

## Rideau/Arts Precinct

# Public Realm Plan

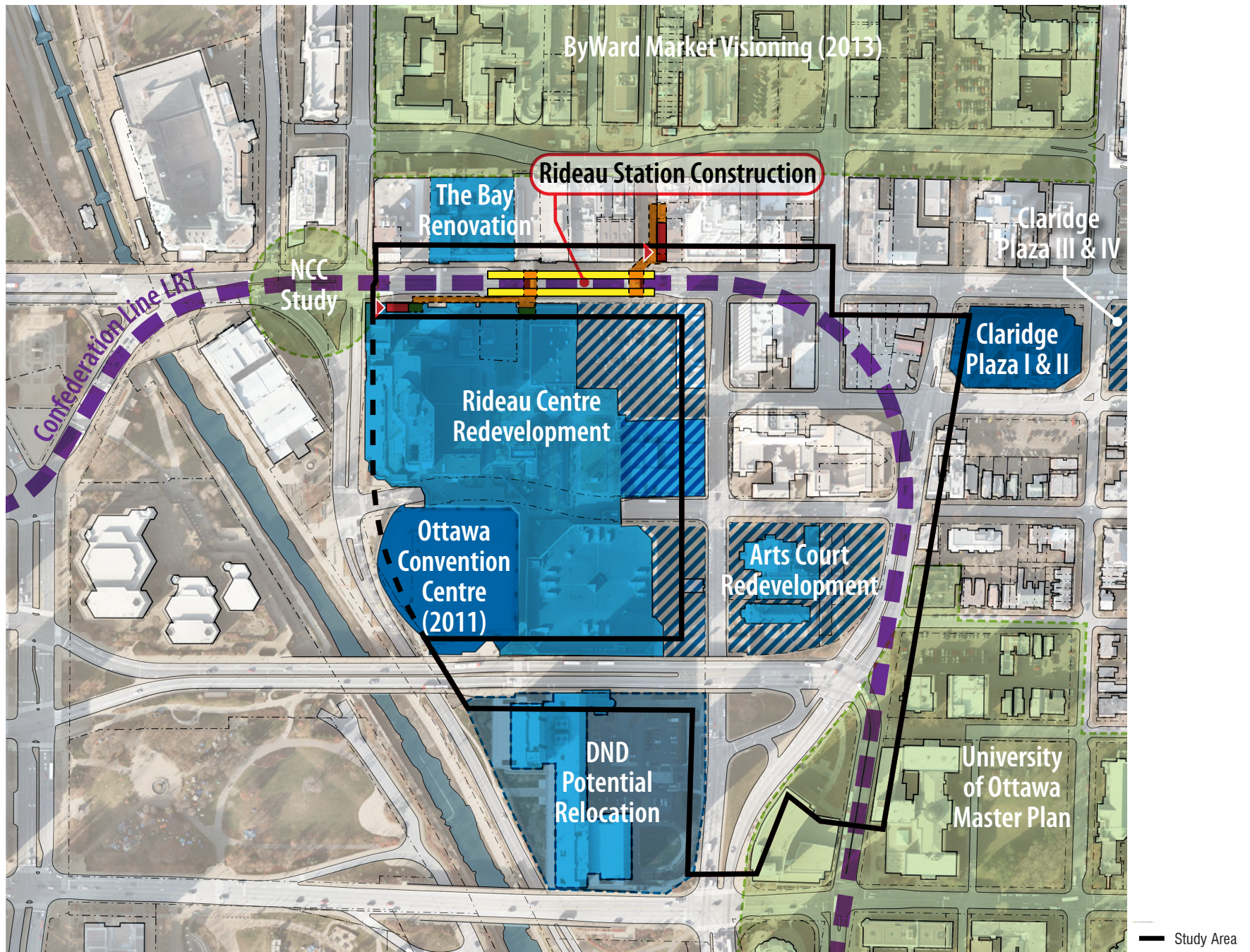
Final Report



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World in Motion: The Rideau/Arts Precinct is a strategic area undergoing enormous change



# 1 Purpose of the Study

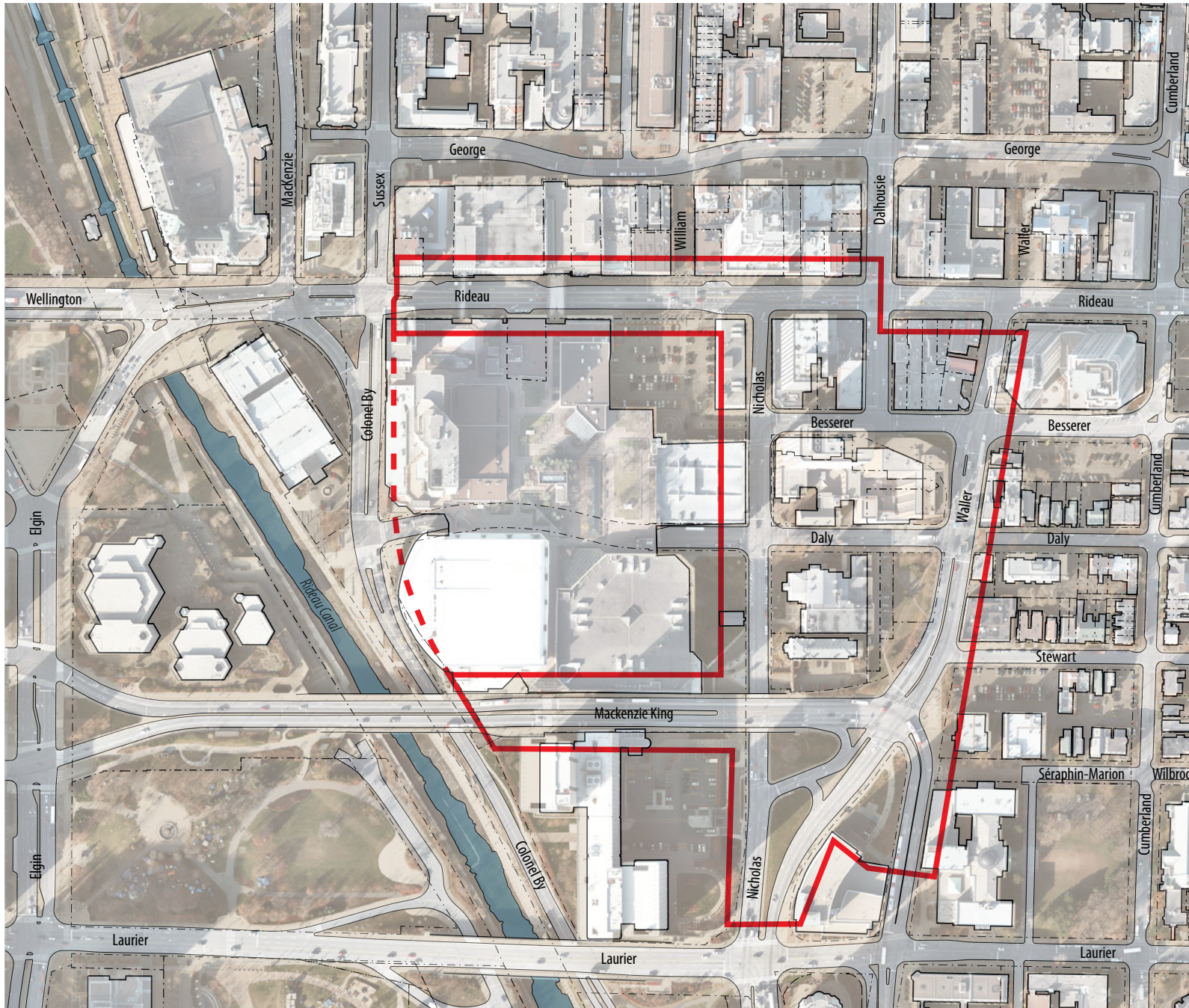
The Rideau/Arts Precinct is a strategic area undergoing enormous change, with Confederation Line construction, the revitalization of the Rideau Centre, the Ottawa Art Gallery/Arts Court Expansion, the Ottawa Convention Centre-Shaw Centre (built in 2011), continuous investment on the University of Ottawa Campus, and ongoing residential and commercial development.

Since a significant portion of the public realm will be redesigned and rebuilt as a result of current, ongoing and upcoming public and private initiatives, there is a unique opportunity to support adopted City Council policy with a comprehensive Public Realm Plan that will:

- Advance the key directions & objectives identified in City's *Official Plan*, *Downtown Ottawa Urban Design Strategy* (DOUDS), and *Downtown Moves*, and support the 2013 Ottawa Cycling Plan and the 2013 Ottawa Pedestrian Plan.
- Capitalize on numerous current public & private sector initiatives.
- Achieve a balanced approach for a dynamic, connected, functional & beautiful public realm supporting a larger vision for the precinct.







The Rideau/Arts Precinct Public Realm Plan Study Area



## 2 Study Area

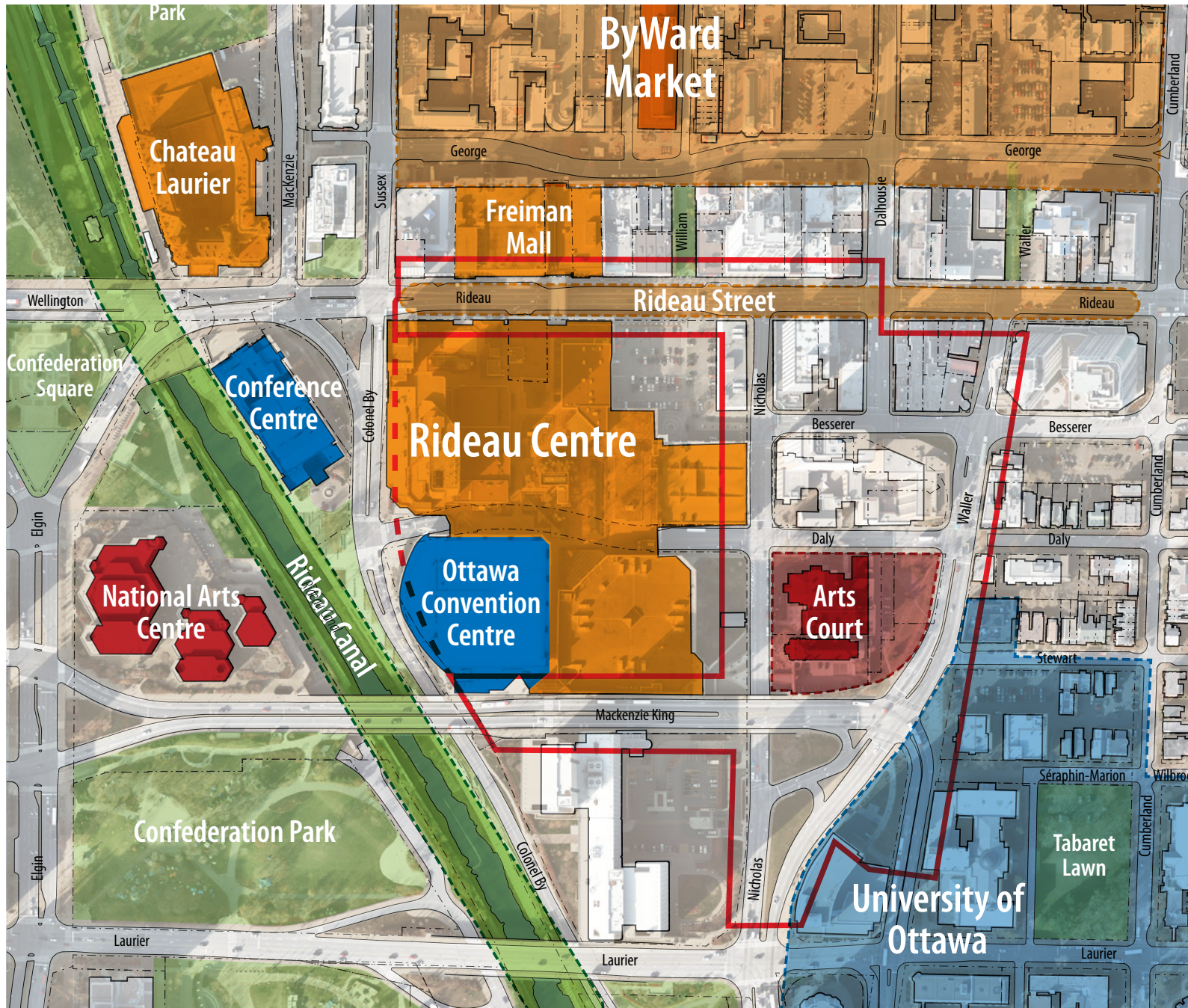
The study area for the Rideau/Arts Precinct Public Realm Plan roughly encompasses the area from Rideau Street to Laurier Avenue and from Colonel By Drive to Waller Street.

The streets addressed in this study include **Rideau Street** between Sussex Drive and Dalhousie Street, **Nicholas Street** from Rideau Street to Laurier Avenue, **Waller Street** from Rideau Street to Laurier Avenue, **Dalhousie Street** from Rideau Street to Besserer Street, **Besserer Street** from Nicholas Street to Waller Street, **Daly Avenue** from Colonel By Drive to Waller Street, and the **Mackenzie King Bridge**.



Image: Edward Blodreau





There are a large number of major destinations in or near the Rideau/Arts Precinct



### 3 Approach

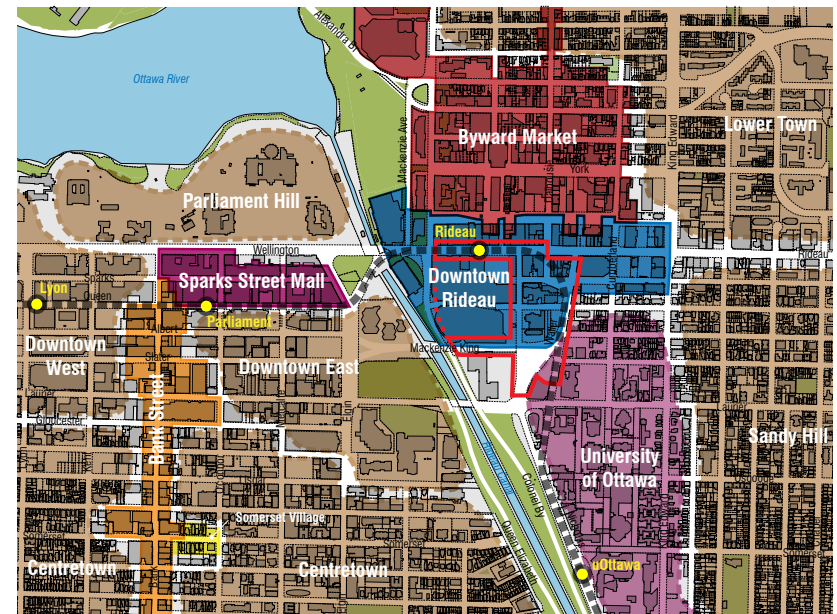
The Rideau/Arts Precinct occupies a critical zone in the National Capital, acting as a hinge between the Central Business District/Parliament Hill, Byward Market/Lower Tower, the Rideau Canal and the University of Ottawa/Sandy Hill. This demands a world class public realm to better facilitate this role. The Public Realm Plan for such a dynamic and important location requires a coordinated approach that comprehensively weighs & balances trade-offs among requirements & aspirations of all public and private interests.

#### Key Stakeholders

- Arts Court
- Byward Market BIA
- City Arts & Heritage
- City Real Estate Office
- City Transit Services
- City Transportation Planning
- Councillor Fleury
- Deputy City Manager
- Downtown Rideau BIA
- LRT Rail Implementation Office
- NCC
- OTranspo/STO
- Ottawa Art Gallery
- Ottawa Convention Centre-Shaw Centre
- Rideau Centre
- University of Ottawa

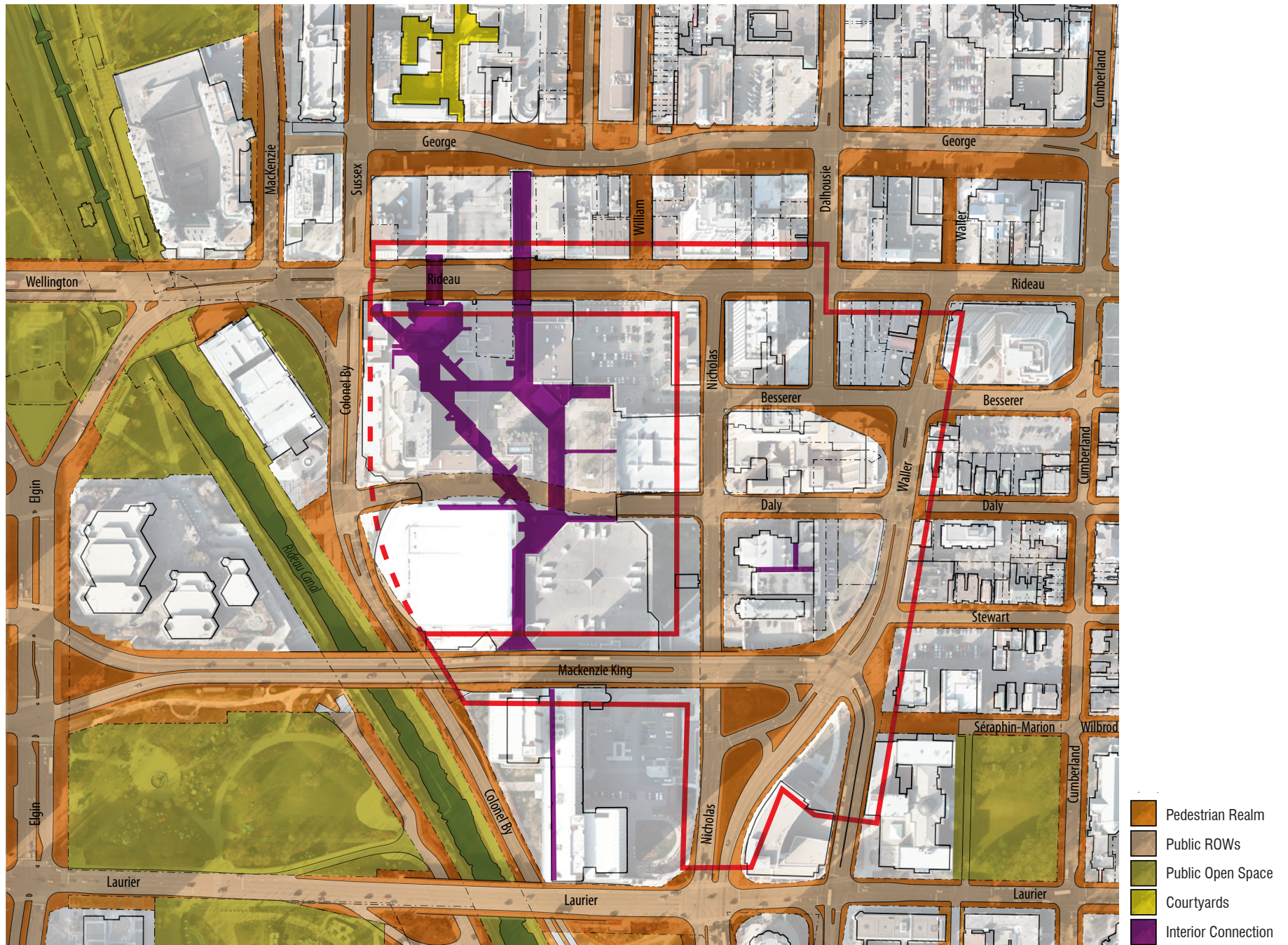


The Rideau/Arts Precinct has a huge concentration of diverse and significant uses



The Rideau/Arts Precinct occupies a critical zone in the National Capital





The Existing Public Realm of the Rideau/Arts Precinct



## 4 Principles

- 1 Capitalize on the momentum created by city-building initiatives being pursued by a number of key public and private actors in the Rideau/Arts Precinct.
- 2 Take into account the needs of all parties and consider these initiatives in a comprehensive manner to reconcile competing demands and create a unified, functional, walkable and beautiful public realm that balances modes of travel and prioritizes the pedestrian.
- 3 Maintain a 'big picture' overview of the objective to redevelop and transform the area.
- 4 Advance and build upon the key directions that have been identified in the City of Ottawa *Official Plan*, the *Downtown Ottawa Urban Design Strategy* (2004) and *Downtown Moves* (2013).

The Public Realm Plan will also respect Deputy City Manager Nancy Schepers' *Memo on the Strategic Plan for Bus Connections with Rail Line* (2 November 2009). Recommendations include:

- Recognize the continued importance of preserving the economic vitality and viability of the Rideau commercial district;
- Importance of transit service to support this economic vitality and viability;
- Need for convenient connections from the surface transit service to the underground light rail line;
- Need for continued transit service on Mackenzie King Bridge to maintain a pedestrian flow through the Rideau Centre and nearby businesses and to maximize existing infrastructure investment;
- Need for substantial reductions in the number of buses on Rideau Street to improve the general environment and for businesses;
- Possible need for transit priority measures or physical modifications to streets or stations to allow the recommended plan to be implemented.



Colonel By Drive, Rideau Canal, Parliament Hill and the Ottawa Convention Centre-Shaw Centre



## 5 Vision

The Public Realm Plan begins with a shared vision of what constitutes success.

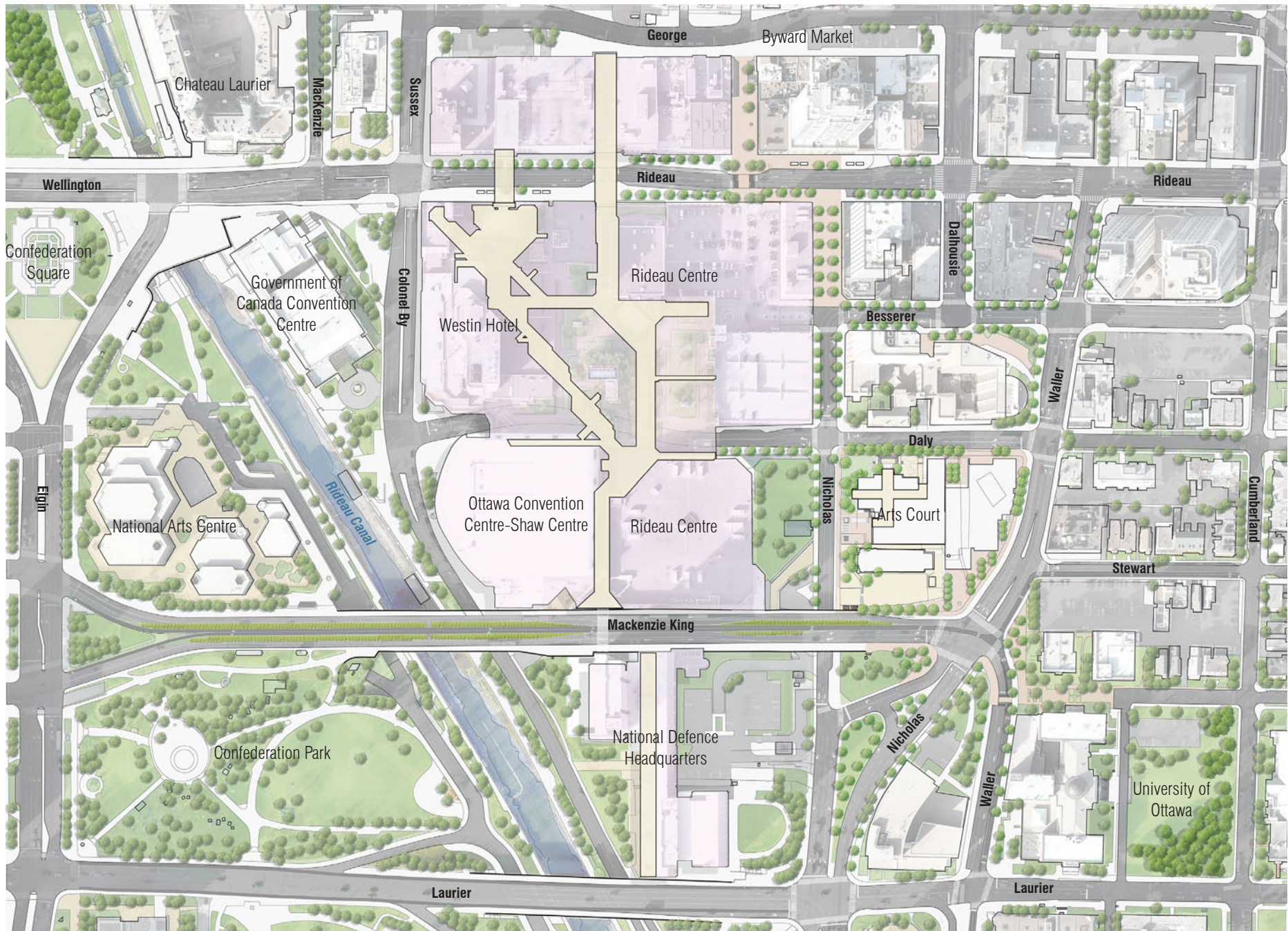
### **The Rideau/Arts Precinct will:**

- 1** Thrive as the arts, entertainment, and shopping district of Ottawa's downtown.
- 2** Be the hub of the City, effectively linking the central business district, the Canal precinct, the Byward Market, Sandy Hill, and the University of Ottawa.
- 3** Be the primary welcoming point for visitors to the City.
- 4** Support the success of Ottawa's Light Rail Transit (LRT) system, at Rideau Station.
- 5** Embrace new development of a national calibre.
- 6** Celebrate its rich cultural history.
- 7** Be a showcase for public art.
- 8** Accommodate travellers in all modes, seeking to find a balance that better supports transit riders, other pedestrians and cyclists as priority modes.
- 9** Demonstrate opportunities to create space within constrained street right-of-ways to bolster the public realm.

In addition, the Public Realm Plan calls for coordinated actions using all available tools, including:

- Encourage solutions that reduce the amount of truck traffic through the area.
- Encourage solutions that effectively distributes bus traffic along both Rideau Street and the Mackenzie King Bridge.
- Encourage solutions that reduce the amount of STO buses travelling through the sector.
- Develop a wayfinding strategy with OCTranspo that effectively guides pedestrian (and cyclist) movements along the LRT station, bus stops, city streets, building interiors and roof tops.
- Develop a coordinated public art plan including both public and private spaces.
- Review the Zoning By-Law to maximize the potential for street-oriented and mixed use developments.
- Consider a re-branding of the greater area to be known as "Bytown" or another recognizable name.





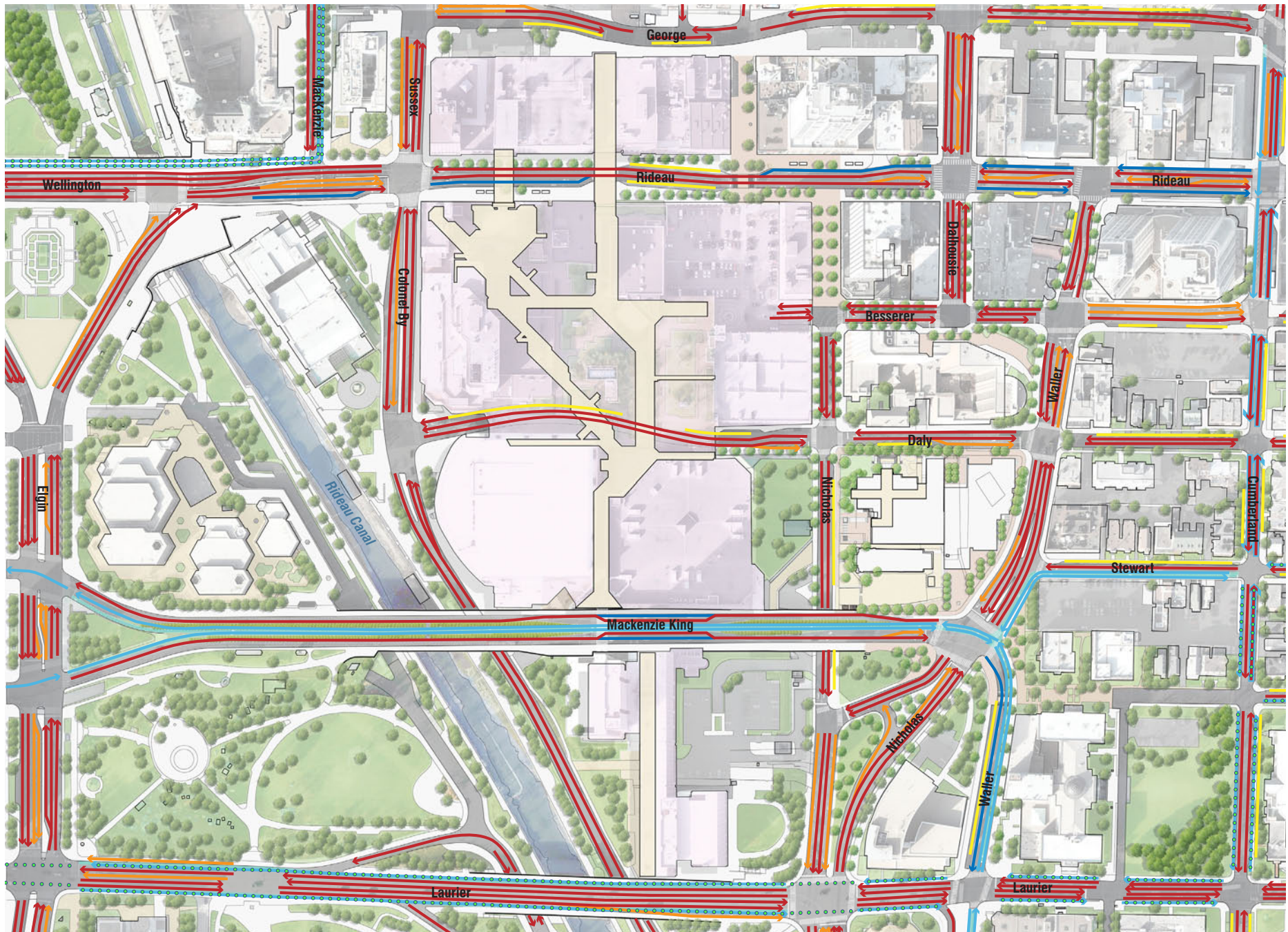
Demonstration Plan



## 6 Public Realm Plan

The Public Realm Plan is meant to guide implementation of improvements to the public realm in the Rideau/Arts Precinct. The public realm represented reflects a high quality urban streetscape consistent with the precinct's critical role as a zone of connectivity between some of Ottawa's most important destinations.

Improvements include prioritizing space for pedestrians, narrowing road widths where appropriate, extending bicycle facilities and safety for cyclists consistent with the City's cycling plan, significantly increasing tree planting, and ensuring effective bus operations.

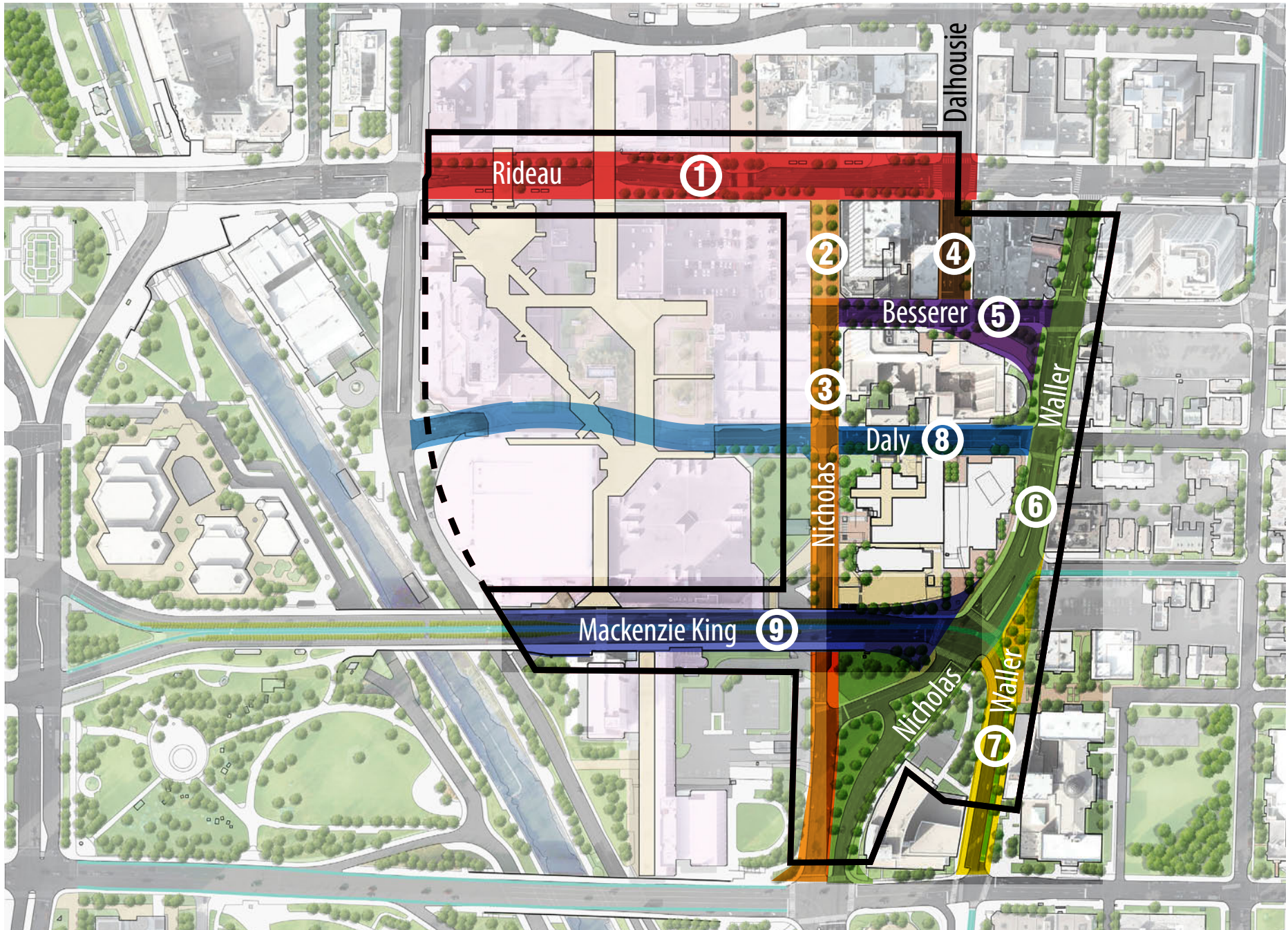


# Transportation Plan

- Travel Lanes
- Turn Lanes
- Bus Priority Areas
- Road Edge Service Space
- Cycling Facilities
- Cross-Town Bikeways



The diagram at left illustrates the proposed Transportation Plan for the Rideau/Arts Precinct, including numbers of travel and turn lanes for vehicular traffic, bus priority areas, road edge service space (parking, loading areas, taxi ranks), cycling facilities and the Cross-Town Bike-way.



Streets addressed by the Public Realm Plan for the Rideau/Arts Precinct



## 7 Complete Streets

For each of the streets in the Rideau/Arts Precinct Principles and Actions have been developed to guide future decision making upon implementation. Demonstrations to renew the area streets as “complete streets” are provided.

- ① Rideau
- ② Nicholas (North)
- ③ Nicholas (South)
- ④ Dalhousie
- ⑤ Besserer
- ⑥ Waller/Nicholas
- ⑦ Waller (South)
- ⑧ Daly
- ⑨ Mackenzie King

# ① Rideau

## Principles

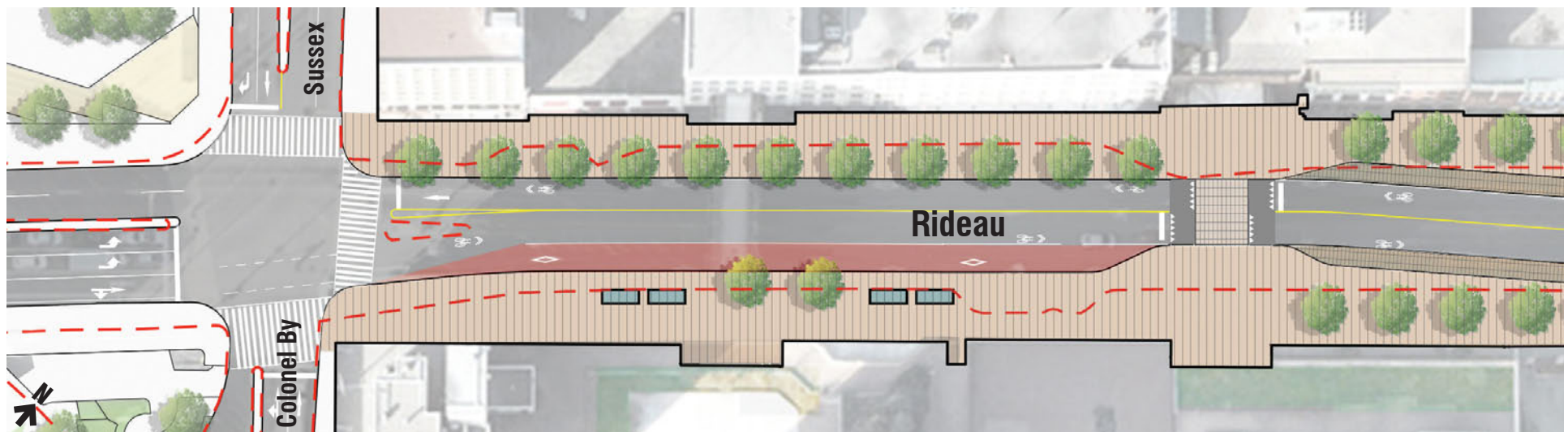
- Support the success of Confederation Line's Rideau Station
- Be the focus of pedestrian activity in the area
- Be one of two bus-to-LRT interface zones serving Rideau Station
- Be a shopping street, with street-oriented store fronts
- Provide some opportunities for on-street parking, loading and service space for commercial vehicles

## Actions

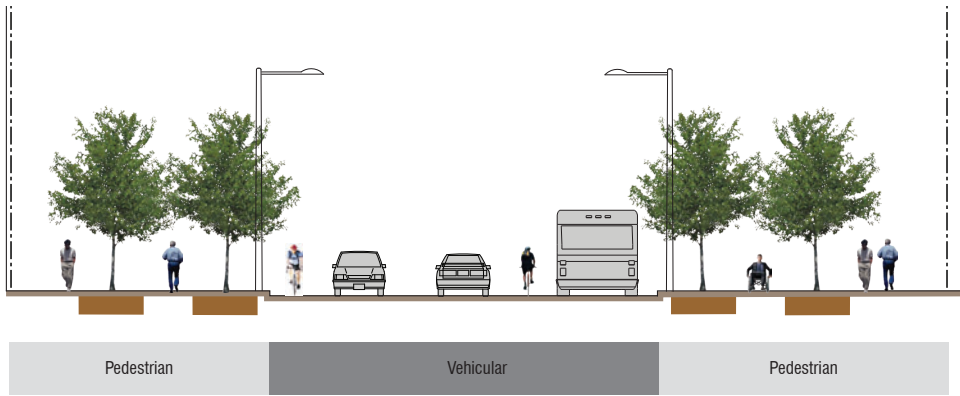
- 1 Widen sidewalks to about 5m to 8m in width
- 2 Maintain one travel lane in each direction
- 3 Consolidate OTranspo and STO bus stops and shelters into one compact zone in each direction
- 4 Strengthen the mid-block crossing point at William Street
- 5 Provide mid-block "flex space" bays that can be programmed for any combination of on-street parking, loading, taxi space and Para Transpo
- 6 Provide more pedestrian storage space at the crosswalk at Sussex/Colonel By subject to meeting operational requirements for lane alignment

- 7 Introduce street trees in appropriate locations that provide for sufficiently wide clear zones for pedestrians
- 8 Continue with the recently constructed "Rideau Street Renewal" design theme from east of Dalhousie, including coordinated pedestrian street lights and street furniture, and the installation of additional multi-use "Rigging Poles"
- 9 Pursue opportunities for bus shelters that are custom-designed for the street, including the possibility of integration with adjacent buildings
- 10 Encourage the long term reduction in vehicle and bus transit traffic and increase in pedestrian travel
- 11 Encourage the long term reduction in interprovincial truck traffic on Rideau, Waller, and Besserer
- 12 Introduce transit priority measures

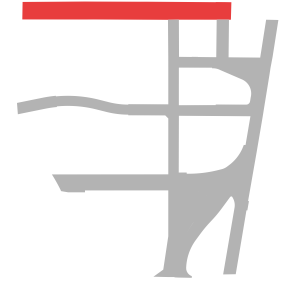
--- Existing Curbs



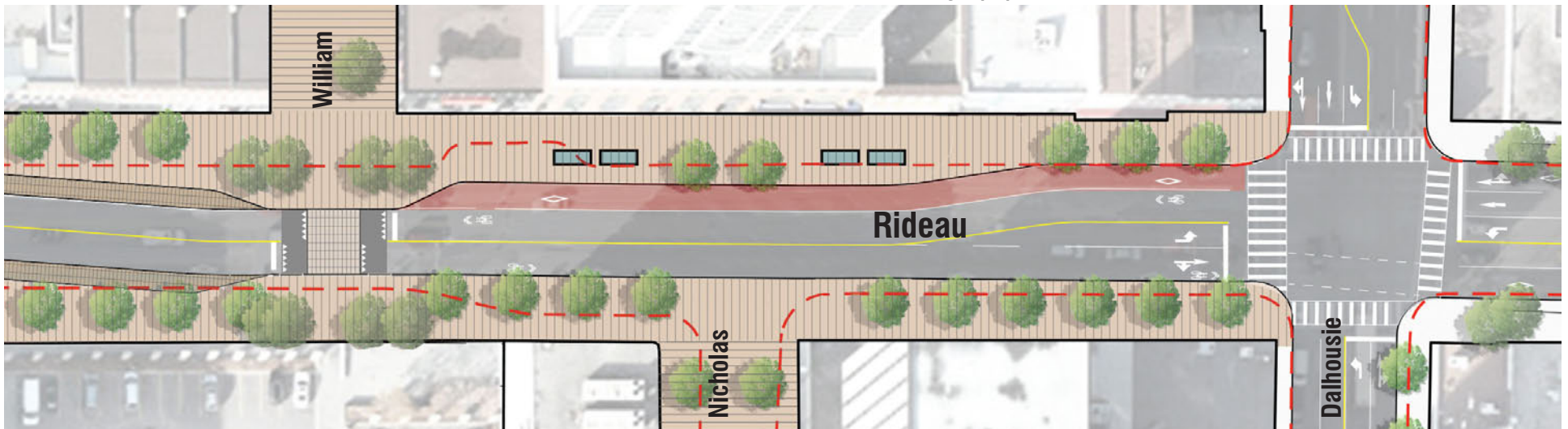




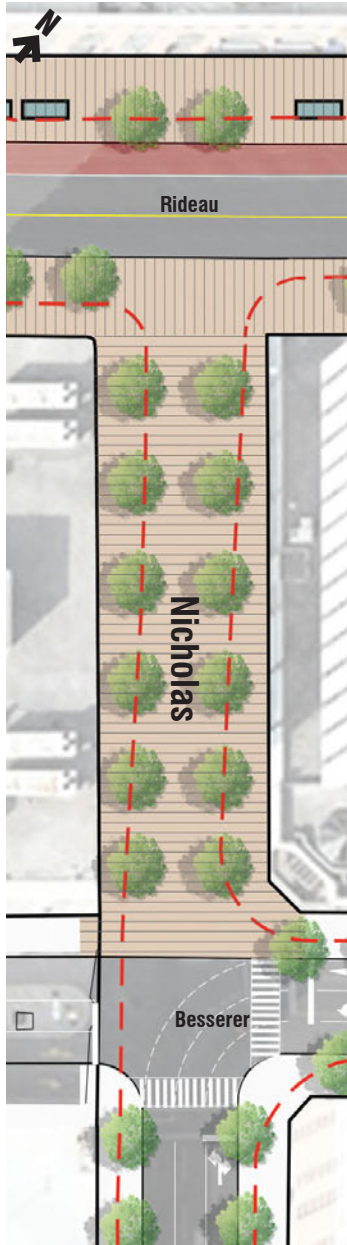
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Rendering of proposed Rideau Street



# ② Nicholas (North)



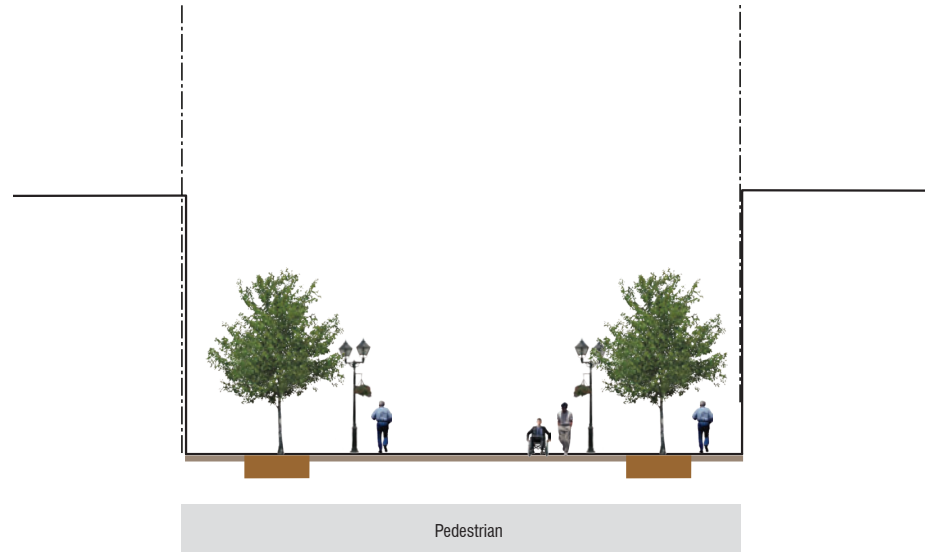
## Principles

- Create a pedestrian plaza in the block between Besserer and Rideau by closing that section to vehicles
- Be part of a vital pedestrian connection between Rideau Street and Laurier Avenue
- Support outdoor functions, including cafés, outdoor performance etc.

## Actions

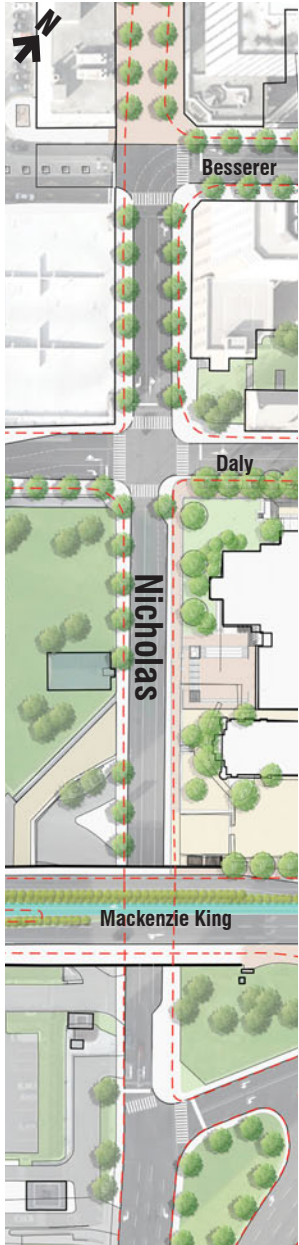
- 1 Design and build a pedestrian plaza with special paving, lighting and furnishings that is an amenity for the neighbourhood
- 2 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct
- 3 Consider the appropriateness of enabling cycling through the plaza

— Existing Curbs





# ③ Nicholas (South)



## Principles

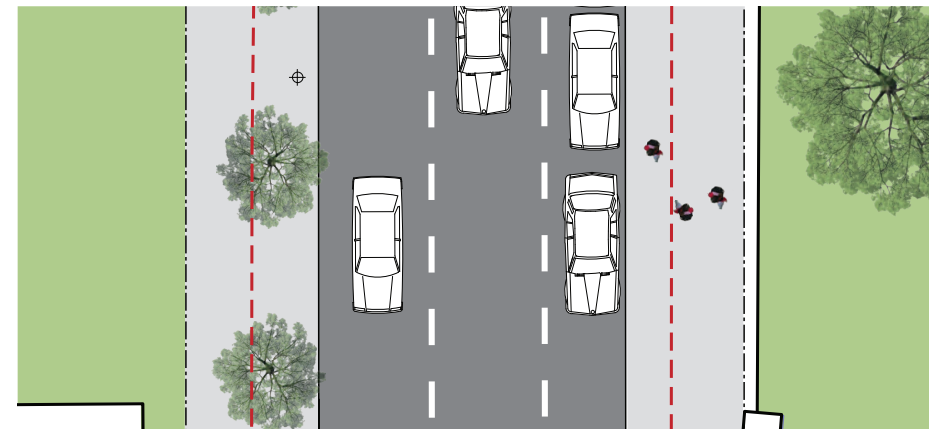
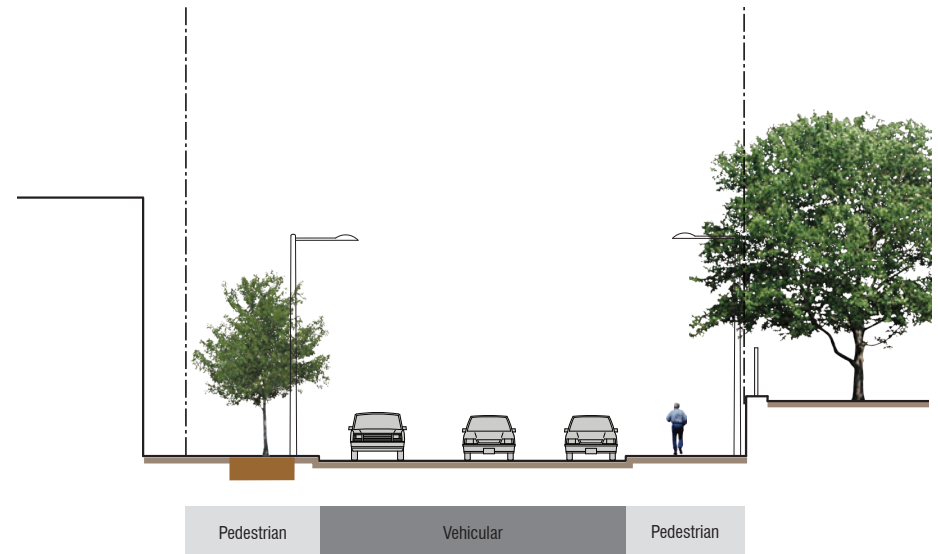
- Be a vital pedestrian connection between Besserer Street and Laurier Avenue
- Support outdoor functions related to the Arts Court site and the hotels, including cafés, outdoor performance etc.

## Actions

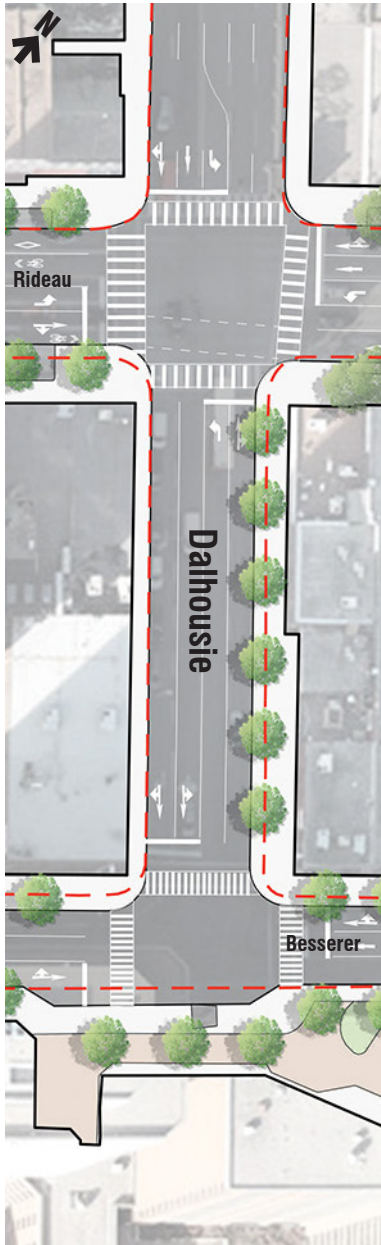
- 1 Relocate bus and taxi waiting areas off the street to other available locations
- 2 Provide parking laybys on the east side of the street north of the MacKenzie King Bridge.
- 3 Widen the sidewalks and plant street trees on both sides of the street to improve the pedestrian experience
- 4 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct
- 5 Consider reconfiguring as two-way street to provide OC Transpo vehicles greater flexibility in travel routes through the area, with potential for some bus lay-bys on the east side of the street under Mackenzie King Bridge



— Existing Curbs



# ④ Dalhousie

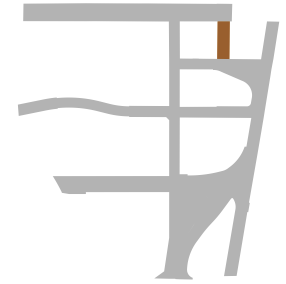


## Principles

- Create a safe and inviting pedestrian connection between the Rideau/Arts Precinct and the Market
- Explore alternative routings for the interprovincial truck route

## Actions

- 1 Widen the sidewalks and plant street trees on east side of the street to improve the pedestrian experience
- 2 Provide off peak parking on one side of the street
- 3 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct



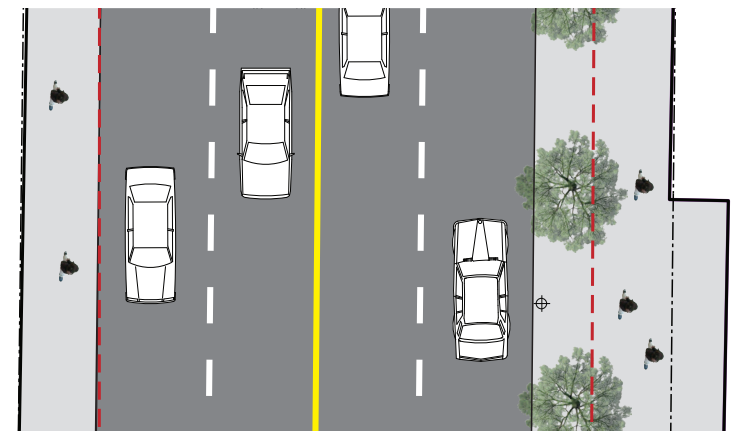
— Existing Curbs



Pedestrian

Vehicular

Pedestrian

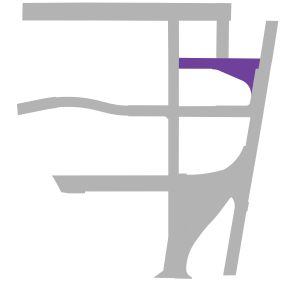




# ⑤ Besserer

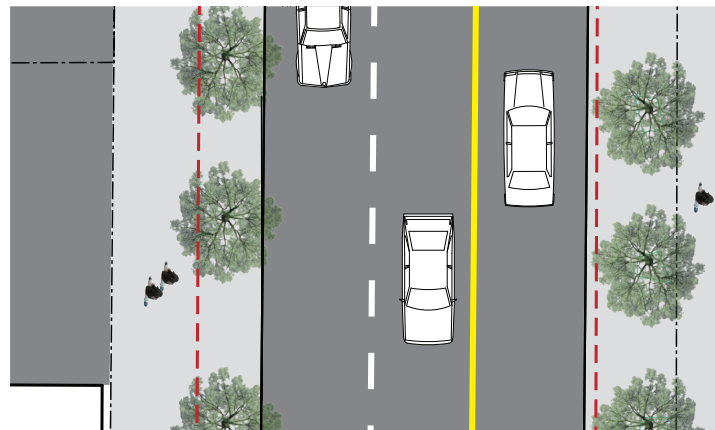
## Principles

- Be a key pedestrian supportive street between the Rideau Centre and Sandy Hill
- Provide opportunities for some off peak on street parking and passenger drop off

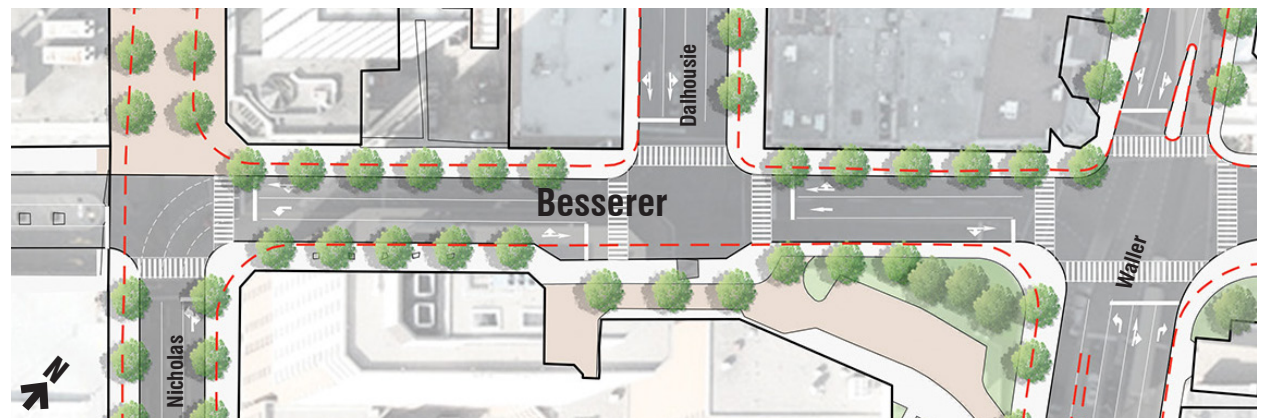


## Actions

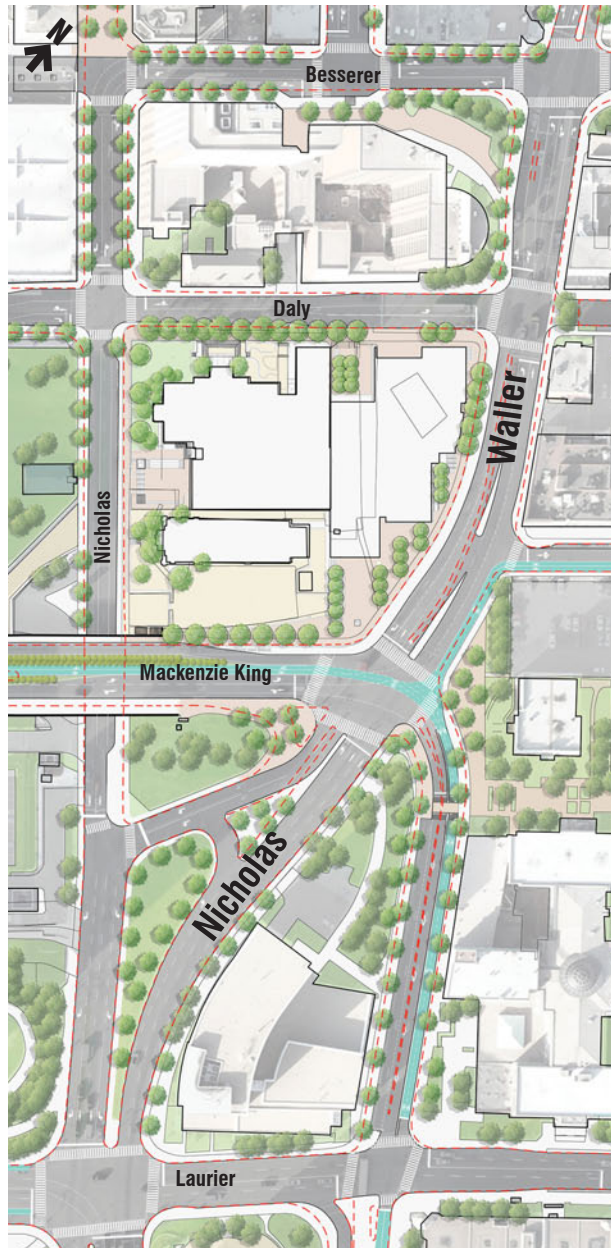
- 1 Widen sidewalks to approximately 4 – 5m and ensure sufficiently wide clear zones for pedestrians
- 2 Introduce street trees with adequate soil volumes to support long term tree growth and health
- 3 Reduce travel lanes to one lane in each direction and reduce lane widths to 3.5m
- 4 Provide passenger drop off zones and parking bays on one side of the street
- 5 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct
- 6 Encourage the long term reduction in interprovincial truck traffic on Besserer



— Existing Curbs



# ⑥ Waller/Nicholas

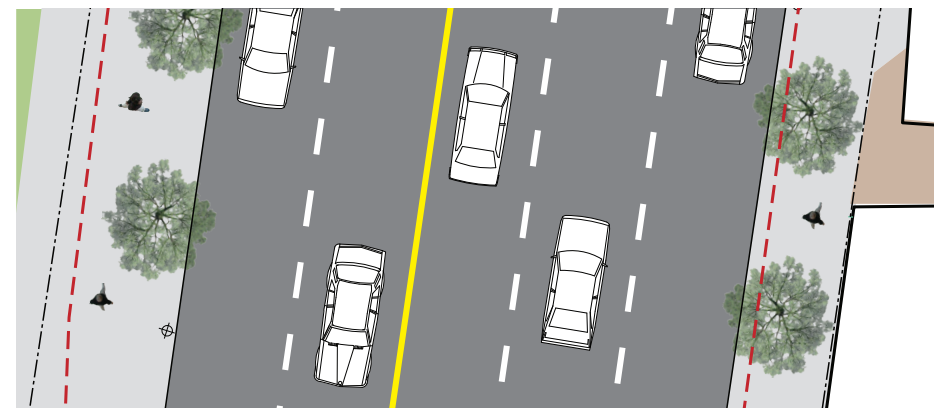
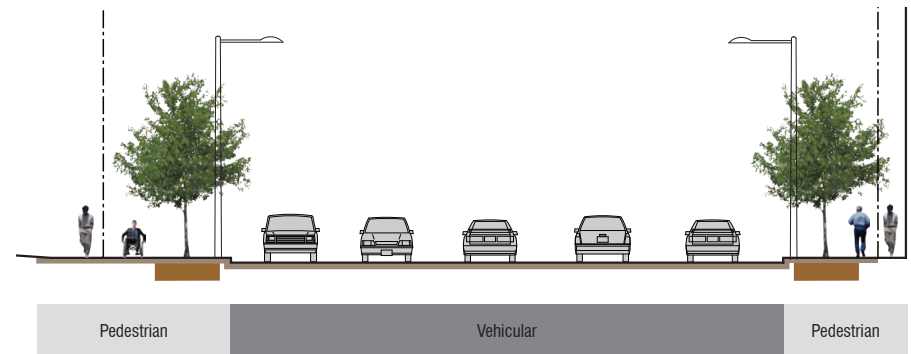


## Principles

- Create a safe and inviting pedestrian and cycling infrastructure
- Continue to explore options to reduce the number of trucks and to reroute the interprovincial truck route
- Create intersections that emphasize pedestrian priority areas

## Actions

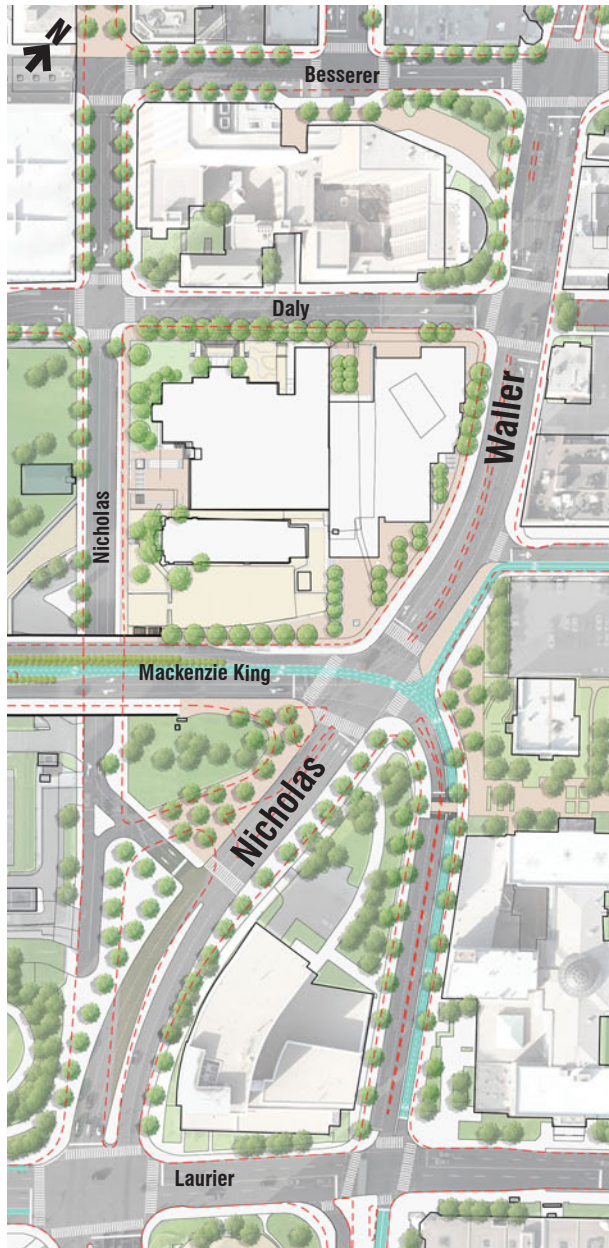
- 1 Reduce the number of travel lanes to improve the pedestrian realm especially on the east side of Waller
- 2 Reconfigure the Waller and MacKenzie King bridge intersection to provide for improved pedestrian connections and cycling lane access to Sandy Hill
- 3 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct
- 4 Plant street trees where space permits to improve the pedestrian experience



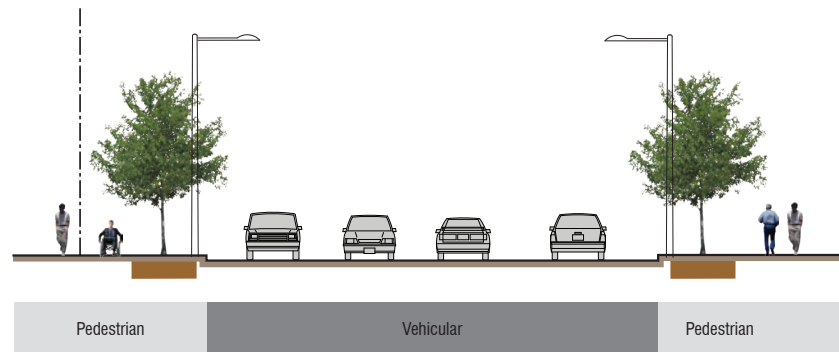
— Existing Curbs



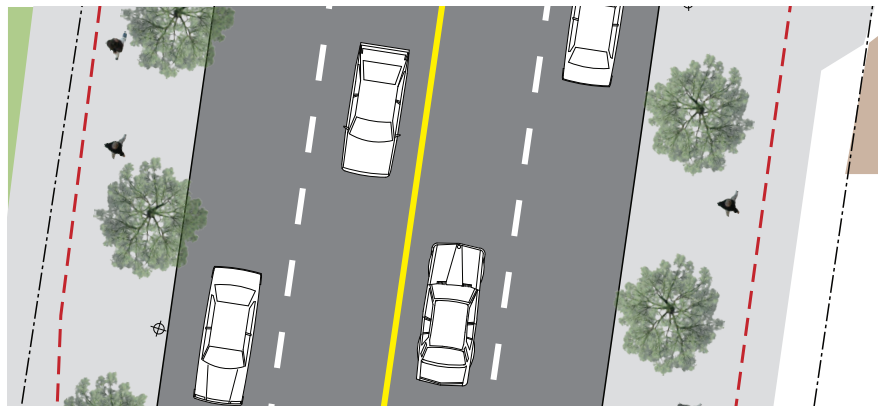
## Potential Post-Tunnel Option



Rendering of potential post-tunnel Waller Street



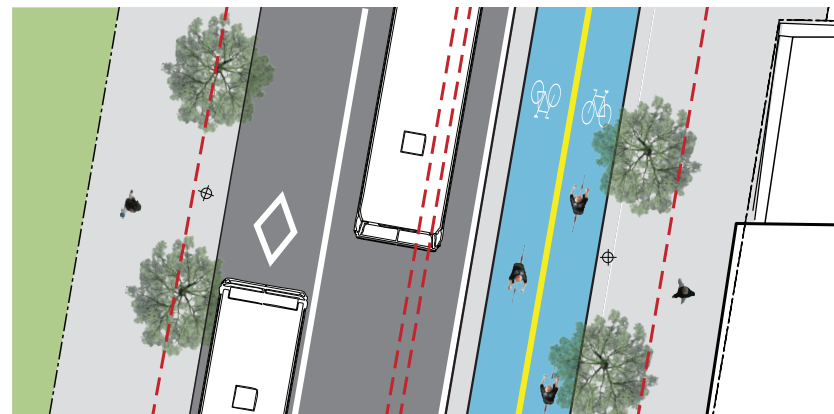
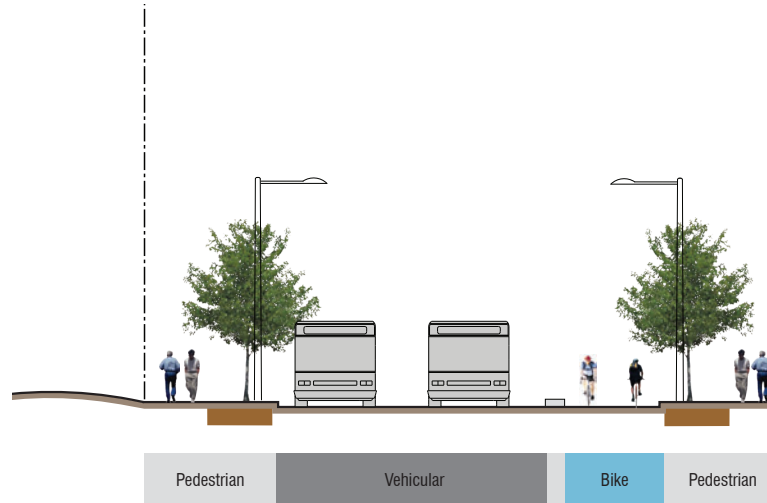
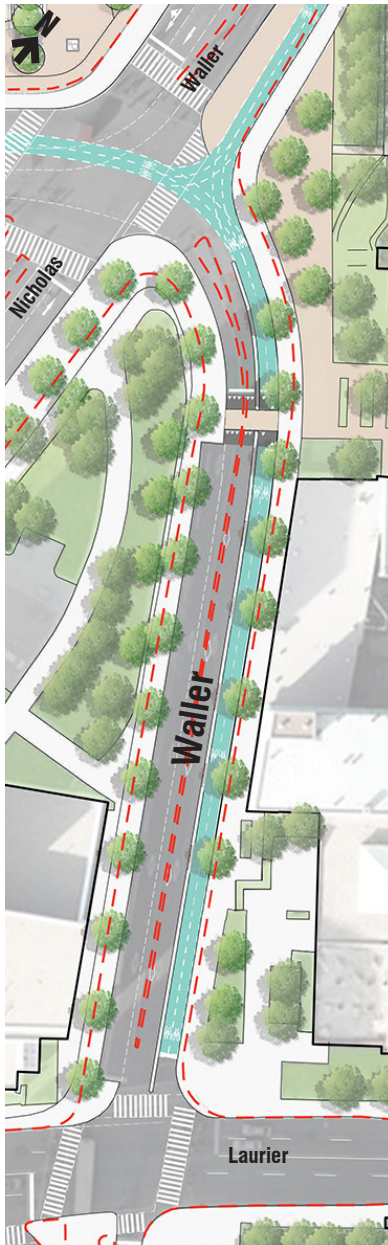
Construction of a truck tunnel would further increase the ability to reduce the width of Waller Street, allowing significantly more space for pedestrians and street trees.



— Existing Curbs

# ⑦ Waller (South)

## Alternative Option A



— Existing Curbs

Providing only one lay-by for use by OCTranspo would provide significantly more space for pedestrians and street trees along this important connection between UofO and Rideau/Arts Precinct.

## Principles

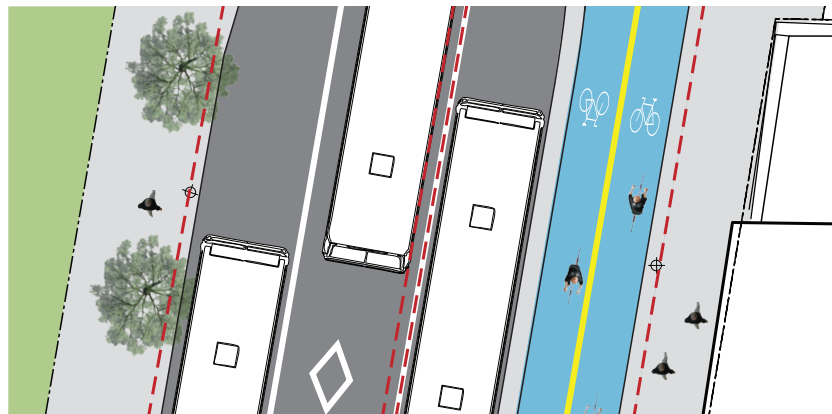
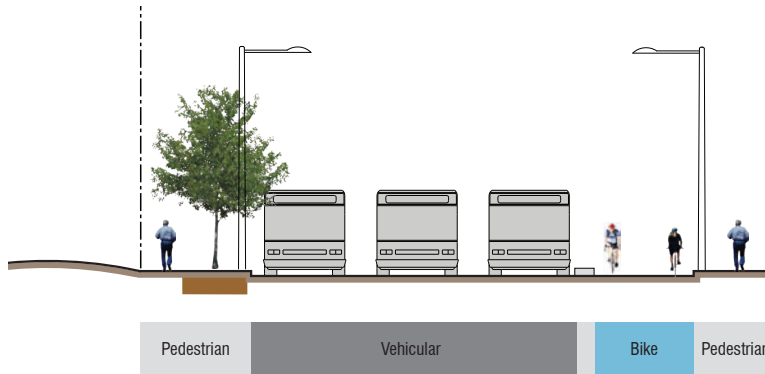
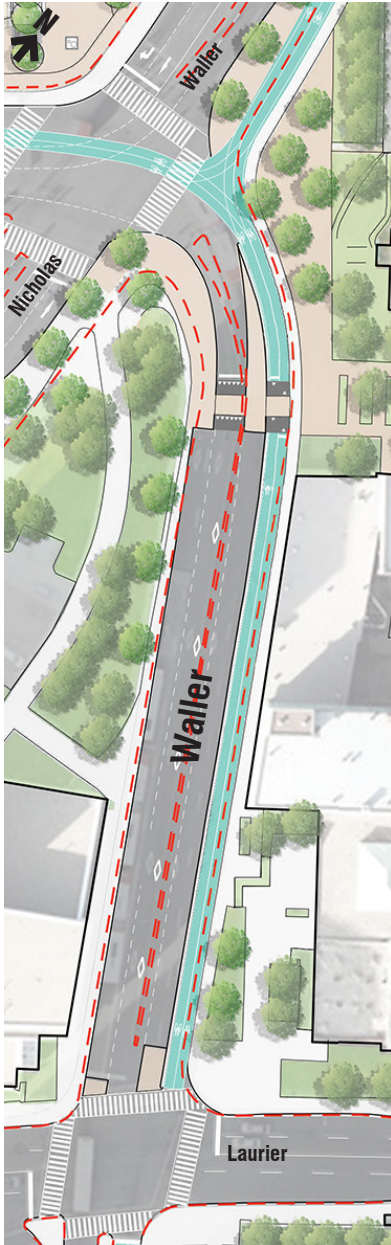
- Integrate with UofO's campus
- Be a vital cycling connection between UofO and the Central Business District and the Rideau/Arts Precinct
- Be a vital pedestrian connection between UofO and Rideau/Arts Precinct

## Actions (Option A)

- 1 Introduce bidirectional bike path
- 2 Provide a single lay-by on the west side for OCTranspo buses
- 3 Single southbound through lane for buses
- 4 Consider a mid-block pedestrian crossing
- 5 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct



## Alternative Option B



— Existing Curbs

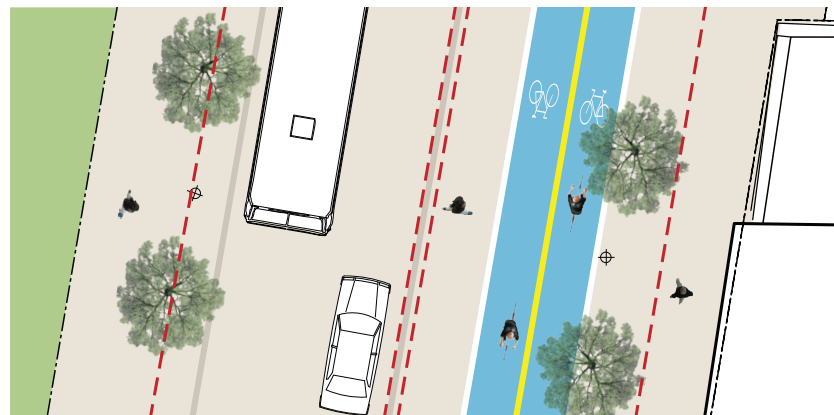
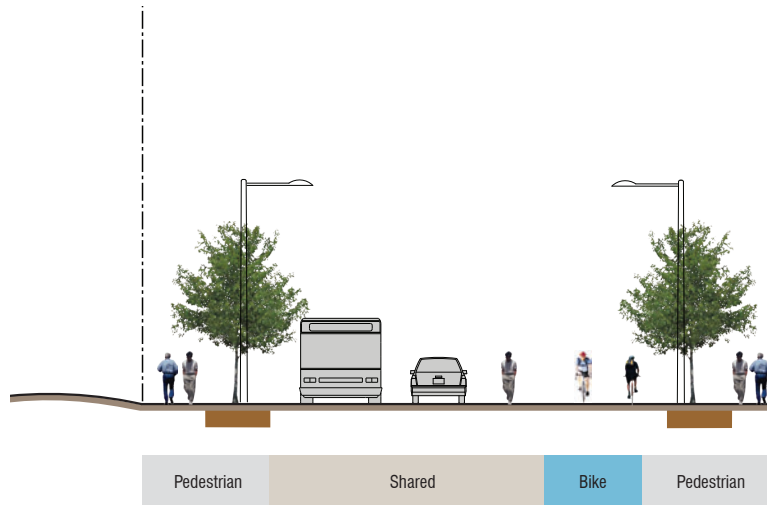
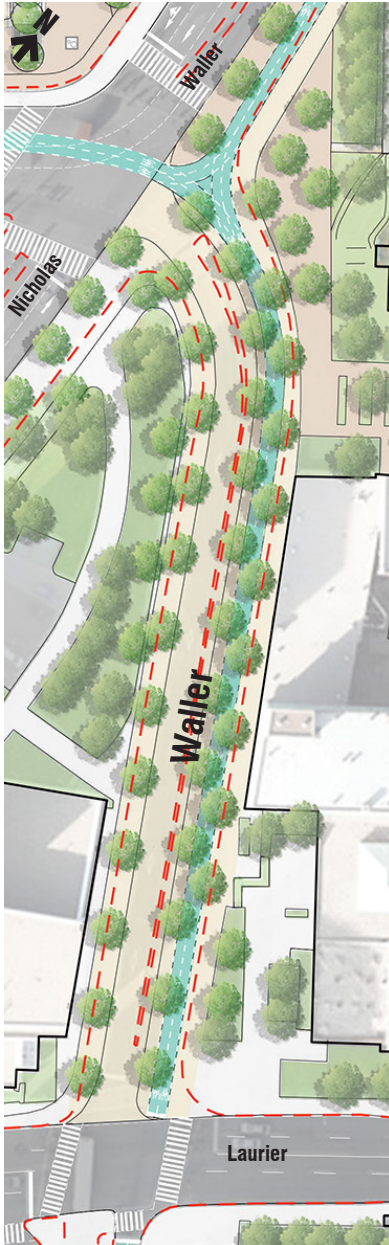


Providing two lay-bys for use by OCTranspo would simplify bus operations and turnarounds, but limits space for pedestrians and street trees along this important connection between UofO and Rideau/ Arts Precinct.

## Actions (Option B)

- 1 Introduce bidirectional bike path
- 2 Provide lay-bys on each side for OCTranspo buses
- 3 Single southbound through lane for buses
- 4 Consider a mid-block pedestrian crossing
- 5 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct

## Alternative Option C



— Existing Curbs

Redesigning Waller Street as a “shared street” or “mews” would dramatically improve the integration of Waller Street with the UofO campus, allowing the street to easily be closed for festivals and events.

## Actions (Option C)

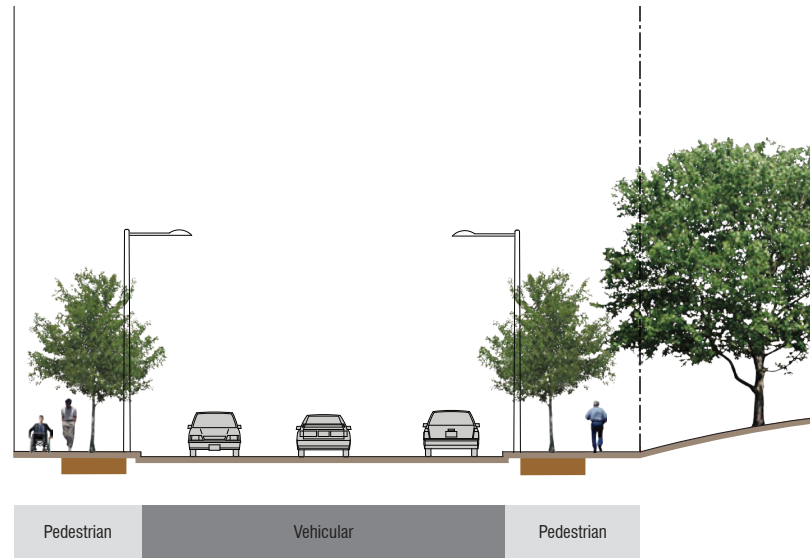
- 1 Introduce bidirectional bike path
- 2 Create a “shared street” or “mews” with curbless condition, allowing vehicular access, but providing a plaza-like space that can easily be closed to traffic and used by the UofO for festivals and events
- 3 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct



# ⑧ Daly

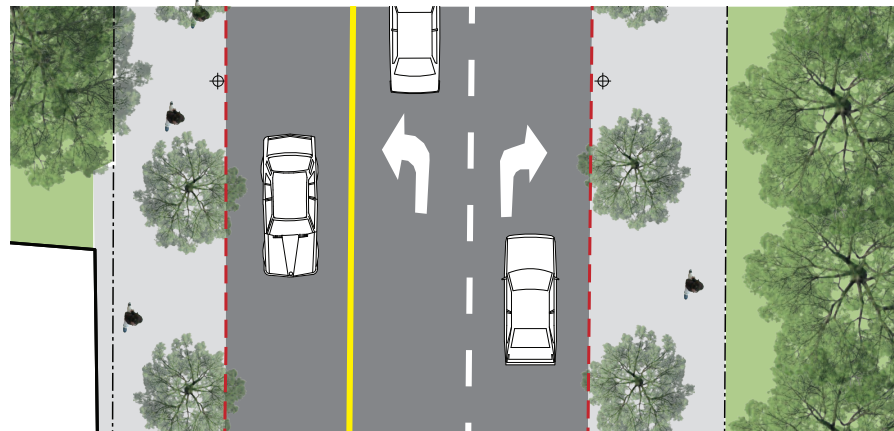
## Principles

- Be a key east west pedestrian link that connects the Rideau Canal trail system with Sandy Hill through the Rideau/Arts Precinct
- Continue to provide the necessary infrastructure for the servicing functions of the mall and Ottawa Convention Centre-Shaw Centre as part of the street function
- Provide for the drop off and entrance functions of the Arts Court development
- Support outdoor functions related to the Arts Court site and the hotels, including cafés, outdoor performance etc.

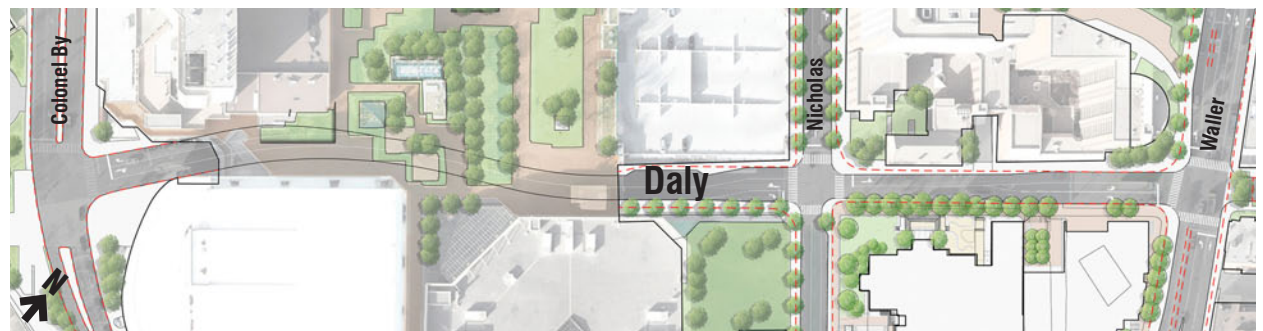


## Actions

- 1 Improve the pedestrian and cycling infrastructure under the covered section of Daly
- 2 Consider introducing public art under the covered section of Daly to improve the pedestrian experience
- 3 Relocate taxi, tour bus waiting areas, and bus laybys from Daly to provide wider sidewalks
- 4 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct



— Existing Curbs



# ⑨ Mackenzie King

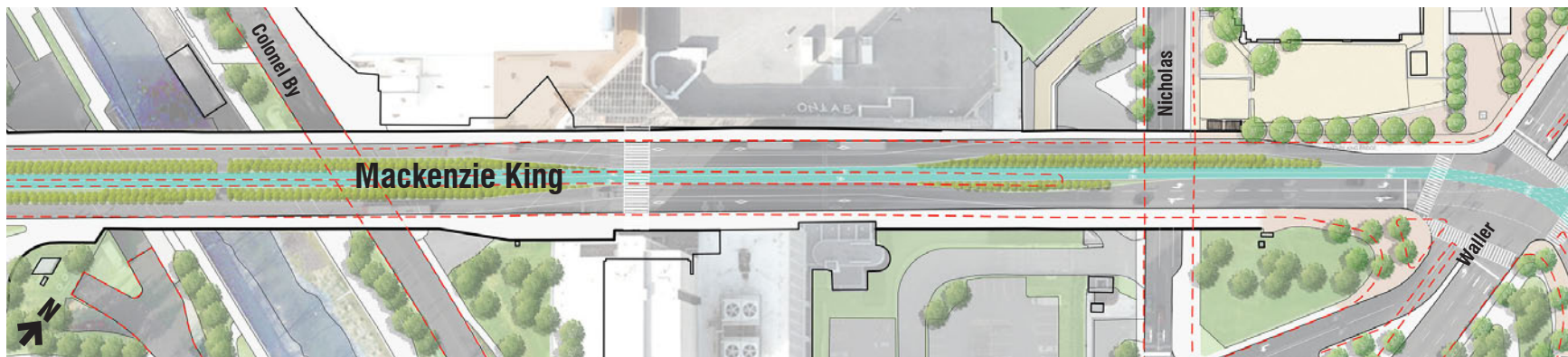
## Principles

- Be one of two bus-to-LRT interface zones serving Rideau Station and promoting pedestrian flow through the Rideau Centre
- Be a vital cycling connection between Elgin Street and the Central Business District and the Rideau/Arts Precinct
- Be a vital pedestrian connection between Elgin Street and Waller Street
- Provide pedestrian and cycling stair and ramp connections to the Canal and to Nicholas Street

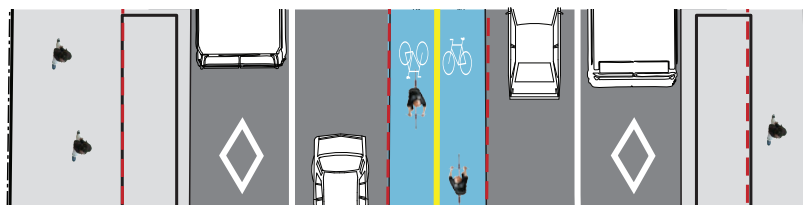
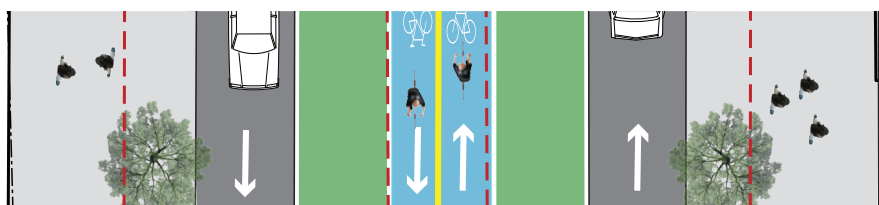
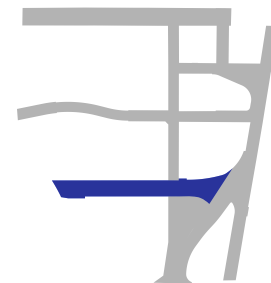
## Actions

- 1 Implement the Downtown Moves design for the MacKenzie King Bridge including providing designated cycling lanes, planting, sidewalk widening and vehicular lane reductions
- 2 Improve the pedestrian stair connection to Nicholas Street and improve the pedestrian and cycling routes below the bridge
- 3 Continue to provide stops for the buses on the bridge
- 4 Restore the pedestrian stair connection to the roof garden on the Rideau Centre
- 5 Coordinate streetscape elements throughout the precinct in a way that makes visual connections to Rideau Street as the defining and designated theme street within the precinct

— Existing Curbs



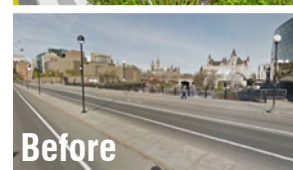




1 December, 2014



Renderings of proposed Mackenzie King





Rendering of potential post-tunnel Waller Street



## 8 Implementation Strategy

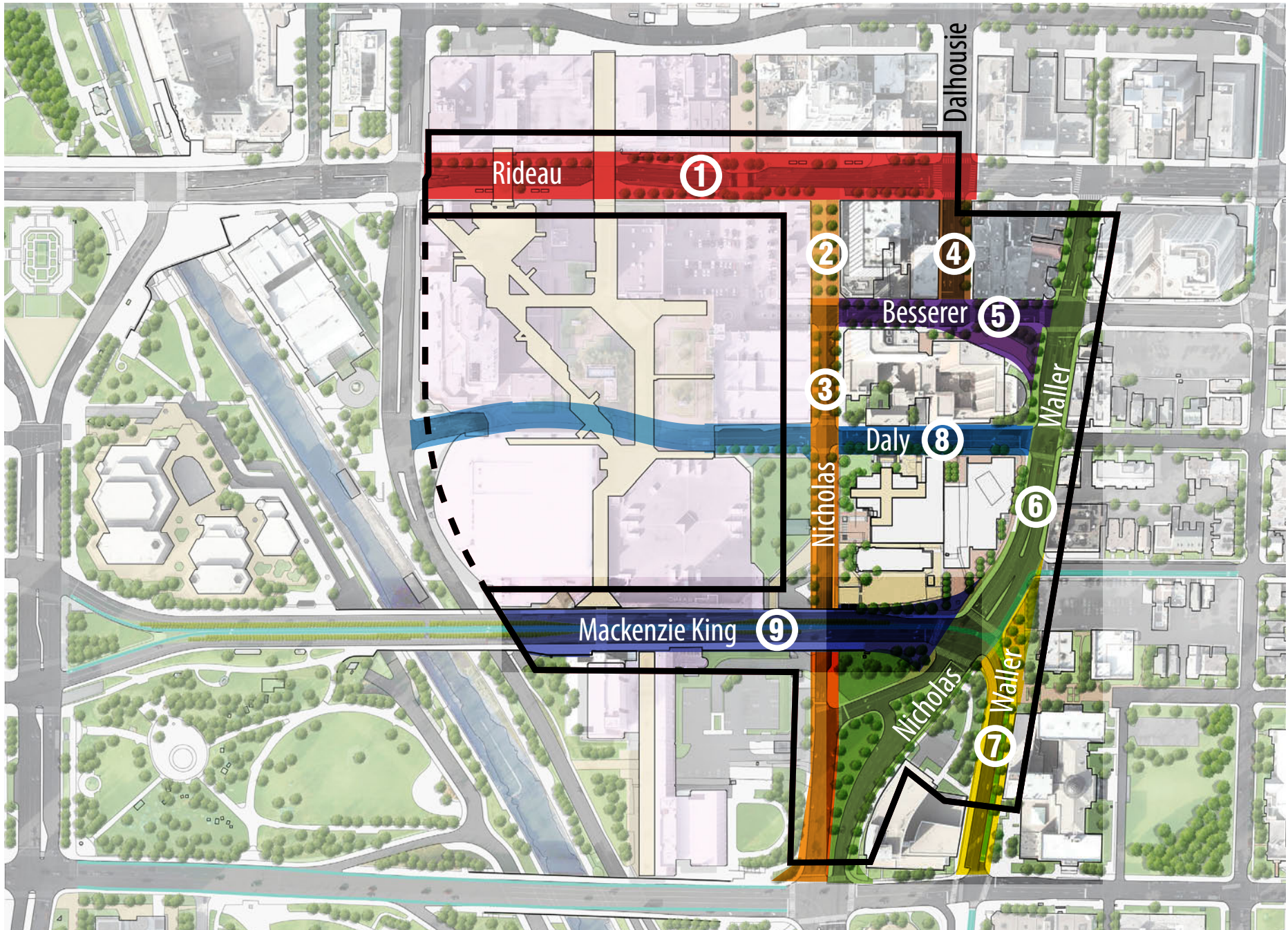
### 8.1 Realizing Public Realm Improvements

The public realm vision can be achieved through a combination of carefully orchestrated and incremental public and private investments. Improvements to the public realm on private lands adjacent to the right-of-way can be realized through adjacent development projects, with special attention paid to the building-to-sidewalk interface. Ample urban design guidance exists in the Official Plan, the Central Area Secondary Plan, DOUDS, and Downtown Moves to guide the design of buildings and this interface zone.

Supplemental opportunities to improve the public realm can be realized by the creative design and use of the municipal right-of-way of area streets. The primary opportunities are through:

- Renewal of city streets as part of life-cycle reconstruction projects, administered as municipal infrastructure projects;
- Renewal of city streets associated with special projects including cycling-specific projects;
- Renewal of the street, particularly the pedestrian zone, as part of adjacent site developments, administered through Site Plan Control approval agreements; and
- Renewals associated with the Confederation Line project.

Table 1 below lists the study area's street segments and identifies possible public realm improvement projects that have been demonstrated in Section 7. The table summarizes the nature of the improvements, the spatial limits, and a construction cost range. The cost range is at a very high level, using cost factors provided in Downtown Moves. Section 8.2 provides an additional level of detail in information pertaining to Rideau Street.



Streets addressed by the Public Realm Plan for the Rideau/Arts Precinct



| # | Street Sector    | From             | To               | Nature of Improvements                                         | Length | Project Cost Range        | Implementation Priority |
|---|------------------|------------------|------------------|----------------------------------------------------------------|--------|---------------------------|-------------------------|
| ① | Rideau           | Sussex Drive     | Dalhousie Street | Street Surface Rearrangement and Streetscaping                 | -      | See Section 8.2           | 1                       |
| ② | Nicholas (North) | Rideau Street    | Besserer Street  | Street Closure, Street Surface Rearrangement and Streetscaping | -      | See Section 8.3           | 1                       |
| ③ | Nicholas (South) | Besserer Street  | Laurier Avenue   | Street Surface Rearrangement and Streetscaping                 | 360m   | \$3,060,000 - \$3,780,000 | 2/3                     |
| ④ | Dalhousie        | Rideau Street    | Besserer Street  | Street Surface Rearrangement and Streetscaping                 | 90m    | \$765,000 - \$945,000     | 3                       |
| ⑤ | Besserer         | Nicholas Street  | Waller Street    | Street Surface Rearrangement and Streetscaping                 | 125m   | \$1,062,500 - \$1,312,500 | 3                       |
| ⑥ | Waller/Nicholas  | Rideau Street    | Laurier Avenue   | Street Surface Rearrangement and Streetscaping                 | 565m   | \$5,367,500 - \$6,497,500 | 2/3                     |
| ⑦ | Waller (South)   | Mackenzie King   | Laurier Avenue   | Street Surface Rearrangement and Streetscaping                 | 140m   | \$1,330,000 - \$1,610,000 | 2                       |
| ⑧ | Daly             | Colonel By Drive | Waller Street    | Street Surface Rearrangement and Streetscaping                 | 355m   | \$2,207,500 - \$3,007,500 | 3                       |
| ⑨ | Mackenzie King   | Colonel By Drive | Waller Street    | Street Surface Rearrangement and Streetscaping                 | 280m   | \$1,540,000 - \$2,100,000 | 3                       |

Table 1: Street segments and possible public realm improvement projects

## Next Steps

- Undertake functional and detailed designs and initiate implementation of the Rideau Realignment and streetscaping and the conversion of Nicolas between Rideau and Besserer to a pedestrian mall as a priority to align with the completion of the Confederation line work for the Rideau Station and the Rideau Center expansion. Section 8.2 provides an overview of the opportunity inherent to move forward with these improvements as a priority along with a detailed description of the scope of the works and more detailed cost estimates;
- Finalize the option for South Waller in consultation with the University of Ottawa and undertake the functional and detailed design to allow for initiating implementation of improvements to south Waller to align with the completion of the Confederation Line;
- Provide for implementing improvements along Waller and Daly adjacent to the Arts Court block as part of the Arts Court development that aligns with the improvements identified in the Public Realm Plan for these streets;
- Undertake functional and detailed designs and initiate implementation of the improvements to Mackenzie King to align with the ongoing implementation of Downtown Moves; and,
- Prepare functional designs that accommodate operational requirements for vehicular circulation for all other streets within the precinct and develop a detailed strategy to provide for realizing the timely implementation of the public realm improvements for the overall precinct to become positioned as a dynamic pedestrian focused precinct.



## 8.2 Rideau Street Modifications: Design & Implementation Opportunities

There is an opportunity to coordinate the design and implementation of the Rideau Street improvements (as demonstrated in Section 7) with planned investments within and adjacent to the right-of-way, including:

- Planned modifications to the Rideau Street sidewalk area and the William Street Mall area, including the location of vent shaft grills within the sidewalk surface and associated reinstatements, by the Confederation Line project;
- Planned modifications to the sidewalk zone along the Rideau Street frontage of Rideau Centre, from Nicholas Street to Sussex Drive, by the owners of the Rideau Centre;
- Planned modifications to the building facade of a major retailer along the north side sidewalk, west of the William Street mall; and,
- Contemplated modifications to the Nicholas Street right-of-way, as a public plaza between Rideau Street and Besserer Street, by the owners of the Rideau Centre.

The design and implementation opportunities are two-fold. Firstly, the Confederation Line project and the Rideau Centre expansion project are scheduled to be completed between 2014 and 2017, and all efforts should be made to coordinate the design and physical construction activities in order to:

- benefit from scale economies of cost of construction;
- shorten the duration of construction and lessen the associated impacts to the street environment, including bus service and general traffic;
- ensure that any Confederation Line infrastructure, including surface vent shaft grates, are optimally located vis a vis the ultimate design for Rideau Street; and,
- determine appropriate cost-sharing arrangements between all potentially contributing partners.

Secondly, there is an opportunity to coordinate the design, under City leadership, in order to:

- ensure consistency in the design treatment including sidewalk surfaces, street lighting, streetscaping elements, including consistency with the as-built Rideau Street Renewal project east of Dalhousie Street;
- provide an efficient bus transit station arrangement, with guidance provided by OC Transpo and STO;

- incorporate items that may be requested by the Downtown Rideau Business Improvement Area (DRBIA), integrated with the street design;
- complete the necessary technical studies, including a transportation study, to inform City branches and stakeholders of the implications of the design; and,
- enable a sufficient amount of stakeholder involvement, including community involvement, in a manner as was so successful with the adjacent Rideau Street Renewal project.

### Scope of Works

The sector of Rideau Street from Sussex to Dalhousie accommodates the existing Rideau Street bus transit station which is composed of various transit infrastructure components. The components are located along the curb lane in each direction and within each adjacent sidewalk zone. The components include bus-only transit lanes, bus stop zones within the transit lanes, bus loading zones, para transpo loading zones, bus shelters, transit-related signage, and sidewalks to accommodate transit patrons as well as other pedestrians

In addition to the above-noted Rideau Street bus transit station components, the right-of-way under the existing arrangement also accommodates one general purpose shared lane in each direction that accommodates all vehicle modes including cyclists.

The demonstrated modifications to the Rideau Street right-of-way (i.e. the potential “project”) include the following works:

- continued provision of one shared general purpose lane in each direction that accommodates all vehicle modes including cyclists;
- shortening of the length of both the eastbound and westbound bus-only transit lanes, and consolidation of the lanes to only the “near-side” portions of the Rideau Street bus transit station sector; and,



- a corresponding consolidation of the bus stop zones, bus loading zones, para transpo loading zones, bus shelters, transit-related signage, and sidewalk areas.

The rationale for this transit project is based on the need and opportunity to re-arrange the Rideau Street bus transit station in a manner that:

- is harmonized with the location and arrangement of the Confederation Line Light Rail Transit (LRT) Rideau Station;
- provides for an efficient bus transit station operation that consolidates functionality for both OC Transpo buses and STO buses
- provides additional sidewalk space to accommodate additional pedestrian movements that are anticipated to result from the operation of Confederation Line; and,
- provides an opportunity to improve the quantity and quality of the public realm in a manner that supports the investments proposed by both the Confederation Line project and adjacent private developments.

### Estimated Costs

A preliminary design and construction cost estimate (Class D) has been provided for the Rideau Street demonstration plan. The estimated construction cost is \$3.46M for the Sussex Drive to Dalhousie Street portion. The project cost estimate uses actual unit cost factors from the Rideau Street Renewal project. As a Class D, the project estimate should also include a cost for potential utility relocations, valued at 10% of the construction cost, miscellaneous costs at 25% of the construction cost, a contingency at 25% of the construction cost. The resulting project cost would be \$5.54 M, plus design. Engineering design is anticipated to be in the range of \$0.50 to \$0.60M. The total project cost therefore is in the range of \$6M.

For the portion of Rideau Street between Sussex Drive and Nicholas Street, representing 77% (\$4.25M) of the Rideau Street project cost, potential cost sharing contributors include the City of Ottawa, the Confederation Line project, the owners of the Rideau Centre, and any other owners proposing modifications to adjacent private properties. The actual percentage contribution can be determined by the City. Contributions can be secured using tools available to the City, including conditions of development approval under the Planning Act, and other development agreements.

### 8.3 Nicholas Street Mall: Design & Implementation Opportunities

As demonstrated in Section 7, the north portion of Nicholas Street, between Rideau Street and Besserer Street, is proposed to be closed and converted to a pedestrian plaza. This can be referred to as Nicholas Mall, reflecting the character of the William Street Mall on the north side of Rideau Street. A Class D construction cost estimate for this possible public realm improvement is \$0.7M. Together with contingencies for potential utility relocation, miscellaneous costs, and a contingency, the estimated project cost would be approximately \$1.17M. Design costs would be in the range of \$0.10M, for a total project cost in the range of \$1.27M. A notable portion of this project could be shared by the owners of the Rideau Centre, as the adjacent developer. The works can be implemented as part of the overall Rideau Street modifications and are deemed to be an extension of the Rideau Street bus transit station. The public space created will supplement the sidewalk zone abutting the Rideau Street right-of-way, providing additional movement space for transit customers and other pedestrians. On this basis, this opportunity would be part of the Schedule A+ activity under the Municipal Class EA.

### 8.4 Other Street Modifications

In addition to the Rideau Street and Nicholas Street Mall opportunities, various other potential modifications to city streets have been presented in this Study (as demonstrated in Section 7). The EA and implementation requirements for these will need to be carefully reviewed with regard to the Municipal Class EA.





