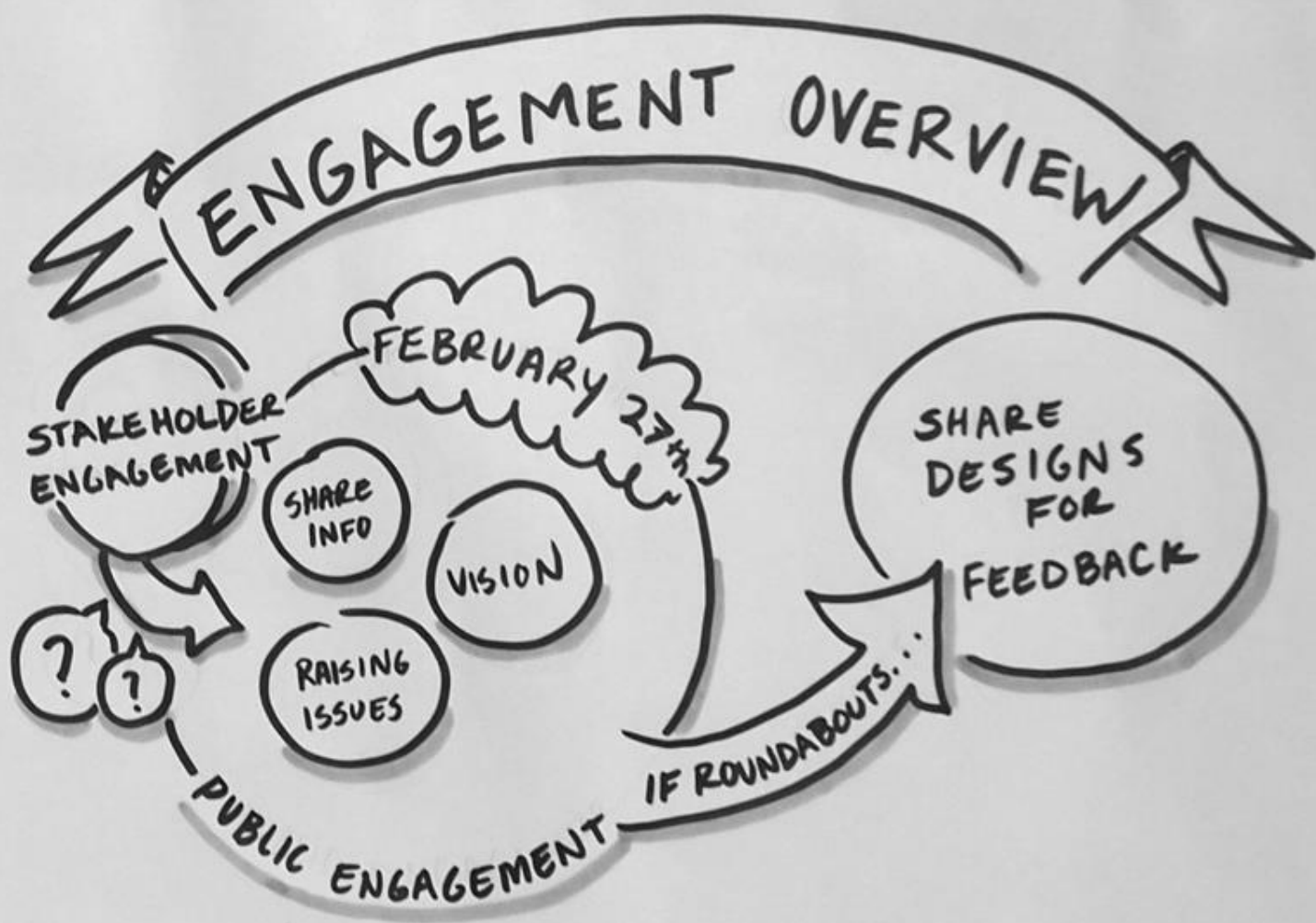






PURPOSE

- 1) Present 50% detailed design drawings and inform the public on the project in order to get to 90% detailed design drawings
- 2) Engage the public around
 - Outdoor Art
 - Active Transportation
 - New Public Spaces

The results of this Engagement will

Inform the choices that the project team and engineers need to make as they complete the detailed designs for the corridor. Staff are coming with real design questions that they need you the Public to answer.

Turn to your Neighbour:

**WHY DID YOU
COME TONIGHT?**

AGENDA

- 1) Welcome & Introductions
- 2) Framing of the Evening
- 3) Overview of the designs so far and the key outstanding questions
- 4) Open House (Visit 5 Areas and give input)
- 5) Breakout Conversations (Key Considerations)

AREAS of FOCUS

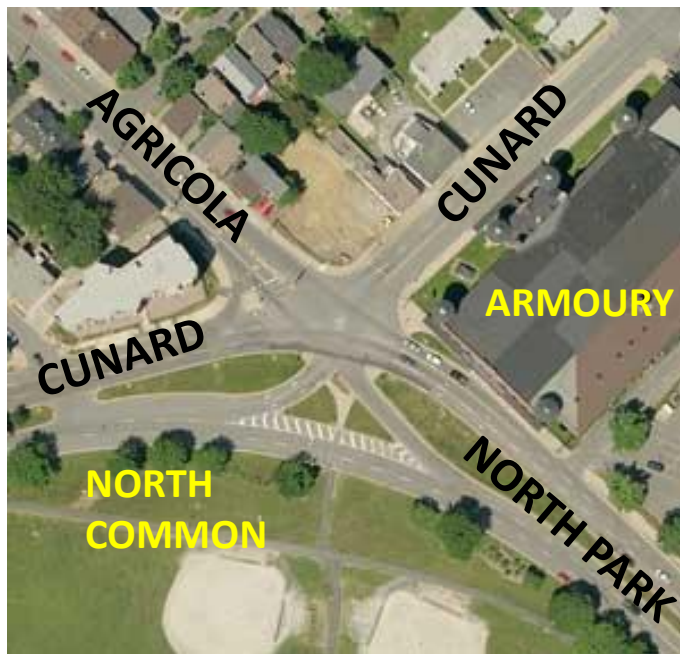
- 1) Overall Plan
- 2) Rainnie Dr.
- 3) Active Transportation
- 4) New Public Spaces
- 5) Outdoor Art

Detail Design Overview

Anne Sherwood
HRM Design Engineer

Detail Design Overview

Existing Cunard Intersection



Existing Cogswell Intersection



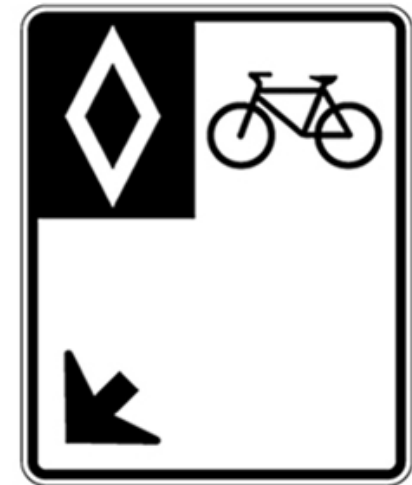
Why Roundabouts?

Roundabouts:

- Improve Safety
- Reduce Delays

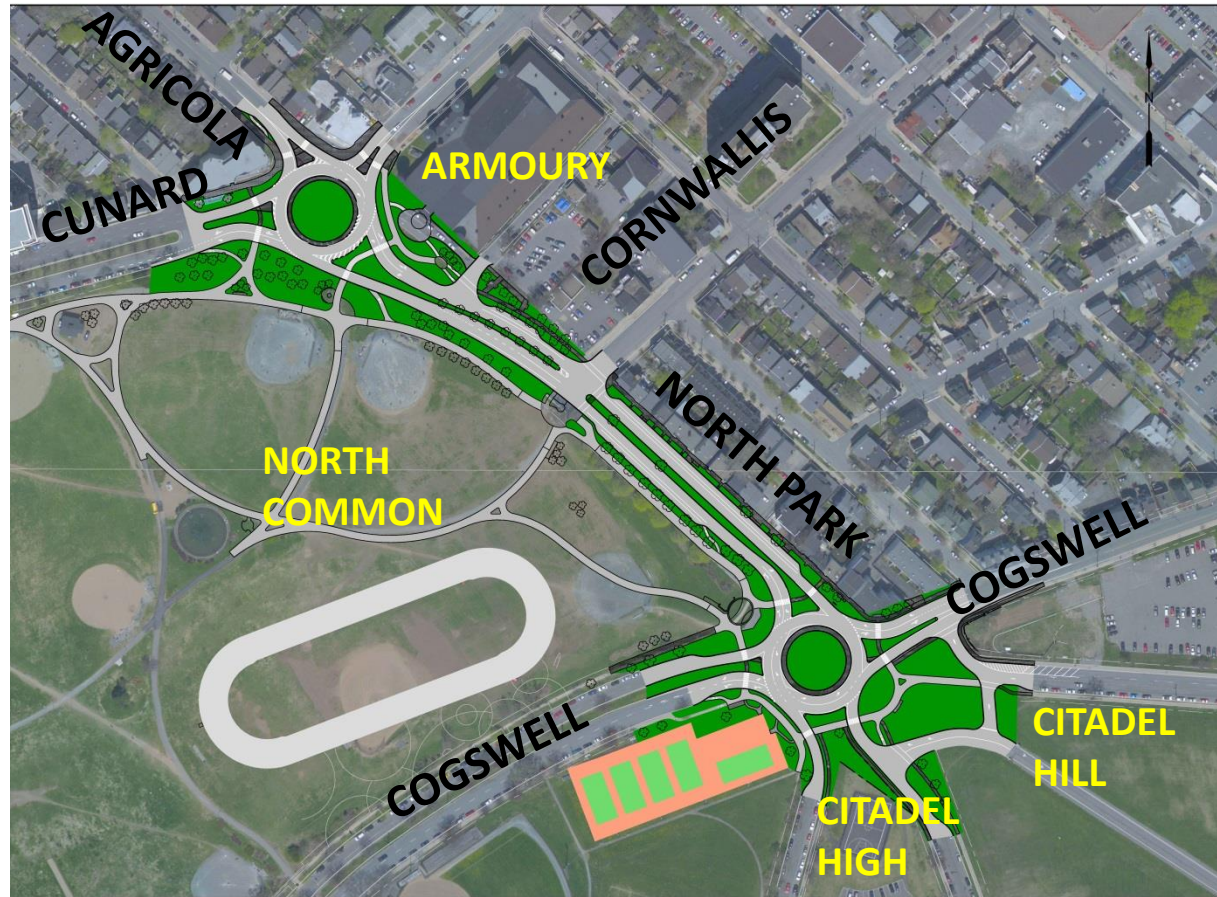
North Park Street

- Open Space
- Improve Aesthetics



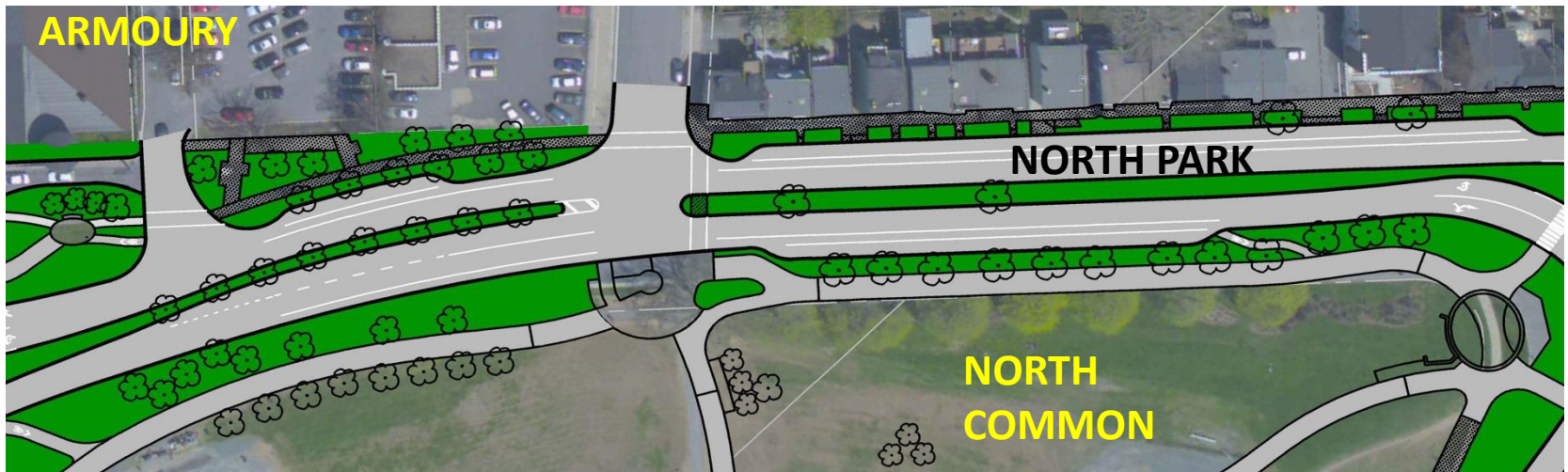
Project Plan

- Remove Traffic Signals
- 2 Roundabouts
- North Park Street Updates
- New Open Spaces
- Undergrounding
- Lighting
- North Common
- Urban Forestry



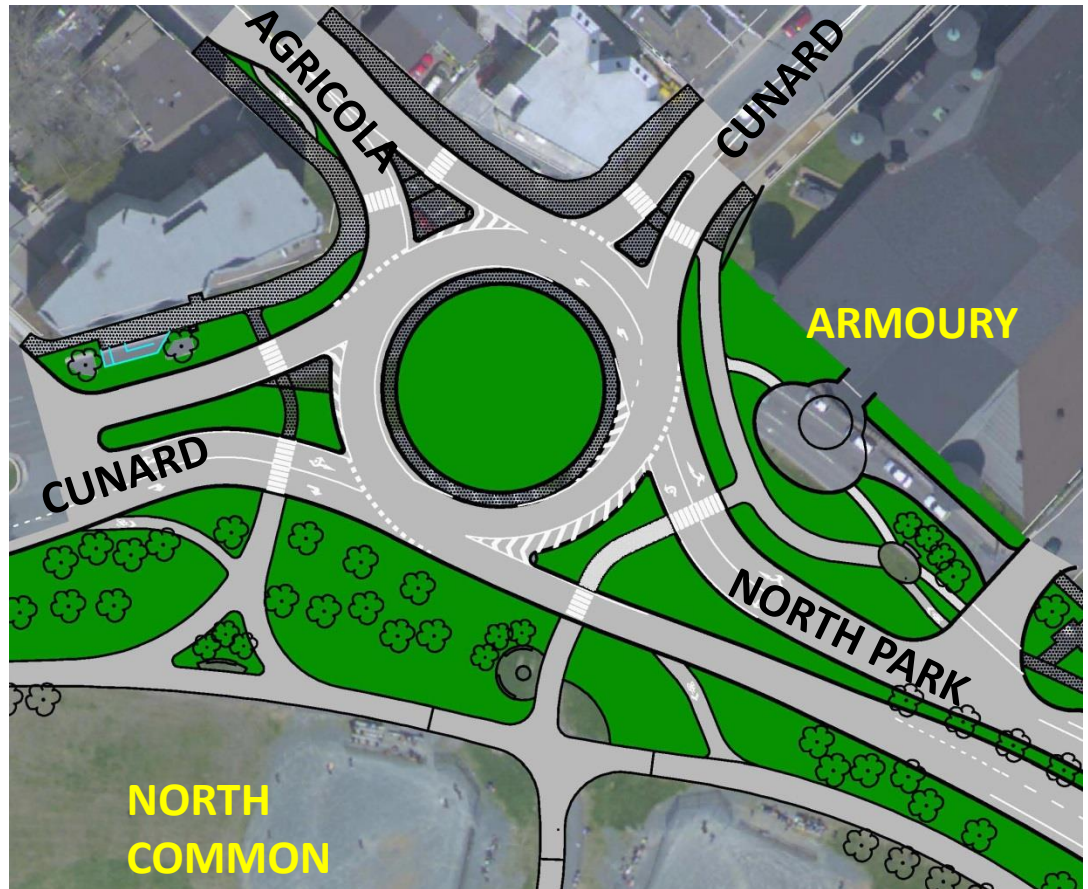
North Park Street

- 1 lane in each direction
- Left turn
- Found spaces
- Lighting
- Trees
- Active Transportation Infrastructure
- Parking



Cunard Roundabout

- 4 leg Roundabout
- Minimum number of lanes
- All single lane exits
- Right turn channel removed
- Armoury

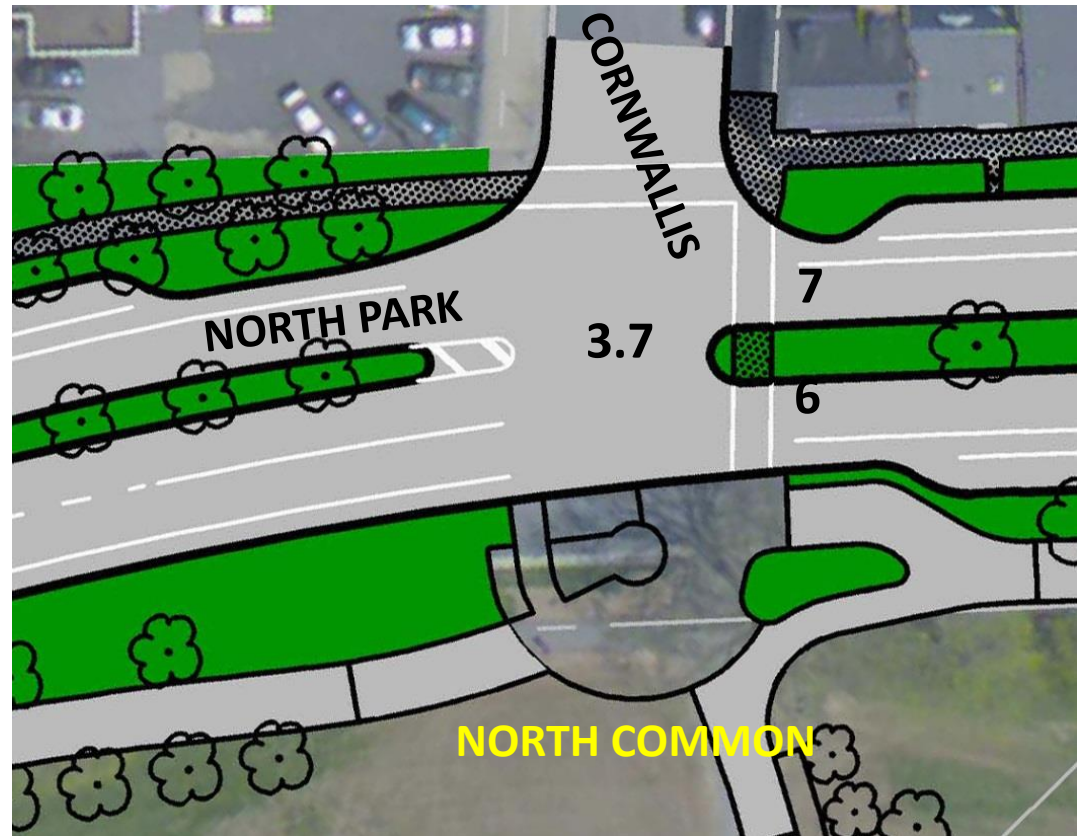


Cunard Before/After



North Park at Cornwallis

- Overhead flashing light
- Existing 24m
- New 6m and 7m with 3.7 median

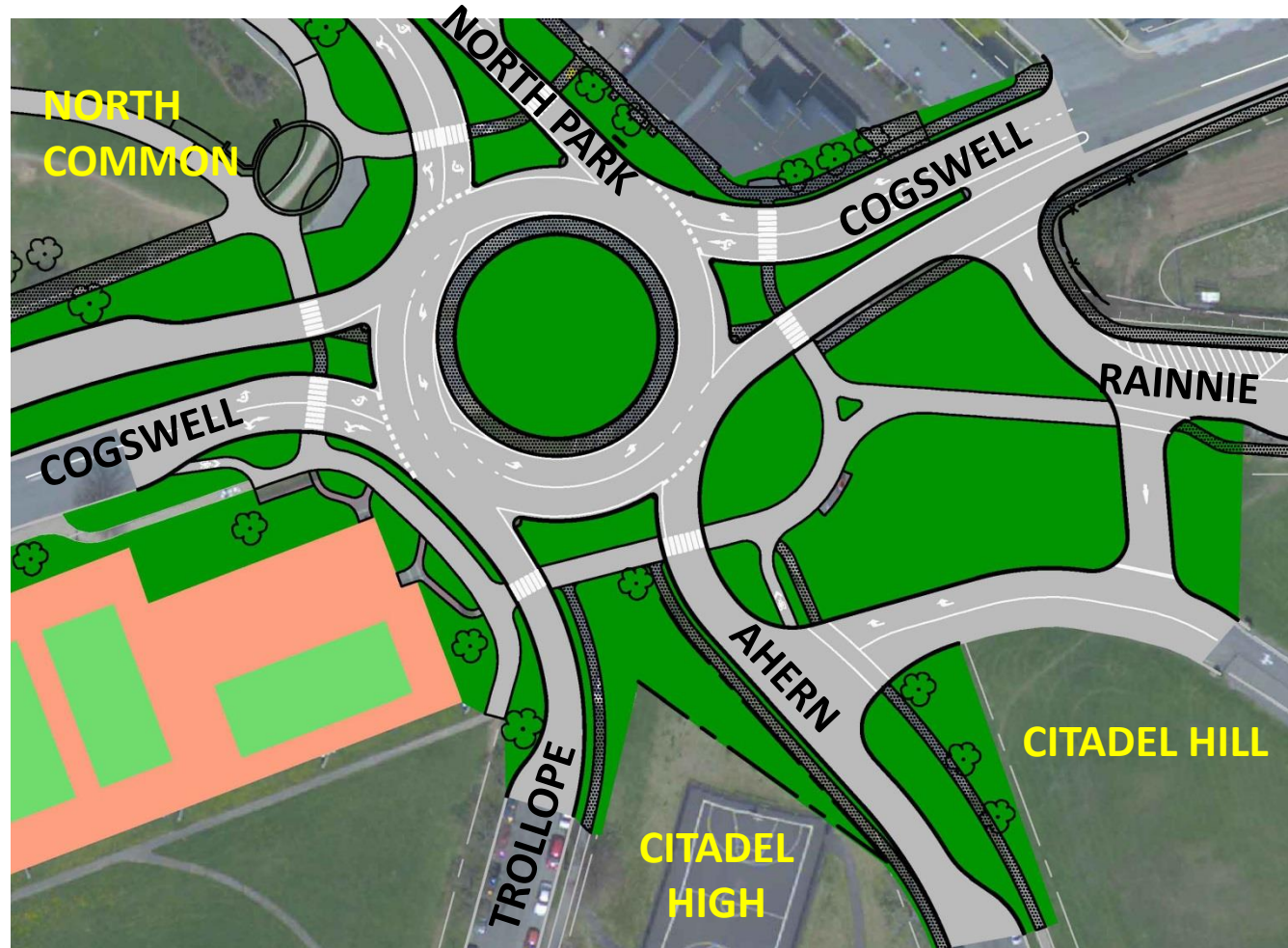


Cornwallis Before/After



Cogswell Roundabout

- 6 leg intersection
- 4 leg Roundabout
- Re-align Rainnie
- All single lane exits
- Simplified intersection

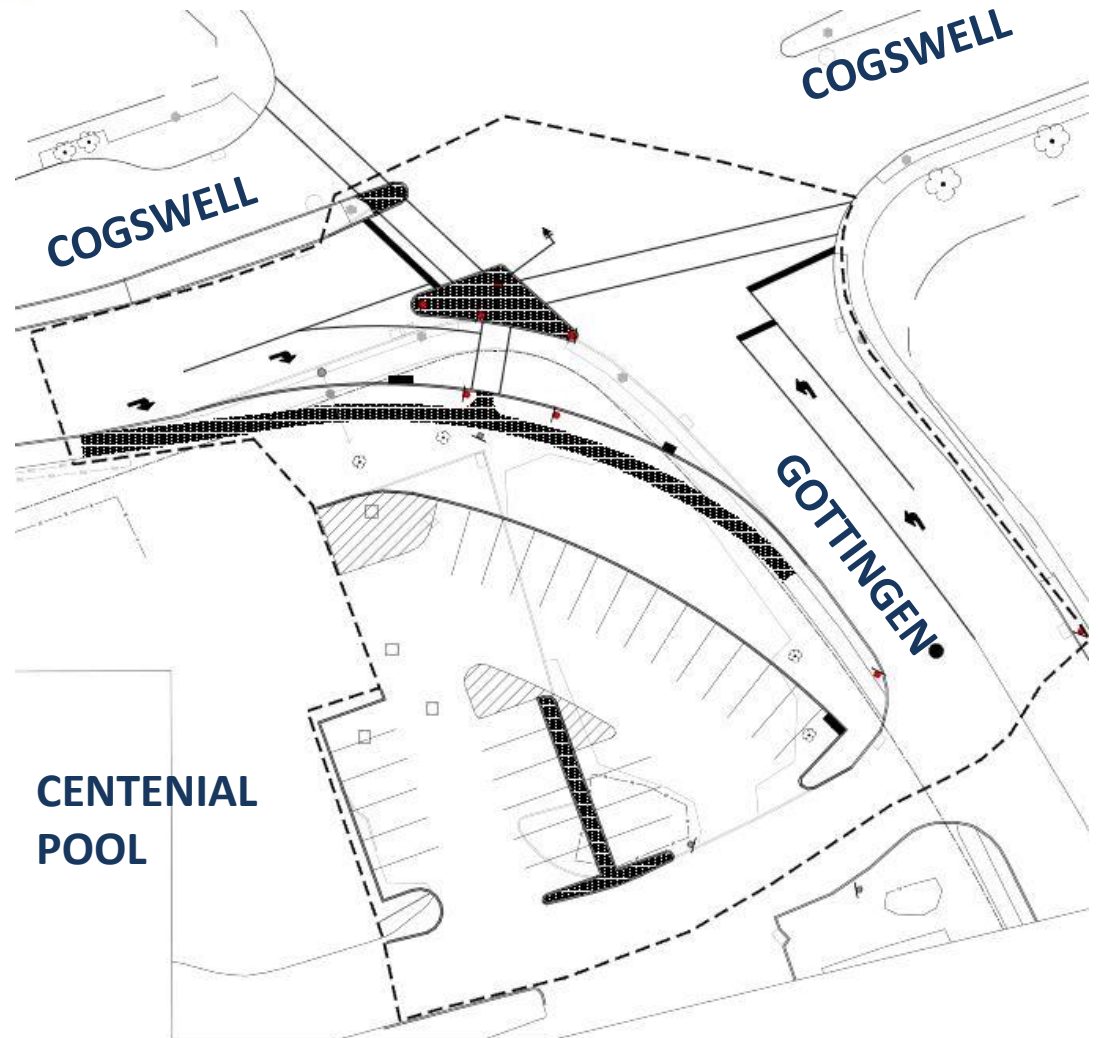


Cogswell Before/After



Gottingen at Cogswell

- Right Turn Channel
- Traffic Signal Phase
- Line Painting
- Completed in 2015





Project Timeline

- Today – Public Engagement 50%
- March 2014 – Public Information 90%
- Spring 2014
 - Council Budget Approval
 - Contract Award
 - Construction Start Cunard
- Spring 2015 – Construction Start Cogswell
- Future – Rainnie Upgrades



What's in the Overview Corner?

- 50% design plan
- More roundabout detail
- Feedback – General Comments?



Rainnie Drive,
what do you want it to do?

Active Transportation Overview

Hanita Koblents

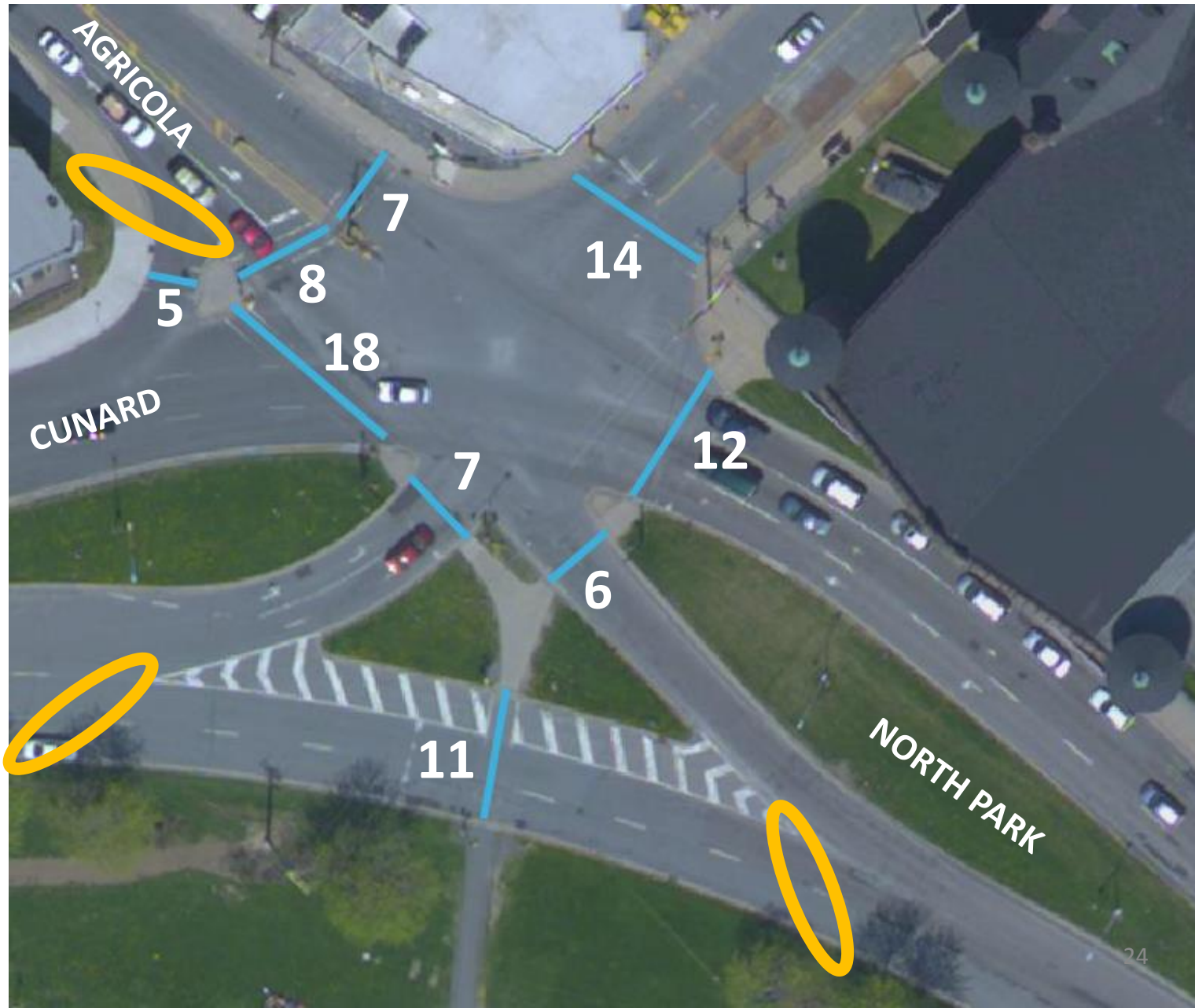
HRM Active Transportation Coordinator

Cunard Intersection

**Pedestrian
Crossing
Distances
(m)**



**Cyclist
Merge
Areas**



Cunard Intersection



11m to cross!

Get ready to merge!

**Pedestrian
Crossing
Distance:
Existing**



Proposed



Tactile Strip



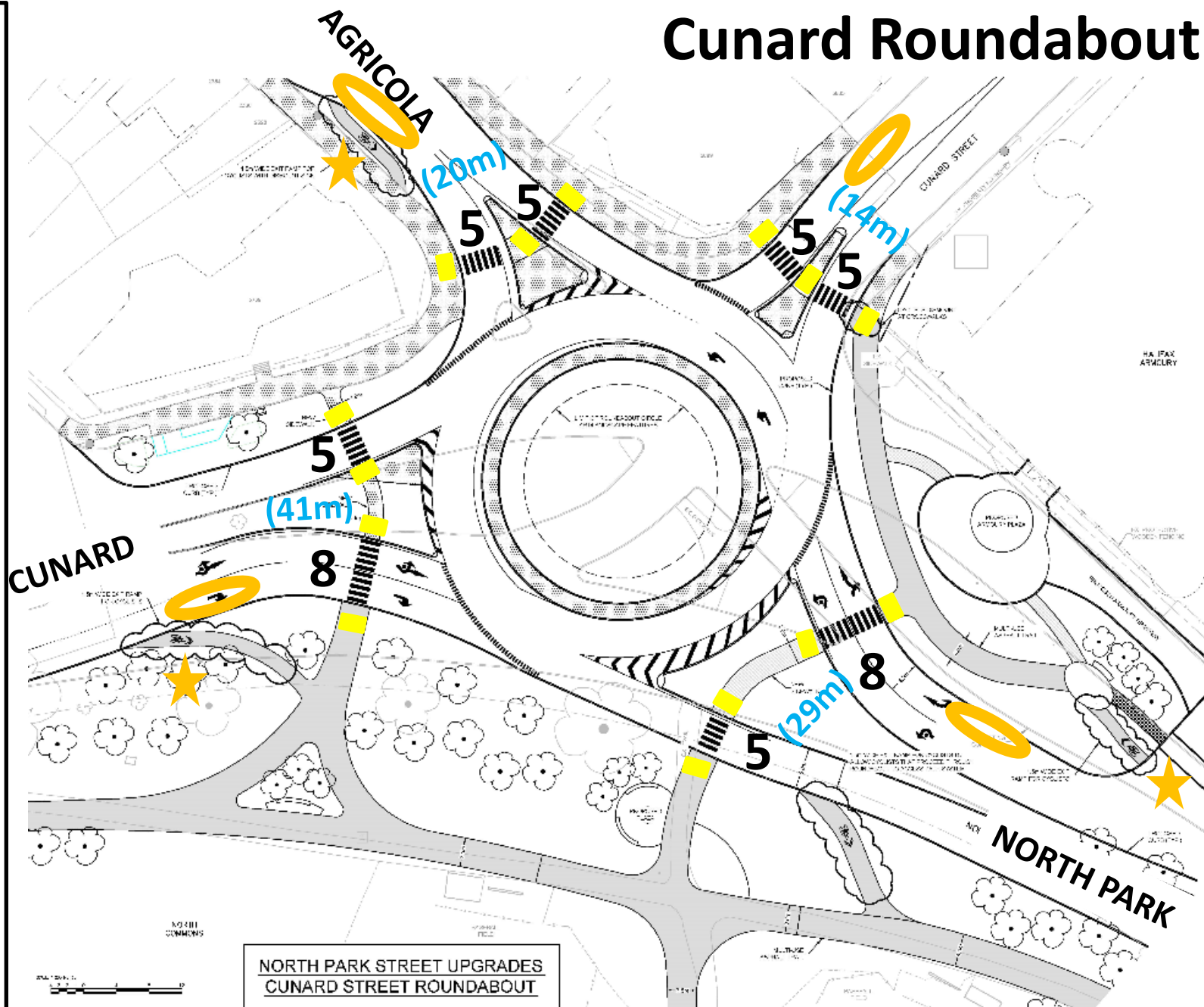
**Cyclist
Merge
Areas**



Bicycle Ramp



Cunard Roundabout

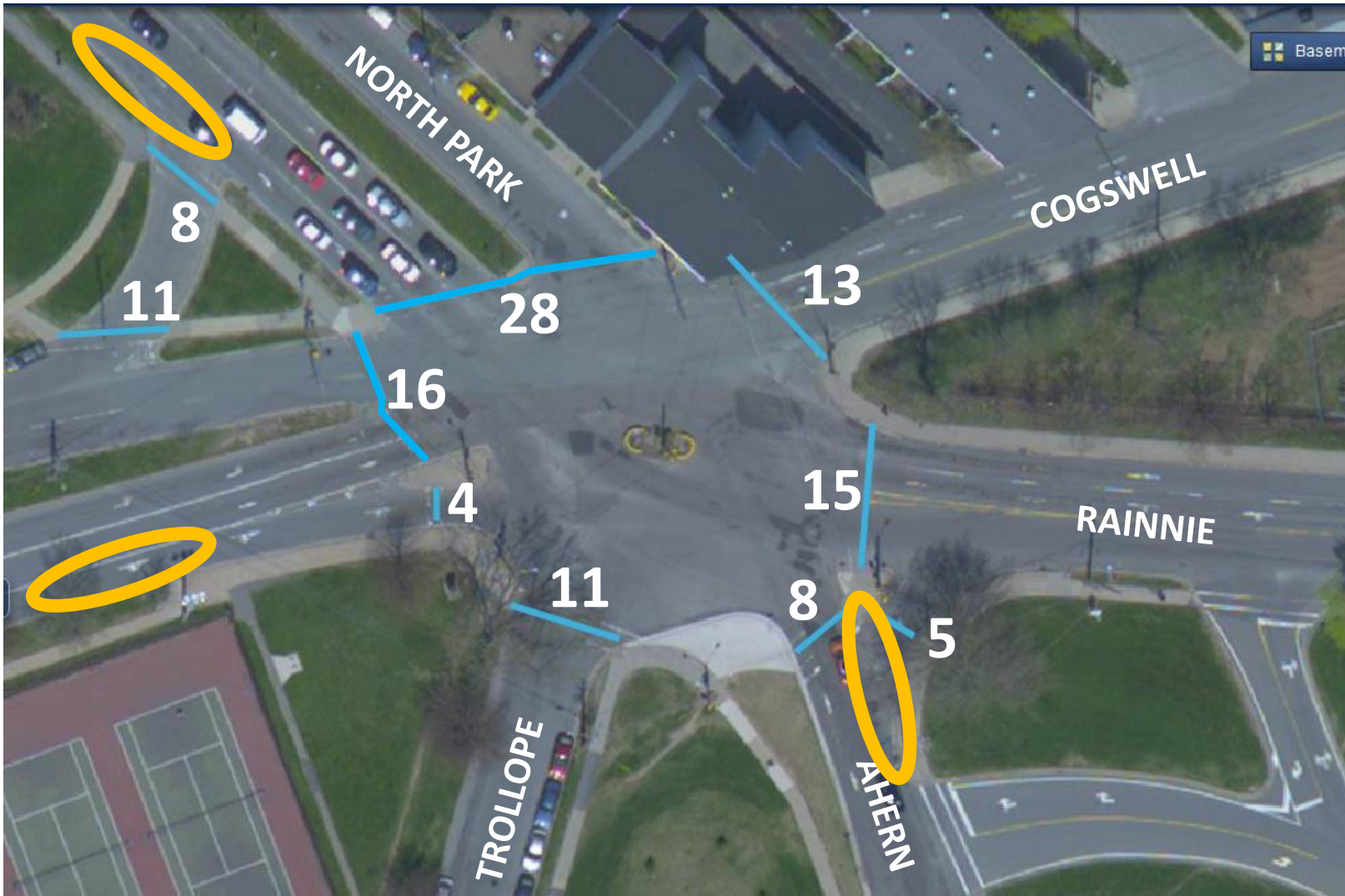


Cogswell Intersection

**Pedestrian
Crossing
Distances
(m)**



**Cyclist
Merge
Areas**





**Pedestrian
Crossing
Distance:
Existing**



Proposed



Tactile Strip



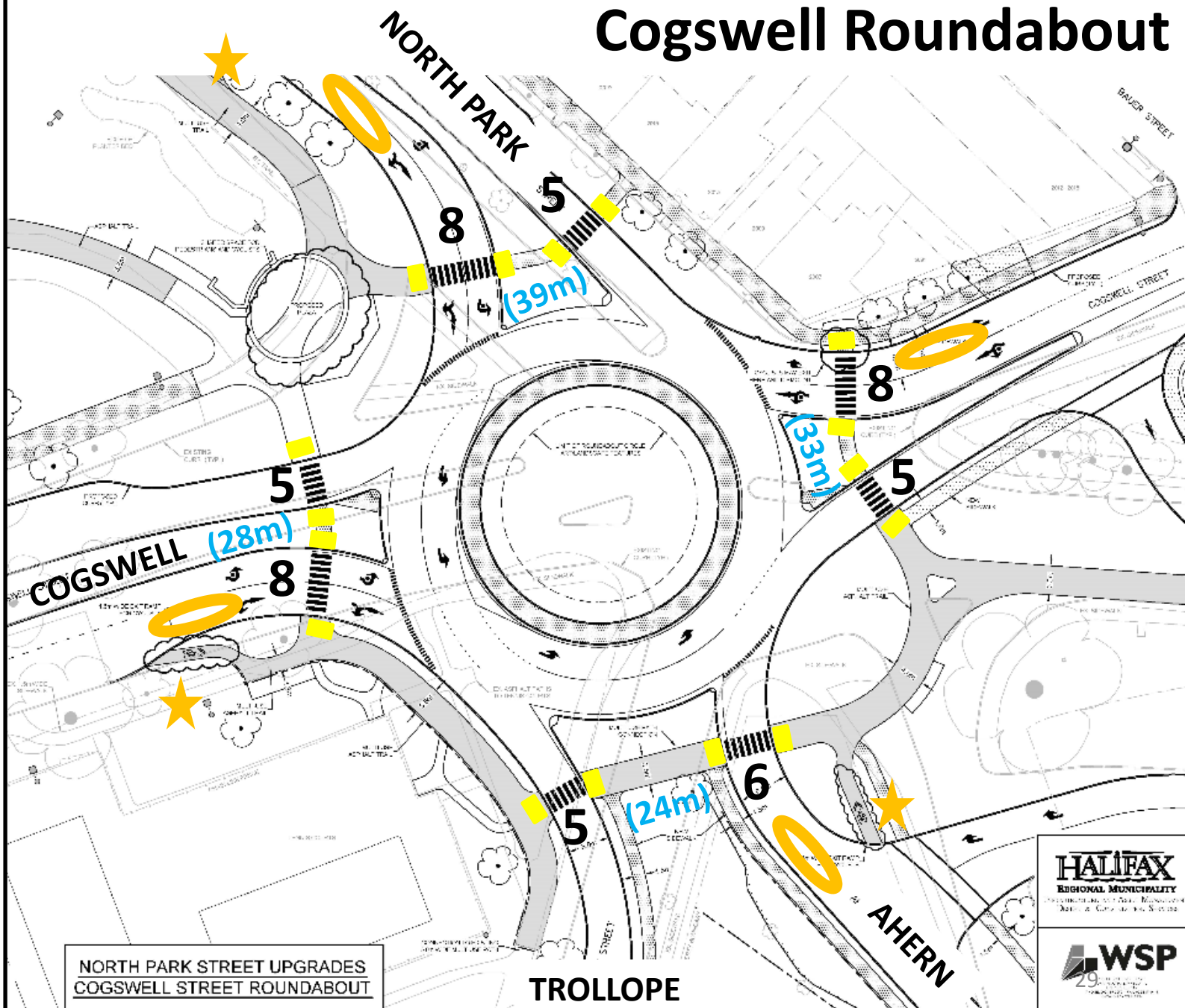
**Cyclist
Merge
Areas**



Cyclist Ramp



Cogswell Roundabout



**NORTH PARK STREET UPGRADES
COGSWELL STREET ROUNDABOUT**

TROLLOPE

AHERN

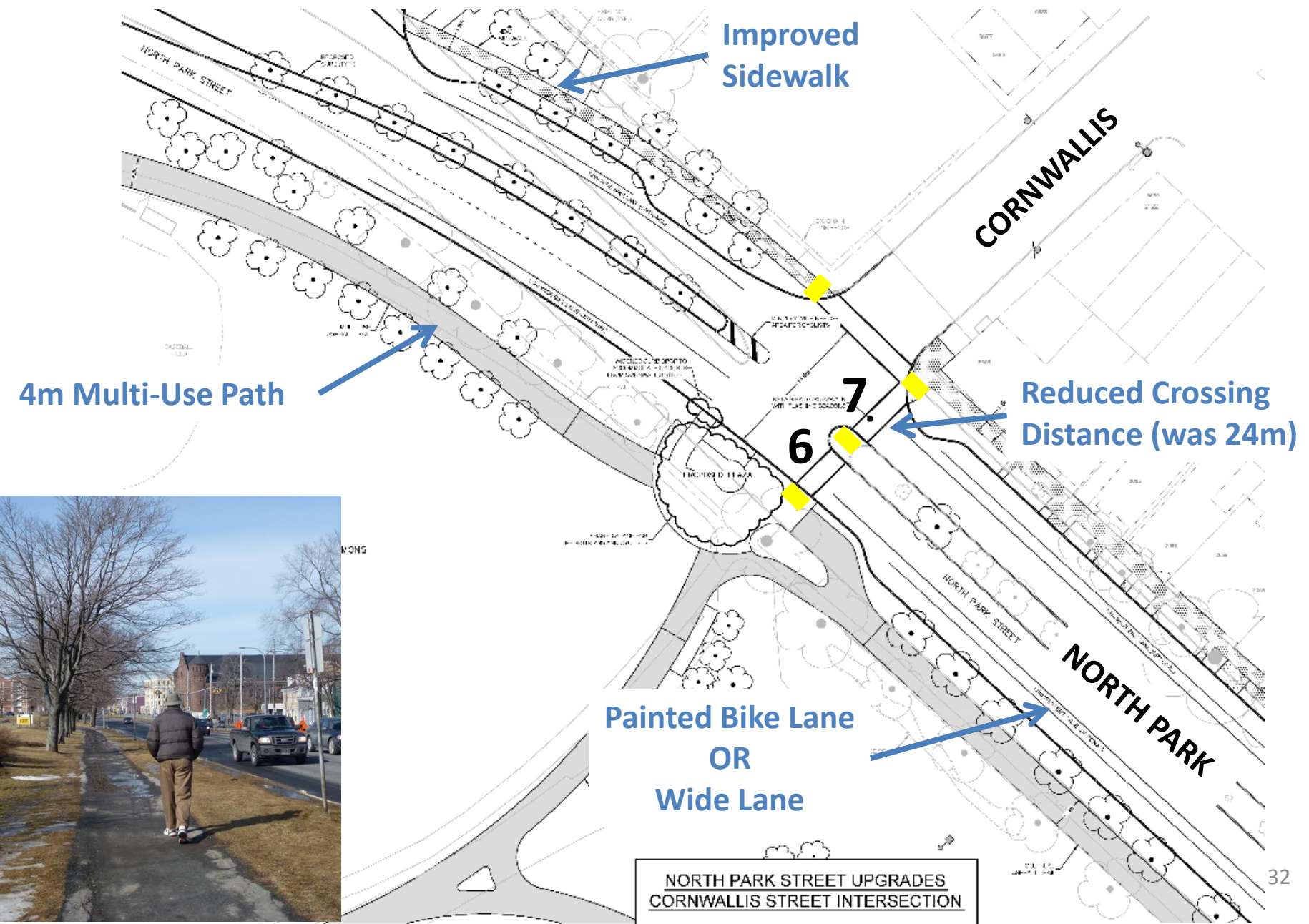
HALIFAX
REGIONAL MUNICIPALITY
CONSTRUCTING A BETTER MUNICIPALITY
Active & Growing Communities

WSP
29
WSP GROUP INC.
TRANSPORTATION GROUP

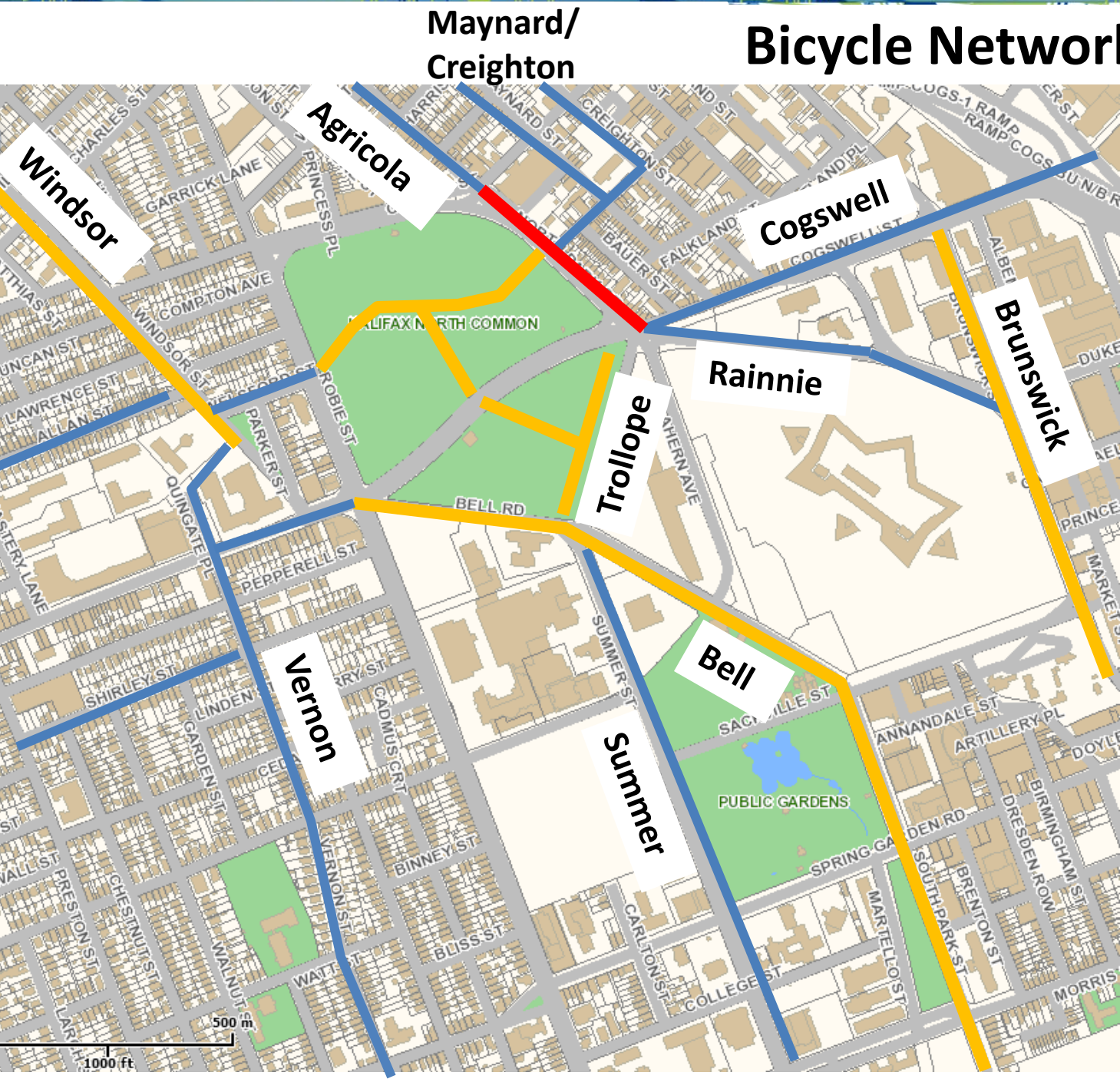




North Park Street



Bicycle Network Connections



Public Open Spaces

Carolle Koziak Roberts
Landscape Architect, HRM

What makes North Park Street a good candidate for being a great public street?

It's a well travelled route

Prime gateways into and out of downtown

Two major landmarks of national significance



What makes North Park Street a good candidate for being a great public street?

Dense residential neighbourhoods

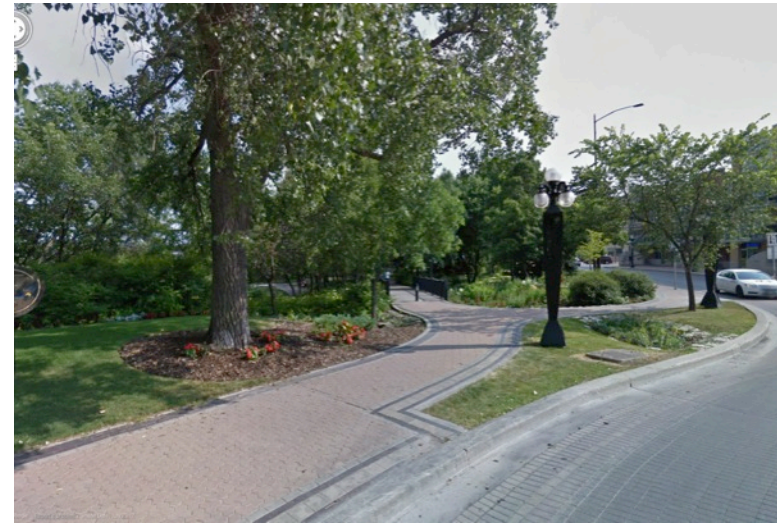
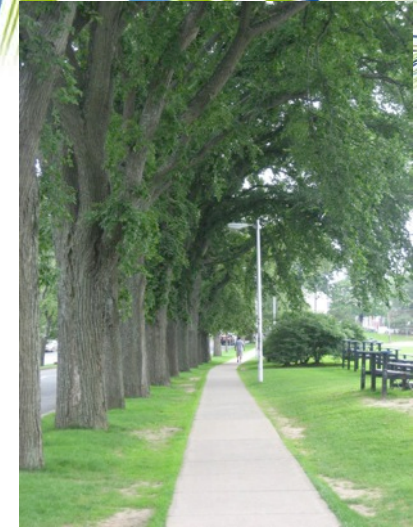
Good proximity to commercial districts

Recreational draws of the Halifax Common



How can we make it a great public street?





An aesthetic, landscaped space to move through

A travel way within the Halifax Common similar to Cogswell and Cunard Streets



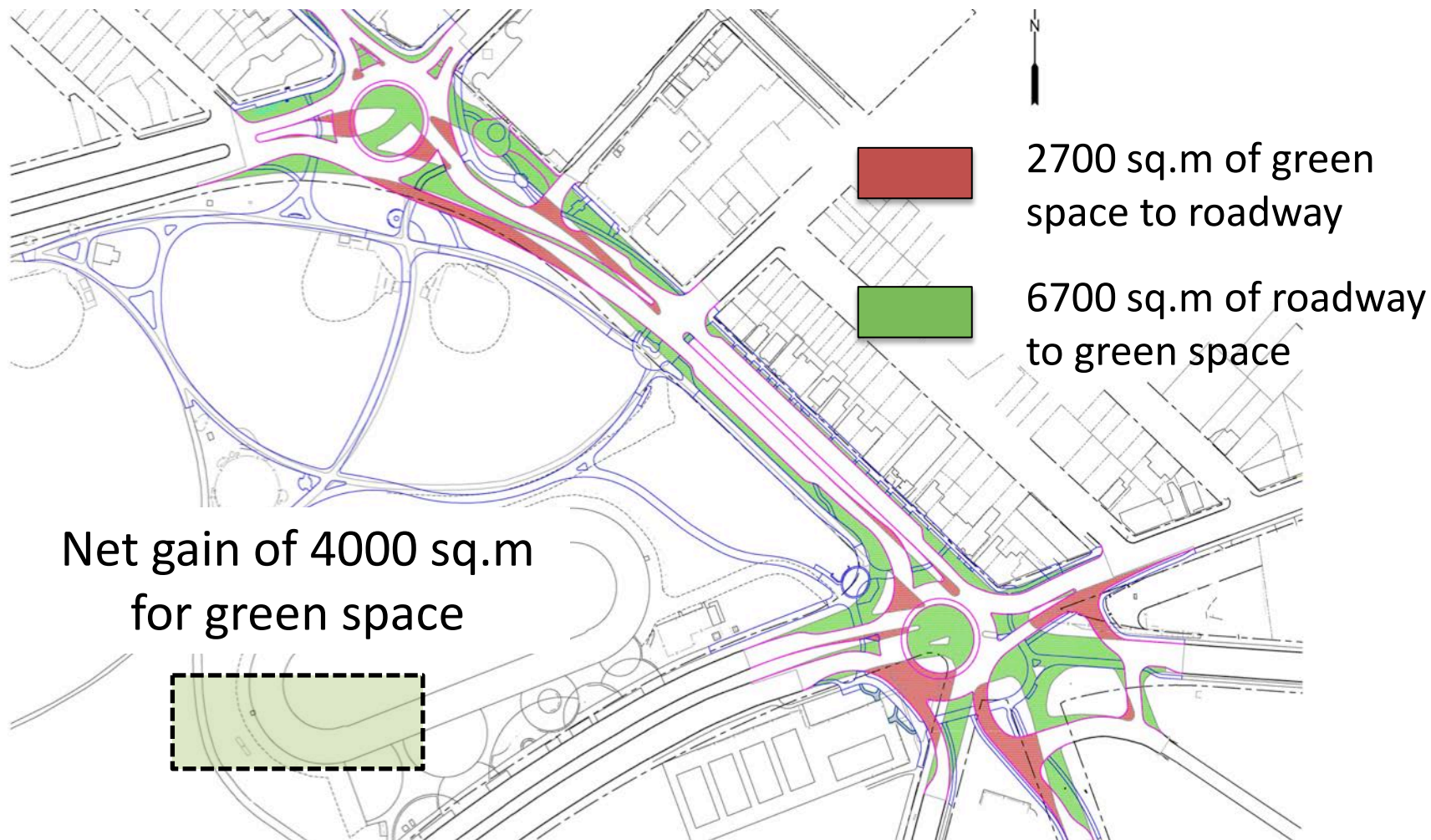
“People Places” enable the public life of our cities.

They are the social spaces in our cities such as city streets, pedestrian plazas and parks where people socialize and interact with each other.



Gathering Places to congregate and celebrate

Infrastructure and larger spaces to support bigger crowds and community events



We are claiming more area for green space within the street corridor.

Armoury Plaza

Orphanage Wall

We are gaining 'found' green space for new public space on the east side of the street corridor. These spaces are:

In front of the Halifax Armoury;

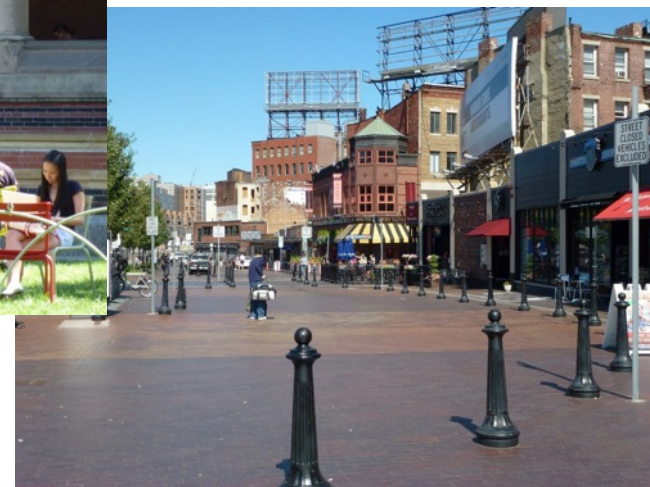
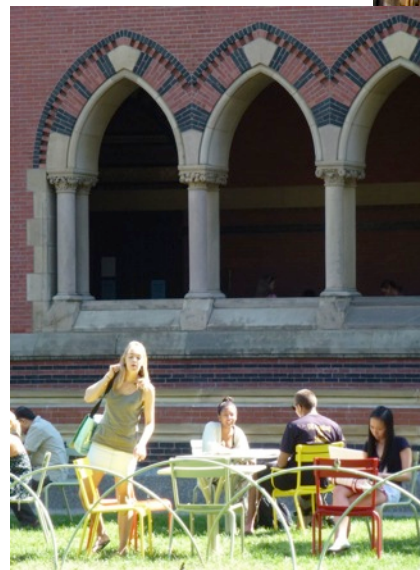
Orphanage Wall

At the foot of Citadel Hill

Foot of Citadel Hill

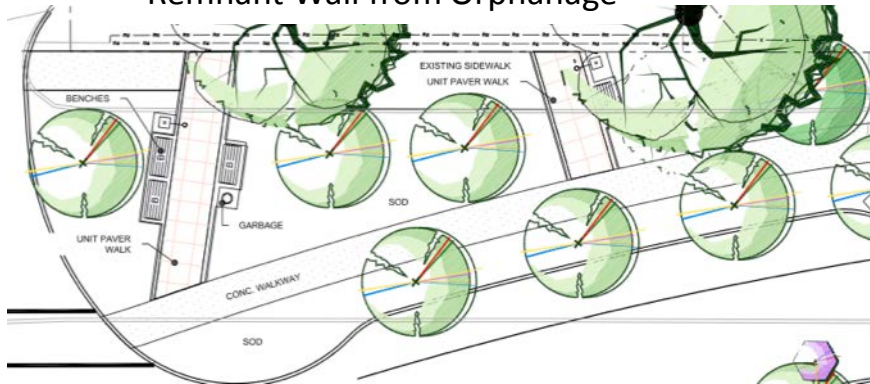
New "Found" Public Spaces in the Street Corridor

Halifax Armoury



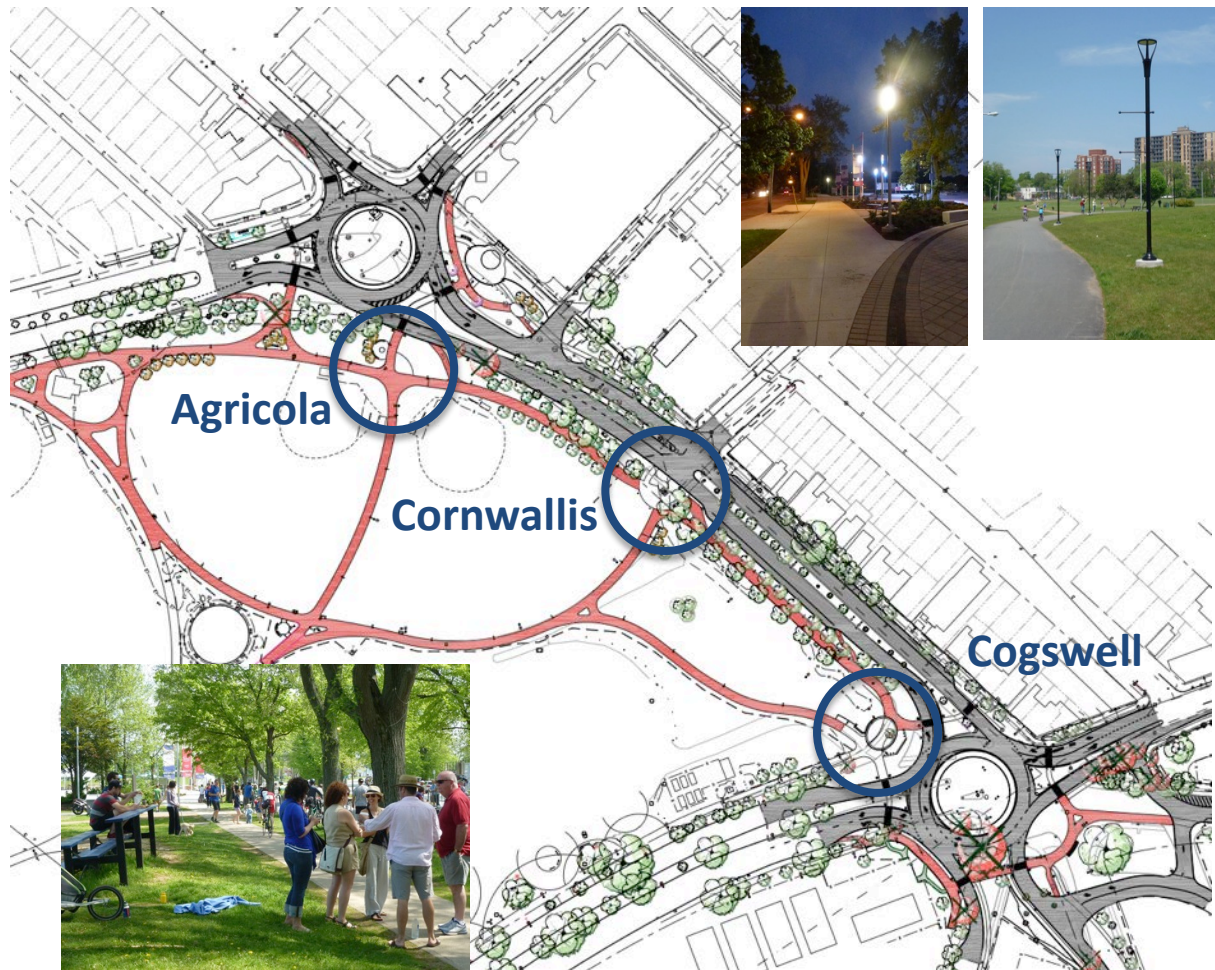
Wider boulevard spaces

Remnant Wall from Orphanage



The foot of Citadel Hill





Contemplated Project Work:

New Pathway alignments

Parkway Lighting

Tree Planting and Planting Beds

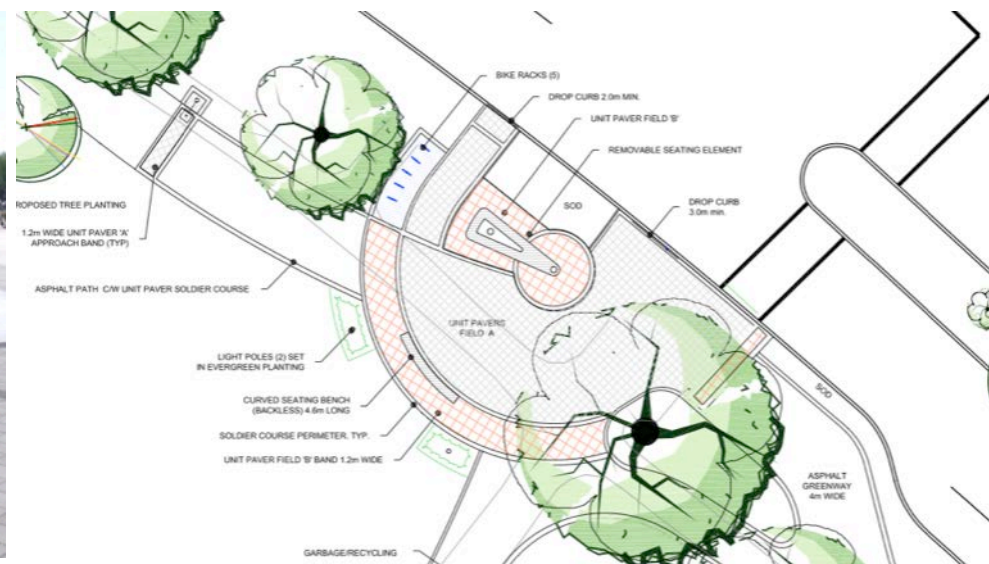
Park Entrance Plazas:

- Agricola
- Cornwallis
- Cogswell

Moving forward with the North Common Plan

What's in the Public Spaces Corner?

- Engaging on the new “found” public spaces within the street corridor
- Showing the design of the areas on the North Common we will be implementing with this project

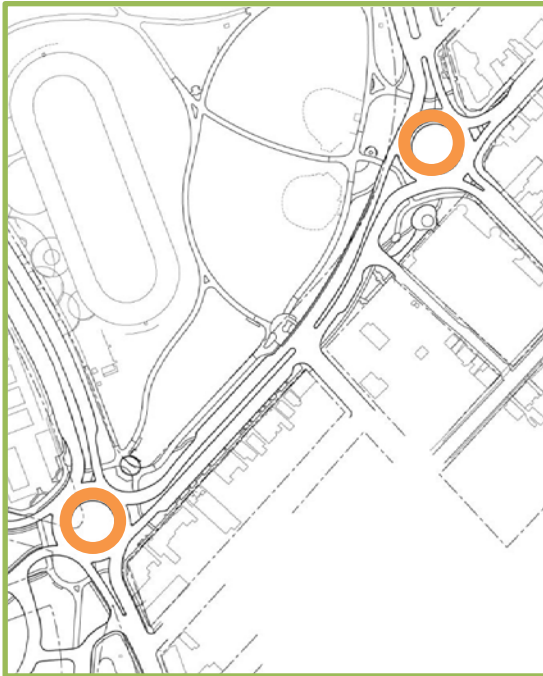


Outdoor Art **Where? How? What?**

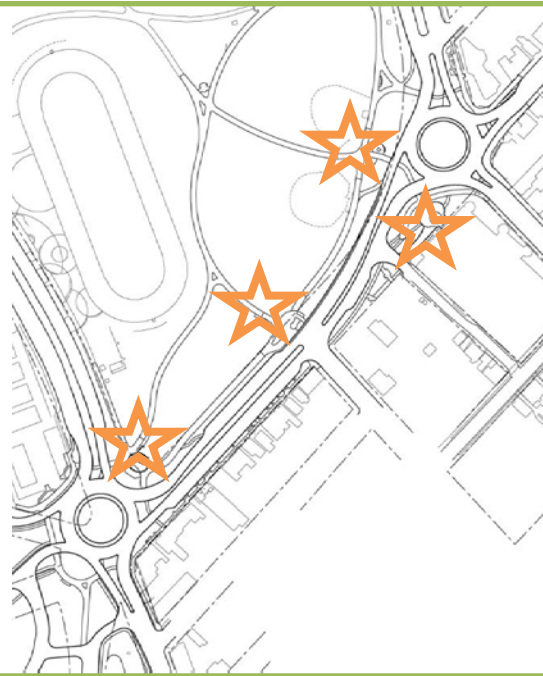


Where? Artwork Locations

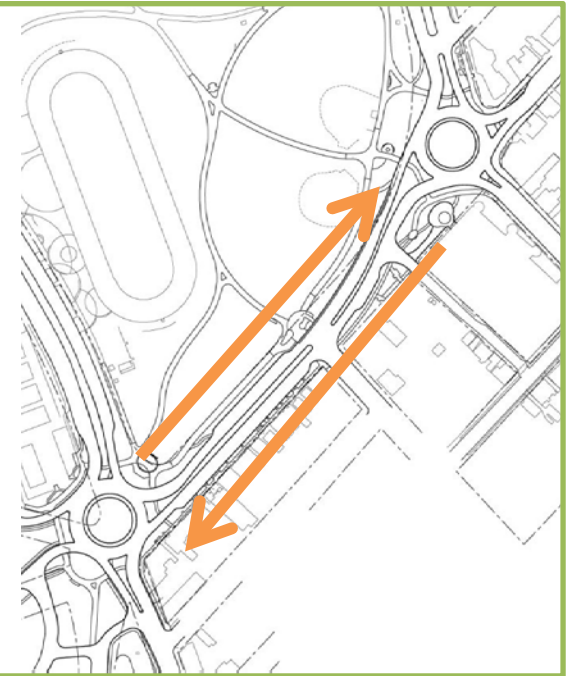
Center Islands



Plazas



Travel Ways



How? Commissioning Process



Public Art

- Artist- Led
- Request for Proposals based on community feedback, framing

Community Art

- Community-led, artist facilitated
- Community are 'hands on', create the artwork

What? Form and Theme

