SPARKS STREET PUBLIC REALM PLAN

Vlan + civiliti IN COLLABORATION WITH wsp

NCC CCN

Public Services and Procurement Canada

Services publics et Approvisionnement Canada

Ottawa

Planning and Design Team

City of Ottawa

David Atkinson, MCIP, RPP, Lead Planner, Urban Designer
Matthew Ippersiel, Planner

Public Services and Procurement Canada

Sophie Harvey, Project Manager, Science and Parliamentary Infrastructure Branch
Miranda Spessot, Project Manager, Science and Parliamentary Infrastructure Branch

National Capital Commission

Patrick Bunting, Senior Planner Urban Design
Patricia McCann-MacMillan, Principal Planner

Sparks Street Mall Authority / BIA

Kevin McHale, Executive Director
Laura Young, Coordinator

Vlan + civiliti

Julie St-Arnault, Project Manager, Senior Landscape Architect
Peter Soland, Assistant Project Manager, Senior Urban Designer
Micheline Clouard, Senior Landscape Architect
Arnaud Dubois, Urban Designer
Myren Burnett, Landscape Architect
Youssef El-Saai, Landscape Architect
Maude Gagnon-Levert, Urban Designer

WSP

Louis-Marc Girard, PMP, Senior Project Engineer - Infrastructure

Cover page photos credits: City of Ottawa, SSMA, Blair Gable, Matthew Usherwood, Vlan + civiliti

Submission on July 31st, 2019.

Revision(s)	Date
R.01	Oct. 10th, 2019

Table of Content

Acknowledgments p.4
Purpose and use of this plan p.4

1. History and Context p.5

1.1 A Brief History of Sparks Street p.6
1.2 Context p.8
1.3 Sparks Street Now p.9
1.4 Near Future for Sparks Street p.10

2. Vision, Guiding Principles and Objectives p.11
2.1 Vision p.12
2.2 Guiding Principles p.13
2.3 Objectives p.13

3. Strategic Design Directions p.15

3.1 Mobility and Access p.16
3.1.1 Prioritize Pedestrian Circulation p.17
3.1.2 Welcome Cyclists as Visitors p.17
3.1.3 Control Vehicle Access p.17
3.1.4 Integrate Security Into Design Features p.17
3.1.5 Design Intersections for Pedestrian Priority p.17
3.1.6 Encourage Active Transportation p.17
3.2 Greenscaping p.18
3.2.1 Introduce Perennial Planting and Greening Across all Five Blocks p.19
3.2.2 Develop Green Infrastructure p.19
3.2.3 Provide Shade and Seasonal Comfort p.19
3.2.4 Create Year-Round Visual Interest p.19
3.2.5 Reflect Regional Character p.19
3.3 Programming and Activation p.20
3.3.1 Develop a Core of Seasonal Special Events p.21
3.3.2 Continually Animate the Street with Dynamic Installations p.21
3.3.3 Animate the Street Through Public Amenities and Activities p.21
3.4 Adjacent Property Alignments p.22
3.4.1 Carefully Curate the Mix of Ground Floor Uses p.23
3.4.2 Integrate Public Realm Improvements Through Property Renewal p.23
3.4.3 Provide Support for Public Realm Elements and Programming p.23
3.5 Ground Floor Business Alignments p.24
3.5.1 Provide Commercial Activation that Contributes to the Design and Programming of the Street p.25
3.5.2 Maintain Businesses to Reflect “Best of Town” Standards and the Surrounding Heritage Setting p.25
3.6 Interpretation p.26
3.6.1 Develop a Cohesive Interpretive Framework p.27
3.6.2 Carefully Integrate Permanent Elements into the Streetscape p.27
3.6.3 Supplement Permanent Interpretive Elements with Digital Media p.27
3.6.4 Encourage and Enable Creative and Interactive Forms of Interpretation p.27

4. Functional Plan and Scenarios p.29

4.1 Preferred Option p.30
4.2 Functional Scenarios p.32
4.2.1 Loading and Deliveries p.32
4.2.2 Winter Conditions p.33
4.2.3 Food Festival p.34
4.2.4 Performance and Installations p.35
4.2.5 Pop-Up Cinema p.36
4.2.6 Temporary Commercial Kiosks and Vending Carts p.37

5. Approach to Street Design p.39

5.1 A Distinct and Aesthetically Excellent Visual Identity p.39
5.2 Block Specific Detailing p.39
5.3 Robust Permanent Elements and Carefully Designed Installations p.39

6. Demonstration Plans p.41

6.1 Design Options p.43
6.1.1 Curvilinear Option p.43
6.1.2 Geometric Option p.43
6.2 Block by Block Explorations p.44
6.2.1 Block 1 ..... p.44
6.2.2 Block 2 ..... p.46
6.2.3 Block 3 ..... p.48
6.2.4 Block 4 ..... p.50
6.2.5 Block 5 ..... p.52
6.3 Sections p.54
6.3.1 Block 1 - Section p.54
6.3.2 Block 3 - Section p.55
6.3.3 Block 5 - Section p.56

7. Street Detailing Guidance p.57

7.1 Static Streetscape Elements Furnishings p.59
7.1.1 Furnishings p.59
7.1.2 Fixtures p.60
7.1.3 Surface Treatments p.61
7.1.4 Softscape p.62
7.1.5 Other p.63
7.2 Dynamic Streetscape Elements p.64
7.2.1 Public Realm Activation p.64
7.2.2 Commercial Activities p.65
7.2.3 Seasonal Components p.66
7.3 Utilities and Support Infrastructure p.67

8. Operations, Maintenance and Enforcement p.69

8.1 Integrate All Aspects of Operations and Maintenance as Part of the Detailed Street Design p.70
8.2 Seek Operational Efficiencies that Maintain a High Level of Service for All Aspects of the Street p.70
8.3 Manage the Street to Reflect a ‘Best of Town’ Standard p.70
8.4 Clearly Communicate and Enforce the Rules of the Street p.70

9. Project Implementation p.71

9.1 Continuous Improvement p.72
9.2 Implementation and Phasing Strategy p.73
9.2.1 Governance and Administrative Alignments p.73
9.2.2 Programming Development p.73
9.2.3 Property and Business Coordination p.74
9.2.4 Pilot Projects and Interim Physical Alignments p.74
9.2.5 Detailed Street Design p.75
9.2.6 Streetscape Construction p.75

10. Reference Documents p.77

Acknowledgements

The Sparks Street Public Realm Plan has been initiated as a result of recommendation 3 of the SSMA Governance Report to Ottawa City Council on July 13, 2016 and is a key first step toward achieving Council's strategic initiative EP2-3, the renewal of the Sparks Street Mall, as part of the broader 2015-2018 Term of Council Priorities.

Purpose and Use of this Plan

Sparks Street is of significant interest to many organizations. It is owned by the City, managed by the Sparks Street Mall Authority (SSMA), programmed in part by the Sparks Street BIA and surrounded by properties owned or leased by Public Services and Procurement Canada (PSPC), the National Capital Commission (NCC) and 9 other property owners. This plan is meant to serve as a tool for each of these major stakeholders in the following ways:

- *Provide a strong, renewed and common vision for the future design, management and programming of the Sparks Street Pedestrian Mall*
- *Become a reference tool for the National Capital Commission in its review of proposals requiring federal approval under the National Capital Act.*
- *Integrate several related policies, bylaws, studies and agreements that have been developed and approved since the street's last major renewal in 1989.*
- *Provide recommendations relating to how adjacent businesses and property owners could align to support the vision for Sparks Street.*
- *Inform the forthcoming update to the Long-term Vision Plan for the Parliamentary Precinct.*

1. History and Context

1.1 A Brief History of Sparks Street

A. Origins

Sparks Street was built on the unceded territory of the Algonquin-Anishinaabe Nation. What is today Canada's Capital Region was once at the hub of a vast communications and trade network for thousands of years. Archaeological records demonstrate how Indigenous peoples of many cultures met throughout this region to exchange ideas, goods and knowledge.

Beginning in the early 19th century, lots were sold by the Crown without the consent of the Algonquin people. Nicholas Sparks purchased some of those early lots, acquiring much of what became known as "Upper Town". Sparks subdivided and developed those lots, establishing Sparks Street by 1848.

By the late 1800s Sparks Street emerged as the commercial and institutional spine of Upper Town and had become the site of the City's first electric streetcar and shortly after, the first paved street in Ottawa.

B. Early 20th Century

Following Confederation, early developments gave way to more mid-size commercial and institutional uses in close proximity to Parliament Hill. Sparks Street had earned the reputation as the Broadway of Ottawa. It was a bustling commercial and business mainstreet serving elite residents and visitors to the Capital.

Fig. 2 The first known photo of Sparks Street, circa 1860
Source: Queens University (2003) Bray, Gordon: Sparks Street Then and Now

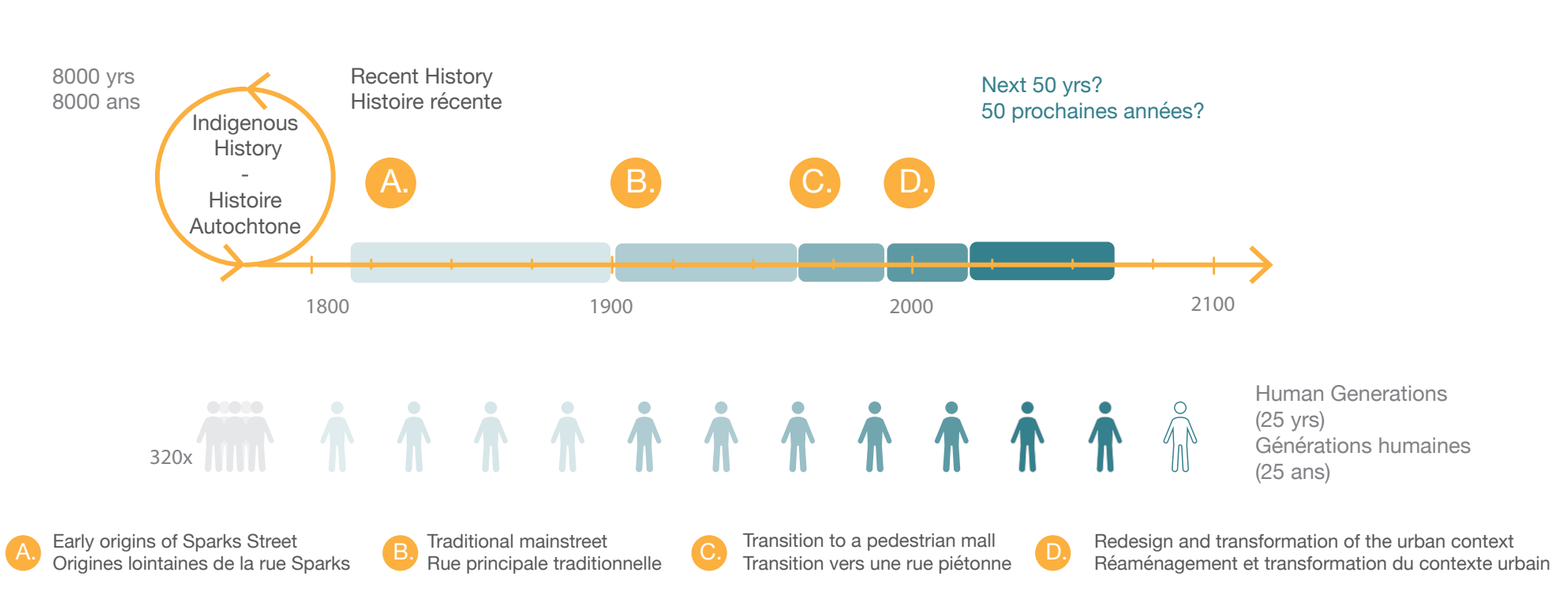


Fig. 1 The Evolution of Sparks Street
Source: NCC / Vlan + civiliti

Fig. 3 Sparks Street, 1920's
Source: City of Ottawa

C. Post World War II

The influx of cars, the rise of suburban shopping malls and Jacques Gréber's 1950 plan for increased government decentralization signaled a period of significant decline for Sparks Street. By 1959, downtown retail in Ottawa was struggling. The Sparks Street merchants, upon the advice of Gréber, visited new and innovative pedestrian malls in Toledo and Kalamazoo. Upon their return, the merchants successfully lobbied Ottawa City Council to pass a bylaw to close a portion of Sparks Street from June until September.

By all accounts, the merchants' experiment was a success and continued on a seasonal basis for several more years. In 1963, a Citizen's Committee recommended that the project be made permanent and in 1967 Sparks Street became the first permanent pedestrian mall in Canada.

D. Since the 1980's

The demolition or transformation of several significant heritage buildings and their replacement with newer buildings changed the scale and character of the street. In 1989, the street underwent a major redesign. Many components of that project remain today, including portions of paving and structures marking street intersections, but many elements have disappeared, such as pavilions and fountains.

Fig. 6 Sparks Street, 1970's
Source: City of Ottawa

Fig. 4 Sparks Street, 1960's
Source: City of Ottawa

Fig. 5 Sparks Street, 1970's
Source: City of Ottawa

Fig. 7 Sparks Street, 1997's
Source: City of Ottawa

1.2 Context

Sparks Street is just steps away from Parliament Hill and Wellington Street and cuts across the Central Business District, through the Sparks Street Heritage Conservation District as it serves as the interface street between “Town” and “Crown”. Confederation Boulevard connects Parliament Hill to other landmarks and cultural institutions of national and international importance such as Confederation Square, the National Arts Centre, the Rideau Canal UNESCO World Heritage Site and the National Gallery of Canada. Collectively these sites reflect the symbolic identity of Ottawa as the Capital. Along the edges of Confederation Boulevard are the Byward Market, Downtown Rideau and Sparks Street which represent the historic origins of Ottawa and play an important role in defining the character of Ottawa. West of Sparks Street, LeBreton Flats redevelopment is ongoing and the proximity to other cultural institutions, lively neighborhoods, and federal landmarks constitutes a unique urban context conducive to the creation of a metropolitan and local destination.

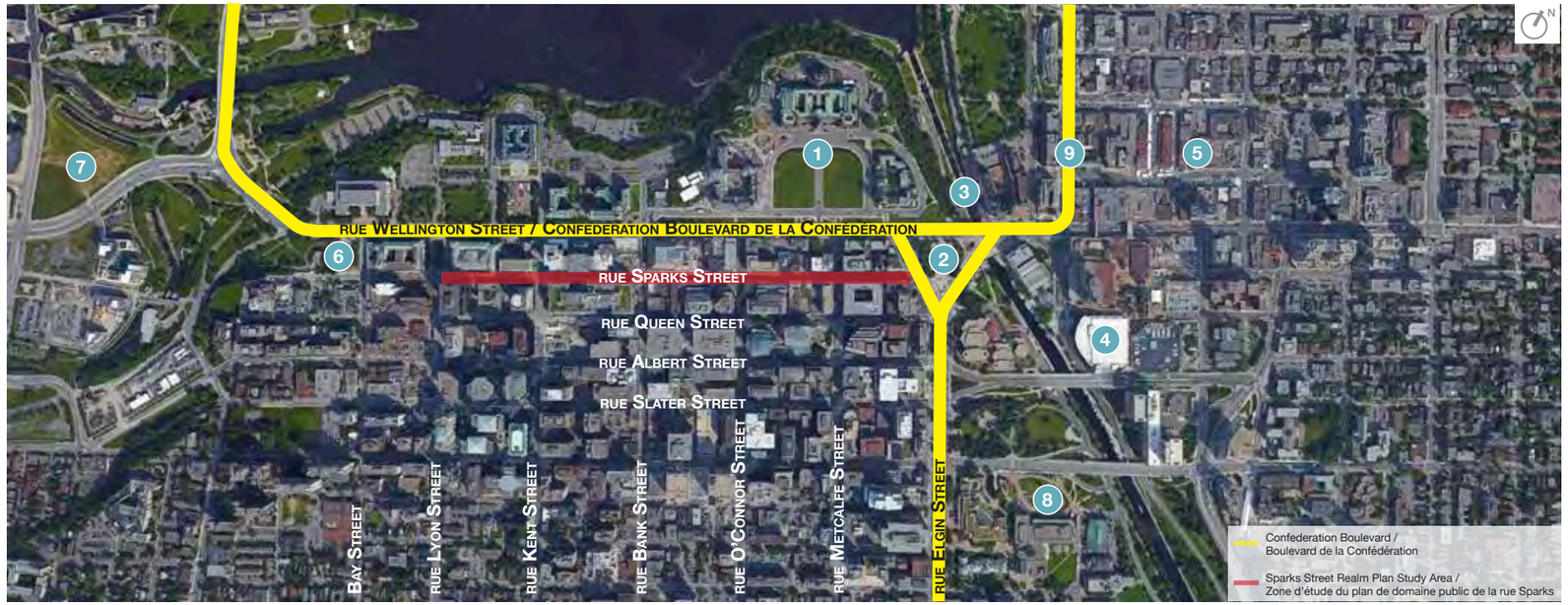


Fig. 8 Aerial View of Ottawa, 2018
Source: Google Maps

Fig. 9 The Centennial Flame and Centre Block on Parliament Hill
Source: https://pixabay.com/photos/ottawa-parliament-canada-government-815375/

Fig. 10 Photo: Confederation Square
Source: Suwannee Payne, wikimedia

Fig. 11 The Rideau Canal
Source: Michel Rathwell - flickr.com/people/digimages1/

Fig. 12 The Shaw Centre
Source: goagiletour.ca/location

Fig. 13 ByWard Market
Source: authentikcanada.com/office-tourisme-ottawa

Fig. 14 Garden of the Provinces and Territories
Source: Heritage Ottawa

Fig. 15 Aerial view of the Lebreton Flats Site
Source: NCC

Fig. 16 Ottawa City Hall
Source: ottawaphotography365.com

Fig. 17 Confederation Boulevard Signature
Source: commons.wikimedia.org
File: Confederation_Boulevard_(14579920328).jpg

1.3 Sparks Street Now

For over 50 years the Sparks Street pedestrian mall has served as one of the City's main civic celebration and entertainment streets, but has struggled to maintain a clear identity and distinct role within the broader context of the City and the Capital. The lack of clear identity for the street has been associated with the street's inconsistent design details, poor upkeep, wide range of public programming and a largely uncoordinated mix of businesses and land uses that serve and support visitors to the street.

Though in need of physical renewal, the Sparks Street Pedestrian Mall is home to many great pubs and restaurants that host busy patios through the warmer months. Despite a long decline in retail, many stores continue to thrive, catering to tourists and office workers on weekdays, particularly through the lunch period.

Like most areas of any city, Sparks Street has significant periods where activity slows, and the public spaces seem underutilized. For Sparks Street, these quiet times typically have been during the evenings, weekends and coldest months of winter. In recent years, however, the emerging critical mass of pubs and restaurants have begun to draw people to Sparks Street into the evenings and weekends, while the pedestrian nature of the street and the cycle of special events and public programming continue to largely characterize Sparks Street throughout the year.

Fig. 18 Sparks Street, 2018
Source: City of Ottawa

Fig. 19 View on the Peace Tower from Sparks Street
Source: City of Ottawa

Fig. 20 Sparks Street, 2018
Source: City of Ottawa

Fig. 21 Ice Sculpture for Winterlude
Source: SSMA

1.4 Near Future for Sparks Street

In the short-term, Sparks Street is expected to experience increased pedestrian traffic from the newly opened LRT stations on Queen Street, a new STO stop at Lyon Street and several nearby bike lanes planned for construction in the next few years.

Sparks Street will be further enlivened through planned private investments including a new residential tower currently under construction, two new hotels, restaurants, specialty shops and a significant amount of nearby leasable space that is being explored as a potential entertainment and cultural venue.

Over the next 15 years, the planned reinvestment of many of the federally owned buildings along the north side of Sparks Street will provide the opportunity to reinforce the important civic functions of the street. The upper floors of these buildings will serve a mix of government functions, while most of the ground floors will remain publicly accessible and will be reserved for commercial and cultural uses, including a space for Indigenous Peoples at 100 Wellington Street. This major reinvestment and renewal will provide more stable lease opportunities and a chance to curate a mix of uses that support the vision and objectives of this plan.

Fig. 22 Re-Residence
Source: SSMA

Fig. 23 Future 'Parliament' LRT Station
Source: www.ligneconfederationline.ca

Fig. 24 Future multifunctional complex at 350 Sparks Street
Source: www.wzmh.com/projects/350-sparks-street/

Fig. 25 Construction at the Bank of Nova Scotia Building
Source: Vlan + civiliti

2. Vision, Guiding Principles and Objectives

2.1 Vision

In looking to other distinct areas of the City, character, image and identity is typically rooted in the history and context of the surrounding community. Byward Market continues to be largely characterized by its historic market, Preston Street by it's specific reflections of Italian culture and the same for Somerset Street in Chinatown.

While most destination streets are characterized by community integration, Sparks Street is uniquely and undeniably associated with the seat of the federal government. Positioned as the interface between 'Town and Crown', Sparks Street's defining context and community equivalent is symbolically and more broadly, 'Canada' and therefore its identity should in many ways reflect the diversity that defines Ottawa as Canada's Capital.

Sparks Street has long been a place for cultural exchange and civic celebration and this plan calls for a refocus and refinement around this same vocation by providing spaces and programming that celebrates and publicly reinforces the broad values and diverse traditions that unify us as Canadians. **Our connections to nature, our winter resilience, inclusion, equity, reconciliation with Indigenous Peoples, sustainability, CBC, hockey, poutine, maple syrup, being sorry and so on**.

How this identity and vocation translates to the public realm is largely based on when the street is experienced. By weekday, Sparks Street is dominated by nearby office workers, lunching, on route to meetings, or meeting up for drinks after work. It is also a prime route for tourists coming and going from Parliament Hill and other surrounding heritage attractions.

Into the future, Sparks Street will continue to be characterized as a bustling weekday pedestrian environment that is supported and surrounded by an evolving mix of businesses, services and cultural institutions. Through this plan, the day-to-day public realm will be significantly beautified, greened and enhanced with more pedestrian amenities that encourage public lounging and social interaction.

With more pubs and restaurants opening late and through the weekends, more people moving into the downtown, improved access to the street from nearby LRT stations, and extensive public and private investments planned for the coming years, there is finally an emerging opportunity to extend life on Sparks Street into the evenings and weekends. To further support this opportunity, many flexible and programmable spaces will be introduced to accommodate a focused and curated program of thematic special events, artistic installations and cultural exchanges of civic, regional, national and international significance.

During the day, evening and through all seasons, Sparks Street will work in complimentary contrast to the formality and postere character of Confederation Boulevard and will become known as **Ottawa's cultural celebration, entertainment and activity street**.

"In the decades to come, Sparks Street will refocus and refine its roles as Ottawa's cultural celebration, entertainment and activity street."

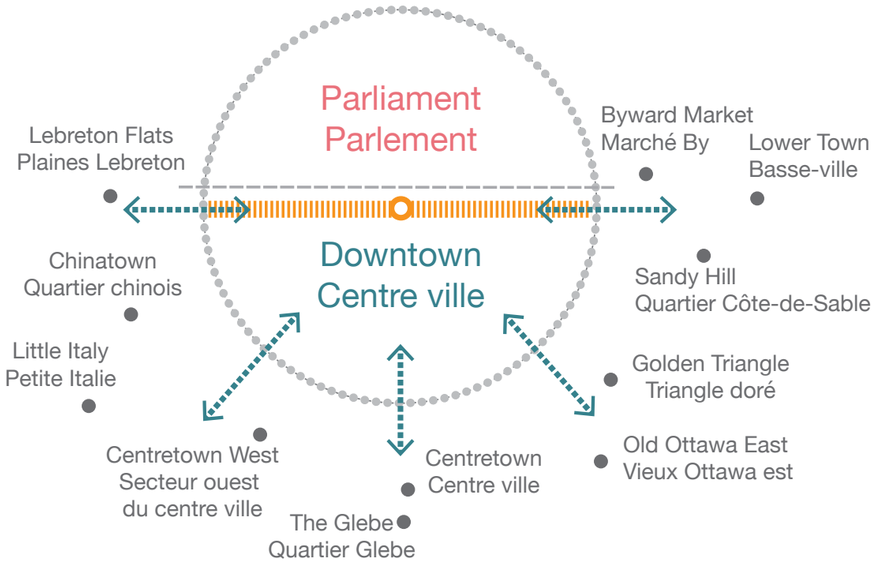


Fig. 26 Conceptual diagrams highlighting Sparks Street significance
Source: NCC / Vlan + civiliti

2.2 Guiding Principles

The following guiding principles have been consolidated from previously approved plans and have been reaffirmed and further expanded through public consultation. These guiding principles support the vision by establishing a bundle of broad outcomes for the public realm of Sparks Street. The plan's strategies and recommendations are oriented to accomplish these outcomes, which in turn will help fulfill the vision. All decisions regarding the future design detailing, programming pursuits and operational routines of the street should support each of these principles.

Authentic
The public realm represents Ottawa as a City and Capital. It represents the "Best of Town" and its design respects its unique history, location and status;

Lively
The public realm is rich, fun and interactive. It enables a curated mix of experiences that encourage gathering, discovery and celebration;

Inviting
The public realm is welcoming, exceptionally well-maintained, safe, clean and designed for universal accessibility.

Sustainable
The public realm is an urban oasis that contributes to the health and well-being of residents and visitors.

Adaptable
The public realm conveys a sense of harmony and timelessness, but is flexible enough to adapt to changing seasons, programs and new experiential opportunities.

2.3 Objectives

The following objectives have been distilled from the vision of this plan and affirmed through public consultation. These represent the boldest aspirations and markers of success that will direct the recommendations of this plan. Like the guiding principles, they are meant to serve as a bundle of requirements to be implemented throughout this plan but should also be revisited and reinforced through future design detailing, programming pursuits and operational routines.

1. Create, promote and maintain a strong and unified identity for Sparks Street.
2. Highlight and interpret the history and architecture of the street through creative media.
3. Dramatically improve the street's baseline urban design condition and establish a design review process for future modifications to the public realm.
4. Reinforce the street's unique character and role as a cultural metropolitan destination and vital cultural link through Ottawa's Downtown Core.
5. Continue to serve as a bustling weekday pedestrian only street and lunchtime destination for office workers and visitors to the Capital.
6. Create alluring social spaces and areas that draw visitors to spend extended periods on the street engaged in passive and active experiences during the day and evening.
7. Develop operational and programming standards to ensure the street's upkeep and consistent identity.
8. Initiate a program of spectacular and inspiring seasonal installations and evening activities that will serve as continually refreshed attractions for residents and visitors alike.
9. Initiate a collaborative programming strategy and monitor its progress for continuous improvement.
10. Support dynamic, temporary, flexible, and seasonal public realm uses, including terraces and the installation of movable and adaptable furniture and engaging public amenities.
11. Substantially increase the presence of greenery on the street.
12. Implement innovative sustainable development strategies to become showcase ecological streetscape design elements.
13. Provide technical amenities and infrastructure that encourage and facilitate programming and animation.
14. Provide opportunities along Sparks Street for existing and new business to sell products and services in a way that contributes to the ambiance and character of the public realm.
15. Create an on-street environment and destination that will support a stronger mix of businesses and services, particularly into the evenings and weekends.
16. Establish clear roles and responsibilities for implementing and maintaining all aspects of the public realm.
17. Establish open and clear communication channels between property owners, businesses, custodians and partners.

Fig. 27 Lord Stanley's Gift
Source: City of Ottawa

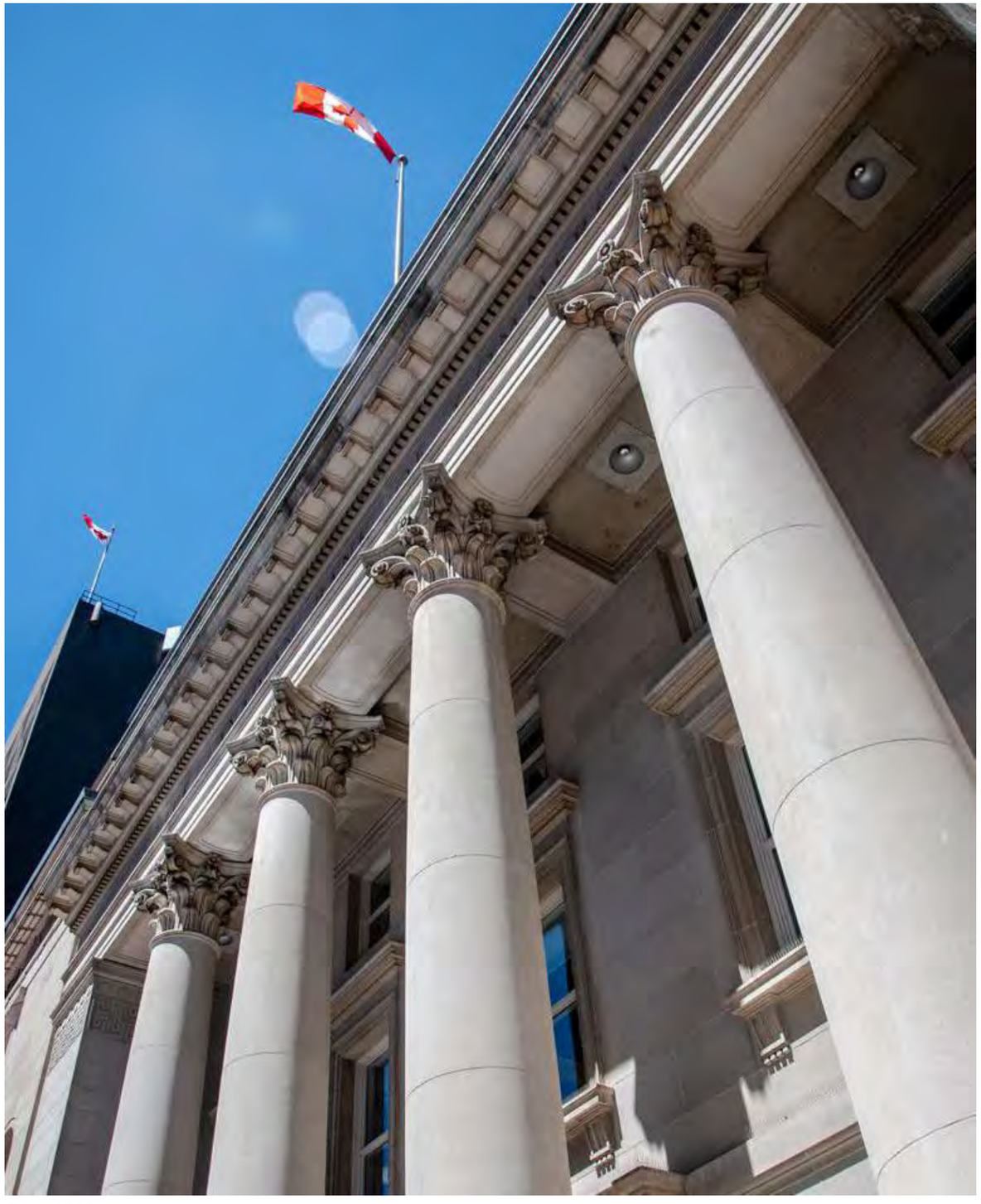


Fig. 28 CIBC Building
Source: City of Ottawa

3. Strategic Design Directions

3.1 Mobility and Access

Based on overwhelming public feedback, Sparks Street will remain pedestrian-only from Elgin Street to Lyon Street. Mid-block connections on both the north and south sides of the street will be highlighted to link Sparks Street to Wellington and Queen Streets. While regular vehicle traffic will remain prohibited on Sparks Street, access to the street for short-term deliveries and loading will continue through a designated period of the day.

A six metre wide multi-use corridor and fire route will be maintained throughout the five blocks, with occasional pinch points down to four metres towards the programming nodes in the middle of each block. The visual presence of security measures will be kept to a minimum within the public realm, and such measures will be discreetly woven into their surroundings.

With an extensive greening and programming mandate for Sparks Street, cycling will continue to be prohibited and cyclists will be expected to lock or walk their bikes during busy pedestrian periods. Design interventions will be utilized to reinforce pedestrian priority and reinforce the visual presence of Sparks Street at intersections. Parking will continue to be provided on surrounding streets and private parking facilities but not on Sparks Street itself.

Fig. 29 Cyclist walking his bike on Sparks Street
Source: Vlan + civiliti

Fig. 30 Bollards on Turntable on Wall Street, NYC
Source: www.flickr.com/photos/21213925@N00/3975362445

Fig. 31 Raised Intersection with Graphic Treatment
Source: www.volkerwessels.co.uk/en/projects/detail/diy-streets-turnpike-lane-area-part-of-haringey-htmc

Fig. 32 Pinch point at programming node
Source : City of Ottawa

3.1.1 Prioritize Pedestrian Circulation

1. Provide a safe and unobstructed walking environment along Sparks Street through a central meandering pedestrian corridor with lateral connections that ensure clear and continuous access to all adjacent businesses.

2. Link the pedestrian experience from block to block by preserving a consistent two metre sightline down the centre of the street.

3. Maintain a typical three metre clearzone along active business frontages where patios are not present, to provide for alternate accessible routes during special events that occupy the central corridor of the street.

3.1.2 Welcome Cyclists as Visitors

1. Encourage cyclists to visit Sparks Street as a welcoming destination but not as a cycling throughfare.

2. Promote the use of nearby cycling facilities around Sparks Street and through the Central Business District as more direct and appropriate options for commuter cyclists.

3. Focus primary bike parking around the north-south intersecting streets to discourage through cycling along Sparks Street. For convenience, landlords and business owners will be encouraged to provide dedicated employee bicycle parking within their buildings and to a lesser degree, near key entrances along the edges of Sparks Street.

3.1.3 Control Vehicle Access

1. Provide controlled access for emergency services and off-hour service & delivery vehicles.

2. Control intersections through a combination of active barriers and other hardened landscape elements. Through the addition of several on-street loading spaces on the north-south intersecting streets, delivery times on Sparks Street will be reduced and moved outside of key pedestrian commuting periods.

3. Provide carefully regulated vehicle access for construction activities, unique deliveries and on street events.. Access for street maintenance will be coordinated during off peak periods to limit conflicts with pedestrian activity.

3.1.4 Integrate Security Into Design Features

1. Ensure security measures are site-specific and context-sensitive, respectful of the highly public and heritage environment.

2. Incorporate security measures into variable height seating walls, planters or other design elements within the public realm. Whenever possible, softer alternatives to hardened security or single functioning bollards will be explored and introduced through detailed design.

3.1.5 Design Intersections for Pedestrian Priority

1. Treat cross-street intersections as extensions of Sparks Street to reinforce pedestrian priority and to unify the visual identity of the broader streetscape.

2. Adjust traffic signals and roadway elements where possible to minimize their visual impact on the pedestrian environment.

3. Locate bike lanes that intersect with Sparks Street at the edge of curb so as not to impact pedestrian waiting zones.

4. Ensure intersection elements are coordinated, uncluttered, and do not diminish important views, such as those to Parliament Hill and Confederation Square.

3.1.6 Encourage Active Transportation

1. Encourage active and public transportation to reduce area parking demand while exploring management efficiencies and synergies with nearby off-street parking operators.

2. Integrate detailed directions to public parking, transit stations and nearby cycling facilities into signage and information kiosks along Sparks Street. Also, encourage parking lot operators to adopt new technologies that provide active parking data to the public.

3.2 Greenscaping

As a pedestrian street away from regular vehicle traffic, Sparks Street offers very unique opportunities for greenscape treatments that are unavailable to most urban streets. Through a combination of in ground canopy trees, partially above ground planters, small greenspaces, seasonal installations, patio flower boxes and perennial gardens, Sparks Street will fulfill one of its primary roles as a pedestrian oasis through the Central Business District.

Fig. 33 CHUM Research Center, Montreal
Source: nippaysage.ca/fr/projet46-crchum.html

Fig. 34 Grass cover mounds
Source : https://www.archdaily.com/150678/mediacityuk-exterior-spaces-gillespies

Fig. 35 Trees shading over gathering area
Source: https://www.world-architects.com/ca/architecture-news/works/grand-mall-park

Fig. 36 Decorative use of trees during winter
Source: www.churchstmarketplace.com/blog/march-2019

3.2.1 Introduce Perennial Planting Across all Five Blocks

1. Soften and unify the character of Sparks Street with a mix of perennial plantings that bloom through spring, summer and fall.

2. Introduce more greenery along less active frontages. Within each block, refine locations and species to complement the functional program while carefully framing key views to adjacent landmarks, heritage buildings and active business frontages.

3. Give special attention to species selection for trees that are adjacent to the central fire route to ensure that canopies do not significantly encroach below the required five-metre height clearance. Above the five-metre fire route clearance, maintain tree canopies in a way that ensures a continuous central view plane of two metres or more through the length of the pedestrian mall.

3.2.2 Develop Green Infrastructure

1. Treat all plants on Sparks Street as green infrastructure. Explore innovative approaches to storm water management, infiltration, retention, flushing, and storage through detailed design. Integrate modular shoring walls, structured soil systems and root barriers to separate and protect underground pipes and services from continuous soil trenches.

2. Determine specific species selection based on a combined assessment of technical solutions, available soil volumes, access to direct and reflected sunlight, exposure to wind and salt and general maintenance capacities.

3. Maximize soil volumes and where space permits, plant families of trees of different generations within continuous and exposed soil volumes and/or structured soil trenches.

3.2.3 Provide Shade and Seasonal Comfort

1. Utilize street trees and pockets of planting to create comfortable public spaces that encourage people to relax, linger and socialize.

2. Introduce shade trees along the street within and around on-street patios, amongst public lounging areas and otherwise in locations along the street where comfortable public seating will be integrated into raised planter edges and security perimeters.

3. Locate and detail a mix of evergreen shrubs, perennial and native plantings, and small raised areas of walkable groundcover in ways that enhance microclimates through all seasons while providing connections to urban nature and extend public lounging areas.

3.2.4 Create Year-Round Visual Interest

1. Provide colour and texture through all four seasons through perennial plantings, evergreen shrubs and seasonal planting displays.

2. Supplement permanent greening with coordinated planters and flower boxes associated with restaurant patios and business frontages.

3. Explore a program to utilize recycled Christmas trees to supplement evergreen planting and further enhance sheltered areas along the street.

3.2.5 Reflect Regional Character

1. Choose plant material to reflect the regional character and identity of Ottawa's natural landscape.

2. Give preference to native plant species and non-invasive cultivated species that are well adapted to the region and can thrive in microclimates specific to Sparks Street.

3.3 Programming and Activation

Programming on Sparks Street will be advanced and promoted through a carefully curated calendar of special events, artistic installations and public activations that increasingly enliven the public realm into the evenings and throughout weekends. Programming will be designed to engage tourists and residents equally and will appeal to people from all walks of life and demographics.

Programming efforts will showcase and celebrate unifying Canadian traditions and values and will increasingly aim to advance understanding and progress around contemporary themes such as: reconciliation with Indigenous Peoples, strength in cultural diversity, urban sustainability, innovation, inclusion and equality. Entertainment functions of Sparks Street will come to life through creative interpretation and presentation of these cultural themes in ways that are fun, interactive and engaging. Art, food, dance, music, story and all other forms of cultural expression will be showcased through evolving collaborations with a growing mix of aligned partners, local businesses and government agencies.

Along the length of Sparks Street, programming and animation will be supported and enabled through a variety of spaces that are pre-equipped with flexible programming infrastructure that can respond to the widest range of day, night and seasonal programming opportunities.

Fig. 37 Kid playing Jenga in a playful zone of 2018 Pilot Project
Source: City of Ottawa

Fig. 38 Pedestrians on Sparks Street during Winterlude
Source: SSMA

Fig. 39 Umbrellas Artistic Installation
Source: www.loveumbrellas.co.uk/blogs/news/umbrellas-in-bath

Fig. 40 Exhibition on the Public Realm
Source: www.quartierdesspectacles.com/fr/blogue/580/10-anecdotes-sur-gaby-le-maitre-du-portrait

3.3.1 Develop a Core of Seasonal Special Events

1. Continue to be a satellite venue for broader Capital events like Winterlude, Canada Day and the International Buskers Festival and develop new partnerships with neighbouring business districts and institutions such as the National Arts Centre, the National Gallery of Canada, CBC and the Bank of Canada to grow and refine established programming or advance new place-making initiatives that are thematic to the vision of this plan.

2. Establish and promote an annual cycle of major cultural events that embrace and celebrate each of the four seasons. Supplement between these anchor events with smaller events of local and regional scale and significance.

3. Focus on developing special events that have clear connections to the vision and objectives of this plan providing preference to those that animate into the evenings, weekends and though winter months. For example, an on-street food event could showcase a wide spectrum of culinary experiences that reflect the cultural diversity of Ottawa and the regional diversity of Canada more broadly.

3.3.2 Continually Animate the Street with Dynamic Installations

1. Initiate an installation program through an open and ongoing call for artistic proposals of various scales, that will advance themes and objectives of this plan.

2. Invest in one grand and high impact installation each season that will serve both as a public spectacle and an irresistible magnet to draw residents and visitors to Sparks Street.

3. Supplement grand and impactful installations with continuously changing layers of smaller installations to provide fresh and engaging public experiences through artworks, sculptures, thematic displays, interactive elements, fun photo backdrops and whimsical seasonal furniture.

4. Execute all installations professionally to ensure that the beautiful and historic setting of the street is not inadvertently diminished.

5. Give preference to installations that advance the vision and objectives of this plan and maximize the destination value of the street over longer periods. When possible, schedule installations to overlap and complement seasonal events.

3.3.3 Animate the Street through Public Amenities and Activities

1. Maintain a mix of public spaces that are equipped with comfortable and movable seating, public wifi, seasonal weather protection, charging stations, interactive games and other playful elements that encourage public gathering and self-directed activity.

2. Provide appropriately-sized open spaces at key points of interest where tour groups can comfortably gather outside of the main pedestrian flow and activity areas.

3. Support and encourage community-led and collaborative activities that are open to the public and advance the vision and objectives of this plan, such as cultural presentations, art classes, skills workshops, information sessions or educational seminars.

3.4 Adjacent Property Alignments

With the exception of the Bank of Canada and St Andrew's Church, properties along the northern edge of the Sparks Street's Pedestrian Mall are owned by Public Services and Procurement Canada (PSPC). Needed rehabilitations of many of these buildings have begun and are expected to continue for the next 10-15 years. Throughout these planned renewals, opportunities will be pursued to coordinate and integrate public realm improvements associated with this plan.

Properties along the southern edge of Sparks Street are divided amongst 14 owners who lease about half of their property to PSPC and the other half to private business who primarily occupy the ground floors. Although vacancy rates on the south side of Sparks Street are currently low, the mix of ground floor uses will continue to evolve and respond to new market conditions.

Fig. 41 The 100 Wellington Street, Future Centre for Indigenous Peoples
Source : tpsgc-pwgsc.gc.ca

Fig. 42 Oxford Street at night - London, UK
Source: Kyle Taylor Photography

Fig. 43 Space for lease on Sparks Street
Source: City of Ottawa

Fig. 44 Clothing Pop-Up Shop Storefront
Source: https://www.thestorefront.com/mag/temporary-retail-stores-create-loyal-customers/

3.4.1 Carefully Curate the Mix of Ground Floor Uses

1. Work toward a centrally coordinated retail management and monitoring program to track and incentivize a mix of ground floor uses that support and enhance the cultural, entertainment and activity functions of the street. Feedback from public surveys indicated a desire for a mix of businesses that serve not only tourists but the day-to-day needs of commuters and residents: cultural spaces, artistic studios, collaborative pop-ups, small convenience/ grocery stores, trendy restaurants and pubs and generally more businesses and specialty boutiques that are open into the evenings and through the weekends.

2. Encourage property owners to establish clear targets for activating the ground floor of all properties with as much active business or publicly accessible cultural uses as possible.

3.4.2 Integrate Public Realm Improvements through Property Renewal

1. Implement the architectural lighting directions of Parliamentary Precinct Exterior Lighting Master Plan and the Capital Illumination Plan as part of planned property renewals along Sparks Street.

2. Introduce measures such as DMX controlled lighting systems, predefined colour/temperatures and coordinated times of light and relative darkness.

3. Use construction hoarding as a canvas for art commissions and installations that contribute to evening animation and interpret the cultural programming directions of this plan.

4. Encourage the integration of new publicly accessible midblock connections through buildings to provide more north-south connectivity to Sparks Street from Wellington Street and Queen Street.

5. Extend new public realm treatments such as paving and planters onto private property to create a visually unified streetscape.

3.4.3 Provide Support for Public Realm Elements and Programming

1. Explore opportunities to introduce discreet architectural anchors into building facades that can support layered and creative catenary installations.

2. Consider access and use agreements for basement or utility spaces that can house pump rooms for public fountains, climate-controlled AV cabinets for on-street digital displays or storage for seasonal or special event streetscape elements.

3. Look for creative ways to integrate ground floor public washrooms into new government or cultural facilities.

4. Integrate bike parking for employees, visitors and customers directly into buildings or on private spaces near key entrances.

5. Work towards collaborative programming on publicly accessible private spaces along the edges of Sparks Street such as the major semi-public plaza above the Bank of Canada Museum.

3.5 Ground Floor Business Alignments

Due to the complexity of projects and scale of renewals being planned on and around Sparks Street, many layered discussions are occurring simultaneously. Project design teams, property owners, businesses, Indigenous leaders and government representatives are working to advance new cultural spaces, hotels and restaurants, performance venues, boutique businesses, pop-up storefronts and collaborative shared spaces. These discussions will continue to evolve as new and exciting ground floor uses are gradually confirmed to fill vacant or renovated spaces along Sparks Street. To help inform these ongoing discussions, a retail strategy is currently being developed by the Mall authority to provide a common approach to retail, merchandising and leasing for properties adjacent to Sparks Street.

While property owners will be encouraged to carefully curate new ground floor uses that support the street's roles and vision as a pedestrian oasis and cultural celebration street, existing businesses will be asked to increasingly coordinate and refine their contributions toward a distinguished and legible public realm.

Fig. 45 Pizzeria Patio
Source: https://www.flickr.com/photos/roboppy/3706709070/

Fig. 46 High quality storefront
Source: https://www.thecut.com

Fig. 47 Biermarket Facade and Patio
Source: SSMA

Fig. 48 Commercial Signage Integrated in Ice Sculpture
Source: City of Ottawa

3.5.1 Provide Commercial Activation that Contributes to the Design and Programming of the Street

1. Encourage interesting ground floor window displays that are transparent and spill light onto the adjacent public space, contributing to a welcoming and active evening environment. Consider seasonal window display competitions amongst business owners.

2. Strive to exceed minimum standards with well-positioned on-street patios that are consistently open and contributing to an animated environment that is characterized by quality and attention to detail. Focus commercial patios toward the adjacent building frontages and reserve most of the central corridors for public uses.

3. Develop and enforce consistent design and placement standards for all privately owned on-street accessories such as storefront planters, merchandise displays, A-frame signage and café seating.

4. Support creative forms of business promotion that add amenity, interest and destination value to the street, such as winter ice sculpture signage competitions as part of Winterlude celebrations.

5. Provide a series of strategically located and thematically designed on-street kiosks and carts that can be used to fill gaps in service and spatial gaps along inactive frontages. Design kiosks that are capable of multiple uses to complement planned special events by transforming into information kiosks, first aid stations or even on-street storage for passive and seasonal activation accessories. Provide a range of kiosk lease or vending permit opportunities that advance animation objectives into evening, weekends and throughout all seasons.

6. Reinforce the vision expressed in this plan through consistent promotion and branding efforts by the SSMA and the local BIA.

3.5.2 Maintain Businesses to Reflect 'Best of Town' Standards and the Surrounding Heritage Setting

1. Carefully detail façade lighting to advance objectives of the Parliamentary Precinct Exterior Lighting Master Plan and the Capital Illumination Plan.

2. Ensure all business-oriented façade elements such as signage and awnings are respectful of the heritage context, proportioned to facades, of high quality, clean, in good repair and free of faded colours. Maintain interior elements visible to the public to the same standard.

3. Encourage all businesses to 'adopt' their public frontages, through supplementary cleaning of daily debris, snow and ice, and by promptly reporting streetscape elements requiring maintenance or repair and violations relating to smoking, parking, soliciting and loitering.

4. Consider implementing an audit program to ensure that all businesses are equally contributing to a cohesive and quality public realm.

3.6 Interpretation

Sparks Street's rich history offers many interpretive opportunities such as a beautiful collection of Beaux-Arts architecture, the assassination of Thomas D'Arcy McGee, the origin of Lord Stanley's Cup and the first pedestrian mall in Canada. These and many more historical people, places and events add depth and authenticity to the public experience if property interpreted.

The interpretation strategy for Sparks Street will focus on creative approaches that enhance a carefully curated collection of permanent interpretive installations. Guided tours, digital applications, point of reference markers and creative temporary on-street installations will contribute to a layered and interactive program that interprets the people, sites and events that have shaped the street.

Fig. 49 Lord Stanley's Gift interpretive plaque
Source: Sparks Street Mall Authority and City of Ottawa

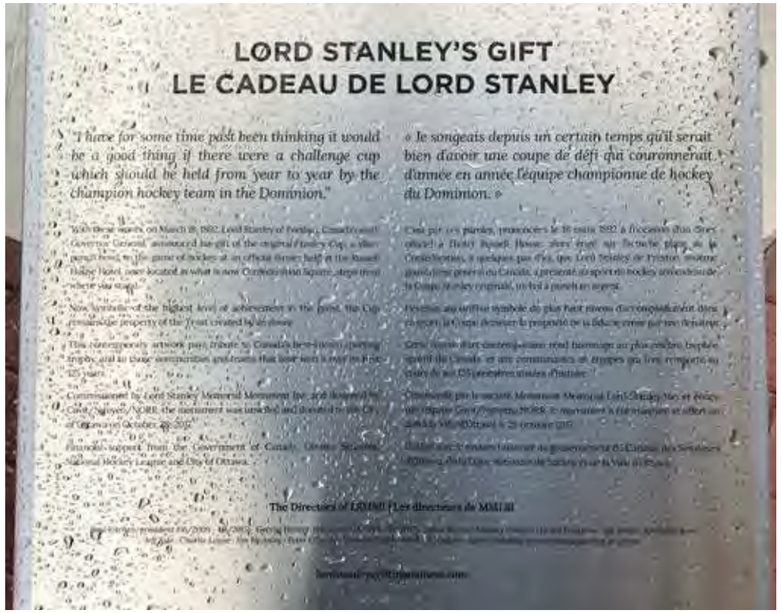


Fig. 50 Lord Stanley's Gift interpretive plaque
Source: Sparks Street Mall Authority and City of Ottawa

Fig. 51 History set in stone
Source: www.landezine.com/channel-center-park-and-iron-street-park-by-halvorson-design-partnership/

Fig. 52 LinkNYC, Multifunctional Wayfinding Kioks in New-York City
Source: www.link.nyc

3.6.1 Develop a Cohesive Interpretive Framework

1. In consultation with the Department of Canadian Heritage, which is responsible for interpretation on federal lands in the Capital, develop a thematic framework to guide the curation of a cohesive program of commemorative and interpretive installations, by identifying the themes and stories specific to Sparks Street, including specific historical locations, and overarching themes to be conveyed through site design.

2. Define a protocol for cultural expression along the street, particularly for the inclusion of Indigenous representation.

3.6.2 Carefully Integrate Permanent Elements into the Streetscape

1. Integrate permanent interpretative elements into the base design of the street to highlight and enhance the unique character defining features of the street.

2. Use durable and timeless materials such as bronze, etched stone and bird-friendly glass along with beautiful detailing to discreetly embed permanent plaques, markers and creative references to permanent works of art, monuments and buildings and locations of great historical significance.

3. Facilitate a deeper understanding of the regional landscape through the integration of subtle interpretive signs for native plant species and materials that are integrated into the streetscape. Relay this information in Algonquin, English and French.

3.6.3 Supplement Permanent Interpretive Elements with Digital Media

1. Collect and update digital information relating to the interpretive layers of Sparks Street and explore various applications that would support digitally interactive and self-guided tours.

2. Commission the development of interactive digital installations that interpret the many historical sights and sounds of Sparks Street, such as the voice of Ottawa humanitarian Lotta Hitschmanova, whose radio and TV PSA's and work with the Unitarian Service Committee of Canada made 56 Sparks Street and Ottawa famously associated with concern and compassion for the rest of the world through the '50's, '60's, and '70's.

3.6.4 Encourage and Enable Creative and Interactive Forms of Interpretation

1. Coordinate with tour operators to ensure that there are designated gathering spaces at key locations available for tours to stop without blocking the regular flow of pedestrian movement.

2. Install coded markers that relate to key interpretive locations and best vantage points for self-guided and digital tours.

3. Explore creative ways to interpret the street using temporary and dynamic installations such as—vinyl wrapped utility boxes, graphic windbreaks, streetlight banners and interactive construction hoarding.

Fig. 53 The Bank of Canada Museum Plaza and the classified heritage Wellington Building in the background
Source: City of Ottawa

4. Functional Plan and Scenarios

4.1 Preferred Option

Through this study, three functional streetscape alignments were explored. Each option revolved around a six-metre multifunctional vehicle route with occasional midblock pinch points of four metres to accommodate the movements of emergency and delivery vehicles. All three options introduced security and access controls at each intersection in locations that maintained required turning radii for emergency vehicles, ensured pedestrian access to and from adjacent buildings, integrated greenscaping across all five blocks and respected the constraints of existing infrastructure.

The three options were evaluated based on impacts to important views, compatibility with adjacent land uses, interaction with microclimates and flexibility to respond to a wide range of on-street programming. Based on these criteria, a preferred option was selected.

The preferred layout is characterized by a multifunctional route that alternates from the north to the south side of the street, creating pockets of greenery, activity nodes and intimate gathering spaces. This option maximizes opportunities and space for planting and programming and responds best to the adjacent business frontages, microclimate, and nuances of each block.

The meandering alignment creates a dynamic progression of outdoor rooms and gathering areas while maintaining a 2m metre visual connection through the centre of the street. At the mid-portion of each block, a multifunctional event node provides opportunities for intensive programming. These multifunctioning nodes are of varying sizes and configurations to accommodate both small and large activities. During major events, these nodes can be programmed simultaneously to support widespread animation across all 5 blocks.

Along the central corridor, pockets of intimate space support opportunities for clustered social seating and public amenities that enhance the public realm. Permanent and temporary art installations are located throughout the central portions of the street to create a cultural promenade in the heart of the downtown Ottawa. In the sunnier Blocks 2 and 3, programmable water features will be explored at event areas, to provide summer animation outside of scheduled events.

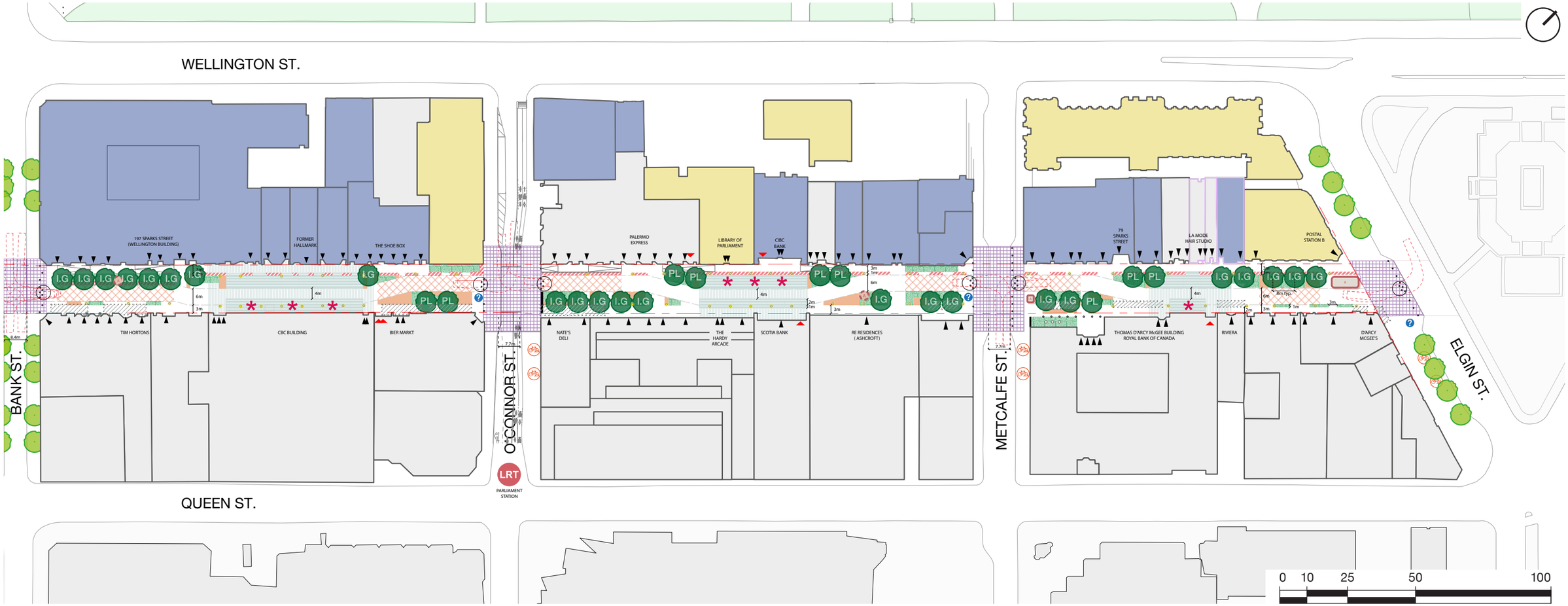
Existing and future private patios will be distributed along all five blocks and primarily located along the street edge, adjacent to the businesses that operate them. Private patios located toward the center of the street will be limited in size and carefully detailed to ensure that adequate space is preserved for public seating, pedestrian movements, and public programming/activation.

Intersections with the north-south cross streets are treated as an extension of the public realm and act as important arrival thresholds. Strategically integrated public art will serve to distinguish each threshold, welcoming visitors and providing wayfinding and focal points along the street. Multi-information kiosks located near the intersections will provide information about upcoming on-street activities, business information and orientation towards attractions near Sparks Street.

Fig. 54 Preferred Functional Plan
Source: Vlan + civiliti

Legend

- Building
- Classified Federal Heritage Building
- Recognized Federal Heritage Building
- Revised Floor Level for Existing Building
- Building Access
- Emergency Exit
- Property Limits
- Terrace / Patio
- Security Measure (to be determined)
- Event Area
- Extended Event Area
- Gathering Area
- Extended Gathering Area / Leisure Zones
- Threshold
- Existing Tree
- Existing Planter or Planting Bed
- **Proposed Tree** in Ground
- **Proposed Tree** in Planter
- Proposed Planter or Planting Bed
- Emergency Vehicle Turning Radius
- Emergency Route
- Bollard
- Moveable Bollards
- Access Ramps
- Existing Public Art
- Proposed Public Art
- Proposed Activation Area
- Multifunctional Kiosk
- Bike Parking
- LRT Station



0 10 25 50 100

4.2 Functional Scenarios

The functional plan has been tested against a number of scenarios including: loading and deliveries, winter events and snow storage, food based festivals, various stage and installation formats, a scenario for pop-up cinema, film and gaming events, and a mix of temporary commercial kiosks. While none of the functional options were without constraints, the preferred functional plan best supports the most important objectives of the street.

4.2.1 Loading and Deliveries Scenario

The requirements for a pedestrianized street with controlled access for emergency vehicles and storefront deliveries has been a primary influence on the functional plan. Access to Sparks Street will be limited to emergency vehicles, a designated delivery window and otherwise only through special permits. Marked parking areas for deliveries and loading are available on cross streets at Metcalfe, O'Connor and Kent Streets.

A

B

C

D

Legend

Turntable Bollards

Special Deliveries

Loading Zones

Delivery Truck Autoturn

Emergency Route

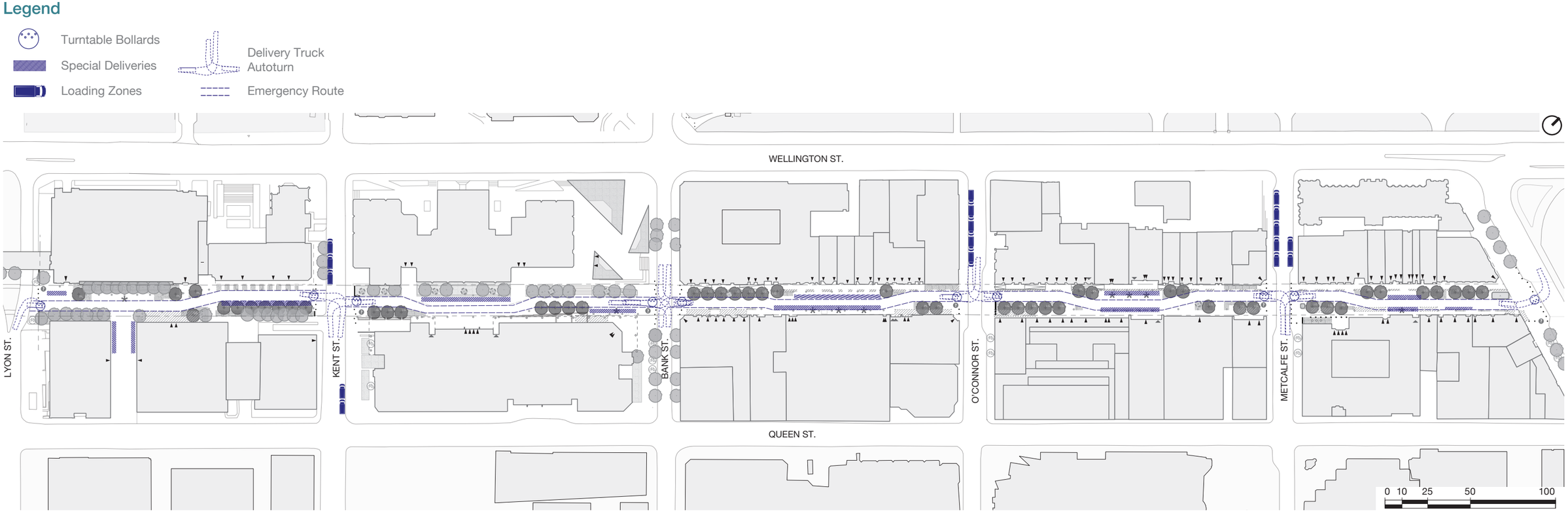


Fig. 55 Loading and Deliveries Scenario
Source: Vlan + civiliti

A. Newly installed bollards at the Metcalfe and Sparks streets intersection / B. Sparks Street vehicular access regulation panel / C. Delivery man on Sparks Street / D. Snow accumulation on Sparks Street
Source: City of Ottawa / SSMA / Vlan + civiliti

4.2.2 Winter Conditions Scenario

Seasonal catenary lighting, warming stations and heated activity surfaces will create a welcoming environment along all five blocks while artistic installations, activities and winter themed events will provide interest and activation. Flexibility to integrate temporary weather protection will be explored as part of the design of each social node and more permanent structures as part of blocks 3 and 4 to facilitate more weather sensitive activities, exhibitions and live performances. Snow removal will be integrated into the programming strategy of the street, where it can be repurposed as windbreaks or shaped to define gathering spaces.

E

F

G

H

Legend

- Event Area
- Temporary Catenary Lighting
- Weather Protection Structure
- Temporary Snow Storage Area
- Winter Installation
- Warming Station

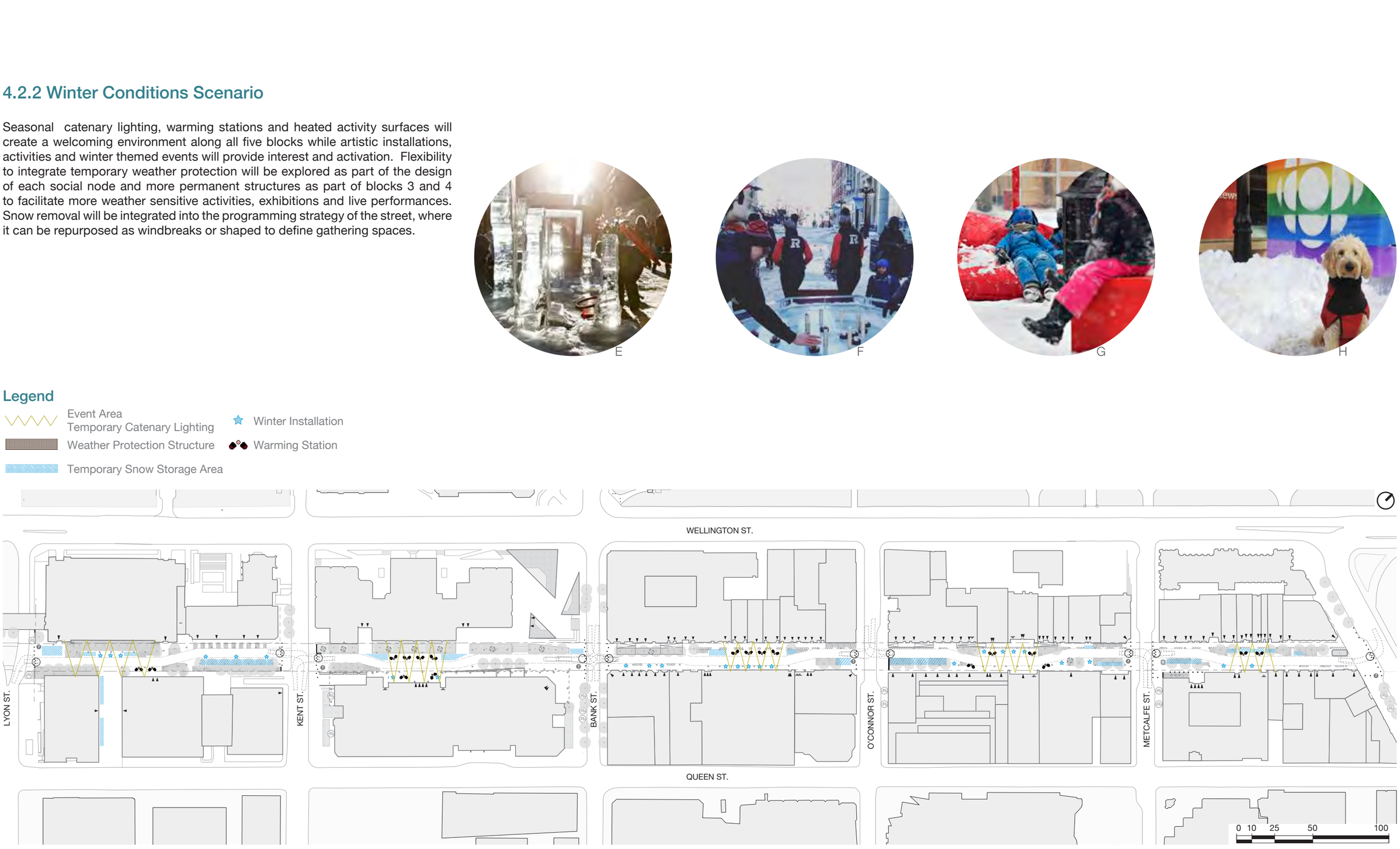


Fig. 56 Winter Conditions Scenario
Source: Vlan + civiliti

E. Playful ice sculptures during Winterlude / F. Playzone during Winterlude / G. Kid relaxing at a warming station during Winterlude / H. Four legged visitor during Winterlude
Source: City of Ottawa / SSMA

4.2.3 Food Festival Scenario

Building on Sparks Street's existing range of culinary events, this scenario would allow for the hosting of food trucks and activity tents with the extension of patio spaces to create an integrated environment of Sparks Street businesses and temporary vendors. Event areas at each midblock will draw visitors into the heart of Sparks Street, while the extended patios will activate the cross-street intersections. Public toilets across all five blocks increase the ability of visitors to spend significant time in the public realm.

I

J

K

L

Legend

- Kiosk / Tent
- Information
- First Aid
- Patio + Extensions
- Food Truck
- Portable Public Toilet

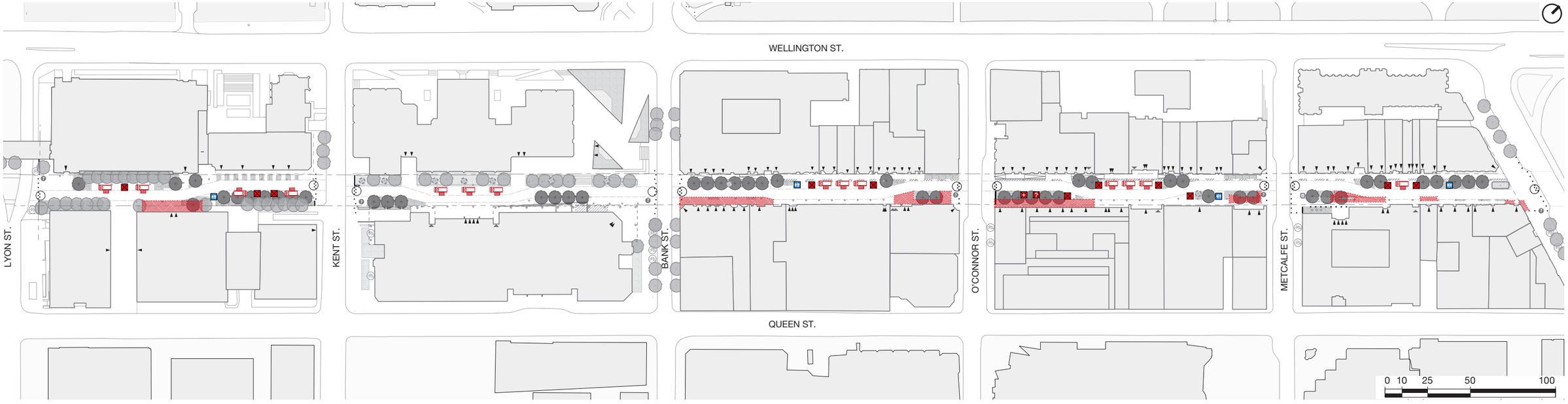


Fig. 57 Food Festival Scenario
Source: Vlan + civiliti

I. Advertising Ribfest / J. Food stand during Winterlude / K. Food truck on Sparks Street / L. Sparks Street during Ribfest
Source: City of Ottawa / SSMA

4.2.4 Performance and Installations

The extended patios and flexible multi-use nodes on all five blocks allow Sparks Street to offer a uniquely comfortable and varied environment for visitors attending events, with the ability to program the street for standing room, seating areas, sheltered viewing or a mix of all three. This diversity of spaces is suited to multi-block events, offering entertainment tailored to a variety of tastes and scales, all within a single public venue.

M

N

O

P

Legend

- Kiosk / Tent
- Information
- First Aid
- Patio
- Stage + Parterre
- Portable Public Toilet

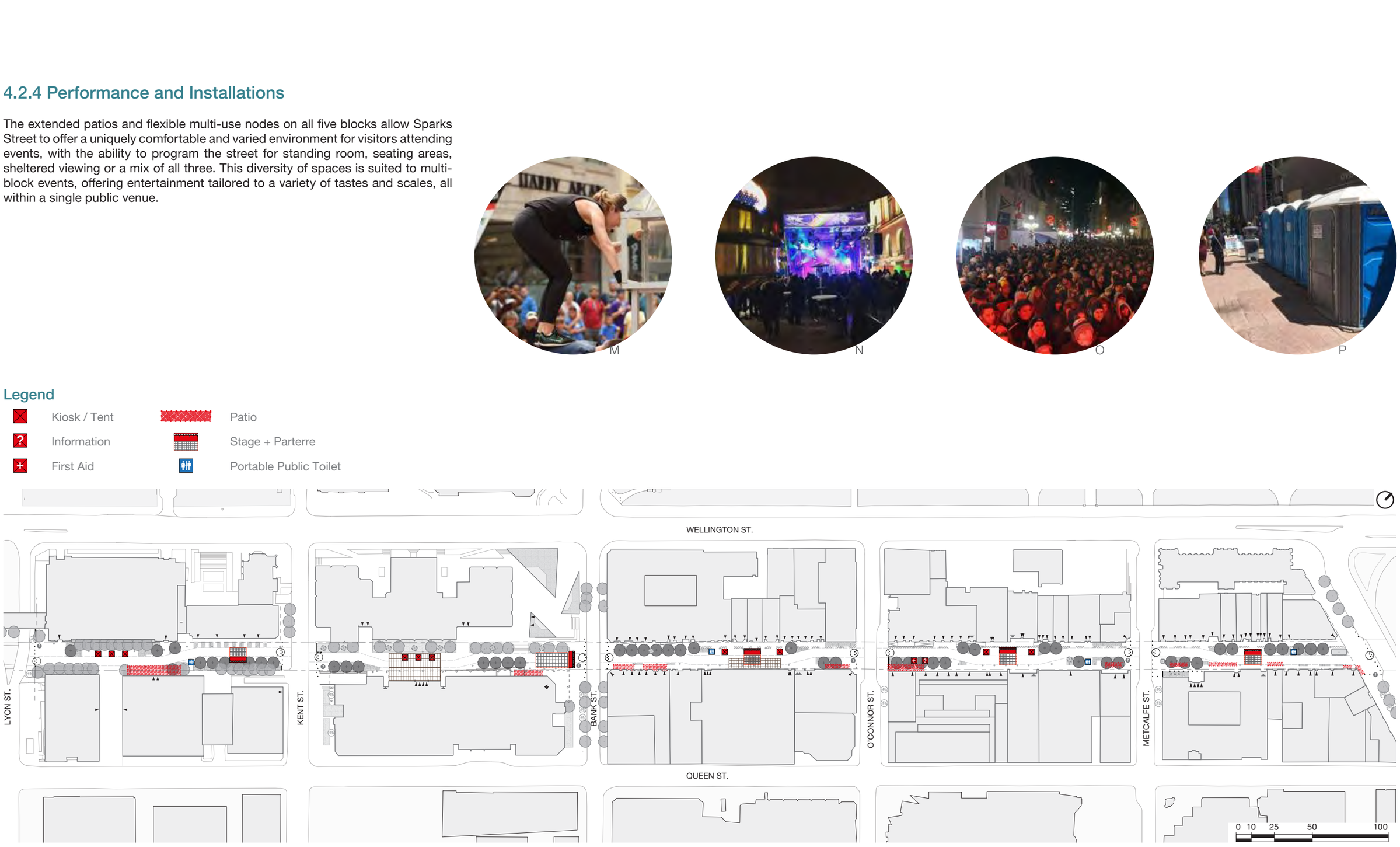


Fig. 58 Performance and Art Scenario
Source: Vlan + civiliti

M. Acrobat during Buskerfest / N. Musical show during Winterlude / O. New Year's Eve on Sparks Street / P. Portable public toilets during public event on Sparks Street
Source: City of Ottawa / SSMA

4.2.5 Pop-up Cinema Scenario

Temporary cinema installations can be set up either during the day or evenings, and across a range of blocks simultaneously. This style of event extends the active use of Sparks Street into the evenings and weekends, and aligns with retail and hospitality commercial uses to create a vibrant public destination. The range of spaces along the street provides versatility for intimate screenings of small films up to large crowds for ‘must-see’ crowd-pleasers.

Q

R

S

T

Legend

- Kiosk / Tent
- Pop-Up Cinema
- Portable Public Toilets
- Information
- First Aid

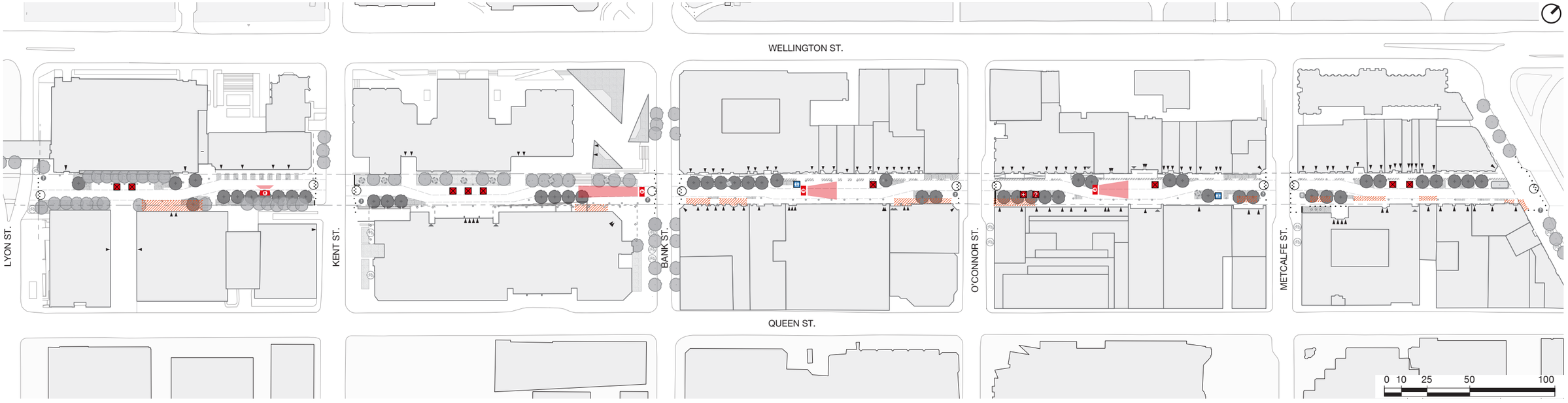


Fig. 59 Pop-Up Cinema Scenario
Source: Vlan + civiliti

Q. Advertising Capital pop-up Cinema on Sparks Street / R. Sparks Street becoming a theatre / S. Crowded Sparks Street during the projection / T. Food stand for snacks
Source: SSMA / Capital Pop-Up Cinema

4.2.6 Temporary Commercial Kiosks and Vending Carts

The functional plan includes space for both pop-up commercial kiosks and vending carts which could be located semi-permanently within pinch points of the EMS corridor or at various points along the street, where gaps in service exist or where support for special events is desired. Kiosks and vending carts should be carefully selected so as enhance offerings of existing bricks and mortar businesses and located in a way that does not interfere with important views.

U

V

W

X

Legend

- Pop-Up Kiosk
- Portable Pop-Up Stall
- Potential / Permanent Public Washroom

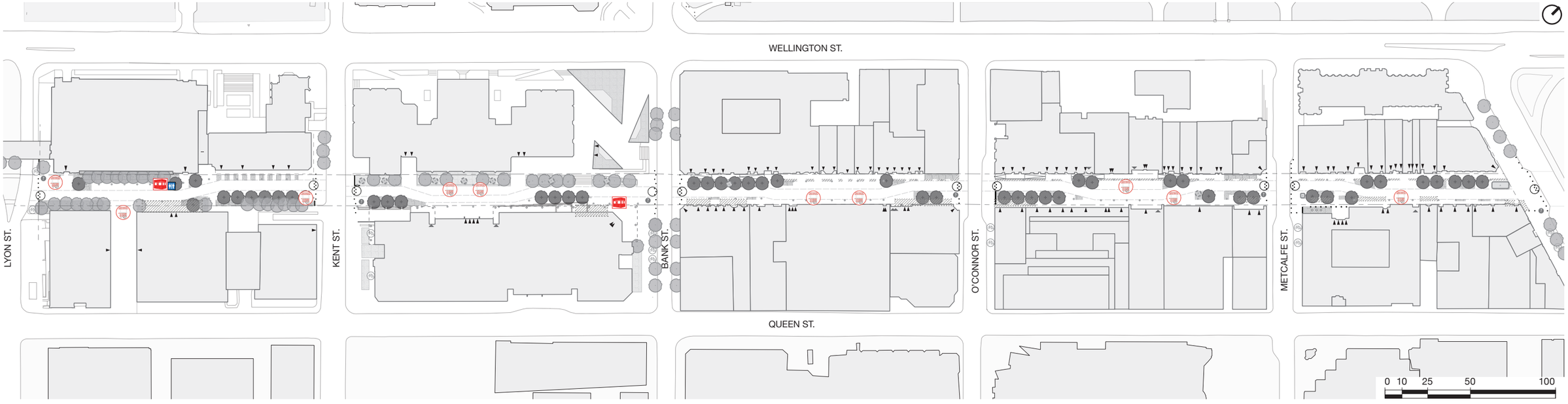


Fig. 60 Pop-Up Boutiques Scenario
Source: Vlan + civiliti

U. Pop up shop storefront / V. Vending kiosk adjacent to Sparks Street / W. Trade Fair on Sparks Street / X. Public lavatories
Source: thestorefront.com / City of Ottawa / Simon Devitt (urbismagazine.com)

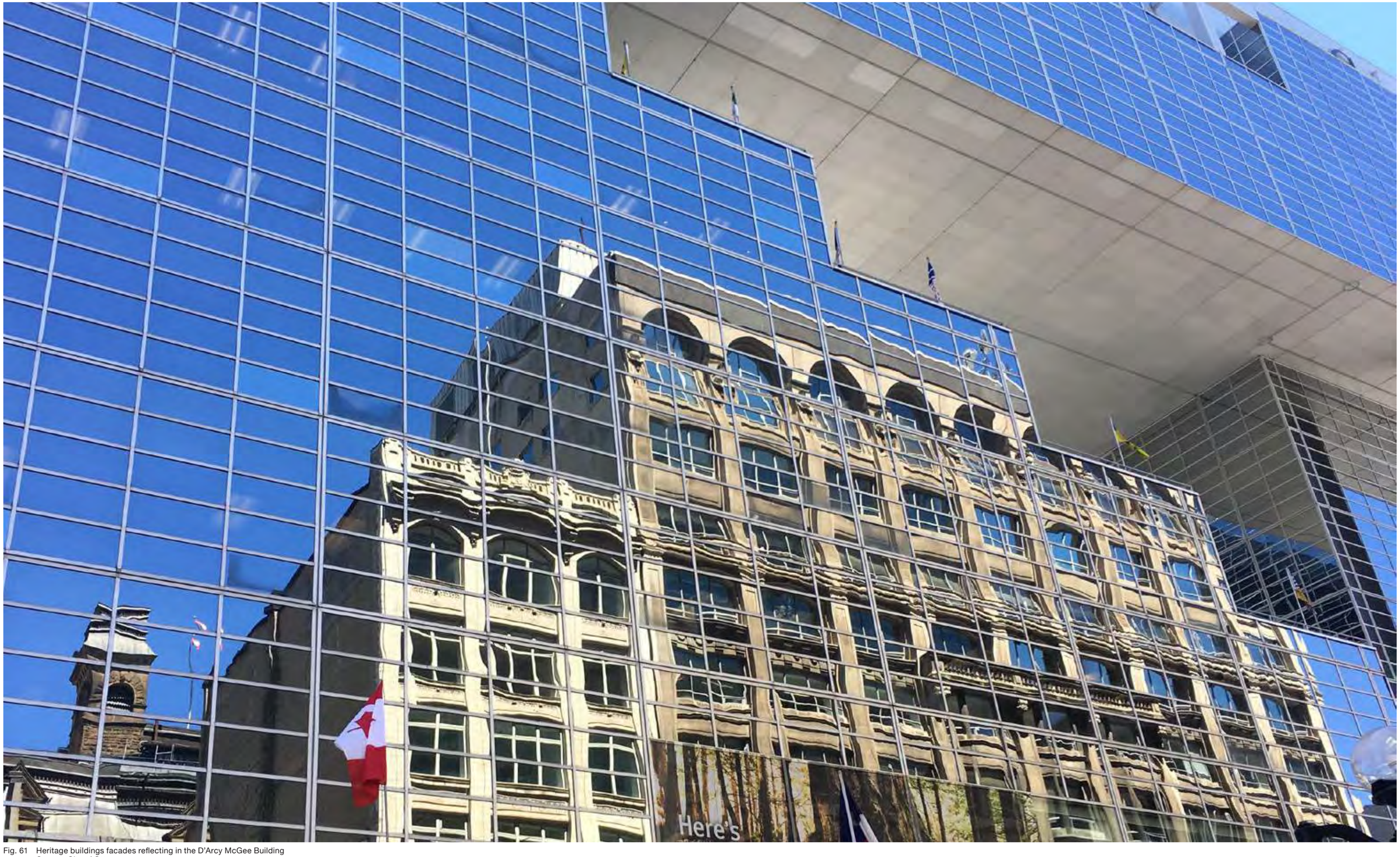


Fig. 61 Heritage buildings facades reflecting in the D'Arcy McGee Building
Source: City of Ottawa

5. Approach to Street Design

5.1 A Distinct and Aesthetically Excellent Visual Identity

The street's features and physical design will contribute to a distinct and aesthetically excellent visual identity across all 5 blocks. This will be achieved through:

- A cohesive family of custom furnishings;
- A consistent palette of colours and materials;
- Subtle integration of renewed Sparks Street branding elements;
- Permanent art located near the entrance to each block; and
- A harmonious lighting and signage strategy.

The character features of Sparks Street should be complimentary to the quality materials of Confederation Boulevard and surrounding heritage context. In addition, a consistent planting and greening approach will soften the street and be utilized to create a consistent experience and identity. The current Sparks Street brand and digital identity should be renewed and reflected through the street's detailing.

5.2 Block Specific Detailing and a Flexible Layout

All aspects of the street's design will be adapted and refined in response to the intricacies and nuances of each block, leveraging existing features, the mix of frontage conditions and unique heritage views to create a lively and rhythmic pedestrian experience across all 5 blocks. This will be achieved by:

- Capitalizing on site characteristics such as topography and micro-climate;
- Activating blank building frontages;
- Developing modular and multi-purposed equipment and installations; and
- Adapting to seasonal conditions and variations.

Carefully designed and spaced modular elements should quickly transform to accommodate changing events, installations and seasons, particularly at mid-block nodes where flexible spaces will integrate support technology/infrastructure to facilitate a wide range of programming. Changes in grade and building elevations should be integrated into the street's planting and design features. Dynamic elements such as pop-up services, installations and movable furnishings will add seasonal celebration and diversity to the street experience. In winter when patios are removed, opportunities will open up for winter activations in all five blocks and will be complimented by seasonal installations such as overhead catenary light and winter warming stations.

5.3 Robust Permanent Elements and Carefully Designed Installations

A high level of upfront investment will be focused to create permanent street elements that will age gracefully and serve as a strong and enduring base for the more dynamic and programmable elements that are refreshed and renewed more frequently. This will be achieved through:

- Durable, high-quality paving material;
- Robust and easily repaired/sourced features and furnishings; and
- Healthy and sustainable street trees and vegetation.

Though not requiring the same longevity as permanent elements, careful consideration will also be given to the planning, detailing, spacing and visual impacts of short and long-term installations, programming and private encroachments to to ensure ongoing harmony of the street's evolving composition.

Fig. 62 View of Sparks Street and Elgin Street from the east side of Elgin
Source: Parliamentary Precinct Exterior Lighting Master Plan, 2015

Fig. 63 Modular blocks on Sparks Street - Summer pilot project, 2018
Source: City of Ottawa

Fig. 64 Shaded trees in Grand Mall Park, Yokohama (Japan)
Source: stgk.jp/EN/projects/gmp/

6. Demonstration Plans

Fig. 65 Sunny day on Sparks Street
Source: City of Ottawa

6.1 Design Options

Two contrasting design options were prepared to demonstrate two possible landscape styles. These options were created to test the functional plan and to demonstrate that a variety of detailed design outcomes are possible while implementing a consistent range of elements required by the functional plan. The first is an organic, curvilinear style and the second is a more formal, geometric approach. While the two options utilize vastly different design languages, both create a series of pocket spaces amongst the strongly linear street environment where pedestrians can relax, socialize and appreciate the historic context and modern conveniences of Sparks Street.

Though the curvilinear option seemed to resonate more with people throughout the consultation periods, both options have noted merits that should be further explored and refined through a future detailed design and engineering exercise.

6.1.1 Curvilinear Option

This option was developed in reference to a traditional landscape park concept, with organic, winding forms which contrast with the linear and traditional architectural style of the street. These curved planting beds and seating areas create numerous opportunities for gathering areas large and small, outside the primary flow of foot traffic, and they offer a series of punctuation points and unique moments as you move along the length of the public realm.

6.1.2 Geometric Option

This option draws inspiration from the architectural forms of the existing street, and particularly the contemporary, angular form of the Bank of Canada plaza, which occupies a significant place in the architectural fabric and public realm of Sparks Street. It incorporates linear connections in the paving surface, linking the buildings on the north and south sides of the street, and from this linear framework are derived the forms of the strikingly angled seating and planting elements. This integration of angular geometry with grass and planting creates a series of dynamic spaces that offer opportunities for social interactions, and active or passive recreation within the street environment.

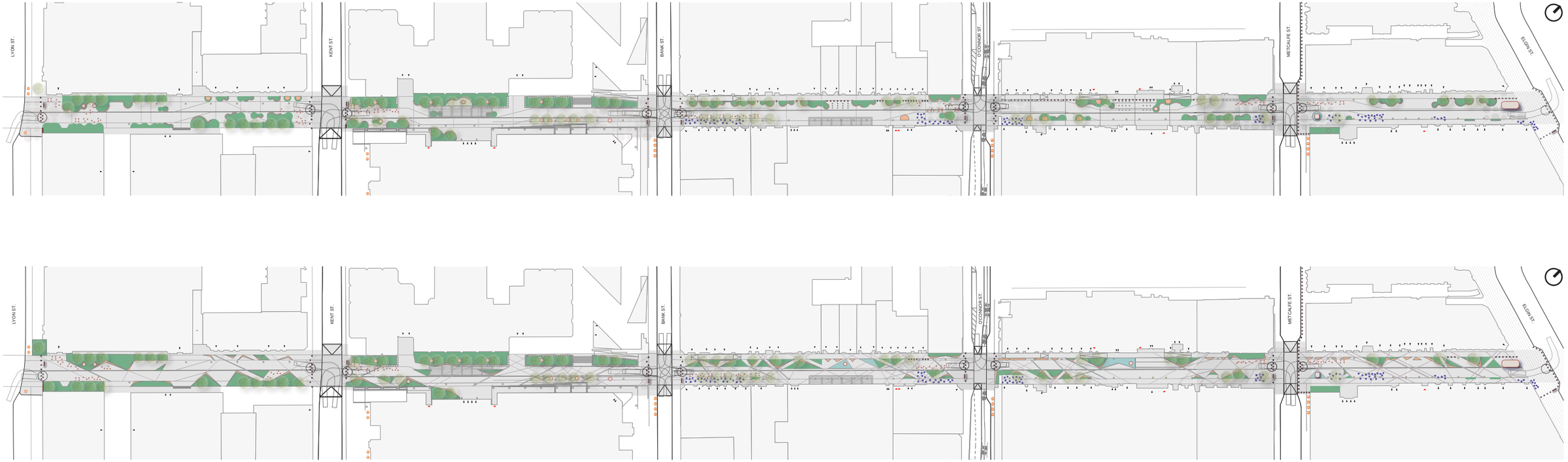
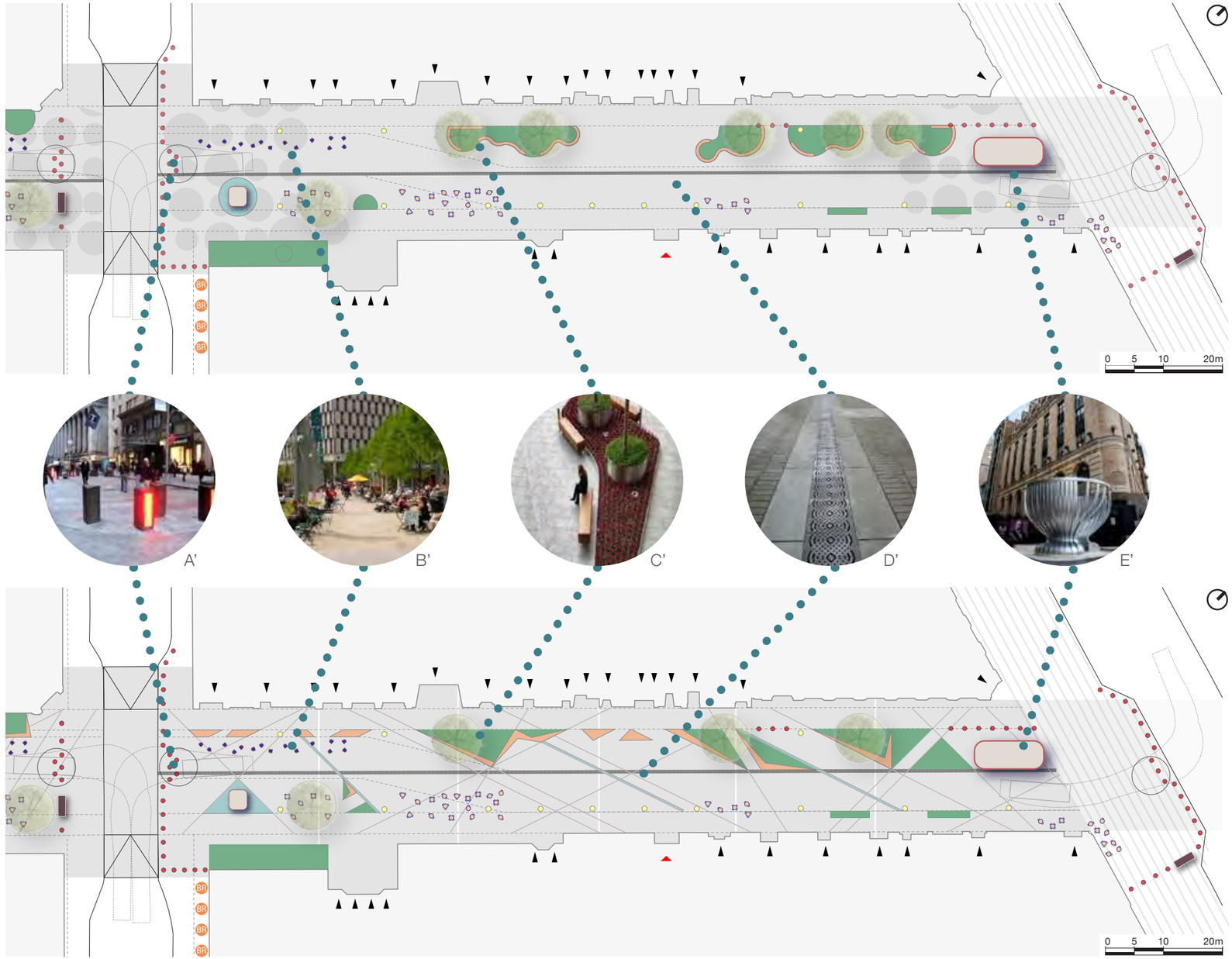


Fig. 66 Curvilinear and geometric design options - Five blocks demonstration plan
Source: Vlan + civiliti

6.2 Block by Block Explorations

6.2.1 Block 1 (Elgin to Metcalfe)

In Block 1, Lord Stanley's Gift and Territorial Prerogative (the bronze bear) will remain as bookends, marking the thresholds to Spark Street. Several existing private patios, located on the south side of the street, will provide places for people to enjoy the mall and its views on Confederation Square. On the north side of the street, any required security offsets will be integrated in permanent seating, planters or other form of functional or softened element. The small event area located in the central portion of the block will offer opportunities for animation in all seasons. If possible, the grade change on the north side of the street will be eliminated as adjacent buildings are redeveloped to provide a flexible plane without obstacles.



Legend

- Building
- Building Access
- Emergency Exits
- Paving
- Emergency Route
- Access Ramp
- Technical Trench
- Urban Furniture (Gathering Area)
- Moveable Furniture (Extended Gathering Area)
- Terrace / Patio
- Tree (Existing & Proposed)
- Planting Bed or Planter
- Water Feature
- Bike Parking
- Multifunctional Kiosk
- Street Lighting
- Public Art
- Moveable Bollards
- Bollards
- Emergency Vehicle Turning Radius

Fig. 67 Block 1 Design Options
Source: Vlan + civiliti

A'. Bollards on rotating turntable / B'. Moveable furniture at Martius Park (Detroit) / C'. Rest area around planter, Zorlu Center (Turkey) / D'. Technical trench / E'. Lord Stanley's gift
Source: Julie Shapiro - wirednewyork.com / PPS - planetizen.com / Cemal Emden - Landezine.com / urbanaccessories.com / City of Ottawa

Fig. 68 3D Perspective Rendering of Block 1 (Curvilinear Option)
Source : Vlan + civiliti

6.2.2 Block 2 (Metcalfe to O'Connor)

Block 2 integrates more public lounging areas, with movable chairs, tables and a highly adaptable social/activity node in front of the future Indigenous Peoples' Space, where opportunities for collaborative cultural programing within the public realm will be pursued and coordinated as part of evolving plans for this space. This sunnier block also proposes flush-to-the-ground water features that will demonstrate industry leading water efficiency and additional options for public seating in and out of the sun. The block will house a multifunctional stage which will take advantage of existing grade changes and offer options for programming and passive public use.

Anticipated improvements to PSPC buildings along the north side of the street (such as the yet to be defined Indigenous Peoples' Space), will be coordinated to leverage potential collaborations and synergy between the SSMA and other stakeholders. This may include access to interior utility space to support public programming and amenities.

Legend

- Building
- Building Access
- Emergency Exits
- Paving
- Emergency Route
- Access Ramp
- Technical Trench
- Urban Furniture (Gathering Area)
- Moveable Furniture (Extended Gathering Area)
- Terrace / Patio
- Tree (Existing & Proposed)
- Planting Bed or Planter
- Water Feature
- Bike Parking
- Multifunctional Kiosk
- Street Lighting
- Public Art
- Moveable Bollards
- Bollards
- Emergency Vehicle Turning Radius

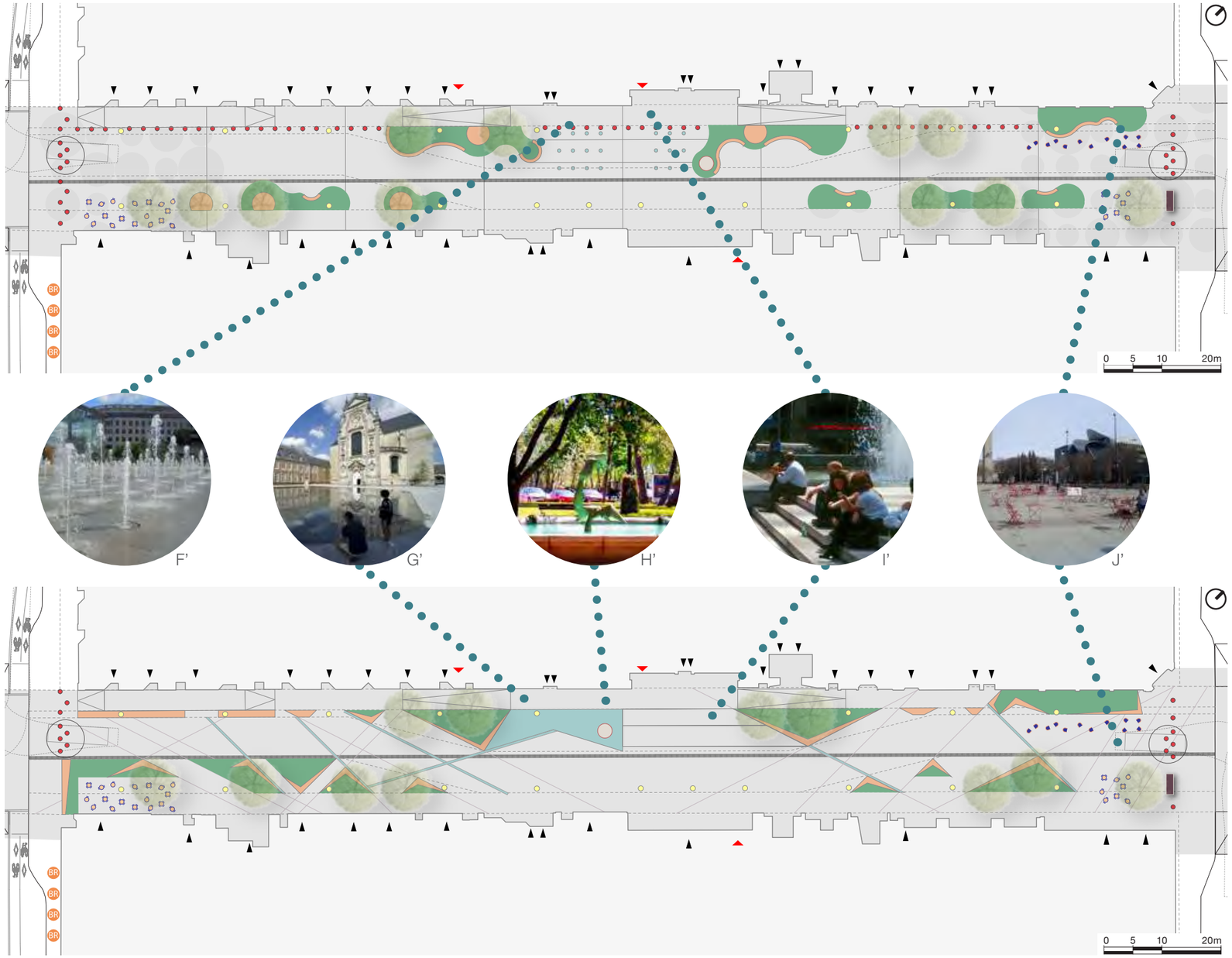


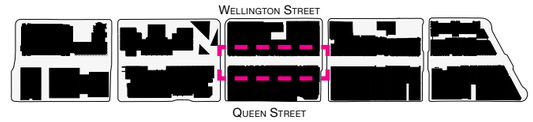
Fig. 69 Block 2 Design Options
Source: Vlan + civiliti

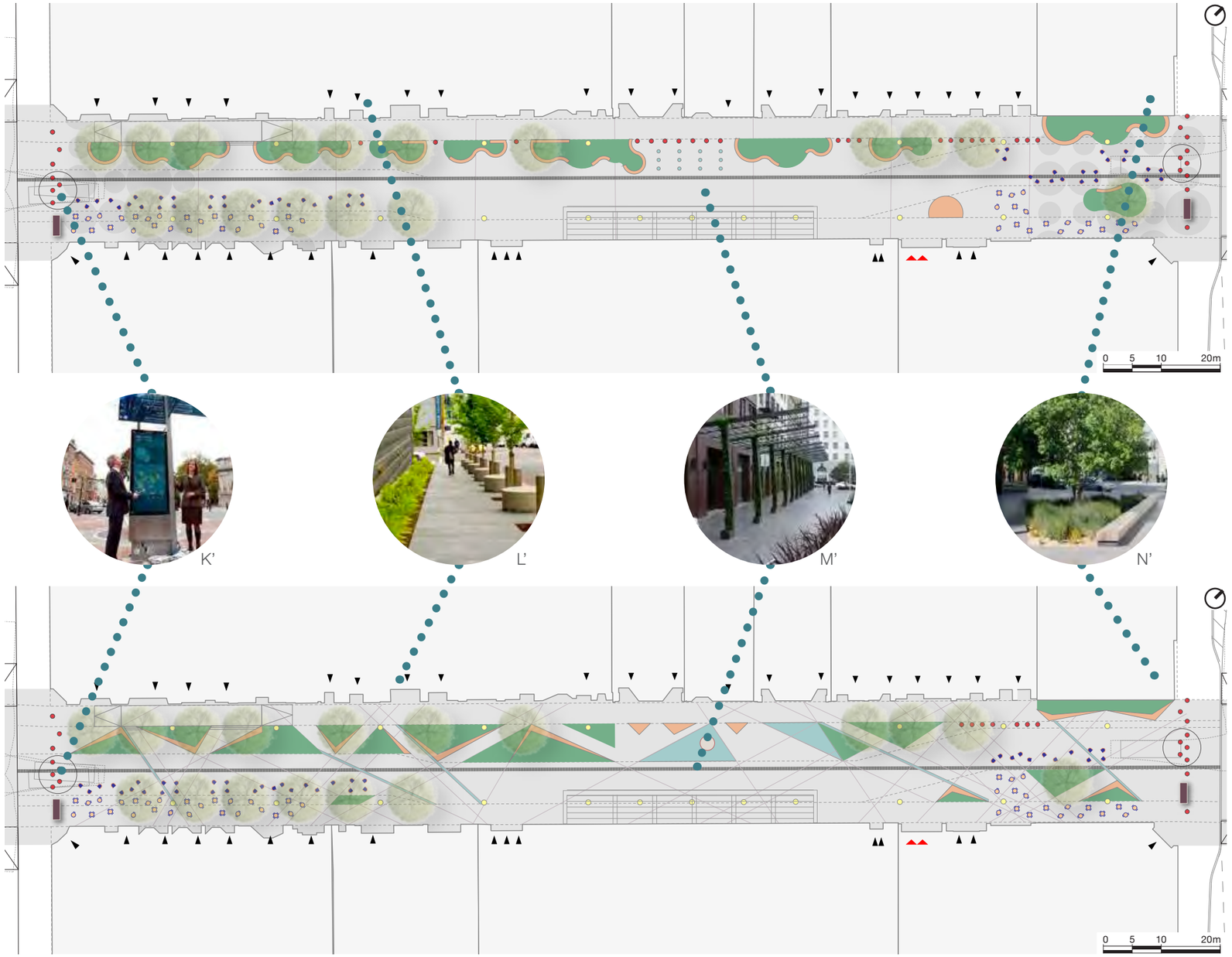
F'. André Citroën Park, 'esplanade des jets d'eau' (Paris) / G'. Averbode Abbey (Belgium) / H'. Fountain on Palic Park (Serbia) / I'. Seagram Building plaza (New York) / E'. Churchill Square in Edmonton
Source: Gerdom - tripadvisor.com / OMGEVING - archdaily.com / Aleksandar L - tripadvisor.com / PPS / Darren Proulx - dnproulx.wordpress.com

Fig. 70 3D Perspective Rendering of Block 2 (Geometric Option)
Source : Vlan + civiliti

6.2.3 Block 3 (O'Connor to Bank)

Block 3 takes advantage of the long expanse of inactive frontage of the CBC building to create a large weather protected activity node. This space will be programmed with modular and movable lounging elements, games and passive activities. Seating in this location will be oriented to reveal the most beautiful series of heritage buildings along Sparks Street. A second water play element is proposed to be integrated into the security offsets on the north side of the block. When not in conflict with other activities, events or adjacent functions, passive animation in this block's public lounging area should be supported by CBC music programming that strengthens the vision for the street as a Canadian cultural celebration, entertainment and activity street. Programming timeslots such as Mornings, Drive, CBC Music Top 20, Afterdark, Reclaimed, Saturday Night Blues and the Strombo Show would best support this plan's strategy of advancing contemporary and thematic animation during the busy rush-hour pedestrian commutes and encourage more public lounging into the evenings and weekends.





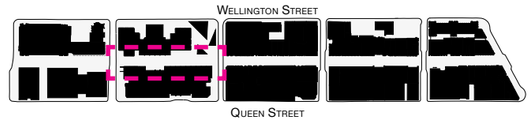
Legend

- Building
- Building Access
- Emergency Exits
- Paving
- Emergency Route
- Access Ramp
- Technical Trench
- Urban Furniture (Gathering Area)
- Moveable Furniture (Extended Gathering Area)
- Terrace / Patio
- Tree (Existing & Proposed)
- Planting Bed or Planter
- Water Feature
- Bike Parking
- Multifunctional Kiosk
- Street Lighting
- Public Art
- Moveable Bollards
- Bollards
- Emergency Vehicle Turning Radius

Fig. 71 Block 3 Design Options
Source: Vlan + civiliti

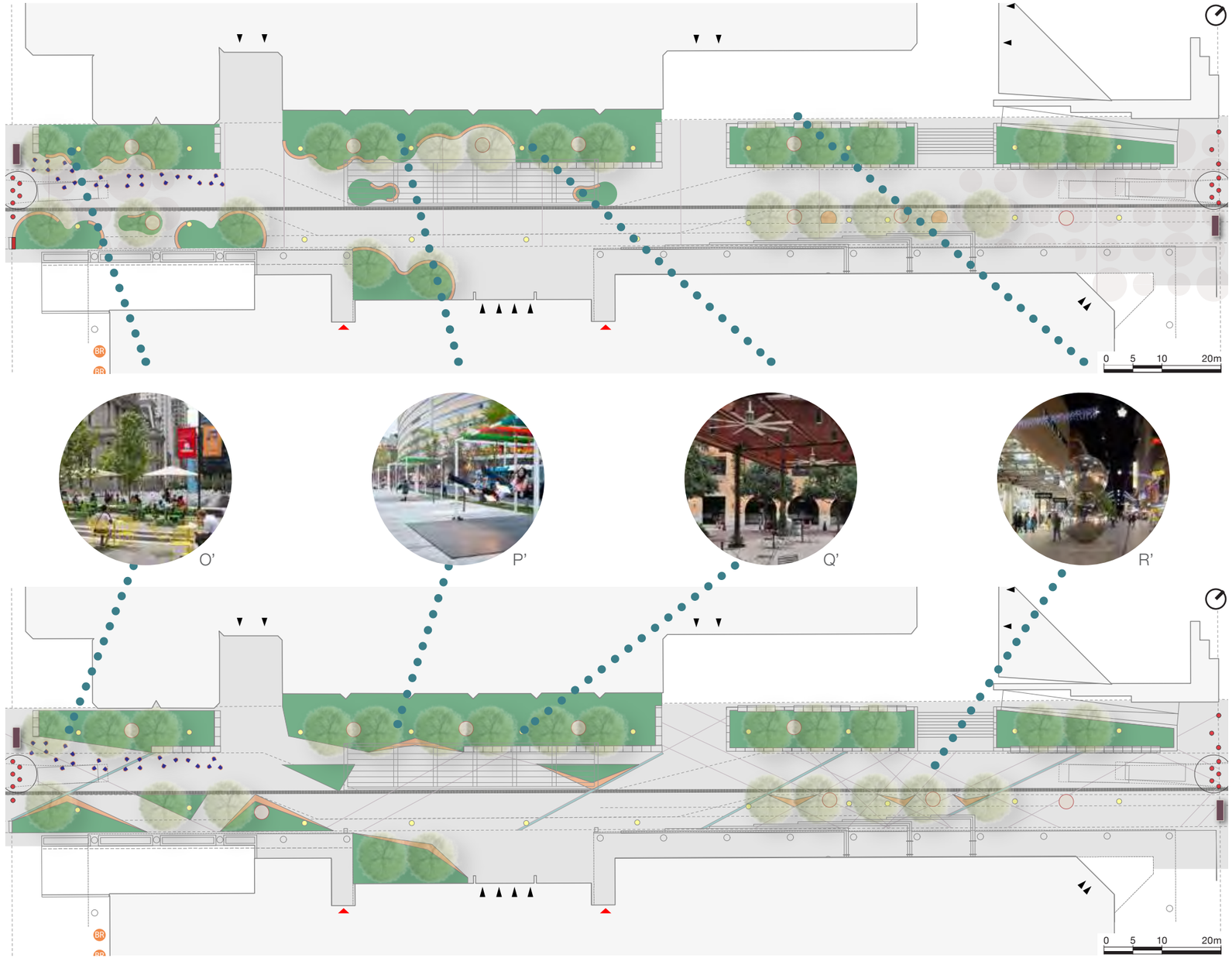
K'. Pedestrian wayfinding system, Dublin / L'. United States Federal Courthouse, Seatlle / M'. Mint Plaza, San Francisco / N'. Mint Plaza, San Francisco
Source: fwdesign.com/dublin / wpla.com/projects/seattle-federal-court / cmgsite.com

Fig. 72 3D Perspective Rendering of Block 3 (Curvilinear Option)
Source : Vlan + civiliti



6.2.4 Block 4 (Bank to Kent)

Block 4 is largely defined on the northside by the Bank of Canada's garden encroachments into the public right-of way. On the southside of this block, private patios are inset into a series of arcades. The remaining linear public spaces are proposed to become a rotating sculpture/installation garden that offers seasonally changing points of public interest and engagement. This garden could include sculptures, cultural displays or interactive installations. Otherwise, this block provides elevated and long views toward Elgin Street and introduces a smaller activity node at the peak of the midblock.



Legend

- Building
- Building Access
- Emergency Exits
- Paving
- Emergency Route
- Access Ramp
- Technical Trench
- Urban Furniture (Gathering Area)
- Moveable Furniture (Extended Gathering Area)
- Terrace / Patio
- Tree (Existing & Proposed)
- Planting Bed or Planter
- Water Feature
- Bike Parking
- Multifunctional Kiosk
- Street Lighting
- Public Art
- Moveable Bollards
- Bollards
- Emergency Vehicle Turning Radius

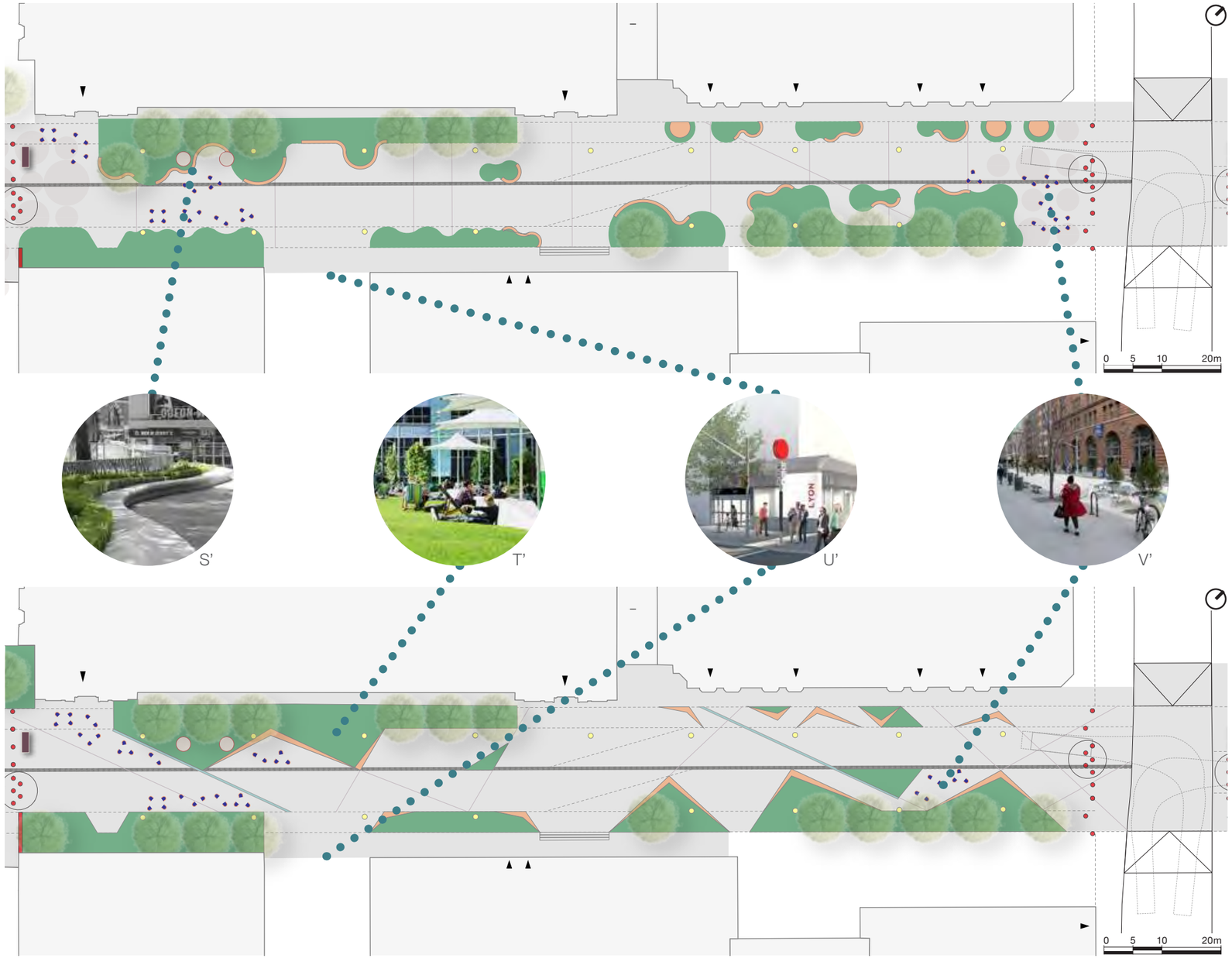
Fig. 73 Block 4 Design Options
Source: Vlan + civiliti

O'. Dilworth Park, Philadelphia / P'. Promenade des artistes, Montreal / Q'. San Antoni Pearl Main Plaza (Texas) / R'. Rundle Mall, Adelaide (Australia)
Source: kierantimberlake.com / dailytouslesjours.com/fr/project/21-balancoires / Pam Penick - penick.net/digging/?p=36583 / landezine.com/index.php/2017/01/rundle-mall-redevelopment-by-hassell/

Fig. 74 3D Perspective Rendering of Block 4 (Geometric Option)
Source : Vlan + civiliti

6.2.5 Block 5 (Kent to Lyon)

Block 5 has almost no active ground floor frontages on the north side of the block as the Department of Justice and Transport Canada occupy several of the ground floor spaces that were designed and intended for small commercial and retail businesses. These spaces should be returned to active commercial frontages as soon as possible, but so long as these ground floor spaces continue to house government offices, this plan recommends that on-street vendors be invited to fill some of the service and activation gaps along this block. One contemplated use to activate and entice pedestrian in from the adjacent LRT station would be to focus light-based evening installations that advances flexible options for thematic AV displays, artistic street interpretation, interactive gamification and other creative AV or ephemeral experiences.



Legend

- Building
- Building Access
- Emergency Exits
- Paving
- Emergency Route
- Access Ramp
- Technical Trench
- Urban Furniture (Gathering Area)
- Moveable Furniture (Extended Gathering Area)
- Terrace / Patio
- Tree (Existing & Proposed)
- Planting Bed or Planter
- Water Feature
- Bike Parking
- Multifunctional Kiosk
- Street Lighting
- Public Art
- Moveable Bollards
- Bollards
- Emergency Vehicle Turning Radius

Fig. 75 Block 5 Design Options
Source: Vlan + civiliti

S'. Leicester Square, London (UK) / T'. Alumni Green, University of Technology Sydney / U'. The future Confederation Line Lyon Station / V'. Baruch College, New York City
Source: architizer.com/idea/1102175 / 202020vision.com.au / ligneconfederationline.ca/the-build/parliament/overview / commons.wikimedia.org/wiki/File:Baruch_College_East_25th_Street_pedestrian_mall.jpg

Fig. 76 3D Perspective Rendering of Block 5 (Curvilinear Option)
Source : Vlan + civiliti

6.3 Sections

Three typical sections were prepared to demonstrate the flexibility and diversity of design options within the functional plan, as well as how the functional plan is designed to respond to existing conditions on the site including buildings and underground infrastructure.

The demonstration sections use the curvilinear design for visual consistency across all blocks. This is for demonstration purposes only, both design options are capable of responding to these functional parameters to deliver high quality design outcomes.

6.3.1 Block 1

The Block 1 section shows an alignment of trees and planted areas with integrated seating along the northern side of the street, integrating security measures, with more flexible open space and patio seating along the southern side, and the emergency route free of permanent installations through the centre of the street.

Fig. 77 Block 1 - Section
Source: Vlan + civiliti

6.3.1 Block 3

Block 3 demonstrates one approach to the event areas, with a weather protection structure and various forms of seating gathered around a central open area containing public art and a seasonal water feature, which can be repurposed to provide additional gathering space during winter months.

Fig. 78 Block 3 - Section
Source: Vlan + civiliti

6.3.1 Block 5

At Block 5, the mid-block intersection is shown between Sparks Street and the laneway connecting Sparks to the Lyon LRT station. The design scheme will utilise this larger open area to project multimedia artworks and installations onto the building facade facing on to the laneway.

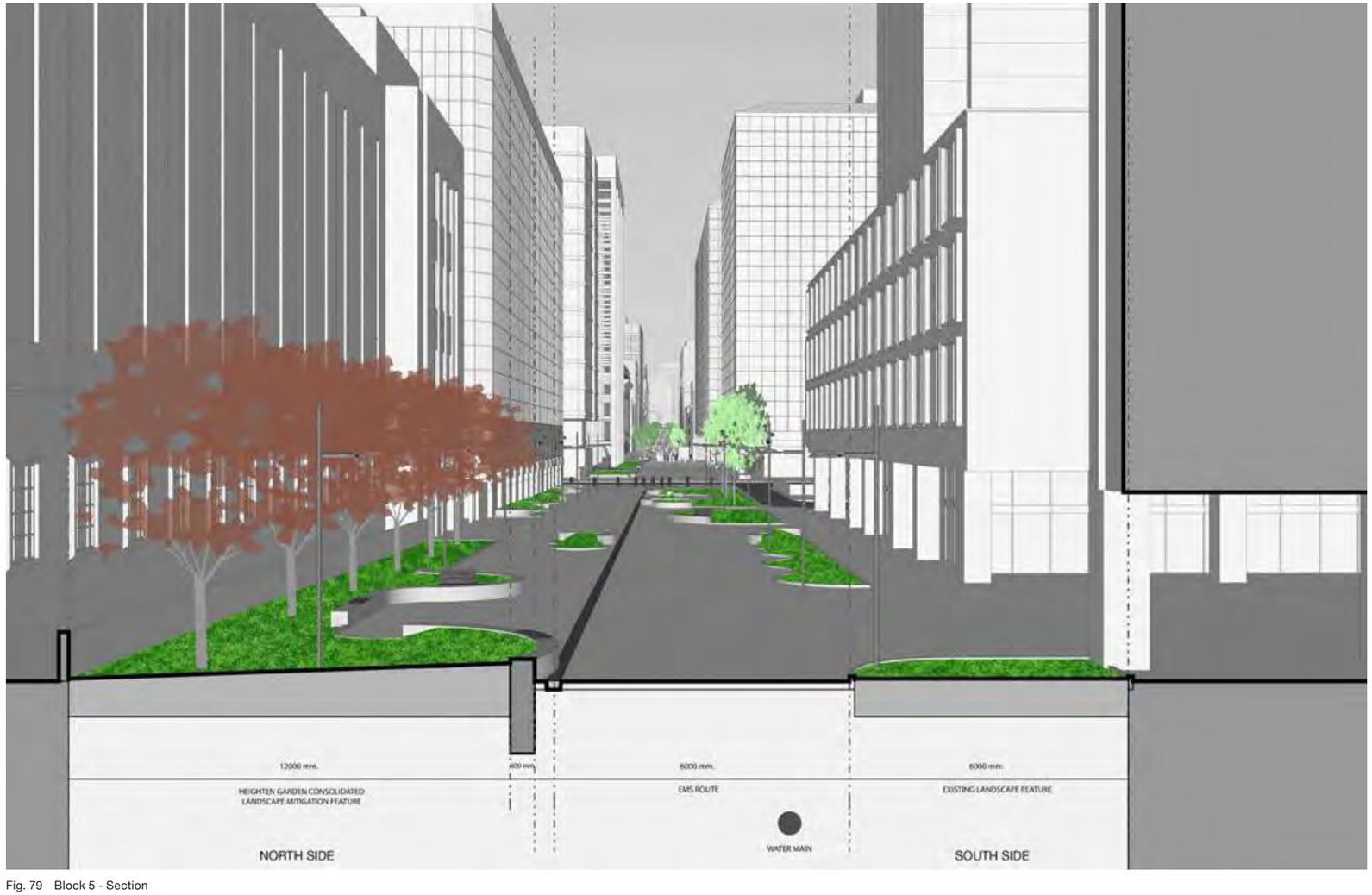


Fig. 79 Block 5 - Section
Source: Vlan + civiliti

7. Street Detailing Guidance

Although specific streetscape elements are not being prescribed through this plan, the following detailing guidance will be used to inform the much more intensive detailed design exercise that is yet to come.

Streetscape elements are organized and presented under three major categories—static elements, dynamic elements and supporting infrastructure.

***Static elements** are the permanent, ever-present features that play the largest role in defining the baseline character of the street. These elements require the most care in detailing and must properly relate to the quality and beauty of the surrounding context. Static elements will be detailed using materials that are durable and timeless, that can age gracefully into the future.*

***Dynamic elements** are the movable and transient features that can be added, removed or transformed to respond to the changing needs of the streetscape. These elements can be , transitory and experimental and often introduce layers of seasonality, fun and whimsy. Dynamic elements can be less durable but should be carefully detailed and positioned on the street to ensure their scale, orientation and visual presence contributes to the pedestrian experience and respects the baseline character and beauty of the street. Dynamic elements should be carefully and professionally layered so as to not overwhelm the public experience.*

***Support infrastructures**, are the functional and often invisible features that support programming, animation and the day-to-day operations of the street. These elements are crucial to the function of the streetscape and must be engineered to last as long as static elements. Support infrastructures should be as discrete as possible, either integrated or embedded into static elements.*

Fig. 80 Pedestrian Mall, Bad Salzuflen (Germany)
Source: landezine.com/index.php/2019/05/pedestrian-zone-in-bad-salzuflen-by-scape-landschaftsarchitekten/

Fig. 81 Curvilinear planter with bench, New Ludgate in London (UK)
Source: landezine.com/index.php/2016/11/new-ludgate-by-gustafson-porter/

Fig. 82 Programmable fountain and geometric seating, Salzuflen (Germany)
Source: landezine.com/index.php/2019/05/pedestrian-zone-in-bad-salzuflen-by-scape-landschaftsarchitekten/

Fig. 83 Stationsstraat pedestrian Mall, Sint-Niklaas (Belgium)
Source: landezine.com/index.php/2013/12/stationsstraat-sint-niklaas-by-grontmij-belgium/

7.1 Static Streetscape Elements

7.1.1 Furnishings

7.1.1.1 Accessible Seating

On every block a large quantity of accessible seating will be provided, both free-standing and integrated on the planter walls. Seating will be located in areas shaded by trees and oriented towards heritage views and key points of interest.

7.1.1.2 Integrated Seating

Custom seating will be designed into planting beds, retaining walls, security perimeters and other physical features at variable heights to provide seating opportunities to the widest range of visitors to the street.

7.1.1.3 Bike Parking

Bike parking corrals will be introduced near street corners, preferably on the intersecting north-south streets, with additional double-space parking opportunities along the Sparks Street right-of-way. The latter will offer the convenience of parking in proximity to businesses without creating obstacles that limit the use of the public space. Additional bike parking will be provided in buildings or near key entrances.

7.1.1.4 Waste Bins

Waste bins will be evenly distributed along the five blocks, near event areas and leisure spaces. They will provide three-way garbage collection for compost, recycling and general waste and will be supplemented with temporary and larger waste bins during special events.

Fig. 84 City of Ottawa Bench Standard
Victor Stanley CR 140
Source: www.victorstanley.com

Fig. 85 Wooden Bench Integrated to a Fountain
https://bplusb.nl/en/work/mariahilferstrasse/

Fig. 88 Bike corral
Source: www.dero.com/product/cycle-stall-elite/

Fig. 89 Bike ring
Source: 900 Ring - theglassrackingcompany.com

Fig. 86 Custom Made Bench
Source: equiparc.com/fr/achievements/quartier-des-spectacles-de-montreal/

Fig. 90 Bike Shelter
Source: mmcite.com/en/products#!bicycle-shelters

Fig. 87 Integrated Bench in Concrete Planter
Source: sonparques.blogspot.com

Fig. 91 City of Ottawa 3-stream bins standard
Source: canaansitefurnishings.com

Fig. 92 City of Ottawa 3-stream bins standard
Source:www.victorstanley.com

7.1.2 Fixtures

7.1.2.1 Street Lighting

Street lighting will implement direction from the NCC's Capital Illumination Plan with dark-coloured, mid-height fixtures along both sides of the street. Light standards with side arms are proposed, with posts extending above the fixture height to provide catenary anchoring possibilities and capabilities for independent dimming and support lighting for programming, events and adjacent architecture where appropriate.

7.1.2.2 Accent Lighting

A comprehensive lighting plan will be developed through a future detailed design exercise that integrates architectural lighting with street lighting and stage/ performance lighting into one system that can be centrally controlled. Points of interest such as public art, water features, trees and seating areas will be elegantly lit to create a vibrant nightscape. Building façades will be lit following according to the Parliamentary Precinct Exterior Lighting Masterplan and the Capital Illumination Plan to highlight heritage and architectural details and will be designed in conjunction with the street lighting system to introduce architectural support lighting where required.

7.1.2.3 Bollards

At intersections, active barrier systems will be explored to control and limit vehicular access for delivery, maintenance and emergency vehicles. Bollards will be used sparingly and softened through integration with urban furniture and plantings wherever possible.

The style of the Bank of Canada's copper sleeved bollards will be explored as means of weaving existing material languages of Wellington Street and the surrounding heritage context continuously through to Sparks Street.

7.1.2.4 Multi-functional Kiosks

Wayfinding/multi-information kiosks will be introduced at intersections. They will support the City's broader wayfinding requirements and will be designed with digital capabilities, to facilitate the efficient renewal of information and general decluttering of signage on the street. Advertising opportunities on these kiosks will be considered but as secondary to the primary functions of wayfinding, special event promotion and local business information.

7.1.2.5 Drinking Fountain

Accessible public drinking fountains will be introduced on each block with secondary watering outlets for pets. Water overspill will be directed towards planting beds and recuperated for irrigation where possible.

7.1.2.6 Water Features

Potential to reintroduce water features will be explored in proximity to key gathering spaces, maximizing the animation potential of these areas while benefiting from the relaxing and naturalizing effect of water sounds. Where feasible, programmable or user activated water elements will be designed as sustainable infrastructure, minimizing water consumption while still being playful and accessible to the public. Water features will durable and ideally flush to the ground so that they can be turned off during special events to increase usable public space. Integration of accent lighting and public art will be explored as part of the detailed design.

7.1.2.7 Speakers

Permanent speakers will be provided at event areas to facilitate passive animation and quick setup for frequent performances, workshops or multimedia installations. These will be discreetly designed and well-integrated with urban furniture.

Fig. 93 Streetlight Luminaire Metronomis (Philips)
Source: lighting.philips.com

Fig. 94 Multipurpose Streetlight Poles in Montreal
Source: Vlan

Fig. 95 Accent lighting under benches
Source: www.mala.net.au/clec-docklands

Fig. 96 Lord Stanley's Gift
Source: City of Ottawa

Fig. 97 Bollards at Bank of Canada, Ottawa
Source: qz.com/733374/

Fig. 98 Dynamic Pedestrian Wayfinding System
Source: dynascandisplay.com

Fig. 99 Drinking Fountain
Source: meetpat.com.au/news/icon-water-act-australia

Fig. 100 Water Jets in Place des Festivals, Montreal
Source: landperspectives.files.wordpress.com

7.1.3 Surface Treatments

7.1.3.1 Paving

Pavers will be installed from façade to façade where possible, to create a coherent public realm and to unify the surrounding building frontages. Light-coloured unit paving is generally recommended to highlight architecture, minimize the urban heat island effect and enhance accessibility, while granite accent pavers will be used to weave the design language of Sparks Street into that of Confederation Boulevard and surrounding precincts. Paving systems will be designed to the highest standards and quality to ensure relative low maintenance and longevity. Paving bases such as perforated structural concrete slabs or granular retention systems will be meticulously designed and detailed to maximize stability, durability and ease of spot repairs. Selected pavers should have mottled or varied surfaces to partially mask inevitable dirt, oil and gum stains and must be readily available by several suppliers to ensure replacement pavers can be sources well into the future. Subtle variations to paver tones and patterns should be explored through detailed design to demark key accessible routes, functional edges, thresholds, activity nodes, intersections and midblock connections.

7.1.3.2 Tactile Indicators

Tactile indicators will be introduced at all street crossings, compliant with the Accessibility for Ontarians with Disabilities Act. Further, improvements to the street's accessibility will be explored and advanced through detailed street design phases to facilitate wayfinding, navigation and visual contrast along the street. All interventions should be beautifully integrated and suited to the material palette of the street.

7.1.3.3 Thresholds and Intersections

Unique thresholds at each street intersection will mark Sparks Street's presence on cross streets and raised paving will extend through intersections to calm traffic and reinforce pedestrian priority. Where possible, curb extensions will enlarge sidewalks and shorten crossing distances. Sparks Street should read as a unique and unified design theme that serves as a civic punctuation that extends into Confederation Boulevard.

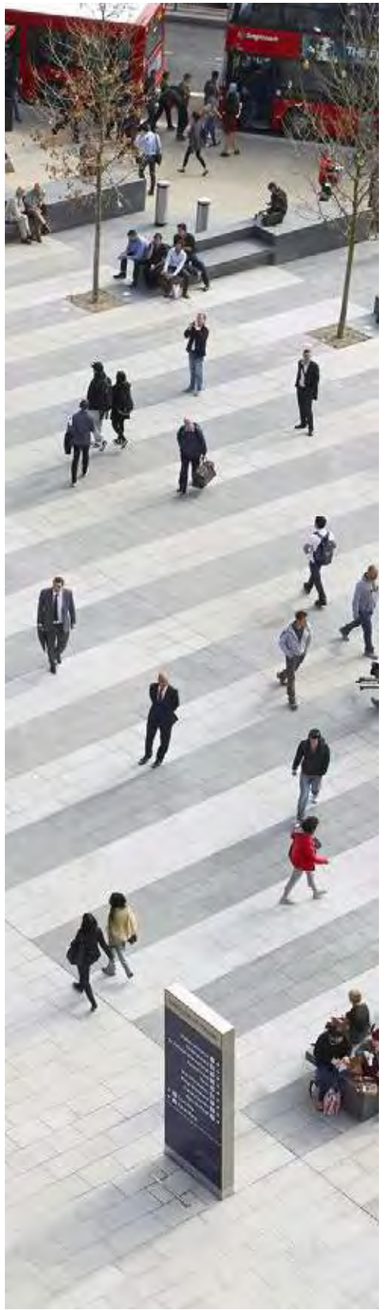


Fig. 101 Paving Linear Pattern
Source: www.externalworksindex.co.uk/entry/136982/Hardscape/

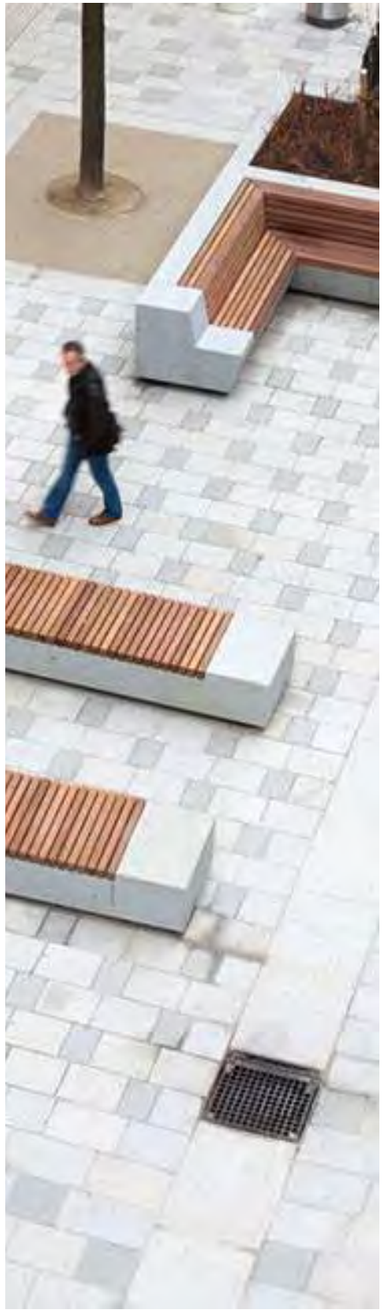


Fig. 102 Paving Play of Colors
Source: www.landezine.com/index.php/2014/11/mariahilferstrasse-by-bureau-bb/

Fig. 103 Tactile Walking Surface Indicators
Source: www.toronto.ca/services-payments/streets-parking-transportation/walking-in-toronto

Fig. 104 Quartier des Spectacles (Montréal)
Source: Vlan

Fig. 105 Raised Intersection
Source: https://nacto.org/publication/urban-street-design-guide/intersections/minor-intersections/

7.1.4 Softscape

7.1.4.1 Street Trees

Existing trees will be integrated into the new streetscape and a variety of native tree species will be added to maximize plant diversity and urban sustainability. Trees will be planted in-ground where possible, within extended tree-pits delineated with low curbs for protection, combined with seating-height planter walls. Trees with flush to the ground grates will be installed in more intensive multi-use areas to provide shade without compromising programing activities.

7.1.4.2 Planting Beds

Planting beds will be composed of plants that are well adapted to urban conditions and can thrive in their specific microclimates. Where compatible, preference will be give to native, drought and salt-resistant plants and will include coniferous shrubs to provide interest and greenery throughout the winter. Plant height will be low to maintain visibility through the public space and might include basic grassy berms where compatible with public lounging. Planting beds will mainly be located at the base of trees, taking advantage of the extended tree-pits and creating a critical mass of greenery on each block.

7.1.4.3 Sloped Planting

In areas where differences in ground level occur or where security offsets are required, planting will be incorporated within raised planters, retaining walls, ramps and stairs to provide a discrete integration of levels and modulation in the ground plane. In areas where infrastructure is shallow, the ground may be raised or mounded to create viable planting options.

Fig. 106 Street Trees in Planting Beds
Source: www.landezine.com/index.php/constitution-avenue-canberra-by-jane-irwin/

Fig. 107 Podium Isles with Integrated Planting
Source: www.streetlife.nl/en/products/podium-isles

Fig. 108 Planting Beds with Low Border
Source: www.landezine.com/index.php/2016/06/vanke-cloud-city-phase-2-by-lab-dh/

Fig. 109 Planting Beds Flush with Paving
Source: http://www.landezine.com/index.php/2013/12/stationsstraat-sint-niklaas-by-grontmij-belgium/

Fig. 110 Bermed area and retaining walls allowing sitting areas
Source: www.landezine.com/index.php/2015/12/berta-kroger-plaza-by-relais-landschaftsarchitekten/

Fig. 111 Concrete Raised Planter with Wooden Top
Source: www.toronto.ca/services-payments/streets-parking-transportation/walking-in-toronto

7.1.5 Other

7.1.5.1 Gateway Features

Gateway features will be integrated into security measures at all intersection and will be the subject of a permanent public art or industrial design competition to mark and distinguish each threshold in a way that supports and strengthens the vision and identity of the street. Physical interventions will enhance the adjacent architecture and will generally have a low profile to protect and enhance key views, particularly those towards Parliament Hill and Confederation Boulevard.

7.1.5.2 Permanent Public Art

The Lord Stanley's Gift and Territorial Prerogative sculptures will be maintained and enhanced in their current locations, in Block 1. The sculpture entitled Joy will be relocated potentially to Block 3 for a better distribution of art works and to create more flexible programming space on Block 1. Otherwise, there is potential to integrate permanent art at each of the remaining intersections. All public art will be carefully lit to contribute to a magical nocturnal environment. Collaboration with the City's public art program will occur through detailed design and will advance opportunities for Canadian, Indigenous and local artists.

7.1.5.3 Interpretative Markers

A series of interpretative markers will be explored through detailed street design to provide the public with reference points relating to the street's history. These may be incorporated within paved surfaces, on urban furniture or adjacent buildings and should be discrete and coherent with the overall streetscape design.

7.1.5.4 Public Washrooms

While the preferred option is to provide publicly accessible washrooms in new government or cultural facilities, provision for stand-alone self-cleaning public washrooms will be explored as part of the detailed street design . Regardless of their locations, public washroom facilities will be clearly signed, visible from the public realm and accessible during the day and evening.

Fig. 112 Sparks Street Mall Gateway Feature
Source: Vlan + civiliti

Fig. 113 Illuminated Gateway Sculpture
Source: scapepublicart.org.nz/flour-power

Fig. 115 Commemorative marker on wall
Source: City of Ottawa

Fig. 116 Diana Memorial Walk, London (UK)
Source: Vlan + civiliti

Fig. 117 Capital App
Source: City of Ottawa

Fig. 118 Washroom signage
Source: swachhindia.ndtv.com

Fig. 114 Lord Stanley's Gift sculpture
Source: City of Ottawa

Fig. 119 Public washroom
Source: cellcode.us/quotes/ada-design-bathroom-public-compliant.html

7.2 Dynamic Streetscape Elements

7.2.1 Public Realm Activation

7.2.1.1 Movable Seating

Modular and movable urban furniture will be installed at leisure and event areas on each block. This will create clusters of social seating and provide flexibility to encroach into the EMS corridor without permanently impeding circulation requirements. Various formats of seating, tables and accessories like umbrellas, foot rests and side tables will be provided for public use. Custom designed furnishings that contribute to the character and aesthetic of the street should be explored through detailed design.

7.2.1.2 Artistic Installations

Temporary artistic installations are possible along the entire street to strengthen Sparks Street's role as a cultural venue. Blocks 4 and 5 are particularly suited for such installations as there are less active frontages and more of a need to create a continually engaging public environment. Detailed design will explore ways to introduce enabling infrastructure and supports through industrial designed components. Great opportunities also exist to unify the entire length of Sparks Street through catenary installations. Artistic installations will be generally coordinated and commissioned to provide a source of ongoing animation and interest through all seasons. Preference will be given to proposals that provide day and evening animation and commissions will feature a mix of local, Canadian, Indigenous and international contemporary artists.

7.2.1.3 Seasonal Decorations

Seasonal decorations will be integrated as part of the detailed street design and will be coordinated to ensure consistency throughout the street. Decorations might include combinations of catenary lighting, anchored either on lampposts or buildings' façades, seasonal plantings, thematic banners, and special installation details at gathering and event areas. Business owners will be encouraged to participate in these coordinated initiatives, both in their window displays and along their store frontages.

7.2.1.4 Temporary Event Signage

Temporary event signage will be elegant and coordinated throughout the five blocks providing a strong visual signature for each event. Signage may include banners anchored on lampposts, temporary markers on paving, digital posters displayed on multi-information kiosks and temporary Tri Lite structures at intersections. Event signage will be professionally produced and will be located in ways that maintain visually coherence and integrity of permanent design features of the street. Mounting fixtures for a variety of sizes and formats will be explored through detailed design.

7.2.1.5 Banners

Banners will be a part of the temporary event signage and the seasonal decoration approach, adding colour and visual interest. Lampposts will provide anchors to easily install proportionately scaled banners and change them as frequently as required. Between events the SSMA will manage a series of seasonal banners for aesthetic effect.

Fig. 120 Sparks Street pilot project 2018
Source: City of Ottawa

Fig. 121 Movable furniture
Source: theagilelandscape.com/2015/02/10/managing-tables-and-chairs-in-the-public-realm/

Fig. 122 Winterlude Pride installation
Source: City of Ottawa

Fig. 123 Artistic lighting installation
Source: designmontreal.com/repertoire-designers/kanva

Fig. 124 Temporary event entrance
Source: City of Ottawa

Fig. 125 Banner mounted in ByWard Market
Source: City of Ottawa

Fig. 126 Seasonal decorations on Sparks Street
Source: City of Ottawa

Fig. 127 Confederation Boulevard banners
Source: flickr.com/photos/pokoroto/8031760164

7.2.2 Commercial Activities

7.2.2.1 Commercial Signage in the Right-of-Way

Consistent design and placement standards will be developed as part of the detailed street design and enforced by the Mall Authority with a goal to minimize visual clutter on the street and to ensure any commercial signage in the right-of-way is attractive and appropriately located away from pedestrian clearzones, key views, artistic elements and public amenity areas.

7.2.2.2 Vending Karts and Kiosks

Temporary vending carts and kiosks may be strategically placed along inactive frontages to fill commercial gaps and to support a broader coordinated retail and merchandising strategy for the street. These commercial formats are also an opportunity to offer innovative services and products that complement special events through all seasons.

7.2.2.3 Patios

Commercial patios will continue to animate and enliven edges of the street with preference given to locations adjacent to building frontages. Locations and dimensions of patios will be in response to opportunities and constraints present along each block and will ensure ample public open space is preserved through the central portions each block. Updated patio standards will ensure that patio furniture is of high-quality and that consistent hours of operation are maintained. Efforts will be made to limit the presence of vertical guardrails around patios, opting in some cases toward softer, less formal delineators, such as rope and stanchions and seasonal planters. Bistro installations are encouraged for smaller food and beverage businesses and those without liquor licenses.

Fig. 128 Sparks Street signage
Source: City of Ottawa

Fig. 130 Sparks Street Bier Markt signage
Source: City of Ottawa

Fig. 131 Moveable cycle kiosk
Source: thedesigndepot.net.au/collections/

Fig. 129 Setup of temporary kiosk
Source: http://minhacasacontainer.com/2013/11/20/um-container-que-vira-restaurante-em-poucos-minutos/

Fig. 132 Sparks Street Beer Markt patio
Source: City of Ottawa

7.2.3 Seasonal Components

7.2.3.1 Weather Protection

The addition of trees on the street and the creation of gathering nodes within planted areas will provide some degree of weather protection. However, in order to further limit the impact of sun, rain, wind and snow, on programmed events, permanent rigging structures are suggested to be integrated as part of the activity nodes on blocks 3 and 4, providing anchoring options for temporary or seasonal awnings and wind breaks. As part of the detailed street design, a thorough analysis of microclimatic conditions will inform additional opportunities for adaptable weather mitigation.

7.2.3.2 Wind Breaks

The introduction of new trees and the meandering layout of the lanes and planting beds will help to mitigate the wind tunnel effect on the street. Design elements such as modified furnishings, baffles and partitions will be installed to serve as wind mitigation during winter months. Seating orientations and options with higher backrests will be explored and programming structures near event areas will be explored for their potential to support temporary protective wind baffles.

7.2.3.3 Planters - Baskets

Contributing to the overall greening strategy, coordinated planters and baskets will be added to animate the street with colourful seasonal plants and flowers. Business owners will be encouraged to join the efforts through coordinated greening displays associated with building facades and business frontages.

7.2.3.4 Fire Warming Stations

To extend opportunities to enjoy the street during winter months and particularly during special events like Winterlude, warming stations will be located at key activity areas and supported by a combination of permanent or movable seating, wind baffles and open natural gas or propane fueled fires. Patio operators and winter vendors will be encouraged to participate in special events by offering additional layers of animation and warming, through hot drinks, food, lighting, music, secondary heating elements and creative forms of wind protection.

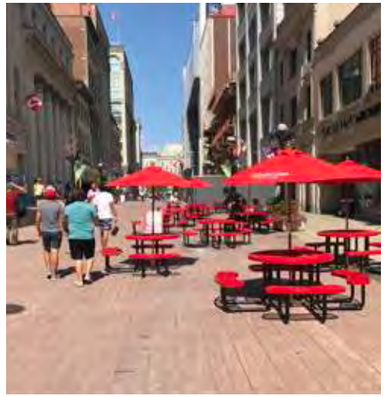


Fig. 133 Bistro tables with parasols
Source: City of Ottawa / SSMA

Fig. 134 Weather protection / shade structure
Source: https://sfbeautiful.org

Fig. 136 Patio with illuminated installation serving as windbreak
Source: City of Ottawa

Fig. 135 Planters and hanging flower baskets
Source: City of Ottawa

Fig. 137 Gas powered heating column
Source: www.archiexpo.com/

7.3 Utilities and Support Infrastructure

7.3.1 Heated Surfaces

Options for heated paving in event areas will be explored to minimize maintenance and maximize winter use of these strategic spaces. Additionally, heated surfaces would reduce the requirement for salting and generally improve conditions for greenscape elements. Technical and financial feasibility will be further explored through detailed street design and coordination with adjacent property owners.

7.3.2 Technical Audio-Video (AV) Trench and Utility Cabinets

Technical AV trenches will be deployed along the length of Sparks Street and will be equipped to provide discrete and flexible access to water, electricity, fiber optic and other audio and visual cabling. The AV trenches will be routed to all special event areas and installation areas and will provide continual access between these zones to support the widest range of events, programming and installation scenarios. Required utility cabinets and distribution boxes will be located so as to minimize their visual presence.

7.3.3 Smart Infrastructure

Wi-Fi access and mobile phone charging stations will be provided at key event and gathering areas to encourage public lounging. Pedestrian counters will be integrated into multi-information kiosks located on each block and will be used to collect information relating to special events and general visitors to Sparks Street, allowing refinements to programming and special events. Other smart infrastructure will be explored to network and control all lighting systems, enhance management and programming capabilities of water features, and remotely control points of vehicular access.

7.3.4 Stormwater Management and Irrigation

Natural irrigation will occur where possible by directing surface water through carefully design control inlets associated with all planting zones. Excess surface water will be directed toward the centre of the street and stored in underground cisterns from where it will be periodically pumped to water plants during periods of drought. Grates, drains, and other stormwater infrastructure will be beautifully integrated into the surface and features of the street and a careful grading and drainage strategy will ensure no areas of surface pooling, and that the street is resistant to settlement and ponding over time.

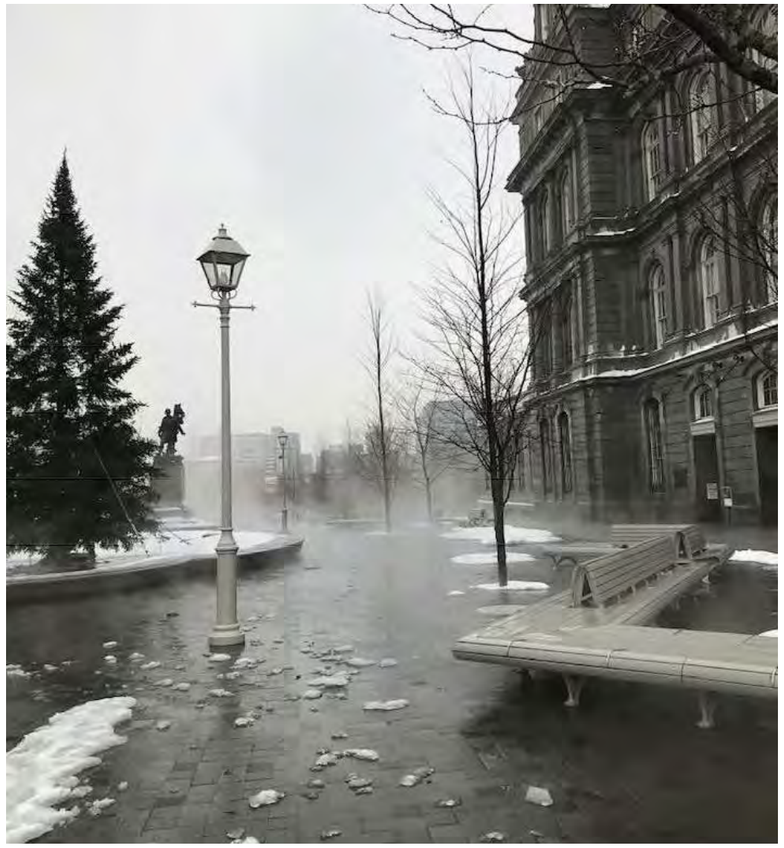


Fig. 138 Heated paved surface near Montreal City Hall
Source: Vlan

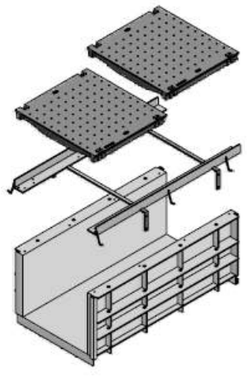


Fig. 139 Photo: Technical trench typical cross-section
Source: www.dumooresystems.com/search.php

Fig. 140 Technical trench with decorative cover
Source: www.landezine.com/index.php/2013/10/pitt-street-mall-by-tony-caro-architecture/

Fig. 141 Escales numériques, connected stations in Paris (Wi-fi access, USB and ports traffic counter
Source: https://www.dezeen.com/2012/07/05/escale-numerique-by-mathieu-lehanneur-and-jcdecaux/

Fig. 142 Stormwater slot drain in paving
Source: www.landezine.com/st-flour-pavement-by-insitu-landscape-architecture-01.jpg

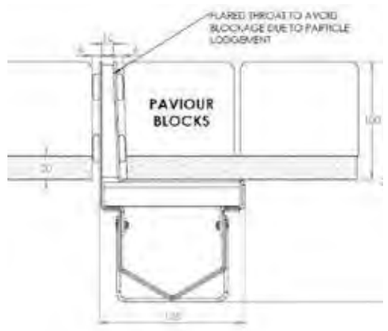


Fig. 143 Slot drain in paving typical detail
Source: www.kentstainless.co.uk/our-products/stainlesssteeldrainage/external-drainage

Fig. 144 Kids playing during Winterlude on Sparks Street
Source: SSMA

8. Operations, Maintenance and Enforcement

Many criticisms of Sparks Street over the years have been directly related to operations, maintenance and enforcement. Since the last major renewal of Sparks Street in 1989, the paver surfaces have been repaired with widespread asphalt patching, street lights and gateway elements have been inappropriately modified, mismatched streetscape elements have come and gone, many plants and trees have died, all fountains have been removed, many street elements have been repeatedly damaged through winter operations, people continuously smoke in non-smoking zones and various forms of unauthorized commercial advertising continually pop-up in pedestrian clearzones and important view planes. The impression left from this level of care and attention to detail is not befitting of the street's aspiration of "Best of Town" and largely points to the lack of adequate resources being clearly defined and assigned. To address these reoccurring and important issues this plan recommends the following actions:

1. Integrate All Aspects of Operations and Maintenance as Part of the Detailed Street Design

- During detailed street design, advance a thorough review of all operational and maintenance impacts of new streetscape elements and require that clear roles and responsibilities be detailed in an updated Memorandum of Understanding (MOU) amongst partners as a condition of acceptance of all final streetscape elements.
- As part of the detailed street design, develop operational protocols, design guidelines and maintenance manuals for all aspects of the public realm to ensure that regardless of changing roles and responsibilities, the expectations and standards for the street will remain consistent.

2. Seek Operational Efficiencies that Maintain a High Level of Service for All Aspects of the Street

- Explore the potential to combine maintenance contracts and ensure that specialized techniques and equipment are used where appropriate to protect and prolong the capital investments in the public realm. An example of this would be to require contractors to use Teflon blade guards on snow ploughs to protect decorative paver surfaces, or to hire an arborist to preform proper pruning and seasonal maintenance to ensure optimal survival of plant materials and their engineered systems.
- As part of the detailed street design, opt for higher quality materials and elements that contribute to lower maintenance and operational requirements.
- Through detailed street design, consider creative ways to utilize snow storage and removal techniques in a ways that enhance wind mitigation around planned social and activity nodes.
- Develop a volunteer program to recruit community members who have expressed an interest in playing an active role in fulfilling the vision of Sparks Street. Roles relating to cleaning and greening, street inventories, audits, pilot project evaluation, special event coordination, workshop development, activation setup, research, logistics and communication are the types of efforts that could be supported by a broad base of volunteers with varying skillsets.
- Engage local education intuitions to provide students with practical experience advancing aspects of the street's mandate such as interpretation, art preservation, event planning, social media and industrial design.

3. Manage the Street to Reflect a "Best of Town" Standard

- Minimize staging and setup between events and seasonal installations, through careful planning with program collaborators and contractors.
- Do not use the street for seasonal storage unless storage is integrated into the design of streetscape elements.
- Coordinate street repairs and supplementary cleaning of the street during busy pedestrian periods so that the street becomes known as a clean and exceptionally maintained street.
- Ensure movable furniture and dynamic elements associated with installations and special events are carefully placed outside of designated clearzones and in ways that are fully accessible, aesthetically pleasing and do not overcrowd permanent elements such as public art and gateway features.
- Maintain the integrity of the street's detailed design by adhering to approved guidelines and standards. When guidelines or standards are outdated, work with partners to develop appropriate updates.

4. Clearly Communicate and Enforce the Rules of the Street:

- Clearly communicate to business and property owners what their responsibilities are relating to commercial elements within the ROW and more generally who should be notified to enforce various elevated standards for the street.
- Rather than responding to complaints, recognize the importance of Sparks Street to the Capital and civic identity of Ottawa by adopting an approach of proactive enforcement of rules associated with smoking, commercial advertising, aggressive cycling and loitering.

9. Project Implementation

9.1 Continuous Improvement

With such a large mandate for programming, installations and activations, skillful execution of the smallest details is key to maintaining an appropriate level of quality and refinement to the street's physical appearance. This can be a challenge especially when programming is advanced through numerous partners and collaborators, who require street elements to be frequently moved or modified to accommodate a variety of events and installations. To assist in advancing programming details and curating elements that are sensitive to the street's baseline aesthetic, a review process and committee of professional design staff from the City, the NCC and PSPC will be formalized through future refinements to the Mall Authority's governance structure. The mandate of this review committee will be to review proposals that impact the public realm and to preform design audits of the street making note of elements or aspects that could be improved or corrected to better align with the spirit of this plan and any subsequent design guidelines that will be developed as part of the detailed street design.

SSMA staff will monitor, track and annually report to its board on progress made relating to recommendations and actions of this plan, with a particular focus on programming, events, installations, activations and interactions with the board's public realm design review committee. Written and photographic documentation is encouraged that captures the successes, challenges and lessons learned as well as the public realm priorities that will be pursued as part of the staff's upcoming annual work plan.

Fig. 145 79 Sparks Street, the Team's office during the public realm plan development
Source: City of Ottawa

Fig. 146 Working session during between stakeholders at 79 Sparks Street
Source: City of Ottawa

Fig. 147 Official hashtag of the Sparks Street public realm plan
Source: City of Ottawa

Fig. 148 Stakeholder drop-in day, one of the first milestones of the consultation process
Source: City of Ottawa

9.2 Implementation and Phasing Strategy

While there are many aspects of this plan that will need to be timed and coordinated with major renewal of adjacent properties, particularly those planned by PSPC for blocks 1, 2 and 3 over the next 10-15 years, there are many actions and recommendations that can be advanced immediately and regardless of the timing of any comprehensive renewal or road works. The following outlines key actions for implementation that should be read in conjunction with referenced sections of this plan.

9.2.1 Governance and Administrative Alignments

To advance the required financial and operational agreements required to implement and operate a renewed Sparks Street, the geographic and jurisdictional boundaries of the Mall Authority and the Business Improvement Area must be aligned or consolidated to encompass all 5 blocks of this plan. Not only will this address and clarify the roles associated with operating and programming throughout the pedestrian mall, it will also enable modifications to the funding model which will be a key requirement to operationalize aspects of this plan as they are systematically implemented.

Because of Sparks Street's unique context and higher expectation for public programming, it is recommended that a governance review be advanced to ensure the most efficient and effective model is in place prior to the implementation of this plan.

Other actions and recommendations throughout this plan relating to governance and administration are as follows:

ACTION / RECOMMENDATIONS	SECTION REFERENCES
1. Develop a Sparks Street volunteer program	8.2
2. Create partnerships with educational institutions	8.2
3. Actively communicate and enforce rules of the street	3.5.1.3, 7.2.1.1, 8.3, 8.4
4. Reinforce the vision of this plan through promotion and branding	3.5.1.6
5. Explore efficiencies through consolidated maintenance contracts	8.2, 8.3
6. Formalize a public realm review committee and annual reporting protocol	9.1

9.2.2 Programming Development

Besides the day-to-day aesthetic of the street, the programming of Sparks Street is the most important and impactful aspect of the public realm. In recognition of this, the Mall Authority staff will focus much of its efforts in the coming years to refine the existing programming while developing partnerships and collaborations around new and innovative activations, installations and events that align to the vision and the ultimate functional layout of this plan.

To explore and advance the recommendations relating to on street public programming, dedicated and ongoing resources should be assigned as a first step in the process. Some of this plan's programming recommendations rely on the introduction of new programming infrastructure; however the following aspects of the programming strategy can be advanced and tested independently of major street renewals and new infrastructure:

ACTION / RECOMMENDATIONS	SECTION REFERENCES
7. Develop new partnerships as a satellite venue	3.3.1.1
8. Establish and promote an annual cycle of cultural events and engaging public experiences	3.3.1.2, 3.3.1.3, 3.3.2.2
9. Initiate and promote a grand installation and seasonal spectacle program	3.3.2.1, 3.3.2.2, 3.3.2.3, 3.3.2.4, 3.3.2.5, 7.2.1.2
10. Create a cohesive plan to increasingly animate the street with seasonal public amenities and passive activities	3.3.3, 3.3.3, 3.3.3, 7.2.1, 7.2.1, 7.2.1
11. Work collaboratively with the Bank of Canada to integrate it's major public plaza into the programming plans for the broader streetscape	3.3.1.1, 3.4.2.5
12. Develop a framework to guide commemorative and interpretive installations	3.6.1.1
13. Develop a protocol for cultural expression within the public realm particularly relating to the inclusion of Indigenous representation	3.6.1.2
14. Introduce streaming or on demand CBC Music into key activity and lounging nodes to strengthen the Canadian identity of the streetscape.	6.2.3
15. Minimize impact and duration of staging and setup between events and installations	8.3

9.2.3 Property and Business Coordination

Adjacent properties and their ground floor businesses frame Sparks Street and define an integral part of the public realm. Contributions and coordinated participation from these key stakeholders influence the mix of ground floor businesses, extent of supporting public amenities, available services and to a large degree, the quality of public animation.

Ongoing communication and coordination with adjacent property owners and nearby businesses will be essential to ensure that opportunities to support this plan through renewal, lifecycle and day-to-day operations, are fully realized.

Actions requiring specific coordination with property and business owners are as follows:

ACTION / RECOMMENDATIONS	SECTION REFERENCES
16. Improve wayfinding to and from nearby parking facilities	3.1.6.2
17. Develop a seasonally coordinated planter and floral program	3.2.4.2, 3.2.5.1, 3.2.5.2
18. Coordinate around a core of seasonal special events	3.3.1.1, 3.3.1.2, 3.3.1.3, 3.4.3.5
19. Work toward a centrally coordinated retail management and monitoring program	3.4.1.1
20. Develop clear targets for activating ground floors	3.4.1.2
21. Integrate employee and visitor bike parking into buildings or on private spaces near key entrances	3.4.3.4
22. Provide commercial activation that contributes to the design and programming of the street	3.5.1.1, 3.5.1.2, 3.5.1.4, 3.5.1.5, 7.2.1.4 , 7.2.3.3
23. Encourage collaborative pop-up businesses to fill short term lease opportunities	3.5
24. 24. Develop and uphold design standards for business frontages and commercial encroachments into the public realm.	3.5.2.1, 3.5.2.2, 3.5.2.3, 3.5.2.4

9.2.4 Pilot Projects and Interim Physical Alignments

During the development of this plan, summer and winter pilot projects were used to explore and test public feedback. These included the installation of removable bollards at every intersection and the addition of family games and a range of movable elements to support more public lounging. Response to the pilot projects were instant as people slowed down and took time to enjoy the street from a fresh perspective. These pilots demonstrated that layers of passive and active animation during the day and evening, are required to attract a critical mass of public activation.

Between the mid 1960's and the early 1980's, Sparks Street experienced what many believe to have been it's most enlivened and animated period, which saw frequently changing public installations and pilot projects. Similar to this exploratory period, is it recommended that the Mall Authority use the time leading up to a comprehensive renewal of the street, to continue to explore and refine the recommendations of this plan through ongoing, increasingly elaborate and layered pilot projects and physical interventions in partnership with businesses, adjacent property owners and programming partners.

Key recommendations of this plan that should be explored and advanced through pilot projects and interim physical alignments include:

ACTION / RECOMMENDATIONS	SECTION REFERENCES
25. Advance creative hoarding partnerships	3.4.2.3
26. Focus bike parking near intersections	3.1.2.3
27. Test off-peak delivery windows	3.1.3.2
28. Unclutter the street and key views toward parliament	3.1.5.4
29. Improve wayfinding to nearby parking facilities	3.1.6.2
30. Coordinate planters and flower box arrangements	3.2.4.2
31. Explore winter greening program	3.2.4.3
32. Introduce public wifi areas	3.3.3.1
33. Advance a digital installation, interpretation and commission program	3.6.3.1, 3.6.3.2, 6.2.5
34. Enable creative forms of interactive streetscape interpretation	3.6.4.2, 3.6.4.3, 7.2.1.2
35. Explore user activated gas or propane warming stations and other winter amenities	4.2.2, 7.2.3.4
36. Explore options to use snow as part of a winter programming	4.2.2
37. Introduce vending kiosks and carts to fill desired service gaps	4.2.6, 6.2.5, 7.2.1.2
38. Carefully plan and detail all dynamic elements of the streetscape	5.3, 6.2.3, 8.3
39. Test options to introduce a rotating sculpture /installation garden along Block 4	6.2.4
40. Orient seating toward key views along the street	7.1.1.1,
41. Introduce moveable seating and amenities at event areas in each block	7.2.1.1

9.2.5 Detailed Street Design

Subject to funding, a design-led multidisciplinary team will work extensively with adjacent property owners, businesses and partners to confirm and advance directions of this plan and to further explore and refine all streetscape details through a detailed street design and engineering phase.

A preferred approach to advancing the detailed street design would be to substantially complete one integrated design for all 5 blocks in advance the first phase of PSPC's renewal of Block 2. Then, in a coordinated, block-by-block sequence, refine the substantially complete detailed design against details and requirements for each phase of PSPC's renewals as they are completed, ensuring that the introduction of any new underground infrastructure or modifications to existing infrastructure will be integrated in a way that supports or improves the public realm objectives of this plan.

Given the elevated expectations for Sparks Street, the following recommendations will be addressed as part of the scope of work of the detailed design phase above and beyond the more typical aspects of detailed street design that are not specifically referenced in this section:

ACTION / RECOMMENDATIONS	SECTION REFERENCES
42. Explore softened security alternatives	3.1.4.2, 6.2.1, 7.1.2.3
43. Explore innovative approaches to stormwater management	3.2.2.1, 7.3.4
44. Integrate microclimate analysis and mitigation	3.2.3.3, 7.2.3.1, 7.2.3.2, 8.2
45. Coordinate the intergradation of public realm improvements through property renewal.	3.4.2.1, 3.4.2.2, 3.4.2.3, 3.4.3.1, 3.4.3.2, 3.4.2.3, 3.4.2.4
46. Advance the design of a comprehensive and layered catenary lighting system	4.2.2, 7.1.2.1, 7.1.2.2, 7.1.2.3
47. Explore feasibility and viability of heated surfaces in multifunctional nodes	4.2.2, 7.3.1,
48. Advance a distinct and aesthetically excellent visual identity	5.1
49. Advance block-by-block detailing and a flexible layout	5.2
50. Integrate robust permanent elements	5.3, 8.2
51. Integrate permanent interpretive elements	3.6.2
52. Integrate comfortable and variable height seating into landscape elements	7.1.1.2
53. Integrate bike parking, waste bins, drinking fountains, and speakers along the length of the street	7.1.1.3, 7.1.1.4, 7.1.2.7
54. Complete a comprehensive lighting plan for the entire public realm	7.1.2.2
55. Advance the design of a multi-information wayfinding kiosk system	7.1.2.4
56. Extend the street design through intersections	7.1.3.3
57. Develop comprehensive and integrated greenscape details for the entire street	7.1.4.1, 7.1.4.2, 7.1.4.3
58. Explore enhanced and enduring paving systems	7.1.3.1
59. Detail and manage the streetscape using principles of universal design	7.1.3.2, 7.1.3.2
60. Advance a national public art competition	4.1, 7.1.5.1, 7.1.5.2
61. Develop a streetscape interpretation plan	7.1.5.3
62. Explore a variety of water features designs	4.1, 6.2.2, 7.1.2.6
63. Explore options to integrate regular public washrooms	7.1.5.4
64. Update design and placement standards for commercial signage	7.2.1.1
65. Update and formalize patio design and placement standards	7.2.1.4
66. Explore technical and financial options for heated surfaces	7.3.1
67. Integrate audio visual technical trenching and associated control cabinets	7.3.2
68. Integrate smart street infrastructure	7.3.3
69. Coordinate streetscape detailing with adjacent properties and cultural spaces such as the yet to be defined space for Indigenous peoples.	6.2.2
70. Develop operational and maintenance manuals and role defining MOU updates	8.1, 8.2
71. Assess and optimize acoustics at each of the multifunctional event node	7.1.2.7
72. Explore and define construction phasing options and cost sharing agreements	9.2.6

9.2.6 Streetscape Construction

All construction phases will be subject to the development of funding and operational agreements which will be developed and defined as part of the detailed street design process. General streetscape construction phasing will also be defined and confirmed through the detailed street design process. Phasing will generally be tied to any required underground infrastructure upgrades or modifications associated with planned renewal of adjacent federal properties along blocks 1,2 and 3 to minimize the need for future road cuts and disruptions to the new streetscape elements. No significant renewal is anticipated for blocks 4 and 5, which provides more flexibility as to when the street design for these 2 blocks could be implemented.

Construction phasing associated with the detailed street design will further explore options to advance the implementation of thematic elements through all five blocks where no conflicts are anticipated with planned renewal to adjacent properties. For example, the detailed design process could identify an opportunity to include most or all of the tree planting on the southern side of Sparks Street, or the potential to advance digital wayfinding kiosks through all 5 blocks as part of an initial construction phase.

Fig. 149 Busy Sparks Street during Winterlude
Source: SSMA

10. Reference Documents

The following reference documents should be used in concert with this plan to refine a future detailed streetscape design.

- Official Plan Volume 2a Sparks Street (Ottawa)
- Sparks Street Mall Vocation Study Phase 1 Research and Background Information 2003
- Sparks Street Mall Vocation Study Phase 2 Vision: Strategic Recommendations 2004
- The Plan for Canada's Capital 2017-2067 (NCC)
- Core Area Sector Plan 2005 (NCC)
- Downtown Moves 2013 (Ottawa)
- Parliamentary Precinct Exterior Lighting Masterplan 2015
- Capital Illumination Plan (to be approved by the NCC 2017)
- Downtown Ottawa Urban Design Strategy 2004 (Ottawa)
- Public Services and Procurement Canada's LTVP for Parliamentary and Judicial Precinct (currently being updated, 2019) (PSPC)
- In progress and completed Blocks 1,2,3 South of Wellington Urban Design and Site Security Study (PSPC)
- Sparks Street Public Realm Plan: Project Charter (endorsed by City and project partners)
- Seven Principles of Universal Design
- City of Ottawa Equity and Inclusion Lens Handbook; Second Edition 2015
- City of Ottawa Accessibility Design Standards
- CNIB Clearing Our Path
- Sparks Street Public Realm Plan : Stakeholder Map-Memo 1
- Sparks Street Public Realm Plan : Stakeholder Map-Memo 2
- Sparks Street Public Realm Plan : Stakeholder Map-Memo 3
- Sparks Street Public Realm Plan : Technical Map-Memo
- Sparks Street Public Realm Plan : Progress Matrix
- Scope of work for detailed design (TBD)
- ACPDR Minutes 1 and 2
- UDRP Minutes 1 and 2
- Staff Report (TDD)
- Governance Report and Recommendations
- Retail/Commercial Mix Study 2019
- As We Heard It Report 2018
- City of Ottawa's Response to the Truth and Reconciliation Commission's Calls to Action
- Sparks Street Mall Authority Memorandum of Understanding 2017
- Property Owner Collaboration Survey responses 2018
- Sparks Street Public Realm Plan Cost Estimates

Ottawa

NCC CCN

Public Services and Procurement Canada

Services publics et Approvisionnement Canada