

# Appendix B: Site Assessment Report





ACCESSIBILITY &  
UNIVERSAL DESIGN AUDIT  
OF

# SITE ASSESSMENT ANALYSIS

PREPARED FOR:  
THE MUNICIPALITY OF THE COUNTY OF KINGS

**level**  
**PLAYING FIELD**  
an accessibility agency





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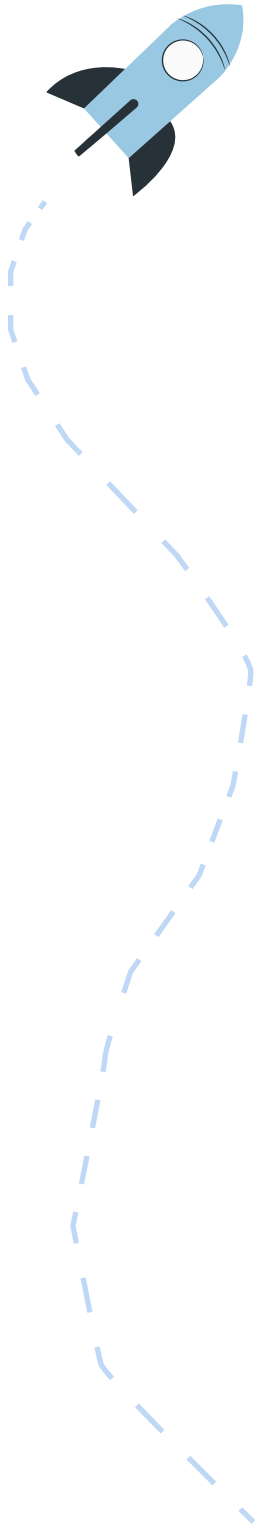
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# 1.0 INTRODUCTION

## INTRODUCTION

### WHAT WE DID



Level Playing Field (LPF) reviewed the current accessibility of the Municipality of the County of Kings and seven villages within. The work began with a desktop exercise to determine what locations to visit and experience in person. We viewed potential locations on Google Street View, reviewed the Municipality transit information and assessed how easy it was to find relevant accessible transportation information on the transit website. We also reviewed Wolfville's, Kentville's, and other accessibility strategies.

The assessment included the Municipality of the County of Kings and seven villages within:

New Minas  
Greenwood  
Aylesford  
Canning  
Cornwallis Square  
Kingston  
Port Williams

## WHAT WE DID - CONTINUED

Site visits focused, but were not limited to, the following:

- Site access, including accessible parking spaces and curb cuts to entrances
- Sidewalks
- Walking & Bicycle Trails
- Parks
- Public Transit
- Libraries, Recreation Centres and Community Centres
- Municipal and Village Buildings

Assessments utilized visual inspection, walking, and using a scooter to traverse the various locations.



# SITE VISIT LOCATIONS



## VILLAGES WITHIN THE MUNICIPALITY

- Aylesford
- Canning
- Greenwood
- Kingston
- New Minas
- Port Williams
- Cornwallis Square



## BUILDINGS

- Louis Millet Community Centre
- Kingston Library & Village Office
- Murdoch C. Smith Memorial Library
- Canning Library & Heritage Centre
- Canning Village Office
- Greenwood Village Office
- New Minas Fire Department
- Glooscap Arena



## TRANSIT SYSTEM

- General Bus Stops & Shelters
- Kings Transit Authority



## KEY SIDEWALKS & PATHWAYS

- Kingston Bridge St. Sidewalk
- New Minas Roundabouts & Sidewalks
- Rail Trail System
- Port Williams Bridge



## PARKS & OPEN SPACES

- Aylesford Centreville Park
- Stronach Park
- Lockhart Ryan Memorial Park
- Lonnie Milne Memorial Park
- Jones Subdivision Park
- Golf View Playground
- Meadow Terrace Playground
- Port Williams Park
- Greenwood Soccer Pitch
- Centennial Park
- General Playgrounds & Sport Fields
- Tennis Courts / Skating Rinks





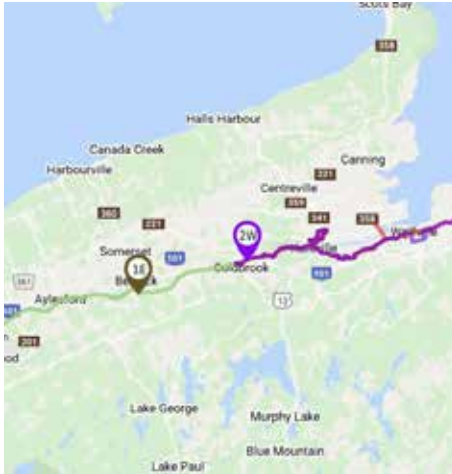




# 2.0

# WHAT WE OBSERVED





TR 1 | Kings Transit live bus location map  
Source: Kings Transit Authority, 2021

## 1.1 TRANSIT OBSERVATIONS

### Buses and Routes

The Kings Transit Authority serves Annapolis Royal, Bridgetown, Clementsport, Cornwallis, Digby, Lawrencetown, Middleton and Weymouth. The transit service provides four bus routes with an option to live track a bus location. The tracking is found on the Kings Transit "Double Map" and provides users with up to date locations of buses and where they currently are on the route. The tracking service helps users know where the bus is and rough estimates for when it will arrive at their stop.



TR 2 | Bus Stop in Port Williams, no accessible space not in path of travel

### Transit Stops

Bus Stops are found throughout Kings County. With four bus lines operating directly within the county limits, many passengers have moderate access. Routes for the most part, follow highway 1 which mean the stops are located on a single roadway. This limits who accesses the buses as they have to commute to the highway from within their communities.



TR 3 | New Minas bus stop with accessible space next to bench





TR 4 | Low floor buses  
Source: Kings Transit Authority, 2020



TR 5 | New Minas location of the Kings  
Transit Authority



TR 6 | Attendant aiding a passenger Source:  
Kings Transit Authority, 2020

## 1.1 TRANSIT OBSERVATIONS

### Transit Accessibility

Transit in Kings County is accessible as all buses are fully accessible. Low floor buses are now the standard for transit and provide great accessibility. As seen in image TR4, the buses have ramps and a wide entrance to accommodate wheeled mobility devices. Inside the bus, space is provided for users to tie down wheelchairs. We heard from some users of the bus system that the tie-downs were sometimes difficult to use.

One limiting factor is only zero turn mobility devices can be accommodated on the bus. Meaning those who have wheeled mobility devices with greater turning radius require advanced maneuvering or must find alternative transport.

### Traveling With An Attendant

Kings Transit is welcoming to riders who require an attendant to help with using transit. The fare is free to those who are acting as an attendant. All the attendant needs to do is get an attendant card from Kings Transit and then show it to the driver when getting on board with the person needing additional assistance.



TR 7 | Village of Greenwood , bus stop sign on electrical post



TR 8 | Kings Transit bus  
Source: Kings Transit Authority, 2020



TR 9 | Kings Transit bus headed to Wolfville.  
Source: Kings Transit Authority, 2020

## 1.1 TRANSIT

### OBSERVATIONS

#### Schedule

The schedule for Kings Transit is moderately frequent at two hour intervals. This range allows users to have time frames to use transit to access different areas of the municipality. Most routes are in service between 7:00 am and 9:00 pm leaving riders with 7 time options to use transit. The two hour window gives users enough time to get to the bus stops from other more distant locations off the highway.

#### Fares

The fares for Kings Transit range depending on what age grouping the rider falls into. A 46% decreased rate is applied to riders who are considered seniors. The same discount is applied to children between the ages 5 - 11 where as children under 5 can ride transit for free.

#### Tickets

Tickets are sold at 25 locations throughout the region. With the high amount of available locations riders are able to choose the most convenient and most accessible location to purchase tickets. It is important that each of these locations are accessible.





**PS 1 |** Uneven sidewalks in front of Port Williams Library



**PS 2 |** Pot holes leading to Port Williams bridge

## 1.2 PATHWAYS & SIDEWALKS

### OBSERVATIONS

#### Port Williams

The pathway outside of the library is in need of an accessibility upgrade. This narrow path can only accommodate single pedestrian traffic. Those using wheeled mobility devices would be unable to pass next to each other and one user would be required to leave the pathway. The pavement is uneven and has no tactile indication warning pedestrians they are leaving a sidewalk and entering a parking lot.



**PS 3 |** Lack of sidewalks forces users to walk along an active roadway



**PS 4 |** Single pathway with ramp crossing Kingston bridge

## 1.2 PATHWAYS & SIDEWALKS

### OBSERVATIONS

#### Residential Pathways

The lack of sidewalks in residential areas forces users to walk along the road or ditch. It was observed that when parked on the side of the road pedestrians would have to choose between walking in the ditch or on the active road.

#### Bridge Sidewalks

The Village should advocate to have the Province upgrade bridge crossings as part of the mandated Accessibility Plan. Kingston bridge is in need of an accessibility and pedestrian retrofit. The sidewalk is on an elevated platform and only accessible from steep ramps. No colour contrasting strip is found on the curb edge where it drops to roadway. If two users in wheeled mobility devices would enter the pathway from opposite end one would have to back up to let the other through.





**PS 5 |** Canning sidewalk that is wide enough for two wheeled mobility devices

## 1.2 PATHWAYS & SIDEWALKS

### OBSERVATIONS

#### Canning Sidewalk

The sidewalk seen in image PS5 is a good example of how a sidewalk should look. The sidewalk is wide enough to accommodate passing and any obstructions in the path do not reduce the width down to an inaccessible width.



**PS 6 |** Sidewalk in Port Williams is restricted by obstacles along the sidewalk

#### Port Williams Crosswalk

This crosswalk represents the current state of accessibility in Kings County with obstructions hindering access to the crosswalk. The crosswalk path is not a single surface and does not have any tactile warnings before to indicate entrance into a roadway. There are no signals to notify vehicle traffic or pedestrians respectively. Finally, vertical signage is not present to indicate a road crossing.



**PS 7 |** Updated crosswalk in Kingston

#### Kingston Crosswalk

The crosswalk in image PS7 demonstrates an improvement to the pedestrian experience. With flashing lights and signage, oncoming vehicles are warned of pedestrians crossing. The crosswalk could further be improved with tactile warnings to indicate a entrance into an active roadway.



**KA 1 |** Front entrance to a building along main street in the Village of Canning



**KA 2 |** Accessible front entrance at the Memorial Library in Port Williams



**KA 3 |** Canning Library with sloped access and unaccessible book return

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

##### Sidewalks

Incorporating accessibility into entryways of existing businesses shall be a future consideration of all sidewalk construction.

##### Memorial Library

This site has good access with a level platform at the entrance. The door is accessible and has a automatic opening button on the side wall. The button location could be improved, as it is within the swing of the door and users would likely get hit by the door once pressed. Lighting is good and the entrance provides shelter from inclement weather conditions.

##### Canning Library

This site has tried to increase accessibility of the entrance by adding a ramp to the door. The ramp is steep and does not provide a level landing at the top so that a user can maneuver the door. The door is also not equipped with an automatic opener. The after-hours book return is located off the level pathway and is over accessible height. The signage on the building is not colour contrasted and does not have any tactile characters on it. In addition the signage material creates glare making it hard to read from a distance.



KA 4 | Front entrance to arena



KA 5 | Accessible ramp to the south of the front entrance



KA 6 | Power Door Control at Entrance

## 1.3 ACCESS TO KEY FACILITIES

### OBSERVATIONS

#### Glooscap Arena

This property sits on land owned by the Annapolis Valley Regional Centre for Education and is operated by the Canning and District Recreation Commission.

This building has some good accessibility features. The front entrance is level and wheelchair accessible.

Automatic door openers are provided and are located out of the swing of the doors.

The ramp on the south side of the entrance is provided for accessible access to parking stalls. The current ramp can present a tripping hazard for some users due to its lack of colour contrast. The lack of railing reduces way finding for those with reduction in visibility. In addition a railing would ensure that no vehicle could encroach on the accessible pathway when parking in the adjacent stall.

The Parties shall keep accessibility improvements and upgrades a condition of future grants.





**KA 7 |** Front entrance to the Canning Fire Hall



**KA 8 |** Pathway leading to the Canning Fire Hall



**KA 9 |** Stairs leading into the front entrance of the Sheffield Mills Community Hall

## 1.3 ACCESS TO KEY FACILITIES

### OBSERVATIONS

#### Canning Fire Hall

The newly constructed fire hall in Canning has a firm, level pathway leading up to the front entrance. The entrance has push button access located at the face of the doorway. Using the button would require the user to be within the door swing. Some other accessible features of the entrance include the vertical signage, the shelter from elements, and the outdoor lighting.

A wide pathway leads to the front entrance of the fire hall. The sidewalk is wide enough to permit passing of two wheeled mobility devices. This front pathway is a good example of what the County of Kings should strive for to achieve universal design.

#### Community Halls

Community halls often have accessibility limitations both physically and visually, mainly due to their age. The front entrance to the building often requires a user to climb steps. Halls that do not have a main accessible entrance may be forced to locate one at the less desirable side of the building. Doors with a lever style knob are more accessible than a door knob handle which requires full dexterity.

The Municipality can further encourage these public building upgrades within grant applications.



KA 10 | Accessible entrance to Sheffield Mills Community Hall



KA 11 | Front entrance to the New Minas Village Office



KA 12 | Exterior ramp to access interior rooms within the village office

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

##### Community Halls

Community Halls often have a side entrance that doubles as the accessible entrance. The visual appearance of the side door is often less welcoming than the front. The landing before the door is not a solid, level surface and the door has a knob on it. These entrances often do not contain signage promoting the use of the door as an accessible access point and there is often no accessible path leading to the doorway.

##### Village Office (New Minas)

The village office in New Minas was another good example of public buildings with good access. The level entrance was one solid surface with enough space to maneuver to use the door. The push access was located on the front wall which might put the user in the way of the door swing. The entrance was covered and had good lighting and signage.

Louis Millett Community Complex (New Minas) The community complex is two levels and does not have an interior elevator. An exterior ramp is provided but is not inclusive . The provided railing does not contain a lower rail which could cause harm to those in a wheelchair.



**KA 13 |** Typical unaccessible playground found throughout county



**KA 14 |** Entrance path to accessible playground in Centreville



**KA 15 |** Ramp leading onto an accessible playground structure

## 1.3 ACCESS TO KEY FACILITIES

### OBSERVATIONS

#### Playground Access

This playground shows the current state of many of the playgrounds in Kings County. With a wooden curb and pea gravel, the playground is not accessible. There is also no accessible playground equipment.

#### Accessible Playground

One of the County of Kings Accessible playgrounds is located in Centreville. This example of universal design is a good step forward toward a more inclusive playground. The pathway to the playground is level and offers a route for anyone using a wheeled mobility device. In addition, access to the play structure is also inclusive. A ramp is provided for anyone who wishes to go up onto the structure. The ramp offers an upper and lower railing and is colour contrasting for those with limited vision.

The accessible playground is a great addition to the county, but could still be improved. The wood chips that line the ground can get caught in wheelchair spokes. With heavy rain or snow, pooling might occur if a hole was dug by a child in the wood chips.





KA 16 | Kingston Regional Library

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

##### Kingston Regional Library

The library in Kingston has a firm and level entrance landing. The entrance is covered, has signage, and there is outdoor lighting. The book return is placed so that it blocks manoeuvring space at the door and provides a reduction in entrance visibility. The entrance is also on a podium raised above the parking lot. The change in grade at the sides should be highlighted with colour contrasting stripping to warn users of a drop.



KA 18 | Front door to the Kingston Village Office

##### Kingston Village Office

The village office in Kingston has accessible access. The entrance is covered, has good vertical signage and has a narrow ramp to the doorway. The automatic door button is located in a spot on the wall that is within the door swing. In addition the ramp leading to the entrance follows a unusual path where a 90 degree turn is located with a slope change. Current ramp designs have a level platform for users to change direction. With a slope and pathway change users might lose control.



KA 19 | Ramp leading away from entrance



KA 20 | Credit Union Centre in Kingston



KA 21 | Front door to the Village of Greenwood Office



KA 22 | Accessible entrance at the Wee Folk Centre in Greenwood

## 1.3 ACCESS TO KEY FACILITIES

### OBSERVATIONS

#### Credit Union Centre Arena

The recreation centre entrance in the Village of Kingston is in need of an accessibility upgrade. The existing door handles on the front entrance are not access friendly as they require full dexterity to pull. The entrance also does not have push access. The entrance is also on a slightly sloped podium that could cause unknowing users to stumble. Some elements are good on the entrance such as the outdoor lighting and the protection from elements.

#### Village of Greenwood Office

The Wee Folk Centre located in the Village office building does not have an accessible front door. The main entrance is located on a platform with a single step up. This step up has no visual indication and could pose a tripping hazard to those with reduced visual ability.

There is a secondary entrance on the building that is accessible. The accessible entrance has a push button that is located outside of the door swing.

In addition, a low slope brings users to the door.

Attention could be given to the ramp as the surface is beginning to show signs of disrepair.

The Village office building is not currently accessible for them or their tenants.



KA 23 | Lockhart Ryan Memorial Park Spray Park



KA 24 | Access to the Lockhart Ryan Memorial Park Spray Park



KA 25 | Pathways from Parking to the Main Park Area

### 1.3 ACCESS TO KEY FACILITIES

#### OBSERVATIONS

##### Lockhart Ryan Memorial Park

Lockhart Ryan Memorial Park is located within the Village of New Minas. The spray park is accessible as the surface it is on is firm and level and it is made of a solid material. The spray park is accessible, but there is no defined pathway leading to it from parking. Users must cross a long grass area to get to the spray park. With the addition of a hard packed pathway, users would have reliable access to the spray park.





PA 1 | Accessible parking at Centreville Recreation park



PA 2 | Credit Union Arena Accessible parking



PA 3 | Parking at Canning Library

## 1.4 PARKING

### OBSERVATIONS

#### Community Parks

The Accessible parking at community parks need to be present. Larger accessible stall signage along with a dedicated access aisle would create a better parking experience. This should be addressed as part of future lease agreements.

#### Credit Union Recreation Complex

The accessible parking at this recreation centre has good and bad elements. The stall would benefit from new surface paint to clearly indicate an accessible parking stall. The signage is also using the outdated and derogatory term "handicap" instead of "accessible". Each parking stall requires an adjacent access aisle that can accommodate side loading of vehicle.

#### Canning Library

The parking at the Canning Library does not have an accessible parking stall. The reserved signage is not clear as to who the stall is reserved for. Misinterpretation can easily occur and further direction is needed. The parking lot does not contain marked parking or signage and no clear access aisle is present.



PA 4 | Accessible parking at Glooscap Arena



PA 5 | Accessible parking signage at Glooscap Arena



PA 6 | Parking at Canning fire hall

## 1.4 PARKING

### OBSERVATIONS

#### Glooscap Arena

The accessible parking at the Glooscap Arena is present and for the most part is well designed. The issues found with the overall design include the slope of the stall itself. When an accessible parking stall is sloped it can effect whether the personal vehicle lift will operate. In addition, the signage on the wall is contradictory as it states "No parking" while also being the accessible parking stall. Finally the separated path to the entrance is elevated slightly with a lip. The original design probably did not intend on the lip being present but it is currently a tripping hazard.

#### Canning Library

The parking at the Canning Fire hall is a very good example of accessible parking. Well defined accessible stalls are immediately visible and adjacent to the building entrance. All accessible stalls have a dedicated access aisle and curb cut. The pathway to the front is clear and wide enough for passing of wheeled mobility devices.



**PA 7 |** Accessible parking at the back of the Village of Kingston Village Office



**PA 8 |** Sloped path to parking lot leading away from Hospital



**PA 9 |** Parking at Valley Regional Hospital (not part of audit)

## 1.4 PARKING

### OBSERVATIONS

#### Village of Kingston Village Office

The accessible parking at Village of Kingston Village Office is located at the back of the building. The signage is present and provides no clear indication of a path to enter the building. The door sign is an accessibility image, but access requires maneuvering a step. There is no pedestrian access aisle as the sidewalk is raised forcing accessible access to the roadway.

#### Valley Regional Hospital

This site does not fall within the jurisdiction of the Municipality of Kings, however given its importance to the community, all parties should advocate for the Province to make this a priority site.

The site does have accessible parking located in the drop off zone, which remains an active space. The parking lot with additional accessible parking is located in a lower area and has a sloped pathway leading to it. The pathway slope appears to be too steep and some users would struggle to maintain control.

Once at the top of the slope users will find that the pathway has no curb cuts. Without this, users in wheeled mobility devices would struggle to find the accessible path as there is no signage indicating a recommended direction of travel.





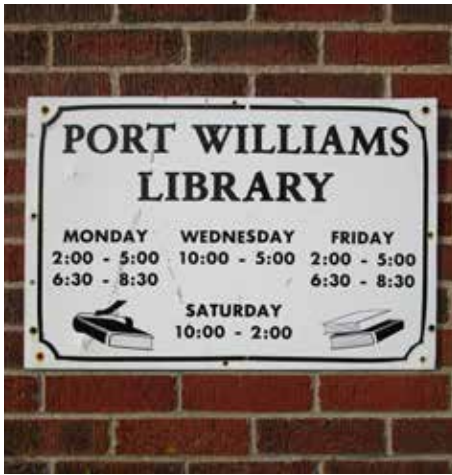
WS 1 | Credit Union Centre front entrance doors

## 1.5 WAYFINDING & SIGNAGE

### OBSERVATIONS

#### Credit Union Centre

The signage at the Credit Union Centre is colour contrasted and located at an appropriate height. The signage should be located on a wall instead of a doorway, this is to ensure a clear view even when the door is open. Finally, tactile characters and braille should be provided on the updated signage for those with reduced visibility.



WS 2 | Port Williams Library front entrance sign

#### Port Williams Library

The library signage has good colour contrast and provides operating hours. The addition of tactile characters and braille would help to make it more inclusive. Updated signs should provide increased font size to allow for visibility at a further distance.



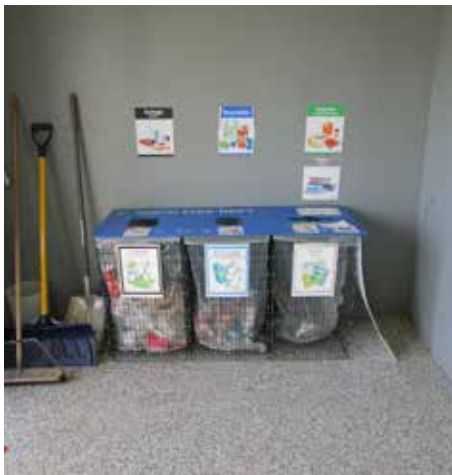
WS 3 | Front entrance sign at the Canning Library

#### Canning Library

The signage at the Canning Library is difficult to read due to wear and reflection/ glare on the surface. The sign also lacks tactile characters and braille. Colour contrast between text and background is also lacking.



WS 4 | Womans washroom door at Glooscap Arena.



WS 5 | Recycling at Glooscap Arena



WS 6 | Bus stop signage

## 1.5 WAYFINDING & SIGNAGE

### OBSERVATIONS

#### Interior Bathroom Signage

Washroom signage is an important information source for anyone wishing to use the facilities. If signage is on a door users might not see it if the door is propped open. In addition, there is no indication on the signage on whether or not the washroom is accessible.

#### Refuse Signage and Organization

Continuing at the Glooscap Arena, the area where recycling is needs further defining. Having colour coded bins is one method to differentiate the three types of refuse bins. The images of items that go in each bin are a good addition but tactile characters and braille would also be a welcome addition.

#### Kings Transit Signage

The sign in image WS6 was found on the interior of a bus shelter, above eye level. Visibility of the sign is sometimes difficult due to the reflection and glare coming off of the glass. The colour contrast between the font and background is good and with repositioning the sign would be more accessible. Braille should be added to the signage as well.



WS 7 | Village of Canning Village Office Entrance Sign



WS 8 | Kingston Library Entrance Sign



WS 9 | Lonnie Milne Park outdoor signage

## 1.5 WAYFINDING & SIGNAGE

### OBSERVATIONS

#### Kingston Village Office

The directional vehicle signage at the Kingston village office helps to increase accessibility and wayfinding. The sign is colour contrasted and uses a font that is readable at a distance. The directional indication helps users know where to go when visiting the village office and community hall.

#### Kingston Library

The library exterior signage is good for colour contrast but lacks in a few elements. The sign has no lighting facing it and it is hard to see at a distance and in dark conditions.

#### Outdoor Park Signage

The sign seen in image WS9 shows a typical outdoor sign for parks in Kings County. The colour contrast on the sign is good for those driving or walking.

A helpful addition to the sign would be a map of destinations within the park along with tactile characters.



# 3.0

## RECOMMENDATIONS

## 3.1 TRANSIT

### RECOMMENDATIONS

#### **Bus**

Although there are accessible buses with low floors, kneeling capabilities and ramps - they are sometimes difficult to maneuver when exterior conditions worsen. Ensure floor and ramp surfaces are kept dry, free of ice and slip-resistant.

#### **Bus Stops**

Increase the size of bus stop signs so they can be read from a further distance and place consistently in all locations. Ensure that all signage is placed to avoid shadows and glare. Accessibility can be increased by providing the routes travel direction (ie. east) as well as a stop number. The stop number should correspond with website route information. It is also recommended that additional signage be provided that includes tactile characters and Braille.

#### **Shelter**

Covered bus shelters are provided sporadically. Ensure all covered stops are adjacent to an accessible path of travel and contain a level pad that is large enough to accommodate the turning radius of a wheeled mobility device. Provide bus shelters at all locations if feasible.

## 3.2 PATHWAYS & SIDEWALKS

### RECOMMENDATIONS

#### Surface

Pathway surfaces should be firm, level and slip-resistant. Worn pavement presents tripping hazards for some users. Pathways should be regularly maintained and kept clear of snow and ice.

#### Width

Ensure all pathways are wide enough (1700mm recommended) to allow for passing of people using mobility aids.

#### Bridge Crossings

Bridge crossings are currently inaccessible. Paved pathways end prior to bridge crossings and people are forced to traverse the roadway and gravel to get to the bridge sidewalk. The bridge sidewalks are too narrow for even a single wheelchair to use and a steep, asphalt ramp is provided to access them. The Port Williams bridge was covered in road gravel at the time of our visit, making it very slippery. LPF recommends widening the sidewalk and providing a color contrasted warning strip along the curb edge to warn of a drop into the roadway. A guardrail on the road side of the sidewalk can be used in future construction to increase safety.

#### Grade Changes

A colour-contrasted, textured strip at least 50mm in width should be placed at locations where grade changes occur in the pathway. Curb cuts with tactile walking surface indicators should be provided at all cross walks. Visual and audible signals should be provided at crossings to help direct both pedestrians and vehicles of the crosswalk. Many of the crossings we visited also had painted pavement and vertical signage for the crossing and it is recommended that the same is done for more of the intersections.



## 3.3 ACCESS TO KEY FACILITIES

### RECOMMENDATIONS

#### Entrances

All public building entrances should have a level landing at the door that can accommodate the turning radius of a wheelchair. Automatic door operators should be placed out of, but adjacent to, the door swing and no more than 1500mm from it. Where there are two doors, such as in a vestibule, ensure both open in unison once the automatic door control is activated. It is recommended that all accessible entrance doors, as well as accessible washroom doors, are equipped with automatic openers.

Where automatic door openers are not provided, ensure all door hardware can be operated using a closed-fist position. Lever style handles are preferred. It is also important that the force to push or pull a door does not exceed 38N for exterior swing doors and 22N for interior swinging or sliding doors.

The threshold at the entrance door should not exceed 13mm and should be beveled at a slope not steeper than a ratio of 1:2.

#### Lighting

Illumination along pedestrian routes and in parking lots should be continuous and not create any dark or shadow areas. Components such as stairs, ramps and rest areas should be illuminated to at least 50lx at ground level.

#### Washrooms

At least one accessible (universal is preferred) washroom should be provided on each floor of public buildings. They should be easy to locate from the entrance of the building.

## 3.3 ACCESS TO KEY FACILITIES

### RECOMMENDATIONS

#### **Parks & Playgrounds**

Playgrounds should have a level entrance and be free of curbs that limit access. The ground surface of playgrounds should be level and firm to promote interactive play between children of all abilities. Accessible equipment should also be provided at locations throughout the park (not only in one location). LPF recommends that the Municipality and Village websites highlight which playgrounds are currently accessible until upgrades can be done to the remaining sites.

## 3.4 PARKING

### RECOMMENDATIONS

#### Accessible Spaces

Provide accessible parking spaces for expected use adjacent to accessible building entrances. Spaces should be 2600mm wide, with a 2000mm painted access aisle. All spaces should be provided on a firm, level surface with signage painted on the pavement and displayed vertically, on a post at the head of the stall. It is also important that these stalls are not misused by those who don't require them. A permit system is recommended.

#### Curb Cuts

Curb cuts at intersections should be improved to prevent difficult navigation and to avoid accidentally entering into vehicle traffic. Tactile walking surface indicators should also be provided at curb cuts placed at street crossings to warn those with limited or no vision, of a possible danger ahead. Ensure they are kept clear of ice and snow.

#### Limited Mobility Spaces

In addition to accessible parking spaces, LPF recommends adding limited mobility stalls within close proximity of accessible entrances. Limited mobility stalls are the same width as standard parking stalls but are dedicated with vertical signage to those with limited mobility.

#### Surface Condition

Parking lots should be firm, level and slip resistant. Ensure they are maintained and kept free of ice and snow.

#### Signage

- 34 Provide signage at parking lot entry to locate accessible spaces.



## 3.5 SIGNAGE & WAYFINDING

### RECOMMENDATIONS

#### Road Signage

Explore the possibility of increasing the size of street signage when mounted on lights at busier intersections. This can help drivers safely navigate roads and prepare their lane choice if they need to turn in advance.

#### Transit Signage

Signage should include specific route and contact information to check timing for the next bus arrival. It is also recommended that tactile and braille signage be provided at 1200mm height.

#### Tactile Characters & Braille

Tactile braille should supplement the text of regulatory, warning, and identification signage. All public buildings with outdoor signage at pedestrian level should have braille describing the building accessibility conditions and constraints.

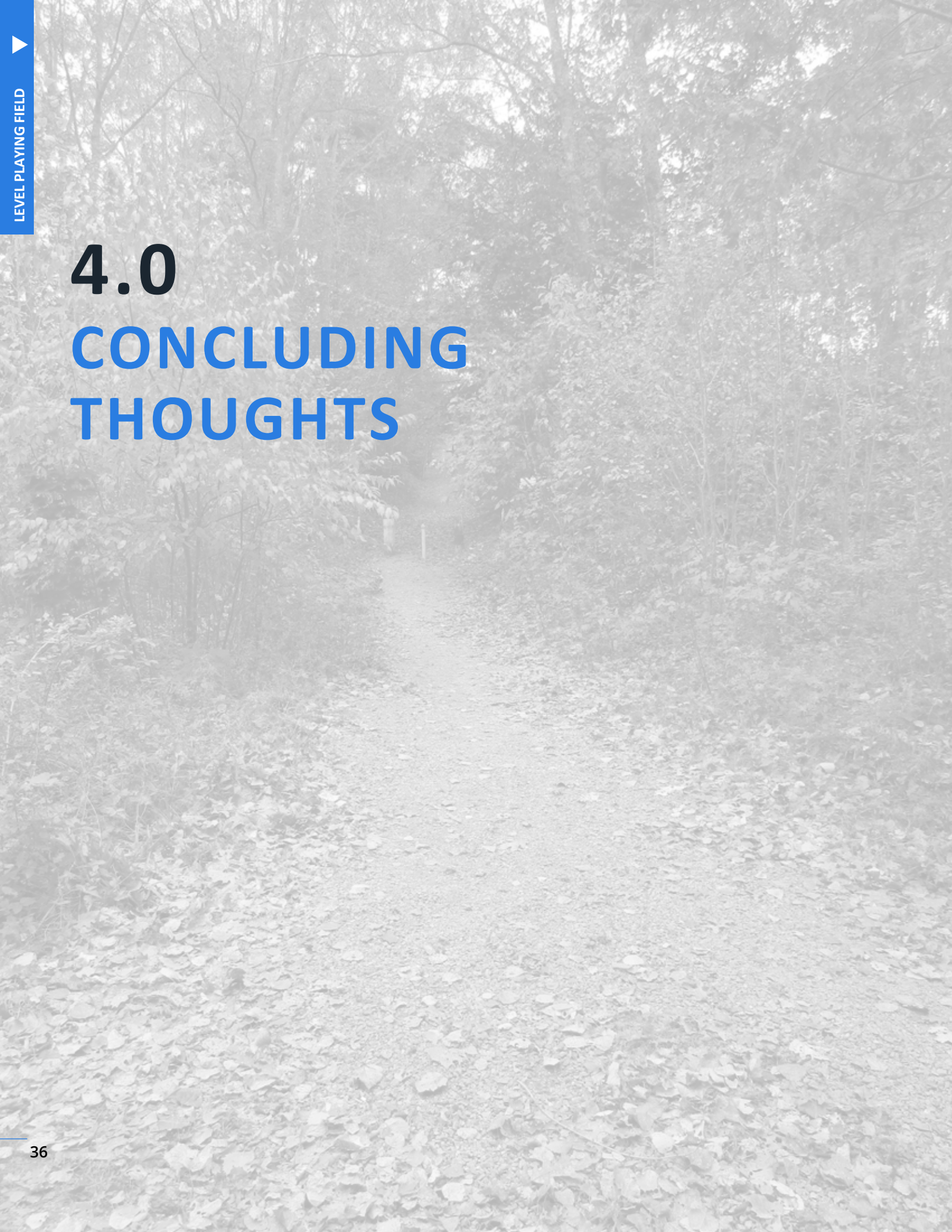
#### Websites

Accessibility online is an important addition to accessible physical space. Websites need to be accessible to provide local, up to date information for residents. Users with visual, cognitive or hearing disabilities should be able to use websites with ease. In addition, the Kings Transit website needs to ensure that accessibility is at the forefront of design to provide users with a positive transit planning experience.

#### Functional & Cognitive Barriers

These barriers can be avoided by providing architectural space that is logical and intuitive. Ensure excessive noise is not present and provide quiet space for users as required.

Provide information that is not conflicting or difficult to read and understand.



# 4.0

## CONCLUDING THOUGHTS

# CONCLUDING THOUGHTS

## OVERVIEW



The Municipality of the County of Kings and seven villages within have positive, accessible components as well as areas where improvements would be beneficial for everyone in the community regardless of age, ability, mobility or circumstance. With physical, audible and visual accessibility enhancements and a meaningful accessibility strategy, The Municipality of the County of Kings and the Villages can become a leader in accessibility.

Improved accessibility can be created through refined access, ease of use of transit, pathways and sidewalks, access to key facilities and enhanced signage and wayfinding. The Municipality of the County of Kings and the Villages have incontestable components of accessibility and a good foundation to become a leader in accessibility across the Annapolis Valley. With a strong action plan, they can provide safe, inclusive communities for all of their residents.







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