
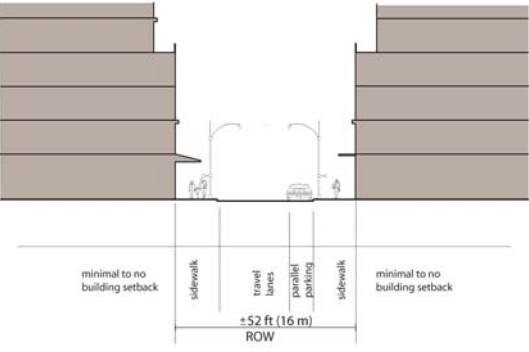
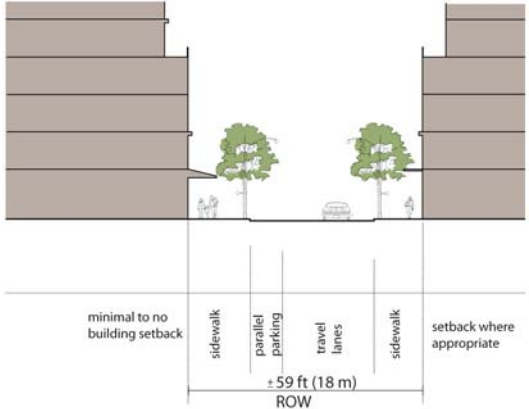


APPENDIX A


STREETSCAPE TYPOLOGIES

Streetscape Typology	Primary Purpose	Defining Features	Cross Section
<p>1. Avenues (Barrington and Spring Garden)</p>	<p>Avenues are the primary pedestrian-oriented shopping streets in downtown. They are also focused on the provision of public transit.</p>	<ul style="list-style-type: none"> • Broad, distinctively paved sidewalks and crosswalks • Sidewalk ‘bump-outs’ at intersections • Unique lighting, banners and furnishing • Trees/landscaping where possible • Roadway width reduced to minimum requirements • Well designed transit stops 	<p>The diagram shows a cross-section of an Avenue street. On the left, there is a wide sidewalk with a building setback labeled 'minimal to no building setback'. The street includes travel lanes, parallel parking, and another wide sidewalk on the right, also with a 'minimal to no building setback'. The total width of the Right-of-Way (ROW) is indicated as ± 59 ft (18 m).</p>
<p>2. Civic Avenue (Hollis Street, South Park Street, vicinity of Spring Garden Road/ Barrington intersection, Cogswell Street, portion of Gottingen)</p>	<p>The primary north-south connection (Hollis Street) linking major civic and cultural attractions including Cornwallis Park. Linking landmark buildings in park-like settings on the eastern end of Spring Garden Road and along a portion of Barrington Street. Linking the Halifax Commons to the downtown and waterfront (Cogswell & Gottingen Streets). Linking Citadel to Public Gardens and Victoria Park (South Park Street). Linking Victoria Park to the site of the future Central Public Library on the old Infirmary site (Clyde St.))</p>	<ul style="list-style-type: none"> • Iconic view termini and landmarks • Distinctive paving in “civic” vocabulary along sidewalks, at crosswalks and across the roadway at strategic civic locations (Cornwallis Park, Government House, Province House/Gallery, Provincial Courthouse, Memorial Library, Clyde Street, future Flatiron Plaza) • Where paving extends across the roadway, it should seamlessly integrate with adjacent public space treatments • Sidewalk ‘bump-outs’ at intersections • Unique lighting, banners and furnishing • Trees/landscaping where possible 	<p>The diagram shows a cross-section of a Civic Avenue street. On the left, there is a 'public square' area. This is followed by a sidewalk, travel lanes, parallel parking, and another sidewalk on the right with a 'minimal to no building setback'. The total width of the Right-of-Way (ROW) is indicated as ± 56 ft (17 m).</p>

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<p>3. Grand Promenade (Carmichael and George)</p>	<p>The Grand Promenade is the symbolic historic visual axis linking the Old Town Clock to the harbour. It is downtown's primary east-west pedestrian connection linking major civic and cultural attractions along it. Of all the streets in downtown Halifax this corridor has the greatest potential to become an iconic symbol of the city and a showcase of the best of urban design and civic pride.</p>	<ul style="list-style-type: none"> • Continuous, distinctive, feature paving extending across the entire right of way to building faces, including across intersections. Feature paving should extend from the Citadel to the waterfront promenade. Paving to appear as a plaza treatment without curbs, while accommodating pedestrian safety considerations • An expanded sidewalk on the south side in conjunction with a double row of street trees • Unique lighting, banners and furnishing • Vertical elements should help define the sidewalk edge on the north side • Visual landmark termini at each end • Should define the “civic” language of streetscape design and elements for downtown Halifax, to be consistent with other civic public realm initiatives (see Citadel to Harbour Streets and Civic Avenue) 	

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<p>4. Harbour View Streets (Duke Street, Prince Street, Sackville Street, Salter Street, Bishop Street, Morris Street)</p>	<p>Harbour View Streets are east-west streets that provide key visual and physical links between the waterfront and the downtown and feature protected 'window' views of the harbour at their eastern ends</p>	<ul style="list-style-type: none"> • Waterfront plazas and public art landmarks at harbour termini • Distinctive sidewalk & crosswalk paving in a "civic" vocabulary similar to Grand Parade • Sidewalk 'bump-outs' at intersections • Unique lighting, banners and furnishing • Trees/landscaping wherever possible • A "water-view" language of streetscape design and elements 	 <p>minimal to no building setback sidewalk travel lanes parallel parking sidewalk minimal to no building setback</p> <p>±52 ft (16 m) ROW</p>
<p>5. Harbourfront Streets (Upper Water, Lower Water and Marginal Road)</p>	<p>These streets form the primary north-south connection serving the Waterfront and accessing waterfront related attractions and open spaces.</p>	<ul style="list-style-type: none"> • An irregular alignment affording opportunities for creating visual interest, view termini, and varied spaces along its length • Distinctive sidewalk and crosswalk paving • Special paving treatment extended across the roadway and seamlessly integrated with waterfront plazas • Sidewalk 'bump-outs' at intersections • Unique lighting, banners and furnishing that associate with the waterfront • Continuous street trees within the right of way, reinforced with additional rows of trees on private property wherever possible • Should define the "water-view" language of streetscape design and elements for downtown Halifax, to be consistent with other civic public realm initiatives (see Harbour View Streets) 	 <p>minimal to no building setback sidewalk parallel parking travel lanes sidewalk setback where appropriate</p> <p>±59 ft (18 m) ROW</p>

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<p>6. Esplanades (Sackville, Brunswick Rainnie)</p>	<p>Esplanades are streets that front the Citadel. Historically, the name ‘esplanade’ was given to the open area between the city and/or fortress walls.</p>	<ul style="list-style-type: none"> • A series of modest Esplanade Plazas corresponding to the ends of streets that lead to the Citadel and that may include public art, heritage interpretive features, wayfinding, pedestrian seating and special paving treatments • Plazas should link with sidewalks and be ‘trail heads’ for walkways and stairs that lead to the Citadel • Distinctive sidewalk & crosswalk paving • Sidewalk ‘bump-outs’ at intersections • A continuous double row of street trees where possible on the city-side of the streets • High quality stone retaining walls on the Citadel side, particularly at plazas • Unique lighting, banners and furnishing that associate with the Citadel • Other landscaping treatments where possible 	

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<p>7. Pedestrian Priority Streets (Argyle, Market, Grafton, Blowers, Granville, Bedford, Dresden, Birmingham, Brenton, Artillery, Doyle, etc.)</p>	<p>Pedestrian priority streets have existing or potential important pedestrian-oriented functions and/or connections to pedestrian destinations and which don't accommodate significant vehicular traffic. These are the "background" streets of the downtown, of which there are many.</p>	<ul style="list-style-type: none"> • Occasional use of distinctive paving across the entire roadway (i.e. Argyle Street) extended to adjacent animated building faces. Paving to appear as a plaza treatment without curbs while accommodating pedestrian safety considerations • Broadened sidewalks to enable continuous street trees • Roadway width reduced to minimum requirements • Unique lighting, banners and furnishing • Fixtures that can close segments of the streets off from vehicular traffic for occasional street festivals, markets and other events. 	
<p>8. Supporting Streets (All remaining streets in the downtown Halifax Plan area.)</p>	<p>Supporting Streets provide the armature upon which the other streetscape typologies rest. Excellence in design and function are equally important on these streets as on the others. They must be designed and constructed to a high standard befitting the importance of their role in downtown Halifax.</p>	<ul style="list-style-type: none"> • Distinctive sidewalk and crosswalk paving • Widened sidewalks wherever possible. • Sidewalk 'bump-outs' at intersections • Unique lighting, banners and furnishing • Trees/landscaping wherever possible 	