

# 4.0 MOVING AROUND CENTRETOWN

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# 4.0 Mobility

A good balance between walking, cycling, public transit and vehicular traffic is essential to meet the needs of sustainability and create a safe, high quality public realm for all users. In Centretown today, this balance between users could be improved significantly.

Today, much of Centretown is characterized by a dense mixture of land uses in a highly urbanized environment. As a compact, urban community built around a traditional street grid, Centretown fosters a high degree of pedestrian, cycling and transit use. However, much of the transportation network is currently focused on supporting the movement of cars between Ottawa’s downtown core, located north of the community and Highway 417, located to the south.

Due to Centretown’s location between the downtown and the highway system, it is generally accepted that vehicular traffic levels through Centretown will remain high with some areas experiencing congestion, particularly at peak times. Nevertheless, efforts must be undertaken to reduce the impact of traffic levels on the neighbourhood. Given the built-out nature of Centretown’s road network, the majority of mobility initiatives presented in this chapter focus on improvements to non-automobile travel to create a better balance between users, including:

- > Pedestrians
- > Bicycles
- > Transit Users
- > Vehicles

## Downtown Moves Study

To capitalize on the opportunities presented by the implementation of the LRT and to examine transportation issues within the downtown not addressed by the recent Transportation Master Plan, the City of Ottawa is currently undertaking a downtown mobility study called “Downtown Moves”. The study examines such issues such as the reallocation of road space, implementation of the City’s new rapid transit network and the conversion of one-way streets back to two-way operation.

Some of the mobility recommendations presented in this Community Design Plan will require further analysis to understand the potential impacts on both the local and the broader transportation network. Downtown Moves is best suited to test and assess these recommendations from a technical perspective.

To scope the steps required to implement the mobility recommendations presented in this section, the following technical issues should be addressed:

- Implementation of “road dieting” to reallocate space currently used for the movement and parking of vehicles on north-south arterials to accommodate expansion of pedestrian, cycling and transit facilities.
- Implications of additional calming and crossings along arterials to improve community connections.
- Expansion of cycle network with on-street bicycle lanes as identified in the Ottawa Cycling Plan.
- Implications of two-way conversion on downtown traffic operations, including access to the highway system.
- Requirements for improvements to the quality of on-street transit facilities (stops, laybys, shelters, seating, lighting, etc.)

The Community Design Plan establishes the urban design objectives and community priorities to inform the Downtown Moves Study as it addresses the urban design and transportation planning issues in Downtown Ottawa.

Successful streets are about much more than vehicular movement; they need to act as shared public spaces that are beautiful, comfortable and multi-functional. In the most successful neighbourhoods, streets are community meeting places, addresses for real estate, locations for cafes and public art and thoroughfares for walking and cycling.

Centretown needs to recognize the importance of its streets as ‘places’ and not as simply arterial roads for moving cars quickly. The overarching goal of improving the quality and experience of streets in Centretown is to help them to meet a variety of user needs - not just cars, but also pedestrians, cyclists, and transit users. Achieving this goal will require a range of interventions - including providing wider sidewalks, more space for cyclists, better transit facilities, more street trees and greening and implementing some traffic calming measures. Providing more balanced streets to meet the needs of all users will require a layered approach that addresses the following elements:

- ‘Road Diet’ and traffic calming – reducing the amount and width of travel lanes dedicated to through traffic; and the speed and impacts of traffic;
- Reclaiming the ROW – from encroachments, including parking lots, outside storage, etc.
- Reallocating space – to dedicated cycling lanes, wide pedestrian walkways, broad planted boulevards, etc.
- Protecting the ROW with widening easements that can provide more space at the ground level for pedestrians and street amenities – especially at street corners, and high pedestrian volume areas.
- Greening the streets – the quality and character of the major downtown streets were once defined by tree-lined boulevards that reinforced the neighbourhood character and downplayed the off-ramp qualities. Much can be done to bring back green elements into Centretown’s streets.

With the goal of creating a better balanced movement network, this section presents recommendations to help transform Centretown’s roads into more multi-functional neighbourhood streets. It should be noted that some recommendations will require a change to traffic operations (conversion from one-way to two-way operations) and the re-allocation of road space to support pedestrian, cycling and transit. Such changes will have impacts on traffic operations, including possible decreases in intersection service levels, increases in congestion and cut-through traffic along local streets and potential adverse impacts on access to and from the highway system. Further study, with involvement from the Ontario Ministry of Transportation, should occur prior to implementation of changes that may affect safety of highway ingress or egress.

# 4.1 The Pedestrian Network

From a pedestrian network point of view, Centretown’s system is virtually complete. However, the issue of concern is the quality of the existing network and the pedestrian experience ‘on the ground’. As such, the focus for improvement should be on enhancing the ‘quality’ of the pedestrian environment as opposed to expansion of the system.

Within the existing public rights-of-way the competing needs of pedestrians, cyclists, transit, cars, on-street parking, goods movement and utilities must be satisfied. To help address the current imbalance between vehicles versus pedestrians and cyclists, the CDP advocates for the re-allocation of space and reallocation of priority to better serve the needs of pedestrians and cyclists. Through application of road diets, priority can be given to providing additional pedestrian space along those streets identified as priorities for pedestrian facilities.

As illustrated by the plan on the right, Metcalfe, Elgin, O’Connor and Somerset Streets should be considered ‘pedestrian priority’ routes through Centretown. The function of a pedestrian priority street is to connect the community directly to existing and/or planned transit hubs, link to important employment, recreational or cultural destinations, and integrate Centretown with adjacent neighbourhoods; Somerset provides a connection through the heart of central Ottawa and over the Rideau Canal via the new Corktown Footbridge; Metcalfe and Elgin provide connections to adjacent neighbourhoods south of the Queensway as well as to the Federal Realm in the north; and O’Connor links directly to the proposed LRT stations in the core. The priority, in terms of strategies to address pedestrian improvements, should focus on enhancing the pedestrian experience along these important streets. Bank Street is also considered to be a Pedestrian Priority Street that has recently undergone significant improvements, making this important shopping street a model of pedestrian comfort for Ottawa.

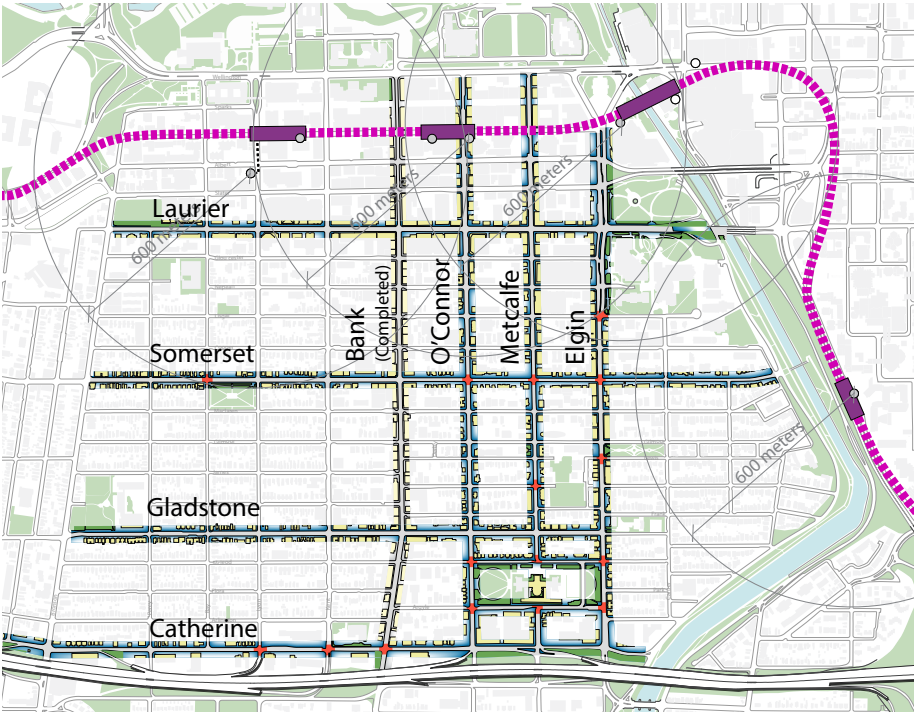
As previously mentioned, although the pedestrian system is almost complete in Centretown, some limited opportunities for expansion remain and should be recognized. These opportunities are focused on integrating Centretown with adjacent communities and amenities as opposed to expanding the network internally. Ottawa’s Pedestrian Plan places a priority on provision of pedestrian connections to multi-use pathways along the Rideau Canal / the Driveway and on improvements to existing pedestrian connections between neighbourhoods on the north and south sides of the Queensway.

Another important component of Pedestrian Priority Streets is the provision of safer pedestrian crossings at key intersections on Centretown’s arterial streets. The plan below highlights those intersections that would benefit from pedestrian priority crossings. These may include some of the following characteristics:

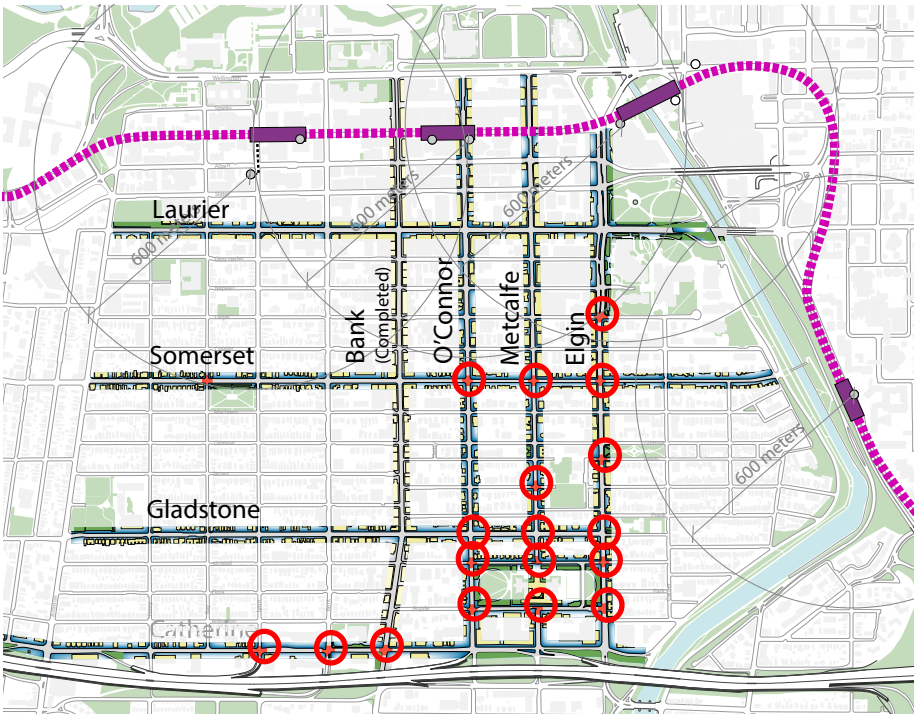
- Advanced yield lines to improve the visibility of crossing pedestrians
- Installation of curb extensions and removal of on-street parking to improve visibility
- Zebra crossings or raised traffic tables
- No right turn movement on red
- Accelerated implementation of pedestrian countdown signals
- Less stringent warrants for implementation of mid-block pedestrian crossing signals
- Pedestrian priority push button to activate walk signals

## Additional strategies include:

- Streets that provide direct access to rapid transit, and/or have significant development density require better pedestrian space and should be priorities for improved pedestrian amenities, including paving treatments (sidewalks), seating, pedestrian scaled lighting, planting and greening, waste disposal and weather protection.
- Pursue local improvements to the pedestrian realm as part of the development approvals process for proposed new developments.
- Ensure pedestrian planning and design objectives are achieved as part of major roadway reconstruction projects, in accordance with approved City urban design guidelines.
- When reconstructing streets, review the potential application of a “road diet” to reallocate space and provide more space for pedestrian movement, and allow for curb bulb-outs and/or reduced corner radii to minimize pedestrian crossing distances.
- Specific local improvements to the pedestrian environment should included as part of the City’s on-going Capital Works Program.
- Consider pedestrian ‘scramble’ intersections at Bank & Somerset.
- Work with the NCC to identify opportunities for improved pedestrian crossings across the Queen Elizabeth Driveway.



Potential Pedestrian Priority Streets



Potential locations for improved Pedestrian Crossings



# Pedestrian Priority Streets: What Does this Mean?





# 4.2 The Cycling Network

The City of Ottawa has in place a robust 20 year cycling plan laid out in its Ottawa Cycling Plan (OCP) Approved in 2008, the OCP is a long-term two-phased strategy. The first phase is a ten-year implementation plan that includes network infrastructure, program initiatives and associated costs. This ten-year plan complements the City’s Capital Works Plan, Transportation Master Plan and Official Plan. The second phase is presented as longer-term planning initiatives, subject to on-going review and revision.

The expansion of the cycling network throughout Centretown is identified in the Ottawa Cycle Plan as a Phase 1 implementation priority, including a significant number of future cycle routes:

- Bank Street
- O’Connor Street
- Metcalfe Street
- Elgin Street
- Somerset Street

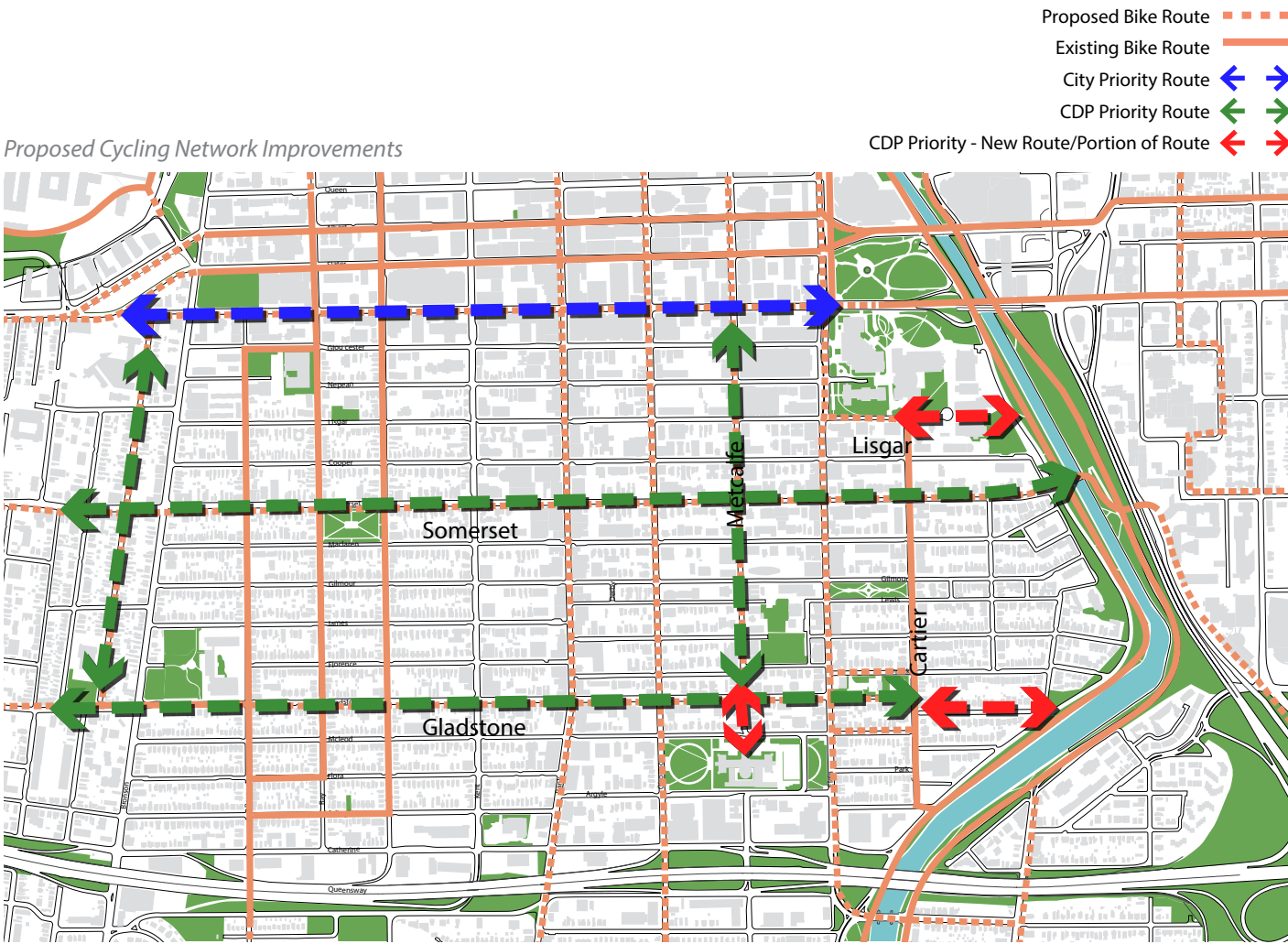
In 2011 the City of Ottawa implemented a pilot project for segregated bicycle lanes on Laurier Avenue between Bronson Avenue and Elgin Street. To leverage investment in this infrastructure and increase its utility for cyclists, improvements to the cycling network within the Centretown area should focus on connections to the Laurier Avenue bicycle lanes, as well as improved connections across cycling barriers (the Queensway and Rideau Canal) and to the NCC pathway network.

To complete a more fully connected network, in addition to the routes proposed in the OCP, the following missing links or portions of routes are also recommended:

- Delaware Avenue, east of Cartier connecting though to Rideau Canal and NCC multi-use pathway system
- Metcalfe, south of Gladstone through to the Museum of Nature
- Lisgar Street east of Cartier, connecting though to Rideau Canal and NCC multi-use pathway system

As part of any analysis regarding conversion of Metcalfe Street from one-way to two-way operation, provision of cycling facilities should be considered as priority in order to provide for dedicated cycling facilities connecting the Glebe to Centretown, Laurier Avenue (east-west bicycle routes) and the Central Area.

In addition to improved cycling links, additional bicycle parking should be provided within Centretown to improve facilities for cyclists at key destinations such as Jack Purcell Community Centre, Minto Park, and along Bank and Elgin Streets. Identification of potential bike-share station locations (e.g. Museum of Nature, City Hall, along Bank and Elgin Streets) to facilitate short, spontaneous cycling trips should also be considered, in coordination with the NCC.



## Suggested strategies include:

- Pursue provision of cycling infrastructure (parking, lockers/showers) as part of the development approvals process for new developments proposed in the Centretown area.
- Ensure appropriate cycling infrastructure is provided as part of major roadway reconstruction projects, in accordance with approved City design guidelines.
- Identify specific local improvements to the cycling network for implementation as part of the City’s on-going Capital Works Program.
- Monitor opportunities to provide cycling improvements as part of the implementation of the Ottawa Cycling Plan.
- Streets which provide for cycling connections across barriers (e.g. Rideau Canal, the Queensway), or to the Laurier Avenue segregated bicycle lanes, should be priorities for improved cycling links.
- Metcalfe Street should be considered a priority for cycling facilities.
- Work with the NCC, landowners, institutions and businesses to provide bike-share stations at key locations in the Centretown, such as the Museum of Nature, Ottawa City Hall, Jack Purcell Community Centre, and along Bank and Elgin Streets.
- Work with business partners to provide cycling infrastructure at employment and commercial nodes.

## 4.3 The Transit Network

- Ensure that cycle lanes are kept fully clear of snow in winter months.

The Centretown area enjoys access to a high level of local transit service. Implementation of the Downtown Ottawa Transit Tunnel will likely not result in significant changes to the local transit network, which is already oriented to provide connections with the existing rapid transit network and major destinations in the downtown area. Service frequencies may be improved on routes as ridership increases with implementation of the City's light rail rapid transit network. Areas adjacent to future underground rapid transit station entrances create additional density potential. Increased densities will generate more demand for transit and increased transit frequency.

Bank Street, Somerset Street (west of Bank) and the Catherine/Isabella Street corridors are identified in the City's Transportation Master Plan as transit priority corridors. Future transit priority measures could include transit priority signals, queue jump lanes and other operational measures designed to give transit vehicles priority over general traffic within these corridors. Local improvements to transit infrastructure should be identified for incorporation into the City's ongoing Capital Works Program.

**Suggested strategies include:**

- Consider provision of transit priority measures such as transit lanes, bus bulb-outs and additional shelters as part of future roadway reconstruction projects.
- Consider provision of enhanced waiting facilities (shelters, benches, trees, pedestrian scale lighting, bicycle parking, garbage cans) at bus stops. These should not interfere with pedestrian flow/pathway.

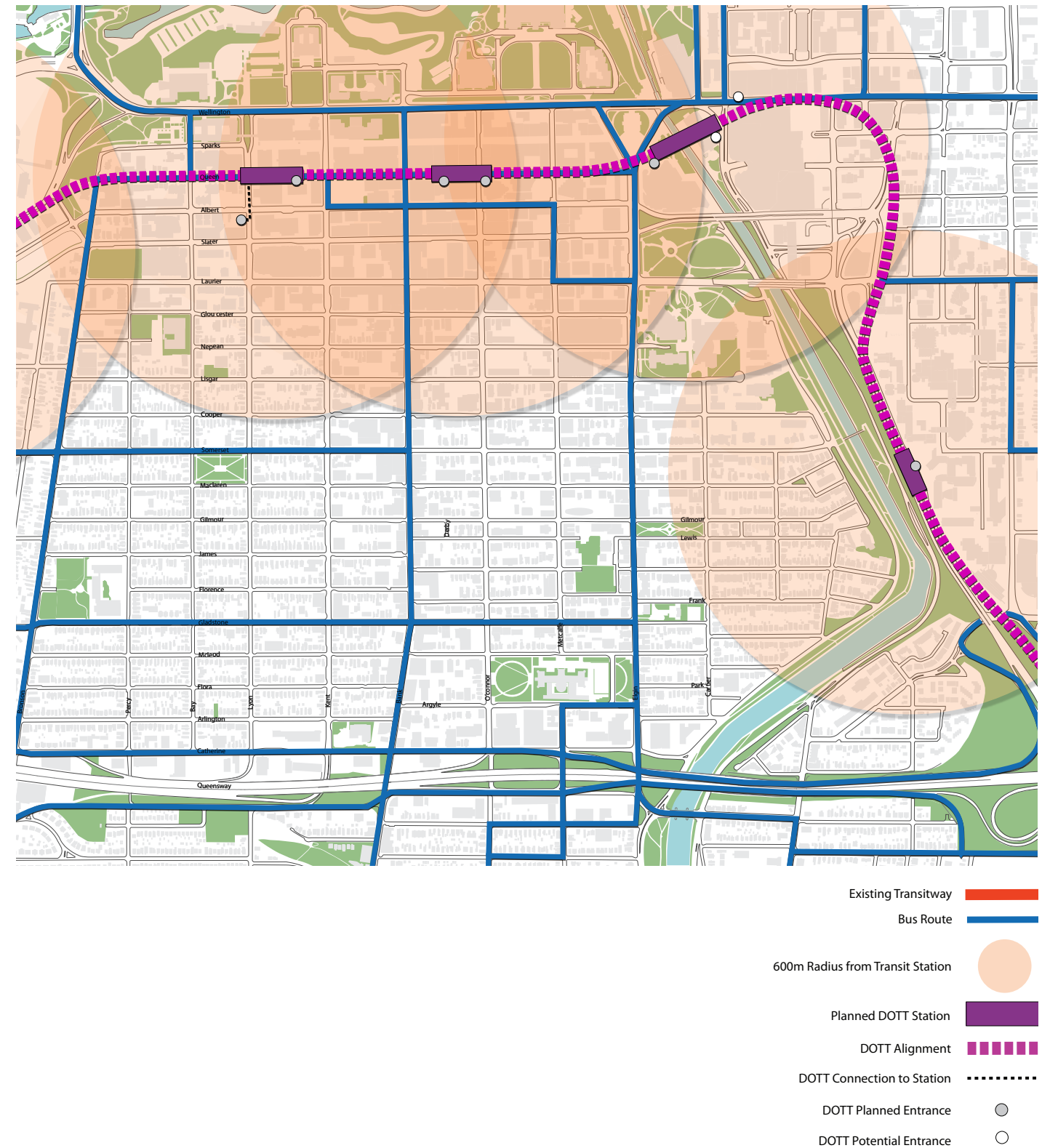
### 4.3.1 Transportation Demand Management

At a high-level, encouraging residential development within Centretown provides significant support to City objectives aimed at reducing reliance on automobile travel. Experience in other Canadian cities (e.g. Toronto, Vancouver) has shown that the provision of increased residential development in downtown areas can reduce overall automobile travel as the residents of these new developments are able to access employment, shopping, educational and recreational opportunities without the need for automobiles. However, for the relationship between increased density and reduced automobile travel to be realized, support for non-auto modes must be provided at both the site and community levels. Travel patterns within the Centretown CDP area already exhibit a high degree of pedestrian, cycling and transit activity. Therefore, TDM measures should be focused on providing improvements to the pedestrian and cycling environments as identified in the Ottawa Pedestrian Plan and Ottawa Cycling Plan.

Development applications requiring a Transportation Impact Study or Community Transportation Study under the City of Ottawa's Transportation Impact Assessment Guidelines must include an assessment of potential TDM measures for inclusion in new developments. Measures which could be incorporated as part of new developments include the provision of enhanced bicycle and pedestrian access (weather-protected facilities, safe and secure bicycle parking, streetscape improvements), improvements to transit access (provision of shelters and other amenities, service planning changes), and provision of car-sharing facilities.

Specific strategies with regard to travel demand management are captured under the individual sections dealing with pedestrians, cycling and transit.

## Centretown's Future Transit Network





## 4.4 Reclaiming Your Streets

### 4.4.1 An Approach to Greening Your Streets

Roads within Centretown support mobility but are also important public spaces which define the character of the neighbourhood. In Centretown, there are competing objectives with respect to allocation of space within the public right-of-way. This includes space for general traffic lanes, bicycle lanes, buses, on-street parking, sidewalks and urban design features. Accommodating these different demands with the limited road space available requires creative approaches to satisfy these competing interests.

The following are general recommendations for improving the general experience along all streets within Centretown. Following this approach are more specific recommendations for the various street typologies present in Centretown.

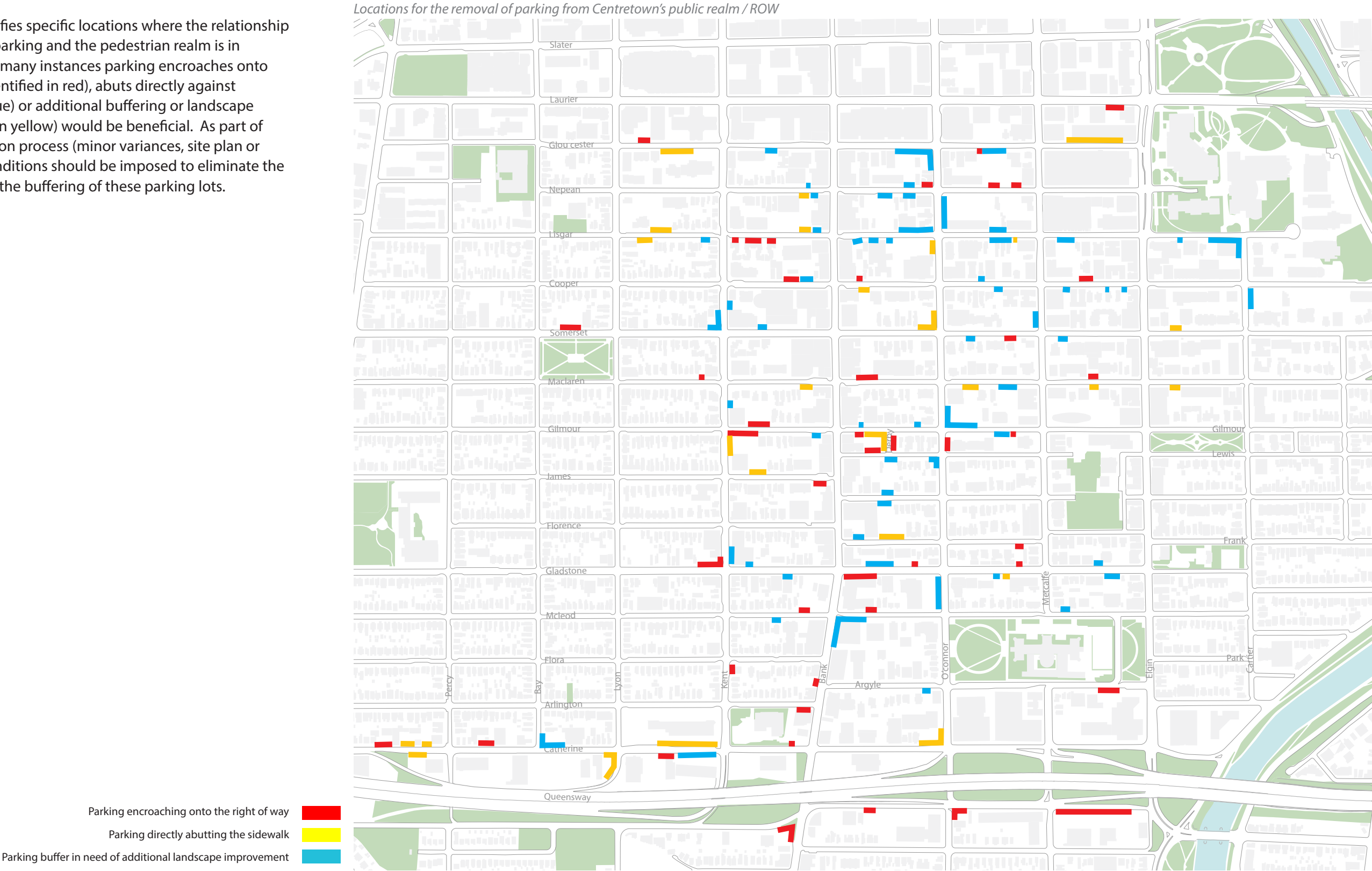
To green Centretown's streets and improve their look and feel 'on the ground', the following actions are recommended:

- Eliminate surface parking encroachment into public roadway rights-of-way. Parking between the sidewalk the edge of the right-of-way should not be allowed in any form.
- Do not permit front yard parking.
- Plant street trees wherever possible. Select species that are non-invasive, drought resistant and salt tolerant.
- Where possible, planting should also occur on traffic islands and medians.
- Where street tree planting is not possible (such as Elgin Street), consider planting vertically - hang flowers.
- Don't allow garbage to be stored adjacent to the sidewalk.
- Require servicing areas to be screened from the sidewalk.
- Buffer parking lots from the sidewalk with planting. Require enhanced landscaping and screening as part of all temporary parking lot renewals.
- Wherever possible, give additional priority to pedestrian space within the roadway right-of-way.





The plan to the right identifies specific locations where the relationship between existing surface parking and the pedestrian realm is in need of improvements. In many instances parking encroaches onto the public right of way (identified in red), abuts directly against the sidewalk (identified blue) or additional buffering or landscape improvements (identified in yellow) would be beneficial. As part of the development application process (minor variances, site plan or planning applications), conditions should be imposed to eliminate the encroachment or improve the buffering of these parking lots.



## 4.4.2 Right Of Way Protection

The City of Ottawa has established a variety of right-of-way widths that are the ‘ideal targets’ to accommodate the range of necessary transportation and infrastructure facilities required across a variety of street types. These include: roadway lanes for cars, trucks, bicycles and/or transit vehicles; sidewalks and pathways; central or side boulevards for landscaping; public utilities, lighting; and spaces for street side amenities (bus stops, mail and newspaper boxes, etc.).

To ensure that adequate width exists to accommodate these roadway and pedestrian facilities, the Official Plan indicates that the City will protect the right-of-way. Within the OP, the City has identified target widths for the right-of-way (ROW) of each street.

While the ROW protection policy in the OP applies to entire street segments, it is written with the understanding that in existing and heritage communities full lengths of streets will not be rebuilt to new widths. Unbroken continuity is not imagined. Rather, the intent is to secure wider ROW and/or a pedestrian easement where there is significant redevelopment frontage, and useful lengths of wider sidewalk and pedestrian amenity space can be created, or where there is opportunity to create more space at street corners for all the poles and services as well as pedestrians waiting at crosswalks.

Although ROW protection targets may be difficult to achieve for several streets in Centretown due to the limited building setbacks, shallow frontages and wide streets, they are worth maintaining for those occasions when significant infill and redevelopment occurs.

Below is a summary of how ROW protection policies can be applied to key streets in Centretown.

**Elgin Street:**

- Secure the ROW protection of 23 metres and pedestrian easements on those sites that might benefit from extensive redevelopment frontages or are located on corners as per OP policy;
- In other cases, reduce the Elgin ROW protection between Lisgar and Catherine to similar standards as other major Centretown streets like Bank, Metcalfe, O’Connor, Lyon and Kent: 20 metres with a condition that a maximum land requirement from property abutting existing

- ROW of 0.9 metres and make this segment subject to the widening easement policy.
- ROW protection should be pursued on a case-by-case basis, the primary consideration being to retain a consistent streetwall / building frontage. In cases where a site is on the corner, or a neighbouring building is already setback, the new building could apply the ROW protection standard to increase the pedestrian zone.

**Bank Street:**

- Maintain the ROW protection of 20m with a perspective to address the needs of pedestrians and cyclists and increase streetscape opportunities.
- ROW protection should be pursued on a case-by-case basis, the primary consideration being to retain the street wall. In cases where a site is on the corner, or neighbouring a building that is already setback, the new building could apply the ROW protection standard to increase the pedestrian and planting area.

**Metcalfe Street:**

- Maintain the ROW protection of 20m with a perspective to address the needs of pedestrians and cyclists and increase streetscape opportunities.
- ROW protection should be pursued on a case-by-case basis; the primary consideration is consistency the overall street corridor. In cases where a site is on the corner, or neighbouring a building that is already setback, the new building could apply the ROW protection standard to increase the pedestrian and planting area.

**Kent and O’Connor Streets:**

- Maintain the ROW protection of 20m with a perspective to address the needs of pedestrians and increase streetscape opportunities.

**Somerset and Catherine Streets:**

- Maintain the ROW protection of 20m for Somerset Street and 23m for Catherine Street.

## 4.4.3 Parking Supply

Parking availability, or the perception of parking availability is a significant issue within Centretown, particularly when considering development applications on sites which are currently used for surface parking, or where limited visitor parking is being proposed.

Over time, provision of public parking facilities will be reduced as existing surface lots within Centretown are redeveloped. Parking rates at remaining surface lots may also increase due to supply shortage. Proposed strategies to provide additional space for pedestrians, cyclists and public transit along major streets in Centretown may also reduce the amount of on-street parking available.

To assist in the management of supplies and demand for parking, parking rates should be reviewed to achieve an appropriate balance between encouraging non-automobile travel while continuing to attract visitor and retail patrons who arrive by car. The City should also consider provision of off-street parking facilities in new development (particularly mixed-use developments, or developments in the vicinity of all-day destinations, such as retail mainstreets). Rezoning application to permit new surface parking lots should not be permitted.

**Suggested strategies include:**

- Review on-street parking rates to ensure appropriate balance between encouraging non-automobile travel while continuing to attract visitor and retail patrons who arrive by car.
- Encourage provision of off-street public parking in new development, where appropriate (e.g. mixed-use development, in proximity to all-day destinations).
- Undertake an inventory of existing parking spaces and current utilization.
- New residential condominium developments should provide for off-street resident and visitor parking, as per the by-law requirements.



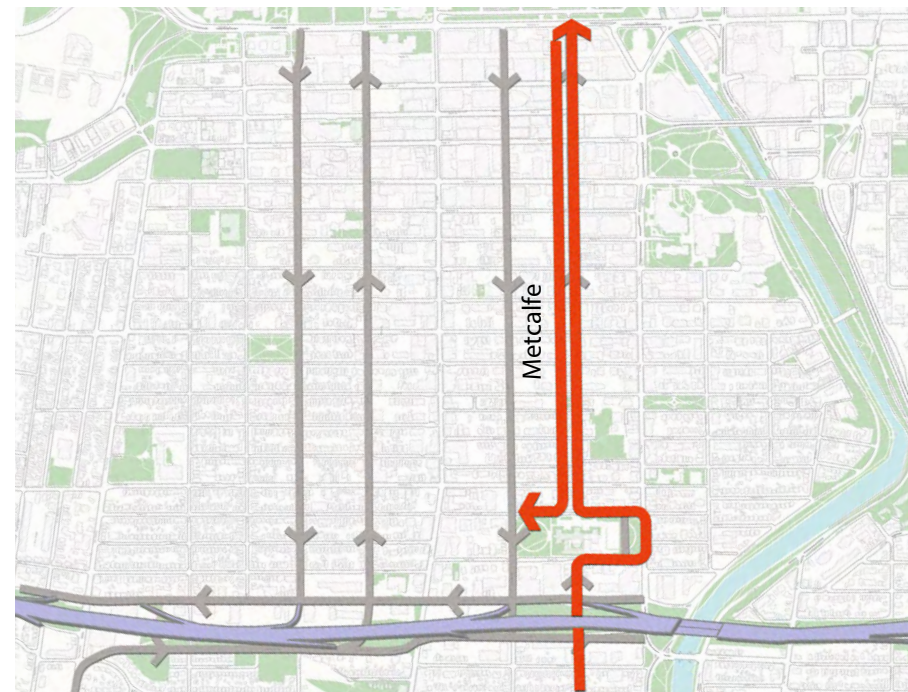
#### 4.4.4 Two-Way Conversion

The use of Centretown's arterial streets as a high-volume, high-speed ramping system for the Queensway contributes to the creation of unsafe and unpleasant conditions. The current one-way system is oriented to serve the needs of Ottawa's commuters and is designed to move as many cars as possible through Centretown for peak-hour commuting. One means of improving the street environment for all users would be to convert these arterial roads from one-way to two-way. This action would help to 'normalize' the street by slowing traffic, creating a greater choice of routes, improving wayfinding, creating a more inviting address for residential and commercial investment and improving safety for pedestrians and cyclists.

The conversion of arterials to two-way streets is based upon the theory that the operation of streets should be maximized for use throughout the day, rather than for relatively short period of time each morning and afternoon. A street flowing very quickly during morning and afternoon rush hour periods, which is the case in Centretown, often means an under-utilized street for the remainder of the day.

It is recommended that the City consider a phased programme of two-way conversions of Centretown's major arterials. Phase 1 would be undertaken as a priority and involve Metcalfe Street. Part of this phase could include the removal of Metcalfe Street from the East Lawn of the Museum of Nature and the reorganization of traffic movements around this important community park space. Phase 2 could be Lyon Street. Future phases could include Kent Street and O'Connor Street. Any conversions will need to include a technical review of the highway ramping systems.

It may be appropriate to implement a pilot project for conversion to two-way operation as a basis for impact monitoring and design assessment. If this is the case, the section of Metcalfe Street from McLeod north to Wellington should be a priority candidate. This section of road has relatively low traffic volumes compared to other major one-way streets in the downtown, and it can be converted without affecting the connection to the Queensway ramp system. It also provides a very attractive approach to and increases accessibility to the Museum of Nature and has significant residential development along its length. Prior to a pilot project, a transportation network analysis should be completed detailing the existing and future conditions and impact on road capacity, circulation and spill-over to adjacent streets. Alternatives that improve the overall street environment also need to be examined.

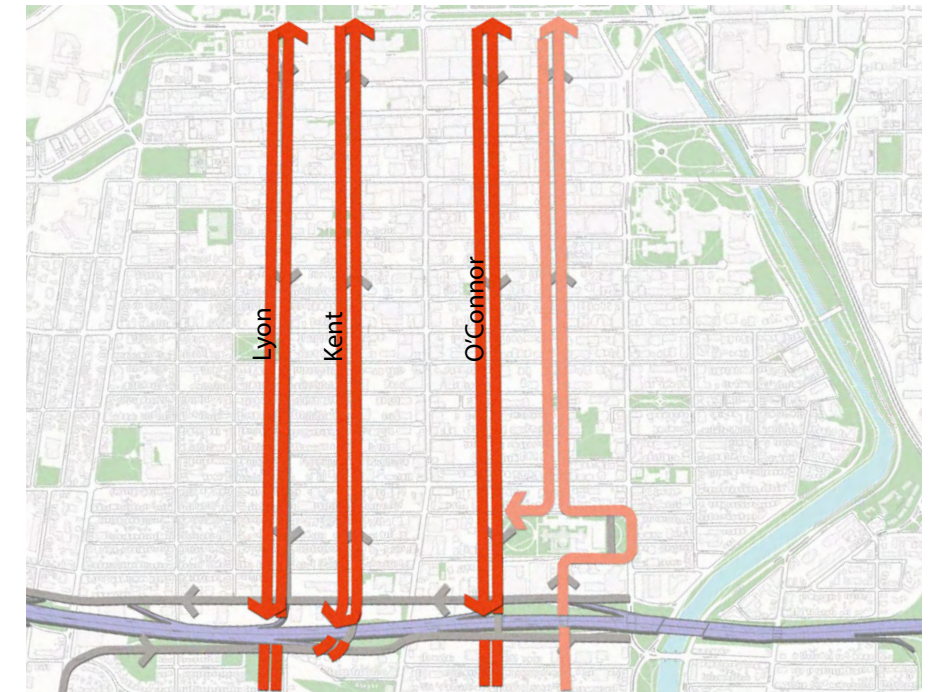


Phase 1 Two Way Conversion: Metcalfe Street

To convert this section of road to two-way traffic on a trial basis would require a minimum of the following:

- advertising of the proposed change;
- new line painting;
- new signage for southbound traffic;
- new signage on side street approaches;
- additional traffic signal heads at all signalized intersections;
- signal phasing and timing modifications;
- a detailed review at the two terminal intersections to determine how best to sign; and
- control traffic flow to ensure pedestrian, cyclists and vehicle occupant safety.

It is assumed that the current parking regulations for the east curb lane would remain.



Future Phases Two Way Conversion: O'Connor, Kent and Lyon streets

To more fully understand the impact of two-way conversions and assess their merits, a list of traffic considerations and related issues are provided as an appendix.



# 4.5 Targeted Streetscape Recommendations

Achieving a better balance between competing users through design modifications will require compromises to be made with regard to how current systems operate. Undertaking some of the improvements presented below will require a change to traffic operations. Impacts needs to be considered in light of benefits created, such as a better pedestrian experience, wider sidewalks and slower traffic movement.

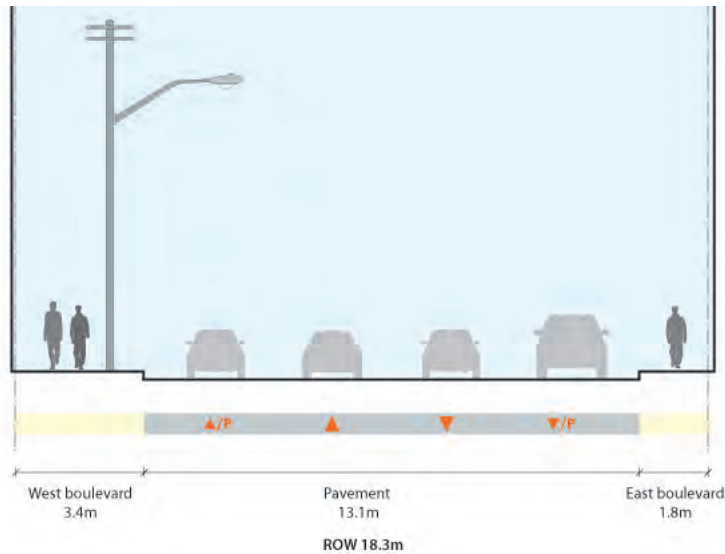
## Elgin Street

Elgin Street is one of downtown’s most successful and active streets, supporting a mix of quality restaurants, cafes, clubs, bistros and retail shops. Extending north from the 417 to Lisgar Street, Elgin Street continues as Confederation Boulevard until it terminates at the Canadian War Memorial. Many important city parks and institutions front Elgin Street, including Minto Park, St. Luke’s, the Museum of Nature, the Ottawa Police Services Building and the Elgin Street Public School. Despite Elgin Street’s importance as a destination for the neighbourhood and the city as a whole, it supports very narrow sidewalks - especially on the eastern side of the street. There are few trees except at parks or major institutions and buildings are generally built to the property line. Elgin Street’s ‘Mainstreet’ function north of Gladstone Street should be protected and strengthened.

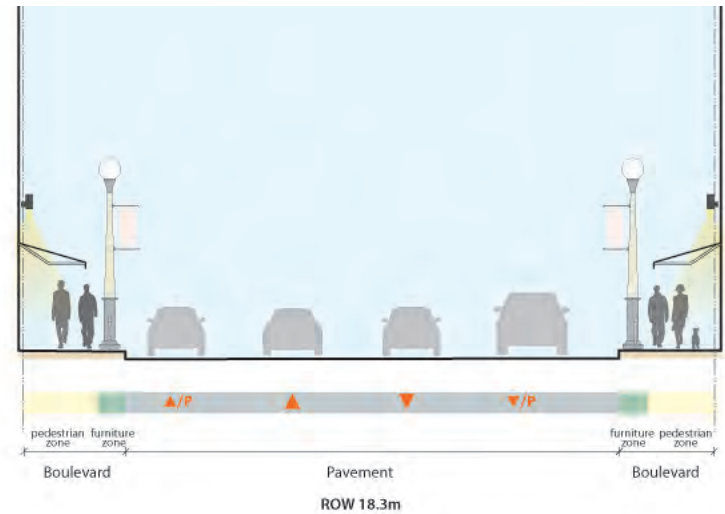
### Design Strategies:

- Elgin Street would benefit from the same quality of redesign as recently completed on Bank Street. This includes:
  - > Expanding the public pedestrian realm on both sides of the street (evenly distributed) and introducing street tree planting opportunities (Option 1 & 2).
  - > Declutter signage and street furniture to improve the visual and pedestrian environment.
  - > Co-ordinated street paving, street furniture and lighting should be installed. Due to limited public realm, wall mounted pedestrian scale lighting should be explored.
  - > Eliminating one lane of parking may be the only opportunity for significantly expanding the public realm and planting zone. Further study of parking demand is required, and alternative parking opportunities found.
- When infrastructure is being renewed, bury overhead wires/utilities, where feasible.
- Complete traffic impact study to confirm viability of narrowing and upgrading the street.

Existing: Typical condition



Option 1: No Road Narrowing



Option 2: Road Narrowing / Off- peak Parking Lane



Option 3: Road Narrowing / Permanent Parking lane with possible curb extension





# Bank Street

Bank Street is an important regional destination in Ottawa with many shops, restaurants, clubs and cultural venues. As a regional attraction and hub of activity in the city, development pressures along this corridor are likely to remain. Bank Street also provides important services to the local community. The street has recently completed a comprehensive redesign that has transformed it into a more pedestrian-oriented mainstreet with wider sidewalks, high quality street furniture, planting and coordinated signage. Existing buildings on Bank Street are generally built to the property line.

## Design Strategies:

- Bank Street has recently benefited from a high quality redesign. This standard, along with that achieved through the recent Preston Street and Wellington Street West design upgrades, should be the standard that Ottawa strives for when rebuilding its Mainstreets.
- Maintain the ROW protection on Bank Street and consider a “road diet” south of Gladstone Avenue with a perspective to address the needs of pedestrians, cyclists and increase streetscape opportunities
- Along Bank Street, ROW protection should be pursued on a case-by-case basis, the primary consideration being to retain a unified setback of buildings and to create a comfortable pedestrian environment. In cases where a site is on the corner, or neighbouring a building that is already setback, the new building could apply the ROW protection standard to increase the pedestrian and planting area.

Bank Street today



# Somerset Street

Somerset Street is one of the few continuous two-way east-west links through the downtown. This important connection links Chinatown, Somerset Village, the GBLT/Gay Village, the Corktown Bridge, the NCC multi-use path system, the University of Ottawa and Sandy Hill. The commercial Mainstreet section between Bank and O'Connor has benefitted from some recent investment in streetscape upgrades, but the remainder of the street is in need of renewed investment.

## Design Strategies:

- To avoid creating a homogeneous streetscape and having a detrimental impact on the existing pockets of character, any new street improvements should complement and build on the personality of the immediate environment.
- General streetscape strategies such as elimination of parking encroachments should be pursued.
- ROW protection should be considered on a site-by-site basis, with priority for corner site. ROW protection should not disrupt continuous heritage cluster / building frontages.
- As sidewalk and infrastructure get upgraded, lane width reductions and planting opportunities should be explored.

Somerset east of Bank Street



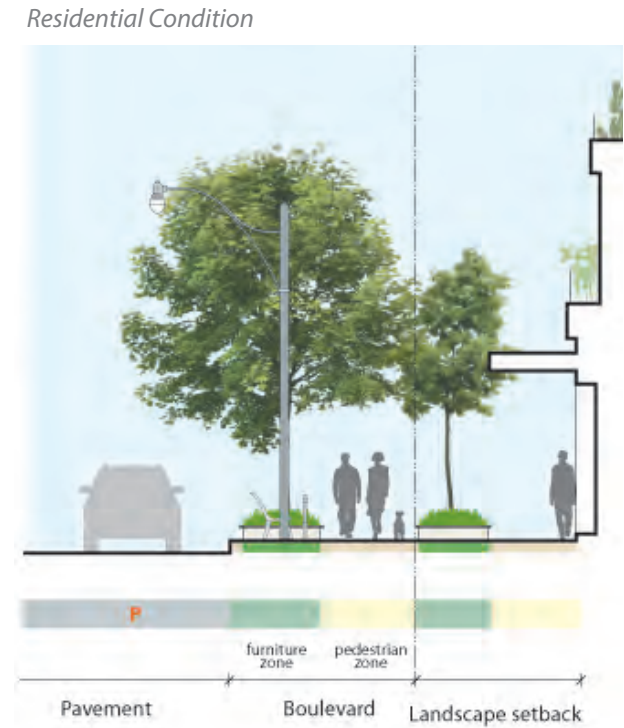


## Catherine Street

Catherine Street operates as a one-way westbound street. Functioning more as a service road to Highway 417 than a city street, it is frequently bisected by ramps that feed the highway. A section of Catherine Street between O'Connor and Elgin supports a residual landscaped zone located between the street and the highway. Although many locations along Catherine Street support unrealized development potential, the image of the street needs to be enhanced before investment will come forward.

### Design Strategies:

- Catherine Street is envisioned as a tree-lined street.
- To accommodate required planting, a generous setback should be implemented and the ROW protection policy maintained
- As commercial activity evolves, introducing on street parking should be explored, particularly on the north side.
- Traffic islands at Metcalfe and Catherine Streets would benefit from landscape improvements.
- As development occurs, public realm should be upgraded. Public realm should be composed of:
  - > a generous sidewalk and a landscape setback zone between the sidewalk and the development; and
  - > street trees planting on the curb side, preferably in an open strip.



## Museum District

The Museum District captures the streets that immediately border the Museum of Nature: Argyle, Elgin, O'Connor and McLeod Streets. The district is an important heritage node, and the park surrounding the Museum acts as Centretown's central park. Buildings that surround the Museum have a varied setback, from small front yards to buildings located right at the property line.

### Design Strategies:

- The streetscape on the portions of Elgin, O'Connor, Argyle and McLeod Streets that front onto the Museum of Nature should be differentiated from other streetscapes. This zone should be the heart of the heritage district and the Central Park for Centretown.
- Design of streets should include coordinated street paving, street furniture and pedestrian-scale lighting that are complementary to the Museum of Nature's design. Lighting posts could accommodate banners.
- Increase sidewalk width all around the park (especially along O'Connor). Alternatively, the sidewalk could be buffered from the road by a planted boulevard. This would require a coordinated approach with the Museum
- The section of Metcalfe Street that bisects the East Lawn should be removed if related issues can be resolved.
- All intersections adjacent to the park should be improved (lighting, pedestrian signals, pavement treatments)
- When infrastructure is being renewed, consider burying overhead wires/utilities, where feasible.
- Promote tree planting on private properties fronting the park with emphasis on trees with a large canopy.

Should the City wish to better understand the potential implications of eliminating Metcalfe Street through the East Lawn, all that would be required would be to temporarily close the one block link with some combination of temporary curbing or planters. New way-finding signage would be required and adjustments would have to be made to the traffic signal and phase timing at the Elgin/Argyle intersection. This interim test trial would provide a good indication of the way-finding, traffic operation on bus parking implications of a possible ultimate road closure.

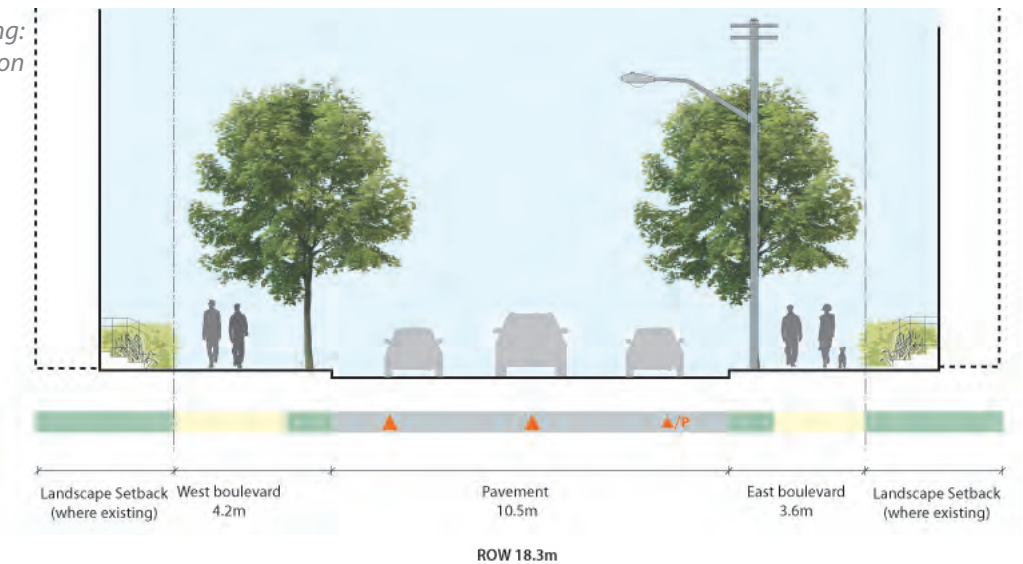
## Metcalfe Street

Metcalfe Street is a premiere civic address in Ottawa. The street connects the Museum of Nature and the Parliament Buildings and is fronted by several embassies and heritage buildings, supporting a wealth of architectural styles. The Centretown section of Metcalfe Street is lined with trees. This green setting is reinforced by the many properties that offer generous front lawns facing onto the street.

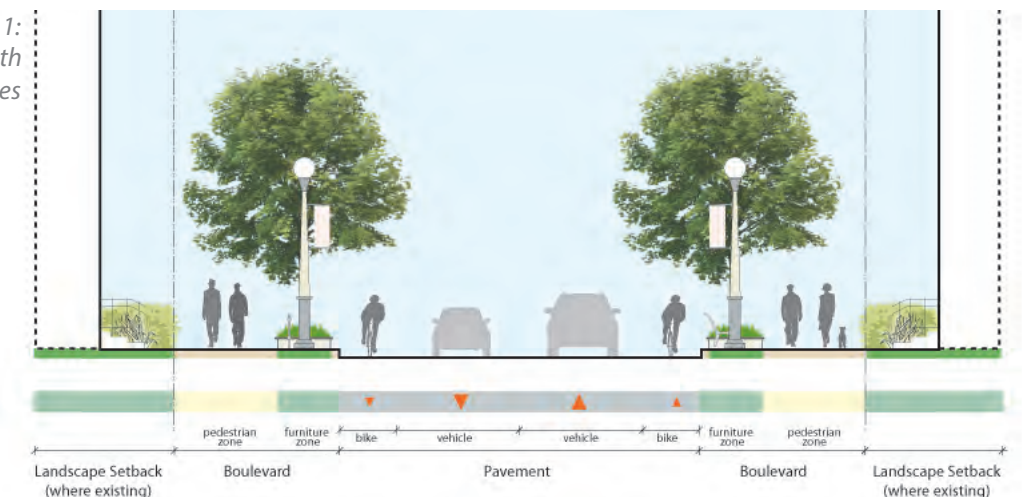
### Design Strategies:

- The design of Metcalfe Street should be of the highest quality and celebrate it as one of Ottawa's most important civic streets. This could include specially designed street paving, street furniture and pedestrian-scale lighting that are specific to Metcalfe.
- The existing street dimensions should be retained. Continue to maintain generous setback, front lawns and boulevard character.
- Public art should be encouraged along this corridor (including lighting, banners, installations, etc). Treatment should extend north to Wellington Street.
- When infrastructure is being renewed, consider burying overhead wires/utilities, where feasible.
- Cycling lanes should be explored but not at the expense of reducing the boulevard area. The introduction of a cycling lane should be accomplished, if possible by replacing the off-peak parking lane with cycle lanes or reducing existing lane widths (Option 1).
- As an alternative to option 1, transforming the off-peak parking lane as permanent parking, possibly with curb extension) should also be explored (Option2).
- If Metcalfe Street is retained as one-way street, on-street cycle lanes could be introduced.
- If Metcalfe Street is converted from one-way to two-way, provision of cycling facilities should be provided as part of the conversion process.
- Maintain the ROW protection with a perspective to enhance the needs of pedestrians and cyclists and to increase streetscape opportunities
- ROW protection should be pursued on a case-by-case basis; the primary consideration being the consistency of the overall street corridor. In cases where a site is on the corner, or neighbouring a building that is already set back, the new building could apply the ROW protection standard to increase the pedestrian and planting area.
- Metcalfe Street should be a priority consideration for two-way conversion. The Downtown Moves Study will further develop the understanding of the implications of two-way Metcalfe Street and its contribution to the improvement of the streetscape environment.

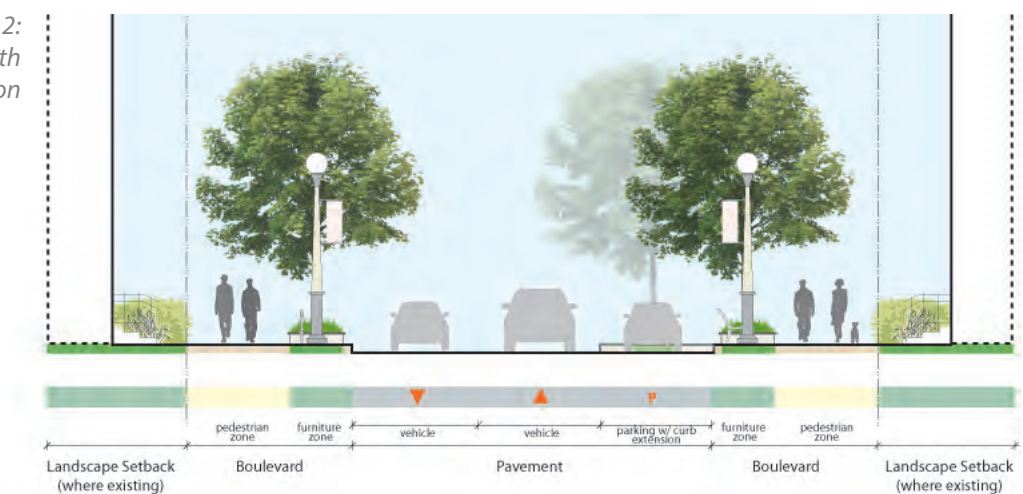
Existing:  
Typical condition



Option 1:  
Replacement of traffic lane with  
bike lanes



Option 2:  
Permanent parking with  
possible curb extension





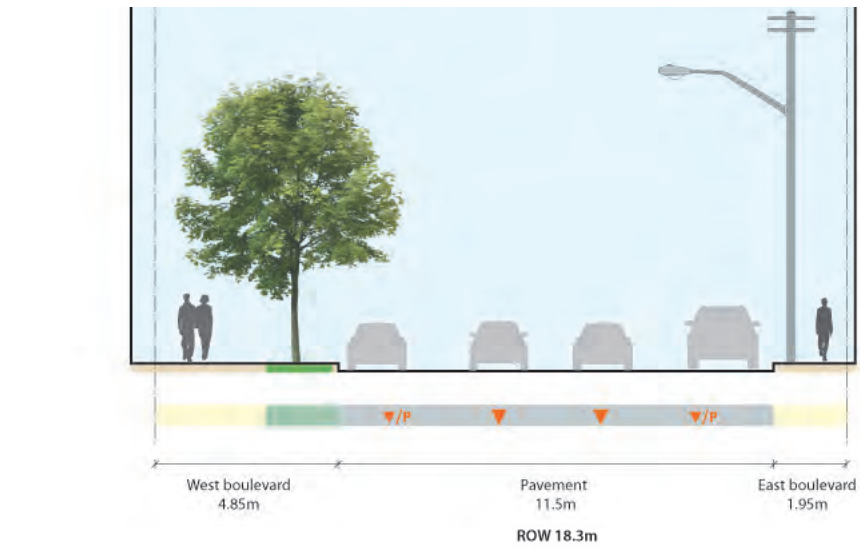
# O'Connor Street

O'Connor Street is a high volume south-bound traffic conduit and is paired with the north-bound Metcalfe Street. O'Connor Street carries high peak traffic volumes in the afternoon. It is a four lane arterial with two lanes used for off-peak parking. Sidewalk width is overall very narrow. The level and speed of traffic along O'Connor Street has created unpleasant pedestrian conditions and potentially restricted development interest. O'Connor Street needs to be protected from further deterioration.

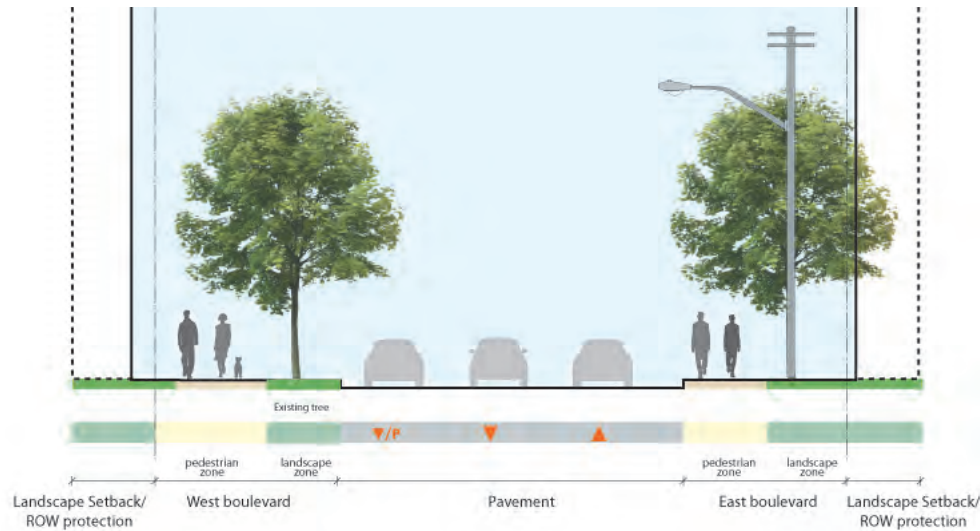
## Design Strategies:

- Create space for wider sidewalks and public realm improvements (including tree planting to be distributed to either side of O'Connor (Option 1 and Option 2) by exploring opportunities to reduce road surface widths
- ROW protection should be maintained
- Explore opportunities to eliminate one lane of traffic (for both two-way or one-way scenarios. Removal of traffic lane would allow for additional sidewalk and public realm improvements (including tree planting) to be distributed to either side of O'Connor (Option 1 and Option 2).
- If a lane is eliminated, one side of off-peak parking will be removed.
- Without a lane removal, opportunities for public realm improvements are limited to improving planting on the east side.
- If O'Connor Street is retained as one-way street, on-street cycle lanes could be introduced.
- O'Connor Street should be considered a candidate for two-way conversion. The Downtown Moves Study will further develop the understanding of the implications of two-waying O'Connor Street and its contribution to the improvement of the streetscape environment.

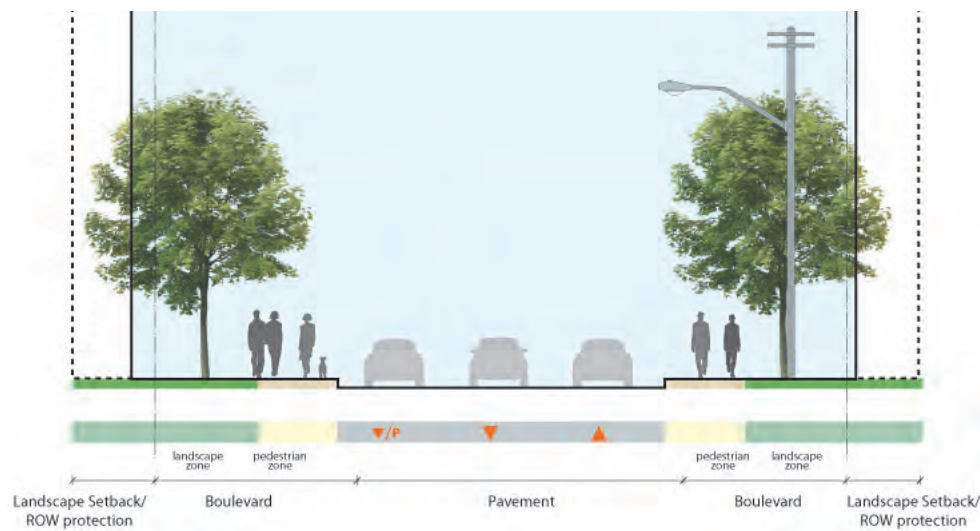
Existing:  
Typical Condition



Option 1:  
Road narrowing: west side plant-  
ing strip maintained and curb  
side sidewalk with wide land-  
scape setback on east side



Option 2:  
Road narrowing: curb side sidewalks  
with wider landscape setback





## Kent Street

Kent Street is a three lane high volume north-bound traffic conduit, paired with south-bound Lyon Street. Kent Street carries high peak traffic volumes in the morning. Sidewalk width is overall very narrow, with bump-outs and permanent parking on the west side of the street. Like O'Connor Street, Kent Street supports a greater than average level of traffic at peak times. This has created hostile pedestrian conditions.

### Design Strategies:

- Kent Street should be considered a candidate for two-way conversion. The Downtown Moves Study will further develop the understanding of the implications of two-way Kent Street and its contribution to the improvement of the streetscape environment.
- ROW protection to 20m should be maintained.
- Tree planting should be undertaken in the bump outs that run the length of Kent Street on the west side.
- If retaining three traffic lanes, the width of lanes could be reduced to no more than 3.3m each. This would provide up to 1m of additional public realm that could be allocated to the east side of the street.
- If parking on west side is eliminated, the road could be more radically reconfigured and the 2.5m gained from removal of parking be redistributed to the public realm. This option would accommodate three lanes of traffic, off-peak parking only and sidewalks up to 3.8m on both sides of Kent, allowing for tree planting (Option 1).
- Continue to implement the Centretown Traffic Calming Plan (1998) along Kent Street.

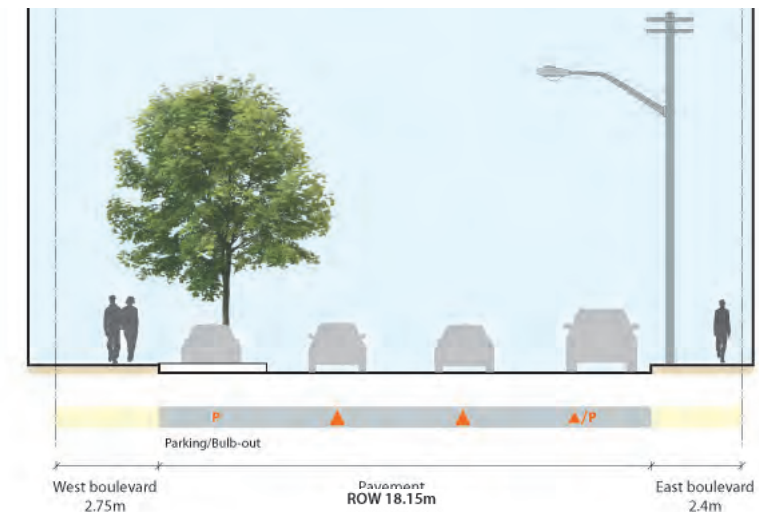
## Lyon Street

Lyon Street is a high volume two lane south-bound street. Lyon Street carries high traffic volumes in the afternoon rush hour. Sidewalk width is narrow with parking located on the west side of the street. Although Lyon Street has a greater than average level of traffic at peak times, due to the reasonably intact residential fabric and the presence of a consistent landscaped buffer, the street offers a reasonably comfortable pedestrian experience.

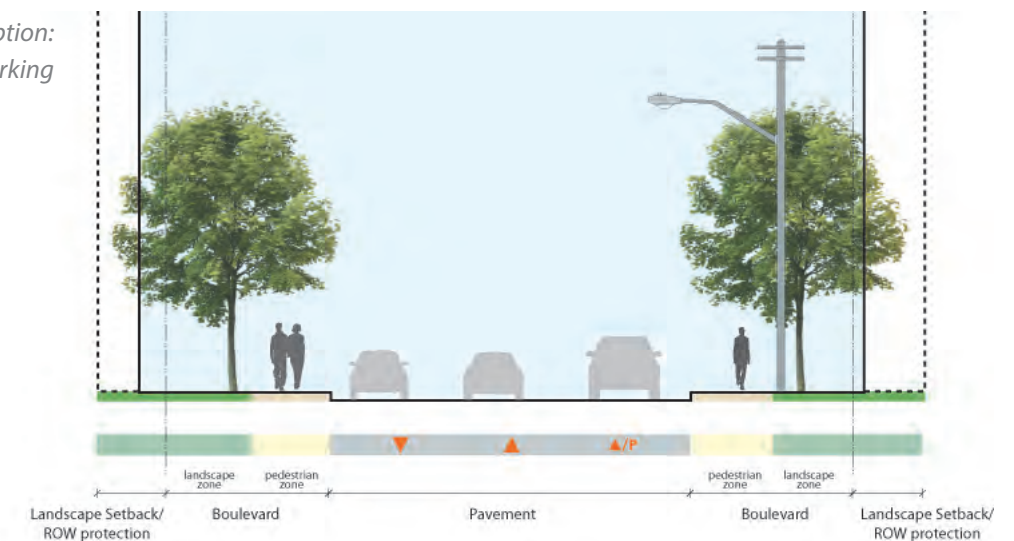
### Design Strategies:

- Lyon Street should be considered a candidate for two-way conversion. The Downtown Moves Study will further develop the understanding of the implications of two-way Kent Street and its contribution to the improvement of the streetscape environment.
- ROW protection to 20m should be maintained.
- Tree planting should be undertaken where gaps exist.
- Asphalt sidewalk should be rebuilt to City Standard.

Existing:  
Typical Condition



Option:  
Removal of parking



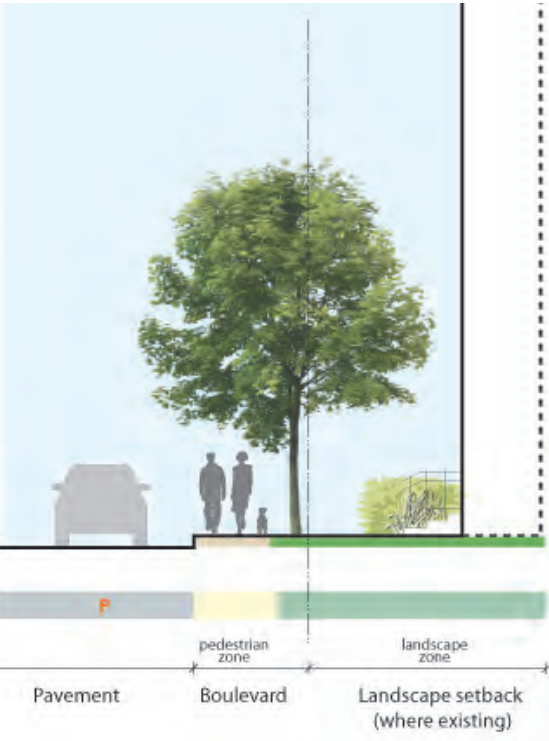
# Local Streets

Typical local streets are dominated by residential uses and tend to run east-west across Centretown. West of Elgin Street, almost all of these local street operate on a one way system, with on street parking on one side. Generally just over 18m wide, these narrow streets usually support a generous setback, allowing for a strong tree canopy to develop. The more narrow streets, such as Gilmour, Lewis, Frank, and Waverly support less planting.

## Design Strategies:

- General streetscape strategies such as elimination of parking encroachments should be pursued across all local residential streets.
- As sidewalk and infrastructure get upgraded, lane width reductions and planting opportunities should be explored.

Typical Local Street



Typical Centretown Local Residential Street



Example of desired streetscape treatment. Radio-City, Toronto

