



# Regional Council 60% Design Decision

June 5, 2018



## Cogswell District will...

- be a walkable and transit oriented neighbourhood
- re-establish fine grain street grid of the downtown
- reconnect neighbourhoods
- be a mixed-use core
- prioritize active transportation
- include well designed public and private spaces
- be a renewable energy district

*Endorsed by Regional Council May 2014*



- Cogswell “Shake-Up”
- Stakeholder engagement- property owners, special interest groups, developers, utilities, govt’ departments, general public
- Individual meetings, group presentations, public kick-off event October 2016, on-site visits
- 7 engagement sessions April 2018
- Shape Your City on-line survey- 2100 visits; 628 responses
- Facilitated stakeholder discussion May 2018





- Survey accuracy
- Street network, ROW widths, lanes widths, grades, and geometric design (roundabouts not intersections)
- General size and number of development blocks
- Placement of parks, urban square, plazas, privately owned publicly accessible spaces (POPS)
- Conceptual design of park and open spaces
- Alignment of bikeways and multi use trail
- Engineering drawings for relocated and new infrastructure- 75%





Cogswell Area: Existing



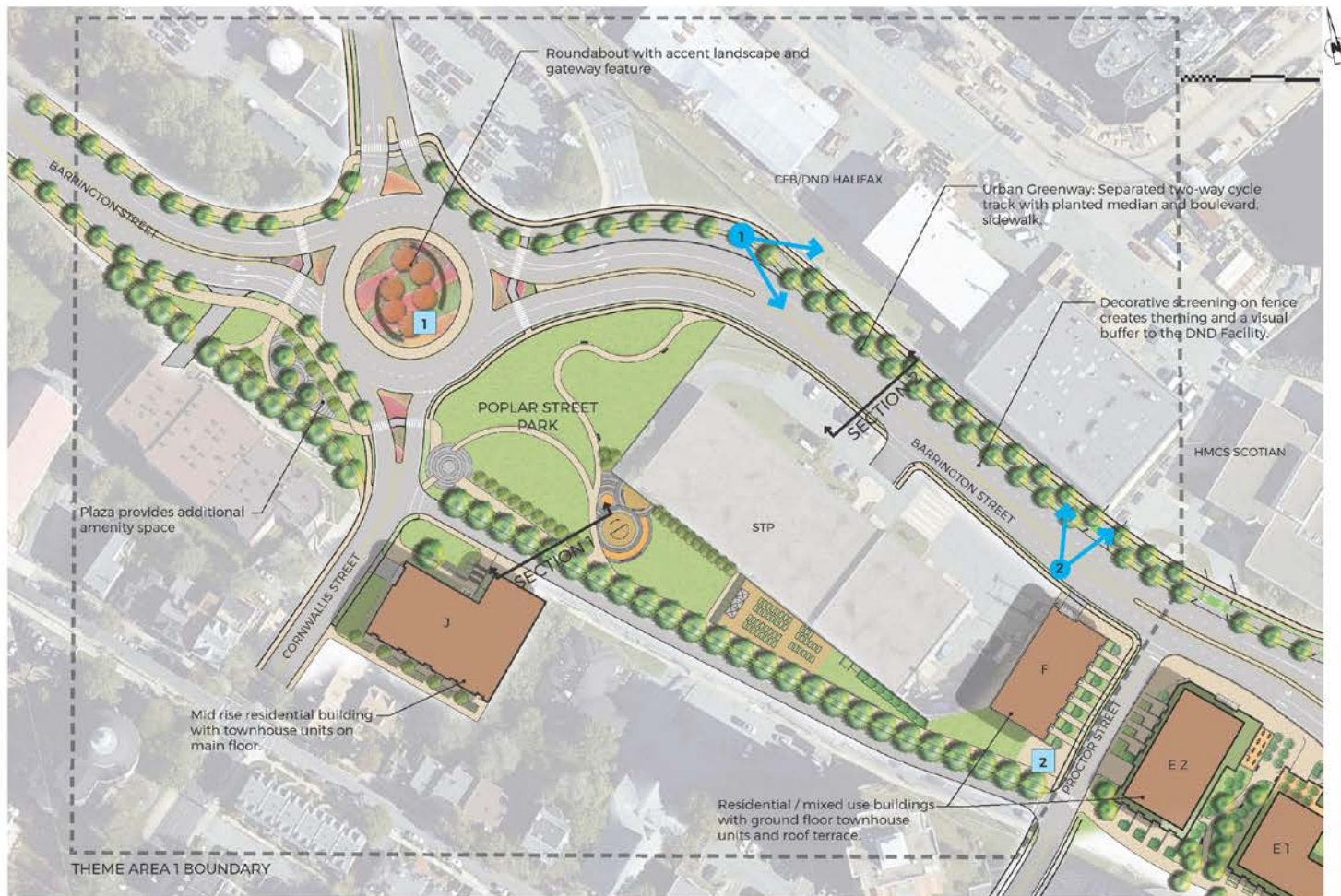
Cogswell Area: Proposed











#### CHARACTER IMAGES



**1** The roundabout at Cornwallis and Barrington Street will integrate accent landscape and gateway features for visual impact.



**2** Street-facing residential units reflect traditional Halifax row houses with a contemporary flair, and can form the lower floors of mid-rise or mixed use buildings.

#### ILLUSTRATIVE RENDERINGS



**3** A two-way cycle track separated from vehicles by a planted median creates an urban greenway for walking and active transportation.



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SEE ADDITIONAL BOARDS FOR DETAIL OF POPLAR STREET PARK AND ILLUSTRATIVE RENDERINGS.





Poplar Street Park



Roundabout Plaza



Roundabout Plaza (plan view)



Activity Zone



Activity Zone (plan view)



Public art can act as a landmark / gateway and add interest.



Unique play structures encourage physical activity and interaction.



Activated social space through community gardens.



Promotion of active living with calisthenics circuit.



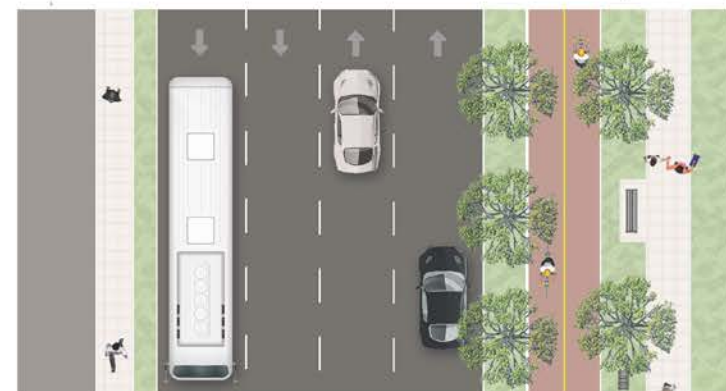
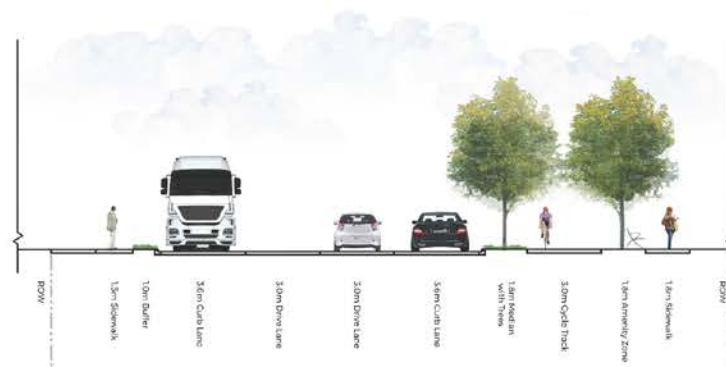
Addition of whimsy by playing with landscape forms.

NOTE: Character images shown may be the work of WSP or other firms, and are intended only as representative design options.





Street Section 1 - Poplar Street and Park



Street Section 2 - Upper Water Street and Separated 2-way Cycle Track

POPLAR STREET PARK CHARACTER IMAGES



Addition of whimsy by playing with landscape forms.



Plaza development in high traffic social spaces.



Bike infrastructure promoted along the AT corridor.



Creative uses of ground plane dimension and lighting.



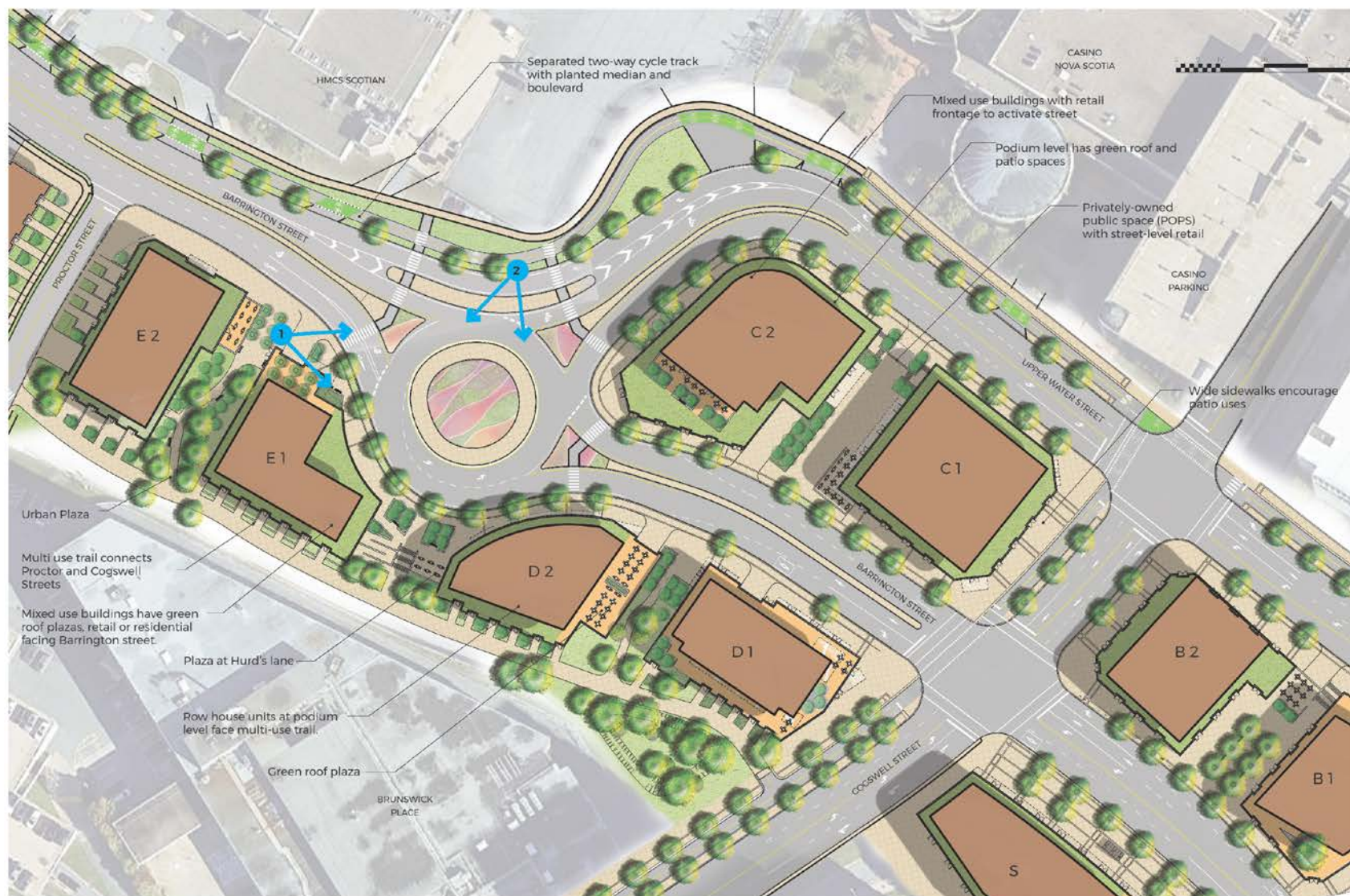
Gateway indicators through lighting and art installation.





ILLUSTRATIVE RENDERING LOCATION 1











## STREET TREE BOULEVARDS AND PLANTERS



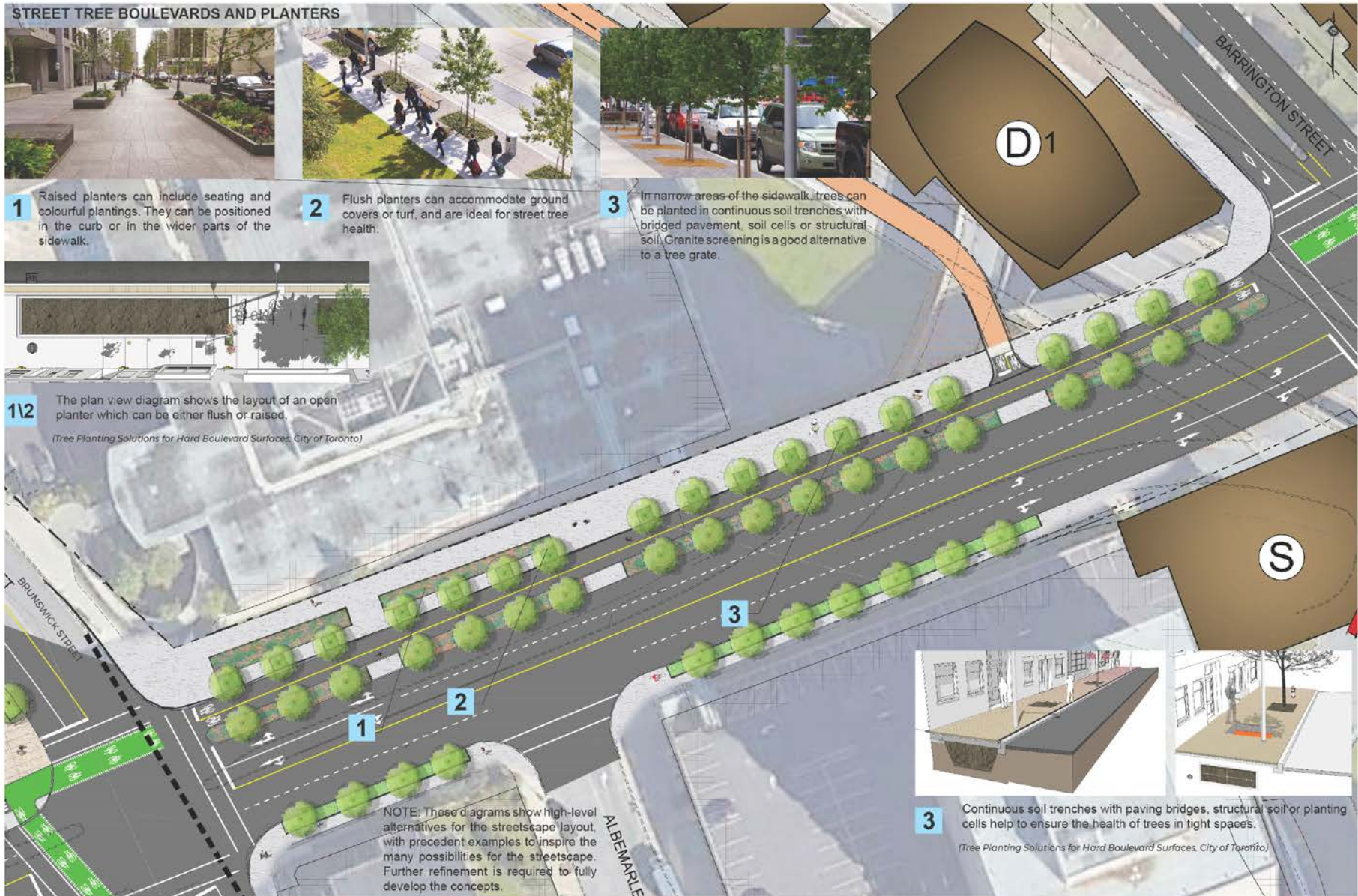
**1** Raised planters can include seating and colourful plantings. They can be positioned in the curb or in the wider parts of the sidewalk.

**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.  
*(Tree Planting Solutions for Hard Boulevard Surfaces, City of Toronto)*

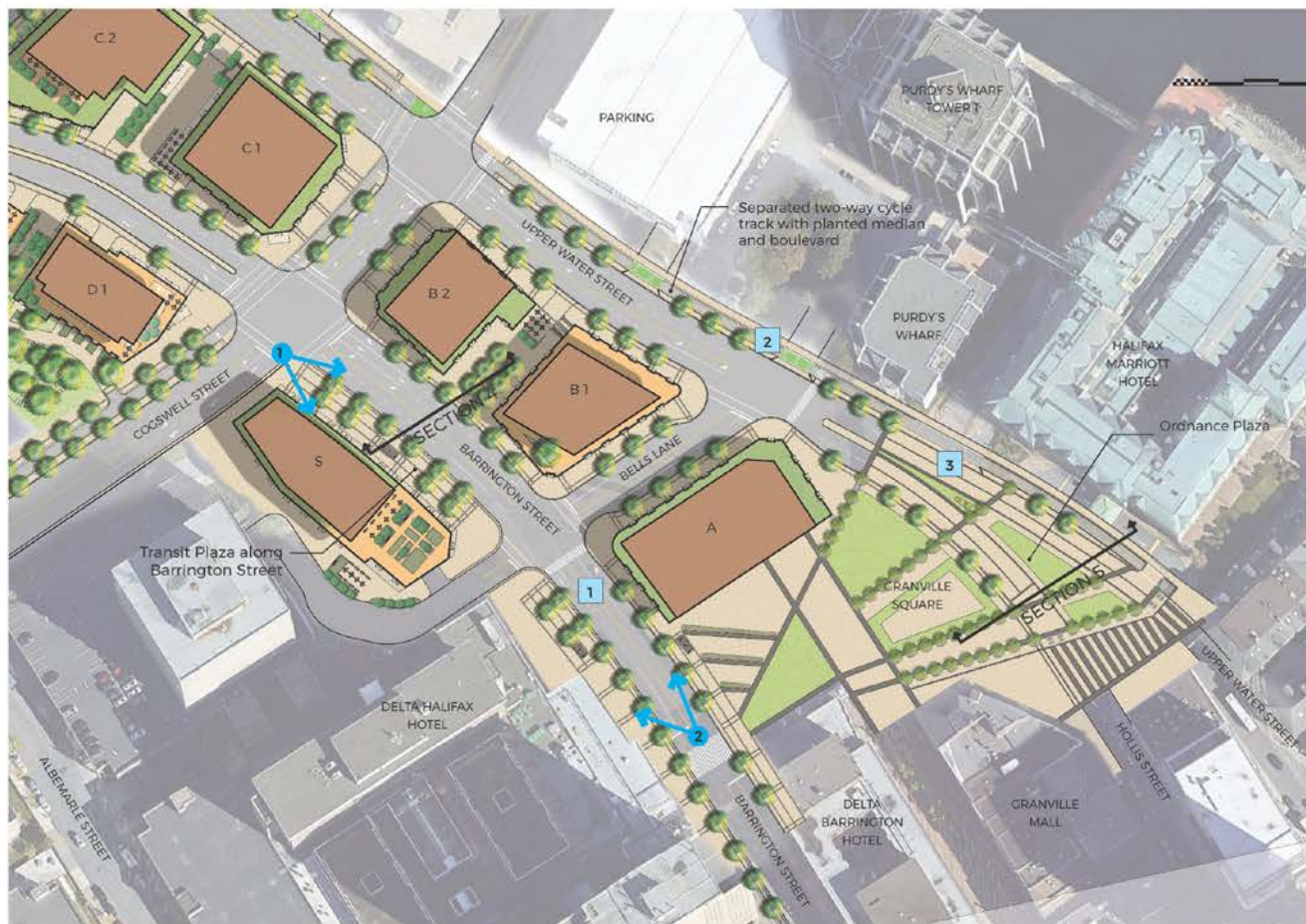


NOTE: These diagrams show high-level alternatives for the streetscape layout, with precedent examples to inspire the many possibilities for the streetscape. Further refinement is required to fully develop the concepts.



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





CHARACTER IMAGES



1 Barrington Street incorporates dedicated bus lanes and transit infrastructure. Transit shelters enhance the streetscape and coordinate with new architecture.



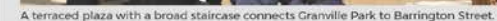
2 Bi-directional cycle track traverses the waterfront with enhanced pedestrian space connected to existing public and private uses.



3 Corner islands can be integrated into plazas and active destinations

SEE ADDITIONAL BOARDS FOR DETAILS AND ILLUSTRATIVE RENDERINGS.

















ILLUSTRATIVE RENDERING LOCATION 1





ILLUSTRATIVE RENDERING LOCATION 2



NORTHWEST VIEW



NORTHEAST VIEW



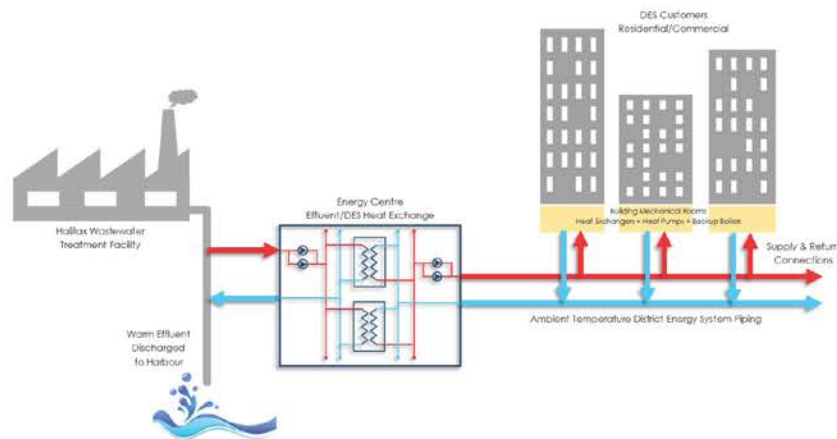
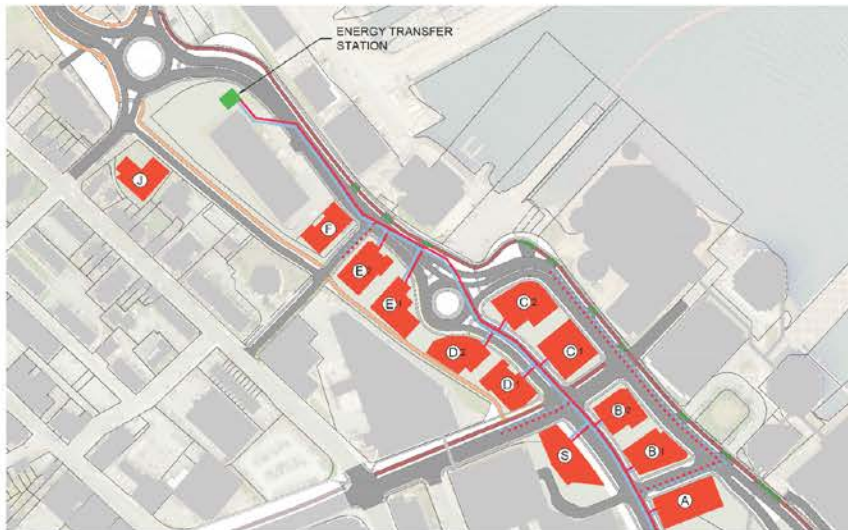
SOUTHWEST VIEW



STUDY AREA BOUNDARY

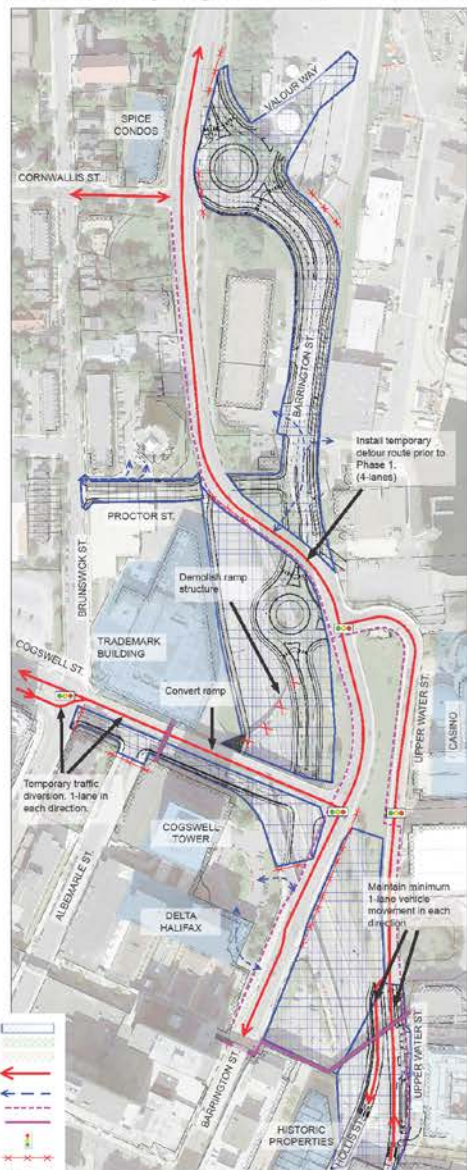








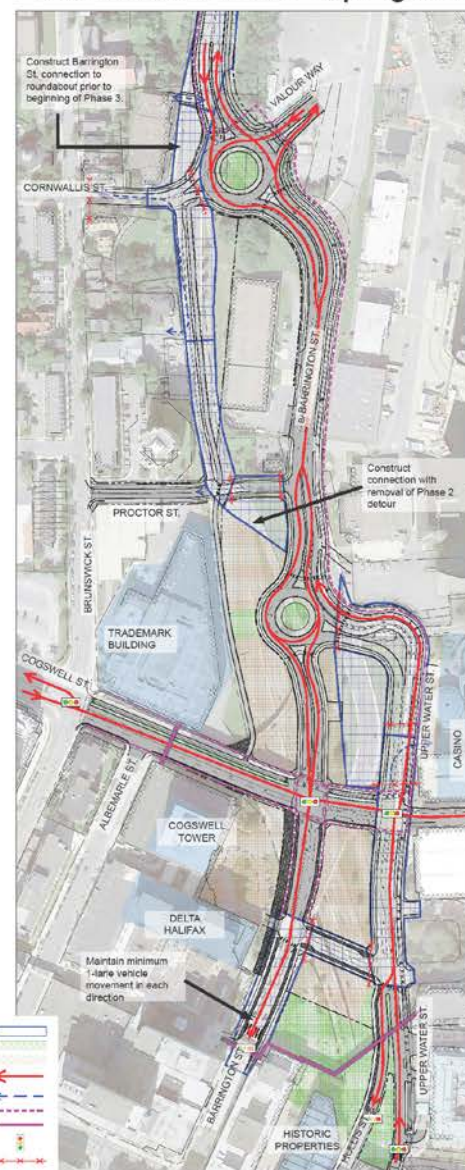
## PHASE 1: Spring 2019 - Summer 2020



## PHASE 2: Summer 2020 - Summer 2021



## PHASE 3: Summer 2021 - Spring 2022





- Class “B” cost estimate
- 3 real estate assessments since 2014
- 93% funded from sale of development blocks
- Phased release of blocks
- Buy-back agreements





- Design engagement process for 60-90%
- Complete 60-90 % design
  - Hardscape design
  - Site furniture
  - Street Tree and Landscape details
  - Detailed design of Granville Square, Ordnance Plaza and Poplar Street Park
  - Street design details within the right of way
  - Accessibility design provisions- Rick Hansen Foundation Accessibility Certification
  - Finalization of infrastructure design
- RFQ- Constructor Services
- Initiation of Land Use By-law amendment process- building design\*
- Regional Council review of 90% design
- Initiate procurement of Constructor Services

\* It is expected the Land Use By-law amendment process will continue beyond 90% design phase





# Cogswell Virtual Tour