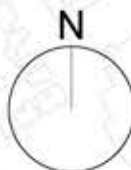


ByWard Market
Reclaiming Streets for People



DCA

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 heritage, coming into 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. During summer months, the Market is at its 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.

600m Radius



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, bring the closure of streets, and bring hundreds of thousands of people to the spectacle, resulting in packed restaurants, and a new found freedom of movement.



There are few public gathering places that are car-free; public space dominated by traffic inhibits the ability to walk, ride or rest comfortably. The few public spaces become zones of clam allowing people to experience the best that the market has to offer.

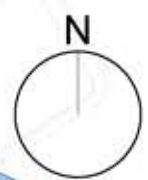


Pedestrian crossings at major intersections (George/William, George/Byward Market, Rideau/William, Sussex/York) are timed for the convenience of cars, forcing pedestrians to wait; when intersections become clogged, pedestrians are forced to navigate stationary traffic.



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

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 like St. Patrick and Murray create traffic sewers of a bygone age; poorly timed signals and conflicts brought by other commuters 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.



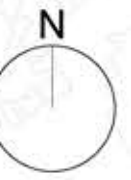
Slow moving traffic, congested with transport trucks, clogs King Edward Avenue; posted speed limits are often ignored with little enforcement; overly wide lanes and poor signage create a traffic sewer that divides a community, while serving as a vital link to Quebec; talk of a tunnel, often in the news,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

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 to 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 but as a loop for tourists looking for parking; the right turn only onto George conflicts with pedestrians continuing on William to the Rideau Centre.

Pedestrianized William 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.

Parking
Typical Traffic During Peak Time
Fast Slow



Density is the 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, there are hundreds of homes, shops and businesses, easily accessible by transit.

While the 600m radius shown includes properties/density beyond 600m from the Rideau LRT, this area includes many areas where there is a good walkable community to access transit, as well as other transit options within the "last mile" that is a key component of successful urbanism.

The last mile is the term used to define the last (or first) portion of a person's commute between their destination and a transportation hub. It's often slightly too far to walk conventional streets but not far enough for bus transit. In the context of this study, improving the experience of the journey of the last mile, providing culturally enhancing, safe routes that offer opportunities for groceries, shopping, or other day-to-day activities helps expand the limits of a normal 600m radius.

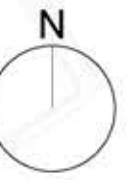
600m Radius



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. Steady 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 of various income levels; high density modern apartments and low rise heritage homes sit nestled in a community with 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 Stroget, Copenhagen,
Worlds oldest and longest pedestrianized street with a total length of 3.2 km.

- + 236% Increase in outdoor cafe seating, from 2,970 seats in 1968 to 7,020 in 2005;
- + 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 makes 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 its success and will be completed by 2040.

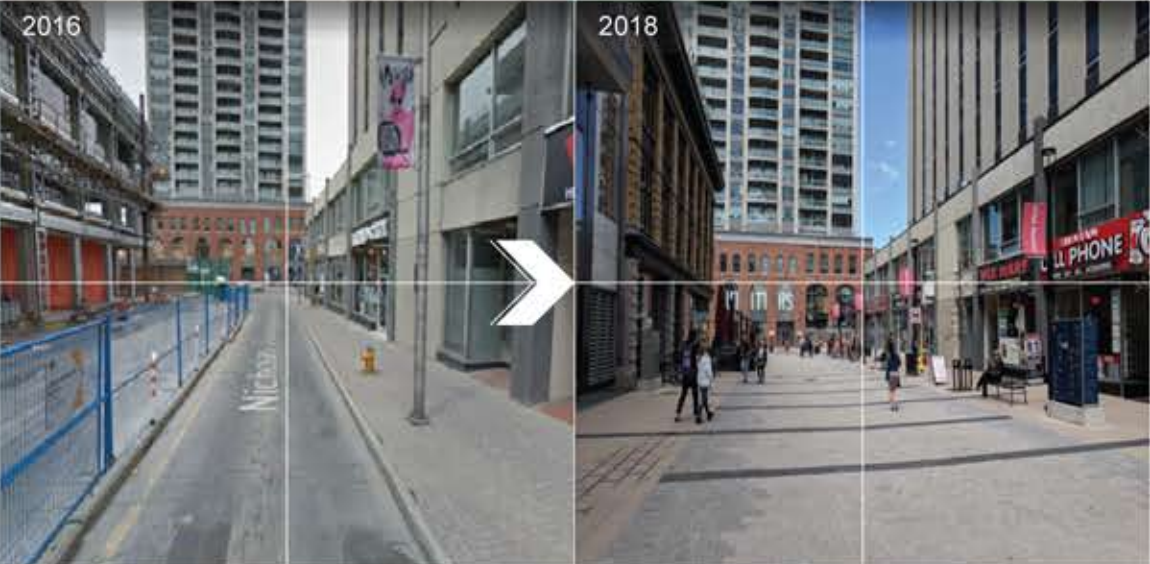


Third Street Promenade, Santa Monica,
Spans three car-free blocks, has been car free for a while (1965) and continues evolving; restaurants, stores, street performers and much more.



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



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 to collect data on rates of use; staff and signage may be added to help direct drivers to vacant spaces. 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 to provide information to tour bus operators and help manage tour bus traffic, seeking a balance between the Market as a tourist destination and the need for a pedestrian focused space. 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 William Street) reinvigorating the ground level on both sides. Above grade uses could include housing (market-rate 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 throughout 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 25,550 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 result in stable economic performance and a higher quality of life for residents, neighbouring communities and visitors.

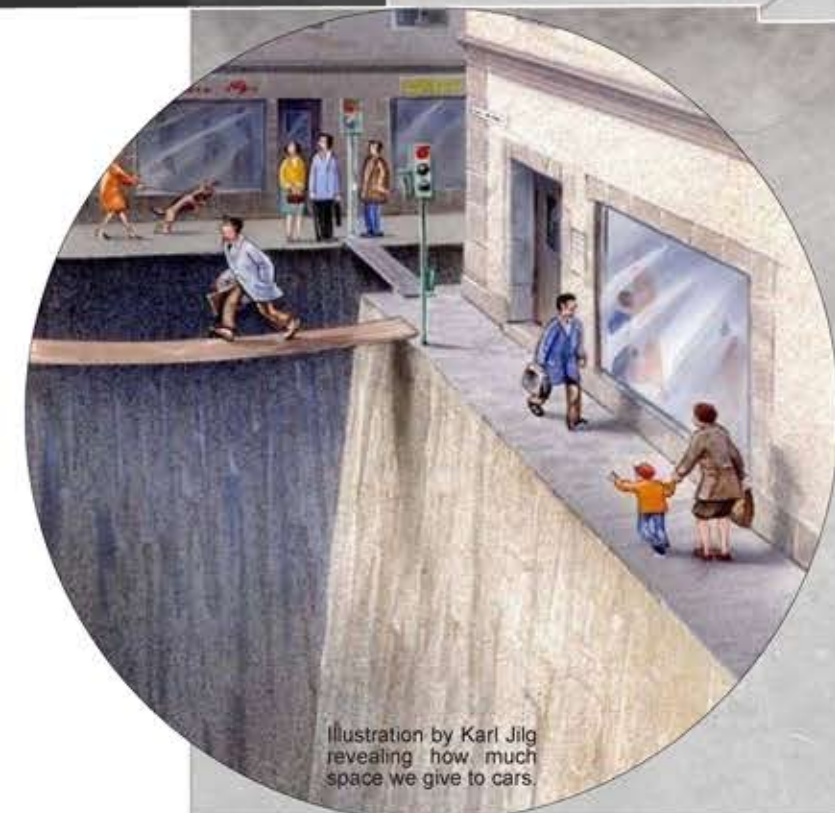
- New Public Art
- Existing Public Art
- Plaza
- Current Development: 17- Storey Hotel
- Current Development: 19- Storey Condominium and Commercial Building
- New Development
- Underground Bus Parking/Loading Space
- Pedestrian Streets Only
- Woonerf Street
- Parking

A long range vision is necessary to realize 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 St 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.



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.








The DCA team took a field trip to the Byward Market to explore the area. We wandered the Market, seeing it as both architects and visionaries. We were looking at the spirit of the Market’s potential to be a place that reflects our cultural heritage, our city and serve as a destination for both residents and tourists. Here’s what we noticed:




Observations	Solutions
Intersections are designed for cars, not people; crossings at major streets (King Edward & Murray) limit where pedestrians can cross for the convenience of traffic flow while others are poorly signed and poorly oriented. Clarence & Parent/William, for example, has pedestrians cross at William on the west side of the intersection, but cars entering the intersection may not be aware of pedestrians crossing at the east side of William. This leads to frustration on all sides and a sense that pedestrians are unwelcome.	helps slow traffic, signify where pedestrians can cross safely. Slow traffic and increase pedestrianized places so that car traffic is reduced; employ woonerfs in all streets so that pedestrians are given the priority.
Cycling in and to the Market is challenging; Murray Street has “walk your bike” signage but is 4 lanes for cars (2 for parking and 2 for traffic). Bike lanes are created using super-sharrows (St. Patrick) or by painting white lines which are often filled with cars using them as parking spaces or as right turn lanes (Sussex). Within the Market, there are few or no bike lanes and limited bike parking.	Improve cycling links to and around the Market with dedicated, separated lanes. Provide sheltered, accessible, bike parking throughout the Market; short term, this can be “bike corrals” in place of parking spaces and, long term, provide full bike storage, increasing multi-modal transit near LRT.
Illumination of public spaces is poor, increasing a sense of unsafety; there is no consistent design language to street lighting.	Develop comprehensive lighting strategies for public spaces; use lighting to showcase heritage buildings, signify crossings or events.
Smell of garbage, open refuse containers (public and private) is off-putting.	Develop a more comprehensive street furniture plan that includes more regular maintenance, including flexibility for peak hours/days. Require all commercial garbage to be stored in refrigerated enclosures; consider centralizing garbage for the Market in a few key (city or communally owned) locations for off-hours pick up.
Many sidewalks are inaccessible.	Rebuild sidewalks with accessible elements to create a welcoming environment for all. Require restaurant patios to be accessible. Ensure that sidewalks have at least 1.5m of clear passage between fire hydrants, signs, garbage cans, patio encumbrances and planters.
Lack of shade and natural features makes the Market bleak.	Introduce trees, flower boxes and planters in more areas; create green spaces for seasonal use, along with permanent year-round tree coverage.








Cars/drivers shouldn't be a priority - it can be accessed many different ways and can be a great space for everyone. Parking can't be a priority.



Less conflict with cars when walking or biking around; a more pleasant browsing experience



Wider sidewalks. More and safer infrastructure for bikes. More parking on the margins of the market. More covered spaces to enjoy it in the rain (like on York street) more patios. More fun festivals involving businesses and working with our climate - expand Winterlude into something more like le Carnavale in Quebec.



Less cars and far better transit. My experience with OC Transpo, while laden with bags, is not fun.



More pedestrian access and experience



RG
Wondering how much of our taxes are going to go for this one, more digging underground one of those days a huge sink hole is going to swallow up the downtown core!
[Like](#) · [Reply](#)



More unique shops and attractions. More outdoor events like la machine. This space would be amazing for things like busker fest



BL
The market was perfect as it was. Until M. Fleury decided to remove vendors from the entrance of the covered building and replace it with seating arrangements. What a shame. And now they want to make more changes? If you keep pushing vendors away then our precious market will die. All in the name of progress? I think not. Stop changing what is not broken



easier to get to







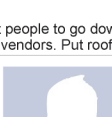
SN
Good idea to close off Market Square to vehicular traffic. It won't turn out the same as the Sparks Street mall, as the shops, restaurants and bars in the market are more pedestrian



Thank you for putting on paper what my vision of ByWard Market looks like. Can't wait to see this become reality!



Easier to get around. Better transit options to

<p>Small independent grocery shops</p>	<p>Vanier</p>
 <p>If it was a safe place just to be and loiter without feeling crowded on a nice day. Safety in this sense relating to both violent crime and dangerous traffic conditions. You can feel the stress of drivers when you walk through the market.</p>	 
 <p>DT You want people to go downtown, start with free parking and increase vendors. Put roof over area to make it all season market. Like · Reply</p>	 <p>GW why change what works so well Like · Reply</p>

Need more pedestrian spaces and fewer cars/aggressive driving/honking

- more areas like the William St stretch b/w Rideau & York, more terraces (Murray is dead compared to Clarence), more courtyards, more greeneries, fine cuisine restaurants
- No cars..the ability to wander without the concern of being hit by a car. More green spaces with benches. A true market square where people gather to enjoy the space, the shops, and each other.
- Special events
- more greenery, better landscapes
- More unique shops and services, more unique food-related experiences. Fewer cars and more space to walk around, i.e., Not restricted to narrow sidewalks. More children's activities would also bring me there more often.

 No cars ever. No street parking. More space for cars and patios. Also, if it was easier to get to from Centretown. Clean it.

Pedestrian Mall

Mapping, more dynamic store

If there was a safer bike route to get there from Centretown. It's a stupid place to drive to and hard to bike to, so I rarely go, even though it's close to home.


 The Gr

I'd like to be able to enjoy the discs without
about getting hit by a driver


Thank you DCA for doing this excellent presentation.
Great analysis.

closed to motor traffic, a place
to shops/restaurants and street

without thinking




The Byward market has the potential to become a vibrant place where people gather to experience art and drinks, enjoy street art and human-scale spaces. We should take European market as an example, especially the ones in London where the experience is centered around the pedestrian.







SA
Leave it alone, stop destroying this city
[Like](#) · [Reply](#)

for people to wander through the streets
events



Respect the height of new builds. More policies

me a ent food green examples, erience is		UNDERGROUND PARKING AND MORE PROGRAM- MABLE AREAS WOULD BE AN ENHANCEMENT
		Toon Dreesen's vision is awesome!
ffs.		More "local" shops, vendors and restaurants. Less non local items. Honestly, MORE parking is required. I hate that it fills up. And sorry, nope, not using mass transit with my special needs kid. I NEED my car for her.
presence		Gardens in parking spaces. With trees, children's parks

I do miss the more eclectic mix of stores that used to exist. It seems as though the Market is being taken over by bars and restaurants. I do enjoy going to restaurants, but are there too many?

Biking infrastructure, more unique stores, surface parking turned into green, interactive communal spaces


Make it for humans not cars


Easier access by bike / foot


ars

More parking


More bike infrastructure and larger covered space like in European markets with more

- 

...presence. ...in parking spaces. With freely available paint, etc.
- 

series. No ...coming. Some ...ple to do that
- 

MB

Tear down ByWard Market parking lot and turn into public square.
- 

market ...inque

Most market farm produce is sold on sidewalk stalls with the farmers trucks parked behind carrying farm produce. That's part of the charm. How will these farmers get their products to their stalls and store their products?

More modern, youthful artisans/artists -- the current gifts/clothing/trinkets feel very uncool and out of touch.
More interesting take-away food. Less beaver tail/ Obama bought cookies here hoopla.

Outdoor public spaces , more easier access parking, more truly local vendors , products and businesses.

Easier access by bike and transit. Less cars are parking.

 JP
The Market is fine just the way it is. Affordable housing instead.

[Like](#) · [Reply](#)

 B
p
L

small food vendors


Best idea ever..... NO CA
the answer
Like · Reply

I am all in favour with making pedestrian zone. It is in many cities in the World. Also be

RS in the market...that would be

I have a baby and find that a stroller is h
around in certain stores and buildings. M
would be appreciated. Safer.

...ing the ByWard Market a
...e with many of the principal
...comes more tourist friendly.

 I have been going to the market si
... in the late 90s and it's has become
... much more entertainment and dini

More and better market stalls. Change the bldg from an over glorified food court to a really market.

More affordable parking! Dare I ask for free evenings and weekends? I'm a student and can't afford the parking tickets.

HR
Place de Arts did it in Mo
Like · Reply


It needs to be cleaned up. More family friendly. The area is mostly a touristy area so maybe more interesting stations?

Better pedestrian space. Also, this is beyond your

More public spaces;
Connect pedestrian

More engaging public spaces, public art and
interesting vendors

cycling infrastructure. Less cars, and cycling from canal to market.

 GD
new and

homeless population around the market up and is making the market less visit.

Park all around the market, no vehicles inside and enclosed whole centre area so you can shop all year.

[Like](#) [Reply](#)

More local, fresh produce, as well as family-friendly, non-tourist restaurant options

One of my favourite aspects is the small courtyards between George and York and York and Clarence. I would like to see the animated better. Aside from the new crosswalks that highlight the connection on York Street they're pretty hidden. I think they could be better animated with market stalls or entertainment.

More pedestrian friendly. More special events. A "town square" in the market to host events

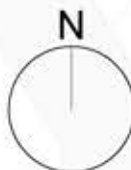
Great ideas, again.

MB Please do not turn it i to another Sparks st.
[Like](#) · [Reply](#)

the homelessness/drug abuse/begging issue MUST be dealt with. It doesn't mean "kicking it down the street" to another area to deal with. The city has to come tog

More space to walk around the area. More clean exterior places to sit and enjoy the area.

Food experience - Like markets in Europe where you can taste and experiment, where you can take cooking classes, showcase international cuisine, creative food trucks, a place to gather around food



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References
Plan view