

7. BYWARD MARKET PUBLIC REALM PLAN
PLAN DU DOMAINE PUBLIC DU MARCHÉ BY

COMMITTEE RECOMMENDATIONS

That Council:

- 1. Approve the ByWard Market Public Realm Plan, as described in this report and attached in Document 3.**
- 2. Direct staff from the Planning, Infrastructure and Economic Development Department to evaluate the existing governance of the public realm in the ByWard Market and report back to Committee and Council in Q2 2021 with recommendations to improve place-making operations and regulation, as described in this report.**
- 3. Direct staff to seek out funding from other levels of government and through prioritization within the 2022 City's capital program, to proceed with the detailed design phase for York Street Flex Plaza (from Sussex Drive to ByWard Market Square), as described in this report.**
- 4. Direct staff to undertake a detailed transportation study for the Rideau-Sussex Node followed by a national design competition, as described in this report, using funds available in the 2020 and 2021 public realm minor intervention account.**
- 5. Direct staff from Planning, Infrastructure and Economic Development Department to initiate a Request for Information in Q4 2021 to redevelop the municipal ByWard Garage (Parking Lot 04) at 70 Clarence, using funds from the 2021 public realm minor intervention account, and to return to Finance and Economic Development Committee to present its findings.**
- 6. Direct staff from Planning, Infrastructure and Economic Development Department and Roads and Parking Services to investigate partnerships according to the Parking Replacement**

Strategy for ByWard Market, as described in this report.

- 7. Direct staff from the Planning, Infrastructure and Economic Development Department to immediately launch a Working Group on economic recovery for the ByWard Market, as described in this report, with group representation from the Mayor's Office, Ward Councillor's office, Marchés d'Ottawa Markets Corporation, the ByWard Market Business Improvement Area, the Lowertown Community Association, the National Capital Commission and other key external stakeholders.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil :

- 1. Approuve le Plan du domaine public du marché By, tel que décrit dans le présent rapport et annexé au document 3;**
- 2. Demande au personnel de la Direction générale de la planification, de l'infrastructure et du développement économique d'évaluer la gouvernance actuelle du domaine public du marché By et d'en faire rapport au Comité et au Conseil au deuxième trimestre de l'année 2021, en y indiquant ses recommandations pour l'amélioration de la réglementation et de l'aménagement de l'espace, comme décrit dans le présent rapport;**
- 3. Demande au personnel de trouver du financement auprès d'autres paliers du gouvernement ainsi que par l'établissement de priorités dans le programme d'immobilisations de la Ville de 2022, afin de procéder à l'étape de la conception de l'Esplanade polyvalente de la rue York (de la promenade Sussex jusqu'au carré du marché By), comme décrit dans le présent rapport;**
- 4. Demande au personnel d'entreprendre une étude complète du transport pour le carrefour de la rue Rideau et de la promenade Sussex, suivie d'un concours de conception national, comme décrit dans le présent rapport, à l'aide des fonds disponibles dans le**

compte réservé aux interventions mineures du domaine public pour 2020 et 2021;

5. **Demande au personnel de la Direction générale de la planification, de l'infrastructure et du développement économique de présenter une demande d'information au quatrième trimestre de 2021 dans le but de réaménager le garage municipal du marché By (parc de stationnement numéro 4) sis au 70 de la rue Clarence, à l'aide des fonds provenant du compte réservé aux interventions mineures du domaine public, et de revenir présenter ses observations au Comité des finances et du développement;**
6. **Demande au personnel de la Direction générale de la planification, de l'infrastructure et du développement économique et aux Services des routes et du stationnement d'enquêter sur les partenariats en fonction de la stratégie de remplacement du stationnement relative au marché By, comme décrite dans le présent rapport;**
7. **Demande au personnel de la Direction générale de la planification, de l'infrastructure et du développement économique de former immédiatement un groupe de travail sur la relance économique du marché By, comme décrit dans ce rapport, auquel participeront des représentants du Bureau du maire, du bureau du conseiller de quartier, de la société Marchés d'Ottawa Markets, de la Zone d'amélioration commerciale du marché By, de l'Association communautaire de la Basse-Ville, de la Commission de la capitale nationale et d'autres importants intervenants externes.**

DOCUMENTATION/DOCUMENTATION

1. Manager's report, Right of Way, Heritage and Urban Design Services, Planning, Infrastructure and Economic Development Department, dated 20 November 2020 (ACS2020-PIE-RHU-0027).

Rapport du Gestionnaire, Services des emprises, du patrimoine et du design urbain, Services de planification, d'infrastructure et de développement économique, daté le 20 novembre 2020 (ACS2020-PIE-RHU-0027).

2. Extract of draft Minutes, Finance and Economic Development Committee, 1 December 2020

Extrait de l'ébauche du procès-verbal, Comité des finances et du développement économique, le 1 décembre 2020

**Report to
Rapport au:**

**Finance and Economic Development Committee / Comité des finances et du
développement économique
December 1, 2020 / 1er décembre 2020**

**and Council / et au Conseil
December 9, 2020 / 9 décembre 2020**

**Submitted on November 20, 2020
Soumis le 20 novembre 2020**

**Submitted by
Soumis par:
Court Curry**

**Manager, Right of Way, Heritage and Urban Design Services / Gestionnaire,
Services des emprises, du patrimoine et du design urbain Planning,
Infrastructure and Economic Development Department / Services de planification,
d'infrastructure et de développement économique**

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Ward: RIDEAU-VANIER (12)

File Number: ACS2020-PIE-RHU-0027

SUBJECT: ByWard Market Public Realm Plan

OBJET: Plan du domaine public du marché By

REPORT RECOMMENDATIONS

That Finance and Economic Development Committee recommend Council:

- 1. Approve the ByWard Market Public Realm Plan, as described in this report and attached in Document 3.**
- 2. Direct staff from the Planning, Infrastructure and Economic Development Department to evaluate the existing governance of the public realm in the ByWard Market and report back to Committee and Council in Q2 2021 with recommendations to improve place-making operations and regulation, as described in this report.**
- 3. Direct staff to seek out funding from other levels of government and through prioritization within the 2022 City's capital program, to proceed with the detailed design phase for York Street Flex Plaza (from Sussex Drive to ByWard Market Square), as described in this report.**
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- 6. Direct staff from Planning, Infrastructure and Economic Development Department and Roads and Parking Services to investigate partnerships according to the Parking Replacement Strategy for ByWard Market, as described in this report.**
- 7. Direct staff from the Planning, Infrastructure and Economic Development Department to immediately launch a Working Group on economic recovery for the ByWard Market, as described in this report, with group representation from the Mayor's Office, Ward Councillor's office, Marchés d'Ottawa Markets Corporation, the ByWard Market Business Improvement**

Area, the Lowertown Community Association, the National Capital Commission and other key external stakeholders.

RECOMMANDATIONS DU RAPPORT

Que le Comité des finances et du développement économique recommande ce qui suit au Conseil :

- 1. Approuver le Plan du domaine public du marché By, tel que décrit dans le présent rapport et annexé au document 3;**
- 2. Demander au personnel de la Direction générale de la planification, de l'infrastructure et du développement économique d'évaluer la gouvernance actuelle du domaine public du marché By et d'en faire rapport au Comité et au Conseil au deuxième trimestre de l'année 2021, en y indiquant ses recommandations pour l'amélioration de la réglementation et de l'aménagement de l'espace, comme décrit dans le présent rapport;**
- 3. Demander au personnel de trouver du financement auprès d'autres paliers du gouvernement ainsi que par l'établissement de priorités dans le programme d'immobilisations de la Ville de 2022, afin de procéder à l'étape de la conception de l'Esplanade polyvalente de la rue York (de la promenade Sussex jusqu'au carré du marché By), comme décrit dans le présent rapport;**
- 4. Demander au personnel d'entreprendre une étude complète du transport pour le carrefour de la rue Rideau et de la promenade Sussex, suivie d'un concours de conception national, comme décrit dans le présent rapport, à l'aide des fonds disponibles dans le compte réservé aux interventions mineures du domaine public pour 2020 et 2021;**
- 5. Demander au personnel de la Direction générale de la planification, de l'infrastructure et du développement économique de présenter une demande d'information au quatrième trimestre de 2021 dans le but de réaménager le garage municipal du marché By (parc de stationnement numéro 4) sis au 70 de la rue Clarence, à l'aide des fonds provenant du compte réservé aux interventions mineures du domaine public, et de revenir présenter ses observations au Comité des finances et du développement;**

- 6. Demander au personnel de la Direction générale de la planification, de l'infrastructure et du développement économique et aux Services des routes et du stationnement d'enquêter sur les partenariats en fonction de la stratégie de remplacement du stationnement relative au marché By, comme décrite dans le présent rapport;**
- 7. Demander au personnel de la Direction générale de la planification, de l'infrastructure et du développement économique de former immédiatement un groupe de travail sur la relance économique du marché By, comme décrit dans ce rapport, auquel participeront des représentants du Bureau du maire, du bureau du conseiller de quartier, de la société Marchés d'Ottawa Markets, de la Zone d'amélioration commerciale du marché By, de l'Association communautaire de la Basse-Ville, de la Commission de la capitale nationale et d'autres importants intervenants externes.**

EXECUTIVE SUMMARY

Assumptions and Analysis

City Council has demonstrated an on-going commitment to support the revitalization of ByWard Market, one of seven proposed Special Districts identified in the Preliminary Directions Report for the new Official Plan. Special Districts are areas that help define the city's image locally, nationally and internationally. As such, the ByWard Market Public Realm Plan was initiated in response to several Council directives and meets strategic directions outlined in both the 2015-2018 and 2019-2022 Term of Council Priorities, respectively. As a neighbourhood, ByWard Market is currently struggling with a set of inter-related pressures and challenges but remains a remarkable place for Ottawa. ByWard Market will benefit from having a Public Realm Plan to provide a common vision for its public spaces, a roadmap to guide its physical transformation over time and a framework to help coordinate reinvestment among multiple partners to ensure it remains a place befitting to define Ottawa's image. To invest in ByWard Market is to invest in Ottawa.

The ByWard Market is a special place for Ottawa worthy of special attention because of its significant role in building our city, and its highly unique combination of history, heritage value, street composition, community structure and role as an economic generator not seen or duplicated anywhere else. The study area of the Public Realm Plan is large and includes more than ten street segments, more than 20 intersections

and several public spaces (see Document 3 – ByWard Market Public Realm Plan). The general boundaries are George Street to the south, Sussex Drive to the west, St. Patrick Street to the north and Dalhousie Avenue to the east (except along York and George Streets, which extend eastward to King Edward Avenue and Cumberland Avenue, respectively). Physically and spatially, notwithstanding the architecture, the public realm in the study area is characterized by a strong grid pattern, relatively narrow streets, low-rise buildings, shallow building setbacks, a sequence of pedestrian-scaled courtyards, spectacular views to Parliament Hill, signature streetlights, public spaces with a high sun exposure and two extra-wide, centralized boulevards. The City of Ottawa is a significant landowner in the study area, owning over 10 hectares of land in ByWard Market primarily in the form of roadways. As a district, ByWard Market is complex, historic and well-used. The Public Realm Plan provides highly contextual design guidance with virtually every street receiving a new design, appropriate to its urban context and tied to a larger public space vision.

The vision set by the Public Realm Plan imagines a network of inspiring public places for pedestrians where residents and visitors will linger, relax, and explore this unique food market and heritage district. Because the best places to visit are also the best places to live, future public spaces will be the backdrop against which daily life, festivals, and celebrations unfold. The heritage market building will remain the heart of the Market. A key goal of the Public Realm Plan is to shift the perception of the Market from a vehicular-oriented space to one where pedestrians come first. This simple idea has far-reaching implications for how space is allocated in the right of way.

Six ‘Big Moves’ are key transformative design concepts of this Public Realm Plan. They support the vision statement and are the fundamental structuring elements of the public realm, reinforced by 15 design frameworks, that will redefine how people use and enjoy the streets and public spaces of the ByWard Market:

1. Enhance the visitor experience by delivering a higher standard of design, programming, maintenance, and operations;
2. Create large pedestrian promenades on the north side of York, George and Clarence Streets, where sun exposure is highest in winter cities like Ottawa;
3. Introduce the William Street pedestrian spine, a pedestrian corridor through the heart of the Market, linking Clarence Street with Rideau Station;

4. Develop a new Destination Building and civic square at 70 Clarence Street to be a focal point and festival space;
5. Design streets as flexible spaces and pedestrian areas for both day to day activity and seasonal events;
6. Enhanced greening practices to ensure all the streets in the Market have a leafy, green image through comprehensive tree planting.

Financial Implications

The total estimated cost of implementation of this Plan is \$129 million in 2020 dollars. Funding of this Plan will be achieved through senior level government funding, public-private partnerships, leveraging asset management funding where practicable, and subject to future City budgeting and Long Range Financial Plan review processes.

Public Consultation/Input

The Public Realm Plan was developed by the City of Ottawa in partnership with many stakeholders over the past two years. The engagement process was extensive and different engagement techniques were used to reach as many stakeholders as possible (e.g. meetings, workshops, keynote presentation, online surveys, intercept surveys, pop-up engagement booths, one-on-one interviews, on-site comment boards). In total, more than 2,300 people submitted feedback over the course of the planning process and over 20,000 data points were collected and analyzed. Stakeholders engaged in the process included: businesses, residents (both urban and suburban), landowners, tourists, farmers, buskers, craftspeople, community groups, business leaders, politicians, Indigenous peoples, Councillor Fleury's office and the general public. Roughly 32 separate group meetings were held as briefings or presentations over an 18-month period: (listed in order of most-consulted) ByWard Market Business Improvement Area (BIA), Ottawa Markets, Ottawa Board of Trade (Capital Build Task Force), National Capital Commission (NCC), ByWard Market Standholders Association, Ottawa Tourism, and Downtown Rideau BIA. The plan seeks to balance many interests, some competing, among the diverse people who use the Market every day. A full record of the input of public consultation can be found in Document 7; a record of the Public Life Study can be found in Document 6.

Three Public Life Studies were conducted in ByWard Market over a 12-month period to provide data and insight into how this unique area is used, by whom, and when, throughout different seasons. Travel counts, activity counts, intercept surveys and a

pop-up engagement booth were tools used to collect data. The studies were led by 80 Cities with support from dozens of trained volunteers. All three studies took place on a weekday (Thursday) and a weekend day (Saturday) between 9 am and 8 pm. Combined, results from these studies show how uses and travel patterns fluctuate from season to season; for more information, refer to Document 6 - Summary of Public Life Studies.

RÉSUMÉ

SYNTHÈSE ADMINISTRATIVE

Hypothèses et analyse

Le Conseil municipal a fait preuve d'un engagement continu à l'égard de la revitalisation du marché By, l'un des sept districts spéciaux mentionnés dans le rapport sur les orientations préliminaires du nouveau Plan officiel. Les districts spéciaux sont des secteurs qui contribuent à façonner l'image de la ville à l'échelle locale, nationale et internationale. À ce titre, le Plan du domaine public du marché By a été mis sur pied en réponse à plusieurs directives du Conseil et il satisfait aux orientations stratégiques énoncées dans les priorités du mandat du Conseil municipal de 2015-2018 et 2019-2022 respectivement. Comme quartier, le marché By subit actuellement un ensemble de pressions et de défis connexes, mais il demeure un lieu formidable d'Ottawa. Le Plan du domaine public permettra d'établir une vision commune pour les espaces publics du marché By, une feuille de route pour orienter sa transformation physique dans le temps et un cadre pour coordonner le réinvestissement de multiples partenaires afin de veiller à ce que le marché By demeure un lieu digne de représenter Ottawa. Investir dans le marché By c'est investir dans la Ville d'Ottawa.

Le marché By est un lieu emblématique d'Ottawa qui mérite une attention spéciale en raison de son rôle significatif dans la création de notre ville et d'une combinaison exceptionnelle d'histoire, de valeur historique, de plan de rues, de structure communautaire et de rôle de moteur économique à nul autre pareil. Le vaste secteur d'étude du Plan du domaine public comporte plus de dix tronçons de rue, plus de 20 intersections et plusieurs espaces publics (voir le document 3 : Plan du domaine public du marché By). Les limites générales en sont la rue George au sud, la promenade Sussex à l'ouest, la rue St. Patrick au nord et l'avenue Dalhousie à l'est (à l'exception des tronçons qui longent les rues Yonge et George, lesquels s'étendent vers l'est jusqu'à la rue King et l'avenue Cumberland, respectivement). Des points de vue physique et spatial, nonobstant l'architecture, le domaine public du secteur à l'étude se

distingue par un plan quadrillé strict, des rues relativement étroites, des bâtiments de faible hauteur, de faibles marges de recul de bâtiments, une suite de cours à l'échelle des piétons, des vues spectaculaires sur la colline du Parlement, des lampadaires distinctifs, des espaces publics ensoleillés et deux très larges boulevards en son centre. La Ville d'Ottawa constitue un important propriétaire du secteur à l'étude, possédant plus de 10 hectares de terrain dans le marché By, principalement sous forme de routes. En tant que district, le marché By est complexe, historique et très utilisé. Le Plan du domaine public oriente la conception d'une façon très contextuelle dans laquelle pratiquement chacune des rues est réaménagée de façon à respecter le contexte urbain sans toutefois s'éloigner de la vision globale.

La vision définie par le Plan du domaine public imagine un réseau d'espaces publics inspirants pour les piétons, où les résidents et les visiteurs pourront flâner, se détendre et explorer ce marché unique et ce district patrimonial. Étant donné que les meilleurs endroits à visiter sont aussi les meilleurs endroits pour vivre, les futurs espaces publics serviront de toile de fond à la vie quotidienne, aux festivals et aux célébrations. L'édifice historique du marché demeurera le cœur du marché By. Le Plan du domaine public vise avant tout à changer l'image du marché By, perçu comme un lieu axé sur l'automobile, pour en faire un lieu où les piétons ont la priorité. Cette simple idée a de profondes répercussions sur la façon de partager adéquatement l'espace public.

Les grands principes conceptuels transformateurs du Plan du domaine public reposent sur six grands changements. Ces derniers soutiennent l'énoncé de vision et constituent les éléments structurants fondamentaux du domaine public, renforcés par 15 cadres de conception, qui redéfiniront la façon dont les gens utilisent et profitent des rues et des espaces publics du marché By. Ces six grands changements sont les suivants :

1. Améliorer l'expérience des visiteurs en offrant une conception, des activités, un entretien et une exploitation de plus grande qualité.
2. Créer de larges promenades piétonnières du côté nord des rues York, George et Clarence, qui est le plus ensoleillé dans les grandes villes d'hiver comme Ottawa.
3. Inaugurer le réseau piétonnier de la rue William, un couloir piétonnier qui traverse le cœur du marché et relie la rue Clarence à la station Rideau.
4. Aménager un nouveau bâtiment d'intérêt et une place publique au 70, rue Clarence afin d'en faire un point d'attraction et un lieu de festival.

5. Concevoir les rues comme des espaces polyvalents et des zones piétonnières pouvant servir tant aux activités quotidiennes qu'aux événements saisonniers.
6. Améliorer les pratiques de verdissement pour s'assurer que toutes les rues du marché By dégagent une image verdoyante, grâce à une vaste stratégie de reboisement.

Répercussions financières

Le coût total estimé de la mise en œuvre de ce Plan est de 129 millions de dollars en dollars de 2020. Le financement de ce Plan proviendra d'une aide financière des ordres supérieurs du gouvernement, de partenariats publics privés, de l'effet de levier du financement et de la gestion de l'actif dans la mesure du possible et sous réserve de l'établissement du budget municipal et des processus d'examen du plan financier à long terme.

Consultation publique/commentaires

Le Plan du domaine public a été élaboré au cours des deux dernières années par la Ville d'Ottawa, en collaboration avec de nombreux intervenants. Il s'agissait d'un vaste processus de consultation faisant appel à différentes techniques ayant pour but de rejoindre le plus grand nombre d'intervenants possible (p. ex., réunions, ateliers, présentations par des spécialistes, sondages en ligne, sondages par interception, kiosques de participation spontanée, entrevues individuelles, tableaux de commentaires sur place). Au total, plus de 2300 personnes ont soumis des commentaires durant le processus de planification et plus de 20 000 données ont été recueillies et analysées. Parmi les intervenants participant au processus, mentionnons les suivants : des entreprises, des résidents (de collectivités tant urbaines que suburbaines), des propriétaires, des touristes, des agriculteurs, des amuseurs publics, des artisans, des groupes communautaires, des chefs d'entreprise, des politiciens, des personnes d'origine autochtones, le bureau du conseiller Fleury et la population générale. Approximativement 32 assemblées ont été organisées sous forme de séances d'information ou de présentations sur une période de 18 mois : (énumérées en ordre décroissant de consultations) Zone d'amélioration commerciale du marché By (ZAC), Marchés Ottawa, Chambre du commerce d'Ottawa (Groupe de travail sur l'aménagement de la capitale), Commission de la capitale nationale (CCN), Association des détenteurs d'étal du marché By, Tourisme Ottawa et ZAC du centre-ville Rideau. Le plan vise à trouver un équilibre entre les différents intérêts, souvent concurrents, des

divers utilisateurs quotidiens du marché. Un compte-rendu exhaustif des résultats des consultations publiques se trouve au document 7 et les conclusions de l'étude sur la vie publique, au document 6.

Trois études sur la vie publique ont été menées au marché By sur une période de 12 mois afin de recueillir de l'information visant à déterminer comment ce secteur unique est utilisé, par qui il est utilisé et quand il est utilisé selon les saisons. Des dénombrements de déplacements, des dénombrements d'activités, des sondages par interception et un kiosque de participation spontanée ont servi à recueillir de l'information. Les études ont été effectuées par la société d'experts-conseils 8 80 Cities à l'aide de douzaines de bénévoles dûment formés. Elles ont été réalisées un jour de semaine (jeudi) et un jour de week-end (samedi) entre 9 heures et 20 heures. Ensemble, les résultats de ces études ont montré la mesure dans laquelle les utilisations et les modèles de déplacements fluctuent selon les saisons. Pour en savoir davantage, veuillez consulter le document 6 : Résumé des études sur la vie publique.

BACKGROUND

City Council has demonstrated an on-going commitment to support the revitalization of ByWard Market, one of seven proposed Special Districts identified in the Preliminary Directions Report for the new Official Plan. Special Districts are areas that help define the city's image locally, nationally and internationally. As such, the ByWard Market Public Realm Plan was initiated in response to several Council directives and interests:

1. The [City of Ottawa's Strategic Plan and Term of Council Priorities](#) (2019-2022) for Economic Growth and Diversification to support public realm projects to enhance public life and social interactions, such as those in the historic ByWard Market and the Sparks Street Mall.
2. The [City of Ottawa's Strategic Plan and Term of Council Priorities](#) (2015-2018) directed the renewal of ByWard Market and Parkdale Market / Sparks Street to support the growth of local economy (Strategic Initiative #3 and Strategic Objective EP2).
3. On May 11, 2016, City Council approved a series of recommendations in support of revitalization efforts for ByWard Market ([report ACS2016-PAI-DCM-0001](#)), including an amendment to the ByWard Market Program By-law No. 2008-449 that enabled the renewal of the George Street Plaza. George Street Plaza made an immediate impact, attracting high numbers of visitors and

encouraging more time spent lingering in this space, as validated by the Public Life Study conducted as part of the Public Realm Plan.

4. On April 12, 2017, Council approved the establishment of a Municipal Services Corporation ([report ACS2017-PIE-ED-0006](#)) to assume management and operations of ByWard and Parkdale Markets as part of the ByWard and Parkdale Markets Revitalization Project.

DISCUSSION

The ByWard Market is a special place for Ottawa worthy of special attention because of its significant role in building our city, and its highly unique combination of history, heritage value, street composition, community structure and role as an economic generator not seen or duplicated anywhere else. ByWard Market was initially established as “Bytown” during the late 1820s when the area was made the base for construction of the Rideau Canal and saw rapid settlement. Roughly 30 years later, Bytown achieved city status and changed its name to Ottawa. In 1857, Queen Victoria permanently designated Ottawa as our Nation’s capital.

ByWard Market helps define Ottawa’s image to locals and visitors alike and is comparable to other Canadian places like Pier 21 in Halifax, the Brewery District in Toronto, Old Port in Montreal, the Forks in Winnipeg and Granville Island in Vancouver. As a neighbourhood, ByWard Market is currently struggling with a set of inter-related pressures and challenges that require a coordinated effort by many stakeholders to overcome. ByWard Market will benefit from having a Public Realm Plan to provide a common vision for its public spaces, a roadmap to guide its physical transformation over time and a framework to help coordinate reinvestment among multiple partners to ensure it remains a place befitting to define Ottawa’s image. To invest in ByWard Market is to invest in Ottawa.

In the face of challenges, ByWard Market continues to remain a remarkable area in Ottawa. Architecturally, with Lowertown, the area supports the largest collection of buildings designated under Part V of the *Ontario Heritage Act* in Ottawa, with many of the earliest-surviving residential, commercial and mixed-use properties in the city. Culturally, at various periods, the Market has served as the seat of Irish Canadian, French Canadian and Jewish cultures in Ottawa, which has made a particularly strong contribution to the history and character of Ottawa; defined at times by tensions among and between these groups with Upper town (now known as the Parliamentary Precinct). Benefitting from its central location in the National Capital Region surrounded by

waterways, mobility hubs and contemporary destinations, ByWard Market is a natural take-off point, pivot and gathering place for government, commerce, industry, residents and tourism in Ottawa.

COVID-19 in ByWard Market

The Public Realm Plan has been prepared, in part, during the time of the COVID-19 pandemic in Ottawa, which requires the Project Team to consider the future ByWard Market through a lens of public health and resiliency. COVID-19 has posed unprecedented risks to public health and the area's economy that have, consequently, influenced patterns of behaviour, interaction, commerce and use of public spaces. At the time of this writing, there is no clarity on the ultimate course of the pandemic nor the long-term effects on city building, public spaces, public health or the economy. This Public Realm Plan is a long-term plan, which identifies key ideas that serve to promote public health and support the resiliency of ByWard Market, which are elaborated upon under the section Environmental Implications of this report.

Investing in ByWard Market as an economic base for Ottawa

The economic contributions of ByWard Market for the City cannot be overlooked. The area first became an economic base for Ottawa in the mid-nineteenth century after the removal of the British military and the end of the continental fur trade. The expansion of the lumber industry, the opening of the canal and the city's incorporation in 1855 launched the economic base for the modern city. ByWard Market continues to be an economic contributor to Ottawa; however, these dollars are now rooted in tourism and hospitality, and complemented by a local commerce. ByWard Market's unique character makes it a top destination within Ottawa, consistently found on itineraries with Parliament Hill and Rideau Canal, and the BIA estimates that ByWard sees roughly 50,000 visitors per weekend. The tourism industry estimates that, in total, roughly 11 million annual visitors to Ottawa spend more than \$2.2 billion each year in the City's food, retail, transportation and other travel-related sectors. The economic ripple effect in the hospitality sector by these visitors to Ottawa equates to more than 30,000 full-time jobs (over 46,000 on the upper end) and an estimated \$1.4 billion contribution to the capital's Gross domestic product (GDP) from the sector.

Public investment in the public realm is a proven economic development initiative and, as a city-asset, ByWard Market is an excellent candidate for continued municipal reinvestment. Numerous case studies in North America and abroad (e.g. Michigan Avenue in Chicago, Post Office Square in Boston, Times Square in New York City),

demonstrate the impact public sector investment has as a key stimulus to creating an environment ready for private redevelopment and reinvestment, increasing tourism, attracting new businesses and retailers and enhancing a city's reputation. As part of this planning process, stakeholders in ByWard Market have expressed and demonstrated a willingness to reinvest in the area; however, coordinated reinvestment in favour of delivering larger projects can be challenging in the absence of a plan. The ByWard Market Public Realm Plan outlines and prioritizes renewal projects for public spaces, and the district will likely benefit from having a plan to help focus revitalization efforts. The City of Ottawa can continue to be a leader in reinvestment for ByWard Market.

Study area

The study area of the Public Realm Plan is large and includes more than ten street segments, more than twenty intersections and several public spaces. The boundaries are George Street to the south, Sussex Drive to the west, St. Patrick Street to the north and Dalhousie Avenue to the east (except along York and George Streets, which extend eastward to King Edward Avenue and Cumberland Avenue, respectively). Physically and spatially, notwithstanding the architecture, the public realm in the study area is characterized by a strong grid pattern, relatively narrow streets, low-rise buildings, shallow building setbacks, a sequence of pedestrian-scaled courtyards, spectacular views to Parliament Hill, signature streetlights, public spaces with a high sun exposure and two extra-wide, centralized boulevards. The City of Ottawa is a significant landowner in the study area, owning over 10 hectares of land in ByWard Market primarily in the form of roadways. As a district, ByWard Market is complex, historic and well-used. The Public Realm Plan provides highly contextual design guidance with virtually every street receiving a new design, appropriate to its urban context and tied to a larger public space vision.

There are several noticeable deviations to the grid pattern of streets in ByWard Market, created in response to historic developments, that add to the area's complexity; the By Wash, ByWard Market building and courtyards. The By Wash was an overflow channel connecting the newly-built Rideau Canal (est. 1826) with the Rideau River, resulting in George and York Streets to be 36.5 metres wide to accommodate this water course. Today, these widened boulevards offer two of the most transformative opportunities for ByWard Market due to their sheer amount of public space, afforded to us by Colonel John By from the 1820s. The second offset in the grid is created by the current market building (est. 1928) at ByWard Market Square and William, purchased by the City at that time, at a centralized location so farmers could maneuver cumbersome wagons

within the wide streets that were destined for the market. The third public spatial feature that deviates from the grid is the Rideau-Sussex courtyard system, former stables and backyards of the historic buildings on Sussex Drive. This unique arrangement of the relatively narrow streets and pedestrian courtyards, offset by wide boulevards, is an urban structure that can naturally create a ‘cozy’ atmosphere for pedestrians and offer a sense of the unexpected.

Project Cost Estimate

To provide renewal options and manage affordability, the ByWard Market Public Realm Plan has been divided up into over 20 discrete capital projects that can be delivered over time. Capital projects in the plan have been prioritized based on strategic realities and key partner feedback and connected to a timeline that can unfold over time. The exact timing of phasing is dependent upon securing City capital budget allocation, infrastructure renewal, strategic initiatives and/or partnerships with the private sector, other levels of government or the not-for-profit sector.

The Project Team prepared a Class ‘C’ cost estimate for the entire plan area, and a Class ‘D’ cost estimate for the Sussex-MacKenzie-St. Patrick Node, with an overall delivery cost of approximately \$129.1 million in 2020 dollars (includes construction costs, project costs, design costs, contingency and taxes). Within the plan’s overall cost estimate, individual capital projects range in price from \$2 million to \$24 million, depending on street segment. York Street and George Street street-renewals, respectively, are the costliest to deliver due to their size and the elevated design standard recommended for these highest-order boulevards in ByWard Market.

Pilot Projects and Economic Recovery

Three pilot projects were launched to investigate emerging recommendations of the Public Realm Plan. The 2019 pilot projects were evaluated based on 74 hours of data collection, completion of 248 surveys, recording 20 pop-up responses on-site, and conducting 18 in-person business interviews. A third pilot project is still underway, outlined below.

1. 2019 William Pedestrian Plaza: William Street, between York- and George Streets, was closed to cars and transformed into a people-focused space to support the vibrancy of the Market core. As per the plan’s recommendations, the design prioritizes the pedestrian experience in the heart of the ByWard Market by creating a wide promenade with more seating and greenery. The space launched

in June and remained open until November 2019; it was created by Ottawa Markets with support from the City of Ottawa. Evaluation and monitoring of these projects took place from June to August 2019. Results found that, on average, 10,600 visitors and 16,600 visitors passed through the space on a weekday and weekend-day, respectively. Roughly 78 per cent of survey respondents who visited the space said the William Street Pilot Project improved their experience of the ByWard Market, with 43 per cent of respondents saying they liked that there were no vehicles on William Street (and 22 per cent said that they liked that it was pedestrian-only) and 29 per cent of respondents saying they liked the extra spaces to sit, socialize, eat, and relax.

2. **2019 Clarence Sidewalk Widening:** The summer pilot project closed the curbside layby lane on the north side of Clarence Street (Parent to Dalhousie) to parking by placing planters along the edge. This created a widened pedestrian area on the north side; ramps between road level and sidewalk level were also installed. On average, 302 people per hour visited the pilot space during a weekday and 468 people per hour visited the space during a weekend-day (e.g. 5,600 people per day). The number of visitors fluctuated depending upon the weather, time of day, day of week and holiday seasons. A pop-up board was set up on Clarence Street in August, and gave people walking by the opportunity to provide their feedback passively. On principle, 90 per cent of people who wrote on the comment board said they liked the pilot (e.g. “Love it!”). One wheelchair user expressed positive feelings towards the smooth surface of the pilot and preferred it to using the existing sidewalk, which has many joints, cracks and bumps. Some businesses expressed a concern over the loss of parking and one business owner believed the pilot negatively affected their business and made deliveries challenging. Most businesses interviewed along Clarence Street were not happy with the conditions of decorative planters by the end of the season; however, most businesses were in favour of continuing the Pilot with improvements made to its design.
3. **2020 ByWard Market Economic Recovery Plan (on-going):** In response to the effects of COVID-19 in Ottawa, the general purpose of the 2020 Economic Recovery Plan is to create more public space required for physical distancing, and to support economic recovery enabling customers to safely visit the Market. In July 2020, several streets in the ByWard Market were closed to traffic: William Street (from George Street to York Street), ByWard Market Square (from York Street to Clarence Street), Clarence Street (from William to Dalhousie), and the

northern side of York Street (from ByWard Market Square to Sussex Drive).
ByWard Market Square south has been converted to southbound traffic to offset
the York Street closure. These changes were in effect until the end of October.

Recommendation 1: Approval of the ByWard Market Public Realm Plan

The Vision for ByWard Market's public spaces

The vision statement established by the Public Realm Plan is the result of several iterations made over the course of planning process and focuses on the future transformations of public spaces,

“The ByWard Market's public spaces will invite residents and visitors to linger, relax, socialize, shop and explore this unique food market and heritage district within a network of inspiring public places that put pedestrians first. The public spaces are the backdrop against which daily life, festivals, and celebrations unfold; a place for both the everyday and the extraordinary.”

A key goal of the Public Realm Plan is to shift the perception of the Market from a vehicular-oriented space to one where pedestrians come first. This simple idea has far-reaching implications for how space is allocated in the right of way. It also leads to re-thinking the quality of the environment including the urban tree canopy, seating, lighting and paving, and how the spaces of the Market can be interesting and active throughout the year. The historic Market building and surrounding streets will continue to be the heart of the neighbourhood, and a new destination building will replace the existing parking garage at 70 Clarence Street. Parking lots will be transformed into new programmable public spaces and a major greening initiative will add hundreds of new trees to the streets. Widened sidewalks, beautifully lit at night, will support the year-round activities and businesses that draw both locals and visitors to this much-loved district.

Six 'Big Moves'

The six 'Big Moves' are key transformative design concepts of this Public Realm Plan. They support the vision statement and are the fundamental structuring elements of the public realm, reinforced by 15 design frameworks, that will redefine how people use and enjoy the streets and public spaces of the ByWard Market:

1. Enhance the visitor experience: The core of ByWard Market will exhibit a higher standard of design, programming, maintenance, and operations than most neighbourhoods in the City to help create a memorable visitor experience.

2. Create large pedestrian promenades: Broad pedestrian promenades (up to 20 metres wide) will be created on the north side of York, George and Clarence Streets, where sun exposure is highest in winter cities like Ottawa.
3. Introduce the William Street pedestrian spine: William Street will be a pedestrian corridor through the heart of the Market, linking Clarence Street with Rideau Station. Loadings and deliveries will be accommodated in the mornings, before most shops open to customers.
4. A new destination building and civic square: A new destination building to complement the ByWard Market will be developed, with a new civic square as a central focal point and festival space.
5. Flexible spaces: Streets and pedestrian areas will be designed for flexible use for both day to day activity and events. A strong connection will be created to the York Steps and Major's Hill Park.
6. Enhanced Greening: All the streets in the Market will have a leafy, green image through comprehensive tree planting.

Design highlights of the Plan

The Public Realm Plan is comprehensive and covers topics ranging from accessibility, vehicle circulation, activation strategies, tree preservation to future-proofing the area for information, communication and transportation technologies. The following are a set of 'design highlights', pulled from the distinct projects that make up the Public Realm Plan, to help further explain some of the most-asked about topics / recommendations in the document , (refer to Document 7 for more information about public feedback received):

- Rebalancing space: A total of 3.2 hectares of city owned space primarily dedicated to cars is to be reclaimed and assigned for pedestrian use (e.g. 1.6 ha along York Street, 1.3 ha along George Street; 0.2 hectares along William Street and 0.2 hectares along Clarence Street). For comparison, a 3.2-hectare open space is greater than the size of Confederation Square (2.5 hectares);
- Maintaining vehicle circulation: Except for William Street, all roads in the core of the Market (e.g. George Street, York Street, ByWard Market Square, Clarence Street) shall be bi-directional, remain open to cars, provide on-street parking spaces to support business operations and add animation on the coldest winter

days. Many of the roads in the Market's core will be adaptable to seasonal, weekend or special event closures, if desired;

- **Normalize street designs:** Rights of way designs for York and George Streets will be normalized to include wide sidewalks, defined vehicle lanes traveled at low-speeds, on-street parking and the phased removal of surface parking lots currently located in the middle of the roads;
- **Enhanced levels of service for maintenance and operations:** Demanding standards for snow-clearing, waste collection, beautification efforts (e.g. flowered planters), greening and trees, and paver maintenance are explicitly outlined in and/or inherent to achieving the plan. Collectively, these critical frameworks elevate the visitor experience in ByWard Market and can also stand-alone as general improvement initiatives in the absence of a capital renewal project. The City already delivers our highest maintenance standard of service available to ByWard Market, at great effort and cost; however, due to the unique characteristics of special districts like ByWard Market, the City cannot always keep up to peak seasonal demands. The City is currently undertaking a Winter Road Maintenance Quality Standards (WMQS) review and, as part of the project, will develop Maintenance Quality Standards for Specialty Spaces and Streets (SSS). The City does not currently have standards for Specialty Spaces and Streets like those found in ByWard Market. Therefore, the WMQS and SSS project is poised to make an impact and will ensure City maintenance standards are reflective of current priorities and showcase Ottawa as a premier tourist destination.
- **A new downtown festival space for medium-sized events:** The creation of a new central civic square in association with the new destination building at 70 Clarence Street would deliver a new festival space option for downtown Ottawa. The Event Central Office advises that Ottawa would benefit from having more mid- to large-sized outdoor festival space options in downtown. The new central square in ByWard Market would be a good candidate space for daytime programming for events like Canada Day or Winterlude and for one-time celebrations like unique sporting events (e.g. equivalent to Toronto Raptors, Jurassic Park or Ottawa Senators Sens Mile).
- **Signature light posts:** New signature light posts unique in Ottawa will be introduced. Wood and dark metal are materials recommended for new light posts

in core pedestrian areas; these materials reference the historical importance of the timber industry in the area. The iconic globe lights in ByWard Market are at the end of their functional lifespan and must be phased-out in favour of adding new signature light posts that are beautiful, contemporary, LED efficient, follow the 2017 Capital Illumination Plan and meet city standards (refer to Document 5 – ByWard Market Master Plan for Lighting Design). An increase in streetlight maintenance budget will likely be required to accommodate the signature posts. Staff intend to update the ByWard Market Heritage Conservation District within the following two years, and the future of the globe lights will be addressed further in this plan. Efforts to preserve and readapt these globe lights should be taken;

- **Wayfinding/Information Signage:** A wayfinding initiative is currently underway, to be completed as a partnership with Ottawa Tourism, NCC, City of Ottawa and other partners. The plan supports the creation of a suitable signage scheme as part of an overall wayfinding strategy and identifies key decision-points within the study area as candidate locations for wayfinding signage;
- **Public Washrooms:** The general area lacks the provision of suitable, accessible public toilets, which many key stakeholders have requested including NCC’s Advisory Committee on Planning, Design, and Realty (ACPDR). The plan proposes accessible public toilets be delivered as part of the new Destination Building. The plan does not preclude the delivery of standalone, accessible public toilets in advance of the destination building should a willing partner and/or funding become available.

Projects defined by the Public Realm Plan

The following chart provides an overview of the Class ‘C’ cost estimates for the ByWard Market Public Realm Plan. The pricing of street segments can be further broken-down by block. Cost estimates below include construction costs, project costs, design costs, contingency and taxes.

Street Segment	Class ‘C’ Cost Estimate (in 2020 Dollars)*
George Street	\$34 million

(Sussex Drive to Cumberland Street)	
York Street (Sussex Drive to King Edward Street)	\$44 million
Clarence Street (Sussex Drive to Dalhousie Street)	\$10 million
Murray Street (Sussex Drive to Dalhousie Street)	\$5 million
St. Patrick Street (Sussex Drive to Dalhousie Street)	\$4 million
ByWard Market Square (George Street to Clarence Street)	\$8 million
William Street (George Street to Clarence Street)	\$4 million
Parent Street (Clarence Street to St. Patrick Street)	\$4 million
Dalhousie Street (Rideau Street to St. Patrick Street)	\$9 million
Waller Mall	\$1.8 million
Sussex-Mackenzie-St. Patrick Node	\$5.3 million*
Rideau-Sussex Node	To be determined, pending national design competition
Total	\$129.1 million

* Sussex-Mackenzie-St. Patrick Node is a Class "D" estimate

Recommendation 2: Governance Review

While the ByWard Market Business Improvement Area has been successfully representing the interests of ByWard Market businesses for thirty years, strategic alignment between the BIA, Marchés d'Ottawa Markets Corporation, the NCC and community associations is often lacking to the detriment of the area. Staff from Planning, Infrastructure and Economic Development will evaluate the current ByWard Market governance and report back to Committee and Council in Q2 2021 with recommendations to enhance district operations and cohesiveness. Staff will establish a ByWard Market District working group, to include representation from the Mayor's Office, Ward Councillor's office, Marchés d'Ottawa Markets Corporation, the ByWard Market BIA, and key external stakeholders, to provide guidance on ByWard Market economic recovery in 2021 and input on governance recommendations.

Recommendation 3: Seek funding for York Street Flex Plaza

The York Street Flex Plaza is a future space along York Street, from Sussex Drive to ByWard Market Square, and has emerged as the highest priority capital project in the ByWard Market Public Realm Plan. The delivery of this new space has the potential to make a large and immediate impact on the public realm, as it redefines the use of space, creates a high-quality environment, and provides the flexibility that is fundamental to the plan. The Flex Plaza is centrally located and large enough to demonstrate the greater potential of the full implementation of the public realm vision. Staff wishes to seek out funding from other levels of government and through prioritization within the 2022 City capital budget, to proceed with the detailed design phase for York Street Flex Plaza (from Sussex Drive to ByWard Market Square).

York Street Flex Plaza will form part of a Grand Promenade linking upper and lower town. It shall incorporate a beautiful, unifying paving pattern, public art, safe crosswalks, moveable seating and be framed by tall arching trees. Bi-directional traffic movements and on-street parking and loading will remain. Most of the Flex Plaza area incorporates a "tabletop" design, without curbs to be flat and accessible. The new Flex Plaza has the potential to generate excitement and momentum for the future because it creates a consolidated space that supports the everyday vibrancy of urban life in the Market as well as opportunities for scalable programming such as outdoor vendors, outdoor dining, outdoor performances and street festivals.

Today, York Street at Sussex Drive is an important civic connection, visually to Parliament Hill and physically to Major's Hill Park. However, most of the space is a

parking lot. A great collection of historical buildings line York Street and create a strong visual frame with two sequential protected views to Parliament Hill. According to the Public Life Study conducted as part of the Public Realm Plan, York Street at ByWard Market Square has the most pedestrians in fall and winter and is the busiest year-round weekend location studied. York Street at Sussex Drive is the most popular location for taking photographs, due to the OTTAWA sign.

The significance, symbolism and popularity of York Street and Sussex Drive, especially when paired with the transformative designs established by the Public Realm Plan for York Street Flex Plaza, make it an excellent candidate site for a high-impact capital renewal project.

Staff wishes to seek out funding from other levels of government and through prioritization within the 2022 City capital budget program, to proceed with the detailed design phase for York Street Flex Plaza (from Sussex Drive to ByWard Market Square), for a total of \$1.5 million in 2020 dollars.

Recommendation 4: Undertake Transportation Study for Rideau-Sussex Node

Two major gateways into the ByWard Market were studied at a high-level to understand their inherent design opportunities and constraints, and to determine a preferred concept solution for each: (1) Rideau-Sussex Node; and, (2) Sussex-Mackenzie-St. Patrick Node. The two Nodes fall within NCC purview due to Federal interests such as protected views to Parliament, Capital Illumination and proximity to Confederation Boulevard. As a landowner, NCC has minimal holdings at the two Nodes. The NCC has remained an engaged and supportive partner throughout the planning process of the Public Realm Plan, arranging a staff presentation to ACPDR (August 2019) and, in time, to the NCC Board of Directors (Fall 2020).

Rideau-Sussex Node

The Rideau-Sussex Node is located at the crossroads of Wellington, Rideau, Mackenzie, Sussex Drive and Colonel By Drive; and presents numerous mobility and placemaking opportunities and challenges due to the high-profile site, the high volumes of multiple modes of transportation and the strong desire-lines of virtually all modes of travel in the area. The Node has been imagined and reimagined numerous times by both the City and the NCC, cooperatively and independently, and a vision in support of a landmark commemoration is well-articulated. The ByWard Market Public Realm Plan brings-forward a preferred design concept for the landmark Node, informed by previous

studies, along with a corresponding transportation model that shows new vehicular lane arrangements and identifies preliminary impacts to the transportation network.

Highlights of the Node design concept include: (1) the creation of a level, at-grade public gathering space using a retaining structure that can be celebrated as a design feature wall; (2) leveraging the natural change in grade to create a memorable urban form that still provides accessible routes throughout the space; (3) creating better interface with the former train station (currently The Senate of Canada) through new active uses; and (4) establishing a fully-realized cycling network as well as more direct pedestrian crossings. The plan recommends an international design competition for the Node.

The Rideau-Sussex Node contributes to a powerful backdrop of Ottawa's daily national image, with many of the surrounding buildings being destinations and having great architecture and historic merit. Functionally, the Node connects the 'Town' and 'Crown', a Ceremonial Route to Confederation Boulevard for visiting dignitaries; and forms a major threshold into the Parliamentary District. The Node is topographically lower (e.g. roughly 4 metres) than the Parliamentary District, which further reinforces the drama of the westward view from the Node. The current condition at Rideau-Sussex Node disrupts much of its sense of place, creating an uninviting 'underpass' condition for pedestrians, squeezing crossing conditions for high volumes of pedestrians and acting as a barrier for desired cycling routes to/from ByWard Market. The Public Realm Plan establishes a design concept and a possible demonstration of the potential of this space.

The recommended Node concept requires new vehicle arrangements for the area that must be studied further in detail to understand the resulting transportation network impact. A defining aspect of the visionary concept is the elimination of the vehicle ramp connection between Mackenzie and Colonel By Drive (e.g. affecting roughly 500 vehicles per hour peak AM and 400 vehicle per hour peak PM). This ramp has long been criticized by some as obtrusive infrastructure that, at its best, impedes pedestrian connectivity and, at its worst, creates an unsafe space and blight to the visual environment at a very strategic and symbolic location in the capital. Under this visionary plan, southbound vehicles on Mackenzie will be given only the option of turning right at Wellington Street, via a double-right turn movement. The implication is that a percentage of motorists using Mackenzie today, destined for locations to the south and east of the Mackenzie/Wellington intersection, will need to access their destination via a different travel route or mode. These diversions will impact (pre-COVID) peak-hour

congestion at surrounding intersections in the transportation network; a network that is at capacity in many locations.

A supplementary detailed transportation study is required to more accurately reflect the traffic impact and reflect the still-evolving mobility patterns and behaviours in this area (e.g. the impact of LRT to travel behaviours, the future interprovincial mobility plans, any potential changes to movement around the Parliamentary Precinct, the long-term impacts of COVID-19 on unfolding live-work arrangements). The study should answer: the origins and destinations of motorists using the eliminated movements; the alternative travel routes likely used by displaced motorists; the likely impact on nearby intersections; the impact of other prominent mobility initiatives conducted by our Federal and municipal partners in the area; and potential mitigation measures. Since the intersections are currently experiencing congestion during the peak periods, the removal of the southbound ramp at this node will have traffic implications on downtown streets. This study will examine the impacts, trade-offs and mitigations required to achieve an enhanced public realm at this location.

The detailed transportation study will be initiated in 2021 and recommendations will be presented to Transportation Committee for approval. Following the traffic study, a national design competition, completed in partnership with the NCC, will be initiated to illustrate the City's vision and set an ultimate design for the Rideau-Sussex Node.

The cost estimate for the detailed transportation study and national design competition is approximately \$400,000 (2020 Dollars). A more refined cost estimate to implement the Rideau-Sussex Node concept will be prepared in the future, after a national design competition is held and once a preferred design has been identified. City Council will receive information about the transportation impacts of the Rideau-Sussex Node concept prior to running a national design competition.

Sussex-Mackenzie-St. Patrick Node

The Sussex-Mackenzie-St. Patrick Node is set against an institutional backdrop that includes the National Gallery of Canada, Notre Dame Cathedral Basilica, Peacekeeping monument, and Major's Hill Park. The Node is a complex intersection for inter-provincial, regional and local movements using arterial routes including to/from the Alexandra Bridge. The plan's design for the Node is straightforward and reinforces the work recently completed by the NCC for the Nepean Point Redevelopment Plan. The Nepean Point Plan envisions the area as having a high degree of connectivity for pedestrians and cyclists to surrounding destinations, including ByWard Market, and

expanding the Taiga Garden gateway on the front lawn of the National Gallery by eliminating an existing on-ramp to Alexandra Bridge.

The recommended designs for the Node area are characterized by, new cycle tracks on St. Patrick and Murray Streets, respectively; reconfiguring the southbound Sussex Drive to Mackenzie lanes to permit traffic on St. Patrick Street to flow to the Alexandra Bridge and reconfiguring the Murray/Mackenzie crosswalks to provide safe crossing for pedestrians and cyclists.

Recommendation 5: Redevelop municipal parking garage into a Destination Building

The Public Realm Plan recommends the introduction of a new Destination Building, intended as a signature building to complement the historic market building, appeal to both locals and visitors alike and bolster the retail environment of ByWard Market. The Destination Building will replace the existing City-owned parking garage, located in the geographic centre of the study area, at 70 Clarence Street. The plan recommends general design parameters for the destination building to enhance the public realm; for example, the building should be: (1) low-rise, and respect the Heritage Conservation District Plan; (2) align its front façade with the other buildings along York Street; (3) provide accessible public washrooms at ground level; and, (4) consider the potential to provide underground parking. The plan stops short of proposing specific direction such as land uses, architectural styling, redevelopment partnerships and funding schemes. for the destination building. City Council approval of the ByWard Market Public Realm Plan will trigger the investigation of redevelopment options for 70 Clarence Street by the Office of Corporate Real Estate at the City of Ottawa, which will bring more clarity to the future of the parking garage. Should real estate investigations yield a viable and favourable redevelopment option for 70 Clarence Street, investment of the parking garage (Lot 04) would be further de-scoped and ultimately decommissioned by 2025, avoiding further lifecycle expenditures. Any decision to demolish 70 Clarence in favour of introducing a destination building will involve a life cycle analysis and business case for the redevelopment of the existing structure.

City staff from Asset Management confirm 70 Clarence Street is targeted for capital investment. This investment was to have a phased implementation scheduled over the next three to five years to deliver a lifecycle plan based on a 2018 Structural Adequacy Review (SAR). This lifecycle plan, if fully delivered, would extend the remaining service life of the garage by roughly 15 to 20 years. Due to the preliminary findings of the Public

Realm Plan and inter-departmental collaboration, long-term plans of the garage have been re-scoped, pending approval of this Public Realm Plan. Refer to the Asset Management Section of this report for more information.

Redevelopment of 70 Clarence Street would result in a loss of 289 City-owned publicly accessible parking spaces, with the majority not replaced on-site. As part of the public realm plan process, a parking replacement strategy assumes the Destination Building may provide underground parking associated with its new land use(s) and any “new” parking demand created by that building. Based on City data, the 70 Clarence Street parking garage generates 260,000 to 300,000 short-term parking visits per year. These frequent, short-term parking trips do add a level of vehicle congestion on ByWard Market streets; therefore, the plan recommends any future City-owned parking facilities be located on the periphery of ByWard Market only a short walk away.

The total estimated cost for the Request for Information is \$50,000.

Recommendation 6: Investigate partnerships for parking replacement for ByWard Market

The Public Realm Plan balances the need for transformational change in ByWard Market to support its revitalization with the need to retain a variety of parking typologies to support a variety of businesses.

Not all parking spaces are created equal and the loss of certain types of parking spaces impacts different businesses in different ways. Currently, short-term curbside parking spaces benefit small-scale retailers whose customers want quick, targeted access for pick-up during typical business hours. Alternatively, diners, patio-goers and tourists often stay for extended visits (e.g. 1.5 to 2 hours or more) and may be content to choose off-street, structured parking spaces if they drive. Furthermore, privately-owned parking structures often have higher per-hour rates to target drivers wanting to stay for a whole day whereas City-owned parking structures offer competitive per-hour rates to promote higher vehicle turnover. Based on current driver habits, anecdotally, different types of parking spaces are needed in order to support business districts that wish to achieve a variety of businesses, as seen in ByWard Market. Parking reductions and parking space replacements in ByWard Market will be done gradually over time, and will be responsive to modal shifts, the impact of LRT, and the arrival of new technologies such as autonomous vehicles and e-scooters.

The key objectives of the parking replacement strategy for ByWard Market are to:

- Maintain a balance of short-term parking supply and demand within the ByWard Market as projects are implemented;
- Maintain consistency with the Municipal Parking Management Strategy, approved by Council in October 2019, which accounts for supporting businesses, institutions and tourism through the provision of short-term parking;
- Maintain consistency with key features of the ByWard Market Public Realm Plan, for example: improving accessibility; creating more space for pedestrians and for celebrations and events; and the incremental reduction of vehicle travel lanes and parking, as required to create more space for public realm areas;
- Replace a proportion of municipally owned and operated parking spaces lost within the next five years at locations near but outside the market core; generally defined as the area bounded by Clarence Street, Dalhousie Street, George Street and Sussex Drive. This proportion of replacement parking spaces to be delivered anew may be introduced by the City in one lump instalment or in smaller multiples, depending on opportunities and best financial decisions at the time, determined by the City authority at the time;
- Investigate partnerships among redevelopment proposals occurring near but outside the market core with the goal of delivering municipally owned and operated parking spaces in concert with redevelopment, acknowledging not all redevelopment sites are candidate sites and it is the responsibility of the City to determine and define 'suitable locations' for parking replacement;
- The new destination building at 70 Clarence Street can introduce underground parking related to the new parking demand created by that building.

Key initiatives and assumptions of the parking replacement strategy in ByWard Market are:

1. Replace approximately 70 per cent of all parking spaces lost as a result of full implementation of the ByWard Market Public Realm Plan (e.g. ~360 parking spaces). A large proportion of this total (e.g. ~270 spaces) should be replaced within five years of plan adoption, primarily tied to the redevelopment of 70 Clarence Street into a destination building. Overall, roughly 5 per cent of the parking within a 10-minute walk of 55 ByWard Market Square will be lost in

- the fulness of time as a result of full implementation of the Public Realm Plan (e.g. ~525 parking spaces).
2. Replace an incrementally higher number of parking spaces over the lifetime of the plan (+15 years) depending on the rate of conversion of parking spaces to seasonal outdoor patio space.
 3. Assume a 25 per cent increase in trips to and from ByWard Market in the lifetime of the plan (+15 years). This equates to a 6 per cent reduction in future parking demand that can be projected as a result of mode shift to light rail transit (LRT), active travel, taxi, and ride-hailing.
 4. Assume a reasonable walking distance for parkers is a five-minute walk, or approximately 400 metres. Most of the streets in the study area are within a five-minute walking distance of the ByWard Market Building, while the broader study area is within a 10-minute walking distance. Thus, it is anticipated that an underutilized parking supply in one area of the Market (e.g. an off-street parking garage or lot) may be an acceptable substitute to offset a parking deficiency in (most but not all) other areas of the Market (e.g. on-street parking spaces along York Street).
 5. Overall, the findings based on pre-COVID City data indicates the current on-street parking demand is generally high and at capacity during evenings and Sundays (given the current parking rate structure).
 6. Overall, the findings based on pre-COVID City data indicates significant available capacity of off-street parking on Sundays (which is a peak period of demand for on-street parking due to the availability of free parking). In other words, free on-street parking on Sundays and weekday evenings is somewhat diminishing the demand for off-street parking during those same time periods.
 7. Increase the amount of on-street loading spaces in strategic locations and with an emphasis on George Street, which also serves uses along Rideau Street. Consider introducing timed loading zones in strategic locations that change over to short-term parking after the designated time, for example, after 10 am.
 8. Provide short term pick-up and drop-off space within the Market but relocate long-term motor coach parking to streets outside of the core of the Market

- (not accessed by local streets within the interior of the area bounded by Clarence Street, Dalhousie Street, George Street and Sussex Drive).
9. Maintain the current amount of curbside spaces dedicated to taxi / police and emergency services / motor coaches over the years, in strategic locations.
 10. Accommodate on-street spaces for persons with disabilities and/or ParaTranspo in the Market core (the area bounded by Clarence Street, Dalhousie Street, George Street and Sussex Drive).

City parking revenue will be impacted for every net space that is removed as a result of the Public Realm Plan. The detailed design process for each road segment and the ultimate vocation of the new Destination building will determine the impact on the total supply and type of parking. As projects move forward towards implementation the financial implications for parking revenues will be considered through individual reports to City Council seeking approval to proceed with the given project or through Parking Services' annual reporting to City Council.

Recommendation 7: Working Group on economic recovery for ByWard Market

The Economic Recovery Plan puts into action several general principles of the Public Realm Plan, namely: creating more space for pedestrians, installing more bike racks at strategic locations, establishing morning loading and delivery times for affected streets, and optioning seasonal road closures when desired. The Public Realm Plan did not predict the unprecedented and stressful circumstances under which the Economic Recover Plan was rolled-out; however, the opportunity enables the City and its partners to understand the need for resilient public spaces and a nimble governance and operations structure in ByWard Market that has informed elements of this Public Realm Plan. Because of the importance of the ByWard Market to the City's tourist experience and the central role it plays to downtown living, the Planning, Infrastructure and Economic Development Department wishes to immediately launch a Working Group on economic recovery for ByWard Market to oversee a more nuanced and targeted economic recovery initiatives tailored to this special district. The mandate of the Working Group will be focused on making immediate, short- and more longer-term actionable recommendations towards supporting the economic prosperity of local businesses of ByWard Market during COVID-19 while balancing the neighbourhood impacts of any economic recovery initiatives.

Working Group representation will include the Mayor's Office, Ward Councillor's office, Marchés d'Ottawa Markets Corporation, the ByWard Market BIA, the Lowertown Community Association, the National Capital Commission and other key external stakeholders identified by the Economic Development and Long Range Planning branch.

RURAL IMPLICATIONS

There are no direct Rural Implications associated with the recommendations of this report.

CONSULTATION

The Public Realm Plan was developed by the City of Ottawa in partnership with many stakeholders over the past two years. The engagement process was extensive and different engagement techniques were used to reach as many stakeholders as possible (e.g. meetings, workshops, keynote presentation, online surveys, intercept surveys, pop-up engagement booths, one-on-one Interviews, on-site comment boards). In total, more than 2,300 people submitted feedback over the course of the planning process and over 20,000 data points were collected and analyzed. Stakeholders that engaged in the process included: businesses, residents (both urban and suburban), landowners, tourists, farmers, buskers, craftspeople, community groups, business leaders, politicians, Indigenous peoples, Councillor Fleury's office and the general public. Roughly 32 separate group meetings were held for stakeholders as briefings or presentations over an 18-month period: (listed in order of most-consulted) ByWard Market BIA, Ottawa Markets, Ottawa Board of Trade (Capital Build Task Force), NCC, ByWard Market Standholders Association, Ottawa Tourism, and Downtown Rideau BIA. The plan seeks to balance many interests, some competing, among the diverse people who use the Market every day. A full record of the input of public consultation can be found in Document 7; a record of the Public Life Study can be found in Document 6.

Table 1: Chronology of public consultation opportunities

2018	
February	Business Breakfast Update #1, organized by Councillor Fleury
May	Lowertown Community Association, presentation #1
July to August	Online Public Engagement and launch video #1
September	Public Life Studies #1
November	Roving info kiosk (Cumberland and Barrhaven)
November	One-on-one public engagement, 20-minute interviews
November	Working Group #1
2019	
January	Big Ideas talk, Gil Penalosa (at National Gallery of Canada)
January	Working Group #2
January	Two Public Workshops (at City Hall)
February	Public Life Studies #2
February	Business outreach meeting (at 55 ByWard Market Sq.)
April	Business outreach meeting for William pilot (at 55 ByWard Market)
April	Lowertown Community Association, presentation #2
May	Working Group #3
May	Public Workshops (at Routhier Community Centre)
June	Urban Design Review Panel #2
July to August	Online Public Engagement
July to August	Online Public Engagement and In-person pop-up board,

	William Pilot Evaluation,
July	Public Life Studies #3
July	In-person intercept surveys, William Street Pilot Evaluation
August	Roving Information Kiosk (in Cumberland and Barrhaven) #2
August	ACPDR Walking Tour and Committee Presentation
October	Final Working Group #4
October	Final Public Workshops (at Marriott Courtyard Hotel)
November	Lowertown Community Association presentation #3
December	Business Breakfast Update #2, organized by Councillor Fleury
December	Information kiosk at ByWard Market BIA AGM

Three Public Life Studies were conducted in ByWard Market to provide data and insight into how this unique area is used, by whom, and when. Travel counts, activity counts, intercept surveys and a pop-up engagement booth were tools used to collect data. The studies were led by 8 80 cities with support from dozens of trained volunteers. All three studies took place on a weekday (Thursday) and a weekend day (Saturday) between 9 am and 8 pm. Combined, results from these studies show how uses and travel patterns fluctuate from season to season; for more information, refer to Document 6 - Summary of Public Life Studies.

Snapshot of Key Findings:

- Weekend spike. Travel and activities increase significantly on the weekend in all three seasons. On average, activities decline by 65 per cent during the weekday when compared to weekend days in all three seasons.
- Diversity of activities. George Street Plaza (Location #4) is the most successful public space insofar that it has the highest level of “staying activity” on both the weekday and weekend. It also supports the greatest diversity of activities compared to all other locations. The variety of seating, shops and restaurants and the pedestrianize space south of George Street leading to the Rideau Centre are notable factors that may contribute to the space’s success.

- Levels of panhandling. Activity counts revealed that there are low levels of panhandling in ByWard Market in comparison to all the other activities in the space. Over the six study days in all three seasons, an average of 28 people was observed panhandling each day. Panhandling accounted for 0-2 per cent of all activities occurring each day. The most common area for panhandling was at York Street and Sussex Drive (Location #2). The most instances were recorded on the summer weekday. Intercept surveys and conversations revealed that people commented that panhandling and the visibility of under-housed individuals is a primary concern in ByWard Market.
- Low levels of bicycle traffic. Few people enter or exit the ByWard Market by bicycle. The central area of the market is dominated by pedestrian and vehicular traffic.
- Children under-represented. Based on the 2011 Census, children made up 23 per cent of the total population. Children under 14 accounted for just three per cent of weekday activity counts and seven per cent of weekend activity counts.

COMMENTS BY THE WARD COUNCILLOR

Councillor Fleury provided the following comment:

“The ByWard Market is one of the most well-known destinations in Ottawa. This iconic precinct's cultural and heritage assets attract residents and visitors from across Canada and the world. The heritage public market building is at the ByWard Market's symbolic core, but the precinct accommodates a diverse collection of original shops, boutiques, retailers, restaurants and public spaces. Because of its economic and cultural contributions, the City of Ottawa plans to ensure that the Market remains a popular and successful destination in the future.

Since the project began more than eight years ago, the Byward Market Public Realm has taken shape.

The push to make changes in the Market was first teased by commissioning New York-based consultants People for Public Spaces to conduct a visioning exercise to imagine the best outcome for our Byward Market. The consulting firm defined a vision for Ottawa's most important and historic district.

Many successful initiatives were implemented in the area throughout the review to leverage opportunities and test some of the consultation findings. Here are a few

examples of successful projects in the area: creating of Ottawa Markets to run the ByWard Building, manage outdoor vending and programming, the Ottawa letters, the creation of the George Street Plaza, and the seasonal closure of specific streets including William Street.

I am pleased that the City collaborates with the local stakeholders and the Planning Partnership consultants, resulting in specific areas within the Market that have improved or altered important and valuable public spaces in this district.

The plan created established a vision for short, medium and long-term improvements, including public spaces.

The spaces studied for enhancement included: streets, sidewalks, parks, squares and plazas. The plan both considered a range of areas to ensure it fully grasped the options and the stakeholders who were involved in the area:

- Public life and consumer behaviour
- Pedestrians and cyclists
- Vehicle circulations
- Parking and loading
- Below-grade utilities and services
- Existing and planned context and previous work completed for the study area

There is no doubt this aims to be a comprehensive plan that will leave no stone untouched in the ByWard Market Area. Most importantly, this plan establishes a vision and, moving forward, guiding principles. The goal, defined elements include public art, accessibility, paved areas, greening and landscaping, retail and patio zones and character areas.

I find this plan unique because it will allow the Market to officially define its character and its distinct areas that make up the Market's fabric.

This effort is a fundamental element to get the Market for what it aspires to be for all, Ottawa's most desirable area. The plan will not resolve local farmers' fresh produce, shelter concentration, housing, addictions & mental health, safety, truck route, and business diversity concerns. The plan sets the improvements and the beautifications goals for the area. These serious concerns are advancing with other City initiatives such

as the Housing and Homelessness Plan and the Safe Supply expanded pilot, to name a few.

The ByWard Market Public spaces plan enthuses me.

I want to thank all the participants, The Planning Partnership, and Jillian Savage and City team. It is impressive to see the depth of the consultations and analysis completed by the team to ensure this report reflects the real potential of Ottawa's most popular destination.

I am also encouraged by the plan elements that look at traffic calming, an outdoor market strategy, and access throughout the Market. This type of detail is integral to ensuring this plan is more than just an overview of what could be or should be – but what will be.

Getting the fundamental vision in place for the City's most recognized neighbourhood and getting an investment plan for the public spaces will transform and bring desirable opportunities to the ByWard Market.

I am confident with the approval of the plan and launch of the investments that all ages will again enjoy the Market, year-round.”

« Le marché By est l'une des destinations les plus connues d'Ottawa. Cet endroit emblématique constitue un bien patrimonial et culturel qui attire les Ottavians aussi bien que les visiteurs de partout au Canada et dans le monde. L'édifice historique du marché By est le centre symbolique du marché, mais le secteur regroupe un éventail diversifié de magasins, boutiques, commerces de détail et restaurants ainsi que des espaces publics. En raison de l'importance de l'apport économique et culturel du marché, la Ville d'Ottawa met tout en œuvre pour qu'il demeure une destination populaire et un endroit prospère pour les années à venir.

Depuis le début du projet, il y a plus de huit ans, le domaine public du marché By a pris forme.

L'impulsion pour apporter des changements au marché est venue lorsqu'on a demandé à la société new-yorkaise Project for Public Spaces d'effectuer un exercice de visualisation dont le but était d'imaginer le meilleur avenir possible pour notre marché By. La société d'experts-conseils a ainsi défini une vision pour le quartier le plus important et le plus riche en histoire d'Ottawa.

Tout au long de l'examen, de nombreuses initiatives fructueuses ont été mises en œuvre dans le secteur afin de tirer parti des possibilités et de tester certaines conclusions tirées de la consultation. Voici quelques exemples de projets réussis : la création des Marchés d'Ottawa pour exploiter le bâtiment du marché By et gérer les étals et les programmes à l'extérieur, l'enseigne « OTTAWA », l'aménagement de l'esplanade de la rue George et la fermeture saisonnière de certaines rues, dont la rue William.

C'est un plaisir pour moi de voir la Ville collaborer avec les acteurs locaux et les consultants de The Planning Partnership; ainsi, dans certains secteurs particuliers du marché, des espaces publics importants et précieux pour le quartier ont été améliorés ou transformés.

Le plan a permis d'établir une vision pour les améliorations à court, à moyen et à long terme, y compris pour les espaces publics.

Les espaces étudiés pour des améliorations comprenaient des rues, des trottoirs, des parcs, des places et des esplanades. Le plan a tenu compte à la fois d'un éventail d'aspects, pour s'assurer de ne négliger aucune option, et des intervenants du secteur :

- Vie publique et comportement des consommateurs
- Piétons et cyclistes
- Circulation des véhicules
- Stationnement et chargement
- Services publics souterrains
- Contexte existant et prévu, et travail réalisé pour le secteur à l'étude

Il ne fait aucun doute que l'objectif est d'établir un plan exhaustif qui couvrira tous les angles possibles du secteur du marché By. Surtout, ce plan établira une vision et des principes directeurs pour l'avenir. Parmi les éléments définis dans le plan, on trouve l'art public, l'accessibilité, les espaces pavés, le verdissement, l'aménagement paysager, les zones destinées au commerce et aux terrasses, ainsi que les aires à caractère distinct.

Je trouve ce plan unique, car il nous permettra de définir officiellement le caractère et les sections distinctes du marché By qui en constituent la trame.

Ce travail est essentiel pour faire du marché ce qu'il devrait être pour tous : le secteur le plus prisé d'Ottawa. Le plan ne réglera pas les problèmes concernant les produits frais des agriculteurs locaux, la concentration des refuges, le logement, la dépendance et la santé mentale, la sécurité, les itinéraires pour camions et la diversité des entreprises. Il vise plutôt à fixer des objectifs d'amélioration et d'embellissement pour le secteur. Les problèmes graves susmentionnés sont traités dans le cadre d'autres initiatives de la Ville, comme le Plan décennal de logement et de lutte contre l'itinérance et le projet pilote prolongé d'approvisionnement sûr, pour ne nommer que ceux-là.

Le Plan du domaine public du Marché By me réjouit.

J'aimerais remercier tous les participants, The Planning Partnership, Jillian Savage et l'équipe de la Ville. C'est impressionnant de voir la profondeur des consultations et de l'analyse qu'a effectuées l'équipe pour s'assurer que ce rapport reflète le réel potentiel de la destination la plus populaire d'Ottawa.

Je trouve rassurant que le plan traite d'éléments qui se rapportent à la modération de la circulation, à une stratégie sur les marchés extérieurs et à l'accessibilité dans l'ensemble du marché. Ces détails sont essentiels pour veiller à la réalisation de ce plan, plutôt qu'à le limiter à un aperçu des possibilités.

La mise en place de la vision fondamentale pour le quartier le plus reconnu de la Ville et l'élaboration d'un plan d'investissement relatif aux espaces publics transformeront le marché By et lui offriront des possibilités intéressantes.

J'ai confiance qu'avec l'approbation du plan et le lancement des investissements, les personnes de tous âges retrouveront le marché qu'ils aiment à longueur d'année. »

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

No data exists to validate the everyday level of risk or security threat faced by ByWard Market. However, to be prudent, the ByWard Market Public Realm Plan describes processes that can be used to enhance the overall sense of safety for this special district should the expert authority at the time deem it necessary:

1. Define a perimeter of heavy and/or properly anchored street furniture to prevent vehicles from entering a crowd zone during events. A heavy barrier can be

accomplished by using a combination of planters, street furniture, security bollards, security gates, and temporary barriers. When strategically placed across streets, and combined with existing building edges, they can create zones where vehicles are not able to enter, but which are permeable for pedestrians. The design of the west end of Clarence Street, and the perimeter of the United States Embassy, are an example of hostile vehicle mitigation techniques.

2. Engage qualified security experts at the detailed design phase and implementation of the public realm to ensure the correct measures are accounted for and appropriate to the level of threat and anticipated frequency of need. For example, the Register of Security Engineers and Specialists is the only body who promotes excellence in security engineering by providing a benchmark of professional quality against which its members have been independently assessed. Qualified security professionals would likely be on this Register.

A goal of the Public Realm Plan is to ensure a balanced approach to enhancing public safety and prioritizing attractiveness and day-to-day functionality.

ASSET MANAGEMENT IMPLICATIONS

ByWard Garage (Parking Lot 04) at 70 Clarence

The City-owned parking garage (Parking Lot 04) at 70 Clarence Street is impacted by the recommendations of the ByWard Market Public Realm Plan; staff collaborations have unfolded accordingly to ensure proper coordination.

The site is identified to house the new destination building, resulting in the demolition of the parking garage. By way of background, in 2018 Asset Management hired engineering consultants to complete a Structural Adequacy Review (SAR) for the parking garage at 70 Clarence Street. Based on the findings of the 2018 investigation, the structural components of the garage were found to be in good to fair condition, with select elements in poor condition. A lifecycle renewal plan was developed to extend the remaining service life of the garage by 15 to 20 years, through the rehabilitation of the structural components rated in fair to poor condition, with a total capital investment (construction costs only) forecasted to be \$3.1 million. The rehabilitation work was recommended to be implemented by 2023. In addition, approximately \$4.3 million of other lifecycle renewal events were already forecasted for the ByWard Garage, to be planned between 2021 to 2025. These investments to the parking garage are currently on-hold.

In response to the emerging findings of this Public Realm Plan, Asset Management issued a 2020 update to the 2018 SAR to review the criticality of the recommended renewal work and consider the option of deferring these needs. The 2020 update found that no major structural repairs are required to maintain the safety and serviceability of the parking garage structure over the next five years (until 2025). Targeted repairs were developed for the stairwell landings to aid with on-going water ingress issues. A total capital investment (construction costs only) was forecasted to be \$40,000 (Class 'D' cost estimate). The 2020 SAR update recommends yearly inspections by a professional engineer to monitor the conditions of the stairwells and direct any localized concrete removals that pose a safety risk; work targeting minimal repairs to the stairwells proceeded in 2020. Lifecycle costs associated with 70 Clarence Street are paid from the Parking Reserve Fund and do not require tax-supported capital funds. Due to the revenue off-set from the operating parking garage (approximately \$1.7 million per year), if significant investments are made to 70 Clarence Street to extend its lifespan, these costs would be recovered within approximately two years.

If the garage remains in service past 2025, a larger scale rehabilitation will be required and will include a larger capital investment than what was identified in the 2018 SAR (more than anticipated \$3.1 million), due to cost escalation for the repairs, advancement of component deterioration, and addition of further lifecycle renewal work. City Council approval of the ByWard Market Public Realm Plan will trigger the investigation of redevelopment options for 70 Clarence by the Office of Corporate Real Estate at the City of Ottawa, which will bring more clarity to the future of the parking garage. Should real estate investigation yield a viable and favourable redevelopment option for 70 Clarence, investment of the parking garage (Lot 04) would be further de-scoped and ultimately decommissioned by 2025.

Asset Management recognizes the fact that retail units, managed by Ottawa Markets, form an integral part parking garage structure. Lifecycle renewal projects related to these units may be affected by decisions of the Public Realm Plan and any decommissioning of the Byward Garage related thereto.

Transportation and Underground Utilities

A baseline assessment of existing transportation conditions and utilities within the ByWard Market was completed as part of the Public Realm Plan in order to guide decisions regarding potential road network modifications and to direct the renewal of the ByWard Market area and support the growth of its economy. Full Technical Memorandum is Document 4.

Transportation

The ByWard Market road network not only serves commuter and business-related traffic, but also accommodates significant tourist, shopping, and recreational activity. A growing residential population in the downtown also impacts vehicular activity and parking requirements due to varying trip purposes. In general, the current level of link traffic volumes along the various study area streets are at or below roadway capacities, and there appears to be some potential to re-purpose select roadways to pedestrian/cycling facilities. Pre-COVID findings are as follows:

- Traffic volumes show significant vehicular activity along Sussex Drive (approximately 1,200 vehicles over two lanes during the afternoon peak hour travelling in the northbound direction) while Mackenzie King processes fewer vehicles in comparison (approximately 750 vehicles over two lanes travelling in the southbound direction during the morning peak hour);

- St. Patrick Street and Murray Street, both designated as arterials, each process approximately 500 veh/hr over two lanes during the critical peak hour;
- Dalhousie Street, designated as a collector road, processes approximately 600 veh/hr in the southbound direction during the morning peak hour, while the remaining local roads within the study area process approximately 100 to 200 veh/hr in the peak direction of travel; and
- Cumberland Street processes approximately 450 veh/hr in the northbound direction during the afternoon peak hour.

Underground Utilities

Watermains throughout ByWard Market are owned and maintained by the City of Ottawa and, like many elements of the district, also have a unique history in the district. Due to the dates of installment, Infrastructure Assessment has expressed concerns with three segments of watermains in ByWard Market: (1) along north side of York (Sussex Drive to William Street, installed 1874); (2) south side of York Street (William to Dalhousie Streets, installed 1911); and, (3) ByWard Market Square (Clarence to York Streets, installed 1969), which experienced a break in summer of 2019. The City of Ottawa has no specific replacement schedule for the three watermain segments; however, based on affordability, would look to coordinate capital renewal should an opportunity arise. Except for these segments, the balance of the network has been renewed since the 1970's and will not likely experience issue within the planning horizon of the Public Realm Plan.

Storm and sanitary sewers throughout ByWard Market are owned and maintained by the City of Ottawa as well. Except for segments on George Street, York Street and Dalhousie Street (installed in 1874, 1907 and 1934), most of the network has been renewed since the 1970's and will not likely experience issue within the planning horizon of the Public Realm Plan.

FINANCIAL IMPLICATIONS

Recommendation 1: The total estimated cost to implement the proposed ByWard Market Public Realm Plan is \$129.1 million (2020 dollars). Funding of this Plan will be achieved through senior level government funding, public-private partnerships, leveraging asset management funding where practicable, and subject to future City budgeting and Long-Range Financial Plan review processes.

Recommendations 2, 3 and 7: These initiatives will be completed from within existing resources.

Recommendation 4 and 5: The estimated cost of these initiatives is \$450 thousand. Funds are available from within 909740 2020 Public Realm Intervention and 910046 2021 Public Realm Intervention, subject to Council approval of the 2021 Public Realm Intervention budget request through the 2021 Budget.

Recommendation 6: The partnership investigations will be completed from within existing resources. The detailed design process for each road segment and the ultimate vocation of the new Destination building will determine the impact on the total supply and type of parking. As projects move forward towards implementation the financial implications for parking revenues will be considered through individual reports to City Council seeking approval to proceed with the given project or through Parking Services' annual reporting to City Council.

ACCESSIBILITY IMPACTS

Accessibility is a fundamental principle of the design of the ByWard Market public realm. The City's Accessibility Office has been engaged a number of times throughout the planning process and are "pleased with the amount of thoughtfulness that has gone into accessibility for the plan, the inclusion of the City's Accessibility Policy, the opportunity to provide input on multiple occasions during this process, and the inclusion of persons with disabilities in so many of the images."

The design recommendations in the Public Realm Plan will make improvements for all pedestrians, cyclists and people who use mobility devices by making the Market's streets and spaces more people friendly. The designs for all public spaces in the ByWard Market will implement treatments that are inclusive of a wide range of ages and abilities, including:

- **Path of Travel:** A clear path of travel that is unobstructed, with turns as close to 90 degrees as possible. The path's surfaces should be firm, stable, smoothly graded, slip resistant and free of glare. Sidewalk clearway zones that are at least two metres in width and much wider where possible. It is estimated that 75 per cent of the clearways in the Market core are over three metres in width.
- **Surface:** The use of textured surfaces, bollards, planters and other methods to delineate boundaries between pedestrian and non-pedestrian areas (i.e. vehicular areas, loading and parking). Tactile warning strips where pedestrian

routes cross hazard areas such as bicycle and vehicle lanes. High colour-contrast crosswalks; colour-contrasting surfaces along the interface between pedestrian travel routes and other uses such as parking. Accessible paving systems using interlocking units are evolving to meet changing accessibility standards;

- Furniture: Provision of street furniture including benches, seating elements, tables, waste and recycling bins, crosswalk call buttons, wayfinding that are accessible for persons using wheelchairs and other mobility devices. This includes some of the play- and family-oriented street elements along George Street. Street elements such as furniture, outdoor vending tents, and patios is an important animating element for the public realm but shall always be designed and placed to respect the pedestrian clearway. Seating will be found at regular intervals. In the Market core, seating opportunities will be less than 30 metres apart. Seating will include armrests for assistance, and, clear areas beside them for people using mobility devices; and
- Parking: Accessible-only parking and/or drop-off spaces will be located throughout the study area and particularly within the ByWard Market core area.

Accessible design principles will carry through to Detail Design stage, which will likely be implemented over +10 years. At that time, on a project by project basis, the detailed implementation of grading, textured paving and Tactile Warning Surface Indicators (TWSI's), provision of accessible parking, and the selection of site furnishings, paving and lighting will be undertaken. The City of Ottawa's Accessibility Office and the Accessibility Advisory Committee will provide input and guidance to detailed design.

ENVIRONMENTAL IMPLICATIONS

Tree Preservation and Greening Strategy in ByWard Market

A key goal of the Public Realm Plan is to provide significant greening, with the target of achieving 30 per cent tree cover in the Market (except for Dalhousie Street due to spatial ROW constraints at- and below-grade). Most notably, the plan recommends tree planting on the Market's busiest streets: George, York and Clarence Streets, where the fewest trees are today. The plan's greening strategy would result in hundreds of new trees planted in ByWard Market over time; creating tremendous potential to establish a thriving urban forest (with associated benefits of moderating the microclimate, stormwater attenuation, and wildlife habitat) in the heart of the Market. Existing trees

tend to be located on the periphery of the Market where there is more access to larger soil volumes and plantings in soft surfaces. The bold reorganization of space recommended by the plan in the interest of creating a high-quality pedestrian environment, will shift road locations. Regrettably, there will be a resulting loss of some existing trees; however, the plan has been designed to minimize these cases and allow for preservation of existing trees wherever possible.

The Ottawa River was part of the Indigenous trading route prior to colonization and for 10,000 years Indigenous peoples have had, and continue to have, a unique relationship with the land and all living things in the area. The plan must be respectful of this relationship. The emphasis that the plan places on “re-greening” the Market is one small step in acknowledging this relationship. Further collaboration with Indigenous communities will be important in creating spaces that are safe and welcoming to all, and in fostering meaningful, long-lasting relationships. Aside from public art and landscape design, other initiatives such as signs, information, and wayfinding could be explored to ensure that visitors are aware that the ByWard Market is situated on the traditional territory of the Algonquin people.

Public Health Promotion and Resiliency of Public Spaces

This Public Realm Plan has been prepared during the time of the COVID-19 pandemic in Ottawa. In response, the plan contemplates the future ByWard Market through a lens of public health and resiliency. The ByWard Market Public Realm Plan provides a framework for the evolution of publicly owned assets, primarily City rights of way. Three fundamental characteristics of this Public Realm plan serve to foster greater resilience:

1. A commitment to providing a significant quantum of new pedestrian space and accommodating active transportation in all its forms to allow different configurations of space and circulation zones;
2. Ensuring public space and its supporting infrastructure and operations are of the highest quality and foster social equity; and
3. Designing pedestrian spaces, roads, and even street furniture to be flexible and barrier-free so they can be used for different purposes and adapt easily to changing needs and demands.

Elements in the Public Realm Plan such as very wide sidewalks, moveable street furniture, accessible washrooms, and a curbless “tabletop” condition in the Market’s

core will help characterize the area's resiliency and adaptability in the future and support public health promotion initiatives.

TERM OF COUNCIL PRIORITIES

Council directives over the past several years have led to the initiation and completion of the ByWard Market Public Realm Plan.

This project addresses the following Term of Council Priorities:

- 2015-2018 Term of Council Priorities to support the growth of local economy (Strategic Objective EP2) by supporting the renewal of ByWard Market and Parkdale Market / Sparks Street (Strategic Initiative #3)
- 2019-2022 Term of Council Priorities: Economic Growth and Diversification to support public realm projects to enhance public life and social interactions, such as those in the historic ByWard Market and the Sparks Street Mall

SUPPORTING DOCUMENTATION

Document 1 City response to public comments

Document 2 ByWard Market Public Realm Plan, 2020

Document 3 Technical Memorandum, Transportation and Utilities Infrastructure, 2019

Document 4 Lighting Design Concept Plan, 2020)

Document 5 Public Life Study, Final Report, 2019

Document 6 Summary of Public Consultation, reports 1 to 7

DISPOSITION

Planning, Infrastructure and Economic Development Department to:

- (1) Launch a Working Group on economic recovery for the ByWard Market;
- (2) Evaluate the existing governance of the public realm in the ByWard Market and create recommendations to improve place-making operations and regulation in the district (target: Q2 2021);

- (3) Seek out funding from other levels of government and through prioritization within the 2022 City's capital budget, to proceed with the detailed design phase for York Street Flex Plaza;
- (4) Initiate a network transportation study for the Rideau-Sussex Node followed by a national design competition in partnership with the NCC, should the findings of the transportation study be approved by City Council;
- (5) Initiate a Request for Information to redevelop the municipal ByWard Garage (Parking Lot 04) at 70 Clarence Street (target: Q4 2021);

Planning, Infrastructure and Economic Development Department, Roads and Parking Services to investigate partnerships according to the Parking Replacement section in this report.

Planning, Infrastructure and Economic Development Department to notify Marchés d'Ottawa Markets Corporation, the ByWard Market BIA, the NCC and other levels of government engaged as part of the public realm plan process of Council's decision.

Document 1 – City response to public comments

	Public comments <i>(paraphrased and grouped thematically)</i>	City staff response
1.	ByWard Market and area needs more parking, not less	<p>A Parking Replacement analysis was completed as part of the plan and it shows a total of 5,146 parking spaces within a 10-minute walk from 55 ByWard Market Square (656 on-street and 4,490 off-street parking spaces). Once the Public Realm Plan is fully implemented (a process that will likely take +15 years), approximately 5 per cent of these spaces will be lost (e.g. 254 spaces).</p> <p>Overall, the current on-street parking supply is at capacity during the high-demand periods under the 2017 parking rate structure (e.g. free parking on evenings and all-day Sunday). There is an under-utilization of the parking garages on weekdays during the day and Saturdays, and significant available capacity on Sundays (which is a peak demand for on-street parking due to the availability of free parking).</p>
2.	What is the cost-benefit analysis of demolishing 70 Clarence in favour of a new destination building? How much would a new building cost?	<p>A cost benefit analysis is beyond scope of this study. However, any decision to demolish 70 Clarence in favour of introducing a destination building will involve a life cycle analysis and business case for the redevelopment of the existing structure.</p>

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3.	Get rid of all on-street parking spaces in the Market core	Curbside layby lanes are incorporated into the plan's design to be flexible spaces to adapt to changing circumstances over time. Roughly six users require designated curbside spaces that will remain constant over time, for example, accessible parking and loading, delivery and loading of goods, tour bus passenger pick-up and drop-off, spaces for emergency services vehicles and taxi stands. These curbside programs are all important for the continued health and function of the ByWard Market. On-street parking is an important component of financially healthy retail districts of the scale, density and context of Ottawa's ByWard Market. The rise in popularity of click-and-collect shopping options further reinforces the need for the plan to provide flexible designs that can accommodate curbside loading options for vehicles if needed.

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4.	<p>More pedestrian streets are needed; plan is still too car-centric</p>	<p>The Market core is designed with flush curbs to allow easy seasonal closures of any street, as demand warrants, creating more pedestrian plazas. William, from Rideau Street Station to Clarence Street, is recommended as a permanent pedestrian spine through the heart of the Market.</p> <p>Vehicles and curbside programming were not permanently removed from ByWard Market because: (1) the naturally-wide rights-of-way of George and York can accommodate both vehicles and pedestrians without compromise; (2) curbside pick-up and drop-off spaces are key to the economic viability of retailers in the area, less so for restaurants and patios; (3) loading and delivery vehicles must be accommodated to support businesses; (4) vehicles provide a level of animation during the off-season and in the freezing-cold of winter; (5) accessible vehicles require curbside space to ensure everyone can access ByWard Market, and (6) goods sold by farmer's can be heavy and cumbersome and require an ease of customer pick-up using a vehicle.</p>

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5.	Better maintenance quality standards are needed immediately	Achieving better maintenance quality standards in ByWard Market requires a multi-faceted solution. The City is currently: (1) reviewing its maintenance quality standards for roads, pathways and specialty public spaces, which may result in improved maintenance quality standards for ByWard Market; (2) working with our partners Ottawa Markets and ByWard Market BIA to help raise the standard of maintenance in this special district; (3) ensuring accurate budgeting for capital renewal and pilot projects meets the maintenance demands of the area; and, (4) clarifying the roles and responsibilities of this multi-jurisdictional district. The maintenance demands of ByWard Market are immense and will continue to increase with the implementation of the Public Realm Plan.
6.	There is no maintenance money for this plan	The City's Winter Road Maintenance Quality Standards (WMQS) review, which includes Specialty Spaces and Streets (SSS), will help us understand the maintenance costs required for places like ByWard Market. The WMQS and SSS project will help ensure City maintenance standards are reflective of current priorities and showcase Ottawa as a premier tourist destination. The City of Ottawa and its partners will need to allocate appropriate funds in their operating budgets to account for higher maintenance standards envisioned by the Plan.
7.	Permit morning deliveries to support markets	Staff agree. The plan recommends: (1) timed morning loading zones in strategic locations that change over to short-term parking after the designated time, and (2) an increase in the amount of on-street loading spaces provided in strategic locations, with a particular emphasis on George Street that also serves uses along Rideau Street.

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8.	Make roads one-way to provide more space for pedestrians and bikes	Two-way streets are considered more navigable, legible and supportive of area businesses than one-way streets, especially when designed for slow traffic speeds and pedestrian priority. Many cities are removing one-way streets to remediate the past overemphasis on vehicular movement and the perceived negative impacts on business vitality. One-way roads do not necessarily conserve a lot of vehicular space because of the need to provide minimum pavement widths (6.0m) for emergency vehicles.
9.	More crosswalks needed	Three new crosswalks have been added (e.g. one along Clarence, along George Street and along Wellington / Rideau Streets, respectively). Most crosswalks in ByWard Market have also been widened.
10.	Minimum pedestrian clearways must be wider than 1.8 m	The plan exceeds the City's recommended standard of having 2 metres clearways for ByWard Market. Almost all pedestrian clearways in the Public Realm Plan are a minimum of 2.5 metres wide. Two points along Dalhousie are the exceptions, where the pedestrian clearway shrinks down to 2.09 metres and 2.21 metres, respectively.

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11.	<p>Dalhousie and Parent need more cycling infrastructure and wider sidewalks</p>	<p>Dalhousie is a designated Traditional Mainstreet (e.g. similar to Elgin and Wellington West) and not a designated cycling facility in the City of Ottawa’s Cycling Plan. The right of way width of Dalhousie Street constrains the space needed for sidewalks as compared to other streets of the plan area and needs to provide bus lanes, transit stops, and the strong desire for on-street parking. Sidewalk widths exceed the City’s minimum accessibility standards in most locations.</p> <p>Parent is not a designated cycling facility in the City of Ottawa’s Cycling Plan. Traffic calming treatments are proposed to enhance the safety of cyclists. Sidewalks on Parent have been widened substantially by this Public Realm Plan (4.2 metres and 6.2 metres total sidewalk widths, each side, which will contain street trees, furniture, and the potential for patio zones. Accessibility standards will also be met).</p>
12.	<p>Never close Clarence to cars because allowing patios to expand into the street will create the atmosphere of one ‘mega bar’, exacerbating the current negative impacts on the community</p>	<p>As noted in the report, Clarence Street from William Street to Dalhousie Street was closed as a pilot project and as part of the City’ Economic Recovery initiatives. The closure was monitored by City staff including Planning Infrastructure and Economic Development, Emergency Protective Services and Ottawa Public Health for review and analysis once the pilot has been completed. Emerging findings suggest the businesses along Clarence benefitted from the expanded patio space in light of government-mandated business restrictions; however, future initiatives during the pandemic should ensure greater public health precautions and promotions in the area. The Public Realm Plan does not recommend any permanent closure of Clarence Street.</p>

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13.	Implement this plan ASAP; tax Ottawans for plan implementation	Due to the large study area, the plan will likely roll-out over several decades. To manage the affordability of plan implementation and ensure continued action post-approval, high-impact priority projects at both large- and small-scales and employing different delivery mechanisms are identified.
14.	Secure bike parking is needed; bike theft is a serious issue	The plan provides opportunities for the addition of secure bike storage, including the recommendation that bike storage be located inside the new destination building.
15.	Concern for Farmer's Market on ByWard Market Square – it cannot be accommodated with a two-way street	ByWard Market Square is designed to be flexible, including a table-top surface, which enables it to transform based on desired programming, i.e. the ability to host outdoor vending tents. During that time, it would not have through traffic on it. Vehicles that support outdoor vending and/or the existing market building would be permitted within the space, e.g. deliveries, with potential time restrictions. The seasonal timing of closing the street for outdoor vending is anticipated to coincide with the needs of Ottawa Markets (or other partners) and can be flexible. There has been some indication that winter demand for outdoor vending could be minimal. If so, it is recommended the street transform to vehicular traffic with layby lanes. This does not preclude continued outdoor vending in winter if demand is present.

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16.	<p>Programming, events and festivals are too heavy a focus in the plan; more references should be made to support the farmers' market</p>	<p>Enhancing the year-round visitor experience is one of the plan's overarching principles and garnered support throughout the public engagement process with people asking for more things 'to see and do' in ByWard Market. A component of achieving this principle is creating flexible plazas spaces that can easily adapt to programming needs that will add vibrancy and appeal to the district. Programming and events are envisioned as being both large and small, well-curated and timed, support the flow of daily urban life, and have a focus on community, food history, and highlight the rich heritage and identity of ByWard Market. Future public spaces of ByWard Market will be able to stand-alone as inviting places to pass through, relax and linger in the absence of programming and events.</p> <p>It is the responsibility of Marchés d'Ottawa Markets to create, implement and steward a preferred retail strategy for 55 ByWard Market Square (the heritage market building) that will direct the future retail mix (including the farmers' market and any outdoor vending) and associated municipal zoning changes towards achieving this mix. The Public Realm Plan does not have the authority to direct the future land use mix of 55 ByWard Market Square.</p>
17.	<p>Tall mast lights are inappropriate</p>	<p>Tall mast poles are proposed for George and York Streets, the focus for public gathering and the visitor experience. The tall poles act as visual markers for wayfinding and identity, even during the day when lights are not on. Light fixtures attached to the poles can be controlled in terms of their direction and intensity, for example, so that heritage features and buildings are highlighted but light spillover is minimized.</p>

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18.	Request to keep the heritage globe lights	The globe lights in ByWard Market have reached the end of their lifespan and need replacing. The original manufacturer no longer operates, and an audit conducted in 2017 finds there are very few original globe lights left in the district; many are replicas. The Public Realm Plan recommends new, signature lighting that incorporates timber elements to acknowledge the thriving lumber industry of Bytown in the 1820s that put Ottawa on the map. The ByWard Market Heritage Conservation District (HCD) Plan is planned to be reviewed and updated by Heritage Planning staff in this term of Council. During the review of the ByWard Market HCD Plan, the existing globe lights will be further evaluated in terms of their potential for preservation and re-adaptation. The new lighting proposed as part of the plan was chosen as it is modern, efficient, follow the NCC's Capital Illumination Plan and meet 'night sky' policies by casting light pollution downwards.
19.	Better heritage guidelines for the destination building are required. The plan needs a specific heritage strategy with guidelines	The ByWard Market HCD Plan is planned to be reviewed and updated by Heritage Planning staff in this term of Council. This plan provides many opportunities for cultural heritage interpretation and acknowledges the significant heritage importance and value of the ByWard Market.
20.	Request for a special patio bylaw for ByWard	The plan proposes further investigation into a special patio By-law or special patio guidelines for ByWard Market due to its high concentration of sidewalk patios and recognizing patios are part of the area's ambience and economic success.

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21.	Too many pavers proposed – this is not accessible	The Public Realm Plan provides design direction to ensure proper materiality, placement, installation and maintenance of pavers in ByWard Market to create a safe, accessible and beautiful environment. The plan also builds-in design flexibility to ensure future pavers installed in ByWard Market can meet the requirements of the City’s decorative surface treatments policy and accessibility requirements.
22.	Concerns about flush curbs not being safe for pedestrians	Flush curbs are recommended for the Market core area, making the entire area flat and better suited to holding events. Five design solutions are recommended to ensure the safety of flush curbs in the Market core: (1) designing a clear pedestrian path of travel with surfaces that are “firm, stable, smoothly graded, slip resistant and free of glare”; (2) the use of textured surfaces, bollards and/or planters to delineate boundaries between pedestrian and non-pedestrian areas; (3) tactile warning strips where pedestrian routes cross hazard areas such as bicycle and vehicle lanes; (4) high colour-contrast crosswalks; (5) and, colour-contrasting surfaces along the interface between pedestrian travel routes and other uses such as parking.
23.	Accessible parking must be designated in the Market core, not ‘around the corner’	The plan recommends accessible parking spaces be allocated in the Market core. Although the role and function of curbside programming will adjust over time to suit the demands of the district, the need for designated accessible parking will remain constant and is accounted for. The City currently does not designate on-street parking spaces; however other mechanisms (e.g. drivers displaying Accessible Parking Permit can park up to four hours in a signed ‘No Parking’ space) should be used to ensure people with disabilities have reliable parking spaces within the Market core.

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24.	Shared spaces are unsafe for people with disabilities	Bicycle parking facilities (bike racks) can be placed at/near all the entrances to the shared space blocks along William. This will encourage cyclists whose destination is along William to dismount and park their bicycle. Signage can make people aware of the shared space and the requirement for cyclists to proceed slowly and give priority to pedestrians. Accessible routes will be provided beside the shared spaces so people can choose a predictable clearway.
25.	Reference electric vehicles in the plan (e.g. where are the charging stations?)	The Plan is supportive of the City's Energy Evolution strategy and recommends providing an electrical supply for electrically powered vehicles in existing and future public parking structures in and near ByWard Market.
26.	Indigenous engagement needed for next steps	The Public Realm Plan recommends continued engagement with Indigenous people at the subsequent detailed design and construction phase.
27.	Heated pedestrian spaces and elements needed for the winter	The infrastructure to heat sidewalks, furniture, or even entire outdoor public spaces has proven to be cost prohibitive and challenging to maintain for other cold-climate cities. The Public Realm Plan has embraced the "winter city" concept and maximizes the benefits of our microclimate in all seasons by providing a suite of amenities that make it enjoyable for people to be outside and experience the ByWard Market throughout the year.

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28.	Requests for specific amenities such as public washrooms, free WIFI zone, drinking fountains, more public art.	Many of the requested amenities are important; however, are at a level of detail outside the scope of functional designs for the Public Realm Plan. The plan process conducted a review and assessment of potential design choices for the reconstruction of the streets in ByWard and recommends a final set of designs. For specific amenities (e.g. public washrooms, free WIFI, secure bike parking, public art, the ‘Ottawa letters’) potential locations are identified but will be confirmed at the subsequent detailed design phase, once a budget has been allocated. The plan references many of these amenities in the Phasing and Implementation section to ensure they are documented.
29.	Requests for specific land uses such as more local vendors, more farmer vendors, more artisanal foods and crafts, more owner-operated merchants and vendors, indoor public market building.	<p>Land uses on private properties and within buildings are outside the scope of the Public Realm Plan, which focuses on improving outdoor public spaces. The adaptability of future public spaces in ByWard Market will help ensure they can respond to the changing needs of land uses, private properties and redevelopment over time.</p> <p>There are two City-owned buildings in the study area: 55 ByWard Market Square and 70 Clarence Street. Marchés d'Ottawa Markets is the Municipal Services Corporation now responsible for creating and managing the strategy that will be used to direct future retail operations, land use mix and municipal zoning changes in support of their preferred retail strategy for their buildings in ByWard Market. The findings about the preferred retail mix received as a result of the public engagement process for the Public Realm Plan have been shared with Ottawa Markets.</p>

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30.	Tree species should be the same on both sides of the street and along the length of a given block.	International best practices specifically advocate for mixing of tree species to combat the increased spread of pests and disease being experienced by urban trees. The Public Realm Plan identifies that trees with similar forms and growth rate characteristics be thematically grouped to create visual unity on given blocks.