



HUBBARDS COMMUNITY PLAN

'WHAT WE HEARD'

CONSULTATION SUMMARY

Prepared by
UPLAND
August 16, 2021



Thanks to Supporters & Funders:

Aspotogan Heritage Trust

The Hubbards area businesses, community groups, and community members

Nova Scotia Department of Transportation and Active Transit

Halifax Regional Municipality & Municipality of the District of Chester

Hubbards area district councilors (Pam Lovelace HRM District 13 Councilor, and Floyd Shatford MOC District 2 Councilor)

Hubbards Barn Association

Hugh MacKay - MLA for Chester - St Margarets 2017-2021

Aptitude Digital

Rob Hyslop - Azimuth Consulting Ltd

KJ Barrett - KJB Signs

Jared Worth - Graphic Designer

FBM

The town of Sheet Harbour

Community Business Development Corporation

Community Capacity Fund

Upland Planning + Design & Hubbards Streetscape Project (2021)

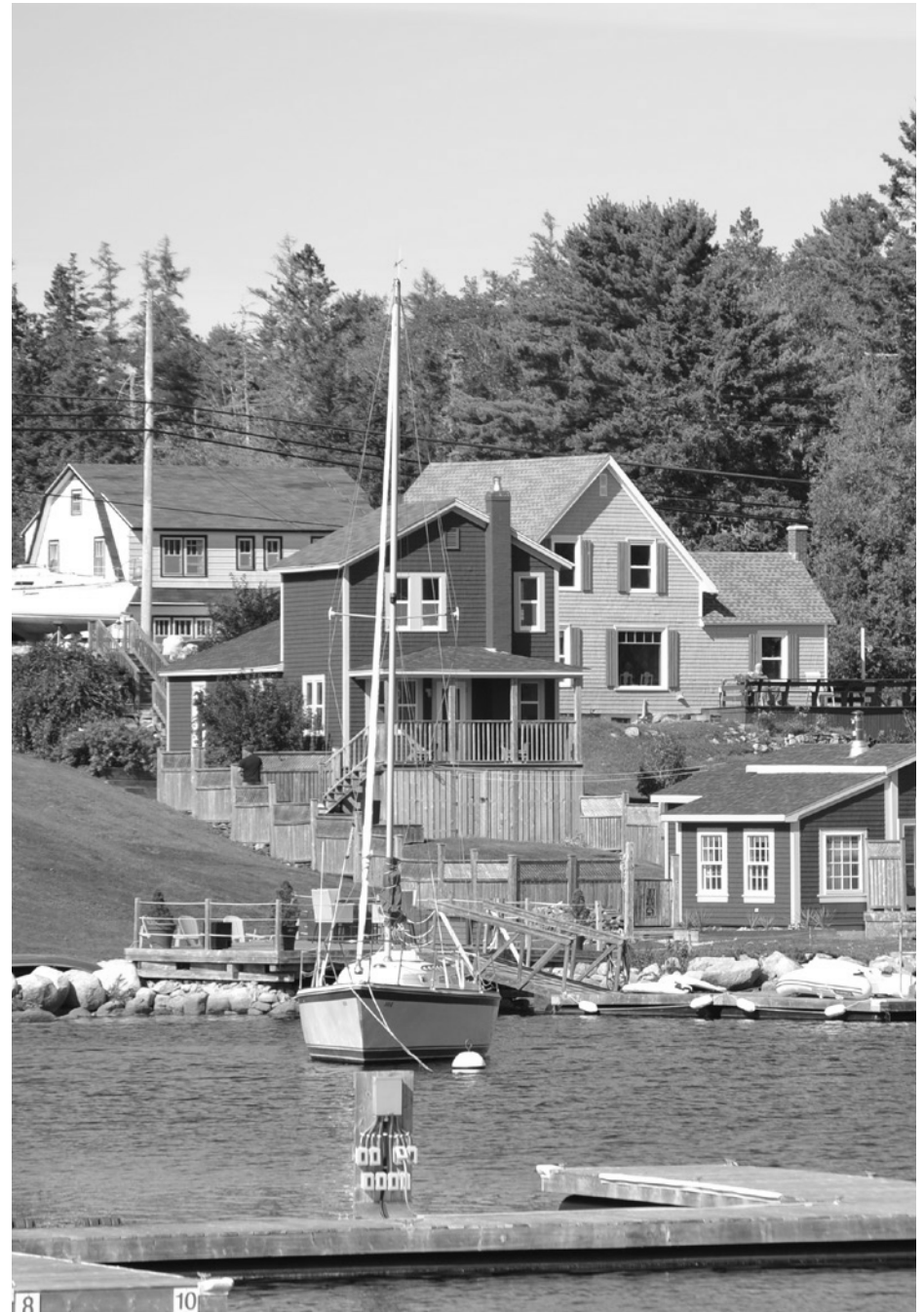


Table of Contents

1.1	Introduction	02
1.2	Objectives	03
1.3	Methods of Consultation	04
1.4	Consultation Results	06
1.5	Summing it up	15

1.1 INTRODUCTION

The residents of Hubbards are the true experts on all matters related to the community. They are experiencing the strengths and weaknesses of the community on a daily basis, and have to navigate their daily lives around them.

Therefore it was very important for this community plan project to fully embrace all local views and knowledge prior to the plan preparation. Consequently, the months of May and June 2021 were dedicated to community consultations on the Hubbards Community Plan.

Unfortunately, the timeline of this project meant that these engagement activities had to occur at the peak of the third wave of the COVID-19 pandemic in Nova Scotia, which ruled out any in-person activities.

However, at this point in time, a large share of the community was well-versed with online meeting tools. Groups not available through the online meeting platform were reached by phone for interviews, which resulted in a good level of participation and inclusion overall.

The results from the many conversations with residents, community groups and stakeholders are an essential consideration for designing streetscape improvements and developing policy proposals.

The engagement resulted in general themes which have emerged from the conversations, but also offered direct and pragmatic advice for design solutions in particular locations of the Hubbards Community Plan project area. The following sections will describe both of these aspects in greater details.



Figure 1: Pedestrian walking on narrow shoulder of Highway 3

1.2 OBJECTIVES

The objectives of this consultation phase were to:

- + Integrate community participation in the planning process through inclusive and meaningful engagement opportunities.
- + Share knowledge with Hubbards community members about the process of developing a plan, and clearly illustrate the scope of what a community plan can accomplish and how it can benefit the people of Hubbards.
- + Collaborate with local community representatives, governments, and consultant teams to inform best practices for engaging Hubbards community members.
- + Mobilize the project team and partners to promote and share engagement sessions, and inform community members about the process and timeline.

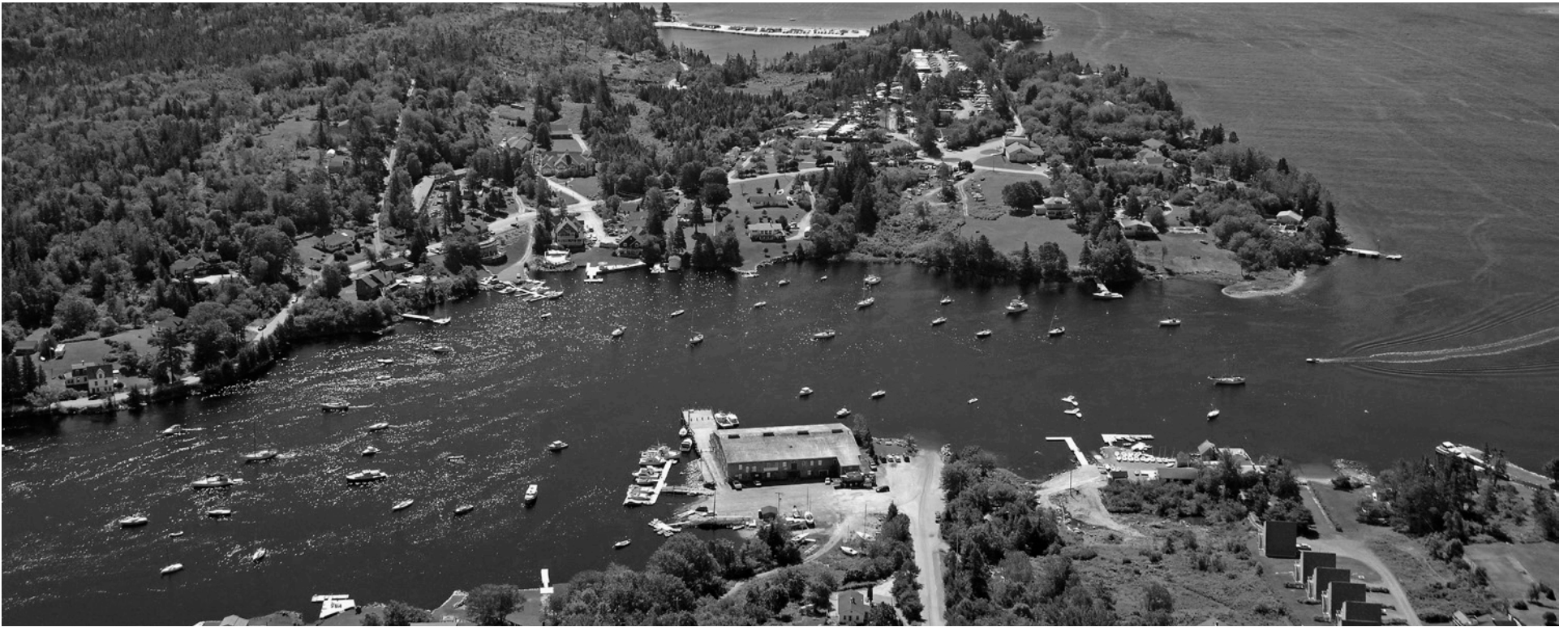


Figure 2: Aerial Photograph of Hubbards Cove

1.3 METHODS OF CONSULTATION

Based on the goals of the consultation for the Hubbards Community Plan, a range of tools was selected to facilitate the dialogue with the community. This section describes the consultation tools chosen, and details how they were applied in this context.

LAUNCH WEEK

The public dialogue was kickstarted by a week of concentrated communication through various channels. Using a social media campaign, the public was made aware of the Hubbards Community Plan Project and received daily updates with information materials. The campaign sparked interest in the project and gave an outlook on upcoming consultation activities.

SOCIAL PINPOINT

The 'Social Pinpoint' platform allowed community members to provide opinions, ideas, and feedback through a customized and interactive online map. The community was able to provide feedback using map markers of six different categories. The topics included commercial development, cycling infrastructure, pedestrian infrastructure, placemaking features, residential development and traffic management. Visitors of the

web site were able to interact with markers placed by other members of the public by indicating likes, dislikes, and open comments.

The interactive 'Social Pinpoint' tool was very effective in achieving a great response rate, including:

- + more than 2,500 visits to the site,
- + 877 unique users, and
- + 311 comments by 83 people.

These statistics represent a summary of activity in the timeframe between April 7th and July 1st 2021.

ONLINE GROUP DISCUSSIONS

Members of the community were invited to participate in several online discussions. Each of these sessions was widely advertised through mailing lists and social media. Participants were able to join the meetings through an online videoconferencing platform.

Meetings began with a presentation about the project background and an overview of sites and themes with relevance for the community.

After that, groups were split up into break-out rooms with one moderator for each virtual table. The small group sizes allowed residents to be more comfortable in voicing



Figure 3: Snapshot of Social Pinpoint Map

their opinions, and facilitated lively discussions about improvement ideas for Hubbards. At the end of the meetings, all participants reconvened for a final recap and summary.

COLLABORATION COMMITTEE

The Hubbards Community Plan is an initiative of the Hubbards Streetscape Project, a local community group supported by the Aspotogan Heritage Trust. Since neither of these two organizations has any administrative authority over land use planning or road ownership, it was very important to include government authorities early in the process.

For this reason the Collaboration Committee was formed. The first meeting of this committee was held on May 7th and included participation from the Nova Scotia Department of Transportation and Active Transit, Halifax Regional Municipality, and the Municipality of the District of Chester.

All invited parties were able to exchange their views and expectations related to the Hubbards Community Plan. The Committee will be continued throughout the project and will serve as a platform to communicate the project results.

STAKEHOLDER INTERVIEWS AND WORKSHOP

The engagement effort included reaching out to groups previously identified as 'stakeholders' in the community planning process.

Stakeholders included organizations operating civic buildings, community associations, and owners of key lands in the community. They typically brought a different perspective to conversations, as they had gained insights into community needs and aspirations through their daily operations, and therefore had a broader view of the community context.

All selected stakeholders received an invitation to participate in a workshop on May 26th. The workshop format was similar to the residents' group discussions, with an introductory presentation for the whole group followed by smaller dialogues in break-out rooms. A lot of these conversations focused on land and infrastructure.

YOUTH AND SENIORS FOCUS

There were specific activities designed to engage both youth and seniors in the Hubbards community.

A youth focus group was held through a video conference in order to gain a perspective from that age demographic.

Consultation with a seniors focus group specifically for this project is forthcoming, and planned to be completed as part of the draft plan review process later this summer, now that public health restrictions are lifting.

INCLUSION INTERVIEWS

A series of one-on-one interviews were held to ensure that a wide range of street and public realm users' perspectives were heard and included in the engagement process.

These interviews were conducted with members of the community who would have unique experiences or challenges, or who were unlikely to participate in other engagement methods for a variety of reasons.

1.4 CONSULTATION RESULTS

SOCIAL PINPOINT (SPP) RESULTS

The interactive mapping and commenting exercise resulted in a wide array of community perspectives. Responses on the map can generally be divided into two groups:

- + responses relating to general themes; and,
- + responses relating to specific locations.

Both response categories are reviewed in the following sections.

SPP GENERAL THEMES

ROAD SAFETY

Throughout the social pinpoint map, participants noted numerous streets and intersections that they felt required traffic control measures to improve safety. There were also specific calls for infrastructure designed for vulnerable road users, including people walking and cycling.

A very large portion of comments centred around suggested solutions that could help overcome these challenges. Participants called for expanded trail networks, including new foot and bike paths to connect with existing trails, the beaches, and community amenities.

Bike lanes, sidewalk improvements, and the widening of shoulders were consistently mentioned as desired changes for roads in Hubbards, with many participants stressing how many blind spots currently exist along major roadways such Highway 3, Highway 329, Fox Point Front Road, Shore Club Road and approaches to beaches.

Blind corners and blind crests were highlighted as areas where people feel especially unsafe walking and cycling. For example, participants drew attention to the limited visibility in both directions from the sailing club and Cannery Beach, at the Ten Beaches manufactured home community, and at the hill of Shore Club Road.

Many participants expressed concern about a lack of sidewalk infrastructure throughout Hubbards. When map markers related to this subject received comments, map users elaborated on the importance of paved shoulders on roads, and how sidewalks and bike lanes increase safety, comfort, and help to reduce the speed of traffic.

Participants discussed the need for road maintenance and proper shoulders along Highway 3, and are worried that the new Vinegar Lake Road will increase traffic on Highway 3. There was also

concern about the impacts of increased traffic on the school, the recreation centre, and local homes.

Participants noted how signage at Exit 6 feels busy and distracting to drivers and visitors, and that they should be tidied up to improve the first impression of the community. Commentators agreed, saying the signage should be cleaner and more uniform.

In addition to the examples referenced above, other suggestions include:

- + 'Through the Years' daycare use the Lighthouse Route often. Sidewalks and crosswalks are necessary for the safety

of children on this route.

- + Traffic slowing measures could help improve safety at the approach to Fox Point Front Road from Highway 3.
- + A crosswalk is needed on Highway 3 at Shankel Road, in front of the Shatford Elementary School.
- + There is an unmarked intersection with a blind corner near the manufactured home park. Small children cross the road here to wait for their school bus on a narrow shoulder. Intersection infrastructure and signage is needed, and a speed limit reduction was called for.

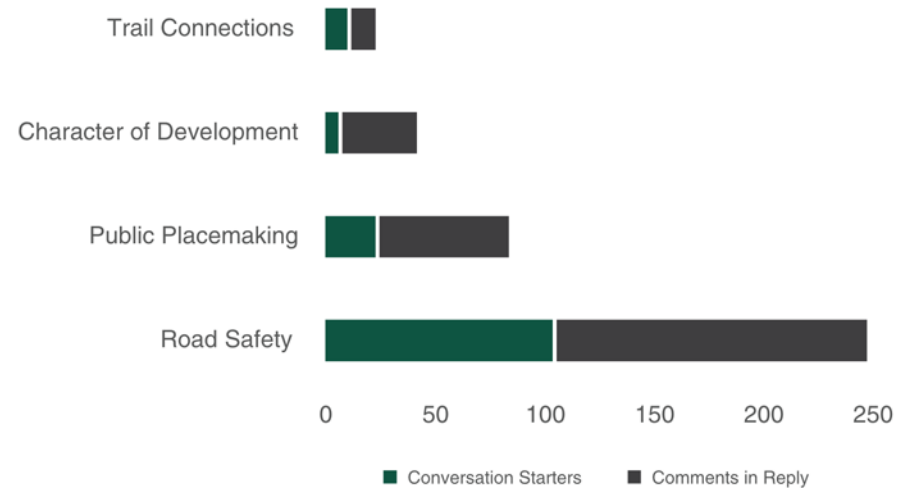


Figure 4: The cumulative number of SPP comments and replies to comments, grouped by theme.

PUBLIC PLACEMAKING

Along a stretch of Highway 3, a participant suggested introducing more shops and cafes to emulate the feel of Mahone Bay. This was disliked by a majority of respondents, although it is not clear what exactly fueled these concerns. A similar map comment (also mentioning Mahone Bay) for lands of the Aspotogan Heritage Trust in proximity to the 'Barn' was very well received.

Participants feel that the public right of way along Conrads Road has the potential for a path connecting residences of the area to the elementary school, thus providing an alternative to walking along the street.

Participants suggested adding an official Visitor Information Centre to the Aspotogan Heritage Trust building, so that visitors can stop and seek information when coming through Hubbards. It was argued that this location would be equally serving motorists on the road and users of the Rum Runners Trail. It was mentioned that this is already an interesting location that could be used to promote local businesses and points of interest.

There was a mix of agreement and disagreement over creating

a larger parking area for the Rum Runners Trail, which could potentially increase the number of people walking and cycling on the trail and through Hubbards.

Participants are interested in seeing the vacant lot near the corner of Fox Point Front Road and Highway 3 either redeveloped or transformed into a place with outdoor seating or gazebo, artwork, and gardens.

Further placemaking improvements suggested by participants included:

- + Adding bike racks at beaches
- + Community outdoor BBQ & pizza oven near the Barn market
- + Implementing more 'Little Libraries'
- + Adding a small food concession at the beaches
- + Incorporating outdoor waste receptacles and waste collection throughout the community
- + Upgrades to the plaza near the Pharmasave

CHARACTER OF DEVELOPMENT

Throughout the social pinpoint, users stressed the importance of maintaining the culture and character of Hubbards when building and revitalizing commercial and residential development. Participants discussed

the importance of supporting and prioritizing new and existing local businesses over corporate chain stores in new developments. They touched on the local landscape, and how new developments and housing should be integrated into the landscape and maintain the so-called "community vibe."

Participants discussed having plans in place to prepare for the ongoing twinning of Highway 103, which may result in potential future interest in highway-oriented commercial development along that corridor, such as a drive-through restaurants and service stations.

Some people liked the idea of having a gas station that would have longer hours. Other participants worried that any discussion about bringing in chain stores would take away from the essence of what makes the community special, and that there should be a focus on local business rather than big business. Others believed that Hubbards shouldn't have a service stop along the highway, as they worried about garbage litter and how a service station would look.

On another note, there were also conversations about commercial development in general. While maintaining the local character

seems important to the map users, a large share of the comments called for new commercial features in Hubbards. The wishlist included more cafes, shops, and a pub. On the matter of residential development, there were some comments about the need for affordable housing options. Some comments were critical of the idea to introduce multi-unit housing in Hubbards.

TRAIL CONNECTIONS

Many participants suggested extensions and connections of the St Maragret's Bay Trail to other parts of the community, including:

- + Connecting the St Maragret's Bay Trail to the school. Participants feel there is an opportunity for increased utilization here.
- + A new connector trail at the eastern end of the community, linking the St Maragret's Bay Trail with Highway 3 at the Hubbards Recreation Centre. A crosswalk would make it easier for people to access the trail and the recreation facilities.
- + Create an accessible multi-use trail from the St Maragret's Bay Trail to Queensland Beach to encourage more people to bike rather than drive.

SPP LOCATION SPECIFIC THEMES

HUBBARDS 'MAIN STREET'

There was a large amount of comments related to what can be described as the 'main street' in Hubbards, i.e. the stretch of Highway 3 going through the community, also known as St. Margarets Bay Road within the boundaries of the Halifax Regional Municipality.

Bike lanes are desired along Highway 3 in Hubbards, and participants would like the bike lanes to connect to the library, the elementary school, and the skate park and recreation centre. Parents commented that the skate park and recreation centre can only be reached by car, and that they would like their children to have safe bike lanes to get around the community.

Participants would also like to see a path across the government lands between the elementary school and the recreation centre, as well as a connector from there to the St Maragret's Bay Trail. They would also like to see signage drawing attention to the dog park and trails.

Many comments expressed a desire for a cycling hub with bike racks and air pumps near the library and coffee shops so cyclists can stop and relax. Others would also like to see

more outdoor seating, an outdoor play area, and access to the trail in that location. This is an opportunity to increase the library's position as a central hub for the community.

Some participants noted that if bike lanes were built in the centre of Hubbards, they would love for them to continue along to Queensland Beach as the road is rough and narrow. Another participant commented that the road is so narrow that they would fare better putting in a paved shoulder instead of a bike lane.

SHANKEL ROAD

The old garage on the corner of Highway 3 and Shankel Road drew much attention and was highlighted as an area for improvement, though participants disagreed on whether the owners of that private property would be better off repurposing the garage as a local cafe, shop, or diner, while others preferred the site be cleared for landscaping and benches connected to the trail network.

Another participant mentioned that Shankel Road is one of the narrowest roads, and is often used as a shortcut when coming off of Highway 3 in Queensland to Conrads Road, turning onto Shankel Road and carrying onto Shore Club Road

or back onto Highway 3. Drivers are said to exceed safe speeds, and it was noted that there is no real shoulder for pedestrians. Participants proposed a sidewalk or a multi-use path here.

SHORE CLUB ROAD

Participants would like to see a walking path along Shore Club Road as they find it very narrow, with little visibility due to the winding nature of the road. Participants called for lower speed limits, sidewalk improvements, and measures to increase visibility as the road is used by pedestrians and cyclists heading to the Shore Club

and Hubbards Beach, many of which are children and youth. A participant commented that they had been hit by cars while biking on that road. However, one participant also noted that compared to Highways 3 and 329, Shore Club Road is relatively safe and that limited resources for safety measures should be directed to other parts of the community first.

Shore Club Road does include a blind crest, which is perceived as particularly problematic. Participants stated that in the blind spot close to the Tune Blue Inn, cars are unable to see pedestrians or cyclists going



Figure 5: Junction of St. Margarets Bay and Shankel Roads

towards the Shore Club from the Anchorage. One suggestion was to incorporate a large convex mirror in the short term, to give pedestrians and drivers a line of sight around the corner until the issue is resolved.

The intersection of Shankel Road and Shore Club Road was highlighted as another place of concern as people are coming off Shankel Road, right onto the bridge without stopping or waiting for those coming off the bridge to come through. Suggestions were made for 3-way stop signs, larger signage, and modifications to the placement of signage.

HUBBARDS SAILING CLUB AREA

The Hubbards Sailing Club receives up to 70 sailors aged six to 16 through July and August, as well as sailors from the Through the Years Day Camp & Community Centre. Participants from the Through the Years Day Camp commented that they feel unsafe walking with children down the road. The main parking lot is across the road, and they have had many close calls. Suggestions included a pedestrian overpass, a speed limit reduction, and a sidewalk and paved shoulder.

HUBBARDS HARBOUR WALK

There were mixed feelings about a request to consider the model of Bar Harbor's Shore Path when developing pedestrian infrastructure plans along the Harbour Walk, looking to Bar Harbor for inspiration regarding accessibility, limited mobility, and pets. There was a mix of agreement and disagreement on this comment, with one person mentioning that large sections of such a 'Hubbards Harbour Walk' would be on private land and that residents should be consulted before changes are made.

QUEENSLAND BEACH

Participants called for ways to improve Conrads Road en route to Queensland Beach, around the tops of Conrads Branch Drive and Johnson Road. Community members do not feel safe there. Pedestrians also deem the stretch of Highway 3 from the community centre to Queensland Beach dangerous as they find the shoulder is not wide enough to walk on safely, and parents do not have room to push strollers. The hills and curves create limited sightlines, and community members found that quite dangerous. One participant called for the speed limit to be reduced to 50 km per hour.

At Queensland beach, participants hope to see:

- + Bike racks
- + Garbage cans and waste collection year-round
- + Upgrades to change rooms and toilets
- + A small food concession
- + A little park and space for outdoor activities
- + Kayak access points

HUBBARDS BEACH

Some participants noted how they used footpaths that private property owners have allowed them to use, and that they would like to see a sidewalk or connector to Queensland Beach near Conrads Branch Road and Johnson Road. This comment received considerable support from other participants.

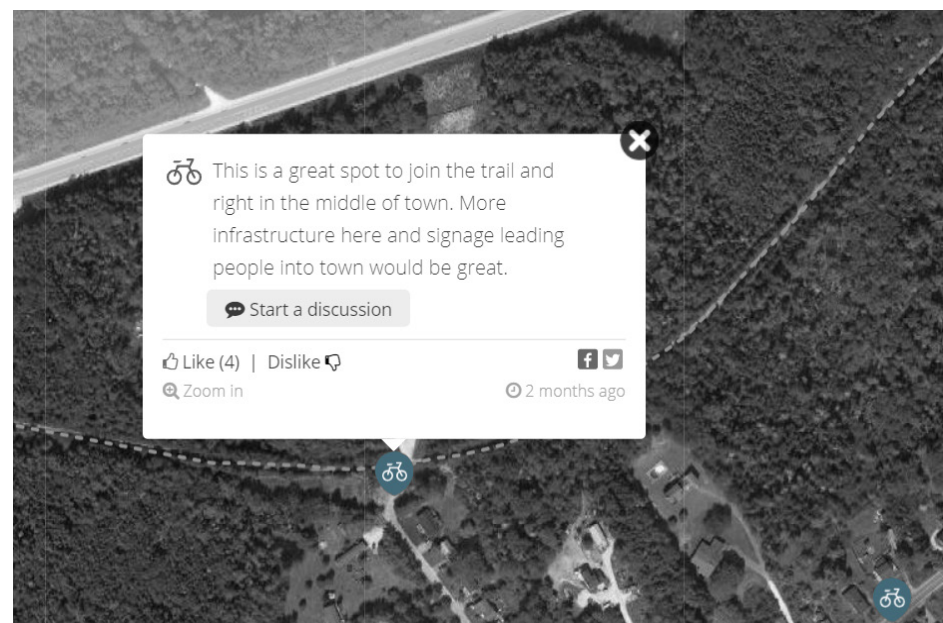


Figure 6: Example of Social Pinpoint Comments.

PUBLIC DISCUSSION RESULTS

Road safety emerged as a dominant theme in the discussions. Participants felt that there are various dangerous spots for pedestrians in the community, and that vehicle speeds are often beyond what is acceptable. However, there is a desire to get around the community on foot, and there is a call to design pedestrian connections with safety and vulnerable road users in mind.

Walking destinations (i.e. community facilities) are also perceived to need accessibility improvements,

which could create an overall better walking experience in Hubbards. Additional trail connectivity was discussed as a partial solution, with connections between the St Margaret's Bay Trail and other parts of the community drawing the most attention. Private land ownership was discussed in the context of a future trail connecting Conrads Road with the Hubbards Recreation Centre.

Related to the desire of getting around the community is also a need to have a defined central community



Figure 7: Mobility patterns shown on a slide of introductory presentation to group discussions

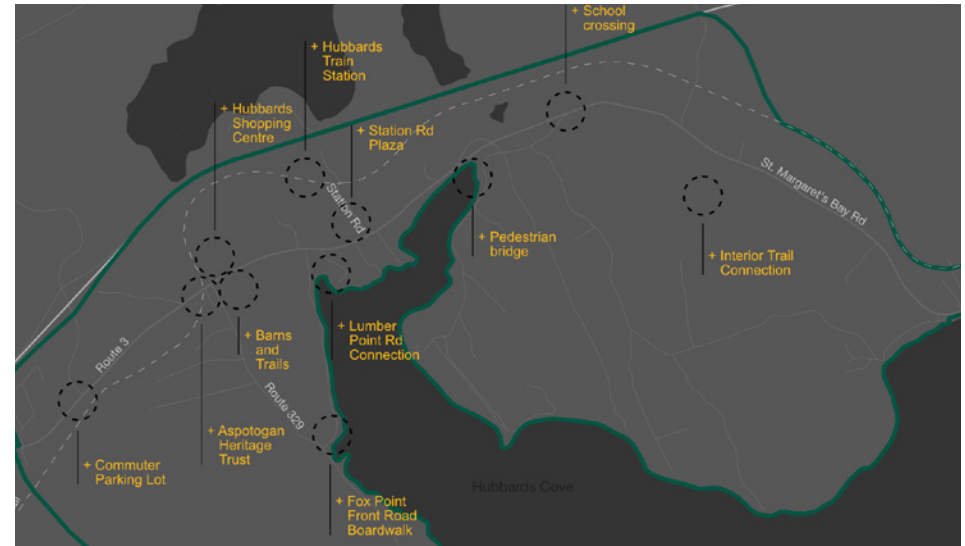


Figure 8: Opportunity sites shown on a slide of introductory presentation to group discussions

area, which residents noted as currently missing. Some discussion participants wished for more local shops and community facilities that improve the looks and experience in the community. Concerns were raised about the aesthetics and layout of the existing commercial development in the community, with a desire to see change but a lack of a clear path forward.

Discussions have shown that there is a desire for some form of 'village centre' at the intersections in proximity to the post office and library.

Related to community appearance, some points were made about

wayfinding. Several participants felt that signage feels 'cluttered' and inefficient in the community, especially in proximity to the Highway 103 Exit. Wayfinding improvements were generally suggested at junctions within the existing street network, so that navigating the community becomes easier and trail users are drawn into businesses.

Pedestrian signage is also seen as an option to improve accessibility for all ages, and to encourage active exploration of the community.

Coastal access was identified as a central pillar of the community identity, and participants characterized

Hubbards as a 'coastal walking community'. Opportunities identified for placemaking along the waterfront included a boardwalk along Fox Point Front Road to the Sailing Club.

On the point of overall community development, an intergenerational approach to designing programs and experiences came through as a priority during these discussions, with examples including arts and crafts and landscaping elements, as well as structures for rest and play. There was also discussion about the concept of aging in place, and the changes needed in Hubbards to facilitate that.

Participants recognized a lack of housing in the community, with few properties being available for purchase and rental options being essentially non-existent. Discussions revolved around affordable housing options, and those specifically geared to older adults.

Transitional care was proposed for some locations, with the added suggestions of a safe walking loop around any such development as a way to encourage physical activity among the aging population.

Environmentally sensitive conditions and privately owned land were each cited as barriers to development in certain cases. Freshwater drainage from Sawler Lake was identified as an issue in the vicinity of the Irving Station.

Temporary and seasonal fluctuations in parking demand was another challenge that emerged from these discussions, and a need to integrate a walkable community core into any central parking zone emerged as an opportunity to address that. Specifically, there was support for sidewalk network expansions on

Highway 3 and Shore Club Road, shelter structures at the current park-and-ride and at the former train station site, and for bicycle parking improvements at the shopping centre.

During the introductory presentations to group discussions, the project team was showing some locations identified as 'opportunity sites' with improvement proposals listed as bullet points (see Figure 8). The chart below summarizes how discussion participants responded to these suggestions in polls.

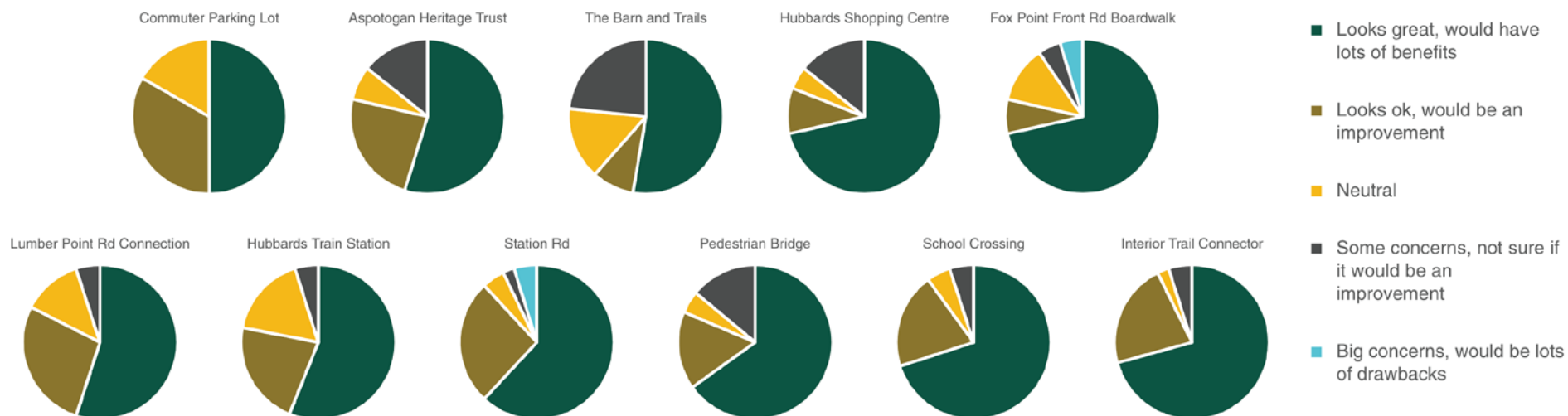


Figure 9: Zoom poll results from the public discussion about eleven different theoretical opportunity sites in Hubbards.

YOUTH FOCUS GROUP

In June, a group of twelve youth convened on a facilitated Zoom call to talk about their youth perspective on public spaces and mobility in Hubbards. Discussions touched on the ways they interact with their local environment and how they get around their community.

According to the focus group participants, Hubbards youth mostly get around their community on foot and by bike, with the occasional ride from parents depending on the trip distance or destination. Youth noted that walking and biking can be scary in some locations due to fast-moving traffic. Specific locations cited include near the Hubbards Sailing Club, along Conrad Road, and near Mr Bean's Market on Highway 3.

Suggestions from the youth about how to address their traffic safety concerns included new sidewalks, bike lanes, and trails. They also suggested introducing button-activated flashing beacons at various crosswalk locations including at the bridge, the recreation centre, the intersection of Shore Club Road / Schwartz Road / Shankel Road, and the intersection of Highways 3 and 329.

Beautification and community amenities were also discussed, and the youth suggested there is a need for more bike parking at commercial destinations, and for more public garbage cans.

Other ideas included flower boxes and picnic tables throughout the community, a water slide, a community garden, and a playground area at the waterfront.

WHERE IN HUBBARDS DO YOU LIKE TO GO?

- + Skatepark
- + Hubbards Beach
- + The Barn
- + Rails to Trails
- + Mountain Biking Trails near Queensland Beach
- + Gallant's Fish & Chips
- + Cannery Beach
- + The Waterfront (swimming in the cove)
- + Fitzroy River
- + Mill Lake
- + Sailing Club



Figure 10: Hubbards Skate Park

STAKEHOLDER DISCUSSION RESULTS

These conversations largely revolved around the two themes of connections and public amenities.

Participants pointed out that many of the commercial destinations in Hubbards are only accessible from Highway 3, which generates significant traffic congestion at peak periods, creating potential for pedestrian and cyclist safety issues. In particular, the intersection of Highways 3 and 329 was noted as being especially problematic. Realigning the driveway to the shopping centre with that intersection was proposed as a way to improve traffic flow at this location.

The St Margaret's Bay Trail was discussed as an important asset for the community, and participants suggested that new trail connections to key destinations along the trail would improve access to the trail, while also improving connectivity between other local destinations. It was noted that several community destinations, such as the community waterfront and the Hubbards Barn, are not easily seen from the street, and that wayfinding signage could be especially helpful for visitor orientation in these cases.



Figure 11: Corner of St. Margaret's Bay and Yacht Club Roads

There was also interest among participants in exploring ways to maximize the use of public spaces throughout the year, thereby establishing Hubbards as a year-round destination.

It was noted that many public amenities go unused for much of

the year, and that the use tends to fluctuate based on seasonality and depending on programming. Demand for both car and bicycle parking was also noted as an area of concern, and participants suggested that finding ways to connect the various parking facilities throughout the community might help address this.

Specific amenities identified as missing or needing improvement include sidewalks, picnic tables, public washrooms, bicycle parking, a bicycle repair kiosk at the library, and wayfinding signage throughout the community.

INCLUSION INTERVIEWS

Themes that emerged from these discussions were similar to those raised through other engagement methods: these themes included road safety, such as speed limits and the desire to see them lowered within the community's core, and the need for more active transportation infrastructure between key destinations.

Residents also discussed the need for more rental housing options and accessible housing for seniors, especially within the community's core where lower income or fixed income residents would not need a vehicle to access amenities.

Suggestions to address the lack of low-income housing included the addition of secondary suites or small buildings on existing

residential properties (as per the recent changes to HRM's planning policy) and adding another seniors complex to Hubbards which would meet accessibility requirements.

Multiple interviewees mentioned the importance of aging in place. Residents were keen to see underutilized spaces given more functionality for the community, such as the intersection of Highway 3

with Fox Point Front Road as well as the Community Waterfront.

The latter was referenced as a key community hub and asset that is not being used to its fullest potential. Potential uses included additional seating/picnic areas and community concerts and events. Interviewees would also like to see the addition of a dairy bar or ice cream stand to the area for locals and visitors.

SUGGESTIONS FOR IMPROVEMENTS FROM INCLUSION INTERVIEWS

- + Lower speed limits
- + Additional speed mitigation tactics for hills/blind crests/turns
- + More vigilant trimming of vegetation around narrow roadways
- + Increase RCMP patrols to curb speeding
- + Sidewalks or widened, paved shoulders on major roads (like Hwy 3)
- + Preference to see "curbed" options for added safety
- + Crosswalks at key intersections
- + More connections from the rail trail into the community
- + Improvements to the intersection at the Shopping Centre
- + Rental housing options (especially for low income families and seniors)
- + Accessible housing options for seniors
- + More areas for people to picnic or eat takeout from local businesses
- + Need an ice cream stand
- + Updates to the Community Waterfront to increase form and function
- + Street beautification

1.5 SUMMING IT UP

SUMMARY OF KEY THEMES

A wide range of topics emerged from all of the engagement processes, but generally these topics can all be grouped into two primary themes and two secondary themes. The primary themes are 'road safety' and 'public placemaking', and the secondary themes are 'community character' and 'trail connections'.

The bulk of concerns voiced through various consultation formats related to the two primary themes, with the specific topics of pedestrian and cyclist safety

and community gathering places generating a high level of interest.

Key topics of interest relating to the secondary themes included support for small business, control of highway-oriented development, and trail connections between key community destinations.

SUMMARY OF IMPLEMENTABLE PROJECTS

All of the suggestions for implementation that arose through the public engagement effort can be grouped into three broad categories:

those that require the use of public land, those that require the use of private land, and those that intersect both public and private lands.

PROJECTS ON PUBLIC LAND

A number of suggested road safety projects came out of the engagement process, many of which would require either modifications to existing road infrastructure or new infrastructure within the public right-of-way. As roads are generally in public ownership, these projects fall under this heading.

In response to the resounding call for pedestrian and cyclist connections to important destinations along Highway 3, sidewalks are desired between Fox Point Front Road and Shatford Memorial Elementary School. Moreover, various types of pedestrian connections between the school and the Hubbards Recreation Centre are seen as desirable.

Improvement to the designs of existing crosswalks and installations of new crosswalks are a high priority for many residents in the community, and include various



Figure 12: Highway No. 3 in the Lunenburg County section of Hubbards features a short section of sidewalk.

pinchpoints along active transportation routes in Hubbards. The need to promote better walking and biking connectivity at busy road crossings is evident, especially as it relates to integrating the St. Margaret's Bay Trail into the community.

Calls for improvements to trail access centred around establishing connections to and between key community destinations. Specific examples included the Shatford Memorial Elementary School, the Hubbards Recreation Centre, Queensland Beach, and the Hubbards Barn Association. In some cases, such as between the St Margaret's Bay Trail and the Aspotogan Heritage Trust, or between the Pharmasave and the Barns, trail connections already exist but could be improved. In other cases, such as between the St Margaret's Bay Trail and the Hubbards Recreation Centre, a new trail connection would be required.

Visibility issues along the many winding routes in Hubbards prompted a call for sightline improvements at specific locations on Highway 329, Shore Club Road, Shankel Road, and Fox Point Front Road.

Signage was flagged as both something that Hubbards could use less of but also something that, if

implemented carefully, could help with orientation for both visitors and residents alike. Reducing the visual clutter at the Highway 103 exit was seen as a way to improve the community gateway condition by many, and new wayfinding signage at key road intersections as well as a new pedestrian-oriented signage program for Hubbards was suggested as a way to improve the walking and biking experience in the community.

Specific placemaking elements are also suggested for a number of other sites throughout Hubbards. This includes an outdoor pizza oven and concession stands for food vendors to create more momentum around central activity hubs in the community.

Infrastructure improvements are desired for several locations along the St Margaret's Bay Trail, including a sheltered seating hut and bike repair stations at both the park-and-ride and at the site of the former Hubbards train station.



Figure 13: A stand-alone sign on St. Margarets Bay Road

PROJECTS ON PRIVATE LAND

A number of potential new features or community improvements were discussed that would require the use of private land, as well as permission from and cooperation with local landowners.

In most cases these suggestions would not involve changes to the land use, but rather would involve the introduction of street furniture such as little community libraries, bike parking racks, waste receptacles, and outdoor seating.

In several cases, frequently mentioned trail connections would have to traverse private land. This includes the restoration of an old trail connection between Conrads Road and the Recreation Centre, as well as a conceptual waterfront trail dubbed the 'Hubbards Harbour Walk' by consultation participants.

Housing was a topic that generated a lot of discussion through the engagement process. There were calls for affordable housing in Hubbards, specifically rental accommodation and transitional care facilities for older adults. A project

of that nature—whether situated on private or public lands—would need to be guided and supported by appropriate development policies.

PUBLIC-PRIVATE PROJECTS

Placemaking emerged as such an important element of consultation results that it requires particular attention. Landscaped plazas and streetscape improvements were suggested for a number of prominent sites along Highway 3, including in the vicinity of the Irving Station and the Pharmasave, and in the vicinity

of the Post Office. The Post Office location was cited as a location with great potential for serving as a central community hub.

All of these opportunities for small parks and plazas straddle the boundary between Highway 3 and adjoining properties, and would involve both public and private lands. Placemaking opportunities should be conceived as an extension of the road realm in these cases, and thoughtful conversations between the road owning authorities and private land owners will be necessary for a successful implementation.



Figure 14: Example of temporary plaza on King Street in Lunenburg, NS.

MOVING FORWARD

Residents expressed that they would like a centre that feels like a village, rather than a larger town. Public engagement suggests the area around the library and near the waterfront should be the primary centre for place making investment. Stakeholders also desire a safe, attractive, vibrant village main street connecting the Shatford Library to the grocery store, providing a 900 metre walkable stretch between some of the community's primary commercial destinations. They express it is important to invest strategically along the main street to tie its sections together and to create a well-connected street that feels like a single whole.



