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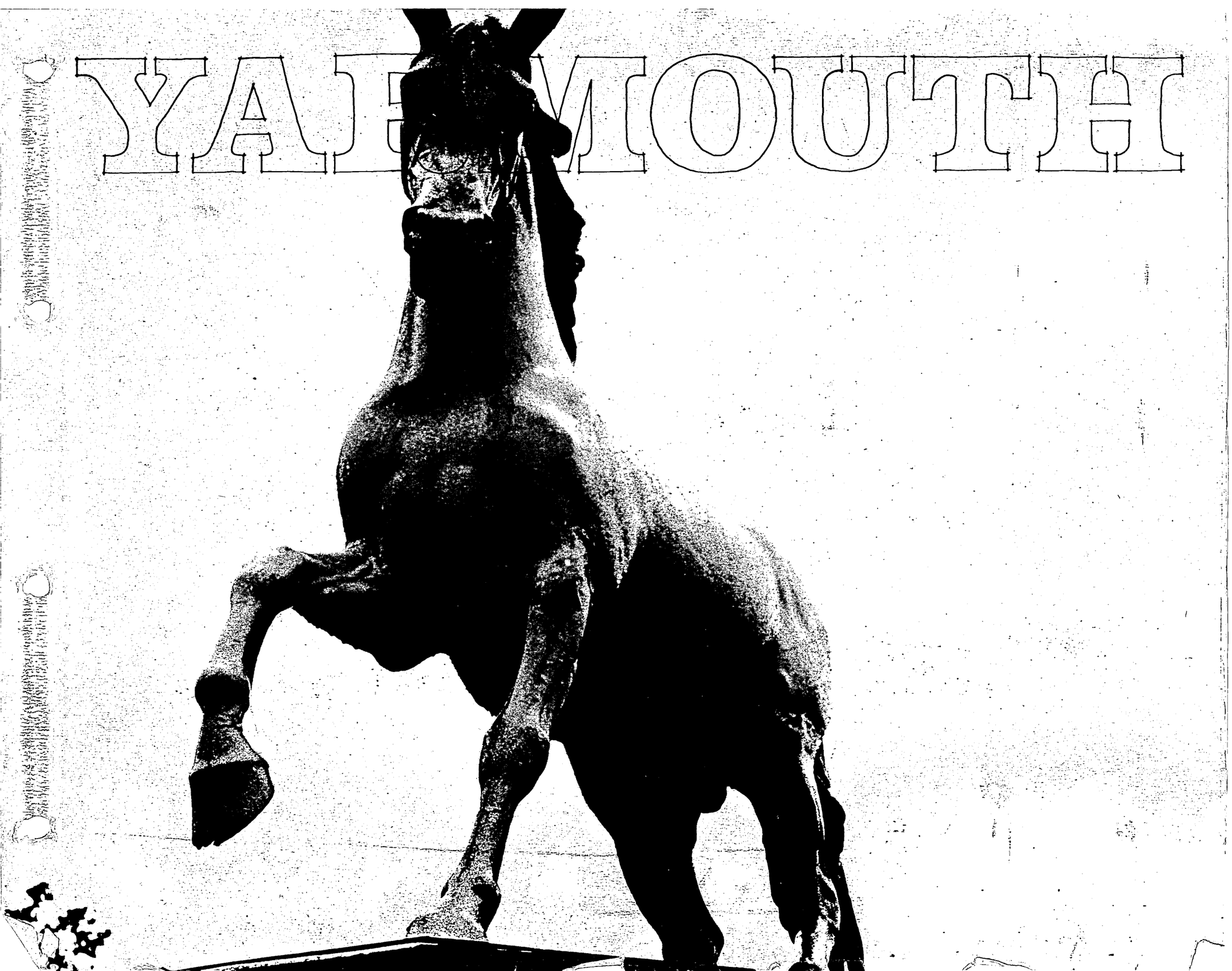

PROPOSAL FOR THE REVITALISATION AND REDEVELOPMENT OF YARMOUTH

PREPARED BY COCHRANE + FORSYTH ARCHITECTS LTD.
IMPACT INC.

PREPARED FOR: THE PROVINCE OF NOVA SCOTIA
TOWN OF YARMOUTH
THE B.I.D. COMMITTEE

DRAFT ONLY

VOLUME 1/2

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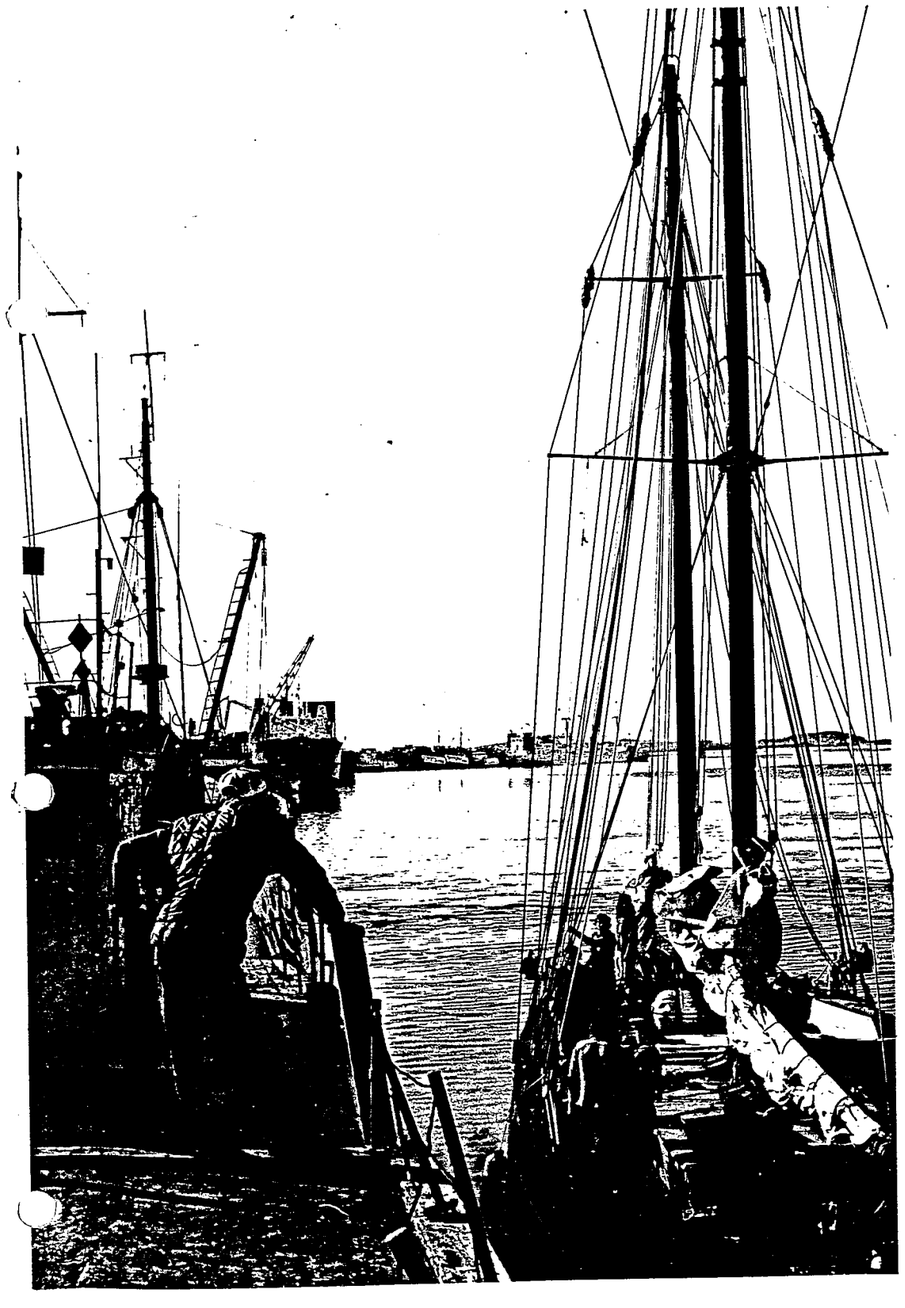

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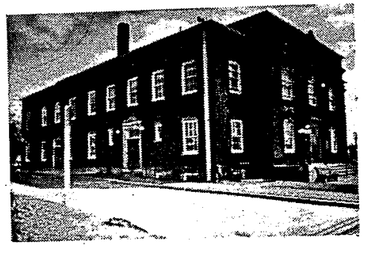

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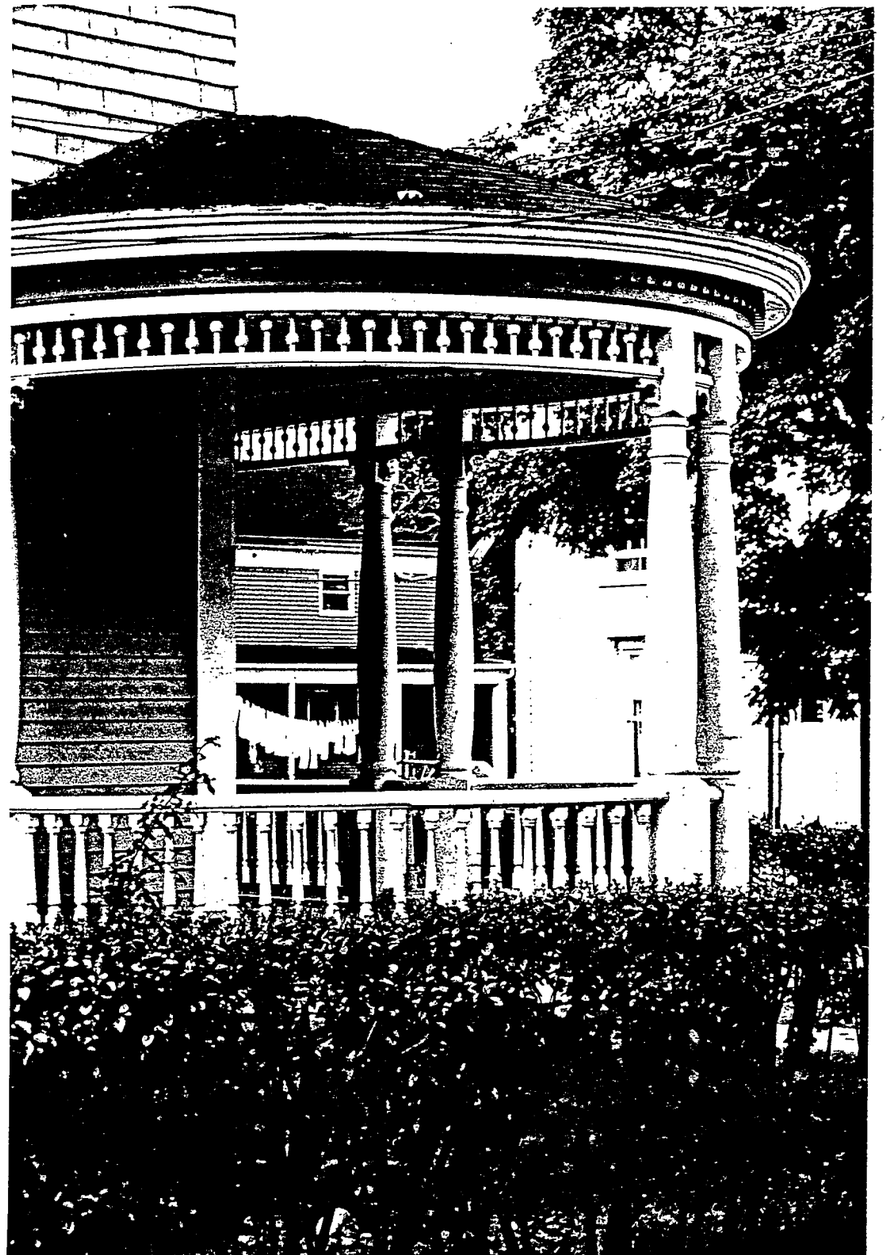

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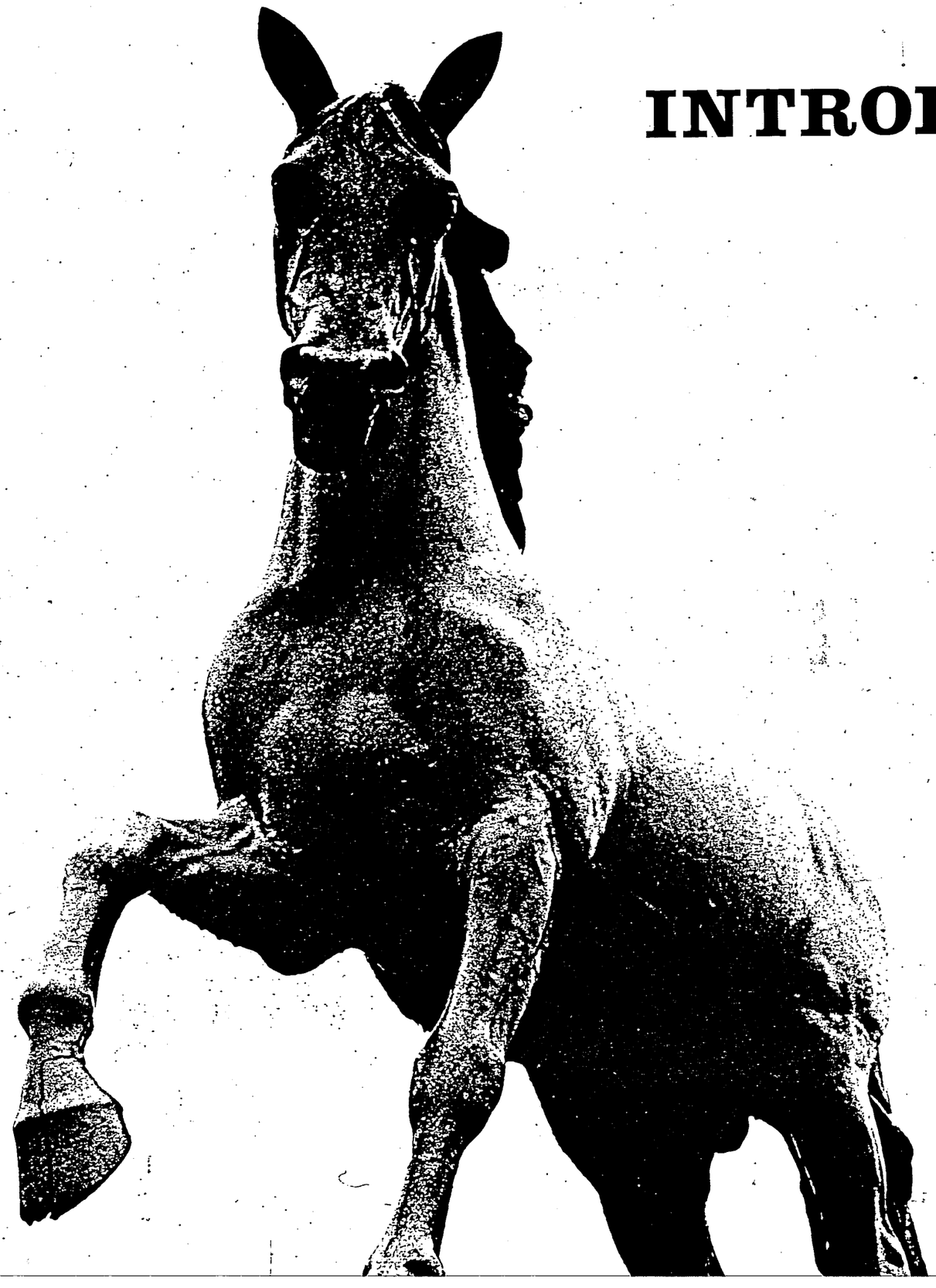
Provincial Summer Employment Program.
Drawing Team

Yarmouth Y.M.C.A.

Yarmouth Arena Commission

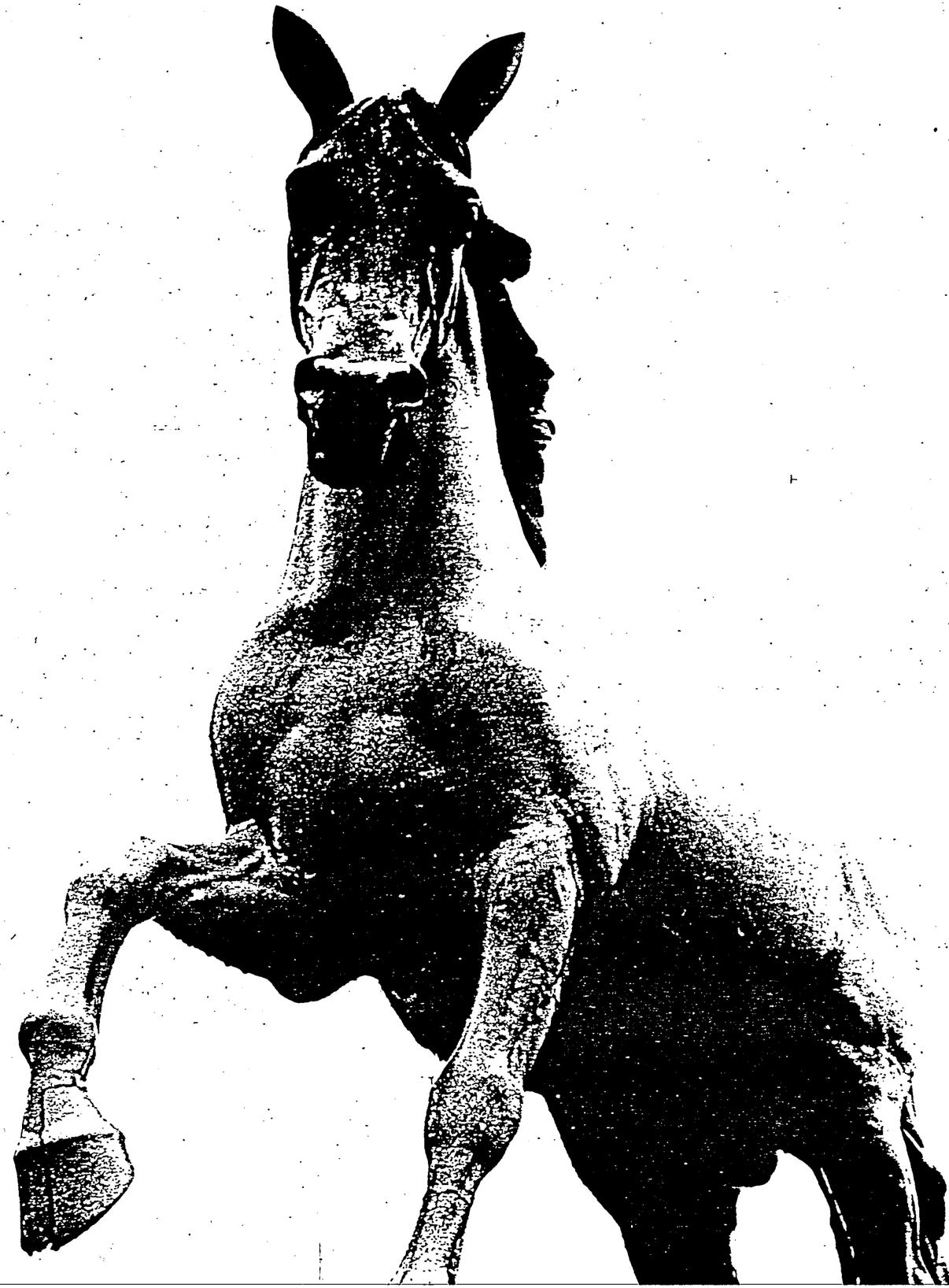
INTRODUCTION



WRITTEN INTRODUCTION
BY
WALTER BOUDREAU
CO-CHAIRMAN
B.I.D. COMMITTEE

(TO BE INCLUDED)

HISTORY



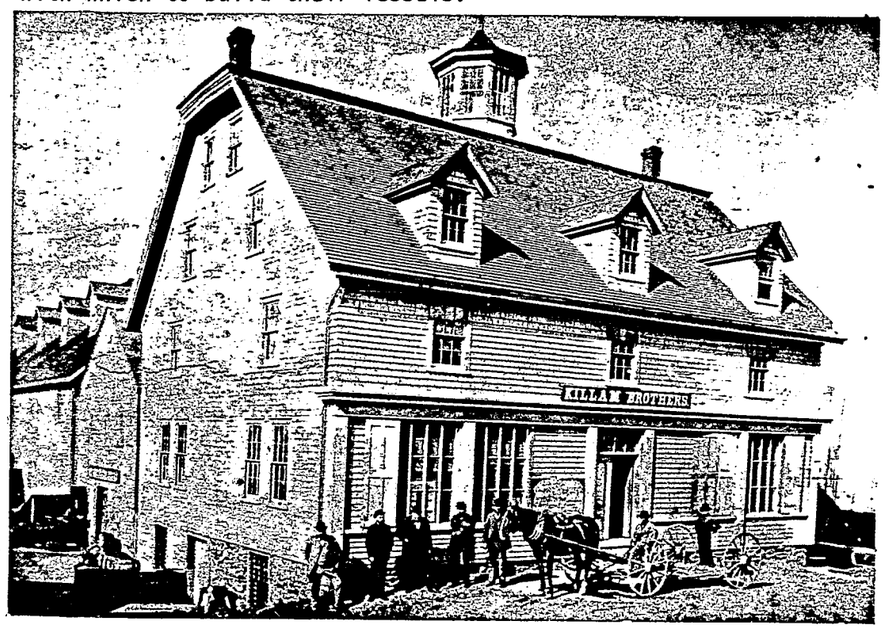
A CAPSULE HISTORY OF THE TOWN OF YARMOUTH

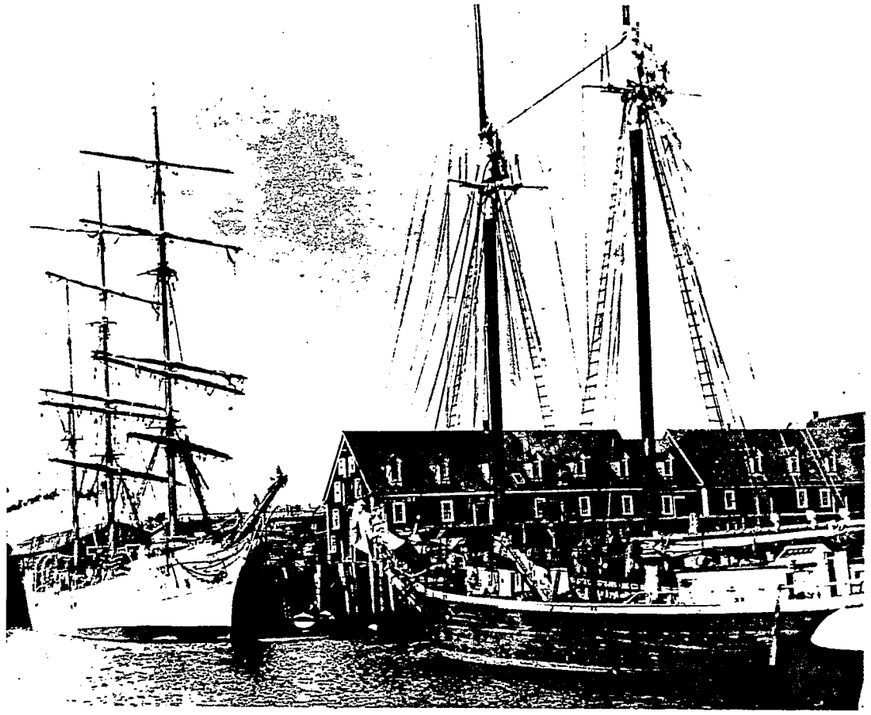
Although the Vikings may have visited the shores near Yarmouth around 1000 AD, the first positive evidence of a European presence in the area was Champlain's arrival in 1604 when he named Cape Forchu and explored the harbour. It is probable that some settlement was made in the surrounding countryside by the Micmacs and Acadians but 1761 is generally regarded as the date of the founding of the town.

It was in 1761 and the following few years that the Yarmouth area was settled by New Englanders from Massachusetts. They were enticed here by the offer of free land grants by a government which wished to populate the Nova Scotian mainland with people who would be loyal to the Crown. Essentially they were to fill up the lands left vacant by the expelled Acadians.

With the exception of one family which set up a mill at Cape Forchu Falls (now Milton) the early settlers made their homesteads at Chebogue. As the population grew through the migration of more New Englanders, many being relatives and friends of the first settlers, settlement moved steadily northwards through Kelley's Cove, Sand Beach to Church Hill and Yarmouth.

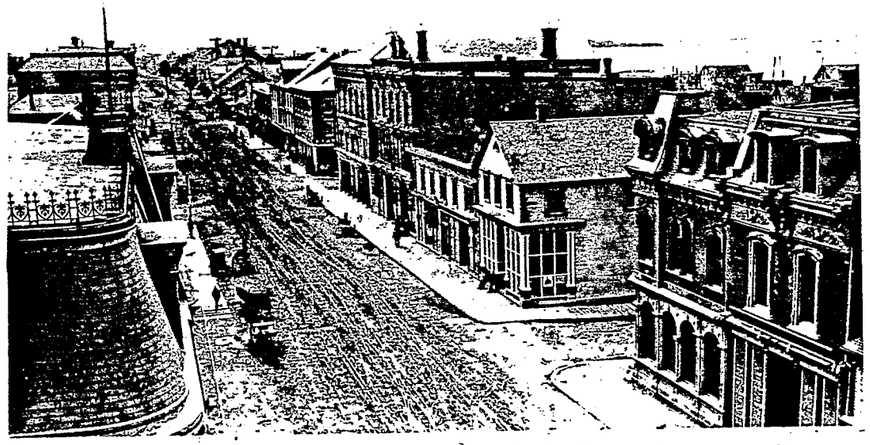
Whereas the New England settlers in the Annapolis Valley turned to the soil to make a living the rocky nature of the Yarmouth area forced local people to look elsewhere for a livelihood. The sea filled the gap - and more. It provided fish as well as a highway to transport the fish to markets. The forest at the settlers backs provided other trade goods in the form of lumber as well as the materials with which to build their vessels.





Being from Massachusetts, it was only natural that the early inhabitants should trade with Boston for the manufactured goods they required. Gradually this tade grew to include the West Indies, Saint John and Halifax. Typical cargoes were wood or salt fish to the West Indies, sugar, rum, salt or molasses from the West Indies to Boston or Saint John then home with manufactured goods.

As the skills of shipbuilding, navigation and business increased so did the size of Yarmouth's fleet; and, as the fleet grew, so did the number of ports the ships and their Yarmouth masters visited. Yarmouth became known throughout the shipping world. Indeed, in 1879, when Yarmouth reached its peak as a ship-owning port, the town was the second largest port of registry in Canada in terms of tonnage (Saint John was the leader). This was at a time when Canada was the fourth leading maritime nation in the world (behind Great Britain, the United States and Norway).



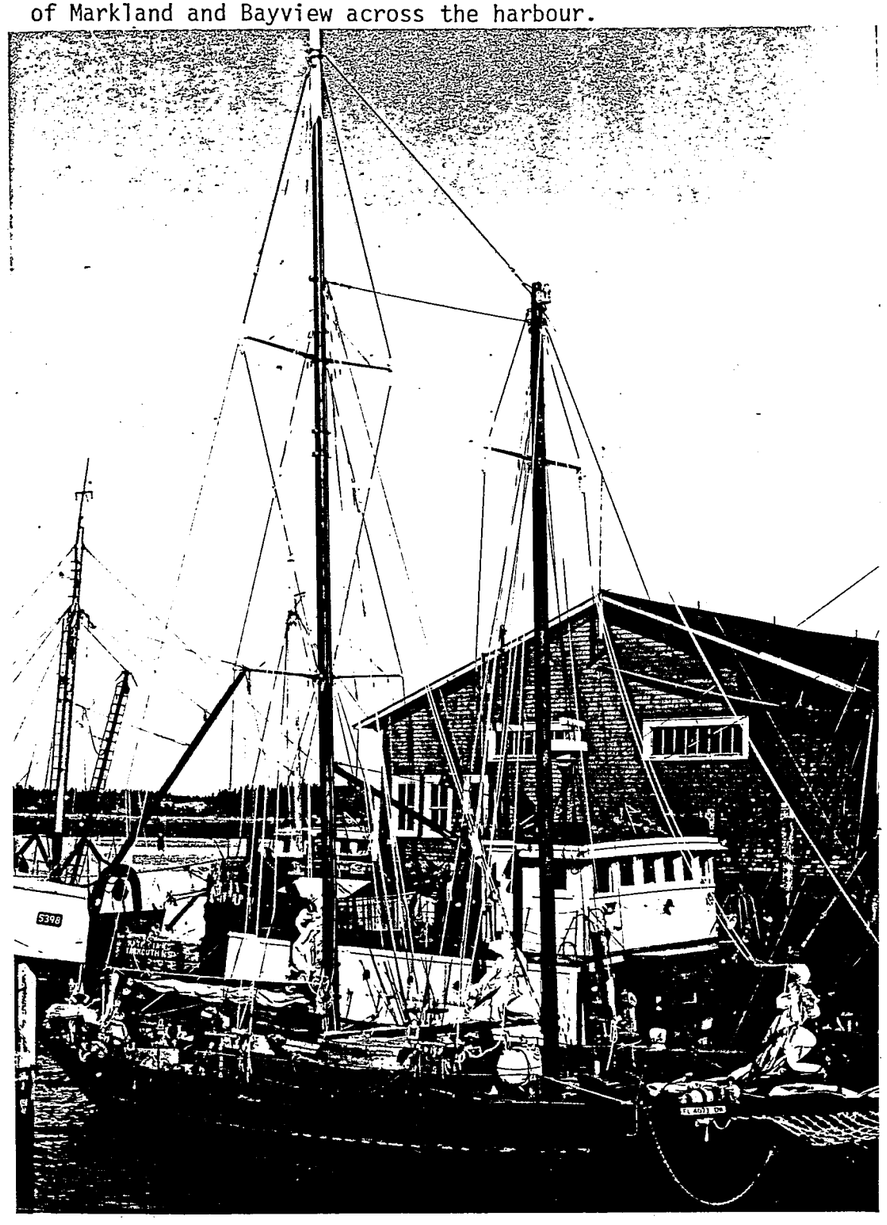
The 1870's and 80's was a period of great prosperity and growth for Yarmouth. Ambitions public buildings such as churches and schools were built while industries and businesses bloomed. Cultural life and recreation was not forgotten - there were literary societies, musical and theatrical groups and sports organizations. The wealth accumulated by Yarmouth's shipowning businessmen and seafarers is still in evidence today in the form of large elaborate houses and buildings both in the residential areas of town and along the main streets.

The shipping industry gave rise, directly and indirectly, to a number businesses and industries, some of which are still in operation. Included were shipyards, boatshops, blockmaking shops and all the other segment industries of shipbuilding, chandlers and suppliers, repair facilities, shipsmiths and foundries. The foundries, which were initially established to provide cast iron fittings for ships, launched out into the production of many items, including stoves and kitchen ranges. One foundry, the Burrill-Johnson Iron Co., even produced complicated marine engines, sometimes the complete vessel and, later on, shells for wartime use.

As the sailing vessel bowed out to steamers, Yarmouth businessmen reinvested their money. A major industry was established in the Yarmouth Duck and Cotton Co. Dominion Textiles, the descendant of that company, is still a mainstay of Yarmouth's industry.

Although greatly overshadowed by the glories of the square-riggers, Yarmouth's fishing vessels and the fishing industry itself has always formed the backbone to Yarmouth's prosperity. Today the industry is still of great importance.

Another of today's major industries, the tourist industry, began with the creation of several steamship lines which operated vessels between Yarmouth and Boston. Freight, including blueberries and fish, was carried along with the passengers. With the development of the Dominion Atlantic Railway a fast service between Halifax and Boston or New york was established. Yarmouth acted as the changeover location and became known as the "Gateway to Nova Scotia". To cope with the increased travelling public the Grand Hotel was established, so too were the two vacation hotels of Markland and Bayview across the harbour.



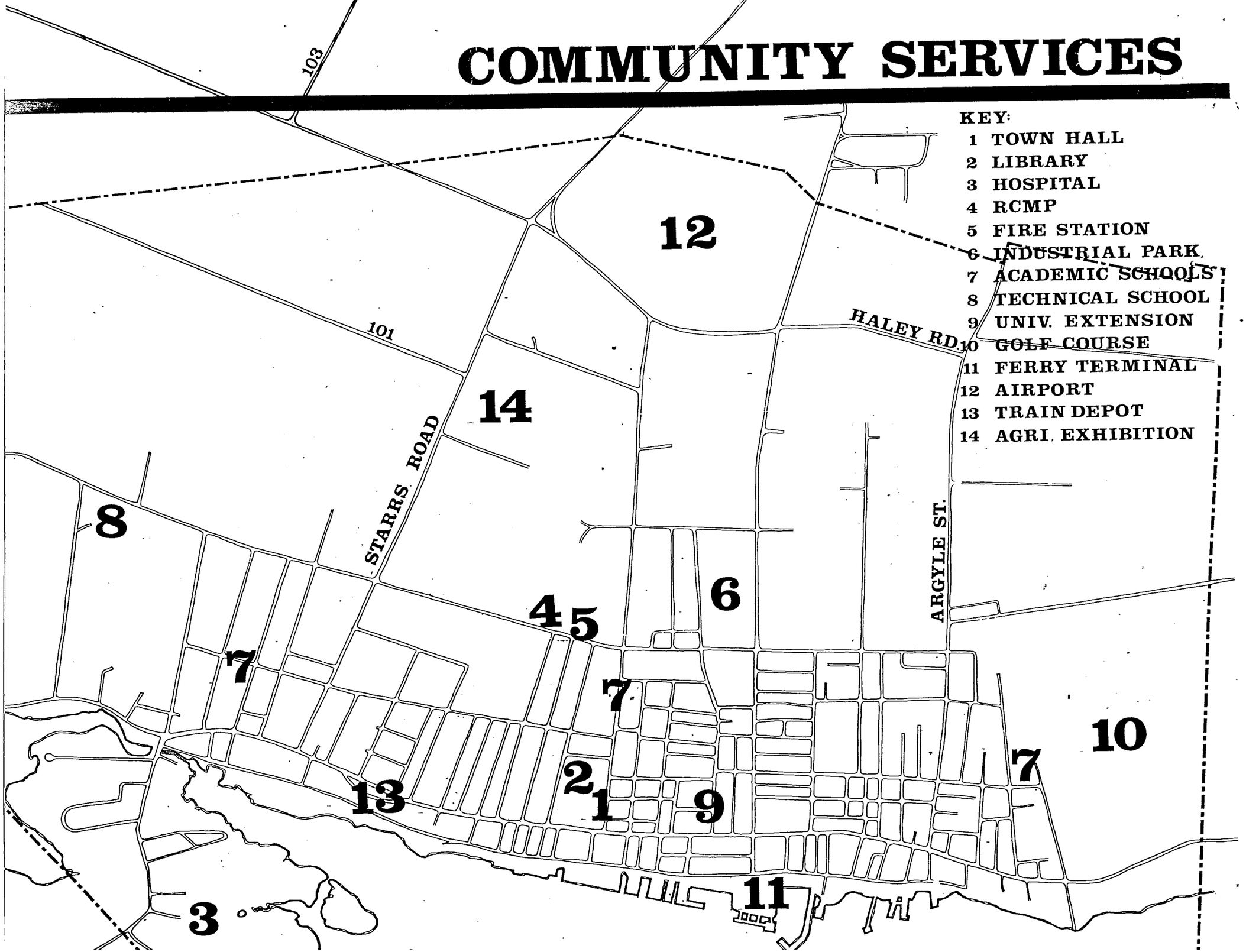
Yarmouth contributed to the war efforts in both the Great War and World War II by supplying manpower and, as training bases for army, air force and fleet air arm. Today's community has benefitted from the many "wartime lads" who stayed in, or returned to Yarmouth to make it their home.

Many post-war changes have taken place, including a new ferry terminal, new public wharves and modernized fish processing plants. As well, there has been a remarkable growth in institutions serving the town and environs notably a large regional hospital, new public schools, a public library, two museums, an arts centre, and federal and provincial offices. All of which have had an impact on the economic activity and physical appearance of the town and on the life-styles of Yarmouthians.

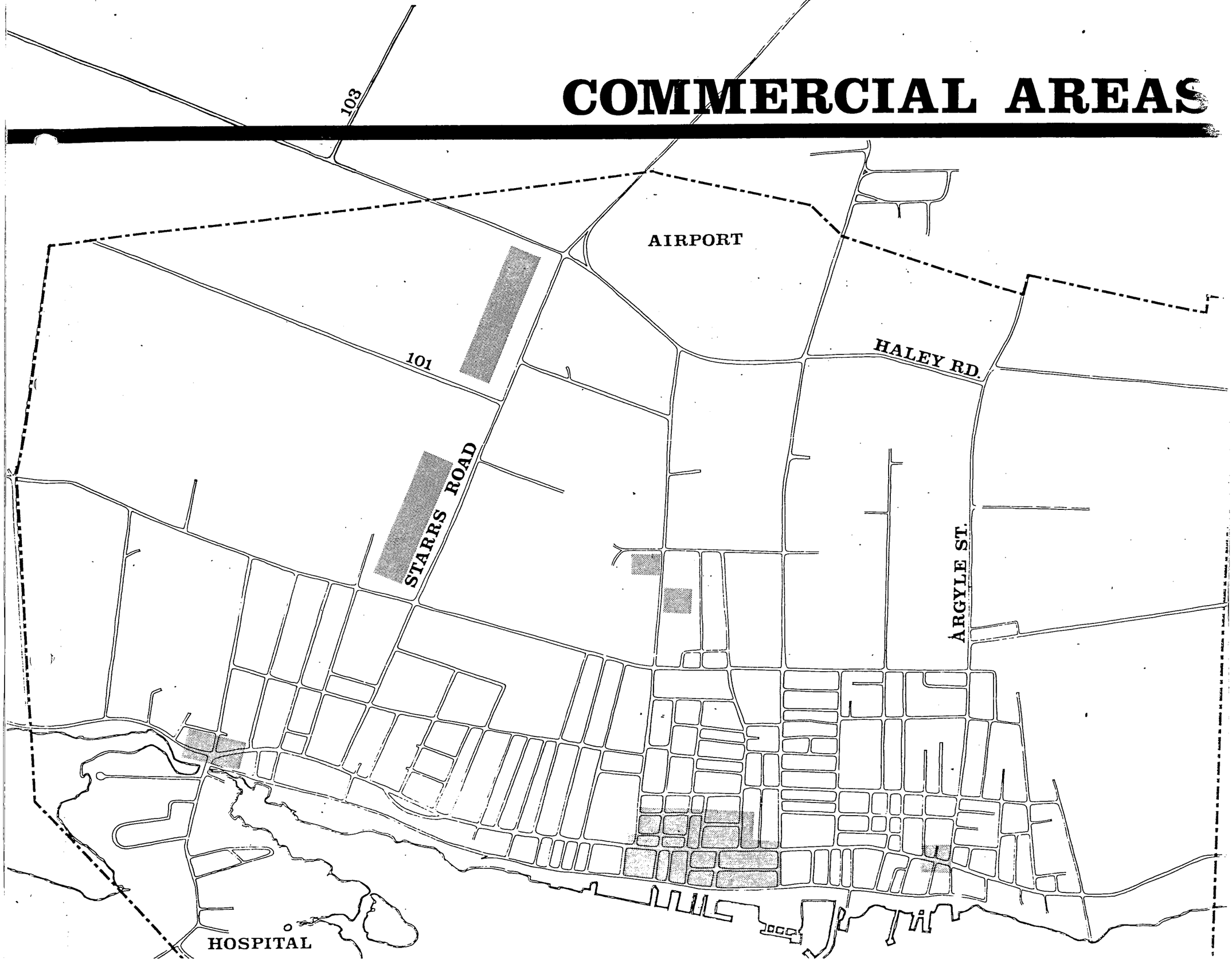
The seal of Yarmouth, developed for the town's incorporation in 1891, can sum up this capsule history. It depicts a full-rigged sailing vessel passing the Yarmouth light - above this is the motto "Progress".

Eric J. Ruff, Curator
Yarmouth County Museum

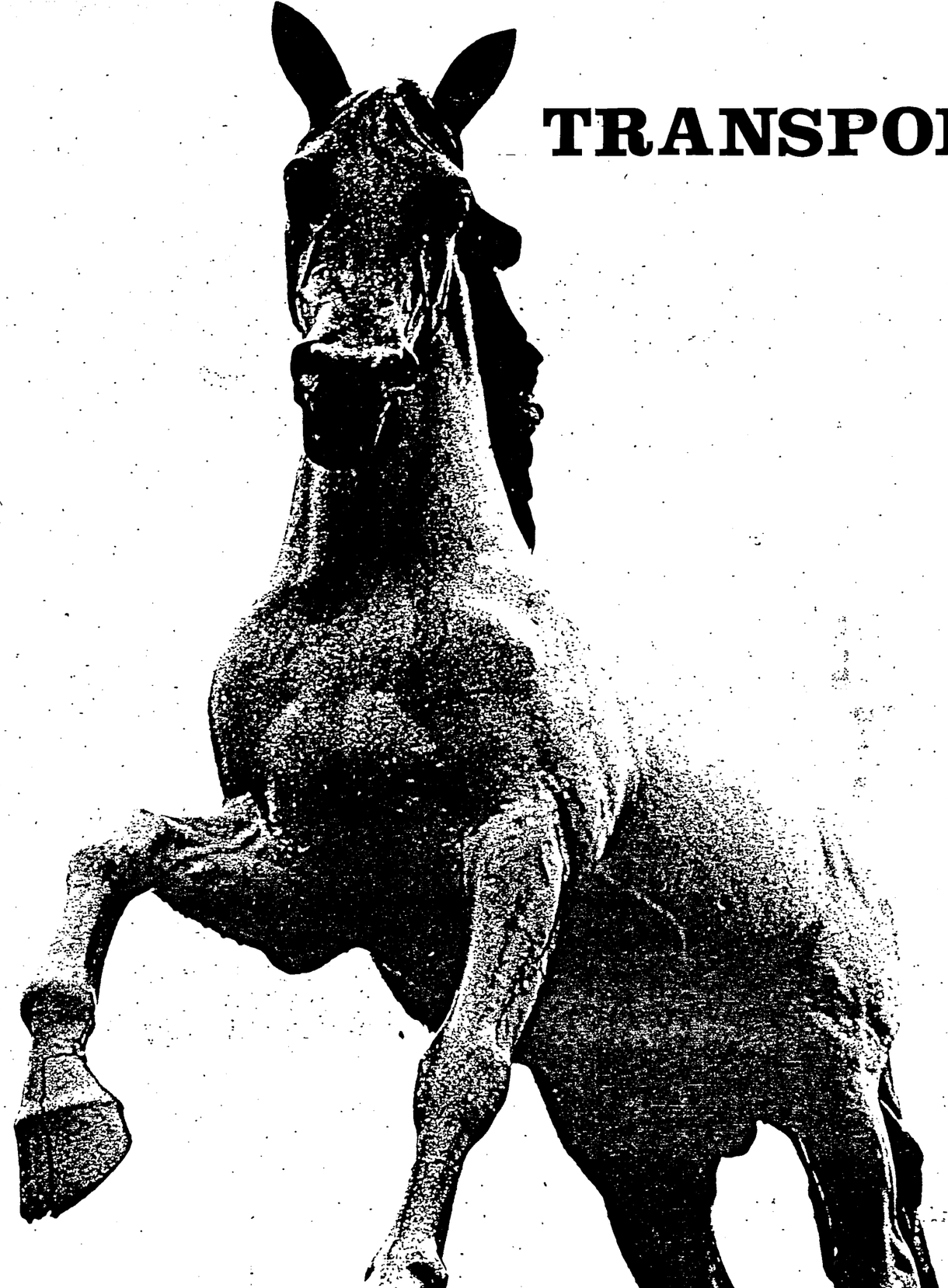
COMMUNITY SERVICES



COMMERCIAL AREAS



TRANSPORTATION



ROADS AND PARKING

One of the most fundamental planning necessities in the process of bringing about the successful revitalisation of the downtown area is to develope the following points.

a) Good approaches from the principal town entry points to the downtown area.

b) Easy circulation within the core area.

c) Adequate parking in the most advantageous locations.

d) Good truck access to industrial and waterfront areas.

THE PRESENT SITUATION

a) (1) The intersection at Starr Road and Main Street is presently a T junction and channels all traffic along Main Street. This results in congestion and the flow of through traffic impedes the commercial viability of the commercial core.

(2) The intersection of Route 1, Vancouver Street, Chestnut Street and Water Street results in a highly confused traffic pattern and the access to Water Street is indirect and obscure.

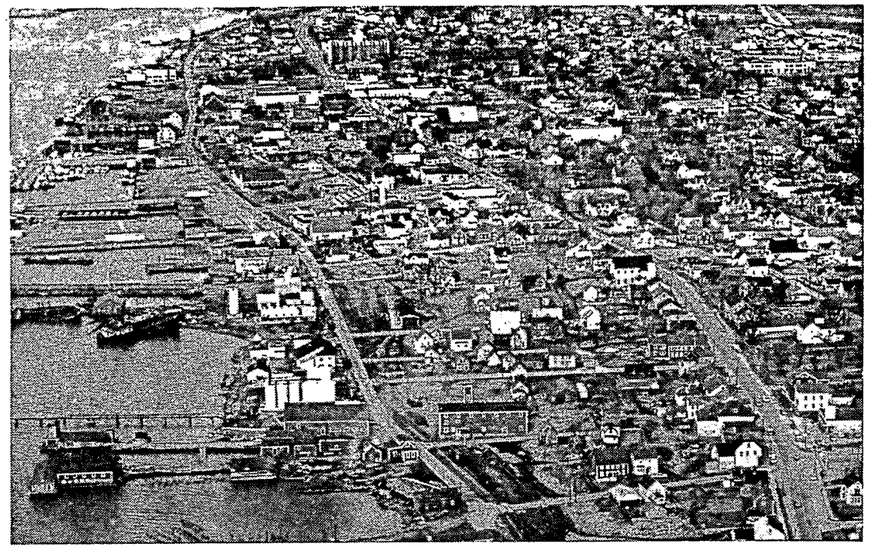
b) The circulation pattern within the core area relies, almost totally, on Main Street with access down to the Ferry Terminal on Forest Street. The congestion of business traffic, through traffic and truck traffic has brought about a very detrimental situation for downtown retail.

c) The present parking distribution is located wherever land is available and, in many cases, is not clearly defined or integrated directly into the needs of the downtown area. The ratio of parking to retail is adequate but the problem is compounded by the existing traffic patterns and the uncertainty of visiting vehicles on what is, and what is not, public parking.

d) The present truck access to the waterfront has a very indirect route to its destination and has to contend with the intersections refered to in item (a) and then proceed through Main Street or venture down Water Street which is in a very poor shape of repair.

THE PROPOSED PLAN

All the following points are based upon one powerful factor which is the development of a new Water Street road that will alleviate most of the existing problems. This new road will be thirty feet wide through the core area and then extending to forty feet for on-street parking.



a) (1) The proposed intersection at Starr Road will have a new connection road through to Water Street. This will have a direct effect on Main Street congestion by channelling through and truck traffic to the waterfront. The grades will require some detailed engineering changes but the proposition appears to be entirely feasible.

(2) The intersection of Main Street and Route 1 can be greatly simplified by a realignment which will provide straight through access to the new Water Street. The desvability of a four road intersection will necessitate the re-routing of Chestnut Street on to Main Street or on to Summer Street. As a principal entry point to the downtown the new intersection can be pleasantly landscaped around the old horse trough and be a welcoming feature for the town.

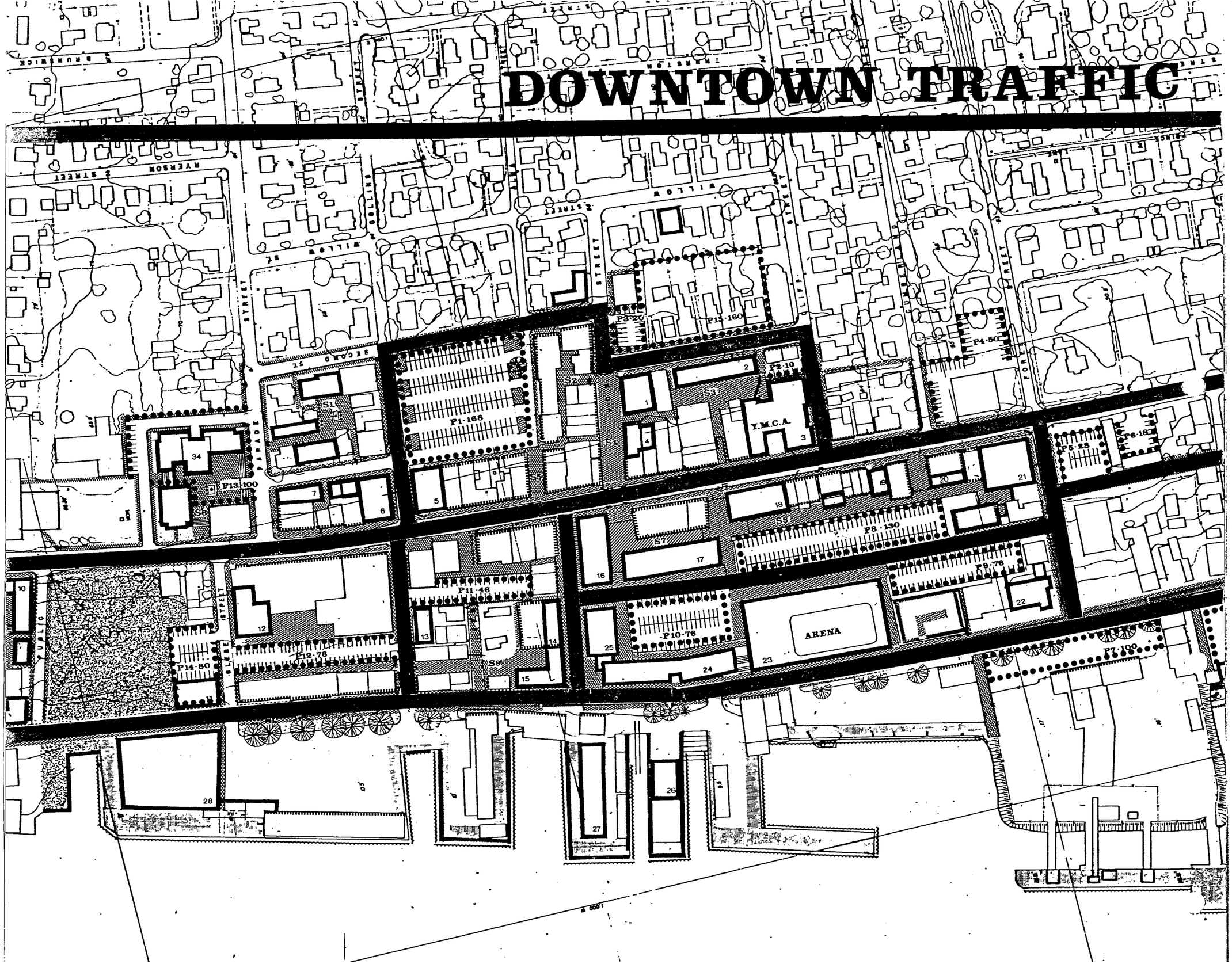
b) The introduction of the new Water Street will simplify the traffic circulation in the downtown core and the parallel routes should greatly ease the flow. Connecting roads at the two new intersections and at Forest Street will be sufficient to handle cross traffic.

Truck and Ferry Terminal traffic will be directed down Water Street and the resulting reduction on Main Street congestion will facilitate the possible closure of some side streets for pedestrian and service use only.

c) The proposed parking layout is based upon the upgrading of existing facilities and the introduction of new locations related to the redevelopment of the core area.

As the economics of parking structures are not justifiable in the Yarmouth context the aquisition of land for surface parking is the only feasible solution. To avoid the visual eye-sore of large tracts of asphalt it is proposed that the solution should rely upon a number of smaller areas located in key positions, preferably behind the main shopping precincts.

DOWNTOWN TRAFFIC



Throughout the downtown area, the parking capacity of major parking areas has been calculated in order to show the present and proposed situations and the new increase in parking spaces. Individual spaces and lots with a capacity of less than 10 spaces are not counted in these calculations as these for the most part will not be relocated or expanded. Thus the following figures do not include unmetered parking spaces nor those usually used by employer and staff parking. It will be necessary that the Town's existing Parking Commission keep an up-to-date count of these areas and needs, especially as the proposed Town and County bus routes and schedules begin to effect the Town's future parking needs.

PARKING ALLOTMENTS AND RATIOS

	existing	proposed	increase
Meters throughout town	267	267	0
Meters: Water Street one side Glebe to Forest St.	0	75	75
P1 (Collins St. Parking Lot)	64	168	104
P2 (YMCA)	0	10	10
P3 (Dairy Queen)	20	20	0
P4 (NSLC)	30	50	20
P5 (Travel Bureau)	28	28	0
P6 (Ferry Inn)	18	18	0
P7 (Terminal Building)	100	100	0
P8 (Brown St./Hawthorne St. parking lot)	64	130	66
P9 (Hawthorn Street)	50	76	26
P10 (Hawthorne Street)	0	76	76
P11 (MTT/Banks)	30	46	16
*P12 (Glebe St. Lovitt St. Parking lot)	0	76	76
P13 (Courthouse, Bank)	40	100	60
P14 (Glebe St Parking Lot)	38	80	42
**P15 (Possible Kirk St. lot)	0	160	160
Number of parking spaces	749	1480	731

*contigent on change of use

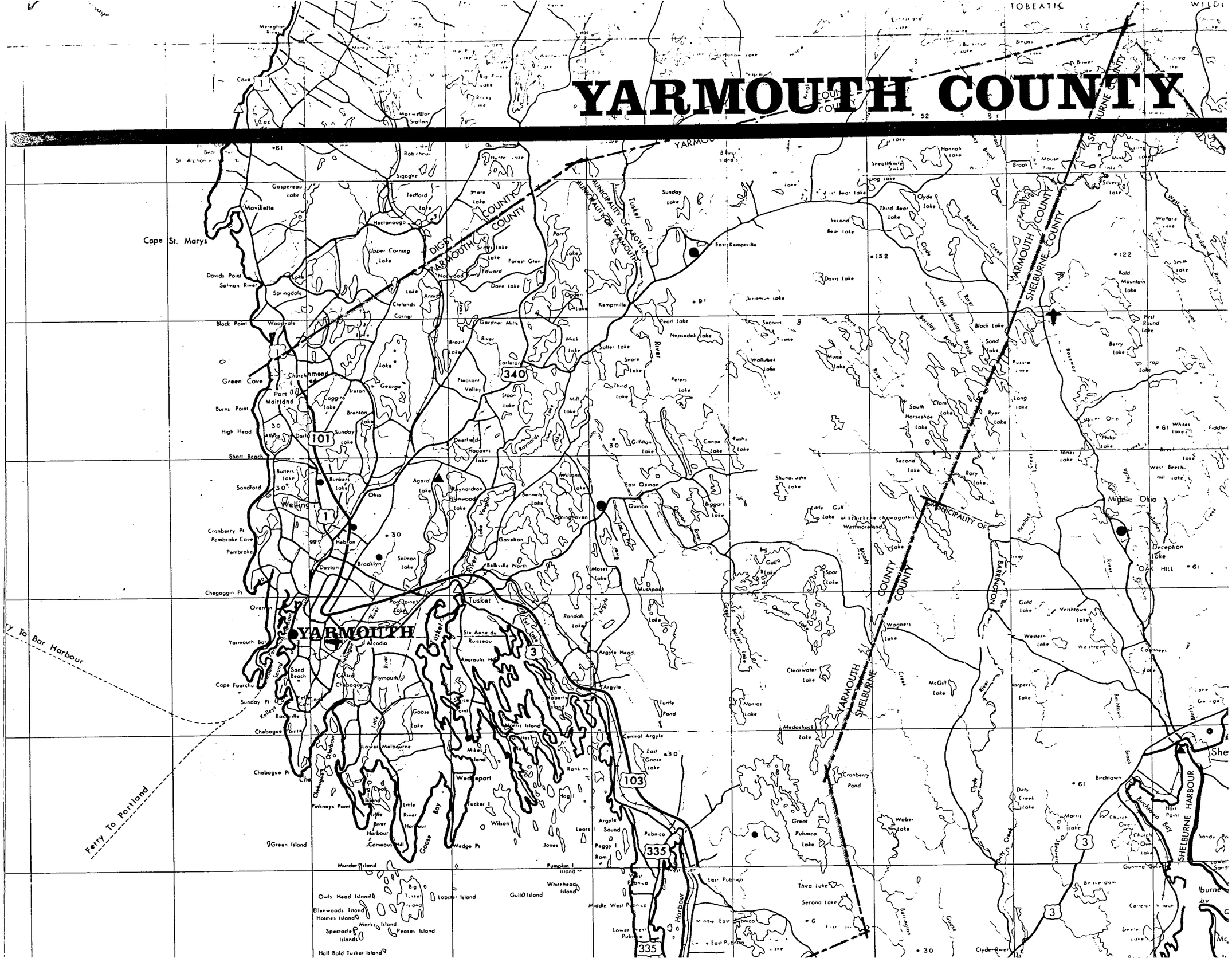
**if future town requirements demand more parking area, this proposed Kirk Street area would be the appropriate site.

	COMMERCIAL SPACE	PARKING SPACES	SQUARE FEET PER CAR
EXISTING:	160,000 sq.ft.	749	214
PROPOSED:	212,600 sq.ft.	1480	144

NOTE: Municipal Affairs feels that 300 square feet of retail space per car is adequate. Shopping Centre developers plan one parking space per 180 square feet of retail area. Our calculations surpass even these strict criteria. Therefore these numbers of parking spaces should adequately service all town needs (including residential and recreational) even during peak periods.

d) Truck access to the waterfront can be substanially resolved with the introduction of the new Water Street. The possible development of a marine related industrial park in the shallow harbour area in the south end provide additional needs on the proposed new road and it is suggested that an inner ring road from the new intersections to Water Street, to an upgrading of Huston Street will facilitate the easy flow of traffic away from the centre core.

YARMOUTH COUNTY


YARMOUTH
Cape St. Marys
Mavillette
Gaspereau Lake
Tedford Lake
Hectanooga
Upper Corning Lake
Davids Point
Salmon River
Springdale
Lake Annis
Cielands Corner
Black Point
Woodvale
Green Cove
Church
Port Maitland
Burns Point
High Head
Short Beach
Sandford
Wellington
Cranberry Pt
Pembroke Cove
Pembroke
Chegoggin Pt
Overton
Yarmouth Bar
Cape Fourchu
Sunday Pt
Kelleys Cove
Rockville
Chebogue Pointe
Chebogue Pt
Pinkneys Point
Green Island
Murder Island
Owls Head Island
Ellenwoods Island
Holmes Island
Spectacle Islands
Half Bald Tusket Island
Lobster Island
Gull Island
Ferry To Portland
Ferry To Bar Harbour
Hebron
Brooklyn
Dayton
Salmon Lake
Ohio
Agard Lake
Belleville North
Tusket
Ste Anne du Ruisseau
Arcadia
Central Chebogue
Plymouth
Sand Beach
Lower Melbourne
Wedgeport
Tusket Harbour
Little River Harbour
Comeau Hill
Wedge Pt
Argyle Sound
Argyle
Argyle Head
Central Argyle
East Argyle
Pubnico
Lower West Pubnico
Middle West Pubnico
Middle East Pubnico
East Pubnico
Pubnico Harbour
Great Pubnico Lake
Cranberry Pond
Wagners Lake
Clearwater Lake
Medoshack Lake
Westmorland
Quinan
East Quinan
Kemptville
East Kemptville
Tusket
Sunday Lake
Davis Lake
Second Bear Lake
Third Bear Lake
Clyde Lake
Hannah Lake
Sheathhouse Lake
Log Lake
Black Lake
Sand Lake
Long Lake
Ryer Lake
Second Lake
Rory Lake
Shumac Lake
Little Gull Lake
Big Gull Lake
Spar Lake
Quinan Lake
Nonias Lake
McGill Lake
Wabar Lake
Third Lake
Second Lake
Middle Ohio
Deception Lake
OAK HILL
Birchtown
Birchtown Bay
Harr Point
Church Over
Gunning Cove
Sandy Cove
Clyde River
Barrington
Gold Lake
Vershtown Lake
Western Lake
Wallace Lake
Smith Lake
Bald Mountain Lake
First Round Lake
Berry Lake
Silver Lake
Whites Lake
Philip Lake
Fiddler
Dirty Creek Lake
Morris Lake
Tones Lake
West Beech Hill Lake
Beech Hill Lake
Deerfield
Hoppers Lake
Pleasant Valley
Carleton
Sloan Lake
Gardner Mills
Salter Lake
Snare Lake
Mill Lake
Mink Lake
Pearl Lake
Nepsedek Lake
Wallubek Lake
Peters Lake
Third Lake
Canoe Lake
Gillilan Lake
Bennett Lake
Springhaven
Gavelton
Moses Lake
Mushpaul
Randals Lake
Roberts Island
Morris Island
Mikes Island
Tucker I
Wilson I
Jones
Leors I
Argyle Sound
Peggy I
Pumpkin I
Whitehead Island
Hog I
Rankins
Sand Beach
Goose Lake
Little Chebogue
Chebogue Harbour
Tusket River
Yarmouth Sound
Tusket Lake
Parr Lake
Ogden Lake
Dove Lake
Forest Glen
Norwood
Edward
Scott Lake
Snare Lake
Tusket
Sunday Lake
Muse Lake
Peters Lake
Canoe Lake
Gillilan Lake
Wilson Lake
Bennett Lake
Springhaven
Gavelton
Moses Lake
Randals Lake
Roberts Island
Argyle Head
Argyle
Turtle Pond
Central Argyle
East Argyle
Pubnico
Pubnico Harbour
Great Pubnico Lake
Cranberry Pond
Wabar Lake
Third Lake
Second Lake
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East Pubnico
Lower West Pubnico
Middle West Pubnico
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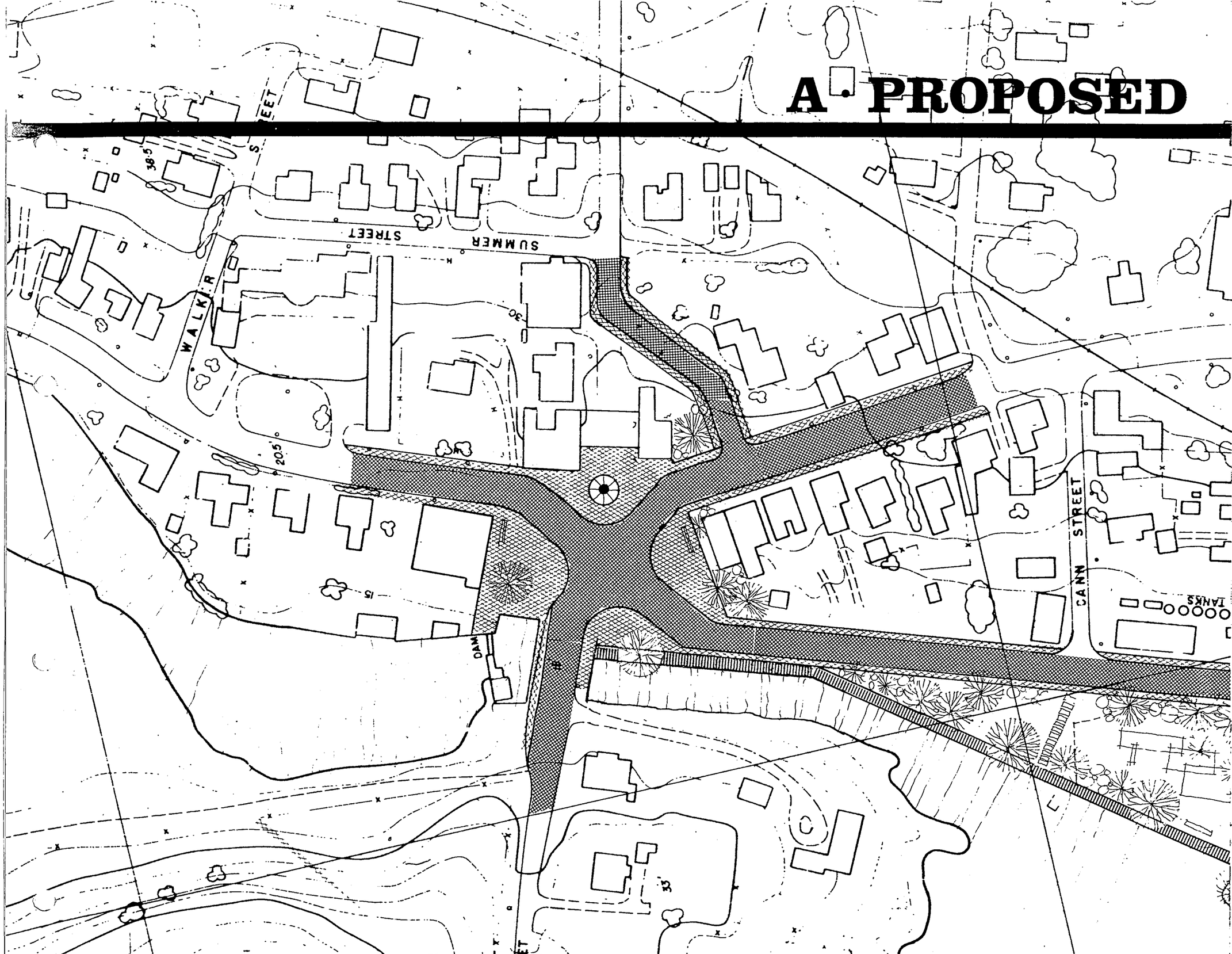
McGill Lake
Cranberry Pond
Great Pubnico

A PROPOSED



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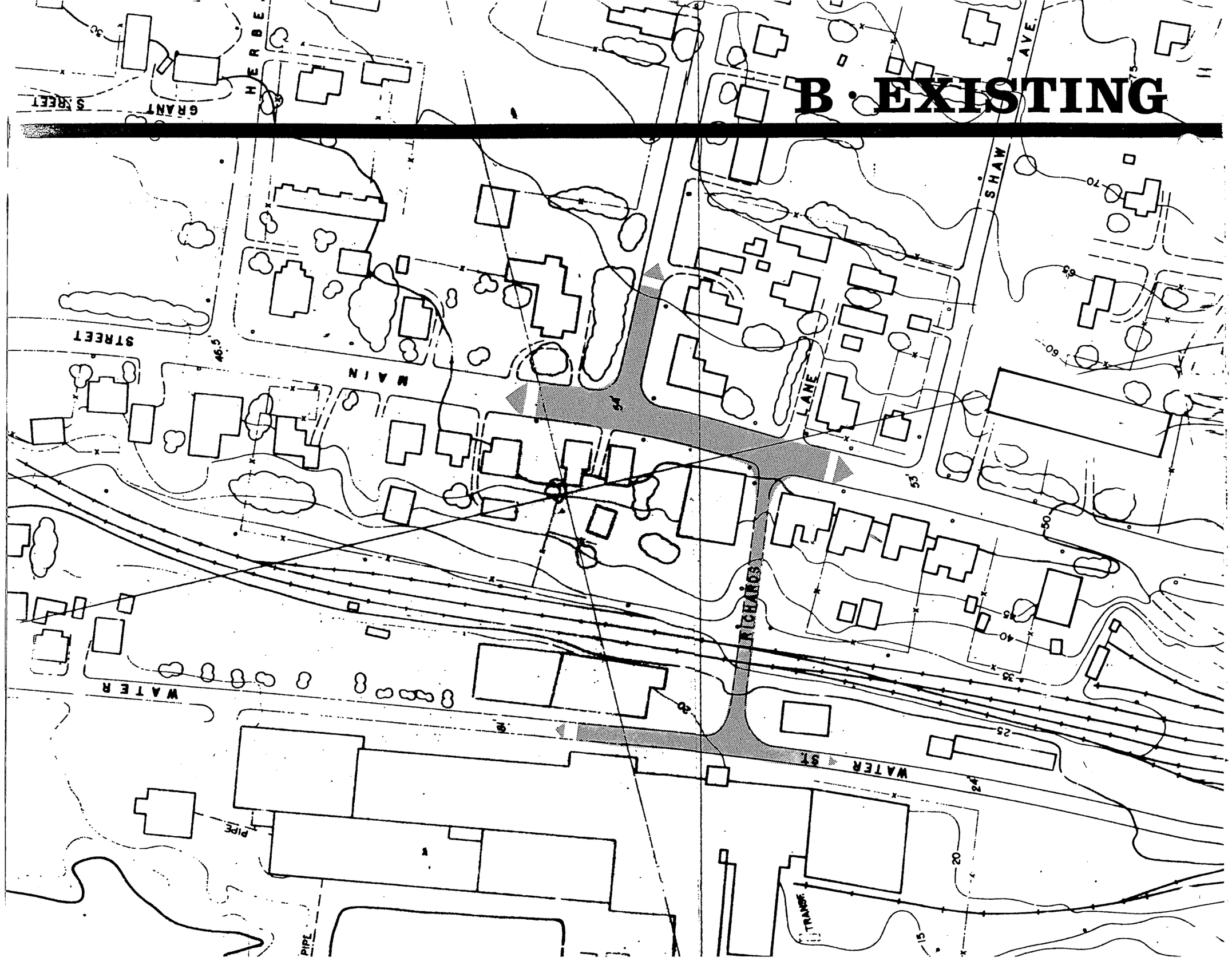
GRANT
STREET
HERBERT
MAIN
STREET
SHAW
AVE.
LANE
RICHARDS
WATER
WATER ST.
PIPE
PIPE
TRANSMISSION
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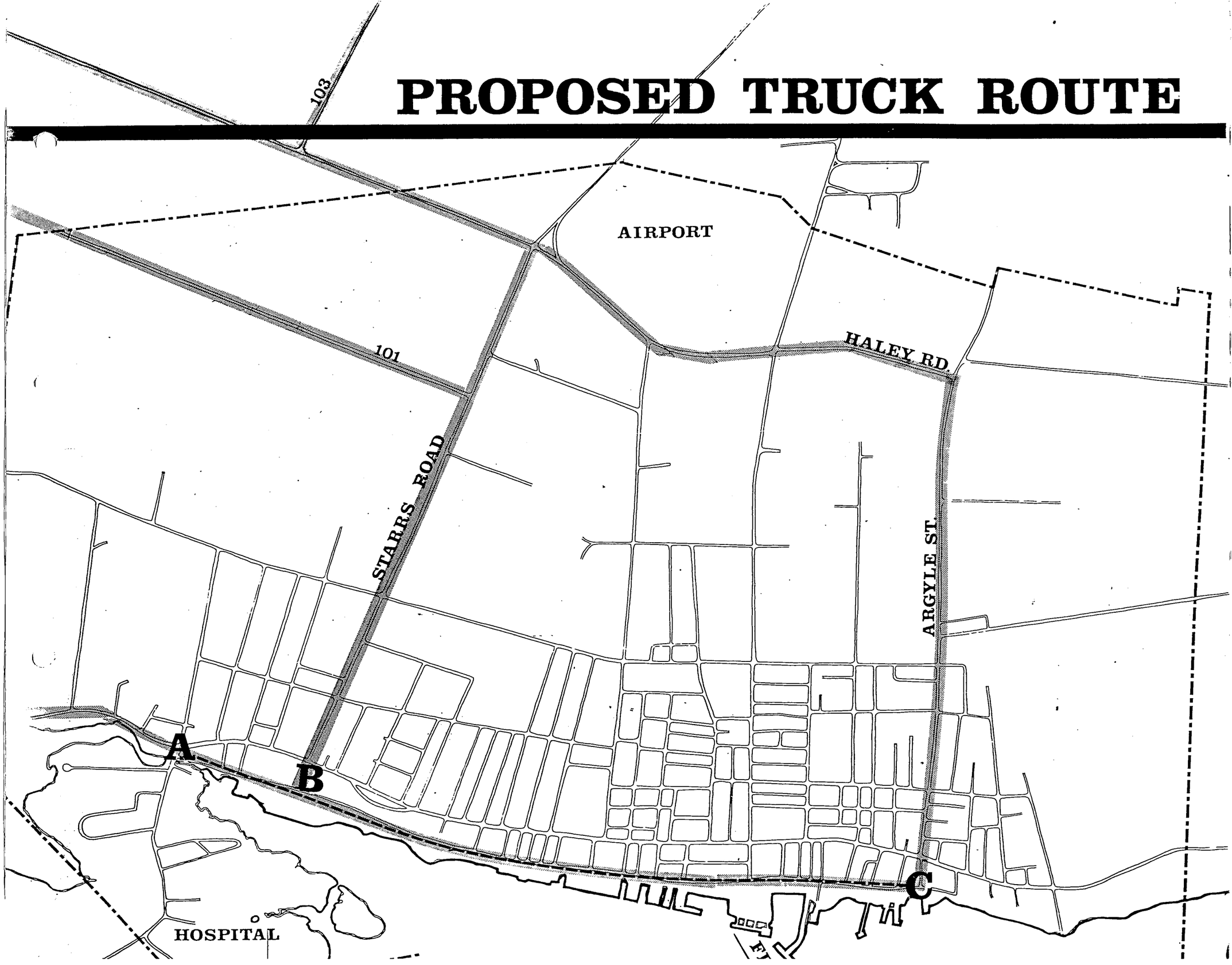
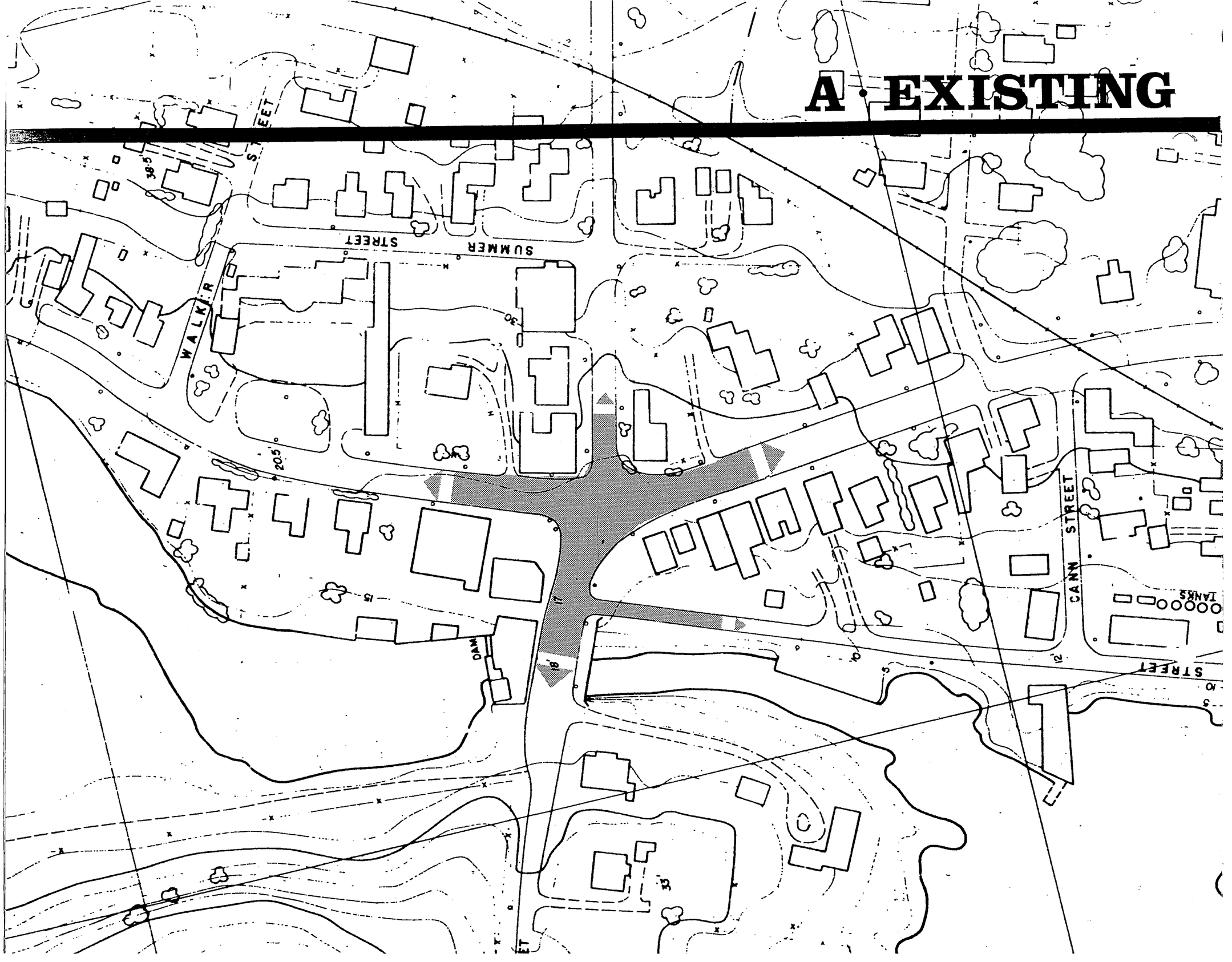
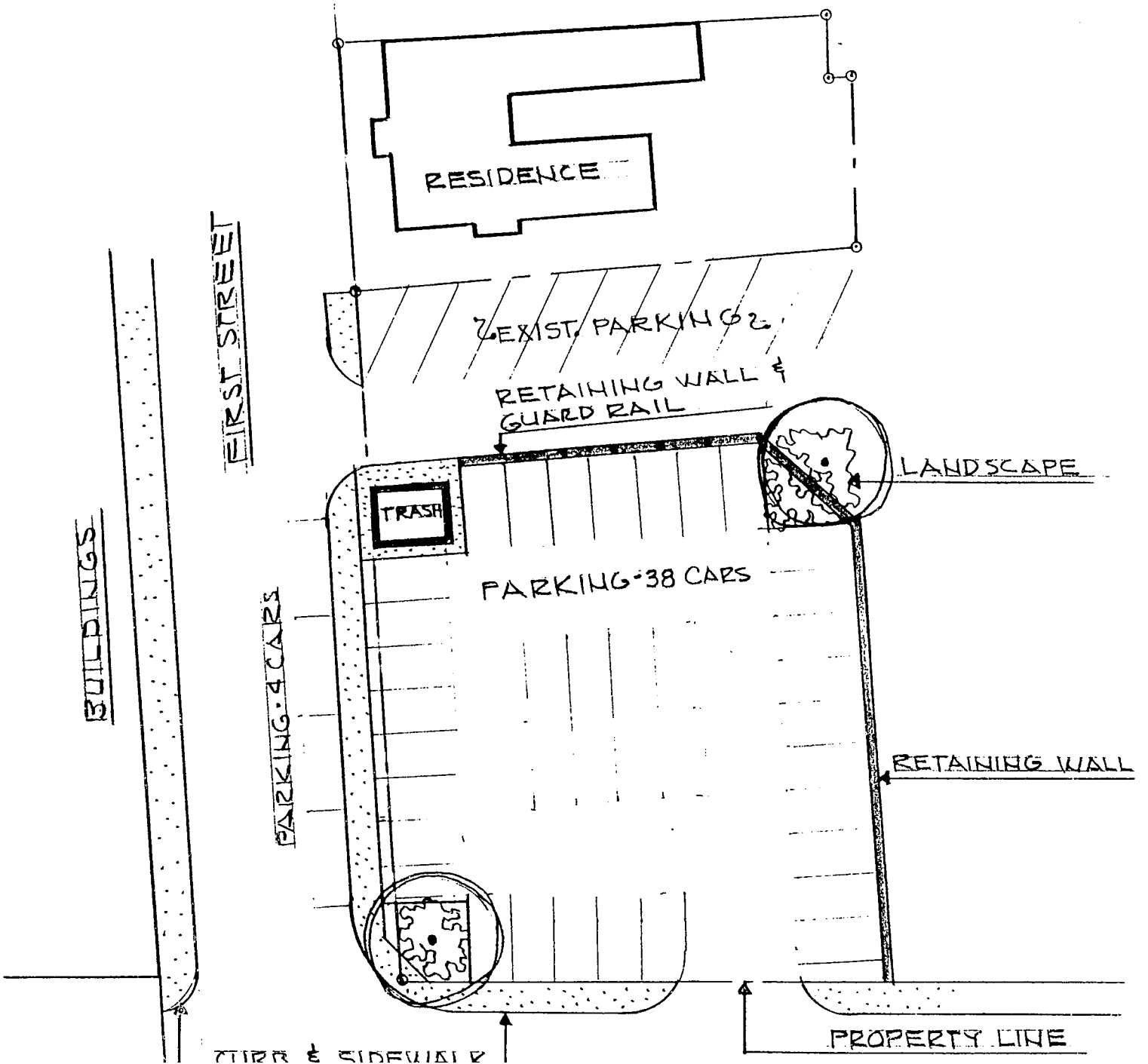
15

PROPOSED TRUCK ROUTE

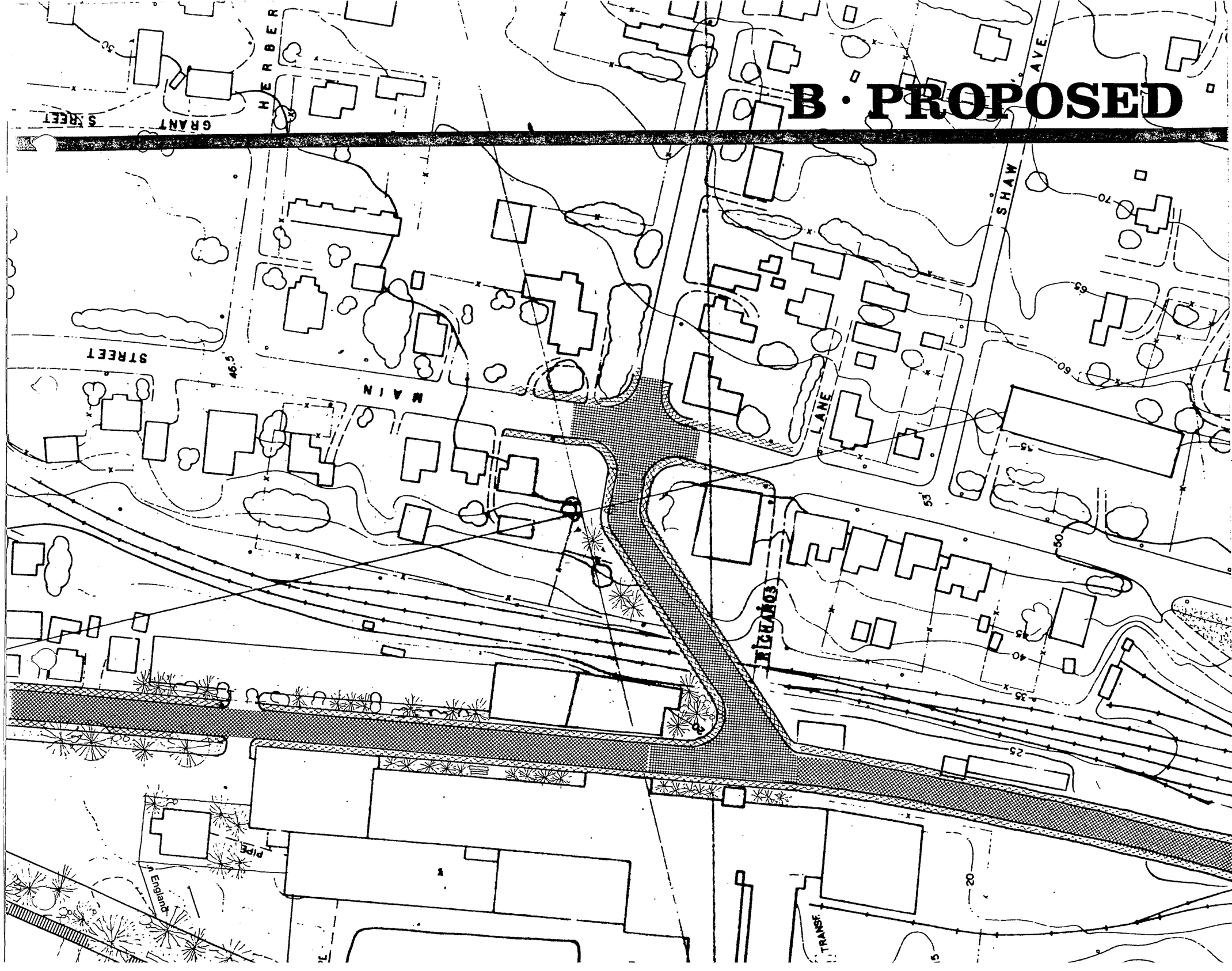


A. EXISTING


SUMMER STREET
WALKER STREET
CANN STREET
DAM
TANKS
38.5
20.5
15
17
18
30
22
10
5
33


RESIDENCE
EXIST. PARKING 2
RETAINING WALL & GUARD RAIL
LANDSCAPE
TRASH
PARKING-38 CARS
PARKING-4 CARS
RETAINING WALL
FIRST STREET
BUILDINGS
CURB & SIDEWALK
PROPERTY LINE

B · PROPOSED


GRANT
STREET
HERBER
MAIN
STREET
46.5
SHAW
AVE.
LANE
COVENTRY
TRANSF.
England
PIPE
70
65
60
55
50
45
40
35
30
25
20

C EXISTING

BOND
STREET
ADELAIDE
MAIN
STREET
HUESTON
MOODY
BARNARD
STREET
PONTERS
LANE
LANE
NATIONAL
WAT
415
395
405
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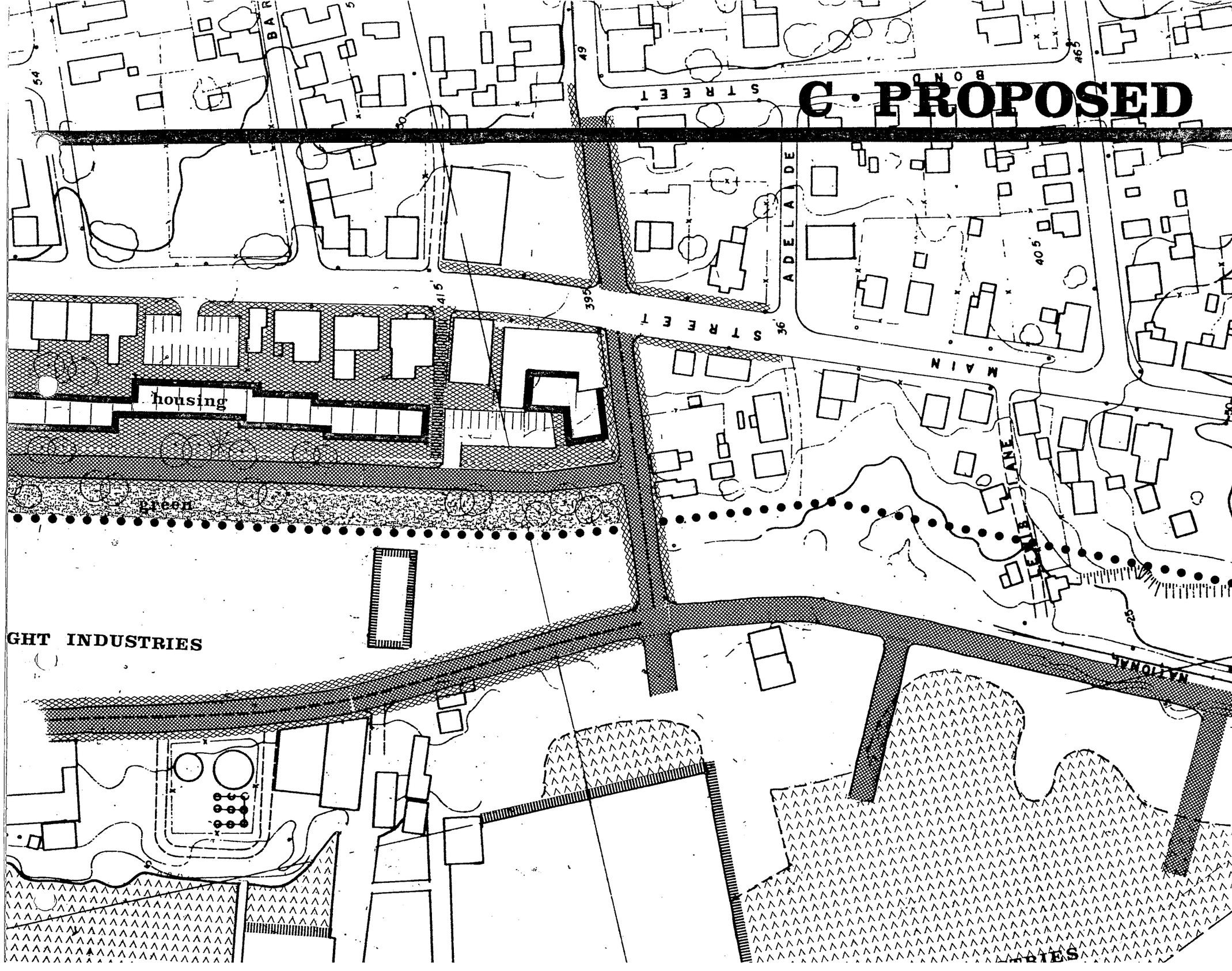
20

C · PROPOSED


BARR
STREET
BOND
STREET
ADELAIDE
STREET
MAIN
LANE
NATIONAL
housing
green
GHT INDUSTRIES
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41.5
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40.5
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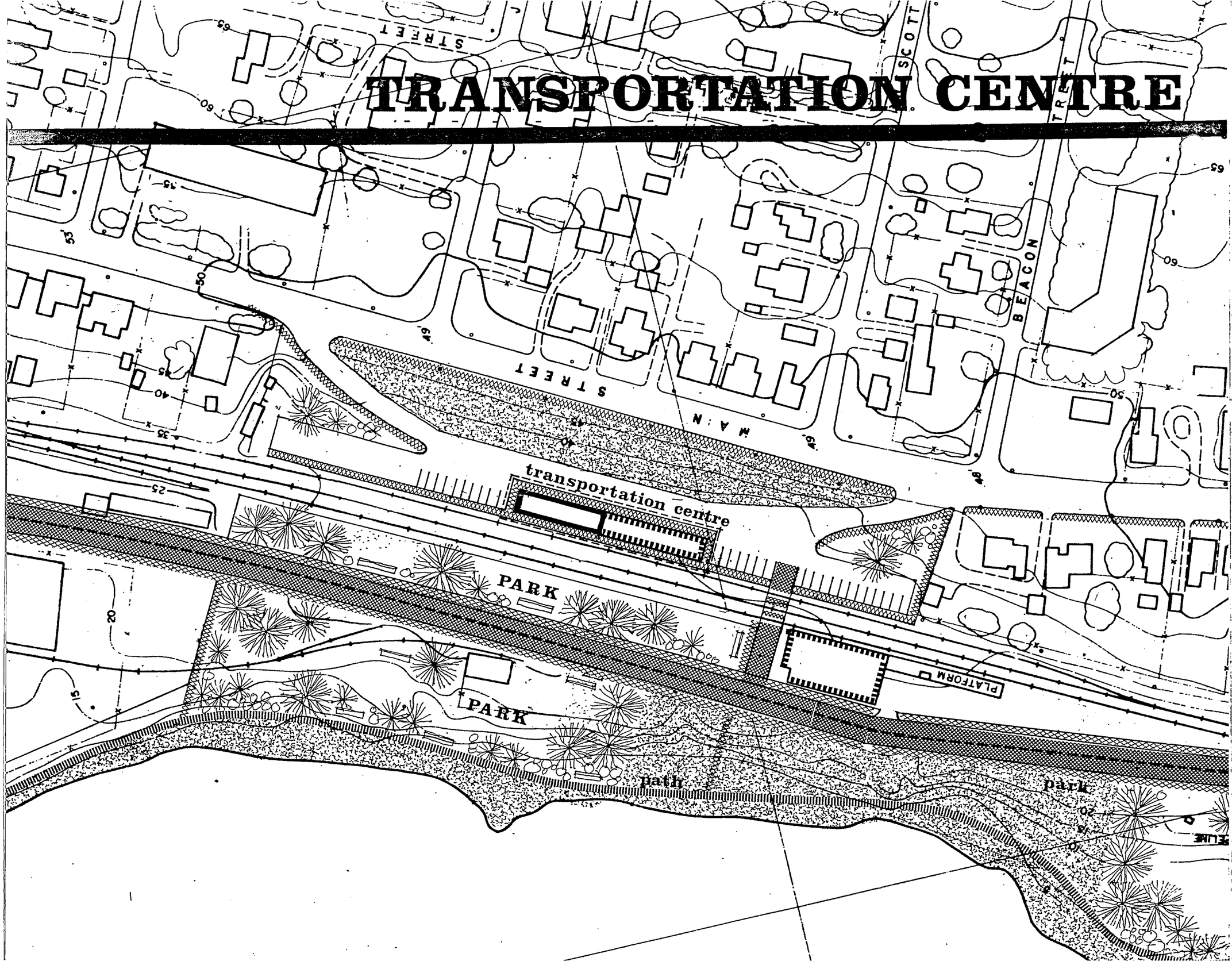
TRANSPORTATION CENTRE



TRANSPORTATION CENTRE

The purpose of a transportation centre is to combine, in one location, all the methods that are used to assist the efficient and convenient movement of people.

In the case of Yarmouth these components are the passenger rail service, the MacKenzie Bus Line, the Acadia Bus Line, taxis, airport service, the Ferry service, and the proposed Yarmouth bus service.

Due to the locations of the existing railway station and the ferry terminal building it can be assumed that the choice of site will emerge from an analysis of bothe these locations.

(a) THE FERRY TERMINAL SITE

The merits of this site revolve around the fact that the location of the ferry is fixed and it is technically possible to bring the railway to this building. The proximity to the shopping area is also an advantage.

The disadvantages are the conflicting results of mixing the vehicular traffic on the proposed upgraded Water Street with the railway which would have to be extended on new lines from the present station to the terminal. The other deterant would be the inevitable increase in traffic confusion that already exists in this location.

b) THE RAILWAY STATION SITE

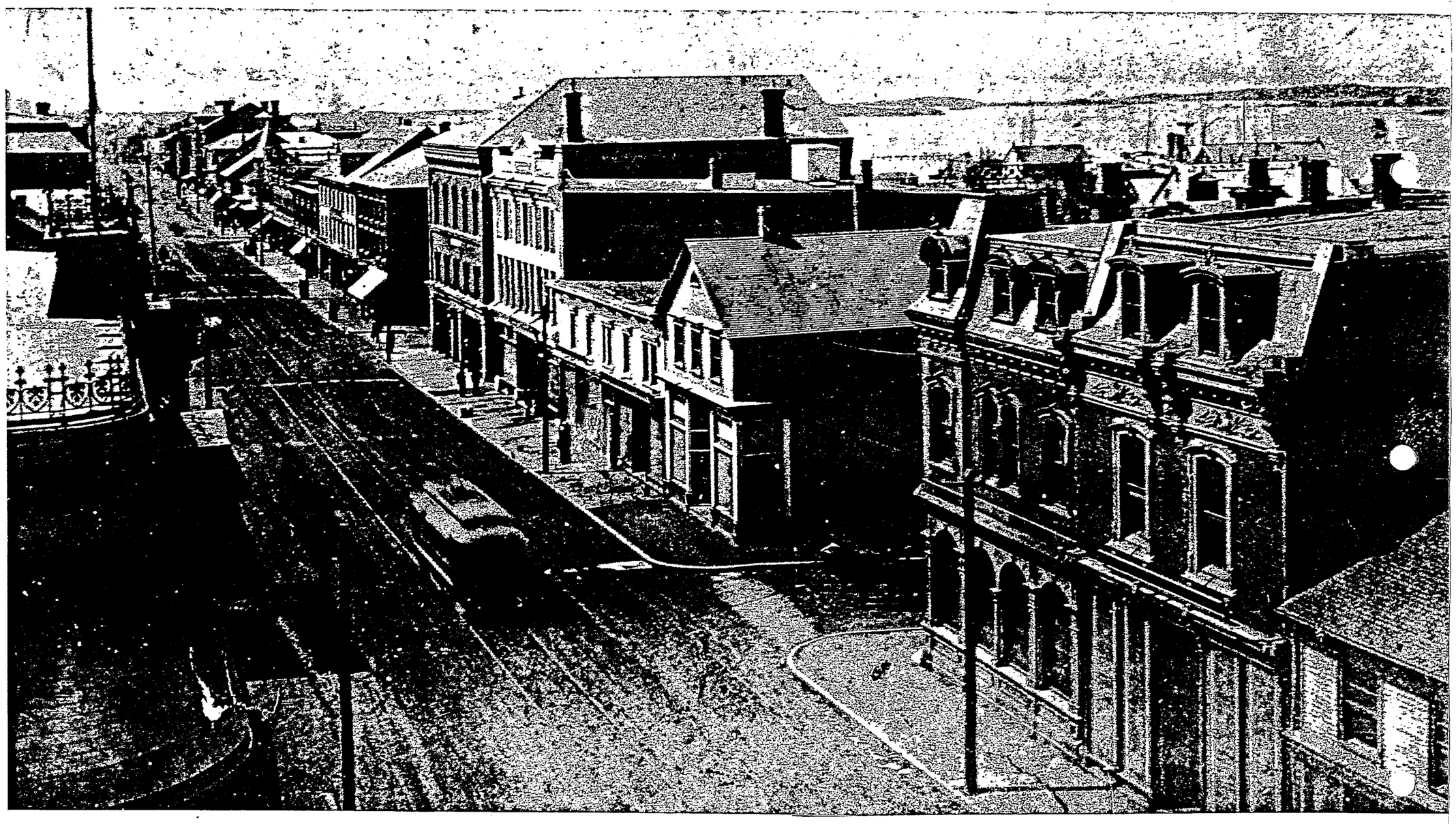
The merits of this site concentrate on the existance of the railway facilities and the availability of surrounding space for parking and bus access. The existing building can be extended to cater to a more comfortable situation for travellers who are waiting either for the train or bus service. The choice of this site will also eliminate the necessity for an extension of a new rail line down Water Street to the Ferry Terminal, which will involve not only additional cost but conflict of traffic.

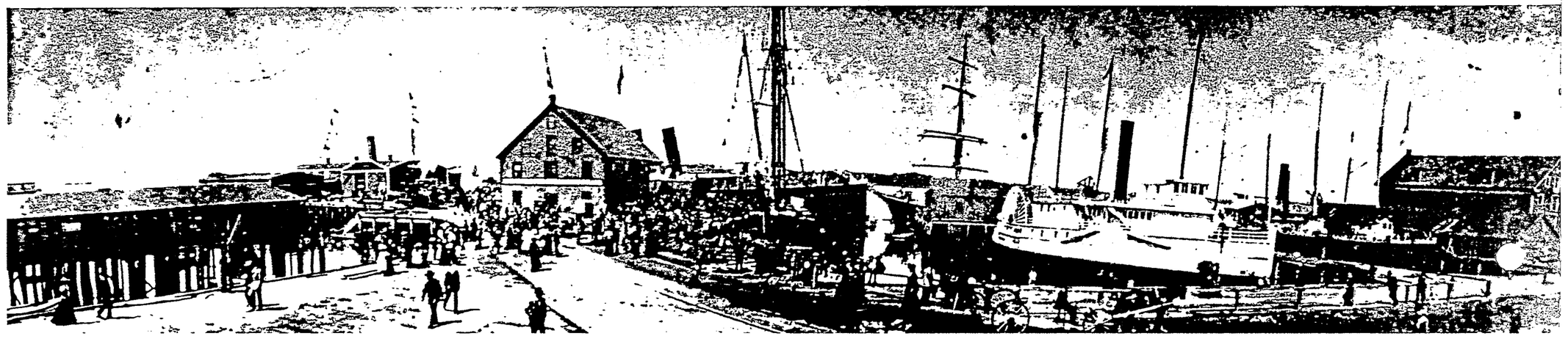
The disadvantages pertain principally to the slightly longer walking distance to the downtown and to the ferry, but the proposed town bus service would provide the solution to this minor problem.

SECTION

CONCLUSION

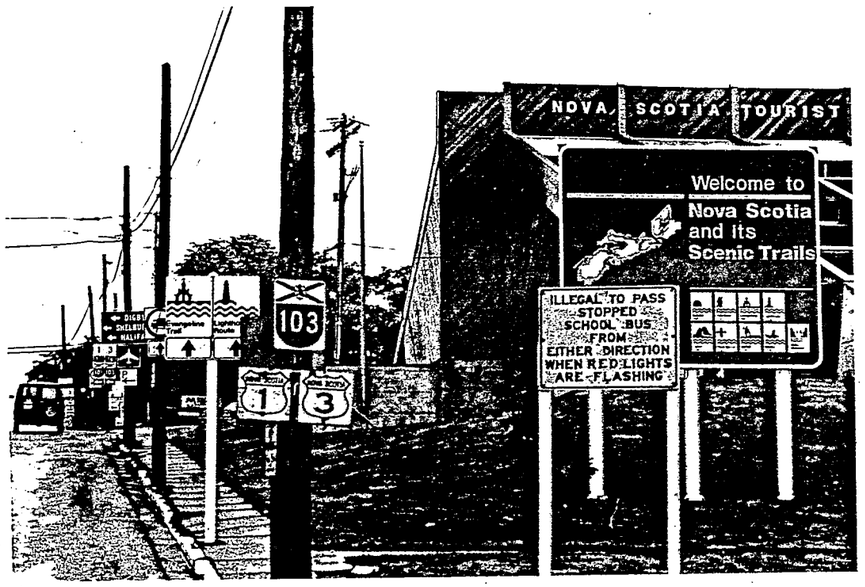
The conclusion that arises out of the pros and cons previously stated is that the railway station site should be developed as an efficient and attractive Transportation Centre with a new waiting room and cafeteria. The surrounding area is presently under-used land and gives the opportunity to create a very pleasant park stretching down to the waters edge. Access from Main Street and Water Street will facilitate an easy flow of traffic and the availability of land will make parking comparatively simple.





SIGNAGE

The signage pattern in Yarmouth has evolved over the years in a random manner and the traditional wood and painted signs live very uncomfortably with the harsher forms of modern advertising. This problem has been accentuated by a mass of ill-conceived road signs and the standard forest of service poles and street lights.



These elements probably contribute most to visual decay, and it is noteworthy that successful downtown developments have addressed this problem as a high priority item.

Underground wiring, and lighting appropriate to the character of the town, are the major cost factors, but the investment has been justified on many counts.

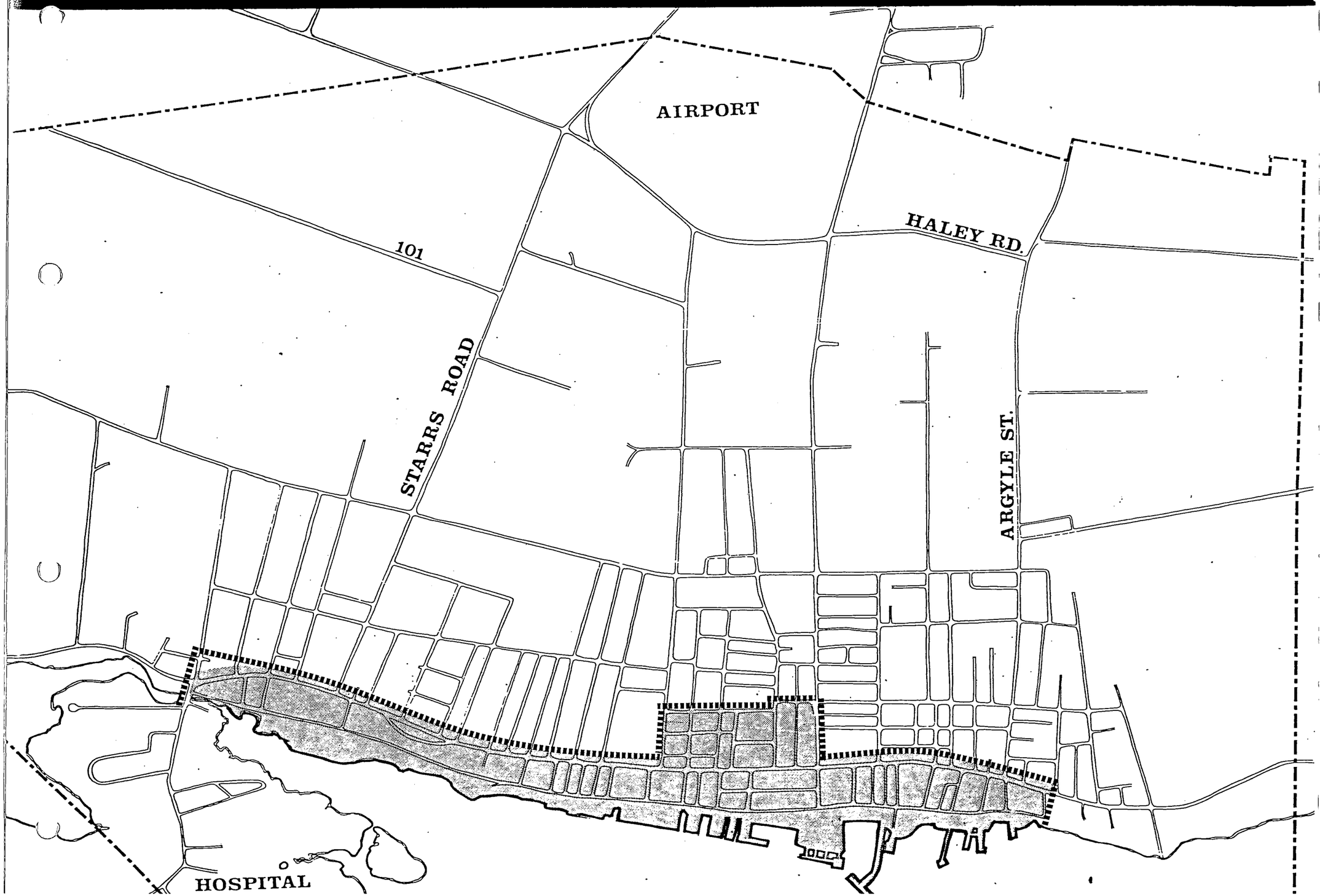
Road signage requires a fresh look at the needs of the motorist and the accumulated array of confused and unpleasant signs can readily be simplified and made more attractive. It is hoped that the proposed new road pattern will bring about the necessary changes.

The individual store front signs are a more difficult problem to resolve as they neglect the view points of the retailers regarding successful advertising. It is the opinion of this report, however, that the experience gained in other centres strongly emphasises the benefits of a co-ordinated signage system. The format of this system can be arrived at in co-operation with the business sector and the rewards should easily offset the cost involved.

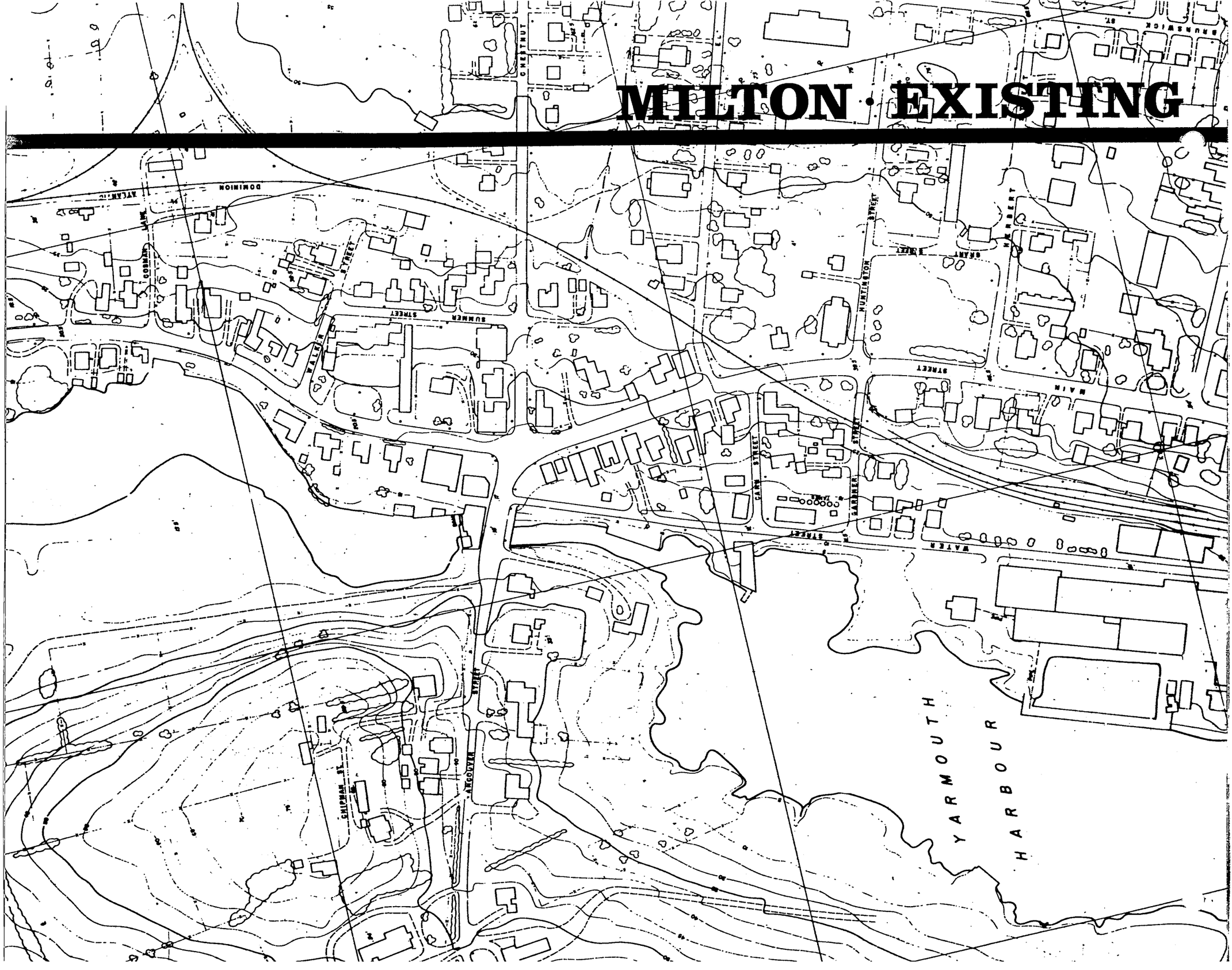
The end result of these measures would be the replacement of unpleasant mess with visually clean and attractive streets, and there can be little doubt that pleasant lighting and interesting signage would greatly enhance the chances of success for the downtown.

PROPOSAL

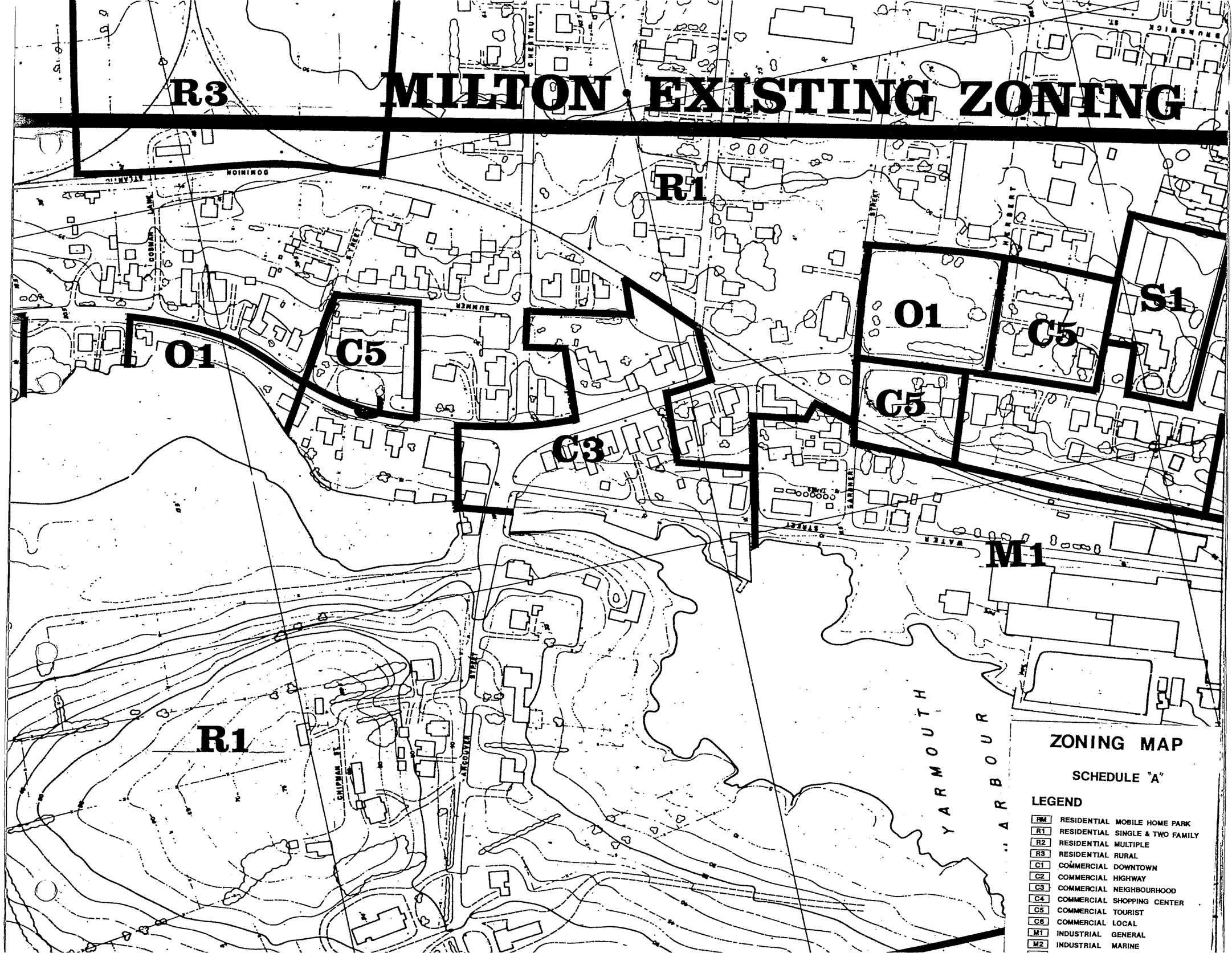
STUDY AREA



MILTON · EXISTING

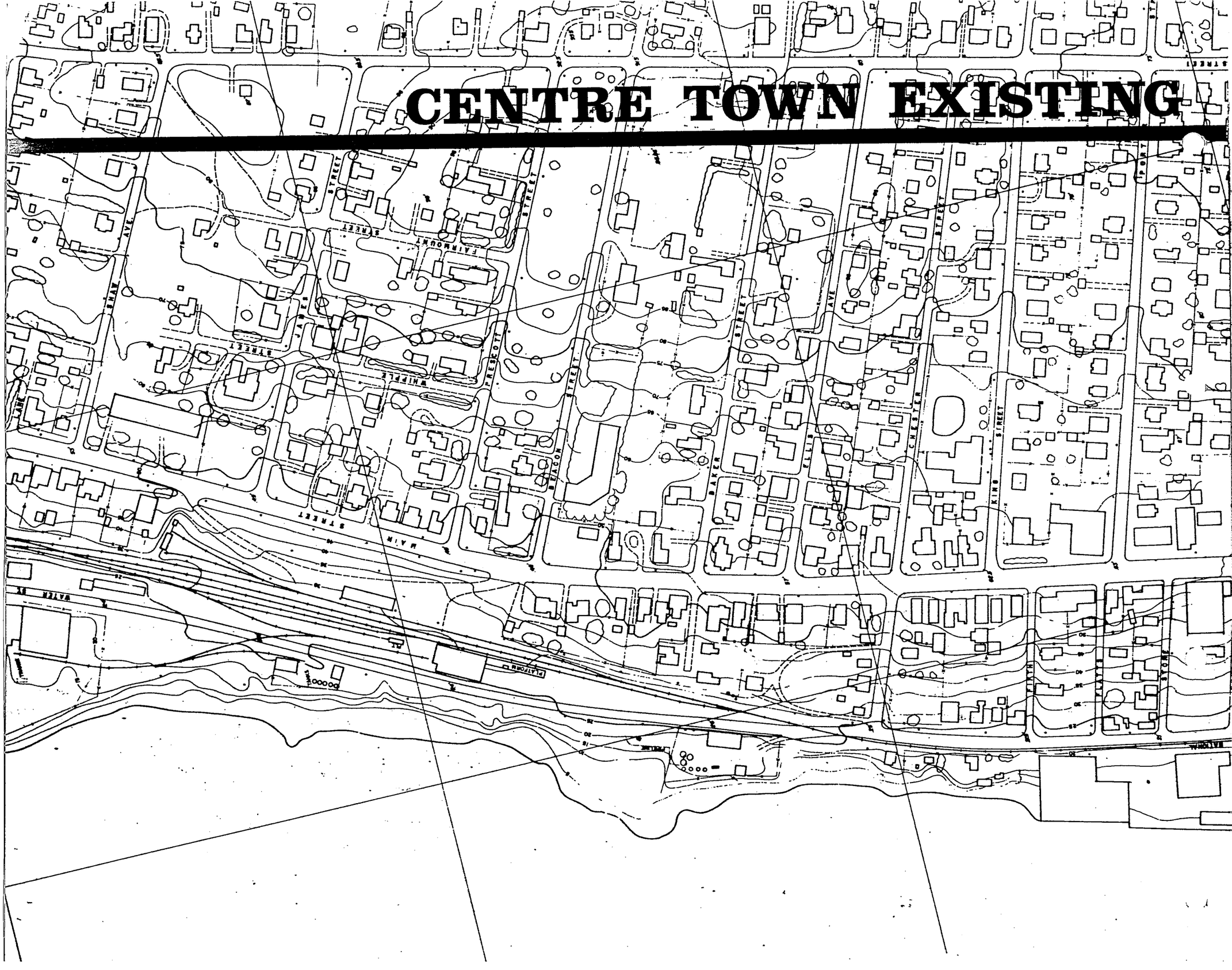


MILTON · EXISTING ZONING

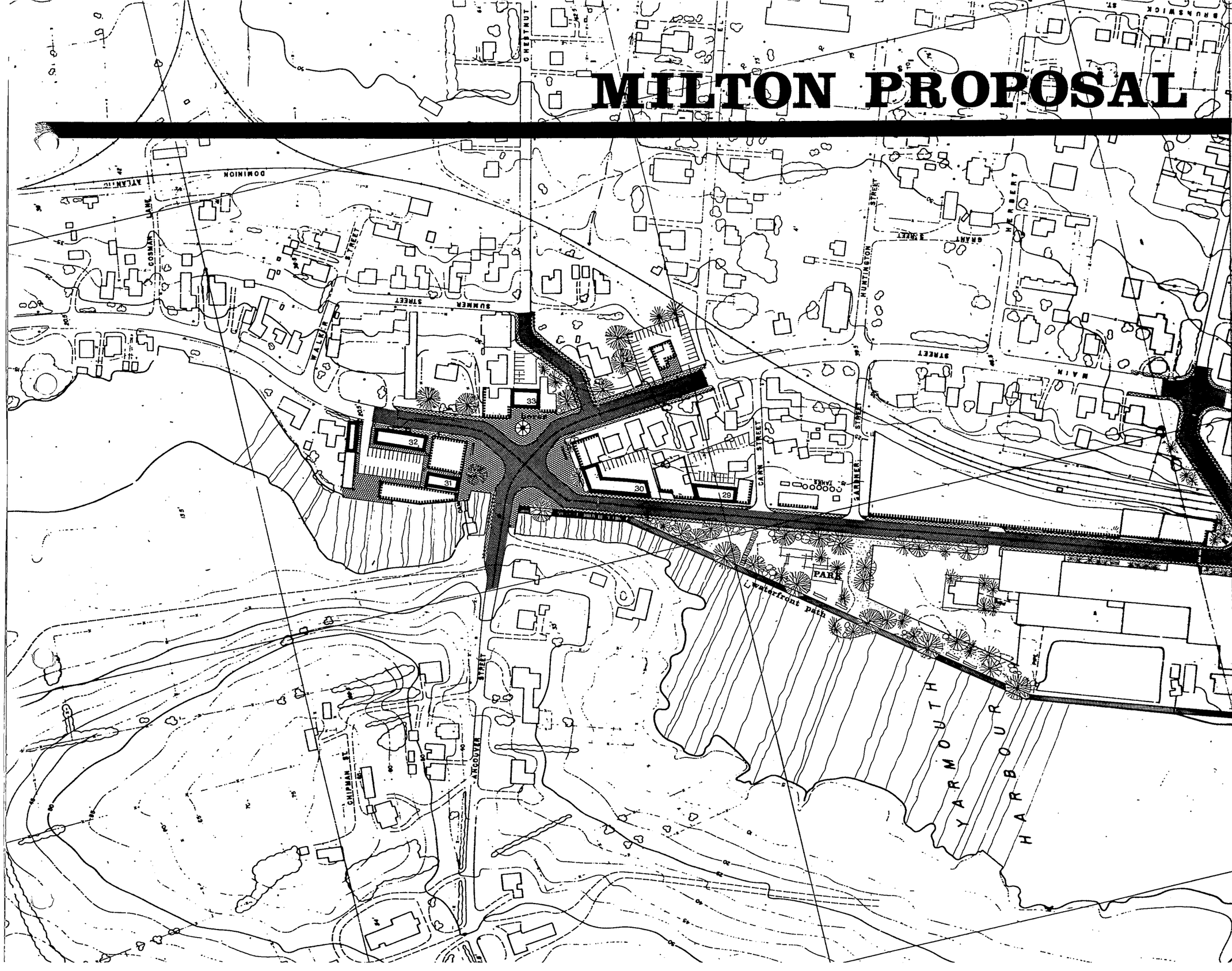


MILTON

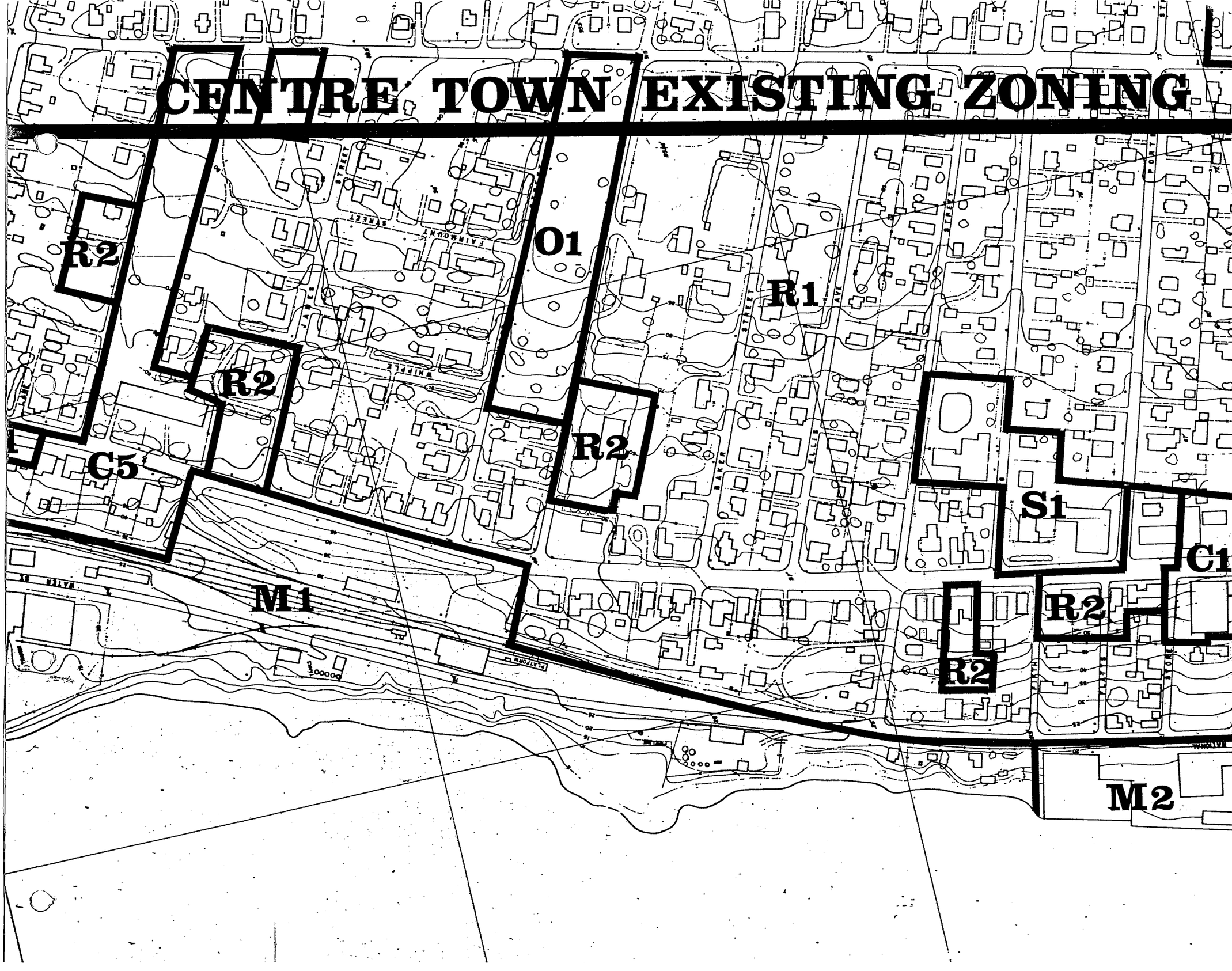
CENTRE TOWN EXISTING



MILTON PROPOSAL

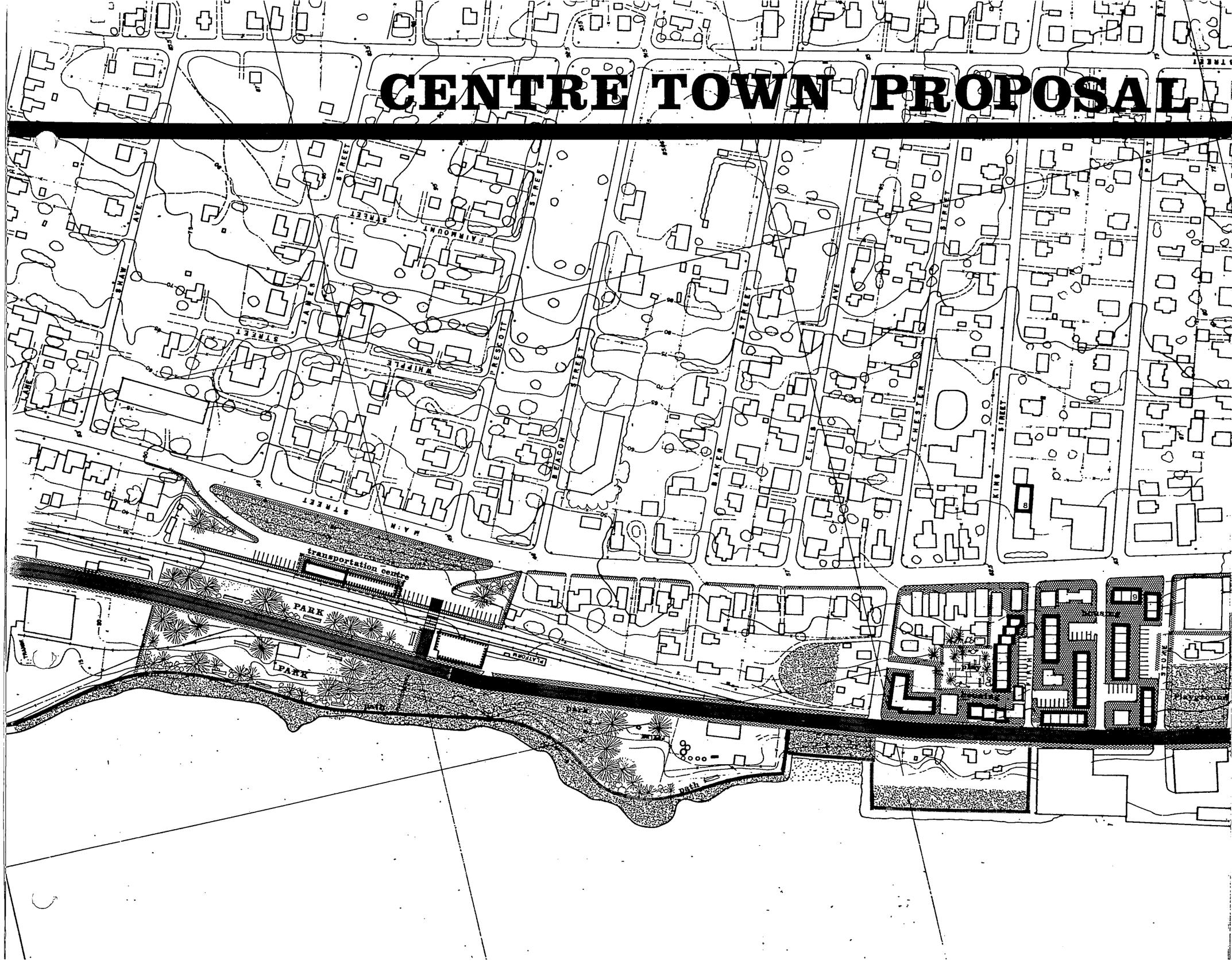


CENTRE TOWN EXISTING ZONING



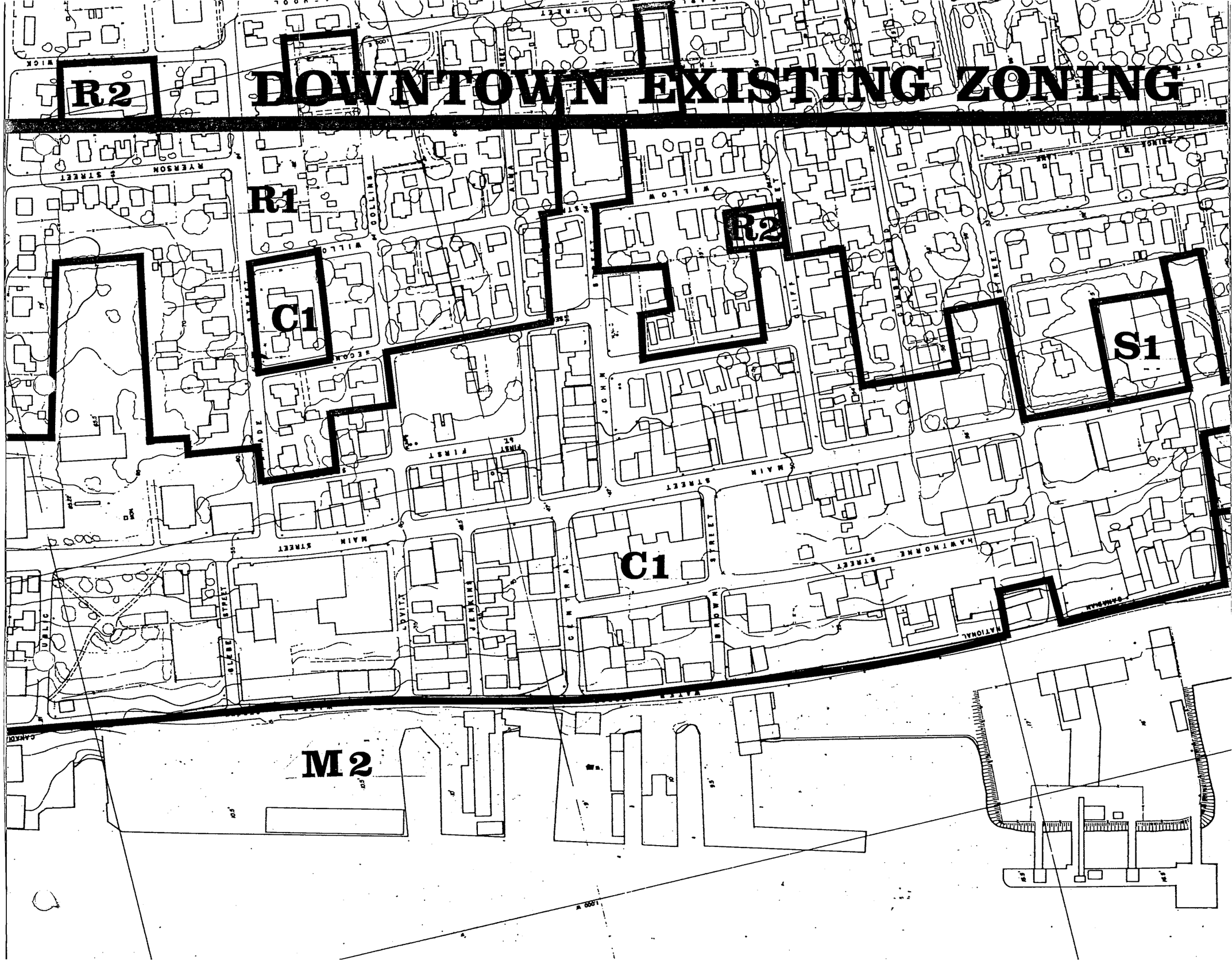
CENTRE TOWN

CENTRE TOWN PROPOSAL

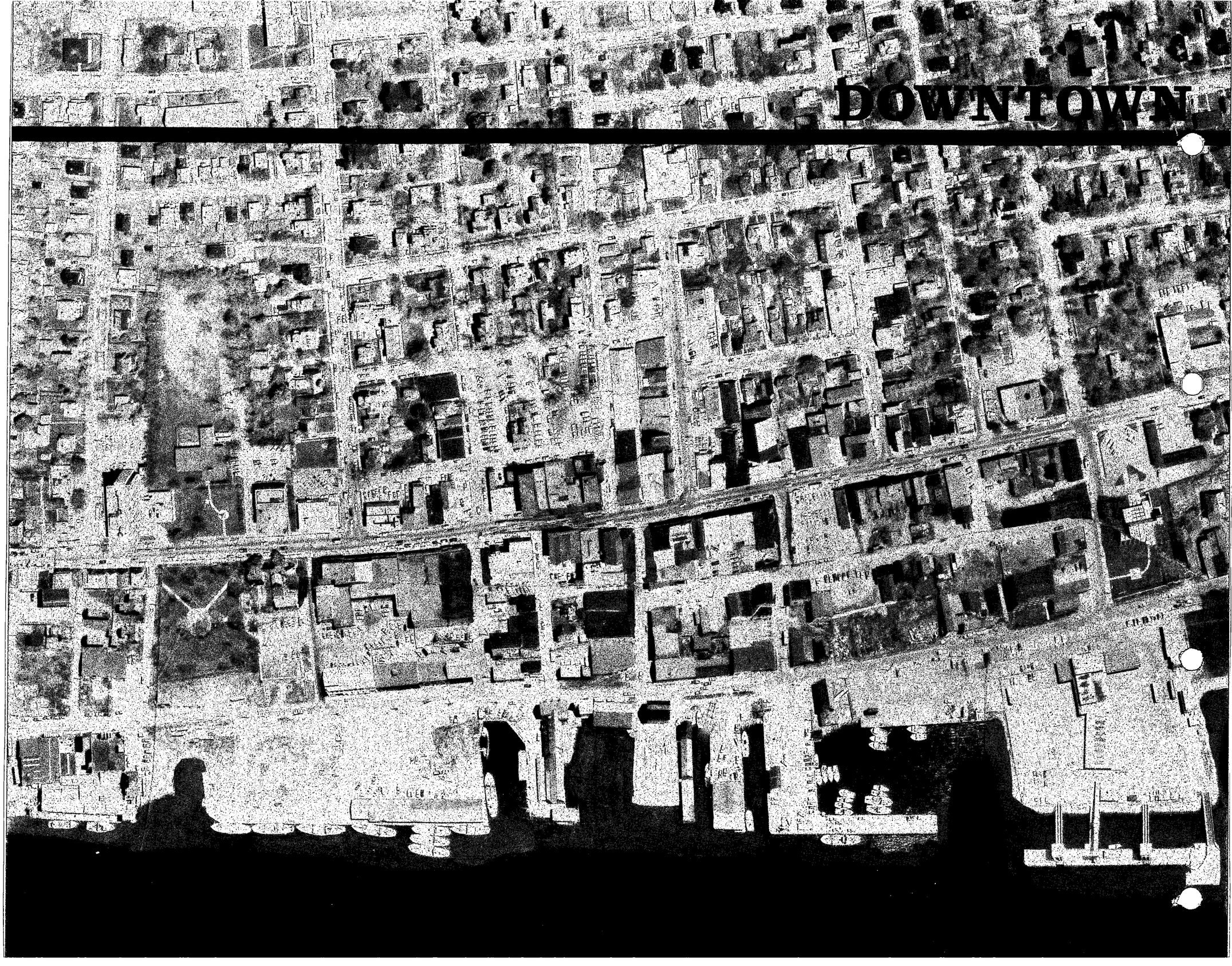


DOWNTOWN EXISTING

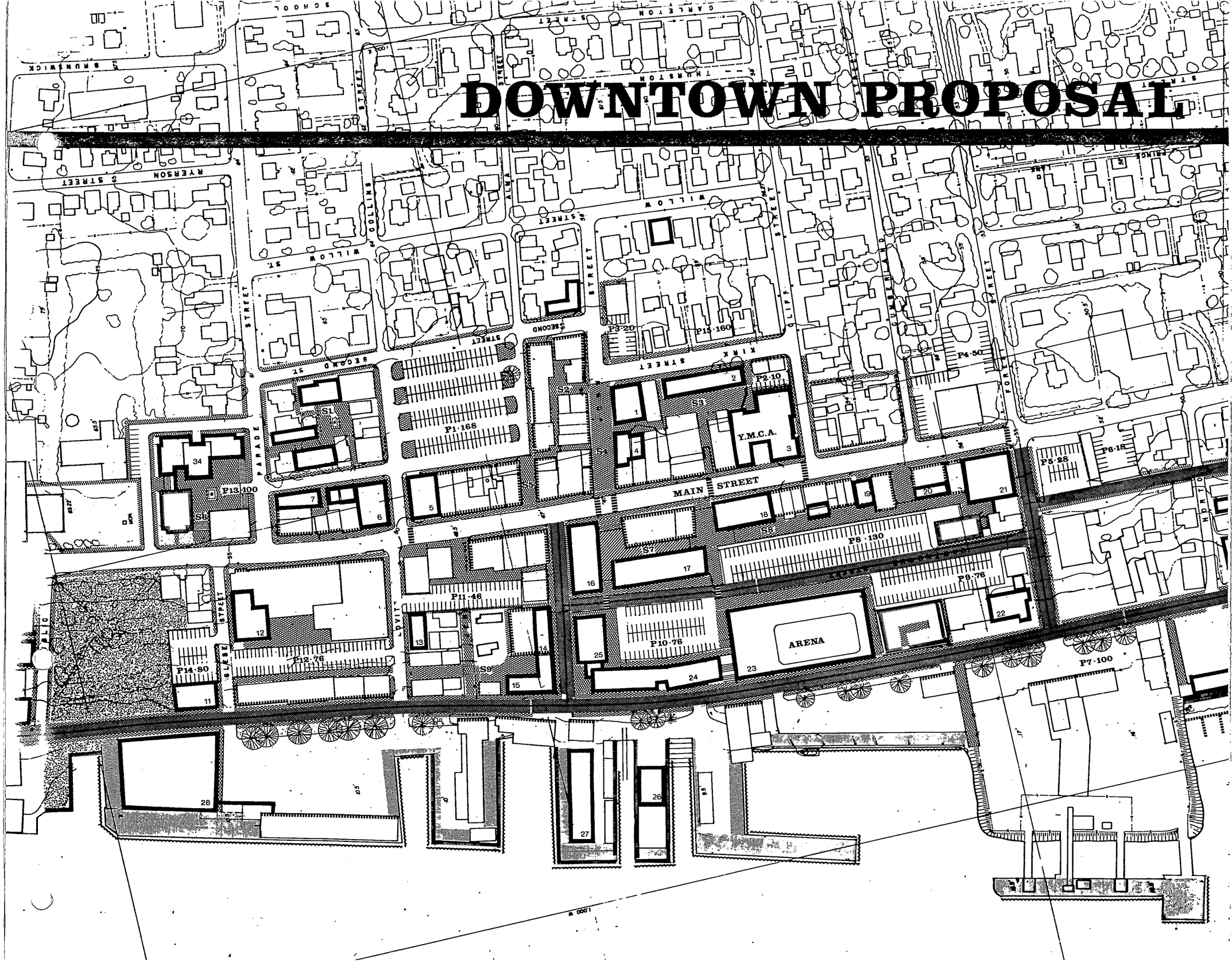
DOWNTOWN EXISTING ZONING



DOWNTOWN

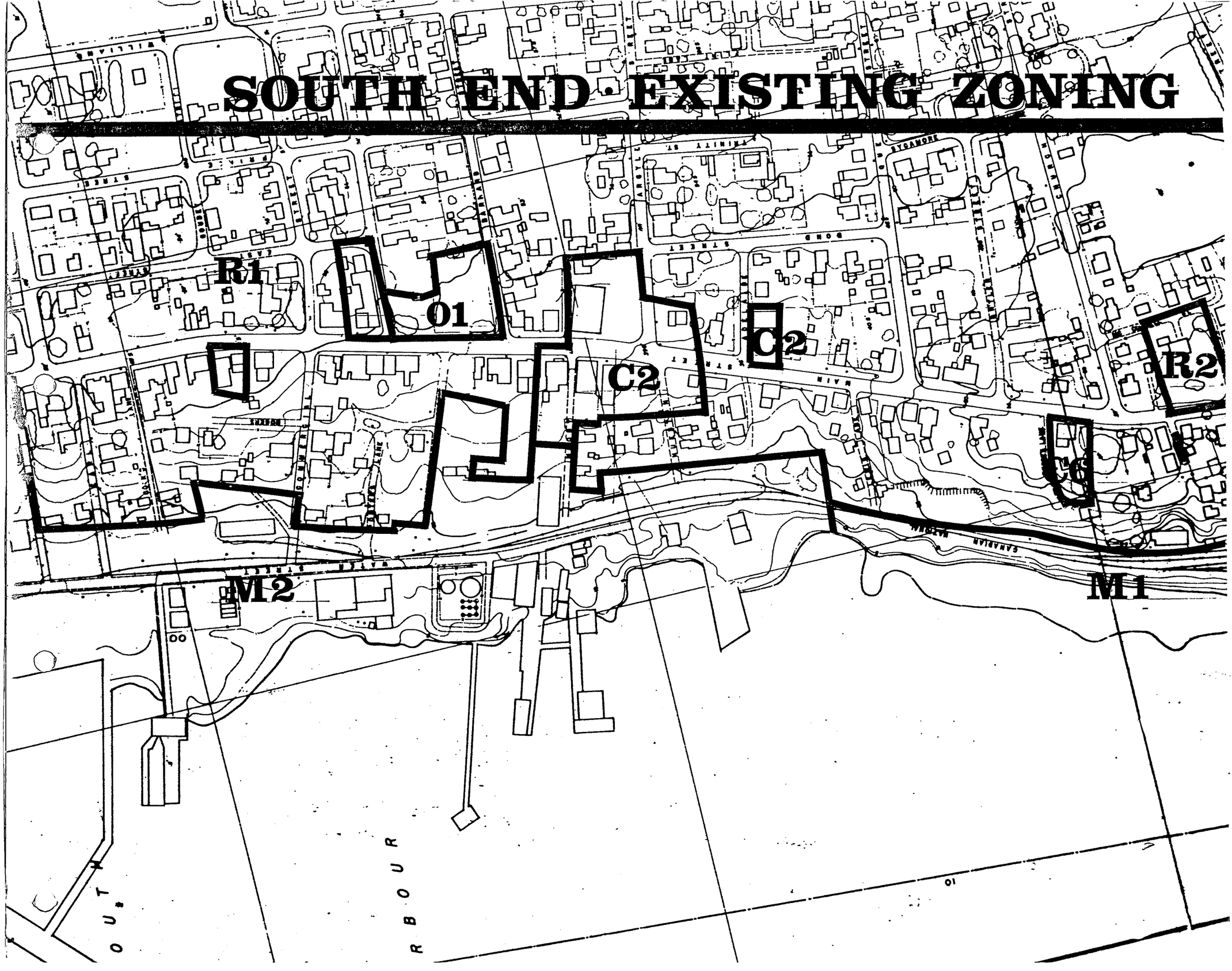


DOWNTOWN PROPOSAL



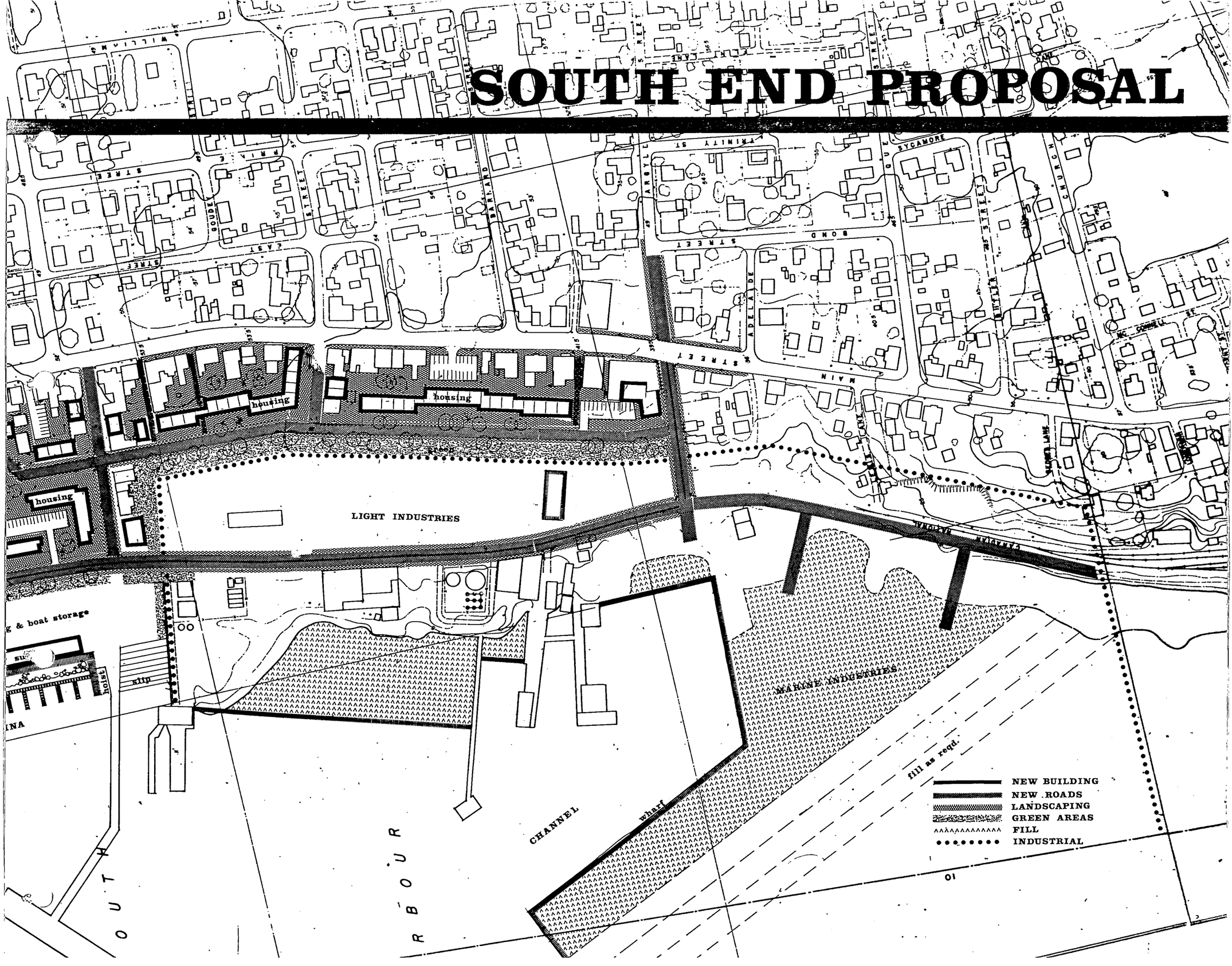
SOUTH END EXISTING

SOUTH END EXISTING ZONING



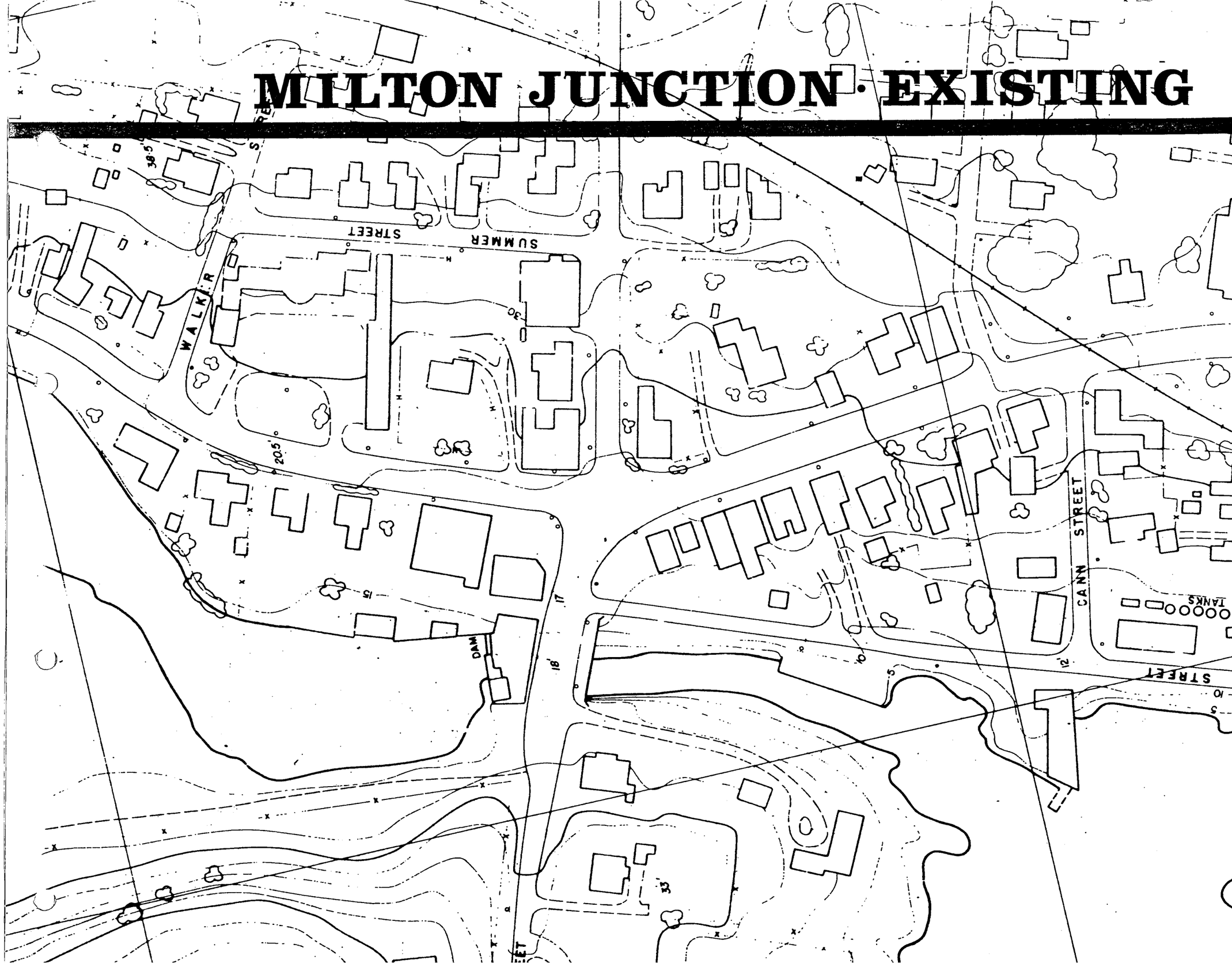
SOUTH END

SOUTH END PROPOSAL



DETAIL PROPOSAL

MILTON JUNCTION · EXISTING



c) NEW BUILDINGS

(29&30) These two new buildings along Water Street are on presently vacant land. New buildings will increase the commercial services offered in the area and along Water Street.

(31) A new building sited in this area would enhance the area by completing the new square's streetscape.

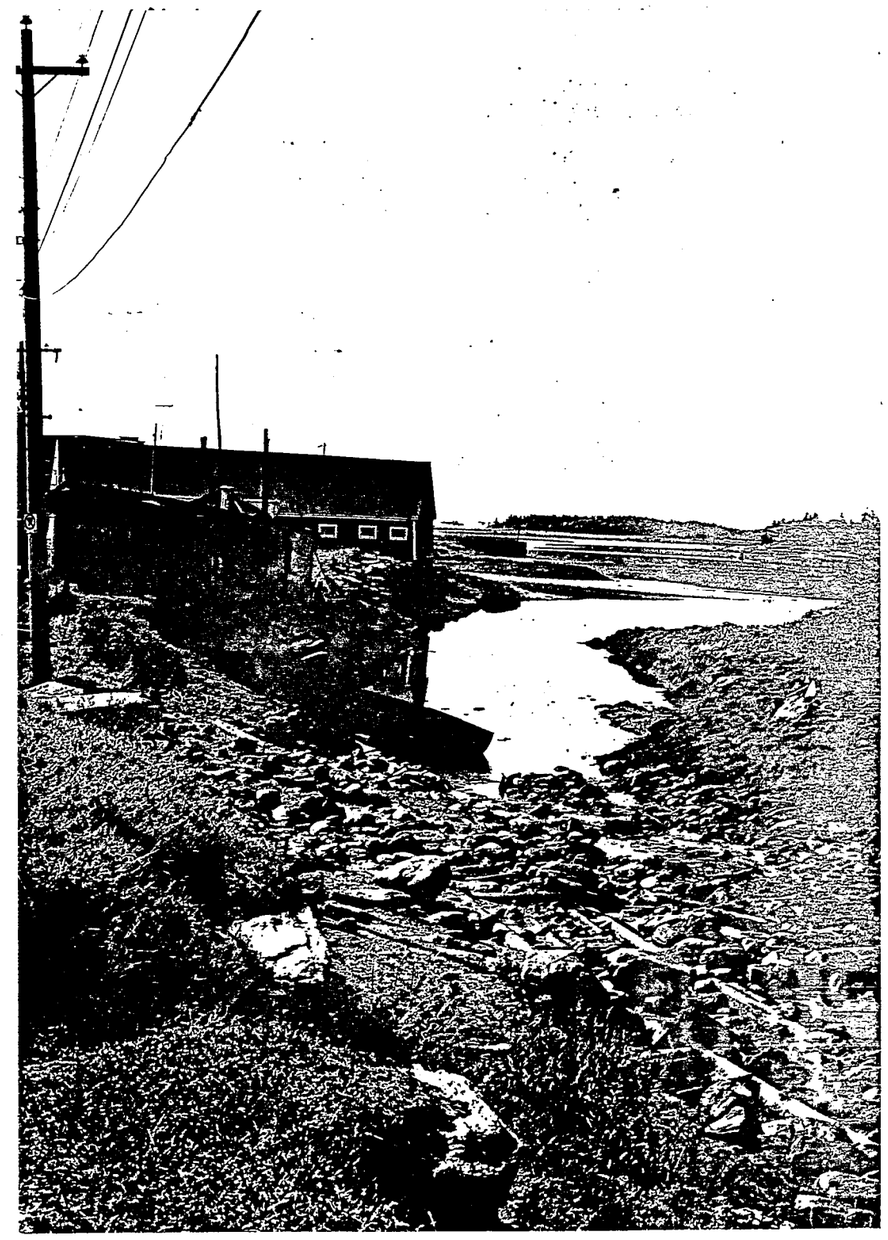
(32) Working in conjunction with (31) and the renovated dairy building these buildings could share parking facilities with their neighbours.

(33) On the east side there are two interesting buildings which, with the re-routing of Chestnut Street, can be connected with a new compatible building which will provide an attractive streetscape as a backdrop to a landscaped area with the old horse trough as a centrepiece.

d) PEDESTRIAN SPACES

The historic horse trough now dangerously crowded into the intersection and with traffic signs at its base should be slightly moved to a spot more focal in the new junction. This would allow townspeople more contact with the statue and would increase their appreciation of the horse's workmanship, scale and beauty.

The new approaches to Water Street will be a much travelled roadway and, to enhance this whole entry point, it is suggested that a small park be created along the banks of the river with the beginnings of a waterside walkway which will extend as far as the new housing development on Fifth Street. This walkway will serve as a very valuable asset to the community and will help to bring the contact with the water closer to the public.



MILTON

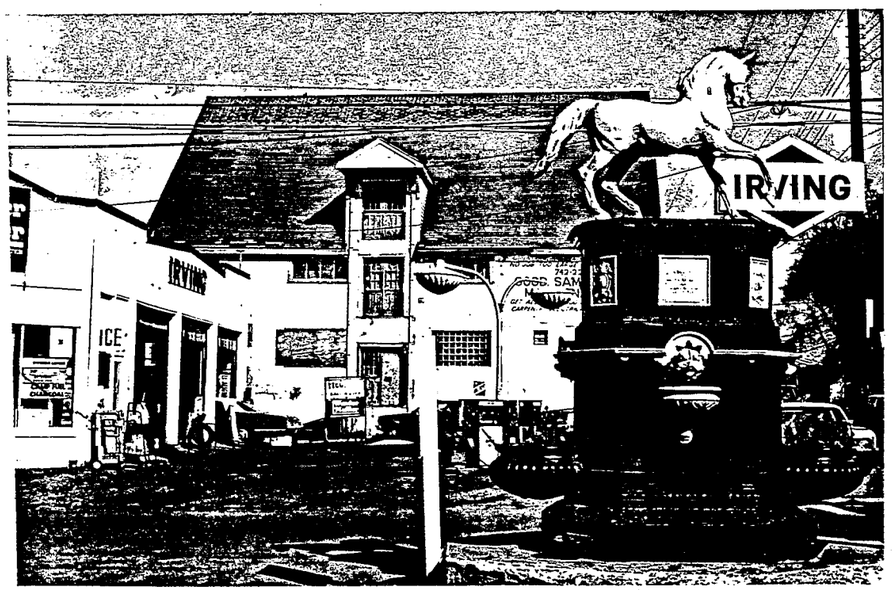
In order to revitalize this area it is of primary importance that there be a realignment of the traffic pattern. Presently, the principal aspect of the area is the interchange between the five roads that converge in a most random way around the very fine sculptured centerpiece. This is one of the major points of entry and egress from the downtown and thus presents an excellant opportunity to transform the space into an efficient and pleasant introduction to Yarmouth.

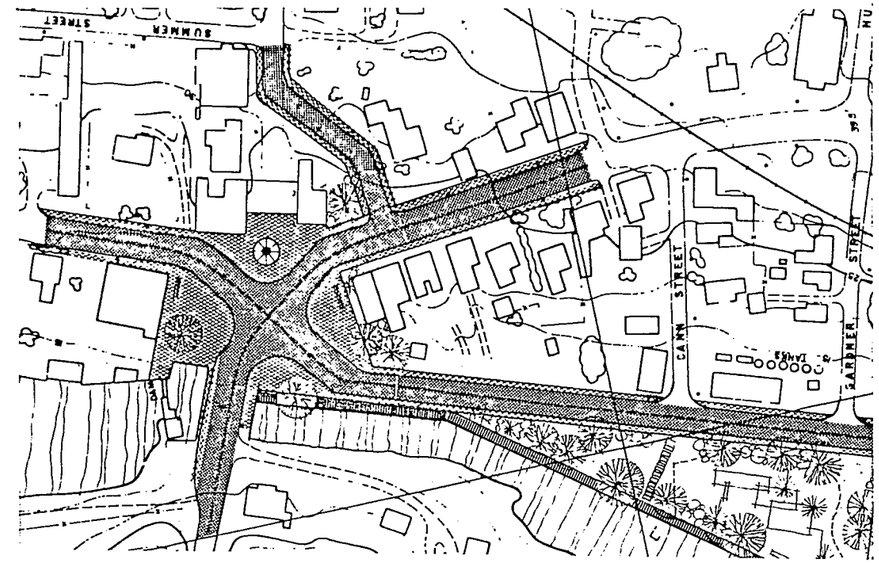
The following factors will beve to be combined to create a successful community and commercial environment.

a) Existing buildings
b) Under-utilized land and buildings
c) New buildings
d) Pedestrian spaces

a) EXISTING BUILDINGS

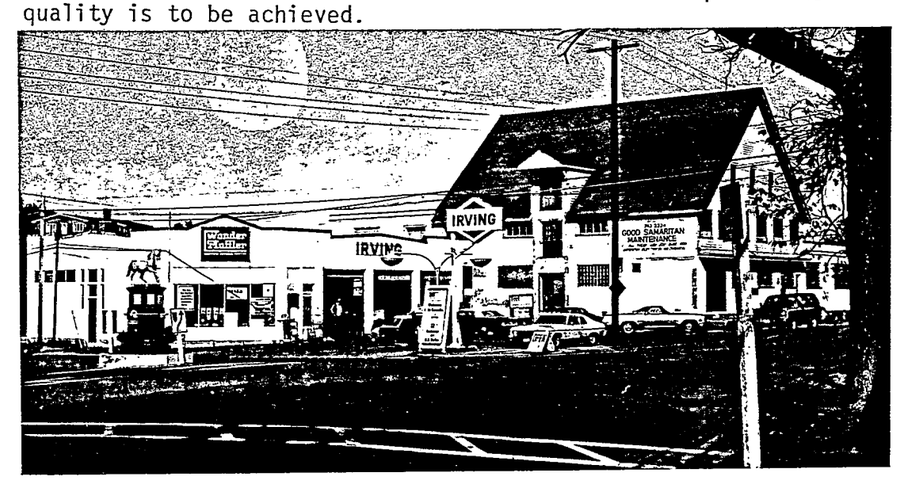
Presently, the traffic pattern and congestion through this area have made pedestrian access difficult. But with realignment of the intersection and the creation of more pedestrian space, the buildings will regain their original importance as a neighbourhood commercial centre. Although many of the buildings in this area are well used and in relatively good condition, and some merit architectural interest, nearly all could use an exterior face lift. A coordinated community effort will result in a cohesive square and an attractive entry to Yarmouth.





The proposed realignment of the roads will necessitate the relocation of the existing service station but this will expose the old dairy building and the dam, and with renovation and landscaping this part of the square will be very pleasant.

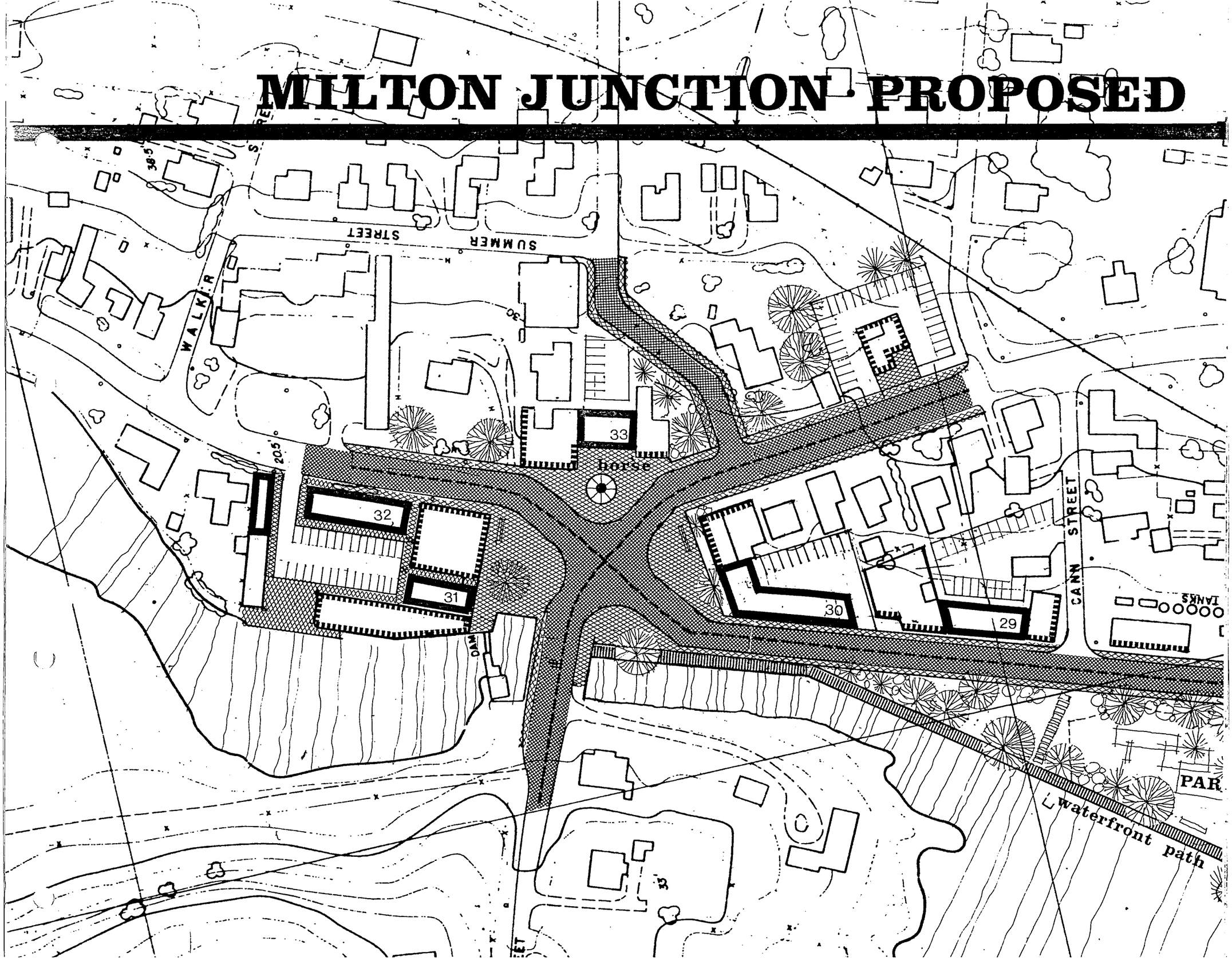
In order to enhance this entry point and to increase traffic visibility, and safety, two small buildings between Water Street and Main Street must also be razed. A park-like quality is to be achieved.



b) UNDER-UTILIZED LAND AND BUILDINGS

In order to increase the commercial square footage of the area, it is desirable to build on vacant or regained land and to revitalize vacant and under-used buildings. All efforts should be made to find a suitable use for the prominent dairy building. Land freed from traffic use due to the new road alignment should also be built upon.

MILTON JUNCTION PROPOSED



A. EXISTING

CHESTER
KING STREET
FIRTH
FLATTS
STORE
SOUTH STREET
PUBLIC
NATIONAL
CANADIAN
MON
65.22
62.5
63
67
65
50
45
40
35
30
25
20
21
21.5

MAIN STREET - CENTRETOWN

A residential revitalization of this area is important to meet Yarmouth present and future needs. The following factors must be considered.

a) Existing buildings
b) Under-utilized land and buildings
c) New buildings
d) Pedestrian spaces

a) EXISTING BUILDINGS

This area, being mostly residential in use, has a wide spectrum of building condition and maintenance. The majority of houses, however, are in very good shape and need little or no upgrading. Care must be taken to maintain the historic houses, such as the Captain Brown house.

(8) The proposed relocation of the jail opens up many possibilities for this impressive brick building to be re-used for commercial or institutional purposes. If more square footage is necessary, any new addition should be designed to enhance the historic buildings appearance.

b) UNDER-UTILIZED LAND AND BUILDINGS

Much of the land between Main and Water Streets in this area is presently vacant and/or under-used. It is this land that is of prime importance in the redevelopment. With its siting being so close to the Town's commercial core this land must be developed to serve Yarmouth's housing needs.

c) NEW BUILDINGS

(9) Through the retention of existing buildings in good condition, by replacing buildings poorly maintained and by construction new buildings on vacant land, a new residential community in Centre Town would be created.

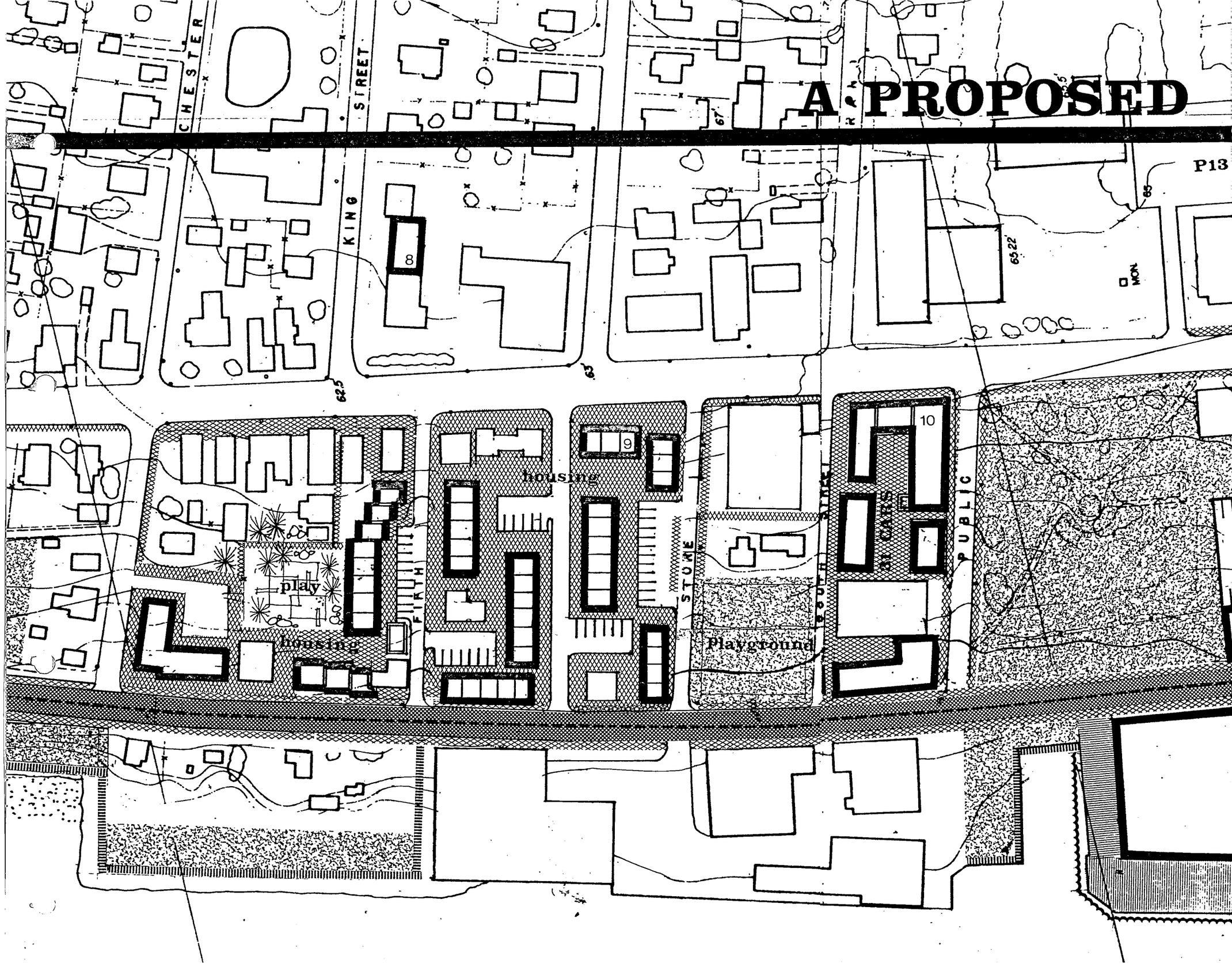
As Yarmouth's need for housing is paramount, a mixed community of family and senior citizen housing is desirable. The site's proximity to shopping facilities is important. The design of the housing units and the site should take into account the natrual steep slope of the land.

(10) This land parcel could be developed into a multi-use complex. Using the steep contours of the site, the buildings could take advantage of the harbour view. Retail space at ground level would serve the neighbouting community and act as a natural extension to the downtown core.

d) PEDESTRIAN SPACES

The site's topography leads to a variety of pedestrian uses. Terraced gardens to serve the senior citizen community and playground areas for children can be sited within the renewed housing community. The development will contain enough parking facilities within it to be self-sufficient.

A PROPOSED


P13
CHESTER
KING
STREET
8
9
10
housing
play
housing
FIFTH
STUNE
SOUTH
STREET
Playground
PUBLIC
67
65
65.22
62.5
63
MON.

DOWNTOWN WATERFRONT

This section of the waterfront relates closest to the retail and general business core of the town and is absolutely vital to all the objectives contained in this development plan.

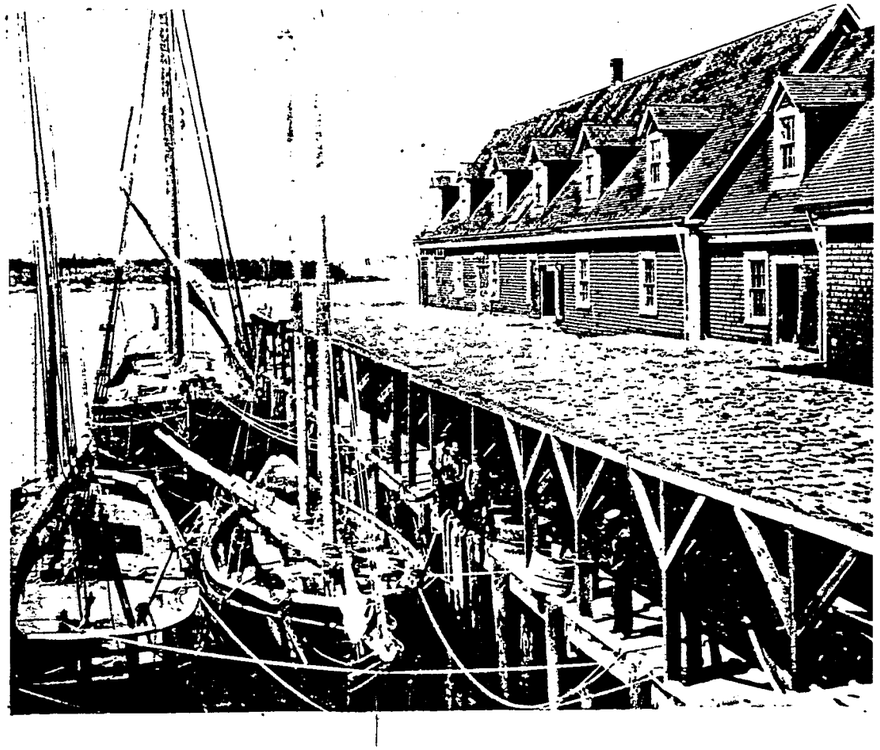
The physical needs, however, of a marine orientated waterfront on one side, and the desirability of a retail contact with the water on the other, are somewhat in conflict and a balance must be arrived at which will serve the best interests of both.

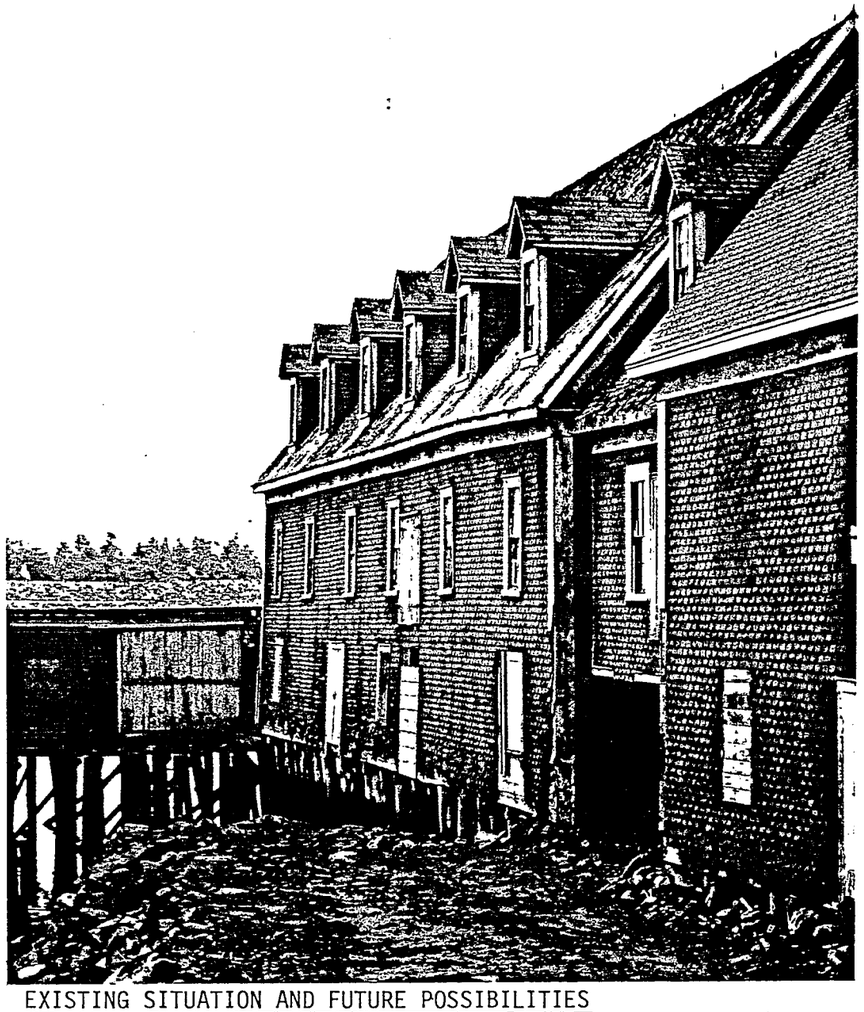
The criteria for the future for this section of the waterfront should be based upon the following principles.

(1) The protection and enhancement of the waterfront activities is mandatory.

(2) No encroachment of non-marine activities should be made in this area unless better wharfage and land facilities have previously been provided, e.g.; the proposed industrial marine park, in the south end.

(3) The future development of downtown or tourist facilities on the waterfront should be dependant on sections (1) and (2), and should be restricted to water related functions such as an aquarium or sea-food restaurants.





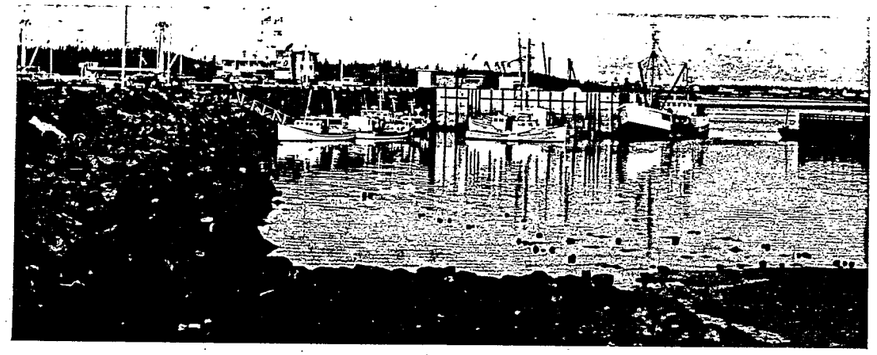
EXISTING SITUATION AND FUTURE POSSIBILITIES

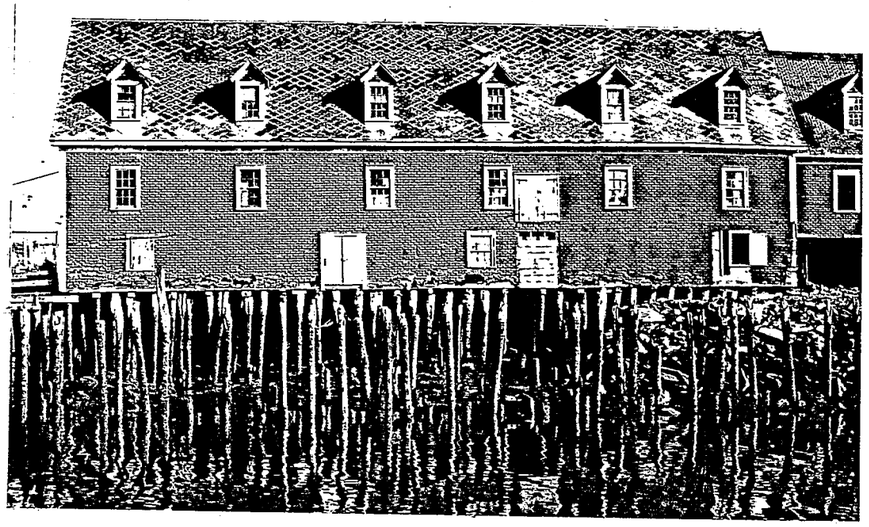
(a) Wharfs
(b) Slipways
(c) Buildings & Land
(d) New and Restored Buildings

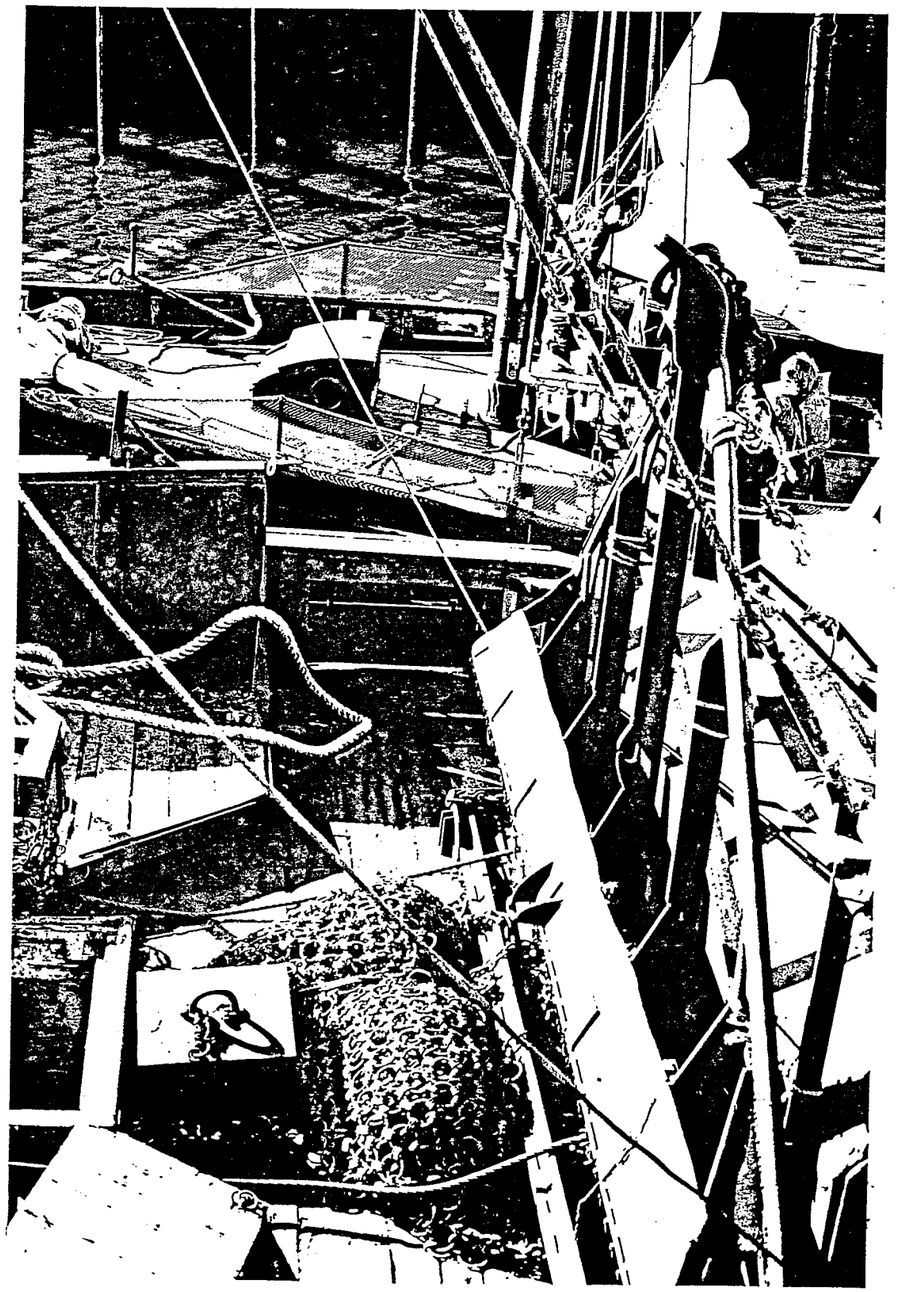
a) WHARFS

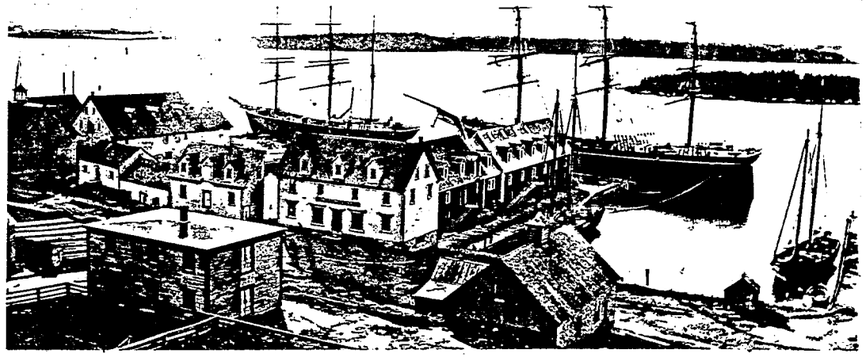
No detailed engineering survey has been possible within the terms of reference of this development plan but a visual study of the wharf frontage can be catagorised as follows:

Very good condition	2,100 ft.
Good condition	1,100 ft.
Poor to derelict condition . . .	2,400 ft.
Rip-wrap frontage	600 ft.
TOTAL	6,200 ft.







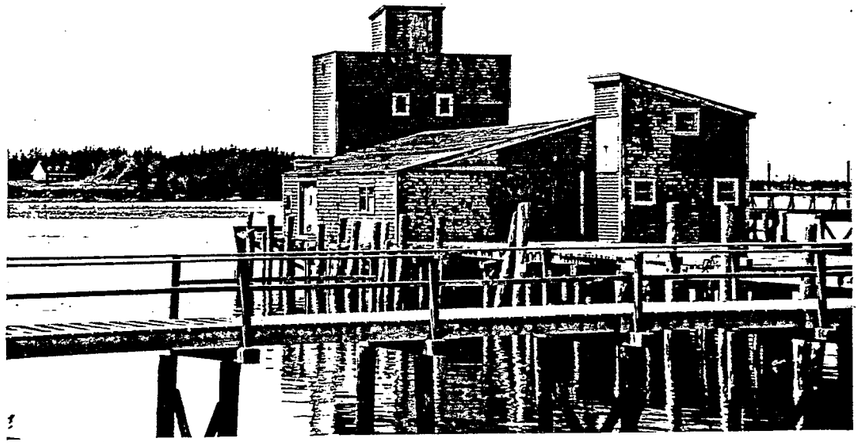


From these figures it can be seen that over half the linear footage of the waterfront is presently ill-suited for normal marine uses and only three possible courses are available to avoid complete decay of these sections.

(1) Repair of all wharf and buildings to an acceptable standard.

(2) Selective repair of some wharfs and the removal of the remainder with new facing parallel to Water Street.

(3) Elimination of derelict wharfs, and the upgrading of the resulting configuration.



As the traditional character of the waterfront strongly emphasises the finger pier form with buildings on top, it is highly desirable to retain this format particularly where some of the few remaining buildings are at stake. The economics involved are formidable but every move away from the ambitions stated in number (1) will have a detrimintal effect not only to the waterfront but to the town of Yarmouth in general.

b) SLIPWAYS

The present slipways are little more than rough beaches housing derelict vessels, and there is an obvious need for the construction of proper ramps, particularly as they relate to the needs of the boat building and repair business which is a valuable asset to the waterfront.

CLAUDE L. SANDERSON
PUBLIC
CLARK STREET
P14·80
P12·76
P9·76
P7·100
P5·25
P3·20
P1
28·190
10
11
12
15
16
20
21
22
24
26
27
28

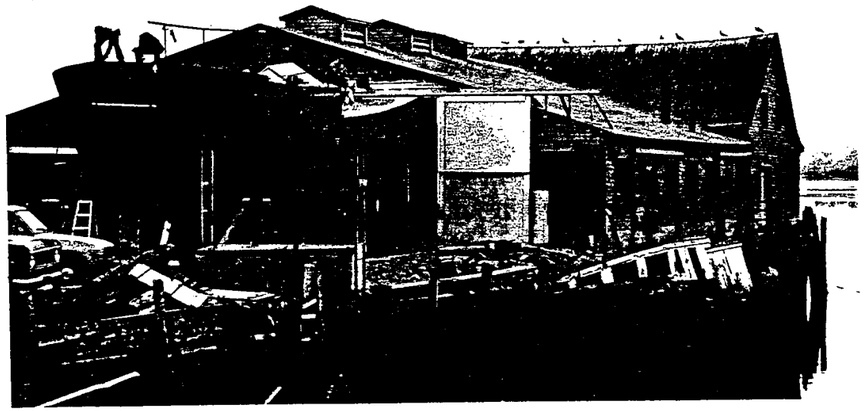
c) BUILDINGS & LAND

The existing inventory of buildings varies considerably in quality and use and, of the traditional structures, many are in danger due to the decay of the pile constuction. The relatively new ferry terminal building is totally out of character with the waterfront and no attempt was made in its design to harmonise with its surroundings.

The ratio of buildings to land in this area is poor and out of a total land area of approximately 680,000 sq. ft. only 95,000 sq. ft. is used for buildings. This can partly be accounted for by the need of vehicular traffic but in most cases the excess of vacant land has been caused by demolition and the filling between of old wharfs.

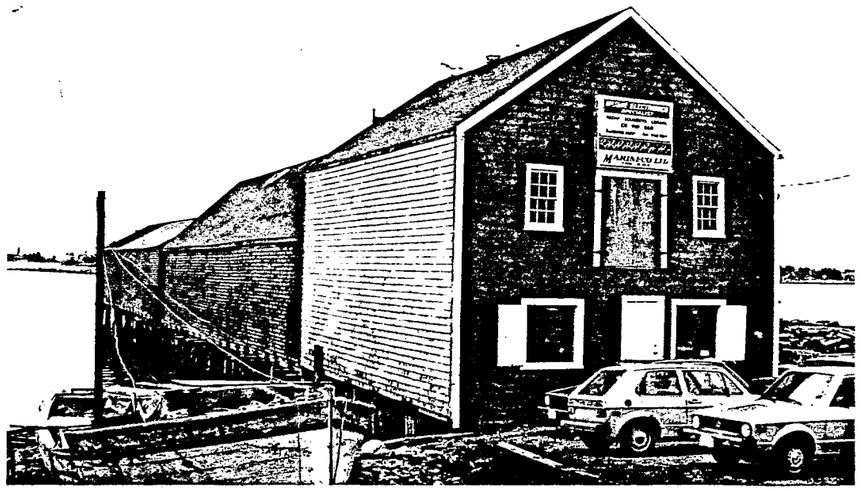
d) NEW AND RESTORED BUILDINGS

The new buildings shown on the development plan have emminated from expressions of interest in expanding and constructing new premises.



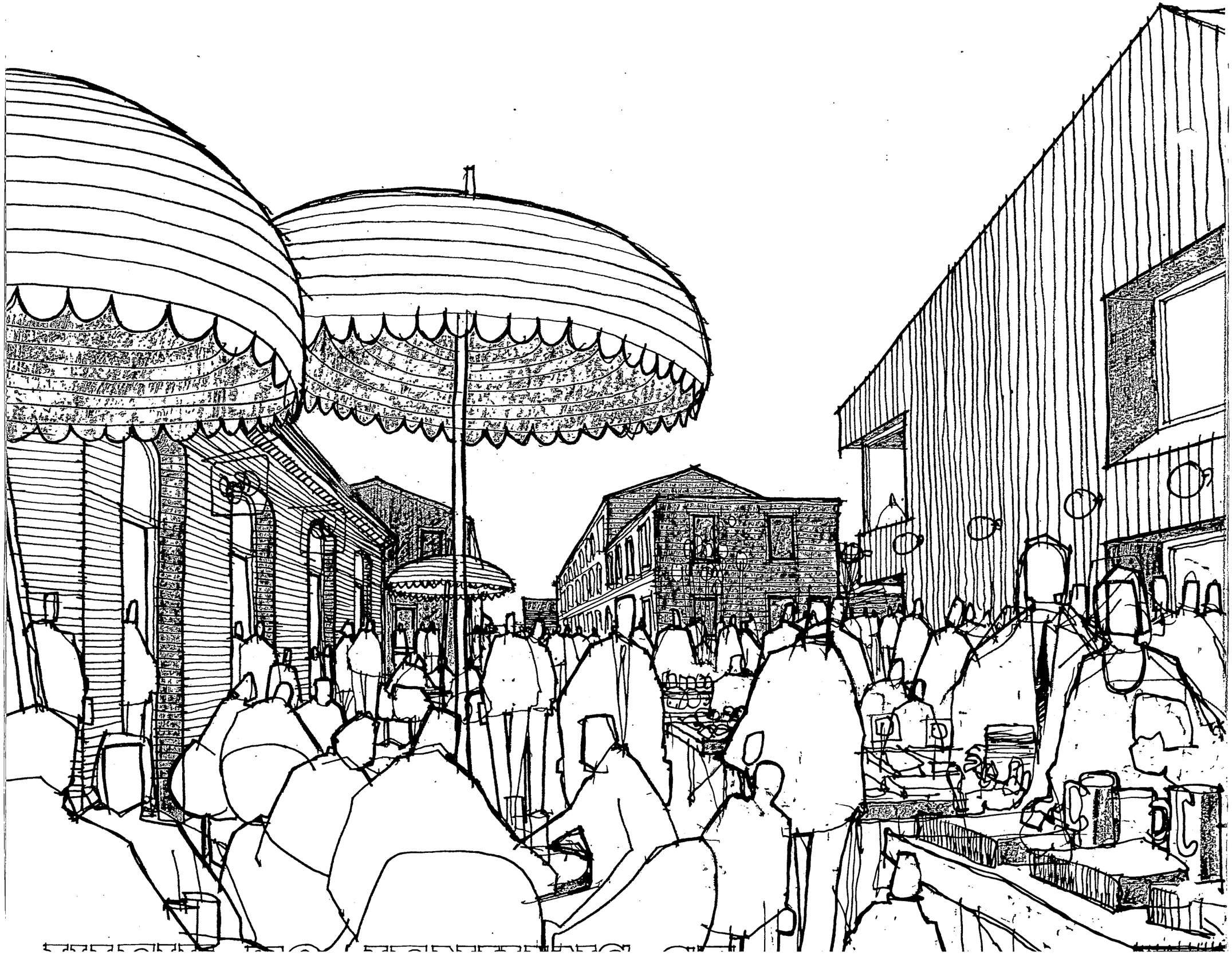
(26) The present boat building business is constructing steel vessels of 45'0", and propose to expand the shed to accomodate the construction of boats up to 60'0" at the same time. In conjunction with the expansion, major improvements are required to the existing wharf and to the slipway ramps on both sides.

(27) This location had been suggested as a possible site for a fish plant and, should this come to pass, it will not only improve the business inventory of the waterfront but will necessitate a new wharf structure and hopefully the retention of the existing buildings.



(28) A fish processing plant has been suggested on this vacant site to consolidate the operations of the company which are presently located at opposite ends of the waterfront.

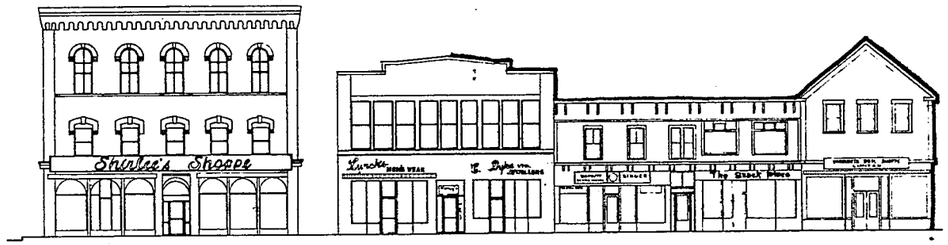
B EXISTING
PARADE
STREET
FIRST
MAIN
STREET
GLEBE
STREET
LOVITT
JENKINS
CENTRAL
WATER
STREET
MON.
65.5'
65.22
65
60
55
50
48.5'
47
47'
40
35
30
25
15
11'
10.5'
10.5'
10'
10'
9'

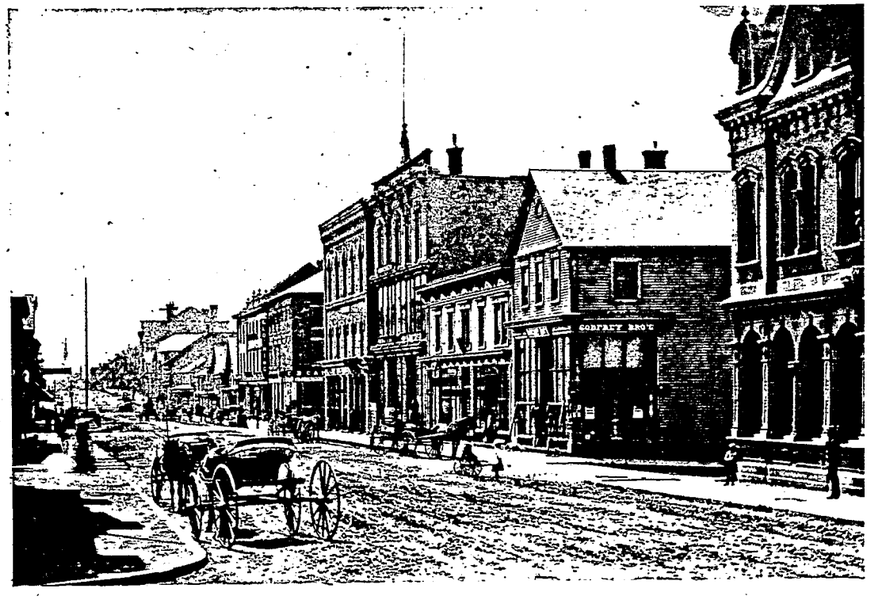


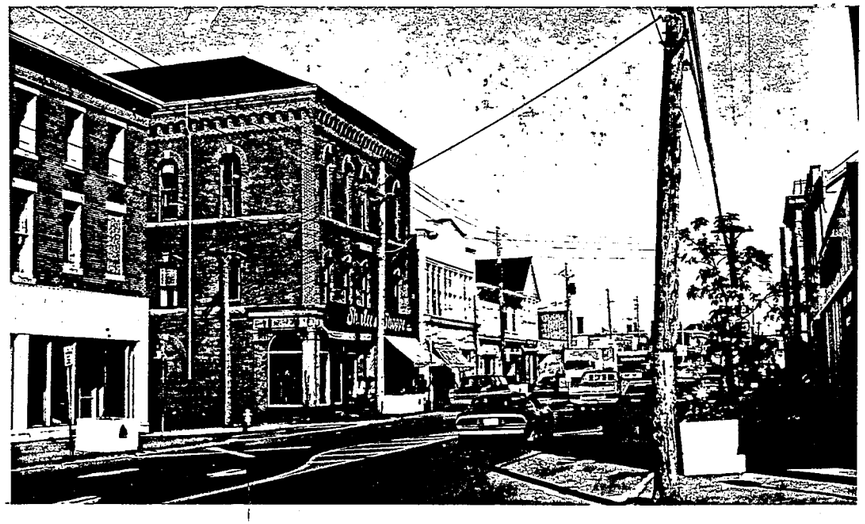
MAIN STREET WEST SIDE

The proposed revitalisation of this section of the downtown will draw from the following factors:

a) Existing buildings
b) Underutilised land and buildings
c) New buildings
d) Pedestrian spaces







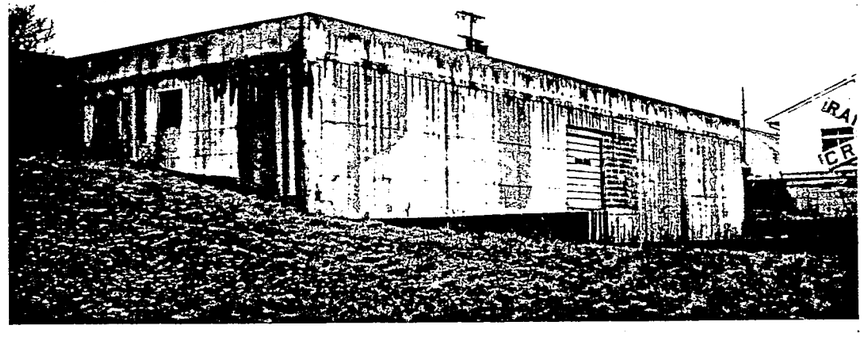
a) EXISTING BUILDINGS

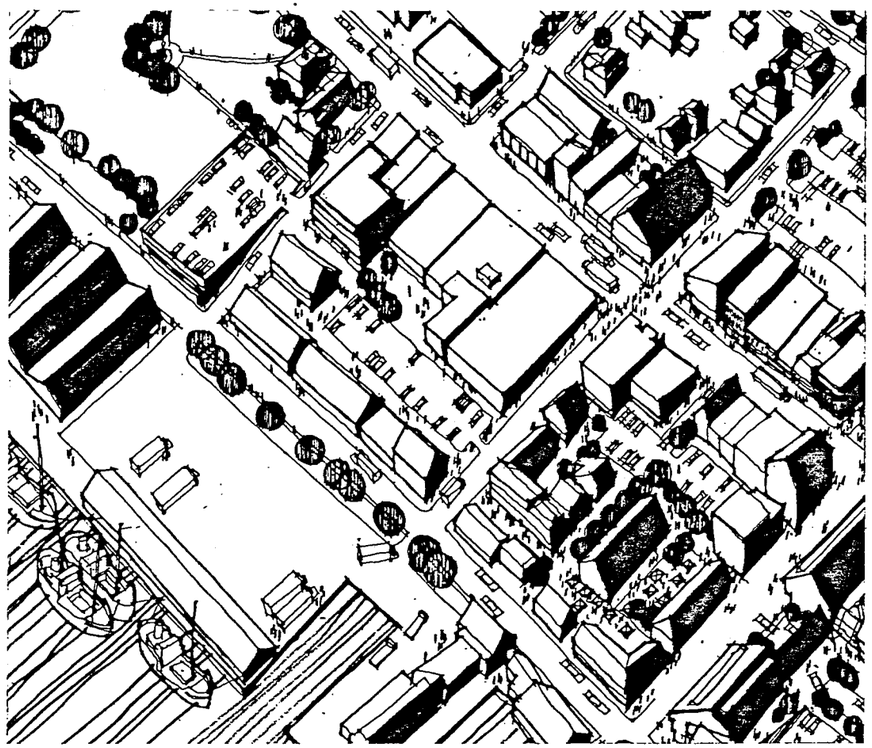
Many of the buildings in this area are fine examples of traditional waterfront structures and are in a reasonable state of repair. On the Water Street section the buildings are currently rully used, but mould any relocation of the present businesses occur every effort should be made to find an alternative use to safeguard their preservation. A possible future use may evolve from a craft training and production centre which would lend itself to the character of these buildings.

On Main Street the buildings are currently being well used for retail, office and banking purposes. The facades in many cases, however, are unsymathetic to the character of the street but straight-forward design features can be applied to rectify this problem.

b) UNDERUTILISED LANDS AND BUILDINGS

This area is substantially well developed but a few isolated pieces of land could be considered for new construction. The old coal shed on the corner of Water Street and Central Street, and the vacant land adjoining the car park on Glebe Street, are the two principle opportunities to improve the area.





c) NEW BUILDINGS

(11) The existing parking lot should be extended and the structure beneath can be used for town or commercial purposes.

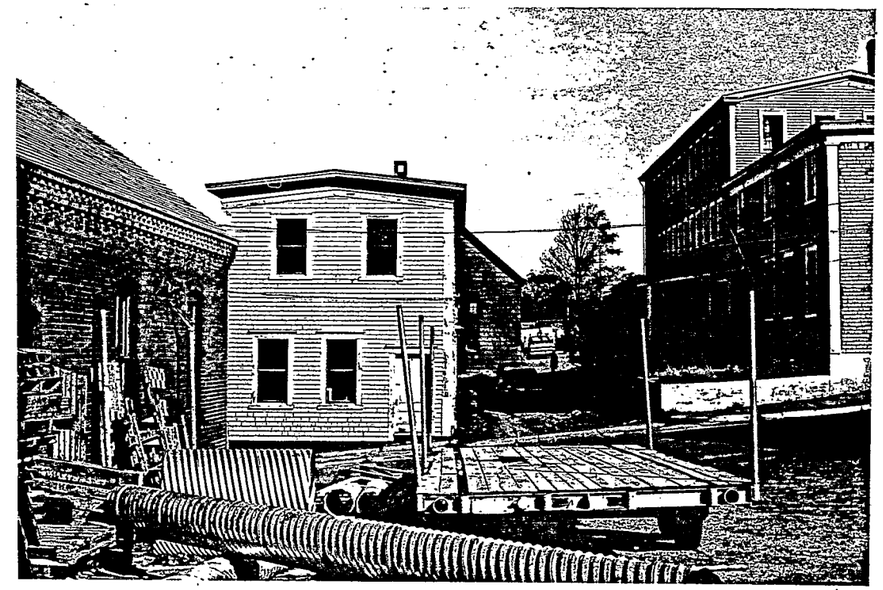
(12) A mere cohesive streetscape could be achieved by iether a thorough renovation of the existing buildings or by construction of new facilities more suited to present uses.

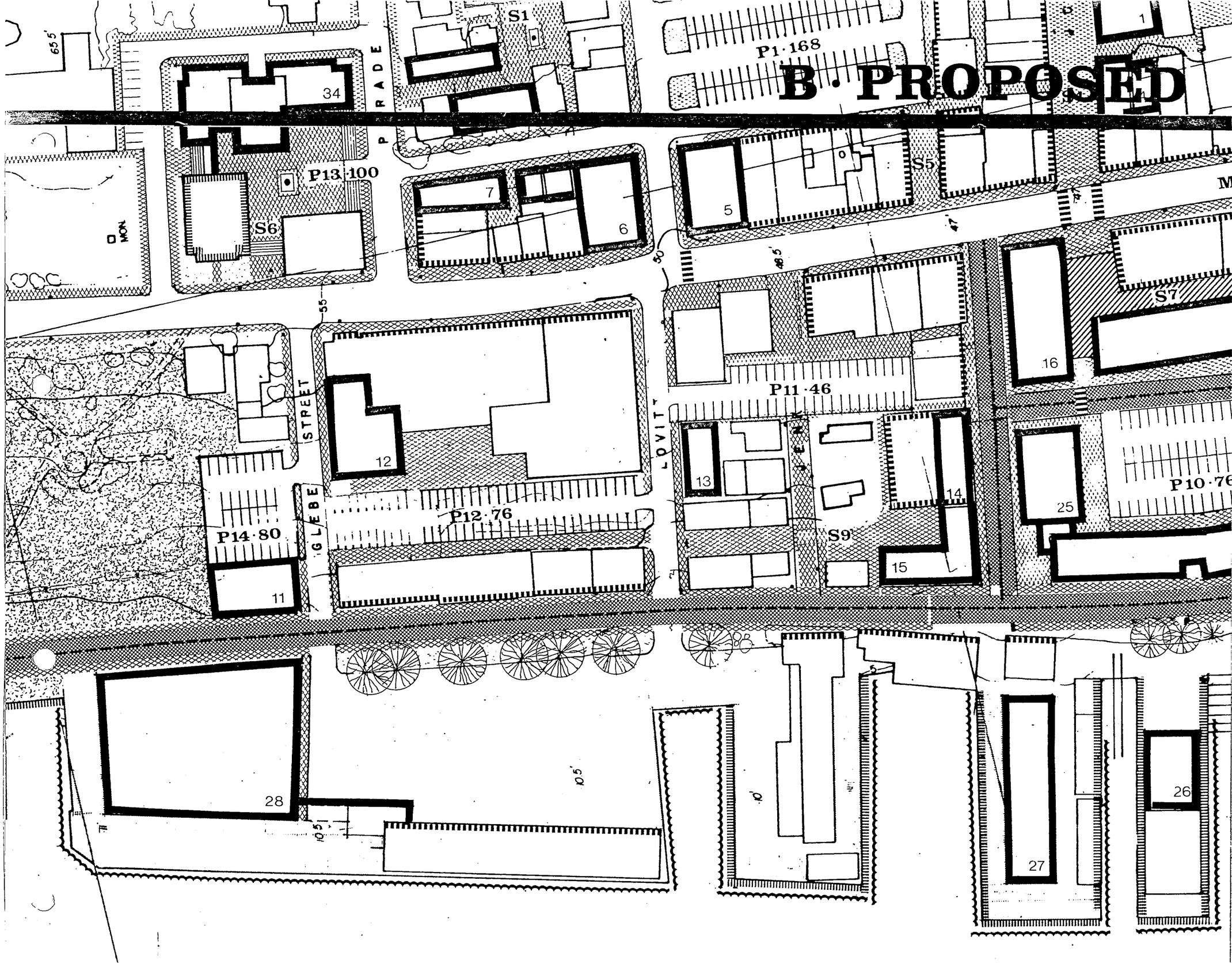
(13) By replacing smaller non-compatible buildings with a larger commercial building a better building/site ratio could be attained on this prime downtown site.

(14) & (15) This section of Central Street and Water Street will assume considerable importance as a part of the overall development and its location provides a flexibility of use, either, to the waterfront, or, to the main business district. The existing stone-faced building can be retained without impeding the construction of one or two levels of new space above and tied in, if required, to a three-level structure on Water Street.

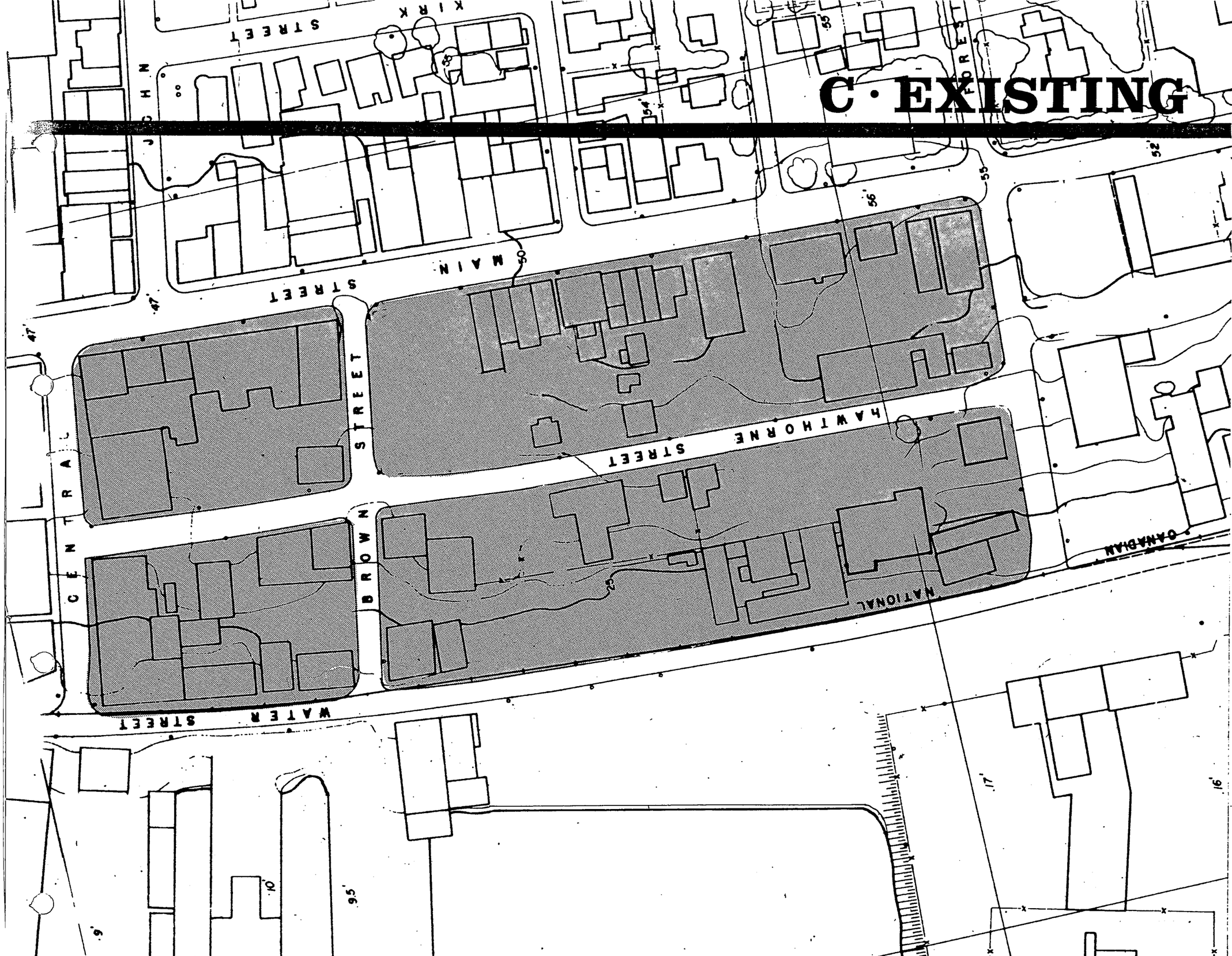
d) PEDESTRIAN SPACES

(S9) While the existing industries flourish on the street, This area should remain as it is. However with any new use or redevelopment, the Jenkins Street area should be revitalized into a series of small pedestrian squares. These could be utilized during the summer season as market squares with craft displays, street cafes, produce stand, and workshop areas.




B PROPOSED
S1
P1·168
34
P13·100
S6
7
6
5
S5
S7
16
P11·46
12
13
14
25
P10·76
P12·76
P14·80
S9
15
11
28
26
27
STREET
GLEBE
PARADE
MON

C · EXISTING


JOHN
KIRK
STREET
FOREST
MAIN
STREET
CENTRAL
STREET
BROWN
HAWTHORNE
STREET
NATIONAL
CANADIAN
WATER
STREET
47'
54'
55'
56'
52'
50'
10'
9.5'
9'
17'
16'

MAIN STREET WEST SIDE

The proposed revitalisation of this area will combine the following factors to achieve a successful enviornment for the downtown.

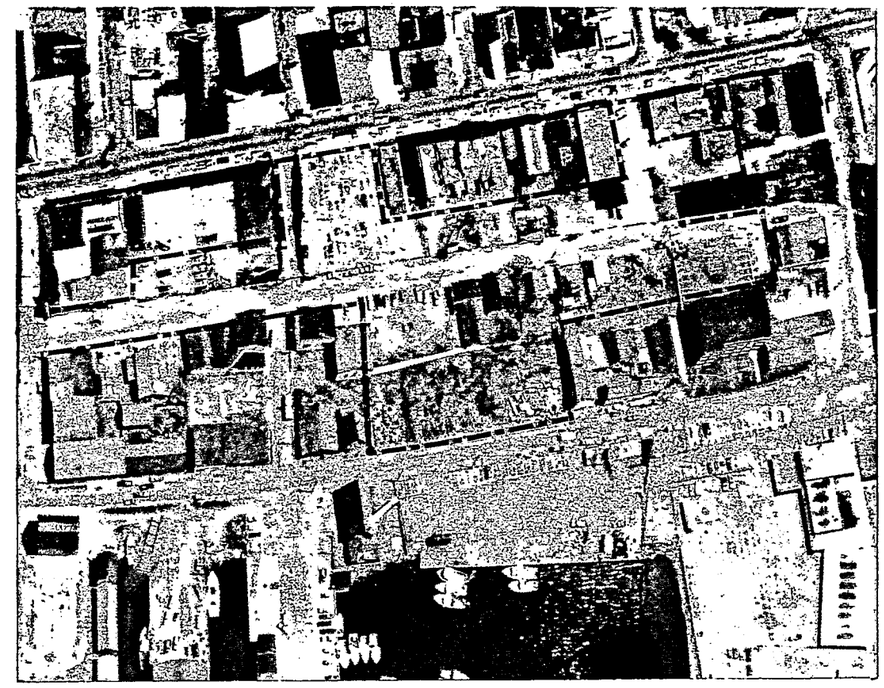
a) Existing buildings
b) Underutilised land & buildings
c) New buildings
d) Pedestrian spaces

a) EXISTING BUILDINGS

The buildings along Main Street have many examples of interesting architectural quality, but in several cases more recent one-storey buildings have interrupted the scale of the streetscape.

The lands behind, leading down to Water Street have, with the exception of the Old Barn, no buildings of any historical merit.

On Water Street, the buildings of Amos Brannon, are extremely interesting examples of traditional waterfront structures and every effort should be made to preserve them.



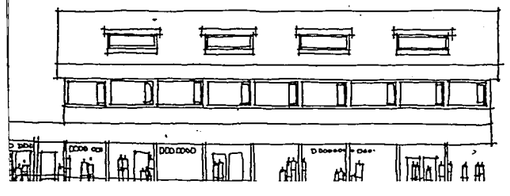
b) UNDERUTILISED LAND & BUILDINGS

On Main Street there are several one-storey buildings which do not take full advantage of the possibilities of their location. The success of the downtown will rely upon increasing the stock of high-quality, usable space and the owners of these buildings may be encouraged to examine the opportunities to expand, or rebuild, their properties.

The parking lot on Main Street presently serves a useful purpose but, in the overall objective to unify the retail component of the cove area, the existing location acts as a wedge between two blocks.

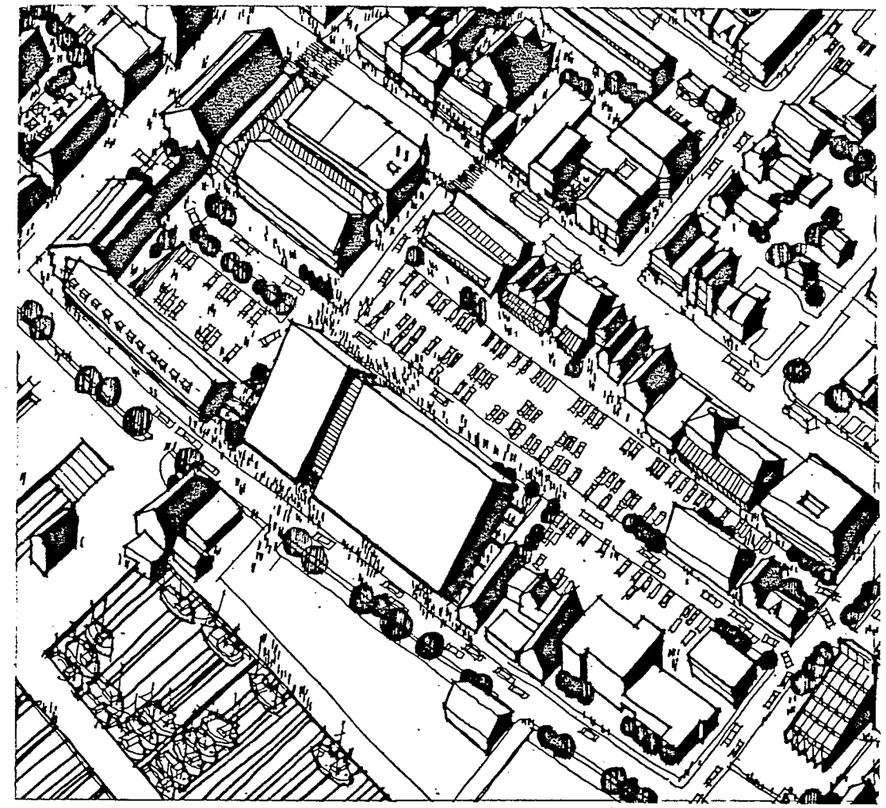
The space between Main Street and Water Street is presently very badly utilised in random parking areas and occasional buildings. This is an extensive area of land and should be consolidated into one workable property which can then be used for parking and community orientated projects such as the multi-purpose area.

BROWN & MAIN ST.



c) NEW BUILDINGS

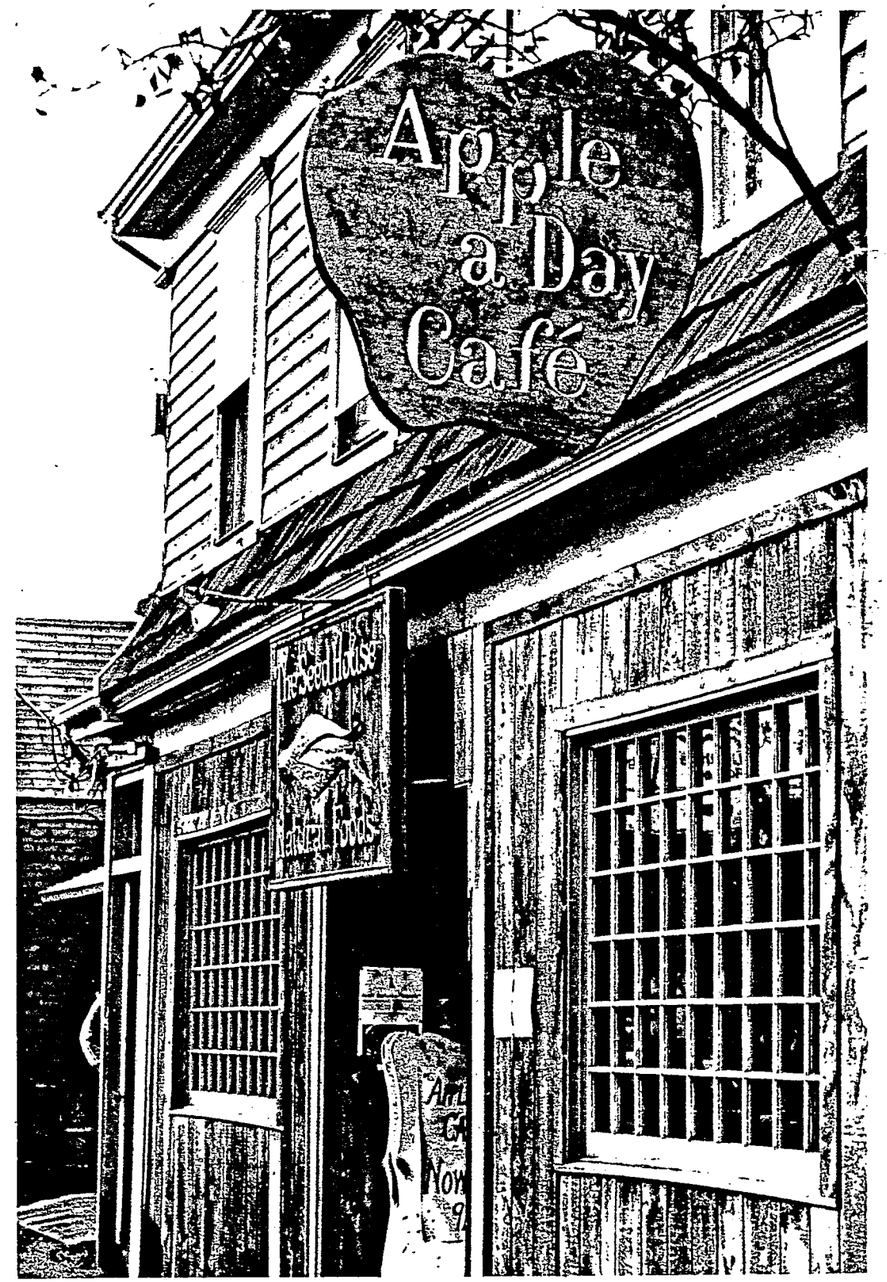
The emphasis placed on the construction of new buildings, wherever possible, is to bring about a major increade in high-quality space in the downtown area. These buildings will act together, in conjunction with the existing retained buildings, in a manner which will allow an efficient shopping flow round the assembled blocks. Covered walkways can unify the entire area and, with parking concentrated in the centre, the project should prove to be highly attractive to both tenants and users.

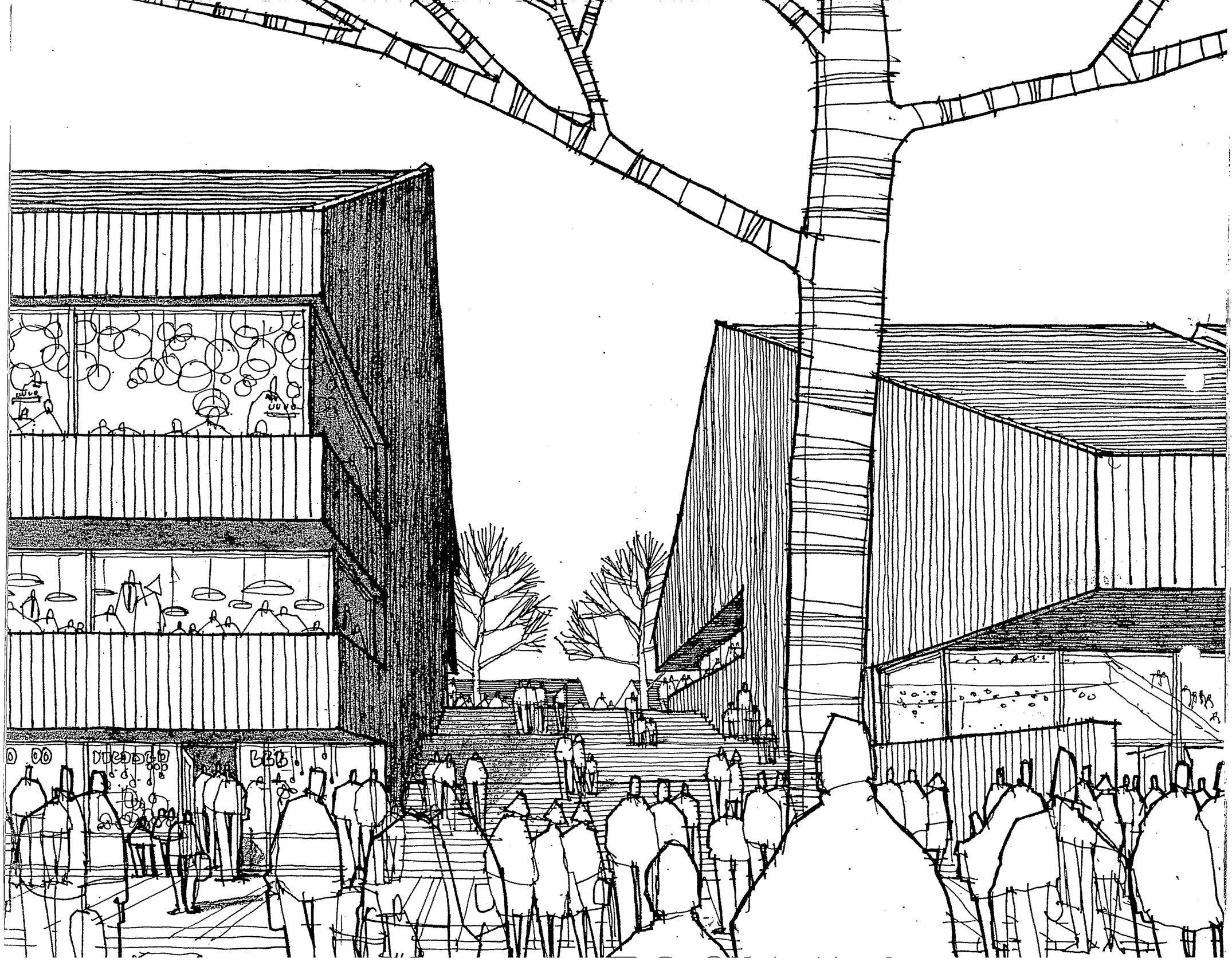


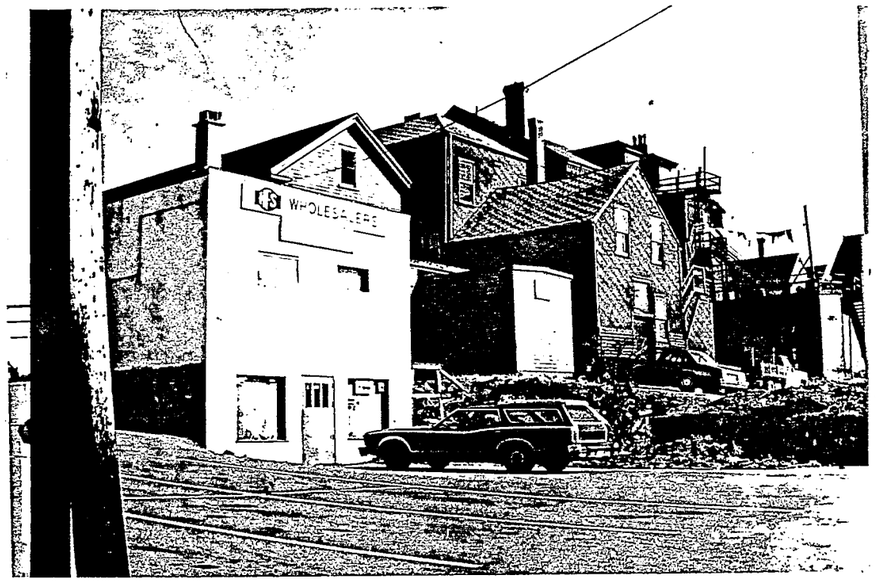
(16) The importance of this key location will require a major retail store to act as an anchor for this part of the downtown. The decision to use the existing building or to construct a new one will evolve from a more detailed analysis of the potential project.

(17) A new building in this positon will serve several functions and will tie in with the existing buildings on Main Street. The upper levels will correspond with the old structures and will combine to shape circulation.

(18) To complete the streetscape, it is proposed to construct a two story building on part of the existing parking lot. With a portion of the new building used as public washrooms and waiting facilities, this will enhance the activity on the street and bring the two blocks closer together.







(19) & (20) Along the rear of the Main Street building it is suggested that a covered pedestrian walkway will connect all the buildings and the various indentations can be built out to provide more retail space and to offer new entrances from the new parking lot.

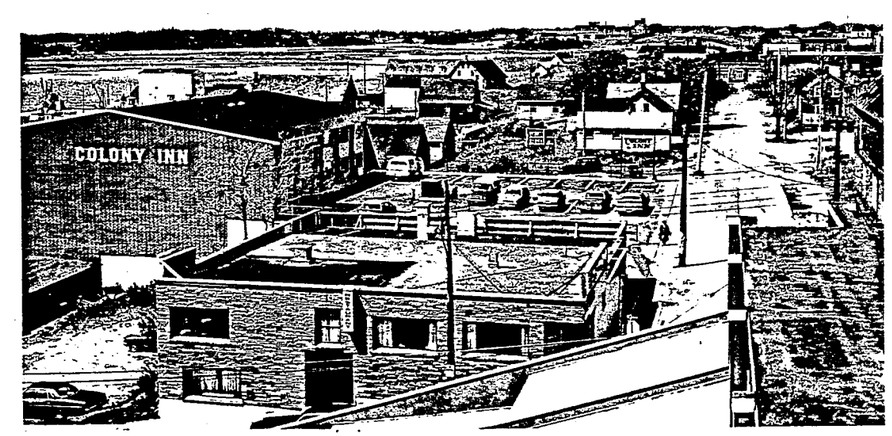
(21) This is one of the most significant corners in the downtown. Hopefully the existing retail facilities can be expanded to become an anchor store fro the commercial core. A large department store or another facility that would combine tourism and commercial uses would be appropriate.

(22) The existing metal workshop fulfills a valuable role on the waterfront, but its relocation on one of the wharfs would free up this important site for an activity more closely related to the proximinity of the ferry terminal. The objective of this program to establish Yarmouth as a destination point, may justify an extension to the hotel on this site.

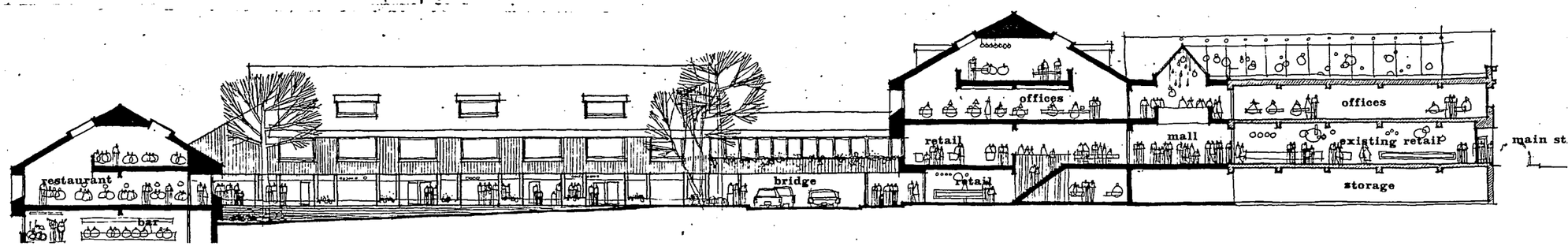
(23) The details of the proposed arena are covered in the section devoted to this subject. The influence on this area, however, cannot be over stressed and its presence will have a very dramatic effect on the eventual success of the downtown. This effect will become apparent as early as the construction phase when the very commitment to the area will act as a catalyst and instill confidence in the other potential projects.

On completion, the multi-purpose nature of the building will attract a variety of events and the numbers generated will be to the benefit of the surrounding businesses.

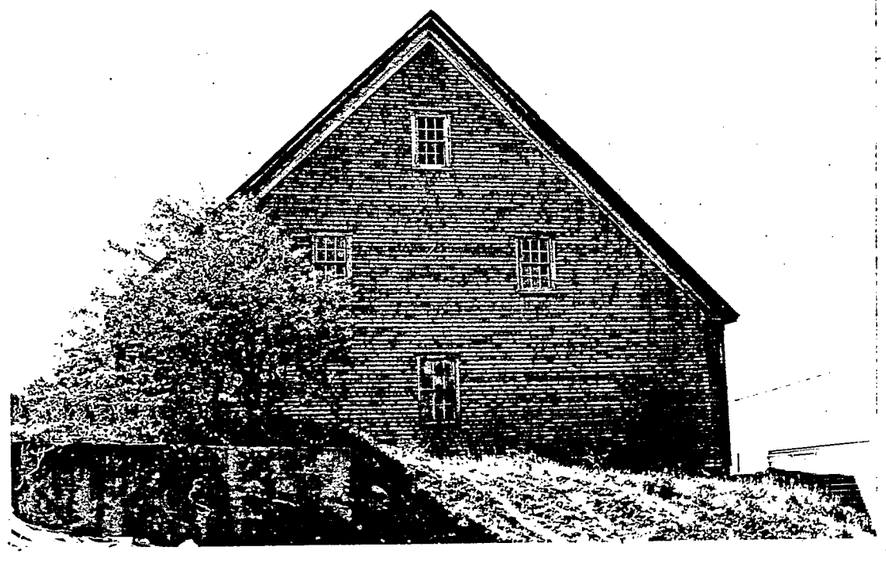
(24) This site is presently underutilised and it is proposed to take advantage of the sloping terrain to construct a new building which would house waterfront uses on the Water Street level and function on the Upper levels which would compliment the Arena and the adjoining development. Covered pedestrian walkways would connect the Main Street, through this building, to the Arena.

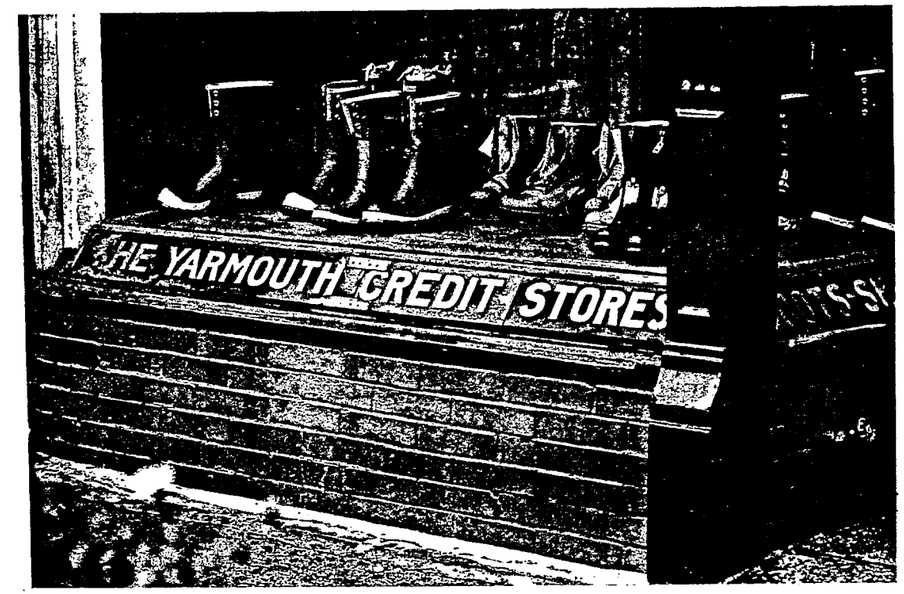


HAWTHORNE ST. PARKING



(25) This building could possibly use a substantial part of the existing structure and contribute to the building connection throughout the block. The location close to Main Street and the Waterfront would make it a viable proposition for commercial and office use.

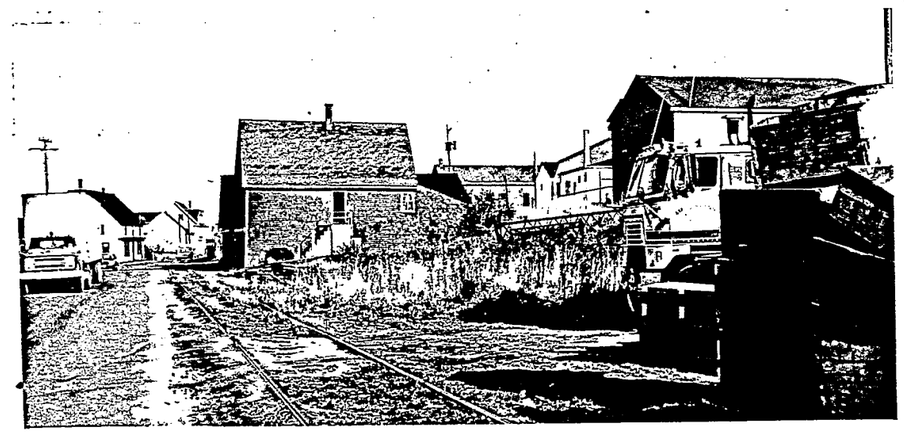




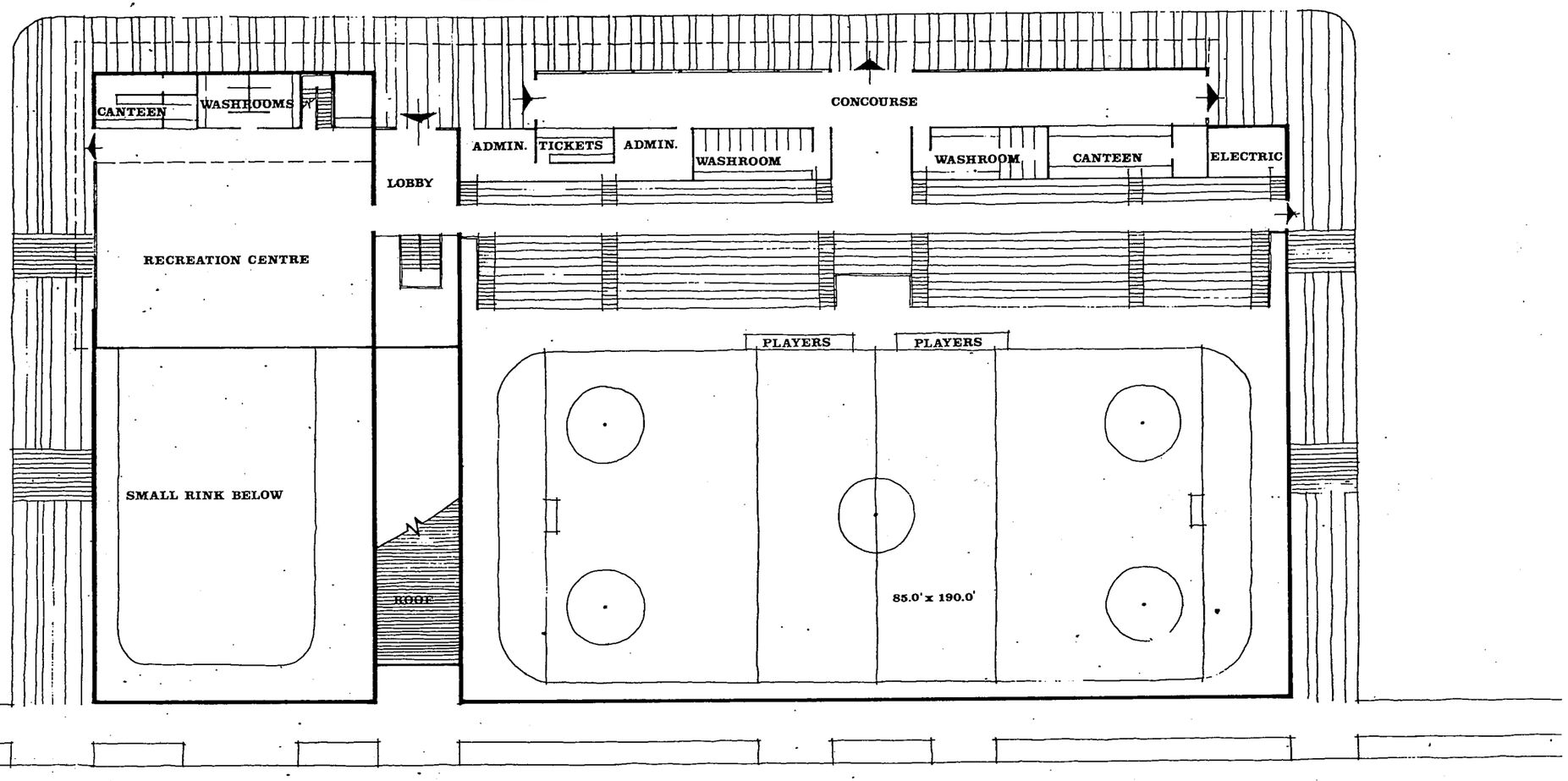
d) PEDESTRIAN SPACES

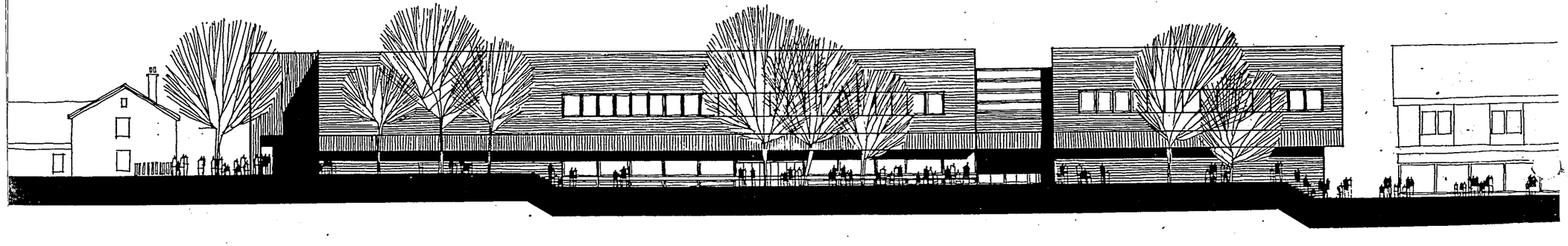
(S7) The pedestrian traffic from John Street on the east side of Main will be led into an enclosed new retail space which will continue over a bridge, through the new buildings on Water Street, and then on to the Arena.

(S8) The principle underlying the development of this block is to unify all the retail outlets by providing a free flow of pedestrian walkways. This can be achieved on the west side of the Main Street buildings by the process of connecting the rear of the buildings with a covered walkway which will be accessible directly from the courtyardparking. This technique will continue round the entire internal courtyard all the way to the Arena.

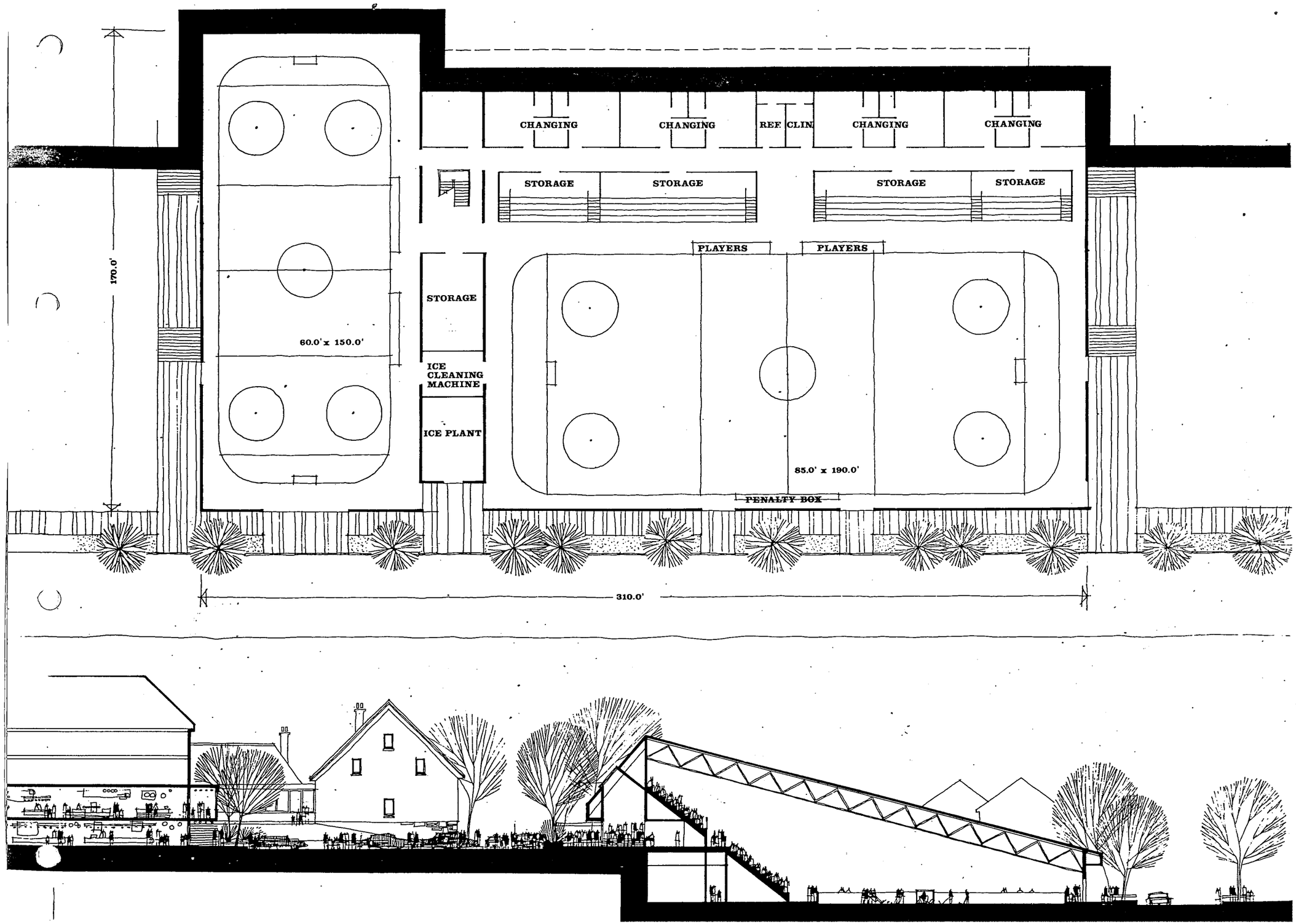


ARENA · UPPER LEVEL

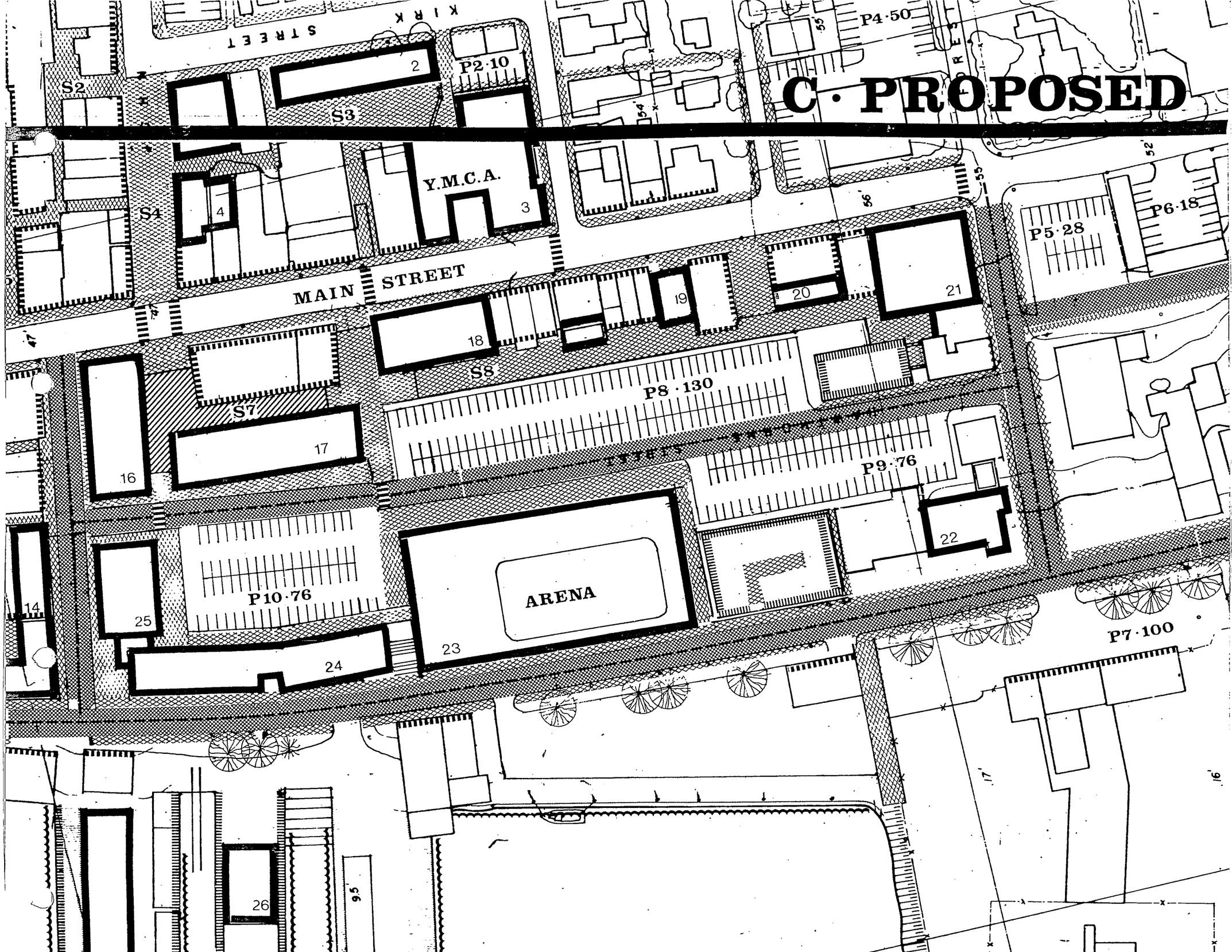




ARENA · LOWER LEVEL



C · PROPOSED


KIRK STREET
S2
2
P2·10
S3
P4·50
55
54
Y.M.C.A.
S4
4
3
52
53
56
P5·28
P6·18
MAIN STREET
19
20
21
18
S8
P8·130
S7
17
16
P9·76
22
14
25
P10·76
ARENA
23
24
P7·100
26
9.5'
17'
16'

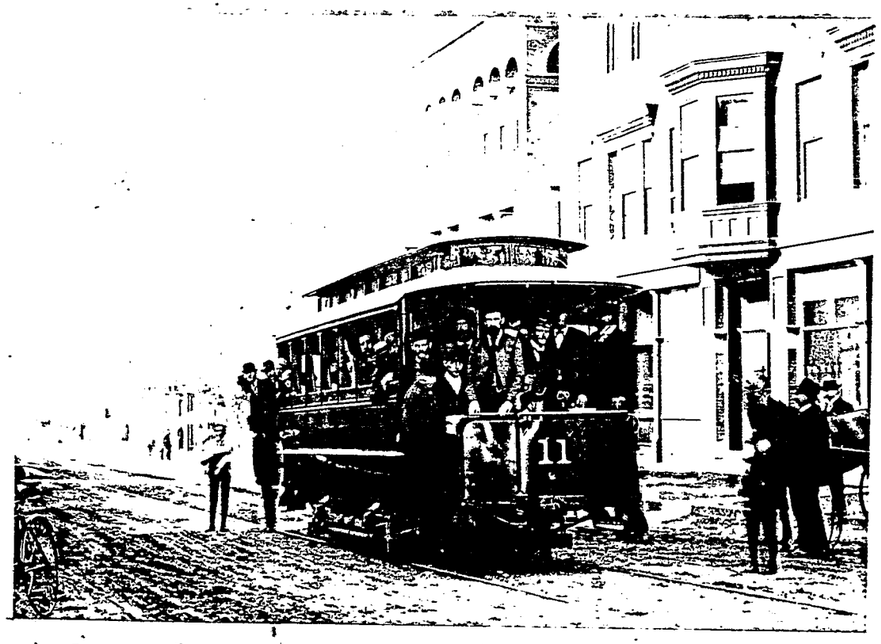
D · EXISTING

WILLOW
COLLINS
AVE
STREET
WILLOW
STREET
WILLOW
ST.
STREET
STREET
SECOND
STREET
SECOND
ST.
STREET
KIRK
STREET
CLIFF
PARADE
STREET
FIRST
ST.
FIRST
STREET
JOHN
STREET
MAIN
STREET
MAIN
STREET
STREET
LOVITT
JENKINS
CENTRAL
BROWN

MAIN STREET EAST SIDE

The proposed revitalisation of this area will combine the following factors to achieve a successful environment for business.

a) Existing buildings
b) Underutilised land and buildings
c) New buildings
d) Pedestrian spaces



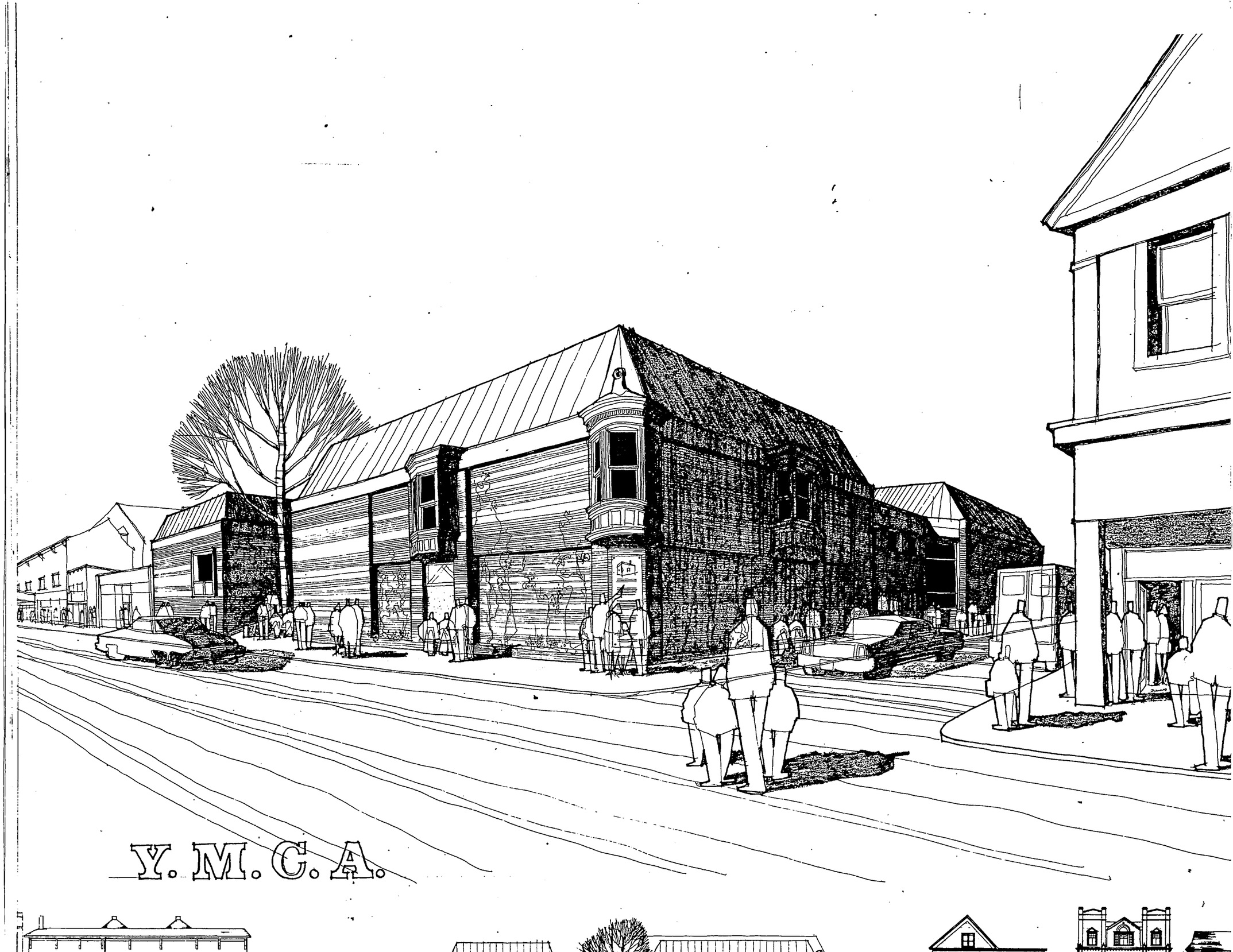
a) EXISTING BUILDINGS

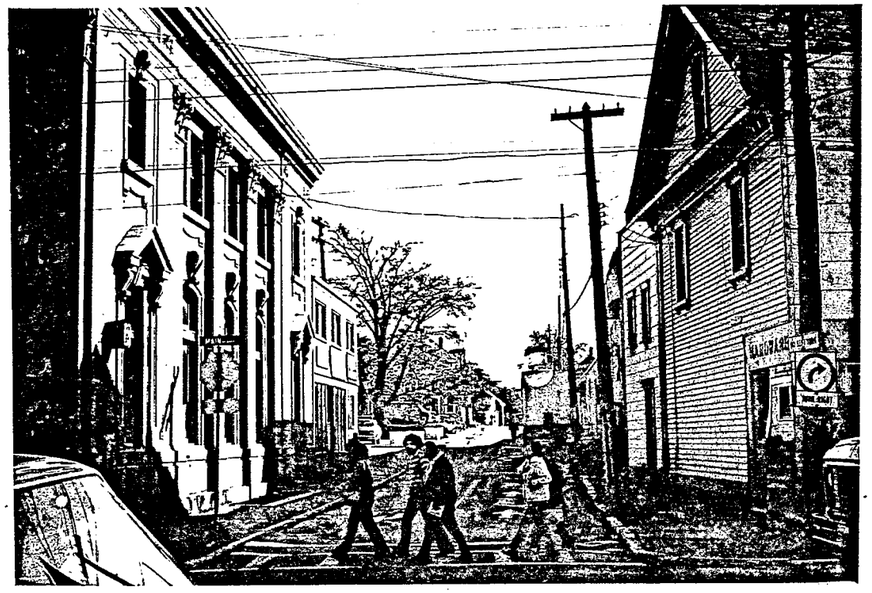
Generally, the buildings in this area are in relatively good condition and many of them are interesting architectural examples of a variety of time periods. In most cases, however, the store fronts have lost much of their original character and advantage should be taken of the Main Street Program to develop a co-ordinated face lift.

The upper levels of building of this nature always provide a problem in terms of easy access for the purposes of leasing and it is suggested that a common circulation pattern should be developed. This can be achieved by taking advantage of the inner core of the blocks to provide access one level up.

b) UNDERUTILISED LAND AND BUILDINGS

To increase the usable square footage of the downtown and to reinstate a harmonious street facade of buildings of similar height and character, it is highly desirable to build on vacant land and to rebuild, where feasible, single storey buildings to three storey buildings. This will not only improve the economic and visual aspects of the downtown but will give the opportunity to connect circulation to existing structures.


Y. M. C. A.



c) NEW BUILDINGS

(1) The present service station is in a key position for the proposed revitalisation of this block and should be redeveloped for a use compatible with retail nature of the area. Such a project would permit the closure of part of John Street for pedestrian use.

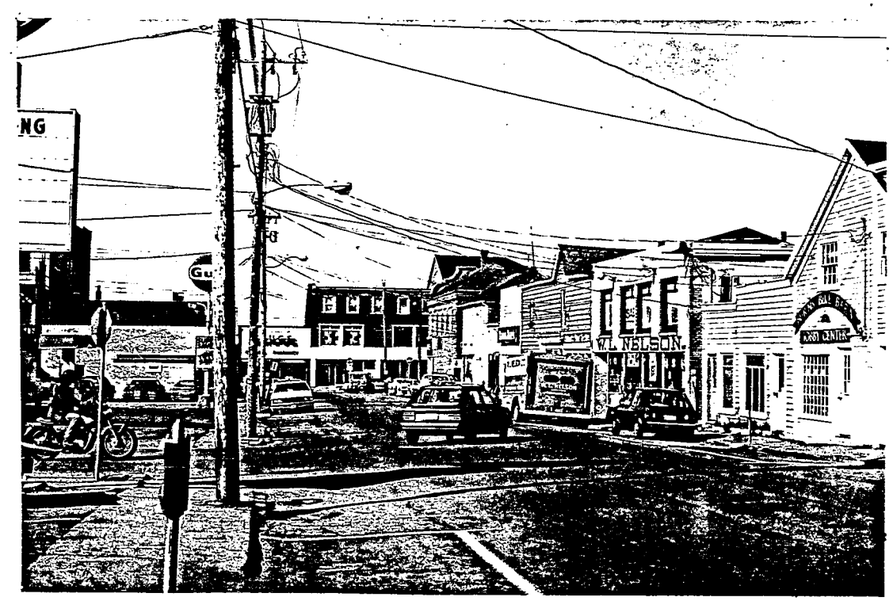
(2) The existing houses are in a good state of repair but to increase the commercial capabilities of the block it would be advantageous to redevelop this site at some future date.

(3) The Y.M.C.A. is currently planning a new building and this will act as a major catalyst for Main Street and particularly to the block it is situated in.

(4) This is presently vacant land used by the service station. A new building on this site could tie in with (1) and the existing buildings on Main Street.

(5) The buildings on this site are single storey retail and as such do not take full advantage of this important location. The opportunity which, with its proximity to parking, should be prime office space on the upper levels.

(6) The existing former service station has been pleasantly renovated but better advantage could be gained by more concentrated use of the site. The corner location and ready access to parking should make this area an attractive proposition for commercial or office space.



(7) Better use of this vacant land fronting on both Parade and First Streets could be made by constructing a new building that would act either as an extension to existing facilities or as prime office space.

(34) With the continuing demand for space within the Town Hall, a new Town centre complete with new courthouse could be built aside the existing facility to be used in conjunction with it. Parking for the new centre could be best accommodated underground.

IONS LTD

d) PEDESTRIAN SPACES

The purpose behind the proposed spaces is to create a free flow of pedestrian movement from one block to another through attractively landscaped areas with cover provided wherever possible. This can be achieved with the combination of sidewalks, closure of intermediate streets, and the use of existing internal spaces within the blocks.

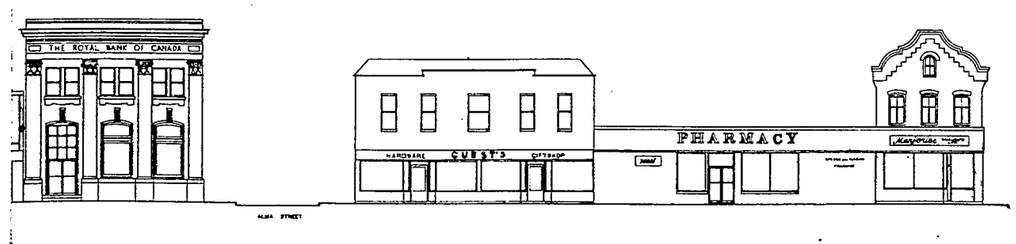
(S1) With the revitalization of this block, the interior courtyard should be developed into a landscape area around a central sculpture or fountain. Such an area, well landscaped and lighted, will enhance and enliven both residential and commercial activities in the surrounding buildings.

(S2) Space already exists within this block and it is proposed to resurface and, possibly, roof over to achieve an attractive connection between Alma Street and John Street.

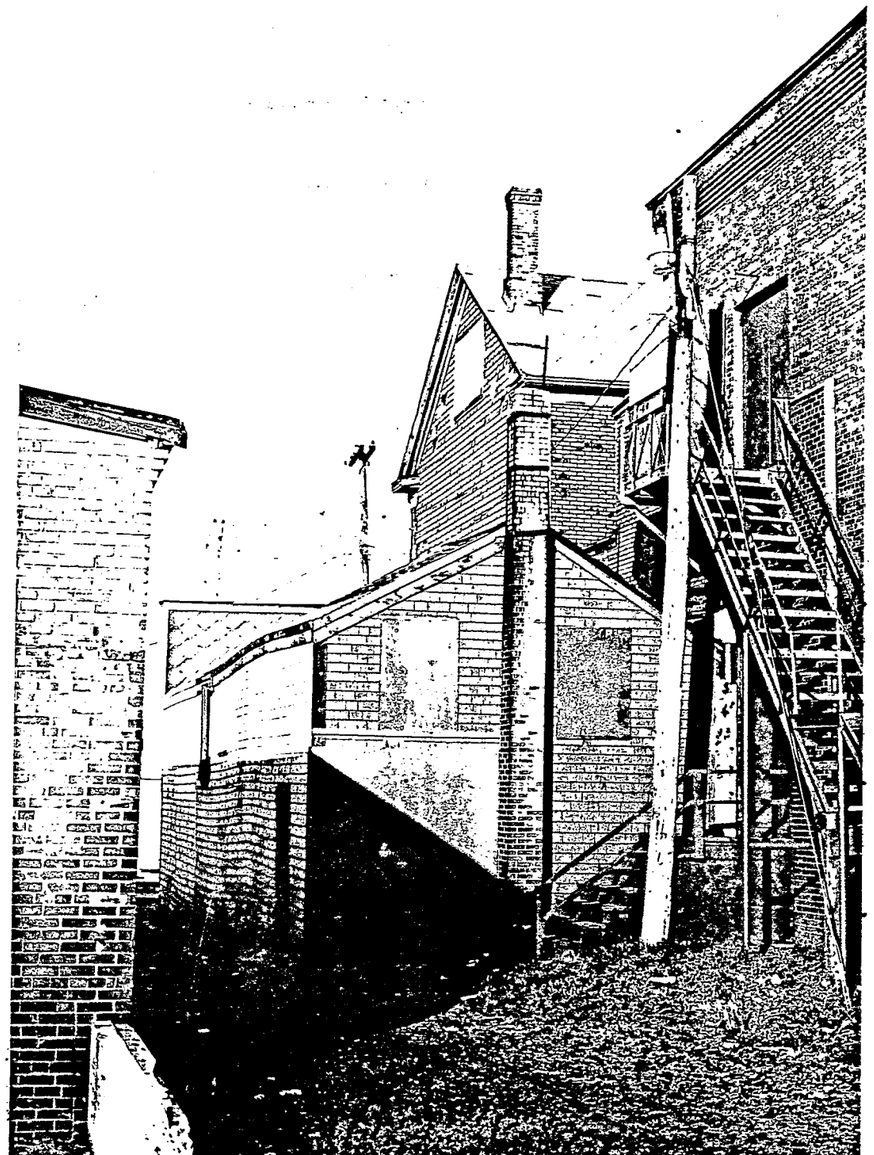
(S3) Connection from the surrounding streets can lead into this space which could be successfully treated to compliment the activities in the abutting buildings. This sheltered area could be used for a variety of purposes such as cafes, craft stalls, etc.

(S4) It is suggested to close this section of John Street for pedestrian and service vehicles only. Well landscaped and attractively lighted this area will enhance the commercial viability of the retail stores in the vicinity and also provide a clear connection between the blocks. A wide pedestrian crossing of Main Street will lead directly to the principal entrance of the proposed retail development on the other side of the street. The elimination of all but service vehicles will also ease traffic interruption at the junction with Main Street.

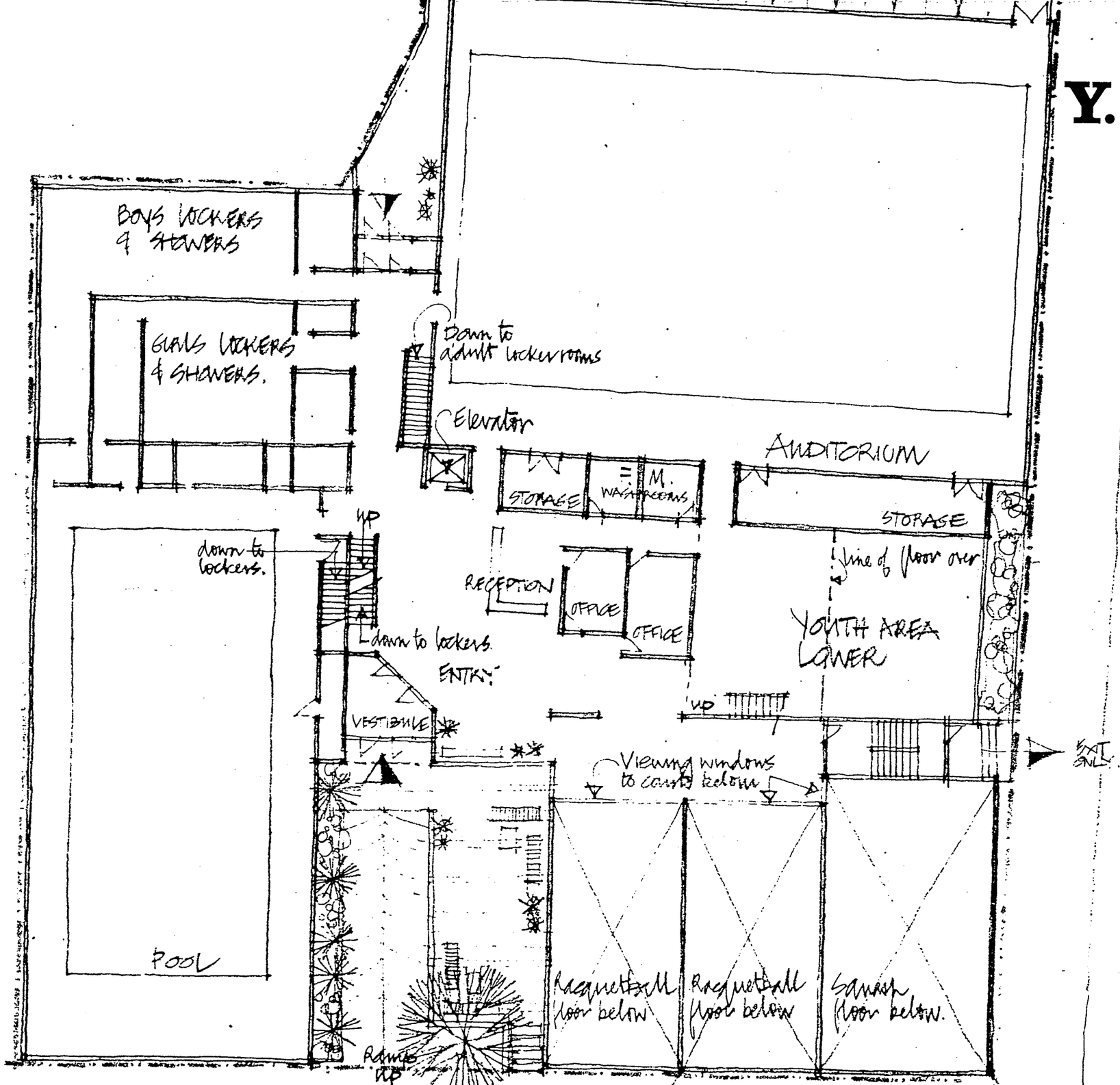
(S5) The small section of closure of Alma Street has the same underlying reasons as outlined in (S4). In addition, it is felt that one major point of entry and exit on Collins Street for the large parking lot will simplify the traffic flow affecting Main Street.



(S6) With the proposed new courthouse and correctional centre, a new pedestrian town square will be created connecting the present and new buildings. With parking underground for approximately 100 cars, the new square would be a podium and major focal area for both summer and winter activities, such as band concerts, Christmas choirs, and outdoor displays. At the podium's centre, the old town clock could be reconstructed.



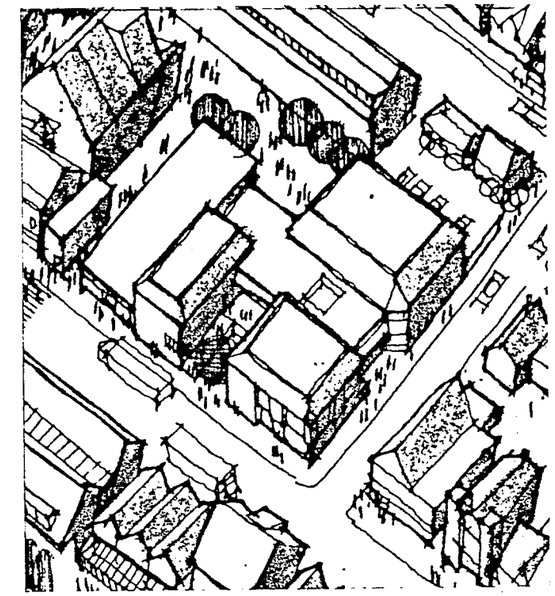
Y.M.C.A.



CLIFF STREET

YARMOUTH FAMILY Y.M.C.A

RE-DEVELOPMENT PROGRAM



The Yarmouth Family YMCA is presently in the midst of a program of re-development. The program involves the demolition of existing YMCA buildings and other buildings along Cliff Street between Main Street and Kirk Street. The YMCA Centennial Swimming Pool is slated for some major renovations. Upon completion of the demolition process construction of a new facility will commence.

Included in the plans for construction are the following: a gymnasium, a squash court, two racquetball courts, activity rooms, exercise room, youth area, kitchen, adult locker areas, youth locker areas, along with appropriate office and storage areas.

The process of re-development has not been an overnight one, it has been evolving over the past five years. Countless hours of preparation for a feasible facility, able to be supported by the community, have been logged. The program has undergone feasibility study which indicated the need for such a facility while indicating that Yarmouth has the ability to support the re-development both in principle and financially.

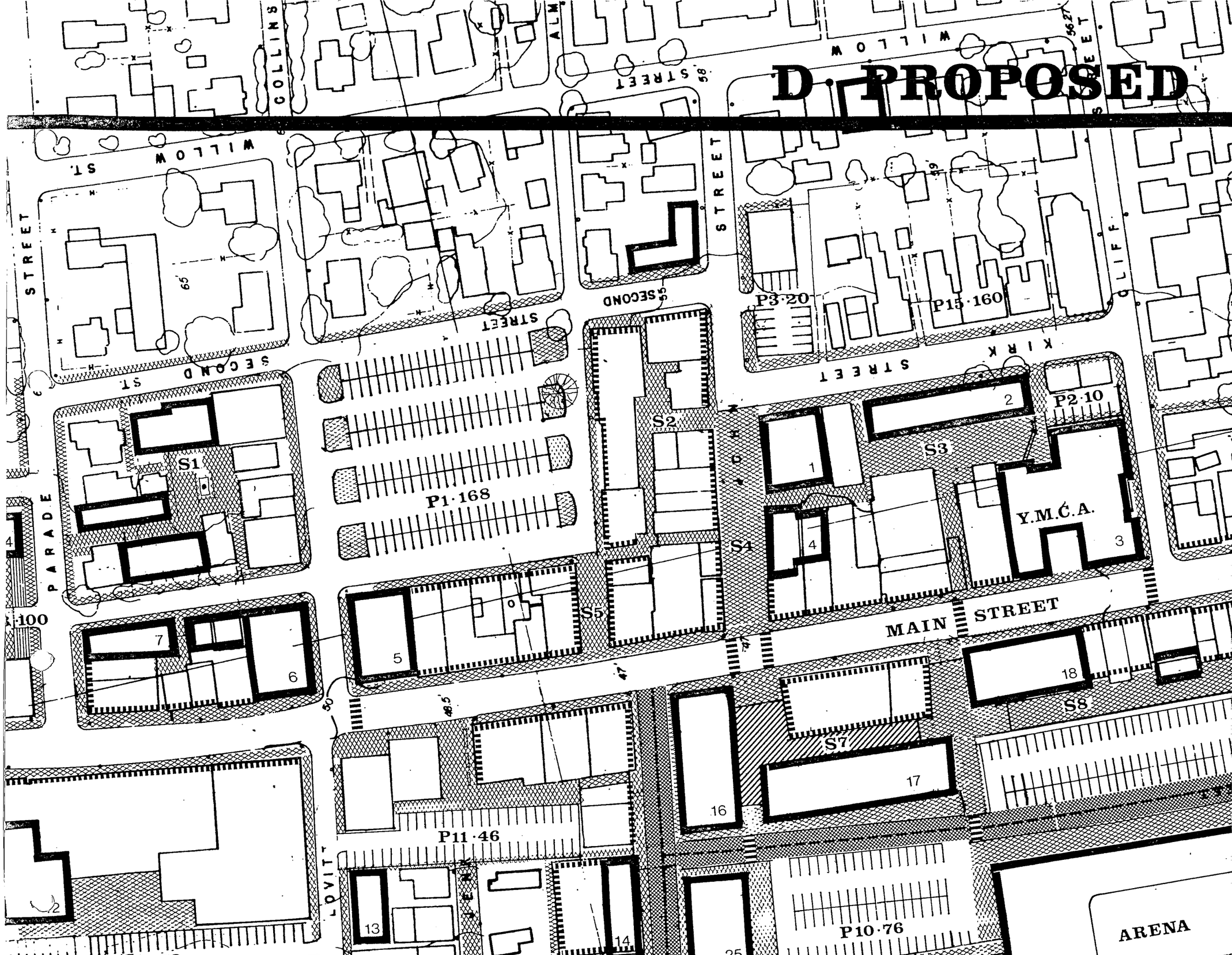
Included in the preparation was the identification of possible sources of funding. Several meetings with the various levels of Government have been held where potential areas of funding were explored. At the present time an answer from the Provincial Government regarding our application is awaited. If an affirmative response is received the re-development program will move to other sources of funding and an all out campaign.

A new facility of this nature would add greatly to the overall development of the Downtown Area while enabling the Yarmouth Family YMCA to better meet the needs of the community as a whole.

As a carpenter with old and broken tools experiences great difficulty in building a quality house, the service the community receives from the YMCA is hindered by the present facilities it has to offer.

John Smith
Yarmouth Y.M.C.A.

D. PROPOSED


WILLOW ST.
STREET
SECOND ST.
PARADE
COLLINS
ALM
STREET
WILLOW
STREET
SECOND
STREET
KIRK
STREET
CLIFF
S1
S2
S3
S4
S5
S7
S8
P1·168
P2·10
P3·20
P15·160
Y.M.C.A.
MAIN STREET
P11·46
P10·76
P12·76
ARENA
LOVITT
1
2
3
4
5
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17
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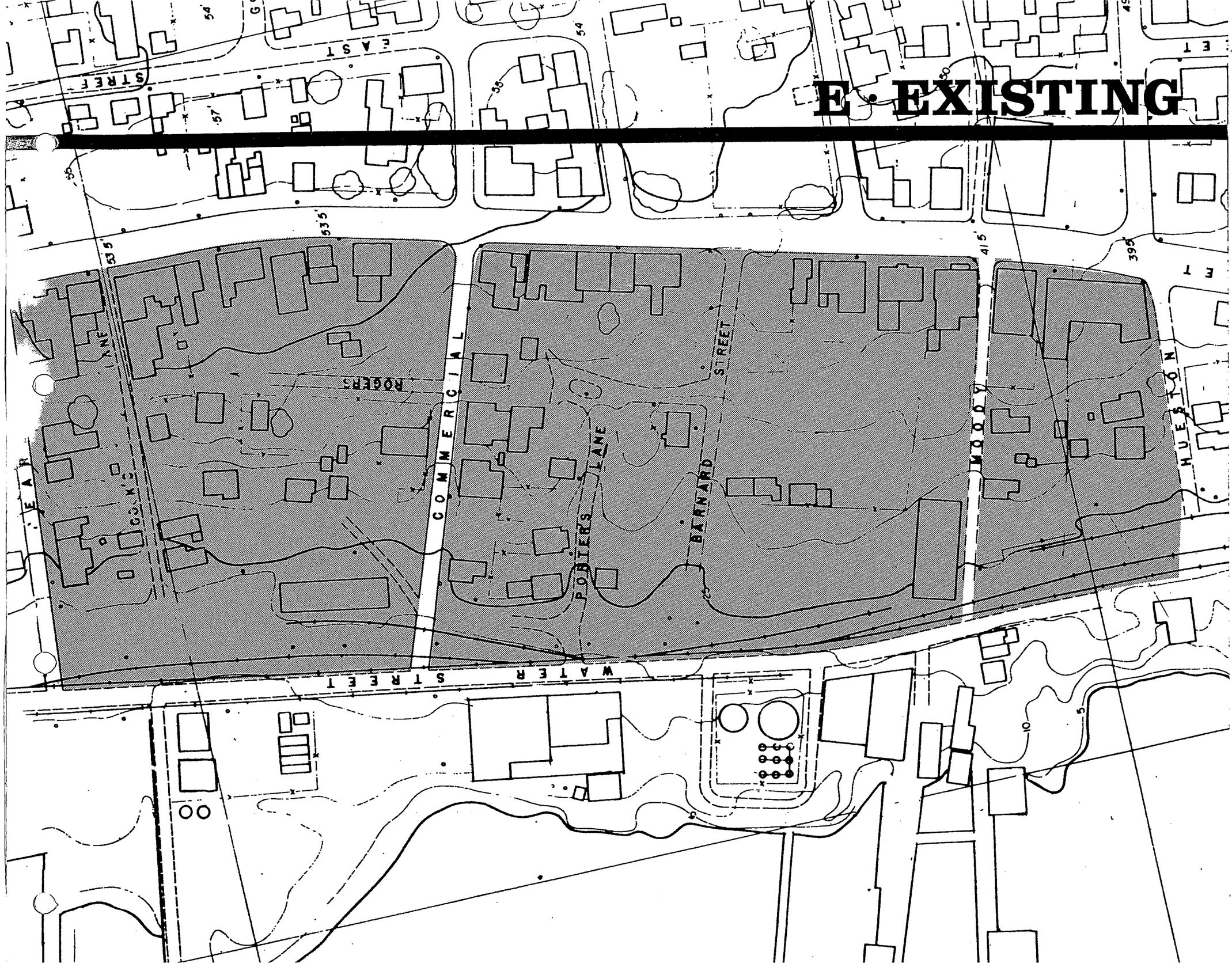
25

E. EXISTING


EAST STREET
ROGERS LANE
COMMERCIAL STREET
POTTERS LANE
BARNARD STREET
MOODY
HUNTINGTON
WATER STREET
535'
415'
395'
54'
55'
57'
50'

DOWNTOWN SOUTH END

EXISTING LAND USE

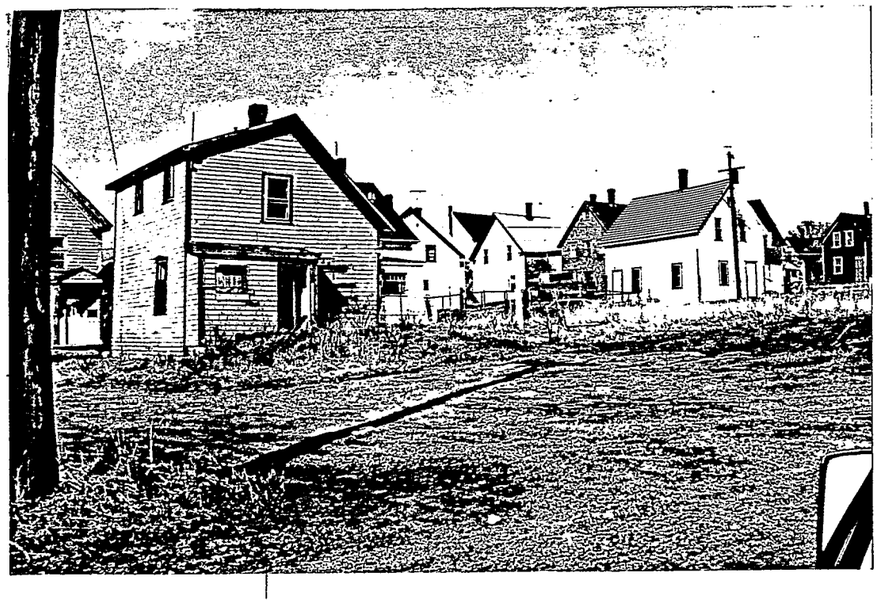
The present land use in the proposed redevelopment area in the south end is underutilised and has a variety of uses which are in conflict with each other. Housing, retail, industry, fish plants, railways and poor roads are contributing to a state of disarray, and it is clear that a major reorganization of the land distribution will be necessary to fulfill the needs of this vital part of the downtown area.

PROPOSED REDEVELOPMENT PLAN

a) Zoning
b) Housing
c) Retail
d) Industry
e) Marina & Hospitality Centre
f) Roads
g) Railways

a) ZONING

It is proposed to establish a clear cut zoning boundary to separate the residential and the industrial areas. Water Street is currently flanked on the west side with industrial uses and, with the upgrading of the street for truck traffic, it would appear to be desirable to use the east side for the same purpose, with emphasis on non-poluting light industry. A separation area of landscaped land will provide a buffer between the industrial and residential uses.

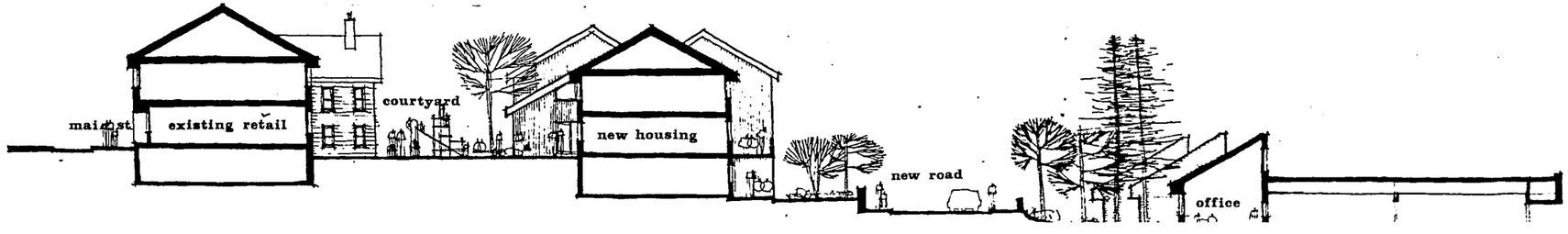


b) HOUSING

The present inventory of housing in this area is of a very mixed nature and it is suggested that the existing buildings within the designated industrial zone be phased out over a period of time, and new housing be constructed in the residential zone. Existing houses, in good condition, in the new zone will be retained and new construction will fit in to available spaces. Particular attention should be paid to the nature of the new housing to ensure that the needs of the families affected by the proposed zoning are fully fulfilled.

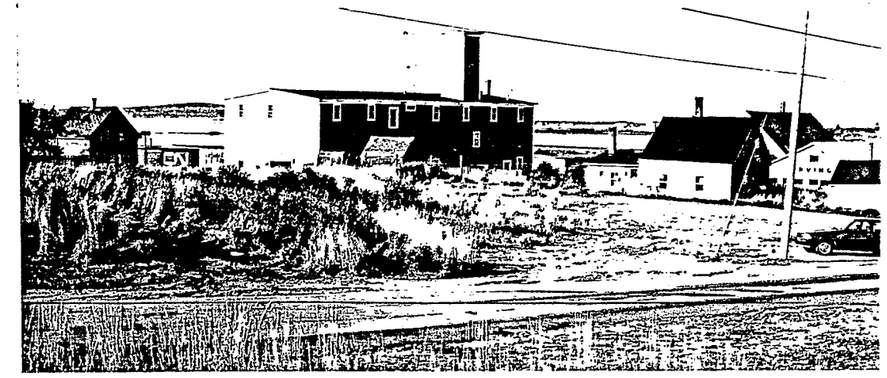
The location of the new housing will be in close proximity to the existing buildings on Main Street and the spaces in between will be landscaped to create interesting areas. The natural grades of the site will elevate the houses above the roof lines of the buildings in the industrial zone.

SOUTH END HOUSING



c) RETAIL

The proximinity of the new housing and the general upgrading of the immediate area will provide an additional impedus towards improved business and, as a result, lead to the revitalization of this section of Main Street.



d) INDUSTRY

The economics of the industrial content is discussed elsewhere and the purpose of this section is to concentrate on the physical distribution on the lands avaialble for expansion in this area.

The factors affecting the proposed boundaries are as follows:

(1) The location of existing facilities.

(2) The introduction of a new truck road

(3) The availability of predominantly vacant land on the east side of the new Water Street.

(4) The capability of expansion into the shallow depths of the harbour adjoining the existing channel.

(5) The existance until otherwise stated, of the CN Railway.

On the east side of Water Street it is proposed that the industrial development be restricted to light industry, warehousing, or research facilities which will have the minimum adverse effect on the adjoining residential areas. The land available is approximately 225,000 sq. ft.

On the west side of Water Street the existing facilities are largely related to the sea and the opportunity for expansion is readily available through the process of filling in the shallow areas. The construction of a permanent docking facility on the south side of the channel will allow an on-going program of fill behind the wharf which can expand to meet needs of the fisheries industry.

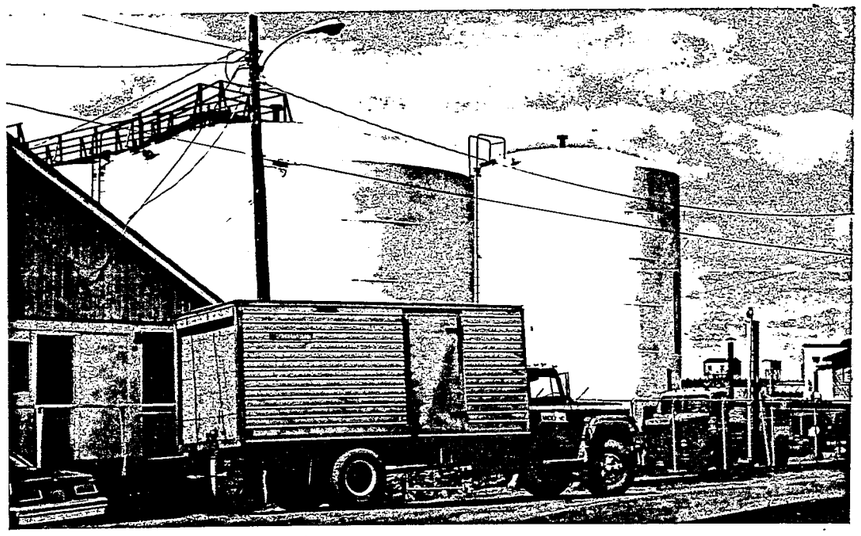
e) MARINA

There is an ever increasing flow of ocean-going yachts, from the eastern seavoard of the United States and to Nova Scotia, and Prince Edward Island, and a natural port of call would be Yarmouth. These vessels require sheltered tie up facilities, hook up to power and water, and close proximity to shops, laundries, and restaurant.

It is, therefore, proposed that a series of floats be installed along the existing rip-wrap sea face forming the edge of the parking area south of the ferry terminal. Tied into a series of piles there will be room for sixteen vessels up to 50'0" in length.

Backing up the marina there is an opportunity to construct a multi-purpose hospitality centre which would enclose showers, laundry, drying rooms, bar and restaurant. This facility would be made available not only to visiting yachts, but to the tourist industry in general and to the community at large. It's proximity to the ferry and to a possible transportation centre will enhance its value as a major ammenity.

The existing parking lot will increase in use and, in the winter, can be made available for boat storage, for private and fishing vessels. Hawl-out capability can be achieved with an improvement in the slipway and the installation of a motorised cradle hoist.



f) ROADS

The objectives of the new Water Street have been covered in a previous section.

The present situation of secondary roads in this area of the south end of Yarmouth is one of poorly maintained connecting roads running between Main Street and Water Street.

It is proposed to alter this pattern by running a new feeder road from the Tourist Centre on Forest Street, to Hueston Street. This road will seperate the residential areas from the industrial zone and greatly improve access and help to upgrade the area in general.

Hueston Street will be rebuilt to a 30'0" major road connecting Water Street to the proposed traffic route to Argyle Street, and Main Street.

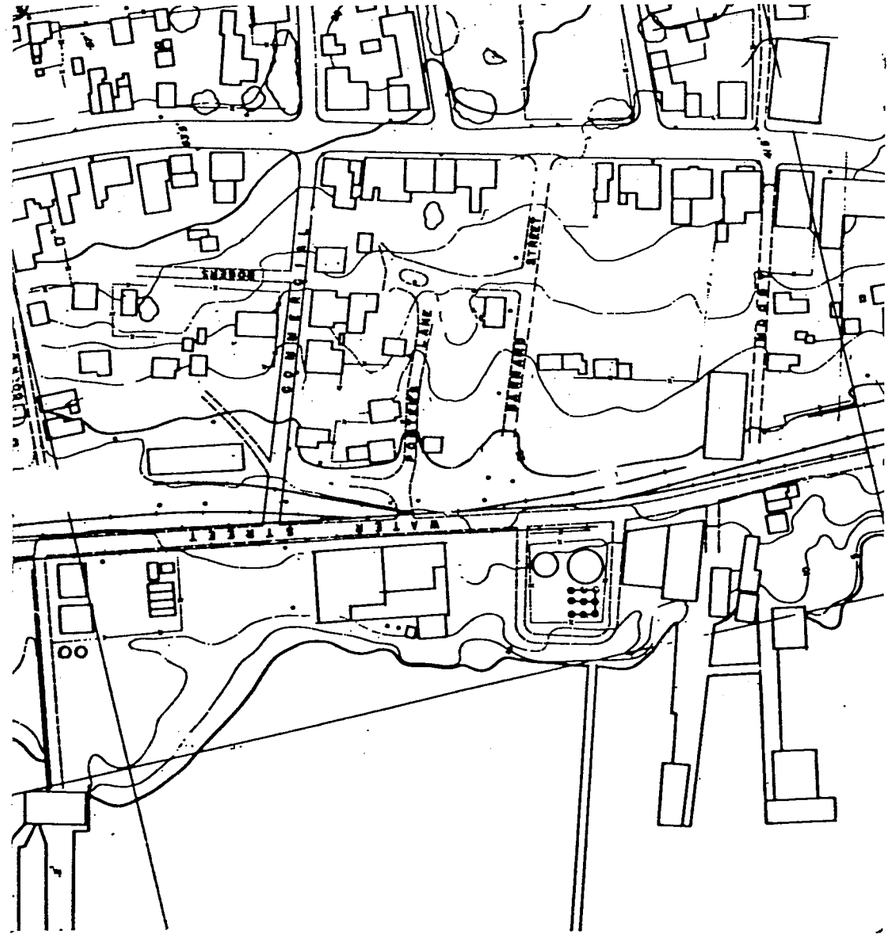
g) RAILWAYS

The existing plants in the south end of Yarmouth and the proposed increase in the industrial content of this area will benefit from the continued presence of a freight service.

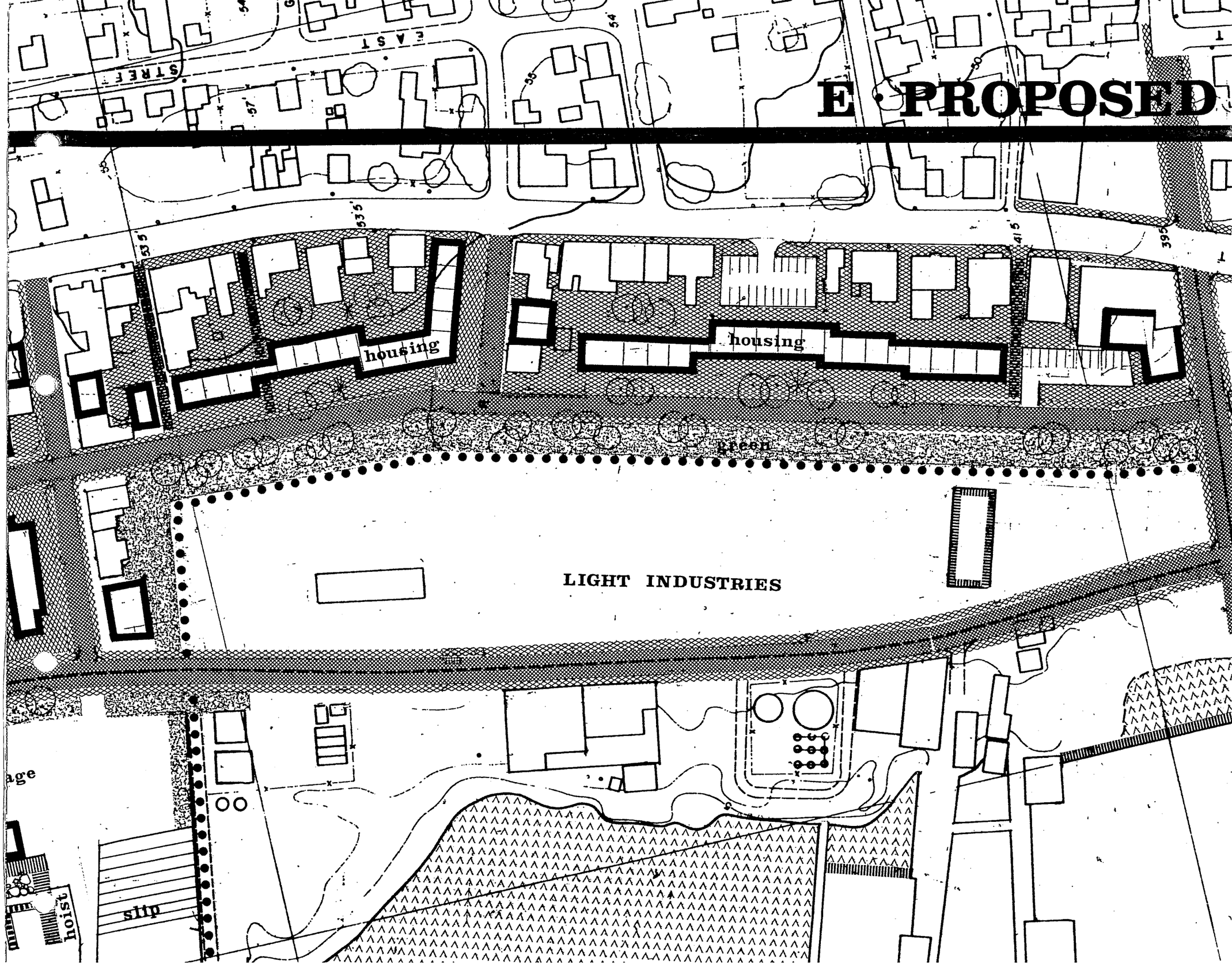
To minimise the possible conflict between freight trains and the vehicular orientated use of Water Street the to and from the industrial zone can best be served by the maintainance of the C.N. line from the South Shore.

The major bulk of future freight needs will stem from the industrial zone in the south end and it is quite clear that entrance and egress, without running through the downtown core, is the most desirable solution.

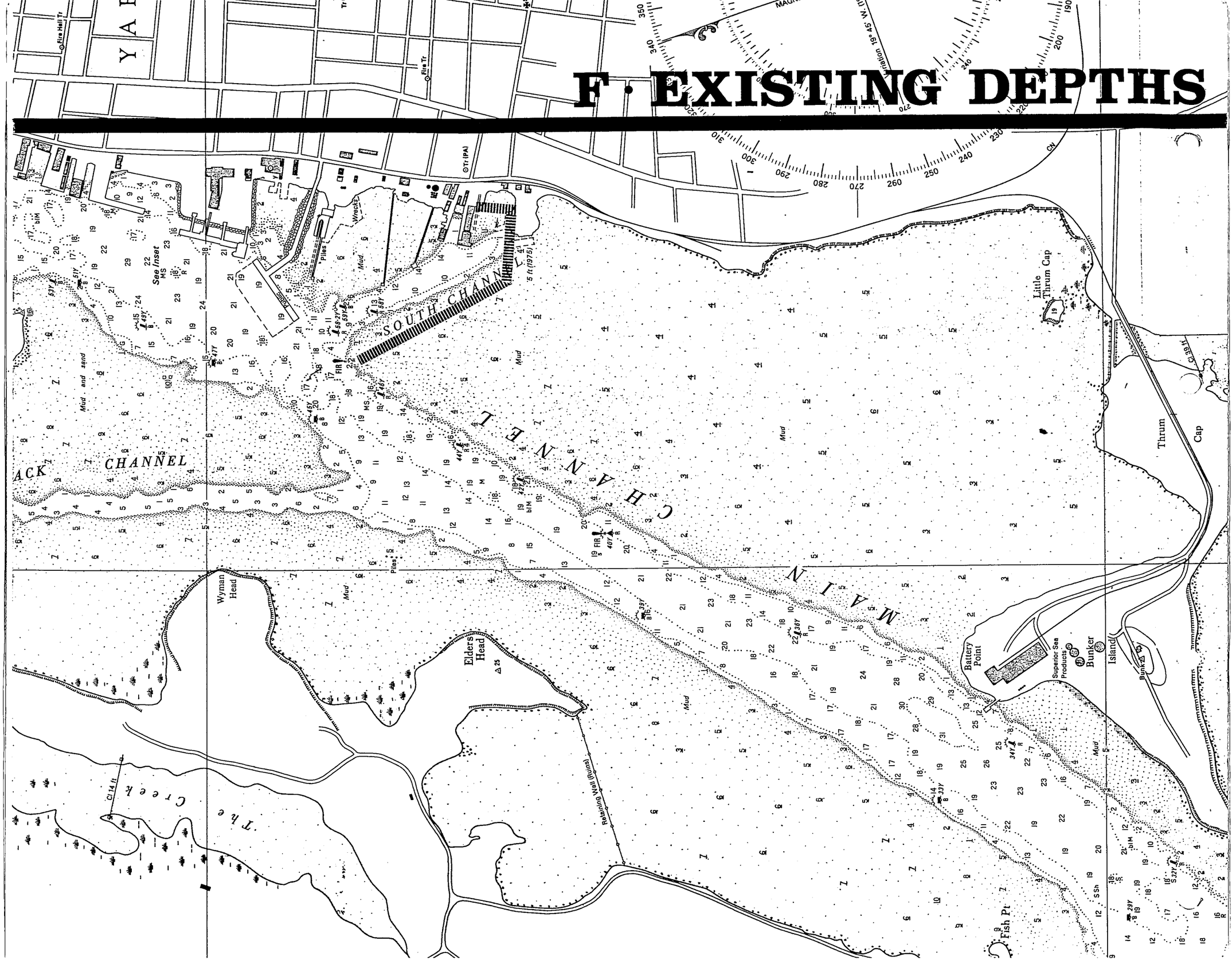
At the time of writing this report the subject of possible elimination of this line is under consideration and it is the opinion of this development proposal that such a move would impose severe problems for the transportation flow of the downtown core of the town of Yarmouth and be detrimental to the industrial potential of this area.



E PROPOSED


STREET
EAST
housing
housing
green
LIGHT INDUSTRIES
age
slip
hoist

F • EXISTING DEPTHS



F PROPOSED

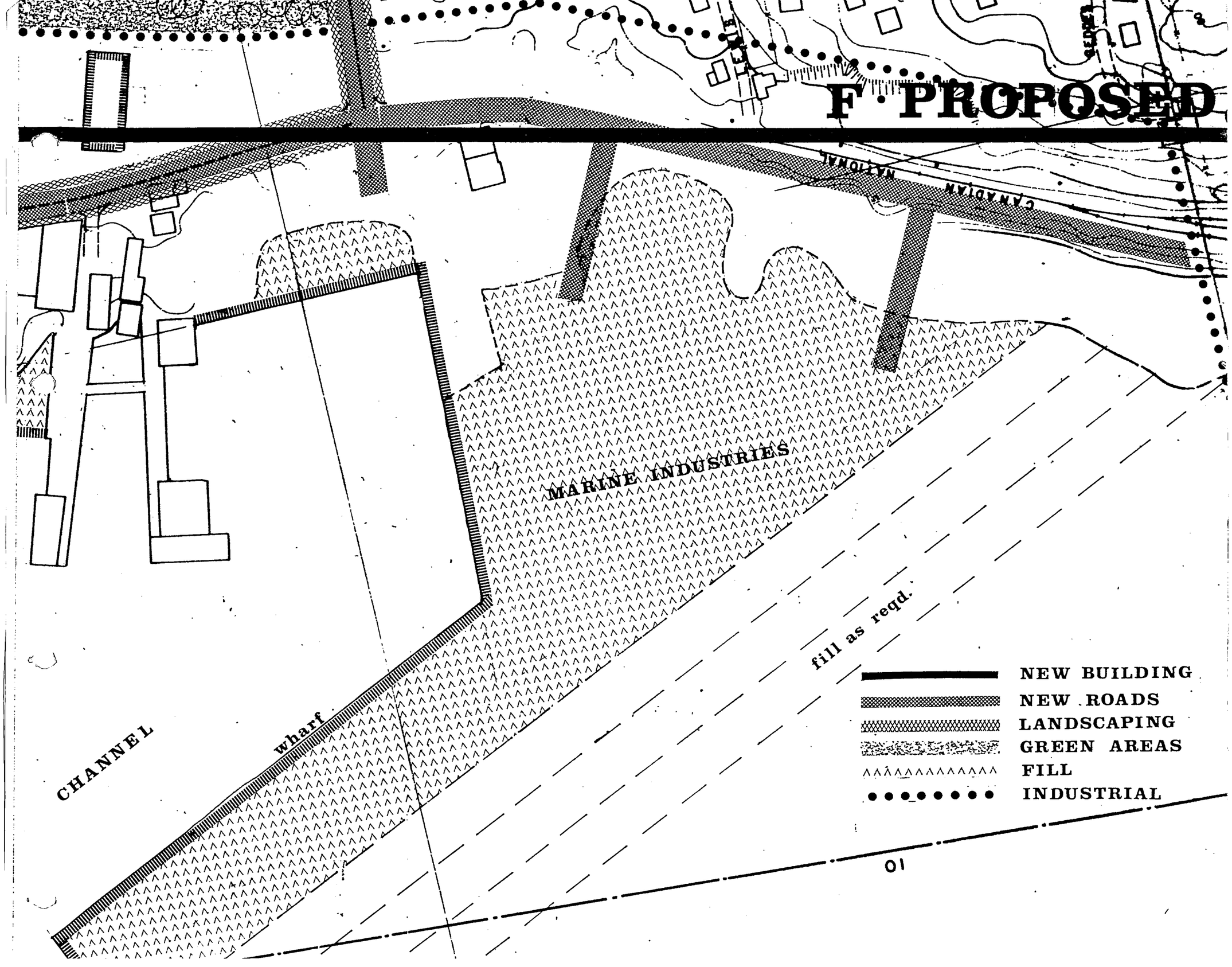
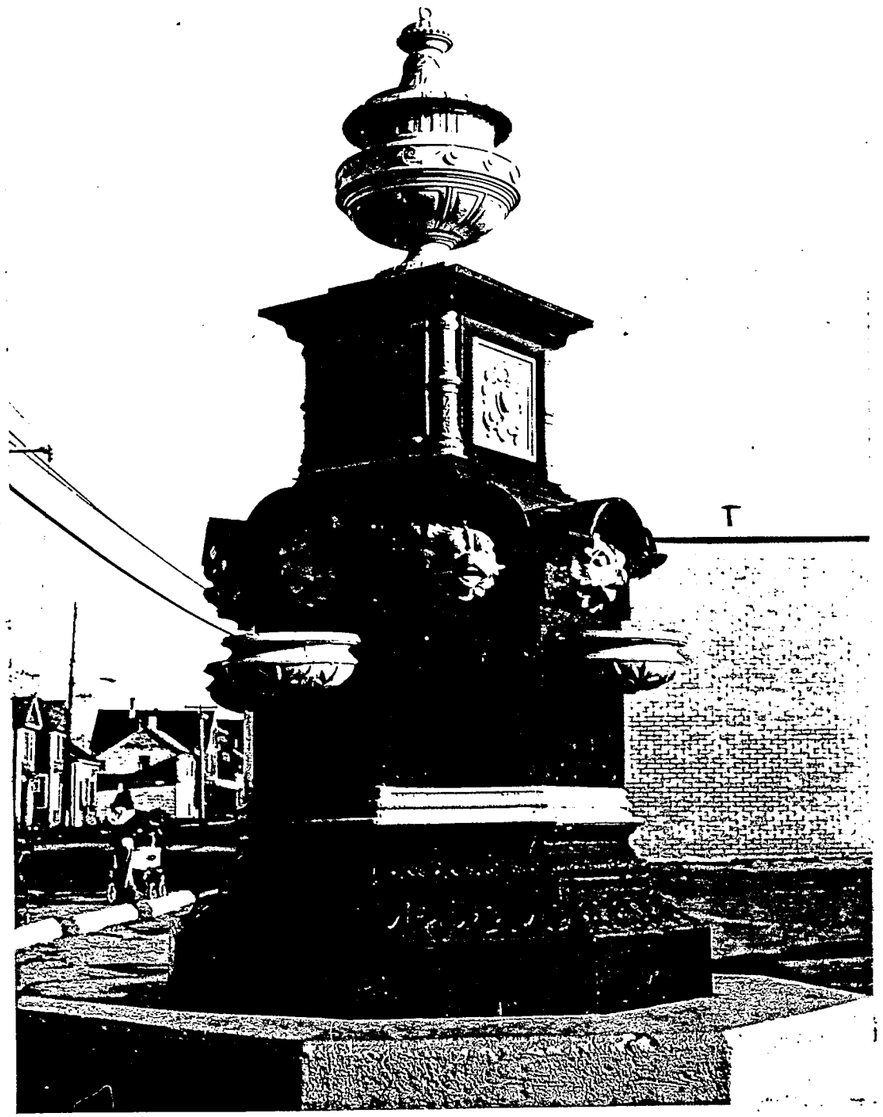
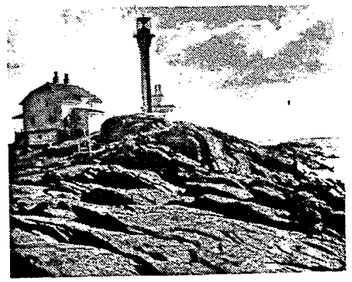

CANADIAN NATIONAL
MARINE INDUSTRIES
fill as reqd.
wharf
CHANNEL
NEW BUILDING
NEW ROADS
LANDSCAPING
GREEN AREAS
FILL
INDUSTRIAL
01

PHOTO CREDITS

YARMOUTH COUNTY HISTORICAL SOCIETY

MARITIME MUSEUM OF THE ATLANTIC

ARCHIVES OF NOVA SCOTIA

HANGING OAK ANTIQUES

DOWNTOWN RENEWAL CONSULTANTS LIMITED