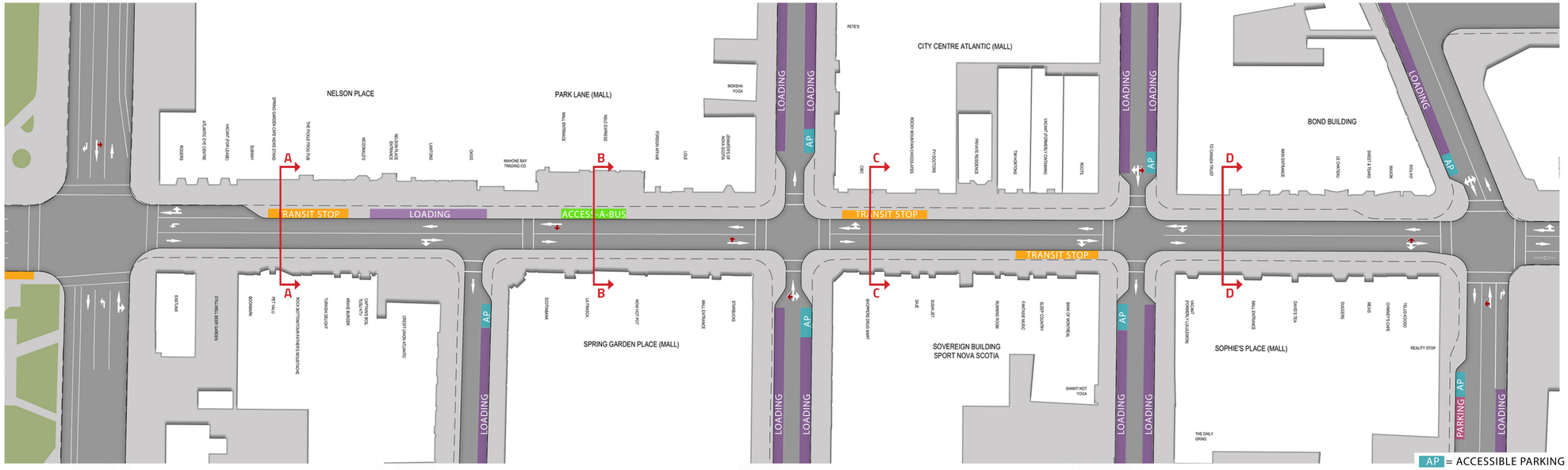
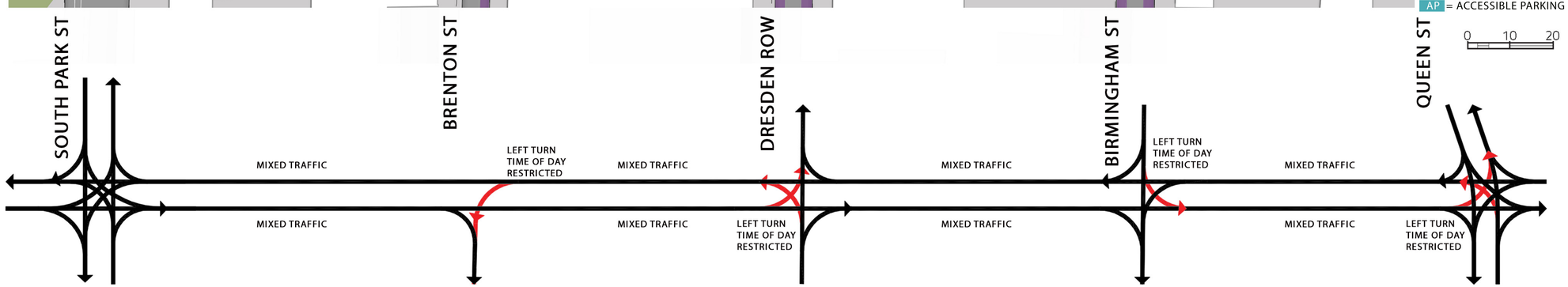
Functional Plan COUNCIL APPROVED (APRIL 2019)

SPRING GARDEN ROAD ENHANCEMENTS
SCHEMATIC DESIGN OPTIONS

ekistics plan+design

IMAGINE SPRING GARDEN ROAD





VEHICLE MOVEMENT DIAGRAM

DESIGN SUMMARY

Built Form

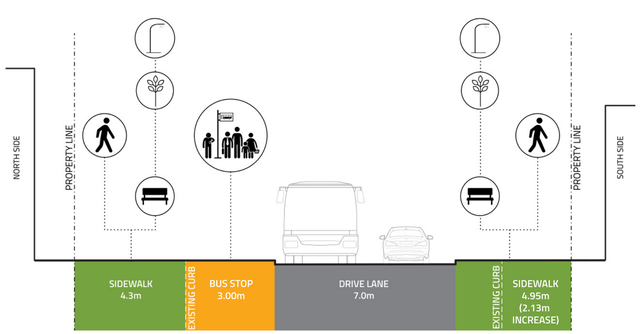
- Sidewalk area increased by 57% from existing conditions
- One loading area maintained on North side of Spring Garden Road between South Park St and Dresden Row
- Sidewalk extensions and bump outs introduced for greater pedestrian amenity and shortened crosswalks

Vehicle Movement

- Vehicle thoroughfare maintained
- Proposed time-limited left turn restrictions from and onto Spring Garden Road (e.g. 'no left turn 7am–7pm)
- Traffic on North / South Streets (eg. Dresden Row) become one-way streets

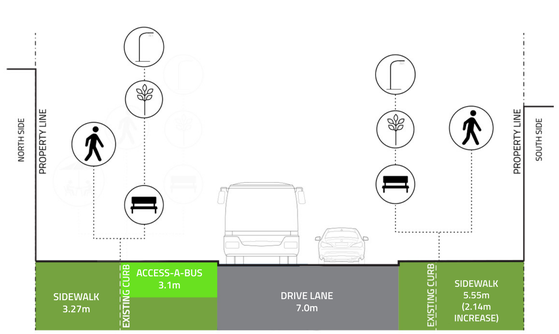
Transit Operation

- Transit operations maintained in mixed traffic; reduced delay time by avoiding merging and left-turning vehicles
- Maintains potential for implementation of transit-only corridor



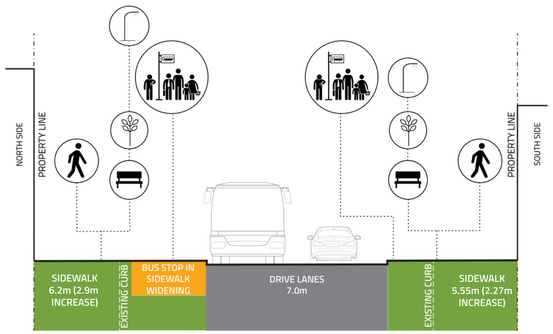
SOUTH PARK TO BRENTON

CROSS SECTION A-A



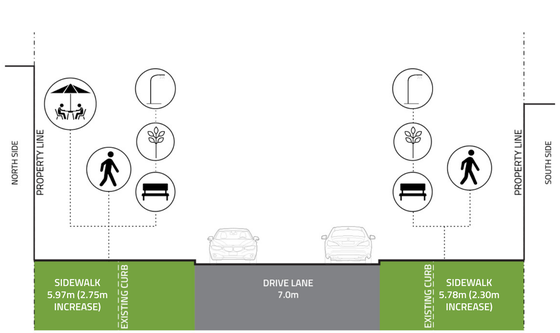
BRENTON TO DRESDEN ROW

CROSS SECTION B-B



DRESDEN ROW TO BIRMINGHAM

CROSS SECTION C-C



BIRMINGHAM TO QUEEN

CROSS SECTION D-D

Schematic Design

Streets are Ecosystems

Take a stroll down the garden path. Adding pocket parks with plants and trees to Spring Garden Road will serve to extend our beloved Public Gardens and Victoria Park and provide a green connection to the Central Library Plaza.

Wider sidewalks and green spaces will provide a collection of gathering spaces and offer the opportunity, if they choose, for people to slow down, socialize and stay a while on Spring Garden Road.

Spring Garden Road is an active and historically important street. The enhancement of Spring Garden Road presents the opportunity to re-imagine the street as its own public destination.

Historically, transit has been an integral feature of Spring Garden Road. Tram lines and power poles were installed along the street in 1887–88. Initially the street was packed dirt with a cobblestone gutter, but by the early 20th century tram lines were set into a cobblestone surface down the center of the street.

Double tracking on Spring Garden Road was installed in 1908, and the street underwent successive widenings in 1914 and 1918. Today the trams lines have been replaced with buses that transport hundreds of people to and from Spring Garden Road daily. Wider sidewalks and green spaces will improve the passenger experience providing more space for all pedestrians.

Creation of an attractive and welcoming environment (including elements like seating, lighting, plants, trees and public art) where pedestrians want to stop, spend time and make memories was vital to the re-imagining of Spring Garden Road.

THE STREET AS GARDEN



CREATING A GREEN LINK BETWEEN THE AREAS MOST CHERISHED PUBLIC SPACES (LIBRARY TO THE PUBLIC GARDEN)



HALIFAX PUBLIC LIBRARY PLAZA



VICTORIA PARK



HALIFAX PUBLIC GARDENS

A MEMORABLE PLACE



INCLUSIVE



INVITING



DEMOCRATIC



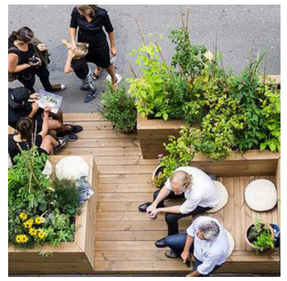
EDUCATIONAL



GREEN/BLUE INFRASTRUCTURE



PLATFORM FOR PUBLIC ART



SOCIAL

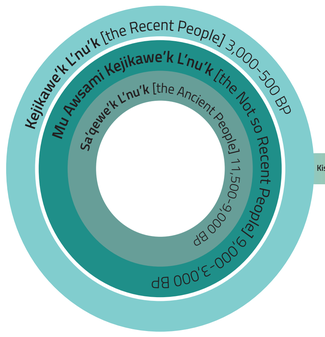


OPEN AND FLEXIBLE



GREAT TRANSIT SHELTER

HISTORY OF SPRING GARDEN TRANSIT





1749 Halifax founded



1862 Brick sewer between Sacred Heart & Pyke's Bridge



1888 Tram lines & power poles along Spring Garden Rd.



1908 Double tracking on Spring Garden Rd.



1919 Most cars in disrepair, 24 new cars ordered



1949 Birneys run for last time



1960s Spring Garden Road paved over



2017 Potholes reveal underlying cobblestones

Kiskukewe'k L'nu'k [Today's People] 500 BP - Present

1770s Peninsula mostly cleared for farmland



1875 Freshwater Brook infilled, flow diverted underground



1896 Last horse cars trip, Birneys introduced



Early 20th Tram lines set into cobblestone



1923 Rule of road changed from left to right



1951 Most buildings on Spring Garden Road commercial



2009 Spring Garden Road revitalization project



Existing Condition



VIEW LOOKING WEST TOWARD SOUTH PARK



3.46M	2.4M	3.65M	3.65M	2.4M	3.36M
Sidewalk	Loading	Travel Lane	Travel Lane	Loading	Sidewalk



EXEMPLARY VIEW: BETWEEN DRESDEN ROW + BIRMINGHAM STREET



URBAN TREE CANOPY

- Existing canopy includes only seven trees
- Lack of below grade soil (no soil cells)
- Lack of soil limits potential growth
- Only one mature tree specimen



SIDEWALK TREATMENT

- Standard concrete
- Concrete does not offer unique character
- Uneven surface
- Obstructions reduce walking space



SIDEWALK CONDITION

- Congestion even at non-peak hours
- Difficult for people to pass each other
- Pedestrians using street to pass others
- Sidewalk width only meets compliance



SEATING

- No existing public seating
- Creates condition of street as transitional
- Pedestrians sit on sidewalk
- No sense it's appropriate to linger



ELECTRICAL INFRASTRUCTURE

- Power lines come in contact with trees
- Wooden poles detract from beauty of street
- Poles are an obstruction to pedestrians
- Not consistent with new lighting designs



ANNUAL PLANTINGS

- Require installation and removal every year
- Add no winter interest
- Offer only one year worth of growth
- Have no ecological benefit



PUBLIC ART

- No public art installations
- No room exists for art infrastructure
- Public realm cluttered with advertisements
- Reduces unique character of street



TRANSIT SHELTER & AMENITIES

- 15 bus routes travel through Spring Garden
- Three bus stops in study area
- No existing bus shelters
- Narrow sidewalk limits shelter possibility

OPTION A **Pocket Parks**



VIEW LOOKING WEST TOWARD SOUTH PARK





EXEMPLARY VIEW: BETWEEN DRESDEN ROW + BIRMINGHAM STREET



A

URBAN TREE CANOPY

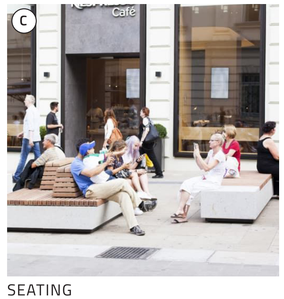
- Beautification of the street
- Increases air quality, removes CO2
- Improves value of adjacent properties
- Soil cells maximize growth potential



B

SIDEWALK TREATMENT

- A robust alternative to poured concrete
- Different pavers indicate uses
- Mosaic pavers create a garden path
- Cobblestones add to heritage of site



C

SEATING

- Multiple types of seating options
- Social or single seating available
- Comfort for both long and short periods
- Rain garden adjacent seating



D

TRANSIT SHELTERS & AMENITIES

- Unique design helps define the space
- Better integration into the streetscape
- Offers shelter not presently available
- Creates potential for public art integration



E

ELECTRICAL INFRASTRUCTURE

- Will not obstruct pedestrian travel
- Electrical wires are buried below grade
- More attractive lighting option
- Consistent with lighting at Central Library



F

BIO-SWALE RAIN GARDEN

- Garden becomes integrated infrastructure
- Bio-swale acts as water filtration device
- Plants are pollinators for insects
- Information signage can educate pedestrians



G

PUBLIC ART

- Widened sidewalks make room for public art
- Activates street as place to linger
- Creates unique character to Spring Garden
- Fosters relationship with local artists



H

RECLAIMED GRANITE

- Integration of reclaimed granite curbs
- Reclaims existing heritage character
- Placed within bio-swales
- Indicative of commitment to sustainability

OPTION B **Paver Promenade**

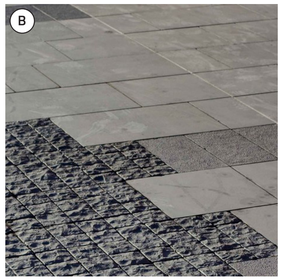


VIEW LOOKING WEST TOWARD SOUTH PARK


A

URBAN TREE CANOPY

- Beautification of the street
- Increses air quality, removes CO_2
- Improves value of adjacent properties
- Trees planted in above grade planters


B

SIDEWALK TREATMENT

- A robust alternative to poured concrete
- Different pavers to indicate uses
- Mosaic pavers create a garden path
- Cobblestones add to heritage of site


C

SEATING

- Modular seating options
- Plantings integrated into seating
- Comfort for both long and short periods
- Woody vegetation in seating planters


D

TRANSIT SHELTERS & AMENITIES

- Unique design helps define the space
- Better integration into the streetscape
- Offers shelter not presently available
- Creates potential for public art integration


E

ELECTRICAL INFRASTRUCTURE

- Will not obstruct pedestrian travel
- Electrical wires are buried below grade
- More attractive lighting option
- Consistent with lighting at Central Library


F

PERENNIAL GARDENS

- No need to replant every year
- Perennial plants create active ecosystem
- Educational opportunities for new ecology
- Signage can illustrate existing plant life


G

PUBLIC ART

- Widened sidewalks make room for public art
- Activates street as place to linger
- Creates unique character to Spring Garden
- Fosters relationship with local artists


H

RECLAIMED GRANITE

- Integration of reclaimed granite curbs
- Reclaims existing heritage character
- Used as protective bollards
- Indicative of commitment to sustainability





EXEMPLARY VIEW: BETWEEN DRESDEN ROW + BIRMINGHAM STREET