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NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

		No.	2026-P265
		To	Board of Directors
For	DECISION	**Date**	2026-06-23

Subject/Title

The National Capital Core Area Plan (Volume II) - For Decision

Summary

- The National Capital Core Area Plan (Core Area Plan) serves as the National Capital Commission's (NCC) principal land-use and design policy document for the most important federal sites within the heart of the National Capital.
- The Core Area spans approximately 12 km^2, encompassing downtown Ottawa and Gatineau, and extending across the Ottawa River. This area hosts the highest concentration of federal lands and governmental functions within the National Capital Region.
- In June of 2025, Volume I of the Plan was approved by the Board following the completion of policy drafting, document production, coordination with various stakeholders, four phases of public consultation, and engagement with Algonquin elders.
- Sector 1 (Central Ottawa) Demonstration Plan and overarching Sector Policies for Volume II were also approved in June of 2025.
- Volume II continues the work of Volume I, offering more detailed direction, policies, demonstration plans and visuals to offer baseline scenarios for each sector of the Core Area Plan.
- Volume II also provides an implementation strategy, as well as direction on monitoring and reporting on the success of the Core Area Plan going forward.
- The policies of the Ottawa River North Shore Parklands Plan have been consolidated within the National Capital Core Area Plan.
- With the completion of Volume II, the intention is for the two volumes to be considered as a complete plan for the National Capital Core Area.

Risk Summary

- The demonstration plans and proposals set out in the National Capital Core Area plan are ambitious and implementation will unfold over the decades to come. As priorities evolve for the NCC and its partners, some elements of the plan may shift or be de-prioritized. This risk can be reduced through ongoing focus on project prioritization at the NCC and sustained efforts to maintain awareness of the Core Area Plan's long term function as both an approval document and a reference tool.

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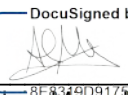
Recommendation

That the Board of Directors:

1. Approve the National Capital Core Area Plan (Volume II).
2. Repeal the 2005 Canada's Capital Core Area Sector Plan.
3. Repeal the 2018 Ottawa River North Shore Riverfront Parklands Plan.

Submitted by:

DocuSigned by:



2026-Jun-11

Alain Miguelez
Vice President, Capital Planning Branch and Chief Planner

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1. Strategic Priorities

National Capital Act – NCC mandate

- Plan for and assist in the development, conservation, and improvement of the National Capital Region, in accordance with its national significance, and maintaining its character and nature as the “seat of the Government in Canada”

NCC Corporate Plan 2025-2026 to 2029-2030

- *Strategic Direction #1*

  Foster an inclusive and meaningful National Capital Region of national significance, reflective of all Canadians, including Indigenous peoples.

- *Strategic Direction #2*

  Ensure a picturesque and natural National Capital Region, through conserving and enhancing natural assets, cultural landscapes, and built heritage under the NCC’s stewardship.

- *Strategic Direction #3*

  Contribute to a thriving, connected, and sustainable National Capital Region that inspires Canadians, through the planning, development, and improvement of the NCC’s assets.

- *Priority #1*

  Rehabilitate and revitalize the NCC’s key built and natural assets in the National Capital Region in a manner that demonstrates sound stewardship of public funds, and delivers results for Canadians.

- *Priority #2*

  Work with federal partners to accelerate housing development on NCC underutilized lands and streamline the federal land use, design, and transaction approval (FLUDTA) process for projects that support the implementation of Canada’s housing plan.

- *Priority #3*

  Plan, implement and optimize transportation networks and infrastructure in the National Capital Region, in collaboration with all levels of government and partners.

- *Priority #4*

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Demonstrate national leadership in achieving an environmentally sustainable and climate-resilient National Capital Region.

Plan for Canada's Capital 2017-2067 (PFCC, 2017)

- Goals for the Capital: Inclusive and Meaningful, Picturesque and Natural, Thriving and Connected; and 15 of 17 Milestone projects

2. Authority

National Capital Act, Sections 10, 11, and 12

3. Context

The Core Area serves as the heart of the National Capital Region (NCR), located along the shores of the Ottawa River. This study area spans two municipalities across two provinces, each governed by its own administration and priorities. It is also home to the highest concentration of federal lands and functions in the NCR.

Volume I of the Core Area Plan includes the vision, themes, big moves, concept layers and key policies and recommendations for each. The concept defines the overall spatial patterns within the core area. Volume I also provides high-level policies and recommendations for each sector.

Volume II further elaborates the sector policies and recommendations into detailed sector plans and policies, offering clarifications, guidance and baseline scenarios. It also includes site-specific recommendations for land use, urban design and development options. It's intended as a reference tool for land-use or project approvals.

Volume II will ensure that specific projects reflect Canada's capital identity and the intent of development objectives for federals lands in the core area of the NCR.

The project's overall chronology is summarized at Appendix E.

NCC Planning Framework

The plan update is anchored in the vision and policies of the Plan for Canada's Capital, 2017-2067 (PFCC, 2017). It will reinforce the three main goals (1. Inclusive and Meaningful; 2. Picturesque and Natural; 3. Thriving and Connected) and provide further direction on the integration and realization of 15 out of 17 of the PFCC's Milestone Projects.

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4. Options Analysis / NCC Staff Analysis

Plan Structure

The plan is divided into two parts. Volume I (Appendix B), approved in June 2025, establishes the overarching framework for the Core Area Plan. It sets out the long-term vision, describes the area's place and setting, and defines six thematic objectives that guide decision-making across the core. It introduces the spatial concepts—including three big moves and five concept layers, with their corresponding policy directions—that structure future land-use direction. It also provides high-level sector policies and recommendations and outlines the plan's administration framework, with detailed sector plans now fully presented in Volume II.

Volume II (Appendix A) includes the demonstration plans and detailed policies and recommendations for the 11 sectors, along with a supporting implementation strategy for the Core Area. The policies are written to signal a planning intent, and the demonstration plans are likewise an illustration of possible ways to reflect such intent, but refinements or modifications are anticipated as each of the ideas becomes an active project.

Sector 1 policies and recommendations were approved in June 2025 alongside Volume I and are included as part of a consolidated Volume II in Appendix A, but no changes were made to the policies and recommendations for this sector since their approval.

5. Financial Details

NCC staff developed the plan with a budget of $172,000. The planning work was conducted in-house, and the budget was allocated to public consultation, outreach and awareness, and editing and translation. No budget is assigned for the implementation of any of the plan's proposals. Such proposals will follow the appropriate path to become formal NCC projects through mechanisms including Multi-Year Capital Plan (MYCP) prioritization, Real Estate and Development processes for establishing development structures, partnerships or land leases, or any other corporate process leading to implementation.

6. Opportunities and Expected Results

The plan represents a significant opportunity for the NCC to establish proactive and bold planning and design directions for the built and natural environments within the core area of the NCR. This plan update will provide an important opportunity to consider and direct evolving planning scenarios and respond to and align with external plans and policies from federal and municipal partners, when appropriate, for the Capital.

The plan takes a design-led approach that:

- Affirms legacy planning concepts from past plans.

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- Assesses existing, pending and approved plans and initiatives, and identifies areas that need alignment, update or are lacking direction.
- Utilizes visual concepts, intentions and design scenarios of the sectors and special study areas to inform existing, pending, and future timeframes. A spatial strategy approach will provide a framework to emphasize mobility, built form, open space, and animation considerations. The policies will provide directions to support the desired outcomes.
- Clearly expresses desired outcomes but is flexible in terms of approach.
- Uses the leadership, partnership, and support approach of the 2005 plan to develop implementation and investment strategies and define roles and responsibilities of partners and stakeholders.

7. Alignment with Government and NCC Policies

The plan is consistent with the NCC Corporate Plan, which in turn aligns with government policies and priorities. The planning process included engagement with Indigenous elders, opportunities for public consultation and routine collaboration with stakeholders. It included a focus on sustainability and climate resiliency. It seeks to reinforce universal accessibility and provide safe, healthy and inviting places for residents and visitors to experience the Capital.

In support of the government's housing-priority agenda, it advances the consideration of several new potential development sites where housing can be one of the main programmatic components, under the umbrella of a capital-building strategy of urban fabric repair that also seeks to improve on legacy conditions from mid-20th century planning initiatives and uphold the NCC's mandate to build an inspiring capital. The ability to integrate housing as part of the capital-building mission is a net benefit also because of the additional vibrancy and animation of critical Core Area sites as a result of the inclusion of permanent residents within new, public realm-defining buildings.

A Strategic Environmental and Economic Assessment (Appendix C) was conducted for the plan as a part of the work completed in volume I. A member of the NCC Sustainable Development and Environmental Services team consulted the Core Area Plan project team on the development of the plan and completed the environmental assessment report.

Other NCC plans in effect will be harmonized within the completion of the Core Area Plan. These include the Plan for Canada's Capital, Capital Illumination Plan, Sustainable Development Strategy, LeBreton Flats Master Concept Plan, NCC Lands for Homes Program and others. The policies of the Ottawa River North Shore Parklands Plan have been consolidated within the National Capital Core Area Plan.

8. Risks and Mitigation Measures

To voluntarily align with the Cabinet Directive on Strategic Environmental and Economic Assessments, the NCC conducted a Strategic Environmental and Economic Assessment (SEEA) for the Core Area Plan that was submitted to the Board of Directors in June 2025.

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The purpose of the SEEA is to ensure NCC executive and Board members are informed about the potential environmental and economic impacts of the plan and their mitigation measures. Minimal impacts on climate and biodiversity are anticipated as a direct result of this plan. However, the current and projected impacts of climate change in the National Capital Region could influence the implementation of this plan. Projected climate impacts include flooding, extreme heat and heatwaves and exposure to extreme weather events, which could damage infrastructure and impact programming and operations. These impacts were taken into account during the development of the plan and the completion of volume II.

Risk	Likelihood	Impact	Mitigation Measure
Implementation of the plan may be constrained by the changing priorities of the NCC and partners over time.	Medium	Moderate	Continued collaboration and relationship building will be essential for successful long-term plan implementation, including targeted collaboration and consultation with stakeholders in the development of demonstration plans and sector policies. The NCC should use the plan to guide how it structures and funds future capital projects. All branches should refer to this plan to make sure their projects in the National Capital core align with its vision, concepts, and policies.

9. Public Engagement and Communications

Phase 1 - Preliminary Planning **April - August 2023**

- Technical-level engagement with partner agencies and municipal governments

Phase 2 - Vision, Principles and Strategic Directions **June - December 2023**

- Public Advisory Committee
- 8 key informant interviews with community associations and BIAs
- 2 online and in-person public workshops
- 4 pop-up kiosks
- 1 public survey
- 1 survey and 3 online meetings held as part of NCC Accessibility Plan consultations

Phase 3 - Concepts, Themes and Sectors **May 2024 - March 2025**

- Members of the public and stakeholders were asked for feedback on the themes, concept and sectors that framed the recommendations of the plan
- Online public and in-person workshops

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Phase 4 - Draft Plan **May 2025**

- Indigenous engagement with the Algonquin Nation
- Online feedback on the 90% Draft Plan
- The overall consultation report is at Appendix D

Phase 5 – Volume II: Demonstration Plans + Implementation June 2025 - 2026

- Targeted dialogue with federal departments, the Ville de Gatineau and the City of Ottawa during the finalization of Volume II

10. Next Steps

- Final accessibility, proofing, graphic refinement and digital binding of Volume II for publication to the NCC website under the Core Area Plan's ISBN, alongside volume I.

11. List of Appendices

Appendix A – National Capital Core Area Plan (Volume II)
Appendix B – National Capital Core Area Plan (Volume I) – Approved June 2025
Appendix C - Strategic Environmental and Economic Assessment – Approved June 2025
Appendix D – NCC National Capital Core Area Plan Public Consultation Summary Report 2021 – 2025– Approved June 2025
Appendix E – Major Project Milestones

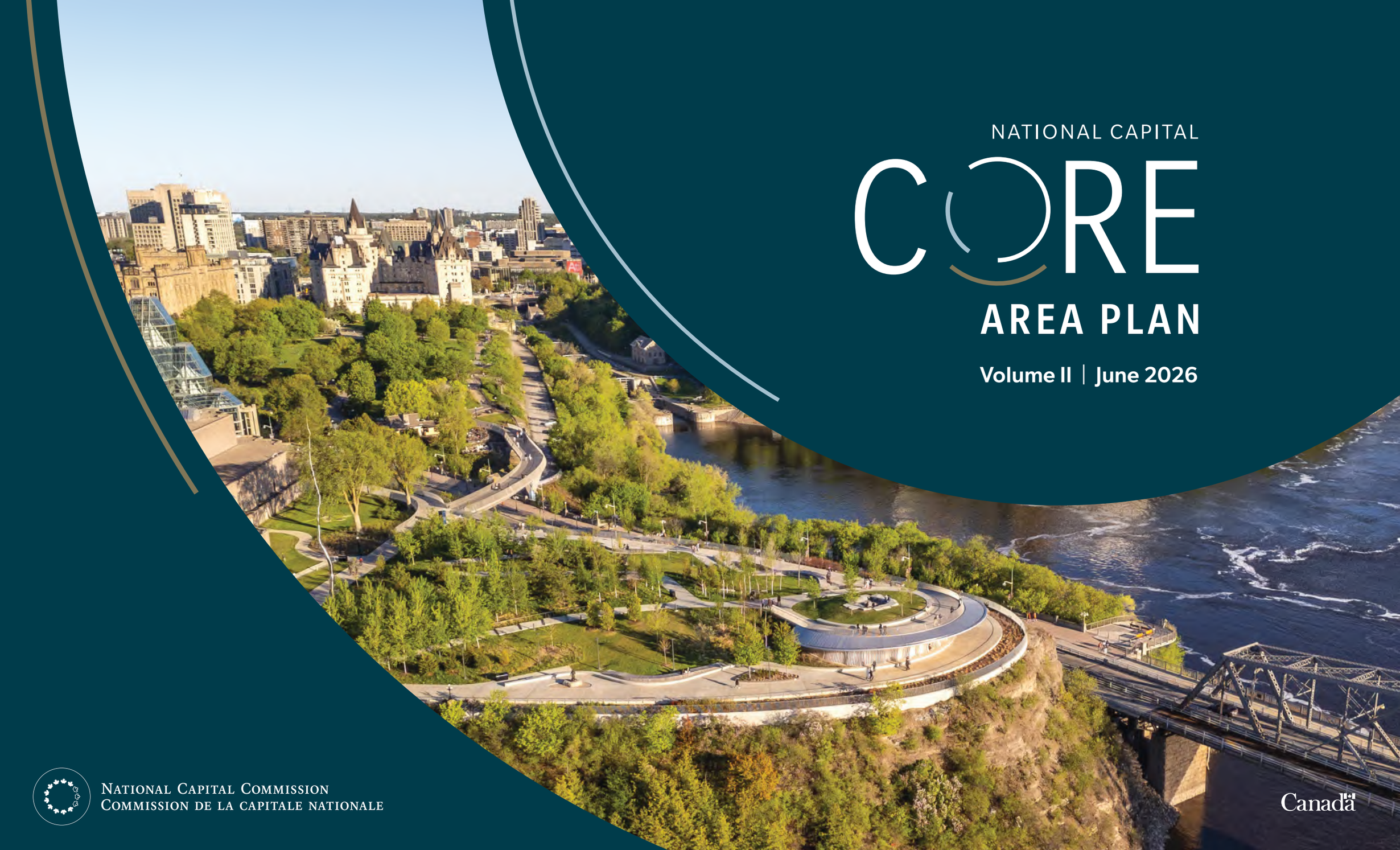
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NATIONAL CAPITAL

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 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.



7 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, 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:
Public Services and Procurement Canada, 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, BIDs

Community Stakeholders:
Residents, 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):

Quick wins, foundational investments and early partnership building. Focus areas include establishing governance structures, initiating priority studies and advancing enabling works.

Medium-Term (5–10 years):

Delivery of major projects, alignment with municipal and federal capital cycles and implementation of key public-realm and mobility improvements.

Long-Term (10+ years):

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

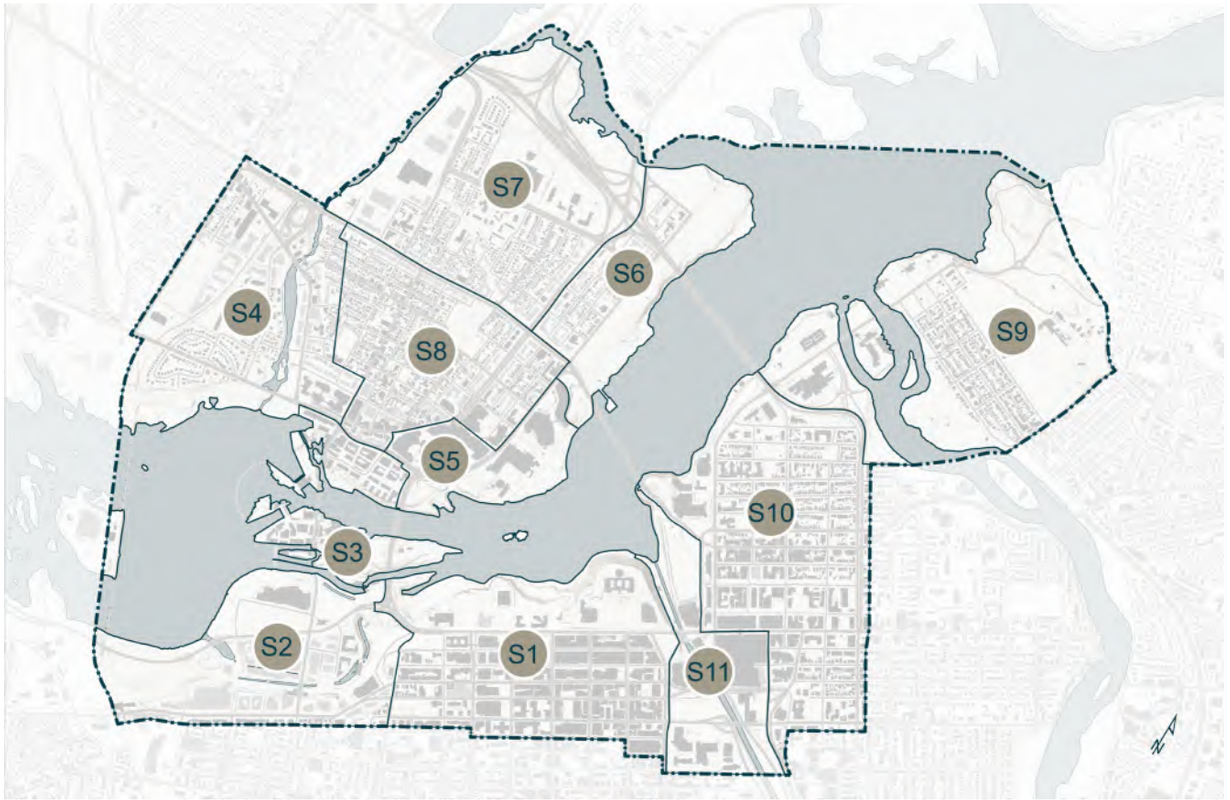
2 DEMONSTRATION PLANS AND POLICIES

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



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 National Capital Commission (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 following map illustrates the base designations for sites across the core area, as outlined in the concept layers of Volume I. 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 herein. 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.



Parliament Hill



S1. CENTRAL OTTAWA

Context

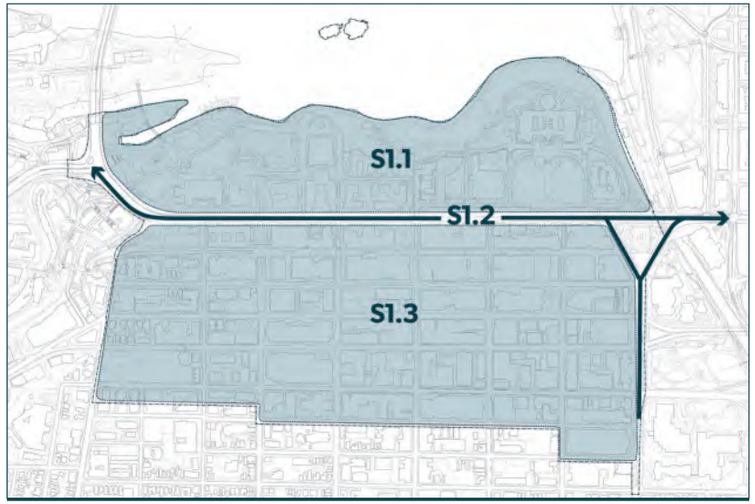
The Central Ottawa sector encompasses the Parliamentary and Judicial Precinct Campuses along with the Central Business District (CBD) of downtown Ottawa. As the heart of the country's democracy, it supports key legislative, executive and judicial functions while serving as a vital commercial district 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

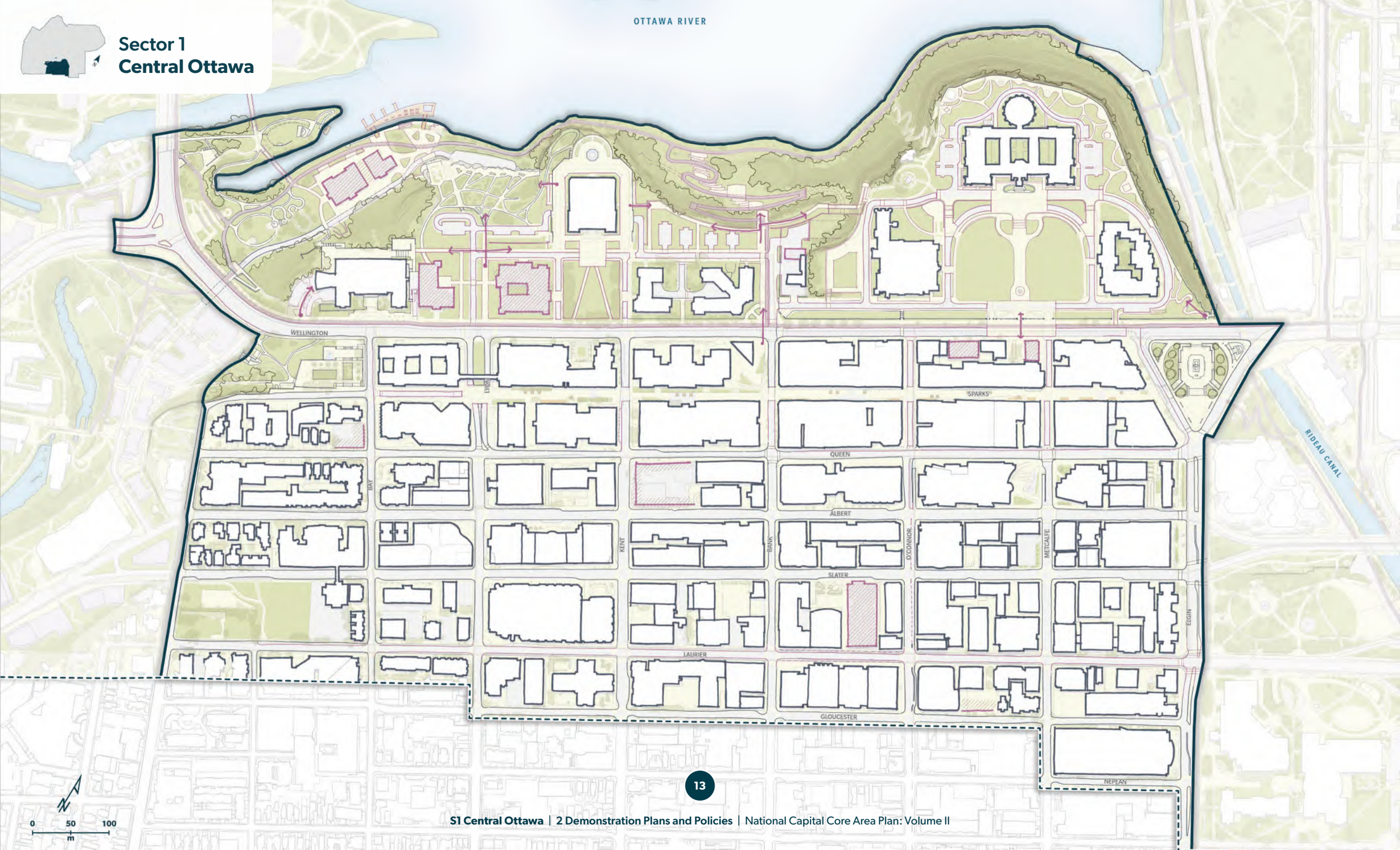


The policies of this sector should be considered in conjunction with complementary federal and municipal planning references, especially those for the following areas:

- Long Term Vision and Plan for the Parliamentary Precinct Campus (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 Central Business District


Sector 1
Central Ottawa
OTTAWA RIVER
WELLINGTON
LYON
BAY
KENT
BANK
O'CONNOR
METCALFE
SPARKS
QUEEN
ALBERT
SLATER
LAURIER
GLOUCESTER
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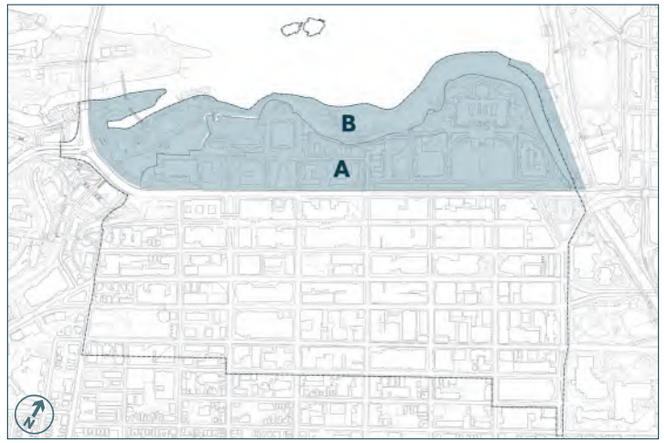
S1
POLICIES AND RECOMMENDATIONS

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

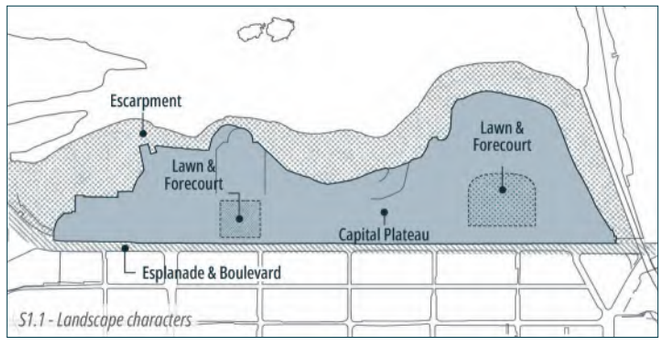
- Ensuring the primacy of national symbols and the efficient operation of the Parliamentary and Judicial Precincts and other federal functions.
- Creating a cohesive environment of high-quality and symbolic public spaces.
- Increasing the diversity of downtown residential and commercial offerings.

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

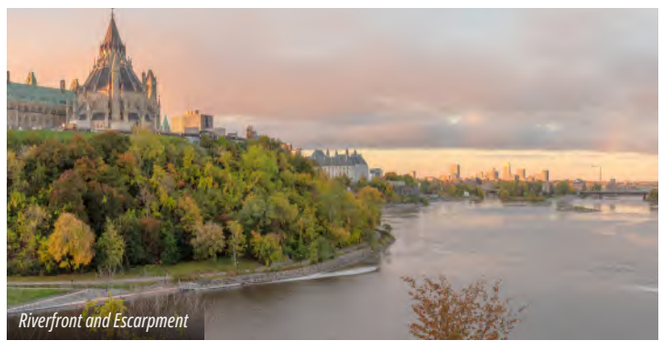


i Protect and reinforce the unique qualities of the precincts and their setting, including the composition of free-standing buildings in the round, set within a broader-scale river landscape.

ii 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).

A Riverfront and Escarpment

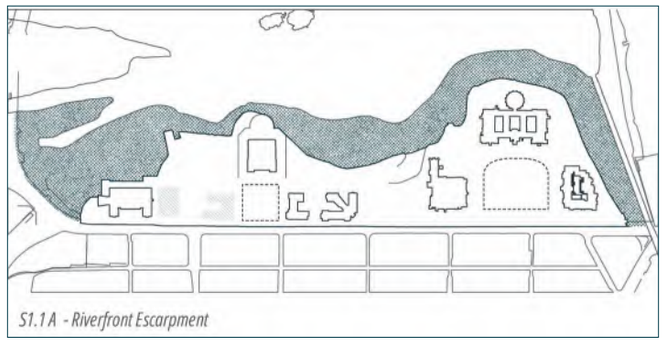
The "wild" Escarpment contributes to the picturesque image of buildings and spires rising majestically from the land. It is also one of the few visible reminders of the region's pre-urban history. This image should be nurtured and reinforced.



Riverfront and Escarpment

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.



S1.1 A - Riverfront Escarpment

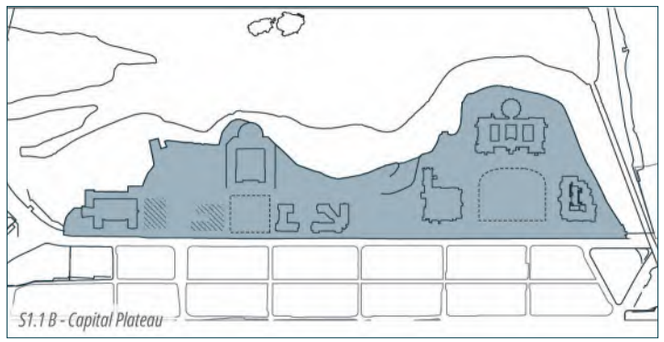
ii Enhance the pedestrian and visitor experience by completing pathways and trail connections to access the river.

- **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.



S1.1 B - Capital Plateau

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.



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.


Parliamentary Triad

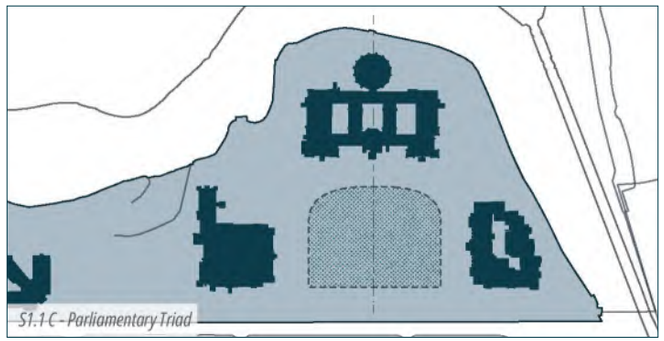
i Preserve and reinforce the importance of the Parliamentary Lawn and Forecourt as a character-defining foreground element and public gathering space of national importance in front of the Parliamentary Triad.

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.





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

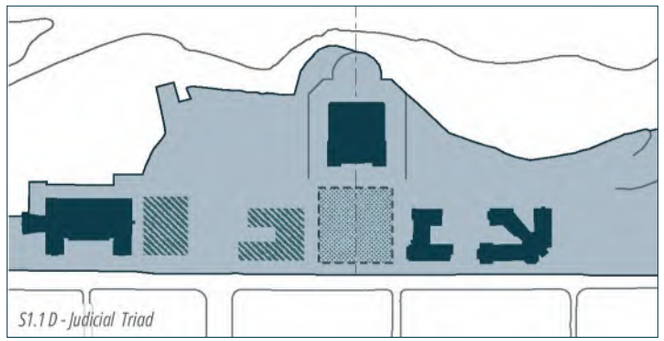
The Judicial Triad Area is centred around the Supreme Court of Canada and its lawn as the focal centrepiece. Framed by the Justice Building and a future Federal Courts building, the area forms a symbolic and architectural ensemble representing Canada's legal system.


Supreme Court of Canada

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.



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 Public Archives and National Library (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.

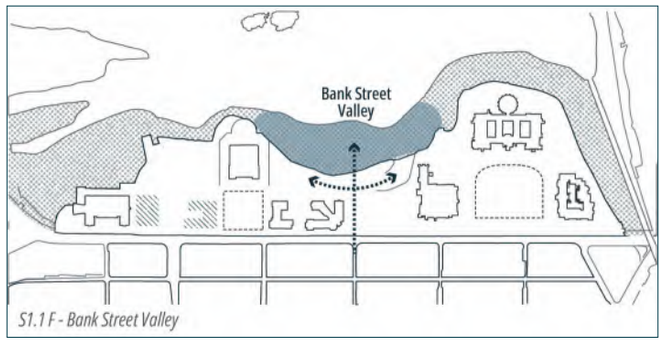
i Establish the Bank Street entrance as the primary vehicular access node to the Parliamentary Triad, supporting operational and security requirements while enhancing the pedestrian experience.

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.



S1.1 F - Bank Street Valley

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.



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.



Public Archives and National Library

i Reinforce the PANL building as a landmark within the series of national institutions fronting Welington 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 Energy Services Acquisition Program (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 towards 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.

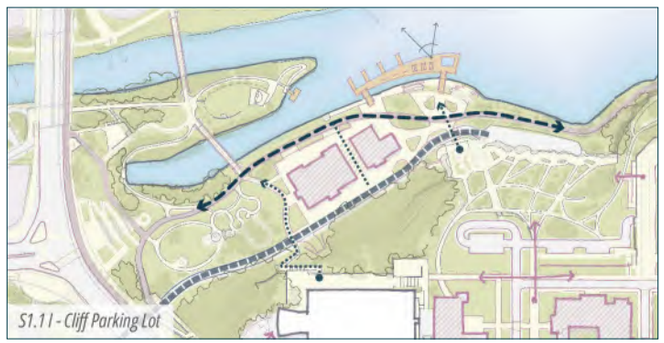
ii Provide necessary vehicular access and service routes to the ESAP facility in ways that contribute to the overall coherence and quality of the Capital Plateau.

iii Strengthen public connections to and from the cliff parking lot to enhance the waterfront access and public experience.



I Cliff Parking Lot

A prime riverfront location in the foreground of important views towards 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 and/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 and/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.

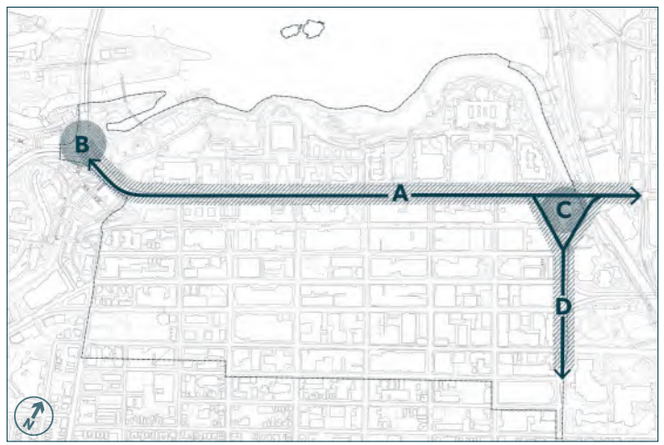
v Explore opportunities for additional permanent structures (such as possible future development, commercial services and public amenities) to enhance the vibrancy, animation and permanence of public presence and activity in this node, provided they are:

- **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 towards Parliament Hill and the Supreme Court.



S1.2 Confederation Boulevard

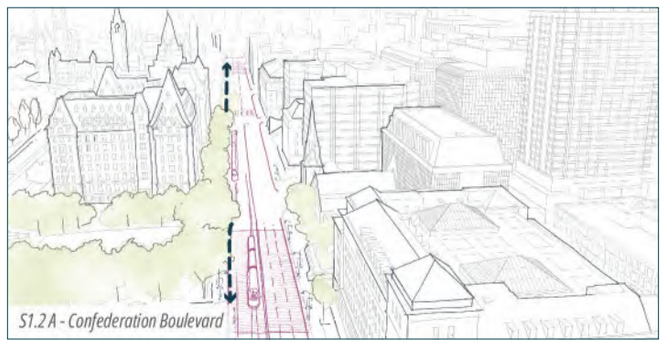
Confederation Boulevard is the Capital's ceremonial and discovery route, encircling the downtown areas of Ottawa and Gatineau. It is the route that foreign dignitaries and the royal family take for processions and state visits.



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 Gate 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.



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 national capital after Parliament Hill.


National War Memorial

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).

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 towards 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 Re-imagine 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.

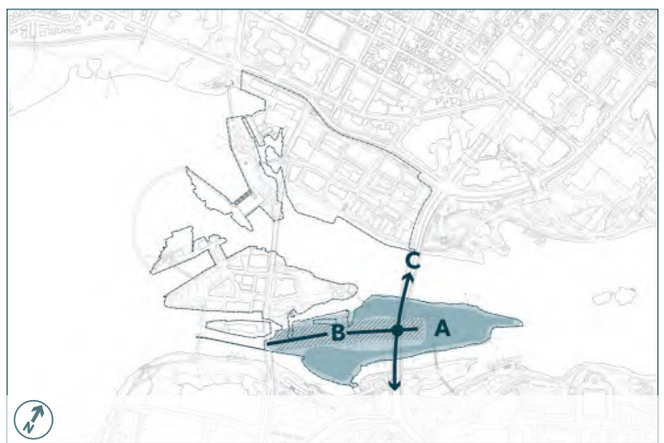
iii Explore opportunities to insert safe cycling infrastructure, such as bike lanes and protected intersections, to connect downtown bike lanes to Confederation Boulevard and the Capital Pathway, without impacting the boulevard character.

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

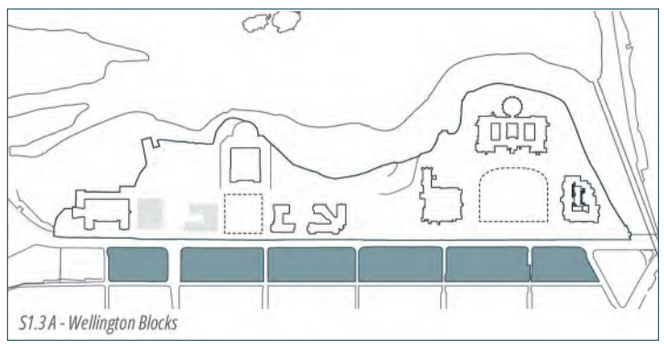
The area south of Wellington Street serves as a transition area between the Central Business District and the Parliamentary and Judicial Precinct Campuses. It is a layered space that accommodates multiple functions, including transportation and connections to and through the surrounding areas.



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


S1.3 A - Wellington Blocks

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 Triad respect the overall design and establish a clear reading of the Triad's 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 (Metcalfe 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."


Garden of the Provinces and Territories

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 to improve public services and amenities.



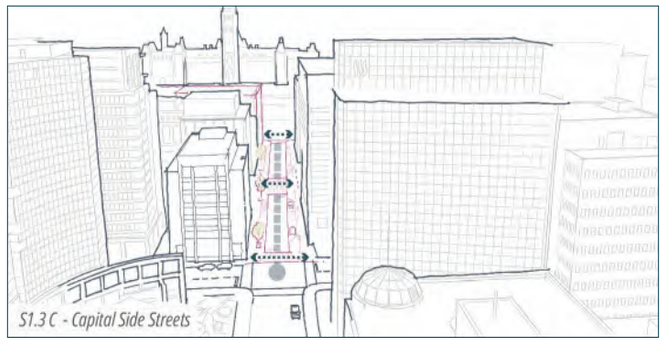
C Sparks Street

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 Re-animate 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 layby 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 Ottawa Central Business District (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 and contribute to increasing the local resident population and diversify the downtown by converting surplus or underutilized office spaces to mixed-use housing and/or ground floor commercial uses where possible.

ii Strengthen the pedestrian connections and streetscape quality of north-south Capital side streets (Metcalfe, 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 Parliament 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.





National Holocaust Monument

S2. LEBRETON FLATS AND AQUEDUCT

Context

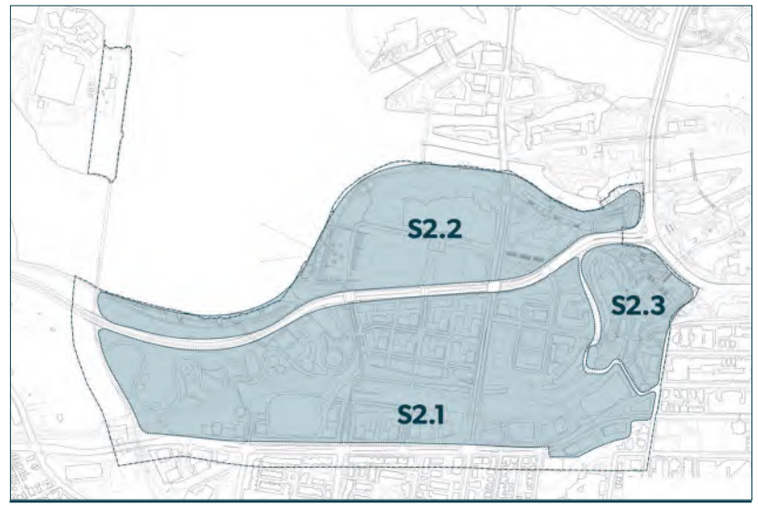
LeBreton Flats is a significant redevelopment site situated on the western edge of the Core Area and along the Ottawa River. It has a layered and varied human history involving trade, transportation, industry and community as well as disaster and attempts at renewal. This sector also contains the Canadian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



Canadian War Museum



Pooley's Bridge

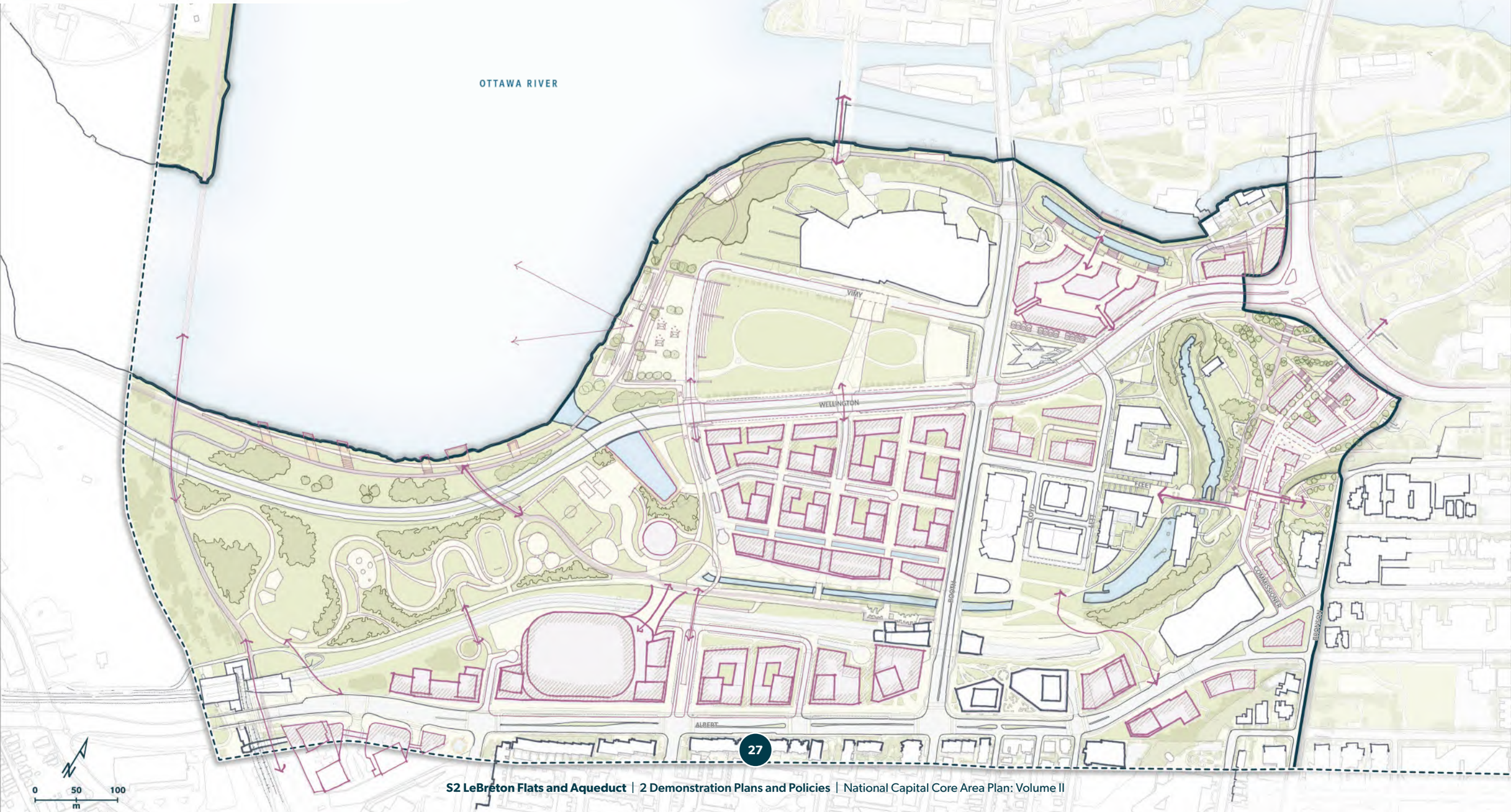


The sector is divided into three areas:

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



Sector 2
LeBreton Flats and Aqueduct



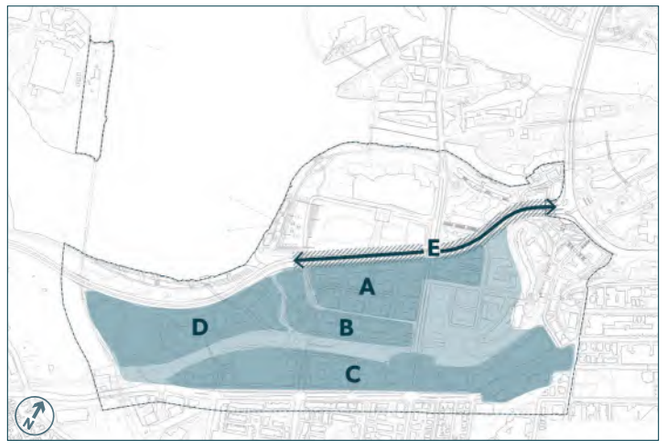
S2
POLICIES AND RECOMMENDATIONS

The goals of this sector are to:

- Enhance the sense of arrival, occasion and majesty when entering the core area from the Kichi Zībī Mīkan 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

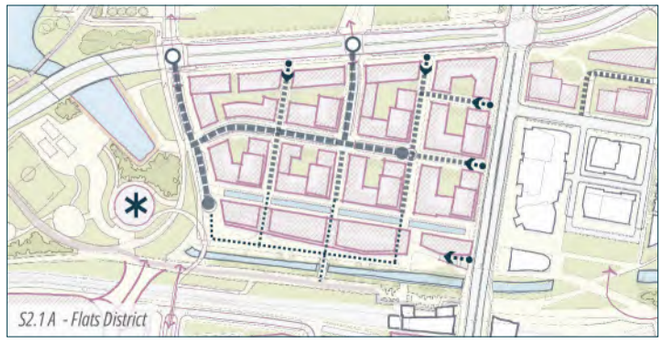
LeBreton Flats includes a large swath of lands that will become a new neighbourhood in Ottawa with a major events destination. This new neighbourhood offers a rare opportunity to develop a mixed-use community with rapid transit connections and access to high quality park spaces.



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.

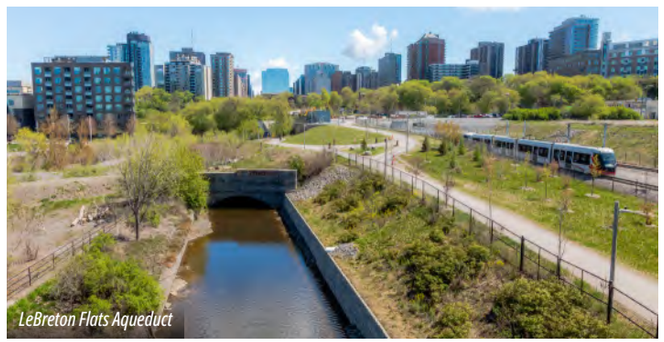
- **a** Protect the November 11 sunlight path to the Canadian War Museum's Memorial Hall.
- **b** Ensure building envelopes respect the established view protection of Parliament Hill along the Kichi Zībī Mīkan.

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.

B Aqueduct District

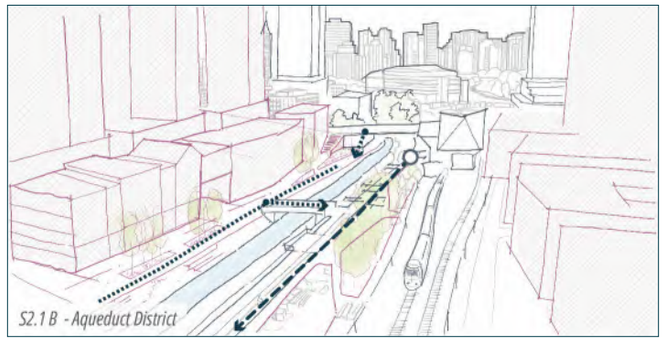
The Aqueduct District will be the heart of LeBreton Flats — a vibrant cultural hub and entertainment district spilling out onto public space along the two historic aqueducts.


LeBreton Flats Aqueduct

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.

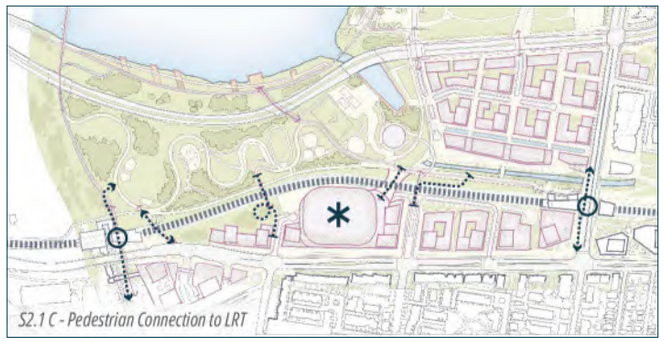

S2.1 B - Aqueduct District

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.


Albert District


S2.1 C - Pedestrian Connection to LRT

i Permit mid-rise podium buildings with high-rise towers set back from Albert Street to provide a transition towards 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.

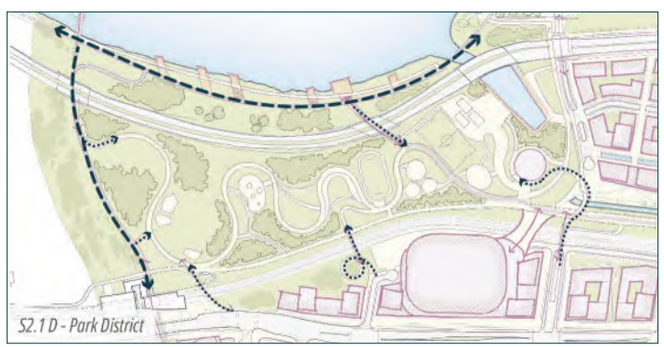


D Park District

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.



Park District



S2.1 D - Park District

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.

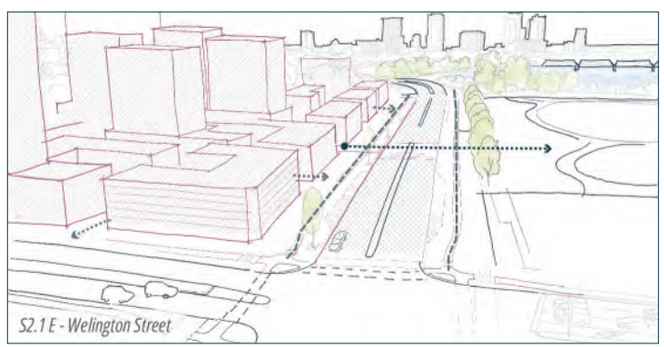
iii Design the active park that connects LeBreton Flats to broader trail and river systems that link the neighbourhood to the city and provides playgrounds, year-round recreational opportunities, public services and amenities.

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 Zībī Mīkan with Confederation Boulevard. It fronts the Canadian War Museum and will be the northern edge of the LeBreton Flats neighbourhood.



S2.1 E - Welington Street

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.

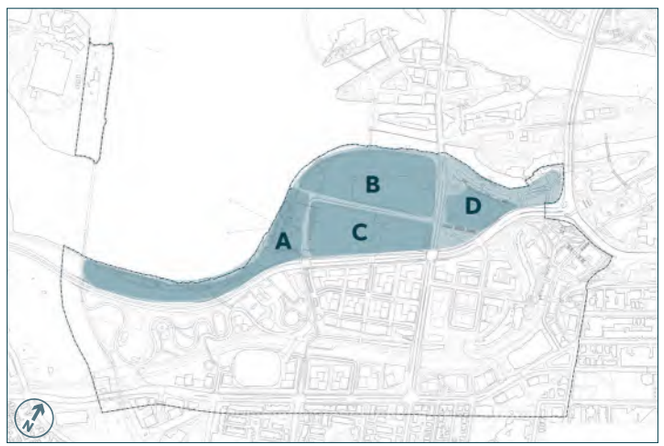
iii Right-size the roadway surface and reconfigure lay-by parking, cycling lanes and the sidewalk environment to create a pedestrian-friendly urban streetscape condition.

iv Reinforce pedestrian crossings towards the riverfront lands and museum grounds to the north.



S2.2 Riverfront Lands

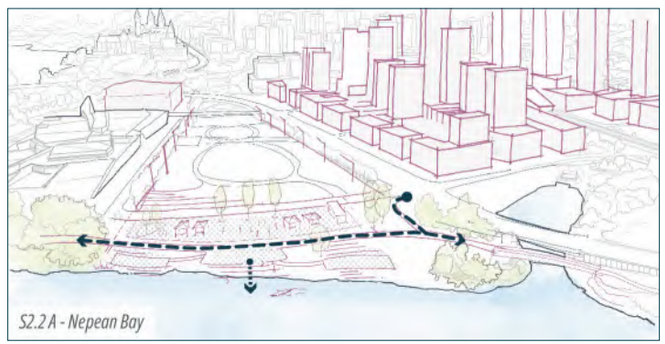
This area was formerly industrial land dominated by railyards. It now includes the Ottawa River Pathway, the Kichi Zībī Mīkan and the Canadian War Museum.



A - Nepean Bay
B - Canadian War Musuem
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.


S2.2 A - Nepean Bay

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 for Canadians.


Canadian War Museum

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.

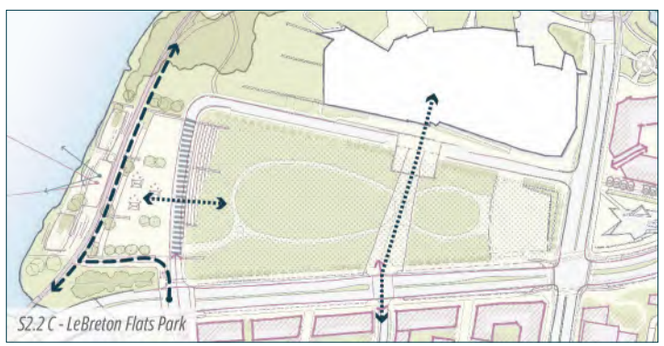
iv Create enhanced public spaces and amenities, especially along the waterfront, to improve the public experience of the museum grounds.



C LeBreton Flats Park

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


LeBreton Flats Park


S2.2 C - LeBreton Flats Park

i Maintain LeBreton Flats Common as a site for large-scale events.

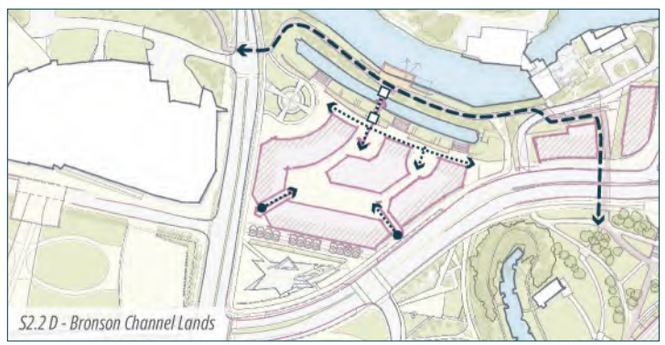
ii Redesign the park layout and surfaces to be more flexible and resilient for a wide range of uses, without detracting from the highly symbolic setting of the adjacent war museum.

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.

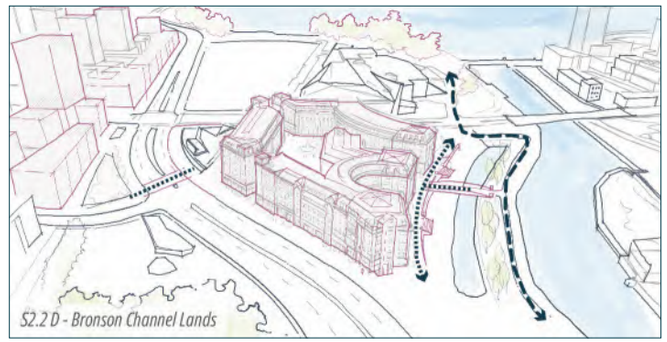
D Bronson Channel Lands

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.


S2.2 D - Bronson Channel Lands

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.


S2.2 D - Bronson Channel Lands

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.

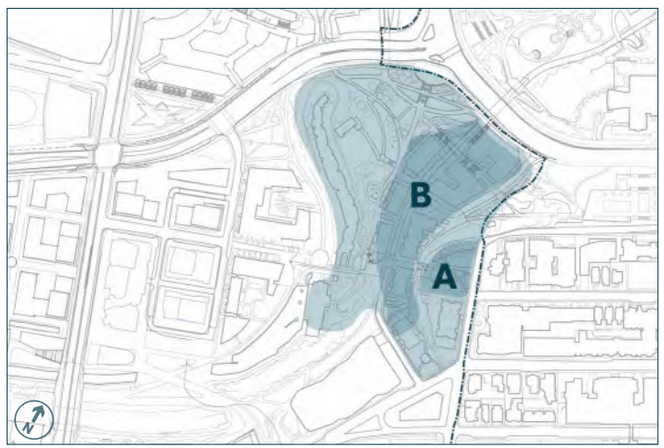
- **a** Establish north-south pedestrian connections from Lett Street and Pooley's Bridge across Wellington Street.
- **b** Establish active mobility linkages to Victoria Island across the hydro dam structure at the Thompson Perkins Mills / Bronson Pulp Mill Ruins site.

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

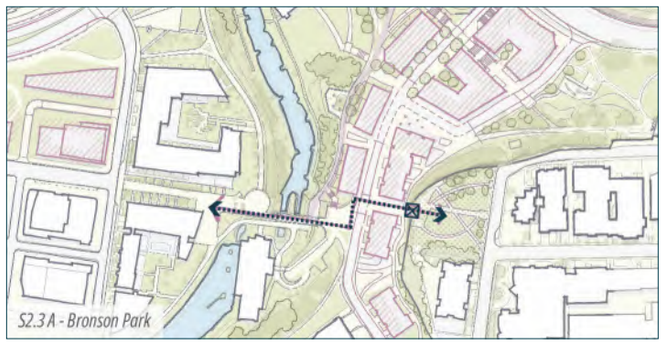
The unique dramatic topography separates Ottawa's downtown area and LeBreton Flats. The area features Bronson Park, offering a vantage point of the Ottawa River, and the tailrace rapids after the Fleet Street Pumping Station.



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.

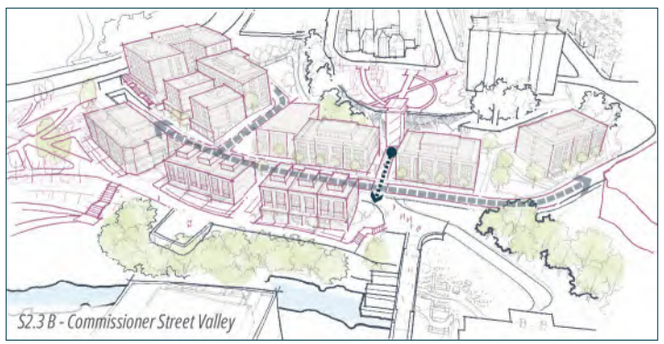


i Re-design Bronson Park to provide a strong focal point for the Cathedral Hill Heritage Conservation District and a vantage point overlooking LeBreton Flats and the riverfront.

ii Establish an east-west vertical link between Sparks Street or Queen Street with Fleet Street from the top of the Bronson Escarpment Park 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.



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.





Victoria Island



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.



Chaudière Falls



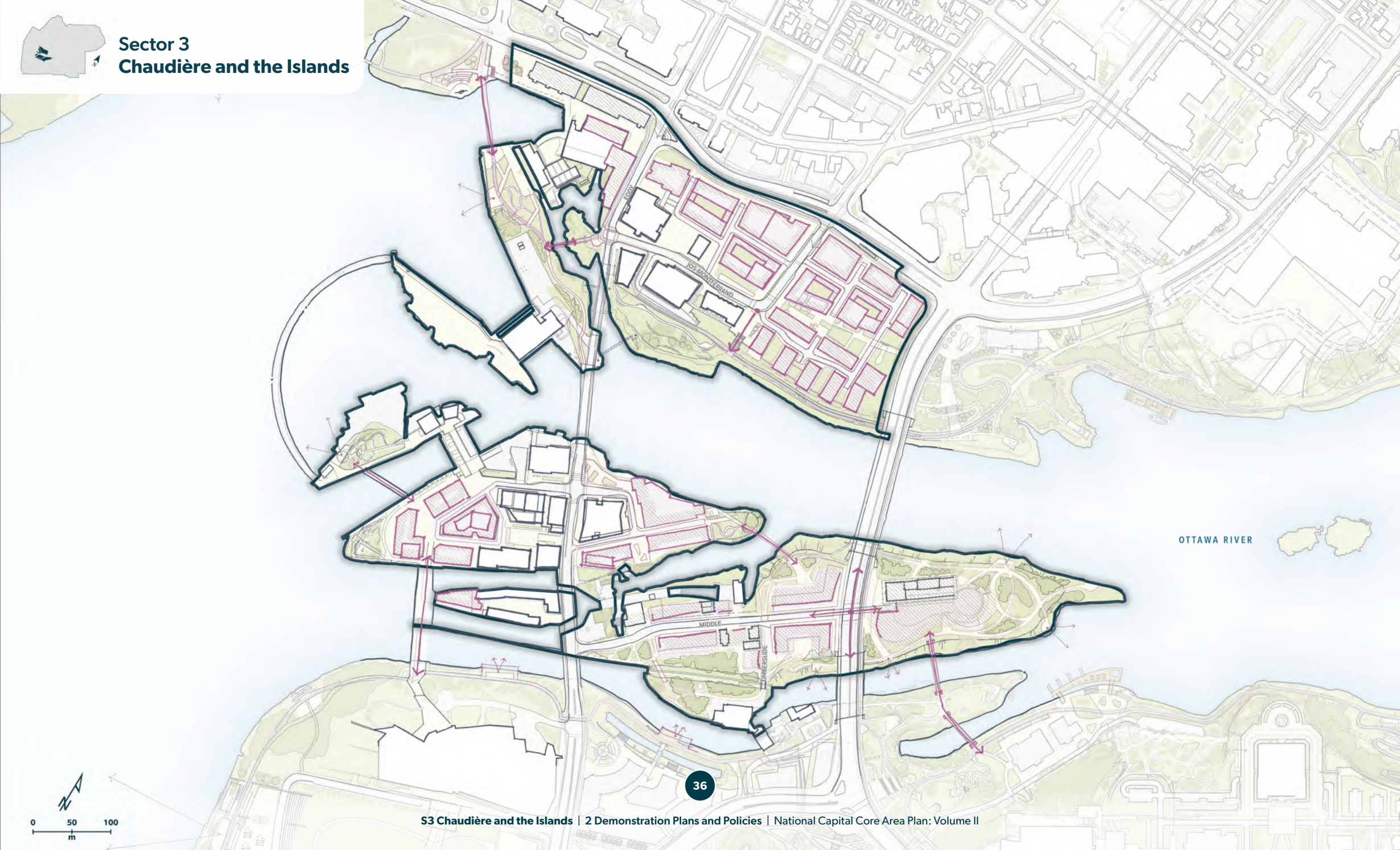
Portage Bridge



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

Sector 3
Chaudière and the Islands



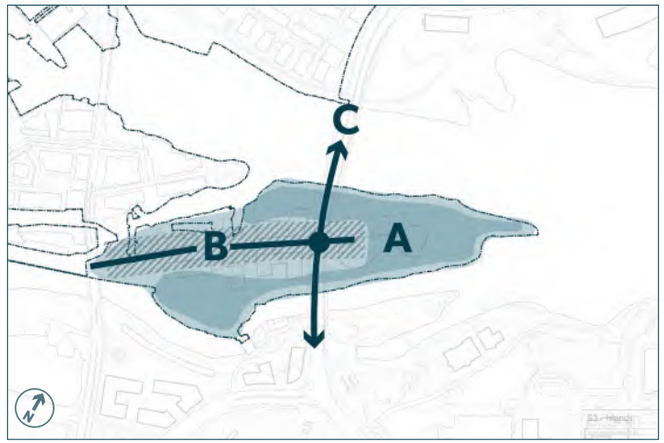
S3
POLICIES AND RECOMMENDATIONS

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

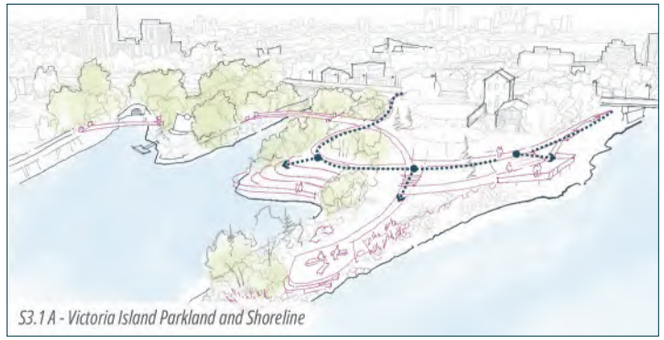
Victoria Island is a historically and culturally significant site on the Ottawa River, long used by Indigenous peoples for trade, ceremonies and gatherings. It is located west of Parliament Hill. The island has recently undergone soil remediation work to remove contaminated soil from decades of past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

i Stabilize the shorelines and create generous waterfront spaces that contribute to the beauty, cultural significance, environmental quality and public use of the island.

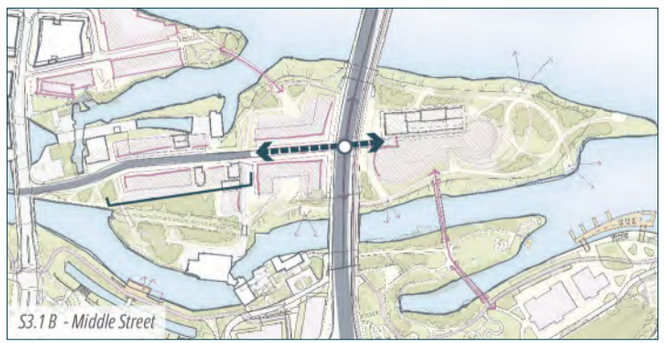
- **a** Explore options to reduce the floodplain extent on Victoria Island through terracing, bio-stabilization and constructed shoreline typologies as required.

ii 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.

iii Reimagine the parking areas and spaces around the historic ruins to enable opportunities for new cultural or signature buildings above the flood plain.

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 and/or the Portage Bridge to contribute to a vibrant pedestrian realm on Victoria Island.

C Portage Bridge

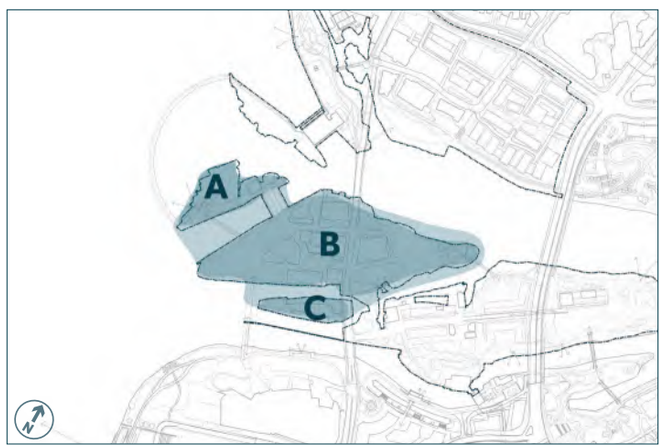
The Portage Bridge is an important segment of the Confederation Boulevard linking ring connecting Ottawa and Gatineau across Victoria Island, including a protected bikeway that serves as an important part of the Capital Pathway. It is currently an austere vehicular corridor that severs the eastern and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


Chaudière Falls

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.

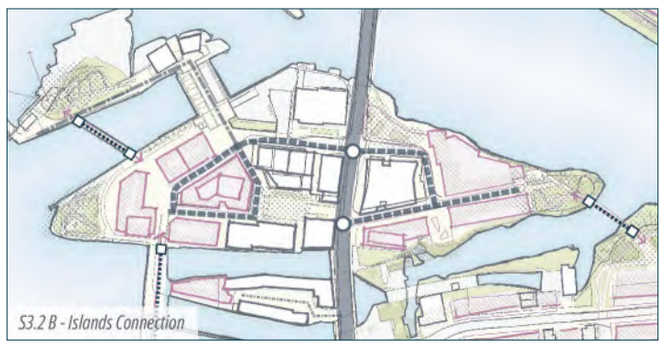
B Chaudière Island

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.


Chaudière Island


S3.2 B - Islands Connection

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.

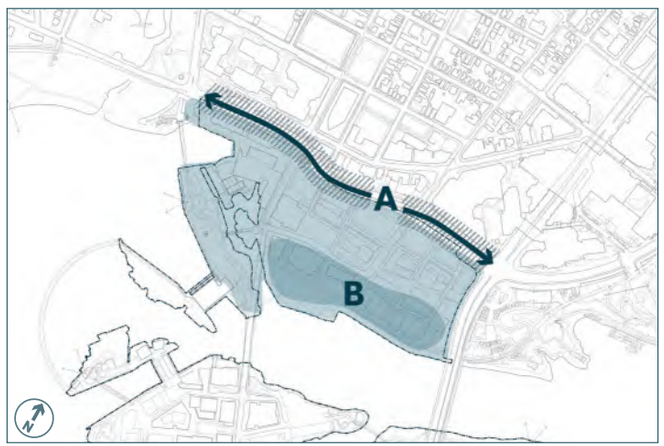
C Albert Island

Albert Island is a small island south of Chaudière Island.

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

S3.3 Eddy Street to Portage Bridge

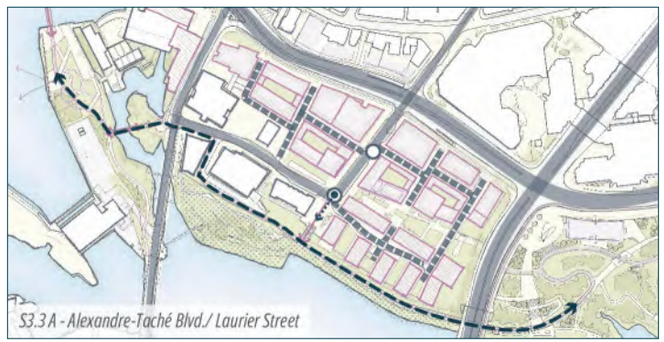
The north side of the Ottawa River in this sector connects several different distinct areas of the core. There is an opportunity to bring more people from downtown Gatineau to the shoreline through this area.



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.


S3.3 A - Alexandre-Taché Blvd./ Laurier Street

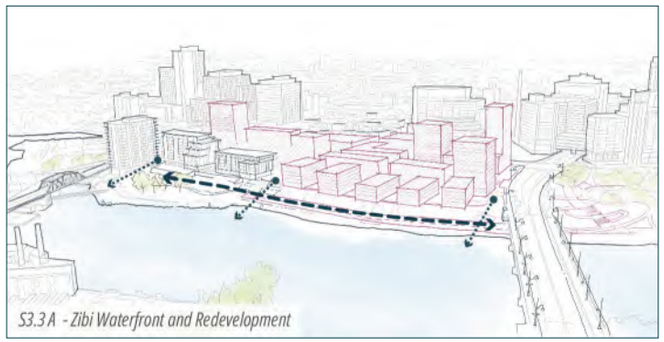
i Prioritize the corridor's role as an important transportation connection, including as a future tramway route.

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.


S3.3 A - Zibi Waterfront and Redevelopment

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

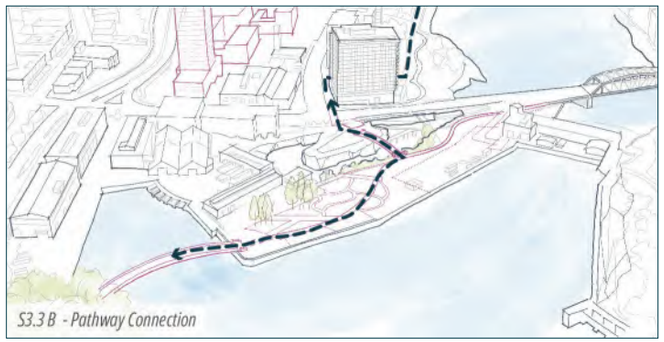
B North Shore

The shore area includes the new Tesasini 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.


Tesasini Park

i Emphasize Tesasini 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 Tesasini 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.



Brewery Creek

S4. BREWERY CREEK / RUISSEAU DE LA BRASSERIE

Context

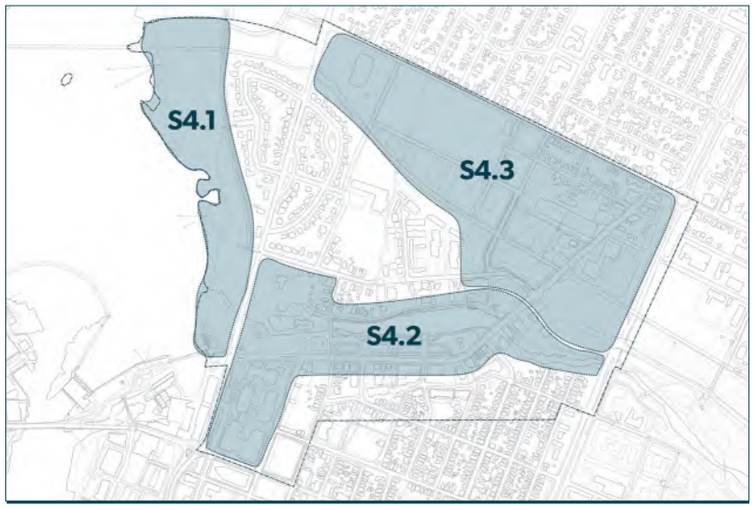
This sector within Downtown Gatineau is rich in culture and history, owing to the urban and industrial development of Hull through the 19th and 20th centuries. It is noted that this area was spared from the devastation of the Great Hull-Ottawa fire of 1900. This historic neighbourhood around Brewery 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



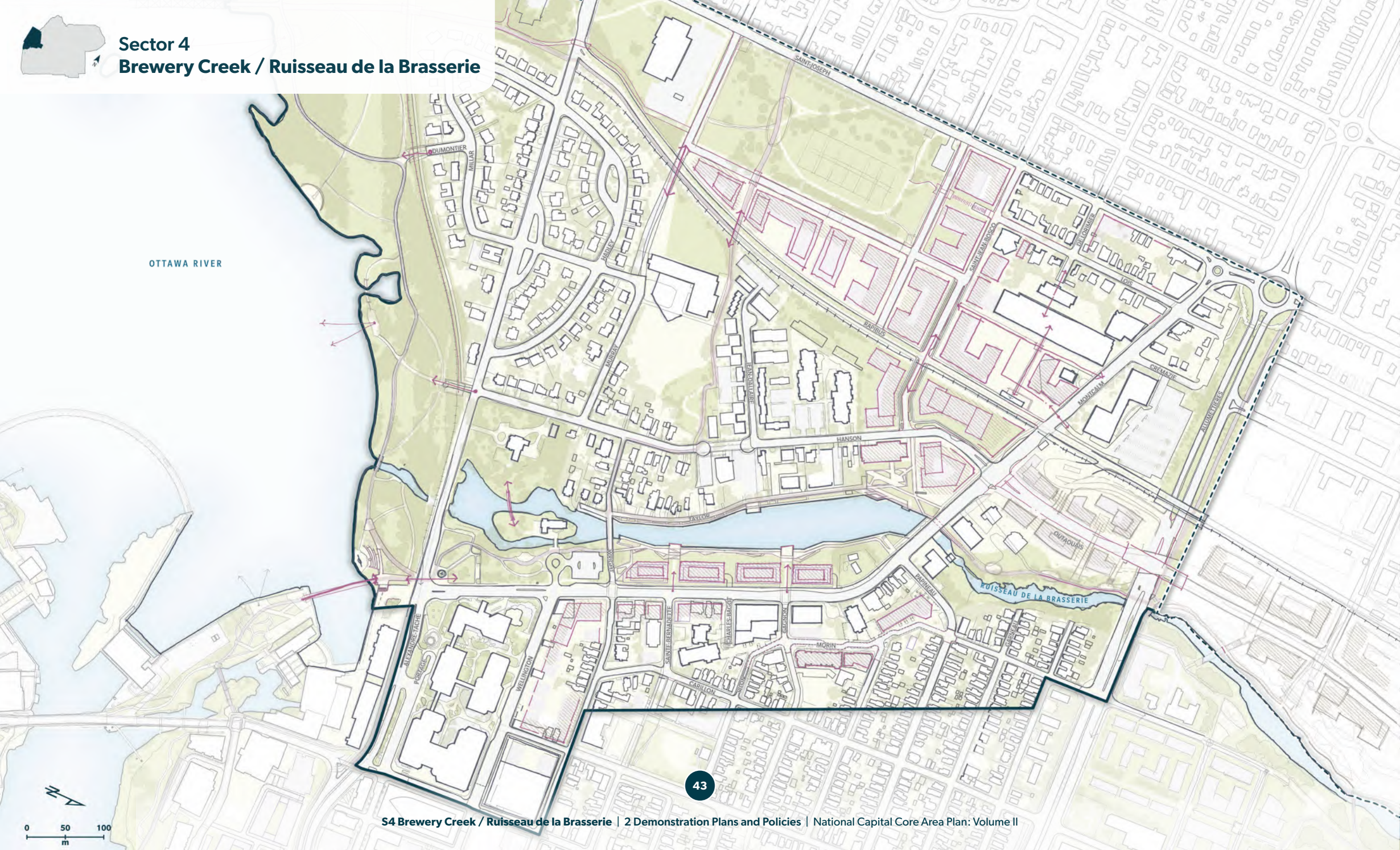
Portageurs Park



This sector is divided into three areas:

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

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

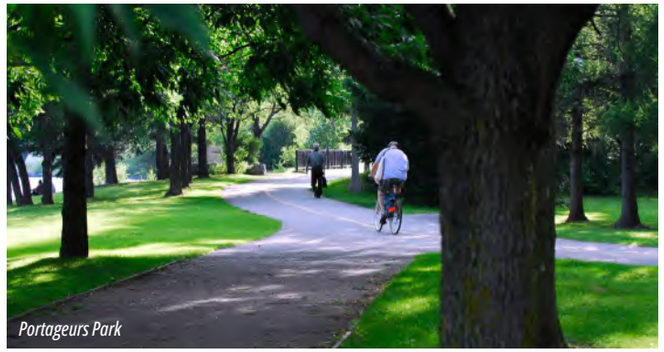
This area consists of the land bordering Alexandre-Taché Boulevard where it crosses Brewery Creek and meets Montcalm Street. Portageurs Park and Montcalm-Taché Park form an area of lush greenery at a point from which one can begin to see defining elements of the Capital, such as the Parliament buildings 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 - Parc des Portageurs
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.


Portageurs Park

i Protect shoreline habitats and archaeological resources, while also maintaining a view of the river in select locations.

- **a** Plant appropriate riparian vegetation along the shorelines and create visual openings where appropriate.
- **b** Encourage the installation of a fishway in the creek to facilitate seasonal migrations around the dams.

ii Support the integration of a tramway through the sector, while minimizing impacts to the existing character and features of the riverfront parklands.

- **a** Ensure continued connectivity between the park towards Alexandre-Taché Boulevard.

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 Parc des Portageurs 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 and/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.



Chief William Commanda Bridge

i Ensure the continuity of the active mobility network.

- a Explore options to offer year-round access to the Chief William Commanda Bridge.

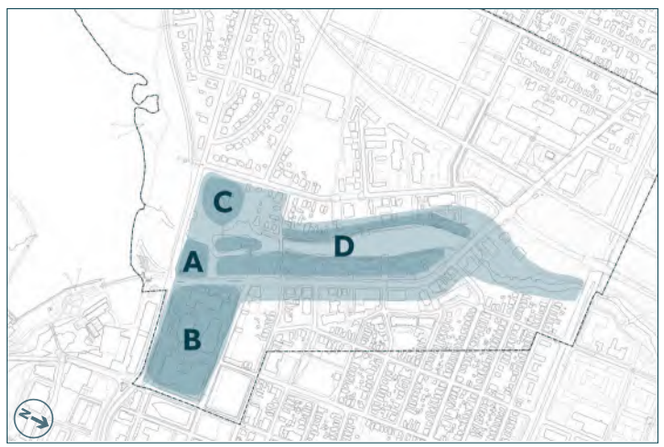
ii Strengthen connections between the waterfront and destinations including Alexandre-Taché Boulevard and the University of Quebec in Outaouais campus.

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.

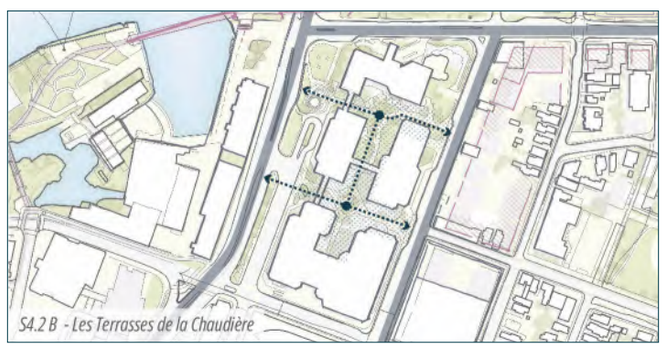
ii Redesign the lighting and create a comfortable and safe night-time environment.

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

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


S4.2 B - Les Terrasses de la Chaudière

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.


Wright-Scott House

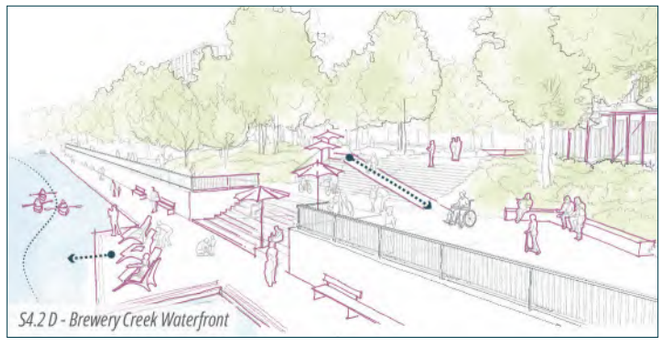
i Strengthen the cultural and heritage functions of Théâtre de l'Île, ensuring its continued use and role as a visual landmark and historic asset.

ii Improve public access and connection between Théâtre de l'Île and Wright-Scott House via a pedestrian bridge.




S4.2 C - Théâtre-de-l'île


Brewery Creek


S4.2 D - Brewery Creek Waterfront

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 and/or the site, if needed, to make the vision set out in i through iii feasible.

D Brewery Creek – Montcalm

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 National Capital Commission (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.

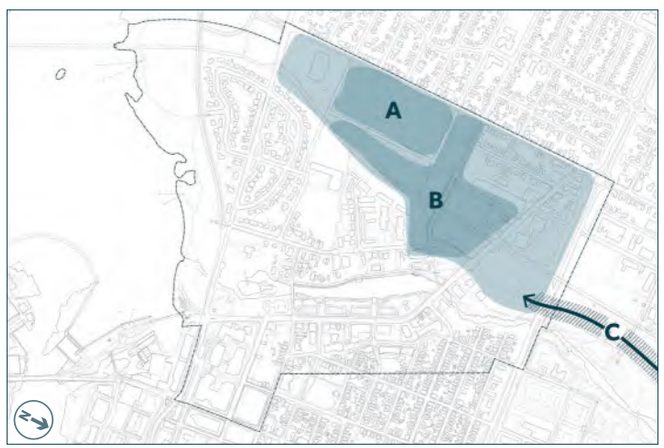
- **a** Integrate a continuous multi-use pathway into the streetscape along Taylor Street.
- **b** Improve connectivity between public spaces, the creek shoreline and Montcalm Street by including pedestrian alleyways.

vi Support municipal efforts to transform the Taylor Street side of the creek into an urban waterfront promenade.



S4.3 Saint-Joseph / Rapibus Corridor

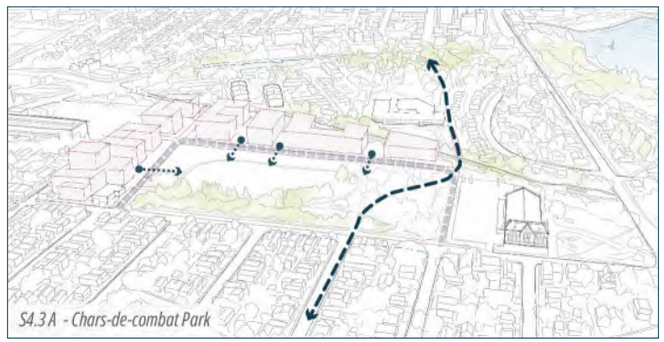
This area includes the terminus of Highway 50, the Rapibus Corridor, the La Fonderie sports complex and Des Chars de Combat Park. This is an area with the opportunity for new active mobility connections, increased opportunities for housing and public realm improvements.



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 the La 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.



c Consider ground-accessed individual dwellings with active frontages.

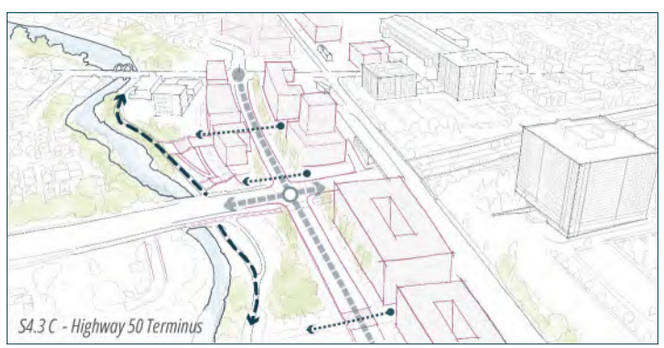
v Support multi-modal connectivity in the corridor between different modes of transit and active modes of transportation.

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 the La Fonderie lands and Brewery Creek. The highway runs parallel to Ruisseau de la brasserie, channelling fast-moving traffic towards downtown Gatineau streets.



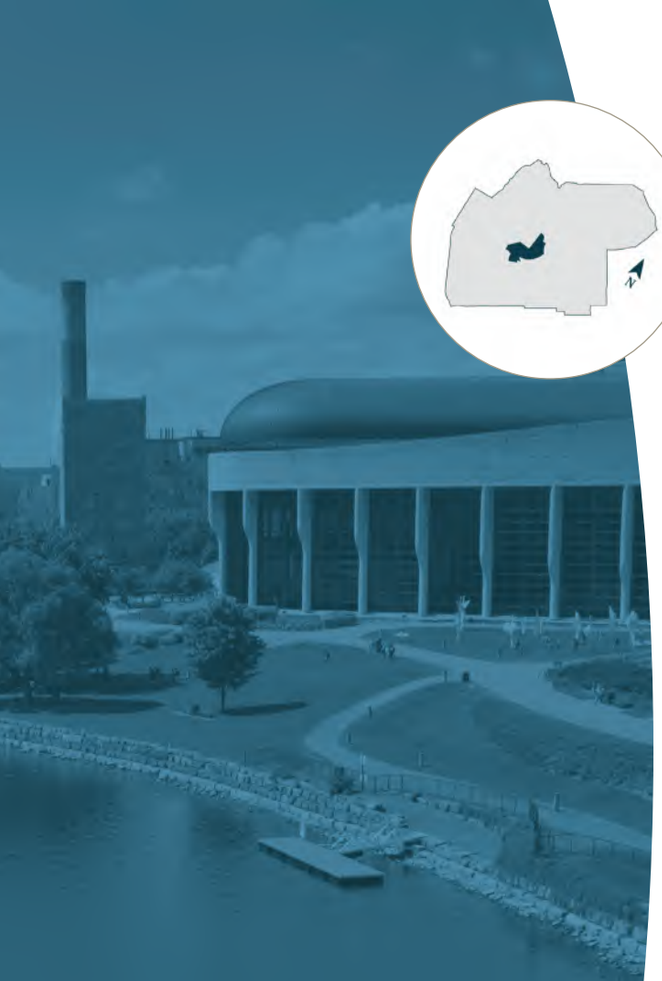
i Consider possible future conversion of the Highway 50 corridor to an urban boulevard and block pattern, enabling the re-parcelling and development of residual spaces with enhanced permeability and public access to the Creek Corridor and shorelines.

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.





Canadian Museum of History

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.

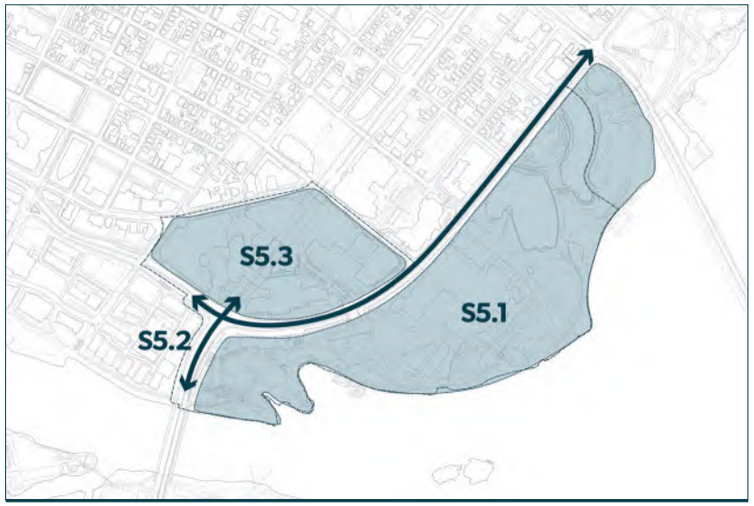
This sector includes key landmarks such as the Canadian Museum of History, the Kruger Products factory, Place du Portage and Le Pic. The area is bordered by the Ottawa River, with the Voyageurs Pathway running along the shoreline, connecting Zibi in the southwest to Jacques-Cartier Park to the northeast.



Kruger Factory



Le Pic



This sector is divided into three areas:

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


Sector 5
Le Pic to Museum
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COURCELETTE
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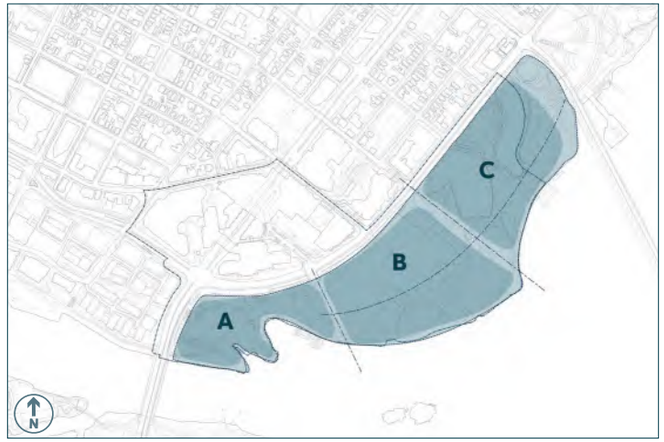
S5
POLICIES AND RECOMMENDATIONS

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 towards 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.



i Consolidate the Capital Pathway network and improve connections towards Confederation Boulevard.

- **a** Create a grand staircase and universally accessible connection from the Portage Bridge abutment towards the capital pathway riverfront promenade.

ii 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.

iii 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.

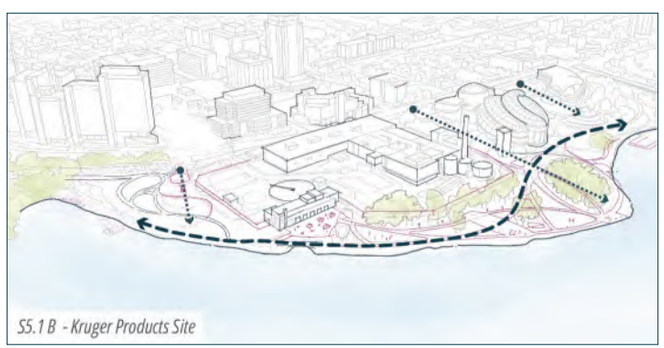
iv Maintain the area as predominantly vegetated to preserve a landscaped character.

- **a** Adapt existing vegetation to selectively open views and sightlines towards Parliament Hill and the river from Laurier Street, west of Portage Bridge, without affecting the verdant landscape.

v Consider a new waterfront node in the protected eddy downstream of the 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 National Capital Commission (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.


S5.1 B - Kruger Products Site

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.

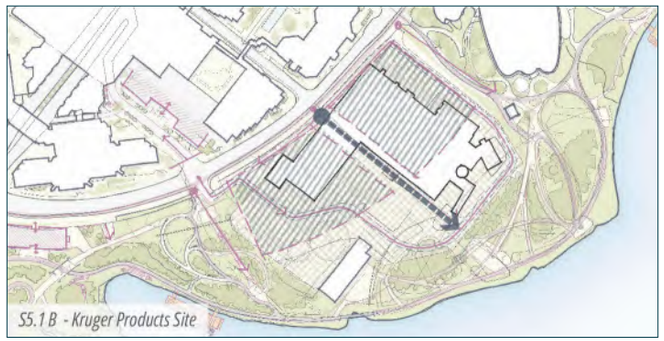
- **a** Create an inviting pedestrian connection between the riverfront and Aubry Plaza via Courcelette Street and the Place du Portage outdoor terrace to create a seamlessly integrated connection to the shoreline.
- **b** Explore options for water access with installations such as stairs or docks.

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 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.


S5.1 B - Kruger Products Site

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, facades and features.

vi Consider the long-term option of removing the existing industrial structures in the event of a relocation of the manufacturing facilities.

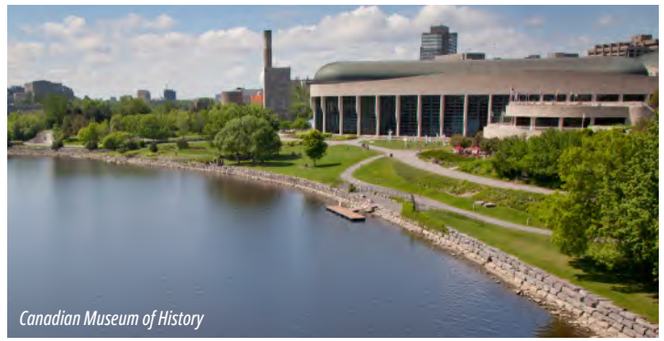
- **a** Design the site with a network of interconnected public streets framing urban blocks and a waterfront park.
- **b** Permit a mix of uses, including residential, commercial and institutional.
- **c** Use landscaping elements to frame views from Victoria Street, l'Hôtel de Ville Street and Courcelette Street towards the water.
- **d** Include public gathering spaces and reserve spaces for national and multicultural events.

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 Courcelette Street towards 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.



Canadian Museum of History

i Preserve the visual setting and iconic views of the site.

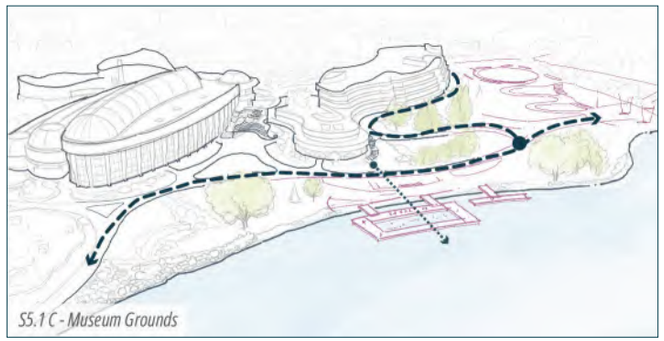
- **a** Preserve the foreground vista and sightline between the two museum buildings towards the Parliament Buildings.
- **b** Acknowledge and recognize the site's symbolic importance for the Anishinaabe (settlement place, burial grounds), where applicable.

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.



S5.1 C - Museum Grounds

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.

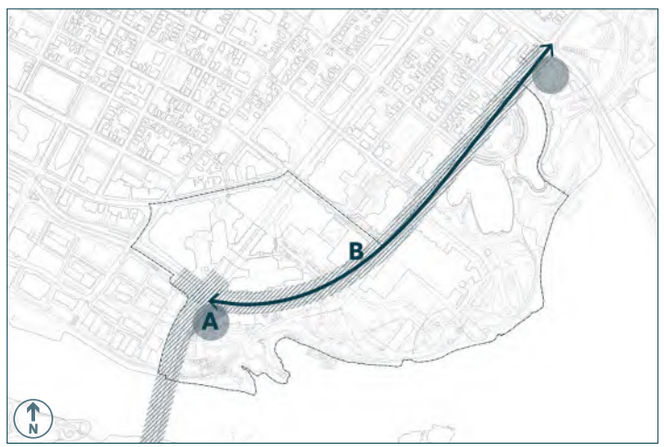
- **a** Rearrange the pathway to create a more functional separation between the Museum grounds and the activated shoreline space and avoid unnecessary closure of the waterfront pathway.
- **b** Permit shoreline installations that provide access to the water.

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 towards the water that connects different levels together.
- **b** Provide a connection from the building to the shoreline.

B Laurier Street

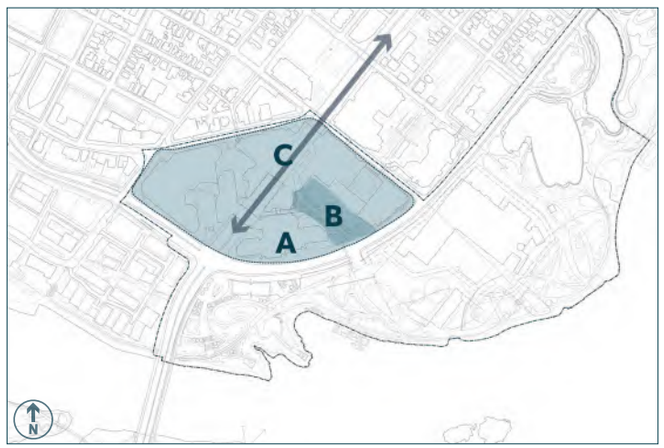
This section of Laurier Steet is fronted primarily by institutional buildings, including Place du Portage, the Palais de justice de Gatineau, the Maison du Citoyen and the Canadian Museum of History. There are few ground-level activations along this stretch, though there are opportunities for their introduction.

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

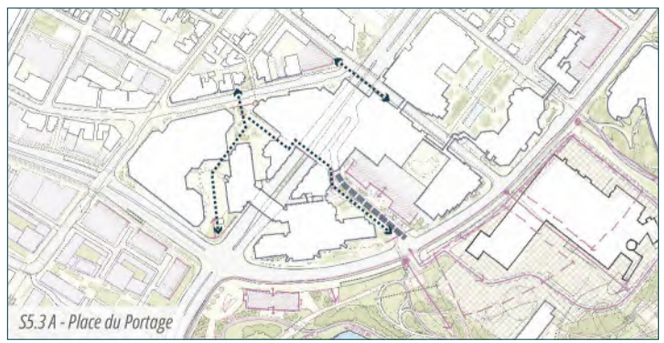
Place du Portage is a large federal office complex in Gatineau's Hull sector, located along Boulevard Maisonneuve, overlooking the Ottawa River.



A - Place du Portage Complex
B - Courcelette 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.

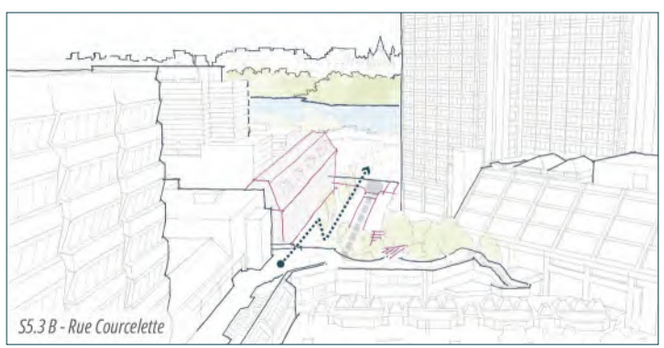
vi Create new ground-level entry points at Laurier Street and Maisonneuve Boulevard to enhance the permeability of the buildings.

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 facades to improve daylight access, redefine interior and exterior spaces and improve outdoor access.
- **c** Integrate vertical structural elements as part of facade retrofits, which may include vegetation and planting strategies, including green roofs and green balconies, into the buildings.

B Courcelette Street

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



i Enhance the quality of pedestrian and cycling facilities on Courcelette Street and create a new public axis and parkland towards 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 towards Maisonneuve Boulevard and improve the pedestrian wayfinding towards 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 to comfort and safety for pedestrians and cyclists at the intersections of Allumetières Boulevard and Laurier Street.



Boardwalk on the Voyageurs Pathway

S6. JACQUES-CARTIER PARK

Context

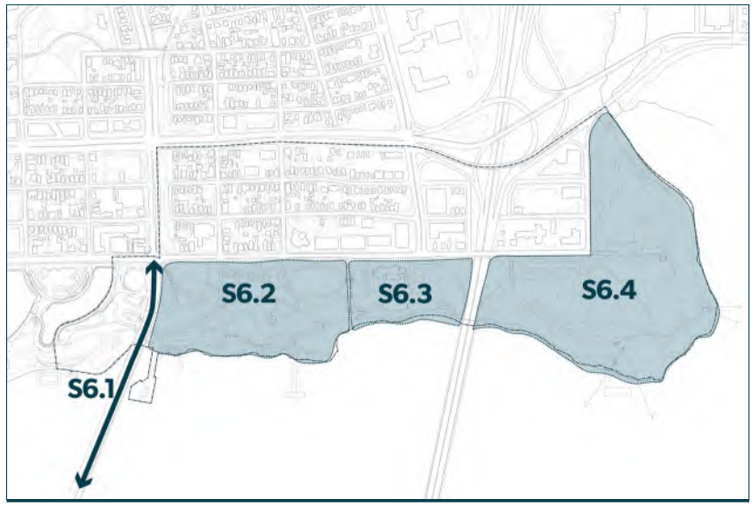
The Jacques-Cartier Park sector runs along the northern shoreline of Hull Island, on the Ottawa River at Laurier Street. This sector includes two of the core area's largest Capital parks, two interprovincial bridges, and adjacent urban neighbourhoods. The riverfront parklands provide continuous public 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

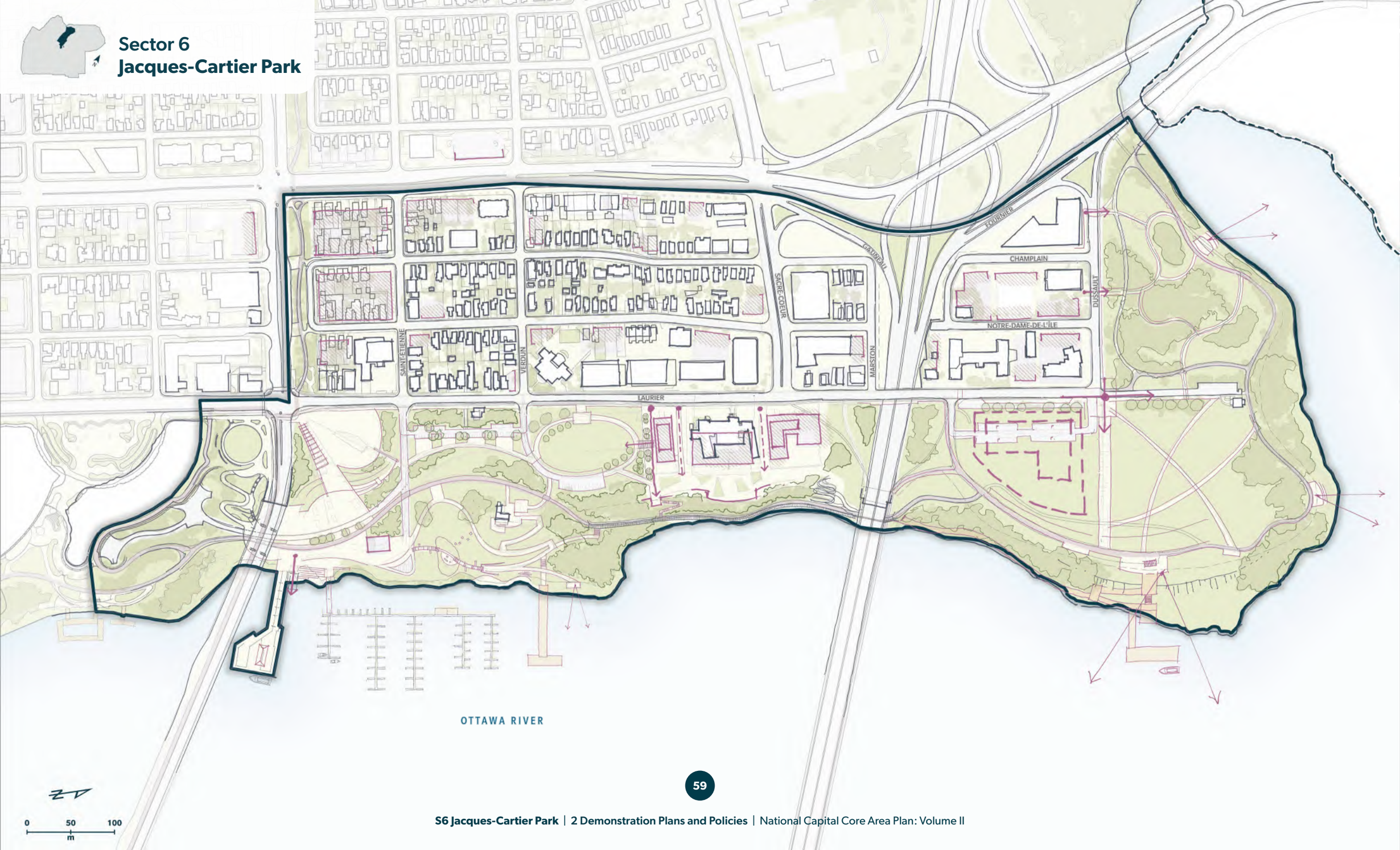


Ottawa River



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


Sector 6
Jacques-Cartier Park
SAINT-ÉTIENNE
VERDUN
SACRÉ-COEUR
CATHERINE
FORMIER
CHAMPLAIN
DUSSAULT
NOTRE-DAME-DE-L'ÎLE
MARSTON
LAURIER
OTTAWA RIVER
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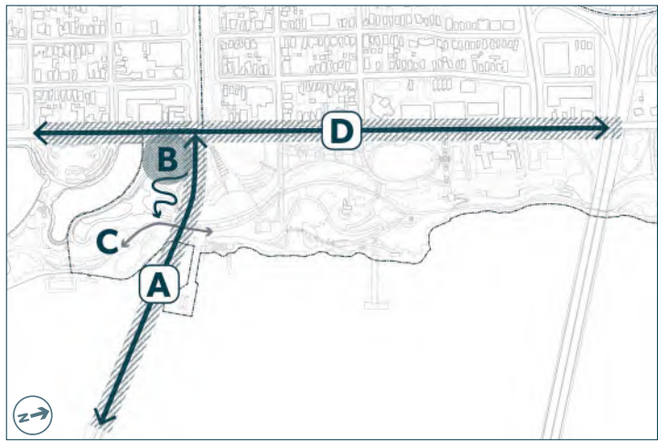
S6
POLICIES AND RECOMMENDATIONS

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.


Alexandra Bridge


S6.1 A - Bridge Replacement

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.

- **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** Re-configure the Laurier-Allumettières intersection to remove the slip lane.
- **b** Improve Capital Pathway connections from the Alexandra Bridge replacement towards 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 towards 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 towards 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 towards 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.

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/Allumetières 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.

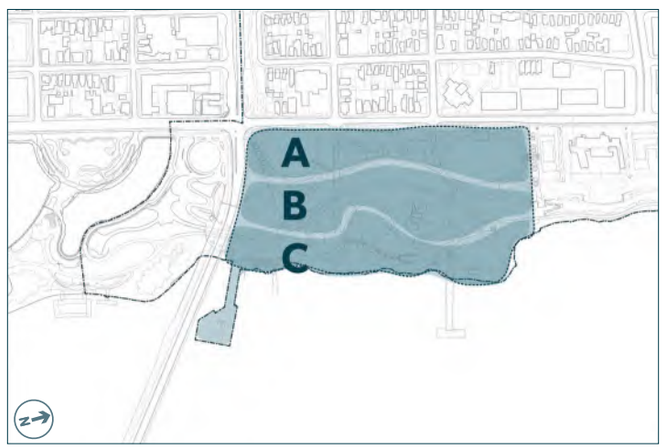
- **a** Encourage the integration of commercial uses along both sides of Laurier Street to animate the area near the park entrance.
- **b** Improve the streetscape of Laurier Street through initiatives such as public art, improved signage and landscaping.
- **c** Introduce open connections to active frontages of renewed buildings along Laurier Street.

ii Introduce cycling lanes on both sides of Laurier Street to facilitate access to travel hubs, with bi-directional 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

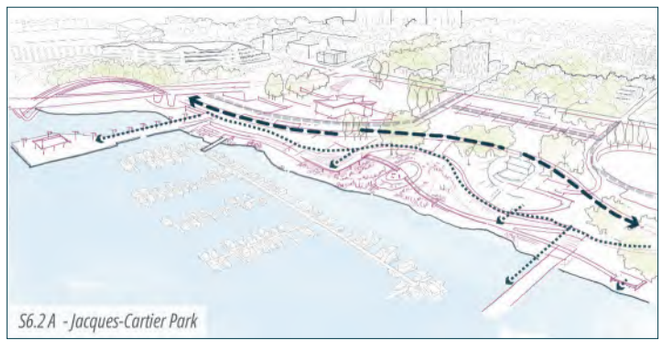
Formerly an industrial lumber and shipping site along the Ottawa River with a short-lived vocation as an amusement park, Jacques-Cartier Park South is a major Capital park on Hull Island. It is the most developed urban waterfront park in the Capital, offering nautical services, excursions and spectacular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



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 towards 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 the 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 towards 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, children's garden, 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.



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.



Jacques-Cartier Marina

i Create a dynamic destination node with an urban waterfront character and large public space opening towards 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.

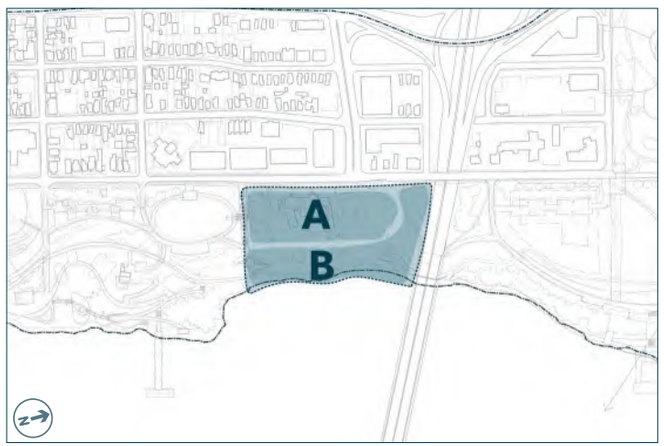
- **a** Consolidate facilities related to the existing Jacques-Cartier Marina for broader public use including port-of-call, restaurant, bike and canoe rental facilities.
- **b** Provide public mooring and enhance port-of-call and boating facilities to improve the park's connection to other destinations 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.

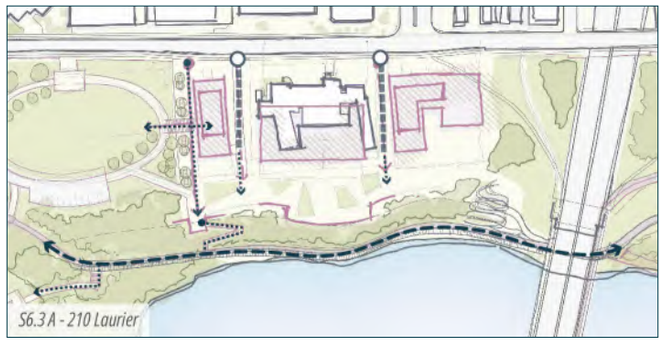


i Design and redevelop the 210 Laurier site to enhance the quality of the public realm and the recreational riverfront experience.

- **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.

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 Minimize 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.

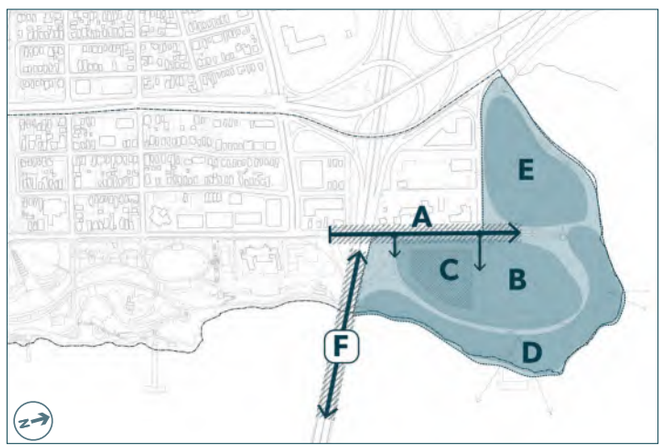
v Maintain extensive forest cover on the steep banks and along the top of the escarpment to contribute to the river's scenic landscape and prevent erosion.

- **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 & 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 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.


Jacques-Cartier Park

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.

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 Ltd. Office building through adaptive re-use that provides recreational/public benefit to park users.

- **a** Optimize views from park entrances towards 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 and/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

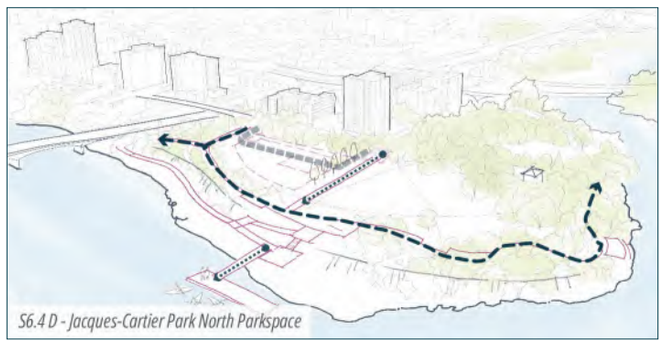
The core area is the cultural hub of the region and includes several national cultural institutions. The space in this area has been identified as a potential long-term future site for another cultural institution.

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 following design requirements:

- **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 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.


S6.4 D - Jacques-Cartier Park North Parkspace

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.



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 towards the shoreline.

c Showcase and frame dramatic views across the river towards the Rideau Falls.

d Explore opportunities to create a boardwalk extension from the Macdonald-Cartier Bridge area towards the new waterfront amenity area.

E Brewery Creek Inlet and Woodland

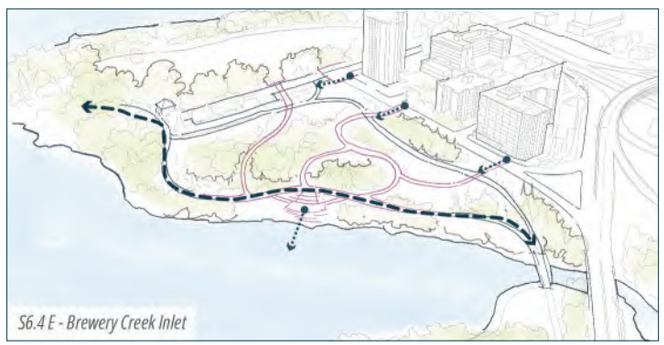
This area marks the eastern transition from the urbanized core area to a more natural state along the Ottawa River. It is the outflow of the Brewery Creek that delineates the Hull Island Land mass.

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-Hughson heritage building, and diversify understory vegetation to enhance the woodland character, complement the mini forest and transition from an urbanized area into a naturalized landscape.



Brewery Creek Inlet & Woodland



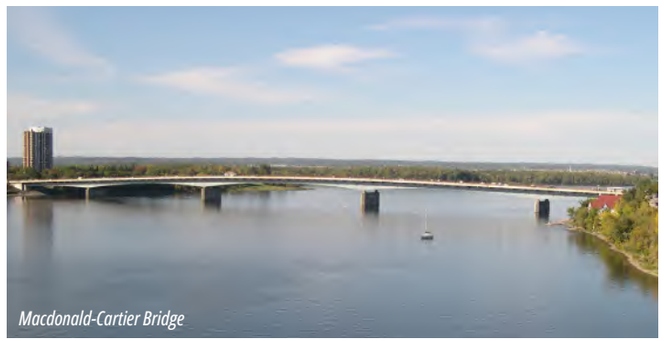
S6.4 E - Brewery Creek Inlet

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 Voyageur's 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.



Macdonald-Cartier Bridge

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.





Brewery Creek



S7. DE L'ÎLE PATHWAY

Context

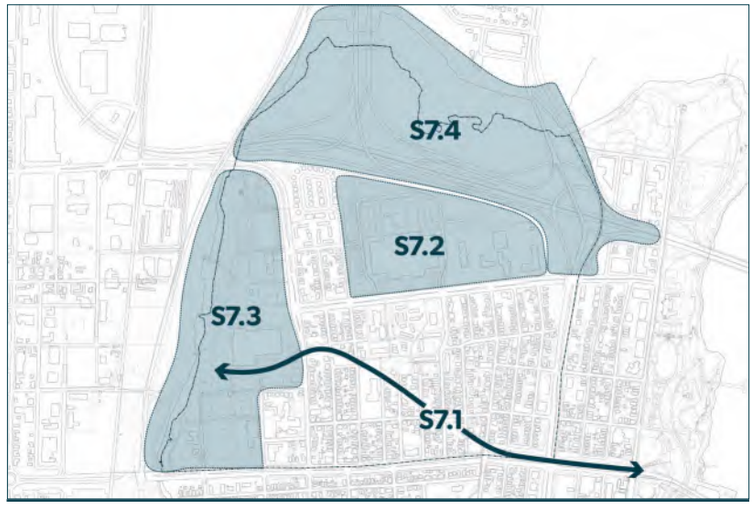
This sector features several distinct urban enclaves, with residential neighbourhoods encircled by arterial roads and large institutional complexes. Despite its urban setting, Brewery Creek's riparian habitats serve as vital migration routes for species like the American eel and lake sturgeon to bypass 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



Sector 7
De l'Île Pathway

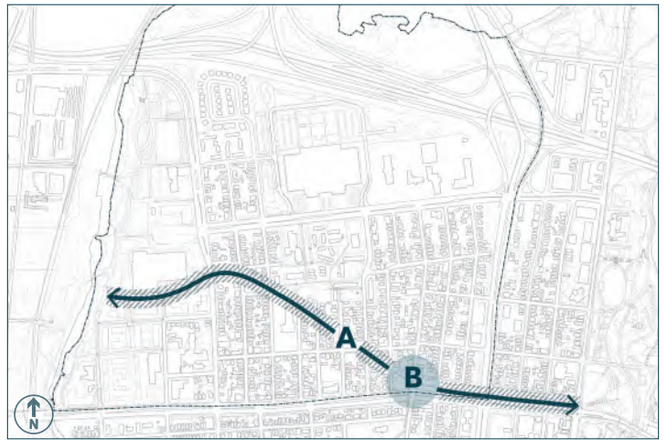
S7
POLICIES AND RECOMMENDATIONS

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.

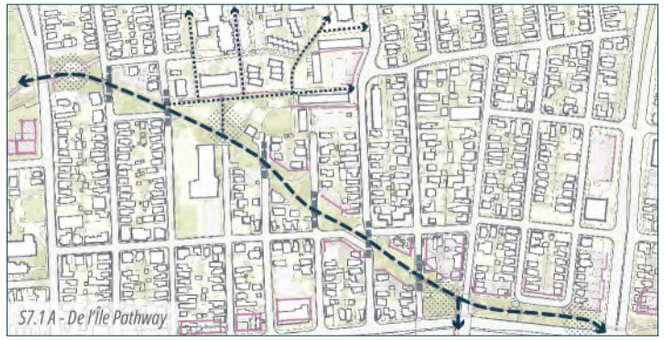


A - De-l'ile Pathway
B - Laval Intersection

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.


Papa *public artwork*


S7.1 A - De l'Île Pathway

i 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.

ii Improve and formalize the anchor points at both ends of the pathway with prominent gateway features.

iii Improve road crossings and pathway connections to enhance wayfinding and safety.

B Laval Intersection

i Reinforce the visibility and greenway character of the De l'Île Pathway where it crosses this prominent intersection.

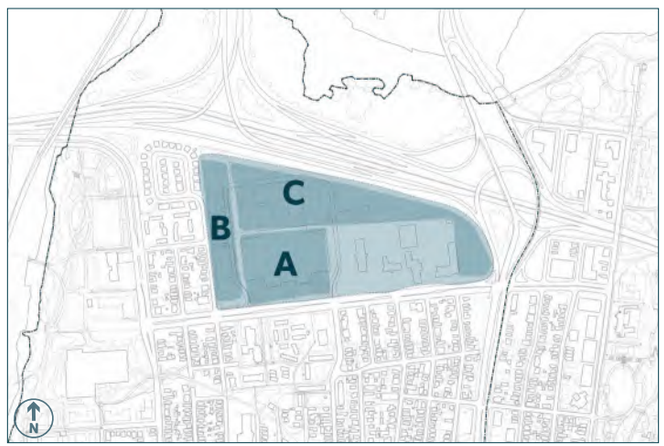
ii Strengthen connections from Parc Fontaine via Laval Street to create a strong recognizable network of public parkland and pathways.

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 - Rue Saint-Henri

A National Printing Bureau

The former National Printing Bureau and Central Heating and Cooling 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 District.


National Printing Bureau

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 facade 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 reuse of existing buildings and conversion of surface parking for construction of new federal buildings.

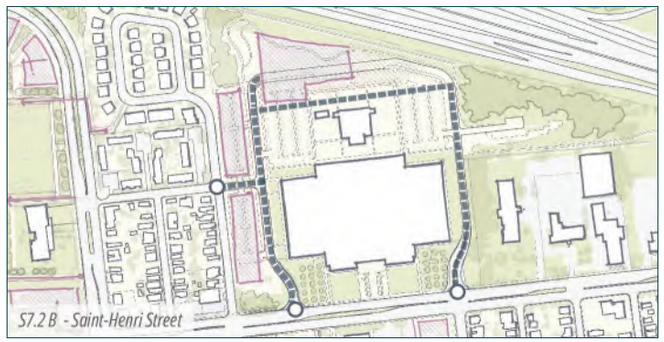
iv Reinforce public-facing grounds along the streetscape perimeters of the site.

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.

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.

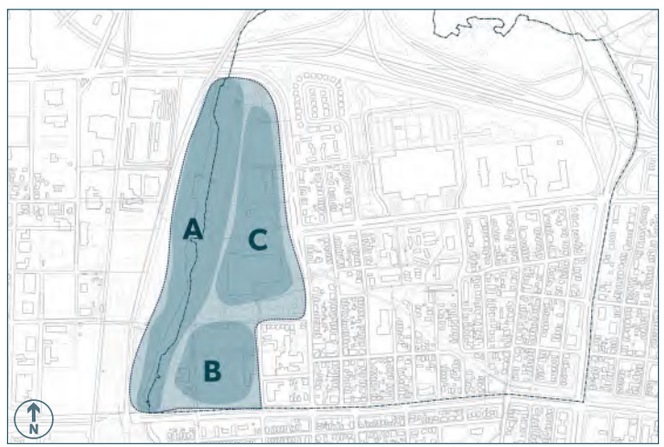
C Highway 5 Interface

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 Printing Bureau building and the adjacent neighbourhoods.

S7.3 Allumettières-Montclair

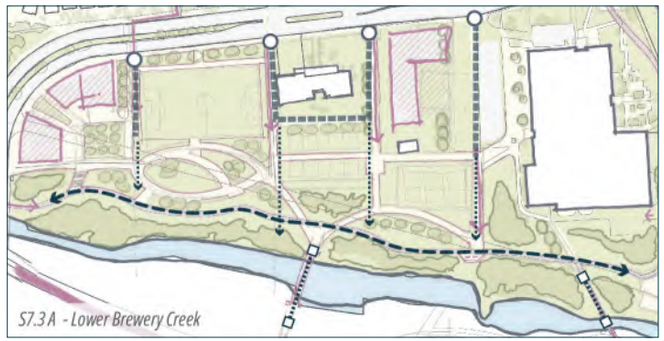
The lands to the west of Saint-Rédempteur Street / Montclair Boulevard previously included a railway junction and industrial lands. The removal of these features allowed for the development of large-scale institutional buildings, recreational facilities and park space.



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

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 Allumetières Boulevard and Highway 5 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 towards the water.

ii Support the formalization of streets and public spaces to establish an urban neighbourhood pattern.

iii Support the 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

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.

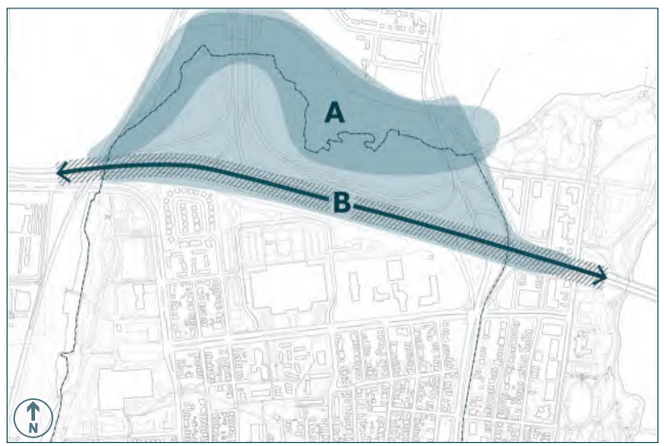
ii Include clear wayfinding and public realm design to lead people towards the Capital Pathway network and reinforce the shoreline parklands.

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

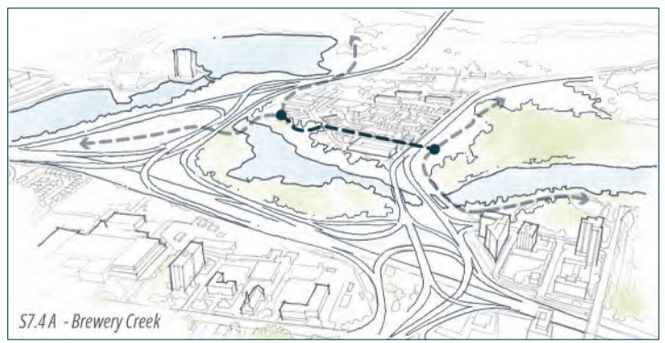
Quebec's Highway 50 and Highway 5 connect to the major thoroughfares of downtown Gatineau and to the Macdonald-Cartier Bridge.



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.



Old Hull

S8. DOWNTOWN GATINEAU

Context

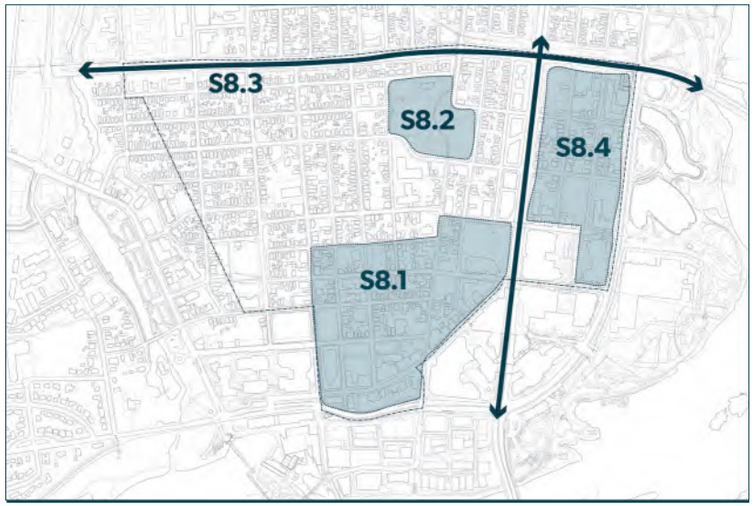
The downtown core of Gatineau comprises parts of the Hull Island and is a physically and economically integrated part of the core area, the City of Gatineau and the National Capital Region. The sector is characterized by its residential neighbourhoods of the Island with their unique, fine-grained built form and the cafes, shops and restaurants in Place Aubry 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 '70s for the construction of the Portage complexes.



Old Hull

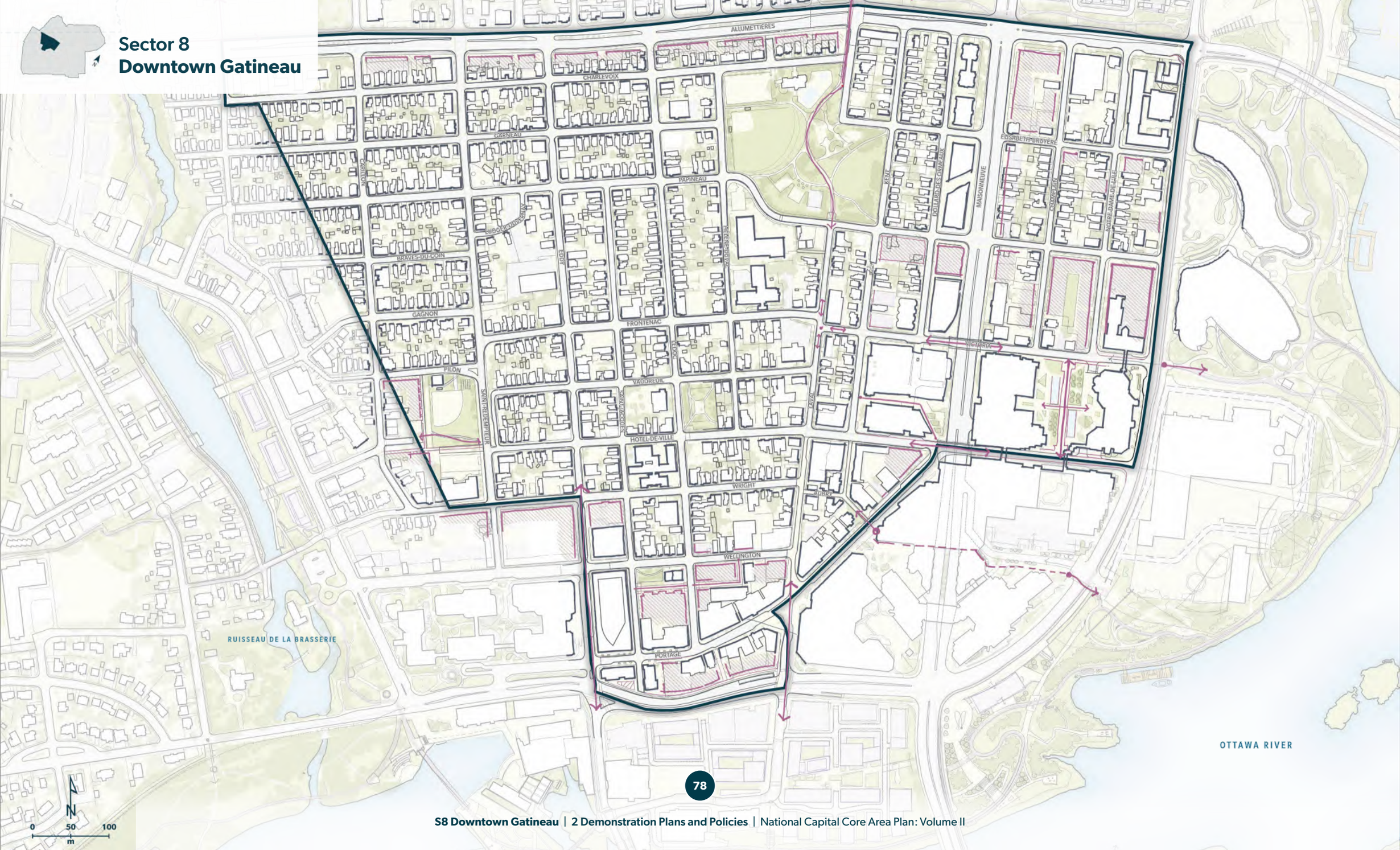


Old Hull



This sector is divided into four areas:

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


Sector 8
Downtown Gatineau
ALLUMETTIÈRES
CHARLEVOIX
GARNEAU
PAPINEAU
CARLTON
BRAVES-DU-COIN
GAGNON
PILON
FRONTENAC
VAUDREUIL
HÔTEL-DE-VILLE
WRIGHT
WELLINGTON
PORTAGE
SAINT-REDEMPTEUR
MAISONNEUVE
ÉLISABETH-BRUYÈRE
RUISSEAU DE LA BRASSERIE
OTTAWA RIVER
0
50
100
m

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.

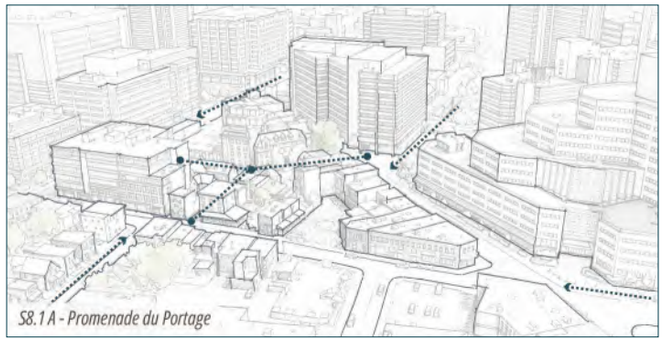


A - Promenade du Portage
B - Commercial Centre

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.


Promenade du Portage


S8.1 A - Promenade du Portage

i Support the preservation and revitalization of important heritage areas and public spaces, including Promenade du Portage and Aubry Plaza.

ii Encourage the development of active transportation connections to link Laval Street to the pathway and trail network to the south.

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 the island of Hull includes streets such as Eddy, Laval and Wellington. The form is primarily low-rise with a narrow grid pattern of streets.

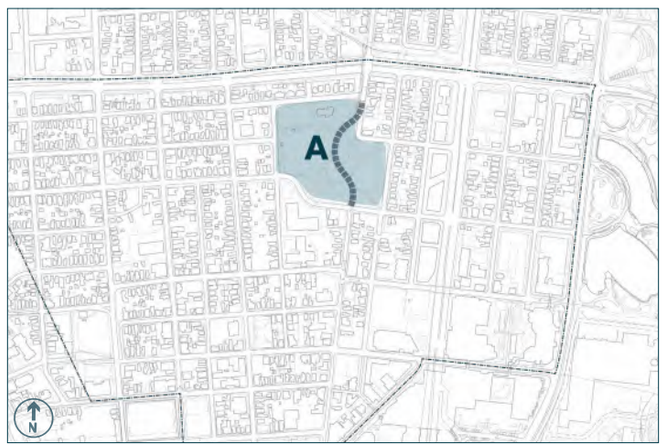
i Support and reinforce the historic commercial centre of old Hull around Laval Street through improved connections to and from adjacent federal properties.

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.

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 between rue Hélène Duval and rue Laval.
- **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 the island of Hull 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

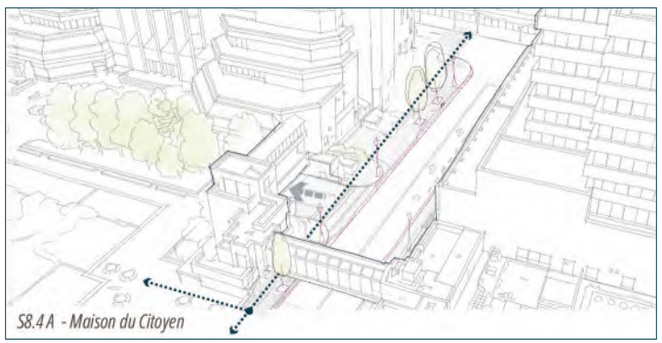
This area includes the Quartier-du-Musée heritage district, which was not affected by the great fire of 1900, and thus features many of the area's oldest buildings. The area fronts the Canadian Museum of History along Laurier Street.



A - City Hall
B - Place du Portage Complex
C - Maisonneuve Boulevard

A Maison du Citoyen

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



i Support efforts to improve the public realm and wayfinding 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 reestablish the continuity of the sub-level segment of Rue Notre-Dame-de-L'Île.

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 Maisonneuve Boulevard

Maisonneuve 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 Maisonneuve Boulevard as lively urban streetscapes, to connect the downtown at the upper levels.





S9. SUSSEX DRIVE AND RIDEAU FALLS

Context

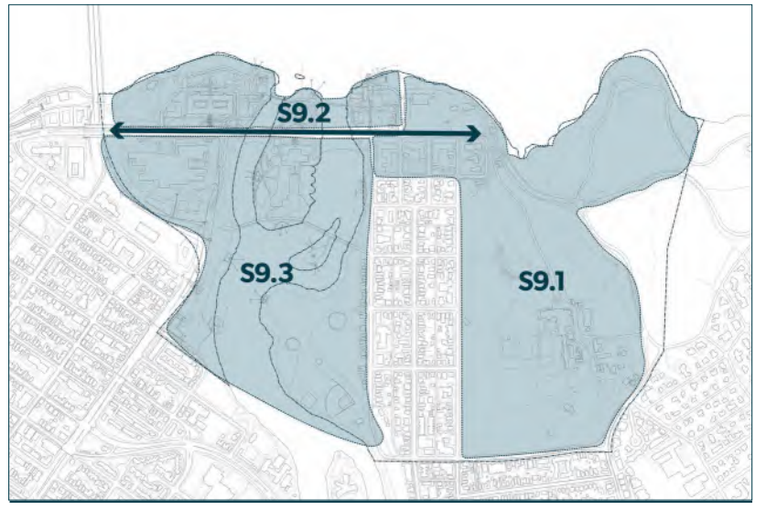
This sector encompasses the official residences of the prime minister and the governor general, two of the Capital's most prestigious landmarks, as well as the embassies lining Sussex Drive and Rockcliffe Park. It lies at the convergence of the Rideau River with the Ottawa River, at Rideau Falls. This 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



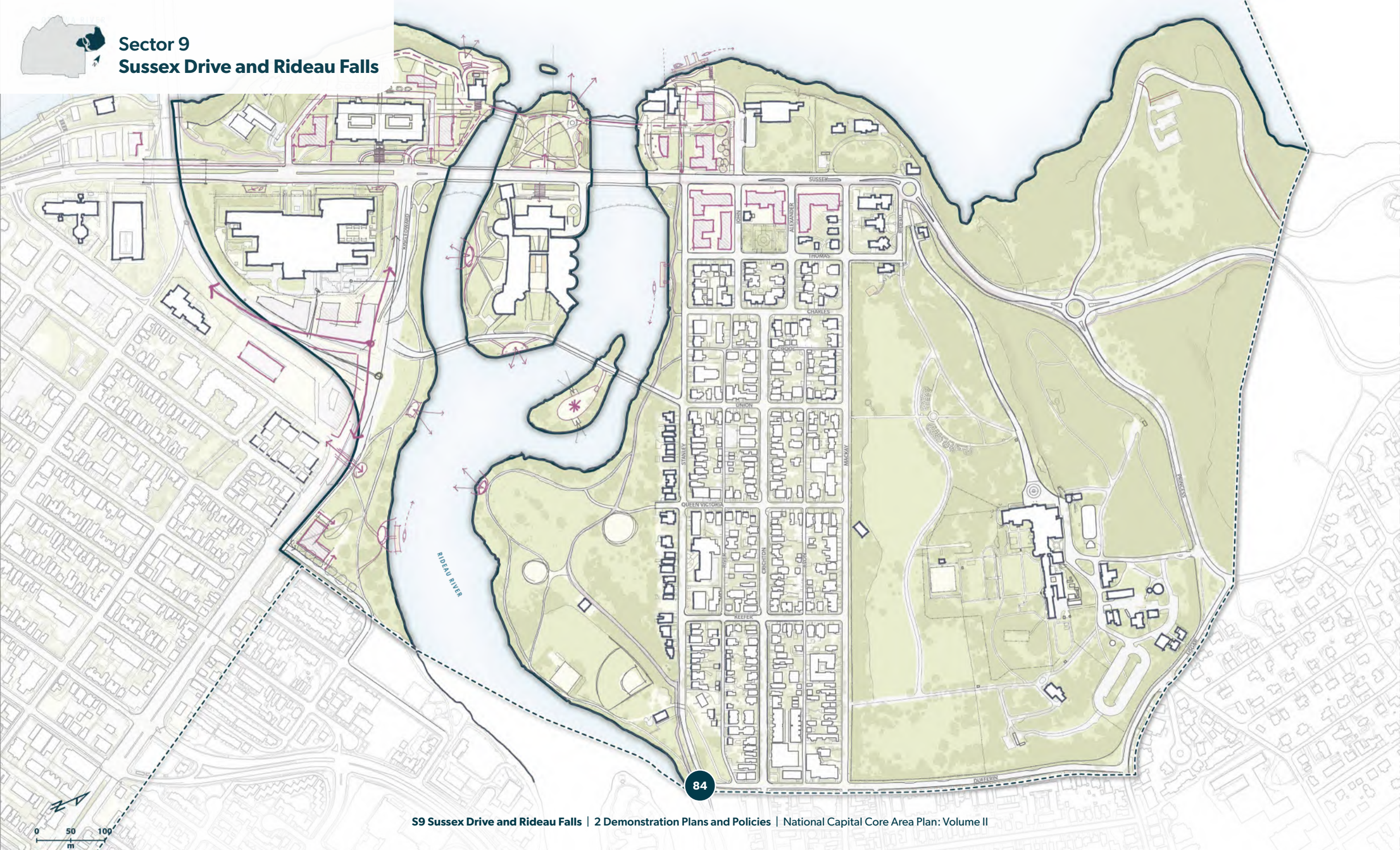
Rockcliffe Park



This sector is divided into three areas:

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

Rideau Falls


Sector 9
Sussex Drive and Rideau Falls
SUSSEX
JOHN
ALEXANDER
MURRAY
THOMAS
CHARLES
UNION
STANLEY
MACKAY
QUEEN VICTORIA
CRICHTON
KEEFER
RIDEAU RIVER
PRINCESS
DUFFERIN
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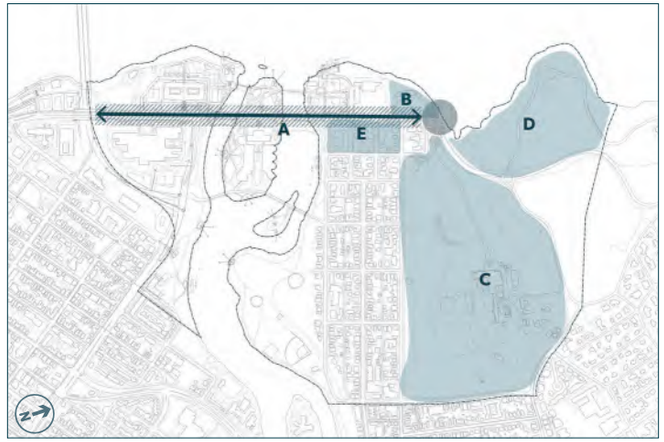
S9
POLICIES AND RECOMMENDATIONS

Key objectives include:

- Preserving and enhancing the setting of the official residences of the prime minister and the 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 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
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 bi-directional bikeway facilities along the north side of Sussex Drive, completing missing segments of the Ottawa River pathway and improving connections towards 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.

B 24 Sussex

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


24 Sussex

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 complex and the Capital's only publicly accessible official residence, using site-specific heritage conservation and landscaping practices.


Rideau Hall

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 towards 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.


Rockcliffe Park Pavillion

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 E - Sussex Blocks

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, John, Alexander and Thomas streets 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
B - Green Island and Promontory
C - NRC Grounds

A 50 Sussex

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.



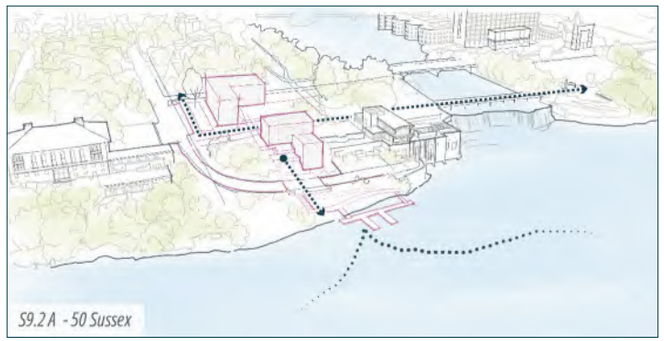
i Reimagine John Street and the NCC parking lot as a pedestrian laneway that creates a welcoming, animated and programmed public space along the waterfront.

- **a** Reconfigure loading docks and service routes behind 50 Sussex 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 complex to the waterfront and provide universal access to the river.

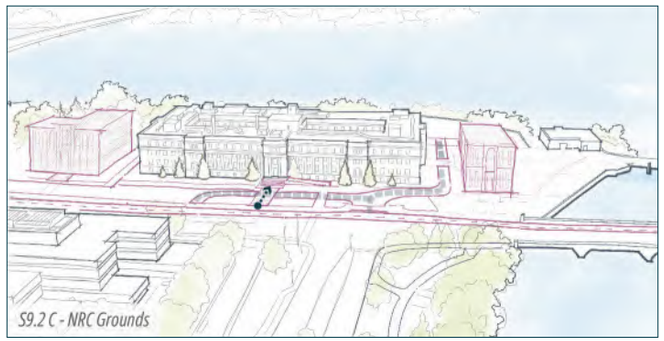
ii Allow infill buildings on the site that match the building massing, setbacks, height and architectural character of the surrounding area to reinforce the district's identity and complement the Sussex Blocks project.

- **a** Maintain the landscaped character of Confederation Boulevard with tree-lined pathways, formal plantings and native vegetation that enhance the pedestrian experience.




S9.2 A - 50 Sussex


Rideau Falls


S9.2 C - NRC Grounds

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.

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 towards 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 towards 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 (NRC) Grounds

The site includes the 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 the following criteria:

a Consolidate the parking area into smaller, landscaped space.

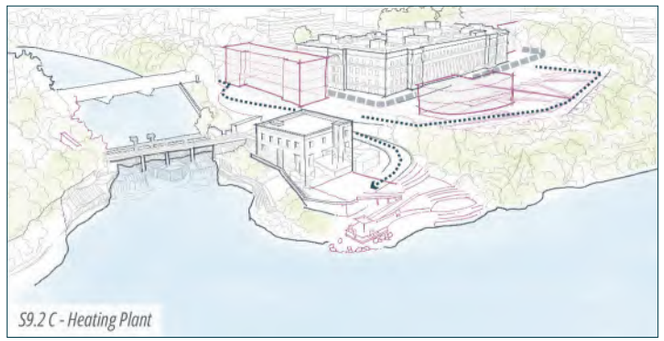
b Introduce wider pathways and safer crossings over dam structures, accommodating high volumes of users.

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.

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 towards Rideau Falls.

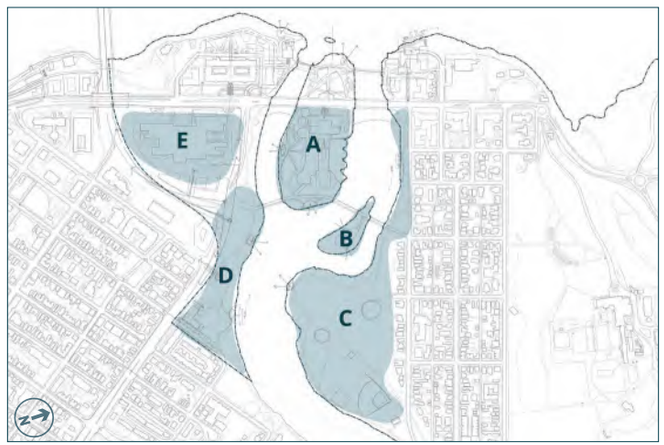

S9.2 C - Heating Plant

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

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.

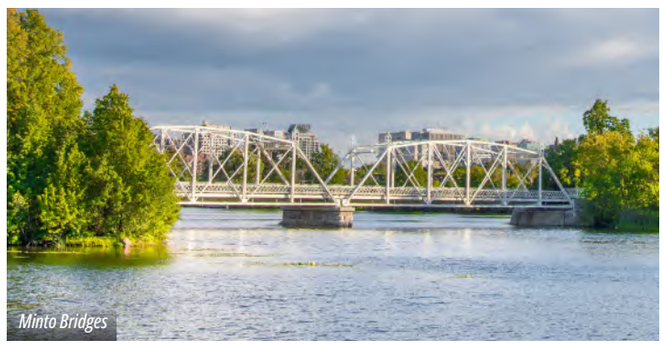
- **a** Improve pathways and rest points along the river's edge.
- **b** Consider adding new walkways and connections to the building, including at the ground level.

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.

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.



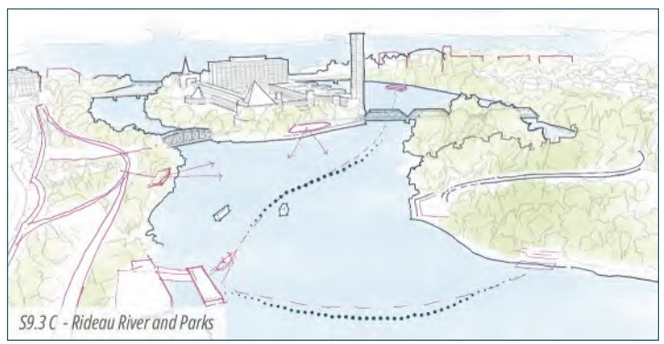
Minto Bridges

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.



S9.3 C - Rideau River and Parks

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 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 towards the Minto Bridges.

ii Create places along the shoreline where people can stop to rest, 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 optimise 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.

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.





Lady Grey Drive



S10. SUSSEX DRIVE AND BYWARD MARKET

Context

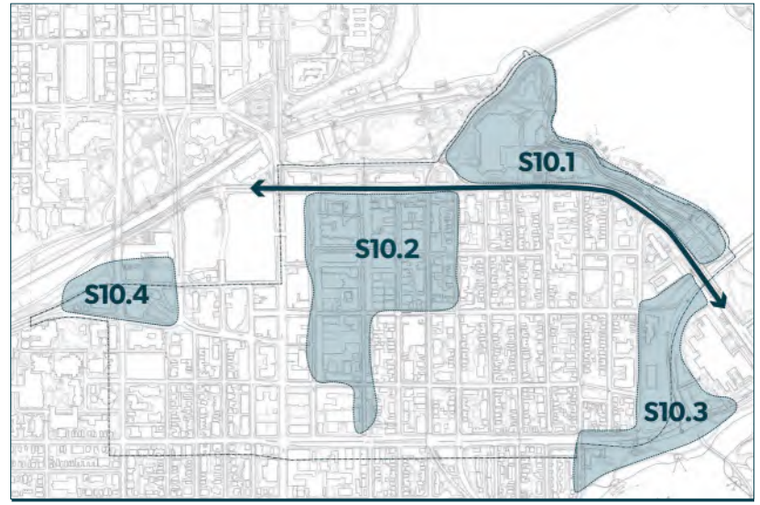
This sector is a vibrant destination for both residents and visitors, featuring national cultural institutions, historic commercial areas, significant public spaces and dramatic Capital vistas. Anchored by Sussex Drive, one of the Capital's earliest commercial thoroughfares and later the "Mile of History" 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.



Kiweki Point



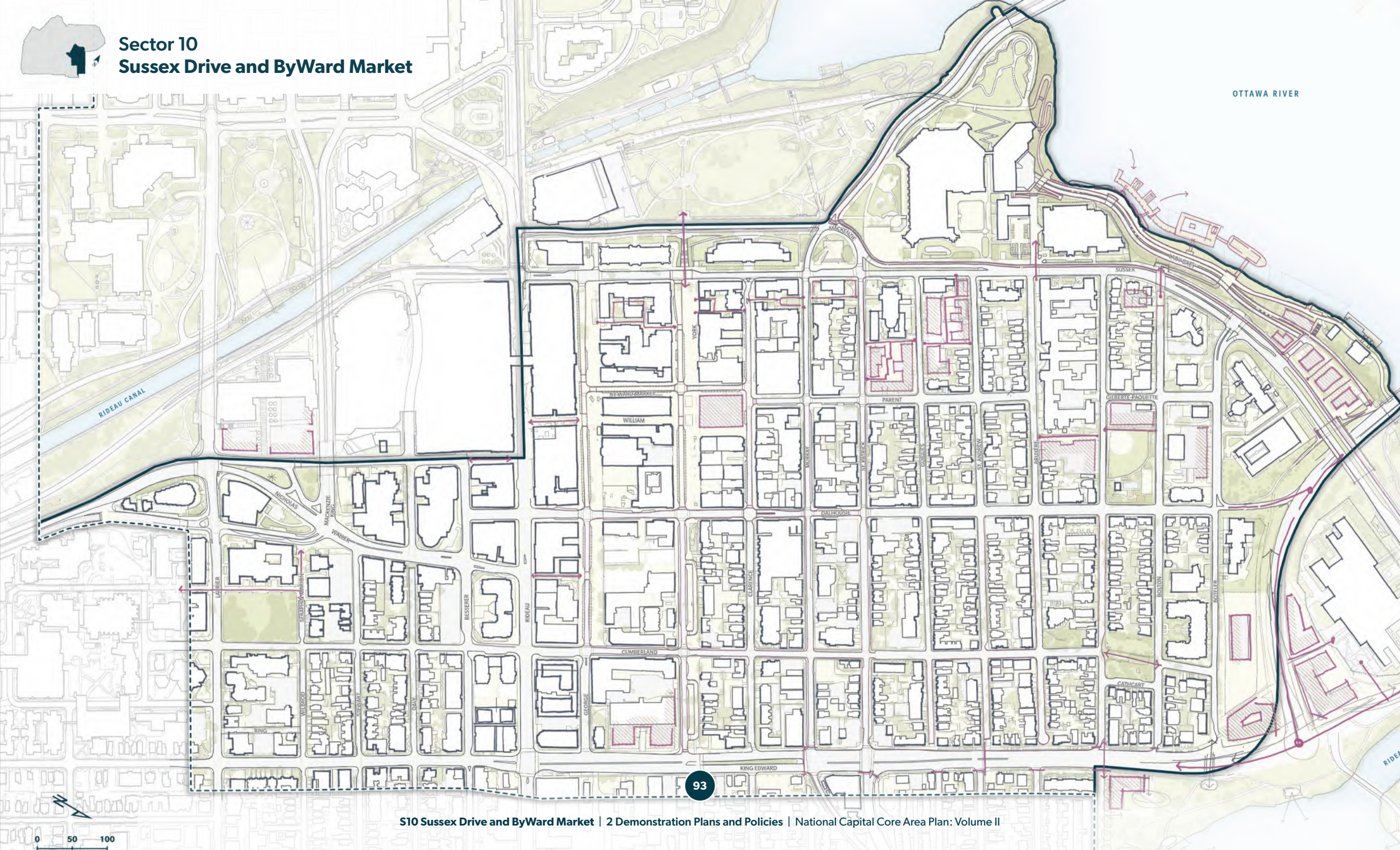
Sussex Courtyards



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

Sector 10
Sussex Drive and ByWard Market



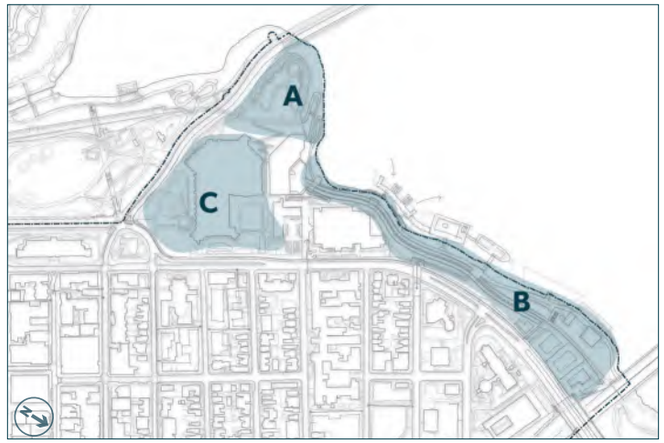
S10
POLICIES AND RECOMMENDATIONS

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.

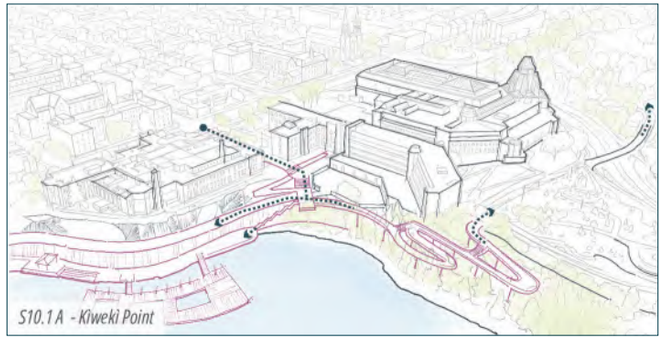


A - Kìwekì Point
B - Lady Grey Drive
C - National Art Gallery Grounds

A Kìwekì Point

Kìwekì 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 Kìwekì Point and Lady Grey Drive to improve universal accessibility along the waterfront and enhance the area's natural and cultural features.

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 Kìwekì Point are well lit year-round to improve visibility, safety and the enjoyment of these landmark sites at night.

B Lady Grey Drive

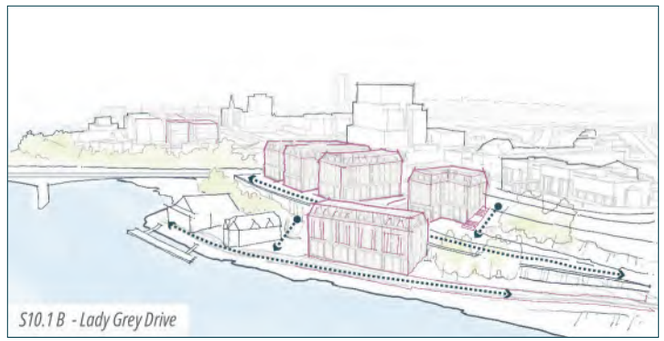
Lady Grey Drive is a road that connects Sussex Drive with the Ottawa River shore. The historic drive offers new opportunities to bring people towards the water.



Lady Grey Drive

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 towards the shoreline to provide the public with direct water access, along with other activation possibilities.



S10.1 B - Lady Grey Drive

- d Transform the roadway into a pedestrian waterfront promenade overlooking the river, with future connections to Kìwekì 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 Kìwekì Point.

i Support the redesign of the St. Patrick intersection by consolidating the lanes heading towards the Alexandra Bridge.

ii Expand the plaza and Taiga Garden area and create a public landscape entrance to Kìwekì 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.

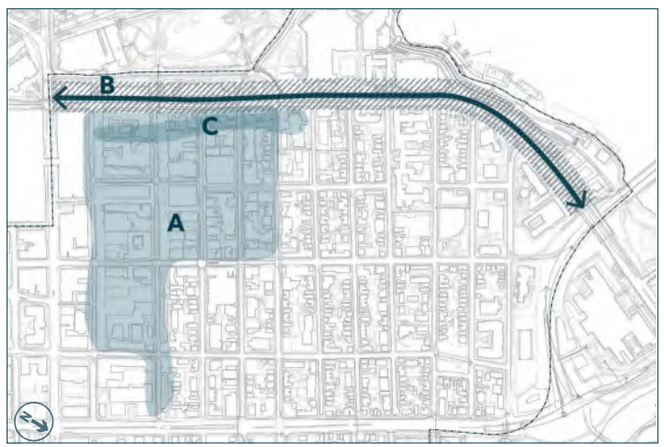
- a Use programming and installations to strengthen connections to and from the ByWard Market area.

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 pathway 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 Heritage Courtyards

A ByWard Market

The ByWard Market is a historic commercial hub in Ottawa, anchored on its western edge by the 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.

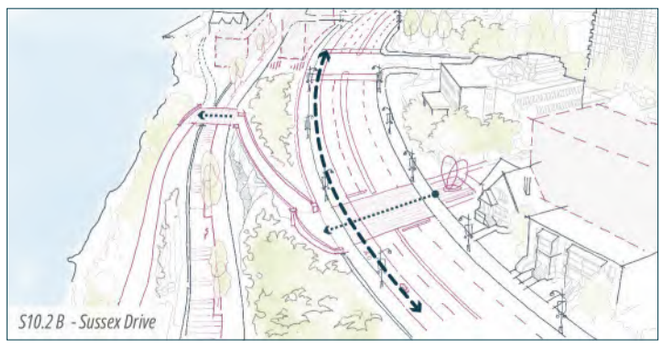
ii Support improvements to the ByWard Market's liveability, artistic character and tourist appeal through appropriate programming and public space enhancements.

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.

e Support the improvement of the public realm and pedestrian connections surrounding the U.S. Embassy 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 Heritage 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.

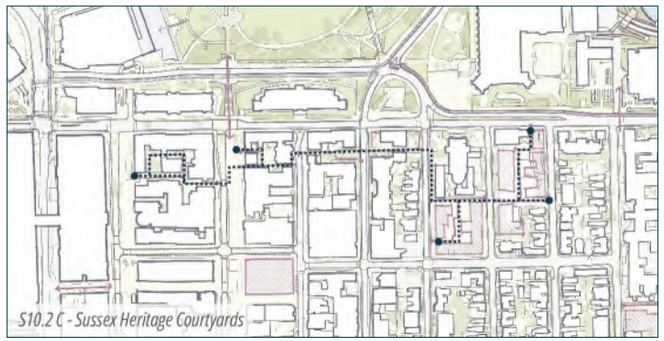


S10.2 C - Sussex Parcels

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.



S10.2 C - Sussex Heritage Courtyards

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.

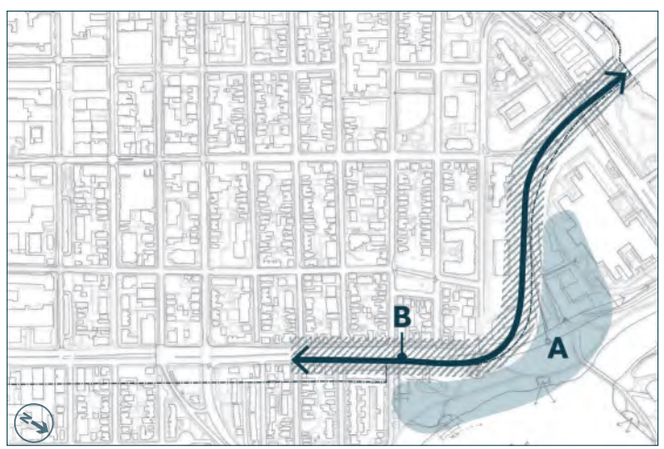
b Consider removing incongruous 20th-century structures that detract from the historic streetscape.

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 St. Patrick Street, which may wrap around the corner in an "L" shape.

S10.3 King Edward Avenue and Macdonald-Cartier Bridge

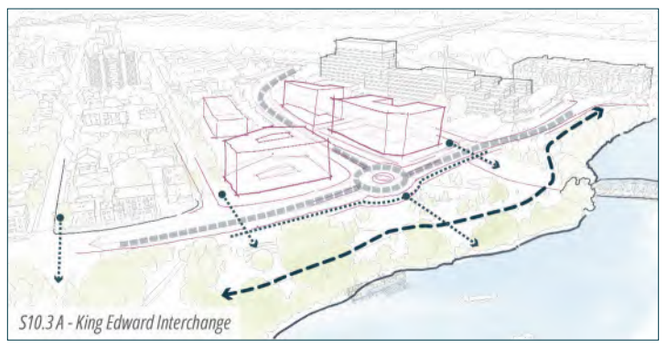
King Edward Avenue is the main thoroughfare for heavy traffic between Ottawa and Gatineau, linking Quebec Highway 5 and 50 with Ontario Highway 417. If an additional interprovincial bridge is constructed outside the core area, this could create opportunities to divert vehicular and trucking traffic away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

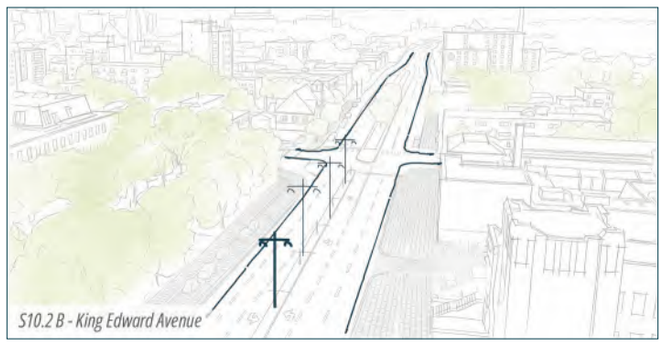

S10.3 A - King Edward Interchange

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.


S10.2 B - King Edward Avenue

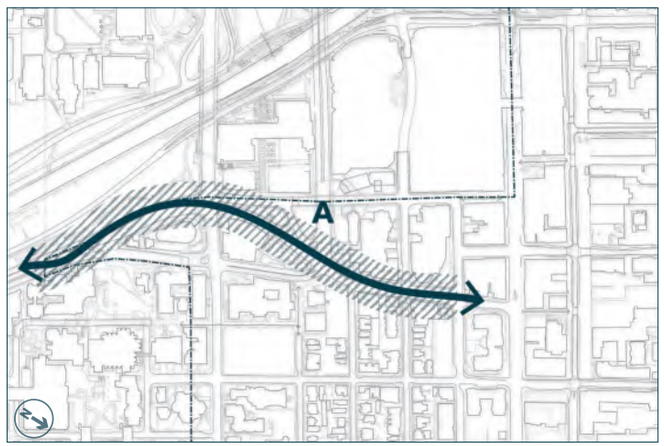
i Support efforts to right-size travel lanes, reduce traffic volumes and improve the boulevard character along King Edward Avenue.

- **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 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, 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).



Rideau Canal



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.

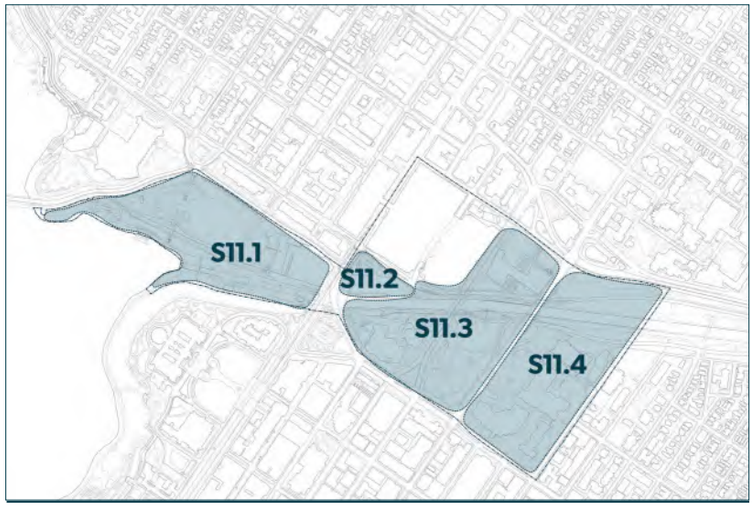
The sector also features many notable places and institutions, like Major's Hill Park, a Capital park managed by the NCC; as Ottawa's oldest park, it is a valued cultural landscape with an important event site for seasonal programming that offers majestic views of Parliament Hill, the Ottawa River and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



Major's Hill Park



Confederation Park



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


Sector 11
Rideau Canal
OTTAWA RIVER
RIDEAU CANAL
CANAL
RIDEAU
MACKENZIE
MACKENZIE KING
DALY
COLONEL BY
LAWRENCE-FREIMAN
QUEEN ELIZABETH
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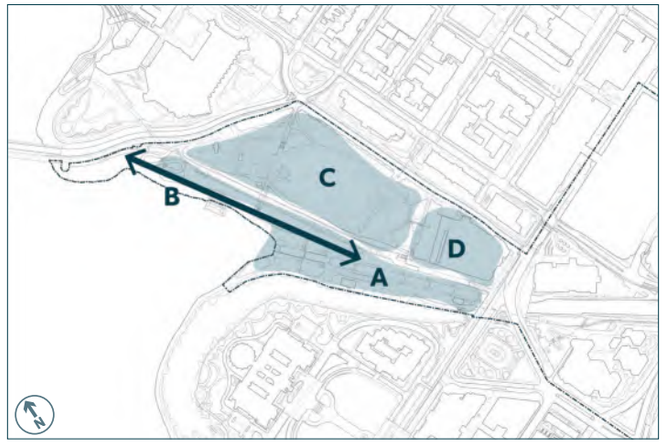
S11
POLICIES AND RECOMMENDATIONS

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, nested between the dramatic topography of Major's Hill Park and the Parliament Hill Escarpment. Anchored by the historic Ottawa Lockstation, this area integrates heritage, natural landscapes and key landmarks such as the Château Laurier and the remnants of Sapper's Bridge.



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

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 Lockstation.

- **a** Retain the primacy and visual prominence of the Ottawa Lockstation 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 Lockstation and of 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 towards the Ottawa River and the view from the base of the locks up towards 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.

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 towards 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.

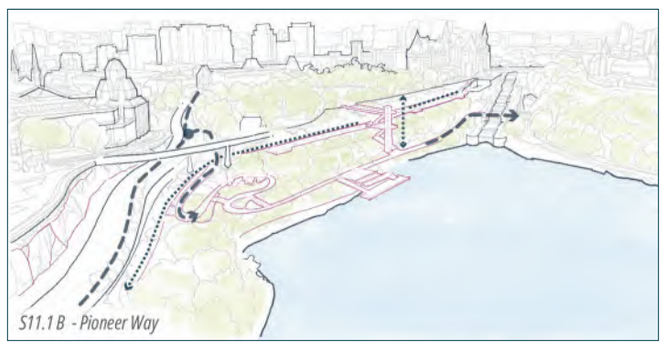
- **a** Increase the capacity for commercial tour operators to highlight the natural beauty and heritage of the area.
- **b** Explore options to bring more people to the shore during winter months.

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 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 is Street is no longer needed for Parliamentary functions.



S11.1 B - Pioneer Way

i Ensure all interventions within the foreground of the Rideau Canal Locks panorama respect and are stylistically compatible with the historic setting.

ii Redesign the Pioneer Way corridor as a pedestrian promenade connecting from the 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 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 Chateau Terrace level to Pioneer Way.

v Create a small waterfront node and enhanced connections along the shoreline between St. 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.

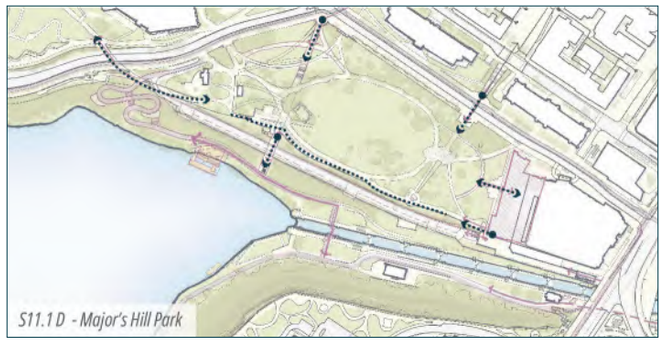
C Major's Hill Park

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.



Major's Hill Park





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.

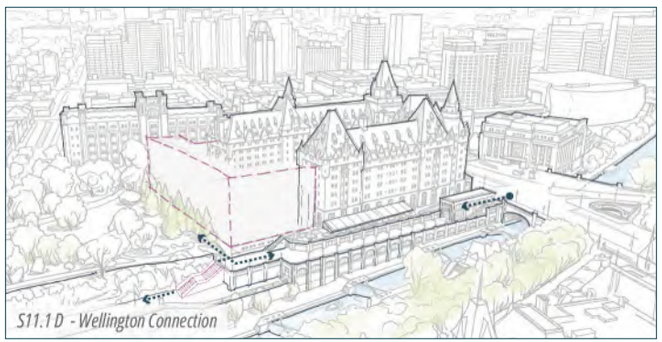
- **a** Explore options to increase animation in the park during wintertime.

iii Preserve the lush, landscaped character of Major's Hill Park including its role as an important part of the annual tulip festival.

iv Introduce playful elements that are in keeping with the park's character, such as climbable structures or water features.

D Château Laurier and 1 Wellington

The 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 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 Château Laurier to the public.
- **b** Redesign the west terraces to connect the Château Laurier to Rideau Canal.

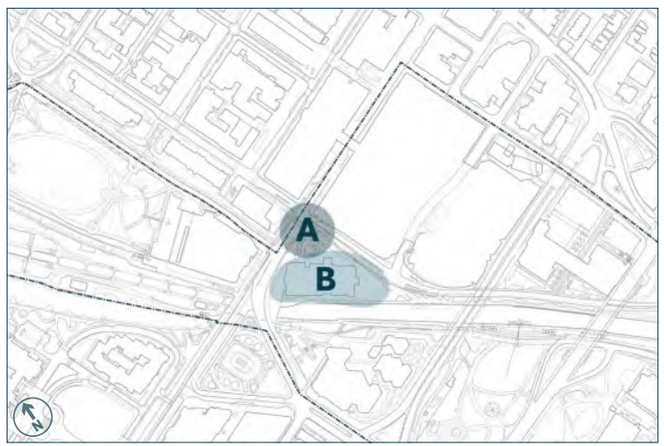
ii Over time, prioritize public-facing uses for 1 Wellington Street that contribute to the capital experience, recognizing the current use of the site for Parliamentary functions.

iii Preserve and showcase the views from the west terraces between the Canal and the Château Laurier.



S11.2 Rideau-Sussex

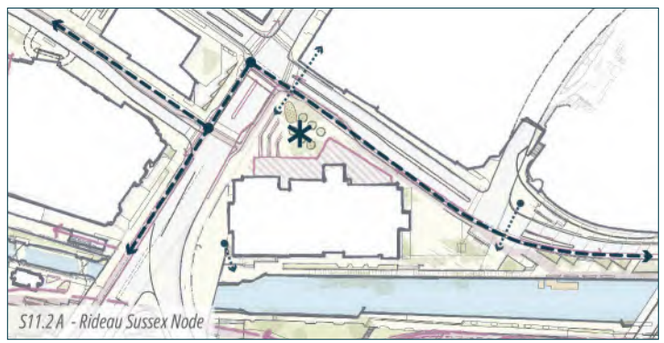
This area, along Confederation Boulevard, includes federally significant buildings and visitor destinations. The area acts as the transition between the seat of Canada's government and the civic realm.



A - Rideau-Sussex Node
B - 2 Rideau Street

A Rideau-Sussex Node

The intersection where Sussex, Rideau, Colonel By and Wellington 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.
- **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 towards the Rideau Canal esplanade by Colonel By Drive.

v Permit spill-out uses from adjacent buildings to active 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.

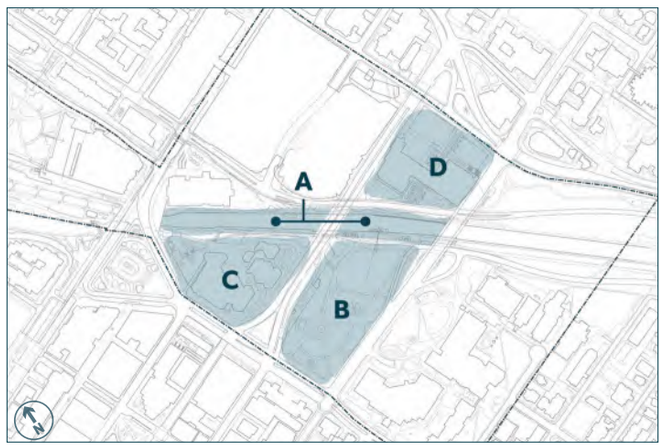
ii Subject to security and operational requirements, permit a new building within the future plaza, to frame the new plaza space.

- **a** Design this new building with active frontage towards 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 to Laurier
B Confederation Park
C National Art Centre (NAC)
D National Defense Headquarters – 101 Colonel By

A Rideau Canal – Wellington to Laurier

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



Rideau Canal – Wellington to Laurier

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 towards 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

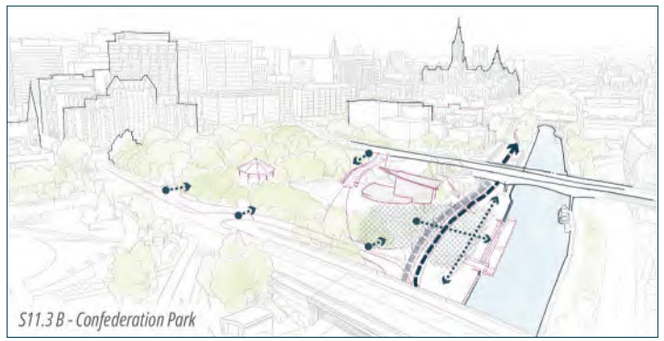
Confederation Park is an urban park between Elgin Street and the Rideau Canal. It serves as the site for several annual events and as a place of respite within the core area.


Confederation Park

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 users to the park.
- **c** Add walkways and connections through the park to link and connect amenities and destinations.




S11.3 B - Confederation Park

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 the City Hall 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 National Arts Centre (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.


National Arts Centre

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.

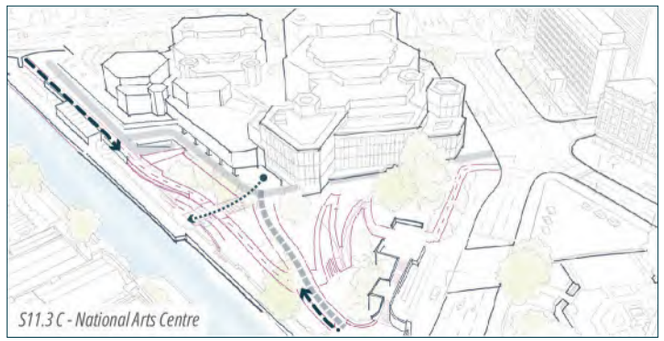
d Explore opportunities to re-grade the embankment to create universally accessible pathway connections and terraced public spaces.

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 Drive 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.



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.

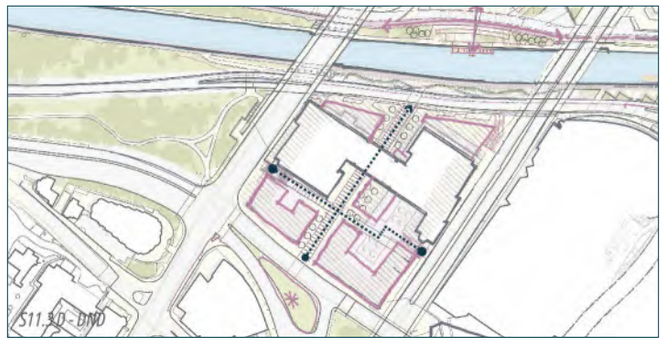
D National Defence Headquarters – 101 Colonel By

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 Re-imagine 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 facades 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.

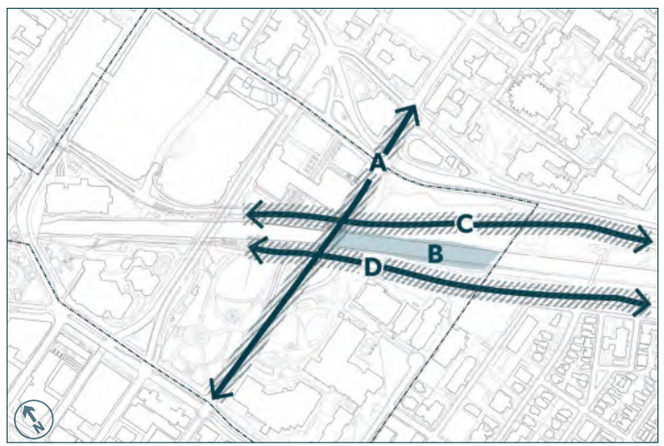
iii Ensure any redevelopment or infill with reduced security requirements interfaces directly with the adjacent streets and integrates into the urban fabric.

- **a** Require new buildings to have active street-level frontages towards 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 across 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 5 km of scenic parkway landscapes and greenspaces, leading to Dow's Lake.



A - Laurier Avenue
B - Canal
C - Colonel By Drive
E - 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 Central Business district.

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 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 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.

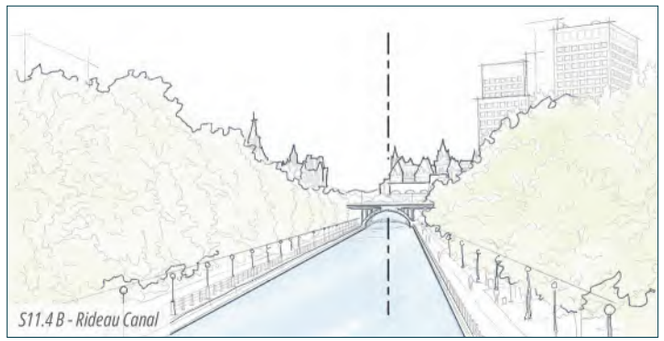
B Canal

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 Canal and Skateway are a major tourist attraction and valuable public feature.


Canal

i Maintain the symmetry and proportions of the iconic Canal views, northwards to the Chateau 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 B - Rideau Canal

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.


Colonel By Drive

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 bi-directional cycle way connection from the Rideau Sussex node to the Corktown crossing.

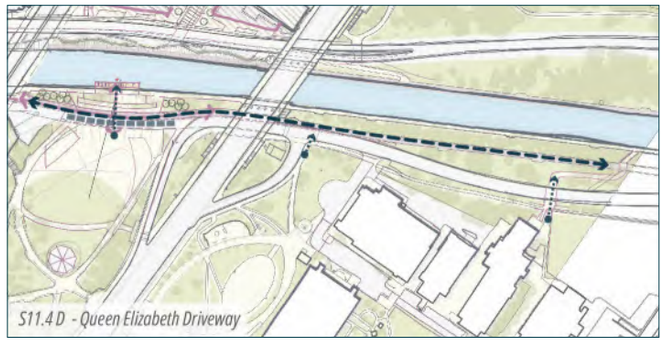
iii Explore opportunities to improve the interface and connections from Nicholas Street (see sector 10.4).

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.


S11.4 D - Queen Elizabeth Driveway

ii Enhance the arrival experience along the Canal edge.

- **a** Redesign the termination of Queen Elizabeth parkway at the Laurier Bridge ramp connections, to clearly distinguish the Queen Elizabeth parkway 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 Drill Hall, at 1 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 MONITORIING, 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 (see appendix A). 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 or 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.



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:

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.

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.

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; and
- 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 Multi-Year Capital Program, 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 project 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): The National Capital Commission is 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 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, 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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National Capital Commission
Commission de la capitale nationale

NATIONAL CAPITAL

CORE AREA PLAN

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MESSAGE FROM THE CEO

I am pleased to present this new edition of the National Capital Core Area Plan. It updates the previous edition of the plan from 2005, establishing a long-term vision for the centre of the Capital at the middle of this century and beyond.

The core area of Canada's Capital Region encompasses the downtowns of Ottawa and Gatineau. It is home to many of Canada's most important landmarks and serves as a reflection of Canadian identity to the world. Visitors and residents alike enjoy the rich history and natural beauty of the core that features cultural attractions, distinct parks, distinctive neighbourhoods and a network of pathways and streets to connect them.

Running through the middle of the core area is the Ottawa River, bordered by waterfalls, rocky outcrops, iconic buildings and riverfront pathways and parks. The river is a key part of the core area experience that makes Canada's Capital a unique destination.

Still, there are so many opportunities to enhance the capital experience. We're imagining new shoreline parks and amenities, high-quality spaces and places for gathering and better connectivity throughout the core area, all with the goal of creating a beautiful and inspiring place for revsidents and visitors.

As we work to implement these projects, we will continue to be adaptable in our goal of responding to shifting trends and new and ongoing and challenges. We're planning for more people to live in our downtowns, new transportation connections in and around the core area and new things to do for everyone visiting. Meanwhile, we'll continue to build a resilient capital in the face of climate change and respond to the important responsibility of being home to Canada's Capital.

The revised Core Area Plan addresses these challenges and changes. It reflects the outcome of extensive public and stakeholder consultation. We are grateful to all individuals and partners who took part in the planning process, providing feedback and ideas as the plan evolved, and I'd like to thank all NCC staff who have worked on this landmark project.

We are looking forward to realising the vision of the 2025 National Capital Core Area Plan. Its innovative approach will guide exciting new projects that will continue to shape the Capital over the next 20 years and beyond. I encourage you to explore the plan and the core area, and to participate in achieving its vision.



Tobi Nussbaum
Chief Executive Officer

EXECUTIVE SUMMARY

In 2020, the National Capital Commission (NCC) initiated an iterative, design-led process to review and update the National Capital Core Area Plan, which was last updated in 2005. The purpose of the plan is to provide policies and recommendations to guide the development and management of the core area over a 20-year planning horizon.

The core area is located in the heart of the National Capital Region, encompassing the metropolitan downtowns of the cities of Ottawa and Gatineau. The area includes distinctive natural features and many of Canada's most significant national landmarks.

The plan serves as the lead policy document governing the planning and development of federal lands in the core area. It also aims to present a unifying vision that paints a cohesive picture of the entire study area. The planning process included four rounds of public consultation, ongoing stakeholder engagement and engagement with the Algonquin Nation.

Volume I of the plan includes a vision, themes, concepts and sector-specific recommendations. Accompanying policies and objectives guide the implementation of new interventions, ongoing stewardship and maintenance of NCC assets.

The plan's vision speaks of a beautiful, sustainable, vibrant and entertaining place with a high-quality built form and public realm that reflect the national significance of the Capital.

The six themes expand on the plan's vision and provide direction for key functions across the entire core area:

- Democracy and Meaning;
- Beauty and Majesty;
- Sustainability and Resilience;
- Vibrancy and Animation;
- Tourism and Local Economy;
- Access and Mobility.

The plan's concept illustrates the main spatial patterns of the core area and provides form-based policy direction. Central ideas, including the centrepiece at the heart of the capital and the balance of capital and civic functions, encourage a thoughtful integration of these spatial patterns to achieve a coherent and seamless capital experience. From these ideas emerges the Capital Realm, which includes nationally important sites and symbols.

Three "big moves" serve as the main catalysts for change in the plan:

- Turn towards the water;
- Make great places;
- Create connections.

These big moves translate the vision's direction into action and serve as the key drivers of transformation in the core area.

Five concept layers are the primary spatial tools of the Core Area Plan:

- Capital Waterfront;
- Capital Open Space;
- Capital Fabric;
- Capital Streetscapes;
- Capital Destinations.

Each layer provides policies that will guide the planning and approval of future projects. These tools range from description-based features classes that provide criteria for design and implementation to identifying areas for key interventions. The layers include key objectives that provide overall orientation, concept maps to direct policy and interventions, and policy categories that will apply to projects and interventions.

The study area is divided into 11 sectors. The Core Area Plan's discussion of each sector includes a map and sector-specific recommendations for the conservation, enhancement and addition of features in the core area. Volume II of the plan will include an implementation strategy to guide the prioritization and implementation of projects and demonstration plans for each sector. The demonstration plans will show pending and future initiatives and will be accompanied by area-specific policies.

This is a long-range plan. It sets a vision for the core area over the next 20 years and aims to be comprehensive, flexible and adaptable.



1
INTRODUCTION

1 INTRODUCTION

The National Capital Core Area Plan is the NCC's primary land-use policy, guiding federal lands in downtown Ottawa and Gatineau. Covering over 30% of the core area, these lands require close collaboration between federal, provincial and municipal partners. The plan, last updated in 2005, is being renewed to address modern challenges such as population growth, climate resilience, the housing crisis, reconciliation and shifting work patterns. Aligned with the Plan for Canada's Capital (2017–2067), it fits within the NCC planning framework, which organizes policies, master plans and projects.

This chapter outlines the plan's scope, its role within the NCC planning framework, and its iterative, design-led process. It also introduces the plan structure, summarizing key chapters that shape the vision, policies and implementation strategies guiding the core area's future.



Capital Core Area

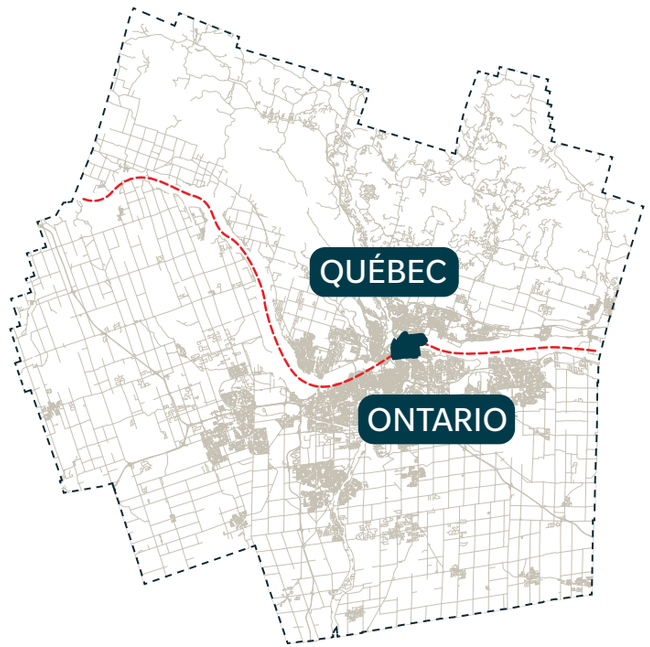
1.1 SCOPE

The National Capital Core Area Plan is a comprehensive land-use masterplan and the NCC's primary planning reference for the most important federal sites at the centre of the National Capital Region.

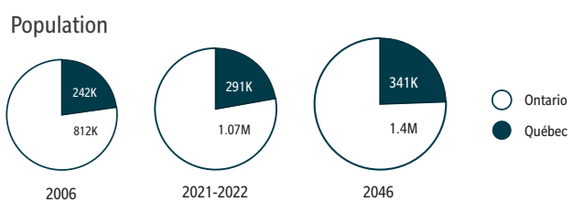
The study area spans across the Ottawa River and straddles the provincial boundary between Ontario and Quebec. It covers a landmass of 9 km^2 including 34 km of shoreline.

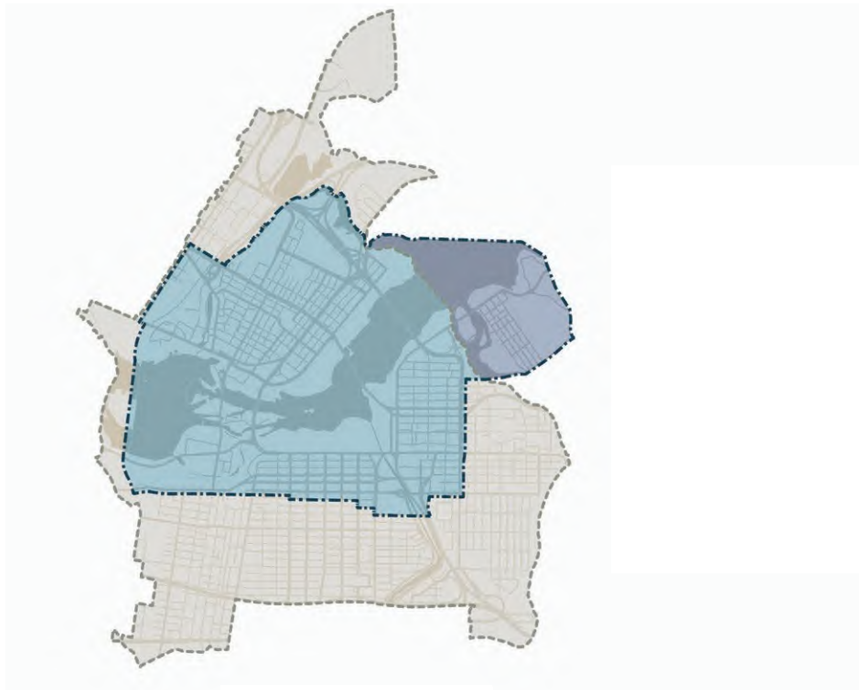
The study area overlaps the downtowns of both Ottawa and Gatineau and fits largely within their collectively defined metropolitan downtown core. While the Core Area Plan is distinct from municipal plans and policies, it is designed to be complementary and aligned with broader urban planning frameworks and objectives in both cities.

Both cities are granted municipal planning authorities under their respective provincial planning acts. As such, they are primarily responsible for local land use planning, zoning and development approvals within their jurisdictions. The plan, while aligning with municipal objectives, provides a broader, long-term vision that reflects national priorities, cross-jurisdictional coordination and the unique role of the Capital. It guides the implementation of new interventions and sets the vision for the future of the Capital core area.



National Capital Region





Ottawa and Gatineau Metropolitan Boundaries

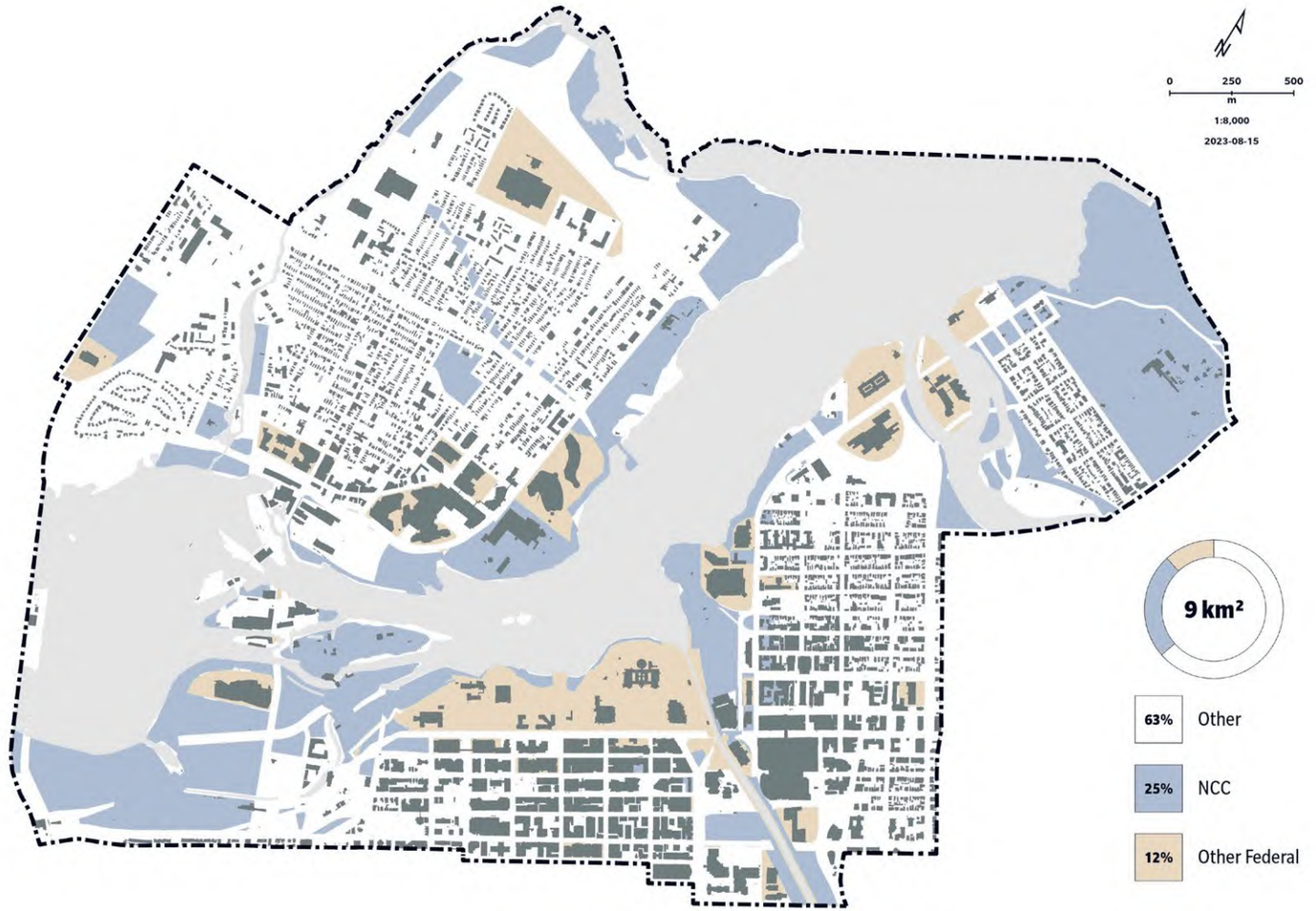
- Core Area Boundary
- Metropolitan Downtown Core
- Metropolitan Downtown Core Only
- Both Areas
- Core Area Boundary Only

1.2 NCC MANDATE

As mandated by the *National Capital Act*, the NCC prepares plans for federal lands in the National Capital Region, with the purpose to plan, protect and promote the long-term vision of Canada's Capital. The NCC is the principal planner of the National Capital Region and the steward of federal lands owned by the NCC. The NCC ensures that development aligns with national interests, enhances the region's symbolic and functional roles, and reflects high standards of design and sustainability.

Over 30% of the lands in the core area are owned by the Government of Canada. The NCC is the single largest land holder. These lands include key cultural and institutional sites, parks, shorelines and critical infrastructure that contribute to the identity and livability of the Capital.

The NCC oversees a rigorous federal approvals process to ensure that projects align with National Capital planning objectives. This authority results from the NCC's role as the planner for the capital and regulator of federal land use and development. Through this process, the NCC plays a key role in shaping a resilient, dynamic and inclusive Capital Region.



Federal Land Ownership



1.3 PURPOSE

The Core Area Plan has a planning horizon of approximately 20 years, envisioning the future of the Capital at mid-century. The previous plan was adopted in 2005. Since that time, a number of legislative, social and contextual changes have occurred that have required updating and integration in this plan. Some of these trends and topics include:

- Updating the NCC's Plan for Canada's Capital, 2017–2067, and its milestone projects;
- Passing of the *Accessible Canada Act* and the need for greater accessibility and inclusivity;
- Implementation of the Truth and Reconciliation Commission's Calls to Action;
- Recognition of the Rideau Canal as a UNESCO World Heritage Site;
- Security considerations for the design of institutions and public spaces;
- Global pandemic that impacted the use of and demand for public spaces;
- Shifting hybrid work and movement trends;
- Increasing the frequency and intensity of climate change impacts;
- Intensifying and developing new neighbourhoods such as Zibi and LeBreton Flats; and
- Observing population growth in the National Capital Region resulting in mounting pressures on housing, infrastructure and green spaces.

To address these challenges and opportunities, the Core Area Plan outlines policies and recommendations that will guide the future development of federal lands, reinforcing the continued distinctiveness and vitality of the heart of the National Capital. Success will depend on the commitment and collaboration of federal, provincial and municipal partners, along with key stakeholders.

Further details regarding the roles and responsibilities of stakeholders and partners will be outlined in the implementation strategy, as part of Volume II, ensuring a coordinated approach to implementation and long-term stewardship of the core area.

1.4 INDIGENOUS ENGAGEMENT

The core area is located on the traditional territory of the Algonquin Nation. The NCC recognizes the deep connections that the Algonquin Nation has to these lands and acknowledges its historical and ongoing presence in the region.

The NCC has a longstanding relationship with the communities of the Algonquin Nation and is committed to fostering meaningful, respectful and ongoing engagement.

The NCC will continue its ongoing engagement with the Algonquin Nation and will provide opportunities for further engagement on specific projects or initiatives stemming from this plan. This includes:

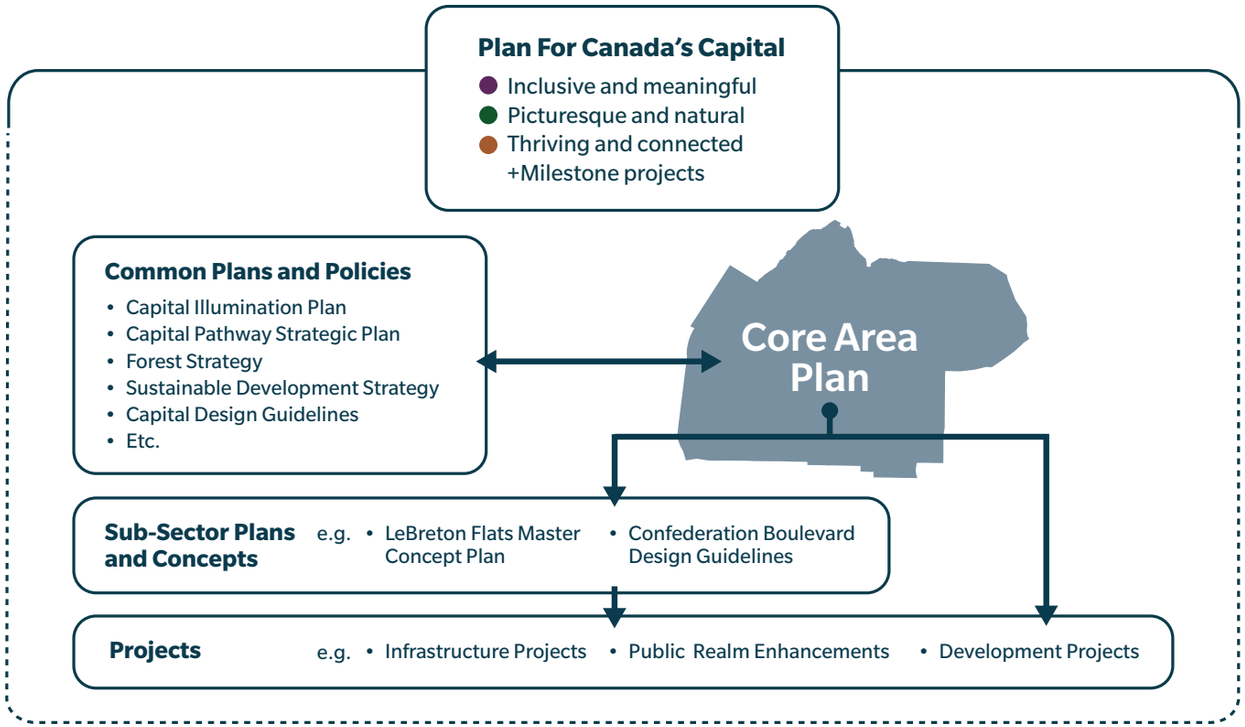
- Ongoing collaboration in the development and implementation of projects;
- Opportunities for cultural recognition within public space, commemorations and interpretive initiatives;
- Consideration of traditional knowledge and perspectives in planning and design.

Through these efforts, the NCC aims to strengthen relationships, support truth and reconciliation and ensure that Indigenous perspectives are meaningfully reflected in the future of the core area.

1.5 NCC PLANNING FRAMEWORK

The Core Area Plan works within the broader NCC Capital planning framework. This framework establishes a hierarchy and structure of federal land-use plans and policies.

The Plan for Canada's Capital, 2017–2067, is the NCC's premier planning document. It outlines the future of federal lands in the National Capital Region between Canada's sesquicentennial in 2017, and its bicentennial in 2067. It establishes three broad goals to create an inclusive and meaningful, picturesque and natural, and thriving and connected Capital. These goals, along with milestone projects, provide the foundation for all subsequent planning efforts. Beneath the Plan for Canada's Capital, four master plans provide comprehensive land-use planning policies for specific geographies within the region: the core area, urban lands, the Greenbelt and Gatineau Park. The Core Area Plan responds to, and expands upon, the overarching goals and policies established by the Plan for Canada's Capital (2017).



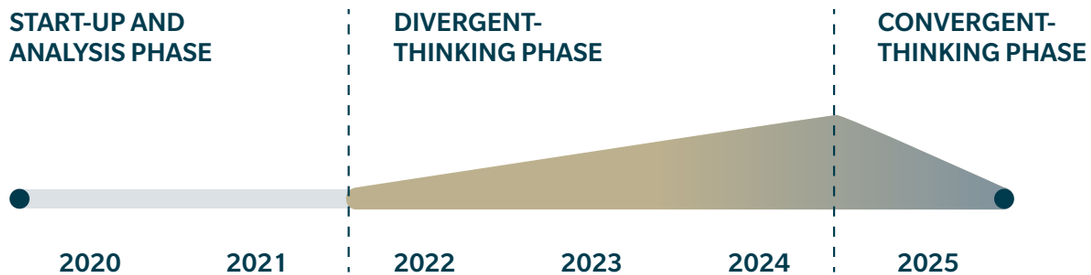
The Core Area Plan is complemented by several supporting NCC plans that provide more detailed policies and guidelines on particular themes and topics, including: the Capital Illumination Plan, the Capital Pathway Strategic Plan, the Forest Strategy, the Sustainable Development Strategy, Canada's Capital Views Protection and the Capital Design Guidelines. These documents provide targeted guidance on various elements in order to ensure that all initiatives align with broader planning objectives.

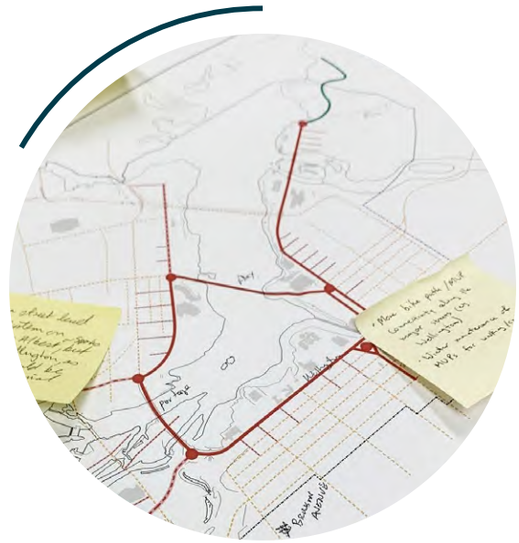
In addition, the Core Area Plan is supported by several nested subsector plans and concepts. These plans focus on specific locations and districts and include the LeBreton Flats Master Concept Plan, the Ottawa River North Shore Parklands Plan and the Confederation Boulevard Design Guidelines. In special instances, subsectors may include other federal plans such as the Long Term Vision & Plan for the Parliamentary Precinct Campus and the Judicial Precinct Master Plan. These plans help bridge the high-level policies with site-specific strategies, ensuring that federal lands evolve in a cohesive and meaningful way.

At the implementation level, various projects put these planning concepts into action. These can include infrastructure projects, public realm enhancements and real estate development projects.

1.6 PROCESS AND PUBLIC ENGAGEMENT

The Core Area Plan was developed through an iterative, design-led process based on three key phases.





1 **Start-up and analysis phase**, to understand the current context, opportunities and constraints to inform the plan update. This included a third-party evaluation of the prior plan (2005), as well as extensive mapping and analysis work to identify key inputs, geographic data and pending projects.

- Evaluation of 2005 plan
- Existing conditions report
- Mapping and base plans

2 **Divergent-thinking phase**, to explore a broad range of ideas and possibilities and develop key components and options for discussion. This included public workshops, kiosks, surveys and pop-up events, as well as inputs from subject matter experts, community representatives and partner agencies to explore ideas and alignment.

- Vision, big moves and themes
- Concepts and sectors

3 **Convergent-thinking phase**, to inform decision-making and validate the plan's recommendations. This included public and stakeholder review and feedback.

- Draft plan
- Demonstration plans and visuals

Throughout the process, stakeholder engagement and public consultation have played a crucial role in shaping the plan's development. Participation in this process has included valuable input from a number of participants, including a public advisory committee, community associations, business associations and the public at large.

The NCC appreciates everyone who has contributed time and comments to the development of this plan.

1.7 PLAN STRUCTURE

The plan is divided in two volumes as follows.



Volume I

- **Vision**. Presents the long-term vision for the Capital core area through to mid-century, underpinned by five guiding principles.
- **Place and Setting**. Explores the layered history and evolution of the core area, including its cultural landscapes, built heritage and planning legacies. It identifies character-defining features and foundational concepts to be carried forward in the plan.
- **Themes.** Presents key objectives organized under six overarching categories. These themes reflect the broad and unique functions of a National Capital and apply across the entire core area as a whole; they serve as aspirational guiding statements, to frame decision-making future intent.
- **Concepts.** Translates the vision into a spatial framework and structuring land-use policies. It introduces three big moves that will drive the most impactful changes for the future. It further defines feature-based policies organized around five distinct concept layers, each providing qualitative criteria to guide future projects and interventions.
- **Sectors.** Provides key recommendations for specific geographic areas within the core area. Volume II will include detailed policies for each sector.
- **Plan Administration.** Outlines the adoption, authorities and processes to administer the plan, such as federal approval requirements, review and amendment of the plan.

Volume II

- **Demonstration Plans**. Presents geographic plans and policies for each sector 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.
- **Implementation Strategy**. Describes the roles, responsibilities and partnerships required to implement the plan as well as short-, medium- and long-term priorities. It also presents monitoring and evaluation targets to measure the success of the plan over time.



2
VISION

2 VISION

The Core Area Plan establishes a long-term vision for the centre of the Capital at the middle of this century and beyond. Projects and interventions that stem from the Core Area Plan should contribute to the overall vision for the future of the heart of the Capital.

This vision statement carries forward the most important aspects of past plans and emphasizes crucial aspects of national importance. It describes what success will look like over the coming decades, and establishes a benchmark for future actions.

Vision Statement

"The heart of the Capital is a beautiful, sustainable, vibrant and entertaining space for living, working and discovering Canada, a place where all Canadians and visitors can gather and celebrate in all seasons.

The core area houses the seat of the Government of Canada, its high-quality built form and public realm reflect its national significance and enhance the Capital's international presence."

Guiding Principles

The vision is supported by five guiding principles. These principles are aligned with the NCC's corporate values and commitments and should be used as lenses for decision-making.

People First: Start with the public experience.

International Perspective: Represent Canada for the world.

Lasting Legacy: Think and invest long-term.

Positive Change: Leverage changes as bold opportunities.

Collaboration: Mobilize and empower a variety of actors.



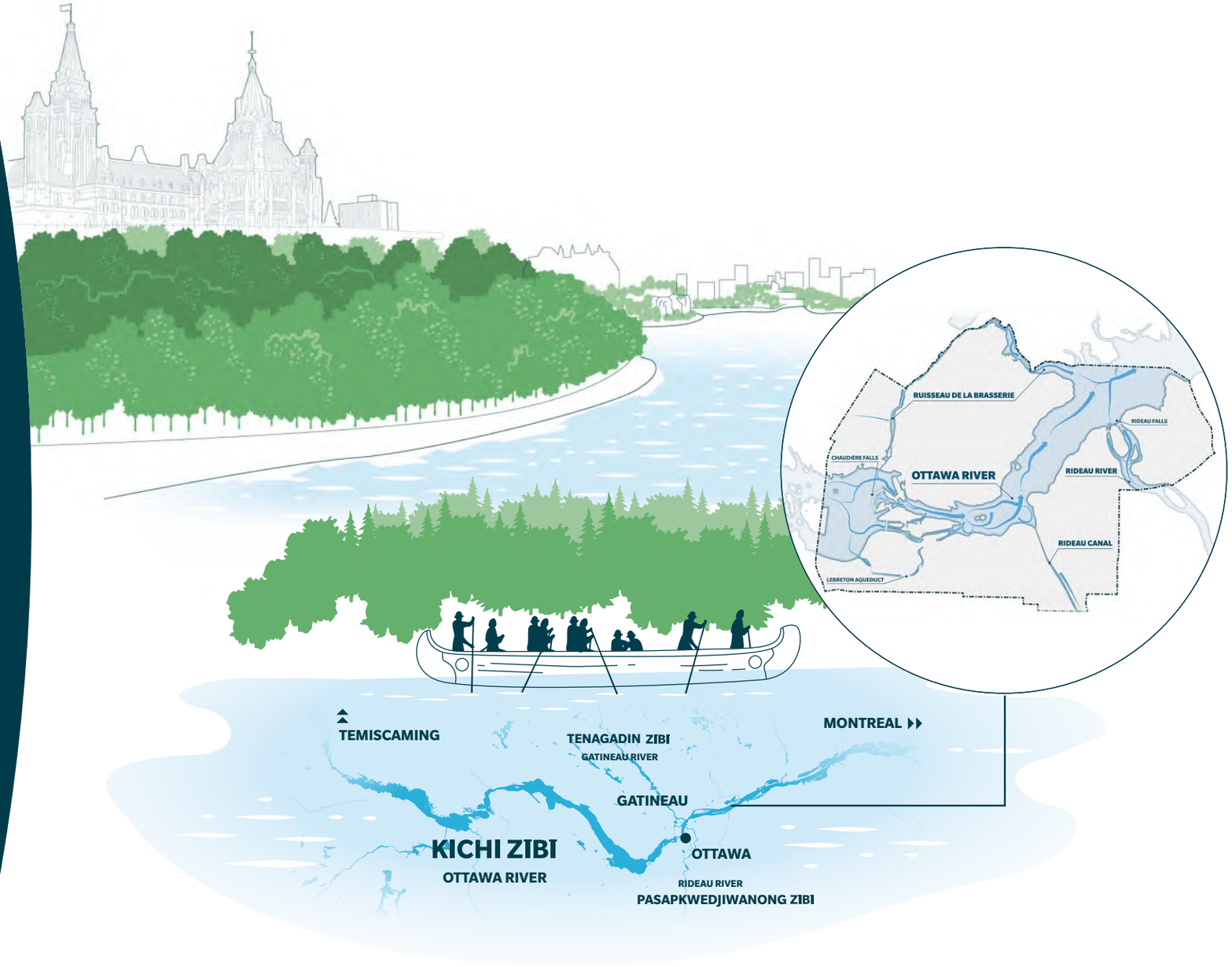


3
PLACE AND SETTING

3 PLACE AND SETTING

The core area is a richly layered tapestry of iconic sites and places of meaning set within the natural beauty of its northern geography. It contains many of the Capital's most important landmarks and is a reflection of Canadian identity to the world.

Canada's capital is located at the confluence of the Ottawa (Kichi Zībī), Gatineau (Tenagadin Zībī) and Rideau (Pasapkwedjiwanong Zībī) rivers. It is situated on the traditional territory of the Algonquin Nation, along Kichi Zībī, or "the Great River," which stretches from Temiscaming to Montreal. Its picturesque natural beauty of steep escarpments, rocky outcrops, lush vegetation and dramatic waterfalls is the setting for iconic places and national symbols that reflect Canadian identity to the world.



3.1 A BRIEF HISTORY

Traditional Territory

The Algonquin Nation has had a continuous presence along the Ottawa River for thousands of years. The Kichi Zībī watershed has been used by First Nations for cultural exchanges and to sustain life. Oral histories and archaeological evidence have revealed traces of seasonal camps, harvesting and winter preparations, gatherings and ceremonies and portage routes. To this day, the history and culture of the Algonquin Nation is intrinsically linked to the land and waters of the region. The Ottawa Valley contains hundreds of archaeological sites, telling a part of the story of the intimate relationship with the land, extensive trade routes and communication networks enabled by the Great River and its tributaries.

European Exploration and Trade

The Algonquin Nation facilitated early European exploration, leading to cohabitation and exchanges. The river was a major route for European explorers and fur traders. The natural features which give the National Capital Region its beauty and character, namely the rivers and pristine forests, were also the impetus for settlement and development beginning in the early 19th century. The area's first permanent settlers laid roots on the north shore of the Ottawa River. This settlement became Hull. The timber trade dominated the region's economy throughout the 19th century and brought with it an influx of people.



Capital City

Military defence of Britain's North American colony in the early 19th century led to the construction of the Rideau Canal beginning in 1826. An engineering marvel, this 202 km long navigable waterway connecting Montreal and the Ottawa River with Lake Ontario at Kingston was one of the first of its kind built for steam-powered vessels, boosting commercial development in the fledgling settlement of Bytown. Bytown was renamed Ottawa in 1855 and two years later Queen Victoria chose Ottawa—with its defensible location and situated on the border of Ontario and Quebec—as the capital of the Province of Canada. Sweeping transformations to the townscape followed. The spectacular promontory overlooking the Ottawa River was selected as the site of the Parliament buildings, officially opened in 1866. With Canadian Confederation (1867), federal planning was largely concentrated around Parliament Hill, and it was also at this time that Government House (Rideau Hall) was acquired as the official residence of the governor general.



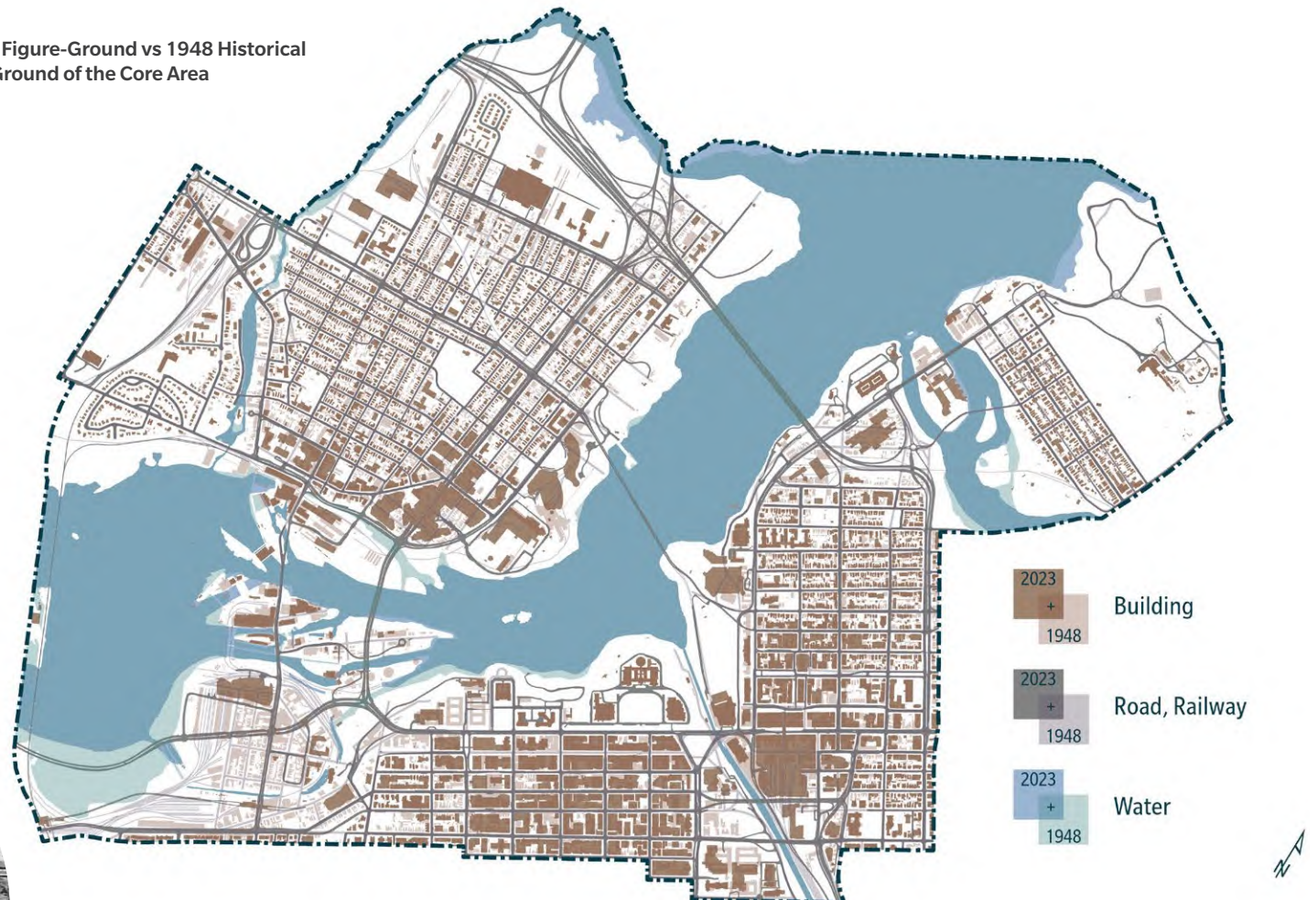
Expansion

Connections by water, rail and road enhanced expansion of the Capital. Not only was the Ottawa River used to float impressive rafts of timber to eastern markets, but many industries were established at the river's edge near the Chaudières and Rideau falls for waterpower. In the late 19th century, the force of the Chaudières Falls was harnessed for hydroelectric power, driving innovation and transforming the Capital. This new technology illuminated streets and buildings, powered streetcars and electrified the industrial landscapes of Ottawa and Hull. Bridges played an important role in connecting people and businesses around the core area, while the arrival of the railway in the 1850s led to an expanding rail network serving the urban core. Elements of all these transformative eras can still be seen in the fabric of the core area today.





Existing Figure-Ground vs 1948 Historical Figure-Ground of the Core Area





National War Memorial

3.2 CORE AREA LANDMARKS

The core area's geography and history combine to create a unique cultural landscape. Over time, the features and context have evolved to serve as the foundation on which we continue to build. It is crucial to consider the physical and cultural heritage and history when proposing interventions and projects. The intertwining of physical and cultural features includes the image of Parliament rising out of the escarpment overlooking the Ottawa River, and the "pleasure grounds" on the perimeter plateau of Parliament Hill. The core area is home to many features that collectively form part of its history and cultural landscape. Each of them contributes to the shared history and context. Many of these places are designated for their heritage value representing international, national and municipal significance. While others hold no formal designation they nevertheless contribute to the overall historic context. The following list is not exhaustive but provides an overview of some of the landmarks that make the Capital core area distinct.



Parliament Hill

When Ottawa was selected as the capital of the Province of Canada in 1857, the commanding site overlooking the Ottawa River where military barracks stood was selected for the future Parliament buildings. The design of the neo-Gothic buildings and their remarkable landscape with magnificent uninterrupted vistas led to a striking and symbolic image of Parliament rising out of the escarpment overlooking the Ottawa River. Parliament Hill, a national historic site and classified federal heritage complex, is critical to the functioning of Canada's democracy, and is a destination for millions of visitors every year.



Supreme Court of Canada

The Supreme Court of Canada is the preeminent symbol of Canada's justice system at its highest level. Strategically sited on a promontory west of Parliament Hill, the Supreme Court Building is the focal point of the Capital's Judicial Precinct. It is the location of many decisions of national significance.



Rideau Hall

Following the establishment of Ottawa as the Capital, in 1865, Rideau Hall became the official residence and workplace of the governor general, the Crown's representative in Canada. This picturesque estate is a national historic site and classified federal heritage complex and the site where many of the constitutional and ceremonial functions of the governor general take place, including citizenship ceremonies, honours and award ceremonies and official visits from dignitaries from around the world.



The Rideau Canal

The Rideau Canal has international heritage value as well as national historic and cultural importance. Constructed between 1826 and 1832, this engineering marvel launched the settlement of Bytown, later Ottawa, and promoted its economic and social development. Still fully operational, the inspiring views to and from the Ottawa Locks, boaters locking through in the summer and the throngs of skaters that flock to the canal in winter are experiences unique to Canada's Capital.



Confederation Boulevard

As Ottawa evolved from a rough timber town to a fledgling capital on the world stage, the route between Rideau Hall and Parliament Hill took on increasing ceremonial importance and added interest as a stately drive to beautify the Capital. This became a priority of the Ottawa Improvement Commission when it was established in 1899. It evolved over the twentieth century to eventually become Confederation Boulevard. Officially inaugurated in 2000,Confederation Boulevard is the Capital's discovery route, linking both sides of the Ottawa River and aims to present a unique Canadian identity that is representative of all Canadians.



National Gallery of Canada

Many other significant sites make up the fabric of the Capital Core Area. Vibrant, historic neighbourhoods such as Lowertown, Old Hull and the ByWard Market attract residents and visitors alike to local businesses and sites. A network of commemorations and monuments illustrate the rich history along with national museums, galleries and event spaces, such as the National Gallery of Canada, the Canadian War Museum, the National Arts Centre and the Canadian Museum of History. The core is also home to several distinct urban parks that offer stunning views of the Capital skyline and waterways, and unique Capital experiences such as Major's Hill Park, Jacques-Cartier Park, Kiwekì Point and Confederation Park. These features, and many others, contribute to the cultural landscape of the Capital Core.



ByWard Market



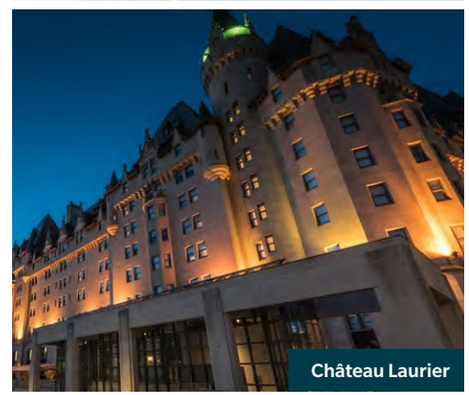
Canadian Museum of History



Rideau Falls



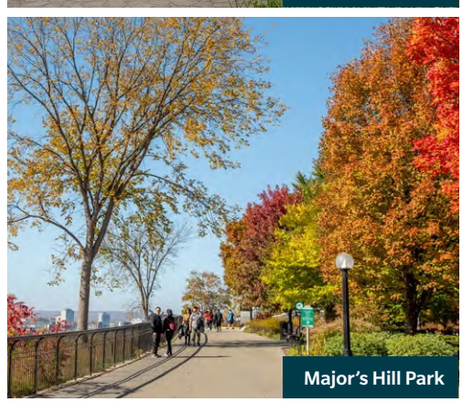
Maison Charron



Château Laurier



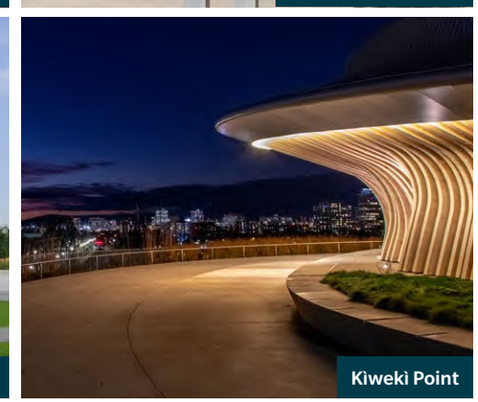
Sussex Courtyards



Major's Hill Park



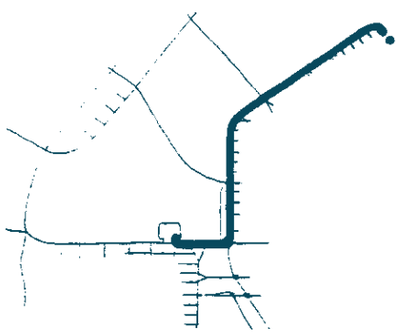
Canadian War Museum



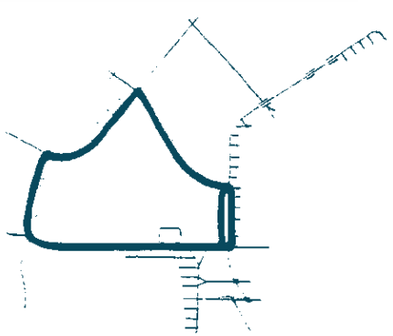
Kiwekì Point

3.3 CAPITAL PLANNING LEGACIES

The Core Area Plan continues a Capital-planning legacy spanning over 125 years. Since 1899, the National Capital Commission and its predecessors have worked to plan and build the Capital as a reflection of Canadian values and aspirations. Early plans provided a long-term vision for a National Capital Region spanning both sides of the Ottawa River. Many of these early ideas and initiatives proposed for the Capital have survived to this day and continue to shape the future of the core area.



The Mile of History



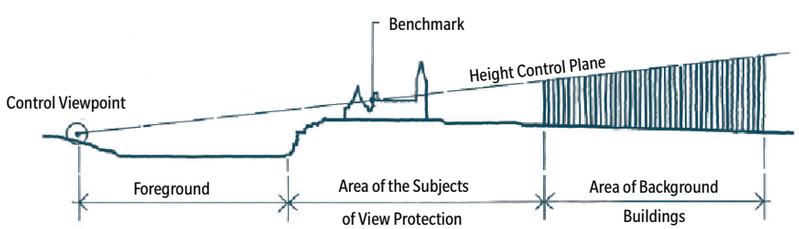
The Ceremonial Ring

Ceremonial Route

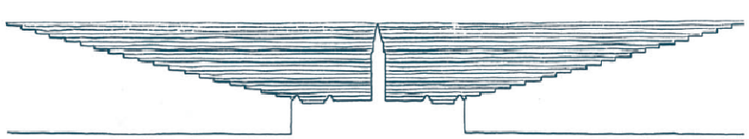
A ceremonial route from Rideau Hall to Parliament has evolved into a discovery route that physically and symbolically links key destinations, such as the Parliamentary and Judicial precincts, and showcases the unique character of Canada's Capital. The Capital's national role is reinforced by the ceremonial function of this route for the opening and dissolution of Parliament, official state visits, the Changing of the Guard, as well as national commemorations, celebrations and democratic expressions.

View Protection

The need to visually protect symbolic buildings in Canada's Capital is important in protecting their national value. The buildings in their landscape setting form a unique ensemble of great significance. Key view planes of iconic national symbols shall be conserved, maintaining vistas that will be visible and prominent for generations to come.



Background Height Control Plane



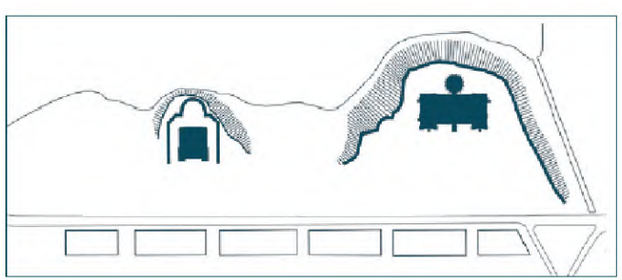
1:4 Height Control Outline Next to the Parliament Roof Line (Hammer Study)

Two Promontories

The sites of the Parliament buildings and the Supreme Court each sit atop a promontory over a heavily vegetated escarpment above the Ottawa River, a symbol of the legislative and judicial branches of our government. Its commanding location persists as an important symbol of Canadian democracy.

Greening the Capital

Since the Capital's earliest plans, federal lands have been purchased, conserved and remediated to create a network of green spaces lining waterways, ensuring permanent public access, and linking key Capital nodes. Previously industrial sites freed up land for new institutions such as the Canadian War Museum and riverfront parks such as Jacques-Cartier Park, that provide vibrancy and access to nature.



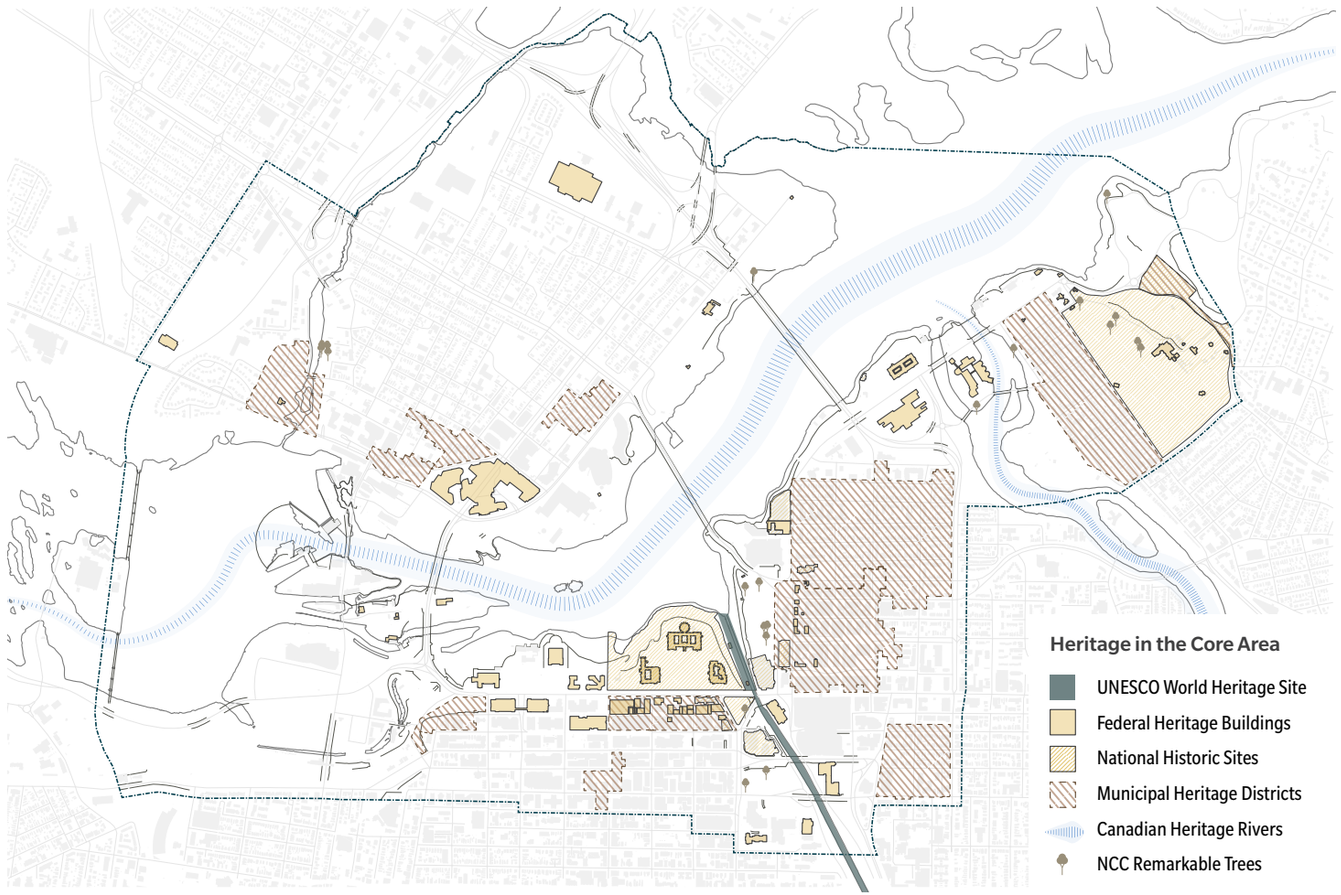
Two Primary Symbols, on Promontories

3.4 HERITAGE AND ARCHAEOLOGY

The core area encompasses cherished historic places which embody cultural values, traditions, practices and knowledge. Together, these physical and intangible aspects help define Canadian identity. Heritage conservation is at the core of the NCC's mandate under the National Capital Act, its obligations under the Impact Assessment Act and its vision in the Plan for Canada's Capital (2017–2067). The NCC works to conserve and develop sites and landscapes of national interest so that we leave meaningful and inspiring places entrusted to our care for future generations.

In its planning, federal approval and stewardship roles, the NCC has a strong influence over heritage in all its forms: artifacts, archaeological resources, buildings, structures, monuments, landscapes, natural features and intangible elements of heritage value. The NCC also plays an instrumental role in supporting the Government of Canada's heritage policies in the National Capital Region, such as those outlined in the Treasury Board Directive on the Management of Real Property and the Standards and Guidelines for the Conservation of Historic Places in Canada.

The following map shows designated heritage buildings, sites, districts and natural heritage features that contribute to the overall culture and character of the Capital core area.

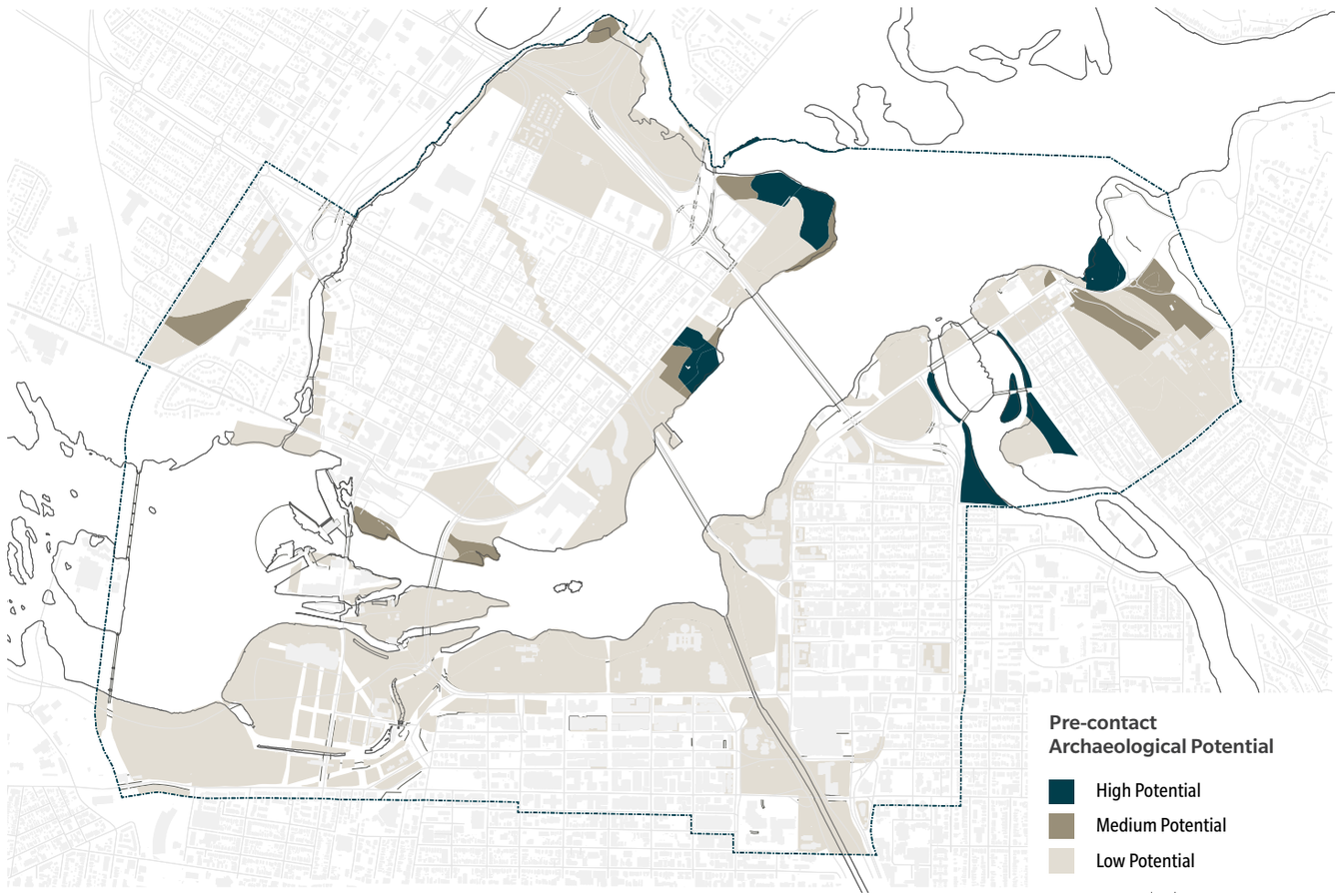


3.4.1 Heritage Policies

1. Ensure a heritage conservation approach in the core area that is meaningful and inclusive, honouring Indigenous perspectives and reflecting a diversity of voices, values and stories.
2. Acknowledge difficult histories in a spirit of truth and reconciliation.
3. Use toponomy to convey heritage values.
4. Strive for design excellence and exemplary stewardship in the conservation of heritage buildings, sites and districts, in the core and prioritize their ongoing use and vitality.
5. Integrate new additions to heritage buildings and sites, including accessibility, sustainability and security features in a manner that respects their heritage values and character-defining elements.
6. Breathe new life into heritage buildings that require new uses, while conserving their heritage value.
7. Support a living culture and heritage in the core through partnerships that bring art, cultural activities and interpretation to heritage sites.
8. Ensure that historic places in the core are welcoming and accessible to enable public understanding and appreciation of the core area and its history.
9. Conserve cultural landscapes and natural heritage features in the core, including remarkable trees and the historic network of Capital parks and boulevards.
10. Work together with Parks Canada, Canadian Heritage and the City of Ottawa to protect, conserve, enliven and interpret the Rideau Canal, a UNESCO World Heritage Site, Canadian Heritage River and National Historic Site.

3.4.2 Archaeology Policies

1. Address the identification and protection of archaeological resources at the earliest stage of project planning.
2. Define measures for impact mitigation to allow for the conservation of archaeological resources, and if possible, for their integration within the project.
3. Develop a management plan to protect archaeological resources against erosion, irreversible loss of shoreline archaeological sites and other forms of interference where possible.





4
THEMES

4 THEMES

This section outlines overarching policies for key functions across the entire core area, organized into six themes:

1. Democracy and Meaning;
2. Beauty and Majesty;
3. Sustainability and Resilience;
4. Vibrancy and Animation;
5. Tourism and Local Economy;
6. Mobility and Access.

The themes reinforce directions from the Plan for Canada's Capital and alignment with other NCC plans and policies. Together they provide a comprehensive framework to plan and coordinate actions within the core.

Each theme identifies key objectives that will act as organizational targets and should be used as criteria to plan and evaluate projects and initiatives throughout the core area. Both tensions and synergies will exist between many of these guiding statements. In each instance, projects and initiatives will need to carefully consider how they can align and support these aspirations and how competing elements will be harmonized, reconciled or prioritized.





4.1 DEMOCRACY AND MEANING

The Capital is a symbol of democracy, and the core area must highlight Canada's democratic, judicial and cultural institutions as a source of pride and a reflection of our layered histories.

4.1.1 Seat of Government and Justice

The Parliamentary and Judicial precincts are important places of federal business, where the legislative, executive and judicial branches work on behalf of all Canadians. The core area must ensure the safe and effective functioning of the precincts, while preserving and emphasizing the dignity of national symbols.

1. Conserve and enhance the symbolic primacy and the visual integrity of Parliament Hill and the Supreme Court of Canada as pre-eminent national symbols.
2. The Parliamentary Precinct must embody and express the importance of national democracy. Within the Parliamentary Precinct, promote an integrated campus approach that ensures key functions are centrally located around Parliament Hill, with secondary functions located in proximity and seamlessly integrated into the surrounding urban context.
3. The Judicial Precinct must embody and express the fair adjudication of Canadian rights and freedoms. Within the Judicial Precinct, employ a campus approach that consolidates federal court and justice functions, while ensuring clear separation between the two precincts to maintain judicial independence.
4. Incorporate appropriate facilities and infrastructure to support the independent operation of the two precincts, as well as the effective and coordinated movement of accredited people and goods throughout the precincts.

4.1.2 Democratic Access

Public access to government sites and institutions for expression, assembly and peaceful protest are essential to a fair and transparent democratic governance. The core area must provide visitor access and educational opportunities for citizens to engage with, and learn about, their democracy.

1. Ensure open and secure access to Parliament Hill and lawn, as well as other federal sites, for public assembly, peaceful protest, and engagement with democratic institutions.
2. Provide participatory and educational opportunities such as visitor centres, tours and public access to key institutions.
3. Provide access and accommodations for press, ensuring media access to democratic institutions and maintaining public spaces where citizens can freely share in ideas and participate in national discourse.

4.1.3 National Presence

The Capital represents Canada internationally, through its physical identity and functions such as embassies and diplomatic missions that foster cultural exchanges and diplomatic relations. The core area must present a dignified and recognizable identity to the world, through landmarks and imagery that attract and welcome visitors worldwide and enrich the Capital's global presence. The core area must also establish appropriate locations for the fulfillment of international representation and related activities.

1. Promote and position the Capital's core area as the primary location for major national and international events, conferences, summits and state visits.
2. Promote a cohesive image and regional identity that showcases iconic landmarks and nationally significant institutions.
3. Integrate and showcase embassies and diplomatic missions in ways that elevate the international image of the Capital and their respective countries of origin.
4. Locate mission offices and diplomatic residences in ways that integrate with and contribute positively to the urban fabric.

4.1.4 Pluralism and Representation

The stories and symbols of the Capital communicate the shared values and the collective Canadian identity. These features include meaningful and inclusive interpretation and commemorative elements that should reflect the diversity and pluralism of Canadians, from Indigenous peoples to new immigrants, as well as across Canada's provinces and territories.

1. Support stories or the commemoration of nationally significant people, events and ideas.
2. Enhance the symbolic role, aesthetic and educational experience of the core area by ensuring that a comprehensive range of Canadians' perspectives are conveyed through commemorations and public art.
3. Coordinate with commemorations and public art programs to provide a diverse offering throughout the core area.
4. Recognize the Algonquin Anishinabeg as the host Indigenous nation and engage in the planning and cultural representation of the region.
5. Include diverse perspectives of Indigenous peoples from across Canada in keeping with commitments to reconciliation and undertake dialogue with Indigenous communities in the development of interpretive programs.

4.1.5 Federal Workplaces

Federal institutions and administrative functions ensure the execution of federal governance. The core area must accommodate efficient and secure workplaces that support the delivery of federal services and programs.

1. Co-locate federal workplaces in walkable areas served by existing or planned public transit and which also support residential and commercial uses.
2. Ensure that both federally owned and leased buildings contribute to the overall image, dignity and public trust of the federal government.
3. Design federal buildings and workplaces to contribute to the creation of an active and adaptable public realm.
4. Support the consolidation of existing federal offices and the disposal of excess properties that are not nationally significant or have reached the end of their lifecycle, as part of the government's long-term real property optimization plans.
5. Support government priorities for federal workplaces such as reducing environmental impacts and improving accessibility.

4.1.6 Security

The safe and secure functioning of our democratic institutions is essential to public trust and access to democracy. Appropriate measures must protect the safety and welfare of public officials, public servants and visitors, while maintaining open and transparent access throughout the public realm of the Capital.

1. Integrate surveillance and security features thoughtfully into the public realm to minimize visual or physical impacts.
2. Coordinate and consolidate vehicle screening and control points, and incorporate perimeter controls into building envelopes, public realm and/or decorative site features with appropriate stand-off distances.
3. Design open spaces to be clear, visible and appropriately lit, and encourage adjacent uses that promote regular and frequent activity and movement throughout the spaces.

4.1.7 National Historical Significance

Heritage properties and cultural landscapes embody the history and evolution of the Capital. The core area must showcase and interpret historical sites to foster an understanding of the nation's past and evolution.

1. Conserve and showcase archaeological sites and resources, cultural landscapes and heritage buildings and integrate interpretive elements that highlight their historical significance and enhance public understanding.
2. Maintain the integrity and historical significance of heritage properties and cultural landscapes by identifying and preserving character defining features such as architectural expression and details, site design, mature trees and patterns of cultural use.
3. Promote the adaptive re-use of existing heritage structures and address evolving requirements and innovation including accessibility, sustainability and inclusivity.
4. Ensure that new development and landscape interventions are integrated with and fully complement existing sites and national landmarks.

4.1.8 Official Residences

The official residences symbolize the authority and dignity of our constitutional monarchy and parliamentary democracy. These sites must reflect their historical significance and serve as venues for state receptions, diplomacy and cultural legacy.

1. Maintain residences to the highest standards of sustainability, fiscal responsibility and heritage conservation to conserve their function and legacy.
2. Provide a secure and dignified environment that ensures privacy, comfort and safety for Canada's leaders, their families, as well as dignitaries and guests.
3. Modernize to meet operational and security needs for occupants, employees and visitors in a manner that does not preclude access to surrounding public facilities, open spaces, or detract from the public experience.

4.1.9 Pageantry and Ceremony

Pageantry and ceremonial events play a crucial role in celebrating national achievements, honouring dignitaries and reinforcing civic pride, which contribute to the Capital's cultural vibrancy and international prestige. The core area must deploy flags and banners and provide space for recurrent and ephemeral ceremonies to highlight and symbolize important national moments and events.

1. Maintain and enhance Confederation Boulevard's role as the primary ceremonial and visitor experience, including flags, banners and displays for national celebrations and events.
2. Encourage the integration of public art in ceremonial spaces to enhance their cultural significance.
3. Provide programmable spaces adjacent to Confederation Boulevard that have the capacity to host ceremonial or governmental activities related to the functions of the National Capital.



4.2 BEAUTY AND MAJESTY

The Capital core area must present a dignified character and identity to the rest of the country and to the world, embodied by the elevated quality of its buildings, landscapes and public spaces.

4.2.1 Character and Sense of Place

The intrinsic riverfront landscape and contrasting collection of iconic buildings impart a distinct character, unique amongst world capitals. The core area must showcase the wild picturesque landscapes and unique design features that contribute to its regional character and strong national identity.

1. Create a coherent local identity within sectors of the core area, with unique and memorable landmarks and features.
2. Incorporate elements of national and local culture, heritage and traditions into the design of buildings and public spaces to reinforce the unique local context.
3. Protect, conserve and, where possible, rehabilitate natural features to reinforce the wild picturesque character of the escarpment and riverfront landscape.

4.2.2 Views and Skylines

The Capital's skyline and scenery reflect its identity and memorable image. The core area must conserve the distinctive skyline and visual prominence of Parliament Hill and present beautiful vistas, panoramas and recognizable scenes and landmarks through the strategic arrangement of sightlines and their foreground and background elements.

1. Conserve the symbolic primacy of Parliament Hill and the Peace Tower through background building height controls and a curated skyline.
2. Prior to any interventions, identify sightlines towards landmarks and dynamic view sequences of Capital significance and demonstrate through the design process how the proposal will enhance the foreground and/or background of these views.
3. Treat sites and buildings within the foreground of important Capital scenes and panoramas with heightened importance and ensure that any interventions enhance and frame important views.

4.2.3 Scale and Grandeur

The dramatic topography and landmarks of the Capital create majestic and awe-inspiring settings and experiences. The core area must create grand public spaces and buildings that emphasize the national importance and dignity of the public realm, while enhancing the human-scale experience and intricacy of the urban environment.

1. Create grand-scaled public spaces for national gatherings and celebrations that can also function as interesting and intimate places to explore and discover between events.
2. Design monumental signature buildings and landmarks at strategic focal points within the Capital.
3. Develop fine-grained architecture and public realm designs that create pleasing pedestrian environments and interfaces.

4.2.4 Composition

The core area is an ensemble, comprised of many districts, neighbourhoods and places of special meaning. Careful consideration must be given to the arrangement, form and hierarchy of buildings and public spaces to create a pleasing and visually coherent urban environment.

1. Arrange the patterns of streets and buildings to frame public spaces, activate building frontages and create beautiful and permeable entrances into public parklands and plazas.
2. Locate new buildings to frame and engage adjacent street fronts, parklands and waterfronts.
3. Discretely locate parking, loading and delivery services in ways that sensibly screen and camouflage their presence.

4.2.5 Architectural Expression

The Capital's collection of iconic and vernacular buildings reflects its history, creativity and evolving cultural and societal values. Buildings must be carefully designed and detailed to emphasize and complement the surrounding context through appropriate and contextual forms and styles that reinforce and enhance streetscapes and districts, sometimes as standout iconic features or as supporting background tableaus.

1. Architectural forms should be compatible with the adjacent patterns, styles and proportions of adjacent structures through massing and rhythm of division.
2. Promote refined, timeless building envelopes and structures that are adaptable to future uses.

4.2.6 Public Realm

The streets, parks and public spaces of the Capital are crucial to its public experience and ambiance. The public realm must demonstrate beautiful verdant landscaping, furnishings and high-quality public streets and plazas to create a beautiful, accessible and pleasing ambiance for civic life, punctuated by art, focal points and lighting.

1. Apply elevated standards of public realm design and streetscape elements and develop bespoke designs and furnishings to enhance important sites and places, where appropriate.
2. Provide finely detailed patterns and materials that add visual interest and refinement to the public realm.
3. Promote human-scaled design, accessibility, inclusivity and engagement for all users and visitors in the public realm.

4.2.7 Quality and Materials

The importance of national buildings and public spaces is conveyed through the quality of design, craftsmanship and materials employed. The core area must maintain a high quality of design through refined detailing, patterns and motifs that enhance the core area's visual appeal and cultural richness, as well as a palette of authentic and noble materials that add texture and character and that will age gracefully for decades to come.

1. Ensure high-quality urban design standards and materials for all federal properties, buildings and infrastructure projects, appropriate to their significance and location.
2. Consider processes such as national design competitions to promote Canadian designs for important developments.
3. Promote the use of noble and authentic building materials from Canadian or local sources, (such as natural stone and metals) that will age gracefully and contribute to the long-term patina and legacy of the Capital.



4.3 SUSTAINABILITY AND RESILIENCE

The Capital core area must champion sustainability and demonstrate national leadership in climate resilience.

4.3.1 Responsible Consumption

Responsible consumption is essential to minimizing environmental impacts by limiting waste, conserving resources such as water and promoting sustainable practices. The core area must exemplify resource-efficient practices and technologies, such as the repurposing of underutilized buildings and structures and the use of low-carbon and recyclable building materials.

1. High-density, compact urban development is the norm in the core area.
2. Prioritize the rehabilitation and adaptive re-use of existing buildings and the use of low-carbon building materials to reduce embodied carbon and maximize the lifespan of structures.
3. Design buildings to reduce resource consumption and demand for water and energy, and to be net-zero carbon ready.
4. Adopt enduring, high-quality design principles that prioritize longevity, divert waste from landfills and reduce the need for replacement or disposable materials.

4.3.2 Climate Change

The impact of climate change is being felt globally and locally and is expected to continue to intensify and affect the National Capital Region. The core area can anticipate a rise in extreme heat, intensification of precipitation, more frequent and extreme weather and flooding, as well as a shift in seasonable variability. Therefore, the core area must adopt innovative solutions to create a low-carbon, livable and resilient urban environment in the face of a changing climate.

1. Encourage renewable energy solutions such as district energy systems or on-site renewable energy sources.
2. Deploy energy-saving technologies and green infrastructure in public spaces and buildings such as green and cool roofs, water features, natural ventilation, shading elements and thermal mass considerations to reduce reliance on energy-intensive heating and cooling technologies.
3. Support active transportation and public transit to reduce the reliance on private vehicles and lower transportation emissions.
4. Select street trees and ornamental urban plantings suitable to future climate projections, such as drought-tolerant or heat-tolerant species that reduce erosion, regulate water cycles and enhance filtration.
5. Prioritize on-site stormwater management solutions, such as bioswales and permeable surfaces that decrease storm run-off.
6. Anticipate future flood projections and design flood-resilient waterfront developments, infrastructure and parkland to increase lifecycle and reduce financial risks.
7. Develop programs and activities to seasonal variabilities such as variable winter temperatures with frequent freeze-thaw events, and hotter and drier summers.

4.3.3 Natural Capital

Green spaces and natural assets add exceptional value to the core area. They deliver an array of services such as recreation, air quality control, stormwater management and climate regulation. The core area must conserve and enhance ecosystem services to maximize the economic, environmental, social and cultural benefits of natural assets and ensure that residents and visitors have access to diverse, high-quality green spaces that promote health and well-being while sustaining biodiversity.

1. Where the existing or planned context allows, prioritize infrastructure solutions in the following order: natural, enhanced, engineered asset, grey infrastructure.
2. Increase the total coverage and health of the urban forest (including parkland and street trees) with the increased planting of large canopy trees and understory vegetation.
3. Diversify parkland vegetation to create biodiverse urban habitats, and protect sensitive and unique areas of riparian, meadow or woodland habitat.
4. Improve urban habitat connectivity and biodiversity by creating green corridors, implementing native planting and bird protections for developments and managing invasive species and ecological threats, where possible.



4.4 VIBRANCY AND ANIMATION

The Capital core area must be, and project the image of, a dynamic place that offers opportunities for recreational activities, cultural programming and gatherings that infuse it with urban energy and vitality.

4.4.1 Cultural Institutions

Cultural attractions, including museums and galleries, serve as focal points for cultural exchanges, education and tourism, enriching the Capital's cultural fabric and attracting visitors from around the world. The core area must present a collection of cultural institutions and installations that showcase national and local expressions of history and culture.

1. Enhance the network of existing national cultural attractions to showcase performances and displays of national calibre.
2. Support diverse cultural venues of varying scales (including federal, municipal, public and private) that offer a range of programming and artistic expressions to engage a wide array of audiences.
3. Activate the spaces around cultural institutions, ensuring that their entrances and interfaces are welcoming, accessible, lively and visually engaging.

4.4.2 Events and Celebrations

Events and celebrations are integral to the vibrancy of the Capital and foster community interest and national pride. The core area must showcase national celebrations as well as enable a range of festivals, concerts and public gatherings, to create opportunities for social interaction, economic growth and cultural exchanges.

1. Improve the network of parks, plazas and animation points to accommodate a range of national and local events and celebrations year-round.
2. Prioritize Confederation Boulevard and Parliament Hill as a backdrop and iconic setting for national events and celebrations.
3. Minimize impacts on public spaces by designing purpose equipped sites for major national events.

4.4.3 Street Life and Public Space

Streets and public spaces serve as the stage for urban life and social interaction and enable services and amenities. The core area must cultivate and support vibrant street life and neighbourhood ambiances by promoting pedestrian-friendly environments, activating underutilized spaces, and enabling active building frontages, street vendors and performances.

1. Support a critical mass of businesses and residents capable of supporting sustained foot traffic and economic vitality.
2. Encourage buildings that offer ground-floor retail, cafes, restaurants and community services, especially those near public spaces.
3. Support spill-out zones, courtyards, plazas and transition spaces that can support lively patio and courtyard uses, designed to be accessible and safe with sufficient amenities and furnishings.
4. Consider the temporary use of streets and plazas for public events and festivals, both local and national.

4.4.4 Art and Cultural Offerings

A diverse array of art and cultural offerings enhances the vibrancy of the Capital. The core area must promote and foster national and local artists, cultural events, commemoration and interpretation activities and other experiences that create a diversity of experiences for residents and visitors alike.

1. Feature public artworks that add visual interest throughout the public realm such as sculptures, murals and interactive, ephemeral or temporary installations.
2. Support temporary and event-based art, enabling pop-up installations, performances and digital media that reflect the evolving cultural identity of the Capital.
3. Celebrate national and local culinary and food culture, supporting markets, food festivals and diverse culinary experiences that highlight regional and cultural traditions.

4.4.5 Nightlife and All-Season

A vibrant nightlife scene is especially important to the enjoyment and allure of a Capital during all seasons. The core area must include safe and inviting nightlife destinations, with beautiful lighting, services and activities that create a lively and dynamic experience after dark and year-round.

1. Employ a coordinated Capital lighting strategy to showcase key landmarks in a dramatic and ecologically appropriate manner.
2. Promote a network of nightlife destinations and encourage cultural attractions and businesses to stay open late into the evening (considering the impacts on adjacent neighbourhoods).
3. Provide intimate, high-quality urban lighting around pedestrian destinations and attractions to create a safe, comfortable and inviting ambiance (especially during the winter months).
4. Consider winter appeal and provide seasonal installations such as decorative lighting, warming stations and colourful displays to add interest and comfort during longer evenings and inclement weather.

4.4.6 Play and Discovery

Play and discovery contribute to the overall vibrancy and pleasure of the Capital, especially for families and young residents. The core area must provide interesting interactive and participatory opportunities and installations that invite creativity and imagination, and instill a sense of belonging for residents and visitors of all ages.

1. Promote unstructured, creative play opportunities throughout Capital parks and the public realm (such as climbing, swinging, seating, tactile experiences and bespoke play elements that encourage exploration and social interaction).
2. Enhance storytelling and learning experiences through interpretation, cultural and historical references, and artistic installations that responds to touch, movement or sound, which can engage people of all ages and encourage exploration.
3. Design for all ages and abilities through inclusive, accessible, multi-generational installations and amenities that consider diverse needs, backgrounds and experiences.

4.4.7 Services and Amenities

Universally accessible public services and amenities are essential to the user experience of the Capital. The core area must provide key services such as washrooms, drinking water and wayfinding to enhance the user experience.

1. Provide public washrooms to support the use and enjoyment of the public realm such as stand-alone, self-cleaning units or within public-facing federal buildings.
2. Ensure access to drinking water, incorporating public fountains and bottle refill stations in high-traffic areas and parks, and along active transportation routes.
3. Enhance wayfinding and visitor information, using prelingual iconography and multilingual signage, interactive digital kiosks and tactile elements to improve navigation and accessibility for all users.
4. Promote services and amenities that improve the experience for residents and visitors.



4.5 TOURISM AND LOCAL ECONOMY

The Capital core area must contribute to the economic vitality of the region by supporting tourism, commerce and a diverse mix of uses, services and amenities for visitors and residents.

4.5.1 Tourism

Tourism plays a vital role in the economy of an international capital. The core area must provide accommodations, entertainment, excursions and cultural experiences that attract visitors, generate revenue and create employment opportunities in the hospitality and service sectors.

1. Position and showcase federal cultural institutions (such as national museums, galleries and performance venues) as key tourism anchors.
2. Enhance visitor services and experiences, ensuring a range of hotels, guided and self-guided tours and excursion opportunities that showcase national monuments and institutions, heritage sites, public artworks and local culture.
3. Strengthen the Capital as a premier destination for conferences and major events, expanding capacity for international summits, cultural festivals and business conventions through high-quality venues, accommodations and infrastructure.

4.5.2 Employment and Accommodation

The federal government is a major employer and economic anchor within the region. The core area must leverage the role of federal employment and strengthen and support secondary sectors to create a diverse and sustainable mix of public and private employment opportunities. Further, post-pandemic changes to working technologies have enabled remote and telework scenarios. The core area must leverage this change to better utilize available space and create a more resilient and diverse mix of people living and working downtown, at all hours.

1. Reinforce the core area as a hub for federal employment, prioritizing the location of government agencies, headquarters and key institutional functions, and improve integration with surrounding neighbourhoods.
2. Support a diverse employment base, encouraging a mix of federal, private and institutional employers while promoting the creation of mixed-use employment areas that provide commercial and community services for residents and employees.
3. Adapt to evolving work patterns, repurposing underutilized office space for housing, innovation hubs and new economic opportunities that contribute to an active and resilient downtown.

4.5.3 Real Estate and Housing

The Capital requires a flexible building stock that accommodates a diverse mix of uses that can support a growing population and economy. The core area must provide a balanced mix of housing and commercial and government accommodations to enable sustainable growth and densification.

1. Increase the number of residents living and working within the core area, prioritizing diverse housing options (including affordable, family-friendly and rental housing) to intensify the downtowns.
2. Support the conversion of underutilized office space into mixed-use housing and ground-floor commercial uses.
3. Ensure new buildings are adaptable for long-term use, incorporating flexible design, modular layouts and structural designs to accommodate evolving needs and future growth.

4.5.4 Commercial Services

Private commercial ventures contribute to the offering of services for visitors and residents and to job creation, community cohesion and economic resilience. The core area must accommodate a diverse mix of commercial offerings that create a livable community for residents and a great destination for visitors.

1. Support small and local businesses by providing accessible, affordable spaces and streamlined processes that encourage entrepreneurship and enhance the local economy.
2. Ensure a diverse range of commercial offerings, including both essential services (e.g., grocery stores, healthcare, personal services and childcare) and other local businesses, to meet the needs of residents and visitors while building economic resilience.
3. Foster strategic partnerships with the public and private sectors to introduce complementary commercial services, such as rentals, food and beverage, recreational programming and events that animate the public realm.



4.6 MOBILITY AND ACCESS

The Capital core area must provide a variety of safe and equitable transportation options ensuring an enjoyable mobility experience for residents and visitors, while seamlessly connecting the region.

4.6.1 Pedestrian Realm

Enhancing the pedestrian realm is crucial for fostering an inviting and vibrant urban experience in the core area, especially along Confederation Boulevard. The core area must promote a safe, universally accessible, comfortable and high-quality public realm that encourages people to walk, roll and linger.

1. Prioritize the comfort, safety and enjoyment of pedestrians and ensure that walkways and sidewalks are universally accessible, well maintained and free of obstructions.
2. Create people-first streets that are safe and attractive, with clear and frequent at-grade pedestrian crossings.
3. Identify opportunities for car-free zones or time-based vehicle restrictions in strategic locations—particularly during national celebrations or special events—to enhance the pedestrian and visitor experience.

4.6.2 Active Mobility Network

The core is a compact, walkable and connected area that is best navigated and experienced at slow speeds. The core area must prioritize active transportation by consolidating sidewalks, bike lanes, pathways and intersections into a safe, inclusive and seamless network that facilitates access to and movement through the core.

1. Implement universal accessibility features to offer barrier-free journeys throughout the core area, including accessible pedestrian signals, tactile surfaces, rest areas and accessible signage and wayfinding.
2. Complete and consolidate the Capital Pathway network along Confederation Boulevard and maintain continuous access through all seasons.
3. Complete the Capital Pathway network along shorelines and parklands, including with rerouting or adding secondary routes to detour around flood-prone areas wherever possible.
4. Enhance safety and integration for cyclists by implementing protected bike lanes, cross-rides and improved intersection designs that prioritize safe interactions between cyclists and vehicles, without impeding or encumbering pedestrian spaces.
5. Establish clear guidelines and designated areas for the use of e-mobility and micromobility devices (e.g., e-bikes, e-scooters) and ensure they do not compromise pedestrian safety or accessibility.
6. Support enforcement of parking prohibitions on sidewalks, bike lanes, transit facilities and other public realm locations where motor vehicles are not desired.

4.6.3 Public Transit and Shared Mobility Services

Public transit is the backbone of a livable city, moving people in an efficient, affordable and sustainable way. The core area must support the development of integrated, higher-order transit alongside efficient bus routes, shuttles, water taxis and shared mobility services to access destinations in and outside the core area.

1. Promote an integrated and efficient higher-order interprovincial transit network with enhanced service to capital destinations, seamless fare integration, harmonized signage and real-time information to improve orientation and enhance the visitor experience.
2. Pursue the development of an interprovincial transit loop between downtown Ottawa and downtown Gatineau.
3. Expand options to help residents and visitors access Gatineau Park and other attractions and destinations in and outside the core area, including shuttles and water taxis.
4. Encourage transit priority measures such as high-occupancy vehicle lanes and transit signal priority, including on interprovincial bridges.
5. Support regional bikeshare and carshare systems to complement public transit and reduce the need for private car ownership.

4.6.4 Regional Connections and Goods Movement

With its five interprovincial bridges and major road connections, the core area serves as a central hub for regional transportation. This concentration of interprovincial bridges generates significant car and truck traffic that moves through the core area without stopping. The high volume of interprovincial trucks using downtown streets, primarily in Ottawa, to connect between the Quebec and Ontario provincial highway networks, has negative noise, pollution and safety impacts on surrounding neighbourhoods. New interprovincial infrastructure projects, combined with municipal measures to prohibit heavy trucks on Rideau Street and King Edward Avenue, must reduce truck volumes and the associated impacts in the core area.

1. Increase people-moving capacity on interprovincial crossings and their approaches by repurposing vehicle lanes to public transit and/or active mobility, to reduce traffic in the core area.
2. Seek opportunities to re-route long-haul regional truck traffic and cut-through car traffic away from the downtown core and enhance the streetscape character and pedestrian experience of key corridors.
3. Support mitigation strategies to minimize the impacts of truck movements on surrounding communities.
4. Support the development of urban logistics solutions, such as mini hubs, to reduce the number of heavy vehicles driving through the core area.

4.6.5 Transportation Demand Management

Given the core area's density and urban character, effective transportation demand management strategies are essential to mitigate congestion, reduce emissions, and enhance overall mobility and quality of life. The core area must prioritize and promote the use of alternatives to private cars among residents, commuters and visitors.

1. Encourage federal employers to implement incentive programs to increase the adoption of sustainable transportation choices by employees (such as the provision of transit passes, parking cash-out programs, carpool programs, guaranteed ride home programs, the provision of electric vehicles and bicycles for business travel, as well as secure bike parking and changing facilities).
2. Encourage major destinations, events and festivals to actively promote alternative modes by prioritizing public transit and active transportation, providing shuttle options or incentives for car-free visitors.
3. Support the study of potential programs to incentivize public and active transportation and disincentivize driving in the core area.
4. Encourage the collection and sharing of mobility data with partners, academia and the public to support regional transportation planning and encourage the development of innovative solutions.

4.6.6 Parking and Access

Some surface parking lots and access routes occupy valuable urban space, especially when they are located on prime riverfront lands. The core area must consider solutions to accommodate the operational needs of federal agencies and institutions while aiming to reduce parking overall. This includes redesigning parking lots and service routes to repurpose urban spaces for more beneficial uses and improve public access to the waterfront.

1. Minimize surface parking in the core area and provide compact, efficient parking supply ways that reduce impacts on the public realm.
2. Create well-designed woonerfs and shared spaces that minimize the impacts of the functional requirements of service routes, laneways and loading facilities, especially through public parks and around public institutions.
3. Support the development of a curbside management strategy that prioritizes pick-ups, drop-offs, deliveries and short-term parking to optimize space utilization, including accessible and tour bus parking spaces to support tourism and the visitor experience.

4.6.7 Multimodal Information and Wayfinding

Accessible information and effective wayfinding are essential for promoting sustainable mobility and ensuring residents and visitors have a pleasant experience when travelling to and around the core. The core area aims to facilitate multimodal travel planning and provide standardized directional signage tailored to diverse users, including pedestrians and cyclists, to help them navigate safely and seamlessly.

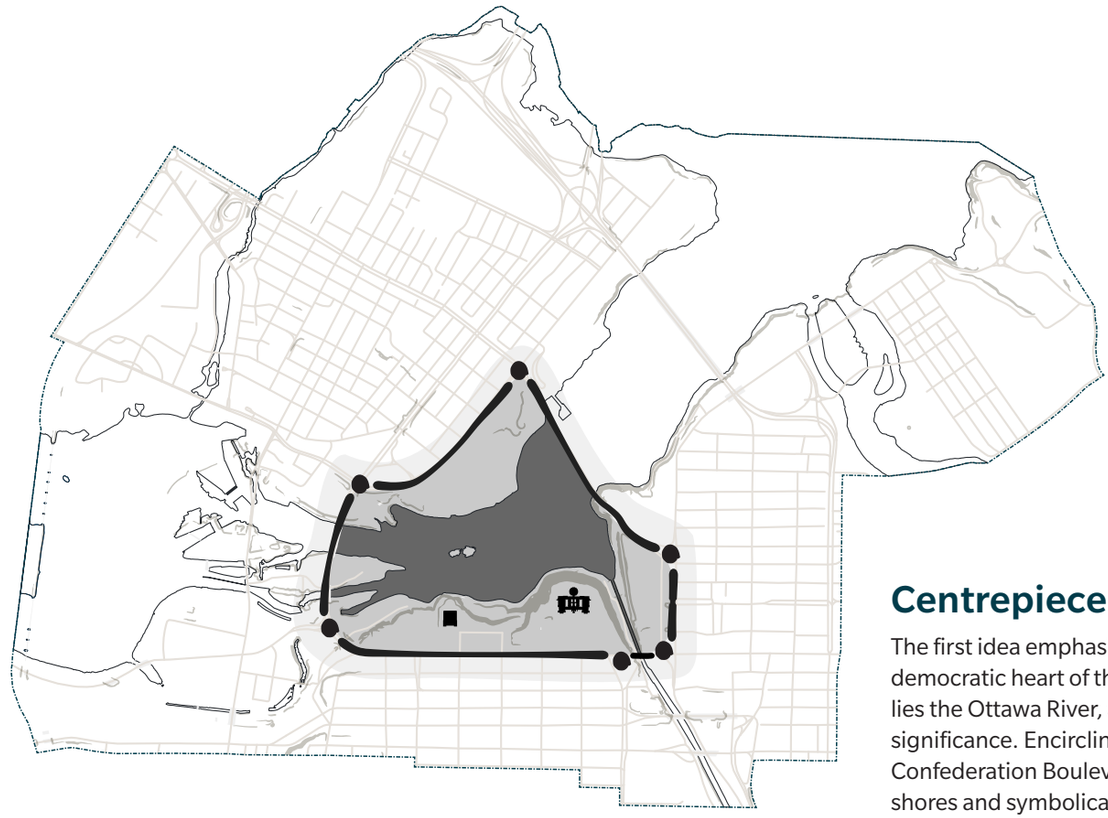
1. Design and install consistent and accessible directional signage across the core area adapted to different users, including cyclists and pedestrians, and clarify directional signage at key decision points and junctions (such as bridges and major intersections).
2. Promote multimodal trip planning tools to help residents and visitors plan trips to and around the core area and take advantage of sustainable transportation modes.
3. Leverage digital solutions to provide universally accessible, real-time information and personalized navigation assistance for residents and visitors.



5
CONCEPTS

5 CONCEPTS

The concept is the guiding framework that illustrates the spatial patterns and arrangement of the core area. The concept carries forward many ideas from prior plans, while introducing new elements and nuances. It is based on two key notions: the centrepiece and the Capital-city duality.



Centrepiece of the Capital Core Area

Centrepiece

The first idea emphasizes the symbolic and democratic heart of the Capital. At its centre lies the Ottawa River, a place of great cultural significance. Encircling the river basin, Confederation Boulevard connects both shores and symbolically links together a series of sites of national importance, including Parliament Hill and the Supreme Court of Canada, the preeminent symbols of Canadian democracy and justice. Sites encircling the centrepiece form the foreground of the Capital's identity and character and are of utmost symbolic importance. These require particular design priority and stewardship.



Capital-City Duality

The second idea recognizes the synergies and overlaps between national and local scales - the Capital is a city, and the city is a capital. While the primary mission of the NCC is to build an inspiring capital for all Canadians, the civic nature and livability of the area cannot be ignored. This concept recognizes the duality and synergy between the local and national scales. It presents a more nuanced and expansive interpretation of the existing "Town and Crown" concept, capable of reconciling aspects of form, function and experience.

- **The Capital layer** is a symbolic reflection of national identity and democracy. This layer reflects the international role, image, presence and reputation of the National Capital, including monumental architecture, grand public spaces and functions of national importance. This importance evolved into planning concepts such as the National Interest Land Mass (NILM) and the symbolic primacy of national symbols and cultural institutions. Maintaining these symbols visible and at the forefront of the core area is vital for preserving the international presence and character of the seat of the Government of Canada.
- **The city layer** represents the fine-grained local character and day-to-day life and operations of the two cities within two provinces, and their residents. This aspect reflects the economic vitality, livability and vibrancy of the core area which underpins and enriches the Capital layer.

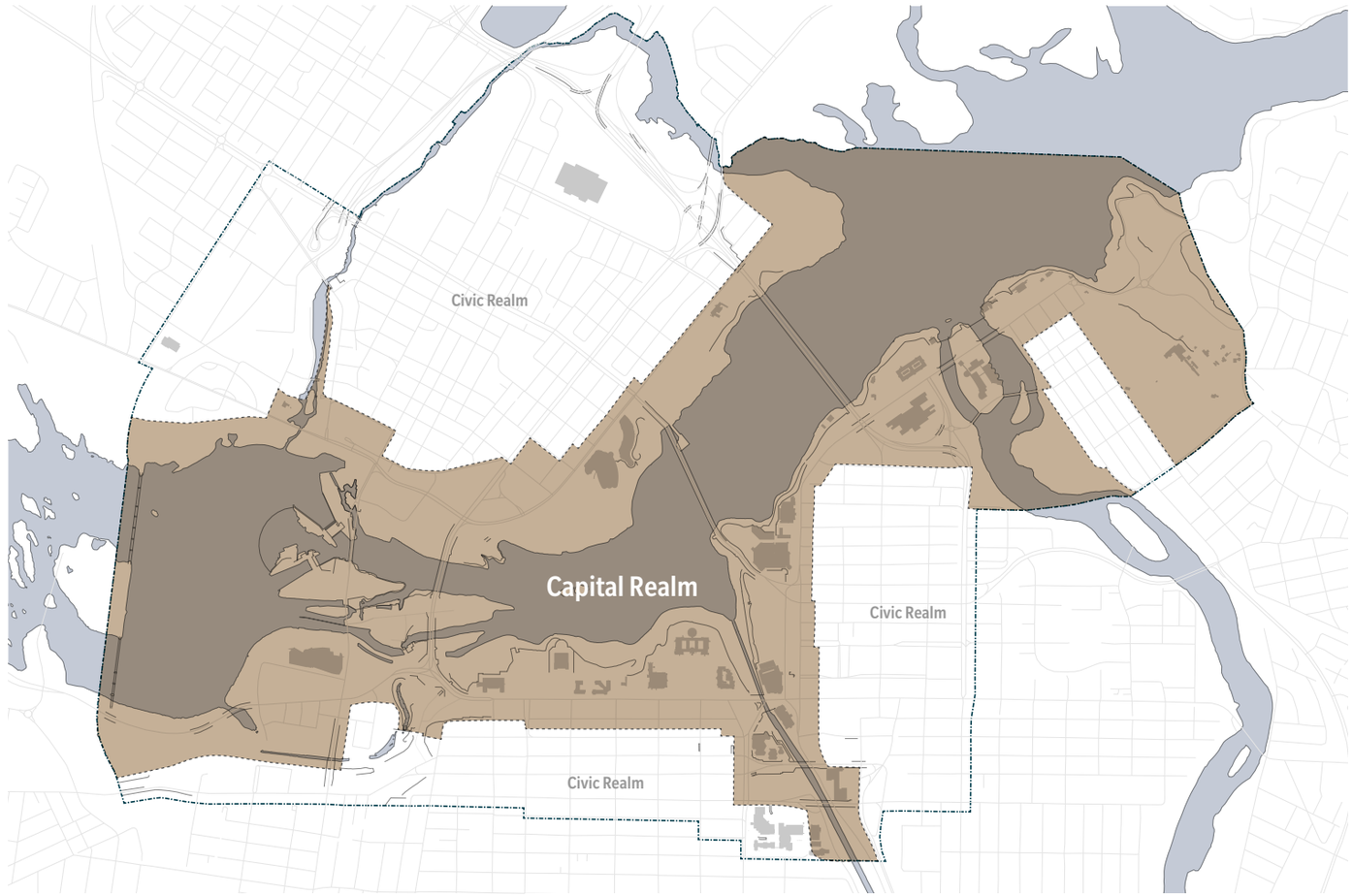
The duality between the two layers is significant but inseparable. It is important that the Capital supports civic functions and that the cities support capital functions. In practice, this means that collaboration and cooperation between the federal and municipal levels of government are essential for the continued improvement of the core area.

The division of these two layers is not drawn along firm physical boundaries. The capital and civic functions are interwoven and complex with varying levels of emphasis accorded to each depending on location and context. The core area concept encourages a thoughtful integration of capital and civic features and interfaces, to achieve a coherent whole for a seamless capital experience.

Capital Realm

From these two ideas emerges the Capital Realm. The primary role of the NCC and its federal partners is to ensure that the needs and functions of federal governance are accommodated, while ensuring the Capital is designed in a manner befitting its national importance as the seat of the government of Canada.

The Capital Realm includes the most nationally important federal sites and symbols, and thereby the highest order of design quality. The components within it include landmark buildings, national monuments, ceremonial routes, public grounds and parks, striking waterfronts and distinctive gathering sites. Within this area, the capital features must be prioritized and emphasized to preserve and enhance the symbolic importance and distinguished character. Radiating out from the Capital Realm, the emphasis shifts towards the civic realm – including the surrounding neighbourhoods, streetscapes, markets, public and private spaces that infuse the Capital with local character and vitality. The boundary between these two areas is varied and nuanced, and the interfaces and transitions warrant special attention.



The Capital Realm

Big Moves

The three big moves are the main catalysts for change in the plan. These ideas will drive transformations and help prioritize projects and investments to shape the future of the core area. The big moves take the vision's direction and offer direct pathways to future interventions. The three big moves are:



Turn Towards the Water

Enhance the waterfront and shoreline with new water-oriented spaces, places and features

- Orient new buildings to face the water.
- Enhance waterfront spaces with complementary amenities.
- Activate building frontages along the waterfront.
- Create new wharves, docks and water connections.

Make Great Places

Create and enhance unique and memorable destinations and that enliven the public realm and Capital experience.

- Enhance existing destinations.
- Repurpose and reimagine underutilized spaces and undeveloped lots.
- Weave the distinctiveness of the northern natural and cultural landscape into placemaking initiatives.
- Add program services and amenities.

Create Connections

Create public infrastructure that promotes sustainable and active transportation.

- Prioritize pedestrians.
- Connect pathways and destinations.
- Enhance interprovincial transit.

Concept Plan

The underlying ideas of the concept plan are further elaborated through five distinct layers, that treat the capital and civic realms holistically:

1 Capital Waterfront

2 Capital Open Space

3 Capital Fabric

4 Capital Streetscapes

5 Capital Destinations

These layers provide a variety of policy tools to guide the planning and approval of future projects. The tools range from explicit land designations and overlays that prescribe the permitted use and functions of certain lands to description-based feature classes that provide qualitative criteria for design and implementation of desired features and elements. Together, these policies provide a flexible and nuanced framework that offers clear parameters for key land-uses, such as building sites and open space allocations, as well as broadly applicable criteria for common features and scenarios.



The Core Area Plan Concept

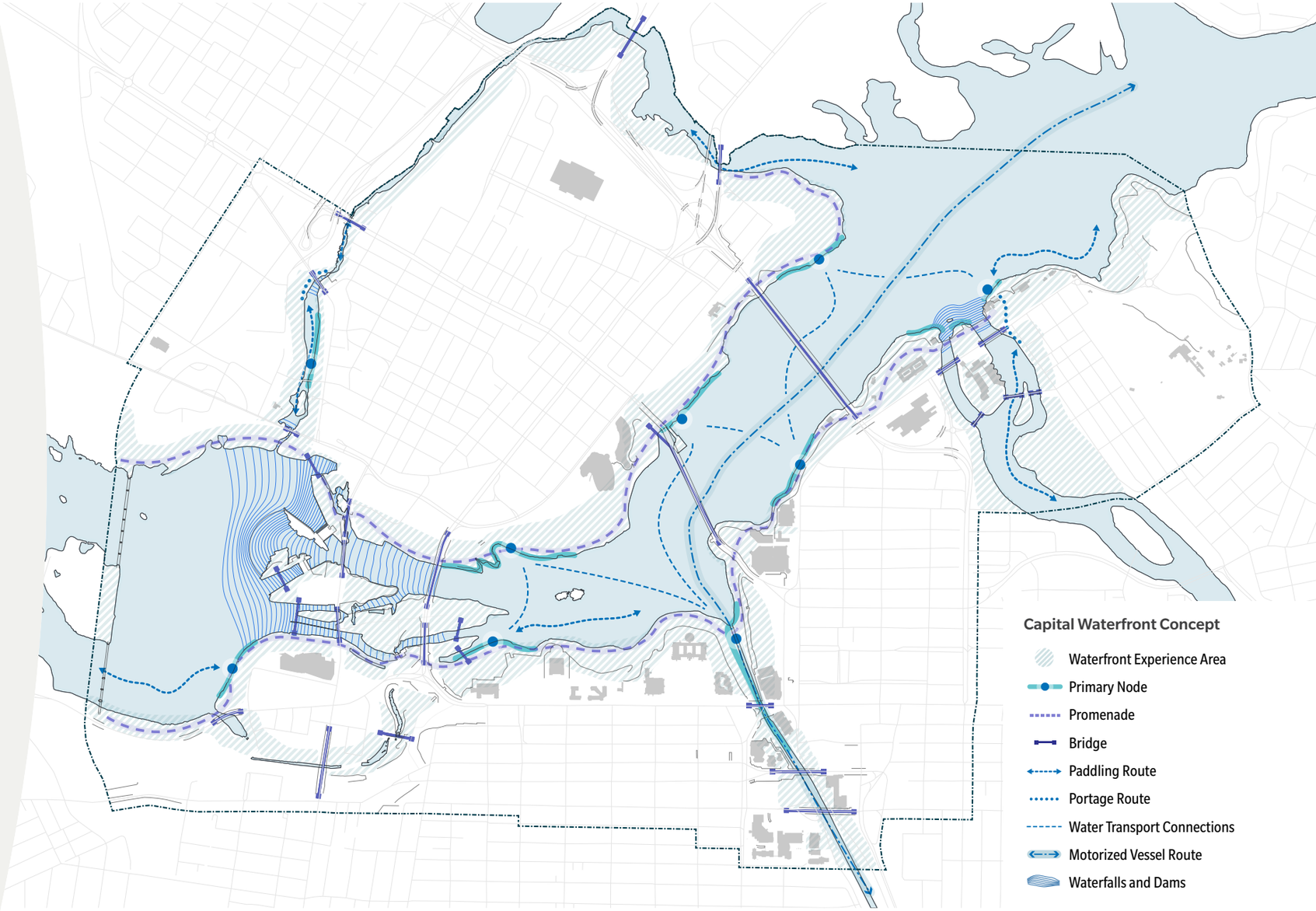
- Primary Waterfront Node
- Water Connections
- Linkage
- Open Space
- Urban Block
- Institutional Grounds
- Intervention Area
- Confederation Boulevard
- Confederation Boulevard Connection
- Confederation Boulevard Node
- Capital Side Street
- Capital Parkway
- Urban Avenue
- Main Street
- Landmark Institution
- Future Institution
- Significant Place

5.1 CAPITAL WATERFRONT

A lush and resilient ribbon of urban shorelines and promenades flows through the city, punctuated by vibrant points of animation and activity that connect with the waterways.

Key Objectives

1. Provide a range of urban waterfront experiences set within naturalized riverfront landscapes.
2. Enhance access points and capitalize on topography to create interesting waterfront promenades and vantage points.
3. Provide recreational services and amenities to create engaging and vibrant nodes and places to linger.
4. Incorporate docks and infrastructures for water-related activities, such as boating, paddling and swimming.
5. Employ resilient and nature-based design solutions that increase biodiversity and ecological integrity, prevent erosion and mitigate flood risk.



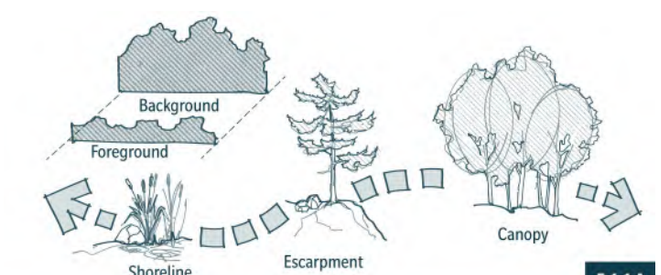
5.1.1 Waterfront Experience

There is approximately 35 km of shoreline within the core area, ranging from human-made canals and urban shorelines to naturalized riverfront areas. The design of waterfront spaces should introduce urban placemaking opportunities and experiences while respecting and reinforcing the cultural landscapes and significance of the waterways.

A Riverfront Landscapes

Waterfront designs must be integrated into their landscape setting in order to preserve the iconic riverfront character of the Capital.

- **i** Consider the overall cultural landscapes and character-defining features of the waterways and develop designs that respect their unique historical legacies and current cultural significance.
  - **a** Continue dialogue with the Algonquin Nation about the uses of riverfront lands and animation opportunities, including interpretation.
- **ii** When designing within the riverfront setting, assess the context of the site.
  - **a** Consider the role of the landscape as a foreground of important Capital scenes and vistas and design vegetation and built features to enhance the overall composition.
  - **b** Retain rocky outcrops and incorporate native vegetation where possible to reflect the regional character.



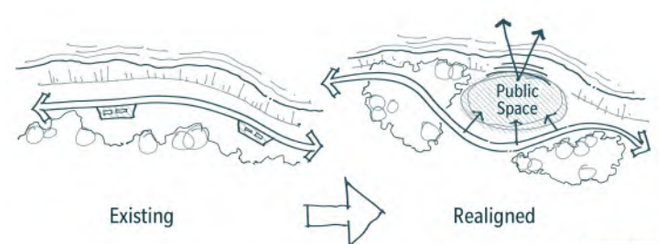
5.1.1 A

- **iii** Maintain the verdant character of the waterfronts by designing vegetated corridors that connect urban habitats and parkland spaces to support ecological functions and urban biodiversity.
- **iv** Where built interventions are required or planned, integrate engineering and infrastructure features into the riverfront landscape through exemplary placemaking treatments and quality architectural elements.

B Placemaking

Along the waterways, configure spaces and pursue opportunities to create unique, vibrant and meaningful spaces that contribute to the character and identity of the waterfront.

- **i** Design spaces that celebrate the river's history and cultural significance.
  - **a** Engage Algonquin communities and relevant stakeholders in the design process to incorporate the cultural and historical significance of the river.
  - **b** Incorporate public art, interpretive displays and cultural markers.
  - **c** Create spaces for public events or gatherings, making the shoreline a focal point for urban activity.
- **ii** Create waterfront gathering spaces.
  - **a** Re-align pathways to avoid monotonous linear shoreline conditions.

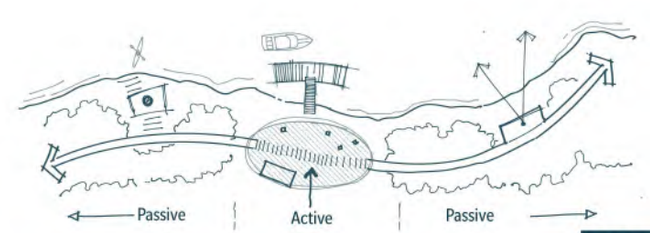


5.1.1 B

C Nodes

Waterfront nodes provide punctuated points of placemaking along the waterfront. These installations should be located to optimize interaction with the waterways at key locations and coordinate investment in and use of waterfront lands.

- **i** Design a logical sequence of new and existing primary and secondary nodes, providing a range of urban waterfront experiences and offerings.
- **ii** Co-locate amenities and services to create a coordinated and complementary critical mass of public services and activity.
- **iii** Create punctuated areas of concentrated activity offering a mix of vendors, public amenities and services.
- **iv** Any commercial installations at waterfront nodes must prioritize public access and public-oriented amenities so as to not privatize the shoreline experience.
- **v** Between nodes, maintain passive spaces that provide tranquil and contemplative settings.



5.1.1 C

5.1.1 Waterfront Experience

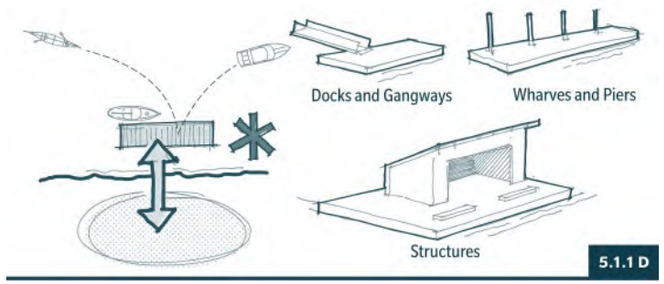
vi **Primary nodes** represent the most intensive infrastructure and public realm investments along the waterfront. Nine primary nodes are envisioned in the concept: the Rideau Canal, Ruisseau de la Brasserie, Nepean Bay, Cliff Street, Scott Point Inlet, Jacques-Cartier Park South, Lady Grey Drive, Jacques-Cartier Park North and Rideau Falls.

- **a** Create enhanced waterfront public spaces with features such as plazas, boardwalks or other built interventions that function as significant destinations.
- **b** Include major waterfront installations, such as piers, wharves and docks where required to support navigation and water-based activities.
- **c** Provide appropriate complementary services and public amenities, such as washrooms, pavilions and small-scale commercial offerings such as rental services.
- **d** Locate primary nodes near major waterfront access and viewpoints, transport hubs and popular tourist destinations.

vii **Secondary nodes** are small- to medium-scale points of interest between primary nodes.

- **a** Locate secondary nodes in appropriate locations away from extreme currents and hydrological forces as well as environmentally sensitive areas.
- **b** Include interventions such as docks and platforms, belvederes, steps and paddling route connections.
- **c** Create passive public spaces for lounging and enjoying the waterfront setting.

D Waterfront Amenities



5.1.1 D

i At appropriate nodes and waterfront locations, design waterfront-specific amenities and shoreline installations to enable public use of the waterways, including:

- Public docks and piers: generous platforms to accommodate multiple users, involving seating and public space to touch and engage with the water;
- Marinas, moorings and boat launches: public and private installations to accommodate water-based travel and recreation;
- Portage routes: a network of put-in/take-out locations and demarcated portage routes for paddlers to access the waterways and safely navigate around locks, dams and waterfalls;
- Floating structures: barges and other floating structures to provide seasonal offerings and installations at certain waterfront nodes where shoreline space or impacts are limited.

5.1.2 Promenades

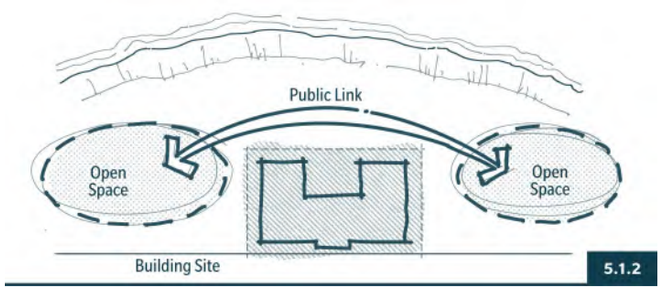
Along the core area's waterways, create continuous public waterfront corridors and high-quality waterfront experiences.

i Enhance waterfront pathways with generous pedestrian spaces and edges that provide visual connections to the waterfront.

- **a** Provide wide, accessible paths with rest points and seating areas.
- **b** Create continuous, well-lit pathways and walkways along the shorelines and waterfront plateaus, allowing for a variety of activities, such as walking, cycling and jogging.

ii Design for continuity along the riverfront to support ecological corridors and recreational pathways.

- **a** Wherever possible, preserve generous public waterfront corridors around public institutions and private land uses and connect these to adjacent public spaces.



5.1.2

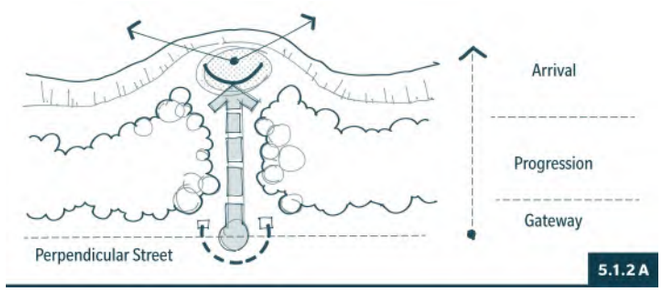
iii Prioritize public spaces and restrict vehicular access to waterfront areas.

- **a** Reclaim public space and improve connections by removing where possible service routes, surface parking and utilitarian structures and spaces.
- **b** Incorporate structural obstructions to motor vehicle access, which may include retractable bollards to allow only authorized access for authorized purposes at authorized times.

5.1.2 Promenades

A Arrival Points

Emphasize and reinforce arrival points to improve public access to and wayfinding in waterfront spaces and promenades.



- **i** Emphasize the basic urban design principles of entrance, progression and sense of arrival to the waterfront.
  - **a** Design major arrival points to provide grand public spaces and visual connections to the waterfront.
  - **b** Provide high-quality public realm elements, such as lighting, furnishings and landscape treatments to demarcate and emphasize the sense of public arrival.
- **ii** Emphasize links between shorelines, adjacent trails, parks and neighborhoods and design seamless connections with pathway and streetscape networks.
  - **a** Reinforce perpendicular streetscapes and pathway connections as arrival points.

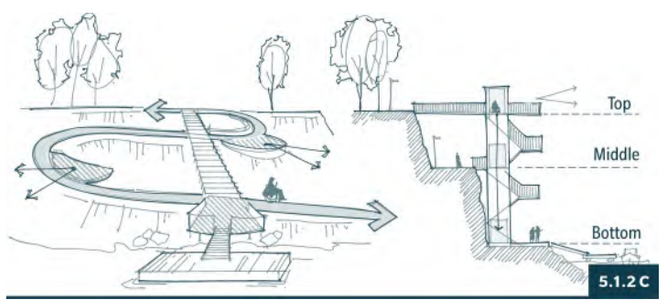
B Rest Points and Seating Areas

At regular intervals along waterfront promenades, create rest points and seating areas for visitors to stop and appreciate the shorelines.

- **i** Provide rest points and places for visitors to pause, enjoy the scenery and interact with the environment at regular intervals along the shoreline.
- **ii** Consider introducing belvederes and elevated or cantilevered platforms, offering unique viewing experiences and additional public space along pathways and promenades.
- **iii** Design spaces and installations that promote lingering and social interaction, such as comfortable seating, hammocks, shade structures, and interpretive or artistic installations.

C Escarpments and Embankments

Address the significant topographic features of the riverfront to ensure public access and enhance the user experience.



- **i** In publicly accessible areas with steep terrain, create top, middle and bottom of escarpment experiences and construct universally accessible pathways, ramps and staircases to connect levels.
- **ii** Provide punctuated spots with elevated views, such as lookouts and belvederes, to provide wide, unobstructed panoramas of the waterfront.
  - **a** Emphasize elevated views over the river. These areas can be highlighted as both scenic vistas and public viewing platforms.
- **iii** Create terraced levels and interesting sequences of public space offering universally accessible rest points and grades that are appropriate for a wide range of abilities.
  - **a** Where topography does not permit at-grade connections, provide universally accessible, surface-level connections, along with clear indicators and alternative routes.
  - **b** Consider mechanical connections, such as elevators or funiculars, at strategic locations and destinations to facilitate universal accessibility.
  - **c** Ensure that interventions conserve the inherent qualities of natural landmarks and geographic features.
- **iv** Ensure that the location, design and use of built infrastructure avoid adverse environmental impacts to sensitive escarpment habitats.

D Bridges and Crossings

To enhance the connectivity and public enjoyment of the riverfront, design interprovincial and active transportation bridges to connect pathways and waterfront promenades and to act as destinations themselves.

- **i** Active Transportation Bridges:
  - **a** Connect adjacent shorelines and channels with active transportation bridges and crossings to complete the Capital Pathway discovery routes and link islands.
  - **b** Ensure bridges are generously wide (>5 m width) to accommodate future usage and demand.

5.1.2 Promenades

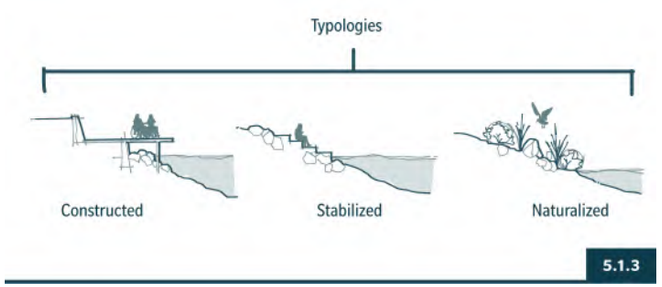
- **c** Incorporate structural obstructions to motor vehicle access, which may include retractable bollards to allow only authorized access for authorized purposes at authorized times.

ii Interprovincial Bridges:

- **a** Include generous and safe pedestrian and cyclist facilities on all major bridge structures to improve regional connection.
- **b** Improve pathway connections at bridge abutments to emphasize waterfront arrival points.
- **c** Incorporate belvederes and observation points to capitalize on dramatic views and panoramic vistas offered when crossing waterways.

5.1.3 Shoreline Typologies

Before intervening along a shoreline, identify the typology and approach required to provide the intended use and installation. Shoreline interventions fit broadly into the three following typologies: constructed, stabilized and naturalized.



5.1.3

A Shorelines

Shoreline interventions should include a mix of the three typologies to create animated and resilient places.

i Prioritize constructed shorelines around nodes and urban public places.

ii Utilize stabilized shorelines in areas to protect pathways, built assets and shorelines susceptible to erosion.

iii Where possible, re-naturalize and enhance shorelines to improve ecological benefits and minimize ongoing maintenance.

iv These typologies can be combined in various ways and are not mutually exclusive (e.g., a constructed boardwalk above a naturalized river edge).

B Constructed Shoreline

This typology prioritizes human interaction with the water, featuring walls, wharves and structural elements. It includes highly engineered shorelines, designed primarily for human use, with extensive infrastructure, public amenities and active recreational spaces.

i Constructed shorelines should be located adjacent to public spaces, such as urban parks, plazas, docks and marinas, in proximity to or on the waterfront.

ii Constructed shorelines may include:

- **a** Significant structural elements, such as retaining walls, piers, jetties and abutments to support high-use human activity;
- **b** Hardened shorelines intended to withstand flooding and erosion and provide public access up to and in some cases into or over the water.

iii Ensure integration of urban elements, such as lighting, seating, signage and built structures to activate the waterfront.

- **a** This may include public services and recreational amenities, such as rental facilities, buildings, pavilions and seasonal kiosks.

iv Ensure all structures are flood-resilient, with innovative stormwater management systems integrated into the infrastructure.

v Constructed shorelines may require creative shoreline mitigation and environmental enhancements such as vegetation islands to offset human uses.

C Stabilized Shoreline

This typology is usually employed to prevent erosion and protect built assets, such as pathways, parkland and recreational features. It may consist of both engineered and enhanced green assets and nature-based solutions to maintain stability and balance human activity with ecological processes.

i Stabilized shoreline interventions should be used where necessary.

ii The typology may require hard engineering measures, such as riprap, geotextile fabrics and stone revetments, to stabilize the shoreline and protect adjacent features, especially in areas with strong currents and wave action.

iii Include terraced designs in appropriate locations and shoreline variations to create visually appealing spaces and allow for human interaction with the water's edge.

iv Prioritize bio-engineering methods wherever feasible (e.g., living shorelines).

v Plant flood-resistant species along the shoreline for erosion prevention and to enhance ecological value.

vi Design flood-tolerant landscaping and elevated structures to mitigate the impacts of seasonal or extreme flooding.

5.1.3 Shoreline Typologies

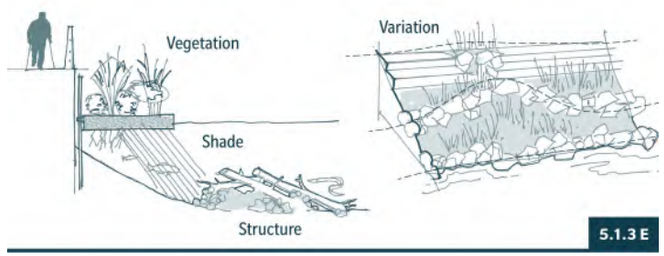
D Naturalized Shoreline

A naturalized shoreline refers to a waterfront area that has been restored to a more natural state, often by planting native vegetation and creating habitats for local wildlife. This process helps to stabilize the shoreline, reduce erosion, create urban habitats and improve water quality by filtering pollutants. It also enhances the beauty and ecological value of the area, providing a more sustainable and resilient environment.

- **i** Focus on restoration and enhancement of riparian vegetation to provide habitat for wildlife and improve ecological functions through sustainable native plantings and removal and control of invasive species.
- **ii** Prioritize natural infrastructure and nature-based solutions, such as ecological flood management strategies featuring wetlands and floodplain buffers that absorb excess water during flooding events.
- **iii** Minimize the use of hard structures by incorporating planting buffers, riparian zones and vegetated slopes for natural erosion control and habitat restoration.
- **iv** Naturalized shorelines may include raised boardwalks or permeable trails to allow pedestrian movement without disturbing the ecosystem.

E Ecological Enhancements

Shorelines perform important ecological functions and support a wide variety of aquatic, terrestrial and riparian species. Within all shoreline typologies there are opportunities to leverage interventions to provide nature-positive solutions that increase riparian and aquatic biodiversity.

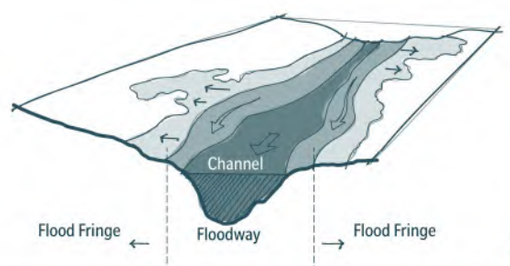


5.1.3 E

- **i** Diversify shoreline conditions to create niche habitat features and a variety of ecological conditions.
  - **a** Prioritize bioengineering techniques suitable to the strength of the river current and changing river levels and capable of withstanding peak flooding and erosion forces.
  - **b** Meander shoreline designs and introduce multiple levels and terraces exposed to various seasonal water levels.
  - **c** Construct submerged ledges or shelves along walls to provide aquatic habitat and reduce turbulence near the shoreline.
- **ii** When implementing new shoreline installations, minimize environmental impacts and improve the local ecological integrity to the extent practicable.
  - **a** In areas with limited biodiversity, introduce vegetation to restore degraded shorelines and enhance habitat features.
  - **b** Consider floating wetlands or anchored planting platforms to integrate natural elements into heavily constructed zones.
  - **c** Prioritize features like submerged logs, root wads and native aquatic vegetation to provide shelter and spawning grounds for fish and amphibians.
  - **d** Incorporate features like crevices, planting pockets or underwater ledges in the design to create habitat for fish, birds and invertebrates.
- **iii** Address runoff by directing flow to vegetated or controlled areas for treatment.
  - **a** Integrate bioswales, rain gardens or permeable surfaces to filter and slow stormwater before it enters the river.
  - **b** Maximize the presence of vegetation along the shoreline and incorporate site features and drainage patterns to slow and filter run-off.

5.1.4 Flood Conditions

The Ottawa River and its tributaries are spring freshet river systems, characterized by annual seasonal flooding. Land areas adjacent to these waterbodies are subject to periodic inundation within predicable seasonal periods. The flood plain consists of two primary sub-components that differ in terms of flood risk, hydraulic function and regulatory restrictions: the floodway and the flood fringe.



5.1.4

5.1.4 Flood Conditions

A Floodway

Represents the most dynamic and hazardous part of the floodplain where water flows most rapidly during major flood events.

- **i** Features and assets along the floodway must be designed to withstand high water volume and flow velocity.
- **ii** Design landscape treatments and infrastructure to resist erosion and scouring forces caused by flood events and major currents.
- **iii** Prioritize the protection and restoration of natural floodway functions, including wetlands, riparian buffers and vegetative corridors to stabilize shorelines.
- **iv** Avoid permanent buildings or critical infrastructure.
- **v** Prioritize open space, ecological restoration and water-compatible uses (e.g., trails, boat launches and habitat areas).
- **vi** Design all elements to be flood-resilient, with minimal or no damage during inundation.

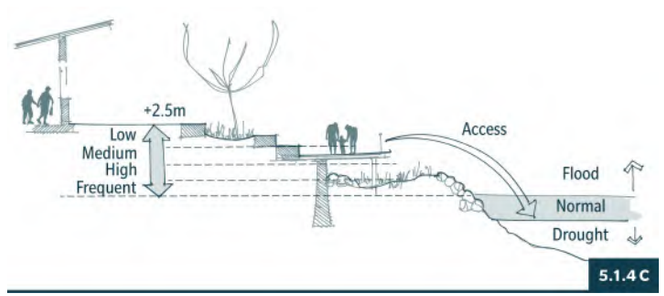
B Flood Fringe

Represents the outer portion of the floodplain, which is subject to occasional or less severe flooding and receives and stores standing water during flood events.

- **i** Installations in the flood fringe must include flood mitigation measures, such as elevated foundations or watertight barriers and resilient utility systems.
  - **a** Structures must be flood-adaptive—with elevated service utilities, flood-resistant materials and accessible evacuation routes—and supportive of natural river dynamics where possible.
  - **b** In some instances, consider raising the elevation to accommodate interventions and/or implement structural flood control measures to protect vulnerable assets.
- **ii** Design parks, trails and public spaces in flood fringe zones to accommodate occasional inundation while continuing to operate as functional and attractive public spaces during non-flood conditions.
- **iii** Allow for more intensive public uses where flood risks are lower and manageable.
- **iv** Acceptable uses may include recreational amenities, pavilions, plazas or flexible structures.
- **v** All structures must incorporate flood-resilient design features (e.g., raised floors, floodable materials and sacrificial zones).

C Flood Probability

The floodplains are a significant part of the Capital's open space network, providing important parkland, public spaces and access to the shorelines. The rivers are highly dynamic, and seasonal variation is predictable.



5.1.4 C

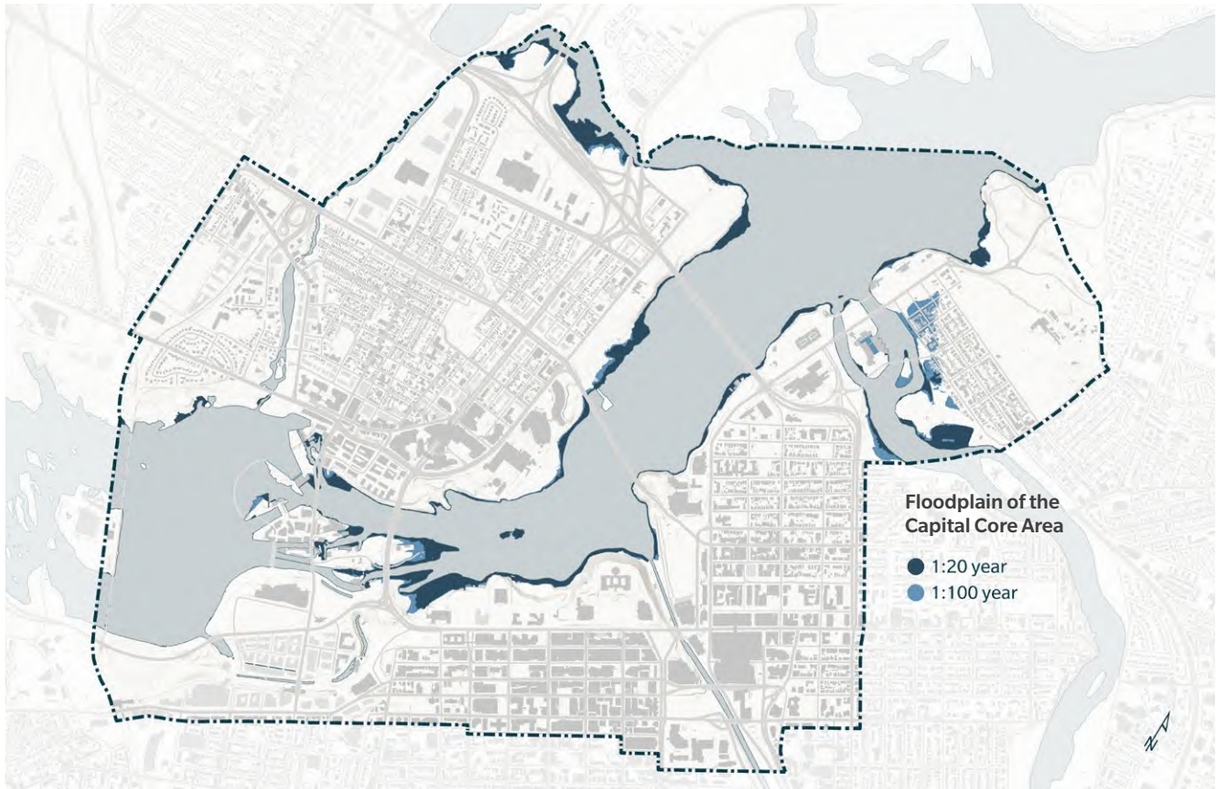
- **i** Regular water level variations occur each season as outlined below:
  - Normal variation: approximately 1.3 m from spring to summer conditions (normal high/low water mark);
  - Flood conditions: up to 2.5 m of water above median spring levels, during major flood events;
  - Drought conditions: as much as 0.4 m below median levels.
- **ii** The intensity and frequency of flood events is expected to increase with climate change.
  - **a** Integrate future flood projections and climate change scenarios into probability forecasts and design assumptions.
- **iii** Flood probability can be categorized as follows:
  - **a** Frequent Flood Zone (within the historic 5-year flood plain): Most frequently flooded areas, typically impacted by annual fluctuation of spring melt water and resulting in normal/minor flood events. Also subject to major events;
  - **b** High Probability Zone (within the historic 5-year to 20-year flood plain): Highly vulnerable area with high likelihood of recurrent minor events plus infrequent major events;
  - **c** Moderate Probability Zone (within the historic 20-year to 100-year flood plain): subject to less frequent periodic flooding;
  - **d** Low Probability Zone (within the historic 100-year to 350-year flood plain): subject to infrequent but impactful floods with wide-ranging risk to assets and infrastructure.

5.1.4 Flood Conditions

D Risk Management

All assets and infrastructure within the floodplain are susceptible to varying levels of flood risk, which are expected to increase in the future due to the impacts of climate change. Therefore, all investments should be planned in accordance with the following risk framework.

- **i** Flood risks can be defined by the equation, risk = probability x severity, where:
  - **a** Probability refers to the likelihood or frequency of occurrence.
  - **b** Severity refers to the potential consequences or impacts of a flood event. This pertains to both the intensity of the flood (e.g., depth and velocity) and the vulnerability of the exposed assets.
- **ii** Vulnerability describes the susceptibility of a given location, structure or system to flood damage. Key considerations include:
  - **a** Asset type, e.g., critical infrastructure (such as utilities), buildings or open space;
  - **b** Tolerance for disruption or loss, e.g., critical facilities versus recreational spaces;
  - **c** Adaptability, i.e., the capacity of the landscape asset to absorb or recover from flood impacts.
- **iii** Investment within the floodplain should be aligned with the level of flood risk, as determined by the following framework.
  - **a** Prioritize investments in infrastructure with low vulnerability to damage and disruption.
  - **b** Avoid or minimize investment in high-cost permanent or difficult to replace elements in high-risk areas such as the floodway.
  - **c** Where vulnerable assets are necessary (e.g., utilities and service kiosks), ensure they are designed for rapid recovery or easy replacement.



5.1.5 Floodplain Design

Design and construction within regulated floodplains should comply with environmental and regulatory requirements while minimizing risks to people, property and ecosystems. The design of spaces and installations requires mitigation techniques to minimize risks while providing public benefit.

A Parkland

Public parkland is less vulnerable to flood risk and is an excellent use of flood-plain areas.

- **i** Typical features include resilient parkland, seasonal pavilions and modular components that can be easily removed or replaced post-flood.

5.1.5 Floodplain Design

ii Design areas that can transition between recreational use during dry periods and inundated water retention zones during floods.

- **a** Select durable, low-maintenance materials that can withstand periodic inundation and water exposure.
- **b** Incorporate features such as floodable plazas, absorbent green spaces and bioswales to capture and manage floodwater and overland flows.
- **c** Allow flood waters to flow and recede naturally without causing damage. Avoid rigid infrastructure that impedes water flow.

iii Design should account for the lifecycle of assets, recognizing that public spaces, utilities and infrastructure may experience multiple minor floods over their operational life.

- **a** Requires resilient, constructed or stabilized shoreline designs and/or riparian vegetation to stabilize shoreline embankments.
- **b** Use flood-tolerant or easily replaceable elements capable of withstanding periodic saturation and erosion forces.

iv Pathways should be located outside of the floodplain where feasible, or a clear and accessible alternative route should be identified during flood events.

- **a** Account for possible inundation and damage during major infrequent weather events.
- **b** Parkland designs within the flood plain must be designed to be floodable.
- **c** Elevate vulnerable features a minimum of 0.5 m above the projected 100-year flood level.

B Buildings

Buildings are highly vulnerable to flood damage and require special consideration in proximity to waterways.

i Under special circumstances, some buildings may exist or be constructed within the flood fringe.

ii Buildings are highly vulnerable to flood damage and therefore considered high-risk assets.

- **a** Ensure that buildings and infrastructure within flood-prone areas are designed for resilience, with elevated structures, flood-resistant materials and adaptive designs where appropriate.
- **b** Consider flood protection measures to lessen impact of extreme weather events.
- **c** In special circumstances, consider flood mitigation techniques to divert or redirect water away from vulnerable buildings.

C Infrastructure

It is unavoidable that some essential infrastructure exists or will be constructed within floodplains and in proximity to waterways.

i Raise essential built infrastructure, such as mechanical and electrical components, above high probability flood levels (5-year to 20-year).

ii Some built elements, such as bridge abutments, structural foundations or retaining walls, may be required along the floodway.

- **a** Ensure design and engineering withstand maximal flood forces and volumes.

D Shoreline Installations

Shoreline installations are essential to provide public access to waterways, and vulnerability will vary depending on type and location.

i Create opportunities to reach the low summer water level via gangways, steps and ramps or via terraced or submerged levels that reach the water's edge.

- **a** Typical features include seasonal docks and gangways to access the water level.
- **b** Permanent features may include piers, boardwalks, elevated viewing platforms, public seating and landscape elements.

ii Design installations to be highly resilient to floodway conditions and frequent flooding events.

- **a** Use durable, immersible materials fitted to withstand frequent wetting.
- **b** Prioritize modular, removable, or easily repaired or replaced elements.

iii Design shoreline installations to be resistant to regular water fluctuations, ice scouring and erosion forces.

- **a** Elevate permanent built elements above the normal high-water mark and winter ice conditions.
- **b** Consider seasonal and/or removable features to minimize risks.

5.2 CAPITAL OPEN SPACE

A network of Capital parks, plazas, public places and green spaces that are seamlessly integrated into federal lands and provide greenways and linkages throughout the cities.

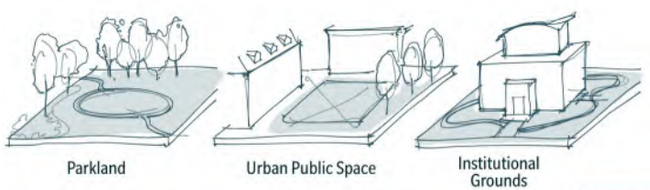
Key Objectives

1. Provide a network of public open spaces that offer a range of user experiences and ecological functions.
2. Protect and enhance the ecological functions of green spaces to ensure their longevity, beauty and resilience in the face of climate change and intensification pressures.
3. Ensure that programming is in line with the capacity and public use of these spaces, which contribute to canopy cover, provide valued ecosystem benefits and respite and relaxation for people, or that desired programming capacity is planned adequately to also maintain other functions.
4. Design public spaces to be multifaceted, offering flexible programming opportunities throughout all seasons.
5. Design pedestrian-priority pathways and greenway connections to link public spaces and provide a high-quality user experience.
6. Provide pavilions, services, art, play and recreation opportunities to animate urban parks and open spaces.



5.2.1 Open and Public Spaces

Capital open and public spaces include a broad range of open and natural areas identified for long-term public use. These lands provide a diversity of experiences and opportunities for public enjoyment as well as important ecological, environmental, cultural education and heritage benefits that contribute to the livability and quality of urban life.



5.2.1

A Parkland

Includes a variety of Capital parks that offer a range of experiences, activities and programming opportunities.

i Provide a range of parkland scales and typologies to accommodate a variety of recreation, cultural, ecological and social functions.

- **a** Provide a diversity of landscape typologies appropriate to the intended use with varied plantings that promote biodiversity.
- **b** Reserve lawns for areas that provide recreational benefits such as urban parks and leisure areas.

ii Incorporate flexible spaces that support both programmed and unprogrammed uses across different times of day and seasons of the year.

iii Strengthen the integration of parkland into the surrounding urban fabric by ensuring clear connections to nearby streets and pathway networks.

iv Integrate parkland into broader networks of public space and mobility systems through continuous pathways, green corridors and multimodal access.

v Activate park spaces through a variety of programs that encourage public usage.

vi Introduce elements of play and discovery, such as fountains and water elements, climbing structures and interactive public art, to increase the enjoyment of the parks for users of all ages and abilities.

vii Where applicable, integrate Indigenous perspectives and offer opportunities for learning about the historical or cultural significance of the site.

viii Provide insights into the region's past and the evolution of the urban space by interpreting historical sites, monuments and artifacts.

ix **Capital Parks** include signature park spaces that provide distinctive experiences in the core area.

- **a** Conserve cultural and historical features as part of the design of Capital Parks to reflect the national significance and character of these spaces. When lifecycle replacements are required, prioritize replacement of architectural and urban furniture and fixtures in the same style as the originals.
- **b** Concentrate capital investments and co-locate services and amenities in Capital parks to maintain their quality and public appeal.
- **c** Maintain and enhance the accessibility, connectivity and aesthetic value of Capital Parks through careful landscape design, ensuring they serve as welcoming destinations for both passive and active recreation.
- **d** Provide complementary facilities and services that enhance the user experience of each park.
- **e** Develop park-specific management plans and guidelines that conserve and enhance the beauty of each park and guide ongoing maintenance, planting and infrastructure interventions.
- **f** Permit pavilions that complement the character of the park and act as flexible spaces that can host a variety of uses. Ensure that their design matches, or is visibly referential to, the established style of the park and its design era.

x Encourage the integration of municipal parks into the overall network of public spaces, using walkway and pathway connections.

B Urban Public Space

Includes predominantly hard-surfaced places such as Sparks Street, the Sussex Courtyards, and other plazas and urban public spaces.

i Promote urban public spaces as places for concentrated formal and informal activity.

ii Ensure a high standard of design in urban public spaces that includes considerations for lighting, furnishing and materiality.

iii Permit complementary small-scale commercial services and user amenities in plaza areas that bring vibrancy, animation and comfort in keeping with the character and intent of the site.

iv Where appropriate, permit public uses such as markets and vendors, events, social gatherings and seasonal programming.

5.2.1 Open and Public Spaces

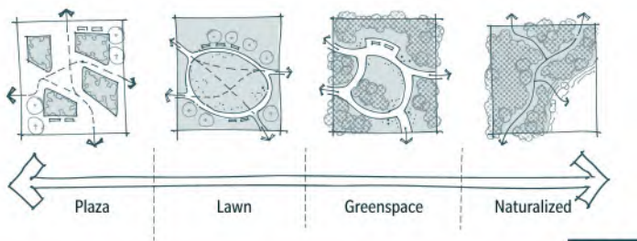
C Institutional Grounds

Includes the lands surrounding large institutional buildings, such as museums, galleries and public administrative sites.

- **i** Ensure that institutional grounds are publicly accessible spaces, where appropriate, and that their design reflects the significance, identity and welcoming character of the institution.
- **ii** Create well-proportioned and inviting forecourt and entrance spaces that are universally accessible and accommodate and reflect the role and purpose of the institution.
- **iii** Maintain and enhance a formal, highly manicured design approach. Design hard and soft landscape elements, such as paving, furnishings and surfaces, to high quality standards and include pedestrian paving treatments and ornamental plantings.
- **iv** Frame key views to and from institutional buildings and from surrounding streets and approaches through landscape design, ensuring visual prominence and legibility.
- **v** Prohibit commercial uses or amenities that detract from the dignified character and setting of the grounds.

5.2.2 Landscape Typologies

Open spaces incorporate a range of landscape treatments from urban plazas to naturalized areas. These typologies should be combined and arranged within open spaces using a green infrastructure approach in ways that create high-quality urban spaces, while enhancing the overall biodiversity and urban ecology of the core.



5.2.2

A Plazas

Includes predominantly hardscaped urban spaces usually near buildings and streetscapes designed as prominent gathering spaces, commemorative sites or other points of interest.

- **i** Design plaza areas as flexible, multifunctional spaces that can accommodate heavy foot traffic.
- **ii** Incorporate public seating, shade structures and green elements like urban trees and ornamental plantings to ensure a comfortable human environment.
- **iii** Emphasize public squares and plazas through specialty design features, lighting and focal points, such as commemorative and public art installations, water features and pavilions, where appropriate.

B Lawns

Includes sodded surfaces that accommodate a range of functions, from formal gathering spaces to passive leisure.

- **i** Design and maintain formal lawn areas to withstand intended uses and foot traffic based on the context.
- **ii** Provide clear spatial definition, through grading, edge treatments or framing with planting, while maintaining openness for flexible programming and unstructured use.
- **iii** Ensure universal accessibility to and across lawn areas, through gently sloped grades, firm perimeter surfaces and accessible pathways, where appropriate.

C Green Space

Includes vegetated passive spaces that add to the natural character of the core, provide opportunities to engage in outdoor activities and provide places of respite from hot weather.

- **i** Improve the quality and functionality of green spaces, using formal planting, terraforming and thoughtful design.
- **ii** Integrate pathways and walkways through green spaces that improve the connectivity within green spaces and to other sites.
- **iii** Increase the number of trees in green spaces.
- **iv** Prioritize resilient planting of ornamental perennials and native species that increase biodiversity.
- **v** Provide comfort elements such as shade, furniture for rest and facilities such as drinking fountains and bathrooms.
- **vi** Introduce facilities and limited commercial services that complement the usage of the green space.

5.2.2 Landscape Typologies

D Naturalized Areas

Includes areas and habitats (sometimes restricted from access) that add to the natural character of the Capital and are important for the maintenance of biodiversity.

- **i** Conserve and enhance naturalized areas by maintaining their ecological integrity, promoting biodiversity and ensuring natural features are protected.
- **ii** Use vegetation to create buffer zones between activity areas and natural environments.
- **iii** Promote ecological restoration and enhancement to increase biodiversity and ecological services:
  - **a** Manage and limit the spread of invasive plant species.
  - **b** Restore understory biodiversity, such as native shrubs, ferns, forbs and ephemeral plants, through targeted planting initiatives in disturbed locations.
  - **c** Consider regeneration techniques such as mini-forests or selective removal and succession planting.
- **iv** Encourage appropriate uses and installations compatible with their character and ecological capacity such as boardwalks, belvederes and elevated structures with minimal impacts.
  - **a** In certain cases, restrict access to naturalized areas where required for safety, security or ecological priorities.
- **v** Prioritize resilient native plant species and diverse self-sustaining plant communities with canopy, understory and ground cover species.
- **vi** Employ creative and innovative ways to introduce and integrate small scale naturalized areas into parks and public spaces, such as mini forests or bioswales.

5.2.3 Connections

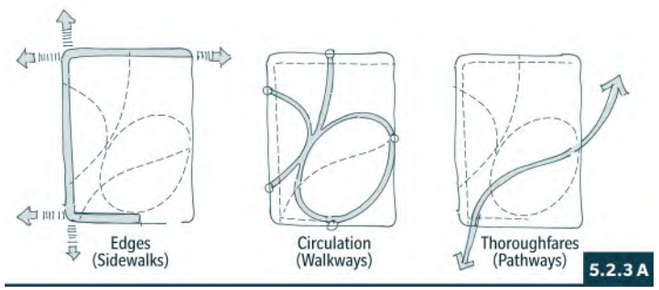
Includes a network of pathways and public linkages throughout the cities that supports both a walkable urban environment and ecological connectivity.



5.2.3 Connections

A Walkways and Linkages

Create a clear hierarchy of pathway and walkway connections that create comfortable environments for pedestrians and provide intuitive connections through public spaces.



5.2.3 A

- **i** Create a clear pedestrian network of esplanades, pathways and walkways that connect to streets and sidewalks and link destinations.
  - **a** Ensure that parks and public spaces are integrated with surrounding pathways and transit networks to promote easy access.
  - **b** Emphasize entrance plazas and arrival points into park spaces at logical street intersections, with appropriate lighting and amenities to create a comfortable user environment.
  - **c** Employ pavement details, signage and site design to distinguish and reinforce pedestrian priority throughout the core area.
- **ii** Provide wayfinding, directing people to public spaces from high-traffic urban areas.
- **iii** Provide universally accessible ramps and complementary staircases where necessary to navigate changes in elevation. Consider elevators or alternative mechanical devices to provide universal access in challenging locations.

B Capital Pathways

The Capital Pathway is a network of over 200 kilometres of off-road multi-use pathways in Canada's Capital Region that connects people to destinations, open spaces and other mobility corridors.

- **i** Prioritize the construction of missing segments to improve the overall connectivity of the entire active mobility network.
- **ii** Design high-quality, off-road, multi-use pathway corridors that prioritize a safe and comfortable user experience.
- **iii** Prioritize the pedestrian experience throughout the urban core:
  - **a** Provide calming measures, such as slow zones and pathway segregation in busy areas and demarcate through routes, including bikeways for cyclists and micro-mobility devices.
  - **b** Simplify pathway connections and junction points to improve navigation and reduce conflict points between user groups.
- **iv** Embed structural obstructions to motor vehicles, such as walls, bollards and railings to ensure the integrity of the pathway for its intended users.

C Parkways

The landscapes along Capital parkways serve as important greenspace corridors and active mobility linkages throughout the National Capital Region. These areas should be designed to improve parkland connectivity and character.

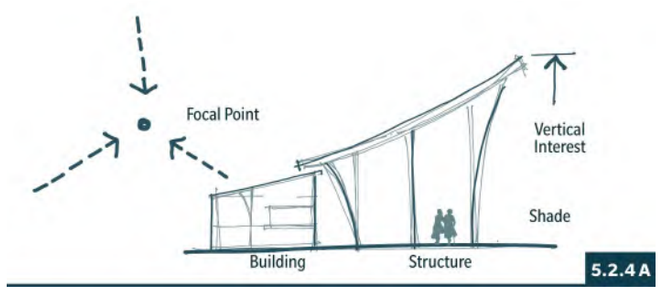
- **i** Protect picturesque views to enhance entryways from parkways into the Capital core.
- **ii** Minimize the proliferation and visibility of signage along parkways to conserve high-quality views and visitor experiences.

5.2.4 Activation

Installations, services and amenities within Capital open spaces provide public benefit and improve user experiences. The following features may be employed in appropriate locations to increase the urban vitality of public spaces.

A Pavilions and Focal Points

Includes standalone structures designed for recreational, cultural, commercial or gathering uses in a park or other open space.



5.2.4 A

5.2.4 Activation

i May include enclosed or open-air structures that provide shelter from the sun and weather.

ii Pavilion structures should be designed as architectural focal points within the public realm and should exemplify design excellence.

- **a** Pavillion design should support and contribute to each site's unique sense of place.
- **b** Pavilions should be constructed of durable materials that suit the context.

iii Pavilions must be public-facing and should be planned to complement the intended purpose of the site. Examples would include:

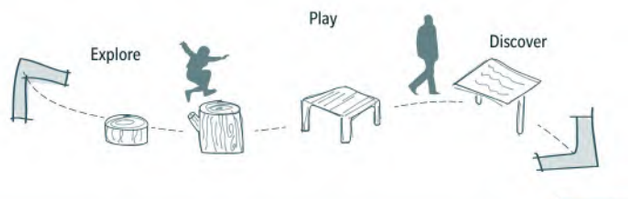
- **a** Performance stage and/or support infrastructure for event sites;
- **b** Picnic shade structures for relaxation, community gatherings and special events;
- **c** Co-location of public services (washrooms, drinking fountains, etc.) and small-scale commercial offerings.

iv In addition to pavilion structures, consider other vertical structures to serve as focal points:

- **a** Pergolas, walls and arbours to define spaces and edges;
- **b** Shade sails and trellises to create comfortable refuge areas;
- **c** Decorative fountains, lighting, and commemoration or artistic installations.

B Play and Discovery

Includes interactive elements that encourage fun, play and discovery in public spaces.



5.2.4 B

i Incorporate tactile or interactive elements, such as public art, nature play, lighting displays, swings and climbable elements into the site design for public spaces to engage a wide range of users of all ages and abilities.

ii Permanent installations must be context-sensitive and custom-designed to respect the theme, purpose and character of the site.

- **a** Interactive elements should have a distinctive look and user experience that visually and functionally sets them apart from those in neighbourhood parks.

C Commercial Services

Include complementary, small-scale commercial services and vendors to offer more user amenities.

i Commercial services should be integrated in key parks and plazas to activate public spaces, providing amenities such as vendors, kiosks and cafés.

- **a** Commercial services should be compatible in location, scale and design with the surrounding environment, maintaining an aesthetic appeal and heritage character and ensuring that operations do not detract from the public or ecological functions of the space.

ii Leverage commercial partnerships to fund the maintenance and programming of open spaces, ensuring a sustainable model for long-term activation and vitality.

iii Where commercial services are planned, provide service requirements including power sources, water connections, waste management infrastructure and vehicle access. These services should be appropriate to the space and should not interfere with its public usability.

D Facilities

Include essential public services and facilities required to improve comfort and equity within the public realm.

i Facility design must respect the character and materiality of the site in which the facility is situated.

ii Consider washroom facilities in central, visible locations, especially in extensive parkland areas without easy access to adjacent public buildings.

- **a** Provide non-gendered, universally accessible facilities that are capable of serving the greatest number of users.
- **b** Co-locate with other park and public realm features such as plazas and pavilions.

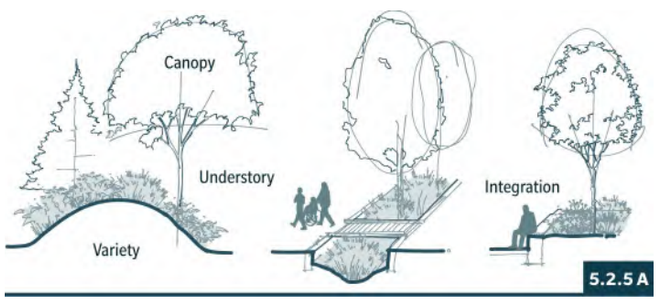
iii Distribute drinking fountains and bottle filling stations throughout the core area in convenient locations and along pathways.

5.2.5 Landscape Elements

Appropriate furnishings and landscape features are required to create high-quality public spaces. All public spaces must be designed to reflect their individual character while contributing to the overall design quality and experience of the public realm.

A Trees and Vegetation

Includes urban trees and ornamental plantings throughout the core area that promote the natural character of the core and support biodiversity and resilience in the face of climate change.



5.2.5 A

i Incorporate low-maintenance plants and trees in urban spaces.

- **a** Prioritize high-impact perennial plantings and floral displays that provide recurring, four-season interest with minimal annual maintenance.
- **b** Prioritize the planting of native species, including a mix of deciduous and coniferous trees to enhance ecological resilience and ensure year-round visual interest (e.g., the fall colours), shade and wind protection.

ii Encourage the protection and conservation of vegetation and mature trees, especially those identified as remarkable trees or as character-defining elements of heritage sites.

- **a** Protect critical root zones by locating new infrastructure outside of those areas and limiting the size of events where these may pose a risk to valued trees and vegetation.

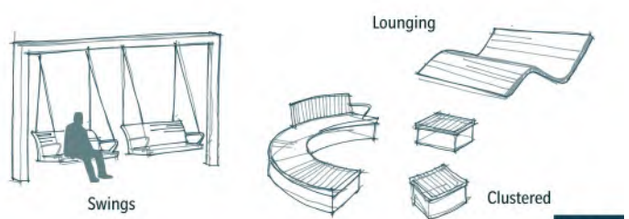
iii Plant a variety of large and small tree species that will contribute to the urban forest cover.

- **a** Avoid the overuse of small ornamental trees (such as crab-apple, tree lilac, etc.) that block views into and through public spaces and offer little shade.
- **b** Carefully consider the use of dense coniferous trees in urban settings that may block, sever or obscure public spaces.

B Furniture

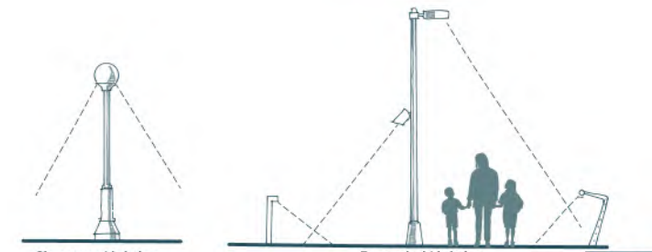
Includes the families of benches, waste bins, bike racks and other furnishings throughout the public realm.

i Site furnishings should respond to established families of design aesthetic and reflect a particular site's sense of place, heritage value and character-defining elements.



5.2.5 B.i

ii Expand the palette of standard light fixtures to include bollard, railing, catenary and directional lighting options to help create interesting night-time environments.



5.2.5 B.ii

- **a** Emphasize lighting in urban plazas and Capital Park entrances.
- **b** Transition to low-level, ambient lighting strategies in riverfront and parkland areas.

iii Furniture should be placed in strategic locations throughout parks and plazas to encourage social interaction, provide seating and enhance accessibility.

iv Offer a variety of furnishing types, such as social seating clusters and lounging platforms, to provide diverse use opportunities that cater to a wide range of preferences and abilities.

- **a** Provide universally accessible furnishing options to accommodate users of all ages and abilities.
- **b** Explore creative and dynamic furnishing options, such as swings and hanging benches, hammocks, and rocking or reclining forms, to expand the typical public realm experience.

C Materials and Hardscaping

Includes the colours, finishes and materials of public realm design that are intended to achieve a high-quality palette of public spaces.

- **i** Where possible, prioritize local materials that reflect the character of the space in which they are situated.
- **ii** Maintain a neutral and cohesive colour palette and choose options that are easily repainted or repaired.
  - **a** Use bold primary colours selectively and intentionally to emphasize points of interest and add visual interest, particularly for ephemeral installations or winter activities.
- **iii** Use hardscaping in Capital parks, green spaces and in forecourts of institutions to define entrance points and provide an elevated public realm around key landmark destinations.

D Site Drainage

Includes natural and engineered methods to ensure adequate and sustainable stormwater drainage and management.

- **i** Prioritize permeable materials and green infrastructure to aid in stormwater management in hardscaped areas.
- **ii** Encourage stormwater retention and volume control prior to discharge.
- **iii** Encourage stormwater practices and designs that make use of natural filtration and infiltration processes.
- **iv** Design any stormwater retention or infiltration features to successfully integrate with the public realm experience.

5.3 CAPITAL FABRIC

A mosaic of public grounds, heritage sites and institutions is complemented by mixed-use urban blocks that frame public spaces, showcase landmark buildings and achieve a coherent, human-scaled pattern of frontages and interfaces.

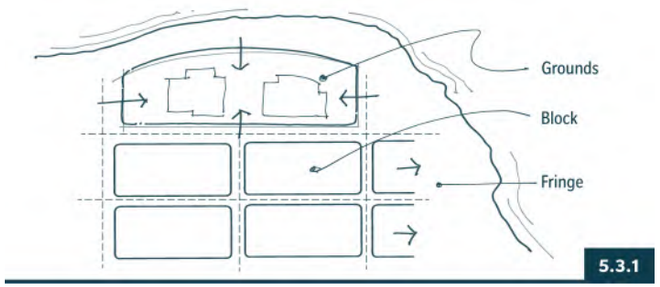
Key Objectives

1. Protect iconic views and showcase the national symbols, landmark buildings and heritage sites of the Capital.
2. Promote a fine-grained, walkable pattern of blocks and buildings that enhance the public realm and pedestrian experience.
3. Consolidate or subdivide irregular lots and parcels into appropriately sized open spaces and buildable areas.
4. Allocate future buildable areas for appropriate building types and ensure new structures complement their surroundings.
5. Reserve prominent locations for signature buildings, commemorations and public cultural institutions.
6. Ensure that buildings are designed for ground-floor activation and that all façades contribute positively to the public realm.



5.3.1 Block Patterns

The city comprises several block patterns with unique characteristics. Buildings and interventions must be planned in keeping with the following established patterns of urban fabric.



5.3.1

A Institutional Grounds

Include iconic public and institutional spaces with complementary public grounds and landscapes.

- **i** Maintain and create distinct institutional ensembles that emphasize the grand public nature of civic and cultural institutions.
- **ii** Establish clear, formal and dignified patterns of laneways, forecourts and access routes throughout the grounds.
- **iii** Ensure high-quality landscape treatments to create a cohesive ensemble of buildings in the public realm.
- **iv** Remove and/or reduce surface parking around heritage buildings and sites where parking diminishes their heritage value. Restore or establish new landscape approaches that respect the heritage character of these sites and enhance the public realm.
- **v** Reserve prominent locations for new civic and symbolic structures.

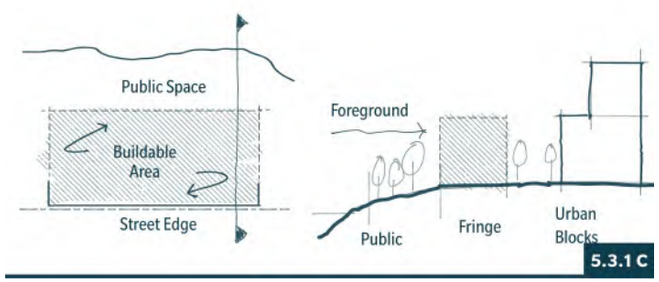
B Urban Blocks

Includes typical urban blocks bounded by public streets, with established patterns of building form and street frontage.

- **i** Maintain a block configuration that is consistent with the surrounding grid and an arrangement of buildings that is oriented towards the street.
- **ii** Respect the established pattern of vernacular buildings and respond to predominant patterns of architectural style, rhythm and proportion (including build-to setbacks, cornice heights and fenestration patterns).
- **iii** Establish mid-block connections, parkettes, courtyards and internal laneways to increase permeability and pedestrian circulation.

C Fringe Blocks

Includes irregular parcels and edge-block conditions with development potential. Interventions that overlap with urban open space or institutional grounds must carefully define the layout and footprint of the site to ensure the continued enjoyment and usefulness of the remainder of the site.

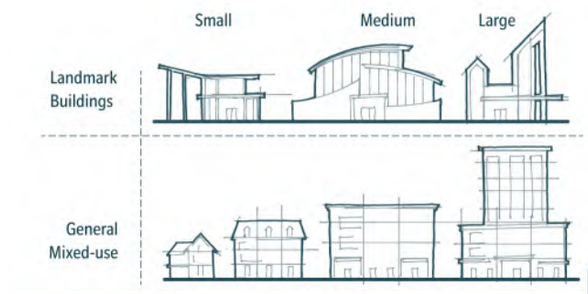


5.3.1 C

- **i** Subdivide large irregular parcels into logical configurations of buildable and non-buildable areas. Create new city blocks of dimensions and configuration consistent with the surrounding grid, where parcel size is sufficient.
- **ii** Ensure building placements respect adjacent land uses and continue and/or engage primary street frontages.
- **iii** Create logical transitions in height and mass between foreground fringe lots and adjacent urban lots.
- **iv** Preserve public connections and corridors around fringe lots to maintain parkland and waterfront continuity.
- **v** Design transitional edges with public zones and frontages, green buffers and/or stepped massing to harmonize between open spaces and high-density zones.

5.3.2 Building Typologies

Building interventions must respond to their appropriate role, based on the following typologies.



5.3.2

A Landmarks

In specific cases, design iconic structures of national, cultural or civic importance that are set apart by distinctive design and architecture (e.g., symbolically important buildings, sports or event centres, museums or major cultural facilities).

- **i** Site signature buildings in prime locations, such as along Confederation Boulevard, at waterfront locations, and at key intersections or vantage points.

5.3.2 Building Typologies

ii Ensure landmark buildings are visually prominent, recognizable and symbolically significant.

iii Exhibit architectural excellence, prioritize public access and enhance the civic identity of the core area.

iv Massing and proportions shall convey a sense of balance, order and permanence aligned with the prominence of federal institutions.

v Maintain historic continuity or embrace architectural style evolution to create a cohesive yet dynamic urban fabric, based on any site-specific direction that may be provided in this or other NCC plans or directives.

B General Purpose and Mixed-use Buildings

Build flexible building stock which is convertible to multiple future uses such as residential, commercial or office uses.

i Prioritize dense, mixed-use development along primary streets and intersections.

ii Concentrate residential, commercial and office functions near mass transit stations or intermodal nodes to support walkability and transit-oriented development (TOD).

iii Incorporate active ground-floor uses, transparent façades and amenities that enhance the public realm.

iv Design general purpose buildings to create a cohesive urban backdrop, one which is respectful of surrounding signature buildings and national landmarks.

C Secure Functions

Includes dedicated buildings and installations with heightened security requirements that are incompatible with general-purpose uses (e.g., military, intelligence or specialized federal functions).

i Where appropriate, site secure buildings discreetly to maintain overall urban patterns and minimize impacts to the surrounding public realm.

ii Buildings with secure functions should not front onto main streets or areas intended for at-grade commercial or ground-oriented uses to animate the public realm.

iii Use innovative architectural and urban design to visually integrate secure buildings into the surrounding context without compromising safety.

iv Establish clear security perimeters and access points while maintaining high-quality public realm design at the interface.

D Special Function and Utilitarian Buildings

Includes functional structures, such as parking, service facilities and material handling centres.

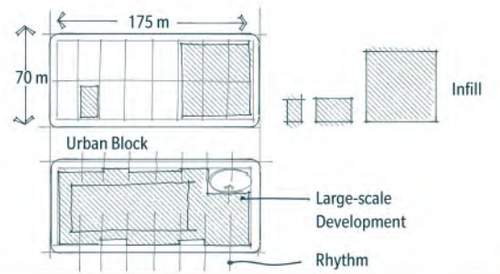
i Integrate utilitarian buildings into the urban landscape through thoughtful façade treatments, screening strategies and landscape buffers.

ii Locate utilitarian facilities in secondary or less visually prominent areas but ensure accessibility for operational efficiency.

iii Dual-purpose designs, where utilitarian functions are combined with public amenities (e.g., rooftop green spaces or public art installations) are expected unless they are demonstrably infeasible.

5.3.3 Intervention Areas

Building developments can range from adaptive reuse of existing structures and small-scale infill to large-scale redevelopment. At the outset of building and development projects, identify the appropriate block context and building typology and then determine the appropriate intervention as follows.



5.3.3

A Reuse

Whenever possible, prioritize the rehabilitation, conversion and/or expansion of existing structures before building new.

i Prioritize the adaptive reuse of existing structures to retain cultural, architectural and material value while reducing environmental impact.

ii Encourage creative conversions that provide updated functionalities while respecting original building character.

iii Support sensitive expansions that enhance the use, sustainability and resilience of historic buildings.

5.3.3 Intervention Areas

B Small-grain Infill

Within an established block and street wall pattern, employ contextual, incremental development within the existing urban fabric.

- **i** Design small-grain infill to fully integrate with and complement the established architectural character and pattern of adjacent building typologies.
- **ii** Maintain the rhythm and scale of streetscapes by matching setbacks, façade treatments and heights.
- **iii** Maintain continuous building frontages.

C Large-scale Development

Includes full-block or multi-parcel projects that must be well-integrated into the surrounding urban context.

- **i** Large-scale, block-sized development must be designed to fit into the urban context.
- **ii** Prioritize mixed-use, general-purpose developments where possible to ensure a variety of tenure, activation and interfaces throughout the block.
  - **a** Avoid large-scale monofunctional buildings that could sterilize the surrounding area.
- **iii** Integrate green spaces or courtyards where possible to enhance the public realm.

D Redevelopment Zones

In some instances, past industrial uses and mid-20th century planning interventions have created superblocks, gaps in the urban fabric and/or roadway patterns resulting in urban discontinuity. Redevelopment and urban fabric repair are required to consolidate and reconfigure the existing parcel fabric to establish new block patterns.

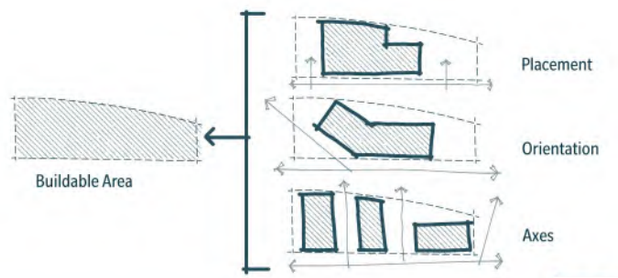
- **i** Reconfigure rights-of-way and consolidate or subdivide irregular lots to create logical parcels and a compact and efficient arrangement of buildable areas.
- **ii** Where historical grid patterns previously existed, establish lot patterns that reflect the original urban fabric, or the closest approximation thereof in terms of parcel size and configuration.
- **iii** Establish clear pedestrian axes and corridors to guide building placement, connect streets and pathways and promote walkable, integrated urban development patterns.
- **iv** Conserve and creatively interpret cultural and historical elements to maintain a sense of place and continuity.
- **v** Support phased redevelopment to ensure a smooth transition and minimize disruption to existing communities.

5.3.4 Layout and Footprint

Includes buildable area, footprint and frontage considerations.

A Buildable Area

The buildable area prescribes the general size and proportions of the development based on the intended future building.



5.3.4 A

- **i** The buildable area may accommodate several discrete building configurations.
- **ii** In certain cases, mid-block, internal circulation corridors may be required to further subdivide and structure the buildable area.
  - **a** The site should be designed with clear and safe pathways for pedestrians and vehicles.
  - **b** Consider how the building will interact with surrounding streets, parking areas and pedestrian connections, especially regarding access and servicing requirements.
- **iii** The site design should aim to efficiently use the available buildable area, balancing circulation spaces, open areas and usable zones.

5.3.4 Layout and Footprint

iv The building should be designed to complement the surrounding urban fabric, considering the character of the neighbourhood, neighbouring structures and existing street patterns.

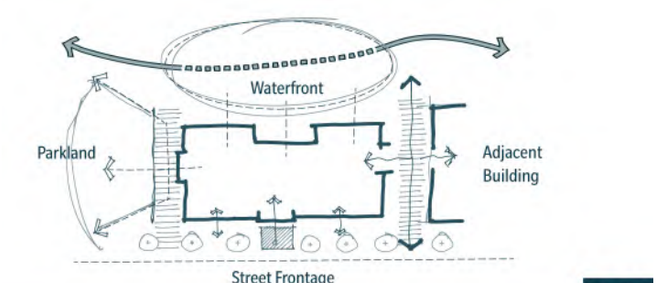
- **a** In urban block contexts, minimize setback from the street and locate buildings to engage the street front.
- **b** For institutional buildings with public grounds, ensure appropriate landscape treatments and interfaces to enhance the public realm.

v The building layout should create a sense of continuity and contribute positively to the surrounding public realm.

vi For public buildings with a very important cultural or historical association, design the site layout and landscape architecture with consideration for opportunities for commemorative and public art installations.

B Frontages

Depending on the block pattern, design the frontages according to the following adjacent uses.



5.3.4 B

i **Street Wall Frontages:** Where buildings engage a public street, avenue or boulevard:

- **a** Maintain consistent street walls with active ground-floor uses (e.g., retail and cultural spaces).
- **b** Main façades and entrances must face a public street or, in its absence, a public open space with direct plaza and/or walkway connections to a public street.
- **c** Provide street-level spaces accessible to pedestrians for daytime and evening uses to foster a 24-hour environment.
- **d** Showcase Canadian craftsmanship and cultural heritage along Confederation Boulevard and key streets, through detailed façades, patterns, ornamentation and motifs.
- **e** Ensure corner infill developments provide inviting, pedestrian-oriented edges on both streets, with features such as public art, seating areas or high-transparency façades.

ii **Waterfront Frontages:** Where buildings have direct proximity to watercourses or waterfront public spaces:

- **a** Prioritize public access along waterfronts, incorporating pedestrian promenades, cycling paths and clear sightlines to the water; and
- **b** Design frontages for buildings bordering waterways with the following in mind:
  - **i** Provide safe, convenient and accessible pedestrian connections to waterfronts, while minimizing impacts on natural resources.
  - **ii** Incorporate amenities and/or spill-out zones (e.g., cafés, seating and gathering spaces) that encourage year-round, daytime and nighttime public use.
  - **iii** Support the creation of waterfront public spaces and contribute to their active use throughout the year.
  - **iv** Do not restrict public access to the shoreline or privatize frontages.

iii **Parkland and Public Realm Frontages:** Where buildings are directly adjacent to public parks and public spaces:

- **a** Design park-adjacent building frontages to foster seamless transitions between built form and open spaces.
- **b** Encourage active frontages with accessible edges, transparent façades, and spill-out spaces for cafés, markets or public seating.
- **c** Ensure visual permeability to create strong connections between buildings and adjacent public spaces, thereby enhancing safety and engagement.
- **d** Integrate elements such as shaded walkways, green roofs and terraces to visually and functionally extend parkland into building design.

iv **Security Perimeters:** When buildings or ensembles require a secured perimeter:

- **a** Integrate security requirements seamlessly into an inviting public realm through streetscape and site furnishing elements (e.g., planters and seating) rather than imposing visible physical barriers.
- **b** Maintain pedestrian pathways and public connections through security-sensitive sites, wherever feasible.
- **c** Ensure that security design requirements, such as building envelope, stand-off distances and stand-offs, remain visually integrated and do not disrupt the urban character.

5.3.5 Skyline

The skyline of the Capital is a composition of many buildings and natural features that work in harmony. Each building must consider its role as part of an ensemble, with consideration for its placement within the scene.

A Silhouette

Consider the overall form and design of new buildings to present an iconic skyline.

- **i** Protect the primacy of the national symbols (most notably the Centre Block) in the landscape and silhouette of the Capital skyline.
- **ii** New elements must support and enhance the composition of the Capital skyline. They may be legible and distinctive in form but should not block, compete or detract from existing scenes.
  - **a** Use tall buildings, spires, and pitched and/or sculpted rooflines to define focal points that enhance the Capital's silhouette without overwhelming the skyline.
  - **b** Design rooflines thoughtfully to contribute to visual interest when viewed from afar, incorporating green roofs, articulated forms or culturally significant motifs.
  - **c** Use sculpted rooflines, decorative cornices and spandrels to enhance skyline and streetscape visibility.
- **iii** Balance iconic structures with cohesive skyline elements to maintain a sense of order and visual rhythm.

B Foreground

Includes buildings in the foreground of Capital scenes (especially along Confederation Boulevard or the interface with the Capital realm).

- **i** Ensure a high quality of façade treatment and detailing.
- **ii** Design foreground buildings with fine-grained detail and human-scale proportions that are legible from a distance and up-close.
- **iii** Maintain a consistent street wall while allowing architectural diversity to avoid monotony.
- **iv** In general, match the height and proportion of existing and similar foreground elements or tree line to create a cohesive visual ensemble.
- **v** To avoid a dominating or looming effect, judiciously employ accentuated focal points, such as towers, spires or rooflines.

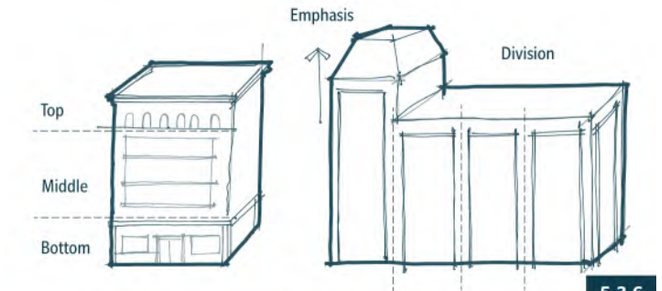
C Backdrop

Where buildings play a supporting role in supporting mid- to high-rise buildings that define the broader urban profile:

- **i** Encourage mid-rise developments (i.e., five to nine storeys) that establish a balanced urban profile and support transitioning between foreground elements and taller structures.
- **ii** Maintain contextual harmony by scaling backdrop buildings appropriately near heritage assets and low-rise districts.

5.3.6 Building Design

Includes functional, stylistic and material considerations for new and existing buildings.



5.3.6

A Height and Massing

Numerous building configurations are possible within a buildable area. Building proposals must identify appropriate forms according to the following.

- **i** Establish building heights and rooflines, including penthouse utility and mechanical units, to respect established view planes towards Parliament.
- **ii** Define the overall composition and placement of buildings relative to the buildable area with consideration for axes through the site, frontage and servicing requirements in ways that frame and define residual public and open spaces.
- **iii** Where appropriate, transition building heights to respond to adjacent heritage buildings, public spaces or lower-scale neighbourhoods.
- **iv** Subdivide the mass into legible building elements, such as architectural bays, podium and tower, or other distinct components, that help break down the scale, enhance visual interest and create a human-scaled streetscape.

B Façade Design and Articulation

Includes the exterior envelope and treatment of building exteriors.

- **i** Ensure a refined and detailed treatment of all building façades.
- **ii** Articulate façades to break down large volumes, using elements such as recesses, projections, fenestration patterns and material variations.
- **iii** Maintain façade continuity in key streetscapes, while allowing variations that reflect building typology and context.
- **iv** Introduce façade elements that reference adjacent building character, such as cornices, rooflines, window spacings and aligned floor heights.
- **v** Design ground-level façades to enhance and prioritize pedestrian engagement through transparent glazing, articulated entrances and interactive elements.
- **vi** Integrate awnings, arcades or canopies to define and shelter entrances and sidewalks, especially along primary pedestrian corridors.

C Materiality

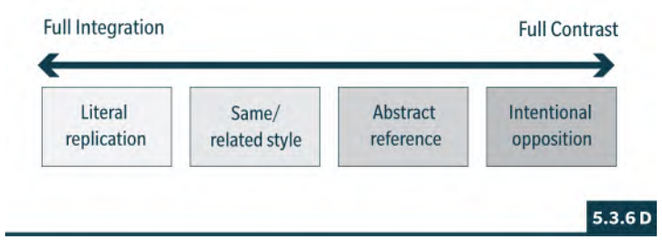
Select materials and treatments to enhance urban character and environmental performance.

- **i** Ensure that materials reflect durability, sustainability and craftsmanship, with careful attention to color, texture and tactile quality.
- **ii** Prioritize locally sourced and noble materials that will age gracefully, such as stone, metals and authentic, natural materials.
- **iii** Use a palette that reinforces visual continuity within the surrounding built context (including references to colours and textures), while allowing for artistic expression in detailing.

D Style

The determination of appropriate architectural style should be established early in the design process. This plan provides guidance at two levels: more deliberate guidance for first-tier locations and more general guidance for all other locations.

- **i** Permit a range of architectural styles—from traditional to contemporary—provided they exhibit thoughtful design, quality materials and integration with their urban context.



5.3.6 D

- **ii** Aim to contribute positively to the local area's distinct identity, while balancing the twin goals creative expression and functionality.
  - **a** Assess the character of the surrounding built environment, including heritage assets, adjacent architectural styles and public spaces, to inform design direction.
  - **b** Within the context of pre-1950 buildings, the architectural style of additions or new infill must be in the same style as or visibly referential to the original, in terms of scale, materials, patterns and details of ornamentation. Any departures therefrom must be adequately justified.
- **iii** When constructing new buildings:
  - **a** Promote design innovation, enabling the recreation, replication or reinterpretation of traditional forms, new technologies and sustainable building practices.
  - **b** Balance individuality and cohesion by complementing adjacent structures while allowing for architectural diversity.

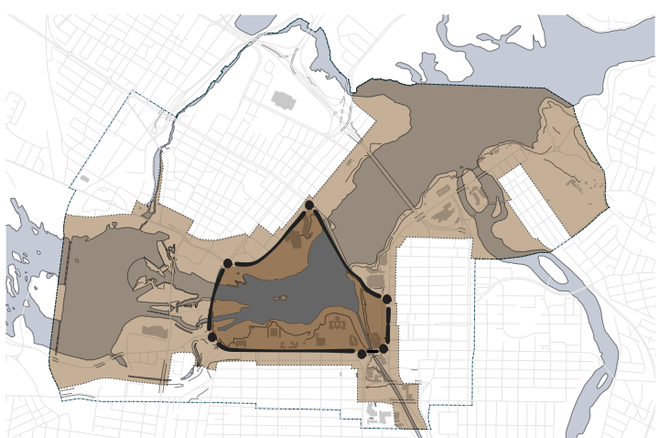
5.3.6 Building Design

Design Priority:

iv The Capital Realm constitutes a design priority area, and all building sites must express a heightened quality of architectural design.

v Any new buildings or additions within the design priority area should be designed in styles that are faithful to and reflective of Canada's national identity and should source their design inspiration in Canada's, and the Capital's, historical architectural references.

vi The architectural style should be carefully selected through a comprehensive process that includes an analysis of classical, traditional, vernacular or contemporary expressions and an account of how such a selection might express a deliberate direction for historical continuity and proper integration with highly symbolic or heritage contexts or, where adequately justified, a departure therefrom, and to what extent.



The Capital Realm

E Architectural Elements and Symbolism

Architectural designs and interventions on federal buildings should include details that add character and narrative to buildings.

i Incorporate culturally significant symbols, artistic elements or public art to express civic pride and identity.

ii Provide architectural lighting to animate façades and highlight key features of federal buildings.

- **a** Consider accent lighting to showcase and celebrate cultural landmarks during evening hours.
- **b** Provide a balanced lighting approach that enhances safety, reinforces architectural character and minimizes light pollution.

iii Foster appreciation for Canadian traditions and design by integrating patterns and motifs.

F Environmental Performance

Interventions to existing buildings or construction of new buildings are expected to demonstrate excellence in environmental performance and sustainable design.

i Reuse existing structures or materials where possible and implement a construction waste diversion plan.

ii Any new buildings should be optimized for energy efficiency and climate resilience.

- **a** Maximize building envelope performance, insulation, thermal mass, passive solar gain and natural ventilation to reduce operational energy demand.
- **b** Consider green roofs or high-albedo surfaces to reduce urban heat island effects.
- **c** Leverage building orientation, thermal mass, operable windows and external shading devices to minimize reliance on mechanical systems.
- **d** Prioritize regionally sourced, renewable materials such as mass timber and recycled content to reduce embodied carbon.

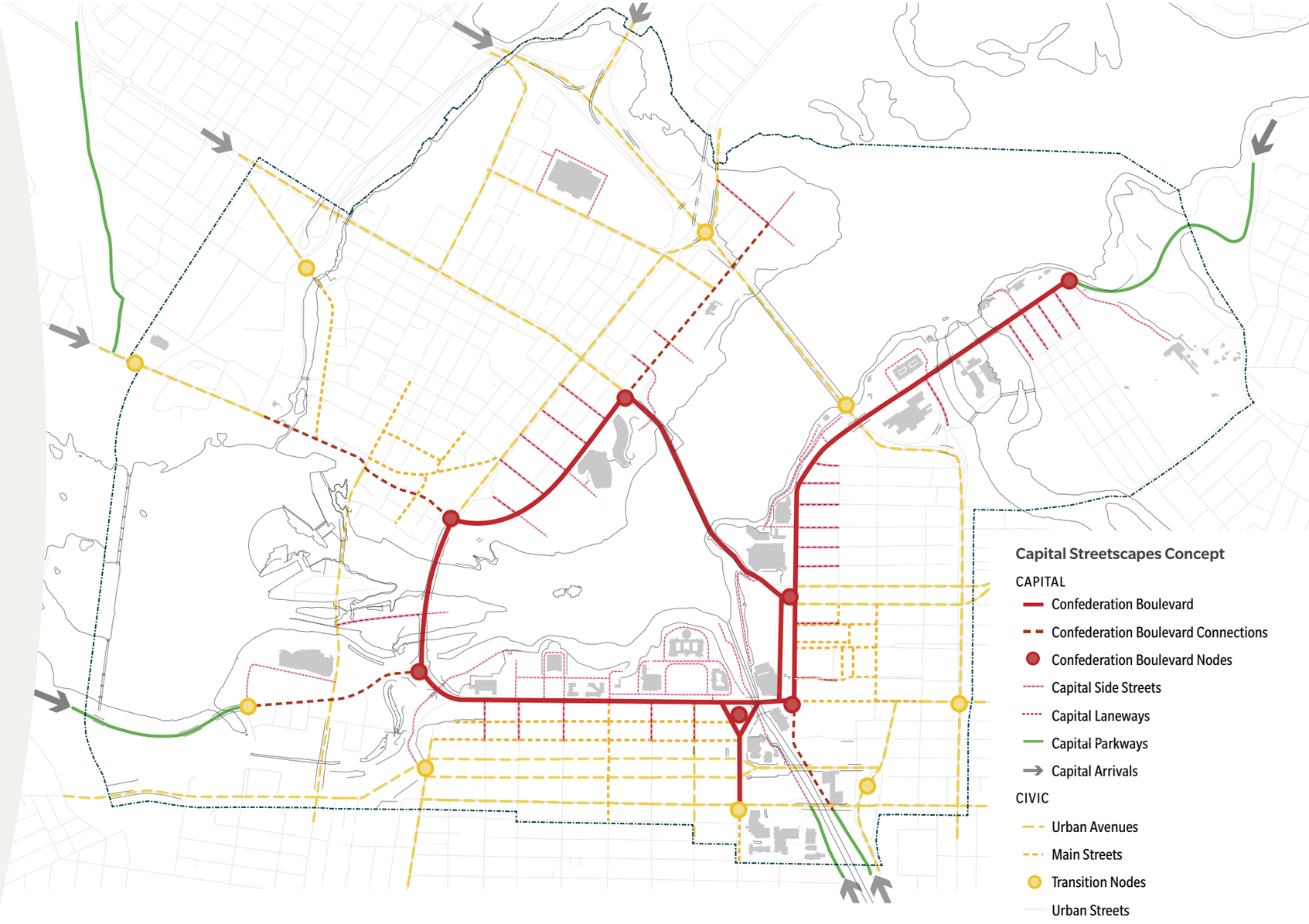
iii Create flexible floor plates, access to daylight and durable materials to support the long-life and future adaptive reuse of the building.

5.4 CAPITAL STREETSCAPES

A network of high-quality urban streets and avenues, anchored by Confederation Boulevard to create pleasing urban environments and connect both sides of the Ottawa River.

Key Objectives

1. Enhance streetscapes through thoughtful urban design, improved walkability, greenery and amenities, to serve as vibrant public spaces.
2. Ensure Capital arrivals and scenic entries connect and transition into urban avenues and boulevards.
3. Emphasize the junctions of key streetscapes to create interesting and memorable plazas, squares and landmarks.
4. Convert service routes and parking lots into public streets, plazas and esplanades.



5.4.1 Capital Streets

The streetscape of the Core Area can be considered under two categories: Capital Streetscapes and Civic Streetscapes. The Capital Streetscapes are the roadways of highest national importance. Confederation Boulevard is the anchor in this network, which physically and symbolically links both cities.

A Confederation Boulevard

It includes the centrepiece and ceremonial routes at the centre of a hierarchy of high-quality urban streets and avenues. Confederation Boulevard is the primary destination area in the capital and connects major institutions and landmarks.

- **i** Maintain a consistent palette of streetscape furnishings, including distinct lighting, banners, railings and paving materials with a unified aesthetic that conveys its national importance.
- **ii** Embed elements of national symbolism and identity within the streetscape design to reinforce the symbolic significance of the boulevard (such as interpretive, commemorative and public art installations).
- **iii** Incorporate flagpoles and banners to commemorate and celebrate national holidays, personalities, institutions or events.
- **iv** Ensure continuous and high-quality pedestrian connectivity between major institutions and landmarks, including generous esplanades and pedestrian zones.
- **v** Introduce pedestrianized areas, crossings, plazas and bollards to reinforce pedestrian priority.
- **vi** Design Confederation Boulevard to support a balanced integration of pedestrian, cycling, public transit and vehicular traffic.

B Confederation Boulevard Connections

Includes co-linear segments of Confederation Boulevard, or adjacent boulevards and avenues that connect to Confederation Boulevard nodes and/or link to parkways.

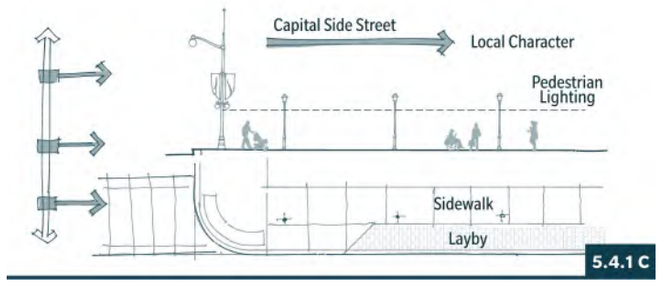


5.4.1 B

- **i** Ensure that connections between Confederation Boulevard and adjacent boulevards or avenues prioritize seamless integration of pedestrian, cycling and transit infrastructure.
- **ii** Pursue a distinctive and high-quality palette of streetscape furnishings, lighting and materiality.
- **iii** Maintain a consistent design language along connecting corridors through coordinated landscaping, lighting and wayfinding elements that reinforce the identity of Confederation Boulevard while respecting the character of the adjacent area.

C Capital Side Streets

Includes perpendicular streets adjacent to Confederation Boulevard that require special design attention to enhance their connection to national sites and landmarks. These street segments are transition zones between Capital and civic streetscape typologies.



5.4.1 C

- **i** Elevate the design standards and minimize signage clutter along side streets.
  - **a** Encourage pedestrian scale lighting to emphasize their role and transition to adjacent neighbourhoods, urban areas and commercial districts.
- **ii** Harmonize the palette of sidewalk materials, vegetation and intersection design at the approach to Confederation Boulevard.
- **iii** Emphasize the quality of urban design for private developments and federal institutions fronting onto side streets.
  - **a** Ensure service access, material handling and security requirements along side streets are thoughtfully integrated into the streetscape environment.
- **iv** Emphasize the junction of key side streets to prioritize pedestrian crossings and secondary nodes along Confederation Boulevard, resulting in memorable plazas, parkettes and landmark nodes.

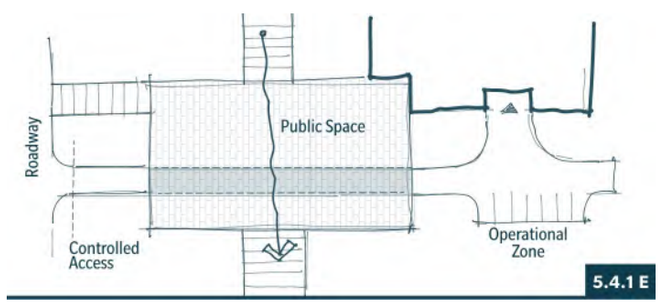
D Capital Parkways

Includes scenic roadways extending throughout the National Capital Region, providing connections to shorelines, parkland and open spaces.

- **i** Where parkways enter the core area, create appropriate transitions to urban avenues and boulevards offering a high-quality streetscape character (see Connections).
- **ii** Provide safe crossings and prioritize pedestrian and cyclist movement and connections to adjoining facilities (bike lanes, sidewalks, etc.) where parkways enter the core area.
- **iii** Reduce traffic speeds and explore opportunities to reclaim space for other modes (including pathways, bike lanes and/or public transit).

E Capital Laneways

Includes service routes and public corridors that provide internal site circulation and access to and within federal sites.

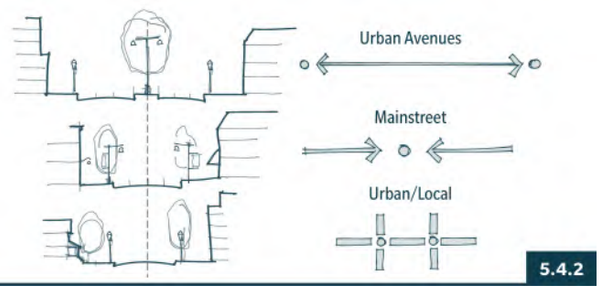


5.4.1 E

- **i** In areas of highest pedestrian circulation, design Capital laneways as pedestrian priority spaces with high quality surface treatments to delineate the extents of the roadways and act as traffic calming device for vehicles and cyclists.
- **ii** Explore opportunities to convert service routes into pedestrian-friendly spaces and integrate into the public realm.
  - **a** Where possible, limit access to accredited vehicles and consider off-hour delivery schedules to minimize circulation.
  - **b** Provide appropriate delineation to restrict the circulation of vehicles (such as bollards, curbing and landscape features) and formalize pedestrian movement patterns.
  - **c** Consider shared space designs such as woonerfs and or plaza spaces.
- **iii** Design esplanades and laneways to enhance the pedestrian experience and activities through seating areas, public art and lighting to create engaging spaces.
- **iv** On a context-specific basis, determine the appropriate treatment (from the very urban to the softer landscaped) to establish vibrant and visually appealing edges, interfaces and spaces.
- **v** Support the activation of these spaces with programs, pop-up events and public art that encourage lively public spaces.

5.4.2 Civic Streets

Civic streets form the urban armature of the city, supporting daily life, local businesses, neighbourhoods and vibrant public spaces. They are designed for people first, balancing mobility, livability and a sense of place while adapting to the diverse needs of residents, workers and visitors.



5.4.2

A Urban Avenues

Includes broad streets and boulevards that serve as primary connectors between neighborhoods and key civic destinations. These avenues are character-defining corridors that accommodate a range of transportation options and high user volumes.

- **i** Recognize the importance and unique identity of urban avenues by promoting high-quality streetscape design, active frontages and a cohesive public realm.
- **ii** Encourage character defining streetscape designs that reinforce the concentrated urban character.
- **iii** Integrate green spaces, urban trees and public amenities like benches and plazas to create elegant, comfortable and visually appealing environments.
- **iv** Encourage mixed-use development along urban avenues to create vibrant corridors that enhance the urban experience.
- **v** Encourage the continuity of the built environment and active edges along urban avenues to ensure the development of instinctive links between areas or districts.

5.4.2 Civic Streets

B Main Streets

Includes the lively urban streets that host active retail, social and civic life, with an emphasis on local businesses and community connections. These streets offer a dynamic environment for both residents and visitors.

- **i** Support the development of a distinct streetscape character and the use of a consistent palette of materials.
- **ii** Support the design of pedestrian-friendly streetscapes on main streets by implementing wide sidewalks, street furniture, landscaping and traffic calming measures that promote walkability, support cycling and enhance local business vitality.
- **iii** Ensure main streets are vibrant year-round by supporting public markets, seasonal events and cultural activities that engage the community and encourage tourism.
- **iv** Implement design guidelines that enhance the visual character of main streets, incorporating high-quality materials, consistent signage and architectural elements that celebrate the identity of local neighborhoods.

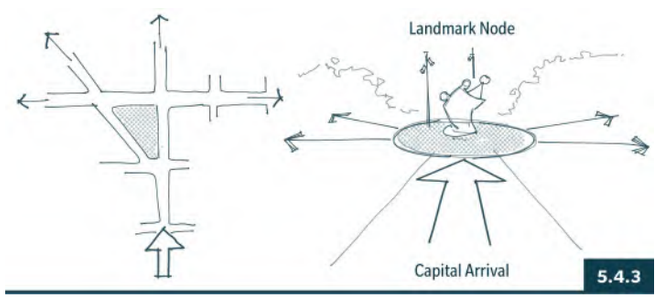
C Urban and Local Streets

Includes primarily residential or low-density, mixed-use streets that provide local access to homes and smaller community spaces. These streets are more intimate and support quieter, less congested environments.

- **i** Encourage traffic-calming measures, pedestrian crossings and green infrastructure to reduce vehicle speeds.
- **ii** Ensure neighbourhood streets are well-connected to the broader urban fabric through convenient access to transit and pedestrian and cyclist facilities.
- **iii** Encourage community spaces and interfaces such as parkettes, plazas and public gathering spots.

5.4.3 Gateways and Nodes

Gateways and nodes define key entry points and focal areas within the Capital, enhancing a sense of arrival experiences and urban connectivity.



A Capital Arrivals

Includes key entry points into the Capital, such as bridges, highway entrances and gateway intersections. These spaces serve as ceremonial or symbolic thresholds into the Capital that signify moments of arrival.

- **i** Improve the treatment and identification of gateways and entry nodes with appropriate signage, landscaping and design.
- **ii** Consider elevated lighting standards (such as gobo or directional lighting) to emphasize arrival experience.
- **iii** Where underutilized medians, traffic islands and residual spaces exist at prominent entry locations – consider opportunities for commemorative installations, public art or other visually interesting installations.
- **iv** Where highways and major roads enter the core area, deliberately transition to urban avenue and boulevard typologies and employ traffic calming measures to reduce speeds.

B Confederation Boulevard Nodes

Includes high-profile public spaces designed for national landmarks, events and ceremonies. They serve as focal points along Confederation Boulevard and intersecting routes.

- **i** Design Confederation Boulevard nodes as dynamic public spaces with landmark architecture, green spaces and pedestrian plazas that encourage social interaction and celebrate Canada's cultural identity.
- **ii** Ensure each node is integrated into the broader street network with clear wayfinding, convenient transit connections and safe pedestrian connections.
- **iii** Where arterial intersections exist, redesign to prioritize sustainable modes of transportation, enhance pedestrian safety and improve overall accessibility.
- **iv** Explore the redesign of nodes and key intersections to incorporate, where so designated, commemorations or monuments that may form the central focus of such nodes.

5.4.3 Gateways and Nodes

C Transition Nodes

Includes important intersections and transition areas often between the Capital and civic realms, such as highway approaches, medians and urban avenue connections.

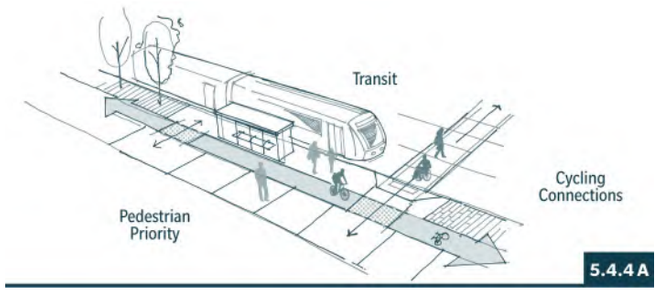
- **i** Demarcate intersections and transitions through installations and embellishments that achieve a visually cohesive human scale and character.
- **ii** Introduce public art and enhance the public realm through landscaping and signage to create visual interest and continuity between adjoining streetscapes.
- **iii** When transitioning to Capital streetscapes, ensure a cohesive integration with Confederation Boulevard or other established standards.

5.4.4 Streetscape Elements

All streets within the Core area contribute to the overall downtown character and impression of the Capital. As such, they should be designed to an elevated urban standard.

A Active Mobility

Includes people walking, cycling, traveling using mobility aids and assistive devices and other small-wheeled transportation modes.

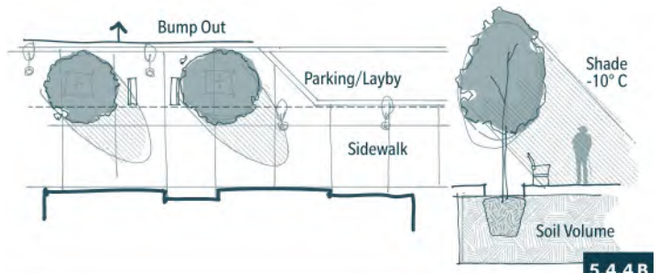


5.4.4 A

- **i** Prioritize safe, accessible and high-quality pedestrian environments with wide sidewalks, universally accessible crossings and pedestrian-priority intersections, ensuring seamless connectivity across the urban fabric.
- **ii** Where possible, increase the pedestrian zone to provide generous sidewalks and esplanades.
- **iii** Design clear connections to off-street pathways and walkways in adjacent spaces, with formalized pedestrian surfaces and movement patterns.
- **iv** Ensure the clear and consistent integration of street-side bikeways and Capital Pathway connections throughout the core area.
- **v** Where demand and feasibility permits, provide fully separated cycling facilities.
- **vi** Along key corridors, incorporate dedicated, protected bike lanes and intersections, complemented by secure bike parking and end-of-trip facilities to support cycling as a primary mode of urban mobility.

B Street Trees

Street trees provide significant benefits for urban cooling and streetscape quality. Special care and consideration are required to ensure their long-term survival in tough urban environments.



5.4.4 B

- **i** Prioritize the protection and conservation of existing street trees.
- **ii** Create well-maintained space for trees with adequate soil and drainage to ensure the long-term health and sustainability of street trees.
  - **a** Integrate street trees into open planters, bioswales and/or adjacent softscape areas where possible.
  - **b** When planted in hardscaped surfaces, provide soil-cells, grates, tree rings or raised planters to encourage growth and protect against damage.
- **iii** Where possible, locate street trees to ensure adequate light exposure.
  - **a** Where space is limited, consider asymmetrical roadway cross-sections to consolidate space for trees (i.e., northern side of the streetscape).
- **iv** Plant a diversity of street tree species, appropriate to urban growing conditions and increasing heat.
- **v** Protect street trees from damage caused by operational requirements.

5.4.4 Streetscape Elements

C Planting

Urban plantings contribute to streetscape aesthetics, microclimate and permeability.

- **i** Prioritize permanent perennial plantings at strategic locations within streetscape designs to enhance the streetscape environment.
  - **a** Consider bulb-outs within parking and lay-by lanes to create additional space for planting.
  - **b** Leverage adjacent spaces and building frontages to increase streetscape plantings.
- **ii** Consider raised planters with durable walls and edges to reduce salt spray and damage and winter damage to planting zones.
- **iii** Integrate seating walls and other multifunctional elements into planter designs to provide seating, define spaces and enhance the pedestrian experience while protecting plantings.
- **iv** In prominent public streetscape locations (such as plazas, markets and main street locations) consider seasonal planting displays such as planters and hanging baskets.

D Stormwater Management

Includes natural and engineered methods to ensure adequate and sustainable stormwater drainage and management.

- **i** Plan surface water capture and discharge within rights-of-way.
  - **a** Consider bioswales and planted areas to capture, slow and filter rainwater.
  - **b** Consider permeable pavements, soak away areas, etc. at appropriate locations.
- **ii** Prioritize the planting of diverse, native species and resilient plants that support biodiversity, manage stormwater and provide shade along streetscapes.

E Furnishing

Includes the family of furniture, signage and other amenity features throughout the streetscape.

- **i** Develop consistent streetscape furnishing families to reinforce streetscape character.
- **ii** Prioritize furniture location between the curb and sidewalk to separate pedestrians from vehicles.
- **iii** Co-locate signs and furnishing within amenity zones to minimize sidewalk clutter.

F Safety and Security

Includes permanent and temporary physical features that limit vehicular access to pedestrianized and operational areas.

- **i** Integrate appropriate physical security measures into the surrounding context.
- **ii** Prioritize security measures that enhance the streetscape such as planters, lighting fixtures, furniture or other elements typically found in the streetscape.

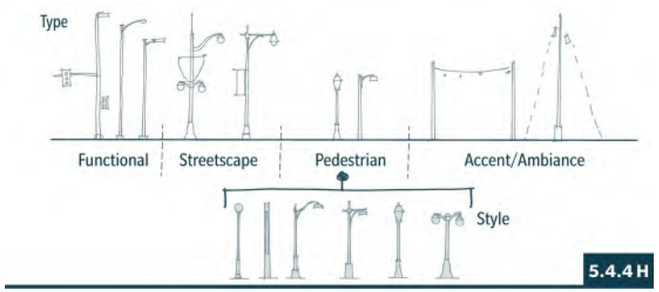
G Pavement Materials

Includes the palette of hardscaping materials used within the streetscape.

- **i** Where specialty streetscape finishes are required, prioritize durable and sustainable pavement materials of lasting quality that reflect the character of the surrounding architecture and public space, contributing to a cohesive streetscape design.
- **ii** Employ material variation instead of paint to demarcate pedestrian priority and public space.

H Street Lighting

Includes lighting for traffic, safety, pedestrians and ambiance.



5.4.4 H

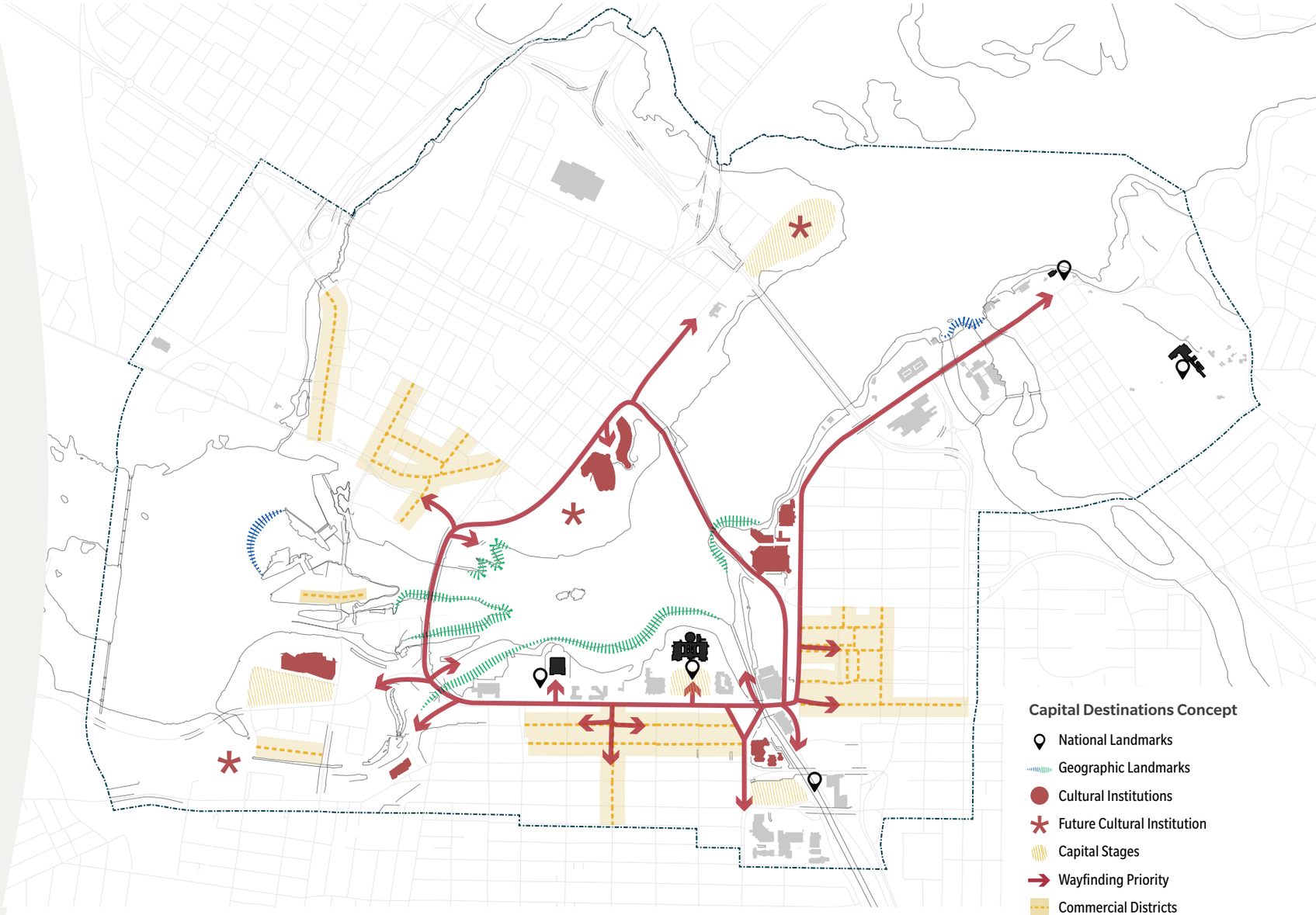
- **i** Lighting necessary for traffic safety should:
  - **a** Maintain or enhance the character of the street.
- **ii** Prioritize pedestrian-scale lighting that:
  - **a** Enhances the ambiance and character of the street.
  - **b** Increases real and perceived safety.
- **iii** Introduce a diverse range of lighting types in streets and nodes with high pedestrian activity such as seasonal lighting, projection, catenary lighting and fixtures integrated into other street furniture.

5.5 CAPITAL DESTINATIONS

A constellation of national landmarks and institutions set against a backdrop of civic places and neighbourhoods, creating a diversity of destinations for visitors and residents.

Key Objectives

1. Preserve the visual and symbolic primacy of Parliament Hill and the Judicial Precinct.
2. Highlight national cultural institutions and civic buildings as important public destinations.
3. Plan, provide and coordinate event sites to accommodate a range of event types, sizes and capacities.
4. Improve the wayfinding and mobility services to key tourist sites inside and outside the core area.
5. Reinforce neighbourhoods, main streets and commercial districts as lively places to visit.
6. Enhance and showcase the natural features of the Capital including the waterfalls, parks and riverfronts.



5.5.1 Capital Destinations

The concentration of significant national sites, buildings, venues and landmarks contribute to the importance of the Capital Realm.



5.5.1

A National Landmarks

Includes major federal sites and historic places that embody Canada's national identity and heritage.

- **i** Conserve and protect National Landmarks including Parliament Hill, the Supreme Court of Canada, Rideau Hall, 24 Sussex and the Rideau Canal to maintain their cultural and historical integrity.
- **ii** Enhance public access and visitor experience through the design of visitor centres, guided tours, and interpretation programs that can provide engaging and educational experiences while ensuring security and site preservation.
- **iii** Develop and integrate interpretative elements, such as signage, exhibits and digital tools to communicate the historical and national significance of these landmarks.

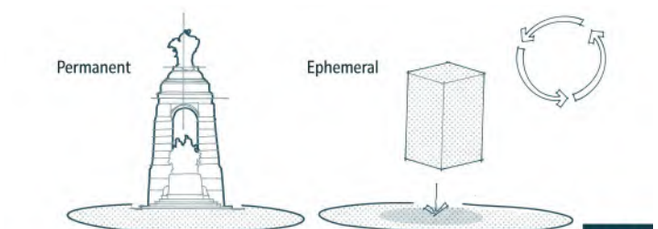
B Cultural Institutions

Includes nationally significant museums, galleries, performance venues and event spaces that showcase Canadian achievement and excellence.

- **i** Showcase, grow and improve a network of cultural institutions that encourages visitors and residents to explore the core area and learn about Canada.
- **ii** Support the growth and evolution of national institutions within the core area by facilitating partnerships with governments, as well as private stakeholders, to ensure the preservation, accessibility and relevance of national sites.
- **iii** Reserve prominent sites for future cultural uses and distribute new institutions in ways that activate underdeveloped areas of the Capital Realm.

C Commemorations and Public Art

Includes public monuments, commemorations and artworks that commemorate, celebrate and showcase Canada's history and diversity.

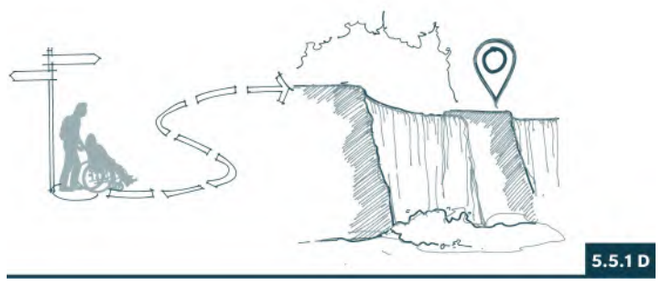


5.5.1 C

- **i** Integrate monuments, commemorations and public art into the design of the public realm.
  - **a** Prioritize installations of national importance.
  - **b** Increase the presence of diverse public art throughout the core area in highly visible locations with a focus on showcasing artworks.
  - **c** Provide flexible public spaces for temporary and ephemeral installations.
- **ii** Foster a coordinated deployment of national and local commemoration and public art programs.
  - **a** Provide opportunities for both national and local artists to exhibit their works in the core area.
  - **b** Identify residual spaces such as traffic islands, walls, bridge abutments etc., that could be candidate locations for installations.

D Geographic Landmarks

Includes iconic geographic features and destinations that support and convey the tourism character and experience of the capital.

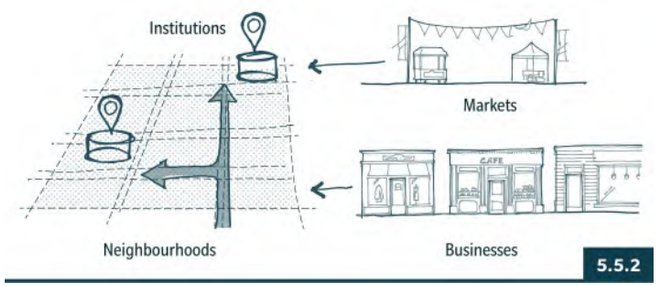


5.5.1 D

- **i** Showcase the core area's natural features, geographic landmarks and key symbolic views. Key features include: the Parliament Hill escarpment, the Ottawa River, the Chaudière falls, the Rideau Falls, Victoria Island, Scott Point, Kìwekì Point and the views to Gatineau Hills.
- **ii** Provide visitor amenities such as seating and interpretive signage at the core area's natural landmarks including the escarpments, waterfalls and waterways.
- **iii** Introduce new lookouts and vantage points to create visual links between key sites.
- **iv** Incorporate geographic landmarks into the wayfinding and understanding of the Capital.

5.5.2 Local Destinations

Includes private and public destinations that offer services and amenities that attract visitors and residents.



A Local Institutions

Includes key public buildings services and venues such as libraries and event spaces that contribute to the vitality of the core area.

- **i** Target, in the introduction of new visitor experiences and destinations, underdeveloped parts of the core where additional activity is needed to create a critical mass or functional continuity between districts.
- **ii** Encourage downtown destinations, venues and anchor institutions that strengthen the regional significance and role of the metropolitan downtown core.
- **iii** Strengthen the role of local institutions in the core area as hubs of local activity by designing spaces for public dialogue and community events.
- **iv** Create opportunities for future local destinations that bring vibrancy and opportunity to the core area.
- **v** Improve connectivity between institutions, surrounding neighborhoods and federally managed properties, creating pedestrian-friendly corridors and accessible public transit links to guide visitors.
- **vi** New local institutions should be designed to complement the character of the core area, incorporate sustainable and accessible design principles, and provide flexible spaces that support a range of community, cultural and civic activities.

B Commercial Districts

Includes vibrant urban areas that offer a mix of commercial services that contribute to the local economy and social life.

- **i** Improve existing, and support the development of new, vibrant, mixed-use commercial districts within the core area that integrate retail, cultural, and recreational spaces, ensuring a balance of local businesses, national retailers and unique offerings.
  - **a** Promote the revitalization of the Sparks Street Mall, as a destination, an important heritage area, an open space amenity, and a key interface and connector between the Capital and civic realms and between different parts of the core area.
  - **b** Carefully and deliberately curate the retail and commercial mix within the emerging LeBreton neighbourhoods to ensure an adequate balance between locally supportive services and offerings that have regional and tourist appeal and reach.
  - **c** Encourage and promote the revitalization and vitality of downtown commercial districts in Ottawa and Gatineau including: ByWard Market, Bank Street, Downtown Hull and Rue Montcalm.
- **ii** Introduce incentives for desirable commercial providers to attract vibrant businesses to the core area.
  - **a** Promote a diverse range of locally owned businesses, markets and artisanal shops offering both residents and visitors an authentic, memorable experience that supports the local economy and enhances the overall tourist appeal.

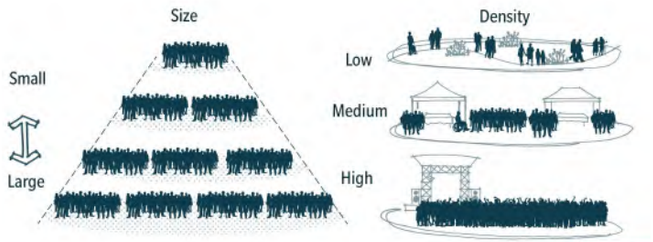
C Neighbourhoods

Includes local neighbourhoods, businesses and residents that support the character and vitality of the core area.

- **i** Promote mixed-use, complete neighborhoods that are great places to both live and visit.
  - **a** Support a mix of commercial and essential services (i.e., grocery stores, hardware stores, daycares, etc.) within walking distance of densely populated areas.
  - **b** Introduce events and amenities that attract and serve local residents.
- **ii** Promote architecture and urban design that reflects the unique character of each neighbourhood, with local art, cultural landmarks and public installations that connect visitors to the Capital's local heritage and communities.
  - **a** Ensure that residential neighborhoods in the core area are well-integrated with the broader urban fabric, providing easy access to key civic, cultural and recreational destinations through multi-modal transportation networks.
  - **b** Retain and reinforce the character of neighborhoods through ground-oriented units and building frontages that contribute to the local street character.

5.5.3 Event Sites and Programming

Spaces must be planned to host large-scale national events such as Canada Day and Winterlude, as well as smaller scaled regional events, programs and seasonal installations.



5.5.3

A Capital Stages

Includes capital parks and public spaces that serve as venues for major national events as well as high-quality urban spaces.

- **i** Primary Capital Stages include: LeBreton Commons, Parliament Hill Lawn, Jacques Cartier Park North and Confederation Park.
- **ii** These sites must support large-scale national gatherings and events while remaining functional as everyday public spaces that contribute to the civic and cultural identity of the Capital.
  - **a** Maintain high public realm standards (e.g., greenery, seating and shade) to ensure sites remain welcoming outside of major events.
  - **b** Provide integrated event infrastructure such as power sources, water connections and secure anchor points for temporary structures (stages, tents, screens).
  - **c** Ensure built-in drainage and surface durability to support high foot traffic and protect landscapes from damage during events (such as trampling and soil compaction).
- **iii** During event periods:
  - **a** Utilize modular event infrastructure (e.g., retractable seating, digital screens and lighting) to enable flexible programming.
  - **b** Designate back-of-house areas for event logistics (e.g., storage, washrooms and audio-visual support)
  - **c** Incorporate barrier-free accessibility and prioritization (e.g., ramps and viewing platforms) for diverse audiences.
  - **d** Design spaces with clear entry/exit points and safe crowd circulation routes to accommodate peak event crowds and security.
  - **e** Ensure cordoned event perimeters allow continued public use of adjacent pathways and public spaces.

B Temporary and Seasonal Programming

Includes flexible, small-scale installations to support major events or increase seasonal interest.

- **i** Small-scale events and installations may be permitted to activate public spaces and increase year-round interest for residents and visitors.
  - **a** Create a range of flexible, accessible gathering spaces that can be used for both formal and informal gatherings, from large-scale public celebrations to smaller community meetings, ensuring they are well-distributed throughout the core area.
  - **b** Support the ongoing programming and activation of gathering spaces through partnerships with federal departments and institutions, cultural organizations, artists and community groups to host events, performances, markets, kiosks and activities that encourage public involvement.
- **ii** Consider the temporary closure and use of streets and parkways, for seasonal events such as Winterlude, weekend bike days, summer zones, etc.
- **iii** Promote seasonal installations such as light displays, banner programs, and artistic installations - especially during winter months.

5.5.4 Visitor Experience

Showcase and leverage capital landmarks and other destinations as important visitor and tourism anchors, to support the regional appeal and tourism potential of the capital.

A Wayfinding

Includes informational resources that help people navigate the core area with ease.

- **i** Prioritize visitor wayfinding experiences to and from national landmarks and cultural institutions concentrated along Confederation Boulevard.
- **ii** Promote a coordinated multi-party wayfinding strategy throughout the core area, to help visitors better orient themselves and move around the Core Area.
- **iii** Include civic, non-federal attractions in the wayfinding strategy to better reflect the visitor experience and vibrancy of the core area.
- **iv** Consider digital displays and platforms enabling regular update and assessment based on user feedback and changing visitor patterns to ensure continuous improvement in ease of navigation and accessibility for all.

5.5.4 Visitor Experience

B Visitor Transportation Services

Includes accessible and sustainable transportation options that link people to and from destinations in the core area and beyond.



5.5.4B

i Expand and enhance a network of visitor transportation services, including shuttle networks and bike-share programs, to reduce congestion and provide seamless, eco-friendly options for visitors exploring the core area.

- **a** Consider special-purpose public transit and/or shuttle options which help visitors get to attractions and Capital destinations (such as a Confederation Boulevard loop tram, shuttle, water taxi/bus, etc.).
- **b** Provide transportation options that expand public access to Capital destinations outside the core area such as Gatineau Park, the Greenbelt, etc.
- **c** Coordinate tour bus services, access points and loading zones to achieve appropriate curb-side management at designated locations without encumbering the public realm.

ii Support bike share and scooter services, located in convenient central locations, that provide micro-mobility options to tourists and visitors.

iii Create key departure points and connections close to tourist centres and services.

- **a** Co-locate tourism and information services to provide maximal visitor benefit.
- **b** Coordinate private tour kiosks with public information where possible.
- **c** Near national landmarks, ensure high-quality design and integration of private kiosks and vendor services without encumbering the public realm.



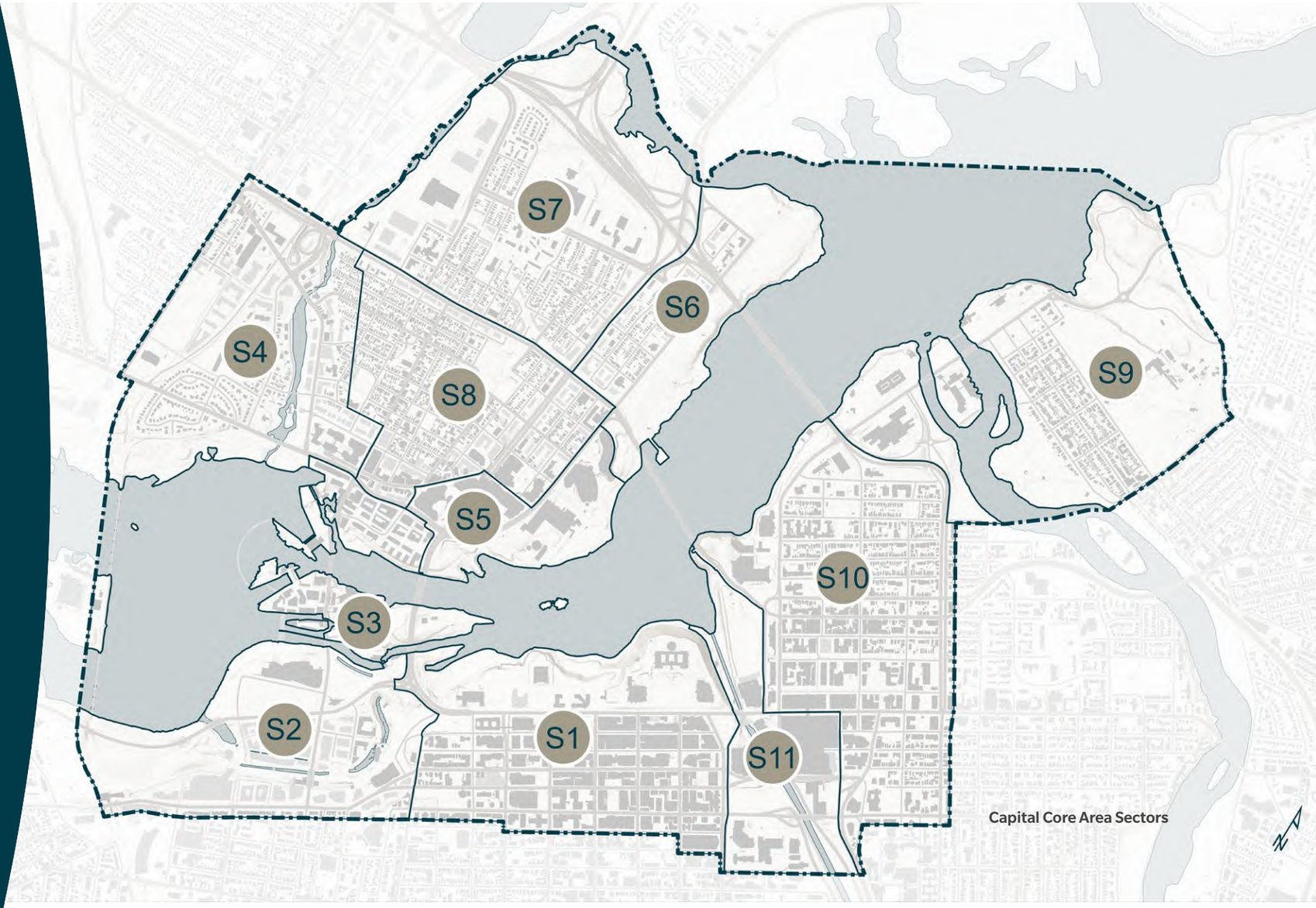
6
SECTORS

6 SECTORS

The core area is comprised of multiple sectors, each with its own unique context and geography. Based on public participation and feedback, this section presents the most impactful planning and design recommendations envisioned for the future of each sector. Further detailed demonstration plans and site-specific policies will be included in Volume II of the plan, in keeping with the recommendations of this chapter.

There are 11 sectors as follows:

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



Methodology

The Core Area Plan is a comprehensive master plan that provides long-term intentions and broad policy directions to guide decision making towards a common vision. As such, it provides a big-picture view of how the Capital could look by mid-century. The Core Area Plan aims to harmonize numerous proposed plans and projects at various stages of development. The plans are part of a georeferenced GIS database that includes the following data sources:

Base Plan

- **Existing:** as-built and GIS data of existing natural, geographic, building and infrastructure features ;
- **Pending:** digitized linework, representing approved plans and concepts from existing federal and municipal plans, as well as detailed site designs from known projects under development;
- **Future:** annotations and conceptual symbology representing emerging concept features and key recommendations; in part II, demonstration plans will illustrate key recommendations as baseline for future planning intent.

Complementary Plans

In addition to the Core Area Plan, NCC plans and other federal and municipal reference documents are used to visualize and guide the intentions for specific sites and districts. These plans are iteratively updated to address the current context and needs of their respective agencies. Examples include:

Federal Sub-Sectors Plans

- The Parliamentary Precinct Long Term Vision and Plan, the Judicial Precinct Master Plan and the LeBreton Flats Master Concept Plan. Other examples may include the master concepts and site plans for national institutions, museums and galleries.

Municipal Plans

- City of Ottawa: Downtown Ottawa Urban Design Strategy, Secondary Plans, Sparks Street Public Realm Plan, and the ByWard Market Public Realm Plan.
- Ville de Gatineau: Plan particulier d'urbanisme (PPU) Ile de Hull

Key Recommendations

The following sections provide key recommendations for the conservation and enhancement of specific features within the core area.

Milestone Projects

The Plan for Canada's Capital (2017) includes 17 milestone projects. These are important targets to track the implementation of the PFCC over the coming decades. Fifteen of the milestone projects apply within the core area. As such, the following recommendations build upon the established visions and milestones of the PFCC and add additional recommendations to provide a comprehensive overview of future objectives within the study area. Further detail regarding roles, prioritization and monitoring of specific recommendations will be provided in the implementation strategy as part of Volume II.

S1 Central Ottawa Recommendations

1 **Wellington Street:** Explore opportunities to integrate tram-based public transit, cycling and civic spaces into a high-quality Confederation Boulevard streetscape environment.

2 **Capital Plateau:** Enhance the grounds of the Parliamentary and Judicial Precincts and reimagine Vittoria Way to provide a continuous public promenade along the top of the escarpment plateau.

3 **Bank Street Valley:** Pursue greening and re-naturalization of the lower Bank Street valley incorporating new terraces, public spaces, commemorations and pathway connections towards the riverfront.

4 **Judicial Triad Building:** Reserve the site for a future landmark building to complete the Judicial Triad.

5 **Energy Services Acquisition Program:** 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.

6 **Portage-Wellington Node:** Redesign the Portage-Wellington intersection to create a new landmark plaza node and improve connections to the riverfront.

7 **Cliff Parking Lot:** Convert the existing parking lot into a flood-friendly riverfront park space, with possible future development, recreational facilities and waterfront amenities.

8 **Richmond Landing:** Design new pedestrian bridges linking to Richmond Landing and Victoria Island.

9 **Central Business District:** Diversify the downtown by converting federal office spaces to mixed-use housing and ground floor commercial uses where possible.

10 **Sparks Street:** Re-animate Sparks Street as a major civic destination and improve north-south connections towards Wellington Street and the precincts.



Sector 1 - Central Ottawa

S2 LeBreton Flats and Aqueducts Recommendations

1. **Nepean Bay:** Create new urban waterfront experiences and grand event spaces.
2. **Bronson Park:** Redesign Bronson Park to provide a dramatic public space and a vantage point overlooking LeBreton Flats and the riverfront.
3. **Bronson Escarpment:** Establish an east-west vertical connection between Sparks Street and LeBreton Flats via the Pooley's Bridge corridor.
4. **Commissioner Street Valley:** Redesign the pathway and street network to create a new structure of urban blocks and parkland, providing new buildings, amenities and points of interest.
5. **Kichi Zībī Mīkan Parkway:** Enhance the capital arrival and create a high-quality urban boulevard treatment between the parkway and Confederation Boulevard.
6. **Bronson Channel Lands:** Design new, mixed-use buildings with active street frontages and courtyard spaces that activate adjacent streetscapes and the Bronson Channel.
7. **LeBreton Flats:** Redevelop LeBreton Flats as a diverse transit-oriented, mixed-use neighbourhood with high-quality public realm, commercial frontages and ground-oriented units.
8. **Preston Street:** Construct a signature pedestrian bridge linking LeBreton Flats north and south of the light rail transit (LRT) corridor.
9. **Major Event Centre Site:** Develop an arena/event centre as a new anchor institution, between the Bayview and Pimisi O-Train stations.



Sector 2 - LeBreton Flats and Aqueducts

S3 Chaudières and the Islands Recommendations

1. **Victoria Island:** Collaborate with the Algonquin Anishinabeg Nation to advance the Kabenishinân Minitig Plan and create a place of special significance and cultural traditions.
2. **Middle Street:** Design a new at-grade intersection to connect Portage Bridge and Middle Street, providing new access to Victoria Island and enhanced street frontages onto the island.
3. **Voyageurs Pathway:** Design a cycling and pedestrian bridge connecting Zibi to Voyageurs Park to complete the Capital Pathway along the riverfront.



Sector 3 - Chaudières and the Islands

S4 Ruisseau de la Brasserie (Brewery Creek) Recommendations

1. **Ruisseau de la Brasserie (Brewery Creek):** Decontaminate lands and develop a generous public realm waterfront, with complementary mixed-use housing and commercial space along Montcalm Street.
2. **Capital Pathway:** Construct a new pathway segment and a pedestrian bridge over the Rapi-bus corridor to connect to Gatineau Park.
3. **Wright-Scott House:** Pursue adaptive re-use of the Wright-Scott House and improve public access and possible connections to Théâtre de l'Île Park.
4. **Taylor Street:** Integrate a continuous multi-use pathway experience into the streetscape along Taylor Street.
5. **Parc des Chars-de-Combat:** Formalize the park space and recreational amenities and create transit-oriented development along the Rapibus corridor.
6. **Alexandre-Taché Boulevard:** Improve the Capital arrival experience, including streetscape character and improved connections to adjacent public realm and parklands.
7. **Highway 50: Support efforts to** re-imagine the terminus of the highway as a possible urban boulevard and transit-oriented redevelopment.



Sector 4 - Ruisseau de la Brasserie (Brewery Creek)

S5 Scott Point to Museum of History Recommendations

1. **Laurier-Portage Node:** Create a new Confederation Boulevard plaza node offering grand terraced public space and enhanced connections to the riverfront.
2. **Scott-Point:** Preserve the natural character of the rugged outcrop and provide public access, reconcile the pathway and create public spaces to showcase the river (2A). Potential location for future building (2B).
3. **Parkland:** Reclaim parking areas and provide new park space, waterfront connections, and shoreline installations and experiences along the riverfront.
4. **Place du Portage:** Improve the interface with Confederation Boulevard and consider integration with the surrounding urban areas and the sub-level parking structure.
5. **Kruger Plant:** Reconsider the long-term use of the site, including its Indigenous significance, potential for public waterfront parkland and the creation of new urban blocks and a possible signature building site fronting Laurier Street to animate Confederation Boulevard.
6. **Laurier Street:** Integrate bi-directional cycling and public transit and encourage active frontages that animate the streetscape.
7. **Voyageurs Pathway:** Consolidate the Capital Pathway network and improve connections towards Confederation Boulevard and the interprovincial bridges.



Sector 5 - Scott Point to Museum of History

S6 Jacques-Cartier Park Recommendations

1. **Alexandra Bridge:** Replace the Alexandra Bridge with a new signature structure that promotes active mobility, improved connections to the waterfront, and possibility for future use by rail transit.
2. **Laurier-Allumettières Node:** Redesign the Alexandra Bridge approach and intersection to create a new plaza node and terraced public space opening towards the Ottawa River.
3. **Jacques-Cartier Park South:** Strengthen the entrance at the Laurier-Allumettières node, and redesign the park space as a four-season, urban waterfront destination with public services and amenities.
4. **Hull Wharf and Marina:** Revitalize marina and wharf facilities and provide water-based tours, excursions and water taxi services.
5. **Waterfront Promenade:** Redesign the shoreline as a flood-friendly promenade to provide a range of waterfront experiences, rest-points and public amenities.
6. **Monastery:** Pursue adaptive re-use of the Servantes de Jésus-Marie Congregation Monastery to provide housing, commercial and public-facing uses that integrate with and frame the surrounding greenspace.
7. **Jacques-Cartier Park North:** Create a new waterfront node and redesign the park as a large-scale event space with appropriate infrastructure and amenities. In the long-term, reserve space for a possible signature cultural institution compatible with the riverfront parkland uses.



Sector 6 - Jacques-Cartier Park

S7 De l'Île Pathway Recommendations

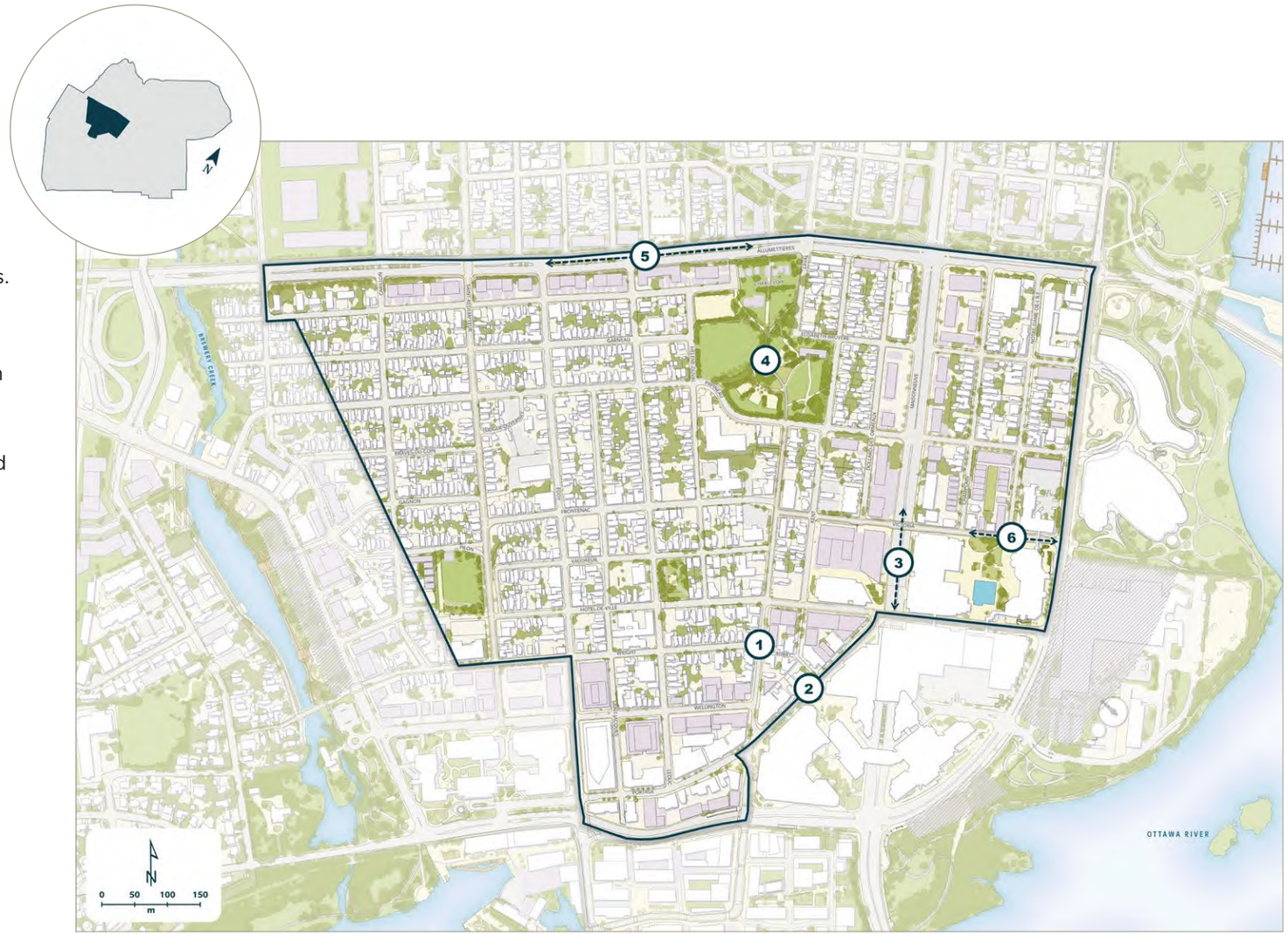
1. **De l'Île Pathway:** Develop a network of interconnected pocket parks and enhanced public realm along the pathway corridor.
2. **National Printing Bureau:** Conserve the former National Printing Bureau and Heating Plant and consider adjacent infill development and improved frontages to Saint-Henri Street and Sacré-Coeur Boulevard.
3. **Regional Goods Movement:** Support efforts to re-route regional trucking away from the Core Area and improve Capital arrival experiences.
4. **Ruisseau de la Brasserie (Brewery Creek):** Consolidate parkland uses and improve pathway and public connections and placemaking along the creek.
5. **Bridge:** Design a new cycling and pedestrian bridge to enhance active mobility connections across the creek between the Rapi bus and Sacré-Coeur Boulevard.



Sector 7 - De l'Île Pathway

S8 Downtown Gatineau Recommendations

1. **Old Hull:** Support and reinforce the historic commercial centre of old Hull around Laval Street through improved connections to and from adjacent federal properties.
2. **Place du Portage:** Improve the entrances and frontages to complement the adjacent streetscapes and encourage circulation through the internal courtyards and public spaces.
3. **Maisonneuve Boulevard:** Enhance overpasses and crossings to improve pedestrian experience and wayfinding.
4. **Parc Fontaine:** Reinforce Parc Fontaine as a civic destination and important community green space.
5. **Boulevard des Allumettières:** Reinforce as a Capital arrival and important connection between Confederation Boulevard and Gatineau Park.
6. **Victoria Street:** 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.



Sector 8 - Downtown Gatineau

S9 Sussex Drive North and Rideau Falls Recommendations

1. **24 Sussex:** Renew and possibly transform the official residence for the prime minister of Canada.
2. **Sussex Blocks:** Redevelop the urban blocks as mid-rise, mixed-use buildings in traditional architectural style faithful to the New Edinburgh style, and develop a new urban park, to support the Rideau Hall tourist anchor and reinforce the historic neighbourhood character.
3. **50 Sussex:** Consider infill opportunities and reconfigure the John Street parking area as a public corridor and waterfront access, including new docks and shoreline animation.
4. **Rideau Falls:** Redesign the banks of the Rideau River and Green Island parklands to create a meaningful public space experience and appreciation of the falls and riverfront landscape.
5. **Promenade/Pathway:** Connect the Ottawa River Pathway to the Rideau River and Sir George-Étienne Cartier Parkway via pedestrian promenades along the shoreline and/or bidirectional bikeway facilities along Sussex.
6. **National Research Council Building:** Reduce parking areas and re-establish public parkland and possible infill buildings to activate the waterfront and grounds of the site.
7. **Sussex Frontages:** Redesign the arrival zones of federal institutions to improve their relation to the street.
8. **Rideau River:** Improve riverfront parklands and create waterfront installations and places to experience and engage with the riverfront and islands.



Sector 9 - Sussex Drive and Rideau Falls

S10 Sussex Drive South and ByWard Market Recommendations

1 **Lady Grey Dive:** Transform the roadway into a pedestrian waterfront promenade overlooking the river, with possible future connections to Kìwekì Point.

2 **Ottawa River Pathway:** Add a bi-directional bikeway along Sussex Drive to connect to Rideau Falls and new animation points along the riverfront.

3 **Sussex Infill:** Explore mid-rise, mixed-use infill with public services and amenities to animate the waterfront and draw visitors and residents to the area.

4 **Bruyère Lane:** Create a pedestrian connection to the waterfront and public realm enhancements around the Royal Canadian Mint and the Global Centre for Pluralism.

5 **Queen's Wharf:** Provide new public access to the historic wharf location and develop a public offering of waterfront installations, services and amenities.

6 **Sussex Heritage Courtyards:** Extend the network of courtyards and animate them with commercial frontages, patios and dwellings, including ground-oriented units.

7 **St. Patrick Street:** Redesign the intersection to remove the slip-lane and provide an enhanced public realm entrance to Kìwekì Point.

8 **ByWard Market:** Reinforce the historic character of the Lowertown neighbourhood and enhance the public realm to capitalize on the tourism potential of the market.

9 **King Edward Avenue:** Re-route truck traffic away from the core area and emphasize a distinguished urban avenue and pedestrian-friendly Capital arrival.

10 **Nicholas Street:** Re-imagine the Capital arrival experience, including residual spaces and opportunities for landmark features and streetscape enhancements.



Sector 10 - Sussex Drive and ByWard Market

S11 Rideau Canal Recommendations

1 **Rideau Canal – Ottawa Locks:** Reinforce the UNESCO World Heritage Site and improve the design quality of Canal Lane/Bytown Museum.

2 **East Wharf:** Create a new waterfront node to enjoy the riverfront and improve pathway grades and access routes to the Canal.

3 **Pioneer Way and 1 Wellington:** Redesign the corridor as a pedestrian promenade linking the Chateau Laurier to the new Alexandra Bridge and explore public uses of 1 Wellington.

4 **Sussex-Rideau Node:** Redesign the intersection to remove the Mackenzie-Colonel By overpass and create a new at-grade public plaza.

5 **2 Rideau**: Pursue adaptive and public-facing use for the current Senate of Canada building including a possible new building with active frontage towards the Rideau-Sussex node.

6 **National Arts Centre:** Improve the interfaces and connections with the surrounding Canal and streetscapes, including the Mackenzie King Bridge, to create inviting pedestrian experiences and public spaces.

7 **Confederation Park:** Reinforce the high quality Capital Park character with permanent pavilions, services and new amenities to support a range of year-round uses and redesign the space fronting the Canal as a public-oriented plaza with functional event capacity.

8 **Queen Elizabeth Driveway:** Improve the active mobility routes into the core and enhance the arrival experience quality, and continuity of the Canal edge.

9 **Colonel By Driveway:** Reinforce the Rideau Canal Esplanade and transition of the parkway design to connect to Confederation Boulevard.

10 **National Defence Headquarters:** Re-imagine the long-term use and possible retrofit of building facades to engage and frame the Canal and the Laurier-Nicholas intersection.



Sector 11 - Rideau Canal and Elgin



7
PLAN ADMINISTRATION

7 PLAN ADMINISTRATION

The Core Area Plan conveys a multi-decade vision of the Capital at mid-century and beyond. It features long-term objectives to guide future projects and programs over time. This chapter outlines the administrative components of the plan, including future plan amendments and reviews.

Authority

Volume I of the Core Area Plan has been developed under the authority of the *National Capital Act*. It is the result of extensive consultation and incorporates feedback from key stakeholders, including two advisory committees: the Advisory Committee on Planning, Design and Realty (ACPDR) and the Advisory Committee on Universal Accessibility (ACUA). The plan comes into effect upon approval by the NCC's Board of Directors.

Volume II will be further developed in line with the approved sector recommendations and overall vision of the plan and will be submitted for approval as a separate document. It will include:

- **Demonstration plans** and land-use policies to further refine and clarify the sector recommendations; and
- An **Implementation strategy**, in collaboration with partners and stakeholders, to clarify roles, priorities and evaluation.

Application

The plan serves as the primary guiding policy document for federal lands within the study area.

- Project Approvals: The NCC is the federal approval agency. The plan will be used to assess and approve federal projects under the Federal Land Use Design and Transaction Approval Process. The federal approval process ensures that proposals are compliant with all relevant policies and guidelines.
- The National Interest Land Mass (NILM) is derived from NCC plans and serves to identify lands of national importance for which the NCC and federal agencies have a direct interest in planning and ownership. Future updates to the NILM will be undertaken in alignment with the concepts and policies of this plan.

Revision and Amendment

Amendments to the plan may be necessary to modify certain provisions that emerge from evaluations or to respond to specific project proposals and requirements. Any amendments must be demonstrated to be in the public interest and conform to the overall objectives of the plan.

A comprehensive review of the plan should be initiated within a 10-year period. Periodic review and reporting on key performance indicators will be undertaken as directed in the implementation strategy.



8

APPENDICES

GLOSSARY

Big Move: A broad policy direction that the plan's implementation intends to prioritize and align with.

Capital Destinations: The concept layer that represents the array of national landmarks, institutions and attractions in the core area.

Capital Fabric: The concept layer that encompasses a pattern of urban blocks and institutional grounds that frame public spaces.

Capital Open Space: The concept layer that contains the range of parks, plazas and other public places throughout the core area.

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 Realm: The Capital Realm represents the political, judicial, administrative, institutional and symbolic centre of the Capital. It differs from the federal realm present elsewhere in that these lands have real or symbolic capital functions.

Capital Stage: A capital stage is a large open space that accommodates events and public activities of Capital significance.

Capital Streetscapes: The concept layer that includes the network of streets, anchored by Confederation Boulevard, that create pleasing urban environments in the core area.

Capital Waterfront: The concept layer that encompasses the shorelines and waterways within the core area.

Civic Realm: Zone of urban blocks, streets and squares that frames and sustains the Capital Realm. The Civic Realm comprises the most central portions of the cities of Ottawa and Gatineau and forms the "edge" of the Capital Realm.

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.

Cultural Landscape: For the NCC, cultural landscapes represent a set of ideas and practices embedded in a place where the relationship between human interactions and a place's physical features are attributed heritage value.

National Capital Act: Act incorporating the NCC and delimiting its mandate, roles, responsibilities, jurisdiction and powers. Passed in 1958 and amended in 2013.

National Capital Commission (NCC): A Crown corporation of the Government of Canada, the National Capital Commission (NCC) was created in 1959 as the steward of federal lands and buildings in the National Capital Region. Its role is to plan, develop and use these properties as a source of pride and unity for Canadians.

Naturalized Areas: Areas that provide natural habitats and increase biodiversity with less frequent human disturbance. Most of the lands in the core area that have a natural character were previously disturbed lands that have since been re-naturalized, either with human intervention or through natural processes over time.

Plan for Canada's Capital: The federal government's long-term, lead policy statement on the physical planning and development of Canada's Capital Region.

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National Capital Commission
Commission de la capitale nationale

NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

Strategic Environmental and Economic Assessment

NATIONAL CAPITAL CORE AREA PLAN
JUNE 2025

Canada

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1 Context

In order to ensure that key Government of Canada decisions consider potential environmental and economic considerations, specifically those related to climate change and biodiversity, the Cabinet Directive on Strategic Environmental and Economic Assessments requires that all proposals referred to Cabinet for decision, regulatory proposals and funding requests be accompanied by a strategic environmental and economic assessment (SEEA).

Under the directive, the purpose of conducting an SEEA is to:

- Enhance the understanding and integration of expected environmental and economic effects of Cabinet decisions; and,
- Minimize potential harm and maximize benefits for the environment and the economy.

The SEEA process ensures that federal departments, agencies and Crown corporations conduct environmental and economic analyses in a rigorous, consistent and comparable manner and consider federal commitments, strategies and goals related to sustainable development (in particular, relevant goals and targets of the Federal Sustainable Development Strategy) when developing policies, programs and regulations.

The National Capital Commission (NCC) is not required to conduct SEEAs of its long-term plans because these plans are not subject to Cabinet approval. However, due to the important role these plans play in shaping the future of the National Capital Region, the NCC ensures that environmental, social and economic considerations are accounted for when long-term plans are being developed and voluntarily conducts SEEAs to ensure its board of directors is well-informed about sustainability considerations to guide its decision-making. This practice supports the purpose of the Cabinet directive cited above, as well as the NCC's corporate priority to demonstrate national leadership in achieving an environmentally sustainable and climate-resilient National Capital Region.

This report details the NCC`s SEEA process and summarizes the results of the SEEA for the National Capital Core Area Plan (the plan).

2 National Capital Core Area Plan

The mandate of the NCC is to prepare plans for and assist in the development, conservation and improvement of the National Capital Region in order that the nature and character of the seat of the Government of Canada may be in accordance with its national significance. As a principal planner and steward of federal lands in the National Capital Region, the NCC ensures that development aligns with national interests, enhances the region's symbolic and functional roles, and adheres to high standards of design and sustainability. This is achieved through periodic updates to its land-use plans and by overseeing a rigorous federal approvals process to ensure that projects align with NCC planning objectives.

With over 30% of the lands in the National Capital core area managed by the Government of Canada, the NCC is the single largest landholder in the study area. The area spans the Ottawa River and straddles the provincial boundary between Ontario and Quebec. It covers a landmass of 9 km^2, including 34 km of shoreline, and overlaps with

the downtowns of both Ottawa and Gatineau. The study area includes key cultural and institutional sites, parks, shorelines, and critical built and green infrastructure that contribute to the identity and livability of the national capital of Canada.

The National Capital Core Area Plan is the NCC's primary land-use policy guiding federal lands for the study area. It outlines the vision, policies and implementation strategies to guide the future development of federal lands, ensuring the continued distinctiveness and vitality of the National Capital's core. While aligning with municipal objectives, the plan offers a broader, long-term vision that reflects national priorities, cross-jurisdictional coordination, and the unique role of the Capital. With a planning horizon of approximately 20 years, the plan envisions the future of the Capital at mid-century.

The content of the plan is divided into two distinctive parts. Volume I includes the following chapters and was used to inform this SEEA:

- **Vision**, which presents the long-term vision for the Capital core area through to mid-century, underpinned by five guiding principles.

- **Place and Setting**, which explores the layered history and evolution of the core area, including its cultural landscapes, built heritage and planning legacies. It identifies character-defining features and foundational concepts to be carried forward in the plan.

- **Themes**, which presents key objectives organized under six overarching categories. These themes reflect the broad and unique functions of a National Capital and apply across the entire core area as a whole; they serve as aspirational guiding statements, to frame decision-making future intent.

- **Concepts**, which translates the vision into a spatial framework and structures land-use policies. It introduces three "big moves" that will drive the most impactful changes for the future. It further defines feature-based policies organized around five distinct concept layers, each providing qualitative criteria to guide future projects and interventions.

- **Sectors**, which provides key recommendations for specific geographic areas within the core area. Volume II will include detailed policies for each sector.

- **Plan Administration**, which outlines the adoption, authorities and processes to administer the plan, such as federal approval requirements, review and amendment of the plan**.**

Volume II of the plan will be developed after Volume I is approved; therefore, it was not available to inform this SEEA. Volume II will include the following chapters:

- **Demonstration plans**, which will present geographic plans and policies for each sector 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.

- **Implementation strategies**, which will describe the roles, responsibilities and partnerships required to implement the plan as well as short-, medium- and long-term priorities. It also presents monitoring and evaluation targets to measure the success of the plan over time.

3 SEEA Methodology

The NCC's process to develop SEEAs is guided by the Climate, Nature and Economy Lens Reference Template, developed by the SEEA Secretariat at Environment and Climate Change Canada to ensure that SEEAs are conducted in a consistent fashion. The template contains several points to consider and guiding questions that informed the content of this SEEA.

To ensure the plan minimizes potential harm and maximizes benefits on the environment and the economy, the NCC implemented a SEEA methodology in two phases: the influencing phase and the evaluation phase. These phases are aligned with the divergent and convergent phases of the NCC's plan development process (see Figure 1).

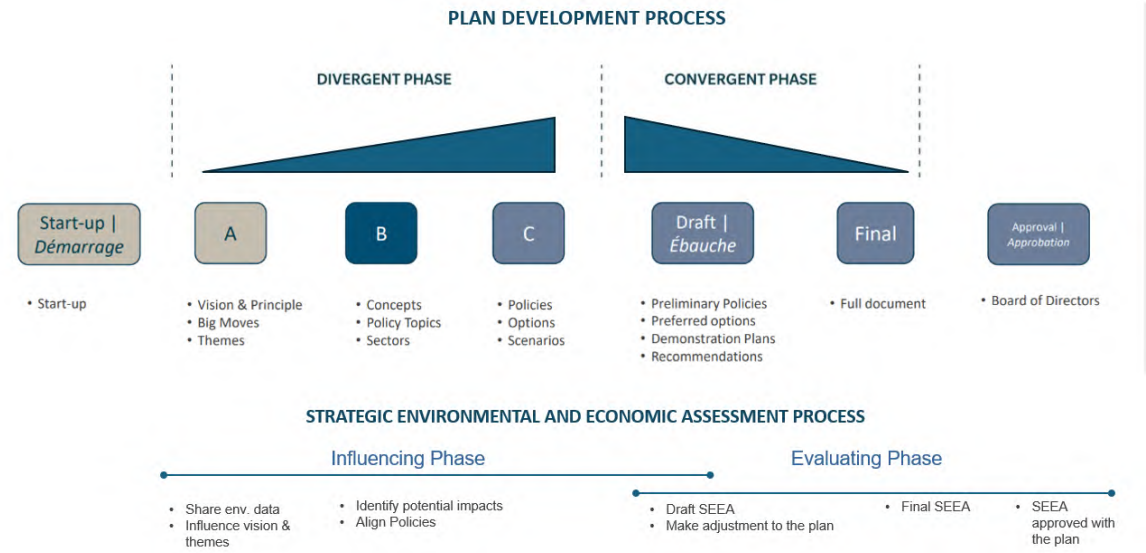


Figure 1. The planning process and its alignment with the development of the SEEA.

During the divergent phase of plan development, the 2005 Canada's National Capital Core Area Plan, existing conditions report, and mapping data were reviewed. Then, during initial consultations, ideas were extensively explored to generate and expand on options for potential inclusion in the final version. Based on this review and initial consultations, the vision, themes and concepts were developed.

During this phase, a representative from the Sustainable Development team participated, as part of the planning team, to guide and influence the development of the plan. The focus of this engagement was to:

1) Ensure that available and appropriate environmental data informed the development of the plan. For example:
    i. Canopy cover;
    ii. Surface temperature;
    iii. Floodplain maps;
    iv. High-value natural habitats and ecosystems.

2) Ensure that the elements of the plan reflect the NCC's sustainability priorities, targets and commitments, including those outlined in key documents, such as:
    i. The NCC's Sustainable Development Strategy 2023-2027;
    ii. The NCC's Forest Strategy 2021-2026;
    iii. The National Capital Region Climate Projections;
    iv. The NCC's Climate Change Vulnerability and Risk Assessment Report; and
    v. The NCC's Climate Adaptation Plan.

As the planning process transitioned into the convergent phase, ideas and options for the vision, themes and concepts developed over the divergent phase were refined, narrowed down and solidified, and policies were added to the plan.

The SEEA report was developed during the convergent phase to evaluate the environmental effects of the plan. It makes general assumptions based on the plan's Vision, Themes, Concepts, and Sectors to identify potential environmental, social and economic effects. It aims to enhance understanding of the sustainability implications of the plan proposed for the board of directors' approval and offers recommendations to be considered for the development of demonstration plans and implementation strategies and for plan implementation.

4 SEEA Results for the National Capital Core Area Plan

Because it is rooted in the NCC's mandate to conserve and improve the National Capital, the NCC's planning process inherently supports the tenets of environmental sustainability: nature conservation, climate action, resource conservation, pollution prevention, human well-being and intergenerational equality. The renewed vision, themes, concepts and sector recommendations of the National Capital Core Area Plan address contextual changes since the predecessor plan was approved in 2005. These elements all support and emphasize the importance of sustainable development and climate resiliency. The plan's policies, particularly those under the theme of Sustainability and Resilience, provide a sound basis to avoid negative environmental and economic impacts and will in large part enhance sustainability over the long term, ensuring the legacy of a picturesque and natural National Capital Region for future generations.

That said, it is important to strategically consider and highlight the potential positive and negative environmental effects of the plan to ensure that positive impacts are enhanced, and potential negative impacts can be avoided during the implementation of the plan. It is also important to consider the future impacts of climate change on the implementation of the plan to better prepare for such impacts. This section provides the results of the SEEA for the National Capital Core Area Plan.

This SEEA was conducted on Volume I of the plan, which does not include detailed demonstration plans and implementation strategies; therefore, all the specific effects that might arise from the proposals in these more detailed plans were not assessed. The recommendations section (section 6) outlines areas for further consideration during the development of Volume II of the plan and for the implementation of projects under the plan.

Climate Change Impacts

This section outlines the potential impacts of the plan on climate change (climate mitigation). It also highlights the potential future impacts of climate change on the implementation of the plan and on the ability of communities in the region to respond to and adapt to those changes (climate adaptation).

Climate Mitigation

This section outlines the potential effects of the plan on Canada's ability to mitigate climate change through greenhouse gas emission reductions. Canada's greenhouse gas emissions targets, supported by the NCC under its Sustainable Development Strategy 2023-2027, aim to reduce Scope 1 and 2 emissions by 40-45% below 2005 levels by 2030 and achieve net-zero emissions by 2050.

The proposed plan is unlikely to significantly increase greenhouse gas emissions or hinder Canada's greenhouse gas reduction targets. While certain aspects of the plan, such as the construction of new buildings or infrastructure, have the potential to temporarily increase emissions, other aspects of the plan, mainly the orientation toward active and public transportation, are likely to result in a long-term incremental decrease in emissions.Therefore, it is reasonable to assume that the proposed plan will help reduce emissions in the National Capital Region at mid-century and beyond.

At the forefront of the plan, sustainability is included in the vision, which describes the long-term goals and aspirations for the study area: "The heart of the Capital is a beautiful, sustainable, vibrant and entertaining space for living, working and discovering Canada […]." The plan describes three big moves, which are ideas that will drive transformations and help prioritize projects and investments to shape the future of the core area. One of these big moves, titled Create Connections, lays out a vision for "prioritizing pedestrians, connecting pathways and destinations, and enhancing interprovincial transit." Implementing this vision is likely to have an overall positive effect of reducing greenhouse gas emissions by encouraging alternatives to single vehicle travel.

This vision is further reinforced through the plan's policies, which are more specific. Under the plan's themes, many policies have the potential to lower direct and indirect greenhouse gas emissions from buildings, transportation and resource consumption.

Following is a sample of thematic policies that have the potential to minimize direct and indirect greenhouse gas emissions:

- Sustainability and Resilience:
    - To make high-density, compact urban development the norm in the core area.

    - Prioritize the rehabilitation and adaptive re-use of existing buildings and the use of low-carbon building materials to reduce embodied carbon and maximize the lifespan of structures.
    - Adopt enduring, high-quality design principles that prioritize longevity, divert waste from landfills and reduce the need for replacement or disposable materials.
    - Encourage renewable energy solutions such as district energy systems or on-site renewable energy sources.
    - Deploy energy-saving technologies and green infrastructure in public spaces and buildings such as green and cool roofs, water features, natural ventilation, shading elements and thermal mass considerations to reduce reliance on energy-intensive heating and cooling technologies.
    - Design buildings to reduce resource consumption and demand for water and energy, and to be net-zero-carbon ready.
- Mobility and Access:
    - […] Prioritize active transportation by consolidating sidewalks, bike lanes, pathways and intersections into a safe, inclusive and seamless network that facilitates access to and movement through the core.
    - Promote an integrated and efficient higher-order interprovincial transit network with enhanced service to capital destinations […]
    - […] Support the development of integrated, higher-order transit alongside efficient bus routes, shuttles, water taxis and shared mobility services to access destinations in and outside the core area.
    - […] Prioritize and promote the use of alternatives to private cars […].
    - Pursue the development of an interprovincial transit loop between downtown Ottawa and downtown Gatineau.
    - Expand options to help residents and visitors access Gatineau Park and other attractions and destinations in and outside the core area, including shuttles and water taxis.
    - Encourage transit priority measures such as high-occupancy vehicle lanes and transit signal priority, including on interprovincial bridges.
    - Support regional bikeshare and carshare systems to complement public transit and reduce the need for private car ownership.
    - Complete and consolidate the Capital Pathway network along Confederation Boulevard and maintain continuous access through all seasons.
    - Enhance safety and integration for cyclists by implementing protected bike lanes, cross-rides and improved intersection designs that prioritize safe interactions between cyclists and vehicles, without impeding or encumbering pedestrian spaces
- Democracy and Meaning:
    - Co-locate federal workplaces in walkable areas served by existing or planned public transit […].
    - Maintain [official] residences to the highest standards of sustainability, […] to preserve their function and legacy.
- Tourism and Local Economy:
    - […] Leverage [remote and telework technologies and scenarios] to better utilize available space and create a more resilient and diverse mix of people living and working downtown […].
    - […] Provide a balanced mix of housing, commercial and government accommodations to enable sustainable growth and densification.

- Support the conversion of underutilized office space into mixed-use housing and ground-floor commercial uses.
- Ensure new buildings are adaptable for long-term use, incorporating flexible design, modular layouts and structural designs to accommodate evolving needs and future growth.

Additionally, under Capital Fabric, there are policies for environmental performance that will optimize building energy efficiency and climate resilience:

- Maximize building envelope performance, insulation, thermal mass, passive solar gain and natural ventilation to reduce operational energy demand.
- Consider green roofs or high-albedo surfaces to reduce urban heat island effects.
- Leverage building orientation, thermal mass, operable windows and external shading devices to minimize reliance on mechanical systems.
- Prioritize regionally sourced, renewable materials such as mass timber and recycled content to reduce embodied carbon.

Recommendation for climate mitigation:
Because the impact of the plan on greenhouse gas emissions is likely to be minimal or even positive, no mitigation measures are proposed for the implementation of the plan. However, it will be important to ensure that the development of demonstration plans and all infrastructure projects proposed under the plan are assessed in detail for alignment with the Government of Canada's and the NCC's most current guidelines for waste reduction, green procurement, and net-zero carbon/energy-efficient building design and operation.

Climate Adaptation

This section highlights the potential future impacts of climate change on the plan and the impacts of the plan on the climate resilience of communities located near the planning area.

In 2020, the NCC commissioned a climate change projections study for the National Capital Region which concluded that, by the 2050s, we can expect to see: a rise in extreme heat; intensification of precipitation; more frequent and extreme weather (e.g. extreme wind, freezing rain, etc.); and a shift in seasonable variability, with earlier springs and later onset of autumn, as well as increased freeze-thaw events in winter.

In 2022, the NCC's Climate Change Vulnerability and Risk Assessment (CVRA) identified 61 potential climate impacts that need immediate action. Of those, 36% are related to extreme heat, 36% are related to precipitation, and 20% are related to extreme weather events, such as blizzards, ice storms, extreme winds, etc., and 8% are related to seasonable variability. The most significant for the NCC are:

- Damage to assets within the flood plain due to intensification of precipitation [and resulting flood events].
- Degradation or loss of poorly functioning ecosystems due to increase in extreme heat, drought and seasonal variability.
- Damage to heritage buildings and structures due to an increase in extreme heat and intensification of precipitation.

- Damage or premature aging to overall infrastructures due to intensification of precipitation, droughts and winter freeze-thaw.
- Jeopardized programming due to increased seasonable variability.

As these changes and impacts were considered during the development of the plan, it outlines general orientations and policies that support adaptation to these impacts.

The main considerations relating to adapting to climate change are as follows:

Precipitation and flooding

With 34 km of shoreline, the Capital's core area is particularly vulnerable to flooding. Precipitation and therefore flooding is most likely to increase under future climate conditions, as confirmed by the NCC's CVRA: "…the NCC's assets within the 100-year flood plain are already at risk of extreme and long-duration precipitation events. This risk will increase as the probability of high precipitation events increases". While there are currently no communities established in the floodplain covered by the plan, there are communities established in floodplains in sectors adjacent to the core area.

One of the plan's three big moves is to "Turn towards the water," to orient new buildings to face the water, enhance waterfront spaces with complementary amenities, activate building frontages along the waterfront, and create new wharves, docks and water connections. This orientation is further showcased in Sectors, with many planned shoreline interventions: S1 Central Ottawa (7 Cliff Parking Lot); S2 LeBreton Flats and Aqueducts (1 Nepean Bay); S5 Scott Point to Museum of History 5 Kruger Plant; S6 Jaques Cartier Park (5 Waterfront Promenade and7 Jacques-Cartier Park North); S9 Sussex Drive North and Rideau Falls (8 Rideau River); S10 Sussex Drive South and Byward Market (5 Queen's Wharf); and S11Rideau Canal(2 East Wharf).

While the Capital Waterfront policies offer adaptation strategies to reduce current flood risks, it is important to note that the flood risk probability zones upon which these policies are based rely on historical flood data rather than future flood models. This means that they do not account for the projected increase in the frequency of flooding under a changing climate. While the policies in the plan are sound, it is possible that proceeding with development in the floodplain based on these policies could heighten the NCC's exposure and liability to flooding events in the future. Intervention in the floodplain on federal land could also have potential impacts on surrounding communities, including increasing their flood risk, health and safety risks, or their ability to recover from flooding.

Recommendation for precipitation and flooding:
Further considerations are required for the impacts of flooding on the planning area and are outlined in section 6.

Extreme heat

Extreme heat is a major risk factor for many health conditions, particularly for already vulnerable populations. Based on surface temperature mapping acquired by the NCC in 2019, significant portions of the core area are already highly vulnerable to extreme heat during heat wave events. Climate projections for the region indicate that such events will become four times more frequent by 2050.

The Plan includes policies that can help minimize heat and its impacts. For example:

- Deploy energy-saving technologies and green infrastructure in public spaces and buildings such as green and cool roofs, water features, natural ventilation, shading elements and thermal mass considerations to reduce reliance on energy intensive heating and cooling technologies.Prioritize the planting of diverse, native species and resilient plants that support biodiversity, manage stormwater and provide shade along streetscapes.
- Ensure access to drinking water, incorporating public fountains and bottle refill stations in high-traffic areas, parks and along active transportation routes.

While these policies set out to mitigate the impacts of extreme heat, they do not provide details about which mitigation measures would be best suited for specific areas that are at a heightened risk of extreme heat.

Recommendation for extreme heat:
Further consideration of the impacts of extreme heat will be required during the development of Volume II of the plan and during implementation. Considerations for extreme heat and other increasing climate impacts are outlined in section 6.

Ecosystem functions

Increased precipitation, rising temperatures, and more frequent extreme weather events caused by climate change are expected to place growing stress on ecosystems, affecting their health and functionality.

The plan includes policies designed to mitigate the effects of climate change on ecological functions and support the resilience of these habitats. Some examples include:

- Select trees and ornamental urban plantings suitable to future climate projections, such as drought-tolerant or heat-tolerant species that reduce erosion, regulate water cycles and enhance infiltration.
- Increase the total coverage and health of the urban forest (including parkland and street trees) with increased planting of large canopy trees and understory vegetation.
- Diversify parkland vegetation to create biodiverse urban habitats, and protect sensitive and unique areas of riparian, meadow or woodland habitat.
- Improve habitat connectivity and biodiversity by creating green corridors, implementing native planting and bird protections for developments, and managing invasive species and ecological threats.
- Develop park-specific management plans and guidelines that conserve and enhance the beauty of each park, increase the tree canopy over time and mitigate impacts of climate change.
- Include urban trees and ornamental plantings throughout the core area that promote the natural character of the core and support biodiversity and resilience in the face of climate change.
- Prioritize resilient planting of ornamental perennials and native species that increase biodiversity.
- Manage and limit the spread of invasive plant species.
- Prioritize resilient native plant species and diverse self-sustaining plant communities with canopy, understory and ground cover species.

Recommendation for ecosystem function:
Overall, the impacts of climate change on ecosystem function are likely to be minimal and no further consideration is required.

Seasonable variability

Changes to parkways and road conditions could impact programming like the Weekend Bikedays program. Warmer and shorter winters could shorten the cross-country skiing and snowshoeing seasons on urban ski trails, as well as the skating season on the Rideau Canal Skateway. These changes have the potential to limit the core area's capacity to offer dynamic recreational programming and seasonal activities.

Although these aspects of climate change are less directly tied to land use, the plan does include policies that address seasonal variability, such as:

- Develop programs and activities to seasonal variabilities, such as variable winter temperatures with frequent freeze thaw events, and hotter and drier summers.
- Consider winter appeal and provide seasonal installations such as decorative lighting, warming stations and colourful displays to add interest and comfort during longer evenings and inclement weather.

The NCC Climate Adaptation Plan includes an action to integrate the consideration of climate risk into its programming to "explore options to adapt recreational offerings […] to manage climate risks […] in a coordinated manner."

Recommendation for seasonal variability:
The impacts of seasonal variability on NCC programming are considered under the NCC's Climate Change Vulnerability and Risk Assessment and Climate Adaptation Plan. Therefore, no further consideration is needed for the Core Area Plan.

Environmental Impacts

Beyond climate change, the implementation of the plan may affect other environmental aspects. This section outlines those potential positive and negative effects on natural capital and biodiversity as well as other environmental effects.

Under its Sustainable Development Strategy 2023–2027, the NCC committed to maintaining the ecosystem services of its green spaces. While a sizable portion of the land under the National Capital Core Area Plan is urbanized, it contains several types of natural assets, including forests, wetlands, rivers and riparian areas, street trees, parks, open spaces and fields. These are scattered across five waterways, and 34 km of shoreline, urban parks, open spaces, and natural areas. Collectively, these elements constitute the natural capital of the core area and provide a range of ecosystem services, such as recreation, tourism and connection with nature, water and soil retention, air quality and heat regulation, pest and disease control, and habitat for biodiversity.

Significant effects on the ability of the natural areas located within the planning area to provide ecosystem services are unlikely due to the limited extent of large-scale development proposed under the plan and the fact that much of the development is in an already urbanized area and no major ecosystems are proposed for removal.

The plan includes policies towards minimizing effects on natural capital and protecting biodiversity by covering a wide range of topics, such as forest and tree coverage and health, choice of species for landscaping, employment of nature-based solutions, interventions in naturalized areas, habitat connectivity, and protection and conservation of valuable natural areas, etc. Overall, these policies demonstrate consideration of natural asset integrity and preserving the ecosystem services natural assets provide.

Here is a sample of policies that have the potential to minimize impacts on natural capital:

- Sustainability and Resilience policies:
    - Prioritize infrastructure solutions in the following order: natural, enhanced, engineered assets, grey infrastructure.
    - Increase the total coverage and health of the urban forest (including in parkland and street trees) with increased planting of large canopy trees and understory vegetation.
    - Diversify parkland vegetation to create biodiverse habitats, and protect sensitive/unique areas of riparian, meadow or woodland habitat.
    - Improve urban habitat connectivity and biodiversity by creating green corridors, implementing native planting and bird protections for development, and managing invasive species and ecological threats, where possible.
    - Conserve and enhance ecosystem services to maximize the economic, environmental, social and cultural benefits of natural assets and ensure that residents and visitors have access to diverse, high-quality green spaces that promote health and well-being while sustaining biodiversity.
- Capital Open Space policies:
    - Provide a network of public open spaces that offer a range of user experiences and ecological functions.
    - Protect and enhance the ecological functions of green spaces to ensure their longevity, beauty, and resilience in the face of climate change and intensification pressures.
    - Increase the number of trees in green spaces.
    - Conserve and enhance naturalized areas by maintaining their ecological integrity, promoting biodiversity and ensuring natural features are protected.
    - Promote ecological restoration and enhancement to increase biodiversity and ecological services.
    - Encourage appropriate uses and installations compatible with their character and ecological capacity […].

In addition, some sector design recommendations will likely result in having a positive effect on biodiversity and natural capital, as renaturalization projects are planned in currently mineralized areas. Implementation of these design recommendations may result in natural capital gain, and overall support to urban biodiversity. Such sites include: Bank Street Valley (S1); Cliff Parking Lot (S1); Kruger Plant (S5); and the National Research Council Building (S9).

Despite these results, some orientations outlined in the plan suggest that land use changes could affect natural assets, particularly in riparian areas. One of the plan's three big moves is "Turn towards the water." This initiative aims to enhance waterfront spaces and amenities, create new wharves and docks, and improve water connections.

Furthermore, the Capital Waterfront concept outlines policies that envision shoreline interventions, categorized into several planning elements: Riverfront Landscapes, Promenades, Arrival Points, Escarpments and Embankments, Bridges and Crossings, Nodes, Rest Points and Seating Areas, and Shoreline Installations (including public docks and piers, marinas, mooring areas, boat launches, portage routes, and floating structures). These potential shoreline interventions, and any other interventions in green spaces, have the potential for negative environmental effects. However, the significance of these effects and their resulting impacts on the ability of shorelines to provide essential ecosystem services (such as erosion and flood control) will vary depending on the location and type of development.

Other environmental effects that were evaluated as part of this SEEA are outlined in Table 1, below. Although the plan is not expected to result in any significant environmental impacts because the environmental policies of the plan are targeted toward protecting nature, detailed impacts on specific areas are mostly unknown. The overall impact of the plan on the extent, condition and risks to NCC green spaces, as well as their ability to provide ecosystem services, is not precisely known, but significant negative changes to these indicators are not expected.

Table 1: Other environmental effects considered for this SEEA

	Positive	**Neutral**	**Negative**	**Unknown**
Biophysical effects				
Water quality / Stormwater management	☐	☐	☐	☒
Soil quality / Erosion	☐	☐	☐	☒
Air quality / Greenhouse gas emissions	☒	☐	☐	☐
Noise pollution	☒	☐	☐	☐
Human health and well-being				
Environmental changes that affect an identifiable community	☐	☐	☐	☒
Exposure to harmful substances (e.g. toxic chemicals)	☐	☐	☐	☒
Exposure to climate or natural disaster risks	☐	☐	☐	☒
Other human health effects	☐	☐	☐	☒
Human activity				
Energy efficiency	☒	☐	☐	☐
Energy use	☐	☐	☐	☒
Material efficiency	☐	☐	☐	☒
Material use	☒	☐	☐	☐
Waste generation	☒	☐	☐	☐
Circular economy / Recycling	☐	☐	☐	☒

Recommendation for environmental effects:
The environmental effects of any interventions in green spaces, as well as those effects listed in Table 1, should be further considered during the development of Volume II (the demonstration plans and implementation strategies), and during the planning and design of projects to be implemented under the plan. Overall impacts on green space extent, condition and risks should also be monitored to ensure that ecosystem services are maintained. Mitigation measures for environmental effects are outlined in section 6.

Social and Cultural Impacts

With its rich history and the iconic role, it plays as the capital city of Canada, the core area creates a unique social and cultural landscape in Canada. The plan acknowledges these characteristics very well and proposes a clear and strong vision for it. Heritage and archaeology policies are presented early in the documents and three of the six themes are linked to cultural aspects of the study area: Democracy and Meaning; Beauty and Majesty; and Vibrancy and Animation. It can be said that the plan will positively affect social and cultural aspects of the core area, and more broadly, all of Canada.

The following table summarizes the various social and cultural effects that were considered as part of this assessment. Where positive effects are identified, corresponding policies in the plan are likely to contribute positively.

Recommendation for social and cultural impacts:
No further considerations are required for Volume II of the plan, but detailed considerations for accessibility and other social and cultural impacts will be required for projects implemented under the plan.

Table 2. Social and cultural effects considered under this SEEA.

	Positive	**Neutral**	**Negative**	**Unknown**
Social effects of the plan				
Equitable access to high-quality green space for recreation and well-being	☒	☐	☐	☐
Universal accessibility	☒	☐	☐	☐
Built environment (amenities, washrooms, potable water, wayfinding)	☒	☐	☐	☐
Visual environment (streetscape and landscapes)	☒	☐	☐	☐
Local economy	☒	☒	☐	☐
Tourism	☒	☐	☐	☐
Transportation (active mobility, public transit, micromobility)	☒	☐	☐	☐
Cultural effect of the plan				
Archaeological resources	☒	☐	☐	☐
Cultural heritage (including Indigenous and settler cultures)	☒	☐	☐	☐

Economic Impacts

The plan presents a vision for a lively, dynamic and vibrant capital city. Several policies, primarily under the Vibrancy and Animation and Tourism and Local Economy themes, indicate that the plan's implementation is likely to generate many economic opportunities, including:

- The core area must showcase national celebrations as well as enable a range of festivals, concerts and public gatherings, to create opportunities for social interaction, economic growth and cultural exchange.
- The core area must cultivate and support vibrant street life and neighbourhood ambiances by promoting pedestrian-friendly environments, activating underutilized spaces, and enabling active building frontages, street vendors and performances.
- The core area must provide accommodations, entertainment, excursions and cultural experiences that attract visitors, generate revenue and create employment opportunities in the hospitality and service sectors.
- The core area must accommodate a diverse mix of commercial offerings that create a livable community for residents and a great destination for visitors.

These policies are reflected in the sector-specific design recommendations throughout the core area, with proposals to animate public vistas, streets, urban parks, and the shoreline; create new event spaces; revitalize historic sites for tourism; and much more. Key locations include Sparks Street (S1); Nepean Bay (S2); Jacques-Cartier Park South and North (S6); Old Hull (S8); Sussex Blocks (S9); Sussex Heritage Courtyards (S10); Queen’s Wharf (S10); ByWard Market (S10); and Confederation Park (S11). Moreover, economic benefits are expected from the construction of activities associated with these projects alone. Therefore, the plan is expected to generate lasting positive economic impacts for the National Capital Region.

Recommendation for economic effects:
No further consideration of economic impacts is required as no major negative impacts are expected to arise.

5 Alignment with Federal Priorities

This section provides an overview of how the plan contributes to the Government of Canada’s current priorities.

Indigenous Rights

The core area is located on the traditional territory of the Algonquin Nation. The NCC recognizes the deep connections that the Algonquin Nation has to these lands and acknowledges its historical and ongoing presence in the region.

The NCC has a longstanding relationship with the communities of the Algonquin Nation and is committed to fostering meaningful, respectful and ongoing engagement. It will continue its ongoing engagement with the Algonquin Nation and provide opportunities for further engagement on specific projects or initiatives stemming from this plan. This includes:

- ongoing collaboration in the development and implementation of projects;

- opportunities for cultural recognition within public space, commemorations and interpretive initiatives; and,
- consideration of traditional knowledge and perspectives in planning and design.

Public Perspectives

The Government of Canada recognizes the importance of public engagement as an important part of the democratic process and emphasizes openness and transparency in government operations. During the development of the master plan, the NCC conducted four rounds of consultations for this plan. Public and stakeholder engagement played a central role throughout the process, helping to shape the plan at every stage. Participants included a public advisory committee, community and business associations, and members of the public, all of whom contributed valuable insights and perspectives

During the divergent phase, the NCC engaged twice with the public through workshops, kiosks, surveys, and pop-up events. These activities invited a wide range of ideas and possibilities to inform the development of key components and options for the plan.

As the process shifted into the convergent phase, a third and a final round of consultations were held to gather feedback on the draft plan in the form of a story map and the 90% draft of the plan, respectively.

Contribution to the NCC's Sustainable Development Strategy

This plan contributes positively to the NCC's Sustainable Development Strategy (SDS), which is aligned with the Government of Canada's sustainability priorities laid out under the Greening Government Strategy and the Federal Sustainable Development Strategy (FSDS), which are themselves aligned with the United Nations Sustainable Development Goals. Specifically, this plan supports SDS goals below in the following ways:

- Advance reconciliation with Indigenous Peoples and take action to reduce inequality (Goal 10): The NCC engaged with Indigenous nations during the development of this plan and will continue to support reconciliation by engaging them throughout its implementation, through project-specific engagement.

- Improve access to affordable housing, clean air, transportation, parks and green spaces, as well as cultural heritage in Canada (Goal 11): The plan, through its orientation and policies, supports goals related to active and sustainable transportation, the enhancement of parks and green spaces, and the consideration of natural capital. It also plays a significant role in highlighting Canada's cultural heritage in the heart of its capital and seat of government, mainly under the Democracy and Meaning theme.

- Reduce waste and transition to zero-emission vehicles (Goal 12): This plan supports and has the potential to accelerate the transition to a low-carbon economy, mainly through its commitment in regards active and sustainable transportation, densification around transportation nodes, adaptative reuse, and low and sustainable resource consumption.

- Take action on climate change and its impacts (Goal 13): The plan includes orientations and policies that promote the implementation of net-zero carbon and passive energy buildings, renewable energy solutions, on-site water management, and designs that account for future climate conditions.

- Protect and recover species, conserve Canadian biodiversity (UN Sustainable Development Goal 15): Although the area covered by the plan is highly urbanized, significant natural assets are present. Principles around nature, biodiversity, and health of species are present in the plan. The plan includes a policy to prioritize natural, enhanced and engineered assets over grey assets to support ecosystem services.

6 Implementation Considerations

While the National Capital Core Area Plan provides policy direction for the National Capital core area, it does not provide details about the exact interventions that will occur in each sector (e.g. the shoreline typologies that will be implemented for specific areas of shoreline or the design and footprint of infrastructure developments). It is therefore not possible to determine the exact nature and extent of all the potential environmental impacts that could arise during the implementation of the plan. It is also not possible to determine the impacts that climate change will have on asset-specific projects that are implemented under the plan because climate projections have only been accounted for at a policy level, not a project level.

It is advised that a sustainability subject matter expert be involved in the development of Volume II of this plan to assess the detailed sector plans for their potential environmental impacts and ensure that these are addressed within the plan. Additionally, it will be important to conduct more detailed assessments, such as climate risk and vulnerability assessments, where necessary, during the prioritization, planning, design and implementation of projects in the core area. Requirements to conduct these more detailed assessments are already part of the NCC`s project management and approval processes and a sustainability subject matter expert is generally involved in this process.

The table below summarizes the areas of focus for further consideration during the development of Volume II of this plan and for the more detailed assessments to be completed during implementation of this plan. It also proposes mitigation considerations to heighten potential positive effects and minimize potential negative effects of the plan and its implementation.

Potential effects	Mitigation considerations for implementation
Flood risks: The specific impacts of flooding, especially future flooding, on the implementation of the plan could not be fully accounted for under this plan.	- When developing the demonstration plans for the various sectors of the planning area, consider the specific flood risks and vulnerabilities for each sector, considering future climate projections to the extent possible. - Develop an NCC-wide policy to guide new development in the floodplains (as

	planned under the NCC Climate Adaptation Plan). - Ensure that the planning and implementation of projects under the plan align with the NCC's most current sustainability and climate data, plans, and strategies. This should be verified during investment prioritization and project planning, design and approval. - Conduct a climate vulnerability and risk assessment at the design phase for each project proposed in a flood-prone area. This will help avoid investing in infrastructure that carries a high risk of damage or failure from climate impacts and a high risk of becoming a health and safety risk to the public. - Preventative measures to reduce the risk of flooding (not just adapt to it) should be considered for projects under this plan. The potential impacts of infrastructure development on surrounding communities' exposure to flood risk should also be considered.
Increasing climate risks: The risks to the planning area from climate impacts such as flooding, extreme heat events and other extreme weather are likely to increase over time.	- Continue to advance the understanding of climate change impacts on the planning area through the collection and assessment of relevant and up-to-date climate change data (e.g. future climate projections for the region, surface temperature maps, tree canopy data, air flow modeling) and by updating NCC climate risk and vulnerability assessments. Implement climate adaptation measures on an ongoing basis, as required, in the planning area. - During the plan's implementation, conduct a climate vulnerability and risk assessment at the design phase for each project proposed in the plan. - Use socioeconomic data to inform climate vulnerability and risk assessments to avoid increasing climate risks for vulnerable communities.
Environmental effects: Even though the plan was developed to have positive effects on the environment, biodiversity and ecosystem services, it is still possible that negative environmental effects could arise during the planning and	- In the demonstration plans, provide details about the type of interventions are planned within intervention areas in Capital open space, so that these interventions can be planned to minimize impacts on biodiversity, ecosystem

implementation of interventions in green spaces. In addition, the overall impact of the plan on green spaces cannot be determined from the policies alone.	services and other environmental impacts. - Continue to evaluate environmental effects of detailed sector plans during the development of Volume II of the plan. - As a performance indicator for measuring the success of plan implementation, measure the overall gain or loss of green space within the planning area over time (through a natural asset inventory that is updated periodically). - Measure other indicators of ecosystem function over time, such as the condition of natural assets, the risks they face and the value of ecosystem services they provide. - Consider adding renaturalization strategies as part of projects, if net-loss of green space is anticipated.

7 Conclusion

The National Capital Core Area Plan contains sound policies that acknowledge and highlight the importance of enhancing the natural environment and reducing negative impacts. The plan seeks to ensure the long-term environmental sustainability and climate resilience in the core area of the National Capital Region. The social and economic impacts of the plan are also projected to be positive. In addition, this assessment indicates that the plan aligns with federal priorities, supporting sustainable development and climate action, advancing Indigenous reconciliation, and promoting public engagement.

However, due to the inherent general nature of the plan as a policy document, detailed environmental impacts will need to be further assessed during project development as the plan is implemented. Particular emphasis is needed to ensure mitigation measures are in place to address the potential impacts of flooding and other climate impacts like extreme heat, which are projected to increase over time. Emphasis should also be placed on mitigating the environmental effects of interventions in the green spaces and monitoring the overall impact of the plan on natural capital over time. The NCC has a robust set of plans and strategies related to sustainability, which are regularly updated and based on relevant environmental data and will serve to guide the implementation of the plan.

National Capital Commission
Commission de la capitale nationale

Review of the National Capital Core Area Plan

Public consultation summary report

2021-2025

Canada

Background

Context

The National Capital Commission (NCC) performed a comprehensive review of the National Capital Core Area Plan (the Plan), which is the principal long-term planning document for the development and management of federal lands within the downtown cores of Ottawa and Gatineau. Originally approved by the NCC Board of Directors as Canada's Capital Core Area Sector Plan in 2005, the renewed Plan establishes a unified vision to guide future planning and management efforts in the core area.

In this review process, the NCC engaged with the public and various stakeholders to gather their insights on the Plan's priorities and to enhance awareness of its objectives.

About the Plan

The Core Area Plan was developed through a design-led process based around three key stages. Beginning with an initial stage of evaluation of the context and pending projects, future phases beginning in 2022 involved more stakeholder engagement and public participation to help shape the Plan.



In May 2025, the NCC completed a fourth and final phase of public participation, which offered an opportunity to members of the public to comment on the final draft version of the Plan. The final draft was informed by two previous rounds of public consultation, along with an initial round of stakeholder evaluation of existing conditions.

Public participation process

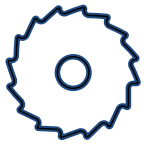
Since the start of public participation on the National Capital Core Area plan began in 2022, multiple phases of engagement have taken place with stakeholders and the public.

Phase 1: 2022 (internal and partner engagement)

Technical-level engagement with partner agencies
April–August 2023



Phase 2: 2023 (public participation on early draft plan)

Public advisory committee meeting	Online public survey	Pop-up kiosks	Public workshops
November 2023	October-December 2023	September-October 2023	November 2023
			
14 participants	**2,600 views 344 comments received**	**445 participants**	**76 participants**

More information is available in the Phase 2 Public Consultation Report.

Phase 3: 2024–2025 (public and stakeholder participation on draft plan)

Public advisory committee meeting	Stakeholder meetings	Public workshops	Online public survey
May 2024	February 2025	January 2025	January–February 2025
			
9 participants	**7 meetings**	**41 participants**	**1,696 views 200 responses received**

More information is available in the Phase 3 Public Consultation Report.

Phase 4: 2025 (review of final draft plan)

Public advisory committee meeting	Online public consultation	Submissions by email	Social media reactions
May 2025	May 2025	May 2025	May 2025



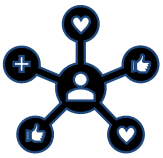
7 participants



2,458 views
66 comments received



24 submissions received



5 comments

During Phase 4, members of the public had a final opportunity to comment on key aspects of the Plan, suggest ways to improve the proposals, and add anything that might have been overlooked. Feedback received during previous rounds of public consultation were incorporated into the draft version of the Plan presented to the public during this phase.

Overview of Phase 4 public participation activities

Engagement activities included as part of Phase 4 included:

- **Public Advisory Committee:** Members of the PAC met on May 14, 2025, to discuss and provide comments on the final draft.
- **Online comment box:** Open from May 1 to May 15, a total of 66 comments were received from members of the public.
- **Feedback via email:** 24 emails were received from members of the public via the consultations inbox.
- **Letters from stakeholders:** Interested groups, including the Lowertown Community Association, the Federation of Citizens Association, and the New Edinburgh Community Alliance, provided feedback via email. Copies of these submissions are available in Appendix 1.

As part of a separate engagement process, the NCC also engaged with Indigenous communities. On May 15, the project team provided a presentation to six elders of the Kitigan Zibi Anishinabeg community.

More information on the updated Plan can be found here.

What we heard

This section summarizes key findings across all engagement activities during Phase 4. Based on the comments received, the following themes were identified:

Transportation and accessibility

Transportation was a major focus, with strong support for improved transit and active transportation to help connect Ottawa, Gatineau and nearby suburbs. There were also strong calls for safer bike lanes and better sidewalks. Some respondents were also concerned about the closure of roads to cars and accessibility for seniors, while others called for a balanced approach that supports all users.

Comments representing participant feedback on this issue included:

- "Ensure that all sites have good transit access, with emphasis on expanding more efficient train/tram dedicated infrastructure…"
- "The pedestrian access in front of the NAC should also include improved bicycle access along the canal."

Housing and development

Housing and development generated a wide range of opinions, reflecting both support for increased density and opposition to certain proposed developments. Supporters of densification emphasized the need for more affordable, multi-bedroom units, especially for working families who are being priced out of the urban core. They advocated for high-density, mixed-income developments that could reduce urban sprawl and car dependency.

However, others expressed concern about the location and nature of proposed developments. Residents of New Edinburgh and Rockcliffe Park expressed concerns about the proposed development on Sussex Drive, specifically about traffic congestion, perceived loss of green space, and the importance of the area's heritage character.

The Ruisseau de la Brasserie (Brewery Creek) was another point of interest. Numerous comments opposed development along its banks, arguing that the area should be preserved as a public green space. These respondents emphasized the importance of equitable access to nature, especially for residents of Hull who already face a shortage of parks and recreational areas.

Comments representing participant feedback on this issue included:

- "I support the proposals to activate and develop the lands near (sic) Sussex…they could easily become a place where people live, work, gather, or simply experience something memorable. We're sitting on potential and doing nothing with it."
- "The Ruisseau de la Brasserie has immense potential for becoming a jewel for residents and visitors…"
- "As a resident of New Edinburgh…the development of this area will reduce the already limited green space in the area, especially along Sussex Drive itself…"

Parks and green spaces

There was a strong desire to protect and enhance public access to green and waterfront areas. Suggestions included creating swimmable zones, building boardwalks, and improving maintenance of existing parks. Respondents emphasized the importance of these spaces for recreation, climate resilience and community well-being.

Comments representing participant feedback on this issue included:

- "As for the Queen's Wharf, make sure there is good bike parking and also a swimming station (at own risk or find a way to cost recover lifeguards)."
- "Let these 'vacant' areas beyond the mowed edges be wildflower meadows—free decorative flowers!"

Waterfront activation

The city's waterfront areas were seen as a big opportunity. Many people said these spaces could be much better used, with amenities like boardwalks, places to swim, and better walking and biking paths. They want these areas to be designed for people, not just cars or private buildings. Some specific areas mentioned for improvement were the locks near the Château Laurier and Lemieux Island.

Comments representing participant feedback on this issue included:

- "The NCC should work to make sure that the canal is swimmable again. There should be one to two dates a year or month, in a certain two-hour window, where swimming is a priority over boats."
- "Explore opportunities for activating waterfronts (Canal, Rideau, Ottawa) through active and passive spaces in these areas."

Additional public feedback

In addition to these themes, participants also had several suggestions for additional elements to incorporate in the Plan. These included:

- installing more public amenities such as **public washrooms**, **water fountains**, and **shade structures** in high-traffic areas;
- ensuring updated plans and policies are **inclusive of seniors** and accessible for **people with mobility challenges**;
- designing **temporary infrastructure** on NCC lands (e.g. bike parking plazas) for large events like Canada Day and Bluesfest;
- creation of more opportunities for reflection and recognition of **Algonquin culture and traditions;** and
- improving **wayfinding and signage** for landmarks, transit stops and public amenities to make navigation easier for residents and tourists.

The feedback from Phase 4 of public participation highlights the importance of the core area, and that the community remains deeply invested in plans for its future.

Response to themes

Following public consultation and comments received during Phase 4, the project team has accounted for the feedback received according to the themes identified.

In the final version of the plan, the project team responded to the feedback on transportation and accessibility by highlighting the need for improvement of wayfinding and mobility services, while also improving accessibility and walkability. This also included improvements to streetscape elements regardless of mode of transportation, including active mobility.

On housing and development, the project team heard the comments opposed to development in areas of significant heritage character. The redevelopment proposals in the updated Core Area Plan are designed to match the style of the community while respecting its heritage. It is recognized that bringing the project to reality would need a specific development plan, including further public participation.

On parks and green spaces, primarily highlighted in the "Capital Open Space" concept of the Plan, the team prioritized comments for the creation of new zones and activation of existing park spaces by introducing new elements of play and discovery.

The "Capital Waterfront" concept was reorganized to prioritize the need for access to the water; this was identified as a high priority by participants in the public engagement. The concept acknowledges the public desire for additional waterfront infrastructure (e.g. docks and boardwalks) that facilitate water-specific activities.

The project team thanks those who took the time to share their thoughts, insights, and valuable feedback during the numerous rounds of public consultation on the National Capital Core Area Plan.

Next steps

Comments from Phase 4 of public consultation were integrated into the final plan, which was submitted for approval by the NCC Board of Directors in June 2025.

Appendix 1: Letters from stakeholders

172 Guigues Ave.,
Ottawa, ON K1N 7H5
info@lowertown-basseville.ca
May 15, 2025

Tobi Nussbaum
Chief Executive Officer
National Capital Commission
Sent via email: exec@ncc-ccn.ca
Copy to : Mona Fortier, mona@monafortier.ca
Lucille Collard, LCollard.mpp.co@liberal.ola.org
Stephanie Plante, stephanie.plante@ottawa.ca
consultations@ncc-ccn.ca

Subject: Comments on the Final Draft National Capital Core Area Plan

Dear Mr. Nussbaum,

Thank you for the opportunity to provide feedback on the draft National Capital Core Area Plan. The Lowertown Community Association, representing the residents of Ottawa's oldest neighbourhood, acknowledges the NCC's objective to create a capital core that is aesthetically pleasing, accessible, sustainable, and meaningful to all Canadians. We recognize the valuable role the NCC plays in managing federal lands, improving the public realm, and promoting design excellence. We appreciate that the draft Plan includes positive elements such as infill opportunities along Sussex Drive, enhanced waterfront access, and improvements to the Ottawa River Pathway and Lady Grey Drive.

We view this Plan as a significant opportunity to further enhance heritage preservation, livability, and the protection of Canada's historic capital neighbourhoods. Our comments focus on areas where we believe a deeper commitment or a more balanced approach could strengthen the Plan.

ByWard Market and Sussex Drive

The ByWard Market is a vital part of the capital's core. We note that the current economic activity in the Market is significantly influenced by its evening and nightlife functions. This concentration has unfortunately been associated with increased crime and undesirable behaviour, and has contributed to a decline in the diversity of retail and the traditional farmers' market presence, particularly impacting daytime activity outside the peak season. While we understand the interest in enhancing vibrancy and animation (as outlined in Section 4.4 of the Core Area Plan), we suggest a more balanced approach that actively supports and encourages

diverse daytime retail businesses to ensure a more secure and welcoming environment throughout the day and year. We encourage the NCC to continue prioritizing small Canadian retailers in their rental decisions along Sussex Drive to promote commercial diversity and showcase Canadian products.

Regarding the courtyards, while the Plan suggests encouraging commercial activity at grade, we recommend careful consideration of the potential impacts, such as noise levels, on adjacent residential units. Ensuring that any commercial frontages in these areas are appropriate for a mixed-use context with residential components is crucial. We also observe that municipal design standards for patios, signage, and lighting in the Market appear to impact the area's appeal. We suggest the NCC could potentially collaborate with the City of Ottawa to encourage the adoption of design standards that would enhance the Market's aesthetic and functionality. We urge the NCC to reaffirm a commitment at the federal level to the revitalization of the ByWard Market.

Balancing Intensification and Livability in Lowertown

Lowertown has experienced significant intensification over several decades and currently exhibits a high density compared to many other residential areas in Ottawa. The neighbourhood accommodates a diverse range of uses, including residential units, embassies, shelters, short-term rentals, nightlife venues, and major infrastructure. We believe that future development in Lowertown should prioritize a balance between growth and care, focusing on infrastructure repair, investment in public spaces, and development that values preservation and improved livability. We encourage the NCC to lead in advocating for a capital core where existing neighbourhoods are recognized for their current contributions and supported in enhancing their livability. The Core Area Plan acknowledges the importance of supporting a diverse employment base and promoting mixed-use employment areas that provide commercial and community services for residents and employees. We believe this principle can be applied to support the balanced growth of Lowertown.

Alexandra Bridge and King Edward Avenue

The Alexandra Bridge, while owned by PSPC, falls within the NCC's visual and civic mandate. We maintain our position that the Plan should include a firm commitment to the preservation and restoration of this vital connection between two historic neighbourhoods: Vieux-Hull and the ByWard Market. Its potential to accommodate light rail or active transportation aligns with federal objectives related to climate and mobility. We respectfully request the NCC's support for the restoration and preservation of the Alexandra Bridge.

Regarding King Edward Avenue, although it is municipally owned, it functions as a part of Canada's National Highway System. The LCA supports the Core Area Plan's recommendation to address dangerous and polluting truck traffic on King Edward Avenue. The volume of truck traffic negatively impacts the livability of the capital core, compromises pedestrian safety, and contradicts the Plan's themes of beauty, health, and history. We agree that the NCC, given its standing and responsibility, should advocate for a federally coordinated solution to re-route this

traffic away from the downtown core, as suggested in the Plan.

Beautification and Illumination

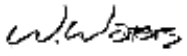
As the historic heart of the nation's capital, Lowertown and the ByWard Market would benefit significantly from enhanced beautification and illumination. Drawing inspiration from other world capitals where historic quarters are enhanced with greenery, lighting, and public amenities, we believe the NCC has the resources and the mandate to collaborate with the LCA, the ByWard Market District Authority, and the City of Ottawa to implement a comprehensive plan for beautifying the entire district. Enhancing the aesthetic appeal of a space contributes to a greater sense of safety and security. The Core Area Plan's themes of Beauty and Majesty (Section 4.2) and Vibrancy and Animation (Section 4.4), particularly the emphasis on high-quality public realm design, lighting strategies, and public art, support these objectives.

Major's Hill Park is a small gem that is a popular destination in all seasons. It is one of few downtown parks. It has the advantage of offering fantastic views of the parliament, the river, the canal and major institutions. The NCC should avoid closing the park for major events that require a fee and leave the park in disrepair. Other parks better suited for events such as LeBreton Flats should be used instead.

In conclusion, Lowertown plays a significant role in the cultural and civic identity of Canada's capital core. We recognize the meaningful work undertaken by the NCC and see further opportunities for collaboration. We ask that the Core Area Plan continue to position the NCC not only as a planner and property owner but also as a steward of national memory and a partner in enhancing urban livability.

Thank you for considering our comments. We look forward to continued dialogue on the implementation of the Core Area Plan.

Your sincerely,



Warren H. Waters, Vice President
Lowertown Community Association - Association communautaire de la Basse-Ville

LOWERTOWN BASSEVILLE
COMMUNITY ASSOCIATION ASSOCIATION COMMUNAUTAIRE

Federation of Citizens' Associations of Ottawa **fca-fac** Fédération des associations civiques d'Ottawa

May 15, 2025

Tobi Nussbaum
Chief Executive Officer
National Capital Commission
Sent via email: exec@ncc-ccn.ca
cc: consultations@ncc-ccn.ca

Subject: National Capital Commission (NCC) Core Area Plan Final Draft

Dear Mr. Nussbaum,

The Federation of Citizens' Associations of Ottawa (FCA) thanks the NCC for the opportunity to review the final draft of the Core Area Plan. Our members participated in the consultation session at the Urbanism Lab and have submitted comments on the preceding 60% draft of the Plan.

The FCA has reviewed the final draft of the Plan, and is generally pleased with the overall approach, scope and overarching themes that provide a policy framework that helps shape the future of our National Capital core.

While we acknowledge that the Capital core has a primary function as the Seat of National Government, and that the core area has traditionally been the administrative focus of federal functions, serving as the principal location for federal workplaces and national institutions, we wish to emphasize that hat it is also a collective of communities and businesses, and spaces that have significance to local neighbourhoods. Collaborative planning is in our opinion of paramount importance, with the aim of stabilizing and transforming the core into "downtown" places where residents, workers, and visitors wish to spend time and enjoy. We urge the NCC not to forget that the public realm goes beyond manicured landscaping, sculptured plazas, and high-quality design principles, and must include a safe and pleasing ambiance for civic life and community purposes.

We commend the stated intent to accommodate a diversity of mixed uses that can support a growing population and economy. We support the goal of a balanced mix of housing and commercial accommodation that can sustain more residents living and working in the core area, with housing options that include a substantial proportion of affordable housing. It is in that spirit that we also support the potential conversion of underutilized or surplus office spaces into mixed-use housing and commercial uses.

We applaud the intent of the NCC to continue to work with its partners and other stakeholders toward enhancing interprovincial goods transport in ways that minimize and possibly avoid impacts on the core area and other urban communities. While we recognize the significance and need for efficient and sustainable goods movement for the regional economy, we urge the NCC and other levels of government to work collaboratively to find viable and sustainable strategies that will avoid and mitigate adverse impacts of heavy truck transport on local

communities. Encouraging the use of smaller electrical vehicles for deliveries will reduce the adverse effects of noise and air pollution on the adjacent communities.

The economic and socio-cultural vibrancy of our core area will in many instances be affected by enhancements to the constituent spaces themselves. We all wish to avoid a continued backslide due to the obstacles of reduced attractiveness for commercial and housing opportunities. We laud the NCC intention of placing importance to the space itself.

By reinforcing the placemaking perspective, the most important resource in any vital core area will be attracted - people. Green space and urban forest canopy are significant catalysts in this regard. Together with high quality designs of the built environment, the preservation and enhancement of green spaces in the core area can help accomplish the goals of rejuvenated housing, commercial, and retail activity. We strongly believe that innovative green infrastructure solutions are a fundamental component of helping bring the core area vision to reality. We therefore strongly urge the NCC to continue to work closely with the City of Ottawa and communities to conserve and augment the network of urban green spaces that weave the core area with the broader network of urban natural lands and ecological spaces.

We note the limited recognition by the Core Area Plan of the ongoing dominance and impact of the automobile. While mobility and transportation challenges are different in complexity and intensity for different urban, suburban and rural communities, there is no question the automobile continues to transform cities and directly shapes the Capital's landscape. While the prominence of the automobile may be in conflict with and challenge some of the key Core Area Plan "Capital Realm" policy directions and the principal catalytic strategies, the Plan in our opinion should be more precise on effective transportation demand management strategies that will mitigate congestion, lower emissions, and improve overall mobility and quality of life. A concerted effort among partners is required to ensure effective demand management since transportation challenges do not respect core area or interprovincial boundaries and require a broader integrated approach that transcends the core area. The NCC can and should demonstrate greater leadership in more effectively managing demand, by helping improve and shift the balance to greater transit, walking and cycling in the core area.

How our communities safely and easily access and use the core, their “downtown”, is very important. A successful downtown is a key element of the Capital communities. A successful core area will be defined as a place that attracts and maintains people, including families, that sustains a vibrant and diverse local economy, that uses the public realm and urban spaces efficiently, and gives priority to transit, walking and cycling, and supports other more broad community sustainability goals. We look forward to the tangible strategies and actions that will emanate from the Core Area Plan that align with and espouse the aforementioned.

Sincerely,

Warren H. Waters, Chair
FCA Planning & Zoning Committee

May 23, 2025

To: The National Capital Commission

Attention: Tobi Nussbaum, Chief Executive Officer

Alain Miguelez, Vice-President, Capital Planning and Chief Planner

Via email: tobi.nussbaum@ncc-ccn.ca, alain.miguelez@ncc-ccn.ca, consultations@ncc-ccn.ca

Subject: Comments by the New Edinburgh Community Alliance (NECA) on the National Capital Commission's update to the Core Area Plan with respect to the proposed Sussex Blocks development

1. **Introduction – Community awareness and views**
2. **Ceremonial route**
3. **Public interest**
4. **Housing needs**
5. **Previous comments**

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1. Introduction – Community awareness and views

Since the New Edinburgh Community Alliance (NECA) submitted its preliminary comments to the National Capital Commission (NCC) in February 2025, several steps have taken place to increase the limited awareness of the Sussex Blocks proposal and have assisted in further informing the comments of community members and NECA on the proposal. We thank the NCC for granting us an extension to the comment deadline to provide this collective response.

As a result, NECA is pleased to provide these additional **comments specifically regarding the Sussex Blocks development proposal in the Core Area Plan.** You already have the community's input from the workshop hosted by the NCC in New Edinburgh on March 6. More recently, we heard more views and concerns exchanged at a very well-attended public meeting of the NECA board on May 20. The community is deeply concerned with the proposal.

Overall, this submission serves to convey the **prevailing concerns from the community regarding the wisdom of the NCC's proposed plan to build major apartment buildings along Sussex Drive**, across from the Prime Minister's official residence and very close to Rideau Hall, at the tail-end of the ceremonial route connecting to Parliament Hill.

The Sussex Blocks development would possibly be the largest residential project in New Edinburgh, and within its historic conservation district. In the new Core Area Plan under review, the Sussex Blocks project is described as "mid-rise, mixed-use buildings in traditional architectural style faithful to the New Edinburgh style, and a new urban park…."

Many comments focussed on the inappropriateness of building an apartment complex on that portion of the ceremonial route known as Confederation Boulevard.

2. **Ceremonial route**

"Confederation Boulevard is the NCC's flagship ceremonial boulevard," states the NCC on its website. "It is a key feature of the National Capital Region's core area."

The significance of the Sussex Drive portion of the ceremonial boulevard is elaborated in the NCC's **Confederation Boulevard Guidelines - Management and Stewardship of our Capital Legacy** (currently under review):

> Sussex Drive north from the Peacekeeping Monument to Rideau Hall is a broad, large-scaled avenue with buildings usually set back from the road…
>
> ***Sussex Drive is renowned for the number of civic and diplomatic institutions*** along its length, and for Rideau Hall in particular, which terminates Confederation Boulevard at the north end gateway. Sussex Avenue (sic) is ***famous for the ceremonial procession*** that occurs between Rideau Hall and Parliament Hill during both the opening of Parliament and its dissolution.
>
> The Boulevard streetscape along Sussex is ***simple, clean and dignified***…The large scale and geometry of Sussex Drive offer ***a special kind of experience*** not found elsewhere on Confederation Boulevard. *[emphasis added]*

The existing simplicity and grandeur of the three blocks under consideration was noted by community members as a rationale for not pursuing a residential or commercial development on the lands.

There appears to be a contradiction between historical symbolism of the ceremonial route and now the NCC's proposal for a high-end apartment building complex at a key portion of that route.

3. **Public interest**

The public interest perspective is especially germane to a proposed development that would be located in a significant location in a historic district of the nation's capital – namely steps from Rideau Hall and the Prime Minister's official residence.

When viewing the Sussex Blocks proposal in the context of our capital city, and considering it on behalf of all Canadians, the question is whether apartment buildings are the most inspired and appropriate use of these lands in this location.

Some residents expressed the opinion that, in Canadians' best interests, the wiser choice for this special area of the nation's capital would be to maintain the current landscape and use of these blocks in its context.

4. Housing rationale

Similar to Canadians across the country, residents in the community are aware and concerned about the lack of affordable housing and the need for additions to the housing supply. Equally, however, there is a prevailing awareness that the NCC is the custodian of many other federal lands which are suitable for housing developments, and indeed may be more suitable for the kind of affordable housing that is sorely lacking in the city.

Several community members expressed concern that the NCC may be **misguided in considering adding to housing supply at the high-end of the market**, rather than supporting the addition of affordable housing elsewhere in keeping with the City's and the country's needs in this critical period. (In this regard, we note the NCC's collaboration on the Federal Lands Initiative for the goal of stimulating housing developments on federal lands.)

It is also disquieting and disappointing that the **NCC is admittedly seeking the rezoning of the blocks** for residential and/or commercial development **in an effort to generate revenues from new buildings** on these lands. This motivation does not seem in keeping with the capital stewardship role imparted to the NCC – particularly when one considers the ceremonial importance of the proposed Sussex Blocks.

4. Other concerns

Other concerns we heard, and which seemed to be widely shared, were regarding the process that would be followed. It was not clear whether the normal municipal rezoning process would be followed. Concerns were also expressed around the possibility that the NCC would contract with a private developer and in so doing lose control over what is built.

5. Previous comments are still pertinent

NECA's preliminary comments on the Core Area Plan in February 2025 regarding the Sussex Blocks proposal are still pertinent for the NCC's consideration. In particular, the community continues to raise concerns about these topics, among others (as they appear in the February comments):

- **Heritage**
- **Parking and traffic congestion**
- **Flood plain**
- **Trees and parkland**

NECA appreciates this opportunity to provide these comments with the extension of the NCC's deadline to accommodate our public meeting.

Please note that these views are shared both in the current context and while contemplating the future impacts of the NCC's decisions on the urban environment that constitutes the nation's capital region.

Yours truly,

Sarah Anson-Cartwright

On behalf of the NECA board

Sarah Anson-Cartwright
Board member, NECA

cc. The Hon. Mona Fortier, MP (Ottawa-Vanier-Gloucester) mona.fortier@parl.gc.ca

Mayor Mark Sutcliffe mark.sutcliffe@ottawa.ca

Councillor Rawlson King (Rideau-Rockcliffe) rawlson.king@ottawa.ca

Appendix 2: NCC Responses

OTTAWA CITIZEN

Opinion

Miguelez: The right kind of housing could enhance Sussex Drive

Alain Miguelez

Fri, May 30, 2025 at 4:30 a.m. EDT · 3 min read



NCC renderings showcase plans for a two-block area on Sussex Drive that include buildings, townhomes and, in place of the current grass field, a landscaped garden. (Credit: NCC)

> *This article was written in response to "Sussex Drive deserves better from the NCC," May 27:*
>
> The NCC is in the process of updating its 2005 Core Area Plan, a strategic planning document intended to guide the future evolution of the nine square kilometres at the centre of the nation's capital for the decades to come. The proposed three big moves — turn towards the water, make great spaces and create connections — are already evident in new NCC projects such as River House, Kìwekì Point and the soon-to-be-opened Westboro Beach pavilion.

In order to respond to the directive of our shareholder, the Government of Canada, to contribute to solving the housing crisis, we are also re-examining how NCC lands in the core of the capital can be used for housing — an approach that has the added advantage of increasing the resident population and dynamism of our downtown. One of many such sites, two blocks on Sussex Drive across the street from the Royal Canadian Geographical Society and the French Embassy, is currently zoned in our 2005 plan for institutional use, with the intention that those sites be developed for diplomatic or other public buildings.

NCC staff are proposing that these sites could instead be imagined in the revised 2025 plan for a wider variety of building uses, including housing, but also commercial and retail. Such buildings, with a height of no greater than five storeys, reflective of the New Edinburgh Heritage Conservation District and the dignity of our ceremonial route, could serve a variety of functions including residential apartments or town homes, offices and ground-level services such as cafés and restaurants that integrate to the surrounding neighbourhood and workplaces. Our proposed idea would be consistent with the city's Official Plan, which permits housing in these blocks as part of the Parliament and Confederation Boulevard Special District.

Interestingly, although the blocks in question are now vacant, as recently as the late 1960s they housed apartment houses, a fire station, a hotel and various shops. In hindsight, we know that the demolition of these places, like at LeBreton Flats, was a mistake that led to too many decades of vacant lands that deprived the capital of housing, energy and built heritage.

As part of its visioning, the NCC offered hypothetical renderings of tastefully designed beautiful new buildings, townhomes and, in place of the current grass field, a manicured, formal landscaped garden, to match the dignity and gravitas of this highly symbolic location. The vision of the Core Area Plan is, however, only directional. To bring such an idea to reality, a specific development plan would need to be created, complete with future public consultation.

At a time of a critical housing shortage, shared efforts to revitalize our downtown cores and the need for boldness in building the infrastructure our country needs, the revised Core Area Plan offers a key opportunity for the NCC to contribute to the public interest while building a beautiful, dignified and inspiring capital for all Canadians

Alain Miguelez *is vice-president, Capital Planning, at the National Capital Commission.*

Appendix E - Major Project Milestones

- The SOR for the plan was first presented to the Executive Management Committee in September 2020.

- The Plan was presented to the Board of Directors at the 2022 Fall Strategic Retreat.

- In November 2022 the project was first presented to ACPDR. This presentation included the opportunities created by the plan's revision, as well as contextual and theme-specific possibilities, along with decisive initiatives (current, imminent and prospective) in the core area.

- The second presentation to ACPDR occurred in May 2023 where the preliminary strategic framework for the plan update was shared. This included the vision, guiding principles, and themes.

- The third presentation to ACPDR occurred in March 2024 and covered emerging concepts and key objectives.

- The fourth presentation to ACPDR occurred in December 2024 and covered the refined concepts, themes and sector recommendations.

- A progress update was presented to the Board of Directors in April 2025 for information prior to presenting the final plan, volume I for decision in June 2025.

- Volume I, which included Sector 1 (Downtown Ottawa) was approved by the NCC Board of Directors in June 2025.

- A Fifth and Final presentation to ACPDR occurred in December 2025 and covered the demonstration plans for sectors 2 – 11.