NEW MINAS

URBAN DESIGN & ACTIVE TRANSPORTATION TECHNICAL REPORT

PREPARED BY

WSP

May **2021**

TABLE OF CONTENTS

1.0 INTRODUCTION

1.1. Introduction

WSP Canada Inc. was commissioned by the Municipality of the County of Kings to provide a technical report to support the development of the New Minas Secondary Municipal Planning Strategy for the Growth Centre of New Minas, and the Land Use By-law (which covers the entirety of the Municipality). The report was drafted from August 2020 to April 2021.

The process to develop the New Minas Secondary Municipal Planning Strategy is being conducted by UPLAND Planning + Design ("UPLAND") alongside a Working Group consisting of Councillors, Village Commissioners, and citizens. This Secondary Municipal Planning Strategy will include the creation and refinement of policies related to infill development fronting on Commercial Street, and improvement opportunities for, housing, active transportation, industrial lands, and more. The Secondary Municipal Planning Strategy is also an opportunity to create a plan for development of lands south of Highway 101, (also referred to as the Granite Drive Interchange Lands).

Section A of this report focuses on the ***Urban Design Guidelines*** to provide direction with respect to urban design requirements for both the public and private realm. Section A is broken into the following Sections:

- Private Realm Urban Design Guidelines
- Public Realm Urban Design Guidelines
- Interventions For Change

Section B of this report focuses on the ***Active Transportation Guidelines*** to provide direction with respect to active transportation improvements for both the public and private realm. Section B is broken into the following Sections:

- Design Guidelines for Active Transportation Infrastructure
- Routes for Active Transportation
- Priority Improvements

The intent of these guidelines is to assist in identifying recommendations and creating supportive built form objectives for New Minas. These Urban Design Guidelines are intended to be read in their entirety to understand the design approaches and objectives proposed.

1.2 MOVING FORWARD PRINCIPLES

The five moving forward principles presented below represent high level objectives, consolidated from existing policies, and from direction from the Working Group. These principles form the backbone of the recommendations of this technical study, and guide the suggestions of the Urban Design Guidelines in providing development guidance for private properties.

Housing Diversification

1

New development within the New Minas Secondary Plan Area should promote affordable and mixed-use forms of housing.

Make Active Transportation Convenient

2

New development within the Secondary Plan Area should connect breaks in the active transportation network, especially to the Harvest Moon Trail.

Walkable Commercial Street

3

Commercial Street should be developed in a manner to make it a more pleasant, and mixed-use walking environment, including a diversity of housing, stores, and enhanced public realm.

Identity and Pride of Place

4

Wayfinding and the design of the community should celebrate community identity and the uniqueness of the surrounding natural environment.

Greenways and the Green Way

5

New development should ensure that natural features of significance are protected. Trail development should be prioritized alongside development features to protect natural systems, such as rain gardens.

1.3 Engagement forming the Creation of this Report

During the period between October 26, 2020 and January 6, 2021, an online survey was available to residents of New Minas and Kings County. The purpose of this community survey was to gather feedback on residents' and visitors' preference for the future design and opportunities for active transportation in New Minas. The survey contained both multiple choice questions and short-answer questions. The conclusions which can be drawn from the online survey have been presented below. The complete results can be found in Appendix A.

1. Most-needed Community Improvements. Respondents most-desired improvements to New Minas overall are:
    a. Better traffic flow
    b. Making Commercial Street a destination
    c. More multi-use pathways and sidewalks to improve pedestrian experience
2. Active Transportation Interest. Interest in active transportation is higher for walking than for biking, however, as an AT facility, respondents prefer multi-use pathways that permit both walking and biking. In fact, an increase in multi-use pathways was selected as the top overall incentive that would encourage respondents to choose active transportation more frequently.
3. Residential Building Design. In terms of residential buildings, respondents tend to prefer traditional suburban styles of design, including bungalows and pitched-roof buildings. However, there is some appetite for more modern interpretations of traditional suburban design.
4. Housing Needs. Overall, respondents feel that a greater variety of housing types are needed, with an emphasis on multi-unit houses and requirements for affordability and accessibility.
5. Street Design. For both commercial and residential streets, respondents prefer design that prioritizes places for walking and trees/landscaping.
6. Commercial Area Design. Respondents mostly prefer commercial areas with buildings closer to the street and featuring mixed-uses, including commercial and residential.
7. Parking. Respondents prefer parking lots with pavement, landscaping, and clearly marked pedestrian paths. Some respondents would be accepting of parking in the rear of buildings. Some respondents felt that more bicycle parking is needed in parking lot design.

2.0 CHARACTER AREAS

2.1 Character Area Purpose

The following Character Area Study is intended to provide development guidance for both public and private decision-makers in shaping development activity both on private properties and within the public right of way. They can assist in the evaluation of all projects. These guidelines are intended to assist in informing the design guidelines in this document, as well as zoning changes as part of the land use modernization of the New Minas Secondary Plan Area.

These guidelines break down the New Minas Secondary Planning Area into five smaller character area districts that are generally based on current zoning areas which represent existing typologies of the built environment in New Minas.

Each area description contains a map of the character area, and details of:

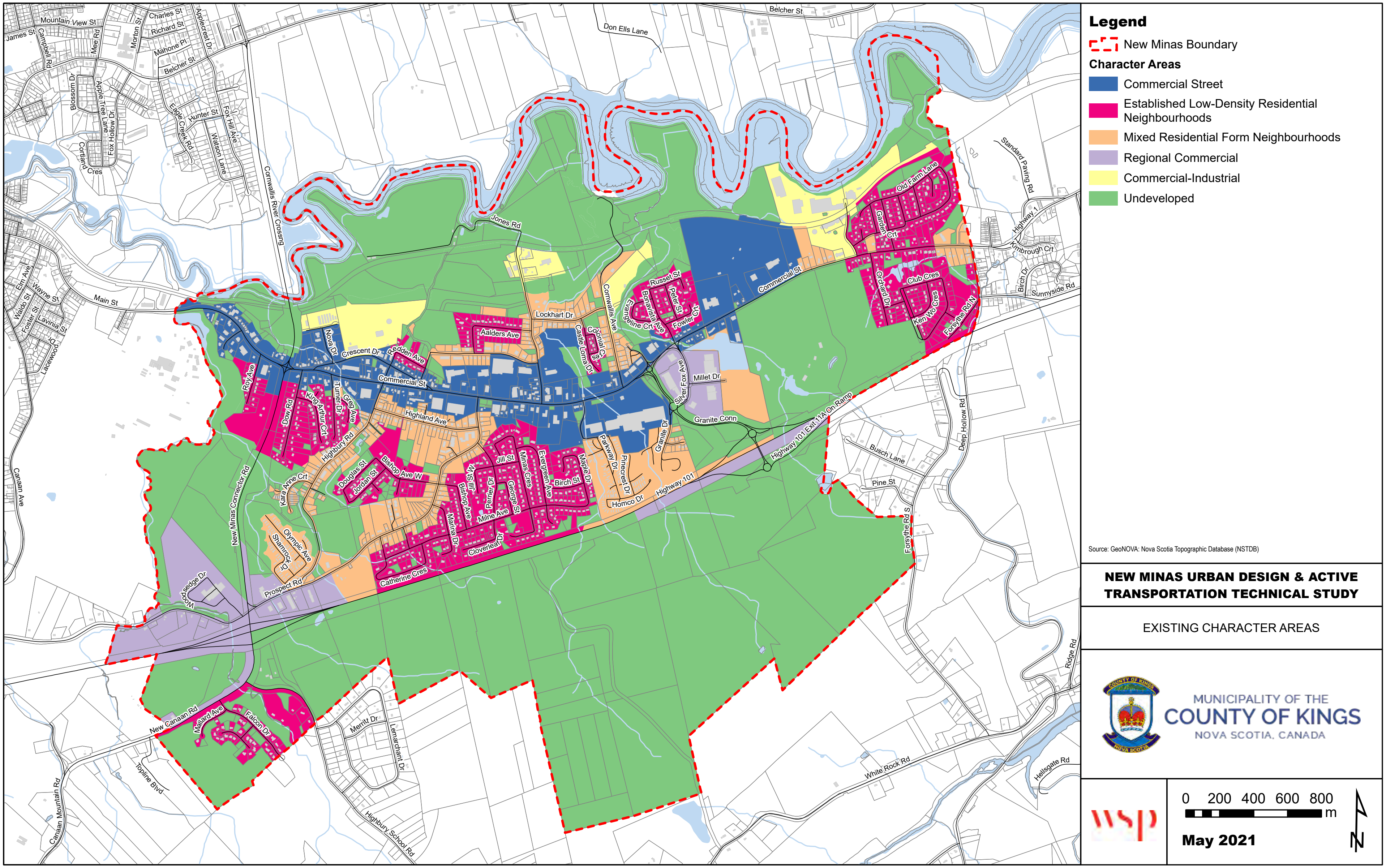
- key characteristics (such as building era; predominant dwelling style; fencing heights; gardens and vegetation; front and side set backs; extensions; streetscapes and trees).
- threats to its character (such as loss of historic buildings; bulky or 'box' like buildings; boundary-to-boundary development).
- strategies for maintaining its character (such as setting buildings back from boundaries; encouraging large tree retention and landscaped gardens; encouraging low fences).

2.2 Existing Character Area Boundaries

Existing Character Areas are shown on the 'Existing Character Areas' map, and correspond to the following zones:

- Commercial Street Character Area: General Commercial (C1) Zone, Mixed Commercial Residential (C3) Zone, and Institutional (I1) Zone.
- Established Low-Density Residential Neighbourhoods: Residential One and Two Unit (R2) Zone.
- Mixed Residential Form Neighbourhoods: Residential Mixed Density (R3) Zone, Residential Medium Density (R4) Zone, and Comprehensive Neighbourhood Development (R5) Zone.
- Regional Commercial Character Area: Highway Commercial (C5) Zone, and Comprehensive Business Development (C6) Zone.
- Commercial-Industrial Character Area: Light Industrial Commercial (M1) Zone, and Heavy Industrial (M2) Zone.

In addition to the above categories, open space properties (including the golf course), and properties lacking a civic address or identified building footprint were marked as undeveloped. This was used because civic addresses are frequently issued if there is a building on the property.


Legend
New Minas Boundary
Character Areas
Commercial Street
Established Low-Density Residential Neighbourhoods
Mixed Residential Form Neighbourhoods
Regional Commercial
Commercial-Industrial
Undeveloped
Source: GeoNOVA: Nova Scotia Topographic Database (NSTDB)
NEW MINAS URBAN DESIGN & ACTIVE TRANSPORTATION TECHNICAL STUDY
EXISTING CHARACTER AREAS
MUNICIPALITY OF THE
COUNTY OF KINGS
NOVA SCOTIA, CANADA
0 200 400 600 800
m
May 2021
N

2.3 Commercial Street Character Area

Commercial Street presents an urban fabric of varied lot sizes, larger buildings, varied setbacks, lower densities and a more automobile-oriented environment.

Development along Commercial Street west of Granite Drive is traditionally low in profile at one or two storeys, set back from the street, and separated from other buildings by large areas of asphalt. Commercial Street does not currently provide on-street parking. The predominant land use is single purpose commercial, many with parking lots located between the building and the street.

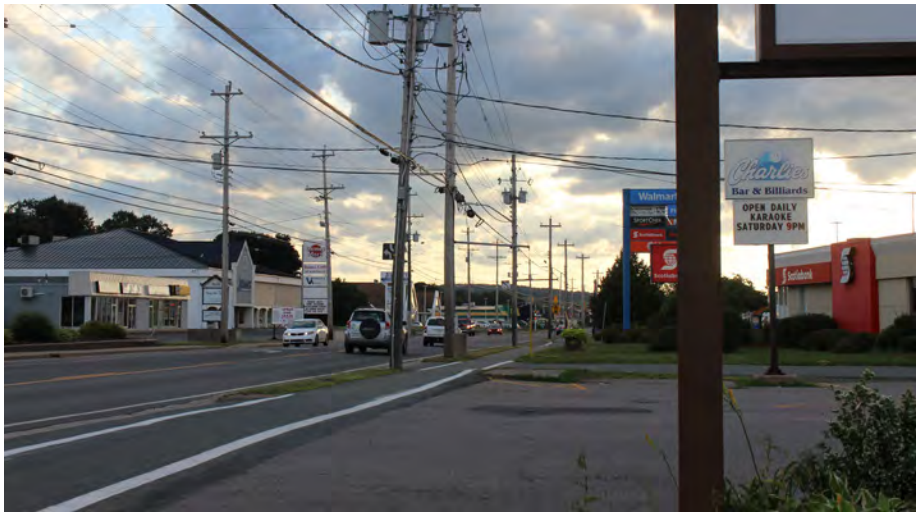
Development along Commercial Street east of Granite Drive is traditionally low in profile at one or two storeys, and presents more low-density residential land uses set back from the street.

Significant aesthetic areas include:

- 8743 Commercial Street is the last developed property prior to Commercial Street curving towards Kentville, with further lots having significant development constraints. The opposite side of the street: 8736, 8738 and 8740 Commercial Street are similarly significant coming from Kentville.
- Properties at the significant intersections of New Minas Connector Road, Highbury Road, and Prospect Road.

Key Existing Character Element	Characteristics
Existing Predominant Land Use	Detached separate commercial buildings and multi-tenant strip malls. Some remnant single detached dwellings.
Predominant Siting	Front Yard Setbacks: 7 to 20 m (23 - 66 ft). Rear Yard Setbacks: 3 to 40 m (10 -131 ft). Side Yard Setbacks: 1 to 12 m (98 ft).
Lot Frontage (lot width)	Predominant Lot Frontage Width: 30 m.
Front Yard Edge Condition	Vegetation: Generally sparse, some grassed verge strips and trees. On-Site Parking: Front yard parking lots. Pathway connections to sidewalks: None. Street trees: None.
Architecture	Predominant Building Materials: Older structures are often vinyl siding, metal board and batten, brick, or concrete aggregate. Newer structures are often concrete, concrete block, panel systems, exterior insulated facade system (EIFS) or tile. Roof Style: Mix of flat and pitched roofs. Main Building Height Range: 1 to 2 storeys.
Road Treatment & Active Transportation	Sidewalks: Mix of concrete and painted asphalt. Few delineated pedestrian pathway connections to streets and sidewalks. On-street parking: None.
Notable Public Spaces	None.
Notable Historic Buildings	Turner House: 8876 Commercial Street, New Minas, Nova Scotia, B4N, Canada

2.4 Commercial Street - Distinct Characteristics



Few designated heritage buildings, buildings mainly 1-2 storeys in height, with pylon signs often taller than the buildings. Overhead power and telecommunications lines are clearly a major streetcape element.

Most buildings are set back from the street with parking areas located between the building and street.

Newer buildings often have a flat roof appearance, are two storeys, and incorporate modern panel or concrete construction.

The sidewalk network is not contiguous, and pedestrian access is not always evident at first glance.

2.5 Established Low-Density Residential Neighbourhoods Character Area

The low-density residential character areas streets are verdant and green where vegetation is common, particularly north of Commercial Street. In areas with less vegetation, streets have an open and spacious due to the wide, grassed front lawns and generous front setbacks. This natural feeling is emphasized by the general lack of front fences, allowing views into the established gardens, including canopy trees.

This precinct is cohesively developed in a curvilinear street pattern with a diverse consistent use of building materials. The houses are predominantly single storey detached homes, with some duplexes, both with a mix of architectural styles. Housing lots in this precinct are relatively large with generous setbacks, providing the opportunity for a balanced built form and vegetation. A number of double lots exist, providing uncommonly expansive lawns.

Significant aesthetic areas include:

- A substantial tree canopy developed on Redden Avenue, particularly at the corner of Redden Avenue and Barron Drive.
- A substantial tree canopy developed on Crescent Drive.

Key Existing Character Element	Characteristics
Existing Predominant Land Use	Detached dwellings.
Predominant Siting	Front Yard Setbacks: 6 to 7 m (20 -23 ft). Rear Yard Setbacks: 6 to 7 m (20 -23 ft). Side Yard Setbacks: 1 to 3 m (3 - 10 ft).
Lot Frontage (lot width)	Predominant Lot Frontage Width: 30 m (98 ft).
Front Yard Edge Condition	Vegetation: A mix of parklike, generous grassed frontages, well vegetated front gardens with few front fences. On-Site Parking: Private driveways and attached garages, with occasional detached garages. Pathway connections to sidewalks: None Street trees: None
Architecture	Predominant Building Materials: Vinyl or fiber cement siding, with some wood, which is often clapboard style. Roof Style: Predominantly pitched roof; 4/12 to 6/12. Main Building Height Range: 1 to 2 storeys.
Road Treatment & Active Transportation	Sidewalks: On major routes primarily. On-street parking: None formalized, room for overflow.
Notable Public Spaces	Jones Subdivision Park, Lonnie Milne Memorial Park, Meadow Terrace Playground, and Golf View Playground
Notable Historic Buildings	None registered.

2.6 Established Low-Density Residential Neighbourhoods - Distinct Characteristics

Lush front garden landscaping in older subdivision areas presenting buildings in a forested setting, particularly in embankment areas.

Newer subdivisions commonly include ground-oriented single-storey semi-detached homes.

Split level single detached homes are common throughout many subdivisions.

Pitched roof forms incorporating gables are common throughout

2.7 Mixed Residential Form Neighbourhoods Character Area

This character area is intermittent, and often occupies only a single side of a street bordering on Established Low-Density Residential Neighbourhood character area. Streets typically have a verdant and green feel from front yards with generous setbacks coupled with grassed areas and treed landscaping. This natural feeling is emphasized by the general lack of front fences, allowing views into the established gardens, including canopy trees.

Key Existing Character Element	Characteristics
Existing Predominant Land Use	Multiple Unit Apartment Buildings with some townhouses.
Siting	Front Yard Setbacks: 9 to 16 m (30 - 52 ft). Rear Yard Setbacks: 20 to 30 m (67 - 90 ft). Side Yard Setbacks: 12 to 22 m (39 - 72 ft).
Lot Frontage (lot width)	Predominant Lot Frontage Width: 35 m (115 ft) for townhouses or fourplexes or 70 m (230 ft) for larger multiple unit dwellings.
Front Yard Edge Condition	Vegetation: A mix of parklike grassed frontages, and generous, and well established tree canopies. On-Site Parking: Mix of parking behind buildings, and underground. Pathway connections to sidewalks: Rare. Street trees: None, however trees in front yards are often present.
Architecture	Predominant Building Materials: Brick and vinyl siding. Roof Style: Peaked roof forms on townhouses, multiple unit buildings are primarily flat roofed. Main Building Height Range (Storeys): 1.5 to 4 storeys.
Road Treatment & Active Transportation	Sidewalks: On major routes primarily. On-street parking: None formalized, room for overflow.
Notable Public Spaces	None.
Notable Historic Buildings	None registered.

2.8 Mixed Residential Form Neighbourhoods - Distinct Characteristics

Multiple unit dwellings throughout the study area more than a decade old are predominantly brick and less than three storeys in height.

New multiple unit dwellings incorporate larger, more useable porch spaces, and are generally clad in vinyl or metal siding and under four storeys.

Seniors housing mimics the pitched roof styles of ground oriented housing.

Few townhouse dwellings exist in New Minas, and all are located near clusters of multiple unit dwellings.

2.9 Regional Commercial Character Area

Regional commercial areas in New Minas include warehouse 'big box' retailers as well as strip commercial development. Strip commercial areas have a series of businesses linked together in a common structure on a single parcel and providing shared parking.

This character area's development pattern is autocentric (requiring an automobile to as part of the design intent for shoppers). Shared parking can reduce the number of spaces and the total paved area of the lot, and allows for fewer curb cuts and a more coordinated approach to traffic circulation and access management.

Key Existing Character Element	Characteristics
Existing Predominant Land Use	Large format retail and car dealerships.
Siting	Front Yard Setbacks: 25 to 100 m (82 - 328 ft). Rear Yard Setbacks: 15 to 30 m (49 - 98 ft). Side Yard Setbacks: 18 m (59 ft).
Lot Frontage (lot width)	Predominant Lot Frontage Width: 50 to 150 m (164 - 492 ft).
Front Yard Edge Condition	Vegetation: Grass and trees common, no vegetation is typical within parking areas. On-Site Parking: Double row (or more) of parking in front of buildings. Pathway connections to sidewalks: None. Street trees: Young trees are present in new areas.
Architecture	Predominant Building Materials: Concrete and split face concrete block. Roof Style: Flat. Main Building Height Range (Storeys): 1 to 2 storeys with double height storeys common.
Road Treatment & Active Transportation	Sidewalks: Present. On-street parking: None.
Notable Public Spaces	New Minas Bark Park (This is on private land with public access at the big stop). The Kentville Ravine
Notable Historic Buildings	None registered.

2.10 Regional Commercial - Distinct Characteristics

Newer parking areas have landscaping areas incorporated into the lot itself, providing some visual relief from large asphalt parking areas.

Some areas have few areas for pedestrian refuge or vegetation to provide visual relief in the parking lot.

Uninterrupted sidewalks, and less traffic makes this area a more pleasant and quieter walking experience than Commercial Street.

Tenants from Commercial Street have moved to larger floor plate buildings closer to the Harvest Highway, and have brought sidewalks to the property line, even if the street does not have them.

2.11 Commercial-Industrial Lands Character Area

New Minas does not have a large, robust industrial lands. The Growth Centre has a mix of legacy industrial uses and a traditional industrial park area near Nova Drive. Presently the region has a number of land intensive uses that are more industrial-commercial in use: self-storage, large machinery and home supply stores.

The streets of this character areas often benefit from close proximity to forested areas, providing a vegetated buffer along property lines, and breaking up the development form of the area.

Industrial buildings throughout the Growth Centre often have tall floor-to-ceiling heights to accommodate a range of interior uses and warehousing options. Most structures are simply clad with metal siding, and offer ample parking.

Key Existing Character Element	Characteristics
Existing Predominant Land Use	Self-storage, large-format specialty retail, light manufacturing, contractor and utility provider offices.
Siting	Front Yard Setbacks: 13 to 30 m (43 - 98 ft). Rear Yard Setbacks: 8 m (26 ft). Side Yard Setbacks: 6 to 8 m (20 - 26 ft).
Lot Frontage (lot width)	Predominant Lot Frontage Width: 45 m (148 ft).
Front Yard Edge Condition	Vegetation: Grassed On-Site Parking: Double row (or more) of parking in front of buildings. Pathway connections to sidewalks: None Street trees: None
Architecture	Predominant Building Materials: Concrete and metal siding. Roof Style: Mix of flat and peaked. Main Building Height Range (Storeys): 1 to 2 storeys with double height storeys common.
Road Treatment & Active Transportation	Sidewalks: None. On-street parking: None.
Notable Public Spaces	None
Notable Historic Buildings	None registered.

2.12 Commercial-Industrial Lands - Distinct Characteristics

Functional working areas for large trucks and vehicles is common, as are flat roof buildings clear of most architectural ornamentation.

Fencing and perimeter lighting is common.

Some industrial uses are in locations that are nearby to the Harvest Moon Trail, close to historic railway locations.

On site storage for large vehicles is common.

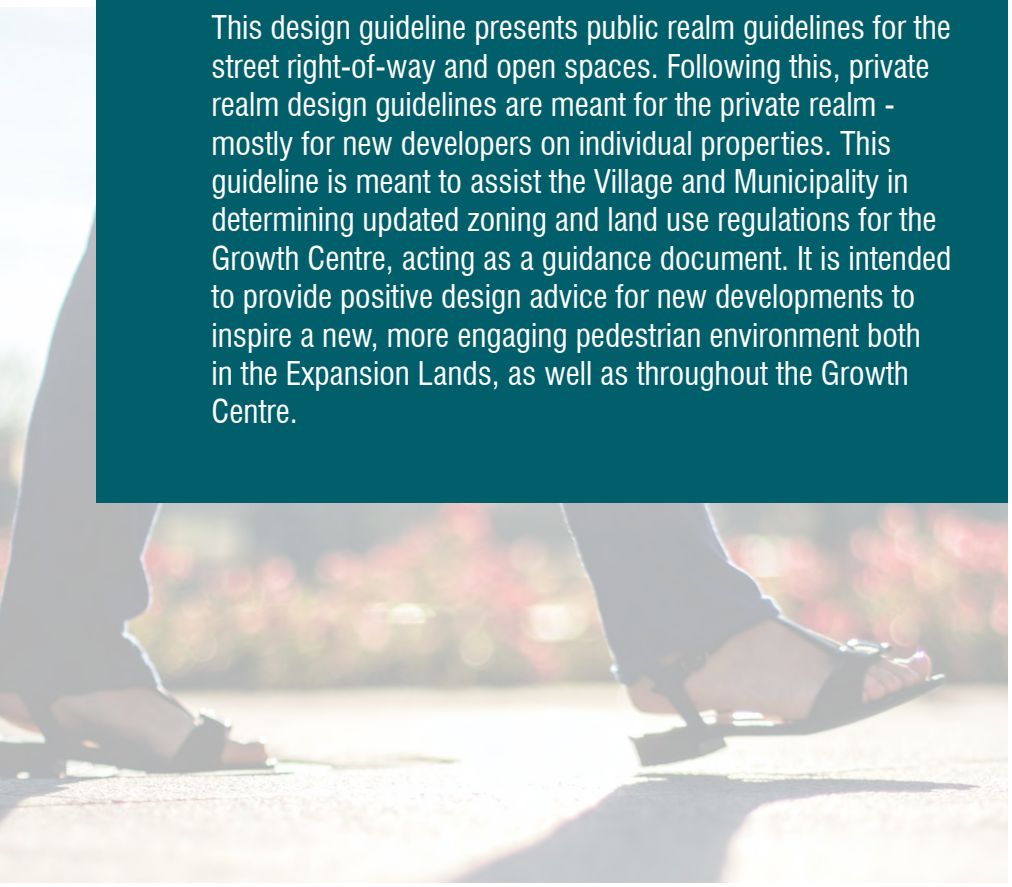
SECTION A

URBAN DESIGN GUIDELINES

3.0 URBAN DESIGN PRINCIPLES

These principles are to inspire new forms of building and developing in New Minas - both in the Village and Growth Centre as a whole. It is for residents, developers, tenants and the community to improve the experience of living in the Growth Centre, and ground it's sense of place as it grows and changes.

This design guideline presents public realm guidelines for the street right-of-way and open spaces. Following this, private realm design guidelines are meant for the private realm - mostly for new developers on individual properties. This guideline is meant to assist the Village and Municipality in determining updated zoning and land use regulations for the Growth Centre, acting as a guidance document. It is intended to provide positive design advice for new developments to inspire a new, more engaging pedestrian environment both in the Expansion Lands, as well as throughout the Growth Centre.



Transitioning Commercial Street to a Human Scale

The long-term vision for Commercial Street is to transition development towards a more comfortable pedestrian environment, while maintaining it's strong commercial business presence. As this transition occurs it is expected that development will be located closer to the street with some opportunities to integrate a mix of uses including apartment style housing. The following design guidelines are provided to assist in transitioning future commercial development be more human scale over time:

1. Keep the heights of buildings that are close to the street at a comfortable scale of 2-4 storeys. Taller buildings are encouraged with appropriate setbacks or step backs.
2. Locate buildings 4-storeys in height or less close to the required Department of Transportation and Active Transit (DTAT) setback. Where possible, define and extend the street edge of adjacent buildings to create a continuous street wall.
3. Locate buildings greater than 4-storeys in height close to the street (and DTAT setback) where a step back is provided above the 4th storey. Alternatively, larger setbacks from the street are appropriate for these buildings to avoid an overwhelming building presence. Where setbacks are generous - above 8 m (26 ft) for taller buildings, landscaping should assist in maintaining an interesting and continuous street presence.
4. Increased building height should be encouraged on corner lots.
5. Ensure that pedestrian boulevards are a width that can accommodate comfortable sidewalk widths and a tree planting and street furniture zone to support and encourage pedestrian circulation.

Mixed use buildings (commercial / residential) could assist Commercial Street in growth.

Multiple-Unit Housing and Mixed Use Buildings on Commercial Street

In order for Commercial Street to sustain an interesting and engaging street presence throughout the day and night, a mix of land uses is needed. Mixed use buildings should be encouraged as this type of building form is important to continue to grow the population of people who support services on the street, as well as providing activation throughout the daytime and evening. The following design guidelines are encouraged to assist in transitioning development towards a mixed use built form on Commercial Street over time:

1. Focus multi-unit residential housing on and close to Commercial Street to create an active pedestrian environment where residents can shop and support a mix of uses and activities.
2. Mixed Use buildings should locate non-residential uses on the ground floor with residential units located above. Some mixed use buildings may include office space in the upper storeys.
3. Non-residential entrances should remain separate from residential entrances and both types of uses should have access directly on to Commercial Street.

Engaging Architecture and Quality Building Materials

All new buildings should be designed and constructed using quality building materials appropriately applied to create an aesthetically pleasing long-lasting structure. Buildings should contribute to the overall character of the neighborhood in which they are built. In terms of building materials and design:

1. New Minas has traditionally had a muted cladding palette of off-whites and greys compared to other areas of Nova Scotia. A range of accent colours are encouraged to be applied to 10% - 15% of the façade, especially the framing of the buildings, windows, and doorways. Each accent element (colours and materials) should make up no more than 20% of the total building face, unless it is part of a series of buildings in a comprehensive development.
2. Building additions and expansions totaling less than 50% of the floor area of an existing building, or other minor modifications, should consider that materials are used in a manner consistent with the existing architectural design.
3. Street furniture and plantings should introduce colour to the public realm.

Buildings often benefit from a diverse, but limited palette of 3 separate materials or colours for the main building design, with one of the three being accent materials/colours.

PUBLIC REALM INTERVENTIONS

4.0 INTERVENTIONS

The following section present ***Ten Interventions For Change*** as a series of catalyst projects to accelerate a more dynamic public realm for New Minas. These translate the ***Moving Forward Principles*** into initial site-specific actions and projects located throughout the Secondary Plan Area. Descriptions include anticipated design elements and example interventions from other areas to inform design intent.

The interventions present a series of actions to commence momentum on a new community form for New Minas, and show a proactive approach in realizing the ***Private Realm Urban Design Guidelines***.

A number of site-specific interventions are proposed, however, three preliminary projects should also be considered:

A New Minas should develop a rain garden guide and promote it with residents to assist in managing stormwater runoff and pollution.

B Create a Growth Centre wayfinding strategy that addresses gateway and directional signage as well as providing additional information such as directing drivers to the Harvest Moon Trail

C The Growth Centre would benefit from a coordinated open space master plan, targeted neighbourhood-level engagement on parks, park standards, and an asset management investment strategy.

Rain Garden example located within the street right-of-way, acting as a green sponge for rainwater, and offering a reminder for pedestrians to natural systems.

King Farm Park Playground, Derwood, Maryland, which benefits from a prominent community location spurring maintenance. (Source: Brett VA, Flickr)

Commercial Street Open Space Improvements (Western View)

D Temporary Plaza Intervention Enhancements

E Temporary Pocket Park Expansion - This would require an easement or agreement with the land owner.

F New Trail Behind New Minas Elementary School

Temporary Improvements

D

Existing Condition
Corner of Crescent Drive and Commercial Street

Prototype Intervention
Philadelphia University City District (Image: NACTO)

E

Existing Condition
Corner of Prospect Rd and Commercial St

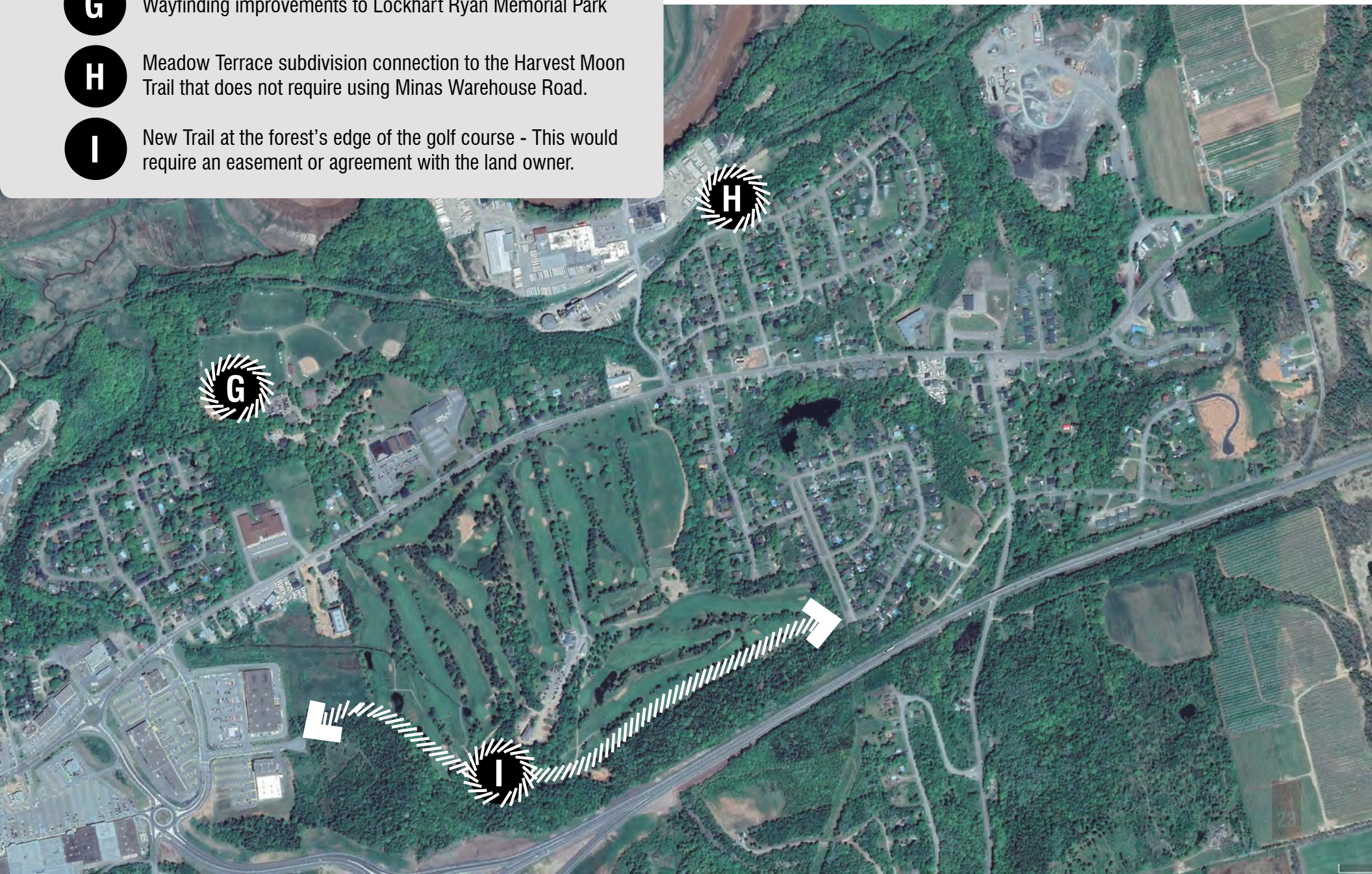
Prototype Intervention
Rain Garden Retrofit - 1701-03 S. Ringgold St (Image: Philadelphia Water)

Commercial Street Open Space Improvements (Eastern View)

G Wayfinding improvements to Lockhart Ryan Memorial Park

H Meadow Terrace subdivision connection to the Harvest Moon Trail that does not require using Minas Warehouse Road.

I New Trail at the forest's edge of the golf course - This would require an easement or agreement with the land owner.



Temporary Improvements

Prototype Intervention
Wayfinding Improvements to Lockhart Ryan Park

G

Prototype Intervention
Meadow Terrace subdivision connection to the Harvest Moon Trail

H

Prototype Intervention
Campus Commons, Sacremento Cyclist Golf-Course Adjacent AT Trail
(Both Images Below from Google Street View)

I

PUBLIC REALM DESIGN GUIDELINES

5.0 PUBLIC REALM DESIGN GUIDELINES

5.1. General Design Principles

The public realm will be designed to enhance public life and provide New Minas with vibrant places and pedestrian friendly spaces. The following guidelines provide a general design framework for the major components of the New Minas public realm with an emphasis on the pedestrian experience within the community.

1. Provide a consistent and complementary level of pedestrian-scaled streetscape design including such elements as decorative and conventional paving, landscaping, lighting and signage within public boulevards and private realm.
2. Private spaces and activity areas, including building entrances, terraces and porches, should be oriented toward public streets to act as an interface between private and public realms and activate the public realm.
3. Wherever possible the roadway portion of the right-of-way should be of a width that provides for vehicular circulation but be minimized where possible to allow for more generous planting, street furniture amenities and pedestrian boulevards.
4. Creating a connected park, parkette, urban plazas, and open space network, including public access to natural heritage area trails.
5. Providing where possible an interconnected and permeable complete street network that accommodates active transportation initiatives and is grid based in design.
6. Avoid locating service areas, mechanical equipment and/or ventilation systems in public realm pedestrian areas to ensure that they do not impact the functionality of pedestrian circulation and experience (e.g. transformer boxes should be located discreetly to limit public view or below grade), especially along Commercial Street and Collector Roads.
7. To promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention Through Environmental Design).
8. For mixed-use development, at grade retail/commercial uses are encouraged to provide space for patios and sidewalk retail that may spill into the public realm.

A traditional commercial main street with a mix of street furniture, plants, and ample sidewalk room. (Source: Minneapolis Public Works, Flickr)

5.2. Guidelines for Parks and Open Spaces

5.2.1. Mid-Block Pedestrian Connections

Mid-block pedestrian connections may be provided along Commercial Street block frontages to provide more direct pedestrian and cycling connectivity / access to the internal sidewalk and road network. They are encouraged where there are long double frontage blocks present and to enhance the pedestrian network within New Minas. They are typically found within the private realm but they connect public realm circulation. Where implemented they should have consideration for the following:

1. Provide flexibility in widths of connections to accommodate pedestrians and cyclists as well as assisting emergency services with additional access.
2. Where linked to Commercial Street, may also incorporate a width that could accommodate outdoor patio areas as well as pedestrian clearways to add more vibrancy to these paths and support potential at-grade commercial uses.
3. Where possible, weather protection should be included through the provision of canopies on adjacent buildings.
4. Pedestrian crossings or mid-block pedestrian connections should be clearly defined, well lit, signed, and, where possible, incorporate decorative paving materials.
5. Where possible, streetscape furniture and bicycle parking should be accommodated within mid-block connections to support active transportation.
6. Active fenestration on the flanking building should be provided to assure passive surveillance and overlook of the connection.
7. Appropriate lighting should be provided to ensure the mid-block connection is well lit throughout the day.

A landscaped mid-block pathway connection.
(Source: Antti T. Nissinen, Flickr)

5.2.2. Greenlands and Naturalized Open Spaces

Greenlands are significant natural heritage features within New Minas and should be protected and integrated into the community open space and trail system where possible. The following guidelines should be implemented, as appropriate, to assist in the integration of Greenlands:

1. Greenlands should be physically and visually accessible from the adjacent streets. Street and block patterns should be designed in a manner that is responsive to the natural areas and allow for access and view opportunities, enhancing and preserving existing viewsheds.
2. Where appropriate, Greenlands should be linked to parks and open spaces through the off-street trail system.
3. Residential and non-residential buildings, wherever possible, should be oriented to face or address these features, rather than backing onto them, to provide a positive interface with these areas and provide passive surveillance.
4. Any planting occurring in the Greenlands should include landscaping and non-invasive, drought-tolerant native or naturalized planting that integrates with, complements and supports the adjacent natural heritage features in a naturalized, self-sustaining manner.
5. Where collector roads terminate at these natural heritage features, a trail head with connections between off-street pedestrian trails and cycling paths and boulevards should be provided.

Visible water features from public streets like this one create a connection between visitors and the local environment.

Similarly, visible water features from public trails and walkways provides opportunities to relax, and enjoy natural systems.

Grade-level separation between private outdoor space, and the public Gorsebrook Park are designed to capitalize on park views for residents.

Physical setbacks between private outdoor space, and the nearby public park connect the two uses while providing a transition between public and private spaces.

5.2.3. Neighbourhood Parks

Neighbourhood parks - 1.5 hectares (30 acres) or greater are parks that are centrally located and accessible to the greater neighbourhood. Opportunities for larger neighbourhood parks will be limited and may not be as desirable as providing smaller and more numerous and urban parkettes/squares. Where they are desirable, the following guidelines apply to neighbourhood parks:

1. High quality softscape and hardscape treatments, lighting, finishes and site furnishings should be used to create visual interest and a welcoming atmosphere.
2. Create a flexible green space that is ideal for community events and gatherings as well as passive uses and respite.
3. Neighbourhood parks should be highly visible from the public realm, located adjacent to collector roads, overlook natural heritage areas and connect to the cycling and/or trail network.
4. Neighbourhood Parks are encouraged to have a minimum of 50% street frontage, wherever possible. Where this cannot be achieved due to site conditions and/or constraints, parks should be designed, with appropriate road frontage, to the satisfaction of the Municipality and will require layby parking.
5. Pedestrian access to parks from the pedestrian boulevard should be clearly defined using landscaping or architectural elements/ structures.
6. Street trees should be planted along the edge of parks, while not screening the view into parks. Trees should be located to provide for shaded seating, pathway and play areas.
7. Residential and non-residential developments adjacent to parks should face onto then and frame them through building features such as porches, main entrances, balconies and other features providing overlook.

5.3 STREETSCAPE FURNISHING THEME

Streetscape Furniture Themes

Two streetscape furniture themes are presented for consideration and discussion prior to detailed design of street furniture placement in New Minas, 'East Coast Harvest' and 'Traditional Main Street'. Streetscape furniture could be considered for incremental improvements, and/or as part of a cohesive redesign of the street when it is next recapitalized.

1

Streetscape Furnishing Vision 1: East Coast Harvest

The 'East Coast Cheer' theme uses a combination of wood, steel, and accents in black and vivid 'fire truck' red reminiscent of valley apples and fall leaves. Commercial Street has a high degree of visual complexity to the street, and the clean lines of the proposed street furniture add amenity and simplicity to contribute to a grounded sense of place.

Streetlife Rough&Ready Solid Crosswire Benches, with optional armrests/backrests (Powder Coat colour should be red, and matched to Dero racks)

Schreder 'Piano' Fixture. Fixture mounted on their 'Korda' double bracket. Fixture height will need to be determined at detailed design. (Powder Coat colour should be matched to black matte of streetlife bench racks)

Dero Bike Hitch Rack
(Deep Red Powder Coat)

Hauser Contract - Urban Double Entry
3 Stream Waste Receptacle (Pewter)

2

Streetscape Furnishing Vision 2: Traditional Main Street

The 'Traditional Main Street' theme uses primarily black powder coat finishes to create a consistent, clean finish. Commercial Street has a high degree of visual complexity to the street, and the clean lines and consistent colour treatment of the proposed street furniture add amenities while not creating a cluttered feel to the environment. The 'Albany' lighting fixture is a gooseneck style fixture, referencing Kings County's rural roots.

Dero Swerve Rack.
(Black Powder Coat)

Busch Systems Denver Waste Receptacle. (Black Powder Coat)

Maglin 300 Backed Bench. (Black Powder Coat)

Schreder 'Albany' LED Fixture mounted on their 'Cayado' bracket. Fixture height to be determined at detailed design. (Black gloss finish)

Indianapolis Cultural Trail (Image: NATCO. Flickr)

5.3.1. Street Furniture Placement Guidelines

Street furniture should not obstruct paths (vehicular or pedestrian), be situated to require minimal maintenance (eg. benches on concrete pads or gravel footing when surrounded by grass), and made of durable materials. Due to the width of existing sidewalks, street furniture should be placed on concrete pads opposite the roadway whenever possible. The following should be considered when installing street furniture:

1. Street furniture should be located so as not to create obstacles for pedestrians or obstruct travel along the street.
2. Street furniture such as benches should be oriented towards building frontages to support retail activity and to engage with pedestrian activity.
3. Street furniture should be concentrated near transit stops (benches, waste receptacles, and bicycle racks).
4. Street furniture should have a consistent theme that is coordinated and complimentary throughout Commercial Street and the expansion lands to create a unifying element within the streetscape.

5.3.2. Street Furniture Placement - Waste Receptacles

Waste bins should be located at street corners (ideally two positioned diagonally) and near transit stops.

1

Hauser Contract - Urban Double Entry 3 Stream Waste Receptacle (Pewter)

2

Busch Systems Denver Waste Receptacle. (Black Powder Coat)

5.3.3. Street Furniture Placement - Benches

While movable seating provides flexibility to arrange the space as desired, public seating on the sidewalk should be affixed to the sidewalk unless a responsible party agrees formally to be responsible for locking it up at night and replacing it if necessary.

The following should be considered when installing benches:

1. 1 m (3 ft) minimum clear width on either side of bench.
2. Benches should be spaced at a minimum 1.5 m (5 ft) width from fire hydrants, and a minimum 0.3 m from any other amenity, wall, utility, or fixture.
3. A 1.5 m (5 ft) minimum clear width pedestrian path in front of a bench (likely the sidewalk area).

1

Streetlife Solid Crosswire Benches, with optional armrests/backrests (Powder Coat colour should be matched to Dero racks, which is not shown above)

2

Maglin 300 Backed Bench. (Black Gloss Finish)

5.3.4. Street Furniture Placement - Bike Racks

Bike racks should be located to the side of sidewalks, attached to a concrete pad, and ideally near major intersections. If the street is reconfigured, placement in curb bump-outs would be appropriate.

The following should be considered when installing bike racks:

1. Racks should be spaced at a minimum 1.5 m (5 ft) clear width from hydrants, and a 0.9 m to 1 m (2.9 - 3 ft) clear width from any other amenity, utility, or fixtures.
2. Racks should be spaced at 0.9 m to 1 m (2.9 - 3 ft) intervals.
3. Racks should be placed at 45 degree angles to the roadway to reduce the amount of pad width required.
4. Bicycle racks should be permanently affixed to a paved surface (ideally concrete); movable bicycle racks are only appropriate for temporary use.
5. Suggested infill locations for bike racks are shown on the two following proposed locations maps.

1

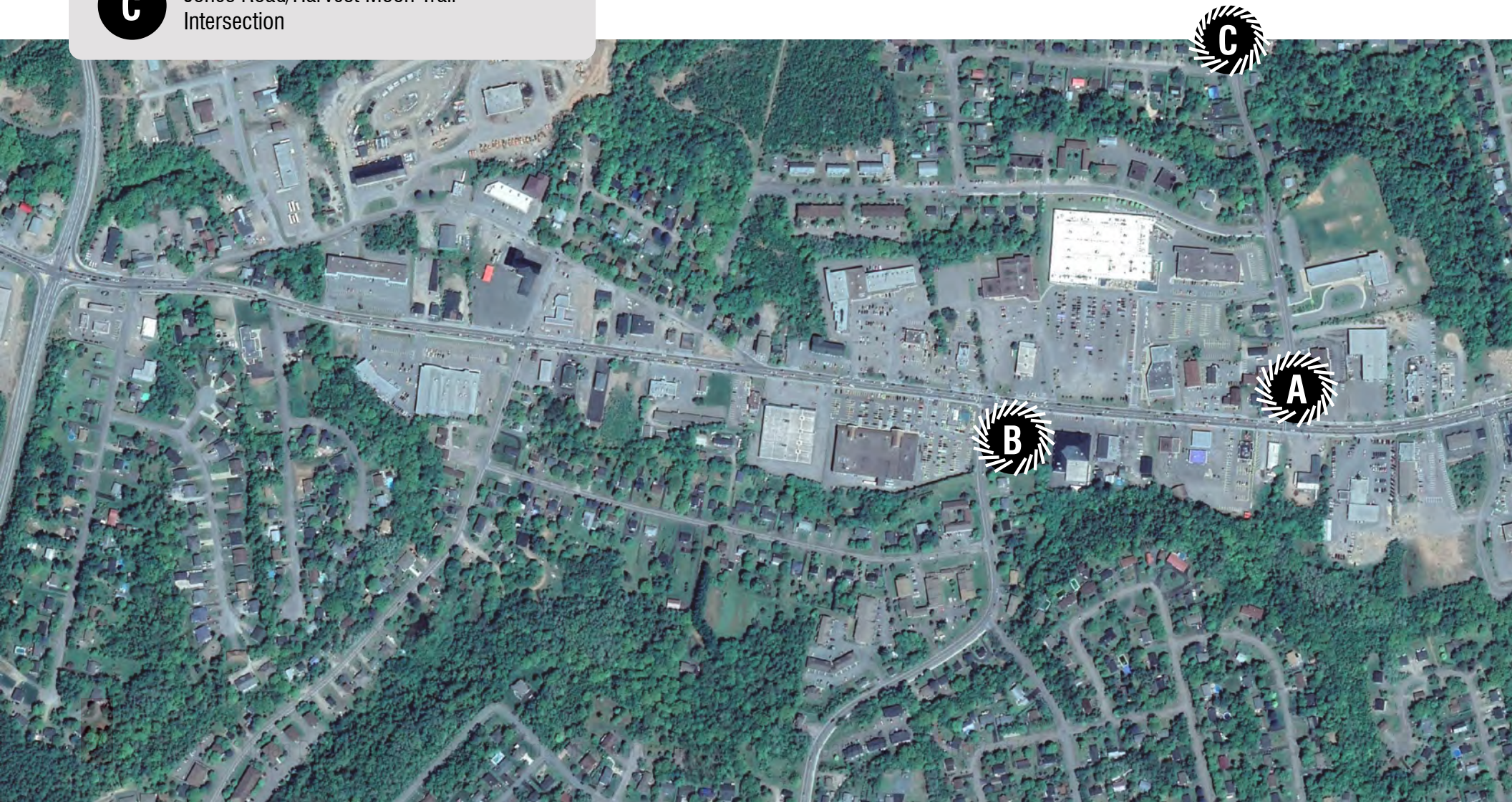
Dero Bike Hitch Rack
(Deep Red Powder Coat)

2

Dero Swerve Rack.
(Black Powder Coat)

Public Bicycle Parking Proposed Locations (Western View)

- **A** Jones Road/Commercial Street Intersection
- **B** Prospect Road/Commercial Street
- **C** Jones Road/Harvest Moon Trail Intersection



Public Bicycle Parking Proposed Locations (Eastern View)

D Louis Millett Community Complex

E Lockhart Ryan Memorial Park

F Minas Warehouse Road / Harvest Moon Trail Intersection

5.4 LINK PARK ENHANCEMENTS TO THE LOCAL ENVIRONMENT

5.4.1. Park Enhancement Context

There are a number of neighbourhood parks in New Minas that could use renewal:

1. Jones Subdivisison Park
2. Lonnie Milne Memorial Park
3. Lockhart Ryan Memorial Park
4. Meadow Terrace Playground
5. Golf View Playground

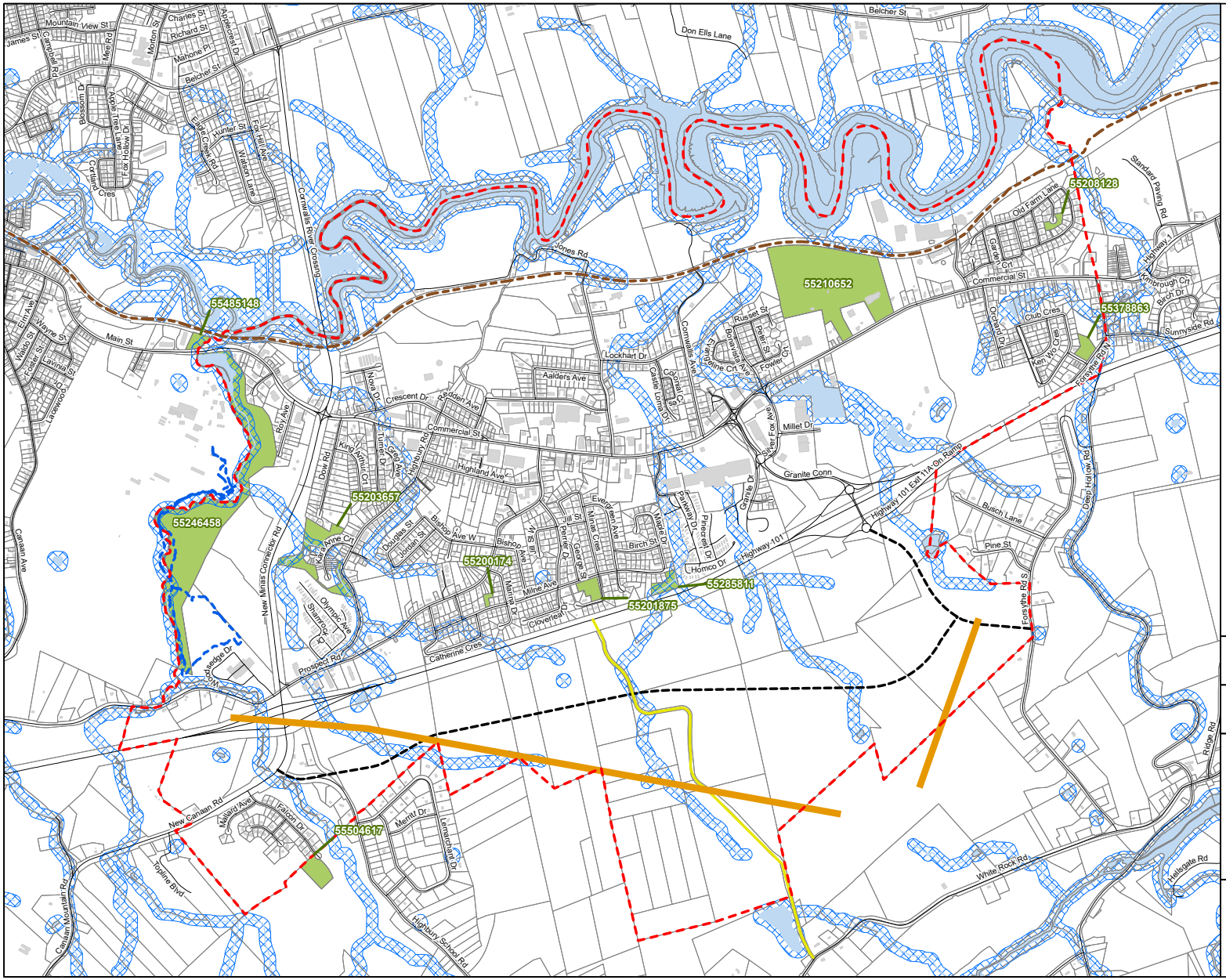
We suggest that the Village and the Municipality undergo neighbourhood level engagement to consider renewal of these parks. We suggest that colour themes and optionally interpretive signage for the parks tie into local wildlife, or a natural feature to root park elements in the the surrounding area's landscape and enhance placemaking. The examples shown use a Pileated Woodpecker as a thematic reference.

CR Plastics adirondack chair colour samples

Pileated Woodpecker
(Source: Josh Laymon,Wikipedia)

Solar Vision Solar LED Light

Burke Playground Equipment, Voltage 3D-2163


55485148
55246458
55203657
55200174
55201875
55285811
55504617
55210652
55208128
55378863
Legend
New Minas Boundary
Utility Corridor
Harvest Moon Trailway
Kentville Ravine Trail
Existing K-Class Road
Expansion Lands Proposed Road
Streams + 30 m Buffer
Existing Open Space
Source: GeoNOVA: Nova Scotia Topographic Database (NSTDB)
NEW MINAS URBAN DESIGN & ACTIVE TRANSPORTATION TECHNICAL STUDY
EXISTING OPEN SPACES
MUNICIPALITY OF THE
COUNTY OF KINGS
NOVA SCOTIA, CANADA
0 200 400 600 800
m
May 2021

Existing Condition

Initial Improvement Suggestions Example

Consider planting opportunities that could double as natural play features with time.

Consider a cover to allow contents to remain dry until servicing, such as the Busch Systems Barrel Topper (shown above)

Consider vinyl-wrapped chainlink and/or additional vegetation to provide a sense of separation from adjacent backyards to the park.

5.4.2. Park Enhancement Vision

Parks must facilitate and encourage use, be a place that people enjoy being in and that they want to visit. This can either be by providing amenities that acts as a draw to visitors, or by being placed in a manner to benefit from the co-location of the site, by being next to commercial areas, public libraries, or other popular sites that create synergies of use and activity.

5.4.3. Park Enhancement Minimum Standards

All parks in the Growth Centre should as a minimum standard, provide the following amenities:

1. Entryway signage including the park name, hours of operation and civic address for emergency purposes.
2. Park furnishings (ie. garbage cans, benches, bike racks, play equipment) should be located on hardscaped surfaces. Amenities should not obstruct paths (vehicular or pedestrian), be situated to require minimal maintenance (eg. benches on concrete pads or gravel footing when surrounded by grass), and made of durable material.
3. Aside from naturalized trail areas, parks should provide a hard surfaced pathway that traverses the park and links amenities such as shelters, seats, water access areas, and playgrounds.
4. Bicycle parking areas, where cyclist access is feasible.
5. Social gathering or rest features such as picnic tables, benches, or amphitheaters.
6. Waste receptacles should be provided.
7. Parks including playground features, skateparks or other expensive structures should be lit with a low level of illumination where it is practical for surrounding residents to see if there are users in the park after hours.

All parks in the Growth Centre may provide the following optional amenities:

1. Park designs, where possible, should highlight vistas and strong natural features.
2. Some amenities should be consistently the same style to maintain a cohesive image across the municipality. We suggest waste receptacles and seating areas.
3. All parks and AT routes should meet accessibility standards, codes and legislation (CSA [USA for docks]) (eg. appropriate surface material, trail widths, playground surfaces flush with finish grades, etc.).
4. All sight lines and sight triangles should be maintained clear. Specifically where park or AT routes/ paths intersect a roadway.
5. Existing physical barriers should be identified and determine how challenges will be re-mediated.
6. There should be a variety of park and open spaces provided (eg. programmed vs. non-programmed space.
7. Interior park pathways should not exceed 6% longitudinal slope and 2% cross slope connecting to play features.

5.5 WATER ACCESS

5.6.1. Potential Cornwallis River / Jijuktu'kwejk Project

The waters of the Cornwallis River (named Jijuktu'kwejk in Mi'kmaw) have long been contaminated with raw sewage, industrial waste and the farming operations that terminate directly at the River's edge. A community project dubbed the 'Cornwallis River Project' is currently proposed to rehabilitate the River to be used for recreation purposes, to be safely used for recreation.

Of particular interest to New Minas would be to develop the Cornwallis River non-motorized recreational boating facilities. To enable this, water route boat launching and take-out facility locations for non-motorized boating and sport fishing activities are proposed. These locations are contingent on water quality being considered suitable for recreation purposes.

The Cornwallis River (Jijuktu'kwejk).

5.6.2. Water Route Standards

Water route launches and landings should be marked clearly and have a stable bank surfacing. Amenities should be provided (benches, boat racks, waste receptacles, etc.) as demand increases.

1. Docks should not exceed 8% ramp slope. Note that this may not always be practical due to changing water levels.
2. Should be located along a straight portion of river to reduce the probability of erosion or sediment deposition.
3. Signs should clearly mark launch/landing sites. Signs should be visible from the river and on land.
4. Amenities should be provided as demand increases, such as a launching assist system.
5. High volume launches and landings should include benches, bike racks, boat racks, trash receptacles, and an unloading/ staging area. Washrooms or foot washing stations may also be appropriate.

Floating dock and EZ-Launch system at Wickwire Station Park (Milford, NS) launch point to the Shubenacadie River. (Source: Municipality of East Hants Facebook)

PRIVATE REALM DESIGN GUIDELINES

6.0 PRIVATE REALM DESIGN GUIDELINES

6.1. General Built Form Guidelines

6.1.1. General Guidelines - Siting and Orientation of Buildings

Building siting and arrangement is a key component in providing an attractive streetscape. The siting of buildings can provide emphasis in a community by framing views and allowing for vistas to key features such as open spaces, or enhanced architectural detailing.

Appropriate massing of buildings will also provide for comfortable pedestrian-scaled environments and help to transition densities from the New Minas' arterial road edges into the internal community blocks and road network. The following design guidelines encourage appropriate building orientation and relationships as well as massing and transition within the streetscape:

1. When development occurs in an established neighbourhood, building massing should reinforce a continuous street wall frontage towards the street. Commercial buildings in particular should provide an engaging and visually interesting architectural expression towards public areas. Based on the anticipated DTAT setback requirements, this will be a minimum of 4.5 m (15 ft) from the front property line.
2. Buildings should be designed for an urban context directing their primary façades to the street to create active streets and provide a sense of streetscape enclosure.

Townhouse units orienting their primary façade to the street.

Open space area built on top of a parkade.

6.1.2. General Guidelines - The Growth Centre at Eye Level

Active uses at the first floor of buildings - such as retail uses with large windows generates interest for pedestrians, and encourages people to walk along Commercial Street, and explore the local area. Having adequate first floor-to-ceiling heights aids in enabling transparency into the first floor of commercial buildings, creating a visible street presence. It also enables commercial tenant flexibility, which is important as commercial demand and uses change over time.

1. Buildings on corner lots should be oriented to address both streets and generally located close to the street edge. Blank wall faces are discouraged where visible to the public. Buildings should be consistently clad and architecturally detailed on all street-facing elevations.
2. Architectural styles of individual units and blocks should be sensitive to and complement each other. The various architectural forms within the community should provide for a harmonious mix of distinctive architecture, which may incorporate both traditional/ heritage and modern influences.
3. Create visual interest to the street by providing architectural detailing, clear glazing, and complementary landscaping to present an engaging street presence.
4. Long expanses of blank wall façades on the main floor should be avoided. Streetwalls of commercial or Mixed Used buildings will ideally have multiple entrances, or multiple retail at street level. Frequent entries are favoured over a single entrance on the main floor.
5. Primary building entrances should be clearly visible, located on a public street or public open spaces, be direct, and should be accessible to people of all ages and abilities.
6. Street-facing garages should be avoided where possible, and designed to be flush with, recessed behind the main building façade or have a modest projection of 0.6 m (2 ft), or less.
7. Avoid locating surface parking areas between the building frontage and the public street by locating parking to the side of, or behind buildings. Buildings should occupy more than 50% of the property frontage.
8. Public building entrances should be connected to the sidewalk by a hardscaped walkway and include soft landscaping, where possible. The main building entrance, or at least one main building entrance should front directly on to Commercial Street.
9. Storefront glazing (windows) is encouraged to be maximized through the use of clear (untinted) glass. Retail uses at grade should have at least 40% glazing on the street-facing frontage.
10. Visual obstructions into store windows, especially along the Commercial Street frontage, are discouraged such as large vinyl decal signage, or shelving units placed against the inside face of storefronts.

The VIC building (Halifax) combines articulation, landscaping, and transparency create an interesting building for pedestrians.

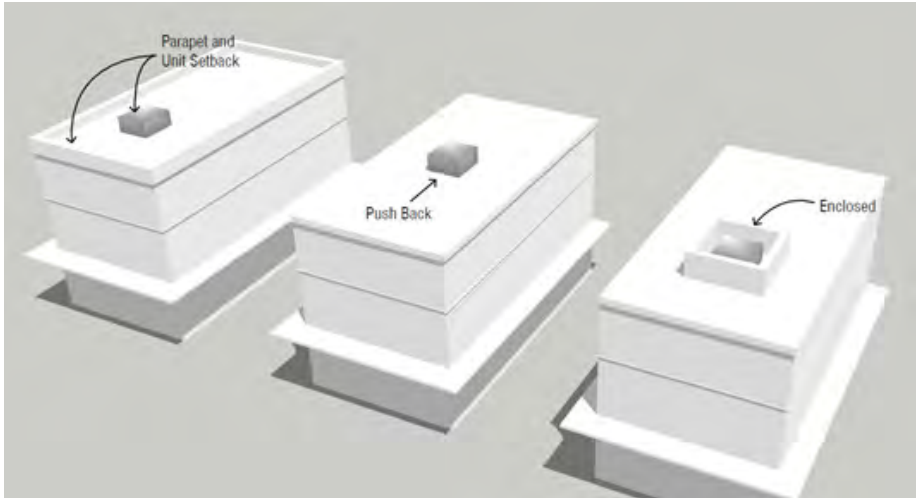
6.1.3. General Guidelines - Building Height and Massing

1. Building heights should be developed in a manner sensitive to the existing developed context. Where infill buildings exceed the height of adjacent existing buildings by at least 2 storeys or 7.5 m (25 ft), the additional infill building height should be stepped back from the abutting building side a minimum of 3.0 m (10 ft).
2. For buildings where wood frame construction is not utilized, a consistent step back is encouraged at a minimum 2.0 m (7 - 10 ft) interval for the fifth and sixth storey. While less desirable, a greater building setback could also be considered in lieu of a step back.

As development on Commercial Street transitions towards a more urban form, parking should be sited behind the main building, or underground.

6.1.4. General Guidelines - Utilities and Mechanical Equipment

1. Locate service areas including loading and garbage storage, in low visibility locations at the rear of buildings. If visible from any publicly accessible area, it must be suitably screened from view using a continuous evergreen hedge, an opaque wood fence, or a masonry wall at least 1.8 m (6 ft) high.
2. Architectural screening or enclosures of service areas should be built with materials/colours complementary to the building style.
3. Transformers and other utilities should be located within buildings, below-grade, screened from public view, or located inconspicuously at the rear of the property, where feasible. Raised transformer boxes should not be permitted along the street frontages on Commercial Street.



Screening and setting back rooftop mechanical units from public view

6.1.5. General Guidelines - Outdoor Storage and Display

1. Outdoor storage and display areas should be:
    a. located in an interior side yard or rear yard;
    b. enclosed and screened from a public street, and from residential or institutional zones.
2. Where a storage yard use or a new dealership use abuts a residentially zoned area, there should be a continuous evergreen hedge buffer, a 1.8m privacy fence, or a decorative masonry wall between the storage yard or display area and the abutting residential lot line.

A utility screening feature from the street.

6.1.6. General Guidelines - Facade Design and Articulation

The manner in which a façade is arranged and articulated creates visual interest on the street, and the perception of a quality design through attention to detail. Ideal building designs consider its three dimensional spatial qualities - where changes in building planes, windows, doors, materials and other architectural elements create a dynamic composition.

1. Larger buildings could be considered where wall articulation and wall plane changes are introduced at intervals. This gives the visual impression, on the streetscape, of multiple buildings, yet provides a continuous wall face. Horizontal articulation should be included in the building design of wide buidlings, in order to create visual divisions in sections not exceeding 16 metres in width. This could be accomplished by:
    a. Multiple ground-floor storefronts;
    b. variation of roof line heights and cornices;
    c. building recesses or setback variety - 1.0 m (3 ft) or greater in depth and 2.0 – 3.0 m (7 - 10 ft) in width; or
    d. distinct changes in façade material type or colour.
2. To avoid overpowering the street with an overly large building mass, within the context of finer grained and smaller existing buildings, a building(s) should generally not exceed 50 m (164 ft) in length along the street frontage.
3. A variety of architectural elements such as wall plane articulation, entry porches, canopies, columns, dormers, and material detailing are encouraged to create a distinctive character for streetscapes in the community.

Pilasters separate the facade into a series of parks on this mixed use building's massing in Alexandria, Virginia (Source: Brett VA, Flickr)

A variety of architectural details, and material changes adds visual interest to townhomes near Davidson NC (Source: Brett VA, Flickr)

4. Where buildings exceed 20 m (67 ft) in street-facing frontage, deep vertical breaks are encouraged to create the visual impression of a series of narrower buildings.

5. An architecturally defined building consists of vertical 'breaks' (articulation) in the façade. This is often accomplished by stepping a portion of the street-facing facade into the lot from the predominant building height. This could also be accomplished through the use of textures or material changes, and detailing. This creates a building containing a distinctive ground floor, middle and top portion:

    a. A ground floor which contributes to the quality of the pedestrian environment through animation, transparency, articulation and material quality. Ground floor heights are should be a minimum of 3.65 m, with 4.5 m (15 ft) preferred to facilitate commercial conversion options.

    b. A middle portion, which is aesthetically pleasing.

    c. A top portion which contributes to the visual interest through the use of a rooftop cornice detail.

6. Consider the appropriate massing of buildings to transition from greater to lower mass and height by incorporating techniques such as stepbacks of upper storeys, transitional building heights and separation distances between different building masses.

7. Building height should be massed to address lower adjacent to the existing low-rise established residential uses and should gradually increase towards taller building heights.

A highly articulated facade breaks up the massing for this mixed-use shopping area in Birkdale Village Town Center, TC. (Source: Brett VA, Flickr)

The Southport building in Halifax is highly articulated, providing playful colour differences between the storeys of the building.

6.1.7. General Guidelines - Building Relationship to Open Space

A building's relationship to an open space is important in addressing the space and providing informal surveillance onto these areas. This relationship will help to activate a space and promote safety to residents and visitors that use it. The following design criteria should be observed to ensure appropriate massing and transition towards open spaces.

1. Buildings located adjacent to, or at the edge of parks, will be designed, sited and massed to address the open space and where appropriate, provide opportunities for overlook of these features.
2. Block patterns and building orientation are encouraged to face open spaces rather than backing onto these community features.
3. Residential dwellings facing parks, parkettes and open spaces are discouraged from having street-facing garage entrances, instead being accessed by a shared driveway, or a garage entrance facing a side lot line.
4. Residential dwellings and non-residential buildings facing parks, parkettes and open spaces are encourage to include opportunities for overlook and address these features thorough the provision of clear windows, balconies, porches, and outdoor activity areas.

Homes oriented towards an open space with a pond in the Kentlands, MD
(Source: Brett VA, Flickr)

Homes oriented towards an open space with a pond in the Kentlands, MD
(Source: Brett VA, Flickr)

6.2. Transition Guidelines Between Built Forms

6.2.1. Buildings Adjacent to Established Residential Areas

Development within the New Minas Secondary Municipal Planning Strategy will require sensitive consideration of development transitions between built form within the area and adjacent open spaces. The following guidelines should be taken into consideration:

1. To provide sensitive transition of mixed use or mid-rise built form massing and heights, where they abut low-rise apartment and townhouse blocks, consider stepping back the building massing to be within a storey of the lower height uses to provide a transition of building height.

While different uses, similar building heights between this mixed use building and townhouses provides a gradual transition in massing.

Example of Building Massing Transition

6.2.2. Infill Buildings and Additions Within Established Residential Areas

1. Infill buildings should be of a similar height of adjacent existing buildings. The maximum variation in the transition of height should be a one and a half (1.5) storey height to allow for gradual height changes to adjacent uses.
2. Infill buildings and additions should have similar setbacks with the pattern of the block, particularly the immediately adjacent properties.
2. Infill buildings and additions should not create a street-facing building length longer than 30 m (98 ft).
3. Privacy of neighbouring homes should be maintained through building separation and /or careful window/balcony/patio placement.
4. The size, bulk and placement of infill buildings should be designed to avoid overlook and provide access to sunlight on adjacent lots.

6.2.3. Parking, Vehicle Access & Servicing

Parking and servicing should be located to minimize its visibility from the public realm. The following design criteria should be observed to minimize undesirable views into and within parking and servicing areas:

1. Define pedestrian walkways through raised curbs or differentiated paving to provide a safe connection between rear parking areas and the rear entries or front entries of buildings where mid-block connections are present.

2. Suitable snow storage areas should be identified and incorporated into the overall landscape plan for surface parking areas. Pedestrian pathways should be clear of snow storage areas.

3. Parking areas should be preferably located below grade at the side or rear of the of the building and screened from public view.

4. Parking areas within interior side yards adjacent to buildings will be considered where the parking areas:

    a. occupy a width of 50% or less of the lot's street frontage;

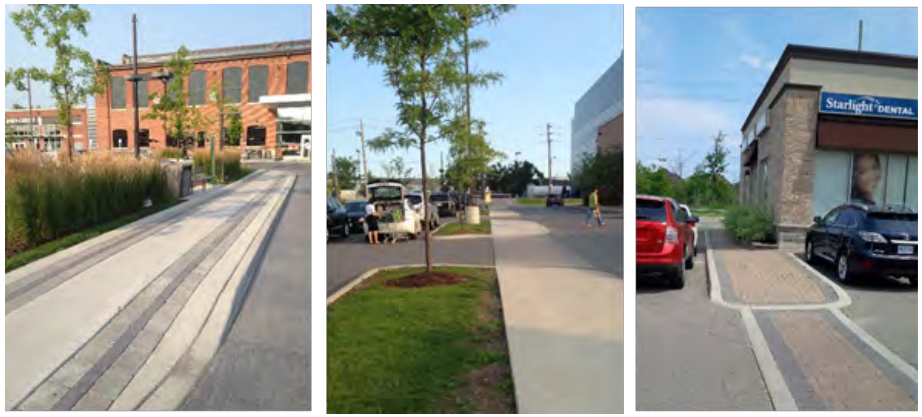
    b. have a minimum 2 m (approx. 7 ft) deep landscaped edge along the street in line with its adjacent building located at the front property line (excluding access/egress areas);

    c. provide a 2.0 to 3.0 m (approx. 7 - 10 ft) planted side yard setback; and,

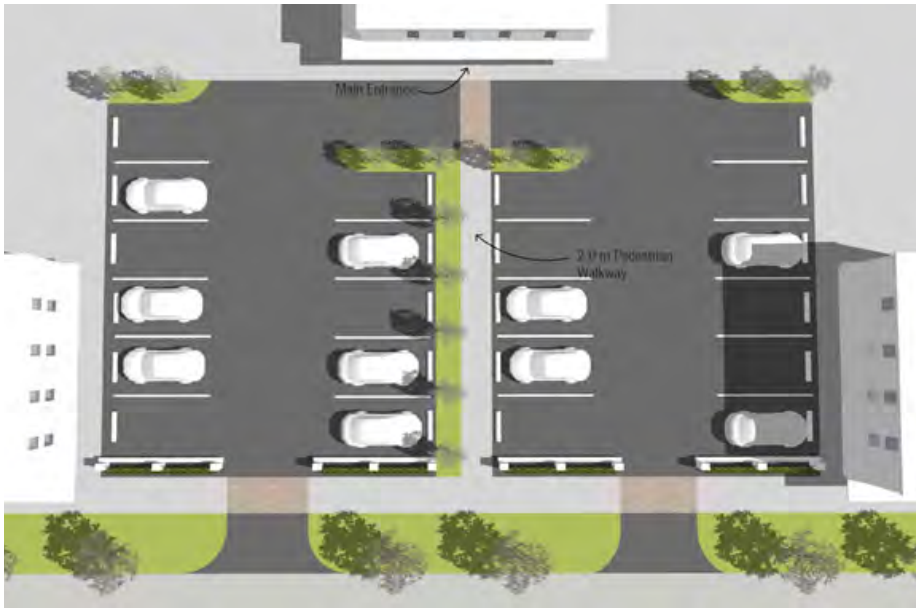
    d. include a defined pedestrian walkway from parking to the building's front entrance. Public building entrances facing parking areas will only be considered where a second public entrance oriented towards the street is provided.

5. A minimum 1.5 m (5 ft) wide pedestrian walkway should be provided for the main building approach to each building entrance.

6. Where a parking area containing more than six vehicles abuts a residentially zoned area, there should be a continuous evergreen hedge buffer a 1.8 m privacy fence, or a decorative masonry wall between the storage yard or display area and the abutting residential lot line.



Clearly demarcate pedestrian walkways and crossings within parking lots.



Defined walkways and landscaping for redesigned parking areas for enhanced safety and experience.

7. Large surface parking areas should be broken up into smaller courts of parking divided by landscaped/planted medians - a minimum of 2.5 m (approx. 8 ft), to accommodate landscaping and tree planting. The incorporation of stormwater Low Impact Development (LID) solutions are recommended.

8. Wherever possible, the use of permeable or porous pavements, pavers, rain gardens or surface treatments is encouraged along with extensive soft landscaping to minimize stormwater runoff and integrate stormwater management practices within the site.

9. To provide conditions for successful growth, a minimum of 30 cubic m (1,059 cubic ft) of soil per tree should be provided for an individual tree, or 20 cubic m (706 cubic ft) per tree for grouped trees planted in a shared soil volume or continuous planting beds.

10. All plant material should be selected suitable to site conditions. Species selection is preferred to be native or naturalized trees of local providence, or suitable cultivars of native trees. Selected species should be prioritized to be low maintenance, salt tolerant, and able to survive urban stress conditions within parking areas.

Building wing walls provide for screening of loading and service areas.

Fencing and landscaping provides access control and a safer pedestrian area to a busy Lyndale Avenue in Minneapolis (Source: Minneapolis Public Works, Flickr).

6.3. Stormwater Management Facilities

6.3.1. General Guidelines

Stormwater management facilities should be both functional and serve as open space features. More sustainable approaches to stormwater management that focus on surface absorption are encouraged within the New Minas area as alternatives to conventional detention and piped flow approaches to stormwater management. Developments are expected to utilize low impact development techniques where feasible. The following guidelines apply to conventional stormwater management facilities, including retention ponds:

6.3.2. Neighbourhood-Level Stormwater Management Guidelines

1. Open storm water ponds should be designed to appear as a natural feature, unfenced and planted with native vegetation. Ponds are envisioned to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and land form grading designed to replicate natural landforms in the area.
2. Native species and flood tolerant water's edge plants should be planted to stabilize banks of engineered ponds. This could include a mixture of herbaceous and woody vegetation.
3. The perimeter of permanent pools should be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.
4. Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier planting will be utilized in place of fencing. In instances where storm water pond fencing is required, it should be coated with a darkly colored material (such as vinyl wrapped chain link), with the intent of minimizing the visual impact of weathering.
5. Ponds should be designed as a community amenity and not be fenced. They will be designed with trails, overlooks and signage so as to be integrated and connected to public park and open space areas.

Playground and open space elements capitalize on the amenity of a naturalized stormwater pond.

Sight lines provide views from nearby homes onto a naturalized stormwater pond.

6.3.3. Site-Level Stormwater Management Guidelines

Site-specific stormwater management is important to control flash-flooding events in communities, as well as to remove sediment, pollutants, and excessive nutrients from developed properties. In New Minas, the health of both the Kentville Ravine and Cornwallis River are tied to stormwater runoff on adjacent properties. The Kentville Ravine in particular runs the increased risk of erosion as both Kentville and New Minas develop, and as storm events grow more intense due to climate change. To manage stormwater runoff:

1. Minimize stormwater runoff by limiting paved and other hard surfaces on sites.
2. Slow rainwater runoff by using swales, berms, and other devices. Avoid linear ditches directed to the ravine, or public storm drains.
3. Redirect rain gutters and other runoff to planted areas on your property or install rain barrels or rain gardens.
4. Maintain riparian (stream) vegetated areas. These buffers slow down rain and snow melt runoff that can add nutrients, sediments, and other pollutants to streams.

To manage stormwater runoff consider the following elements as part of developing a property:

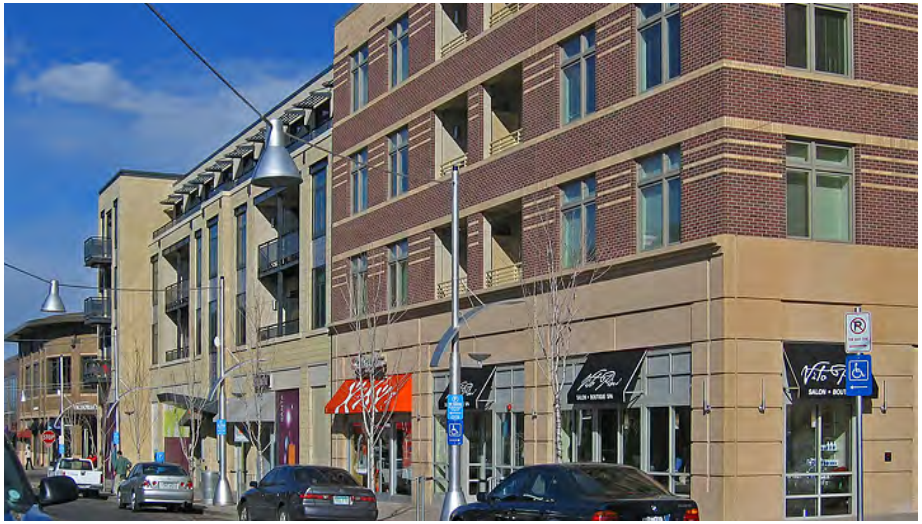
1. Rain gardens are gardens which collect and slow stormwater runoff and increase soil infiltration. Plants and grasses need to be selected carefully to survive in soil frequently soaked with water. However they are not gardens that have standing water.
2. Swales are vegetated channels designed to treat and slow stormwater runoff. There are multiple types of swale designs, but they use absorbent soil and plants to absorb, filter and infiltrate runoff. Swales within a parking lot are often called filter strips, and also reduce sheet flow and velocity of stormwater and help improve its water quality.
3. Pervious pavement is designed to allow infiltration of stormwater through the porous surface into the soil below where the water is filtered and pollutants are naturally filtered.
4. Bioretention basins are landscaped depressions or shallow basins used to slow and treat on-site stormwater runoff. Stormwater is directed to the basin and then percolates through the system. The slowed, cleaned water is allowed to infiltrate native soils or directed to nearby stormwater drains or receiving waters.
5. Infiltration Chambers are on-site, underground tanks with permeable bottoms that release water into the ground over time at a controlled rate.
6. Green roofs are a layer of living plants grown on a roof top waterproof membrane. Green roofs slow rainwater runoff from the roof, and the plants absorb and evaporate rainwater.
7. Rain barrels and cisterns are above ground water storage containers that capture water runoff from a building's roof using the gutter and downspout system. They are often designed to collect and store rainwater for reuse.

An example of an on-site swale and rain garden system (Source: Montgomery County Planning Commission, Flickr)

6.4. Signage Guidelines

Signage requires careful consideration as it can contribute to streetscape quality but can also detract from it. Signage should be of high quality and designed to relate to the character of the individual building while integrating into the streetscape.

1. Signs should be placed in a consistent location on all building façades. Generally, signs should be located above the storefront windows and within an articulated sign band, or on canopies over the storefront.
2. Signage should not obscure windows, cornices, columns or other architectural elements and be limited to the storefront of a building, preferably with a maximum total sign area no more than 20% of the storefront façade area.
3. To minimize visual clutter, signage should be integrated into the design of building façades wherever possible, through placement within architectural bays and friezes.
4. Signage materials should be durable, weatherproof, and complementary to the materials of the building façade.
5. Signs that use lettering and/or images that create depth to the sign, such as raised lettering or individually cut lettering and are lit from above or below are encouraged. Box signage with internal lighting is discouraged.
6. Large freestanding signs (such as pylons), roof signs, and large-scale advertising (such as billboards) should be discouraged unless shared amongst six or more business premises.
7. Tree planting should be carefully planned with retail signage to avoid potential conflict.



Consistent sign placement integrates into the overall facade composition.
(Source: Brett VA, Flicker)

This sign is integrated into the overall facade composition.
(Source: JJBers, Flicker)

6.5. Commercial Street

The siting and orientation of new development along Commercial Street can support overall objectives of improving streetscape quality, pedestrian activity, mitigating built form impact on adjacent residential uses and addressing gateways and open spaces. Although many properties along Commercial Street have buildings set far back with parking separating them from the street edge, new and infill development is intended to be located closer to the street edge.

6.5.1. Commercial Street - Building Height and Massing

1. Building heights along Commercial Street should have a minimum height of 2-storeys, with a preferred height of 4 to 6-storeys. Buildings exceeding a height of 6 storeys will be considered on an application basis. The guidelines in this document should be carefully considered, with appropriate setbacks from existing residential uses for taller buildings.

2. Where heights exceed 3-storeys, a stepback of 2.0 m to 3.0 m (approx. 7 - 10 ft) should be provided, or significant architectural detail (e.g. substantial decorative cornice and /or molding) beginning with the 4th storey, or alternatively, a generous landscaped setback from the street along with an appropriate setback from adjacent properties.

3. Street facing facades at the ground floor should have a minimum 40% of their surface area be transparent windows and/or doors. Darkly tinted, opaque, or mirrored glass should be avoided. Clear glass must be provided for buildings facing onto streets frontages to meet this requirement.

4. A minimum 3.65 m (12 ft) floor to ceiling height must be provided for uses at grade 5 m to provide flexibility for retail/commercial uses. A higher 4.5 m (15 ft) floor to ceiling height is preferred.

6.5.2. Commercial Street - Siting and Orientation of Buildings

1. Buildings should incorporate active commercial uses at grade such as retail uses to contribute to a more active public realm and animate the Commercial Street streetscapes.

2. Where at-grade commercial uses are not provided, consolidated residential lobbies and/or individual residential unit entrances should be oriented, and relate directly to Commercial Street.

3. On larger and/or deeper lots, where a development is proposed with multiple buildings, buildings behind the building fronting Commercial Street will be permitted where:

    a. There is appropriate separation between buildings which may include a minimum distance of 12 m (39 ft) between main buildings;

    b. A pedestrian connection is provided from the buildings in the rear to the front building and/or to the sidewalk; and,

    c. Vehicular access and landscaped pedestrian access can both be accommodated on the site.

A gas station with a convenience store in front and pumps in the back creating a more amenable environment for pedestrians (Source: Brett VA, Flickr).

Conceptual relationship and streetscape treatment between existing and infill development.

6.5.3. Commercial Street - Vehicle Access Considerations

Mutually shared or joint access requirements are used to connect major developments and to improve driveway spacing, which allows intensive development of a corridor, while maintaining efficient traffic operations, and safe and convenient access to businesses.

For new developments, consider establishing shared driveways when there is more than one business development at a given location, or a series of adjacent developments proposed over time. A shared entrance is beneficial and helps preserve the traffic carrying capacity of the street while supporting a continuous and less fragmented pedestrian boulevard.

The use of mutually shared driveway arrangements is strongly encouraged. Shared driveway easement agreements must be registered on Title of both properties in order to protect the interests of both property owners in the event that either of the properties is sold.

Automobile parking areas on Commercial Street should consider the following access control guidelines:

1. **Shared Access -** The use of shared access, parking lot connections and service drives, in conjunction with driveway spacing is intended to preserve traffic flow along major thoroughfares and minimize traffic conflicts, while retaining reasonable access to the property. Shared access is strongly encouraged as part of the site plan review process as determined by DTAT and the Municipality after review of a traffic impact statement or traffic impact study. When required, one or more of the following options apply.

    a. **Shared Driveways -** Sharing, or joint use, of a driveway by two or more property owners should be encouraged. In cases where access could potentially interfere with traffic operations at an existing or planned traffic signal location, where the property frontage has limited sight distance or where the emergency services department recommends a second means of emergency access, a shared driveway may be the only access design allowed. The shared driveway should be constructed along the midpoint between the two properties unless a written easement is provided which allows traffic to travel across one parcel to access another and/or access the public street.

    b. **Parking Lot Connections -** Where practical (i.e. where compatible uses, similar topography, and engineering options exist), adjoining activities are to be designed in a manner to allow them to be connected for vehicular traffic. At the time of the design and construction there may not be an adjoining activity or parking lot to connect to. In that situation the connection location will be preserved for future use and can be used in the interim for parking or other purposes.

2. Where a development occurs abutting an undersized lot, drive aisles should be configured in a manner to easily enable the undersized lot to share access/egress with the property being developed.

3. Except for access/egress, the parking area should be separated from the street by curbing and landscaping at least 1 m in width. Building additions and expansions totaling less than 50% of the floor area of an existing building should be exempted from this requirement, provided a permanent, affixed landscaped barrier incorporating piers, landscaping, and fencing at a minimum height of 0.7 m (2.3 ft) is provided to control the width of access points.

4. No individual drive aisle access point from the street to the parking area should be wider than 13 m (approx. 43 ft).

5. No more than one individual access point from the street to the parking area should be considered per lot, unless necessary for circulation.

6. Access points from the street to the parking area should be separated by a minimum of 5 m (approx.16 ft), measured from the outer edges of the access points.

6.6. Low Rise Apartment Buildings Guidelines

Low-rise apartment buildings are appropriate in establishing an active urban character where intensity of use is desirable near or adjacent to open space, along Commercial Street. They are generally 4 to 6 storeys in height and are envisioned for the medium and medium-high density areas in New Minas. The following are general guidelines for low-rise apartment buildings:

1. Where buildings are sited close to the property line, entrances are encouraged to be raised - 1.2 m - 1.5 m (4 - 5 ft) to provide separation between public and private realm to increase privacy.
2. Where these buildings are sited adjacent to low-rise residential or townhouse dwelling they should address the transition through built form massing change and stepping down height.
3. Building façades along the public roads should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking façades visible from the road should be similar to that of the front façade.

Grade-level entrances provide interest towards the street, while having a raised entrance to maintain privacy to the residential unit.

Multifamily buildings showing a high level of material quality in the Kentlands, MD. (Source: Brett VA)

6.7. Townhouse Guidelines

The following are general guidelines that apply to townhouses, stacked townhouses, back-to-back townhouses:

1. The massing and form of townhouse units adjacent to single/ semi-detached dwellings should be complementary to those dwellings through height and architectural features to promote transition and visual continuity along the streetscape.
2. The main front entry should be oriented to the front lot line. While the entry of a corner unit is encouraged to be oriented to the flanking lot line. Where a unit flanks a shared driveway and a public street, the main entrance should face the street.
3. Side and rear elevations, highly visible from public areas, including streets or mid-block connections, are encouraged to have architectural treatments consistent with the design of the front elevation. Corner unit designs are encouraged to provide significant window openings, wall articulation and porch features appropriate to their architectural type and style.
4. Each unit should have private amenity space (backyard or patio).
5. Townhouse blocks should be limited to a maximum width of 8 units, with 6 units preferred. The length of the townhouse blocks should not exceed 50 m (154 ft) unless it is essential to the architectural style of the townhouse block.
6. Garages should be recessed or flush with the front wall face of townhouse units or located at the rear with shared access.

Townhouse Development with a significant corner treatment.
(Source: Bill Longstaff)

Townhouse Development with significant porch features and roof treatment.
(Source: Rona Proudfoot)

6.8. Comprehensive Development Guidelines: Mall Redevelopment

Malls, in particular the County Fair Mall in New Minas is a large site that if redeveloped, can support a transformative community change as part of the redevelopment process. For the County Fair Mall specifically, a urban design framework concept has been explored on the following page.

The guidelines below encourage the consideration of mall redevelopment projects to fully integrate with the surrounding neighbourhood through the creation of a connected public realm network, including streets, parks transit, and building massing. Phasing is also a critical consideration of these forms of projects, with many developers in other jurisdictions taking a multiple-year phased approach to redevelopment.

An initial conceptual site plan and program should be submitted for review prior to any development submissions as a pre-consultation process for large developments or malls.

6.8.1. Mall Redevelopment - Street, Lot & Block Network Design

1. A connected network of streets and blocks should aim to reduce vehicle congestion, and encourage active transportation by providing multiple and convenient routes to on-site destinations.
2. Develop a network of streets and open spaces that relate to the surrounding urban context and reinforce an urban block structure.
3. Provide multiple pedestrian linkages across the site with wider sidewalks provided along the primary linkages and store front areas.
4. Screen surface parking lots from surrounding existing streets, while ensuring sightlines and pedestrian safety are maintained. Final development phasing should limit surface parking along street frontages.
5. Align new streets with existing intersections and connections surrounding the mall site, as well as mall entrances in development scenarios where the mall is remaining.

Storrs, Connecticut redevelopment of a former mall site. (Source: Le.kiff, WikiVoyage)

6. Improve pedestrian circulation around the mall to link to the various connections from each side of the mall and to interior concourses through defined, landscaped and tree lined pedestrian walkways.

6.8.2. Mall Redevelopment - Building Design Guidelines

1. Locate buildings to frame the street intersections, focal points and internal streets (or drive aisles). Encourage a range in building heights to reinforce street corners, frame nodes and create focal points along large façades.

2. Provide windows, articulated façades and other architectural and design elements to create interest along the pedestrian routes and street frontages.

3. Avoid long, blank walls. Incorporate horizontal and vertical elements, as well as a variety of building colours, materials and wall projections / recesses, to break long facades into sections compatible with smaller scale stores or result in an expressive façade design.

6.8.3. Mall Redevelopment - Open Space Network

1. Provide a central internal or external open space(s), such as a public square, as the focus for the site that can become a civic space for formal and informal gathering.

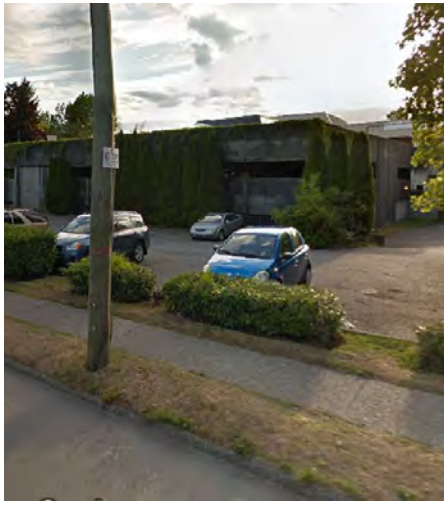
2. Design parking areas with ample landscaping to reduce urban heat island impacts and attenuate stormwater runoff. Consider rain gardens to both slow and manage stormwater where development is prohibited due to proximity to the DTAT highway.

3. Using landscaping, define pedestrian walkways, screen parking and screen shopping cart coral structures.

6.8.4. Mall Redevelopment - Phasing

1. In development scenarios where the mall is remaining, phase the development to allow for the continuation of existing commercial uses, as well as incremental improvements to the site.

Former mall development incorporating new streets at Columbia Pike in Arlington, Virginia.
(Source: Brett VA, Flickr)



Before and after pictures of redevelopment near Lynn Valley Mall, North Vancouver, BC from 2015-2020, looking from Mountain Highway.
(Source: Google Street View)

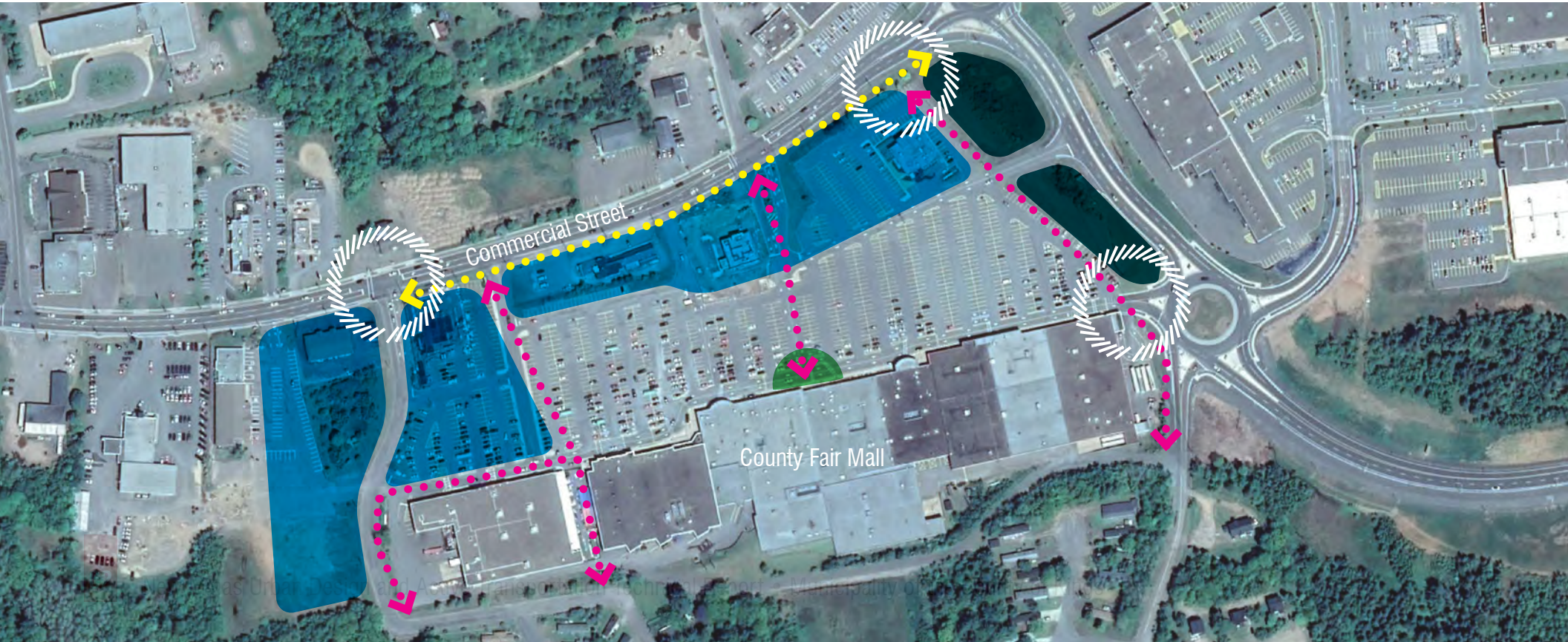
County Fair Mall Prototype - Urban Design Framework Concept

6.8.5. County Fair Mall Redevelopment - Active Transportation Network

The framework concept below illustrates one potential redevelopment scenario in which the County Fair Mall could be redeveloped. In any concept, repairing gaps in the active transportation network is of critical importance in considering redevelopment of the County Fair Mall through:

1. Setting back development from Commercial Street to enable the extension of the Shared Multi-Purpose AT Trail.
2. Improving pedestrian circulation around the mall to link to the various connections from each side of the mall and to interior concourses.
3. Designing new streets and/or internal circulation with generous walkways to accommodate site design elements such as trees, landscaping, outdoor patios, seating, lighting, and bicycle parking.

- Gateway Site
- Potential Infill Buildings Creating an Urban Edge
- Potential Rain Garden
- Potential Central Open Space
- Shared Multi-Purpose AT Trail Extension
- Desired Pedestrian and/or New Street Connections



6.9. Comprehensive Development Guidelines: Expansion Lands

In establishing development of the relatively large expansion lands, developments should create a human-scaled development conducive to active transportation. This will be done through the design of streets, building placement and architectural design intended to create visual interest at street level. A cohesive open space network should be integrated as part of development planning, which capitalizes on area views towards the Cornwallis River (Jijuktu'kwejk).

6.9.1. Street, Lot & Block Network Design

1. A connected network of streets and blocks should aim to reduce vehicle congestion, and encourage active transportation by providing multiple and convenient routes.
2. Low-rise development blocks should generally be a minimum of 66 m deep (217 ft), and consider views in lot grading and design.
3. Mid-rise development blocks that accommodate both a mid-rise building and a transition in height should generally be 80 - 110 m (262 - 361 ft) deep.
4. Where a street unbroken by an intersection exceeds 300 m (984 ft) in length, a walkway should be provided, and a street unbroken by an intersection should not exceed 475 m (1,558 ft) in length
5. Where a walkway is required, it should be located in close proximity to the center of the block, and should provide a pedestrian linkage to at least 2 neighbouring streets, or the developed trail system.
6. Street trees should be required, with a suggested average spacing of 8 - 12 m (26 - 39 ft).

Low-rise housing in Issa High designed to consider views in lot grading and site design. (Source: Brett VA)

6.9.2. Expansion Lands - Active Transportation Network

1. All public streets should provide a sidewalk or multi-use trail on one side.
2. A trail network should weave through vegetated riparian buffers and connect to other elements of the public realm, such as sidewalks and open spaces.

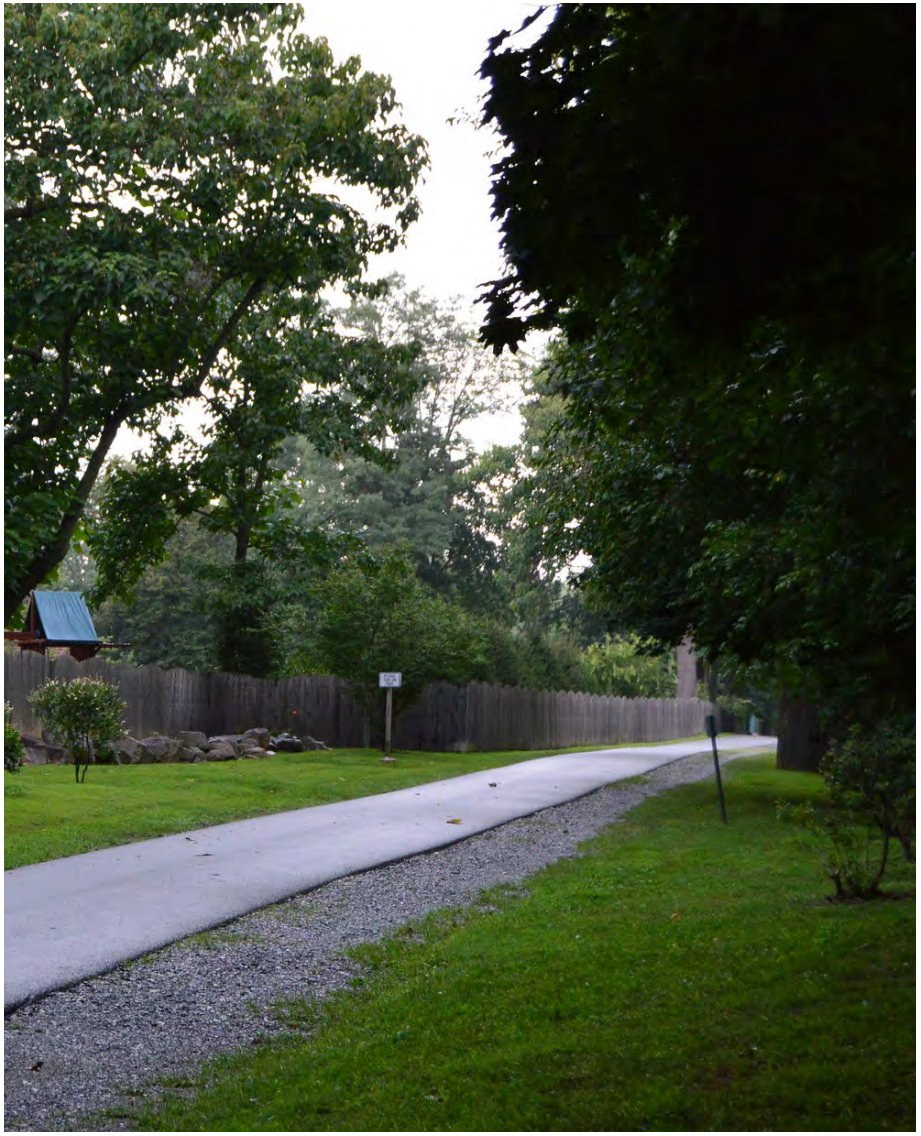
6.9.3. Expansion Lands - Building Height Precincts

1. Taller buildings should generally be oriented towards the eastern and western thirds of the development in order to reserve clear lines of sight towards the Cornwallis River (Jijuktu'kwejk) for the central park.

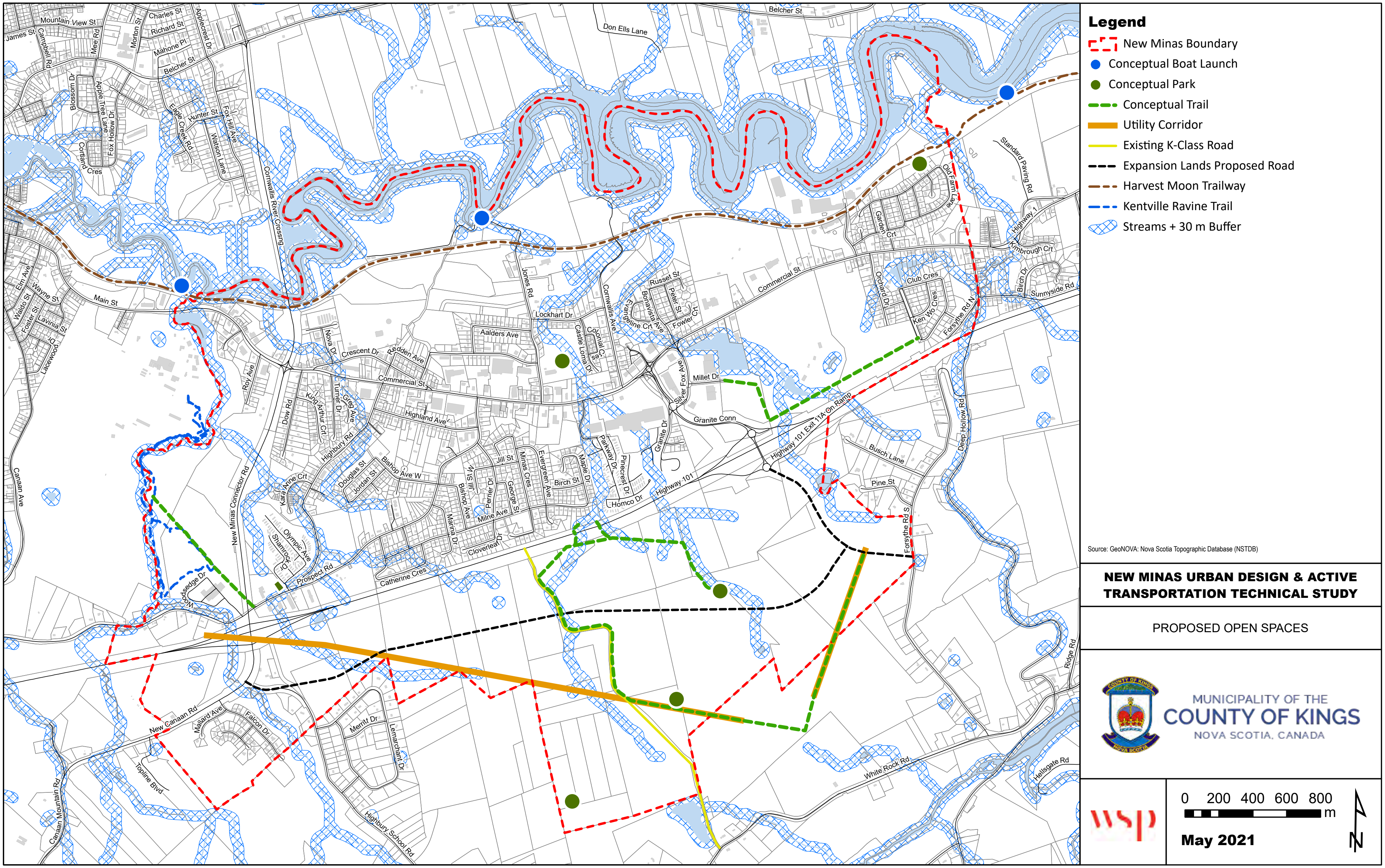
Riverside trail example providing views towards water. (Source: Phil Gayton, Flickr)

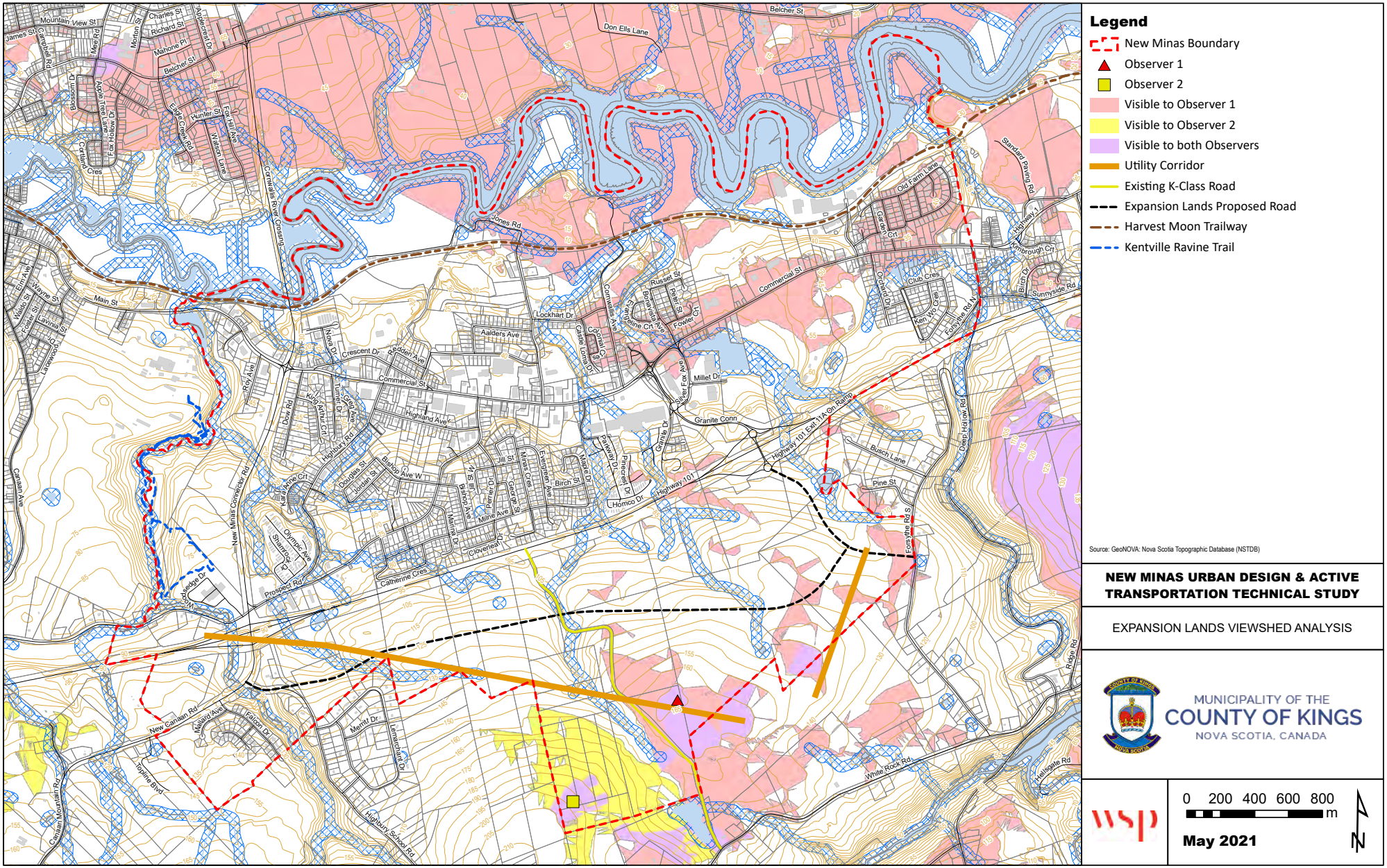
6.9.4. Expansion Lands - Open Space Network

1. In order to meet trail and size requirements for a community with an urban level of density, a 10% parkland dedication should be required. An “equivalent value” of cash, facilities, services, work in kind, or combination thereof as determined to be acceptable by the Municipality based on the land’s assessed value.
2. Vegetated riparian buffers should be preserved alongside streams and rivers in the expansion lands. The suggested preservation area is within 30 m (98 ft) on either side of streams and rivers.
3. An open space should be dedicated to the Municipality as part of open space dedication requirements. It should be a minimum of 8 acres, and support small community events, sports fields, and playgrounds. It must include land located on the northern slope of the south-eastern hill to provide spectacular views of the Cornwallis River (Jijuktu’kwejk). The park should have a minimum width of 80 m (262 ft), and should provide sufficient frontage to have a street presence, with a minimum frontage of 40 m (131 ft). See the viewshed analysis of these two areas under the ‘Expansion Lands Viewshed Analysis’ map.
4. Ideal street network design should promote views to public open spaces and facilities by providing significant street frontage for these elements.
5. Where grades are challenging, consider developing roadways that terminate onto adjacent open space to create attractive, natural view corridors towards the Cornwallis River.
6. Street network design must develop clear, understandable street patterns that promote easy navigation and convenient access to community facilities and the broader street network.



Trails should provide access between residential areas and natural areas. (Source: Michael Stokes, Flickr)


Legend
New Minas Boundary
Conceptual Boat Launch
Conceptual Park
Conceptual Trail
Utility Corridor
Existing K-Class Road
Expansion Lands Proposed Road
Harvest Moon Trailway
Kentville Ravine Trail
Streams + 30 m Buffer
Source: GeoNOVA: Nova Scotia Topographic Database (NSTDB)
NEW MINAS URBAN DESIGN & ACTIVE TRANSPORTATION TECHNICAL STUDY
PROPOSED OPEN SPACES
MUNICIPALITY OF THE
COUNTY OF KINGS
NOVA SCOTIA, CANADA
0 200 400 600 800
m
May 2021
N


Legend
New Minas Boundary
Observer 1
Observer 2
Visible to Observer 1
Visible to Observer 2
Visible to both Observers
Utility Corridor
Existing K-Class Road
Expansion Lands Proposed Road
Harvest Moon Trailway
Kentville Ravine Trail
Source: GeoNOVA: Nova Scotia Topographic Database (NSTDB)
NEW MINAS URBAN DESIGN & ACTIVE TRANSPORTATION TECHNICAL STUDY
EXPANSION LANDS VIEWSHED ANALYSIS
MUNICIPALITY OF THE COUNTY OF KINGS
NOVA SCOTIA, CANADA
wsp
0 200 400 600 800 m
May 2021
N

SECTION B

ACTIVE TRANSPORTATION GUIDELINES & PROPOSED NETWORK CONNECTIONS

ACTIVE TRANSPORTATION GUIDELINES

7.0 ACTIVE TRANSPORTATION GUIDELINES

7.1 Purpose

The Active Transportation Guidelines provide design direction for facility types that are proposed for New Minas now and in the future. The purpose of these guidelines are to:

- Complement the Urban Design Guidelines by fostering streets that are more comfortable for active transportation;
- Guide staff to the recognized standards for different types of active transportation facilities and when these facilities are appropriate; and,
- Act as a framework for decision-making with an understanding that detailed planning will still be required for individual rights-of-way.

7.2 Introduction to the Guidelines

The Active Transportation Guidelines provide guidance on facilities that benefit different types of active transportation users, most predominantly focused on people walking, biking, rolling (using a wheelchair or scooter).

In these guidelines, other active modes are included in the category of "people walking", termed under the word "pedestrian", including:

- People walking, running or standing;
- Manual or motorized wheelchairs or scooters;
- People accompanied by a cane or walker;
- People pushing strollers or carts;
- Dismounted cyclists; and,
- People using other low-speed forms of human locomotion (e.g. skateboards).

The terms "cyclist" or "cycling" refers to a person on a two-wheel non-motorized or electric-assist bicycle. The term "rolling" refers to people using a non-motorized wheelchair or electric wheelchair.

Two important vocabulary terms to keep in mind when reading the design guidelines are:

- Uni-directional: one-way movement on a facility for people biking, walking, or rolling; and,
- Bi-directional: two-way movement on a facility for people biking, walking, or rolling.

7.3 AT Network Connection Types in the Guidelines

There are five categories of proposed AT network connections for New Minas, explored in Section 7 of this document, which will help to build new connections, fill in gaps in the network, and improve the safety of the existing infrastructure for walking, biking, and rolling.

Design guidelines for each of these five connection types are included in this section. The five connection types are:

1: Multi-Use Pathway

A bi-directional shared facility that accommodates the movement of cyclists and pedestrians, separate from motorists.

2: Sidewalk

A sidewalk is a bi-directional facility for pedestrian use, which typically runs parallel to adjacent roadways.

3: Paved Shoulder

A paved shoulder is a widened paved shared travelway for active transportation, adjacent to the vehicular right-of-way and delineated by a solid line of paint.

4: Off-Road Trail

An off-road trail is intended to accommodate different active transportation users to build either short, local connections for AT or regional connections between towns. Off-road trails can take many forms.

5: Local Street Treatments

Local Street Treatments include measures such as traffic calming and local street bikeways which are intended for lower-volume and lower-speed streets to make active transportation more comfortable.

Multi-Use Pathway

AT Users:

Relative Cost:

$ $$ $$$

A multi-use pathway (MUP) is a bi-directional shared facility that accommodates the movement of cyclists and pedestrians, separate from motorists. MUPs are introduced in lieu of a sidewalk and bikelane facility and are often a comfortable experience for AT users of all ages and abilities. A MUP may be a shared space (i.e. all AT modes use the same pathway space and may or may not have a marked centerline) or it may be a separated space (i.e. the MUP is separated into two parallel travel ways, one exclusively for pedestrians and one exclusively for bicycles).

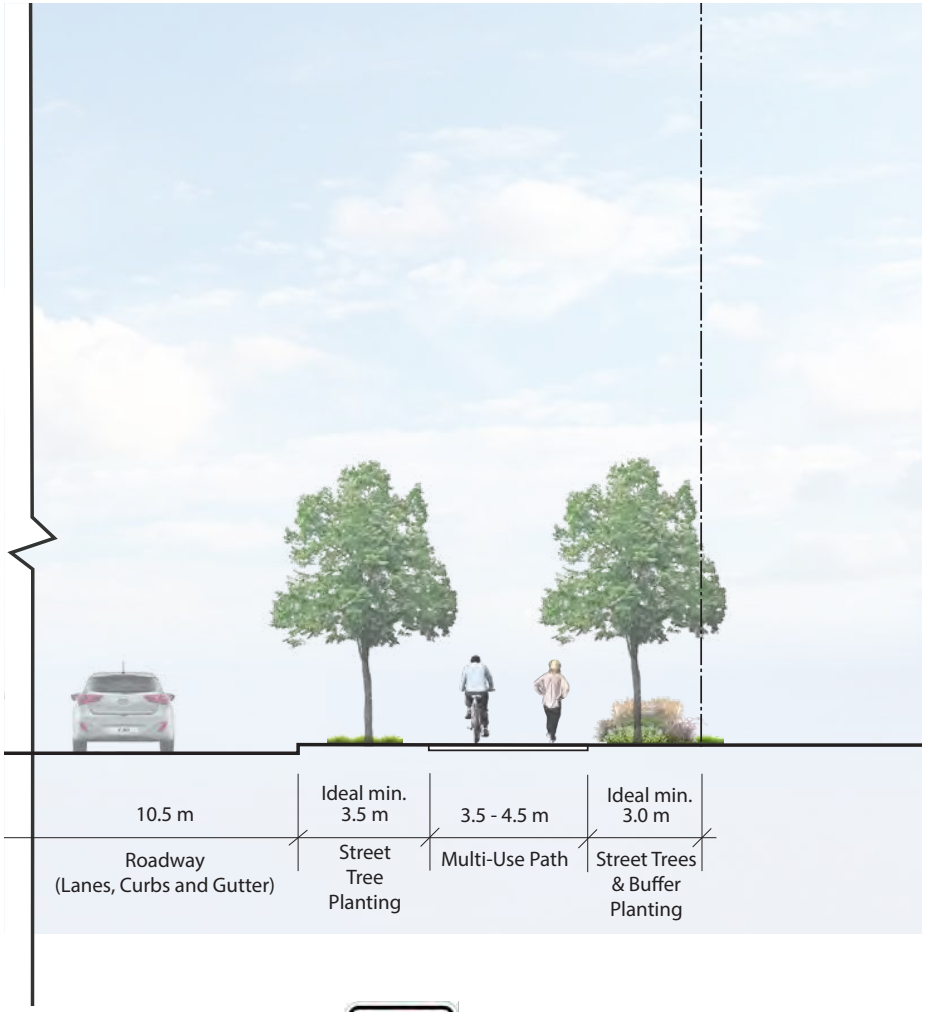
If a MUP plans to separate people walking or rolling from people bicycling, the MUP is treated and designed as two facilities.

Consideration should be given to segregating the AT modes if:

- Pedestrians represent more than 20% of users and the total user volume is greater than 33 persons per hour per m of path width; or,
- Pedestrians represent less than 20% of users and the total user volume is greater than 50 persons per hour per m of path width.

The minimum recommended width for a shared MUP (3.0 m or 10 ft) provides a comfortable space for one person biking in each direction. Similarly, this width can also accommodate a single person biking (1.2 m or 4 ft) plus adequate space (1.8 m or 6 ft) for two pedestrians walking side-by-side. It is recommended that, if conflict between users is a concern due to increased volumes, the minimum width for a MUP be increased to 4.5 m (15 ft).

As a MUP is a shared facility, it is important that rules for usage, such as speed limits and passing etiquette, be established and remain consistent for MUPs across the community. Signage outlining MUP rules should be visible and posted at the start of a MUP and enforcement should be prioritized, especially soon after construction, to foster a comfortable environment for all users.



MUP Signage

Sidewalk

AT Users:

Relative Cost:

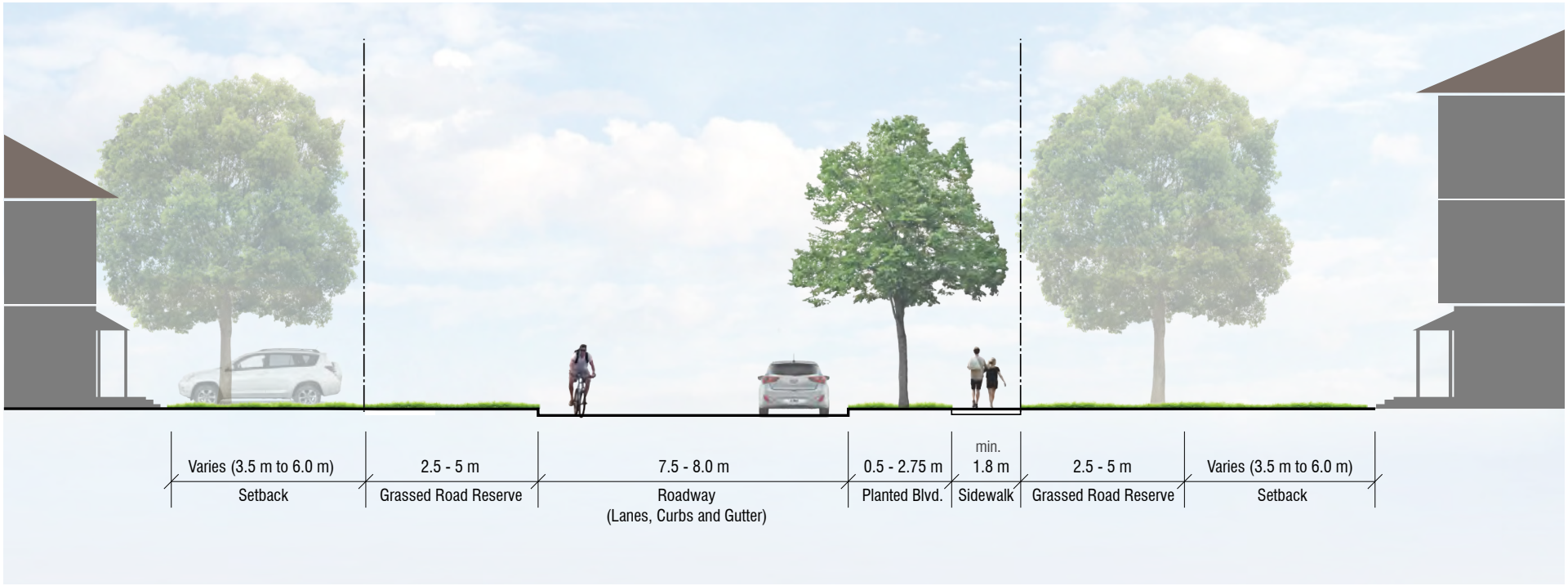
$ $$ $$$

A sidewalk is a bi-directional facility for pedestrian use, which typically runs parallel to adjacent roadways.

The recommended width for a sidewalk ranges depending on the peak pedestrian flow rate. Where pedestrian volumes are less than 400 pedestrians in the peak 15 minutes, the recommended width for a sidewalk is 1.8 m to 2.0 m (6 - 7 ft). The minimum recommended width for a sidewalk (1.8 m or 6 ft) provides a comfortable width for two pedestrians or wheelchairs to pass. Similarly, this width enables wheelchair users to turn around. In addition, a sidewalk width of a least 1.8 m (6 ft) is beneficial for snow clearing operations.

A sidewalk should provide a clear and maneuverable facility for pedestrian travel, which should be free of permanent and temporary obstructions. Winter maintenance of sidewalks should be prioritized due to the frequency of their use by vulnerable users (e.g. children, people in wheelchairs).

The uses permitted on different sidewalks throughout a community should be clearly signed. In New Minas, some sidewalks are paved with asphalt and permit bicycle use. Ideally, these sidewalks would be designated for pedestrian and rolling use only due to constrained widths, and could eventually be complemented by an on-street painted bike lane, to accommodate bicycles. If bicycles will remain permitted on these sidewalks, signage should be provided to indicate to lower-speed users that they may encounter a higher-speed user on the facility.



Paved Shoulder

AT Users:

Relative Cost:
$ $$ $$

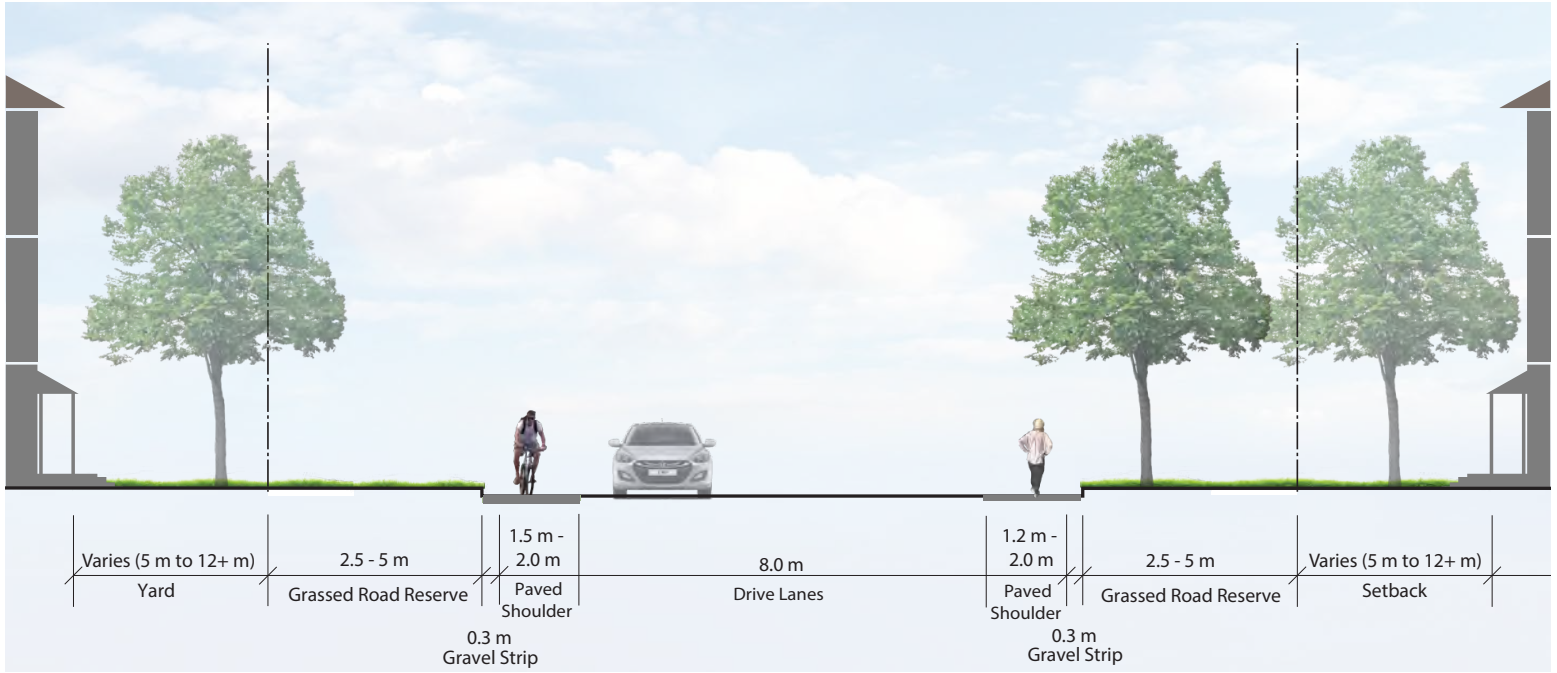
NSTIR has established a standard for paved shoulder widths to accommodate AT users on roadways. The recommended widths vary based on posted vehicle speed, average traffic volumes, and whether the street is being reconstructed or repaved (with consideration that there will be more opportunity to widen the shoulders during reconstruction).

In general, no shoulder is needed for low volume street with an average annual daily traffic (AADT) of less than 1,000 vehicles per day. However, within smaller communities, sometimes a paved shoulder can be a financially viable alternative to a sidewalk or multi-use path that provides a slightly increased level of comfort for active transportation. Additionally, on streets with greater than average truck traffic, a paved shoulder should be considered if the street is an important network connectivity point.

The recommended paved shoulder widths for higher volume roads range between 1.2 m and 2.0 m (4 - 7 ft). A minimum of 1.5 m paved shoulders are recommended for cyclist routes adjacent to fixed objects such as curbs or guiderails.

NSTIR Recommended Paved Shoulder Width for AT

Posted Speed (km/h)	AADT <1000	Paved Shoulder Width (m)				Gravel Width	
		AADT 1000-3000		AADT >3000			
		Repaving (min. desired)	New Construction/ Reconstruction (min. desired)	Repaving (min. desired)	New Construction/ Reconstruction (min. desired)	Repaving (min. desired)	New Construction/ Reconstruction (min. desired)
50	N/A	1.2 - 1.5	1.5	1.2 - 1.5	1.5	0.3 - 0.5	0.5
50-70	N/A	1.2 - 1.8	1.5 - 1.8	1.2 - 1.8	1.8	0.3 - 0.5	0.5
80	N/A	1.2 - 1.8	1.8 - 2.0	1.2 - 1.8	1.8 - 2.0	0.3 - 0.5	0.5
80+	N/A	To be discussed with Highway Planning & Design					



Off-Road Trail

AT Users:

Relative Cost:

$ $$ $$$

Guidelines for Off-Road Trails depend upon the intended users, location, and design for these Trails. In the proposed New Minas AT network connections, the identified off-road trails are currently identified as existing footpaths or “desire lines” that could be formalized to increase safety and connectivity. The existing footpaths are used predominantly by pedestrians, and it is recommended that this use continues with a strong emphasis that future formalized facilities are unlikely to meet the standards of “all ages and abilities” design.

In many cases, the existing footpaths are shortcuts between neighbourhoods or between residential areas and commercial areas. When considering formal design of these facilities, lighting, signage, and an effort to clear and maintain the existing paths and expand the widths where possible should be investigated. In formalizing these trails, design can be informed by the Nova Scotia Trails Federation Manual, “Developing Recreation Trails in Nova Scotia: Planning, Design, Construction, Maintenance, and Management” (1998).

Trail signage should provide users with important information about the facility and promotes safe, efficient, and comfortable use. Descriptions of signage types are listed below.

- Identification Signage: Identifies the facility by its name and brand, improves awareness and can also identify facilities.
- Regulatory Signage: Provides information related to local laws, regulations, and restrictions.
- Wayfinding Signage: Allows users to confirm their location and understand upcoming decision points (i.e. turns, destinations, distances). Common examples of wayfinding signs include trail name (brand) signs, distance markers, and destination distance / time signs. These signs are most suitable at trail heads and at connections to side trails.
- Warning Signage: Indicate upcoming hazards such as abrupt changes in alignment and roadway crossings.

Trail ID Sign

Regulatory Signs

Wayfinding Signage

Warning Signs

Example of an Off-Road Trail created using an informal footpath

Local Street Treatments

AT Users:

Relative Cost:

$ $$ $$$

Traffic Calming Treatments

Traffic calming refers to a combination of physical measures that modify driver behaviour and improve conditions for active transportation. Traffic calming measures are introduced to reduce vehicular speeds, discourage through traffic (traffic diversion), reduce conflicts between street users and improve the overall atmosphere of active transportation.

Vertical deflection traffic calming measures (such as speed humps/tables, speed cushions, and raised crosswalks) cause a vertical upward movement of the vehicle, which generally incentivizes users to reduce vehicle speeds to avoid unpleasant sensations. Using vertical deflection measures may also result in reduced traffic volumes, reduced conflicts and an enhanced neighbourhood environment. The potential disadvantages of vertical deflection measures include delays to emergency vehicles, increased snow clearing time and increased noise levels due to braking and accelerating. These measures may be applicable on roadways with urban cross-sections (curb and gutter) and a posted speed limit of 50 km/h or less. Vertical deflection measures may not be recommended in areas with limited sight distances, designated emergency access routes, transit priority corridors, frequent bus stops, and any locations near traffic signals, intersections or driveways.

Horizontal deflection traffic calming measures, such as intersection curb extensions, traffic circles, chicanes, and median refuge islands, cause a lateral shift in the travel pattern of vehicles. In general, horizontal deflection measures discourage short-cutting and may divert through traffic to some extent. Horizontal deflection measures that obstruct access are more likely to achieve greater reductions in traffic volumes.

Speed Hump

Raised Crosswalk

Chicane

Curb Extension

Raised Median Island

Traffic Circle

Using horizontal deflection measures may also result in reduced traffic volumes, reduced conflicts and enhancing the neighbourhood environment. The potential disadvantages of horizontal deflection include loss of on-street parking, delays to emergency vehicles, negative effects on snow removal and long trucks/ buses may encroach into the adjacent travel lane in order to complete turns. These measures may be applicable on roadways with a posted speed limit of 50 km/h or less and there may be a maximum or minimum daily vehicular traffic volume associated with specific treatments. Horizontal deflection measures may not be recommended in areas where there is a significant grade present or on designated emergency, truck or transit routes.

Local Street Treatments

AT Users:

Relative Cost:

$ $$ $$$

Local Street Bikeways

Local Street Bikeways (LSBs) are defined as low speed, low volume streets that have been modified to optimize bicycle travel. LSBs typically include a mixture of traffic calming and bicycle priority measures to minimize traffic volumes and reduce vehicle speeds to create a more comfortable cycling environment suited for a wide range of users.

Reducing the speed differential between vehicles and cyclists improves the overall facility by enhancing the ability of a driver to see and react to cyclists while also reducing the severity of potential collisions. Vehicle speed thresholds may vary depending on the jurisdiction. It is recommended that routes with 85th percentile speeds over 45 km/h be given speed calming treatments, whereas routes with 85th percentile speeds between 30-45 km/h may require consideration and below 30 km/h consideration is not required.

Local Street Bikeways are a shared facility with motor vehicles. Consequently, the volume of motor vehicles significantly impacts comfort levels for cyclists and potential conflicts between motor vehicles and cyclists increase as the traffic volume increases. Traffic diversion may be required on local streets that observe more than 1,000 vehicles per day (vpd). The more commonly used traffic calming and bicycle priority measure on bikeway facilities include horizontal deflections, vertical deflections, modifying connectivity (diagonal diverter, full/partial street closure) and modifying intersection traffic control (bicycle traffic signals).

In addition to speed calming treatments, the LSB should also include a combination of signage and sharrow pavement markings. Sharrows are pavement markings used to raise awareness to cyclists and motorists of the correct positioning for cyclists within a lane.

Example of a Local Street Bikeway and Traffic Calming Treatment

Sharrow Marking

Bike Route Sign

Share the Road Sign

Share the Road Single File Sign

Where a traffic lane is greater than 4.0 m (13 ft) wide, sharrows are placed on the right side of the lane to encourage side-by-side lane sharing. For traffic lanes less than 4.0 m (13 ft) wide, sharrows are placed in the center of the travel lane to indicate that cyclists should take the lane as there is inadequate width for side-by-side lane sharing. In this situation cyclists are encouraged to proceed single file along the corridor. In addition to standard bike route signs, wayfinding signage should be implemented to attract users to key destinations.

Local Crossing Treatments

AT Users:

Relative Cost:

$ $$ $$$

Pedestrian Crossing Treatments

Proposed crosswalk locations should be evaluated based on the Decision Support Tool, which considers specific warrant criteria to determine if a location is an appropriate candidate for pedestrian crossing control. Warrant criteria include pedestrian volumes, vehicle volumes, crosswalk spaces and pedestrian connectivity. If the crosswalk is considered warranted, the crosswalk location should be evaluated based on the Treatment Selection Matrix, which considers different criterion to determine the most appropriate crossing treatment. The crossing treatment is selected based on average daily traffic (ADT) volumes, the posted speed limit, the number of lanes pedestrians are required to cross and the presence of a raised pedestrian refuge (refuge island or median).

There are three (3) classifications for pedestrian crossing treatments, which include:

1. Passive Crossing Treatment Systems;
2. Active Crossing Treatment Systems; and
3. Traffic Signal Systems.

Passive crossing treatment systems are is the most basic type of crossing treatment and typically include a combination of signage and pavement markings. Passive crossing treatments can be a painted crosswalk with side mounted signs (GM treatment) or an enhanced crosswalk with side mounted signs (GM+ treatment).

Active crossing treatment systems are pedestrian activated warning devices. Active crossing treatments can be rectangular rapid flashing beacons (RRFBs) or overhead flashing beacons (OF) where in the overhead signs (RA-5) are internally illuminated with alternating amber flashing beacons.

Traffic signals are the highest level of pedestrian crossing treatment, which can include a pedestrian signal (TS1) or a full signal (TS2).

GM/GM+ Signage

OF with RA-5 Signage

RRFB with RA-4 Signage

PROPOSED ACTIVE TRANSPORTATION NETWORK CONNECTIONS

8.0 AT NETWORK CONNECTIONS

8.1 Approach

New Minas benefits from a promising jumping-off point to create an active transportation network that meets the needs of the community. For its size, the Growth Centre is already a robust network of sidewalks and some informal trails that provide opportunities for movement for both active transportation and recreation. The most efficient and cost-effective way to expand the network is to build on the assets New Minas has by adding right-sized infrastructure that is comfortable, safe, and intuitive, and direct.

A **comfortable network** is one that does not inconvenience the user with things like gaps in infrastructure or poorly maintained infrastructure, and one that is designed with the most vulnerable user in mind. When measuring for comfort, it helps to consider a parent with a stroller, a person in a wheelchair, and other people who may be slower moving or less sure-footed.

A **safe network** is designed by understanding the existing conditions on different streets and offering design solutions that are fitting for these conditions. When considering safety, we consider how fast vehicles typically travel, traffic volumes, truck volumes, and size of the street and shoulder right-of-way. This approach helps to encourage people to try active transportation for the first time or allow younger children to travel by foot or by bike by relieving concerns around personal safety.

An **intuitive network** is a network that feels like second nature to the person walking it. The user should know automatically, based on signage, lighting, and on-the-ground infrastructure, where to go next. An intuitive network should also guide people where they need to go: schools, shopping areas, community centres, and other common destinations.

A **direct network** allows people to reach their destination as directly using active modes as they would driving a vehicle. While recreation often promotes meandering, getting more people walking, biking or rolling means getting them where they need to go fast.

The New Minas active transportation network is designed using existing and newly proposed routes and street treatments to prioritize comfort, safety, intuition, and directness. In developing the network, other specific considerations included key origins and destinations, integration with the planned expansion south of Highway 101, and community feedback.

8.2 Proposed AT Network Connections

The proposed active transportation network connections include both existing and new proposed routes and connections. Each of the proposed connections are explored in more detail throughout the following sections.

The AT Network Connections Map has been divided into three sections: the Western Section, the Central Section, and the Eastern Section. The section divisions are used to focus in on specific network connections in different areas of New Minas, but are not intended to indicate priority or any other categorization.

8.3 Connection Types in the AT Network Connections Map

Proposed New Connections

New Sidewalk: a sidewalk based on the sidewalk guidelines in Section 6.3.

Multi-Use Pathway: a pathway that permits multiple active modes, such as walking, biking and wheeling. Typically bi-directional and wide enough to be comfortable for all users. Based on the multi-use pathway guidelines in Section 6.3.

New Trail: new trails are primarily proposed within the residential and commercial parts of Town. These are intended to formalize informal connections or build new connections through green spaces. Based on the new trail guidelines in Section 6.3.

Local Street Treatment: treatments that aim to help people find their way around and to calm traffic and prioritize active modes, but with less investment than a full sidewalk or path. Typically located on low-volume streets. Based on the local street treatment guidelines in Section 6.3.

Paved Shoulder: pavement over gravel shoulders that exist and provide space for active modes on low-volume streets. Based on the paved shoulder guidelines in Section 6.3.

Future Connection Opportunity: future connection opportunities are not designated facility types but rather future connections to be considered in further planning and at times when more funding may be available. Some of these would require land acquisition or negotiations, and others have logistic complications. Nevertheless, they would be beneficial connections for the overall network.

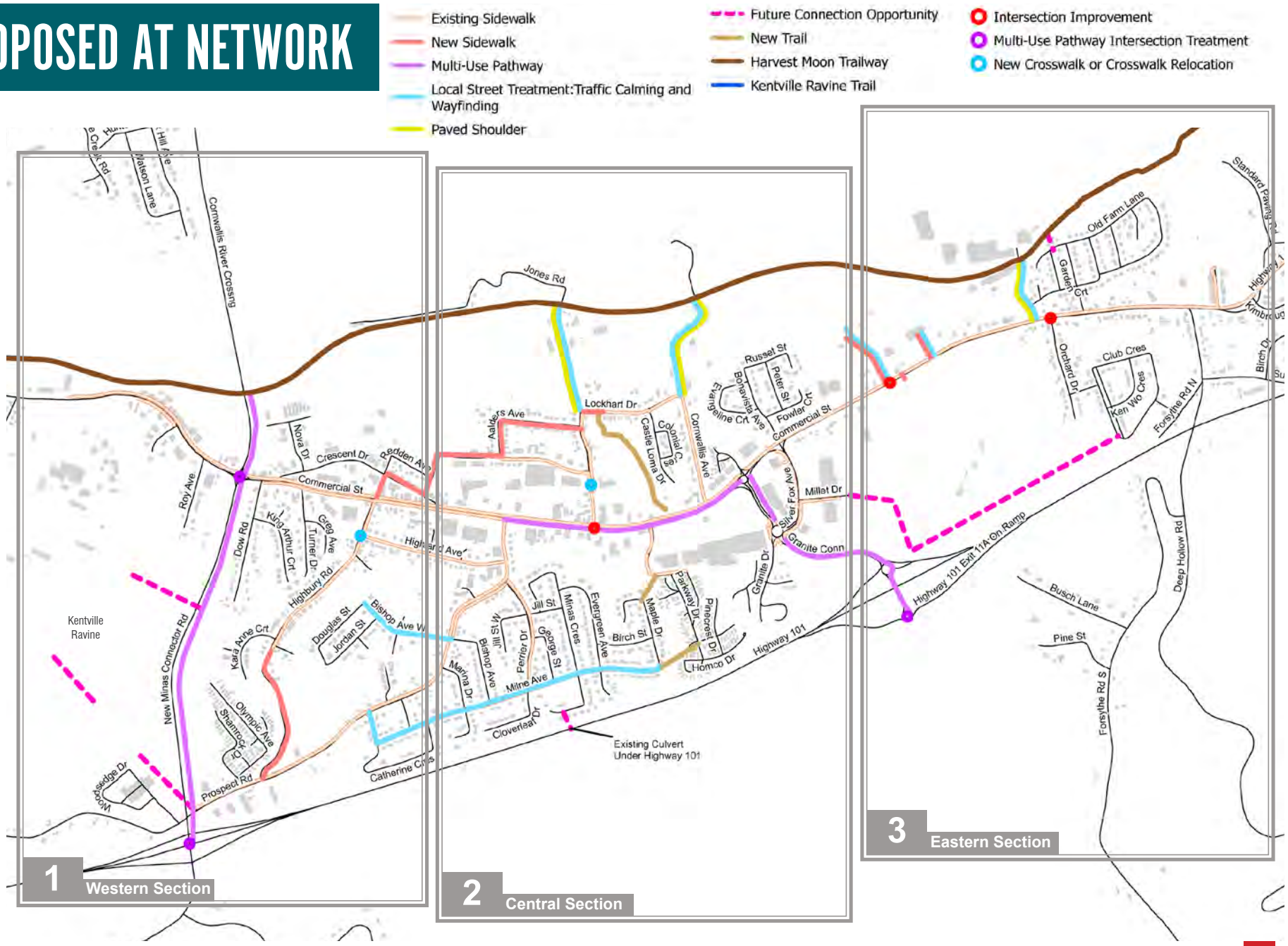
Existing Connections

Existing Sidewalk: New Minas has a robust existing sidewalk network. Existing sidewalks are either concrete blocks, or asphalt (which are typically seen as being shared between all AT modes).

Harvest Moon Trailway: this trail runs the length of New Minas's boundaries on the north side of Commercial Drive. It is multi-use and provides regional connectivity.

EXISTING AT NETWORK

PROPOSED AT NETWORK



8.4 PROPOSED WESTERN SECTION AT CONNECTIONS

- Existing Sidewalk
- New Sidewalk
- Multi-Use Pathway
- Local Street Treatment:Traffic Calming and Wayfinding
- Paved Shoulder
- Future Connection Opportunity
- New Trail
- Harvest Moon Trailway

A KENTVILLE RAVINE FUTURE CONNECTION OPPORTUNITY

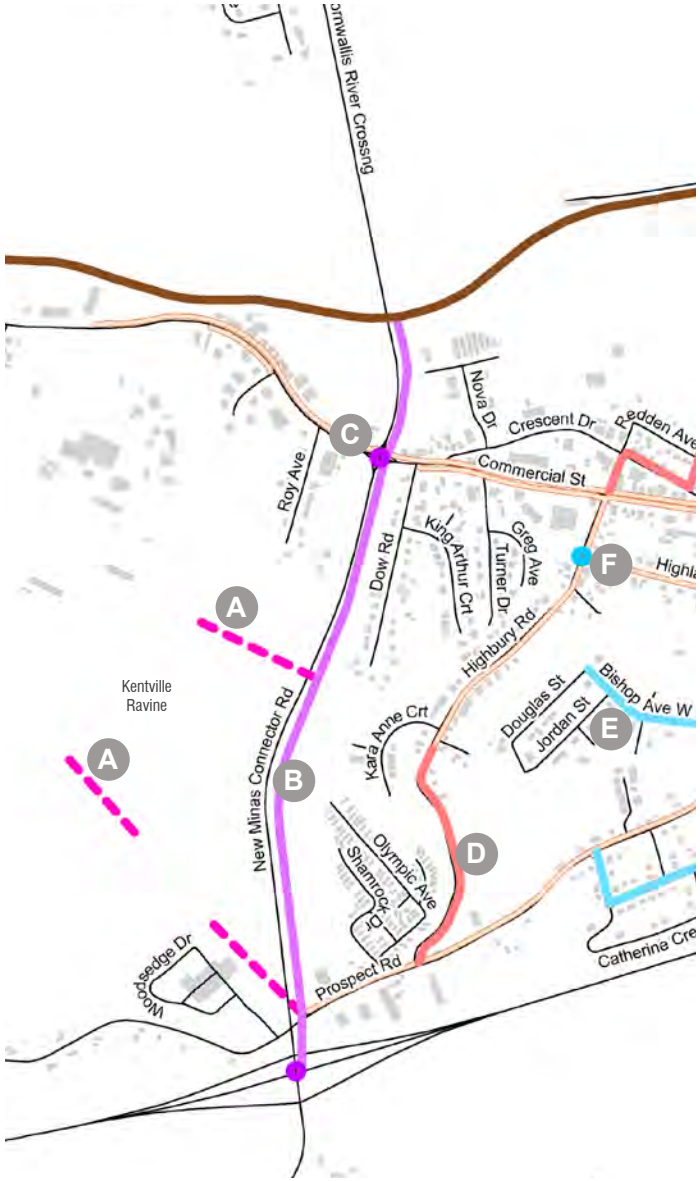
B NEW MINAS CONNECTOR MULTI-USE PATHWAY

C NEW MINAS CONNECTOR / COMMERCIAL STREET MULTI-USE PATHWAY INTERSECTION TREATMENT

D HIGHBURY ROAD SIDEWALK (SOUTH SECTION)

E BISHOP AVENUE WEST LOCAL STREET TREATMENT

F HIGHBURY ROAD / HIGHLAND AVENUE CROSSWALK RELOCATION



A. Kentville Ravine Future Connection Opportunity

Priority: LOW

This future connection opportunity (two sections of Trail) is intended to connect the New Minas Connector, Prospect Road, and the Kentville Ravine, to increase access to a popular recreational area through active modes. These two connections would likely be trails primarily for recreational purposes due to the terrain and their intended connection into the Kentville Ravine. Once the New Minas Connector Multi-Use Pathway (see B) is constructed, these connections could be explored as recreational opportunities.

B. New Minas Connector Multi-Use Pathway

Priority: LOW

This multi-use pathway would, once constructed, connect from just beyond Highway 101 to the Harvest Moon Trailway. This connection has low priority due to the relatively low residential density and road connectivity along the New Minas Connector and the anticipated cost of building this infrastructure. This connection will grow more important as the expansion lands south of Highway 101 are planned and developed.

C. New Minas Connector/Commercial Street Multi-Use Pathway Intersection Treatment

Priority: LOW

This multi-use pathway intersection treatment should be designed and built in tandem with the New Minas Connector Multi-Use Pathway. The intent of this intersection is to provide safe and comfortable travel options for those using the multi-use pathway and traveling in all directions. In some cases, this may require prioritization of active modes over vehicle traffic.

D. Highbury Road Sidewalk (South Section)

Priority: MEDIUM

The north section of Highbury Road has a sidewalk on both sides of the street which begins at Commercial Street and extends just past Kara Anne Crescent. Following Kara Anne Crescent, Highbury Road becomes steep and has many blind corners, making it an uncomfortable situation for pedestrians. Adding a sidewalk to one side of Highburry Street on the South Section will be important in building network connectivity, to connect to Prospect Road and eventually, the New Minas Connector Road MUP.

E. Bishop Avenue West Local Street Treatment

Priority: MEDIUM

Bishop Avenue West is a local, residential street that does not have sidewalks or paved shoulders for active transportation. However, this street offers connectivity options between two neighbourhoods on either side of Prospect Road, and is also an ideal walking distance from the sidewalk facilities on Prospect Road and Commercial Street. A local street treatment on this street would ideally include signage as part of New Minas's walking network and, if deemed necessary, traffic calming measures at the intersection with Prospect Road.

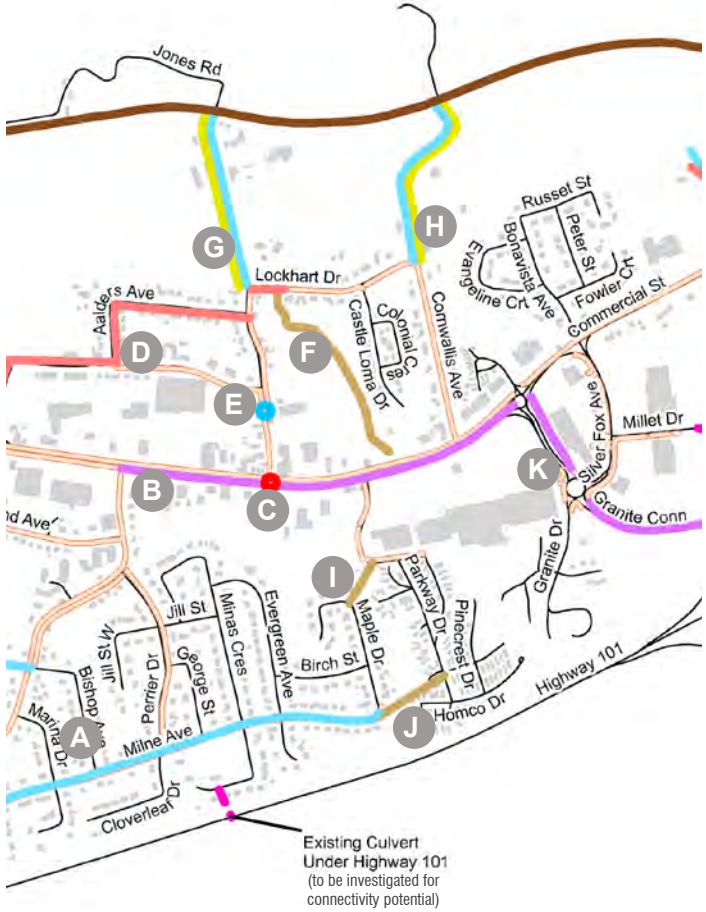
F. Highbury Road/Highland Avenue Crosswalk Relocation

Priority: LOW

The crosswalk, currently located on the south crossing from Highland Avenue across Highbury Road, could be relocated to the north side of the crossing, so as to better provide pedestrian access to the commercial and institutional buildings in front of the crosswalk, and be closer to Commercial Street, which is likely a destination for many pedestrians in this area.

8.5 PROPOSED CENTRAL SECTION AT CONNECTIONS

- Existing Sidewalk
- New Sidewalk
- Multi-Use Pathway
- Local Street Treatment:Traffic Calming and Wayfinding
- Paved Shoulder
- Future Connection Opportunity
- New Trail
- Harvest Moon Trailway



- **A** MILNE AVENUE LOCAL STREET TREATMENT
- **B** COMMERCIAL STREET MULTI-USE PATHWAY (SOUTH SIDE)
- **C** COMMERCIAL STREET / JONES ROAD INTERSECTION IMPROVEMENT
- **D** AALDERS AVENUE NEW SIDEWALK
- **E** JONES ROAD CROSSWALK RELOCATION
- **F** CASTLE LOMA / LOCKHART NEW TRAIL
- **G** JONES ROAD EXTENSION PAVED SHOULDER & LOCAL STREET TREATMENT
- **H** CORNWALLIS AVENUE EXTENSION PAVED SHOULDER & LOCAL STREET TREATMENT
- **I** MAPLE DRIVE TO VALLEY VIEW DRIVE NEW TRAIL
- **J** MAPLE DRIVE TO HOMCO DRIVE NEW TRAIL
- **K** GRANITE CONNECTOR MULTI-USE PATHWAY

A. Milne Avenue Local Street Treatment

Priority: MEDIUM

Milne Avenue is the longest east-west residential connection street in New Minas. It has an existing sidewalk on the south side and a substantial gravel shoulder on the other side in most sections. Milne Avenue would benefit from wayfinding signage and identification signage as part of the New Minas walking network. If deemed necessary, Milne Avenue could also be considered for traffic calming measures at the more busy intersections.

B. Commercial Street Multi-Use Pathway (South Side)

Priority: HIGH

Commercial Street, as New Minas's main street, is a key connection node. There is currently a sidewalk on the north side of Commercial Street for the entire length, and a sidewalk on portions of the south side. This connection proposes a multi-use pathway for the south side of Commercial Street between Prospect Road and Granite Drive. This section specifically is an important connection point based on the location of the mall, which will ideally see revitalization or redevelopment, the proximity to the elementary school, and the connectivity it has to neighbourhoods on both the north and south ends of New Minas.

C. Commercial Street/Jones Road Intersection Improvement

Priority: HIGH

The Jones Road intersection is a key intersection along Commercial Street due to its proximity to the elementary school and the fact that it connects neighbourhoods north of Commercial Street with the south side of Commercial Street (and neighbourhoods and amenities on that side). It is recommended that the crossing at this intersection be reviewed to prioritize improvements such as the introduction of new crosswalk lighting, an additional painted crossing on the east side, and curb extensions.

D. Aalders Avenue New Sidewalk

Priority: MEDIUM

Sections of Aalders Avenue already have a sidewalk and this additional infrastructure is important to completing the walking network in this neighbourhood. This connection is important both for active transportation and for recreation connectivity, creating a "loop" sidewalk but also one that links to the future Jones Road extension connection to the Harvest Moon Trail (see "G").

E. Jones Road Crosswalk Relocation

Priority: HIGH

It is recommended that the existing crossing be moved from north of the Jones Road and intersecting laneway intersection to the location across from the pedestrian sidewalk facility leading to the elementary school parking lot. Individuals (and children) walking from Commercial Street will be more likely to use the crosswalk if it is at a convenient location, does not require "back-tracking" and connects to other pedestrian infrastructure.

F. Castle Loma/Lockhart New Trail

Priority: LOW

While Jones Road provides a similar connection, formalizing the informal trail that runs along the brook in the wooded area adjacent to Castle Loma Drive and Lockhart Drive would provide a recreational and active transportation opportunity along a shortcut that already exists. This shortcut could be made to be safer, with better lighting and wayfinding signage.

G. Jones Road Extension Paved Shoulder & Local Street Treatment

Priority: MEDIUM

The extension of Jones Road (beyond Lockhart Drive) already connects to the Harvest Moon Trail. The Harvest Moon Trail is a crucially important local and regional active transportation connection and recreational opportunity. Introducing a paved shoulder and a local street treatment, ideally featuring wayfinding signage, would help to make this connection to the Trail more welcoming and encourage more people to access the trail walking, biking, or rolling.

H. Cornwallis Avenue Extension Paved Shoulder & Local Street Treatment

Priority: LOW

The extension of Cornwallis Avenue (beyond Lockhart Drive) already connects to the Harvest Moon Trail. The Harvest Moon Trail is a crucially important local and regional active transportation connection and recreational opportunity. Introducing a paved shoulder and a local street treatment, ideally featuring wayfinding signage, would help to make this connection to the Trail more welcoming and encourage more people to access the trail walking, biking, or rolling.

I. Maple Drive to Valley View Drive New Trail

Priority: MEDIUM

Maple Drive connects to Milne Avenue and many other smaller residential streets south of Commercial Street. There is an existing informal pathway that connects Maple Drive to Valley View Drive, which in turn, connects people walking to Canadian Tire and Commercial Street. Formalizing this pathway, while perhaps not appropriate for all ages and abilities users, offers an opportunity for increased safety and formal connectivity in the New Minas walking network.

J. Maple Drive to Homco Drive New Trail

Priority: MEDIUM

Neighbourhood connectivity between subdivisions is an important part of building the walking network in New Minas. Creating a formal walking connection between Maple Drive and Homco Drive would help to connect two adjacent neighbourhoods and increase connectivity.

K. Granite Connector Multi-Use Pathway

Priority: LOW

As a future major connector between Commercial Street and the expansion lands south of Highway 101, it will be crucial that people of all ages and abilities, and using all different modes, can use the Granite Connector. A multi-use pathway is identified as the preferred facility type to provide safe connection for AT users that is separate from the heavier vehicular and truck volumes on this street.

8.6 PROPOSED EASTERN SECTION AT CONNECTIONS

- Existing Sidewalk
- New Sidewalk
- Multi-Use Pathway
- Local Street Treatment:Traffic Calming and Wayfinding
- Paved Shoulder
- Future Connection Opportunity
- New Trail
- Harvest Moon Trailway

- **A** GRANITE CONNECTOR / HIGHWAY 101 MULTI-USE PATHWAY INTERSECTION TREATMENT
- **B** MILLET DRIVE TO KEN WO CRESCENT FUTURE CONNECTION OPPORTUNITY
- **C** LOCKHART RYAN PARK NEW SIDEWALK & LOCAL STREET TREATMENT
- **D** COMMERCIAL STREET / LOCKHART RYAN PARK INTERSECTION IMPROVEMENT
- **E** COMMERCIAL STREET BUS STOP NEW SIDEWALK
- **F** LOUIS MILLET COMMUNITY COMPLEX NEW SIDEWALK & LOCAL STREET TREATMENT
- **G** MINAS WAREHOUSE ROAD PAVED SHOULDER & LOCAL STREET TREATMENT
- **H** MEMORY LANE FUTURE CONNECTION OPPORTUNITY
- **I** COMMERCIAL STREET / ORCHARD DRIVE INTERSECTION IM-PROVEMENT

A. Granite Connector/Highway 101 Multi-use Pathway Intersection Treatment

Priority: LOW

As one of two major intersections between the existing neighbourhoods in New Minas and the future expansion lands south of Highway 101, the safety and comfort of all users at this intersection will be important. This intersection will be required to accommodate and link to the MUP uses that will be on the Granite Drive Connector, and ideally will continue onto the primary arterial road in the expansion lands.

B. Millett Drive to Ken-Wo Crescent Future Connection Opportunity

Priority: LOW

This future connection opportunity would aim to connect the commercial area of Commercial Street with a residential neighbourhood on the east side of Ken-Wo Golf Course. This connection would be both a recreational opportunity and an active transportation opportunity. This could also be reviewed as an alternative to extending active transportation facilities further east along Commercial Street, which could potentially be costly and challenging with narrow right-of-way.

C. Lockhart Ryan Park New Sidewalk & Local Street Treatment

Priority: HIGH

The driveway to Lockhart Ryan Memorial Park from Commercial Street is not currently well-identified and is predominantly geared toward vehicle use. As an important recreational facility, active transportation connections to this park along the driveway are important to increase safety and comfort of all users who may be accessing this park. A sidewalk, in combination with local street treatments such as wayfinding and a local street bikeway are recommended for this driveway.

D. Commercial Street/Lockhart Ryan Park/Louis Millet Community Centre Intersection Improvement

Priority: HIGH

The current intersection of the Lockhart Ryan Park driveway, the Louis Millett Community Complex, and Commercial Street has large curb cuts with painted crosswalks across asphalt. It is recommended that, as an important intersection for active transportation access, this intersection be reviewed for improvement to provide a safer and more comfortable setting for pedestrians coming from Commercial Street.

E. Commercial Street Bus Stop New Sidewalk

Priority: High

There is currently a crosswalk between the entrance driveway to Louis Millett Community Complex and the south side of Commercial Street, to help pedestrians connect to the bus stop on this side of the street. However, there is no pedestrian facility along Commercial Street to the bus stop. It is recommended that a short section of sidewalk be introduced to make this connection safe and comfortable for pedestrians.

F. Louis Millett Community Complex New Sidewalk & Local Street Treatment

Priority: HIGH

For pedestrians and cyclists coming from Commercial Street and turning into the Louis Millett Community Complex, there is no connection between the Street and the Building. It is recommended that a sidewalk be introduced, along with local street treatment, such as wayfinding signage, to help direct pedestrians and cyclists to bike parking and to the connection point behind the building to the Lockhart Ryan Memorial Park.

G. Minas Warehouse Road Paved Shoulder & Local Street Treatment

Priority: MEDIUM

Minas Warehouse Road provides an existing connection to the Harvest Moon Trail, which is important for local and regional active transportation connectivity and recreation. This street experiences moderate to heavy truck volumes due to industrial uses along the street, and would benefit from a paved shoulder and local street treatment, such as wayfinding and local street bikeway, to help direct active transportation users to the Trail and make the AT experience on this street more comfortable.

H. Memory Lane Future Connection Opportunity

Priority: LOW

There is an existing informal footpath between Memory Lane and the Harvest Moon Trail, across private property. Formalizing this connection would provide an opportunity for safer and more comfortable opportunties to access the trail as a pedestrian or cyclist, especially from the residential streets surrounding Garden Court.

I. Commercial Street/Orchard Drive Intersection Improvement

Priority: HIGH

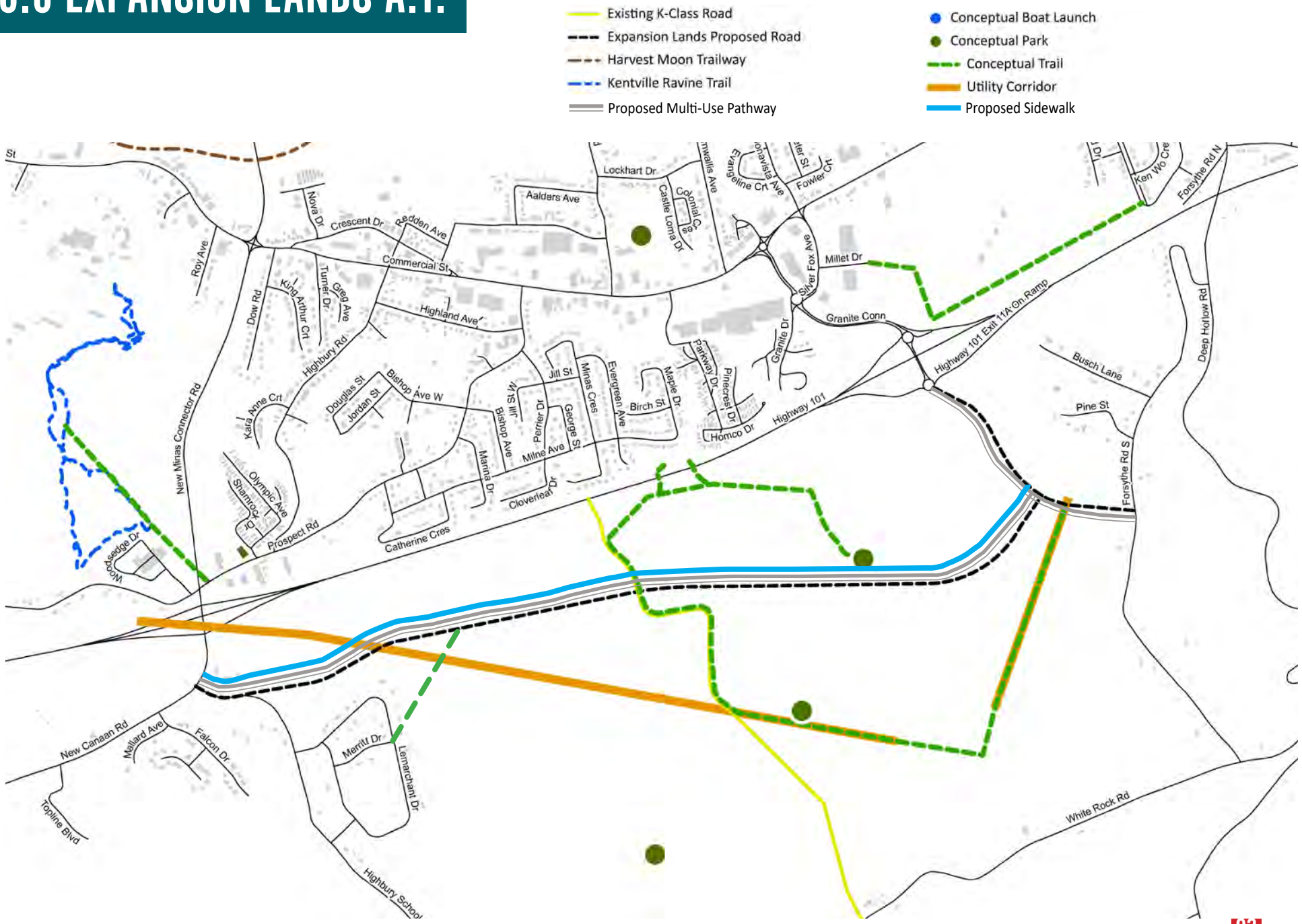
The existing intersection of Orchard Drive and Commercial Street has a pedestrian-activated overhead flashing beacon for the crossing. This intersection should be examined for improvement, such as modernization of pedestrian lighting, curb exntensions, or other measures to increase comfort and safety for pedestrians crossing to the sidewalk on the north side of Commercial Street.

8.7 AT Connection Prioritization

The following table contains the priority level, project name, and Growth Centre section for each of the proposed active transportation connections in Sections 8.4-8.6. The projects in this table are in no particular order and should be implemented by the Municipality based upon the priority level and budget availability.

Priority	Name	Section
High	Commercial Street Multi-Use Pathway (south side)	Central
High	Commercial Street/Jones Road Intersection Improvement	Central
High	Jones Road Crosswalk Relocation	Central
High	Lockhart Ryan Park New Sidewalk & Local Street Treatment	Eastern
High	Louis Millett Community Complex New Sidewalk & Local Street Treatment	Eastern
High	Commercial Street/Lockhart Ryan Park/Louis Millet Community Centre Intersection Improvement	Eastern
High	Commercial Street Bus Stop New Sidewalk	Eastern
High	Commercial Street/Orchard Drive Intersection Improvement	Western
Medium	Highbury Road Sidewalk (south section)	Western
Medium	Bishop Avenue West Local Street Treatment	Western
Medium	Milne Avenue Local Street Treatment	Central
Medium	Aalders Avenue New Sidewalk	Central
Medium	Jones Road Extension Paved Shoulder & Local Street Treatment	Central
Medium	Maple Drive to Valley View Drive New Trail	Central
Medium	Maple Drive to Homco Drive New Trail	Central
Medium	Minas Warehouse Road Paved Shoulder & Local Street Treatment	Central
Low	Kentville Ravine Future Connection Opportunity	Eastern
Low	New Minas Connector Multi-Use Path	Eastern
Low	New Minas Connector/Commercial Street Multi-Use Pathway Intersection Treatment	Eastern
Low	Highbury Road/Highland Avenue Crosswalk Relocation	Eastern
Low	Castle Loma/Lockhart New Trail	Central
Low	Cornwallis Avenue Extension Paved Shoulder & Local Street Treatment	Central
Low	Granite Connector Multi-Use Pathway	Central
Low	Granite Connector/Highway 101 Multi-Use Pathway Intersection Treatment	Western
Low	Millett Drive to Ken-Wo Crescent Future Connection Opportunity	Western
Low	Memory Lane Future Connection Opportunity	Western

8.8 EXPANSION LANDS A.T.



8.9 Proposed AT Connections for Existing Planned Transportation Routes

Existing Planned Transportation Routes

Plans for the New Minas "Expansion Lands" are at an early stage with only preliminary conceptual design and topographical analysis completed. The planned transportation routes at this time include a north-south connection between the Granite Connector and Forsythe Road south, and an east-west connection between the extension of the Granite Connector and New Canaan Road. At this stage, there are proposed active transportation connections for both of these primary transportation connections.

Proposed Multi-Use Pathway

A multi-use pathway is proposed on the east-west transportation route and the north-south transportation route. This multi-use pathway would connect to the proposed multi-use pathway on the Granite Road Connector on the east side of the Growth Centre and the proposed multi-use pathway on the New Canaan Road. The proposed multi-use pathway would provide a connection to the future multi-modal AT network connecting the east and west, and north and south sides of New Minas, providing connectivity for transportation and recreational uses alike.

Proposed Sidewalk

In addition to the multi-use pathway identified on the transportation connection route between the Granite Road Connector extension and New Canaan Road, there is a sidewalk proposed for the main active transportation connection through the Expansion Lands. As the primary east-west connection in the Expansion Lands, this future street is likely to be slated for commercial and mixed-use development and to be the civic gathering area on the south side of New Minas. As such, it is proposed that this sidewalk be designed to accommodate substantial pedestrian traffic and all ages and abilities users, and to promote a comfortable and vibrant public realm.

Proposed Trails

As outlined in Part 1 of this report, there is a proposed trail through the existing ravine area in the Expansion Lands. This trail is intended to connect directly to the proposed multi-use pathway along the east-west transportation route. Additionally, there is a trail connection proposed between LeMarchant Drive and the proposed multi-use pathway to build connectivity between existing neighbourhoods (in and just outside of New Minas) and the new neighbourhoods in the expansion lands.

8.10 Suggested AT Guidelines for New Neighbourhoods

While future streets and neighbourhoods in the Expansion Lands are not yet determined, there are best practices that can be followed for active transportation facilities for new neighbourhoods. This section summarizes suggested guidelines for new development.

Recommendation 1: Planning for Active Transportation Ease
In master planning exercises for the expansion lands or in applications from developers for master planned areas, the community should be designed around 10-minute walking access to shops, services, major parks, the Growth Centre, community, and any other key attractions.

Recommendation 2: Residential Streets
Walking facilities appropriate for anticipated densities should be designed and required on all new residential streets, with a minimum of a 1.8 - 2.0 m sidewalk on one side of the street. The Municipality should encourage developers to exceed this standard by introducing sidewalks on both sides of the street or introducing a sidewalk on one side and a multi-use pathway on the other.

Recommendation 3: Collector Streets
Walking and cycling facilities should be provided on all new collector streets. It is recommended that a minimum of a 1.8 - 2.0 m sidewalk on either side of the street and a 1.8 - 2.0 m wide protected uni-directional cycling facility on either side of the street, or a multi-use pathway with a minimum width of 3.5 m. on one side of the street and a sidewalk on the other is appropriate for this context.

Recommendation 4: Pedestrian Crossings
New communities should include high quality dedicated pedestrian and cyclist crossings with a minimum spacing of 400 m on the primary arterial roadway, connecting to walking and cycling destinations along arterial and collector streets within urban and suburban areas.

APPENDIX A: URBAN DESIGN AND ACTIVE TRANSPORTATION ENGAGEMENT SUMMARY

APPENDIX B: DESIGN GUIDELINES - PRELIMINARY ZONING DIRECTIONS

Built Form Guidelines for Single-Unit Dwellings and Duplexes

Single Unit and Two Unit Dwelling - Zoning Recommendations

Minimum lot frontage:	17 m or 8.5 m per dwelling unit
Minimum lot area:	300 m^2 per dwelling unit
Minimum front yard	5 m
Minimum rear yard	6 m
Minimum side yard	Detached wall: 1.2 m Common wall: 0 m
Minimum flankage yard	5 m
Maximum building height:	11 m or 12 m where a roof pitch of 8:12 or greater is provided
Maximum number of joined dwelling units:	On-street: 6, or 8 when stacked townhouses
Maximum driveway width per unit:	4 m unless there is no garage, then the driveway should be a maximum of 6 m.

1. Minimum separation between semi-detached dwellings: 3.6 m except for garages permitted under encroachments.
2. The width of an attached garage should not exceed 60 % of the width of one unit in the semi-detached dwelling, measured from the exterior.
3. Semi-detached dwellings should have paired/twinned driveways. One apron should be used for a paired/twinned driveway.
4. Front, rear, and side yard setbacks should be measured from the property line to the foundation wall of the dwelling unit and accessory buildings.
5. Attached garages should not extend more than 0.6 m from any other façade element of the building.
6. The length of single and two unit dwellings must not exceed the most common minimum width of the dwelling (normally measured at the centre point of the dwelling) by a ratio of 3 to 1, that is the length must not exceed 3 times the prevalent width, except for the replacement of lawfully existing mini-home homes.

Commercial Street - Zoning Guideline Recommendations

The following are suggested minimum dimensional standards for Commercial Street:

Minimum lot frontage:	Lot with access to Commercial Street via a shared easement: 20 m Lot with direct vehicle access to Commercial Street: 40 m
Minimum lot area:	1,000 sq m
Minimum front yard	4.5 m
Maximum front yard	8 m Where no parking is provided in the front yard 15 m Where a single row of parking is provided in the front yard
Minimum rear yard	6 m
Minimum side yard	Detached wall: 4 m Common wall: 0 m
Minimum flankage yard	5 m
Maximum building height:	For portions of the property within 30 m from an adjacent residential zone: 11 m For portions of the property greater than 30 m from an adjacent residential zone: The lesser of 24 m or 6 habitable storeys

1. In addition to requirements from the design guidelines, the following are suggested additional standards for Commercial Street:

    a. auto-related uses and outdoor storage accessory uses are not permitted given that these uses are incompatible with the vision for a pedestrian-oriented corridor;

    b. If drive-through uses are provided, vehicle queuing should be between the building and Commercial Street;

    c. assembly hall, auction establishments, church, club, funeral home, and taxi establishments are encouraged to locate near to highway entrances given that these uses are significant traffic generators.

Townhouses - Zoning Recommendations

The following are general guidelines that apply to townhouses:

Minimum lot frontage:	5.5 m per dwelling unit
Minimum lot area:	150 m^2 per dwelling unit
Minimum front yard	3 m
Minimum rear yard	6 m
Minimum side yard	Detached wall: 3 m Common wall: 0 m
Minimum flankage yard	5 m
Maximum building height:	12 m for On-Street Townhouse; and 15 m for On-Street Stacked Townhouses
Maximum number of joined dwelling units:	On-street: 6, or 8 when stacked townhouses
Maximum driveway width per unit:	3.65 m unless there is no garage, then the driveway shall be a maximum of 5.8 m.

1. The width of an attached garage shall not exceed 60% of the width of the unit.
2. Attached garages shall not extend more than 0.6 m from any other façade element of the building.
3. Townhouse units with individual driveways shall have paired/ twinned driveways. One approach shall be used for a paired/ twinned driveway. There shall be a minimum of 6 m between driveways of end townhouse units and driveways of neighbouring buildings.

4. If a shared parking area is provided, the parking area shall be on the same property as the townhouse units.

5. Buildings shall be sited with the front façade facing the public street.

6. Architectural detailing per unit is required, which could be with projections, recesses, varied rooflines, chimneys, windows, frieze boards, sill/corner boards, entrances, balconies and/or porches. At least one architectural projection per unit is required.

7. Include windows, doors, where appropriate, and other façade details on the flanking wall at the end of a building block comparable in composition and quality with the main building façade.

8. A backyard for at grade townhouse units shall be designed to provide an entrance to only one unit, have access to sunlight, and provide functional outdoor space with greater than 2.5 m in horizontal depth and a minimum area of 12 m^2 per unit.

9. A patio or balcony for above grade townhouse units shall be designed to provide an entrance to only one unit, have access to sunlight and shall have a minimum area of 4.5 m^2 per unit.

10. Windows and doors shall be well proportioned for the townhouse unit. The minimum front street-facing façade transparency at grade shall be 15% of the facade area, excluding garage doors, stairways, and patio elevations.

11. Townhouse buildings shall have their front entrance onto the street. For Stacked Townhouse buildings, ground floor units shall have their front entrance onto the street; where rear laneway/ parking is provided a walkway connection to the sidewalk, active transportation trail, or mid-block connection shall be provided for each unit.

Low Rise Apartment Buildings - Zoning Recommendations

The following are general guidelines that apply to multiple unit dwellings:

Minimum lot frontage:	25 m
Minimum lot area:	930 m^2
Minimum front yard	4.5 m
Minimum rear yard	6 m or one half the height of the building, whichever is greater
Minimum side yard	0 m for common walls Otherwise 3 m or one half the height of the building, whichever is greater
Minimum lot coverage	50%
Maximum building height:	Maximum building height: 6 habitable storeys
Minimum separation distance	Between Main Buildings: 11 m Between Main Buildings and Accessory Buildings: 3 m
Minimum flankage yard	5 m
Maximum building height:	21 m

1. Multiple unit uses may include Seniors Residential Complexes or Residential Care Facilities.
2. Buildings should be permitted to have ground floor commercial within the main buildings.
3. Building features such as elevator enclosures, mechanical features, common shared amenity spaces, solar collectors, staircases or staircase enclosures, skylights, rooftop greenhouses, railing systems and landscaping may exceed the maximum number of habitable storeys by a maximum of 4.5 m provided the features do not occupy more than 30% of the building rooftop area and are setback a minimum of 3 m from the roof edge, excluding railing systems, staircases or staircase enclosures.

Zoning Design Requirement Recommendations

1. Architectural detailing including, but not limited to lintels, pediments, pilasters, columns, porticos, overhangs, sill/corner boards, frieze, fascia boards, should be incorporated on all façades of the building.
2. No structures should be wrapped completely in vinyl siding.
3. Propane tanks and electrical transformers and all other exterior utility boxes should be located and secured in accordance with the applicable approval agencies. These facilities should be screened by means of opaque fencing, structural walls or view obstructing landscaping.
4. Exposed underground parking should not exceed 1.2 m above grade facing a public street.
5. Pedestrian walkways should be provided from the street to the main entrance of the multiple unit dwelling. Such walkways should be a minimum of 1.5 m in width.
6. Multiple unit dwellings with greater than 24 units should include a minimum of 3 m^2 of common amenity space per dwelling unit. Common amenity space may include:
    a. Common indoor amenity space - Amenity space includes, but is not limited to recreation rooms, libraries, exercise rooms and swimming pools. The minimum amount of

indoor amenity space required should be 2 m^2 per dwelling unit.

   b. Common outdoor amenity space - with a minimum area of 50 m^2. Common outdoor amenity space can be provided but is not required.

   c. A combination of outdoor and indoor common amenity area may be provided.

7. Each dwelling unit should have an exterior patio or balcony with a minimum depth of 1.53 m and a minimum area of 4.65 m^2.

8. All disturbed areas surrounding multiple unit buildings should be landscaped with grass or perennial ground cover and trees should be planted to provide shade for pedestrians and to reduce the heat island affect in exterior parking lots. Vegetation and trees native to Nova Scotia should be used where possible to promote healthy ecosystems and natural habitats.

9. Any buildings with commercial uses should also meet the following:

   a. The ground floor of mixed-use buildings should have a minimum street-facing facade transparency of 30% (no tinted, textured, reflective, or dark glass should be permitted).

   b. The minimum ground floor commercial ceiling height should be 3.05 m.

   c. A separate entrance should be provided to each ground floor commercial unit that is identifiable and should be directly accessible from the public sidewalk (or the 3 m Active Transportation trail). The Municipal Development Officer may vary this requirement if the intent of the design requirement is being achieved in a matter that results in a better design of articulation of longer buildings.

Signage - General Zoning Recommendations

1. All signage should conform to the Municipality of the County of King's Land-Use By-law.
2. Signage should be of high quality and designed to relate to the character of the individual while integrating into the streetscape and should not create visual clutter.
3. Signage should be located and designed to complement the character and scale of the area and promote an active, pedestrian-friendly environment.
4. Signage materials should be durable, weatherproof, and complementary to the materials of the building façade.
5. Signs should use simple lettering typefaces that are clear and visible and include easy-to-understand graphics or symbols that relate to the retail/commercial use.
6. Illuminated signs should be designed to be task-oriented and avoid glare and light spillover toward neighbouring uses.
7. Retailer identification should be allowed where there are multiple buildings and uses (business premises) on a site, however corporate signs and their features should not be dominating.
8. Temporary and portable signage should be restricted to reduce visual clutter. Billboards, revolving signs, and roof signs should be prohibited on private property.
9. A double-faced sign should count as a single sign.

Signage Not Requiring a Development Permit

A development permit is not required for the following signs and all such signs should comply with all requirements of the By-law:

1. Signs of not more than 0.2 m^2 in sign area, showing a civic address.
2. Signs of not more than 0.2 m^2 in sign area, showing the name of a resident or an occupier.
3. "No Trespassing", "Private Property" or "Beware of Dog" signs or other signs regulating the use of a property, and of not more than 0.3 m2 in area.
4. Real estate signs not exceeding 0.5 m^2 in sign area in a residential area and 1.5 m^2 in other zones, which advertise the sale, rental or lease of the premises, if the signs:
    a. are non-illuminated;
    b. are removed within 14 days following the sale, rental, or lease; and
    c. are limited in number to a maximum of one sign for every side of a building that fronts on a street.
5. Construction signs when placed on construction sites and not exceeding 2.3 m^2.
6. Signs regulating or denoting on-premises traffic, or parking, or other signs denoting the direction or function of various parts of a building or premises, provided that such signs are less than 0.5 m^2 in area.
7. Signs erected by governmental authority and bearing no commercial advertising, such as traffic signs, railway crossing signs, and safety signs.

8. Signs erected by the governmental authority of the municipality bearing commercial advertising for regional or local business, recreational, event or tourism promotion.
9. Signs interior to a structure.
10. Memorial signs or tablets, and signs of not more than 0.2 m^2 denoting the date of erection of a building.
11. The flag, pennant or insignia of any government, nation, religious, charitable or fraternal organization.
12. Signs up to 3.0 m^2 in area incidental to construction and located within the area of such construction.
13. Signs up to 0.6 m^2 in area which displays the words "open" or lists a businesses' hours of operation.
14. Any sign that cannot be seen from off the premises.

Prohibited Signage

The following signs are specifically prohibited:

1. Sign types:
    a. Billboards that are not related to any business or use located on the lot or premises.
    b. Large freestanding signs (such as pylons), roof signs, and large scale advertising (such as billboards), unless shared amongst six or more business premises.
    c. Signs that are tacked, posted, painted or otherwise attached to poles, posts, trees, fences, sidewalks, or curbs.
    d. Signs displayed on a parked vehicle, trailer or truck and used more as a sign than a vehicle.
    e. Sandwich board signs.
2. Signs that are located that:
    a. Create a hazard to public safety.
    b. Obscure or interfere with visibility, traffic control signs or devices, warning or instructional signs, ventilation devices, any identified entrances or exits, windows, hydrants or firefighting hose connection, or are located within a parking space required under the Zoning By-law to be used for parking.
    c. Signs that are located in a public right-of-way or sidewalk area.
    d. Are on public property, unless erected by a government.
    e. Are displayed within a vision triangle.
    f. Are within 400 m (1,312 ft) of the right of way of NS Highway 101 (Harvest Highway) and are visible from the travelled portion of the road.
3. Have the following characteristics:
    a. Signs that use features resemble traffic control signs of any public authority that may create confusion for motorists.
    b. Feature a video screen or any flashing, kinetic, or illusionary motion.
    c. Supported either entirely or partly by the roof of a building or structure that extend above the height of the building;
    d. Use fluorescent colours, except for neon gas tubing.

Permitted Signage by Character Area

Character Area	Permitted Type	Permitted Form	Surface Area Maximum	Height Maximum
Commercial Street	Identification – Building or Use	Projecting	1.5 m^2	3 m – 4.6 m above grade.
		Free Standing (6 or More Premises)	4.65 m^2 for single occupancy 9 m^2 for multiple occupancy (6 or More Premises)	10.67 m
		Attached (Awning/Fascia)	The lesser between: 10% of the area of the main wall of the building to which the projected sign is affixed; or 1 m^2 of sign per m of street facing façade.	3 m – 4.6 m above grade.
	Directional	Attached or Free Standing	1.5 m^2	1.2 m
	Temporary	Free Standing	4.65 m^2	10.67 m
		Attached (Flush Mounted Banner)	10% of the building area on which it is placed	n/a
Civic or Residential Uses in Any Character Area	Identification – Building or Use	Attached or Free Standing	4.65 m^2 or 2.32 m^2 if it abuts a Residential or Residential Related Use Class	4.6 m
	Directional	Attached or Free Standing	1.15 m^2	10.67 m
Regional Commercial or Industrial Uses	Identification – Building or Use	Free Standing (6 or More Premises)	4 m^2 for single occupancy 12 m^2 for multiple occupancy (6 or More Premises)	10.67 m
		Attached (Awning/Fascia)	25% of the front building for each business to a maximum of 18.58 m^2 for single occupancy or maximum 55.75 m^2 for multiple occupancy.	10.67 m
	Directional	Attached or Free Standing	1.15 m^2	1.2 m
	Temporary	Free Standing	4.75 m^2	10.67 m
		Attached (Flush Mounted Banner)	10% of the building area on which it is placed	n/a

Off-Street Bicycle Parking

General Guidelines

1. Appropriate long-term bicycle parking options include:
    a. Enclosed bicycle lockers;
    b. Enclosed bicycle racks or hooks; and
    c. Racks in a secured structure with controlled access.
2. Long term bicycle parking facilities must provide a secure parking location where bikes can be left secured overnight, for a full work day or for several days at a time. Long-term bicycle facilities should also provide protection from the elements.
3. Appropriate required short term bicycle parking options include racks of one or more of the following types:
    a. inverted-U that are at least 0.90 m (3 ft) high; and/or
    b. post-and-ring that are at least 0.90 m (3 ft) high.
4. A change of use in an existing structure should not require any additional bicycle parking beyond what is already provided
5. Required bicycle parking racks are prohibited within 2.5 m (8 ft) of any building entrance.
6. Required bicycle parking racks should be spaced:
    a. at least 0.9 m (3 ft) apart in the direction of a bicycle's width; and
    b. at least 1.8 m (6 ft) apart in the direction of a bicycle's length.
7. A 1.5 m (5 ft) wide clear aisle should be provided between rows of bicycle parking racks, based on a typical bicycle length of 1.8 m (6 ft).
8. Excluding wall-mounted racks, a space of 0.6 m (2 ft) should be provided between bicycle parking spaces and any obstruction, on all sides.
9. All required long-term bicycle parking areas should be:
    a. located on a ground floor; or
    b. located within one storey of a ground floor and be: accessible from a ground floor with ramps, which are protected from motor vehicle traffic, or accessible from a ground floor by elevator.
10. The distance from any required long-term bicycle parking area to the nearest building entrance should not exceed 200 m (656 ft).
11. The minimum number of off-street bicycle parking spaces that are required on a lot in connection with the uses of a newly constructed building are set out in the table below:

Use	Bicycle Parking Minimum Spaces	Max. Spaces	Parking Type
Less than 10 Residential Units	No requirement	30	No requirement
Greater than 10 Residential Units	2 spaces plus 0.25 spaces per dwelling unit over 10 units		A minimum of 20% of required spaces must be short term bicycle parking.
Commercial Uses Excluding Offices	1 space for every 300 sq. m (3,229 sq ft) of net floor area		A minimum of 60% of required spaces must be short term bicycle parking.
Offices	1 space for every 300 sq. m (3,229 sq ft) of net floor area		A minimum of 20% of required spaces must be long term bicycle parking.
Schools	1 space for every 300 sq. m (3,229 sq ft) of net floor area		A minimum of 50% of required spaces must be short term bicycle parking.
Other uses	1 space for every 500 sq. m (5,381 sq ft) of net floor area		A minimum of 50% of required spaces must be short term bicycle parking.


SUSHI
FANG
Japanese & Thai