

NATIONAL CAPITAL
CORE
AREA PLAN
Volume II | June 2026



NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

Canada

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INTRODUCTION

Purpose of Volume II

The Core Area Plan is presented in two volumes. This document is a companion to the Core Area Plan Volume I, approved by the National Capital Commission (NCC) Board of Directors in June 2025. The role of Volume II is to guide project initiation and approvals through clear sector-specific opportunities and criteria that ensure consistency with the Volume I vision and concept.

Intended Use

Volume II is a reference for planners, designers and decision-makers that provides sector-specific policies and design concepts to help realize the core area vision. It establishes a framework for implementation, and the policies and demonstration plans are intended to illustrate the overall strategic direction while maintaining adaptability to evolving needs and design criteria. It will serve as a tool for the NCC and its federal and municipal partners to support informed decision-making and collaboration, plan future work, and seek alignment with the long-term core area vision. Volume II will ensure that specific projects reflect Canada's capital identity and development objectives.

Relationship to Volume I

Volume I of the Core Area Plan includes the vision, themes, big moves, concept layers and key recommendations. The vision, themes and three big moves provide higher-level guidance that applies, broadly, across the entire core area. The concept defines the overall spatial patterns within the core area, and the key recommendations provide high-level direction for each sector.

In summary, Volume I sets the vision, and Volume II translates it into detailed sector plans and policies.

Scope of Volume II

Volume II operates at a finer scale than Volume I. While the high-level policies and direction continue to apply, the more detailed sector policies provide clarification, additional guidance and exceptions. Volume II includes site-specific recommendations for land use, urban design and development.



1 IMPLEMENTATION

1 IMPLEMENTATION

The Core Area Plan is a comprehensive master plan that sets an ambitious long-term vision for the next 25 years and beyond. Volume II is intended to inspire and guide project planning and decision-making for specific sites and sectors. It outlines bold, transformative opportunities that will involve many partners, including federal and municipal governments. Some ideas are aspirational and will require further study, discussion and future decisions by the appropriate partners and responsible authorities. Their inclusion does not imply immediate approval, funding or implementation. The NCC will work closely with its partners to advance this plan, identify shared priorities, and support progress in ways that respect roles, responsibilities and jurisdictions.

Volume II provides a framework for coordinated action among the NCC, municipalities, federal institutions and private partners. It guides implementation through phased short- and long-term initiatives and serves as a practical tool for project leaders, NCC divisions and external agencies. As a working tool, the plan must be adaptable to evolving priorities, opportunities and conditions.

1.1 Jurisdiction and Roles

The Core Area is shaped by shared federal and municipal responsibilities. Successful implementation depends on clarity about how these roles intersect.

The NCC's mandate focuses on the development, conservation and improvement of the National Capital Region through land use plans and urban design, approvals and construction of projects on NCC lands, and stewardship of federal lands and assets, ensuring that federal interests and national symbols are reflected in the capital. This work is carried out in collaboration with the City of Ottawa and the Ville de Gatineau, whose land-use plans, zoning by-laws, mobility networks and infrastructure decisions govern much of the surrounding urban fabric. Their planning frameworks directly shape how the Core Area Plan is implemented, and the NCC will continue to work with both cities to support alignment.

Implementation also involves federal departments and agencies, such as Public Services and Procurement Canada (PSPC), Parks Canada and the Treasury Board Secretariat. Their policies, asset management responsibilities and capital programs shape federal precincts and influence how public-realm improvements are coordinated. The NCC will collaborate with these partners to ensure that federal investments advance the broader core area vision.

To support clarity and consistent reporting, the NCC understands project leadership across three categories. These categories guide how projects are identified early, how they are integrated into the NCC's Multi-Year Capital Program (MYCP) and how coordination with partners is structured:

1 NCC Projects

Initiatives under direct NCC control, including projects on federal lands and NCC-led planning studies. The NCC leads scoping, design, consultation and delivery, and these initiatives are normally prioritized and budgeted through the MYCP. The NCC is responsible for advancing feasibility work, securing approvals and coordinating with partners where required.

2 External Projects

Initiatives led by other jurisdictions or agencies where the NCC's role focuses on early engagement, design review and ensuring alignment with the core area vision. These projects are flagged early so that NCC input can shape scope, design and interface conditions. Project initiation, funding and delivery remain external to the NCC, but the NCC provides guidance, federal approvals where applicable and coordination on public-realm interfaces.

3 Partnership Projects

Initiatives requiring shared leadership and joint investment, where mandates overlap and formal agreements or governance structures are often needed. The NCC works with partners to define roles, cost-sharing, design responsibilities and decision-making processes. These projects are identified early for MYCP consideration, and the NCC may lead or co-lead feasibility studies, business cases or partnership frameworks.

By clearly articulating its mandate and leadership roles, the NCC provides a transparent foundation for collaboration and a shared understanding of how the core area will evolve over time. These categories help determine who leads, who funds, who approves and how the NCC engages—ensuring that implementation remains coordinated, realistic and aligned with the long-term vision.

1.2 Partnerships and Stakeholder Engagement



Key Partners



Municipal:
The National Capital Region includes 13 municipalities, the largest of which are the City of Ottawa and the Ville de Gatineau.



Federal:
PSPC, Parks Canada, Canadian Heritage, national museums, galleries and cultural institutions.



Indigenous Communities:
The NCC works with Indigenous communities in the National Capital Region, in particular the Algonquin Nation.



Private Sector:
Developers, landowners, business associations and BIDs.



Community Stakeholders:
Residents and advocacy groups.

Building on this clarity of roles, successful implementation also relies on sustained collaboration with a wide range of partners. The core area is shaped by municipal governments, federal institutions, private landowners, cultural organizations and community groups, each contributing distinct forms of expertise, investment and stewardship. The NCC’s role is to convene, coordinate and collaborate in ways that support shared objectives while advancing the federal vision for the Capital.

The NCC will continue to work with municipal partners, whose planning frameworks, infrastructure decisions and community priorities influence how the core area develops. Federal partners play a central role in managing federal sites and precincts, heritage assets, and public-facing programming. The private sector contributes to economic vitality, public realm activation and the evolution of mixed-use areas. Community stakeholders bring essential perspectives on lived experience, cultural expression, accessibility and long-term stewardship. The NCC will also continue to strengthen relationships with Indigenous communities, guided by respect, reciprocity, and a commitment to enhancing cultural visibility and connection to place.

Engagement will be tailored to the scale and nature of each initiative, ranging from early policy coordination to project-specific design reviews and long-term partnership arrangements. This includes maintaining regular working groups, design review committees and policy tables that support early alignment and transparent communication.

1.3 Implementation Framework

This section outlines the framework guiding how the NCC prioritizes, sequences and delivers projects. It describes how aspirational statements and policies from the plan translate into action and the role of master concepts and provisional designs in shaping project scope and implementation.

Three-Tier Project Typology

The implementation framework distinguishes between three tiers of projects based on their scale, transformative potential and complexity. These tiers help the NCC determine the level of leadership, coordination and investment required. They do not determine timing; instead, they clarify the relative impact and resource requirements of each initiative.

This expanded typology helps the NCC distinguish between transformative investments, enabling works and essential maintenance. It supports clearer prioritization, identifies quick wins and ensures that long-term aspirations are reinforced by ongoing stewardship of existing assets.



Tier 1: Keystone and catalyst projects that are major, transformative initiatives—whether NCC-led capital works, partner-led infrastructure, real-estate development partnerships or multi-agency precinct projects. The Tier 1 label signals elevated coordination, design excellence and strategic alignment. It clarifies which NCC groups lead or support (planning, capital projects, real estate, design, operations) and how each reports on its contribution to core area transformation. Examples include major infrastructure improvements, shoreline transformations and public-realm projects that advance the plan’s big moves.



Tier 2: Enabling and supportive project initiatives that prepare the ground for larger transformations or address specific needs within the core area. These may include pathway upgrades, tree canopy expansion and public-realm improvements. They can often be delivered within existing mandates and budgets.



Tier 3: Maintenance, rehabilitation or lifecycle renewal projects required to sustain the quality, safety and functionality of existing assets. These initiatives ensure that critical infrastructure, public-realm elements and natural systems remain in good condition and continue to support long-term transformation. Examples include pathway resurfacing, structural repairs, shoreline stabilization, blue and green infrastructure projects, and large-scale vegetation renewal.

Phased implementation will occur across three time horizons:

Short-Term (1–5 years):	Medium-Term (5–10 years):	Long-Term (10+ years):
Quick wins, foundational investments and early partnership building. Focus areas include establishing governance structures, initiating priority studies and advancing enabling works.	Delivery of major projects, alignment with municipal and federal capital cycles, and implementation of key public-realm and mobility improvements.	Visionary transformations requiring sustained leadership, strategic investment and multi-phase coordination.

1.4 Implementation Resources

To support consistent implementation, the NCC will help internal teams and partners navigate processes efficiently and align with the Core Area Plan.

Master Concepts and Provisional Designs

Master concepts and provisional designs will guide project scope, design direction, and phasing and implementation pathways for key sites and corridors. These documents articulate spatial intent and ensure that individual projects contribute to a coherent, high-quality public realm while supporting long-term transformation.

Iterative Collaboration

Project conception, initiation and delivery will be supported through iterative, non-linear collaboration between internal departments responsible for planning, design, construction, real estate, project management and stewardship. This approach enables feedback loops, pilot testing and adaptive design evolution, ensuring that the long-term planning intent is carried through to delivery.

Approvals and Land-Use Determinations

The NCC will continue to provide clear and consistent guidance on land use, design expectations and approval processes. Alignment with relevant federal, municipal and NCC policies will support coherent and coordinated decision-making.

Corporate Planning and Budgeting

In accordance with the relevant Corporate and Administrative Policies and Procedures (CAPPs) and Government of Canada requirements, the NCC will determine its priorities on a regular basis through the Corporate Plan and Budget. Opportunities to include core area projects will be submitted to and evaluated through the MYCP. Certain projects may require special funding appropriations above baseline levels.

Commissioning

To ensure that the Core Area Plan translates into coordinated, timely action, the NCC may maintain a commissioning plan that identifies each milestone project, assigns clear responsibility, and sequences delivery across short-, medium- and long-term horizons. Commissioning supports disciplined follow-through by confirming project readiness, aligning internal and external partners, and integrating priority initiatives into corporate planning cycles. Through regular review and validation, the plan’s signature projects, public spaces, shoreline improvements and development opportunities will advance in a structured, accountable and transparent manner.

Engaging and Structuring Partnerships

The NCC may use a range of partnership models to support project delivery. This includes establishing clear processes for initiating partnerships, aligning opportunities with NCC values, and coordinating procurement and RFP processes where appropriate. Partnerships will be structured to reflect shared objectives, responsibilities and benefits, ensuring that collaboration is purposeful and mutually reinforcing.



Conclusion

This plan also signals the NCC’s commitment to follow through. Implementation depends on robust internal processes, early and ongoing engagement with partners, and a transparent approach to tracking progress. Together, these efforts will help realize the plan’s vision for a more connected, vibrant and resilient core area at the heart of Canada’s Capital Region.



2

DEMONSTRATION PLANS AND POLICIES

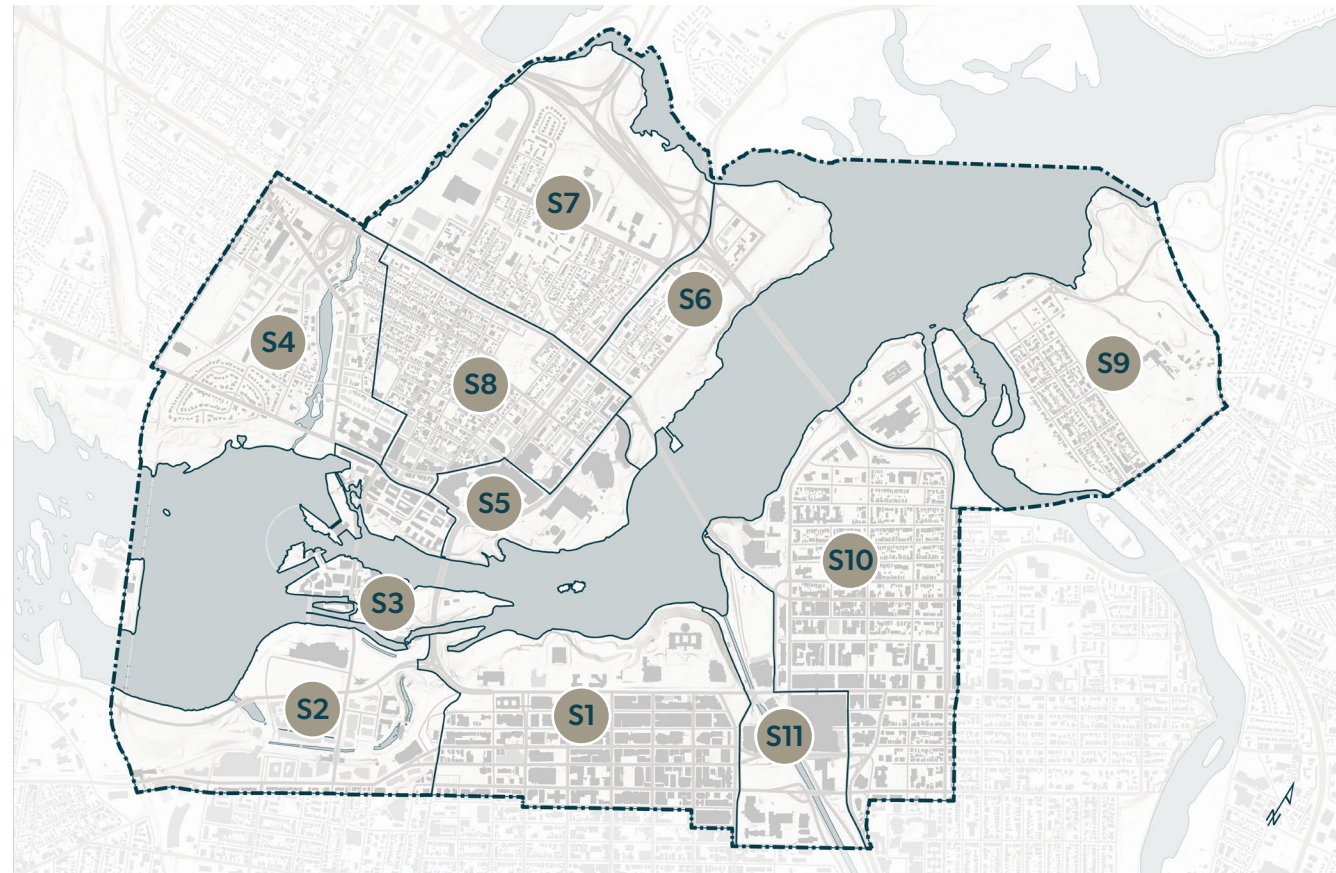
2 DEMONSTRATION PLANS AND POLICIES

This chapter includes the demonstration plans and policies for the 11 sectors identified in Volume II. Their purpose is to clarify and reinforce the vision, concept and key recommendations of the 2025 Core Area Plan while addressing the site-specific opportunities and criteria of each sector.

Sectors

The chapter follows the same sector structure as Volume I.

- | | | |
|--|---------------------------------------|---|
| S1 Central Ottawa | S5 Le Pic to Museum of History | S9 Sussex Drive North and Rideau Falls |
| S2 Lebreton Flats and Aqueducts | S6 Jacques-Cartier Park | S10 Sussex Drive South and ByWard Market |
| S3 Chaudière and the Islands | S7 De l'Île Pathway | S11 Rideau Canal |
| S4 Ruisseau de la Brasserie (Brewery Creek) | S8 Downtown Gatineau | |



Policies

Each sector demonstration plan is accompanied by written recommendations that clarify the intent and serve as formal policy statements. As future projects and initiatives are developed, led by the NCC or other proponents, they should be evaluated in comparison with these policies and diagrams.

These policies cannot be read in isolation from Volume I. The policies in Volume I apply to all sites and interventions. Contained in the following 11 sectors are site-specific restrictions, additions or recommendations to Volume I policy. The concept layers and themes, in conjunction with the site-specific policy in the following section, define the policy for each individual site. If there is no site-specific policy outlined in Volume II, only the policies in Volume I apply.

Demonstration Plans

The demonstration plans serve as an essential visualization tool to illustrate how specific areas are intended to evolve over time. The plans provide a cohesive vision that includes and reconciles analysis of existing site conditions, current short-term projects and potential long-term future interventions.

The demonstration plans represent a baseline or possible future scenario. Their purpose is to facilitate discussion and decision-making. They allow designers and decision-makers to envision and model scenarios, assess feasibility, and evaluate the impacts of different interventions before implementation. These plans illustrate how the concepts and themes could be implemented, and they identify important ideas and recommendations that must be considered for particular sites. They do not dictate a specific or singular design outcome. Alternate design proposals and solutions may equally address or even surpass the baseline scenarios illustrated here. Future designers and decision-makers have both the flexibility and the responsibility to interpret these plans to make project proposals in keeping with the intent and policies of the sector. However, where this plan contradicts other NCC plans, the more prescriptive provision will take precedence.

Sub-Sectors

Subsequent to the Core Area Plan's demonstration plans and policies, more detailed site designs and studies may be required to confirm design scenarios and advance project planning. These may take the form of master plans, urban design concepts, feasibility studies or development proposals.

- **Master concept plans:** In particular locations (such as the Parliamentary and Judicial Precincts and Lebreton Flats), more detailed sub-sector plans and master concepts may be required that provide greater detailed policies, guidelines and design proposals. These plans nest within the framework of the Core Area Plan, and efforts should be made to align and streamline their visions and policies to ensure coordination across descending scales of site planning.
- **Provisional concepts:** In certain cases, the NCC or its partners may develop provisional concepts for special study areas to clarify preferred options or scenarios. It is possible that multiple options may be developed in keeping with the intent and spirit of the approved demonstration plans.
- **Realized projects:** The Core Area Plan will be realized incrementally through the detailed design and construction of physical projects. As-built records of realized projects will serve to evaluate the progress of the plan, inform subsequent works and facilitate future plan reviews.



S1. CENTRAL OTTAWA

Context

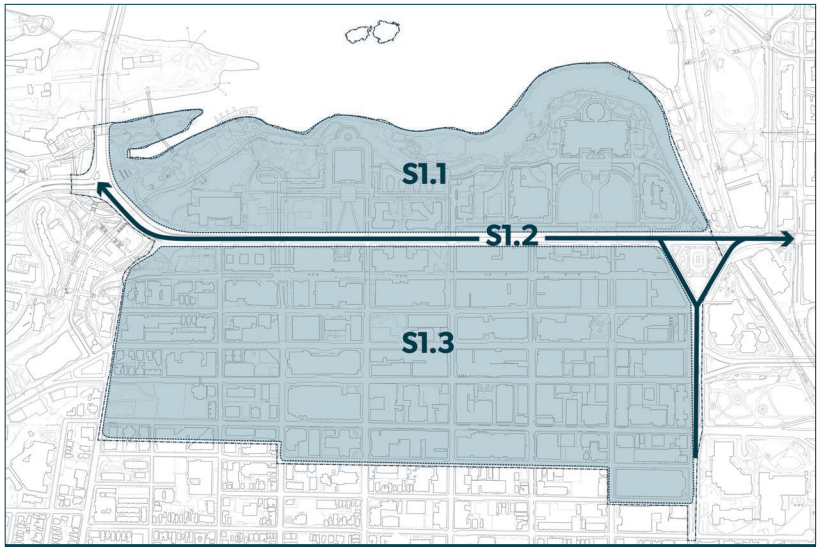
The Central Ottawa sector encompasses the Parliamentary and Judicial Precinct campuses along with the central business district (CBD) of downtown Ottawa. As the heart of the country’s democracy, it supports key legislative, executive and judicial functions while serving as a vital commercial district and hub of regional commerce. Federal investments in higher-order transit and initiatives to increase the supply of housing seek to ensure a transit-oriented, liveable and well-connected core for residents and workers alike. While the interventions are specifically designed for federally owned lands, they also aim to achieve alignment between federal and municipal objectives, fostering a cohesive and coordinated approach.



National War Memorial



Supreme Court of Canada



The policies of this sector should be considered in conjunction with complementary federal and municipal planning references, especially those for the following areas:

- Long Term Vision and Plan for the Parliamentary Precinct (LTVP 2025 PSPC)
- Sparks Street Public Realm Plan (2019, City of Ottawa, NCC, PSPC).

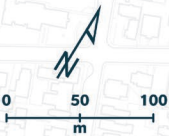
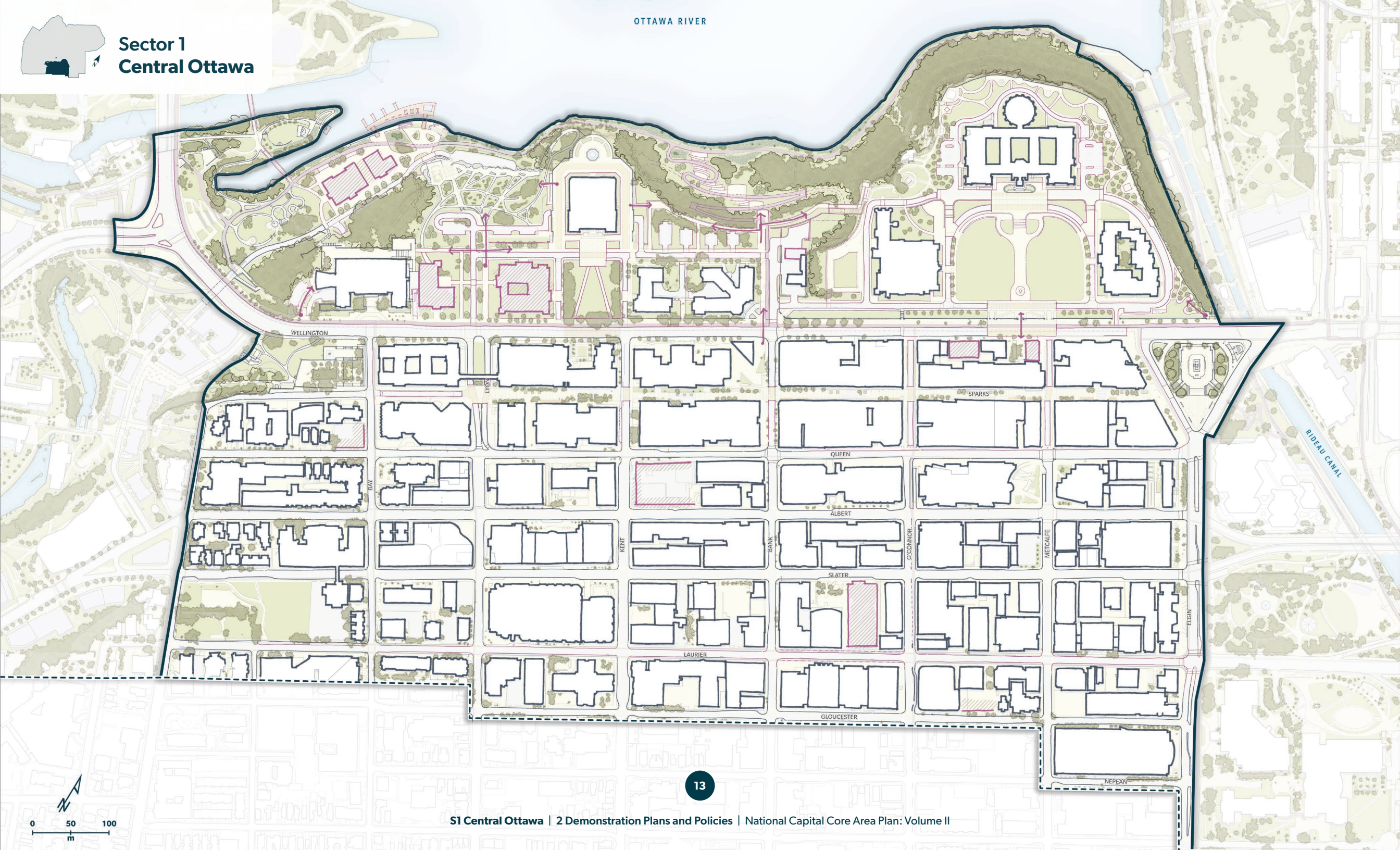
The sector is characterized by three predominant areas:

- **S1.1** North of Wellington: The riverfront, escarpment and plateau
- **S1.2** Confederation Boulevard: The Wellington Street corridor and intersections
- **S1.3** South of Wellington: The Wellington blocks and CBD



Sector 1
Central Ottawa

OTTAWA RIVER



S1

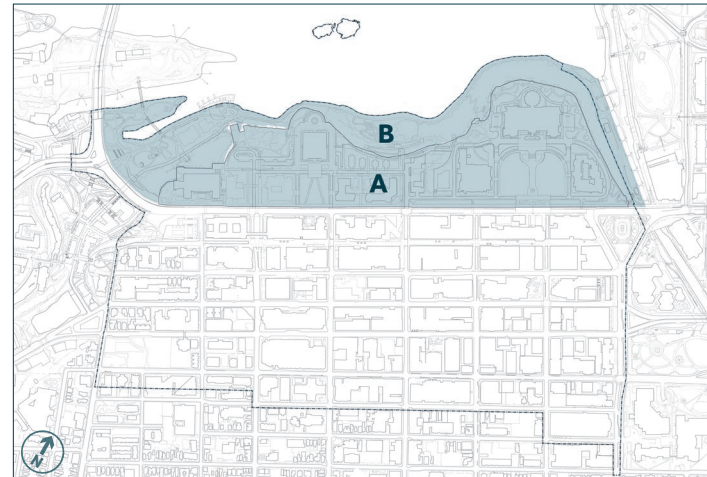
POLICIES AND RECOMMENDATIONS

Interventions within this sector will align and contribute to at least one of the following objectives:

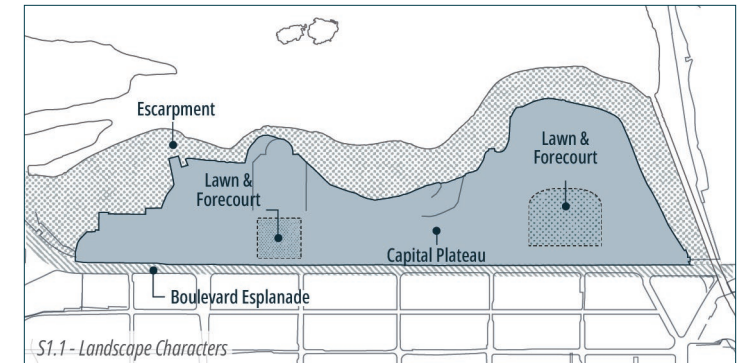
- Ensuring the primacy of national symbols and the efficient operation of the Parliamentary and Judicial Precincts and other federal functions.
- Creating a cohesive environment of high-quality and symbolic public spaces.
- Increasing the diversity of downtown residential and commercial offerings.

S1.1 North of Wellington Street

The area north of Wellington is defined by its unique landscape character that has evolved and developed through the realization of legacy plans.



A - Capital Plateau
B - Riverfront and Escarpment

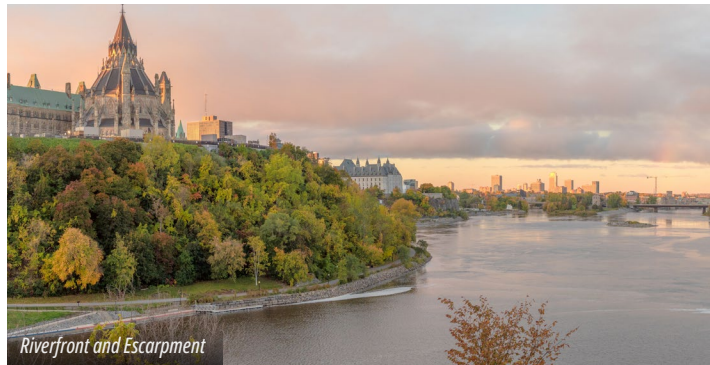


- Protect and reinforce the unique qualities of the precincts and their setting, including the composition of free-standing buildings in the round, set within a broader-scale river landscape.
- Respect and reinforce the long-established landscape patterns in accordance with four distinct character types: the wild escarpment and valley lands (naturalized and forested), the Capital plateau (picturesque, landscaped pleasure grounds), the open lawn and forecourt, and the formal boulevard esplanade (orderly, linear and manicured).

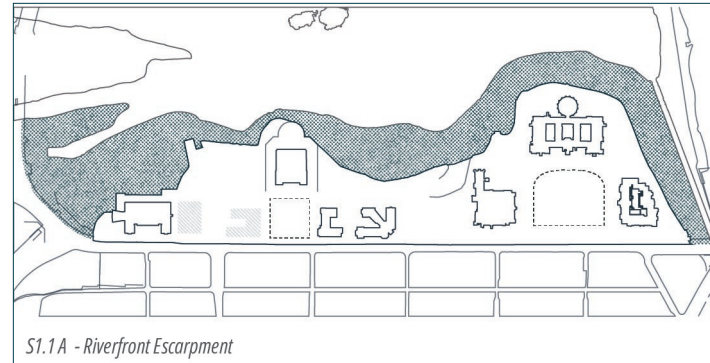
S1.1 North of Wellington Street

A Riverfront and Escarpment

The wild escarpment contributes to the picturesque image of buildings and spires rising majestically from the land. It is also one of the few visible reminders of the region's pre-urban history. This image should be nurtured and reinforced.



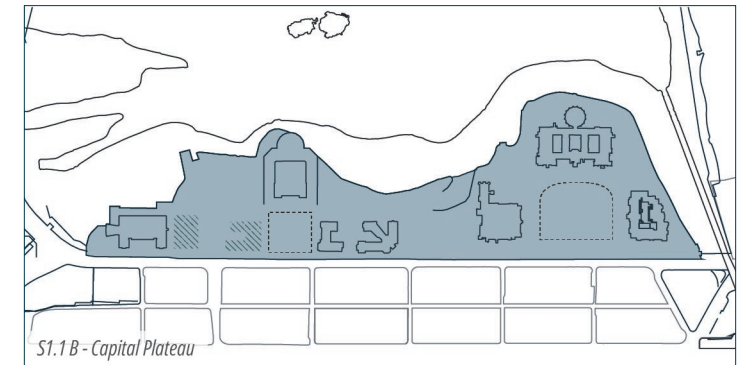
- i** Prioritize environmental conservation and respect the site capacity of the escarpment lands to promote biodiversity, stabilize slopes, protect the Ottawa River shoreline and support overall site health.
 - a** Rehabilitate the escarpment landscape, including reforestation efforts, to conserve its wild character and scenic value.
 - b** Preserve rocky outcrops and natural topographical features.
 - c** Design interventions such as walls, stairs, ramps and built elements to integrate into the natural setting, minimizing disruptions to the landscape and maintaining the area's ecological and visual integrity.
 - d** Match the design style and materials of future interventions, where possible, with existing historic references.



- ii** Enhance the pedestrian and visitor experience by completing pathways and trail connections to access the river.
 - a** Provide a comprehensive pedestrian network with improved infrastructure, escarpment linkages, and universally accessible routes and connections between the riverfront and the Capital plateau to enhance accessibility along the escarpment edges and terraced areas.
 - b** Design pathways through the escarpment slopes to be discreet and integrated, appearing as natural insertions within the forested landscape.
- iii** Conserve the ruins of Lovers' Walk for historical appreciation, and in contemplation of a possible future rehabilitation.

B Capital Plateau

The Capital plateau is defined by two prominent and symbolic promontories, the Parliamentary Triad and the Judicial Triad, and includes the lands from the edges of the boulevard to the escarpment. The grounds of these institutions are nationally significant landmark sites and include areas that support the business and operational functions of the Parliamentary and Judicial Precincts.



- i** Reinforce the compositional structure of the Capital plateau as two promontories and building triads to guide its evolution and management through conservation activities and any future additions or initiatives.
 - a** Maintain and reinforce the concept of buildings-in-the-round, set in an open landscape, and the established asymmetrical yet balanced composition of existing institutional ensembles.
 - b** Retain and reinforce the established hierarchy and scale of the two triads of Parliament Hill and the Supreme Court of Canada on their twin promontories.

S1.1 North of Wellington Street

- ii Consolidate and enhance the landscaped grounds and public realm of the Capital plateau to reflect its longstanding dignity and importance while meeting ceremonial, functional and operational requirements.
 - a Enhance the public realm within the Capital plateau through plantings, high-quality and noble materials, pedestrian pathways, and inviting public grounds.
 - b Rationalize the configuration of Capital laneways and pedestrian walkways to create a legible and intuitive sequence of buildings, grounds and public spaces throughout the precincts.
 - c Enhance the pedestrian experience along Capital laneways, such as Vittoria Way and the Bank Street extension, through multimodal street designs and high-quality streetscape materials.
- iii Provide generous sidewalks, walkways and crosswalks to formalize pedestrian movements through and around operational zones. Right-size and redesign the Capital laneways, parking and vehicle areas to reduce their width and paved surfaces while enhancing pedestrian priority and reinforcing the dignified heritage landscape character.
 - a Reduce paved driving surfaces where possible and enhance traditionally paved surfaces with improved landscaping and hardscaping (e.g., pavers, trees, shrubs, seating and shade features).
 - b Leverage parking facilities in adjacent areas south of Wellington Street to meet functional requirements and reduce paved surfaces where possible.
 - c Optimize and design high-quality flexible parking areas able to serve multiple functions (e.g., for public gathering when Parliament is not in session).

- d Explore design options that consolidate parking in discreet locations at the sides of buildings and away from view of public rights-of-way or public pathways, with safe pedestrian connections to buildings and nearby walkway networks and clearances for emergency vehicles.
- iv Design ancillary and service buildings to remain modest in size, discreetly integrated into their context and visually unobstructive, using thoughtful design, architecture, materials and screening so as to minimize their impact on the visual setting and the public realm.
- v Optimize and coordinate vehicular access into the precincts to support security and functionality while minimizing visual and physical impacts on the cohesive character of the Capital plateau.
 - a Limit vehicular access within the Capital plateau to authorized vehicles.
 - b Consolidate and reconfigure Capital laneways and access routes to parking structures and control points to improve efficiency and reduce their footprint.
 - c Coordinate security and vehicular access and egress at main entry points, such as Bank Street and Kent Street, to support functional requirements of the Parliamentary and Judicial Precincts campuses.

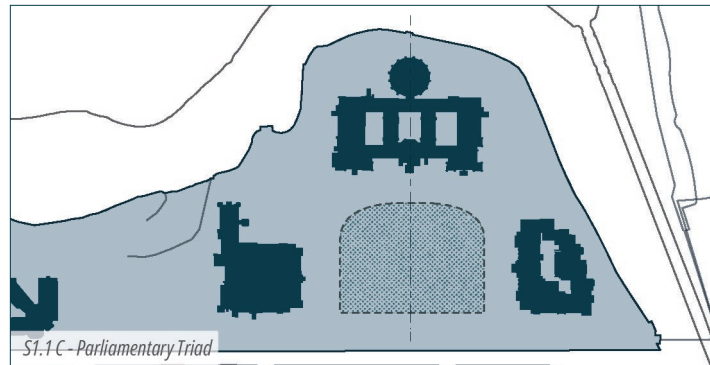
C Parliamentary Triad Area

The Parliamentary Triad area is both the workplace of Canada's Parliament and a national symbol of architectural beauty and historical significance. Parliament Hill is a national historic site, being one of the most visited heritage sites in Canada with over 1.5 million visits each year.



- i Preserve and reinforce the importance of the Parliamentary lawn and forecourt as a character-defining foreground element and public gathering space of national importance in front of the Parliamentary Triad.
- ii Affirm the long-term role of Parliament Hill as the location of national celebrations, public gatherings and official ceremonies and design the grounds to support these functions.
- iii Preserve the iconic building features, quality masonry, metal work and architectural details of the Centre, East and West Blocks.
 - a Preserve and restore the historic walls and gates along Wellington Street to reinforce the perimeter of the site.

S1.1 North of Wellington Street



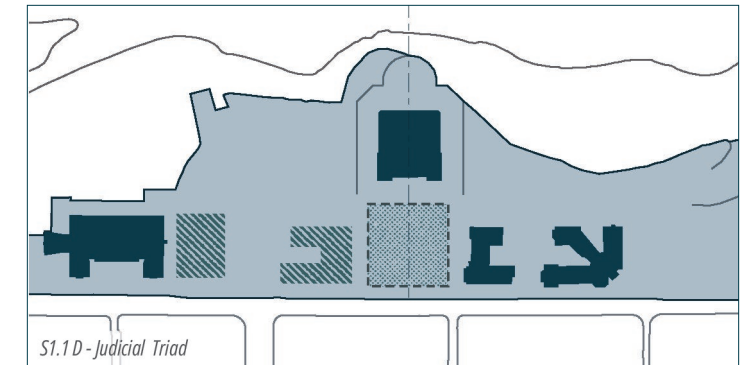
- iv Design and locate any proposed development within and immediately adjacent to the triad area to respect the existing setting.
 - a Ensure any proposed development remains subordinate to or integrated within the existing building footprints, is primarily situated underground, or is integrated within the escarpment or valley landform.
 - b To preserve Parliament Hill's visual integrity, limit visible architectural interventions to the rehabilitation of existing buildings, the infilling of internal courtyards and the addition of entrances to the Parliament Welcome Centre under the Peace Tower forecourt.
- v Consolidate material handling facilities for the Parliamentary Triad at the Bank Street Valley, shifting away from individual building-level loading docks (with the exception of a surface loading dock at Centre Block and East Block to be used for emergency purposes).

D Judicial Triad Area

The Judicial Triad area is centred around the Supreme Court of Canada and its lawn as the focal centrepiece. Framed by the Justice Building and a future federal courts building, the area forms a symbolic and architectural ensemble representing Canada's legal system.



- i Reinforce the plateau edge throughout the Judicial promontory.
 - a Remove surface parking to respect and reinforce the symbolic and heritage significance of the Supreme Court of Canada and enhance the public realm of the Judicial Precinct.
 - b Extend and enhance the existing promenade along the perimeter plateau (edge) of the escarpment from the Parliamentary Precinct to the Judicial Precinct and establish a connection behind the Supreme Court of Canada building to Cliff Park.
 - c Enhance pedestrian connections to and from Vittoria Way and the adjacent Energy Services Acquisition Program (ESAP) visitor centre and rooftop terraces.
- ii Complete the Judicial Triad by constructing a new building west of the Supreme Court with an appropriate sense of balanced asymmetry and proportionality to the Justice Building.



- a Frame the central lawn and the Wellington Street edge and reorganize the surrounding landscape through building design.
- b Use landscape treatment on the northern-west frontages of the new Judicial Triad building to engage with the Vittoria Way axis, connect with the surrounding public realm and provide access routes to the ESAP facilities.
- iii Design a legible and cohesive public axis in line with Lyon Street, balancing pedestrian experience with coordinated vehicular access.
 - a Create an inviting and dignified pedestrian axis and public open space to reinforce connections to Vittoria Way and the Capital plateau edge.
 - b Formalize, control and coordinate vehicular routes to meet the access requirements of the Judicial Precinct as a whole, incorporating ESAP requirements.
- iv Preserve the space adjacent to the Public Archives and National Library (PANL) building for a future federal building that will complete and strengthen the urban frame of Wellington Street and improve urban fabric continuity along this segment of Confederation Boulevard.
 - a Align future new buildings with the Justice Building or place them closer to the sidewalk and locate the main active entrance on Wellington Street.

S1.1 North of Wellington Street

E Vittoria Way

Vittoria Way is a significant east-west connection, linking the parliamentary and judicial promontories. It is also an important operational support roadway for the buildings within the Capital plateau.

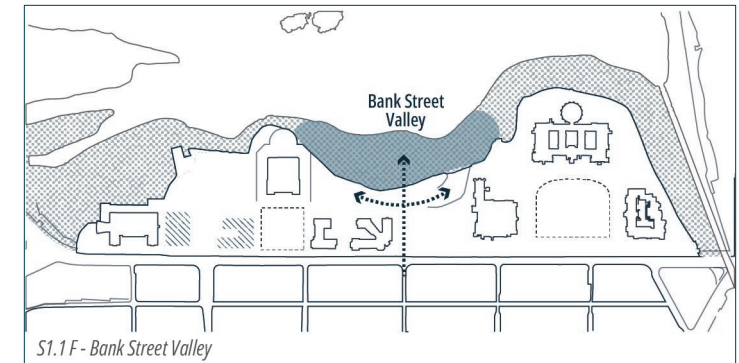
- i Establish a high-quality, legible and continuous east-west pedestrian route aligned with Vittoria Way to address existing connectivity gaps and extend the perimeter pathway into the Parliamentary and Judicial Precincts.
 - a Link the new pedestrian route along Vittoria Way from the Parliamentary Triad area to the Supreme Court of Canada.
 - b Extend the east-west pedestrian route beyond the western terminus of Vittoria Way, formalizing a pedestrian connection to Wellington Street, west of the PANL building.
 - c Create a strong and well-framed visual link between the Mackenzie Tower of West Block and the Supreme Court of Canada building.
 - d Create a formalized plateau edge including ramps and staircases to enhance the connection with adjacent terraced areas.
- ii Enhance Vittoria Way and the northern extension of Bank Street as an operational supporting roadway and a formal ceremonial route with improved landscaping and pedestrian infrastructure.
 - a Consider a renewed landscape design for Vittoria Way with new plantings and improved parking area integration.
 - b Explore opportunities to reduce paved surfaces while supporting the business of Parliament, including access and egress to vehicle screening and material handling facilities.

- c Maintain access and egress to the underground parking via the east side of the Supreme Court of Canada, including any necessary screening and access control requirements.

F Bank Street Valley

The Bank Street connection is a crucial access point into and through the Parliamentary Precinct and the Judicial Precinct. It is the main vehicular access to Parliament Hill, including the existing vehicle screening facility and the planned triad material handling node. As such, it sees high vehicular traffic and is essential to supporting parliamentary operations. This connection also provides pedestrian access to both the site itself and the riverfront. It has a significant topographic influence in shaping the composition, promontories and scenic qualities of the escarpment.

- i Establish the Bank Street entrance as the primary vehicular access node to the Parliamentary Triad, supporting operational and security requirements while enhancing the pedestrian experience.
- ii Establish a centralized vehicle screening facility at the Bank Street entrance.
 - a Design any future modifications or expansions of the vehicle screening facility to be modest in scale, visually unobtrusive and fully integrated into the architectural and landscape context.
- iii Improve the pedestrian experience at the Bank Street entrance, including an enhanced connection to the river's edge.
 - a Incorporate a high-quality pedestrian realm and vantage point at the head of the Bank Street Valley, ensuring landscape continuity and connecting Vittoria Way with the Parliamentary Triad plateau, Judicial Triad plateau and the Ottawa River.



- iv Protect the opportunity for a Capital Pathway connection linking Wellington Street to the shoreline in this area.
- v Protect the opportunity to design a new centralized material handling facility for the Parliamentary Triad to be located within and discreetly tucked into the slope west of West Block.
 - a Accommodate access to the material handling facility at the Bank Street entrance in a manner that preserves the quality of the public realm and maintains the continuity of public connections.
 - b Refine important details relating to the exact setting, massing, heights, built footprint, articulation, roofline, fenestration, materiality, entrances, access and egress.
 - c Provide a detailed analysis of the impact on key views that are part of the project, and protect the interrupted character of the escarpment landscape when viewed from across the Ottawa River.
 - d Minimize the visual impact from the triad area, including the Victoria Lookout and the future site of the Indian Residential Schools National Monument.

S1.1 North of Wellington Street

- vi Pursue greening and re-naturalization of the lower Bank Street Valley, addressing environmental remediation, slope stabilization and natural restoration.
 - a Explore the incremental relocation of the parking areas.
 - b Incorporate new terraces and public spaces at the lower Bank Street Valley to enhance access to the river and strengthen the public realm.
 - c Create opportunities for unique experiences within the escarpment, with the potential for unfolding views and scenic lookouts.
 - d Integrate spaces for new national commemorative monuments within the restored landscape.
- vii Explore opportunities for a new waterfront node and public space at the base of the Bank Street Valley, with potential new connections to the river and surrounding areas.

G Public Archives and National Library (PANL)

The National Archives will be relocated to the new combined Ādisōke building at LeBreton Flats. The existing structure is a classified heritage building and prominent landmark at the western extremity of the Judicial Precinct.



- i Reinforce the PANL building as a landmark within the series of national institutions fronting Wellington Street.
 - a Consider the appropriate adaptive re-use of the existing PANL building in keeping with the architectural qualities of other buildings in the round within the Judicial Precinct.
 - b Design any future addition or modifications to demonstrate a sensitive design approach with a distinctive, recognizable silhouette visible from all angles.
 - c Ensure public access to the ground floors and lobby spaces and promote visible and intuitive public access to and through the building.
- ii Redesign the western frontage and public realm of the PANL building to create an inviting entrance to the precincts.
 - a Reduce surface parking around the perimeter and coordinate the landscape within the public realm of the surrounding Judicial Precinct.
 - b Minimize driveway access and the footprint of the PANL building material handling node to integrate into the streetscaping design of Wellington Street.
 - c Use generous public connections to link Confederation Boulevard to the waterfront terraces and staircases along the northern façade.
 - d Create a grand pedestrian connection through the western material handling area to provide an inviting public access to the waterfront.

H ESAP Cliff Plant

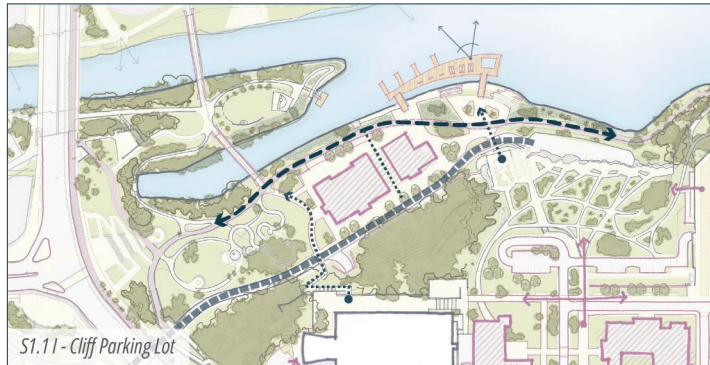
Originally built in 1918 to serve Ottawa's Parliamentary Precinct, the Cliff Heating Plant was Canada's first central heating facility of its kind. Now undergoing a major transformation as part of the ESAP, the building will become a showpiece of green energy infrastructure in Canada. The new Cliff Plant will feature a visitor centre, elevated observation decks, public elevator access to the riverfront and a modern architectural screen to emulate the escarpment.

- i Respectfully integrate the ESAP Cliff Plant into the grounds of the Judicial Precinct and capitalize on the elevator connections from the top to the bottom of the escarpment.
 - a Define a primary north-south public arrival axis in line with Lyon Street and consolidate laneways, walkways and service routes to provide clear and coordinated linkages toward the visitor centre.
 - b Treat the rooftop terrace as an important Capital plateau landscape space, with curated planting and public realm that transition to the traditional Beaux Arts style of the Supreme Court grounds.
 - c Connect the rooftop terrace to the Judicial promontory via possible ramps and stairs to facilitate movement along the plateau perimeter.
- ii Provide necessary vehicular access and service routes to the ESAP facility in ways that contribute to the overall coherence and quality of the Capital plateau.
- iii Strengthen public connections to and from the cliff parking lot to enhance the waterfront access and public experience.

S1.1 North of Wellington Street

I Cliff Parking Lot

A prime riverfront location in the foreground of important views toward Parliament and the Supreme Court, this area is a low-lying flood fringe site, located within the 20-year flood plain.

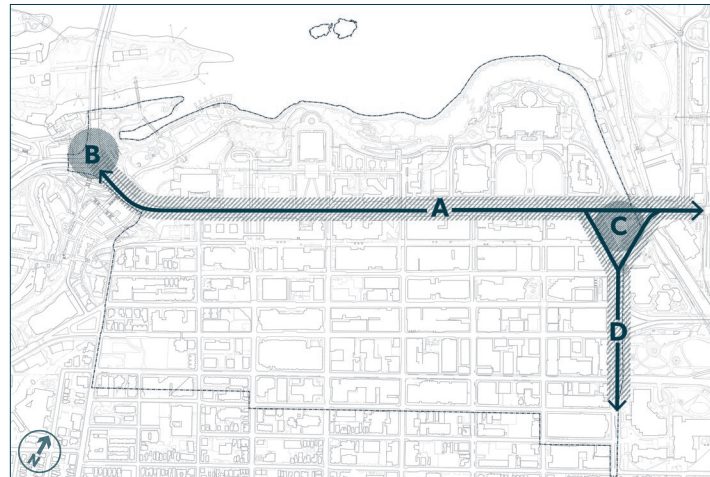


- i** Convert the existing parking lot into a flood-friendly riverfront park space with possible future development, recreational facilities and waterfront amenities.
 - a** Ensure flood-resilient design of the park features and amenities, with provisions for seasonal programming or installations.
 - b** Provide temporary and seasonal amenities, such as a pavilion or kiosks to animate and activate the park during non-flood seasons.
 - c** Provide constructed shoreline features, such as a public boardwalk and docks, to engage with the riverfront and accommodate water taxi and rental services.

- ii** Reconfigure the pathways and driveways to optimize the useable space circulation patterns.
 - a** Realign the Ottawa River Pathway to create new shoreline public space.
 - b** Construct new pedestrian bridges to connect Richmond Landing and Victoria Island.
 - c** Accommodate an emergency boat launch for authorized use, ensuring efficient and safe access that is sensitive to emergency operations.
 - d** Maintain access routes to the ESAP facilities at the base of the escarpment.
- iii** Protect the opportunity for consolidating a centralized material handling facility for the Judicial Precinct at the base of the escarpment and north of the PANL building (accessed via Commissioner Street).
 - a** Preserve the health, stability and natural qualities of the escarpment landscape.
 - b** Minimize the footprint of the building and associated access roads or service areas.
 - c** Design these facilities to mitigate adverse physical and visual impacts and to protect foreground views of the national symbols and the riverfront landscape to the public realm or visual disruptions to the foreground riverfront setting.
- iv** Protect the opportunity to establish a centralized vehicle screening facility for the Judicial Precinct in this area, ensuring that it remains modest in scale, visually unobtrusive, and sensitively integrated into the surrounding architectural and landscape context.
 - a** Anticipate access and egress routes to the future Judicial Precinct material handling and vehicle screening facilities.
- v** Explore opportunities for additional permanent structures (such as possible future development, commercial services and public amenities) to enhance the vibrancy, animation and permanence of public presence and activity in this node, provided they are:
 - a** Designed to withstand regular and extreme flood events in a flood fringe context, with appropriate finished floor elevations above 100-year events;
 - b** Adaptable to future climate change projections and floodplain dynamics and suitable to the lifespan of the structure; and
 - c** Sensitive to the important riverfront foreground and iconic views toward Parliament Hill and the Supreme Court.

S1.2 Confederation Boulevard

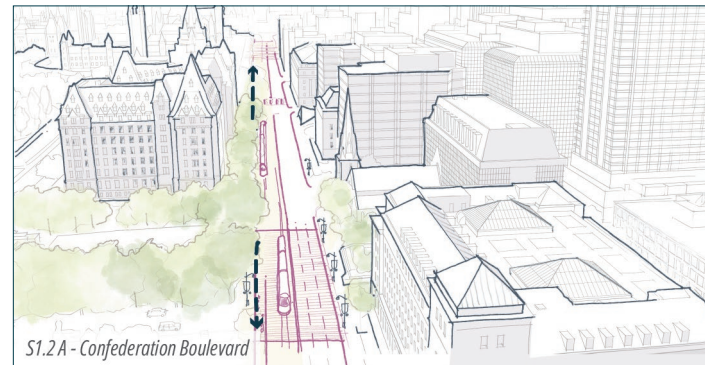
Confederation Boulevard is the Capital's ceremonial and discovery route, encircling the downtown areas of Ottawa and Gatineau. It is the route that foreign dignitaries and the royal family take for processions and state visits.



- A** - Wellington Street
- B** - Portage-Wellington Node
- C** - Confederation Square
- D** - Elgin Street

A Wellington Street

Wellington Street is the most prominent segment of Confederation Boulevard. It connects two provincial bridges in the National Capital Region and is considered a central spine of the Parliamentary and Judicial Precinct campuses.



- i** Reimagine Wellington Street as a multi-functional civic space with pedestrian, cycling and public transit facilities integrated into a high-quality Confederation Boulevard streetscape environment.
 - a** Maintain the high-quality standards of the Confederation Boulevard streetscape elements and pedestrian esplanade along the north edge of the street.
 - b** Incorporate a bidirectional cycling facility along the northern side of Wellington Street and make logical connections to the Capital Pathway network.
 - c** Explore the integration of tram-based public transit to provide efficient and sustainable public transportation options, including platform stations and charging facilities, avoiding visual clutter.
 - d** Protect existing trees and plant new street trees to enhance the esplanade and frame public spaces, ensuring adequate soil volume and quality to promote their growth and longevity.
- ii** Improve north-south pedestrian crossings and create visual and physical links across Wellington Street to enhance Capital-civic connections.
 - a** Reinforce the threshold at both ends of the Capital plateau (the PANL and East Block) to enhance the streetscape-public ground interface.
 - b** Design an at-grade public open space at the Queen's Gates to support the notion of a unified and integrated Parliamentary Precinct campus, particularly to the national space for Indigenous Peoples.
 - c** Emphasize the crossing and arrival experiences to the Judicial Triad area in front of the Supreme Court lawn. Enhance secondary crossings and entry points to the Capital plateau at Bay Street, Lyon Street and Bank Street.
- iii** Explore vehicular access controls along Wellington Street to enable logical and efficient management of accredited vehicles in keeping with the security and operational requirements of the Parliamentary and Judicial Precinct campuses.
 - a** Ensure an open, safe and secure pedestrian experience along the boulevard.
 - b** Integrate physical security measures into the streetscape design, furnishings and elements as much as possible.

S1.2 Confederation Boulevard

B Portage–Wellington Node

The Portage–Wellington Node is an important intersection along Confederation Boulevard, connecting the Portage Bridge to Wellington Street.

- i** Redesign the Portage–Wellington intersection to prioritize active and public transit, subject to detailed transportation and inter-agency review
 - a** Integrate the STO surface tramway (TramGO) into the redesigned intersection.
 - b** Improve pedestrian and cycling connections and linkages between the on-street bikeways and Capital Pathway underpasses.
- ii** Create a new principal landmark plaza or commemorative node that serves as a focal point for Confederation Boulevard.
 - a** Reframe the intersection as a space for public gathering, celebration and civic engagement.
 - b** Reserve space for a major future monument or commemorative installation.
 - c** Reconfigure the intersection to reduce vehicle speeds. Convert portions of the streetscape into a public plaza with restricted vehicular access, improving public realm amenities and creating a more accessible and engaging space for residents and visitors.
- iii** Strengthen the visual connections to the riverfront, with views and pathways that draw attention to the waterfront and encourage public interaction with the water's edge.
 - a** Provide improved, barrier-free pedestrian access and direct, convenient connections to the riverfront.

C Confederation Square

Located in the heart of the nation's Capital, Confederation Square is the site of the National War Memorial and the Tomb of the Unknown Soldier. Confederation Square was designated a national historic site of Canada in 1984 and is considered the second most important ceremonial centre of the Capital after Parliament Hill.



- i** Preserve the iconic character of Confederation Square and the distinct silhouette of the National War Memorial and reinforce its function as a public gathering space and prominent landmark.
- ii** Provide clear pedestrian treatments and welcoming entry points that connect Confederation Square to the surrounding urban fabric (Confederation Boulevard, Sparks Street, Rideau Canal and the National Arts Centre [NAC]).
- iii** Work with the relevant stakeholders and security forces to find alternatives to long-term vehicular parking on Confederation Square and on the sidewalks that surround it.

D Elgin Street

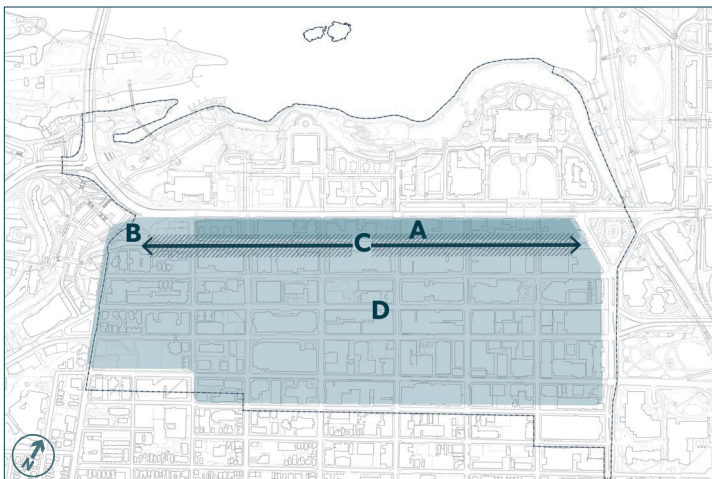
Elgin Street is an important segment of Confederation Boulevard and a gateway progression toward Confederation Square and Wellington Street. It plays an important role linking the traditional main street character south of Laurier Avenue West to the most important Capital sites.

- i** Reinforce the Capital arrival experience at the Elgin–Laurier intersection and strengthen the interface of Confederation Park.
 - a** Reimagine the design of Confederation Boulevard gateways, including their lighting elements.
 - b** Maintain large, mature trees in Confederation Park that contribute to the boulevard's tree-lined character.
 - c** Enhance the arrival and pedestrian experience via Laurier Avenue and Nicholas Street.
 - d** Create a transition from the green spaces of the Rideau Canal to the urban character of the CBD in the landscape design of Elgin Street.
- ii** Enhance the transition from the main street character to the Confederation Boulevard character.
 - a** Improve the sense of pedestrian connection between Confederation Square, Confederation Park and the Human Rights Monument.
- iii** Explore opportunities to insert safe cycling infrastructure, such as bike lanes and protected intersections, to connect downtown bike lanes to Confederation Boulevard and the Capital Pathway, without impacting the boulevard character.
- iv** Redesign the intersection of the Mackenzie King Bridge and Elgin Street to enhance east–west pedestrian connections and opportunities to add a small-scale commemorative node.



S1.3 South of Wellington Street

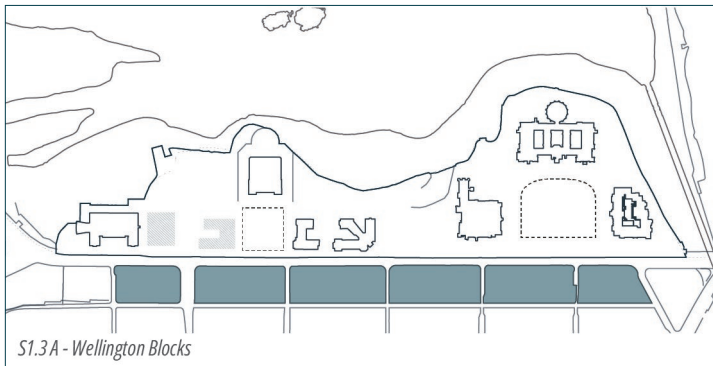
The area south of Wellington Street serves as a transition area between the CBD and the Parliamentary and Judicial Precinct campuses. It is a layered space that accommodates multiple functions, including transportation and connections to and through the surrounding areas.



- A - Wellington Blocks
- B - Garden of the Provinces and Territories
- C - Sparks Street
- D - Central Business District

A Wellington Blocks

The buildings along Wellington Street form part of the Parliamentary and Judicial Precincts. This area includes the Office of the Prime Minister and Privy Council building, the future national space for First Nations, Inuit and Métis Peoples and the dedicated Algonquin space, and additional executive, legislative, judicial and administrative functions



- i Establish and maintain a strong building wall among the blocks south of Wellington Street with coherent architectural patterns and styles complementing the Office of the Prime Minister and Privy Council building, the East and West Memorial Buildings, and other significant structures.
- ii Maintain consistent building heights in any new infill development and additions along Wellington Street, ensuring a constant horizontal profile along the street.
- iii Protect the visual integrity of the Parliamentary and Judicial lawn composition by ensuring that buildings opposite the Parliamentary and Judicial Triads respect the overall design and establish a clear reading of the triads' lawn as the focal centerpiece.

- iv Construct buildings to the front and side property lines along Wellington and Sparks Streets to maintain a consistent façade alignment.
- v Prioritize service access from adjacent north-south Capital side streets (Metcalf Street, O'Connor Street, Bank Street, etc.) to the buildings south of Wellington Street.
- vi Where possible, avoid service access directly from Wellington Street to provide a cohesive streetscape.

B Garden of the Provinces and Territories

The Garden of the Provinces and Territories is located at the western end of Confederation Boulevard at the corner of Wellington and Bay Streets in the heart of Canada's Capital. Constructed in 1962, the site was described by then-prime minister the Right Honourable John Diefenbaker as "a symbol assuring the provinces of their rightful place in Confederation."



- i Preserve and enhance existing park features, including symbolic representation of the provinces and territories.
- ii Consider animation and activation within the Garden of Provinces and Territories to improve public services and amenities.



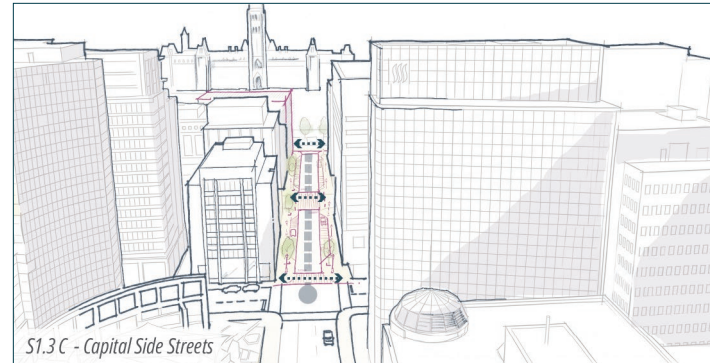
S1.3 South of Wellington Street

C Sparks Street

Sparks Street is the first pedestrian mall in Canada (1967). The street is a tourist destination and civic gathering space. It is an important transition or hinge between the Parliamentary and Judicial Precincts to the north and the urban blocks and civic realm to the south.



- i** Reanimate and revitalize Sparks Street as a major public space destination and venue for festivals and activities.
 - a** Promote new public and commercial anchors and diversified arts, cultural and entertainment uses on ground floors to extend activity hours and enhance the area's vibrancy for local residents.
 - b** Introduce new external-facing uses and activities to large internally focused buildings, such as 240 Sparks Street, to contribute to street vitality.
 - c** Enhance streetscaping, greening and pedestrian amenities to encourage public lounging and social interaction along Sparks Street.
 - d** Enhance enforcement of motor vehicle prohibitions outside authorized delivery hours in all seasons while avoiding extended vehicle presence on the pedestrian street.



- e** Provide nearby short-term parking and delivery lay-by areas on adjacent Capital side streets to support business operations, maintenance, and contractor and other logistical support vehicles.
- ii** Balance public access and security requirements of the buildings along Sparks Street that accommodate parliamentarians.
- iii** Preserve and encourage at-grade public and commercial uses in the redevelopment of existing federal buildings on Sparks Street to support and enhance the cultural, entertainment and activity functions of the street and to reinforce the street's revitalization as an active city space.
 - a** Beautify and animate the Sparks Street frontage with the rehabilitation and restoration of the south Wellington blocks to encourage small-scale commercial tenancies.
 - b** Maintain consistent building heights in any new infill development and additions along Sparks Street and provide a stepped building profile away from Wellington Street.

- iv** Encourage stronger linkages between Sparks Street and surrounding areas, where possible, including mid-block pedestrian connections and intersection treatments.
 - a** Extend Sparks Street public realm streetscape treatments westward beyond Lyon Street to connect to Bronson Park and the Garden of the Provinces and Territories.

D Central Business District

The CBD is the major focus of employment and economic activity within Canada's Capital Region, with office and retail as the primary land uses. The CBD is directly south of the Parliamentary and Judicial Precincts and Sparks Street areas and will continue to provide parliamentary and judicial support and administrative functions.

- i** Support the initiative, contribute to increasing the local resident population and diversify the downtown by converting surplus or underutilized office spaces to mixed-use housing or ground floor commercial uses where possible.
- ii** Strengthen the pedestrian connections and streetscape quality of north-south Capital side streets (Metcalf, O'Connor, Bank, Kent and Lyon) between the CBD and the Capital realm (Confederation Boulevard and the Parliamentary and Judicial Precincts).
 - a** Encourage parkettes, courtyards, squares and public spaces throughout the CBD and introduce and improve public art, signage, green spaces, urban trees, lighting, fountains and other design features to enhance the public realm.
 - b** Improve the wayfinding and integration of the CBD area with parts of the core area east of Elgin Street and east of the Rideau Canal.



S1.3 South of Wellington Street

- iii Reinforce Bank Street as the major commercial main street in the area and support ground floor retail and commercial uses that animate the street front.
- iv Explore vehicular access control along Capital side streets to meet the security and operational requirements of the Parliamentary and Judicial Precinct campuses.
 - a Ensure continued and uninterrupted service access, loading and delivery for businesses and commercial operations on adjacent Capital side streets and urban avenues.





S2. LEBRETON FLATS AND AQUEDUCT

Context

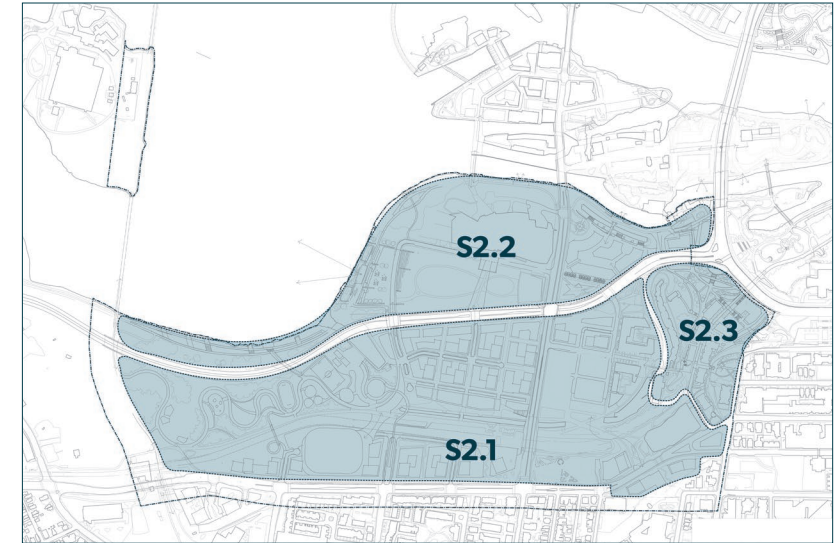
LeBreton Flats is a significant redevelopment site situated on the western edge of the core area and along the Ottawa River. It has a layered and varied human history involving trade, transportation, industry and community as well as disaster and attempts at renewal. This sector also contains the Canadian War Museum, monuments and memorials, mixed-use developments, festival grounds, multi-use pathways, and several distinctive parks.



Canadian War
Museum



Pooley's Bridge



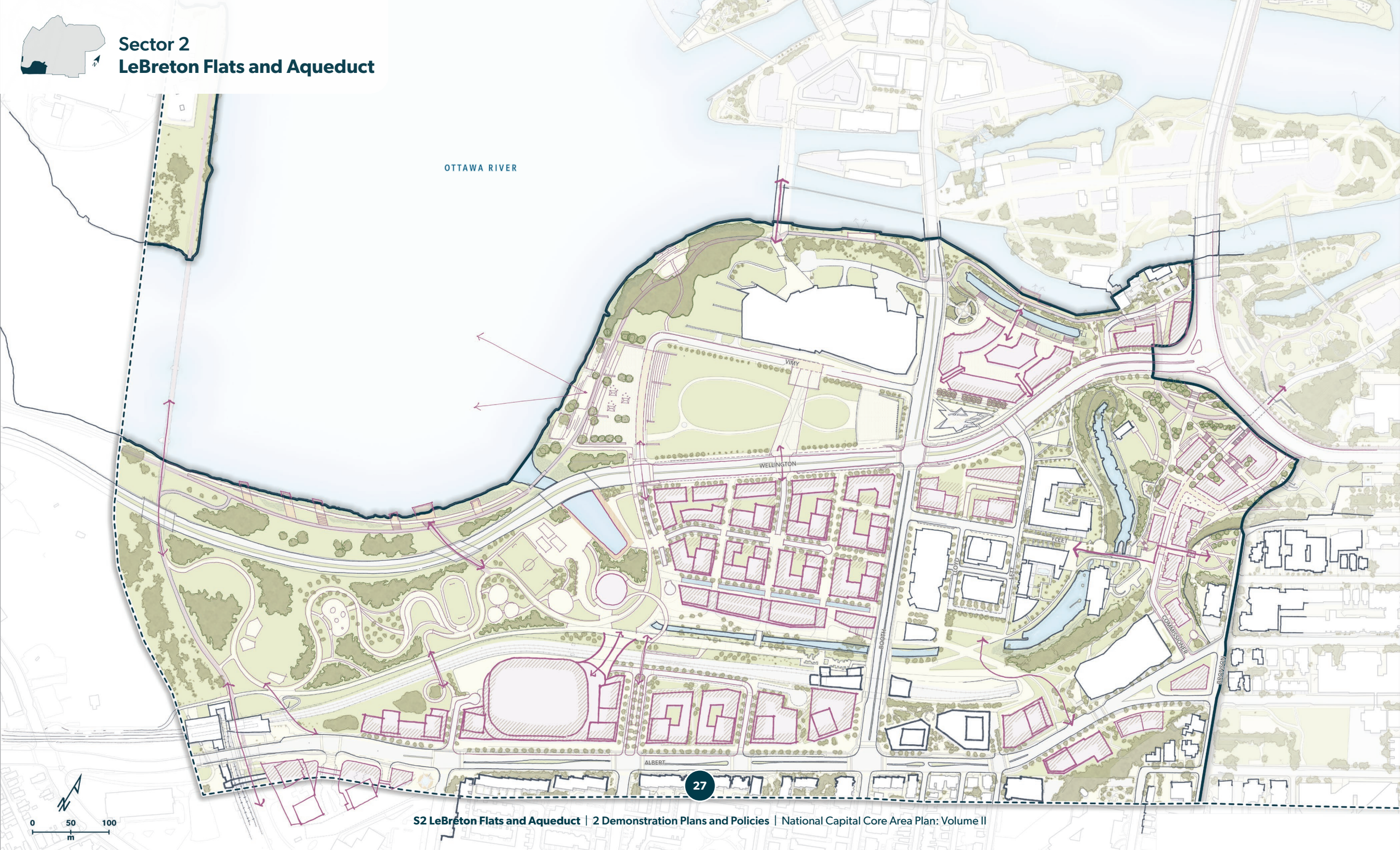
The sector is divided into three areas:

- **S2.1** LeBreton Flats
- **S2.2** Riverfront Lands
- **S2.3** Commissioner Street Plateau and Valley

National Holocaust Monument



Sector 2
LeBreton Flats and Aqueduct



S2

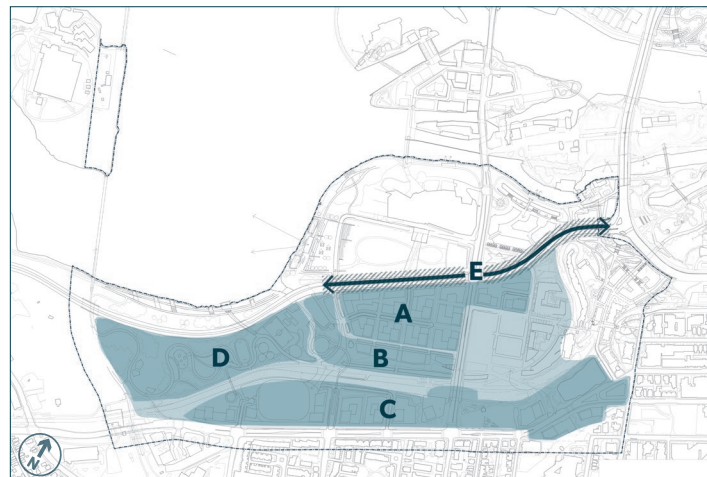
POLICIES AND RECOMMENDATIONS

The goals of this sector are to:

- Enhance the sense of arrival, occasion and majesty when entering the core area from the Kichi Zibī Mikan corridor (the extension of Confederation Boulevard) by creating a fully urban built edge with active frontages and incorporating formal architectural expression.
- Support a diverse and livable community with retail and employment opportunities, capitalizing on direct access to two O-Train stations.
- Improve connections from this sector to Wellington Street and downtown, the river, the street network, and the islands.
- Showcase the links between culture, heritage and the environment through design, public art, interpretation (such as with the display of archaeological artifacts and toponymy), wayfinding and animated spaces/venues that support cultural activities.

S2.1 LeBreton Flats

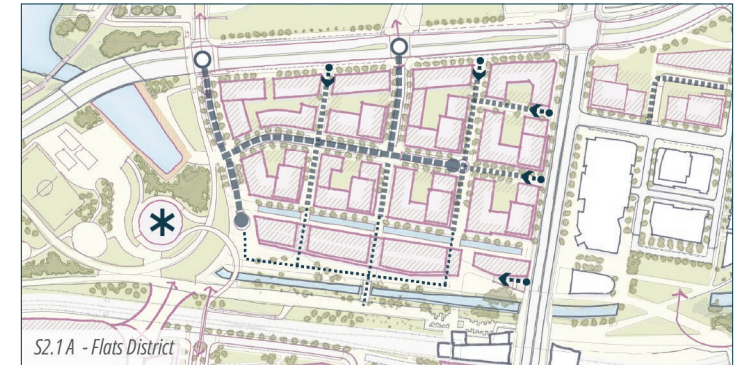
LeBreton Flats includes a large swath of lands that will become a new neighbourhood in Ottawa with a major events destination. This new neighbourhood offers a rare opportunity to develop a mixed-use community with rapid transit connections and access to high quality park spaces.



- A** - Flats District
- B** - Aqueduct District
- C** - Albert District
- D** - Park District
- E** - Wellington Street

A Flats District

The Flats District will be a predominantly residential community defined by intimate, pedestrian-oriented streets and a variety of housing types.

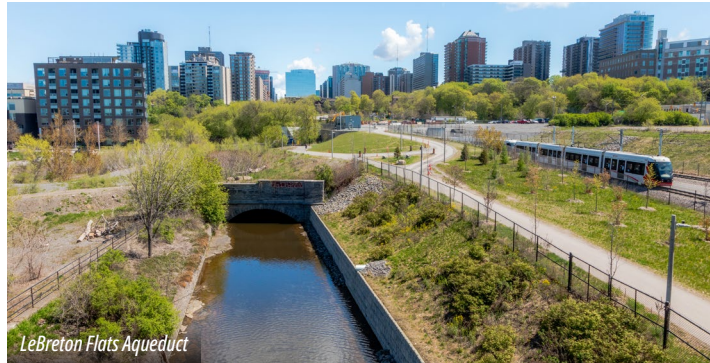


- i** Permit buildings that provide a gradient in height from lowest at Wellington Street to highest in the inner blocks of the Aqueduct District.
- ii** Require all buildings along Wellington Street to have active frontages with their main entrances along Wellington and minimal setbacks.
- iii** Respect view protection guidelines to protect key views and sunlight paths.
 - a** Protect the November 11 sunlight path to the Canadian War Museum's Memorial Hall.
 - b** Ensure building envelopes respect the established view protection of Parliament Hill along the Kichi Zibī Mikan.
- iv** Develop a network of streets that prioritizes active mobility and de-emphasizes the dominance of motor vehicles.
- v** Provide street-level access to the buildings along Booth Street to mediate the grade difference between Booth Street and the Flats.

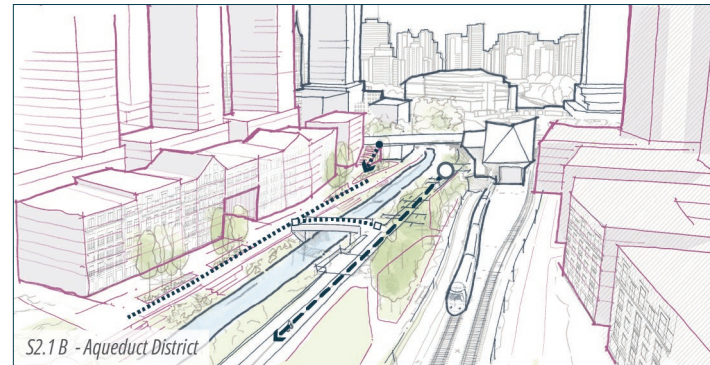
S2.1 LeBreton Flats

B Aqueduct District

The Aqueduct District will be the heart of LeBreton Flats—a vibrant cultural hub and entertainment district spilling out onto public space along the two historic aqueducts.



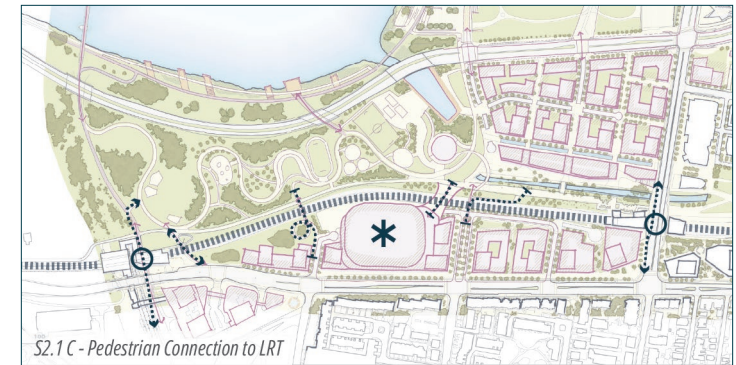
- i Permit buildings along the aqueducts that maintain a pedestrian-oriented public realm.
- ii Create a vibrant and unique urban promenade along the aqueduct that prioritizes pedestrians.
 - a Introduce elements that celebrate and foster an appreciation of the historic Ottawa Water Works complex by enhancing and highlighting the unique designed landscape and infrastructure in the area through toponymy, wayfinding and interpretation.
 - b Provide generous space for patios, seating, public art, trees and programming.
 - c Create a grand staircase with a large gathering space at its base that provides a pedestrian link between Booth Street and the Aqueduct District.
 - d Create vibrant street edges by providing opportunities for small-scale retail, lively cafés and restaurants on the ground floor, which take advantage of both interior and exterior space.



- iii Design an architecturally significant and iconic building, at the west end of the Aqueduct District, for an entertainment establishment, cultural institution or other signature use in the heart of LeBreton Flats, at the nexus of Nepean Inlet.

C Albert District

The Albert District will be a mixed-use neighbourhood anchored by the future Ottawa Public Library and Library and Archives Canada joint facility to the east and a potential event centre or major facility to the west. The Albert District provides space for homes and offices, as well as shops and services along Albert Street.

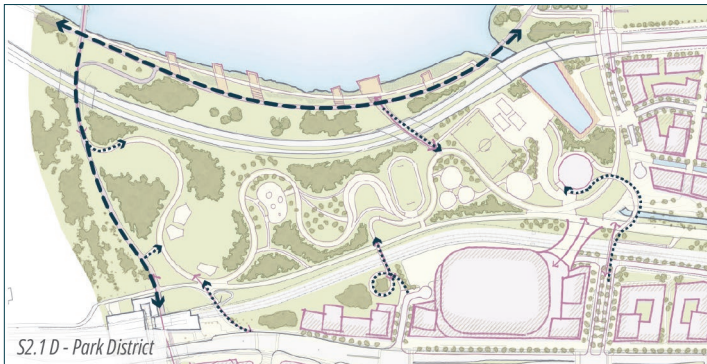


- i Permit mid-rise podium buildings with high-rise towers set back from Albert Street to provide a transition toward the existing low-rise neighbourhood to the south.
- ii Construct an active mobility bridge to link LeBreton Flats north and south of the LRT corridor over the O-Train tracks along the Preston Street axis.
- iii Support the development of a major events centre on the north side of Albert Street as a new anchor and institution between the Bayview and Pimisi O-Train stations.

S2.1 LeBreton Flats

D Park District

The Park District will be a series of park spaces combining the community's industrial heritage with its defining natural elements, creating a unique experience that will draw visitors from near and far to the western end of the community.

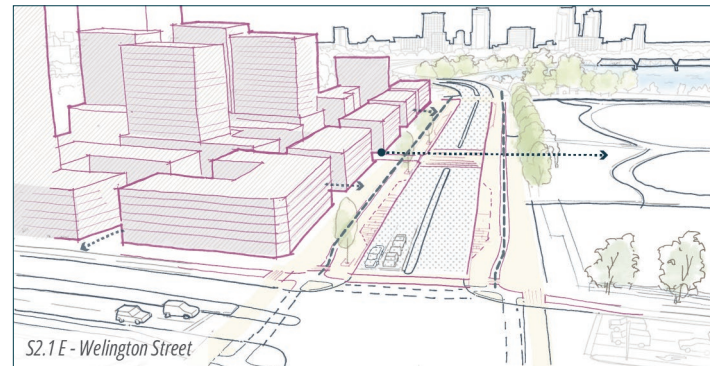


- i Create a unique and continuous experience by designing three connected but distinctly programmed parks including a capital park, an active park and a riverfront park.
- ii Design the capital park as a large, programmable space that contains design features drawn from Canada's vast landscapes.

- iii Design the active park that connects LeBreton Flats to broader trail and river systems that link the neighbourhood to the city and provides playgrounds, year-round recreational opportunities, public services and amenities.
- iv Provide direct connection to the Ottawa River at the Nepean Inlet and support this area as a recreational node.
- v Provide a fun and accessible transition to the southern aqueduct by designing an urban playground at Pimisi Station.

E Wellington Street

This section of Wellington Street connects the Kichi Zibi Mikan with Confederation Boulevard. It fronts the Canadian War Museum and will be the northern edge of the LeBreton Flats neighbourhood.

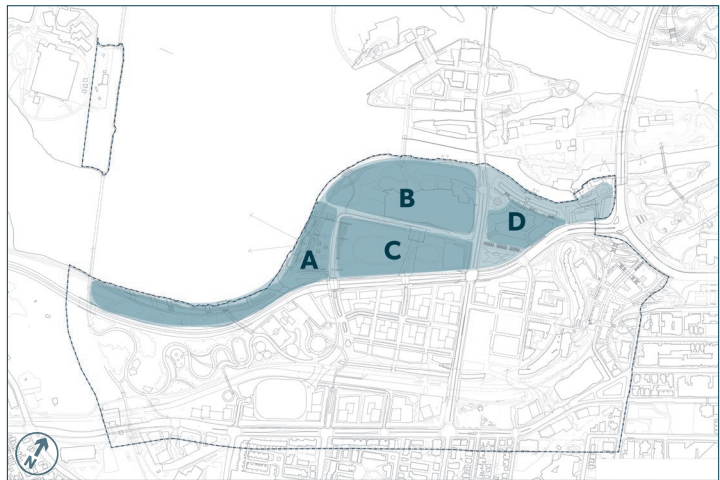


- i Support the establishment of clear active mobility connections to the downtown area including new and enhanced cycling infrastructure and pathway connections.
- ii Enhance the capital arrival experience and encourage a high-quality urban boulevard treatment between the parkway and Confederation Boulevard with appropriate street trees, lighting and urban furnishings.

- iii Right-size the roadway surface and reconfigure lay-by parking, cycling lanes and the sidewalk environment to create a pedestrian-friendly urban streetscape condition.
- iv Reinforce pedestrian crossings toward the riverfront lands and museum grounds to the north.

S2.2 Riverfront Lands

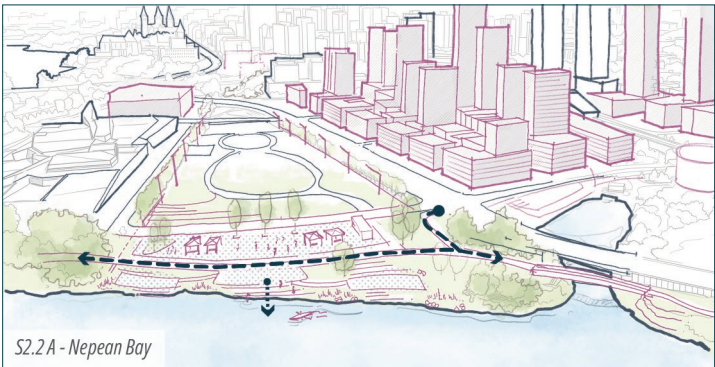
This area was formerly industrial land dominated by railyards. It now includes the Ottawa River Pathway, the Kichi Zibi Mikan and the Canadian War Museum.



- A** - Nepean Bay
- B** - Canadian War Museum
- C** - LeBreton Flats Park
- D** - Bronson Channel Lands

A Nepean Bay

The bay in the Ottawa River is immediately upstream from the Chaudière Falls. The area features a natural landscape character and an opportunity to bring more people to the water.



- i** Develop Nepean Bay as a vibrant, urban waterfront and a grand multi-purpose public space that would serve as a transition between the riverfront park and LeBreton Flats Park and districts.
- ii** Transform the shoreline edge west of LeBreton Flats to provide river access and capitalize on dramatic vistas across Nepean Bay to the Chief William Commanda Bridge and Lemieux Island.
- iii** Examine the potential of the area as programmable event space and other compatible amenities and activations during non-event periods.
- iv** Capitalize on the steep slope between the parkway and the pathway when designing for views and vistas, such as terraced shoreline spaces and rest points.
- v** Add a portage point at Nepean Bay to bypass the Chaudière Falls and provide wayfinding to connect to the lower section of the Ottawa River.

B Canadian War Museum

The Canadian War Museum is Canada's national military museum and a place of remembrance and ceremony.

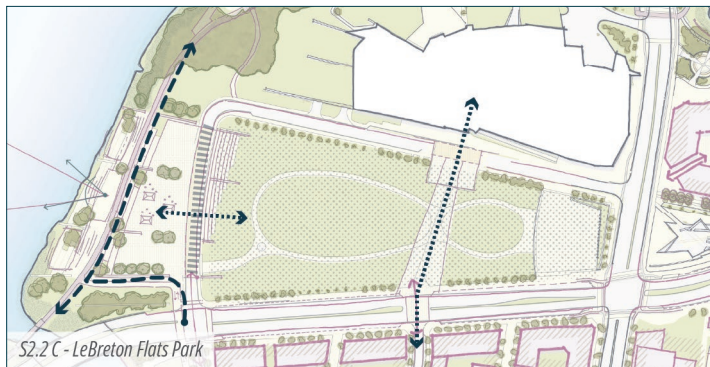


- i** Enhance active mobility connections to and around the museum grounds to integrate with the future redevelopments.
- ii** Minimize vehicular circulation and maintain Vimy Place as a pedestrian-oriented experience.
- iii** Preserve the grand symbolic open spaces surrounding the Canadian War Museum that contribute to its architectural statement as a structure in the landscape.
- iv** Create enhanced public spaces and amenities, especially along the waterfront, to improve the public experience of the museum grounds.

S2.2 Riverfront Lands

C LeBreton Flats Park

The popular festival park, about 3.5 hectares in area, hosts gatherings of over 40,000 people.

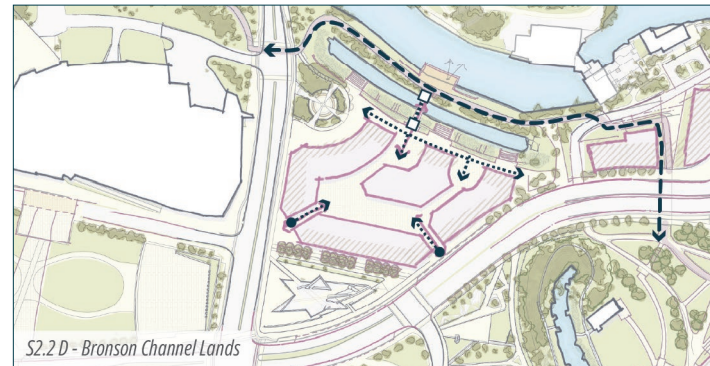


- i** Maintain LeBreton Flats Park as a site for large-scale events.
- ii** Redesign the park layout and surfaces to be more flexible and resilient for a wide range of uses, without detracting from the highly symbolic setting of the adjacent war museum.

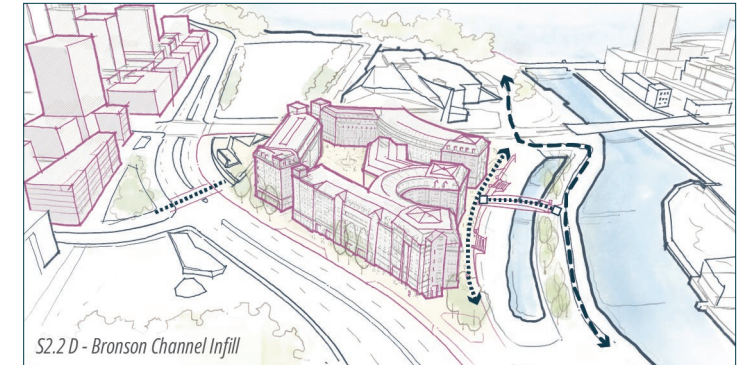
- iii** Consider seasonal installations, amenities or uses to enliven the park space between event periods that are compatible with the park.
- iv** Consider ways to connect the park across Vimy Place and link to the Nepean Bay shoreline.

D Bronson Channel Lands

This block of land was created after the realignment of the parkway to accommodate the Canadian War Museum. The block is bounded by Wellington Street, Booth Street and a constructed water feature parallel to the Bronson Channel.



- i** Establish new development blocks that frame Booth and Wellington Streets and activate their frontages and public pathways.
 - a** Develop a parallel building line with an urban character to frame and animate the Bronson Channel.
 - b** Develop design standards with a unique built form expression that would support a formal approach to Confederation Boulevard and an intent to create elegance, meaning and context, recognizing this area's importance as a connection to Confederation Boulevard.
- ii** Frame the four public space edges in this area, including

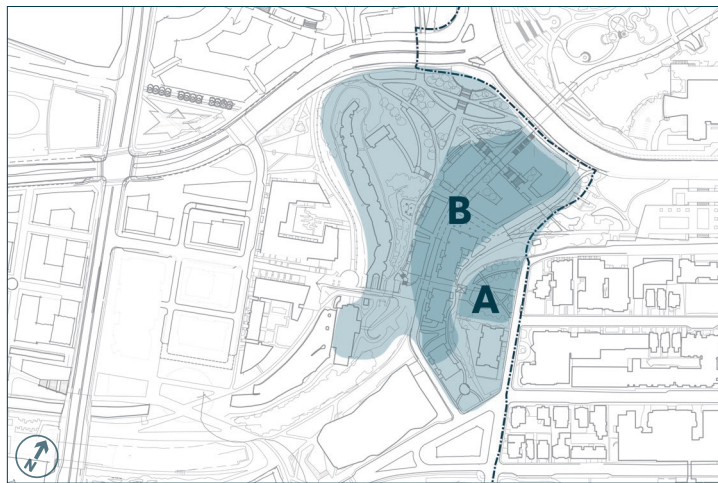


the National Holocaust Monument, the Bronson Channel, the Canadian War Museum and the National Monument to Canada's Mission in Afghanistan.

- a** Respect the solemnity of adjacent monuments by using appropriate urban design elements to properly integrate the commemorative areas with the animated public realm.
- iii** Enhance active mobility connections to the site.
 - a** Establish north-south pedestrian connections from Lett Street and Pooley's Bridge across Wellington Street.
 - b** Establish active mobility linkages to Victoria Island across the hydro dam structure at the Thompson-Perkins Mills / Bronson Pulp Mill ruins site.
- iv** Establish new development blocks at the northwest corner of the Portage/Wellington intersection.
 - a** Permit low- to mid-rise buildings with active and primary entrances along Wellington Street or the Portage Bridge.

S2.3 Commissioner Street Plateau and Valley

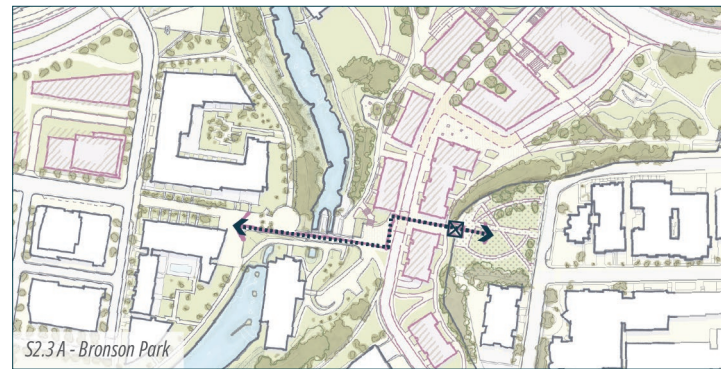
The unique dramatic topography separates Ottawa’s downtown area and LeBreton Flats. The area features Bronson Park, offering a vantage point of the Ottawa River, and the tailrace rapids after the Fleet Street Pumping Station.



A - Bronson Park
B - Commissioner Street

A Bronson Park

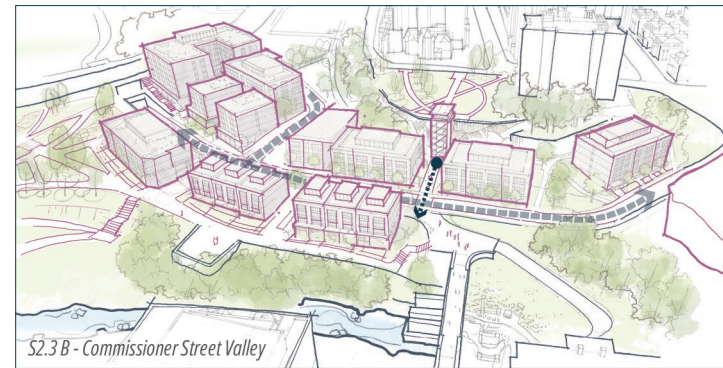
Bronson Park sits atop of the edge of the escarpment at the western ends of Sparks Street and Queen Street.



- i Redesign Bronson Park to provide a strong focal point for the Cathedral Hill Heritage Conservation District and a vantage point overlooking LeBreton Flats and the riverfront.
- ii Establish an east–west vertical link between Sparks Street or Queen Street with Fleet Street from the top of the Bronson Park escarpment to LeBreton Flats, to extend and align the grid across the escarpment and to leverage the hilly terrain for its view-creation opportunity.

B Commissioner Street

Commissioner Street is separated into two arms, one that connects to parking behind the Public Archives and National Library Building and the other connecting to Wellington Street. The wide roadway is also used by tour buses accessing Wellington Street.



- i Explore redesigning the pathway and street network to create a new structure of urban blocks and parkland, providing space for new buildings, amenities and points of interest.
 - a Explore a realignment of the Wellington–Commissioner streets intersection to streamline the block pattern and unlock building and public realm opportunities.
 - b Consider future tramway alignment in the design and location of infrastructure and buildings.
 - c Support the reconfiguration of Commissioner Street to narrow it to a local street width and realign it to improve connectivity between Upper Town and LeBreton Flats.

S2.3 Commissioner Street Plateau and Valley

- ii Optimize the underused space to allow for the creation of new urban blocks for residential and mixed-use infill opportunities.
 - a Design buildings to contribute to the integration of the historic downtown core with the emerging LeBreton Flats, ensuring strong urban fabric continuity, particularly between the Bronson Avenue escarpment, LeBreton Flats and Wellington Street.
 - b Design the roofline of new buildings along the escarpment to align with the elevation of Bronson Park, integrating the structure with the escarpment's topography and extending the park's experience.
 - c Explore opportunities to highlight the contrast of built and natural features in the design of buildings near the escarpment to reflect and celebrate its natural and cultural significance, integrating these elements with the area's unique topography.
- iii Improve the adjacent parkland areas to enhance the public realm and connection between the Garden of the Provinces and Territories and LeBreton Flats.
 - a Support the use of the tailrace rapids as an urban whitewater paddling facility.
 - b Introduce major public realm improvements and reclaim the escarpment as a community asset and a destination that capitalizes on the site's natural topography.
 - c Design an open space at the base of the escarpment as a primary entry point to LeBreton Flats.
 - d Protect and enhance, where appropriate, the natural and cultural heritage of the escarpment.





S3. CHAUDIÈRE AND THE ISLANDS

Context

This sector encompasses Victoria Island, Albert Island, Chaudière Island and the Chaudière Falls, and the Zibi neighbourhood. The sector has a rich history and encompasses a place of special significance for Indigenous Peoples in the National Capital Region. It was once a lively trade hub, and the nearby Chaudière Falls held ceremonial importance. Victoria Island later became an industrial hub and is defined by its blend of islands and mainland, interwoven urban and natural landscapes, and a mix of public and private lands. With two interprovincial bridges and remnants of significant industrial infrastructure, Zibi connects two provinces and two cities, offering a rare opportunity to reimagine a vibrant, mixed-use district that celebrates its Indigenous, industrial and ecological heritage.



The sector is divided into three areas:

- **S3.1** Victoria Island
- **S3.2** Chaudière Falls and Albert Island
- **S3.3** Eddy Street to Portage Bridge



Chaudière Falls

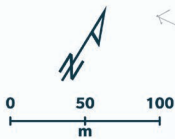
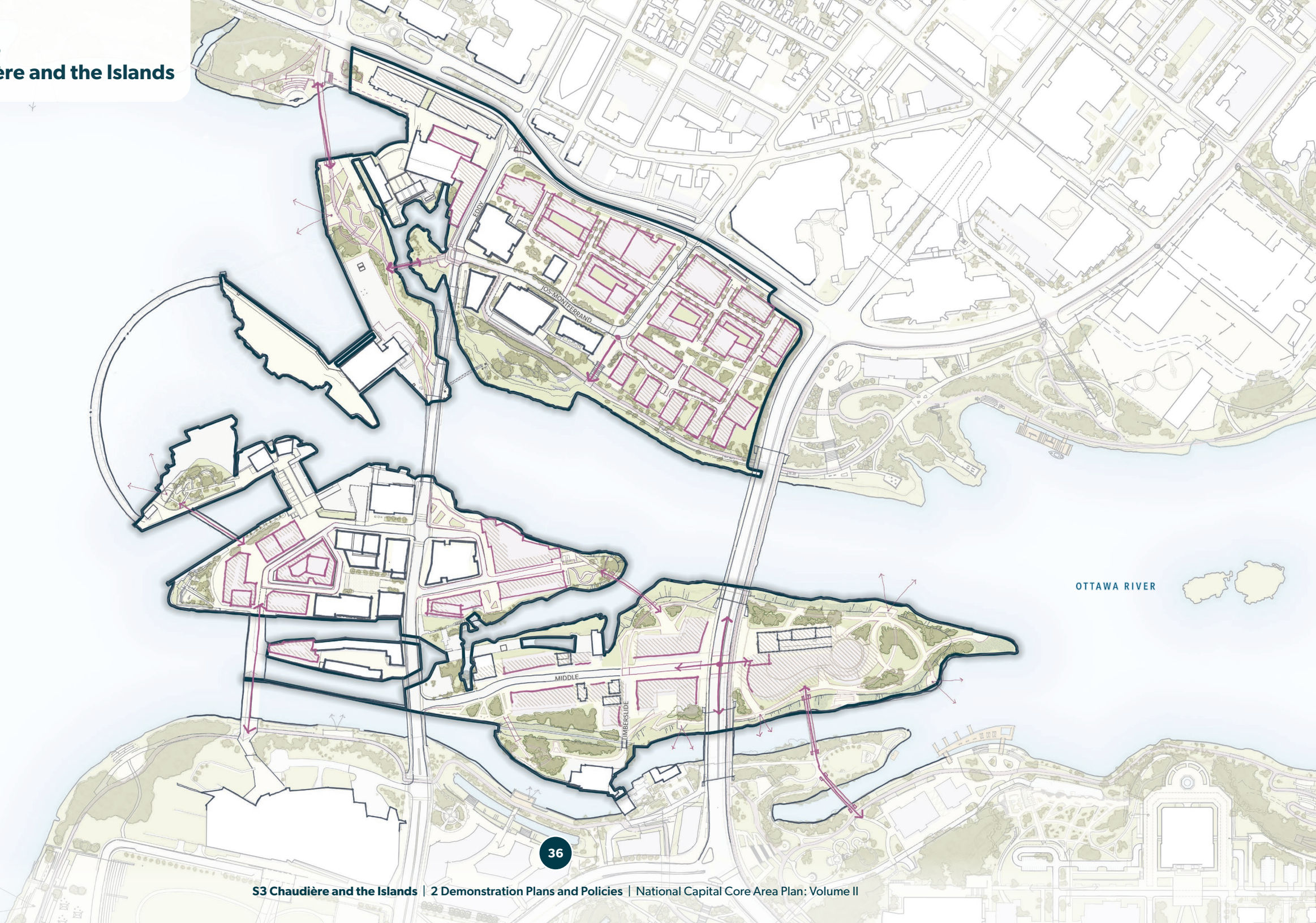


Portage Bridge

Victoria Island



Sector 3
Chaudière and the Islands



S3

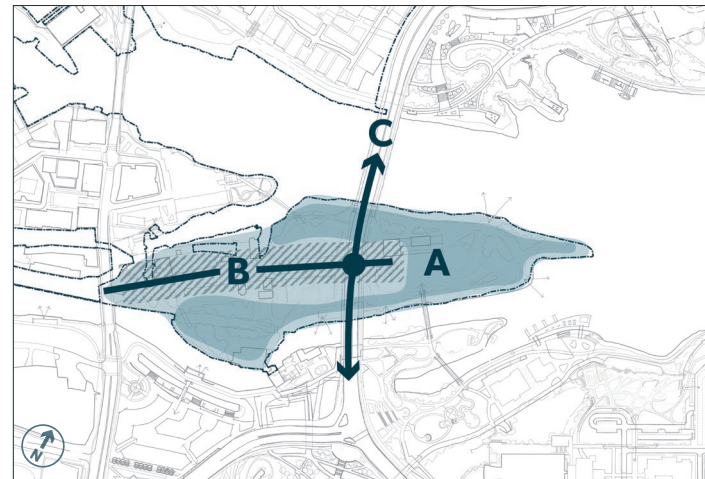
POLICIES AND RECOMMENDATIONS

Future interventions in this area will focus on:

- Strengthening connections between the islands and the river's banks of the two cities.
- Prioritizing the recognition of Indigenous Peoples through the inclusion of Indigenous toponymy throughout the area, particularly at Victoria Island.
- Integrating Victoria Island's redevelopment within the broader reconciliation efforts on Chaudière Island and Albert Island.
- Enhancing active mobility pathways and connections.
- Integrating waterfront-facing commercial spaces.
- Creating dynamic public spaces with views to the significant natural and historical landmarks.

S3.1 Victoria Island

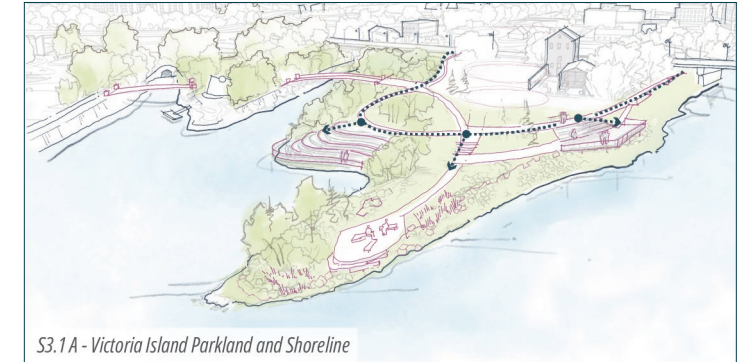
Victoria Island is a historically and culturally significant site on the Ottawa River, long used by Indigenous Peoples for trade, ceremonies and gatherings. It is located west of Parliament Hill. The island has recently undergone soil remediation work to remove contaminated soil from decades of past industrial use. The NCC is committed to collaborating with the Algonquin Nation to advance the Kabenishinân Minitig Plan for the redevelopment of Victoria Island.



A - Promontory and Shoreline
B - Middle Street
C - Portage Bridge

A Promontory and Shoreline

The island's promontory and shorelines extend into the floodway and strong currents of the Kichi Zibi (Ottawa River). Due to the location and topography of the site, much of the island's riverfront land floods each year from the spring freshet.



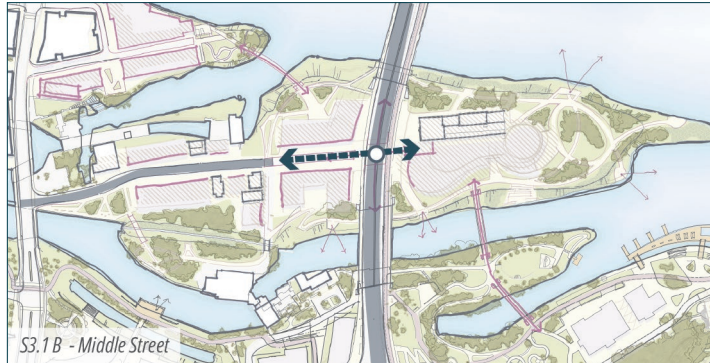
S3.1 A - Victoria Island Parkland and Shoreline

- Stabilize the shorelines and create generous waterfront spaces that contribute to the beauty, cultural significance, environmental quality and public use of the island.
 - Explore options to reduce the floodplain extent on Victoria Island through terracing, bio-stabilization and constructed shoreline typologies as required.
- Ensure that new or replacement floodproofing (retaining walls or other) along the shore of Victoria Island enable the desired programming and development, including the creation of opportunities to bring people closer to the water.
- Reimagine the parking areas and spaces around the historic ruins to enable opportunities for new cultural or signature buildings above the flood plain.

S3.1 Victoria Island

B Middle Street

Middle Street is the historic roadway connecting the eastern and western extents of Victoria Island. It was severed by the construction of the Portage Bridge in the 1970s. The roadway currently connects via an underpass that is subject to major flood events.



- i** Re-establish the central Middle Street alignment, including connections to the Portage Bridge, to improve access to the island and enable redevelopment above the flood plain.
 - a** Retain the existing alignment of Middle Street as a multi-use pathway underneath the bridge.
 - b** Permit new building blocks along the realigned Middle Street.
 - c** Optimize land parcels and layouts to mitigate flooding impacts, creating buildable areas and preserving open spaces.
- ii** Support the integration and showcasing of the existing built heritage features on the island into future projects.
- iii** Require new buildings to have active frontages along Middle Street or the Portage Bridge to contribute to a vibrant pedestrian realm on Victoria Island.

C Portage Bridge

The Portage Bridge is an important segment of the Confederation Boulevard linking ring connecting Ottawa and Gatineau across Victoria Island, including a protected bikeway that serves as an important part of the Capital Pathway. It is currently an austere vehicular corridor that severs the eastern and western portions of the island.

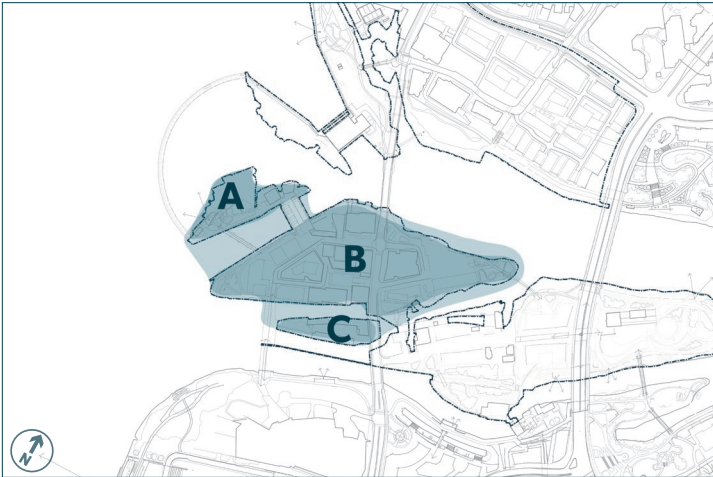


- i** Reinforce the Confederation Boulevard streetscape treatment along the Portage Bridge and improve its integration and insertion on Victoria Island.
 - a** Integrate street trees, furnishings and boulevard treatments that connect the bridge to the island's future development and public realm.
 - b** Prioritize the pedestrian experience and connections to and across the island.
 - c** Create an at-grade intersection/crossing in alignment with Middle Street, with appropriate signalling and vehicular accesses to service the island.
- ii** Support the use of the bridge as a future corridor for high-order transit, such as a tramway, with possible service and connections to the island.



S3.2 Chaudière Falls and Albert Island

This area includes the Chaudière Falls, a waterfall with a hydroelectric dam. Chaudière and Albert Islands feature new and refurbished buildings as part of the new Zibi neighbourhood. The island sites offer unique views and experiences of the area.



A - Chaudière Falls
B - Chaudière Island
C - Albert Island

A Chaudière Falls

The Chaudière Falls, a sacred place of gathering and ceremony since time immemorial, are one of the most compelling natural heritage features of the core area.

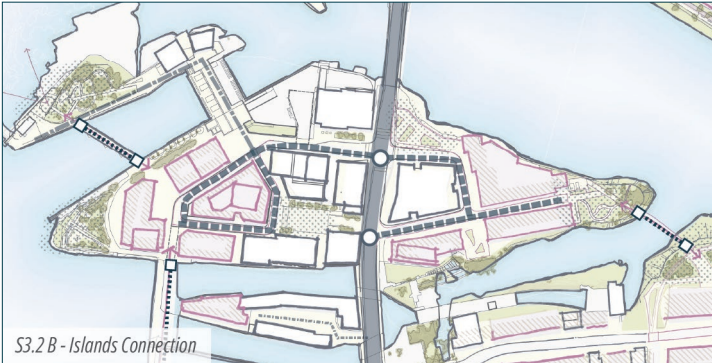


- i Continue to maintain and enhance public access and the visitor experience surrounding the falls.
- ii Support the maintenance and construction of industrial facilities, installations and infrastructure.

B Chaudière Island

Chaudière Island, between Chaudière Falls and Victoria Island, has predominantly served as the site of heavy manufacturing activity since the advent of the logging industry in the early 19th century. It has now been transformed into a waterfront neighbourhood that reconnects the former industrial lands and buildings along the Ottawa River to the National Capital Region.

- i Ensure that programming and development initiatives preserve the integrity and health of the shoreline, island habitats, channels and Chaudière Falls.
- ii Support the creation of new linkages between active transportation thoroughfares and the parks at either end of the island.



- a Support the creation of an active transportation bridge connecting Chaudière Island with Victoria Island.
- iii Promote the unique Indigenous and industrial histories of Chaudière Island.
- iv Encourage expansive plazas of various scales, pedestrian pathways and waterfront connections to enhance accessibility and the public experience.

C Albert Island

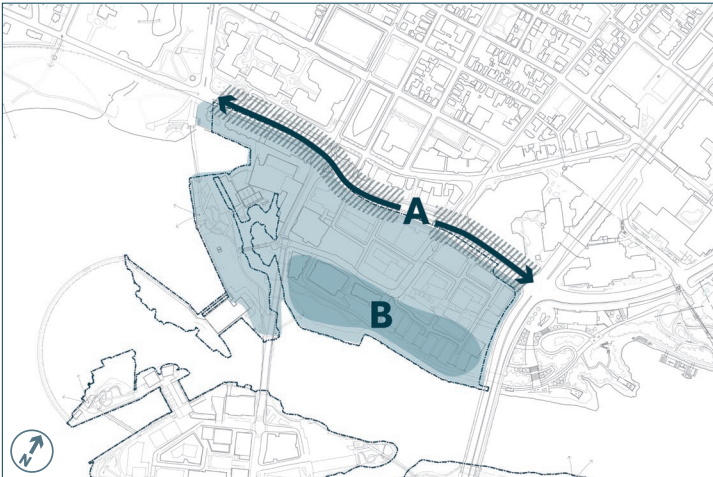
Albert Island is a small island south of Chaudière Island.

- i Maintain public access through the island to link Chaudière Island with the Ottawa River Pathway near the Canadian War Museum.



S3.3 Eddy Street to Portage Bridge

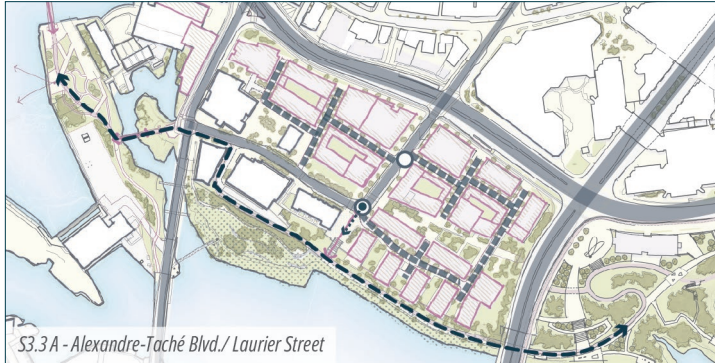
The north side of the Ottawa River in this sector connects several different distinct areas of the core. There is an opportunity to bring more people from downtown Gatineau to the shoreline through this area.



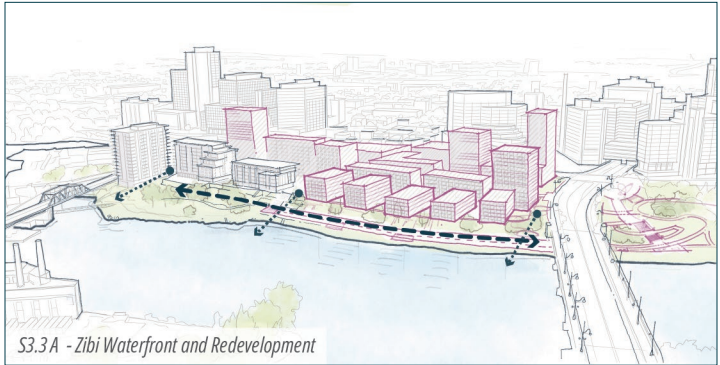
A - Laurier Street
B - North Shore

A Laurier Street

Laurier Street extends from Alexandre-Taché Boulevard, a primary transportation corridor that includes public transit, motor vehicles and active modes.



- i Prioritize the corridor's role as an important transportation connection, including as a future tramway route.
- ii Strengthen the connection between downtown Gatineau, the Zibi neighbourhood and LeBreton Flats with high-quality public realm components that create a pedestrian-friendly experience and animation along the corridor.
- iii Construct new adjacent development parcels at street level to create a permeable public sidewalk edge with the future development.
 - a Backfill the existing pathway and underpass connecting below the Portage Bridge, and replace the connection with at-grade streetscape facilities.
- iv Encourage high-quality architecture that reflects the area's industrial heritage and provides appealing and activated development on external edges that engage the adjacent public spaces and streetscapes, while integrating diverse uses.



- v Ensure public access between development blocks to ensure frequent connectivity and permeability through the neighbourhood.

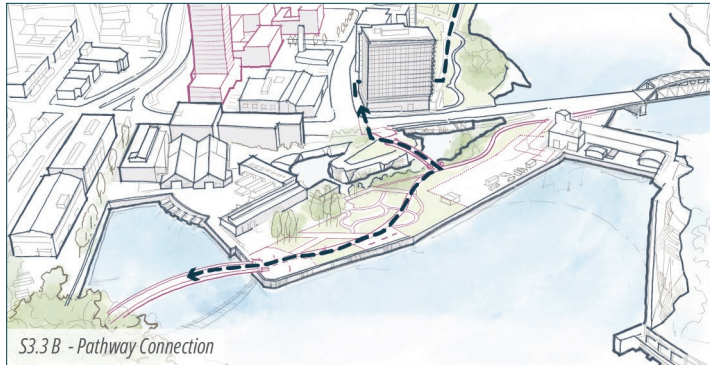
B North Shore

The shore area includes the new Terasini Park, which fronts the Ottawa River and is designed as a resilient space that interacts with the water. The park will be a primary destination along the Capital Pathway when the pathway is connected beneath the Portage Bridge.



- i Emphasize Terasini Park as a distinctive urban waterfront Capital park that offers a mix of natural and constructed features.

S3.3 Eddy Street to Portage Bridge



- ii Improve connectivity and access to Terasini Park and along the shoreline through linkages east to Jacques-Cartier Park, west to Voyageurs Park and north to downtown Gatineau.
- iii Explore opportunities to activate the site with programming and amenities.
- iv Ensure the continuity of the multi-use riverfront pathway network by completing the link between the Portage Bridge and Portageurs Park.
- v Enhance the riverfront promenade experience with a segregated pathway, lighting and a rest point to stop and linger.
- vi Encourage adjacent development to contribute to a welcoming public waterfront experience, through refined architectural design landscape treatments and a balance of public/private character; where possible, buildings should have active frontages oriented to the water in addition to their active street frontages.
- vii Define clear pedestrian connections to and from the western edge of the Portage Bridge into the Zibi redevelopment and down to the public waterfront.
- viii Support efforts to activate the neighbourhood with vibrant public spaces and programming, ensuring dynamic and engaging streetscapes leading to the waterfront.





S4. BREWERY CREEK / RUISSEAU DE LA BRASSERIE

Context

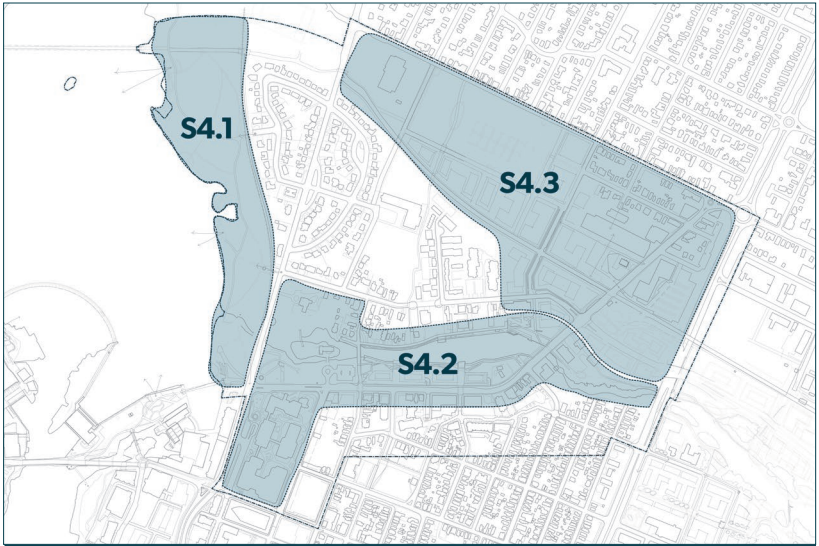
This sector within downtown Gatineau is rich in culture and history, owing to the urban and industrial development of Hull through the 19th and 20th centuries. This area was spared from the devastation of the Great Hull–Ottawa fire of 1900. This historic neighbourhood around Brewery Creek developed on lands associated with Hull’s founder, Philemon Wright, and later developed by industrialist E.B. Eddy to serve as housing for those working in his factories. Bordered by Saint-Joseph Boulevard and the Ottawa River, it features key public spaces such as Portageurs Park and Brewery Creek, as well as historic places including the Wright-Scott House and the Salaberry Armoury, both federal heritage buildings.



Wright-Scott House



Portageurs Park



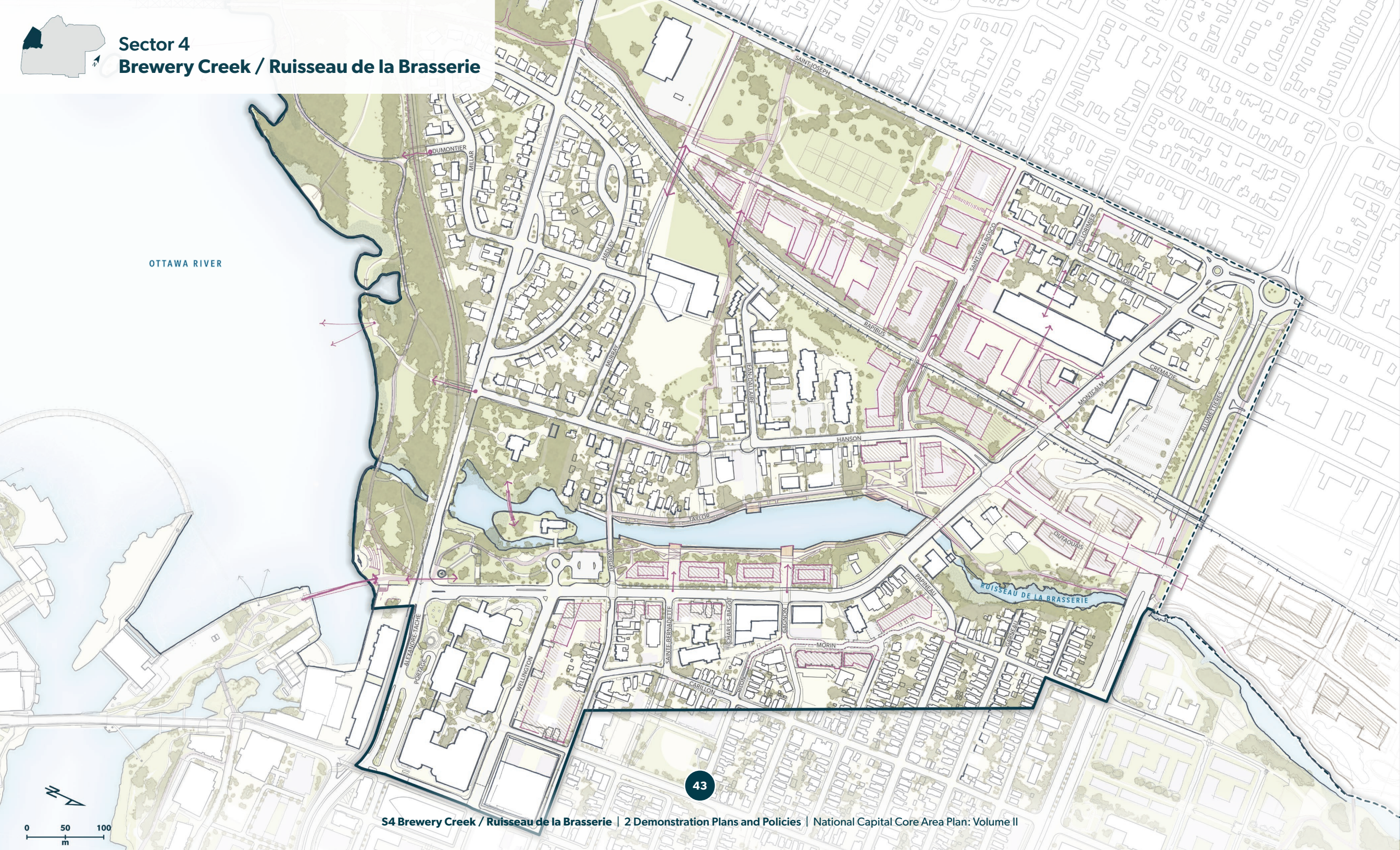
This sector is divided into three areas:

- **S4.1** Riverfront Lands
- **S4.2** Creek Corridor
- **S4.3** Saint-Joseph / Rapibus Corridor

Brewery Creek



Sector 4
Brewery Creek / Ruisseau de la Brasserie



S4

POLICIES AND RECOMMENDATIONS

Key interventions in this sector include:

- Cleaning and restoring contaminated lands to support future development.
- Expanding public access to the shoreline and integrating new open spaces.
- Enhancing existing parks, improving landscaping and integrating natural features.
- Conserving and showcasing key heritage assets as part of the Hanson-Taylor-Wright heritage site, including the Wright-Scott House and Théâtre de l'Île.
- Introducing new housing, retail and cultural spaces along Montcalm Street to create a vibrant urban corridor.
- Strengthening links between Brewery Creek, the Ottawa River and surrounding neighbourhoods for a more connected urban fabric.

S4.1 Riverfront Lands

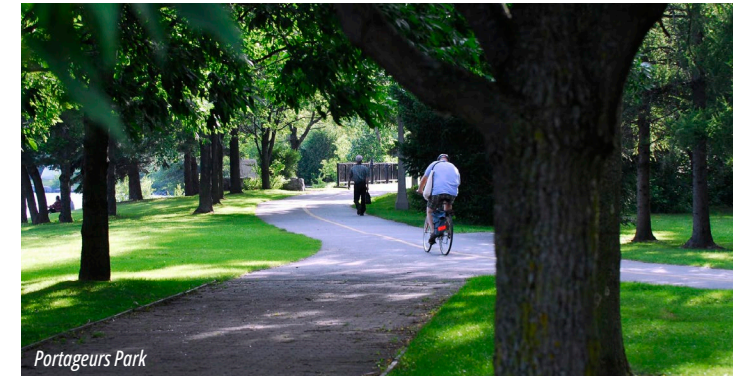
This area consists of the land bordering Alexandre-Taché Boulevard where it crosses Brewery Creek and meets Montcalm Street. Portageurs Park and Montcalm-Taché Park form an area of lush greenery at a point from which one can begin to see defining elements of the Capital, such as the Parliament Buildings and the Ottawa River. This area is where a number of pathways in the network intersect, linking the islands, Voyageurs Pathway and Brewery Creek.



A - Portageurs Park
B - Alexandre-Taché Boulevard
C - Chief William Commanda Bridge

A Portageurs Park

Portageurs Park marks the transition from the urban core to a scenic natural pathway experience that extends to the Deschênes Rapids.



- Protect shoreline habitats and archaeological resources, while also maintaining a view of the river in select locations.
 - Plant appropriate riparian vegetation along the shorelines and create visual openings where appropriate.
 - Encourage the installation of a fishway in the creek to facilitate seasonal migrations around the dams.
- Support the integration of a tramway through the sector, while minimizing impacts to the existing character and features of the riverfront parklands.
 - Ensure continued connectivity between the park toward Alexandre-Taché Boulevard.

S4.1 Riverfront Lands

- iii Recognize this area's role as a crossroads in the Capital Pathway network and improve the quality of the connections between sites and to the river.
 - a Enhance the design at the park entrance near the intersection of Montcalm Street and Alexandre-Taché Boulevard to improve visibility and make the park more welcoming.
 - b Improve the pedestrian experience between Portageurs Park and the Zibi neighbourhood along Alexandre-Taché Boulevard.
- iv Support the improvement of the waterfront park experience area between Portageurs Park and Chief William Commanda Bridge through public amenities such as seating, observation points and access to the shoreline.

B Alexandre-Taché Boulevard

Alexandre-Taché Boulevard is a primary transportation route that connects western Gatineau and Aylmer to the core area where the Capital's administrative and political functions are concentrated. The street separates Portageurs Park (to the south) from Montcalm-Taché Park (to the north—adjacent to Brewery Creek).

- i Enhance the Capital arrival experience, including elevated boulevard treatment and improved connections to the adjacent public realm and parklands to highlight the transition to the Capital core.
- ii Support the integration of high order transit, such as a tramway along the streetscape or adjacent lands.
- iii Improve the pedestrian experience along the boulevard, and promote safe and convenient crossing to connect adjacent parklands and historic sites north and south of the boulevard.
- iv Maintain a natural and verdant habitat setting where the boulevard traverses the mouth of the creek.

C Chief William Commanda Bridge

The Chief William Commanda Bridge connects the Capital Pathway network across the Ottawa River using a former rail bridge.

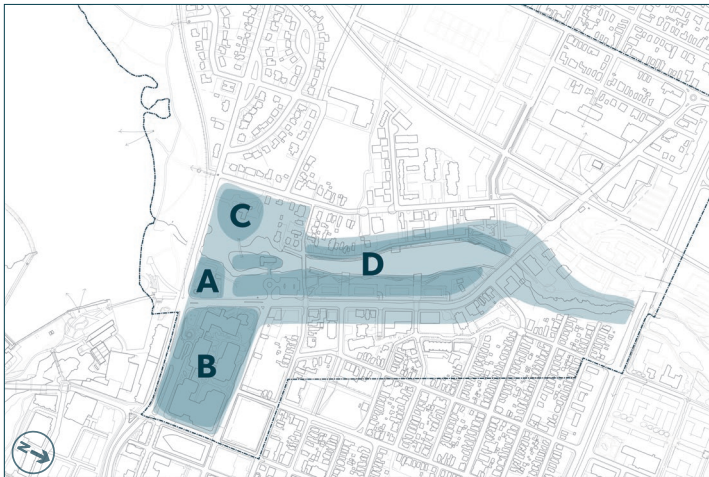


- i Ensure the continuity of the active mobility network.
 - a Explore options to offer year-round access to the Chief William Commanda Bridge.
- ii Strengthen connections between the waterfront and destinations including Alexandre-Taché Boulevard and the University of Quebec in Outaouais campus.
- iii Support an extension of the pathway along the historic rail corridor to connect segments of the Capital Pathway and link to the Rapibus corridor and Des Chars-de-Combat Park to the north.



S4.2 Creek Corridor

Brewery Creek surrounds Hull Island, flowing from above the Chaudière Falls to its outlet past the Macdonald-Cartier Bridge. The lands adjacent to the creek in this sector are the most constructed and urbanized, offering the opportunity to bring people to the water's edge in an urban context.



- A - Montcalm-Taché Park
- B - Terrasses de la Chaudière
- C - Wright-Scott House / Théâtre-de-l'Île
- D - Brewery Creek

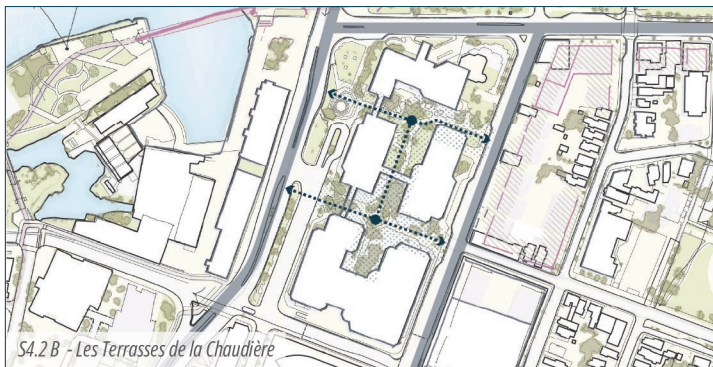
A Montcalm-Taché Park

Montcalm-Taché Park is a small park at the northeast corner of Alexandre-Taché Boulevard and Montcalm Street.

- i Maintain a relaxing and scenic leisure area around the mouth of the creek.
- ii Redesign the lighting and create a comfortable and safe night-time environment.
- iii Permit small- to medium-scale events in the park that increase the vibrancy of the area.
- iv Support restoring pedestrian access via a sidewalk crossing the creek on the north side of Alexandre-Taché Boulevard.

B Les Terrasses de la Chaudière

Les Terrasses de la Chaudière complex is a 1970s-era federal government complex.



- i Support improving the ground-level public realm of the Terrasses de la Chaudière site.
 - a Enhance the interfaces between the site and adjacent areas to encourage more people to use the grounds.

- b Reduce and reconfigure vehicular laneways, service routes, parking areas and residual spaces around the buildings, where possible, to create comfortable and pleasing plazas, courtyards and public spaces.
- c Encourage internal courtyards and mid-block connections between the buildings to provide clear and welcoming routes through the site, with direct connections and visibility from adjacent sidewalks.

C Wright-Scott House / Théâtre de l'Île

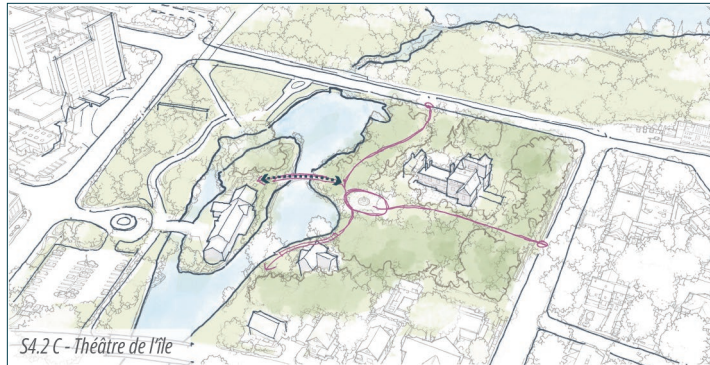
The Wright-Scott House is a classified federal heritage building originally completed in 1875. The Théâtre de l'Île is a theatre on a small island at the headwater of Brewery Creek. On the island is a tranquil park area.



- i Strengthen the cultural and heritage functions of Théâtre de l'Île, ensuring its continued use and role as a visual landmark and historic asset.
- ii Improve public access and connection between Théâtre de l'Île and Wright-Scott House via a pedestrian bridge.



S4.2 Creek Corridor

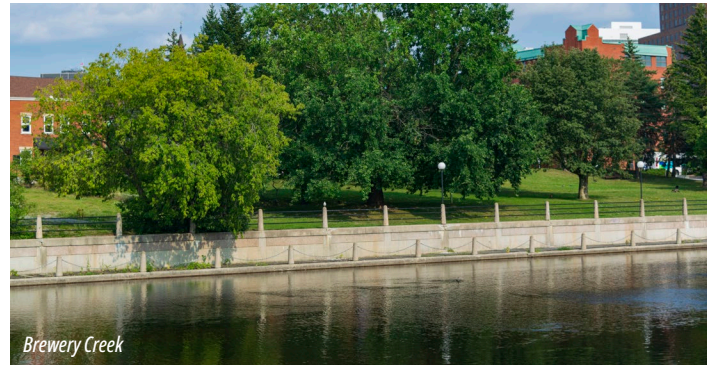


- iii Showcase the historic Wright-Scott property by making the building and surrounding land accessible to the public.
 - a Prioritize public-facing uses for the grounds and ground floor that conserve and honour heritage values and character-defining elements.
 - b Consider an addition to the building or the site, if needed, to make the vision set out in i through iii feasible.

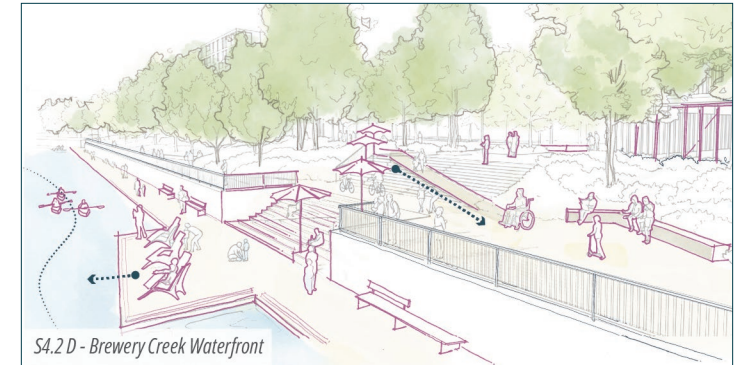
D Brewery Creek – Montcalm Street

The narrow strip of land between Brewery Creek and Montcalm Street is elevated three metres above water level. Users can access the creek by way of a boardwalk that requires restoration. The area includes four trees denoted as remarkable by the NCC.

- i Decontaminate and redevelop the lands along the creek to re-establish a balanced composition of buildings and public waterfront.
- ii Contribute to the vitality of Montcalm Street by introducing mixed uses on the west side of the street.
 - a Permit a mix of uses along Montcalm Street that respect its dimensions and scale.



- b Require buildings to provide active and well-appointed frontages on all sides, with regular pedestrian connections between the buildings to enhance permeability and public access to the waterfront.
- iii Include retail and commercial spaces on the ground floor of buildings to promote an animated frontage on Montcalm Street and the Brewery Creek shoreline.
- iv Provide opportunities for activities along and on the creek.
 - a Develop public parkland and open spaces along the creek with a tiered vegetation cover and provide access to the creek and appropriate infrastructure to meet the needs of desired activities.
 - b Ensure that interventions enhance interactions between the creek and the neighbourhood.
 - c Establish partnerships to provide user amenities in permanent facilities (e.g. dressing rooms, washrooms, snack bar).
 - d Support efforts to keep the creek's water level high enough to maintain it as a passage for wildlife.
 - e Create viewpoints from Montcalm Street onto the creek.
 - f Raise public awareness about the creek's role and history through the installation of interpretive elements.

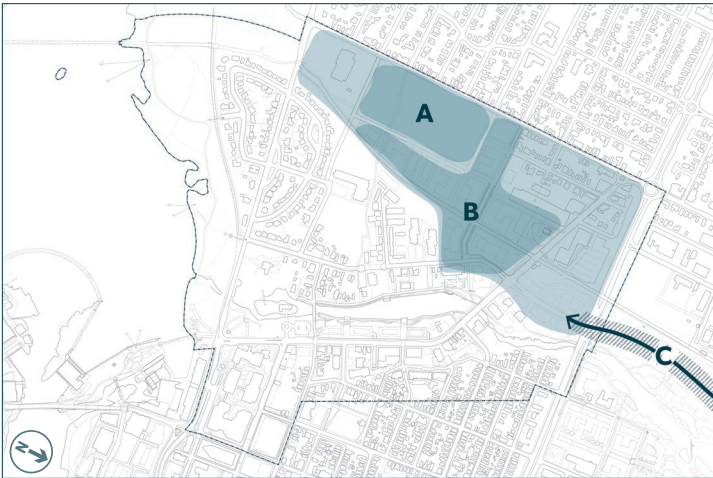


- v Consolidate the pathway network by safely connecting the site to existing active mobility corridors.
 - a Integrate a continuous multi-use pathway into the streetscape along Taylor Street.
 - b Improve connectivity between public spaces, the creek shoreline and Montcalm Street by including pedestrian alleyways.
- vi Support municipal efforts to transform the Taylor Street side of the creek into an urban waterfront promenade.



S4.3 Saint-Joseph / Rapibus Corridor

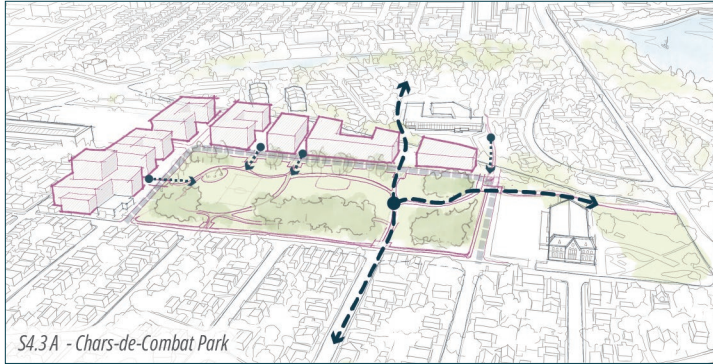
This area includes the terminus of Highway 50, the Rapibus corridor, La Fonderie sports complex and Des Chars-de-Combat Park. This is an area with the opportunity for new active mobility connections, increased opportunities for housing and public realm improvements.



A - Chars-de-Combat Park
B - La Fonderie Lands
C - Highway 50

A Des Chars-de-Combat Park

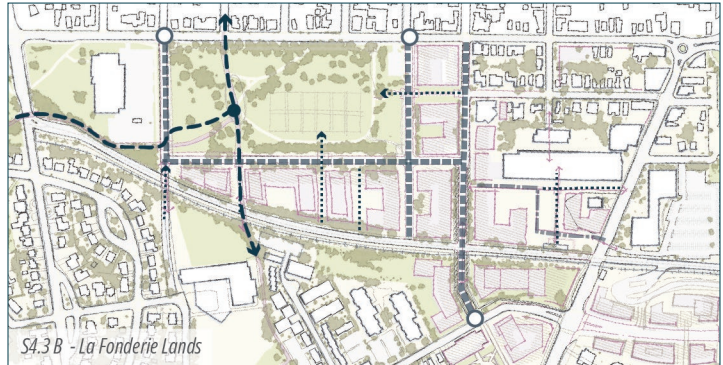
Des Chars-de-Combat Park is a large park along Saint-Joseph Boulevard backing onto the Rapibus corridor.



- i** Maintain the park's role as an urban green space, offering recreation and respite and acting as a key node within the active mobility network.
 - a** Consider opportunities for the sale or long-term lease of the regional interest land mass for the Ville de Gatineau's operations.
 - b** Consider the ways in which the adjacent La Fonderie lands may be developed, and formalize the streetscapes, edges and frontages of the park to create a central neighbourhood park space.

B La Fonderie Lands

The lands south of a Fonderie building represent a large post-industrial area along the former railway, which has been identified as suitable for brownfield development.



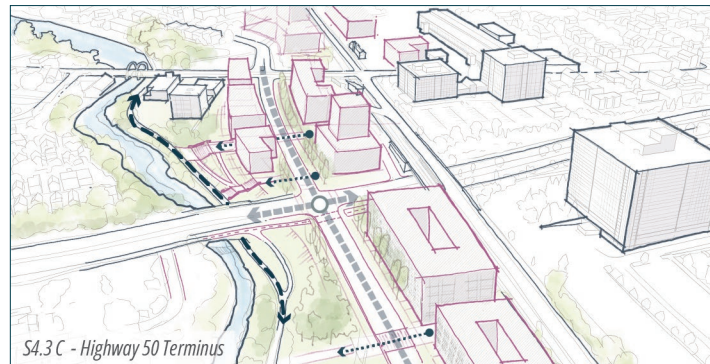
- i** Support efforts to transform the area into a mixed-use community with access to green space and active transportation connections.
- ii** Develop a dense, human-scaled pattern of local streets and infill buildings that connect to adjacent streets and spaces and provide clear and logical pedestrian connections to rapid transit and surrounding urban destinations.
- iii** Support the extension of Saint-Jean-Bosco Street to connect the Lac-des-Fées Parkway to Hanson Street, across the Rapibus corridor.
- iv** Arrange buildings to create a compact walkable development, with ground-oriented units and external frontages that address the Rapibus corridor, the Des Chars-de-Combat Park and new local streets and courtyards.
 - a** Require new buildings to establish a strong urban frame and continuous street wall facing the park and have their main active entrances facing the park.
 - b** Establish new local streets and courtyards.

S4.2 Saint-Joseph / Rapibus Corridor

- c** Consider ground-accessed individual dwellings with active frontages.
- v** Support multi-modal connectivity in the corridor between different modes of transit and active modes of transportation.
 - a** Complete a key section of the Capital Pathway by linking the Lac-des-Fées Pathway with Taylor Street across the Rapibus corridor.
 - b** Consider the requirements for future high-order transit along the Rapibus corridor, and integrate ancillary facilities or required infrastructure within a coordinated urban redevelopment.

C Highway 50

The Gatineau terminus of Highway 50 is adjacent to La Fonderie lands and Brewery Creek. The highway runs parallel to Brewery Creek, channelling fast-moving traffic toward downtown Gatineau streets.



- i** Consider possible future conversion of the Highway 50 corridor to an urban boulevard and block pattern, enabling the re-parcelling and development of residual spaces with enhanced permeability and public access to the creek corridor and shorelines.
 - a** Explore possible scenarios to right-size the roadway with more frequent intersections and crossings.
 - b** Refer also to Sector 8 for proposed enhancement along the southern shore of the creek on Hull Island.
- ii** Explore a possible reconfiguration of the terminus off-ramps enabling urban intensification centred around the Rapibus station.



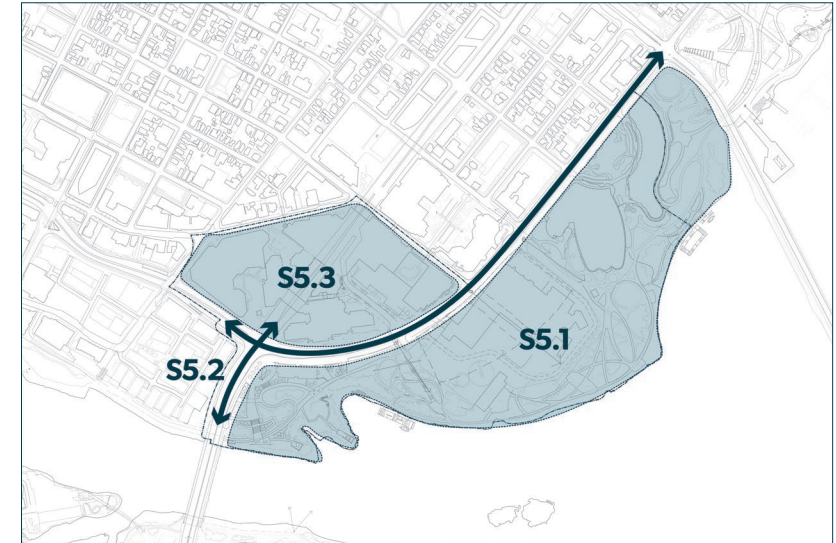


S5. LE PIC TO MUSEUM

Context

This sector was part of an ancient portage route along the north shore of the Kichi Zibi, a place of meeting and exchange for Indigenous Peoples for thousands of years. The shorelines were industrialized with factories and timber operations during the 19th and early 20th centuries. In the latter half of the 20th century, the federal government created parkland along the shorelines and the Place du Portage complex to house federal government departments, displacing thousands through expropriation and dramatically changing the character of the area. The architectural paradigms of the 1970s have left a legacy of brutalist buildings that have little or no relationship to the street and the public realm. With lifecycle renewals will come the opportunity to rectify this and better animate this segment of Confederation Boulevard.

This sector includes key landmarks such as the Canadian Museum of History, the Kruger Products factory, Place du Portage and Le Pic. The area is bordered by the Ottawa River, with the Voyageurs Pathway running along the shoreline, connecting Zibi in the southwest to Jacques-Cartier Park to the northeast.



This sector is divided into three areas:

- **S5.1** Waterfront
- **S5.2** Confederation Boulevard
- **S5.3** Place du Portage

Canadian Museum of History



Kruger Factory



Le Pic



Sector 5
Le Pic to Museum



S5

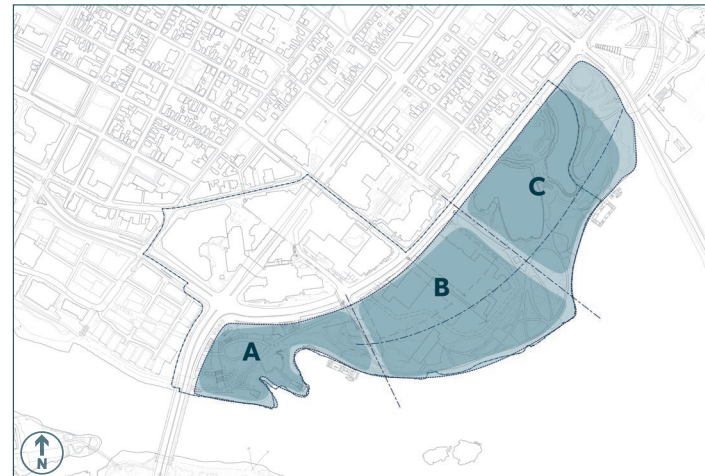
POLICIES AND RECOMMENDATIONS

The interventions in this sector aim to:

- Collaborate with the Algonquin Nation on proposed projects and development in the sector, including planning for lands that are currently not publicly accessible along the waterfront.
- Preserve and enhance iconic views of Parliament Hill along the shoreline.
- Maintain a dynamic shoreline with a mix of natural and constructed features, buildings, gathering spaces and open areas, ensuring fluidity and diversity of uses.
- Strengthen connections between downtown Gatineau and the waterfront, and integrate pathways that encourage movement, access and exploration.
- Strongly encourage all federal asset renewal projects for buildings along Laurier Street to reconfigure ground floors to create active and animated frontages, where structurally feasible.

S5.1 Waterfront

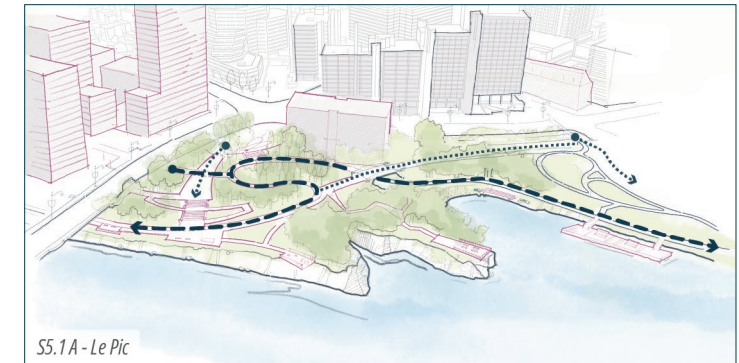
The waterfront lands in this sector are a mix of public and industrial lands containing large-scale buildings, multi-use pathways and park spaces. The riverfront is at the centrepiece of the Capital's landscape and offers the most exceptional views across the water toward the Parliament Hill escarpment.



A - Le Pic
B - Kruger Products Site
C - Canadian Museum of History Grounds

A Le Pic

Le Pic is a rocky outcrop overlooking the Ottawa River. It is an important geological feature that defines the extents of the Chaudière Falls formation on the Gatineau shoreline and mirrors the character of the escarpment on the opposing shore.



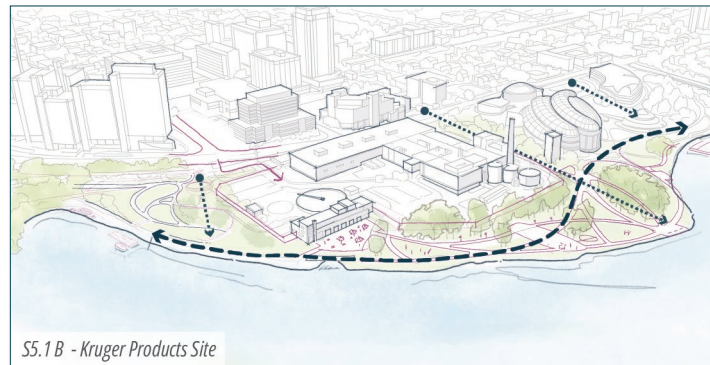
- Consolidate the Capital Pathway network and improve connections toward Confederation Boulevard.
 - Create a grand staircase and universally accessible connection from the Portage Bridge abutment toward the Capital Pathway riverfront promenade.
- Develop a formalized lookout at Le Pic that highlights key views of the Ottawa River and Parliament Hill with clear connections to the Capital Pathway network and Confederation Boulevard.
- Convert the unused service road and bridge structure into a dynamic public space that connects people between Confederation Boulevard and the shoreline, while maintaining controlled access for maintenance vehicles to the Portage Bridge to support ongoing lifecycle operations and upkeep.

S5.1 Waterfront

- iv Maintain the area as predominantly vegetated to preserve a landscaped character.
 - a Adapt existing vegetation to selectively open views and sightlines toward Parliament Hill and the river from Laurier Street, west of the Portage Bridge, without affecting the verdant landscape.
- v Consider a new waterfront node in the protected eddy downstream of Le Pic outcrop, which could include docks, swimming, or taxi and mooring capabilities.

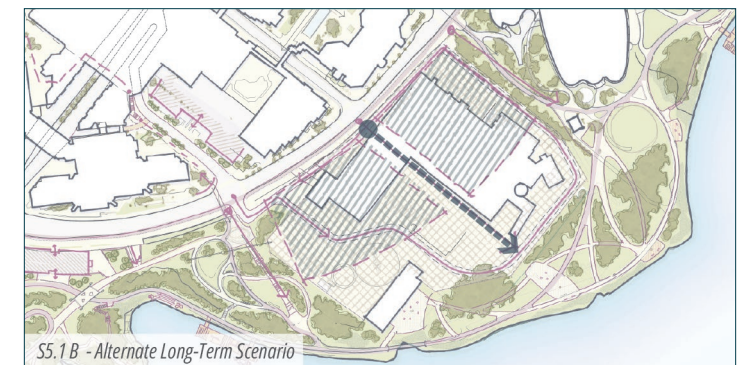
B Kruger Products Site

This site is currently an industrial paper plant, which has an acquired right to operate based on a land lease with the NCC, the terms and length of which will be respected. The existing manufacturing buildings located along the riverfront separate the river and the urban fabric. This site has spectacular views of the river, Parliament Hill and the Judicial Precinct. There is a recreational pathway running along its length that is highly used, has few adjacent stopping points and links the museum area to the Portage Bridge.



- i Expand riverfront public space and facilitate access to it by exploring opportunities to reconfigure the space adjacent to the plant along the shoreline into a park, including landscaping and urban furniture that are conducive to relaxation and public use.
 - a Create an inviting pedestrian connection between the riverfront and Aubry Place via Courcellette Street and the Place du Portage outdoor terrace to create a seamlessly integrated connection to the shoreline.
 - b Explore options for water access with installations such as stairs or docks.
- ii Protect the recreational riverfront corridor from the effects of the river current and erosion.
 - a Take advantage of opportunities to relocate the pathway up shore from the riverbank and flood-prone areas.
 - b Stabilize the shoreline using bioengineering techniques and take erosion-preventive measures.
 - c Explore options for offering a winter experience by making the riverfront pathway usable in snowy conditions.
- iii Support the enhancement of the visual quality of the plant's buildings and landscape treatments that can be seen from Laurier Street and the Ottawa River shore.
 - a Establish sufficient vegetation cover to screen its industrial activities and facilities from the river, where appropriate.
 - b Explore and pursue opportunities to construct additions along Laurier Street that would provide active frontages and animation, backing onto the existing blank wall.
 - c Support the harmonization of siding materials when the building envelope is renovated.

- iv Collaborate with partners to improve the site's design to reflect the sector's usage by the Algonquin community and its industrial past.
 - a Study the area near the Digester Tower, which could be the possible location of the ossuary site discovered in 1843.
 - b Continue discussions with the Algonquin community to decide on improvements that reflect the site's use by this community, including its sacred role as a burial ground.
- v Beautify and showcase the industrial uses by enhancing the site perimeters, façade and features.
- vi Consider the long-term option of removing the existing industrial structures in the event of a relocation of the manufacturing facilities.
 - a Design the site with a network of interconnected public streets framing urban blocks and a waterfront park.
 - b Permit a mix of uses, including residential, commercial and institutional.
 - c Use landscaping elements to frame views from Victoria Street, l'Hôtel-de-Ville Street and Courcellette Street toward the water.
 - d Include public gathering spaces and reserve spaces for national and multicultural events.



S5.1 Waterfront

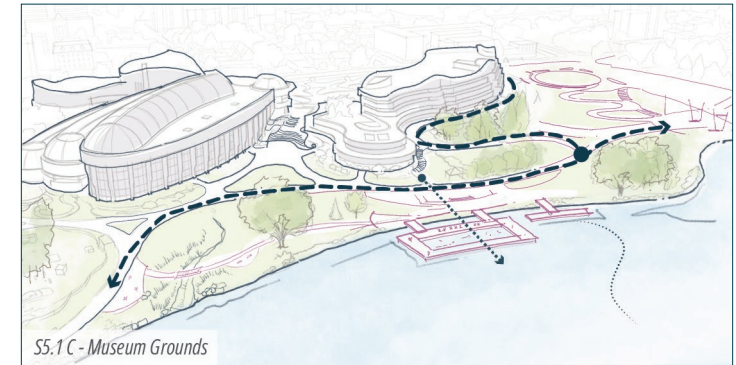
- vii Consider the long-term option of maintaining and re-using the existing industrial structures.
 - a Design the site by re-using and highlighting the industrial heritage with primarily public-facing uses.
 - b Permit a mix of uses, including residential, commercial and institutional.
 - c Re-grid the site in order to create an extension of l'Hôtel-de-Ville Street and frame the extension of Victoria Street and Courcellette Street toward the water.
 - d Create a new waterfront open space to the east of the new north-south street.
 - e Establish street frontages with active uses on the ground floor of the buildings to reintegrate it into the urban fabric.
 - f Design a plaza edge to the park with companion uses, such as restaurants and patios on the ground level of park-fronting buildings.

C Museum of History Grounds

The Canadian Museum of History, designed by Indigenous architect Douglas Cardinal, is a major Capital attraction welcoming over one million visits to Gatineau every year. The site is located along Confederation Boulevard and is directly linked to other important sites in the core by various transportation networks. Located across from Parliament Hill, the museum riverfront grounds are an integral part of the Capital's defining landscape features, framed by a pathway where visitors can admire them.



- i Preserve the visual setting and iconic views of the site.
 - a Preserve the foreground vista and sightline between the two museum buildings toward the Parliament Buildings.
 - b Acknowledge and recognize the site's symbolic importance for the Anishinabe (settlement place, burial grounds), where applicable.
- ii Engage with the Algonquin Nation to encourage contributions to the design of significant Indigenous sites.
 - a Protect archaeological resources along the shorelines.
- iii Showcase and protect the Digester Tower and surrounding area and the former Hull Landing.
 - a Consider ways to integrate the tower into the public realm experience.
 - b Explore options to showcase the tower through unique lighting installations.

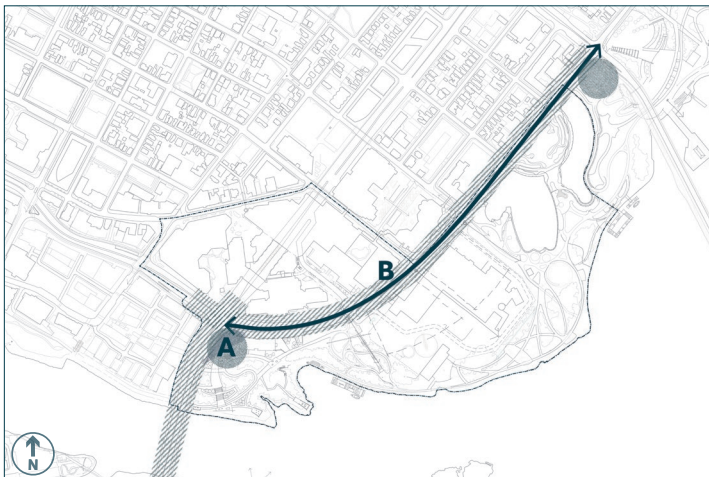


- iv Design well-delineated waterfront public spaces and event areas, and develop permanent and temporary infrastructure that facilitates public activities without adversely affecting the quality of the site's landscape or the architectural quality of the museum.
 - a Rearrange the pathway to create a more functional separation between the museum grounds and the activated shoreline space and avoid unnecessary closure of the waterfront pathway.
 - b Permit shoreline installations that provide access to the water.
- v Ensure high visual quality in the development of infrastructure required for museum operations.
 - a Conceal the museum's loading areas with appropriate landscaping improvements.



S5.2 Confederation Boulevard

This part of Confederation Boulevard includes Laurier Street and its connections to the Portage and Alexandra Bridges. It includes a wide pedestrian promenade experience on the southern side of the street, though a large portion of the stretch is next to the secured Kruger Products factory building.



A - Portage Bridge Node
B - Laurier Street

A Portage Bridge Node

The southwest corner of the intersection features a plaza area, though lacks features to encourage people to stay in the space. This is reinforced by the large busy streets that contribute to the pedestrian-hostile environment.

- i Remove the underpass pathway connection and raise the grade to street level.
- ii Create a new Confederation Boulevard plaza node offering a grand terraced public space and enhanced connections to the riverfront.
 - a Provide expansive, accessible and interconnected public open space along the waterways from the Portage/Laurier intersection.
- iii Maintain and enhance connections at different levels in this node, including pathway connections and access to the federal parking lots of Place du Portage.
- iv Enhance the visitor experience and create a new destination by providing services and amenities, including commercial opportunities.
- v Permit one or more buildings with public-facing uses along Laurier Street.
 - a Provide mid-rise structures with active street frontages along Laurier Street and a podium and structure below, facing toward the water that connects different levels together.
 - b Provide a connection from the building to the shoreline.

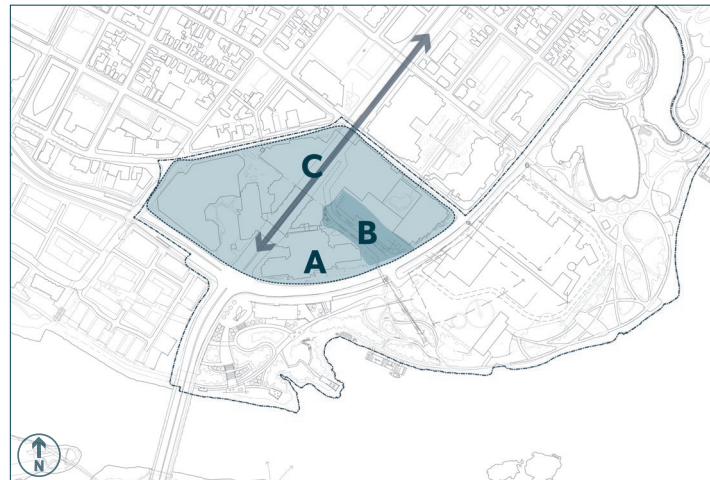
B Laurier Street

This section of Laurier Street is fronted primarily by institutional buildings, including Place du Portage, the Palais de justice de Gatineau, the Maison du Citoyen and the Canadian Museum of History. There are few ground-level activations along this stretch, though there are opportunities for their introduction.

- i Encourage interventions that promote an active and lively streetscape along Laurier Street with active frontages and high-quality design.
 - a Integrate bi-directional cycling along Laurier Street between the Portage Bridge and Alexandra Bridge to complete the Confederation Boulevard cycling loop.
 - b Improve the quality of the streetscape for gateways to the site through such initiatives as public art, improved signage and enhanced landscaping.
 - c Ensure that the design of any redevelopment along Laurier Avenue relates to both Confederation Boulevard and to the river and that the ensemble features a mix of uses that fosters links between the river and the streets of downtown Gatineau.
 - d Identify opportunities to integrate public transit, including a tramway, with the active transportation network.
 - e Enhance pedestrian connections and routes along Hôtel-de-Ville, between the federal office precinct and the Ottawa River, through improved streetscaping, signage and grade-related uses.

S5.3 Place du Portage

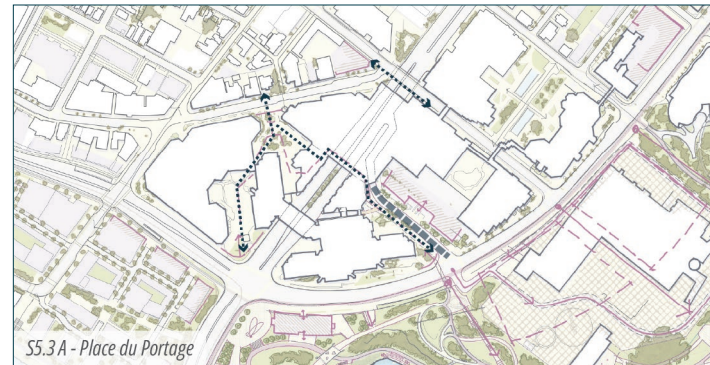
Place du Portage is a large federal office complex in Gatineau's Hull sector, located along Maisonneuve Boulevard, overlooking the Ottawa River.



A - Place du Portage Complex
B - Courcellette Street
C - Maisonneuve Boulevard

A Place du Portage Complex

The buildings create a massive brutalist megastructure that introduces a physical barrier between downtown Gatineau and the riverfront and prioritizes automobile traffic over human-scaled connectivity.

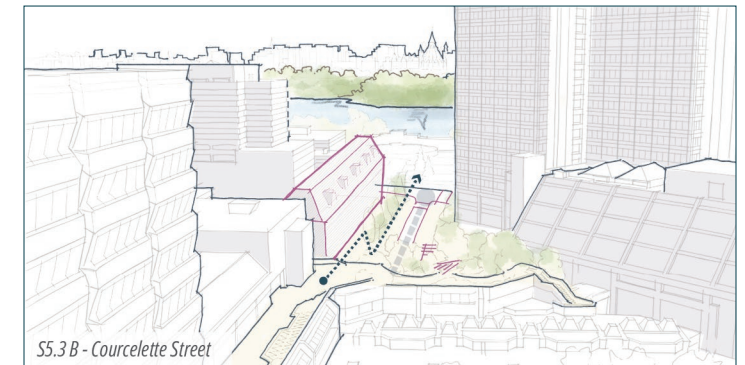


- i** Encourage efforts to transform the Place du Portage complex from a monolithic urban barrier into an inclusive, permeable civic anchor that prioritizes human-scale connectivity and environmental health.
- ii** Retrofit the buildings to activate the ground floors and enhance the pedestrian experience.
 - a** Permit alternative uses of the building, including the integration of housing.
- iii** Improve the interface with Confederation Boulevard and consider integration with the surrounding urban areas and the sub-level parking structure.
- iv** Remove or reduce the landscape barriers between the buildings and the sidewalks and urbanize the interface of those buildings with the public realm.
- v** Reconnect the building with the surrounding neighbourhood, enhancing the public realm with new verdant spaces.

- vi** Create new ground-level entry points at Laurier Street and Maisonneuve Boulevard to enhance the permeability of the buildings.
- vii** Consider modifications to Place du Portage that improve the architectural character of the buildings.
 - a** Address the human scale and make the building function as a contemporary, high-performance workplace for public servants.
 - b** Explore subtractions in the structure and along the façades to improve daylight access, redefine interior and exterior spaces, and improve outdoor access.
 - c** Integrate vertical structural elements as part of façade retrofits, which may include vegetation and planting strategies, including green roofs and green balconies, into the buildings.

B Courcellette Street

Courcellette Street provides a connection between Laurier Avenue and the river toward downtown Gatineau and Promenade du Portage, though the connection is not currently inviting for pedestrians.



S5.3 Place du Portage

- i Enhance the quality of pedestrian and cycling facilities on Courcelette Street and create a new public axis and parkland toward the river through the Kruger site vehicular entrance.
- ii Improve cycling facilities with frequent bicycle parking.
- iii Explore opportunities to clarify and enhance the lower-level connections toward Maisonneuve Boulevard and improve the pedestrian wayfinding toward downtown Gatineau.
- iv Explore opportunities for infill development fronting Courcelette Street with active frontages and pedestrian amenities.

C Maisonneuve Boulevard

Maisonneuve Boulevard is a major thoroughfare connecting Quebec's Highway 5 and Fournier Boulevard with the Place du Portage complex and the Portage Bridge. The road is not comfortable for pedestrians or other modes of active transportation and creates a division between the river and downtown Gatineau.

- i Support efforts to redesign Maisonneuve Boulevard between Élisabeth-Bruyère Street and the Portage Bridge to establish a welcoming route between Ottawa and Gatineau.
 - a Support efforts to improve the walkability of Maisonneuve Boulevard through wider sidewalks and active frontages of the buildings.
 - b Support improvements for comfort and safety for pedestrians and cyclists at the intersections of Allumettières Boulevard and Laurier Street.





S6. JACQUES-CARTIER PARK

Context

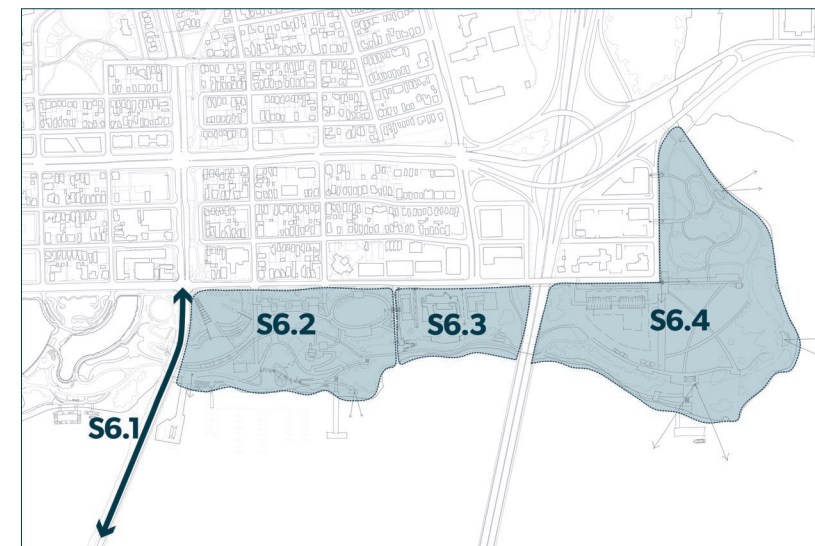
The Jacques-Cartier Park sector runs along the northern shoreline of Hull Island on the Ottawa River at Laurier Street. This sector includes two of the core area's largest Capital parks, two interprovincial bridges and adjacent urban neighbourhoods. The riverfront parklands provide continuous public access from the Canadian Museum of History to the mouth of Brewery Creek, and its location provides magnificent views of the river, Parliament Hill and the Rideau Falls.



Maison Charron



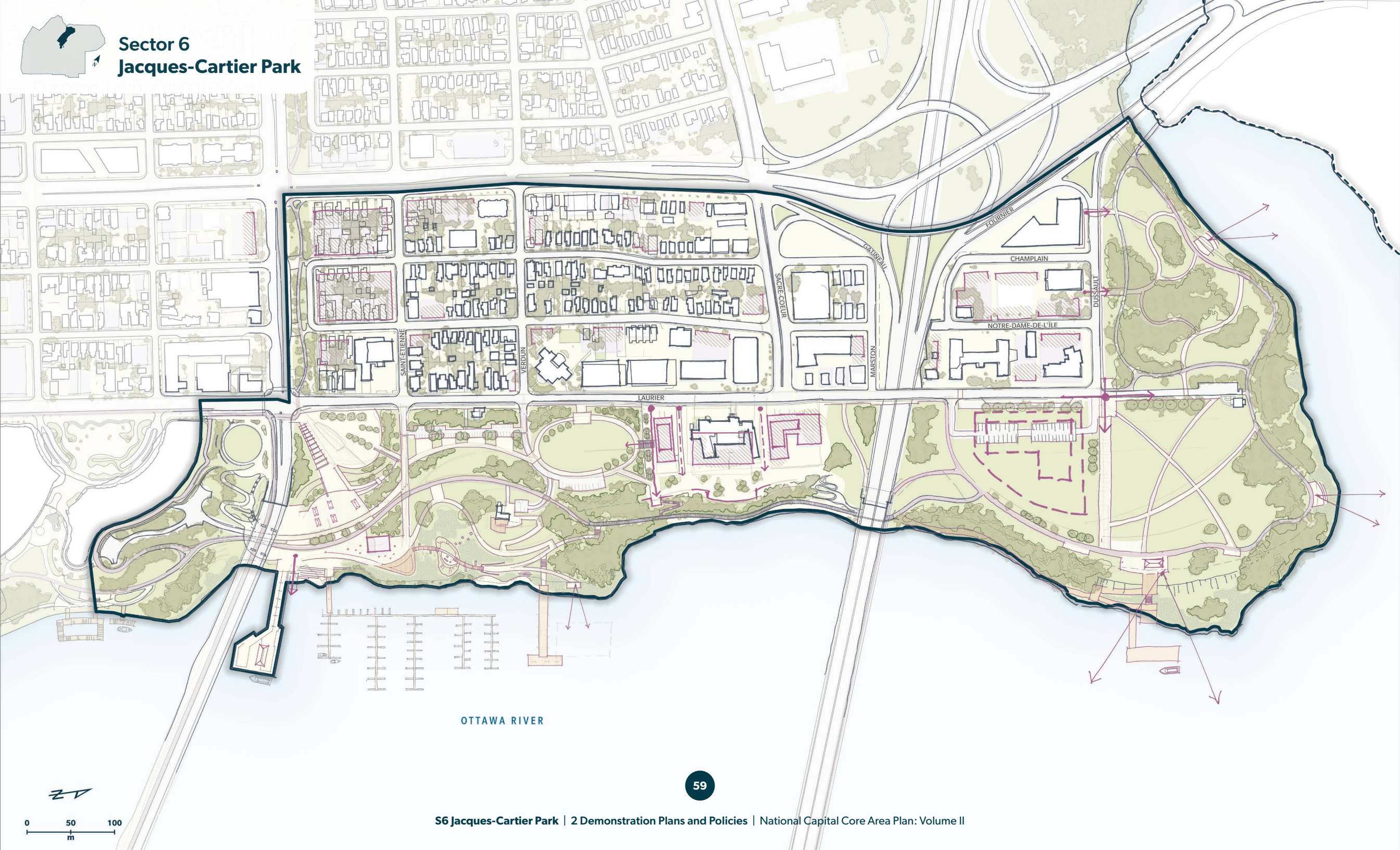
Ottawa River



This sector is divided into four areas:

- **S6.1** Alexandra Bridge
- **S6.2** Jacques-Cartier Park South
- **S6.3** 210 Laurier-Monastery Site
- **S6.4** Jacques-Cartier Park North

Boardwalk on the
Voyageurs Pathway



S6

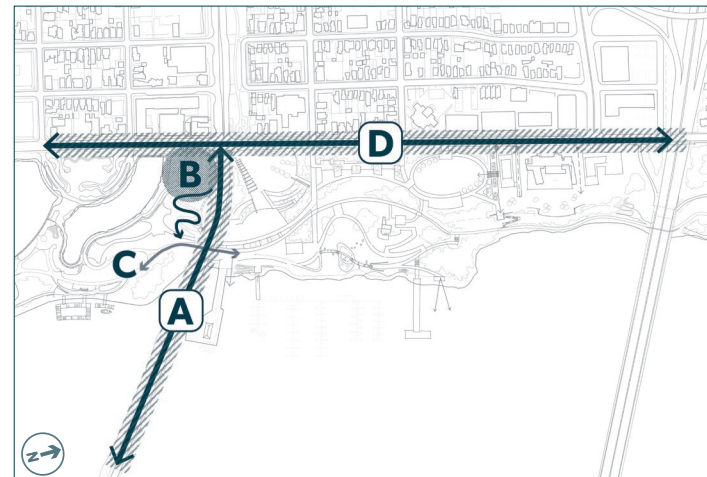
POLICIES AND RECOMMENDATIONS

The interventions within this sector will align with and contribute to the following objectives:

- Promote and enhance the sector as a primary waterfront destination.
- Strengthen connections between the parkland and adjacent urban areas.
- Support major Capital events.
- Reinforce the interface with Confederation Boulevard and the adjacent Canadian Museum of History.
- Activate the existing heritage properties and increase visitor services and amenities.
- Incorporate a cohesive landscape design language across all three areas through consistent use of geometry, materials, plantings and site elements to reinforce a seamless user experience and a strong sense of identity as a unified park system.

S6.1 Alexandra Bridge

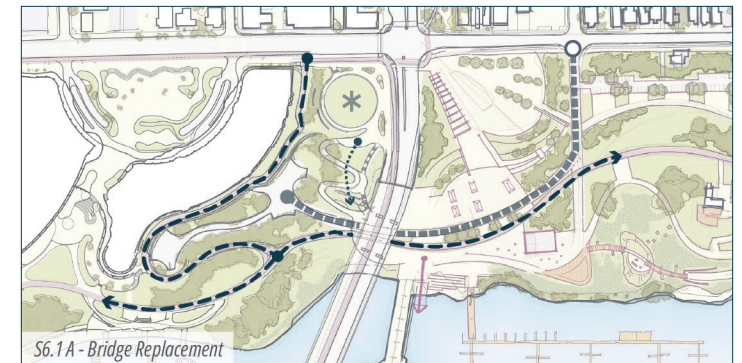
The Alexandra Bridge has been an iconic feature of the Ottawa–Gatineau skyline for over 120 years and is an important connection between the neighbourhoods of Hull and Lowertown. The current bridge is approaching the end of its lifespan and will be replaced.



- A - Bridge Replacement
- B - Confederation Boulevard Node
- C - Waterfront
- D - Laurier Street

A Bridge Replacement

The new bridge will play a key role as a landmark and important segment of the Confederation Boulevard linking ring, connecting national sites and institutions in the Capital core.



- i Guide the replacement of the Alexandra Bridge with a new signature structure that promotes active mobility, improves connections to the waterfront and preserves possibilities for future use by rail transit.
 - a Provide generous and separated pedestrian and cycling zones on the upstream side of the bridge.
 - b Design large gathering spaces along the bridge for resting and viewing the river.

S6.1 Alexandra Bridge

- c** Integrate the key design elements of Confederation Boulevard, such as the palette of materials and furnishings, into the design of the bridge, and continue the recognizable character of the globe lights and banners.
 - d** Protect the opportunity for future rail-based transit, including discreet placement of catenary wiring.
 - e** Endeavour to re-use recovered elements of the Alexandra Bridge in nearby projects.
- ii** Connect bikeways on the bridge to existing pathways, including the Voyageurs and De l'Île Pathways.

B Confederation Boulevard Node

The Laurier/Allumettières node functions as a prominent public space and arrival gateway to and from Gatineau, offering a new location for a symbolic landmark or commemoration along Confederation Boulevard.

- i** Redesign the Alexandra Bridge approach at this intersection to transform the node into a commemorative gathering space that strengthens north-south connections.
 - a** Reconfigure the Laurier–Allumettières intersection to remove the slip lane.
 - b** Improve Capital Pathway connections from the Alexandra Bridge replacement toward the Voyageurs Pathway.
 - c** Expand pedestrian space on the southeast corner by realigning lanes and removing the right turn from Laurier Street.
 - d** Incorporate a protected intersection design for cyclists.
 - e** Maintain clear sightlines from the intersection corner toward Parliament Hill through managed vegetation to preserve these strategic views.
 - f** Protect the opportunity to design programmable spaces on both sides of the bridge.

- ii** Enhance the gateway experience by creating a new Confederation Boulevard plaza node on the museum side of the bridge.
 - a** Create a new plaza and landmark node with terraced public spaces and direct pathway connections opening toward the Ottawa River.
 - iii** Permit temporary public art installations until a future national commemoration is identified for this node.

C Waterfront

The areas around and beneath the Alexandra Bridge serve as a key interface between Jacques-Cartier Park South, the Canadian Museum of History and the Alexandra Bridge. They hold strong cultural and symbolic significance and offer striking views of Parliament Hill.



- i** Develop a terraced riverfront landscape with seating areas and public realm enhancements.
 - a** Provide universally accessible pathway and staircase connections toward the riverfront.
 - b** Develop riverfront landscape lighting, furnishings and materials to blend with the riverfront parkland character.

- c** Formalize active mobility connections to provide intuitive access for all modes, from shoreline to intersection, with minimal user conflict.
 - ii** Create interesting spaces of various sizes and scales to provide public rest points and commemorative and artistic installations.
 - iii** Strengthen and promote the connection beneath the bridge and enhance its aesthetics between Jacques-Cartier Park South and the Museum of History.
 - a** Create a continuous, high-quality, flood-friendly riverfront experience beneath the bridge to connect the museum grounds and Jacques-Cartier Park.
 - b** Use appropriate planting to screen the Museum of History loading dock and enhance the public realm experience.
 - c** Provide safe and comfortable lighting for areas beneath the bridge.
 - d** Protect the opportunity for designing an interpretive and programmable space under the bridge with a strong visual or artistic feature and public art elements to enhance the link between the museum site and Jacques-Cartier Park.
 - e** Provide active public services or complementary park amenities, services or facilities.



S6.1 Alexandra Bridge

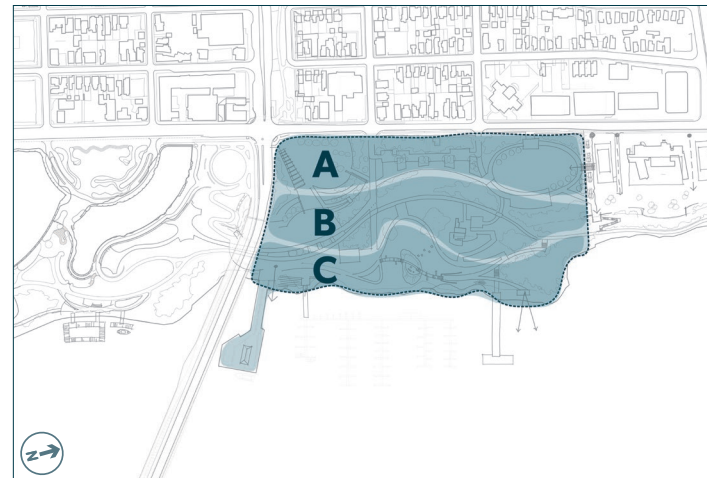
D Laurier Street

Laurier Street is an important segment of Confederation Boulevard in Gatineau. This sector includes a prominent and highly visible extension of urban avenue fronting the riverfront parklands, extending from the Laurier/Allumettières node to Dussault Street.

- i** Preserve and enhance the character and architectural integrity of Quartier-du-Musée along Laurier Street with programming, animation and activation initiatives.
 - a** Encourage the integration of commercial uses along both sides of Laurier Street to animate the area near the park entrance.
 - b** Improve the streetscape of Laurier Street through initiatives such as public art, improved signage and landscaping.
 - c** Introduce open connections to active frontages of renewed buildings along Laurier Street.
- ii** Introduce cycling lanes on both sides of Laurier Street to facilitate access to travel hubs, with bidirectional bikeways along the east side of the street.
- iii** Connect bikeways on Laurier Street to the existing pathway network.

S6.2 Jacques-Cartier Park South

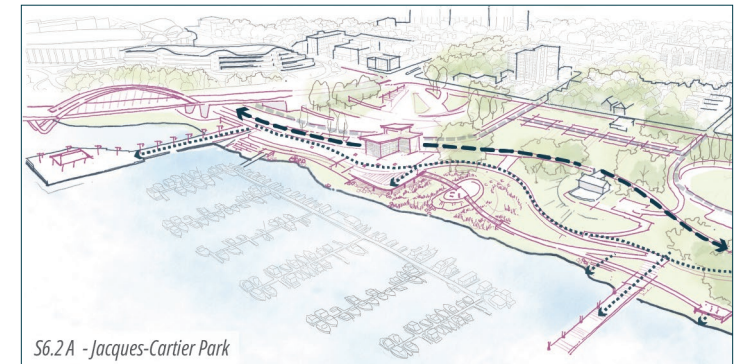
Formerly an industrial lumber and shipping site along the Ottawa River with a short-lived vocation as an amusement park, Jacques-Cartier Park South is a major Capital park on Hull Island. It is the most developed urban waterfront park in the Capital, offering nautical services, excursions, and spectacular access and views of the riverfront.



A - Entrance Plaza and Street Edge
B - Park Space
C - Waterfront

A Entrance Plaza and Street Edge

The park's edge along Laurier Street is the interface with surrounding urban neighbourhoods and features four entry points, including the main threshold at Laurier Street near the Alexandra Bridge.



- i** Create a grand, welcoming plaza entrance at the southeastern corner of Allumettières Boulevard and Laurier Street.
 - a** Redesign the existing surface parking lot and reconfigure the space as an inviting public realm, with appropriate landscaping and park amenities.
 - b** Include lively and playful permanent features that will attract people to the park.
 - c** Design the entrance to ensure pathways from the street and the Alexandra Bridge provide easy and pleasant access to the riverfront.

S6.2 Jacques-Cartier Park South

- ii** Create a permeable and inviting parkland edge along Laurier Street, through enhanced streetscape design, sidewalk treatments, furnishings and street tree planting.
 - a** Clarify the park signage and street front elements to reinforce arrivals via Capital side streets (i.e., Saint-Étienne and Verdun) to create secondary entrances into the park.
 - b** Improve sightlines from the arrival points toward the waterfront and key park features, such as the wharf and Charron House (including nighttime lighting to improve wayfinding, safety and ambiance).
- iii** Prioritize parking near Laurier Street to serve park-related functions, using a discreet design that integrates with the surrounding streetscape.

B Park Space

The central area of the park is a large, gently sloping greenspace descending toward the river, offering an unobstructed vantage point that draws visitors down to the shoreline.

- i** Enhance year-round park amenities to create a lively and programmable park space that supports frequent daily usage.
 - a** Add visitor services, interactive attractions and amenities such as a pavilion, creative play structures, a children's garden, a fountain/wading pool and public amenities.
 - b** Provide opportunities for complementary commercial services and offerings such as equipment rentals and food and beverages.

- ii** Design a primary building that offers a variety of opportunities for animation and uses.
 - a** Design the building with pavilion characteristics to reflect the urban waterfront park character.
 - b** Include a large and flexible patio/plaza spill-out zone that can complement indoor uses or function on its own.
- iii** Improve the circulation patterns throughout the park space.
 - a** Provide a continuous route for the Voyageurs Pathway, appropriately integrated into the public space that is outside of the floodplain.
 - b** Design vehicular routes and service lanes to minimize conflict between park users and minimize impact within shared pedestrian zones, such as plaza spaces.
 - c** Maintain operational access to the museum loading zone in a way that does not detract from the park experience.
- iv** Create a series of focal points inside the park for a variety of users, drawing on existing elements and creating new attractions.
- v** Enhance the central green space as a welcoming public space for everyday users by including amenities and furnishings.
 - a** Create areas and spaces on a human scale.
 - b** Delineate these spaces more clearly through landscaping, surface treatments and the installation of furnishings.
 - c** Plant more vegetation to create shaded areas and gathering places, while ensuring designs support events and safeguard tree root health.
 - d** Protect mature trees within the park.

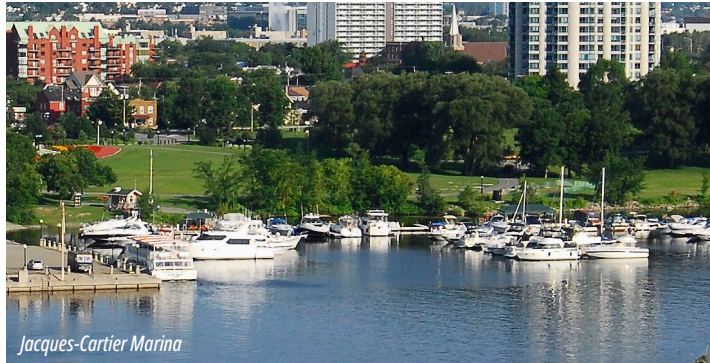
- vi** Permit medium-scale events that can fit in the newly delineated human-scale spaces.
 - a** Develop the park in such a way that it can host activities without deterioration of the grounds, while preserving the aesthetic quality and minimizing the impact on park vegetation and water runoff.
 - b** Encourage events to be held in one or several areas of the park, while maintaining open access to the waterfront area.
- vii** Protect the heritage character of the Charron House building and site, and enhance the site's usage.
 - a** Create a gathering place around the Charron House that showcases the building's heritage and cultural facets.
 - b** Preserve views that showcase the Charron House from Laurier Street and the park.
 - c** Support opportunities to enhance interpretation, programming and animation around the Charron House, including the potential development of a botanical garden or floral displays.
 - d** Conserve and improve the wooded area around the Charron House.



S6.2 Jacques-Cartier Park South

C Waterfront

Located along the Ottawa River shoreline, this area currently accommodates a marina office and boat launch. It supports both recreational use and tourism activities, but faces challenges related to flooding, ecological resilience and poor user experience/amenities.

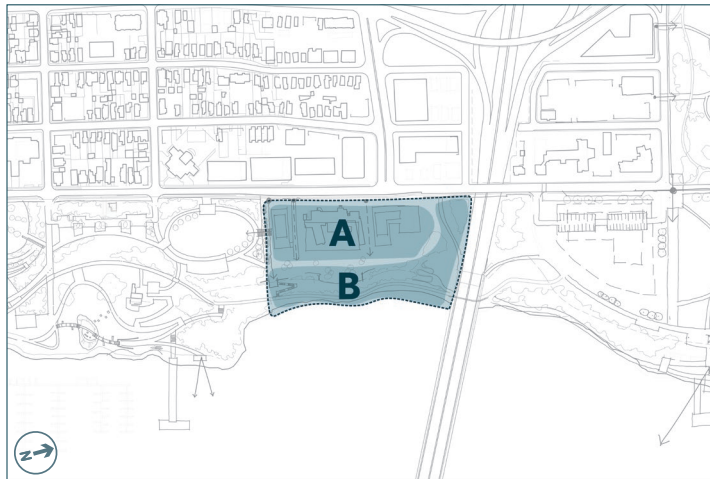


- i** Create a dynamic destination node with an urban waterfront character and large public space opening toward the Ottawa River.
 - a** Introduce permanent public realm attractions to the waterfront such as play and water features.
 - b** Create a large waterfront plaza with furniture and space for gatherings.
- ii** Maintain public access to Hull Wharf, in support of river cruise and tour boat excursions from this location.
 - a** Offer recreational services and activities that are compatible with boat tour operations on the Hull Wharf such as canoe and kayak rental facilities and bike parking.
 - b** Provide water access for small, non-motorized watercraft that does not interfere with marina facilities or the boat launch.
- iii** Maintain the boat launch at this location for emergency and tourism services only, to reduce conflicts between boat launching manoeuvres and park users.
- iv** Reconfigure and enhance marina and wharf functions to facilitate water-based activities, tours and excursions.
 - a** Consolidate facilities related to the existing Jacques-Cartier Marina for broader public use including port of call, restaurant, and bike and canoe rental facilities.
 - b** Provide public mooring and enhance port-of-call and boating facilities to improve the park's connection to other destinations along the river and accommodate recreational boaters from outside the region.
 - c** Collaborate with the marina corporation to build a new marina pavilion structure that will provide combined public/private facilities such as food services, washrooms and indoor programmable space.
 - d** Situate the new marina pavilion away from the shoreline to better incorporate it into the park's functions and relocate docks and gangways to the north, creating a larger public waterfront zone.
- v** Protect undisturbed archaeological sites from erosion, where appropriate.



S6.3 210 Laurier-Monastery Site

The site is located atop a steep embankment overlooking the Ottawa River. The southern frontage faces onto Jacques-Cartier Park South, in a fringe block condition in the foreground of the Gatineau skyline.



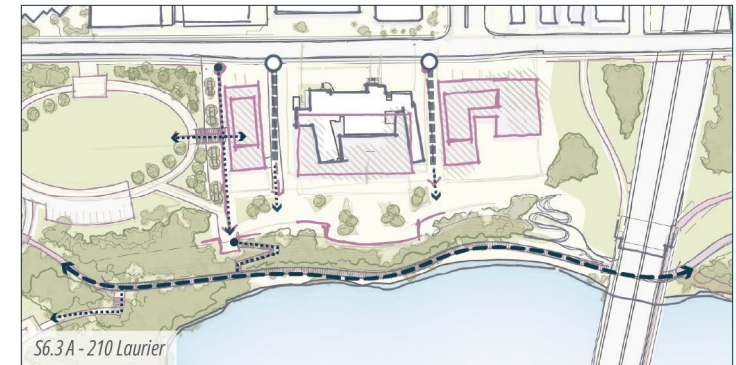
A - Redevelopment
B - Waterfront

A Redevelopment

Several parcels between Jacques-Cartier Park North and South have been identified for development opportunities, including an adaptive re-use opportunity for the former Servantes de Jésus-Marie monastery.



- i** Design and redevelop the 210 Laurier site to enhance the quality of the public realm and the recreational riverfront experience.
 - a** Provide urban integration between private, semi-public and public uses at ground level.
 - b** Ensure that the adaptive re-use of the historic building, along with any additions and new developments, supports the site's environmental capacity by enhancing its symbolic, aesthetic and natural values through appropriate quantity, scale and composition of added development.
- ii** Integrate conservation and adaptive re-use of the historic monastery building to showcase the architecture and history of the building.
 - a** Encourage keeping parts of the ground floor open to the public by including public amenities and cultural components within the historic building.
 - b** Explore architectural lighting options to showcase the historic building.
- iii** Explore opportunities to include context-sensitive additions to the former monastery.
 - a** Ensure design is visually consistent with the massing of the historic building and does not exceed its height when viewed from any public street, including Laurier Street.
 - b** Reflect the same architectural style and symbolic character of the original structure through compatible design.
 - c** Integrate with the site's natural features, green spaces and the adjacent urban context.
- iv** Design new infill development on the parcel south of the monastery building.
 - a** Ensure that the massing, footprint, height profile and style of the new building is visibly similar to or clearly references those of the historic monastery building.
 - b** Establish a strong built edge along Jacques-Cartier Park.
 - c** Incorporate a wide, tree-lined and illuminated pedestrian connection along the park-facing façade to link Laurier Street with the interior of the park.
 - d** Incorporate similar façade elements, materials, patterns of fenestration and features of ornamentation as those of the historic buildings.



S6.3 210 Laurier-Monastary Site

- v** Design new infill development on the parcel north of the former monastery.
 - a** Allow building height that exceeds that of the former monastery and adheres to podium and tower typology.
 - b** Design the podium to match, be consistent with or be visibly referential to the style of the monastery building, including façade elements, materials, patterns of fenestration and features of ornamentation.
- vi** Decrease surface parking to the absolute minimum to support Jacques-Cartier Park functions.
 - a** Prohibit surface parking between any building façade and the sidewalk of any public street or the pedestrian pathway of any public lands.
- vii** Provide paid public underground parking that supports the activities of Jacques-Cartier Park.

B Waterfront

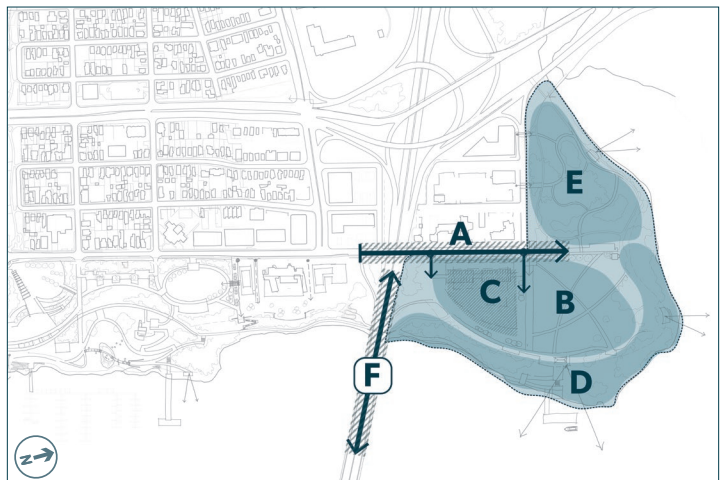
The public-oriented parts of these development sites should be intertwined with the adjacent park spaces.

- i** Deliver new public realm and park-like elements surrounding the buildings to integrate with Jacques-Cartier Park.
 - a** Set aside part of the land behind the monastery building for activities associated with the building's functions, while also keeping it as accessible to the public as possible, through integrated development.
 - b** Design public spaces to enhance visual connections, site permeability and universal accessibility to the riverside path along the Ottawa River.
- ii** Develop a pedestrian corridor linking the monastery plateau with the riverside path.
- iii** Set aside part of the lands to develop a public space providing a link between the back of the monastery, Laurier Street and the Macdonald-Cartier Bridge sidewalk.
- iv** Provide a riverfront link between Jacques-Cartier Park South and Sacré-Cœur Boulevard.
- v** Maintain extensive forest cover on the steep banks and along the top of the escarpment to contribute to the river's scenic landscape and prevent erosion.
 - a** Create a wooded riparian strip at least 30 metres deep on the land between the former monastery and the river.



S6.4 Jacques-Cartier Park North

Jacques-Cartier Park North is one of the Capital's major parks. It is the site of major national events associated with Canada Day and Winterlude. Its large expanse is conducive to large events and staging, but it lacks public uses, amenities and purpose outside of event periods.



- A** - Arrival and Street Edge
- B** - Park Space
- C** - Cultural Institution
- D** - Waterfront
- E** - Brewery Creek Inlet and Woodland
- F** - Macdonald-Cartier Bridge

A Arrival and Street Edge

This area marks an important transition between Laurier Street and Jacques-Cartier Park North. As a key arrival point, it provides opportunities to enhance visibility, access and connectivity between the park and the surrounding urban fabric.

- i** Create distinctive primary arrival spaces and entrances into the park.
 - a** Reimagine the signalized park entrance road, north of the overpass, to create a welcoming public entrance with appropriate pedestrian features, including a sidewalk.
 - b** Create a new, secondary arrival point at the intersection with Dussault Street.
 - c** Enhance the pedestrian experience along the northern terminus of Laurier Street leading to the Gilmour and Hughson building, including extending the tree-lined streetscape with a sidewalk.
- ii** Improve access to the park from Laurier Street.
 - a** Selectively open and remove dense coniferous vegetation along Laurier Street, and design pedestrian entry points to increase visibility from the street and enhance sightlines into the park.
 - b** Develop a pathway along the periphery of the park on the Laurier Street side to create an internal pedestrian loop within the park.
 - c** Create a transit drop-off area to better facilitate large events, and consider ways to relocate and concentrate public parking and site access routes to free up shoreline park space.
- iii** Support the widening of the pedestrian edge of Laurier Street overpass to strengthen the streetscape connection between 210 Laurier Street and Jacques-Cartier Park North.

B Park Space

Located at the heart of the park, this large, open, central space is frequently used for events to celebrate Canada Day and Winterlude.



- i** Design Jacques-Cartier Park North as an appropriate site for year-round major national events.
 - a** Design a large, programmable event space capable of accommodating large crowd capacities for major events.
 - b** Improve the site's surface and install the required infrastructure such as telecommunications, site operation areas, electrical and water hookups, and drainage.
 - c** Manage large-scale programming and events in a manner compatible with neighbouring residential uses.
 - d** Design the park layout with logical access points and easily delineated event perimeters.
 - e** Set aside a separate area of the park that will remain publicly accessible and open for spontaneous recreation during event periods.
 - f** Ensure continuous public access to the waterfront node and Voyageurs Pathway during event periods.

S6.4 Jacques-Cartier Park North

- ii Design the park space to function as multi-purpose parkland during non-event periods in the centre of Jacques-Cartier Park North for unprogrammed activities.
 - a Adapt the site design, equipment and vegetation to promote daily use of the park.
 - b Maintain diversified on-site recreational services and retain large open spaces for passive recreation.
 - c Create focal points and structure to provide human-scale subspaces.
 - d Ensure that the park facilities and design aesthetic complement the lush, natural riverfront setting.
- iii Preserve and showcase the former Gilmour and Hughson building through adaptive re-use that provides recreational/public benefit to park users.
 - a Optimize views from park entrances toward the building.
 - b Offer public amenities and services that support recreational use and enhance the visitor experience.
- iv Introduce permanent or semi-permanent facilities, where appropriate, to animate the park with features such as seating areas, shade structures, play elements or small-scale stages.
 - a Explore the addition of a new park pavilion as an architectural focal point with services, amenities, shade structure and a performance stage.
 - b Permit complementary seasonal or small-scale commercial buildings or kiosks to support the waterfront node and offer services such as food and beverage and rental services.

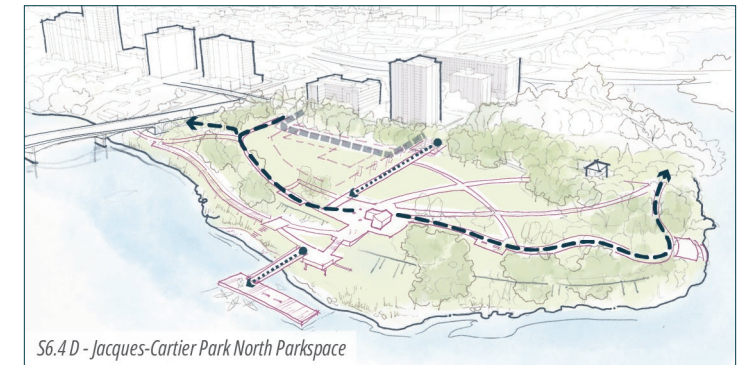
C Cultural Institution

The core area is the cultural hub of the region and includes several national cultural institutions. The space in this area has been identified as a potential long-term future site for another cultural institution.

- i Protect the opportunity to construct a future signature public-oriented cultural institution such as a museum to activate and animate the park in the southern section of the park area with the design requirements below.
 - a Maintain a generous parkland frontage along the river with public access to the shoreline.
 - b Locate the building to actively frame and engage Laurier Street and ensure the main public access is from the Laurier Street sidewalk.
 - c Provide clear, permeable pedestrian connections into the parkland.
 - d Design flexible multi-purposed hardscape and landscape zones along the riverfront side of the building to support various uses and activations.
 - e Provide discreet and direct loading access from Laurier Street away from pedestrian entrances and paths, without encumbering the waterfront.
 - f Where underground parking is provided, locate access points along less prominent frontages to minimize visual impact from Laurier Street and the waterfront.
 - g Design the building to take advantage of the panoramic river views and ensure high-quality architecture and public grounds that respond to the waterfront setting and visibility from the Ottawa River shore.

D Waterfront

This area includes vehicular parking and an extensive shoreline woodland with steep embankments that support the park's natural character and habitat. The steep shoreline in this zone has experienced some erosion.



- i Redesign and relocate the roadway and parking access away from the shoreline to create new public realm opportunities at the riverfront.
 - a Restrict private vehicle access and parking at the shoreline and permit only service access as needed to support park amenities and functions.
 - b Prioritize parking closer to the Laurier Street edge to meet park-related requirements, using a discreet design that integrates with the surrounding streetscape.
- ii Convert the existing parking and access road areas to public space, including plaza surface enhancements, power and complementary services.
 - a Prioritize permeable materials for new or replacement hardscape areas.
 - b Design a new hardscaped public space overlooking the riverfront which can support a variety of seasonal uses.

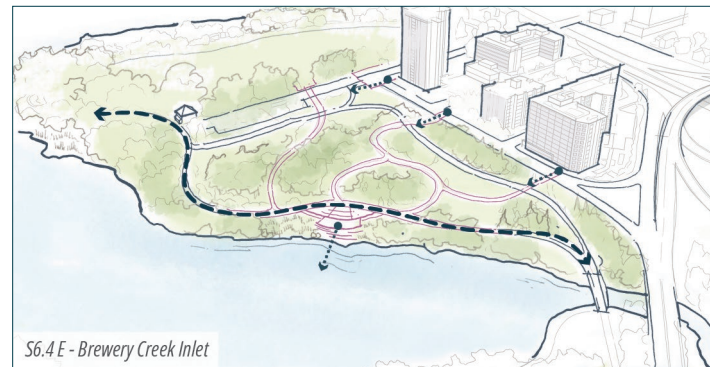
S6.4 Jacques-Cartier Park North

- c** Provide opportunity for complementary commercial services and offerings that enhance the waterfront experience, including food and beverage and recreational rentals.
 - d** Create a lookout at the northeastern end of the park to capitalize on the downstream view of the Ottawa River and Rideau Falls.
 - iii** Explore new flood friendly shoreline infrastructure including pathways, boardwalks, docks, water access, services and amenities.
 - a** Explore opportunities to create on-water access such as water taxi, kayak and canoe rentals, or public swimming and associated waterfront leisure.
 - b** Provide stairs, ramp and walkway connections toward the shoreline.
 - c** Showcase and frame dramatic views across the river toward the Rideau Falls.
 - d** Explore opportunities to create a boardwalk extension from the Macdonald-Cartier Bridge area toward the new waterfront amenity area.

E Brewery Creek Inlet and Woodland

This area marks the eastern transition from the urbanized core area to a more natural state along the Ottawa River. It is the outflow of Brewery Creek that delineates the Hull Island land mass.

- i Raise the Capital Pathway at the mouth of Brewery Creek (parallel to Fournier Boulevard) to prevent flooding.
- ii Increase forest cover in the west of the Gilmour and Hughson building, and diversify understory vegetation to enhance the woodland character, complement the mini forest and transition from an urbanized area into a naturalized landscape.



- iii Develop a nautical circuit to explore natural and cultural features, including the shores at the northern tip of the park, the banks of Brewery Creek and Leamy Lake Park.
- iv Design shorelines and vegetation to create openings and rest points along the Voyageurs Pathway overlooking Brewery Creek.

F Macdonald-Cartier Bridge

The Macdonald-Cartier Bridge is a major transportation link in the Capital and one of the key entry points to the core area connecting Ottawa to Gatineau.



- i** Enhance the lands surrounding the Macdonald-Cartier Bridge to improve visual quality and arrival experience to and from Gatineau, including tree canopy and landscape features.
- ii** Ensure direct and convenient pathway and sidewalk connections to Laurier Street and the riverfront pathways for active modes crossing the bridge.
- iii** Expand the aquatic grass bed under the Macdonald-Cartier Bridge by linking the two existing aquatic grass beds in front of the former monastery and Jacques-Cartier Park North.
- iv** Maintain the riverfront boardwalk beneath the Macdonald-Cartier Bridge, an important segment of the Capital Pathway and link between Jacques-Cartier Park North and South.
- v** Enhance the character, silhouette and role of the interprovincial bridge as a recognizable riverfront landmark in future lifecycle and maintenance decisions, including its materiality, design and on-deck pedestrian experience.



S7. DE L'ÎLE PATHWAY

Context

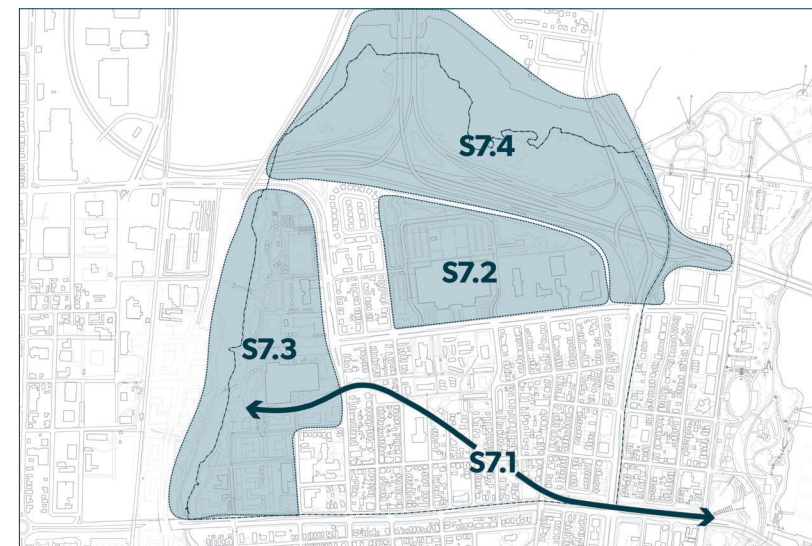
This sector features several distinct urban enclaves, with residential neighbourhoods encircled by arterial roads and large institutional complexes. Despite its urban setting, Brewery Creek's riparian habitats serve as vital migration routes for species like the American eel and lake sturgeon to bypass the Chaudière Falls. However, highways and wide roads fragment the waterfront and neighbourhoods, limiting connectivity and access to green spaces and resulting in poor walkability and public experience in certain areas.



De l'Île Pathway



National Printing Bureau



This sector is divided into four areas:

- **S7.1** De l'Île Pathway Corridor
- **S7.2** Sacré-Coeur Boulevard
- **S7.3** Allumettières-Montclair
- **S7.4** Highway Corridor

Brewery Creek



S7

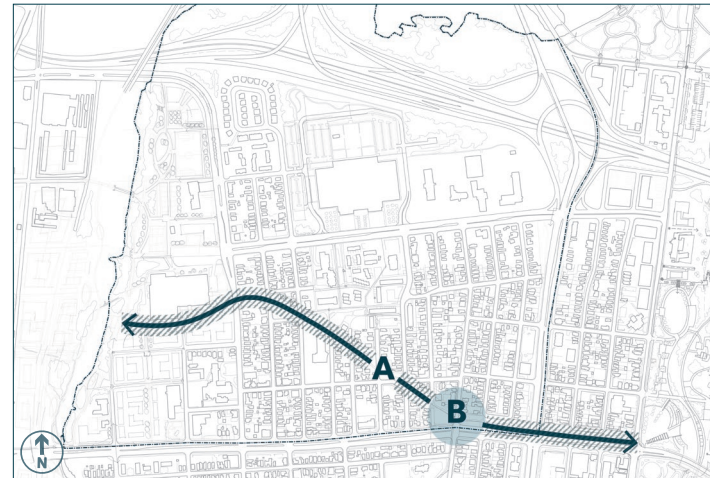
POLICIES AND RECOMMENDATIONS

The interventions in this sector include:

- Reinforcing neighbourhood identity through distinctive architecture, infill and urban design.
- Improving connections between federal lands and municipal streetscapes.
- Redesigning vacant and underutilized public land for active uses.
- Expanding and linking active mobility networks.
- Increasing public access to green spaces.

S7.1 De l'Île Pathway Corridor

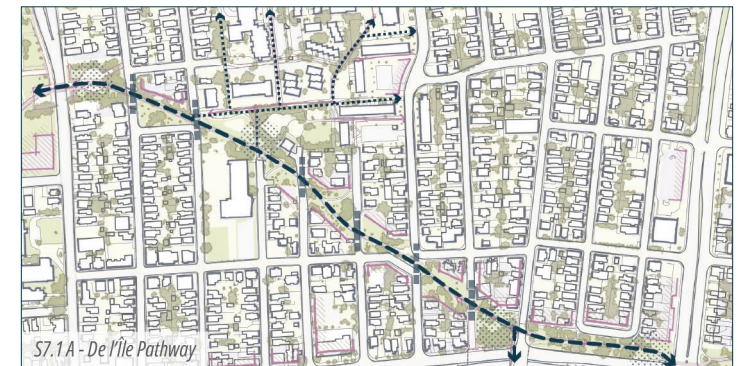
The former rail corridor cuts through the north of Hull from the Alexandra Bridge to Brewery Creek creating an important greenway across the island.



A - De l'Île Pathway
B - Laval Intersection

A De l'Île Pathway

The pathway creates a linear park space through residential neighbourhoods, schools and national landmarks such as the Canadian Museum of History and Jacques-Cartier Park.



- Develop a network of interconnected pocket parks and enhanced public realm along the pathway corridor that interfaces with the adjacent community, with outdoor furniture and other playful elements.
- Improve and formalize the anchor points at both ends of the pathway with prominent gateway features.
- Improve road crossings and pathway connections to enhance wayfinding and safety.

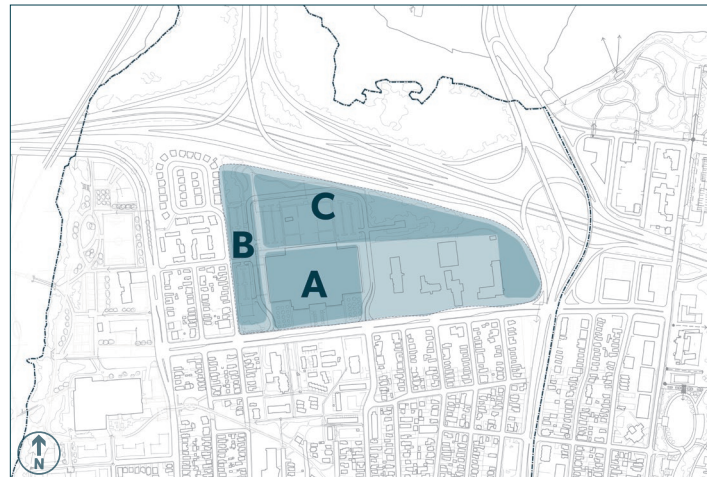
S7.1 De l'Île Pathway Corridor

B Laval Intersection

- i Reinforce the visibility and greenway character of the De l'Île Pathway where it crosses this prominent intersection.
- ii Strengthen connections from Fontaine Park via Laval Street to create a strong recognizable network of public parkland and pathways.
- iii Consider a bold recognizable landmark such as public art or a commemorative installation (like the *Papa* artwork at the intersection of Maisonneuve Boulevard).
 - a Consider parkette, plaza or paving treatments to reinforce the public realm.

S7.2 Sacré-Coeur Boulevard

Sacré-Coeur Boulevard is a wide four-lane boulevard that runs between Saint-Rédempteur Street and Laurier Street. Its northern side features large-scale building footprints, while its southern side includes primarily small footprint residential buildings.



A - National Printing Bureau
B - Saint-Henri Street
C - Highway 5 Interface

A National Printing Bureau

The former National Printing Bureau and Heating Plant, a monumental complex built between 1949 and 1956, was the first major federal project undertaken to integrate Hull, now Gatineau, into the National Capital Region.

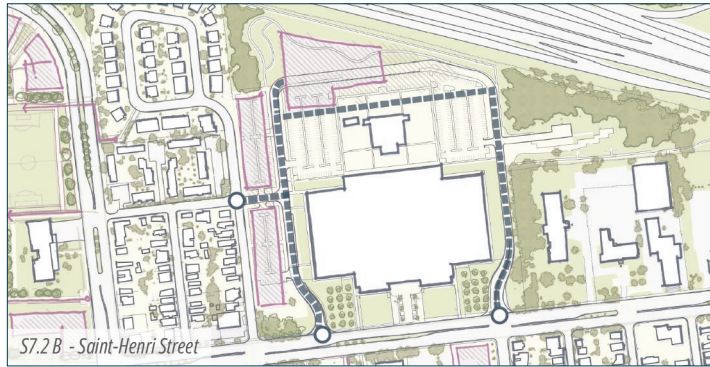


- i Conserve the former National Printing Bureau and Heating Plant, including by maintaining the open space surrounding the building to ensure clear sightlines to the main façade along Sacré-Coeur Boulevard.
- ii Reinforce the role of the National Printing Bureau as a landmark building while evolving to meet contemporary needs.
- iii Permit adaptive re-use of existing buildings and conversion of surface parking for construction of new federal buildings.
- iv Reinforce public-facing grounds along the streetscape perimeters of the site.
- v Locate any high-security facilities or institutions discreetly within the site, in ways that enhance integration with the heritage building and adjacent neighbourhoods.
- vi Prohibit any parking on the central walkway leading to the National Printing Bureau's main entrance.

S7.2 Sacré-Coeur Boulevard

B Saint-Henri Street

Saint-Henri Street runs adjacent to the parking lot of the National Printing Bureau building. It currently presents a low, inhospitable chain-link barrier fence along the street edge.



- i Ensure that future federal projects and investments provide an appropriate urban frontage to the neighbourhood.
- ii Permit infill development that fronts the street and defines the street edge.
 - a Provide active building frontages that respect and respond to the neighbouring residential properties.
- iii Design any buildings or streetscape installations to reinforce any site security perimeters, setbacks or edges.
 - a Use walls, gates or fencing minimally and strategically to control access if required and designed to adequate capital public realm standards.

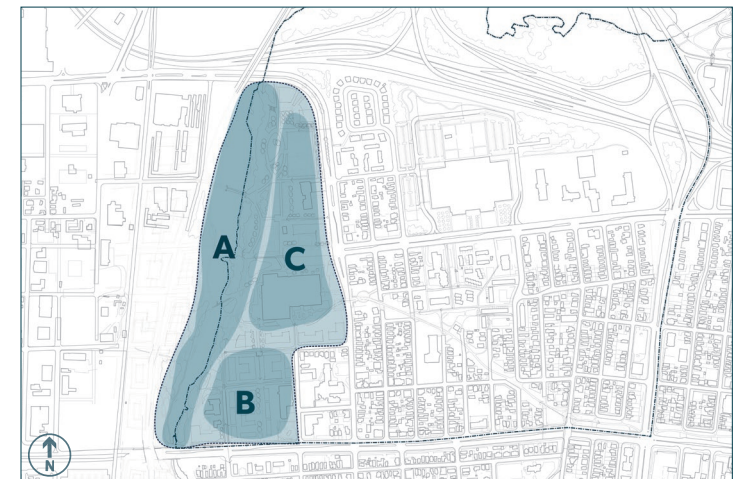
C Highway 5 Interface

Quebec's Highway 5 lines the back area of the National Printing Bureau and nearby large footprint buildings. It creates a separation between the neighbourhood and Brewery Creek.

- i Improve the connectivity and wayfinding between the new public green space north-east of the National Printing Bureau and the adjacent neighbourhoods.

S7.3 Allumettières-Montclair

The lands to the west of Saint-Rédempteur Street / Montclair Boulevard previously included a railway junction and industrial lands. The removal of these features allowed for the development of large-scale institutional buildings, recreational facilities and park space.

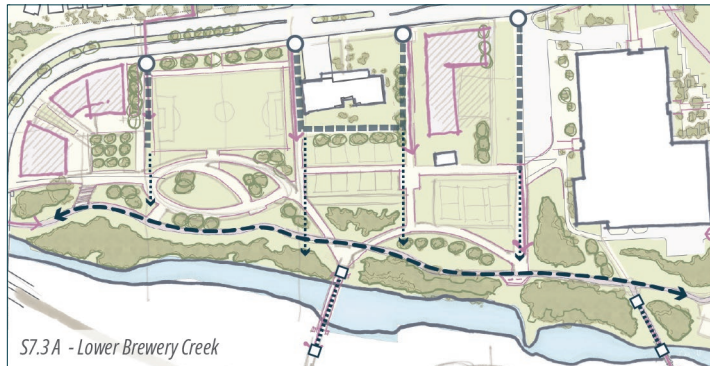


- A - Brewery Creek-Highway 50
- B - Carillon Street
- C - Saint-Rédempteur Street

S7.3 Allumettières-Montclair

A Brewery Creek – Highway 50

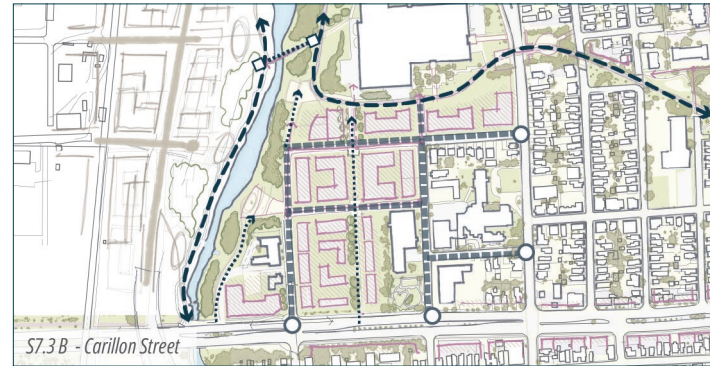
This portion of the creek runs parallel to Quebec’s Highway 50. The Capital Pathway runs along the creek and crosses it by École secondaire de l’île.



- i** Design a new active transportation connection across Brewery Creek between Allumettières Boulevard and Highway 50 on axis with Breadner Street.
- ii** Consider the possible long-term conversion of Highway 50 to an urban boulevard enabling urban infill and the redesign of the creek edge to provide a new series of shoreline public spaces (see also policies of Sector 4).
- iii** Create a generous public parkland interface along the shorelines, while maintaining the natural character.
 - a** Assess and relocate existing features near the creek embankment to create new waterfront spaces.
 - b** Consider selective openings and rest points to view and access the creek.
 - c** Add appropriate pathway amenities and design enhancements to create a safe and connected pedestrian environment.
 - d** Support adjacent parkland uses and strategic nearby infill and amenities that increase foot traffic along the shoreline pathways.

B Carillon Street

The area between Carillon Street and Brewery Creek is an unstructured area of predominantly surface parking with poor connectivity and integration with its surroundings.



- i** Consider opportunities to redesign the interfaces with Brewery Creek, with features such as pathway connections and rest points, to create an inviting public realm that leads people toward the water.
- ii** Support the formalization of streets and public spaces to establish an urban neighbourhood pattern.
- iii** Support transitional development, including the addition of appropriate infill and socially responsible housing options to create a safe and welcoming space for residents and visitors.
- iv** Integrate the De l’Île Pathway into the emerging neighbourhood south of École secondaire de l’île by creating pathway connections to the neighbourhood streets.

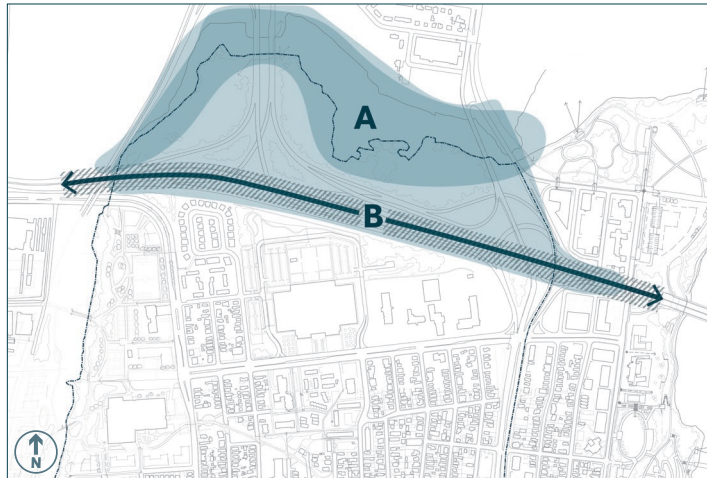
C Saint-Rédempteur Street

This segment of Saint-Rédempteur Street intersects with Allumettières Boulevard, running north before turning into Montclair Boulevard. The former industrial lands along Brewery Creek now feature a school, recreational amenities and a fire station, though there are still opportunities for strengthening the urban fabric.

- i** Support development that interfaces with the streetscape.
- ii** Include clear wayfinding and public realm design to lead people toward the Capital Pathway network and reinforce the shoreline parklands.
- iii** Consider opportunities to rearrange parkland features that would enable strategic infill along Saint-Rédempteur Street, while delivering a more purposeful and animate parkland configuration.

S7.4 Highway Corridor

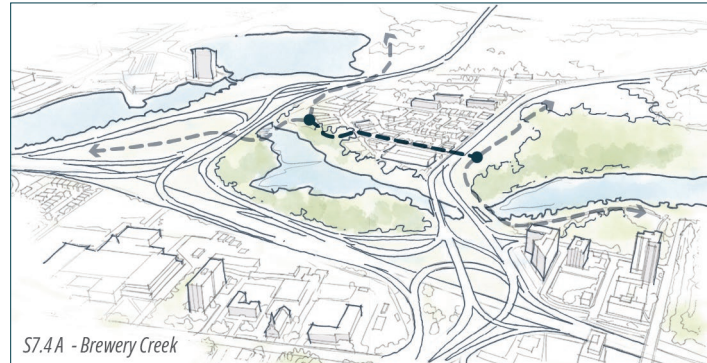
Quebec's Highway 50 and Highway 5 connect to the major thoroughfares of downtown Gatineau and to the Macdonald-Cartier Bridge.



A - Lower Brewery Creek
B - Highway 5

A Lower Brewery Creek

The land around Brewery Creek to the north of Hull Island is a valuable natural habitat that is home to a number of plant and animal species, some of which are at risk. This sector includes a gap in the pathway network and therefore prevents the completion of a pathway tour around Hull Island.



- i** Protect plant and animal species, some of which are at risk, as well as their habitat.
 - a** Preserve the wetlands by limiting access to ecologically sensitive areas.
 - b** Give users an opportunity to learn about Hull Island and appreciate the role it plays for natural species.
- ii** Preserve the natural panoramic view of the Ottawa River, as seen from the bridge over Brewery Creek, near Fournier Boulevard.
- iii** Complete the link in the recreational pathway network between Fournier Boulevard and Highway 50 to link the Brewery Creek pathway and the Voyageurs Pathway.
 - a** Limit actions that could lead to shoreline erosion or natural habitat deterioration.

B Highway 5

This section of highway connects to Maisonneuve Boulevard and the Macdonald-Cartier Bridge, both of which lead to the most iconic sites of the Capital core.

- i** Emphasize the corridor as a distinguished Capital arrival.
- ii** Support efforts to divert truck traffic away from the core area with the introduction of alternative routes east of the core.
 - a** Consider possible traffic calming measures and streetscape treatments in keeping with receiving urban boulevard character and capacity of King Edward Avenue, Ottawa.
- iii** Long-term, consider the reconfiguration or lifecycle replacement of roadway interchanges and infrastructure to minimize land utilization and improve integration with the surrounding urban context.



S8. DOWNTOWN GATINEAU

Context

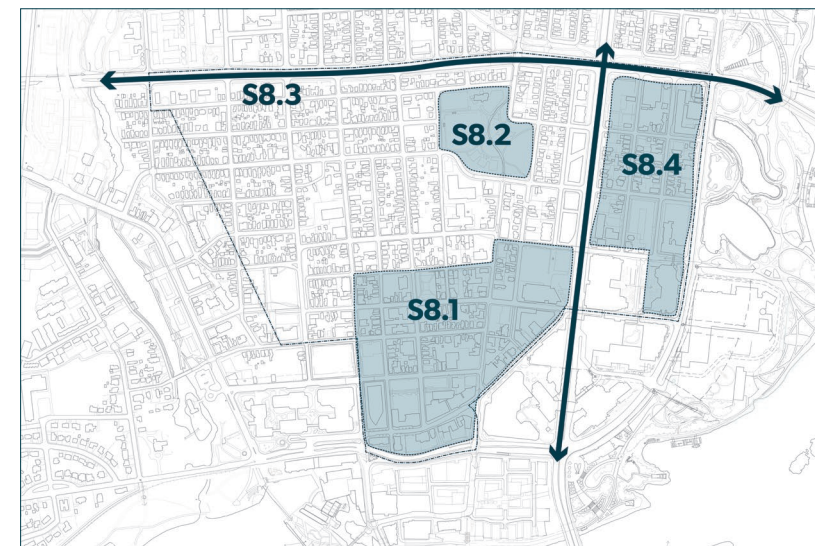
The downtown core of Gatineau comprises parts of Hull Island and is a physically and economically integrated part of the core area, the City of Gatineau and the National Capital Region. The sector is characterized by its residential neighbourhoods of the island with their unique, fine-grained built form and the cafés, shops and restaurants in Aubry Place and along Promenade du Portage. This area represents an important part of the heritage of Gatineau that survived the expropriations and demolitions (over 1500 homes and businesses) of the 1960s and 1970s for the construction of the Portage complexes.



Old Hull



Old Hull



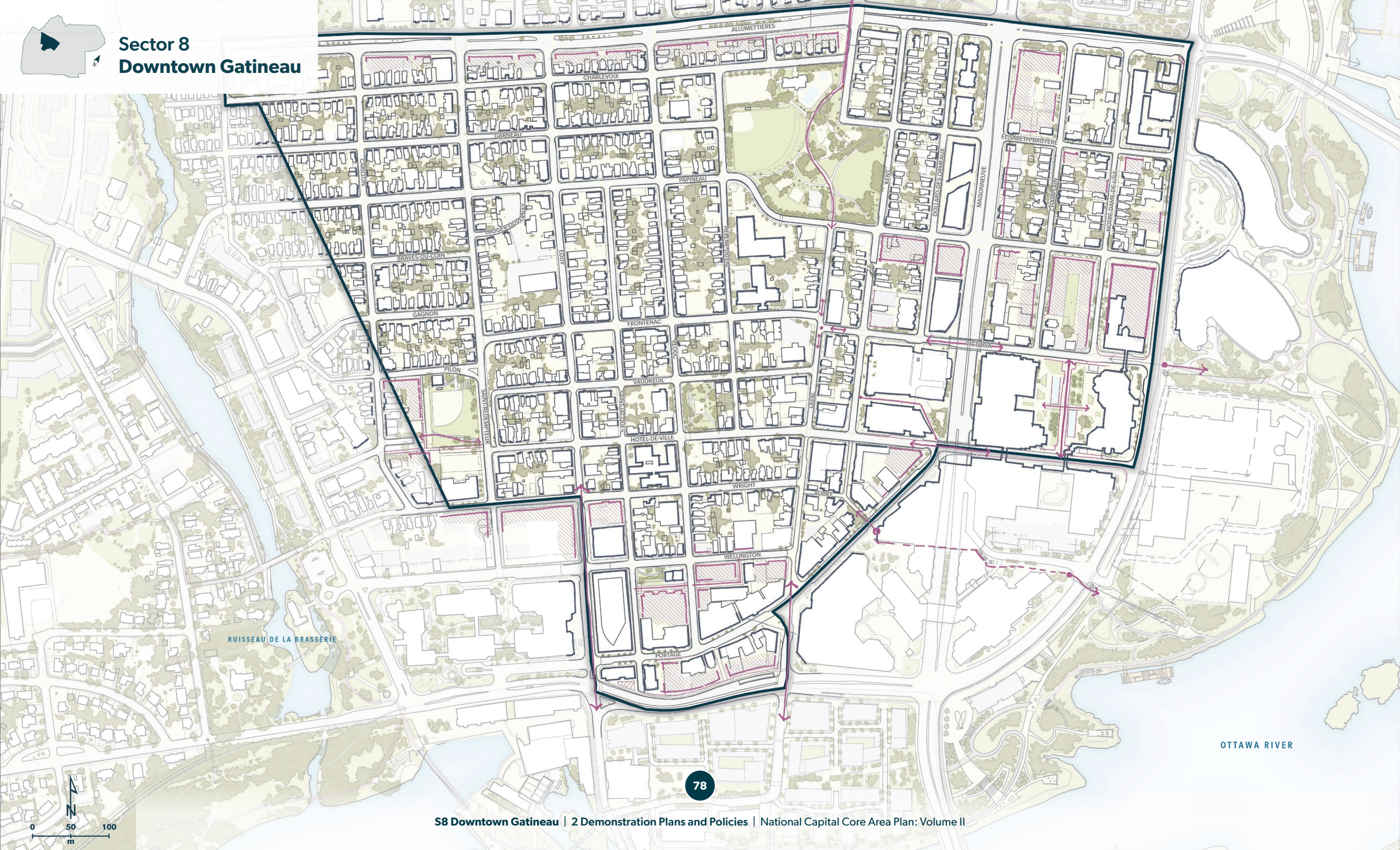
This sector is divided into four areas:

- **S8.1** Downtown District
- **S8.2** Fontaine Park
- **S8.3** Allumettières Boulevard
- **S8.4** Quartier-du-Musée

Old Hull



Sector 8
Downtown Gatineau



S8

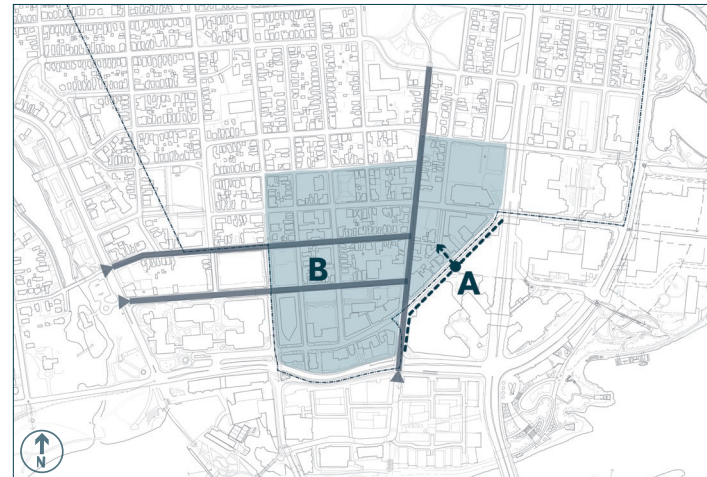
POLICIES AND RECOMMENDATIONS

The goals of this sector are to:

- Support and reinforce the vitality of the downtown core of Gatineau, in line with the goals of the municipality.
- Improve the interfaces of federal properties to create livelier streetscapes and urban environments.
- Strengthen pedestrian connections between destinations along the waterfront and the inner city.

S8.1 Downtown District

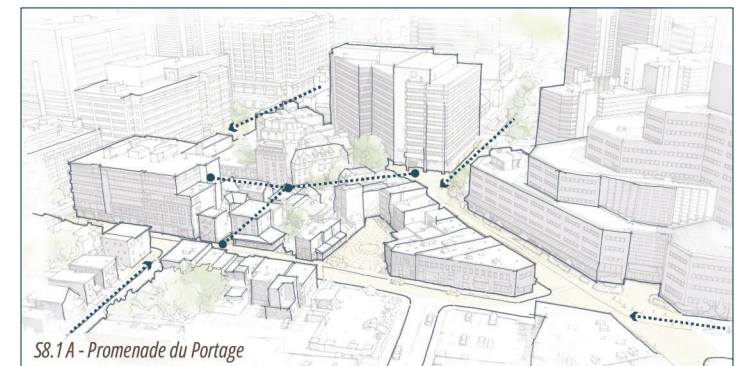
This area is the heart of Gatineau with vibrant heritage, cultural and commercial offerings. The mixed use and residential downtown is immediately adjacent to major federal complexes of an imposing scale.



A - Promenade du Portage
B - Commercial Centre

A Promenade du Portage

Promenade du Portage fronts the Place du Portage federal accommodations on one side, and a mix of shops and restaurants on the other, and connects to several pedestrian-scaled plaza spaces.



- Support the preservation and revitalization of important heritage areas and public spaces, including Promenade du Portage and Aubry Place.
- Encourage the development of active transportation connections to link Laval Street to the pathway and trail network to the south.

S8.1 Downtown District

- iii Encourage the consolidation and development of entertainment and specialty retail activities along Promenade du Portage, Kent Street, Aubry Street and Laval Street (up to Hôtel-de-Ville Street).
- iv Support the city to manage the built form and heights in this area to ensure harmonious integration of new buildings into the existing historic urban fabric.

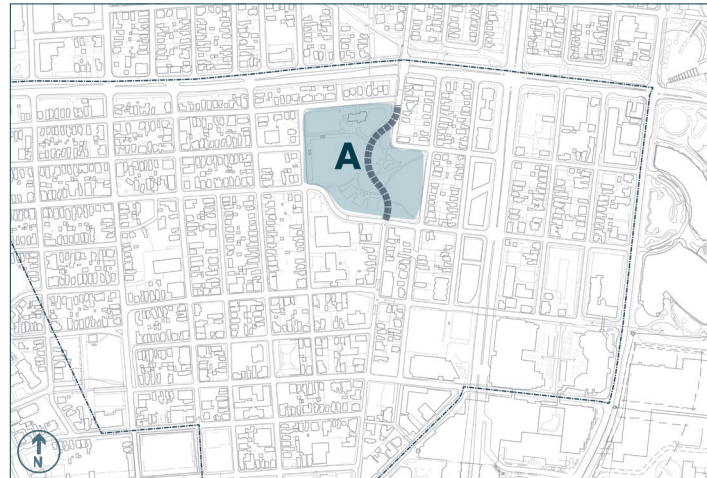
B Commercial Centre

The commercial centre of Gatineau on Hull Island includes streets such as Eddy, Laval and Wellington. The form is primarily low-rise with a narrow grid pattern of streets.

- i Support and reinforce the historic commercial centre of old Hull around Laval Street through improved connections to and from adjacent federal properties.
- ii Support the enhancement of the streetscape of major roads, including Laurier and Maisonneuve, to improve the design quality and experience of connections with Downtown Gatineau and federal accommodations and provide a welcoming pedestrian experience.
- iii Acknowledge Victoria Street as an important axis connecting to the Ottawa River, and enhance streetscapes, signage and at-grade uses to link the federal and municipal realms.

S8.2 Fontaine Park

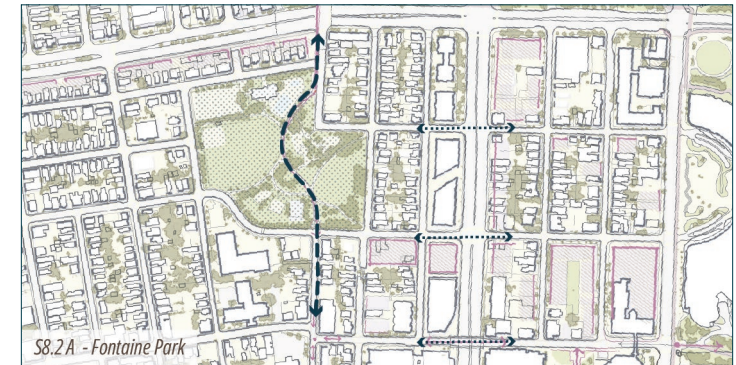
Fontaine Park is central park space and hub of community activity with a diverse range of park amenities and features.



A - Fontaine Park

A Fontaine Park

The park includes sports fields, playgrounds, pools and a community centre with pathways that divide the park into distinct areas.



- i Improve connections to and through the park to better link it to the broader park space and greenway networks.
 - a Create a strong north-south, multi-use pathway link, connecting the cycling route on Laval Street to the De l'Île Pathway.
 - b Improve connections and entry points into the park from adjacent side streets, especially those leading to the riverfront.
 - c Improve the visibility of the park to the surrounding community by providing signage and wayfinding elements.

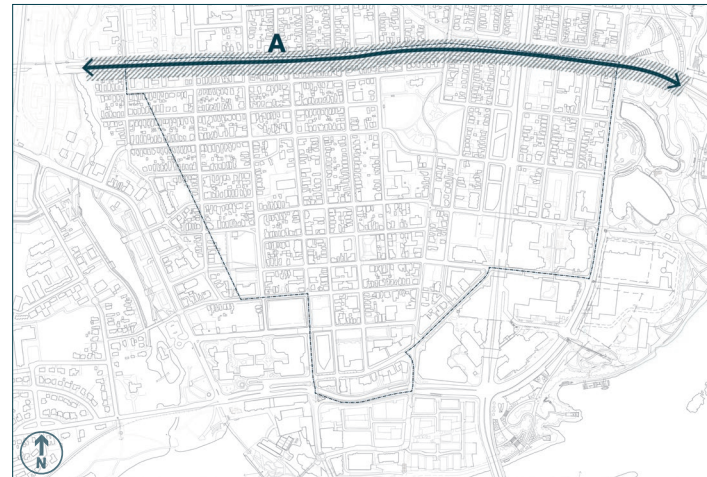


S8.2 Fontaine Park

- ii Support efforts to further animate and enhance Fontaine Park as a local destination and important community greenspace.
 - a Consider multifunctional venues for ephemeral events.
 - b Explore design interventions to reduce vehicular traffic on Papineau Street between Hélène-Duval Street and Laval Street.
 - c Rethink the park's illumination plan so that it is adapted to the different zones and uses of the site.
 - d Prioritize the effective management of surface runoff by implementing strategies that promote rapid on-site infiltration.

S8.3 Allumettières Boulevard

The boulevard is a distinctly designed and recognizable streetscape that links downtown Gatineau from the Alexandra Bridge at its eastern end to Wrightville and Gatineau Park in the west. It is a major arterial connection to the core area.



A - Allumettières Boulevard

A Allumettières Boulevard

Downtown, the boulevard divides Hull Island into two halves, northern and southern.

- i Maintain a high-quality streetscape treatment along Allumettières Boulevard and reinforce it as a Capital arrival and connection between Confederation Boulevard and Gatineau Park.
 - a Improve signage and wayfinding elements to capital destinations.
 - b Emphasize pedestrian and pathway crossings at key intersections to strengthen north-south connections between the neighbourhoods.
 - c Encourage enhanced property frontages, landscaping and architecture fronting the street.
- ii Maintain street trees and planting within the boulevard and adjacent properties.



S8.4 Quartier-du-Musée

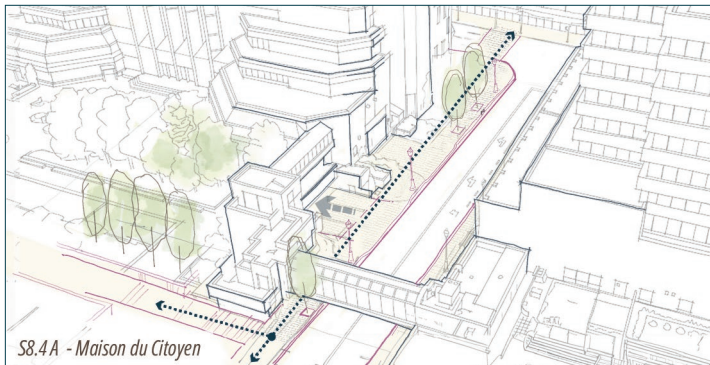
This area includes the Quartier-du-Musée heritage district, which was not affected by the great fire of 1900, and thus features many of the area's oldest buildings. The area fronts the Canadian Museum of History along Laurier Street.



A - Maison du Citoyen
B - Place du Portage Complex
C - Maisonnette Boulevard

A Maison du Citoyen

Gatineau's city hall sits along Confederation Boulevard on Laurier Street. It features public plaza space backing onto Parc Portage.



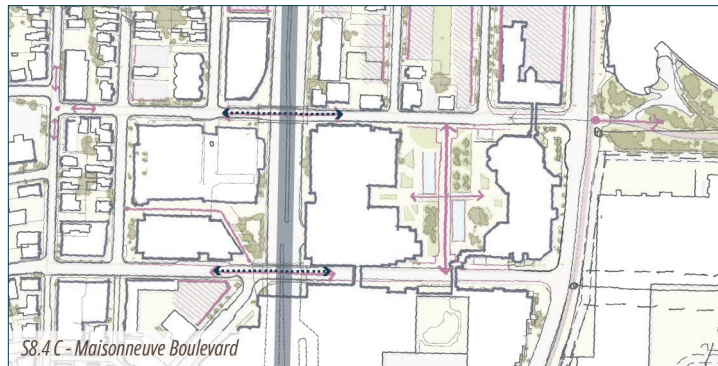
- i** Support efforts to improve the public realm and wayfinding that animate the area and bring people between the waterfront and downtown Gatineau along Victoria and Hôtel-de-Ville Streets.
- ii** Define the edges of the block around Maison du Citoyen and mitigate parking and service entrances that detract from its public experience.
- iii** Reinforce thresholds and entrances into internal courtyards, plazas and shared public spaces with the Place du Portage complex.
- iv** Create a strong mid-block pedestrian axis through the Place du Portage plaza to re-establish the continuity of the sub-level segment of Notre-Dame-de-L'Île Street.
- v** Create a cohesive lighting strategy in the surrounding blocks to structure and reinforce the patterns of the site and create a safe and inviting nighttime environment.
- vi** Continue to employ art, furnishings and planting to enhance the public spaces.

B Place du Portage Complex

- i** The policies in section S5.3 A apply.

C Maisonnette Boulevard

Maisonnette Boulevard is a major thoroughfare connecting Quebec Highway 5 and Fournier Boulevard with the Place du Portage complex and the Portage Bridge. The road is not comfortable for pedestrians or other modes of active transportation and creates a division between the river and downtown Gatineau.



- i** Enhance the design and streetscape experience, especially where it connects and passes through the Place du Portage complex.
 - a** Improve the lighting, underpasses and building interfaces to enhance the street level pedestrian experience.
 - b** Mitigate parking, loading and service accesses that detract from the streetscape conditions.
 - c** Improve transit stops and waiting areas.
 - d** Consider murals, artworks and interesting architectural treatments to improve underpass conditions.
- ii** Reinforce and enhance the overpasses and crossings of Maisonnette Boulevard as lively urban streetscapes to connect the downtown at the upper levels.



S9. SUSSEX DRIVE AND RIDEAU FALLS

Context

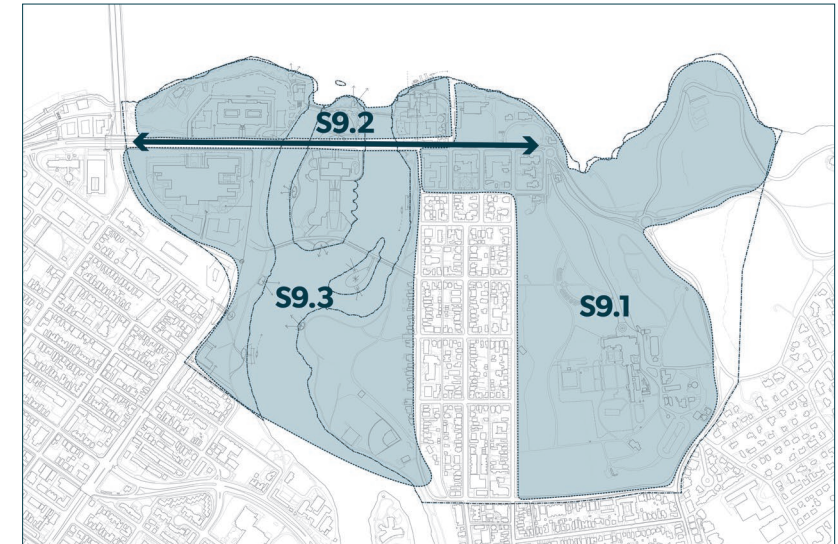
This sector encompasses the official residences of the prime minister and the governor general, two of the Capital's most prestigious landmarks, as well as the embassies lining Sussex Drive and Rockcliffe Park. It lies at the convergence of the Rideau River with the Ottawa River, at Rideau Falls. This sector is critical to the Capital's political identity and heritage. It is characterized by its symbolic landmarks and established neighbourhoods, including Rockcliffe Park, a historic district national historic site, and New Edinburgh, a heritage conservation district, each with unique urban patterns and architectural styles.



Rideau Hall



Rockcliffe Park



This sector is divided into three areas:

- **S9.1** Confederation Boulevard
- **S9.2** Rideau Falls
- **S9.3** Rideau River



Sector 9
Sussex Drive and Rideau Falls



S9

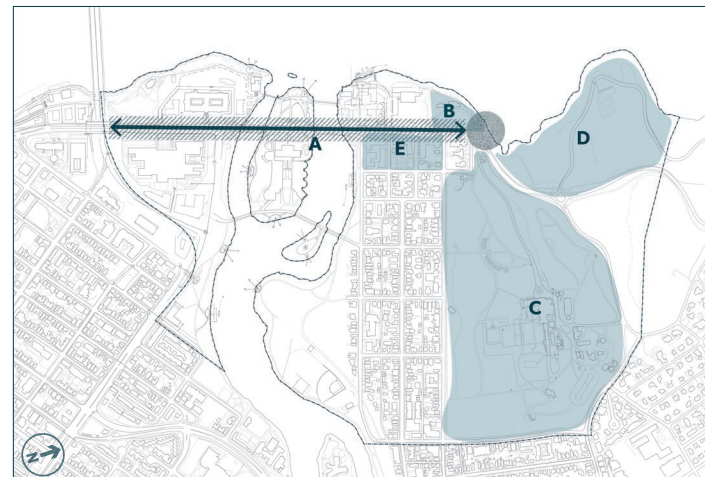
POLICIES AND RECOMMENDATIONS

Key objectives include:

- Preserving and enhancing the setting of the official residences of the prime minister, governor general \ and the Official Guest Residence at 7 Rideau Gate.
- Elevating this symbolically important segment of Sussex Drive, which is also where Confederation Boulevard ends, to enhance its ceremonial role by giving distinguished buildings a broader range of uses that will make the precinct livelier and complement its existing functions.
- Enhancing the grounds and interfaces of large federal institutions.
- Adding vibrancy to the parks and green spaces in the sector.
- Improving active mobility connections to the area from the downtown core.

S9.1 Confederation Boulevard and Residences

This part of Confederation Boulevard ends at the official residences of the prime minister and the governor general. It is an important segment for ceremonial processions, such as the changing of the guard and visiting dignitaries.



- A - Sussex Drive
- B - 24 Sussex Drive
- C - Rideau Hall
- D - Rockcliffe Park
- E - Sussex Blocks

A Sussex Drive North

This part of Sussex Drive is characterized by a series of federal buildings, embassies and official residences.

- i Provide bidirectional bikeway facilities along the north side of Sussex Drive, completing missing segments of the Ottawa River Pathway and improving connections toward the Sir George-Étienne Parkway.
- ii Prioritize the pedestrian experience along Sussex Drive.
 - a Provide elements such as trees, planter beds and seating along Sussex Drive for pedestrians' comfort.
- iii Improve the frontage and back-of-sidewalk conditions along the streetscape.
 - a Create a regular pattern of access points, parkettes and public spaces along the street.
 - b Reinforce the main entrances, forecourts and thresholds to important buildings and institutions along the street.
- iv Formalize and delineate adjacent properties, park space and public spaces using appropriate edge treatments such as walls, gates, paving and plants.
- v Prioritize key perpendicular street intersections to provide pedestrian crossings and break the linear, arterial effect of the street.

S9.1 Confederation Boulevard and Residences

B 24 Sussex Drive

24 Sussex Drive is the official residence of the prime minister of Canada and a classified federal heritage building.



- i Rehabilitate and renew the property, a classified federal heritage building, in a way that reflects its role as the official residence of the prime minister of Canada.
- ii Consider scenarios for expanding or enlarging the property that use contextual architecture and noble materials, in keeping with the original residence.
- iii Consider restoring the decorative features that were removed from its façades in 1949.

C Rideau Hall

Rideau Hall is the residence of the governor general of Canada and a national historic site. Its grounds include several federal heritage buildings and five denoted remarkable trees.

- i Conserve Rideau Hall as a national historic site, a classified federal heritage building and the Capital's only publicly accessible official residence, using site-specific heritage conservation and landscaping practices.



- ii Improve the universal accessibility of Rideau Hall through building upgrades and landscape design, while conserving its heritage values.
- iii Protect natural assets, including ceremonial and mature trees.
- iv Highlight Rideau Hall as a historic ceremonial and symbolic national landmark; an important Capital destination for dignitaries, Canadians and other visitors; and a Capital attraction for tourists along Confederation Boulevard.
- v Improve wayfinding and signage to guide visitors toward Rideau Hall.
- vi Maintain public access to Rideau Hall and the grounds while ensuring that security measures are tailored to fit the specific aesthetic of the space to provide a welcoming experience.

D Rockcliffe Park

This section of Rockcliffe Park includes a scenic drive and forested parkland. It connects the core area to the Sir George-Étienne Cartier Parkway.



- i Improve routes for active transportation between the core area and the pathways along the Sir George-Étienne Cartier Parkway.

E Sussex Blocks

The Sussex Blocks are three city blocks at the western edge of New Edinburgh. The northern block includes the Fraser School House, a recognized federal heritage building built in 1837.



S9.1 Confederation Boulevard and Residences

- i Redevelop the urban blocks as low- to mid-rise, mixed-use buildings that reflect the architectural style of the adjacent neighbourhood.
 - a Include ground-level services and public spaces to enhance the area as a destination.
 - b Reintroduce a landmark feature, such as a well-scaled turret, at the corner of Stanley Avenue.
 - c Frame Stanley Avenue, John Street, Alexander Street and Thomas Street with low-rise buildings that reflect the character of the established neighbourhood.
 - d Frame Sussex Drive with low- to mid-rise, mixed-use, street-oriented buildings to improve urban continuity along Confederation Boulevard.
 - e Design the buildings to support flexible uses that accommodate residential, retail or workplace opportunities.
- ii Conserve the former Fraser School House and feature it as part of any future development.
- iii Create a new public park or plaza within the block between John and Alexander Streets.
- iv Prohibit any surface parking. Provide temporary loading, lay-by and drop-off areas on the street at suitable locations or, where feasible, underground.
- v Protect structures from flooding by using established flood-proofing methods that are well designed and fit the character of the neighbourhood.

S9.2 Rideau Falls

Rideau Falls is where the Rideau River flows into the Ottawa River via two dramatic curtain-like waterfalls. The land around the falls, north of Sussex Drive, is perched on a rocky plateau and includes a mix of institutional buildings, embassies and unstructured public spaces.



A - 50 Sussex Drive
B - Green Island and Promontory
C - National Research Council Grounds

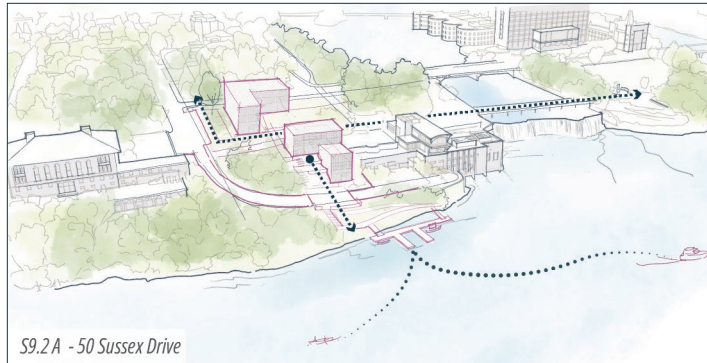
A 50 Sussex Drive

50 Sussex is an energy-generating plant and pavilion complex adjacent to Rideau Falls. The site offers a dramatic mix of industrial, commercial and programmable space.



- i Reimagine John Street and the NCC parking lot as a pedestrian laneway that creates a welcoming, animated and programmed public space along the waterfront.
 - a Reconfigure loading docks and service routes behind 50 Sussex Drive to activate the shoreline.
 - b Explore on-water facilities like new docks, mooring and a portage connection to the Rideau River.
 - c Explore opportunities to connect the upper terraces of the 50 Sussex Drive complex to the waterfront and provide universal access to the river.

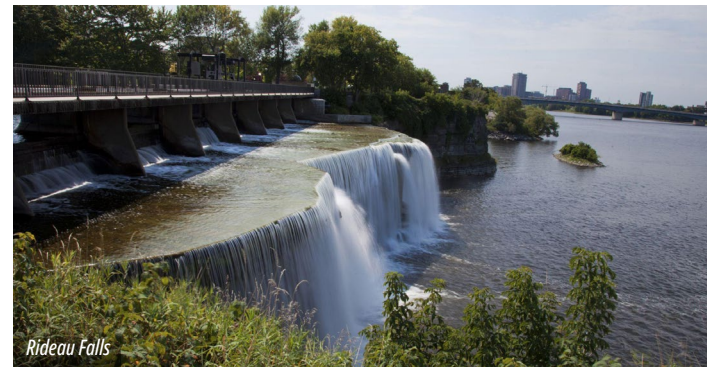
S9.2 Rideau Falls



- ii Allow infill buildings on the site that match the building massing, setbacks, height and architectural character of the surrounding area to reinforce the district's identity and complement the Sussex Blocks project.
 - a Maintain the landscaped character of Confederation Boulevard with tree-lined pathways, formal plantings and native vegetation that enhance the pedestrian experience.
 - b Preserve key views of the rivers and Gatineau hills and encourage exploration.
 - c Enhance the pedestrian experience on Sussex Drive with landscaping, architectural features and site design, creating a vibrant node for stopping and gathering.
 - d Provide underground parking with access and egress at John Street.
 - e Where accessible or required surface parking is provided, camouflage it within the landscape of the public space, and design these areas to match the character of the space.
- iii Protect and feature views toward Parliament.

B Green Island and Promontory

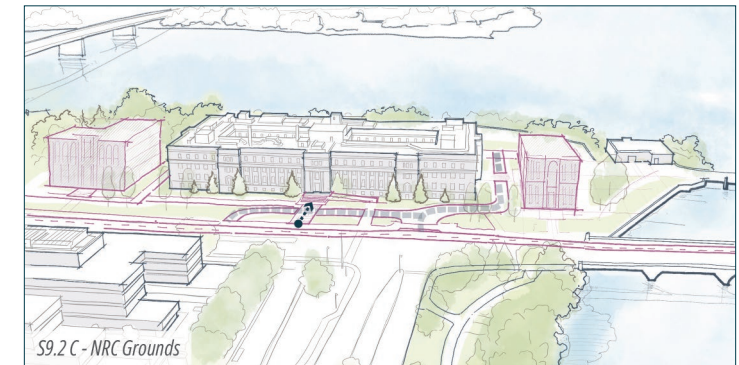
Green Island is a dramatic promontory that overlooks the Ottawa River from the top of the Rideau Falls. It is currently a weakly configured green space, with an assortment of memorials and monuments.



- i Redesign the Green Island parklands to create meaningful public spaces that highlight the falls and riverfront landscape.
 - a Design and introduce a new permanent layout, including a defined walkway, landscaping and commemorative elements.
 - b Explore options to reposition or decommission existing features and introduce new spaces and amenities.
 - c Selectively open and orient views and spaces toward the shorelines and falls to capitalize on elevated vistas and lookouts.
 - d Encourage interpretive and artistic elements to celebrate the historical, ecological and cultural significance of Green Island and Rideau Falls.
 - e Allow and encourage temporary and seasonal installations such as food trucks, art displays or seasonal vendors.

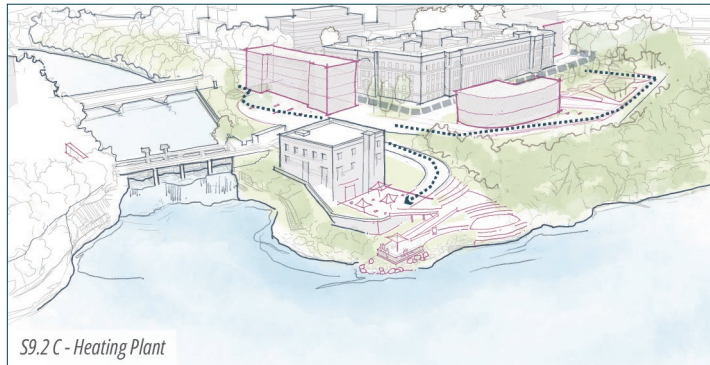
C National Research Council Grounds

The site includes the National Research Council (NRC) Canada Laboratories, a grand classified federal heritage building and the adjacent decommissioned heating plant and power house. The grounds currently include extensive surface parking, but historically they featured formal pleasure grounds, gardens and fountains facing the riverfront plateau.



- i Showcase and enhance the NRC building, a classified federal heritage building.
- ii Reclaim underutilized federal lands to create new public space and introduce public-facing destinations and services along the waterfront. The design of the area must adhere to criteria below.
 - a Consolidate the parking area into smaller, landscaped space.
 - b Introduce wider pathways and safer crossings over dam structures, accommodating high volumes of users.
- iii Allow buildings on the north and south sides of 100 Sussex Drive.
 - a Design buildings in a similar classical style and of a similar height and mass to complement the existing building. Ensure buildings are designed to accommodate a variety of uses, including commercial, institutional or residential uses.

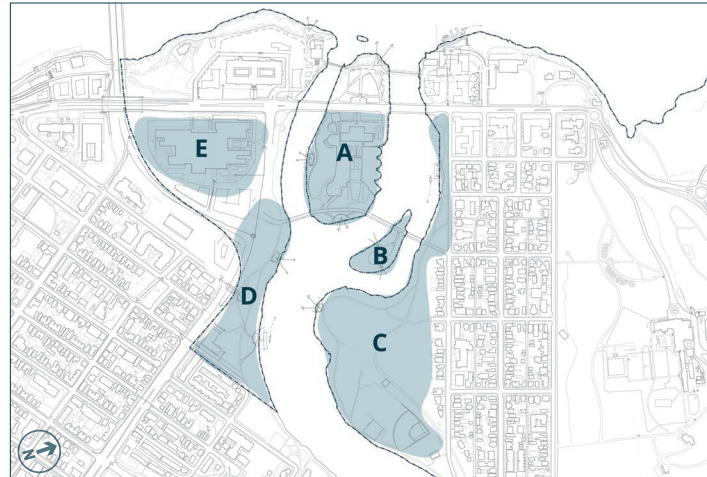
S9.2 Rideau Falls



- iv Allow infill development behind 100 Sussex Drive, footprinted to create a network of pedestrian streets, plazas and passages that connect to the water.
- v Prioritize public access that encourages people to enter the site from Sussex Drive toward Rideau Falls.
- vi Revitalize the heating plant building by pursuing the adaptive reuse of the building and improvements to the adjacent public spaces.
 - a Transform the space into a café, an event space or a cultural hub with outdoor terraces overlooking the falls to enhance public engagement with the site.
 - b Encourage interpretive elements that highlight the history of the area.
 - c Incorporate small decks, patios, seating and landscaping at the base of the falls to enhance public access and site activation, with minimal-impact design considerations to preserve the natural character of the area.
 - d Implement erosion control measures, such as terracing, native planting and retaining walls to protect the escarpment and sensitive areas and maintain ecological stability.

S9.3 Rideau River

The Rideau River flows into the Ottawa River over Rideau Falls. This section of the river's shoreline features several parks and other notable sites.



- A - 111 Sussex Drive
- B - Maple Island
- C - Stanley Park
- D - Bordeleau Park
- E - Lester B. Pearson Building

A 111 Sussex Drive

111 Sussex Drive is the former Ottawa City Hall located on the southern half of Green Island. It is a unique architectural statement and a classified federal heritage building, but it is isolated and not integrated into surrounding sites.

- i Formalize the entrance and arrival zones of 111 Sussex Drive to better connect them to Confederation Boulevard, and better integrate 111 Sussex Drive into the surrounding public spaces through design transition elements such as steps, seating and landscaping.
- ii Consider active and public uses on the ground floor of 111 Sussex Drive.
- iii Enhance the southern frontages and landscapes along Union Street to mitigate the impact of the service access and parking, and to provide a clear, welcoming and public edge.
- iv Redesign and improve the grassy open space on the western side of the building.
 - a Improve pathways and rest points along the river's edge.
 - b Consider adding new walkways and connections to the building, including at the ground level.
- v Support improvements to public spaces at the southern end of Green Island to create a more welcoming environment.
 - a Explore options to introduce elements of Victorian or Edwardian passive park design that would complement the heritage of the Minto Bridges and the historic neighbourhood.

S9.3 Rideau River

B Minto Bridges and Maple Island

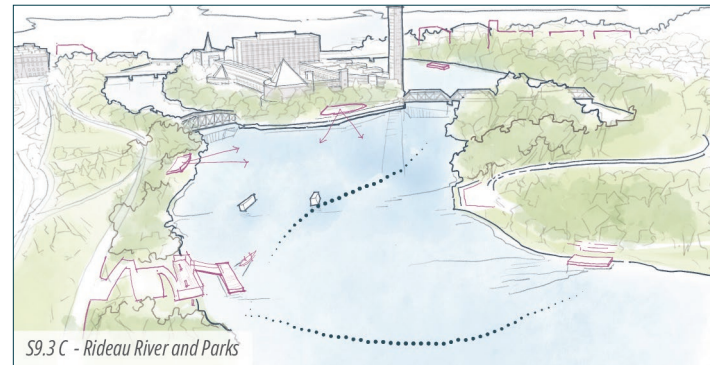
The historic Minto Bridges connect both sides of the Rideau River via Green Island and Maple Island. Originally built as part of a scenic drive predating Confederation Boulevard, the bridges now provide an iconic link for pedestrians and light local traffic.



- i Maintain the Minto Bridges as iconic structures and riverfront connections to Green Island and Maple Island.
 - a Create rest points and quality riverfront public spaces on both shores and between the bridge landings on the islands.
- ii Include furnishing features such as benches, picnic tables and shaded rest areas that elevate the shoreline's scenic character. Improve access to and redesign Maple Island to support low-impact recreational uses.
 - a Include winding walking paths that connect key viewpoints and encourage visitors to explore the island's landscape without disturbing sensitive areas.
 - b Use naturalistic garden designs with native plants.
 - c Protect scenic views, including views of the Minto Bridges and surrounding waters.
 - d Provide access to the water with steps, boardwalks or docks.

C Stanley Park

Stanley Park is on the eastern shore of the Rideau River. It includes passive and active recreational features, pathways, and access to walk down to the river. The park floods frequently because of the spring melt.



- i Redesign the pathway and shorelines along the northern pathway segment fronting Stanley Avenue, including floodplain modification works, to exclude the adjacent neighbourhood from the flood fringe zone and support the nearby Sussex Blocks development opportunity.
 - a Design new shoreline access points and seasonal docks for recreational and leisure use.
 - b Design and demarcate a canoe/kayak portage point and route linking to 50 Sussex Drive to bypass the Rideau Falls.
- ii Continue to manage Stanley Park as an expansive green space and recreational area.

D Bordeleau Park

Bordeleau Park is on the western shore of the Rideau River, bordered by Cathcart Street and King Edward Avenue. It is located along a beautiful shoreline, but it is isolated from adjacent sites and lacks key park features and amenities.

- i Maintain the lush grassy edge to the Rideau River and the scenic views toward the Minto Bridges.
- ii Create places along the shoreline where people can stop to rest and access and enjoy the water's edge.
- iii Reimagine the recreational facilities and northern segment near Union Street to create a coherent riverfront experience from Cathcart Street to Sussex Drive.
 - a Consider the possible reconfiguration King Edward Avenue to optimize the long-term configuration of the riverfront lands.
- iv Support improvements to the King Edward Avenue crossings.
- v Consider features, including possible buildings or a pavilion near the corner of King Edward Avenue and Cathcart Street, that would provide amenities or services to complement and animate the park.
 - a Enable and support complementary commercial services and improvements to public spaces with spill-out areas and frontages to draw more users to the park.



S9.3 Rideau River

E Lester B. Pearson Building

The Lester B. Pearson Building is a classified federal heritage building and is part of a high-security complex that is not accessible to the public.

- i Highlight the building through carefully designed lighting.
- ii Improve the pedestrian environment around the building by providing more accessible routes, public artwork and interpretation.
- iii Define the perimeter of the grounds and improve entry points for wayfinding and arrival experience.

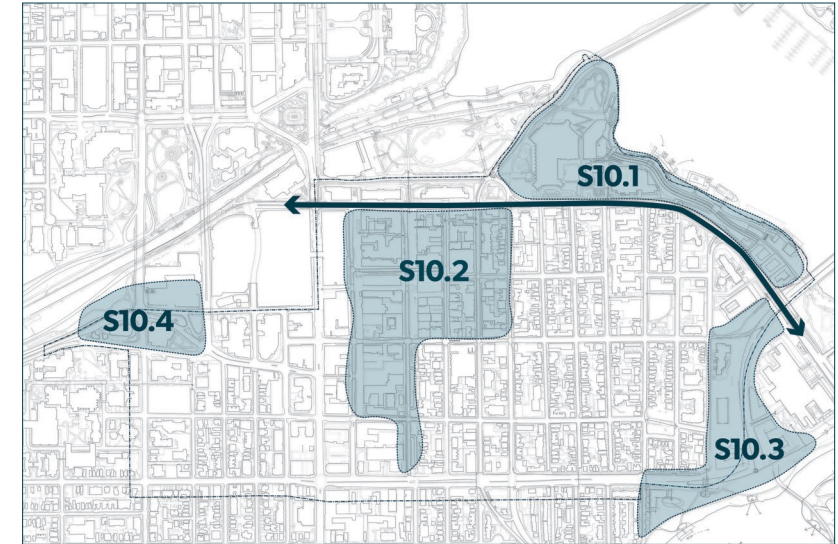




S10. SUSSEX DRIVE AND BYWARD MARKET

Context

This sector is a vibrant destination for both residents and visitors, featuring national cultural institutions, historic commercial areas, significant public spaces and dramatic Capital vistas. Anchored by Sussex Drive, one of the Capital's earliest commercial thoroughfares and later the "Mile of History" ceremonial route linking Parliament Hill with Rideau Hall, the sector reflects how Ottawa developed from a lumber town to a vibrant modern capital. The sector was originally established as a settlement to support the construction of the Rideau Canal. Its commercial importance, underpinned by the ByWard Market, later grew with access to river and rail transportation. When Ottawa was chosen as the capital, this area became more important with the construction of national institutions, many of which are now historic sites; later efforts focused on preserving this heritage. The ByWard Market, Ottawa's first public market and one of its historic commercial centres, remains a major attraction for shopping, dining, arts and entertainment.



This sector is divided into four areas:

- **S10.1** Riverfront Lands
- **S10.2** Sussex Drive and the ByWard Market
- **S10.3** King Edward Avenue and Macdonald-Cartier Bridge
- **S10.4** Nicholas Street



Kiweki Point

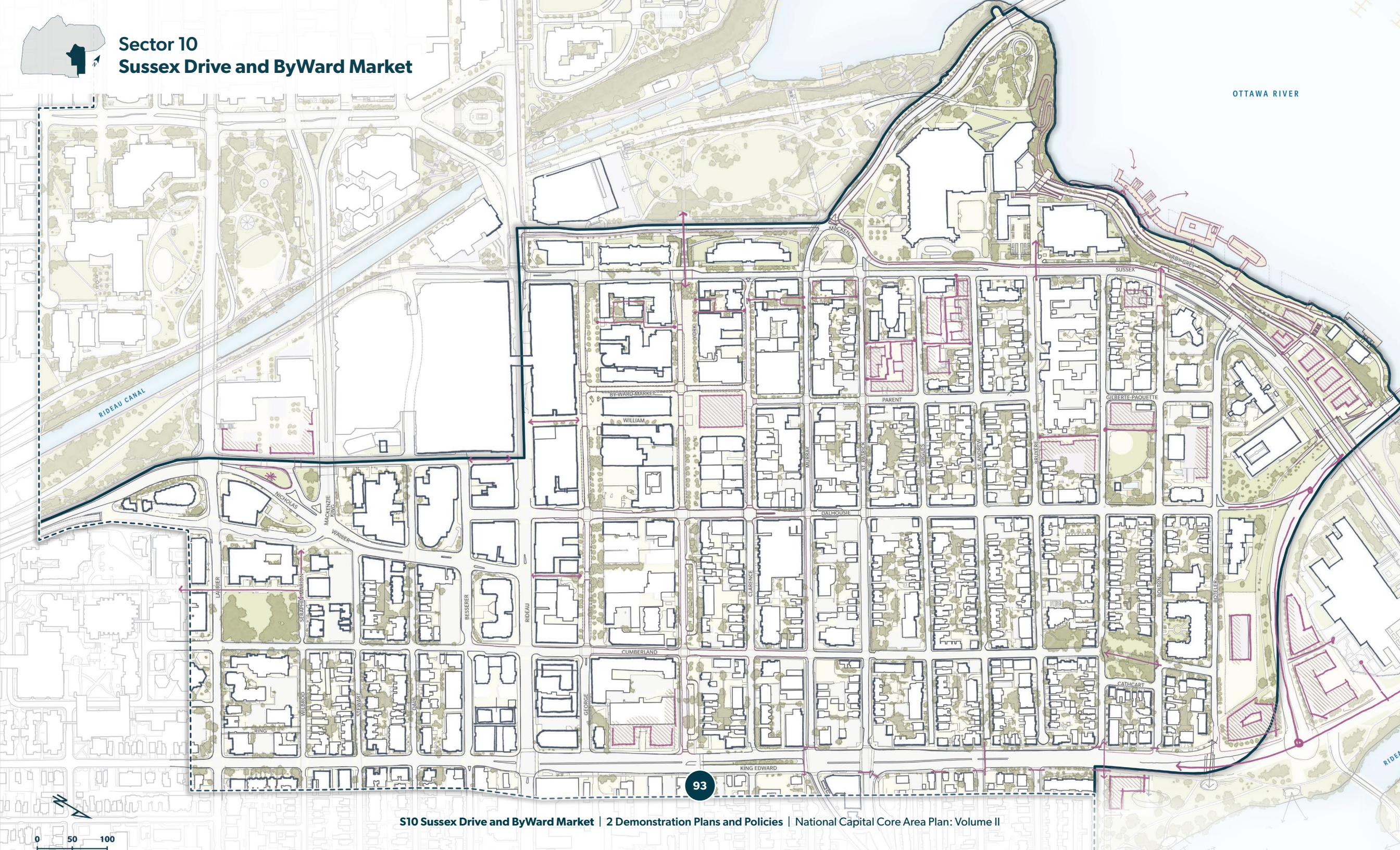


Sussex Courtyards

Lady Grey Drive



Sector 10
Sussex Drive and ByWard Market



OTTAWA RIVER

S10

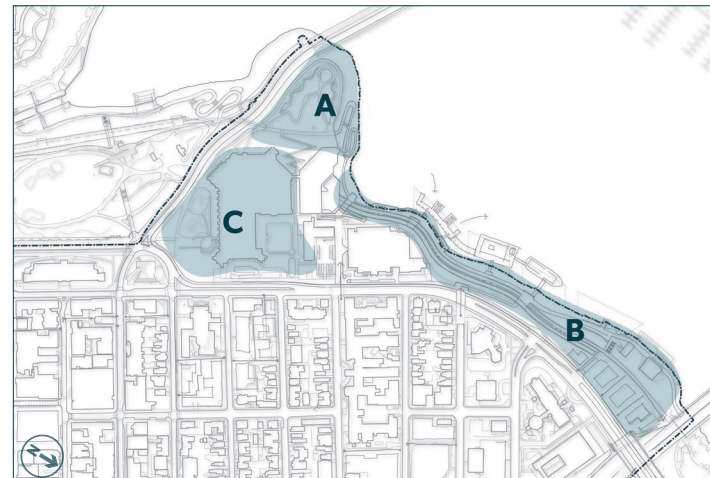
POLICIES AND RECOMMENDATIONS

The key objectives include:

- Strengthening the historic and ceremonial character of Sussex Drive and the ByWard Market.
- Encouraging compatible infill development along Sussex Drive.
- Preserving and enhancing the sector's historic and fine-grained built environment as contemporary urban development occurs.
- Maximizing the use of vacant and underutilized lands.
- Expanding and reinforcing the network of courtyards.
- Improving connections to the waterfront and regional pathway networks.

S10.1 Riverfront Lands

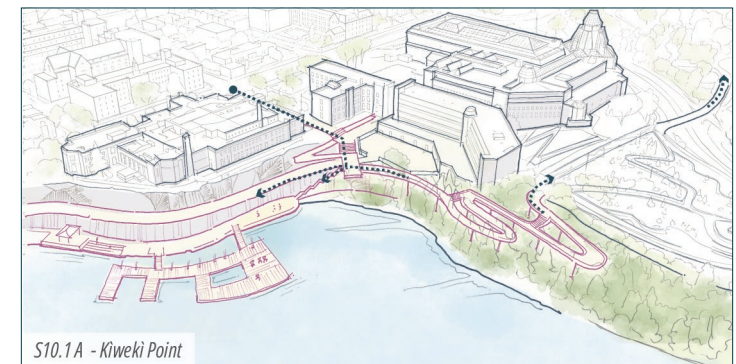
This elevated riverfront area sits on top of an escarpment between the Alexandra Bridge and the Macdonald-Cartier Bridge. The dramatic topography creates striking compositions of geographic features and architectural landmarks, but it creates unique challenges in connecting the waterfront and public spaces.



A - Kiwèkì Point
B - Lady Grey Drive
C - National Gallery of Canada Grounds

A Kiwèkì Point

Kiwèkì Point, meaning “returning to one’s homeland,” is a newly redeveloped, stunning lookout behind the National Gallery of Canada. The site has been a public space since 1909 and features a blend of public art and open space, offering one of the best panoramic views in Ottawa.



- i Create a direct, accessible pedestrian connection between Kiwèkì Point and Lady Grey Drive to improve universal accessibility along the waterfront and enhance the area’s natural and cultural features.

S10.1 Riverfront Lands

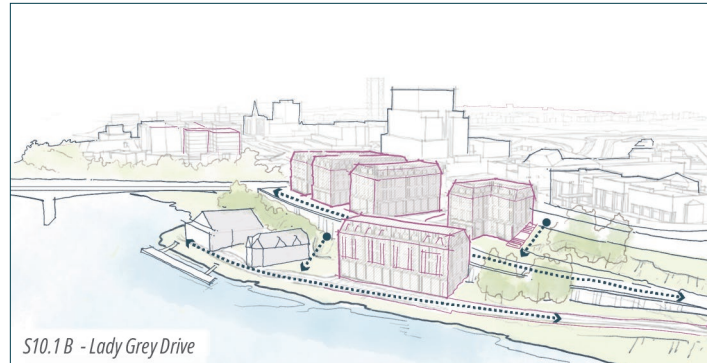
- ii Protect and preserve the natural rocky vegetation throughout the area to maintain its ecological integrity, support biodiversity and retain its distinctive landscape character.
- iii Ensure that the National Gallery of Canada and Kiwekì Point are well lit year-round to improve visibility, safety and the enjoyment of these landmark sites at night.

B Lady Grey Drive

Lady Grey Drive is a road that connects Sussex Drive with the Ottawa River shore. The historic drive offers new opportunities to bring people toward the water.



- i Provide new public access to the water, create a new node with attractions and programming on the shoreline, and ensure flood protection or resiliency.
 - a Create new lookout points and walls to capitalize on the dramatic views.
 - b Provide public amenities and features such as docks for swimming, boating, commercial opportunities and other public space improvements.
 - c Reclaim the historic and long-abandoned lower arm of the drive toward the shoreline to provide the public with direct water access, along with other activation possibilities.



- d Transform the roadway into a pedestrian waterfront promenade overlooking the river, with future connections to Kiwekì Point that improve the pedestrian experience while maintaining the required access to the loading and logistical facilities operated by the National Gallery of Canada.
- ii Develop low-rise mixed-use buildings with frontages onto the new public space in a style based on traditional vernacular architecture and verticality.
 - a Provide housing on the upper storeys and retail, food and beverage, or personal services in ground-level spaces to animate the public realm.
 - b Establish new vertical connections between Sussex Drive and the shoreline between those buildings, and design the streetscapes as extensions of Lady Grey Drive with suitable limitations to motor vehicles, so that these areas function mainly as pedestrian spaces.
 - c Protect the view at Sussex Drive / Macdonald-Cartier Bridge looking toward Parliament Hill.
 - d Design loading facilities and service routes to enhance, rather than detract from, the public realm.
 - e Explore opportunities to incorporate the Ottawa Rowing Club into development parcels.

- iii Conserve the rugged landscape features and naturalized vegetation of the escarpment.

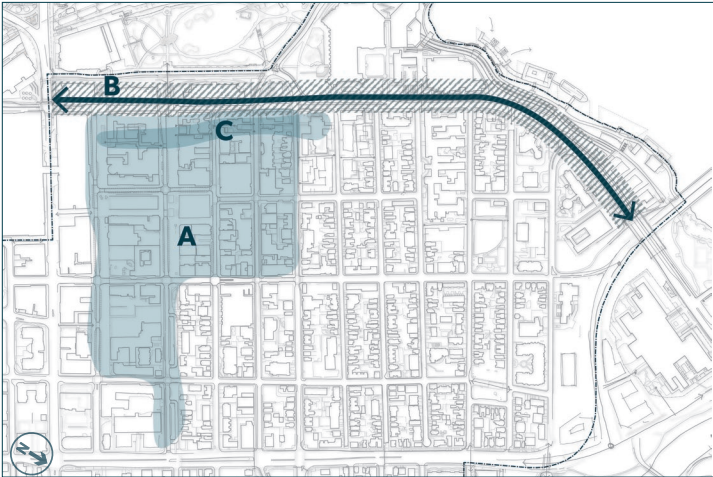
C National Gallery of Canada Grounds

The National Gallery of Canada is a prominent building and an important institution in the core. Its grounds feature public plazas and connections. There are opportunities to enhance these interfaces with sites such as Lady Grey Drive and Kiwekì Point.

- i Support the redesign of the Saint Patrick intersection by consolidating the lanes heading toward the Alexandra Bridge.
- ii Expand the plaza and Taiga Garden area and create a public landscape entrance to Kiwekì Point.
- iii Explore and allow opportunities for spill-out activation from the gallery, including programming, commercial offerings and artistic installations.
- iv Consider temporary or seasonal installations and vendors to increase the interest and offerings during peak tourism seasons.
 - a Use programming and installations to strengthen connections to and from the ByWard Market area.
- v Redesign and enhance the service and loading areas behind the gallery to support the waterfront promenade experience.
- vi Explore opportunities to transform the Op Art Path into a universally accessible route and strengthen the connection to Sussex Drive.

S10.2 Sussex Drive and the ByWard Market

This area includes the southern portion of Sussex Drive leading to the Rideau–Sussex intersection. The mix of federal and civic institutions and destinations attracts residents and visitors to the area year-round.



A - ByWard Market
B - Sussex Drive
C - Sussex Courtyards

A ByWard Market

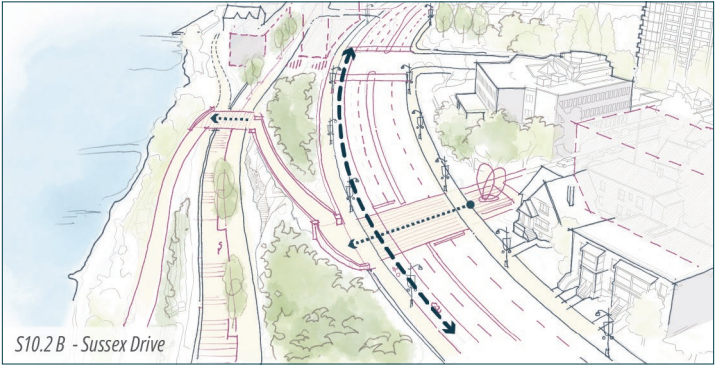
The ByWard Market is a historic commercial hub in Ottawa, anchored on its western edge by the ByWard Market Building and vibrant open-air markets. It is a key destination for both residents and visitors, blending retail, nightlife, dining, offices and residential areas.



- i Support the preservation and enhancement of the ByWard Market’s character as a vibrant, mixed-use cultural district, and strengthen relationships between the market and the Capital realm.
- ii Support improvements to the ByWard Market’s liveability, artistic character and tourist appeal through appropriate programming and public space enhancements.
- iii Identify direct pedestrian connections on streets through the market area to Sussex North, the Ottawa and Rideau Rivers, Rideau Hall, and between the courtyards.
- iv Support the establishment of a public square linked to the York Steps.

B Sussex Drive

Sussex Drive is an important segment of Confederation Boulevard and one of the Capital’s most prestigious destinations. It extends from Rideau Street to the residence of the governor general, Rideau Hall.



- i Improve the pedestrian and cycling experience along Sussex Drive.
 - a Introduce a continuous, protected bidirectional bikeway on the north side of Sussex Drive from the Macdonald-Cartier Bridge to Murray Street to establish a direct connection between the Rideau Canal and the Rideau River pathways.
 - b Support traffic calming measures such as flexible spaces that could be used for patios, street furniture or lay-by zones.
 - c Install additional high-capacity and secure bicycle parking facilities, particularly within the ByWard Market area and key destinations along Sussex Drive.
 - d Encourage and support the reconfiguration of the right-of-way of Sussex Drive between the Royal Canadian Mint and Rideau Hall to create a more pedestrian-friendly boulevard.

S10.2 Sussex Drive and the ByWard Market

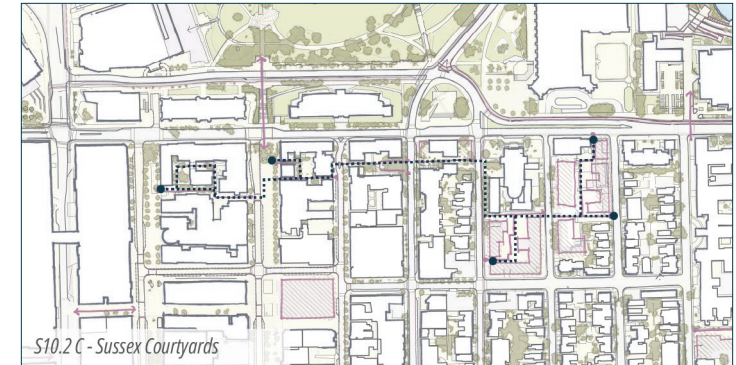
- e Support the improvement of the public realm and pedestrian connections surrounding the Embassy of the United States of America to better integrate the site into its surroundings.
- f Reconfigure the extension of Bruyère Street, between the Royal Canadian Mint and the Global Centre for Pluralism, into a dedicated pedestrian corridor and public gathering space to facilitate waterfront connections.
- g Create a safe crossing and direct connection at Bolton Street or Cathcart Street to connect the surrounding community, Lady Grey Drive and the shoreline.
- ii Strengthen the urban fabric near the Notre-Dame Cathedral Basilica by pursuing opportunities to redevelop lands on the east side of Sussex Drive with denser, mixed-use buildings that better frame the street, prolong activity along it, and match the architectural style and historic fabric of the area.
- iii Frame the north and south part of Sussex Drive with low- to mid-rise mixed-use buildings, positioned to strengthen the streetscape.
 - a Ensure architectural and stylistic harmony with adjacent heritage buildings and maintain the historical integrity of the corridor.
- iv Develop a distinctive landmark infill building within the block between Bolton Street, Cathcart Street and Sussex Drive, serving as a wayfinding element that respects the architectural style of the area while introducing a unique form that enhances the character of Sussex Drive.
- v Conserve and enhance the heritage buildings along Sussex Drive to maintain the historic character of the corridor.

C Sussex Courtyards

Spanning four city blocks, the Sussex Courtyards are a distinctive feature of one of the Capital's oldest neighbourhoods. The network of courtyards that have been preserved and developed as part of Ottawa's architectural heritage provide a unique urban experience in Canada's Capital. The five courtyards are Clarendon Court and Lane, York Court, Jeanne d'Arc Court, Tin House Court, and the Beaux-Arts Court.



- i Increase programming, commemorations, interpretation, art, lighting and other improvements to enhance enjoyment and safety in the Sussex Courtyards in all seasons.
- ii Retain the courtyards' intimate human scale delimited by two- to five-storey building heights and ensure that the design of public spaces continues to reflect the timeless heritage look that defines them.
 - a Implement design requirements for improvements to the Mile-of-History blocks of buildings along Sussex Drive and in the courtyards to conserve and enhance their historic character and design quality.

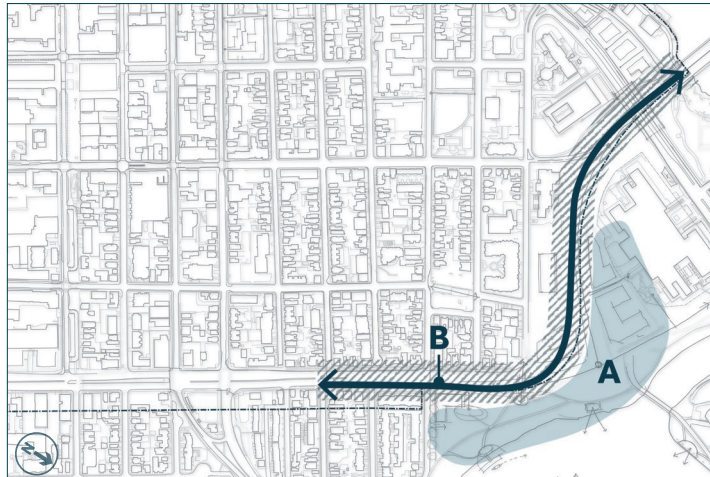


- iii Improve pedestrian connections and wayfinding to the courtyards and within the network to encourage exploration by creating an accessible path with consistent design elements, while maintaining the unique character of each courtyard.
- iv Expand the existing network of pedestrian courtyards, where possible, by reclaiming internal areas as public or semi-public spaces with commercial frontages, patios and dwellings.
 - a Support the adaptive reuse of the heritage stone buildings of La Salle Academy while conserving their elevations and as many interior heritage features and elements as possible.
 - b Consider removing incongruous 20th-century structures that detract from the historic streetscape.
 - c Conserve any stone material for reuse at other locations if removal is necessary.
- v Allow for the further enclosure of the Beaux-Arts Court by developing a replica building of the one lost in the fire at the corner of Sussex Drive and Saint Patrick Street, which may wrap around the corner in an "L" shape.



S10.3 King Edward Avenue and Macdonald-Cartier Bridge

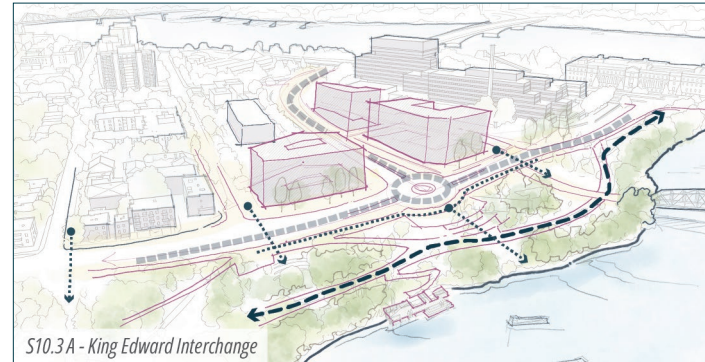
King Edward Avenue is the main thoroughfare for heavy traffic between Ottawa and Gatineau, linking Quebec Highways 5 and 50 with Ontario Highway 417. If an additional interprovincial bridge is constructed outside the core area, this could create opportunities to divert vehicular and trucking traffic away from the urban core.



A - King Edward Interchange
B - King Edward Avenue

A King Edward Interchange

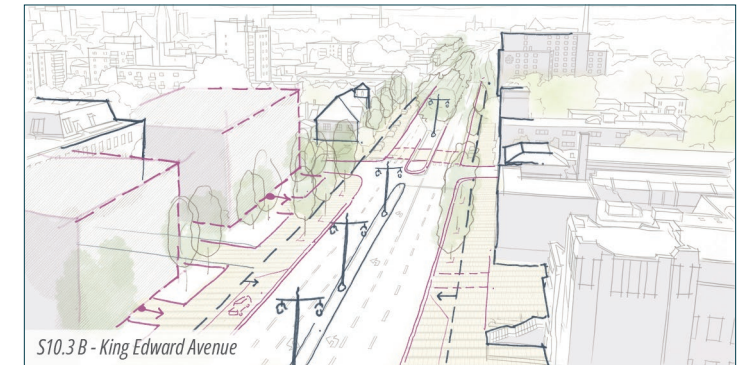
There are several significant entrances into the core area in this sector. King Edward Avenue is a major north-south corridor in downtown Ottawa, connecting the Macdonald-Cartier Bridge to Highway 417 via Nicholas Street at the southern edge of this sector.



- i** Support the transformation of King Edward Avenue into a distinguished urban avenue and welcoming, pedestrian-friendly Capital arrival.
 - a** Explore opportunities to redesign the King Edward Avenue interchanges and overpasses to reclaim public space and create a safer and more welcoming urban space.
 - b** Consider reconfiguring the King Edward / Macdonald-Cartier access ramp to an urbanized T-intersection or roundabout, with opportunities for new infill buildings and frontages.
 - c** Consider the relationship with the river shorelines and parklands (see also policies of Sector 9).
 - d** Design and redirect any heavy or through traffic away from Union Street and the Minto Bridges.

B King Edward Avenue

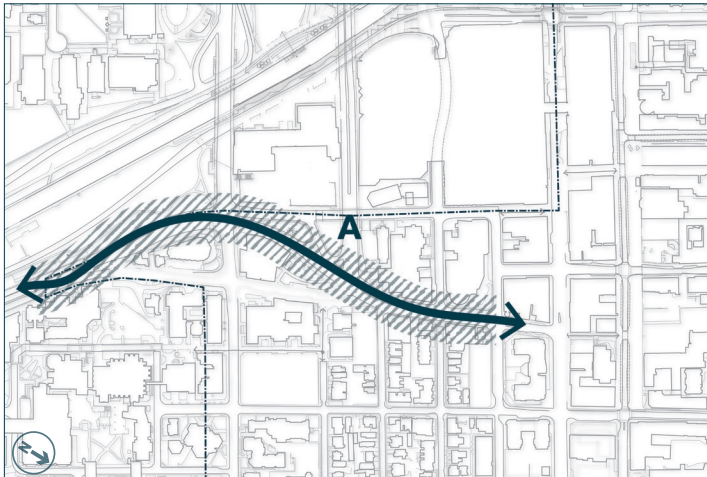
King Edward Avenue is a tree-lined boulevard through Ottawa's ByWard Market, Lowertown and Sandy Hill neighbourhoods.



- i** Support efforts to right-size travel lanes, reduce traffic volumes and improve the boulevard character along King Edward Avenue.
 - a** Support carefully considered curb-side treatments, pedestrian crossings and street trees to promote a walkable character.
- ii** Consider redeveloping the federal lands at 350 King Edward Avenue as an opportunity to provide an elegant and active frame to the avenue and a gateway into the ByWard Market through an active York Street frontage.

S10.4 Nicholas Street

The Nicholas Street area includes downtown fixtures such as the University of Ottawa, the Rideau Centre and the Department of National Defence Headquarters Major-General George R. Pearkes Building.



A - Nicholas Street

A Nicholas Street

Nicholas Street connects Ontario Highway 417 through downtown to King Edward Avenue, via Rideau Street, acting as a Capital arrival.

- i Reimagine the Capital arrival experience on Nicholas Street by capitalizing on opportunities for landmark features and improving street character.
 - a Support efforts to transition the Nicholas Street highway connector, parallel to Colonel By Drive, to an urban boulevard character as it approaches the intersections at Laurier Avenue and Nicholas Street.
 - b Consider adding public art or a gateway focal feature, or converting it to a grand roundabout at the intersection of Nicholas Street and Laurier Avenue to mark arrival into the core.
 - c Promote changes to improve the interfaces and relations with Laurier Avenue and the Department of National Defence Headquarters (see policies in sections S11.3 and S11.4).

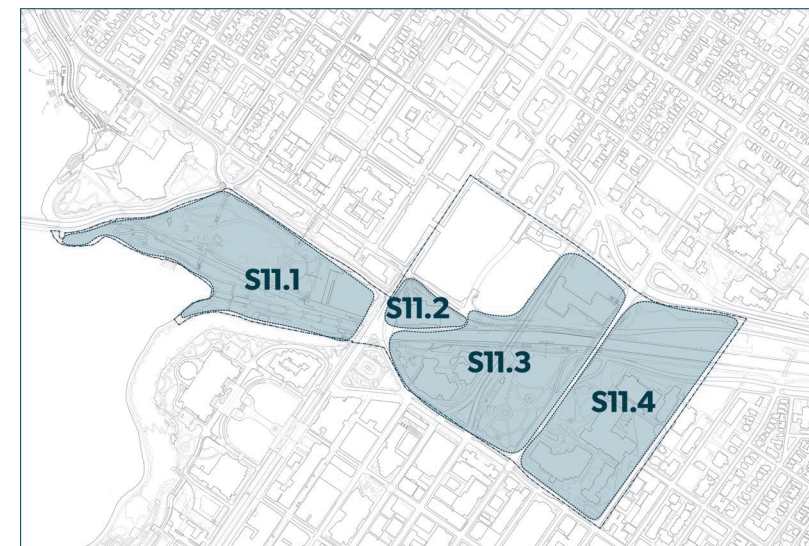


S11. RIDEAU CANAL

Context

This sector is centred on the Rideau Canal, a national historic site and part of a Canadian Heritage River. In 2007, the Rideau Canal was inscribed on UNESCO's list of World Heritage sites. The magnificent flight of eight locks at the base of Parliament Hill is one of the most iconic locations in the Capital, and a destination for visitors from across Canada and around the world.

The sector also features many notable places and institutions, like Major's Hill Park, a Capital park managed by the NCC; as Ottawa's oldest park, it is a valued cultural landscape with an important event site for seasonal programming that offers majestic views of Parliament Hill, the Ottawa River and Gatineau. The Fairmont Château Laurier is a historic railway hotel and one of Ottawa's most celebrated landmarks. The NAC is a premier centre for the performing arts. Confederation Park, an important Capital park featuring significant national monuments, the Lieutenant Colonel John By Fountain and a variety of remarkable trees, is home to numerous public gatherings and festivals throughout the year.



This sector is divided into four areas:

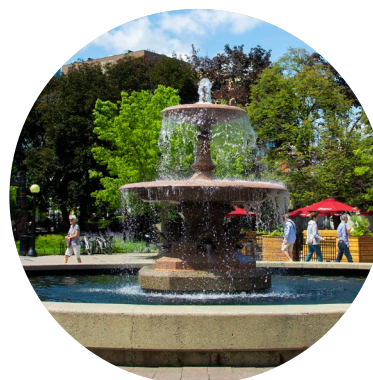
- **S11.1** Entrance Valley
- **S11.2** Rideau-Sussex
- **S11.3** Canal Plaza Area
- **S11.4** Laurier Bridge Area



Rideau Canal



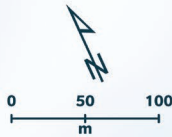
Major's Hill Park



Confederation Park



**Sector 11
Rideau Canal**



S11

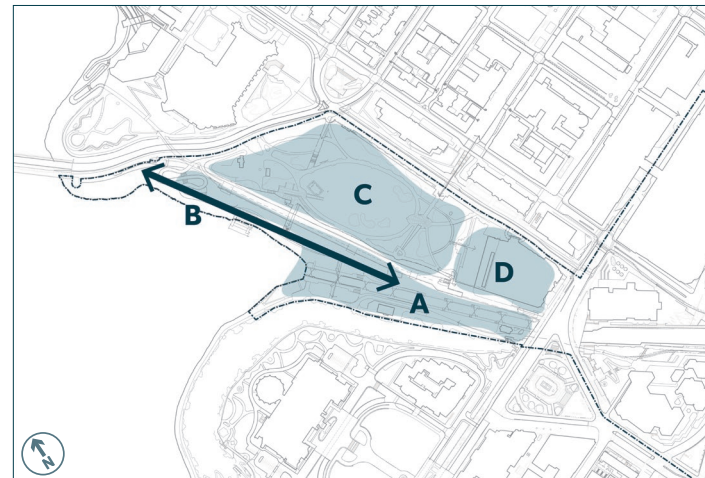
POLICIES AND RECOMMENDATIONS

The interventions in this sector emphasize:

- Preserving and enhancing the canal's prominence.
- Improving pedestrian connectivity.
- Strengthening the integration of open spaces and structures.
- Reinforcing the canal's role as a gateway to Confederation Boulevard and the Capital realm.
- Showcasing the Capital experience year-round.

S11.1 Entrance Valley

The Entrance Valley marks the entrance to the Rideau Canal, nestled between the dramatic topography of Major's Hill Park and the Parliament Hill escarpment. Anchored by the historic Ottawa Locks, this area integrates heritage, natural landscapes and key landmarks such as the Fairmont Château Laurier and the remnants of Sappers' Bridge.



- A** - Rideau Canal / Ottawa Locks
- B** - Pioneer Way and Escarpment
- C** - Major's Hill Park
- D** - Fairmont Château Laurier and 1 Wellington Street

A Rideau Canal / Ottawa Locks

The Ottawa Locks, at the base of Parliament Hill, are the northern terminus of the Rideau Canal system. The area includes pathways, scenic views and attractions such as the Bytown Museum.



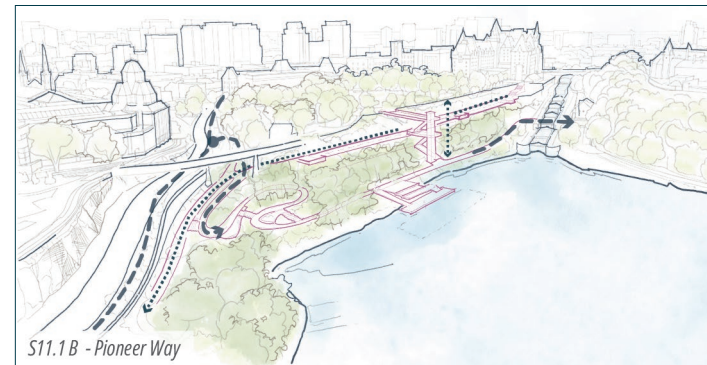
- i** Conserve and showcase the historic significance of the Rideau Canal Entrance Valley and conserve the character-defining elements of the Ottawa Locks.
 - a** Retain the primacy and visual prominence of the Ottawa Locks landscape and its relationship with Parliament Hill.
 - b** Preserve the historic significance of the Rideau Canal Entrance Valley and conserve the character-defining elements of the Ottawa Locks, the stone escarpment and retaining walls.
 - c** Preserve and enhance key view corridors, including the iconic view from Plaza Bridge, the unfolding view from the locks toward the Ottawa River and the view from the base of the locks up toward the Plaza Bridge.
 - d** Ensure any new features, such as canoe docks and accessibility improvements, are designed to be sensitive to the area's heritage and landscape values.

S11.1 Entrance Valley

- ii Strengthen the connectivity within the Entrance Valley, and between the Entrance Valley and other destinations.
 - a Improve the accessibility of the pathway along the escarpment toward Major's Hill Park.
 - b Improve access to the locks and the river through improvements to Canal Lane while minimizing asphalt use on Canal Lane to enhance the historic and landscaped character of the area.
 - c Improve the integration between the Ottawa River Pathway and Rideau Canal Pathways.
 - d Explore options to achieve universal accessibility across the canal, including heritage appropriate modifications to one of the dam lock-gate structures.
- iii Improve the public realm and accessibility of and along Canal Lane.
 - a Explore options to use the lockmaster's house for commercial offerings.
 - b Introduce cycling and pedestrian separation where feasible to accommodate the high volume of pathway users.
 - c Create public patio and plaza spaces around the Bytown Museum and support further activation and commercial offerings.
- iv Improve year-round access and visitor experience along the shoreline.
 - a Increase the capacity for commercial tour operators to highlight the natural beauty and heritage of the area.
 - b Explore options to bring more people to the shore during winter months.
- v Design new lookouts on the waterfront and surrounding landscape.
 - a Permit small-scale commercial offerings that do not detract from the character of the area.

B Pioneer Way and Escarpment

Once a rail corridor connecting to the Alexandra Bridge, Pioneer Way is a service road that runs mid-level along the escarpment between Major's Hill Park and rear of the 1 Wellington Street and Fairmont Château Laurier buildings. It offers an opportunity to better connect people between Wellington Street, the Rideau Canal and the Alexandra Bridge, particularly after 1 Wellington Street is no longer needed for parliamentary functions.



- i Ensure all interventions within the foreground of the Ottawa Locks panorama respect and are stylistically compatible with the historic setting.
- ii Redesign the Pioneer Way corridor as a pedestrian promenade connecting from the Fairmont Château Laurier to the Alexandra Bridge.
 - a Restrict vehicle access and parking to authorized use only.
 - b Maintain service access and delivery to the 1 Wellington Street building.
- iii Introduce pedestrian lighting, lookouts and rest points that capitalize on the views and setting.
 - a Consider accent lighting along the escarpment to create a safe and inviting night-time experience.

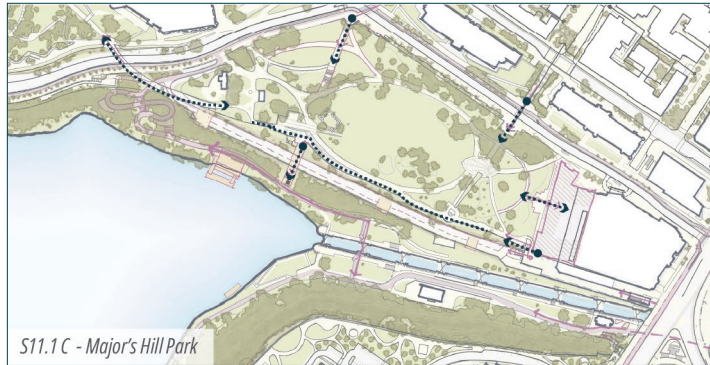
- iv Create a universally accessible connection to and from the promenade.
 - a Consider a three-level elevator connection to link Pioneer Way from Major's Hill Park to the river shoreline.
 - b Construct a staircase connection to link the Château Laurier Terrace level to Pioneer Way.
- v Create a small waterfront node and enhanced connections along the shoreline between Saint Patrick Street and the canal.
 - a Regrade the pathway descending the escarpment to achieve safe and enhanced access to East Wharf and the canal.
 - b Consider design interventions to improve access, visitor experience and flood resiliency along the lower pathway.

C Major's Hill Park

Major's Hill Park is a beloved park that sits atop the escarpment, offering a panoramic view of the Parliament Buildings, the Ottawa River and the Gatineau shoreline.



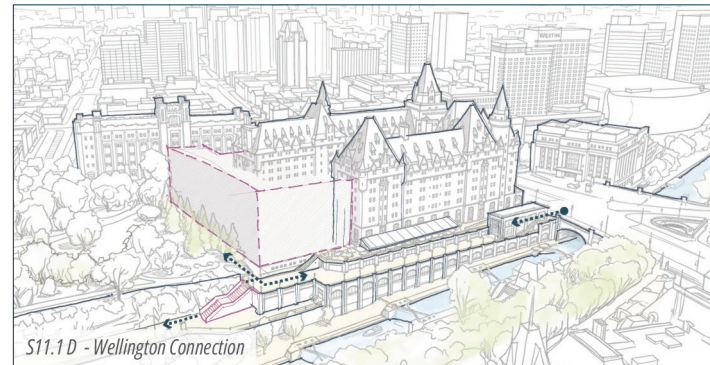
S11.1 Entrance Valley



- i** Improve the park's interfaces with adjacent public realm areas.
 - a** Enhance the entrance across from the National Gallery of Canada to create a clear sense of arrival into the park from the boulevard node and intersection.
- ii** Maintain Major's Hill Park as a place for both informal recreation and low-impact seasonal programming.
 - a** Explore options to increase animation in the park during wintertime.
- iii** Preserve the lush, landscaped character of Major's Hill Park including its role as an important part of the annual Canadian Tulip Festival.
- iv** Introduce playful elements that are in keeping with the park's character, such as climbable structures or water features.

D Fairmont Château Laurier and 1 Wellington Street

The Fairmont Château Laurier is a historic hotel and an iconic site in the Capital core. The national historic site was originally completed in 1912. 1 Wellington Street is a space adjacent to the west terraces, formerly the Canadian Museum of Contemporary Photography, which is currently occupied by the Rideau Committee Rooms.

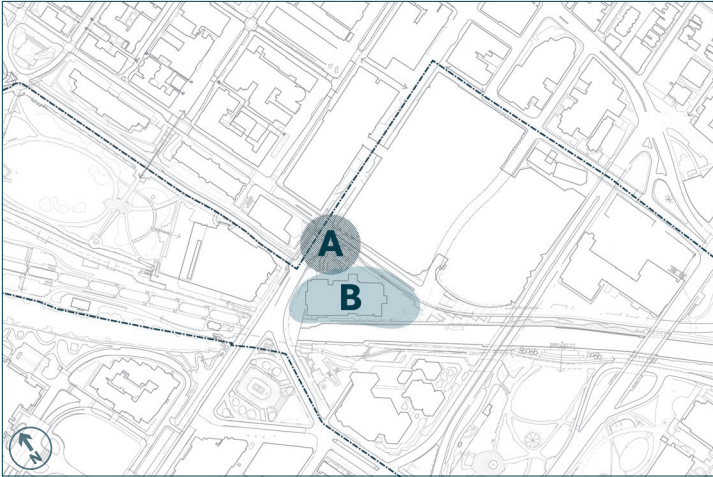


- i** Improve connectivity, accessibility and wayfinding around the site.
 - a** Explore options to reopen the elevator adjacent to the Fairmont Château Laurier to the public.
 - b** Redesign the west terraces to connect the Fairmont Château Laurier to the Rideau Canal.
- ii** Over time, prioritize public-facing uses for 1 Wellington Street that contribute to the Capital experience, recognizing the current use of the site for parliamentary functions.
- iii** Preserve and showcase the views from the west terraces between the canal and the Fairmont Château Laurier.



S11.2 Rideau–Sussex

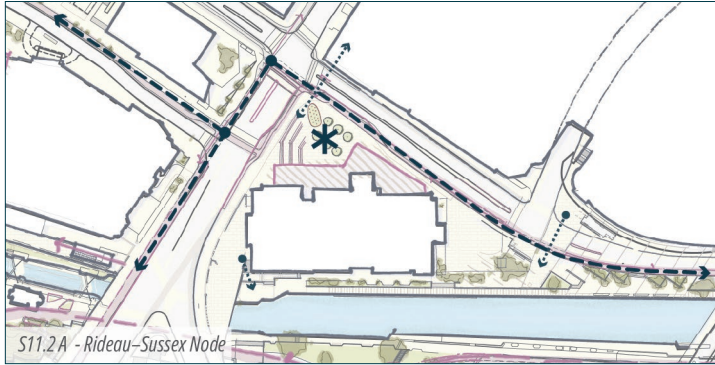
This area, along Confederation Boulevard, includes federally significant buildings and visitor destinations. The area acts as the transition between the seat of Canada’s government and the civic realm.



A - Rideau–Sussex Node
B - 2 Rideau Street

A Rideau–Sussex Node

The intersection where Sussex Drive, Rideau Street, Colonel By Drive and Wellington Street meet is a busy and important intersection along Confederation Boulevard.



- i Advocate for and pursue a redesign of the intersection to create a new public plaza at the Rideau–Sussex node to restore at-grade pedestrian access and clearly define an entry to the Rideau Canal promenade.
 - a Explore opportunities to program and animate this node to complement or support the programming at 47 Rideau Street.
 - b Prioritize pedestrian safety and amenity and support improvements to cycling connectivity in the redesign of the intersection.
 - c Restore an at-grade, direct sidewalk along the southern side of Rideau Street, between the former Union Station and the Colonel By intersection.
- ii Reserve space for a landmark commemorative or artistic installation.
- iii Consider artistic, lighting, water feature or other plaza elements to create a place with vibrant four-season interest.

- iv Design the space to visually connect with and signal a transition and gateway toward the Rideau Canal esplanade by Colonel By Drive.
- v Permit spill-out uses from adjacent buildings to activate the space and create a strong four-corners with public-facing uses that link the ByWard Market to Wellington Street and the canal.

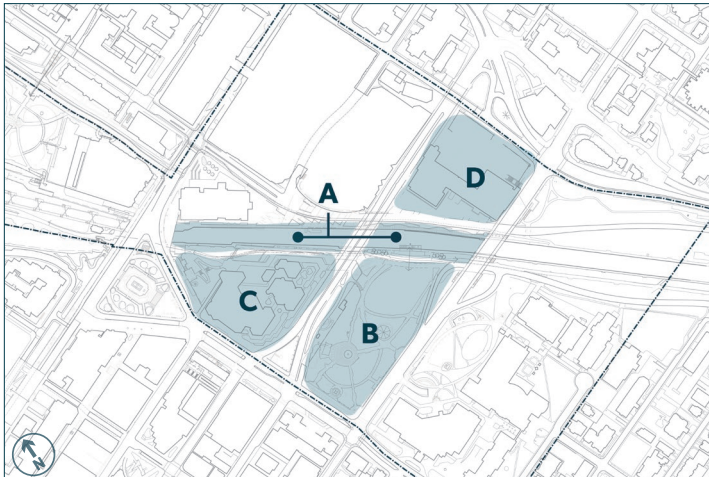
B 2 Rideau Street

2 Rideau Street, a classified heritage building, is the current Senate of Canada Building. It was formerly Ottawa Union Station, serving as the city’s central railway station from 1912 until 1966.

- i Allow for the adaptive reuse of the 2 Rideau Street building to accommodate a public facility, should the building no longer be needed in the future by its current custodian.
- ii Subject to security and operational requirements, permit a new building within the future plaza, to frame the new plaza space.
 - a Design this new building with active frontage toward both the street and the plaza.
 - b Capitalize on the site topography to transition street grades and maximize building heights, without compromising views and compatible proportions to existing buildings.

S11.3 Canal Plaza Area

This dynamic section of the Rideau Canal’s Ottawa Reach, spanning from the Plaza Bridge to the Laurier Avenue Bridge, is defined by its institutional character and rich history.



- A** Rideau Canal – Wellington Street to Laurier Avenue
- B** Confederation Park
- C** National Arts Centre
- D** National Defense Headquarters – 101 Colonel By Drive

A Rideau Canal – Wellington Street to Laurier Avenue

The area includes monumental views including of key landmarks such as Confederation Park, the NAC and the Senate of Canada Building.



- i** Support the concentration of visitor experience activities and permit additional offerings that contribute to the Capital experience.
 - a** Permit and encourage commercial offerings that contribute to the Capital experience in underused spaces such as underneath the Plaza Bridge.
- ii** Subject to security and operational requirements, maintain and enhance public realm features that complement the character of the area.
 - a** Protect and enhance the tree canopy, particularly along the Rideau Canal esplanade and Colonel By Drive between Laurier Avenue and the Mackenzie King Bridge.
 - b** Improve the nighttime experience and user comfort along pathways, particularly under the Mackenzie King Bridge, to enhance safety and usability.
- iii** Preserve the view corridors under the Plaza Bridge toward the Entrance Valley and the Ottawa River.

- iv** Improve accessibility and connectivity between the canal and adjacent areas.
 - a** Support the construction of a footpath across the canal via a pedestrian swing bridge, at canal level, north of the Mackenzie King Bridge.
 - b** Improve the pathway connection between Canal Lane and the Rideau Canal Pathway by removing accessibility barriers.

B Confederation Park

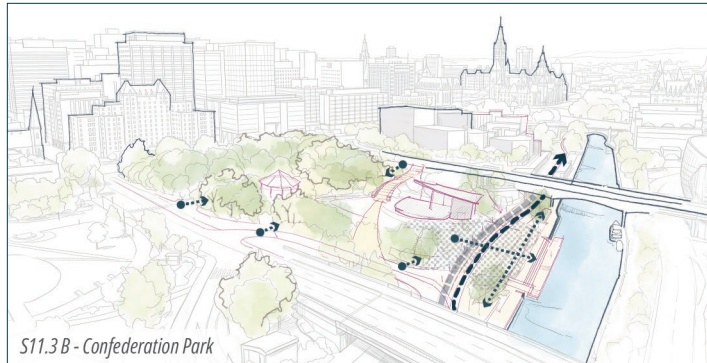
Confederation Park is an urban park between Elgin Street and the Rideau Canal. It serves as the site for several annual events and as a place of respite within the core area.



- i** Reinforce the high-quality character of the park with permanent pavilions and new amenity opportunities.
 - a** Plan succession planting and maintain a lush canopy of large trees and ornamental perennial plantings throughout the park.
 - b** Consider playful attractions and activities, such as new plaza spaces and kinetic play, to draw a wider range of users to the park.
 - c** Add walkways and connections through the park to link and connect amenities and destinations.



S11.3 Canal Plaza Area



- d** Design a permanent central pavilion next to the fountain that incorporates kitchen facilities, visitor amenities and vending spaces, with a potential connection to Mackenzie King Bridge.
- ii** Design a functional event space fronting the canal and Lawrence Freiman Lane, with a purposeful plaza area, sufficient services, such as soil drainage, and amenities, including a stage and seating to support events.
- iii** Redesign Lawrence Freiman Lane as a pedestrian-priority service road that extends and connects the public space between Confederation Park and the canal pathways.
 - a** Ensure a continuous and uninterrupted Capital Pathway along the canal edge remains open to public use during events and programs within the park and the parkway.
 - b** Integrate and camouflage parking access, lay-bys and operational spaces within a pedestrianized plaza-street configuration using bollards, paving or other means.
- iv** Design a new public plaza interface to better connect the park to the canal, for all-season access and activation.
 - a** Consider ramps, stairs and terraces to provide universal access to the canal edge and Skateway level in the winter.
 - b** Consider summer docks or water's edge connections.

- c** Redesign walls and planting to create a comfortable public space to sit and linger.
- v** Improve the interface of the park edge along Laurier Avenue.
 - a** Add new entrances and garden spaces along the fenced street edge to increase permeability to and from the park.
 - b** Explore transportation interventions to redesign the intersection of the park with Laurier Avenue to connect Marion Dewar Plaza to the park.
- vi** Consider adding more formal edges and gateway pavilions along Elgin Street, in a style that echoes the architecture of the Lord Elgin Hotel.

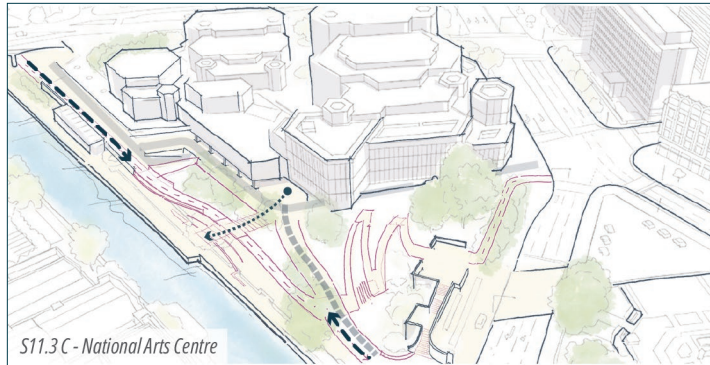
C National Arts Centre

The NAC is a performing arts centre fronting the canal. Opened in 1969, it is a national historic site with interesting indoor and outdoor public spaces, including roof-top terraces; however, the monumental structure and underground parking create challenging and sometimes inhospitable frontages to adjacent spaces.



- i** Support extending the public plaza along the western side of the NAC and a reconfiguration of the intersection with Elgin Street in order to improve adjacent connections and increase public space.
- ii** Improve linkages between the NAC and adjacent outdoor public spaces, including Confederation Park and the canal.
 - a** Enhance and strengthen public access and wayfinding to the multi-level terraces and roof-top spaces of the NAC.
 - b** Explore options to provide a year-round pedestrian connection between the canal side of the NAC and Confederation Square.
 - c** Maintain and improve the green spaces in the sloped grassy hill between the NAC and the Plaza Bridge and on the multi-level terraces of the NAC.
 - d** Explore opportunities to regrade the embankment to create universally accessible pathway connections and terraced public spaces.
- iii** Explore ways to redesign and reconfigure the driveways and parking access routes along Lawrence Freiman Lane to prioritize pedestrian connectivity and enhance the public realm.
 - a** Ensure a continuous Capital Pathway experience along the canal edge, connecting Queen Elizabeth Driveway to Canal Lane.
 - b** Enhance the entrance, arrival zones and active frontages along the canal, while enabling continuous thoroughfare for pedestrians and cyclists.
 - c** Continue to support the further animation of the Elgin Street edge.

S11.3 Canal Plaza Area

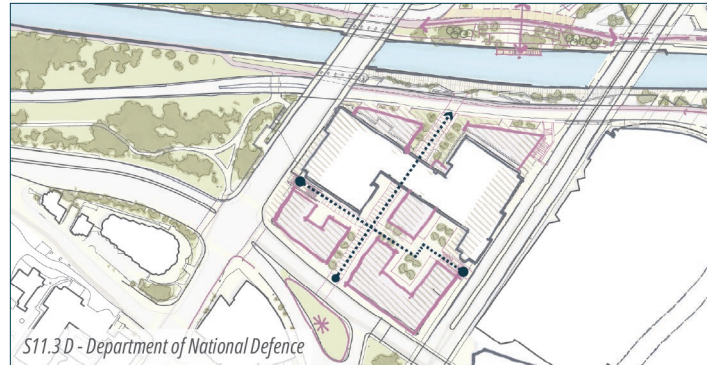


- iv Improve the streetscape interface along the sidewalk of the Mackenzie King Bridge.
 - a Explore opportunities to create active frontages and small-scale retail or food/beverage outlets.
 - b Consider murals, banners, lighting and architectural treatments to improve the street front character.

D National Defence Headquarters – 101 Colonel By Drive

The Major-General George R. Pearkes Building, completed in 1974, is currently used by the Department of National Defence. It is a secure facility without active frontages in an otherwise vibrant area of the core.

- i Reimagine the long-term use and possible retrofit of the building if the security requirements change.
- ii Explore opportunities for the adaptive re-use of the existing structure and the development of podium infill to enhance façades and street wall presence along adjacent urban streetscapes.
 - a Create active ground-floor frontages to engage and frame the edge of the canal, Laurier Avenue and the Mackenzie King Bridge.

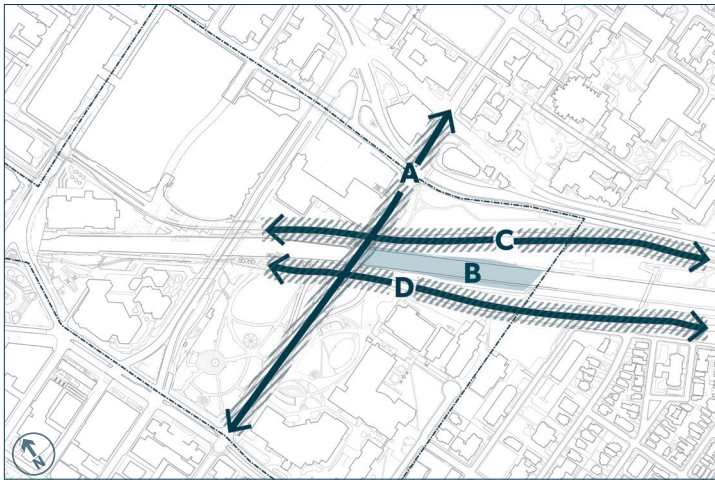


- b Preserve the existing ground-level connection through the structure as a pedestrian mid-block promenade between Nicholas Street and Colonel By Drive.
 - c Create active ground-floor frontages and interesting courtyards and public spaces, including opportunities for store frontages and garden terraces to animate the building perimeters.
- iii Ensure any redevelopment or infill with reduced security requirements interfaces directly with the adjacent streets and integrates into the urban fabric.
 - a Require new buildings to have active street-level frontages toward the adjacent streets, including both bridges and Colonel By Drive.
 - b Orient new buildings to address streets, courtyards and internal laneways and minimize blank walls.
 - c Integrate service areas, loading bays and vehicular access discreetly via direct connections from Nicholas Street, through thoughtful site layout and architectural treatments.



S11.4 Laurier Bridge Area

The iconic Laurier Avenue Bridge was constructed in 1900 and spans the Rideau Canal, with Colonel By Drive and Queen Elizabeth Driveway running beneath it. The area south of the bridge marks a transition to approximately five kilometres of scenic parkway landscapes and greenspaces, leading to Dow’s Lake.



- A - Laurier Avenue
- B - Rideau Canal
- C - Colonel By Drive
- D - Queen Elizabeth Driveway

A Laurier Avenue

The Laurier Avenue Bridge connects the east and west shores of the canal and is a crucial gateway to the core area. It receives all downtown-bound highway traffic via the Nicholas Street intersection and links the University of Ottawa and residential areas of Sandy Hill, to major sites like Confederation Park, City Hall and the CBD.

- i Retain and preserve the iconic deck arch bridge, a prominent and recognizable symbol of the canal landscape.
- ii Enhance and connect the cross-town bike routes traversing the Laurier Avenue Bridge.
 - a Support the integration of on-street cycling facilities with clear connections to Capital Pathways and linkages to Confederation Boulevard via Elgin Street.
- iii Enhance the streetscape character experience across the Laurier Avenue Bridge to create a dignified vehicular entrance to the Capital.
 - a Consider the Nicholas Street streetscape enhancements outlined in Sector 10.4.
 - b Improve lighting, furnishings, paving and landscape treatments to achieve an urban streetscape standard and improved integration with adjacent sites and public spaces.

B Rideau Canal

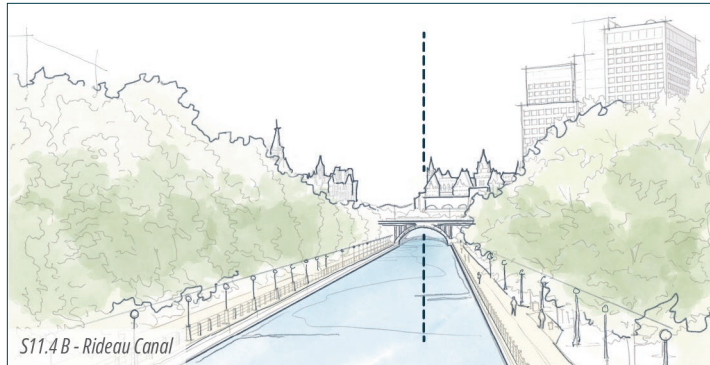
The views and parkland experiences along the southern approach of the canal are some of the most iconic and recognizable images of the Capital. Year-round landmarks, the Rideau Canal and Skateway are a major tourist attraction and valuable public feature.



- i Maintain the symmetry and proportions of the iconic canal views, northwards to the Fairmont Château Laurier and the Parliament Buildings.
 - a Preserve the iconic linear globe lighting effect along the two shores of the canal.
 - b Ensure a consistent linear array of large verdant canopy trees along both sides of the canal.
 - c Ensure any interventions in the foreground of these views contributes to the overall composition of the public realm and canal experience.



S11.4 Laurier Avenue Bridge Area



- ii Consider opportunities to improve the adjacent properties and frontages along the canal, including possible activation, programming or built projects.
 - a Ensure the public nature of the canal edge is respected and retained, including a generous public edge from railing to parkway alignment.
 - b Explore appropriate installations or place making to create interesting spaces to stop, linger and enjoy.
- iii Ensure that future proposals of major infrastructure or development projects are compatible and prioritize the public experience of the canal edge.

C Colonel By Drive

Colonel By Drive is a scenic parkway that runs from the Rideau–Sussex intersection to Hog’s Back Falls. An adjacent multi-use pathway runs along the length of the parkway.

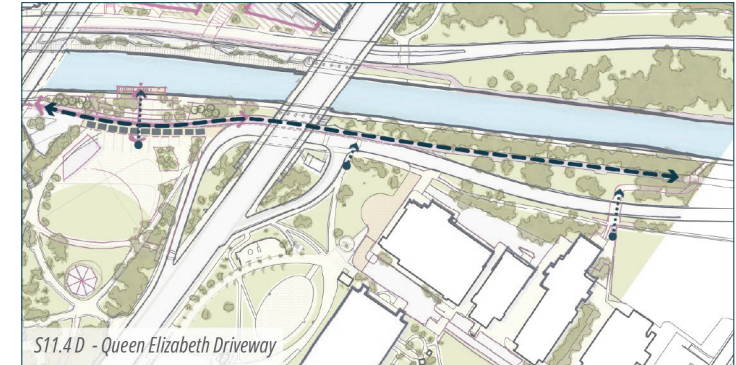


- i Reinforce the Rideau Canal esplanade and transition of the parkway design to connect to Confederation Boulevard.
- ii Explore opportunities to reconfigure the parkway and introduce a dedicated bidirectional cycle way connection from the Rideau–Sussex node to the Corktown Footbridge.
- iii Explore opportunities to improve the interface and connections from Nicholas Street (see Sector 10.4).

D Queen Elizabeth Driveway

Queen Elizabeth Driveway is a scenic parkway that runs from Laurier Avenue to Dow’s Lake, where it turns into Prince of Wales Drive. An adjacent multi-use pathway runs along the length of the parkway.

- i Improve the active mobility routes along Queen Elizabeth Driveway into the core.
 - a Introduce perpendicular pedestrian crossings at appropriate locations to improve connections from the Golden Triangle and City Hall.



- ii Enhance the arrival experience along the canal edge.
 - a Redesign the termination of Queen Elizabeth Driveway, at the Laurier Avenue Bridge ramp connections, to clearly distinguish the Queen Elizabeth Driveway lanes from Lawrence Frieman Lane to discourage general vehicular traffic from entering the park.
- iii Consider enhancements to the grounds, forecourt and parking areas around the Cartier Square Drill Hall, at 2 Queen Elizabeth Driveway.
 - a Continue the parkway curb and sidewalk treatment across the driveway entrance to the parking lot.
 - b Extend a walkway connection to the front of the building, and onwards to the City Hall grounds.
 - c Preserve the historic building frontages and extend an appropriate landscape apron around the building perimeter.
 - d Improve the drive aisles, landscape and parking treatments around the building to better relate to surrounding sites.





3

MONITORING, REPORTING AND ADAPTATION

3 MONITORING, REPORTING AND ADAPTATION

The Core Area Plan presents a multi-decade vision for how the heart of the Capital will evolve. Effective monitoring and reporting mechanisms will ensure that the Core Area Plan remains accountable, transparent and responsive to changing needs over time. These functions provide a clear picture of progress in implementing the plan, support evidence-based decision-making, and help the NCC and its partners adjust priorities as new challenges or opportunities emerge.

3.1 Monitoring Framework

Monitoring will combine three complementary functions to keep the plan actionable over time:

- 1 Forecast and quantify plan proposals to inform project planning and coordination and help prioritize the actions of the NCC and its partners.
- 2 Track changes and aggregate data to monitor what has been delivered, what has changed on the ground and how investments have been distributed.
- 3 Evaluate progress using thematic indicators to understand what is working well and where challenges are emerging.

Forecasting and Prioritization

The Core Area Plan will be carried out through many phases of project planning and investment over several decades. A geographic information system (GIS) dataset forms the quantitative foundation for forecasting and prioritizing projects and resources to implement the plan. Regular updates to the proposed mobility network, buildings and vegetation layers will track physical changes across the core area and the local economy. Each dataset captures the current status of existing or planned assets, their functional category and the ownership structures that shape implementation responsibilities.

Dataset structure

- **Streets and buildings:** Existing and future buildings owned by the federal government, the NCC and other entities.
- **Mobility network:** Existing and future networks categorized as Capital Pathway, pedestrian, cycling and multi-use routes owned by the federal government, the NCC and other entities.
- **Landscapes and green areas:** Existing and future tree canopies classified as wild, urban and park owned by the federal government, the NCC and other entities.

These datasets establish the baseline for projecting how transformation may unfold. They will serve as a reference for forecasting physical change, identifying priorities, guiding future investments and informing future planning. This data-driven approach supports evidence-based prioritization and helps the NCC and its partners sequence investments, monitor progress and adjust strategies as conditions evolve.

Monitoring

These datasets will be maintained through the NCC's geospatial and asset-management workflows. Planning and GIS teams will update them using project information, partner data and approved design concepts. Although these datasets are not included in Volume II, the NCC will continue to steward and integrate them into routine monitoring, reporting and implementation reviews.

The purpose will be to track what is being done and what investments have been made. Recurring GIS measurements will show how much planned work has been completed within each time horizon and how much implementation potential remains.



Capital Pathway along Portage Bridge.

Evaluation

Successful realization of the plan will occur incrementally across a range of NCC and partner actions. To track the plan’s performance, theme-based indicators should be used to evaluate whether the core area is moving closer to or further from the intended vision. These indicators will track progress across the plan’s thematic areas, including:



Democracy and meaning: The accessibility and distribution of civic spaces, the number of public spaces in each district, and the proximity of civic spaces to key routes and transit.



Beauty and majesty: Measures of how the public connects with ceremonial and symbolic places, including the number of visits, participation in key events, and digital or social media engagement that reflects how people value and relate to these places.



Sustainability and resilience: The climate readiness of public spaces, the use of sustainable modes of transportation and the performance of sustainable asset management practices.



Vibrancy and animation: Seasonal patterns of use, the level of activity and programming along the waterfront, and the condition and performance of public-realm assets.



Tourism and local economy: The balance of uses in mixed-use zones and the degree to which growth is strategically leveraged on federal lands.



Mobility and access: The completion of the Capital Pathway - Ideal Network and the modal share to, from and within the core area.

These indicators help the NCC determine whether the core area is becoming more inclusive, resilient, vibrant and connected in accordance with the plan’s vision and principles. Together, they provide a comprehensive picture of how the core area is evolving, both physically and in terms of how residents and visitors experience it.

3.2 Reporting and Accountability

Regular reporting keeps the Core Area Plan visible and aligned with agreed implementation priorities. Through a structured and regular report format, the NCC will communicate progress, highlight achievements and identify areas requiring additional focus or coordination. These reports will ensure that partners have a clear understanding of how the plan is advancing across jurisdictions.

Consistent tracking reveals where momentum is building, where challenges are emerging and where strategic adjustments may be needed. This transparency supports informed decision-making and strengthens collaboration with municipal partners, federal departments, Indigenous organizations and community stakeholders.

Reporting Mechanisms

To support this work, the NCC will introduce a recurring *State of the Core Area* report modelled on successful federal reporting frameworks. The report will use the plan's baseline datasets and thematic indicators to track progress. It will draw on recurring GIS updates, project information and partner data to report on what has been completed, what has changed, where momentum is building or where gaps are emerging. The report will be the primary tool for communicating progress, guiding coordination with partners, and informing adjustments to priorities and timelines over time. This report will:

- Summarize implementation progress.
- Identify emerging opportunities.
- Flag areas that need more focus or coordination.

The report will include data based on the plan's thematic indicators to provide accessible, up-to-date information and reinforce transparency. These tools will help maintain engagement with partners and ensure that the vision and ambitions of the Core Area Plan remain central to collective action.

Reporting should align with the NCC's corporate planning cycles and the MYCP, creating a consistent schedule for assessment and review.

Governance and Coordination

Effective governance is essential for successful monitoring and reporting.

Internally, the NCC will coordinate across departments using shared planning tools (e.g., GIS, MYCP prioritization), clear reporting lines and consistent collaboration from the start of the project through to delivery.

Externally, the NCC will work closely with municipal partners, federal departments and agencies, Indigenous organizations, and community stakeholders. Regular working groups, design review committees and policy coordination tables will support early alignment, streamline decision-making and reduce unforeseen challenges during implementation.

3.3 Adaptation Over Time

The Core Area Plan is designed to be flexible and responsive. Monitoring results will inform an adaptive management approach, enabling the NCC to refine priorities, adjust timelines, and address emerging trends or challenges.

Adaptive project management, iterative design processes and regular review cycles will help the plan evolve as conditions change. This will ensure that the plan remains relevant, resilient and capable of guiding decisions in a dynamic urban context.

Keeping the Plan Alive

Monitoring, reporting and adaptation work together to ensure that the Core Area Plan remains relevant and focused on the future. These processes support accountability, track progress and sustain momentum among partners and champions as they advance the plan's long-term vision for a more connected, vibrant and resilient core area. These processes will also allow priorities and timelines to be updated as conditions evolve, enabling the NCC and its partners to recalibrate short-, medium- and long-term outcomes and adapt the plan to new opportunities or delays.



4 APPENDICES

GLOSSARY

Active frontage: Building frontages that activate the public realm and engage pedestrians with human-scale design and visual interest.

Adaptive re-use: The conversion of a building into a use other than that for which it was designed, such as changing a warehouse into a gallery space or housing.

Amenities: Features or services that enhance the convenience, comfort or enjoyment of a site or place. These may include public infrastructure such as washrooms, furnishings, design elements or commercial offerings.

Animation: A quality of the built environment which supports sustained activity through the architectural and artistic embellishment of materials and details, the visual and physical accessibility of interior activities from the exterior, and the introduction of supportive public facilities and amenities.

Capital arrival: Major routes (highways, railways, navigable waterways) to and from the Capital within the National Capital Region and arrivals points such as the Ottawa Macdonald-Cartier International Airport, as well as the interregional train station and bus terminal.

Capital park: Capital parks are tied to natural and built features or historic events, acting as major contributors to the Capital's image. They have distinct characters and are designed and maintained with high design standards and accommodate monuments, commemorations, interpretative installations and event sites.

Capital Pathway: A network of primarily off-road, multi-use pathways with a distinct brand and user experience.

Confederation Boulevard: A 7.5-kilometre ceremonial route in the centre of the Capital. It is the seam between the Capital and civic realms, defining their edges and stitching them together. Confederation Boulevard is a structuring element, organizing land use and federal investment in the core area.

Core area: Encompasses the downtown areas of Ottawa and Gatineau and extends over approximately 11 square kilometres on both sides of the Ottawa River.

Demonstration plan: Geographic plans that serve to illustrate and visualize the intended outcome. They do not necessarily represent the ultimate future outcome but offer a baseline scenario that includes pending and future planned projects that will aid in the planning and evaluation of future projects.

Federal heritage building: Buildings older than 40 years that the Federal Heritage Buildings Review Office have designated as "classified" or "recognized" federal heritage buildings.

Floodplain: A low-lying area near watercourses that is naturally subject to flooding.

Geographic information system (GIS): Technology that is used to manage, analyse and map data for spatial analysis.

Infill development: The construction of new buildings or the adaptive re-use of existing buildings in built-up urban areas, often on vacant or underutilized land.

Massing/mass: The combination of the three dimensions of length, height and depth which give a building its overall shape; a building may be composed of many masses, hence the term massing, which is often used to describe the form or shape of structures.

Multi-use pathway: A bidirectional route shared by all authorized user types (e.g. pedestrians and cyclists).

National Capital Commission (NCC): A federal Crown corporation created by Canada’s Parliament in 1959 under the [National Capital Act](#). Its predecessors were the Federal District Commission, created in 1927, and the Ottawa Improvement Commission, created in 1899. The NCC provides unique value in the National Capital Region by fulfilling three specific roles: term planner of federal lands, principal steward of nationally significant public places, and creative partner committed to excellence in development and conservation.

National Capital Region: The seat of the Government of Canada and its surrounding area as defined in the *National Capital Act*.

Permeability: Design conditions that permit ease of movement, enhancing connectivity.

Policy: A statement that commits the NCC to taking or enforcing a consistent course of action over the short, medium and long term.

Public realm: The public and semi-public spaces of the Capital, including the street spaces of the city from building face to the opposite building face (including the façade, front yard, sidewalk and streets) and open space such as parks and squares.

Scale: The apparent size of elements within a design, such as buildings or spaces, in relation to the overall context.

Sector: specific geographic areas within the core area.

Streetscape: The distinguishing elements and character of a particular street as created by its width, degree of curvature, paving materials, design of the street furniture, pedestrian amenities, and setback and form of surrounding buildings.

Sub-sector: Zones within the sectors of the Core Area Plan that are at a concept plan or site plan scale.

Urban design: The planning and design of cities focusing on the three-dimensional form and function of public and publicly accessible space.

Urban fabric: The integration and relationships between the elements of urban form, such as the patterns, variety and assemblage of built and unbuilt spaces, and the sequence of streets, blocks, buildings, parks and open spaces that together constitute the Capital.

View: That which can be seen from a particular observation point, particularly a landscape, monument, landmark or building.

Vista: A scenic view or panorama often characterized by a wide and expansive perspective which may include foreground, midground and background elements such as natural landscapes, urban skylines or other landmark features.

Wayfinding: The set of architectural or design elements that aid orientation.

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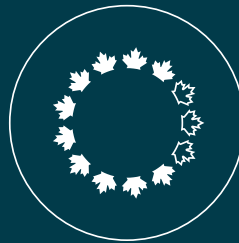
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