

**TO:** Mayor Savage and Members of Halifax Regional Council

**SUBMITTED BY:**

Original Signed by 

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Jacques Dubé, Chief Administrative Officer

**DATE:** November 17, 2021

**SUBJECT:** **Musquodoboit Harbour Community Development Plan**

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## **ORIGIN**

A detailed timeline of work completed for Musquodoboit Harbour is available in Attachment A. Below is a summary of planning and development projects that Council has approved or directed staff to consider for the Musquodoboit Harbour community:

- August 26, 2006 – The Regional Municipal Planning Strategy took effect. Musquodoboit Harbour was listed as a Rural Commuter District Growth Centre.
- September 19, 2006 – Regional Council initiated a Community Visioning Pilot Project for three Growth Centres including Musquodoboit Harbour.
- October 30, 2007 – Regional Council endorsed in principle the Community Vision and Action Plan for Musquodoboit Harbour .
- June 25, 2014 – Regional Council adopted RP+5, the first 5-year review of the Regional Plan.
- December 4, 2014 – The Musquodoboit Harbour and Area Community Association presented the Musquodoboit Harbour Vision Update to Harbour East – Marine Drive Community Council and requested that secondary planning for Musquodoboit Harbour be initiated.
- July 21, 2015 – Regional Council requested a staff report, with input from Halifax Water, outlining implications of amending the Halifax /Nova Scotia / Building Canada Fund Infrastructure Project list to include a central water distribution and sewage treatment collection project for the village core of Musquodoboit Harbour based on a medium growth development scenario.

**RECOMMENDATIONS ON PAGE 2**

- February 16, 2016 – A staff report recommending that Council not pursue a Building Canada Fund application for the Musquodoboit Harbour central water and sewer project was before Council. Consideration of this project was deferred until the Community Master Plan has completed and the secondary planning process for Musquodoboit Harbour has commenced.
- February 23, 2016 – Regional Council approved \$10,000 payable to the Musquodoboit Harbour and Area Chamber of Commerce and Civic Affairs (MHACCCA) as partial funding for completion of a Master Conceptual Plan by Ekistics Plan and Design for the Eastern Shore West Municipal Planning Area with funding to be provided from the Musquodoboit Harbour Common Area Rate, cost centre C160. Planning & Development also contributed \$10,000 to the MHACCCA as a one-time contribution for the Community Development Plan pilot project.
- April 13, 2017 – The final Musquodoboit Harbour Community Development Plan was submitted to staff for review.

### **LEGISLATIVE AUTHORITY**

*Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development*

### **RECOMMENDATION**

It is recommended that Regional Council direct the Chief Administrative Officer to:

1. Initiate a process to consider amendments to the Municipal Planning Strategy and Land Use By-law for Eastern Shore West to ensure development provisions for commercial, industrial, institutional, open space and recreational uses are compatible with the village core and support carrying out the Musquodoboit Harbour Community Vision and Community Development Plan;
2. Follow the public participation program for municipal planning strategy amendments as approved by Regional Council on February 25, 1997;
3. Include \$100,000 in the upcoming 2022/23 operating budget to study servicing options for a Wastewater Management District in Musquodoboit Harbour; and
4. Explore funding options from other levels of government for the capital cost of sidewalk infrastructure.

## **EXECUTIVE SUMMARY**

Musquodoboit Harbour is designated under the Regional Plan as a Rural District Growth Centre. Secondary planning is required for the Rural Growth Centres to enable strategic development that maintains rural character and mitigates concerns relative to sprawl, impacts on groundwater and soils for on-site services, increasing infrastructure costs and a loss of open space. Prior to initiating a full review of the existing secondary planning document, community visioning, watershed studies and completion of a transit plan are required. These studies have been completed and updated since the adoption of the Regional Plan in 2006; however, secondary planning never commenced for Musquodoboit Harbour due to the high cost of central services, changing transit priorities and low demand for development.

More recently, Council and staff supported a community led plan to advance the secondary planning process. The Community Development Plan provides conceptual designs of the village core area and highlights various community interests and desires that can guide the secondary planning process. Staff recommend that some changes to the plan now be considered for Musquodoboit Harbour pursuant to a list of considerations, informed by the desires of the Community Development Plan and the conclusions of the studies and plans completed to date. A more fulsome review of Municipal Planning Strategy and Land Use By-law regulations applicable to the community would be completed at a later date, as part of the ongoing Regional Plan update, and in part by the future Land Use By-law Simplification project.

Key priorities and desires of the community include increased opportunities for residential and commercial development, street improvements, trail improvements, additional parks and recreation facilities, central services (particularly water service), community branding and wayfinding, alternative transportation modes and a new school site. Most of these desires can be considered through existing HRM programs. However, central services and new sidewalks have significant financial implications and selecting a new location for the high school is beyond HRM's jurisdiction.

Existing planning policies enable the full range of land uses envisioned under the Community Vision and Community Development Plan. Nonetheless, staff recommend initiating a limited scope of change to the existing planning documents to clarify desired streetscaping, or potentially built form outcomes. Given that current policies permit a wide range of commercial uses, recent levels of economic development in the area is likely a result of market demand as opposed to overly restrictive or prescriptive planning policies. Staff advise that new land use policies are not needed to enable opportunities for new commercial activities, institutional, open space and recreational uses but a review of these policies is reasonable to ensure all opportunities are explored and supported in the land use policies. However, improvements to HRM community facilities may be considered through other HRM programs.

The amount of available parkland in Musquodoboit Harbour is above the HRM average. A variety of community facilities already exist within the village core including ballfields, the Rail Museum, Musquodoboit Harbour Recreation Centre and Public Library, the Eastern Shore Community Centre, and the abandoned rail corridor currently used as a trail. Staff advise that improvements to and maintenance of existing facilities and acquiring park lands with water access should be prioritised over constructing new community facilities. A new small playground may be warranted in Rail Park since the Rail Museum is a registered heritage property and a destination within the village core. The existing Community Garden and Neighbourhood Placemaking programs may be able to offer additional support to residents for creative projects in shared public spaces.

The main transportation corridors through Musquodoboit Harbour are owned and maintained by Nova Scotia Public Works (NSPW). While NSPW have confirmed that there are no planned capital projects along the Highway 7 corridor at this time, they are in support of HRM constructing and maintaining sidewalk infrastructure within their right-of-way. The cost of new sidewalk infrastructure may be recovered through a local improvement charge to residents and external funding may offset the rate to residents. Staff advise that sidewalks along Highway 7 between Little River Drive and Highway 357 would offer a desirable connection considering its location through the village core.

Staff advise that there is high financial risk associated with introducing central piped services including a water-only option in Musquodoboit Harbour as the population would have to grow significantly to recover the capital cost of installing service infrastructure. Such an increase in population would introduce suburban or urban built form and deter from the village character of the rural community, which is in contradiction of the Regional Plan. For these reasons, staff do not support central services for Musquodoboit Harbour. The Watershed Studies suggest that water quality concerns may be because of malfunctioning or failed septic systems. Staff recommend studying alternative, more viable, on-site servicing options, including the possibility of a Wastewater Management District, instead of considering central services. As such, a request for \$100,000 to be added in the 2022/23 operating budget to study servicing options for a Wastewater Management District has been included within this report.

Staff have reviewed the desires contained within the Community Development Plan and advise that there is merit to initiating a limited scope of MPS amendments for Musquodoboit Harbour to:

1. Review policies and regulations for commercial, industrial, institutional, open space and recreational uses to ensure the uses are compatible with the village core.
2. Consider introducing form-based codes or architectural and built form requirements to maintain the rural character of the area. While these types of land use requirements can protect rural character, encourage human scale developments and walkability within the village core, they may also inhibit development as the regulations become more stringent.

In preparing amendments to any planning policies and regulations a low growth scenario, as analysed in the Watershed Studies, should be considered to manage growth and capitalise on existing infrastructure within the region.

In addition to initiating the planning process, staff recommend allocating funding toward studying alternative on-site servicing options and exploring external funding options for the installation of sidewalks in Musquodoboit Harbour.

## **INTRODUCTION**

Council approved funding in February 2016 to allow members of the Musquodoboit Harbour community to lead their own development plan as secondary planning had not yet commenced. Staff received the final Musquodoboit Harbour Community Development Plan (CDP) in 2017, which provided high-level conceptual designs of the village core area and highlighted the interests and desires of the community. In addition to the CDP, multiple studies, projects, staff reports, and plans have been prepared since the adoption of the 2006 Regional Plan that provide direction for the Musquodoboit Harbour secondary planning process (see Attachment A).

This report aims to consolidate and analyse the information collected from past projects and studies, and to develop a list of considerations, informed by the desires of the CDP and outcomes of all the work completed to date.

## **BACKGROUND**

Upon the adoption of the Regional Plan in 2006, Musquodoboit Harbour (MH) was designated a Rural Commuter District Growth Centre (see Map 1). General characteristics of a District Growth Centre included low to medium density residential uses with a mix of convenience commercial, recreational and institutional uses, and express bus service to other centres including the Regional Centre. Consideration of central water and wastewater service was also enabled for MH through the Regional Plan. The Regional Plan required HRM to prepare a secondary planning strategy for the MH Growth Centre that considers the

general objectives and characteristics of a District Growth Centre. Prior to establishing a secondary plan for a growth centre, the Regional Plan required completion of the following:

- Community Visioning was a key process required to inform the secondary plan and to assist with implementation of the plan.
- Watershed Studies were required to ensure new development would not adversely affect water resources and receiving waters in the watershed and to determine the feasibility of introducing central services, where consideration of central services was enabled under the Regional Plan.
- Transit Service Plans were required to provide guidance for investment in transit services.

The above projects have been completed, reviewed and endorsed by Council (see Table 1). However, secondary planning did not commence because of recommendations from the technical studies and the capital costs associated with implementing key features of the vision. Regional policies and priorities have also changed since the 2006 Regional Plan and limited development has occurred in the community.

*Table 1: Summary of studies and plans completed that inform the secondary planning process for MH*

2006	2007	2008	2010	2014	2016	2017	2018
Regional Plan	Watershed Study	Transit Study	Watershed Follow-Up Study	Regional Plan Review	Moving Forward Together Plan (new Transit Plan)	Community Development Plan	Green Network Plan
	----- Community Vision & Action Plan			----- Community Vision Update		----- Integrated Mobility Plan	

**Community Visioning**

The Community Visioning program as established under the 2006 Regional Plan, led by Community Liaison Groups with guidance from HRM, facilitated an integrated and collaborative approach to community engagement whereby communities identified development opportunities and constraints and determined priorities for immediate and future action. This framework was not intended to be prescriptive but rather to empower communities, direct policy development and inform capital planning decisions.

In the fall of 2007, Regional Council endorsed in principle the Vision and Action Plan for MH. Key priorities identified under the MH Vision included the following, listed from highest to lowest importance:

1. BUSINESS/ECONOMY with an emphasis on small-scale, local enterprises and businesses serving local residents and surrounding communities.
2. PUBLIC TRANSIT & SIDEWALKS recognizing a need for convenient connections to the metro area, crosswalks and safe sidewalks, especially for children and seniors.
3. COMMUNITY SERVICES including a need for more doctors, larger medical facilities, extended library hours and child care.
4. RECREATION for all ages, with requests for an indoor swimming pool, a new hockey or curling rink, a larger community/fitness centre, trails and beach access.
5. ENVIRONMENT with interest in a green community, green energy, trash or hurricane cleanup and concern about clear cutting.
6. INFRASTRUCTURE with requests for improved or extended roads, high speed internet and piped water to major facilities. Piped water and sewer were also considered a catalyst for other higher-ranked priorities.
7. HOUSING / SENIORS DEVELOPMENT including accommodation for seniors and a need for compact or innovative housing options. Increasing the number of residents without creating sprawl was considered important as a means of enhancing other higher-ranked priorities while helping protect the environment.
8. COMMUNITY ORGANIZATIONS, although ranked the lowest priority, were considered a critical means in ensuring the successful implementation of all other priorities.

When Regional Council endorsed the Vision and Action Plan for MH, they directed staff to consider how the vision could be implemented through business planning and the budget processes. As part of the Vision and Action Plan, Regional Council adopted an implementation plan requiring extensive public consultation, a vision implementation committee and public hearing. Staff collaborated with a Vision Implementation Committee/Team (VIT), various HRM departments, Provincial agencies, community groups and private investors to strategize how the desired outcomes could be achieved. Early efforts of the VIT and staff were placed on examining the feasibility of providing transit and central water and sewer services. Multiple studies were completed as detailed in Attachment A; however, express bus service and municipal water and sewer were not provided, which were key priorities of the community to encourage growth in MH.

### **Watershed Studies**

CBCL completed the Watershed Study for MH in June 2007. This study assessed the quantity and quality of surface and groundwater resources, evaluated the quality of receiving waters, and explored the feasibility of introducing central water and wastewater services. Furthermore, the study looked at the suitability of lands within the MH study area to support new development.

The 2007 Watershed Study noted that the population of MH in 2006 was approximately 2,000 people. Census geographic boundaries in the MH area changed slightly in 2011 to include the area east of Jeddore Harbour (see Attachment B). As a result, the population of the MH area used in this report from the 2006 Census is artificially higher than what was noted in the Watershed Studies to allow for comparison with succeeding years. The 2006 Census counted a population of 2,572 people for an area in and around MH of approximately 12,640 hectares (31,234 acres), known in this report as the MH area. As shown in Attachment B, a population density of 0.2 people per hectare (0.08 persons per acre) was calculated for 2006. The 2007 Watershed Study analysed a population projection of 7,050 people and a service area of only 176 hectares, for a density of 40 persons per hectare (16 persons per acre). This population projection assumes that all new growth in the community (about 4,500 people) would be concentrated within a 176-hectare community core area, whereas the population counts from the census were done for a much larger area of about 12,640 hectares (see Map 2).

The Study recommended that central water supply, wastewater collection and treatment, and stormwater management were required to support a density of more than 8 people per hectare (3.2 people per acre), which is 40 times the density based on the 2006 Census for the entire MH area. CBCL noted that there were constraints to developing a central service area for 7,050 people including the following:

- groundwater sources can supply 5,100 people, but it was not proven for 7,050 people;
- the quality of receiving waters, Musquodoboit Harbour and Petpeswick Inlet, was unable to support primary contact activities such as swimming; and
- the capital cost of servicing was considerably higher, and the feasibility was highly dependent on significant growth in the community.

The study noted that areas outside the community centre were capable of being serviced by standard on-site services. Based on the recommendations and results of the 2007 study, there was a call for a follow-up study to explore a less ambitious servicing area with alternative technology.

CBCL completed the MH Watershed Follow Up Study Report in 2010. The Follow Up Study explored various options for servicing in and around the MH Village Core: water services only; sewer services only; and both sewer and water services for tertiary and secondary treatment levels. Growth envisioned in MH by the Watershed Studies was 7,050 people by 2026. However, census data indicated that the population of the MH area reduced to 2,490 people in 2011 and increased slightly to 2,514 people in 2016, representing 0% population growth (see Attachment B). The 2010 Follow Up Study estimated the cost for servicing low, medium and high growth scenarios. In 2013, CBCL updated the capital cost estimates noted in the 2010 Follow Up Study for the various servicing options with guidance from Halifax Water. They also provided an estimate for providing central water only for a low-medium growth scenario. These numbers were inflated to 2019 estimates, for Council's consideration, as shown in Table 2 below.

Table 2: Summary of Capital Cost Estimates for Central Servicing Options (2013 numbers adjusted to 2019)

Growth Scenario (Population / %Growth)		Low (2500 / 25%)	Low – Medium (3400 / 70%)	Medium (4800 / 140%)	High (7050 / 250%)
<b>Servicing Option</b>	Central Water	\$9.6 million	\$11.6 million	\$12.1 million	\$13.9 million
	Central Sewer Secondary Treatment Tertiary Treatment	\$21.2 million \$20.2 million	Not calculated	\$27.1 million \$25.0 million	\$31.5 million \$29.7 million
	Stormwater	\$5.5 million	Not calculated	\$5.5 million	\$5.5 million
	<b>Total Capital Cost*</b> Secondary Treatment Tertiary Treatment	\$36.3 million \$35.3 million	\$11.6 million (water only)	\$44.7 million \$42.6 million	\$50.9 million \$49.1 million

\*The total capital cost estimations above do not include engineering fees, net HST, interest and overhead.

#### Funding Central Services

Both studies advised that a density of at least 40 people per hectare (16 people per acre) is necessary for central services to be cost effective. The 2016 census indicates that the population density of the MH area was only 0.2 people per hectare (0.08 people per acre). An increase in density to 40 people per hectare represents a unprecedented increase in density and population in the MH area. The 2010 Follow Up Study noted that the capital cost of installing services in MH would have to be financed by HRM. There may be options for HRM to cost share the capital costs by applying for provincial or federal funding, which would also reduce the rates for individual residents. The Watershed Studies advised that HRM could recover the cost through a Local Improvement Charge (LIC) over a 20-year period, which is the maximum cost recovery period that can be considered under Bylaw L-100 Respecting Charges for Local Improvements.

On July 21, 2015, Regional Council requested a staff report, with input from Halifax Water, outlining the implications of amending the Halifax/Nova Scotia/Building Canada Fund Infrastructure Project list to include a central water distribution and sewage treatment collection project for the MH village core based on a medium growth development scenario. Staff recommended against a Building Canada Fund application because the feasibility of installing central services was heavily dependent on future growth to offset the cost for existing residents. The 2015 staff report noted that engineering fees, net HST, interest and overhead costs were not included in the cost estimates provided in the Watershed Studies. Furthermore, the staff report explained that federal funding would not address the ongoing operational costs of such a system, which would have required a substantial population increase to become acceptable. On February 16, 2016, Regional Council passed a motion to defer this matter until the Community Master Plan is complete and the secondary planning process for MH has commenced.

#### Water Supply

The Watershed Studies identified groundwater as the preferred source of water for a central water system, with secondary consideration given to the Musquodoboit River as a surface water source. Central water systems sourced by either groundwater or surface water supplies would require the same NS Environment standard of treatment. In general, groundwater offers raw water storage, greater water quantity and better water quality. However, groundwater supplies may still have contaminants from external sources such as previous agricultural or industrial activities, or minerals from local soils and geology. The 2010 Follow Up Study noted that Musquodoboit River has enough water quantity, drawn from riverside wells, to service a high growth scenario and the water quality is typical of that found in other parts of Nova Scotia. While challenging to meet NS Environment treatment standards for potable water, a treatment system can be designed for Musquodoboit River that produces potable water for the community.

Before considering central water services, the Follow Up Study recommends conducting field investigations to determine potential sources of contaminants and installing monitoring wells near former industrial sites.

The Follow Up Study concluded that it is technically feasible to provide central water service with on-site wastewater for the core area, provided that new and existing developments have low water use fixtures and appliances to avoid exceeding the flow rates of an on-site septic system. This does not, however, address the economic considerations of the provision of this service.

#### Wastewater Treatment

The Watershed Studies noted that there is very limited assimilative capacity in receiving waters of Little River – Petpeswick Inlet and Musquodoboit River – Musquodoboit Harbour. Water sampling of the Little River and Musquodoboit River systems indicated that untreated effluent was entering receiving waters suggesting that some existing on-site septic systems may have malfunctioned or failed. There are two existing wastewater treatment systems in the Musquodoboit community: (1) Twin Oaks Treatment Facility which services the Eastern Shore District High School, the Twin Oaks Memorial Hospital and the Birches Nursing Home; and, (2) the Community Centre Treatment Facility, which only services the Eastern Shore Community Centre. The Studies indicated that these systems produce acceptable effluent but may be overloaded on occasion, which may contribute to pollutants within receiving waters.

An increase in water flows either from introducing water services, high levels of growth in the community, or new development producing wastewater that is not properly treated may pose a risk to the receiving waters. The 2010 Follow Up Study suggests that management of wastewater treatment and stormwater will reduce pollutant loads, improve water quality, and increase the assimilative capacity of receiving waters. Higher development densities would require a central wastewater collection and treatment system. The Studies noted that a density of 40 persons per hectare or higher would be required for central services to be cost effective. In other words, significant growth in the community at levels unseen in rural HRM and comparable to a suburban form of development would be necessary to effectively share the capital cost of installing service infrastructure amongst property owners. If significant growth does not occur, existing residents would be left to recover the capital costs. The MH community has not been consulted to determine if they are willing to pay the charges for this service or not.

If it were decided that treatment were to take place, a tertiary level treatment plant with outfall to Musquodoboit River and conventional wastewater trunk sewers was recommended as an optimum configuration for a small-scale wastewater management system. CBCL recommended the individual property owners upgrade existing malfunctioning on-site systems of properties outside the core area instead of replacing on-site sanitary systems with a central collection system. The 2010 Follow Up Study found that continued reliance on individual on-site septic systems can support 4 persons per hectare with or without piped water, which is 20 times the population density calculated from the 2016 Census.

#### **Transit Service**

When the 2006 Regional Plan was underway, rural district centres were selected based on where future park and ride bus terminals should be constructed to improve transportation linkages within the rural commutershed to the Regional Centre. Based on the 2007 Community Vision, public transit is a high priority for MH residents. As the Municipality determines how much growth is appropriate via increased residential densities in MH, it must also be considered if and how the community can be serviced by transit to ensure growth is facilitated in a sustainable manner.

Policy and operational plans to consider transit service to MH have changed over time. The 2006 Regional Plan envisioned express bus service from the Regional Centre to MH along Highway 107. Soon after the Regional Plan was adopted, Council commissioned a rural transit study to examine the feasibility of providing rural express bus service in key corridors of the commutershed including Highway 107 to a park and ride terminal in MH. Council endorsed the *Park & Ride, Express and Rural Transportation Service Study* in 2008. The study suggested that each of the key corridors demonstrated enough potential to support a minimum level of service in the short-term. However, MetroX service was only provided as far as Porters Lake.

A shift in direction for express bus service to MH occurred upon the adoption of RP+5 in 2014. Rural express service would now stop at Porters Lake. Map 1 of the 2014 Regional Plan does not show that express bus

service can be considered to MH; however, Table 3-2 of the RMPS allows for consideration of a park and ride facility in MH with express bus service to the Regional Centre, creating a conflict in policies. After the adoption of RP+5, Halifax Transit staff worked on a new transit operational plan called the Moving Forward Together Plan. In 2016, Regional Council endorsed this plan in principle which superseded the Park & Ride, Express and Rural Transportation Service Study. The Moving Forward Together Plan does not include MH in the list of Regional Express Routes, although it notes that new Regional Express Routes are enabled under the Regional Plan for Rural District Growth Centres.

### **Enabling Policy and LUB Context**

Development within the MH Growth Centre is enabled by policies and regulations under the Regional Municipal Planning Strategy (RMPS), Regional Subdivision Bylaw (RSBL), Eastern Shore (West) Municipal Planning Strategy (MPS) and Eastern Shore (West) Land Use Bylaw (LUB). Attachment C includes a summary of the uses that can be considered within the MH Growth Centre.

#### Regional Plan Policies

When the RMPS was first adopted in 2006, MH was designated a Rural Commuter District Centre. The 2006 RMPS envisioned that 25% of regional growth would occur in rural areas and rural growth would be concentrated in strategic areas, linked to the potential availability of transit services. Upon the adoption of the RMPS and RSBL, new private roads were no longer allowed and large-scale rural residential subdivisions could only be approved pursuant to Open Space Design Policies under the RMPS. Open Space Design policies required a comprehensive development agreement planning process to ensure land was suitable for development and encourage clustering of residential uses to protect environmental features and open space. Higher residential densities could be considered within rural centres; however, no Open Space developments have been approved within the MH District Growth Centre.

The 2006 RMPS also established a Comprehensive Development Districts (CDD) Zone which was applied to strategic locations within Rural Commuter District Centres. The CDD Zone was intended to protect lands from being inappropriately developed prior to secondary planning for the centre. The CDD policies enabled consideration of transit-oriented design development, with a mix of medium density residential, commercial, institutional and recreational uses together with parking and a transit station, as a focal point within the District Centre. There is one property within the MH Growth Centre zoned CDD.

In 2014, Regional Council adopted the Regional Plan Review (RP+5). The 2014 RMPS targeted at least 75% of new housing units within the region to be within the Regional Centre and urban (serviced) communities. Staff recommended that MH be reclassified to a Local Growth Centre instead of a District Growth Centre; however, several community members opposed the reclassification during the public hearing. Council approved a motion to move MH from the list of Local Growth Centres back to the list of District Growth Centres. Conservation Design policies superseded the Open Space Design policies. While the general concept remained the same, the Conservation Design policies enabled a reduced residential density and greater protection of open space. The Regional CDD policies were also amended with the requirement for transit-oriented design development being removed.

#### Community Plan Policies

The Eastern Shore (West) MPS and LUB were first adopted by the former Halifax County Municipality in 1996. Apart from the industrial park, which is designated Industrial Park (IP), lands along Marine Drive and within the Village Core are zoned and designated Mixed Use (MU). The MU designation recognises the rural character of the plan area and supports the continuation of the traditional mixed-use land use pattern. The MU designation enables a wide range of uses and allows for the market to determine the size and location of future development. The IP designation recognises the existing industrial park and supports a mix of light industrial and commercial uses. The various uses and amenities envisioned by the community are already enabled by the MPS and LUB (see Attachment C).

### **Development Trends**

The predominant housing type found in MH is single unit dwellings. Many houses are set back from the street and share their driveway with abutting neighbours. The MH Growth Centre features a rural core area

along Highway 7 which includes a hospital, high school, community centre, library, and the rail museum. This community acts as a rural commercial hub and cultural destination for residents and travellers heading to the Eastern Shore or into Dartmouth and Halifax. The centre has experienced relatively low growth since the adoption of the Regional Plan in 2006 (see Table 3) notwithstanding relatively permissive land use regulations. There are limited alternate forms of housing in this centre.

*Table 3: Residential development and building permits issued within the Musquodoboit Harbour Rural District Growth Centre and surrounding area since the adoption of the Regional Plan (June 27, 2006 to December 17, 2018)*

Dwelling Unit Type	Mobile Home (in a park)	Mobile Home	2-Unit	3-Unit	4-Unit	Multiple Unit	Single Unit	Total # Permits
Musquodoboit Harbour Growth Centre	0	3	1	0	0	0	20	24
Outside the Growth Centre within the Eastern Shore West Plan Area	0	46	5	0	0	0	253	304
Total # Permits	0	49	6	0	0	0	273	328

In 2001, Council approved a development agreement for a 45,000 square foot grocery store, 15,000 square foot strip mall, and 5,000 square foot commercial building at the intersection of Highway 7 and East Petpeswick Road. A 42-unit development was also approved by Council in 2016. Neither of these developments have commenced construction. The commencement date for the commercial development has expired and the development agreement is no longer in effect. However, the multiple unit residential development is in effect until 2029.

**Community Development Plan**

Secondary planning for MH has not commenced due to the high cost of installing central services, changing transit priorities and the relatively low demand for development. Nonetheless, community members had a vision that they wished to pursue through a secondary planning process. Staff provided guidance to the Musquodoboit Harbour and Area Chamber of Commerce and Civic Affairs (MHACCCA) and contributed partial funding of \$10,000 toward the development of a community-led Community Development Plan as a pilot project for the secondary planning process. In February 2016, Regional Council awarded the MHACCCA \$10,000 from the MH Common Area Rate to complete a Master Conceptual Plan. Ekistics Planning and Design completed the Musquodoboit Harbour Community Development Plan (CDP) in April 2017 (see Attachment D).

The goal of the CDP is to provide policy direction and recommendations for planning staff to develop a secondary plan that enables future growth and development in MH. The CDP identifies the community's desires and priorities and suggests how public support can leverage private investment.

Community Engagement

Since the adoption of the Regional Plan in 2006, the MH community has been engaged on many occasions to develop their vision and identify their desires to enable future development of the Village Core. Several years passed since the community vision was endorsed by Council so a number of approaches were developed through the CDP process to continue engaging with area residents, visitors and local business:

1. Postcards (November 2016) - invited the community to prioritise three wishes to improve the MH core;
2. Community Workshop (November 2016) - prioritised the community's "3 big moves for MH";
3. Stakeholder Meeting (November 2016) - prioritised local businesses' "3 big moves for MH";

4. Online Survey (December 2016 to January 2017) - collected information on residents' travel behaviour when visiting the Village Core and respondents' perception of traffic and safety and on the services and amenities, events and activities, recreational spaces, and housing available in the Village Core. The survey also collected what was important to participants and what improvements participants felt could be made;
5. Framework Plan Presentation (January 2017) - presented a concept to the steering committee and HRM staff for feedback that was the foundation of the CDP; and,
6. Public Open House (March 2017) - presented the draft CDP for public feedback.

Details on the public consultation process and results of the various approaches can be found in Attachment D. A summary of the priorities and desires of the community is available in Attachment E. The community's top priorities include sidewalks, central services, improved signage, streetscaping, and park enhancements.

## **DISCUSSION**

The MH community has been actively finding ways to implement the various requests outlined in the CDP. This section of the report explains what has been achieved by the MHACCA and evaluates where and how HRM can support and implement the requests of the CDP and community vision.

The CDP was distributed to various internal departments for review including Regional Planning, Strategic Transportation, Infrastructure Planning, Active Transportation, Streetscaping, Transit, Heritage, Parks and Recreation, and Solid Waste. The CDP was also circulated externally to Nova Scotia Public Works (NSPW) and Halifax Water. Staff have evaluated all the requests and determined which ones can be considered through existing programs, which requests should be considered through new programs, and which requests do not warrant further consideration at this time and why.

### **Master Planning**

The CDP envisions a range of commercial, institutional and recreational spaces along Highway #7, also known as Marine Drive, which runs through the community centre. New parks at strategic locations and mixed-use developments within the Village Core are also envisioned. A detailed list of the requested land uses can be found in Attachment E. The current zoning and underlying planning policies enable all the land uses proposed in the CDP and provide flexibility in design and built form. Implementing new or additional regulation around specificity of uses and built form may inhibit new development as the regulations currently in place are quite permissive. Nonetheless, staff advise that amendments to the planning documents would ensure strategic and comprehensive development that carries out the intent of the Regional Plan as well as the community vision, and protect the rural character of the area.

### **Growth Centre Boundary**

The MH Growth Centre boundary is currently identified on Map 13F of the Regional Plan (see Map 1). The CDP defines a Village Core boundary, which contains a variety of uses and attractions that service the MH community and characterise the area as a gateway to the Eastern Shore. These existing uses are well connected to Marine Drive, which runs through the Village Core. Greenfield sites exist within the core that the CDP highlights as appropriate locations for future development. Staff recommend that changes or refinement to the boundaries be considered via the already initiated Regional Plan update, with subsequent changes to the applicable Municipal Planning Strategy subsequently following per updated process direction within this new Regional Planning document.

### **Rural Growth**

Upon the adoption of the 2006 Regional Plan, 25% of regional growth was targeted for rural communities to manage growth, prevent sprawl and avoid hundreds of millions of dollars in costs to the Municipality in maintaining dispersed development patterns. The 2014 RMPS refined the regional growth targets and anticipated that at least 75% of new housing units would be within the Regional Centre and urban communities. Recent approval of the Integrated Mobility Plan (IMP) also suggests that most growth within HRM should occur in areas where infrastructure and central services are readily available. While the RMPS

enables consideration of express bus service, there are currently no plans at this time to provide municipal transit service beyond Porters Lake.

Since 2006, the population of the MH area has not grown (see Attachment B). A low growth scenario identified under the Watershed Studies (25% growth) represents a population increase of about 640 people across the 12,640 hectares of the MH area. The results of the Watershed Studies indicate that a low growth scenario serviced with on-site services can be accommodated within the MH area. Consideration of higher densities within future development sites identified under the CDP can be enabled through new planning policies that require hydrogeological assessments and servicing details prior to approval.

Low-medium, medium and high growth scenarios represent greater than 25% growth in the community and would require new service infrastructure. Low-medium or medium growth scenarios may be accommodated within future development sites under the CDP; however, the Watershed Studies suggest that lands beyond the core area identified under the CDP would be required to accommodate a high growth scenario.

The 2010 Follow Up Study showed examples of various development densities between 25 persons per hectare and 62 persons per hectare in HRM and Nova Scotia. All examples showed a suburban or urban form of development serviced by central services, representative of the medium and high growth scenarios.

### **Residential Development Opportunities**

New residential development is shown at a conceptual level in the CDP meaning that there is limited detail about the number of units proposed and supporting technical information such as traffic impacts and servicing plans. With this said, it appears that the proposed density is greater than what can be considered through the existing Conservation Design policies. Higher Density Conservation Design Development, while permitted in the MH Growth Centre, only allows for consideration of clustered forms of development with 50% of the property retained as open space and held in common ownership. Conservation Design Developments can be difficult to finance due to the high cost of building roads and operating shared services relative to the maximum density permitted. Developers have also expressed that the market demand for condominiums is relatively low in rural communities in HRM. No developments have been approved in HRM under the 2014 Conservation Design RMPS policies. A review of these policies is anticipated alongside the recently initiated second Regional Plan 5-year review. Revisiting these policies via the Regional Plan update process may afford the Musquodoboit Harbour community additional residential development opportunities, which could then be formalized by the subsequent by-law simplification process within rural communities in the Municipality.

### **Commercial and Industrial Uses**

The CDP requests increased commercial activity within the Village Core including retail, grocery shopping, cafes and restaurants, and an expanded industrial park. Existing zoning of properties along Marine Drive and within the Village Core area allow a wide range of commercial uses including those requested under the CDP. The existing zoning of MH Industrial Park, which is located outside the Village Core boundary, enables a range of industrial uses. There are several properties within the industrial park that are not yet developed. Furthermore, existing policies enable consideration of an expansion of the Industrial Park. Staff advise that the existing policies and zoning already provide opportunities for economic development in the area. Therefore, the establishment of new businesses do not require the support of new secondary planning policies. Staff advise that the recent levels of economic development in the area has been a result of market demand as opposed to overly restrictive or prescriptive planning policies. However, in accordance with the desires outlined in the Community Development Plan, staff are recommending a review of policies and regulations to ensure compatibility of commercial and industrial uses within the village core.

### **Institutional, Open Space and Recreational Uses**

Similar to commercial and industrial uses, a range of institutional and community uses is permitted under the MU Zone, which covers most of the MH Growth Centre. The CDP envisions improved and new parks and recreational facilities. New secondary planning policies are not needed to enable opportunities for new institutional, open space and recreational uses, however improvements to HRM community facilities may be considered through other HRM programs. In accordance with the desires outlined in the Community

Development Plan, staff are recommending a review of policies and regulations to ensure compatibility of institutional, open space and recreational with the village core.

### **Architecture and Built Form**

The CDP envisions human scale design along Marine Drive with mixed use buildings located close to the street and no parking in the front yard. The CDP favours various building heights and architectural styles within the village core, with large windows at the main level to encourage shopping and awnings that provide shelter along the sidewalk. Sidewalk furniture and street trees are also preferred to improve the pedestrian experience. The CDP requests “not so stringent” architectural guidelines to ensure that new construction complements the rural character of the existing community.

Regional policies and priority plans encourage walkability in rural areas and support human scale design. Staff advise that new policies and regulations can consider requests for architecture and building form under the community vision and CDP. In accordance with the desires outlined in the CDP, introduction of form-based codes or architectural and built form requirements to encourage the human-scale environments that maintain the rural character of the area should be considered. It should be recognized that this approach be carefully considered so that new design and built form requirements not inhibit development as the land use regulations become more stringent.

### **Transit**

While the Regional Plan allows for consideration of express bus service to MH, there are no plans to extend the Porters Lake Regional Express Route 370 or introduce a new transit route to MH due to low ridership on Route 370. The 2014 Regional Plan update and 2016 Moving Forward Together Plan suggest that express transit service would not extend to MH. Therefore, it may be found via the Regional Plan update process that the absence of express transit merits consideration of reclassifying MH from a District Growth Centre to a Local Growth Centre.

Given that existing programs provide financial assistance for community-based transit and there is currently no demand for express bus service to MH, staff advise that no further action is needed to support transit in MH at this time.

### **Servicing**

Musquodoboit Harbour is currently serviced by private wells and on-site septic systems, except for the Twin Oaks and Community Centre wastewater treatment systems. The Watershed Studies indicate that there is adequate water to supply considerable growth in MH, but there are water quality concerns. The 2007 Vision and CDP request central services within the MH core, especially water service, to stimulate development and protect the environment. However, the feasibility of services may be prohibitive given that it is highly dependant on new growth in the area for a low-medium, medium or high growth scenario.

The Watershed Studies indicate that water quality issues in MH may be caused by malfunctioning and failed on-site septic systems; however, staff do not have enough information to confirm this theory. If water quality is a major concern in the community and one of the reasons why central services are desired under the CDP, studying alternative/more viable on-site servicing options may be the preferred approach.

A number of approaches to servicing have been contemplated for MH over recent years including the Municipality providing financial assistance to land owners to ensure adequate supply or quality of water, the creation of a wastewater management district, and providing full central services to the community. Further to these ideas, individualized approaches for financing these types of projects have been investigated at a high level. Ultimately, if Council wishes to consider increased levels of services in the core area and new development in areas highlighted for future development under the CDP, increased levels of density within the community would be needed so as to pay for this infrastructure. While increased levels of servicing are desired by the community, there is also a desire to retain the existing rural feel of the community – characterized to some extent by relative low levels of density. Ultimately, the location and nature of where municipal services are to be extended is central to the purpose of the Regional Plan. Where this Plan is intended to direct the ‘where’ and ‘how’ of growth within the Municipality, staff recommend

decisions regarding servicing be informed by the Regional Plan update, with community specific policy following within the by-law simplification project.

Further to the above, staff are unable to recommend if a Wastewater Management District is a reasonable option, and if there is community support, without further study. Therefore, staff recommend that Council include \$100,000 in the 2022/23 operating budget to study potential options for a Wastewater Management District in MH and develop a business plan. The study may explore sources of contaminants in receiving waters, service infrastructure options, a charge structure, management plan, district boundaries, and whether residents would be willing to pay for estimated charges. This study would allow Council to make an informed decision on the future of wastewater services in this community. In the absence of this study, staff would advise Council that there is insufficient information available at this time to proceed with the creation of a wastewater management district.

### **Highway and Street Improvements**

The CDP envisions a series of street improvements along Marine Drive between Highway 107 and Highway 357 and within the Village Core (see Attachments D and E). This area is considered a gateway to the Eastern Shore. The main corridors are owned and maintained by NS Public Works (NSPW) who have indicated that there are no capital projects planned within their current 5-year plan along the Highway 7 corridor through MH.

### **Sidewalks**

The IMP recommends that HRM explore how to support sidewalks in rural communities. A separate staff report on a comprehensive approach to this item from Transportation and Public Works is forthcoming to the Transportation Standing Committee in early 2022.

The CDP envisions the installation of sidewalks along Marine Drive, Park Road, Highway 357 and Little River Drive. These roads are all owned and maintained by the Province. NSPW has expressed interest in seeing a design for sidewalks, but any sidewalk infrastructure would have to be owned and maintained by HRM. Active Transportation staff advise that sidewalks along Marine Drive between Little River Drive and Highway 357 would offer a desirable connection considering the location through the village core.

Sidewalks may be installed by HRM in accordance with NSPW sidewalk standards and the cost recovered through an LIC or area rate. As a source of comparison, an area rate offset by Federal contributions has paid for the installation and maintenance of sidewalks in Sheet Harbour. A similar arrangement could be considered for MH. Confirmation of sufficient space for sidewalks within the NSPW roadways is still needed.

In regards to the context of this report, staff recommend consultation with the community to determine the extent of support from residents for Phase 1 sidewalks. Pending this support, it is recommended the Council direct staff to explore funding options from other levels of government for the capital cost of sidewalk infrastructure.

### **Streetscaping**

The MHACCCA was awarded \$25,000 from the Provincial Beautification and Streetscaping Program in 2018. At their June 19, 2018 meeting, Regional Council matched the provincial funding for a total of \$50,000 provided for streetscaping in MH. These funds came from the existing MH Area Rate and are being used to install signs, planter boxes, street trees, local business signs, map holders for local businesses, and refurbish street furniture. Staff recommend that the Area Rate continues to fund streetscape improvements and beautification projects in MH.

### **Parks and Community Facilities**

The CDP requests improved and new community facilities such as a third ball field, community garden, additional parkland, a new playground, rail museum improvements and expansion of the rink at the Eastern Shore Community Centre (see Attachments D and E). Parks and Recreation staff advise that improvements to and maintenance of existing facilities and acquiring lands with water access should be prioritised. In January 2018, the MH Recreation Centre and Public Library was revitalised.

The MH area<sup>1</sup> currently has a significant amount of parkland. At 23 ha per 1,000 residents, parkland in MH is well above the HRM average of 12.3 ha<sup>2</sup> per 1,000 residents. Approximately 3.3 ha of the parkland per 1,000 residents in MH is undeveloped or natural parkland. A low growth scenario or population increase of 25% would bring the parkland ratio to 18 ha per 1,000 residents, which is still much higher than the HRM average. A medium growth scenario or population increase of 140% may warrant additional parkland as the ratio would reduce below the HRM average. Staff advise that an appropriate approach to parkland acquisition would be to first determine the ultimate levels of density desired in the community, and then determine if additional open space is warranted to ensure the community is properly serviced with this type of amenity.

### **Community Branding and Wayfinding**

Creating and implementing a branding strategy was one of the immediate priorities of the CDP. Directional and informational signage, interpretive panels, a community directory, trail signage as well as creating a community website were all suggested as ways to improve wayfinding, beautify the area and highlight the community's identity. Most of the funds awarded for the beautification and streetscaping project are being used to design and install banners and signs throughout the core area. These signs are intended to provide directions and community information and encourage people to visit local businesses and facilities. Staff recommend that funding for future beautification and signage projects be considered through the existing MH Area Rate.

### **Conclusion**

Staff have reviewed the desires contained within the CDP and advise that there is merit to initiating a process to consider amendments of limited scope to the Municipal Planning Strategy and Land Use By-law for Eastern Shore West to ensure development provisions for commercial, industrial, institutional, open space and recreational uses are compatible with the village core and support carrying out the Musquodoboit Harbour Community Vision and Community Development Plan. Further, staff recommend funding considerations including exploration of options to support sidewalk installation, and dedication of \$100,000 in the upcoming operating budget to allow for study of options relative to a future Wastewater Management District.

Staff recommend that, while consideration of limited scope amendments are able to proceed now relative to use compatibility and architectural guidelines, further review of potential policy and regulation changes relative to the Growth Centre boundary and classification, identification of Opportunity Sites and decisions regarding servicing and transit proceed at a later date, as part of the Regional Plan update and Land Use By-law Simplification project.

## **COMMUNITY ENGAGEMENT**

Should Regional Council choose to initiate the MPS amendment process, the *HRM Charter* requires that Regional Council approve a public participation program. In February of 1997, Regional Council approved a public participation resolution. It outlines the process for proposed MPS amendments that are local in nature. The resolution requires, at a minimum, staff to hold a public meeting, along with any other measures deemed necessary to obtain public opinion. Although the MH community has been engaged extensively through the community visioning and CDP processes, staff recommend that the public meeting required as set out in the 1997 resolution is appropriate to further confirm and define the findings of the Community Development Plan, and ensure any community financial implications are well understood.

Amendments to the RMPS, Eastern Shore West MPS and LUB will potentially impact the following stakeholders:

- local residents, property owners and businesses in the MH area;
- Rail Museum (a registered municipal heritage property);

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<sup>1</sup> 2016 Statistics Canada Dissemination Areas 12090824, 12090909 and 12090910 were used as the MH area.

- Other HRM business units; and,
- External agencies including Nova Scotia Public Works (NSPW) and Nova Scotia Environment (NSE).

### **FINANCIAL IMPLICATIONS AND RISK CONSIDERATIONS**

Financial implications and information concerning the risks associated with the staff recommendations are described in detail under the Discussion section of this report. Secondary planning involves amending the MPS. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board. A summary of the financial implications and risks are as follows:

1. **MPS and LUB Amendments:** The HRM costs associated with facilitating and managing amendments to the Municipal Planning Strategy and Land Use Bylaw for MH can be accommodated within the approved 2021-2022 operating budget for C310 Urban and Rural Planning Applications. The planning process may proceed independent of the research and study listed in recommendations 4 and 5 of this report.
2. **Servicing:** Staff recommend including \$100,000 in the 2022/23 operating budget to study on-site servicing solutions and a framework for a WMD in MH. Staff advise that the alternative of pursuing central services for MH has high financial risk. As raised in the Discussion section, the feasibility of central services is highly dependent on significant growth in the core, which would detract from the village character of the area and is unlikely based on population and permit trends. HRM would be responsible for the capital cost of installation of service infrastructure within the Provincial right-of-way and the ongoing maintenance. Staff advise that further study is warranted in the interest of environmental protection and public health if failing septic systems are polluting receiving waters.
3. **Sidewalks:** Staff advise that sidewalks along a particular stretch of Marine Drive would provide greater and safer pedestrian connectivity within the MH Village Core. While Marine Drive is owned and maintained by NSPW, HRM would be responsible to own and maintain sidewalk infrastructure within the Provincial right-of-way if Council supported sidewalks in MH. The capital cost of installing sidewalks could be recovered from local property owners and residents through a local improvement charge or area rate. External funding may offset the capital cost of installing sidewalks.

### **ENVIRONMENTAL IMPLICATIONS**

Environmental concerns are identified in the discussion section of this report. In summary, it is staff's opinion that the recommended considerations have less environmental implications than the alternatives. New planning policies and by-law requirements that enable a low growth scenario serviced by on-site services may better protect local water supplies and receiving water quality. An alternative growth scenario serviced by central services is not recommended as it may pose additional environmental risks to the community. A summary of environmental concerns raised in this report for are as follows:

1. **Potable Water Standards:** There is enough water quantity to supply the various growth scenarios described in the Watershed Studies, but treatment is required to meet potable water standards.
2. **Receiving Water Quality:** Receiving waters of Petpeswick Inlet and Musquodoboit River have limited assimilative capacity. Malfunctioning septic systems may be contributing to water quality concerns. Staff recommend conducting further study to determine sources of contaminants and to explore more viable on-site servicing solutions, like a wastewater management district, to reduce pollutant loads and improve receiving water quality. Alternatively, higher residential densities and introducing central water services can increase flows, overload on-site septic systems and in turn pose greater risk to the water quality of receiving waters.

3. **Maintenance of Rural Character:** Low-medium, medium and high growth scenarios are not recommended as they would introduce suburban and urban forms of development to recover the cost of introducing central services. This form would detract from the rural village character of the MH area.
4. **Primary Water Activities:** Staff recommend that there is merit to acquiring parkland with water access. However, the Watershed Studies indicate that the water quality of Musquodoboit River may not be suitable for primary water activities.

### **ALTERNATIVES**

1. Regional Council may direct the Chief Administrative Officer (CAO) to initiate the consideration of Regional Plan and Secondary Municipal Planning Strategy (SMPS) amendments. This would require a supplementary report from staff and alternative public participation resolution.
2. Regional Council may direct the CAO to initiate a public participation program that differs from the process outlined in this report. This may require a supplementary report from staff.
3. Regional Council may choose not to direct the CAO to initiate the Policy changes and studies outlined within this report. A decision of Council not to initiate a process to consider amending the Municipal Planning Strategies is not appealable to the NS Utility and Review Board as per Section 262 of the *HRM Charter*.
4. Regional Council could choose not to include \$100,000 in the upcoming 2022/23 operating budget to study servicing options for a Wastewater Management District in Musquodoboit Harbour, which would prevent the ability to undertake the study of potential options.
5. Regional Council could choose not to explore funding options from other levels of government for the capital cost of sidewalk infrastructure.

### **ATTACHMENTS**

Map 1:	Musquodoboit Harbour Growth Centre – Map 13F of the Regional Plan Map Series
Map 2:	Boundary Analysis
Attachment A:	Timeline of projects completed for Musquodoboit Harbour
Attachment B:	Population Trends
Attachment C:	Summary of land uses enabled through existing policies
Attachment D:	Musquodoboit Harbour Community Development Plan
Attachment E:	Summary of priorities and requests from the Community Development Plan

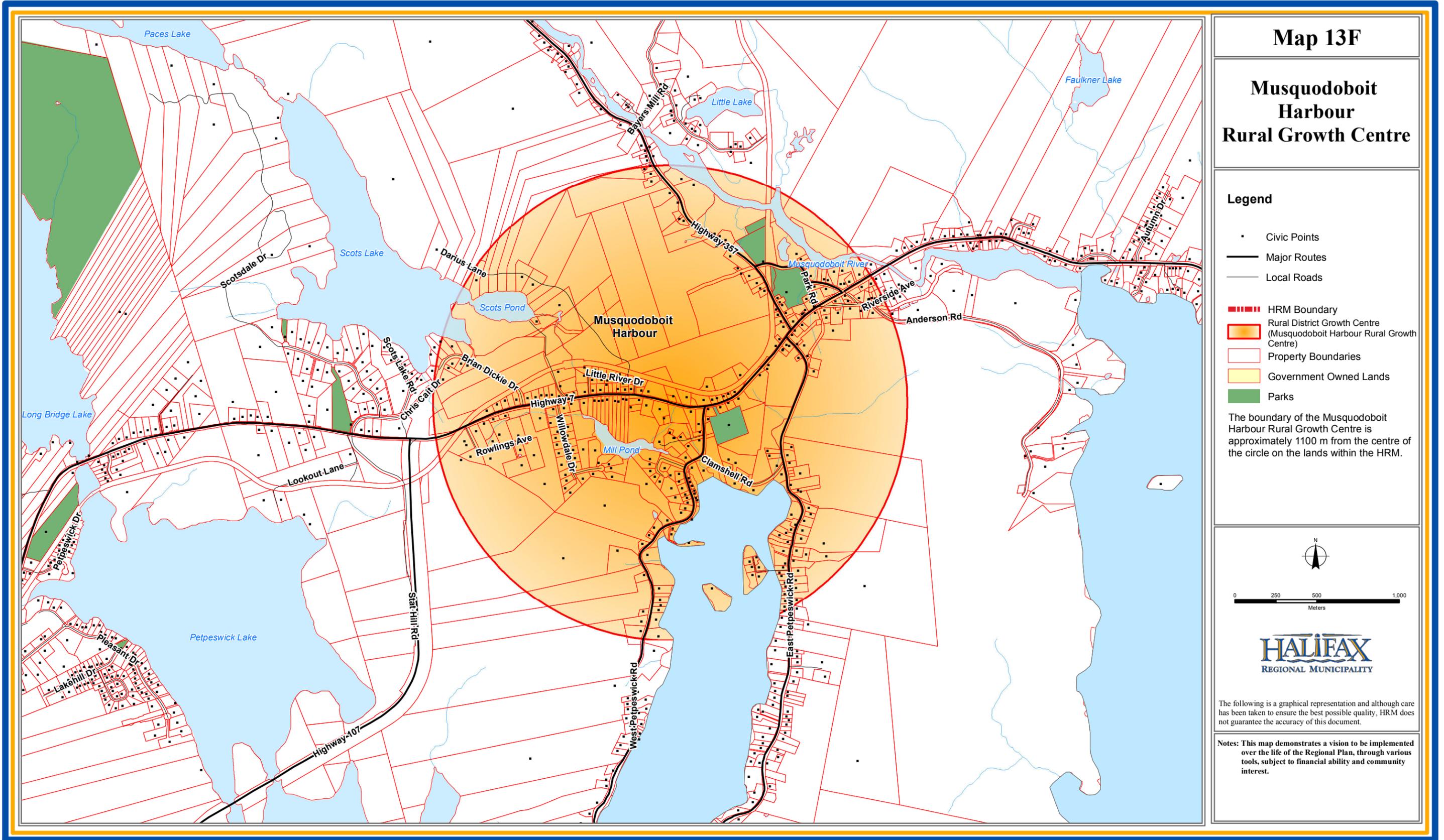
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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

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# Map 1



## Map 13F

### Musquodoboit Harbour Rural Growth Centre

#### Legend

- Civic Points
- Major Routes
- Local Roads
- ▬▬▬ HRM Boundary
- Rural District Growth Centre (Musquodoboit Harbour Rural Growth Centre)
- Property Boundaries
- Government Owned Lands
- Parks

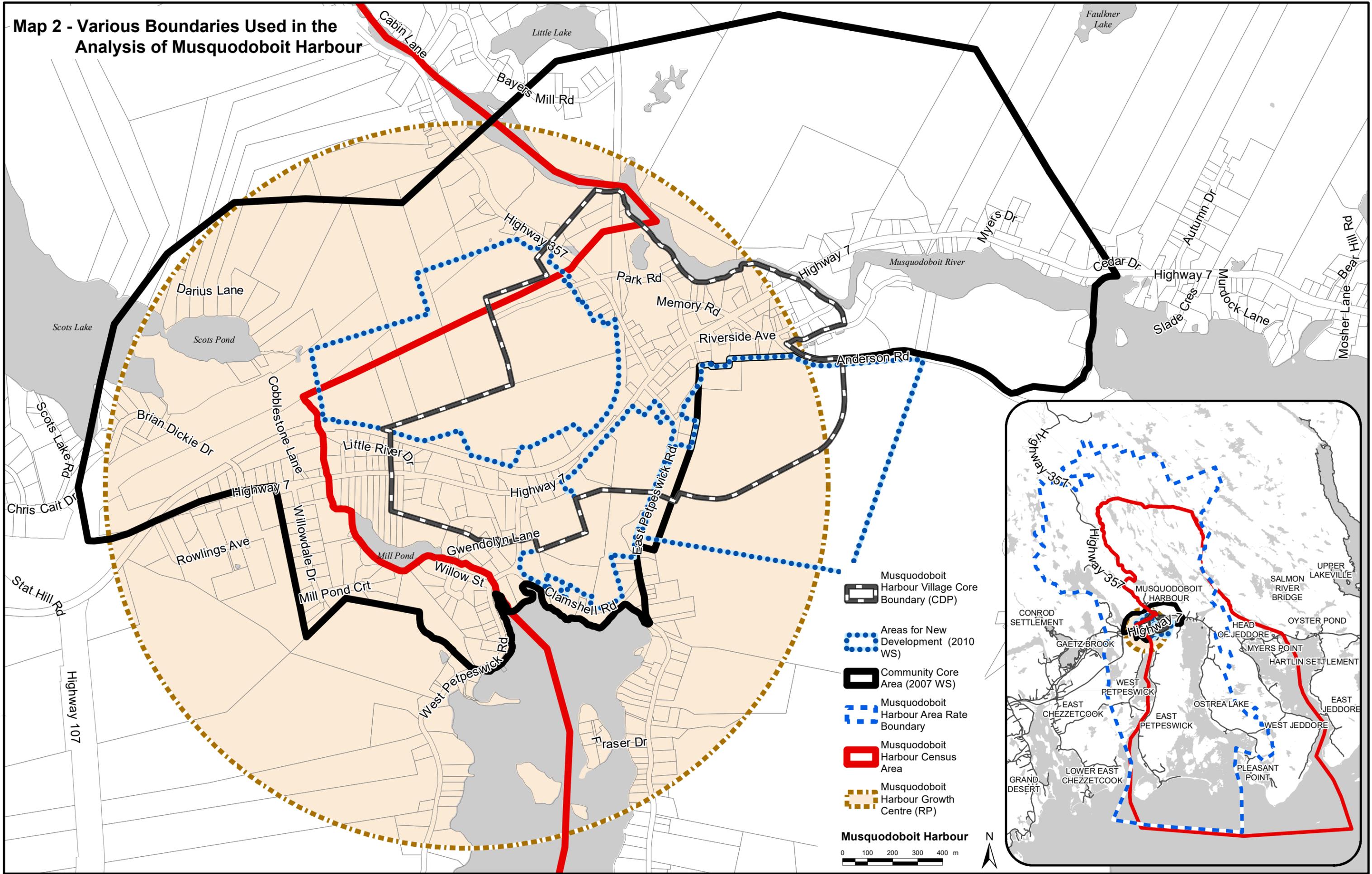
The boundary of the Musquodoboit Harbour Rural Growth Centre is approximately 1100 m from the centre of the circle on the lands within the HRM.



The following is a graphical representation and although care has been taken to ensure the best possible quality, HRM does not guarantee the accuracy of this document.

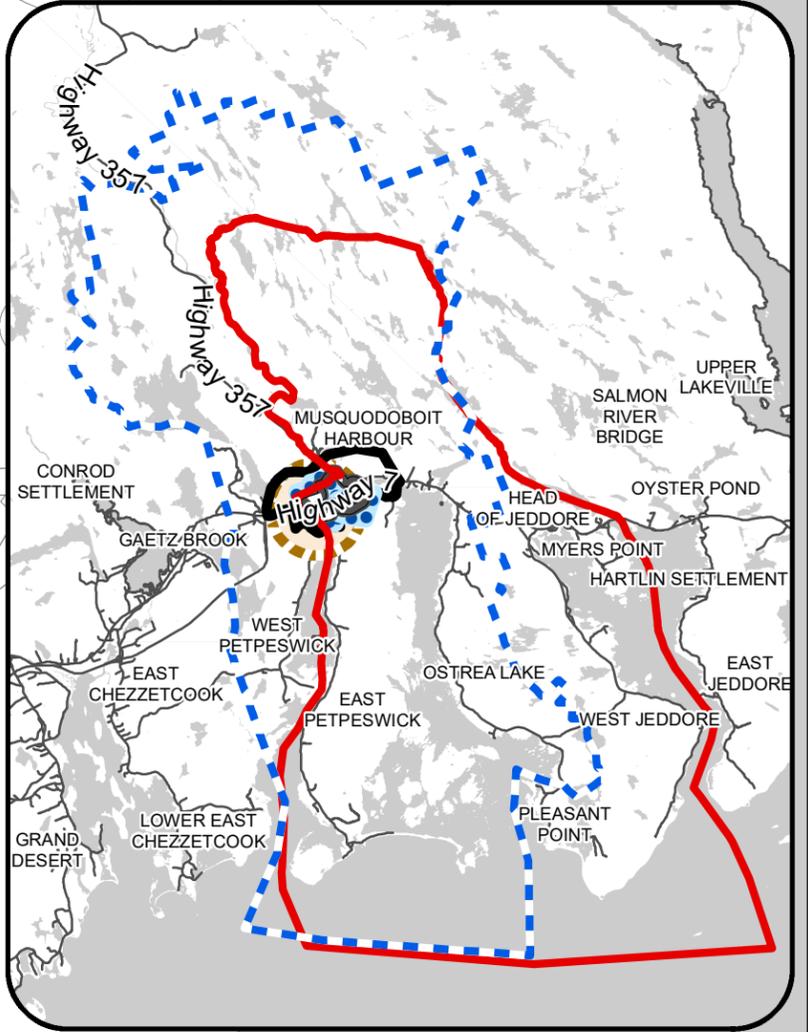
Notes: This map demonstrates a vision to be implemented over the life of the Regional Plan, through various tools, subject to financial ability and community interest.

**Map 2 - Various Boundaries Used in the Analysis of Musquodoboit Harbour**



-  Musquodoboit Harbour Village Core Boundary (CDP)
-  Areas for New Development (2010 WS)
-  Community Core Area (2007 WS)
-  Musquodoboit Harbour Area Rate Boundary
-  Musquodoboit Harbour Census Area
-  Musquodoboit Harbour Growth Centre (RP)

**Musquodoboit Harbour**



# ATTACHMENT A

## MUSQUODOBOIT HARBOUR TIMELINE

	Date	Project	Project Description
~2005		Approved Funding for Eastern Shore Rural Bus Service	HRM donated a surplus Access-A-Bus, and the Province approved funding (approximately \$40,600) to continue a privately-operated rural bus service along the Eastern Shore, under a three-way partnership, for six months. Provincial funding was awarded through the Community Transportation Assistance Program (CTAP) by Service Nova Scotia and Municipal Affairs. For the second three months of the partnership, HRM also provided emergency financial and maintenance assistance due to unanticipated repair costs. The service was later re-designed, and the partnership was re-organized to improve cost-effectiveness with a new operator and a loan from HRM, pending continued provincial funding.
	Aug 26	Regional Plan	The Regional Municipal Planning Strategy took effect. Musquodoboit Harbour was listed as a Rural Commuter District Growth Centre to be served by an express bus route.
2006	Sept 19	Initiation of Community Vision	Regional Council initiated a Community Visioning Pilot Project for three Growth Centres listed in the Regional Plan, including Musquodoboit Harbour.
	Sept 29	Discontinued Bus	Privately operated, subsidized tri-weekly rural line-haul minibus service was discontinued along the Eastern Shore due to discontinued Provincial funding.
	Oct 31	Approved Funding for Transit Study	Regional Council awarded funding to Entra Consultants Inc. to prepare the <i>HRM Regional Transit Plan – Park &amp; Ride, Express and Rural Transportation Services</i>
	Nov 14	Adoption of Active Transportation Plan	Regional Council adopted in principle the Active Transportation (AT) Functional Plan to guide the promotion and implementation of AT in HRM. The AT Plan recommended the development of AT links within and between rural centres, including Musquodoboit Harbour. The preferred facility for creating these connections was paved shoulders on arterial and higher volume collector rural roads. The AT plan recommended paved shoulders along Marine Drive between Little River Drive and Musquodoboit River, and portions of West Petpeswick Road, East Petpeswick Road, Highway 357 and Park Road.
	Jun	Watershed Study	CBCL completed the Watershed Study for Musquodoboit Harbour
2007	Oct 30	Adoption of Community Vision and Action Plan	Regional Council endorsed in principle the Community Vision and Action Plan for Musquodoboit Harbour and directed the plan be considered in the business planning and budget process, beginning with the 2008/09 cycle.
	Feb	Rural Transit Study	ENTRA Consultants completed the <i>Rural Transit Planning Guidelines</i> for internal discussion.
2008	Apr 1	Endorsement of Transit Study	Regional Council approved in principle the <i>Park &amp; Ride, Express and Rural Transportation Service Study</i> . The study recommended rural express service in key corridors including Highway 107, extending from the Regional Centre to Preston, Lake Echo, Porters Lake and Musquodoboit Harbour. The recommended stop in Musquodoboit Harbour was a park-and-ride terminal near the arena. HRM provided financial support for the community to build a picnic shelter to be used in the future for people waiting for the express bus. Demand for service was determined using population projections and travel behaviour data as well as industry standards and Metro Transit experience. The study suggested that each of the key corridors demonstrated enough potential to support a minimum level of service in the short-term.

2010	Sept 8	Proposal for new Eastern Shore Rural Bus Service	<i>The ShoreLiner - An Integrated Bus Service for Nova Scotia's Eastern Shore - Proposal and Business Case</i> submitted by Team Transit, Musquodoboit Harbour Community Vision Implementation Team and Community Development, Halifax Regional Municipality. This concept for twice-daily bus service between Sheet Harbour and Halifax was rejected by the Province for CTAP funding consideration, because the proposal was not for a dial-a-ride.
	May	Watershed Study Follow-Up Report	CBCL completed the Musquodoboit Harbour Watershed Study Follow-Up Report
2011	Apr	Musquodoboit Harbour Transit Study	Stantec completed the Musquodoboit Harbour Cooperative Transit Study, which was funded through provincial grants.
	Dec	Staff Presentation on Central Services	Staff presentation to the public on Pipes, Plants and Payments – Cost feasibility of piped services for Musquodoboit Harbour
2012	Oct 9	Approved Funding for MusGo Rider Rural Transit	Regional Council approved funding for MusGo Rider for the operation of a community-based rural public transit pilot service in the Musquodoboit Harbour area, subject to staff review of the MusGo Rider business plan and financial statements and subject to Council-approved criteria for community-led rural transit initiatives. MusGo Rider offers public door-to-door, pre-booked transportation services to residents within two service areas including Musquodoboit Harbour.
2013	Mar 26	Approved Community Transit Program	Regional Council approved the HRM Community Based Transit Funding Program and requested staff to begin public consultation for the program's evaluation criteria.
2014	Jun 12	Recommendation Report on Watershed Studies	<p>A report from the Watershed Advisory Board dated May 14, 2014, with attached staff report dated February 24, 2014 was before Harbour East – Marine Drive Community Council. Community Council approved the following motions:</p> <ol style="list-style-type: none"> <li>1. Accept the Musquodoboit Harbour Watershed Study Final Report and the Musquodoboit Harbour Follow-Up Study Final Report as background for future community planning.</li> <li>2. Recommend that the Environment &amp; Sustainability Standing Committee request a staff report to consider the following further recommendations, including identifying any policy changes that would be required, financial implications associated, or jurisdictional issues that may arise through these recommendations: <ol style="list-style-type: none"> <li>a) The Musquodoboit Harbour area study area be considered as a wastewater management district in order to improve the assimilative capacity of the Musquodoboit and Little Rivers. This wastewater management district is to include both the Musquodoboit and Little River watersheds.</li> <li>b) HRM conduct a floodplain mapping study of the Musquodoboit and Little River watershed.</li> <li>c) Discharges from all constructed wastewater treatment plants and stormwater management systems be routinely sampled and tested to ensure no net impact on receiving waters including all HRM owned and operated facilities.</li> <li>d) HRM develop a plan for regular maintenance of on-site septic systems, to include a schedule for mandatory septic tank pump-outs.</li> <li>e) HRM consider water quality monitoring within the Musquodoboit and Little River.</li> <li>f) HRM write a letter to the Province of Nova Scotia recommending that they upgrade the water systems on their properties to meet current standards.</li> </ol> </li> </ol>

2015	Jun 25	Adoption of Regional Plan Review	Regional Council adopted RP+5. Staff recommended that Musquodoboit Harbour be reclassified to a Local Growth Centre instead of a District Growth Centre. Several community members opposed the reclassification at the June 24th hearing. Council approved a motion to move Musquodoboit Harbour from the list of Local Growth Centres back to the list of District Growth Centres. There was a discussion about central water in the area. Staff confirmed that listing Musquodoboit Harbour as a District Growth Centre would not guarantee that Musquodoboit Harbour will receive water and sewer service.
	Aug 5	Approved Administrative Order for Rural Transit Grants	Regional Council approved Administrative Order Number 2014-012-ADM Respecting Grants for Rural Transit and repealed the HRM Community Based Transit Funding Program. This program continues to fund the Musgo Rider.
	Sept 9	Active Transportation Priorities Plan	Regional Council approved <i>Making Connections: 2014-19 Halifax Active Transportation Priorities Plan</i> . Map 3 – Vision for a Regional Greenway & Bicycle Network – shows an Active Transportation Greenway passing through Musquodoboit Harbour, including a trail that would link Gaetz Brook and points west, with the existing trail up the Musquodoboit River Valley.
	Dec 4	Presentation on Vision Update	The Musquodoboit Harbour and Area Community Association presented the Musquodoboit Harbour Vision Update to Harbour East – Marine Drive Community Council and requested that secondary planning for Musquodoboit Harbour be initiated.
2016	Feb 25	Status of Secondary Planning	Committee of the Whole - Councillor Hendsbee inquired the status of the secondary planning process as it relates to Musquodoboit Harbour. Staff commented that they were working on the file.
	Jul 21	Request for Staff Report on External Funding for Central Services	Regional Council requested a staff report, with input from Halifax Water, outlining implications of amending the Halifax /Nova Scotia / Building Canada Fund Infrastructure Project list to include a central water distribution and sewage treatment collection project for the village core of Musquodoboit Harbour based on a medium growth development scenario.
	Feb 16	Recommendation Report on External Funding for Central Services	A staff report was before Regional Council recommending that they not pursue a Building Canada Fund application for a Musquodoboit Harbour central water and sewer project. Consideration of this matter was deferred until the Community Master Plan is completed and the Secondary Planning process for Musquodoboit Harbour has commenced.
2017	Feb 23	Approved Funding for Community Development Plan	Regional Council approved \$10,000 payable to the Musquodoboit Harbour and Area Chamber of Commerce and Civic Affairs (MHACCA) as partial funding for completion of a Master Conceptual Plan by Ekistics Planning and Design for the Eastern Shore West Municipal Planning Area with funding to be provided from the Musquodoboit Harbour Common Area Rate, cost centre C160.
		Approved Funding for Community Development Plan	The HRM planning department provided a one-time contribution of \$10,000 toward the development of a Community Development Plan for Musquodoboit Harbour as a pilot project to support the secondary planning process.
	Apr 12	New Transit Plan	Regional Council endorsed the <i>Moving Forward Together Plan</i> which superseded the <i>Park &amp; Ride, Express and Rural Transportation Service Study</i> . Under this operational plan, Regional Express Bus Service was not envisioned for Musquodoboit Harbour.
	Apr 13	Final Community Development Plan	The final Musquodoboit Harbour Community Development Plan was submitted to HRM planning for consideration and review.

2018	Dec 5	Integrated Mobility Plan	Regional Council approved the Integrated Mobility Plan which includes a vision for mobility within the Municipality and direction for future investment in transportation demand management, transit, active transportation and the road network.
	Apr	Announcement on High School Replacement	The Province announced that the Eastern Shore District High School will be replaced in their 5-year School Capital Plan.
	Jun 19	Approved Funding for Beautification Program	Regional Council matched the \$25,000 provincial grant received by MHACCCA for the Provincial Beautification and Streetscaping Program for a total of \$50,000 to go towards a streetscaping project in Musquodoboit Harbour.
	Aug 14	Green Network Plan	Regional Council approved the final Halifax Green Network Plan which provides direction for managing open space and supporting ecological connectivity as an interconnected system across the Municipality.
2019	Jul 16	Approved Funding for MusGo Rider	Regional Council granted \$10,000 toward the MusGo Rider Cooperative for Musquodoboit Harbour through the Rural Transit Grant Program for the 2019/2020 fiscal year.
2020	Feb 25	Initiation of the Regional Plan Review	Regional Council initiated a process to review the Regional Plan. The scope for this review is focused on evaluating the effectiveness of policies and programs adopted under the 2014 review, updating policies based on direction contained in recently approved and upcoming priority plans, identifying emerging trends and planning research that would inform the next significant Regional Plan review, and establishing policy direction to continue guiding the Plan and By-law Simplification program.

# ATTACHMENT B

## POPULATION TRENDS FOR THE MUSQUODOBOIT HARBOUR AREA

### 2006 Statistics Canada Data - Census Tract 2050153.00:

Dissemination Area	Total Population	# Private Dwellings	Land Area (sq. km)	Density (ppl/sq. km)	Density (ppl/ha)
12090824	712	348	Not available	-	-
12090825	547	239	Not available	-	-
12090826	496	211	Not available	-	-
12090827	817	414	Not available	-	-
<b>Total</b>	<b>2572</b>	<b>1212</b>	<b>~126.4*</b>	<b>20.348</b>	<b>0.20</b>

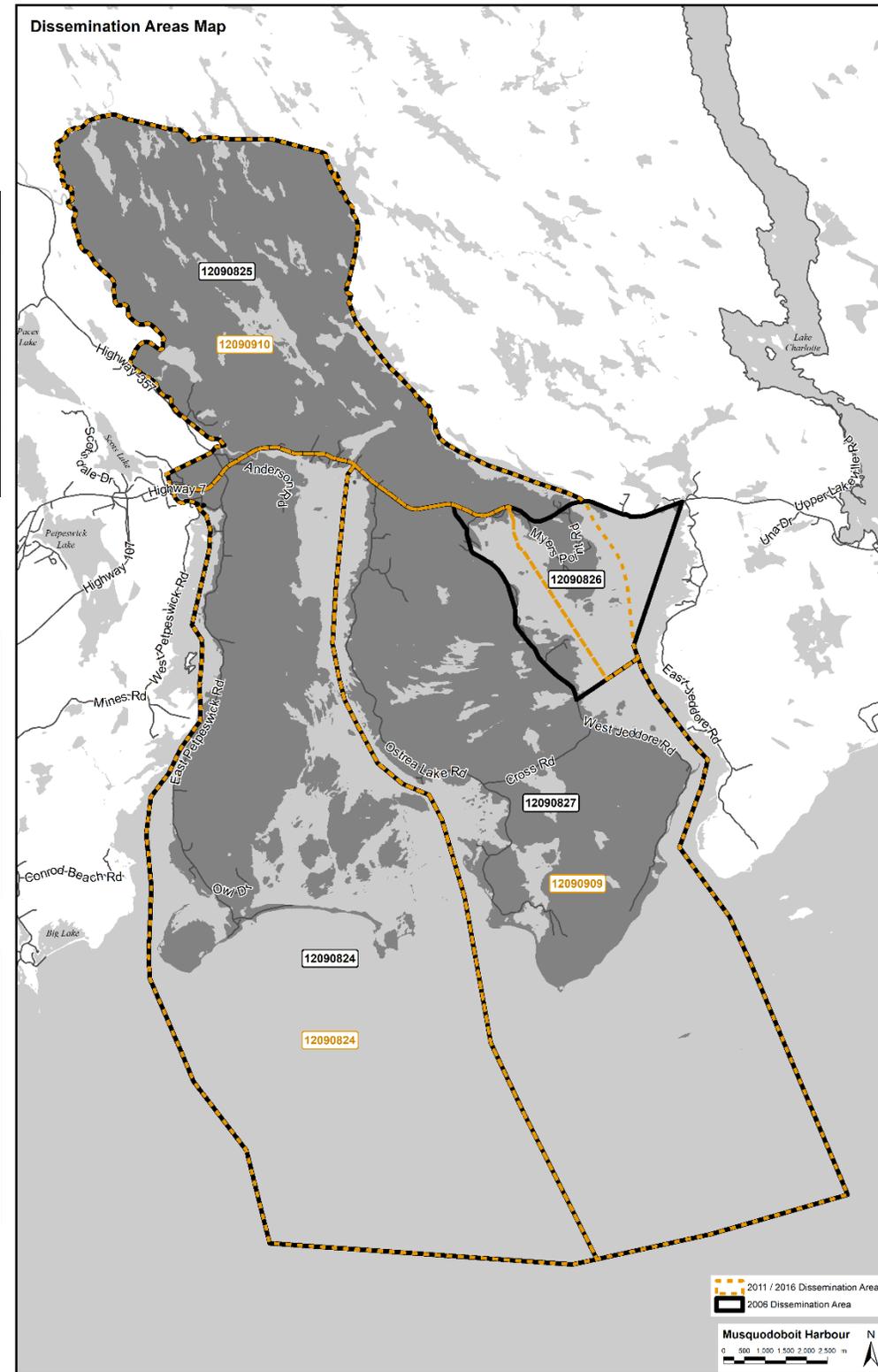
\*Land area data was not provided for dissemination areas in the 2006 Census. The total area of the dissemination areas used to define the Musquodoboit Harbour Area in the 2011 and 2016 Censuses was used for comparison.

### 2011 Statistics Canada Data – Census Tract 2050153.00:

Dissemination Area	Total Population	# Private Dwellings	Land Area (sq. km)	Density (ppl/sq. km)	Density (ppl/ha)
12090824	703	366	31.90	22.038	0.22
12090909	968	493	45.87	21.103	0.21
12090910	819	370	48.63	16.841	0.17
<b>Total</b>	<b>2490</b>	<b>1229</b>	<b>126.4</b>	<b>19.699</b>	<b>0.20</b>

### 2016 Statistics Canada Data - Census Tract 2050153.00:

Dissemination Area	Total Population	# Private Dwellings	Land Area (sq. km)	Density (ppl/sq. km)	Density (ppl/ha)
12090824	691	372	31.91	21.657	0.22
12090909	971	513	45.87	21.2	0.21
12090910	852	380	48.62	17.525	0.17
<b>Total</b>	<b>2514</b>	<b>1265</b>	<b>126.4</b>	<b>19.89</b>	<b>0.20</b>



## **ATTACHMENT C**

### **SUMMARY OF LAND USES ENABLED THROUGH EXISTING MPS POLICIES AND LUB REGULATIONS**

#### **MU (Mixed Use) Zone Uses**

##### Residential Uses

- Single unit dwellings
- Two unit dwellings
- Senior citizen housing
- Existing multiple unit dwellings
- Mobile dwellings on individual lots
- Garden suites in conjunction with permitted single unit dwellings
- Daycare facilities
- Home business uses in conjunction with permitted dwellings
- Boat sheds

##### Commercial Uses

- Antique shops
- Craft shops
- Commercial entertainment uses
- Convenience stores
- Bed and breakfasts
- Personal service shops
- Service shops
- Commercial schools
- Theatres and cinemas
- Trade contracting services and shops
- Medical clinics
- Restaurants including full-service, drive-in and take-out
- Service stations and automobile repair outlets
- Bakeries
- Banks and financial institutions
- Offices
- Funeral parlours and undertaking establishments including crematoriums
- Garden centers
- Outdoor display court
- Photographic studios
- Retail stores
- Grocery stores
- Variety stores
- Research facilities
- Printing establishments
- Taxi and bus stations
- Veterinary clinics
- Warehousing and wholesaling
- Manufacturing and assembly uses
- Service industry uses

- Utility and communication buildings or structures
- Shipways, wharves and boathouses
- Marinas and charter boat services
- Wilderness and recreation outfitters
- Composting operations
- Existing kennels
- Commercial Accommodation Uses

#### Resource and Traditional Uses

- Agricultural uses
- Forestry uses
- Fishery support uses
- Fish sheds and boat sheds
- Existing fishery support uses larger than 3,000 ft<sup>2</sup> (278.7 m<sup>2</sup>)
- Existing fishery uses
- Extractive facilities
- Hunting and fishing camps
- Traditional uses

#### Community Uses

- Institutional uses
- Open space uses
- Recreation uses
- Private clubs and lodges

#### Other Uses

- Cannabis production facilities

### **I-1 (Business Industry) Zone Uses**

#### Industrial Park Uses

- Transportation uses
- Building supply outlets
- Service industries
- Salvage operations
- General contracting, storage yards and services
- Recycling depots and facilities
- Composting operations
- All commercial uses permitted in the MU Zone
- Office, retail and showroom facilities accessory to any permitted use
- Open storage and outdoor display
- Cannabis production facilities

#### Community Uses

- Institutional uses
- Recreational uses

### **Uses Considered by Development Agreement within the Mixed Use Designation**

- Expansion of existing multiple unit dwellings or new multiple unit dwellings

- Mobile home parks
- Larger scale home businesses
- Commercial uses with a building footprint in excess of five thousand (5,000) ft.<sup>2</sup> (464.5 m<sup>2</sup>)
- Bed and breakfast establishments with more than five (5) rooms, convenience stores, garden centers, medical clinics, offices and veterinary clinics, and commercial uses with a floor area larger than two thousand (2,000) square feet (excluding kennels)
- Institutional uses
- Recreational uses
- Commercial recreation uses
- Larger scale marinas
- Recycling depots and recycling facilities
- Kennels
- Expansion of existing kennels
- Salvage yards
- Larger scale forestry uses, intensive agricultural uses, and larger scale extractive facilities
- Fishing support uses in excess of three thousand (3,000) ft.<sup>2</sup> (279 m<sup>2</sup>)
- Business industry zone uses beyond the boundaries of the Musquodoboit Harbour Industrial Park
- Conservation Design Developments
- Comprehensive Development Districts (CDD) on sites zoned CDD
- Larger cannabis production facilities

**Uses Considered by an Amendment to the Land Use Bylaw within the Mixed Use and Industrial Park Designations**

- Construction and Demolition Transfer Stations, Recycling Operations and Disposal Facilities



# MUSQUODOBOIT HARBOUR

## Community Development Plan

*prepared for:*

Musquodoboit Harbour  
Chamber of Commerce & Civic Affairs

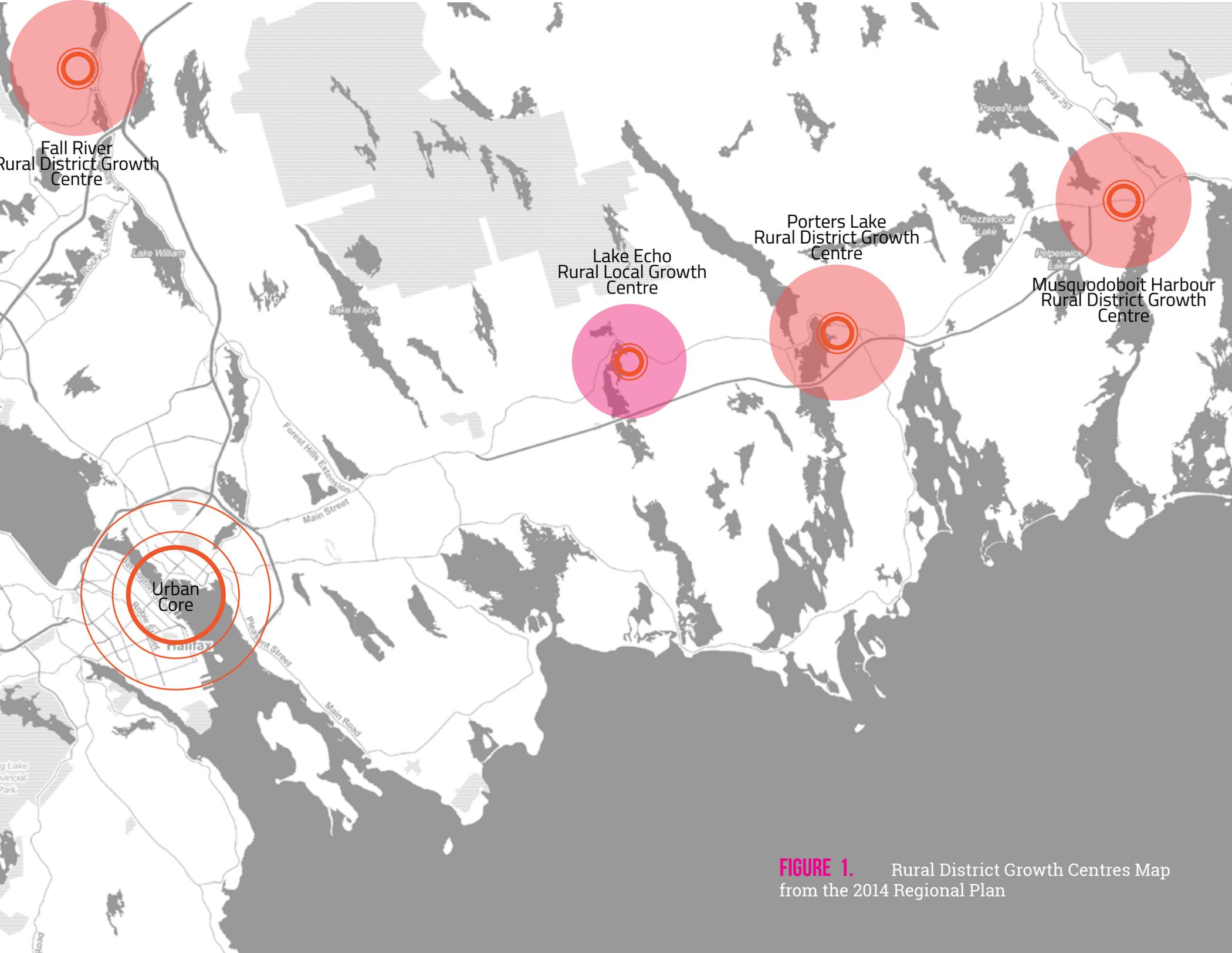
*prepared by:*

 ekistics plan+design



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

# Chapter 1.0

## TOWARDS A PLAN

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

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

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

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



**FIGURE 2.** Musquodoboit River looking North

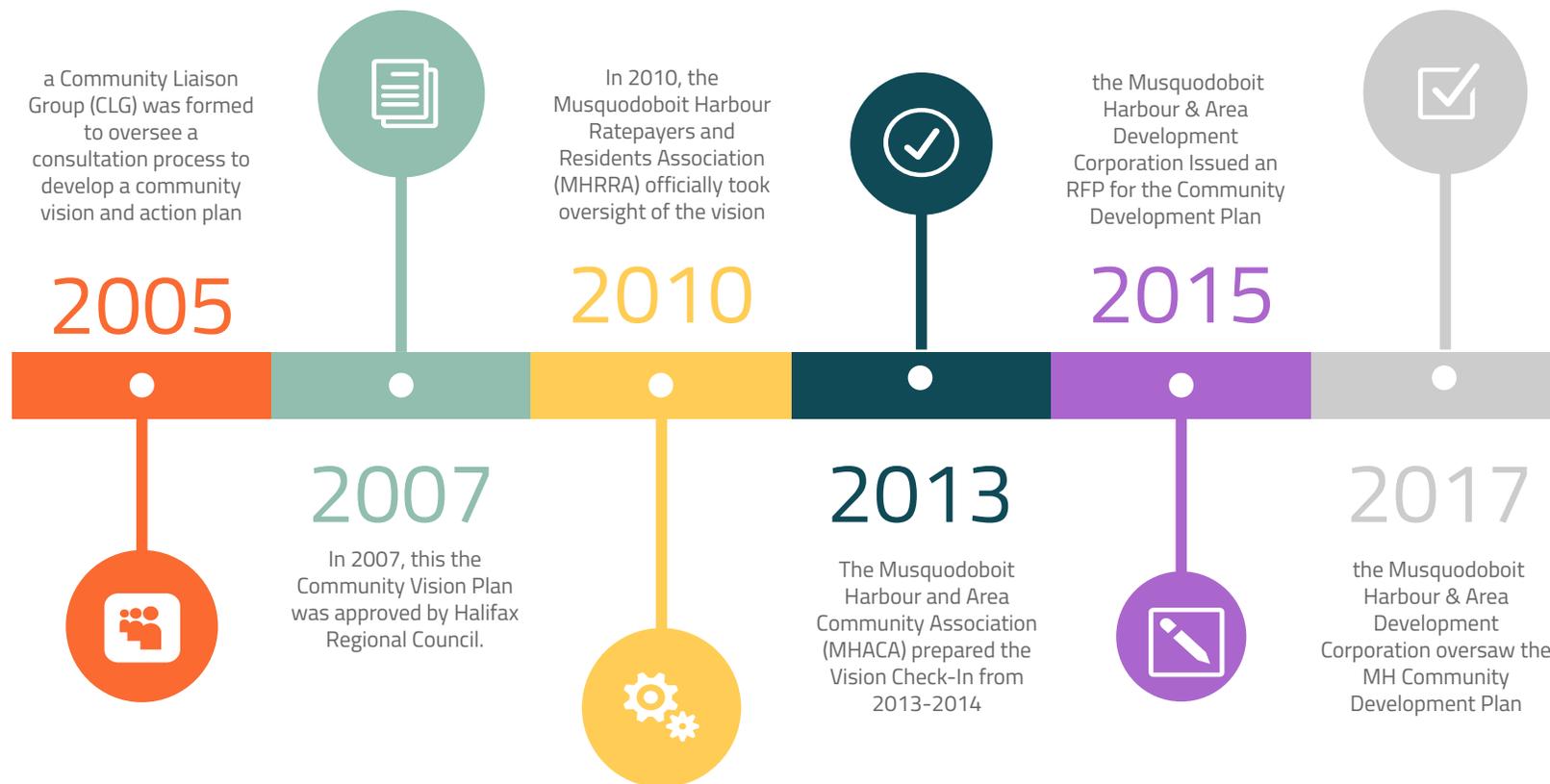


FIGURE 3. Musquodoboit Harbour Timeline

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

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

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

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

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

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

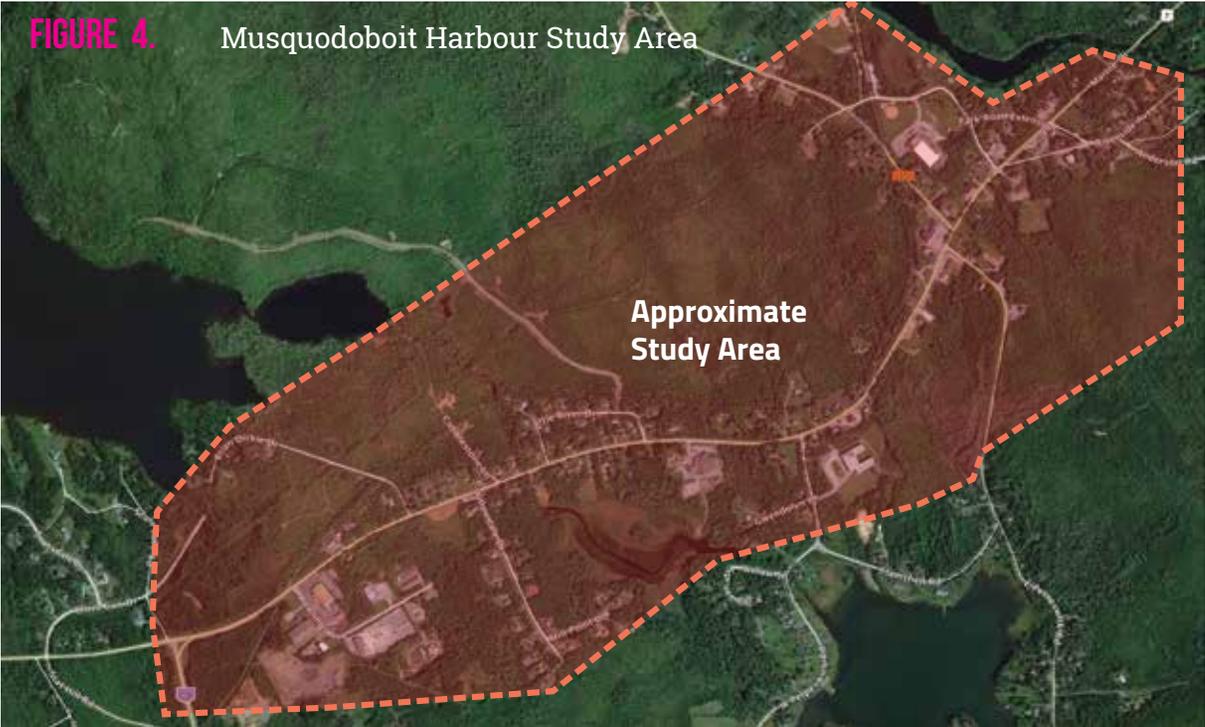
Plan in 2006. In 2013-2014, the Musquodoboit Harbour Vision Plan was updated through another public process established by the Musquodoboit Harbour and Area Community Association (MHACA).

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

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

**STUDY AREA**

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



# MY MUSQUODOBOIT HARBOUR WISH LIST...



## COMMUNITY ENGAGEMENT

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

### 2.1 Community Postcards

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

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

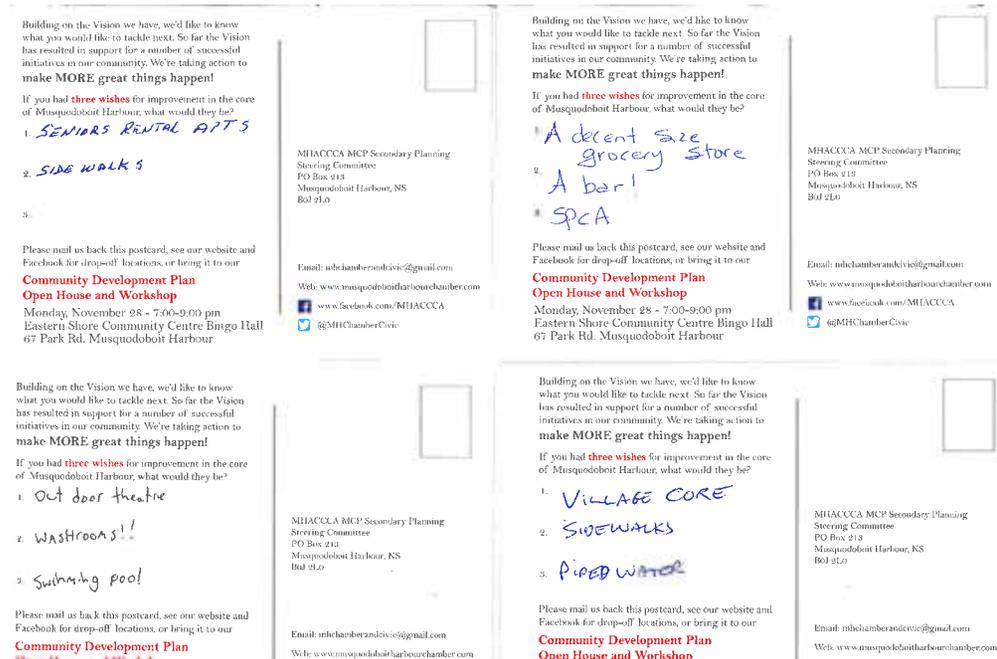
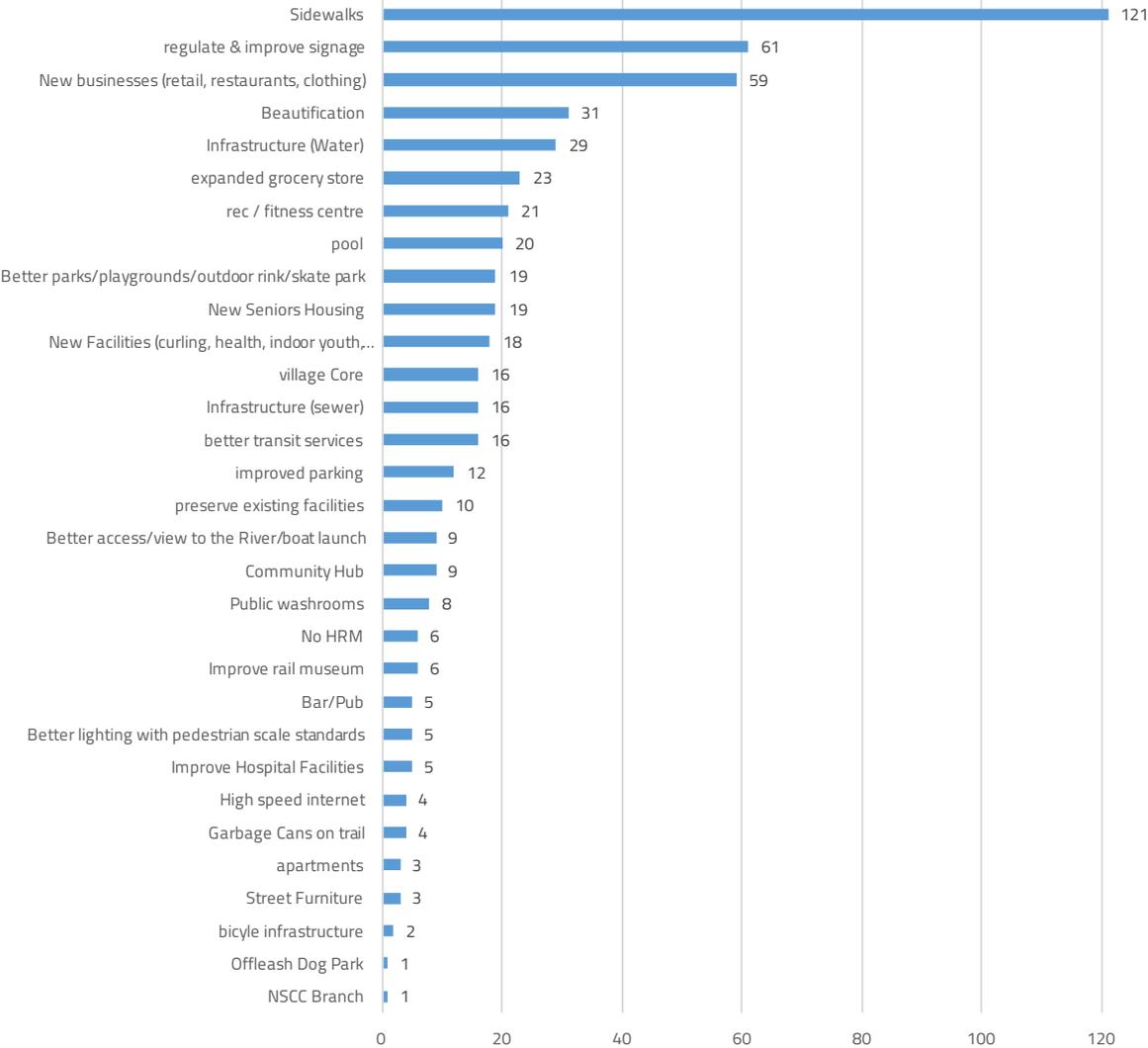


FIGURE 5. Community Postcards, November, 2016

**FIGURE 6.** Postcard Summary from 177 submitted postcards



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

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

## 2.2 Community Workshop

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

Of the 8 tables, the most common sentiment included:

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



**FIGURE 7.** Community Workshop





### TABLE 1

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

### TABLE 2

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

### TABLE 3

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

### TABLE 4

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

**TABLE 5**

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

**TABLE 6**

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

**TABLE 7**

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

**Table 8**

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

## 2.3 Stakeholder Meeting

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

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

### Table 1

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



FIGURE 9 Business Stakeholder Workshop





**Table 2**

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



7. More housing options

### 2.4 Online Survey

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

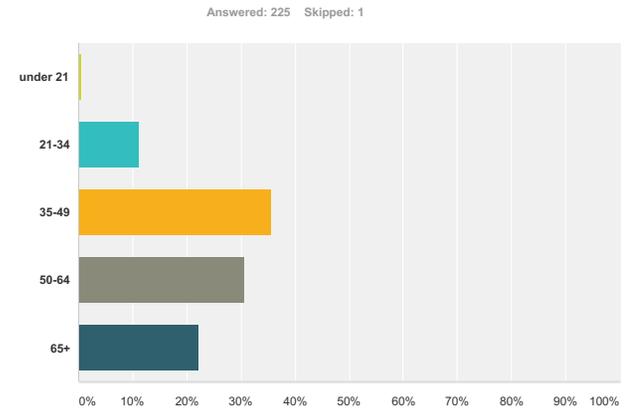
**Q1-Q3.** Generally speaking, the survey had high participation from a significant proportion of the community with a much higher percentage of females participating and very low representation from the youth in the community (about 11% participation for people below 21 years of age). As a result of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

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

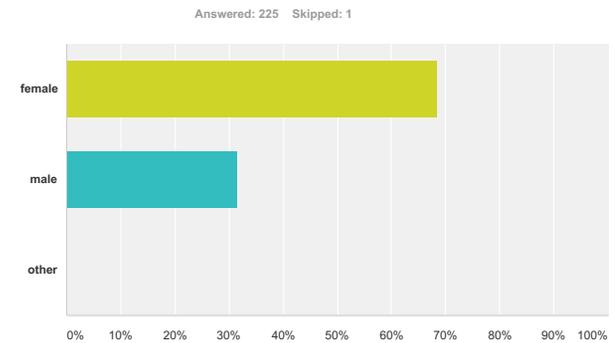
**Q6.** While most people drive to the village core, almost 40% of respondents walk around the village core once they get there and about 15% bike.

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

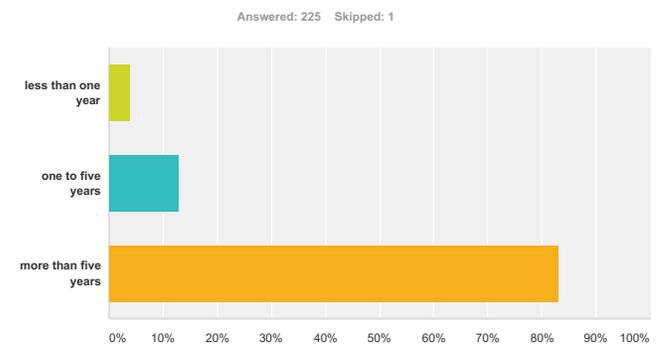
Q1 What is your approximate age?



Q2 Do identify as a

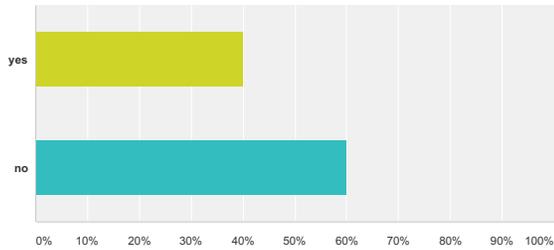


Q3 How long have you lived or worked in the area?



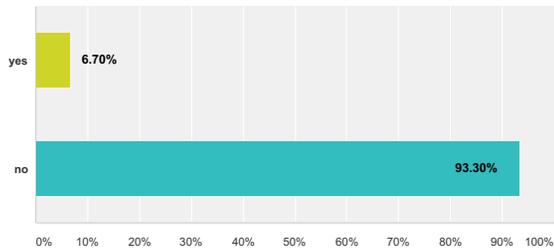
**Q4 Do you live in or own property within walking distance of the Village Core (see plan above)?**

Answered: 219 Skipped: 7



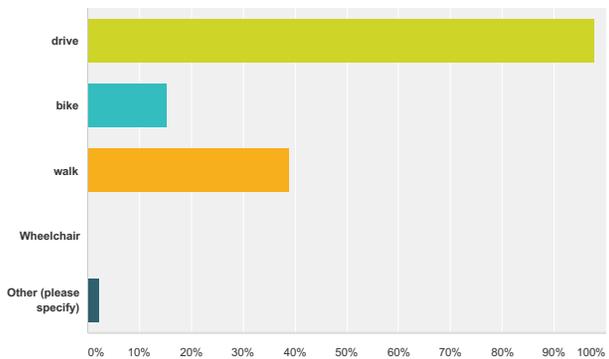
**Q5 Do you own a business in the Village Core?**

Answered: 224 Skipped: 2



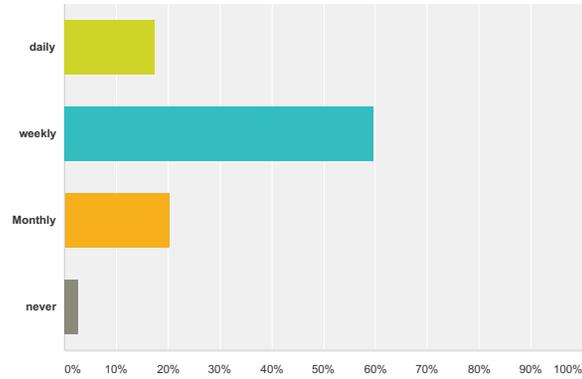
**Q6 How do you get around the Village Core Area?**

Answered: 224 Skipped: 2



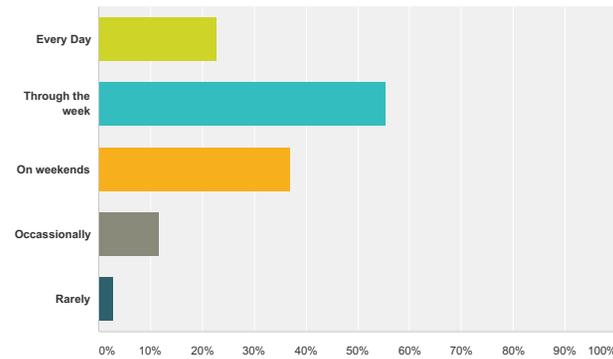
**Q7 How frequently do you shop in the area?**

Answered: 223 Skipped: 3



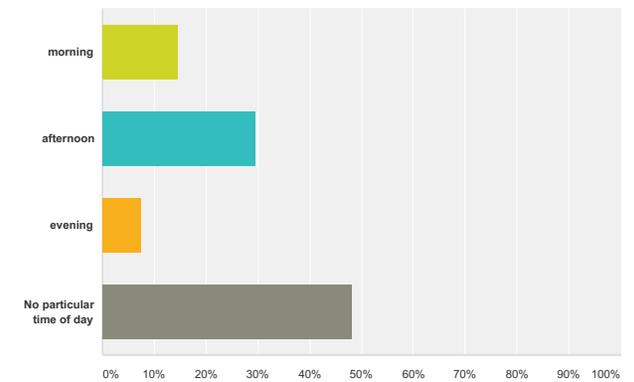
**Q8 What day(s) do you generally visit the Village Core? (please select all that apply)**

Answered: 224 Skipped: 2



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

Answered: 226 Skipped: 0

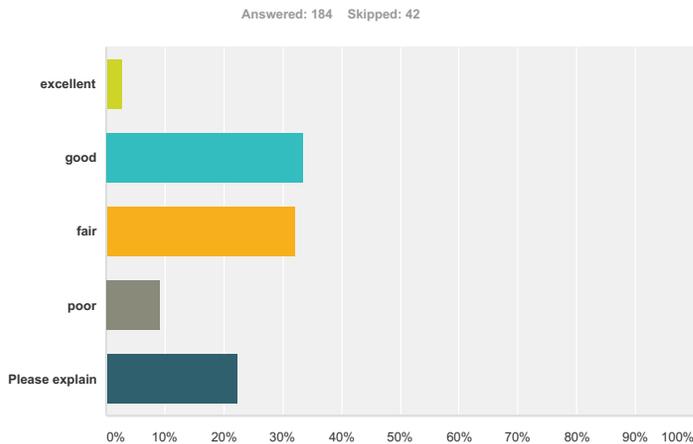


8% said evenings.

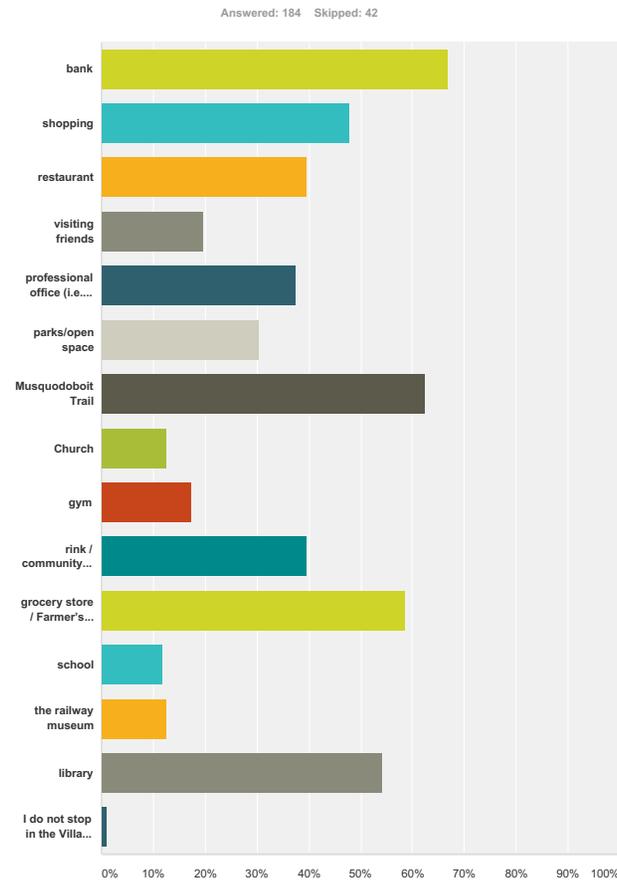
**Q10.** When asked about the adequacy of services provided in the village, 32% of the respondents said services were good. 31 % said they were fair, 9% said they were poor, and 3% said they were excellent.

**Q11.** When asked about what are people’s main destinations when visiting the core, 67% said the bank, 62% said the Musquodoboit trail, 59% said the grocery store and 54% said the library. Other less frequent reasons for visiting the core included shopping (48%), restaurants (40%), rinks and community centre (39%), parks/open space (31%), visiting friends (20%), professional office (i.e....) (37%), Church (13%), gym (18%), school (12%), the railway museum (12%), and I do not stop in the Villa... (1%).

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



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



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

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

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

**FIGURE 10.** Trail Improvements Wordle.

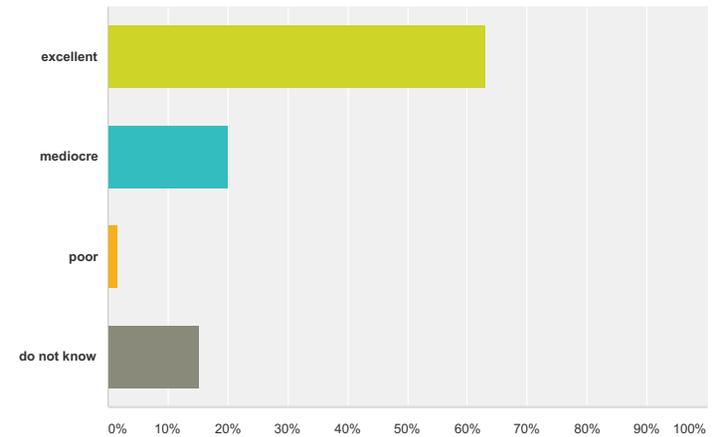


with larger words being mentioned more frequently than smaller words.

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

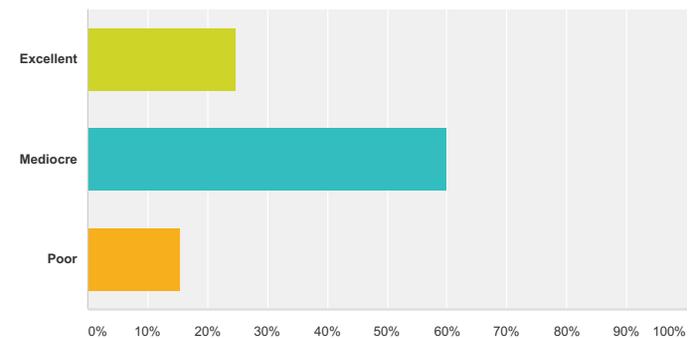
**Q13 How would you rate the quality of the trails in Musquodoboit Harbour compared to elsewhere in HRM?**

Answered: 184 Skipped: 42



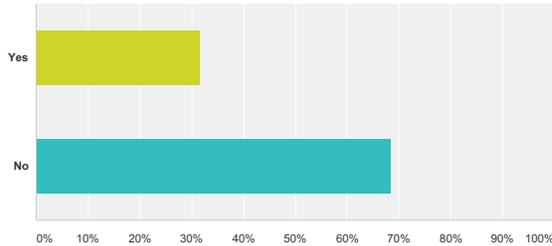
**Q15 How would you rate the parks and open space in the Village Core?**

Answered: 182 Skipped: 44



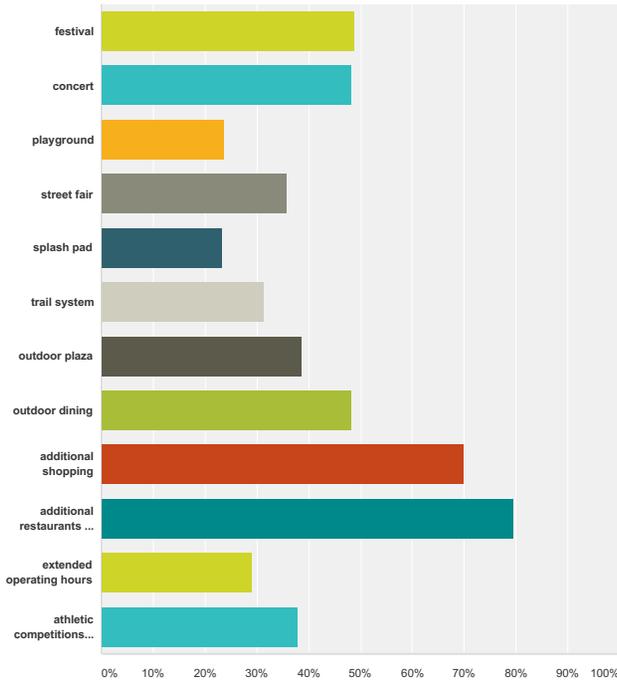
**Q17 Is there adequate housing variety in Musquodoboit Harbour?**

Answered: 175 Skipped: 51



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

Answered: 176 Skipped: 50



**FIGURE 11.** Park Improvements Wordle.



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

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

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

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

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

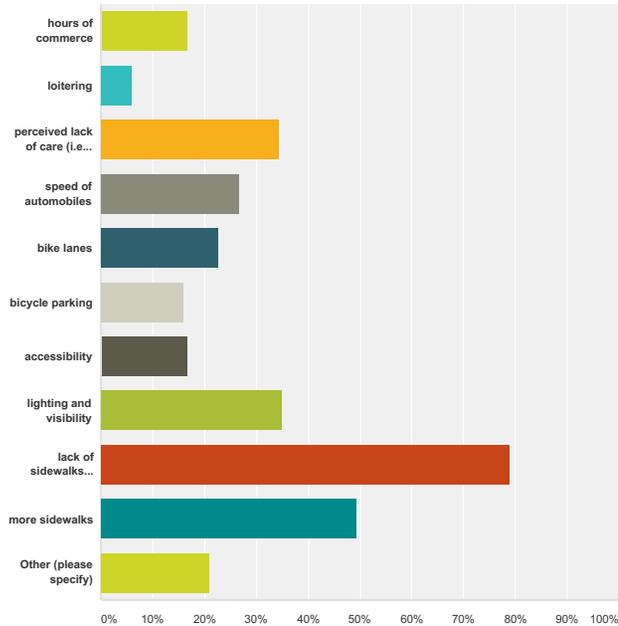
door plaza (39%), athletic competitions (39%), street fair (35%), extended operating hours (29%), playgrounds and splash pads (23%).

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

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

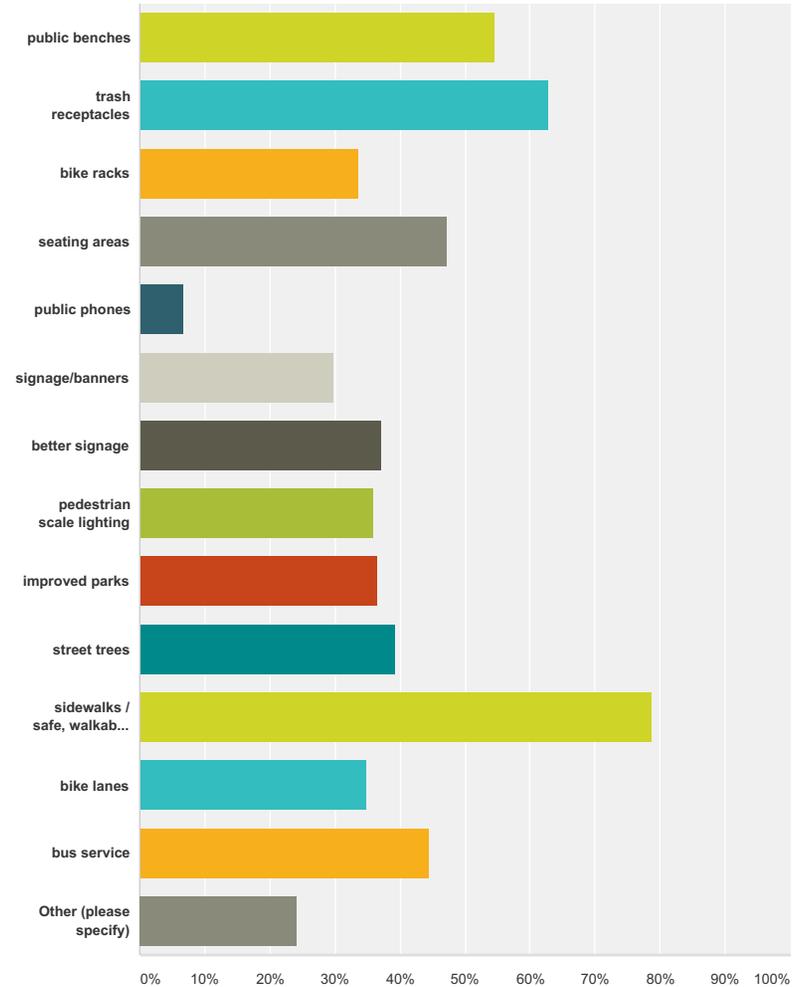
**Q20 Which, if any, safety issues do you feel need to be addressed in the Village Core? (please select all that apply)**

Answered: 180 Skipped: 46



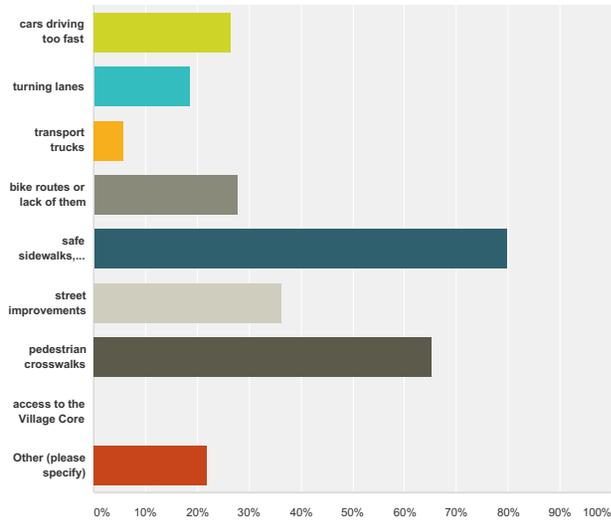
**Q19 What amenities would you like to see added to create a better experience for pedestrians and cyclists? (please select all that apply)**

Answered: 178 Skipped: 48



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

Answered: 173 Skipped: 53



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

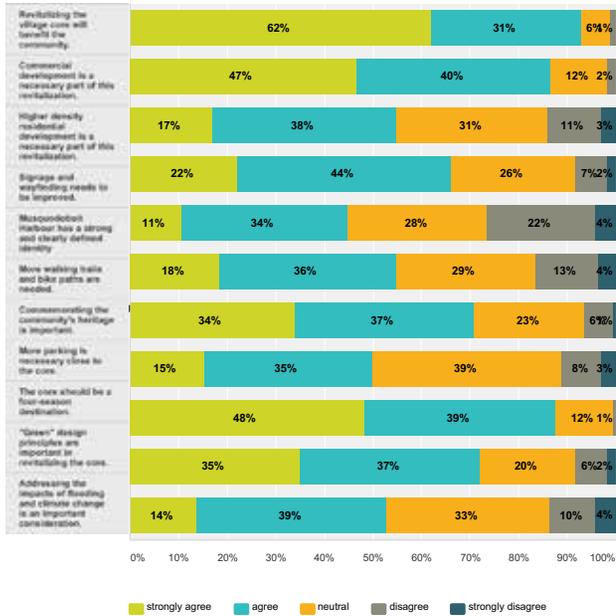
**Q21.** When asked about what traffic issues need to be addressed, 80% said

**FIGURE 12.** Traffic Issues Wordle.



**Q22 Do you agree or disagree with the following statements?**

Answered: 171 Skipped: 55

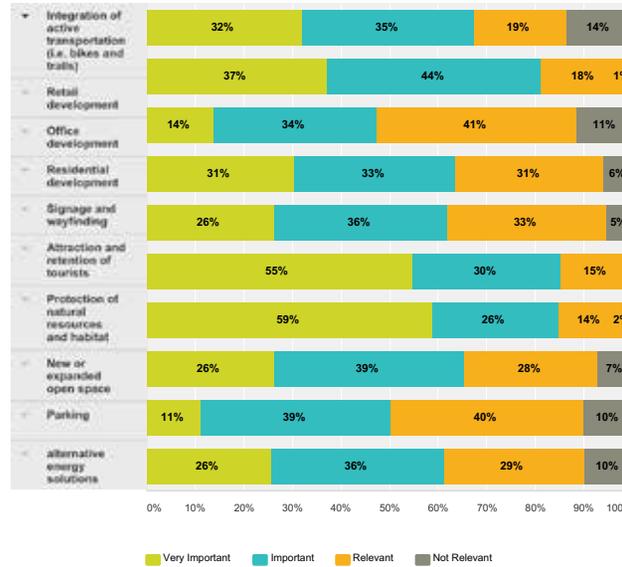


safe sidewalks, 65% said pedestrians crosswalks, 35% said street improvements, 28% said bikes routes or lack of them, 26% said cars driving too fast, and 6% said transport trucks. Other suggestions are outlined in Wordle Figure 12.

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

**Q23 How important are the following to you?**

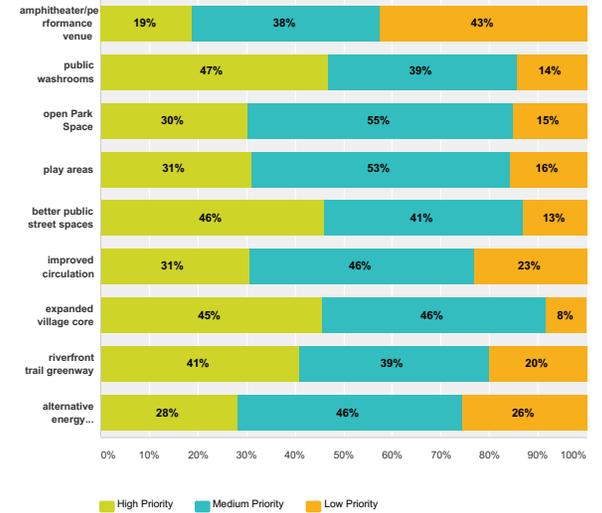
Answered: 170 Skipped: 56



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

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

Answered: 171 Skipped: 55



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

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

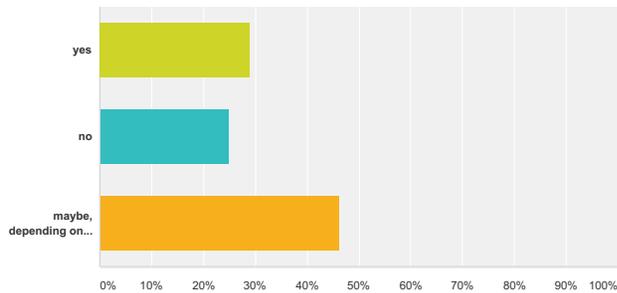


**Q24.** When asked what improvements/design elements would you like to see included in a village core master plan, the highest priority was a village core’ (92% gave it high and medium priority), followed by better public spaces (87% gave it high and medium priority), ‘public washrooms’ (92% gave it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

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

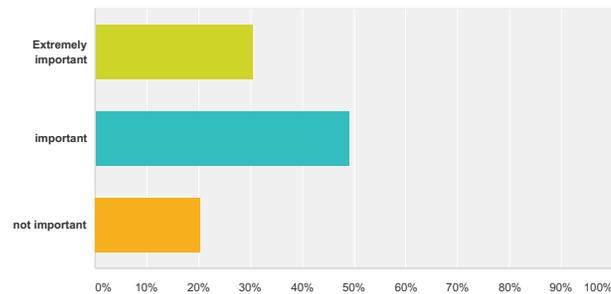
**Q26** The previous Community Vision revealed that water and/or sewer infrastructure are important priorities for our community. The costs associated with these initiatives are significant. New technologies may be available to reduce the capital investment. Would you support an area rate in the Musquodoboit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

Answered: 169 Skipped: 57



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

Answered: 171 Skipped: 55



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

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

## 2.5 Framework Plan and Community Open House

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

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

members of the community a first glimpse at the plan.

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

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





# Chapter 2.0

## THE VILLAGE CORE MODEL

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

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

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

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

Village Core



FIGURE 15. Wofville, NS



FIGURE 14. Searsport, Maine

Sprawling Core



FIGURE 16. New Minas, NS



FIGURE 17. Sackville Drive, NS

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

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

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

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

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

**FIGURE 19.** Village Core vs. Sprawling strip centres

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

## RURAL HIGHWAY CORRIDORS

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

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

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

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

In contrast, rural highways through village cores:

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

identity signage

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

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

## WHY COMPLETE STREETS?

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



**FIGURE 20.**

### Sprawling strip corridors

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



**FIGURE 21.**

### Village Core corridors

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

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

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

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

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

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

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

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

### VILLAGE CORE GUIDING PRINCIPLES FOR MUSQUODOBOIT HARBOUR

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

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

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



# Chapter 3.0

## VILLAGE CORE TOOLBOX

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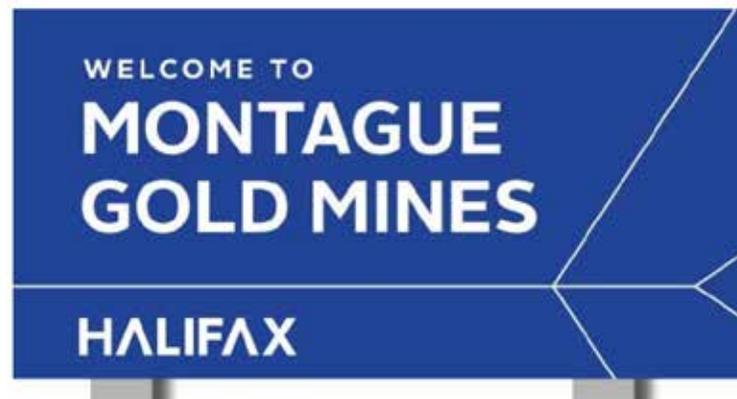
To advance the Village Core concept, there are a number of tools and considerations available to the community that range from communication tools, to organizational, programming and recruitment tools, to physical improvements. This chapter outlines some of tools that will make Musquodoboit Harbour a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

### 3.1 COMMUNICATIONS TOOLS

#### Defining Village Identity

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

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



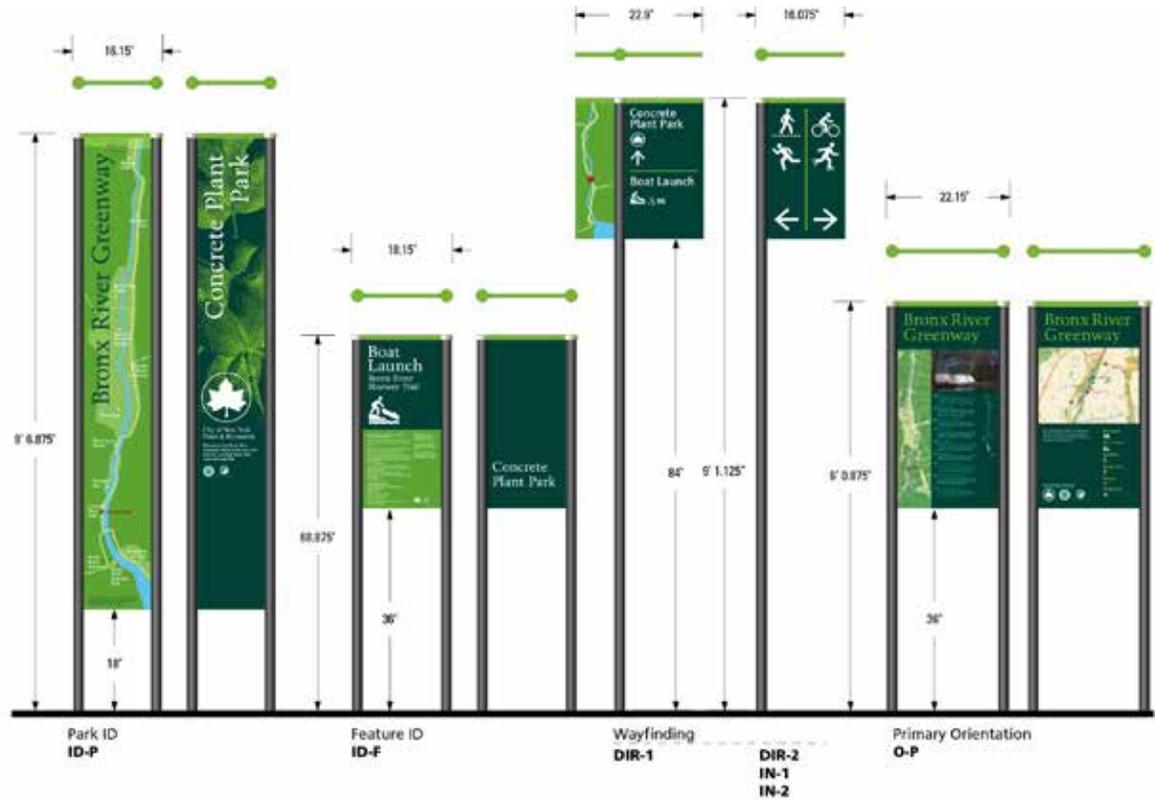


FIGURE 24. Village Signage by Form:Media



FIGURE 23. Village Signage by Form:Media



### **Implementing a Signage Strategy**

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

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

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

### **Providing a Wayfinding System**

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

### **Creating a Heritage Interpretation Plan**

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

### **Community Website**

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

### 3.2 ORGANIZATIONAL, PROGRAMMING & RECRUITMENT TOOLS

#### Support for Community Volunteer Organizations

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

#### BID Business Improvement Districts

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

#### Festivals and Events

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

#### Businesses Recruitment

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



FIGURE 28. BIDC Community Events



FIGURE 25. River Festival

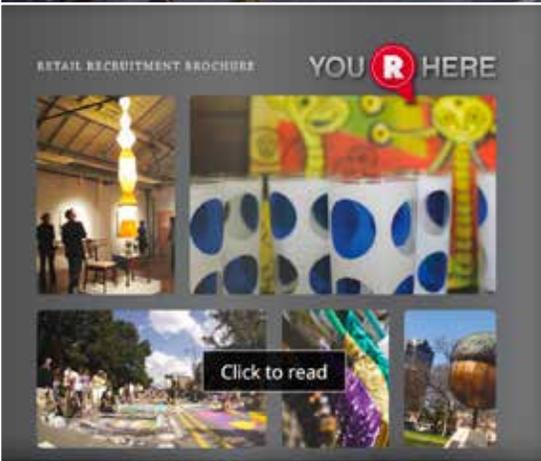
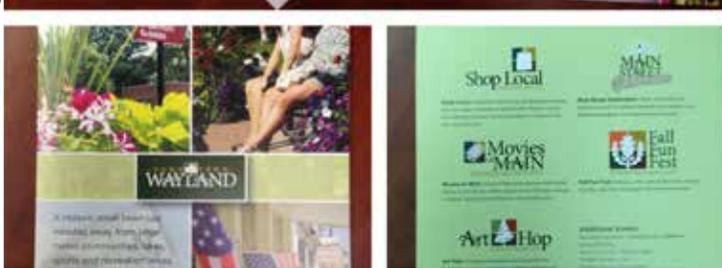


FIGURE 27. Community Business Recruitment



FIGURE 26. River Festival



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

### **Village Design Guidelines & Zoning**

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

## **3.3 PHYSICAL IMPROVEMENTS**

### **Infrastructure Improvements**

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

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

### **Trails and Open Space**

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

### **Streets and Parking Improvements**

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



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



FIGURE 31. Missoula, MT



FIGURE 30. Altamont, NY

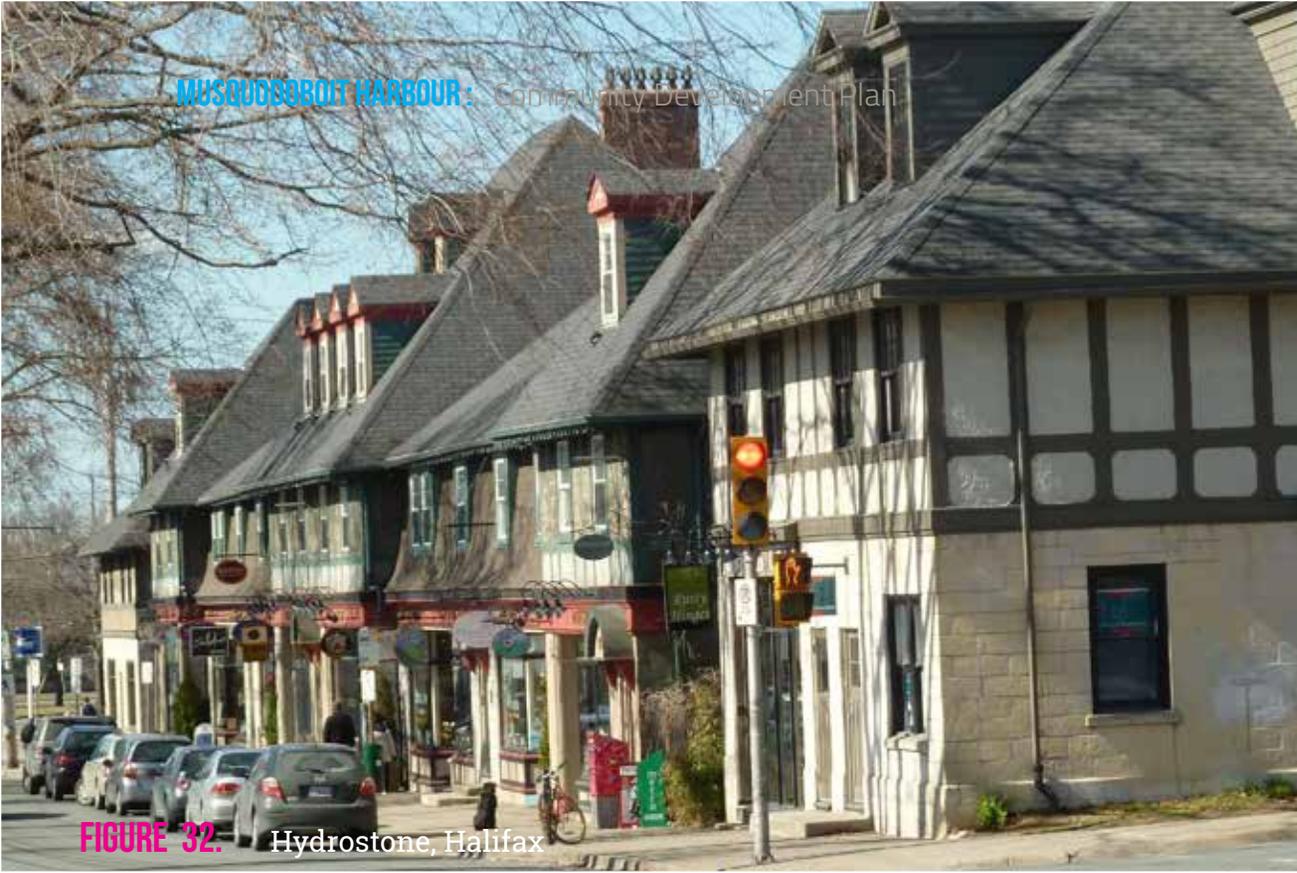


FIGURE 32. Hydrostone, Halifax



FIGURE 34. Hydrostone, Halifax



FIGURE 33. Mahone Bay, NS



FIGURE 35. Bridgewater King Street



FIGURE 36. Inglis Place, Truro

## Streetscape Improvements

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

## Traffic Calming

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

## Green Villages

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

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

### Waterfront/Riverfront Improvements

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

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

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

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

### Scenic Eastern Shore

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

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

### Façade Improvement Program

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



Roadside Viewpark  
Location



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

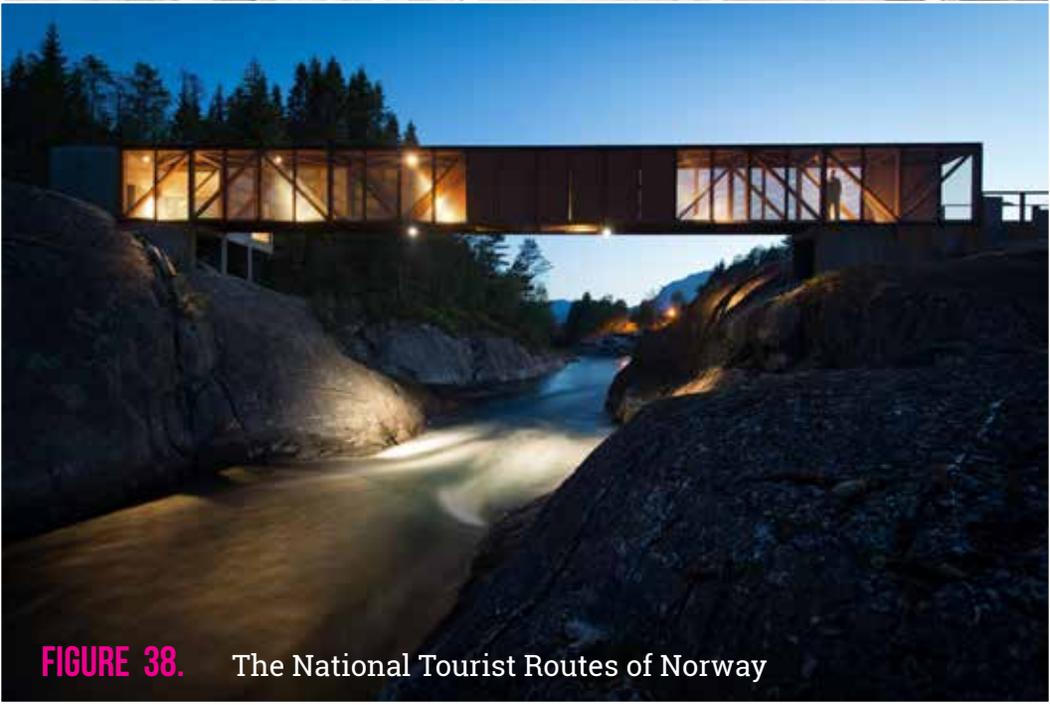


FIGURE 38. The National Tourist Routes of Norway

5 Existing



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



Sign Banner Example



Window Dressing Example



Window Dressing Example

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

5 Proposed



**Musquodoboit Trail**

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

**Active Transport Orientation**

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



# Chapter 4.0

## THE VILLAGE CORE PLAN

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

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

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

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

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

### THE VILLAGE CORE PLAN

The Village Core Plan is characterized by:

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

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





RIVER  
LOOK-OFF



3RD  
BALLFIELD

FUTURE  
HIGHWAY BYPASS

VILLAGE  
GREEN

POTENTIAL  
SCHOOL SITE

OLD  
BRIDGE  
PARK

SCHOOL-  
PARK

MUSQUODOBOIT  
TRAIL

VILLAGE CORE

FUTURE  
DEVELOPMENT

RAIL  
PARK

FUTURE  
DEVELOPMENT

MIXED  
USE

FUTURE  
DEVELOPMENT

VILLAGE CORE

ENLARGE  
PARKING



**FIGURE 40.** Marine Drive / 107 Roundabout

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

## MARINE DRIVE IMPROVEMENTS

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

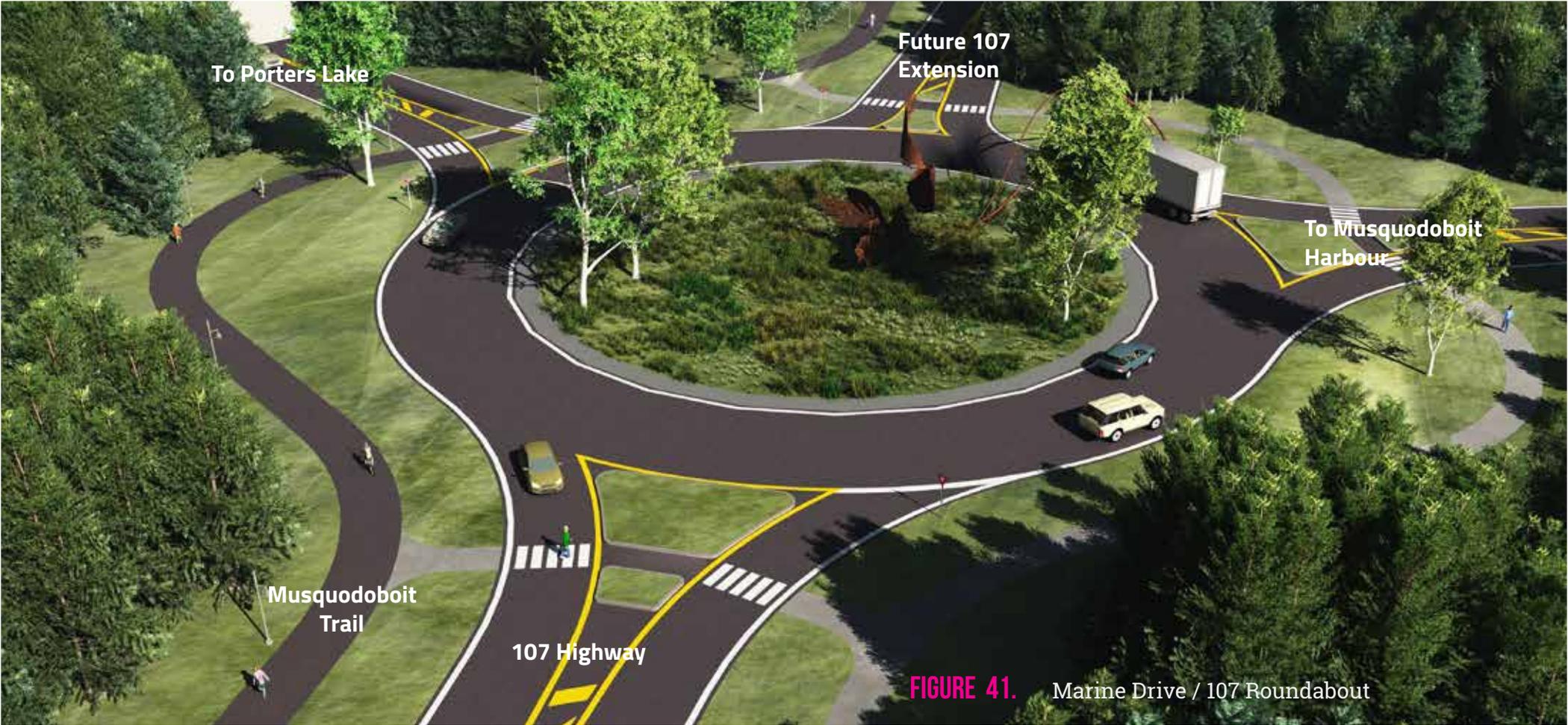
The following improvements are recommended for Marine Drive in support of the Musquodoboit Harbour Community Development Plan.

### Western Gateway Roundabout

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

### Musquodoboit Trail

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



**FIGURE 43.** Norway Look-Off's



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

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

#### Roadside Pull-Off's

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



**FIGURE 44.** Lunenburg Pull-Off



**FIGURE 45.** Eastern Gateway Riverside Pull-Off

### Marine Drive Streetscape & Sidewalk

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

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

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

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



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



**FIGURE 46.** Proposed Sidewalks



**FIGURE 47.** Marine Drive Upgrades



**FIGURE 48.** Marine Drive Upgrades



FIGURE 49. Typical Marine Drive today



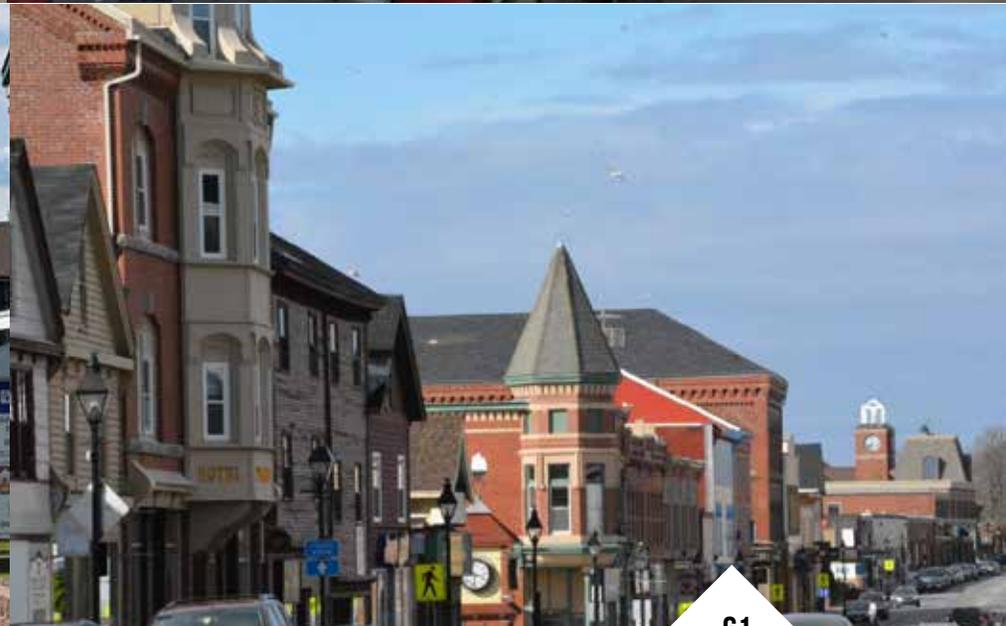
**FIGURE 50.** St. Peters, NS Main Street



**FIGURE 51.** Mahone Bay, NS Main Street



**FIGURE 52.** Amherst, NS



**FIGURE 53.** Downtown Yarmouth



### East Petpeswick Road Realignment

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

## RAILWAY MUSEUM IMPROVEMENTS

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

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

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







ROUNDABOUT

EAST PETESWICK ROAD REALIGNMENT  
NEW LIBRARY PARKING LOT

TRAIN PLAYGROUND

PLAZA

SIDEWALK

HILLSIDE  
AMPHITHEATER  
WITH FLATCARS

MUSEUM  
UPGRADES

RAILCAR  
BENCHES

FUTURE  
MIXED USE DEVELOPMENTS

FUTURE  
ROAD ENTRY

**FIGURE 55.** Railway Site Upgrades

## VILLAGE GREEN

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

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

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

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

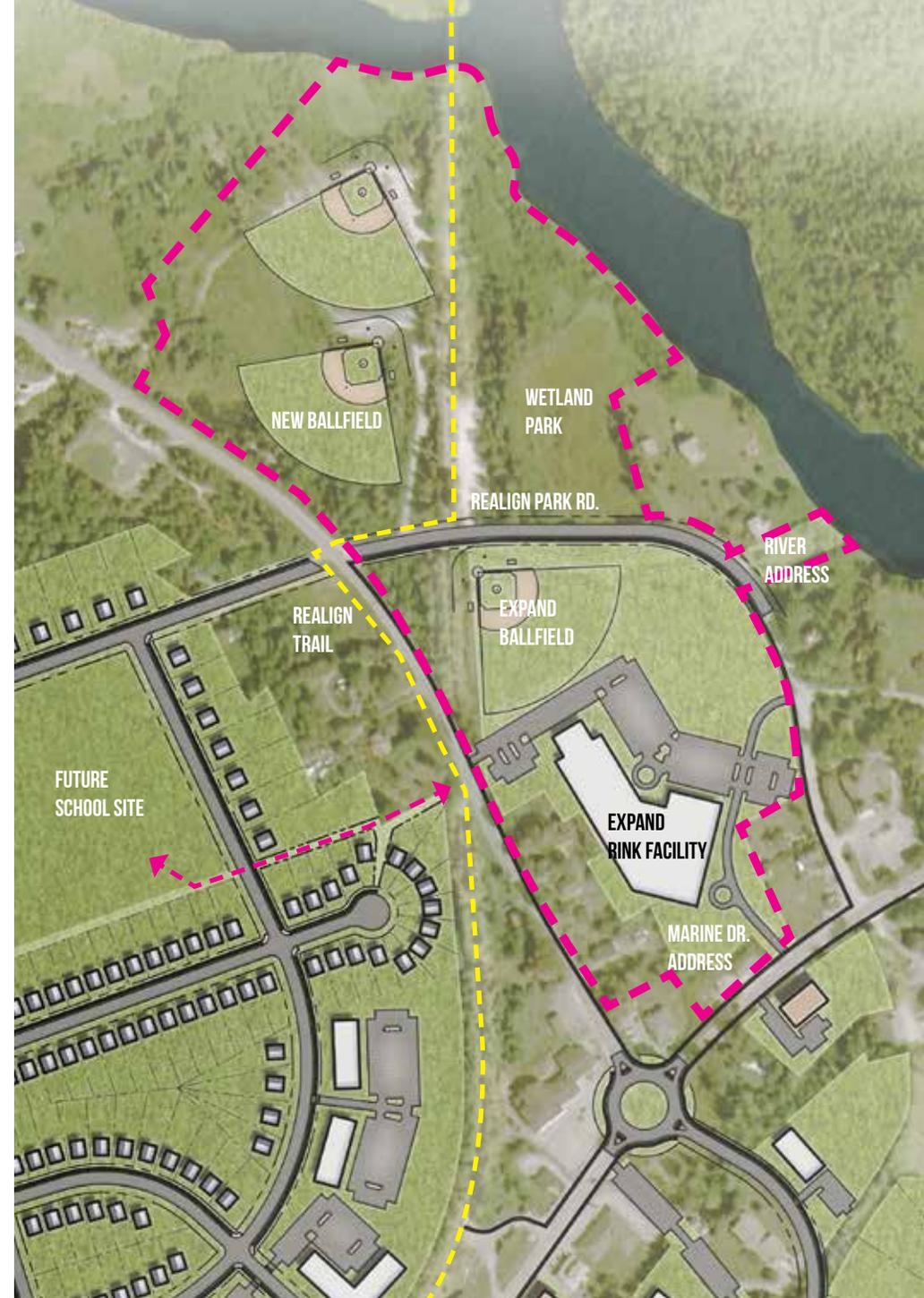


FIGURE 56. Village Green



**FIGURE 57.** Musquodoboit Harbour School Park

## COMBINED JUNIOR AND HIGH SCHOOL

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

## PARKS AND OPEN SPACE

### Old School Park

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



FIGURE 58. Old Bridge Park

## Old Bridge Park

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

## FUTURE VILLAGE CORE SUBDIVISIONS

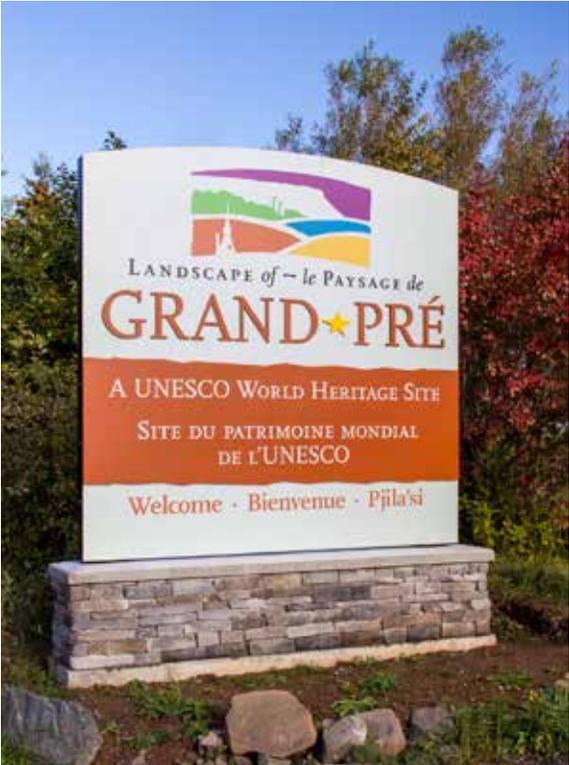
Commercial development, restaurants, grocery stores, new shopping, and pubs were high on the wish list of residents throughout this process. These amenities can only come with more people and a wider variety of housing types. The master plan shows several areas that could be ripe for future residential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

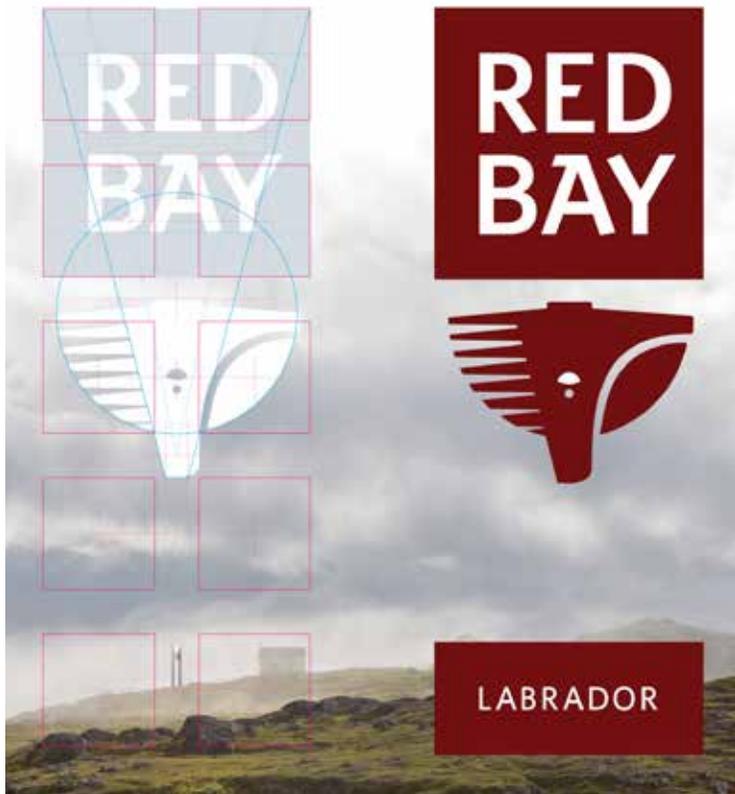
Water and sewer services may need to be expanded to create any density needed to support future commercial growth but there are package sewage treatment options that could be employed for multi-family residential development.





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





## COMMUNITY SIGNAGE PROGRAM

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





# Chapter 5.0

## IMPLEMENTATION

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

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

### PHASE 1 - PHASE 3

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

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

Figure 59 presents the community's phasing priorities.

**FIGURE 59.** Priorities and phases

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

## COST ESTIMATES

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

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

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

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

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

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

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

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

# APPENDIX A

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

## MEETING FEEDBACK

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

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

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

## EMAIL COMMENTS FOLLOWING DRAFT PRESENTATION

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

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

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

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

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

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

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

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

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

## ATTACHMENT E

### SUMMARY OF PRIORITIES AND REQUESTS FROM THE MUSQUODOBOIT HARBOUR COMMUNITY DEVELOPMENT PLAN

ASK	LOCATION	EXISTING APPROVALS OR POLICY SUPPORT	POSSIBLE ASSISTANCE FROM HRM	FINANCIAL CONTRIBUTION	INTERESTS
<b>Increased Land Uses</b> <ul style="list-style-type: none"> <li>- Recreational uses: resort, beach, space for cultural uses such as festivals, concerts and other special events</li> <li>- Commercial uses: expanded grocery, centre of commerce, shopping centre, restaurants and bars including outdoor dining and cafes</li> <li>- Mixed use with ground floor commercial and residential uses above</li> <li>- Institutional uses including a new school</li> <li>- Open space uses: parks, trails, playgrounds and river connections</li> <li>- Residential uses: housing diversity including traditional low density uses, townhouses, multiple unit dwellings up to 3 storeys in height, seniors housing and affordable housing</li> <li>- Expanded industrial park</li> </ul>	<p>Within the Village Core, along Marine Drive and surrounding the intersection of Marine Drive, Highway 357 and East Petpeswick Road</p>	<p>The existing policy and zoning enable consideration of a wide range of uses included all those requested in the CDP. A commercial development was approved in 2001 at the intersection of Highway 7 and East Petpeswick Road. This development never commenced construction and the start date has expired. A 42-unit multiple unit residential development was approved in 2016 along Marine Drive, which also did not commence construction.</p>	<p>The existing policies and zoning enable a wide range of uses. In addition, previous approvals that have not commenced construction indicate there may be a low demand for development in the community. Nonetheless, staff advise that some changes to the existing secondary planning can enable opportunities for strategic and appropriate growth in the community that considers the rural character of the area, adequacy of services and the transportation network.</p>	<p>None.</p>	<ul style="list-style-type: none"> <li>- Private property owners and developers</li> </ul>
<b>Highway and Street Improvements</b> <ul style="list-style-type: none"> <li>- Gateway roundabouts</li> <li>- Streetscaping including street trees, lighting, furnishings, trash receptacles and signage</li> <li>- Sidewalks</li> <li>- Crosswalks</li> <li>- Bike lanes and bike racks</li> <li>- Defined parallel parking</li> <li>- Traffic calming and slowing mechanisms</li> <li>- Reduced width of commercial driveways</li> <li>- Curb and gutters</li> <li>- Roadside pull offs with community directory and shelter</li> <li>- Public art</li> </ul>	<p>Marine Drive, East Petpeswick Road, Park Road, Highway 357, Little River Drive, proposed roundabouts</p>	<p>These requests are generally consistent with the recommendations of the Integrated Mobility Plan and Active Transportation Plan for rural centres. There are no capital projects currently planned for this area.</p> <p>The roadways for the proposed improvements are all owned by NSTIR. None of the requests are included in NSTIR's 5-year capital projects plan. NSTIR does not support the proposed gateway roundabouts as there is no data indicating that the existing intersections are unsafe and no consideration of alternatives such as a signalised intersection. Roadside pull offs are generally discouraged due to potential traffic conflicts with parking and pedestrians. Furthermore, NSTIR suggests that public art in the centre island of a roundabout is a traffic distraction and poses a safety concern.</p>	<p>Funding was recently awarded for a streetscaping and beautification project that can include providing signage, street furnishings, landscaping and artwork. Public art projects can be considered through the HRM Neighbourhood Placemaking Program. Sidewalks may be considered through a Local Improvement Charge to residents.</p> <p>HRM can facilitate a Local Improvement Charge (LIC) to pay for sidewalks, which would require consultation of local property owners and amending Bylaw L-100.</p>	<p>Roundabouts and the realignment of East Petpeswick Road would require substantial and complex land acquisitions involving multiple property owners.</p> <p>Sidewalk infrastructure would have to be owned and maintained by HRM. HRM would be responsible for the capital construction costs but it could be recovered through a Local Improvement Charge (LIC). HRM could apply for external funding to offset the capital cost of construction. Maintenance costs could be recovered through an area rate on the property tax bill.</p> <p>The CDP does not confirm that there is enough area within the NSTIR right of way for the construction of sidewalks.</p>	<ul style="list-style-type: none"> <li>- HRM</li> <li>- NSTIR</li> <li>- local property owners, and the Heritage Advisory Committee if the gateway roundabout at the intersection of Marine Drive and East Petpeswick Road and the realignment of East Petpeswick are considered. Land may need to be acquired for these projects from 7910 Marine Drive, which is a registered heritage property.</li> </ul>
<b>Trail Improvements</b> <ul style="list-style-type: none"> <li>- Extension of existing trails</li> <li>- New trail surfacing</li> <li>- New connections to surrounding areas, neighbourhoods and the Musquodoboit River</li> <li>- Fix alignment across Highway 357 to Park Road</li> <li>- Parking lot improvements</li> </ul>	<p>Connecting existing trails to Marine Drive, the Rail Museum, proposed gateway roundabouts, Musquodoboit Trail, Atlanticview Trail, school, community facilities, neighbourhoods, and nature preserves back to the core.</p>	<p>The IMP and AT Plan generally support improved trail linkages and infrastructure. Trail improvements in Musquodoboit Harbour are currently supported through the Regional Multi-Use Pathway program. Two projects on the go are the Little River Greenway and Gaetz Brook Greenway.</p>	<p>In addition to the support currently provided, there may be merit in considering Little River Bridge Trail as a future capital project. This project would likely cost twice of what is estimated in the CDP.</p>	<p>Financial assistance is currently provided by HRM through the Regional Multi-Use Pathway program and capital funding grants. Future capital projects may include the Little River Bridge Trail, which would require approval of Council.</p>	<ul style="list-style-type: none"> <li>- Musquodoboit Trailways Association</li> <li>- HRM</li> <li>- Local residents and property owners</li> </ul>

ASK	LOCATION	EXISTING APPROVALS OR POLICY SUPPORT	POSSIBLE ASSISTANCE FROM HRM	FINANCIAL CONTRIBUTION	INTERESTS
<ul style="list-style-type: none"> <li>- Rail themed items along trail and sidewalk linkages</li> <li>- Drainage improvements</li> <li>- Seating</li> <li>- Signage</li> <li>- Trash receptacles</li> <li>- Public washrooms</li> </ul>					
<b>Parks and Recreation Facilities</b> <ul style="list-style-type: none"> <li>- River lookoffs</li> <li>- Heritage park</li> <li>- Railway park playground</li> <li>- New community park</li> <li>- Wetland park</li> <li>- Expansion of existing ballfield</li> <li>- New ballfield</li> <li>- Community garden</li> <li>- Public washrooms</li> <li>- Community pool</li> <li>- Relocation of library</li> <li>- Increased parking for library</li> </ul>	North east of the intersection of Highway 357 and Highway 7, Park road, Rail Museum, Dale Bennett Memorial Park, Library	Musquodoboit Harbour generally has a much higher than average amount of parkland per 1,000 residents in the community. Staff does not recommend acquiring additional parkland except for lands with water access. Council recently approved the acquisition of PID 40289498 which has access to Musquodoboit River. The maintenance and improvements to existing facilities should be prioritised. The library was revitalised in 2018 and several capital improvements to the existing ballfields, playground and arena are scheduled for 2019. There is support for placemaking and community gardens through the Neighbourhood Placemaking and Community Garden Programs respectively.	The 2019-2020 Parks and Recreation budget includes capital projects for Peace Park, Dale Bennett Park, and the arena. A rail themed playground may be warranted but this project is not scheduled in any capital plans. The existing playground at Peace Park is scheduled for a capital investment in the next 2-3 years. Non-profit organisations and local residents may apply for financial assistance through the Neighbourhood Placemaking and Community Garden Programs.	See Possible Assistance from HRM	<ul style="list-style-type: none"> <li>- Local residents and property owners</li> <li>- HRM</li> <li>- Heritage Advisory Committee</li> </ul>
<b>Central Services</b> <ul style="list-style-type: none"> <li>- Water and sewer (particularly water)</li> </ul>	Core of Musquodoboit Harbour	The Regional Plan allows for consideration of central services in the core of Musquodoboit Harbour.	Decisions on central servicing would be determined through the ongoing Regional Plan update.	The capital cost of central services would cost millions. The capital costs would have to be recovered through a local improvement charge. A study would be required to determine if residents are willing to connect, willing to pay the LIC and supportive of suburban density in the community. Council would have to approve funding for the study.	<ul style="list-style-type: none"> <li>- HRM</li> <li>- NSTIR</li> <li>- Local residents and property owners</li> </ul>
<b>Community Branding and Wayfinding</b> <ul style="list-style-type: none"> <li>- Signage: gateway, directional, interpretive panels, road signs, information signs, trail signs</li> <li>- Visible addresses</li> <li>- Website</li> <li>- Community directories</li> </ul>	Throughout village core	None specific.	Staff support the ideas of improving signage and providing interpretive panels to highlight the heritage of the area, but there are currently no specific programs in place for funding for heritage signage.	HRM recently matched provincial funding through the Musquodoboit Harbour Area Rate for a total of \$50,000 for a beautification and streetscaping project. A portion of these funds are being used for signage and wayfinding in the community.	<ul style="list-style-type: none"> <li>- Local businesses</li> <li>- Tourists</li> <li>- Local property owners</li> </ul>
<b>Alternate Transportation Modes</b> <ul style="list-style-type: none"> <li>- Bus service</li> <li>- Car pool parking site</li> <li>- Bike lanes</li> </ul>	Marine Drive, Village Core	The Regional Plan allows for consideration of Express Bus Service to Musquodoboit Harbour.	Decisions on transit service to the community would be determined through the ongoing Regional Plan update.	HRM currently provides annual funding to MusGo Rider through the Rural Transit program.	<ul style="list-style-type: none"> <li>- Local residents and businesses</li> <li>- HRM</li> <li>- NSTIR</li> </ul>
<b>New School Site</b> <ul style="list-style-type: none"> <li>- Combined junior and high school</li> </ul>	North of the museum, south of East Petpeswick Road or at the existing school site	N/A	A school site has since been selected.	N/A	<ul style="list-style-type: none"> <li>- Halifax Regional Centre for Education</li> <li>- Minister of Education</li> <li>- Local residents</li> </ul>