

HALIFAX

Cogswell District Project Update

Active Transportation Advisory
Committee

Donna Davis, Project Manager
June 20, 2019



Cogswell Street features street trees, planters, wide boulevards and sidewalks, reinforcing connection to North End

Bi-directional curb-separated bikeway provides safer cycling conditions for all users

Canopies at Transit Hub provide shelter for transit users and complement the surrounding architecture

Street-level plaza with stairs connects Barrington Street to Granville Park

The heart of the Cogswell District's open space network, Granville Park features a variety of flexible and programmed spaces for active and passive activity, gatherings, markets and festivals

Enhanced crossing leads pedestrians to the waterfront, with expanded plaza area

Barrington Street and Bells Lane Transit Hub is a pedestrian-focussed space with distinctive identity, providing amenities for transit users and street-level retail

Townhouses back onto multi-use path connecting Proctor and Cogswell Streets

Overlook Park
Stairs, ramp and terracing connect upper and lower parts of Overlook Park

Green space in front of Spice Building buffers roundabout and provides a seating area

Multi-use path connects to pedestrian/bike greenway

New multi-use path along Barrington and Brunswick, connecting the North End to Downtown

Poplar Street Park features a community garden, play/exercise areas and native plantings

Opportunity for gateway feature at roundabout

Distinctive planting reinforces gateway to North End

Poplar Street Park enhances gateway to Downtown

Pedestrian/bike greenway provides active transportation linkages, connecting to existing active transportation network

Pedestrian/bike greenway

Casino Parkette celebrates historic wharf configuration and features seating and water views

Enhanced entrance to waterfront boardwalk



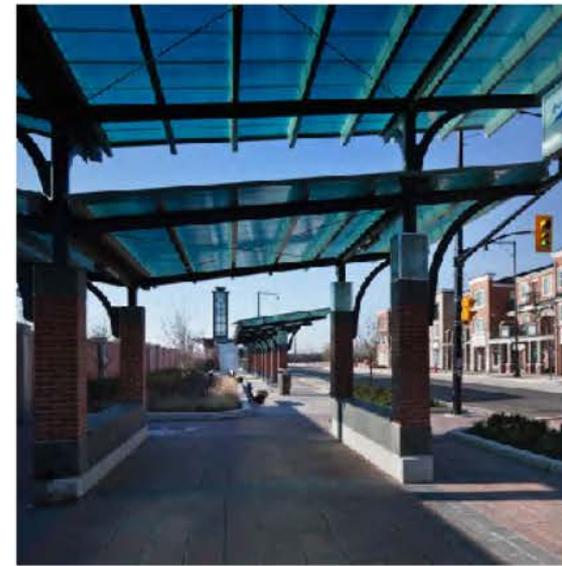




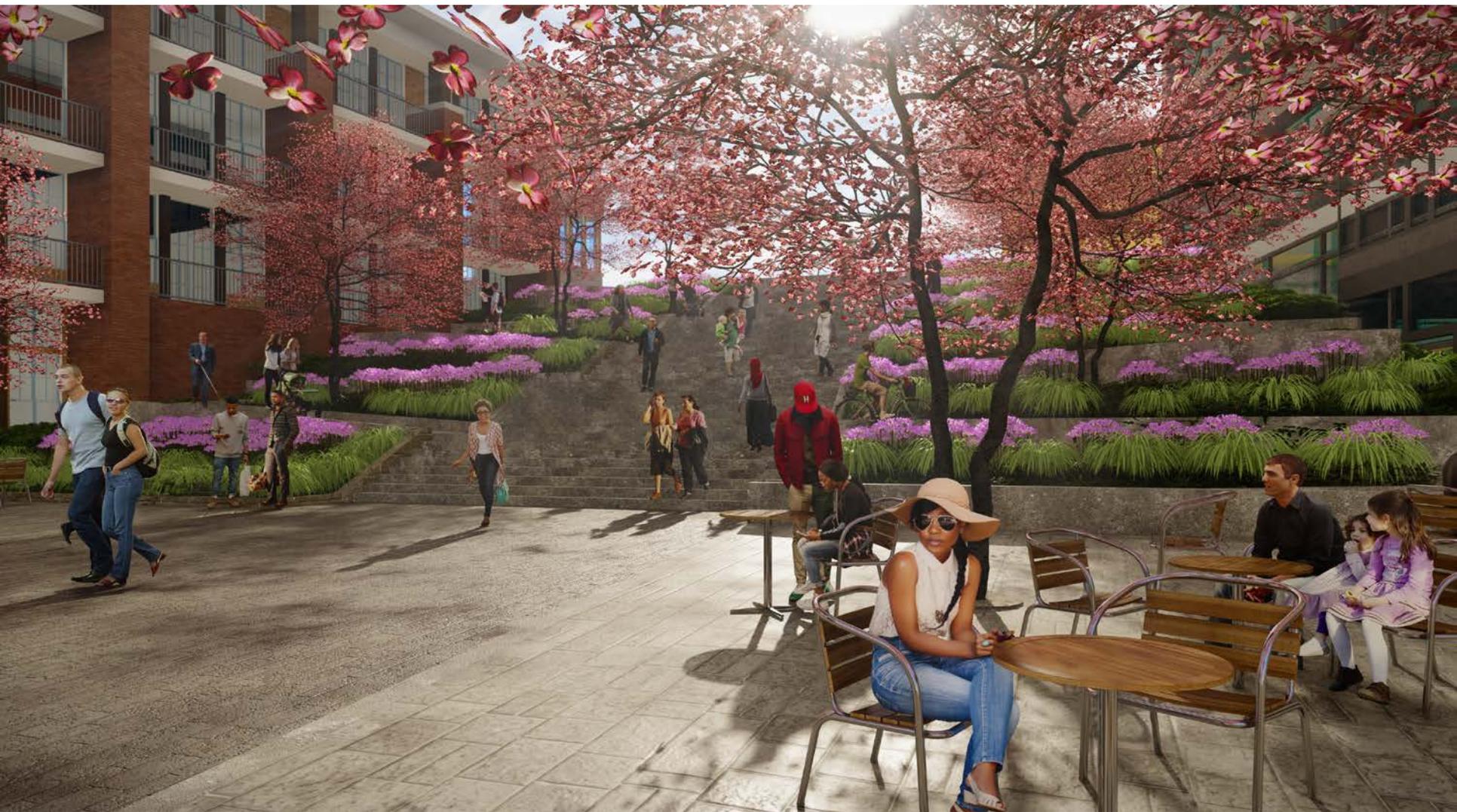
















STREET TREE BOULEVARDS AND PLANTERS



1 Raised planters can include seating and colourful plantings. They can be positioned in the curb or in the wider parts of the sidewalk.



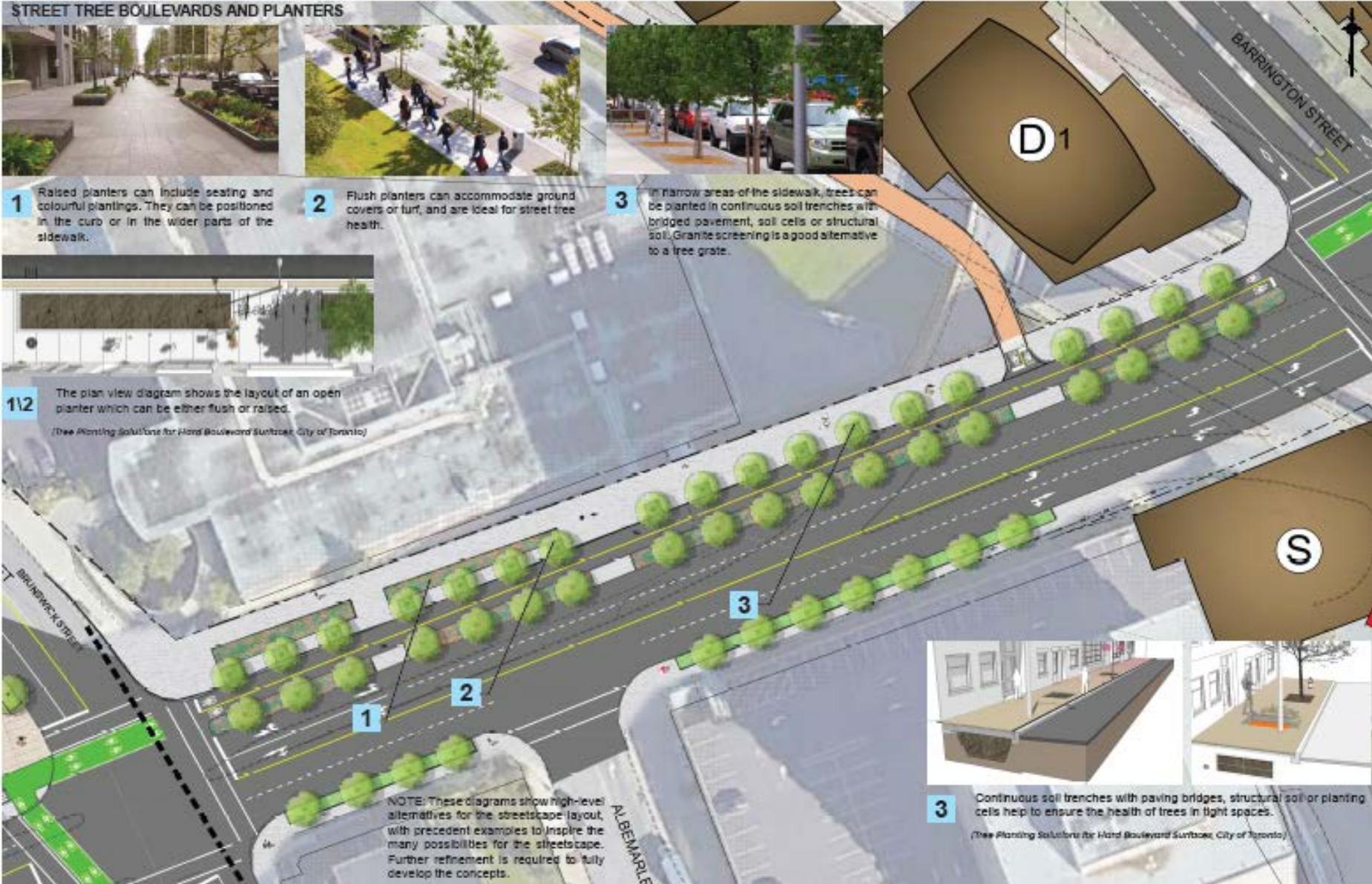
2 Flush planters can accommodate ground covers or turf, and are ideal for street tree health.



3 In narrow areas of the sidewalk, trees can be planted in continuous soil trenches with bridged pavement, soil cells or structural soil. Granite screening is a good alternative to a tree grate.



1/2 The plan view diagram shows the layout of an open planter which can be either flush or raised.
(See Planting Solutions for Hard Boulevard Streets, City of Toronto)



NOTE: These diagrams show high-level alternatives for the streetscape layout, with precedent examples to inspire the many possibilities for the streetscape. Further refinement is required to fully develop the concepts.



3 Continuous soil trenches with paving bridges, structural soil or planting cells help to ensure the health of trees in tight spaces.
(See Planting Solutions for Hard Boulevard Streets, City of Toronto)











KEY TO NUMBERED LOCATIONS

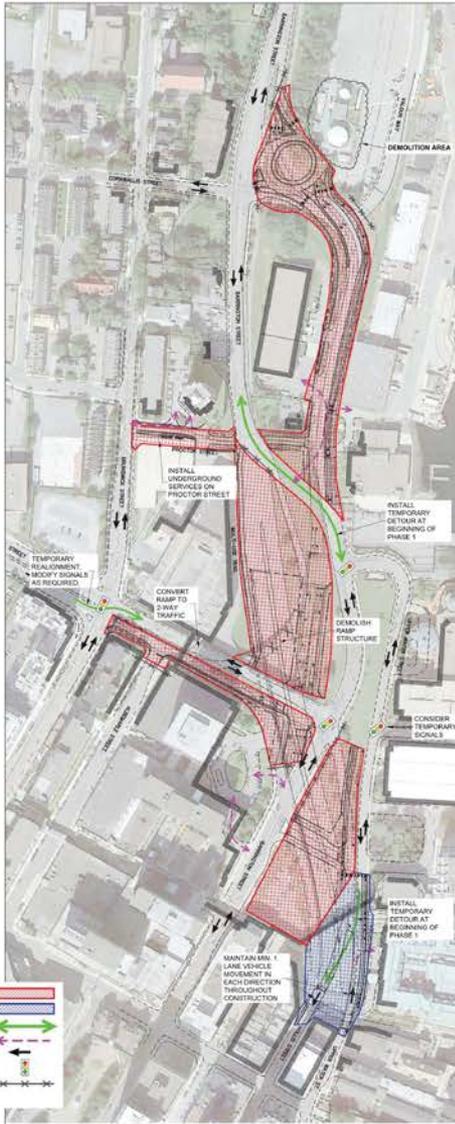
- 1 Citadel High School and Community Centre
- 2 Halifax Citadel National Historic Site
- 3 Centennial Pool
- 4 St. Paul's Anglican Church
- 5 City Hall
- 6 Delta Halifax Hotel
- 7 Cogswell Tower
- 8 Delta Barrington Hotel
- 9 Granville Mall
- 10 Province House
- 11 Nova Scotia Sport Heritage Centre
- 12 Halifax Marriott Hotel
- 13 Purdy's Wharf
- 14 Casino Nova Scotia
- 15 HMCS Scotian
- 16 DND
- 17 Trade Mart Building
- 18 The Halifax Armoury
- 19 Halifax Common
- 20 Historic Properties
- 21 Art Gallery of Nova Scotia

LEGEND

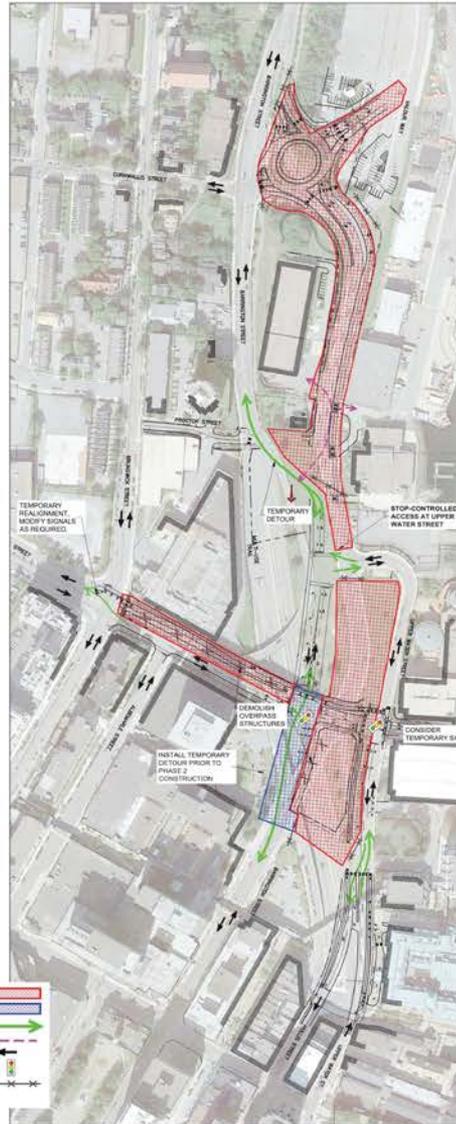
- COGSWELL DISTRICT BOUNDARY
- "MOMENT" - AMENITY FEATURE ALONG GREENWAY
- PEDESTRIAN CROSSING
- PROPOSED MULTI-USE TRAIL / BIKEWAY
- PROPOSED INTEGRATED BIKE/ PED ROUTE
- EXISTING MULTI-USE TRAIL / BIKEWAY
- FUTURE MULTI-USE TRAIL / BIKEWAY
- WATERFRONT TRAIL
- ON STREET BIKE ACCESS
- WATERFRONT CONNECTION
- PROPOSED BIKE LANE/ PAVED SHOULDER*
- PROPOSED LOCAL STREET BIKEWAY*

*per Map 2C, "Making Connections: 2014-19 Halifax Active Transportation Priorities Plan"

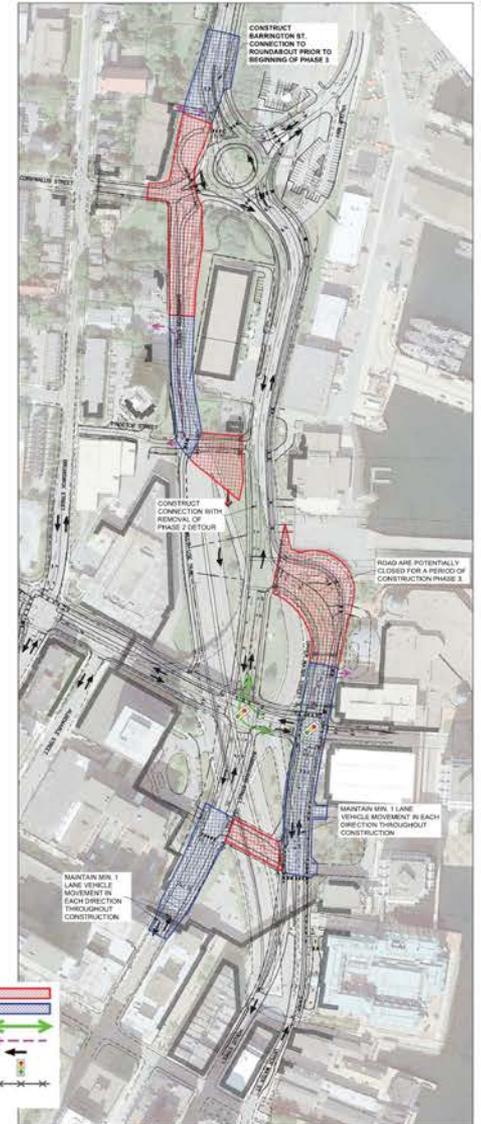
PHASE 1: Fall 2019 - Winter 2020



PHASE 2: Winter 2020 - Winter 2021



PHASE 3: Winter 2021 - Winter 2022



- Construction mitigation communications strategy
- Residents, visitors, property owners, stakeholders and Regional Council
- Progress of project, construction details/status, time lines, and changes to traffic, transit, and pedestrian movements
- Owned, paid and unpaid channels
- On-going public engagement for MPS/LUB amendment process



- Complete review by internal staff-
July
- Continue Rick Hansen certification
process
- Constructor Services Tender-
release to qualified short list-
August
- Regional Council contract award-
October
- Commence demolition/
construction- Nov/Dec 2019



