

**TO:** Council

**SUBMITTED BY:** Kirsten Duncan, Acting Development Officer and Planning Technician

**DATE:** May 2023

**SUBJECT:** Subdivision Bylaw Amendments (Sidewalks)

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## BACKGROUND

At the May 2023 meeting of Council Advisory Committee, staff brought forward a proposal to amend the Subdivision Bylaw. The amendments that were proposed were:

1. to re-instate the requirement for a sidewalk to be constructed by future developers on new Collector roads; and,
2. an amendment to reduce requirements for sidewalks on Arterial roads to one side of the road.

Staff held a Public Participation Meeting on May 25<sup>th</sup>, 2023 at 6pm in Council Chambers, where 3 people were in attendance in person, and 2 people were in attendance by Zoom.

## DISCUSSION

The original 2002 Subdivision Bylaw outlined the requirements for sidewalks as followed:

- 2.12 Sidewalks shall be incorporated into the construction of new collector and arterial roadways as per the following:

Arterial Roadways - Both Sides  
Collector Roadways - One Side

*(Appendix B – Municipal Services Standards & Specifications, Part 2 – Street Specifications)*

In 2008, the Bylaw was amended to remove the requirement for sidewalks on new collector roads. As a result, the Subdivision Bylaw currently reads:

- 2.12 Sidewalks shall be incorporated into the construction of new arterial roadways as per the following:

Arterial Roadways - Both Sides **(Amended January 2008)**

*(Appendix B – Municipal Services Standards & Specifications, Part 2 – Street Specifications)*

In 2019 the Town contracted Upland Planning to create an Active Transportation Plan (AT Plan), known as Kentville Moves. The Active Transportation Plan included policy recommendations for the Town to consider ensuring that our Planning documents aligned with the goals and objectives of the AT Plan.



Following the Public Participation Meeting that was held on May 25<sup>th</sup>, 2023 in Council Chambers, where discussion around the proposed amendment to the Subdivision Bylaw occurred with residents, staff are recommending that the Subdivision Bylaw be amended as followed (newly added words are bolded for clarity):

Appendix B – Municipal Services Standards & Specifications, Part 2 – Street Specification, Section 2.12:

2.12 Sidewalks **or Multi-Use Pathways** shall be incorporated into the construction of new **collector and** arterial roadways as per the following:

Arterial Roadways – **Sidewalks on Both Sides or Multi-Use Pathway on One Side**  
Collector Roadways – **Sidewalk or Multi-Use Pathway on One Side**

Further to the above amendment, staff recommend adding language to Part 3 – Definitions, to define multi-use pathways, and Appendix B – Municipal Services Standards & Specifications, Part 8 – Sidewalk Specifications, to outline minimum standards for Multi-Use Pathways:

PART 3: DEFINITIONS

**(I)(a) Multi-Use Pathways are spaces that are shared by cyclists and pedestrians, which are separated from traffic by a grassed median, curb or similar.**

**PART 8A: MULTI-USE PATHWAY SPECIFICATIONS**

- 8A.1 The minimum width of multi-use pathways shall be 3 metres unless otherwise approved by the Town Engineer.**
- 8A.2 The multi-use pathway shall be separated from the back of the street curb by a minimum of 900 mm median.**
- 8A.3 Pedestrian ramps shall be installed at all intersections having a minimum of 1200 mm low back curb and a 1000 mm taper on both ends.**
- 8A.4 Multi-use pathways shall be constructed of 65mm thick asphalt, unless otherwise approved by the Town Engineer.**
- 8A.5 Gravel base shall be 150 mm Type 1 gravel compacted to 98% standard proctor density and shall extend 150 mm outside of each edge of the multi-use pathway.**
- 8A.6 Multi-use pathways shall maintain a desired grade of 0 – 5%, with a maximum sustained grade of 8%, or up to 12% for distances less than 20 metres. Multi-use pathways shall maintain a grade of no more than 4% within 5 metres of an intersection.**
- 8A.7 Multi-use pathways shall maintain a cross slope of 2%.**

The Transportation Map - Map #2 of the Municipal Planning Strategy (MPS) has been added to the end of this document as a resource for Council. This map identifies the classification of streets

in the town. The MPS recognizes 5 different classifications of streets: Regional Roads, Arterial Highways, Major Collector, Minor Collector, and Local Roads.

For further context related to this amendment:

- The Donald E Hiltz Connector Road is the only road which holds the classification of an Arterial Highway.
- The following six roads are classified as a Major Collector: Park Street/Main Street, Chester Avenue, Cornwallis Street, Belcher Street, Brooklyn Street, and Nichols Avenue.
- The following six roads are classified as a Minor Collector: West Main Street, Shylah Drive, Acadia Drive, Prospect Avenue, Canaan Avenue, and Oakdene Avenue.

## NEXT STEPS



## FINANCIAL IMPLICATIONS

None

## ATTACHMENTS

Schedule A	Transportation Map, Map #2 of the Municipal Planning Strategy
Schedule B	Public Participation Meeting Minutes and Written Submissions

## RECOMMENDATION

CAC recommends Council hold First Reading to the following resolution to amend the Subdivision Bylaw and hold a Public Hearing on Wednesday, June 21, 2023 at 6:00pm.

The specific amendments proposed are set out in the following resolution:

TOWN OF KENTVILLE

AMENDMENTS TO THE

SUBDIVISION BYLAW

**“BE IT RESOLVED that the Subdivision Bylaw for the Town of Kentville be amended as follows:”**

- 1) PART 3: Definitions is hereby amended by adding the words **“(I)(a) Multi-Use Pathways are spaces that are shared by cyclists and pedestrians, which are separated from traffic by a grassed median, curb or similar.”**
- 2) Appendix B – Municipal Services Standards & Specifications, Part 2 – Street Specification, Section 2.12 is hereby amended by adding the words **“or Multi-Use Pathways”** after the first word, “Sidewalks”.
- 3) Appendix B – Municipal Services Standards & Specifications, Part 2 – Street Specification, Section 2.12 is hereby amended by adding the words **“collector and”** after the words *“the construction of new”* in the first sentence.
- 4) Appendix B – Municipal Services Standards & Specifications, Part 2 – Street Specification, Section 2.12 is hereby amended by adding the words **“Sidewalks on”** before the words *“Both Sides”* and adding the words **“or Multi-Use Pathway on One Side”** after the words *“Both Sides”*.
- 5) Appendix B – Municipal Services Standards & Specifications, Part 2 – Street Specification, Section 2.12 is hereby amended by adding the words **“Collector Roadways – Sidewalk or Multi-Use Pathway on One Side”** in the second bullet of the list.
- 6) Appendix B – Municipal Services Standards & Specifications is hereby amended by adding the following section:

**PART 8A: MULTI-USE PATHWAY SPECIFICATIONS**

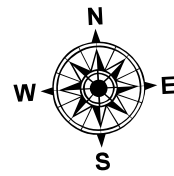
- 8A.1 The minimum width of multi-use pathways shall be 3 metres unless otherwise approved by the Town Engineer.**
- 8A.2 The multi-use pathway shall be separated from the back of the street curb by a minimum of 900 mm median.**
- 8A.3 Pedestrian ramps shall be installed at all intersections having a minimum of 1200 mm low back curb and a 1000 mm taper on both ends.**
- 8A.4 Multi-use pathways shall be constructed of 65mm thick asphalt, unless otherwise approved by the Town Engineer.**
- 8A.5 Gravel base shall be 150 mm Type 1 gravel compacted to 98% standard proctor density and shall extend 150 mm outside of each edge of the multi-use pathway.**
- 8A.6 Multi-use pathways shall maintain a desired grade of 0 – 5%, with a maximum sustained grade of 8%, or up to 12% for distances less than 20 metres. Multi-use pathways shall maintain a grade of no more than 4% within 5 metres of an intersection.**
- 8A.7 Multi-use pathways shall maintain a cross slope of 2%.**

# MUNICIPAL PLANNING STRATEGY

## Transportation Map, Map #2

### SCHEDULE A

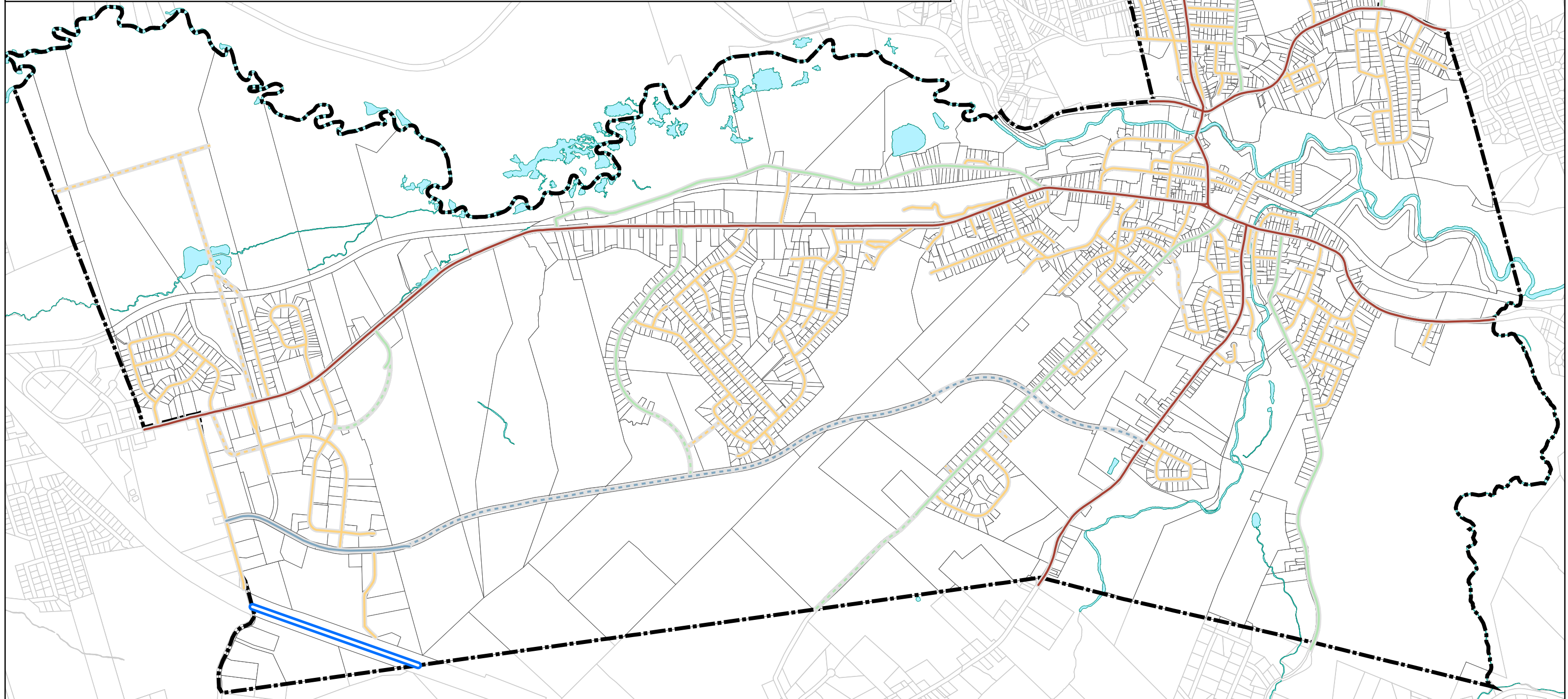
1:17,500



- |                        |                        |
|------------------------|------------------------|
| Regional Road          | Minor Collector        |
| Arterial Highway       | Future Minor Collector |
| Future Arterial        | Local Street           |
| Major Collector        | Future Local Street    |
| Future Major Collector |                        |

This map is a graphical representation of property boundaries which approximate the size, configuration and location of parcels. Any interpretation of this map must be confirmed with the Municipality in which the property is situated. To receive further clarification about the use of this Planning Document inquiries may be made to the Town of Kentville's Planning and Development Department.

Property & Base Map Source: Nova Scotia Topographic Database (NSTDB)  
1:10000 Enhanced Topographic Data Base  
Compliments of the Nova Scotia Geomatics Centre (NSGC)  
Service Nova Scotia and Municipal Relations  
160 Willow Street, Amherst, N.S.





**TOWN OF KENTVILLE**  
**Public Participation Meeting**  
**Meeting Notes: May 25, 2023**  
**Town Hall, 354 Main Street, Kentville Nova Scotia**

Town Hall was open to the public and the meeting was livestreamed to YouTube.

**PRESENT**

Staff in attendance included Director of Engineering and Public Works Dave Bell, Acting Development Officer Kirsten Duncan and Recording Secretary Jennifer West.

Acting Development Officer Kirsten Duncan provided an overview of the proposed amendment to the subdivision bylaw.

**OVERVIEW OF PROPOSAL**

The current Subdivision Bylaw does not require sidewalks on collector roads, and the proposed amendment will require that a collector road has a sidewalk on one side. Ms. Duncan listed the collector roads in the Town, and recommendations from the Active Transportation Plan relating to sidewalks on collector roads.

The Town would like to proceed with the amendment that sidewalks be included in the construction of arterial and collector roadways:

- Arterial roadways – One side
- Collector roadways – One side

Report available

Summaries of written submissions were read by Ms. Duncan.

**PUBLIC COMMENTS**

**Benjamin Cortens.** Concerns about connecting to destinations- avoiding “paths to nowhere”. Leaving space for paths once there is a destination built or developed. Concerns about people driving for the design of the road and not the posted speed

## *DRAFT*

limits. Suggestion of designing roads for slower speeds despite a higher posted speed limit (determined by the province). Suggestion of roundabouts for some intersections. Suggestion for focusing on active transportation and not for a through-way. Suggestion for keeping car and active transportation traffic separate.

**Meghan Sabeau.** Supports this amendment. Concerns about sidewalks and subdivision policies in other municipalities. Questions about amending the classification of roads. Questions about speed on roads based on classification and widths of right-of-ways. Concerns about sidewalks widths and surface material. Suggestion that active transportation paths should be on both sides of arterial roadways. Suggestion that the arterial and collector roads have sidewalks on both sides if the width supports it, to be consistent with other municipal units and with the town's active transportation plan.

**Gary Cleveland, 25 Acadia Drive.** Concerns about the development of the Donald Hiltz Connector before changes can be made to the Subdivision Bylaw. Support for sidewalk changes in the Subdivision Bylaw.

**ADJOURNMENT**  
**7:03 pm**

## Kirsten Duncan

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**From:** Larry Honey, P.Eng <lfhoney@ns.sympatico.ca>  
**Sent:** Thursday, May 18, 2023 11:05 AM  
**To:** Kirsten Duncan  
**Subject:** Public Participation, May 25, 2023

The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.

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Regarding sidewalks on new Arterial and Collector Roads

All new Arterial and Collector Roads should have sidewalks on both sides:  
to enhance opportunities for physical activity  
to support personal recreation and health  
to connect neighbourhoods  
to provide pedestrian safety  
to serve more than vehicle traffic  
to provide more than just a quick route through our community  
to serve all citizens

Sincerely, Larry Honey  
former Councillor Town of Kentville

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Virus-free. [www.avg.com](http://www.avg.com)



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# Subdivision Bylaw Amendment Response

I would like to respond to the bylaw change with a revision to the proposed amendment that better fits with the spirit and goals of the Active Transportation Plan developed for Kentville.

## Proposed Revision

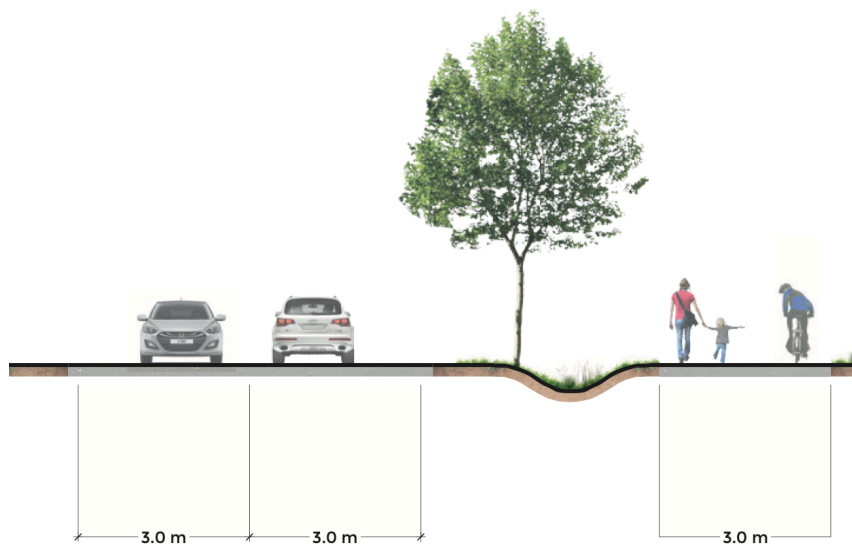
### 2.12

**Separated multi-use pathways** Sidewalks shall be incorporated into the construction of new collector and arterial roadways as per the following:

- **Wherever arterial or collector roadways connect any residential neighbourhood or large residential population to destinations**
  - **Ex: Shopping, restaurants, medical facilities, recreational facilities**
- Arterial Roadways - ~~Both Sides~~ **One Side**
- Collector Roadways - One Side

## Elaboration

Instead of a single sidewalk on the side of arterial and collector roads, Kentville should require at least 3m wide separated multi-use pathways. A separated multi-use pathway is well described in the Active Transport Plan but I would suggest one modification, that it is not only separated from car traffic by space but also by either bollards or better yet by trees.



### ***Taken From Active Transport Plan Definition***

*Separated multi-use trails are located along a road right-of-way and are offered in lieu of a sidewalk and bike lane combination. They can accommodate a variety of active transportation users, including pedestrians and cyclists in the summer, and cross country skiers, and snowshoers.*

Active Transport Plan pg. 55-56

## **Rationale**

### **Active Transport**

By ensuring that bicycle and pedestrian pathways are separated from road traffic on streets with a speed limit exceeding 30km/h citizens are more likely to walk or cycle.

### **Shade and Comfort**

Using trees for protection provides shade in the summer that encourages more extensive use of the multipurpose path by cyclists and pedestrians. Physical separation by trees and shrubbery helps dampen road noise and the physical distance helps make the path more pleasant. Asphalt provides an uninterrupted surface which is easy to repair providing improved accessibility for individuals who require a mobility aid.

### **Safety**

A physical barrier prevents collisions with cars for both pedestrians and cyclists. This physical barrier helps anxious cyclists feel safer than if they were on the street with the cars and also helps pedestrians feel safer walking along the high speed arterials and connectors into and out of downtown. Trees provide visual complexity and the perceived need for greater attention helps drivers slow down and pay increased attention to their surroundings.

### **Cost**

A separated path can be constructed of asphalt instead of the costly concrete construction of a sidewalk and curb. By separating the path from the roadway the road maintenance and resurfacing can occur independent of the path resurfacing which is likely to save money as the multipurpose path will wear out much more slowly than the road itself.

### **Integrated Network**

By focussing on multi-use paths on our arterials and connectors we can create a more integrated network of walking and cycling paths within Kentville. Currently the proposed active transit plan is missing a few links between cycling/pedestrian friendly paths and downtown. Ensuring that whenever the arterials or their sidewalks are rebuilt/retrofitted that they are done so with a focus on creating a safe integrated path network is more likely to encourage cyclists and pedestrians to choose alternate mobility modes.

## Development of Donald E Hiltz Road/Active Transport Connector

It is likely that new development in the Palmetter/Acadia subdivision will occur as will additional development south of the existing subdivision. This development will bring with it additional vehicle traffic and road noise which will negatively impact the residents of this neighbourhood if appropriate precautions are not taken. By requiring the Donald E Hiltz Connector to be built with a wide multi-purpose path on the side of it the town can preserve its current function as a connecting hiking trail as well as realize the vision of the Active Transit Plan (which sees this road as future multi-use trail).

### Accessibility

By ensuring that the Active Transport network is more comprehensively connected by safe, comfortable pathways, individuals requiring manual and motorized mobility aids will be able to more easily navigate to downtown Kentville. This will improve individual autonomy and their sense of community engagement. Children and other individuals who are unable to drive will have greater access to the different destinations within our town.

Thank you very much for your time and consideration

Benjamin Cortens

Kentville Resident

21 May 2023

### References:

Strong Towns - Charles L. Marohn Jr (Book)

Strong Towns (Website) <https://www.strongtowns.org>

Walkable City - Jeff Speck (Book)

Building the Cycling City - The Dutch Blueprint for Urban Vitality - Mellissa and Chris Bruntlett

Economy Paving (<https://www.economypaving.ca/the-cost-of-asphalt-driveway-vs-concrete/>)

Pacific Coast Paving (<https://pacificcoastpaving.com/concrete-sidewalk-vs-asphalt-sidewalk/>)

Kentville Active Transport Plan (<https://kentville.ca/sites/default/files/media/files/180504%20-%20Kentville%20AT%20Plan.pdf>)

Capital Design Guidelines - Ottawa (<https://ncc-website-2.s3.amazonaws.com/documents/CDG-2023-03-24-EN.pdf>)

## Kirsten Duncan

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**From:** Jennifer Currie <jennifer\_currie@icloud.com>  
**Sent:** Tuesday, May 23, 2023 9:00 PM  
**To:** Kirsten Duncan  
**Subject:** Sidewalk - Subdivision Bylaw

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Hi Kirsten,

I know this is late based on the town website, however I was planning on being at the meeting on Thursday. I'm now needed to do some driving back and forth for Brownies that evening.

I think changing this bylaw would be a positive thing, as anything that makes travel for pedestrians safer a positive thing. I especially think sidewalks are important in subdivisions where children are walking to and from school. My only concern is that this is for new developments only. It would be great for the bylaw to extend to existing subdivisions where streets meet the definition of 'arterial' or 'collector'. Adding sidewalks over time to these areas would greatly benefit neighborhoods and keep people safer. If we see the benefit of adding sidewalks in new neighborhoods to make them safer, then we should see the benefit of adding sidewalks to existing neighborhoods to make them safer.

Sincerely,  
Jennifer Currie

## Kirsten Duncan

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**From:** El Anor <elanorchurch@gmail.com>  
**Sent:** Wednesday, May 24, 2023 6:26 AM  
**To:** Kirsten Duncan  
**Subject:** Change to the Subdivision Bylaw

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Hello Kirsten

I acknowledge that this email is past the due date for written submissions, however I am a paramedic working shift work on Thursday and I am unsure if I will be done my workday in time to attend the public participation meeting either in person or on zoom. (Could you please register me for the zoom meeting)

I am a resident of Kentville, I live in the Palmeto subdivision. I would like to reference the active transportation plan (2019) which recommended sidewalks to be incorporated into the construction of new arterial and collector roadways as per the following: i. Arterial Roadways - Both Sides ii. Collector Roadways - Both Sides

- I would prefer 2 sidewalks on arterial roads, not the proposed change down to 1.
- I would prefer 2 sidewalks on collector roads but 1 is definitely better than none.

In my opinion, the town should make every effort to increase the safe movements of pedestrians and cyclists. We all know that a sedentary lifestyle is dangerous to our physical and mental health. As a paramedic I see this compounding problem daily.

I enjoy walking my children to school, but it is very stressful once we pass on Palmeto between George and Park St. I fear for the safety of myself and my children while walking on the side of a road with an elevation change and a blind corner. I have requested the town to place a sidewalk here several times without response.

- If this is the current process to increase safety and active transportation, then I would hope the town starts with the best model - as many sidewalks as possible.

Thank you  
Elanor

## Kirsten Duncan

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**From:** Meghan Sabean <rossiter\_meghan@hotmail.com>  
**Sent:** Thursday, May 25, 2023 8:21 PM  
**To:** Kirsten Duncan  
**Subject:** Re: Thursday's Public Participation Meeting

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Hi Kirsten,

Extending thanks once again for organizing the Public Participation Session tonight and staying onsite after hours to lead that.

Here's a link to the summary file I assembled to get a sense of what other Municipalities are doing by way of Sidewalks and movement of pedestrians. It's by no means inclusive of all Municipalities in NS, but a small sample size: [Summary-Subdivision-ByLaw-AmendmentMay25.docx](#)

Thanks again and chat soon,  
Meghan

**Meghan J. Sabean, BPhil, MA Public Administration**

Ph: 902-385-4780

[www.linkedin.com/in/meghansabean](http://www.linkedin.com/in/meghansabean)

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**From:** Kirsten Duncan <kduncan@kentville.ca>  
**Sent:** May 24, 2023 4:32 PM  
**To:** Meghan Sabean <rossiter\_meghan@hotmail.com>  
**Subject:** RE: Thursday's Public Participation Meeting

I appreciate you asking that Meghan, you can absolutely distribute that link to your neighbours! It should be available on our website by tomorrow as well! 😊

Best,  
Kirsten

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**From:** Meghan Sabean <rossiter\_meghan@hotmail.com>  
**Sent:** Wednesday, May 24, 2023 11:42 AM  
**To:** Kirsten Duncan <kduncan@kentville.ca>  
**Subject:** Re: Thursday's Public Participation Meeting

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## Summary of Policies and Recommendations re: Sidewalks

Document	Policy	Recommendations
<b>TOWN OF KENTVILLE</b>		
<b>Municipal Planning Strategy</b>	<b>Policy T-5:</b> IT SHALL BE THE INTENTION OF TOWN COUNCIL to provide for pedestrian and non-motorized vehicle trails when planning future roads and subdivision designs in the Town.	<ol style="list-style-type: none"> <li>Sidewalks be incorporated on <b>both sides</b> of new <b>Arterial and Collector</b> roadways</li> <li>Given the expansive growth expected in the South end of Kentville with the development of the Donald Hiltz Connector Road, the establishment of new sidewalks and crosswalks in pre-existing subdivisions be put against new <b>evaluative criteria</b> for determining feasibility and need. These should consider:               <ol style="list-style-type: none"> <li>Number of lots/Number of residents</li> <li>Vehicular traffic density and patterns</li> <li>Active Transportation Routes</li> <li>Walking Zones to School(s) and Recreation facilities</li> </ol> </li> </ol>
	<b>Policy T-6:</b> IT SHALL BE THE INTENTION OF COUNCIL to upgrade the existing crosswalks and sidewalks in Town as problems are identified and as financially feasible. The establishment of new sidewalks and crosswalks shall be considered as the need arises.	
<b>Active Transportation Plan</b>	<p><b>Local Streets shall:</b> (a) Permit safe and comfortable pedestrian and bicycle movements as well as automobile movements, and protect vulnerable users such as people with disabilities, children and seniors; (b) Enhance the overall pedestrian experience through well-designed street layout and landscaping; and (c) Utilize strategies for reducing auto-dependence as a legitimate means of traffic management.</p> <ol style="list-style-type: none"> <li><b>Sidewalks shall be incorporated into the construction of new arterial and collector roadways as per the following:</b> <ol style="list-style-type: none"> <li><b>Arterial Roadways</b> - Both Sides</li> <li><b>Collector Roadways</b> - Both Sides</li> </ol> </li> </ol>	
<b>OTHER MUNICIPALITIES</b>		
<b>Town of Wolfville Municipal Planning Strategy</b>	<p><b>3.2.2 Sidewalks and Crosswalks</b></p> <ul style="list-style-type: none"> <li>Provide continuous, unobstructed and barrier-free sidewalks on <u>both</u> sides of a street</li> <li>Barrier-free crossings and traffic calming are encouraged where appropriate</li> <li>Street crossing should incorporate curb ramps and extend sidewalk materials to indicate a pedestrian friendly zone and encourage traffic calming</li> <li><b>Enhancement zone (or Greenscape zone) that provides a division between pedestrians and traffic zones:</b> “Wherever possible, plant trees along both sides of all streets. Position street trees to avoid conflict with pedestrian and vehicular movement as well as underground utilities. Trees should be placed between the sidewalk and the road”</li> </ul>	<ol style="list-style-type: none"> <li>Enhancement (or Greenscape) zones be integrated into the design and construction of sidewalks along Arterial and Collector roads, providing a buffer zone between vehicular and pedestrian traffic, sunshade, natural stormwater management and filtration, and beautification.</li> </ol>
<b>East Hants Subdivision By-law</b>	<ul style="list-style-type: none"> <li>10.5: All proposed roads [...] shall be constructed with sidewalks along one side for the full length of the road in accordance with Municipal standards. <b>All roads that are proposed to be prolonged, and in total contain more than 30 lots, shall be constructed with sidewalks along one side for the full length of the proposed road in accordance with Municipal standards.</b></li> </ul>	<ol style="list-style-type: none"> <li>New Arterial and Collector roads that are developed as a continuation of existing Arterial and Collector roads with more than X lots require sidewalks along one (or both) side(s) of the full length of the proposed road</li> <li>Given the expansive growth expected in the South end of Kentville with the development of the Donald Hiltz Connector Road and the number of vacant lands that will be developed, all subdivision or new development proposals will include plans for continuation of sidewalks onto future anticipated abutting properties</li> </ol>
	<ul style="list-style-type: none"> <li>10.10: Where a street unbroken by an intersection exceeds 325 m in length, a walkway shall be provided, and in no instance shall a street unbroken by an intersection exceed 475 m in length in an area serviced with Municipal wastewater or 800 m in length in an area without Municipal wastewater.</li> </ul>	
	<ul style="list-style-type: none"> <li>10.11: Where a walkway is required, pursuant to Section 10.11, it shall be located in close proximity to the center of the block, and shall provide a pedestrian linkage to at least 2 neighbouring streets, and shall be built to Municipal standards.</li> </ul>	

	<ul style="list-style-type: none"> <li>10.17 Where a Subdivision or development proposal abuts a vacant parcel, undeveloped remainder parcel, or a parcel with a high likelihood for future infill development, redevelopment or intensification, the street layout of the proposed Subdivision must provide for adequate future road and walkway connections to the adjacent undeveloped or underdeveloped lands. Required road and walkway reserves shall be built to the property line in accordance with Municipal standards and deeded to the Municipality.</li> <li>10.24 Where sidewalks are required, pursuant to this Bylaw, the Subdivider shall provide 1 approved street tree per lot which abuts the sidewalk.</li> <li>10.25 Where an application for Subdivision includes or abuts lands that contain all of or a portion of a required pedestrian connection identified on the Required Future Pedestrian Connections Map, the network of the Subdivision shall be laid out to provide a continuous route for walkways and/or sidewalks from one end of the Required Pedestrian Connection to the other or to the boundary of the lands subject to the Subdivision application.</li> </ul>	<p>3. Developers must provide a minimum of 1 approved street tree per lot that abuts a sidewalk along Arterial and Collector roads (in absence of Enhancement or Greenscape Buffer zones)</p>
<p><b>Truro</b> Local Improvements By-law</p>	<p>Section 8 Secondary Services:</p> <ul style="list-style-type: none"> <li>A sidewalk, by petition or installed by the Town as a local improvement project i) shall be cost shared fifty percent (50%) Town and fifty percent (50%) by the abutter;</li> </ul>	<p>4. Building off the above recommendation, include additional cost-sharing provisions: <i>“New Arterial and Collector roads that are developed as a continuation of existing Arterial and Collector roads with more than X lots require sidewalks along one (or both) side(s) of the full length of the proposed road. The costs for installing sidewalks on the new roadways will be covered by the Developer (100%) per requirements for new roads in the Subdivision Bylaw and MPS, while costs associated on the existing roadways as part of the continuation of proposed Development will be cost shared fifty (50%) Town and fifty percent (50%) Developer.</i></p>
<p><b>Yarmouth</b> Subdivision By-law</p>	<p>Part 14 Concrete Curb, Gutters &amp; Sidewalk Specifications</p> <ul style="list-style-type: none"> <li>14.2 (a) A minimum of one concrete sidewalk measuring 1.5 meters wide shall be constructed on every street in the proposed subdivision. Two sidewalks shall be provided in commercial areas, on arterial streets and on major collector streets as determined by the Town’s Engineer</li> </ul>	<p>1. A minimum of one sidewalk shall be required in subdivisions</p>
<p><b>Halifax</b> Integrated Mobility Plan</p>	<p>Integrated Mobility Plan (IMP) is intended to:</p> <ul style="list-style-type: none"> <li>prioritizing the movement of people over vehicles;</li> <li>improving accessibility;</li> <li>creating links between people and communities;</li> <li>strengthening the relationship between transportation and land use decisions; and</li> <li>rethinking and redesigning our transportation system and communities.</li> </ul> <p>IMP contains provisions for <i>Complete Streets</i> to be designed with a <b>Pedestrians First</b> approach, which applies to the Regional Centre, and suburban and rural areas. <b>Pedestrians First</b> means:</p> <ul style="list-style-type: none"> <li>Narrower vehicle travel ways / shorter pedestrian crossing distances;</li> </ul>	<ol style="list-style-type: none"> <li>Proposed developments will prioritize the movement of pedestrians and non-motorized vehicles through the design and construction phase</li> <li>Include provisions for wider sidewalks and multi-use pathways to connect networks and communities within the Town</li> <li>Where changes in Municipal By-laws create discrepancies in pre-existing infrastructure and what is required by way of new policy, include</li> </ol>



	<ul style="list-style-type: none"> <li>• Smaller turn radii;</li> <li>• Slower design and posted speeds;</li> <li>• Increased buffer for increasing volume and speed;</li> <li>• Wider sidewalks for increased pedestrian volumes; and,</li> <li>• Safer crossing opportunities.</li> </ul> <p><b>Action 7:</b> Identify and implement new sidewalks, multi-use pathways and enhanced crossing treatments to connect networks and better manage interactions between pedestrians and motor vehicles</p> <p><b>Action 38:</b> Rehabilitate streets based on their intended functions and using the Complete Streets approach, with first priority given to improving safety and comfort for pedestrians through design treatments such as barrier free routes, visual and sensory cues, curb extensions, widened sidewalks, street trees, traffic calming and benches in mixed use commercial areas or adjacent parks</p>	<p>provisions for prioritizing safety and movement of Pedestrians and non-motorized vehicles, such as Traffic Calming Measures, and Sidewalk and bike lane construction on existing roadways, aligning with the Active Transportation Plan and Healthier Communities.</p>
<p><b>Halifax</b> Municipal Design Guidelines</p>	<p>Section 2.2.2 <i>Sidewalks, Walkways and Multi-Use Pathways</i></p> <ul style="list-style-type: none"> <li>• (b) Sidewalks, walkways and multi-use pathways shall be located and designed whenever possible so that the grade shall not exceed 4%. On streets where the maximum grade is greater than 4% the maximum sidewalk or walkway grade may match the street, up to 8%.</li> <li>• (c) If sidewalk, walkway and multi-use pathway grades are not considered accessible (i.e., if they are not 6% or less), separate pedestrian facilities or alternative accessible design may be required.</li> </ul>	<p>1. Where new development occurs in areas identified as containing Steep Slope, include policy for allowing only development of <i>Local</i> roadways, which would not require sidewalks per the current Subdivision by-law.</p>

**SUMMARY OF RECOMMENDATIONS FOR TOWN OF KENTVILLE SUBDIVISION BYLAW AMENDMENT:**

**Remaining consistent with the recommendations from the 2019 Kentville Active Transportation Plan and By-laws from other Municipalities, it is recommended that sidewalks be included on both sides of new Arterial Roads and one or both sides of Collector Roads. In addition, consideration should be given to provide additional amendments to Part 8: Sidewalk Specifications of the Subdivision Bylaw to set minimum requirements moving forward through new and future developments:**

- Any new arterial and collector roads that meet the requirements for requiring sidewalks on one or both sides, and are accessed by existing arterial and/or collector roads exclusively, will be required to include new sidewalks through the existing roads to avoid “sidewalks to nowhere” and ensure the safe movement of pedestrians is achieved, as per the MPS, and the promotion of active means of movement is prioritized following the recommendations in the 2019 Active Transportation Plan
  - Where proposed new development of arterial and/or collector roads are exclusively accessed by, and prolonged off of, existing arterial and/or collector roads, and as such requires installation of sidewalks on one or both sides of the street, the cost of sidewalk installation and associated minimum buffers on pre-existing roadways shall be shared with the Developer (50%) and the Town (50%) through the Subdivision and Development Approval Process.
- In all newly constructed Arterial and Collector roads, all sidewalks will be built with an integrated buffer division (or Greenscape, or a set minimum size, example: 1m), separating sidewalks from roadways. On existing Arterial and/or Collector roads receiving new sidewalks and where the width of the road allows, the same provision of an integrated buffer division separating sidewalks from roadways be constructed, where the conditions for cost-sharing are met (per the aforementioned bullet).
  - Consider integrating the Bylaw with Urban Forest policies within the MPS and Land Use Bylaws to provide for street trees (of native species) with regular spacing (of a defined distance, example: every 2 to 5m) to provide a continuous street tree canopy – adding visual appeal, shade, privacy,

and safety provisions to promote safe movement of pedestrian and vehicular traffic. This also encourages on-site storm water management practices in filtration, capture and reuse through landscaping elements.

- Include provisions within the amended policy that details minimum requirements to meet accessibility targets for the Town. As examples, minimum tactile walking targets for those with visual and/or mobility impairments, bump outs for indication of crosswalks to vehicular traffic.