

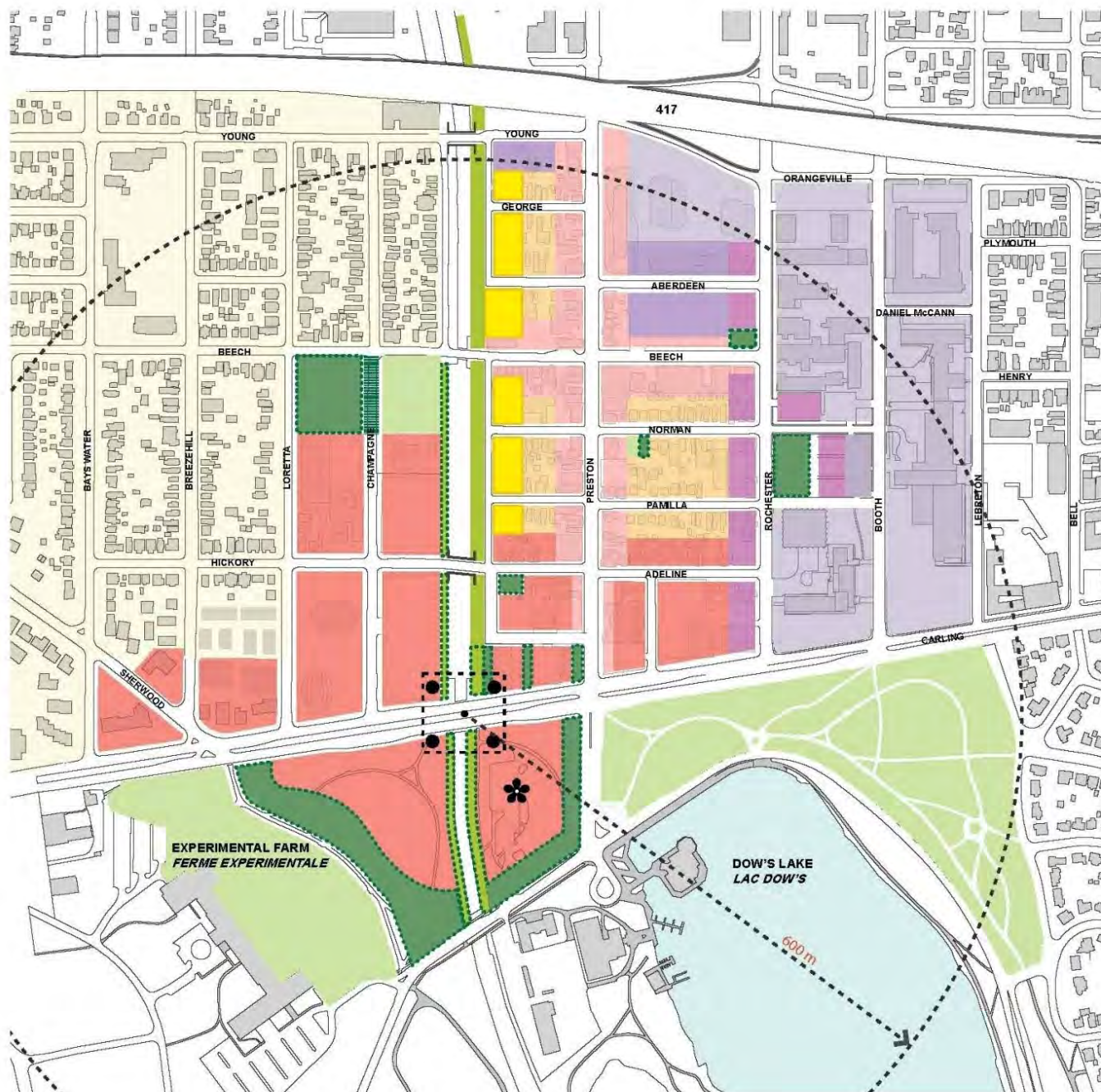


Preston Carling  
**Public Realm & Mobility Study**

Stage 1: Initial Thoughts

# Character Areas Secteurs à aspect unique

Starting Point/Context for the Public Realm and Mobility Study

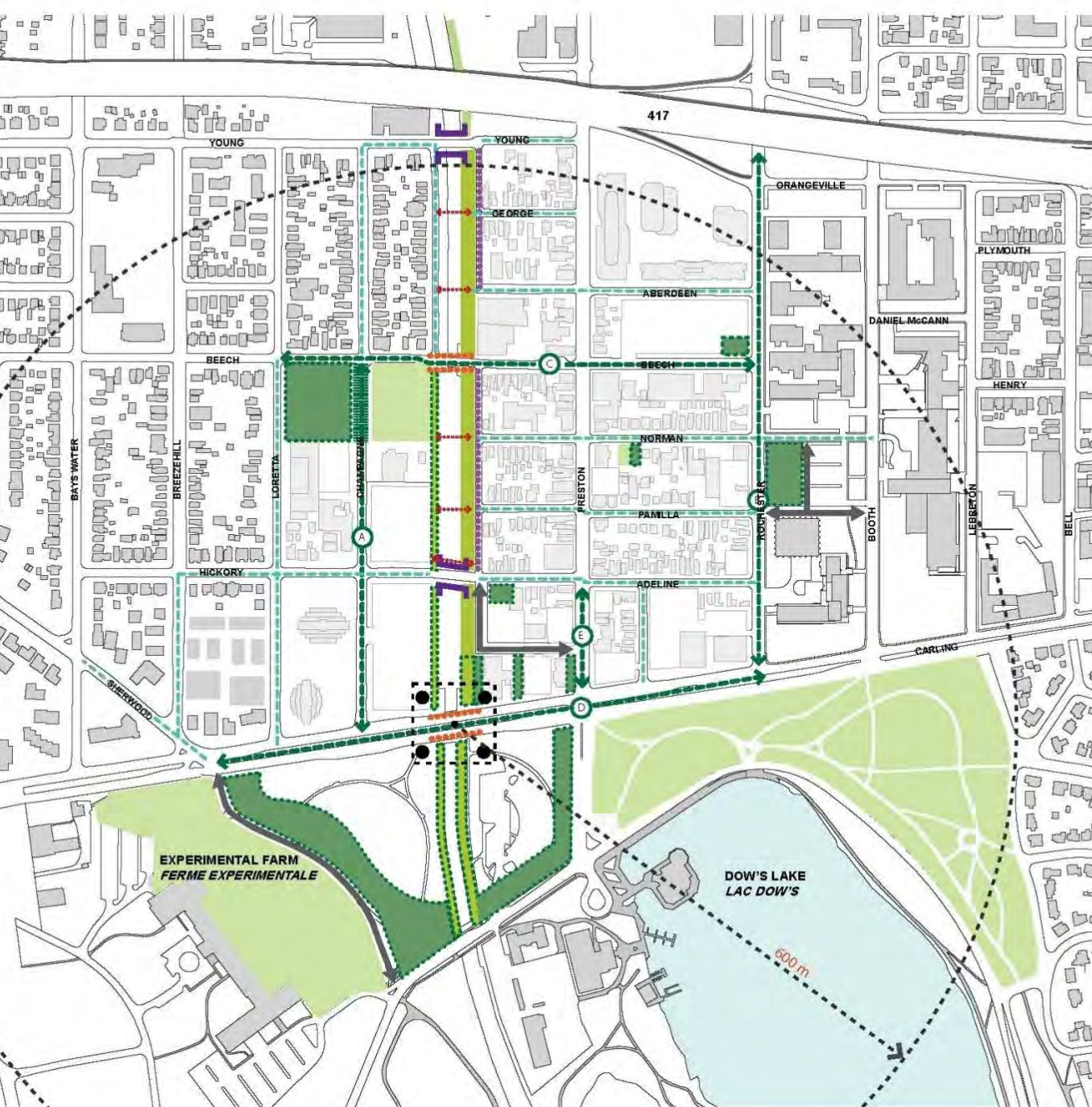


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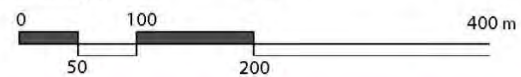


# Public Realm Domaine public

Starting Point/Context for the Public Realm  
and Mobility Study



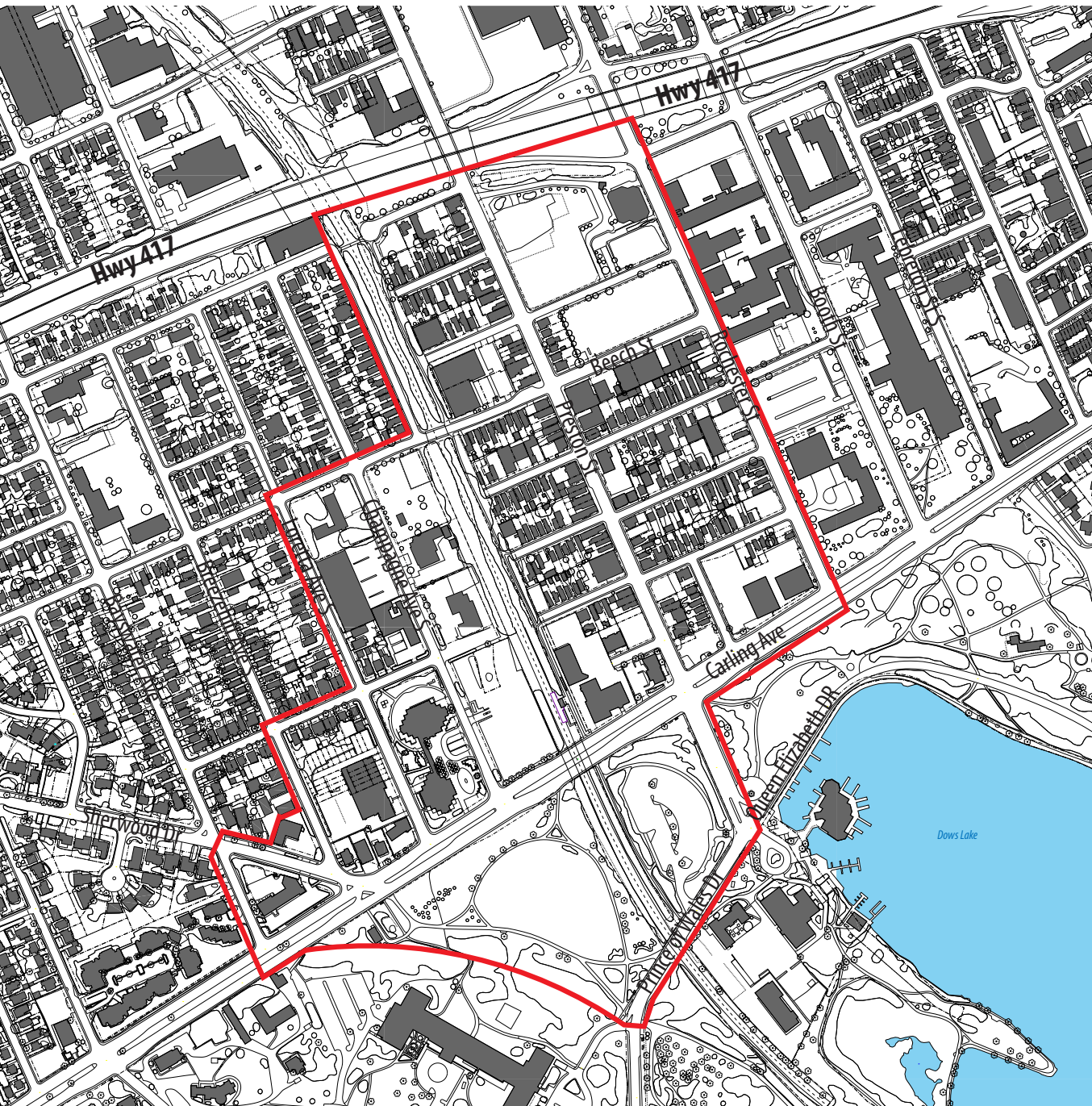
- Streetscape Improvement :**  
*Amélioration du paysage de rue :*
- Existing Open Space  
*Espace libre existant*
  - Proposed Open Space  
*Espace libre proposé*
  - Existing Green Way  
*Couloir de verdure existant*
  - Proposed Green Way  
*Couloir de verdure proposé*
  - Station Area Streetscape Improvement  
*Amélioration du paysage de rue entourant la station*
  - Station Area Streetscape Priority  
*Zone prioritaire d'amélioration du voisinage de la station*
  - Proposed New Street  
*Nouvelle rue proposée*
  - Mews  
*Ruelle*
  - Multi-Purpose Street  
*Rue polyvalente*
  - Full Mobility Bridge  
*Passerelle à mobilité complète*
  - New Pedestrian Bridge  
*Nouvelle passerelle pour piétons*
  - Bridge Sidewalk Expansion / Pedestrian Improvement  
*Élargissement du trottoir de la passerelle ou amélioration axée sur les piétons*
  - Enhanced Preston Street Gateway  
*Amélioration de la passerelle de la rue Preston*
  - O-Train/LRT Station  
*Station de l'O-Train ou du train léger*



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# Introduction > Purpose of the Preston Carling Public Realm & Mobility Study



To advance the Council-approved **Strategic Directions for the Preston-Carling District**.

To conclude the **Community Design Plan** for the District.

1. Develop a strategy to **upgrade the public realm and enhance mobility** in the Preston Carling District.
2. Prepare **guidelines** for streets, big and small parks, gateways and greenways to direct design and development of the public realm.
3. Develop a mobility strategy to ensure a **balanced system** for pedestrians, cyclists, transit riders and motorists.
4. **Engage the community** during each stage in the process.



# What We've Heard So Far > Who We Talked To

Early conversations with a few stakeholders to understand some of the issues and opportunities for change

Early conversations to help establish a consultation strategy: timing, forums, sequence

Have spoken with:

Lori Mellor, Preston Street Business Improvement Association

Michael Powell, Dalhousie Community Association

Peter Eady, Civic Hospital Neighbourhood Association

Ted Fobert, Fotenn Consultants

Neil Malhotra, Claridge Homes

Steve Grandmont, Richcraft Groups

Councillor Katherine Hobbs

(\*Councillor Holmes is on holidays until late August)



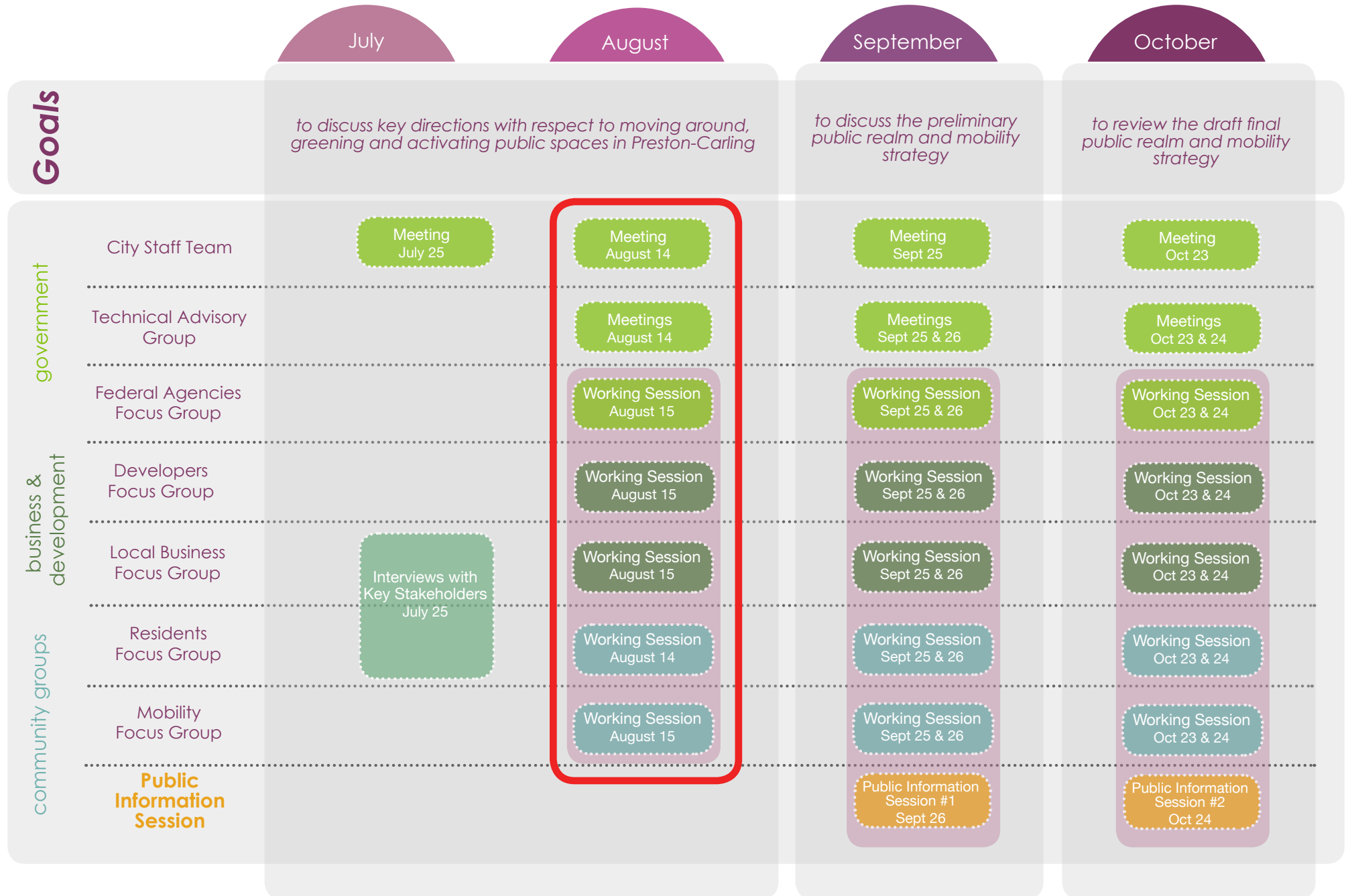
# What We've Heard So Far > a few of the comments

- too much traffic on Preston making it difficult to make turns
- not enough parking
- traffic from new development should be directed to Carling Avenue
- concerned about traffic infiltration through neighbourhood
- will never support vehicles on the proposed pedestrian bridge
- concerned that this amount of development will occur all along the O-Train corridor
- support for coordinated development of the public realm
- too many trucks on Preston
- too much development that is exceeding the targets for development
- should cover the O-train corridor and make it a linear green space
- overhead hydro is too expensive to bury - have considered it before and was too expensive for individual business owners to connect to the new underground service
- setbacks to the proposed condos do not enable tree planting
- support for expansion of Ev Tremblay Park
- there's a risk that the character of the area will change with the development of so many condos
- make sure the area is walkable with lots of shade trees
- pave the bike path
- no support for the crescents along the O train corridor
- developers have been making attempts to integrate their projects into the district's open space



# Introduction > Study Process

Stage 1 ← → Stage 2 ← → Stage 3





# Current Thinking > Creating a Successful Public Realm



New York City



The Highline, NYC



Dow's Lake



Calgary, AB



# Current Thinking >

## Creating a Successful Public Realm

Parks, big and small should have the following characteristics:

- Open, accessible
- Well maintained
- Animated edges: cafés, restaurants, retail
- Amenities: e.g. lots of benches with backs, tables with chairs, information boards, games tables, shade structures, recycling bins,
- Landscape: shade trees, seasonal interest, human comfort
- Useable/programmable space
- Surface: hard and soft surface



Bryant Park, NYC



Byward Market, Ottawa

# Current Thinking >

## Creating a Successful Public Realm

Pedestrian-oriented spaces should have the following characteristics:

- Lined with activities e.g. small scale retail, cafes, restaurants, galleries
- Wide sidewalks to accommodate pedestrians and cafe/restaurant patio seating
- Safe, well-lit
- Tree-lined
- Signed as public; all ages, all times
- Special spaces along the way with benches with backs, landscape, water features
- Clear wayfinding
- Places for public art
- Areas for small events, markets etc. to further animate the space



Byward Market

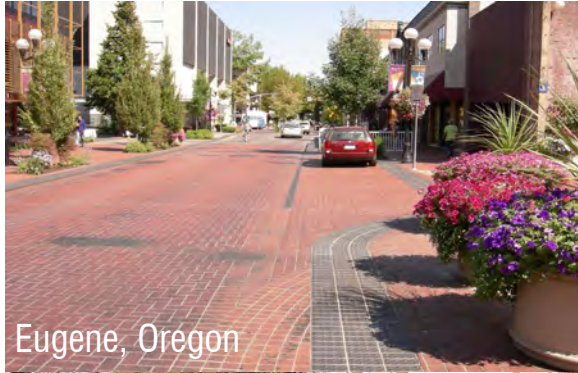


Copenhagen, Winter Patio



# Current Thinking >

Alternative Design Standards that may warrant consideration



Eugene, Oregon



Melbourne, Australia



Brighton, UK

curbless streets



Quebec City



flexible boulevards



# Current Thinking >

Alternative Design Standards may warrant consideration



Michigan Ave, Chicago

enhanced planting



Michigan Ave, Chicago



Toronto (The Planning Partnership)

temporary spaces



Dallas, TX



# Current Thinking >

Alternative Design Standards may warrant consideration

planting that also accommodates storm water





# Current Thinking > at grade uses and landscape





# Current Thinking > Public Art



Berlin, Germany



Vancouver



Cleveland, Ohio



Montreal



# Urban Ecologies > Urban Forest in the Study Area





# Urban Ecologies > Existing Mature Canopy Cover



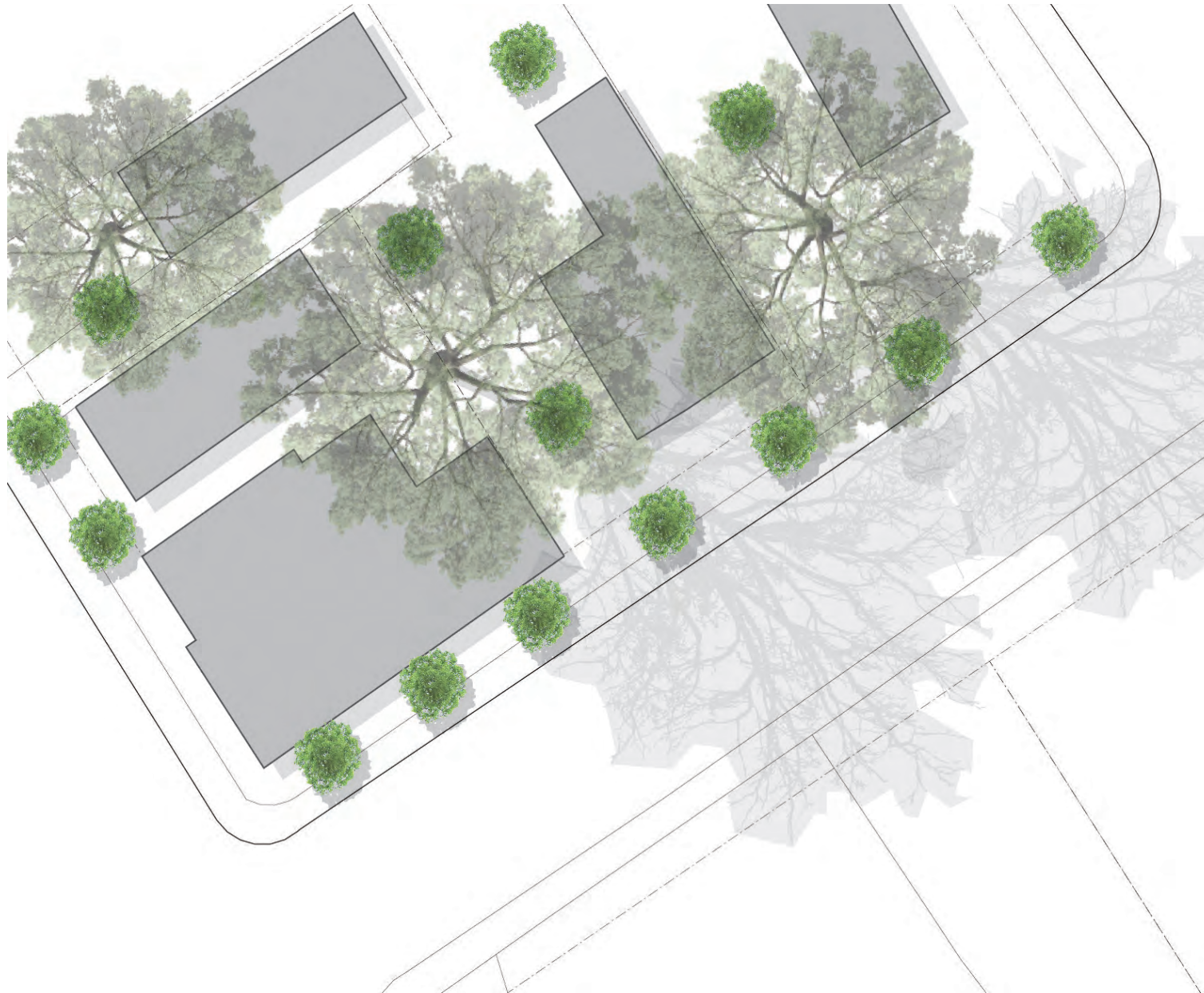
# Urban Ecologies > Existing Connected Canopies





# Urban Ecologies > Planning For Secondary Infrastructure

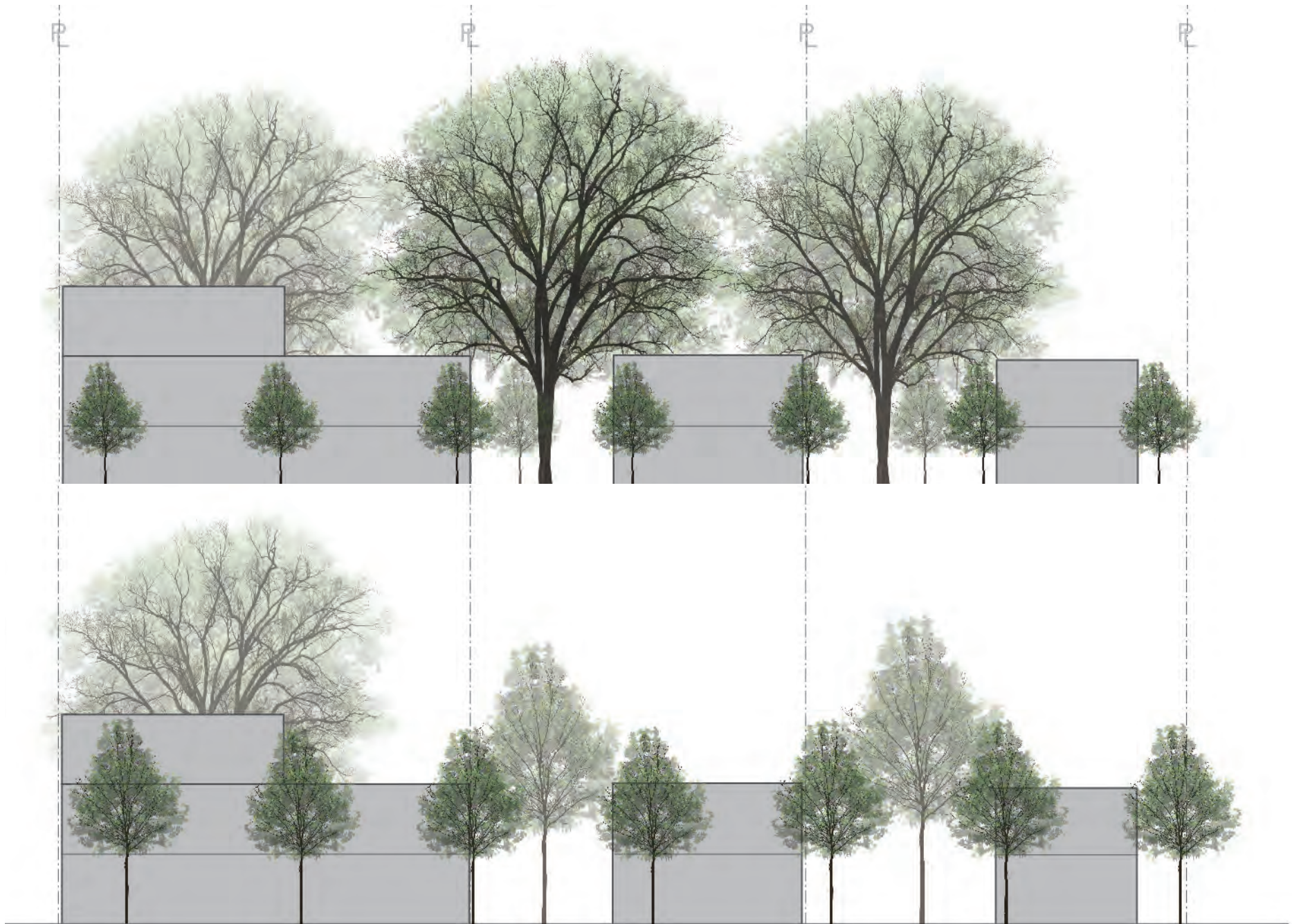
Planting new trees now to encourage growth of the urban canopy.





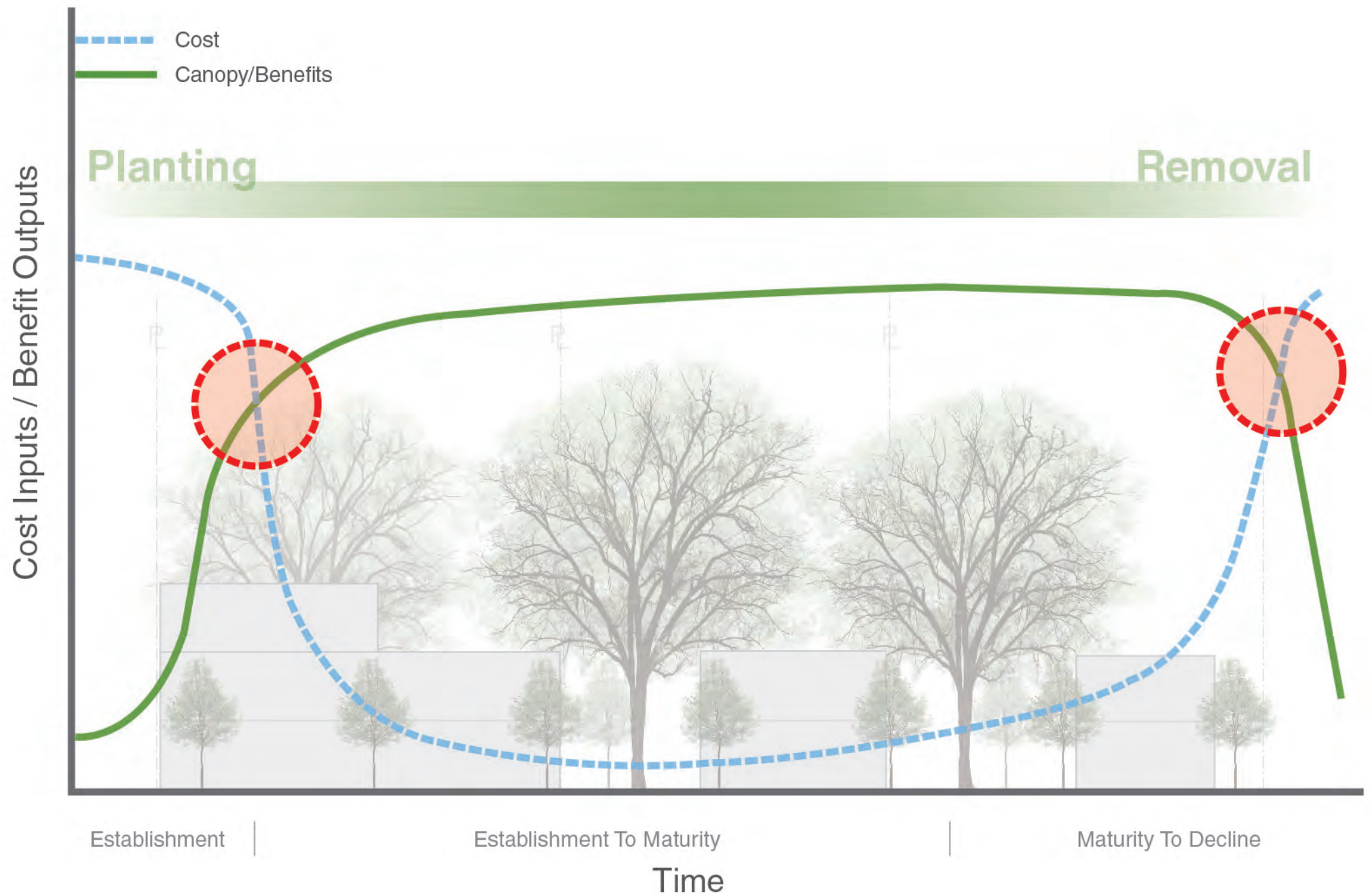
# Urban Ecologies > Planning For Secondary Infrastructure

Planting new trees now to encourage growth of the urban canopy.



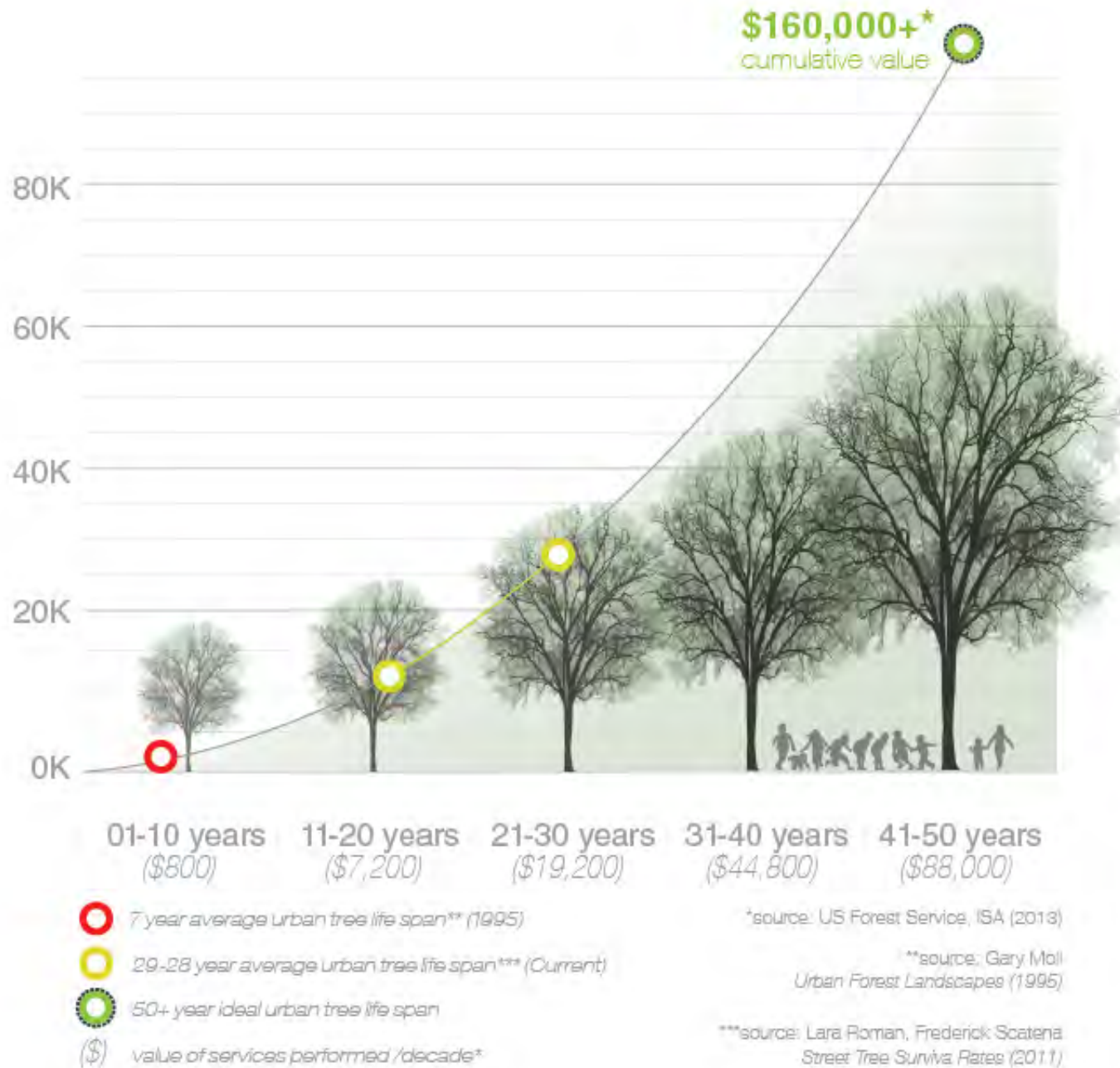


# Urban Ecologies > Buffering Cost Benefit





# Urban Ecologies > Economic Value Of A Large Shade Tree

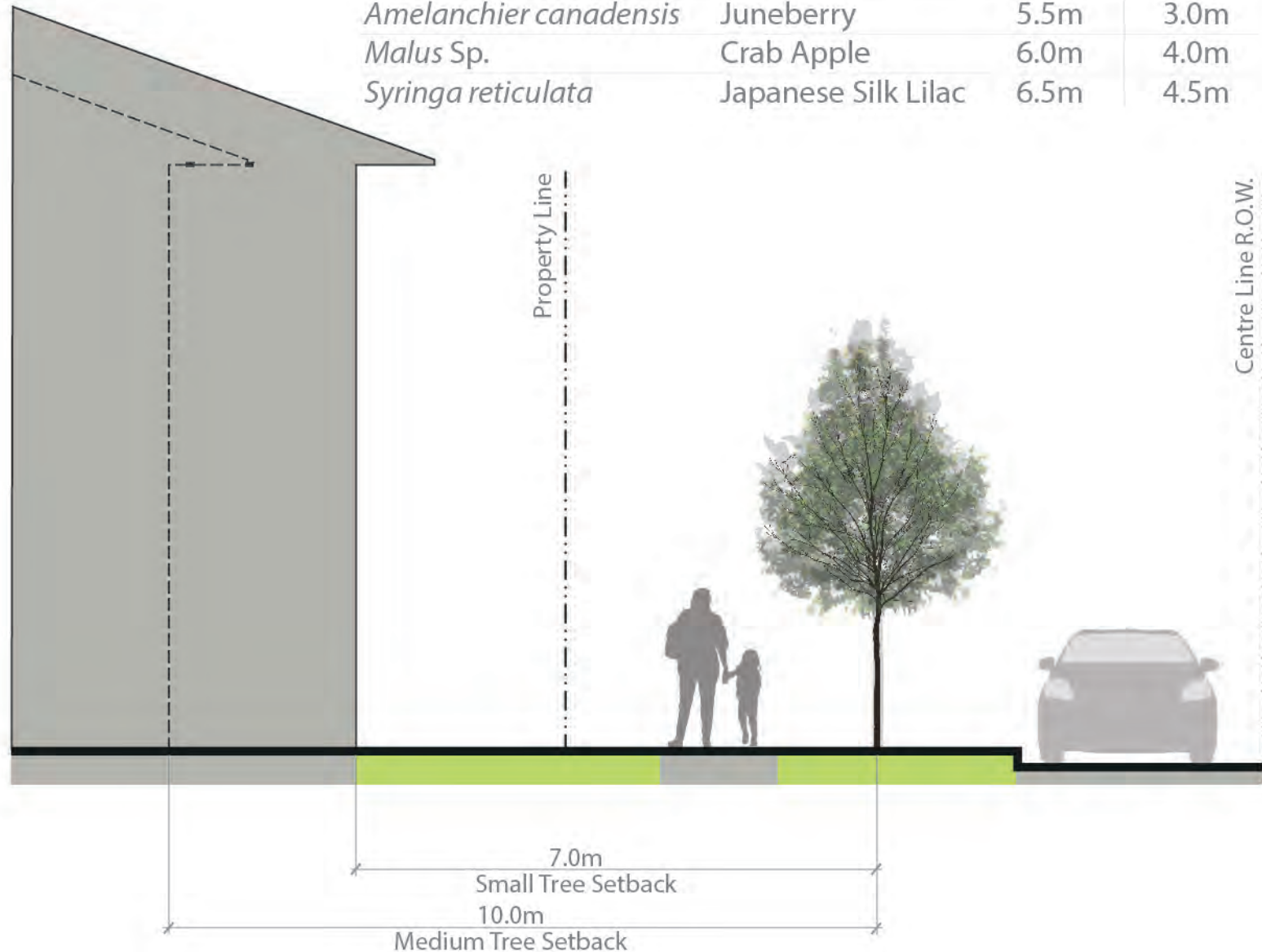




# Urban Ecologies > Existing Tree Setbacks

## Existing Deciduous Tree Palette

Botanical	Common	Height	Spread
<i>Acer ginnala</i>	Amur Maple	5.0m	4.5m
<i>Amelanchier canadensis</i>	Juneberry	5.5m	3.0m
<i>Malus Sp.</i>	Crab Apple	6.0m	4.0m
<i>Syringa reticulata</i>	Japanese Silk Lilac	6.5m	4.5m

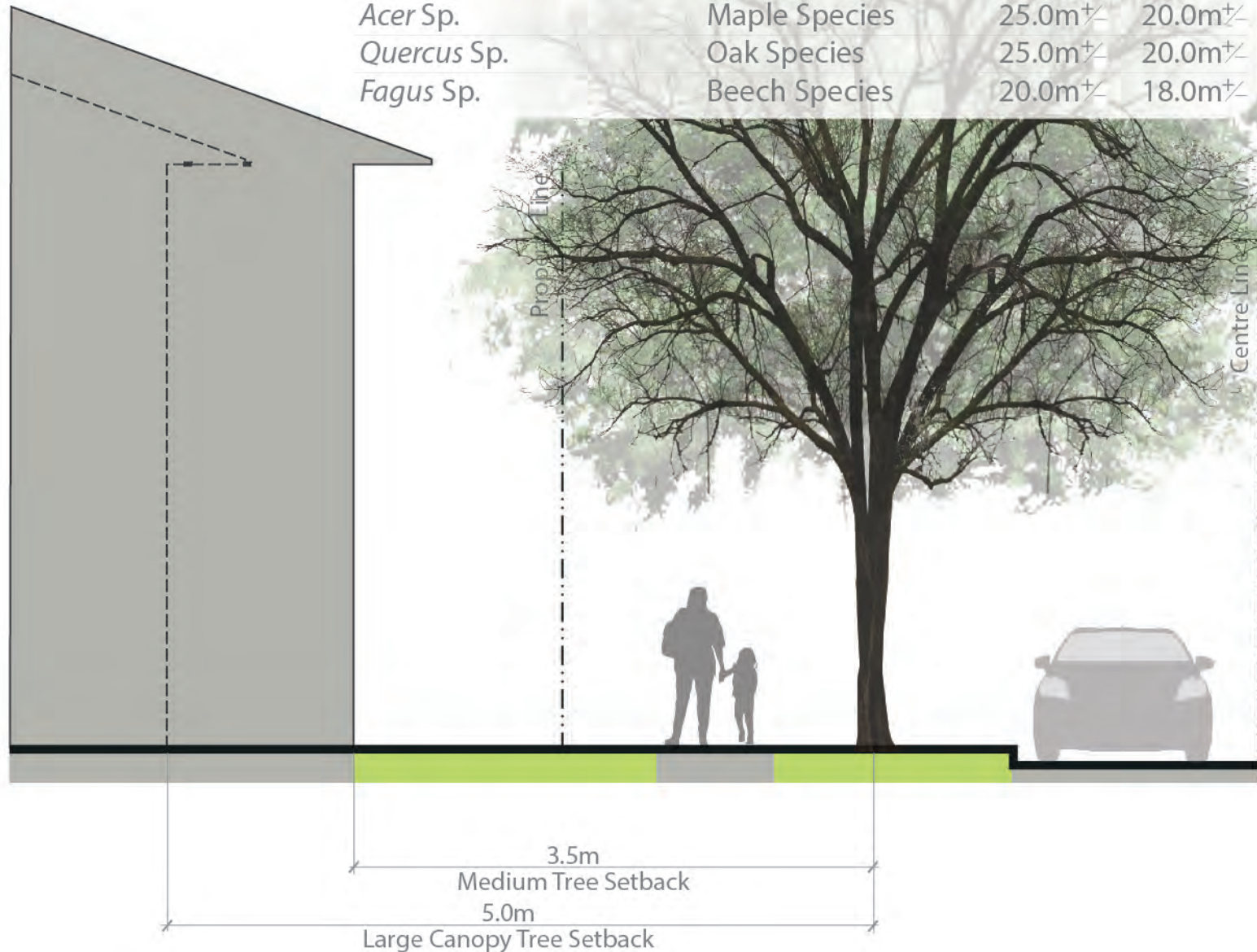




# Urban Ecologies > Preferred Tree Setbacks

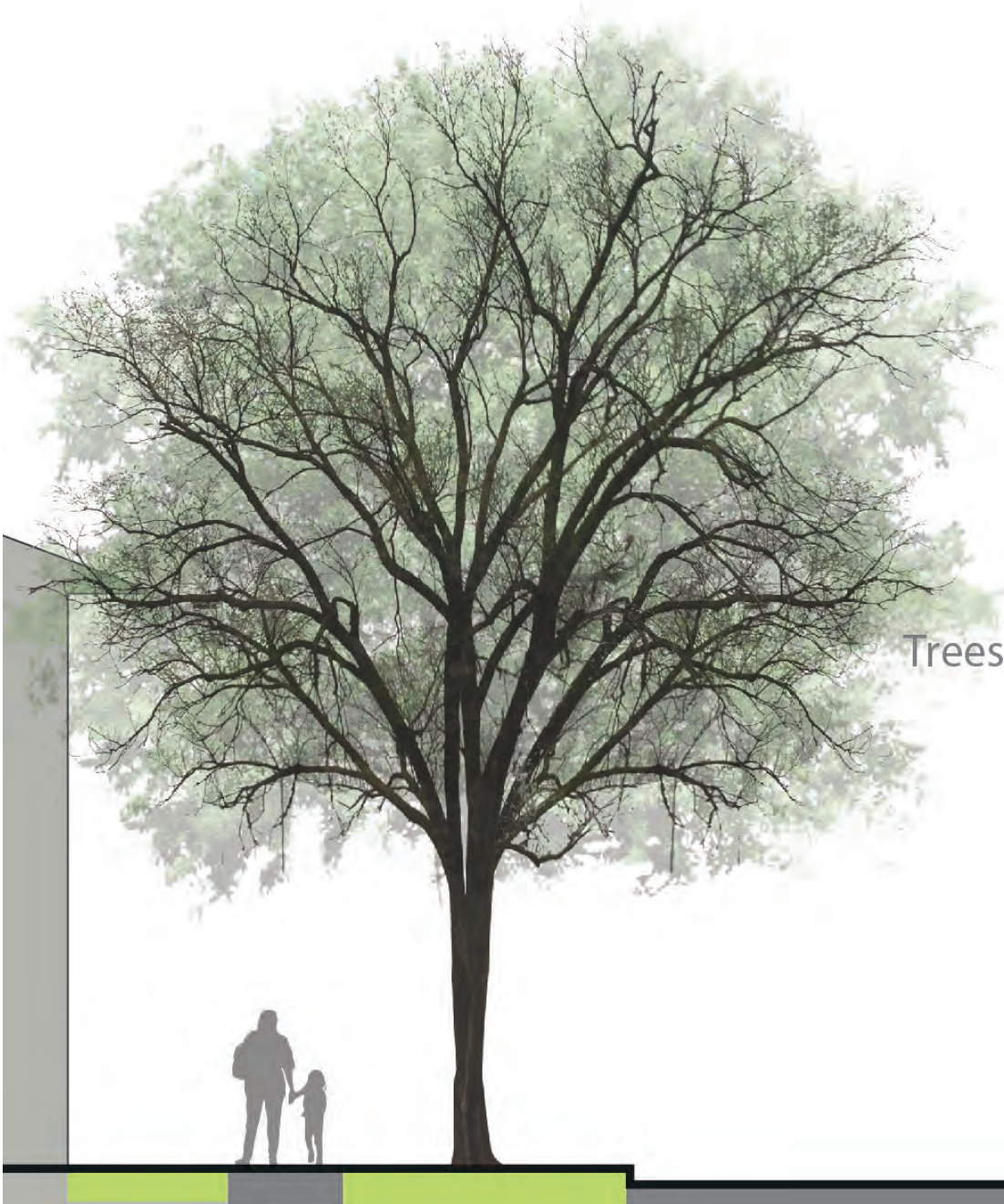
## Preferred Large-Canopy Deciduous Tree Palette

Botanical	Common	Height	Spread
<i>Ulmus americana</i> Sp.	D.E.D. Resistant Elms	25.0m $\pm$	20.0m $\pm$
<i>Acer</i> Sp.	Maple Species	25.0m $\pm$	20.0m $\pm$
<i>Quercus</i> Sp.	Oak Species	25.0m $\pm$	20.0m $\pm$
<i>Fagus</i> Sp.	Beech Species	20.0m $\pm$	18.0m $\pm$





# Urban Ecologies > Tree-Related Subsidence Concerns



## Key Understandings

Trees Are Opportunistic Species 1

= Air ✓ Water ✓ Nutrients ✓

Compacted Areas 2

= Air ✗ Water ✗ Nutrients ✓

Air Filled Granulars 3

= Air ✓ Water ✗ Nutrients ✗



# Urban Ecologies > Existing Urban Forest



## Typologies



Failures of *Fraxinus americana* - White Ash



Significant Mature Species - Protection



Lack of Canopy Trees - Small Specimens



Study Area



# Urban Ecologies > Urban Forest Analysis + Opportunities



## Typologies



Failures of *Fraxinus americana* - White Ash



Significant Mature Species - Protection



Lack of Canopy Trees - Small Specimens



Study Area



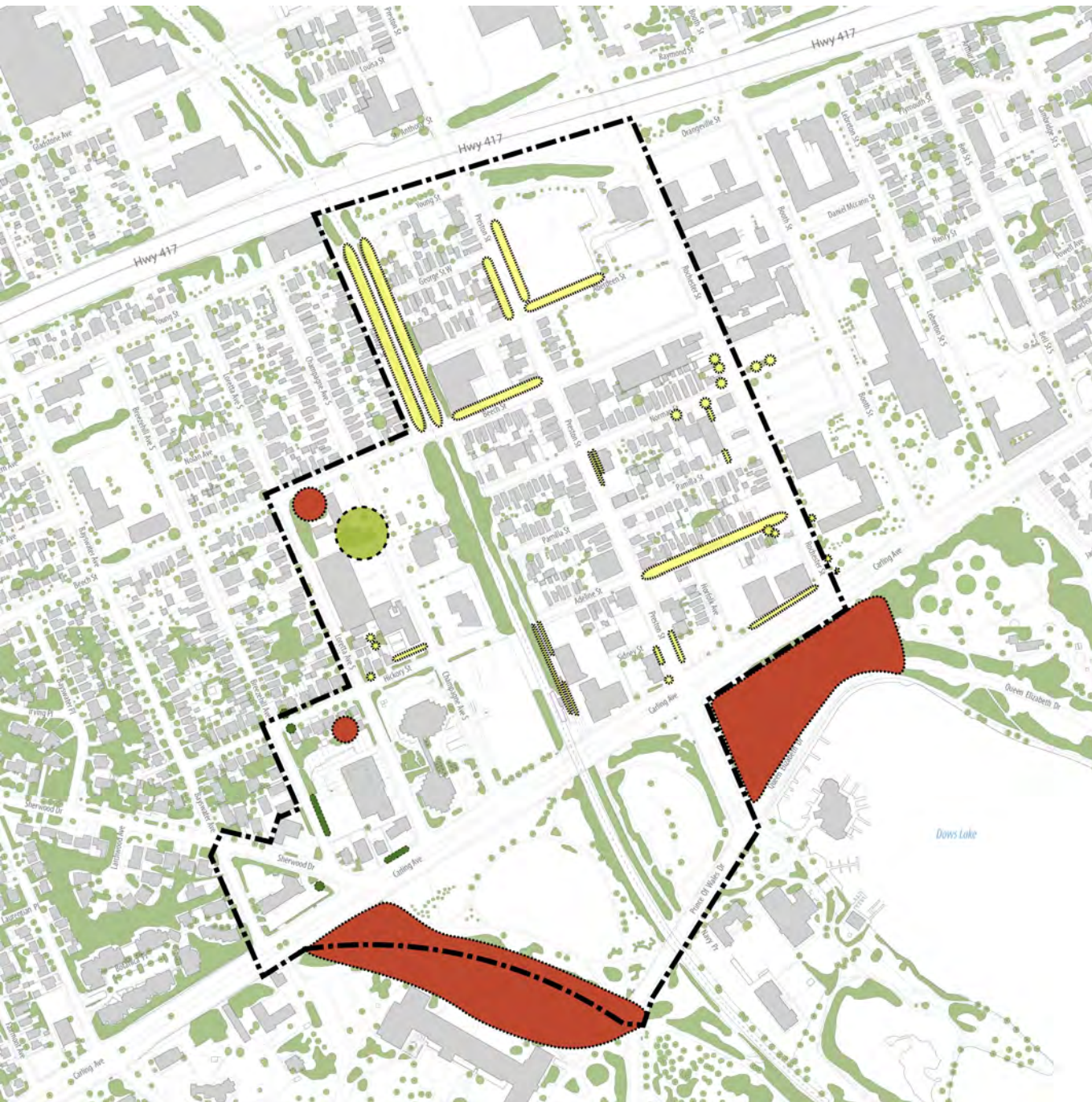
# Urban Ecologies > Emerald Ash Borer



Sherwood and Carling Avenue, looking west



# Urban Ecologies > Urban Forest Analysis + Opportunities



## Typologies



Failures of *Fraxinus americana* - White Ash



Significant Mature Species - Protection



Lack of Canopy Trees - Small Specimens

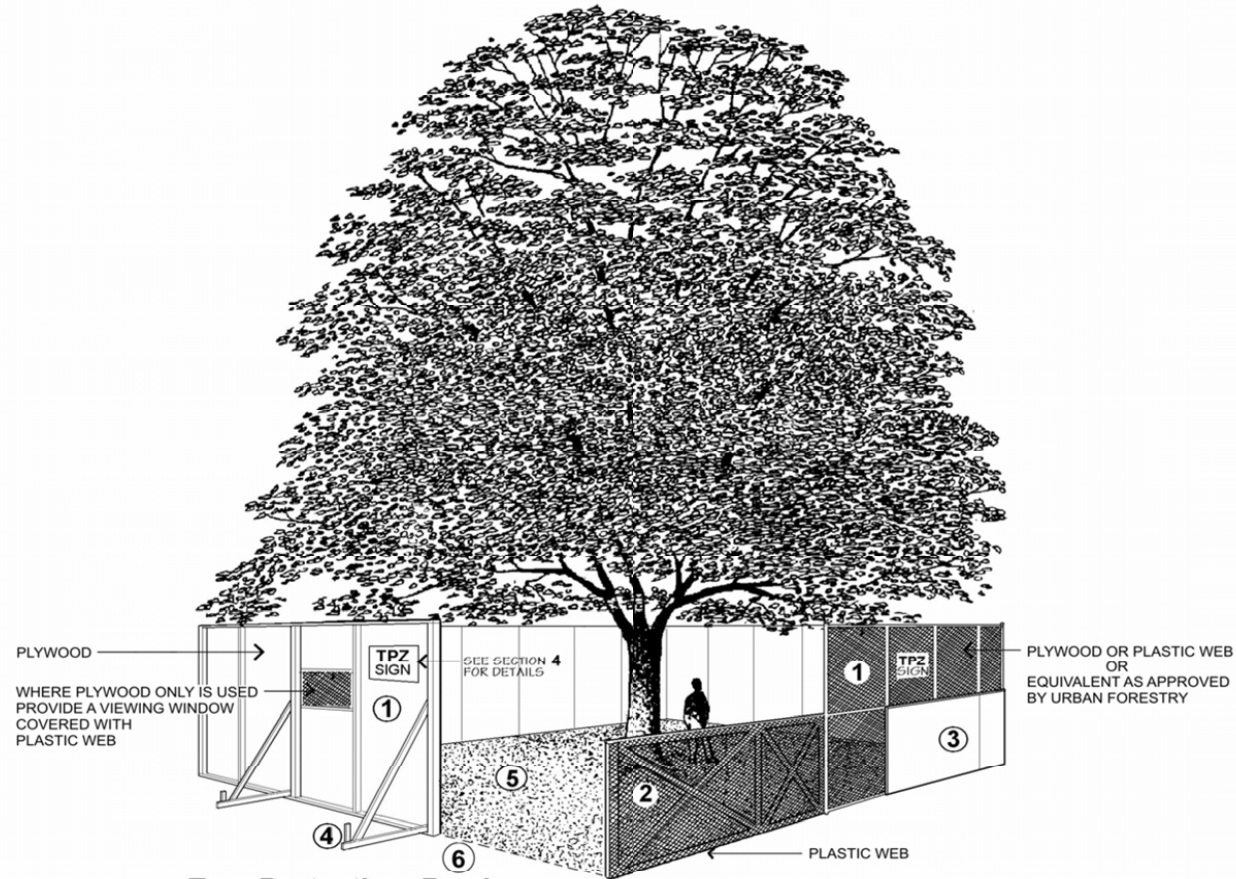


Study Area



# Urban Ecologies > Tree Protection Measures

Trunk Diameter (DBH) <sup>1</sup>	Minimum Protection Distances Required <sup>2</sup> City-owned and Private Trees
< 10 cm	1.2 m
10 – 29 cm	1.8 m
30 <sup>3</sup> – 40 cm	2.4 m
41 – 50 cm	3.0 m
51 – 60 cm	3.6 m
61 – 70 cm	4.2 m
71 – 80 cm	4.8 m
81 – 90 cm	5.4 m
91 – 100 cm	6.0 m
> 100 cm	6 cm protection for each 1 cm diameter



## Tree Protection Barriers

- ① Tree protection barriers must be a plywood or plastic web hoarding or equivalent as approved by Urban Forestry.
- ② Tree protection barriers for trees situated on the City road allowance where visibility must be maintained can be 1.2m (4ft.) high and consist of orange plastic web snow fencing on a wood frame made of 2"x 4"s .
- ③ Where some excavate or fill has to be temporarily located near a tree protection barrier, plywood must be used to ensure no material enters the Tree Protection Zone.
- ④ All supports and bracing should be outside the Tree Protection Zone. All such supports should minimize damaging roots outside the Tree Protection Barrier.
- ⑤ No construction activity to occur within Tree Protection Zone
- ⑥ Sediment control fencing shall be installed in locations indicated in an Urban Forestry approved Tree Protection Plan. The sediment control fencing must be installed to Ontario Provincial Standards (OPSD-219.110) and to the satisfaction of Urban Forestry.



# Urban Ecologies > Urban Forest Analysis



## Typologies



Failures of *Fraxinus americana* - White Ash



Significant Mature Species - Protection



Lack of Canopy Trees - Small Specimens



Study Area



# Urban Ecologies > Urban Forest Analysis + Opportunities

Historical image of King Edward





# Urban Ecologies > Urban Forest Analysis + Opportunities



Carling Avenue



# Urban Ecologies > Existing Conditions



Adeline Street



# Urban Ecologies > Urban Forest Analysis + Opportunities



Rochester, west side, looking south



# Urban Ecologies > Urban Forest Analysis + Opportunities



Northeast corner of Preston and Aberdeen



# Urban Ecologies > Existing Exception Precedents



Beech St. north side looking west



# Urban Ecologies > Existing Exception Precedents

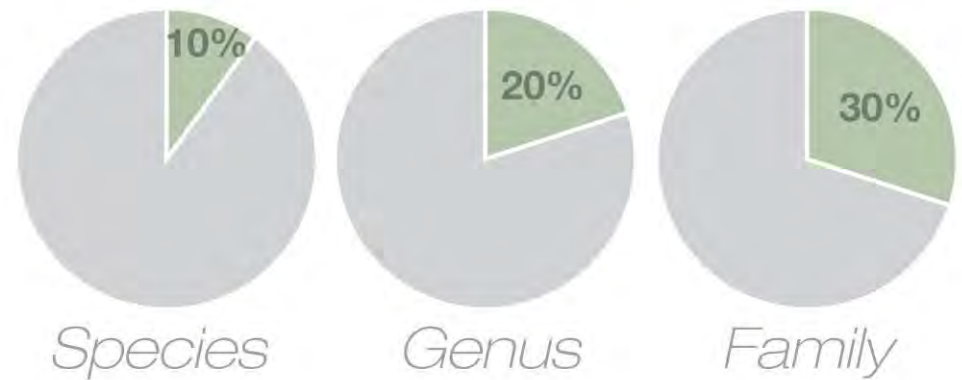


East side of Preston Street



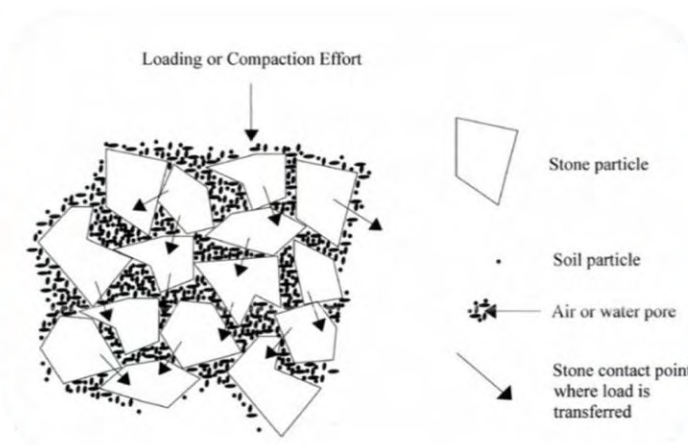
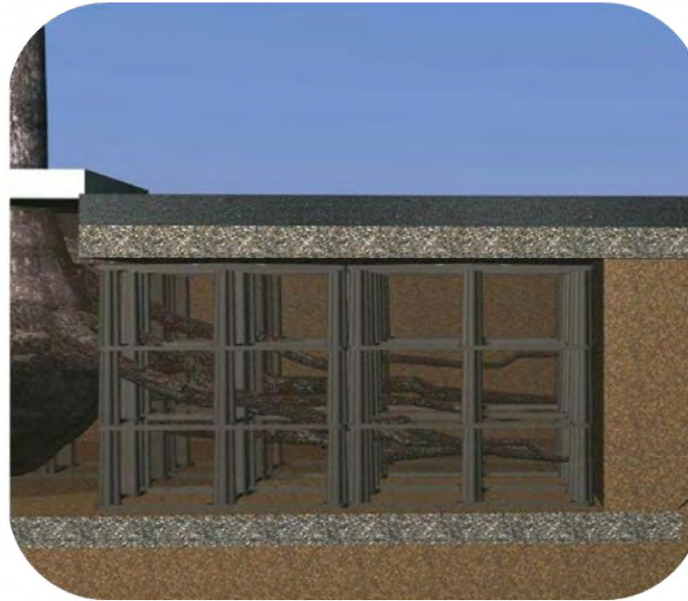
# Urban Ecologies > Biodiversity Guidelines

International Society Of Arboriculture  
Recommends **No More Than**





# Urban Ecologies > Structurally Reinforced Soils





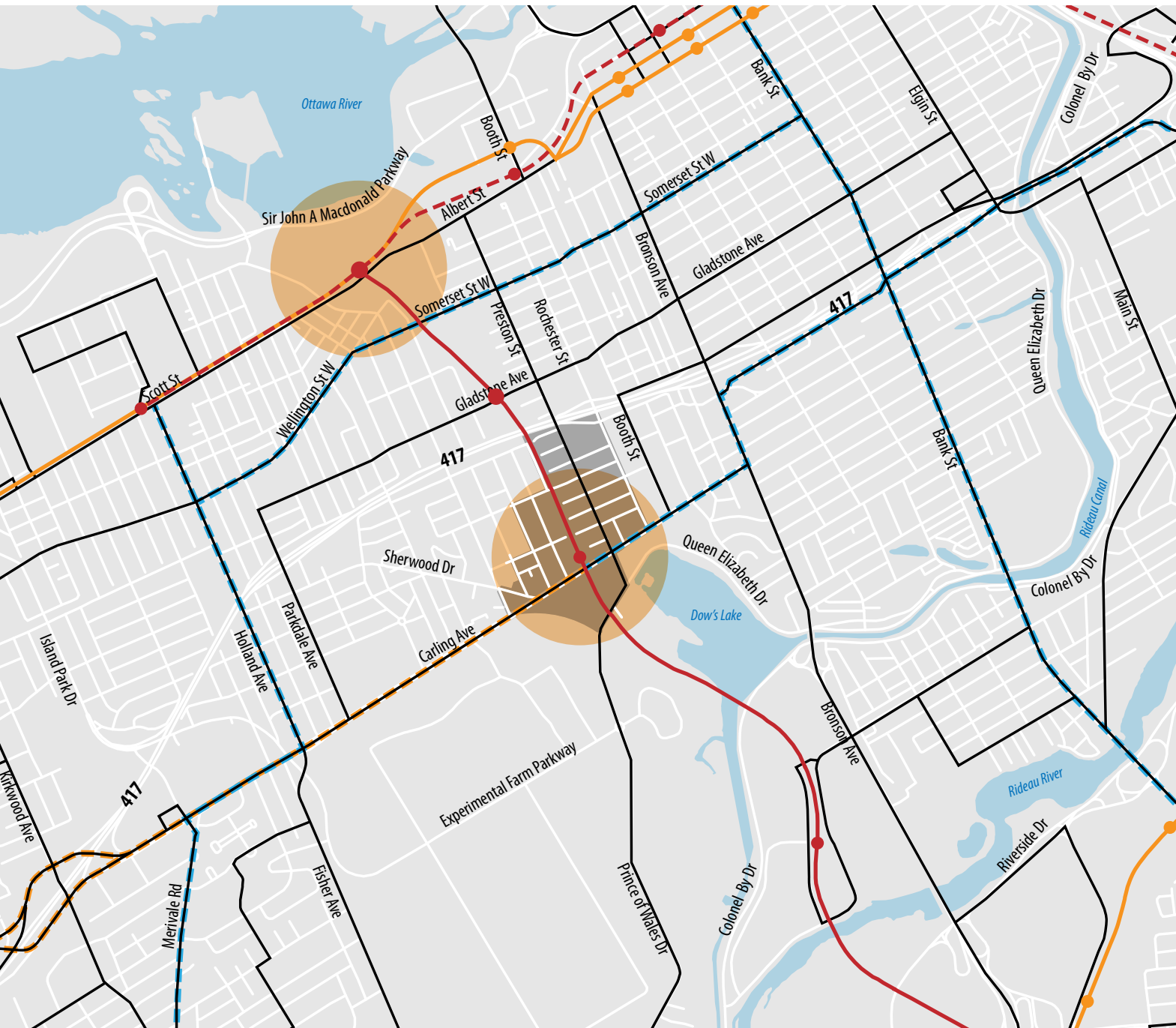
# Urban Ecologies › Mature Canopy Precedents

Dow's Lake





# Study Area Context > Mobility: Transit



Improvements to local area transit include:

- Upgrades to O-Train
- Construction of LRT
- Proposed Intensive Transit along Carling Ave (as per TMP)
- Transit stations enhanced and integrated with new development where possible

Typical residential intensification modal splits:

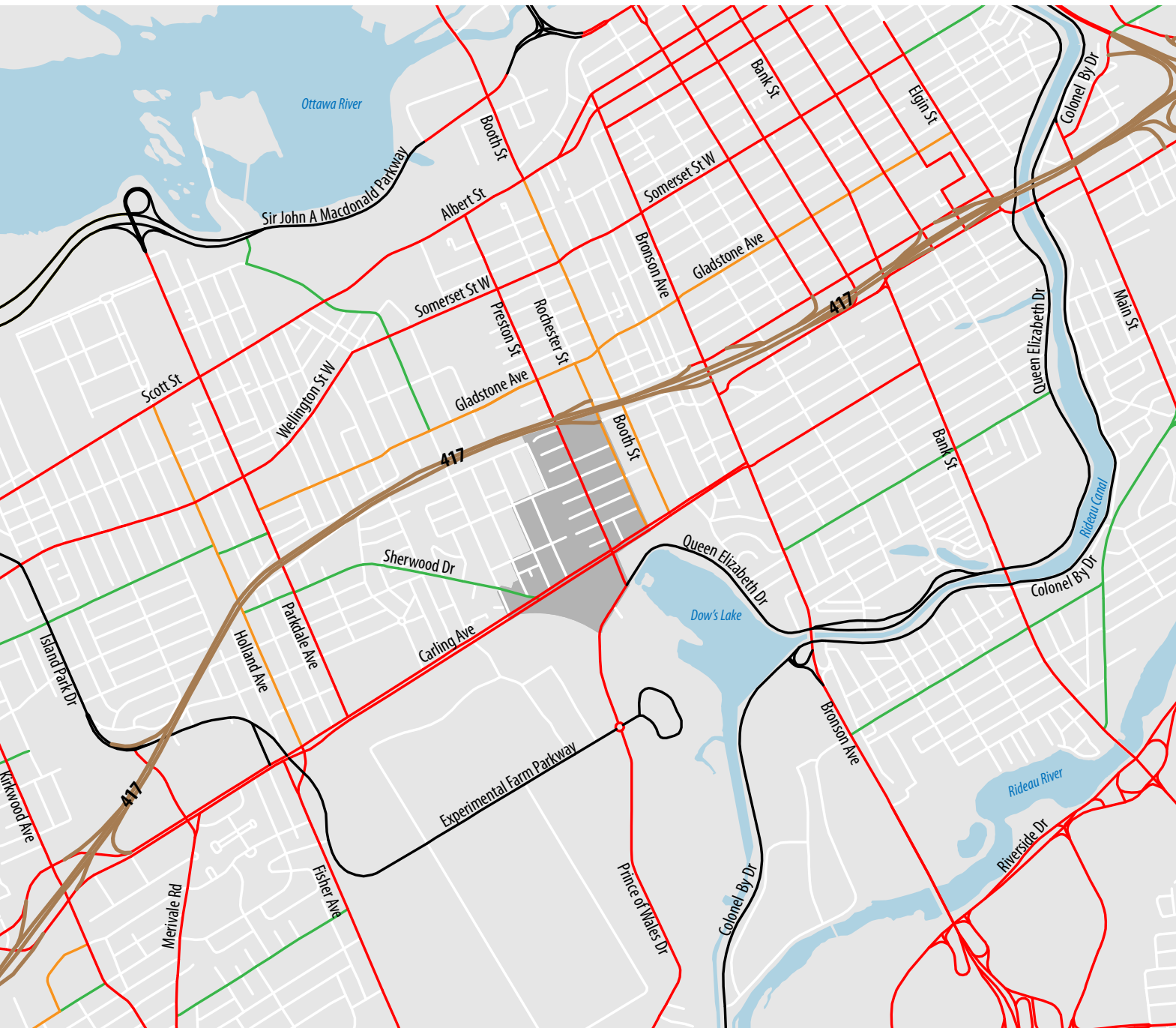
- 40% transit
- 20% walk/cycle
- 10% auto-passenger
- 30% auto driver

-----  
100%

- O-Train Line
- - - Confederation Line (Proposed)
- O-Train/LRT Station (Proposed)
- Transitway
- Transitway Station
- Intensive Bus Transit (Proposed)
- - - Transit Priority (Proposed)
- Bus Route
- TOD Nodes (5 min walk)



# Study Area Context > Mobility: Traffic Circulation



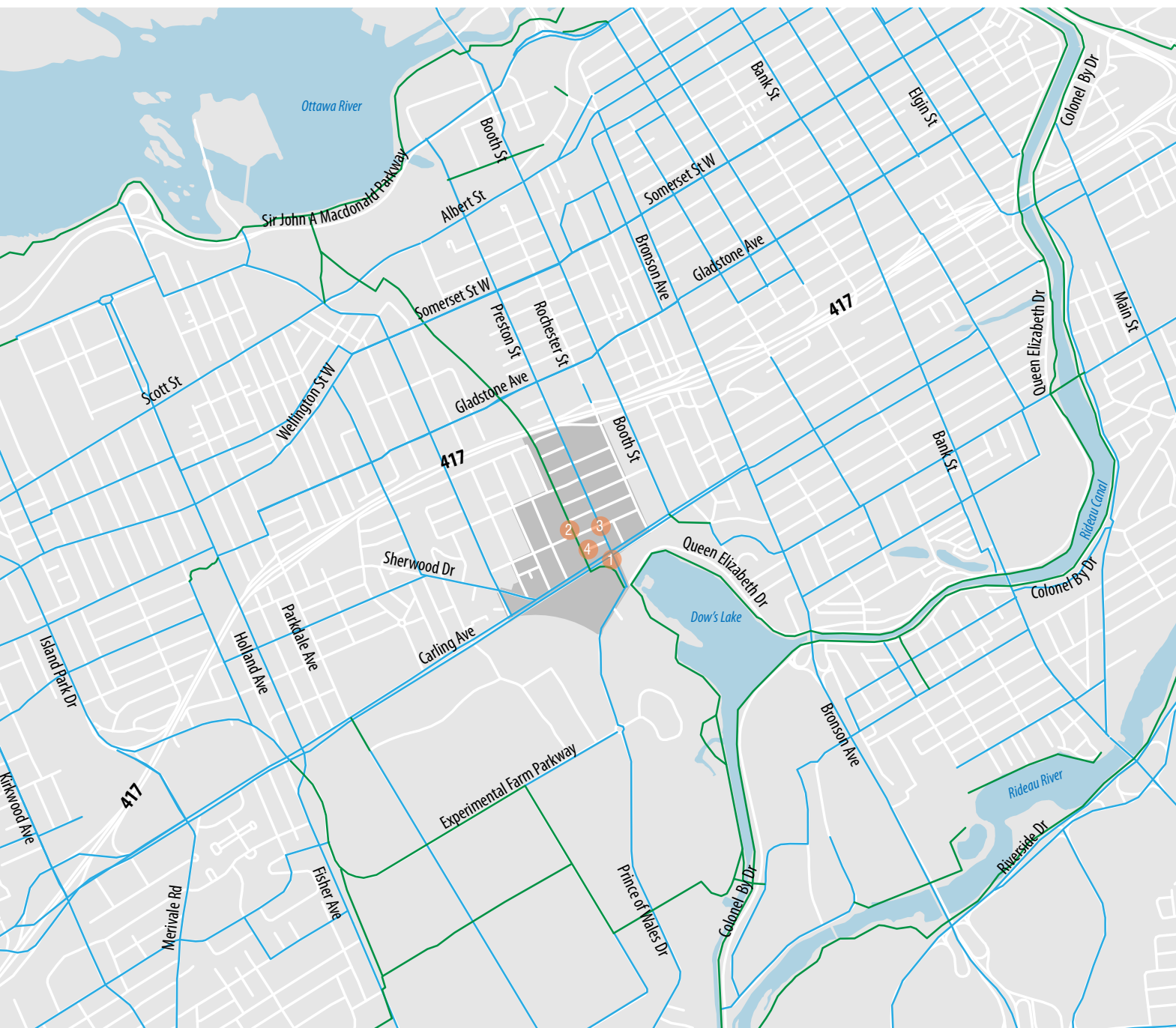
Possible extension of Sherwood or Champagne south to Prince of Wales

Transit along Carling Ave will reduce road capacity

- Arterial
- Major Collector
- Collector
- Provincial Highway
- Federally Owned Road



# Study Area Context > Mobility: Cycling & Pedestrian System Connectivity



- 1 Planned pedestrian/cyclist connection from O-Train pathway to Dow's Lake across Carling Ave (pedestrian activated signal)
- 2 Proposed new pedestrian/cyclist bridge over O-Train, linking Hickory St to Adeline St
- 3 Traffic signal relocation from Pamila St to Adeline St
- 4 New pedestrian plaza at redeveloped Dow Honda site, linking Sidney St to O-Train station and multi-use pathway

— On-Road Cycling Routes  
— Off-Road Cycling Routes/Pathways



# Study Area Context > Public Realm: Parks & Open Space



**Dow's Lake:** Protection of views to the lake, and pedestrian and cycling trails within and to the lake

**Experimental Farm:** Designated Major Open Space and noted that it has “significant local heritage value that contributes to Ottawa’s distinct identity.” - Official Plan

**Parliament Grounds:** Section 3.6.6 of the OP: “Protecting the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols as seen from Confederation Boulevard and the main approach routes to the Central Area”

**Canal Greenway:** Section 3.1.1 of the OP designates the Rideau Canal as a Major Open Space. Section 3.6.6 “Improved access to water-oriented facilities on the Ottawa River and the Rideau Canal will also be important while protecting the waterways’ unique environmental qualities”

- Parks
- Greenway
- NCC Lands
- Experimental Farm
- Arboretum



# Framework > Structure

## Typologies



### Streets

- Main Street
- Avenue
- Neighbourhood Connector
- Green Connector
- Residential/Local
- Crescents
- Bridge (Road/Pedestrian)



### Parks & Open Space

- Big Park/Common
- Small Park (urban/courtyard, green)
- Greenway



### Special Sites

- O-Train Corridor
- O-Train Station
- Gateway
- Dow's Lake



### Moving Around

- Walking
- Cycling
- Transit
- Driving
- Parking
- Servicing
- Drop-off
- EMS



### Greening

- Sustainable/SWM
- Trees
- Gardens
- Turf
- Ecological Corridors



### Activating

- Retail @ the edge
- Residential @ the edge
- Activities
- Play
- Events
- Public Art
- Furnishings
- Gateways

## Kit of Parts




# Framework ➤ Early thoughts on a Plan

## Typologies






### Streets

- Avenue
- Main Street
- Neighbourhood
- Green Connector
- Residential/Local
- ⋯ Crescent
-  Bridge (Road/Pedestrian)

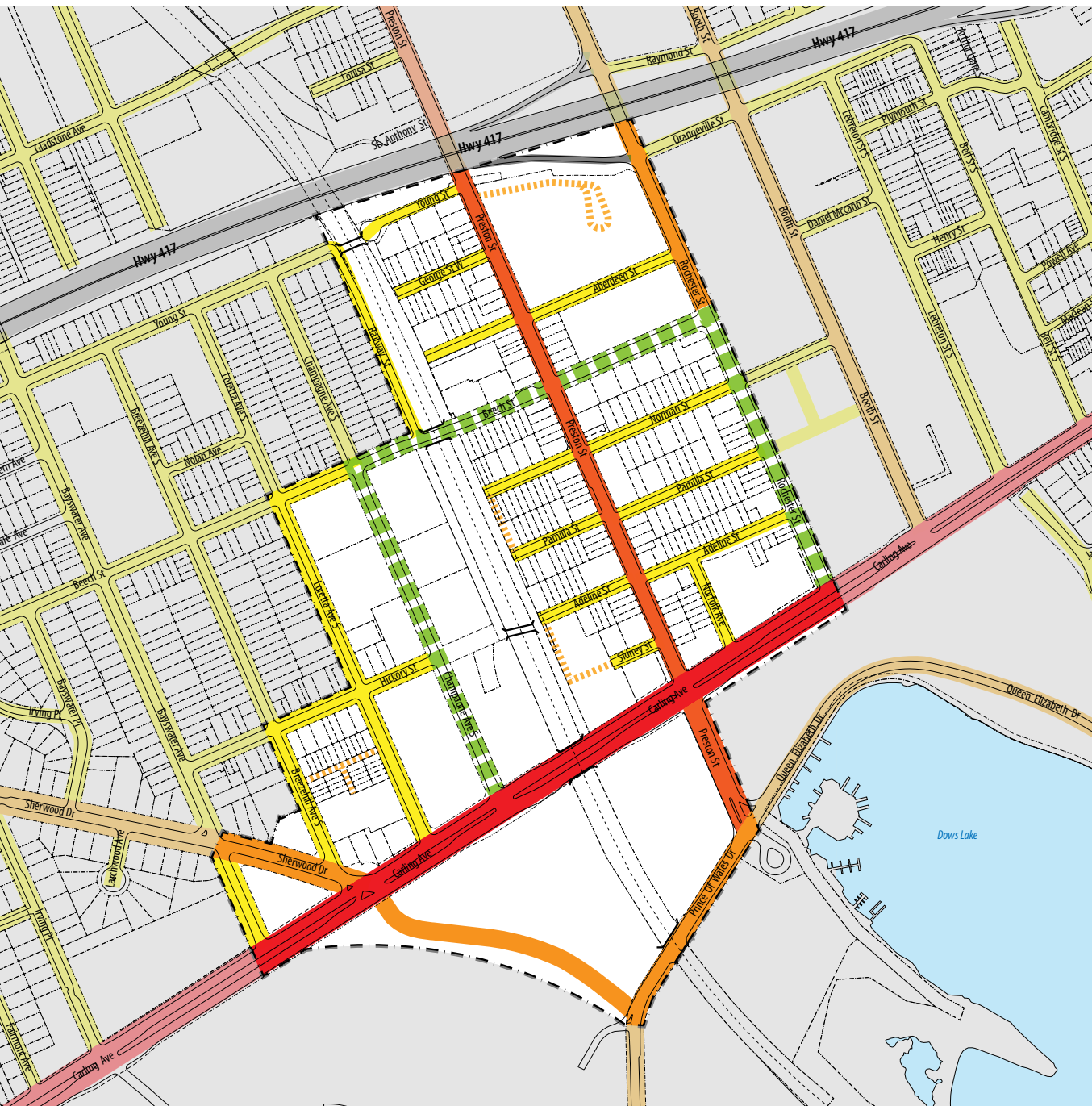
### Parks & Open Space

- Big Park/Common
- ▨ Potential Big Park/Common
- Small Park (urban courtyard/green)
- ▨ Future Small Park (urban courtyard/green)
- Existing & Potential Other Open Space
- Greenway

### Special Sites

-  O-Train Corridor
-  O-Train Station
-  Gateways
- Dows Lake





### Streets

- Avenue
- Main Street
- Neighbourhood
- Green Connector
- Residential/Local
- Crescent
- Bridge (Road/Pedestrian)





Carling Ave



### Description

Avenues, such as Carling Avenue, are wide, busy, arterial roads that traverse neighbourhoods.

Multi-lane traffic gives priority to vehicles on Carling Avenue, and makes for an unpleasant experience for cyclists and pedestrians. Carling Avenue does not have a separated bike lane, and the sidewalks are unprotected from the adjacent fast-moving traffic.

In some areas, Carling Avenue is flanked by street trees, but most stretches are open, which provide opportunities for additional plantings. The centre median could also accommodate low plantings.





Michigan Ave, Chicago

Winter bike lane, Copenhagen



High Park, Toronto

Hornby St, Vancouver

## Moving Around

- Strengthening the North-South connections is a priority
- More pedestrian crossings
- Transit station and stop enhancements to accommodate pedestrians

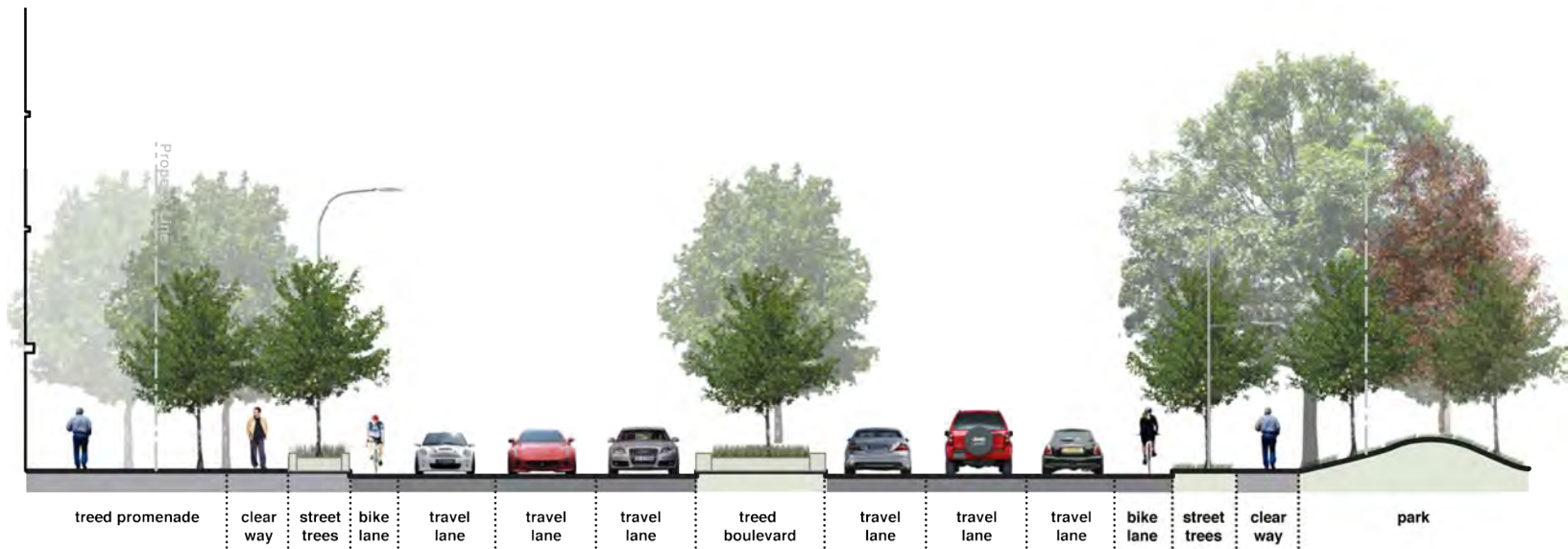
## Greening

- A parkway lined with trees
- The horticultural landscape of Dow's Lake will be reflected in substantial streetscape plantings

## Activating

- Ground floor uses to front, face and feature Carling Avenue
- Enhanced pedestrian realm
- Special street lighting to identify this area as important
- Change name of O Train Station to Dow's Lake





Early thoughts on possibilities

bike lane could be segregated above the curb





### Description

Preston Street is a traditional main street, and serves as the central spine and heart of the Preston-Carling neighbourhood. It is also a city-wide destination for restaurants.

Two vehicular travel lanes are flanked by on-street parking which is in short supply and high demand. However, there is growing concern about the volume of traffic along Preston at certain times of day, and the need for enhanced parking to serve local businesses.

Preston Street has wide shared lanes for cycling

Streetscape enhancements were recently completed. The health of the majority of existing trees is at risk, making the need for additional trees more pressing.

The existing hydro lines are barriers to tree planting.

### Examples

Preston St

Beech St, in certain locations





King Street, Kitchener



Paseo Colorado, Pasadena CA

## Moving Around

- Widen sidewalks to enhance accessibility and create a more pedestrian-friendly environment, in association with new development
- Maintain street parking, but with innovative options such as flexible boulevard parking and temporary parklets
- Ensure a safe environment by creating a shared street that accommodates pedestrian, cyclist and vehicular traffic
- Explore creative strategies to provide off-street parking

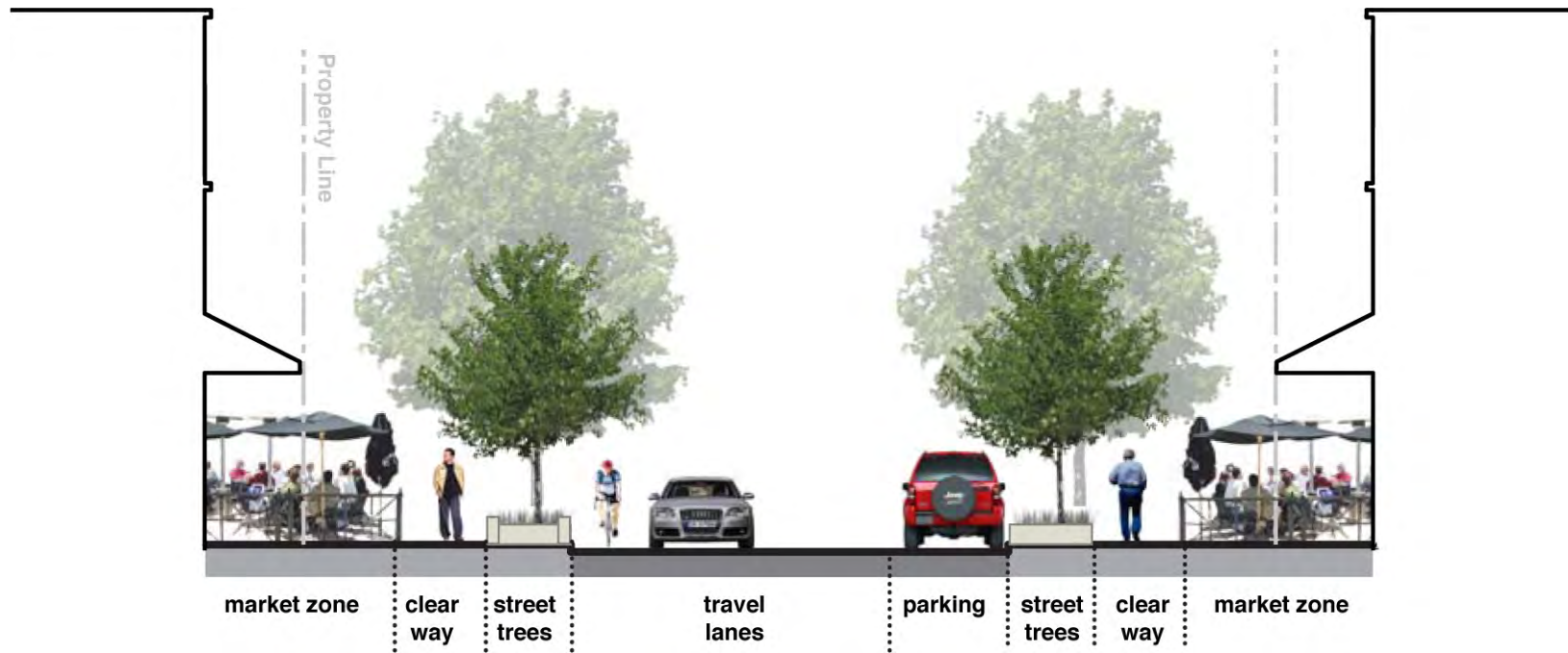
## Greening

- A new, enhanced street tree strategy
- Special treatments at intersections, including planting, paving materials, bump-outs
- Long term strategy to bury hydro lines - supported by DRP
- Maintenance strategy

## Activating

- Strategy for locating outdoor patios while maintaining adequate space for pedestrians
- Temporary events and pop-ups can be held in flexible boulevard parking areas





Early thoughts on possibilities for Beech St. in certain locations





### Description

Neighbourhood Connectors are important streets that connect Preston-Carling to surrounding neighbourhoods.

These are wider streets framed by a mix of commercial and residential uses, and open spaces.

Vehicular traffic is given priority along these streets, which makes for an often uncomfortable environment for pedestrians and cyclists travelling alongside the fast-moving traffic without a boulevard or on-street parking to provide a barrier.

A new Neighbourhood Connector is contemplated to connect Carling Ave to Prince of Wales Drive at Sherwood.

### Examples

Rochester St, north of Beech St

Sherwood Dr





Arbutus Walk, Vancouver BC



Orenco Station, Portland OR

### Moving Around

- Pedestrian-focused parking
- Bike-friendly
- Provide for vehicular, pedestrian and cyclist connections to nearby neighbourhoods
- Innovative traffic calming measures
- Narrow travel lanes
- Some streets will accommodate

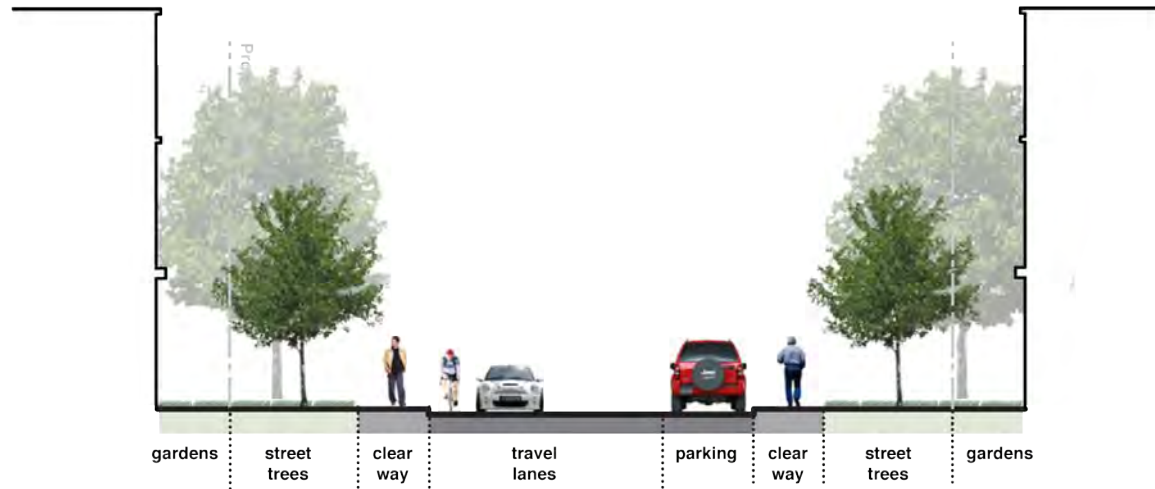
### Greening

- Boulevard condition with trees planted along the boulevard to separate pedestrians from traffic lanes
- Building setbacks to enable planting
- Planting in semi public zone along building fronts
- 

### Activating

- Buildings front the street to frame the public realm
- Special pedestrian lighting
- Ground floor uses front, face and feature the street





Early thoughts on possibilities for Neighbourhood streets





### Description

Green Connectors are mainly residential streets that connect major open spaces, parks and trails.

Because they provide links between these destinations, Green Connectors experience high volumes of foot and bike traffic, and existing sidewalks are often not wide enough to accommodate pedestrian volumes.

These shared streets, with on-street parking on one side, allow for slow moving traffic and cyclists to safely navigate the right-of-way together.

There are opportunities on Green Connectors to plant additional street trees and enhance the landscape treatment at entrances to parks and open spaces. Furthermore, enhanced pedestrian lighting will help to increase safety and further activate the street.

### Examples

Beech St

Champagne Ave, south of Beech St

Rochester St, south of Beech St





Arbutus Walk, Vancouver BC



Leslieville, Toronto

## Moving Around

- Parking on one side of the street
- Widened sidewalks (2m) to accommodate high pedestrian traffic along connector routes
- Narrow lanes for two-way vehicular travel
- Traffic calming measures
- Sidewalks at street edge, with street trees planted on the inside edge of sidewalks

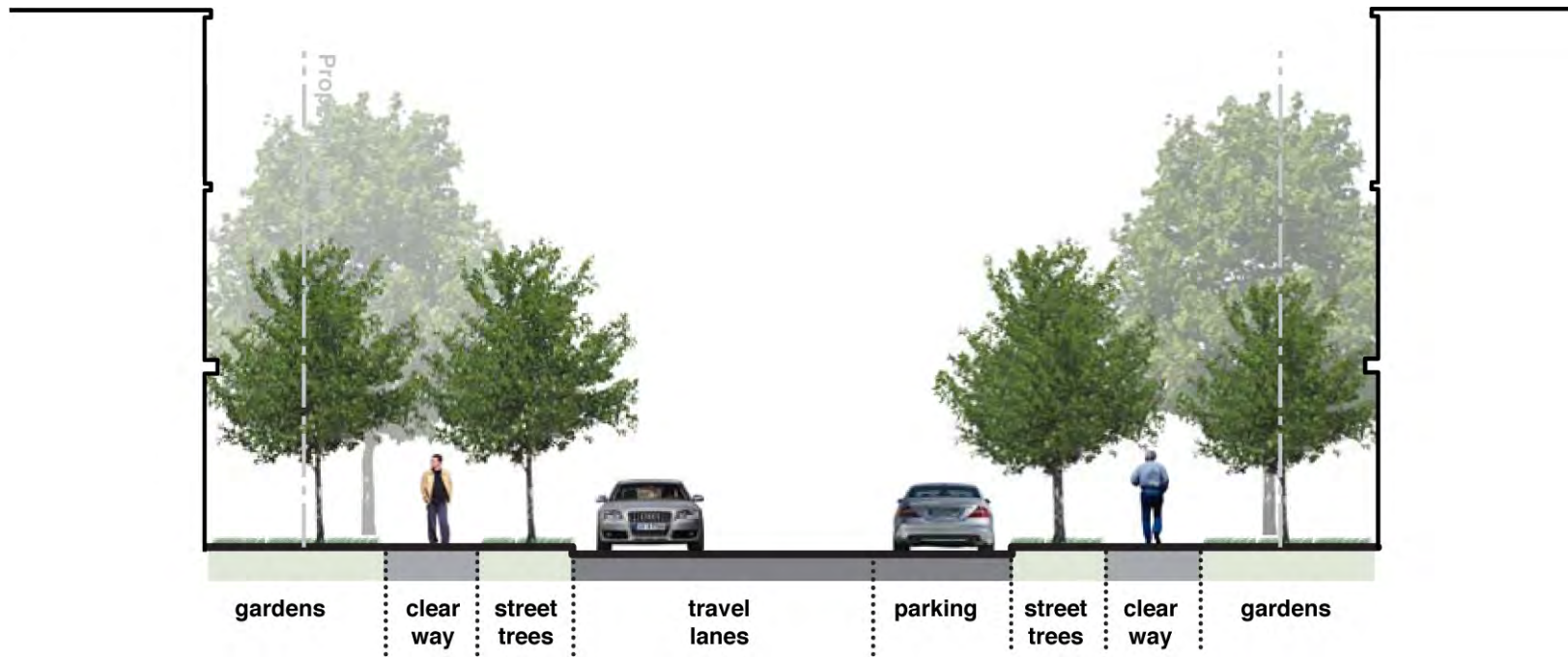
## Greening

- Provide clear, logical connections between major green spaces throughout the neighbourhood
- space for strong greening elements
- Lined with large canopy trees
- Private gardens will compliment the greening approach
- Road narrowing will provide

## Activating

- Special streetscape treatments at entrances to parks and open spaces





Early thoughts on possibilities for Green Connector streets



**Description**

Residential or Local Streets are quiet, neighbourhood streets with on-street parking that are framed by single detached houses and buildings.

These shared streets accommodate two lanes of vehicular traffic, bicycle traffic and on-street parking on one side.

Sidewalks are located directly adjacent to travel lanes or parking areas, without a boulevard in between. This lack of green space results in a limited number of street trees, but there are opportunities for additional greening on the opposite side of the sidewalk.

**Examples**

- |             |                  |
|-------------|------------------|
| Norman St   | Railway St       |
| Young St    | Champagne St     |
| Aberdeen St | Loretta Ave S    |
| Pamilla St  | Breezehill Ave S |
| Adeline St  | Bayswater Ave    |
| Norfolk Ave | Sidney St        |
| George St   |                  |





Annex Neighbourhood, Toronto



Hazelton Ave, Toronto

### Moving Around

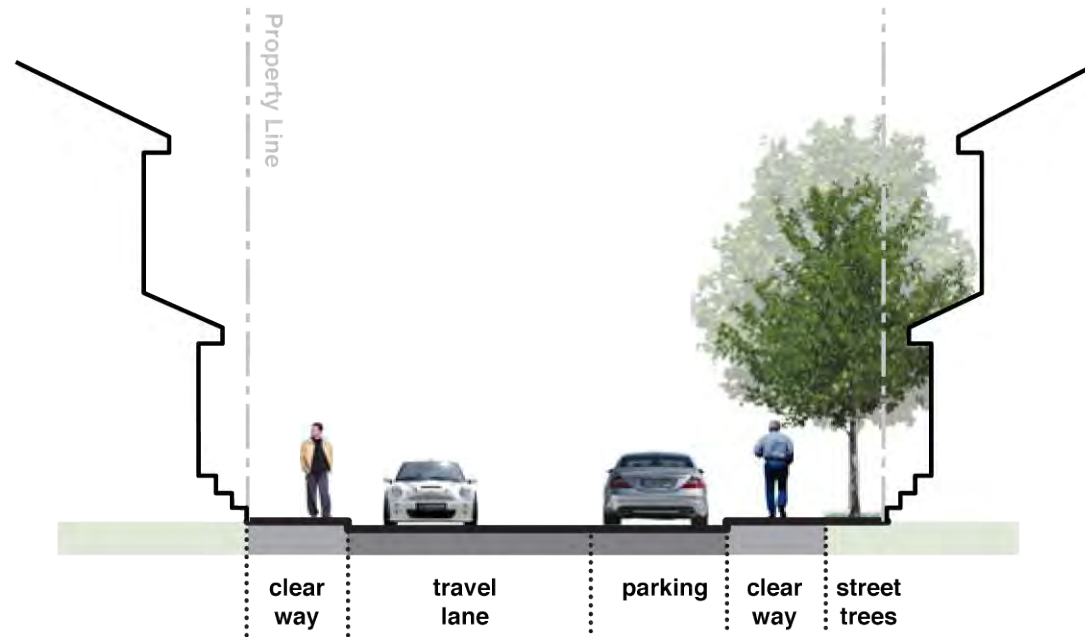
- Prioritize walking and cycling
- Traffic calming measures, such as interlocking paving
- Limited on-street parking
- Street edge sidewalks
- Narrow traffic lanes

### Greening

- Street trees on the inside of the sidewalk

### Activating

- Pedestrian lighting
- Locate buildings to front, face and feature the street
- Encourage porches and balconies



Early thoughts on possibilities for Local Streets - each street will require specific response depending on details of existing conditions.

Explore opportunity for ROW widening to enable sidewalks on both sides, “woonerf” style treatment, new street trees, accommodation of





### Description

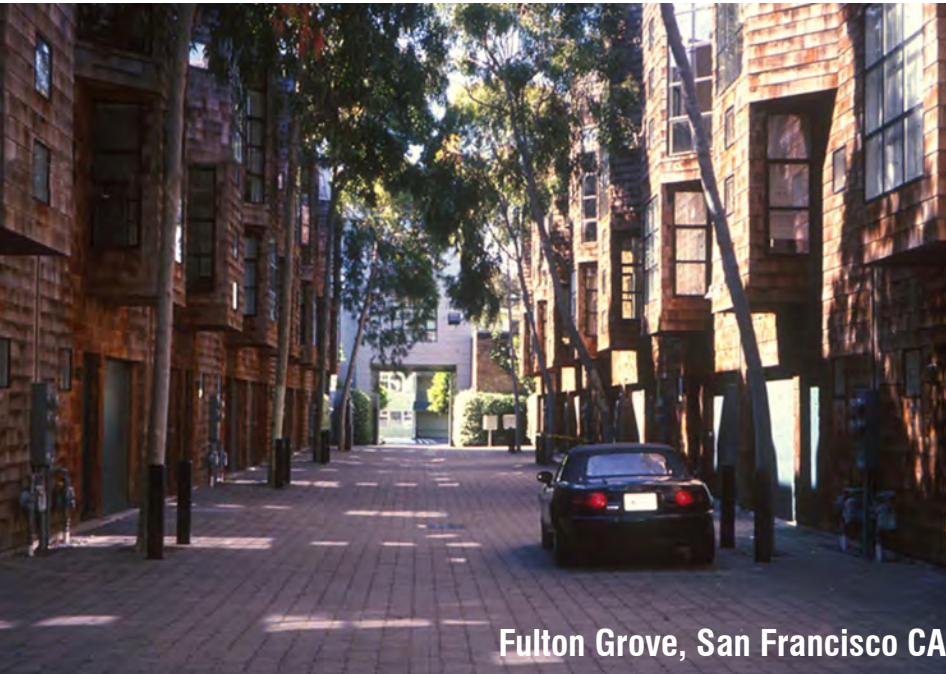
Crescents are narrow, shared streets that are not visibly part of the street network and primarily serve as connectors for pedestrians, cyclists and local residents.

These streets, which include Lindenpark, are sometimes managed privately or on a public-private agreement. They do not have sidewalks or marked traffic or cycling lanes, which causes cars to move slowly and cautiously through the space and creates a pedestrian-friendly environment.

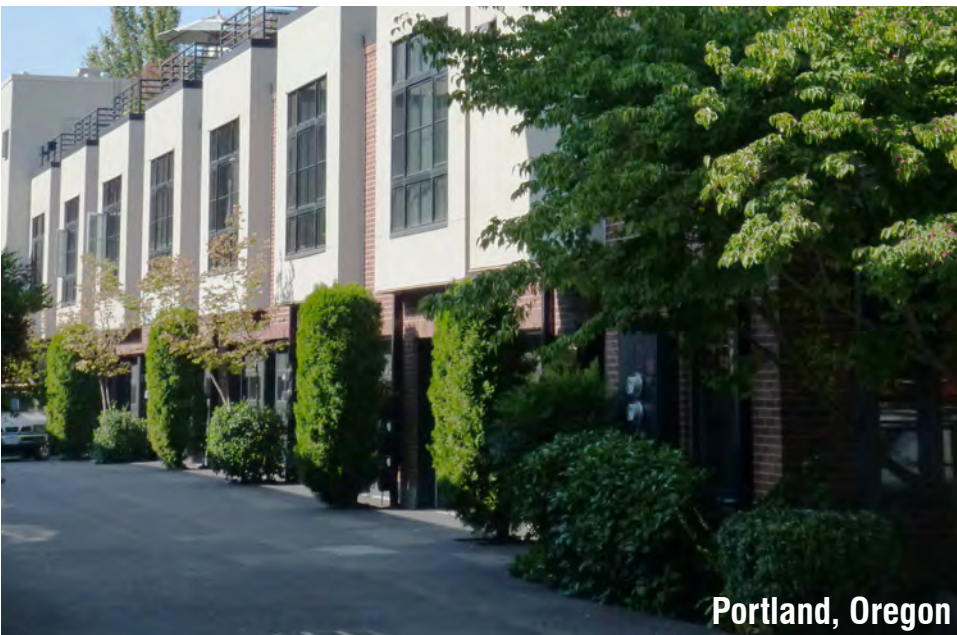
Existing Crescents, such as Lindenpark, lack street trees and other greening elements. There are also opportunities to further enhance lighting elements.

### Examples

Lindenpark



Fulton Grove, San Francisco CA



Portland, Oregon



### Moving Around

- Primarily pedestrian spaces, but deliveries are accommodated
- Minimal special parking areas
- Curbless streets with interesting paving to calm traffic
- Not visibly part of the street network



### Greening

- Limited greening opportunity, perhaps green walls



### Activating

- Connected spaces that accommodate events, festivals
- Pedestrian lighting





Young Ave Bridge



### Description

Preston-Carling is home to both road and pedestrian bridges. Some existing bridges accommodate cars, pedestrians and cyclists, while others only provide for vehicular traffic or pedestrian/cyclist traffic.

While many existing bridges are flanked by trees, there are opportunities for greening to enhance bridge entrances and create a more pedestrian-friendly environment.

### Examples

Carling Avenue Bridge

Beech St Bridge

Young St Pedestrian Bridge

Proposed Adeline St Pedestrian Bridge



Laurier Bridge, Ottawa



Corktown Bridge, Ottawa

#### Moving Around

- Safe and comfortable pedestrian and cycling areas, separated from vehicular lanes
- Connects into local trail systems and pedestrian networks

#### Greening

- Limited opportunities for greening on bridges
- Entryways framed by unique landscape treatments

#### Activating

- Pedestrian lighting
- Wayfinding strategies





### Parks & Open Space

- Big Park/Common
- Potential Big Park/Common
- Small Park (urban courtyard/green)
- Future Small Park (urban courtyard/green)
- Existing & Potential Other Open Space
- Greenway



Ev Tremblay Park



### Description

Big Parks or Commons, such as Ev Tremblay Park, are large open spaces that are mostly green and provide active and passive recreation spaces, such as baseball diamonds.

Open greens provide space for picnics, casual sports, temporary events, and ice rinks in the winter. Seating should be a priority in these spaces as it encourages pedestrian use and enhances the public realm, but is currently limited.

There are opportunities for additional tree planting and enhanced landscaping. Informal trails currently traverse the park, but are in need of additional maintenance. These areas also lack sufficient pedestrian lighting to ensure a safe and active environment.

These spaces are often used by dog walkers, which is sometimes at odds with other park activities.

Ev Tremblay Park is framed by residential and commercial uses on the opposing street edges, which provides opportunities to enhance this interface.

### Examples

Ev Tremblay Park





Cornell ON



Neshama Park, Toronto



## Moving Around

- Pedestrian walkways
- Cycling paths
- Wayfinding signage
- Bike lock stations



## Greening

- Active and passive green spaces
- Large treed areas
- Areas for formal and informal recreation (large open green spaces, sports facilities)
- Treed pedestrian promenades
- Special entrance and street interface landscaping treatments
- Low maintenance landscape management



## Activating

- Framed by building edges, including restaurants, shops, services and residential
- Spaces for temporary events and festivals, including hard scaped areas
- Benches with backs, and movable seating and tables
- Places to get food and beverages
- Pedestrian lighting
- Spaces for winter activities, such as skating rinks
- Pool and changerooms



### Description

Small Parks are intimate, quiet spaces that offer refuge from the surrounding streets.

These tucked-away spaces are a mix of soft and hard landscapes, and often provide seating and other pedestrian amenities.

Many of these parks are well treed, but are in need of landscape enhancements and repairs to paving systems and benches. There is also a need for enhanced lighting to improve safety and further activate these spaces.

There are opportunities to host small events, performances and markets in these spaces.

### Examples

McCann Park





Port Credit ON



Paley Park, NYC

## Moving Around

- Pedestrian walkways
- Bike lock stations
- Wayfinding signage

## Greening

- Unique landscape treatments
- Small green areas
- Hard scaped areas to accommodate events, markets and movable seating and tables
- Large canopy trees

## Activating

- Benches with backs, and movable seating and chairs
- Framed by active uses, such as cafes, shops and services
- Outdoor and indoor places for food and beverages
- Pedestrian lighting



O-Train Pathway



### Description

Greenways are primary routes for cyclists and pedestrians and provide safe, quick travel alternatives to the major street network.

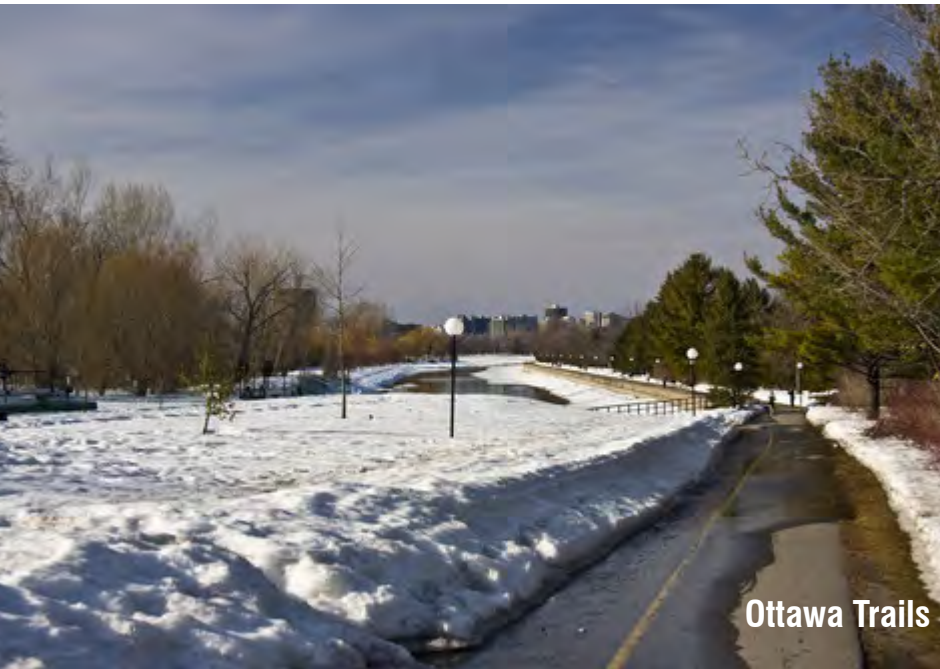
Although there are trees and other plantings along the O-Train Corridor, there are opportunities for additional trees and enhanced landscape treatments, especially at major entrances to the Greenway.

Enhanced lighting could also improve the safety of the Greenway and encourage greater use of the amenity.

### Examples

O-Train Pathway





Ottawa Trails



Midtown Greenway, Minneapolis MN

## Moving Around

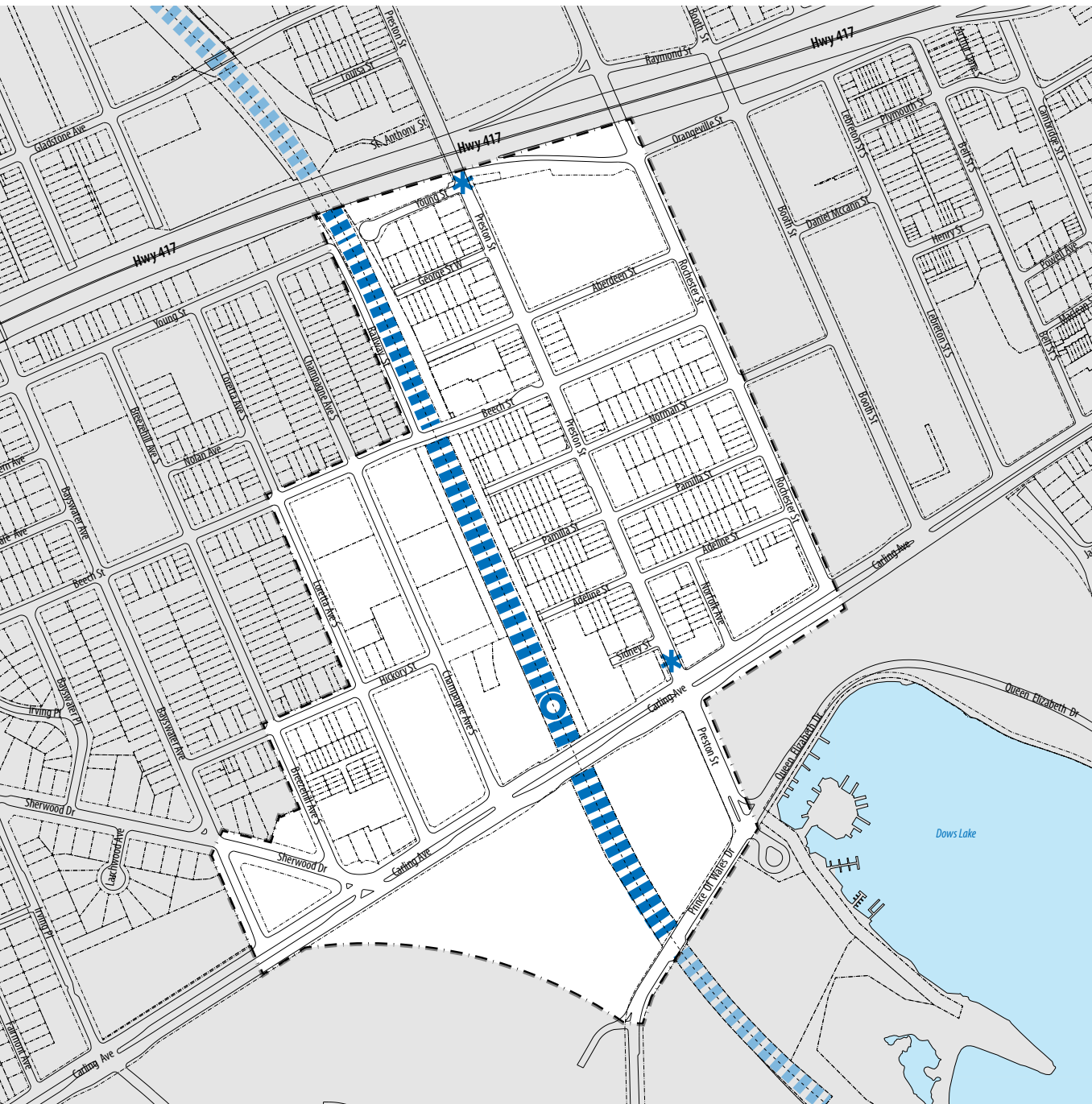
- Wayfinding signage
- Pedestrian walkways
- Bike paths
- Links to city-wide cycling and pedestrian networks
- Bike lock stations
- Signalized pedestrian/bicycle crossing at Carling Avenue

## Greening

- Framed by large trees all along greenway
- Unique landscape treatments at rest areas
- Unique landscape treatments at major entrances and road/park interfaces

## Activating

- Rest areas with seating
- Pedestrian lighting



### Special Sites

-  O-Train Corridor
-  O-Train Station
-  Gateways
-  Dows Lake





O-Train Corridor

### Description

The O-Train Corridor traverses the study area and provides a green spine through the neighbourhood.

The corridor is currently underused as a public space. With additional maintenance and the implementation of new trails, this could become a major green amenity for local neighbourhood.





Skytrain, Vancouver BC



Skytrain, Vancouver BC



### Moving Around

- Wayfinding signage
- Connections to cycling and pedestrian paths and walkways

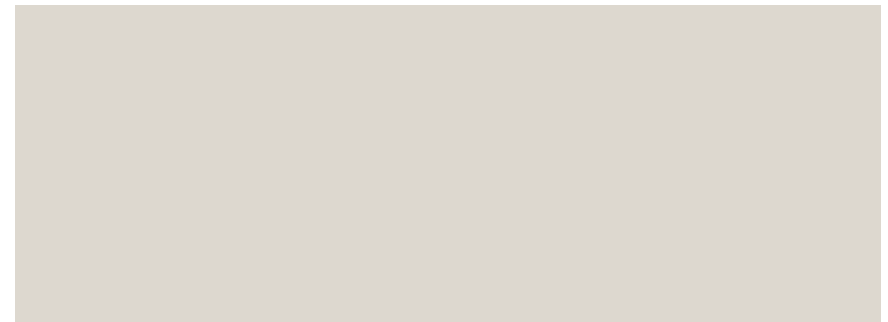


### Greening

- Green walls framing the corridor at key locations



### Activating







O-Train Station



### Description

The O-Train Station is a major transit hub that thousands of people access daily. This busy area serves the travel needs of thousands of people daily, and connects riders to bus, cycling and pedestrian networks.

This high volume of pedestrian traffic warrants the enhancement of the Station to ensure that riders have a beautiful, safe place to wait for their trains and to connect to other modes of transportation. The creation of a public plaza space at the Station, that includes a greening strategy, public art, and many seating opportunities, will enhance the prominence of the O-Train Station, encourage ridership and better connect the Station to the neighbourhood.



Mont Royal Station, Montreal PQ



Canary Wharf Station, London UK



### Moving Around

- Connections to pedestrian walkways and cycling routes
- Nearby bicycle and vehicular parking available
- Wayfinding signage, including maps of the neighbourhood
- Connections to bus system
- Enhanced connections from Dow's Lake and new development



### Greening

- Hard and soft scaped areas
- Trees framing main open space
- Unique landscape treatments at entrance to the station plaza



### Activating

- Public art enhances the pedestrian space
- Lots of backed benches
- Pedestrian lighting
- Framed by restaurants, cafes, shops
- Open plaza spaces for gatherings, events, markets





Preston St north of Carling Ave



### Description

Gateways are important entryways into neighbourhoods that mark special places or areas.

The Preston-Carling neighbourhood is home to a number of gateways that signify the cultural heritage of the area and differentiate it from surrounding neighbourhoods.

Existing gateways could be enhanced through addition tree planting, unique landscapes and paving treatments, and wayfinding signage.

There are opportunities to establish additional gateways, which could provide prime locations for public art installations, unique landscape treatments, additional seating and signage.

### Examples

Preston St north of Carling Ave

Preston St north at the Queensway



Underpass Park, Toronto by The Planning Partnership



City Place, Toronto



## Moving Around

- Links to pedestrian and cycling network
- Adjacent to transit stops and stations
- Wayfinding signage



## Greening

- Special paving to mark unique space
- Unique landscaping treatments to enhance gateway prominence



## Activating

- Public art animates the public space and marks the importance of the space
- Adjacent to shops, services, cafes and restaurants





Dow's Lake  
Photo: CC Andy Mostowski



### Description

The Dow's Lake area is a large green area that includes Dow's Lake, Commissioners Park and The Arboretum. The large centrally located amenity provides the southern interface to the Preston Carling neighbourhood, as well as several view and road termini.

The area includes a pavilion with several restaurants at the foot of Preston Street, canoe and paddle boat rentals, boat mooring and a network of trails and paths for pedestrians as well as cyclists. As the setting for the Spring tulip display where 300,000 tulips bloom each May, as well as freezing in the winter months to be part of the world's longest skating rink, the area draws locals and visitors alike. Vehicular traffic is prioritized along these streets, making for an often uncomfortable environment for pedestrians and cyclists travelling alongside or across the roads that frame and bisect the area to access the park. Crossings need to be improved, as well as the introduction of visual cues to indicate to drivers that they are entering a high pedestrian concentration area. These include paving treatments and increased edge plantings.



Lake Union, Seattle WA

## Moving Around

- Easily accessible by walking, cycling, and transit
- Main park and beach areas are linked by safe, beautiful and well lit cycling paths and pedestrian walkways
- Wayfinding signage

## Greening

- Large treed areas
- Walkways and cycling paths framed by large canopy trees
- Large open greens
- Enhanced horticultural landscape, including tulip gardens



Rose Kennedy Greenway, Boston

## Activating

- Pedestrian lighting
- Places to buy food and beverages
- Enhanced water recreation, including areas to rent equipment
- Passive and active green spaces
- Large recreational areas, including greens and beach areas for volleyball etc.