

### 4.4.3 Holland-Parkdale Node

The limited number of redevelopment sites in the Holland-Parkdale Node, and their physical constraints, makes it an inappropriate location for a major new public open space. There are opportunities, however, to enhance streetscapes and create one new important open space. In addition, new residential developments will need to include private outdoor amenity space.

#### ① Mid-Block Connections

There is an opportunity and strong need to establish a new mid-block connection to extend pedestrian and cycling routes between Hamilton Avenue and Scott Street. This connection will provide an important link in the area by improving connections to Scott Street and the transit station for people living and working in Hintonburg. Multiple options are depicted in the demonstration plans in this CDP, from a simple extension along the alignment of Hamilton Avenue leading to Scott Street to multiple but less linear routes incorporated in the design of future developments. The mid-block connection(s) could be interior to a future building as long as it is publicly accessible 24-hours a day. A total effective width of at least 12 metres should be available for pedestrians and cyclists in either singular or multiple routes, with appropriate landscaping and cycling facilities. The mid-block connection(s) could be secured through a development agreement, easement or dedication of land to the City. The ground floors of future buildings which abut the mid-block connection(s) should treat the connection(s) like a street with uses such as shops, cafe/ restaurant patios or private courtyard amenity spaces opening to the connection(s).

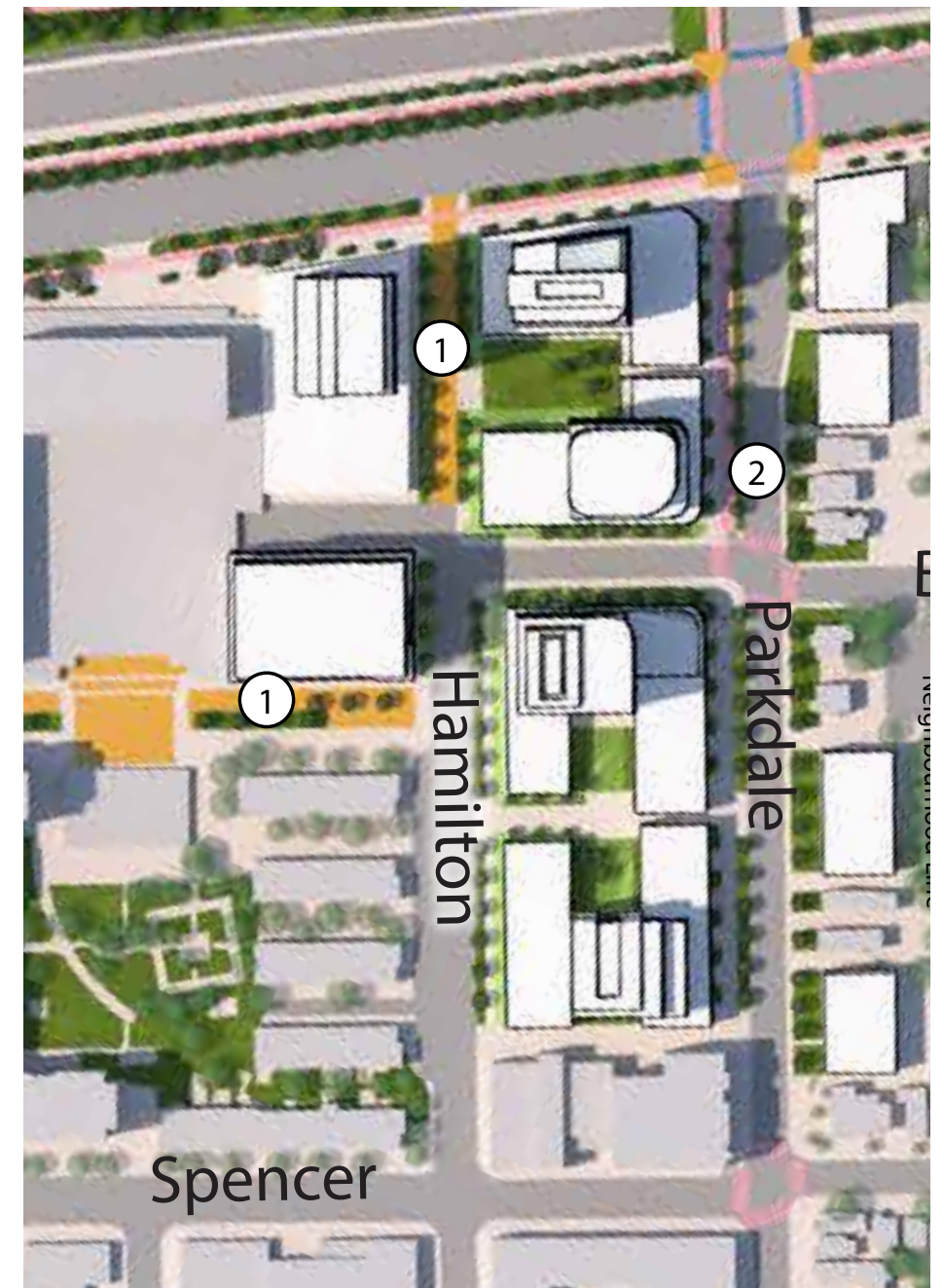
The existing mid-block connection between Holland Avenue and Hamilton Avenue within the Holland Cross development is an important link for pedestrians and cyclists and will become even more important for people living and working in the area once the LRT is operational. It should be preserved and enhanced with any future development on the site.

#### ② Streetscape Improvements

As development occurs on sites west of Parkdale Avenue, landowners should be required to improve the pedestrian realm adjacent to their sites with landscaping in both the public right-of-way and on their lands. The City should establish consistent and high standards for paving, lighting, street furniture and plantings. In addition, opportunities for small, publicly-accessible squares with room for restaurant patios, other seating and public art should be encouraged on corner sites.



EXISTING MID-BLOCK CONNECTION



HOLLAND-PARKDALE NODE  
PUBLIC REALM DEMONSTRATION PLAN

## 4.4.4 Scott Street

Scott Street is the most prominent and challenging feature of the CDP area's public realm. Together with the Transitway, it forms a major transportation corridor in the city used by thousands of people every day. This function and the street's design have resulted in Scott Street becoming a significant physical barrier within the community. Heavy traffic, sidewalks at the edge of the roadway and a lack of landscaping also make long stretches of the street unpleasant for walking and cycling. Bike lanes only exist west of Holland Avenue and the multi-use pathway in the greenway is not convenient for all bicycle commuters. Infrequent signalized intersections, which have minimal pavement markings, limit places to safely and comfortably cross Scott Street.

With transit, walking and cycling being the primary modes of travel to encourage and accommodate in and around Mixed-use Centres, improvements to Scott Street should be a City priority. Reconfiguration of the right-of-way and the addition of trees and other landscaping can make Scott Street a more complete street and a model for similar thoroughfares in Ottawa. How this should be accomplished through a phased approach is conceptually described and illustrated below.

### Objectives

The transformation of Scott Street should achieve the following key objectives:

- Create a more comfortable pedestrian realm by separating the sidewalk on the south side from the roadway and adding street trees
- Maintain a pedestrian pathway on the north side and add rest areas with seating in the greenway
- Integrate dedicated cycling facilities on both sides of the road
- Emphasize crossings for pedestrians and cyclists
- Maintain the capacity of the roadway for vehicular traffic
- Beautify the street and minimize the visual impact of the hydro poles and lines

### The Strategy

The long term goal to improve pedestrian, cycling and landscape conditions between Tunney's Pasture and Bayview Stations should be a City priority.

The transformation of Scott Street should include an enhanced and widened boulevard for pedestrians and cyclists on the south side. The widening of the boulevard will allow construction of an

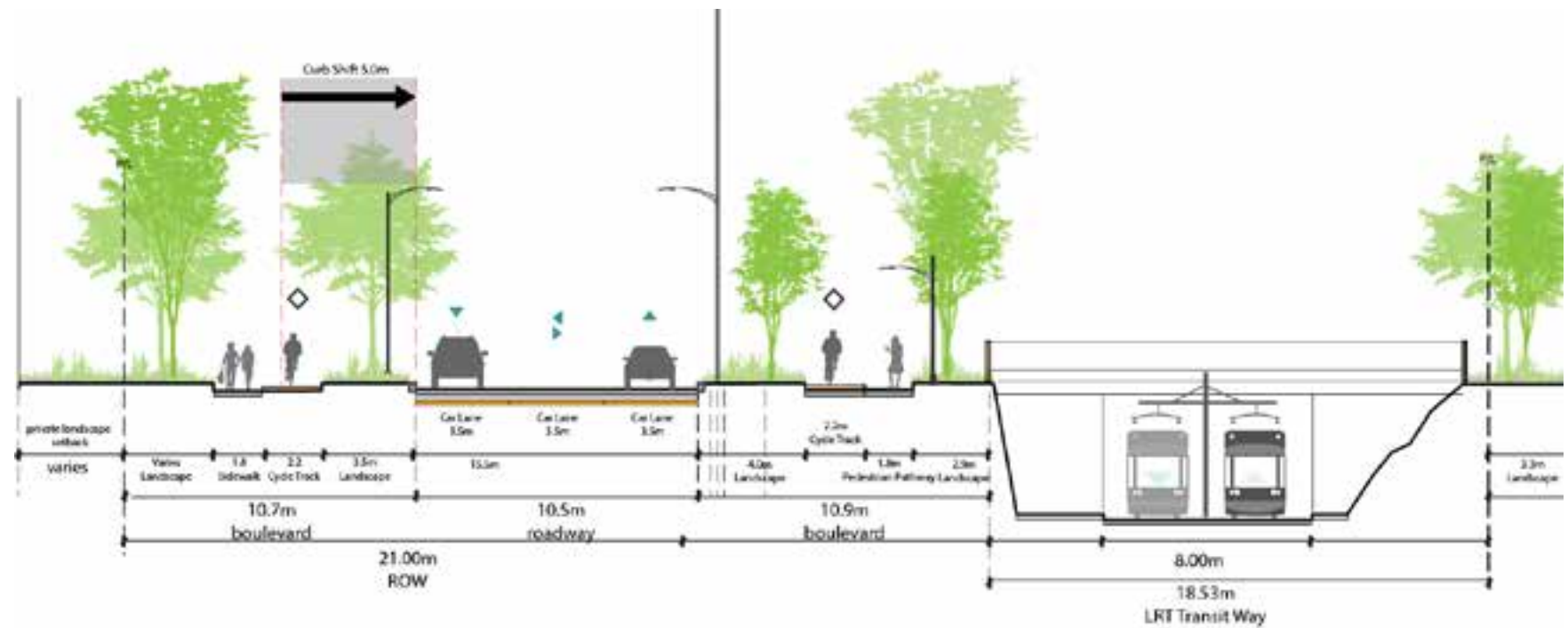
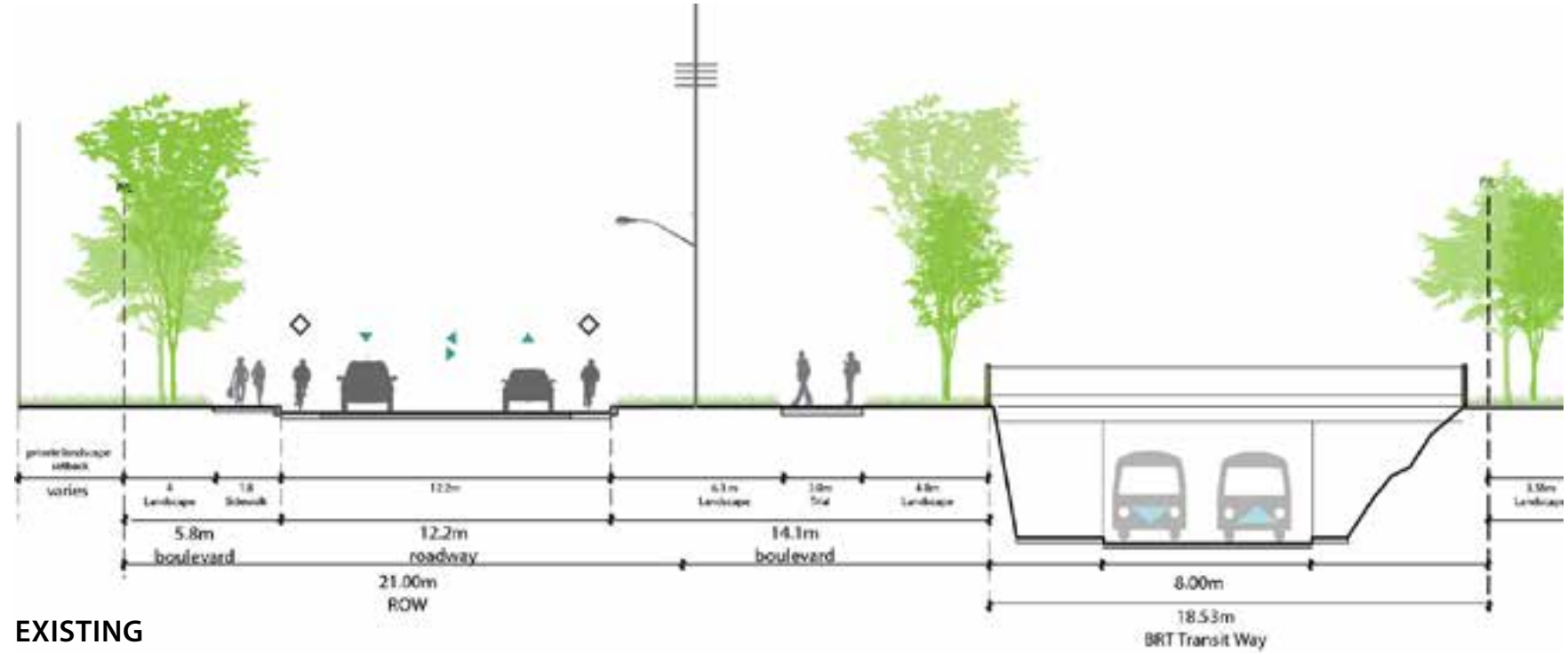
eastbound cycle track adjacent to the sidewalk with the ultimate goal to have a landscape strip planted with trees along much of the street. On the north side of the street, a westbound cycle track should be built next to the multi-use pathway, separated from the roadway by a generous landscape strip. The detailed design for the boulevards should include a comprehensive landscaping plan.

The elements of the Scott Street right-of-way today and proposed in the longer term are conceptually illustrated for each distinct segment of Scott Street in following pages. Dimensions indicated in the cross-sections are approximate and may be modified based on more detailed study. The proposed changes will require an Environmental Assessment, which will consider alternatives to the concept described here.

In the long term, the Scott Street cycle tracks and enhanced streetscaping should be extended west, eventually to Churchill Avenue, and east toward downtown via the multi-use pathway on the north side of Albert Street. The challenge of accommodating cycle tracks or bike lanes on the Albert Street Bridge will need to be addressed and may require widening the bridge.

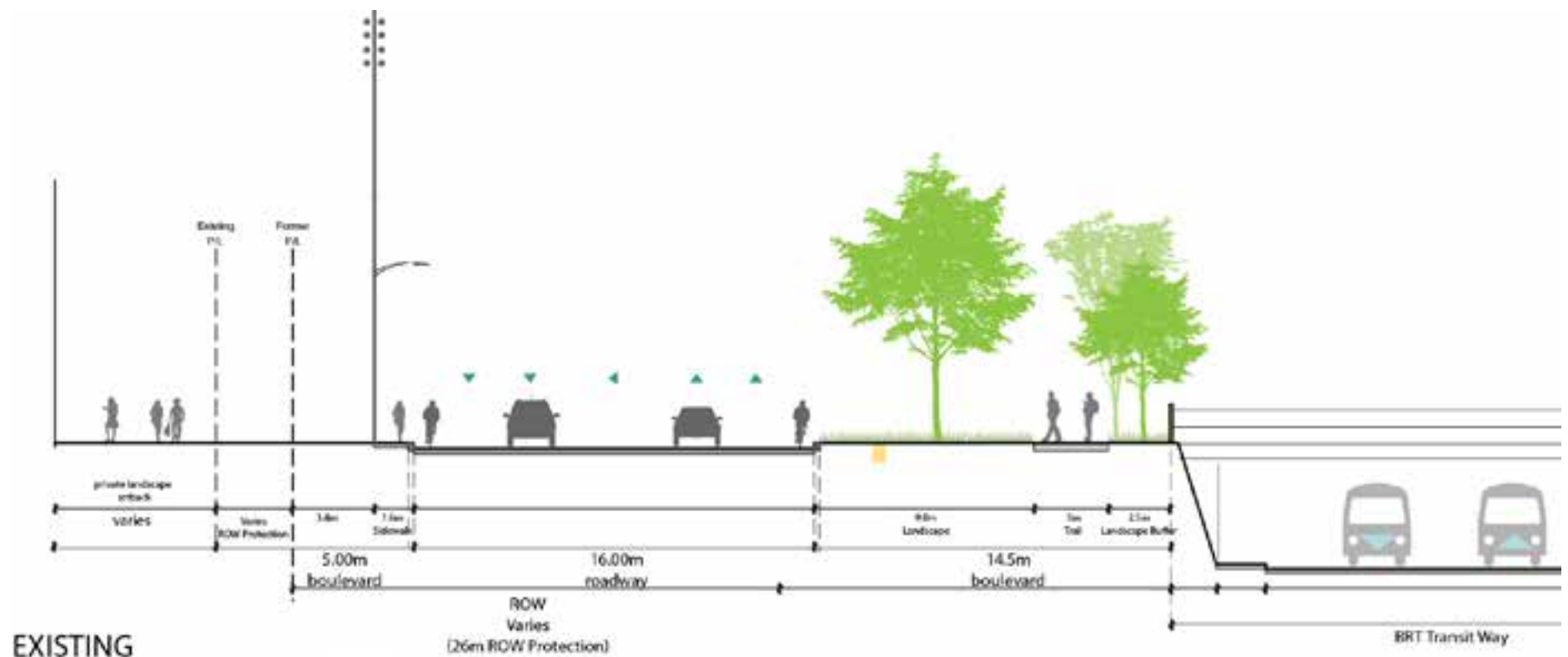
## Scott Street Between Smirle Avenue and Holland Avenue

West of Holland Avenue, Scott Street today has three vehicular lanes and on-street bike lanes. Ultimately, the south curb should be shifted north, approximately five metres, to accommodate sidewalks, cycle tracks, which will replace the bike lanes, and landscape strips in the boulevards.

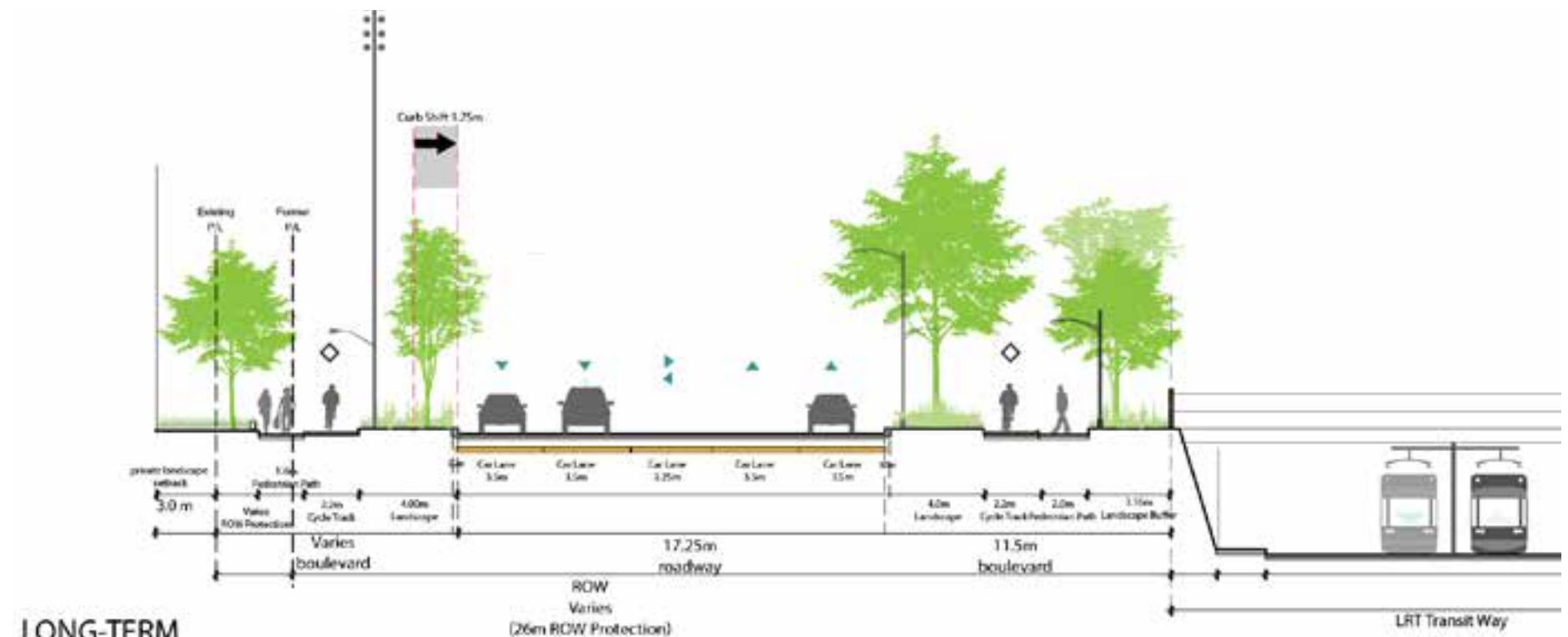


## Scott Street between Holland and Parkdale Avenues

At the main entrance to Tunney's Pasture and over to Parkdale Avenue, Scott Street has five lanes for vehicles and no bike lanes. The sidewalk on the south side is at the curb, although the pedestrian zone is generous in front of the Holland Cross development. Since this segment is heavily used by vehicles, particularly in the peak hours, five vehicular lanes will likely continue to be required; however, an Environmental Assessment could consider alternatives. Nevertheless, by shifting the south curb approximately 1.75 metres to the north, space will be created for a landscape strip, cycle track and public sidewalk on the south side.



**EXISTING**

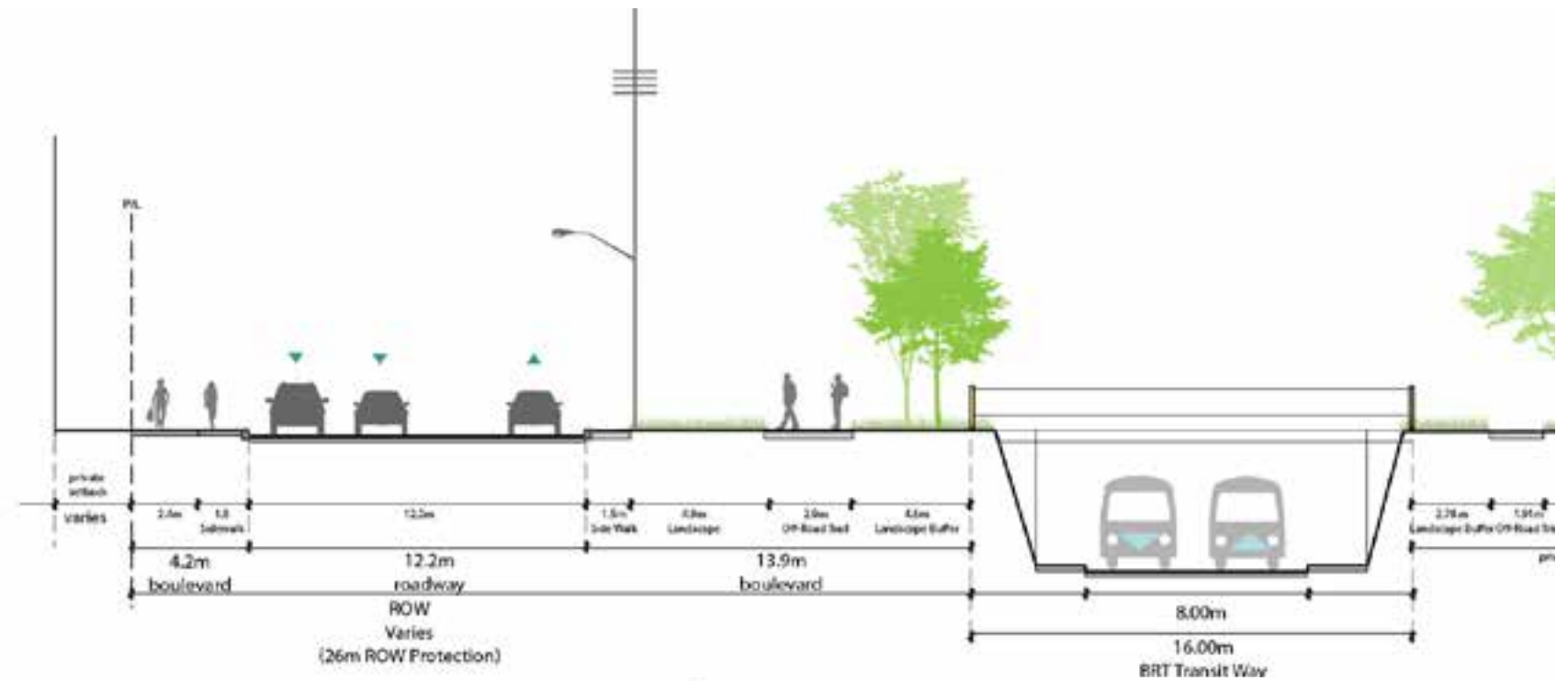


**LONG-TERM PROPOSED**

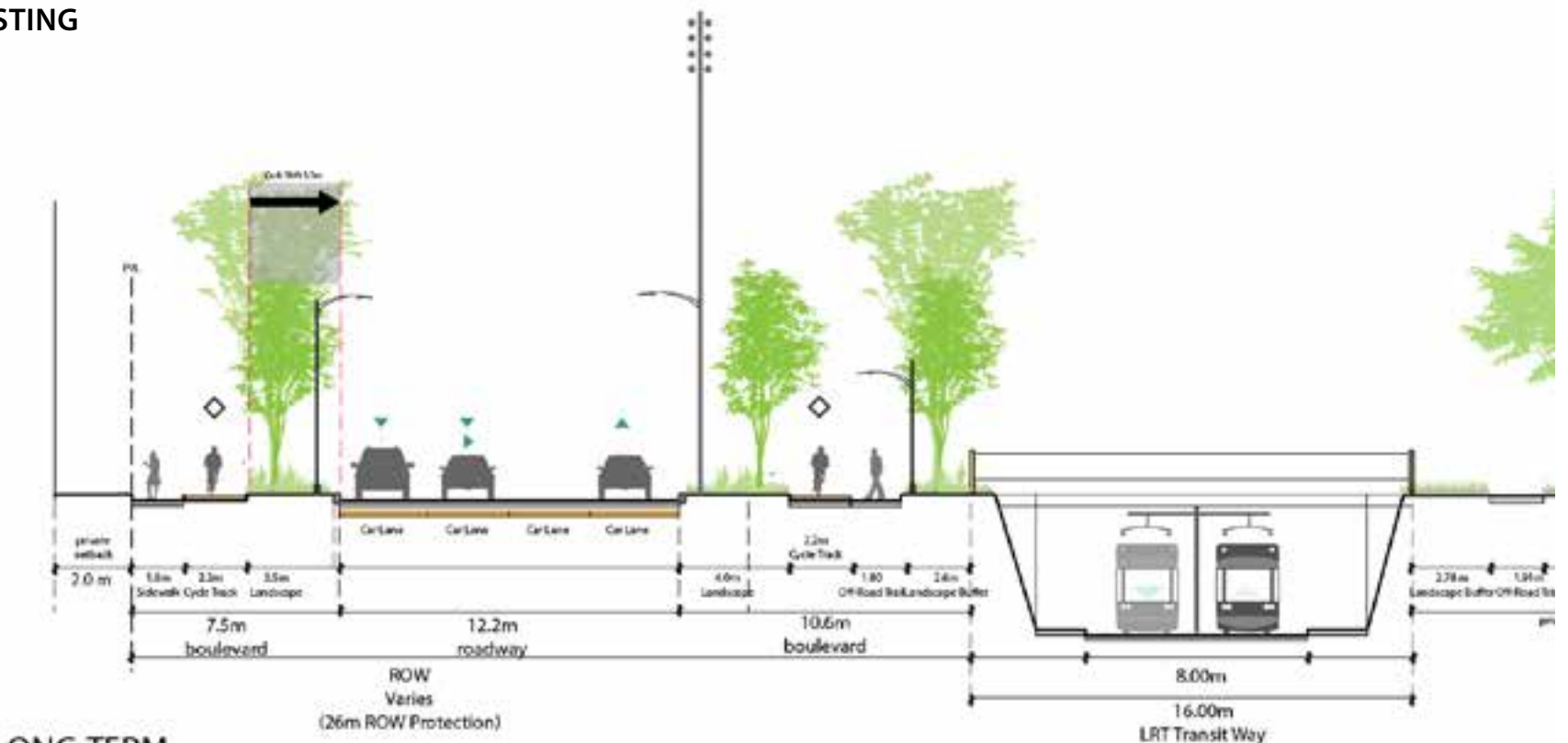
## Scott Street between Parkdale Avenue and Merton Street

The south side of Scott Street, from Parkdale Avenue to Merton Street, is lined with a mix of mostly commercial and institutional uses, which makes for a varied pedestrian experience. The sidewalk is at the edge of the roadway, which has four lanes. Ultimately, the south curb should be shifted north approximately 3.3 metres to separate the sidewalk from the road with a landscape strip and accommodate an eastbound cycle track. The width of the greenway on the north side would remain the same, providing space for a westbound cycle track.

The required Environmental Assessment for Scott Street would consider the impacts of reducing the roadway to three lanes east of Merton Street.



EXISTING

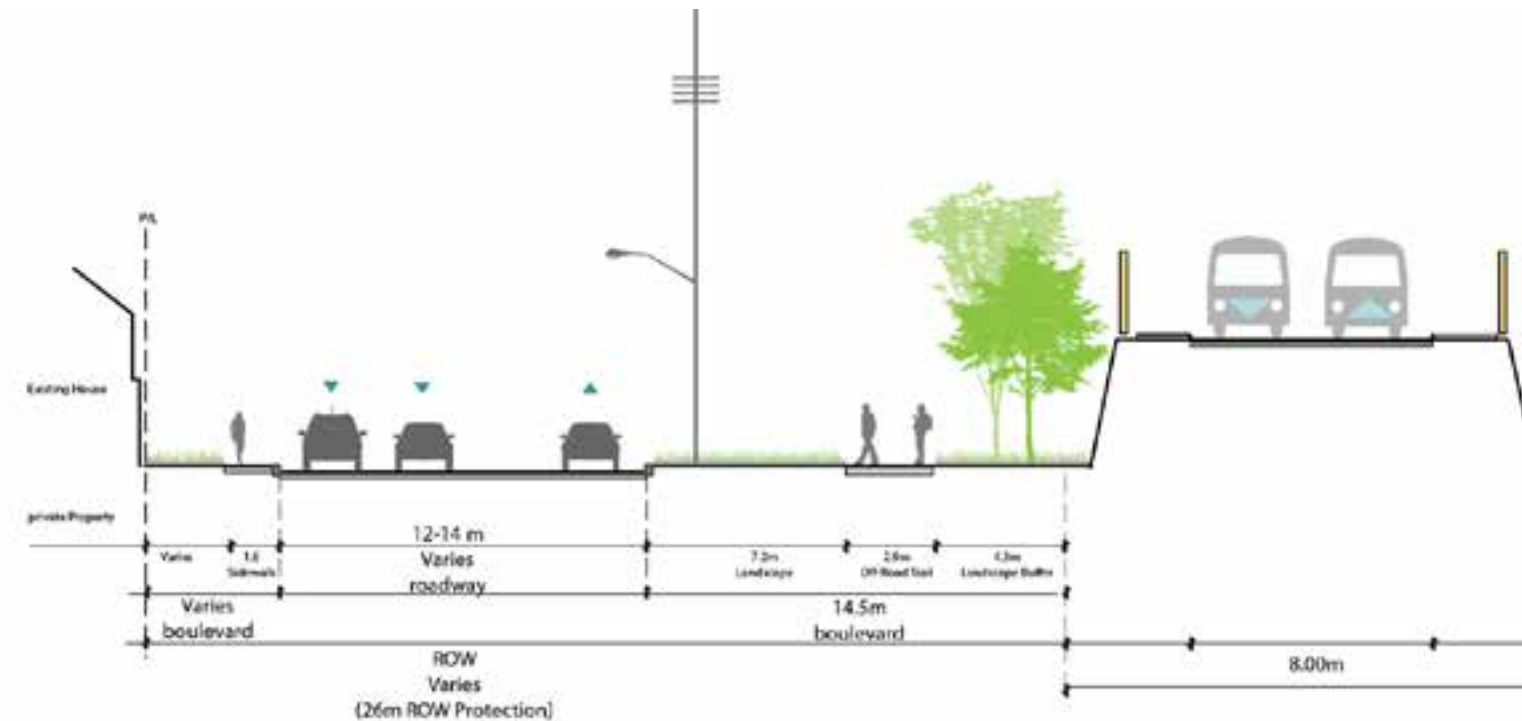


LONG-TERM PROPOSED

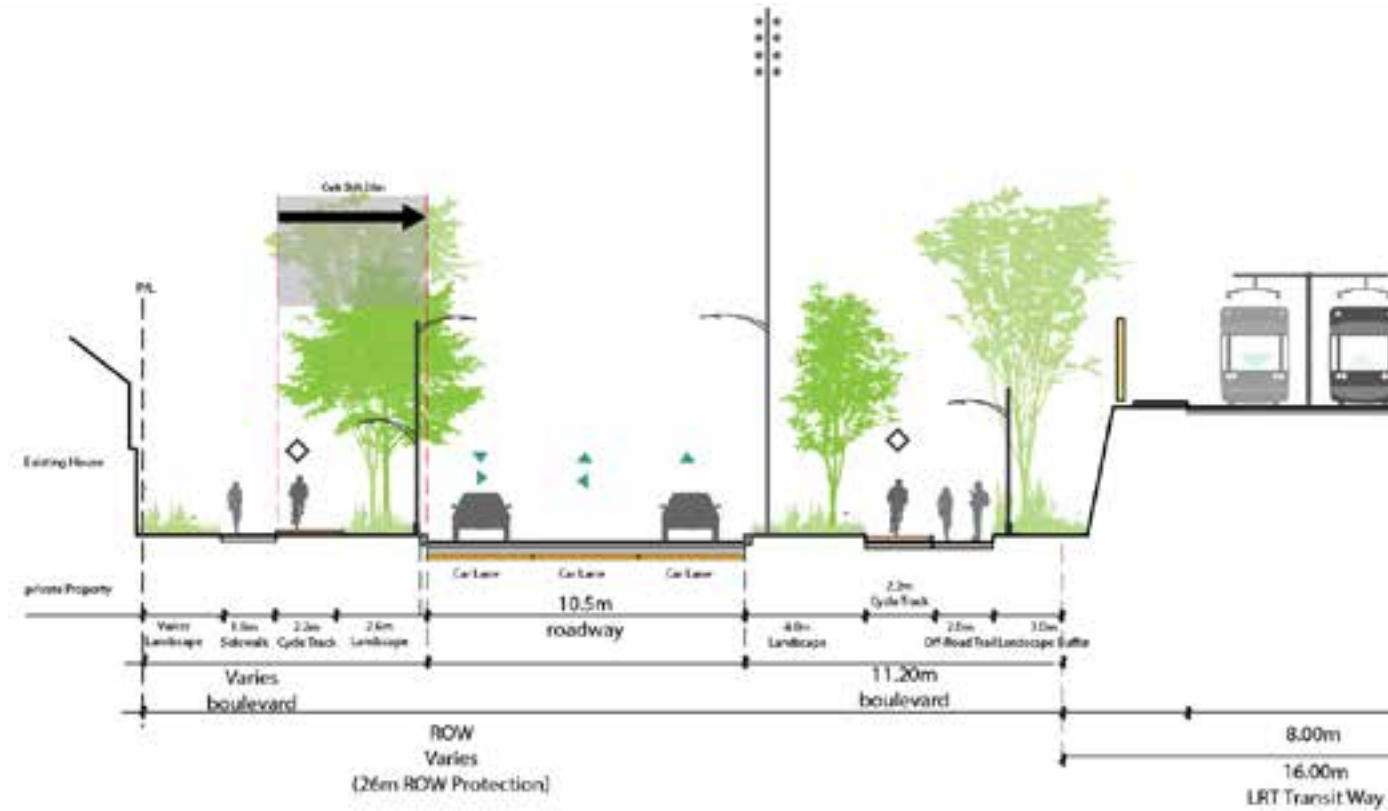
## Scott Street East of Merton Street to Bayview Avenue

East of Merton Street, existing houses are close to the four-lane roadway and the sidewalk on the south side is narrow. By shifting the south curb approximately 5.0 metres, space will be created for a wider sidewalk and a cycle track, both bordered by enhanced landscaping, which would significantly improve the buffer between existing houses and the roadway. This may require reducing the width of the greenway on the north side of the street to maintain four vehicular lanes. However, the required Environmental Assessment for Scott Street should consider the impacts of reducing the roadway to three lanes for this segment of Scott Street since this would allow for the desired boulevard on the south side without reducing the width of the greenway.

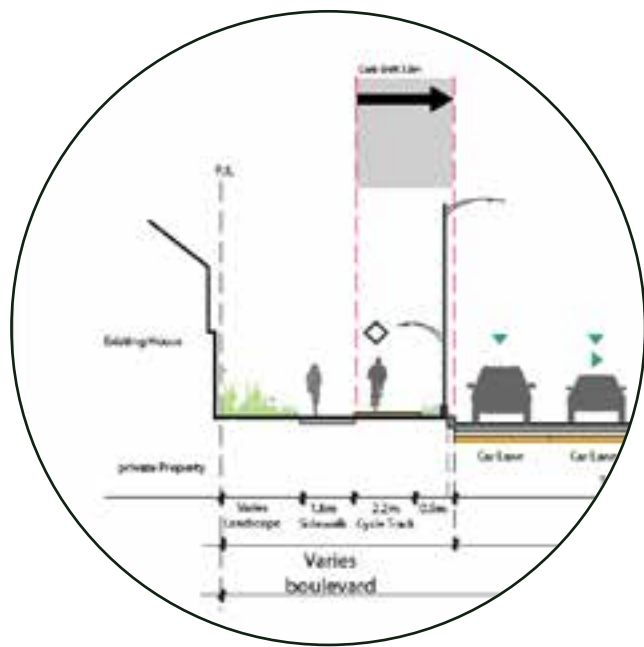
An alternative but less preferred strategy would be to shift the south curb approximately 3.3 metres to create enough space for a wider sidewalk and cycle track separated from the roadway by a narrow landscape strip. In this scenario, new trees should be planted on the south side of the sidewalk where possible, within the public right-of-way, rather than in the narrow landscape strip. This should be done in consultation with individual property owners. It will have the effect of enhancing both the pedestrian realm and the adjacent front and side yards, though not to the extent of the preferred cross-section.



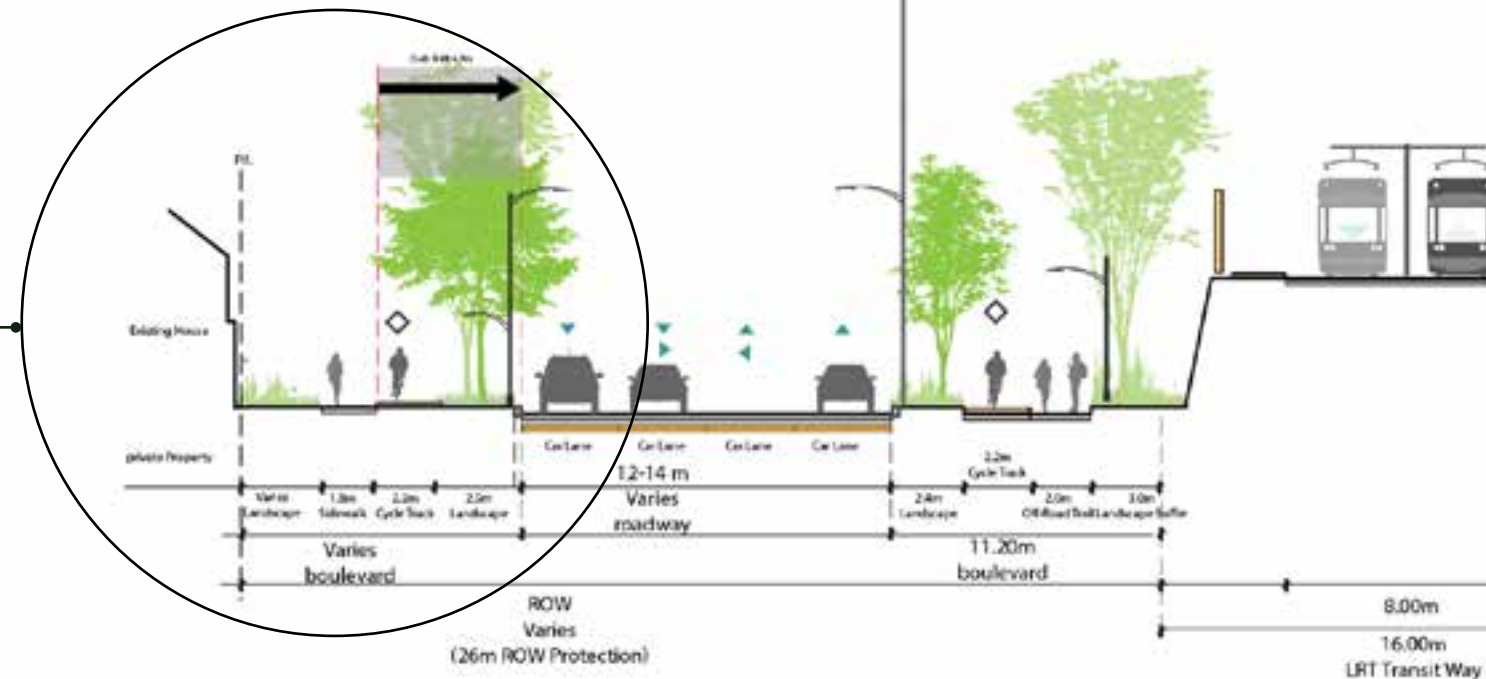
### EXISTING



**PREFERRED PROPOSED OPTION-WITH 3 LANES ROADWAY**



**ALTERNATIVE PROPOSED OPTION-WITH 4 LANES ROADWAY**



**ALTERNATIVE PROPOSED OPTION-WITH 4 LANES ROADWAY  
OPPORTUNITY TO INCREASE THE BOULEVARD WIDTH TO ACCOMMODATE AN  
ADDITIONAL ROW OF TREE WILL BE EXPLORED AT THE DETAILED DESIGN STAGE**

## Intersection Improvements

When the cross-sections of Scott Street are reconfigured, the City should also improve the existing pedestrian crossings at Holland, Parkdale and Carruthers Avenue. special and distinct paving and/or paint should be used to mark crossings for pedestrians and cyclists. Curb radii should be as short as City standards will allow to minimize conflicts between pedestrians and turning vehicles. Since these intersections are meeting places, benches should be provided and pylon-mounted notice boards should be considered. Any changes should enhance pedestrian and vehicle visibility. Other measures to improve safety for pedestrians and cyclists should be considered, such as warning signs/lights for drivers, changes to traffic signal timing and signals for cyclists.

Given its importance in connecting Mechanicsville to Hintonburg, the intersection of Scott Street and Carruthers Avenue should receive special treatment befitting gateways to the two neighbourhoods. The corners of the intersection should have pedestrian-scale lighting, distinctive paving, planters and potentially public art. A map to aid visitors to the area as well as residents should be located adjacent to the multi-use pathway, close to the intersection. Pedestrian-scale signs could provide directions and distances to destinations in the area. The railings and fencing on the bridge over the Transitway should be replaced with a more distinctive and attractive safety barrier. Interpretation of the area's heritage should be integrated into the design of the pedestrian realm, for example, within the paving, furnishings, public art or sides of the bridge.



INTERSECTION IMPROVEMENT-EXAMPLE



INTERSECTION IMPROVEMENT-EXAMPLE



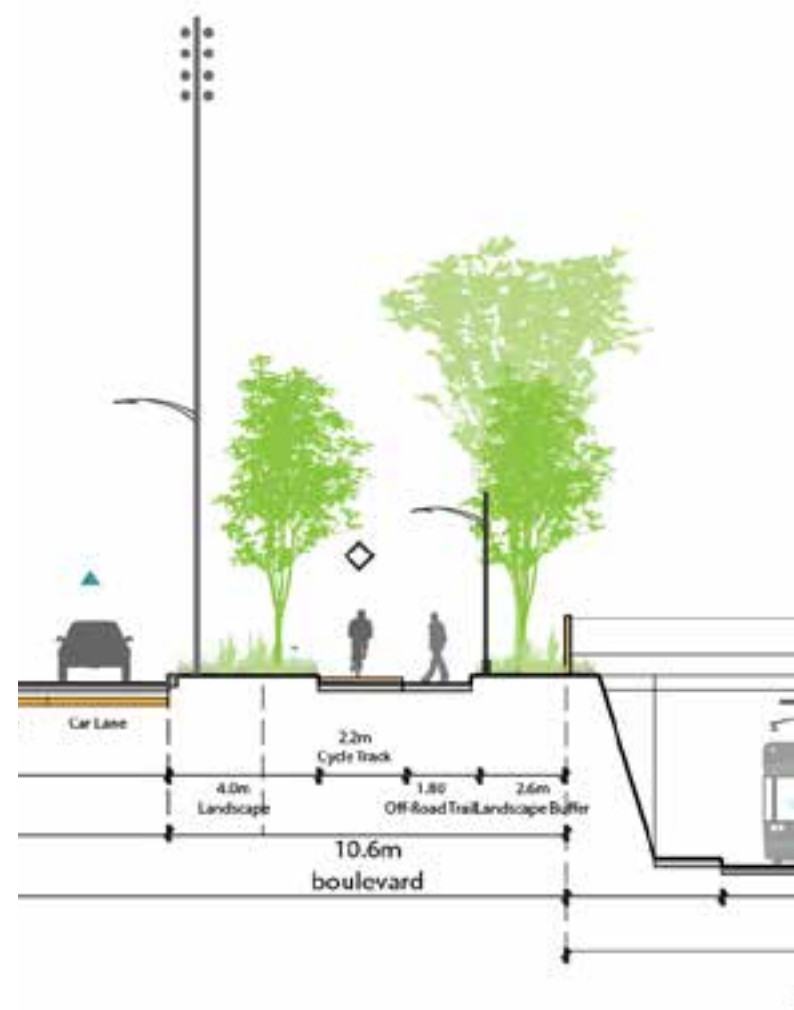
## General Design Guidelines for Scott Street

In addition to the above descriptions and accompanying illustrations, the detailed re-design of the Scott Street corridor should be guided by the following:

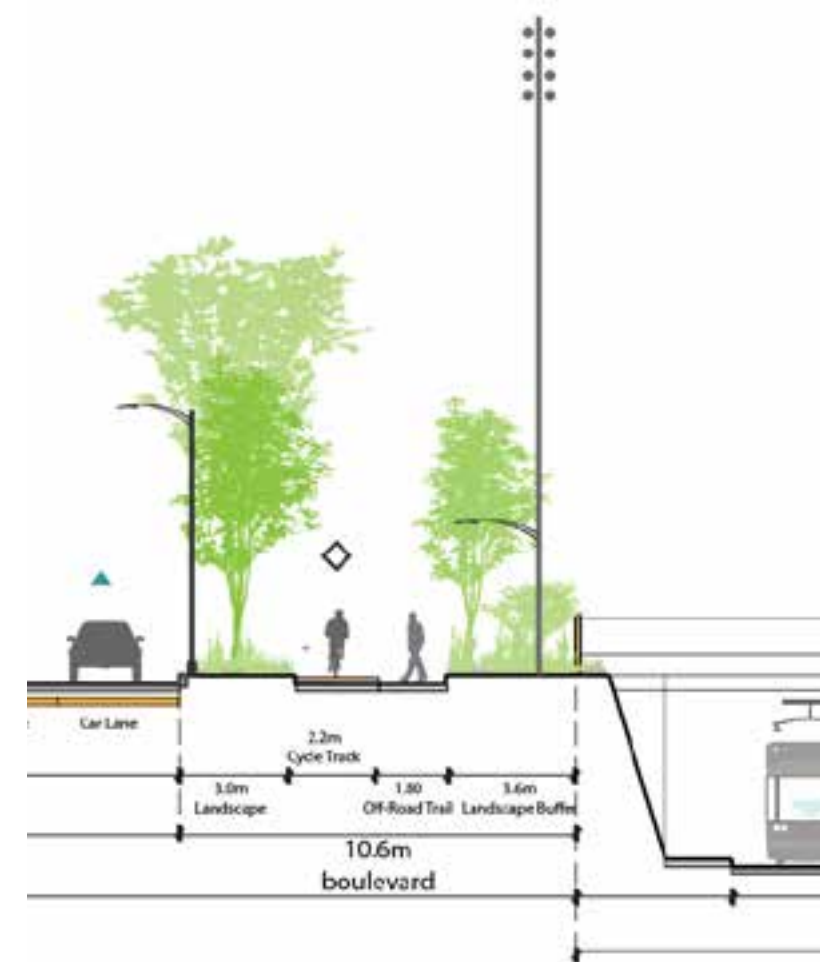
- Any opportunities to reduce the width of the roadway by eliminating vehicular lanes, including turning lanes, should be considered. Where existing lanes are maintained or replaced, their widths should remain generally consistent with existing widths.
- With construction of the LRT, current plans call for the existing hydro poles on the north side of Scott to be replaced (poles are located on the south side between Caroline and Hinchey Avenues). Locating the new poles close to the Transitway would allow medium-size trees close to the roadway. Conversely, if the hydro poles are located close to the roadway, medium-size trees may only be achieved close to the Transitway. If possible, new hydro poles should not have guy wires.
- Small trees may be planted under hydro lines and medium-size trees must be at least six metres from the poles in accordance with Ottawa Hydro's Tree Planting Guidelines.
- Street lighting should be attached to hydro poles where they are located close to the roadway. Additional pedestrian level lighting should be provided along the cycle track/pathway.

- The cycle tracks should be clearly delineated from adjacent sidewalks and pathways with markings, different paving, a painted surface or a combination of these.
- Where a minimum 3.5-metre landscape strip is proposed, a continuous row of hard deciduous street trees should be planted, generally eight to ten metres apart (on centre),

- except where existing driveways or other obstacles exist.
- Consider adding sitting areas to the greenway near intersections and "mid-block" where intersections are spaced far apart.
- Additional trees and shrubs should also be planted in the greenway, north of the multi-use pathway.



SCOTT STREET GREENWAY CONCEPT 1  
CURBSIDE HYDRO POLE



SCOTT STREET GREENWAY CONCEPT 2  
TRANSITWAY SIDE HYDRO POLE



VISION OF SCOTT STREET AT CARRUTHERS LOOKING WEST - A COMPLETE STREET



INTRODUCTION

CONTEXT FOR CHANGE

THE AREA TODAY

THE PLAN

**IMPLEMENTATION**