

**HALIFAX**

# **Regional Centre Streetscaping**

A Proposed Framework

# Staff Report Request

- December 14, 2017 Motion of CPED:
  - Request a staff report regarding options and opportunities for a **long term streetscaping program** for the **Regional Centre** that updates the **rationale** and priorities for projects and establishes stable long term **funding**, and
  - That staff review the letter from the urban core BIDs

# Letter from Urban Core BIDs

- Restated support for Action #61 (Halifax Economic Strategy)
- Suggested revisiting previous criteria for prioritization
- Recommended long term stable funding rather than a 'budget by project' approach.

# Overview of Staff Report

Proposes a Streetscaping Program Framework

- Goal & objectives
- Criteria
- Funding requirements
- Supporting infrastructure (guidelines/ standards)
- Staff and partnerships

*“Streetscaping considers how elements such as trees, lighting, street furniture, surface materials, underground wiring, public art, planters, and more, can be used to animate and support a street’s function as a part of the public realm”*





## ***Streetscaping***

- Ornamental lights
- Unique sidewalk material
- Unit paver sidewalk edge
- Underground power
- Special street furniture
- Horticulture in the ROW
- Trees in soil cells



## ***Not Streetscaping***

- Utilitarian lights
- Concrete sidewalk
- Concrete/ grass edge
- Overhead power
- Basic street furniture (if any)
- Trees in grass



HALIFAX



## Large Scale

- Signature project – major investment
- Impacts form and function
- Redefines identity
- Instantly transformative



## Small to Medium Scale

- Modest Investment
- Enhances existing form and function
- Enhances identity
- Incremental transformation



# Goal

Undertake improvements to the public realm of certain streets;  
Recognize they can be '*places*' as well as transportation '*links*'.

# Objectives

- Enhance character of pedestrian-oriented commercial, heritage, institutional districts;
- Authentically respond to a street by enhancing its natural or cultural aspects;
- Improve economic outcomes by attracting people to visit and invest;
- Promote social cohesion & improve safety; accommodate diverse users;
- Improve environmental outcomes (reduce emissions & noise; improve air quality & canopy);
- Improve accessibility; make active transportation options more attractive.

**HALIFAX**

Criterion	Description
<b>Plan Alignment</b>	Advance council priorities (per plans, strategies and reports); Weighted according to importance of the plan; Greater weight to projects aligning with multiple plans.
<b>High Place Value</b>	<ul style="list-style-type: none"> <li>• Within identifiable ‘districts’, ‘main streets’, gateways’;</li> <li>• Fronted by regionally significant cultural or natural features;</li> <li>• Connecting regionally significant public places;</li> <li>• High volume pedestrian corridors.</li> </ul>
<b>Project Integration</b>	Streetscaping at the same time as other projects in ROW.
<b>Capitalizes on Existing Strengths &amp; Assets</b>	Enhances existing asset Fills gaps Recapitalizing existing asset near end of its useful life.
<b>Outside Funding</b>	Self explanatory

# Funding

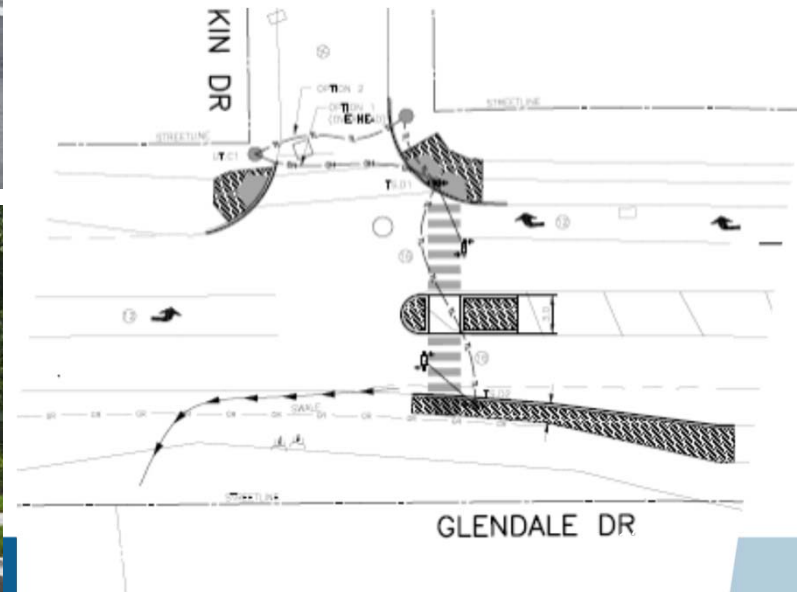
- Not project by project
- Capital Budgets
- Operating Budgets
- Cost Sharing
- By-law to recoup all/ some of municipal portion of capital cost to bury overhead lines



**HALIFAX**

## Not Streetscaping

- Repaving roads
- Road safety
- Tactile warnings
- Speed humps
- Crosswalks
- Curb extensions
- Tactical urbanism
- Radius reduction
- Pedestrian refuges
- New sidewalks
- Bicycle lanes
- Grass boulevards
- Trees
- Standard bicycle racks





# *Not Streetscaping*

# Recommendations

1. Prepare a Streetscaping Administrative Order for Council's consideration based on the framework.
2. Advance opportunities for Regional Centre streetscaping for consideration in future capital budgets.
3. Continue working with NSP/ Bell Aliant to achieve funding agreements with regulatory approval, for undergrounding projects in and beyond the "pole free zone".
4. Explore options for a by-law to recoup all or some of the municipal portion of the capital cost to bury overhead lines.



Hanita Koblents, Principal Planner  
Strategic Transportation Planning

**HALIFAX**