



August 5, 2011

ACS2011-ICS-PGM-0019

NOTICE OF PLANNING COMMITTEE MEETING

Dear Sir/Madam:

Re: Downtown Rideau Street Vision Statement and Guiding Principles

This is to advise you that the above-noted matter will be considered by the City of Ottawa Planning Committee on **Monday, August 15, 2011**.

The meeting will begin at 9:30 a.m. in the Champlain Room, City Hall, 110 Laurier Avenue West, Ottawa. You are welcome to attend the meeting and present your views.

Attached is a copy of the report outlining the Departmental recommendation.

The Committee will consider any written submissions in respect to this matter if provided to the Committee Coordinator of the Planning Committee at 110 Laurier Avenue West, Ottawa, K1P 1J1 or by fax at 613-580-9609 or by e-mail at caitlin.salter-macdonald@ottawa.ca.

If you wish to speak to the Committee or hear this item, please call Caitlin Salter-MacDonald at 613-580-2424 extension 28136 by 4:00 p.m. on the day before the meeting **to determine if a specific time has been set for this item to be considered**.

For information on the item itself, please contact the undersigned at 613-580-2424, extension 27913 or e-mail at amy.falkner@ottawa.ca.

Yours truly,

Original signed by

Amy Falkner
Planner
Planning and Growth Management Department

Attach.

*Shaping our future together
Ensemble, formons notre avenir*

City of Ottawa
Infrastructure Services and Community Sustainability
110 Laurier Avenue West
Ottawa, ON K1P 1J1
Tel : 613-580-2400
Fax : 613-580-2576
www.ottawa.ca

Ville d'Ottawa
Services d'infrastructure et Viabilité des collectivités
110, avenue Laurier Ouest
Ottawa, ON K1P 1J1
Tél : 613-580-2400
Fac : 613-580-2576
www.ottawa.ca



Le 5 août 2011

ACS2011-ICS-PGM-0019

AVIS DE RÉUNION DU COMITÉ DE L'URBANISME

Madame, Monsieur,

Objet: Énoncé de vision et principes directeurs concernant la rue Rideau

La présente vise à vous informer que le Comité de l'urbanisme de la Ville d'Ottawa étudiera l'article cité sous rubrique **le lundi 15 août 2011**.

La réunion commencera à 9 h 30 dans la salle Champlain, hôtel de ville, 110, avenue Laurier ouest, Ottawa. Vous pourrez y présenter votre point de vue.

Veillez trouver ci-joint une copie du rapport comprenant la(es) recommandation(s) du Service. Le rapport est disponible en anglais seulement. Toutefois, si vous désirez obtenir des éclaircissements, veuillez communiquer directement avec l'urbaniste qui se fera un plaisir de répondre à vos questions en français.

Le Comité étudiera les rapports écrits traitant de la question qui sont présentés à la coordinatrice du Comité de l'urbanisme, 110, avenue Laurier ouest, Ottawa, K1P 1J1, par télécopieur au 613-580-9609 ou par courrier électronique à caitlin.salter-macdonald@ottawa.ca.

Quiconque souhaite faire une présentation au Comité ou entendre la question, est prié de communiquer avec Caitlin Salter-MacDonald au 613-580-2424, poste 28136, à 16 h au plus tard, le jour précédant la réunion afin **de savoir si l'étude de cet article a été fixée à une heure précise**.

Pour obtenir des renseignements au sujet, veuillez communiquer avec la personne soussignée, au 613-580-2424, poste 27913 ou par courriel à amy.falkner@ottawa.ca.

Veillez agréer, Madame, Monsieur, l'expression de mes sentiments les meilleurs,

Original signé par

Amy Falkner
Urbaniste
Service de l'Urbanisme et Gestion de la croissance

p.j.

*Shaping our future together
Ensemble, formons notre avenir*

City of Ottawa
Planning, Transit and the Environment
110 Laurier Avenue West
Ottawa, ON K1P 1J1
Tel : 613-580-2400
Fax : 613-580-2576
www.ottawa.ca

Ville d'Ottawa
Urbanisme, Transport en commun et Environnement
110, avenue Laurier Ouest
Ottawa, ON K1P 1J1
Tél : 613-580-2400
Fac : 613-580-2576
www.ottawa.ca



ITEM N^o
NUMÉRO DE L'ARTICLE _____

Request to speak form
Fiche de demande d'intervention

Please complete the 'Request to Speak' form and give to the Committee Coordinator at the beginning of the meeting or send it by Fax at 613-580-9609.

Veillez remplir la fiche de 'Demande d'intervention' et la remettre à la coordonnatrice/au coordonnateur du Comité au début de la réunion ou l'envoyer par Facsimile au (613) 580-9609.

Committee and Meeting Date
Comité et date de la réunion _____

Subject/Objet _____

Please indicate your position with respect
REPORT RECOMMENDATION:

- I agree
 I oppose

Veillez donner votre opinion sur la to the
RECOMMANDATION DU RAPPORT :

- Je suis d'accord
 Je suis en désaccord

Name/Nom: _____

Company, Agency or Community Organization (if applicable)
Société, agence ou organisme communautaire (s'il y a lieu): _____

Street and/or e-mail address, Postal Code and Telephone/Adresse municipale et/ou courriel, code postal
et numéro de téléphone: _____

Personal Information contained on this form is collected pursuant to s.75 (4) of By-Law No. 2002-247, and will be used as a record of, and possible follow up to, participation in this meeting. Questions about this collection should be directed to the Manager, Council and Committee Services, 110 Laurier Avenue, Ottawa, Ontario K1P 1J1. Telephone (613) 580-2424, ext. 26836. / Les renseignements personnels contenus dans le présent formulaire sont recueillis en vertu du p.75(4) du Règlement municipal 2001-20, et seront utilisés à des fins de référence et de suivi éventuel à la participation à cette réunion. Toute question concernant cette collecte de renseignements doit être adressée au Gestionnaire des services au Conseil et aux Comités, 110, avenue Laurier Ouest, Ottawa (Ontario) K1P 1J1. Téléphone (613) 580-2424, poste 26836.

Report to/Rapport au :

**Planning Committee
Comité de l'urbanisme**

and Council / et au Conseil

07 July 2011 / le 07 juillet 2011

Submitted by/Soumis par : Nancy Schepers, Deputy City Manager, Directrice municipale adjointe, Infrastructure Services and Community Sustainability, Services d'infrastructure et Viabilité des collectivités

Contact Person/Personne-ressource : Richard Kilstrom, Manager/Gestionnaire, Policy Development and Urban Design/Élaboration de la politique et conception urbaine, Planning and Growth Management/Urbanisme et Gestion de la croissance Élaboration de la politique et conception urbaine

(613) 580-2424 x22653, Richard.Kilstrom@ottawa.ca

Ward 12 (Rideau-Vanier)

Ref N°:ACS2011-ICS-PGM-0019

**SUBJECT: RIDEAU STREET VISION STATEMENT AND GUIDING PRINCIPLES
(FILE NO. D04-99-10-RIDE)**

**OBJET : ÉNONCÉ DE VISION ET PRINCIPES DIRECTEURS CONCERNANT
LA RUE RIDEAU**

REPORT RECOMMENDATIONS

That the Planning Committee recommend that Council approve Document 1, the Rideau Street Vision Statement and Guiding Principles, as determined by local stakeholders, to inform future projects, studies, policies and planning for the area.

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver le Document 1, l'énoncé de vision et les principes directeurs concernant la rue Rideau, tel que déterminé par les intervenants de la région, afin d'orienter les futurs projets, études, politiques et planification de ce secteur.

BACKGROUND

The 'Downtown Ottawa Urban Design Strategy 2020', approved by City Council in 2004, laid out a future development strategy for Ottawa's downtown. The Rideau Street area was identified as a Retail Arts and Theatre Precinct; and the study called for a Rideau Street West (of King Edward Avenue) beautification. The study identified the need to improve the pedestrian experience, particularly between Nicholas Street and Sussex Drive, but that the challenge to

implement this will be difficult until the number of buses is reduced. A more rigorous maintenance program was called for, plus an upgrading of street trees, landscaping and lighting to make the area more attractive and to improve the perception of safety. For an improvement to the visual impression of the street, the removal of one of the overhead pedestrian bridges was recommended. The street needed to be re-designed and closely connected to the City's public art program.

Official Plan Amendment 76 (OPA 76) classified Rideau Street as a theme street in the Central Area and as a "Design Priority Area" and outlined specific policies regarding the design quality and standard of streets in these areas. The policies that speak to the context and compatibility of development clearly express Council's interest that new development should fit into its context, while acknowledging growth and change. (An excerpt from OPA76 specifically addressing the trucks on Rideau Street is attached as Document 3.)

The Rideau Street Urban Design Study, launched in November 2007, was designed to solicit input from the area's users and stakeholders for new ideas to revitalize Rideau Street. Emergency measures had been deemed necessary to address ongoing social problems on Rideau Street, primarily in the area between Sussex Drive and Nicholas Street. To rectify this situation, City Council directed staff "to produce an urban design concept for this area of Rideau Street that accommodates transit users and pedestrians in a safe, secure environment, in consultation with the local councillor, local stakeholders, the Ottawa Police Service and the Pedestrian and Transit Advisory Committee".

The initial workshop held on November 28th, 2007 was designed to elicit input from the area's users and stakeholders and promote the synthesis of new ideas. A resulting vision statement was that, as a district, Rideau Street was poised to build on the rich mix of urban activities and broad demographic profile of users. Its vibrancy could be enhanced by adding more cultural expression to the physical streetscape, to complement the range of shops and services along the street. Rideau Street's strength came from its rich diversity and animation rather than an enforced architectural and functional continuity.

The Rideau Street Urban Design Study began as a comprehensive plan for the street, but many other projects that would have an impact on Rideau Street were also moving forward independently (see the project list attached as Document 4).

DISCUSSION

Owing to the increasing number of initiatives and projects in the area, it was decided to adjust the course of the Rideau Street Urban Design Study (RSUDS) from a study, to a vision and a set of guiding principles for the street in order to expeditiously inform ongoing and future projects.

On April 8, 2010, then-Councillor Georges Bédard requested staff to develop, in consultation with the Downtown Rideau BIA stakeholder group, a vision statement for the future of Rideau Street between Mackenzie Avenue and King Edward Avenue. The decision was made to poll the local community to get an updated consensus for a vision and set of principles for this section of Downtown Rideau Street. Two workshops of invited stakeholders were held to determine the desired vision for the area. The result of that process was a vision statement and six guiding principles, which would be the yardstick against which each of the future initiatives and projects would be measured.

Commonalities of the three consultations with diverse stakeholders included:

- providing more space, amenity and priority for pedestrians;
- reducing car, truck and bus congestion;
- opening the ground-level uses to the sidewalk with more transparency and visual connections;
- providing special streetscape elements, including lighting, to enhance this important urban street; and
- keeping the street cleaner and maintained to a higher standard for residents and visitors.

In addition, the stakeholders felt that Rideau Street still needs stronger policies to:

- encourage a good mix of desirable businesses, with mixed-use buildings, ground-level uses and window displays, open, visible and accessible to the sidewalk;
- restrict less-desirable businesses (tattoo parlours, for example);
- restrict additional night-club licenses;
- address zoning and secondary plans to prevent small, two-storey buildings from going up;
- require unique signage and lighting to enhance a world-class street;
- ensure ambient lighting contributes to the public realm from the storefronts; and
- provide ease of loading access and restrictions to load only during certain times of the day, including garbage loading.

The stakeholders also requested that the City:

- help determine alternate routes for regional truck traffic (refer to the OPA 76 excerpt attached in Document 3);
- reduce bus traffic in conjunction with the development of the new LRT;
- reduce dependency on this section of Rideau Street as a major arterial connection for inter-provincial truck traffic;
- improve standards of cleanliness and safety;
- approach condominium developers to include public parking in new developments;
- help plan and transform small spaces such as alleyways into small oases for pedestrians; and
- support quality commercial development by looking for incentives to encourage it.

The stakeholders from the western end of the street were in general agreement that the area need reinforcement around its character as an arts /cultural/ shopping /entertainment destination. As the Capital's premier 'high street' it needs support for a stronger focus on pedestrian amenity and quality place-making as opposed to the heavy transit mall of through-traffic transit vehicles and trucks that dominate the streetscape at present.

The resulting 'Vision Statement and Guiding Principles' (Document 1) is intended to help inform the future direction and decision-making related to the projects, studies and planning underway in the area.

CONSULTATION

At the request of the then Ward Councillor, representatives of the Downtown Rideau BIA were invited to determine and share their current vision for the area. Two workshops were conducted on April 27th and May 28th, 2010 and included representatives from the various stakeholder groups and members of the Downtown Rideau BIA (see attached consultation list in Document 2).

At the request of the new Councillor, who took office December 11, 2010, a third workshop was convened on March 4, 2011 soliciting additional input from a wider consultation group and expanding the vision to consider the entire length of Rideau Street, east to the Cummings Bridge.

COMMENTS BY THE WARD COUNCILLOR

I concur with the findings of this report. I am glad to see Rideau Street come together to plan for the future. The Rideau Renewal project provides a good opportunity to enact many of the recommendations of this report.

LEGAL IMPLICATIONS

There are no legal implications associated with this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with this report.

TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

CITY STRATEGIC PLAN

This report implements the City's strategic plan's objectives for transportation:

Objective 1: improve the city's transportation network to afford ease of mobility, keep pace with growth, reduce congestion and work towards modal split targets

Objective 2: ensure current federal and provincial commitments for transportation programs are maintained and seek enhanced support for existing and new programs.

This report implements the City's strategic plan's objectives for planning and growth management:

Objective 2: (new) invest in programs and initiatives that improve Ottawa's business climate, support job creation and enhance the city's social and economic prosperity.

SUPPORTING DOCUMENTATION

- Document 1 Rideau Street Vision Statement and Guiding Principles
- Document 2 List of organizations represented at workshops
- Document 3 Official Plan Amendment 76 excerpt re: trucks on Rideau Street
- Document 4 List of future projects that will impact the area

DISPOSITION

Planning and Growth Management will deliver a copy of the Rideau Street Vision Statement and Guiding Principles to all stakeholders and parties noted in Document 2 currently implementing projects, studies and planning in the area.

RIDEAU STREET **VISION STATEMENT AND GUIDING PRINCIPLES**

DOCUMENT 1

The vision statement and guidelines, the result of the stakeholder's input at three public workshops, address all of Rideau Street, from Mackenzie Avenue to the Cummings Bridge. As the street changes in density and has more of a mercantile, cultural, themed character at the west end where the BIA is, a notation (DR) for Downtown Rideau BIA has been noted after a guideline that is the result of the BIA members' input on that segment of the street. Official Plan Amendment 76 (OPA 76) classifies Rideau Street as a theme street, west of King Edward Avenue and a Traditional Mainstreet east of King Edward Avenue.

This vision is also intended to supplement other Council-approved documents for guiding development in the area.

VISION

We envision Rideau Street to be a livable place which has the following characteristics:

It:

- is a world class cosmopolitan 'high street', offering a diverse commercial and residential environment (DR);
- is the heart of the district (DR);
- is a cultural hub with an Arts & Culture theme (DR);
- is a shopping mecca (DR);
- is not a regional truck route (DR);
- has a transportation system that is balanced serving local, not regional needs (DR);
- acts as a gateway to Parliament Hill (DR);
- is an attractive public place, not a transit mall;
- is safe and clean (DR);
- is a pedestrian and cycle-friendly precinct in place of a truck-traffic regional thoroughfare;
- is a mainstreet guided by 'mainstreet' design guidelines;
- is accessible to get onto and off of the street, easy to get to, move around in and live;
- is economically viable, inviting and unique;
- attracts people to come and experience Rideau Street;
- is a thriving pedestrian destination in which to visit, work and play;
- has a re-balanced vehicle/pedestrian system that emphasizes the needs of pedestrians over vehicles; and
- is rich in diversity (DR).

GUIDING PRINCIPLES

Downtown Rideau Street will be:

1. A commercial 'high street' destination that:

- is a distinct and a special destination and meeting place that serves pedestrians as the priority over trucks and buses (DR);
- offers a street context that reflects the type of uses that suit a world class high street;
- is economically viable and commercially driven, with an economy that attracts commercial and other development, including residential (DR);

- exhibits world class and national stature (DR);
- is recognized and accepted as Ottawa's High Street that includes on-street parking, evenings and week-ends, to attract the lucrative car owner customer and support the nighttime economy requirement of the cultural hub (DR);
- builds on Capital significance and themes (DR);
- incorporates symbols and icons that reflect the national community such as Parliament, the Rideau Canal and the Chateau Laurier (DR);
- has many commercial places that attract people who want a unique and diverse experience (DR);
- exhibits stunning/interesting architecture and high property standards;
- offers harmony in building heights and a controlled building scale (outside DR);
- is a source of pride in the area for customers, visitors and residents;
- provides active storefronts on the street with visible interiors adjacent to the sidewalks (i.e. no blank walls) (DR);
- draws quality businesses (in the retail and community mix) for greater diversity, attractiveness and uniqueness (DR);
- is the "going downtown" place for visitors and locals (DR);
- is supportive of smaller landlords reinvesting in their properties; and
- balances and markets a good mix of retail, residential and culture (DR).

2. A thriving social and cultural hub that:

- builds on local arts, culture and heritage assets;
- is a showcase for artists (DR);
- protects, enhances and supports the area as a cultural hub, "Where culture lives" (DR);
- builds on a thriving economy (DR);
- is welcoming, spacious, clean and well-maintained;
- adds cultural expression to the physical streetscape;
- has experiences to enjoy that are in addition to a primary destination or activity;
- includes the percent for public art program in new projects;
- has artistic and creative elements of interest on the street; and
- emphasizes nighttime lighting that reflects a theatre district of 'bright and sparkling'(DR).

3. An accessible destination that:

- is easy to get to and circulate within;
- is used by residents for their shopping needs;
- provides traffic calming by way of continuous, upgraded sidewalks and on-street parking on Rideau Street evenings and week-ends;
- offers easy movement and liveable mobility for tourists, visitors and locals so that pedestrians can move around safely, comfortably and efficiently;
- includes a transportation design that fits in with, and is led by, the high quality urban design of a pedestrian-centric street;
- has inviting pedestrian links between the theatre and arts community, the ByWard Market, the Ottawa Convention Centre, ArtsCourt, the Ottawa Little Theatre, the University of Ottawa, condos and adjacent neighbourhoods such as Sandy Hill and Lowertown;

- has appropriate types of public parking that are safe and convenient with the right mix of on-street parking and short-term, metered parking to support the cultural and nighttime economy; and
- is a flexible street that can be adjusted to accommodate special occasions/needs as they arise (for example, can be closed to traffic for a festival or a Canada Day celebration).

4. A lively, inviting and animated destination that:

- is the main artery and heart of the district (DR);
- is a people/pedestrian place where people want to be;
- is inviting and safe (both perceived and actual) for all age groups;
- is lively to attract families and visitors;
- has an uncluttered and beautiful streetscape with inviting and special pedestrian-friendly lighting that also lights building façades and street trees; and
- has buried wires and no hydro poles in the sidewalks.

5. A gateway to Parliament Hill

- is treated as a ‘gateway’ or special place of entry and transition to the nation’s Capital Hill and that the city maintains at the same standard as the National Capital Commission’s standard of care of the parliamentary district (DR).

6. A well-balanced, transportation system that:

- gives priority to pedestrians and cyclists;
- diverts truck traffic and inter-provincial buses to alternate routes;
- balances competing interests between pedestrians, bikes, cars and buses so that it is easy to move in, around, and between, various modes of travel;
- designs the new LRT station to showcase arts and heritage (DR);
- has infrastructure that prioritizes the needs of local traffic and circulation(DR); and
- has a workable, managed transportation system that supports local commercial and residential viability and development.

LIST OF ORGANIZATIONS REPRESENTED AT WORKSHOPS

DOCUMENT 2

The first two facilitated workshops (April 27 and May 28, 2010) included representatives from the following groups:

Rideau Centre
 The Bay
 700 Sussex Drive
 National Capital Commission
 Equity and Diversity Advisory Committee
 Member of the Arts Heritage and Culture Advisory Committee
 Accessibility Advisory Committee
 Action Sandy Hill
 Ottawa Convention Centre
 Coordinator, Strategic Support, Sustainability Services
 Société de transport de l'Outaouais
 Downtown Rideau
 Quality Hotel Downtown Ottawa
 Ottawa Arts Court Foundation
 Santé Restaurant & Gallery and Holz Spa
 Ottawa Little Theatre
 City of Ottawa Transit Services Branch
 City of Ottawa Infrastructure Approvals
 City of Ottawa Infrastructure Services and Community Sustainability Portfolio
 OC Transpo
 City of Ottawa Rail Planning Office

The third workshop (March 4, 2011) included representation from:

The neighbourhood, local business owners and staff
 Downtown Rideau BIA
 Société de transport de l'Outaouais
 National Capital Commission
 King Edward Avenue Task Force
 Econo Lodge
 Caisse Populaire Rideau
 Days Inn
 Lowertown Community Association
 Lone Star Group
 Avant-Garde Bar

OPA76 EXCERPT RE: TRUCKS ON RIDEAU STREET

DOCUMENT 3

Section 2.3.1 Transportation Policy 49

Movement of Goods

Policy 49

The City will explore alternative means to accommodate interprovincial truck travel to minimize impacts on the Central Area, in particular along and in the vicinity of King Edward Avenue. Upon the completion of a new interprovincial corridor to accommodate trucks in a safe and efficient manner, the City will remove Rideau Street and King Edward Avenue from the City's identified truck route system. See also, policy 8 in Section 3.6.6 on the Central Area.

LIST OF PROJECTS THAT WILL IMPACT THE AREA

DOCUMENT 4

1. Downtown Ottawa Transit Tunnel Stations and service connections

Description: LRT

Schedule: The preliminary engineering is expected to be complete in December 2011.

Detailed design will be undertaken in 2012 - 13

Construction in 2013

Completion/revenue service in 2018

Contact: Dennis Gratton, 613-580-2424, ext. 27890

(Note: design and construction dates are tentative until a construction schedule is established with a contractor.)

2. Rideau Integrated Street Reconstruction: Dalhousie to the Cummings Bridge (sewer replacement construction)

Description: Renewal of Rideau Street includes full roadway, curb and sidewalk reconstruction. The existing watermains, valves, hydrants, and services (incl. lead) to the property line will be replaced. The existing sewers will be renewed and various surface drainage improvements will be made to direct flow overland. The sewer services will be replaced to the property line. Pavement width, new curbs and new sidewalks will be determined during the design stage, requires major coordination with PGM; Impact/timing of hydro burial subject to policy decision; current standard is not to fund burial of overhead utilities.

Contact: Randy Dempsey, Project Manager, Construction Services East.

Schedule: Delcan has been hired as the consultant October 2010. Detailed design is scheduled for completion late fall 2011. Construction to follow in 2012 subject to funding in the 2012 and 2013 budgets. Construction will take place over a minimum of two years.

High priority for construction but until funds are approved the construction schedule remains to be established.

3. Rideau/Colonel By Node Design (NCC)

Description: Urban Design Study: Sussex Drive, Rideau Street and Colonel By Drive

This study explores design and redevelopment opportunities to transform the Sussex / Rideau / Colonel By Landmark Node on Confederation Boulevard into a public space for commemoration.

“The Vision for the Node is to reclaim this historic space as an urban experience and transform it into a national icon. The Node will convey a significant Capital to the world and be representative of Canadian values, ideals and the nation’s role on the world stage.”

Contact: Richard Daigneault, NCC - Project Manager

Schedule: Study completed in 2008, Detailed Design 2012 (subject to approval of Capital Funds) The NCC to hire an Urban Design consultant soon to prepare a comprehensive vision plan which would amalgamate the work from 2009 (Urban Design Strategies), the recent LRT plans, the monument vision and the active mobility objectives. Following this, a joint traffic study would be undertaken either by the City or the NCC (TBD).

4. Rideau Street /Colonel By Drive Mobility Study (NCC)

Description: Concurrently with the above-noted urban design study, the City of Ottawa conducted the Downtown Ottawa Transit Tunnel (DOTT) planning and environmental assessment for a light rail transit tunnel, with a key signature station anticipated in this same vicinity. The NCC and City jointly agree on the need for a transportation study that will lead to a comprehensive mobility plan to examine and assess the relationship between the possible road reconfiguration for a public place, a DOTT station and area circulation.

Contact: Richard Daigneault, NCC / Arto Keklikian - Project Manager (NCC arto.keklikian@ncc-ccn.ca), Vivi Chi - City of Ottawa representative

Schedule: 2011 (subject to approval of Capital Funds)

5. Downtown Ottawa Mobility Overlay (2011)

Description: The Downtown Ottawa Mobility Overlay is an integrated urban design and transportation planning study that will capitalize on the transformative opportunities presented by the downtown LRT and other major downtown infrastructure projects. It will recommend opportunities to improve the downtown streetscape for walkers, cyclists and transit riders. The study builds on the recommendations of the 2004 Downtown Ottawa Urban Design Strategy.

Contact: Nelson Edwards, 613-580-2424, ext. 21290

Schedule: study has started and scheduled for completion late 2012

6. Interprovincial bridge/crossings corridor study (NCC,MTO,MTQ)

Description: Phase 2A-objective is to develop study & design for Phase 2B – completed.

Phase 2B (choosing one crossing among the three best alternatives, Kettle Island (Corridor 5), Lower Duck (Corridors 6 &7) has been initiated as of May 2011 by the Roche-GENIVAR Joint Venture. Phase 2B of the Study is to be completed in 2012, and environmental approvals are currently scheduled to be completed in December 2013. The project website is: <http://www.ncrcrossings.ca/en/>

Contact: Mona Abouhenidy, 613-580-2424, ext.26936

Schedule: Phase 2B to begin at the end of 2010. The final EA Report and Screening Report are expected in mid-2014.

7. Interprovincial transit study (NCC)

Description: Strategic plan for interprovincial rapid transit connection that would integrate the services of STO (Société de transport de l'Outaouai) with the services of OC Transpo.

Contact: Arto Keklikian - Project Manager (NCC arto.keklikian@ncc-ccn.ca),

MM at City of Ottawa: Kornel Mucsi: 613-580-2424, ext 12503

Schedule: Final report, with conclusions and recommendations on improving interprovincial transit integration, will be presented to the Study Steering Committee late 2011.

8. Downtown Rideau Local Parking Study: Rideau Street / ByWard Market Traffic and Parking Study

Description: Parking supply and utilization rates were recorded in the ByWard Market and Rideau Street areas in September and October 2009. In addition, customer and business surveys were undertaken. The results of this data collection were compiled.

The 2010 City Budget included an additional \$150,000, a part of which is allocated towards the next steps of the ByWard Market and the Downtown Rideau Local Area Parking Studies. This

will include the public consultation, stakeholder engagement, discussion/confirmation of issues, and development of recommendations.

Contact: Rob Orchin, 613-580-2424 ext. 13662

Schedule: currently underway. Tentative timelines are to complete consultation and confirmation/review of issues with a report to Council planned for the fourth quarter of 2011.

Summary reports are at:

Rideau Summary Report (Rideau LAPS Staff Report Document 1)

<\\dc4fap001\clipboard\Parking Studies\Rideau LAPS\Rideau LAPS Summary Report 1.3.pdf>

ByWard Summary Report (ByWard LAPS Staff Report Document 1)

<\\dc4fap001\clipboard\Parking Studies\ByWard LAPS\ByWard LAPS Summary Report 1.3.pdf>

Reports to Transportation Committee were received June 29th, 2011

9. Rideau Area Transportation Network Study

Description: The purpose of this study is to complete an update/evaluation of the 1995 Rideau Area Transportation Network Study (RATNS), including the identification of new/emerging traffic and parking operational issues. This study specifically responds to two requests/directives: Requests from the business community to undertake an update/evaluation of the 1995 RATNS study; and Transportation Committee motion of November 8, 2008 to:

“carry out a study of the area between St. Patrick Street, King Edward Avenue, Laurier Avenue East and Sussex Drive in consultation with appropriate stakeholders, to identify and consider all traffic operational measures as well as bus waiting areas for STO and OC Transpo operations in Ottawa, including any necessary changes to transit routings.”

Contact: Rob Orchin, 613-580-2424 ext. 13662

Schedule: This study, focussed on the area between St. Patrick Street, King Edward Avenue, Laurier Avenue East and Sussex Drive, is currently underway. The report to Transportation Committee and Council is scheduled for the third quarter of 2011.

10. City Integrated Street Furniture Project (ISFP)(2011)

http://www.ottawa.ca/residents/public_consult/street_furniture/index_en.html

Description: This is a program to provide an integrated suite of bus shelters, benches, waste and recycling bins, multi-newspaper boxes, and information kiosks for the City. The strategy identifies areas for enhancement or flexibility in the detailing of the standard suite to meet the needs of key areas. Rideau Street is among those areas identified in the Strategy.

Interim Contact: Lee Ann Snedden, 613-580-2424, ext. 25779

Schedule: Policy and Guidelines completed. The ISFP and its RFP process are on hold until an integrated advertising strategy is developed for all City assets. This strategy is being developed by ODP and will be brought forward to Council with the ISFP considered within the context of the broader advertising strategy.

Roll out (installation of street furniture) TBD.