

# ByWard Market Public Realm Plan

## As We Heard It #4

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### Public Consultation

August 2019

**BYWARD MARKET**  
Public Realm Plan

**MARCHÉ BY**  
Plan du domaine public



E GRAND

THE GRAND

MARKET SQUARE

Garden  
Seafood  
Steak  
Pasta  
Bread  
Dessert

## **Table of Contents**

<b>Background</b>	<b>01</b>
<b>Introduction</b>	<b>01</b>
<b>Consultation Overview</b>	<b>01</b>
<b>Key Themes of Input on the Design Concepts</b>	<b>02</b>
<b>Response to Design Options - Public Workshop</b>	<b>04</b>
<b>Input Received at Pop-up Consultation</b>	<b>15</b>
<b>Response to Design Options - Online Survey</b>	<b>16</b>

## Background

The ByWard Market is one of the most well known destinations in Ottawa. This iconic precinct's cultural and heritage assets attract local residents as well as visitors from across Canada and the world. The heritage public market building is at the ByWard Market's symbolic core, but the precinct has a diverse collection of original shops, boutiques, retailers, restaurants and public spaces. Because of its economic and cultural contributions, the City of Ottawa plans to ensure that the Market remains a popular and successful destination in the future.

## Introduction

The ByWard Market Public Realm Plan will provide direction and designs to beautify, organize and connect the ByWard Market's public spaces to make them accessible, inclusive, safe and inviting. Public spaces are defined as city or government-owned, and are open and available to all who choose to be in them. Public assets to be studied in this project include:

- streets,
- sidewalks,
- bike facilities,
- plazas,
- squares,
- parks,
- courtyards,
- open spaces,
- city-owned buildings, and
- city-owned parking lots.

## Consultation Overview

Public consultation events were held between May and August 2019 to gather feedback on the preliminary design concepts for the Public Realm Plan. Feedback will help guide the project team in refining design concepts and will inform the functional designs to be prepared during the next phase of the study.

Public Workshop #2 was held on May 28th, 2019 at the Routhier Community Centre, 172 Guigues. Approximately 30 members of the public attended one of two sessions, at 4:30

p.m. and 7:00 p.m. Details of this event were communicated using social media, the project webpage, earned media, direct notice to the project distribution list, support from local community groups and e-newsletters. The design team presented an overview of the Public Realm Plan and input to date, followed by preliminary design concepts for each of the streets contained in the study area. After the presentation, attendees had table group discussions about the concepts presented, and recorded their thoughts on feedback sheets specific to each street's concept plan.

The preliminary design concepts were subsequently posted online using the Metroquest platform. The online survey was made available to the public between June 26, 2019 and August 2, 2019. Concept plans for each street were posted with an opportunity to respond "thumbs up/thumbs down" to directions depicted in several key locations on each street. A total of 780 people responded. Along with the survey responses, over 1300 comments were received as part of the survey.

Pop-up consultations occurred on August 9, 2019 at the Francois Dupuis Centre in Orleans and the Minto Recreational Centre in Barrhaven.

This report summarizes the results of the input received on the preliminary design concepts from the Public Workshop, the pop-up consultation and the online survey.

The results of the summer Public Life Survey are summarized in a separate document.

## Key Themes of Input on the Design Concepts

### Design Concepts

Generally there is support for the key directions depicted in the illustrations of the design concepts for the streets in the ByWard Market Public Realm Plan area.

The following directions received 80% or greater support through the online survey and strong support at the workshop (the illustrations are included in the chapter detailing the online survey results):

#### York Street 1

Extending the trees of Major's Hill Park into ByWard Market as a gateway, creating a 'frame' to York Street and a place for new public art. Public art is an opportunity for cultural and heritage interpretation

#### York Street 3

A flexible market plaza space along York for outdoor vending and community events.

#### York Street 5

A middle row of street trees in low planters that have seating along the edge.

#### York Street 7

A 'garden street' treatment for the east end of York Street with formal street trees in lawn areas.

#### York Street 8

Public art that creates a gateway at King Edward and can be viewed along the promenade.

#### George Street 1

Using different species of trees to create outdoor rooms with seasonal variety.

#### George Street 4

A 'greener' treatment for the east end of George Street with large planters and street trees.

#### George Street 5

Modular, movable street furniture systems that can be configured for daily use and special events.

#### Market Core 1

A potential new market and mixed use building that is

appropriately set to create a new plaza between the new and existing Market building.

#### Market Core 2

The potential for a public space on the roof of the new market and mixed use building, showcasing the majestic view of the Market Core and Parliament Hill.

#### Market Core 4

Movable bollards on ByWard Market Square for guiding vehicles when the street is open to traffic in the winter season.

#### Clarence Street 1

Defining a generous pedestrian clearway along the north side of the street by removing a row of on-street parking. Patio zone is against the buildings.

#### Clarence Street 3

Defining a patio zone along the north side of the street with street trees along the edge.

#### Dalhousie Street 2

Tree planting at intersections and wherever there is available space in the middle of the block.

#### Dalhousie Street 3

Extending the street treatment of York and George across Dalhousie.

#### Parent Avenue 3

Defining a generous pedestrian clearway along the west side of the street.

#### Parent Avenue 4

Defining a market/patio zone up against the building edge with street trees along the other edge.

#### Murray Street 1

Planting new street trees along the sidewalk between Parent and Dalhousie.

#### St. Patrick Street 2

Planting new street trees in grass areas where there are gaps and opportunities

Some of design directions received less than 80% support. Our analysis reveals that there are four areas of the design that require reconsideration and/or further elaboration and clarification.

### **1. Design direction for “shared” street space or “flex” zones for parking/pedestrians**

York Street 2 and 6, George Street 2, Clarence Street 2 and Dalhousie Street 2 depicted special street pavers to create a pattern on the street and sometimes side streets and parking bays/sidewalks. Comments related to a concern over confusion for drivers and pedestrians on where they belonged in the right-of-way. Survey respondents suggested getting rid of cars, removing street parking, widening sidewalks and needing more parking. The design team will provide more clarification on the design intent and details.

### **2. Design direction for a water feature on and themed areas on George Street (George Street 3 and 6)**

There was also not strong support for a water feature on George Street that referenced the former ByWash. While some people recognized the value of adding play spaces for children, more people were concerned about maintenance, safety and the threat of attracting undesirable people to the water feature. While slightly more people were in favour of the themed areas along George Street, many were concerned about the image of a skateboarder,

while some suggested the corollary of embracing skateboarding. Some thought the areas may become dated, not maintained or programmed. The design team will provide more detail on the intent of the themed areas and the design of a possible water play feature.

### **3. Market Core - balance of cars and pedestrians**

The design direction was that ByWard Market Square should be made into a two-way seasonal street with William Street being a pedestrian space. It was not clear that seasonal street meant allowing vehicle traffic in the spring, fall and winter. Most of the comments related to making all or part of the Market pedestrian only all year.

### **4. Patios on Clarence and Parent**

While there was more support for allowing patios to occupy on-street parking in the summer on Clarence and Parent, there were many comments about not having more space for patios and concern over the loss of parking. The comments clearly revealed the opposing views of the value of outdoor patios in the Market and the need to find the right balance.

### **5. Cycling facilities**

The comments indicate that the design concepts did not depict the cycling infrastructure - routes, bike parking etc. clearly enough.



## Response to Design Options - Public Workshop #2

The following is a record of the comments received on the work sheets for each street from both workshop sessions held on May 28, 2019..

### YORK STREET



#### COMMENTS

**Extending the trees of Major's Hill Park as a gateway to ByWard Market, creating a 'frame' to York Street and new public art.**



- Fountain? part of heritage & market
- Make sure trees have good soil so mature trees can grow
- Light up key historic buildings on York and George
- Need to reexamine the arrangement of the axis from Sussex

**A paving treatment (unique to York) across the space with no curbs in the main plaza area.**



- Public washrooms please
- Paving treatment for mobility challenged?
- Allow for civic engagement
- Consider reexamining the heritage guidelines with the Conservation plan
- How about homeless?

**A flexible market plaza for outdoor vending and community events.**



- Skating in winter? Christmas market? Concerts?
- Reinstate parking below grade
- Good use of space here for programming
- The parking garage was integrated into the market
- Demolition does raise a question of sustainability and waste

**Tall mast lighting to create ambiance for different events**



- Keep residents in mind
- Light pollution for residents

### Tall arching street trees the whole length of York Street

 8  1

- Make sure they can actually grow! if cost is sure, focus on west of Dalhousie
- Increases maintenance costs, will be more work to keep leaves off streets

### Maintaining the existing trees in a small feature seating area

 9  0

- This area needs to be addressed and resolved
- Retain axis with area past Cumberland

### A promenade that can be shared by cars to access driveways on the north side of York Street

 8  0

- How much traffic?
- Keep at least some space for pedestrians. Dodging cars without a safe sidewalk isn't fun
- Current configuration is pleasing, don't see the need to change. Just update with trees and clean it up
- Not convinced of the safety of this

### A 'garden street' treatment for the east end of York Street with formal street trees in lawn areas

 8  0

- Can this not be one-way? and add either a bigger sidewalk or row of parking
- Could this area become one-way
- Driving and parallel parking on the other side?
- Make shallow pool freezable for skating

### General notes not specific to the design direction

Make the market a lovely place to visit, remain and grow as a tourist venue. This means:

1. more trees
2. more street art
3. more art/performances/event spaces - 3 seasons at least
4. more variety, no more bars, change authorized licenses
5. more local creative food, craft, art, small stores with a mix of interesting stuff

To attract this we must make streets safer

We need to clear drunk kids - close those bars

We need to address homeless issues

Market needs more property for young people

Market needs to respect noise issues for people in central residential buildings

No bars within 50m of residential buildings

Restaurants need to be licensed differently from bars (legal issue)

Make parking lot in 3 major areas e.g. War Museum

Link 3 short lines that are FREE, bus every 3-5 minutes, do circle route.

## GEORGE STREET



### COMMENTS

**Using different species of trees to create outdoor rooms with season variety.**



- Lots of trees and good mix, cluster trees of different varieties and don't line them up like drawing
- Diverse trees
- Winter lighting on trees

**A paving treatment extending across the entire right of way.**



- Area that cars drive will be ugly with tire marks and oil drips etc
- Put cables in paving to melt ice
- Paving will mean people on the patios will move down to benches, and then down to the road.
- How will it work?
- Good in defining a distinct heritage area
- Consider and accommodate for increase of ride-hailing traffic at peak times. Street is already overburdened by this traffic
- Priority crossings for pedestrians

**Playful water jets and special paving pattern that reference the former ByWash**



- Make bigger, ice skating in winter especially if it makes the area more family friendly
- Need focus area for visiting families,
- This is great!
- Urban play structures

**A 'greener' treatment for the east end of George Street with large planters and street trees.**



- Issue of planters and their upkeep over time.
- Planters will be used as garbage cans
- No plastic planters as on Clarence St.

**Modular, movable street furniture systems that can be configured for both day to day use and special events.**



- Redesign fountains for 3-4 season use.
- Can fountain also be sculpture for non-fountain seasons, or both?
- Modular but also of better quality then current Market

**Themed areas along George Street with different furniture and activities catering to different interests**

**Picnic Tables**  
**Benches**  
**Play Equipment**  
**Music stations**  
**Table tennis**  
**Fun seating recliners**  
**Chess tables**  
**Lookout station**  
**Swings**  
**Skateboarding**  
**Other:**



- Young people who skateboard do not live in the market. Put skateboard park in areas where they do live - across King Edward for example
- Skateboard park must be contained and not too big
- Place for events
- Creative activities for youth, not just sports
- No skateboarding
- Better garbage removal
- Does this take into account already approved/ planned development along George that will require loading/vehicle access?
- Add bike parking

## MARKET CORE



### COMMENTS

**A potential new market and mixed use building that is set back in the line with other buildings on York Street to create a pedestrian space**



- Firstly, we prefer a better use of the existing “Old Market Building” eg. Atwater Market or St Lawrence Market for unique food vendors + produce that is open all-year round
- The New Market building (Next to local artisans, produce, independent stores)
- The old one is potentially an alternative idea but needs to be further developed and in keeping with overall vision and strategy for the ByWard Market
- Or just one large public square?
- Could be very dramatic, public event space for concerts, skating in winter, etc
- Add parking on the periphery

**Movable bollards on ByWard Market Square for guiding vehicles when the street is open to traffic in the winter season**



- Don’t plan on over programming the area should thrive mostly on its own
- Lots and lots of trees
- Why take out our fountains? add more!
- I don’t care about parking because I like the market + walk but less parking will impact business
- Public washrooms outdoor in public space open 24 hrs
- Plan for business/commercial
- Garbage (keep off curbside)
- Plan for business/commercial garbage (keep off curbside)

**A special paving treatment extending across the entire street**



- No comments

**Catenary lighting across ByWard Market Square and William Street**



- Looks like a used car lot
- Lights in the trees are preferred and prettier option.
- Please take a look at the lighting at Lansdowne Park for farmers market

**Using light poles as multi-functional street elements for signs, bollards, traffic lighting and pedestrian lighting**



- Minimize the different types of signs/poles, etc.
- Make them conform to a similar look
- Ban resellers, bring farmers back
- These streets need some kind of protection from wind which ruins winter walking on some streets eg. Sussex and Dalhousie

## CLARENCE STREET



### COMMENTS

**Defining a generous pedestrian clearway along the north side of the street by removing a row of on-street parking**



- Still need clearway without patios + weekend lineups blocking sidewalk
- Do we need 2 way streets? 1 way network?
- More trees
- No lights that create light pollution for residents

**Defining a patio zone along the north side of the street with street trees along the edge**



- Too many wide patios
- More trees
- Get rid of some patios and change for those that take up parking spaces

**Allowing patios to occupy on-street parking spots in the summer time along the south side**



- Not both. Already take up too much space
- Keep street open to traffic both ways
- Limit depth of patios
- Charge enough for on-street patios space to subsidize
- Limit hours of bars and patios
- Limit noise on patios
- Patios should be on street level for better access

**A special paving treatment extending across the entire right of way with standard barrier curbs to define the vehicular surface**



- Learn from Lansdowne!

## DALHOUSIE STREET



### COMMENTS

**A special paving treatment across the on-street parking areas, which are raised to near the sidewalk level with low curbs**



- Consider brickwork on slightly raising the crosswalk area
- Icy in winter
- Cyclist connections?
- Find a place for tourist buses to park while waiting for pick-ups.

**Tree planting at intersections and wherever there is available space in the middle of the block**



- More trees on this street is great. But choice of trees will be key for hard seasons and climate. eg. Evergreens?
- More trees not just where it's convenient
- Deliveries can't occur overnight on streets where residential properties are. Deliveries and street cleaning should be limited to 6-10am

## PARENT AVENUE



### COMMENTS

**A special paving treatment across the sidewalk and on-street parking area**

8 thumbs up, 0 thumbs down

- Consider brickwork on slightly raising the crosswalk area
- Icy in winter
- Cyclist connections?
- Find a place for tourist buses to park while waiting for pick-ups

**Allowing patios to occupy on-street parking spot in the summer time along the east side**

6 thumbs up, 2 thumbs down

- Enough with patios
- Not necessary
- No, do not allow patios to expand

**Defining a market/patio zone along the west side of the street with street trees along the edge**

8 thumbs up, 1 thumbs down

- Don't give incentives for the takeover of public realm spaces to private commercial activity

**Defining a generous pedestrian clearway along the west side of the street**

8 thumbs up, 0 thumbs down

- Seating?
- This is only needed because the city is allowing patios to expand

## MURRAY STREET



### COMMENTS

**Using decorative accent paving at intersection to identify Murray Street as part of ByWard**



- More info on cycle paths
- Bike lanes reinforce and protect what is already practiced on Murray and St. Patrick
- Important to define as part of ByWard to attract people to businesses there
- Clarence and Murray St are not in the Market and should not have the same commercial feel

**Planting new street trees along the sidewalk between Parent and Dalhousie**



- This is not enough
- Both Murray and St. Patrick are major arterials through residential areas with difficult social problems from shelter and injection sites. Are in need of more attention than just these weak ideas

## ST. PATRICK STREET



### COMMENTS

**Using decorative accent paving at intersection to identify St. Patrick Street as part of ByWard**

👍 8    👎 0

- How do cycle paths connect?
- But this is not enough
- Both Murray and St. Patrick are major arterials through residential areas with difficult social problems from shelter and injection sites. Are in need of more attention than just these weak ideas
- Clarence between Parent and Dalhousie should be cleaned up with fewer bars, fewer patios, and less commercial signage. It is lowering the standard of the Market

**Planting new street trees in grass areas where there are gaps and opportunities**

👍 8    👎 0

- Build planters that the adjacent building owners/tenants maintain

## Input Received at Pop-up Constultation

The following is a summary of the input organized by topic, received at the two pop-up consultations held on August 9, 2019

### Maintenance

- Cleanliness (garbage, cigarette butts, needles)
- Need more street sweeping

### Programming

- More entertainment (aside from buskers)
- Theme days
- Something for kids
- Walking Tours
- Feature Canadian artists and musicians
- There's nothing to do unless you're buying something
- Need activities for seniors
- Free music playing
- Night market like in Vietnam
- Would like to have more family spaces for kids to play in the ByWard market area

### Green Space

- Green space, place for children (like Lansdowne)
- That's too many trees (safety concerns)
- More trees and flowers
- Flowers at Major's Hill are beautiful - good example
- Enhance the courtyards

### Mobility

- "Take the cars right out of them"
- Free buses to/from the Market
- "Too many tour buses" - need their own designated area
- Concern about condition of roads
- The fewer cars the better
- Hard to find parking, have to walk far to get back to car
- Ok with removal of main parking structure, but please replace with affordable parking (and not send us to the Rideau Centre as its too expensive)

### Safety

- Visible police presence (on horseback would fit in with heritage)
- Recent shooting in the market concerning people
- Kids sleeping on the street and begging
- Regulate begging?

### Other

- Involve people from the Mission
- Footprints on the sidewalks - red, yellow, green = self guided tours
- Liked that the Market was busy, noisy, colourful
- Do something with the backs of buildings
- "This is Native land"
- First Nations statue in a prominent place
- Pow-wows, more First Nations elements
- "Promote Canada"
- Should be noisy and lively
- Public washrooms like at th Experimental Farm
- Involve university students
- Not enough places to sit
- "Just like a party city now"
- Signage and better enforcement
- Quincy Market in Boston a good example
- We love the William Street pilot project
- Provide affordable housing with the new residential high-rises in the market area

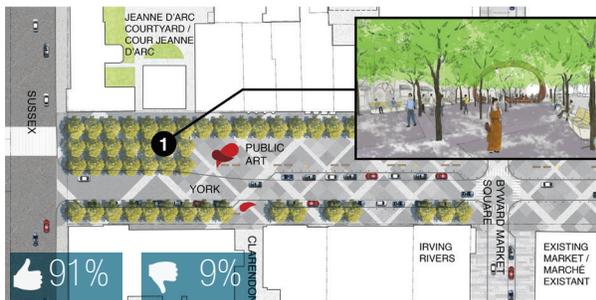
## Response to Design Options - Online Survey

The following is a record of the results of the survey of the preliminary design concepts for each of the streets. The survey asked for “thumbs up/thumbs down” in response to the design direction proposed for various locations along each street in the ByWard Market Public Realm Plan. In addition, over 1300 comments were received. A summary of the key themes represented in the comments are included following each survey question.

### YORK STREET AND GEORGE STREET

#### York Street 1

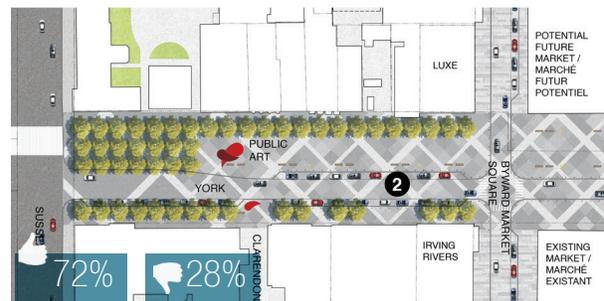
Extending the trees of Major’s Hill Park into ByWard Market as a gateway, creating a ‘frame’ to York Street and a place for new public art. Public art is an opportunity for cultural and heritage interpretation.



- Remove all street parking
- Move trees
- No vehicle traffic
- No loss of parking
- Make entire street available for public art and children’s activities
- Only emergency vehicles
- Don’t hide access to courtyards
- Increase parking / keep parking
- Need dedicated cycling
- Public art not needed

#### York Street 2

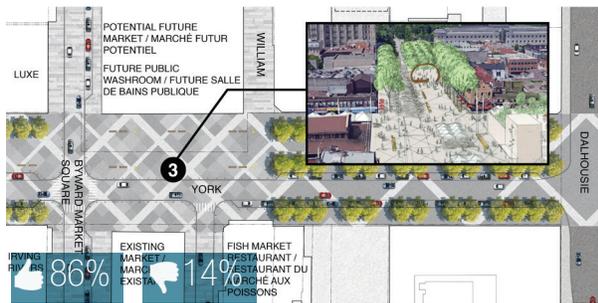
A paving treatment (unique to York Street) is applied across the entire right-of-way, with no curbs and extending to William Street.



- Cars will park everywhere
- Need to differentiate between road and sidewalk
- Remove cars
- Get rid of street parking
- Wider sidewalks
- Need more parking
- Provide dedicated cycling
- Looks like a road

### York Street 3

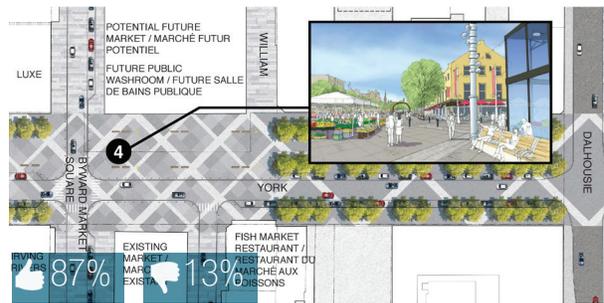
A flexible market plaza space along York for outdoor vending and community events.



- Flex space means cars will dominate
- More stalls / don't need more vendors
- Stalls should face street, not sidewalk No car traffic
- No parking
- Need more parking
- Add bike facilities
- Need trees

### York Street 4

Tall arching street trees along the whole length of York Street.



- Market is not a park, creating vast greenery is misguided
- Remove vehicles except delivery and vendors
- Need to be able to park
- Remove parking
- Need public washrooms, waste receptacles, benches
- Show cycling facilities
- More trees, mature trees, diversity of trees

### York Street 5

A middle row of street trees in low planters that have seating along the edge.



- Where will vendors go?
- Remove trees and parking
- Too much landscaping spoils market ambiance
- Planters will be used for garbage
- Need dedicated cycling
- Don't remove parking
- Add chess tables/games
- Benches with arm rests/ no arm rests

### York Street 6

A promenade that can be shared with cars to access driveways on the north side of York Street.



- Remove cars
- Close to cars in summer
- Get rid of street parking
- Where is the parking?

## York Street 7

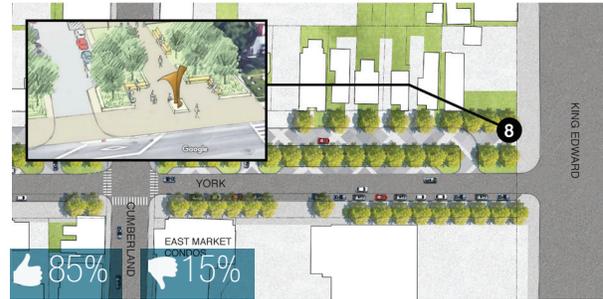
A 'garden street' treatment for the east end of York Street with formal street trees in lawn areas.



- Downtown Ottawa doesn't need another park
- Needs a holistic overhaul
- Pedestrian only
- Dedicated protected cycling
- Not ByWard Garden - need clients for restaurants

## York Street 8

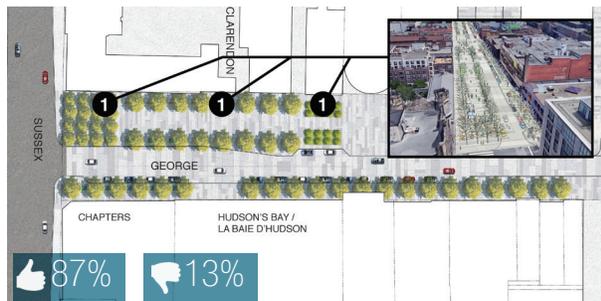
Public art that creates a gateway at King Edward and can be viewed along the promenade.



- Great for traffic calming
- Get rid of street parking
- Help to integrate Lowertown with ByWard
- Public art will block views
- Need to show bike lanes
- Public art is not needed

## George Street 1

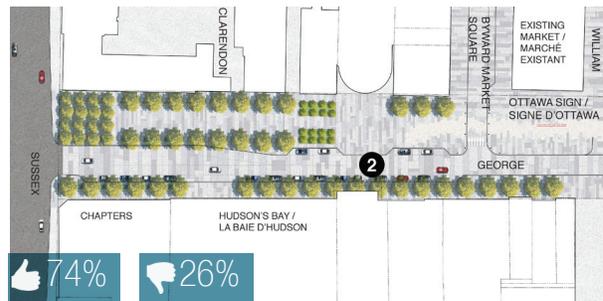
Using different species of trees to create outdoor rooms with seasonal variety.



- Move benches
- Concerned about health of trees
- Diversity of trees, native trees
- Need bike lanes
- Remove parking

## George Street 2

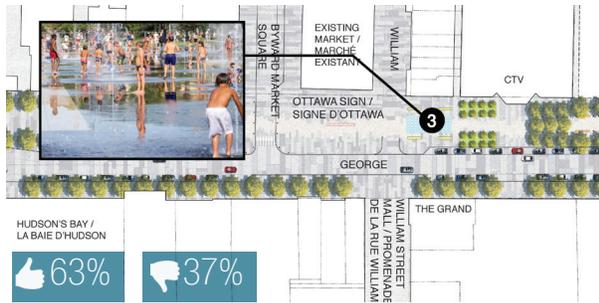
A paving treatment (unique to the Market Core) is applied across the entire right-of-way for George.



- What about this is unique?
- Car free
- Separated cycling facilities
- Remove on-street parking
- Need curb to delineate parking
- Don't remove parking
- Accessibility?
- Where will tour buses park?
- Paving will be covered in snow for months
- This treatment makes it confusing and unsafe for pedestrians

### George Street 3

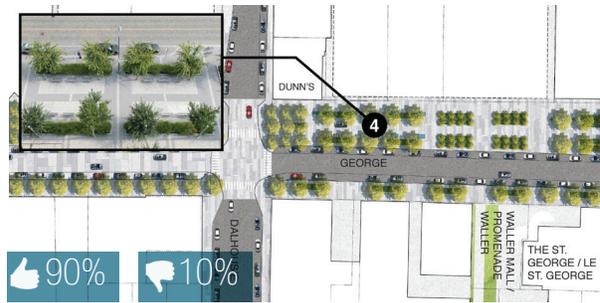
Playful water jets and a special paving pattern references the former By Wash.



- A tub for street people excellent idea; out of place in market
- Too close to traffic
- Removes much needed parking
- Need public washroom close by
- Space is too confined
- Need a space for children and families
- Remove all traffic and parking

### George Street 4

A 'greener' treatment for the east end of George Street with large planters and street trees.



- Not a park, City has enough parks
- Get rid of on-street parking
- How will loading be addressed?
- Cycling infrastructure
- Don't block storefronts with trees
- Include vendors under trees

### George Street 5

Modular, movable street furniture systems that can be configured for daily use and special events.



- Must be cleaned; costly and useless
- Not movable
- More shade
- Injects creativity
- Invite undesirable
- Looks cheap
- Love the idea
- ByWard Market is not a living room

### George Street 6

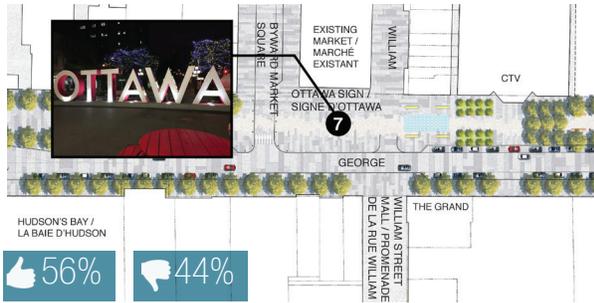
Themed areas along George Street with different furniture and activities catering to different interests.



- No skate park, especially for children and toddlers
- Outdoor exercise
- Geared to residents, not just tourists
- Warming stations
- Embrace skateboarding
- Will become outdated

## George Street 7

Relocating a new Ottawa sign near the heritage Market building.

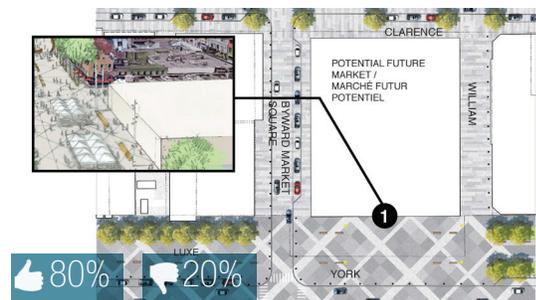


- Current location has a better backdrop with Majors Hill
- Not good to take up seating/resting area where it's being suggested for relocation
- Place it somewhere more prominent
- Don't want the sign
- Could have rotating locations
- Would create a gateway to the market
- Ruins the historical look of the market
- Needs a backdrop so it doesn't read AWATTO / no, that's a cool playful idea

## MARKET CORE, CLARENCE STREET AND DALHOUSIE STREET

### Market Core 1

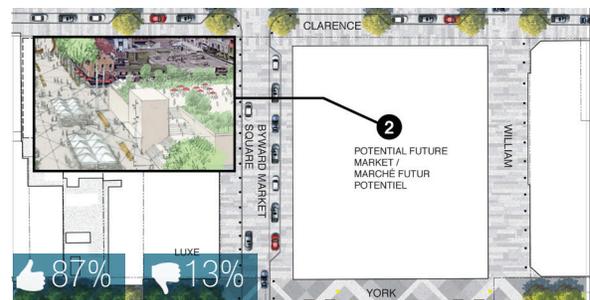
A potential new market and mixed use building that is appropriately set to create a new plaza between the new and existing Market.



- Consider a large open space/square
- Need washrooms
- Want to take away parking
- Don't make too cores
- Will take away from charm of Market
- A produce market is much needed
- Will have to include parking
- Just get rid of cars and trucks and everything will blossom, don't need a new building for that
- Ottawa is missing a permanent market building

### Market Core 2

The potential for a public space on the roof of the new market and mixed use building, showcasing the majestic view of the Market Core and Parliament Hill.



- Would prefer open space on ground
- Great views
- Could be used for performances, screenings, restaurants, patio
- Will not be used
- No new building
- Gardens
- Will create noise

### Market Core 3

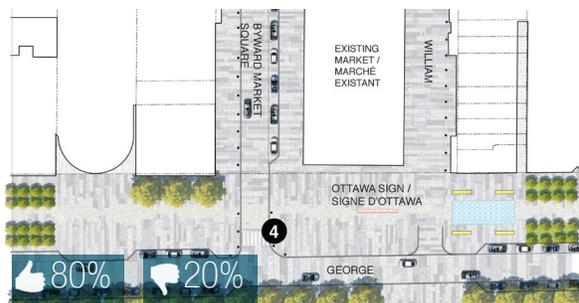
ByWard Market Square is made into a two-way seasonal street. William Street becomes a pedestrian space.



- Need cycling routes north/south
- All streets should be pedestrian only all year
- As much of market as possible should be car free, except for vendors and residents
- Both should be pedestrian only
- Only one way
- Don't close it seasonally

### Market Core 4

Movable bollards on ByWard Market Square for guiding vehicles when the street is open to traffic in the winter season.



- No traffic in any season
- Allow deliveries
- Movable bollards are ugly, just have no cars
- Should be open all year for help with traffic congestion

### Clarence Street 1

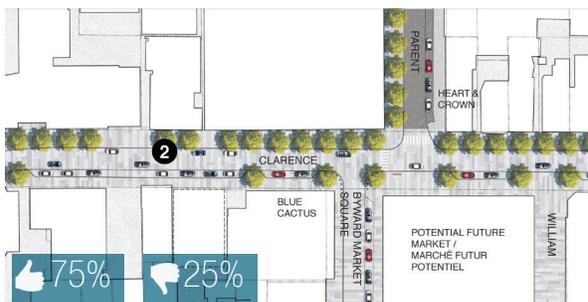
Defining a generous pedestrian clearway along the north side of the street by removing a row of on-street parking. Patio zone is against the buildings.



- Need bike lane
- Pedestrian space all year
- Remove all cars and parking
- Reduce width of patios
- Don't remove parking
- Will create more noise
- Merchants are already suffering with not enough parking

### Clarence Street 2

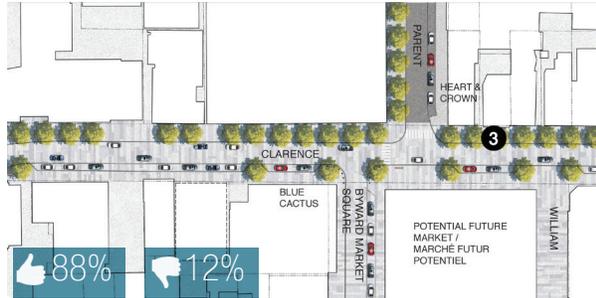
A paving treatment (unique to the Market Core) is applied across the entire right-of-way, with curbs to define the vehicular surface.



- Heated sidewalks in winter
- Bike lanes?
- Less vehicle space
- Make sure curbs are high enough and very well defined
- Prioritize pedestrian movement
- Controls speeders

### Clarence Street 3

Defining a patio zone along the north side of the street with street trees along the edge.



- Get rid of all parking
- Need bike lanes
- Traffic for deliveries only
- Don't expand patios
- Patios are excellent, but not next to cars
- Reduce width of patio
- Trees on both sides

### Clarence Street 4

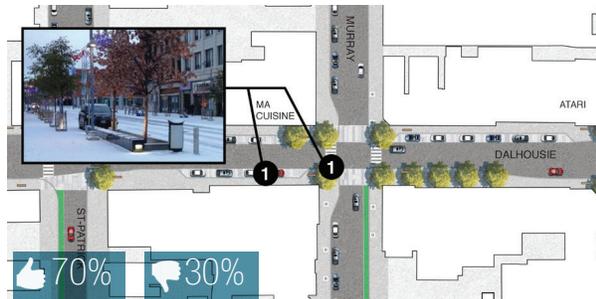
Allowing patios to occupy on-street parking spots in the summer time along the south side.



- Don't waste more space for patios
- Additional parking
- Allow patios year round
- Remove all travel lanes and parking
- Cars need to get into Market
- Use removable bollards to make seasonal change in car traffic

### Dalhousie Street 1

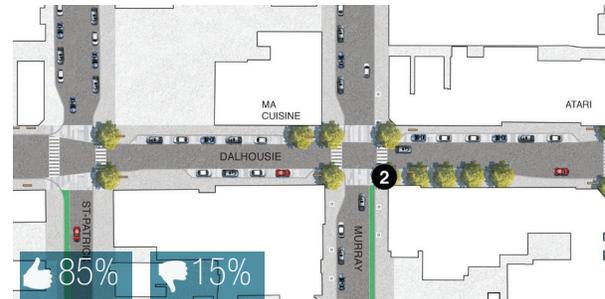
The Market Core paving treatment is applied to on-street parkings, which are raised with low curbs. This treatment may extend up to Cathcart Street.



- Treatment in parking space should be different from sidewalk
- Get rid of cars
- Show bike lanes

### Dalhousie Street 2

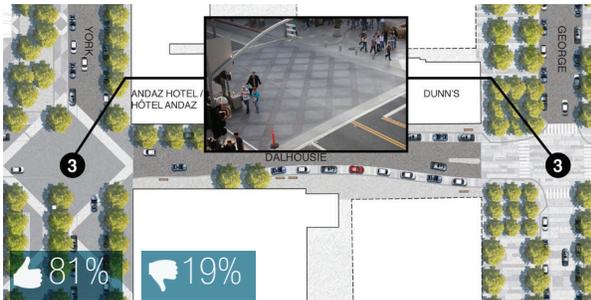
Tree planting at intersections and wherever there is available space in the middle of the block.



- Show bike lanes
- Concerned about visibility with too many trees
- Get rid of parking
- Need to have better maintenance of street trees

### Dalhousie Street 3

Extending the street treatment of York and George across Dalhousie.



- Close to cars / slow cars
- May be confusing to people, leading to think it's pedestrian only
- Clarify cycling
- Focus on Market area, not Dalhousie

### OTHER STREETS

#### Parent Avenue 1

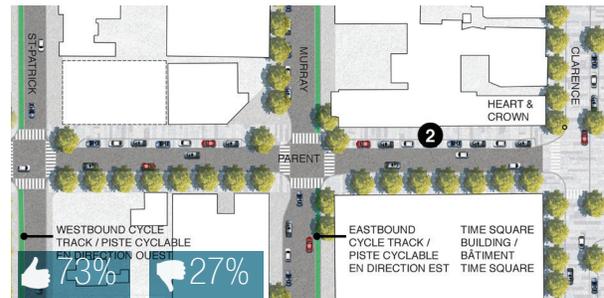
Allowing patios to occupy on-street parking spaces in the summer time.



- Remove parking in favour of patio space
- Patios next to buildings, boardwalk over parking space is better
- Need more parking
- Where are bike lanes?

#### Parent Avenue 2

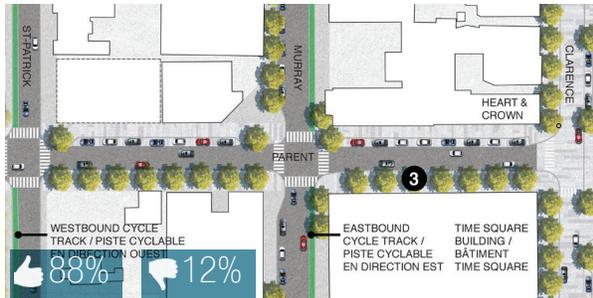
The Market Core paving treatment is applied to the sidewalk and on-street parking areas.



- Can't remove parking
- Get rid of parking
- Must be accessible
- Sidewalk is too narrow for mature trees.

### Parent Avenue 3

Defining a generous pedestrian clearway along the west side of the street.



- Get rid of parking
- Need cycling infrastructure
- Pedestrian only

### Parent Avenue 4

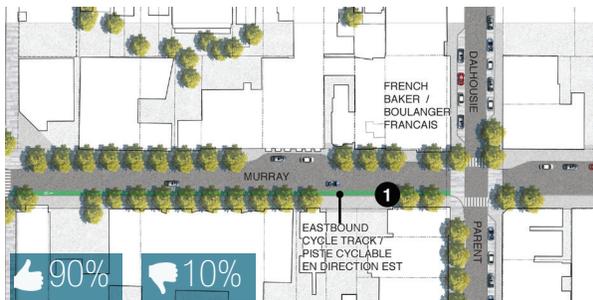
Defining a market/patio zone up against the building edge with street trees along the other edge.



- Trees on both sides
- Already too many patios
- Limit delivery for mornings
- Get rid of street parking and have big sidewalks
- Add play zone / more family friendly
- Can't remove any street parking
- Limit width of patio

### Murray Street 1

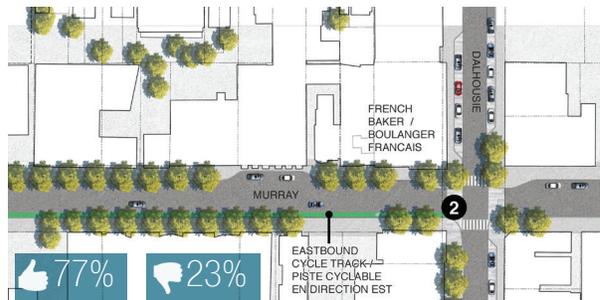
Planting new street trees along the sidewalk between Parent and Dalhousie.



- Narrow street and make pedestrian priority
- Mature trees planted in a way to ensure they survive
- Raise a cycle track

### Murray Street 2

Using decorative accent paving at intersections to identify Murray Street as part of ByWard Market.



- Get rid of cars
- Pavers heave and shift
- Will benefit businesses
- Waste of money

## St Patrick Street 1

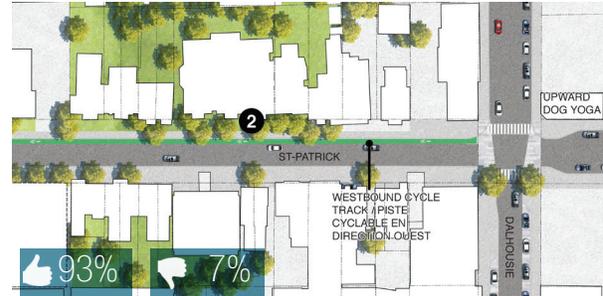
Using decorative accent paving at intersections to identify St. Patrick as part of ByWard Market.



- Get rid of parking
- Don't include as it's an urban expressway
- Narrow street for pedestrian priority
- Raise cycle track

## St Patrick Street 2

Planting new street trees in grass areas where there are gaps and opportunities.



- Add directional signage
- Move trees, make sure they don't interfere with cycle track