



TOWN OF STEWIACKE
**Engineering, Sustainable
Community Growth Development &
Resiliency Plan**

OPEN HOUSE – FEBRUARY 2, 2023

AGENDA

1. Project Overview
2. Emerging Directions for Downtown
3. Growth Dynamics
4. Transportation Overview
5. Utilities Overview

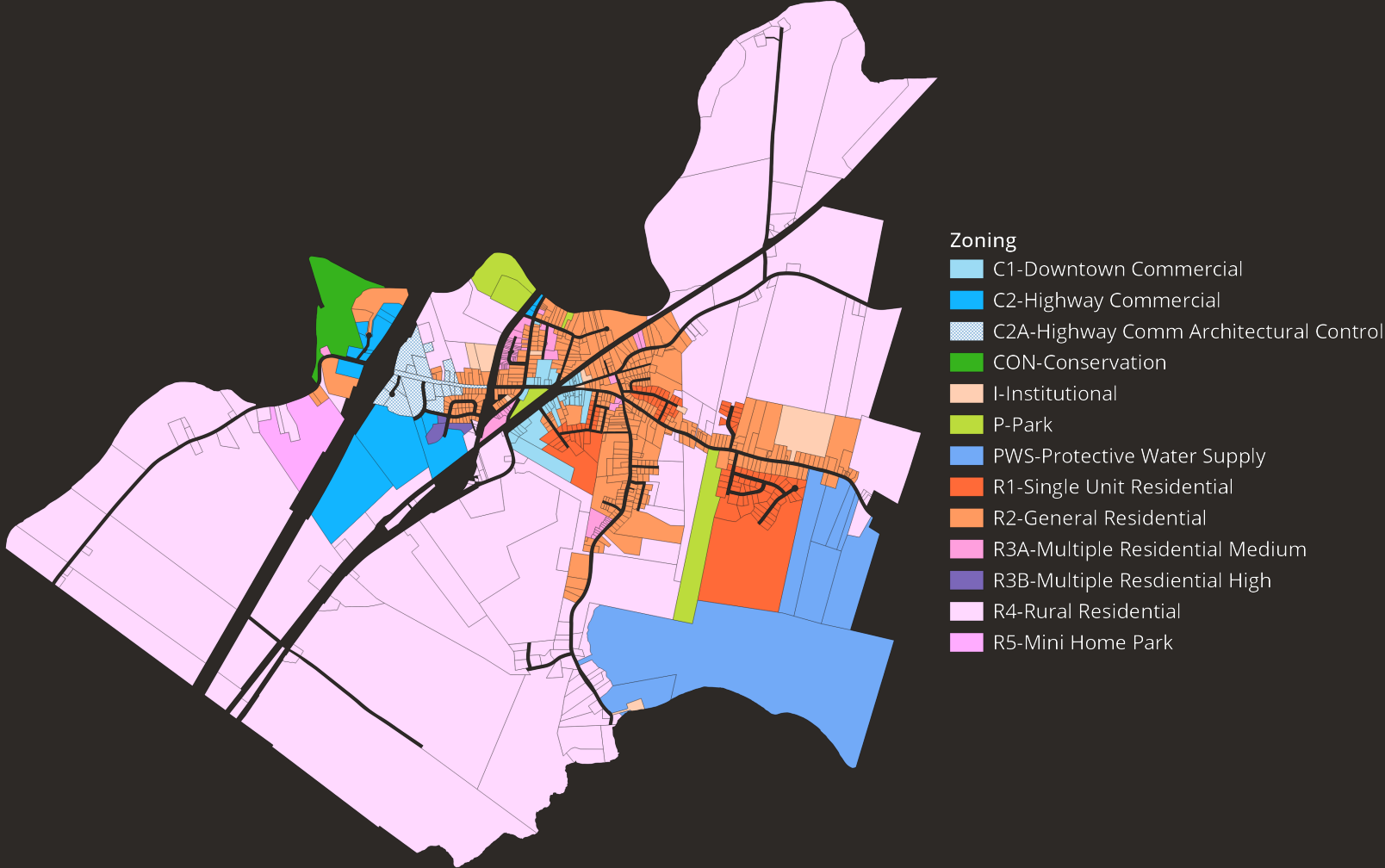
SCOPE OF WORK | PROJECT OVERVIEW

1. Review the Town's historical growth and identify future growth trends
2. Engage Town Residents and Stakeholders, and establish a Vision for the Town's growth
3. Assess water and wastewater infrastructure and capacity
4. Assess future development options and needs
5. Conceptualize Downtown Revitalization

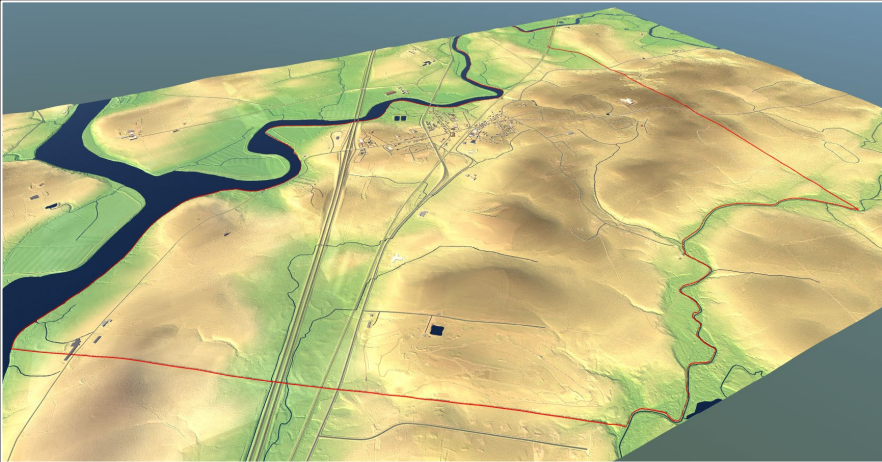
STUDY AREA | PROJECT OVERVIEW



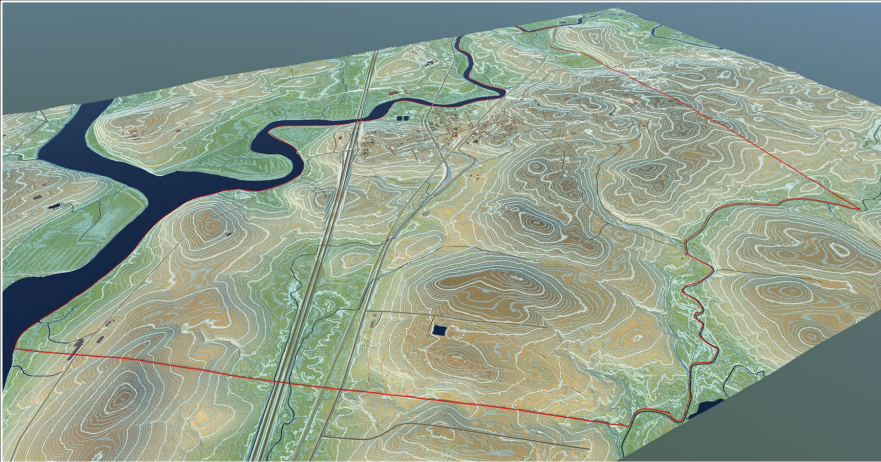
LAND USE | PROJECT OVERVIEW



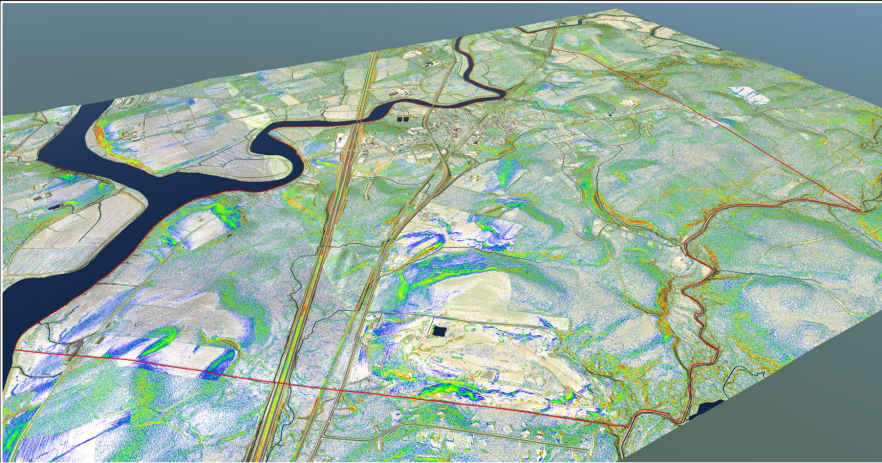
LANDFORM | PROJECT OVERVIEW



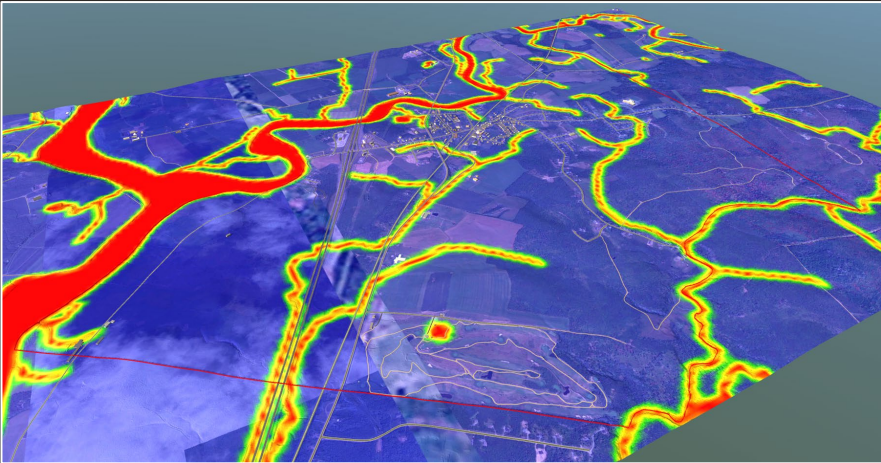
Topography



Elevation



Slope



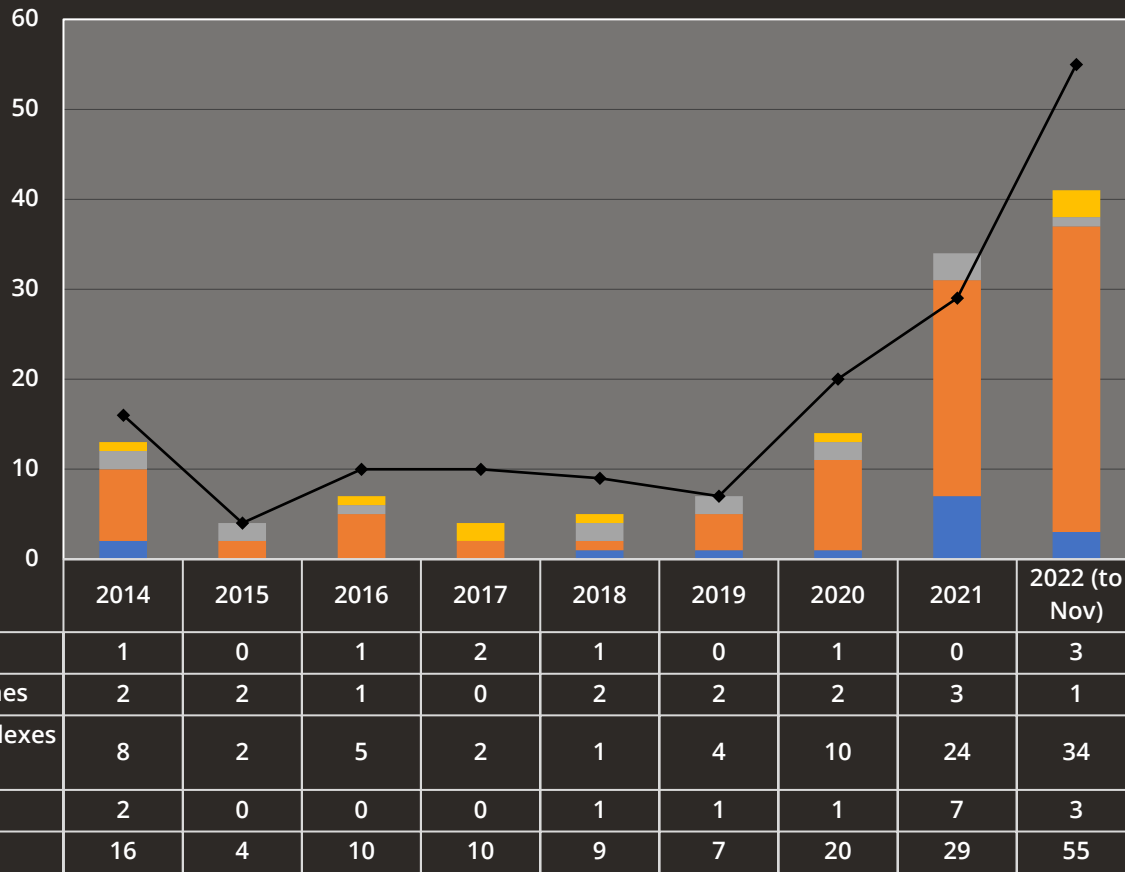
Watercourses

1918 versus today



UNPRECEDENTED DEVELOPMENT

Approx. No New Builds and New Residential Units
(Source: Town of Stewiacke Building Permit Records)



WHAT WE'VE HEARD | DEC. 3 LEGION BREAKFAST

Strengths

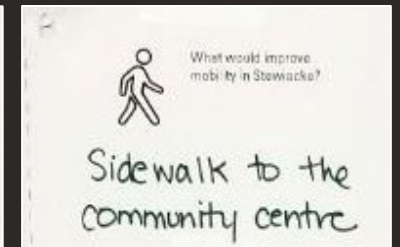
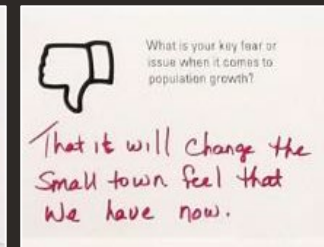
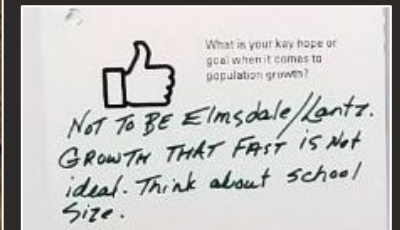
- Small town feel
- Recreation
- Quiet but still close to the city

Housing Choices

- Single family
- Affordability
- Seniors & working families

Mobility

- Streets and sidewalk maintenance
- Crosswalk lighting and visibility
- Downtown Centre traffic safety
- Connection to the Rec Centre and at the Hwy 2/ Main St intersection



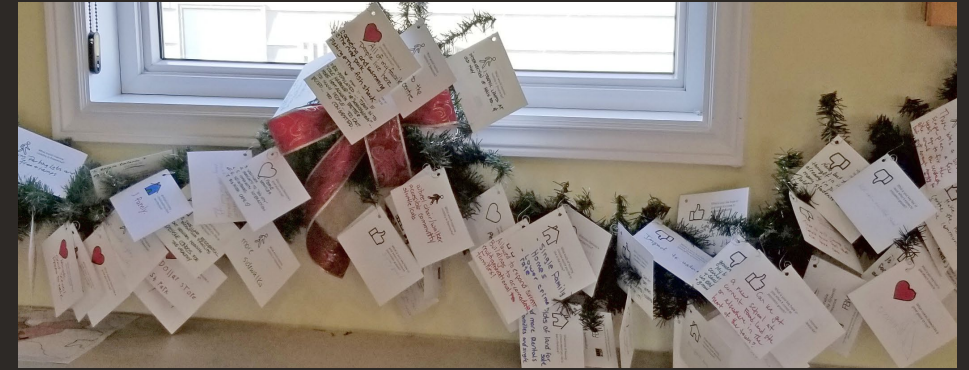
WHAT WE'VE HEARD | DEC. 3 LEGION BREAKFAST

▪ Hopes when it comes to growth

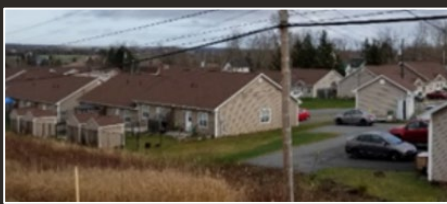
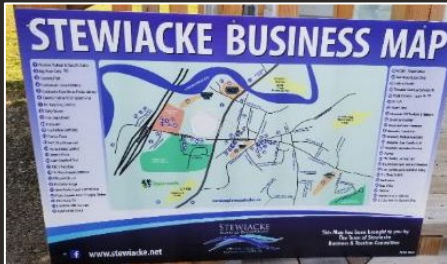
- Lower Taxes
- Recreation, Youth, Adults, Seniors
- Promoting downtown
- New shops/services

▪ Fears when it comes to growth

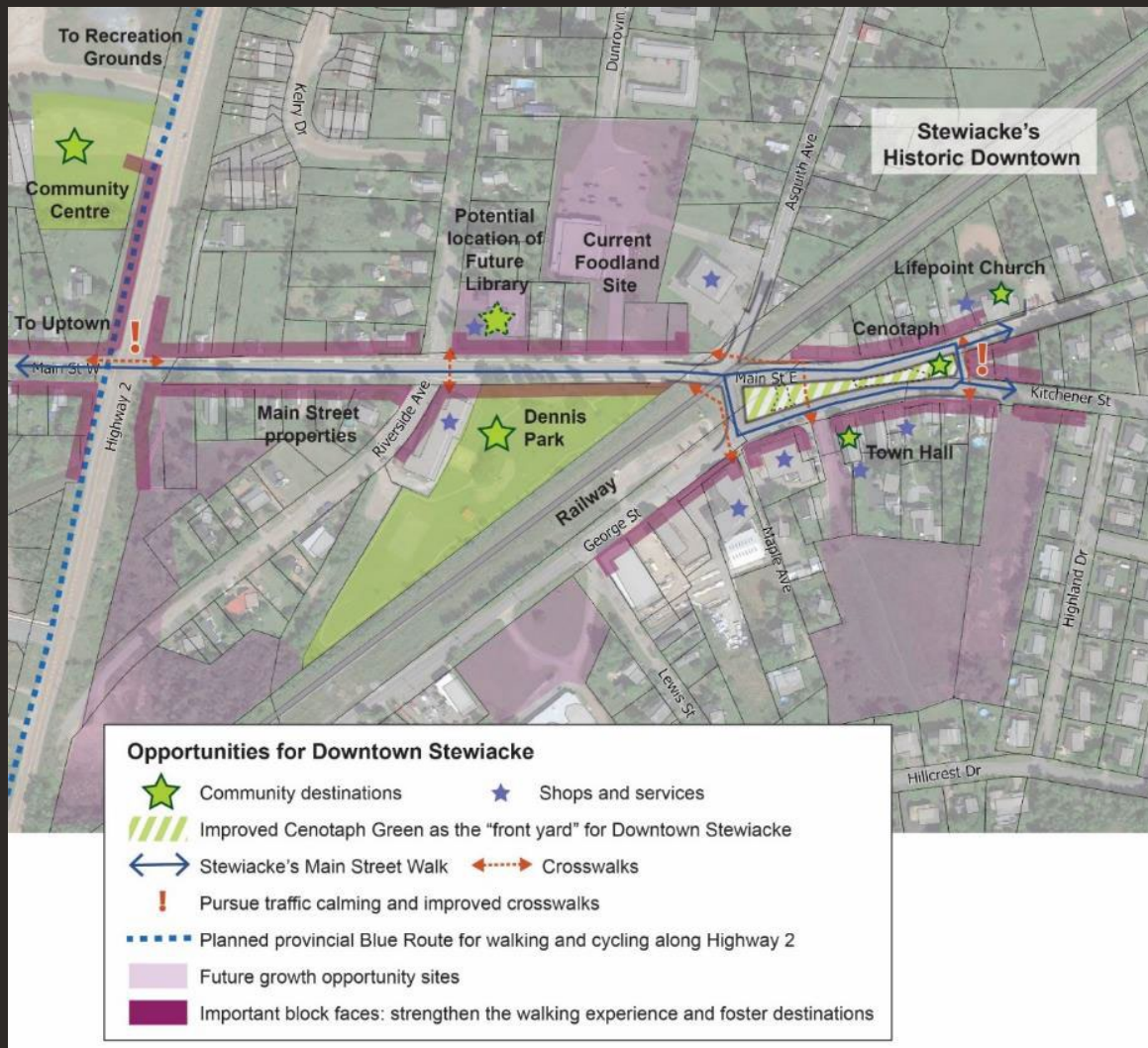
- Losing small-town feel / increased Traffic
- Infrastructure (water and wastewater)
- School capacity and childcare spaces
- Services leaving Downtown
- Should Town invest in library?
- Nature/habitat loss
- Maintaining social connections



HOW TO STRENGTHEN MAIN ST & DOWNTOWN



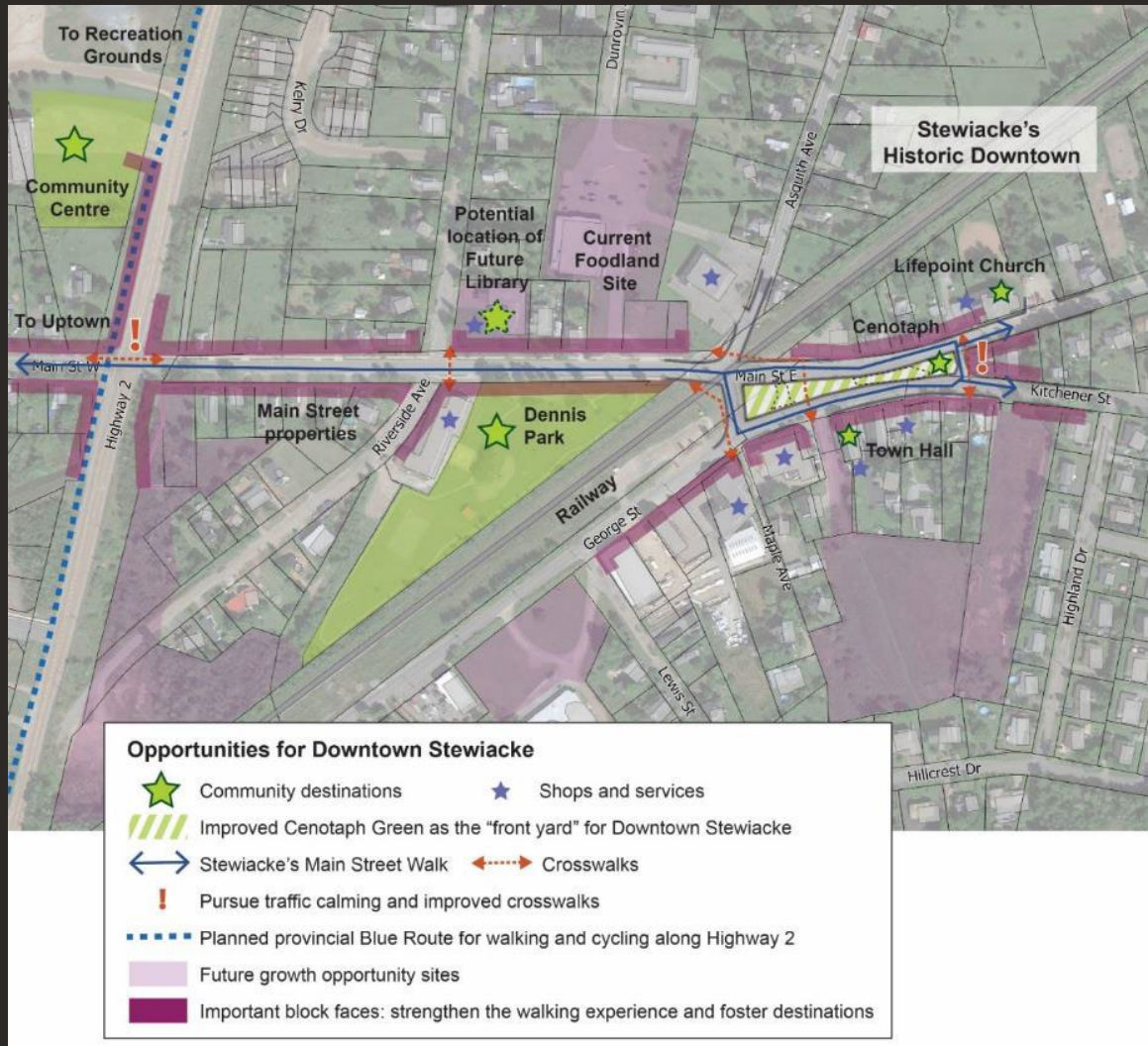
DRAFT EMERGING DIRECTIONS FOR DOWNTOWN



Population growth and shifting demographics:

1. Continue to engage community members on and ensuring a strong as the Town grows and changes. Ensure recreation facilities and programming grows to serve the changing community.
2. Work with the province, non-profits, and the development community to a , including affordable housing and accessible units.

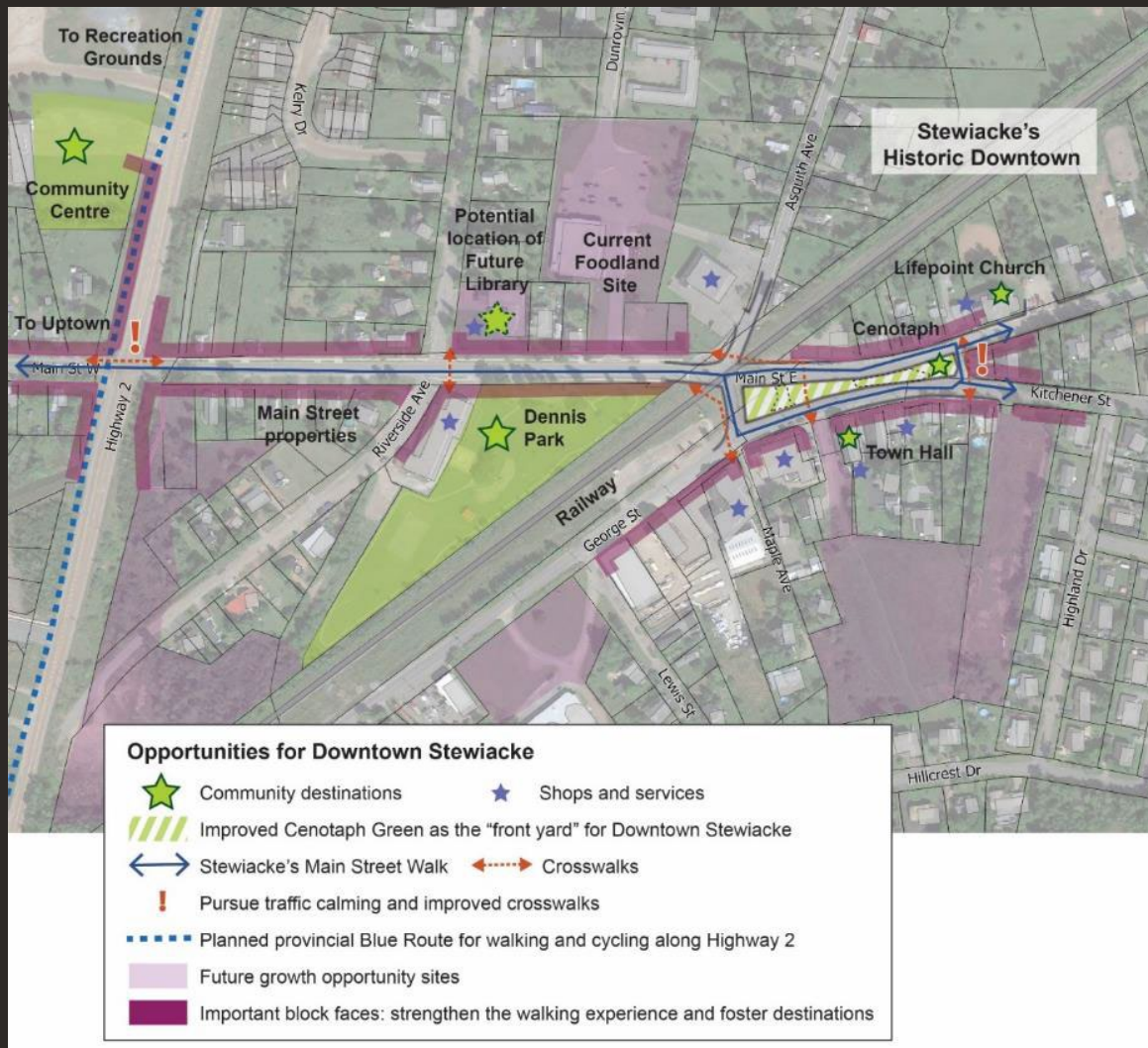
DRAFT EMERGING DIRECTIONS FOR DOWNTOWN



Walking, accessibility, and cycling:

3. Recommendations of the Accessibility Action Plan and Walk and Wheel Pedestrian Analysis.
4. Calm traffic and improve pedestrian safety at the Highway 2 and Main Street intersection/develop a walking + cycling trail along Hwy 2.
5. Consider redesigning Downtown roadways - simplify vehicle and pedestrian movements, provide more usable green space, and incorporate building accessibility improvements and murals/placemaking.

DRAFT EMERGING DIRECTIONS FOR DOWNTOWN



A Changing Downtown, Main Street, and Uptown:

- Promote residential densification close to services in the Downtown and Uptown cores so that more people can walk to destinations.
- Promote commercial uses (including professional services) near the historic Downtown and on Main Street.
- Engage community members on a vision for Main Street, which may include permitting commercial uses between the Uptown and Downtown.

ACTIVE TRANSPORTATION † TRANSPORTATION

- Key issues

- Many facilities do not meet current design and accessibility standards.
- Limited connectivity to key destinations.
- Downtown is not accommodating to active transportation users.
- No cycling facilities



ACTIVE TRANSPORTATION † TRANSPORTATION

- Upgrade existing facilities to meet design and accessibility standards.
- Connectivity to key destinations (i.e., Downtown, recreation facilities, Mastodon Ridge, school).
- Encourages choice of using active transportation.
- Contributes to a vibrant and active Downtown Stewiacke.

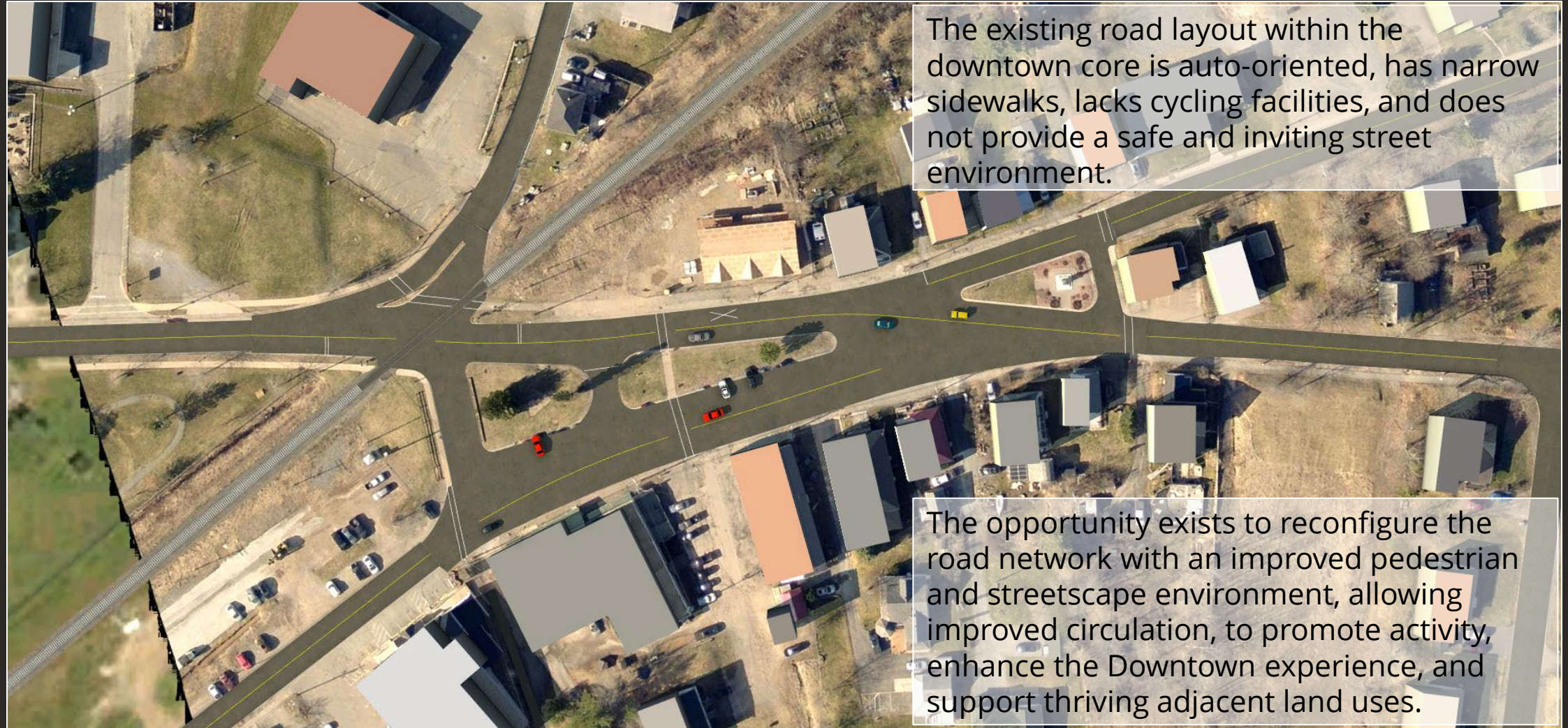


SIGNAL WARRANT ANALYSIS | TRANSPORTATION

- Traffic count locations
 - Highway 2 & Main St
 - Main St East & Kitchener St



EXISTING LAYOUT | TRANSPORTATION



The existing road layout within the downtown core is auto-oriented, has narrow sidewalks, lacks cycling facilities, and does not provide a safe and inviting street environment.

The opportunity exists to reconfigure the road network with an improved pedestrian and streetscape environment, allowing improved circulation, to promote activity, enhance the Downtown experience, and support thriving adjacent land uses.

CONCEPT 1 | TRANSPORTATION



- Simplified one-way loop
- George St becomes one-way eastbound after Home Hardware.
- Main St East becomes one-way westbound between Public Works Building and Asquith Ave.
- Increases public green space.
- Reduced vehicle conflict points.

CONCEPT 2 | TRANSPORTATION



- Simplified one-way loop
- Main St East becomes one-way westbound between 96 Main St E and Asquith Ave.
- Increases public green space.
- Maintains two-way access to/from Kitchener St and Main St East in the east.

CROSS SECTION | TRANSPORTATION

Concept 1



Concept 2

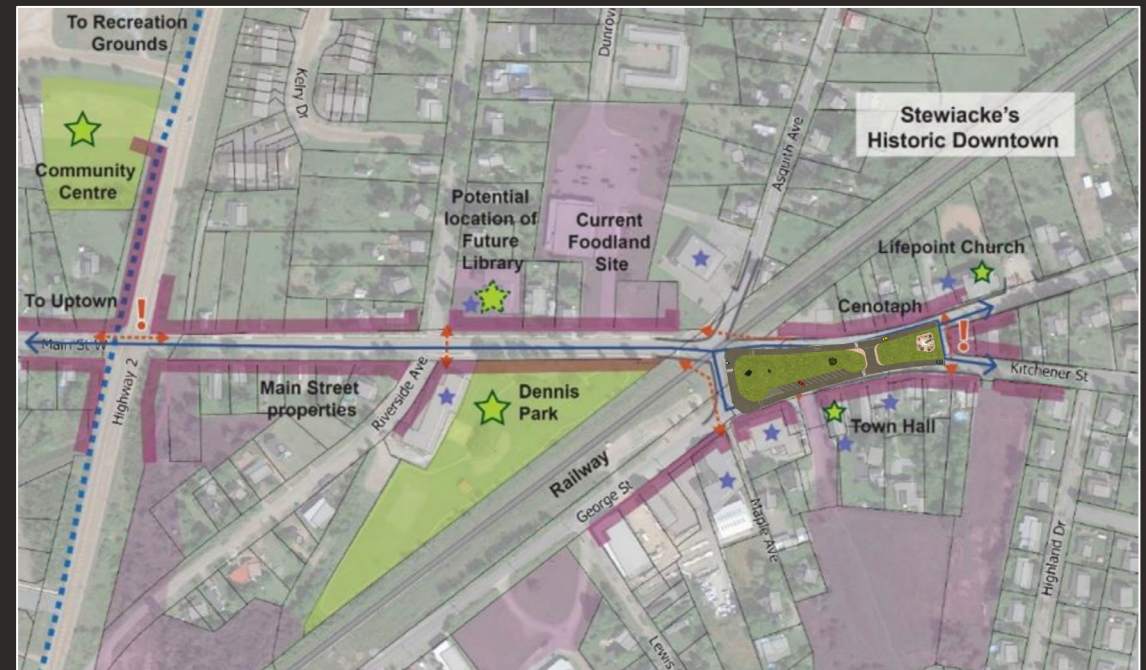


IMPLEMENTATION | TRANSPORTATION

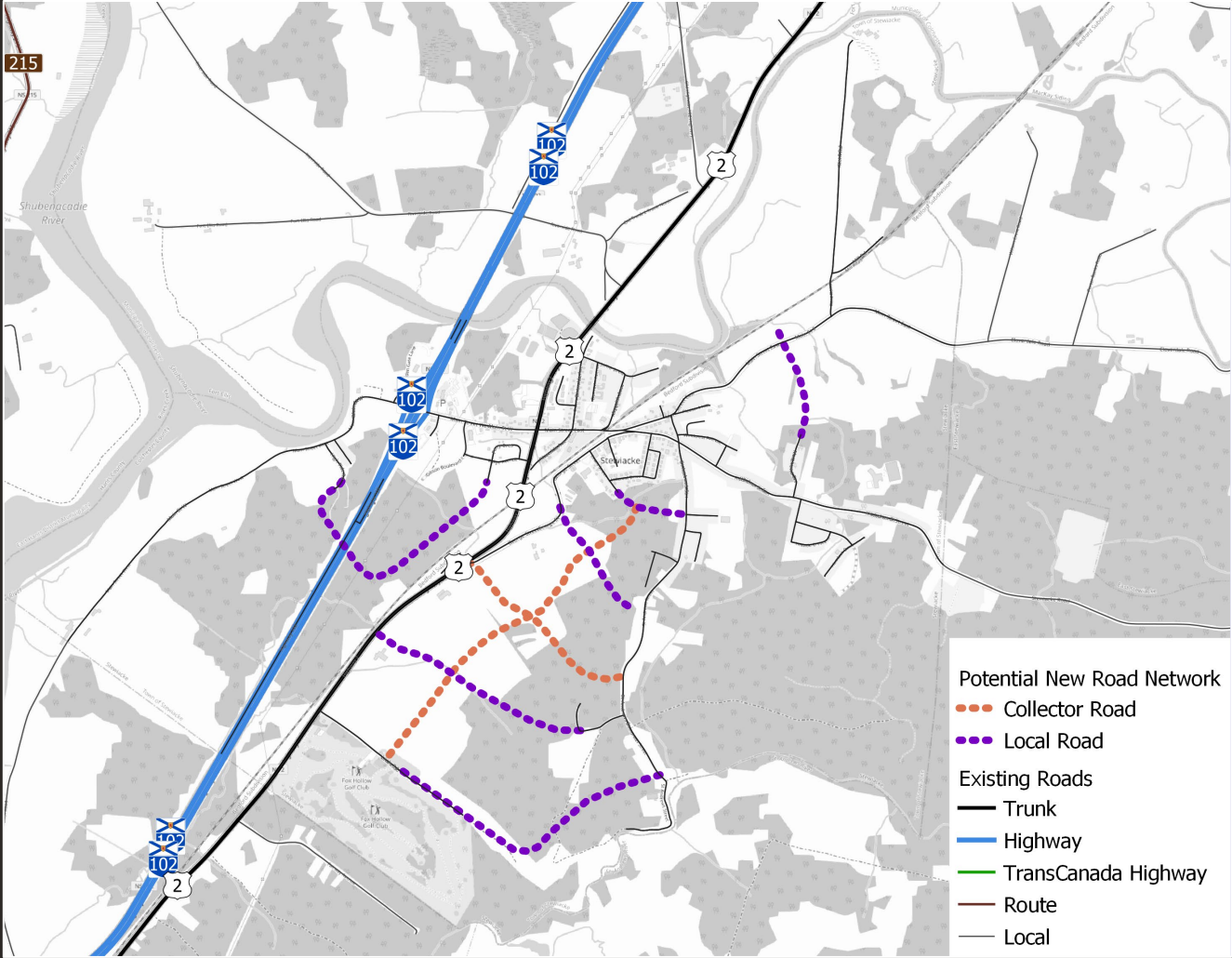


■ Pilot Project

- Can be implemented in the short-term to trial new design
- Non-permanent materials: bollards, planters, paint, etc.



NEW CONNECTIONS | TRANSPORTATION



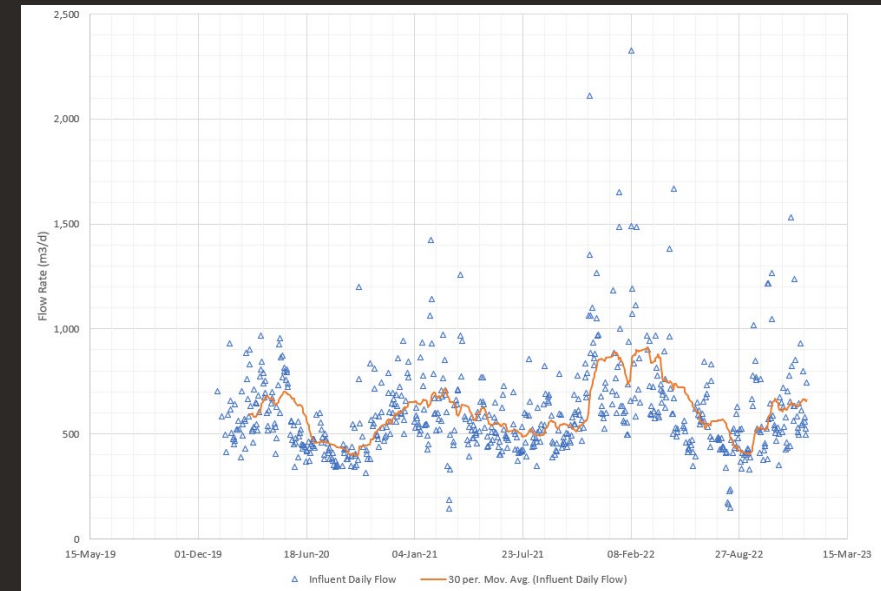
WATER + WASTEWATER UTILITIES

■ Water

- Current source reaches capacity during dry season
- New groundwater-based supply appears to have good potential, based on initial drawdown tests
- New supply features hard water and the new plant will require softening systems
- Long-term capacity estimates will require monitoring over a longer timeframe – Water Assessment Study is ongoing

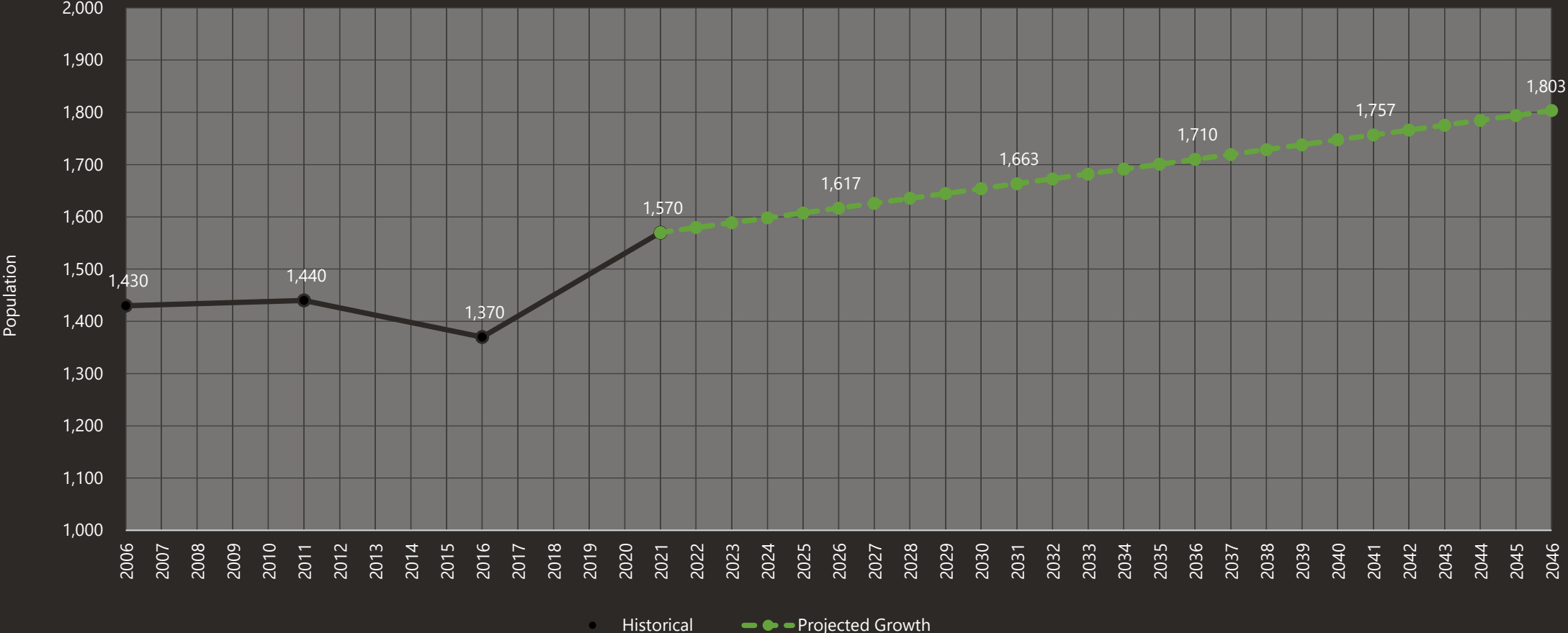
■ Wastewater

- 88% of flows in the 2020-2022 period are within the treatment capacity
- The treatment lagoons have the capacity to cope with peak flow events
- Treatment capacity is sufficient for ~1650 people

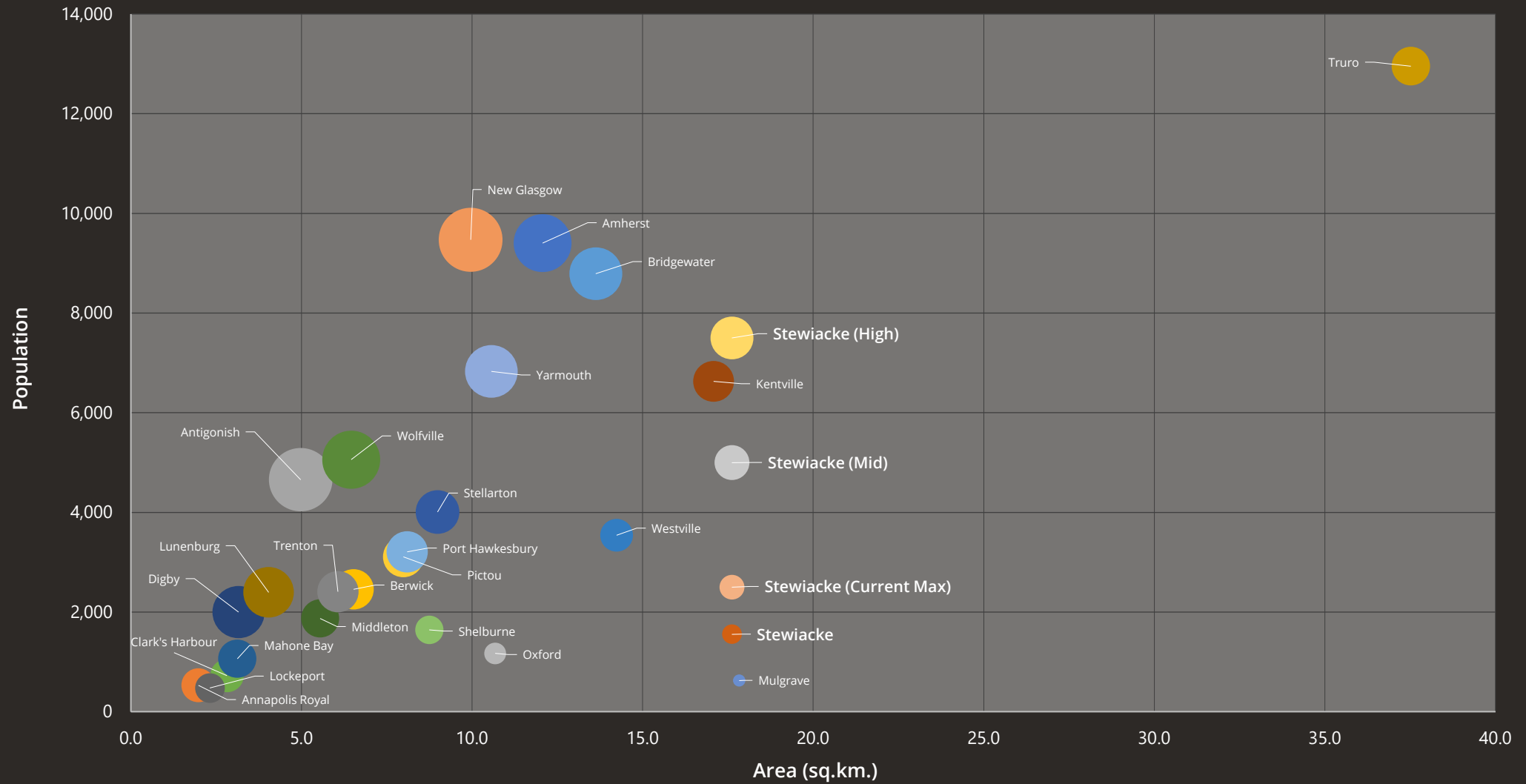


POPULATION PROFILE & GROWTH

Projected Population Growth
2006, 2011, 2016, 2022 Census Population



POPULATION PROFILE & GROWTH



OPPORTUNITIES | GROWTH

- Pending development
- Key opportunities



OPPORTUNITIES | GROWTH

- Commuter Rail Catchment Area

- 300m
- 600m
- 900m



DENSITY | GROWTH

- Intensify development within existing service boundaries.
- Variety of housing types
 - Multi-unit apartments
 - Townhouses
 - Duplex and triplex
 - Single family homes
- Proposed density targets
 - Gentle Density: 0 – 4 person per acre
 - Medium Density: 4 - 9 person per acre
 - High Density: 10+ person per acre



PRECEDENTS | GROWTH



Wolfville, NS



Kentville, NS



PRECEDENTS | GROWTH



Hudson, QC



Netcong, NJ



REGIONAL TRANSPORTATION PLAN GROWTH

JRTA

JOINT REGIONAL
TRANSPORTATION AGENCY

Population and economic growth are both key priorities for the province. More specifically, the Government of Nova Scotia has identified a target to double the province's population to two million people by 2060, with a significant proportion of that growth anticipated to occur within and around the Halifax Region. Planning for such growth requires collaboration across all levels of government, businesses, communities, and interest groups and a long-term strategy to ensure the region's infrastructure, particularly the transportation system, can support this in a sustainable and climate change-resilient manner.

Higher Order Transit

- Opportunities to build on regional transit plans, strategies, programs, and projects
- Higher order transit opportunities within the regional context (bus rapid transit, ferries, light and heavy rail, other future solutions).
- Potential new corridors and/or repurposing of existing corridors for higher order transit on highway corridors (e.g., reserved bus lanes, buses on shoulder, transitways), or on rail corridors.
- Relationship between conventional and community transit service operating within the study area and any new higher-order transit concepts.
- Consider how changes in transportation modes could be phased in over time along strategic corridors.

PRECEDENTS | GROWTH



Transit Oriented Multi-Unit Housing - Netcong, NJ



PRECEDENTS | GROWTH



Transit Oriented Multi-Unit Housing - St. Hilaire, QC

