

2.1 A New Street Design Decision-Making Framework

2.2 Vision

2.3 Strategic Directions

2.4 Plan of Streets

2.5 Vision Plans: Mobility Overlays

2 Vision for Downtown Ottawa Streets

Building on the aspirations for downtown Ottawa, this section provides the framework for a new decision-making and street design approach, followed by the Vision, Strategic Directions, Plan of Streets and Vision Plans that will guide the planning and design of Ottawa's downtown streets and the buildings and public spaces along them.



2.1 A New Street Design Decision-Making Framework

The City of Ottawa is responsible for designing, constructing, operating, maintaining, and reconstructing its city streets within City-owned right-of-ways. The City also collaborates with the NCC in the design and construction of Confederation Boulevard which is an important element in downtown Ottawa. The municipality is also responsible for issuing development approvals under Ontario's Planning Act for developments on abutting private land. When creating great streets in downtown Ottawa, the care and diligence afforded to each activity is as important as the other. It is vitally important that the planning and design objectives for each are harmonized, and that there is a shared understanding of the objectives by the street designers (planners, engineers, landscape architects and architects), street users, and decision-makers.

Although space available for City street-building and place-making is scarce (many street rights-of-way are as narrow as 18m, making them amongst the narrowest streets in Canada), streets are one of the largest public spaces in Ottawa. At the same time, there are many competing interests for horizontal space, including sidewalks, bus stops/shelters, landscaping, public art, bicycle parking, vendor boxes, street lights, fire hydrants, on-street parking, and travel lanes. Given the intensity of use and the increase in intensity that is envisioned with the investment in light rail transit downtown, decisions regarding the allocation of space are anticipated to become more complex.

On this basis, a new framework is required to guide future decision-making on the design of downtown streets. The foundation of the new framework is the acknowledgement that *the status quo is not an option* in regards the quality of the

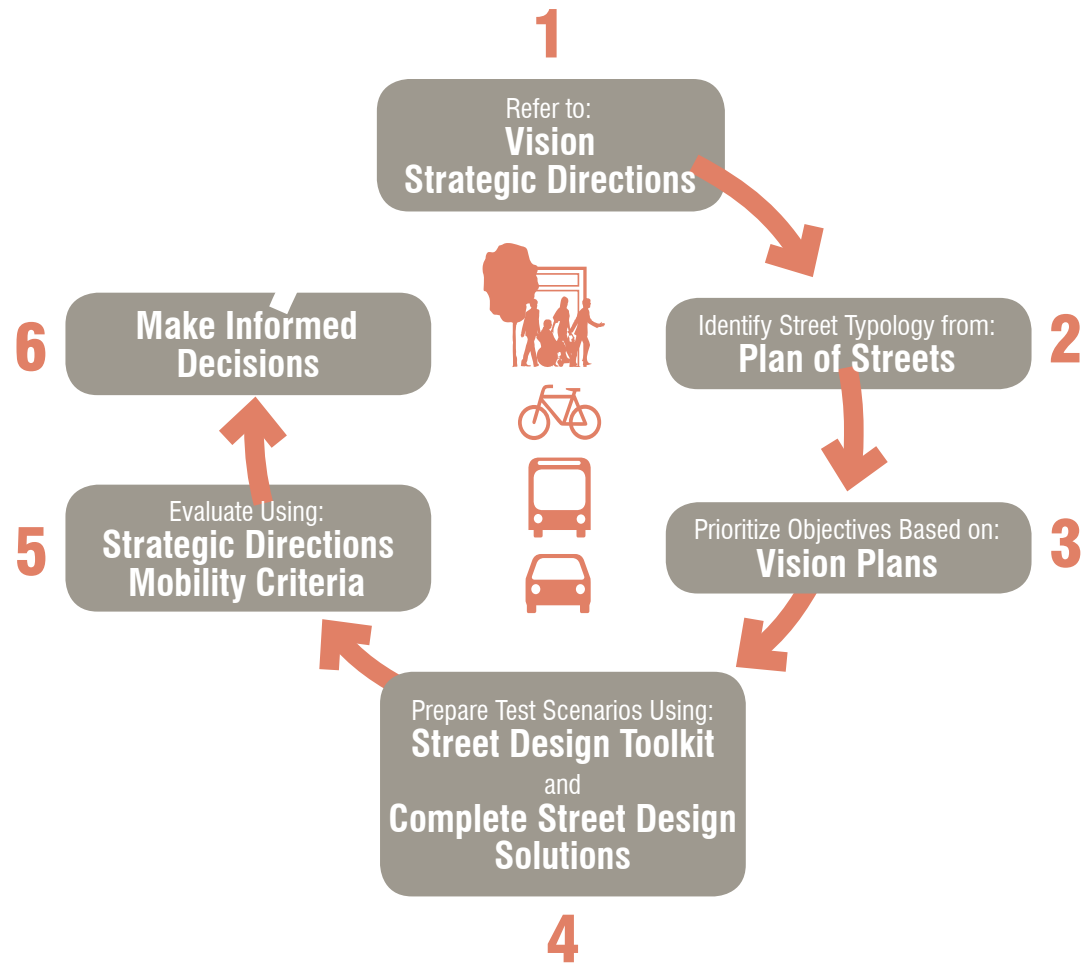


Figure 2-1: A New Design Framework for Making Moves

urban environment at street level in downtown Ottawa, and the allocation of space amongst street users. The clear mandate is for improvement ... and making some moves. With that acknowledged, a new framework has been developed to guide design decision-making. The framework is supported by: a new vision, strategic directions, plan of streets, and vision plans in the form of street renewal choices. A street design toolkit, complete street design solutions and a series of design demonstrations are provided. These inter-connected aspects of the framework are provided in sections 2, 3 and 4.

Figure 2-1 illustrates how the elements of this framework work together to create a design decision-making process. Each step is described as follows:

Step 1: Refer to the Vision & Strategic Directions

For a street design exercise involving a street in Downtown Ottawa, the first step in the process will be to imbed the Downtown Moves Vision and Strategic Directions within the terms of reference of the project (as presented in Sections 2.2 and 2.3). This will ensure that the street design team, including municipal asset management and infrastructure services staff are well informed of the special design objectives applying to streets in downtown Ottawa.

Step 2: Identity Street Type from the Plan of Streets

The second step will be to confirm the street type from the Plan of Streets (as presented in Section 2.4). This will establish the street-specific function for the street and help determine the relative importance of the strategic directions.

Step 3: Prioritize Street Design Objectives Based on the Vision Plans: Mobility Overlays

This step will involve a careful analysis of the Vision Plans: Mobility Overlays (as presented in Section 2) applying to the street, in the context of the Plan of Streets. This analysis will provide a general street theme as well as specific guidance on many details to be addressed, including the urban design focus and route priorities for pedestrians, cyclists, transit vehicles, and other vehicles requiring access.

It is certain that there will be competing interests for space amongst the various stakeholders involved, including City branches, other agencies, and community/business representatives. It is imperative that a “Street Design Working Group” be established to work together and pursue a shared understanding of the value and importance of the various overlay components. Street design objectives will be confirmed. Technical and public stakeholders will work together as a group towards this important goal.

Step 4: Prepare Options Using Street Design Toolkit & Complete Street Design Solutions

Once the design objectives have been established, the street design team will proceed to prepare options for discussion. The development of options will be informed by the design toolkit and complete street design solutions provided in section 3. The options will demonstrate different ways to achieve the objectives, perhaps with greater emphasis put on one objective over another. This will enable stakeholders to see the street design challenges and help provide or evaluate solutions to resolve the competition for space.

Step 5: Evaluate Using the Strategic Directions and Mobility Criteria

Street design options will be evaluated against the Strategic Directions and Mobility Criteria (as presented in Section 3.1), which also will act as evaluation criteria whenever Environmental Assessment (EA) is required. It is important to note that some criteria will have a quantitative measure (such as level of service) whereas other criteria will have qualitative measures (such as quality of experience). Although evaluated on different scales, the two types of measures will be equally relevant. Recommendations on preferred designs will benefit from the technical evaluation however the more important aspect will be dialogue. Stakeholders with certain values will be given the opportunity to learn from others with differing values. In the end, the street design team will recommend a functional design considering the input provided, and will use the Vision and Strategic Directions to make final determinations where consensus cannot be reached.



Step 6: Make Informed Decisions

Following the study team's recommendation on a preferred functional design, the project can proceed to detailed design. Since it is often the details of design that are required to answer design challenges, the Street Design Working Group will continue to guide the design process. In situations where there are divergent views on the preferred functional design, and where a decision is difficult for the team to make unilaterally, the decision will be made having regard for the following criteria:

The street design choice will be favoured that:

1. Best enables the planned function of the adjacent community and properties to be achieved; and,
2. Best provides for the most efficient use of the right-of-way, measured as the highest ratio of mobility-to-space (travellers per square metre per hour).

In cases where decisions cannot be made through evaluation and dialogue, the choice can be taken to an existing committee of Council (either Planning or Transportation Committee). This decision will then provide a clear direction to advance to detailed design. Any presentation to a Council committee will make reference to the Vision, Strategic Directions and Plan of Streets, as well as the Vision Plans: Mobility Overlays.

2.2 Vision

Our downtown is about to undergo a transformation that will define a **new identity** and be the foundation for its prosperity for coming generations. The investment in the Confederation Line will commence and sustain a new pursuit of civic and national pride in the **urban quality** of our capital city. Our downtown streets will be re-oriented to favour and **comfort pedestrians, cyclists and transit customers**, recognizing all travellers, of all ages and abilities. With this safe, healthy and active orientation, our streets themselves will be praised as among our **city's most coveted public spaces** that in turn spark investment and that are befitting of the **highest quality of buildings and open spaces along them**.



2.3 Strategic Directions

Strategic Directions

The Strategic Directions establish the Downtown Moves Study philosophy and guide the development and evaluation of all aspects of the Study. They were built based on consultations with stakeholders as described in Section 1 of this document.

Our downtown Ottawa streets and public spaces will be:



Confederation Line Focused

We will plan and design our downtown streets to integrate with, and capitalize on, the investment in light rail transit by maximizing the ease of mobility of people of all ages, abilities, genders and social status moving to and from the downtown rapid transit stations as well as the quality of that experience. We will do this by paying extra attention to the pedestrian spaces and cycling facilities serving the station entrances and the sidewalks and crosswalks within proximity.



Rebalanced, Equitable & Inclusive

We will increase the amount and quality of space on downtown street right-of-ways that serve pedestrians, cyclists and transit customers, recognizing the increasingly important role of these modes over time in accordance with current policy direction. Public spaces will be inclusive and allow for people of ages and abilities to enjoy them. We will do this by making decisions on street design, space allocation, and operation that address the needs of pedestrians (including transit customers) and cyclists as our first priority, followed by all other vehicles. The need for emergency service vehicles to move and serve downtown must always be considered.



Efficient, Flexible & Affordable

We will make the most efficient use of all our streets. We will do so by pursuing the flexible and resourceful use of the right-of-way (such as shared spaces) and by identifying and re-programming under-utilized space while having regard for time of day, seasons, and special event opportunities, and by delivering streets that are affordable to construct and maintain over their life-cycle.



Capital Public Space

We will consider our downtown streets as amongst our capital city's most important public spaces. We will do so by pursuing a seamless integration of the municipal street environment and civic destinations with that of the Parliamentary Precinct, Confederation Boulevard, and federal attractions such as the National Arts Centre and the Rideau Canal, by having regard for the quality and consistency in the quality of streetscape experiences and physical materials along the interfaces. Other capital cities will look to downtown Ottawa as an excellent demonstration of pedestrian and cycling priority districts.



Animated & Captivating

We will facilitate people of all ages and abilities to visit and linger along our downtown streets during weekdays and weekends, daytime and evenings, and in all seasons, by creating vibrant street life and opportunities for social and economic exchange. We will do so by enabling a diversity of at-grade oriented uses such as shops, cafes, and restaurants, by creating visual interest through public art, plantings, streetscape embellishments, and by facilitating cooperation with private and community bodies. Streets will become accessible for all. Our downtown will become a destination with a strong and identifiable sense of place and belonging.



Connective & Continuous

We will seek all opportunities to connect streets, pathways, building entrances, attractions, and open spaces within the downtown, as well as to and from adjacent communities such as the Parliamentary Precinct, LeBreton Flats, the Escarpment District, Chinatown, Little Italy, Centretown, Sandy Hill, Rideau Street, the ByWard Market, and Lowertown. We will do so by pursuing safe, convenient and continuous walking and cycling routes, through-block connections, bike lane extensions, multi-use pathway connections, way-finding systems and key connecting public urban squares and green spaces.



Active & Healthy

We will promote a healthy, active downtown lifestyle benefitting from walking and cycling on our downtown streets. We will do so by planning and designing streets that can provide infrastructure and amenities that support this activity, such as seats and benches, bike parking, shelters and comfort stations, drinking water, and healthy food choices, within the right-of-way or in buildings adjacent to it.



Safe & Accessible

We will ensure that our downtown streets and their connections to buildings and pathways will be safe, accessible and inclusive to pedestrians and cyclists of all ages and abilities, as well as motorists. We will do so by having regard for existing and emerging design codes and standards for safety and accessibility.



Competitive & Catalyzing

We will pursue a downtown where existing businesses and employers prosper and reinvest and where asset values are uplifted. We will do so by creating a street environment where consumers spend more time and money, and employees are satisfied with and proud of their place of work in downtown Ottawa. At the same time, we will provide an adequate (but perhaps incrementally diminishing) supply of on-street parking, loading and taxi areas.





Liveable & Safe

We will ensure that, through the quality, comfort, convenience and safety of our streets and supporting land uses and services, our downtown will be a highly coveted “community” to live in. We will do so by creating wonderful downtown streets and an excellent transit system, and by encouraging that supporting services be provided for people of all ages and abilities, including shopping, social services, recreation and health care.



Green, Sustainable & Enduring

We will create green and enduring downtown streets at a high standard that advances our capital as a sustainable city on the world stage. We will do so by planting trees shrubs and groundcovers wherever there is an opportunity to grow and be cared for, by exploring innovative drainage and paving techniques, by using recycled and energy efficient materials, and by other measures that reduce the street’s life-cycle operating and maintenance requirements and reduce overall environmental footprint.

2.4 Plan of Streets

Streets in downtown Ottawa are not created equally, nor should they be. On first glance, from a distance, or to a visitor, there may appear to be a certain sameness to the city blocks forming the city core. The first impression is influenced by the abundance of relatively tall buildings that are the place of work for approximately 100,000 people, and the associated downtown activity involving pedestrians, cyclists, buses, and vehicles competing for space on busy streets. However, when peeling back the layers, it becomes apparent that there are many different character areas within the downtown. The analysis presented in Appendix B and D shows the variability and multiplicity of functions, characteristics, and conditions of downtown streets. This analysis builds on the City's *Downtown Ottawa Urban Design Strategy* which began to explore downtown Ottawa at the street level.

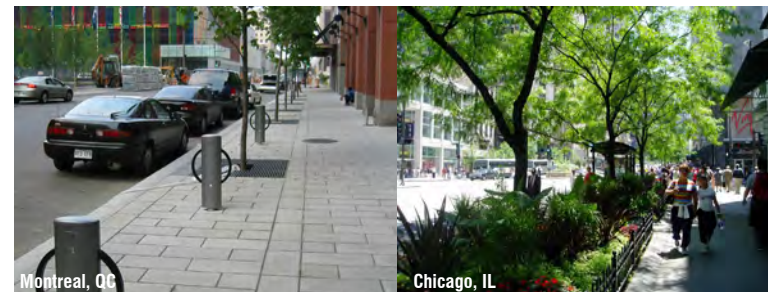
Furthermore, there are empty and underused spaces downtown that will be filled in with new buildings, changing the streetscape and adding further activity downtown. Once the Confederation Line project is running, development and street activity will further accelerate, and the function of some streets may change or be accentuated.

With this in mind, it is useful to conceive of the streets downtown in regards their individual natures within a larger "family" based on their planned function. Figure 2-2 provides the "Plan of Streets" which is a master plan and the major structuring element for the Downtown Moves framework. The Plan of Streets intends to meet this study's Vision and Strategic Directions. Moving forward, downtown streets will fall into one of six (6) categories, as follows (listed alphabetically):

Business Street



Business Streets provide access to the most intensive land uses in downtown Ottawa. Accordingly, they will provide for high volumes of all modes of movements, acting as connecting routes to, from and through the Central Area. They also act as pedestrian connections to the Downtown West, Downtown East and Rideau Confederation Line stations. Streets will carry out a multi-modal, utilitarian function, however they will also provide for improved urban design conditions. Buildings are to be oriented to the street as much as possible, recognizing the traditional office functions and large occupancies alongside these streets. East-west Business Streets include the east portions of Albert, Slater, Laurier, and Gloucester, as well as the MacKenzie Bridge and Daly Street. North-south Business Streets include the north portions of Lyon, Kent, O'Connor, Metcalfe and Nicholas. Slater Street has an additional opportunity created by the Confederation Line, where its bus-carrying function will be diminished on opening day and there will be an opportunity to reprogram its function for walking and cycling.



(image source: CC Antoine Beliaeff)

Ceremonial Street



Ceremonial Streets provide access to uses and places of National importance and have the highest standard of streetscape design and amenity. They also act as connecting routes to, from and through the Central Area. Such streets include portions of Confederation Boulevard, which is the Capital's official ceremonial route as designated in the NCC's Plan for Canada's Capital. The streets are characterized by distinctive street lighting, wide sidewalks, and customized streetscape finishes. These streets enhance the links between downtown Ottawa and Confederation Boulevard, welding the civic and Capital realms together while recognizing the paramount importance and distinctiveness of the Confederation Boulevard. Adjacent buildings are typically large institutions set well back from the roadway. Ceremonial Streets in downtown Ottawa include Wellington, Elgin, MacKenzie, Sussex, and the north portion of Colonel By Drive and Queen Elizabeth Parkway. Wellington and Elgin have a special role in accommodating movement between the portions of downtown Ottawa on both sides of the Rideau Canal, over the Plaza Bridge.



Downtown Neighbourhood Street

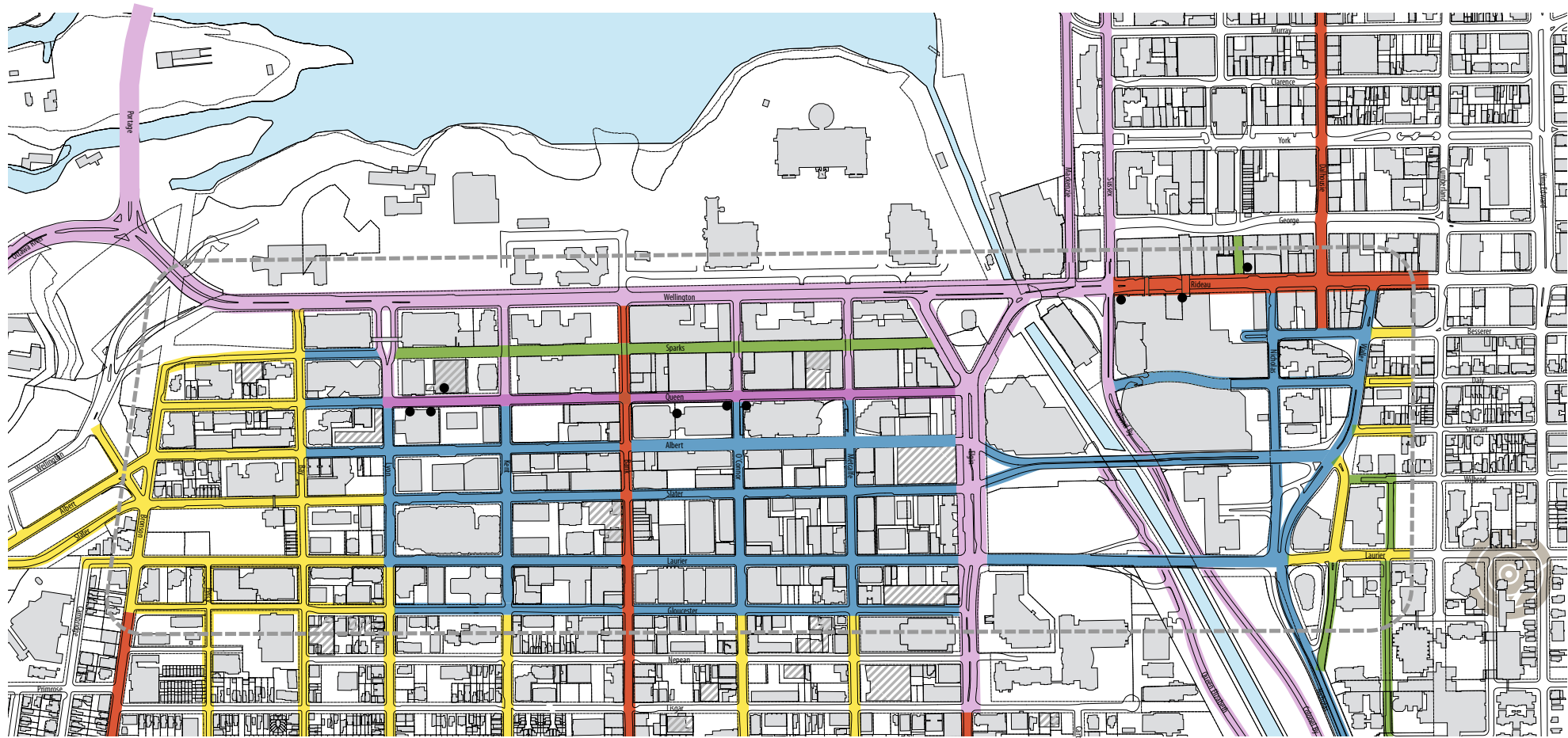


Downtown Neighbourhood Streets provide access to primarily residential and institutional land uses in the western portion of downtown Ottawa and east of Waller Street and Nicholas Street. Here the streets play an important role in creating liveable neighbourhoods, and are expected to include green, living elements including grass and trees in the street right-of-way wherever possible. Buildings will have pedestrian and garage entrances that lead directly to the streets. Although Downtown Neighbourhood Streets are predominantly residential and cater to slower traffic speeds, they have a dual role of feeding into arterial streets and becoming part of the overall road network in downtown Ottawa. All portions of east-west streets west of Bay Street are to be Downtown Neighbourhood Streets. North-south Downtown Neighbourhood Streets include Bronson Avenue, Percy Street, Bay Street, and the southern portion of Lyon Street. Streets east of Waller/Nicholas are serving the University of Ottawa and Sandy Hill neighbourhoods and are also to be downtown neighbourhood streets.



(image source: CC Antoine Belaieff)

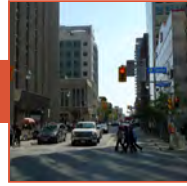
(image source: © thegoodstreet.blogspot.ca)



- Business Street
- Ceremonial Street
- Downtown Neighbourhood
- Main Street
- Plaza Street
- Showcase Street
- Confederation Line Station Entrance/Access

Figure 2-2: Plan of Streets

Main Street



Main Streets prosper in their historic role as providing access to shopping and services to downtown residents, workers, and visitors. These streets are generally characterized by wide sidewalks, some on-street parking, street trees, coordinated furnishings, enhanced street surface treatments, and integrated public art. Buildings are street-facing with an active at-grade orientation, and with narrow occupancies that provide for interesting storefronts. In downtown Ottawa, Bank Street and Rideau Street are Main Streets. Rideau Street will have the added pedestrian-related opportunities arising from the Confederation Line station located along it. Elgin Street, further to the south, is also a Main Street.



(image source: © IBI Group)

Plaza Street



Plaza Streets are primarily oriented to pedestrians, and take on the characteristics of pedestrian plazas. The streets have distinctive surfaces, such as paving stones, and are constructed with amenities to provide for pleasing walking environments. Service vehicles can access the street for deliveries and emergencies. Buildings are street-facing with an active at-grade orientation, and with narrow occupancies that provide for interesting storefronts. In downtown Ottawa, Sparks Street and William Street Mall are Plaza Streets.



(image source: © Downtown Calgary)

(image source: © Gehl Architects)

Showcase Street



Queen Street will be downtown Ottawa's Showcase Street. This designation recognizes the new vocation that will be assumed by Queen Street on the opening day of the Confederation Line. The street will have enormous demands to carry pedestrians to the Confederation Line station entrances along it. This new role brings a corresponding opportunity and requirement for the street to have generous wide sidewalks with the highest pedestrian level of service in Ottawa, and amenities to provide for safe, efficient, and comfortable walking. Over time, buildings will become more-street oriented with active uses at grade, benefitting from the new pedestrian economic opportunity. This planned function will be realized by showcasing the highest level of sustainable design, not only in wide sidewalks, but also in creative designs for parking and access, priority crosswalks, street tree planting, drainage, and materials.



2.5 Vision Plans: Mobility Overlays

The Vision Plans are provided to guide the planning and design of streets and adjacent developments in downtown Ottawa, which will enable the streets to meet their planned function, as outlined in the Plan of Streets. In each Vision Plan, the priorities for each component are presented in a hierarchy, with the higher priority being listed first in the map legend. These Vision Plans will be particularly useful in refining the Plan of Streets and in focusing stakeholder dialogue and designer understanding of the planned function of downtown streets or portions of them when they become subject to street reconstruction or urban development projects.

The Street Design Toolkit to guide implementation of the Vision Plans is in section 3.



Vision for Pedestrian Mobility

The Vision for Pedestrian Mobility is to transform downtown Ottawa into an environment that prioritizes the movement and enjoyment of pedestrians. This transformation will include changes to the orientation and appearance of the buildings, characteristics of streets and the presence of open spaces, as these elements are critical to the pedestrian experience. Thus, the Vision for Pedestrian Mobility is conveyed by three connected Vision Plans that address these elements.

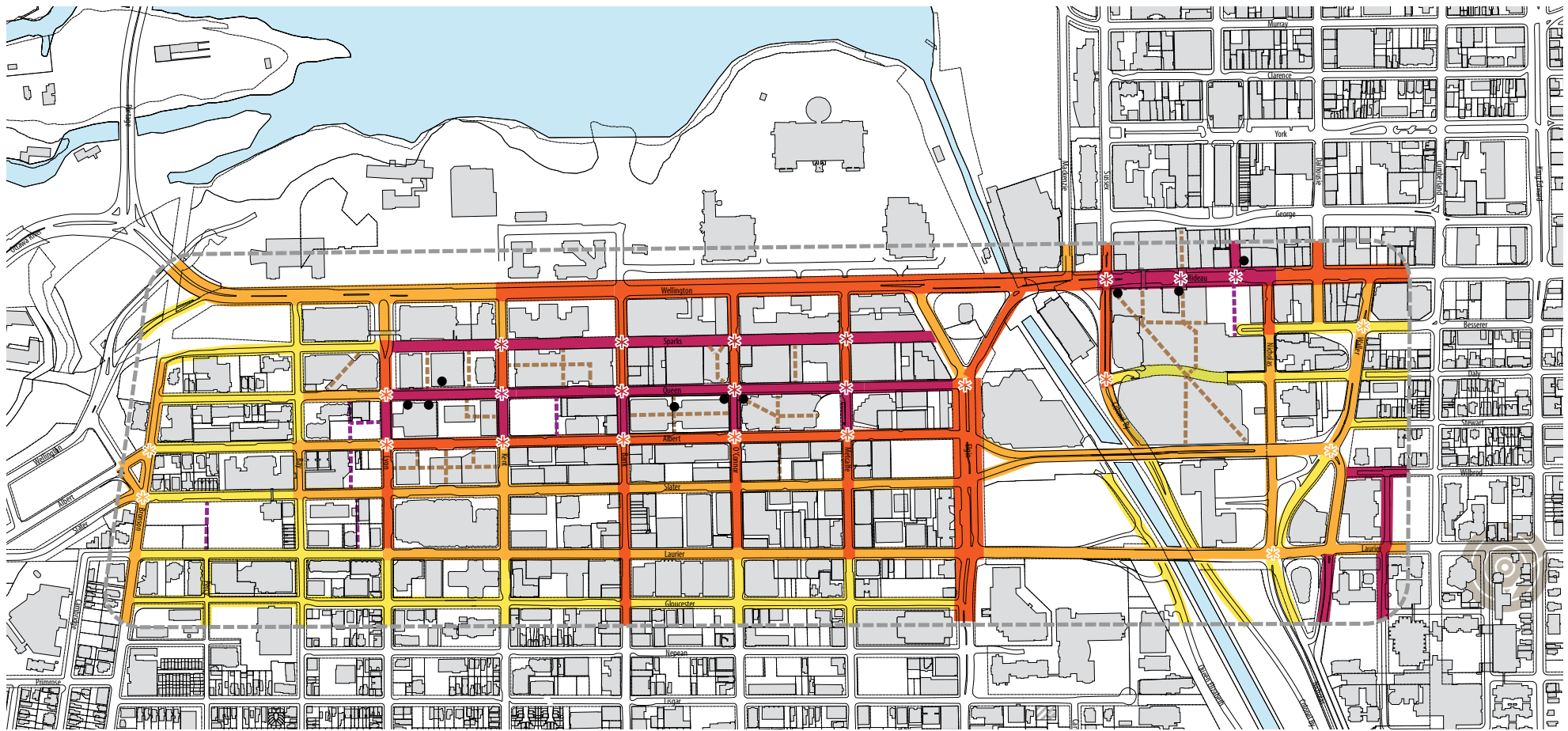
Pedestrian Vision Plan 1 (Pedestrian Infrastructure)

A classification of downtown streets is provided in this Vision Plan according to their potential to accommodate pedestrians after the opening of the Confederation Line. An integrated network of streets and mid-block connections promote ease of movement to and from Confederation Line stations, and throughout downtown Ottawa. Intersections expected to receive significant pedestrian volumes are enhanced by improvements that prioritize pedestrian crossing.

'Pedestrian 1' classifications indicate streets with the potential for accommodating the highest pedestrian volumes such as in the immediate vicinity of Confederation Line stations and/or pedestrian-only streets, and the subsequent 'Pedestrian 2 to Pedestrian 4' classifications indicate successively lower potential for accommodating pedestrian volume.

'Priority Pedestrian Crossings' are locations where the highest volumes of pedestrians are anticipated, and/or where there are opportunities to improve pedestrian safety and connectivity across downtown streets. All opportunities to improve the safety, comfort and level of service for pedestrians should be pursued at these priority locations.

'Current Mid-Block Connections Serving Confederation Line Stations' effectively shorten block lengths and enhance pedestrian mobility by providing off-street route choices. Potential future Mid-Block Connections Serving Confederation Line Stations indicate potential routes enabling pedestrians to reach Confederation Line station entrances with greater ease.



- Highest Pedestrian Capacity (Pedestrian 1)
- High Pedestrian Capacity (Pedestrian 2)
- Medium Pedestrian Capacity (Pedestrian 3)
- Lower Pedestrian Capacity (Pedestrian 4)
- Priority Pedestrian Crossing
- Current Mid-Block Connection Serving Confederation Line Stations
- Potential Mid-Block Connection Serving Confederation Line Stations
- Confederation Line Station Entrance/Access

Figure 2-3: Pedestrian Vision Plan 1: Pedestrian Infrastructure

Pedestrian Vision Plan 2 (Urban Design)

This Vision Plan communicates the instrumental role played by streetscapes and buildings on the experience of pedestrians in downtown Ottawa. Although pedestrian-oriented streetscapes, building orientation and nodes are desired on all streets, this Vision Plan prioritizes specific streets and areas. High-quality, visually appealing streetscapes are necessary to attract pedestrian traffic and social activity, and building edges containing engaging uses at street level are vital to the commercial and civic appeal of downtown. The significance of heritage value on downtown streets is also represented.

'Priority Streetscapes' represent the strongest candidates for street beautification through the application of high-quality street furnishings and materials. These streetscapes are associated with vital downtown corridors that provide commercial and retail functions, as well as streets that will operate as pedestrian spines as a result of the Confederation Line.

'Priority Building Orientation' represents locations where pedestrian-oriented building facades are of the greatest functional importance. A high frequency of street-oriented building entrances and the application of inviting building materials at street level are recommended. Activity-generating uses, such as retail stores, restaurants, and civic uses, are important for the pedestrian experience in these areas.

'Priority Nodes' indicate the convergence of distinguishable precincts or neighbourhoods. Gateways or landmarks at these connecting points are recommended, through the design of buildings and/or streetscape elements, in order to create visual interest and assist with wayfinding.

'Heritage Conservation Districts' represent special character areas with a concentration of heritage resources that distinguish them from their surroundings, as designated by the City of Ottawa under the Ontario Heritage Act.

The character of 'Heritage Buildings' as protected under the City of Ottawa's zoning by-law and the Ontario Heritage Act. Heritage values strongly influence the character of streets, and must be considered in the design of streets.

'Important Capital View & Dynamic View Zone' represent significant views to the Parliament Hill precinct from the north-south streets within the study area as identified by the NCC in *Canada's Capital Views Protection (2007)*. Each view has an associated Dynamic View Zone in which views are protected by foreground design control. They include Metcalfe, O'Connor, Bank, Kent, Lyon and Bay Streets. The most significant is Metcalfe Street with an important view of the Central Block of the Parliament Buildings with a relatively long Dynamic View Zone.

Pedestrian Vision Plan 3 (Public & Open Space)

This Vision Plan demonstrates a network of public and semi-public open spaces, which will enhance pedestrian comfort and provide green and leisure spaces throughout downtown Ottawa. Tree-lined streets and pocket parks, in particular, provide respite from the fast-paced urban environment.

'New Open Spaces Associated with Development Sites' indicate opportunities for new publicly accessible open spaces to be created in conjunction with new developments. Open space requirements, as part of new development, will ensure the provision of additional open space as downtown Ottawa intensifies.

'Key Green Links' represent priority corridors along which consistent landscaping and street tree planting should be encouraged to improve the comfort of downtown streets and connect green spaces.

'Public Open Spaces' indicate parks, plazas, pedestrian malls, and green spaces that are found in downtown Ottawa.

'Existing Semi-public Open Spaces' are urban respite spaces where public access is granted, but are typically associated with a private development.

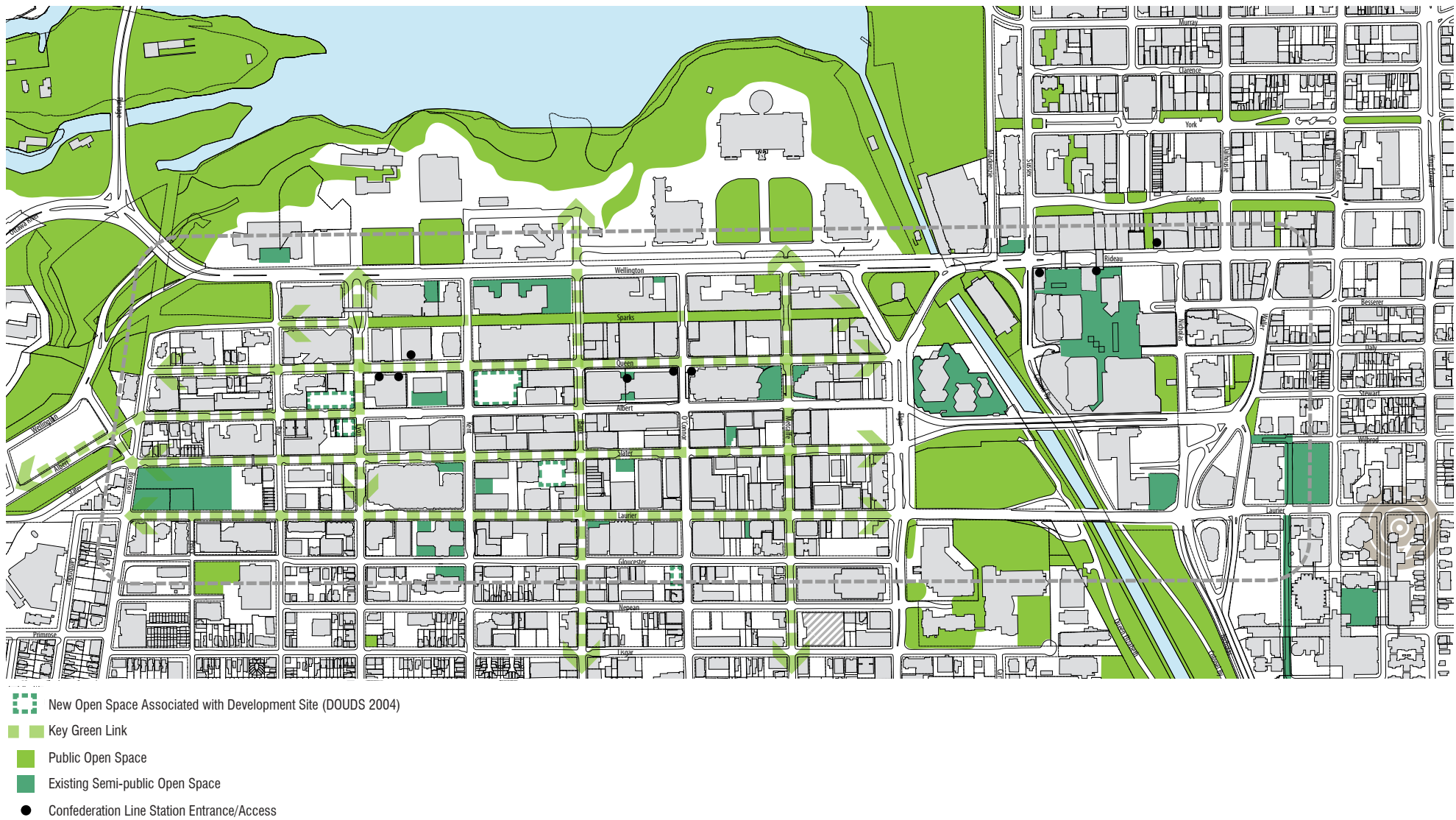


Figure 2-5: Pedestrian Vision Plan 3: Public & Open Space



Vision for Cycling Mobility

The Vision for Cycling Mobility is a comprehensive network of bicycle routes in downtown Ottawa, comprising both existing and future facilities. These facilities increase the bicycle-friendliness of downtown streets, and bolster the appeal of cycling as a mode of utilitarian transportation by strengthening links to surrounding neighbourhoods and areas.

Cycling Vision Plan

The envisioned bicycle network is illustrated in this Vision Plan, and the routes are organized into categories according to the degree of separation provided from other road users. The type of facility identified for each route is based on considerations of network connectivity, and street character and function.

'Off-street Facilities', such as multi-use pathways, offer complete separation of cyclists from vehicle traffic. These facilities are typically bidirectional, and space is shared between cyclists and pedestrians.

'Shared Spaces' provide street right-of-ways that are primarily shared by pedestrians and cyclists, although service vehicles are also permitted.

'Separated Facilities' include a diverse set of solutions that apportion space for cyclists in the right-of-way. They range from "segregated facilities", which feature physical barriers or elevated lanes to separated cyclists from vehicle traffic, to "dedicated bike lanes", where a cyclist-only lane is painted on the road surface.

'Shared Lanes' require motorists and cyclists to travel in the same lane. Although these lanes do not provide any physical separation, they are wider than regular vehicle lanes. This type of facility is wider than regular vehicle lanes and may be designated with sharrows (paint markings).

A more detailed discussion of the different types can be found in Section 3.3.



Off-street Facilities

(image source: CC David Carroll)



Shared Spaces



Separated Facilities

(image source: CC Richard Akerman)



Shared Lanes

(image source: CC Eric Gilliland)

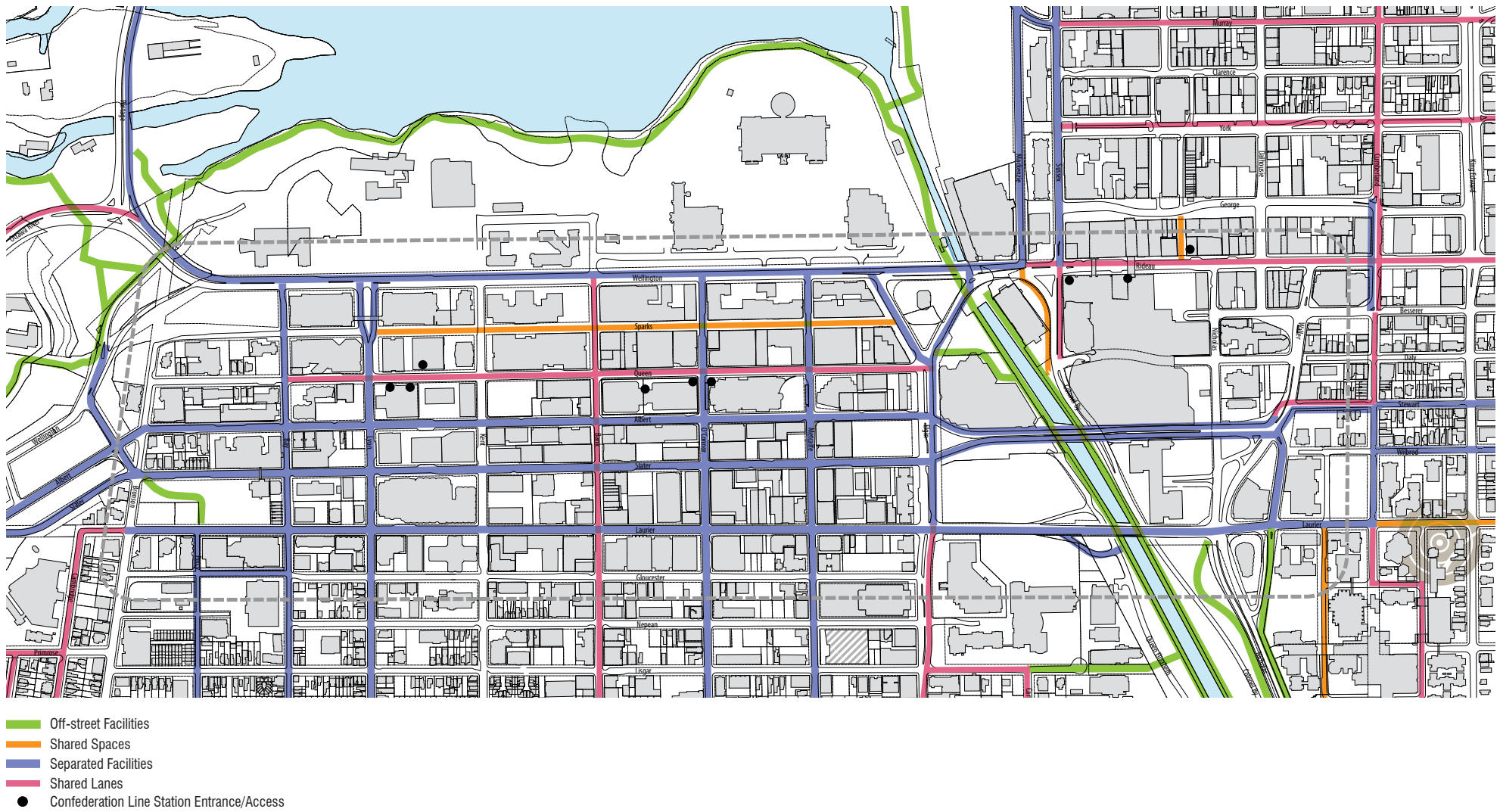


Figure 2-6: Cycling Vision Plan - Study Area

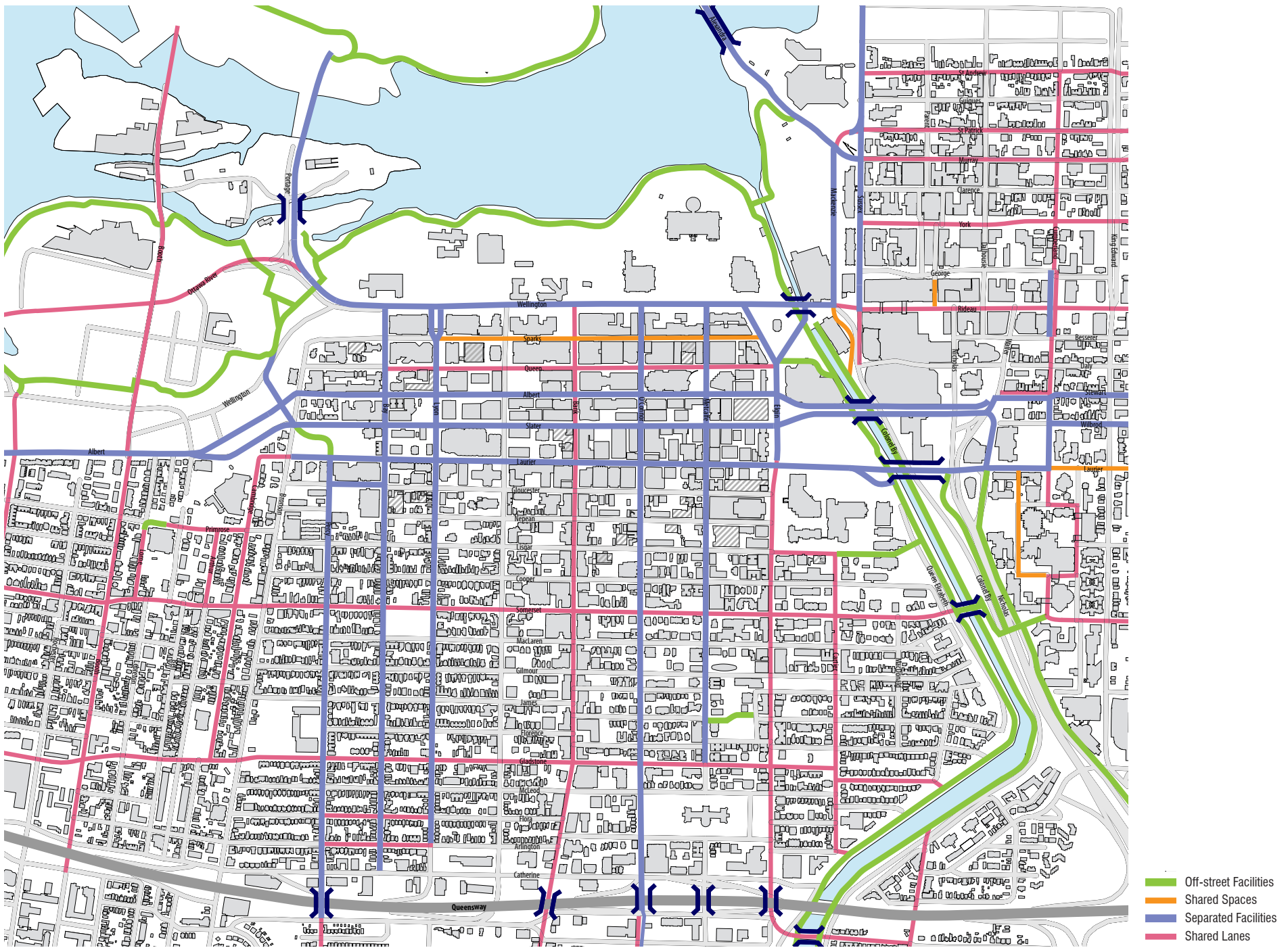


Figure 2-7: Cycling Vision Plan - Immediate Context





Vision for Transit Mobility

The Vision for Transit Mobility in downtown Ottawa is a high-quality transit network with integrated bus and Confederation Line service that meets the needs of both local residents and commuters. Both transit systems will adequately meet the needs of people of all ages and abilities, including our youth, seniors and individuals with disabilities.

All bus routes running through downtown Ottawa will connect to at least one Confederation Line station, where riders can interchange between the bus and Confederation Line systems with ease due to the operational principle that bus alightings/boarding will take place along the block perimeter and on the same side of the street as a Confederation Line station entrance/access.

Transit Vision Plan

'**Bus Transit Streets**' are those that will support bus operation after the opening of the Confederation Line system, and are therefore capable of accommodating the physical requirements of considerable bus movement. The '**Optional Bus Transit Streets**' represent potential candidate streets for supporting bus transit movement.

'**Bus-Confederation Line Interface Blocks**' will support passenger transfers between the bus and Confederation Line, and are therefore they are suitable for high quality transit-related services, such as widened sidewalks and bus platforms, real-time bus information, and functional street furniture.

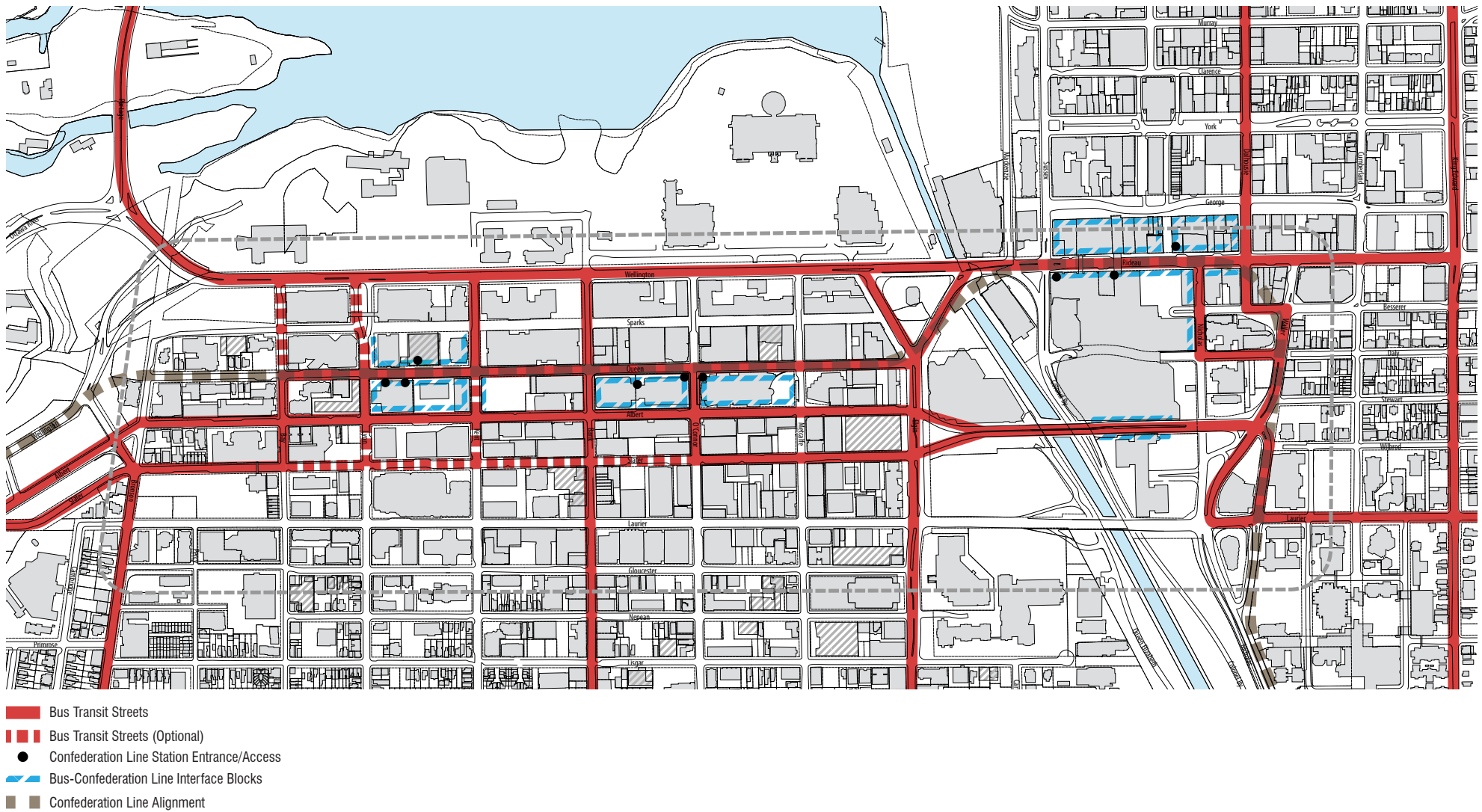


Figure 2-8: Transit Vision Plan



Vision for Vehicle Mobility

The Vision for Vehicle Mobility is a network of streets that allow the continued operation of businesses and other employment activities in downtown Ottawa, with adequate provisions for vehicle flow while, at the same time, incrementally reducing the dominance of vehicles downtown. Key vehicle transportation routes are essential to connecting downtown with the surrounding city, and to the Province of Quebec.

Vehicle Access Vision Plan

This Vision Plan outlines features relating to vehicle access, parking and movements which are vital to the day-to-day function and economic vitality of downtown Ottawa, and are therefore important considerations for street design.

'**Major Building Laybys**' represent designated spaces along the side of streets for the loading and delivery of goods, which are integral for businesses operating within the constrained spaces of downtown streets. These areas can also accommodate the needs of tour buses, taxis, and other vehicles requiring access.

'**Structured Parking**' is shown to highlight parking facilities whose continued operation must be considered for downtown streets. The numbers shown represent estimates of the total parking spaces within each parking facility.

'**Major Driveways**' on Wellington Street indicate important points of access for vehicles, despite not being part of the City-operated public road network.

'**Queensway Connecting Streets**' represent the main thoroughfares that channel vehicles between the Queensway and downtown Ottawa, a function that will continue into the foreseeable future.

'**Perimeter Connectors**' represent important roadways that connect downtown Ottawa with surrounding neighbourhoods and areas to the west, north and east, including out-of-province locations. They, therefore, play an essential role for vehicles moving in and out of the downtown.

'**Thresholds**' indicate points at which areas with differing functional road characteristics meet, resulting in a change of road character, modifying driver behaviour and shifting the relationship between all road users.

'**Potential Tour Bus Loading Areas**' represent areas anticipated to attract a high volume of tour buses due to their close proximity to tourist attractions. Therefore, tour bus drop-off and pickup areas may be required.

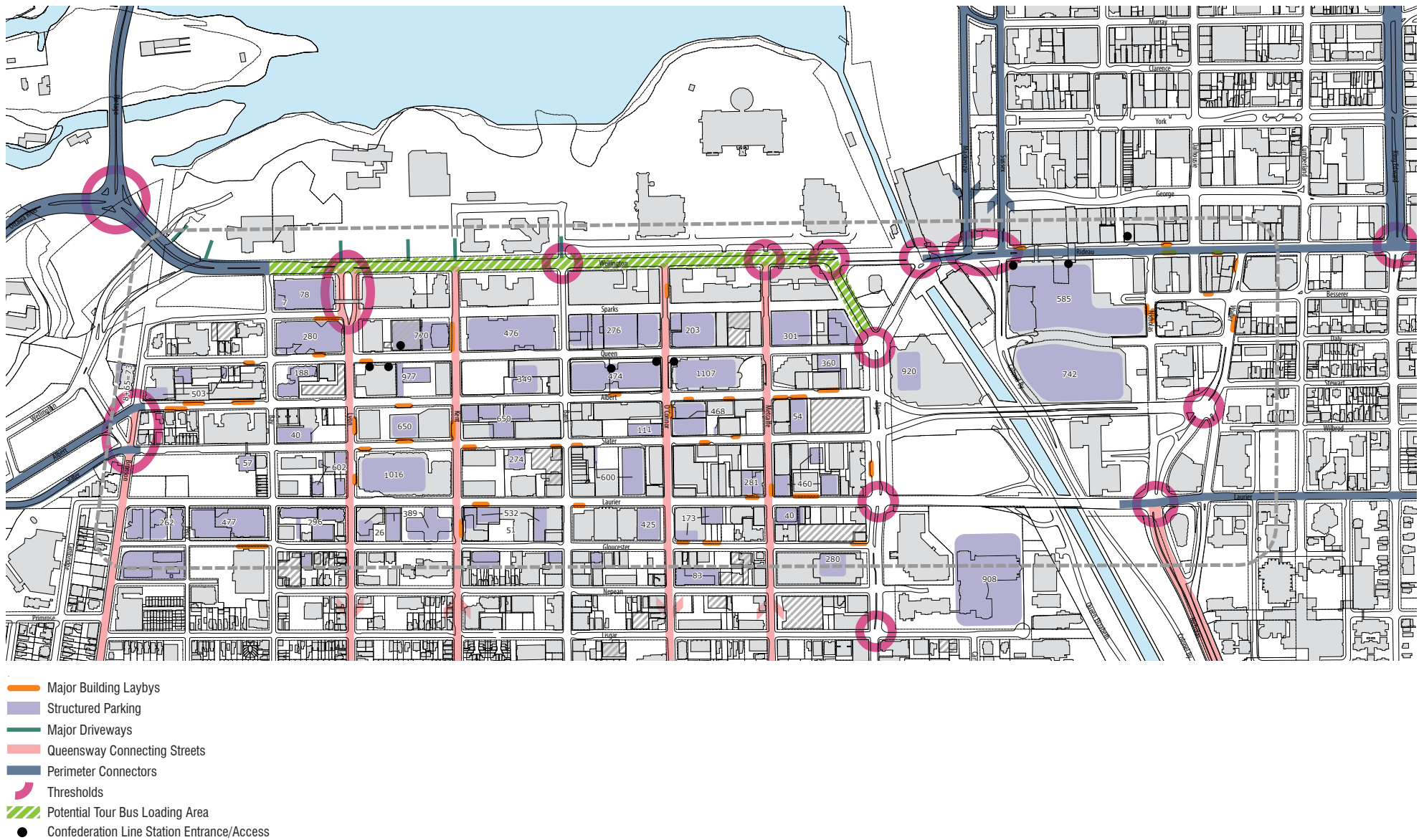


Figure 2-9: Vehicle Access Vision Plan

