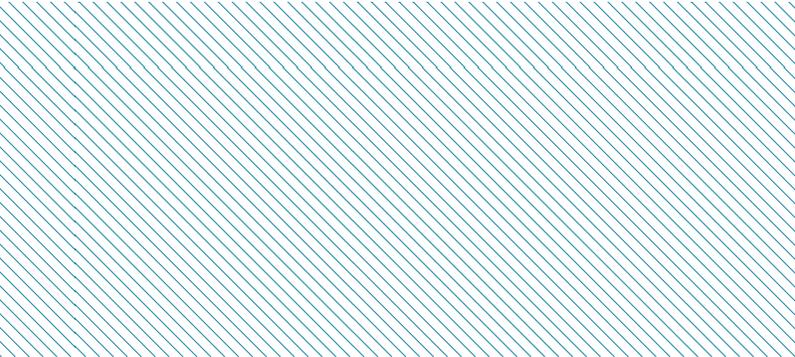




05



GUIDING PRINCIPLES & THE VISION

The following section established the overarching spirit and intent of the Comprehensive Plan for Dartmouth Cove. The Guiding Principles help to shape the intended outcomes and The Vision gives form and shape to these principles.

The Vision provides a broad framework for shaping the intended future role, function, and quality of Dartmouth Cove. It builds on the area's inherent assets and potential strengths to set the overarching physical character for this new neighbourhood.



5.1 GUIDING PRINCIPLES

The following guiding principles are informed by the emphasis and values conveyed through the consultation process, as well as best practices in the planning and design of comparable brownfield and waterfront developments. These principles serve to provide an overarching set of intentions to guide and assess the transformation of Dartmouth Cove.

A COMPLETE AND LIFE-LONG COMMUNITY

Dartmouth Cove should strive to become a complete community providing a mix of uses for living, working and playing. A diversity of residents should be accommodated and able to accomplish most of their daily needs within short walking distances.



A DOWNTOWN & WATERFRONT NEIGHBOURHOOD

Dartmouth Cove should build on the unique assets of its location in Downtown Dartmouth and on the waterfront and in turn benefit these places. To do so, its development should strengthen visual and physical connectivity, and provide complementary uses and the necessary critical mass of activities and people to ensure a safe and vibrant neighbourhood in all hours and season.



ROOTED IN LOCAL CONTEXT & CHARACTER

Dartmouth Cove should maintain, protect and reinforce its distinct sense of place as defined by its marine industrial history, the Shubenacadie Canal, human-scaled character of Portland Street, and adjacent historic neighbourhoods.



PEDESTRIAN, CYCLING & TRANSIT SUPPORTIVE

Dartmouth Cove should leverage its central downtown location and accessibility to local transit and trail networks to make active transportation choices easier and more appealing. To do so, the densities, mix of uses, locating of destinations and design of the public realm should work in concert to create this supportive urban environment.



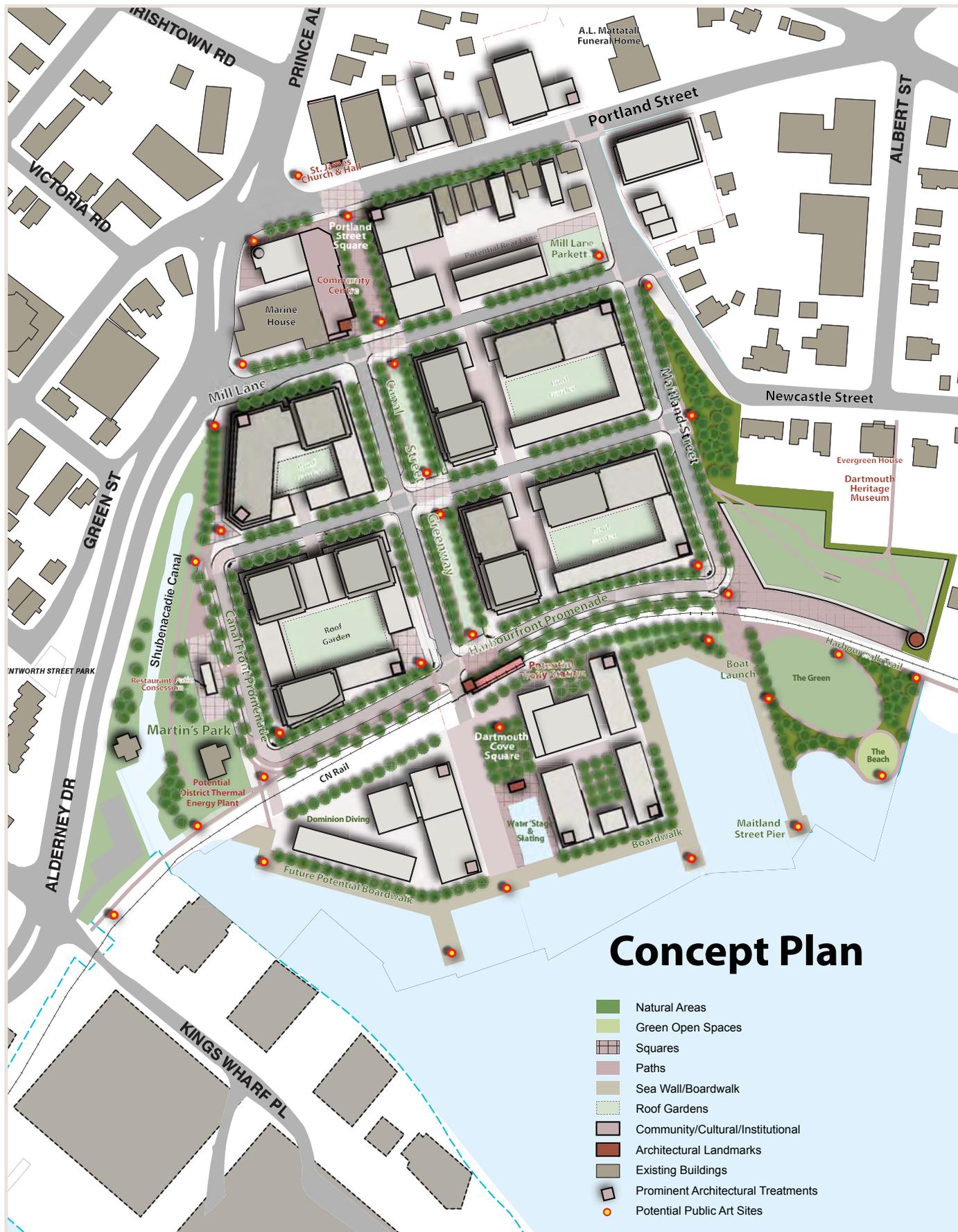
ENVIRONMENTALLY SENSITIVE & SUSTAINABLE

Dartmouth Cove should serve as a model community for best practices in environmental design and sustainability with respect to soil contamination, sea level rise, storm water management, energy efficiency, and carbon reduction, natural habitat and alternative transportation standards.

LIVABLE & BEAUTIFUL

Dartmouth Cove should strive for the highest possible quality in the design of its buildings and public realm, and in doing so enhance and contribute to the livability and appeal of the neighbourhood and the surrounding community.





5.2 THE VISION

Consistent with the Guiding Principles, the vision for Dartmouth Cove is to create a new and appealing, mixed-use neighbourhood with strong relationships to the waterfront, open spaces, streetscapes, trails, Downtown and adjacent neighbourhoods. Dartmouth Cove will provide for a variety of housing, employment, shopping, and recreational opportunities to accommodate and appeal to a diverse demographic. It will be transit supportive and pedestrian-oriented, setting a new benchmark in sustainability and design excellence for Halifax Regional Municipality and beyond.

The Concept Plan and perspectives depicted in this section provides a hypothetical rendering of the potential long-term built-out of Dartmouth Cove. This is to demonstrate the implementation of the Vision consistent with the Guiding Principles, as well as the Components of the Plan and Design Guidelines described in the following sections. This Concept Plan integrates and refines many of the substantive ideas that emerged in the Planning & Design Workshop and throughout the process.

The purpose of the Concept Plan is to illustrate how Dartmouth Cove might transform over the long-term with adoption and implementation of the Comprehensive Plan. Although it is meant to be demonstrative and not prescriptive, the Concept Plan serves as a tangible and compelling illustration of the Plan's spirit and intended outcome.

The key defining features of the vision for Dartmouth Cove are further described on the following pages organized according to its five distinct and identifiable character areas:

1. Canal Street Greenway Corridor
2. Canal Side
3. Maitland Street Corridor
4. The Harbourfront
5. Portland Street Corridor



Demonstration Massing Model: Looking North



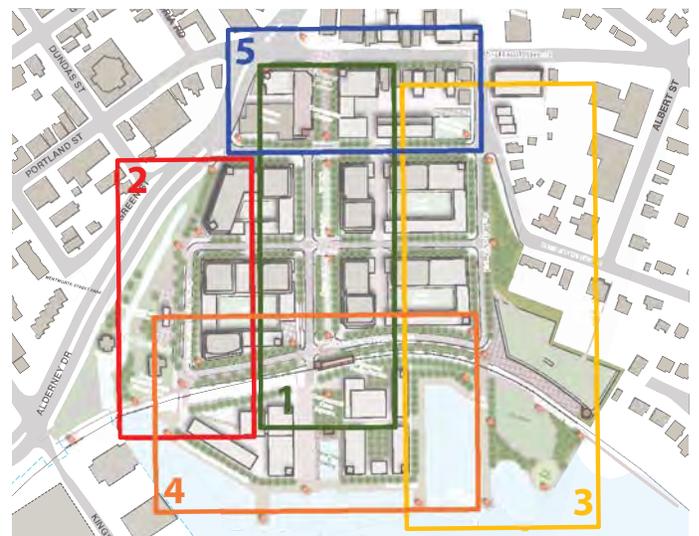
Demonstration Massing Model: Looking Northwest



Demonstration Massing Model: Looking East



Demonstration Massing Model: Looking Southwest



Key Plan of the five character areas



CANAL STREET GREENWAY

The Canal Street Greenway defines an enduring idea for Dartmouth Cove that creates a central linear open space linking the harbour to Portland Street and aligned on view axis to St. James Church. This corridor is a key organizing element of the Plan, that serves to provide a strong visual and physical connection through the entire neighbourhood while providing a central focus area for the development of Dartmouth Cove. Key features of the vision include:

- A broad green linear park framed by an enhanced Canal Street and terminating on either side by multi-use squares at the waterfront and Portland Street.
- The greenway will serve as an open space amenity accommodating a bikeway and environmental functions such as a bio-swale or rain gardens.
- An opportunity for continuous retail, restaurants and cafés with patios to animate the greenway and stimulate pedestrian movement between the waterfront and Portland Street.
- Ample opportunities for public art sites.
- Protection for a future potential tram or trolley station where Canal Street intersects with the rail line.
- Appropriate location for larger scaled and taller buildings to provide a sense of enclosure and optimal use of the greenway – stepping down to the waterfront and Portland Street.



Demonstration Massing Model: Looking North to St James Church



Example of a similar linear open space for West Don Lands, Toronto

CANAL SIDE

Canal Side defines the areas fronting onto Martin’s Park and the Shubenacadie Canal. As an important point of interface between Dartmouth Cove, King’s Wharf and the rest of the Downtown, strengthening visual and physical connectivity between these areas has underpinned the design and development approach here. Key features of the vision include:

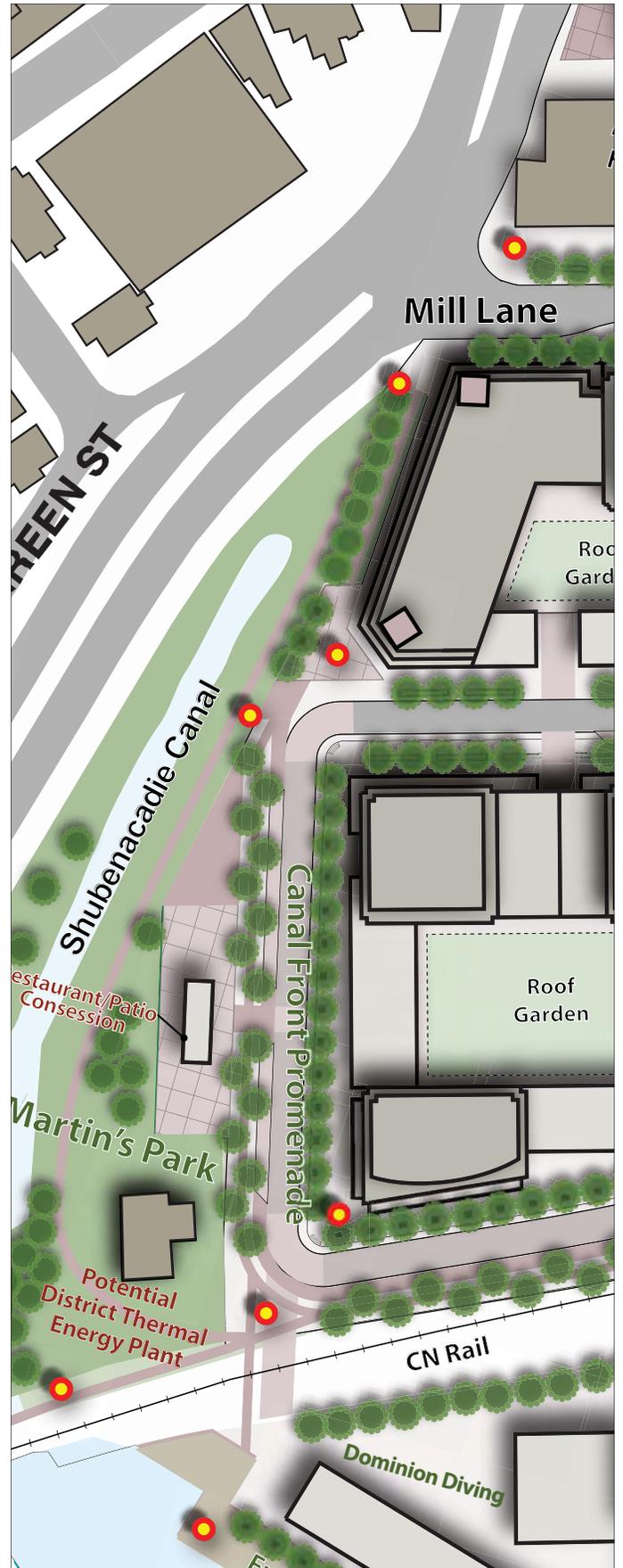
- A Canalfront Promenade as a new appealing pedestrian-priority street, partially framing the canal to enhance its accessibility and animation with building frontages, while mitigating grade shifts associated with the necessary fill and cap of the site.
- Enhancements to the park that include a new trail link, refurbished washrooms, public art sites and an opportunity for a restaurant overlooking the canal.
- An opportunity for continuous retail, restaurants and cafés with patios, as well as live/work units to animate the park.
- The potential to transform the pumping station into a district energy plant that leverages the thermal opportunities provided by the heat generated by sewage and the cold water of the harbour.
- The potential for narrowing and traffic calming Alderney Drive to enhance the cycling and pedestrian environment so that the road no longer serves as a barrier.
- Appropriate location for larger scaled and taller buildings adjacent to the Downtown and to provide a sense of enclosure and optimal use of the park.



Demonstration Massing Model: Looking Southeast



Demonstration Massing Model: on the Canalfront Promenade Looking North





MAITLAND STREET CORRIDOR

Maitland Street provides a unique view corridor to the mouth of the harbour, provides the most direct public link to the waterfront, and is the interface between Dartmouth Cove and adjacent established low-rise neighbourhood. Ensuring appropriate relationships to the neighbourhood and reinforcing the view corridor and connection to the water's edge has underpinned the design and development approach here. Key features of the vision include:

- Enhanced streetscaping for Maitland Street that includes the retention of the landscaped hillside, sidewalks and street trees to reinforce the view corridor and provide a safe and appealing path to the waterfront.
- A potential pier and new waterfront park at the terminus of Maitland Street that can include a boat launch, beach, open green and that demonstrates environmentally sustainable practices with educational interpretive signage.
- The potential redevelopment of the Yachtsmiths site into a signature and environmentally sustainable building tucked into the hillside and with a green roof to minimize its visibility from the adjacent neighbourhood. The roof can be designed to work with the topography and intersect at grade level with Maitland so as to accommodate a direct path connection to the Dartmouth Heritage Museum. This building can also serve as a community or cultural amenity providing washrooms and concessions that can serve the new waterfront park as well as providing opportunities for views out into the harbour.
- An improved intersection at Newcastle Street and potential extension to Mill Lane, which can include crosswalks, public art and a parkette with playground opportunities to serve the existing and new residents.
- A stepping down of building heights and a more residential emphasis on uses to provide for an appropriate transition and interface to the adjacent neighbourhood.



Demonstration Massing Model: on the Harbourwalk Trail Looking West

THE HARBOURFRONT

A key focus of the vision for Dartmouth Cove is its connection and interface with the waterfront, including the seamless integration of the rail line. It is anticipated that these lands will continue to accommodate marine industrial functions but can also accommodate a range of animating commercial, retail and cultural uses similar to Vancouver’s Granville Island. Subject to mitigating sea level rise and potential conflicts with industrial uses, residential uses may also be considered. Key features of the vision include:

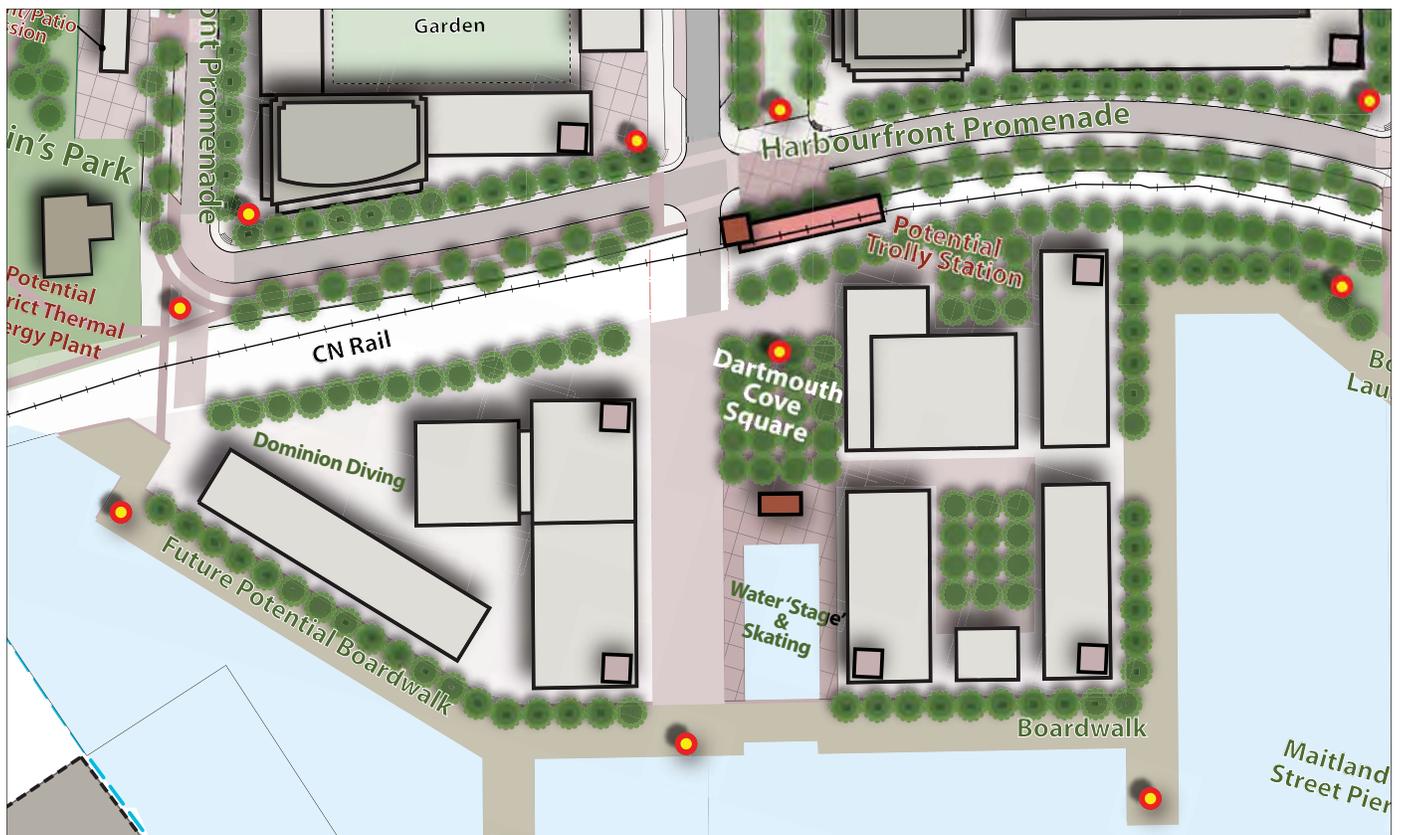
- The provision for a multiuse square at the terminus of Maitland Street to maintain views to the harbour while accommodating a potential event space or market, and that can serve as a well-designed parking area when not in use.
- The consolidation of the Dominion Diving operations on the waterfront with the potential for introducing other uses in the future.
- The retention and enhancement of the two existing private rail crossings.
- The creation of a continuous boardwalk in conjunction with a sea wall that can serve to reinforce the area’s protection in the event of sea level rise and storm surges.
- A Harbourfront Promenade as a new appealing pedestrian-priority street, along the north side of the rail line. This street serves to integrate the Harbourwalk Trail, provide an appealing and animated frontage, enhance accessibility to this trail, provide new building addresses and mitigate grade shifts associated with the fill and cap of the site.
- Building heights that step down to the waterfront.



Demonstration Massing Model: Looking North - Commercial/Marine Emphasis



Demonstration Massing Model: Looking North - Mixed -Use with Residential



PORTLAND STREET CORRIDOR

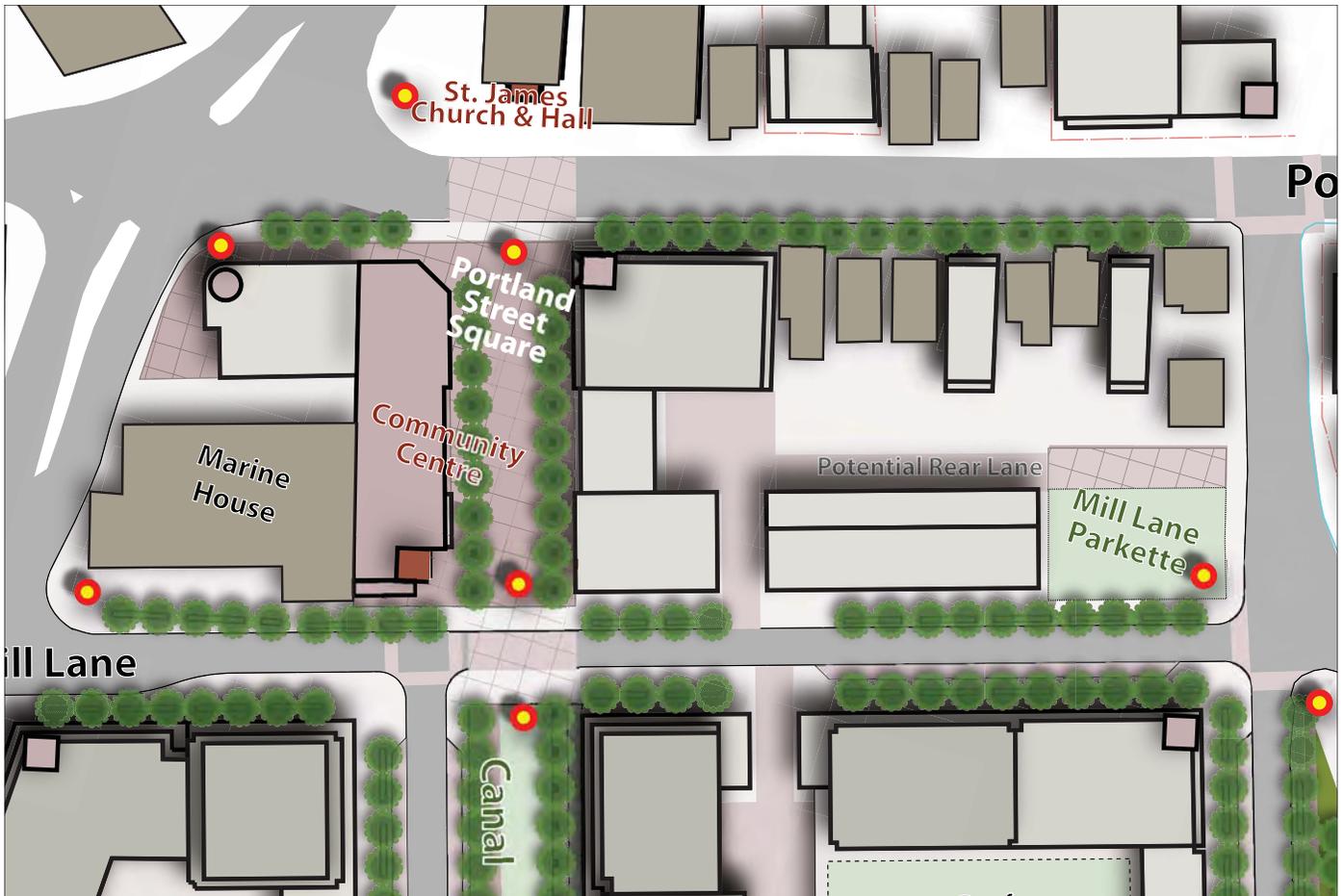
Portland Street should continue to serve as an important transition between the Downtown, Dartmouth Cove and the surrounding neighbourhoods. The vision reinforces the distinct human-scale and fine-grained character of the corridor and seeks to revitalize the area to realize its full potential as a destination. Key features of the vision include:

- The retention and/or integration of the house form buildings that lend to the street’s character.
- The potential closure of Canal Street to introduce a square and gathering place to enhance the visual prominence of the historic St. James Church, link to the Canal Street Greenway and draw more foot traffic to revitalize Portland Street. Modest surface parking can also be accommodated when the space is not in use.
- Introducing a modest building on the closed Canal Street site to provide an animated frontage to the new square, view terminus for Canal Street and to conceal the existing blank wall of Marine House. this site can ideally serve as a community centre with retail uses at grade.
- Enhancements to the Portland/Alderney/Prince Albert intersection and gateway, including a new animated retail building frontage for Marine House, public art and articulated crosswalks.
- Infilling the gaps in the streetscape with complementary buildings containing at-grade retail and offices or residential uses above.

- Streetscape improvements to Portland Street, including street trees and distinctive paving treatments at gateways and crossing areas.
- This introduction of a rear lane to access loading and parking areas internal to this block.

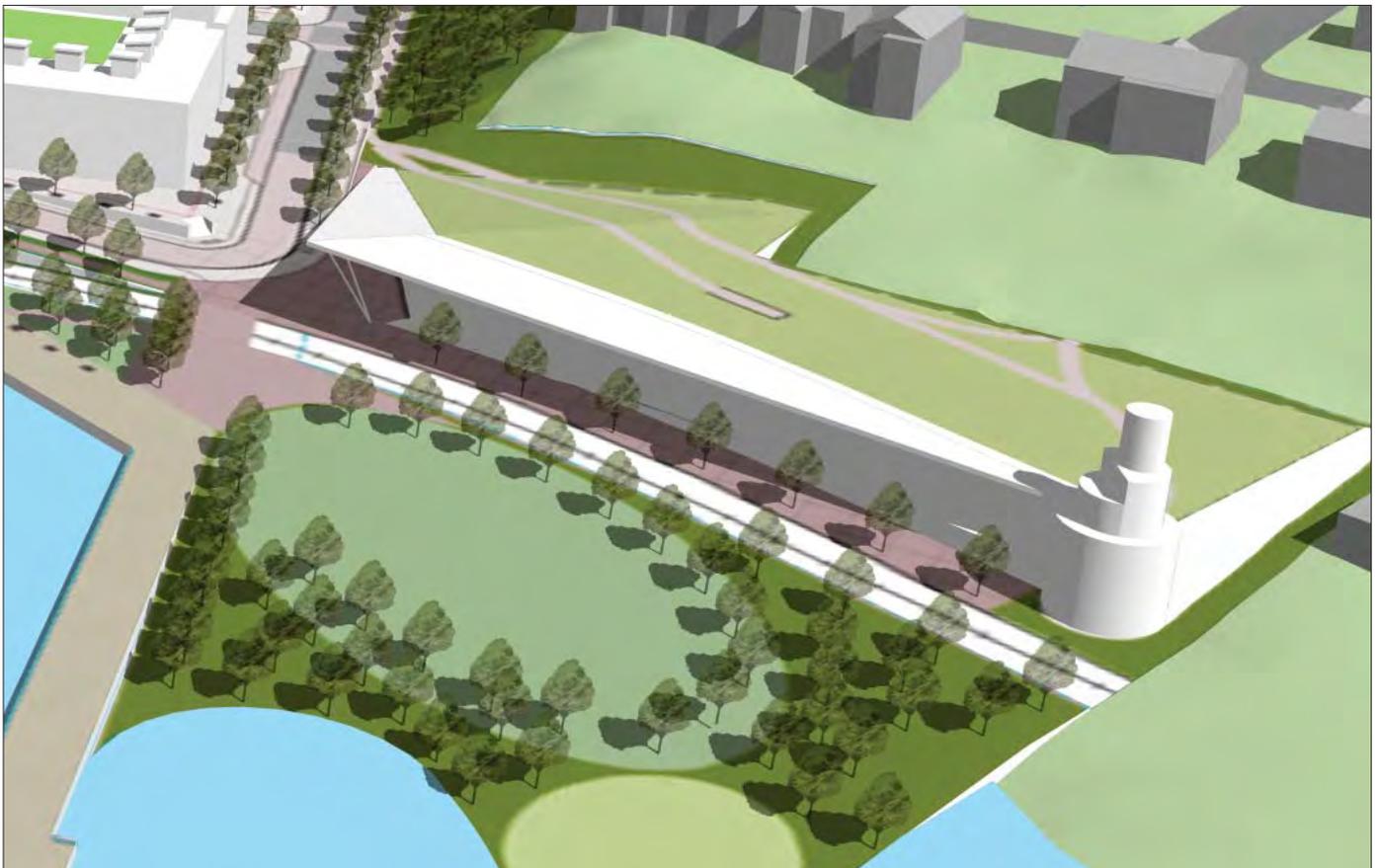


Demonstration Massing Model: Looking Northwest



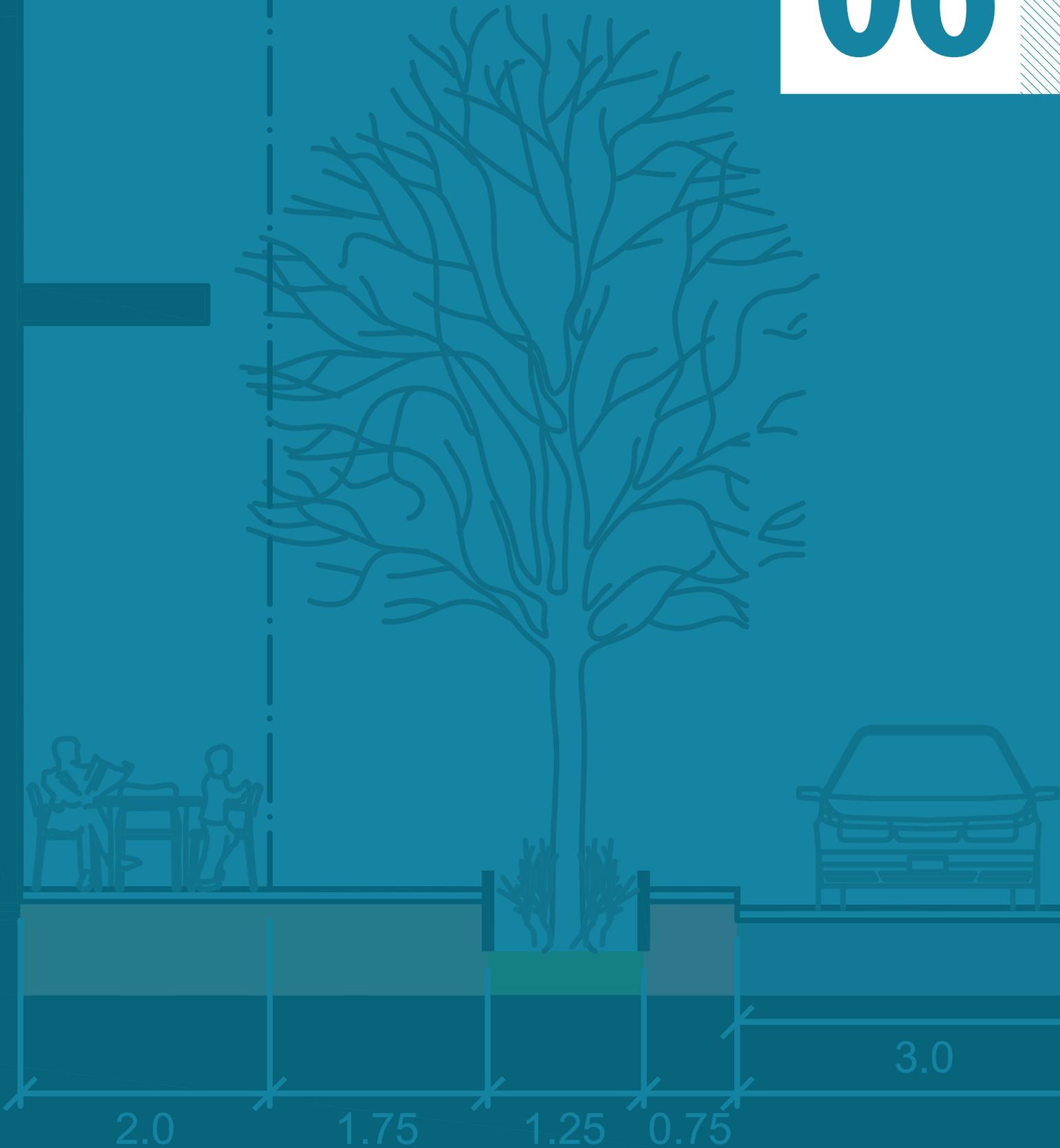


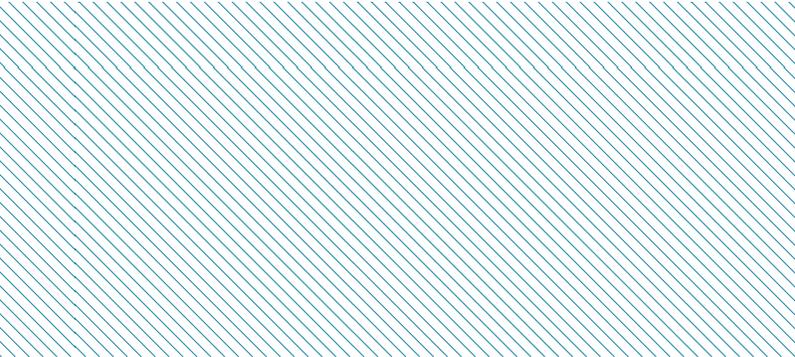
Demonstration Massing Model: Looking Northwest



Demonstration Massing Model: Signature Sustainable Building

06



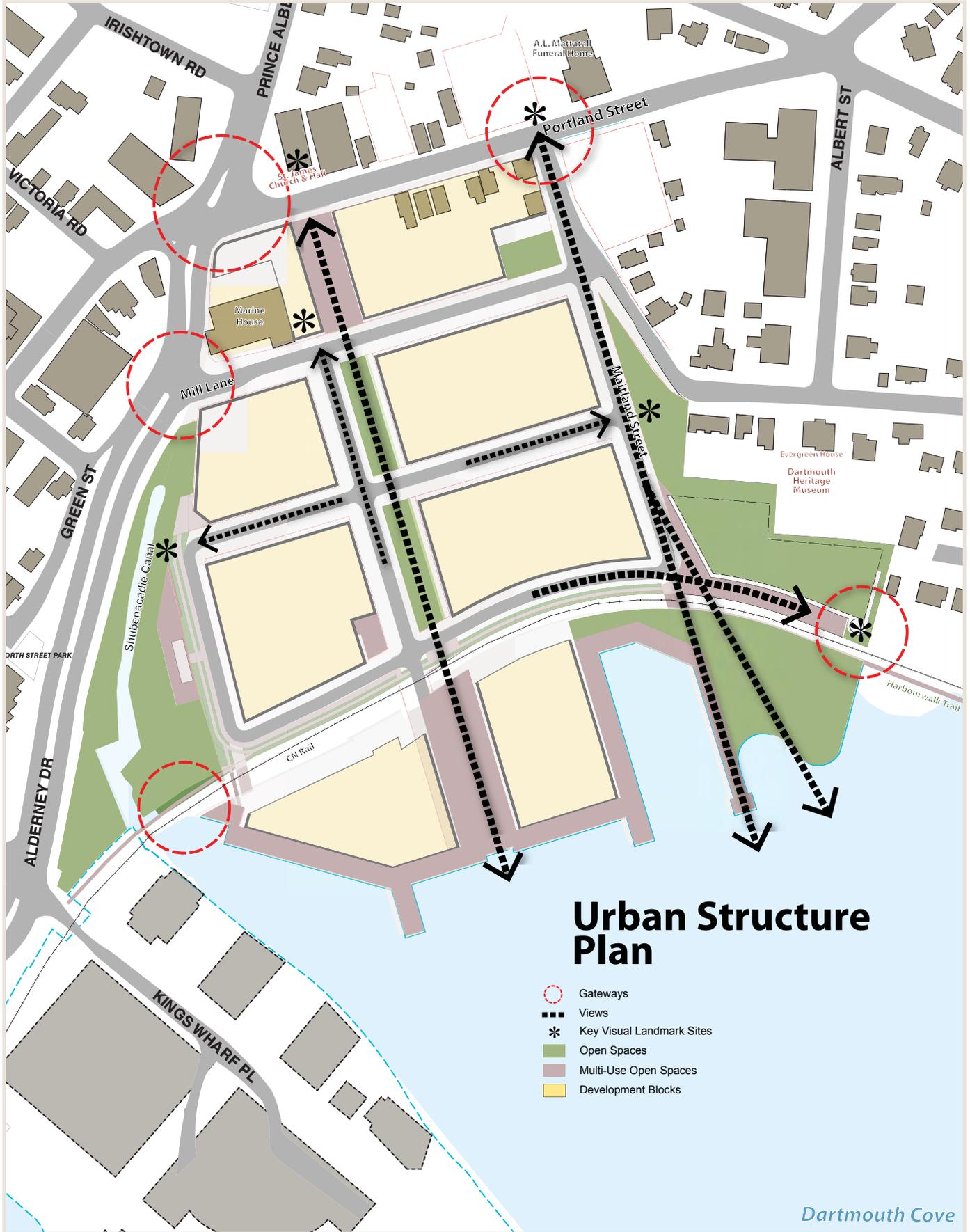


COMPONENTS OF THE PLAN

The Components of Plan describes each of the key layers that structure and organize the physical plan for Dartmouth Cove. These components provide a comprehensive guiding framework to ensure development of the neighbourhood unfolds in an orderly, coherent and optimal way. As the fundamental 'building blocks' of The Guiding Plan, they work in concert to shape the functional and qualitative attributes of the neighbourhood. The Components of the Plan include:

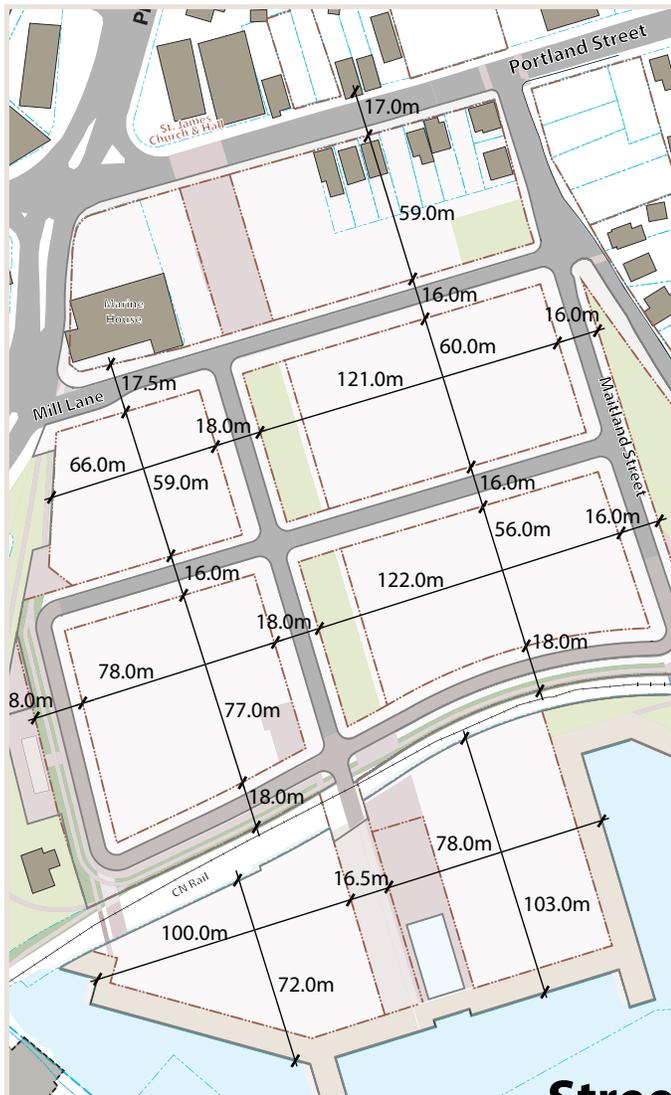
- 6.1 Urban Structure
- 6.2 Land Uses
- 6.3 Open Spaces & Public Art
- 6.4 Pedestrian & Cycling Circulation
- 6.5 Streetscapes
- 6.6 Built Form

The primary purpose of the these Plan components is to provide comprehensive guidance for making planning, development, design and investment decisions that are consistent with the Vision and Guiding Principles, and that are coordinated to realize their desired outcome. These components work in concert to define and direct the policies, tools and strategies for implementation.



6.1 URBAN STRUCTURE

The Urban Structure sets out the fundamental organizing elements of the Plan as defined by the streets and blocks, open spaces, development areas, gateways, views and key sites. These elements provide structure and inform the hierarchy evident in the subsequent components of the Plan. The purpose of the Urban Structure plan is to ensure a coherent development, with well-defined visual connections and public spaces.



Streets & Blocks – the approach to the configuration of streets and blocks serves to enhance accessibility, strengthen connections, mitigate grade shifts, and optimize rational development sites.



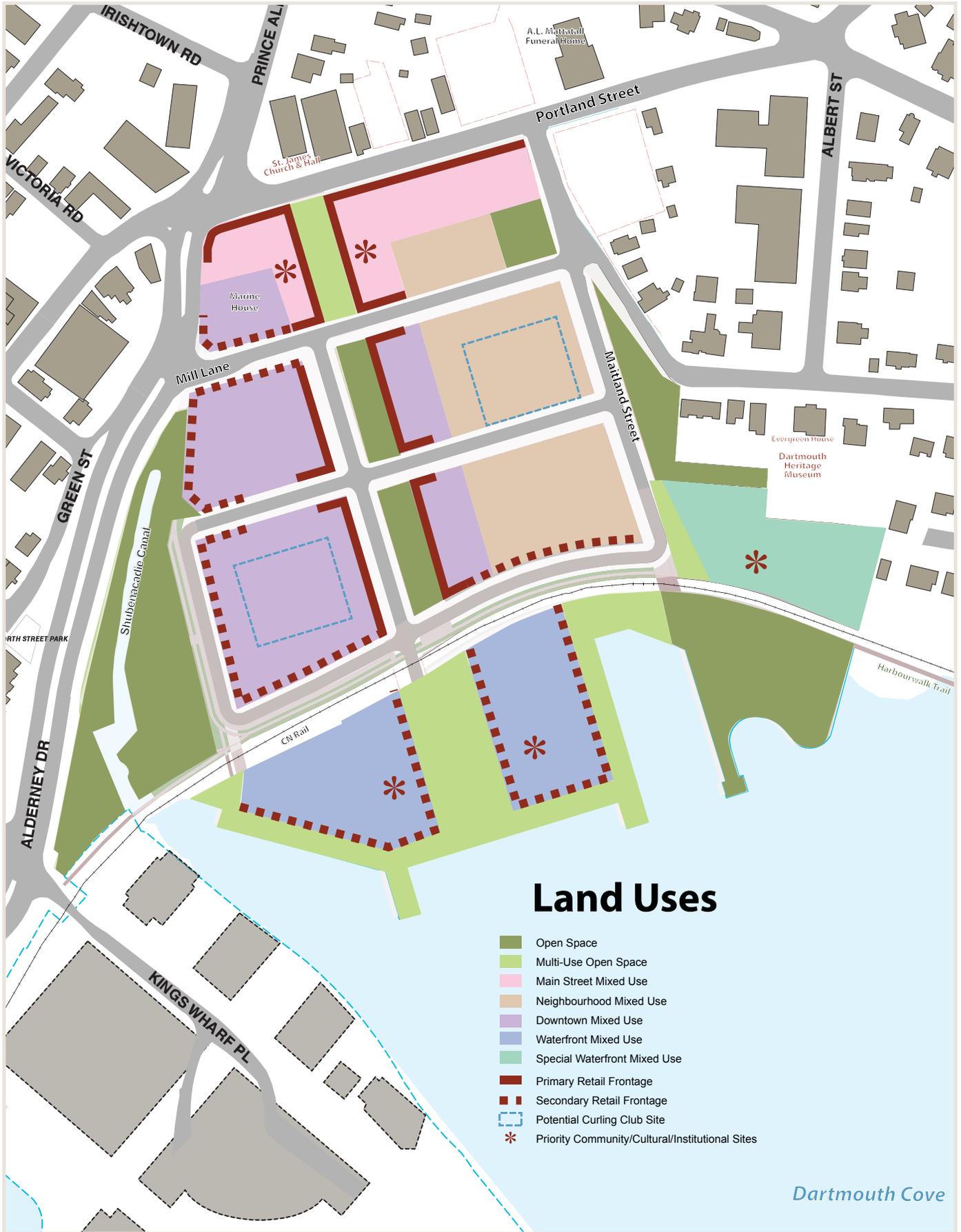
Gateway defined by architecture & landscape

Gateways – these are the primary or symbolic points of entry into the neighbourhood, which should be reinforced through a combination of distinctive streetscaping, landscaping, signage and/ or architectural corner treatments.



Public Art terminating Key Visual Landmark Sites

Key Visual Landmark Sites – these sites terminate key view corridors at key natural features, open spaces or building sites. Through public art, monuments or landmark architectural treatments, these sites provide an opportunity to reinforce important views while helping to orient and draw visitors throughout the neighbourhood.



6.2 LAND USES

Although all of Dartmouth Cove is proposed for a mix of uses, they will not occur uniformly. The land uses proposed provides a rational hierarchy for guiding appropriate uses and building typologies for development that is consistent with the transitional character of the site in relation to its environs. Specifically, this plan reinforces a legible urban structure; ensures that there is a transition in the intensity of uses and types to adjacent neighbourhoods; directs certain uses to desired areas; and, ensures compatibility between areas of differing uses and scales.

In conjunction with other components of the Plan, these proposed land uses will help to inform amendments to the existing policies and by-laws. The land uses are described as follows:

Open Space

These lands are identified for public open spaces that are predominantly green natural or landscaped areas and are further described in 6.3 Open Spaces & Public Art.

Multi-Use Open Space

These lands are identified for public and publicly accessible open spaces that are not necessarily green in nature. These areas are appropriate for more active uses and are further described in 6.3 Open Spaces & Public Art.

Main Street Mixed Use

These lands correspond to the Portland Street corridor and are intended to reinforce the existing character of fine-grained mixed-uses and building typologies that are generally no taller than 6-stories.

Recommended Permitted Uses Include:

- Small-Format Street-Oriented Retail (max 460sm or 5,000sf)
- Above Grade Residential
- Above Grade Office/Commercial
- Community/Recreational/Cultural/Institutional
- Entertainment
- Hotels/Inns
- Automobile-Oriented/Drive-Thru and Stand-Alone Commercial uses should be prohibited

Recommended Building Types Include:

- Vertically Oriented Main Street Forms
- Walk-Up/Low-Rise/Mid-Rise Apartment
- Office Building
- Community/Recreational/Cultural/Institutional

Neighbourhood Mixed Use

These lands correspond to areas adjacent to existing established neighbourhoods and are intended to be more residential in character and provide appropriate transitions from 12 to no more than 6-stories along Maitland Street.

Recommended Permitted Uses Include:

- Residential (min. 4.4 meters above Geodetic Datum level)
- Live/Work (min. 4.4 meters above Geodetic Datum level)
- Small-Format Street-Oriented Retail (max 460sm or 5,000sf)
- Community/Recreational/Cultural/Institutional

Recommended Building Types Include:

- Townhouse
- Walk-Up/Low-Rise/Mid-Rise Apartment
- Above-Grade Parking Structure (internal to the block)
- Community/Recreational/Cultural/Institutional

Downtown Mixed Use

These lands correspond to areas adjacent to the Downtown and are appropriate for a range of uses and building types, including high-rises.

Recommended Permitted Uses Include:

- Small to Medium Format Street-Oriented Retail
- Large Format Retail (directed internal to the block or second levels)
- Residential (min. 4.4 meters above Geodetic Datum level)
- Live/Work (min. 4.4 meters above Geodetic Datum level)
- Office/Commercial
- Community/Recreational/Cultural/Institutional
- Entertainment
- Hotels/Inns
- Automobile-Oriented/Drive-Thru and Stand-Alone Commercial uses should be prohibited

Recommended Building Types Include:

- Vertically Oriented Main Street Forms
- Walk-Up/Low-Rise/Mid-Rise Apartment
- Point Tower High-Rise Apartment
- Office Building
- Above-Grade Parking Structure (internal to the block)
- Community/Recreational/Cultural/Institutional

Waterfront Mixed Use

These lands correspond to areas on the waterfront and are appropriate for the widest range of uses within building types no taller than 6-storeys.

Recommended Permitted Uses Include:

- Small to Medium Format Street-Oriented Retail
- Large Format Retail (directed internal to the block or second levels)
- Above Grade Residential* (min. 4.4 meters above Geodetic Datum level)
- Above Grade Live/Work* (min. 4.4 meters above Geodetic Datum level)
- Office/Commercial
- Light Industrial/Marine Industrial
- Community/Recreational/Cultural/Institutional
- Entertainment
- Hotels/Inns
- Automobile-Oriented/Drive-Thru uses should be prohibited

Recommended Building Types Include:

- Vertically Oriented Main Street Forms
- Walk-Up/Low-Rise/Mid-Rise Apartment
- Office Building
- Shed/Warehouse
- Above-Grade Parking Structure (internal to the block)
- Community/Recreational/Cultural/Institutional

**Where residential uses are introduced adjacent to existing industrial uses, mitigating measures should be taken to ensure no adverse land use conflicts occur between uses*

Special Waterfront Mixed Use

These lands correspond to areas on the waterfront that afford strategic opportunities but are constrained due to their proximity to existing neighbourhoods, and are appropriate for building types no taller than 2-storeys.

Recommended Permitted Uses Include:

- Office/Commercial
- Light Industrial/Marine Industrial
- Community/Recreational/Cultural/Institutional

Recommended Building Types Include:

- Office Building
- Shed/Warehouse
- Community/Recreational/Cultural/Institutional

Primary Retail Frontage

Retail uses strongly encouraged; otherwise, grade levels are required to be designed to commercial standards to enable future conversion.

Secondary Retail Frontage

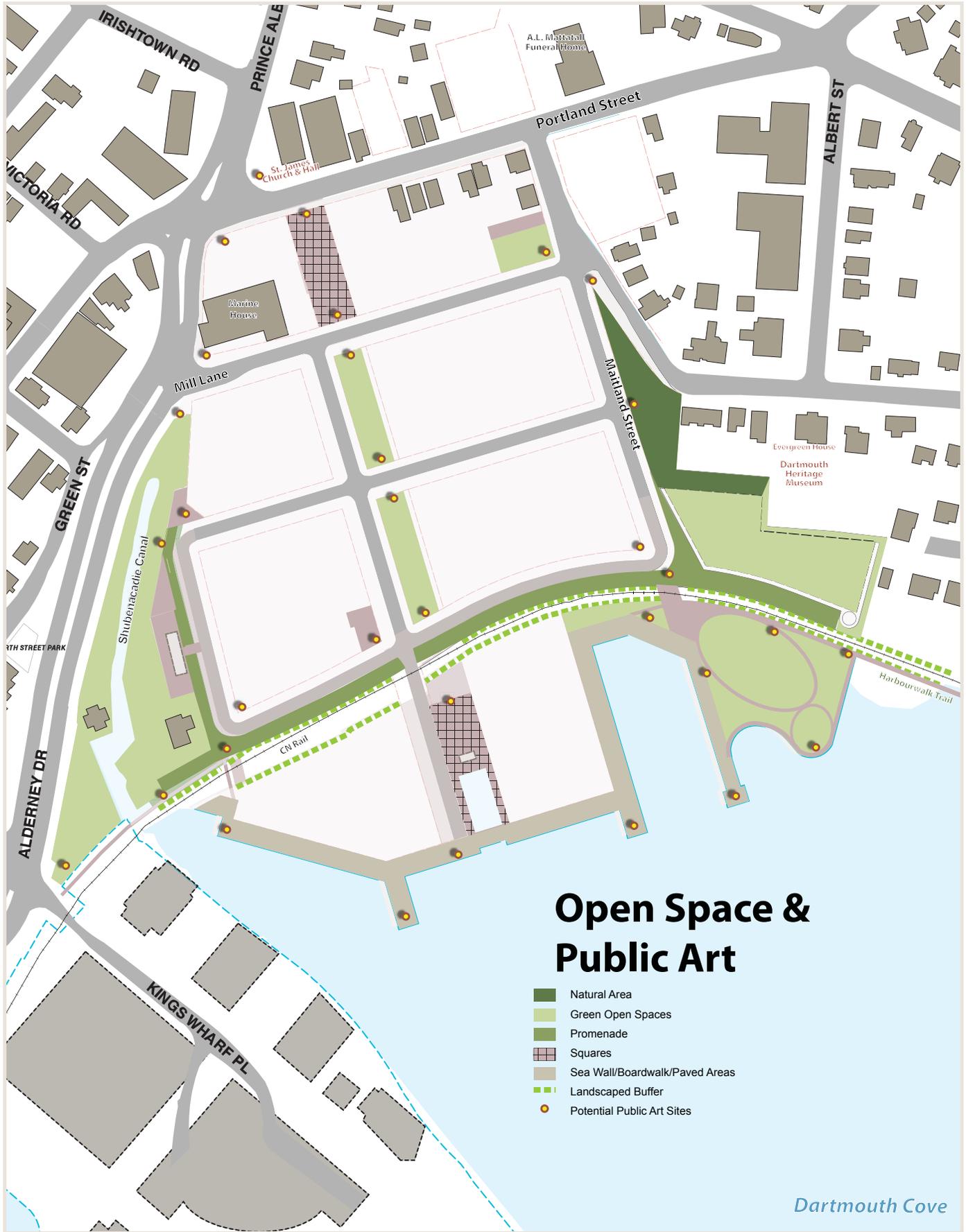
Retail uses permitted; otherwise, grade levels designed to commercial standards to enable future conversion are encouraged.

Potential Curling Club Site

Two potential locations have been identified as appropriate for accommodating a relocated curling club in conjunction and/or integrated with new development.

Priority Community/Cultural/Institutional

These sites correspond to strategic locations in Dartmouth Cove for key civic destinations or attractions.



6.3 OPEN SPACES & PUBLIC ART

An abundance and variety of well-defined and high quality open spaces, complemented by public art, are a defining feature of the plan for Dartmouth Cove. They serve to provide green amenity, passive and active recreational opportunities, places for the community to meet and gather, and orienting devices. The open space network and public art sites have also been designed to reinforce gateways and focus areas, as well as strengthening connections across Dartmouth Cove and to surrounding areas.

Natural Areas

Natural Areas are existing naturally wooded lands that serve as a buffer to adjacent neighbourhoods while providing an appealing 'green' setting for new development.

Green Open Spaces

Green Open Spaces are predominantly landscaped areas that can accommodate a variety of passive and active recreational functions. They can also serve as important connections between areas. These spaces can accommodate trails and concessions, and should provide ample opportunities for sitting. To the greatest degree possible they should also be designed to provide environmental functions such as storm water management. To ensure safety, these spaces should be well lit; clear of low lying foliage and, animated with fronting uses and buildings.

Promenade

Promenades provide appealing green linkages between key open spaces and destinations. They are framed by streets, incorporate trails and cycling paths and generally include a double row of trees.

Squares

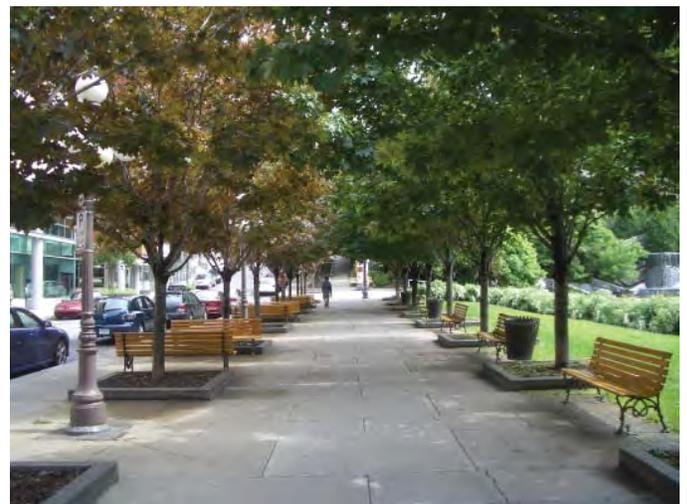
Squares are distinctly paved, multi-use spaces that can accommodate high levels of pedestrian traffic and activity. They serve as key gathering places for the community and can accommodate markets or occasional events and festivals. They are often complemented by a variety of pedestrian traffic generators such as cultural and institutional uses, concentrations of retail uses, and transit stops. When not in use or in off-seasons, they can also serve as attractive surface parking areas. To enhance storm water functions, porous pavers should be used.



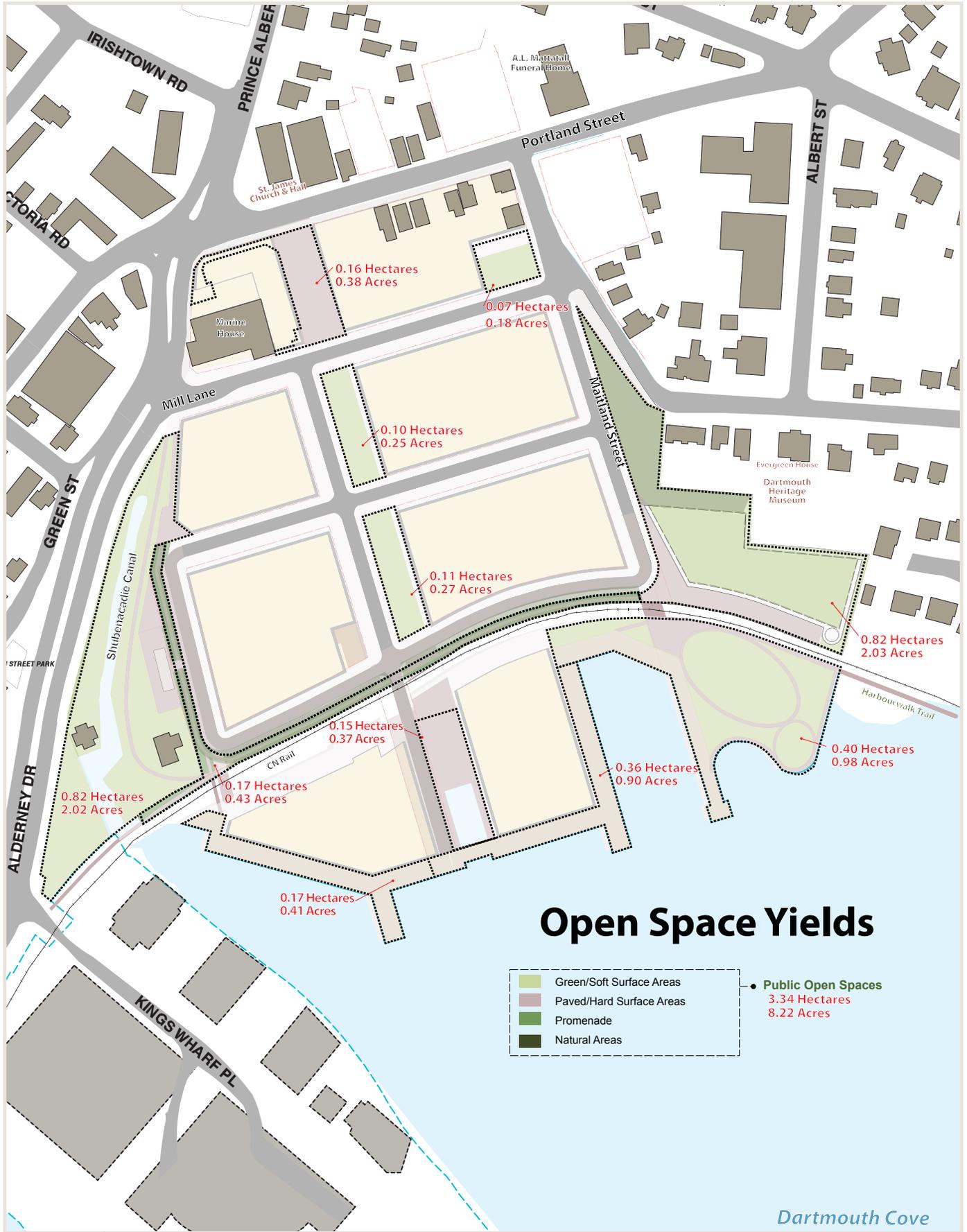
Green Open Space with an appealing storm water management feature



Square that functions as a market



Promenade with a double row of trees



Boardwalk/Seawall

Boardwalk/Seawall provides for an appealing continuous pedestrian path along the urban edge to the waterfront and is generally a paved or wood surface and should be animated with fronting uses and spill out activities such as patios.

Landscaped Buffer

Landscaped Buffers are narrow landscaped ribbons that line the railway corridor and serve to seamlessly integrate the corridor by concealing the chain link fencing with appealing plantings such as low hedges and/or vines.

Public Art Sites

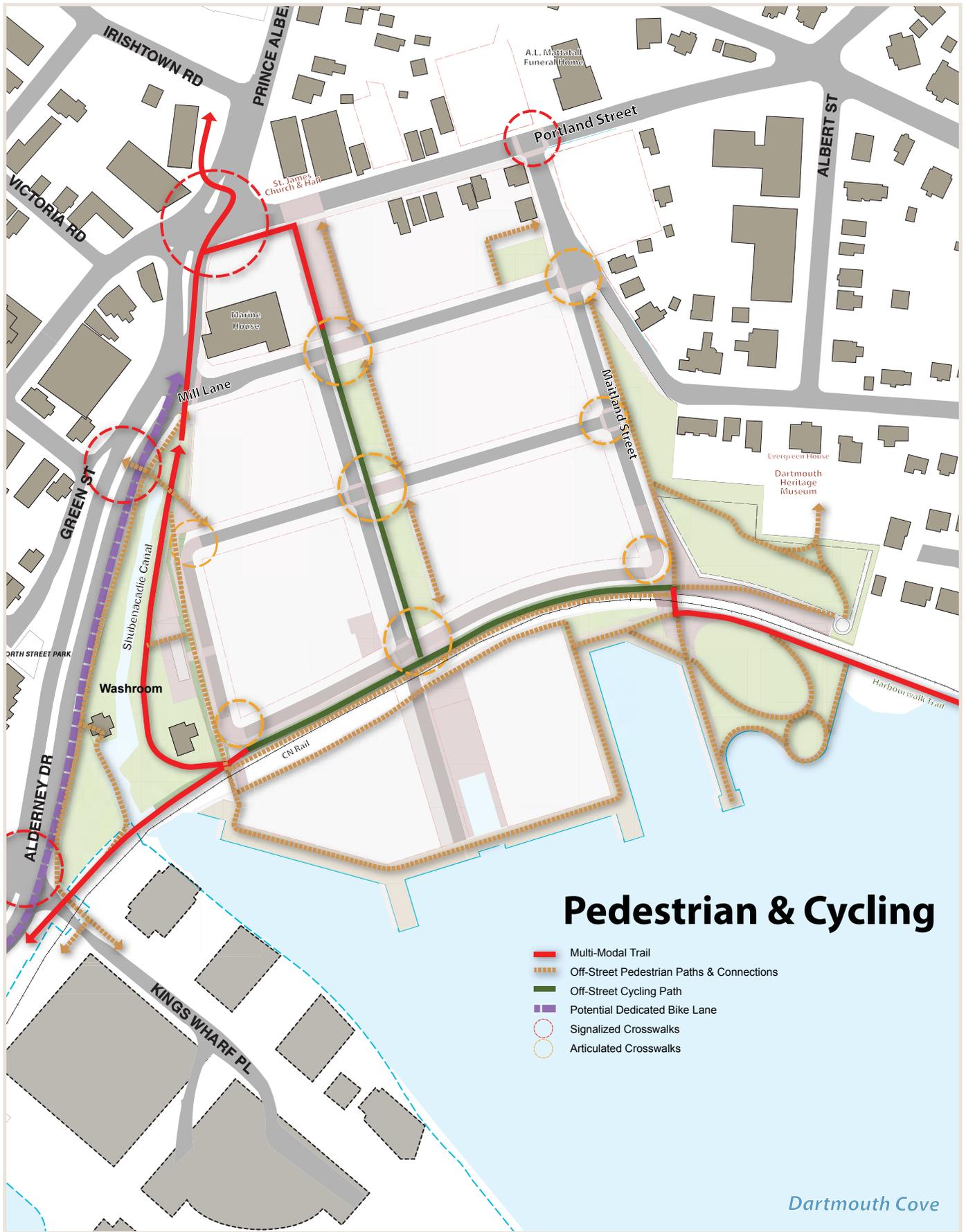
Public Art provides an opportunity to enhance community identity and civic pride, orient visitors and celebrate local talent. Public Art Sites are identified throughout Dartmouth Cove and generally correspond to prominent locations such as view termini, squares and open spaces, and gateways.



Boardwalk/Seawall with lighting and seating



Public Art placed in a prominent public space



6.4 PEDESTRIAN & CYCLING

Pedestrian and cycling connections serve to greatly improve the active transportation experience in and through Dartmouth Cove, with respect to convenience, safety, comfort and visual appeal. In doing so, a culture of walking and cycling can be further encouraged and nurtured so as to support transit use, stimulate foot traffic, and create a vibrant street life that will strengthen the viability of street-oriented retail while enhancing the sense of safety and security.

The pedestrian and cycling component of the plan identifies the system of existing and potential connections that supplements the street network, including:

Multi-Modal Trail – combine pedestrian and cycling routes such as the Harbourwalk Trail.

Off-Street Pedestrian Paths & Connections – mid-block routes or distinctive pedestrian paths and trails such as the Promenade.

Off Street Cycling Path – routes specific to cyclists to minimize conflicts with pedestrians such as along the Canal Street Greenway.

Potential Dedicated Bike Lane – barrier separated, two-way cycling lanes along streets, such as would be possible with the removal of a lane on Alderney Drive.

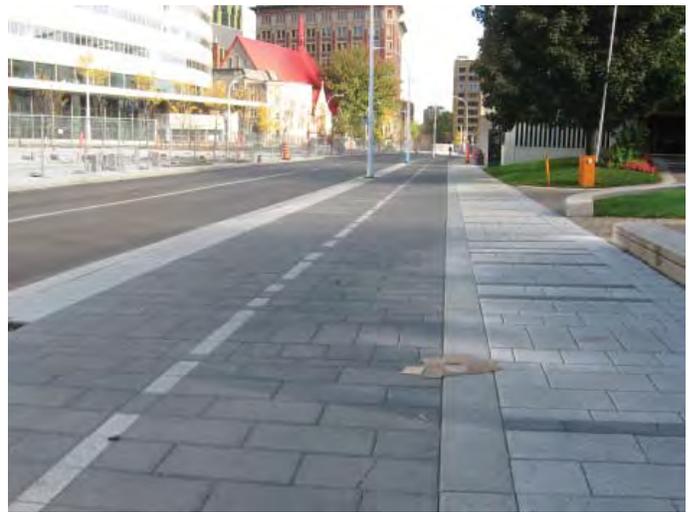
Signalized Crosswalk – opportunities for street crossing at key signalized intersections.

Articulated Crosswalk – visually and physical articulation of crosswalks at intersections that are not signalized to give pedestrians and cyclists priority and calm traffic speeds.

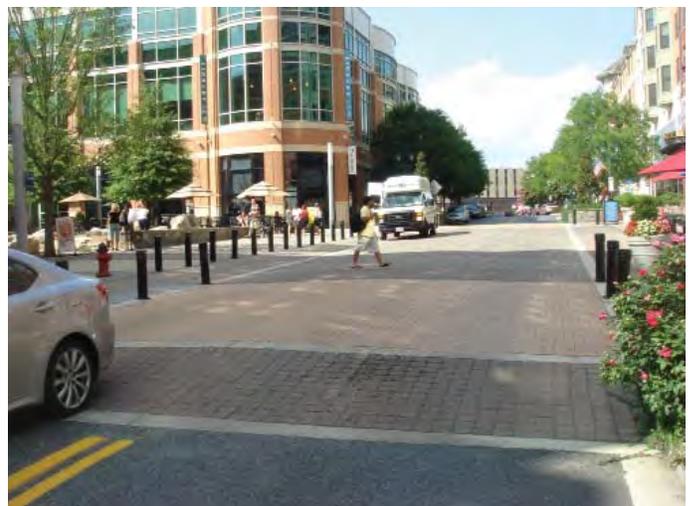
This system will require supportive and strategically placed amenities for pedestrians and cyclists, including furnishing such as seating, lighting, wayfinding signage and trash receptacles, as well as adequate bike storage and parking areas at key open spaces and destinations.



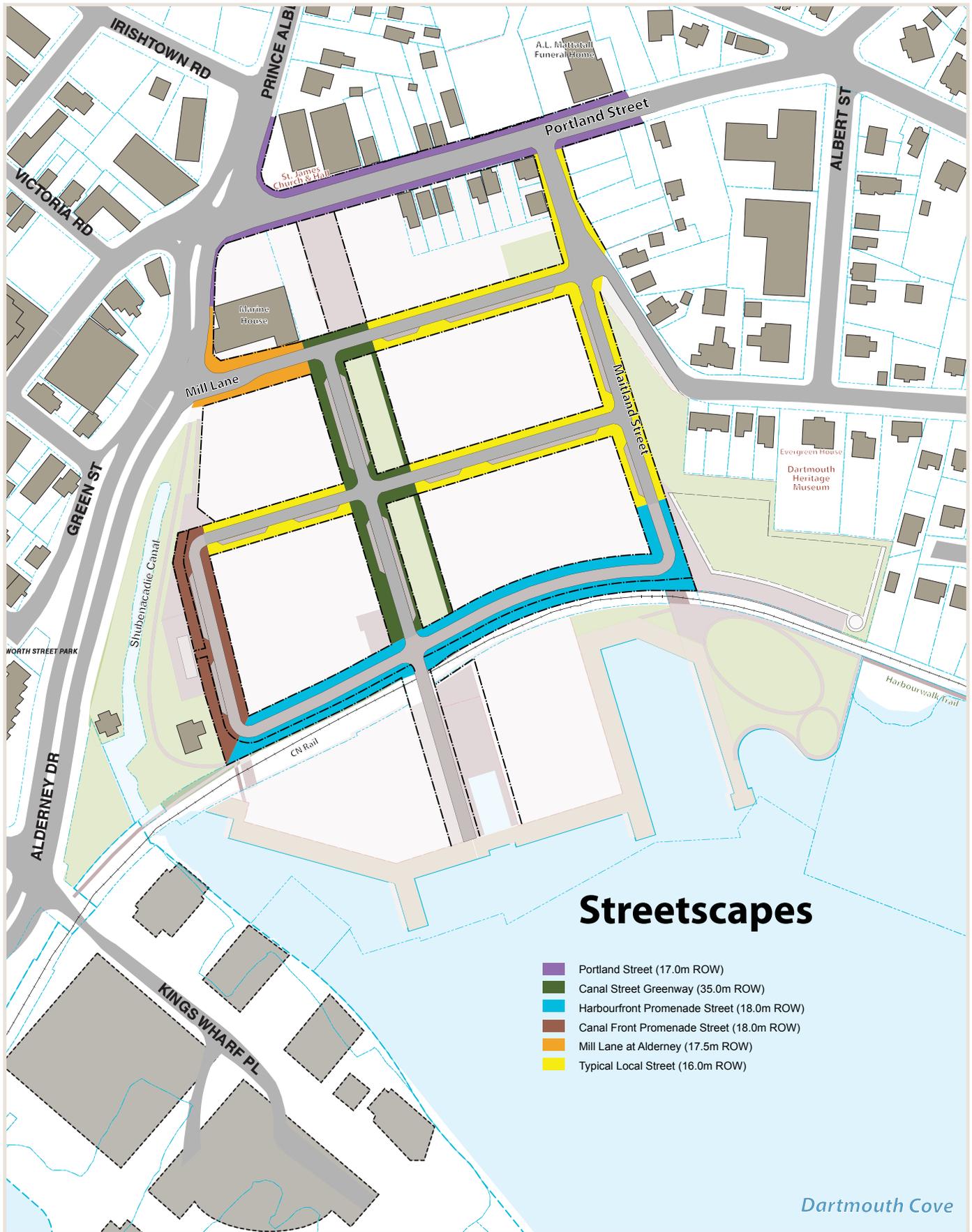
Off-Street Mid-Block Pedestrian Path



Dedicated two-way bike lane utilizing paving to delineate between directions



Articulated Crosswalk that utilizes a distinctively paved 'table-top'



6.5 STREETSCAPES

The design of streetscapes, as defined by the elements in the street right-of-way and building that interface with them, plays a critical role in the open space and active transportation strategy for a mixed-use neighbourhood. This component of the plan sets out an approach to creating a distinctive network of streetscapes for Dartmouth Cove that are appealing pedestrian environments; provide for open space amenity; respond to the desired adjacent uses; mitigate grade shifts resulting from fill; and, incorporate sustainable practices.

Common Streetscape Elements

The following are guidelines for elements common to many of the streetscapes:

- Lay-by On-Street Parking - 2.5 metres wide and distinguished through pavers or coloured asphalt/concrete
- Paving Band - A wheelchair accessible 1.1 metre distinctive paving band on either side of the roadway or adjacent to on-street parking.
- Filtration Rain Garden - A 1.0 metre wide planting area for collecting storm water from the roadway and sidewalks – generally 8.5 meters long to accommodate 2 trees with a 2.5 metre spacing between gardens to accommodate lighting and access.
- Street Trees – Either in rain gardens or individual tree pits with grates, trees are generally planted 6.0 metres apart in continuous soil trenches provided under a suspended sidewalk or through a structural soil system. At a minimum 15 cubic metres of soil volume per tree should be provided in a shared trench, otherwise 30 cubic metres for individual trees.
- Lighting - Pedestrian lighting generally 9-10 meters apart and street lighting spaced 18-20 metres apart with pedestrian lighting fixtures.

Portland Street

To assist with the revitalization of Portland Street, improvements to the streetscape will be needed and can be undertaken in conjunction with the development of Dartmouth Cove. Given its important function for all modes of movement, ensuring a complete street while supporting street-oriented retail will be crucial but a challenge within a 17.0 metre right-of-way. Key considerations:

- Sidewalk enhancement and widening where possible, including bumping out corners where on-street parking is provided and ensuring new buildings setback at least 2.0 metres and no less than 1.0 metre.
- Planting of street trees and utilization of grates for irrigation and tree guards for protection.
- Retention of on-street parking and its better articulation through bump-outs, paving or other design treatments.
- Travel lane widths adequate to be shared safely with cyclists – generally 4.2 metres.



On-Street Parking distinguished with pavers



Filtration Rain Garden

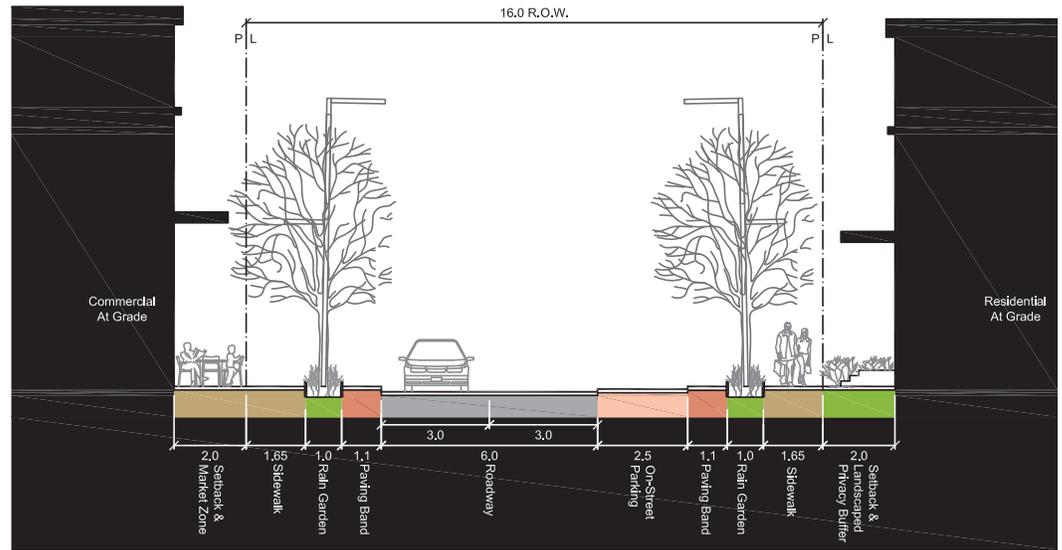
Section 6.0: Components of Plan

Typical Local Street

Typical Local Streets include the extension of Mill Lane to Maitland Street, the new east-west street, as well as Maitland Street. Key defining characteristics of the streetscape include:

- New Local Streets can be public or a publicly accessible private street.
- 16.0 metre right-of-way.
- Two-way traffic on a 6.0 metre roadway in asphalt or pavers.

- Lay-by on-street parking on one side of the street.
- 1.65 metre concrete or paver sidewalk.
- 2.0 metre building setback for porches and landscaping where residential or a paved market zone to enable spill-out activity for commercial uses.
- Filtration rain gardens.
- Street trees.

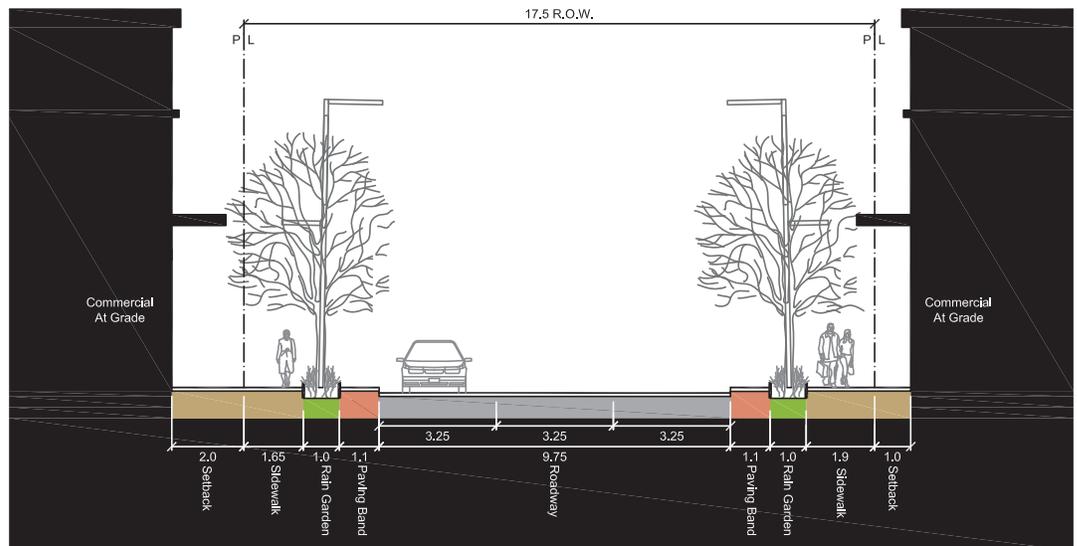


Mill Lane at Alderney Drive

Existing Mill Lane is a similar streetscape to the Typical Local Streets with some variations to accommodate turning lanes and its more important traffic function. Key defining characteristics of the streetscape include:

- 17.5 metre right-of-way.
- Two-way traffic and centre turning lane on a 9.75 metre roadway.
- No on-street parking.
- 1.65-1.9 metre concrete or paver sidewalk.

- 1.0-2.0 metre building setback for a paved expansion of the sidewalk.
- Filtration rain gardens.
- Street trees.



Canal Street Greenway

The Canal Street Greenway forms the central north-south spine for Dartmouth Cove, visually and physically linking all the blocks, and from the waterfront to Portland Street. Canal Street combined with the Greenway along its east side, shape the streetscape character. Key defining characteristics of this streetscape include:

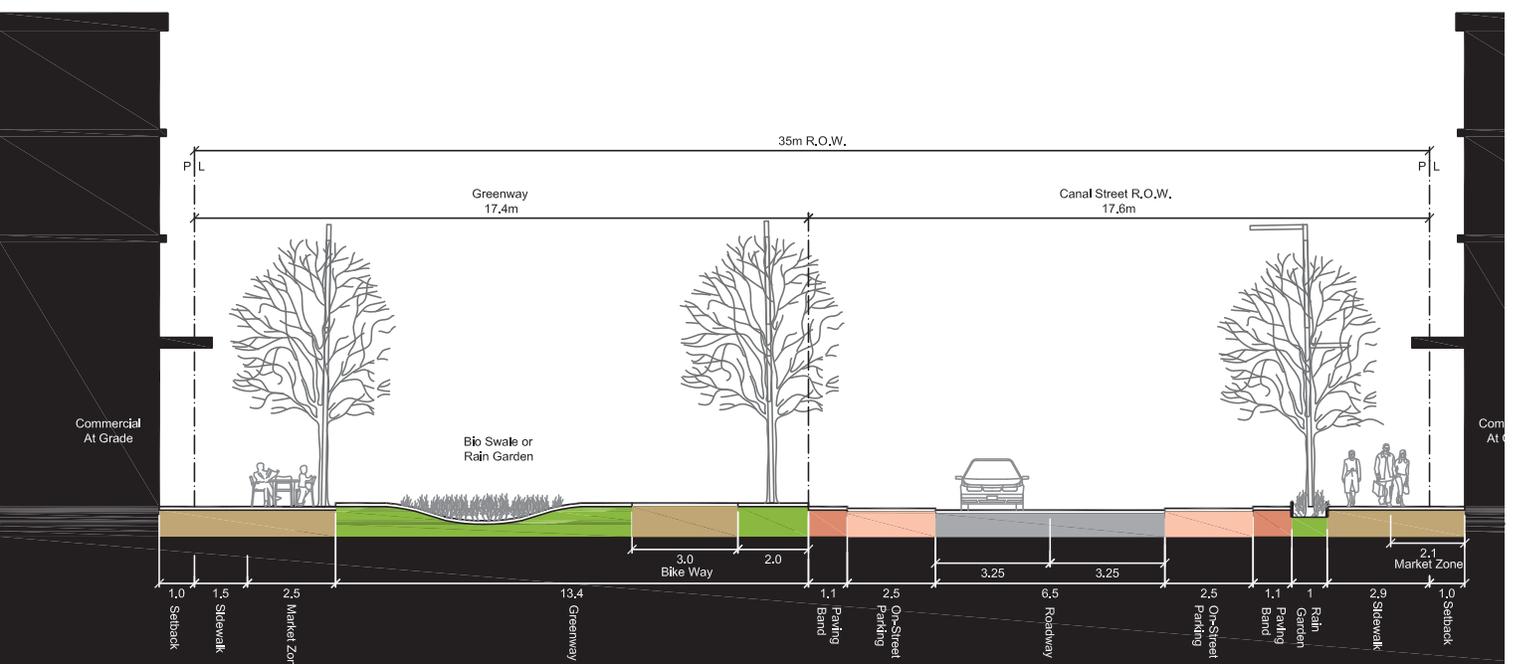
- A 35.0 metre public-right-of-way comprised of a 17.6 metre right-of-way for Canal Street and a 17.4 metre Greenway.
- Two-way traffic on a 6.5 metre roadway in asphalt or pavers.
- Lay-by on-street parking on both sides of Canal Street
- 2.9 metre concrete or paver sidewalk on the west side of Canal Street combined with a 1.0 metre setback to enable a 2.1 metre market zone.
- A 1.5 metre sidewalk on the east side of the Greenway combined with a 1.0 metre setback to enable a 2.5 metre sidewalk, with a separate paved 2.5 market zone provided along the edge of the Greenway to enable patios on the green.
- A 3.0 metre Bike Way along the west side of the Greenway linking the Harbourwalk Trail to Portland Street and beyond to the Trans Canada Trail.
- Filtration rain gardens along the west side of Canal Street and a bio-swale or rain garden in the Greenway to function as a storm water facility for all the blocks it serves.
- 3 or more rows of street trees along either side of the Greenway and Canal Street.
- Decorative and/or pedestrian level lighting along either side of the Greenway.



Front Street Linear Park - West Don Lands, Toronto (The Planning Partnership)



Decorative Lighting in the Greenway - Boston



Section 6.0: Components of Plan

Harbourfront & Canal Front Promenades

The Harbourfront & Canal Front Promenades define the southern and western edge of the core of the community and create an appealing address and public right-of-way as close the waterfront and canal as possible. Running parallel to the rail corridor, it also coincides with the required 20.0 metre setback to residential uses and integrates the Harbourwalk Trail into an urban promenade linking the neighbourhood's two major open spaces.

Edging the proposed fill line, it serves to mitigate as much as 2.0 meters shifts in grade level elevations between the rail corridor or canal and new developments. This is accomplished by providing two tiers: a retaining wall that steps up from the rail corridor/canal to the promenade level that then slopes at 5% to the opposite side of the street where a second and more modest step occurs to reach an elevation of 4.4 metres above sea level. At the northern terminus of the Canal Front Promenade, a compressed version of this cross section continues the pedestrian path to Mill Lane. Key defining characteristics of this streetscape include:

- An 18.0 public-right-of-way.
- Two-way traffic on a 6 metre pedestrian-priority and decoratively paved surface with the roadway delineated by paving treatments and bollards that can be removed to accommodate events and festivals.
- A 3.0 Bike Way along the edge of the roadway for the Harbourfront Promenade and 2.5 metre on-street parking for the Canal Front.
- A broad landscaped area with a foot path and staggered double row of trees defines the rail corridor and canal sides of the promenades.
- Steps at intersections and midblock locations lead to the grade levels of the buildings where, combined with the setbacks, a tree lined terrace of no less than 4.0 meters overlooks the promenade.
- Market zones occur along the edge of the terrace.

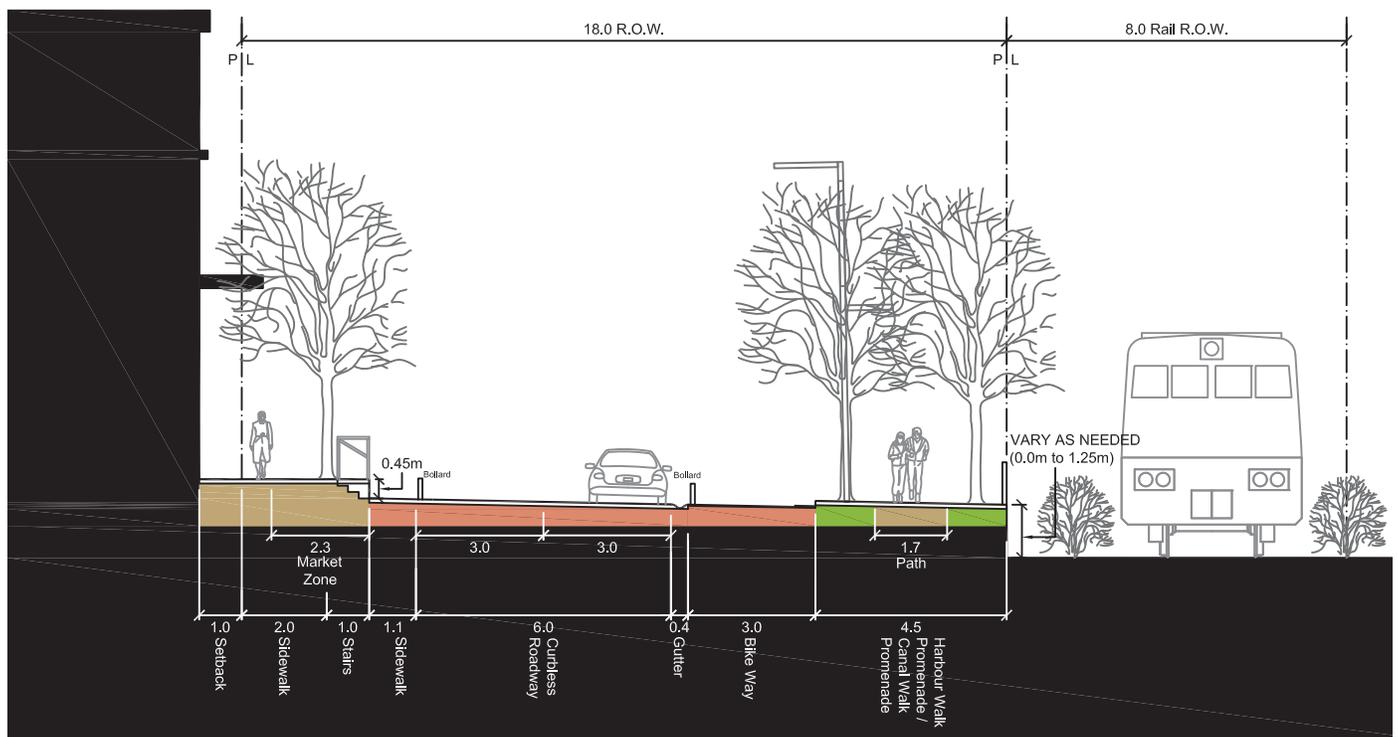


Promenade concealing the rail corridor on Montreal's waterfront

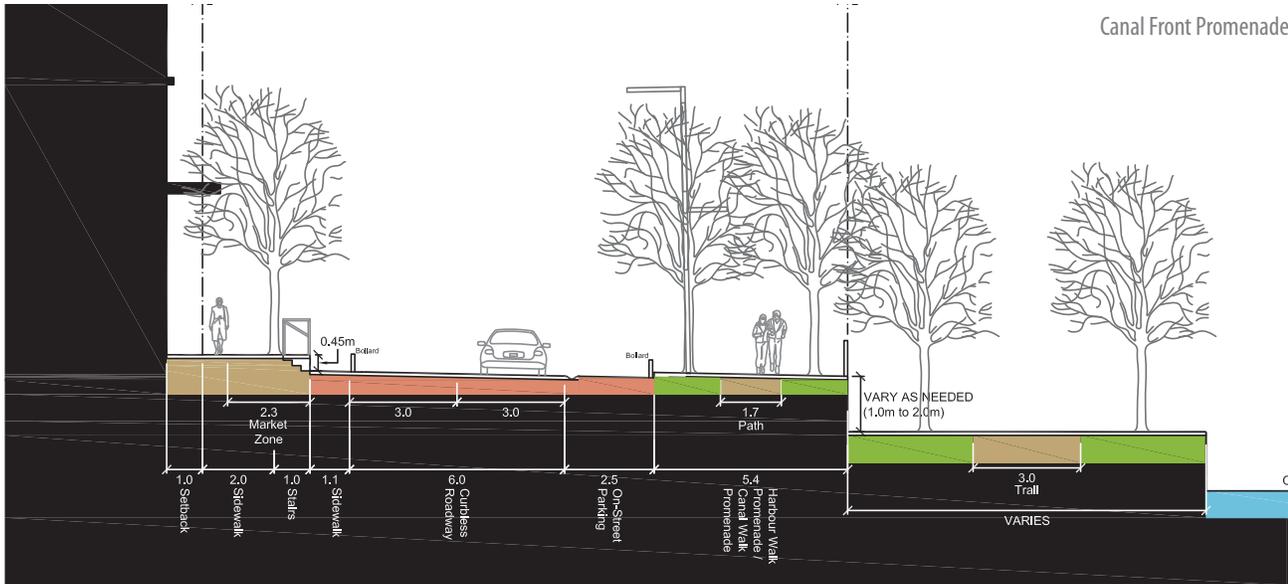


Pedestrian-priority street - New Road, Brighton

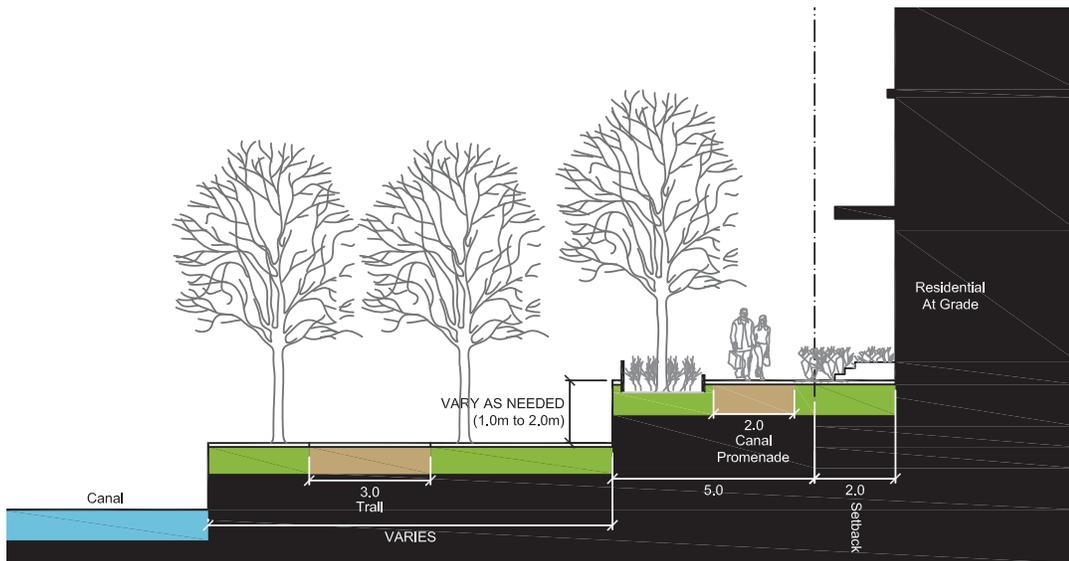
Harbourfront Promenade



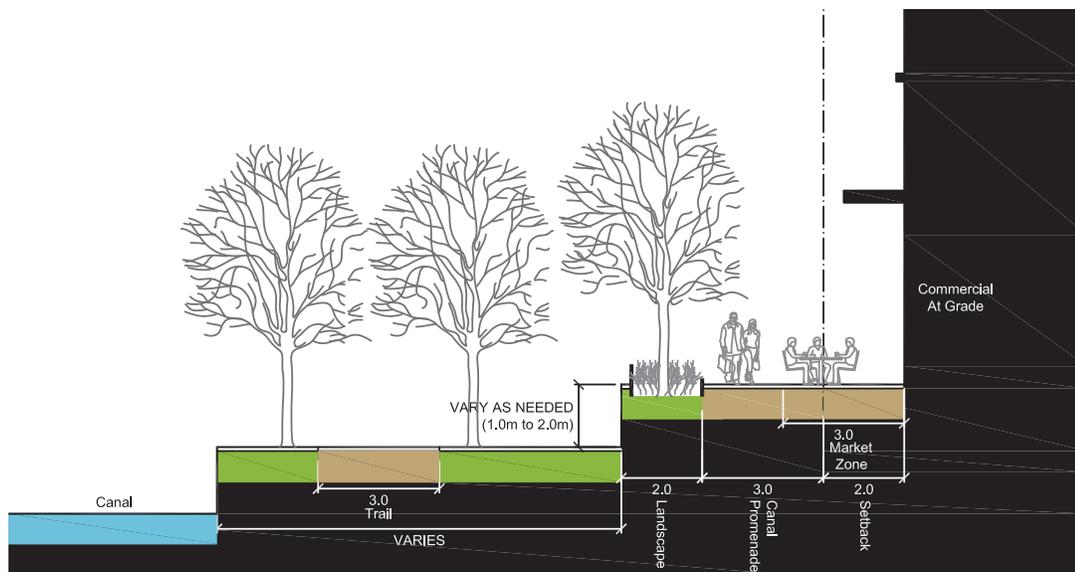
Canal Front Promenade

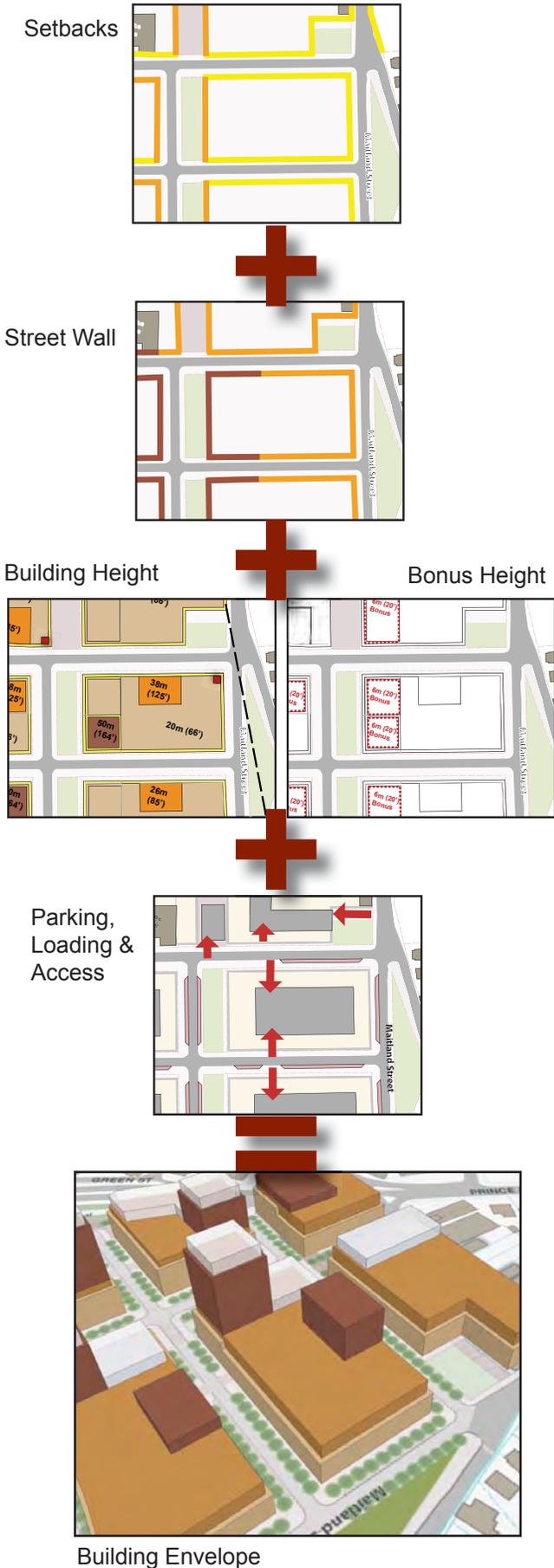


Extension of Canal Front Promenade to Mill Lane where residential uses are at grade



Extension of Canal Front Promenade to Mill Lane where commercial uses are at grade





6.6 BUILT FORM

The Built Form components of the Plan provides a framework for guiding the general placement, massing and height of development, as well as the locations and access for parking and servicing. This series of plans is the basis of a form-based approach to regulating development, where there is less emphasis on uses and more guidance on ensuring the appropriate physical attributes to the building and its relationship to the public realm and adjacent buildings. This is especially appropriate in mixed-use environments to enable a variety of compatible uses to occur within a given building.

Informed by the evolution of the preferred concept option initially prepared at the Planning & Design Workshop, the built form components of the Plan defines the important parameters for future development so as to be consistent with the Vision, but with enough flexibility for variation of the same theme. These components have been combined to inform the building envelopes for each development block defined in the Section 7.0 Development Framework, and together with the Design Guidelines in Section 8.0, they inform a new regulatory framework for governing the form, character and quality of new development in Dartmouth Cove.

The Built Form components include:

Building Setbacks

Setbacks define the placement of buildings in relation to streets and open spaces. In response to existing context (such as Portland Street), anticipated grade level uses (commercial or residential) or the scale of the street or public space, the setbacks are defined as either a built-to-line that requires a precise placement, or as a build-within zone that sets a minimum and maximum range. Setbacks from the rail line for residential and non-residential uses are also defined.

Street Wall Heights

Street Walls define the main building wall fronting a street or open space, often considered the base or podium of a building. As with setbacks, street wall heights reflect the existing or desired relationship to the public realm with the intention of creating a human-scaled environment. In general, the narrow streets and areas that interface with the neighbourhood are 3-storey street walls, otherwise 4-storeys for office and 5 –storeys for residential are appropriate on wider streets, open spaces and adjacent to the Downtown. All levels above the street wall are required to stepback no less than 2.0 metres. On the waterfront street walls are kept to 2-storeys with upper level stepbacks subject to a 45-degree angular plane to ensure a stepping down of heights.

Building Heights

Building Heights defines the maximum permitted height for buildings, expressed as both storeys and measured height. The base height for most lands is 20.0 metres (66 feet) or 6-storeys. This will permit a range of uses and forms within an envelope that reinforce appropriate proportional relationships with the streets, open spaces and surrounding context.

Taller heights are more proscribed have been carefully considered according to the following key principles:

- Directing the tallest buildings towards the Downtown and Canal Street Greenway, stepping down to the neighbourhoods, waterfront and Portland Street.
- Responding to micro-climate conditions by directing the taller buildings on a given block to the north and west so as to maximize sun penetration internal to the block while, sheltering these areas from the northwest winds.
- Ensuring appropriate separation distances between taller buildings to maximize views and privacy, while minimizing visual and shadow impacts at the street level.
- Creating a varied and attractive skyline when looking to Dartmouth Cove from all directions.

These heights also respond to ensuring that the vision for Dartmouth Cove is viable and realized. Development will be more costly due to the complexity of the site with respect to addressing sea level rise, contaminations and geotechnical issues. Furthermore, the vision seeks to achieve above standard quality and quantity of public realm features, amenities and sustainability. Accordingly, the overall height strategy was fine tuned with pro forma testing to ensure adequate densities for delivering on the vision while adhering to good and sound planning and urban design principles.

Key Corner Elements are also identified at gateways and other prominent sites where exceptions to height should be permitted for architectural treatments intended to reinforce the visual expression of these locations.

Building Bonus Heights

Building Bonus Heights identifies specific appropriate locations where an additional 6.0 metres (20') or 2-storeys in height can be negotiated in exchange for providing additional benefits to the community, to be determined by the municipality. These benefits should be directed to Dartmouth Cove and can include:

- Public art
- Streetscape improvements beyond the development site
- Affordable housing or artist studios
- Other non-standard neighbourhood amenities such community centres, day cares, public squares
- Outstanding sustainable building and site design

All bonus heights are subject to an additional stepback of 1.5 metres from public frontages for buildings up to 8-storeys, and from all sides for towers greater than 8-storeys in height.

Parking, Loading & Access

Parking, Loading & Access identifies the appropriate locations within a given block for these functions. Parking and loading sites are zones where these activities can occur, generally internal to the blocks. Accesses to these functions are generally directed away from key streets and open spaces. Lay-by on-street parking opportunities intended for short-term parking and that will help to support retail uses are also identified.

