

**SECTOR 1**  
**CENTRAL OTTAWA**

**DEMONSTRATION  
PLANS AND POLICIES**

As approved by the NCC Board of Directors —  
June 19, 2025



NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE



## S1. CENTRAL OTTAWA

### Context

The Central Ottawa sector encompasses the Parliamentary and Judicial Precinct Campuses along with the Central Business District (CBD) of downtown Ottawa. As the heart of the country's democracy, it supports key legislative, executive and judicial functions while serving as a vital commercial district and hub of regional commerce. Federal investments in higher-order transit and initiatives to increase the supply of housing seek to ensure a transit-oriented, liveable and well-connected core for residents and workers alike. While the interventions are specifically designed for federally owned lands, they also aim to achieve alignment between federal and municipal objectives, fostering a cohesive and coordinated approach.



Parliament Hill



Supreme Court of Canada

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

- Long Term Vision and Plan for the Parliamentary Precinct Campus (LTVP 2025 PSPC)
- The Judicial Precinct Master Plan (JPMP Under development, PSPC)
- Sparks Street Public Realm Plan (2019 City of Ottawa, NCC, PSPC).

The sector is characterized by three predominant areas:

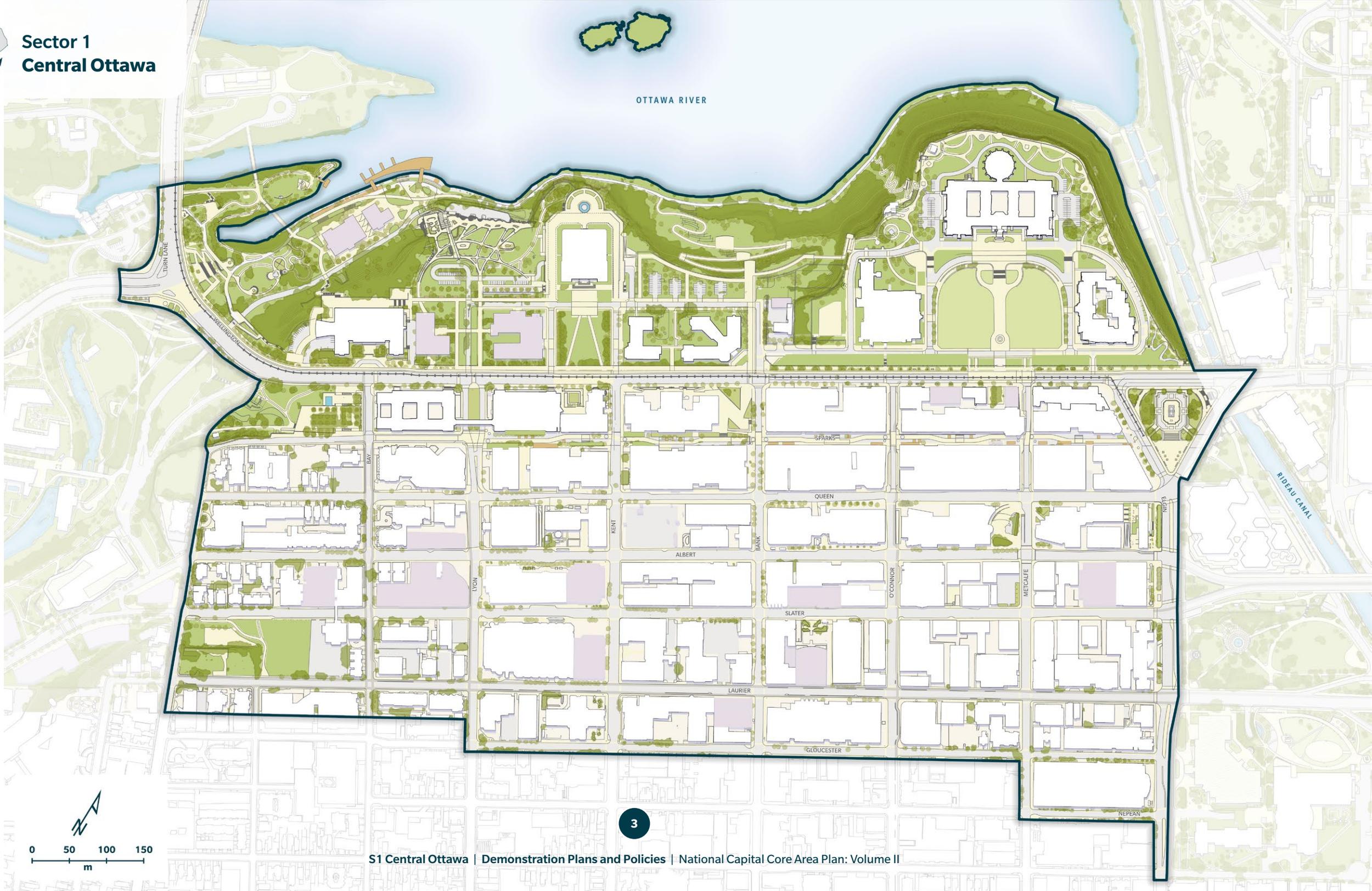
- **S1.1. North of Wellington:**  
The riverfront, escarpment and plateau
- **S1.2. South of Wellington:**  
The Wellington blocks and Central Business District
- **S1.3. Confederation Boulevard:**  
The Wellington Street corridor and intersections

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

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



# Sector 1 Central Ottawa



OTTAWA RIVER

RIDEAU CANAL

LURN LANE  
WELINGTON

BAY

LYON

ALBERT

SPARKS

QUEEN

BANK

SLATER

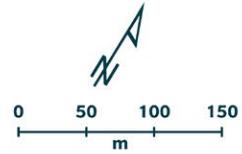
LAURIER

GLOUCESTER

O'CONNOR

METCALFE

NEPEAN

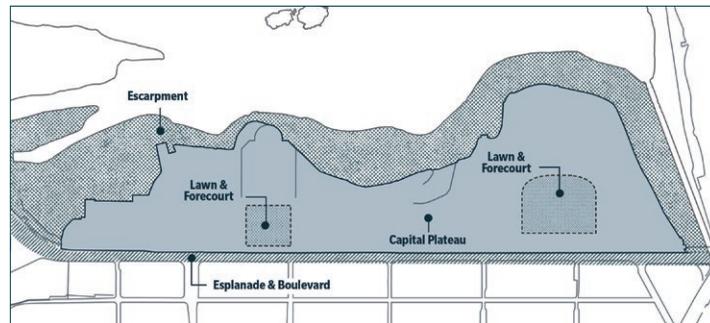


# POLICIES AND RECOMMENDATIONS

## S1.1 North of Wellington Street

The area north of Wellington is defined by its unique landscape character that has evolved and developed through the realization of legacy plans.

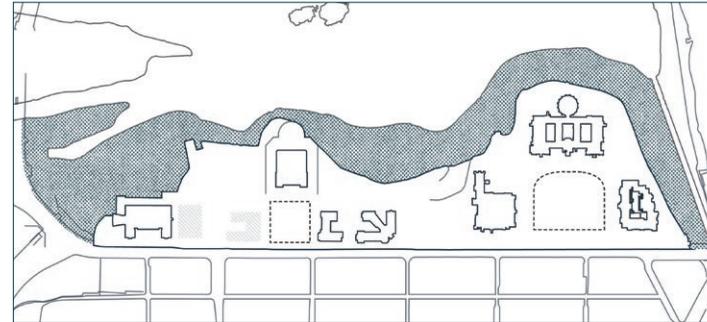
- i Protect and reinforce the unique qualities of the precincts and their setting, including the composition of free-standing buildings in the round, set within a broader-scale river landscape.
- ii Respect and reinforce the long-established landscape patterns in accordance with four distinct character types: the wild Escarpment and valley lands (naturalized and forested), the Capital Plateau (picturesque, landscaped pleasure grounds), the open Lawn and Forecourt, and the formal Boulevard Esplanade (orderly, linear and manicured).



Four landscape characters north of Wellington Street

## A Riverfront and Escarpment

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



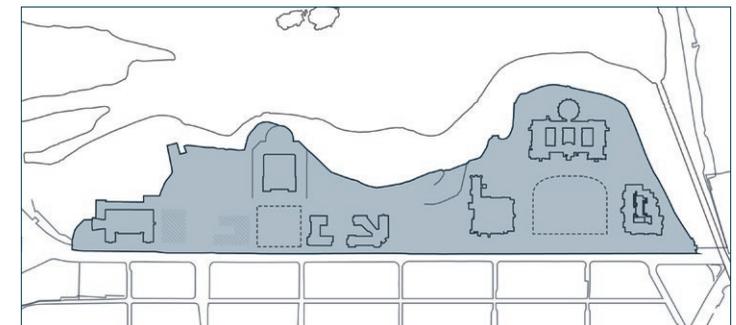
Riverfront and Escarpment Area

- i Prioritize environmental conservation and respect the site capacity of the Escarpment lands to promote biodiversity, stabilize slopes, protect the Ottawa River shoreline and support overall site health.
  - a Rehabilitate the Escarpment landscape, including reforestation efforts, to conserve its wild character and scenic value.
  - b Preserve rocky outcrops and natural topographical features.
  - c Design interventions such as walls, stairs, ramps and built elements to integrate into the natural setting, minimizing disruptions to the landscape and maintaining the area’s ecological and visual integrity.
  - d Match the design style and materials of future interventions, where possible, with existing historic references.

- ii Enhance the pedestrian and visitor experience by completing pathways and trail connections to access the river.
  - a Provide a comprehensive pedestrian network with improved infrastructure, escarpment linkages, and universally accessible routes and connections between the riverfront and the Capital Plateau to enhance accessibility along the Escarpment edges and terraced areas.
  - b Design pathways through the Escarpment slopes to be discreet and integrated, appearing as natural insertions within the forested landscape.
- iii Conserve the ruins of Lovers’ Walk for historical appreciation, and in contemplation of a possible future rehabilitation.

## B Capital Plateau

The Capital Plateau is defined by two prominent and symbolic promontories, the Parliamentary Triad and the Judicial Triad, and includes the lands from the edges of the boulevard to the escarpment. The grounds of these institutions are nationally significant landmark sites and include areas that support the business and operational functions of the Parliamentary and Judicial Precincts.



Capital Plateau

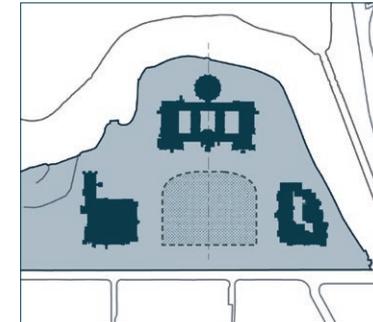
## S1.1 North of Wellington Street

- i** Reinforce the compositional structure of the Capital Plateau as two promontories and building triads to guide its evolution and management through conservation activities and any future additions or initiatives.
  - a** Maintain and reinforce the concept of buildings-in-the-round, set in an open landscape, and the established asymmetrical yet balanced composition of existing institutional ensembles.
  - b** Retain and reinforce the established hierarchy and scale of the two triads of Parliament Hill and the Supreme Court of Canada on their twin promontories.
- ii** Consolidate and enhance the landscaped grounds and public realm of the Capital Plateau to reflect its longstanding dignity and importance while meeting ceremonial, functional and operational requirements.
  - a** Enhance the public realm within the Capital Plateau through plantings, high-quality and noble materials, pedestrian pathways and inviting public grounds.
  - b** Rationalize the configuration of Capital laneways and pedestrian walkways to create a legible and intuitive sequence of buildings, grounds and public spaces throughout the precincts.
  - c** Enhance the pedestrian experience along Capital laneways, such as Vittoria Way and the Bank Street extension, through multimodal street designs and high-quality streetscape materials.
  - d** Provide generous sidewalks, walkways and crosswalks to formalize pedestrian movements through and around operational zones. Right-size and redesign the Capital laneways, parking and vehicle areas to reduce their width and paved surfaces while enhancing pedestrian priority and reinforcing the dignified heritage landscape character.

- e** Reduce paved driving surfaces where possible and enhance traditionally paved surfaces with improved landscaping and hardscaping (e.g., pavers, trees, shrubs, seating and shade features).
  - f** Leverage parking facilities in adjacent areas South of Wellington Street to meet functional requirements and reduce paved surfaces where possible.
  - g** Optimize and design high-quality flexible parking areas able to serve multiple functions (e.g., for public gathering when Parliament is not in session).
  - h** Explore design options that consolidate parking in discreet locations at the sides of buildings and away from view of public rights-of-way or public pathways, with safe pedestrian connections to buildings and nearby walkway networks and clearances for emergency vehicles.
- iii** Design ancillary and service buildings to remain modest in size, discreetly integrated into their context and visually unobstructive, using thoughtful design, architecture, materials and screening so as to minimize their impact on the visual setting and the public realm.
  - iv** Optimize and coordinate vehicular access into the precincts to support security and functionality while minimizing visual and physical impacts on the cohesive character of the Capital Plateau.
    - a** Limit vehicular access within the Capital Plateau to authorized vehicles.
    - b** Consolidate and reconfigure Capital laneways and access routes to parking structures and control points to improve efficiency and reduce their footprint.
    - c** Coordinate security and vehicular access and egress at main entry points, such as Bank Street and Kent Street, to support functional requirements of the Parliamentary and Judicial Precincts Campuses.

## C Parliamentary Triad Area

*The Parliamentary Triad Area is both the workplace of Canada's Parliament and a national symbol of architectural beauty and historical significance. Parliament Hill is a National Historic Site, being one of the most visited heritage sites in Canada with over 1.5 million visits each year.*



Parliamentary Triad Area

- i** Preserve and reinforce the importance of the Parliamentary Lawn and Forecourt as a character-defining foreground element and public gathering space of national importance in front of the Parliamentary Triad.
- ii** Affirm the long-term role of Parliament Hill as the location of national celebrations, public gatherings and official ceremonies and design the grounds to support these functions.
- iii** Preserve the iconic building features, quality masonry, metal work and architectural details of the Centre, East and West Blocks.
  - a** Preserve and restore the historic walls and gates along Wellington Street to reinforce the perimeter of the site.
- iv** Design and locate any proposed development within and immediately adjacent to the Triad Area to respect the existing setting.

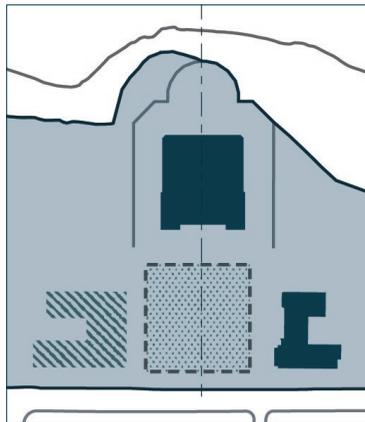


## S1.1 North of Wellington Street

- a** Ensure any proposed development remains subordinate to or integrated within the existing building footprints, is primarily situated underground or is integrated within the Escarpment or valley landform.
- b** To preserve Parliament Hill's visual integrity, limit visible architectural interventions to the rehabilitation of existing buildings, the infilling of internal courtyards and the addition of entrances to the Parliament Welcome Centre under the Peace Tower forecourt.
- v** Consolidate material handling facilities for the Parliamentary Triad at the Bank Street Valley, shifting away from individual building-level loading docks (with the exception of a surface loading dock at Centre Block and East Block to be used for emergency purposes).

### D Judicial Triad Area

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



Judicial Triad Area

- i** Reinforce the Plateau edge throughout the Judicial Promontory.
  - a** Remove surface parking to respect and reinforce the symbolic and heritage significance of the Supreme Court of Canada and enhance the public realm of the Judicial Precinct.
  - b** Extend and enhance the existing promenade along the perimeter plateau (edge) of the escarpment from the Parliamentary Precinct to the Judicial Precinct and establish a connection behind the Supreme Court of Canada building to Cliff Park.
  - c** Enhance pedestrian connections to and from Vittoria Way and the adjacent Energy Services Acquisition Program (ESAP) visitor centre and rooftop terraces.
- ii** Complete the Judicial Triad by constructing a new building west of the Supreme Court with an appropriate sense of balanced asymmetry and proportionality to the Justice Building.
  - a** Frame the central lawn and the Wellington Street edge and reorganize the surrounding landscape through building design.
  - b** Use landscape treatment on the northern-west frontages of the new Judicial Triad building to engage with the Vittoria Way axis, connect with the surrounding public realm and provide access routes to the ESAP facilities.
- iii** Design a legible and cohesive public axis in line with Lyon Street, balancing pedestrian experience with coordinated vehicular access.
  - a** Create an inviting and dignified pedestrian axis and public open space to reinforce connections to Vittoria Way and the Capital Plateau edge.
  - b** Formalize, control and coordinate vehicular routes to meet the access requirements of the Judicial Precinct as a whole, incorporating ESAP requirements.
- iv** Preserve the space adjacent to the Public Archives and National Library (PANL) building for a future federal building that will complete and strengthen the urban frame of Wellington Street and improve urban fabric continuity along this segment of Confederation Boulevard.
  - a** Align future new buildings with the Justice Building or place them closer to the sidewalk and locate the main active entrance on Wellington Street.

### E Vittoria Way

Vittoria Way is a significant east-west connection, linking the parliamentary and judicial promontories. It is also an important operational support roadway for the buildings within the Capital Plateau.

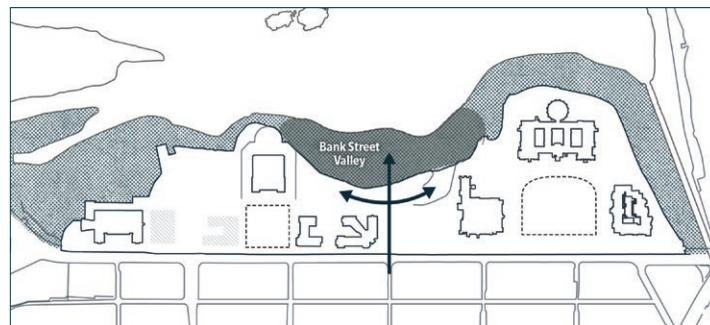
- i** Establish a high-quality, legible and continuous east-west pedestrian route aligned with Vittoria Way to address existing connectivity gaps and extend the perimeter pathway into the Parliamentary and Judicial Precincts.
  - a** Link the new pedestrian route along Vittoria Way from the Parliamentary Triad Area to the Supreme Court of Canada.
  - b** Extend the east-west pedestrian route beyond the western terminus of Vittoria Way, formalizing a pedestrian connection to Wellington Street, west of the Public Archives and National Library (PANL) building.
  - c** Create a strong and well-framed visual link between the Mackenzie Tower of West Block and the Supreme Court of Canada Building.
  - d** Create a formalized plateau edge including ramps and staircases to enhance the connection with adjacent terraced areas.
- ii** Enhance Vittoria Way and the northern extension of Bank Street as an operational supporting roadway and a formal ceremonial route with improved landscaping and pedestrian infrastructure.

## S1.1 North of Wellington Street

- a** Consider a renewed landscape design for Vittoria Way with new plantings and improved parking area integration.
- b** Explore opportunities to reduce paved surfaces while supporting the business of Parliament, including access and egress to vehicle screening and material handling facilities.
- c** Maintain access and egress to the underground parking via the east side of the Supreme Court of Canada, including any necessary screening and access control requirements.

### F Bank Street Valley

The Bank Street connection is a crucial access point into and through the Parliamentary Precinct. It is the main vehicular access to Parliament Hill, including the existing Vehicle Screening Facility and the planned Triad Material Handling Node. As such, it sees high vehicular traffic and is essential to supporting parliamentary operations. This connection also provides pedestrian access to both the site itself and the riverfront. It has a significant topographic influence in shaping the composition, promontories and scenic qualities of the Escarpment.



Bank Street Valley

- i** Establish the Bank Street entrance as the primary vehicular access node to the Parliamentary Triad, supporting operational and security requirements while enhancing the pedestrian experience.
- ii** Establish a centralized vehicle screening facility at the Bank Street entrance.
  - a** Design any future modifications or expansions of the vehicle screening facility to be modest in scale, visually unobtrusive and fully integrated into the architectural and landscape context.
- iii** Improve the pedestrian experience at the Bank Street Entrance, including an enhanced connection to the river's edge.
  - a** Incorporate a high-quality pedestrian realm and vantage point at the head of the Bank Street Valley, ensuring landscape continuity and connecting Vittoria Way with the Parliamentary Triad Plateau, Judicial Triad Plateau and the Ottawa River.
- iv** Protect the opportunity for a Capital Pathway connection linking Wellington Street to the shoreline in this area.
- v** Protect the opportunity to design a new centralized material handling facility for the Parliamentary Triad to be located within and discreetly tucked into the slope west of West Block.
  - a** Accommodate access to the material handling facility at the Bank Street entrance in a manner that preserves the quality of the public realm and maintains the continuity of public connections.
  - b** Refine important details relating to the exact setting, massing, heights, built footprint, articulation, roofline, fenestration, materiality, entrances, access and egress.
  - c** Provide a detailed analysis of the impact on key views that are part of the project and protect the interrupted character of the Escarpment landscape when viewed from across the Ottawa River.
- d** Minimize the visual impact from the Triad Area, including the Victoria Lookout and the future site of the Indian Residential Schools National Monument.
- vi** Pursue greening and re-naturalization of the lower Bank Street Valley, addressing environmental remediation, slope stabilization and natural restoration.
  - a** Explore the incremental relocation of the parking areas.
  - b** Incorporate new terraces and public spaces at the lower Bank Street Valley to enhance access to the river and strengthen the public realm.
  - c** Create opportunities for unique experiences within the Escarpment, with the potential for unfolding views and scenic lookouts.
  - d** Integrate spaces for new national commemorative monuments within the restored landscape.
- vii** Explore opportunities for a new waterfront node and public space at the base of the Bank Street Valley, with potential new connections to the river and surrounding areas.

### G Public Archives and National Library (PANL)

The National Archives will be relocated to the new combined *Ādisōke* building at LeBreton Flats. The existing structure is a classified heritage building and prominent landmark at the western extremity of the Judicial Precinct.

- i** Reinforce the PANL building as a landmark within the series of national institutions fronting Wellington Street.
  - a** Consider the appropriate adaptive re-use of the existing PANL building in keeping with the architectural qualities of other buildings in the round within the Judicial Precinct.
  - b** Design any future addition or modifications to demonstrate a sensitive design approach with a distinctive, recognizable silhouette visible from all angles.
  - c** Ensure public access to the ground floors and lobby spaces and promote visible and intuitive public access to and through the building.

## S1.1 North of Wellington Street

- ii Redesign the western frontage and public realm of the PANL building to create an inviting entrance to the precincts.
  - a Reduce surface parking around the perimeter and coordinate the landscape within the public realm of the surrounding Judicial Precinct.
  - b Minimize driveway access and the footprint of the PANL Building material handling node to integrate into the streetscaping design of Wellington Street.
  - c Use generous public connections to link Confederation Boulevard to the waterfront terraces and staircases along the northern façade.
  - d Create a grand pedestrian connection through the western material handling area to provide an inviting public access to the waterfront.

### H ESAP Cliff Plant

Originally built in 1918 to serve Ottawa's Parliamentary Precinct, the Cliff heating plant was Canada's first central heating facility of its kind. Now undergoing a major transformation as part of the Energy Services Acquisition Program (ESAP), the building will become a showpiece of green energy infrastructure in Canada. The new Cliff Plant will feature a visitor centre, elevated observation decks, public elevator access to the riverfront and a modern architectural screen to emulate the escarpment.

- i Respectfully integrate the ESAP Cliff Plant into the grounds of the Judicial Precinct and capitalize on the elevator connections from the top to the bottom of the escarpment.
  - a Define a primary north-south public arrival axis in line with Lyon Street and consolidate laneways, walkways and service routes to provide clear and coordinated linkages towards the visitor centre.

- b Treat the rooftop terrace as an important Capital Plateau landscape space, with curated planting and public realm that transition to the traditional Beaux Arts style of the Supreme Court grounds.
  - c Connect the rooftop terrace to the Judicial promontory via possible ramps and stairs to facilitate movement along the plateau perimeter.
- ii Provide necessary vehicular access and service routes to the ESAP facility in ways that contribute to the overall coherence and quality of the Capital Plateau.
  - iii Strengthen public connections to and from the cliff parking lot to enhance the waterfront access and public experience.

### I Cliff Parking Lot

*A prime riverfront location in the foreground of important views towards Parliament and the Supreme Court, this area is a low-lying flood-fringe site, located within the 20-year flood plain.*

- i Convert the existing parking lot into a flood-friendly riverfront park space with possible future development, recreational facilities and waterfront amenities.
    - a Ensure flood-resilient design of the park features and amenities, with provisions for seasonal programming or installations.
    - b Provide temporary and seasonal amenities, such as a pavilion and/or kiosks to animate and activate the park during non-flood seasons.
    - c Provide constructed shoreline features, such as a public boardwalk and docks, to engage with the riverfront and accommodate water taxi and rental services.
  - ii Reconfigure the pathways and driveways to optimize the useable space circulation patterns.
    - a Realign the Ottawa River pathway to create new shoreline public space.
    - b Construct new pedestrian bridges to connect Richmond Landing and Victoria Island.
  - iii Accommodate an emergency boat launch for authorized use, ensuring efficient and safe access that is sensitive to emergency operations.
  - d Maintain access routes to the ESAP facilities at the base of the Escarpment.
- iii Protect the opportunity for consolidating a centralized material handling facility for the Judicial Precinct at the base of the escarpment and north of the PANL building (accessed via Commissioner Street).
    - a Preserve the health, stability and natural qualities of the Escarpment landscape.
    - b Minimize the footprint of the building and associated access roads or service areas.
    - c Design these facilities to mitigate adverse physical and visual impacts and to protect foreground views of the national symbols and the riverfront landscape to the public realm and/or visual disruptions to the foreground riverfront setting.
  - iv Protect the opportunity to establish a centralized vehicle screening facility for the Judicial Precinct in this area, ensuring that it remains modest in scale, visually unobtrusive and sensitively integrated into the surrounding architectural and landscape context.
    - a Anticipate access and egress routes to the future Judicial Precinct material handling and vehicle screening facilities.
  - v Explore opportunities for additional permanent structures (such as possible future development, commercial services and public amenities) to enhance the vibrancy, animation and permanence of public presence and activity in this node, provided they are:
    - a Designed to withstand regular and extreme flood events in a flood-fringe context, with appropriate finished floor elevations above 100-year events;
    - b Adaptable to future climate change projections and floodplain dynamics and suitable to the lifespan of the structure; and
    - c Sensitive to the important riverfront foreground and iconic views towards Parliament Hill and the Supreme Court.

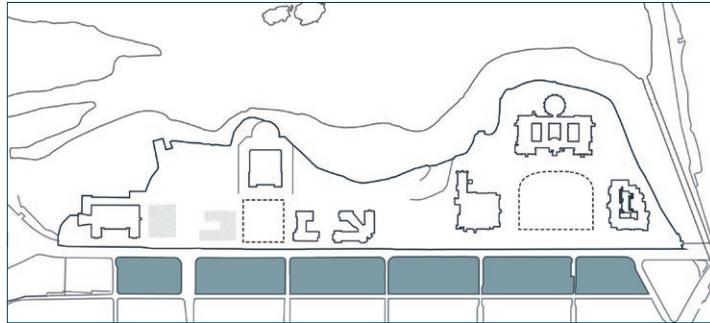


## S1.2 South of Wellington Street

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

### A Wellington Blocks

The buildings along Wellington Street form part of the Parliamentary and Judicial Precincts. This area includes the office of the Prime Minister, the Indigenous Peoples' Place and additional executive, legislative and administrative functions.



Wellington Blocks

- i** Establish and maintain a strong building wall among the blocks south of Wellington Street with coherent architectural patterns and styles complementing the Office of the Prime Minister and Privy Council building, the West Memorial Building, the Department of Justice of Canada and other significant structures.
- ii** Maintain consistent building heights in any new infill development and additions along Wellington Street, ensuring a constant horizontal profile along the street.

- iii** Protect the visual integrity of the Parliamentary and Judicial lawn composition by ensuring that buildings opposite the Parliamentary and Judicial Triad respect the overall design and establish a clear reading of the Triad's lawn as the focal centerpiece.
- iv** Construct buildings to the front and side property lines along Wellington and Sparks Streets to maintain a consistent façade alignment.
- v** Prioritize service access from adjacent north-south Capital side streets (Metcalfe Street, O'Connor Street, Bank Street, etc.) to the buildings south of Wellington Street.
- vi** Where possible, avoid service access directly from Wellington Street to provide a cohesive streetscape.

### B Garden of the Provinces and Territories

The Garden of the Provinces and Territories is located at the western end of Confederation Boulevard at the corner of Wellington and Bay Streets in the heart of Canada's Capital. Constructed in 1962, the site was described by then-prime minister the Right Honourable John Diefenbaker as "a symbol assuring the provinces of their rightful place in Confederation."

- i** Preserve and enhance existing park features, including symbolic representation of the provinces and territories.
- ii** Consider animation and activation within the Garden of Provinces to improve public services and amenities.

### C Sparks Street

Sparks Street is the first pedestrian mall in Canada (1967). The street is a tourist destination and civic gathering space. It is an important transition or hinge between the Parliamentary and Judicial Precincts to the north and the urban blocks and civic realm to the south.

- i** Re-animate and revitalize Sparks Street as a major public space destination and venue for festivals and activities.
  - a** Promote new public and commercial anchors and diversified arts, cultural and entertainment uses on ground floors to extend activity hours and enhance the area's vibrancy for local residents.
  - b** Introduce new external-facing uses and activities to large internally focused buildings, such as 240 Sparks Street, to contribute to street vitality.
  - c** Enhance streetscaping, greening and pedestrian amenities to encourage public lounging and social interaction along Sparks Street.
  - d** Enhance enforcement of motor vehicle prohibitions outside authorized delivery hours in all seasons while avoiding extended vehicle presence on the pedestrian street.
  - e** Provide nearby short-term parking and delivery layby areas on adjacent Capital side streets to support business operations, maintenance, and contractor and other logistical support vehicles.
- ii** Balance public access and security requirements of the buildings along Sparks Street that accommodate parliamentarians.
- iii** Preserve and encourage at-grade public and commercial uses in the redevelopment of existing federal buildings on Sparks Street to support and enhance the cultural, entertainment and activity functions of the street and to reinforce the street's revitalization as an active city space.
  - a** Beautify and animate the Sparks Street frontage with the rehabilitation and restoration of the South Wellington Blocks to encourage small-scale commercial tenancies.
  - b** Maintain consistent building heights in any new infill development and additions along Sparks Street and provide a stepped building profile away from Wellington Street.

## S1.2 South of Wellington Street

- iv Encourage stronger linkages between Sparks Street and surrounding areas, where possible, including mid-block pedestrian connections and intersection treatments.
  - a Extend Sparks Street public realm streetscape treatments westward beyond Lyon Street to connect to Bronson Park and the Garden of the Provinces and Territories.

### D Central Business District

*The Ottawa Central Business District (CBD) is the major focus of employment and economic activity within Canada's Capital Region, with office and retail as the primary land uses. The CBD is directly south of the Parliamentary and Judicial Precincts and Sparks Street Areas and will continue to provide parliamentary and judicial support and administrative functions.*

- i Support the initiative and contribute to increasing the local resident population and diversify the downtown by converting surplus or underutilized office spaces to mixed-use housing and/or ground floor commercial uses where possible.
- ii Strengthen the pedestrian connections and streetscape quality of north-south Capital side streets (Metcalf, O'Connor, Bank, Kent and Lyon) between the CBD and the Capital Realm (Confederation Boulevard and the Parliamentary and Judicial Precincts).
  - a Encourage parkettes, courtyards, squares and public spaces throughout the CBD and introduce and improve public art, signage, green spaces, urban trees, lighting, fountains and other design features to enhance the public realm.
  - b Improve the wayfinding and integration of the CBD Area with parts of the Core Area east of Elgin Street and east of the Rideau Canal.

- iii Reinforce Bank Street as the major commercial main street in the area and support ground floor retail and commercial uses that animate the street front.
- iv Explore vehicular access control along Capital side streets to meet the security and operational requirements of the Parliament and Judicial Precinct Campuses.
  - a Ensure continued and uninterrupted service access, loading and delivery for businesses and commercial operations on adjacent Capital side streets and urban avenues.

## S1.3 Confederation Boulevard

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

### A Wellington Street

*Wellington Street is the most prominent segment of Confederation Boulevard. It connects two provincial bridges in the National Capital Region and is considered a central spine of the Parliamentary and Judicial Precinct Campuses.*

- i Reimagine Wellington Street as a multi-functional civic space with pedestrian, cycling and public transit facilities integrated into a high-quality Confederation Boulevard streetscape environment.
  - a Maintain the high-quality standards of the Confederation Boulevard streetscape elements and pedestrian esplanade along the north edge of the street.
  - b Incorporate a bidirectional cycling facility along the northern side of Wellington Street and make logical connections to the Capital Pathway network.

- c Explore the integration of tram-based public transit to provide efficient and sustainable public transportation options, including platform stations and charging facilities, avoiding visual clutter.
- d Protect existing trees and plant new street trees to enhance the esplanade and frame public spaces, ensuring adequate soil volume and quality to promote their growth and longevity.
- ii Improve north-south pedestrian crossings and create visual and physical links across Wellington Street to enhance Capital-civic connections.
  - a Reinforce the threshold at both ends of the Capital Plateau (the PANL and East Block) to enhance the streetscape-public ground interface.
  - b Design an at-grade public open space at the Queen's Gate to support the notion of a unified and integrated Parliamentary Precinct Campus, particularly to the national space for Indigenous Peoples.
  - c Emphasize the crossing and arrival experiences to the Judicial Triad Area in front of the Supreme Court lawn. Enhance secondary crossings and entry points to the Capital Plateau at Bay Street, Lyon Street and Bank Street.
- iii Explore vehicular access controls along Wellington Street to enable logical and efficient management of accredited vehicles in keeping with the security and operational requirements of the Parliamentary and Judicial Precinct Campuses.
  - a Ensure an open, safe and secure pedestrian experience along the boulevard.
  - b Integrate physical security measures into the streetscape design, furnishings and elements as much as possible.



## S1.3 Confederation Boulevard

### B Portage-Wellington Node

The Portage-Wellington Node is an important intersection along Confederation Boulevard, connecting the Portage Bridge to Wellington Street.

- i** Redesign the Portage-Wellington intersection to prioritize active and public transit.
  - a** Integrate the STO surface tramway (TramGO) into the redesigned intersection.
  - b** Improve pedestrian and cycling connections and linkages between the on-street bikeways and Capital Pathway underpasses.
- ii** Create a new principal landmark plaza or commemorative node that serves as a focal point for Confederation Boulevard.
  - a** Reframe the intersection as a space for public gathering, celebration and civic engagement.
  - b** Reserve space for a major future monument or commemorative installation.
  - c** Reconfigure the intersection to reduce vehicle speeds. Convert portions of the streetscape into a public plaza with restricted vehicular access, improving public realm amenities and creating a more accessible and engaging space for residents and visitors.
- iii** Strengthen the visual connections to the riverfront, with views and pathways that draw attention to the waterfront and encourage public interaction with the water's edge.
  - a** Provide improved, barrier-free pedestrian access and direct, convenient connections to the riverfront.

### C Confederation Square

Located in the heart of the Nation's Capital, Confederation Square is the site of the National War Memorial and the Tomb of the Unknown Soldier. Confederation Square was designated a National Historic Site of Canada in 1984 and is considered the second most important ceremonial centre of the national capital after Parliament Hill.

- i** Preserve the iconic character of Confederation Square and the distinct silhouette of the National War Memorial and reinforce its function as a public gathering space and prominent landmark.
- ii** Provide clear pedestrian treatments and welcoming entry points that connect Confederation Square to the surrounding urban fabric (Confederation Boulevard, Sparks Street, Rideau Canal and the National Arts Centre).
- iii** Work with the relevant stakeholders and security forces to find alternatives to long-term vehicular parking on Confederation Square and on the sidewalks that surround it.

### D Elgin Street

Elgin Street is an important segment of Confederation Boulevard and a gateway progression towards Confederation Square and Wellington Street. It plays an important role linking the traditional main street character south of Laurier Avenue West to the most important Capital sites.

- i** Reinforce the Capital arrival experience at the Elgin-Laurier intersection and strengthen the interface of Confederation Park.
  - a** Re-imagine the design of Confederation Boulevard gateways, including their lighting elements.
  - b** Maintain large, mature trees in Confederation Park that contribute to the Boulevard's tree-lined character.

- c** Enhance the arrival and pedestrian experience via Laurier Avenue and Nicholas Street.
- d** Create a transition from the green spaces of the Rideau Canal to the urban character of the CBD in the landscape design of Elgin Street.
- ii** Enhance the transition from the main street character to the Confederation Boulevard character.
  - a** Improve the sense of pedestrian connection between Confederation Square, Confederation Park and the Human Rights Monument.
- iii** Explore opportunities to insert safe cycling infrastructure, such as bike lanes and protected intersections, to connect downtown bike lanes to Confederation Boulevard and the Capital Pathway, without impacting the boulevard character.
- iv** Redesign the intersection of the Mackenzie King Bridge and Elgin Street to enhance east-west pedestrian connections and opportunities to add a small-scale commemorative node.





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