

Sackville Exit 506

LAND USE & FUNCTIONAL PLAN



Agenda

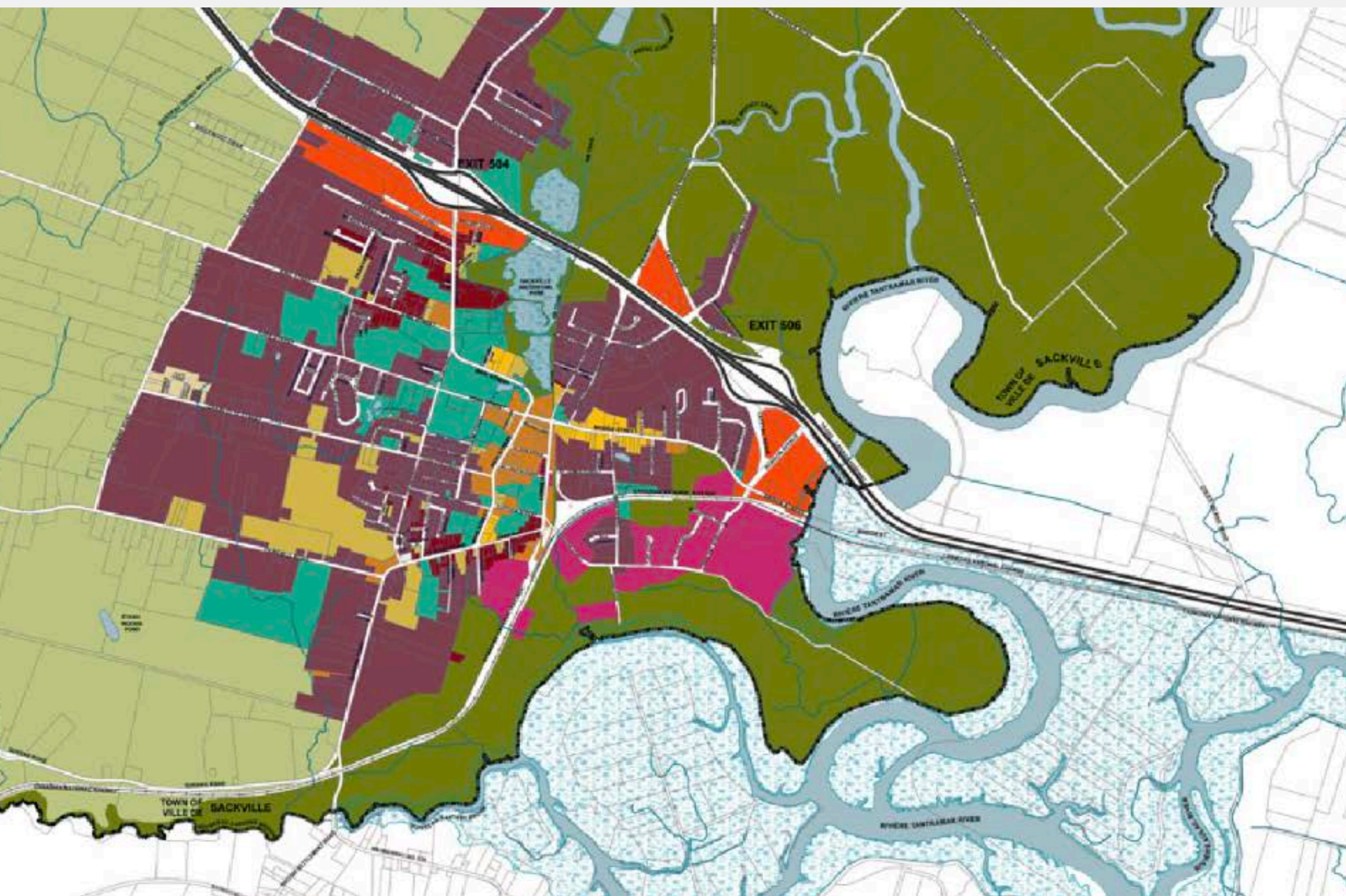
- 1. Existing Conditions**
- 2. Opportunities & Constraints**
- 3. Design**
- 4. Implementation**



Site History



Zoning (Highway Commercial)



Legend

Zoning

Mixed Use	MU
Urban Residential 1	R1
Urban Residential 2	R2
Urban Residential 3	R3
Residential Historic Commercial	RHC
Rural Residential	RR
Institutional	I
Highway Commercial	HC
Mobile / Mini Home	MH
Industrial / Business Park	IND
Neighbourhood Commercial	NC
Agriculture / Conservation	A/C

Community Response

1. Stakeholder Interviews (Dec 7)
2. Community Workshop – Dec 7, 35 people
3. Online Survey



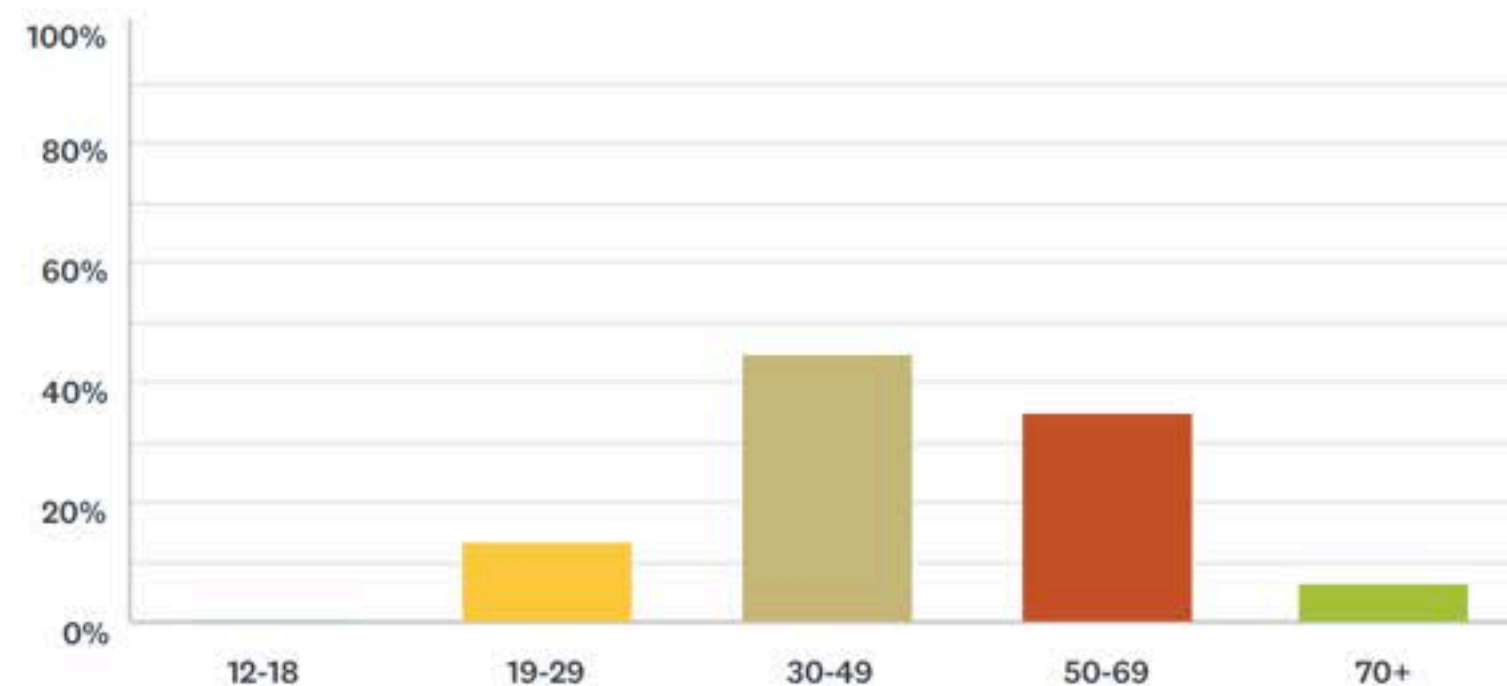
Workshop Key Points

- 1. Alex Colville Art Park to celebrate the location of several of his paintings**
- 2. Preserving woodlots and trees, but adding walking trails that connect to the dyke system**
- 3. Pedestrian friendly design that incorporates sidewalks and crosswalks**
- 4. Bike lanes to connect the downtown core to the Bride Street Terminus**
- 5. Potential for an increase in the diversity of residential use (mixed use, tiny homes)**
- 6. Support any increase in business, (drive-thrus)**
- 7. Support tourism related business, as well as possibility to cater to RV, and camping**

Online Survey (Dec 7 - Jan 12)

1. 400 surveys returned.
2. General feeling that this exit should be different than Exit 504. No room for big box.
3. How can we tap tourism potential?
4. How can we make this exit pedestrian and bike friendly?

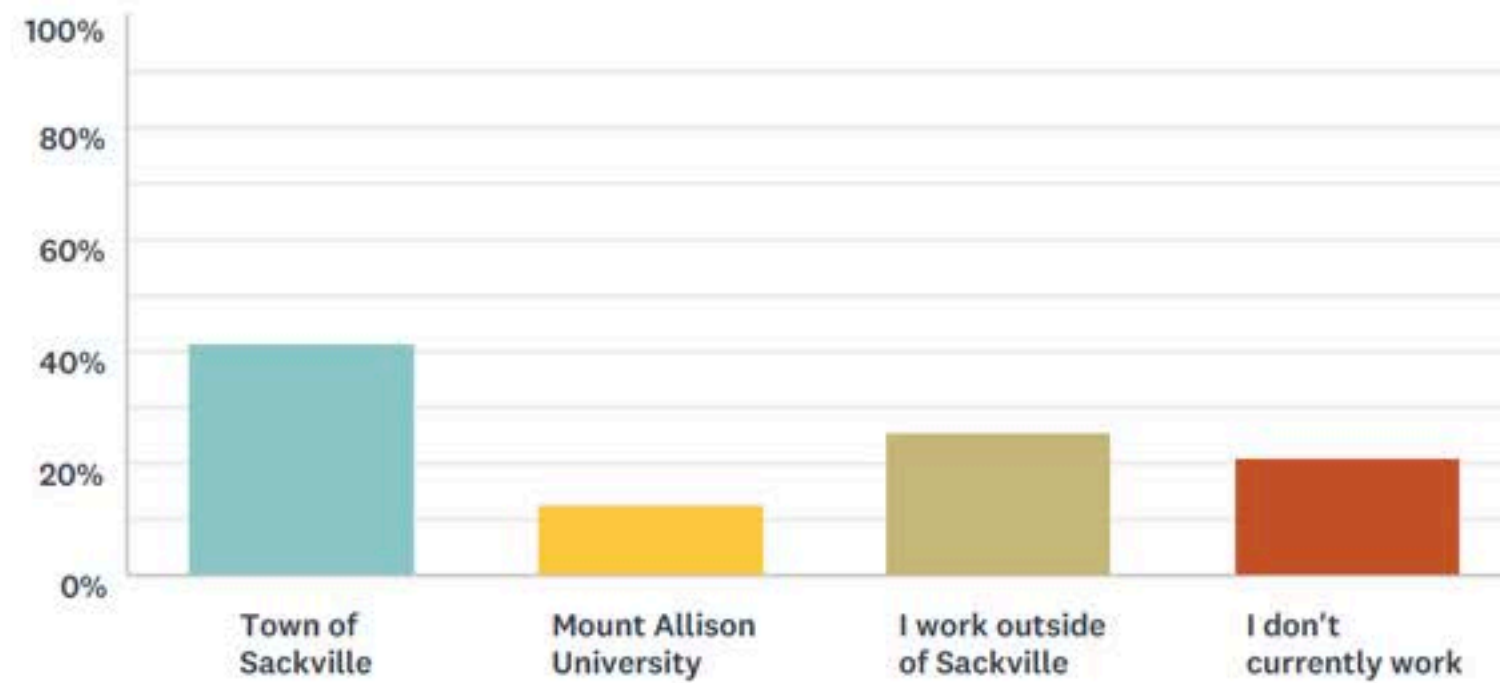
Survey (respondent



Age

Sackville is a thriving small community that offers amenities and opportunities catering to a diverse age range. Mount Allison University, one of the most highly regarded liberal arts universities in the country, attracts young people from across Canada and abroad. The University offers a number of employment opportunities for working aged adults, and gives a level of vibrancy, which is appealing to retirees.

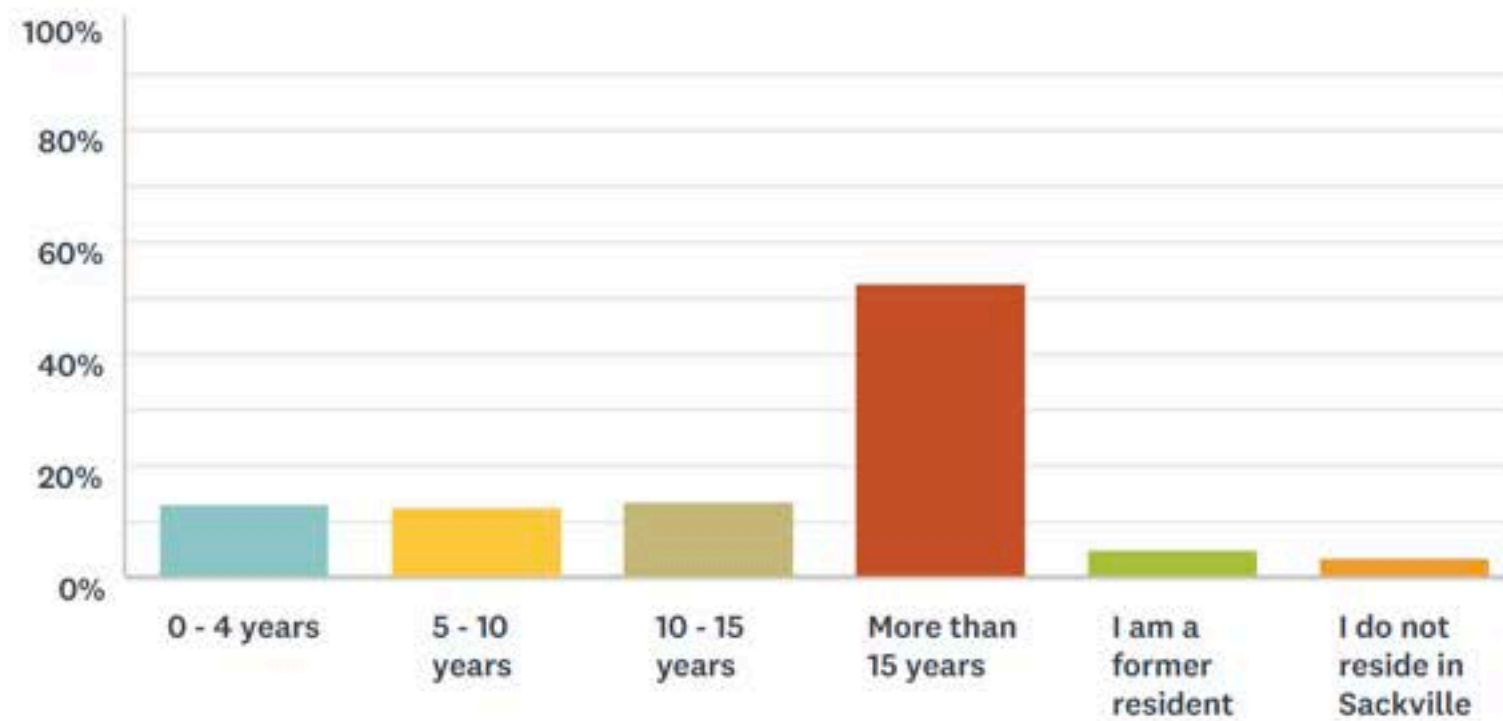
Survey (respondent



Employment

The majority of respondents work in downtown Sackville. Mount Allison University provides a large amount of employment opportunities for people with a broad range of skillsets and qualifications, and helps to centre other economic activity in the downtown core. Sackville's proximity to agricultural areas as well as larger centres, like Moncton, make it a desirable place to live and commute to work outside of the town.

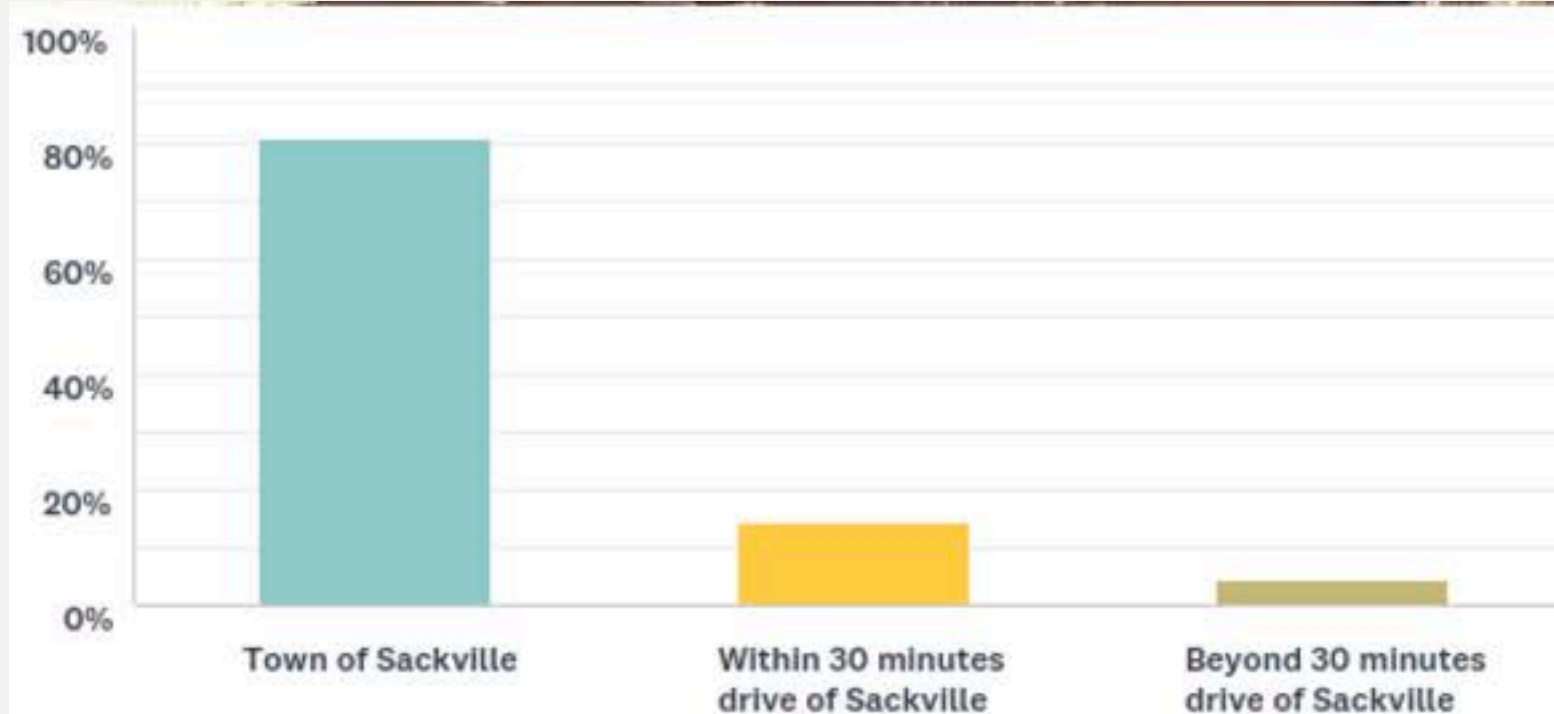
Survey (respondent



Community Relation

Most survey respondents, 66%, noted that they have lived in the community for a decade or more. Despite the transient nature of a younger student population and the current trend of out-migration seen across Atlantic Canada, Sackville has remained a desirable place to live and stay. The combination of the University, large-scale industry, and the culture and tourism sector has created a long standing community.

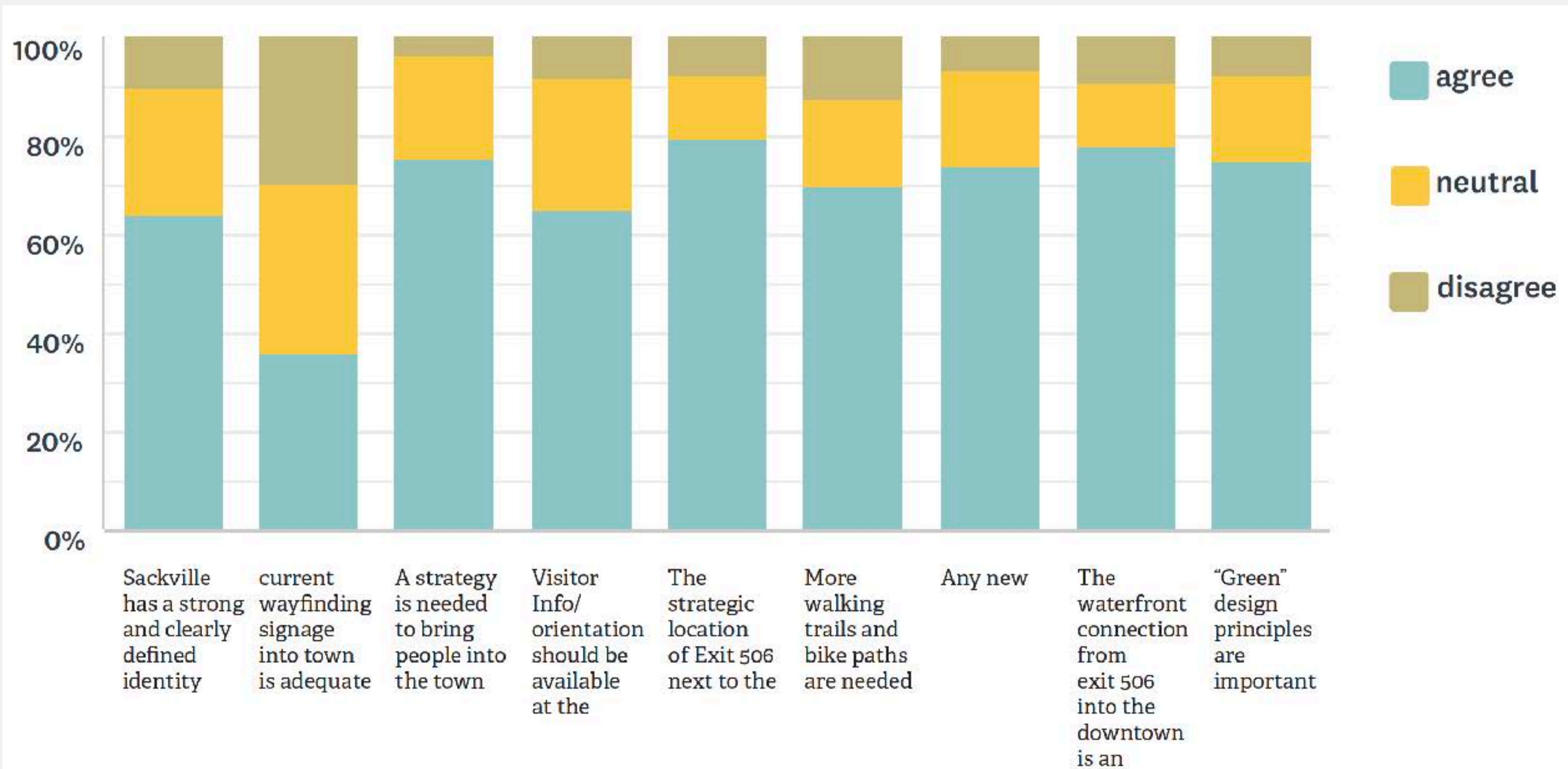
Survey (respondent



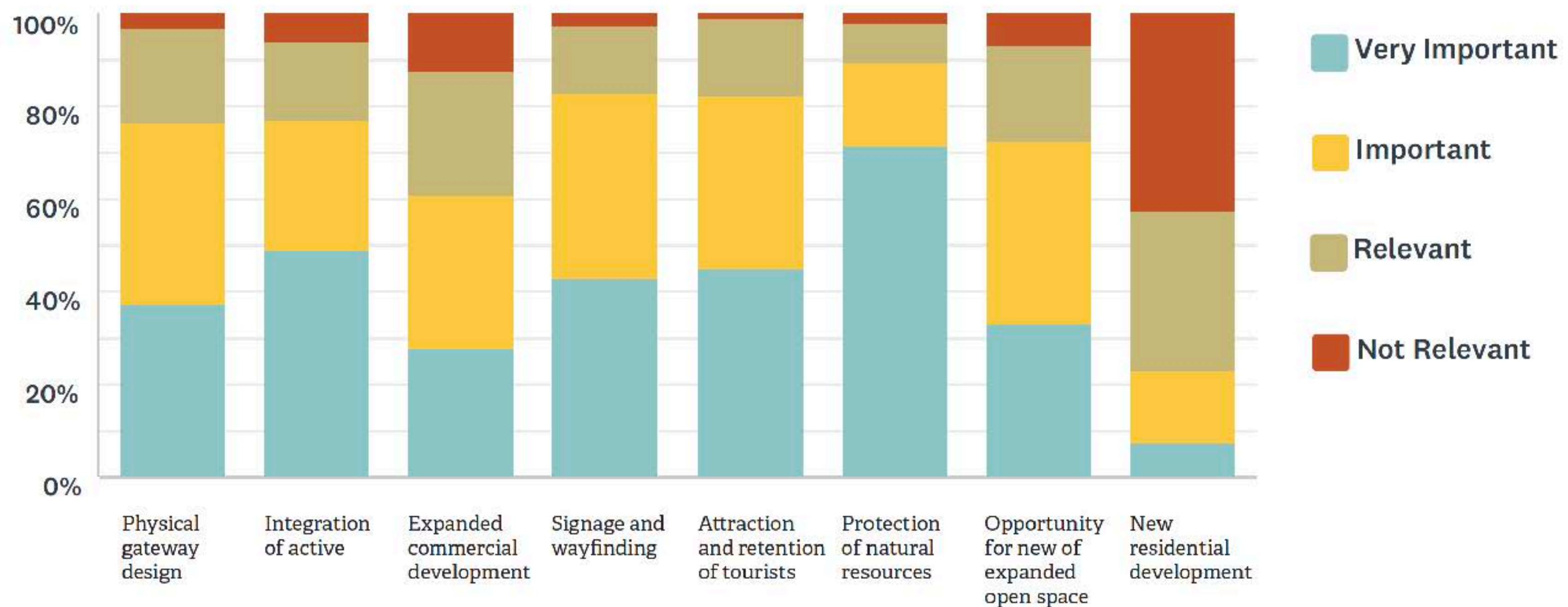
Geography

The vast majority of respondents noted that they live in the Town of Sackville, while approximately 20% of respondents live in rural outlying areas. Sackville is a very desirable place to live due to businesses, arts and culture, good walkability, and availability of housing. As the town grows, it would most likely benefit from mid-rise residential development to add to its housing diversity. Since Sackville is located along the floodplain of the Tantramar River, it is best practice limit the amount of urban sprawl in the outlying areas of town.

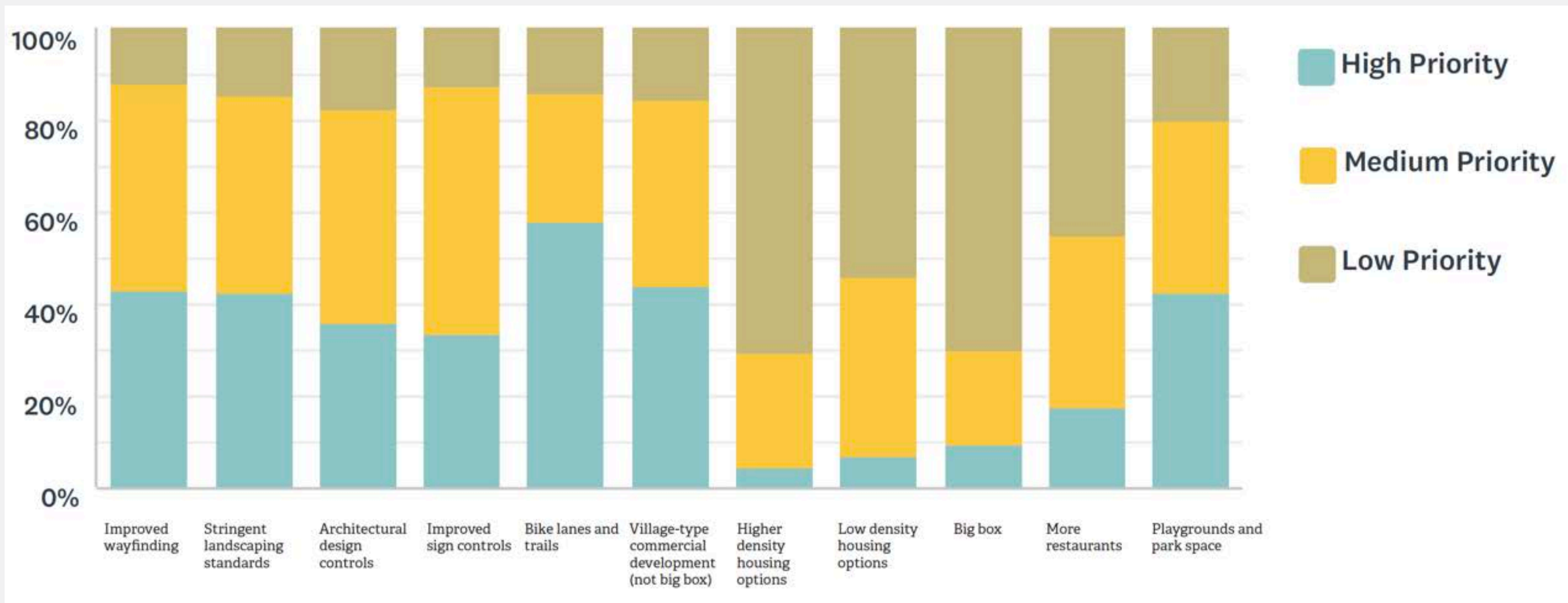
Survey (Target Program)



Survey (Improvements)



Survey (Design Elements)



Survey (Priorities)

Restaurants Beautification Bridge Friendly Highway
Opportunities Green Space Look Town Tourism
Development Design Park Big Box Stores
Trails Natural Signage Bike Paths Business
Traffic Exit Village Attractive Bike Lanes Improved Retail
Landscaping Downtown
Design Big Box Park Coffee Natural Environmental
Highway Safety Business Attractive
Signage Drive Trails Landscaping Bike

Active Development Traffic Safe Green Space Town
Trees Restaurants
Commercial Development Bike Lanes Restaurants
Pedestrian Safety Improved Bridge Landscaping
Sidewalks Drive Big Box Businesses Active
Park Roads Trails Opportunities Signage
Coffee Shop Natural Tourist Exit Services Traffic
Fast Food Green Space
Downtown Core Stores Sackville

Opportunity & Constraints



SACKVILLE EXIT 506 : LAND USE PLAN



Flood zone



Option 1



Option 2

MASTER PLAN



Exit 506

Trans Canada Highway

Tantramar River

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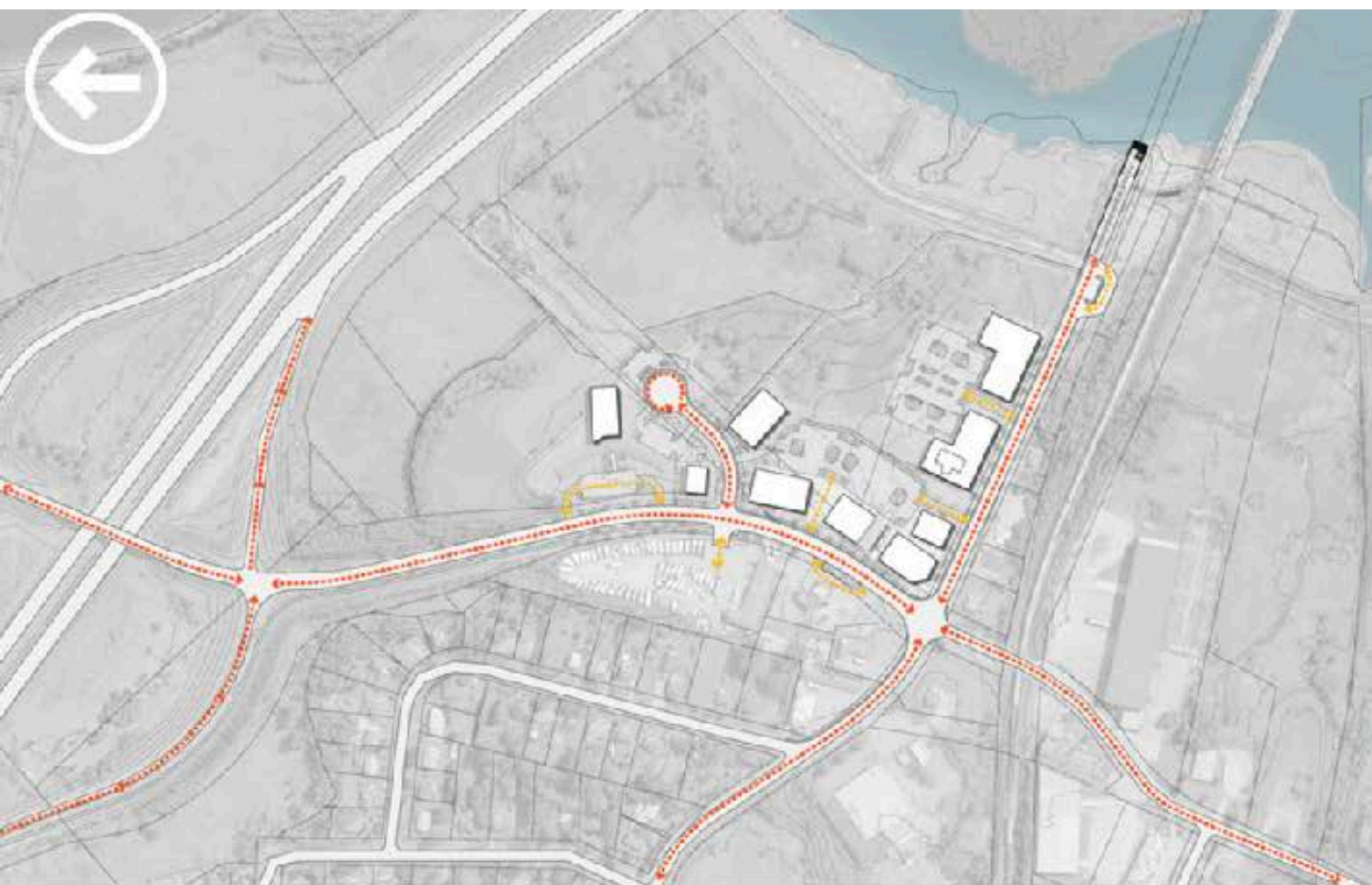
Bridge Street

Cattail Ridge Road

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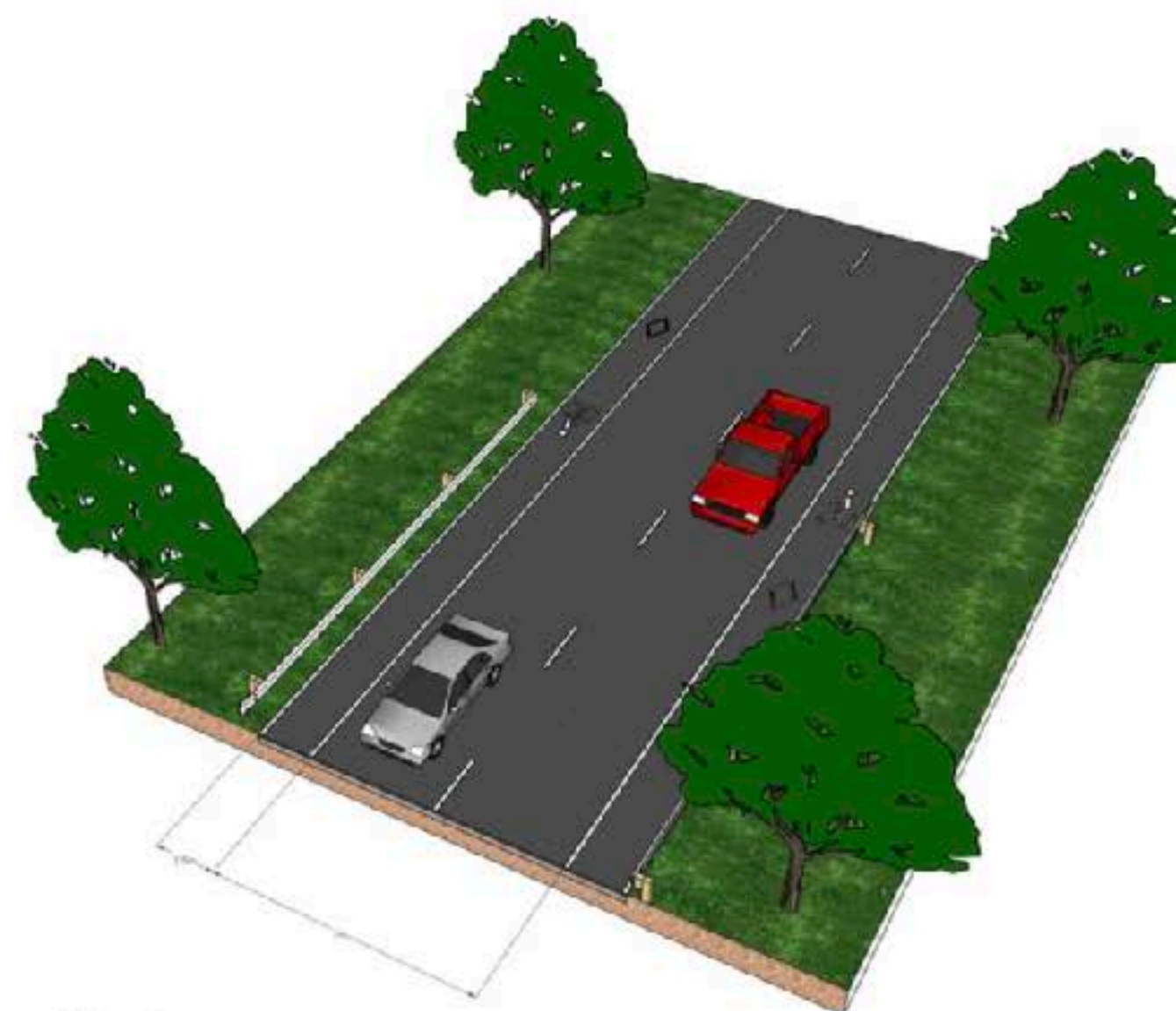
Bike Circulation Plan



----- Vehicular

----- Egress

Typical 1.5m wide onstreet Bike lanes

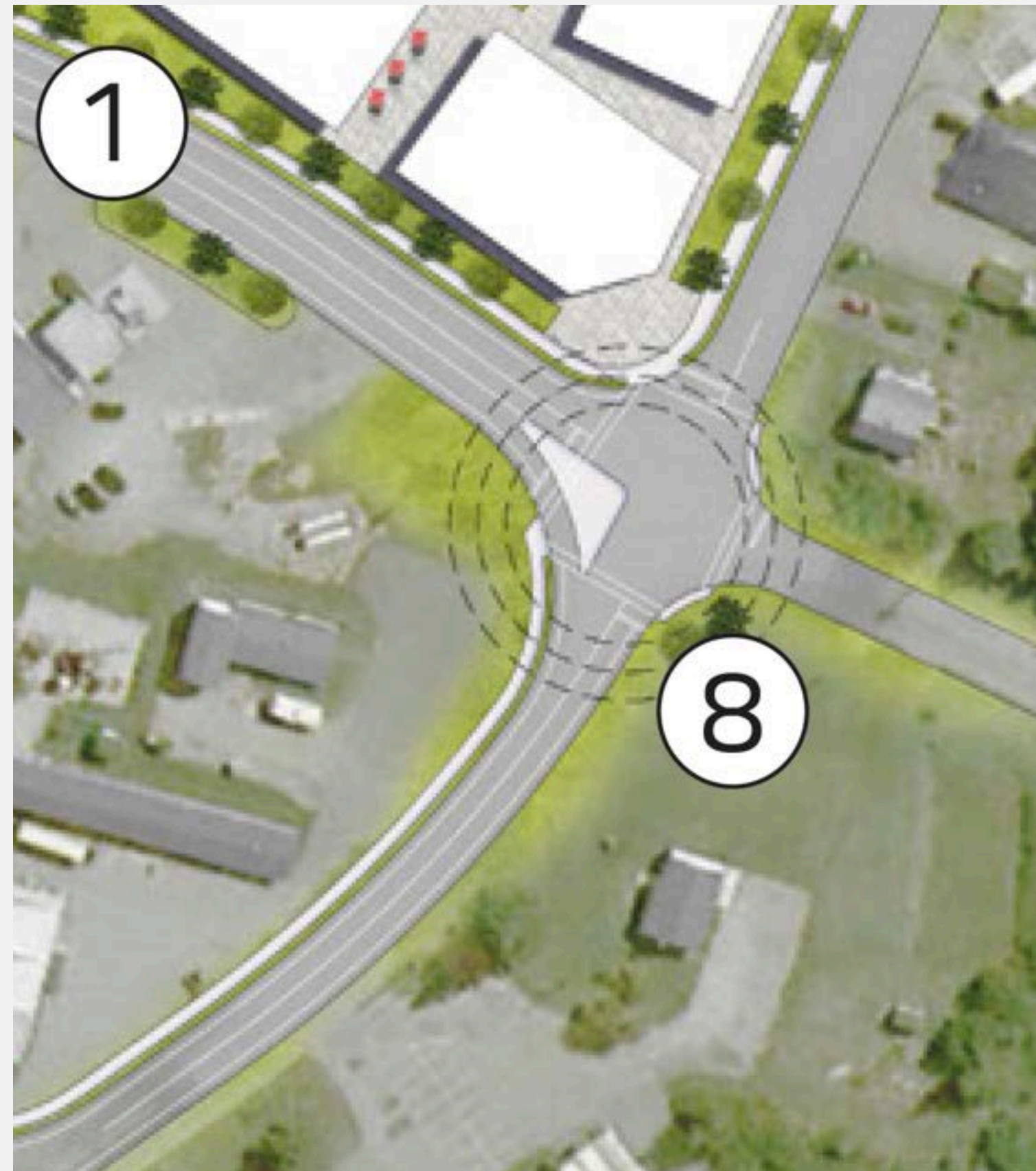


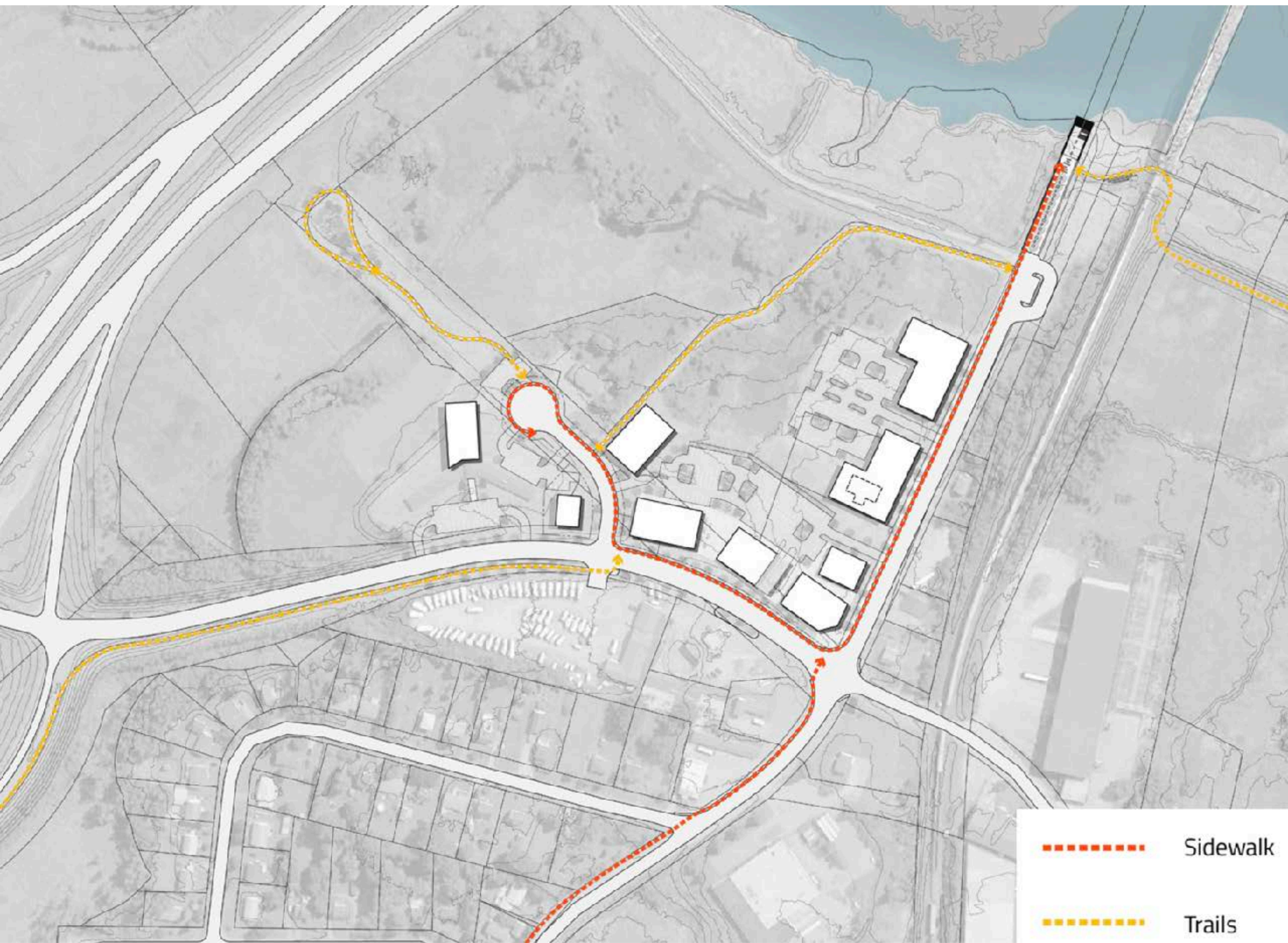
----- Bike Lane

Bridge St / Cattail Intersection

1. Traffic Signals
2. Modern Roundabout
3. Strategic Realignment of Intersection Legs
4. 4-Way Stop Control Intersection
5. 2-Way Stop Intersection

a modern roundabout is likely to best serve the traffic volumes through the intersection from an operational and safety perspective, though it is recognized that this is one of the more expensive options.





- Sidewalk
- Trails

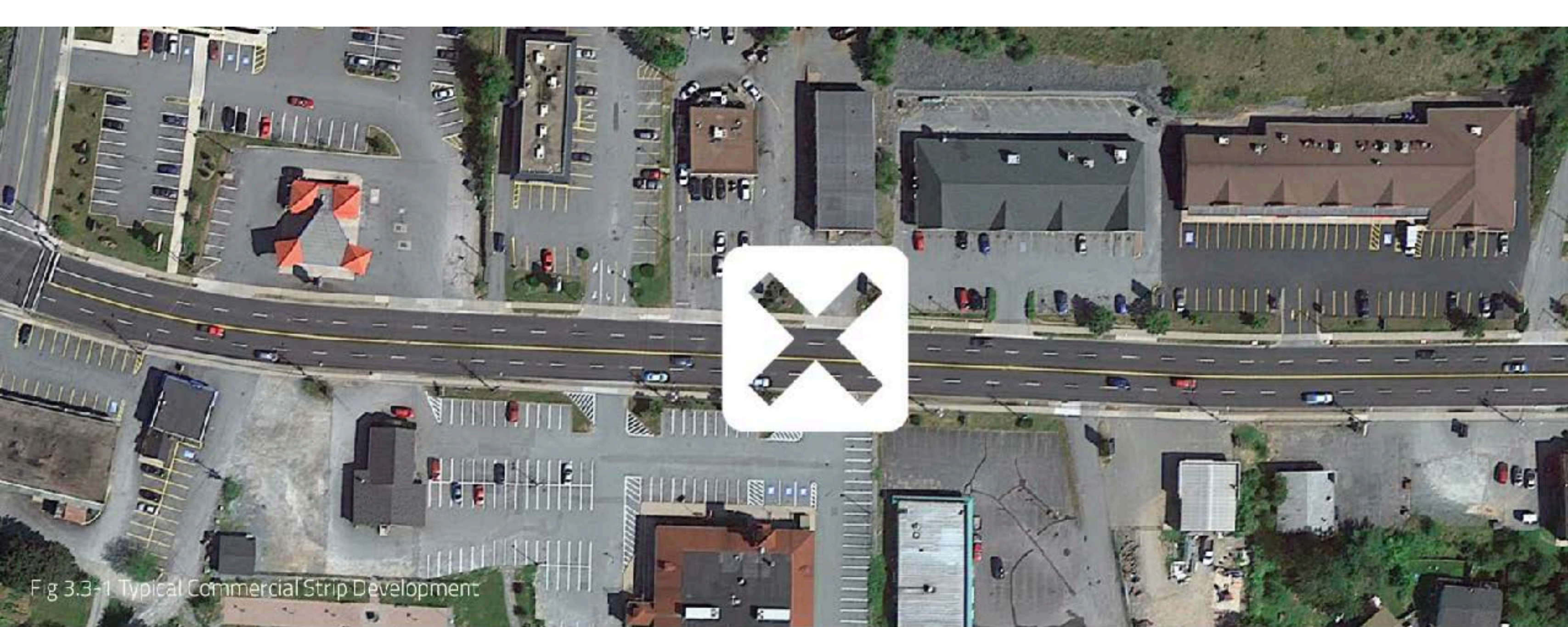


Fig 3.3-1 Typical Commercial Strip Development



Fig 3.3-2 Typical Commercial Strip Development



Fig 3.3-3 Village Core Commercial Development

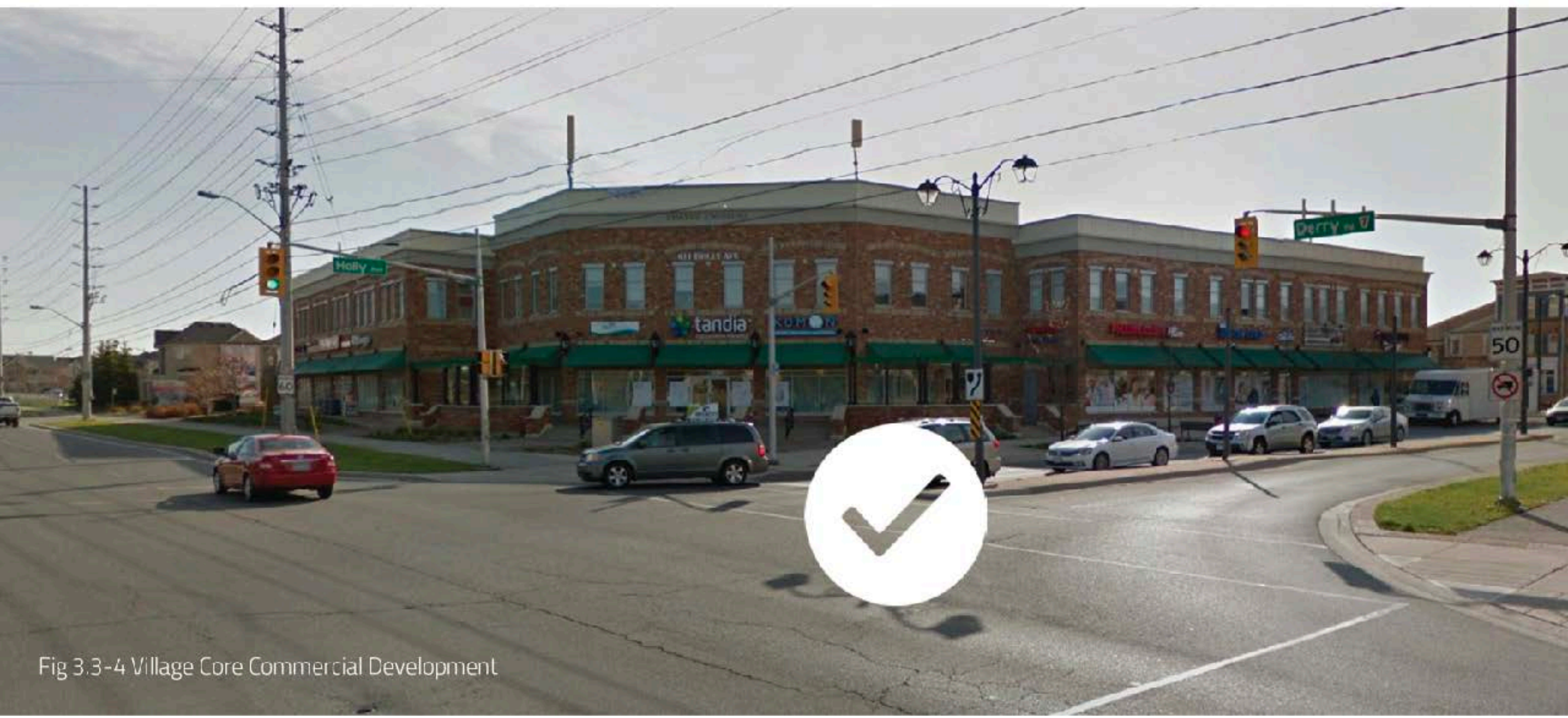
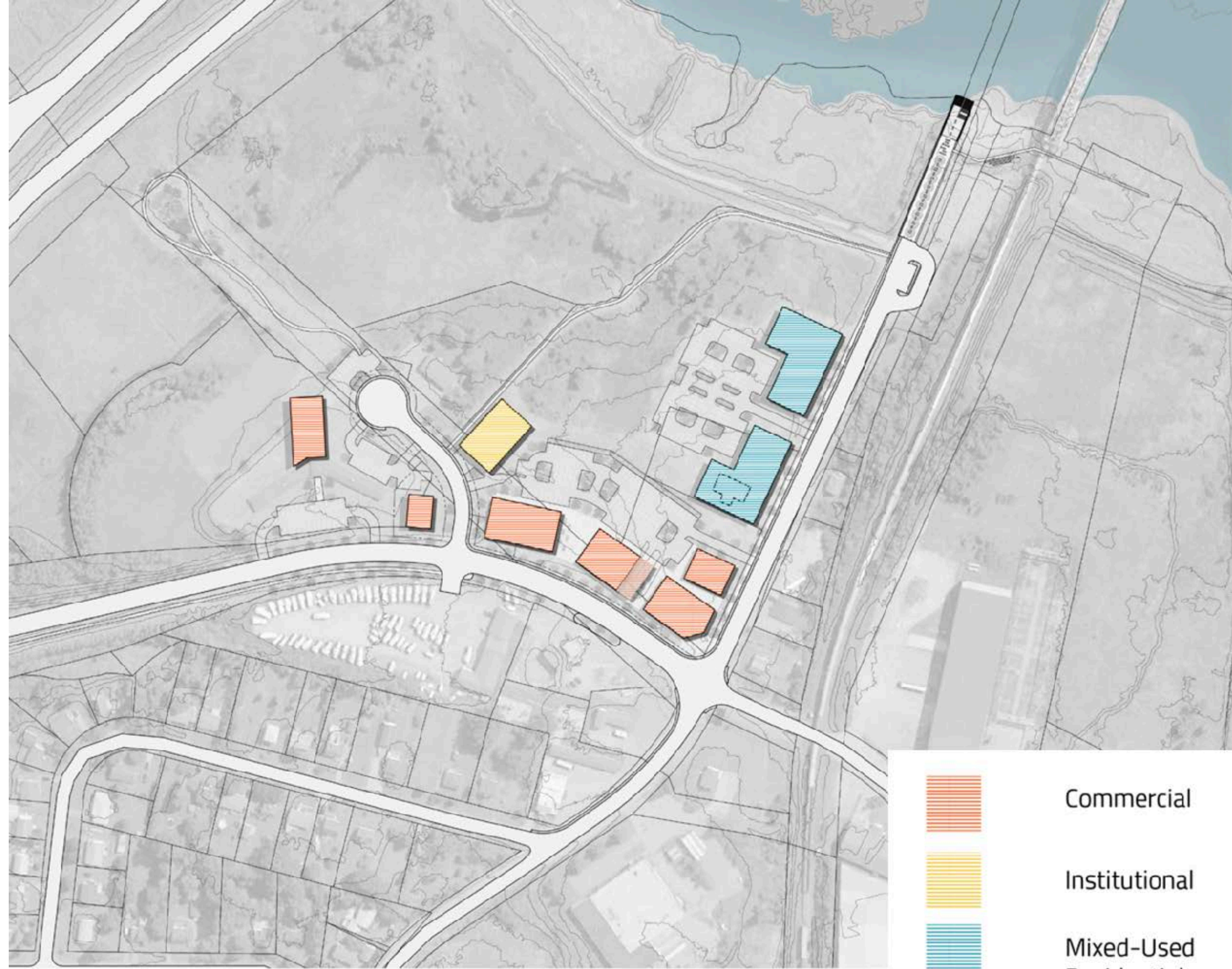


Fig 3.3-4 Village Core Commercial Development



Commercial



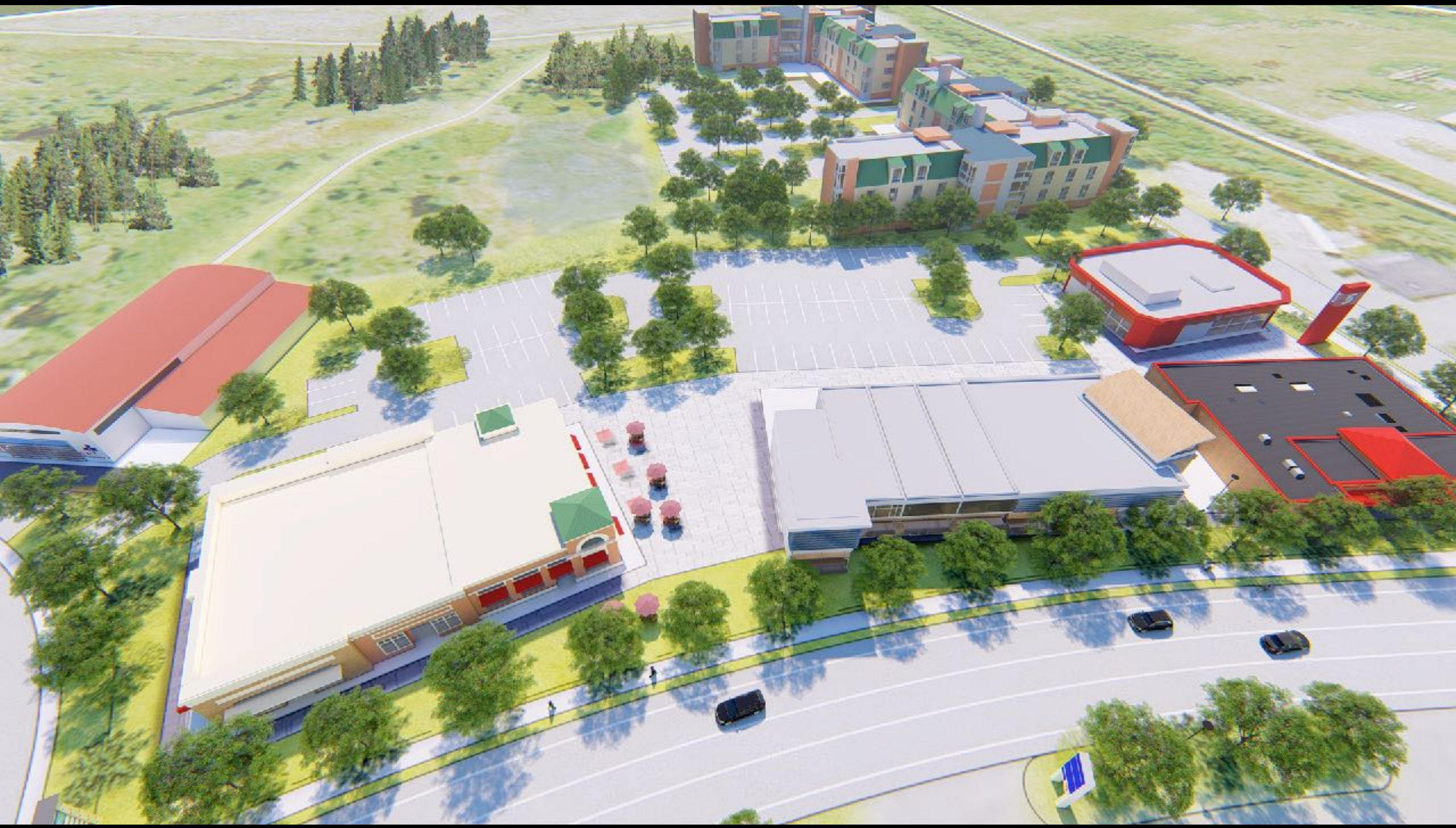
Institutional



Mixed-Used
Residential

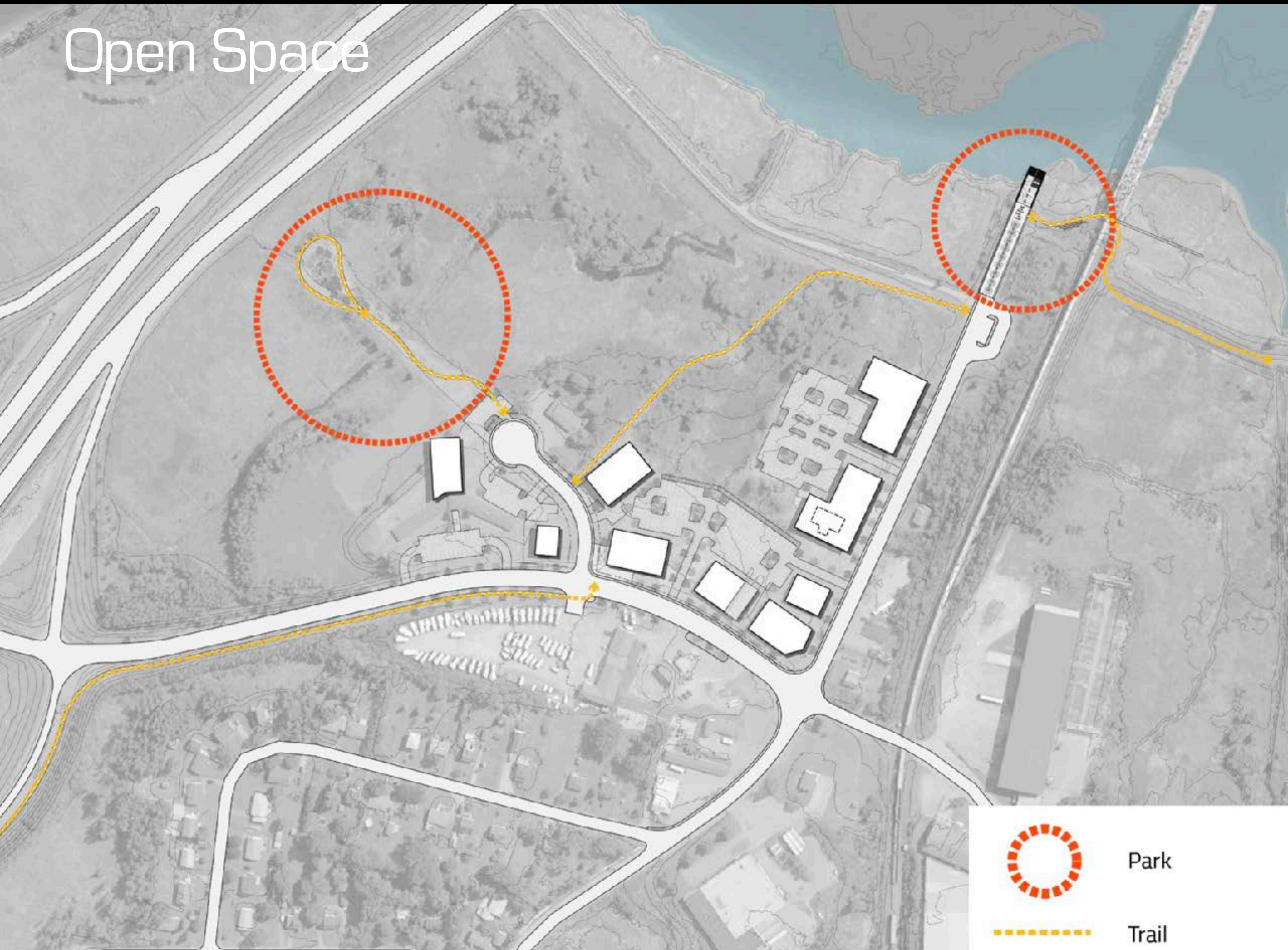








Open Space



**ALEX COLVILLE PARK COMMEMORATES THE
MEMORY OF THE RENOWNED ARTIST WHO MADE
SACKVILLE HIS HOME FROM 1959 TO 1973.
COLVILLE PAINTED THE SCENERY ALONG THE RAIL
LINE AND TANTRAMAR MARSH IN A NUMBER OF HIS
ARTWORKS. THE LINEAR PARK FOLLOWS THE
HISTORIC PATH OF BRIDGE STREET AND
INCORPORATES THE RUINS OF THE OLD BRIDGE INTO
A LOOKOUT.**





Vegetation



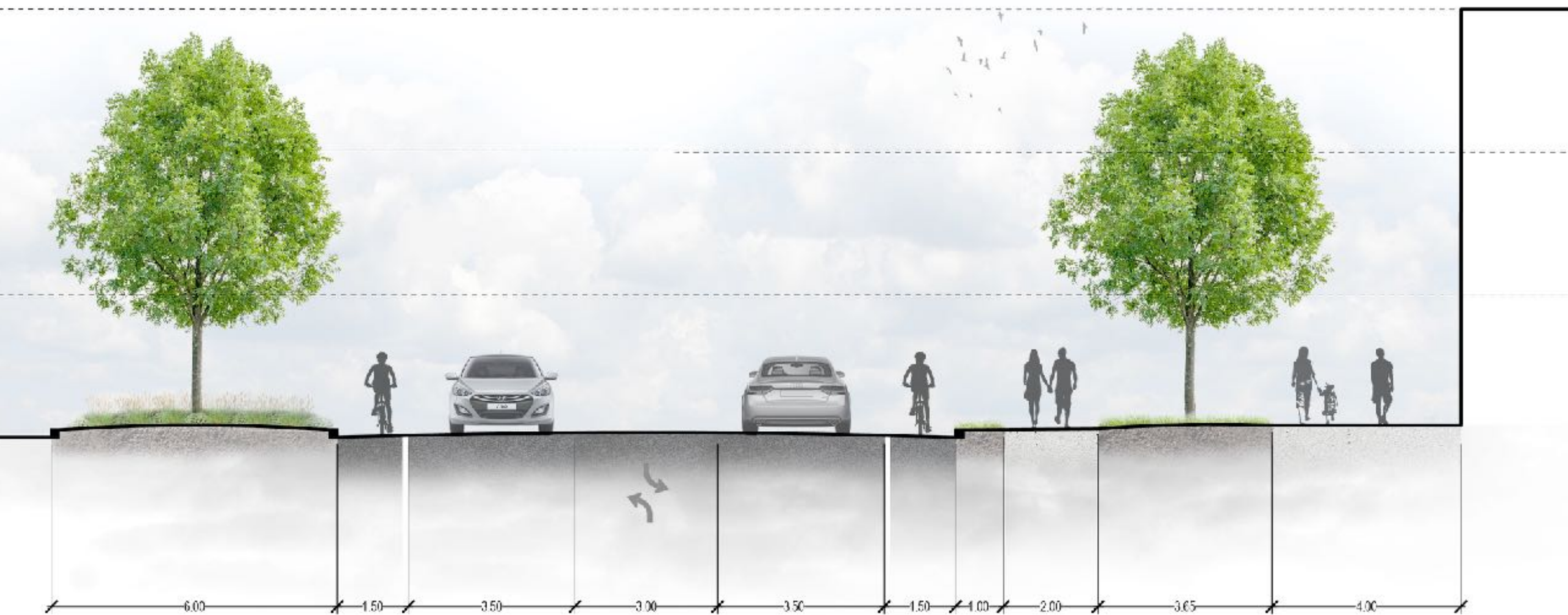
Parking lot water flow



Waterflow into bio-retention area



Purifying vegetation buffer



Policy Changes HC Exit 506

- 1. Max Front Yard of 20'**
- 2. No parking permitted between the sidewalk and the building.**
- 3. Sidewalk access to entry doors is required for every building**
- 4. Facade lighting to be provided to light the building and adjacent sidewalk to no less than 1 footcandle**
- 5. Landscaping is encouraged on the street side of the building.**
- 6. The street facade shall not be blank. Windows and doors are encouraged.**
- 7. Drive-through lane access is not permitted between the sidewalk and the building.**
- 8. Drive-Through access must provide stacking for at least 144 ft (8 cars) on the private property to ensure cars do not stack on main streets.**
- 9. Drive-through windows cannot front on main streets**

Cost Class D

Main Intersection Improvements	Estimated Quantities	Units	Unit Price	Estimated Cost
Line Painting Removal	80	m	\$ 0.65	\$ 52.00
Concrete Curb Removal	95	m	\$ 15.00	\$ 1,425.00
Bike Lane - Expansion on existing asphalt with base materials	55	sq m	\$ 80.00	\$ 4,400.00
Concrete Curb with base materials (inc. new island)	130	m	\$ 65.00	\$ 8,450.00
Concrete Sidewalk with base materials (inc new island)	150	sq m	\$ 85.00	\$ 12,750.00
Traffic Signage	1	ea	\$ 400.00	\$ 400.00
Line Painting	285	m	\$ 3.00	\$ 855.00
Topsoil and Sod	150	sq m	\$ 7.50	\$ 1,125.00
Total:				\$ 29,457.00

Streetscape Improvements - Cattail Ridge	Estimated Quantities	Units	Unit Price	Estimated Cost
Line Painting Removal	220	m	\$ 0.65	\$ 143.00
RV Sales Driveway Removal	240	cu m	\$ 12.00	\$ 2,880.00
Concrete Curb with base materials	207	m	\$ 65.00	\$ 13,455.00
Concrete Sidewalk with base materials	203	sq m	\$ 85.00	\$ 17,255.00
RV Sales Driveway Asphalt	200	sq m	\$ 50.00	\$ 10,000.00
1.5m Bicycle Trai expansion	305	m	\$ 50.00	\$ 15,250.00
Line Painting	1460	m	\$ 3.00	\$ 4,380.00
Street Trees	8	ea	\$ 700.00	\$ 5,600.00
Topsoil and Sod	500	sq m	\$ 7.50	\$ 3,750.00
Total:				\$ 72,713.00

Streetscape Improvements - Bridge Street	Estimated Quantities	Units	Unit Price	Estimated Cost
Bike Lane - Multi-use Trail 3m wide	667	sq m	\$ 40.00	\$ 26,680.00
Concrete Curb with base materials	222	m	\$ 65.00	\$ 14,430.00
Concrete Sidewalk with base materials	333	sq m	\$ 65.00	\$ 21,645.00
Line Painting	667	m	\$ 3.00	\$ 2,001.00
Street Trees	12	ea	\$ 700.00	\$ 8,400.00
Topsoil and Sod	270	sq m	\$ 7.50	\$ 2,025.00
Total:				\$ 75,181.00

Robson Ave Cul-De-Sac realignment	Estimated Quantities	Units	Unit Price	Estimated Cost
Clearing and Grubbing	0.12	ha	\$ 30,000.00	\$ 3,600.00
Asphalt Granular base materials	1730	cu m	\$ 35.00	\$ 60,550.00

Cost Class D

Alex Coleville Park	Estimated Quantities	Units	Unit Price	Estimated Cost
Clearing and Grubbing	0.075	ha	\$ 30,000.00	\$ 2,250.00
Asphalt Removal in the Plaza Area	150	cu m	\$ 12.00	\$ 1,800.00
Asphalt Parking Granular base materials	330	cu m	\$ 35.00	\$ 11,550.00
Asphalt Parking	400	sq m	\$ 50.00	\$ 20,000.00
Concrete Curb with base materials	50	m	\$ 65.00	\$ 3,250.00
Concrete Sidewalk with base materials	75	sq m	\$ 65.00	\$ 4,875.00
Line Painting	186	m	\$ 0.65	\$ 120.90
Topsoil and Sod	270	sq m	\$ 7.50	\$ 2,025.00
Plaza Surface with base materials	670	sq m	\$ 70.00	\$ 46,900.00
Bollards	3	ea	\$ 600.00	\$ 1,800.00
Seating Blocks	9	ea	\$ 1,500.00	\$ 13,500.00
Trees	8	ea	\$ 700.00	\$ 5,600.00
Look-off Structure with steps and footings	1	lump	\$ 15,000.00	\$ 15,000.00
River Edge Trail	130	m	\$ 30.00	\$ 3,900.00
Total:				\$ 132,570.90

Robson Ave Dog Park	Estimated Quantities	Units	Unit Price	Estimated Cost
Clearing and Grubbing	0.08	ha	\$ 30,000.00	\$ 2,400.00
Asphalt Removal	570	cu m	\$ 12.00	\$ 6,840.00
Asphalt Parking	300	sq m	\$ 50.00	\$ 15,000.00
Concrete Curb with base materials	110	m	\$ 65.00	\$ 7,150.00
2m Trail Crusher	270	m	\$ 30.00	\$ 8,100.00
Topsoil and Sod	270	sq m	\$ 7.50	\$ 2,025.00
Trees	4	ea	\$ 700.00	\$ 2,800.00
Total:				\$ 44,315.00

Trail Network	Estimated Quantities	Units	Unit Price	Estimated Cost
Trail Crusher Dust	330	m	\$ 30.00	\$ 9,900.00
Total:				\$ 9,900.00

Sub-Total	\$ 495,470.90
Contingency (20%)	\$ 99,094.18
Total	\$ 594,565.08



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Road

Bridge Street

Report Prepared By:

Ekistics Plan + Design

Rob Leblanc

Matthew Brown

Sarah MacLean

Commissioned by

The Town Sackville

