



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

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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.

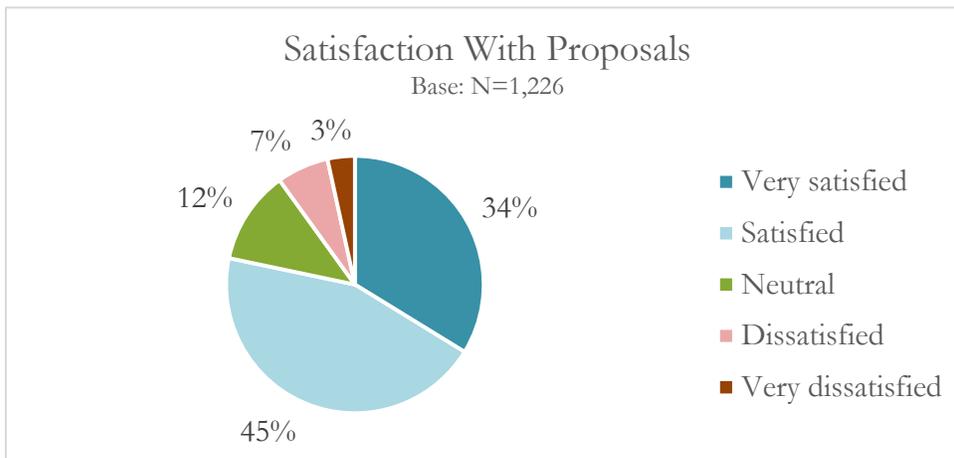
Respondents were also given the opportunity to provide any final or overarching feedback at the end of the survey. Many reiterated a desire to keep the park in a natural state.

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.

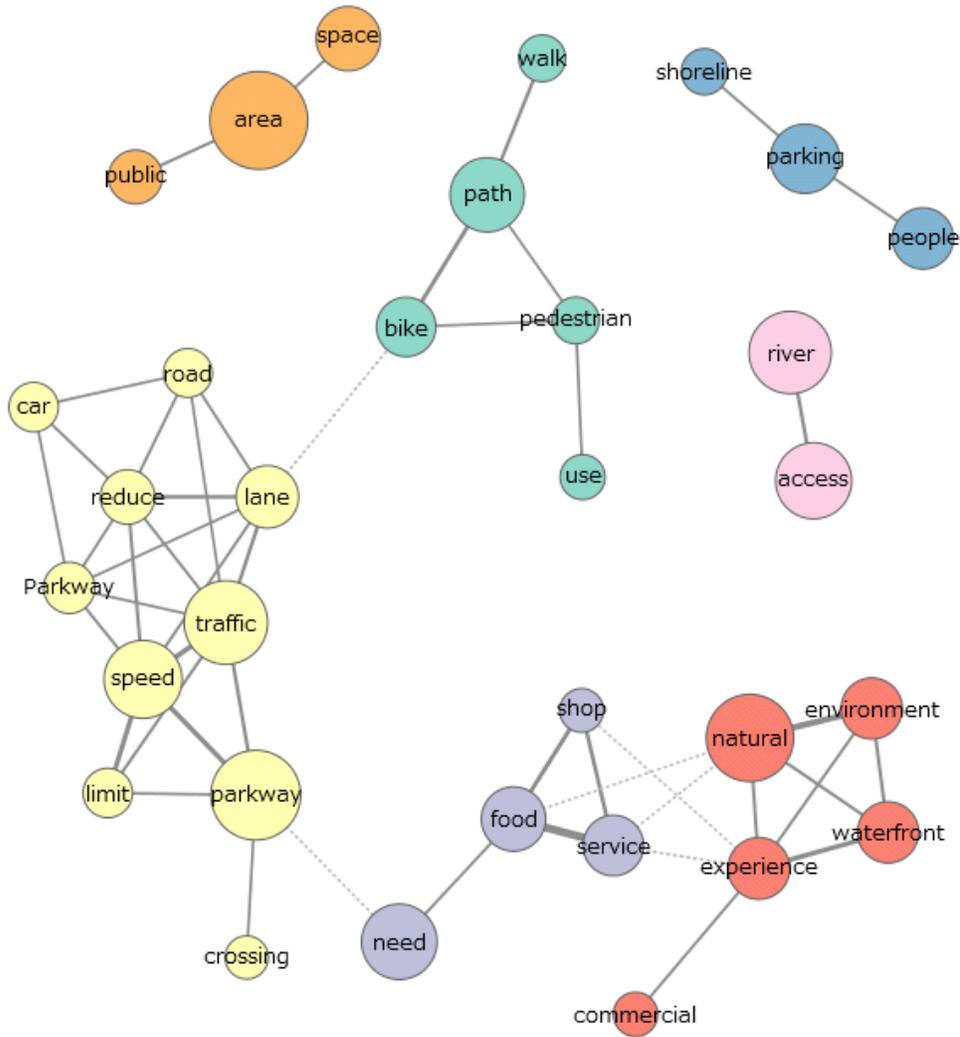
Question 2: Do you have any comments on the proposed strategies and guidelines?

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:

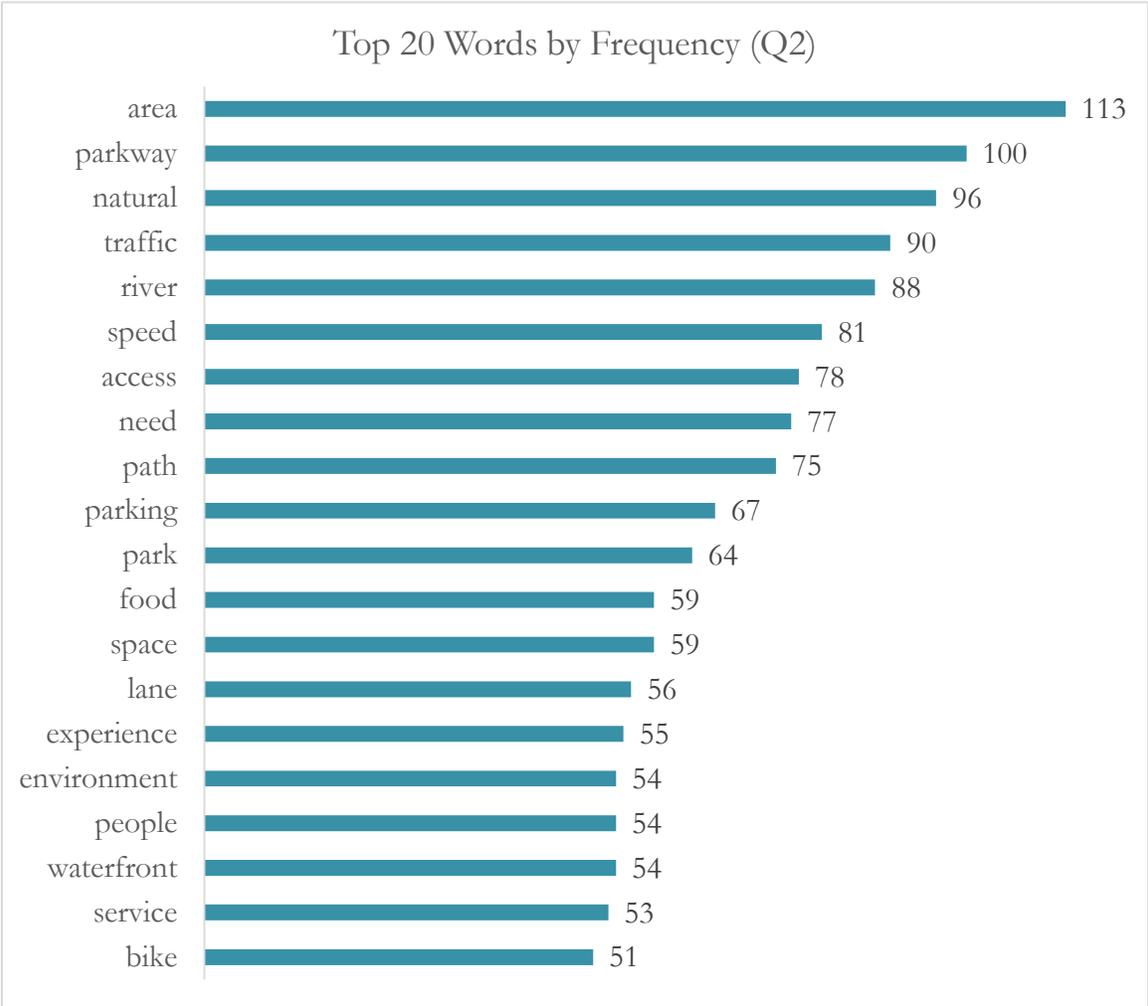
Word Grouping	Quote
public, area, space (orange)	<p><i>“As with other waterfront public areas, conservation and restoration must be kept in mind. A model similar to Lac Pink could be useful and may be of benefit.”</i></p> <p><i>“Great to keep public access to the shoreline but don’t overdo paved pathways, 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>
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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.

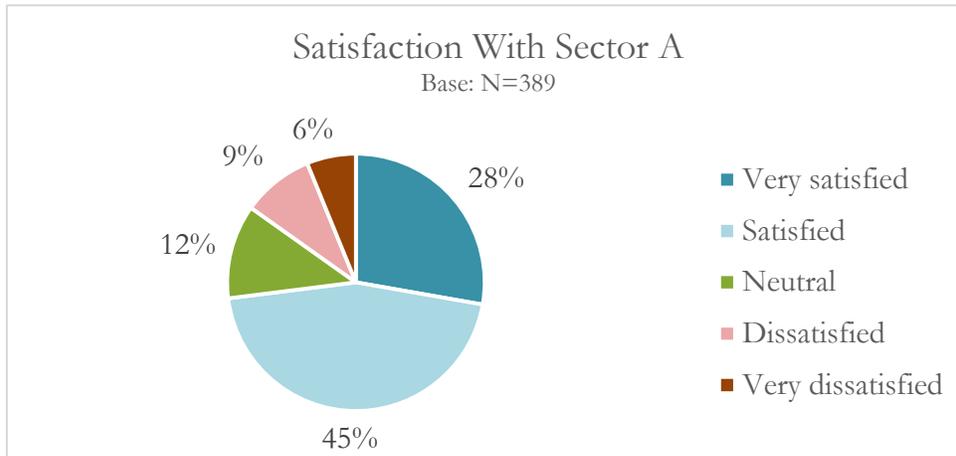
Respondents were asked to select which of the four following sectors they would like to comment on. The number next to each sector indicates how many respondents wished to provide comments for that sector.

- 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%).

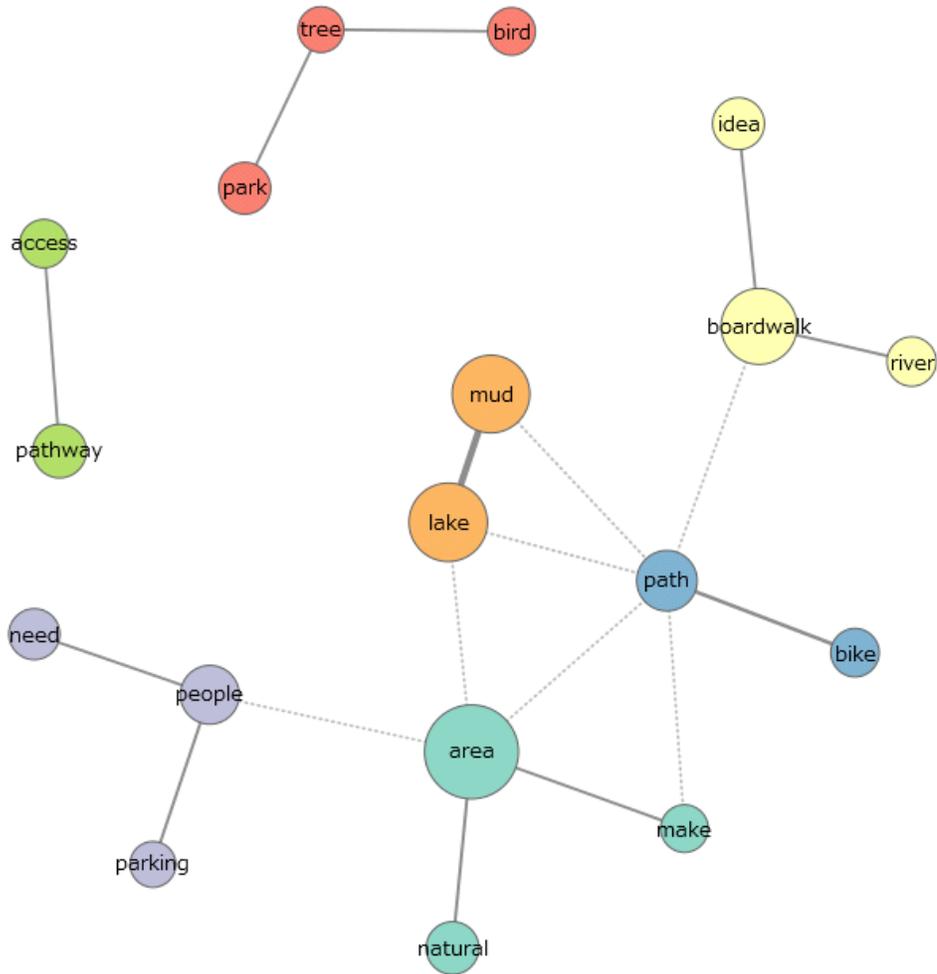


Question 5: Do you have any comments for this sector? (Mud Lake / Britannia Conservation Area to Deschênes Rapids)

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.



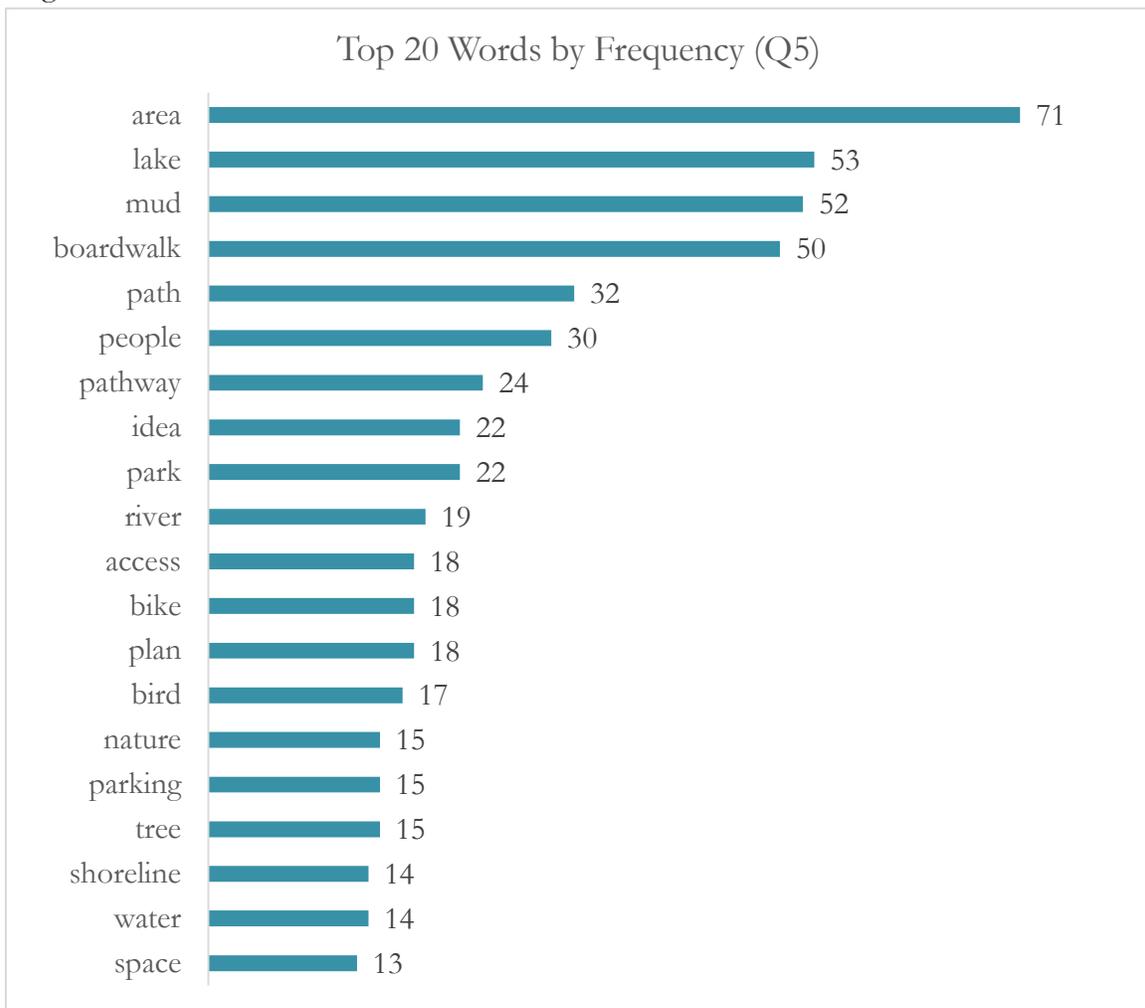
The following table highlights verbatim comments associated with the above word groupings:

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 & travel time by introducing curves?"</i></p>

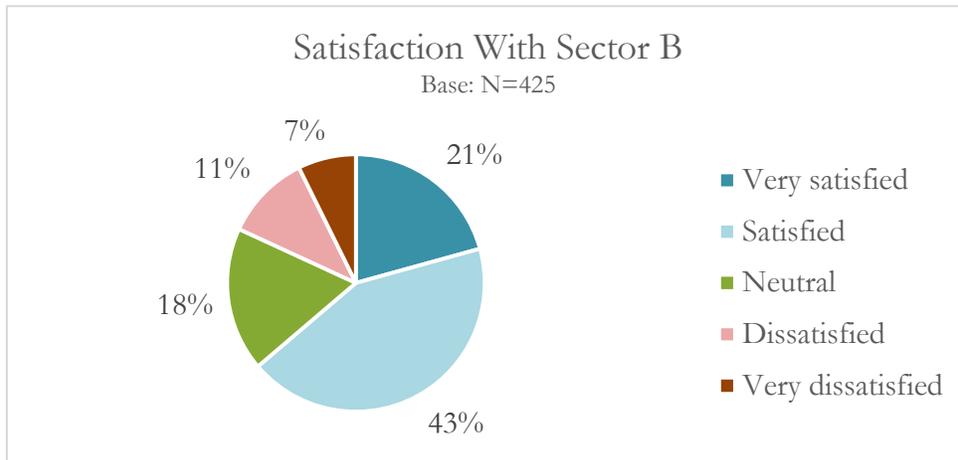
	<i>“Forcing bikes to use the boardwalk will be tight for space, and annoying for speedy commuters. A secondary bike path for those who do not want to venture onto the boardwalk as ‘through traffic’ would be good. Are you willing to maintain the boardwalk in the winter? If not, please provide an alternative on the land.”</i>
area, make, natural (teal)	<p><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></p> <p><i>“Can’t overemphasize how important this natural area is for humans and other species alike.”</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 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%).



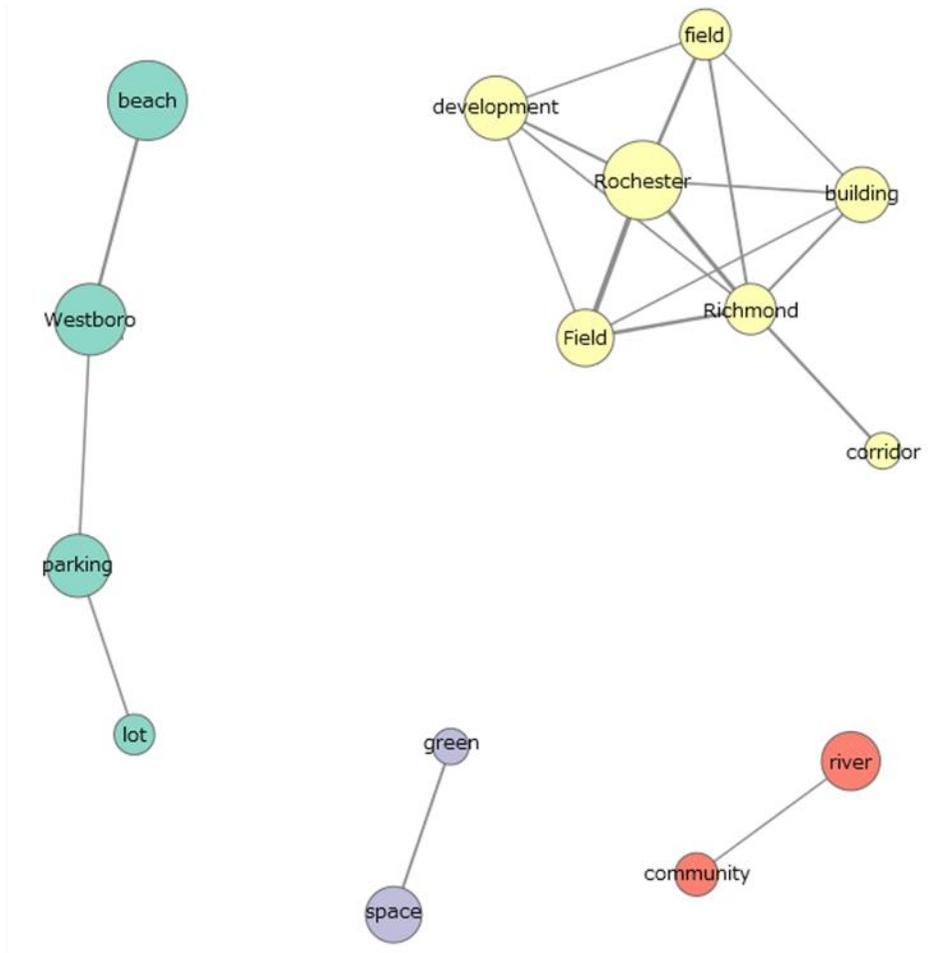
Question 7: Do you have any comments for this sector? (Woodroffe Avenue to Westboro Beach / Atlantis Avenue)

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.

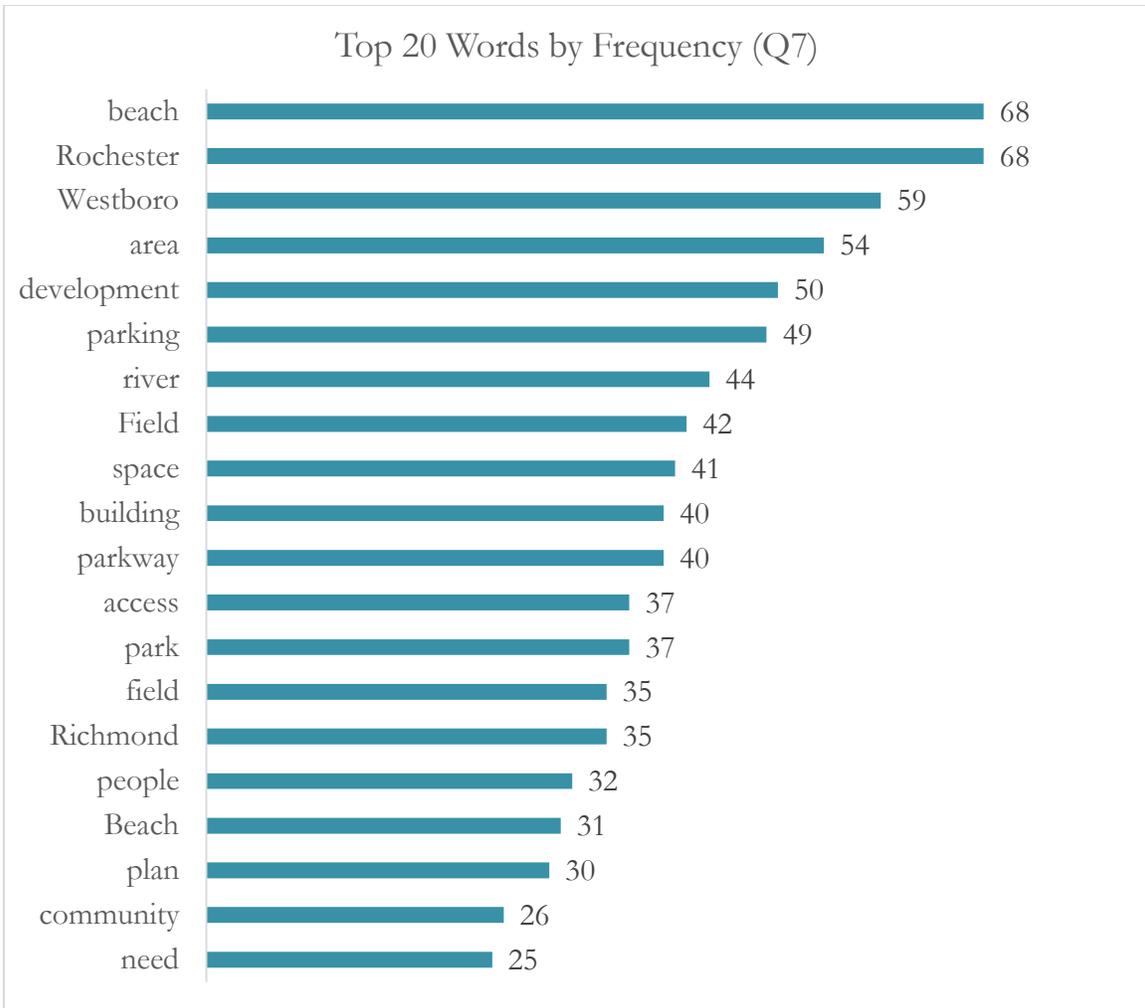


The following table highlights verbatim comments associated with the above word groupings:

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>

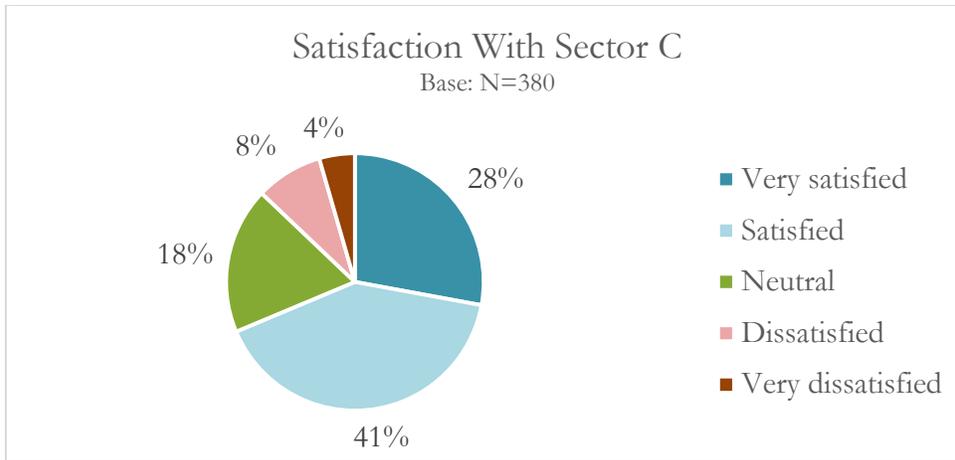
	<p><i>“I don’t want more parking lots, but more active transportation methods to access these areas. More multi-modal methods encouraged...bike to LRT and then take the bike with you to use these spaces.”</i></p> <p><i>“I’m a resident of the area. My worry is about street parking being used as an overflow 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. & 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%).



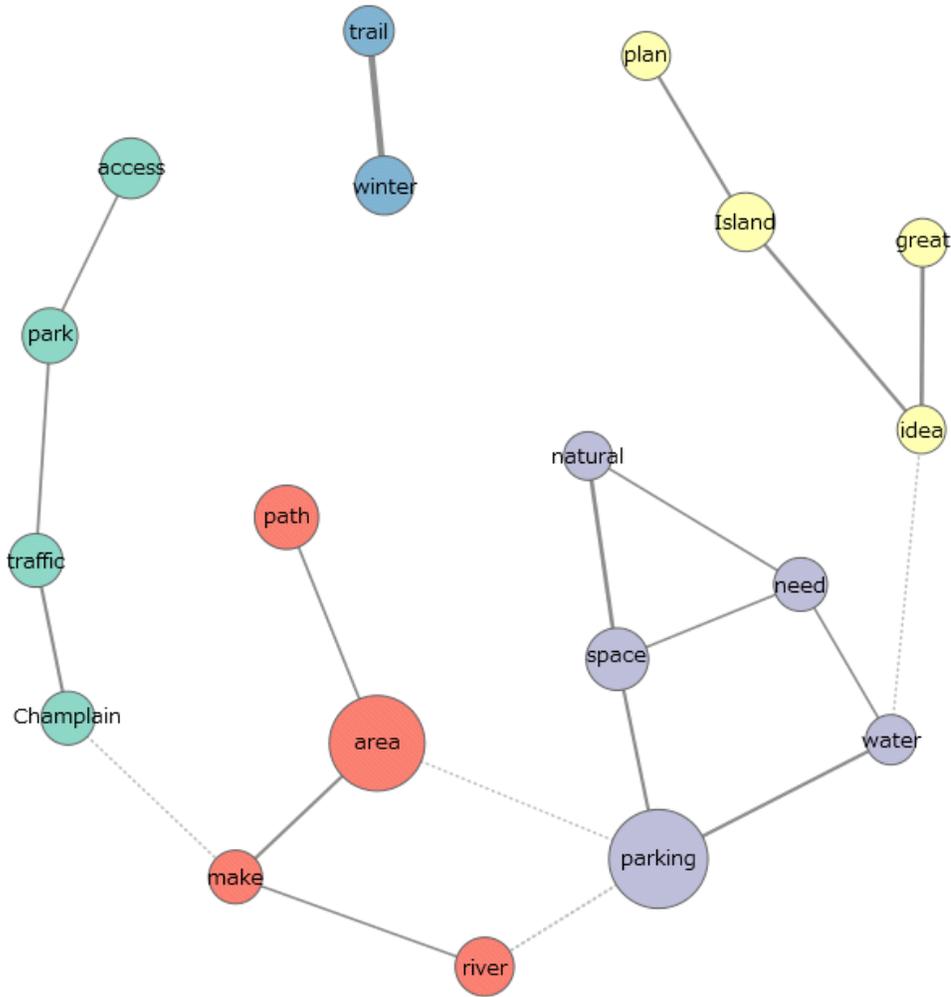
N.B. Numbers do not total 100% because of rounding.

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.



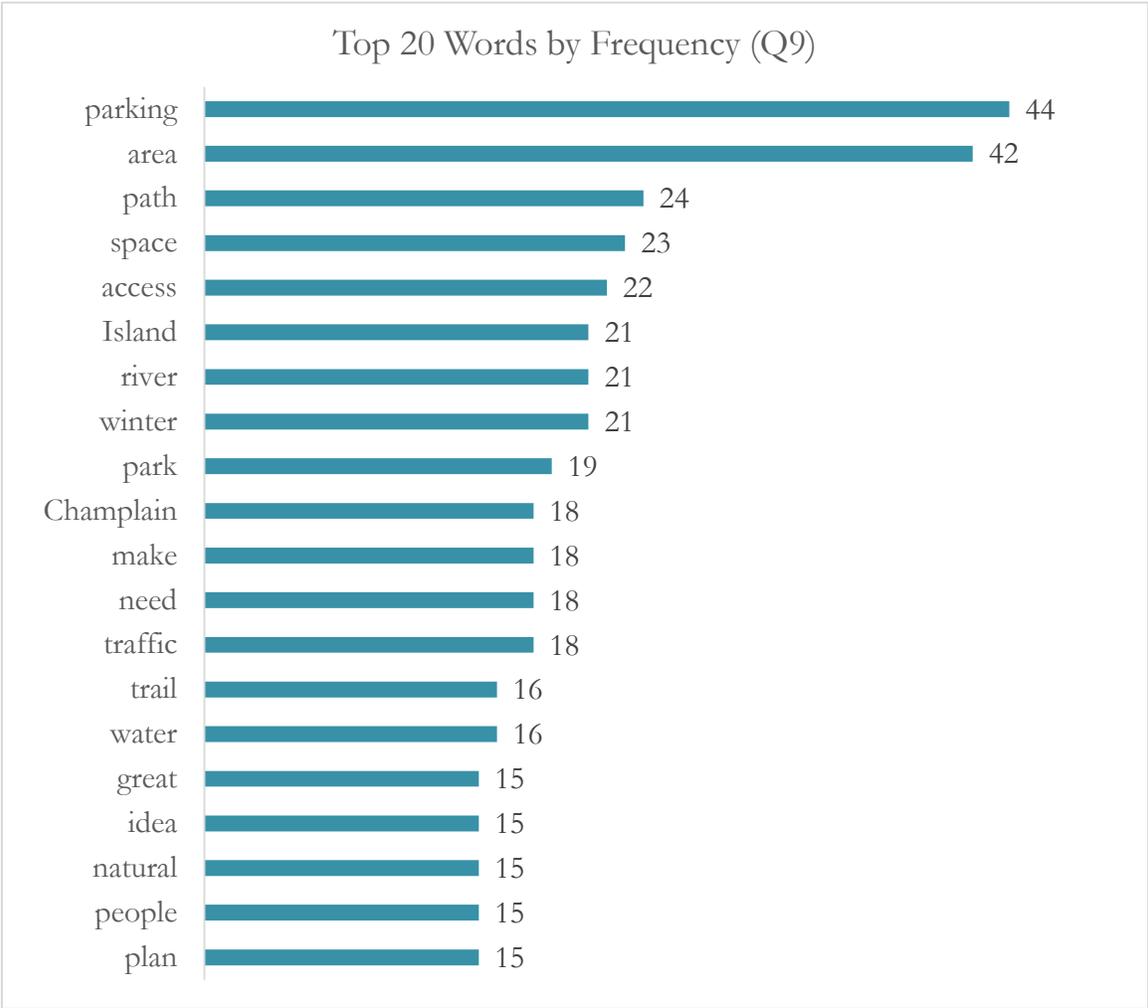
The following table highlights verbatim comments associated with the above word groupings:

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 & trees replanted for those that have died. A popular place for Cdn geese & 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>

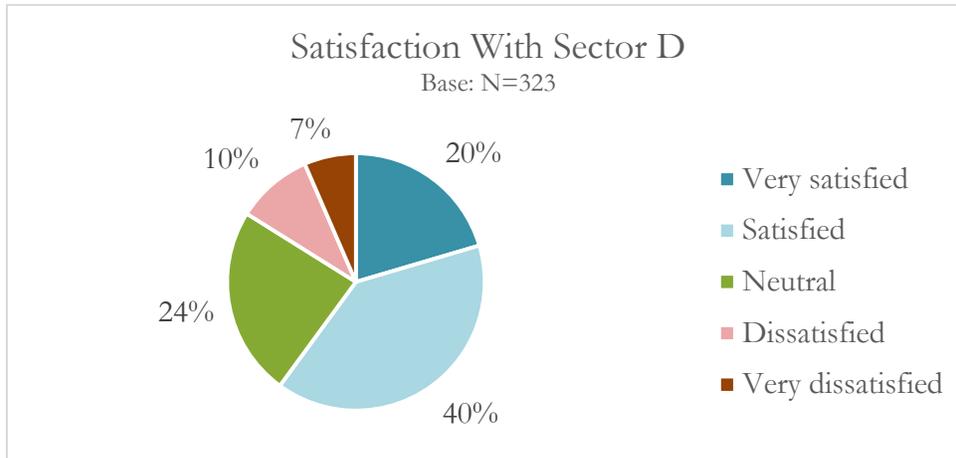
	<p><i>SJAM. Maximizing wilderness areas and trails (Kitchissippi forest!) is also great!”</i></p> <p><i>“Overall, this is awesome. The parkway / Island Park intersection doesn’t move the traffic; it needs to move at the rate it needs to move it. If any improvements are going to be done on that intersection,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



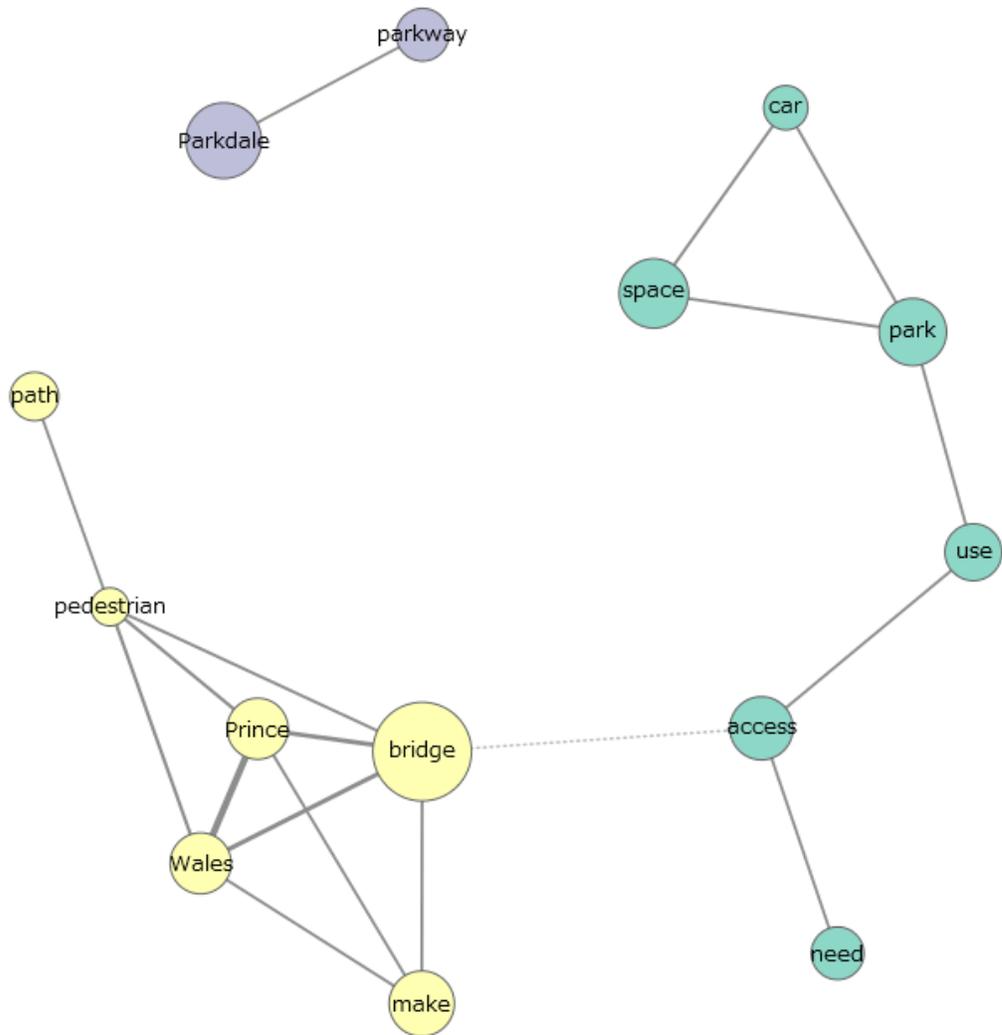
N.B. Numbers do not total 100% because of rounding.

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.

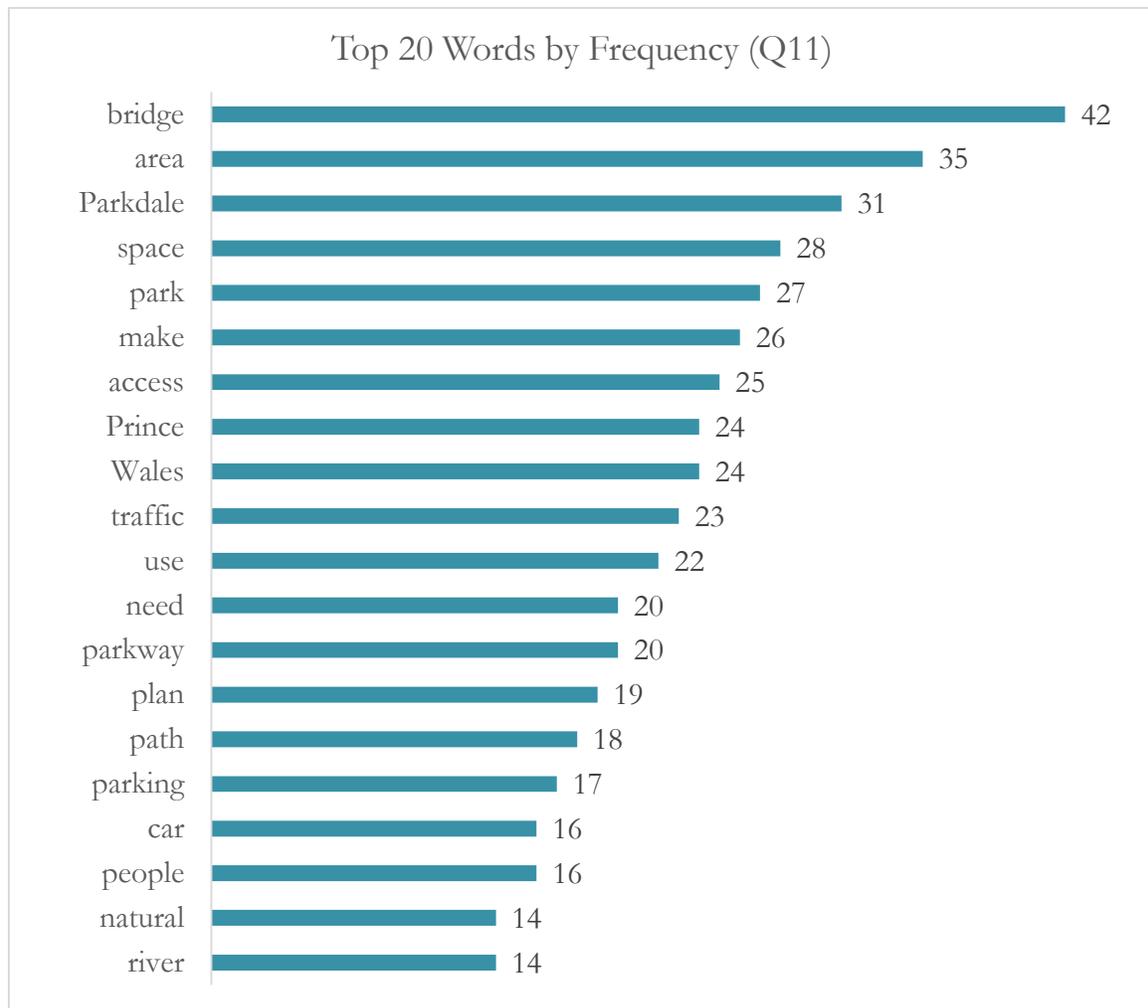


The following table highlights verbatim comments associated with the above word groupings:

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.



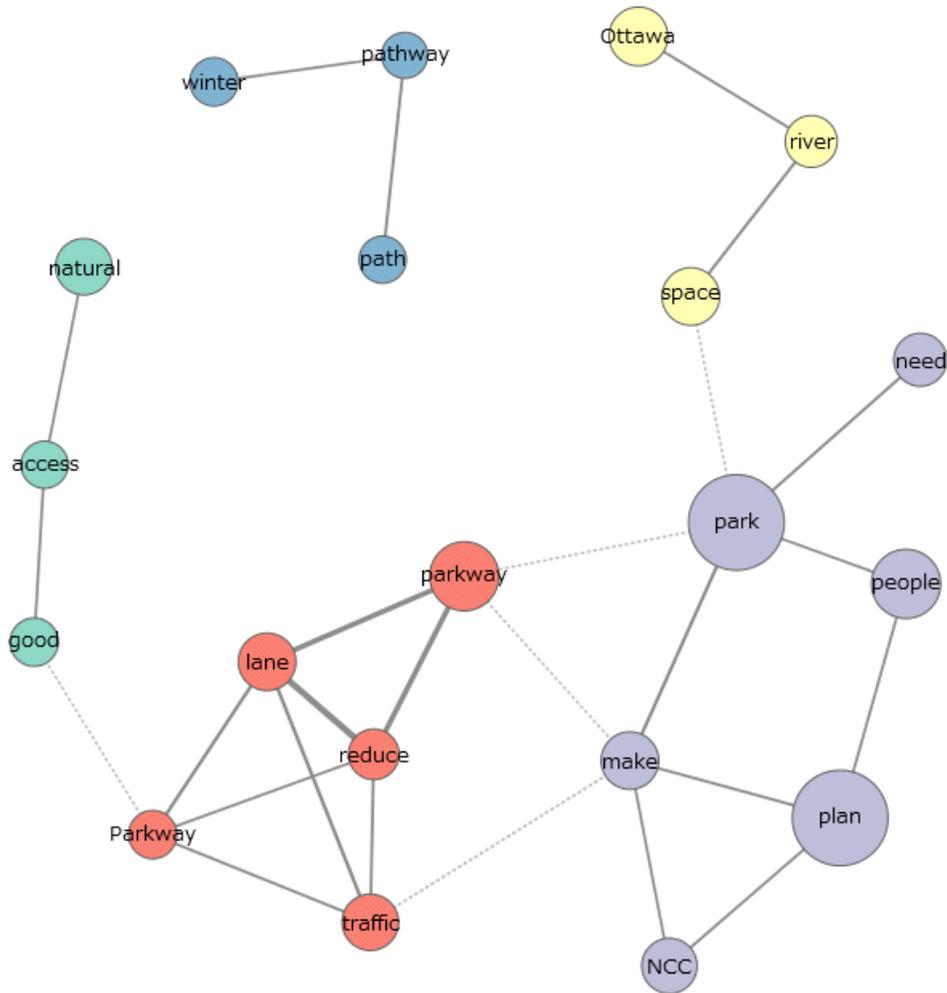
Question 12: Please provide any additional comments you may have on the plan. Thank you!

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.

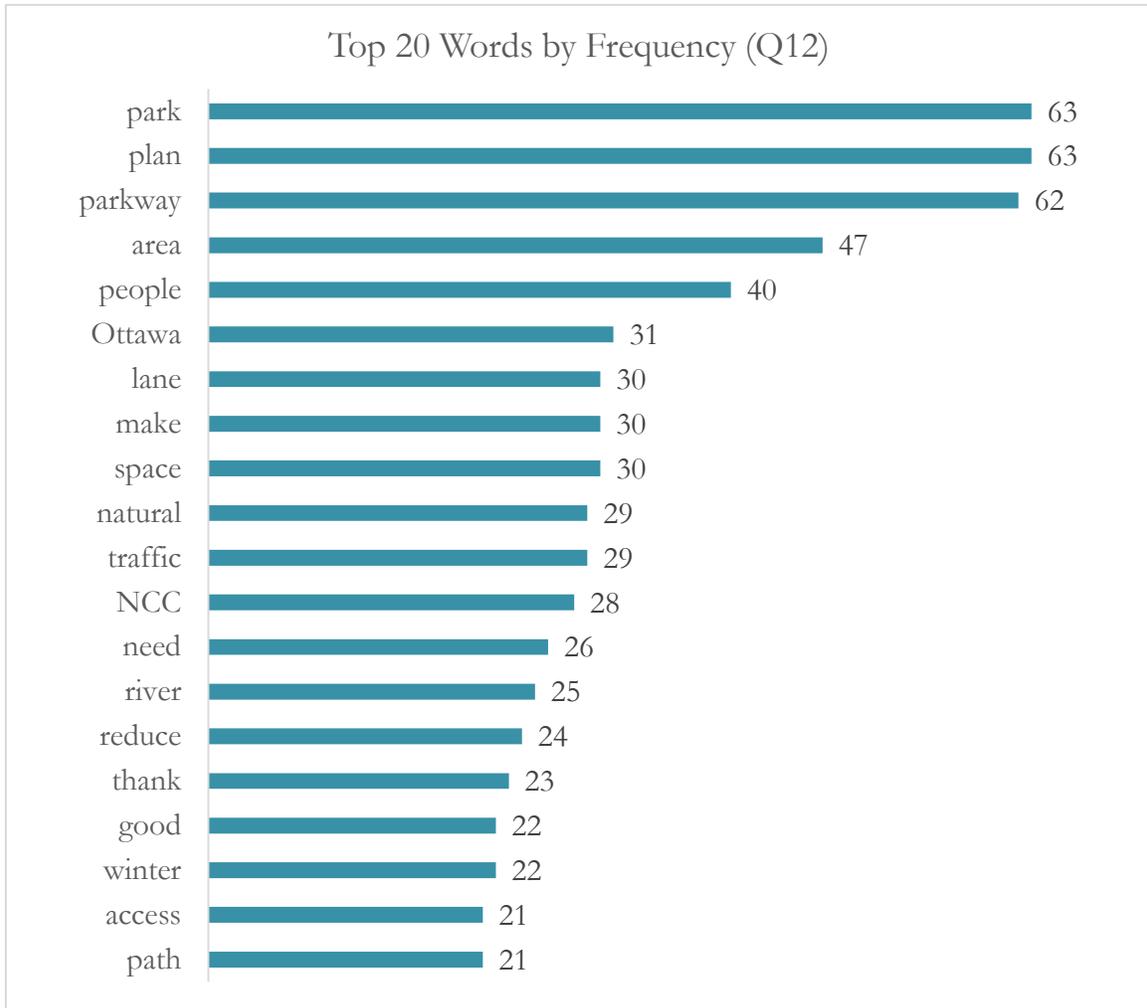


The following table highlights verbatim comments associated with the above word groupings:

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 & 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>
parkway, lane, reduce, traffic (red)	<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>
park, need, people, make, plan, NCC (purple)	<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>
Ottawa, river, space (yellow)	<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?

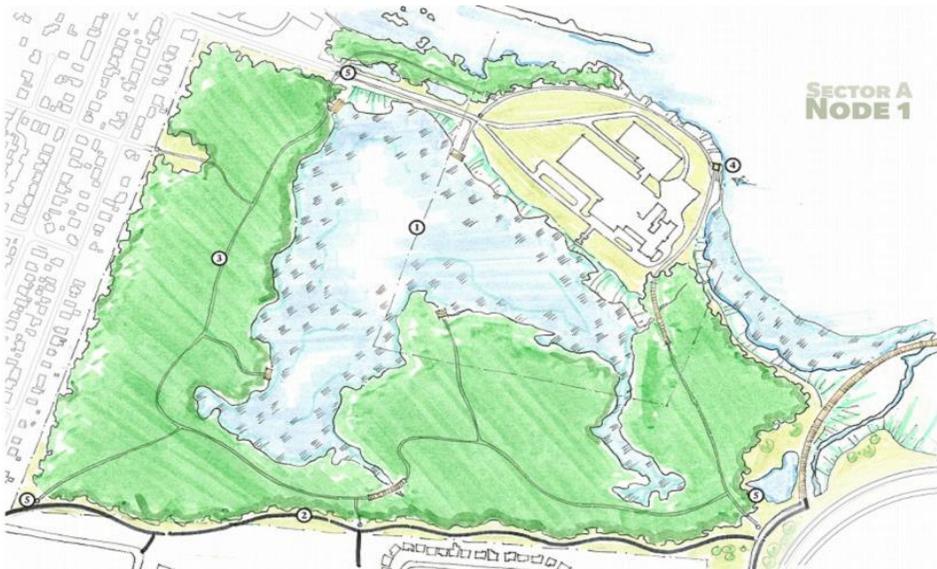
Sector Plans

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.

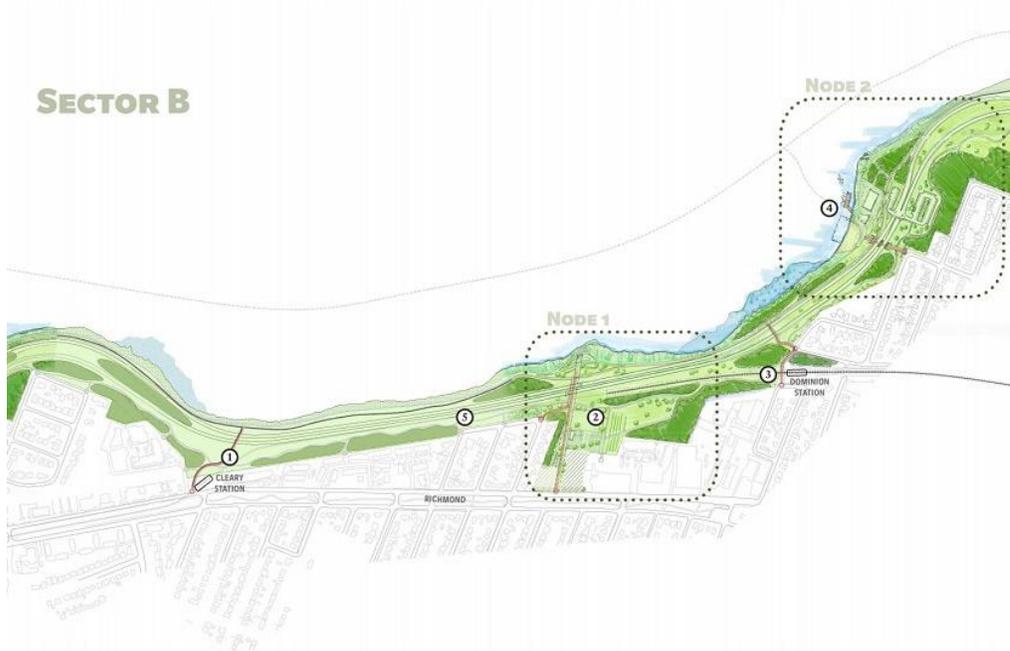
To read the sector description, and recommendations, [click here](#).

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!