

The Nova Scotia Main Streets Ideas Exchange Realizing Your Main Street's Purpose

April 27, 2023

Fathom



The Changing Nature of Main Streets

For the last 100 years, street design has been the domain of transportation engineers, whose primary focus has been moving vehicles safely and efficiently.

Streets were mostly designed as conduits.

Nowhere is this more evident than the Cogswell Interchange....

Fig 1.15 July 1967 Schematic Plan for the Cogswell Interchange. AD Margison & Associates Ltd. Note the old streets and removed buildings shown dashed

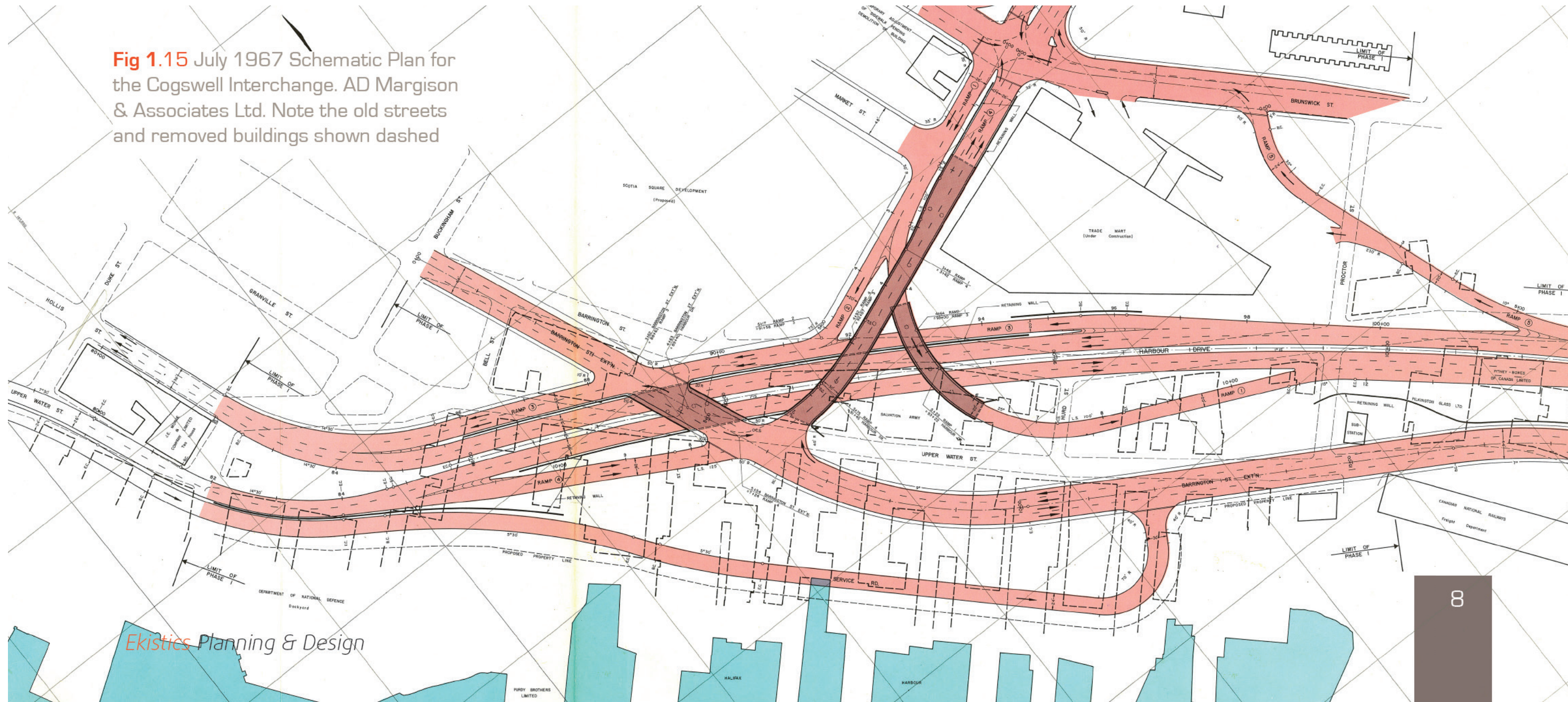
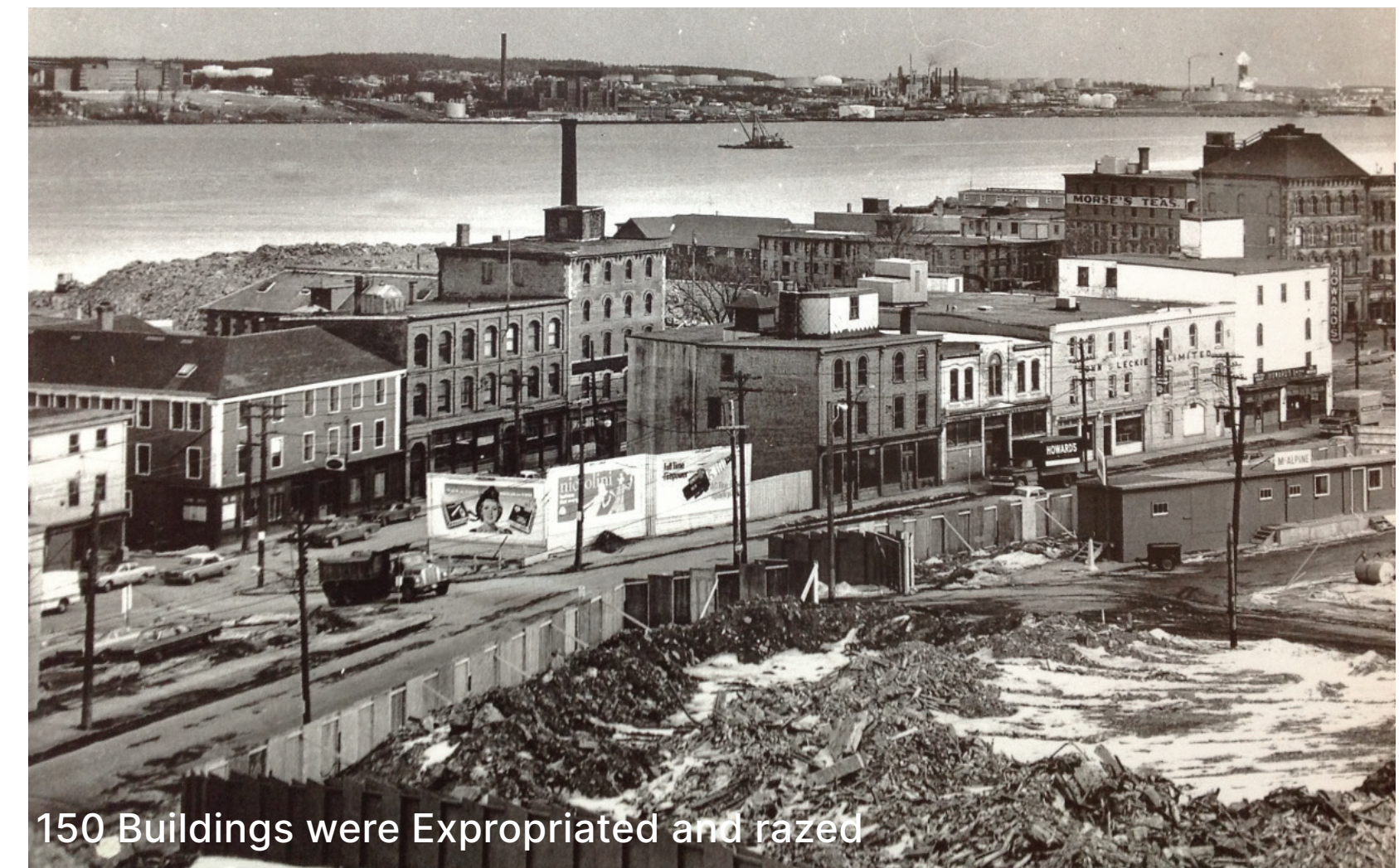


Fig 1.6 Hopkins' 1878 Atlas, showing the approximate outline of the Cogswell Interchange



150 Buildings were Expropriated and razed



The Cogswell Interchange, 1967



The Gardiner Expressway

Rethinking Streets as PLACES instead of CONDUITS.

How can a highway be re-imagined as a
place?

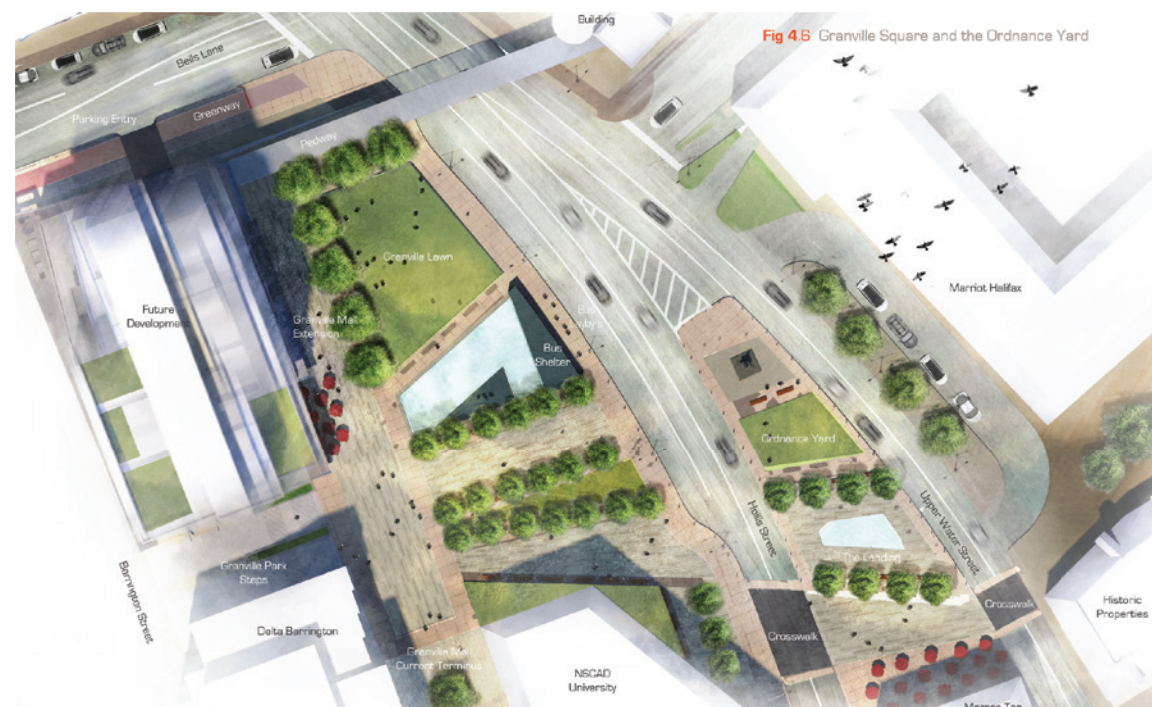
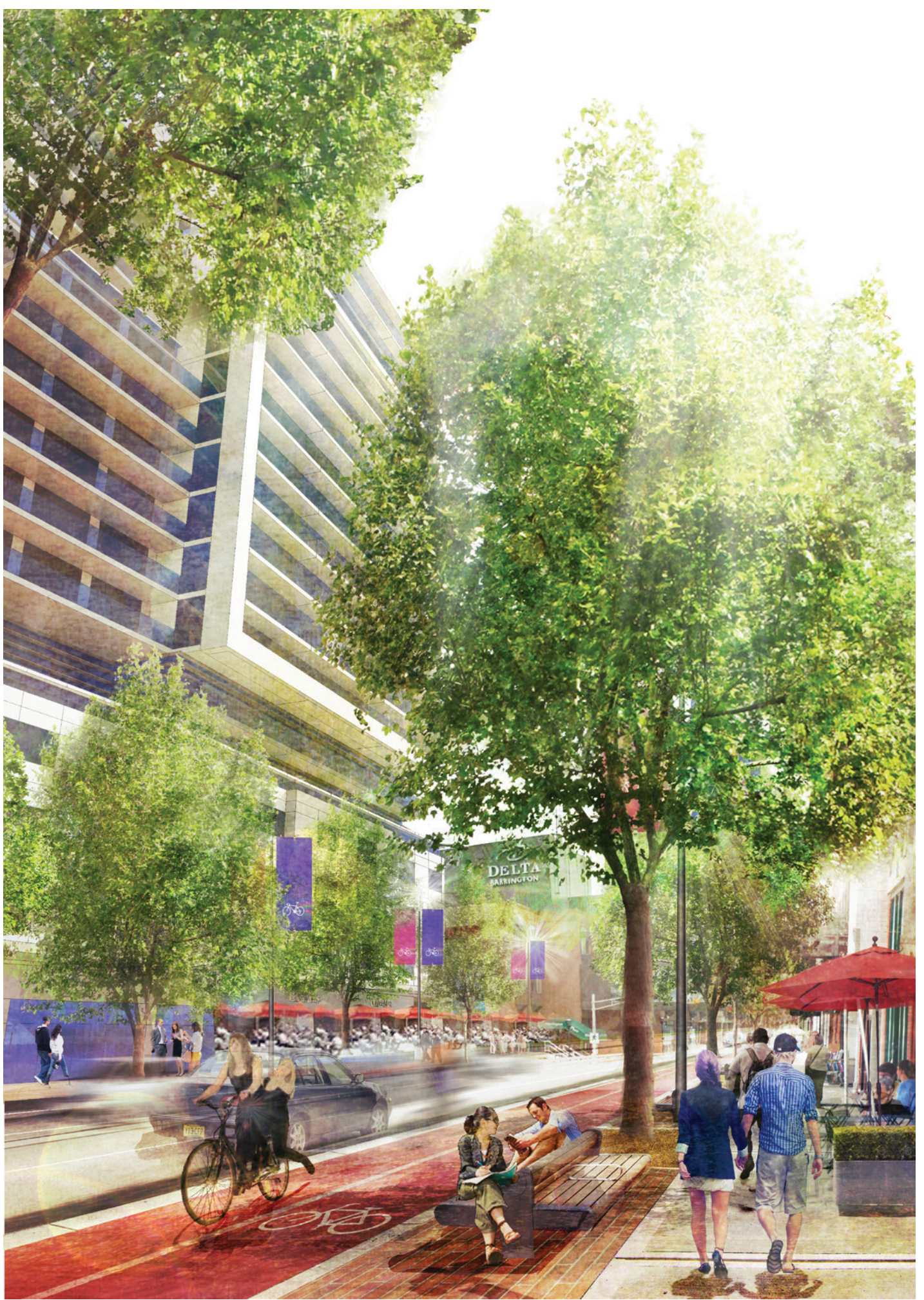
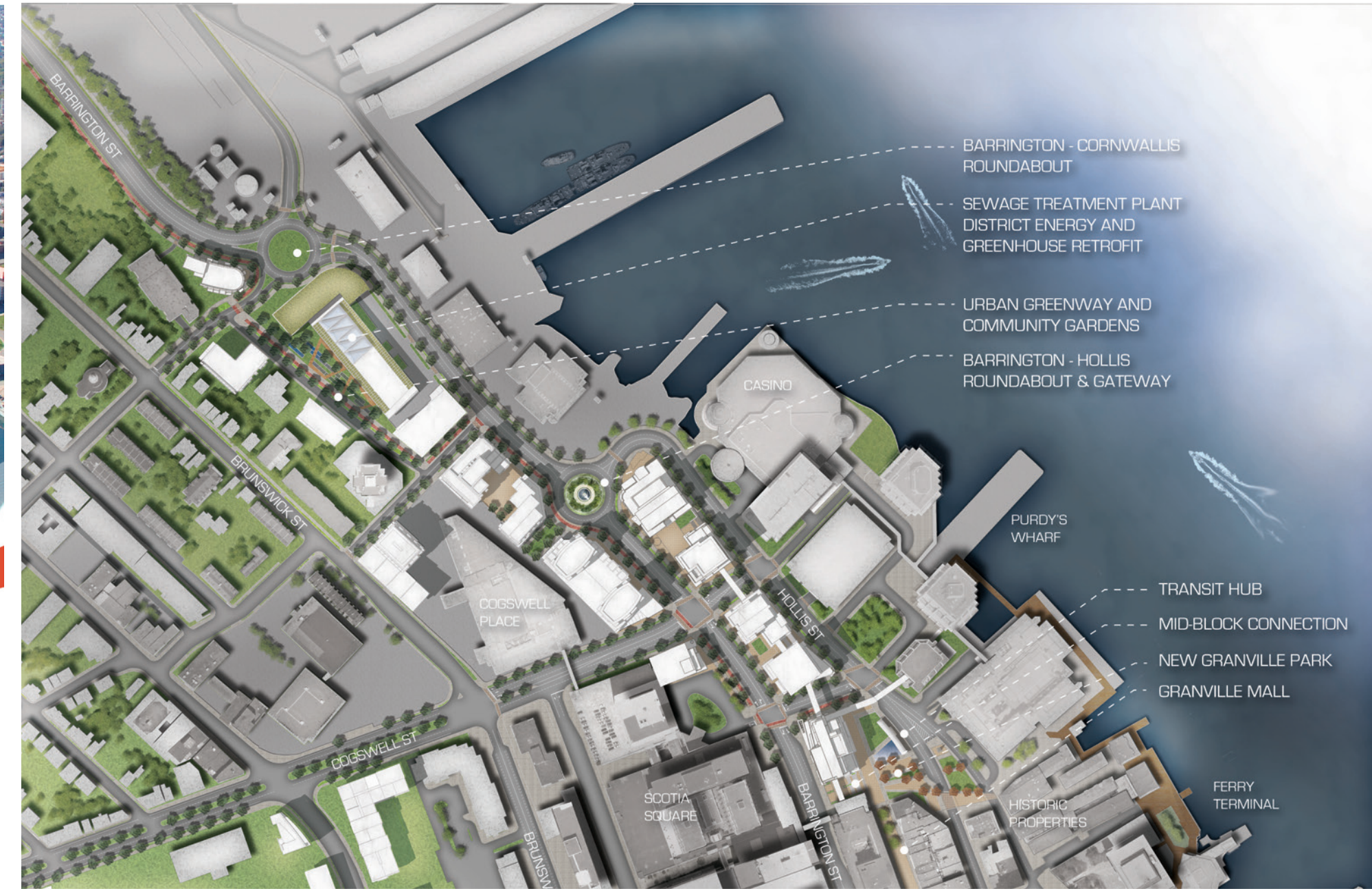


Cogswell Transformed

A Plan for the Redevelopment of the Cogswell Interchange

April 2014

Prepared by:
EKISTICS PLANNING & DESIGN
 in association with:
 SNC Lavalin
 Colliers International
 OCL Services Ltd.
 Davis MacIntyre & Associates Limited

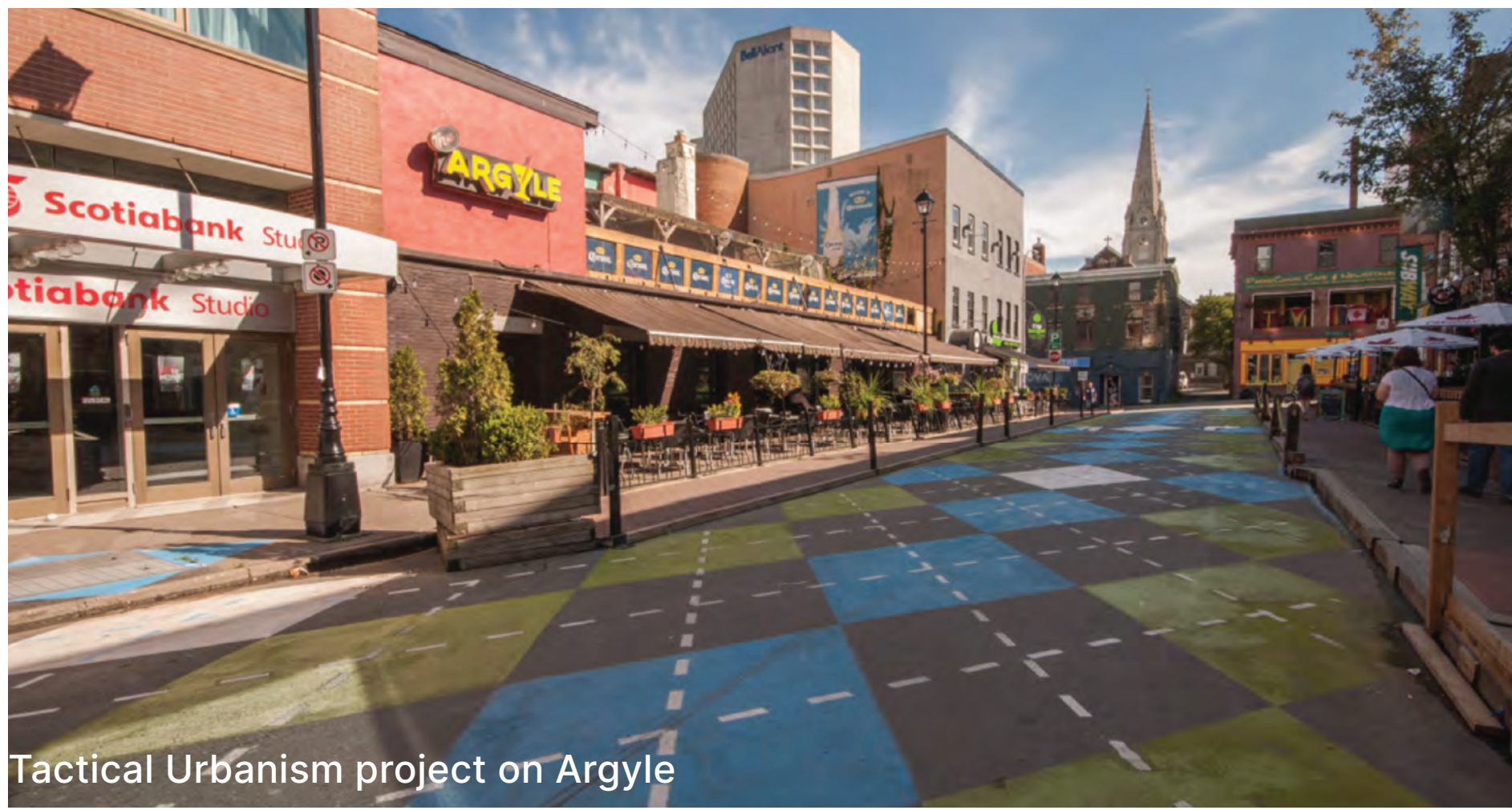


“Complete Streets” Offer a new Perspective & a renewed focus for Main Street

Engineers, urban designers, landscape architects and wayfinding/place-branding experts work together to create destinations instead of conduits.



Argyle Shared Street



Tactical Urbanism project on Argyle

Argyle & Grafton Shared Street

Shared Streets Lessons Learned

- ▶ Pioneered in the 1980's in Denmark
 - Shared Space Knowledge Centre (Netherlands)the World Streets Institute, and Projects for Public Spaces. Not a pedestrian mall, not a street - a hybrid
- ▶ No curbs - unobstructed space with markings
- ▶ Tactile surfaces or continuous drains where curbs were
- ▶ Drainage typically by trench drains
- ▶ Integrated removable cafe barriers
- ▶ parking should be avoided/ ensure accessible parking close by
- ▶ Requires significant PR and public education
- ▶ PR starts at the design stage
- ▶ The start and end points of the shared street concept are clearly delineated by gateway features



Place Des Arts, Montreal

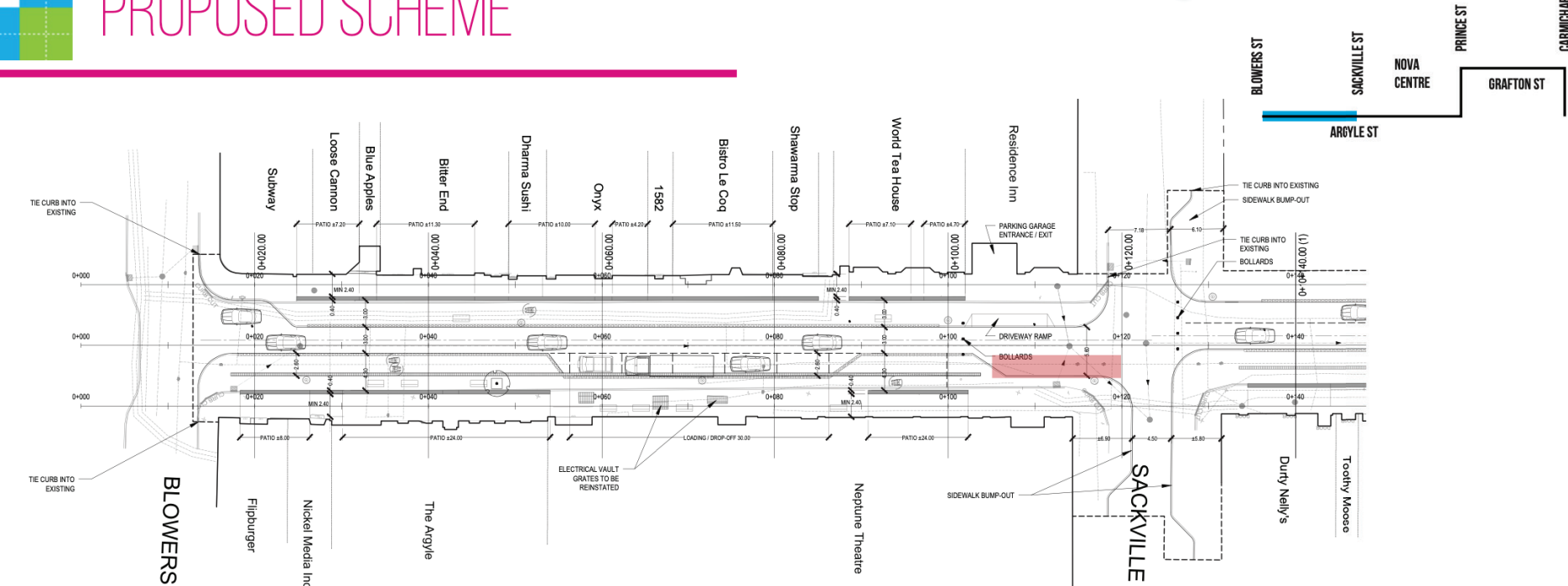


Argyle Shared Street



PROPOSED SCHEME

ekistics plan+design

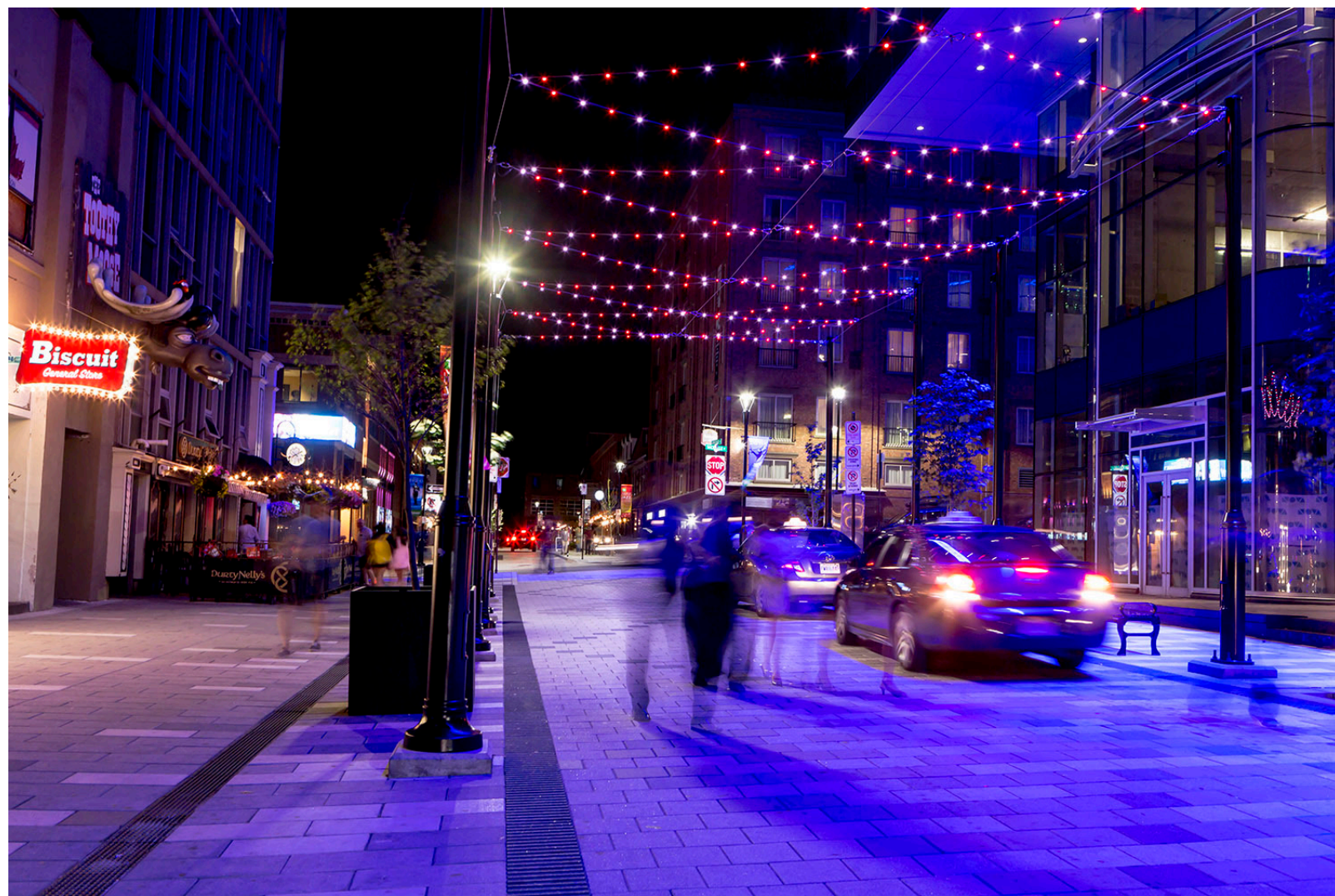
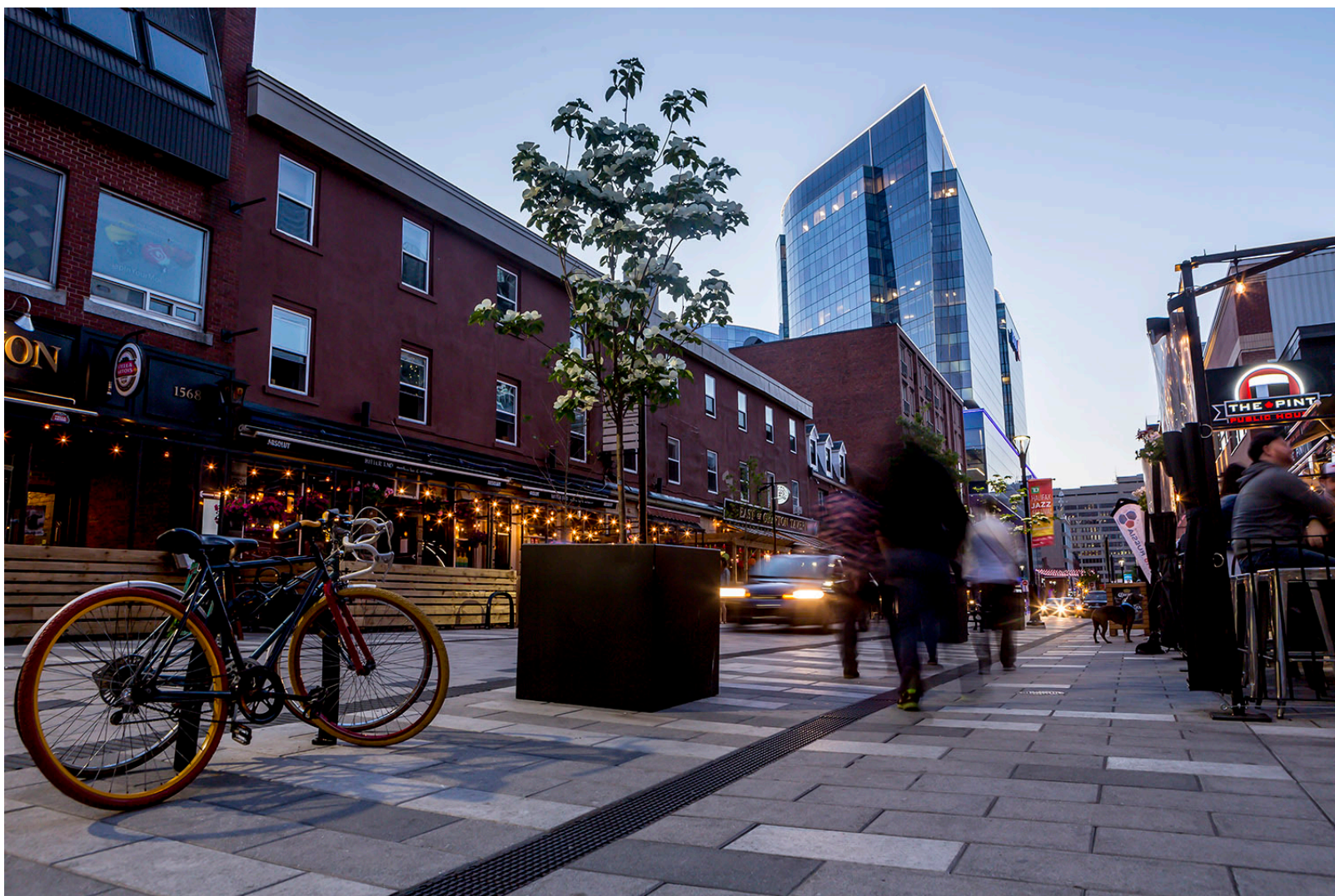


ARGYLE STREET - BLOWERS TO SACKVILLE

HIGHLIGHTS:

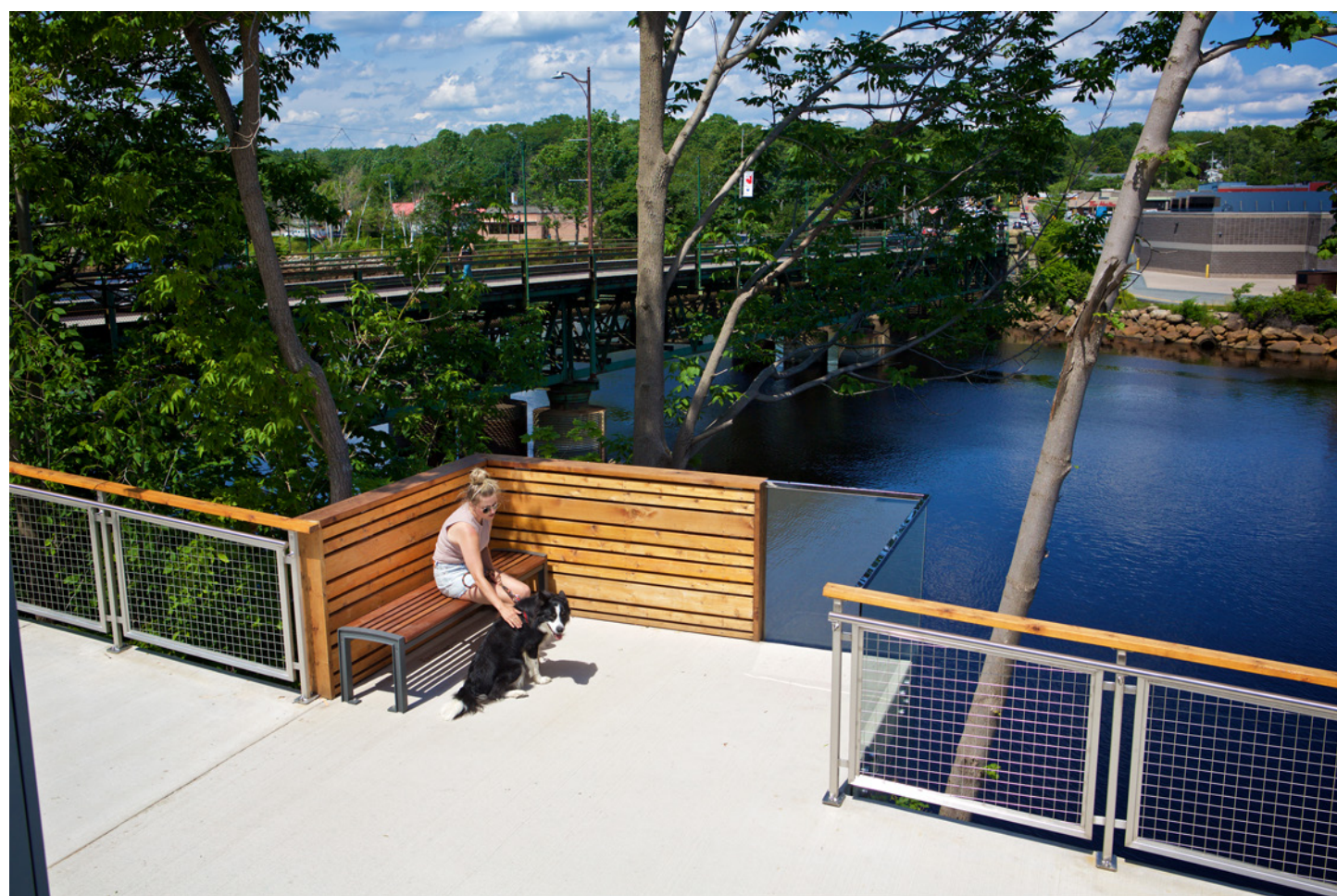
- 1 THRU LANE
- RIGHT-TURN LANE AT BLOWERS
- 5 LOADING/PARKING SPACES ON EAST SIDE OF STREET
- PATIO AT NEPTUNE THEATRE
- DROP OFF / HOTEL GARAGE EXIT LANE AT SACKVILLE DURING STREET CLOSURES



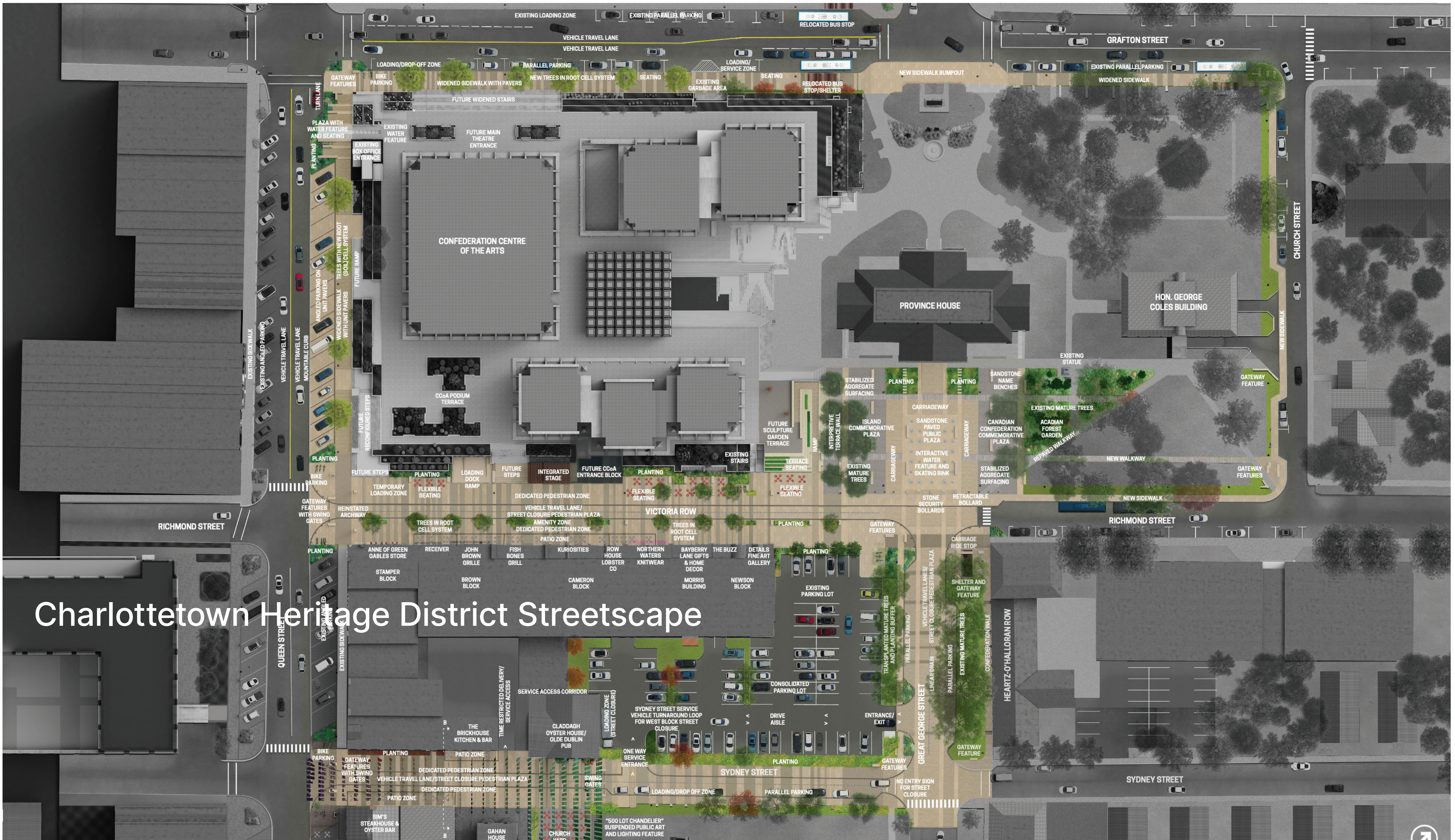


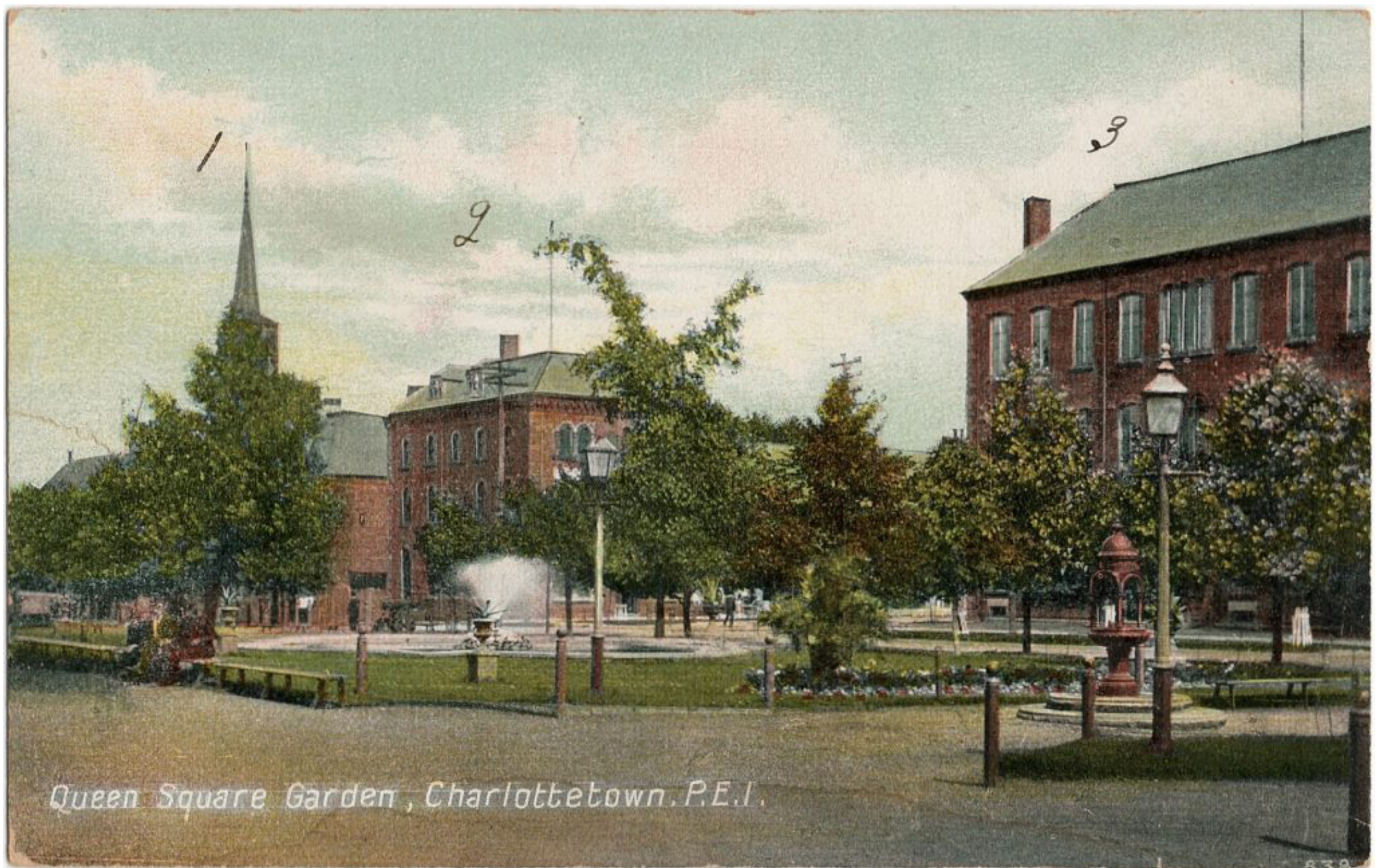
A Shared Street





Charlottetown Heritage District Streetscape

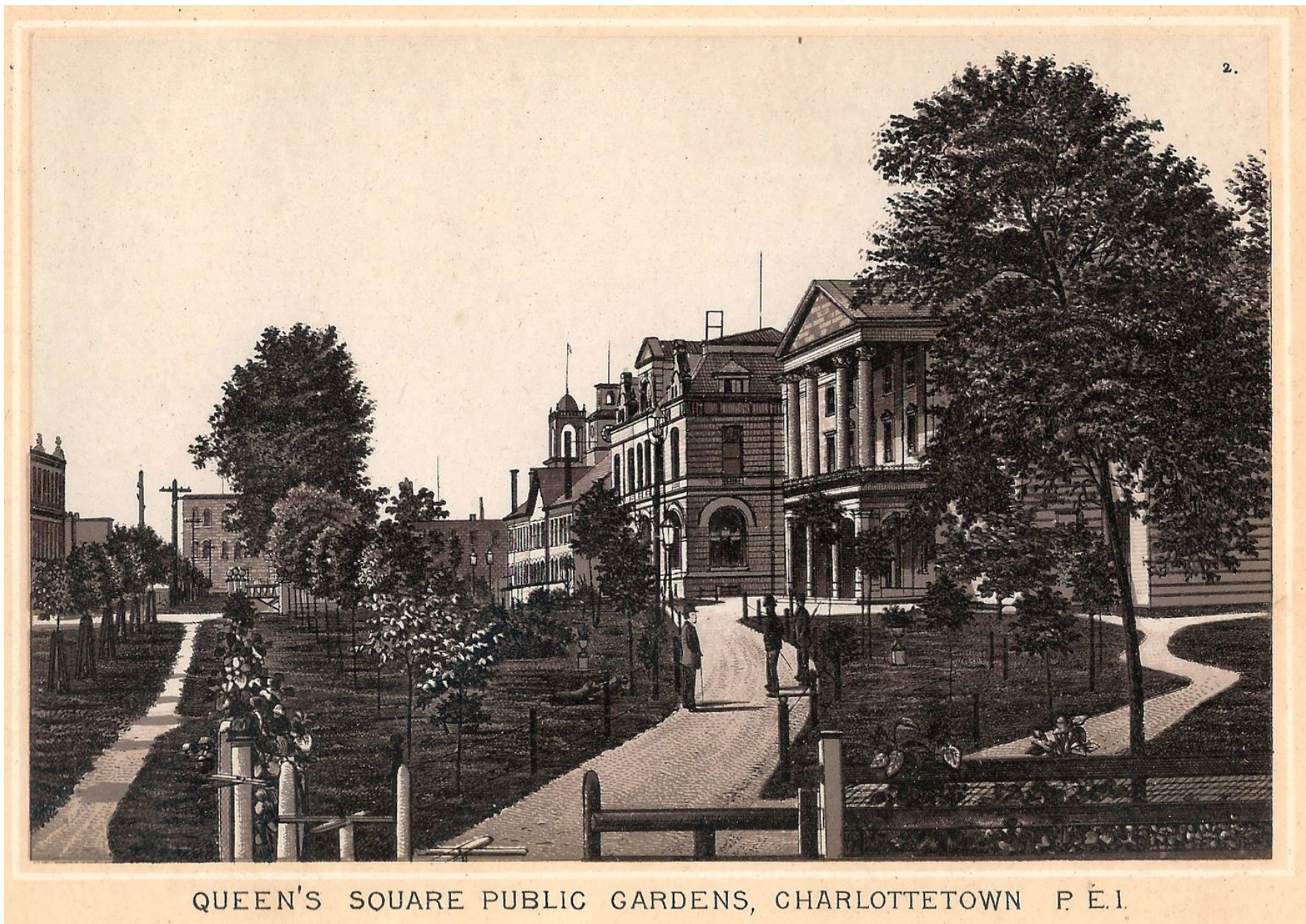




Queen Square Garden, Charlottetown, P.E.I.



Queen Square, Charlottetown, P. E. I.



QUEEN'S SQUARE PUBLIC GARDENS, CHARLOTTETOWN P. E. I.



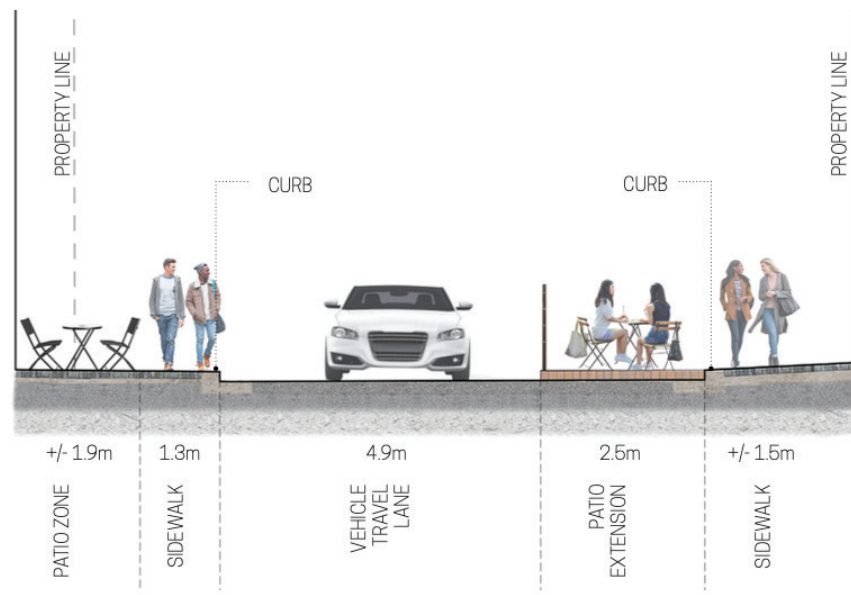
Queen's Square Gardens, Charlottetown, P. E. I.

CANADIAN SOUVENIR CARDS, W. G. MACFARLANE, TORONTO.

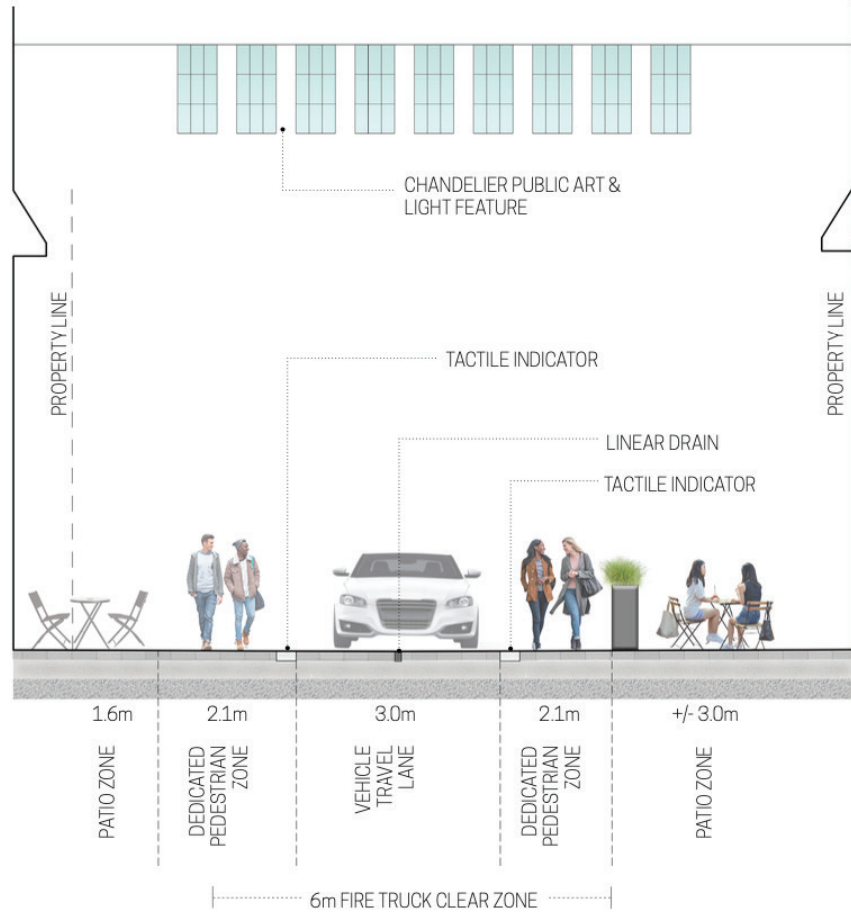
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1880's

EXISTING CONDITION



PROPOSED CONDITION



KEY FEATURES

- Curbless cross section with central linear drain providing continuous level plaza-like surface
- Narrow one way vehicle travel lane demarcated with tactile indicators for the visually impaired
- 6m wide clear zone free of vertical obstructions to meet fire department operational requirements
- Private licenced patio zone maintained directly adjacent to buildings allowing for rain canopies, electrical, and other services without the need to cross the public sidewalk. Also provides a larger, more flexible pedestrian plaza area in the centre of the street during traffic closures
- Entire street repaved with concrete and stone unit pavers. Decorative banding plays off the architectural features, windows, and articulation of adjacent historic buildings
- Signature overhead suspended public art and light feature; a gradient of 500 colourful "windows" referencing the window style of the adjacent historic buildings that are part of the City's original 500 Lot Plan
- Option for vehicular street closures on the west end of the block, facilitated by reconfigured parking lot with continuous drive aisle for service access and one-way traffic turnaround to Great George Street
- New entry gates attached to gateway features to facilitate street closures
- Churchyard plaza with flexible bistro style seating under the canopy of the public art feature
- Defined planting beds with native and naturalized planting
- Gateway wayfinding features at each end of the street



MID-BLOCK VIEW OF SYDNEY STREET LOOKING TOWARDS QUEEN STREET



WINTER VIEW OF SYDNEY STREET LOOKING TOWARDS GREAT GEORGE STREET



SYDNEY STREET



SYDNEY STREET AT QUEEN STREET



BIRD'S EYE VIEW OF PROVINCE HOUSE PLAZAS, GREAT GEORGE STREET, AND RICHMOND STREET



VIEW OF RICHMOND STREET, ISLANDER COMMEMORATIVE PLAZA AND THE CCoA ARTS TERRACES FROM PROVINCE HOUSE PLAZA

KEY FEATURES

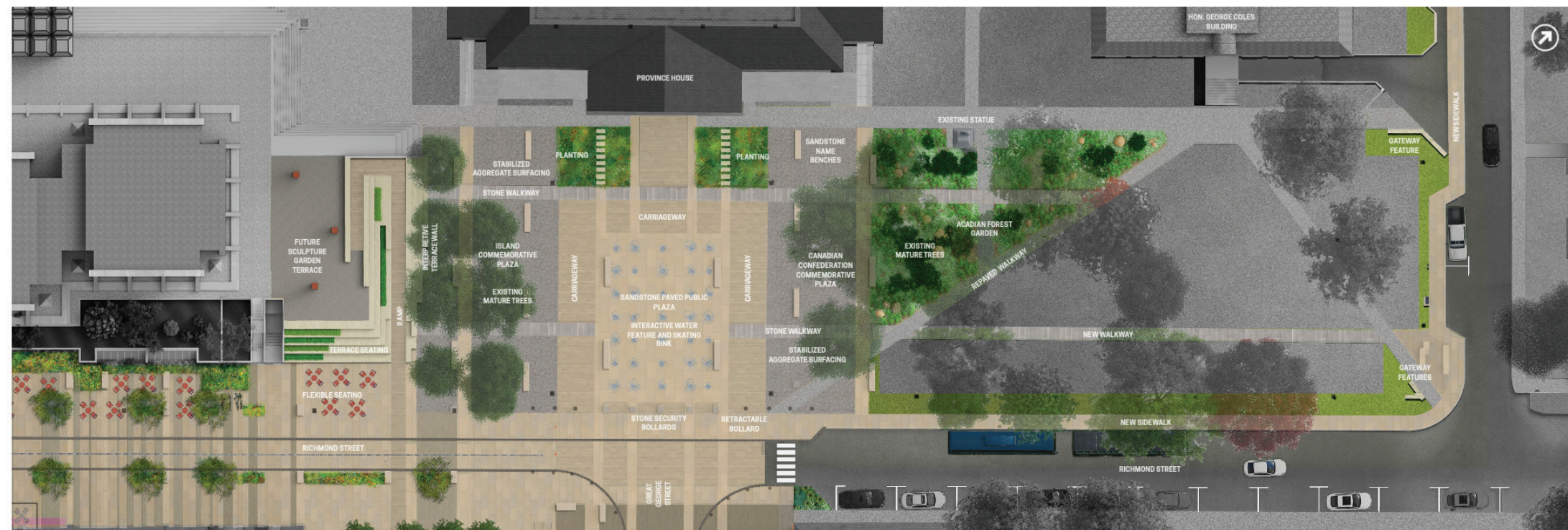
- » One continuous and cohesive public gathering space flush with Richmond and Great George Streets
- » Flexible, central plaza with interactive water feature with potential to double as a skating rink in winter months
- » Unobstructed, at-grade plaza allows for public gatherings and demonstrations while ensuring security by preventing unauthorized vehicular access
- » Flanking plazas surfaced with stabilized aggregate to prevent compaction to existing mature trees and demarcate spaces intended for more passive uses
- » Island Commemorative Plaza celebrates local citizens and groups who contributed to the development and culture of Charlottetown and the Province
- » Confederation Plaza compliments existing narratives of Canadian Confederation and honours women who were influential in these historic events
- » Universally accessible ramp access to Confederation Centre of the Arts upper podium level with integrated terraces provides amphitheatre-style public seating
- » Terraces include embedded commemorative and interpretive messaging to celebrate notable Islanders and citizens of Charlottetown
- » Acadian Forest ecosystem garden consisting of understory planting to complement existing mature trees
- » Formal carriageway maintained to allow processional events
- » Enhanced lighting for safety and security
- » Emergency vehicle access maintained to Province House



VIEW OF THE ACADIAN FOREST GARDEN FROM THE CONFEDERATION COMMEMORATIVE PLAZA



NIGHT VIEW FROM PROVINCE HOUSE PLAZA OF RICHMOND STREET AND THE CCoA TERRACES



PROVINCE HOUSE PLAZA



VIEW OF PROVINCE HOUSE PLAZA FROM THE INTERSECTION OF GREAT GEORGE STREET AND RICHMOND STREET

01

Regional Destination

Design Objectives

- Improved Amenity & Accessibility
- Create Town Identity
- Enhanced Street Aesthetics



Yarmouth



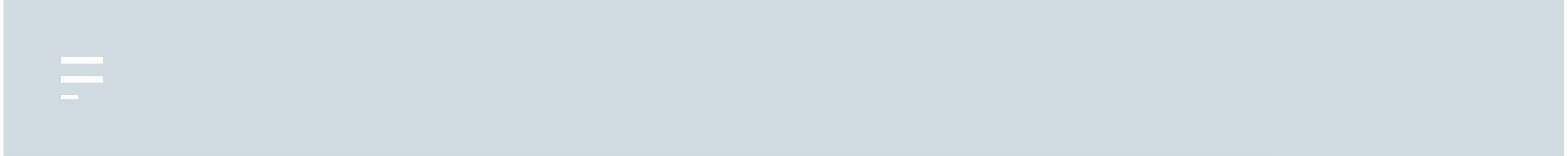
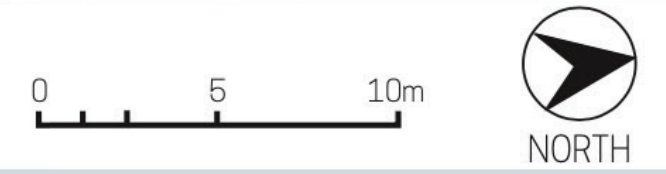
YARMOUTH DOWNTOWN BLUEPRINT
Draft Report



YARMOUTH:
ACTIVE TRANSPORTATION MASTER PLAN
FINAL REPORT
OCTOBER 2010
ACTIVE yarmouth

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Concept Design - Overview

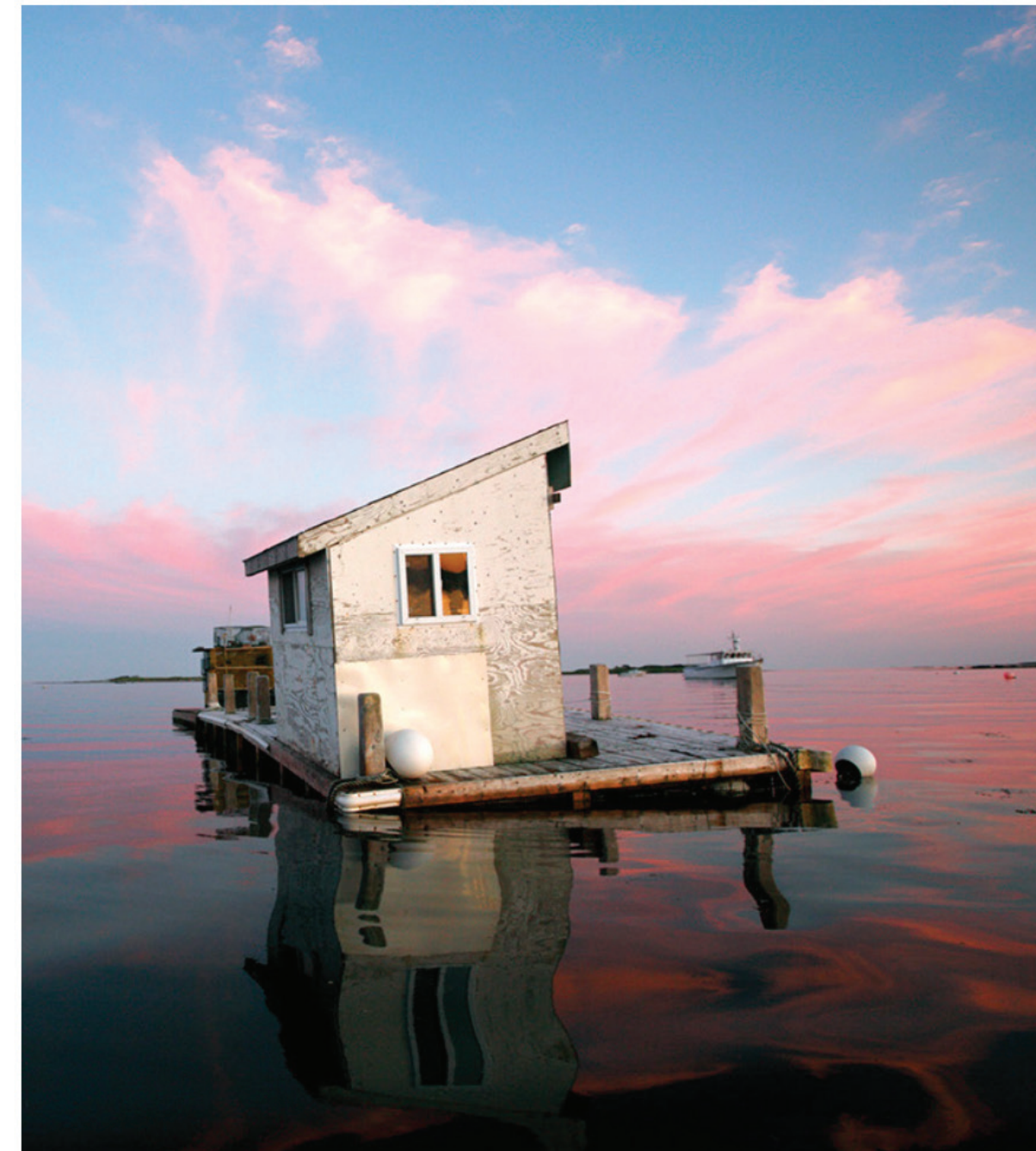
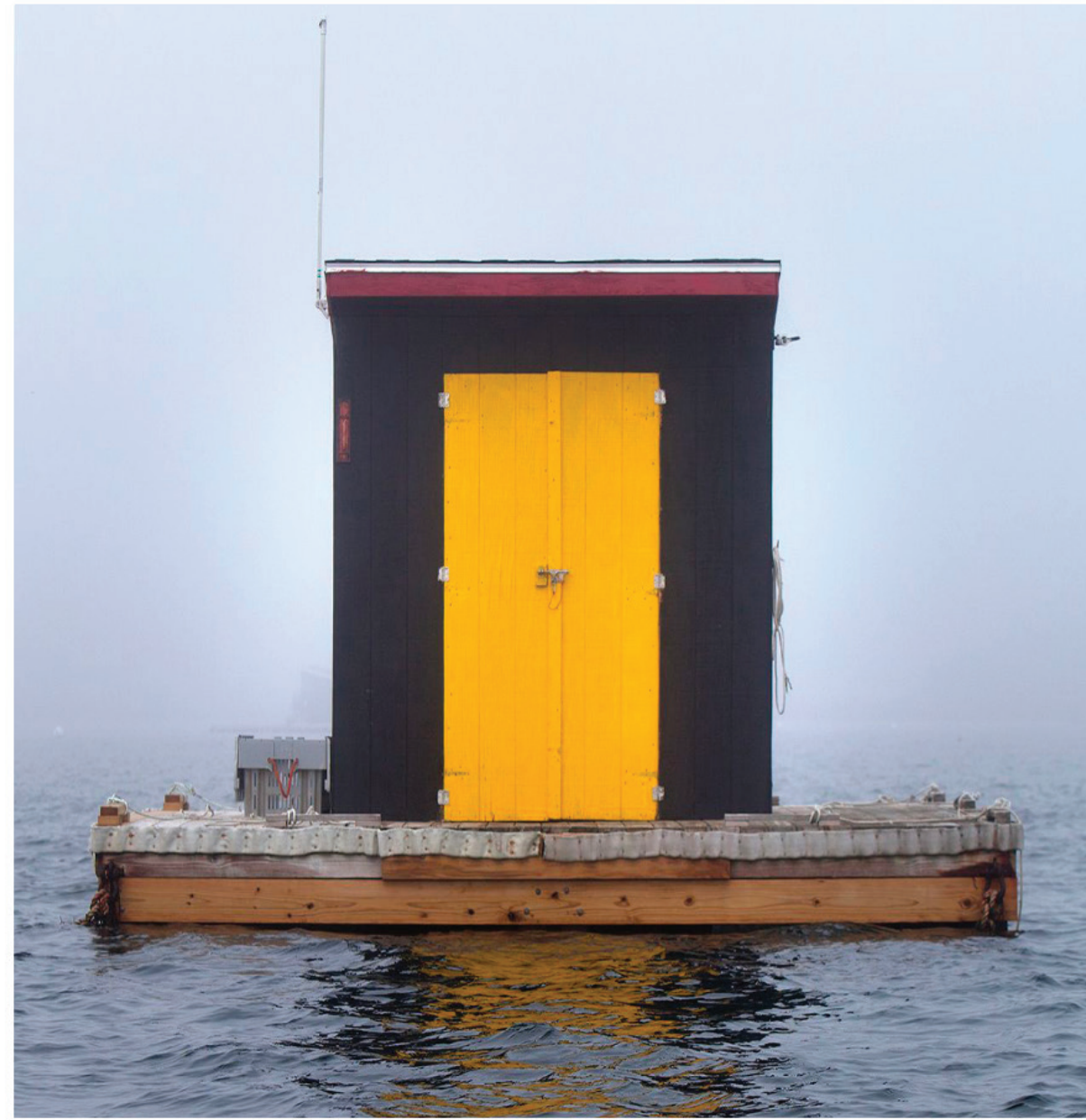


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Public Art Concept

Lobster Cars

- Heritage
- Industry
- Coastal
- Unique to the region
- form follows function
- vernacular architecture



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Public Art Concept

Street features

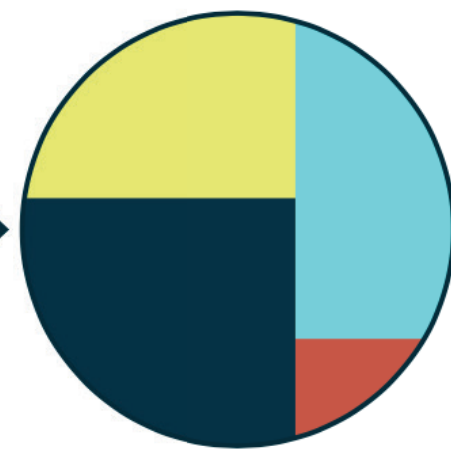
- The lobster car is divided up into six pieces to be distributed throughout the streetscape
- Sometimes acting as a photo backdrop, or a small area of shelter
- The form becomes interactive public art in the streetscape.



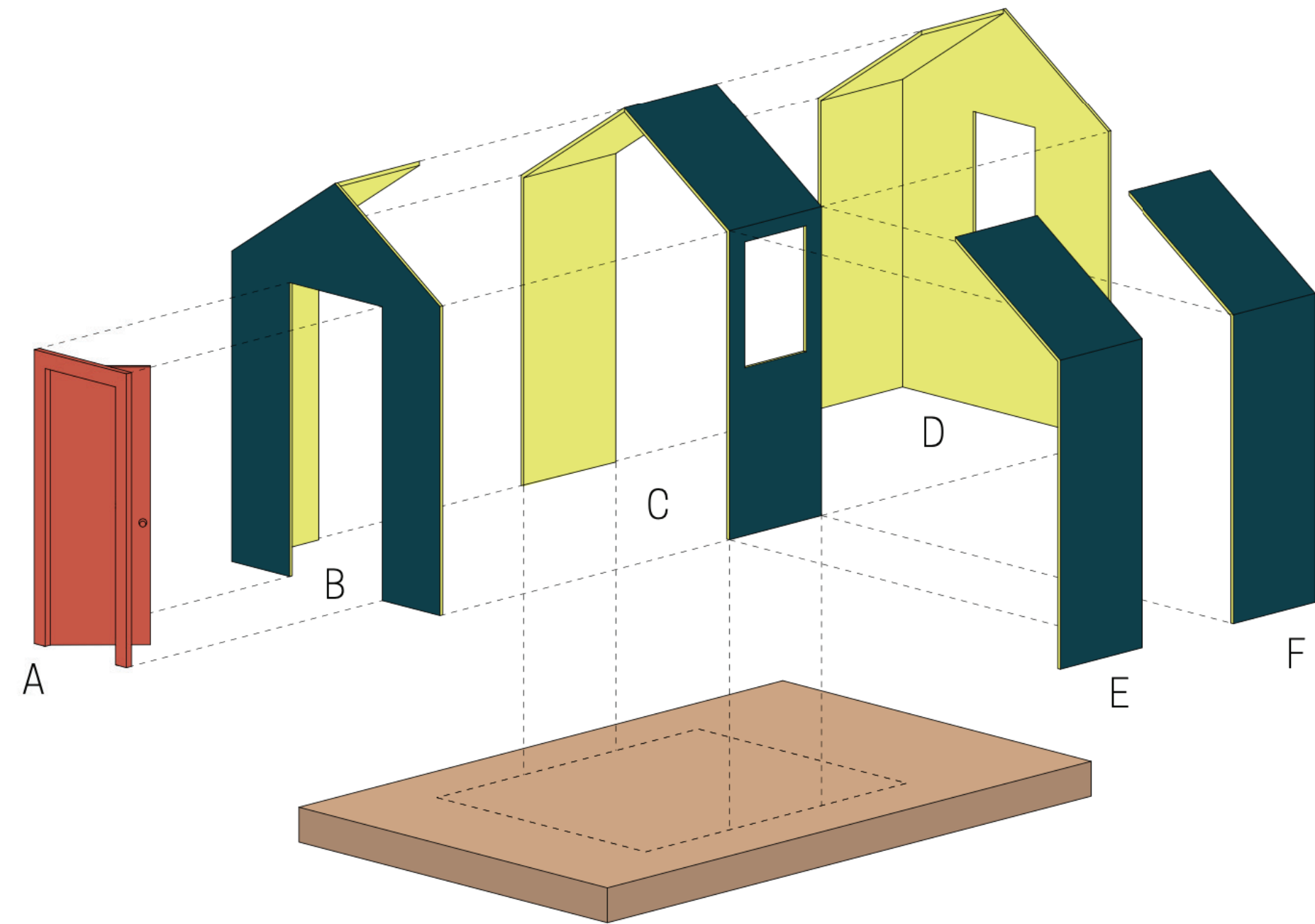
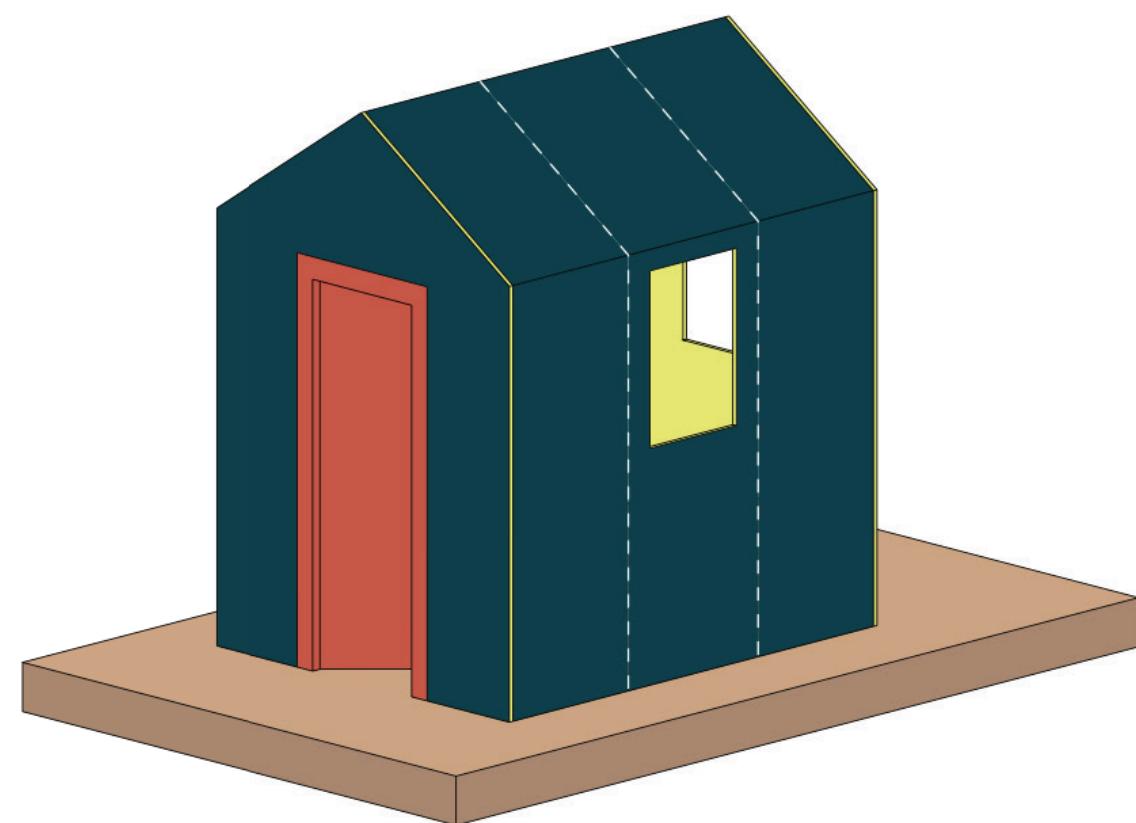
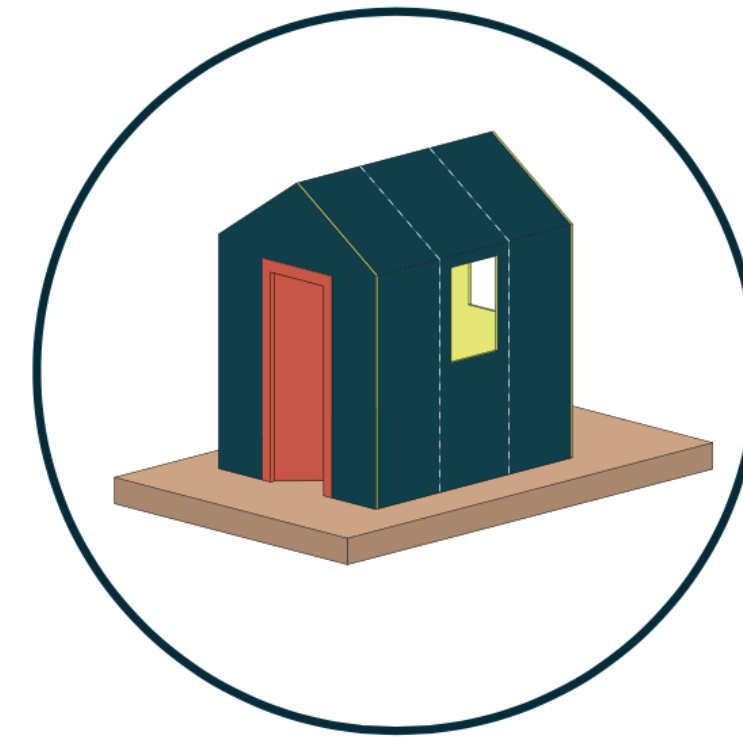
Industry



Tourism



Brand and Design

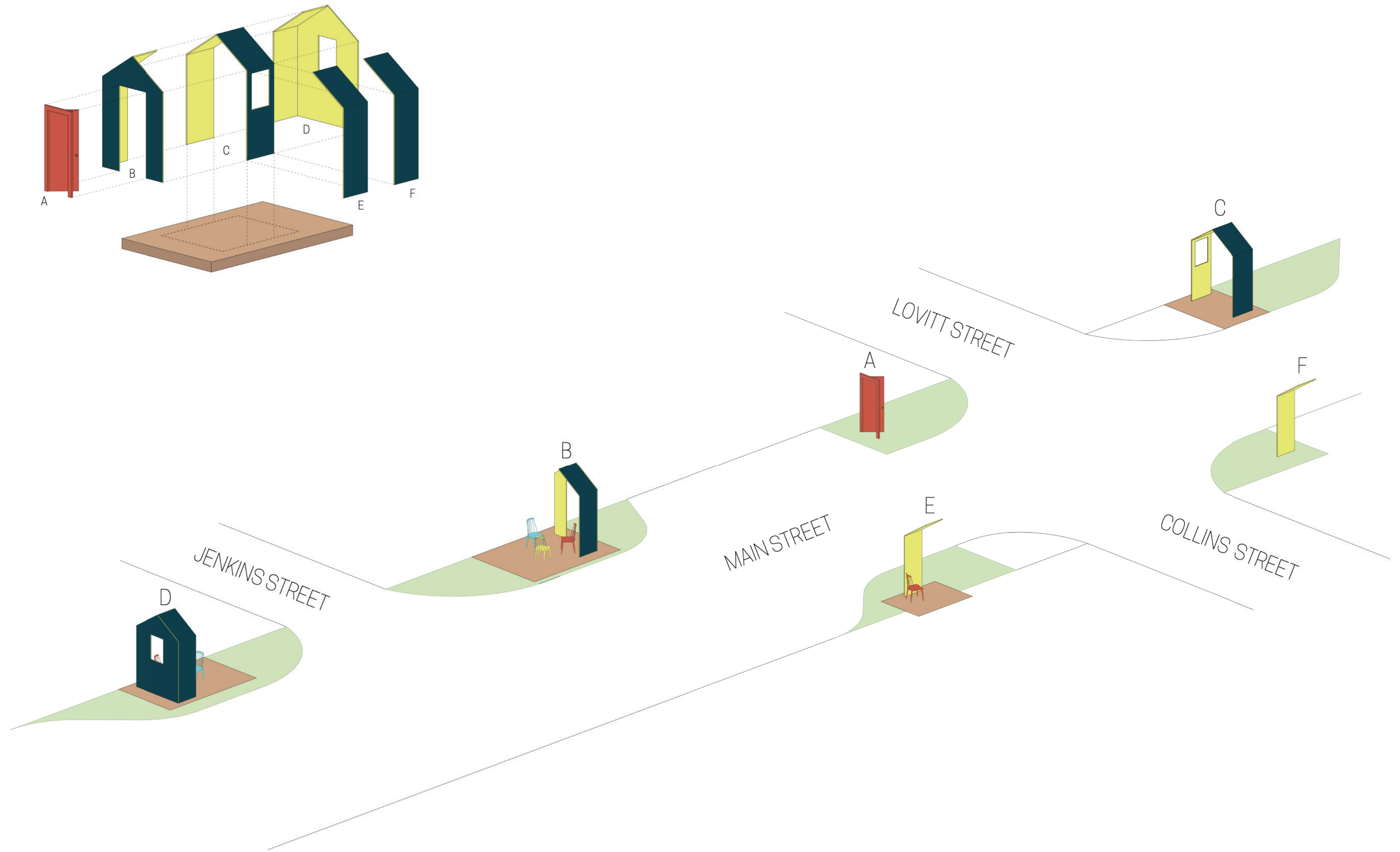


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Public Art Concept

Distribution

- The lobster car is divided up into six pieces to be distributed throughout the streetscape
- The form becomes an engaging, sense of discovery to be interacted with as visitors and locals move along Main Street.

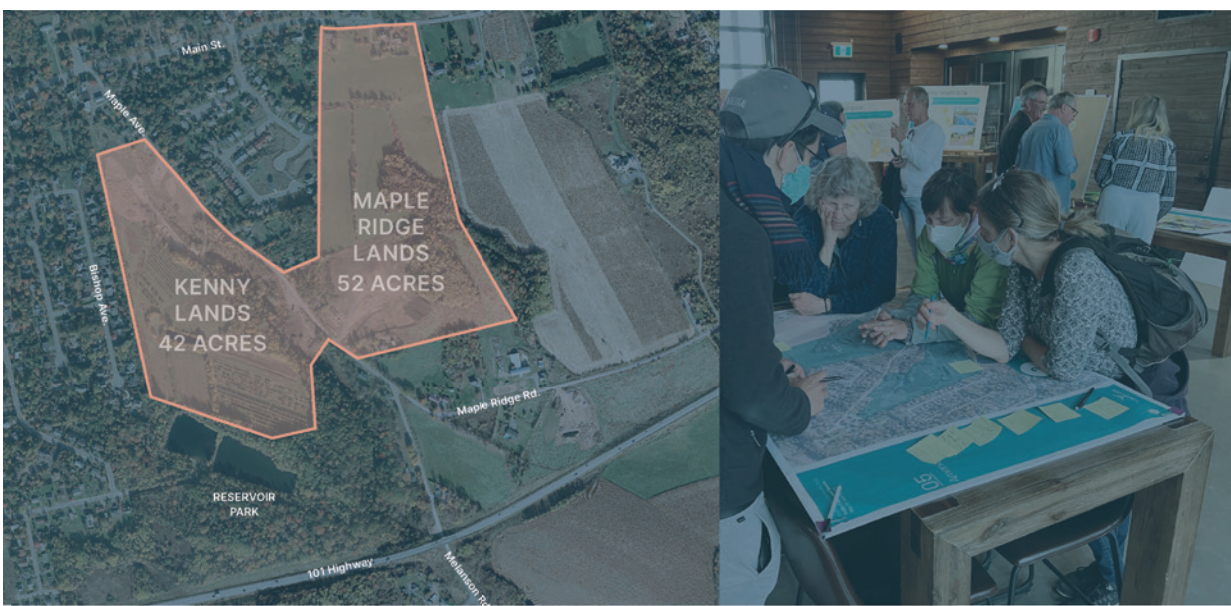




WOLFVILLE EAST END PLAN

WOLFVILLE, NOVA SCOTIA

Scale = 1:1500 APRIL 2023



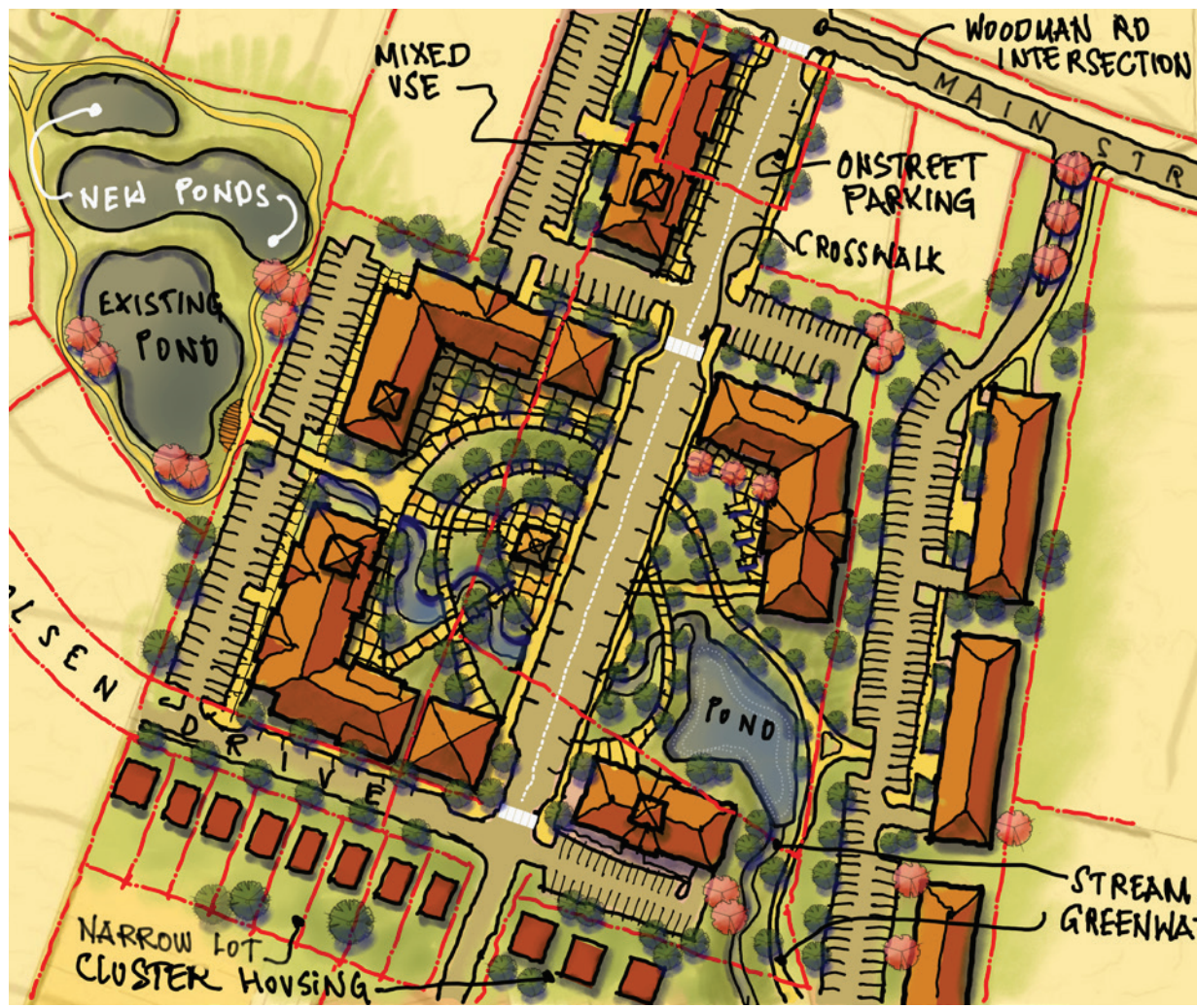
The Town of Wolfville

WOLFVILLE EAST END

SECONDARY PLANNING STRATEGY

DRAFT REPORT April 24, 2023

Prepared by:



Fathom

Streets are a key component of the public realm in the East End and this sections outlines the road standards that must be built to realize this plan. Roads and services are built and paid for by the developers in return for the higher density allowed in the East End.

There are 3 types of streets that will comprise the East End as noted below:

Village Square Street

The Villages Square streetscape is located in the Mixed Use zone and includes the following streetscape elements:

1. 22m right of way
2. 4m wide travel lanes
3. Onstreet parking on both sides of the street at least 2.6m wide with parking stalls spaced at 7.3m
4. Bump-outs at all driveway, crosswalks and street intersections
5. 2m wide (min) concrete sidewalks on both sides.
6. High quality Light standards spaced at about 30-40m that are dark-sky compliant. The light standards shall be at least 5m high with banner arms.
7. Street furnishings (benches, trash receptacles, etc.)
8. Street trees (min 2.5m high) spaced @ 15m min on both sides from an approved species list as provided by the town. Trees are planted on the right-of-way side of the sidewalk. All trees will require a 5-year warranty period or a 70mm caliper size, whichever is more stringent as defined in the servicing agreement.
9. Overhead powerlines and power poles are NOT permitted.

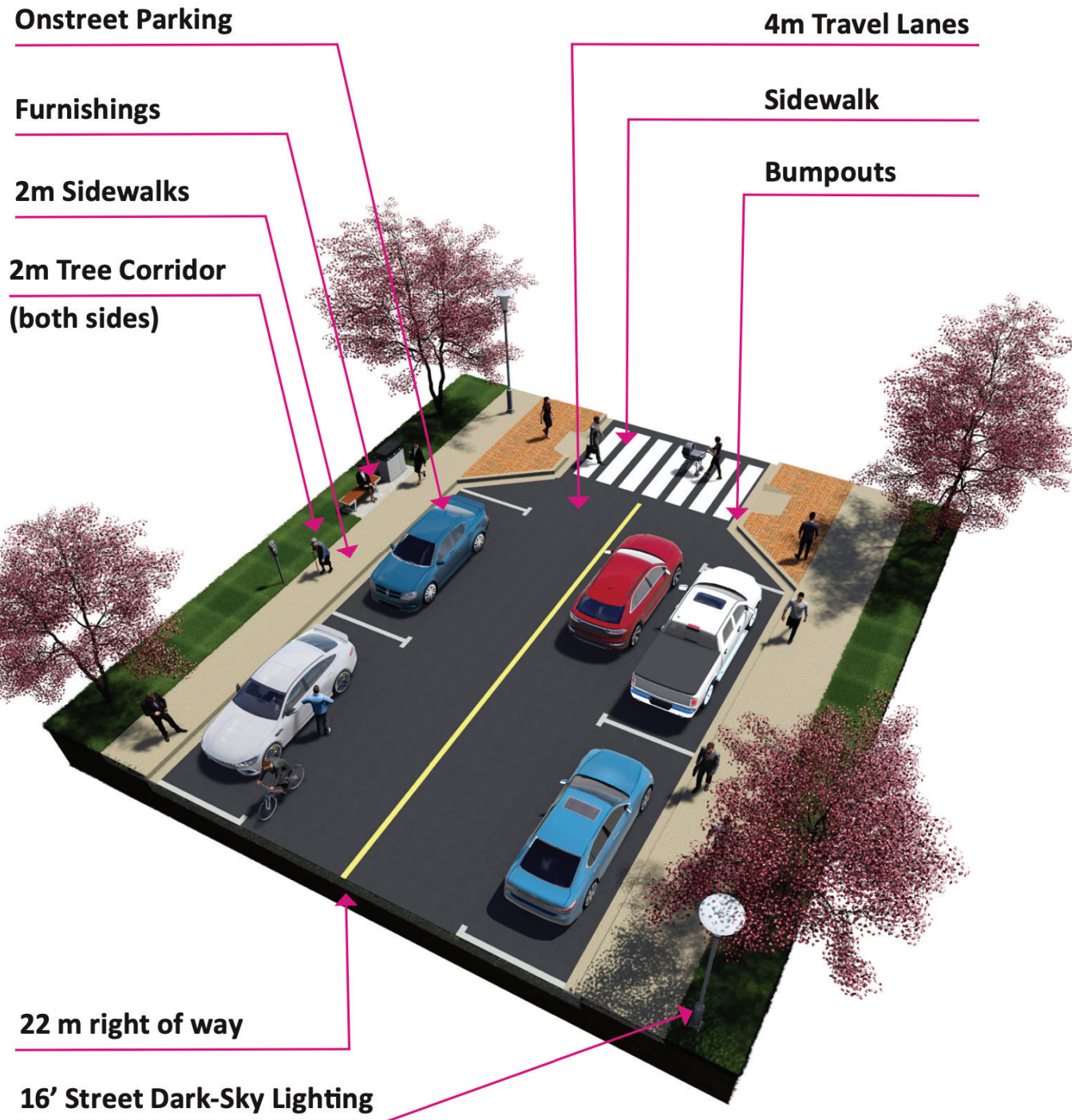


Fig.7 - Village Square Street

BUILT FORM STANDARDS

See Figure 13.1 for all built form standards in the MU Zone

Building Height

Up to 4 storeys considered by Site Plan Approval with 3m streetwall stepback above 3-storey. Additional storeys up to 6 storeys may be considered by DA

Flankage Yard Setback

4m min.

Streetwall Height

varies between 6-9m. Streetwalls must occupy at least 70% of the facade frontage

Commercial Uses

Commercial uses must occupy at least 50% of the groundfloor of the building.

Lot Frontage

Multi-unit: 18m min.
Flaglots: 6m min.

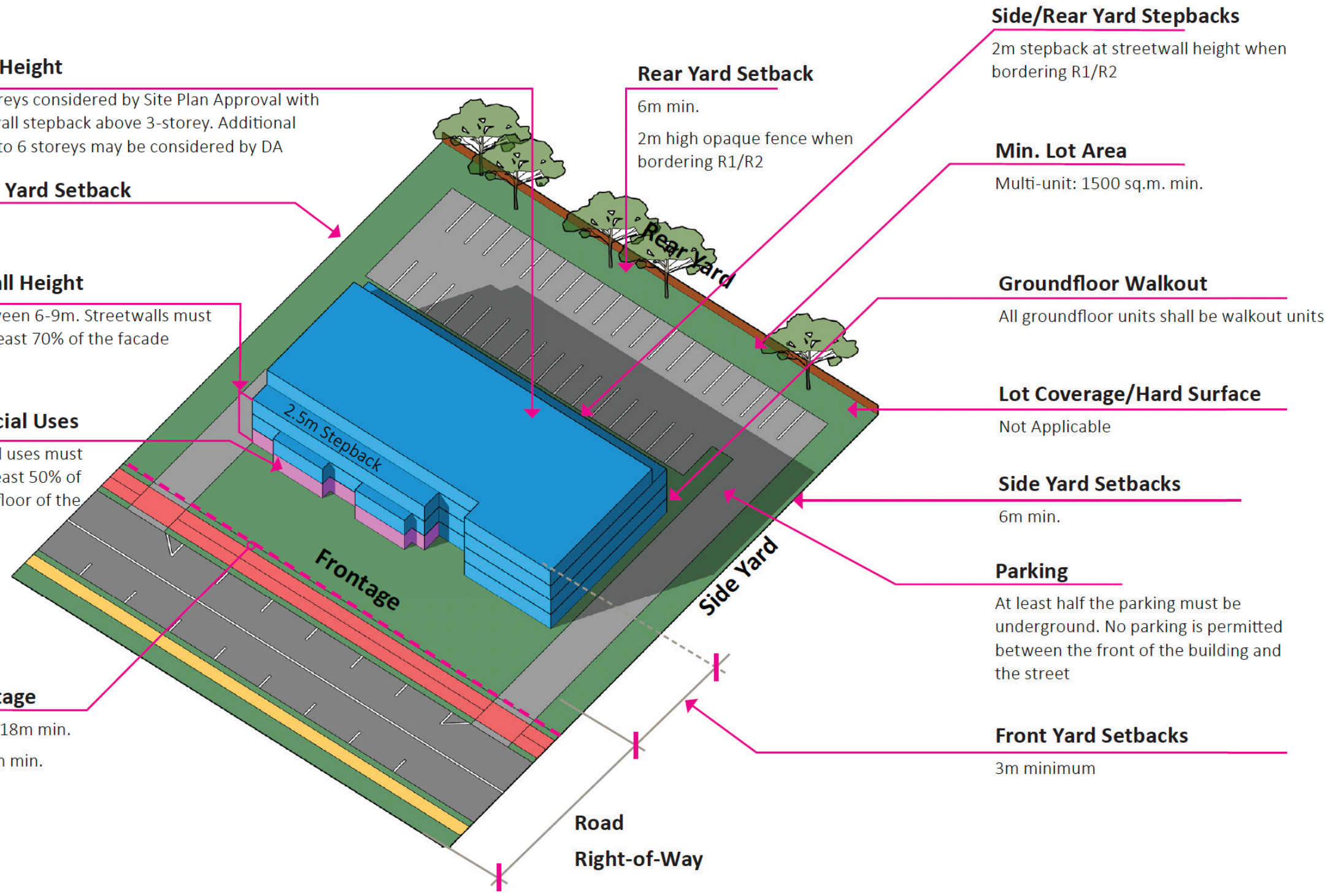


FIGURE 1.12 MU ZONE Built Form Standards

Wolfville East End Plan



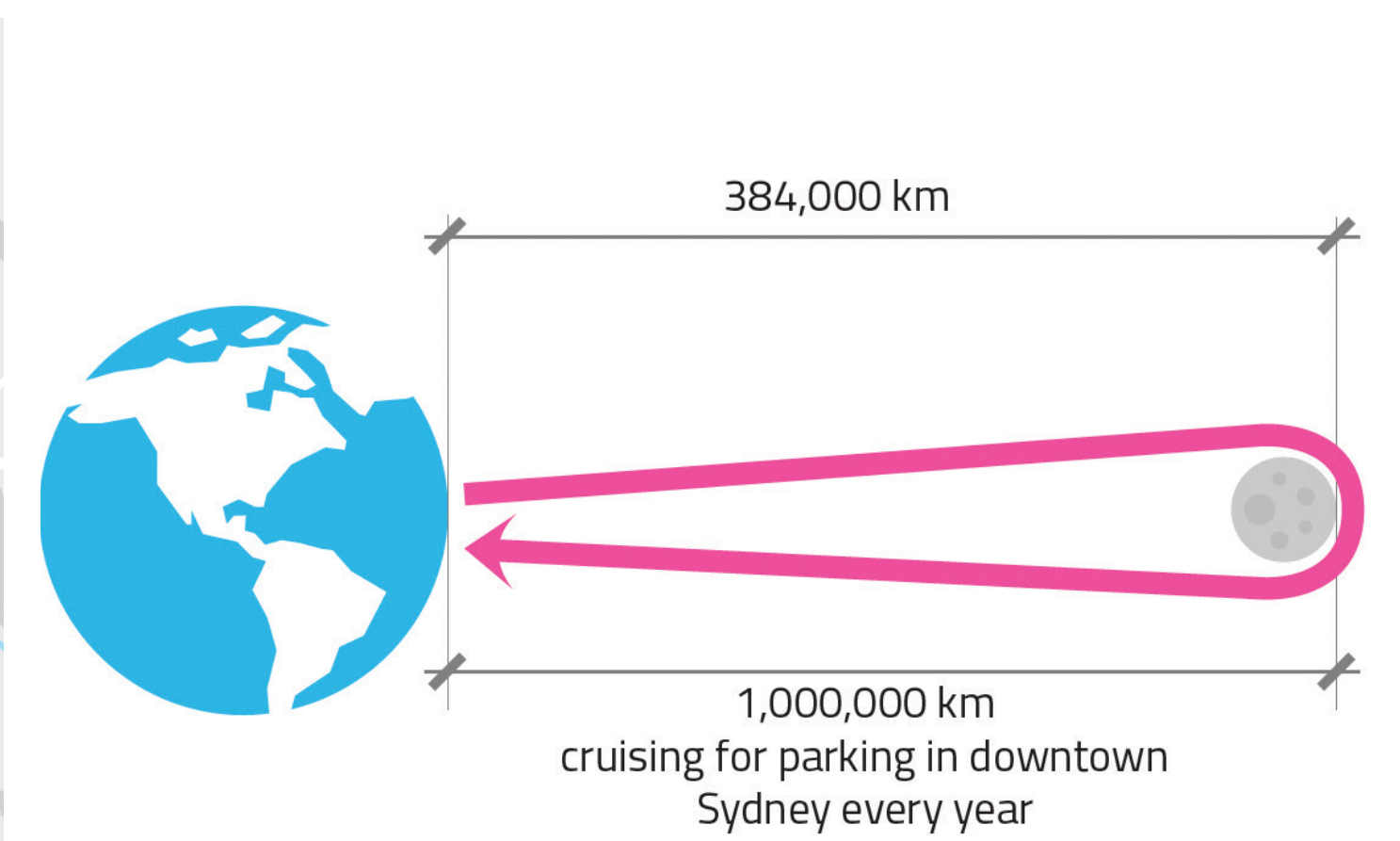
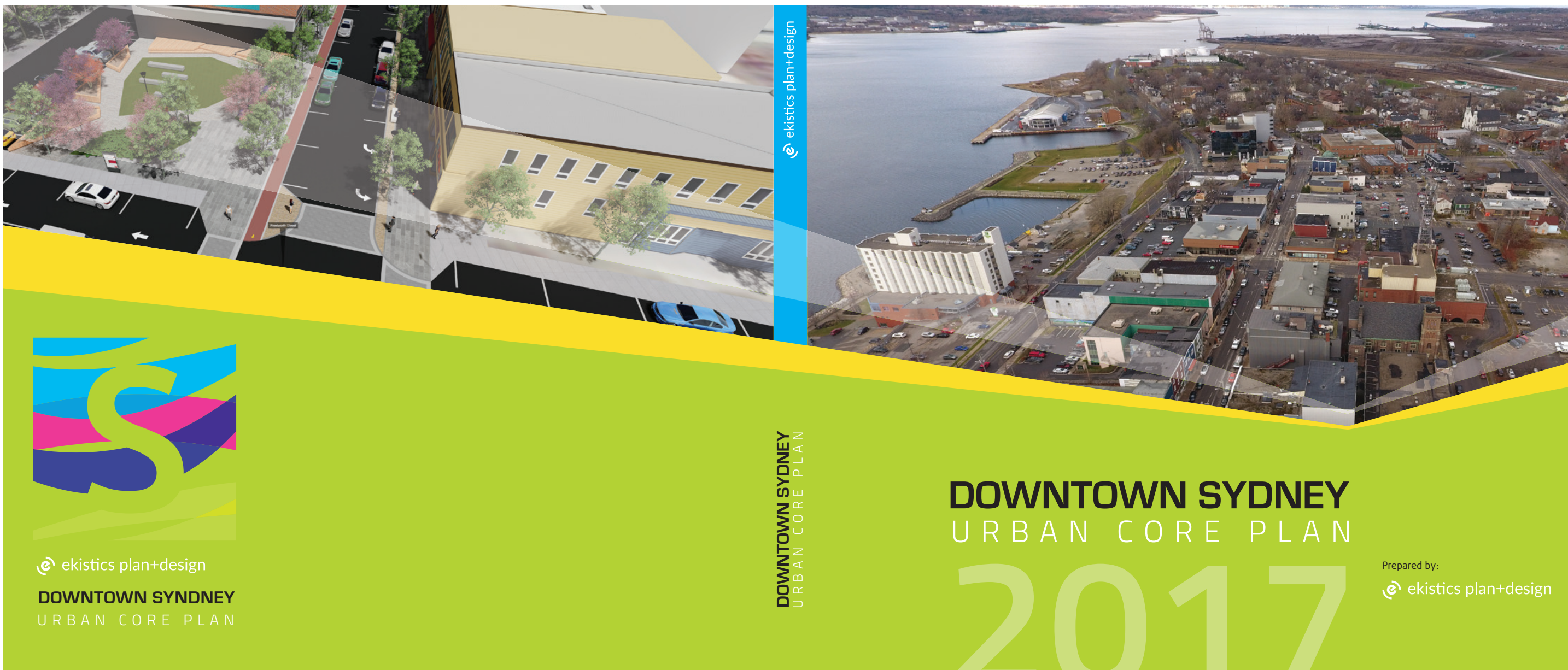




FIGURE 78. Scotiabank Plaza, left turn lanes and urban forest



FIGURE 82. Highlands Arts Theatre Connector

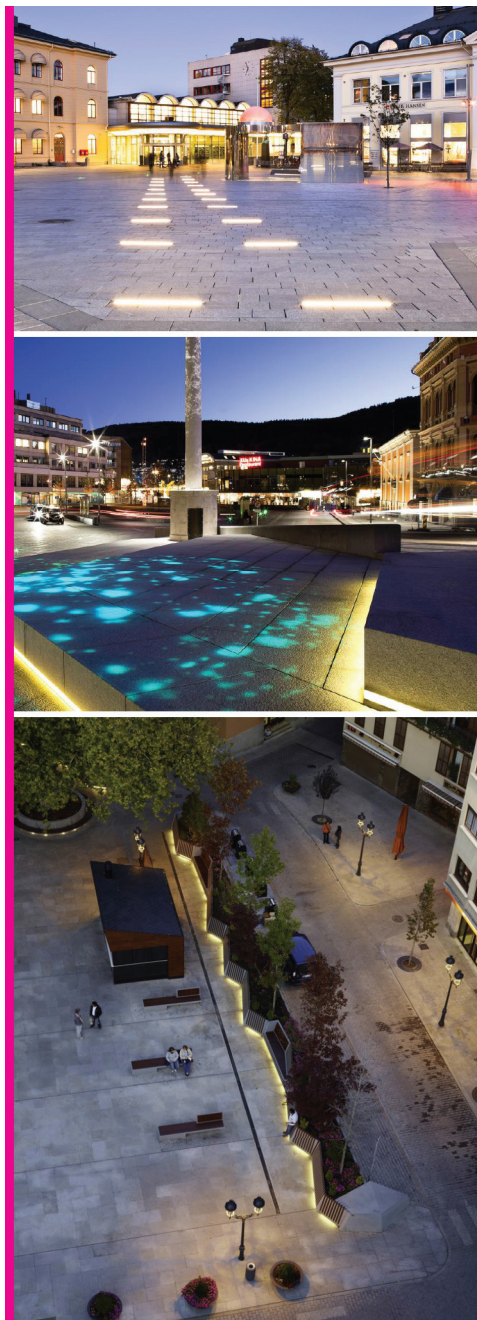


FIGURE 85. Charlotte Square





10 Steps to realizing your Main Street's Purpose

1. Establish a process to prioritize what's important on your Main Street (walking, AT, parking, parks, etc). Don't let cars dominate the priorities. People attract people.
2. Tackle parking misconceptions head on.
3. Ensure the zoning allows for mixed uses and people living above the groundfloor. Height will entice change.
4. Make sure the plan addresses the engineering realities through supporting traffic/parking studies. The government engineers need to be able to defend and rally behind the plan.
5. Explore the themes, stories and brand that make your Main Street unique.
6. Design solutions to help infuse these stories and themes into Main Street.
7. Create simulations to help illustrate the vision to the public.
8. In detailed design, develop a strategy for keeping businesses accessible during construction.
9. Encourage people to participate during construction.
10. Celebrate the revitalization process with events.

Questions...