

ByWard Market
Reclaiming City Streets for people



A GROUP OF ARCHITECTS

Ottawa's Byward Market is home to some of Ottawa's most enduring heritage. It is the seat of our cultural existence, coming to existence alongside the establishment of Ottawa. It has been home to a public market since 1827. Since the age of the automobile, it has become successfully more overrun with automobiles, to the detriment of a vibrant public culture. Heritage buildings are obscured by parking; public space is devoted to parking; traffic congestion impedes movement of pedestrians and cyclists. Summer months, when the Market is busiest with local foods, cafes and restaurants abound, but the Market becomes increasingly uninhabitable. Locals stay away, to the detriment of businesses. Through this study, we hope to generate a public conversation on the future of the Market, and show how we can Reclaim the Streets, make places for people.



Narrow sidewalks make for awkward public space; patios compete for space alongside pedestrians, while garbage cans, signage and street furniture are relegated to being awkward hurdles. Women may feel unsafe on public streets with poor lighting and narrow walking spaces. Servers crossing sidewalks from restaurants to patios on the road space collide with pedestrians and reduce the quality of the public experience.



Large intersections with broad turning radii create uncertain pedestrian crossings; cars start into intersections to find them blocked by pedestrians unclear when it is safe to cross, further impeding traffic. Barrier free access is often limited.



Pedestrian movement is impeded by unclear safe places to cross, worn paint, poor signage and aggressive drivers, frustrated by traffic; routes are clogged by oversized vehicles (busses, delivery trucks) that fail to clear the intersection, resulting in unsafe crossings for pedestrians.



A major focus of the Market is the York Street Stairs, leading from the fountain/plaza at York to Major's Hill Park; The stairs act as an art canvas, focal point, and feature in countless tourist photos; today, they also serve as a backdrop to the OTTAWA sign



Vehicle access to the Market is challenging; eastbound traffic from Rideau is diverted north onto Sussex and results in conflict as cars jockey in and out of the right/left lanes depending on their desire to turn onto George or not. Turning cars are delayed by pedestrians and force traffic to back up on Sussex, further impacting one of the busiest intersections in the City.



Vehicle signage is intended to limit access and movement, but requires constant enforcement, to be effective. Narrow sidewalks provide few opportunities for patios, forcing pedestrians into a narrow band of broken, dirty sidewalk, strewn with garbage, forced to walk next to idling trucks and parked cars, while streets remain broad and open, though in poor condition.



Public festivals, like La Machine, force the closure of streets, and bring hundreds of thousands of people to the spectacle, resulting in restaurants unable to keep up with demand, and a new found freedom of movement.



There are few public gather places when the streets are open to traffic; large plazas, open areas invite people to sit, enjoy the weather, experience Ottawa culture.



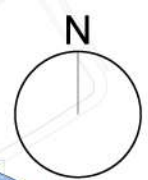
Pedestrian crossings at major intersections (George/William, George Byward Market, Rideau/William, Sussex/York) are timed for the convenience of cars, forcing pedestrians to wait; when intersections become clogged, pedestrians are forced to navigate stationary traffic.



The few pedestrianized spaces are often dense with people, showing that people will gather, sit, walk, enjoy spaces free of cars.

600m Radius

Scale 1:5400



The Market has become a destination space for cars; even when there is plentiful off street parking, in city or privately owned garages, free parking on the street is seen as a panacea to keep businesses thriving. Narrow streets, modest built form, and cultural heritage all speak to a more European style of community, driven to be independent of cars and focussed on a pedestrian and cyclist experience.

600m Radius



One way streets of St. Patrick and Murray create traffic sewers of a bygone age; poorly timed signals and conflicts brought by other traffic grinds traffic to a halt on a regular basis, while the streets fail to serve as attractive residential or commercial streets.



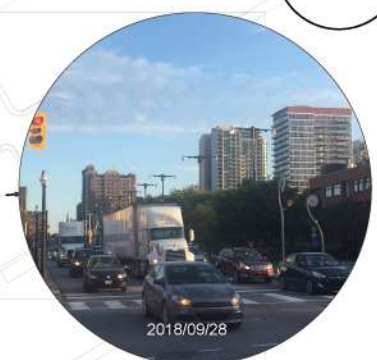
York Street nebulously transitions from a broad boulevard (east of Dalhousie) to a congested traffic mess, and then back to a boulevard of parking west of Byward Market Square. Through traffic competes with delivery vehicles and tourists searching for parking.



Constant traffic wears down the patience of all visitors; narrow streets like Byward Market and William, congested with parking, loading zones and market stalls create conflict and tension.



High traffic intersections at Rideau/Sussex quickly fill with cars, blocking intersections and impeding pedestrian safety. Pedestrians then block cars from proceeding, raising tension and causing frustration.



Slow moving traffic, congested with transport trucks, clogs King Edward Avenue; post speed limits are often ignored with little enforcement; overly wide lanes and poor signage create a traffic sewer that divides a community, while serving as a vital link to Quebec; talk of a tunnel, often in the news, is a decades-long solution that may or may not materialize.

Pedestrianized Willaim Street (George to Rideau) serves as one of the only open, public access points between the high density/scale of the Rideau Mall, LRT and BRT and the Market. It is a vital link, and now extends pedestrian access south of Rideau at Ogilvie Square, leading tourists to hotels and the Ottawa Art Gallery.

The opportunity for continuity of the grand boulevard of York Street is impeded by the prominence given to the above grade parking garage, standing out from the adjacent buildings and narrowing the vista; this forces York to narrow in a funnel in both directions.

William Street is one of the Market's most charming blocks; as part of a loop of one way streets around the Market Building, William serves as a loop for tourists looking for parking; the right turn only onto George conflicts with pedestrians continuing on William to the Rideau Centre.

Parking
Typical Traffic during peak time
Fast Slow

Density is key to successful urbanism in the Market. Other than the large format massing of the Rideau Centre/Westin Hotel/Conference Centre complex, much of the density of the Market is modest; small buildings become smaller the further north from Rideau Street, reflecting a vernacular architecture of modest 2 and 3 storey structures with taller towers along the periphery. Within a 600m radius of the LRT are hundreds of homes, shops and businesses, easily accessible to transit.

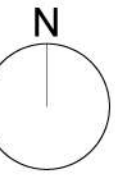
600m Radius

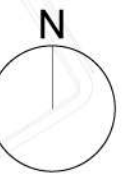


Publicly available data mapping shows the density of pedestrian traffic; concentrations of pedestrians in the Market include a steady stream of people from William to George, around the Byward Market building, along York and to the York Street stairs. Stead streams of people near the War Memorial as well as George Street Plaza show a desire for public space.

600m Radius

- Cycling Paths
- Transportation Routes
- Pedestrian Density
- Bus Stops
- LRT Stations





The Market area is a microcosm of a small town in a big city; within a 600m radius, there is a complete walkable community of retail and commercial uses, offices, residences or various income levels; high density modern apartments and low rise heritage homes sit nestled in a community where plentiful services, public parks and rapid transit abound. By any measure, the Byward Market should be an attractive place to live work and play.

600m Radius

- Greenery/ Courtyards
- Institutional
- Health Care Facilities
- Lodgings
- Residential
- Retail/ Commercial
- Mixed-use
- Religious
- Public Parking
- Private Parking

Ottawa is not alone in challenging the idea that once vital public spaces can be returned to a pedestrianized space with the removal of car dominance. Many cities, including ones with similar winter conditions, have done so with great success. Pedestrian focussed area provide public space that is attractive, functional, comfortable, safe and works better for all.

When you design a city for cars, it fails for everyone, INCLUDING drivers. If you design a multi-modal city, it works better for everyone, INCLUDING drivers.

- Brent Toderian

Ottawa, as a winter city, receives an average snow fall of 75.4 cm, 52 days of snow and an average temperature of -13°C.

The Strøget, Copenhagen,
Worlds oldest and longest pedestrianized street with a total length of 3.2 km.



+ 81%

Increase in outdoor cafe seating, from 2,970 seats in 1968 to 7,020 in 2006.



+ 600%

Increase in pedestrian space, from 15,800 SQM in 1962 to 99,700 SQM in 2005.



+ 35%

Increase in pedestrian volumes in the first year after the conversion.



+ 400%

Increase in stopping and staying activities from 1968 to 1996.



+ 20%

Increase in citywide pedestrian volumes to 15 min/day on average.

Average snow fall/year: 20 days
Average precipitation/year: 170 days
Average winter temperature: -1°C





Massachusetts,
Boston- Faneuil Hall Market,
made up of Faneuil Hall, Quincy Market, North Market and South Market. Together, the Faneuil Hall Market make an area filled with pedestrians and major events.

Average snow fall: 11 days
Average precipitation: 137 days
Average winter temperature: -4°C





Grandville Island, Vancouver,
has been transformed from a neglected industrial site to one of Canada's most visited public markets. It will continue to expand as a response to the success rates and will be done by 2040.





Third Street Promenade, Santa Monica,
Spans three car-free blocks, has been car free for a while (1965) and continues evolving; restaurants, stores, street performers and much more.





Ogilvie Square, Ottawa.
This pedestrian-focused landscape is a complement to a bridge between the newly renovated Arts Court and Ottawa Art Gallery, and the Rideau Street Light Rail Station.

Average snow fall: 52 days
Average precipitation: 130 days
Average winter temperature: -13°C





DCA
A GROUP OF ARCHITECTS

Study Cases
Pedestrian Oriented Precedents

Starting as a pilot project, with little capital outlay, Clarence, York and George Streets are converted to woonerfs; all street parking from these streets is removed and signage is provided to direct drivers to underutilized parking garages; primary parking at the Clarence/Dalhousie and Clarence/Parent Garages is monitored. Byward Market Square and William Street (York to George) are converted to pedestrian only streets, leaving a 6m wide fire route.

Truck deliveries and garbage pick up is restricted to limited off-peak hours. Clarence between William and Dalhousie is also pedestrianized, increasing patio and shared public space. A dedicated pilot project for tour bus parking on York (between William and Dalhousie) is provided. The emphasis is on a low capital cost demonstration project to run from April to November, providing reliable data on increased traffic flows, surveys of visitors and residents.

Woonerf: a dutch style street where cars, bikes and pedestrians share the space, with emphasis being on traffic calmed design, and vehicle traffic is restricted to a walking pace.

- Existing Public Art
- Pedestrian Streets only
- Tour bus parking
- Woonerf street:
- Parking



Building on the success of the pilot project, the design is formalized and advanced with bold initiatives. The Byward Market parking garage, already beyond its lifespan, is demolished along with a complete excavation of York Street to create a multi-storey underground parking garage and a single level tour bus and delivery bay under York Street. The street is reconstructed with trees, plazas and a reconstructed woonerf.

The below grade spaces provide needed loading docks, storage space for vendors and tour bus parking/loading. Vehicles enter and exit on axis with Parent Avenue with a new signalized intersection. A new city owned building is constructed at the site of the Byward Parking garage, providing public services (such as washrooms, tourist information) along with new commercial uses (facing Byward Market and Willaim Streets) reinvigorating the ground level on both sides; above grade uses could include housing (market or co-op), offices, a library or theater. A festival plaza is formed at the south side of the building, reconnecting the boulevard width of York Street west and east of the Byward Market.

The York woonerf would be closed completely during specific festivals enhanced public art, landscaping and wayfinding will enhance pedestrian experiences of the Market.

- Plaza
- New Public Art
- Existing Public Art
- New Development
- Underground Bus Parking/Loading Space
- Pedestrian Streets only
- Woonerf street
- Parking



City led initiatives on creating a more vibrant, attractive and exciting place will spur private development. Some sites are already being developed/redeveloped with tall towers, building on the success of the East Market towers (Cumberland/York) over the last 15 years. Key is that new development must be compatible with the existing built form, respecting the heritage character while reflecting the architecture of contemporary mores. Possible development includes:

Number	Address	Height (storeys)	Area (SQM)	Notes
1	38 Clarence Street		2,400	Currently surface parking
2	51 Clarence Street	4	13,200	Built as part of Phase 2
3	92 Clarence Street	4	2,400	Currently surface parking
4	81 York Street	3	1,800	Currently surface parking
5	24 York Street	6	15,000	Currently above grade parking
6	87 George Street	3	3,300	Currently surface parking
7	93 George Street	3	7,500	Currently surface parking
8	151 George Street	5	17,400	Currently surface parking

Assuming 75% efficiency in land use (space lost to setbacks, patios, balconies, unbuildable or inefficient form, still results in over 47,000 sq. m (500,000 sq. ft) of built form. Assuming ground floor commercial or retail uses, this would result in nearly 12,000 sq.m (130,000 sq.ft) of new space for businesses, restaurants, food retail or other commercial space. If 20% of the space was used for offices, this would result in 9,450 sq.m (100,000 sq.ft) of office space, accommodating over 700 office jobs. The remaining 25,084 sq.m (270,000 sq.ft) of space could be developed for 350 residential units across a range of sizes from small starter units, to family sized units, bringing a mix of market and affordable housing units to a walkable, vibrant, community.

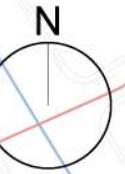
350 residential units accounts for over \$18 million in development charges and an annual property tax revenue of over \$3 million per year; ongoing property tax revenue from office and commercial uses provides additional revenue; over a modest 20 year lifecycle, the capital investment in the Byward Market results stable economic performance and a higher quality of life for residents, neighbouring communities and visitors.

- New Public Art
- Existing Public Art
- Plaza
- Current Development: Hampton Inn 17- Storey Hotel
- Current Development: 19- Storey Condominium and Commercial Building
- New Development
- Underground Bus Parking/Loading Space
- Pedestrian Streets only
- Woonerf street
- Parking



A long range vision is necessary to envision an improved public space for the Byward Market. The resulting movement analysis shows that traffic movement at the perimeter (Sussex, Dalhousie, Murray/St. Patrick) as a “super block” creates a mid-block zone of slow traffic and pedestrian spaces where cycling and walking is prioritized.

- Bus Stops
- New Development
- Pedestrian Oriented Area
- Cycling Paths
- Transportation Routes
- Woonerf street
- LRT Station
- Parking



This section through the Byward Market building shows how both Byward Market Square and William are congested with cars; minimal space is allowed for pedestrians who are marginalized in the allocation of public space in the right of way. Food sellers and artisans are constrained to narrow strips of land. Curbs are not accessible; pedestrian crossings are limited to congested intersections with little opportunity for the “happy wandering” that is prevalent in a pedestrian friendly community.

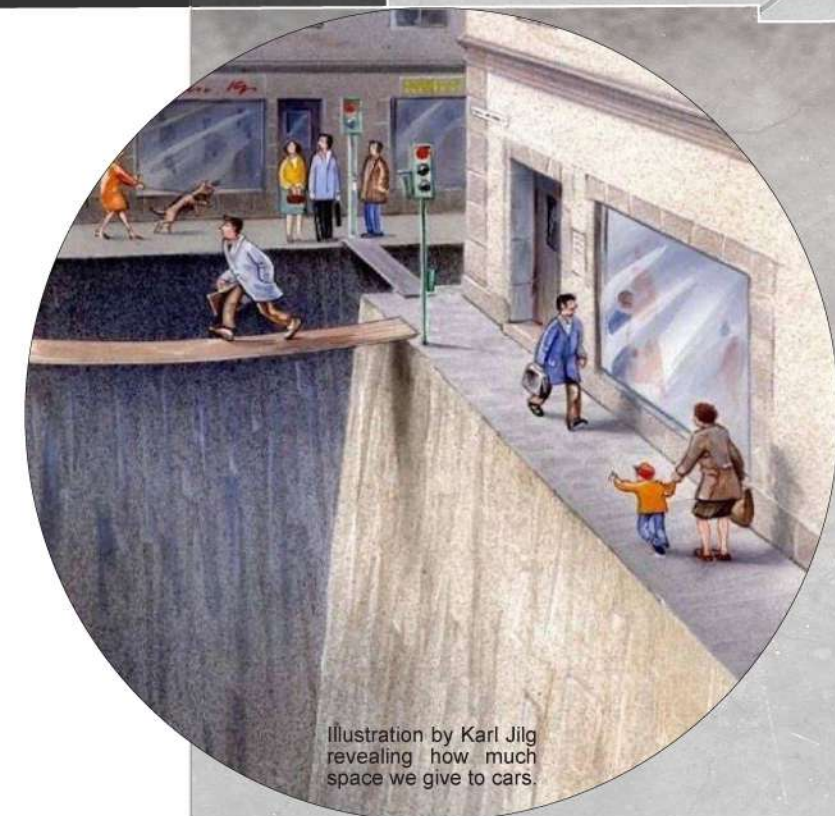
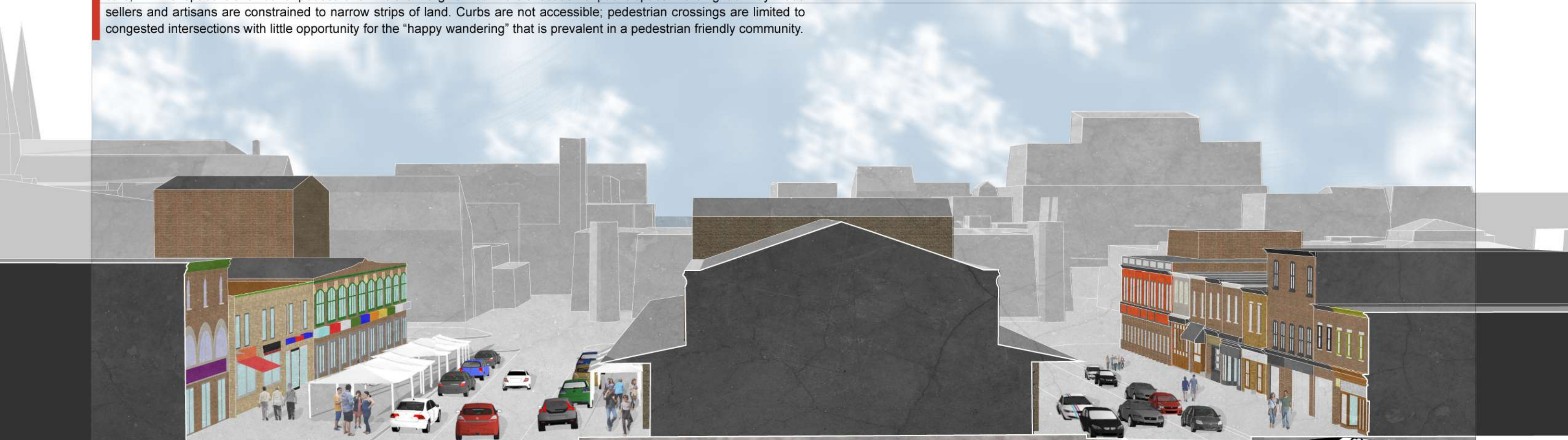


Illustration by Karl Jilg
revealing how much
space we give to cars.



Scale 1:3600

Scale 1:350

By pedestrianizing the same two streets, leaving a 6m wide fire route unencumbered, greater space is allocated for vendors, artists, food trucks, landscaping, or otherwise. Accessible ramps can provide increased accessible space, outdoor seating for relaxation or viewing of street performances and festivals. Space for street trees, lounging and sitting space can accommodate residents and visitors.



Scale 1:3600

Scale 1:350



Burke,A.(2018, February 6). La Machine sequel in the works for Ottawa. CBC News. Ottawa.

Directory Grandville Island. (2018). Retrieved October 2, 2018, from <http://induced.infor/?s=directory++Grandville+island>

Feaneuil Hall Marketplace. (1979). Retrieved October 2, 2018, from <http://www.uptonpartners.com/project/faneuil-hall-marketspace/>

Masters, N. (2015, January). How Santa Monica's Third Street Became a Promenade. KCET, 16. Retrieved from <https://kcet.org/shows/lost-la/how-santa-manica-third-street-became-a-promenade>

OpenStreetMap.(2018).Retrieved October 18,2018, from <https://www.openstreetmap.org/#map=16/45.4299/-75.6890&layers=TG>

Oscity. (2012). Copenhagen, Denmark Amagertorv Square Stock Photo. Retrieved October 2, 2018, from https://www.shutterstock.com/image-photo/copenhagen-den-mark-march-17-amagertorv-square-249365917?src=Qo961K4x_I973HPx2bdhOw-1-61

Jilg,K.(2017). *Swedish Road Administration*. Copenhagen. Retrieved from <https://pbs.twimg.com/media/DLYQYXMxCAAx9xK.jpg>

Pedestrian Only Streets: Case Study I Stroget, Copenhagen I. (2016). Retrieved October 2, 2018, from <https://globaldesigningcities.org/publication/global-street-design-guide/streets/pedestrian-priority-spaces/pedestrian-only-streets/pedestrian-streets-case-study-stroget-copenhagen/>

Quincy Market Shopping. (2018).Retrieved October 2, 2018, from <http://johnncyrandsons.com/quincy-market-shopping-4-18/>

Report, S. (2018,April). Share your vision for Third Street Promenade: Community Workshops Created to Gather Feedback, Share Ideas. Westside Today, 18. Retrieved from <https://westsidetoday.com2018/04/18/share-your-vision-for-third-street-promenade-community-workshops-created-to-gather-feedback-shares-ideas/>

Rosenvinge. R. (2017, july). An ode to vintage travel: 1950's and 1960's. the Copenhagen Traveler, 01. retrieved from <https://thecopenhagentraveler.com/an-ode-to-vintage-travel-50s-and-60s/>

Ville d'Ottawa. (2018). Réfection de la rue rideau (de la promenade sussex à la rue dalhousie). retrieved October 2, 2018, from <https://ottawa.ca/fr/hotel-de-ville/engagement-du-public/projects/reflection-de-la-rue-rideau-de-la-promenade-sussex-la-rue-dalhousie>

Base mapping courtesy of City of Ottawa



THIS DRAWING IS AN INSTRUMENT OF SERVICE AND IS PROTECTED BY COPYRIGHT AND IS THE SOLE PROPERTY OF DREESSEN CARDINAL ARCHITECTS INC. COPIES, INCLUDING ELECTRONIC COPIES MAY ONLY BE USED FOR THE PUPOSE INTENDED, FOR THE SINGLE PROJECT FOR WHICH THEY ARE ISSUED AND MAY NOT BE OFFERED FOR SALE OR TRANSFER WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ARCHITECT.

A GROUP OF ARCHITECTS

References
Plan view

Scale 1:2400