

## excerpt from FATHOM STUDIO'S REPORT:

### ATLANTIC VIEW TRAIL–MacDONALD HOUSE CONNECTOR TRAIL CONCEPT

This report presents the 30% concept design for a new trail connection between Lawrencetown Beach and the Atlantic View Trail to the MacDonald House. The MacDonald House is located atop the drumlin known as the Lawrencetown Head approximately one quarter kilometer uphill from both the Trail and Lawrencetown Beach.

The Atlantic View Trail is a popular recreational trail system utilized by local residents of HRM and tourists alike, as it connects key open space areas within the Cole Harbour-Lawrencetown Coastal Heritage Park. The park system itself is operated by the Province while the Atlantic View Trail is managed by the Atlantic View Trail Association (AVTA). The 10-km trail is universally accessible, as it runs along the old rail bed of the Musquodoboit Railway. It serves diverse users of differing abilities and demographics.

Lawrencetown Beach Provincial Park is a popular surfing destination that also attracts a wide range of visitors who enjoy the beach year-round. The beach also offers key recreational amenities including seasonal washrooms, change rooms, picnicing areas and supervised swimming. Lawrencetown Beach is currently accessible via two parking lots off Route 207/Lawrencetown Road, and many users reach the Beach by traversing the Atlantic View Trail.

The MacDonald House commands an impressive view of the Atlantic Ocean and is the last in a series of residential structures on the historic MacDonald family property. The MacDonalds lived in the vicinity of Lawrencetown Head for decades. The present-day building houses a residential space as well as a variety of businesses offering crafts, local works of art, clothing and jewellery, surf gear, a cafe, and a preschool. The MacDonald House is frequented by the local community as well as visitors to the area, and it is an important destination in its own right.

Together, the Atlantic View Trail, Lawrencetown Beach, and the MacDonald House offer a wide range of recreational opportunities. Presently, there is no formalized or safe trail connection between the Trail and the Beach and the House on Lawrencetown Head. This report proposes an initial design solution to connect these disparate amenities.

## BIOPHYSICAL CONTEXT

### LAND MANAGEMENT

The project site is located within the provincially designated Cole Harbour-Lawrencetown Coastal Heritage Park System, which is a coastal park system along the Eastern Shore that includes converted railbed trail corridors, beaches, and connected hiking trails. The Trans Canada Trail passes through the park system, and trails are open year-round. The trails are primarily managed by local volunteer organizations including the Atlantic View Trail Association (AVTA).

The focal point of the project site is the MacDonald House, which commands impressive views of the ocean from atop Lawrencetown Head. The House is a popular visitation spot for tourists and locals alike, and the project objective of creating a trail connection between the House and the Atlantic View Trail to the west will ease visitor access. The proposed trail will traverse different lots held within the Park System and avoid privately-owned properties to the north of Lawrencetown Road.

#### ECOLOGICAL LAND CLASSIFICATION

The project site sits atop the cliffs of Lawrencetown Head, which is a distinctive geological feature created through marine erosion of a sizeable glacial drumlin. The coast along which Lawrencetown Head is situated exists within the Atlantic Coastal ecoregion. This ecoregion is characterized by a strong maritime climate featuring short, cool summers and mild, wet winters with annual precipitation upwards of 1400mm. The coast within this ecoregion is exposed to high winds, salt spray and fog, and high humidity levels.

The Eastern Shore is a classified ecodistrict that is distinctive for its rugged topography and relatively cold climate that favours boreal and near-boreal conditions in many areas. Coastal forests are frequently dominated by black spruce as well as balsam fir with lesser frequencies of white spruce on exposed headlands. Red maple and white birch occur sporadically, and herbaceous plant diversity is low. The geology of the ecodistrict is characterized by the metamorphic-dominated Meguma Group with pockets of Devonian granite/granodiorite. Soils are predominantly stony glacial tills shallowly overlying bedrock.

The project site at the local level has an ecological land classification of coastal mixed-wood hills and drumlins. The specifics of the site's environment are discussed in the following sections.

#### FOREST INVENTORY

The provincial forest inventory for the project classifies the dominant stand of trees on the western portion of the site as a softwood mix consisting of predominantly white spruce with some balsam fir and red spruce. This forest composition is typical of coastal regions within the Eastern Shore ecodistrict.

North of the project site a wider variety of forest plant communities are documented, with the largest area accounted for as predominantly unclassified softwood trees. A depression in the landscape is surrounded by diverse stands including eastern larch which are typical of more mesic environments.

The eastern portion of the project site is unforested. The ground cover in this area is predominated by coastal grasses and herbaceous plants as well as low-growing woody shrub species. The extreme exposure to winds and salt spray combined with historic use of the land for grazing are the likely attributable causes for the lack of forested stands within this area.

To accommodate the proposed trail, selective thinning within the softwood stand on the western portion of the project site will be necessary.

#### SPECIES AT RISK

The Province has noted the presence of a species at risk within the project area along the southern cliff edge of Lawrencetown Head. Migratory bird habitat is present to both the northwest and northeast of the project area, notably around the existing swamp. The proposed trail has no foreseeable impact on these habitat areas.

Given the existence of a species at risk along the eastern edge of Lawrencetown Head, this area will likely fall within the limit of construction work for the proposed trail. To protect the migratory and vulnerable species, the Province does not disclose which species are located on-site. The potential

impact of construction activity on the species at risk will need to be carefully assessed in consultation with the Province.

#### ASPECT AND SLOPE

The project area's aspect is largely east and south-facing, with west-facing slopes on the western side of the site. Smaller pockets of north-facing slopes are located around the MacDonald House and across the project area on the north side of Lawrencetown Road. The project area receives ample solar exposure throughout the solar day, and this indicates a favourable microclimate for recreational activities, especially in colder months. The proposed trail will benefit from this solar exposure, as ice and snow will melt more quickly than on north-facing slopes.

The slope of the project area is generally moderate with slopes of 8% or less. The central project area is steeper with slopes exceeding 8%, and the eastern portion of the site is considerably steeper with slopes exceeding 33% in areas. The challenge for this project is to accommodate variable slopes while maintaining walkability across the length of the trail.

#### COASTAL EROSION

Coastal erosion is a natural process resulting in the landward shift of shorelines, beaches, and dune systems. Rates of erosion are impacted by exposure, sediment, and weather type. The majority of Nova Scotia's shorelines—including Lawrencetown Head—are classified as "weak" shorelines, meaning Lawrencetown Head's shoreline experiences more than 5cm of erosion per year.

Aerial photography was compiled from the National Air Photo Library and Google Earth. Images were selected based on approximate ten-year intervals. The selected photography was overlaid to understand how the coastline has changed between 1933 up to the present day. Due to the range of perspectives and differing clarity between photographs, this should be considered as a gestural analysis rather than scientific.

The majority of the erosion has occurred along the head's southern and northeastern faces. Sediment from the ocean and also possibly the eroding cliff face appears to be moving and settling along the site's western edge. The Nova Scotia Current moves east to west along the site's southern edge, neighboured by the Labrador Channel further from the coast. The movement of the aforementioned currents support the erosion and sediment deposits demonstrated by the map.

Stakeholder and community house attendees spoke to the increased rate of erosion along Lawrencetown Head's western edge, which has remained historically unbothered by erosion patterns. Several community members are worried about the safety of people using the hill to access the beach and felt this area should be avoided.

The site's erosion patterns should be considered for the eventual placement of the future active transportation trail. Essentially, the proposed pathway should avoid close proximity to the rapidly eroding area along the northeastern shoreline.

## STAKEHOLDER INTERVIEWS AND OPEN HOUSE

To understand how the current active transportation trail and surrounding area is used, several opportunities were made available to the community and key stakeholders to provide input to the design team.

From January to March of 2022, Fathom Studio conducted six stakeholder interviews. Participants were selected by the client, and included provincial and municipal employees, MacDonald House employees, and members of community groups in the area. Interviews focused on how visitors and residents use the current trail and surrounding area, existing and future infrastructure development, and the impact of the trail extension on the community and the environment.

On April 25, 2022, Fathom Studio held a public open house on behalf of the client. The workshop's intent was to gather community input on the preliminary design. About thirty community members were in attendance, including a significant representation of individuals from the surfer community, employees from the MacDonald House, and employees of the Province.

Fathom Studio presented an overview of the site's inventory and analysis and two alignment options. After the presentation, there was a discussion of the plans and their possible implementation. Overall, the community seemed more receptive to the second trail option.

## WHAT WE HEARD

### *STAKEHOLDER CONSULTATIONS*

Lawrencetown Head is accessible from the beach via an informal trail through the nearby woods and the grassy area behind MacDonald House, or using the shoulder of Highway 207. Several stakeholders suggested this stretch of road is dangerous due to fast-driving motorists, the number of unfamiliar tourists driving through the area, and the narrow shoulder available to pedestrians and cyclists.

Lawrencetown Beach is internationally known as a destination for surfers, and many visitors park along the roadside and carry their surfboards down to the beach. Several stakeholders also mentioned many first-time surfers rent surfboards from MacDonald House and walk down to the beach along the roadside. Ultimately, carrying a surfboard along the narrow roadside or through the woods can only be done by able-bodied individuals.

Several individuals also mentioned the route was limited in its accessibility regardless of whether people were carrying a surfboard. The majority of people interviewed would like to see a trail connection prioritizing accessibility while maximizing the scenic qualities provided by Lawrencetown Head.

Active Transportation (AT) is often wrongly associated exclusively with active, physically fit individuals. However, AT's ultimate goal is promoting the use of human-powered transportation regardless of someone's physical abilities or limitations. To achieve this standard, key stakeholders stated the future AT trail cannot exceed a slope of 6%. Further, if the trail were located on the shoulder of an existing road, the trail's width must be a minimum of 3.2 metres due to fast and distracted drivers.

The trail connection must simultaneously address the current limitations in user comfort and accessibility faced by the surf community and pedestrians. Additionally, the ultimate design must consider and implement the previously mentioned standards for the route to be considered accessible.

Many individuals felt the current highway's location is not feasible for long-term use due to coastal erosion and intensifying storms. Specifically, stakeholders from Nova Scotia's Transportation and Infrastructure Renewal (NSTIR) department discussed future plans to realign the existing roadway away from the shoreline.

In this event, a partnership between the AVTA and the Ministry of Transportation should be considered. Working together may help the AVTA procure more funding, reduce the potential for cyclist-vehicular conflicts on the future trail, and potentially lessen the overall construction cost by using existing

infrastructure. Secondly, many stakeholders commented that the future AT network should connect from one end to the other as efficiently as possible, and using the former roadway would be the most effective way to achieve this goal.

### *Natural Features*

Many stakeholders value the MacDonald House and Lawrencetown Beach area for its natural features. Reducing disturbance to the existing fauna and wetlands as well as maintaining habitat connectivity is a common concern among stakeholders.

Birding is a popular activity in the area, and stakeholders suggested the AT trail may increase the activity's overall appeal. One stakeholder highlighted the potential for partnerships between the AVTA, local community organizations (such as the boy scouts), and the local birding association. To incentivize AT use and promote life-long use, several AT studies suggest the best approach is to familiarize children with AT methods from a young age. A partnership approach— such as the one previously mentioned— would promote AT methods and environmental stewardship among the younger generation.

### *Erosion*

Another concern amongst stakeholders was rapid erosion of the headlands. Though there is little that can be done to intervene with a natural process at this scale, it is important to consider the rate of erosion when considering the placement of the future AT route. Ideally, the route should be as far from Lawrencetown Head as possible while remaining mindful of the slope and widths mentioned in the accessibility section.

### *Parking*

Several stakeholders identified parking as an issue. Specifically, there is limited availability for visitors wishing to access the Lawrencetown Head and surrounding area. The lack of parking is compounded by the rapidly-eroding shoreline. Several stakeholders expressed concern that the Ministry of Transportation's tactic of adding rocks to the beach/parking area to ease the impacts of erosion is a temporary, costly solution that requires frequent maintenance. The lack of parking also causes visitors to park along the roadside, which affects overall accessibility and increases the likelihood of potentially dangerous conflicts between pedestrians, cyclists, and vehicles.

Additionally, MacDonald House's business owners and employees expressed concern about the implications the future AT/greenway might have on parking. Similarly to Lawrencetown Beach, the MacDonald House has limited parking for guests. In the past, MacDonald House has tried expanding the existing parking area but was unable due to land-ownership constraints. The MacDonald House's business owners worry the future AT route may encourage users to use parking spaces for extended periods of time without patronizing businesses.

Lastly, some stakeholders feel expanded parking would impact the site's existing habitat if parking lots were separated into smaller lots. Regardless of the size and distribution of potential parking lots, the final design should consider maintaining habitat connectivity and the edge condition of existing woodlots.

To ensure that all parties are satisfied with the future trail extension, it is critical to consider the location and implementation of future parking. While the implementation and design of parking lots is not considered a deliverable, stakeholder input should be considered if funds for the future AT trail were combined with potential highway realignment.

## *COMMUNITY OPEN HOUSE*

### *Erosion*

Many of the open house's attendees were concerned about how erosion may affect the trail's longevity and overall safety. Several individuals discussed how the hill behind MacDonald House has started to erode, despite being unaffected in the past. Erosion's effect on the hill has caused worry among the visitors and employees of MacDonald House, as visitors have historically accessed the beach from this area. Many attendees felt implementing a trail through the wetland and grassy area may worsen existing safety issues due to an increased number of visitors and easier access to the hill.

Erosion's impact on the longevity of the trail was discussed several times. Individuals felt the first trail option's proximity to the shoreline would require frequent maintenance. Many also worried that a major storm event would wipe away the trail and render primary access unusable.

### *Management and Trail Location*

The first option for the trail is a proposed route through the existing woodlot and grassy area between Highway 207 and MacDonald House. Trail option two envisions utilizing Highway 207's existing roadway for a multi-use path and connecting to MacDonald House and the proposed realignment with a new stretch of multi-use pathway. (Note: The Ministry of Transportation has secured land and drafted plans to realign Highway 207, but the timeline for required funding remains unknown.)

The first trail option cutting through the existing woodlot raised several concerns about the trail's effect on local fauna and species. Individuals were concerned that cutting through existing wetlands would disrupt habitat connectivity and ultimately affect the wetlands' health. Further, a Provincial employee in attendance discussed the implementation of a Park Plan aiming to connect and conserve Cole Harbour and Lawrencetown's heritage park systems.

Currently, the Plan is in draft form; in the event the Plan is officially implemented, there may be potential issues in building the trail due to construction's potential to disturb natural systems and distract from the area's overall aesthetic. If option one was selected, it would be worth considering the Heritage Park Plan's overall timeline and how it would affect eventual construction.

Several residents and business owners rely heavily on groundwater for their water supply. Consequently, many expressed concern about how the trail might affect the flow of water in the area, and the area's groundwater supply. However, grading the trail to redirect the wetland's flow would help in preventing the future erosion of the headland. In the event the trail moves forward, it is important to understand the area's groundwater source to ensure nearby residents will have a continued supply of well-water.

Many attendees were also concerned about the timeline for Highway 207's realignment. Several felt a trail hugging the alignment with a guard rail would be the more feasible option. However, if the highway were realigned after the trail was constructed, it would leave a large stretch of road better suited towards the trail unused. In addition, an individual mentioned the possibility of using the road for parking and maintaining the trail. If the second trail option were selected and it was to move forward, it is essential to understand the highway's realignment timeline.

Many attendees were unenthused about the potential trail. Many felt that it would bring too much traffic to the area which is already at capacity. Further, several individuals said parking and washroom

facilities at MacDonald House are already overused; increased pedestrian and cyclist traffic would exacerbate existing issues. Participants urged the AVTA to consider additional washroom facilities and parking in forthcoming plans, but a representative of the trail association felt this was beyond the reach of the AVTA's capacity.

MacDonald House employees were concerned about how the trail location connects to the existing parking lot in trail option one. Several employees also expressed concern about the current lack of bike infrastructure currently available at MacDonald House, and felt more cycle traffic would be unable to be supported by the cafe and other businesses located in the facility. Future work and planning consideration should focus on consultation with the MacDonald House to understand the needs and how the trail extension could be of benefit.

While there are setbacks to consider about the trail extension, the extension from the Atlantic View Trail to the MacDonald House would incentivize more frequent use of the trail; the success of having a destination point where users can reward themselves with a treat can be evidenced with similar rails-to-trails routes like the Bike and Bean Cafe on the BLT Trail. However, for the extension to be successful, it is paramount that the current limitations be considered and addressed in future plans.

#### *Vandalism and Trespassing*

Employees of the MacDonald House expressed concern about current safety issues on the MacDonald House site and in the woodlot. Some participants felt there is a strong precedent proving well-maintained trails positively benefit the surrounding area while simultaneously reducing vandalism and danger. However, several individuals felt that implementing formal access through the woodlot and grassy area would only encourage after-use hours of the park for illegal and dangerous activity.

Ultimately, trail option two would reduce the potential for individuals to access the woodlot and headlands. When weighing the pros and cons of both options, safety and user access must be considered. If the first trail option were selected, future detailed designs should consider signage locations and CPTED principles to ensure MacDonald House and Lawrencetown Head experience improved safety after the trail is constructed.

#### *Parking*

Parking was the biggest issue brought forth during the open house. The surf community is concerned about the trail connection basing its entry point from the surfers' parking lot wherein space is already limited. Many participants felt that the trail entry point here does not properly connect to the Atlantic View Trail. However, options for optimal connectivity are limited.

While the surf community urged the AVTA to consider implementing a parking lot into the future plan, the Trail Association felt this was outside of their scope. Additionally, AVTA representatives stated parking was contradictory to the principles of active transportation. Therefore, parking is not within the AVTA's mandate and not a priority for this planning study.

Future studies should consider multiple entry points for the extension with a focus on preserving space within the surfer parking lot while ensuring pedestrian and cyclist safety.

## TRAIL OPTION 1

The first option for the trail is a proposed route through the existing woodlot and grassy area between Highway 207 and MacDonald House. Unlike the second option, this trail option does not exceed the maximum 6% slope required by accessibility standards.

As both the erosion maps and stakeholder interviews suggest, Lawrencetown Head's shoreline has experienced significant erosion in the past ninety years. This alignment would require frequent maintenance for the foreseeable future—especially following major storm events. As the trail moves through the wooded area, additional fill is required for the trail to meet accessibility standards and ensure the proposed route is as efficient as possible. A geotechnical soil analysis would be required to evaluate the soil depth to bedrock and determine the trail's overall feasibility.

This route is scenic, but the proposed alignment circumvents two existing wetlands. Ultimately, the trail's impact on natural systems must be considered to ensure the existing natural systems as unaffected as possible. However, for the trail to be able to traverse the woodlot, it must go through an existing wetland. Consequently, the trail will need delineation and may require the construction of a wooden boardwalk. In this case, the eventual trail may encounter issues in meeting accessibility standards due to the construction materials being used. Further, the existing wetland is an active contributor to the headland's erosion. If this trail alignment were selected, this would be an opportunity to re-direct drainage and prevent future erosion.

The drumlin at Lawrencetown Head is slated to become a resource conservation zone according to the Department of Natural Resources and Renewables' Coastal Heritage Park Plan for Cole Harbour and Lawrencetown Beach. The 2018 draft plan prevents any development conflicting with the drumlin's natural character and aesthetic qualities. Consequently, if this option were selected after the Coastal Heritage Park plan were implemented, it may face future challenges.

This trail option offers a chance for users to connect and learn about the surrounding ecosystem. Stakeholders mentioned the opportunity for the trail to involve community groups and potential interpretative panels informing visitors of the site's specific fauna and animal species. Comparatively, this trail option offers better potential for these features to be built and experienced by AT users.

An archaeological assessment is required regardless of which trail is selected. However, since this option traverses an existing woodlot and is located closer to the water, there is a greater likelihood of encountering sensitive archaeological remains than the alternative trail route. In



the event the area was deemed archaeologically significant, the construction time line and ultimate implementation of the trail would be affected.

## TRAIL OPTION TWO

The Ministry of Transportation has secured land and drafted plans to realign Highway 207, but the timeline for required funding remains unknown. Trail option two envisions utilizing Highway 207's existing roadway for a multi-use path and connecting to MacDonald House and the proposed realignment with a new stretch of multi-use pathway. If necessary, the stretch of trail using the existing highway profile would gently meander to accommodate the roadway's existing slope (refer to potential MUP alignment illustration on facing page). Regardless - as the profile-elevation suggests - the slope will still exceed the maximum slope outlined by AT standards.

To ensure the proposed trail's longevity and continued use throughout the seasons, the trail's overall exposure and proximity to the shoreline should be a primary concern. Option two is situated further away from the shoreline than the alternative route, and will likely be less-impacted by erosion and storm related damages. This will have a significant impact in reducing the amount of necessary maintenance and trail upkeep. Finally, the construction cost and environmental impact will be comparatively smaller than if the trail were constructed through an existing woodland and in close proximity to an existing wetland. Since this trail alignment proposes the use of already existing infrastructure, there is a reduced chance the design and construction will interfere with sensitive archaeological remains.

Despite the benefits associated with using the existing roadbed, the trail's implementation completely relies on the highway's realignment. For this option to be successfully implemented, there will need to be extensive conversation between the NSTIR and the ATVA to understand timelines and coordinate construction.

## ARCHAEOLOGICAL AND HISTORICAL CONTEXT

### MI'KMA'KI

Since time immemorial the Mi'kmaq have lived on the lands of Mi'kma'ki (including present-day Nova Scotia)<sup>1</sup>. The ancestry of the Mi'kmaq can be traced many thousands of years back to the first inhabitants of this land nearly 12,000 years ago who hunted, fished, and gathered plants<sup>2</sup>. As the earth warmed and sea levels changed, these first peoples adapted their ways of life to source more food from the ocean. By approximately two millennia ago the Mi'kmaq had developed sophisticated technologies such as pottery<sup>3</sup>. These first inhabitants prospered through their deep knowledge of the land and the waters and through guidance by their strong belief in honouring the Creator by caring for all living things and respecting the environment<sup>4</sup>.

Early Mi'kmaw communities travelled along waterways and through wetlands by foot and in canoes<sup>5</sup>. During warmer months camps were established along the coastal areas to facilitate fishing and waterfowl hunting, and the wetlands and marshes around Lawrencetown were rich in eels, fish, shellfish, and birds<sup>6</sup>. The area has several names, one of which is Taboolsimkek, meaning “two small branches flowing through the sand”<sup>7</sup>. The Mi'kmaq lived lightly on the land. The archaeological record for these first communities is sparse, but it is likely that the entire study area of the project has the potential to contain both prehistoric and historic cultural resources.

### LES ACADIENS

French-speaking settlers arrived in the lands we call Nova Scotia in the early 17th Century and began farming and fishing<sup>8</sup>. These communities developed distinct ways of life and came to be known as Acadians. Scattered historical references indicate that Acadian farmers lived alongside Mi'kmaw communities in the areas around Lawrencetown and Cole Harbour<sup>9</sup>. The Acadians brought with them from their European homeland knowledge of dyke building, which they used to reclaim farm land from the salt marshes<sup>10</sup>. The Acadian communities were largely forcibly displaced following the establishment of British control over mainland Nova Scotia in the early 18th Century<sup>11</sup>. Some families managed to survive expulsion and continued to live in the area up to the present day.

### HISTORIC LAWRENCETOWN

British settlers were well-established in the region of Halifax Harbour when the community of Lawrencetown was officially established with the aid of the military in 1754<sup>12</sup>. The impetus for settlement stemmed from promises made by the Crown to Protestant European settlers to provide them with suitable agricultural land<sup>13</sup>. Twenty proprietors took possession of some 20,000 acres of land, and the Governor offered a guard to accompany the settlers<sup>14</sup>. While the military protection was withdrawn shortly after, settlement continued in Lawrencetown and residents supported themselves by dyking areas of marshland and farming<sup>15</sup>.



**VIEW OF CALVIN CHURCH, LAWRENCETOWN CA. 1959** *(Courtesy of the Eastern Shore Archives)*

Beginning in the second half of the 19th century gold was discovered in the area, and decades of largely unprofitable mining followed<sup>16</sup>. During the early 20th century construction began on the Musquodoboit Railway, which was operated between Darmouth and Upper Musquodoboit the 1980s. The abandoned railbed has since been converted into the trail system of today. Several other economic activities took place during the 20th century, notably farming, milling, forestry, and gravel and sand extraction from the beaches.

#### THE MACDONALD HOMESTEAD

The project area encompasses the historic property of the MacDonald family, whose homestead occupied Lawrencetown Head for much of the 20th Century. The present-day MacDonald House is a legacy of the family's presence in the area. The MacDonalds' presence in the area was of such longevity that Lawrencetown Head came to be referred to as MacDonald's Hill<sup>17</sup>.

The MacDonalds ran a hotel—the MacDonald Hotel— beginning in ca. 1852 which was a popular destination for visitors enjoying the fresh sea air, but the building burned down in 1955<sup>18</sup>. Various other buildings dotted the landscape of the MacDonald homestead throughout the 19th and 20th Centuries<sup>19</sup>.

The Calvin United Church was erected on Lawrencetown Head to replace a dilapidated church that was then located on the opposite side of the road. Old building materials were incorporated into the construction of the new building, and the new church building was dedicated around the year 1852<sup>20</sup>. The structure was later irreparably damaged by fire in 1965, and the congregation moved off of MacDonald Hill. The remains of the church are clearly visible today to the east of the present-day MacDonald House.

Throughout the centuries MacDonald Hill served as a popular viewing spot to watch races between the Bluenose and various American rivals. The entire project area was historically used for agriculture and livestock grazing in addition to other domestic and religious uses<sup>21</sup>.

#### PROVINCIAL RECOMMENDATION FOR ARCHAEOLOGICAL ASSESSMENT

The Province recommends obtaining an Archaeological Resource Impact Assessment with a full background study, First Nations engagement, and field reconnaissance with limited testing to take place prior to any ground disturbance. If any cultural remains are found, or if the consulting archaeologist identifies moderate to high potential locations for cultural remains, further testing may be recommended. There is a high likelihood that cultural remains will be found given the proximity of the site to the ocean. This is an area where both Precontact and historic potential are expected<sup>22</sup>.

- 1 Confederacy of Mainland Mi'kmaq. Kekina'muek (learning): Learning about the Mi'kmaq of Nova Scotia. Eastern Woodland Print Communication, 2007.
- 2 Bernard, Tim, et al. Ta'n Wetapeksi'k : Understanding from Where We Come : Proceedings of the 2005 Debert Research Workshop, Debert, Nova Scotia, Canada. Eastern Woodland Print Communications, 2011.
- 3 Ibid.
- 4 Murphy, Brent. Researching the Early Holocene of the Maritime Provinces. Memorial university of Newfoundland, 1998. 5 Ibid.
- 6 Bernard, Brian. A History of Lawrencetown. Lawrencetown, N.S.: s.n. 1977.
- 7 Ibid.
- 8 "Acadians in the Area." Cole Harbour Heritage Farm Museum, [https://www.communitystories.ca/v2/crossing-cole-harbour\\_traverser-cole-harbour/story/acadians-in-the-area/](https://www.communitystories.ca/v2/crossing-cole-harbour_traverser-cole-harbour/story/acadians-in-the-area/).
- 9 Ibid.
- 10 Ibid.
- 11 "Acadian Expulsion (the Great Upheaval)." The Canadian Encyclopedia, <https://www.thecanadianencyclopedia.ca/en/article/the-deportation-of-the-acadians-feature>.
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- 13 Lawson, Mrs. William. History of the Townships of Dartmouth, Preston and Lawrencetown, Halifax county, N.S. Halifax, N.S.: Morton. 1893.
- 14 Ibid.
- 15 Ibid.
- 16 Ibid.
- 17 Bernard, Brian. A History of Lawrencetown. Lawrencetown, N.S.: s.n. 1977.
- 18 "MacDonald Hotel, Lawrencetown." Council of Nova Scotia Archives, <https://archives.novascotia.ca/communityalbums/easternshore/archives/?ID=754>
- 19 Bernard, Brian. A History of Lawrencetown. Lawrencetown, N.S.: s.n. 1977.
- 20 Ibid.
- 21 Ibid.
- 22 A. Cross (personal communication, 6 December 2021).