A PLAN FOR THE FERRY DOCK AREAS

A DIGBY NECK & ISLANDS COLLABORATION

15 December 2016
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ACKNOWLEDGEMENTS

The Cities and Environment Unit would like to acknowledge the encouragement, support, and advice of community members, the Freeport Community Development Association, Councillor David Tudor, and the Department of Transportation and Infrastructure Renewal, and the Municipality of Digby. Without their input and sustained support, this plan would not have been made possible.
There is a place at the most southwesterly point of Nova Scotia where the Atlantic Ocean and Bay of Fundy meet. These waters, over centuries, have provided nourishment for an astounding array of marine life and sustenance for a handful of fishing, boat building and trading communities. On these same shores, there is some evidence of human activity long before Champlain gave Long Island its name in 1604.

At the southern tip of Digby Neck, at East Ferry, the land and highway end at the ferry docks. Here you can see, touch, and feel the power of the Bay of Fundy. The full force of the currents through Petit Passage are apparent as the ferry struggles toward Tiverton on the north shore of Long Island. On the southern shore, Freeport is home to another dock. A ferry ride across Grand Passage takes you to Westport on Brier Island.

Like many small communities in Nova Scotia, these villages struggle to survive. Here threats seem both imminent and pervasive. Brutal winds, devastating storms, the swell of tides, the market price of lobster, the cost of gas, the struggle to retain control and extend local health services, the effort to keep schools open and youth hopeful test the communities’ resolve everyday. These communities may seem like many others in this Province but they are also spectacularly unique. They are resilient and resourceful, fiercely independent and immensely generous in times of need. This place is who they are. Local ingenuity and hard work is part of the local character. Those who were born here and those who are here by choice share a resolve to stay, to make it better, make it work, attract more residents, and more visitors for longer stays.

The Ferry Docks project is important because it is community based. The idea came from the community and the community has been, and will continue to be, engaged every step of the way. It’s also a unique collaborative project that involves, connects, affects and has the support of all four communities: East Ferry, Tiverton, Freeport and Westport. Finally, it is significant because it is an example of how small communities can shape their own future with a perspective that is both long term and immediate, welcoming and intensely local.

This document builds on and consolidates the work and ideas that have emerged over the last 3 years about how the Ferry Dock Areas need to function better. The ideas presented here emerged through many casual discussions, meetings small and large, including workshop sessions with young people at the Islands Consolidated School. We are grateful to all who contributed. We also recognize that the project will only happen with the community’s continued participation.
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INTRODUCTION

THE FERRY DOCKS

There are four communities at the extreme southwesterly edge of Nova Scotia, three of them are perched on two islands that project boldly into the Bay of Fundy. The communities are connected to the mainland and to each other, across two passages, by ferries that run regularly as an extension of Highway 217. The places where people have chosen to settle are historic, picturesque and connected to the sea. Fishing, boat building and self-reliance have always been a way of life. The persistence of these communities is the perfect demonstration of the resilience of the human spirit.

The landscape tells a timeless story of the power, magnitude, beauty and magic of nature. Everyday, and in extraordinary measure, the tides rise and fall. Rare plants and a wide diversity of marine life can be found here. In the summer, at least five different species of whales travel to the Bay of Fundy and with them come the tourists eager to catch a glimpse. The islands are on a major migratory route for birds and are a prime bird-watching location. Volcanic activity, wind, and water through many centuries have sunk mountains, carved rocks, created valleys and made these islands and Digby Neck into a geological and archaeological showcase.

On the East Coast this may be the only place where you can see both spectacular sunrises and sunsets over open water. The sky is big and on a clear moonless night provides an astounding light display of planes, satellites, planets, stars and galaxies that tell an even longer story of who we are and where we may be going. There is something about this place which has kept many generations of residents here and has attracted seasonal residents from around the world.

“THE ONLY PLACE WHERE YOU CAN SEE BOTH SPECTACULAR SUNRISSES AND SUNSETS OVER OPEN WATER.”
Yet, for all its history, beauty, and power, for all the potential and all the dedication, the future is precarious. Like many small communities in Nova Scotia the population here is aging. At the same time, under the guise of cost efficiency, essential services are being centralized. Transportation options are limited particularly for the young and old. Young people see little opportunity to stay. Economic activity is limited by an urban bias on the part of investors. To connect these small communities to markets and resources across the province and around the world, investment in 21st Century systems for communications and transportation is needed.

It’s in this context that the Ferry Dock Project has both a simple and a profound beginning. There is an immediate need to make the dock areas work better, be more comfortable and more attractive. But, in the best spirit of the Ivany report, there is also in this project a deeper understanding that change starts with the community. This attitude of not waiting for some other level of government or agency or program to act is a way for the community to assume control in shaping its own future. It’s the same idea which compelled a few community members with broad community support to find a way to get high speed internet to the Islands after a government program and promise had failed to deliver.

This view helps to explain why the ferry dock project needs to happen now, but also why the design and strategy is to do it in a community based way and use this as an opportunity for developing new capacity within the community, as well as create new opportunities for social, economic and infrastructure development. Perhaps this approach can also serve as a model for future initiatives.

“THERE IS A DEEPER UNDERSTANDING THAT CHANGE STARTS WITH THE COMMUNITY”
 PURPOSE

The purpose of a plan, and this plan in particular, is to meet an immediate need and work toward a long-term vision.

The immediate need for the Digby Neck and Islands is to transform the Ferry Dock areas into places that are less utilitarian and more comfortable, functional, inviting, attractive, and that instill a sense of stewardship for generations to come. The intent is to make the four areas into places that orient visitors and welcome residents and showcase the people, the communities and the amazing and powerful natural setting of the Bay of Fundy.

The plan for the Ferry Dock areas originated from larger intentions for this region. It’s part of a larger strategy to attract and keep tourists here longer (Brook’s report) and to revitalize the Neck and Islands through collaboration among the four communities by creating a focus on local self reliance (Ivany report). It also is intended to build new awareness and capacity by engaging the community (including young people) in developing the plan and seeing that plan come to fruition through their own efforts. This affects not only what is proposed but how the plan itself was developed and built, and how that attitude and approach can be applied to all other projects.
The idea for this project emerged from the community. More than three years ago, in a series of community meetings organized by the Municipal Councillor David Tudor, the notion of improving services for visitors was identified as a strategy to draw in more tourists and keep them in the area longer. Those same meetings recognized that the community had to take a leading hand in shaping its own future. From these preliminary discussions, the Freeport Community Development Association (FCDA) embraced the idea of creating a better experience for residents and visitors. From this, a working group to advance the Ferry Docks Improvement Project was established. Over the next two years, the project was developed in consultation with community members through public meetings, articles in Passages, and face to face conversations. This work was supported by Village Commissioners, the Municipality of Digby, Provincial tourism agencies, the local MLA and the Department of Transportation and Infrastructure Renewal. In the Spring of 2016 the Municipality of Digby provided the FCDA with the funds to conduct a study and produce a design that would address the concerns and needs of the community with respect to the Ferry Dock Areas. In June 2016 the CEU was formally engaged.

The process of developing this plan has been community based with a focus on inclusion. Initially, three public meetings were held at Freeport, Tiverton, and Westport as well as a session with students at the Islands Consolidated School. At these meetings, the CEU team collected input on the challenges that the current layout of the ferry docks posed. Additionally, a Facebook page was created to give updates to community members when they were available as well as to continue communication throughout the drafting of this plan. This provided an open channel for community members to ask questions and provide feedback. Two more meetings were held with community members to share the plans as they were being prepared.

The importance of involving the community is paramount in the creation of the plan. Engaging residents provided a more acute understanding of the area and a wealth of new ideas.

The process of engagement itself is a community building exercise. The drafting of this plan required extensive discussions with and between community members. The collaborative approach to engagement allowed for the communities to advocate for their own future. With this in mind, the Ferry Docks plan is not the finish line for East Ferry, Tiverton, Freeport and Westport, but the starting point. The importance of a plan such as this is to establish connections, mobilize local expertise, and establish a direction for community action to continue.
AREAS OF INTERVENTION

Through meetings with the communities, a design session at the Islands Consolidated School, and many informal discussions with local business owners, fishers, and the working group, five distinct areas of intervention were identified: Basic Infrastructure, Essential Services, Community Orientation, Showcase, and Placemaking. Together, the five areas provide a structure to analyze the existing situation (both challenges and opportunities) in each of the four Ferry Dock areas and suggest design solutions. This approach led us to conclude that the plan needs to be viewed both as a long term vision and a short term guide to immediate action.
Basic Infrastructure

Essential to the function and safety of all road users at the ferry dock areas

- Traffic
- Pedestrian movement
- Signage

TRAFFIC

Each Ferry Dock area requires space for people to drive to the dock, wait for the ferry, and park their vehicle. In East Ferry and Westport, especially during the busy season, vehicles in the waiting lane impede the flow of traffic. In Tiverton, the waiting area is not organized in an intuitive way. Clearly designating where people are supposed to drive, wait, and park, will reduce the amount of congestion and confusion. Dealing with the waiting lane at Westport is most challenging. The existing arrangement does not easily accommodate traffic coming from both directions, waiting lanes block access to adjacent buildings and effectively block one of the driving lanes. This is the only instance where basic proposed infrastructure involves the use of land which is not currently held by TIR.

PEDESTRIAN MOVEMENT

Despite their coastal setting, each of the Ferry Dock areas lacks a boardwalk or walkway to facilitate pedestrian movement. It's clear that people and vehicles need to coexist. However, particularly during the summer season, there should be designated places for people to walk, sit, and get together as part of the basic infrastructure.

SIGNAGE

The current signage at the Ferry Dock areas includes directional, promotional, and caution signs. Many of these signs are old, faded, and sometimes contradictory in the messaging. The placement of the signage is haphazard at times and provides either redundant or inadequate information about the ferry service. Informational towers, in tandem with directional signage and better signage about the ferry service, will help to address some of the disorganization and confusion.
Essential services

Necessary components to provide a basic level of comfort and maintenance for residents, tourists, and ferry employees.

• Washrooms
• Shelter
• TIR utility buildings
• Bicycle racks, storage, and repair station

WASHROOMS
Washrooms were identified as a priority at each Ferry Dock area. Washrooms are an essential public service that should be accessible and comfortable for all users but the current facilities are unsightly in a highly visible area. The idea of collaborating with adjacent businesses to improve their washroom facilities and make them available to the public has been explored in Freeport and East Ferry. In Tiverton and Westport, separate facilities need to be built.

SHELTER & WAITING AREA
It is necessary for each Ferry Dock area to have shelter and a waiting area which will serve to provide short-term protection from the elements and allow those waiting for the ferry to enjoy the terminal in comfort. The Ferry Dock Areas experience a variety of weather conditions, most notable are the harsh winter winds and rain, and ocean surges against the terminals’ rock face. These weather conditions can make the ferry terminal an unsafe space for pedestrians. Providing a sheltered space is essential for safety and comfort.

TIR UTILITY BUILDINGS
TIR staff have buildings in each of the Ferry Dock areas to deal with the necessary ferry operations and maintenance. Essential services which currently exist in each area must be accommodated in locations that are accessible by service vehicles and in a form which respects the design of each area.

BICYCLE RACKS, STORAGE, AND REPAIR STATION
Facilities for bicycles are crucial for encouraging people to cycle to and between the Ferry Dock Areas. Adequate bicycle parking and storage allow both residents and visitors to store their bicycles while waiting for the ferry or exploring the Ferry Dock areas. A repair stand allows bicyclists to make minor adjustments to their bike while they are travelling. This service will benefit locals who cycle on the islands and attract tourists who may be arriving by bicycle.
Community Orientation

Provides clearly organized directions and information about the communities and the natural features that the Ferry Dock Areas serve:

- Wayfinding
- Attractions
- Events

WAYFINDING

Each Ferry Dock area should serve to orient you to the community and the landscape. They should further help visitors find their way around the islands and what to look for in the other communities. This will be achieved through maps, models and images.

There is lack of information on display for Long and Brier Islands. With the appropriate wayfinding tools such as maps and signs, visitors will be more likely and feel more confident in exploring the Islands, visiting local attractions, looking for accommodation and finding local products.

ATTRACTIONS

Digby Neck and Islands are rich in opportunities to connect with nature, engage in recreation and play, and enjoy local products and services in a coastal setting. Visitors can go whale watching, bird watching, visit museums, enjoy the local food, and witness the power of the Bay of Fundy. Such destinations need to be highlighted and celebrated.

EVENTS

There is always something going on in the communities to engage local residents and attract visitors. Community breakfasts, fundraisers, and dinners are regular events in the community. In addition, there are graveyard walks, fishermen’s services at local churches, and music ranging from casual sessions to organized yearly festival. Promoting these events clearly and strategically will serve to bring more people to the area while bringing the community closer together.
Showcase
Highlighting the aspects of the Digby Neck & Islands that make them special places to live in and to visit.

- Discovery Route
- Kiosks
- Wi-Fi

**DISCOVERY ROUTE**
There is a unique opportunity to develop the Ferry Dock Areas as significant nodes on a discovery route that, together, tell a compelling story about the Bay of Fundy - its power and scale, the ecosystem it supports, the communities and culture that have formed around it, and the potential it holds for the future.

**EAST FERRY**
serves as an introduction to the scale and power of the Bay, the wind and the tides. It can also tell the story that connects the geography of this area to global travel patterns of whales.

**TIVERTON**
is about the connection between communities and the sea. It's about fishing, about boats, about survival and about livelihood. It will also recognize and commemorate boats, ships, and people lost in these waters.

**FREEPORT**
can focus on the experience of living and playing on the edge of the nutrient rich waters from the Atlantic Ocean coming into the Bay of Fundy. It's about people. It's their story told in local museums and archives, but also an experience open to everyone (residents and visitors) to touch and feel life on the edge. It's a beach, a playground, a look-off, and possibly a salt-water tidal pool.

**WESTPORT**
is the last stop. The story ends with a reminder of the deep history of adventure which started here with Joshua Slavum and Margaret Davis. It boasts an abundance of life, small and large, from rare wild flowers to spruce forests and microscopic sea life to the giant fin whale. It is also a place of research and discovery as currents through the passages are explored as a source of renewable energy for the province.

**KIOSKS**
Small kiosks at the Ferry Dock Areas allows residents and school groups to showcase their local talents and allows visitors to sample, see, and try local goods. The kiosks can accommodate a large variety of entrepreneurial opportunities - they could be used to display beach glass art from local artists, sell bait and rods for those that want to try fishing off the docks, sell fresh fish, local flowers, ice-cream or coffee.

**WI-FI**
Access to wireless internet is a key component of connecting the world to the Digby Islands and Neck (for residents and visitors alike). Free internet access gives people access to travel information for the area and it acts as an interpretive tool for the Bay of Fundy.
Placemaking

Placemaking focuses on the use of local resources, skills, knowledge, stories, and potential to create better public spaces that encourage people to connect and linger.

- Landscaping
- Lighting
- Play Areas
- Seating
- Connections to Trails

LANDSCAPING

Landscaping is essential to creating an attractive and relaxing environment. The current prevalence of concrete and pavement in the area disconnects visitors from the surrounding natural landscape.

LIGHTING

Where lighting is present in each of the Ferry Dock Areas, it is tailored to vehicular traffic. Installing pedestrian-scale lighting will allow for the Ferry Docks to remain inviting, even after the sun has set.

PLAY AREAS

Each of the Ferry Dock Areas currently has a somewhat utilitarian feeling. For visitors and locals waiting for the ferry, there is little to engage children. The design of play areas and structures could be focused on the use of local and natural materials for their construction.

SEATING

Seating is essential to creating a good pedestrian environment and welcoming visitors. The arrangement of seating dictates the experience that a visitor might have and the design influences how people use it.

CONNECTIONS TO TRAILS

Introducing trailhead elements at ferry docks that are in close proximity to walking or hiking trails, like in Tiverton, would help to direct visitors to these places and provide interpretive information about the surrounding natural and built environment.
DESIGN COMPONENTS
KIT OF PARTE

The components describe the physical elements that can be built to address the areas of intervention identified at the ferry docks. The kit includes basic solutions for improving infrastructure and providing essential services. Solutions also consider ways to identify local attractions, events, and services, showcasing each ferry dock area as a place and destination while telling a cohesive story of the islands in the Bay of Fundy.

ALL DESIGN COMPONENTS ARE BASED ON THE FOLLOWING PRINCIPLES

Simple
Each component features a simple design, which eliminates the need for expert labour. The materials and design of each component have been thoughtfully selected to ensure that little to no maintenance is needed and when it is, the capacity will exist with local residents to do the work. To create a more inviting, attractive, and functional Ferry Dock, small-scale components are brought together and can be manipulated in a way that reflects the individual character of each community.

Robust
The coastal nature of the landscape at the Digby Neck and Islands means that the area is often subject to rain, wind, and storm surges. This requires that components are robust in their design and work with the natural conditions rather than resist them. Many of the components have features that allow them to adapt to changing conditions: the cycle of the seasons affecting the weather, the cycle of the moon affecting the tides, and the interplay between day and night.

Local
Recognizing the local skill, talent, expertise, and knowledge that exists in each of the communities, the use of local labour is a priority. This approach will be coupled with the use of local materials where possible. Focusing on local resources will ensure that economic value is created within the community and that the ferry docks instill pride and ownership with residents and act as a draw for visitors. Furthermore, the components are sensitive to the local landscape and inspired by traditional methods of building in the region. Each component incorporates cultural elements (such as the fisheries) and the natural environment (such as the ecology of the Bay of Fundy) into their design.

Beautiful
Collectively and on their own, the design components should be aesthetically pleasing to create an attractive space that is not only functional but also inspiring. With proper execution, such elements should instill a sense of pride in their community and place. It is also important that the ferry docks are visually interesting at both day and night as well as during each season. Kiosks, washrooms, display buildings and towers are designed to serve as bright, colourful “lanterns” at night and in the off season when they are closed.

FERRY DOCKS | PG. 18
SIGN/SCREEN WALL

The walls serve four functions:
- to organize traffic and way-finding signage,
- act as a backdrop display board for the local “Discovery Route” story
- to feature local art, crafts and destinations
- as a green wall on the residential side

This simple yet versatile wood slat wall provides a place to post directional signage, maps and other community information and acts as an edge to define public spaces at each Ferry Dock area. The wall will be illuminated to ensure the legibility of information at night and to create a safe and inviting environment. Both sides of the wall are aesthetically pleasing, the residential side functions as a green wall and the vegetation can extend to the ferry dock side whenever that is appropriate. The design of the wall does not require expert labour to assemble and could easily be built by volunteers from the community.

EDGE, RAIL

A pipe rail along the dangerous edges of the walkways and wharfs provides a simple, affordable, and effective way to allow more visitors to safely explore the ferry docks and enjoy views out to the water. It also addresses some accessibility issues by offering extra support for those with physical disabilities. Lengths of standard pipe railing can be purchased at low cost and easily installed.

BOLLARDS

Bollards are a simple and adaptable addition to the ferry docks that can be used to improve pedestrian safety and comfort in proposed walking areas. The bollards are equipped with a solar lamp that lights up in poor visibility to mark the edge of the lane and create a sense of place on a gloomy day and at night. The bollards can easily be unscrewed from the ground during the winter months to allow for snow clearing.
PEDESTRIAN BOARDWALK

A boardwalk along the ferry line-up will mitigate the existing pedestrian safety issue. Having a designated pedestrian path will allow people to leave their parked cars and safely visit any amenities in the local area or simply go for a stroll to stretch their legs. To facilitate winter maintenance/snow clearing, the walkway surface is level with the road. To make this a designated, safe path, the walkway is differentiated from the roadway by colour and texture, and separated by bollards. The use of local timber allows for easy and cost-effective construction.

FERRY CROSSING TRAVEL TIMES

<table>
<thead>
<tr>
<th>DIRECTION OF TRAVEL</th>
<th>MODE OF TRAVEL</th>
<th>TRAVEL TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westport &gt; Freeport</td>
<td>Every Hour</td>
<td>10 Minutes</td>
</tr>
<tr>
<td>Freeport &gt; Tiverton</td>
<td>Every Hour on the Half Hour</td>
<td>15 Minutes</td>
</tr>
<tr>
<td>Tiverton &gt; East Ferry</td>
<td>Every Hour on the Half Hour</td>
<td>3.5 Hours</td>
</tr>
</tbody>
</table>

Signage can be displayed on shelters, kiosks, towers, and walls

Mockup of a sign that explains ferry schedules

Clear, distinct signage is needed to communicate information about the ferry, traveling on the Islands, and the Discovery Route. Indicating the travel distance between the two communities is especially crucial, as people often speed through the area to try and catch the next ferry. The schedule indicates the travel time not only for those in cars, but also for people bicycling or walking to encourage the use of active transportation.

WASHROOMS

The proposed washroom will provide a much needed improvement to the current facilities available to visitors. The building will continue the overall design theme of local wooden shingles, traditional metal roofs, and red highlights. In two of the communities, there is the potential to connect with neighbouring businesses to make their facilities more accessible to the public in exchange for some capital investment. Where no previous facilities exist, a system with a tank and accompanying structure will have to be built and maintained.

DISPLAY AND SERVICE BUILDING

This robust building, which can incorporate washroom when necessary, can be used for a number of different uses, including displaying information about the Discovery Route or providing a space to accommodate ferry operations.
SHELTER

This structure provides much needed shelter from the elements for those waiting for the ferry. It can be adapted to fit seasonal conditions and increase longevity. In warmer months, walls can be pushed aside to allow for air movement while receiving shelter from wind, sun, or light rain. In the colder months, the shelter can be closed and heated. Bike racks at the side of the shelter provides a space for cyclists to park their bicycles while waiting for the ferry. Additional signage and maps inside the shelter can help visitors plan out their trip to the islands.

BENCHES & TABLES

Benches and tables will provide places for people to gather at the ferry docks. This street furniture is characterized by simple shapes and durable, natural materials. The use of wood slats is in line with its surrounding design components. The lumber can be sourced locally and installed by community members. The furniture design adds beauty, functionality and sense of place to the space. The benches and tables facilitate social interaction, a spot to rest and admire the landscape, or to consume a snack or drink from the nearby kiosks.

PLANTER

Planters with vegetation such as trees and flowers will add beauty to the ferry docks, further creating a welcoming atmosphere to each community. The planters are made of wood slats that can transition into benches. The lumber can be sourced locally and a simple design allows for easy construction by community members.

Note: Benches and Planters share similar details making it easy to combine planters with benches in a single installation using the same design language.
KIOSKS

The kiosks are simple, beautiful, and adaptable. They can be rented out to local vendors to display their products or for other entrepreneurial ventures (such as fishing rod rentals, hiking tours, or information desk). The buildings and their operation can showcase local talent, materials, food and hospitality. When kiosks are not in operation at night or in wintertime, they are lit from the inside and thus function as lanterns emanating light and warmth.

The design of the kiosks have been inspired by architecture that already exists in the community

STORAGE SHED

Storage is needed at each ferry dock as part of the ferry's operation. The design for the storage sheds is intended to replace existing TIR service sheds, improving the functionality and overall coherence of the area as the design is consistent with the other components.
INFO TOWER

Towers are highly visible, bright and animated. They provide:

- information about the Ferry Service
- information about community events, activities, programs calendar and advertising
- live video feed of whale watching, lobster fishing, etc
- works of art/display items associated with the discovery route
- color, identity and distinctiveness to each place.

A clearly visible info tower can display information relating to the ferry operation and express local themes. Large, screens show real-time arrival and departure times, the schedule for the connecting ferry at the other end of the island, and the cost and payments options available. The real-time schedule will enable ferry users to manage their time to their liking, be it a quick run to the washroom or an unhurried coffee at a nearby café. The info towers are light and flexible, and unique to each location. The tower itself is a simple design supported by wooden posts and covered in a construction mesh. Maximum height is 35 feet.

Different Iterations of the Info Tower
Each info tower can be customized with lights, attachments, and other features to make them unique to each location.
A whale wall at East Ferry will provide a beautiful and powerful welcome. The wall displays a whale at its actual size. Kids can measure themselves against the whale, touch the representation, and admire it up close. It reminds us that these massive mammals could be swimming just a few feet away from us, only hidden by the surface of the water. The mural refers to the sheer size and scale of this particular environment and our part within it.

The wall itself is a simple and bold wooden structure designed to withstand strong winds. Locally sourced timber can be used to build the wall. The mural of the whale itself is a work of local art and craft. It could be formed out of fishing nets and rope commonly found on the coast. It also draws on local skills and traditions, like hooking and rope tying.
One possible idea is to form the figure of the whale by hanging string, rope, nets, and other materials commonly found near the docks on nails that have been hammered into the wall in the shape of the whale.
A plan serves as a tangible strategy for how improvements are to be carried out in a community. The plans presented in this document were developed based on the needs identified by the CEU and community members. Built solutions come from the design components that have been proposed, carefully considered and organized at each of the Ferry Dock Areas to address both local needs and potential. The plans help to create a vision for what these areas might look like and how that can be achieved over time.
EAST FERRY

OPPORTUNITIES

As the gateway to the islands, the dock area in East Ferry holds the potential to draw visitors and local residents alike to Long and Brier Islands. In between each ferry trip, there are people waiting in line who could potentially be inspired to visit an attraction or business. With this in mind, it is essential that the visitor information available here be clear and plentiful so that people can easily plan their trip to explore the islands. The waiting space at East Ferry itself provides an opportunity as a gathering place for the local community as well as people on their way across Petit Passage.

EAST FERRY / CURRENT CONDITIONS

CHALLENGES

- Ferry line-up lane not clearly marked, paint fading in some places
- Lack of pedestrian infrastructure - sidewalks, waiting areas
- Porta-potty washrooms are inadequate and inappropriate
- Lack of a sense of place
- Unorganized and confusing signage for vehicles
- No ferry schedule posted

Line-up to board the ferry
Ramp to ferry
Lack of space for pedestrians on Shore Rd.
Porta-potty washrooms for visitors waiting in line.
East Ferry is the place where first impressions and crucial decisions are made. It sets the stage for what a visitor might experience on the Islands and whether or not they should continue the journey to Long and Brier Island. Here, visitors can come to understand what it is about this place and the Bay of Fundy that make it special. It is a place where people wait for the ferry to arrive and has the opportunity to become a place where people want to linger. The informal waiting lane that existed along Highway 217 has been more clearly marked and a pedestrian boardwalk has been established to create space for cars and people alike. As part of the Discovery Route, a wall along the wharf features a life-size illustration of a whale and serves as an attraction for visitors and a celebration of the community's strong connection with marine life. The information tower features signage that communicates the ferry schedule and travel times to the other communities on the Islands to reduce anxiety about catching the next ferry on time.
EAST FERRY PROPOSED PLAN
VIEW TO INFO TOWER / SUMMER

KIOSKS
• provide a place to showcase local goods and provide services to visitors and residents

DESIGNATED WAITING LANE
• creates an organized space for vehicles waiting for the ferry

PEDESTRIAN WALKWAY WITH BOLLARDS
• creates a public space for people to explore and linger in the Ferry Dock Area at East Ferry while providing separation from motor vehicles

INFORMATION TOWER
• acts as a land mark at each of the Ferry Dock areas and features signage with information about the ferry schedule and travel times on the Islands

EAST FERRY PROPOSED PLAN
VIEW LOOKING SOUTH DOWN SHORE ROAD / DAY TIME
WINTER FUNCTIONS
• many elements are designed to convert to a more winter-friendly use. When closed, they become sculptural objects that provide light and colour.

FREE WIFI CONNECTION
• is available near the info towers for those waiting for the ferry or visiting the area.

LIGHTING
• creates safe and inviting environments for people to walk around the East Ferry Dock Area.

EAST FERRY PROPOSED PLAN
VIEW LOOKING SOUTH DOWN SHORE ROAD / NIGHT TIME
TIVERTON

OPPORTUNITIES

The ferry dock area in Tiverton holds the potential to connect visitors to various attractions and businesses in Long and Brier Islands as soon as they get off the ferry from the mainland. Its proximity to the community presents the opportunity to create a space that can be utilized by local residents as well. Tiverton’s strong historical connection to the fishing industry is an asset that could be celebrated more - residents have often indicated that a fishermen’s memorial would be appropriate for the ferry dock area. In addition to this, Tiverton’s beautiful natural areas such as Boar’s head, Bear Cove, and Israel Cove could be better promoted.

TIVERTON / CURRENT CONDITIONS

CHALLENGES

- 2- lane lineup can be confusing, especially for new visitors
- No directional signage and information on local attractions.
- Little information on ferry service
- Lack of pedestrian infrastructure - sidewalks, sheltered waiting areas
- Porta-potty washrooms are unacceptable
- Waste left behind on coastline
- Safety concerns around wharf, no railings
- The large asphalt area can be better organized to provide for turning around cars while providing areas where people can linger, explore and eat in the summer months.
Tiverton is the place where visitors can start to understand the complexity of the relationship between people and the ocean. For that reason, Tiverton is the home for a Fisherman’s Memorial, built to commemorate those who lost their lives at sea. The Tiverton Ferry Dock area is the first and last people see of the Islands and acts as a gathering place for the local community. To make the area more pedestrian-friendly, the 2-lane lineup configuration has been changed to a single file lineup that extends down Highway 217. To accommodate the waiting lane here, the road has been widened. The space gained in the ferry dock area by reorganizing the waiting lane allows for the creation of an inviting public space where people can eat, drink, and gather. This space can be delineated using bollards, which can unscrew from the pavement in the winter. The space is organized in such a way that vehicles are still able to turn around at the ferry dock.
TIVERTON PROPOSED PLAN
VIEW ONTO FERRY LOADING RAMP

INFORMATION TOWER
• acts as a landmark at each of the Ferry Dock areas and features signage with information about the ferry schedule and travel times on the Islands.

PEDESTRIAN WALKWAY WITH BOLLARDS
• creates a public space for people to explore and linger in the Ferry Dock Area at Tiverton while providing separation from motor vehicles.
FISHERMAN’S MEMORIAL
- recognizes powerful and tenuous connection between land and water. It commemorates boats and people lost at sea and, identifies those now sailing from these harbours who contributed to this project.

SHIPWRECKS MAP
- informs the viewer of the various shipwrecks that have occurred near Long and Brier Islands.

DESIGNATED WAITING LANE
- creates an organized space for vehicles waiting for the ferry.

KEY MAP
**FREEPORT**

**OPPORTUNITIES**

Freeport is an established community that could attract new residents. Residents here enjoy a comfortable quality of life with access to a school, medical centre, museum, affordable housing, and a tight-knit community. A recent connection to high speed internet instantly puts residents in touch with the rest of the world. The coastline by the ferry dock, although currently neglected, holds potential for new developments and spaces. Freeport also invites visitors to explore the rich biodiversity in the area. Trails and side roads lead to spectacular views, natural wonders and local institutions that celebrate the deep history of this area.

**FREEPORT / CURRENT CONDITIONS**

**CHALLENGES**

- Minimal amount of directional signage and information on local attractions
- Lack of pedestrian infrastructure - sidewalks, sheltered waiting areas, lighting
- Gathering places are spaced apart, not much room for gathering at the Ferry Docks, no central core to Freeport.
- Historical assets such as Warner House do not see many visitors
- Lack of washroom facilities identified as a priority by residents
- Need to direct/draw through traffic from the highway into the community

![Ferry arriving at dock](image1)
![Service buildings for the storage of salt and brine](image2)
![Demolished homes to the side of deteriorating houses around the ferry dock](image3)
![Lack of space for pedestrians](image4)
Freeport represents the beginning of the Fundy Aquarium Ecozone, an area rich in biodiversity. The sand beach close to the Ferry Dock becomes host to a playground that allows you to touch the waters of the Atlantic Ocean and the Bay of Fundy. Eventually, a salt-water tidal swimming pool could be built to further showcase the power and richness of the Bay of Fundy. Freeport also represents a natural gathering place for the community but provides few amenities to make it an inviting and comfortable place for people to explore. The addition of a pedestrian boardwalk provides a designated space for people to walk separate from vehicles and a new washroom provides comfortable facilities for visitors in the area.
FREEPORT PROPOSED PLAN
VIEW TO INFO TOWER

PEDESTRIAN WALKWAY WITH BOLLARDS
• creates a public space for people to explore and linger in the Ferry Dock Area at Freeport while providing separation from motor vehicles

WASHROOM FACILITIES
• more permanent washrooms are needed to provide comfortable facilities for visitors and residents waiting for the ferry

INFORMATION TOWER
• acts as a land mark at each of the Ferry Dock areas and features signage with information about the ferry schedule and travel times on the Islands
• could be used to indicate the level of the tides

KIOSKS
• provide a place to showcase local goods and provide services to visitors and residents
SIGNAGE WALL/DISPLAY
- provides directional information in a clear way to people exiting the ferry

DESIGNATED WAITING LANE
- creates an organized space for vehicles waiting for the ferry
WESTPORT

OPPORTUNITIES
Westport is rich with history and character. Despite the lingering effects of the 1973 Groundhog Day Storm on building exteriors, the community remains vibrant and resilient. Popular attractions such as the lighthouses continue to bring in tourists and lesser known research projects on tidal power in the area may soon become a draw for visitors as well. The ferry dock itself is positioned in the heart of Westport and residents have expressed the view that plans for improving this area could also consider making it a vibrant public space for the community.

WESTPORT/ CURRENT CONDITIONS

CHALLENGES

- Short lane lineup system can be confusing for new visitors, creates congestion on highway during peak seasons
- A lot of asphalt but no places for people or activity.
- Minimal amount of directional signage and information on local attractions - road signs are sometimes missing altogether
- Lack of pedestrian infrastructure - sidewalks, sheltered waiting areas
- Washrooms are in need of an upgrade, inadequate in winter
- Waste left behind on coastline
- Lingering effects of 1973 Groundhog Day Storm, shops need to be fixed up, yard work, buildings could be repainted
In Westport, the three-lane waiting area is confusing for most users and when there are enough people waiting for the ferry, waiting cars spill out onto the road. One of the major improvements in the area is the addition of a loop opposite the actual docking area to accommodate cars waiting for the ferry. Markings along this loop indicate how many cars can fit onto the ferry at one time. The Ferry Dock area and the wharf are then converted into a public space that allows visitors and residents to take in the beauty and power of Grand Passage.
WESTPORT PROPOSED PLAN
VIEW LEAVING FERRY RAMP

PEDESTRIAN WALKWAY WITH BOLLARDS
- creates a public space for people to explore and linger in the Ferry Dock Area at Westport while providing separation from motor vehicles
INFORMATION TOWER
- acts as a landmark at each of the Ferry Dock areas and features signage with information about the ferry schedule and travel times on the Islands.

DESIGNATED WAITING LANE
- creates an organized entrance for vehicles waiting for the ferry.

NEW WASHROOMS
- provide comfortable facilities for visitors and display additional information on Brier Island.
## DESIGN COMPONENTS

### KIT OF PARTS TABLE

<table>
<thead>
<tr>
<th>1. WHALE WALL AT EAST FERRY</th>
<th>COMPONENTS</th>
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<th>COST</th>
<th>LOCAL MATERIALS, SKILLS, RESOURCES</th>
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<td>Metal roof</td>
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<td></td>
<td>Goosehead Lamps</td>
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7. WASHROOM  
(combined with change room in example shown)

- Lumber
- Metal roof
- Toilet
- Septic Tank
- Glass windows
- Sliding door

8. BENCH - TABLE

- Lumber
- Community Labour

9. PLANTER

- Lumber
- Community Labour

12. BOARDWALK

- Lumber
- Concrete post
- Community Labour

11. EDGE - RAIL

- Steel Rail (pre-fabricated)

12. BOLLARDS

- Local Labour
## East Ferry

**EXISTING**

**PROPOSED**

<table>
<thead>
<tr>
<th>PHASE I</th>
<th>PHASE II</th>
<th>PHASE III (Long term, not part of cost estimate)</th>
</tr>
</thead>
</table>

### Existing Infrastructure

- Street lighting
- Sidewalks
- Storm drains
- Trees

### Proposed Infrastructure

- Street lighting
- Sidewalks
- Storm drains
- Trees

### Existing Services

- Water
- Sewer
- Electrical

### Proposed Services

- Water
- Sewer
- Electrical

### Community Orientation

- Benches
- Picnic tables
- Bollards
- Low walls
- Edge rails
- Signage
- Washroom

### Showcase

- Kiosks
- Storage sheds
- Planters
- Monuments/art
- Steps to access water

### Placemaking

- Benches
- Picnic tables
- Bollards
- Low walls
- Edge rails
- Signage
- Washroom

---

### Cost Breakdown

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<tr>
<th>Item</th>
<th>Measured $ per Unit/Job</th>
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<th>COST</th>
<th>QTY.</th>
<th>COST</th>
<th>QTY.</th>
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**TOTAL** 98,040 24,990

---

* allowance of $15,000 per dock area

**washroom to be negotiated with the café (cost to be determined)
EXISTING
PROPOSED
PHASE I
PHASE II
PHASE III
(Non-term, not part of cost estimation)

Basic Infrastructure
Essential Services
Community orientation
Showcase
Placemaking

EXISTING PROPOSED PHASE I PHASE II PHASE III (Long term, not part of cost estimate)

Basic Infrastructure
Essential Services
Community orientation
Showcase
Placemaking

TIVERTON

Basic Infrastructure
Essential Services
Community orientation
Showcase
Placemaking

**ITEM** | **MEASURED $ per UNIT/ BY JOB** | **QTY.** | **COST** | **QTY.** | **COST** | **QTY.** | **COST**
--- | --- | --- | --- | --- | --- | --- | ---
TOWER | Unit | 33,480 | 22000 | 3 | 22000 | 1 | 22000
SHELTER (with floor deck) | Unit | 6,700 | 1 | 6700 | 1 | 6700
BOOTH | Unit | 2,400 | 1 | 2400 | 1 | 2400
STORAGE SHED | Unit | 2,070 | 2 | 4140 | 2 | 4140
WASHROOM | sq. ft. | 100 | 250 | 1 | 250 | 1 | 250
BENCHES | Unit | 300 | 3 | 900 | 3 | 900
PICNIC TABLES | Unit | 55 | 55 | 1 | 550 | 1 | 550
BOLLARDS | Unit | 3 | 900 | 3 | 900
SIGNS | Flat Rate | 6000 | 1 | 6000 | 1 | 6000
WAITING LANE PAINT | sq. ft. | 2125 | 2125 | 1 | 2125 | 1 | 2125
ASPHALT PAVING | sq. ft. | 7938 | 22000 | 22000 | 22000
PARKING IMPROVEMENT | Parking Space | 2400 | 2400 | 2400 | 2400
DOCK WALL PAINT | sq. ft. | 1130 | 1130 | 1130 | 1130
BOARDWALK | sq. ft. | 5190 | 5190 | 5190 | 5190
PLANTER | Unit | 1 | 250 | 1 | 250
MONUMENTS/ART | N/A | N/A | N/A | N/A | N/A
STEPS TO ACCESS WATER | Unit | 66 | 66 | 66 | 66

**TOTAL** | 102,483 | 12,756

*allowance of $15,000 per dock area
### EXISTING

- Basic Infrastructure
- Essential Services
- Community orientation
- Showcase
- Placemaking

### PROPOSED

- Basic Infrastructure
- Essential Services
- Community orientation
- Showcase
- Placemaking

### PHASE I

- **EXISTING**
  - **PROPOSED**
  - **PHASE I**
    - **PHASE II**
      - **PHASE III (Long term, not part of cost estimate)**

### MEASURED $ per UNIT / JOB

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<th>ITEM</th>
<th>MEASURED BY</th>
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<td>TREE</td>
<td>Unit 80</td>
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<tr>
<td>PLANTER</td>
<td>Linear ft 600</td>
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<tr>
<td>LANDSCAPING</td>
<td>sq. ft. 500</td>
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<tr>
<td>WHALE WALL</td>
<td>Linear ft 1,600</td>
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<tr>
<td>WHALE WALL</td>
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<tr>
<td>Step to Access Water</td>
<td>Linear ft 100</td>
<td></td>
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<td>TOTAL</td>
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<td>67,154</td>
<td>32,130</td>
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**allowance of $15,000 per dock area**

**washroom to be negotiated with the café (cost to be determined)**
EXISTING

PROPOSED

PHASE I

PHASE II

PHASE III (Long term, not part of cost estimate)

WESTPORT

Basic Infrastructure

Essential Services

Community orientation

Showcase

Placemaking

- 5380 ft walkway (Boardwalk)
- 40 Bollards
- Lighting: Lighting 6 Pedestrian on post, 12 Wall mounted
- Trolley Parking Area
- 400 ft Building
- Tower
- Signage
- 3 Benches
- Landscaping (flower bed and berm around new lane)
- Extend walkway along street (Boardwalk)
- Access to water, steps

ITEM | MEASURED $ per UNIT/JP | QTY | COST |
--- | --- | --- | --- |
TOWER | Unit | 22,060 | 22060 |
SHELTER (with bike rack) | Unit | 1,200 | 1200 |
KIOSK | Unit | 2,400 | 2400 |
SIGN/WALL | Linear ft | 2,950 | 6500 |
STORAGE SHED | Unit | 2,950 | 6500 |
WASHROOM | sq. ft. | 100 | 150 | 15000 |
BENCHES | Unit | 300 | 300 |
PICNIC TABLES | Unit | 300 | 300 |
BOLLARDS | Unit | 67 | 40 | 2680 |
LOW WALL | Linear ft | 12 | 12 |
EDGE RAIL | Linear ft | 10 | 10 |
SIGNAGE | Flat Rate | 6,000 | 6000 |
WAITING LANE PAINT | sq. ft. | 3 | 3000 | 7500 |
ASPHALT PAVING | sq. ft. | 2 | 2120 | 4240 |
PAINT ON ASPHALT | sq. ft. | 2 | 2120 | 4240 |
BOARDWALK | sq. ft. | 5 | 3121 | 15605 |
PLANTER | Unit | 200 | 200 |
LANDSCAPING | sq. ft. | 4 | 2000 | 8000 |
Whale Wall | Linear ft | 60 | 60 |
Main sidewalk/Pl | Linear ft | 94 | 94 |
Steps to Access Water | Linear ft | 4 | 4 |

TOTAL | 35,330 | 72,005

*allowance of $15,000 per dock area
CONCLUSION

The Ferry Dock Areas plan envisions an ambitious future for the ferry docks of East Ferry, Tiverton, Freeport, and Westport. It identifies these areas as much more than places of transport - they are hubs for the community. Each day, both residents and visitors to Long and Brier islands are brought together at the docks as they prepare to cross the waters of Petit and Grand Passages. Such spaces have enormous potential to be places of gathering, market, and community.

Most importantly, this plan reflects the input of the local community who were the first to recognize the need for improvements to the ferry dock areas. It consolidates feedback and comments from nearly 2 years of community engagement.

The lasting value of the plan can only be measured by the difference that it makes on the ground. In that sense, the work is just starting. The collaborative, creative, and inclusive approach needs to be extended to improving infrastructure, building the parts, designing the signage and displays, telling the discovery narrative and establishing the Ferry Dock Areas as functional, memorable, and inspiring destinations.

ONGOING DISCUSSIONS

• Some residents and stakeholders directly affected by the plan have been approached directly. Others still need to be identified and included. This includes the property owners of land adjacent to ferry dock areas.
• The landowners for the property required for the new waiting lane in Westport need to be approached.
• The Harbour Authorities have been approached and need to be further consulted, particularly in Tiverton
• Lavena’s Catch Café and Petit Passage Café have both been approached and are supportive of the idea of opening up their washrooms to the public. A specific collaborative agreement still needs to be worked out.
• Transportation and Infrastructure Renewal should be asked to allow early loading, particularly when the ferry line is approaching the capacity of the ferry.

FUNDING AND VOLUNTEERISM

• Various funding sources will be explored. Applications for funding will be submitted to Tourism Nova Scotia and ACOA. It may also be possible that TIR (Transportation and Infrastructure Renewal) will be able to help with signage, construction and maintenance of basic infrastructure.
• The Municipality of Digby has already contributed to the project. They will be approached to extend their support.
• Community fundraising may be needed. For example, fishers and whale watching operators will be approached to contribute to the project and be recognized on site for their support.
• Volunteer effort from the community is an essential component for the plan. The structures are designed to be community-built. For example, high-school students could volunteer time to help build parts of the plan.
• Building elements of the plan with the help of the community requires at least one skilled supervisor with knowledge of carpentry and construction to lead volunteers and develop local capacity.
• Dalhousie University’s architecture school regularly holds a “Freelab” of 6-10 architecture students to design and build projects. Some elements of the plan could benefit from their contribution.

GET INVOLVED WITH THE PLAN

For more information, contact Ann Schweitzer, Committee Chairperson, Freeport Community Development Association - ann.honeywind@gmail.com

Next Steps

One last meeting was held with the community in November 2016 to present a draft of the ferry dock areas plan. The comments and the discussion that followed identified a need to keep working on it; to connect with more of the community and continue to engage residents in making it happen.
APPENDIX
Community Meeting Notes
Freeport Meeting  
May 3, 2016  
Freeport Community Hall

• Tiverton and Westport have a defined core → this project could give Freeport a sense of a downtown → a gathering place  
  → where is the central place in Freeport to gather? We don’t have have it.
• No place to safely cross the road  
  → need a safe crossing in each dock area  
  → should not be 50km/H zone
• Tiverton → a field across from the dock → opportunity for overflow parking  
  → could be a sit for a building with potential for approved septic
• High-Speed Wifi at each location  
  → tie in with online promotion and information  
  → interpretation through smart phones
• Give people/visitors opportunities to try local foods e.g. fish, herbs, seagull eggs
• Lots of evening activities → see listings in Passages  
  → you can be as busy as you want to be (or as alone as you like)
• 24/7 ambulance care, nurse practitioner
• Need a major cleanup in each location
• Take down signs that are no longer relevant

Opportunity

• Support other initiatives/businesses in the communities through this project
• Attract new residents → this is a great place to live and you can work here/from here. An invitation to join these exciting communities.
  → high speed internet  
  → housing is affordable  
  → openness to see new people, try new things  
  → medical centre  
  → P-12 school  
  → Free-range kids

• Do we need a brand?
• Warner House → great idea, but not getting enough visitors
• Need camping opportunities → we do have an area in Westport
• There is a market for multi-use trails
• Bike racks
• Relaxed attitude toward private property which is great for hiking. Lots of really interesting unmarked trails. Provide info about these trails → there are liability issues to be worked out. Munic could give a small tax break to property owners who allow trails on their land
• Tower with large screen → stream video from whale watching tours and other web cams  
  → ferry schedule, weather forecast  
  → what happens in these communities?  
  → how does the fishing work?
• Full size image of humpback whale’s mouth while feeding  
  → murals, patterns in tiles
• Most violent upwellings → feeding grounds
• Rich variety of wildlife → biodiversity
• 150-200 species of plants on every trail
• Beauty of the area is special  
  → genuine Nova Scotia fishing village  
  → not gentrified by tourism industry (strength)
• Lots of knowledge of history of the area → oral history still a tradition
• Bouncing Rock trail → one of the better destination trails in Nova Scotia

• Unsightly/dangerous structures
  → municipal involvement?
  → TIR can be involved
• Washrooms are most important
• Beautification
• Signage
• Parking need to be rationalized
• Waterfront area → park
• Walk way along the bank + stair/ramp system to go down to beach
• Accessibility
• Kiosk “where the parking is”
  - place keepers for kiosks
  K: “hard to find people interested in sitting in these kiosks”
• Ferry Schedule needs to be clear
  F: Ferry’s sound ‘two minutes’ before they arrive/leave

• Gary Wilson designed a flag. Use as brand logo. Relates to bringing people together.
• Lighting
• Get restaurants close to the ferry to set up something closer to ferry
• The wharf. Currently a parking lot for whale watching,
  - installation needs to last winter → end of May
• Boardwalk along the street extend over the wharf
• Lightening, pedestrian lightening, look outs
  → think of this as a “place”
• Benches fixed against the wind (i.e. cast iron),
• Everything: low maintenance, durable, robust
• Kiosks: like Manitoba’s warming huts
  - beautiful objects, functional, transformable, multifunctional
Tiverton Meeting
May 4, 2016
Tiverton Community Hall

- Build a fisherman’s memorial
  → We don’t have one on the island
  → Look at Yarmouth example
  → Names, Names of vessels, Year
  → Donny Outhouse + Dorothy Outhouse > they have a lot of knowledge
- Bear’s Lighthouse → Direct people to lighthouse and Look off trail
  → need some kind of signage
  → Tiverton + Central Grove Heritage Association working on improvements to lighthouse access
- Bear Cove → Gem of Tiverton/great hiking
  - needs some development to improve access and parking
- Israel Cove → small sandy cove
- Fisherman’s parking lot is free May to November (no fishing in the summer)
- Petite Passage one of the strongest salt water currents in the world (7-9knots)
- Learn more from Fundy Tidal on their plans for tidal power
  → Jim Outhouse in Westport is a member of Fundy Tidal
- Tom Goodwin built a life-size model of a humpback from plywood → part of it in East Ferry?
  → “Ocean Explorers”

- Question: on what properties?
  Public spaces around the approaches mainly
  Idea: loop, opportunity to change direction
- Snow removal, store away from the dock area
- Walkways are a good idea → this means you will need parking
  → Reorganize the lanes (numbering on Tiverton is opposite of that at Westport)
  → Regardless of the time, the ferry should move cars as soon as they pile up waiting
  → Moveable benches on the wharf
    - maintain the surface, concrete for trucks
  → Portable toilets is a terrible idea
  → “No building with pamphlets flying around”
- Water… keep it form freezing
- One building for the container and the toilet
- People walk up past the floating dock, not from the deck, rocks on high
  → Places to stay need parking
- Bicycle groups picnics too close by breakwater
- Land and Forest may be involved (picnic tables)
- Walkway – Board walk & tables for a sandwich
- Thinking how to make toilets work
  (Do it Right!) the sewage and water connection
  → Link the dock to other attractions on the island
  → Connections - again, to the rock, and the shore

Unique:
- View, whales, basalt
- Boars head signage + look off
- Information on island
  → map + islands (labelled)
- Lobster trap buildings
- Interactive kid activities (ie stamps at each trail)
- Accessibility
- Beachglass explanation
- Promotion of local shops and art
- Third lane for parking?
- Garbage and recycling bins (Eastferry, Westport, all areas)
- Trucks and buses parked in front of the canteen block view of it!
Westport Meeting  
May 5, 2016  
Westport Community Hall

1. Uniqueness

- Joshua Slocumb
- Lighthouse
- Wild flowers
- Migratory birds
- Nature
- Ambiance
- Whales, Dolphins
- Entrance to Bay of Fundy
- Tides
- Big Meadow Project (NCC)
- Geography – island relying on ferry

How to Express

- To get back to what it was pre-1973 (Groundhog Strom) in appearance
- Fix up shops
- Yard work; paint/stain
- Pride of the community
- Take care of what we have
- Introduce new ideas which are practical/appropriate
- Don’t wallow in “what was”, build on it
- Big whale model/tail for photo ops
- Washroom for public use (e.g. composting toilets)

Westport (continued)

- Promote the ferry ride
  - scenery - info re: amenities
  - tides - useful signage

- Highway 217 continues on to Westport doesn’t end in Freeport

2. What to be Protected:  → Safety

- The fishing shops and access to them; blocked by cars waiting for ferry
- Cars parked on highway waiting for ferry; interferes with emergency vehicles
- Need to think about main street and a downtown; make a connection to ferry area
- Local info radio station
  - (pre-recorded) or website
  - or facebook page that is properly managed with all local info (locations of sites, food, washrooms, tides, our history, etc)
  → promote this on one clear sign

Westport Meeting

- Issue → congestions around the ferry ramp (during peak season)
- Visitors have trouble finding the ferry dock → need better signs
- TIR rule → can’t load ferry until ferry is ready to depart → traffic backs up → delays makes it difficult to catch next ferry
- Standardize the signs → use a consistent visual language
- Upgrade washrooms!
  → how to pay for cost of maintenance
• Ruggedness of community is unique  
  - the “messiness” is attractive and part of character of community  
• Love Chris shop with the bright colours → inspired others  
• Does Cooke Aquaculture use wharf in the summer?

At ferry dock area, erect some sort of tide clock to inform visitors and locals of low and high tide times that day.  
- example: has to be ebb time if you plan to see any seals at Seal Cove

**Working Session**

**Guiding Questions:**

1. What is unique and special about your community? How can this be expressed?  
2. What needs to be protected?  
3. How can this project meet a need or address an issue?

• Not a lot of property around area – the land that we do have – use wisely  
• Beautifications  
• Washrooms  
• Information booth  
• East ferry → opening door to area  
  - Westport →  
• Current road sign(s) missing  
• Picnic table in area  
• Photo’s taken all over Westport  
• Some area to take photos (coastguard ship)  
• Develop area next to wharf  
  - rand extension - old ferry docks  
  - undermining under the extensions  
  - beautiful photos (looking towards lobster boats, occasionally spare boats tied up)  
• Boardwalk would be great  
• Too bad that ferry doesn’t go to old area  
• Little room to walk along Water Street  
• Roads need to be paved  
• Why invest in an area without investment to other areas of the island  
• Sign at area  

Move shed → put a bench along – before regate

• Beautify area with flowers - make it “happy”  
  - Put benches in where sheds are, tables, washroom  
• Care issue of flowers – need to be watered  
• Maps – at the beginning  
• Traffic backs up along water street – everyone is leaving at the same time  
  - 3 lines for ferry line-up  
  - For ferry line 2 for incoming travelers/vehicles  
• “Welcome to Westport” sign needs painting, etc.  
• Ferry line up on what is → 1 | 2 | 3  
• Info/directions/image/icon for where/how to wait – driving into lines  
• Summer student to guide/direct drivers  
• Structure of existing structure needs to examined for safety issues  
  - “Walk on at your own risk” signs are not enough  
• Safety – put a banister, kiosk, board walk – but need room for work trucks on structure  
• Is there a way to connect ferry area and waky’s area (the downtown)  
• A sign about the island – history, amenities, events, population  
• Wifi area/stations around the island  
• Bathrooms/washrooms  
• Map of island(s) – trails, streets  
• History of island(s)  
• Waiting area for walk-ons  
• Bike rental/Segway/Moped rentals for those interested
• Garbage bins for recycling
• Interpretive signs
• Parking area for those who want to park car + walk
• Children’s play area

- INCLUDES ONE HAND-DRAWN MAP -

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Crystal McDormand
Corinne Titus
Brian Bowerman
Jacqueline Journeay
Norma Dakin (Village Commission)
Joseph Chiassen
Rikki Clements
Al Rose
School Meeting

- On the ferry sign it should say how many minutes there is left until it comes or leaves
- Garbage cans
- Biking trails
- History of Joshua Slocum
- Map of Islands with Attractions
- Directions where to eat, what to do, historic sites, kiosk
- Have a fish house near the ferry wharf that tourists an interact with and learn how we fish and how the bait bags and traps work. They can visit it while waiting for the ferry maybe.
- Interactive history about communities like the Loyalists, Joshua Slocum, lighthouses, ferries themselves
- They should allow cars to come on the ferry like it was before
- Let tourists come and see the inside of the lighthouses and walk through them
- Welcome to the islands sign. Have some play on words.
- More walking trails
- Have a sign in Digby that says when you should leave to catch the ferry from Digby and how much it costs
- More walking trails.

- Small Communities
  1) Tourist Attractions (balancing rock, whale watching, bird watching)
     1a) More advertising for tourist attractions, ferry ESPECIALLY!
        - clearer directions on how to park on the shoulder of the road waiting for the ferry
     1b) Most people in Nova Scotia or further don’t even know where the island is that it even exists
  2) All sideboards on the wharves need to be replaced (rubber)
     - the wharves
     - tourism (can’t have population coming down)
     - wharves need to be repaired (falling apart)
  3) - Costs a lot of money
     - if it’s going to be completed or take forever to be complete
     - Looks/is safer

- building or a lounge with info, maybe a little café, could meet new people, put couches, chairs (more connection), it would open up a summer job for older students
- rent fishing rods/go fishing of wharves while waiting for ferry
- start with a clean up – great project for the J2 students (before adding things)
- find a way to keep it clean – more garbage bins? One at Balancing Rock
- Advertise gift shops and restaurants more + places to stay + lighthouse
- Add more restaurants and maybe campground?
- I think that taking a ferry to get to town or go anywhere other than this island is unique
- Add crosswalks
- Add more room for walking on the side of the road
- Add a picnic table on the deck at the Balancing Rock
- Do better repairs on the ferry or get a new ferry – or breaks down too often
- Nicer waiting rooms on the ferry
- Add small building for walkers to go wait in while waiting for the ferry
- Make it safer to bike down the road + add bike repair shop
- Add a park
- Add a picnic table at Flour Cove
- Parking areas (more)
- Telescopes for tourists to see things better

- Rent a fishing pole to tourists
- Can’t get by parked cars. Also dangerous for pedestrians crossing to the café
- More parking beside the road
- Wider roads for more parking

1) Shelter for pedestrians
2) Large clock – mins until next ferry crossing
3) Summer jobs for students
4) Information Kiosk
5) Art Panels – whale/sea life, Maps (Westport Shipwreck)
6) Signage (trails in area, stores, history of ferries)
7) Kayak/Fishing Rod Rental
8) Trees/Plants
9) ATM
10) Fish Shop Museum
11) Change Lane Numbers in Tiverton!
12) Events on wharf
13) Safe time slots for walkers to get on ferry or walking line
14) WiFi!

- Fish, whale watching
- The red is where cement already is. Expand it and use it for mural and islands history.
- Where the green is the ramp. Improve the ramp at all ferries.
- Add billboard with Brier Island ship wreck map
- Shelter protecting pedestrians in viewing area
- Shelter at each ramp
- Add smoking area
- Less of a slant
- Fix the slip there is in holes
- Fix the wharf its falling apart
- Rent fishing poles