undertake similar processes to improve their communities.

A hard copy of the report should also be made available at the Captain William Spry Centre Library and at the planning department.

A

Appendix A

B

Appendix B

C

Appendix C