

# PORTERS LAKE

PORTERS LAKE BUSINESS  
ASSOCIATION INFRASTRUCTURE  
IMPROVEMENT PLAN

WSP Project Ref 211-09374-00

PREPARED BY

**wsp**

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# TABLE OF CONTENTS

<b>Contents</b>	
<b>1. Introduction</b>	<b>1</b>
<b>2. Study Area</b>	<b>2</b>
<b>3. Community Features and Assets</b>	<b>3</b>
<b>4. Ownership of Land</b>	<b>4</b>
<b>5. Community Engagement Forming the Creation of this Report</b>	<b>5</b>
<b>6. Approach and Background</b>	<b>6</b>
<b>7. SWOT Analysis</b>	<b>12</b>
<b>8. Design Intent</b>	<b>17</b>
<b>9. Regulatory Improvements</b>	<b>18</b>
<b>10. Trunk 7</b>	<b>20</b>
<b>11. Existing Conditions</b>	<b>25</b>
<b>12. Defining Porters Lake Village's Identity</b>	<b>34</b>
<b>13. Signs and Wayfinding</b>	<b>35</b>
<b>14. Trunk 7 Improvements</b>	<b>40</b>
<b>15. Segment A</b>	<b>41</b>
<b>16. Segment B</b>	<b>45</b>
<b>17. Long-Term Site-Specific Opportunities</b>	<b>50</b>
<b>18. Porters Lake Shopping Centre Beautification</b>	<b>51</b>
<b>19. Streetscape Furnishing Theme</b>	<b>53</b>
<b>20. Events and Activities</b>	<b>57</b>
<b>21. Implementation</b>	<b>58</b>
<b>22. Grant and Funding Opportunities</b>	<b>62</b>
<b>Appendix A: Draft Facade Improvement Grant Application</b>	<b>63</b>
<b>Appendix B: Engagement Summary</b>	<b>66</b>

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# 1. INTRODUCTION

## 1.1. Introduction

In 2020, the Porters Lake Business Association (PLBA) Business Improvement District (BID) requested WSP's assistance to develop an Infrastructure Improvement Plan. This work was enabled by a CBDC grant for this project.

The intent of the project is to take a comprehensive look at the Porters Lake BID's development future so that the community grows to enhance its character including the design of streetscapes and buildings, as well as parks and active transportation connections along Trunk 7.

As a community plan, this project acts as a map to guide projects and initiatives which work together to create a unified vision for the Porters Lake area. It covers a variety of topics including land use, urban design, transportation, and public spaces. The projects proposed are conceptual at this level and include design intent and objectives, with variation and refinement expected prior to moving individual projects into functional design.

The boundaries of this study reflect the PLBA district boundaries, encompassing properties along Trunk 7 from Alps Road to Stella Drive.

Project objectives identified through this project include:

- Proposing conceptual active transportation infrastructure improvements for Trunk 7 and connecting streets, with a focus on pedestrians;
- Enhancing the visual quality and aesthetics of the street along with the buildings and businesses to make it an appealing place to visit, spend time, or gather;
- Building interest and engagement in the study through a engagement program;
- Finding the right 'fit' for Porters Lake by prioritizing engagement and interpreting community vision into design guidelines to support a transformative placemaking grant program;
- Proposing locations for wayfinding signage;
- Proposing guidelines to improve the quality of future developments in the area, recognizing the Porters Lake area's rural growth node;
- Improving the quality of the area as a place to stay and shop;
- Building upon the existing planning and policy framework including Municipal documents.





# 2. STUDY AREA



### 3. COMMUNITY FEATURES & ASSETS

#### Institutions

Institutions are valuable resources that support the community’s health, education and well-being. Institutions in Porters Lake include two schools, a dentistry office, and a nearby fire station in the Head of Chezzetcook.

#### Shops and Services

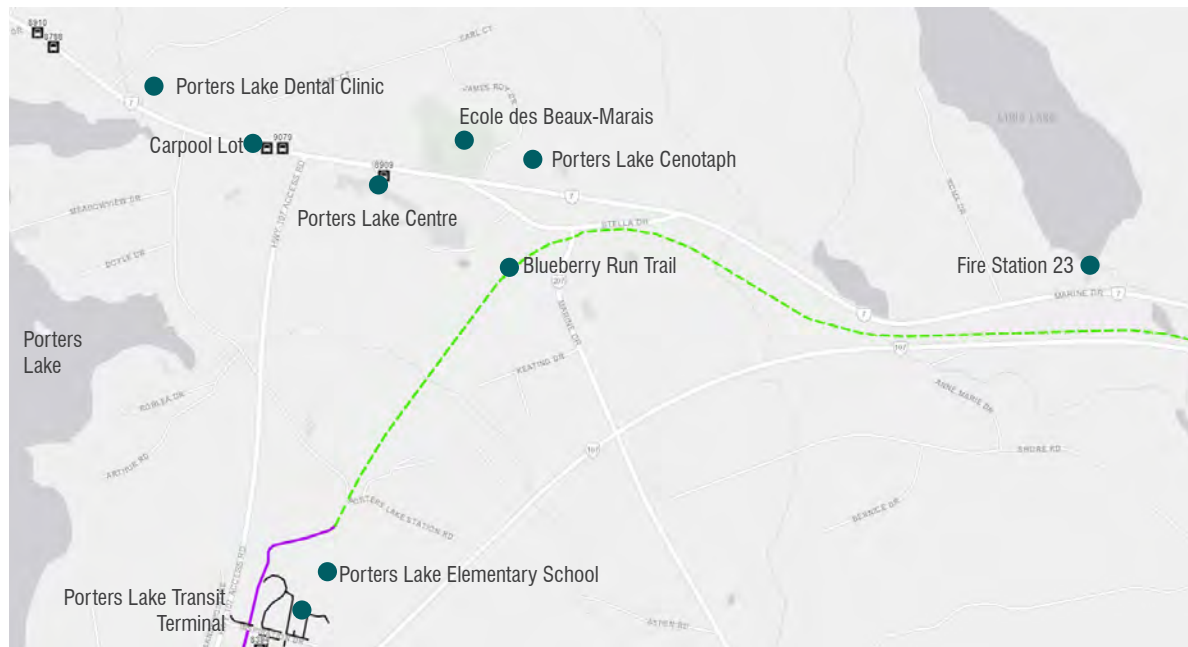
Porters Lake Centre is a major employer in the community. Shops and services contribute to making a place livable, and allow residents to access basic goods within the community.

#### Active Transportation Connections

Trails can create healthy recreation and transportation opportunities with accessible places for people to cycle, walk or run. An example in Porters Lake would include the Blueberry Run Trail, a 9.3km point-to-point trail. The Blueberry Run Trail is owned by the Crown and managed by an Off-Highway Vehicle (OHV) group, under a Letter of Authority (LOA). Only a portion of the trail towards the transit terminal is currently paved.

#### Transportation Connections

Transportation connections allow residents and visitors to choose other transportation modes, while commuting or getting to other destinations outside of the community. In Porters Lake, there is a carpool lot and a Park-and-Ride (Porters Lake Transit Terminal) along William Porter Connector. There is also a door-to-door transportation service known as MusGo Rider Cooperative Ltd. The Blueberry Run Trail also provides a local connection between the Porters Lake Shopping Centre, Porters Lake Elementary School, the community centre and the bus terminal.





## 4. OWNERSHIP OF LAND

Land ownership is an important consideration in this study as it informs the stakeholders who will require consultation and in some cases, collaboration, in order to implement the recommendations. Within the study area, there is no ownership northward of William Porter Connection. However, the village core in Porters Lake has both private and public ownership, as shown below.



## 5. COMMUNITY ENGAGEMENT FORMING THE CREATION OF THIS REPORT

During the period between September 12, 2021 and October 17, 2021, an online survey was available for residents and visitors of Porters Lake. The purpose of this community survey was to gather feedback on residents' and visitors' preferences for the future design and opportunities for improvements in Porters Lake. 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 B.

1. **Most-needed Community Improvements.** Respondents' most-desired improvements to Porters Lake overall are:
  - a. Better traffic flow around Tim Hortons
  - b. Create parks/open spaces for residents of all ages and abilities
  - c. Improve pedestrian experience and safety through sidewalks, crosswalks, street furniture, etc.
2. **Active Transportation Interest.** Interest in active transportation is higher for walking than for biking, however, as an AT facility, respondents prefer off-road multi-use trails that permit both walking and biking. In fact, respondents indicated that paved trails or multi-use paths would encourage them to choose active transportation.
3. **Placemaking.** In terms of making the Village being more relaxing and enjoyable, respondents feel that more parks such as pocket parks and dog parks are needed. Additionally, a connected trail system and amenities such as street furniture, landscaping, and wayfinding would greatly benefit the community.
4. **Public Transportation.** To improve the comfort for transit users, respondents felt that bus shelters and benches should be installed. Some respondents felt that bicycle parking is needed at bus stops.
5. **Street Design.** Overall, respondents feel that infrastructure that promotes safety is needed, with an emphasis on sidewalks and crosswalks.
6. **Commercial Area Design.** Interest in creating a commercial area that is inviting and pedestrian friendly.
7. **Parking.** Respondents prefer parking lots with pavement, landscaping, and clearly marked pedestrian paths. Some respondents felt that more bicycle parking is needed in parking lot design.



## 6. APPROACH & BACKGROUND

### 6.1 Background Review

Porters Lake has a long history as a small, close-knit community prior to the amalgamation of the Halifax Regional Municipality (HRM) in 1996. Following its amalgamation into HRM, Porters Lake continued to grow into a suburban residential community that offered excellent outdoor recreational opportunities within relatively close distance to large employment centres like Downtown Halifax/Dartmouth, Eastern Passage, and Burnside Business Park. As HRM began developing its first Regional Plan, Porters Lake was recognized as a growth centre. Plans and directions that followed, which impacted the development of Porters Lake, include:

2013 – The Porters Lake Watershed Servicing Study is prepared and outlines three development scenarios, with a recommendation that future development should aim to mitigate pollution and improve water quality.

2014 – Halifax Regional Municipal Planning Strategy (RMPS) identifies Porters Lake as a Rural District Growth Centre slated for commercial and residential development.

2014 – HRM introduces the Active Transportation Priorities Plan, which guides five-year development of a municipal-wide walking and cycling network.

2014 – HRM and the Shore Active Transportation Association (SATA) collaborate to create the Porters Lake Active Transportation Plan, which recommends additional active transportation facilities and a revitalization of the village core.



Family film still of the Weir family enjoying a day on Porters Lake in 1950. Harold Weir, Nova Scotia Archives 1986-17, film no. Fc 506

2017 – HRM introduces the Integrated Mobility Plan which highlights the village core area as a priority for multi-use pathway connections.

Each of these planning initiatives is important in understanding the potential, planned, and needed growth and development in Porters Lake, which will depend on a village core that offers all the services and amenities that residents need.

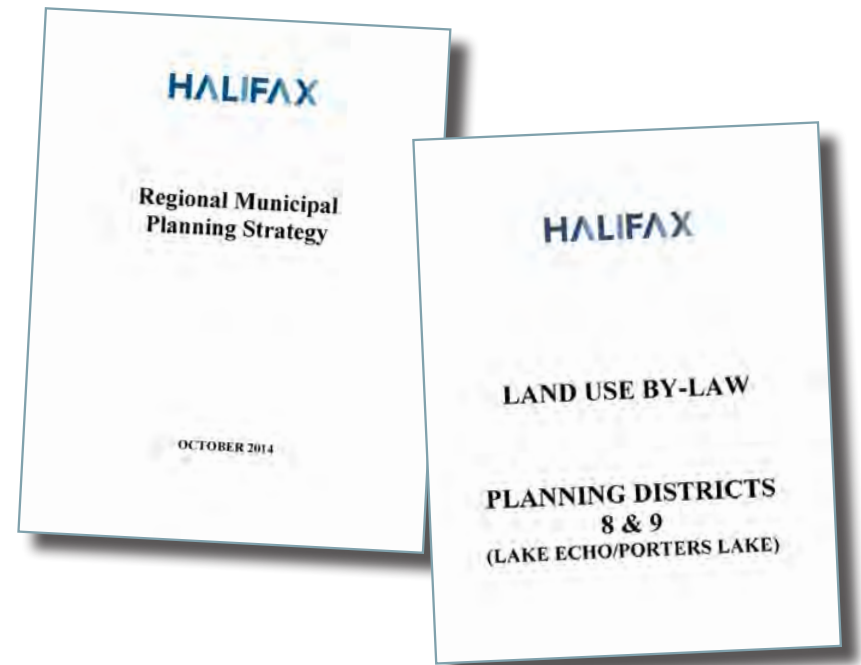
The approach for this project includes reviewing the existing plans and policies and making recommendations for building on and, in some cases, making changes to these documents in order to foster a connected, complete, and active community.

## 6.2 HRM Regional Municipal Planning Strategy (RMPS)

The Regional Municipal Planning Strategy (RMPS) for HRM, also known as the 'Regional Plan' is the overarching planning document which sets high-level direction for planning, land use, and development in the Municipality. The RMPS is currently undergoing an internal review which will guide growth until 2031.

In the current RMPS, Porters Lake is recognized as a Rural District Growth Centre. Rural District Growth Centres are envisioned as having low-to-medium density residential, commercial, institutional, and recreational uses. The intent is to create a 'town scale' through the redevelopment of retail plazas into traditional town blocks with pedestrian-supportive facades and infrastructure. There is specific policy for the consideration of central wastewater collection and water distribution in the Porters Lake Growth Centre. Transportation is a key consideration in the Rural District Growth Centres, with a vision for park and rides with trail linkages, express transit service, enhanced pedestrian linkages, parking for commercial and transportation purposes located in side and rear yards, and short block connectivity for pedestrians. Finally it envisions streetscaping featuring landscaped pocket parks and tree-lined streets, landscaped parking facilities, and interconnected private and public open spaces linking to key community destinations.

The RMPS review which is currently underway has been organized into a series of themes which delve deeper into specific region-wide topics, such as housing, population, rural issues, suburban issues, industrial employment lands, integrated mobility, accessibility, cultural heritage, community facilities and parks, climate change, and impacts of the COVID-19 pandemic. It will be important to monitor the evolution of the RMPS review to understand whether impacts or changes will affect the recommended Rural District Growth Centre in Porters Lake.



Centre Type & Names	Land Uses and Design	Services	Transit, AT and Parking	Culture/Open Space
Rural District Growth Centre <ul style="list-style-type: none"> <li>• Porters Lake</li> <li>• Upper Tantallon</li> <li>• River-Lakes/Fall River</li> <li>• Musquodoboit Harbour</li> </ul>	<ul style="list-style-type: none"> <li>• Low to medium density residential, commercial, institutional and recreation uses</li> <li>• Town scale</li> <li>• Redevelopment of retail plazas in traditional blocks with street-walls encouraged</li> <li>• Pedestrian supportive facades</li> </ul>	<ul style="list-style-type: none"> <li>• Individual on-site services</li> <li>• Consideration of central wastewater collection and water distribution for Porters Lake</li> </ul>	<ul style="list-style-type: none"> <li>• Park and ride with trail linkages, express bus service to Regional Centre</li> <li>• Enhanced pedestrian linkages</li> <li>• Shared surface parking for park and ride and commercial uses, with as much parking as possible to the rear or sides, linked by walkways to facades</li> <li>• Access to active transportation routes</li> <li>• Short block connectivity for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>• Private and public realm streetscaping featuring landscaped pocket parks and tree-lined streets</li> <li>• Focus on waterfront access, parks and trails and AT corridors</li> <li>• Riparian canopy cover to be maintained and improved</li> <li>• Landscaped and treed parking facilities</li> <li>• Interconnected private and public open space linked by greenbelting to include riparian, wildlife, cultural, recreational corridors</li> <li>• Preserve cultural landscapes and built heritage</li> <li>• Provisions for food security</li> </ul>

Table 1: Outline of Rural District Growth Centre intent from the Regional Municipal Planning Strategy



### 6.3 The Porters Lake Watershed Servicing Study

Existing development in Porters Lake is serviced by onsite wastewater treatment systems, wells for water supply and roadside ditches for stormwater drainage. Receiving waters for storm runoff in the study area include streams and Porters Lake.

The study identifies a range of servicing schemes for wastewater and stormwater management under three potential development scenarios. Development densities and the services required to allow these densities to be realized. As indicated in the executive summary, engagement forming part of this Study was in general agreement that:

- “There should be a Core Area with denser development serviced by central systems located in the area around the existing commercial development on Trunk 7 extending over to the undeveloped lands south of Highway 107 at Exit 20 and that additional expansion of the Core Area would be appropriate behind the Fire Hall
- The area around the O’Connell Drive School would also be appropriate for more dense smaller lot development suitable for young families and seniors that wish to live in Porters Lake but can’t afford to purchase or do not wish to maintain large properties; and
- Large lots with on site systems or cluster developments are suitable for the rest of the area beyond the Core. “

The report notes that due to current pollutant levels, future development of the Study Area should minimize the risk of generating pollution, and aim to improve water quality.

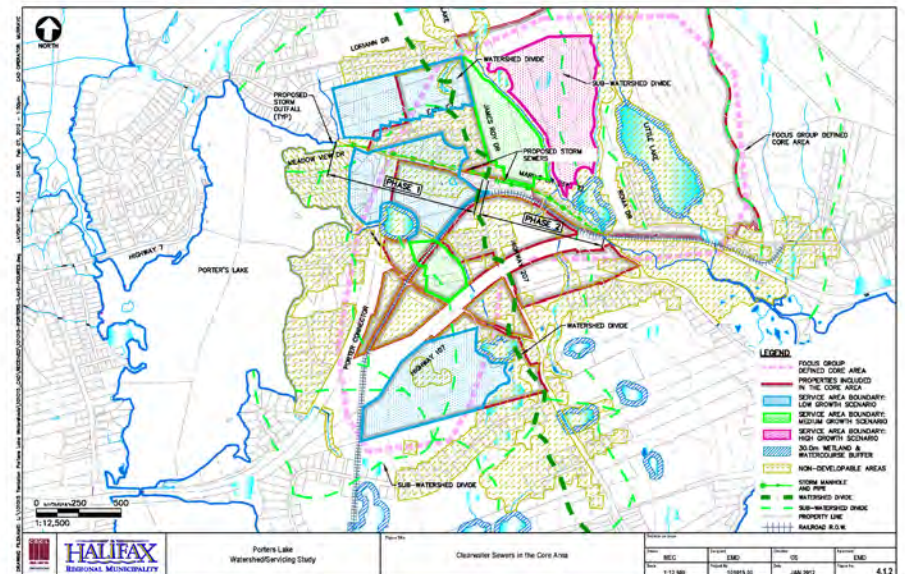
The study identifies that the recommended approach for

- The provision of wastewater services in the Core Area of Porters Lake is a treatment plant.

- Clearwater sewers are required where sanitary sewers are provided.
- A well field and treatment is the recommend water supply for a central water system in Porters Lake provided wells that produce the required quantity and quality of source water can be located.

The report notes that the expected development density in the core area is a minimum of 40 persons per hectare to support central services. The report also predicted that:

- Between 900 and 2600 additional people will move into the Core Area and 400 to 1100 additional dwelling units will be constructed in the Core Area of Porters Lake to develop a community centre; and
- It is expected that between 900 and 2600 additional people and 400 to 1100 additional dwelling units will be constructed in the Study Area outside of the Core Area.



CBCL Limited (2013) Porters Lake Watershed Servicing Study

## 6.4 Porters Lake Active Transportation Plan

The Porters Lake Active Transportation Plan was developed with coordination between the Shore Active Transportation Association (SATA) and Halifax Regional Municipality (HRM) in 2014. The Study Area for this plan included not only Porters Lake but surrounding communities such as Head of Chezzetcook, West Porters Lake, and Gaetz Brook. This Plan showed that a majority of residents in the area felt that improving active transportation in the community was a priority in order to facilitate healthy lifestyles, a connected community, and reinvestment into the community. The Plan recommended five “Big Moves”:

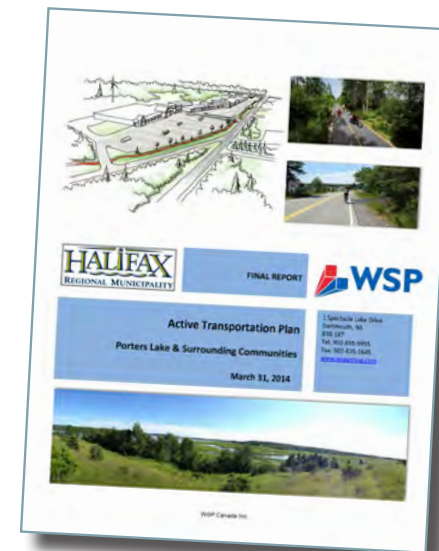
1. Develop a “Greenway Link” in the Core
2. Revitalize the Porters Lake Core Area
3. Paved Shoulders on Key Roads
4. Develop Destination Greenways
5. Education and Awareness

Many of these initiatives have been completed or are underway, including notable improvements to the Blueberry Run Trail, which is an off-road multi-use trail. The big moves include improvements such as the introduction of a Greenway Link through the core of the community, between Porters Lake Elementary School and the recently developed commercial site at Stella Drive, through improvements to the Blueberry Run Trail, making it a paved multi-use pathway. It envisioned a link to connect this central greenway to Keating Drive and to Trunk 7, in order to connect neighbourhoods with important destinations in the community.

Suggested improvements for the Porters Lake “Core Area” include introducing paved shoulders and a greenway and/or sidewalk along Trunk 7, reviewing crosswalk needs, and improving the Stella Drive and William Porter Connector intersections.

The current project aims to further develop “Big Moves” 1 and 2 with more detailed recommendations for implementation, and also to provide direction for implementing some measures from the Plan within the current planning and land use context.

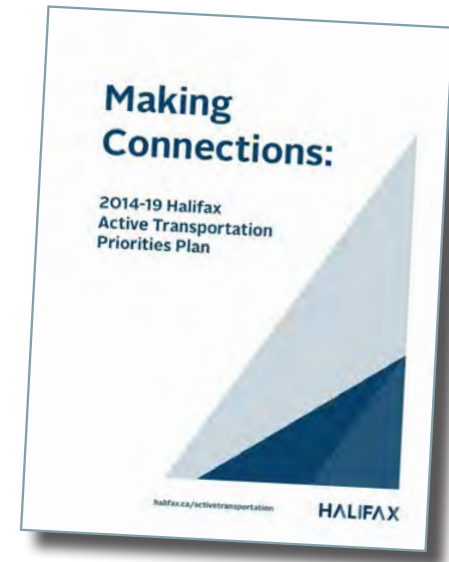
The Plan recommends continued collaboration with both the Municipal and Provincial governments as important factors in achieving the initiatives set out in the “Big Moves”.



## 6.5 HRM Active Transportation Priorities Plan

The Active Transportation Priorities Plan (ATPP) was approved by Regional Council in 2014 and was intended to direct the development of active transportation facilities between 2014-2019. The Plan aimed to prioritize specific goals such as doubling the pedestrian and cyclist mode shares by 2026, building connected pedestrian, bicycle, and Greenway networks, and improving safety and education for active transportation.

Though most projects focus more closely near the Regional Centre and within the Urban Service Boundaries of HRM, the ATPP identifies the Blueberry Run Trail through Porters Lake both as a component of the HRM trails network, as part of the Trans-Canada Trail, and as an important connection point for the overall Greenway and Bicycle Network that is intended to eventually create contiguous cycling and walking connections between all of HRM's many communities.



## 6.6 HRM Integrated Mobility Plan (IMP)

The Integrated Mobility Plan (IMP) was approved by Regional Council in 2017. The objective of this Plan is to introduce a new vision for moving people and goods to guide future investment in connected, healthy, affordable, and sustainable travel options. The IMP has four principles:

1. Complete communities
2. Moving people
3. Managing congestion
4. Integrating solutions

In the IMP, Porters Lake is recognized as being outside the Urban Transit Service Boundary and is served by a Regional Express Route. It is also highlighted as a "Priority Planning Project" for Multi-Use Pathway connections, which are slated to be delivered by 2022.





## 7. STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS ANALYSIS



Green Space adjacent to Atlantic Superstore



Blueberry Run Trail

The Atlantic Superstore is in the heart of the Porters Lake village and the adjacent green space provides a unique opportunity to provide the residents of Porters Lake a small outdoor green space known as a 'pocket park' in a commercial town centre.

- Strength: Proximity to Blueberry Run Trail provides an opportunity to create a green space that is accessible using active transportation.
- Weakness: Lack of playgrounds and open space within the community.
- Opportunity: Creates a resting spot and/or a small central gathering place to add to the appeal of spending time in the village core.

The Blueberry Run Trail is a point-to-point 9.3 kilometer trail that runs through Porters Lake. The trail provides opportunities for residents and visitors of Porters Lake to connect with the outdoors through active transportation.

- Strength: Certain sections of the Blueberry Trail have been paved.
- Strength: Links several key amenities such as, the Porters Lake Shopping Centre, Porters Lake Elementary School, École des Beaux-Marais, the community centre and the express bus terminal.
- Opportunity: Pave trail to create stronger accessibility for the trail between neighbourhoods and village core. If paving is not desired from the broader trail user community, it is at minimum recommended that the trail be paved 20m on the approaches to road crossing to prevent gravels dispersing on the roadway.



Public boat launch to Porters Lake

The public boat launch is located less than 1km away from Porters Lake village.

- Strength: Provides access for residents and visitors to recreational uses of Porters Lake, adding to the attractiveness of the area.
- Weakness: No signage directing residents and or visitors to the boat launch.
- Opportunity: Create a space where residents and visitors can store kayaks, canoes and other water devices.
- Threat: Located within a residential area which limits number of users and may disrupt residential uses if not managed properly.



Entrance to Blueberry Run Trail from commercial area

The Blueberry Run Trail runs behind the commercial properties along Trunk 7, with access near the Atlantic Superstore.

- Strength: Proximal location to promote active transportation within the village and between neighbourhoods.
- Opportunity: Utilize the existing trail to provide better pedestrian and cyclist access to commercial area.
- Weakness: Lack of formal connectivity between trail and commercial properties/nearby neighbourhoods.
- Threat: Improving connectivity may be challenging due to cost prohibitiveness or land ownership.





Looking south-west along Trunk 7

The current built form along Trunk 7 is significantly setback from the road.

- Weakness: Lack of human scale and creation of car-oriented commercial area.
- Opportunity: Space for new development, better active transportation connections, and/or street furniture to be added.
- Threat: Survey respondents also indicated there is poor drainage near the shopping center that decreases safety in the colder months (area can become icy).



Entrance to Tim Hortons from Trunk 7

Tim Hortons is one of the few restaurants within Porters Lake. The majority of survey respondents raised concerns with the current drive-through infrastructure.

- Strength: Sufficient property size that may allow for expansion of parking and/or drive-through space.
- Weakness: Lack of walking facilities, including crosswalks and paths through parking lot, which compromises safety.
- Weakness: Lack of outdoor seating area.
- Opportunity: Collaborate with Tim Hortons to determine a solution.
- Threat: Overflow of drive-through blocks traffic daily.
- Threat: Can be challenging to work with private businesses to arrive at infrastructure solutions.





Right-of-way along Trunk 7

Trunk 7 within the village currently is approximately 10m wide (3-lanes) with an approximately 4.0m buffer (grassy median). Within the village, the speed limit is 50km/hr.

- Opportunity: Better connectivity between the north and south sides of the street can promote the use of active transportation and encourage people to stay in the area longer to shop.
- Weakness: Limited walking facilities to get across Trunk 7.
- Threat: Many residents noted that speeding is a concern, especially around the school.
- Threat: Trunk 7 is Provincially-owned and operated, therefore improvements will need to meet provincial standards and guidance.



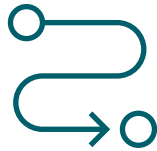
Ditch between Trunk 7 and Tim Hortons parking lot

There is limited walking infrastructure throughout the village. Many respondents indicated the lack of sidewalks and crosswalks around the Tim Hortons close to the school.

- Weakness: Ditch between Trunk 7 and the front property line of the Tim Hortons.
- Opportunity: Space on south side of the street is available for walking infrastructure within the road right-of-way.
- Threat: Limited space available for active transportation infrastructure on the north side of the road.

# PORTERS LAKE VILLAGE: DESIGNING FOR GROWTH

## 8. DESIGN INTENT



### Comfort for Walking and Cycling

Trunk 7 does not have sidewalks or paved shoulders. As conduits for pedestrian flow and access, they enhance connectivity and promote walking and safety. Providing facilities that are more comfortable can increase the transportation options for visitors and residents of Porters Lake.



### People Places

Porters Lake is a car-oriented area that lacks human scale. Facilitating simple changes, people-oriented streetscapes can be the catalyst for social interaction, economic activity and enhance the vibrancy of Porters Lake.



### Aesthetics

The image of a community is fundamentally important to its economic well-being; attraction to visitors and will encourage people to come back. Creating a cohesive streetscape design will allow residents to take pride in their community.



### Sense of Arrival

Porters Lake is located less than 25km from metropolitan Halifax/Dartmouth. Upon arrival, visitors should feel an immediate connection, sense of place and welcomed into the community.



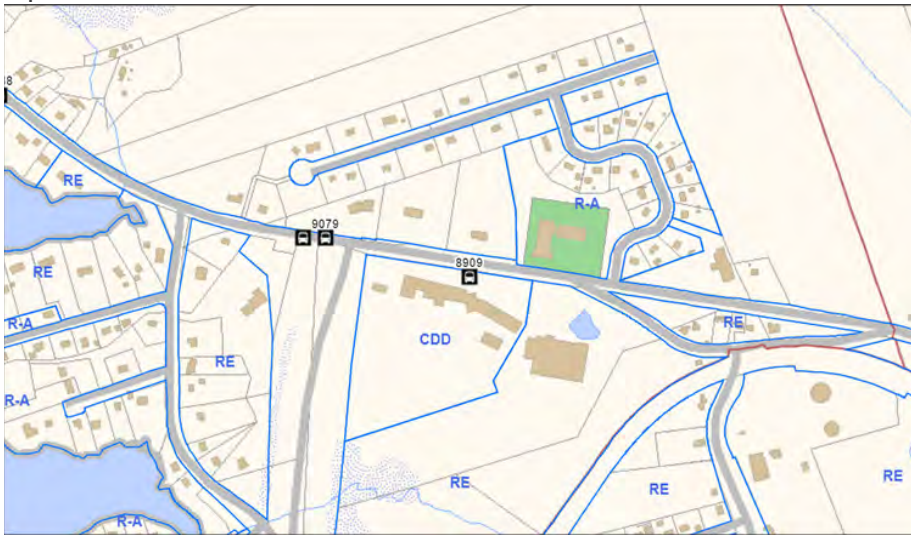
### Accessibility

Trunk 7 is in need of functional improvements that address active transportation facilities, road safety, lighting, transit stops, public realm and green space.



## 9. REGULATORY IMPROVEMENTS

The community of Porters Lake is situated within the HRM's Planning Districts 8 and 9 (Lake Echo/Porter's Lake) Plan Area and is subject to the associated Municipal Planning Strategy (MPS) and Land Use By-law (LUB). The Land Use By-law was approved in 1989 and needs updating. The following includes recommendations for changes to the Land Use By-law, as they relate to the zoning requirements for the areas subject to this report.



Porters Lake Business District Existing Zoning

Most of the properties within the business district are zoned as Rural Enterprise (RE). The exception to this is the property containing the main commercial plaza building (the Atlantic Superstore building is on a separate lot), which is zoned as Comprehensive Development District (CDD). The RE zone is very permissibile zone, which allows all uses and prohibits a few specific ones such as fish processing plants and salvage

yards. The zone contains requirements on lot sizes and setbacks, as well as some specific requirements for uses such as multi-unit dwellings, industrial uses, and service stations. Meanwhile, the CDD zone primarily exists to require development agreements on certain properties, where the specific land use regulations would be established during the development agreement process.

### Recommendations Regarding Uses/Zones

- Introduce a new zone within the LUB, with a focus on the types of uses and regulations that are consistent with traditional village main streets, and rezone most or all properties within the business district to this new zone.
- Within the new zone, create a list of permitted uses, rather than permitting all uses and prohibiting certain ones.
- Focus the list of permitted uses on those that are complementary to, and supportive of, a traditional village main street. Allow those which are not complementary to continue to operate, but do not allow new ones to be introduced.
- Examples of complementary uses:
  - Restaurants
  - Retail stores
  - Service and personal service establishments
  - Banks and financial institutions
  - Medical and dental clinics
  - Pubs and taverns
  - Offices
  - Residential and community uses
- Examples of uses which are not complementary or detract from a traditional village main street:
  - Drive-throughs
  - Car dealerships
  - Industrial uses

## Vehicles and Parking

Managing how and where vehicles move throughout a main street plays a major role in determining the type of environment that is created. The current context is suburban in nature, with vehicles and parking lots dominating the landscape. Changes to the LUB can help change this landscape over time by introducing new controls on vehicles and parking.

Recommendations are as follows:

- Ensure driveway widths are limited to a maximum width and that the total number of driveways is limited.
- Encourage or require lots with small frontages to share driveway entrances with adjacent lots, thereby creating fewer overall entrances onto the street.
- Introduce landscaping provisions for parking lots, including landscaping strips and required plantings between the street and the parking lot, as well as landscaping islands and curbs within parking lots.
- Focus future parking areas to the side and rear of buildings, with limited allowances for parking directly in front of buildings. This approach then allows buildings to be located closer to the street.
- Prohibit parking spaces to be located directly adjacent to, or in front of, doors and entrances to ensure clear passage for pedestrians entering and exiting the building.
- Drive Throughs
  - Consider prohibiting new drive-throughs along the main street in favour of restaurants and other retail which is more pedestrian-focused. Limit drive-throughs to areas closer to the highway.
  - If allowing new drive-throughs, introduce stacking lane space minimums that prevent overflow onto the street.
  - If allowing new drive-throughs, require stacking lanes and site design requirements to allow safe and direct pedestrian access between the sidewalk and the main building entrance, without requiring them to cross the drive-through

lanes.

- Bicycle Parking
  - Introduce minimum bicycle parking space minimums
  - Require that the bicycle parking spaces be safe, accessible and weather-protected
  - For properties adjacent to the trail network, require direct bicycle and pedestrian access between the main entrance(s) and the trail

## Parking Buildings and Setbacks

The location of buildings on properties can help define spaces, including those along a traditional main street. The existing zone (RE) contains some minimum setback requirements from property lines, etc. but does not provide many specifics, and is more geared toward a rural setting than a village main street. Recommendations are as follows:

- In addition to the minimum building setbacks, introduce building setback maximums specifically along the main street to start to bring new buildings closer to the street and more pedestrian-friendly.

## Signage

Current signage requirements within the by-law are focused on safety and in residential areas only. Additional by-law regulations are recommended that focus more on high quality design that improve the look and feel and contribute to a better sense of place.

- Prohibit new interior-lit signs and promote the use of exterior lighting
- Allow digital signage only in limited cases (such as for institutional or community uses)
- Promote high-quality materials such as wood and metal, over the use of plastic

## 10. TRUNK 7

The siting and orientation of new development along Trunk 7 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 Trunk 7 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.

The provision of central sewer and water services would be critical for a more urban form to be consistently applied in Porters Lake, as envisioned in this section.

### 10.1. Core Village Area - Building Height and Massing

1. Building heights along Trunk 7 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 should

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

### 10.2. Trunk 7 - 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 Trunk 7 streetscape.
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 Trunk 7.
3. On larger and/or deeper lots, where a development is proposed with multiple buildings are encouraged on Trunk 7 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 (left of the photo) creating a more amenable environment for pedestrians (Source: Brett VA, Flickr).



Conceptual relationship and streetscape treatment between existing and infill development.

### 10.3. Trunk 7 - 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 Trunk 7 are recommended to 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 Nova Scotia Department of Public Works 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.



Example from New Minas, NS showing multiple single property accesses.

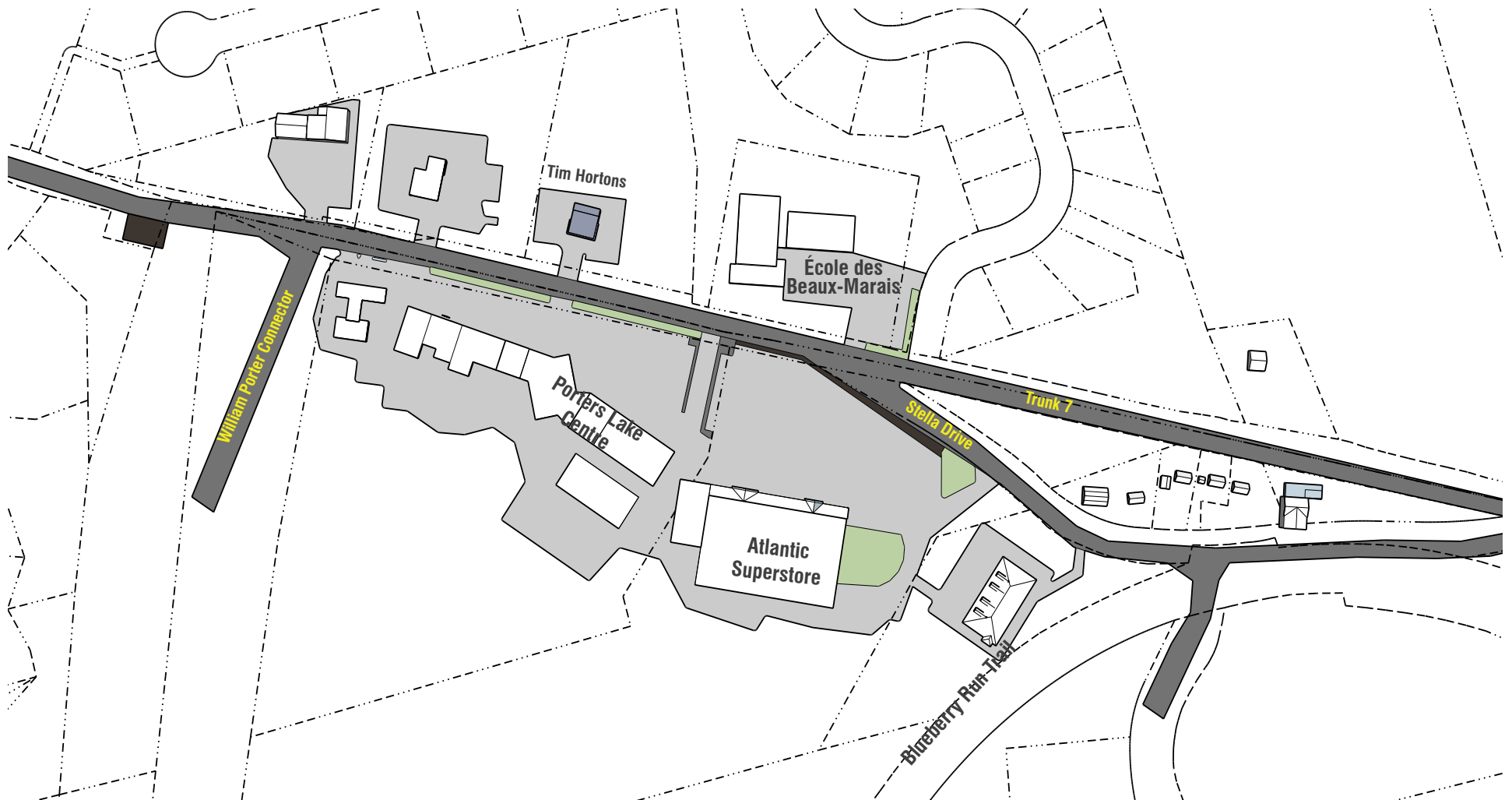
2. Where a development occurs abutting an undersized lot (less than 30 m of frontage), drive aisles should be configured in a manner to easily enable the undersized lot to share access/egress with the property being developed.
3. Except at the access/egress, the parking area should be separated from 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 more than one driveway should be considered per lot, unless necessary for vehicular circulation. For commercially used land having less than 30 m (100 ft) of street frontage, no more than two driveways should be provided. For commercially used land having less than 180 m (600 ft) but more than 30 m (100 ft) of street frontage, no more than three driveways should be provided. For commercially used land having more than 180 m (600 ft) of street frontage, an additional driveway may be permitted for each additional 150 m (500 ft) of street frontage.
5. No individual two-way drive aisle access point driveway serving commercially or institutionally used property should be wider than 10m (33 ft) or narrower than 7m (23 ft) at the point where the driveway meets the road right-of-way.
6. Access points from the street to the parking area. Driveways should be separated by a minimum of 5 m (approx. 16 ft), measured from the outer edges of the access points to the driveways.
7. Driveways connecting a street to a parking lot should not be less than 15m in length from the limit of the road right-of-way.



Conceptual sketch of recommended access management improvements. Note that a vehicle turning analysis should be complete as part of functional design recommendations.

# PORTERS LAKE VILLAGE: STREETScape EXISTING CONDITIONS & CONCEPT DESIGN

## 11. EXISTING CONDITIONS



### Trunk 7 Through the Village: Existing Conditions

The study area of Porters Lake features a mix of commercial and institutional uses on both sides of the street. All buildings are set back from the street, which tends to foster car-oriented uses and diminishes human-scale which would encourage the 'small town' feeling. There are no walking facilities such as sidewalks or crosswalks on the existing right-of-way.

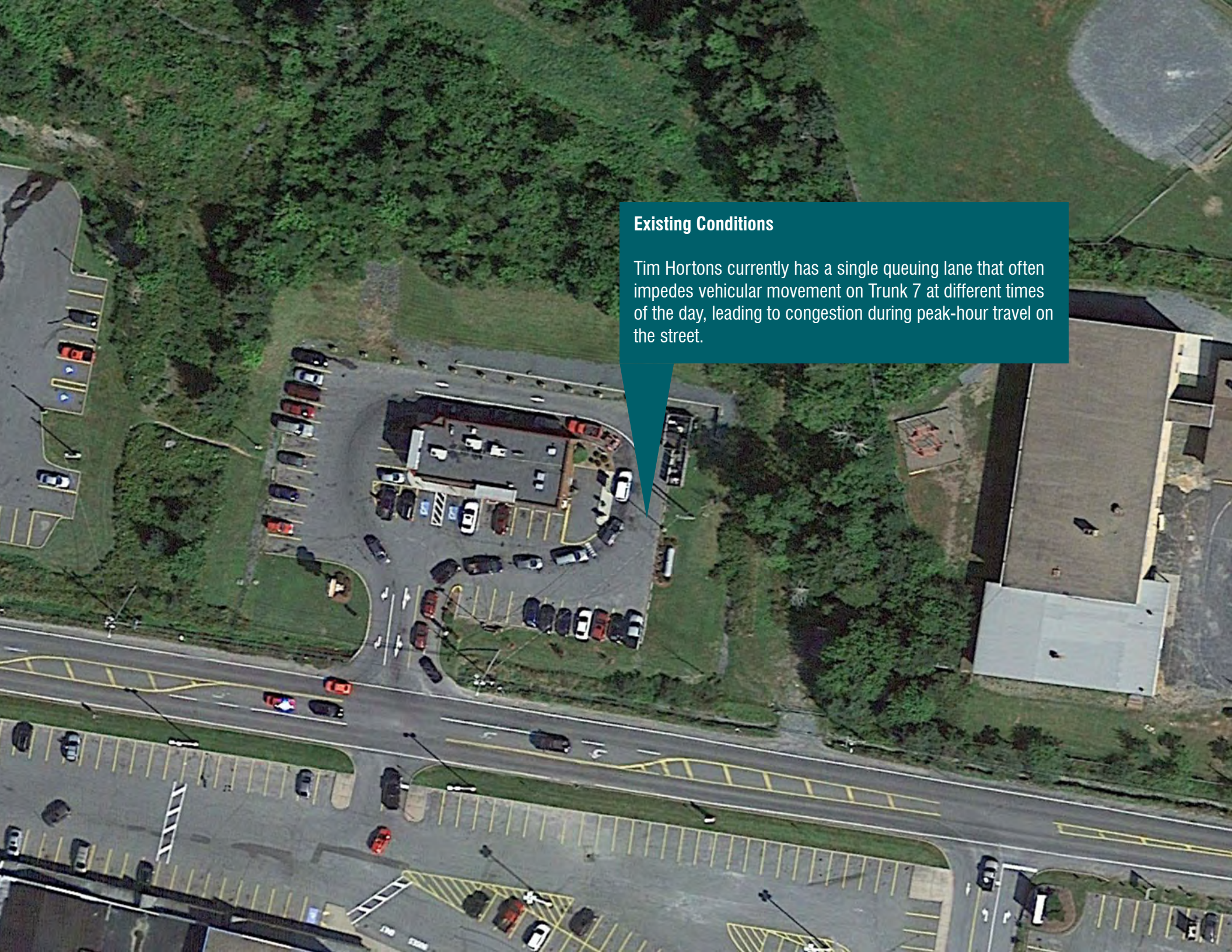


## Existing Conditions

The existing cross section on Trunk 7 has two-to-three vehicular lanes, depending on the section of the street, with gravel shoulders on either side. There are left turning lanes serving the commercial parking lots and numerous access points to the same commercial properties. There is a grassy median between the curb on the south side of the road and the property frontage of Porters Lake Place, which is within the public right-of-way. Buildings tend to be set far back from the street, with parking lots between the right-of-way and the commercial storefront entrances, and there is no formal active transportation infrastructure to facilitate access to the storefronts.







### Existing Conditions

Tim Hortons currently has a single queuing lane that often impedes vehicular movement on Trunk 7 at different times of the day, leading to congestion during peak-hour travel on the street.



An aerial photograph of an Irving Oil gas station and its parking lot. The station building is a large, dark-roofed structure with a blue sign. The parking lot is paved and contains several cars. A road with yellow lane markings runs horizontally across the top of the image. A teal callout box is overlaid on the right side of the image, containing text. The callout box has a tail pointing towards the road and parking lot area.

## Existing Conditions

Access points and directional markings (facilitated by curb cuts and traffic paint) for vehicles entering/exiting the Irving Oil gas station are unclear and wide which can increase the risk of pedestrian and/or vehicle collision. Limiting the access to one or two locations can lead to a 'visual cue' and promote safety for all users of the parking lot and street.





**Existing Conditions**

Trunk 7, James Roy Drive and Stella Drive are currently not aligned perpendicularly. The angle of Stella Drive to Trunk 7 results in poor sight lines for drivers and a lack of safe crossing options for pedestrians.



## Cross Sections

Cross sections of the existing conditions at the locations shown on the aerial photograph below marked “A” and “B” can be found on the facing page.

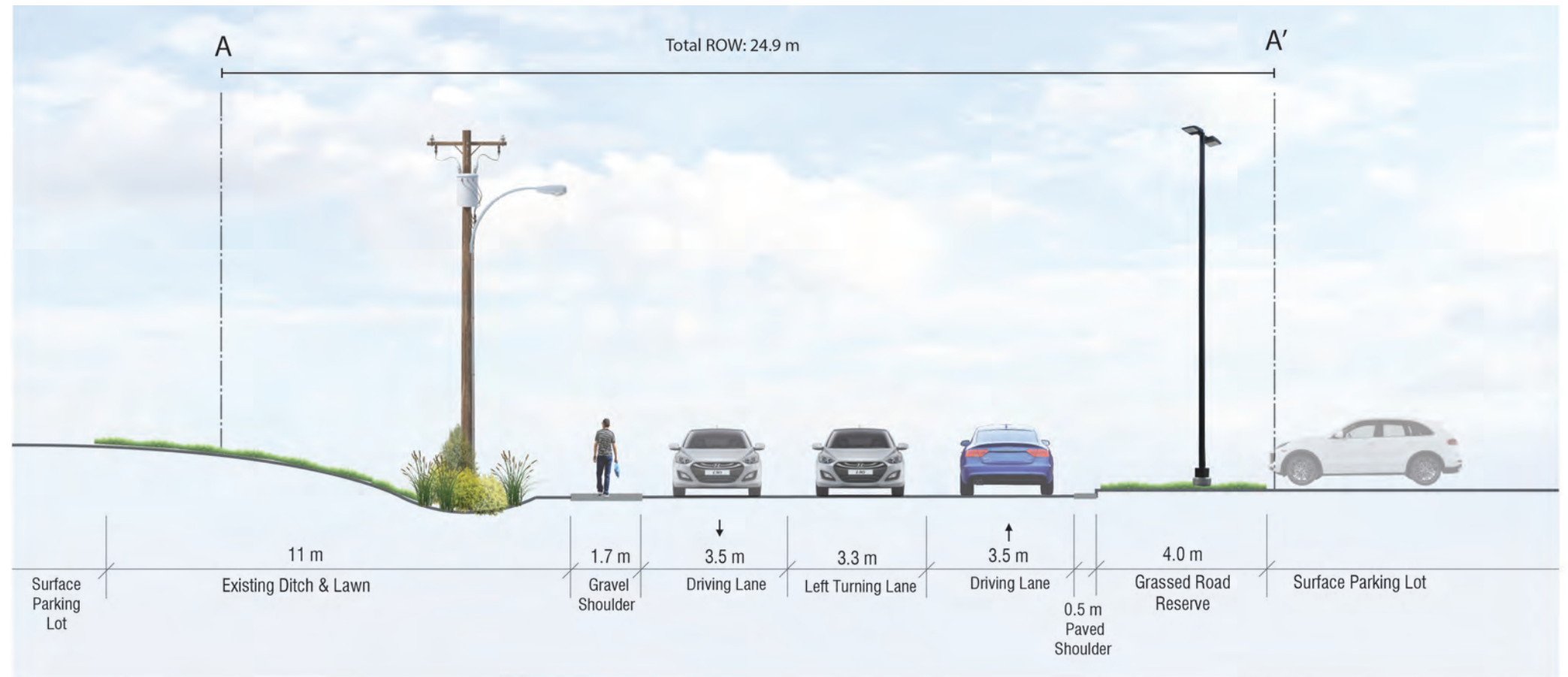




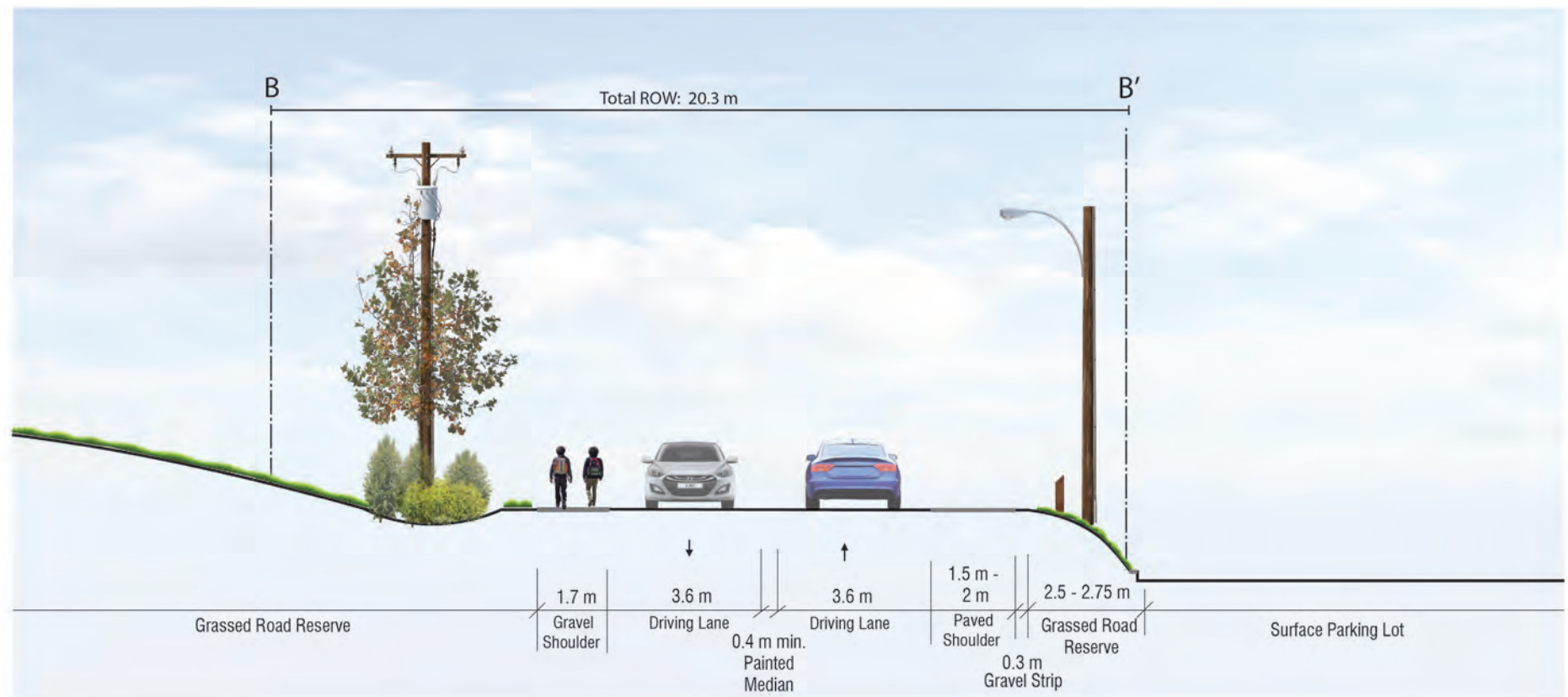
**A**

### Trunk 7 Through the Village: Existing Conditions

The study area of Porters Lake features a mix of commercial and institutional uses on both sides of the street. All buildings are set back from the street, which creates an overall lack of human scale to the area. There are no walking facilities such as sidewalks, multi-use pathways, or crosswalks, and an unpaved shoulder within the existing right-of-way to facilitate comfortable pedestrian use. Note, the current parking lot lighting for the Porters Lake Centre is located in the right-of-way.



**B**



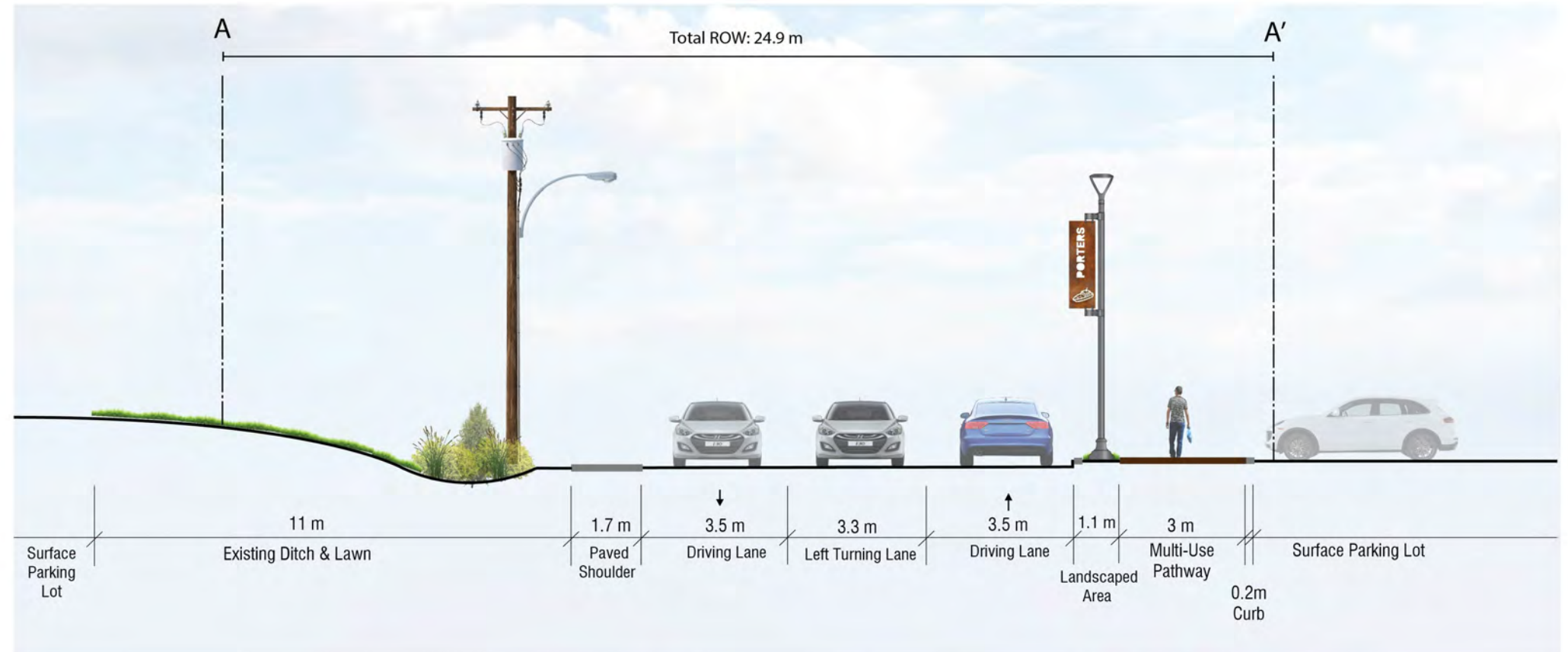


### Trunk 7 Through the Village: Proposed Conditions

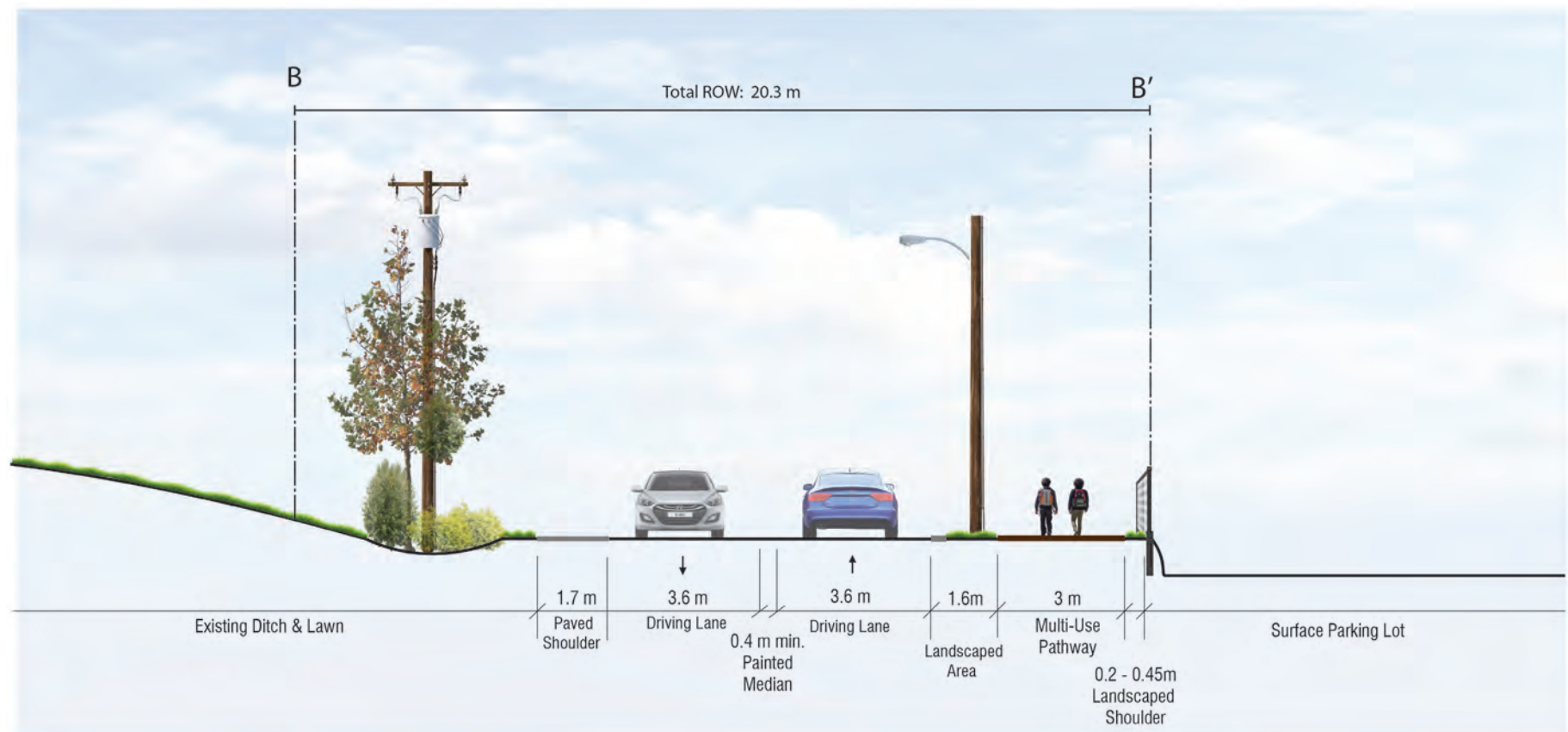
To facilitate improvements to the village core that will help foster a community-feel and pedestrian scale, and encourage residents and visitors to spend time in the village, a multi-use pathway is proposed in the location of the existing grassy median between the street right-of-way and the Porters Lake Centre parking lot. This will require removal and replacement of the existing lighting in the right-of-way. In addition to the proposed multi-use pathway, the existing shoulder on the north side of Trunk 7 is proposed to be paved to act as an accessory rural active transportation facility. The paved shoulder will provide delineated space from motor vehicles for both on-road cyclists to travel when bypassing the Village core and for pedestrians to use as a way to travel between destinations on the north side of the road.

Note that future design phases of these improvements would need to follow NSPW standard details and any proposed permanent structures within 5m of the right-of-way will require approval from the Provincial Area Manager.

**A**



**B**





### Multi-Use Pathway

A new multi-use pathway is proposed along the south side of Trunk 7 and the existing west segment of Stella Drive, providing a connection between the carpool parking lot to the Blueberry Run. The multi-use pathway is recommended to be a minimum of 3.0 metres wide with a rolled curb at driveway access points. Conflict areas between vehicles and active transportation users should be clearly marked using signage and painted pavement. The multi-use pathway will provide a comfortable and direct route for pedestrians to walk from one end of the village to the other, and to access other future AT connections.

### Concrete Sidewalk

To connect the north side proposed walking trail to the bus stop, a 1.5 metre sidewalk is proposed in front of 5187-5193 Trunk 7.

Future design phases of the proposed active transportation infrastructure will need to integrate with the redesign of Stella Drive that is currently being pursued by NSPW.



## 12. DEFINING PORTERS LAKE VILLAGE'S IDENTITY



The main core of the 'Village' at Porters Lake is between William Porter Connector and Stella Drive. There is a wider shoulder area of dispersed residential and commercial development between Alps Road along Trunk 7 past Stella Drive to civic 5367 Trunk 7 (Gazoo's) approximately 500 m - 750 m in either direction. Much of the activity would be drawn from movement between William Porter Connector and the NSLC/ Superstore.

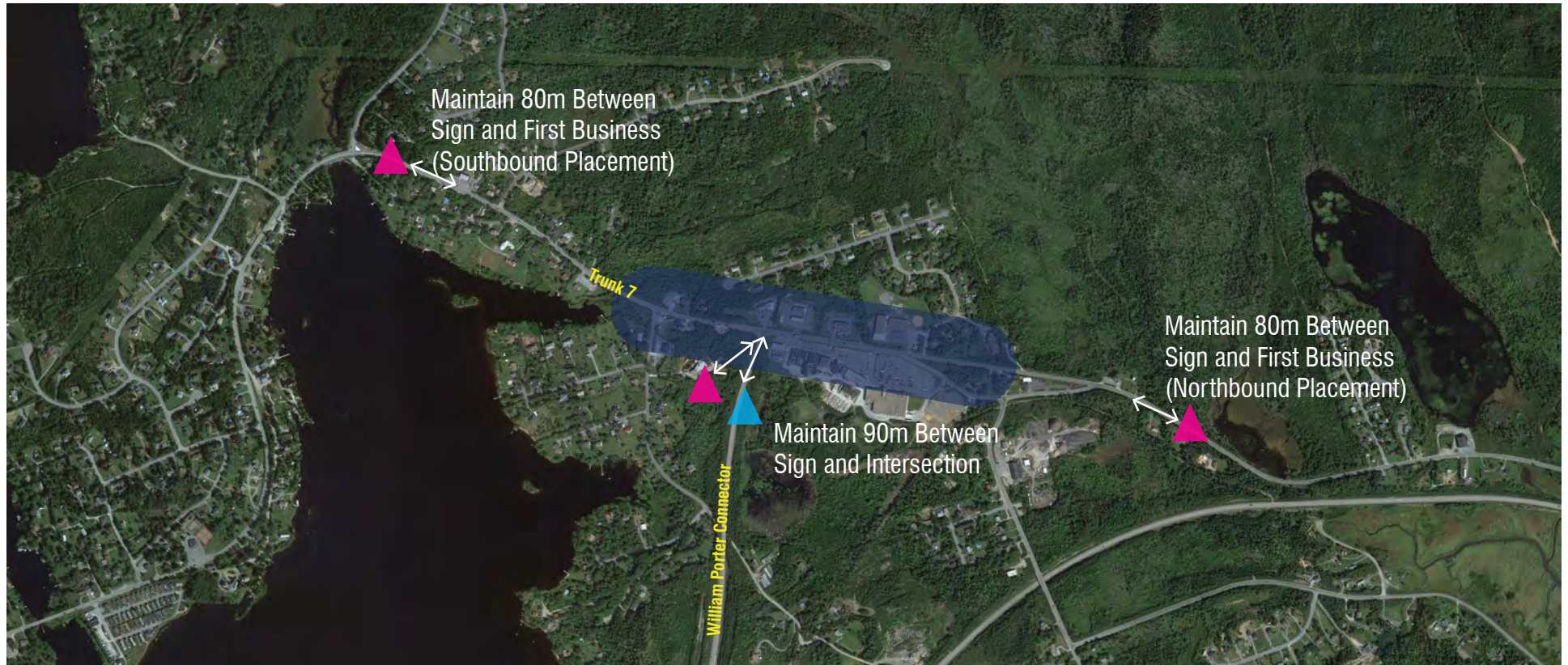
We feel a significant anchor retailer would be necessary to expand the boundaries of the commercial core area to the west of William Porter Connector. This would likely be required for a robust commercial main street experience. To the east of James Roy Drive, differences in

topography and curvature of the road would make development in this area feel disconnected from the nearby core without significant design intervention (banners, streetscaping, road treatments).

Due to the changes of topography of each of the transition areas, we would suggest concentrating investment into the commercial core area. This would provide an initial concentrated area for activity that could be expanded upon when road work can start to be considered for recapitalization in 15-20 years time.



# 13. SIGNS AND WAYFINDING

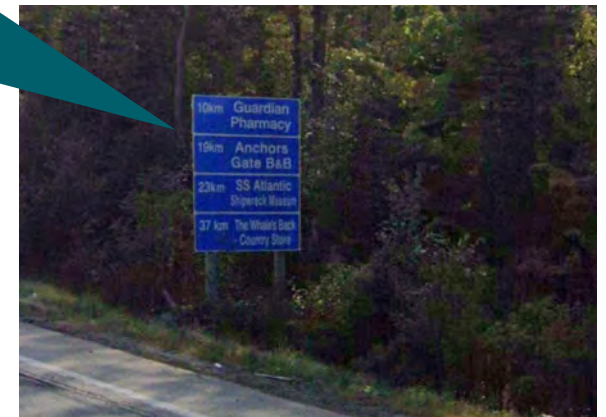


▲ Entryway Sign    
 ▲ Directional Sign    
 ▭ Banner Area

HRM has, through By-law A-600, started to deal with management of sign clutter on Provincial Highways by consolidating and simplifying signage. We recommend that the Porters Lake area be added for consideration to By-law A-600, and three directional sign locations be considered for the purposes of advertising for commercial uses in the transition areas, and assisting with regional destination directions such as Hope for Wildlife, Acadian House Museum, and Provincial Parks.

## Directional Sign Example

Example of By-law A-600 directional signs on the Prospect Road.





## Consolidation of Signs and Visual Messaging

Signage can have a strong influence on the character and overall function of communities and streetscapes. Advertising for commercial businesses which informs, rather than confuses customers and avoids excessive visual competition between signs is important to minimize clutter, maintain community character and prevent unsafe conditions.

Halifax regulates signs through the Land Use By-law and, By-Law A-600 – Advertising on Provincial Highways, and By-Law S-801 – Temporary Signs. The province through the Nova Scotia Department of Public Works (NSPW) also regulates signage within and near their right-of-ways. NSPW has prohibited signage within 10m of a property line boundary for a controlled access highway (such as Highway 102). Furthermore, any structure including a sign within 100 metres of any highway requires a permit from NSPW prior to starting the work.

The commercial core of Porters Lake has a significant amount of:

- Regulatory signage on utility poles which currently competes for visual attention with signs of businesses within the area.
- Municipal/Provincial directional signage within the right-of-way which may be able to be consolidated to reduce visual clutter. In the current environment, it is not necessary effective at conveying its intended message and competes for visual attention with signs of businesses within the area.

Decluttering is necessary for a high-functioning wayfinding system. Consolidation of messaging is important to eliminate the need for many individual signs to remind people they are on the right track. In order to provide an opportunity for smaller businesses outside of the area to advertise, we would suggest community and wayfinding signage opportunities within the commercial core area, and active removal of illegal signs.



## Crafting a Brand for the Area, and Crafting a Visual Identity for the Village Commercial Core

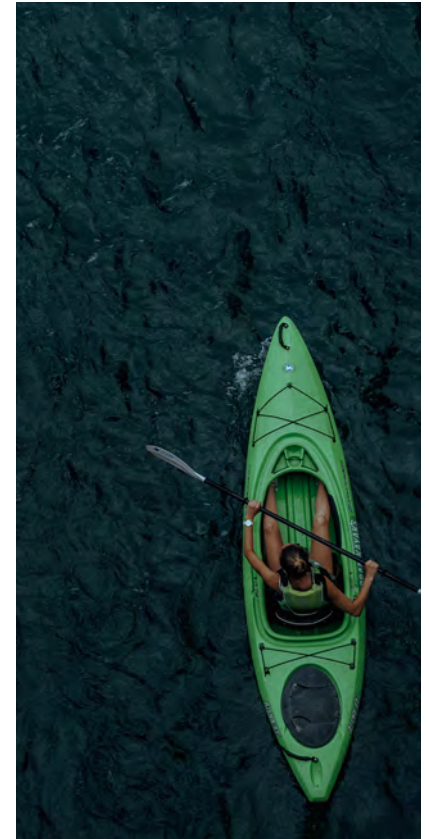
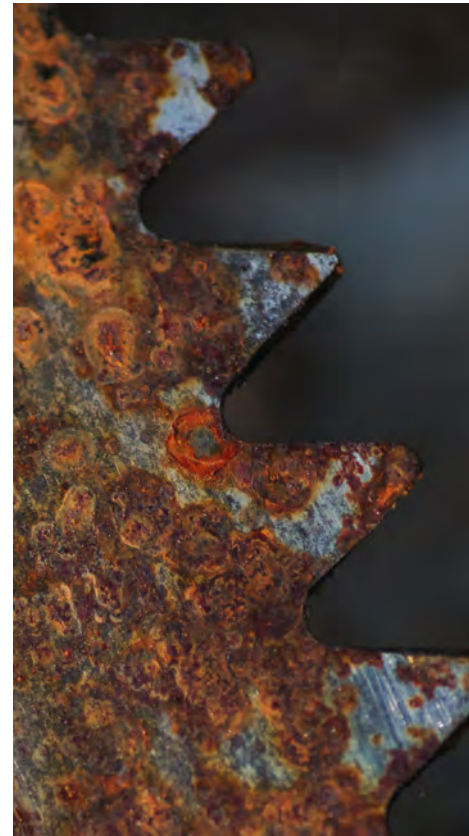
Porters Lake has a long history as a popular destination to connect to nature, including forests for the forestry industry, as well as for recreation and leisure. As noted in engagement responses, many are drawn to the area for its abundance of lakes, trails, and access to forests.

Detailing in the public realm can provide design cues or linkages to these historical elements to ground a place in its history, and provide an authentic sense of where the place has been, even when proposing significant alterations to character or design.



Initial design elements we would suggest including in the public realm would be:

- COR-Ten (weathering steel) accents to reference the area's historical sawmills, as well as tie to the colour of soil.
- Boats, paddles, and similar freshwater recreation elements to link to Porters Lake, where the community draws its name from.
- Wood to reference the area's forestry history, and natural landscape.





Client:



ID: Porters Lake Improvement Plan

300 cm

Prepared By:



## Entryway Signage (Vehicle)

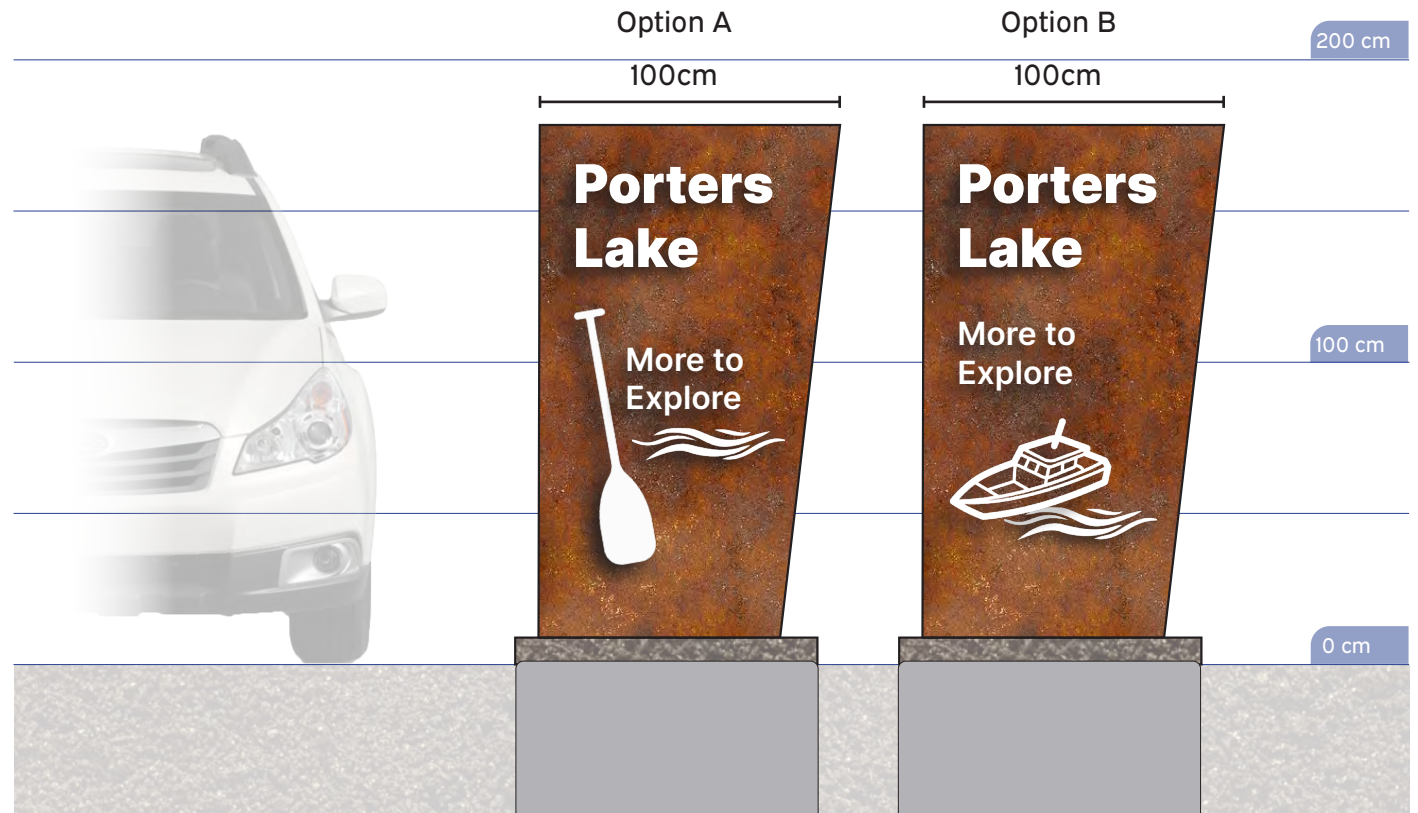
Proposed Materials:

Freestanding

- Sign Surface: Weathering steel surface with powder-coat white dimensional letters.
- Dimensional letters to be backlit with warm white LED lighting.

Support Structure: Concrete Block

Text Cap Height: 14cm (5 1/2")



These drawings represent conceptual design intent only and are not for construction.

Client:



ID: Porters Lake Improvement Plan

Prepared By:



## Branded Banners

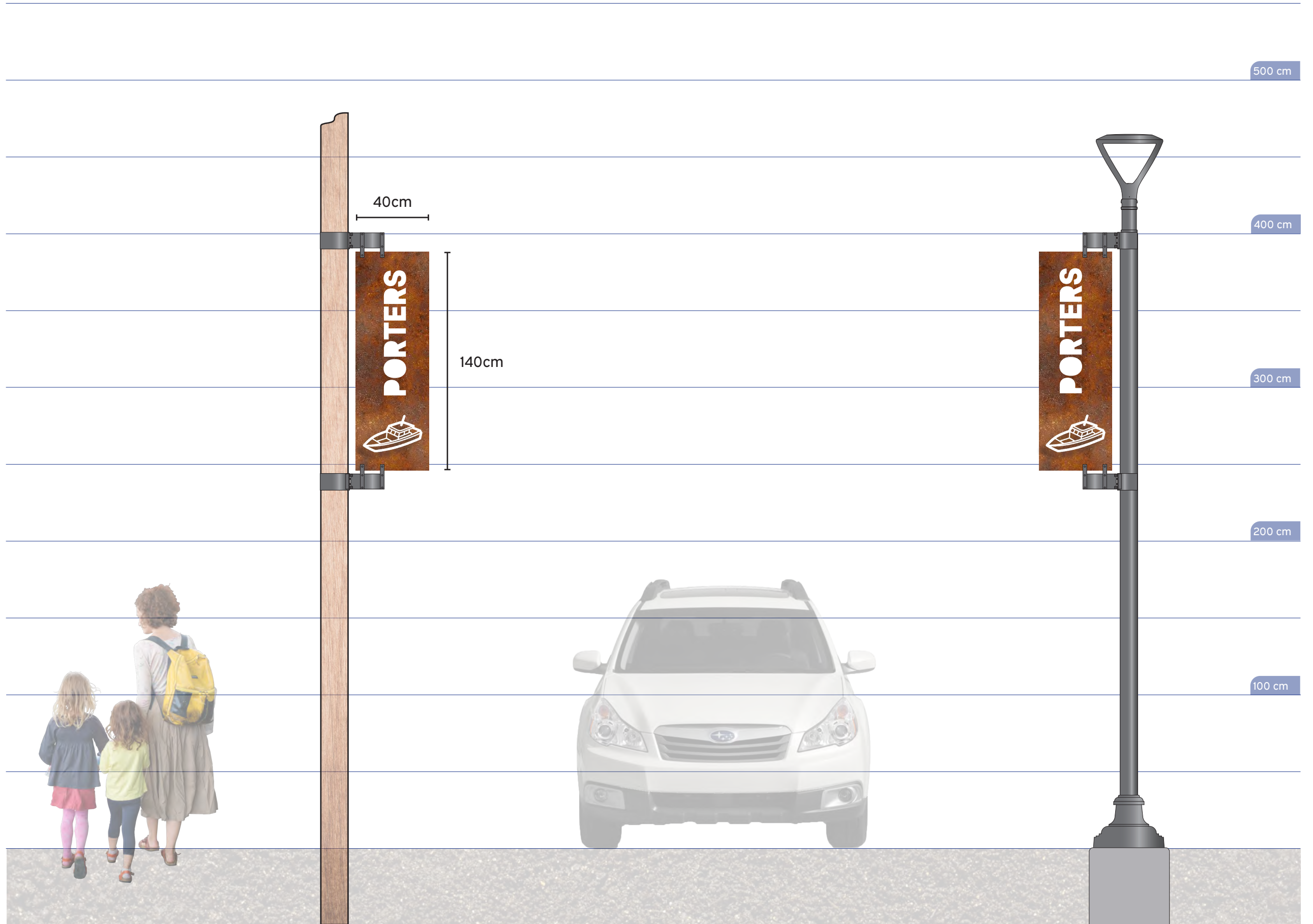
Location: Trunk 7 Streetscape

Proposed Materials:

Sign Surface: Two exterior panels of 0.08" weathering steel with one panel of exterior grade reflective white sheeting on aluminum.

Support Structure: Zinc or stainless steel band attachment mounting to power poles or light fixtures.

Text Cap Height: 14cm (5 1/2")



These drawings represent conceptual design intent only and are not for construction.

## 14. TRUNK 7 IMPROVEMENTS

During engagement with current residents and visitors to Porters Lake, improved active transportation (AT) was selected as one of the top community priorities. Under current conditions, there are no formal sidewalks or active transportation facilities that provide access between the recreational, institutional, residential, and commercial uses in the village core.

Creating a walkable community is not only important for the safety and comfort of all street users, but it also has significant economic benefits that serve everyone in the community, whether they use the AT facilities or not. Sidewalks, and other AT facilities, have been shown to attract more people to move to or visit a community and to encourage them to shop, recreate, and spend time at local businesses or public open spaces. This in turn creates a sense of community, with potential for social interaction at formal and informal meeting places which enhances the vibrancy of the village.

The improvements envisioned for Trunk 7 place a strong emphasis on creating a walkable village core where safety, comfort, and people-oriented design are prioritized. The plan recommends nearly 500 m of multi-use pathway on the south side of Trunk 7, extending from the carpool lot to Stella Drive, serving the primary commercial and civic area of the village. It also proposes a short section of sidewalk connecting to the outbound bus stop, with a walking trail for connection between the businesses and Ecole des Beaux-Marais on the south side of Trunk 7.

The vision includes a multi-use pathway connection along Trunk 7 to the Blueberry Run Trail, which would create a continuous walking/cycling connection from the carpool lot to destinations such as Porters Lake Elementary and community centre, the Porters Lake Transit Terminal, and several residential neighbourhoods which are located off the trail.

The plan recommends that crosswalk reviews be completed to explore the possibility of implementing pedestrian crossings to create a cohesive network and synergies between the businesses and destinations on the north and south sides of Trunk 7. The locations recommended to consider are at the intersection with William Porter Connector, in front of the Tim Hortons, and at James Roy Drive.

To note, the Nova Scotia Department of Public Works (NSPW) is currently working on a redesign of Stella Drive. The draft plan is considering the removal of Stella Drive from where it meets Trunk 7 in the west to the eastern-most Superstore access, realignment of the east leg of Stella Drive and the Blueberry Run between Marine Drive and Trunk 7, and intersection improvements with Trunk 7. The removal of the section of Stella Drive in the west would improve the conditions along Trunk 7 as it will eliminate the safety concerns caused by the angled approach to Trunk 7.

Proposed improvements to Trunk 7 will work in tandem with streetscaping improvements and land use recommendations in other sections of this report to create a cohesive, people-oriented village core that welcomes people to spend time in the village, support local businesses, and build their sense of community.



## 15. SEGMENT A



### Proposed Improvements

- A** Improvements to both bus stops along Trunk 7 to help promote public transit and make it more comfortable for riders.
- B** A walking trail to connect Earl Ct. to Trunk 7 along the existing property easement.
- C** A Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing from the north to south side of Trunk 7 near William Porter is recommended to be assessed in a crosswalk review.
- D** Porters Lake should consider access management to the Irving Oil gas bar through adjustments to the curb cuts.
- E** A Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing from the Tim Hortons to the Porters Lake Centre is recommended to be assessed in a crosswalk review.
- F** Work with property owners (particularly Tim Hortons property owners) to address the issues surrounding the drive-through and entrance/exit to the establishment.
- G** A walking trail to connect École des Beaux-Marais to the 5187-5193 Trunk 7, to improve connectivity between the school and the destinations on Trunk 7.

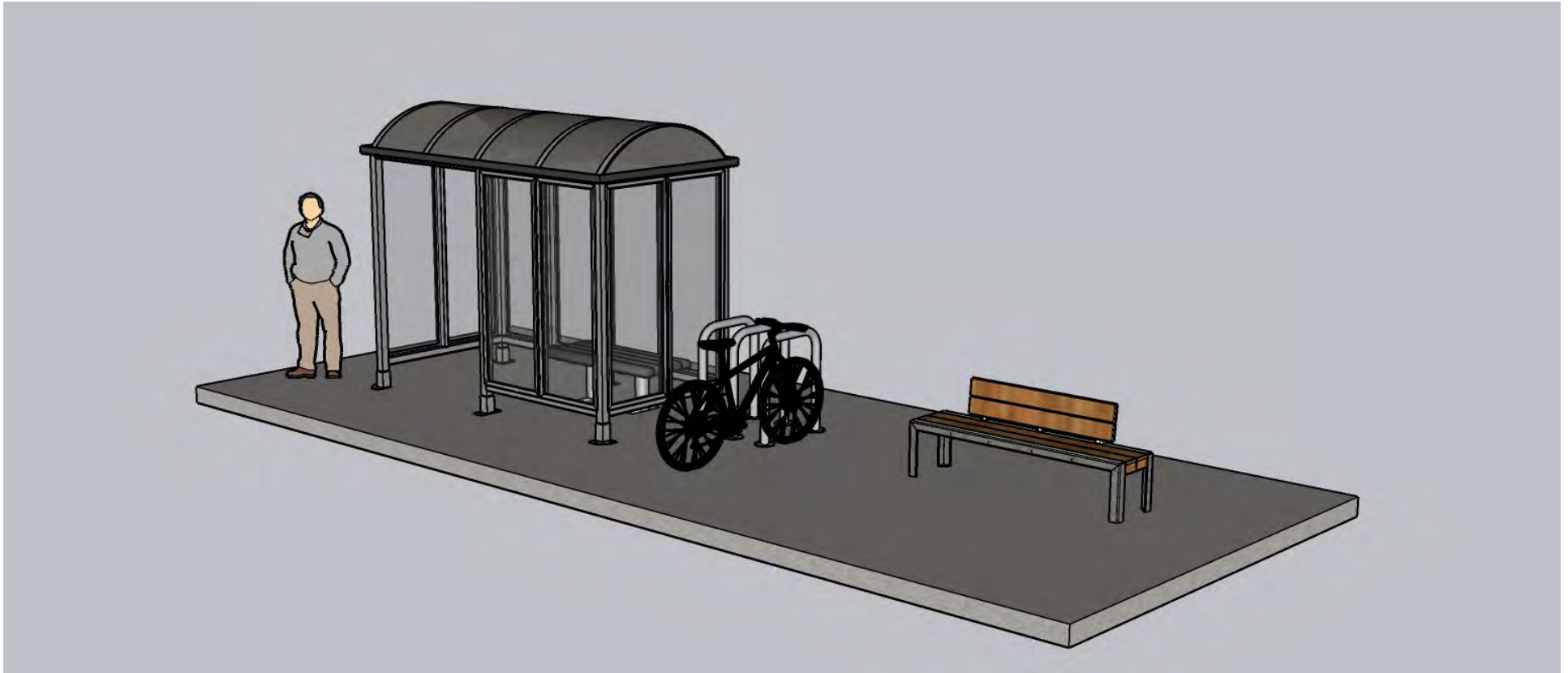
## Proposed Improvements

### Bus Stop Improvements

An improved bus stop is proposed at both bus stop locations (carpool lot and adjacent stop). These improvements should consider a heated bus shelter, bicycle parking at the carpool lot and a new bench directly adjacent to the bus stop. Surveillance cameras may be advisable for isolated locations.

proposed in order to create a designated and formal stopping space for riders awaiting the bus. There is an opportunity for a mural or public art to be incorporated into the bus shelter in order to foster community interest and provide a cohesive streetscape between the bus stop and the commercial area of the village.

At the existing 9079 bus stop, a small hardscaped area is





### Example Intervention

Solaria Heated Bus Stop Shelter & Vision Barrier bus shelter mural



# B

### Walking Trail

There is an existing property easement at the end of Earl Ct. to Trunk 7. A 1.6 m paved walking trail is proposed to provide a direct route for pedestrians to access the bus stops on Trunk 7 and the Village. Attractive wayfinding is recommended to be integrated to help residents navigate easily to the trail.

### Example Intervention

Earl Court connection to Trunk 7



### Example Intervention

Wayfinding Improvements to walking trail



# C & E

## Crosswalk

Marked crosswalks across the Trunk 7 within the Village core are recommended to be explored as part of a crosswalk review(s) to provide improved access between origins and destinations on the south and north sides of the road. Two locations to consider marked crosswalks are across Trunk 7 near William Porter Connector and across Trunk 7 at the Tim Hortons and Porters Lake Centre accesses. It is recommended that the crosswalk review investigate the use of Rectangular Rapid Flashing Beacons (RRFB) to indicate to drivers to stop to allow pedestrians to cross the road.

At the existing entrance into Porters Lake Centre, a marked pedestrian route is proposed to indicate dedicated pedestrian space within the parking lot.

### Example Intervention Crosswalk Improvements



# D

## Access Management of Curb Cuts

In front of Irving Gas, access management is proposed which may include driveway removal and/or narrowing.

# F

## Tim Hortons

A double queue drive-through is proposed to improve the traffic flow to Tim Hortons. This will reduce the impacts of the existing drive-through, which often creates queues onto Trunk 7 and impedes the movement of vehicles and people along the street.

### Example Intervention Drive-through Improvements





## 16. SEGMENT B



### Proposed Improvements

**H** Removal of Stella Drive from where it meets Trunk 7 in the west to the eastern-most Superstore access is being considered as part of NSPW's redesign for Stella Drive. In addition to this, a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing across Trunk 7 at James Roy Drive is recommended to be assessed in a crosswalk review to improve access to the Porters Lake Centre.

- I** A Pocket Park should be considered. This would require an easement or agreement with the landowner.
- J** A Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing where the Blueberry Run crosses Marine Drive is recommended to be assessed in a crosswalk review.
- K** Additional Park or open space adjacent to the Blueberry Run Trail.

**H** Stella Drive Intersection Improvements  
Intersection safety was noted by public engagement participants as being one of the top barriers to walking within the Village. The intersections of Stella Drive and James Roy Drive with Trunk 7 were highlighted as needing improvements. The existing design of the intersections generates safety concerns including poor sightlines at Stella Drive, unmarked pedestrian crossings, and minimal traffic control (i.e. stop controlled).

The removal of Stella Drive from where it meets Trunk 7 in the west to the eastern-most Superstore access, as being considered in NSPW's redesign for Stella Drive, will alleviate safety concerns relating to poor sightlines caused by the angled approach to Trunk 7.

It is recommended that a marked crosswalk across Trunk 7 at James Roy Drive be explored as part of a crosswalk review to provide improved access between origins and destinations on the south and north sides of the road. The review is suggested to consider the use of Rectangular Rapid Flashing Beacons (RRFB) to indicate to drivers to stop to allow pedestrians to cross the road.

**G** École des Beaux-Marais Walking Trail  
On the north side, a new walking trail is proposed from École des Beaux-Marais to the 5187-5193 Trunk 7. The walking trail should be at least 1.8 metres wide and should be crushed gravel ('crusher dust'). The walking trail will provide more accessible pedestrian circulation amongst the commercial businesses and the school.

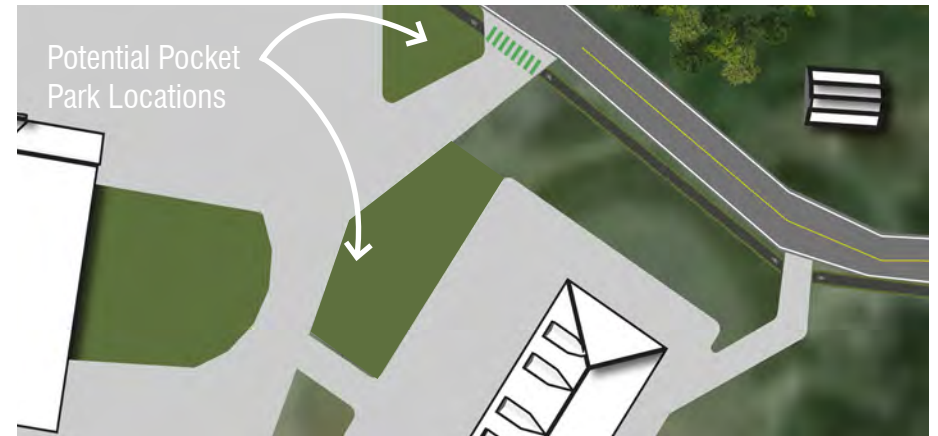
**Example Intervention**  
Trailside Development at the Bike & Bean in Saint Margaret's Bay  
(Image Source: Novascotia.com)





### Pocket Park

A small 'pocket park' with seating, picnic tables, or small shelters is proposed at the existing green space adjacent to the Superstore. This provides an opportunity for a gathering place or an area for rest and relaxation, which can encourage residents and visitors to spend more time in the area and increase the sense of community.



### Example Intervention

Small Pocket Park near a Commercial Centre



### Example Intervention

Small Pocket Park near the Keshen Goodman Public Library



Conceptual proposed pocket park east of Atlantic Superstore





# J

## Improved Trail Crossing

The existing Blueberry Run Trail crossing across Marine Drive does not have high visibility or a marked crossing for pedestrians and cyclists. Crossing improvements are recommended to be considered in connection to a crosswalk review, including improved signage on and off the trail, the installation of RRFB's, and pavement markings to indicate the crossing location. Consultation with NSPW is required to ensure crossings and signs are consistent with other areas in the province.

### Example Intervention Signed and Marked Crossing



# K

## Community Park Space near Blueberry Run Trail

There is an opportunity to create a mid-sized destination park or open space adjacent to the Blueberry Run Trail on land owned by the Province. This will require negotiations and ongoing collaboration with the Provincial Government, yet this opportunity would allow the village to have not only commercial destination space within the core, but an open space or park, which would help to foster the complete community, meet community need for additional open space, and create synergies between open space uses and the commercial uses in the village.

### Example Intervention Possible Uses at a Mid-Sized Destination Park



## 17. LONG-TERM SITE-SPECIFIC OPPORTUNITIES



### École des Beaux-Marais Redevelopment

Francophone Schools, in particular École des Beaux-Marais has been experiencing overcrowding and the development of a new school is needed. École des Beaux-Marais is a large site that if redeveloped, can support a transformative community change as part of the redevelopment process and make it feel more like a street along Trunk 7. The location and size of the site could accommodate a mixed-use development or an expanded open space that could act as a gathering space for the residents and visitors of Porters Lake.



### Porters Lake Shopping Centre Redevelopment

The framework concept to the left illustrates one potential redevelopment scenario in which the Porters Lake Shopping Centre could be redeveloped. In any concept, establishing a connection to the proposed active transportation network is of critical importance in considering redevelopment of the Porters Lake Shopping Centre through:

1. Setting back development from Trunk 7 to enable a connection to the proposed multi-use trail.
2. Establish safe and comfortable pedestrian access to create appropriate connections and encourage walkability to, and within, the mall site.
3. Maintain and improve the mall as a focus for community life by improving pedestrian access that includes generous walkways that include street trees, seating, landscape features and other pedestrian amenities.



## 18. PORTERS LAKE SHOPPING CENTRE BEAUTIFICATION

### Facade Improvements

The Porters Lake Shopping Centre currently has a large building length of predominantly a uniform beige/brown colour palette. Grey palettes are becoming increasingly common for their ability to add more visual contrast for individual tenant branding opportunities, and could be an option here.

To offer a refreshed appearance, an extension of the building overhang outward could be considered alongside improvements to the parking area. Ideally, opportunities for tenants, particularly restaurants, to consider outdoor patio or eating space that could help make the area more suitable for lingering and longer-term trips. The King's Square Shopping Center, North Carolina (shown below) undertook a similar retrofit.



Before and after mall beautification example at King's Square Shopping Center, North Carolina

### Planter Boxes

Planter boxes are recommended along the walkway separating the strip mall from the parking area to soften the mall's visual appearance. Planter boxes should be strategically placed to separate the walkway and entrances to the businesses from the parking lot.

As per section 5.5.2 of the Halifax 'Red Book' Municipal Design Guidelines, the following should be considered when implementing planters:

1. A minimum 1.5 m gap between planters, to allow access between curbside and the sidewalk. Consistent spacing is ideal.
2. Determine who will be responsible for maintenance (the village, business owners, etc.) We recommend PLBA soliciting if individual tenants would be interested in managing one or more planters over the season.
3. Raised planters should be offset 600 mm minimum from back of curb to avoid interference with vehicle doors in curbside areas available for stopping / parking / loading.
4. Determine a combination of plants which require minimal maintenance, don't grow too tall or shed and are best suited for the Porters Lake area.



Veradek V-Resin Black Taper Planter

### Facade and Placemaking Improvement Program

If funds permit, the PLBA could offer a façade improvement and placemaking grant program to assist property owners and tenants with the financing of street-oriented building façade and outdoor amenity improvements.

1. Encourage high quality storefronts which contribute to a walkable centre for Porters Lake;
2. Achieve consistent, high quality signage; and
3. Help make opportunities for people to gather, rest and relax within the PLBA area.

Further details and a proposed application form are in Appendix A.

### Porters Lake Shopping Centre Parking Lot Improvements

After Functional Design of the Trunk 7 improvements are complete, we recommend a review the design of the parking lot layout of the Porters Lake Shopping Centre and Superstore to optimize the configuration of parking spaces and driving aisles, provide pedestrian connections to the storefronts, and realign the stop controlled intersection between the Porters Lake Centre and Superstore.



Conceptual sketch of recommended access management improvements. Note that a vehicle turning analysis should be complete as part of functional design recommendations.



Mixed-use Pathway adjacent to an arterial roadway, including a fenced portion for an incline.



## 19. STREETScape FURNISHING THEME

### Streetscape Furniture Theme

A streetscape furniture theme presented for consideration and discussion prior to detailed design of street furniture placement in Porters Lake is 'East Coast Rustic'. Streetscape furniture could be considered for incremental improvements, and/or as part of a cohesive redesign of the street when it is next recapitalized.

### Streetscape Furnishing Vision: East Coast Rustic

The 'East Coast Rustic' theme uses a combination of wood, corten steel, and accents in black and gray to create a consistent, East Coast rustic finish. Trunk 7 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.

### Street Furniture



Streetlife Rough & Ready Solid Crosswire Benches, with optional armrests/backrests (Corten Steel)

## Lighting



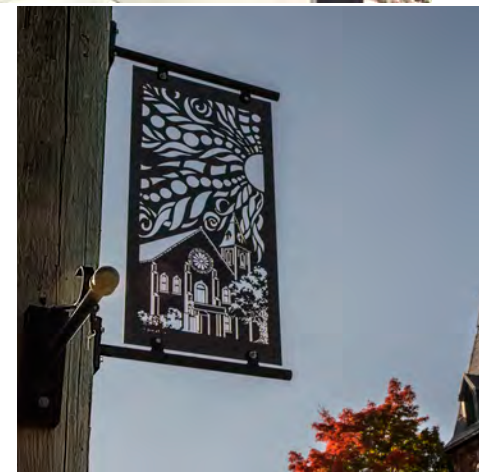
Schreder 'Yoa' Fixture. Fixture mounted on existing poles with their 'Tressa' bracket and 'Korda' double bracket. Fixture height will need to be determined at detailed design.

## Gateway Sign

Maintaining the 'East Coast Rustic' theme, a laser cut metal gateway sign to Porters Lake will help create a sense of place and welcome visitors and residents to the area. Similarly, laser cut metal street banners can help improve the physical appearance of the area.



Smith Steelworks Commercial Signs  
(Blackened Steel)



Township of Brock (2015)





Image: NATCO. Flickr

### 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. 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 and the Porters Lake Centre (benches, waste receptacles, and bicycle racks).
4. Street furniture should have a consistent theme that is coordinated and complimentary throughout Porters Lake (study area) to create a unifying element within the streetscape.

### Street Furniture Placement - Waste Receptacles

As per section 3.3.3 of the Halifax 'Red Book' Municipal Design Guidelines, waste receptacles are needed in pedestrian-oriented commercial districts, especially outside commercial entrances and near transit stops. Receptacles shall be separated from benches by 3 m to minimize nuisance smells.



Busch Systems - Sustainable City Collection 'The Boston' Waste Receptacle (Black)

### Street Furniture Placement - Benches

Public seating on the sidewalk or multi-use pathway 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).



Streetlife Rough&Ready Solid Crosswire Benches, with optional armrests/backrests

### Street Furniture Placement - Bike Racks

Bike racks should be located in the right-of-way in pedestrian oriented commercial areas, attached to a concrete pad, and ideally near major intersections and visible from inside stores, to deter theft.

The following should be considered when installing bike racks:

1. Racks should be spaced at a minimum 2.5 m clear width from hydrants, 1 m (3 ft) clear width from other verticals (i.e. poles, newspaper boxes, benches, etc.), and 1.5m from utility valves.
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 and not infringe on the pedestrian through zone.
4. Bicycle racks should be permanently affixed to a paved surface (ideally concrete); movable bicycle racks are only appropriate for temporary use.
5. Racks should be located close to the doorway, they are intended to serve, ideally less than 15 m away.



Dero Swerve Rack.  
(Iron Gray Powder Coat)





## 20. EVENTS AND ACTIVITIES

Events and activities in the community led by the Business Association with the help of volunteers are an important tool for building interest around streetscaping improvements and engagement in the community. These events help to celebrate local culture and tradition, support the local economy, and build a sense of pride in the community. The following activities are suggestions for events, activities, and festivals which can help to bolster community identity in Porters Lake:

### Holiday Tree Lighting

Porters Lake has an opportunity to create an annual tree lighting event that will attract the many families who live in the community. This event should be organized in one of the public open spaces that is envisioned for the village core and should be a collaborative effort with local businesses, who could be asked for donations and who could hold spin-off events, like a \$1.00 hot chocolate stand.

### Food Truck Event

Food trucks have been growing in popularity in recent years and there are several that serve communities around HRM. The Business Association could work to organize a food truck event, in collaboration with the Superstore, for one day, taking place in the large parking lot. The event would include picnic table setups surrounding the food trucks, and could feature a stage for local musicians.

### Boat Festival

In collaboration with boat sale companies, an annual summer boat festival could be organized to welcome locals and visitors to bring their boats to Porters Lake and participate in contests, on-the-water events, and activities along the shore.

### ATV Festival or Event

The use of all-terrain vehicles (ATVs) is a common activity in areas around the village. The Business Association could work with local ATV groups to determine a date and location for a community festival or event, which would welcome ATVs into the village core to participate in activities, shop at local stores, and enjoy food and drink.

### Taste of Acadia Event

Porters Lake is located amongst several historic Acadian communities which are rich with culinary traditions. The Business Association could support an annual food event that welcomes families from Porters Lake and other nearby community (e.g., West Chezzetcook and Grand Desert) to celebrate Acadian culture and culinary heritage. This could be an indoor or outdoor event, and could involve local business through sponsorships and donations.



Food Truck Festival in a Parking Lot

## 21. IMPLEMENTATION

This report outlines a series of actions that help to shape the vision for the commercial centre of Porters Lake over the next 20 years. The timeline for implementation of these actions is fluid and will depend on the influence and input of multiple landowners and stakeholders, including Halifax Regional Municipality, the Province of Nova Scotia (specifically the Department of Public Works; formerly the Department of Transportation and Infrastructure Renewal), private landowners, Halifax Regional Centre for Education (HRCE), Consiel Scolaire Acadien Provincial (CSAP), and local businesses.

The implementation section identifies the priorities the Business Association should take to enhance Porters Lake and help it evolve into a memorable destination, which will help the Business Association maintain direct control on the process and track which initiatives are underway and have been completed.

The actions have been organized into High, Medium, and Opportunity priorities and have been categorized based on the type of initiative being undertaken. This is meant to provide the Business Association with a guideline, however, it is recognized that priorities may shift depending on collaboration opportunities, funding, and external timelines. “High Priority” refers to actions that should be started within 5 years, “Medium Priority” refers to actions that should be started within 10 years that likely require further analysis, planning, and detailed design, and “Opportunity Priorities” are actions that at this time, require further investigation and planning but could reasonably be started (or in some cases, completed) within 15-20 years.

### Jurisdictional Coordination

This report should be presented to HRM Committees - HRM Transportation Standing Committee and perhaps the HRM Community Planning & Economic Development Committee to commence HRM staff’s internal analysis on the findings and recommendations of this report, and engage the municipality in advancing this project where available through on-going projects like:

1. The Regional Plan Review
2. The Rural Active Transportation Program

Subsequent to this work, we would suggest coordination between HRM, Halifax Water, and the Nova Scotia Department of Public Works for review as part of the new municipal and provincial agency on transportation, so that improvements can be coordinated with potential sewer and or water servicing of Porter’s Lake as outlined in CBCL’s report ‘The Porters Lake Watershed Servicing Study’.



## Programming and Events throughout the Year

Community development is the foundation of a strong, diverse community that helps promote participation and civic pride. Porters Lake should ensure there are adequate funds to program events and activities that help attract visitors and businesses to the community.

Recommendation	Priority
Create an Annual Events Plan	High
Implement/Introduce Events from the Annual Events Plan	Medium

## Transportation and Accessibility Improvements

This plan recommends a number of improvements along Trunk 7 which are proposed to improve transportation and accessibility for all users. These actions, when implemented, will help make the Porters Lake Village a more comfortable and enjoyable place to spend time for the community and visitors. It should be noted that several of the below recommendations will require inter-governmental and private sector coordination and collaboration, and therefore priority level has been assigned to keep timeline goals realistic.

Recommendation	Priority
Crosswalk Review (Actions C, E, H and J)	High
Implementation of Crosswalk Improvements (Actions C, E, H and J)	Opportunity
Earl Court Walking Trail (Action B)	High
Implementation of Property Access Management (Actions D and E)	High
Detailed Design for new Trunk 7 Cross Sections	High
Implementation/Construction of new Trunk 7 Cross Sections	Opportunity
École des Beaux-Marais Walking Trail (Action G)	Medium

## Trunk 7 Functional Design

- FD1. Complete a topographical survey to accurately locate features within the road right-of-way, including utility poles, streetlights, signs, curbs, ditches, catch basins, etc.
- FD2. Collect/obtain traffic data, which may include vehicle turning movement counts, pedestrian and bicycle counts, and collision reports.
- FD3. Conduct an intersection review for the Trunk 7 and Superstore access intersection to assess the need for a westbound left turn lane by conducting a left turn lane warrant analysis.
- FD4. Conduct a crosswalk review for the proposed pedestrian crossing on Trunk 7 at the Tim Hortons driveway, on Trunk 7 at James Roy Drive and on Marine Drive where it intersects with Stella Drive to assess whether the crossings are warranted and, if so, what crosswalk treatments are appropriate for the location.
- FD5. Conduct a queuing impact analysis for the Tim Hortons site to assess the frequency and severity of queuing onto Trunk 7.
- FD6. Consult with all relevant stakeholders including abutting property owners, utility providers, government officials and departments.
- FD7. Develop functional (30%) design drawings of the roadway corridor that include access modifications at the Irving Gas Station.
- FD8. Prepare a Class D cost estimate.

### Site-Specific and Parking Lot Review (Optional)

- SS1. Review the design of the parking lot layout of the Porters Lake Shopping Centre and Superstore to optimize the configuration of parking spaces, cart corrals and driving aisles, provide pedestrian connections to the storefronts, explore opportunities for adding green space and realign the stop controlled intersection between the Porters Lake Centre and Superstore.
- SS2. Review the design of the parking lot layout of the Tim Hortons to fix queuing and stacking from the drive-through to ensure that vehicles do not impede the throat of the driveway and back up onto Trunk 7.

### Trunk 7 Detailed Design

#### Roadway Corridor Detailed Design

- DD1. Coordinate with all relevant stakeholders including abutting property owners, utility providers and government departments.
- DD2. Develop detailed (100%) design drawings of the roadway corridor that include access modifications at the Irving Gas Station and that consider integration with water and sewer upgrades to the area.
- DD3. Prepare a Class A cost estimate.

#### Site-Specific and Parking Lot Detailed Design (Optional)

- DDP1. Develop detailed (100%) design drawings for the parking lot of the Porters Lake Centre and Superstore to implement recommendations presented from the Parking Lot Review (SS1).
- DDP2. Develop detailed (100%) design drawings for the Tim Hortons property to redevelop the site to fix the queuing and stacking from the drive-through to ensure that vehicles do not impede the throat of the driveway and back up onto Trunk 7.

#### Construction

- DDC1. Tender and construct the roadway corridor modifications presented within the Roadway Corridor Detailed Design.
- DDC2. Tender and construct the parking lot modifications presented within the Site-Specific and Parking Lot Detailed Design (optional).



## Planning Regulatory Improvements

It is essential to focus on the future of development along Trunk 7 with a more complementary and certain development process. A series of recommendations for changes to the Land Use By-law (LUB) were presented in this report. These recommendations will help define the commercial area and contribute to a better sense of place.

Recommendation	Priority
Work with HRM to Implement Updates to the LUB (Section 9)	Opportunity

## Wayfinding To/Through Porters Lake

Wayfinding can help move residents and visitors through Porters Lake and other desired locations within the village.

Recommendation	Priority
Consolidate Signs & Visual Messaging	High
Create a Brand & Wayfinding Strategy for the Village	High
Implement Wayfinding Signage	Medium

## Public Space Design Changes

The plan outlines a clear vision for Porters Lake which includes public space improvements to increase the number of spaces available for gathering and events and to encourage a feeling of community within the village core.

Recommendation	Priority
Bus Stop Improvements (Action A)	Medium
Superstore Pocket Park (Action I)	High
Additional Park/Open Space in the Village Core (Action K)	Opportunity
Streetscaping Furniture - Detailed Implementation Plan	High
Implementation of Streetscaping Furniture Plan	Medium

## Grants and Funding

Both accessing funding to contribute to collaborative improvements to infrastructure, and providing funding to businesses who wish to get involved in streetscaping, are important initiatives in achieving the vision for the Porters Lake Village area.

Recommendation	Priority
Seek Funding Opportunities (e.g. ACOA) to create a Business Grant Program	Opportunity
Pursue Streetscaping and Transportation Funding (e.g. Federal, Provincial, etc.)	Opportunity
Create Fundraising Campaigns through Annual Events	High

## 22. GRANT AND FUNDING OPPORTUNITIES

A number of funding and grant opportunities exist which are possible avenues for the PLBA to access to assist in achieving the vision for the Porters Lake Village area laid out in this plan:

Granting Authority	Program	Summary	Deadline	Amount
Halifax Regional Municipality	Halifax Community Grants Program	The Program provides annual cash grants to registered non-profit organizations and charities located throughout the Halifax region.	March	There are two types of grants: a project grant of up to \$5,000 OR a capital grant of up to \$25,000.
Province of Nova Scotia - Department of Municipal Affairs	Beautification and Streetscaping Program	You need to use the funding to beautify, improve or maintain property that the municipality owns or leases. Or the funding needs to be used to pay grants to an organization for beautifying a business district.	June	50% of eligible project costs to a maximum of \$25,000.
Province of Nova Scotia - Communities, Culture and Heritage	Recreation Community Development Grant	Support initiatives which respond to the recreation goals and priorities of communities.	December	Normally up to 50% of project costs, up to \$10,000 annually.
Atlantic Canada Opportunities Agency (ACOA)	COVID-19 Canada Community Revitalization Fund (CCRF)	Variable	Variable	Projects funded under the CCRF could receive a maximum contribution of up to \$750,000 or \$1 million (depending on project location), with funding to cover up to 75% of the total project costs. All contributions will be non-repayable.
Atlantic Canada Opportunities Agency (ACOA)	Innovative Communities Fund	Variable	Variable	Unspecified.
Department of Public Works	Connect2 Program (Category: Active Transportation Infrastructure and Design)	Active Transportation Infrastructure and Design grants can support (1) Temporary installation of bike lanes, public space and active transportation routes, (2) Bike grid infrastructure or design, or (3) Engineering or feasibility studies.	Variable	Connect2 will provide grants of up to 75% to a maximum of \$100,000 per project in this category.
Province of Nova Scotia - Department of Lands and Forestry	OHV Infrastructure Fund (OHVIF)	Support the intent of the OHV ACT by developing and improving the usability, sustainability, and safety of riding opportunities in the province.	Variable (deadline date for each round)	Unspecified - dependent on type of project (Special and Emergency Projects, Small Grant Projects, Infrastructure Projects, Safety Program)



## **APPENDIX A: DRAFT FACADE IMPROVEMENT GRANT APPLICATION**

# PLACEMAKING PROGRAM OPEN GRANT

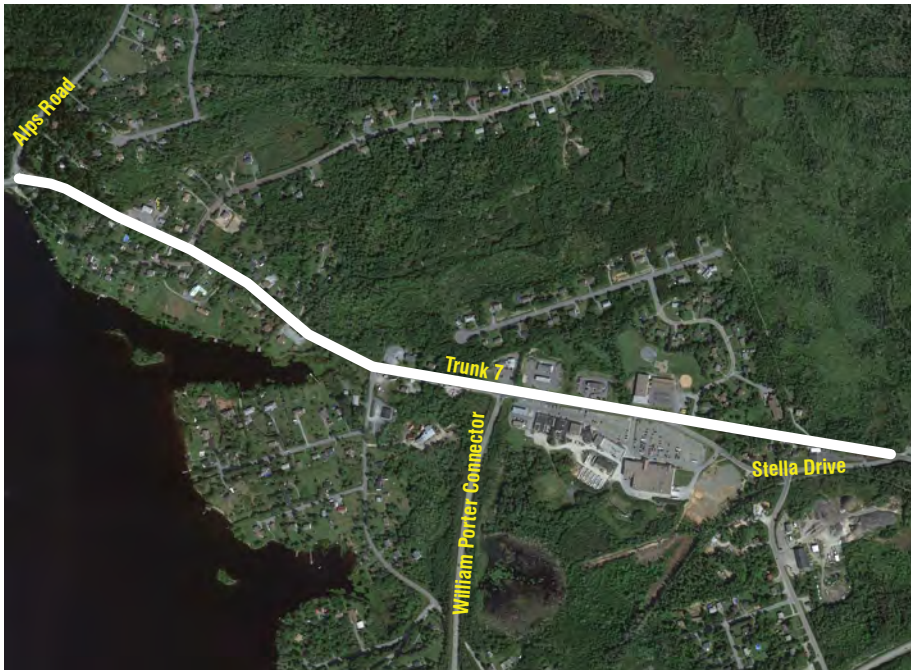
## Eligibility, Criteria, and Application

The Porters Lake Business Association (PLBA) offers a placemaking grant program to assist commercial property owners and tenants with financing of urban design improvements. This grant contributes to the PLBA Infrastructure Improvement Plan's strategic placemaking goals.

The placemaking improvement program is administered by the PLBA, a non-profit, volunteer-run organization that supports the Porters Lake business community.

## Geographic Boundary

The PLBA district boundaries encompass properties along Trunk 7 between Alps Road and Stella Drive.



## Eligibility

- Only those properties located within the heart of the Commercial Village, on Trunk 7 between Alps Road and Stella Drive.
- Only those applications which satisfy the PLBA urban design standards
- All applications must satisfy the Planning Districts 8 & 9 Land Use Bylaw
- If the total value of all grants applied for exceeds the amount of funding available, grant will be approved on a first come first basis.

## Eligible Work

\*Note, only exterior and landscaping work is eligible

- Repainting, cleaning or re-facing of façades.
- Repair or restoration of façade masonry, brickwork or wood.
- Replacement, repair or restoration of cornices, eaves, parapets and other architectural features.
- Replacement or repair of windows as part of the overall façade improvements.
- Entranceway modifications that improve the appearance and/or access to the commercial units.
- Redesign and reconstruction of the store front.
- Installation of appropriate new signage or improvements to existing signage.
- Installation or repair of canopies and awnings.
- Installation or repair of exterior lighting.
- Restoration of historic features.



## Selection Criteria and Process

- Should demonstrate the ability to address the vision of the program.
- Ability to make the most overall impact/improvement on the visual from the street.
- The clarity of purpose behind the submission and reasons for applying.
- The quality of the materials/images supplied.
- Ability for the project to be completed.
- Up to 50% of the work will be covered, up to a maximum amount of \$4,000.

## Who Makes the Decisions?

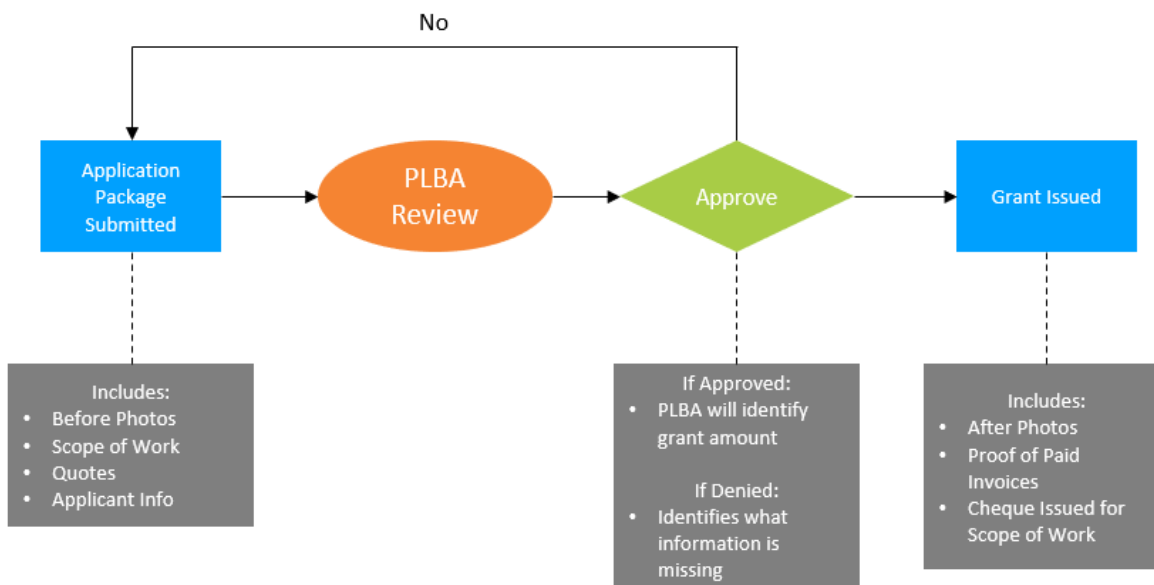
All applications will be considered by the PLBA's Placemaking Action team. All members are part of the PLBA.

## Payment

PLBA will issue the grant money in installments by cheque. Vendor/supplier invoices will be required before grant cheques are issued. Receipts and an expense report with HST breakdown will be required within 30 days of completion of the project.

**Please fill out a full application form and send to:**  
porterslakebusinessassociation@gmail.com

## Application Process



## **APPENDIX B: ENGAGEMENT SUMMARY**



# PORTERS LAKE IMPROVEMENT PLAN ENGAGEMENT SUMMARY

## THE ONLINE SURVEY

During the period between September 12<sup>th</sup> and October 17<sup>th</sup>, an online community survey was available to residents via a link on the Porter's Lake Business Association Facebook page. The survey provided an opportunity for those interested in the issues presented to provide their input, though it should be noted that the results don't represent a random sample of the population. Respondents were asked questions under a series of themes, including:

- 1 Current modes of transportation,
- 2 Transportation infrastructure,
- 3 Business and economic growth, and
- 4 Placemaking.

The main findings of the survey have been summarized in the following paragraphs.

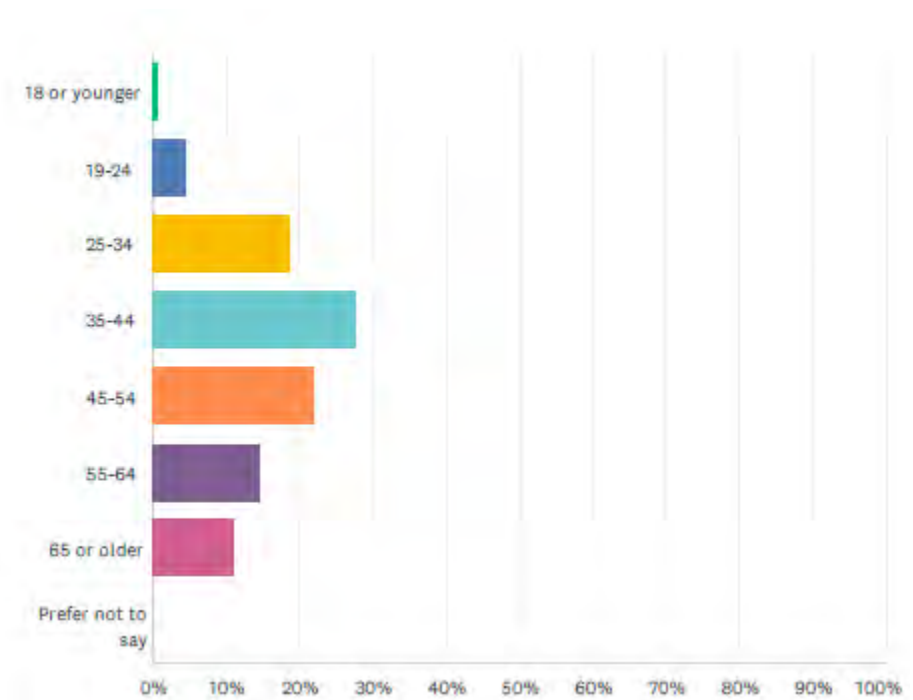
### SURVEY RESULTS:

Over a period of September 12<sup>th</sup> to October 17<sup>th</sup>, the survey was completed by a total of 315 individuals.

### AGE CATEGORIES

**When asked which age category they fall into, respondents answered:**

Over half (68%) are between the ages of 35-64, with the greatest number (28%) between 35-44, 22% between 45-54, and roughly 15% between 55-64. The remaining one third was split amongst individuals with the greatest number (19%) between 25-34, roughly 4% between 19-24, 11% were 65 or older, and less than 1% were 18 years or younger.

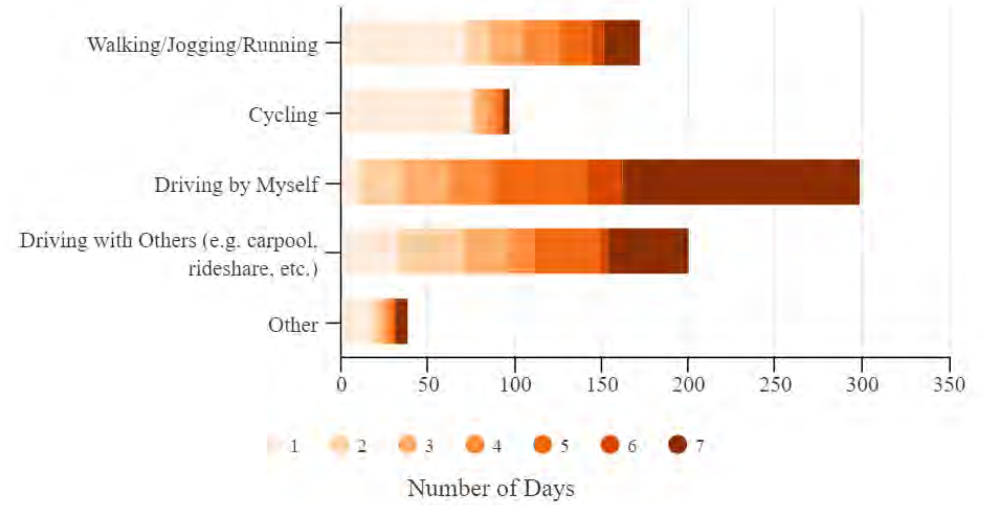


## TRAVEL MODES

Respondents were then asked to indicate which travel modes and number of days they use them within Porters Lake Village Area during a typical 7-day week.

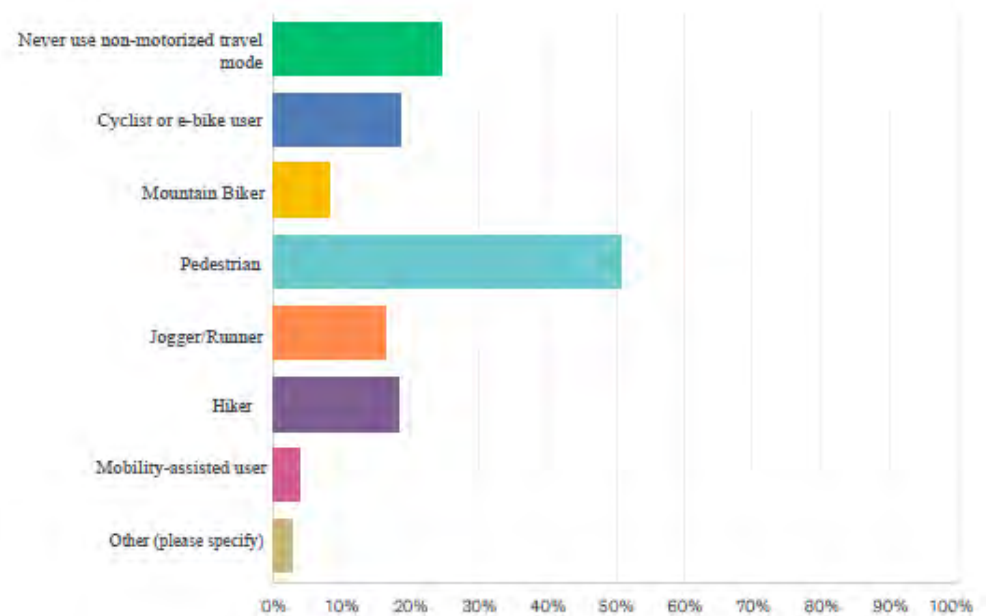
Respondents answered:

The most common mode of transportation used 7 days a week (indicated by 46% of respondents) was ‘driving by myself’. Just under one quarter (23%) indicated ‘driving with others’ as their mode of transportation 7 days a week. Over three quarters (78%) indicated they cycle only once a week. Note that there was no ‘zero’ option, so this category would be ‘one day or less.’ The majority of individuals who indicated “other” used ATVs.



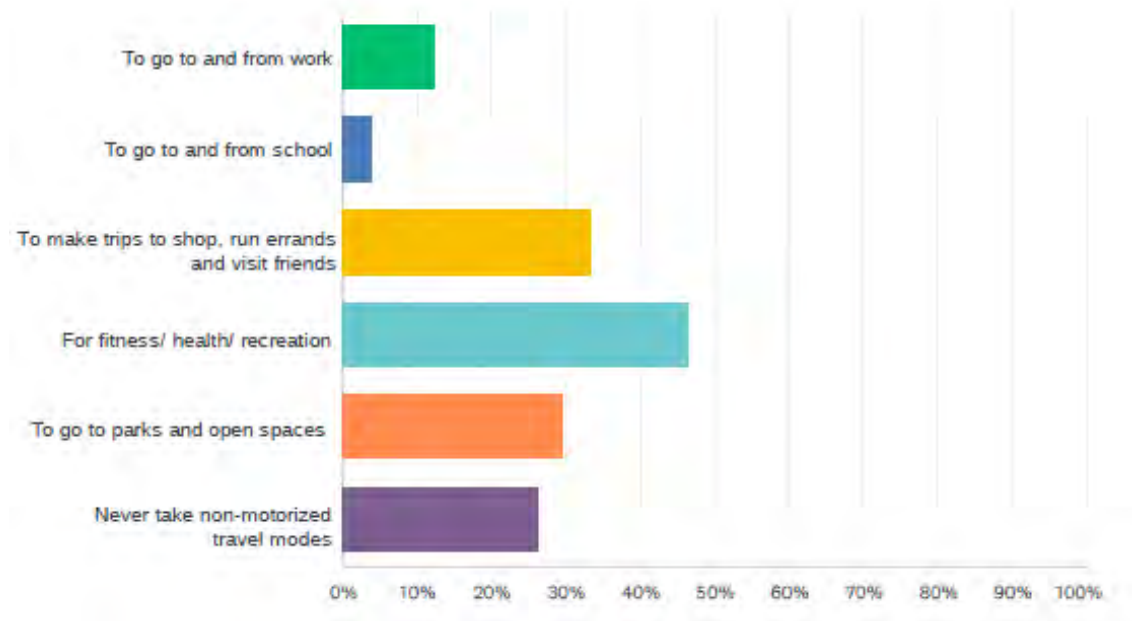
## NON-MOTORIZED TRAVEL

When asked what non-motorized mode user group they most identify with (up to two options), half of the respondents (51%) identify as a pedestrian. Of the remaining respondents, one quarter never use a non-motorized travel mode, while others identify as a cyclist or bike user (19%), as a hiker (18%), jogger/runner (17%), and/or mountain biker (8%). Four percent of the of the respondents identified as a mobility-assisted user and 3% identified as an ATV user, using a walker, and/or roller skates.



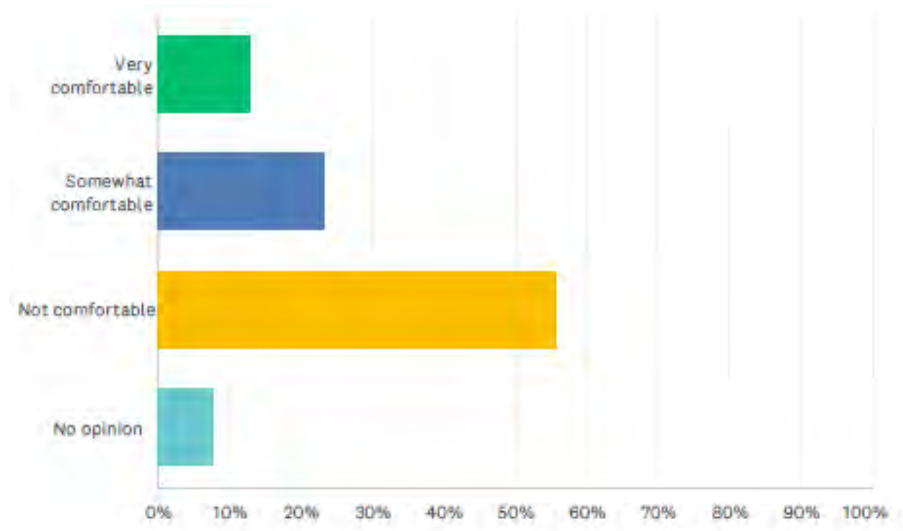


**When asked for the purpose of their trip when taking non-motorized transportation modes** (like above), just over one quarter of respondents indicated that they never use non-motorized transportation travel modes. Of the remaining respondents, 46% use non-motorized transportation modes for fitness/health/recreation, while one third (33%) travel this way to make trips to shop, run errands and visit friends, while 30% of respondents travel this way to go to parks and open spaces. Twelve percent of respondents use non-motorized transportation to go to and from work and only 4% of respondents use it to go to and from school.



**Respondents were asked how comfortable they feel while walking in the Village. Respondents answered:**

Over half (56%) of respondents are not comfortable while walking in the Village, while only 13% feel ‘very comfortable’. Just under one quarter feel ‘somewhat comfortable’ while walking in the Village and 8% of respondents have no opinion.



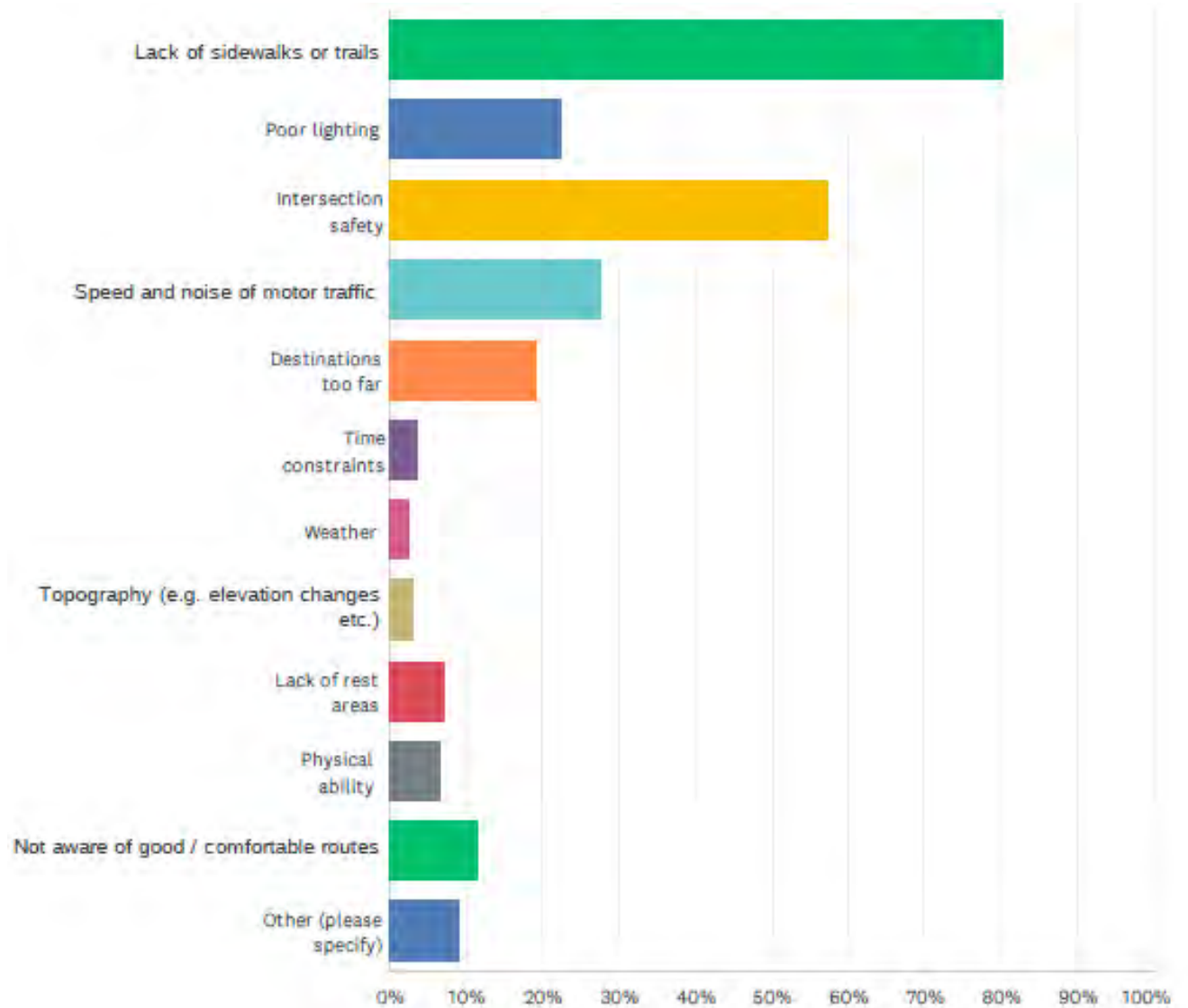
## INTERSECTION SAFETY

Respondents were provided five intersections within the Study Area and asked to indicate which intersection needs the most improvement to increase safety, especially for people walking or cycling.

The top three intersections that need the most improvement overall were:

- 1 Highway 7 and the entrances to the Tim Horton's and Porters Lake Centre (209 votes)
- 2 Highway 7 and William Porter Connection (44 votes)
- 3 Highway 7, Stella Drive and James Roy Drive (33 votes)

Following the top three, 'Highway 7, and Porters Lake Station Road' received 10 votes and 'Highway 7, Stella Drive near Gazoo's' received 7 votes.



## WALKING

When asked for the main barriers that prevent them from walking within the village, respondents answered:

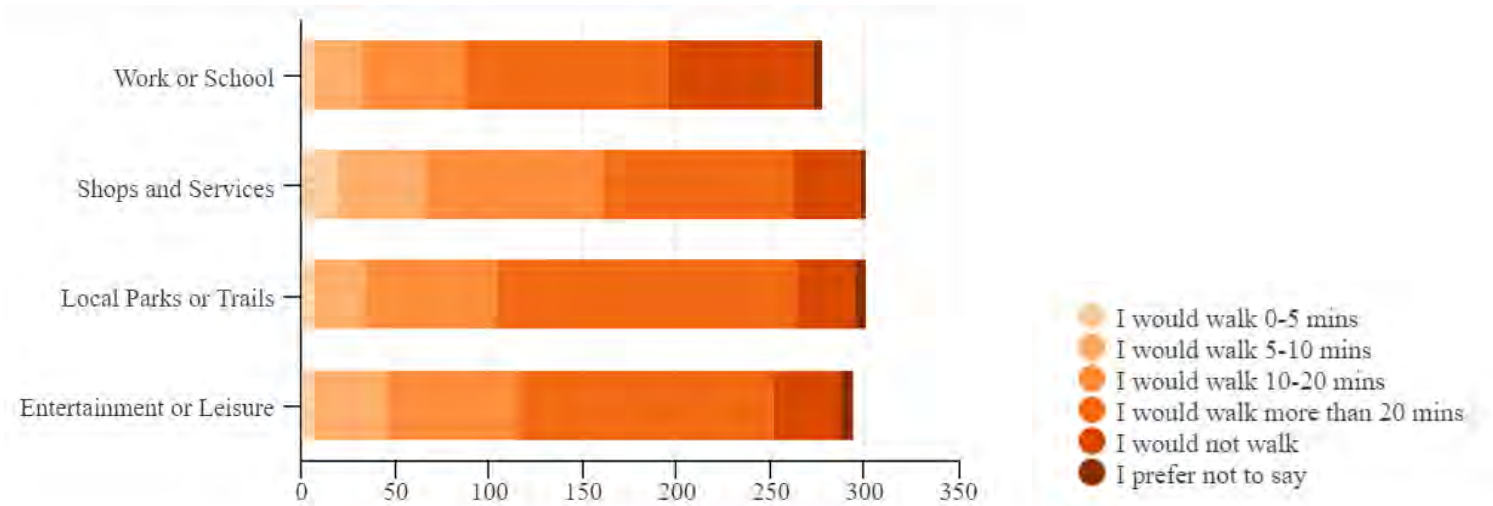
The top three barriers identified:

- 1 Lack of sidewalks or trails (247 votes)
- 2 Intersection safety (176 votes)
- 3 Speed and noise of motor traffic (85 votes)

Following the top three barriers, 'poor lighting' received 69 votes. Next most popular was 'destinations too far' (59 votes), followed by, 'not aware of good/comfortable routes' (36 votes), lack of rest areas (22 votes), and physical ability (20 votes). Barriers that received less than 10 votes were, time constraints, weather and topography (e.g. elevation changes, etc.).

Respondents were asked how far they would be willing to walk, if they felt comfortable, to each of the following destinations. Respondents answered:

Over half of the respondents (53%) indicated they would walk more than 20 minutes to local parks or trails, while 45% would walk more than 20 minutes for entertainment or leisure. Just under one third (28%) of respondents would not be willing to walk work or school. Only 7% of respondents preferred not to disclose how willing they would be to walk to any of the destinations.





## HIGHWAY 7 IMPROVEMENTS

Respondents were asked for their top three priorities for improvements to Highway 7. Their responses were as follows:

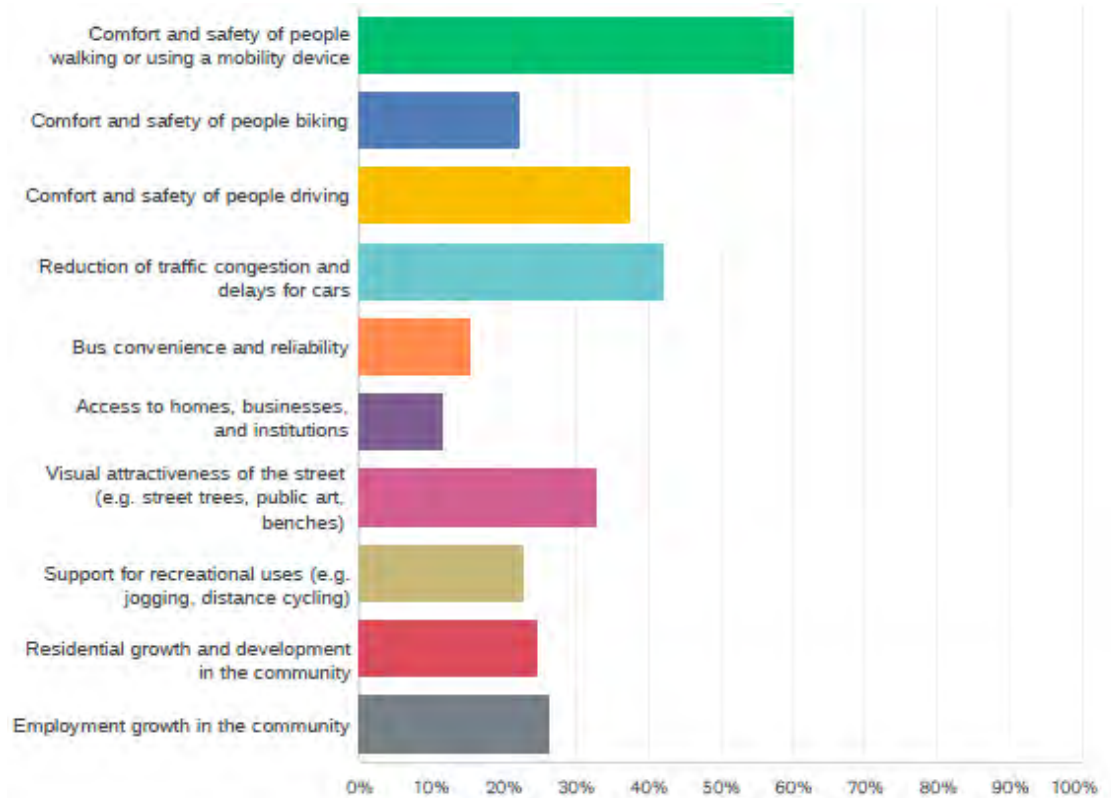
- 1 Comfort and safety of people walking or using a mobility device (187 votes)
- 2 Reduction of traffic congestion and delays for cars (131 votes)
- 3 Comfort and safety of people driving (117 votes)

Following the top three, ‘visual attractiveness of the street (e.g. street trees, public art, benches)’ had 102 votes, and ‘employment growth in the community’ had 82 votes. Following that, ‘residential growth and development in the community’, and ‘support for recreational uses (e.g. jogging, distance cycling)’ had 77 and 71 votes respectively, while ‘bus convenience and reliability’ and ‘access to homes, business and institutions’ had 48 and 36 votes respectively.

Respondents were asked for their top three locations in the Village for new or expanded walking facilities, including crosswalks.

The top locations overall were:

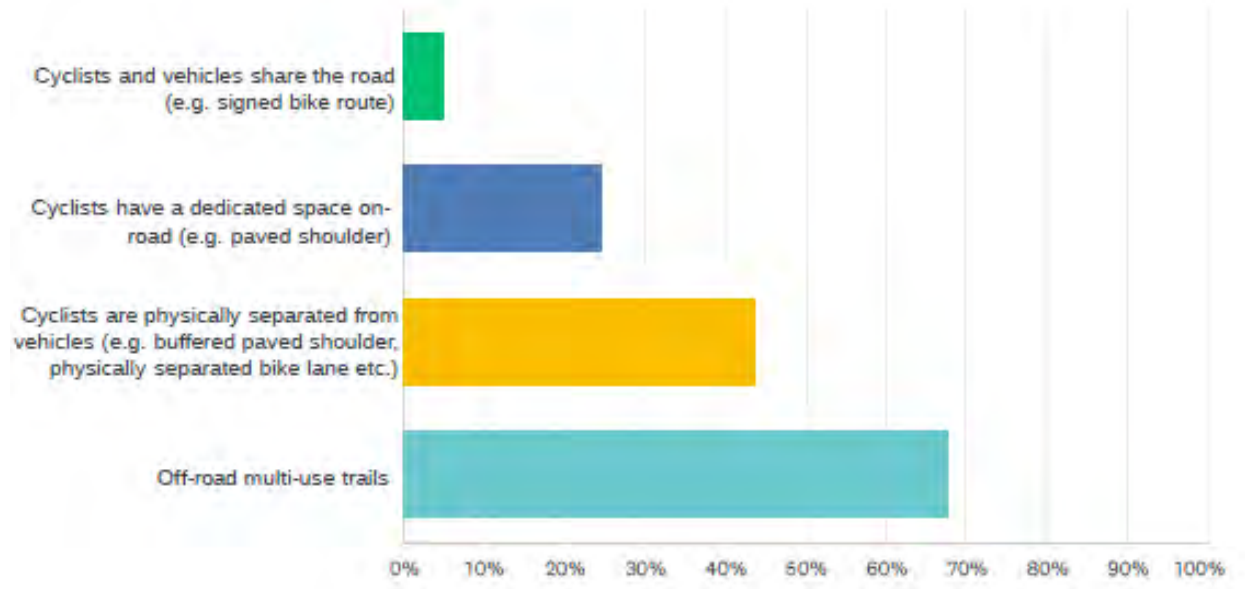
- 1 Tim Hortons
- 2 Around the school
- 3 All around the shopping centre, including the Atlantic Superstore and NSLC
- 4 All along the Highway 7



## CYCLING

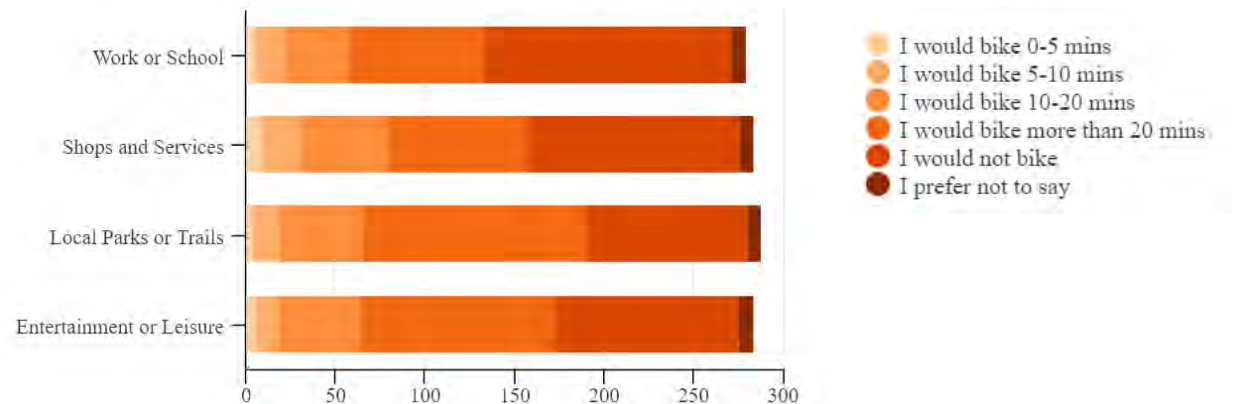
**When asked in which situations they felt most comfortable riding a bike, respondents answered:**

By far, the most comfortable situation when riding a bike (for two thirds or 67% of respondents) was off-road multi-use trails. The next most comfortable situation identified (44% of respondents) was when cyclists are physically separated from vehicles (e.g. buffered paved shoulder, physically separated bike lane, etc.). One quarter of respondents indicated they are comfortable when cyclists have a dedicated space on-road (e.g. paved shoulder), while only 5% of respondents feel comfortable when cyclists and vehicles share the road (e.g. signed bike route).



**Respondents were asked how far they would be willing to cycle, if they felt comfortable, to each of the following destinations:**

Nearly half (49%) of respondents would not bike to work or school, while 27% of respondents would bike more than 20 minutes to work or school. **While 36% of respondents would not bike to entertainment or leisure, 31% would not bike to local parks or trails, and 42% would not bike to shops or services,** over one third (38%) would bike more than 20 minutes to entertainment or leisure, 43% would bike more than 20 minutes to local parks or trails and 27% would bike more than 20 minutes for shops and services.



## PLACEMAKING

**Respondents were asked to share any ideas that would make relaxing and spending time more enjoyable within the Village, including a placemaking project. Respondents answered:**

- Parks
  - Pocket parks (areas for kids to play and hangout)
  - Skate/Bike parks
  - Dog park
  - Small stage area for local musicians
  - Area for local farmers market
- Features
  - Public Art
  - Street furniture
    - Along Highway 7 (rest areas)
    - At parks
  - Bus Shelters
  - Landscaping
  - Wayfinding
  - Lighting along Highway 7
  - Sidewalks/Crosswalks
  - Sidewalks along Highway 7 that allow individuals to walk to and from destinations safely
  - Crosswalks at major points along Highway 7
  - Proper lighting at crosswalks
- Trails
  - Motorized trails for ATV's
  - Multi-use pathway
  - Connect trail systems
  - Continue paving blueberry trail



## ACTIVE TRANSPORTATION PRIORITIES

**When asked if they were able to direct investment into active transportation in the Village, what actions they would target, respondents answered:**

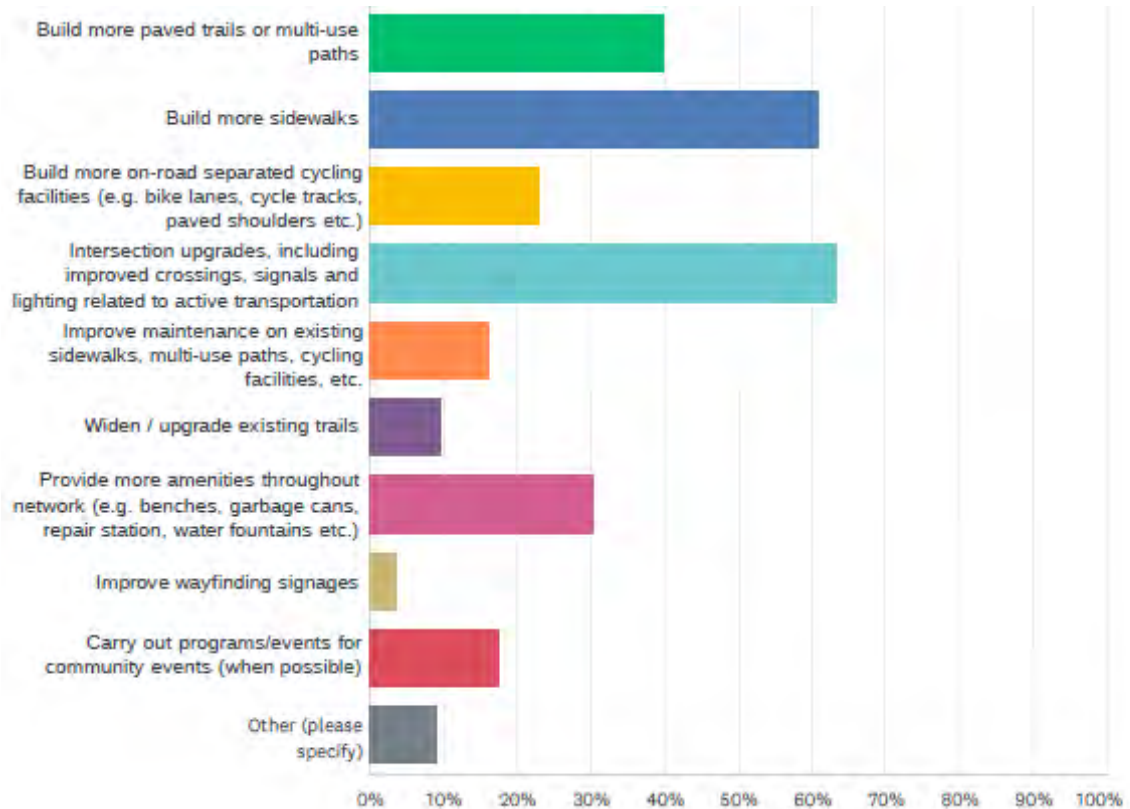
The top three direct investments indicated were:

- 1 Intersection upgrades, including improved crossings, signals and lighting related to active transportation (195 votes)
- 2 Build more sidewalks (188 votes)
- 3 Build more paved trails or multi-use paths (123 votes)

Following the top three, ‘provide more amenities throughout network (e.g. benches, garbage cans, repair station, water fountain, etc.) received 94 votes. Next most popular was ‘build more on-road separated cycling facilities (e.g. bike lanes, cycle tracks, paved shoulders, etc.) with 71 votes. These were followed by ‘carry out programs/events for community events (when possible) and ‘improve maintenance on existing sidewalks, multi-use paths, cycling facilities’ with 54 votes and 50 votes respectively, while ‘widen/upgrade existing trails’ and ‘improve wayfinding signages’ had 30 votes and 11 votes respectively.

Nearly 10% of respondents answered ‘other’. These answers included:

- Provide more multi-use trails that permit ATV’s
- Paved shoulders
- Reduce speed limit to 50km/hour



## ADDITIONAL COMMENTS

**Finally, participants were asked to share any additional thoughts or opinions about the project. 121 respondents took the opportunity. Summarized responses include:**

- Active Transportation concerns about Highway 7 include:
  - Do not feel safe walking or biking along Highway 7 because there are no sidewalks or crosswalks
  - Proper lighting is required at crosswalks
  - Lack of traffic lights
- Transportation concerns about Highway 7 include:
  - No crosswalks (especially near the school)
  - Speeding
  - Traffic volumes around Tim Hortons are too high
  - Poor drainage near the shopping centre
- Public Transportation concerns include:
  - No bus shelters or benches
  - No bike parking at bus stops
- Parks, dog parks, or open spaces that are easily accessible would greatly benefit the community
- Highway 7 'eye sores' include:
  - Unattractive shopping centre
  - Lack of trees
- Multi-use trails that permit ATV's
- Are concerned regarding how improvements could result in higher taxes.



wsp