



NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

LeBreton Flats Pathway Project

PUBLIC CONSULTATION REPORT
DECEMBER 2020 TO FEBRUARY 2021

Canada

Table of Contents

I. Project description.....	2
A. Background.....	2
B. About the project.....	2
C. About the site.....	4
II. Public consultation process.....	4
A. Overview.....	4
a. Consultation objective	4
b. Date and time	4
B. Consultation procedure and tools	5
a. Workshop with stakeholder groups	5
b. Online consultation.....	5
C. Invitation and promotion	5
a. Workshop with stakeholder groups	5
b. Online consultation.....	6
D. Participants	6
a. Workshop with stakeholder groups	6
b. Online consultation.....	6
III. Public consultation highlights	6
IV. What we heard.....	7
A. Workshop with stakeholder groups.....	7
B. Online consultation	8
a. Pathway usage	8
b. Activities and programming.....	9
c. Final thoughts	11
V. Integration of results.....	13
VI. Next steps.....	17
VII. Appendix 1: Online survey	18

I. Project description

A. Background

The NCC plans to build a pathway through LeBreton Flats in 2021. It will connect the Capital Pathway along the Ottawa River to the Pimisi and Bayview O-Train stations at LeBreton Flats. The creation of this pathway is part of the new [LeBreton Flats Master Concept Plan](#), which was approved in April 2021. Specifically, it is the first element of the plan's mobility, and parks and public realm strategies that will be implemented.



B. About the project

The universally accessible pathway will feature two segments totalling approximately one kilometre.

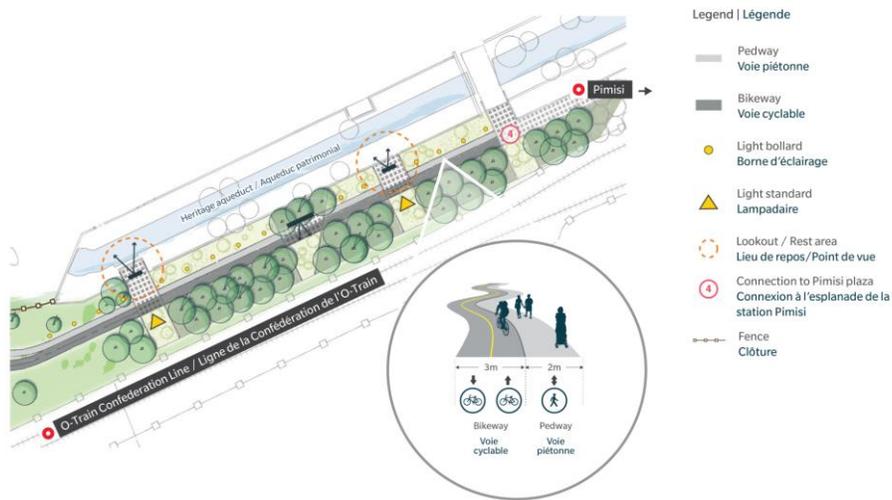
Segment 1: A segregated cycling and walking path connecting from the plaza on the lower level of the Pimisi Station to the Capital Pathway along the Ottawa River.

This segment will run along a historic aqueduct and through the Sir John A. Macdonald Parkway underpass. It will reuse part of the former Transitway road. A landscaped median will separate the paved bikeway and pedway.



Slow zone: An area with places to sit, rest and take in the view of the heritage aqueduct, west of the Pimisi Station plaza.

Its design will encourage users such as cyclists to slow down as they approach the LRT station plaza, where all users mix. The NCC is considering future uses and programming for the slow zone area, such as concession vendors, small events or other uses.



Segment 2: A four-metre-wide paved multi-use pathway connecting the Pimisi Station plaza to the Trillium Pathway and Bayview Station.

The pathway will run along the north side of the O-Train Confederation Line LRT corridor. It will follow the alignment of the current footpath.



C. About the site

The pathway will connect through the future Parks District of LeBreton Flats. It will provide access to the future Capital park, active park and urban playground areas in the Parks and Public Realm Strategy of the [LeBreton Flats Master Concept Plan](#).

The existing and surrounding area is a brownfield site which contains contaminated soils, including a former municipal landfill. As part of the pathway construction, soils will be replaced in the slow zone to remediate that area.

Remediation of the remaining soils will be undertaken when the area is developed to its ultimate use, with new parks and public realm surrounding the pathways. Until that time, fencing and landscaping will be used to keep people on the pathway.

During the 2020–2021 winter season, part of the pathway corridor was groomed as part of a pilot project with the SJAM Winter Trail. Future approaches to winter maintenance will be determined on the basis of public consultation and the pilot project.

II. Public consultation process

A. Overview

a. Consultation objective

Provide stakeholder groups and members of the public with an opportunity to

- learn about the project, including the proposed design for the pathway and amenities that could be offered along with it, and
- share feedback with the NCC about the project.

b. Date and time

Workshop with stakeholder groups:

- December 10, 2021, 3 pm to 4:30 pm

Online consultation:

- January 22 to February 12, 2021

B. Consultation procedure and tools

a. Workshop with stakeholder groups

The workshop with stakeholder groups was held via Microsoft Teams. It featured a presentation by the project team, followed by a question and discussion period. NCC staff took notes throughout the meeting.

b. Online consultation

The online consultation consisted of a project web page, paired with an online survey.

The project web page featured information about the project background, site, objectives, draft design concept and timeline. Along with this information were several photographs of existing site conditions, as well as graphics that illustrated the proposed design of the different pathway segments.

Participants were then invited to complete a short survey. In the survey, participants were asked to provide feedback on the following aspects of the proposed pathway:

- How they saw themselves using the pathway
- Support for, or opposition to, different potential activities and programming in the pathway “slow zone” along the historic aqueduct
- Ideas for other activities or events that could be held in the “slow zone”
- General comments on the project

Interested members of the public were also invited to provide feedback on the project by contacting NCC client services by phone or email.

C. Invitation and promotion

a. Workshop with stakeholder groups

An email invitation to the online workshop was sent to the following groups on December 3, 2020:

- Action Vélo Outaouais
- Bike Ottawa
- Bike Ottawa – Advocacy Working Group
- Building LeBreton Public Advisory Group
- Catherine McKenney, Councillor of Somerset Ward
- Centretown Community Association

- Dalhousie Community Association
- EnviroCentre
- SJAM Winter Trail
- Hintonburg Community Association
- Jeff Leiper, Councillor of Kitchissippi Ward
- Ottawa Bicycle Club
- Ottawa Riverkeeper
- Canadian War Museum

b. Online consultation

An email invitation for the online consultation was sent using NCC distribution lists, which include the following stakeholders:

- interest groups, user groups and heritage groups
- residents' associations
- members of the general public registered to receive public engagement messages for the Building LeBreton project

Messages were also posted on the NCC's social media accounts (Facebook and Twitter), soliciting the participation of all interested members of the public. A paid digital advertising campaign was also launched on these same platforms throughout the duration of the survey.

D. Participants

a. Workshop with stakeholder groups

- A total of six participants

b. Online consultation

- A total of 463 respondents, 407 of whom completed the survey from start to finish

III. Public consultation highlights

Public consultation participants were enthusiastic about the project. Many shared exciting and creative ideas about placemaking opportunities along the pathway, and at LeBreton Flats as a whole. Elements frequently highlighted by participants included the following:

- The importance of separating pedestrian and cycling traffic along the pathway.
- Design and maintenance for winter use of the pathway.
- The provision of amenities that would create a rest area along the pathway and animate this space such that it becomes a destination in its own right.
- Interpretation of local heritage and history, including that of Indigenous peoples and LeBreton's industrial past.
- Care for and enhancement of the pathway's natural setting.

IV. What we heard

A. Workshop with stakeholder groups

The feedback provided by stakeholder groups centred on pathway and landscape design, amenities, winter use and public engagement.

Amenities

Proposed amenities included the following:

- Picnic tables
- Food and drink vendors, with a focus on regional foods
- Bike parking and maintenance equipment (e.g. bike pump)
- Artist-inspired seating areas
- Reading spaces
- Access to the water for swimming

Design

Several participants stressed the desirability of separated and wider pathways, from the perspective of both enhancing accessibility and making pathways safer. One participant urged the NCC to take other modes of active mobility into account in the design of the pathway, including electric scooters and unicycles.

On the topic of slowing down traffic, especially in the designated “slow zone,” several participants were skeptical of the effectiveness of signage. Instead, these participants endorsed design-based approaches to calm traffic, such as turns and textured surfaces. One participant, however, noted that some of these approaches can create barriers to pathway accessibility.

One participant encouraged the NCC to reach out to the arts community and to find creative ways to enhance the user experience of the pathway.

The importance of lighting was also raised by participants. One participant recommended adopting a balanced approach to lighting: enough to feel safe, but not so much that it compromises the experience of being in nature. Another participant suggested exploring different types of lighting, including lit bollards and lights under benches.

One participant encouraged the NCC to integrate additional canopy cover into the design to provide pathway users with more shade.

One participant expressed concern about the use of fencing/barricades. This participant wondered how the NCC would ensure that the fencing did not detract from the view, while also preventing users from accessing areas with contaminated soil.

Winter use

The winter use of the pathway was a topic of interest for several participants. One participant urged the NCC to design the pathway with winter uses of the facilities in mind. Another recommended that maintenance efforts keep public art visible in the winter.

Consultation

Participants urged the NCC to consider the unique perspectives of both children and seniors in the design of the pathway.

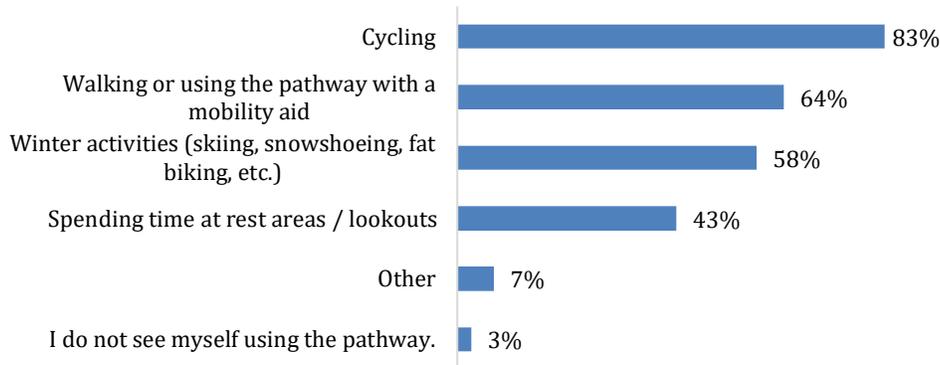
B. Online consultation

a. Pathway usage

In order to refine the details of the pathway design, the project team wanted to know how prospective users saw themselves using the pathway.

The type of likely pathway use most widely shared by respondents was cycling (selected by 83 percent), followed by walking (64 percent), winter activities (58 percent), and spending time at rest areas / lookouts (43 percent). Three percent of respondents indicated that they did not think they would use the pathway.

Anticipated use of the pathway



Seven percent of respondents saw themselves using the pathway in a manner different from the listed options. Alternative uses included the following:

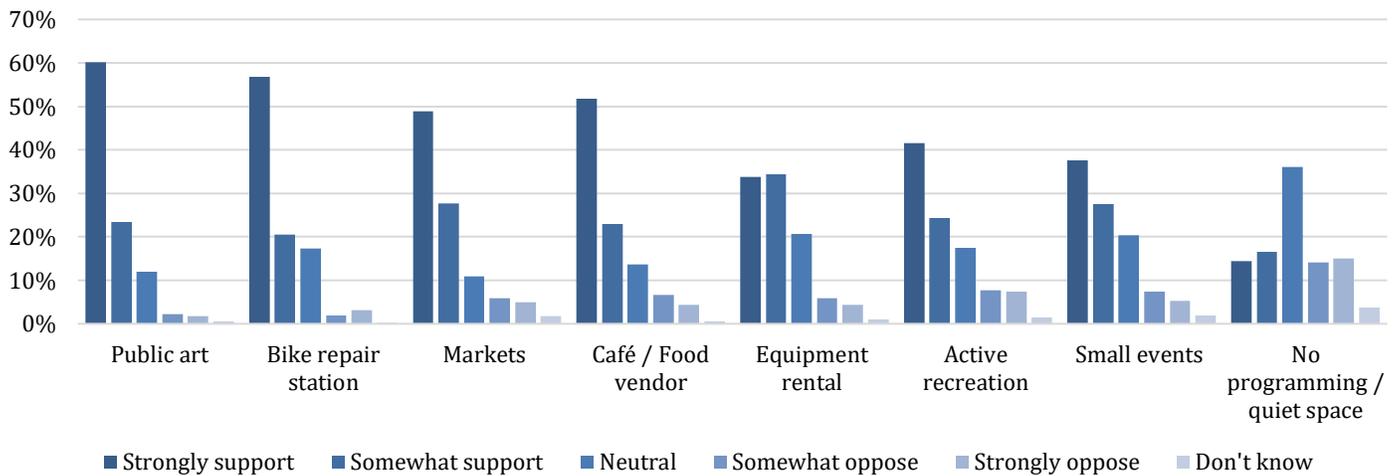
- Enjoying nature
- Running
- Dog walks
- In-line skating
- Birding
- Yoga
- Walking with a stroller
- Having a picnic
- Photography

- Accessing the LRT
- Appreciating local heritage features
- Using an e-scooter

b. Activities and programming

In the survey, we noted that there are opportunities for special activities and programming in the “slow zone” along the historic aqueduct, west of the Pimisi Station. We asked respondents to indicate what type of future activities and/or events they would like to see in this area.

Programming preferences for the "slow zone"



The most popular of the proposed options was public art, supported by 83 percent of respondents. Markets and a bike repair station were next, both supported by 77 percent of respondents. This was followed by a café / food vendor (75 percent), equipment rental (68 percent), active recreation (66 percent) and small events (65 percent). The least popular option was no programming at all / a quiet space, supported by 31 percent of respondents. This latter option was also the one that elicited the greatest degree of ambivalence: 36 percent of respondents indicated they neither supported nor opposed it.

We also asked respondents to share their ideas for other activities or events that they would like to see in the “slow zone.”

Amenities

Some of the most frequently mentioned ideas included basic amenities such as public washrooms, drinking fountains, seating and a picnic area. Other proposed amenities included the following:

- Bike racks and repair stations
- Dog-friendly spaces, including an off-leash area

- A charging station for electronic devices — ideally solar-powered
- Vehicle parking
- Quiet space for relaxation
- A splash pad
- A reading nook
- Barbecues
- A skate park
- A Little Free Library
- Mini putt
- A skate park
- Binoculars to view the river
- An outdoor piano
- Exercise equipment
- A dock and/or beach
- A change room
- A boardwalk to the river
- Community multi-purpose space

Programming and events

Respondents also had a number of ideas related to programming and events:

- Lectures, workshops and storytelling about
 - Aboriginal culture and history
 - local heritage and industrial history
 - nature and astronomy
 - cycling
- Food and drink vendors, including a bar
- Performances, including concerts and busking
- Interactive games
- Yoga
- Outdoor exhibits

Winter use

Several ideas shared by participants were specific to winter uses of the pathway and the areas adjacent to it. The most popular of these was ice skating on the aqueduct, with access from the pathway to the aqueduct, as well as to an area where skaters could lace up their skates. In a similar spirit, some respondents thought that the area along the pathway could host Winterlude sculptures and activities. Some respondents looked forward to being able to use the pathway for skiing and/or snowshoeing. One respondent proposed creating a sheltered area with a heritage-inspired fireplace, where pathway users could go to warm up.

Design

Certain suggestions for the slow zone were oriented toward the design of the pathway and surrounding landscape. Some respondents underscored the importance of separating the pedway and bikeway, especially in the slow zone. The topic of signage was also raised by several respondents, both from the perspective of safety (e.g. encouraging cyclists to be respectful of pedestrians sharing the path) and interpretation (e.g. multimedia displays and panels with information about the site's heritage features). Several participants urged the NCC to enhance the natural environment around the pathway by protecting habitats, planting trees and creating various kinds of gardens (e.g. a pollinator garden, a native species garden, food-bearing trees and plants, a community garden and so on). A few respondents suggested that an ornamental fountain be added to the design plans.

c. Final thoughts

At the end of the survey, we asked respondents if there was anything else that they would like to share with us regarding the pathway project.

A number of respondents used this opportunity to share their enthusiasm and support for the project. Many of these respondents were eager to see the NCC put shovels in the ground and "make it happen."

Pathway design and maintenance

Several respondents again underscored the importance of separating pedestrians from cyclists. Others suggested that the pathway be further widened — especially the bikeway and/or that design elements be integrated to encourage pathway users to reduce their speed. A number of respondents emphasized connectivity and made detailed suggestions as to how the flow of active mobility could be improved in the area. Illumination was another factor raised by respondents, who encouraged the NCC to ensure that the pathway was properly lit at night.

Some respondents urged the NCC to keep the path cleared as part of winter maintenance, while others enthusiastically endorsed its integration into the SJAM Winter Trail network.

A few respondents opposed the concept of a slow zone, arguing that the pathway should be designed such that cyclists need not slow down or dismount to pass through the area. A similar number of participants worried that the slow zone would not work, and that some cyclists would speed through it and thus endanger pedestrians. Enforcement and education/signage were put forward by some respondents as solutions to potential conflicts between high-speed and low-speed users.

Landscape design

Here again several respondents expressed a preference for keeping the area as natural as possible, with additional trees, native plants and minimal development. In a similar spirit, some respondents questioned the use of fencing in this area, seeing it both as an eyesore and as preventing people from venturing off the pathway to explore surrounding green spaces.

Amenities

Many of the amenities proposed by respondents in this section echoed suggestions made earlier in the survey:

- Washrooms
- Drinking fountains
- Dog-friendly spaces, including an off-leash area
- A picnic area
- A charging station
- Heritage interpretation panels
- Water sports (swimming, paddling)

Newly proposed amenities and features:

- Indigenous art
- A shelter to protect pathway users from the elements

Programming

Most of the suggestions related to programming similarly reiterated previously shared ideas. These include the following:

- Event and performance space
- Food and drink vendors

A few participants, however, worried about the potential downside of programming in this space. One participant feared that programming would attract crowds and pose a safety risk on the pathway. Others simply did not see the pathway as a destination or as a suitable space for events. Some expressed a desire to keep the area relaxing and peaceful, or to strike a balance between events and quiet time.

The following table provides a few examples of the comments received as part of the online consultation.

Topic	Sample comment
Amenities	<p>It would be useful to have bathrooms/change facilities that do not require entry into the station to use. Water fountains/water bottle filling stations would also be useful in the summer when even walking can be dehydrating.</p> <p>Reading nooks.</p> <p>I think you should create features where the public can interact with the aqueduct, it is inevitable people [will] want to dip their toes in or wade. Perhaps not swimming, but there should be a sanctioned picnic area and the water should be kept clean.</p>

Dogs should be allowed on leash. An off-leash area nearby would also be fantastic. Design looks great!

Picnic tables, public BBQ pits, public washroom, bike racks, historical info about the aqueduct and surrounding lands

Smartphone charging area. Secure washrooms with water stations.

I have a keen interest in built heritage, and would strongly encourage that the rich history of this area, including the industrial/residential mix of the past, be prominently displayed through interpretation panels.

Pathway design

I really appreciate separating cycling from walking on this pathway, as per the illustrations. I'm not a fast cyclist but prefer when the two uses are separated to make walking and cycling less stressful for all users.

Education of cyclists to share the path (e.g. signage).

It would be nice to have an improved cycling connection to downtown. The current connection is hazardous, as pedestrians and cyclists can collide with many blind corners.

Three-metre width for the path for people cycling seems a bit narrow. Three metres is the absolute narrowest. Widening it, if possible, would be ideal, especially around corners.

Intersections of multi-use pathways should leverage roundabout and speed-reduction features, while accommodating the ski trail in winter!

PLEASE physically separate biking and walking areas. Multi-use pathways, such as along the canal, are unusable for me to walk on because of aggressive cyclists. Separate walking and cycling paths are much safer for seniors, kids and anyone with mobility difficulties.

Light up flashing walkways, twinkle light tunnels.

Landscape design

Consider design elements and native plantings that "naturalize" the area to the extent possible.

Pollinator garden

I don't understand why a fence is being proposed north of segment two toward Bayview. This is NCC property and there is no reason why we should not encourage people to explore this space now. Obviously, a fence on the south side to ensure that no one tries to cross the O-Train line is necessary, but a fence on the north side is illogical.

We need trees, lots of trees. And wild spaces, even small ones. Minimal paving, concrete and maximum protection of existing trees, green space.

Programming	<p>Wild native flowers, butterfly garden.</p> <p>Learn to ride your bicycle course</p> <p>Bars as well, not just cafés</p> <p>I'd love to see a balance between programming in the "slow zone" and quiet time. Quality over quantity with programming.</p> <p>Official busker area</p> <p>Star gazing, Parks Canada nature and Indigenous education. History of area, education, craftsmanship, blacksmithing.</p> <p>Outdoor group exercise (yoga, tai chi, etc.) and nature talks.</p>
Winter uses	<p>Areas/programming for First Nations history/storytelling/programming.</p> <p>There's been some talk about using the aqueduct for skating in the winter. The slow zone could be a good place for skaters to put on their skates and access the aqueduct. It could also be a good place for skate rentals. During Winterlude, this could be a good site for some snow or ice sculptures.</p> <p>Cross-country skiing, snowshoeing.</p> <p>Winter maintenance will be extremely useful (and perhaps the design can include a rain/wind shelter that would allow the use of the space even in inclement weather). The City of Ottawa does not maintain active use of public spaces in the winter. However, the NCC does, and NCC-managed public resources are often the only option. This is mostly well-designed addition that I hope can be made available all year round.</p> <p>I think it's great to be universally accessible, but a wider path in the winter would allow a lane for [pedestrians] separate from skate skiers. The trails get very trampled despite the efforts of the groomers, and the skiing would be much better if these were separated.</p>

V. Response to public feedback

Feedback	Response
Amenities/ Programming	<p><i>General:</i> The slow zone has been designed to provide for flexibility by decontaminating the entire slow zone to enable more uses (such as food and beverage consumption) and to allow for future programming uses. Enjoying the views was also a design objective for the slow zone, which includes the creation of two lookout points, improving the guardrail conditions along the aqueduct, adding two large benches and lighting, decorative planting, and planting new trees.</p>

Washrooms and drinking fountains: Washrooms and drinking fountains are not possible, as there is no available water line connection. However, there are some public washroom facilities in the area (at Bayview Station and the Canadian War Museum and, in future, at the new central library, which will soon be under construction).

Picnic area: Uses are limited, based on the project's environmental risk assessment. Food and beverage consumption is permitted only in the slow zone, as it will be decontaminated. Benches will be provided for seating.

Dog-friendly spaces, including an off-leash area: Generally, NCC parks and pathways permit dogs on leash. Dog-friendly areas may be considered in the future, based on community needs as the surrounding area develops.

Charging station: Equipment requiring power was not incorporated into the design of the slow zone, as there is limited power available and this has been reserved for the lighting. When the adjacent areas are developed, future power connections will allow for consideration of other equipment and uses.

Heritage interpretation panels: This suggestion will be considered as part of the future implementation of interpretive elements in line with the Heritage and Culture Strategy in the LeBreton Flats Master Concept Plan.

Water sports (swimming, paddling): The aqueduct is part of the overall Ottawa Waterworks System owned by the City of Ottawa, and thus not part of the project site area. When the NCC implements the LeBreton Flats Master Concept Plan, animation of the aqueduct area will be discussed with the City of Ottawa.

Pathway design

Segregated pathway: The pathway will be segregated for pedestrians and cyclists where the available space allows. Segment 1 and the slow zone will include a segregated pathway providing a three-metre-wide bikeway and a two-metre-wide pedway. Along Segment 1, the segregation will be provided by a landscaped median that is approximately two metres wide. In the slow zone, the bikeway and pedway will be segregated by a row of pavers.

Multi-use pathway: Segment 2 will be four metres wide, which is wider than a typical three-metre multi-use pathway. It is not possible to provide a segregated pathway in this segment, due to grade changes in this area and contamination costs if soils were removed. Segregation of this segment of pathway can be considered in the future when the surrounding park is developed.

Lighting: User safety was a key design consideration, including application of Crime Prevention Through Environmental Design principles and the impact of light pollution on plants, wildlife and the night sky. The Capital Pathway along the Ottawa River is not currently lit, nor is the Trillium Pathway north of Bayview Station, which are the pathway’s connection points to the north and west, respectively. Thus, incorporating lighting was limited to the slow zone only as a transition from the lighting at the Pimisi Station plaza.

Signage: Wayfinding signs, to identify the segregated pathway and slow zone, and yield signs will be installed when the pathway is constructed to support the integration of the new pathway to the overall network.

Landscape design

General: New trees (21 deciduous trees and 5 coniferous trees), planting beds (shrubs, perennials) and naturalized replanting of the landscaped median, the pathway shoulders and the area south of the slow zone are part of the landscape plan to complement the surrounding natural area and provide a pleasant setting as the area matures. When possible, plants will be of native species.

Fencing: As the project area is within a brownfield site (containing contaminated soils and near a former municipal landfill), fencing is required to direct users to stay on the pathway. The fencing design will use natural wood with a simple aesthetic of posts and horizontal slats.

Brownfield remediation of the areas surrounding Segments 1 and 2 of the pathway will be undertaken when the area is ultimately developed as part of the Parks District of the LeBreton Flats Master Concept Plan.

Winter uses

SJAM Winter Trail: The pathway area was partly groomed as part of the SJAM Winter Trail in 2020–2021, with users enjoying this added segment for the first time. The pathway design incorporates the winter trail design needs such as width requirements for grooming equipment and gates in the fencing to allow equipment can pass through.

Winter activities: Future activities and programming in winter will be considered as planning for the slow zone and as the LeBreton Flats Master Concept Plan’s Aqueduct District is developed.

Ice skating on the aqueduct would require discussion with the City of Ottawa, as the aqueduct is a City asset and a critical part of a functional infrastructure system. However, as the LeBreton Flats

Master Concept Plan's Aqueduct District is developed, animation and use of the aqueduct area will be a key feature of the district.

VI. Next steps

The pathway design plans have been revised and updated, based on public and stakeholder feedback and an internal technical review during February and March 2021. The plans received federal land use and design approval in April 2021, and are now being finalized to be a construction-ready tender package. Issuance of the construction contract is scheduled for May 2021, with construction expected to begin in June 2021.

Site preparation works began in early April. This work included vegetation clearing, removal of four trees and tree pruning in advance of nesting season. Pre-construction work will start at the end of April, and includes erection of amphibian exclusion fencing, site cleanup, an inventory of existing conditions and a monthly mowing program.

Construction will take place over the summer and into the fall. The pathway is expected to open to the public in fall 2021.

VII. Appendix 1: Online survey


NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

LeBreton Flats Pathway Project

40%

[Exit Survey](#)

Welcome!

The National Capital Commission (NCC) is constructing new universally accessible pathways to provide important connections through LeBreton Flats from the Capital Pathway along the Ottawa River to the Pimisi and Bayview O-Train stations, and we would like your input.

These pathways are the first element to be implemented from the Mobility, and Parks and Public Realm strategies in the new LeBreton Flats Master Concept Plan, which was approved in 2020.

If you have not already, we invite you to [review the draft design](#) before responding to the questionnaire.

The questionnaire should take only a few minutes to complete. Any responses you provide will be strictly anonymous, and will be used only to report on public feedback about the project.

Next

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LeBreton Flats Pathway Project

13%

[Exit Survey](#)

Privacy Notice Statement

The collection and use of your personal information in this questionnaire is in accordance with the *Privacy Act*, and authorized under the *National Capital Act*. We will use your responses for the following purposes: to inform the design and programming of the pathway planned to be built at LeBreton Flats and to better understand the reach of the NCC's public engagement initiatives. Information relating to "Outreach Activities" is described in Personal Information Bank PSU 904. The information is protected in accordance with the provisions of the *Privacy Act*. Your personal information will not be shared. Under the *Privacy Act*, you have the right to access your personal information, request corrections if you believe that some personal information is erroneous or incomplete, and add a notation to the information at issue. If you wish to access your personal information that is contained in Personal Information Banks PSU 904, you should communicate with the Chief, Access to Information and Privacy, at 613-239-5678, extension 5788, or via the following email address: atip-aiprp@ncc-ccn.ca.



Next

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LeBreton Flats Pathway Project

2/5

Exit Survey

Pathway Usage



Understanding how prospective users intend to use the pathway will help us refine the details of the pathway design.

Q. How do you see yourself using the proposed universally accessible pathway? (Select all that apply.)

- Walking or using the pathway with a mobility aid
- Cycling
- Winter activities (skating, snowshoeing, fat biking, etc.)
- Spending time at rest areas / lookouts
- I do not see myself using the pathway.
- Other

< Next



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LeBreton Flats Pathway Project

476 D&B Survey

Activities and Programming

Legend / Légende

- Pathway / Voie piétonne
- Bikeway / Voie cyclable
- Light bollard / Borne d'éclairage
- Light standard / Lampadaire
- Lookout / Post area / Lieu de repos / Point de vue
- Connection to Pimisi plaza / Connexion à l'esplanade de la station Pimisi
- Fence / Clôture

There are opportunities for special activities and programming in the "slow zone" along the historic aqueduct, west of the Pimisi Station. What types of future activities and/or events would you like to see here?

Q. Please indicate the degree to which you support or oppose the following options in the "slow zone".

	Strongly support	Support	Neutral	Somewhat oppose	Strongly oppose	Don't know
Cafe / food vendor	<input type="radio"/>					
Small events (e.g. performances, programming)	<input type="radio"/>					
Markets (e.g. farmers, food, flowers)	<input type="radio"/>					
Active recreation (e.g. playground, exercise equipment, skate court)	<input type="radio"/>					
Bike repair station	<input type="radio"/>					
Public art	<input type="radio"/>					
Equipment rental (bikes, bicycles, etc.)	<input type="radio"/>					
No programming / quiet space	<input type="radio"/>					

Q. Are there any other activities or events that you would like to propose for the "slow zone"?

Yes

No

< Next



LeBreton Flats Pathway Project

60%

[Exit Survey](#)

Final Thoughts

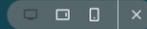
Q. Do you have any other thoughts about the draft pathway design that you would like to share with us?

- Yes
- No



Next

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LeBreton Flats Pathway Project

100%

Exit Survey

Your Profile

Responding to the following questions is entirely optional. Your responses, should you choose to provide them, will be used to better understand the reach of this online engagement and how different groups might be affected by the project.

Q. Are you a resident of Canada's Capital Region?

- Yes
- No

Q. What is your age?

-- Select --

Q. With which of the following gender identities do you most identify?

-- Select --

Q. Do you identify as a member of a visible minority in Canada?

- Yes
- No
- Prefer not to say

Q. Do you identify as Indigenous – that is, First Nations (North American Indian), Metis or Inuit?

- Yes
- No
- Prefer not to say

Q. According to the Accessible Canada Act, disability means "any impairment, including a physical, mental, intellectual, cognitive, learning, communication or sensory impairment – or a functional limitation – whether permanent, temporary or episodic in nature, evident or not, that, in interaction with a barrier, hinders a person's full and equal participation in society."

Do you identify as a person with a disability?

- Yes
- No
- Prefer not to say

< Finish

