

NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

**No.** 2018-P104

**To** Board of Directors

**For:** DECISION

**Date** 2018-06-21

### Subject/Title

Approval of the Ottawa River South Shore Riverfront Park Plan

### Summary

- To present the final draft version of the Ottawa River South Shore Riverfront Park Plan (along the Sir John A. Macdonald Parkway) and obtain the approval of the Board of Directors.

### Risk Summary

- N/A

### Recommendations

- That the final version of the Ottawa River South Shore Riverfront Park Plan be approved by the Board of Directors;
- That Federal Land Use Approval of the Ottawa River South Shore Riverfront Park Plan be granted and become effective once signed;
- That the signature of the Federal Land Use Approval document be delegated to the Executive Director, Capital Planning Branch; and
- That the Executive Director, Public and Corporate Affairs in cooperation with the Executive Director, Capital Planning launch the process of naming the *Ottawa River South Shore Riverfront Park* and report back to the Board with a recommendation based on the criteria and process outlined in the NCC Policy on Toponymy.

#### Submitted by:

Daniel Champagne, Executive Director, Capital Planning Branch  
Name

\_\_\_\_\_  
Signature

## 1. Strategic Priorities

- Corporate priorities:
  - Offer public access and new connections for Canadians to discover the shorelines and waterways.
  - Modernize the NCC's planning framework.
  - Be a value-added partner in support of Canada's Capital Region.
- Plan for Canada's Capital (2017-2067) – the Park is one of the key milestone projects.
- Capital Urban Lands Plan (CULP), 2015
- Draft Updated Parkways Policy
- The Concept for 2.4 km Section of the Park– Board approved September 2016

## 2. Authority

*National Capital Act*, Sections 10, 11, and 12.

## 3. Context

The Park planning process was launched in 2014 in parallel with the Western Light Rail 100 Day Agreement between the NCC and the City of Ottawa. Immediate focus was placed early in the process on the 2.4 km stretch of the Park between Westboro Beach (east of Dominion LRT Station) and Woodroffe Avenue (west of Cleary Station) affected by the light rail project to respect the City's deadlines. The concept for this section of the park was approved by the Board in September 2016. The Project Team then focused on completing the full 9 km Park Plan, which stretches along the Ottawa River between Mud Lake and LeBreton Flats (see Map at Appendix 1). The evolution of the Plan was presented to ACPDR and the Board of Directors at key milestones, as identified in Section 8. The excerpts of the minutes are available at Appendix 2.

In January 2018, staff presented the draft plan to the Board of Directors for comments and informed the Board that the final consultation with stakeholders and public was being launched. Board members commended staff for the quality document, and provided comments that were reviewed and taken into account by staff. The input from the consultation was also considered and guided the refinements to the text, graphics and the layout. The Consultation Report on the draft plan is presented at Appendix 3.

The Plan establishes a long term vision, policies, strategies and guidelines for the federal lands along the riverfront. It provides a framework to protect and enhance environmental quality, cultural heritage, waterfront recreational experience and to improve connectivity. This Plan also serves as the basis for future federal land use, design and transaction approvals involving these lands.

Appendix 4 summarizes the Plan's roles and strategies whereas Appendix 5 highlights the key features by sectors. The final version of the Plan is available at Appendix 6.

A Strategic Environmental Assessment was completed and concluded that the implementation of the Plan would result in significant positive environmental and social impacts on Canada's Capital Region. The Executive Summary is in an appendix to the Plan at Appendix 6.

An action plan, to be developed by Capital Stewardship, will help guide implementation of the Plan over time. More detailed area-specific and design studies, consultations as well as confirmation of budget commitments will be required before proceeding with realization of the recommended Park Plan actions. Some actions will occur in the short and medium term on the 2.4 km stretch of the Park affected by the light rail project. The financial commitment of \$30 million by the City associated with the light rail project will kick start the implementation process. Other actions will likely be implemented over the longer term.

The Federal Land Use Approval at Appendix 7 recommends Board approval of the Plan in accordance with the *National Capital Act*.

## 5. Financial Details

The Plan was developed by NCC staff with a budget of \$160,000 including all public consultations activities and technical support studies over the last four years.

## 6. Opportunities and Expected Results

The Plan represents a significant opportunity for the NCC to capitalize on the scenic, natural, heritage and cultural qualities of the riverfront and achieves its corporate priority of enhancing public access and attractiveness of Capital waterfronts.

Approval of the Plan will allow the NCC to move forward with implementation of the Park.

## 7. Risks and Mitigation Measures

No risks are envisioned at this stage of the project.

## 8. Consultations and Communications

- Public & Stakeholder Consultation – Issues and Opportunities May 2014
- Public & Stakeholder Consultation – Preliminary Concept May 2015
- Input from ACPDR May 2015
- Public & Stakeholder Consultation – Revised Concept (9 km) and Concept Options for the 2.4 km (WLRT) March 2016
- Quantitative poll survey (Ottawa west residents) March 2016
- Input from ACPDR May 2016
- Input and approval from Board of Directors September 2016
- Input from ACPDR December 2016

- |   |                |
|---|----------------|
| • PCH Update and Thematic Workshop                                      | January 2017   |
| • Kitigan Zibi Dialogue, Maniwaki                                       | March 2017     |
| • Westboro Residents – Atlantis   | April 2017     |
| • Westboro Community Association  | Sept. 2017     |
| • ACPDR Site Tour and Comments  | August 2017    |
| • PCH – Consultation on draft Plan                                      | October 2017   |
| • Algonquins of Pikwakanagan  | November 2017  |
| • PSPC – Consultation on draft Plan                                     | December 2017  |
| • City of Ottawa, RVCA Ottawa River Keeper – Consultation on draft plan | December 2017  |
| • Public & Stakeholder Consultation – Draft Plan                        | Jan.-Feb. 2018 |
| • Input from Board of Directors   | January 2018   |
| • Input from ACPDR  | March 2018     |

## 9. Next Steps

Action Plan to be prepared by Capital Stewardship: 2019-2020

## 10. List of Appendices

Appendix 1 – Study Area

Appendix 2 – Excerpts of Minutes of ACPDR and Board Meetings

Appendix 3 – Consultation Report on the Draft Plan

Appendix 4 – Summary of Draft Plan's Roles and Strategies

Appendix 5 – Highlights by Sectors

Appendix 6 – Final version of the Ottawa River South Shore Riverfront Park Plan  
(available on the NCC website)

Appendix 7 – Federal Land Use Approval

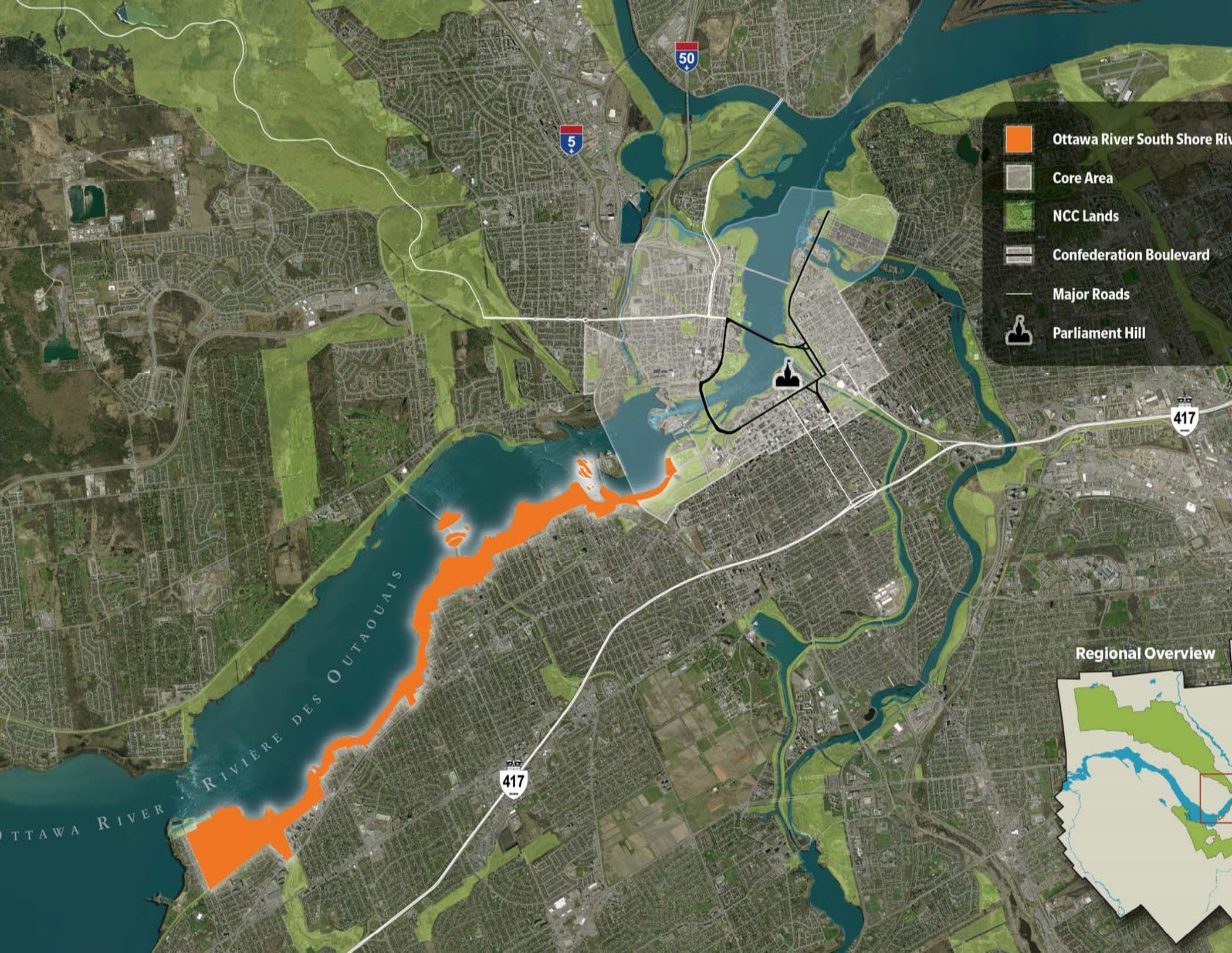
## 11. Authors of the Submission

Daniel Champagne, Executive Director, Capital Planning Branch (CP)

Lucie Bureau, Director, Long-Range Planning and Transportation, CP

Sylvie Lalonde, Senior Planner, Long-Range Planning and Transportation, CP

Arto Keklikian, Senior Planner, Long-Range Planning and Transportation, CP



-  Ottawa River South Shore River
-  Core Area
-  NCC Lands
-  Confederation Boulevard
-  Major Roads
-  Parliament Hill

Regional Overview





The word 'Canada' in a stylized, serif font with a small crown over the 'a'.

Excerpt of the Minutes of the  
Advisory Committee  
on Planning, Design and Realty  
Meeting of May 7 and 8, 2015

Extrait du procès-verbal du  
Comité consultatif  
de l'urbanisme, du design et de l'immobilier  
Séance des 7 et 8 mai 2015

**2015-P104e - Sir John A. Macdonald Waterfront  
Linear Park Draft Concept (C)**

Members received a presentation on the draft concept for the Sir John A. Macdonald Waterfront Linear Park. They made the following comments:

The park should be driven by the principle “more park, less way”.

The road design should slow down the pace of traffic, as it was intended in the original plan. The heritage argument should be used.

The NCC's own Parkway Policy principles should be applied (experience more than transportation). Examples of successful linear parks should be used (i.e. Monterey County, California).

Primacy should be given to people over vehicular traffic through changes in the surface, preeminent pedestrian crossings, etc.

The sense of arrival to the core of the capital should be enhanced.

Pathways should be disentangled, and modes of active transportation should be mixed to slow down the pace.

Each parkway should have its own identity, with a specific palette of materials.

Natural processes should be used to lessen the footprint on the land (sewage and rainwater management).

Landscape imperatives should guide the whole process.

This project should be leveraged for place making, and partners should be engaged for the social aspect.

**2015-P104f - Parc linéaire de la promenade Sir  
John A. Macdonald (C)**

Les membres assistent à une présentation sur le concept préliminaire du parc linéaire riverain de la promenade Sir John A. Macdonald. Ils font les commentaires suivants :

Le parc devrait être mû par le principe « plus de parc moins de route ».

La conception de la route devrait ralentir le rythme de la circulation, comme c'était prévu dans le plan d'origine. On devrait utiliser l'argument du patrimoine.

On devrait appliquer les principes de la Politique des promenades de la CCN (plus expérience que transport). On devrait utiliser des exemples de parcs linéaires réussis (p.ex. comté de Monterey en Californie).

On devrait donner la primauté aux gens par rapport à la circulation des véhicules grâce à des changements dans le revêtement, des passages pour piétons évidents, etc.

On devrait mettre en valeur l'impression d'arrivée au cœur de la capitale.

On devrait démêler les sentiers, et mélanger les modes de transports actifs afin de ralentir le rythme.

Chaque promenade devrait avoir son identité propre, avec un éventail de matériaux spécifiques.

On devrait utiliser les processus naturels pour diminuer l'empreinte sur la terre (égouts et gestion des eaux de pluie).

Le processus en entier devrait être guidé par les exigences de l'aménagement paysager.

On devrait utiliser l'effet de levier pour la création du lieu, en impliquant les partenaires pour l'aspect social.



**2015-P104e - Sir John A. Macdonald Waterfront  
Linear Park Draft Concept (C)**

**2015-P104f - Parc linéaire de la promenade Sir  
John A. Macdonald (C)**

Committee Secretary

Secrétaire des comités

Caroline Bied



Canada

Excerpt of the Minutes of the  
Advisory Committee  
on Planning, Design and Realty  
Meeting of May 5 and 6, 2016

Extrait du procès-verbal du  
Comité consultatif  
de l'urbanisme, du design et de l'immobilier  
Séance des 5 et 6 mai 2016

**2016-P104e - Sir John A. Macdonald Riverfront  
Linear Park Concept and Demonstration Plans  
(C)**

**2016-P104f - Parc linéaire riverain Sir-John-A.-  
Macdonald (SJAM) – concept et plans de  
démonstration (C)**

Members received a presentation on the concept and demonstration plans for the proposed Sir John A. Macdonald Riverfront Linear Park. They offered the following advice:

The plan is thorough, and clearly articulated. The analysis and approach, such as allowing people to participate and to own the projects are interesting.

It was premature to conduct a poll survey to determine the 2-lane versus the 4-lane scenarios before the implementation of the Western LRT. Additional parking might not be needed with a better access by public transit.

Parking could be along the road, which would result in less asphalted surfaces. Some members were of the opinion that cars do not belong on waterfronts. All modes of transport could be accommodated in one corridor. Pedestrians and cyclists should be segregated. Visitors should be able to stop along the way.

Members favored the 2-lane option, noting that traffic can function well with 2 lanes, citing the example of the Niagara Parkway.

There are important distinctive merits in parklands developed by the City and parklike settings along NCC parkways. For example, the quality of the green corridor along the Airport Parkway has degraded since it was transferred from the NCC to the City.

There is a great opportunity to think about the complete 9 km stretch of riverfront park and the way the neighbourhoods are connected to each

Les membres assistent à une présentation sur le concept et les plans de démonstration pour le parc linéaire riverain Sir-John-A.-Macdonald. Ils offrent les conseils suivants :

Le plan est complet, et clairement exprimé. L'analyse et la démarche sont intéressantes, comme le fait de permettre aux gens de participer et de s'appropriier les projets.

Il était prématuré d'effectuer un sondage pour déterminer les scénarios des deux voies par opposition aux quatre voies avant la mise en œuvre du tracé du train léger vers l'ouest. Il se peut qu'on n'ait pas besoin d'espaces de stationnement supplémentaires avec un meilleur accès par transports en commun.

Le stationnement pourrait se situer le long de la route, ce qui entraînerait moins de surfaces asphaltées. Certains membres pensent que les autos n'ont rien à faire au bord de l'eau. Tous les modes de transport pourraient être accommodés dans un seul corridor. Piétons et cyclistes devraient être séparés. Les visiteurs devraient pouvoir s'arrêter en chemin.

Les membres préfèrent l'option à deux voies, et font remarquer que la circulation peut bien fonctionner sur deux voies. Ils citent l'exemple du Niagara Parkway.

Il y a des avantages importants et distincts dans les parcs aménagés par la Ville et les lieux apparentés à des parcs le long des promenades de la CCN. Par exemple, la qualité du corridor écologique le long de la promenade de l'aéroport s'est dégradée depuis qu'elle a été transférée de la CCN à la Ville.

Il existe une importante opportunité quand on pense au ruban complet de 9 km de parc riverain et à la façon dont les quartiers se connectent à chaque



Canada

**2016-P104e - Sir John A. Macdonald Riverfront  
Linear Park Concept and Demonstration Plans  
(C)**

portion. People should be able to leave the urban setting behind to enjoy a special experience along the river. The footprint and structures should be light.

There is continuity in the diversity of experiences, which is the reflection of the river itself. Views of the river from Richmond Road are not mandatory. However, windows to the park from Richmond Road will be important. It would be useful to explore the definition of the edge.

Rochester Field, Scenario 3, is a long-term objective that could be achieved in phases over time, and is subject to market conditions for commercial-type development in the area.

The concept offers a good balance of animation nodes with varied intensities.

Committee Secretary

**2016-P104f - Parc linéaire riverain Sir-John-A.-  
Macdonald (SJAM) – concept et plans de  
démonstration (C)**

portion. Les gens devraient pouvoir abandonner le milieu urbain pour profiter d'une expérience spéciale le long de la rivière. L'empreinte et les structures devraient être légères.

Il existe une certaine continuité dans la diversité des expériences, ce qui est le reflet de la rivière elle-même. Les vues sur la rivière à partir du chemin Richmond ne sont pas obligatoires. Cependant, il est important qu'il y ait des fenêtres sur le parc. Il serait utile d'étudier la définition de bordure.

Le scénario 3 à Rochester Field est un objectif à long-terme qu'on pourrait mener à bien par phases successives. Il est sujet aux conditions du marché vis-à-vis de l'aménagement de type commercial dans le secteur.

Le concept présente un bon équilibre dans la variété de l'intensité des aires d'animation.

Secrétaire des comités

Caroline Bied



Excerpt of the Minutes of the

Advisory Committee  
on Planning, Design and Realty

Meeting of December 1st, 2016

**2016-P104e - Sir John A. Macdonald (SJAM)  
Riverfront Linear Park: Rochester Field Design  
Concept and Western Light Rail Transit (WLRT)  
Project on NCC Lands (C)**

Members attended a presentation on the Design Concept for the Sir John A. Macdonald Riverfront Linear Park at Rochester Field, and on the Western Light Rail Transit Project on NCC Lands.

#### Sir John A. Macdonald Linear Park

##### Alley

The maintenance of a visual access from Richmond Road to the water edge is too strict and too rigid. The alley needs more complexity, moving from an urban environment on Richmond Road to a more natural environment through copses of trees.

If buildings are built on Richmond Road, the connection between the river and the neighbourhoods to the south will be compromised.

The alley should end with a landmark rather than a belvedere, like a work of art visible from the south.

It would be worth interrupting the linearity of the alley with natural landscape.

##### Water Element

The water story is fragmented: skating is one aspect, but the story could also be pursued through trees and lighting.

Some members were of the opinion that water

Extrait du procès-verbal du

Comité consultatif  
de l'urbanisme, du design et de l'immobilier

Séance du 1er décembre 2016

**2016-P104f - Parc linéaire riverain Sir-John-A.-  
Macdonald (SJAM) : concept d'aménagement du  
Pré Rochester et projet de prolongement du TLR  
en direction ouest sur les terrains de la CCN (C)**

Les membres assistent à une présentation sur le concept d'aménagement du Parc linéaire riverain Sir-John-A.-Macdonald au niveau du Pré Rochester, et sur le projet de prolongement du train léger sur rail en direction ouest sur les terrains de la CCN.

#### Parc linéaire riverain Sir-John-A.-Macdonald

##### Allée

Le maintien d'un accès visuel à partir du chemin Richmond vers le bord de l'eau est trop strict et trop rigide. L'allée a besoin de plus de complexité, allant d'un milieu urbain sur le chemin Richmond vers un milieu plus naturel en passant par des bosquets d'arbres.

Si des bâtiments sont construits sur le chemin Richmond, la connexion entre la rivière et les quartiers du sud va être compromise.

L'allée devrait se terminer par un point de repère plutôt qu'un belvédère, comme une œuvre d'art visible à partir du sud.

Il conviendrait d'interrompre la linéarité de l'allée par un aménagement paysager naturel.

##### Plan d'eau

Le récit lié à l'eau est fragmenté : patiner représente un aspect, mais le récit pourrait également se faire grâce aux arbres et à l'éclairage.

Certains membres pensent que l'eau utilise



**2016-P104e - Sir John A. Macdonald (SJAM)  
Riverfront Linear Park: Rochester Field Design  
Concept and Western Light Rail Transit (WLRT)  
Project on NCC Lands (C)**

uses a lot of energy, and having many water elements along the way is superfluous. The river should be the focus.

Pavilion

It should be isolated, to invite people further in the park from Richmond Road, and in relation with the heritage building on the site.

Public Art

Public art should be integrated in the project from the beginning, or it will be an afterthought and might not work well with the rest of the design.

Crossing

A crossing at grade does not seem the best solution. Crossing above or under should be explored. It could be an opportunity to challenge the usual practice about crossings.

Theme

The Scottish tartan used as a pattern is appreciated. However, a non-European settlement pattern should be integrated as well.

The narrative should focus on aboriginal experience, from nature to the different forms of agriculture.

The evolution of urban transportation should be added to the theme. The LRT should be more evident from the park to highlight urban transportation as an important achievement. Train portals should not be hidden, in order to help convey the message that LRT and Linear Park can coexist with solid planning.

**2016-P104f - Parc linéaire riverain Sir-John-A.-  
Macdonald (SJAM) : concept d'aménagement du  
Pré Rochester et projet de prolongement du TLR  
en direction ouest sur les terrains de la CCN (C)**

beaucoup d'énergie et qu'il est superflu d'avoir plusieurs éléments liés à l'eau le long du parcours. On devrait se concentrer sur la rivière.

Pavillon

Il devrait être isolé, pour inviter les gens plus loin dans le parc à partir du chemin Richmond, et en relation avec le bâtiment patrimonial du site.

Art public

L'art public devrait être intégré dans le projet dès le début, sans quoi il sera surimposé et pourrait ne pas bien concorder avec le reste du concept.

Intersection

Une intersection au niveau de la rue ne semble pas être la meilleure solution. On devrait étudier la possibilité d'un passage aérien ou souterrain. Cela pourrait être une occasion de remettre en question la pratique habituelle vis-à-vis des intersections.

Thème

On apprécie les carreaux écossais utilisés comme trame. Cependant, on devrait également intégrer une trame qui fait référence à l'installation non-européenne.

Le récit devrait se concentrer sur l'expérience indigène, de la nature jusqu'aux différentes formes d'agriculture.

On devrait ajouter l'évolution des transports urbains au thème. Le TLR devrait être plus évident à partir du parc, afin de montrer que les transports urbains sont une réalisation importante. Les têtes de tunnel ne devraient pas être cachées, pour qu'on transmette le message que TLR et parc linéaire peuvent coexister grâce à une solide planification.



**2016-P104e - Sir John A. Macdonald (SJAM)  
Riverfront Linear Park: Rochester Field Design  
Concept and Western Light Rail Transit (WLRT)  
Project on NCC Lands (C)**

**2016-P104f - Parc linéaire riverain Sir-John-A.-  
Macdonald (SJAM) : concept d'aménagement du  
Pré Rochester et projet de prolongement du TLR  
en direction ouest sur les terrains de la CCN (C)**

Sustainability

There should be an overall environmental strategy throughout the site: movement of water, wind and shadow studies, LED lighting, net zero energy use, etc.

Parkway

The possibility of reducing the parkway to two lanes should stay open.

The LRT should guide the park's design.

The parkway is a unique scenic route that should remain distinct with a different purpose. The City should not assume the parkway as part of its transportation network, and should be able to function without it.

Light Rail Transit

Visual Impact

There should be a balance between screening the train and protecting the views, and celebrating the arrival of rapid transit as a great achievement for the city.

Technology (GIS) should be used to evaluate precisely what views will be impacted, and what mitigations measures can be adopted as a result.

Chain links should not be too close to the portals, or they will collect debris.

Environmental Concerns

Best practices should be used for all buildings related to the LRT, stations as well as mechanical buildings.

Hiring a hydrology specialist will be essential to ensure measures are taken to replenish the water table that will be affected by underground

Durabilité

Il devrait y avoir une stratégie environnementale d'ensemble partout sur le site: mouvement de l'eau, études de vent et d'ombre, éclairage DEL, utilisation énergétique nulle, etc.

Promenade

La possibilité de réduire la promenade à deux voies de circulation devrait rester ouverte.

Le TLR devrait guider la conception du parc.

La promenade est une route panoramique unique qui devrait rester distincte et avoir une finalité différente. La Ville ne devrait pas prendre pour acquis que la promenade fait partie de son réseau de transport, et devrait pouvoir fonctionner sans.

Train léger sur rail

Impact visuel

Il devrait y avoir un équilibre entre masquer le train et protéger les vues, et célébrer la grande réalisation que représente l'arrivée du transport rapide pour la ville.

On devrait utiliser la technologie (SIG) afin d'évaluer précisément quelles vues vont être affectées, et quelles mesures d'atténuation pourraient être adoptées en conséquence.

Les clôtures à mailles losangées ne devraient pas se trouver trop près des têtes de tunnel, par crainte d'accumulation des débris.

Préoccupations environnementales

On devrait utiliser les meilleures pratiques pour tous les bâtiments liés au TLR, stations comme bâtiments mécaniques.

Il serait crucial d'engager un spécialiste en hydrologie pour s'assurer que des mesures soient prises pour réalimenter la nappe phréatique qui



Canada

**2016-P104e - Sir John A. Macdonald (SJAM)  
Riverfront Linear Park: Rochester Field Design  
Concept and Western Light Rail Transit (WLRT)  
Project on NCC Lands (C)**

structures and tunnels.

Keeping the Cleary station out of the flood plain is a wise decision, as engineering solutions might not be efficient.

The 300-year threshold should be used instead of the 100-year one for storm water management.

Ventilation Plant

Energetic performance should drive the architecture of the building. It could be designed to a utilitarian purpose, and be underground and disappear entirely. Or it could be enhanced, and designed in the same architectural family as the station buildings.

Connections

Pedestrian bridges and underpasses should be celebrated and add to the users' experience: they should be safe, pleasant, and act as landmarks.

Restoration

The cost of restoration should be included in the P3 budget, and not be considered in the \$30 million allocated for park development.

Committee Secretary

**2016-P104f - Parc linéaire riverain Sir-John-A.-  
Macdonald (SJAM) : concept d'aménagement du  
Pré Rochester et projet de prolongement du TLR  
en direction ouest sur les terrains de la CCN (C)**

sera affectée par les structures souterraines et les tunnels.

Garder la station Cleary en dehors de la plaine d'inondation est une sage décision, car les solutions d'ingénierie risquent de ne pas être efficaces.

On devrait utiliser le seuil de 300 ans plutôt que celui de 100 ans pour la gestion des eaux de pluie.

Usine de ventilation

La performance énergétique devrait guider l'architecture du bâtiment. Il pourrait être conçu pour être utilitaire, et être souterrain et disparaître complètement. Ou il pourrait être mis en valeur, et conçu pour s'apparenter à l'architecture des bâtiments des stations.

Connexions

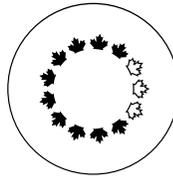
Les passerelles piétonnières et les passages souterrains devraient être célébrés et enrichir l'expérience des usagers: ils devraient être sécuritaires, agréables, et servir de points de repère.

Restauration

Le coût de la restauration devrait faire partie du budget du P3, et ne pas être inclus dans les 30 millions de dollars alloués à l'aménagement du parc.

Secrétaire des comités

Caroline Bied



## NATIONAL CAPITAL COMMISSION COMMISSION DE LA CAPITALE NATIONALE

Excerpt of the Minutes of the

Advisory Committee  
on Planning, Design and Realty

Meeting of March 1 and 2, 2018

2018-P104 - Draft Sir John A. Macdonald  
Riverfront Park Plan (C)

These minutes have not been approved yet.

Members received a presentation on the draft Sir John A. Macdonald Riverfront Park Plan. They commended the team for the plan and the graphics. They offered the following advice:

### Approach

- The planning approach and plan framework should be explained at the outset of the Plan to make it easier for the reader to understand.
- Technical background studies should be added to the document as reference material.

### Connectivity

- Extra work is needed on connectivity to the LRT stations.
- Access by public transit and from the rest of the pathway network should be easy year-round; pathways linking with transit access should be maintained in the winter.
- Use for active transportation should be taken into account, not only for leisure.

Extrait du procès-verbal du

Comité consultatif  
de l'urbanisme, du design et de l'immobilier

Séance des 1<sup>er</sup> et 2 mars 2018

2018-P104 - Version provisoire du Plan du  
parc riverain Sir-John-A.-Macdonald (C)

Ce procès-verbal n'a pas encore été approuvé.

Les membres reçoivent une présentation sur la version provisoire du Plan du parc riverain Sir-John-A.-Macdonald. Ils félicitent l'équipe pour le plan et les illustrations. Ils offrent les conseils suivants :

### Méthode

- La méthode de planification et le cadre du plan devraient être expliqués dès le début du plan pour que le lecteur puisse le comprendre plus facilement.
- On devrait ajouter les études techniques préliminaires au document comme matériel de référence.

### Connectivité

- Le raccordement avec les stations de train léger nécessitent plus de travail.
- L'accès par le transport en commun et à partir du reste du réseau de sentiers devrait être aisé tout au long de l'année; les sentiers liés à l'accès au transport en commun devraient être entretenus en hiver.
- L'utilisation pour les transports actifs devraient être pris en compte, pas seulement pour les loisirs.

2018-P104 - Draft Sir John A. Macdonald  
Riverfront Park Plan (C)

2018-P104 - Version provisoire du Plan du  
parc riverain Sir-John-A.-Macdonald (C)

These minutes have not been approved yet.

Ce procès-verbal n'a pas encore été approuvé.

- With forecast changes in demographics, drop-off zones and amenities will be needed for people with reduced mobility or who cannot walk long distances.

- Avec les changements prévus de la démographie, des zones de débarquement et des installations seront nécessaires pour les gens à mobilité réduite ou qui ne peuvent marcher sur de longues distances.

#### Climate Change

- 500-year flood plain mapping should be used, if possible, to mitigate climatic events in the future.
- Studies should be conducted on the impact of climate change on plant material. Native plants might not always be resilient.

#### Changements climatiques

- On devrait utiliser si possible la cartographie des zones affectées par les crues à récurrence de 500 ans pour atténuer les épisodes météorologiques à l'avenir.
- On devrait entreprendre des études sur les effets des changements climatiques sur la végétation. Les plantes indigènes ne sont pas toujours résilientes.

#### Contact with Urban Environment

Information about built environment and adjacent neighbourhoods could appear as a subtle pattern in the maps' background.

#### Contact avec le milieu urbain

Des renseignements sur le milieu bâti et les quartiers avoisinants pourraient apparaître en filigrane sur les cartes.

#### Access to the River

- Access to the river should be emphasized, especially in the context of climate change.
- Access to the river for leisure activities should be more evident in the document.

#### Accès à la rivière

- On devrait mettre en valeur l'accès à la rivière, surtout dans le contexte des changements climatiques.
- L'accès à la rivière pour les activités de loisirs devrait être plus évident dans le document.

#### Public Art

- A framework should be provided for public art.
- The connection between nature and culture could be shown through public art.

#### Art public

- On devrait fournir un cadre pour l'art public.
- Le lien entre nature et culture pourrait être démontré grâce à l'art public.

#### Lighting Strategy

- The lighting strategy should be included early on in the process.
- Fauna and migratory birds need to be protected.

#### Stratégie d'éclairage

- La stratégie d'éclairage devrait être incluse tôt dans le processus.
- La faune et les oiseaux migrateurs doivent être protégés.

#### Additional Considerations

- An idea competition could be a way to get ideas from professionals in design.

#### Autres considérations

- Un concours d'idées pourrait être une façon d'obtenir des idées de professionnels

2018-P104 - Draft Sir John A. Macdonald  
Riverfront Park Plan (C)

2018-P104 - Version provisoire du Plan du  
parc riverain Sir-John-A.-Macdonald (C)

These minutes have not been approved yet.

Ce procès-verbal n'a pas encore été approuvé.

- More illustrations and 3-D visualizations are needed to give a better idea of the look and feel of each place.

- en design.
- Plus d'illustrations et de représentations en trois dimensions sont nécessaires pour donner une meilleure idée de l'apparence et de l'ambiance des lieux.

Committee Secretary

Secrétaire des comités

Caroline Bied




---

**Board of Directors**


---

Meeting No. C-201611

**Monday, September 12, 2016**

40 Elgin Street, Ottawa

**PUBLIC MEETING**

---

**EXCERPT from the MINUTES**

The board of directors approved these minutes on November 24, 2016.

---

**2016-P21e - Sir John A. Macdonald Riverfront Park Concept Plan (2.4km section) and Western Light Rail (D)**

Having considered a recommendation by Claude Robert, it was moved by Michael Pankiw, seconded by Bob Plamondon, that:

1. the Sir John A. Macdonald Riverfront Park Concept for the 2.4 km segment affected by the Western LRT project, between Woodroffe Avenue and Westboro Beach be approved;
2. the distribution of categories of civil works and landscape architecture/design for implementation of the Riverfront Park on NCC lands in accordance with the May 2016 Agreement between the NCC and City as part of the Western LRT project on NCC lands be approved.

**MOTION CARRIED.**

Norman Hotson opposed the motion, and Kay Stanley abstained from voting.

Committee Secretary

CAROLINE BIED  
Secrétaire des comités

---

**Conseil d'administration**


---

Séance n° C-201611

**Le lundi 12 septembre 2016**

40, rue Elgin, Ottawa

**SÉANCE PUBLIQUE**

---

**EXTRAIT du PROCÈS-VERBAL**

Le conseil d'administration a approuvé ce procès-verbal le 24 novembre 2016.

---

**2016-P21f - Plan concept du parc riverain Sir-John-A.-Macdonald (section de 2,4km) et le corridor ouest du train léger sur rail (D)**

Ayant pris en considération une recommandation de Claude Robert, il est proposé par Michael Pankiw, appuyé par Bob Plamondon, que :

1. le plan concept du parc riverain Sir-John-A.-Macdonald pour le tronçon de 2,4 km touché par le projet de corridor ouest du TLR, entre l'avenue Woodroffe et la plage Westboro soit approuvé.
2. la répartition par catégorie des travaux de génie civil et d'architecture du paysage et de design pour la réalisation du parc riverain, conformément à l'entente de mai 2016 intervenue entre la CCN et la Ville d'Ottawa dans le contexte du projet du corridor ouest du TLR sur les terrains, soit approuvée.

**MOTION APPROUVÉE.**

Noman Hotson s'oppose à la motion, et Kay Stanley s'abstient de voter.



NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

# Ottawa River South Shore Riverfront Park Plan

PUBLIC CONSULTATION REPORT

JANUARY–FEBRUARY 2018

Canada

# Public Consultation: Ottawa River South Shore Riverfront Park Plan

---

## Table of Contents

Public Consultation: Ottawa River South Shore Riverfront Park Plan .....	1
I — Description.....	2
Background.....	2
Objectives.....	2
Consultation Overview .....	2
II — Consultation Process.....	4
Online Survey .....	4
III — Consultation Highlights .....	6
General Findings Regarding the Ottawa River South Shore Riverfront Park Plan .....	6
IV — Detailed Feedback.....	7
V — Integration of Results.....	34
VI — Next Steps.....	36
Appendices.....	37
Appendix 1 .....	37
Survey Questionnaire .....	<b>Error! Bookmark not defined.</b>

## I — Description

### Background

The National Capital Commission's (NCC) vision for the Ottawa River South Shore Riverfront Park is to reconnect people with the historic Ottawa River by increasing accessibility to its shorelines. Reimagining the Ottawa River South Shore Parkway corridor as a signature riverfront park will help us to make this vision a reality.

### Objectives

The main planning objectives of the Ottawa River South Shore Riverfront Park are as follows:

- creation of more shoreline park space
- seven activity nodes throughout the riverfront park, with varied recreational opportunities
- improved public access to the river
- public amenities (i.e. public washroom facilities, water fountains, seating and lookouts, bicycle parking, and food and beverage services)
- new and enhanced river views
- enhanced connectivity between the shoreline and communities
- safer, segregated cycling and walking paths
- protection and enhancement of natural aquatic and terrestrial habitats
- celebration of the area and the river heritage
- creation and enhancement of views and vistas
- replacement of invasive plants with native vegetation
- year-round recreational activities and public amenities

### Consultation Overview

The development of the park plan has been informed by public and stakeholder input via workshops and public consultations. These included:

- public consultations on proposed concepts (2014 and 2015)
- in-person consultation (March 23, 2016)
- online survey (March 23 to April 13, 2016)

- telephone survey of west Ottawa residents who regularly use the parkway (March 16 to April 1, 2016)

On the basis of the feedback collected as part of the initiatives listed above, a draft plan for the reimagining of the parkway corridor was articulated by the NCC and submitted for evaluation to members of the public via an online public consultation from January 25 to February 11, 2018. As part of this latest round of consultations, participants were invited to rate their satisfaction with the proposed plan and to provide detailed feedback on each of its components. This feedback is reviewed and analyzed in the present report.

## II — Consultation Process

### Online Survey

**Date:** January 25, 2018, to February 11, 2018

**Methodology:** The online survey was conducted by the NCC and made available on our website. The survey was designed by the NCC and included five closed-ended questions and six open-ended questions. The survey focused on the four proposed sectors of the Ottawa River South Shore Riverfront Park, and asked respondents to communicate their level of satisfaction with the proposed plans. The survey also offered respondents the opportunity to provide open-text comments and feedback on each sector, and on the overall plan. The survey was made available in both English and French.

Access to the survey was provided through an open link that was disseminated via email and social media.

In total, the survey attracted **1,723 respondents**. Questions were not mandatory; therefore, the number of respondents for each question was often smaller than the total number of surveys completed.

In addition to the information presented in the survey itself, respondents were provided with links to sector-specific descriptions and recommendations. Participants wishing to review the information were able to consult these sources in separate browser windows or tabs and then continue with the survey.

The complete survey questionnaire is included in Appendix 1.

### *Invitations and Promotion*

Email invitations were sent to the NCC Public Affairs database (more than 4,000 subscribers). The online survey was made available through an open link on the NCC's website and was disseminated via social media.

### *Text Analysis*

Text analysis was used to review and analyze the six open-ended responses submitted as part of the online consultation. In addition to text analysis, verbatim comments were reviewed to verify the accuracy of the analysis and provide a fuller overview of the input received from the public.

It is important to note that text analysis involves the use of automated algorithms to count and sort words used in responses. Text analysis techniques assist in identifying themes when analyzing a large volume of survey responses that are often unstructured due to the open-ended format of responses.

The application used to conduct text analysis was [KH Coder](#). It is used for quantitative content analysis or text mining, and it provides various types of search and statistical analysis functions. The output of KH Coder assists in summarizing themes and displaying results as data visualizations.

The graphs included in the present report are of two kinds:

- Frequencies: ordered lists of the most frequently used words by count; and
- Co-occurrence networks: illustrations of common patterns and relationships between words, displayed as diagrams.

These outputs are accompanied by verbatim comments that are illustrative of the frequencies and patterns that are observed in the data.

#### Co-occurrence Network Diagrams—*a note on interpretation*

In this report, text analysis output is provided in the form of a co-occurrence network diagram. This type of data visualization illustrates the relationship between the words most frequently used by respondents in response to each question. The size of the word “nodes,” or circles, indicates frequency of use (larger nodes = more frequently used words). The lines connecting the nodes indicate the strength of the relationship between words (i.e. the number of times these words are used together in comments). Thicker lines suggest stronger relationships, while lighter or dotted lines indicate weaker relationships. Nodes are grouped by colour to demonstrate frequent trends and themes in the comments.

### III — Consultation Highlights

The following section provides a summary of survey results. Detailed findings and illustrative quotes follow in subsequent sections.

#### General Findings Regarding the Ottawa River South Shore Riverfront Park Plan

Overall, nearly eight in ten respondents (78%) said that they were satisfied with the proposals as a whole. Respondents were given the opportunity to provide comments on the proposed strategies and guidelines. In these comments, many respondents identified the maintenance and conservation of the area's natural environment as a planning priority. Many also commented on the importance of ensuring access to (and through) the area for pedestrians, cyclists and motorists alike.

Nearly three quarters of respondents (73%) indicated they were satisfied with the proposal for the Mud Lake / Britannia Conservation Area to Deschênes Rapids sector. Many felt that this sector in particular should be protected and maintained, especially with regard to the wildlife in the area.

Nearly two thirds of participants (64%) indicated that they were satisfied with the proposal for the Woodroffe Avenue to Westboro Beach / Atlantis Avenue sector. For this sector, some felt that updates were overdue, while others expressed a desire to maintain the area as a green space with access for the nearby community.

Seven in ten respondents (69%) indicated that they were satisfied with the proposal for the Champlain Bridge to Remic Rapids sector. For this sector, respondents provided feedback on a range of topics, including winter trails, access to the park and changes to parking facilities, among others.

Three in five respondents (60%) indicated that they were satisfied with the proposal for the Parkdale Avenue to Nepean Bay sector. Many felt that the Prince of Wales Bridge should facilitate access for pedestrians and cyclists, while others commented on the desirability of reducing car traffic in the area.

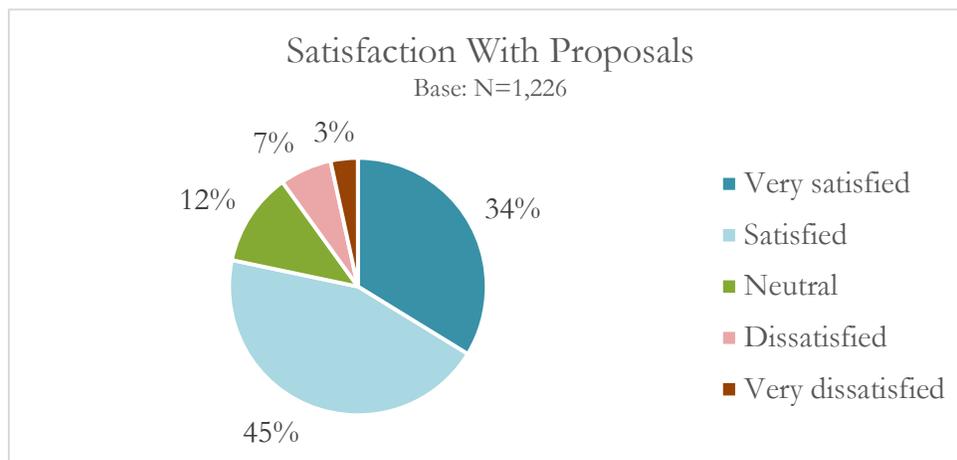
Respondents were also given the opportunity to provide any final or overarching feedback at the end of the survey. Many reiterated a desire to keep the park in a natural state.

## IV — Detailed Feedback

Summaries of comments from the online survey are provided throughout the following section. Responses to closed-ended questions have been illustrated using standard graphs. Feedback provided in response to open-ended questions has been examined and summarized using text analysis (see [methodology](#) section) in tandem with a rigorous, manual review of all open-text responses.

### *Question 1: (Strategies and Guidelines) How satisfied are you with these proposals?*

Nearly eight in ten respondents (78%) said that they were satisfied with the proposed strategies and guidelines, of which one third (34%) stated that they were very satisfied. One in ten respondents (10%) said they were dissatisfied, while the remaining 12% said that they felt neutral toward the proposals.



*N.B.* Numbers do not total 100% because of rounding.

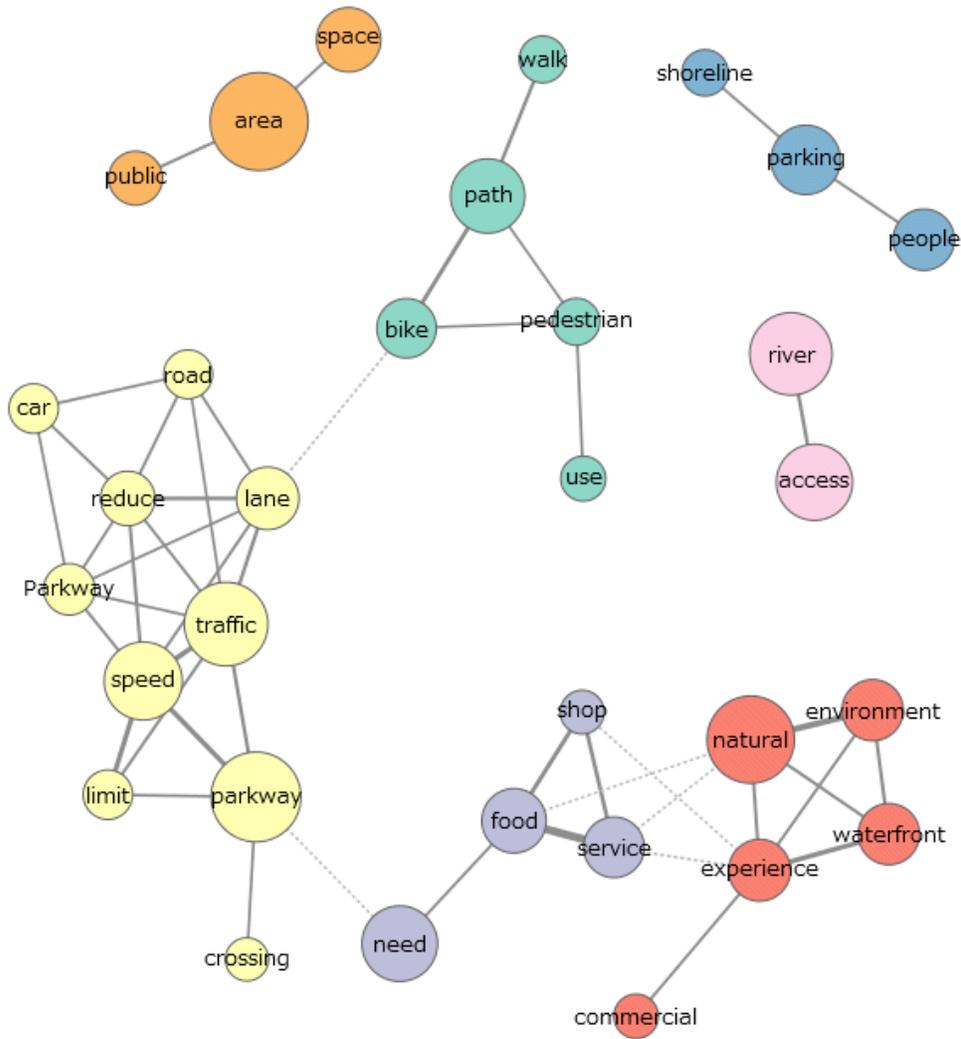
### *Question 2: Do you have any comments on the proposed strategies and guidelines?*

A total of 565 respondents provided comments in response to this question.

The co-occurrence network diagram below identifies the most common themes that appeared in the comments on the proposed strategies and guidelines. These themes include:

- **Public areas and spaces:** Some respondents felt that there should be a minimal amount of change to the area, in order to keep it as “natural” as possible.
- **Paths for pedestrians and bikes:** Many commented on the need to have separate paths for pedestrians and cyclists, to ensure safety and enjoyment for both.

- **Parking and the shoreline:** Some felt that moving the parking from the shoreline would be beneficial and a welcome change, while others were concerned about removing access for those who need it.
- **River access:** Some were pleased with the plans for improved access to the river, though some were concerned about the effects of increased access on the ecosystem.
- **Parkway, traffic and speed:** Many commented on the parkway, with some feeling that lanes and speed limits should be reduced, while others felt that no changes should be made that affect traffic and congestion.
- **Food, shops and services:** Many felt that the addition of food services, shops and other rental services in the area would be detrimental and that this was unnecessary and would detract from the area.
- **Natural environments, waterfront and commercial experience:** Many felt that the plan's focus should be the natural environment and the protection of the waterfront. Some were concerned about the "commercial experience" and felt it would have a negative impact to the area.



The following table highlights verbatim comments associated with the above word groupings:

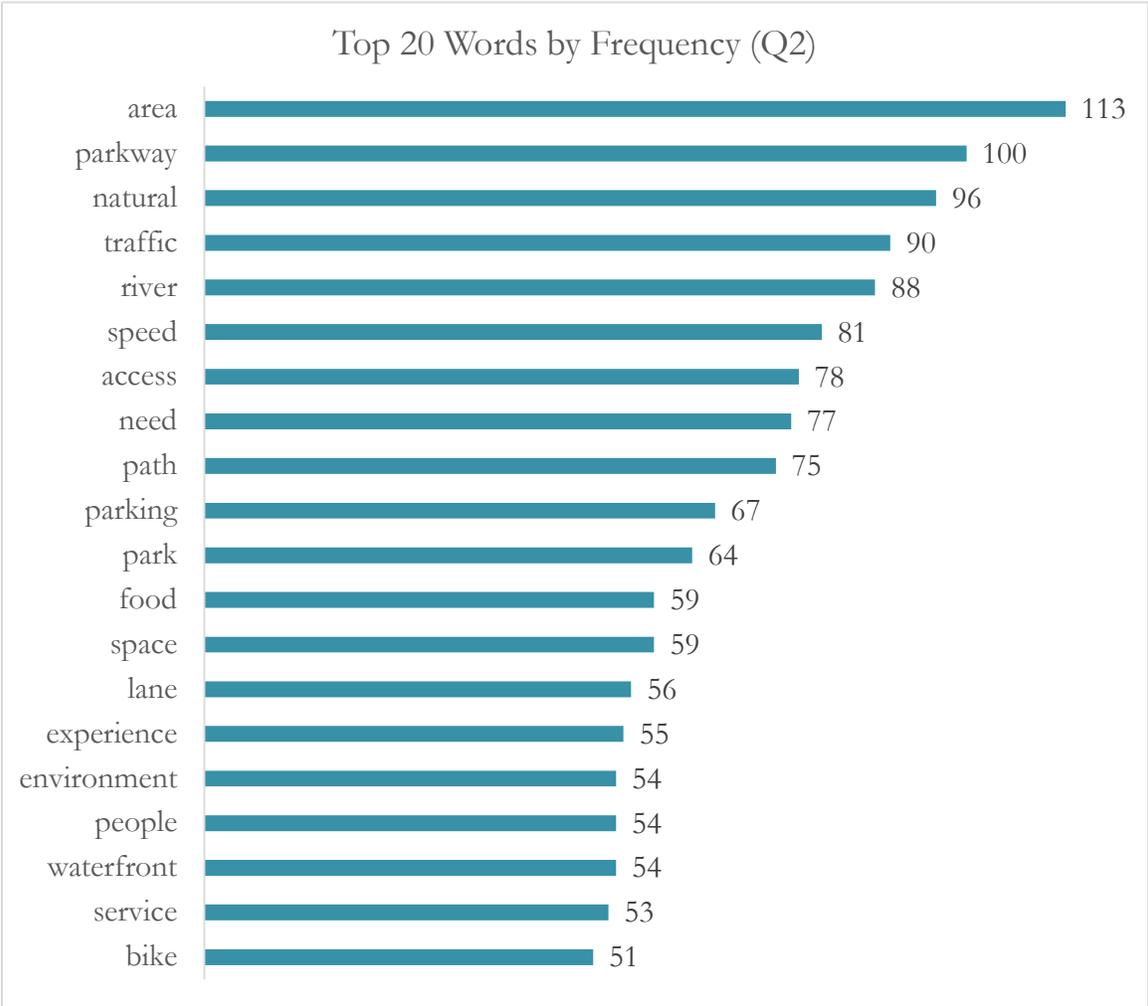
Word Grouping	Quote
public, area, space (orange)	<p><i>“As with other waterfront public areas, conservation and restoration must be kept in mind. A model similar to Lac Pink could be useful and may be of benefit.”</i></p> <p><i>“Great to keep public access to the shoreline but don’t overdo paved pathways, which are not good for the environment. Mud Lake is wonderfully diverse for a city natural area. Let’s keep it that way.”</i></p> <p><i>“The area should be kept natural. Introducing spaces for events and food will take away from the experience of a natural corridor.”</i></p> <p><i>“Preserve and protect the green space, the natural areas and the waterfront. Allow</i></p>

	<p><i>for trails and passive use. AVOID more ‘event spaces,’ built up recreations facilities, etc. Ottawa has lots of that. Keep it as natural as possible.”</i></p>
<p>walk, path, pedestrian, bike, use (teal)</p>	<p><i>“The roads are fine as is...these are routes out of downtown. Raise the limit to 80k, since everyone is driving that speed anyway. Add a separate bike route from the walking paths—bike commuters want to go 30kph.”</i></p> <p><i>“I like the idea of separating walking and cycling paths. Lowering the speed limits for traffic is good, but would have to be policed. The original idea of reducing lanes of traffic was good too. What would be done to ensure at-grade crossing was safe? Bridges would be safer.”</i></p> <p><i>“Make sure there is accessible parking close to the waterfront. Ensure that the walking paths are paved so that they can be used by people with mobility devices.”</i></p> <p><i>“Separate paths for pedestrians and cyclists are essential for the safety and pleasure of both pedestrians and cyclists.”</i></p>
<p>shoreline, parking, people (blue)</p>	<p><i>“I think any changes should preserve the natural, wild aspects of the land and shoreline. I like that parking areas will be moved away from the shoreline.”</i></p> <p><i>“I think the provision of more parking, green space and river views must be balanced with the need to maintain the ecology and stability of the shoreline itself. Any additional facilities, shops, vendors etc. would need to take their production of litter/waste into account to prevent further impacts to the river from human use of the shoreline.”</i></p> <p><i>“There needs to be LESS not more parking. Access for people with mobility needs via vehicle is one thing, but reducing parking or moving it back away from the river makes more sense.”</i></p>
<p>river, access (pink)</p>	<p><i>“It is very encouraging to see the movement toward providing more access to the river (for non-motorized activity), including cultural/ food/ drink services that are situated near the river in order to allow people to enjoy and appreciate the river (and build an understanding of importance of a healthy river).”</i></p> <p><i>“More access to the river’ should not be provided at the expense of ecological health and diversity of the natural environment. Shorelines are sensitive ecosystems and need to be managed appropriately.”</i></p> <p><i>“I’m most excited about better river access and rental opportunities. I live in Champlain Park and the river is right there and often used by locals to go kayaking. I’d love for there to be a rental facility near us or Island Park”</i></p> <p><i>“I believe river access should be restricted to specific locations in order to give greater protection to the shoreline ecosystem. The advisable amount of protected shoreline is not presently being observed, with the paths far too close to the shoreline.”</i></p>
<p>car, road, reduce, lane, parkway,</p>	<p><i>“The parkway was added to give cars a way to travel more efficiently than on the main roads; we should look at alternate ways of getting people to the river than</i></p>

<p>traffic, speed, limit, crossing (yellow)</p>	<p><i>reducing speeds on the parkway. Perhaps utilize or install underpasses and/or bridges that will make it fully safe for pedestrians and not hinder the cars on the parkway.</i></p> <p><i>“It would also be nice to find some way to reduce the road noise from traffic on the parkway. Perhaps even building a berm the height of the wheels can make a big difference on noise propagation, yet without taking away the view from car passengers.”</i></p> <p><i>“I believe parkway speed limit for cars should be reduced, and the lanes on the north side should be removed or re-purposed into bike lanes.”</i></p> <p><i>“I don’t see anywhere that the parkway will be reduced to two lanes. This was proposed in exchange for running the LRT along the parkway. It is an opportunity that won’t come along again and there really isn’t much that can be done with four lanes.”</i></p> <p><i>“I don’t feel the speed limit of the SJAM parkway needs to be reduced; 60 km/h seems reasonable to me.”</i></p> <p><i>“Please consider limiting at-grade crossings.”</i></p>
<p>shop, food, service, need (purple)</p>	<p><i>“I do not believe that that more food service, repair and rental shops are needed—part of the best feature of the parkway/pathway is that it isn’t commercialized. Consider perhaps bike/ski rental at a few points along the pathway, but nothing more.”</i></p> <p><i>“We don’t need businesses such as ‘food services’ and ‘repair and rental shops’ proliferating along the riverfront. We need focus on keeping its natural beauty.”</i></p> <p><i>“Please put emphasis on preserving natural environment without too many additional built environments such as shops, food services. Otherwise present tranquil areas will be lost and folks won’t want to access.”</i></p>
<p>natural, environment, experience, waterfront, commercial (red)</p>	<p><i>“When compromises are necessary, please consider protecting the natural environment and the waterfront experience first vs. developing cultural experiences and connecting pathways.”</i></p> <p><i>“Natural environment should be a priority.”</i></p> <p><i>“Protection of the natural environment must be paramount, especially if increased human use of the riverfront is anticipated. Information panels featuring local flora and fauna would be nice.”</i></p> <p><i>“My emphasis is on the natural environment. I see no mention of wildlife management or protection. In my view, this omission is glaring and extremely unfortunate. The public values wildlife and compassionate consideration of wildlife issues.”</i></p> <p><i>“Waterfront experience and natural environment are going to be challenging each other. I like the riverfront the way it is and don’t feel a great need to enhance it to</i></p>

	<p><i>attract people to it!"</i></p> <p><i>"I am concerned about the idea of 'experience' and commercial establishments (rentals, food services and 'events spaces'). More emphasis on the environment and the river ecology— much less on commerce."</i></p>
--	---

The following chart lists the most frequently used words in the responses to this question. Many of the same terms are shown in the preceding co-occurrence network diagram.



**Question 3: Please select from the following list the sectors you wish to comment on.**

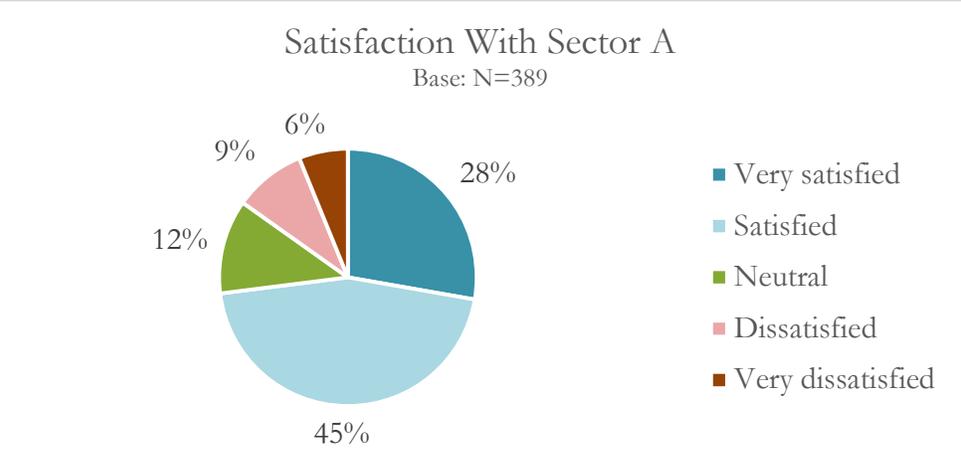
Respondents were asked to select which of the four following sectors they would like to comment on. The number next to each sector indicates how many respondents wished to provide comments for that sector.

- Sector A: Mud Lake / Britannia Conservation Area to Deschênes Rapids—N=535
- Sector B: Woodroffe Avenue to Westboro Beach / Atlantis Avenue—N=597
- Sector C: Champlain Bridge to Remic Rapids—N=557
- Sector D: Parkdale Avenue to Nepean Bay—N=481

Sector B received slightly more responses than the others, with Sector D receiving the fewest.

**Question 4: How satisfied are you with the proposal for the Mud Lake / Britannia Conservation Area to Deschênes Rapids sector?**

Nearly three quarters (73%) of respondents indicated that they were satisfied with the proposal for the Mud Lake / Britannia Conservation Area to Deschênes Rapids sector. One quarter (28%) of the total respondents indicated that they were very satisfied. Nearly equal proportions of the remaining respondents said that they were dissatisfied with the proposal (15%) or neutral (12%).

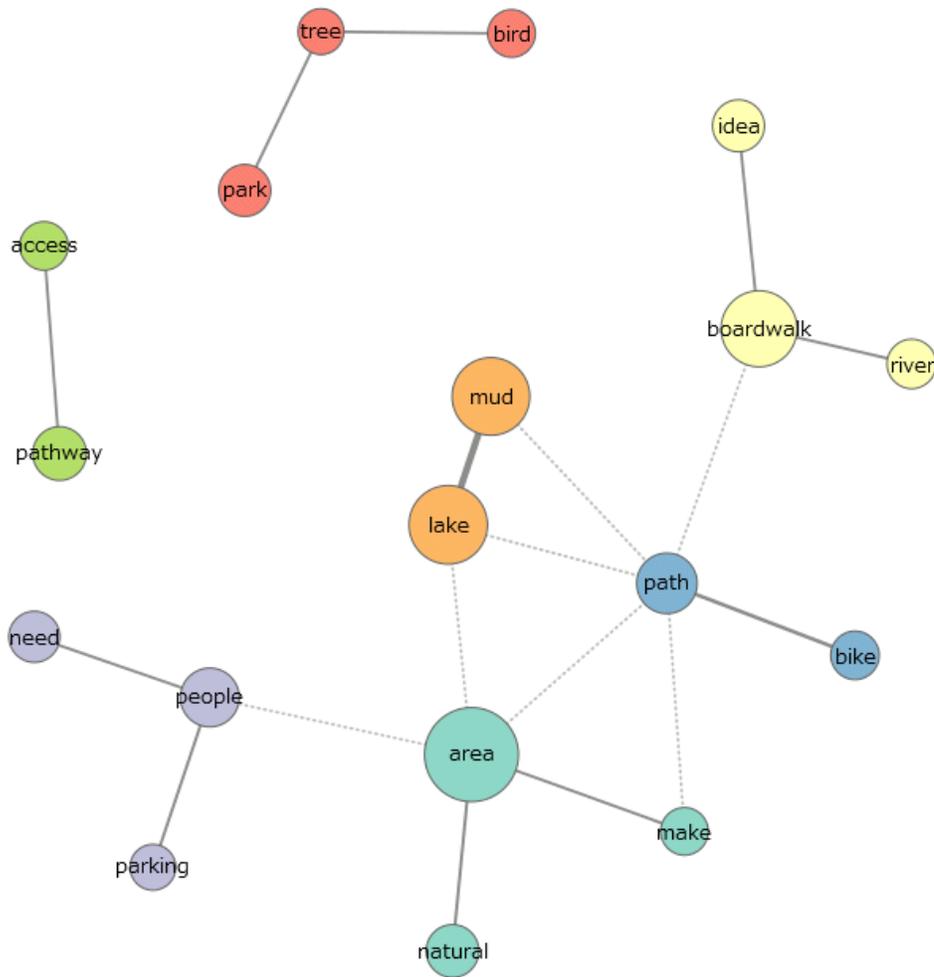


*Question 5: Do you have any comments for this sector? (Mud Lake / Britannia Conservation Area to Deschênes Rapids)*

A total of 190 respondents provided comments for this question.

The co-occurrence network diagram below identifies the most common themes that were touched upon in the comments provided for this sector. These themes include:

- **Mud Lake:** Many took this opportunity to express appreciation for Mud Lake, with some feeling that the area should undergo little to no change. Many felt that this natural area should be conserved as it is, with care taken for the habitat and animals in the area.
- **Protection for the park, birds and trees:** Some said that the park and trees should be conserved as they are, so as not to disrupt wildlife, especially birds.
- **Pathway and park access:** Some felt that pathways need to be made more accessible for visitors.
- **Parking and people:** Some said that parking should be limited to avoid attracting too many visitors and thus conserve the park as it is.
- **River boardwalk:** Some respondents showed great interest and appreciation for the boardwalk idea, while others felt it could damage the area and impact wildlife.
- **Bike path:** Some felt that the bike path plan is unnecessary and that the area should be left as it is.
- **Changes to a natural area:** Some felt that changes are not necessary for this natural area and expressed interest in keeping the area in a natural state.



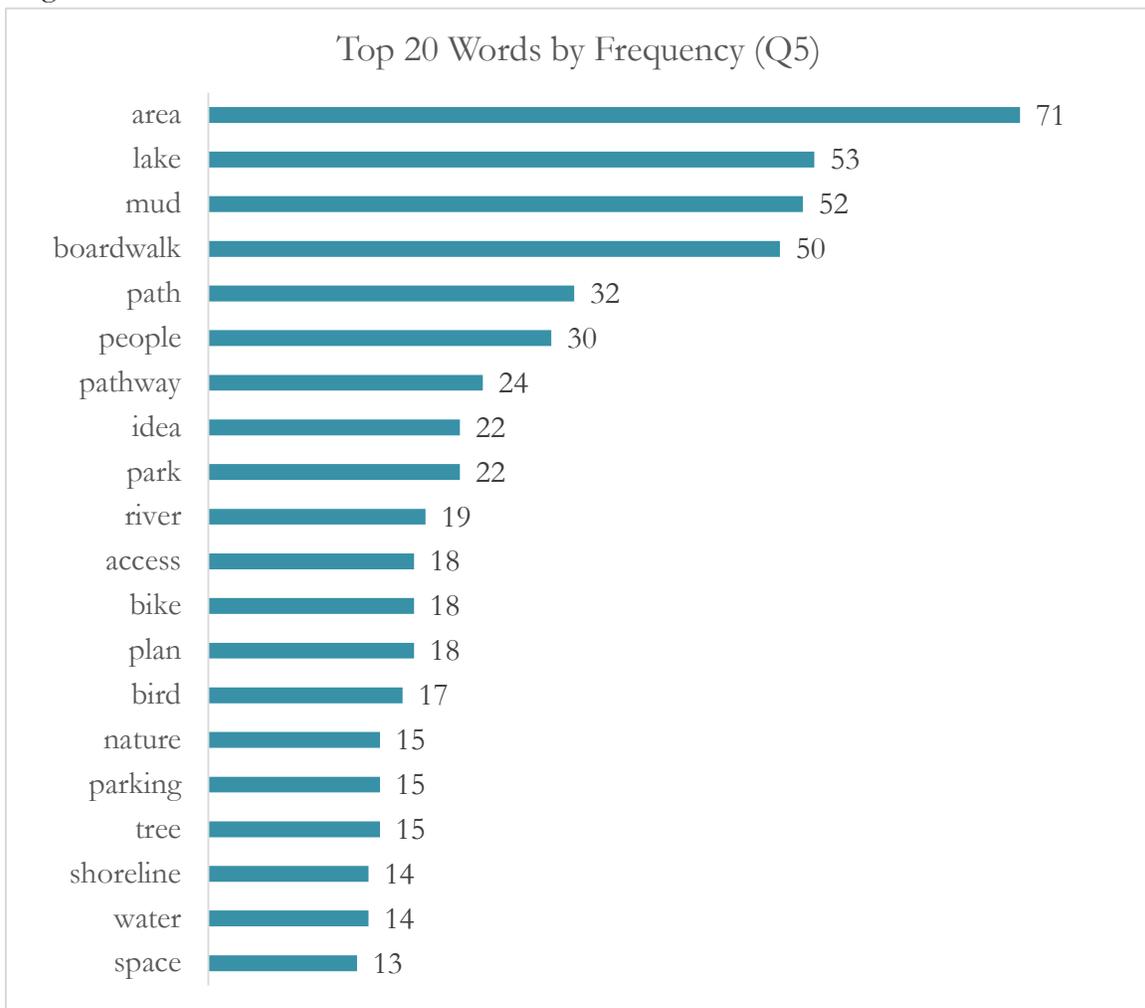
The following table highlights verbatim comments associated with the above word groupings:

Word Grouping	Quote
park, tree, bird (red)	<p> <i>“Mud Lake is a conservation area. We do not want another Arboretum where hundreds of people flock. It needs to be protected. Our birds need to be protected. We do not need or want large paths that attract large amounts of people. It’s a peaceful place for peaceful people to enjoy. It is not a park. We need better and more consultation before anything is changed in Mud Lake. We currently watch trees being bulldozed down with no clear explanation why.”</i> </p> <p> <i>“I would prefer that it wasn’t too gentrified so that the birds and animals are disturbed. I personally like it the way it is except for all of the recent damage to the trees.”</i> </p> <p> <i>“Disagree with boardwalk as it will only bring more people, which will disrupt nature—a popular spot for herons, turtles and birds. Leave the parking lot at its current location. Protect shoreline trees with fencing from beavers. Need huge</i> </p>

	<p><i>replanting as many trees have been cut down, but few replanted here in years (I can count only three new trees planted around Woodroffe)."</i></p>
<p>access, pathway (green)</p>	<p><i>"Mud Lake—better pathways. Better and more frequent access to waterline."</i></p> <p><i>"It would be really nice if you continued the plowed winter pathway to this sector. Mud lake is a significant resource within Ottawa and it would be very nice if access was improved!"</i></p> <p><i>"The area is quite often infiltrated with geese and not very clean with geese droppings all over the pathways and parking lot. It would be great if there was a way to separate the public areas from the conservation, natural habitat areas. This area has the best sunset views with people often bringing lawn chairs along to sit and enjoy. Providing better access and sitting areas for the public to enjoy would be great. Offering food and beverage such as ice cream would do really well in Deschênes area"</i></p>
<p>need, people, parking (purple)</p>	<p><i>"The boardwalk is a bad idea. It will bring too many people to an already fragile ecosystem. There will be more plastic garbage thrown in the river. It will also limit easy canoe access at the Deschênes Rapids parking lot beach."</i></p> <p><i>"We need to be careful how much the area is opened up to people. Even the present situation is very accessible, including by seniors with walking aids (which is good). But with more people, more animals are driven away. It is currently a nesting area for water birds. They are already under stress with all the people getting too close. Finally a current irritation. People INSIST on walking their on- and off-leash dogs through the lake trails despite clear signage. More enforcement please!"</i></p> <p><i>"There is no need for a boardwalk in this area. Too many people already drive to the rapids area and feed the birds bread, which is harmful."</i></p>
<p>mud, lake (orange)</p>	<p><i>"Please preserve the natural aspect of Mud Lake as much as possible."</i></p> <p><i>"Basically, Mud Lake should be left as an area of importance for birds and wildlife, not highlighted for tourism, bikes or even walking."</i></p> <p><i>"Mud Lake is a treasure that should not be lost as it would likely never be regained. Keep the trails open by doing just enough to trim fallen trees and the like, and also continue to ban pets, bicycles etc."</i></p>
<p>idea, boardwalk, river (yellow)</p>	<p><i>"The idea of an in-river boardwalk or pathway is refreshing and interesting."</i></p> <p><i>"The boardwalk is a fascinating idea that would greatly enhance the experience in that part of the park."</i></p> <p><i>"Proposed boardwalk along Ottawa River is excessive and conflicts with preservation of natural ambience."</i></p>
<p>path, bike (blue)</p>	<p><i>"It makes no sense to reconstruct the bike path along the southern edge of Mud Lake from its current orientation. It serves the community well—why add more distance &amp; travel time by introducing curves?"</i></p>

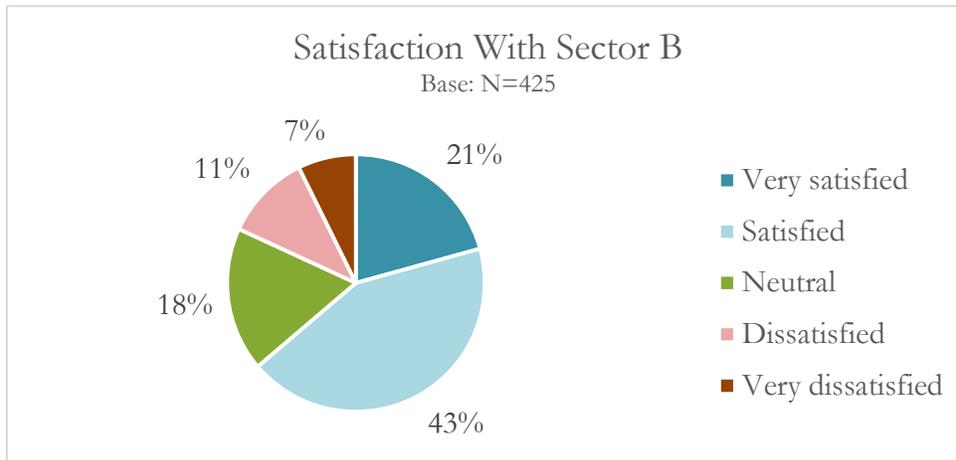
	<i>“Forcing bikes to use the boardwalk will be tight for space, and annoying for speedy commuters. A secondary bike path for those who do not want to venture onto the boardwalk as ‘through traffic’ would be good. Are you willing to maintain the boardwalk in the winter? If not, please provide an alternative on the land.”</i>
area, make, natural (teal)	<i>“Adequate resources have to be committed to continually ensuring appropriate protection of important natural habitats given proposed increase in human activity in these areas, e.g. environmental monitoring, landscaping and facility maintenance (litter pickup).”</i>  <i>“Can’t overemphasize how important this natural area is for humans and other species alike.”</i>

The following chart lists the 20 most frequently used words in the responses to this question. Many of the same terms are shown in the preceding co-occurrence network diagram.



*Question 6: How satisfied are you with the proposal for the Woodroffe Avenue to Westboro Beach / Atlantis Avenue sector?*

Nearly two thirds (64%) of respondents indicated that they were satisfied with the proposal for the Woodroffe Avenue to Westboro Beach / Atlantis Avenue sector. One fifth (21%) of the total respondents indicated that they were very satisfied. Equal proportions of the remaining respondents said that they were dissatisfied with the proposal (18%) or neutral (18%).



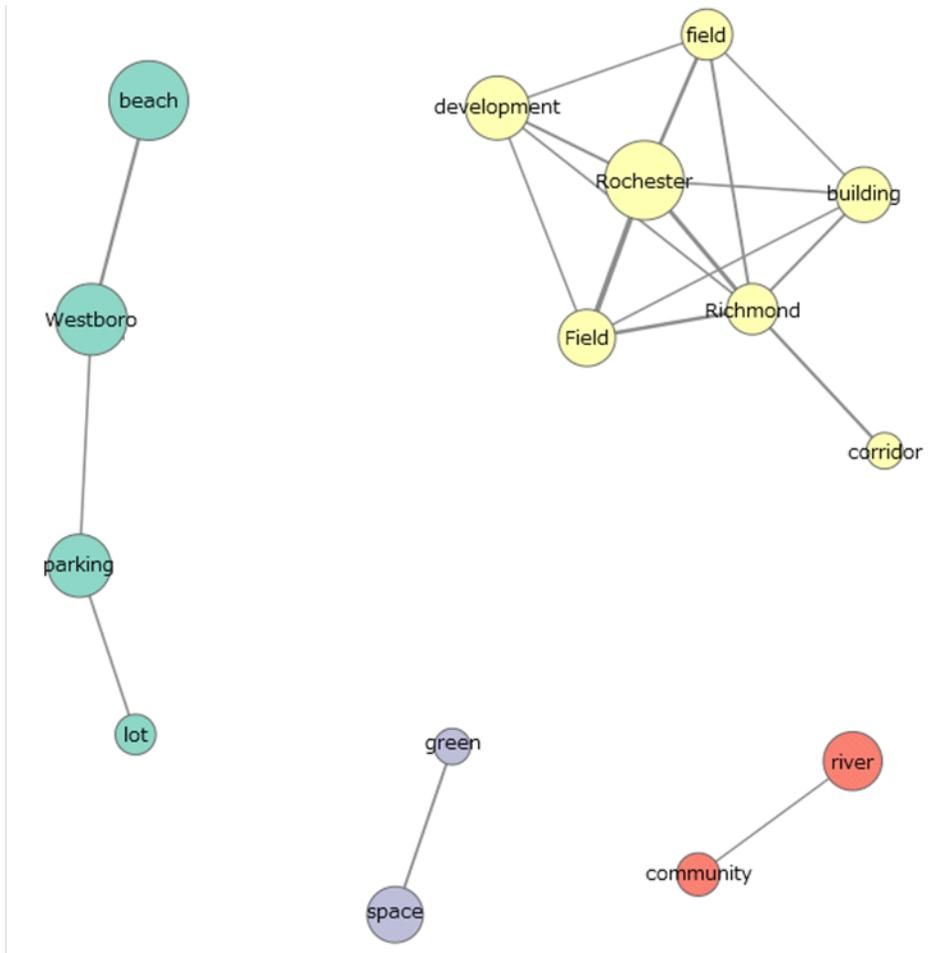
*Question 7: Do you have any comments for this sector? (Woodroffe Avenue to Westboro Beach / Atlantis Avenue)*

A total of 230 respondents provided comments for this question.

The co-occurrence network diagram below identifies the most common themes that arose in comments provided for this sector. These themes include:

- **Westboro Beach and parking:** Some respondents conveyed favourable impressions of the changes to an area that is perceived to be “overdue” for updates. Some expressed concerns about too much change, in particular with regard to visitor traffic. Some felt that the new parking lot may attract too many visitors, while others felt that public transit options should be encouraged over driving.
- **Rochester Field:** Some respondents expressed concern about the development of this area, mentioning possible high-rise buildings and areas that may be restricted due to development.
- **Green space:** Some expressed concern over the amount of green space that is perceived as being lost to development.

- **Community and river access:** Some said that the inclusion of new residential buildings in the proposal may cut the community off from the river and waterfront area.

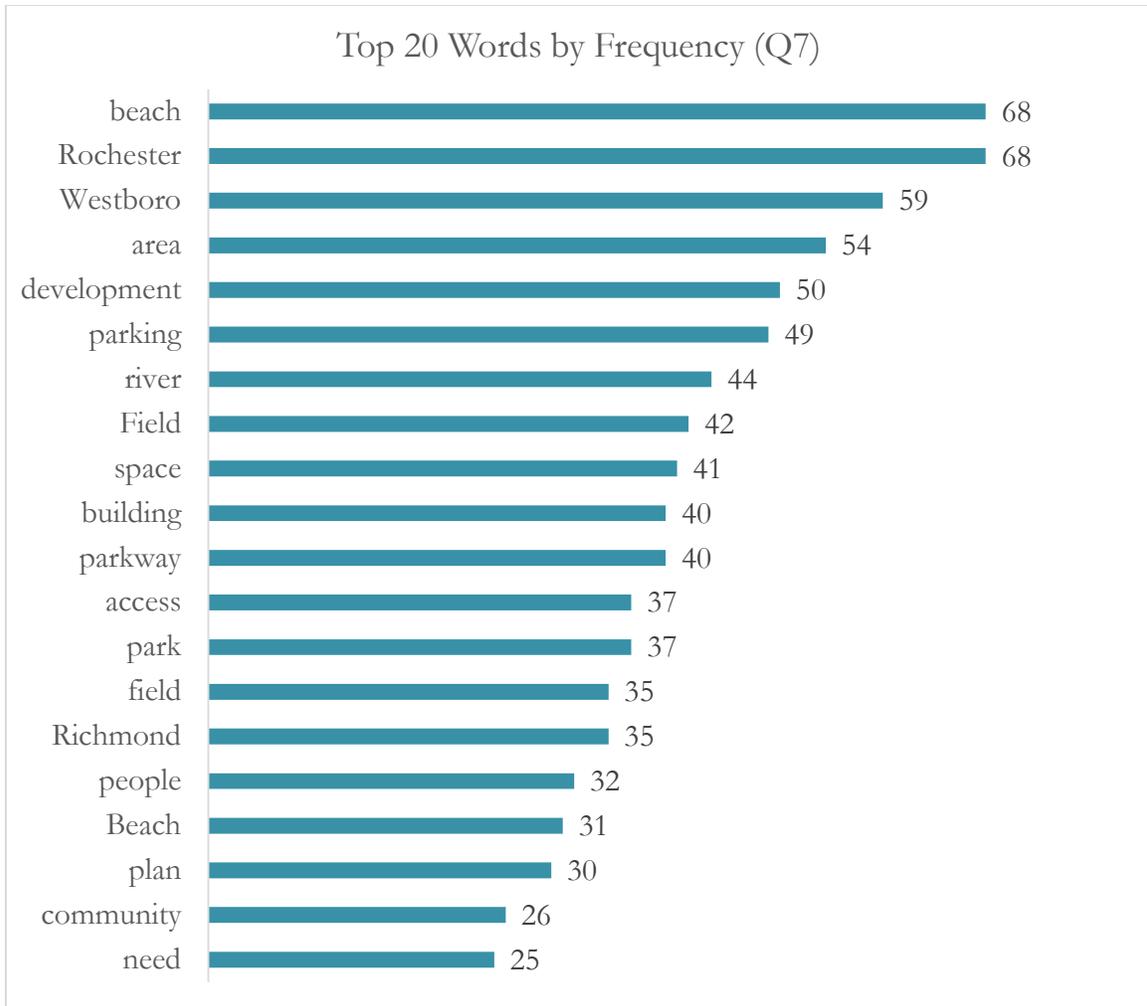


The following table highlights verbatim comments associated with the above word groupings:

Word Grouping	Quote
beach, Westboro, parking, lot (teal)	<p><i>“Westboro Beach is so underutilised at the present time that any enhancement is a bonus. The question is how long will this take?”</i></p> <p><i>“Usage of Westboro Beach is already maxed out in the summer. Bringing more people to the beach will ruin it. Go there to see how fully it is used now. Careful development is NOT what we see in Westboro. I doubt this will be any different.”</i></p> <p><i>“Moving the parking off Westboro Beach will limit its use. Consideration should be given for more efficient ways to bring people to the beach.”</i></p> <p><i>“Westboro Beach expanded parking is long overdue.”</i></p>

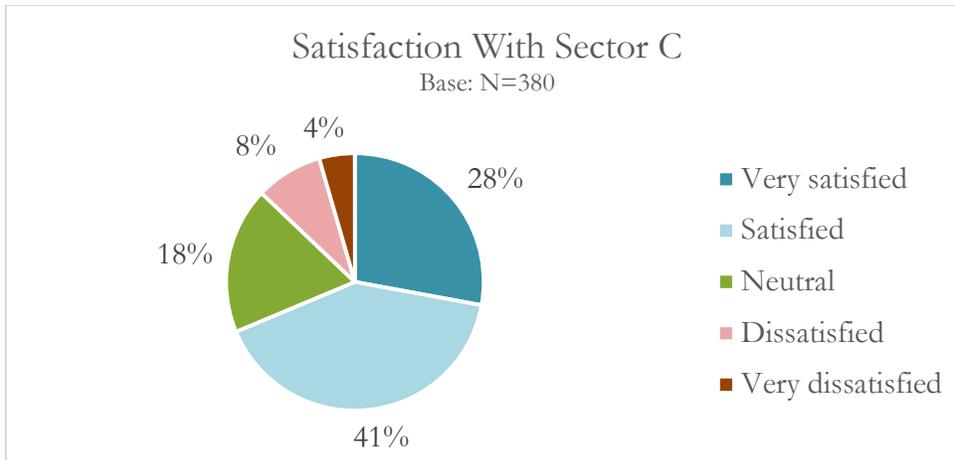
	<p><i>"I don't want more parking lots, but more active transportation methods to access these areas. More multi-modal methods encouraged...bike to LRT and then take the bike with you to use these spaces."</i></p> <p><i>"I'm a resident of the area. My worry is about street parking being used as an overflow to the NCC lots at Westboro Beach. We are also close to the new Dominion Station. I would like parking considerations to be taken into account to prevent our streets from becoming parking lots, similar to how Scott St. is used near the Westboro station. There's also no mention about what will happen to the parking lot at Kirchoffer and Lanark Avenues. Will this be maintained? If so, will parking be contained?"</i></p>
development, field, Rochester, building, Field, Richmond, corridor (yellow)	<p><i>"Vital to have an open, inviting, green corridor between Richmond Rd. &amp; the park via Rochester Field. Outdoor dining and music at Westboro Beach is a real gem in Ottawa and should be maintained."</i></p> <p><i>"There should be no development along Richmond Rd. at Rochester Field. It should be in the northeast as agreed to by the NCC in the 100-day agreement. Six storeys next to a historic property and residential neighbourhood is not appropriate. At Westboro Beach, there should be no parking either north or south of the parkway. Let them get there on their own steam or take the LRT to nearby Dominion Station."</i></p> <p><i>"As plans for Rochester Field are still very vague, I have some concerns. I do NOT want to see yet more of a condominium wall running along Richmond Road—the 'green' corridor to the river should be maximized. Residents backing the field along Fraser should be protected from undue development."</i></p> <p><i>"I don't agree with the proposal for Rochester Field. The development should allow for some natural green space to remain from Richmond through to the parkway."</i></p>
green, space (purple)	<p><i>"I would like the NCC to commit to a green space on Rochester Field for public access. The intensification of Westboro is turning it into a concrete jungle and losing Rochester Field to more development will worsen the environmental impact."</i></p> <p><i>"Maintain a wide corridor at west side of Rochester Field as green space. It does not need development; put the development near transit as agreed to in 100-day plan."</i></p>
community, river (red)	<p><i>"Make sure train and traffic noise and sight lines from community to the river not disturbed."</i></p> <p><i>"I would expect that this is the most 'urban' section of the park so provisions should be made to accommodate more people. Plan for Rochester Field development is disappointing—buildings along Richmond Rd. are like a dividing wall rather than inviting the community to the river."</i></p>

The following chart lists the 20 most frequently used words in the responses to this question. Many of the same terms are shown in the preceding co-occurrence network diagram.



***Question 8: How satisfied are you with the proposal for the Champlain Bridge to Remic Rapids sector?***

Seven in ten (69%) respondents indicated that they were satisfied with the proposal for the Champlain Bridge to Remic Rapids sector. Three in ten (28%) of the total respondents indicated that they were very satisfied. The remaining respondents said that they were neutral (18%) in feelings toward this proposal or that they felt dissatisfied (12%).



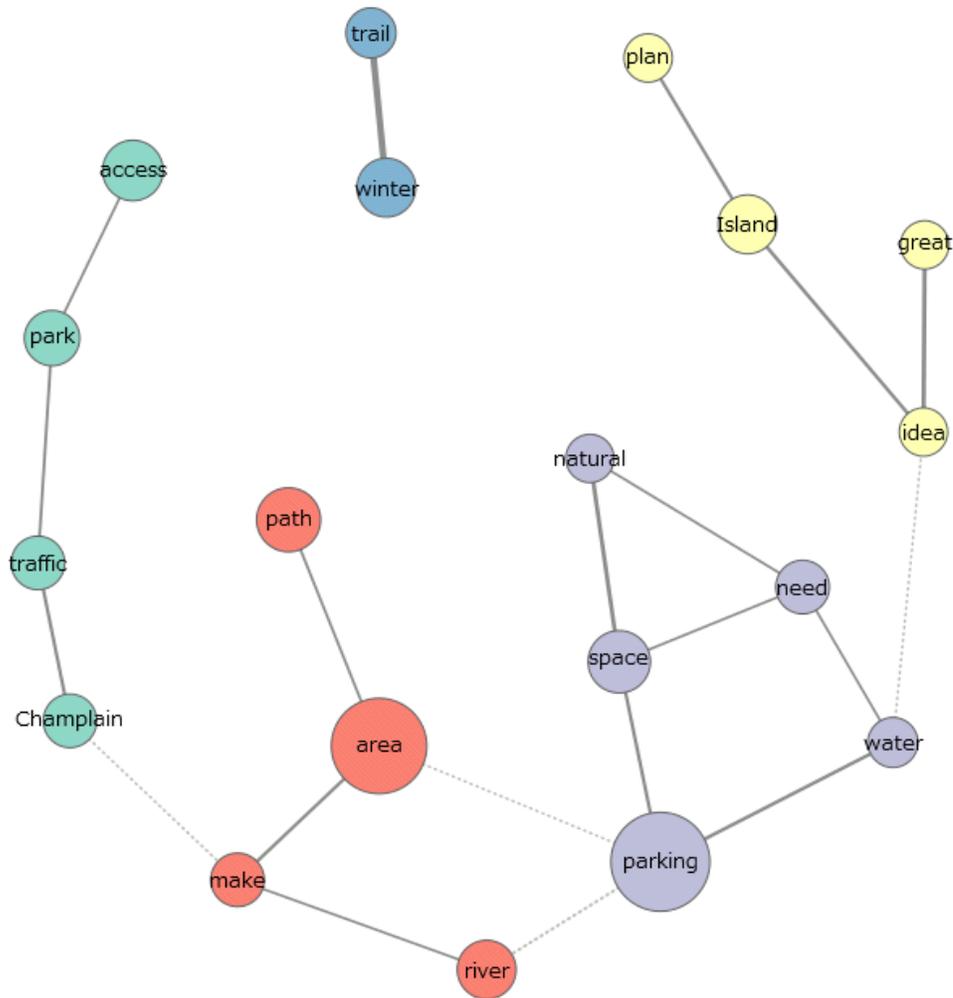
*N.B.* Numbers do not total 100% because of rounding.

***Question 9: Do you have any comments for this sector? (Champlain Bridge to Remic Rapids)***

A total of 176 respondents provided comments for this question.

The co-occurrence network diagram below identifies the themes that arose most frequently in comments on this sector. These themes include:

- **Winter trails:** Many were pleased with the plan for access and maintenance of winter trails.
- **Champlain Bridge and park access:** Some said that infrastructure needs to be improved in order to manage traffic in the area, particularly at Champlain Bridge.
- **Path, park and river:** Some commented on this area being prone to flooding and highlighted a need to maintain safe access.
- **Parking, water and natural spaces:** Some felt that the change in location for parking is a benefit for the area, while others cautioned that the move would be difficult for some visitors. Some commented that the spaces should be kept in “natural” states and that there was not a need for “programmable” spaces.
- **Bate Island and “great ideas”:** Some mentioned Bate Island in particular and felt that different aspects of that plan were favourable. Others commented on a broad range of ideas in this sector that they liked, though consensus remained elusive.



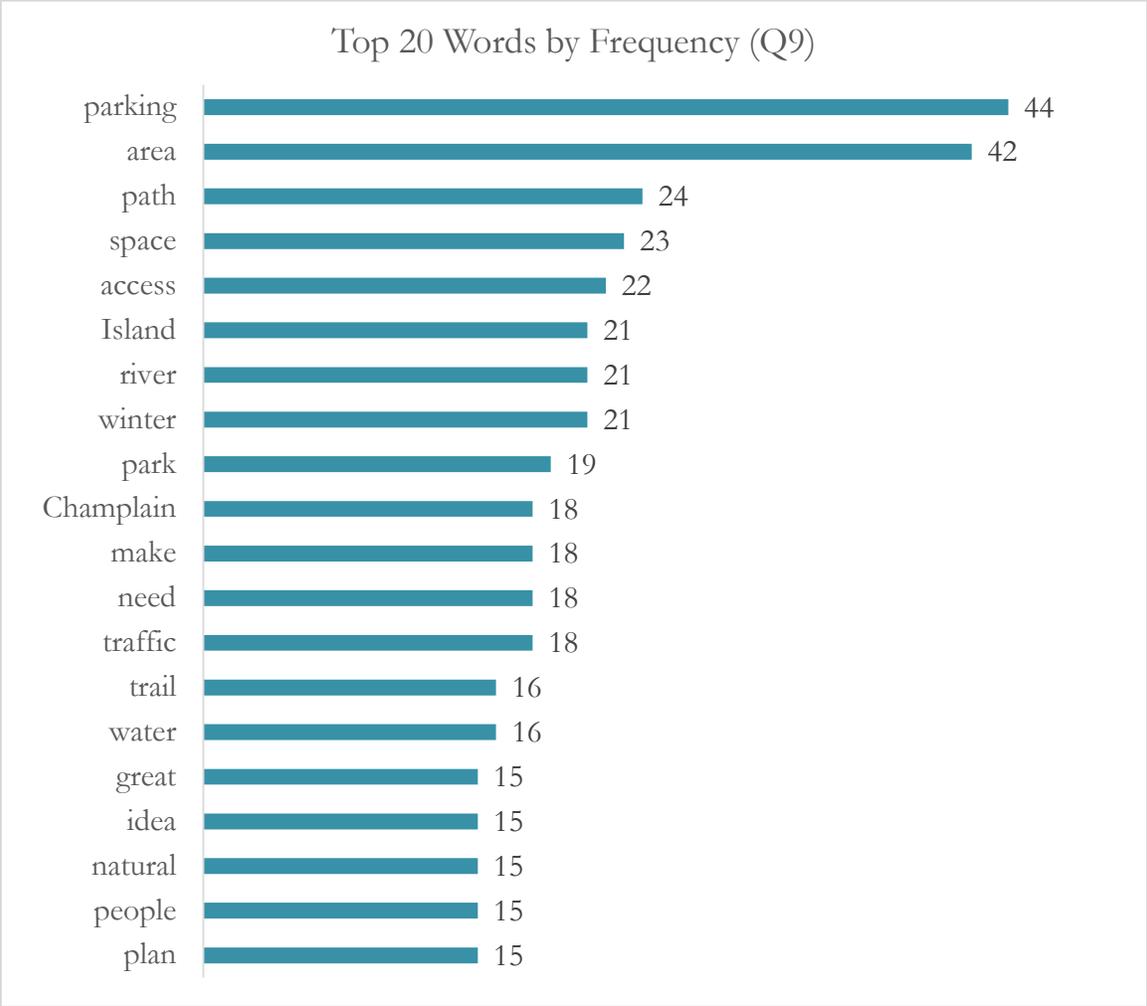
The following table highlights verbatim comments associated with the above word groupings:

Word Grouping	Quote
trail, winter (blue)	<p><i>“Happy to see the inclusion of access for winter trails mentioned. The winter access is a wonderful addition to the uses of this area and must be maintained.”</i></p> <p><i>“I am happy to hear that winter trails will be a priority. My family has very much appreciated the SJAM trail this winter as well as last winter.”</i></p> <p><i>“The further development of winter trails is very important, especially because this initiative makes a healthy recreational opportunity accessible for a large urban population.”</i></p>
access, park, traffic, Champlain (teal)	<p><i>“Champlain Bridge bike infrastructure needs improvement. Poor/ non-existing winter maintenance and vehicle-cyclist separation distance result in many cyclists using the sidewalks, increasing risks for all. If additional facilities are to be added</i></p>

	<p><i>here, which is likely to increase traffic, this needs to be improved.”</i></p> <p><i>“Making these park improvements does not address the access issue given the rush hour no-go zone of Champlain Bridge because of commuter traffic. An expanded bridge or an additional bridge at another site should be a higher priority. I am not a bridge commuter but regularly get stuck in this area just doing neighbourhood errands.”</i></p>
<p>path, area, make, river (red)</p>	<p><i>“All good, but in particular I like the move of the parking away from the river to make more pedestrian and activity space, at both Champlain and Remic.”</i></p> <p><i>“This is a high flooding area; consideration should be given to raising the path in a few of those zones prone to flooding.”</i></p>
<p>natural, need, space, water, parking (purple)</p>	<p><i>“I think parking could be even further away from water—maybe by the monument—to increase green space by the water. Also would be good to reduce surface parking, perhaps with underground parking, which might be possible if lot was further away.”</i></p> <p><i>“Too much emphasis on ‘programming space’—should be soft programming allowing users great/easy access and being able to enjoy natural beauty.”</i></p> <p><i>“While restaurants are needed along the river, care must be taken to insure that there are not too many or none may succeed. There is already significant green along the river at Remic Rapids. Moving the parking lot, while resulting in more green space next to the river may make it harder for those with accessibility issues to actually reach the river. This will also destroy any remaining forest on the site. RR is a popular picnic grounds but nothing to enhance BBQ facilities.”</i></p> <p><i>“Don’t relocate parking. It’s a lovely area just to sit and enjoy the view in the car or out. Shoreline needs to be protected from erosion &amp; trees replanted for those that have died. A popular place for Cdn geese &amp; lovely water sculptures.”</i></p> <p><i>“I would not include sculptures, monuments and ‘programmable spaces.’ Again, keep it as natural as possible.”</i></p>
<p>plan, Island, great, idea (yellow)</p>	<p><i>“I love the plan for Bate Island. I could see it becoming a destination. A permanent restaurant would be a great addition. I really like the idea of the gateway off the Champlain Bridge onto Bate Island. I also like the idea of the cantilevered path under the Champlain Bridge.”</i></p> <p><i>“I like most aspects of this plan, including consolidating parking on Bate Island to create more forest, and the lookout point. I do not like the idea of the walkway over the water under the bridge. With the high water levels in spring, this is a very bad idea.”</i></p> <p><i>“The addition of skating pads is a great idea. If there was a way to incorporate a winter skating trail, it would be tremendous.”</i></p> <p><i>“Definitely keeping parking zones away from the river is a good idea across the</i></p>

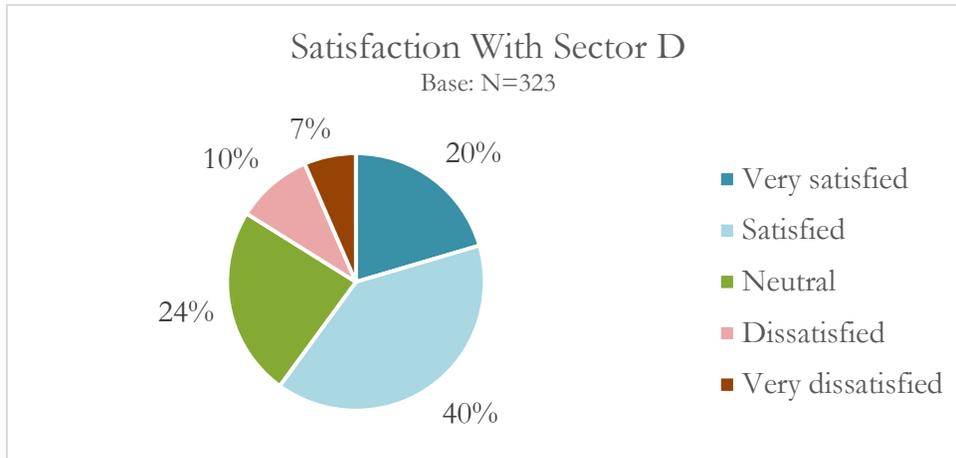
	<p><i>SJAM. Maximizing wilderness areas and trails (Kitchissippi forest!) is also great!”</i></p> <p><i>“Overall, this is awesome. The parkway / Island Park intersection doesn’t move the traffic; it needs to move at the rate it needs to move it. If any improvements are going to be done on that intersection, it would make sense to coordinate those with this plan.”</i></p>
--	---

The following chart lists the 20 most frequently used words in the responses to this question. Many of the same terms are shown in the preceding co-occurrence network diagram.



**Question 10: How satisfied are you with the proposal for the Parkdale Avenue to Nepean Bay sector?**

Three in five (60%) respondents indicated that they were satisfied with the proposal for the Parkdale Avenue to Nepean Bay sector. One in five (20%) of the total respondents indicated that they were very satisfied. The remaining respondents said either that they were neutral (24%) in feeling toward this proposal or that they felt dissatisfied (17%).



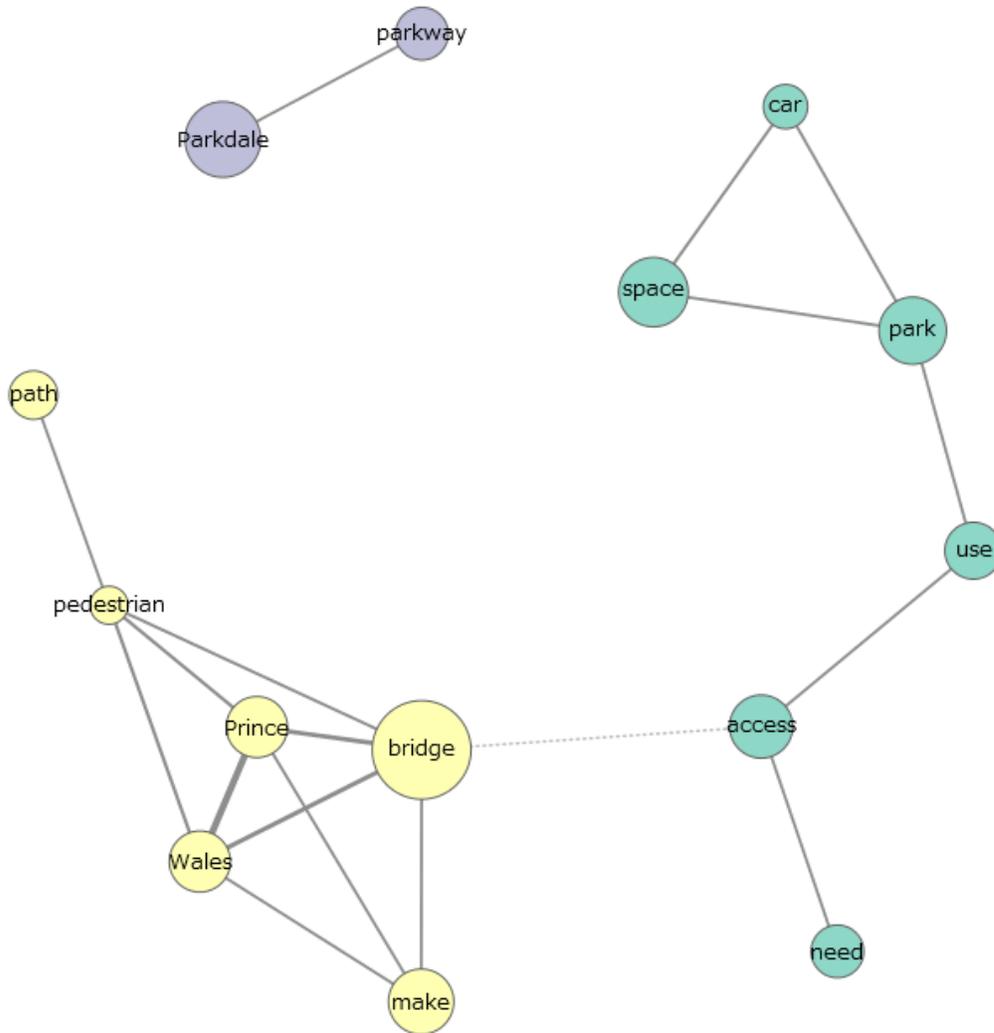
N.B. Numbers do not total 100% because of rounding.

**Question 11: Do you have any comments for this sector? (Parkdale Avenue to Nepean Bay)**

A total of 161 respondents provided comments for this question.

The co-occurrence network diagram below identifies the themes that arose most frequently in comments on this sector. These themes include:

- **Parkdale and the parkway:** Some felt that the realigned intersection in this area would be advantageous, while others cautioned that the parkway is a key access point for people in the area.
- **Prince of Wales pedestrian bridge:** Many felt that the Prince of Wales Bridge should facilitate access for pedestrians and cyclists.
- **Cars, access and the park:** Some felt that there should be more emphasis on the reduction of nearby congestion. Others were concerned about the impact that closing the Parkdale ramp would have on cars in the area.

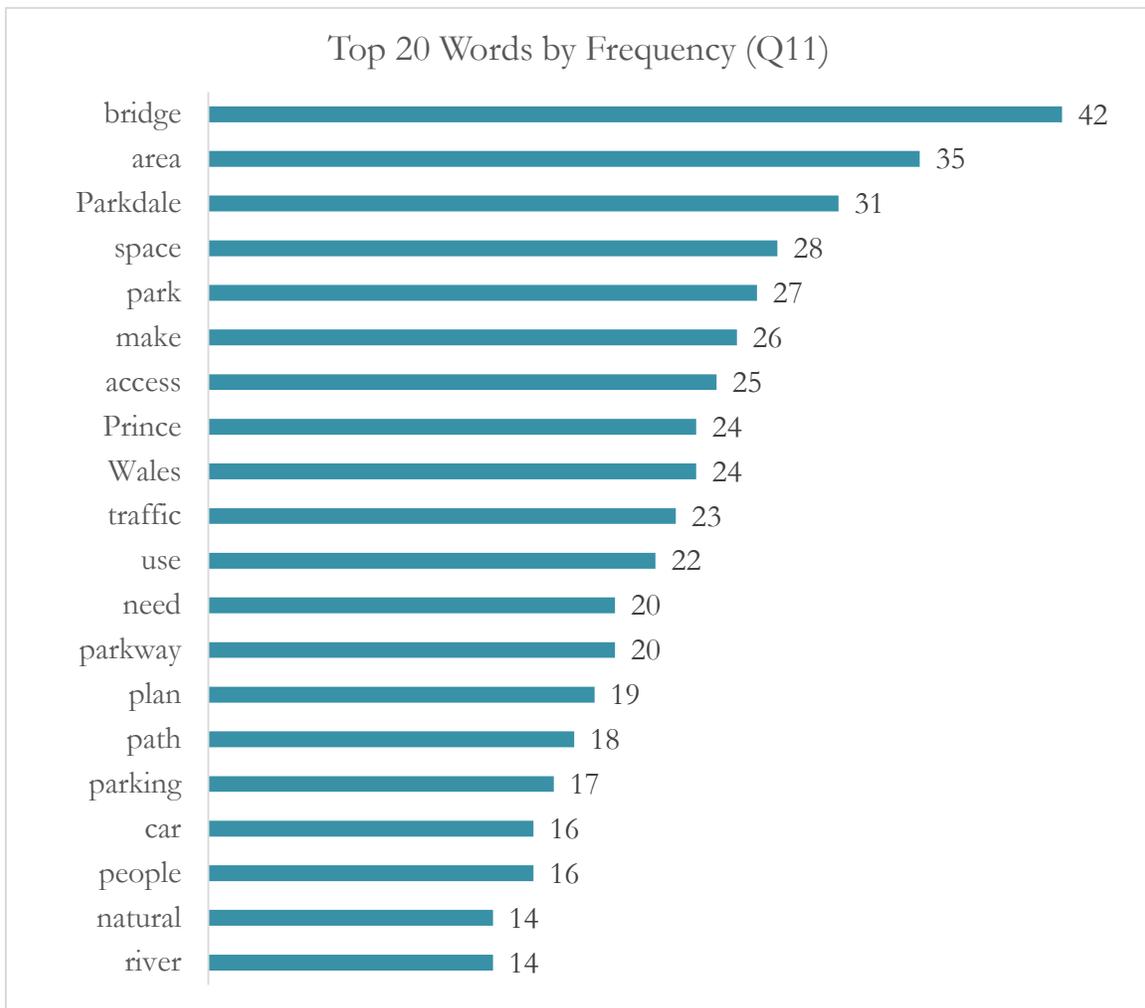


The following table highlights verbatim comments associated with the above word groupings:

Word Grouping	Quote
Parkdale, parkway (purple)	<p><i>“Ambulance access to Civic Hospital via the parkway and Parkdale must remain a priority.”</i></p> <p><i>“I really like the idea of reconfiguring the area where Parkdale joins the SJAM parkway to allow pedestrians/cyclists to access the shoreline more easily.”</i></p> <p><i>“Not sure that the reworking of the Parkdale ramps/intersection works. I believe that a lot more thought needs to be put into this, as it will likely result in lots of disruption along the parkway. It is important to remember that the parkway also serves tourists, not just residents, and this change will be detrimental to their experience.”</i></p>

<p>path, pedestrian, Wales, Prince, bridge, make (yellow)</p>	<p><i>“I particularly like the inclusion of portages along the route, and the separation of cycling from pedestrian paths.”</i></p> <p><i>“Prince of Wales Bridge should be used for transit to/from Gatineau, but also for pedestrian access.”</i></p> <p><i>“Fullest and enthusiastic support for construction of a cycling and pedestrian crossing on the Prince of Wales Bridge. We need to make this happen!”</i></p>
<p>car, space, park, use, access, need (teal)</p>	<p><i>“I would reiterate my earlier comments regarding the desirability of substantially reducing the amount of total space provided for car driving. More park—less highway!”</i></p> <p><i>“I am worried about the amount of extra congestion removing the Parkdale ramp would cause. However I love the use of the extra space.”</i></p>

The following chart lists the 20 most frequently used words in the responses to this question. Many of the same terms are shown in the preceding co-occurrence network diagram.



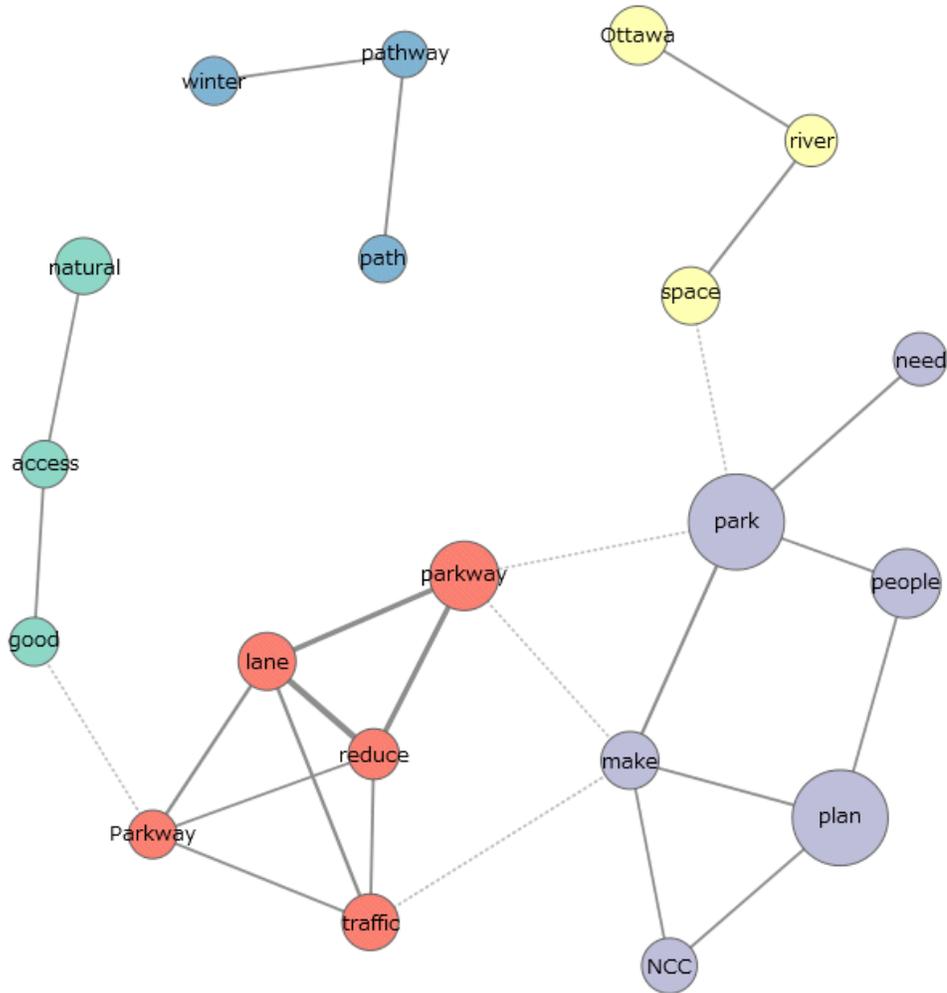
*Question 12: Please provide any additional comments you may have on the plan. Thank you!*

A total of 293 respondents provided comments for this question.

The co-occurrence network diagram below identifies the most frequently occurring themes in the comments on this sector. These themes include:

- **Winter paths:** Some said that they would like the pathways to be maintained in the winter so that the park could be enjoyed throughout the year.
- **Access to a natural area:** Some expressed a desire to keep the area in a natural state, with minimal disruption and change. Others highlighted the value of quietness as an invisible and underestimated element of the riverfront area.

- **Parkway and traffic:** While some commented that lanes on the parkway should not be reduced in efforts to minimize traffic, others felt that users should be discouraged from using the parkway as a main travel route.
- **Ottawa River and nearby spaces:** Some were pleased that this area by the Ottawa River would help connect the people around it to the space. Others felt that more could be done with regard to the parkway and traffic in the area.
- **Park plan and people's needs:** Respondents commented on a range of other areas, including what they feel the park needs and what the people living around the park and visiting the park may need from it. Some requested that the name of the park itself be changed.
- **Geese:** A number of respondents commented on the invasiveness of geese in these sectors and expressed a desire to see this issue better addressed in the future.
- **Access:** A number of respondents stressed the importance of ensuring that all four riverfront areas are safely accessible, in particular by bike.

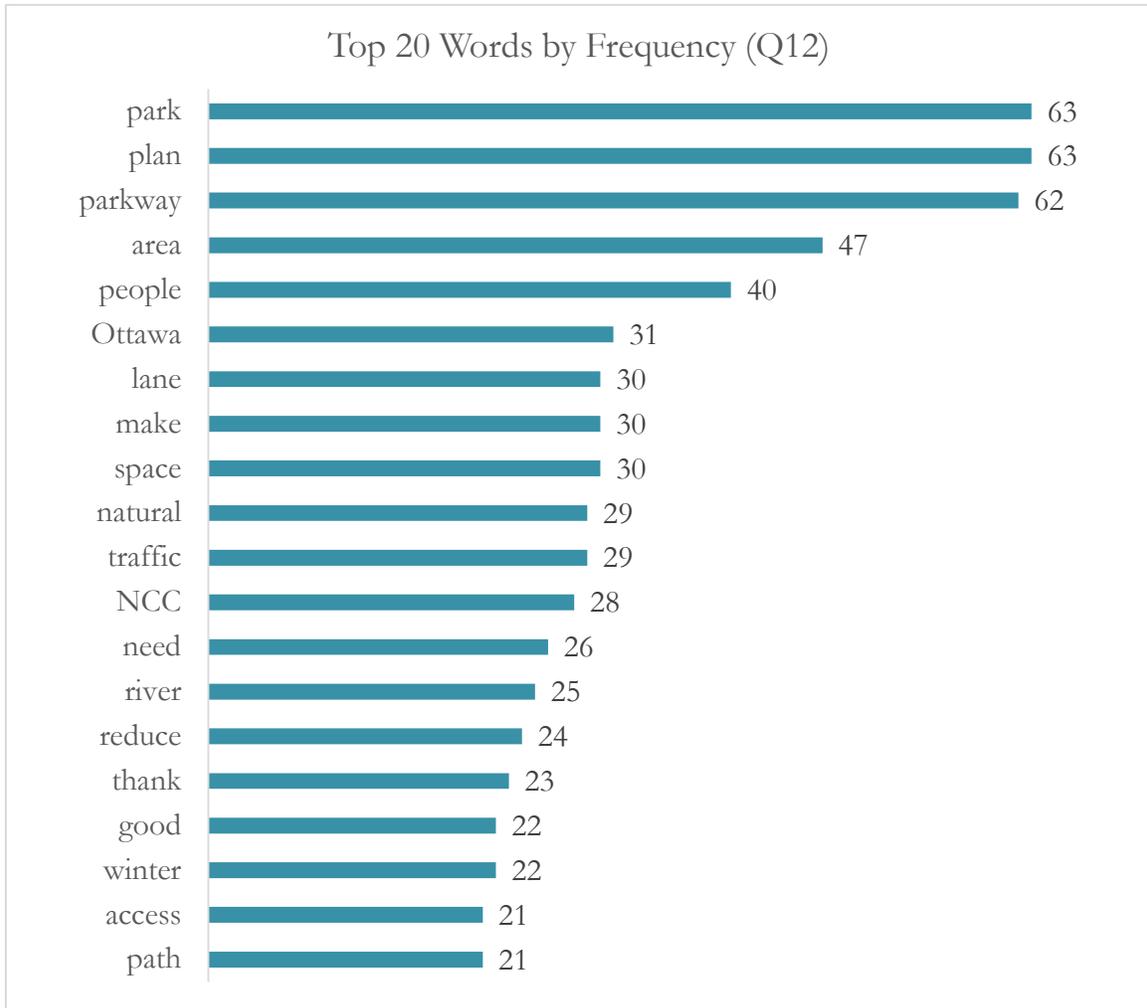


The following table highlights verbatim comments associated with the above word groupings:

Word Grouping	Quote
winter, pathway, path (blue)	<p><i>“Plow the cycling paths during the winter.”</i></p> <p><i>“I think it would be a great improvement to the plan if a winter ski &amp; snowshoe path could be created and maintained the whole length of the pathway, so people could enjoy it in all seasons. There is a ski trail along part of it now, but it is privately maintained.”</i></p> <p><i>“This looks like a really interesting draft. I would recommend that if the pathways are designed to work in winter and for families young and old (bathrooms, stopping places year round), then it will work for everyone.”</i></p>
natural, access, good (teal)	<p><i>“A great plan to promote the natural beauty of Canada’s capital by enhancing the river waterfront and making it more accessible to all.”</i></p>

	<p><i>“Improve access to beautiful natural settings. Don’t junk it up.”</i></p> <p><i>“Plans to ‘animate’ the natural landscape along the Ottawa River are completely at odds with appreciation of its natural ambience. While there’s room for improving access from certain residential ’hoods to the river, I hope that the NCC will take a more minimalist approach and exercise a light hand in order to preserve natural landscape. Less is more. Thank you for removing buckthorn—please also make this a priority along bike path in Gatineau Park where it’s rapidly overtaking native trees.”</i></p>
<p>parkway, lane, reduce, traffic (red)</p>	<p><i>“Don’t reduce lanes on the parkway. Island Park Drive cannot support more traffic during rush hour.”</i></p> <p><i>“Please do not reduce the number of drive lanes along the parkway.”</i></p> <p><i>“Improvement of the riverfront parkway is a fantastic initiative. I think creation of segregated bike paths (perhaps one lane of the parkway!!!!) would have a profound impact on the enjoyability and safety of the whole park. It’s currently the wild west with e-bikes, rollerbladers, road cyclists, cycle commuters and pedestrians (including children and elderly). They all need a safe place to access the waterfront.”</i></p> <p><i>“Proposal should include the removal of the SJAM parkway for cars. It’s a shame to have a four-lane highway next to this beautiful green space.”</i></p>
<p>park, need, people, make, plan, NCC (purple)</p>	<p><i>“Need to do more to connect city to river in manner beyond parks. Especially as you got a park with a highway running through it. Idea to reduce speed on parkway is essential. The park ideas are good, however. Just need to work harder at reducing impact of road. Don’t let the traffic engineers design public space.”</i></p> <p><i>“Key strength of this draft plan is the reconnection for the people of Ottawa and beyond to the river and its ecological and historical significance.”</i></p> <p><i>“Please ensure our First Nations peoples are found throughout these plans and not just a ‘nod’ to check the box of inclusion. Make it meaningful.”</i></p>
<p>Ottawa, river, space (yellow)</p>	<p><i>“Please maintain existing and long-standing connections open to the Ottawa River for future generations.”</i></p> <p><i>“The project represents an important opportunity to return a parkway to a park and reconnect people to the Ottawa River. The road itself should meander so that people are not inclined to speed, and speed limits need to be strictly enforced. In so doing, it will provide a scenic drive and an urban oasis.”</i></p> <p><i>“Please remove all cars from the Ottawa River parkway. Having a high-speed road along the river is a waste of such valuable space.”</i></p>

The following chart lists the 20 most frequently used words in the responses to this question. Many of the same terms are shown in the preceding co-occurrence network diagram.



## V — Integration of Results

After a thorough review of the comments received as part of the public consultation, several updates were made in the final draft of the plan, including the following:

- ensuring the availability of a diversity of tranquil and active recreation areas along the waterfront all year long;
- adoption of high-quality, context-sensitive and thematically appropriate designs;
- addition of temporary public washrooms along the park lands and in spaces that are intended to accommodate public programs and events;
- addition of facilities and of a temporary café offering goods and services where appropriate;
- integration of public art and of opportunities to convey the heritage and culture of the region, including the Algonquin Anishinabe culture;
- addition of safe, at-grade, signalized crossings on the parkway at various locations along the riverfront park for cyclists and pedestrians;
- addition of wayfinding elements, including signage, along the riverfront park to indicate direction and identify particular areas and features of the park;
- transformation of the existing multi-use pathway into a segregated network to offer separate walking and cycling lanes;
- addition, subject to additional studies and environmental approvals, of an on-water boardwalk between Mud Lake and Deschênes Rapids to provide visitors with the opportunity to enjoy spectacular views of the river and Gatineau-Ottawa downtown skylines, and to create a protected aquatic shoreline habitat;
- provision of more opportunities for visitors to enjoy panoramic views of the river and of the Gatineau Hills through the removal of invasive plant species, and revegetation with native and more robust plant species;
- restoration and strengthening of parts of the river shoreline through riparian vegetation and eco-friendly methods that will restore habitats, prevent erosion and promote resilience to extreme climatic conditions;
- retention and enhancement of the ecological features and character of Mud Lake with the completion of the trail system, improved wayfinding elements, and protection and enhancement of habitats;
- improvement of visitor experience via the provision of shade and wind protection, adequate buffering along the urban edge of the park and new goose management measures;

- enhancement of Rochester Field as an active and passive public space that is a key gateway for local communities, while retaining the adjacent national heritage site;
- addition of a new Westboro Beach Pavilion to accommodate improved public amenities, including equipment rentals, washrooms, a restaurant and improved beach functions;
- increased number of community access points to the park land by creating gateway links;
- relocation of parking inland to gain more shoreline recreational space.

## VI — Next Steps

The draft plan proposes various actions in order to implement the riverfront park concept. Some of the elements of the plan, such as revegetation, removal of invasive plant species, shoreline restoration, segregation of the pathways and all-signalized surface crossings of the parkway could take more time to realize and require more detailed analysis and studies, while it may be possible to accomplish others on a shorter time frame.

Among the shorter-term actions are the design of the Westboro Beach Pavilion; the addition of washrooms throughout the park; food truck access on weekends and during special events; and the extension of popular winter recreation trails to the east and west along the river shore.

In parallel with the implementation of the city's light rail project in the Rochester Field area, the following elements will be implemented: the first signalized surface crossing of the parkway; the segregation of pathways; and traffic calming measures to slow parkway traffic.

The program for the removal of invasive plant species and the restoration of storm water outfalls will continue as part of ongoing work. Ecological conservation and wetland restoration efforts are ongoing and will proceed in cooperation with stakeholders and partners.

Once the plan has been approved, it will be implemented by the Capital Stewardship Branch. An action plan will be developed, understanding that the project will be implemented in a phased approach that will depend on priorities, funding and findings from additional studies, as required.

# Appendices

## Appendix 1

Online Public Consultation

Survey: OTTAWA RIVER SOUTH SHORE RIVERFRONT PARK PLAN Online Public Consultation Survey

Ottawa River South Shore Riverfront Park Plan Online Public Consultation Survey

**We Want Your Input**

The NCC has developed a draft plan for the Ottawa River South Shore Riverfront Park which will cover nine kilometres of parkland along the Ottawa River, between LeBreton Flats and Mud Lake. This is the last in a series of four public consultations on this project. Consultation reports for the previous public engagement activities are available here.

This plan will guide future land use decisions and investments for the park over the next 50 years.

We want to hear your thoughts and ideas on the final draft of the plan, including the proposed strategies and guidelines, and the sector plans.

Your comments will be confidential, and the survey should take you about five minutes to complete.

**Strategies and Guidelines**

This draft plan was developed thanks to input received from the public and stakeholders throughout the development of the plan. Through a number of strategies and guidelines, it proposes the following new ideas:

*Waterfront Experience*

Offer more access to the river; have seven active and tranquil areas for public enjoyment; provide more public washrooms, food services, rest areas, and repair and rental shops, as well as various year-round recreational opportunities.

*Natural Environment*

Protect ecological health and diversity; remove and prevent invasive vegetation (e.g. buckthorn); replace damaged trees; create new views of the river; protect against flooding; manage shoreline erosion.

### *Culture and Heritage*

Protect and interpret heritage and archaeological resources; communicate the cultural heritage and history of the river and parklands; provide information and opportunities for education; create new events spaces; improve wayfinding and signage; ensure more public greenspace for spontaneous gatherings.

### *Connectivity*

Offer safer cycling and walking paths; ensure sufficient vehicle/bike parking at park activity areas; relocate parking away from the shoreline; offer additional, safe, at-grade crossings on the parkway; lower parkway traffic speeds; ensure universal accessibility; and provide wayfinding and signage.

\* How satisfied are you with these proposals?

- Very satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very dissatisfied

Do you have any comments on the proposed strategies and guidelines?

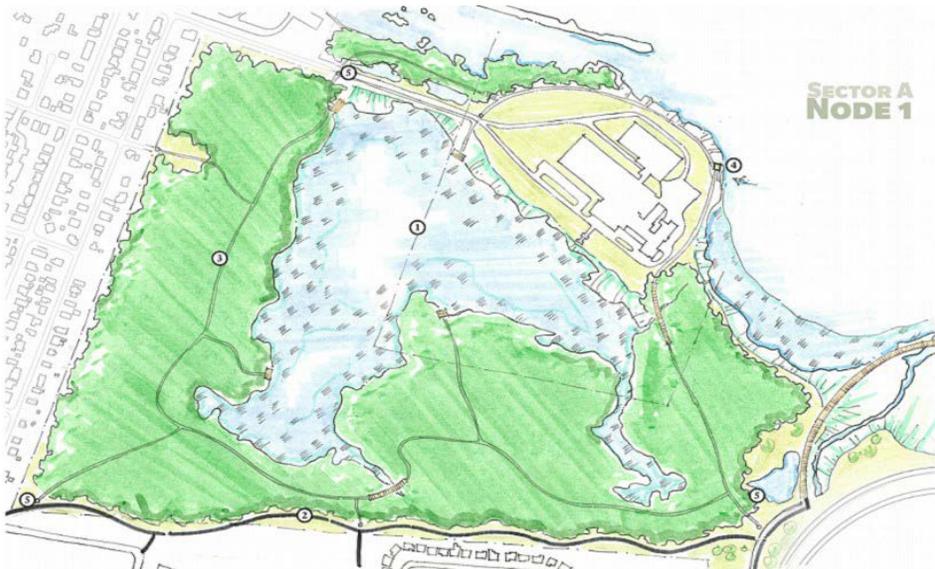
### **Sector Plans**

The park has four sectors that each contains two or three animation areas.

\* Please select from the following list the sectors you wish to comment on.

- Sector A: Mud Lake / Britannia Conservation Area to Deschênes Rapids
- Sector B: Woodroffe Avenue to Westboro Beach / Atlantis Avenue
- Sector C: Champlain Bridge to Remic Rapids
- Sector D: Parkdale Avenue to Nepean Bay

**Sector A: Mud Lake / Britannia Conservation Area to Deschênes Rapids**





### Area Highlights

- Lac Deschênes–Ottawa River Important Bird Area High native biodiversity (61 native plant species)
- Mud Lake / Britannia Conservation Area: A provincially significant wetland and an Area of Natural and Scientific Interest Deschênes Rapids: Shallow water and an open river shore habitat

### Sector Concept Snapshot

The sector concept connects people to nature, and provides a sanctuary for park users where they can appreciate the area’s beauty. In respecting the site’s sensitive nature, the concept tries to educate visitors about nature and habitats, and facilitates enjoyment of the area, while limiting potential impacts on the ecosystem. This concept will seek to provide safer access to and clear signage in this location.

It also proposes initiatives to restore, protect and manage the shoreline through stormwater management and erosion control measures.

To read the sector description, and recommendations, [click here](#).

How satisfied are you with the proposal for the Mud Lake / Britannia Conservation Area to Deschênes Rapids sector?

- Very satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very dissatisfied

Do you have any comments for this sector?

**Sector B: Woodroffe Avenue to Westboro Beach / Atlantis Avenue**





## Area Highlights

### Westboro Beach

- A public beach for over 100 years
- Westboro Beach Pavilion: Constructed 1965–1967, architect James Strutt; submitted to Federal Heritage Buildings Review Office (FHBRO) for heritage evaluation

### Skead's Mill ruins

- One of the largest steam sawmill operations west of the Chaudières Falls; includes stone foundations, archaeological remains, and log boom anchor fragments 100 metres off shore

### Adjacent to Maplelawn and Gardens National Historic site of Canada

- Reminder of Ottawa's early agricultural history
- One of the best preserved walled gardens in Canada
- The house is an excellent example of traditional 18th century British classical-style architecture

## Sector Concept Snapshot

This 2.4-kilometre stretch is the focus of the initial step in the realization of the park plan, taking advantage of the light rail transit project. Rochester Field and Westboro Beach are the park's hallmark precincts. Facilities/amenities in these areas will be realized in conjunction with the completion of the western light rail transit line.

As compensation for the use of NCC lands for the western light rail line, the City of Ottawa has committed \$30 million for works that will advance the development of this section of the riverfront park, including detailed design concepts for Westboro Beach and Rochester Field, realignment of the parkway, realignment and segregation of pathways, and revegetation.

The transformation of Rochester Field into a people-focused space represents a significant transformation to connect the river with the communities. A key component of the concept is the central axis between Richmond Road and the river, crossing the parkway at grade, and thereby allowing unimpeded and safe cycling and walking access between the communities and the river.

Along Richmond Road, the proposed mixed-use development must be carefully developed to be sensitive to the historic context of the adjacent Maplelawn and Gardens National Historic Site of Canada, given that the house, garden and associated grounds represent one of the oldest and best preserved historic sites in the National Capital Region.

A Westboro Beach redesign will provide enhanced pedestrian and bicycle access, canoe and kayak launching, and a larger multi-purpose building, in addition to the traditional beach uses. Parking will be established south of the parkway at the former Atlantis depot. Parking for universal accessibility, as well as servicing will be provided adjacent to the proposed multi-purpose building. The concept retains and respects built and cultural heritage elements, offers park-friendly services and facilities, includes stormwater eco-management, and enhances physical and visual river access.

The detailed design plans are not part of this framework plan. However, the concept and more detailed designs will be developed, and will include future consultations with communities and stakeholders.

To read the sector description and recommendations, [click here](#).

How satisfied are you with the proposal for the Woodroffe Avenue to Westboro Beach / Atlantis Avenue sector?

- Very satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very dissatisfied

Do you have any comments for this sector?

Sector C: Champlain Bridge to Remic Rapids





## Area Highlights

- Champlain Woods and Champlain Lookout
- Bate Island: Fishing, experienced kayakers Remic sculptures
- Exceptional views of the Capital core area and Gatineau shoreline Monument to Fallen Diplomats

## Sector Concept Snapshot

In this sector, the purpose of the recommendations is to take advantage of the area's natural assets and to improve landscape design by increasing programmable space and opening shoreline access to park users. This would be achieved by relocating the parking away from the water.

The concept for this sector also recognizes the importance of building on the success of the winter trails that are a perfect addition to the nation's winter capital and are accessible for both residents and visitors. With the participation of the local community volunteers, the trails bring this part of the riverfront to life and promote Ottawa as a destination for winter tourist activity.

To read the sector description and recommendations, [click here](#).

How satisfied are you with the proposal for the Champlain Bridge to Remic Rapids sector?

- Very satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very dissatisfied

Do you have any comments for this sector?

## Sector D: Parkdale Avenue to Nepean Bay





### Area Highlights

- Unique ecological and water habitats Prince of Wales Bridge

### Sector Concept Snapshot

The Parkdale node offers beautiful views of the river, the Capital's core area and the Gatineau Hills to the northwest. In the long term, the concept proposes to reconfigure the intersection of the parkway at Parkdale Avenue, which would result in increased park space, creating the potential for park facilities and animation opportunities.

This concept will also emphasize public space at Nepean Bay and will form a transition to the developed urban space at LeBreton Flats and the recreational character of the park.

To read the sector description and recommendations, [click here](#).

How satisfied are you with the proposal for the Parkdale Avenue to Nepean Bay sector?

- Very satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very dissatisfied

Do you have any comments for this sector?

Additional Comments

Please provide any additional comments you may have on the plan. Thank you!

## **Appendix 4 – Summary of Draft Plan’s Roles and Strategies**

**Environment: Protect, enhance and highlight the natural and scenic assets of the riverfront corridor.**

- Gain of public waterfront park space.
- Shoreline habitat restoration and creation.
- Invasive species removal.
- Terrestrial habitat preservation and enhancement.

**Culture: Communicate the rich cultural and natural history of the Ottawa River, Canada’s Capital and the riverfront corridor.**

- Integration of public art.
- Opportunities for conveying heritage and culture.
- Space for ceremonies and celebrations in honor of the river.
- Community and stakeholder engagement as core component of all works.
- Respectfulness of indigenous people’s culture and heritage.

**Waterfront Experience: Facilitate a variety of all-season recreational opportunities and experiences for people of all ages.**

- Diversity of tranquil and active recreational areas along the waterfront all year long.
- Improved river access, improved aesthetic quality, enriched programming opportunities (Deschênes on-water boardwalk, park revegetation, enhanced views and vistas).
- Promotion of high quality, context sensitive and thematically appropriate design.
- Spectacular public realm.
- More and enhanced rest areas and washrooms.
- Facilities offering goods and services.

**Connectivity: Reconnect people with the river, and facilitate year-round access to the leisure opportunities that the parkway offers.**

- Continuous public access along the river’s edge.
- Improved active mobility access and connection from communities and core area.
- Safe segregated cycling and walking environment.
- Winter recreation including trails and activities.
- Capital and community gateways.
- Transformation of parkway from high speed freeway to high quality park drive.
- Relocation of parking inland to gain shoreline recreation space.

## Appendix 5 – Highlights by Sectors

### Sector A - Mud Lake/Britannia Conservation Area to Deschênes

- Connect people with and educate them about nature.
- Complete residual elements of the 2004 Mud Lake and Britannia Area Plan.
- Create an on-water boardwalk in the long term that provides opportunities for the public to appreciate new aquatic habitats along the shoreline.
- Improve the pathway for a more pleasant experience for pedestrians between the Britannia Road and Howe Street gateway
- Reconfigure the Woodroffe Avenue intersection to offer safer pedestrian and cycling access to the river shore.
- Enhance the gateway experience at the Richmond Road access to the park.
- Provide a surface crossing of the parkway between Ambleside and Britannia, with direct linkage to the Mud Lake pathways.
- Connect the park pathways along the shoreline to Britannia Beach.

### Sector B - Woodroffe Avenue to Westboro Beach/Atlantis

- Create primary gateway at Rochester Field with active and tranquil public spaces, and axis between Richmond Road and the river including a surface crossing of the parkway for cycling and walking.
- Enhance Westboro Beach facilities with improved pedestrian and bicycle access, canoe and kayak launch, improved multi-purpose beach building, “green” surface parking south of the parkway, realigned and segregated pathways.
- Improve cycling and walking links with the City’s LRT stations and transit stops.
- Landscaping that provides enhanced views and dynamic park experience.

### Sector C - Champlain to Remic Rapids

- Provide landscaped programmable space and open public access to the shore by relocating parking away from the river.
- Improve and add to existing winter trails along the river shore.
- Add a signalized crossing of the parkway at Churchill Avenue.
- Reforest and create looped trails for summer and winter use through Selby Plains.
- Support meadow habitats where appropriate and feasible.
- Rehabilitate Champlain Woods and redesign the Champlain East access area.
- Reinforce the primary gateway and accentuate the arrival experience at Island Park Drive and Bate Island.
- Improve non-motorized watercraft launch opportunities at Bate Island.
- Enhance Bate Island as a programmable as well as tranquil place that takes advantage of spectacular views of the river and Capital core area.

### Sector D - Parkdale to Nepean Bay

- Reconfigure the intersection of the parkway at Parkdale to increase park space and provide park facilities and a balance of tranquil and active animation opportunities.
- Create a public space at Nepean Bay between LeBreton Flats and the park.
- Support improved cycling and walking connectivity and wayfinding with the LRT station at Bayview as well as eastward through LeBreton Flats and beyond.

## APPROVAL

### PROTECTED A

<b>KEY INFORMATION</b>		
<b>File :</b> CP2299-16741	<b>IAMIS :</b> 16741	<b>Date d’approbation :</b>
<b>Project :</b> Federal Land Use Approval of the Ottawa River South Shore Riverfront Park Plan		
<b>Fees :</b> None		
<b>PROPONENT</b>		
Lucie Bureau Director, Long Range Planning and Transportation Capital Planning Branch National Capital Commission 202-40, rue Elgin Ottawa, ON K1P 1C7 <a href="mailto:lucie.bureau@ncc-ccn.ca">lucie.bureau@ncc-ccn.ca</a>		
<b>PROJECT DESCRIPTION</b>		
<p>The <i>Ottawa River South Shore Riverfront Park Plan</i> (the “Plan”) provides a framework and direction for the continued revitalization of the southwest shoreline of Ottawa River. The Park consists of 220 hectares of publicly owned NILM lands along the river between Mud Lake in the west and LeBreton Flats in the east. The Plan guides recreational development projects and activities on these lands and serves as a decision-making tool for federal land-use, design and transaction approvals. This plan falls under <i>Plan for Canada’s Capital, 2017-2067</i> and the <i>Capital Urban Lands Plan (2015)</i> in the NCC’s planning framework. This Plan is included among the Milestone projects identified in the <i>Plan for Canada’s Capital</i>. The proposals contained in the Plan also reflect the NCC’s strategic priorities including the objectives to offer public access and new connections to the shorelines and waterways, to modernize the NCC’s planning framework and to be a value-added partner in support of Canada’s Capital Region.</p> <p>The development of this Plan began in 2014 in parallel with the proposed westward extension of Light Rail Transit (LRT) along a 2.4km segment of the parkway riverfront corridor. An extensive public and stakeholder engagement process was implemented starting in May 2014 which continued until early 2018 with the release of the draft plan for public feedback.</p> <p><b>Plan Area</b>            The area of the Plan includes the NCC--owned lands extending along the south shore of the Ottawa <a href="#">River</a> from Mud Lake in the west to the LeBreton Flats in the east. It measures approximately 220 hectares over a 9km stretch along the Ottawa River’s shoreline. The corridor contains natural landscapes and environmental areas, recreational amenities such as Westboro Beach, multiuse pathways, parks and picnic areas and scenic views of the river. The Sir John A. Macdonald Parkway, constructed between 1964 and 1967, is a two-directional four lane scenic route that is consistent with the recommendations of the Gréber Plan, designed to provide a pleasurable driving experience in a park-like setting.</p>		

## **Ottawa River South Shore Riverfront Park**

### **Key Planning Principles and Vision**

The Plan's vision is driven by a several planning principles including:

- Improved access and connectivity to the waterfront
- Priority to cyclists and pedestrians
- Integration within and between the sites with complementary uses and harmonious urban design
- Celebration of culture, heritage and art in decision-making
- Financial responsibility and proven affordability strategies
- Protection of green space and ecological assets
- Resilience to account for the effects of climate change on the park including infrastructure and landscapes
- To recognize changing demographics and evolving technologies as the pPlan is implemented over the long-term

The pPlan is based on the following vision: "A riverfront park that strengthens people's relationship with nature, as well as with the culture, beauty and spirit of the dynamic Ottawa River." The Plan then lays out four key roles for the lands comprising the study area:

- Protect, enhance and highlight the natural and scenic assets of the riverfront corridor
- Communicate the rich cultural and natural history of the Ottawa River, Canada's Capital and the riverfront corridor
- Facilitate a variety of all-season recreational opportunities and experiences for people of all ages
- Reconnect people with the river, and facilitate year-round access to the leisure opportunities that the parkway offers.

### **Strategies and Guidelines**

The Plan identifies a number of integrated park components and elements that support the four key roles identified. For each, a series of strategies, guidelines and initiatives that are enumerated to identify steps that should be undertaken to achieve the plan's vision. The elements include the natural environment, hydrology and stormwater management, cultural elements, events / programming / amenities, waterfront improvements, views and vistas, landscape typologies, sustainable mobility / access / connections, and the winter experience. When considered together, these layered elements work in concert to achieve the desired public realm and experiential quality of the park.

### **Sector and Demonstration Plans**

The Plan provides additional detail in the form of sector and node plans. The park lands are divided into four sectors. Each sector is described, challenges identified and a concept for each sector is defined. Specific recommendations for interventions are identified and referenced using a corresponding numbered map. Areas of particular interest within the sectors are identified as nodes. For each of the nine nodes, a detailed concept plan is provided with corresponding recommendations. Images and conceptual renderings are incorporated, that are intended to inspire proposed interventions as they are advanced to implement the Plan.

## Plan Implementation

The *Ottawa River South Shore Riverfront Park Plan* will take effect upon approval by the NCC Board of Directors. This approval will confirm the plan's effective date and establish conditions of the [pPlan](#)'s approval.

## ANALYSIS

**Level of Approval :** 3

### Other NCC Plans:

Plan for Canada's Capital 2017-2067

Capital Urban Lands Plan (2015)

**National Interest Land Mass (NILM) :** Nearly all parcels within the study area are identified as part of the NILM  
**Pre-contact Archaeological Potential :** Low and Medium

**Strategic Environmental Assessment:** The *Canadian Environmental Assessment Act, 2012* (CEAA, 2012) is not applicable to the *Ottawa River South Shore Riverfront Park Plan*. However, in accordance with the Cabinet Directive on the Environmental Assessment of Policy, Plan and Program Proposals, a Strategic Environmental Assessment was completed in conjunction with the development of this Plan. The assessment concludes that, overall, it is expected that the implementation of the key policy directions of the Plan will have significant positive environmental and social impacts on Canada's Capital Region, provided that the guidelines in the plan are strictly followed, with careful planning to ensure protection of sensitive environmental features.

**Date of NCC Board of Directors approval :**

### Analysis

In its analysis, the NCC has taken the following considerations into account:

- The *Ottawa River South Shore Riverfront Park Plan* presents policy directions to guide land-use and development of the NCC lands south shore of the Ottawa River between Mud Lake in the west and LeBreton Flats in the east;
- The study area forms part of the NCC's urban lands portfolio;
- The *Ottawa River South Shore Riverfront Park Plan* incorporates the recommendations contained in the *Mud Lake / Britannia Area Plan* (NCC, 2004);
- The *Ottawa River South Shore Riverfront Park Plan* fulfills, in part, the NCC's mandate under sections 10 and 11 of the *National Capital Act*;
- The Plan provides additional guidance and detailed direction for the lands located within the study area;
- Generally, the [pPlan](#) conforms to the policies of the *Capital Urban Lands Plan* (NCC, 2015) and the *Plan for Canada's Capital* ;
- The *Ottawa River South Shore Riverfront Park Plan* encompasses all NCC lands within the plan area;
- A Strategic Environmental Assessment was completed and concluded that the implementation of the *Ottawa River South Shore Riverfront Park Plan* would result in significant positive environmental and social impacts on Canada's Capital Region
- The *Ottawa River South Shore Riverfront Park Plan* has taken into account previous feedback and direction provided by the NCC's Board of Directors, the Advisory Committee on Planning, Design and Realty, by federal and municipal partners, and by the public and other interest groups as part of the consultation processes.

## APPROVAL AND CONDITIONS

### **FEDERAL LAND USE APPROVAL FOR THE OTTAWA RIVER SOUTH SHORE RIVERFRONT PARK PLAN IS HEREBY GRANTED, PURSUANT TO THE NATIONAL CAPITAL ACT, SUBJECT TO THE FOLLOWING CONDITIONS:**

#### **IMPLEMENTATION**

- 1.1 An Action Plan identifying the priorities, the budgetary requirements and those responsible for implementing the various actions to carry out the Plan will be developed by the Capital Stewardship Branch in partnership with Capital Planning Branch and approved by the Executive Management Committee of the NCC.
- 1.2 The National Capital Commission including each respective branch will oversee the implementation of the *Ottawa River South Shore Riverfront Park Plan* in accordance with their respective responsibilities identified in the Action Plan.

#### **LAND USE AND DESIGN**

- 2.1 The *Ottawa River South Sore Riverfront Park Plan* shall be the document that provides detailed planning guidance for the federal lands within the study area. The Plan will guide development projects and activities on federal lands as well as a federal land use, design and real estate transaction approval decisions.
- 2.2 The day-to-day administration of requests for the use of federal lands and the continuing implementation of the pPlan will be conducted through the Federal Land Use, Design and Transaction Approval process. All proposals affecting lands within the study that require a Federal Land Use, Design and/or Transaction Approval will be reviewed in conformity with the objectives and policies of the Plan.
- 2.3 If any inconsistencies or contradictions between the *Ottawa River South Shore Riverfront Park Plan* and the *Capital Urban Lands Plan* (NCC, 2015) or *Canada's Capital Core Area Sector Plan* (NCC, 2005), the *Ottawa River South Shore Riverfront Park Plan* shall prevail.
- 2.4 Any proposals for amendment to the *Ottawa River South Shore Riverfront Park Plan* shall be submitted to the Executive Director, Capital Planning for review and, when satisfactory, federal approval. Depending on the scale of the proposed amendment, public consultations may be required, and should respect the appropriate public engagement policies.
- 2.5 All future plans, federal or other, within the study area must be submitted to the Capital Planning Branch for review and if satisfactory, separate approval. The NCC's participation in provincial and municipal planning processes will be consistent with the vision, roles and policies of this Plan.
- 2.6 The NCC shall provide the approved Plan to its partners (e.g., federal, provincial and municipal) for information purposes, and so as to ensure that the maximum harmonization with the Plan can be achieved with their respective policies and plans.

#### **ENVIRONMENT**

- 3.1 A Strategic Environmental Assessment was completed in conjunction with the development of this Plan. All projects undertaken on federal lands within the National Capital Region will, when applicable, be subject to the requirements of the *Canadian Environmental Assessment Act* (CEAA) and any other pertinent federal acts and policies.

