



NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

# Gatineau Park Master Plan Review

PUBLIC CONSULTATION REPORT

Canada

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# Gatineau Park Master Plan Review

## Public Consultation Report

### *Introduction*

The National Capital Commission (NCC) is renewing its long-term plan for the enhancement, use and management of Gatineau Park, the Capital's conservation park. During this process, the public is invited to participate by way of a comprehensive and diverse consultation process. In addition to public input, Indigenous groups, partners, elected officials, a public advisory committee and interest groups are also engaged in the review process. The following provides an overview of the input received for Phase 1, Phase 2, Phase 3 and Phase 4 of the review. As each phase is completed, input will be added to this consultation report.

### *Project Overview*

Gatineau Park is an area of approximately 361 square kilometres of forests, water bodies and open landscapes. It is a part of the National Capital Region and lies within close proximity to its large urban population. Offering a variety of year-round recreational opportunities, including hiking, skiing, camping and swimming, the Park is a destination for more than 600,000 people who make more than 2.6 million visits per year. The Park is also home to many unique and diversified ecosystems, providing habitat for over 5,000 species, including some that are not found anywhere else in the region. There are over 150 federally and provincially designated species at risk that have been identified within the Park.

As part of its planning process, the NCC reviews its master plans every 10 years, on a 50-year horizon. The Gatineau Park Master Plan has been in place for 13 years. An update will bring the plan in line with the recently completed Plan for Canada's Capital, 2017–2067, as well as the supporting plans and studies completed for Gatineau Park since the last review. The new plan will provide high-level, strategic direction for conserving, managing and enhancing the natural and recreational resources within the Park. This work will take the Park forward in the 21st century.

## ***Consultation Overview***

The Gatineau Park Master Plan review is divided into four phases, each of which will include a public consultation component. The development of the master plan will be completed in 2020. The public consultation program will include the following elements:

### **Phase 1: Existing conditions and thoughts on the Park's future (Fall 2017)**

- Data gathering and analysis
  - Public consultation
  - Online consultation

### **Phase 2: Vision and objectives (Spring 2018)**

- Establish guiding principles and strategic objectives
  - Public consultation
  - Online consultation

### **Phase 3: Zoning and policies (Winter / Spring 2019)**

- Develop a land use concept and implementation tools
  - Public consultation
  - Online consultation

### **Phase 4: Final plan (Summer / Fall 2020)**

- Draft the final plan for public feedback and NCC board approval
  - Online consultation

The following consultation objectives were identified for Phase 1:

- Initiate the discussion on the key components to be considered in planning the Park's future, including the fundamental elements of the vision.
- Survey the Public Advisory Committee (PAC) members and the general public on the key topics and issues, in order to define and understand the current situation.
- Inform PAC members and the general public on the consultation process.
- Present the 2005 master plan's key achievements to date.

The following consultation objectives were identified for Phase 2:

- Work with material from the Phase 1 consultation to develop the Gatineau Park Master Plan vision, planning goals and strategic directions.
- Mobilize the PAC and public involvement to assist in developing the Gatineau Park Master Plan vision, planning goals and strategic directions.

The consultation objectives for Phase 3 are as follows:

- Share the vision, planning principles and strategic directions with the PAC and the public.
- Present the planning concept and land use designations to the PAC, the general public, and collect public feedback on these components, as well as the permitted uses and guidelines.
- Present specific policy proposals for public comment.

The consultation objective for Phase 4 is the following:

- Validate the final draft and collect participant comments in preparation for the presentation of the final plan to the NCC Board of Directors.

## ***Key Groups***

### **Public Advisory Committee**

The PAC, formed on October 12, 2017, meets regularly throughout the process as an important sounding board and to share in-depth information. It is composed of a balanced representation of various areas of interest for the Park, including the environment, heritage, recreation, residents and business. For the full list of members, see Appendix A.

### **General Public**

Canadians across the country and in Canada's Capital Region will be invited to participate in the consultation process through e-vites sent to addresses in our database, an online advertising campaign and social media messages.

## **Indigenous Communities**

The Algonquin First Nation community of Kitigan Zibi Anishinabeg is engaged in the review process through a separate and distinct dialogue. The NCC will also engage with the Algonquins of Pikwakanagan.

## **Elected Officials**

Meetings with local elected officials at the municipal, provincial and federal levels will be held in Phase 1 and Phase 3. Local elected officials will be kept informed about the review process and outcomes throughout all phases.

## **Regional Experts and Partners**

Meetings will be held with interest groups; municipal staff (Ville de Gatineau, City of Ottawa, as well as the Chelsea, La Pêche and Pontiac municipalities); provincial staff (Ministère des Transports, de la Mobilité durable et de l'Électrification des transports du Québec; Ministère des Forêts, de la Faune et des Parcs du Québec; Ministère du Développement durable, de l'Environnement et de la Lutte contre les changements climatiques du Québec); and regional staff (MRC des Collines, Société de transport de l'Outaouais and Transcollines).

## Phase 1: Consultation Report, October/November 2017

### *Consultation Activities—Phase 1*

#### **PAC Meeting and Workshop**

Date and time: October 12, 2017, 6 pm to 8 pm

Location: Gatineau Park Visitor Centre

Format: Workshop

Participation: 15 members

#### **Public Consultations**

##### *Ottawa*

Date and time: October 19, 2017, 6 pm to 8 pm

Location: Delta Ottawa

Format: Workshop

Participation: 120 participants

##### *Gatineau*

Date and time: November 1, 2017, 6 pm to 8 pm

Location: Crown Plaza Gatineau

Format: Workshop

Participation: 60 participants

##### *Online consultation*

Date: October 19 to November 14, 2017

Format: Open-ended survey

Participation: 1,152 survey responses

#### **Indigenous Communities**

Kitigan Zibi Anishinabeg (October 2017)

Algonquins of Pikwakanagan (November 2017)

#### **Regional Experts and Partners**

Date and time: December 11, 2017, 6 pm to 8 pm

Location: Gatineau Park Visitor Centre

Format: Presentation and discussion

Participation: 13 participants

## **Local Elected Officials**

Date and time: December 14, 2017, 6 pm to 8 pm

Location: Gatineau Park Visitor Centre

Format: Presentation and discussion

Participation: 8 participants

Notes from this meeting can be found in Appendix C.

## ***Invitations and Promotion***

The public consultation was promoted on the NCC's website and on social media. Live Tweets were published during both workshops in Ottawa and Gatineau. In addition, digital advertisements were placed in the *Ottawa Citizen* and *Le Droit* prior to the workshops. Promoted posts and Facebook ads, as well as Google AdWords were also used to promote the events.

An email invitation was sent to contacts in Public Affairs Division's distribution lists (over 5,000 addresses), which include the following stakeholders:

- Residents' associations
- Interest groups
- Individuals

A media invitation was sent the week of October 16, 2017.

## ***Consultation Highlights—Phase 1***

In the online survey and during the public consultation workshops, participants were asked to answer three questions related to the following:

- The existing conditions, issues and opportunities
- Imagining Gatineau Park in 50 years
- Visioning block for Gatineau Park in the next 50 years

The following is a high-level summary of the input received through the online survey, the in-person consultations, the PAC, meetings with local elected officials and discussions with regional groups.

## **What we heard**

- That the Park continue to be a place that conserves nature
- That development be limited inside and around the Park
- That access to the Park be improved and that vehicle traffic within the Park be reduced
- That there is an educational role offered within the Park
- That the Park be a place anyone may access and enjoy
- That a balance be sought between sustainability and recreational use
- That the Park should be protected through legal mechanisms

## ***Consultation Results—Phase 1***

### **Existing Conditions, Issues and Opportunities**

***Question 1: In your opinion, what are the most important opportunities for Gatineau Park, as well as the most important issues that need to be addressed?***

When the public was asked what are the most important opportunities and issues for Gatineau Park, the most common idea that was identified was that Gatineau Park and the wildlife in the Park should be protected and conserved, and that development inside and around the Park be limited. A number of respondents also expressed the importance of finding a balance between conservation and use.

When the responses were analyzed, it became apparent that the most frequently raised issue (25 percent of online responses, 13 percent of in-person responses) was that the Park and its wildlife should be conserved for the future.

This theme was present in other related responses, such as the following:

- limiting development in and around the Park (15 percent of responses);
- finding a balance between conservation and use (13 percent of responses); and
- limiting or reducing vehicle traffic in the Park (13 percent of responses).

<b>Theme</b>	<b>Sample comment</b>
<b>Conserve the Park and wildlife</b>	"We need a plan that protects the Park for the wildlife that lives there, and preserves it for future generations, like my children."

	<p>“Please protect this precious nature reserve. The greatest opportunity is for the NCC to ensure that ecosystems and biodiversity remain intact.”</p> <p>“Connect wildlife to appropriate biospheres outside the Park.”</p>
<b>Limit development</b>	<p>“It should not be overdeveloped. Its most precious asset is to provide a real escape from the city that is just next door. The natural setting and opportunity to hike or cross-country ski are wonderful, and should not be encroached upon.”</p> <p>“Keep Gatineau Park as natural as possible, with no hotels, restaurants or commercial enterprises within its boundaries.”</p>
<b>Find a balance between sustainability and use</b>	<p>“Take advantage of the natural beauty access without letting it become overrun with humans ruining ecosystems.”</p> <p>“Encouraging responsible and respectful use of a unique resource for a large number of urban dwellers in Ottawa/Gatineau, who rely on access to the Park for mental/physical/spiritual health.”</p> <p>“The development of the Park has to be sustainable, yet still include and be supportive of all the different activities that happen in the Park.”</p>
<b>Limit or reduce vehicle traffic</b>	<p>“Limiting vehicular traffic to allow for safe cycling.”</p> <p>“I would like to see a shuttle that would allow people to leave their cars behind.”</p> <p>“To be a park without motorized access except by bus or other public transportation.”</p>

Another common theme was linked to recreational use and increasing or improving the use of the Park for recreational purposes, primarily around trail use. These included responses such as the following:

- increase the number of biking trails (7 percent of responses);
- increase the number of trails in general (6 percent of responses);



- maintain trails (5 percent of responses).

Theme	Sample comment
<b>Increase the number of biking trails</b>	<p>“Engaging the mountain bike community and expanding access to trails. Partnering with the mountain bike community to make trails sustainable.”</p> <p>“More, and more sustainable mountain bike trails. The number of users is only increasing, which can lead to conflict with other users, and overuse of certain trails.”</p> <p>“I truly believe that Gatineau Park should support mountain biking with more singletrack trails that are focused on beginner and intermediate users. Not experts!”</p>
<b>Increase the number of trails in general</b>	<p>“Expand access to west end of park, perhaps with trails to encourage more hiking, cross-country skiing and cycling. Another entrance point with parking and trail access would help.”</p> <p>“Expand trail network to include unofficial trails that already exist. These trails could add more trail running and hiking options in summer and more walking/snowshoeing options in winter.”</p> <p>“The Park is an amazing piece of nature and one of the best parts of the region. We need to keep it maintained, but increase the trail system.”</p>
<b>Maintain trails</b>	<p>“Outdoor recreational pursuits such as hiking, mountain biking, cross-country skiing, paddling, swimming should be the priorities. Maintenance of facilities and trails for these activities should be of primary importance.”</p> <p>“Communicate to people who will be using the trails or bike paths to pick up litter or garbage they may find as they hike/bike or run on them.”</p> <p>“Keep grooming trails for both skate and classic skiing in the winter.”</p>

## Imagining Gatineau Park in 2067

### Question 2: What do you want Gatineau Park to be like in 2067 (in 50 years)?

When asked what they would want the Park to be like 50 years from now, participants shared their thoughts on conservation and environmental impacts, as well as on the protection of nature. A number of respondents also expressed wanting to see fewer or no vehicles in the Park. Conversely, other participants stressed the importance of increasing access to the Park.

For instance, the theme of conservation and environmental impact was frequently raised, and included ideas that Gatineau Park should be the following:

- a place that conserves and preserves nature (16 percent of responses);
- a place with fewer or no vehicles, or no gas-powered vehicles (11 percent of responses);
- a place with no commercialization or infrastructure development (8 percent of responses);
- cleaner and greener (6 percent of responses).

Theme	Sample comment
<b>A place that conserves nature</b>	<p>“As natural as possible. A haven for wildlife, native plants, hikers, cross-country skiers, swimmers and nature photographers.”</p> <p>“A near-pristine environment where my descendants can admire and enjoy the natural flora and fauna of the Laurentian forest.”</p> <p>“I would like it to be preserved for our future generations, like it is today, that's the most important thing.”</p>
<b>A place with fewer or no vehicles or no gas-powered vehicles</b>	<p>“Similar to today, with perhaps more limitations on use of personal motorized vehicles on the parkways (e.g. Fall Rhapsody).”</p> <p>“Less car-dependent. More nature.”</p> <p>“Infused with green technology (i.e. electric or fuel cell buses bring people into the Park, rather than have cars run rampant — especially in autumn!).”</p>

<b>A place with no commercialization or infrastructure development</b>	<p>“A conservation area with the same real estate as we have it today for our children and children’s kids and so on. Do not transform the Park into a housing area. That would be such a shame.”</p> <p>“Minimal development (i.e. no more private residences), and any development to be visitor-focused and with minimal impact on the ecosystems in the Park.”</p> <p>“A protected haven for the enjoyment of the Capital Region’s inhabitants. No encroachment on the area through development.”</p>
<b>Cleaner and greener</b>	<p>“I would like Gatineau Park to be greener than it is now. I would like ecological preservation to underline every decision made about new Park initiatives.”</p> <p>“Open green space, much as it is today, only cleaner.”</p> <p>“Greener and more healthy trees.”</p>

Another common theme was related to recreational use, with respondents mentioning that they would like to see Gatineau Park as follows:

- with more or improved trails (9 percent of responses);
- a place for cycling and mountain biking (9 percent of responses);
- a place for recreational activities in general (9 percent of responses);
- a place for skiing (8 percent of responses).

<b>Theme</b>	<b>Sample comment</b>
<b>More or improved trails</b>	<p>“A park with a much more extensive trail system for use year-round, more amenities (e.g. cabins/yurts for day use and overnight reservations), programming (e.g. guided tours; intro to camping/snowshoeing for new Canadians and children) and that is accessible for those without vehicles (e.g. public transportation to the visitor centre, parking lots).”</p> <p>“Expanded mountain biking and hiking trail network.”</p>

<p><b>A place for cycling and mountain biking</b></p>	<p>"Largely similar to what it is now, though I'd love to see more trail development in the northwest section of the Park, by La Pêche Lake, and more trail development."</p> <p>"I want Gatineau Park to be a place for cyclists first and cars second. It should be a place where people come to ride bikes and enjoy the Park and not just drive around and go home. In 2067, it is a parkway toll road with seasonal passes for cars!"</p> <p>"The same as it is now with more access to mountain biking."</p> <p>"A network of singletrack MTB/hiking trails allowing connecting the north and south of the park (re-open no. 10?). A dedicated trailhead for mountain biking in the north and south of the park (Camp Fortune, P19?)."</p>
<p><b>A place for recreational activities in general</b></p>	<p>"To be a year-round recreational destination, while preserving the natural environment."</p> <p>"An area of relatively unspoiled nature in which people can practise non-motorized recreational activities."</p> <p>"A place that supports recreational users, because it recognizes the value and attachment these users have to the success of the Park. Other than a few conservationists, no one cares about or supports a park they can't use."</p>
<p><b>A place for skiing</b></p>	<p>"Services of the Park will evolve due to changing weather. Ways to support the skiing will need to be developed to keep this service."</p> <p>"I won't be here then, but I want my great grandchildren to be able to enjoy nature as I have — the x-c skiing, the open woods and many nature trails."</p> <p>"Natural, physically and economically accessible, low-tech, quiet, non-commercial with maintained and protected hiking, cross-country skiing / snowshoeing, trails."</p>

Finally, another common theme related to access and people's ability to access the Park. Some people simply mentioned that they wanted the Park to be a place that anyone could access (10 percent of responses) and a place that can be accessed by improved transit or mass transportation options (7 percent of responses).

## Visioning Blocks for Gatineau Park in the Next 50 Years

### *Question 3: What three words would you like to see in the vision?*

Through the workshop discussions and survey that took place over the fall of 2017, participants were asked to suggest words that, for them, represent the future of the Park over the next 50 years. The words or concepts that were raised most frequently are listed below.



### *Gatineau Park is important to me because... (poster)*

At the workshops, a large poster was set up in the middle of the room. Participants were asked to write their thoughts on a post-it and place it on the poster. Their responses about why Gatineau Park was important to them were as follows:

- opportunities for recreation (36 responses);
- the ability to experience nature (10 responses);

- the Park's close proximity to respondents (10 responses);
- the importance of habitat conservation (10 responses); and
- access to the Park (8 responses).

Other responses included the Park's beauty, the role of conservation, opportunities for education, and the Park's role in heritage.

## Other Comments (Online Survey)

*Question 4: Please provide any additional comments that you would like to share.*

The following summarizes additional commentary provided by respondents who filled out the online survey.

- A number of respondents stated that Gatineau Park makes a significant contribution to the quality of life in Canada's Capital Region. These respondents stressed how important it is to keep and maintain this green space.
- Several respondents shared their concern regarding the pressure exerted by developers on the periphery of the Park, and requested that these kinds of commercial activities be limited. Many mentioned the pressure caused by urban expansion.
- Many respondents argued that Gatineau Park should become a national park with protected status and legislative protection.
- For many respondents, Gatineau Park's vision must include a component related to conservation and respect for the environment. Respondents similarly stressed the importance of striking a balance between ecological protection and accessibility for all users.
- A number of respondents suggested that motorized vehicles be limited and that shuttle services within the Park be more accessible. Others suggested that user fees be implemented in order to limit motor vehicle traffic and increase funds for the Park.
- Many respondents recommend singletrack trails for mountain biking, and requested better-built trails.
- Respondents made a number of suggestions pertaining to the improvement of amenities (including better signage and better information on the NCC's website) and services for families and other users.

## Phase 2: Consultation Report, April/May 2018

### *Consultation and Engagement Activities—Phase 2*

#### **Forum on the Gatineau Park Master Plan: Experiences, Ideas and Common Challenges**

Date and time: April 25, 2018, 6:30 pm to 8:30 pm

Location: NCC Urbanism Lab

Format: Presentations and discussion with the following guest speakers:

- **Stephen Woodley**, Co-chair, Joint Task Force on Biodiversity and Protected Areas, International Union for Conservation of Nature
- **Heather Clish**, Director, Conservation and Recreation Policy, Appalachian Mountain Club
- **Alaric Fish**, Manager, Planning and Development, Canmore
- **Mélanie Lelièvre**, General Director, Appalachian Corridor

Participation: 150 participants (in-person), 283 (YouTube): 433

#### **PAC Meeting and Workshop**

Date and time: April 18, 2018, 5:30 pm to 7:30 pm

Location: NCC Urbanism Lab

Format: Workshop

Participation: 10 participants

#### **Public Consultations**

##### *Gatineau*

Date and time: April 30, 2018, 6 pm to 8 pm

Location: Best Western Gatineau

Format: Workshop

Participation: 30 participants

##### *Ottawa*

Date and time: May 2, 2018, 6 pm to 8 pm

Location: NCC Urbanism Lab

Format: Workshop

Participation: 72 participants

##### *Chelsea*

Date and time: May 3, 2018, 6 pm to 8 pm  
Location: Camp Fortune  
Format: Workshop  
Participation: 80 participants

*Pontiac*

Date and time: May 7, 2018, 6pm to 8pm  
Location: Luskville Community Centre  
Format: Workshop  
Participation: 17 participants

*La Pêche*

Date and time: May 10, 2018, 6 pm to 8 pm  
Location: Complexe Sportif La Pêche  
Format: Workshop  
Participation: 6 participants

*Online consultation*

Date: April 30 to May 21, 2018  
Format: Survey  
Participation: 1,054 survey responses

**Indigenous Communities**

Kitigan Zibi Anishinabeg (March 2018, April 2018)

**Regional Experts and Partners**

Date and time: June 15, 2018, 10:00 am to 11:30 am  
Location: Gatineau Park Visitor Centre, 33 Scott Road, Chelsea  
Format: Workshop  
Participation: 10 people

**Local Elected Officials**

Local elected officials were kept informed of the consultation process and results, and were invited to participate in the second round of public consultations. The following officials were in attendance during one or several of the latest consultations:

William Amos, Member of Parliament for Pontiac  
Caryl Green, Mayor of Chelsea  
Guillaume Lamoureux, Mayor of La Pêche  
Francis Beausoleil, Municipal Councillor for La Pêche



## ***Invitations and Promotion***

The public consultation was promoted on the NCC's website and on social media. Live Tweets were published during the workshops in Gatineau, Ottawa, Chelsea, Pontiac and La Pêche. In addition, digital advertisements were placed in the *Ottawa Citizen* and *Le Droit* prior to the workshops. Promoted posts and Facebook ads, as well as Google AdWords were also used to promote the events.

An email invitation was sent to contacts in Public Affairs Division's distribution lists, which include the following stakeholders:

- Residents' associations
- Interest groups
- Individuals

A media invitation was sent on April 19, 2018.

## ***Consultation Format***

### **In-person consultations**

Upon their arrival, participants were invited to sit at one of several tables. One NCC staff member was seated at each table, and acted as a moderator throughout the workshop. Following a brief introduction to the Gatineau Park Master Plan review process, participants engaged in two activities during which they had an opportunity to assess and provide feedback on the following:

- The Gatineau Park Master Plan preliminary vision statement
- The Gatineau Park Master Plan preliminary strategic directions

During the vision statement activity, participants were each given a copy of the statement and its 15 sub-components. Gathered around a large sheet divided into quadrants (completely satisfied, satisfied, dissatisfied, completely dissatisfied), participants discussed the merits and shortcomings of each part of the vision, and rated it accordingly using stickers. Participants were also provided with post-it notes with which they could share more detailed feedback on the vision.

During the strategic directions activity, participants were provided with four large sheets (one per goal) divided into two sections (agree, disagree), and a set of

cards—one for each strategic direction. Participants debated where to place each strategic direction, and again provided additional feedback on post-it notes.



### **Online survey**

The online survey was divided into two sections that mirrored the in-person consultation activities. In the first section, respondents were asked to read the vision statement and its sub-components, and then rate their satisfaction with the statement as a whole on a five-point scale (very dissatisfied, dissatisfied, neutral, satisfied, very satisfied). Respondents were also asked to provide any additional feedback they may have had in an open-text box.

In the second section, respondents were asked to read each of the strategic directions and indicate whether they agreed or disagreed with the contents. Respondents were also asked, for each of the four goals, to provide their feedback in an open-text box on any important issues they may have felt had been omitted.

## *Consultation Highlights—Phase 2*

In the online survey and during the public consultation workshops, participants were asked to assess and provide feedback on the following:

- The Gatineau Park Master Plan preliminary vision statement
- The Gatineau Park Master Plan preliminary strategic directions

The following is a high-level summary of the input received through the online survey, the in-person consultations, the public advisory committee, meetings with local elected officials and discussions with regional groups.

### **What we heard**

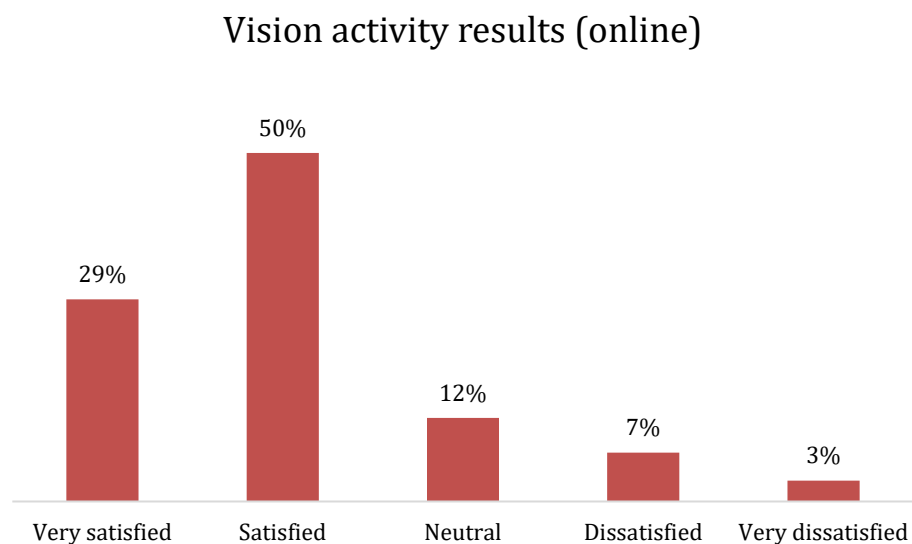
- **That satisfaction with the vision statement as a whole is very high overall.**
- **That support for the strategic directions is nearly unanimous across all four goals.**
- That participants are particularly supportive of efforts to meaningfully engage with Indigenous groups and bring greater visibility to Anishinabe history, culture and traditions.
- That many are polarized when it comes to the overriding purpose of the Park. Some see it primarily as a space for outdoor recreation, while others view it principally as a natural area to be protected, specifically from further development and overuse.
- That participants encourage the NCC to find new and innovative ways to better protect the Park from a range of threats, including human activity, invasive species and climate change.
- That some participants feel that there is a lack of clarity in the vision and strategic directions, which resulted in feelings of uncertainty about their practical implications.
- That the areas in which participants most frequently recommended improvements are the following:
  - the short form of the vision statement
  - the component of the vision that addresses accessibility
  - the component of the vision that addresses private properties
  - the strategic direction that addresses official residences
  - the strategic direction that addresses equitable fees

## Consultation Results

### Vision Statement

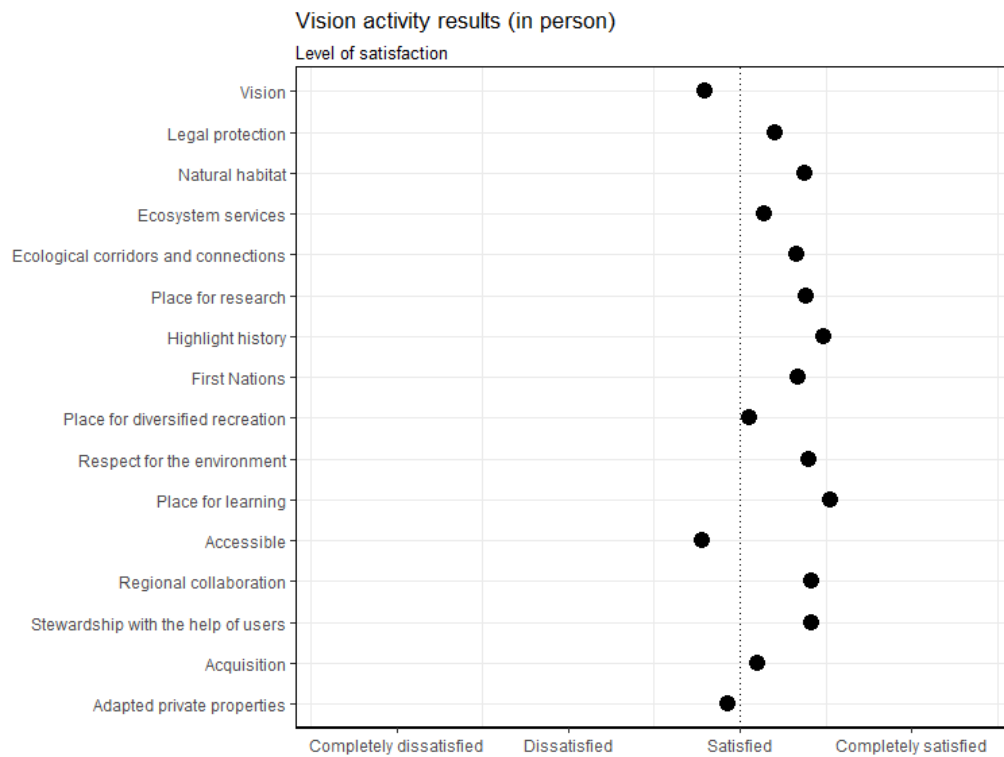
**Satisfaction with the vision statement was very high overall.** Seventy-nine percent of online respondents indicated that they were either satisfied or very satisfied with the vision statement (*see Figure 1*), while participants at the in-person consultations were, on average, similarly satisfied with the vision and its sub-components (*see Figure 2*).

**Figure 1**



As illustrated in Figure 2, the more involved nature of the in-person consultation activity allows us to paint a more detailed picture of attitudes toward the vision and its descriptive sub-components.

**Figure 2**



*Note:* Responses were converted to a 1–4 continuous scale, from which a mean was taken for each component of the vision.

The overarching vision statement itself, together with the statement on accessibility and that on adapted private properties received slightly lower levels of support from in-person consultation participants.

Some of the written comments collected during the workshops shed further light on the sources of dissatisfaction in terms of these three points, and were echoed by comments collected via the online survey. These are summarized below.

### **Vision**

The most frequently recurring comment expressed by participants with regard to the vision—both the short statement itself, and as a whole—was that it did not adequately capture the Park’s role as a space for recreation in nature.

Many participants felt that the vision paid too much attention to conservation, and not enough to the many activities that are part and parcel of most peoples’ experience of the Park. These participants expressed a desire to see in the vision statement more frequent and meaningful mentions of human activity that celebrates the Park’s role in fostering outdoor sports, fitness and healthy living.

Conversely, some participants—albeit fewer in number—argued that the vision statement should place an even greater emphasis on conservation and protection,



while others expressly stated that they would like to see the Park's use as a recreational space curbed.

The bulk of the remaining feedback of the overarching vision statement addressed the wording of the statement primarily from a stylistic perspective.



### **Accessibility**

With regard to the statement about accessibility, participants wondered what it potentially implied and pointed to what was left unaddressed.

A number of participants expressed concern about the current amount of vehicle traffic in the Park, and put forward a number of proposals to restrict it. These ranged from an outright ban on certain vehicles and on vehicle access during certain hours of the day to more readily available and convenient public transit or shuttle options.

Public transit and shuttles were also proposed as solutions to a different problem identified by participants: fair and equitable access to the Park. Some worried that enjoyment of Gatineau Park was beyond the reach of those who do not have access to a car, and/or who cannot afford to pay fees. Others were concerned about how visitors with disabilities would be accommodated, and requested that the vision explicitly address the principle of universal accessibility.

### **Adapted private properties**

The majority of the comments that addressed the issue of private properties in the Park reflected a shared sense of unease or opposition to commercial and residential development in the park. Some expressed a desire to have existing private properties bought up by the NCC as quickly as possible, while others simply stated that they oppose any further private expansion in the Park, with particular sensitivity to the area around Meech Lake.

Here are a few examples of comments received.

<b>Theme</b>	<b>Sample comment</b>
<b>Vision</b>	<p>Manque un lien au rôle du parc comme lieu de récréation. [Missing a link to the Park's role as a place for recreation.]</p> <p>Vision statement is too wordy.</p> <p>Vision statement should address recreation—one of the most popular uses of the Park.</p>
<b>Accessibility</b>	<p>Increased public transport (especially in the winter) would greatly increase the accessibility of the Park, and help those who cannot easily access the Park participate in varied recreational activities.</p> <p>Suggest splitting this concept into two points: 1) making the Park accessible and welcoming for a wider socio-economic spectrum (services, facilities, access, families, low-income, initial experience in the wilderness); and 2) prioritizing sustainable/equitable transportation for access (transit, walking, cycling).</p> <p>In order to protect the environment from pollution and noise, the Park should be closed to traffic all year round or at least closed to traffic until noon. Most access points are reachable from the parking lots. In this time of climate change, it does not make any sense to allow motorized vehicles access to the Park.</p>
<b>Adapted private properties</b>	<p>Would like to see more restrictions on residential and commercial use of the Park.</p>

Private properties are in conflict with the Park purpose—all plans say they should be removed.

While I agree that owners and tenants need to take care of the Park, the NCC cannot be too heavy-handed. Many owners predate the Park. These legacy owners need to be treated with respect.

There should be no private owners on Park property who don't already live there!

I would like a stronger statement regarding the role of the Park's residents to protect and respect the Park's ecology. I'd also like to see development of private property stopped and the purchase of private property by Park authorities so that less of the land in the Park is privately owned.

## **General comments on the vision**

The paragraphs below summarize the remaining most frequently mentioned issues in the open-text and post-it feedback.

### **Clarity**

A number of participants requested additional details and greater clarity with regard to the meaning and practical implications of the vision statement and its sub-components. Some of these inquiries specifically referenced what some felt was an unnecessary use of jargon, though most instead communicated uncertainty as to how the statements would be translated into policy and action.

For instance, some feared that the references to “regional prosperity” and “commercial tenants” were a veiled way of embracing more commercialization; others simply reported that the meaning of several passages was unclear or vague, and open to many different interpretations. Thus, opposition often appeared to be a function of apprehension regarding *possible* outcomes rather than of outright opposition to the spirit of the statement itself.

### **Indigenous involvement**

A number of participants stressed how important it was to them for the NCC to follow through on its commitment to make the Anishinabe people an integral part of the Park. These participants expressed a clear desire to see this commitment



translated into sustained engagement with the Anishinabe, and meaningful, concrete actions.

### **Legal status**

The component of the vision that states that the Park and its features will be legally protected prompted a number of comments from participants. Several participants called for this passage to be clarified and strengthened. Others said that Gatineau Park should be granted national park status in order to ensure that it enjoys the highest level of protection afforded to parks in Canada.

### **The Park as laboratory**

A number of participants added various caveats to this component of the vision:

- That sustainable research practices be used.
- That visitors be engaged in data collection.
- That results be advertised and shared with the public.
- That these activities be monitored in order to ensure that they do not have an adverse impact on the environment.

### **Modes of transport**

Some participants said that they were uncomfortable with the passage of the vision that addresses modes of transport to the Park. Among these, several requested that the vision statement specify that these ought to be environmentally friendly modes of transport, while others said that they wanted to see traffic curbed. Similarly, a number of participants expressed interest in various means to reduce traffic in the Park, including shuttles and public transit options.

### **Ecological corridors**

Participants expressed support for the establishment and maintenance of ecological corridors, and recommended that their benefits be emphasized.

### **Education**

There was enthusiasm among participants for the potential to make education a more prominent component of the Park's offerings, both from the perspective of conservation practices and that of the Park's historical and cultural legacy.

Here are a few examples of comments received.

Theme	Sample comment
Clarity	<p>It is not clear what an “ecological service” is, or if it’s important.</p> <p>What does exhilarating mean? Monster trucks or biking?</p> <p>To me the vision is not clear. Who is the Park meant to inspire? How can we do—and then measure—that? So that who may continue to discover and enjoy its beauty?</p> <p>The description is difficult to understand, since it is full of terms that require—and are open to—interpretation. To me, the vision should clearly list the dual purpose of being (a) a place of nature with a cycle of life with minimal human influence, and (b) a place for local residents and visitors to experience.</p>
Indigenous involvement	<p>Meaningful Algonquin engagement from planning to jobs to sharing culture. Incorporate Algonquins in a new visitor centre.</p> <p>More Anishinabe presence and programming, perhaps at strategic doorways to the Park and some key sites to help explain historical significance and importance.</p>
Legal status	<p>Legal protection: this is very vague and needs refinement. Legally protected in what way?</p> <p>Very happy to see the Park gain legal protection. Would like to see it gain national park status.</p>
The park as laboratory	<p>Emphasize sustainable/responsible research! Scientists leave waste when their research is completed.</p> <p>If the Park will also function as a natural laboratory for scientific research, please</p>

	<p>engage the public in the data gathering. Perhaps an NCC app?</p> <p>Include in the statement that it will be a natural laboratory using ecologically sound practices, which includes using organic, sustainable practices that do not involve the introduction of genetically modified species to the Park.</p>
<b>Modes of transport</b>	<p>Wording on transportation and access should relate to encouraging and privileging sustainable transportation. Right now bus access is limited. Needs to be strengthened.</p> <p>Modes of transport should be specified and restricted. There should be a shuttle service from the parking lots, and cars should not be allowed on the roads. Otherwise, an access fee should be charged to limit heavy traffic in a protected environment.</p> <p>No. 11 should read: ...Many modes of environmentally-friendly transportation...</p>
<b>Ecological corridors</b>	<p>Purchase lands outside the Park (in the corridors).</p> <p>Emphasize including the benefits of ecological corridors.</p> <p>I believe there needs to be legislation to make the Gatineau a formal national park. Its boundaries need to be protected and—as is indicated—ecological corridors encouraged.</p>
<b>Education and history</b>	<p>Needs more emphasis. There is a great opportunity to use Gatineau Park as a place to teach about conservation and recreation.</p> <p>Geological, European, First Nations, ecological. Many forms of history, not just European history over the last 200 years.</p> <p>More historical information.</p>

## Strategic Directions

**As illustrated in Figure 3, Figure 4 and Figure 5, reception of the proposed strategic directions was overwhelmingly positive.** The average level of agreement with the strategic directions was 91% among online survey respondents, and 86% among the tables at the in-person consultations.<sup>1</sup>

Two strategic directions stood out in particular, however, for receiving comparatively lower support:

1. “Highlight the presence of the official residences as a unique aspect of the Park’s Capital function.” (26% of online respondents and 60% of tables at the in-person consultation disagreed)
2. “Implement an equitable fee structure for Park access and recreational activities.” (35% of online respondents and 14% of tables at the in-person consultation disagreed).



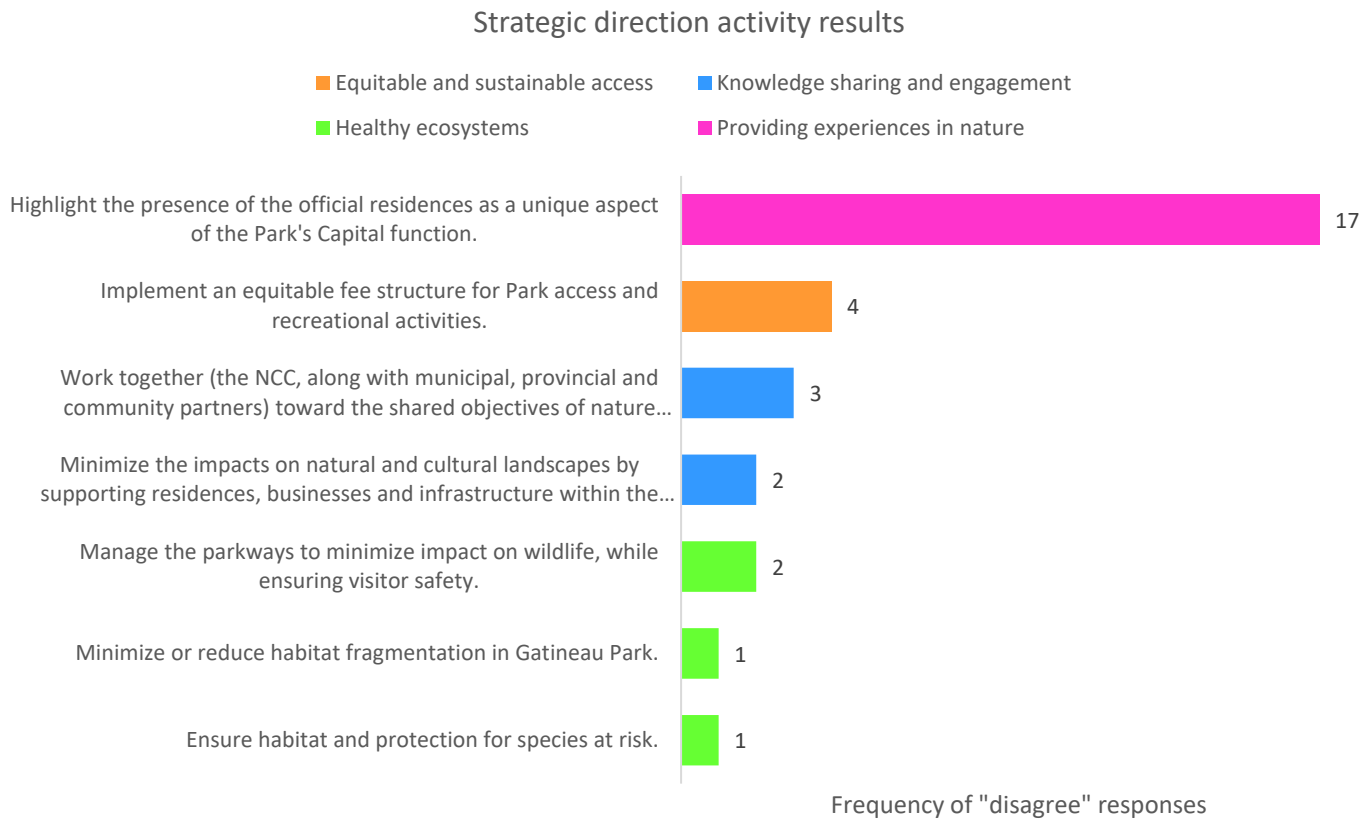
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1. As participants at the in-person consultations had to debate the merits of each direction and then provide their response as a group, we can only speak here of tables as a unit of analysis rather than of individual respondents.

**Figure 3**



**Figure 4**



As with the vision statement, the written feedback provided during the in-person consultations and via the online survey help us to better understand the underlying reasons that may explain some of the opposition to these two strategic directions.

### **Official residences**

The feedback on the strategic direction that mentions official residences centred on the following sentiments:

- Official residences are not a priority within the context of the Gatineau Park Master Plan review.
- Uncertainty as to what “highlight” entails in practical terms.
- Resistance to the idea of residences (official or private) in Gatineau Park.

Given these comments, certain participants were wary of devoting effort and resources to a cause that they do not view as integral to the Park’s role in the National Capital Region. A smaller number would also like to see increased public access to the residences themselves and the lands that they occupy.

### **Equitable fee structure**

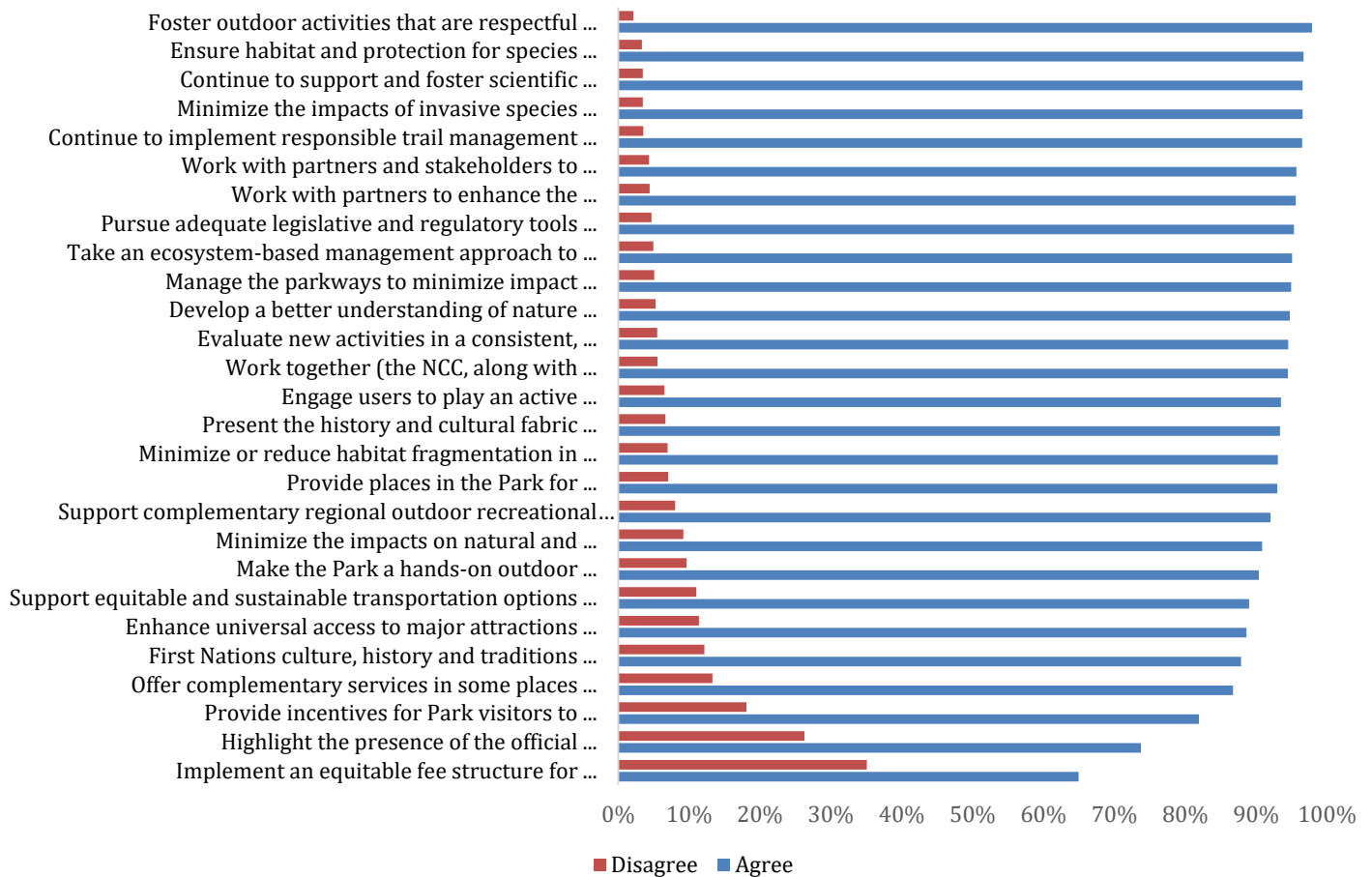
**Despite the fact that the majority of participants agreed with this strategic direction,** a number of others expressed reservations about fee structures both on principled grounds, and out of concern for the lack of specific details regarding implementation and the ultimate cost to users.

A number of participants explained that they worry that fees would prevent less fortunate residents and visitors from being able to access and enjoy the Park. Several others simply stated that no fees should be charged for access to the Park, and did not provide an explanation. Among those who worried about implementation, some asked that “equitable” be clearly defined, while others inquired about how the fees would be applied (e.g. for access at a designated Park entrance, for parking, for particular uses and so on).

On the whole, participants who commented on this issue expressed greater acceptance for fees tied to specific activities (or vehicles) than for simple access to the Park.

**Figure 5**

## Strategic direction online results



Here are a few examples of comments received.

Theme	Sample comment
Official residences	<p>Official residences shouldn't be in the Park. Should be nature-based.</p> <p>Official residences should be accessible for public visits (open doors day, etc.). No additional residences, they should not cut areas of the Park's visitor area.</p> <p>I think the Park would be a better place without the "official residences," as this effectively takes up all of Harrington Lake which blocks the lovely three lakes corridor.</p>



	<p>Hmmm... confused about the “official residences” bit... it’s never been even alluded to in Park literature before! What would “highlighting” entail and why?</p>
<b>Equitable fee structure</b>	<p>I am not in favour of fees for access to public parks. They discourage an already-disadvantaged community.</p> <p>Gatineau Park is a public park supported by our taxes. Fees, if any, should be kept low and reasonable.</p> <p>Regarding the last point: “Implement an equitable fee structure for Park access and recreational activities,” I think the cost to users should be minimized or organized according to a sliding scale so that people of all income levels can have access to the Park.</p> <p>I would support a fee structure if funds would go towards trail maintenance and improvement.</p>

## **General feedback by goal**

The following sections summarize the points most frequently raised in the comments collected on each goal and its strategic directions.

### **Healthy ecosystems**

Several participants requested clarification on the meaning of “ecosystem-based management” and the specific implications of “responsible trail management,” pointing out that it was difficult to determine whether or not they supported strategic directions that they could not fully understand.

Some participants emphasized the importance of minimizing traffic in the Park, while others strongly opposed the construction of new roads, which they linked to habitat fragmentation and animal mortality. Some expressed general apprehension about the effects of human activity on the Park, and stressed the need to balance recreation with conservation.

There was notable interest among those who left comments in this section for more educational initiatives, particularly with regard to teaching users about sustainable trail practices.

A number of people requested that more singletrack trails be built instead of wider ones.

### **Providing experiences in nature**

A number of participants shared their desire to see their favourite activities—including snowshoeing, cross-country skiing, alpine skiing, climbing, and biking, among others—expanded and offered greater support in the Park.

Some requested that certain areas in the Park be designated for quiet contemplation and other non-intensive activities. Others expressed concern about specific activities in the Park and their effects on the environment, and wished that the interest of the latter be placed before that of human recreation. In a similar vein, certain participants requested more details on what was considered an “intensive outdoor activity” in order to be able to better evaluate the potential impact.

On the subject of trails, a number of participants expressed skepticism about the desirability of shared trails for bikers and hikers. Others specifically requested that separate trails be designated for different uses.

Some participants took this opportunity to highlight their support for the promotion of human-powered activity in the Park, and the curbing of motorized modes of transport.



### **Knowledge sharing and engagement**

A large number of participants reiterated their support for meaningful engagement with local Indigenous communities, and their desire to see the Anishinabe people involved in sharing their culture, history and traditions with Park visitors.

Some participants wondered about the identification of “regional prosperity” as an objective for the Park, explaining that they feared this could potentially be interpreted as an endorsement of further development and commercialization in the Park. Others shared their unease about the proposed cooperation with businesses and residences, reiterating their opposition to private residences in the Park.

Among the comments collected on this set of strategic directions, participants expressed both interest in and questions about fostering scientific research opportunities within the Park. Some requested that the NCC do more to share the fruits of research conducted in the Park, while others indicated that scientific research opportunities should not come at any environmental cost.

### **Equitable and sustainable access**

Many participants expressed an interest in facilitating access to Gatineau Park via shuttle buses, both to reduce the number of cars in the Park and to ensure that even those who do not have a car can enjoy all that the Park has to offer. A number of these participants pointed to the services offered during Fall Rhapsody as a model to extend throughout the year, while others mentioned similar services offered at other major parks (e.g. Zion, Acadia National Park).

A number of participants also encouraged the NCC to prioritize sustainable transportation, and to encourage the use of electric and human-powered vehicles in the Park.

Also, a number of participants proposed various means of making Park access more affordable, including selling annual Park passes, making more free daily passes available at libraries, and either waiving fees for the less fortunate or making them tax-deductible.

### **General comments**

The following summarizes points that were made across all of the four goals.

Reconciliation loomed large in comments, with participants frequently indicating the importance of meaningful engagement with local Indigenous communities, and showcasing Indigenous culture, history and traditions in the Park.

Participants frequently reiterated their opposition to further private development and commercialization in the Park.

The issue of dogs was a recurring subject of interest, both by those who would like to see designated, off-leash trails for dogs and by those who would like to see leash rules better enforced.

Interest in making the Park more accessible via shuttle or public transit cropped up in every section of the consultation, as did discomfort with the growing level of motor vehicle traffic in the Park.

A number of participants in all sections of the consultation on strategic directions requested more information on the meaning of specific words and the practical implications of certain actions. Several argued that the directions were framed in such a way as to make it difficult to disagree with them.

Theme	Sample comment
Healthy ecosystems	<p>What is ecosystem-based management?</p> <p>Preserving ecosystem integrity important, but need more education/info about what kind of activities fragment habitat.</p> <p>I have no idea what “responsible trail management actions” are, so it’s hard to know how to respond.</p> <p>Provide adequate access to education for visitors to the Park to better understand the ecosystem prevention strategies.</p>
Providing experiences in nature	<p>No car fees for downhill and cross-country skiing and snowshoeing, etc.</p> <p>I’d like to see more snowshoe trails. I think it’s a great way to get all ages out there, and not as expensive as skiing for those on limited budgets.</p> <p>All good. People want to get out and use the park for tons of different activities, the NCC should try to accommodate the healthy outdoor actives as best as they can with well-maintained and marked trails. I think there is a place for mountain biking, rock climbing, trail running, road biking, x-c skiing, snowshoeing and fat biking in the Park. Give people a place to do these things. The Park isn’t just to look at but also to experience.</p> <p>Actually, shared trails and pathways should not be accepted as a given as it is here. Any time I have seen conflict in the Park, it has been as a result of shared pathways. Sometimes there should be shared pathways, sometimes the pathways should be for the exclusive use of hikers and joggers. There should also be one or two pathways for the exclusive use of mountain bikers.</p> <p>Reduce motor vehicle traffic, and increase free public transport opportunities.</p>

<b>Knowledge sharing and engagement</b>	<p>Please share the fruits of your scientific research.</p> <p>Include that the scientific-based management practices will use organic methodologies.</p> <p>What does “regional prosperity” mean? The goal of a park shouldn't be to be “prosperous.” Nature isn’t about generating revenue.</p>
<b>Equitable and sustainable access</b>	<p>Nobody should pay — free passes at libraries, etc.</p> <p>Is it realistic to have the Park accessible to all (i.e. wheelchair access to hiking trails)? Good highway to ecological sensitive area.</p> <p>Yes it would be great to have a shuttle that runs from downtown Ottawa to a couple of key points on the Park. I no longer have a vehicle, and it is a barrier for me to access the Park.</p> <p>Restrict access for cars by organizing park-and-ride lots with shuttle service in the Park.</p> <p>Sorry about the disagree, but without listing which specific areas are going to be made fully accessible it’s hard to evaluate. A lot of the Park is just quite simply not accessible, depending on your physical state, your physical fitness level, your age, etc. To make places fully accessible could be destructive to the conservation efforts, and some people might use this point to argue for access.</p>
<b>General comments</b>	<p>Further explore the sharing of Indigenous culture, history and traditions.</p> <p>Monitor and impose stiff fines for the many Park visitors who allow their dogs off-leash. This is frequently an unobserved rule.</p>

## Phase 3.0: Consultation Report, November and December 2018

### *Consultation and Engagement Activities—Phase 3.0*

#### **Park Dialogue**

Date and time: November 15, 2018, 6:30 pm to 8:30 pm

Location: Gatineau Park Visitor Centre

Format: Workshop

Participation: 40 participants

#### **Public Consultations**

##### *Online consultation*

Date: November 20 to December 12, 2018

Format: Survey

Participation: 4,554 survey responses

### *Invitations and Promotion*

The online survey was promoted on the NCC's website and on social media. In addition, an email invitation was sent to contacts on Public Affairs Division's distribution lists, which include the following stakeholders:

- Residents' associations
- Interest groups
- Individuals

### *Consultation Format*

The online survey was divided into three parts, each of which addressed a different topic. In each instance, respondents were provided with information about the issues at hand and were asked either to comment on a proposal, or to advance alternatives. Most of the questions were open-ended, providing many opportunities for respondents to articulate their thoughts and feelings.

## *Consultation Highlights—Phase 3.0*

In the online survey and during the public consultation workshops, participants were asked to provide feedback on the following:

- The relocation of the Curley Lake snowmobile trail
- The management of the Gatineau Park parkways
- Development of the Camp Fortune site

The following is a high-level summary of the input received through the online survey.

### *What we heard*

- **The proposed relocation of the Curley Lake snowmobile trail and opening of a recreational pathway along the Eardley-Masham Road are very strongly supported.**
- **The closure of the parkways at night during the summer season is very strongly supported.**
- **The expansion of activities offered at Camp Fortune is strongly supported.**
- There is an appetite for both punitive and design-based approaches to solve issues related to speeding and conflicts between users on the parkways.
- There is a general preference for parkway closing hours and mechanisms that minimize restrictions on recreational pursuits in the Park.
- Priority use of the parkways should be given to events that reflect the values of the Park and its unique setting, including events oriented toward outdoor recreation, athleticism, connection with nature and inclusivity.
- Camp Fortune is viewed by most as being an integral part of Gatineau Park, and its development should be carefully managed in such a way as to maximize benefits to visitors, while minimizing adverse effects on the environment.

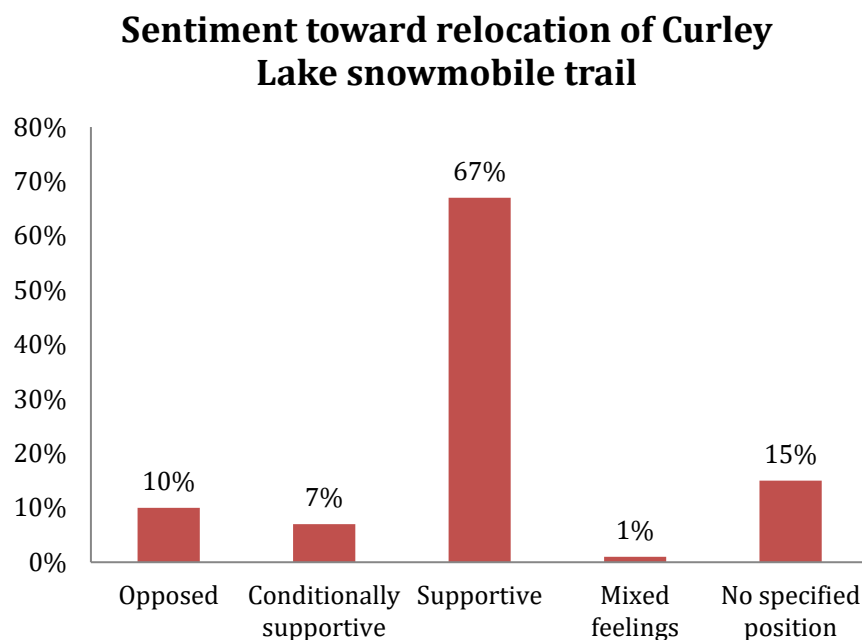


## Consultation Results

### Curley Lake

The proposal to close the Curley Lake snowmobile trail and open a recreational pathway along the Eardley-Masham Road was greeted with enthusiasm by a majority of those who provided comments. Seventy-four percent indicated that they supported or conditionally supported the proposal, while 10 percent were opposed, 1 percent expressed mixed feelings, and 15 percent took no clear stance (*see Figure 6*).

**Figure 6**



Many of those who commented on this issue share a sense that motorized vehicles—and snowmobiles in particular—are best kept outside the Park. The closure of the Curley Lake snowmobile trail was viewed by a number of respondents as a victory for conservation. Some specifically recommended that the planned Eardley-Masham recreational pathway be closed to snowmobiles, while others requested that the Curley Lake trail remain open to non-motorized users.

A smaller share of those who commented were dismayed with the decision to close the Curley Lake snowmobile trail, and felt that snowmobiling should be accommodated in Gatineau Park. Some welcomed the Eardley-Masham recreational pathway as an acceptable alternative, while others worried that barring snowmobiles from Curley Lake could have an adverse effect on tourism and the local economy.

Several respondents requested that the Curley Lake trail not be closed until the recreational pathway along the Eardley-Masham Road is opened. A number of others noted their support for the proposed new cycling infrastructure, though some worried about potential conflicts between the different types of pathway users. There was general interest among respondents for details on the pathway design, and on how the potential for such conflicts would be mitigated.

## **Parkway management**

### **Speeding**

When prompted to reflect on ways to reduce speeding on the parkways, respondents were in no short supply of ideas. Proposed solutions ran the gamut from ramping up the police presence in the Park to subtle traffic-calming measures.

Law enforcement was by far the most frequently advanced solution, with many respondents suggesting that more police cruisers be stationed in the Park to actively crack down on speeding. Others proposed that traffic enforcement cameras be deployed at strategic areas throughout the Park so that speeding tickets could be automatically issued to offending drivers, and so that repeat offenders could be identified. A smaller number of respondents recommended that penalties for speeding be made more severe so as to further dissuade drivers from breaking the law.

Respondents also proposed an array of traffic-calming measures, including radar speed signs, speed bumps, bollards, rumble strips, chicanes, road narrowing, roundabouts and additional stop signs. Of these, speed bumps were the most frequently mentioned, but also the most controversial. Some respondents indicated that they were categorically opposed to the installation of speed bumps because of the risks they pose to cyclists, and their hindrance of cross-country ski trail grooming in the winter. Many of those who suggested speed bumps were careful to indicate that these would have to be adapted to allow cyclists to move through or around them with ease, and removed before the winter ski season.

A number of respondents proposed changing the way in which the parkways are accessed and used to reduce the overall number of cars in the Park. Some suggested closing them to motorized vehicles altogether, while others recommended closing them at night or making them one-way only. A shuttle service was also put forward as a means to reduce traffic overall, whether the parkways remained opened to other vehicles or not. Others proposed charging drivers a fee to access the Park, lowering the speed limit to encourage drivers to slow down, or building awareness about the dangers of speeding, through educational campaigns and signage.

## **Conflict reduction**

There was a fair amount of overlap between speed reduction proposals and those geared toward reducing conflict between different types of users on the parkways. The main difference between the two was in the frequency with which certain proposals were mentioned.

One of the most frequently advanced solutions in the case of conflicts between users was to limit the number of vehicles on the parkways. Many of those who commented suggested closing the parkways to motorized vehicles permanently or, alternatively, on all evenings and/or weekends. Shuttle service was also a recurring suggestion, with respondents noting that specially trained shuttle drivers would know to give non-motorized users of the parkway enough space to feel safe when passing. Others suggested making the parkways one-way only, or charging motorized users a fee to access the Park.

Law enforcement was again top of mind for many respondents who viewed conflict between parkway users as stemming primarily from disregard for rules and safety on the part of certain user groups. Others instead recommended improving signage and launching educational campaigns to raise awareness about user conflicts and to promote respectful use of the parkways.

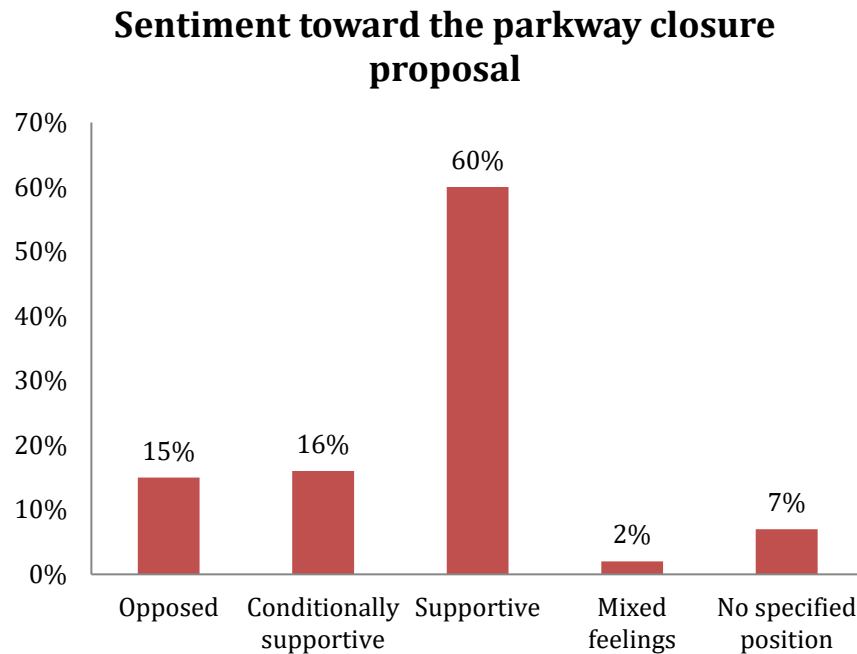
There was also significant interest in separating motorized and non-motorized users on the parkways. A number of respondents recommended that a bike lane be installed or that the roads be widened to accommodate both cars and other types of users. Others simply suggested that some unspecified way be found to keep cars a safe distance from other types of parkway users.

A smaller number of respondents again pointed to traffic-calming measures and lower speed limits as potential means to reduce conflicts between parkway users.

## **Parkway closure**

A sizable majority (76 percent) of respondents who commented on the NCC's proposal to close the parkways at night were supportive or conditionally supportive of the initiative, while 15 percent were opposed (*see Figure 7*).

**Figure 7**



The feedback provided by respondents largely fell into three broad categories:

1. Preferred closing and opening hours
2. Concerns about how access to, and use of, the Park would change
3. Alternative measures and/or caveats

Most of those who provided feedback on closing hours expressed a preference for keeping the parkways open until nightfall (i.e. dusk, or between 10 pm and midnight) to maximize access during daylight hours. Similarly, preferred opening hours were concentrated around dawn (i.e. between 4 am and 7 am).

Many respondents worried about how the closure of the parkways would affect their recreational use of the Park in the evening and early mornings. These respondents inquired about how those who drive to the Park to pursue such activities as sunset watching, stargazing, skiing, hiking, snowshoeing, photography, swimming, camping and fishing would be accommodated. Several of these respondents shared personal stories about their enjoyment of the Park at dusk and

after dark, and worried that such experiences would no longer be possible if the parkways were closed. Some worried specifically about how the closures would affect access to the Park for emergency vehicles. Others appeared to believe (mistakenly) that the closure of the parkways would mean that the Park as a whole would effectively be closed, and no longer accessible by foot or bicycle. There were numerous requests for more information about the proposal that would shed light on these and other details.

Some respondents shared their ideas about ways to accommodate users who enjoy using the Park near or during the time when the parkways would likely be closed. These included offering a shuttle service, closing only certain parts of the parkways and closing the parkways only on certain nights of the week, rather than every night.

A number of respondents put forward additional or alternative measures to help address the issue of criminality in the Park after dark. The most frequently mentioned of these was stepping up law enforcement activities to crack down on lawbreakers, particularly those who use the parkways for racing. Some respondents also suggested installing photoradars to identify and prosecute offenders, while others preferred non-legal means such as traffic-calming measures, awareness-raising campaigns or an access card system that would allow the NCC to monitor who entered the Park after dark.

A smaller number of respondents felt that the proposal to close the parkways at night was unjust, and amounted to punishing a majority of law-abiding and respectful users for the transgressions of a small minority. Others were skeptical that a problem existed at all or that the closure of the parkways provided an effective solution.

### **Event management**

When asked to rank events to determine which should be granted priority access to the parkways, respondents demonstrated a preference for local events over national and international ones, and for competitive sports over tourism-oriented and charity events.

<b>Level</b>	<b>Average rank</b>	<b>Type</b>	<b>Average rank</b>
Local	1.55	Sports competitions	1.58
National	1.93	Events with economic benefits from tourism	2.01
International	2.5	Fundraising events	2.37

Respondents expanded upon these preferences in their comments. While relatively few mentioned the competitive level of the event (local, national, international) as an important factor, very clear trends emerged with regard to the type and values of events that respondents believed should be granted priority.

A large share of those who commented on this issue believe that preference should be given to events that involve sports and recreation. For some, this was about supporting competitive sports and athleticism, while for others it was about promoting health and fitness, or simply encouraging people to get out there and enjoy the great outdoors. Many of these respondents emphasized the importance of prioritizing human-powered events, and reducing the number of motorized vehicles in the Park overall.

For a number of respondents, the most important criteria in assigning priority to events are their environmental-friendliness and connection to nature. These respondents would like to see more events that foster respect and appreciation for the Park's plant life and wildlife. A number also believe that events not strictly requiring or paying homage to the Park's unique natural setting should be held elsewhere. In keeping with the general preference for non-motorized events, several of these respondents suggested prioritizing events that employ shuttles and promote sustainable transportation to and from the event. Some of these respondents also encouraged the NCC to require that event organizers adhere to specific measures that would minimize the event's impact on the environment.

Inclusiveness writ large was another value that many respondents emphasized in their comments. These respondents generally preferred amateur or non-competitive events that are open to all. Many believe that event organizers should make meaningful efforts to ensure that people are not dissuaded from participating on the basis of physical ability or income. Some expressed a preference for non-commercial or not-for-profit events with low participation costs. Others stressed the importance of ensuring that events make room for youths and families.

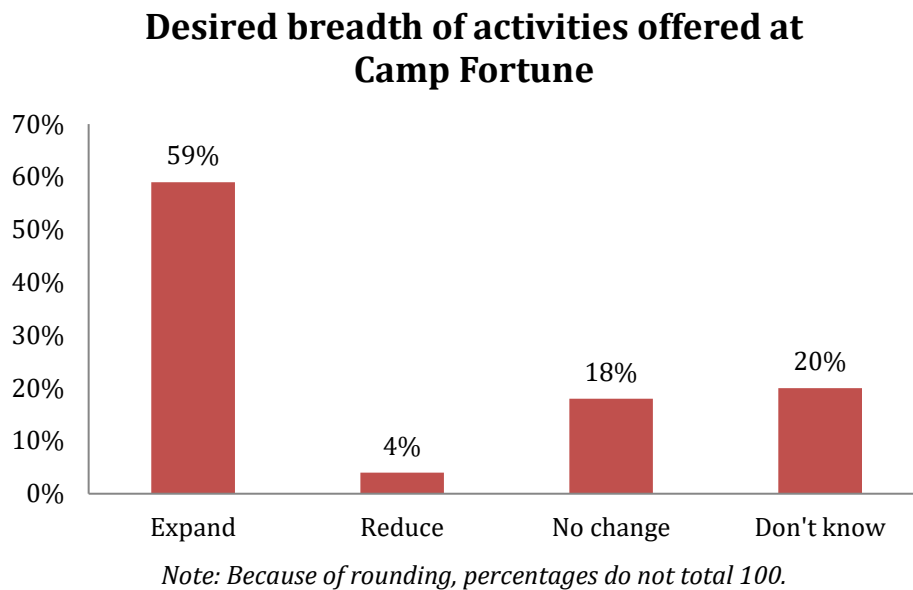
A number of respondents were keen to see measures put in place to ensure that events would not crowd out non-participating visitors to Gatineau Park. These respondents expressed a preference for events that are smaller in scale and that do not significantly disrupt access to the Park. Other respondents recommended restricting the overall number of events held in the Park, such that disruptions would be very infrequent. Several also noted that they found it difficult to determine on any given day whether or not access to the Park would be impeded because of an event. These respondents recommended that the NCC make this information more readily available on its website and other online platforms.

## Camp Fortune

### Activities

A majority of respondents (59 percent) supported the expansion of the range of activities offered at Camp Fortune, while 4 percent indicated that they would like to see it reduced and 18 percent felt that no changes should be made (*see Figure 8*).

**Figure 8**



Many respondents were enthusiastic about the diversification of Camp Fortune's summer activity offering. The site's commercial development was seen by these respondents as a positive step that would ensure Camp Fortune's long-term financial viability, and provide exciting new opportunities for year-round recreation in the Park. In addition to the proposed ziplines and alpine luge, a number of respondents expressed interest in seeing the mountain bike trail network expanded.

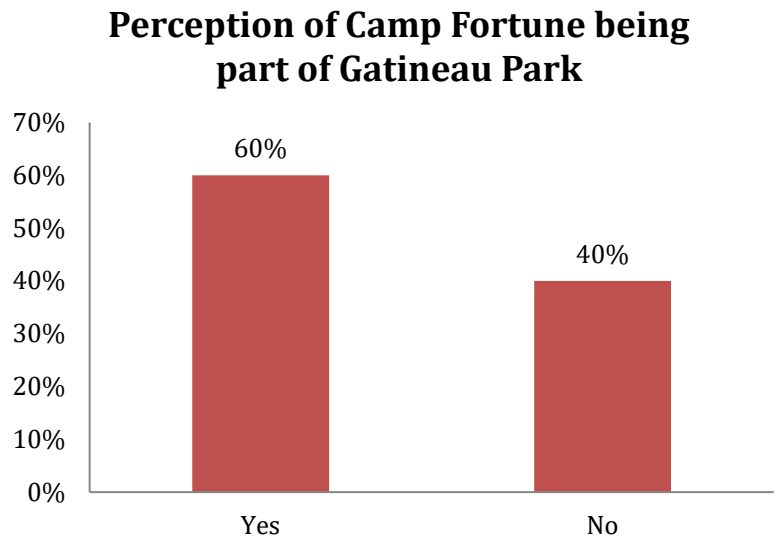
A number of respondents stressed the importance of taking conservation and sustainability into account in the implementation of the proposals for Camp Fortune. These respondents wish to see the overall environmental impact of the new installations minimized through careful selection of sites for development within Camp Fortune's existing footprint.

Others were more critical of the proposals, opposing further commercial development of Camp Fortune. A number expressed concerns about the effect that new recreational infrastructure would have on the Park, particularly with regard to traffic and the integrity of the Park's natural ecosystems. Respondents also feared that the proposed infrastructure would require cutting down trees or building over existing trail networks.

**Identification with Gatineau Park**

A majority (60 percent) of respondents indicated that they perceive Camp Fortune to be part of Gatineau Park, while 40 percent said that they did not (see Figure 9).

**Figure 9**



Here are a few examples of comments received.

Topic	Sample comment
Relocation of snowmobile trail at Curley Lake	<p>It is not appropriate for snowmobiles to be present in the Park back country. The proposal to allow snowmobiles to use a trail beside the road is reasonable. The proposal to add a proper bike trail in this part of the Park is very welcome.</p> <p>I think that the new proposal is an excellent idea. Protecting Park ecosystems is crucial. Creating a new pathway for snowmobiles, cyclists and for horse riding would allow more groups to enjoy the trail.</p> <p>The Curley Lake road has been a snowmobile trail for 40 plus years, and lack of control of the beaver activity by the NCC has caused this trail to be severely damaged. It's not only a snowmobile trail but a vital link for tourism in the area. It needs to be maintained or properly relocated.</p>



<b>Speeding</b>	<p>Install radar signs at key locations to show drivers their speed (and ideally ones that have green for at or under, and red for over).</p> <p>Better enforcement and increased penalties.</p> <p>Traffic-calming measures could be implemented, such as traffic islands, road narrowing and other impediments that force drivers to slow down.</p>
<b>Conflict reduction</b>	<p>Create bike lanes to the side of the parkways for the cyclists, runners.</p> <p>Close Gatineau and Champlain parkways to cars 24/7 or at least on evenings and weekends. Send accessible shuttle for those requiring transportation.</p> <p>Educate cyclists on sharing the road.</p>
<b>Parkway closure</b>	<p>I would support closing parkways to motorized traffic at night if it was between for example 10 pm to 5 am. This would not necessarily help prevent collisions with wildlife, but I would prioritize those that stay late for a picnic/dinner event or arrive early for their exercise. Please do not close it from sundown to sun-up as it detracts too much from the enjoyment and use of this great park of ours!</p> <p>I think increased police presence and enforcement could go a long way to preventing the issues outlined above without impacting legitimate Park users.</p> <p>Great idea! Should also consider closing the parkways on certain or all evenings, when many cyclists use the Park roads to commute or train. A shuttle bus could be operated so that non-cyclists still have access to the Park.</p>
<b>Event management</b>	<p>First priority should be given to events that enhance the public's knowledge and appreciation of the Park's natural environment. I have no idea if there are any such events. Second priority should be for non-motorized events intended for a broad</p>

	<p>public, rather than exclusively or primarily for elite athletes.</p> <p>All self-propelled activities should take precedent over car-type traffic. Allowing cycling races, runs, triathlons etc. should be allowed and encouraged. The safer people feel, the more people will use these spaces.</p> <p>Activities that promote health and fitness, such as cycling and/or competitions/events and promote nature and ecology should be given priority.</p>
<b>Development of Camp Fortune</b>	<p>Develop with care. Participants must take responsibility for use. Strong requirement for sustainable component, garbage, etc.</p> <p>I think this is a good idea, as long as they work to minimize impact on vegetation and wildlife in the area.</p> <p>We have to remember that the Park is not intended to be a commercial recreation complex — it cannot support a significant increase in users.</p>

## Phase 3.1: Consultation Report, February/March 2019

### *Consultation and Engagement Activities—Phase 3.1*

#### **PAC Meeting and Workshop**

Date and time: March 12, 2019, 5:30 pm to 7:30 pm

Location: Gatineau Park Visitor Centre

Format: Workshop

Participation: 10 participants

#### **Public Consultations**

##### *Gatineau*

Date and time: February 20, 2019, 6 pm to 8 pm

Location: Hilton Lac-Leamy

Format: Workshop

Participation: 28 participants

##### *Chelsea*

Date and time: February 28, 2019, 6 pm to 8 pm

Location: Centre Meredith

Format: Workshop

Participation: 48 participants

##### *Pontiac*

Date and time: February 19, 2019, 6 pm to 8 pm

Location: Luskville Community Centre

Format: Workshop

Participation: 8 participants

##### *Wakefield*

Date and time: February 27, 2019, 6 pm to 8 pm

Location: Centre Wakefield La Pêche

Format: Workshop

Participation: 6 participants

##### *Online consultation*

Date: February 20 to March 4, 2019

Format: Survey

Participation: 915 survey responses

## **Local elected officials**

Local elected officials were kept informed of the consultation process and results, and were invited to participate in the public consultations.

## ***Invitations and Promotion***

The public consultation was promoted on the NCC's website and on social media. Live Tweets were published during the workshops in Gatineau, Chelsea, Pontiac and Wakefield. In addition, digital advertisements were placed in the *Ottawa Citizen* and *Le Droit* prior to the workshops. Promoted posts and Facebook ads, as well as Google AdWords were also used to promote the events.

An email invitation was sent to contacts in Public Affairs Division's distribution lists, which include the following stakeholders:

- Residents' associations
- Interest groups
- Individuals

A media invitation was also sent on February 13, 2019.

## ***Consultation Format***

### **In-person consultations**

Upon their arrival, participants were invited to sit at one of several tables. One NCC staff member was seated at each table, and acted as a moderator throughout the workshop. Following a presentation on the proposed land use concept and designations, participants engaged in a set of activities during which they had an opportunity to assess and provide feedback on the concept and designations.

During both activities, participants were provided with a description and large-scale illustration of the land use concept and designations. Gathered around this material, participants first discussed the merits and shortcomings of the concept and designations, and then rated them accordingly by applying stickers to a five-point Likert scale (strongly support, somewhat support, neutral, somewhat oppose, strongly oppose) included on each illustration. Participants were also provided with Post-it notes with which they could share more detailed feedback. The illustrations

included prompts for comments about perceived strengths, opportunities for improvement and things that participants thought were missing.

### **Online survey**

The online survey was divided into three parts. The first provided contextual information about habitat fragmentation in the Park to help respondents better understand the realities on the ground that informed the development of the land use concept and designations. The second presented the concept and its objectives, and the third outlined the intent and proposed uses of each of the Park's nine land use designations.

Respondents were asked to rate the concept and each of the land use designations on a five-point Likert scale (strongly support, somewhat support, neutral, somewhat oppose, strongly oppose, don't know). In each instance, they were also invited to provide open-text feedback. The last survey item asked respondents if they would change the way in which the Park was divided into smaller geographic areas, and if so, how.

### ***Consultation Highlights—Phase 3.1***

In the online survey and during the public consultation workshops, participants were asked to assess and provide feedback on the following:

- The Gatineau Park Master Plan preliminary land use concept
- The Gatineau Park Master Plan preliminary land use designations

The following is a high-level summary of the input received through the online survey, the in-person consultations and the public advisory committee.



### **What we heard**

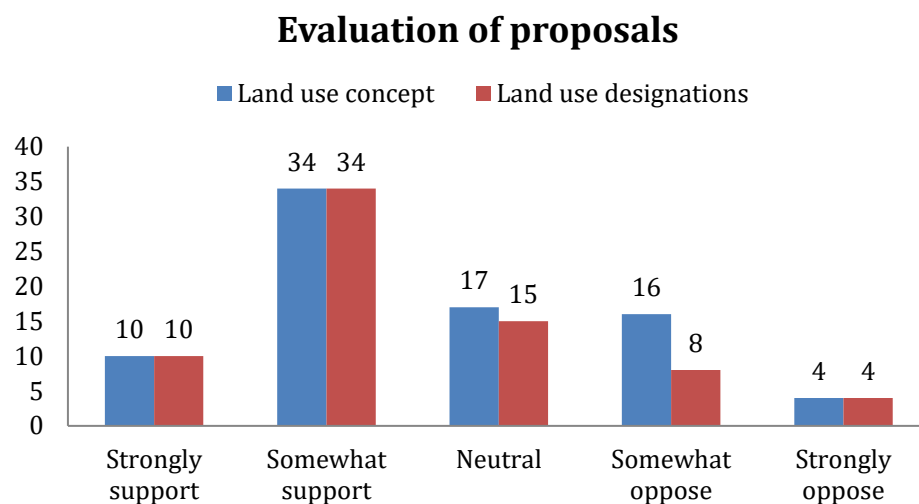
- **Support for the land use concept is very strong.**
- **Support for the land use designations is very strong overall.**
- There is strong support for the components of the concept and designations that are geared toward conservation and environmental sustainability. This being said, some are concerned about the restrictions placed on recreational activity within the Integral Conservation Area.
- There is a certain level of discomfort with high-end and exclusive accommodations in the Park.
- There is a general desire to keep the Park as natural as possible. Examples include permitting only non-motorized watercraft on La Pêche Lake, providing accommodations that befit the natural environment in which they are located, and avoiding overdevelopment.
- There is a strong appetite for improved access to the Park and for a means of reducing motorized traffic.
- There is significant enthusiasm for educational outreach, interpretation and collaboration with local groups and organizations. There is a sense that the visitor's experience of Gatineau Park should include exposure to its history and ecological mandate.

## Consultation Results

### In-person consultations

The NCC presented a preliminary land use concept and land use designations for Gatineau Park at four public workshops held during February 2019. A majority of the “votes” cast (via a dotmocracy exercise) indicated that participants either strongly or somewhat support the proposed concept and designations (*see Figure 10*).

**Figure 10**



Note: “Votes” have been reported as frequencies rather than percentages so as not to mislead. As this was an in-person activity, there was no way to absolutely ensure that each individual voted only once.

In total, approximately 480 written comments were received from 90 participants. These comments were typed up, individually labelled according to topic, and analyzed to identify trends. Although some comments referred to multiple topics, the largest number of comments pertained to recreation. The second-largest group of comments focused on access and transportation. The remaining comments were divided fairly equally among the themes of conservation, education and collaboration, and miscellaneous topics.

### **Recreation**

In many of the comments related to recreation, participants advocated for enhancing access to—and recreational activities within—the Eardley Escarpment and/or the area west of the Eardley-Masham Road (i.e. the Integral Conservation Area). In a large number of comments, participants also expressed support for allowing back-country and off-trail activities.



Participants also expressed interest in the following initiatives:

- Increasing the number of rental accommodations in the Park
- Expanding the trail network
- Enhancing recreational amenities (e.g. equestrian trails, warming huts, cabins, rest areas for kayaks, and a greater offering of activities at the Relais plein air)

In several comments, participants suggested that Camp Fortune expand its recreational offerings. Conversely, some were concerned about the potential adverse effects of development on the environment and on the visitor experience at this location.



While some participants supported the proposal to concentrate human activity in existing nodes and on an increasing gradient toward the southern end of the Park, others opposed this idea. Concerns were also raised about the following issues:

- The overuse of Meech Lake and of hiking trails
- The effects of watercraft-based activities on the environmental integrity of the lakes and on the quality of life of local residents
- Visitor safety



Proposed solutions to these issues included establishing group size limits and permitting only certain uses during specific seasons or at particular times of day.

### **Access**

Within the broad theme of access, the most frequent comments included the following:

- Requests for more parking
- Concerns about traffic volume and requests to improve traffic flow in the Park
- Requests for the provision of a shuttle service and/or other forms of sustainable transportation

In a number of comments, participants also expressed support for new welcome points at Luskville and other locations. Some also recommended adding additional access points in various areas around the Park's border.

Participants were also enthusiastic about the prospect of additional non-motorized transportation options, and about the proposal to halt any further road building in the Park.

### **Conservation**

In several comments, participants expressed their appreciation for the proposed concept and for the Integral Conservation Area. These were felt to provide an important foundation for ecological conservation in the Park. In a number of other comments, participants endorsed the proposed separation of recreational and conservation areas.

Participants also stressed the importance of planning for climate change, denaturalizing and restoring natural habitats, and protecting ecological corridors and buffer zones around the Park.

In a few comments, participants suggested that the NCC find a new use for Camp Fortune.

### **Education and collaboration**

Participants advocated for the improvement of partnerships with local organizations, including the surrounding municipalities, recreational groups and tourism associations.

Some also suggested that the NCC expand programs geared toward educating visitors about the Park's history and ecology.



### **Miscellaneous topics**

Comments on other topics included the consultation process for the plan, suggested revisions to the maps, the balance struck between the various themes, and overall impressions of the draft concept and land use designations. These comments were too specific and distinct in nature to be able to treat as trends.

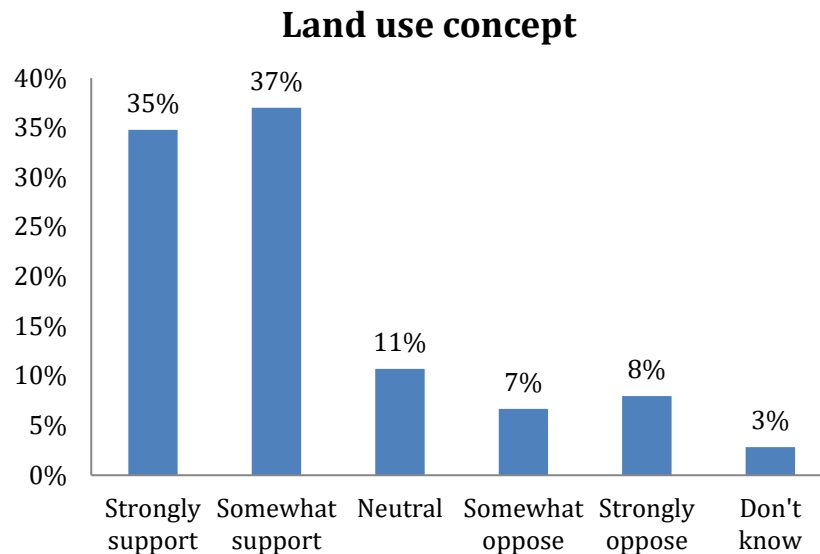
In several comments, participants made requests for more information. The most frequent inquiries pertained to access and transportation. There were also several questions about trails and recreational infrastructure, implementation and enforcement, and requests for additional precision and clarity on proposals for each area.

### **Online consultation**

#### **Land use concept**

A sizable majority of respondents (72 percent) indicated that they support the proposed land use concept, while 14 percent took no clear stance. and 15 percent were opposed to it (*see Figure 11*).

**Figure 11**



Those who supported the concept were particularly pleased with its orientation toward conservation and sustainability. Measures to reduce the number of cars in the Park and to offer sustainable transportation options to visitors were mentioned by a number of respondents as the most important components of the concept, as was support for the ecological corridors that cradle the Park on all sides. Others found that the most important part of the concept was striking the right balance between conservation and recreation.

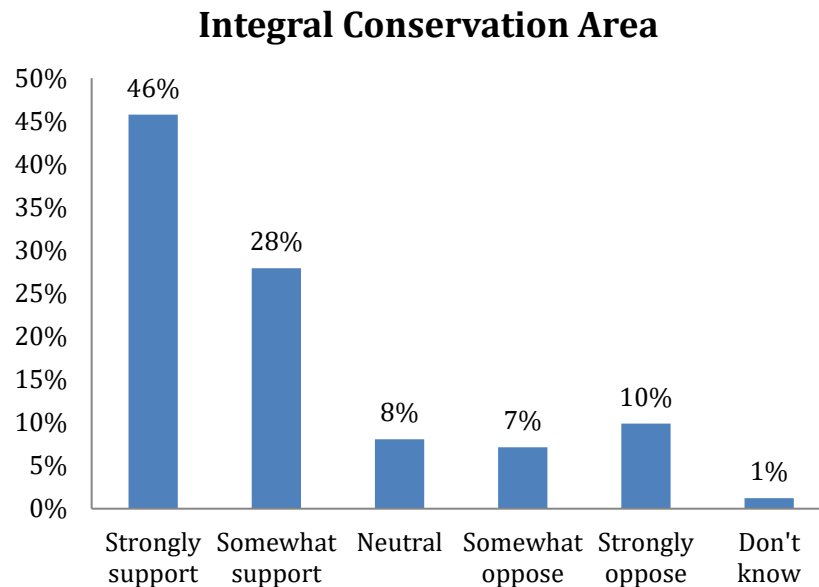
Improved access to the Park and the achievements of the Responsible Trail Management project were also singled out by a number of respondents as features of the concept that are near and dear to them.

Opposition to the concept centred primarily on the restrictions it places on recreational use and access to certain areas of the Park. Those opposed took particular issue with the designation of the Eardley Escarpment and area west of the Eardley-Masham Road as a protected area that would be largely off limits to visitors. Others voiced their disagreement with the closure of unofficial trails, and some requested that off-trail activities be permitted in various areas of the Park. A small number of those opposed expressed dissatisfaction with the concept's provisions for parking and overall access to the Park.

### **Integral Conservation Area**

A sizable majority of respondents (74 percent) supported the proposed uses for the Integral Conservation Area, 17 percent were opposed and 8 percent did not take a clear stance (*see Figure 12*).

**Figure 12**



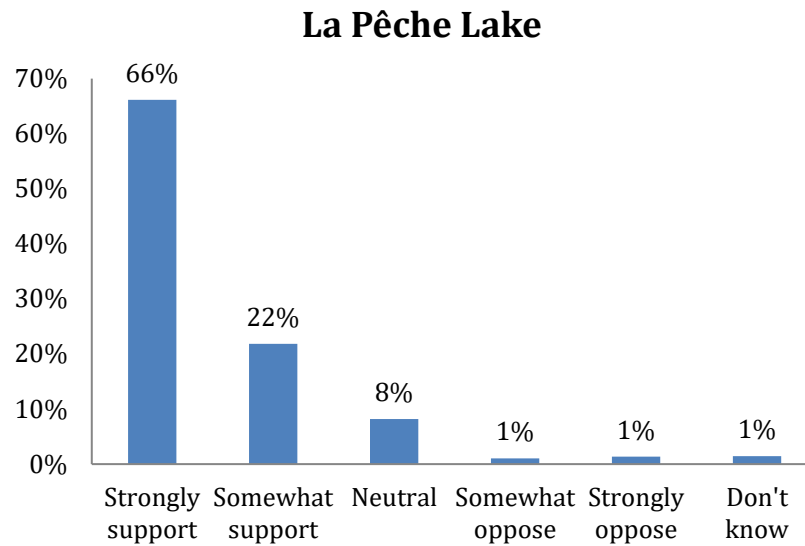
Among those who supported the proposed uses, the most frequent comments included reiterated support for conservation efforts in this area, and even some calls to enlarge its boundaries. Some called into question the need to demolish unused buildings—as well as the desirability of doing so—and inquired about their potential heritage value, while a smaller number of respondents signalled their support for demolition. Others, while agreeing with the overall objectives of conservation, requested that certain forms of limited recreation be permitted, chief among which were climbing and orienteering.

Those opposed were again primarily dissatisfied with the lack of access and opportunities for recreation in the Integral Conservation Area. Specific requests included access to the Eardley Escarpment for rock climbing, permission for hiking and low-impact off-trail activities, and continued use of unofficial trails.

### **La Pêche Lake**

The response to the proposed uses for La Pêche Lake was overwhelmingly positive, with 88 percent of respondents indicating that they support the proposals, against only 2 percent who were opposed and 9 percent who did not take a clear stance (*see Figure 13*).

**Figure 13**



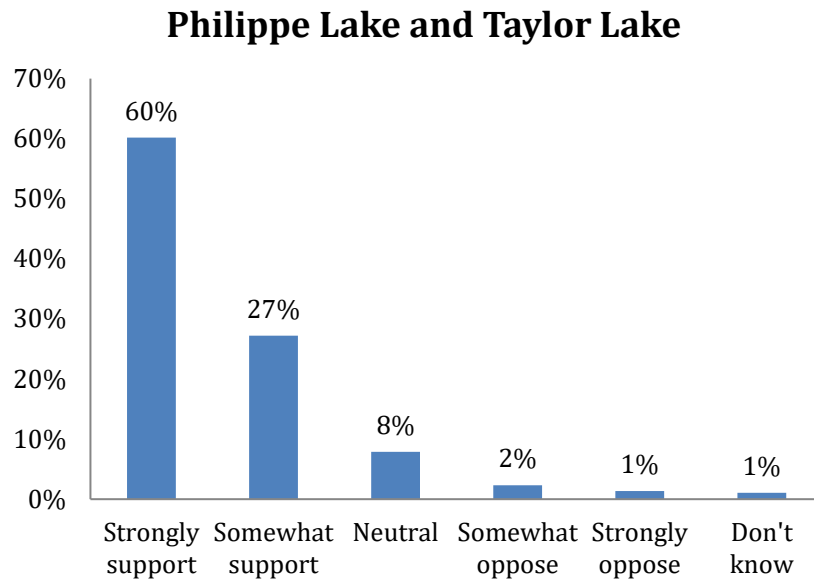
The bulk of the comments from respondents who supported the proposals indicated that they were particularly happy with plans to permit only non-motorized watercraft on the lake. A small number of respondents inquired about the possibility of creating hiking trails around the lake.

Among the handful of those opposed who commented, two wanted motorized watercraft to be permitted on the lake, two emphasized the importance of keeping the area accessible, and three opposed recreational activity in this area altogether.

### **Philippe Lake and Taylor Lake**

The vast majority of respondents (87 percent) supported the proposed uses for Philippe Lake and Taylor Lake, while 3 percent were opposed and 9 percent took no clear stance (*see Figure 14*).

**Figure 14**



Among those in support, the most frequently made recommendation was to keep the camping rustic and to allow off-trail activities in this area. A handful of respondents requested that pets be allowed at Philippe Lake and Taylor Lake. Some recommended that the area be made to welcome more non-motorized activities such as mountain biking.

The bulk of the feedback from those opposed consisted of requests to permit off-trail activities in this area (namely orienteering). A handful of others worried about the overdevelopment of Philippe Lake and Taylor Lake, and advised against upgrading the campground amenities.

Here are a few examples of comments received.

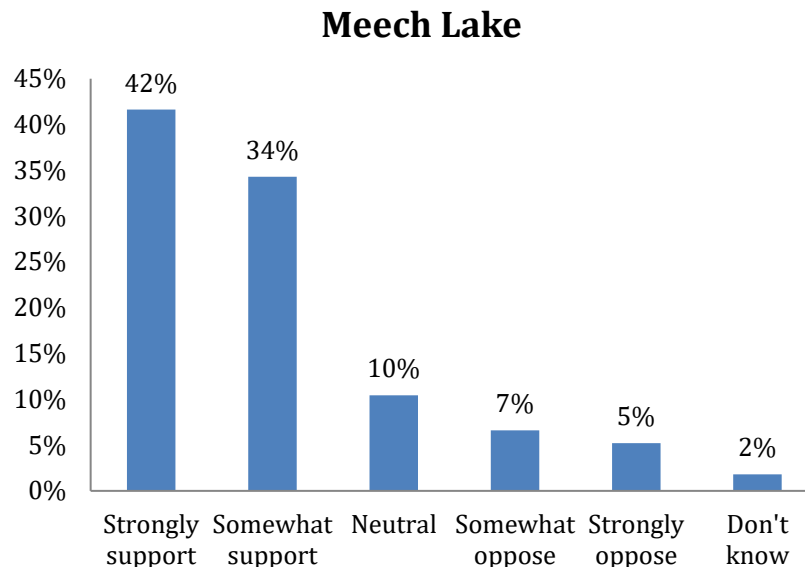
Topic	Sample comment
Land use concept	<p>The land should be free to use by the public for any activities that they would like to do.</p> <p>As a Chelsea resident, improving or creating other access points is important. The visitor centre is overwhelmed at peak times. Totally support the conservation elements.</p> <p>Protection of habitat for wildlife (plants as well as animals) is my no. 1 concern. We human beings need to fully understand how our thoughtless use of unofficial trails or, also, our “bushwhacking,” i.e., going</p>

<p><b>Integral Conservation Area</b></p>	<p>anywhere we want to in Gatineau Park endangers the very nature which (supposedly...) we love.</p> <p>I support the improvement of conservation efforts in Gatineau Park but would like to know the NCC's definition of "limited recreation" and how this would ultimately [affect] recreational users — specifically rock climbers.</p> <p>Allow for use by registered clubs who are interested in making as little imprint on nature as possible, including allowing for off-trail use.</p> <p>I'm not a strong believer in the demolition of perfectly good buildings that could enhance the visitor experience in the Park. The neglect and demolition by neglect is irresponsible in today's day and age. The buildings should be reused, recycled, repurposed.</p>
<p><b>La Pêche Lake</b></p>	<p>It is important to have a non-motorized lake so activities such as canoeing can be enjoyed peacefully.</p> <p>Hiking around the lake should also be included in the activities.</p> <p>It is important to have public access — and experience nature in this pristine part of the Park — but I strongly support limiting the disturbance and effluent that can come from motorized transportation.</p>
<p><b>Philippe Lake and Taylor Lake</b></p>	<p>Allowances should be made for off-trail use of recreation zones for low-impact activities such as snowshoeing and orienteering.</p> <p>I hope the NCC does not intend to add electrical outlets or Wi-Fi (I've heard it rumoured) to the camping areas at Philippe Lake. What I most enjoy about camping here is the fact that you need to get back to nature — no cell phones, no electricity. Camping in a conservation-type park should be limited to those who are serious about nature and know how to respect it.</p> <p>Winter camping is great. Please continue.</p>

## **Meech Lake**

A sizable majority of respondents (76 percent) indicated that they support the proposed uses for Meech Lake, against 12 percent who were opposed and 12 percent who did not take a clear stance (see *Figure 15*).

**Figure 15**



The most frequently mentioned issue among both those in support and those opposed was that of the boutique hotel and conference centre. Many respondents expressed concerns with—or outright opposition to—the presence of a boutique hotel and conference centre in this area. For these respondents, such facilities are incompatible with the Park’s values, and are tied to concerns about sustainability and elitism. In a similar vein, some indicated that they would oppose any further development in this area, while others decried the presence of private properties in the Park.

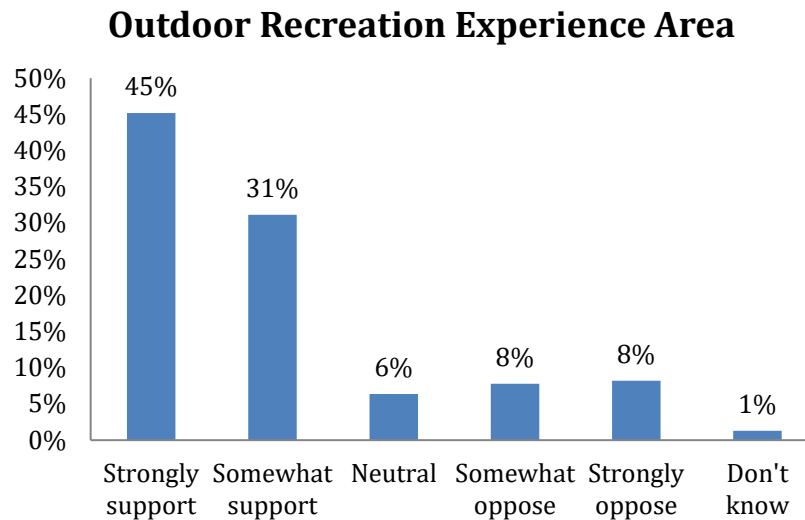
There was a general sense among a number of those who commented that the public infrastructure and facilities at Meech Lake are inadequate given the popularity of the site during summer months. Respondents noted the sorry state of Meech Lake Road, issues related to traffic and crowdedness, and the poor condition of toilet facilities. Some expressed great interest in making the area accessible via public transportation.

## **Outdoor Recreation Experience Area**

Seventy-six percent of respondents were supportive of the proposed uses for the Outdoor Recreation Experience Area, while 16 percent were opposed and 7 percent took no clear stance (see *Figure 16*).



**Figure 16**



Snowmobile access to the recreational corridor along the Eardley-Masham Road was the issue most frequently commented on among both those who supported and those who opposed the proposed uses for this area. These respondents felt that snowmobiles should not be granted access to this corridor, and that motorized recreation in general does not have a place in the Park.

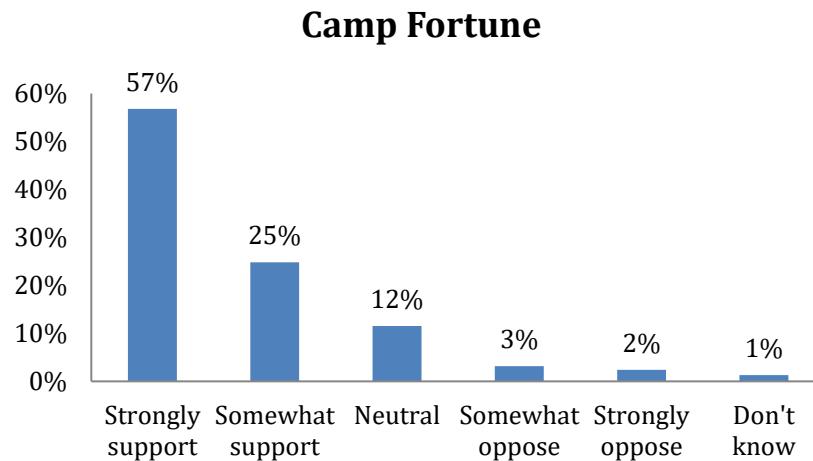
A number of respondents commented on recreational opportunities in this area. Out of the nine sections in this part of the survey, this was the one in which the greatest number of respondents requested that low-impact off-trail activities be permitted. Several respondents recommended expanding the trail network in this area for hiking and mountain biking, while others stated their opposition to the closure of unofficial trails. Some expressed particular interest in seeing certain trails devoted to fat biking and winter hiking, and more warming huts built to support winter activities.

There was a sense of unease among some respondents with regard to the possibility of tourist accommodations in the area. These respondents questioned the need for such development in the Park, and some tied it to similar concerns about the boutique hotel and conference centre at Meech Lake.

### **Camp Fortune**

The response to proposed uses for Camp Fortune was overwhelmingly positive, with 82 percent of respondents indicating that they support the proposals, against 5 percent who were opposed and 13 percent who did not take a clear stance (*see Figure 17*).

**Figure 17**



The bulk of the feedback from those who supported the proposals involved issues related to upgrades to existing facilities and to the overall expansion of activities offered in the area. A number of these respondents pointed out that, given the site's popularity, upgrades to access roads and parking were needed. Some suggested offering public transit to the site. Other respondents recommended that the site be further developed to make it more attractive to visitors and that the owners invest in improving its downhill skiing, cross-country skiing, and mountain biking offerings.

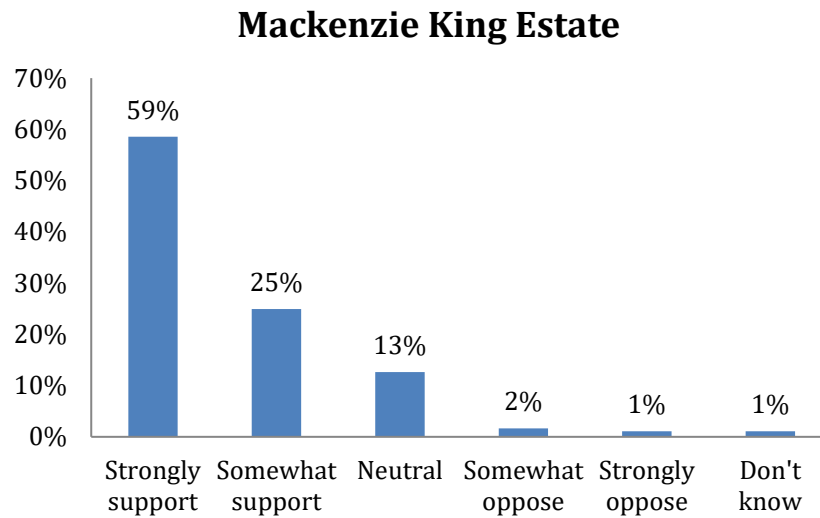
From a broader perspective, several respondents expressed support for the NCC's decision to concentrate high-impact activities on Camp Fortune's existing footprint.

Those opposed to the proposed uses for Camp Fortune who provided comments principally took issue with further development of the site. Luge, ziplining and the aerial park were singled out by some of these respondents as undesirable infrastructure. A small number of those opposed called for Camp Fortune to be closed altogether.

### **Mackenzie King Estate**

An overwhelming majority of respondents (84 percent) supported the proposed uses for the Mackenzie King Estate, against only 3 percent who were opposed and 15 percent who did not take a clear stance (*see Figure 18*).

**Figure 18**



Several of those in support who commented on the proposed uses were enthusiastic about nature-oriented and heritage programming. Some were keen to see these types of programs and other amenities offered on site made available year-round, while others recommended making the Estate accessible via public transit.

A handful of those opposed to the proposed uses indicated that they did not want to see commercial activities take root at the Estate.

Several respondents, some of whom opposed while others supported the proposed uses for the Mackenzie King Estate, requested that off-trail activities be permitted in this area.

Here are a few examples of comments received.

Topic	Sample comment
Meech Lake	<p>How does the concept of a boutique hotel fit with the environmental objectives of the master plan? A hotel does not fit with the current or past purpose of the Park.</p> <p>The infrastructure around Meech Lake is in deplorable condition. The access road is in dire need of repair, as it is clearly dangerous. Increasing use by allowing for a hotel (benefits the few) without fixing the road is unacceptable. New homes along the western side of Meech Lake are also not acceptable. Lastly, the toilet issue at</p>

	<p>Blanchet Beach is not an acceptable way to reduce use. It stinks. It needs to be fixed.</p> <p>If at all possible, I would like to see a cessation in construction and a reduction in homes around Meech Lake. Is there no way that the land and buildings can revert to NCC ownership once the present owners pass away or chose to sell?</p>
<b>Outdoor recreation experience area</b>	<p>Moving to tourist accommodation, other than camping, in the Park is not within the original purpose of the Park. Is transforming heritage buildings into commercial accommodations within the mandate of the NCC?</p> <p>Eliminate access to snowmobiles for environmental and safety reasons.</p> <p>I oppose the naturalizing of the unofficial trails, and am in favour of responsible off-trail activity in non-sensitive areas on a seasonal basis.</p>
<b>Camp Fortune</b>	<p>Other facilities and services or small businesses should be allowed to set up in the Camp Fortune parking lot area. Perhaps a private lodge, restaurant or yoga/fitness facility to entertain parents not skiing.</p> <p>I would like to see intensive use clearly restricted to a limited area of the Park. This area should also be closely monitored in regards to people staying on trails, not dumping garbage, etc.</p> <p>Less development! Natural environments have rights, adding more infrastructure in an already intensively exploited area now guarantees tremendous loss for the future. Teach the community to embrace naturally rich environments versus exploiting them for economic gain!</p>
<b>Mackenzie King Estate</b>	<p>Orienteering events should be allowed in this area.</p> <p>I like the idea of educational activities and historical activities.</p>

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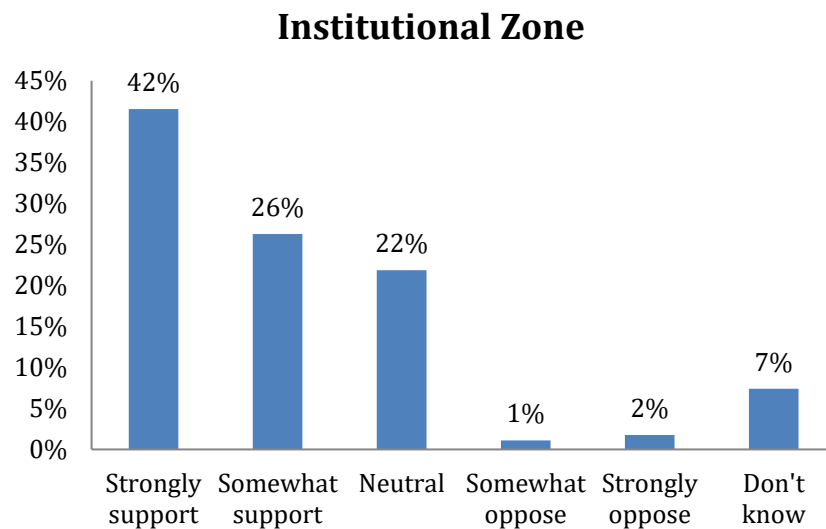
A better dining experience/options would go a long way to making the estate a more attractive destination.

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### **Institutional Zone**

A majority of respondents (68 percent) supported the proposed uses for the Institutional Zone, while 3 percent were opposed and 29 percent took no clear stance (*see Figure 19*).

**Figure 19**



There was a great deal of uncertainty about the geography of this area and the practical implications of its proposed uses. Out of the nine land use designations, that of the Institutional Zone elicited the greatest number of “neutral” and “don’t know” responses. In half of these cases, respondents indicated that there was insufficient information for them to take a clear stance.

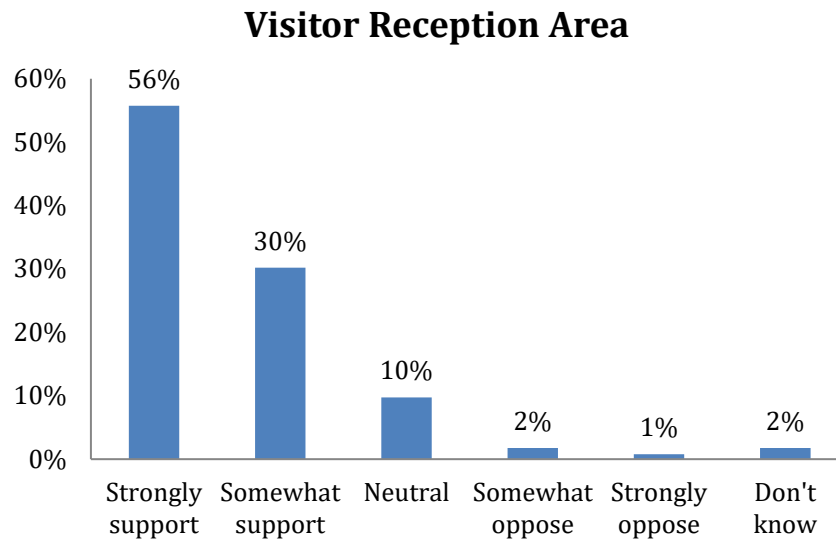
Among supporters, a number expressed interest in seeing existing facilities used to educate visitors about the Park’s history and natural environment. This was also viewed as an opportunity to promote respectful and sustainable use of the Park.

The only recurring comment among those opposed was to eliminate the Institutional Zone entirely, and to remove any existing infrastructure so that the area could be renaturalized.

## **Visitor Reception Area**

An overwhelming majority of respondents (86 percent) were supportive of the proposed uses for the Visitor Reception Area, against 3 percent who were opposed, and 12 percent who took no clear position (see *Figure 20*).

**Figure 20**



There was a great deal of interest among those who supported the proposed uses for sustainable transportation, but these respondents also wondered what it might mean in practice. A number of respondents were similarly enthusiastic about the proposal to host exhibitions and to offer interpretive and educational services to visitors. Several respondents expressed support for the proposed rental services and waxing stations.

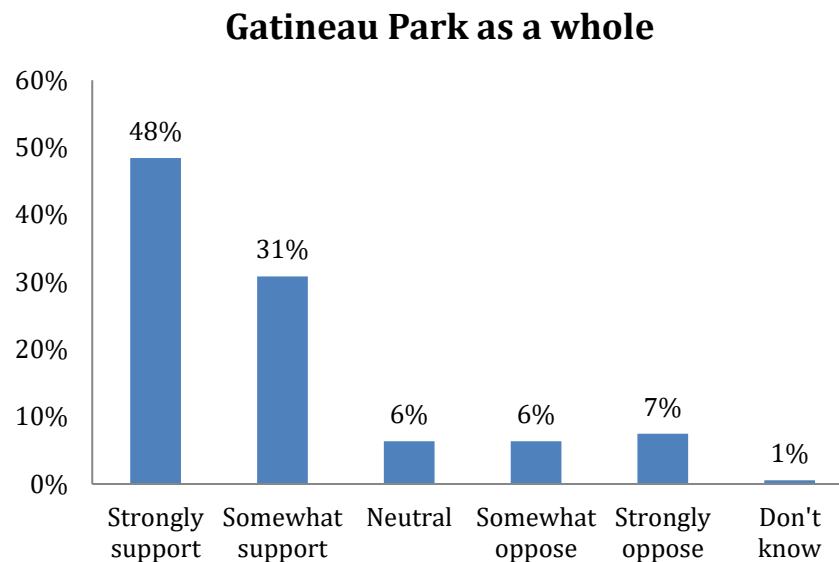
Some—among both those in support and those opposed—took issue with the proposal to commercialize the Visitor Reception Area. These respondents believe that the NCC should not compete with local retailers, and that such commercial activity does not align with its mandate.

Other respondents took issue with the concentration of visitor reception nodes and access points on the southeastern side of the Park, and requested that more be added at specific points along the Park's boundaries in such a way as to provide more convenient access to the Park for locals and to rebalance the overall distribution of traffic within the Park.

## **Gatineau Park as a whole**

A large majority of respondents (79 percent) supported the proposed uses for Gatineau Park as a whole, against 13 percent who were opposed and 7 percent who did not take a clear stance (see Figure 21).

**Figure 21**



Among those who supported the proposed uses, a number stressed the importance of continued work on conservation and sustainability. Some felt that the balance had tipped too far on the side of recreation, and urged the NCC to devote more effort to protecting the Park and its borders. Others reiterated their opposition to the existence and development of private properties in the Park.

A number of respondents lauded the proposal to facilitate sustainable transportation within the Park and to halt all road building. Some requested that further measures be put in place to reduce the overall number of motorized vehicles in the Park.

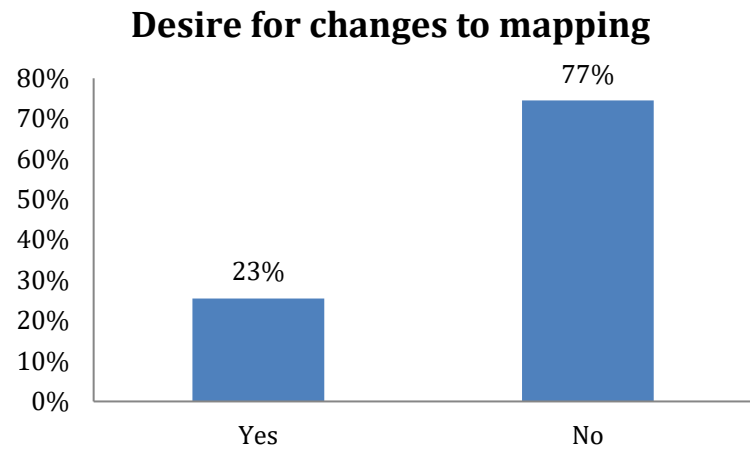
Several of those who supported the proposed uses for Gatineau Park as a whole expressed dissatisfaction with the restrictions on recreation, particularly in the Integral Conservation Area. This type of comment was even more frequent among those who opposed the proposed uses. These respondents feel that limited recreation should be allowed in this area, and that responsible users engaging in low impact activities would not threaten its ecological integrity. Several respondents specifically requested that off-trail activities be permitted throughout the Park, chief among which orienteering. A smaller number made similar requests regarding climbing in the Eardley Escarpment.

Among those who opposed the proposed uses, nearly as many commented that more emphasis should be placed on conservation as commented that more emphasis should be placed on recreation. Some disagreed with the decision to close unofficial trails, and others expressed their opposition to the presence of motorized vehicles in the Park.

**Mapping**

Nearly a quarter of respondents indicated that they would like to change the way in which the proposed land use designations had been mapped (*see Figure 22*).

**Figure 22**



The two most frequently proposed changes to the map were at cross-purposes. On the one hand, a number of respondents suggested enlarging the Integral Conservation Area, and, more broadly, making conservation a more prominent part of plans for the Park.

On the other hand, a similar number of respondents expressed their opposition to restrictions on recreation, particularly on the Eardley Escarpment. Off-trail activities and climbing were again among the recreational pursuits that certain respondents felt should be permitted.

The remainder of the comments made by respondents on the mapping were related to a range of issues that were too specific and distinct from one another to consolidate thematically.

Here are a few examples of comments received.

Topic	Sample comment
Institutional Zone	Offer many learning sessions to educate people about nature, the outdoors, respecting and surviving. Too many



	<p>kids/adults are living in a concrete jungle without any appreciation for our natural world. Get them out, and offer experiences!</p> <p>Educate visitors about the importance of conservation, about native flora and fauna , about how to reduce their negative impacts within the Park and ecosystems around them. Implicate Aboriginal leaders and communities to guide learning opportunities.</p> <p>Have a plan to eventually eliminate the Institutional Zone.</p>
<b>Visitor Reception Area</b>	<p>No sales aspect. There are businesses in Chelsea, and Gatineau Park should not be a competitor for those such as Greg Christie's who are trying to make go of it.</p> <p>Les centres d'accueil sont importants pour sensibiliser les visiteurs à l'importance de conserver et protéger le parc. [The reception areas are important in increasing visitors' awareness of the importance of preserving and protecting the Park.]</p>
<b>Gatineau Park as a whole</b>	<p>I particularly want to see fewer cars and sustainable transportation infrastructure. We have been enjoying skiing, hiking and snowshoeing for many years. The Escarpment and back country and faint trails are only used by very few and when we occasionally meet another group, they also respect OUR park and the beauty that it offers. What we need is a back-country permit for these areas that can be revoked if it is not being used in regards of the sensitive areas on the seasonal bases.</p> <p>I strongly support measures to ensure natural habitat restoration. Limiting motorized traffic and consumer outlets is key. Thank you for planning this.</p> <p>Keeping people specifically on trail only defeats the purpose of a beautiful park if there is no damage to the environment when going off trail. If it is an event that involves a larger number of people, they would have to receive approval from the</p>

	NCC to ensure it would not harm the environment.
<b>Mapping</b>	<p>Integral Conservation Zone A should be much larger, extending all the way down to Meech.</p> <p>Zone A make it clearer where recreation is proposed to be allowed. Though I would disagree that it be not allowed throughout. Some activities are low-impact and there are responsible people using this area who are not building trails or damaging the environment.</p> <p>Identify areas where off trails activities are allowed.</p>

## Phase 3.2: Consultation Report, May 2019

### *Consultation and Engagement Activities—Phase 3.2*

#### **PAC Meeting and Workshop**

Date and time: May 14, 2019, 5:30 pm to 7:30 pm

Location: Urbanism Lab

Format: Workshop

Participation: 12 participants

#### **Public Consultations**

##### *Ottawa*

Date and time: May 23, 2019, 6 pm to 8 pm

Location: Urbanism Lab

Format: Workshop

Participation: 59 participants

##### *Chelsea*

Date and time: May 21, 2019, 6 pm to 8 pm

Location: Camp Fortune

Format: Workshop

Participation: 58 participants

##### *Online consultation*

Date: May 21 to June 7, 2019

Format: Survey

Participation: 937 survey responses

#### **Indigenous Communities**

Date: April 4, 2019

Format: Discussion about economic opportunities

Date: August 2019

Format: Discussion about place-naming committee

Date: November 4, 2019

Format: Presentation and discussion about reconciliation opportunities in the context of the plan.

## **Local Elected Officials**

Local elected officials were kept informed of the consultation process and results, and were invited to participate in the public consultations.

## **Partners and regional organizations**

Date: February 27, 2019

Format: Presentation and discussion to representatives of municipal partners and regional interest groups.

## ***Invitations and Promotion***

The public consultation was promoted on the NCC's website and on social media. Live Tweets were published during the workshops in Ottawa and Chelsea. In addition, digital advertisements were placed in the *Ottawa Citizen* and *Le Droit* prior to the workshops. Promoted posts and Facebook ads, as well as Google AdWords were also used to promote the events.

An email invitation was sent to contacts in the Public Affairs Division's distribution lists, which include the following stakeholders:

- Residents' associations
- Interest groups
- Individuals

A media invitation was also sent on May 17, 2019.

## ***Consultation Format***

### **In-person consultations**

The two in-person sessions began with a presentation in which NCC staff provided attendees with an update on the master plan review process and background on the specific issues addressed in the current stage of the consultation. Participants were then invited to engage in two activities: one about transportation, and the other about financial sustainability.

In the activity about transportation, participants were introduced to a set of 10 scenarios that offer solutions to a range of transportation issues in Gatineau Park.

These were divided into three categories: shuttle-based scenarios, traffic-flow-based scenarios, and parking-based scenarios.

The details of each of the scenarios were explained by the table moderator. Participants were then asked to rate each scenario on a five-point Likert scale (strongly support, somewhat support, neutral, somewhat oppose, strongly oppose, don't know). The moderators also invited participants to write any comments they may have on Post-its, and to label these according to the scenario on which they wished to provide input.

In the activity on financial sustainability, participants were first introduced to different possible user fee structures for Gatineau Park. These included access fees, parking fees and activity fees. Participants were asked to indicate which combination of these they would like to see implemented. Participants were then asked to indicate, for each user fee type, which specific approach they would support (e.g. for access fees, uniform versus variable by mode of transportation and/or season). Participants were again invited to provide additional feedback on Post-it notes.

The next activity on financial sustainability addressed commercial activities and accommodations in the Park. Participants were provided with a list of commercial activities, and were asked to indicate whether or not they considered these to be acceptable. Following this, participants were presented with a series of propositions regarding accommodations, and were asked to indicate their level of agreement with each. In both instances, participants were able to expand on their responses by leaving written comments.

### **Online consultation**

The online consultation consisted of a three-part questionnaire with additional questions, mainly geared toward fleshing out preferences regarding prospective shuttle services.

In the first section, respondents were asked about their priorities with regard to solving transportation issues in the Park, and—similar to the in-person consultation—were then asked to rate the 10 transportation scenarios on a five-point Likert scale. Respondents were then asked a series of questions about shuttle services and the conditions under which they would be interested in using such services.

In the next two sections (user fees, and commercial activities and accommodations), respondents were asked the same set of questions that were addressed as part of the in-person consultation.

## Consultation Highlights—Phase 3.2

In the online survey and during the public consultation workshops, participants were asked to assess and provide feedback on the following:

- Solutions to transportation issues
- User fee structures
- Commercial activities
- Accommodations

The following is a high-level summary of the input received through the online survey, the in-person consultations, and the public advisory committee.

### What we heard

- **There is strong support for transportation solutions that involve shuttle service and traffic management.**
- **Support for existing and proposed commercial activities is high overall.**
- There is a great deal of openness to changing the existing user fee structure, but opinion with regard to the ideal fee structure is divided.
- There is a certain level of discomfort with non-rustic accommodations in the Park.
- There is general opposition to any proposals that would lead to further development, overcrowding or pollution, or that would significantly alter the Park's natural spaces.
- Many feel that it is important to ensure that low-income families and individuals are able to affordably access and enjoy Gatineau Park.

## Consultation Results

### In-person consultations

#### Transportation

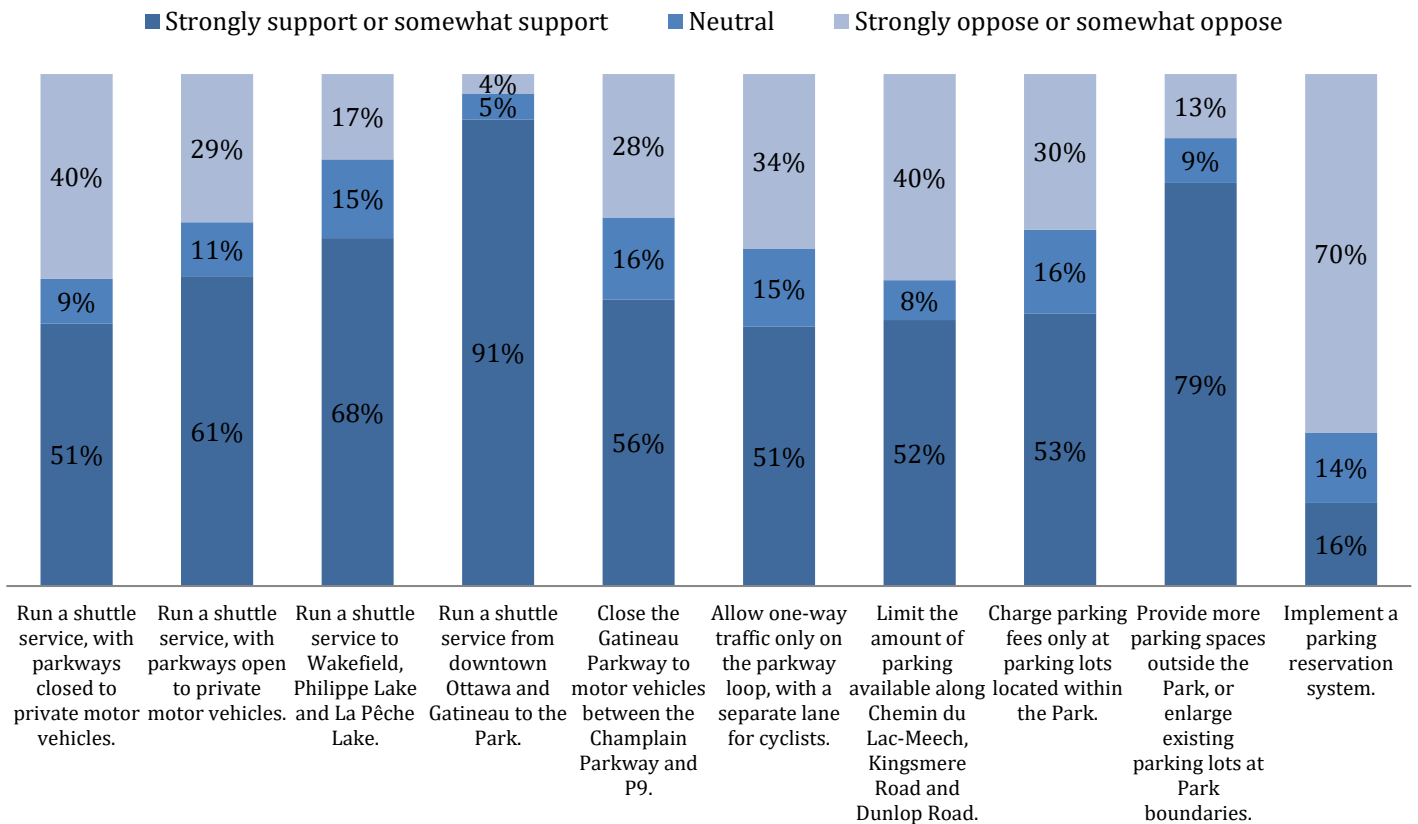
While a majority of participants welcomed all but one of the proposed scenarios, this support was unevenly distributed (*see Figure 23*). In general, participants were

most enthusiastic about proposals that would enhance visitor experience without significantly altering the status quo. For instance, among the scenarios that involved some form of shuttle service, enthusiasm was greatest for scenarios that would make it easier for visitors to get to the Park, and lowest for scenarios that would significantly change the way in which motorized traffic accesses and circulates within the Park.

Similarly, among parking scenarios, the proposal to make more parking spaces available at Park boundaries received significant support (79 percent), while proposals to limit parking in certain areas or to charge parking fees only at lots located within the Park received the support of only a thin majority (52 percent and 53 percent, respectively). The proposal to implement a parking reservation system was opposed by 70 percent of participants. In keeping with this trend, both proposals to alter the flow of traffic on the parkways received the support of a small majority of participants (56 percent and 51 percent).

**Figure 23**

### Support for transportation scenarios (in person workshops)



Participants left a number of Post-it comments as part of this activity in which they provided additional feedback on the scenarios and shared ideas about how to best address transportation issues in the Park.

Several participants felt that shifting to a full-time shuttle system with the parkways permanently closed to private motor vehicles was too inflexible, and instead suggested that shuttles run only during peak periods when demand is especially high (e.g. weekends, during special events like Fall Rhapsody and so on).

Some thought that, regardless of the scenario, there should be certain times during which cars would be permitted to access and circulate within the Park. Others were adamant that removing private motor vehicles from the parkways is a necessary component of any scenario that involves shuttle service.

Comments reflected similarly mixed feelings about restricting parking in the Park. While many acknowledge the advantage of such proposals in terms of reducing overall traffic in the Park, some felt that it was preferable to adopt a modulated approach (i.e. restrictions vary depending on period/demand) rather than a categorical one (restrictions apply at all times). While participants generally felt lukewarm about the proposed parking reservation system, there was interest in a notification system that would allow visitors to check on the availability of parking before making their way to the Park. Some participants also expressed interest in a streamlined parking pass system.

Feasibility was a recurring concern reflected in the comments. Certain participants pointed out that the success of shuttle service would hinge on the presence of large parking facilities near the main pickup locations at the Park's entrance. Others felt that shuttles must be equipped with sufficient storage and racks to accommodate the kind of gear that its users would likely want to transport to the Park (e.g. bikes, skis and so on). It was also felt that pricing incentives would be a necessary component of any successful shuttle strategy.

Values were also at the fore of some of the comments made in this section, chief among which were equity and eco-friendliness. Some participants urged the NCC to consider ways in which to make proposals more sustainable, including electric shuttles and charging stations. Others reiterated their concerns regarding access to Gatineau Park for low-income families and individuals, and stressed that equitable access for all should be part of the NCC's transportation strategy.

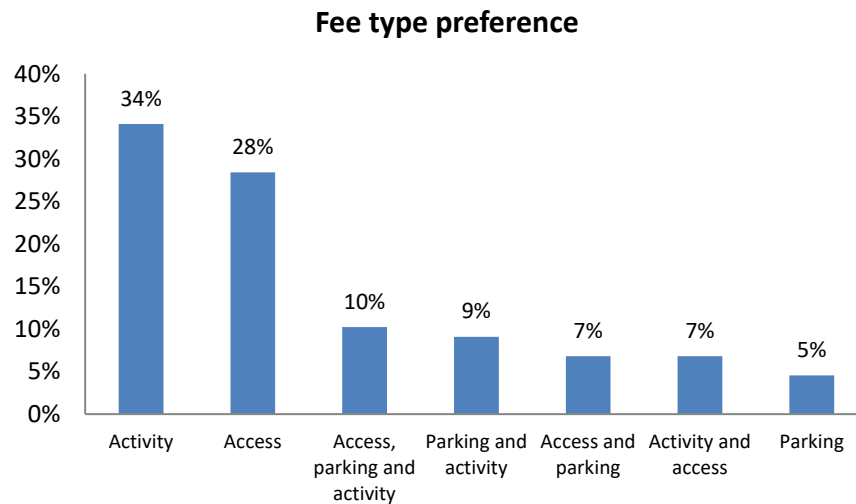
Safety was on the minds of several participants. Some, concerned by speeding and reckless driving, called for traffic-calming measures to be deployed. Others instead recommended that the NCC prioritize the implementation of safe active transportation corridors that would separate cyclists and other non-motorized users of the parkways from cars, buses and shuttles.



## User fees

A small majority of participants expressed a preference for a single fee that would apply to only one type of Park usage, as opposed to multi-type fee structures. Activity (34 percent) and access (28 percent) fees were the most popular, followed by a combination of all three types—access, parking and activity (10 percent).

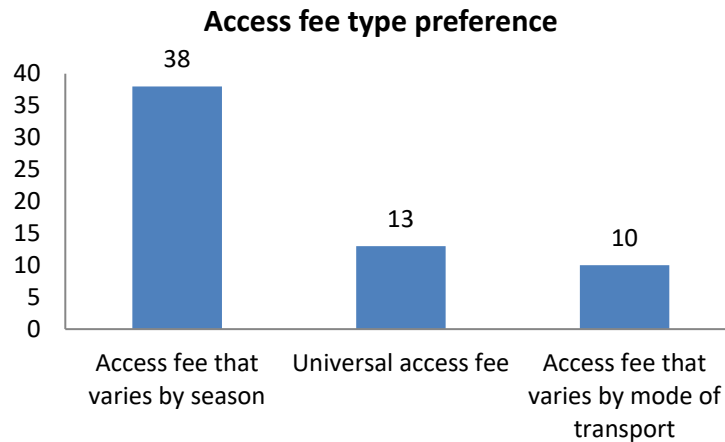
**Figure 24**



Among access fee types, seasonal variation was favoured over a universal access fee and a fee that would vary by mode of transport. Respondents noted that it would be difficult to enforce such fees, given how easy it is to access the Park on foot or by bicycle.

Some suggested that only cars be charged a fee, both to encourage active transportation and because it would be more practical to enforce. Certain participants requested that residents not be charged, while others encouraged the NCC to find ways to ensure that access fees would not prevent the less fortunate from accessing the Park.

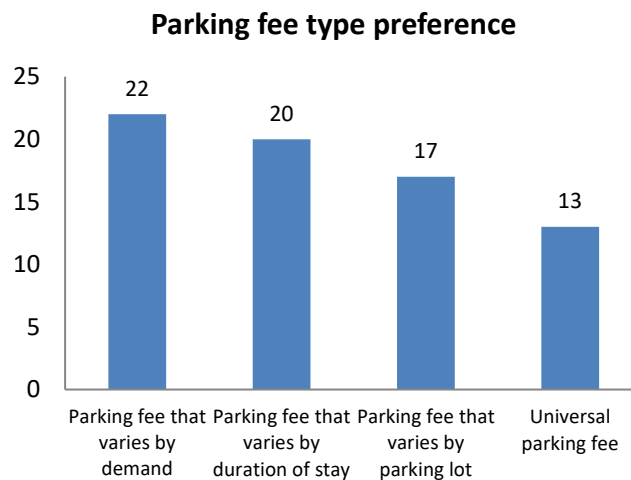
**Figure 25**



Parking fee preferences were more evenly distributed, with demand slightly ahead of duration and specific lots as the preferred factor by which to vary fees. A universal parking fee was the least popular of the four options. Participants noted that parking fees would encourage people to carpool or to use active forms of transportation to access the Park. Specific suggestions included the following:

- Offering an annual parking pass, rather than only pay-per-use options
- Being conscious of how parking could interact with shuttle service
- Using a variable fee structure to address issues related to excessive traffic in certain areas of the Park

**Figure 26**

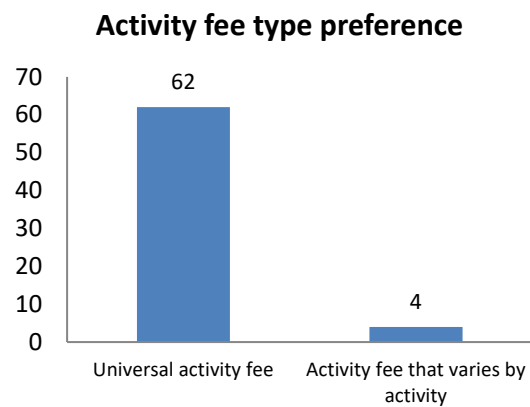


Of the two options for activity fee types, a universal fee was overwhelmingly preferred to a fee that would vary by activity. Despite this, a number of the

comments left by participants recommended a variable fee structure. Proposed factors to take into consideration included the following:

- Tourism-oriented activities (e.g. guided visits of the Park)
- Maintenance costs
- Active (e.g. skiing, hiking) versus passive (camping) activities
- Ecological impact

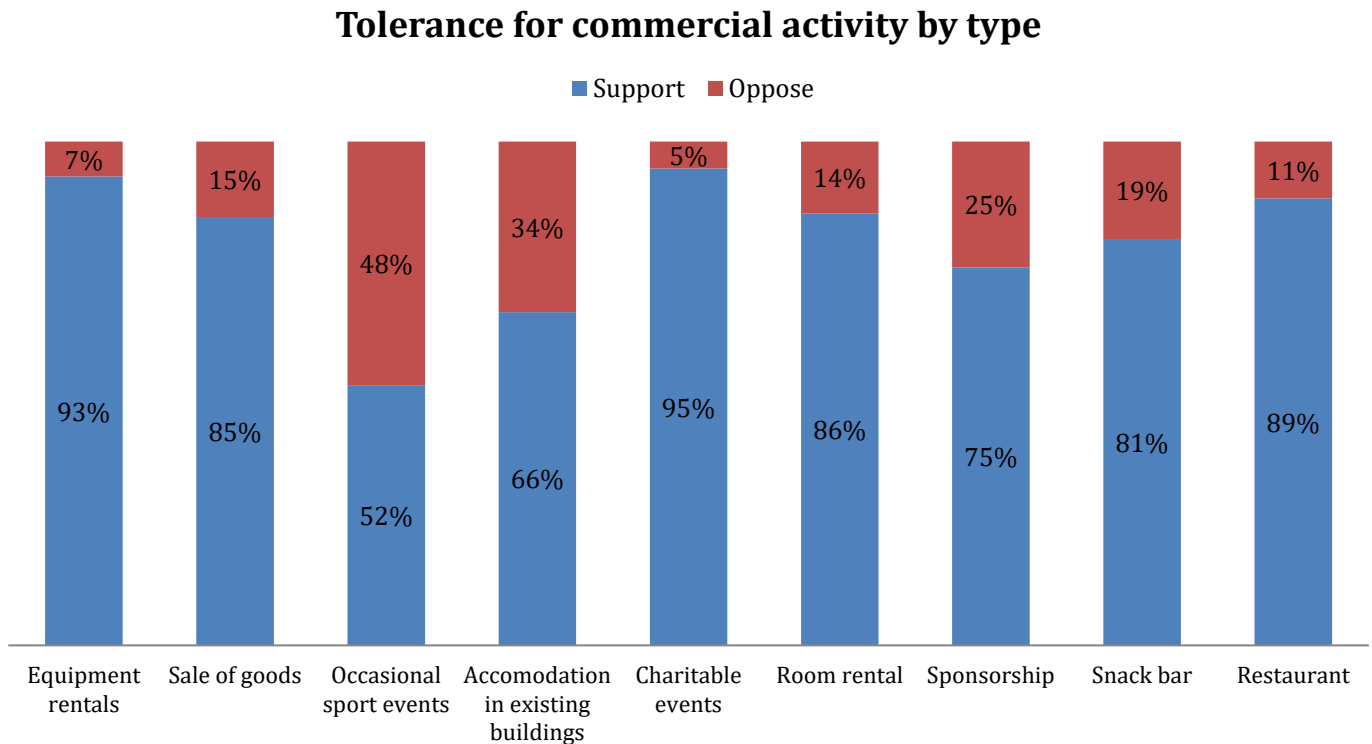
**Figure 27**



### **Commercial activities and accommodations**

Nearly all proposed commercial activities were endorsed by large majorities of participants (*see Figure 28*). The only two that received less than 75 percent support were occasional sport events (52 percent) and accommodation in existing buildings (66 percent).

**Figure 28**

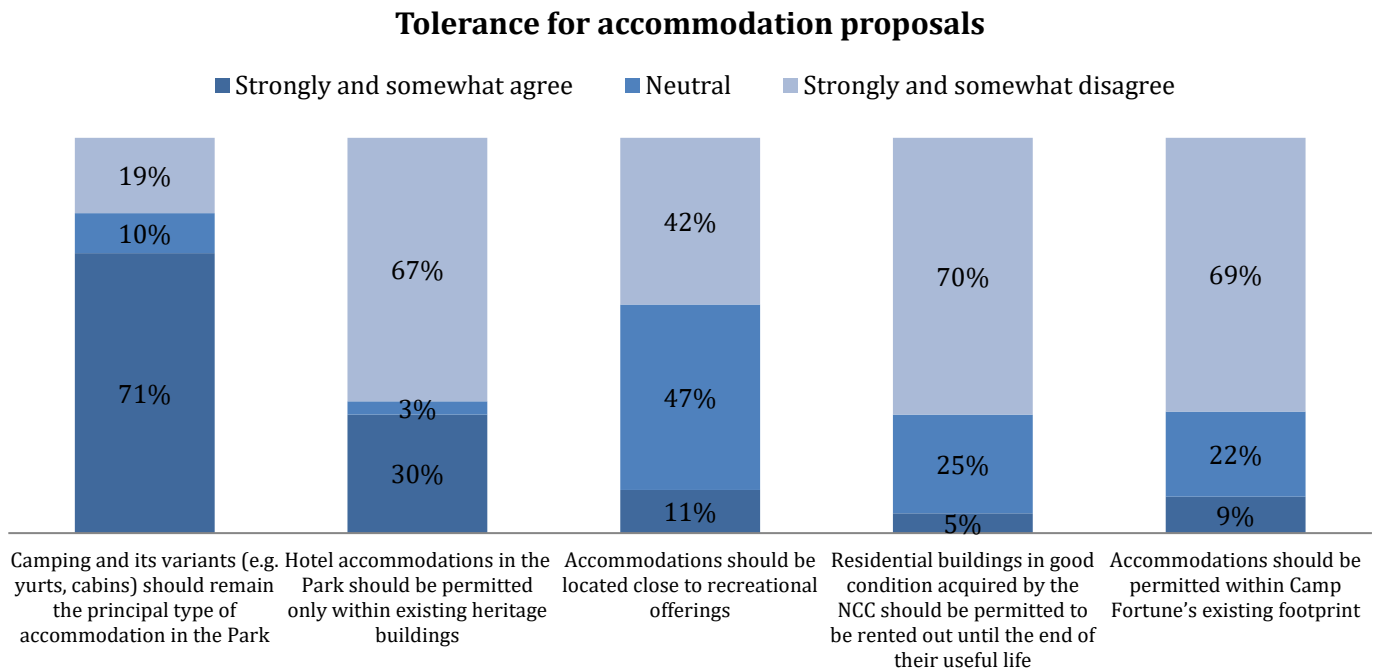


Among those who left comments, several were concerned about potential competition with local businesses—particularly with regard to restaurants, and the sale or rental of recreational goods. These participants advised the NCC to avoid competing directly with businesses in Chelsea. Some were concerned that the snack bar would increase littering in the Park. Others expressed a preference for minimally disruptive sporting events, and sponsorships that align with Park values and that are tastefully advertised. Several participants took this opportunity to underscore their opposition to the expansion of commercial activities in the Park.

Opposition to proposed accommodation arrangements was noticeably higher than for other proposals in this consultation. While a majority (71 percent) of participants agreed that camping should remain the principle type of accommodation in the Park, 67 percent disagreed with proposals to permit hotel accommodations only in existing heritage buildings, while 70 percent disagreed with a proposal to allow residential buildings acquired by the NCC to be rented out.

A further 69 percent disagreed with permitting accommodations at Camp Fortune. Feelings were mixed with regard to the location of accommodations, with 42 percent disagreeing with their proximity to recreational offerings, 11 percent agreeing, and 47 percent indicating that they had no clear stance on the issue.

**Figure 29**



The comments left by participants in this part of the consultation were relatively few, and can be divided into statements of opposition and caveats. In both cases, the comments reveal misgivings about the potential implications of the proposals, and a general preference to avoid any expansion of this commercial activity in the Park. By and large, participants are uncomfortable with departures from the status quo, and are sensitive to the potential environmental effects, disruption, and issues of access and elitism associated with the development of accommodations.

Here are a few examples of comments received.

Topic	Sample comment
Transportation	Only on peak weekends (strongly agree) = shuttles with bike racks
	Promote ecofriendly transport with more shuttles and charging stations in the Park for those with electric cars. Electric shuttles?
	You'll need a larger lot at a shuttle bus terminus — maybe joint with STO?
	Suggest a system to log vehicles in / vehicles out, and limit the number of vehicles in the Park at given time

	<p>Traffic calming must be a priority. A key way to do this is to have segregated active transportation corridors / bike lanes.</p> <p>Limit Meech Lake parking only during peak periods.</p> <p>Oui - si seulement navettes qui ont accès au parc et pas de voitures [Yes, if only shuttles have access to the Park, and not cars.]</p> <p>Enforcement of speed limits on the parkways.</p>
<b>User fees</b>	<p>Difficulté: très difficile à gérer avec tous les gens qui entrent dans le parc aux endroits variables pour justement éviter les droits d'accès. [Difficulty: Very difficult to manage with all the people who are entering the Park at varying locations just to avoid paying an access fee.]</p> <p>Should be a fee for ALL car access.</p> <p>Equity issues — if you charge for access — does this disadvantage people who may not be able to pay to use Park?</p> <p>Locals should get a discount or free access card.</p> <p>Une passe annuelle sur tous les stationnements. [An annual pass for all the parking lots.]</p> <p>Equity big issue. Access must include those who can't afford cars. Pay for parking, free transit.</p> <p>Don't charge for any active activities (skiing, hiking, etc...), just for camping and parkways.</p> <p>Only certain activities should be charged (e.g. higher ecological impact + higher maintenance cost activities like skiing / mountain biking).</p>
<b>Commercial activities and accommodations</b>	<p>Restaurant does not fit in the vision. Also — competing with local restaurants (Old Chelsea)</p>

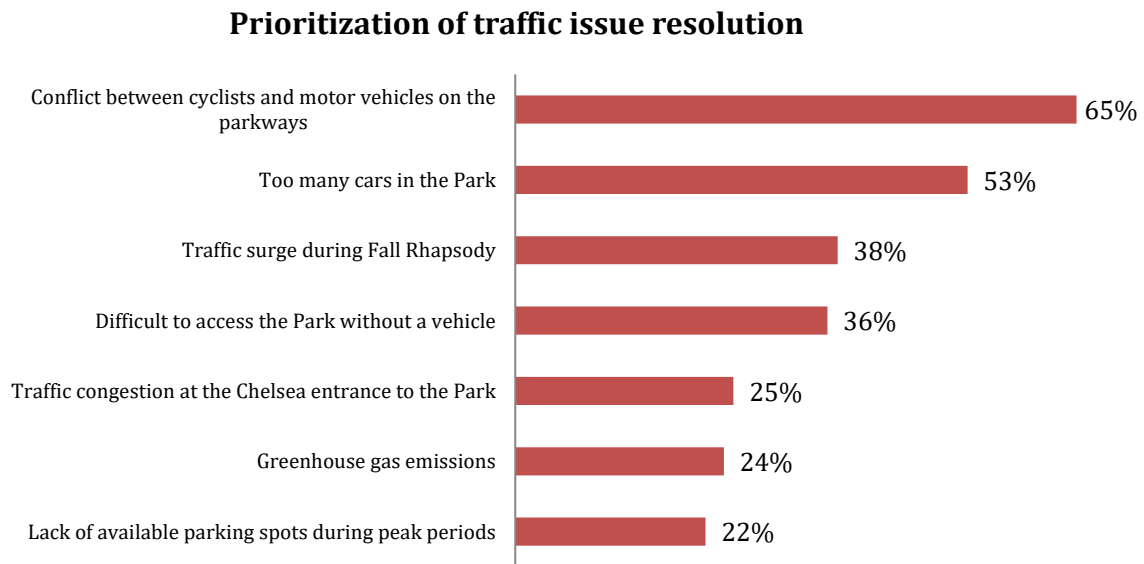
	<p>Do not want snack bars, etc. in the Park. We don't need more commercial enterprise in the Park. Support the local businesses in Old Chelsea, etc.</p> <p>Disagree because of garbage and ruin visual look of the Park.</p> <p>[About sport events] Dont l'impact écologique est mineur (plus sur les promenades que les sentiers). [ones that have a minor environmental impact (more on the parkways than the trails)]</p> <p>[About sponsorship] Must be tasteful and subtle. No commercial advertising / logos.</p> <p>Sponsorship only consistent with NCC Park objectives and purpose of Park. Be very careful with the type of sponsorship company. Need to be consistent with the objectives of the Park.</p> <p>Can this service be delivered outside the Park? Does it conflict with the conservation goals of the Park? Thin edge of the wedge — how will limits be set?</p> <p>Depends on what and how it's proposed.</p> <p>No Banff- or Tremblant-style.</p> <p>More accommodations = more cars = BAD</p> <p>Re: hotel accommodations — Only within the two current “hotels” in the Park.</p>
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## Online consultation

### Transportation issues

The three traffic issues in Gatineau Park that respondents were most likely to want to see resolved were user conflicts on the parkways, the number of cars circulating in the Park, and traffic surges during Fall Rhapsody (*see Figure 30*).

**Figure 30**



*Note:* Respondents could select up to three issues. For this reason, the total does not add up to 100%.

Respondents were also given the opportunity to identify additional issues that were not included among the original options. Among these, the most frequently mentioned included the following:

- Speeding and reckless driving
- Lack of public transit options
- Lack of infrastructure and amenities for active transport
- Difficulties accessing the Park

### **Transportation scenarios**

Six of the 10 transportation scenarios were supported by a majority of respondents. Among these, the three most popular were:

1. Making the parkways one-way only, with a separate bike lane (67 percent support).
2. Closing the parkways to private motor vehicles, while offering shuttle service (65 percent support).
3. Run a shuttle service from downtown locations to the Park (63 percent support).

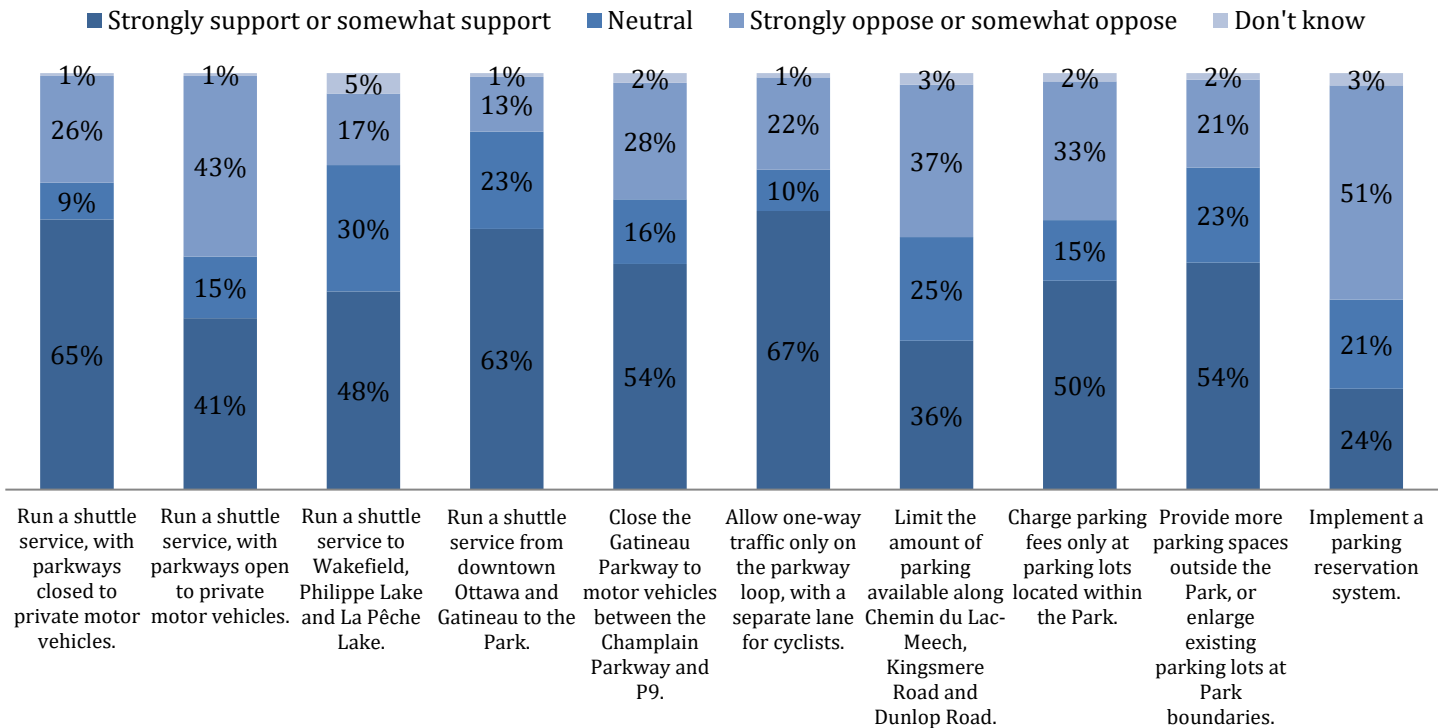
The scenarios that drew the highest level of opposition were the parking reservation system (51 percent opposed), shuttle service with the parkways open to



other motor vehicles (43 percent) and the proposal to limit the amount of parking available in the Park (37 percent opposed).

**Figure 31**

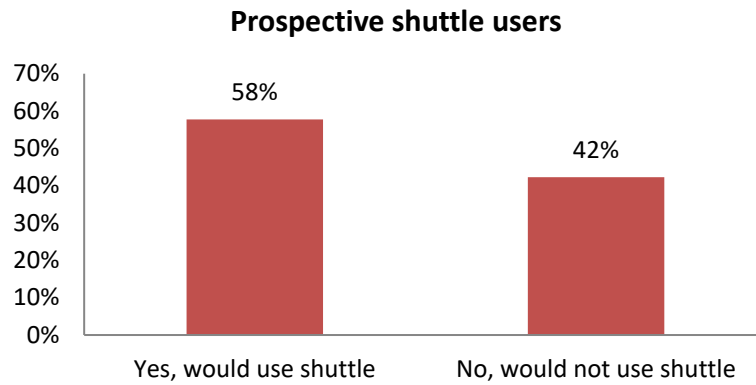
### Support for transportation scenarios



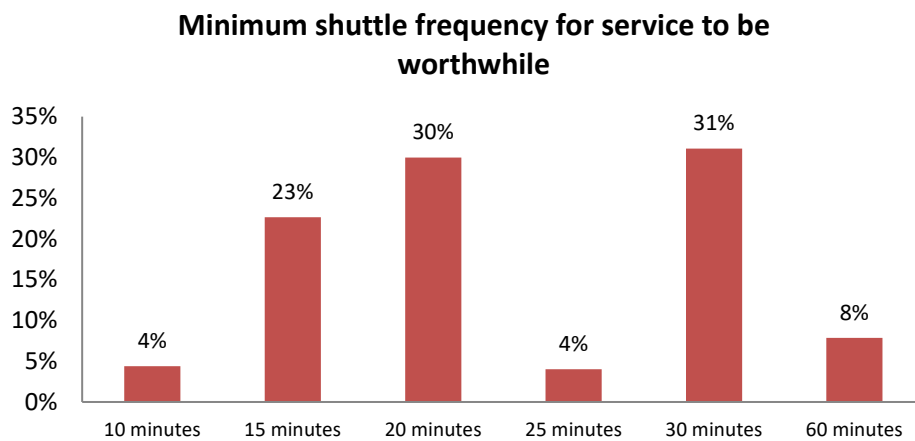
### Prospective shuttle usage

Over half of respondents (58 percent) indicated that they would use a shuttle service at Gatineau Park if it were provided. Over a third of these found a frequency of 30 minutes to be acceptable, while over half advocated for 20 minutes or less.

**Figure 32**

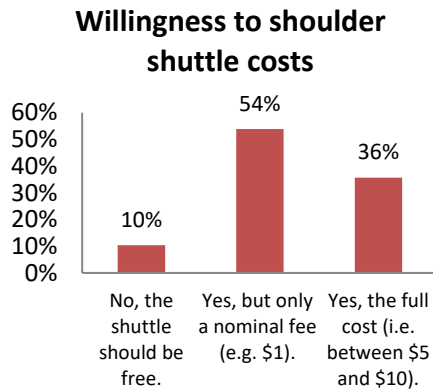


**Figure 33**

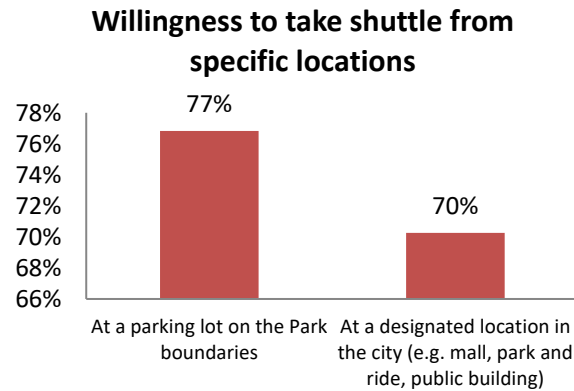


A majority of those who said they would use a shuttle indicated that they would be willing to shoulder some of the associated costs, though only 36 percent were willing to absorb the full cost, as opposed to a nominal fee. Ten percent thought that the shuttle should be free.

**Figure 34**

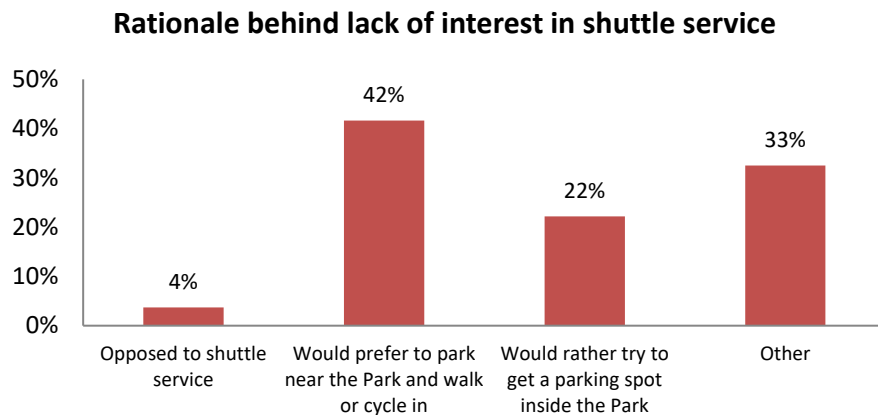


**Figure 35**



The bulk (42 percent) of respondents who indicated that they would not use a shuttle service said that they would rather park on the periphery and use an active mode of transportation to move within the Park. A smaller share (22 percent) preferred to look for parking inside the Park, while 4 percent were outright opposed to a shuttle service.

**Figure 36**



A sizable share of respondents (33 percent) provided a written explanation as to why they would not use a shuttle service. The most common of these included the following:

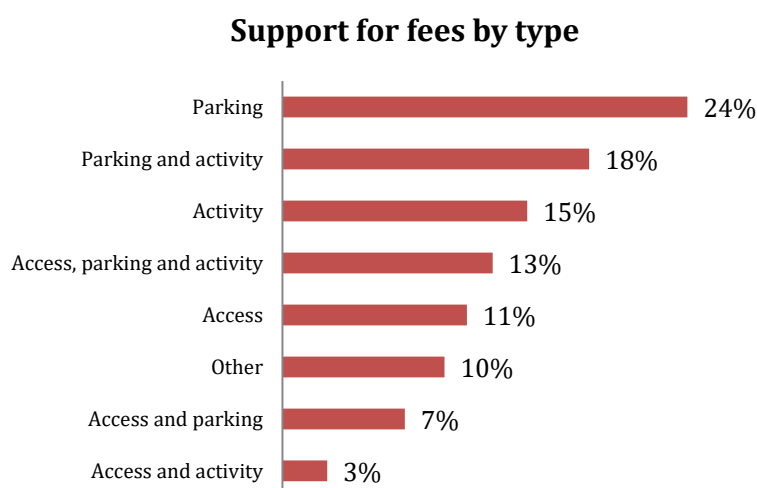
- A preference for using active transportation to reach—and circulate within—the Park.
- A desire for autonomy that would be incompatible with the limitations of fixed-schedule shuttles.
- Living in or near enough to the Park that shuttle service would be superfluous.

- Perceived difficulties involved in loading recreational gear (e.g. bicycles, skis, and so on) onto a shuttle.
- A need to access very specific areas of the Park that would remain difficult to reach even with the proposed shuttle service routes.

## User fees

Preferences regarding fee structures were mixed, though the three most popular configurations (totalling 57 percent) included parking-based fees, activity-based fees, or a combination of the two. Access-based fees were the least popular of the three.

**Figure 37**

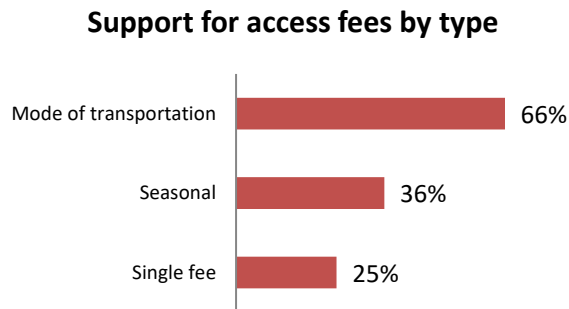


Among access fees, a fee that would vary by mode of transportation was preferred by a majority (66 percent) of access fee proponents, against 36 percent who supported seasonal variation in fees and 25 percent who supported a single, universal fee (*see Figure 38*).

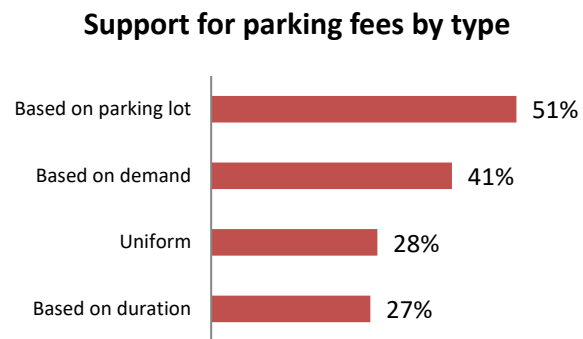
A fee that would vary by parking lot was the only one to secure support from a majority (51 percent) of parking fee proponents. It was followed closely by a demand-based fee (41 percent), and by a uniform fee (28 percent) and duration-based fee (27 percent) (*see Figure 39*).

Proponents of activity-based fees overwhelmingly advocated for a fee that would vary by activity (85 percent) over a single fee for all activities (15 percent) (*see Figure 40*).

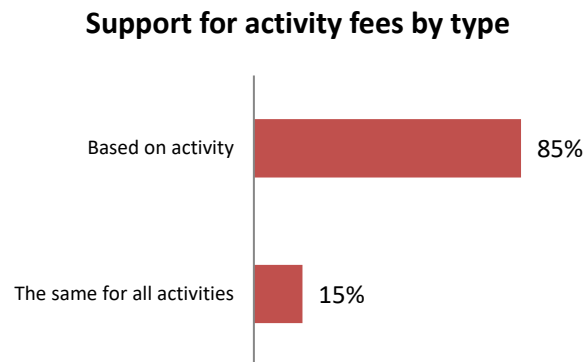
**Figure 38**



**Figure 39**



**Figure 40**



Among those who responded “other” to the question about preferred fee structures, the most frequent alternative proposals involved the following:

- Levying a fee on all cars entering the Park
- Selling seasonal passes for the Park
- Charging no fees at all for the use of the Park

These proposals were reiterated in comments provided at the end of this section about user fees in general. A number of respondents also stressed the importance of ensuring that the fee structure is equitable and does not prevent those less fortunate from being able to access and enjoy the Park.

Others chose to express their support for parking and access fees, which they saw as a means of reducing the number of cars being used to access and circulate within the Park. Some argued that there should be no fees associated with sports. Several respondents echoed comments made earlier in the questionnaire regarding

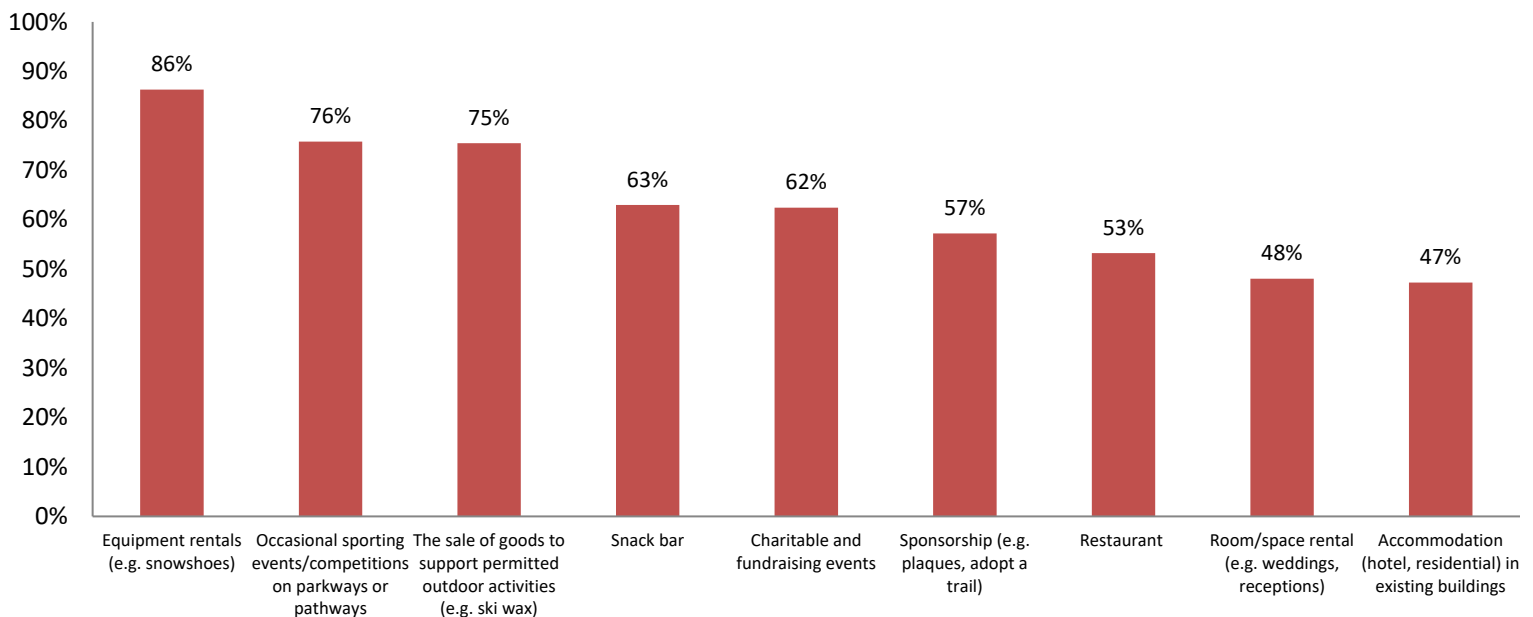
discounts for locals, while others felt that the costs associated with the enjoyment of Gatineau Park are already too high.

## Commercial activities and accommodation

There was broad support among respondents for the different proposed means of income generation. The commercial activities that garnered the highest level of support were associated with recreational pursuits (e.g. equipment rental, sporting events and the sale of outdoor goods). Those that attracted the lowest level of support were primarily associated with the hospitality industry (e.g. restaurant, rental space, accommodations).

**Figure 41**

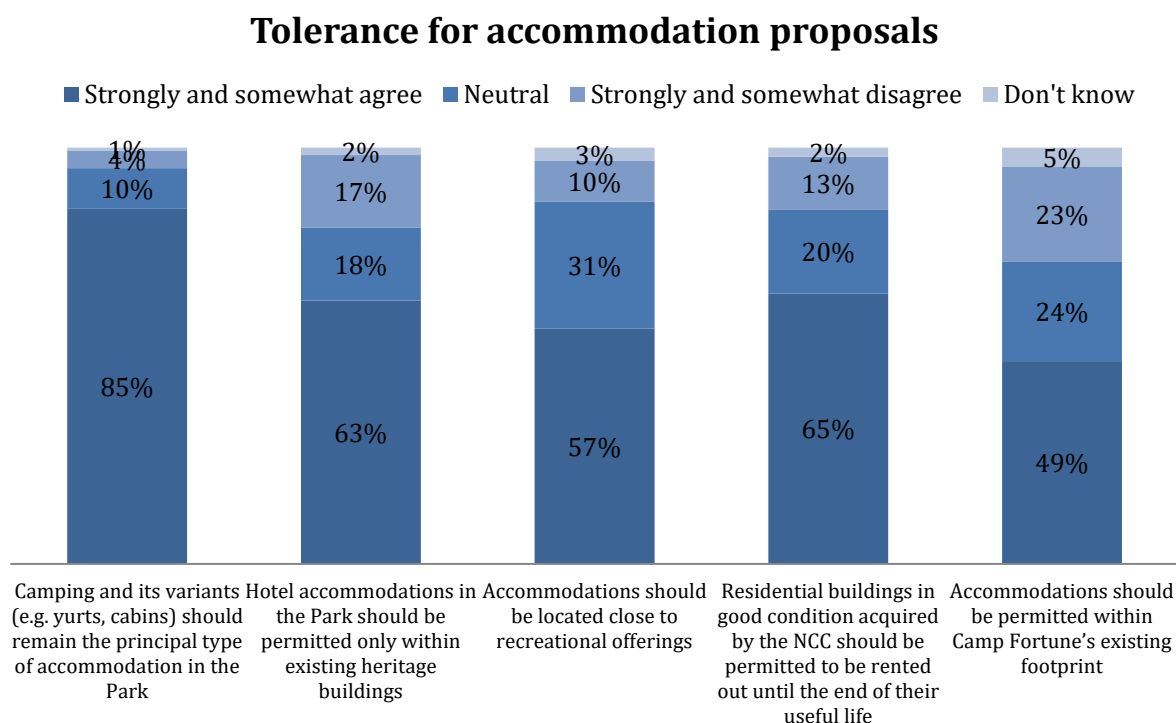
### Acceptable means to generate income



Despite accommodation receiving the lowest level of support among commercial activity options, respondents were generally supportive of the more specific accommodation proposals for Gatineau Park. The overwhelming majority of respondents (85 percent) agreed that camping should remain the principal type of accommodation in the Park. This being said, 65 percent agreed with the NCC's renting out the residential buildings it acquires, and another 63 percent with allowing hotel accommodations in existing heritage buildings. A majority of respondents (57 percent) felt that accommodations should be located close to recreational offerings, and 49 percent agreed that accommodations should be

permitted within Camp Fortune’s existing footprint, against 23 percent who disagreed.

**Figure 42**



Respondents were again offered the opportunity to provide additional feedback on the proposals in this section of the survey. A number shared their concerns about excessive development in and around Gatineau Park, and were keen to see Gatineau Park spared the fate of other large and popular parks like Banff. In a similar vein, others expressed a desire to keep the area as natural and as uncrowded as possible. Some reiterated their support for accommodations in the Park, while, conversely, others made known their opposition to such proposals.

Here are a few examples of comments received.

Topic	Sample comment
Transportation	<p>Thank you for closing the parkways at night to stop the speeding that I could hear almost nightly in the summer months from my home off of Mine Road.</p> <p>Safe, segregated bicycle access to the Park.</p>

	<p>Proper, consistent and effective enforcement of speed limits and illegal parking infractions</p> <p>Ban personal cars entirely, and add an accessible shuttle bus.</p> <p>If you don't own a car you can't get into the Park to use it well, unless you can ride a bike, except during fall colours. There is no public transit.</p> <p>I would like to see a prioritization of active transportation corridors / bike lanes — doing so aligns with the NCC mandate and would help to address many of the aforementioned issues, among others.</p> <p>You should allow access for a small number of cars and more shuttles. The number of cars should be controlled.</p>
<b>User fees</b>	<p>No fees. Fees will only reinforce the access issues that already exist. There are no fees for parking within the Greenbelt or for activities within the Greenbelt (i.e. skiing, snowshoeing). The infrastructure should be run by volunteers to reduce the cost.</p> <p>Fees based on access by cars but free for bikes and pedestrians. This would cut back on drivers cutting through the Park</p> <p>No fees. Taxes pay for costs</p> <p>Monthly or yearly membership. Just like the Ottawa Mountain Bike Association.</p> <p>My concern in paying for parking with cross-country skiing. I ski daily in the winter and that cost could really add up. There needs to be package deal.</p> <p>It is important that the Park is not just accessible to those who have the financial means. It is a legacy that should be accessible to all. In that context, having paid parking and a free or inexpensive shuttle seems to me like a good solution. This solution is also is also beneficial from an environmental perspective.</p>



	<p>Fees for cross-country skiing / snowshoeing should be eliminated. Why do those activities require fees, while biking, hiking, etc. do not? Make all activities free.</p> <p>I don't object to user fees, but I would like to see them kept reasonable. The Park shouldn't only be for the rich.</p>
<b>Commercial activities and accommodation</b>	<p>I would hate to see a Banff or Canmore happen in the Gatineaus (Chelsea). It's perfect as it is, minus the crazy cross-country skiing fees.</p> <p>Allowing commercialism and hotels means inviting more people into the Park, more garbage, more maintenance. The overall footprint should be smaller.</p> <p>The Park is known for its beauty and MUST be retained. If you start putting in hotel, accommodation and wedding venues, it will lose its natural beauty and be no different than downtown. It's an escape from the city and should remain that way.</p> <p>I don't believe accommodations should be permitted in the Park, even in existing heritage buildings. I think the Visitor Centre is a good place for selling ski wax and renting snowshoes, but I don't think a separate building or shop should be built in the Park to provide these items.</p> <p>There should be some lodging offered, but not too much... We need to keep the Park as natural as possible. We don't want it to become a Banff!</p> <p>Only camping or "rustic" accommodations should be allowed within the Park. Building resort-type buildings would spoil the Park.</p> <p>Hotel-type accommodations on fringe of Park; include shuttle service in cost of rooms...like ski marathon does.</p>

## Phase 4: Consultation Report, August/September 2020

### *Consultation and Engagement Activities—Phase 4*

#### **PAC Meeting and Workshop**

Date and time: September 8, 2020, 1 pm to 2:30 pm (English session) and 2:45 pm to 4:15 pm (French session).

Location: Online

Format: Microsoft Teams meeting

Participation: 8 participants

#### **Public Consultations**

##### *Online consultation*

Date: August 27 to September 21, 2020

Format: Online comment box

Participation: 937 responses

#### **Local Elected Officials**

Local elected officials were kept informed of the consultation process and results, and were invited to participate in the public consultations.

### *Invitations and Promotion*

The online public consultation was promoted on the NCC's website and on social media. Promoted posts and Facebook ads, as well as Google AdWords were also used to promote the consultation.

An email invitation was sent to contacts in the Public Affairs Division's distribution lists, which include the following stakeholders:

- Residents' associations
- Interest groups
- Individuals

A media invitation was also sent on August 28, 2020.

## *Consultation Format*

### **Online consultation**

The final phase of public consultation on planning documents emphasizes transparency and accountability: members of the public were provided the full draft of the plan and a final opportunity to shape its contents before it is submitted to the NCC's Board of Directors for approval. In addition to making the full draft of the plan available online, we created a web page that summarized the most prominent features of the plan, along with the general context in which it was drafted. Public feedback was collected via a comment box on the same page, as well as by email. Interested participants were also invited to review public consultation reports published as part of previous phases of engagement. At the end of the three-week consultation period, all comments were entered into an Excel spreadsheet, reviewed by the project team, and assigned a series of tags corresponding to the type of feedback provided. This permitted the NCC to identify patterns and to more effectively summarize public input.

### *Consultation Highlights—Phase 4*

The following is a high-level summary of the input received through the online comment box and via email. It is important to note that this phase of public consultation on the Gatineau Park Master Plan was conducted during the COVID-19 pandemic, and that some of the feedback provided by participants reflects these unique circumstances.

#### **What we heard**

- **Most of the comments received during this phase of public consultation responded to perceived inadequacies in the NCC's approach to managing the tension between conservation and recreation in Gatineau Park.** Among many participants, there is a sense that the draft plan is unduly restrictive—that it goes too far in curbing recreational pursuits in the name of conservation. For others, the plan does not go far enough.
- **Transportation management was another polarizing topic.** Many participants expressed support for the recent closure of the parkways during the COVID-19 pandemic and a desire to see the closures extended. Others expressed misgivings about this policy and highlighted the barriers it raised for certain users. These and other participants stressed the importance of equity in relation to access and affordability.
- **Many of the comments provided by participants included recommendations about the management of, and support for, specific recreational pursuits or conservation initiatives in the Park.** A number

of participants advocated for changes that would enhance the user experience of members of their sporting community and urged the NCC to closely collaborate with user groups. Other participants advanced proposals to strengthen protections of natural habitats and reduce the human footprint in the Park.

## ***Consultation Results***

### **Recreation**

#### **Limits on off-trail activities**

The part of the plan that garnered the largest share of comments is the body of rules that governs what recreational activities are permitted in different areas of the Park. Many participants were critical of provisions that aim to limit recreational activities to official trails and to restrict access to the ecologically sensitive areas along the Eardley Escarpment and west of the Eardley-Masham Road. The largest share of those who expressed opposition to these policies are members of recreational communities for whom venturing off-trail is an essential part of their sport (e.g. orienteering). Others simply want to have the freedom to explore more remote areas of the Park on foot, or to continue using unofficial trails in protected areas of the Park. These participants fear that the plan will prevent them from engaging in activities that they view as making an important contribution to their quality of life, and that have defined their experience of the Park for many years. In most cases, they contend that their use of the Park does not have negative effects on its natural environment, and question the grounds on which the plan seeks to limit recreational activity to designated areas and trails. Some acknowledged the potential risks posed by unfettered access to all areas of the Park, but argued that their desired use of the Park can be sustainable if properly managed (e.g. via permits or by educating users about respectful use of off-trail areas).

#### **Nighttime activities**

There was also some consternation around efforts to reduce light pollution and use of Gatineau Park at night in order to limit disturbances to wildlife. Participants who commented on this issue indicated that it was unclear how this policy would be applied, and worried that it would include a ban on headlamps and/or nighttime recreation as a whole. Many of these participants expressed skepticism that the light emitted by headlamps could have a negative effect on wildlife, and suggested that any minor disturbance they might cause paled before that caused by vehicle lights and light pollution originating in urban centres. Others expressed support for efforts to reduce light pollution, noting that this was a boon for stargazers and amateur astronomers.

## **Enhancing recreational offerings**

A number of participants expressed a desire to see certain recreational activities better supported in the Park. This included the following:

- Increasing the number of rock climbing sites and improving existing sites (e.g. with additional signage).
- Facilitating open water swimming at Meech Lake and, more specifically, removing obstacles to early morning swimming.
- Enhancing and expanding the mountain biking trail network.
- Permitting snowmobile use within the Park on trails other than the Eardley-Masham recreation and tourism corridor.
- Various other improvements, including more challenging trails, more loops, more singletrack, more day shelters, and more support for activities like horseback riding, in-line skating, fat biking, rustic camping, Nordic walking, snowshoeing and yoga, among others.

Participants also encouraged the NCC to engage and collaborate with sporting communities and organizations that represent different user groups in order to improve their members' experience of the Park. Others suggested expanding commercial services to include more options like cafés, food vendors, rentals and rest areas.

Several participants supported the plan's provisions that apply to Camp Fortune, especially with regard to its integration with the Park's broader network of cross-country skiing, mountain biking and hiking trails. Participants noted, however, that adapting existing infrastructure to these ends would require significant investment, given the sorry state of certain trails and limited parking capacity.

Some participants expressed support for designating the Relais plein air site as a higher-intensity facility similar to Camp Fortune, rather than simply as a visitor reception area.

## **Unwanted behaviour**

A number of participants raised questions about the mechanisms through which respectful behaviour among Park users would be encouraged and enforced.

Though their comments were not centred on a single area or issue, many participants expressed frustration with the behaviour of certain Park users. This included the following:

- Misuse of boat launches (e.g. swimming, picnicking, campfires partying and so on).

- Using trails for non-permitted uses (e.g. hiking on groomed ski trails).
- Owners who let their dogs roam off-leash.
- Mountain bikers who ride too fast and are not mindful of other trail users.
- Visitors who do not clean their boats before going paddling as required in order to prevent the spread of invasive species.
- Speeding on the parkways.
- Camping in areas where this is not permitted.
- Loud and unruly behaviour.

These participants urged the NCC to better manage unwanted conduct through various means:

- Increased supervision by NCC staff of problem areas (e.g. Meech Lake, P12 boat launch).
- Well-advertised code of conduct and education initiatives that encourage respectful use of the Park.
- Better separation of users (e.g. more trails dedicated to single uses).
- Banning dogs from certain trails or all areas of the Park.
- Lower speed limits on the parkways and greater means of enforcement (e.g. photo radar, police surveillance).

### **Meech Lake north shore docking facility**

A number of participants expressed concerns about plans to designate a site on the north shore of Meech Lake as an official docking facility for non-motorized boats. These participants argued that this decision runs counter to the plan's conservation objectives, and that such a facility would have a detrimental effect on the lake's natural environment. Potential risks identified by participants include soil erosion, littering, noise and—more generally—users treating the docking facility as a new beach, picnic or party area. In light of these risks, participants wondered how respectful use of the facility would be enforced. Some requested more details about the exact location of the facility, which is not specified in the plan.

The following table presents some examples of comments made by participants about the topics discussed above.

<b>Topic</b>	<b>Sample comment</b>
<b>Limits on off-trail activities</b>	I understand that Park use for orienteering will be significantly limited in Gatineau Park. I cannot agree with this, and suggest that the activity be given wider access. The

Park is designated for use and enjoyment by the public, and there are few activities that can as effectively promote enjoyment and respect of nature as effectively as orienteering can. This is not the same as geocaching and is well controlled by officials. Familiarity of the fauna is promoted and has the effect of increasing the public's interest in maintaining the parc's well-being. Controlling and limiting this activity to the extent proposed in the plan will diminish healthy access to and use of this wonderful park. Orienteering Ottawa has cooperated with NCC officials and has proven to be a good partner in maintaining viability and healthy and safe access.

Please do not ban orienteering from Gatineau Park. I live in Alberta and have travelled several times to Ottawa to compete in orienteering events in Gatineau Park. It's an incredible spot in Canada for orienteering. Orienteering is well documented as a low-impact sport. New trails are not made. There is academic research that backs up the fact that orienteering has a very low environmental footprint. Please reconsider this position. Some of Canada's best orienteering maps are in Gatineau Park.

The plan is objected to. The mandate of the public servants of the NCC should be to facilitate access to the Park for taxpayers/voters/citizens. The plan does the opposite of this with measures such as preventing access to areas such as west of Eardley-Masham Road, limiting access only on approved by the bureaucrats trails and other items. The plan should be rewritten to access to the Park for net taxpayers. Bans on access should be removed and measures to facilitate access added. Public servants who sought to add such measures should be "defunded."

	<p>Too much conservation. This is public land and the public should be able to enjoy it.</p> <p>As a hiker, I enjoy off-trail hiking in certain areas, especially along the top of the escarpment where there is already an old network of trails. As a cross-country skier, I also enjoy backcountry skiing on an existing network of very old trails and exploring swamps and ponds. Skiers are not actively cutting new trails. In the draft master plan, these would both be off-limits.</p>
<p><b>Nighttime activities</b></p>	<p>There is a need to clarify what is meant by reduction of lighting at night. Nuances between events and personal use should be clarified. Explain what is the impact of lighting.</p> <p>I am concerned about the stated objective of reducing light pollution. This needs to be clarified further. Nighttime hiking/cycling/skiing is a wonderful way to connect with the natural environment. Sometimes these activities require some level of lighting, particularly on the backcountry trails. Individual-use lights have minimal if any impact on the well-being of wildlife. The most damaging thing to wildlife to date is the cars needlessly speeding along the parkways at fast speeds, high-intensity lighting and significant noise pollution.</p> <p>I would like to see a plan to promote stargazing and astronomy in the Park like promoting dark skies and low light pollution. I would like to see access to O'Brien Beach at Meech Lake for astronomy. Now it is closed at nights.</p> <p>It's a bit unclear what sort of lighting is intended to be reduced or eliminated at night. I hope this is not intended to eliminate active users cross-country skiing with headlamps or similar usage. We have a long winter with little daylight, and for</p>



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## Enhancing recreational offerings

most of us non-retired users, cross-country skiing in the Park is something that mostly has to happen after sunset. It seems like it should be a very low-impact activity.

Would love to see better signage for all climbing areas which would limit climbers/hikers going off-trail. Would like to have the NCC re-examine closed areas for feasibility of possible or partial reopening. Would like to see an updated guidebook to adequately inform new climbers about the area and help initiate new and new-to-the-area climbers to NCC guidelines and practices.

One final comment: the change to the parking at the beaches restricting the early morning swimmers I found to be a contradiction. Personally, I live close enough to swim without parking and so I speak for other swimmers enjoying the lake. Perhaps regulation and encouragement of noise restriction in those early hours is preferable than restricting a long-loved sport and recreation that has been enjoyed for years. Long-distance swimming in the lake is causing much less impact to the environment than many other trail sports in the Park. They just need to be quiet!

Hi there, I like the direction this plan is headed. As a member of the Ottawa Mountain Bike Association, I definitely am encouraged to see mountain biking is a priority. Many outdoor enthusiasts in the National Capital Region need more sanctioned trails to ride safely and freely. Please keep mountain biking top of mind when creating trail networks: the Park is a beautiful space for this rapidly growing sport and the area is lucky to have a dedicated group preserving the trails.

For the Park specifically, and the NCC generally: you need to allow more private commercial activities. Conservation and commercial activity can easily co-exist. Having private services present to serve the needs of visitors (food, services, comfort)

	<p>improves the experience and makes it more accessible — especially to people who visit the Park using public transit.</p> <p>The current map does not allow enough for loops. It often is a round trip. Trails are not connectable by foot, or you need to walk on the side of the parkway without a designated area for walking and of course no indications. It would be much preferable to redesign some of the existing proposed hikes to allow users to start at one point, and to be able to do a loop.</p> <p>The snowmobile trails must stay — will kill communities if it is shut down.</p>
<p><b>Unwanted behaviour</b></p>	<p>When hiking from parking lot P7 and then along the Ridge Road, there are cyclists who go very fast down the hill to the parking lot. Mixing these people with 2-year-olds with their family is dangerous. Mixing cyclists and walkers in general is not good. Cyclists go along Trail 6 (Little Switzerland) even though I think the sign says “no cyclists.” Can this be prevented?</p> <p>We request that the new NCC master plan include specific details on how to ensure the boat launch is used only for its intended purpose, a setting off point for boaters on the lake, in keeping with the NCC mandate to maintain Gatineau Park as a place to experience the outdoors in a manner that respects the environment. In recent years, the boat launch has increasingly become an unofficial and unregulated beach and swimming area. As regulations on the numbers of people using O'Brien and Blanchet beaches have become stricter, the misuse of the boat launch as a swimming area has grown exponentially. Without NCC staff enforcing posted rules, it is not unusual for groups of up to 20 or more people to be found swimming, picnicking, barbecuing and partying there, especially in June, July and August. This is worrisome, because the boat launch is a fragile environment that includes the outflow of the largest stream feeding the lake, as well as being the seasonal home to a large</p>

	<p>number of nesting waterfowl, birds and other wildlife.</p> <p>Increased public use of Gatineau Park facilities, particularly sensitive areas like Meech Lake, require increased and appropriate NCC conservation efforts. Reduced speeds on Meech Lake Road, traffic control, fire monitoring, safe swimming monitoring, crowd control, bathroom facilities must be improved and staffed. Boat launches are unmonitored, shorelines are becoming illegal campgrounds, the road is a speedway. These are NOT the hallmarks of a federal park. With closures of Park roads to most vehicular traffic, the Meech Lake Road has become the only access to many trails. Cyclists and cars cannot share this road safely at the present time. Pedestrians are driven off the road completely. Pay staff to regulate these issues if you are going to encourage use.</p> <p>Dogs should not be allowed on mountain biking trails, because of the increasing popularity of this sport and the fact that most dogs are not on leash. It is only a matter of time before a serious incident happens. Dogs are unpredictable. I have been bitten once and chased several times. I think there should be bike patrols on the mountain biking trails, and not just on weekends.</p>
<b>Meech Lake north shore docking facility</b>	<p>If you go ahead with the docking facility in Hope Bay at Meech Lake, you should hire more conservation officers. Do you really think that people will stop going to illegal campsites around Meech Lake on their own volition? People will make fires and leave their garbage, as they do along the road and around the lake, with no sense of respect.</p> <p>Regarding Meech Lake recreational area, something in the draft which stands out as undesirable is the creation of a recreational area in the vicinity of Hope Bay and Cappucin Chapel on the north shore of the lake. I believe this will create undue environmental damage, garbage will attract</p>

wildlife, and there is a serious risk of camping and fires. Camping on the north shore of Meech Lake is common. In the summer of 2020, many overnight campers had fires and left garbage. This will become a more serious issue in the future.

Having designated landing sites for boaters is a good idea. Using the north shore for this purpose is a dangerous option. It would be hard to patrol and, as stated above, patrolling the lake is presently underserved. The lighting of fires is already a common occurrence and very scary, given the extreme dry conditions we are increasingly experiencing. The Municipality of Chelsea does not have the means to respond to calls that can only be accessed by water. Calling upon residents to ferry firefighters and equipment across the lake is not a solution. Washroom facilities would be hard to maintain, as would collecting trash. Continuing to close the parking lots in the evening will help curtail after-hours partying. Using the existing beaches on the south shore should be considered.

## Conservation

In contrast to much of the feedback discussed above, many participants felt that the plan caters too much to recreation at the expense of the Park's conservation mandate. Participants pointed to a number of problems for which they feel the plan offers inadequate or ill-defined solutions, including overcrowding, littering, noise pollution, erosion, the introduction of invasive species into the Park's lakes and a general lack of respect for Park rules, among others. Several participants also expressed their strong opposition to the existence and development of private properties in the Park, and would have liked to have seen a stronger statement about this in the plan. Others referred to environmental studies that have found that biodiversity is collapsing globally and at the national level, and asked why, given such findings, more is not being done to protect the ecological integrity of the Park. In the eyes of these participants, conservation initiatives should be expanded and should be assigned pride of place in the plan. The following proposals were put forward by participants to strengthen the plan on this front:

- Securing a higher standard of legal protection for the Park.

- Providing visitors with more educational resources on the Park's natural environment and guidance on how to enjoy the Park in a respectful and sustainable way.
- Improving supervision of visitor behaviour and enforcement of Park rules.
- Creating buffer zones around the Park to protect it from the effects of development along its boundaries.
- Increasing the number of boat-washing facilities.
- Prohibiting all further development in the Park.
- Purchasing and rehabilitating privately owned land in the Park.
- Improving habitat monitoring.
- Developing strategies to better protect particular species.

The following table presents some examples of comments made by participants about the topics discussed above.

Topic	Sample comment
Conservation	<p>Federal legislation is the most important factor mentioned in the master plan. Unfortunately, the master plan doesn't deal with it in a meaningful way. Instead of hiding the reason legislation is urgently required, it should be the first chapter of the master plan and dealt with in a substantive manner. Without the boundaries being protected in law and the legal authority of the NCC to administer the Park, the master plan will be a mere guideline subject to change anytime. Gatineau Park must become a real park for all time.</p> <p>Conservation doesn't stand out that much in the concept and objectives. Most of the Park is for respectful recreation. Integral conservation (wildlife) is only for a small sector, so it's not practised elsewhere?</p> <p>There are many good things in this plan, and it is clear that it is the result of extensive thought, consultation and planning. The key overriding priority has to be ecosystem-focused, ensuring habitat and wildlife protection. Beyond that, sustainable recreational use should be</p>

allowed/encouraged, but managed, as it is also important to provide an oasis for people to enjoy nature and have a safe space for low-environmental-impact physical activity. Environmental education needs to be highly encouraged.

The NCC owns property all around the strict confines of the Park. For some time, there has been pressure to develop these adjacent areas. Please remember that a Park border that runs right up against housing significantly detracts from the Park. Buffer zones allow users to fully experience the wonder of the Park. This is my vote to keep as much buffer as possible, expand it wherever possible and put a moratorium on any further building in the Park (omitting of course for maintenance).

Law enforcement needs to be present in the Park to make sure people are not creating additional trails, and make sure mountain bikers respect hikers, and people keep their dogs on-leash. It has been an ongoing issue. People start taking control of the Park without consideration for other users or of the ecological protection of the Park. Biodiversity protection must come first. I am worried that, by opening new trails and not having law enforcement, people will open new trails.

Protection of Park ecosystems is far too weak. Plan must have ecosystem protection as top priority. Protective legislation, protocols, enforcement, research, monitoring and public reporting must be world-class. Gatineau Park should have protection at least equal to that of federal protected sites and parks. Indigenous groups should participate in the research. No new development of roads, buildings, etc. that would cause any more damage to soil, water, plants, wildlife. Include no further development on private property within the Park or on surrounding municipal and private property that would damage Gatineau Park.

Washing boats at the P12 boat launch would be a great idea, if only you had a wash station and all your visitors were forced to launch their watercraft from that site. Such is not the case! As it is, invasive species are present because visitors are left to their own devices when they launch their crafts from anywhere along the shoreline. Renaturalization is a poor substitute for prevention. In spite of its renaturalization, the P12 boat launch no longer has any topsoil, only a geotextile netting to keep it from crumbling into the lake. Visitors have adopted the boat launch as their new unsupervised beach.

Gatineau Park is a treasured part of the National Capital Region, and any further private development should be halted, and any existing private residences should be purchased by the NCC to re-wild the Park, in the same way that is being done for the Greenbelt in Ottawa. This will ensure that endangered and protected species have habitat and are not harmed by increased human activity, and also lessens the likelihood of negative human-animal interactions (such as bears becoming used to seeing garbage cans as food sources).

## Transportation and access

### Parkway closures

Arriving at the tail end of a period during which parkways were closed in response to the COVID-19 pandemic, this phase of public consultation elicited numerous reactions to this temporary policy. Many participants shared their enthusiasm for the parkway closures, and expressed a desire to see the policy extended. These participants felt that being able to enjoy the parkways without worrying about conflicts with motorized vehicles made a significant contribution to their health and overall well-being, and, in many cases, that of their friends and family. Some participants suggested that the parkways be closed permanently, or intermittently throughout the week according to a predetermined schedule. Others opposed parkway closures on the grounds that they unfairly favour cyclists, locals and able-bodied persons, while making access much more difficult for other users, such as seniors, families and people with disabilities, who rely on vehicles to reach their destination in the Park. Some participants who acknowledged this problem

suggested that a better balance between sustainability and equity could be struck by providing shuttle service and adequate parking facilities on the Park's periphery.

### **Motorized traffic**

Aside from feedback specific to parkway closures, participants addressed a range of other transportation-related challenges in Gatineau Park. As in previous phases of public consultation, much of the commentary on this topic revolved around the management of motorized vehicles in the Park. Security remained top of mind for a number of participants, who urged the NCC to make clearer commitments in the plan to enhance safety for cyclists and pedestrians. Suggestions on this front included reducing speed limits, separating motorized and non-motorized traffic, and deploying enforcement tools such as photo radars in the Park. Others were primarily concerned with ways to regulate the volume of motorized traffic in and around the Park. Participants singled out the level of congestion in Chelsea and the sorry state of certain roads (e.g. Chemin du Lac-Meech) as problems for which they would like to see the plan offer better solutions. A number of participants expressed support for banning motorized vehicles from the Park altogether, with shuttle service provided as an alternative means of transportation.

### **Equitable access and affordability**

There is a sense among several participants that more should be done to democratize Park usership. Participants stressed how difficult it is for people who do not have a private vehicle to access the Park, and encouraged the NCC to collaborate with public transit authorities to improve the extent and frequency of service to the Park. Others recommended that the NCC provide year-round shuttle service from surrounding urban areas, much like that offered during Fall Rhapsody. Proposals to alter the Park's fee structure came under similar scrutiny. A number of the participants who commented on this proposal stressed the importance of keeping the Park accessible for individuals and families of limited financial means. Some viewed equitable access from a geographic perspective and criticized the lack of access points on the western side of the Park. Others expressed concern with plans to enhance access to the Park from neighbouring communities by creating entry points without parking. Given the level of congestion in Chelsea, these participants fear that the entry points will attract visitors from outside the neighbourhood who will simply park on nearby side streets.

The following table presents some examples of comments made by participants about the topics discussed above.

Topic	Sample comment
Parkway closures	Keep the Gatineau parkways closed! I have LOVED being able to freely cycle on those roads without fearing for my life of a passing gawker plowing right into me. I



have made tons of rides from Barrhaven to spend time along the parkways. What a gift that was this summer.

By closing so many of parking lots so often during this year, it prevented many families with young kids the opportunity to visit and use the Park. Young kids, elderly, disabled persons NEED parking to be available so that they can use the Park. When you close parking lots and encourage only active users to use and visit the Park, it is unfair to a large portion of the population. And it only benefits young and healthy people free of disabilities who can afford to actively access the Park. Keep parking and access FOR ALL!

Thank you for making reducing the cars in the Park a priority. As this summer's experience has shown, a car-less Park attracts more of the type of users I would think that you would want: active, non-polluting and respectful of the natural environment. This also contributes to public safety by reducing the conflicts between cars and other users, and to public health by promoting the Park as a safe place to be active, and encouraging active users to come. I maintain that the argument put forward by some users that they are being blocked out of the Park because of the banning of cars is a false dichotomy, given the number of parking lots available to them providing access to the Park.

I think the current closures of the parkways during COVID have demonstrated how much demand there is for non-vehicular use of the Park. I would strongly encourage you to expand on this initiative, in line with some of the discussions during earlier consultation stages and the general outline of section 3.3. If anything, I think recent experiences demonstrate that there is scope to be very aggressive in moving to prioritize non-vehicular access along the parkways. I agree with many of the comments you have previously received that a shuttle service (and in general,

strong connection with NCC public transit networks) would significantly facilitate this process.

As a hiker with young children, we feel very strongly that we have been excluded, not only during COVID phases, but in the new plans. Yes, we drive to Gatineau because we don't live in walking distance, but we don't want to bike. Not all of us can. My parents are elderly. We want to enjoy places like Pink Lake and other trails that were blocked off from the parkway. I walk and hike. Not only in the afternoon. It is not equitable to have only bikers having access to one of our largest green spaces. This can open up for lawsuits. It is completely discriminatory to not allow people from other parts of the city to come and make use of the Park. People can share the road. It's almost as if it's for the wealthy, who can take up these active sports and we locals cannot come in the mornings or whenever we want.

### **Motorized traffic**

I believe that the conservation effort needs to be strengthened. In my opinion, the need to balance conservation and recreation is best served by reducing the impact of the automobile. I think the parkway should now be a place to enjoy nature, not simply a way to get to a destination quickly. I would like to see the speed limits within Park boundaries reduced to 40 km and, on lake roads, to 30 km. That way, bicyclists, walkers and wildlife could safely use the roads. Thank you.

Install photo radar on main roads within the Park. Many cars and motorcycles travel above the speed limit in the Park. Some drag race. This is highly dangerous for these vehicles and other motorized and non-motorized users of the Park. Photo radar is an efficient way to deter speeding and change the behaviour of motor vehicle drivers in the Park. It is also a low-cost solution to enforcement of speed restrictions.

	<p>I would like to see most car traffic prohibited within the Park, replaced by a green, accessible shuttle bus system. Please look at how the Grand Canyon and Yosemite have greatly improved with such a system.</p> <p>The stress on the environment of a large number of visitors, especially for events and at peak periods, means the roadways leading to the Park are blocked, and the traffic costs are borne by the residents of municipalities at the entry points, especially Chelsea. This needs to be remedied.</p> <p>Cars and cycling mix. Much as we try, they don't mix. Probably best to separate cars and non-motorized traffic. And, if not, education for both at access points, and ferocious enforcement. Overall reduction of vehicular use and facilitating active transport access. Agree.</p>
<b>Equitable access and affordability</b>	<p>Like a significant percentage of urban dwellers, I don't have access to a car. I'd like to see a stronger and more detailed commitment to making the Park accessible to everyone, not just those who drive.</p> <p>I would love to see a bus line that goes to various trailheads within the Park. The lack of public transportation is frankly classist, as it excludes those who don't have a personal vehicle. It also encourages more vehicular traffic and necessitates larger parking areas within the Park.</p> <p>What would be great is to have increased public transportation options to enable better access to the Park. In particular, transportation from central locations in Ottawa would be good, so that transport is not only for those communities that live relatively nearby. Connections to the light rail system would be key, both the existing Ottawa system and the planned Gatineau system. The transportation links would be best to have not just at the south of the Park, near Hull and Aylmer, but up to Chelsea and Wakefield.</p>

The plan seems to be intent on raising or imposing user fees in the Park. We need to ensure that the Park remains accessible to users, regardless of income. Activities should remain free. As it is, I don't understand why snowshoers and fat bikers are charged user fees in the winter, when their trails receive no grooming.

I'd also like to see a fee structure which makes the Park accessible to all. As an example, it can be a barrier for some to pay for a day of cross-country skiing. Personally, I'd be happy to pay more for a season pass if it was noted that \$x was going toward subsidizing passes for others who can't afford passes.

As a resident of the Pontiac region, I live east of the Eardley-Masham Road, but outside the National Capital Region (Gatineau/Hull, Chelsea) where the majority of the trail access is concentrated. While you talk about ensuring equitable access to the Park, and your desire to close unofficial trails, I feel the need to remind you, that there are an overwhelming number of trail accesses concentrated in Chelsea/Hull, but virtually no official access for the Pontiac region, with the exception of Luskville Falls.

Please tread carefully in terms of reviewing access fees. While I understand cost-recovery, a park such as this should be accessible to as many people as possible. Increasing fees will put additional barriers to accessing the great beauty and experiences of Gatineau Park.

Access points with no parking. I fully appreciate the intent of new official trails that would link to existing municipal and non-NCC trails, providing active transportation access to the Park for local residents. However, my concern is that these new official trails will be charted on official Park maps. Non-residents will no doubt seek ways to access these trails from

points close to the new access points with no parking, seeking out other places to park, notably local municipal roads. I am very concerned about the impact of such increased parking and traffic on semi-rural local neighbourhoods, and not to mention that some of these access points are in or adjacent to identified ecological corridors.

## *Integration of Results*

The comments provided by public consultation participants were carefully reviewed by the project team and, when relevant to operations, were shared with Park managers.

In the paragraphs below, the project team responds to some of the feedback provided during this final phase of public consultation on the review of the Gatineau Park Master Plan.

- As Gatineau Park is a conservation park located near densely populated urban areas, one of its greatest challenges is to balance the recreational needs of users with the protection of the natural environment. The Park's management approach is based on the [IUCN's definition of a Category II park](#). This category aims to protect large-scale ecological processes and provide, among other things, a foundation for environmentally sustainable recreational opportunities. In keeping with this overarching mandate, the master plan cannot accommodate all requests for additional or expanded outdoor activities. Certain decisions, such as those pertaining to limits placed on off-trail recreation and the closure of unofficial trails, also reflect the outcomes of public engagement initiatives such as the [Responsible Trail Management project](#), which have involved extensive collaboration with users and stakeholders in the pursuit of sustainable recreation.
- The project team has redrafted certain passages to strengthen the plan's commitment to improve protection of the Park's ecological integrity in every sector. The authors also edited the document to clarify that one of the plan's objectives is to attract a broader *diversity* of visitors, rather than to attract a greater *number* of people.
- The project team added details to the plan that better explain the NCC's limited authority on private properties located within Gatineau Park. The authors also clarified the framework within which a code of conduct will be developed for the Park. Regulations that apply to nighttime activities in the Park were also clarified: individual recreational pursuits that require the use

of headlamps will be permitted during the evening, but not in the dead of night.

- Much of the feedback related to transportation, parkway management and fee structures were found to be compatible with the master plan's objectives, and will be considered as part of the program implementation phase of these initiatives.
- Many of the insights shared by participants with regard to the management of different sites and activities (e.g. activities permitted on a given trail or the times at which certain sites should be open to the public) were communicated to Park managers. It is worth noting that many of the elements that participants felt were absent from the master plan (e.g. monitoring protocols for the Park's ecosystems) are instead covered in one of the five sub-plans that continue to be in effect for Gatineau Park. These are the [Ecosystem Conservation Plan](#), the Outdoor Activity Plan, the Sustainable Transportation Plan, the [Cultural Heritage Plan](#) and the Interpretation Strategy.

## *Next Steps*

Where possible and compatible with the plan's overall strategic framework, the project team has integrated the feedback provided by members of the public in the final draft of the Gatineau Park Master Plan.

The final version of the master plan was presented to the NCC's Board of Directors for approval in January 2021.

## ***Appendix A: PAC Members***

<b>Name</b>	<b>Community of interest</b>
<b>Sandra Beaubien</b>	Recreation
<b>Jacques Dumont</b>	Recreation
<b>Janet Campbell</b>	Recreation
<b>Benoit Delage</b>	Sustainable development
<b>Nik Lopoukhine</b>	Park management expert
<b>Stephen Woodley</b>	Environmental expert
<b>Katharine Fletcher</b>	Writer and historian
<b>Gershon Rother</b>	Local resident and Park volunteer
<b>Michel Prévost</b>	Historian
<b>Sylvie Turcotte</b>	Local resident
<b>Tom Young</b>	Local resident
<b>Joanne Hamilton</b>	Local resident
<b>André Groulx</b>	Regional tourism
<b>Chris Chapman</b>	Recreation industry
<b>Sophie Routhier Leblanc</b>	Student
<b>To be determined</b>	Indigenous representative
<b>Bob Brown</b>	Advisory Committee on Universal Accessibility
<b>Barry McMahon</b>	Advisory Committee on Universal Accessibility

## *Appendix B: Phase 1—Online Survey (text only)*

# **Gatineau Park Master Plan Review**

October/November 2017

## **Introduction**

The National Capital Commission (NCC) is renewing its long-term plan for the development, use and management of Gatineau Park, the Capital's conservation park. As part of its planning process, the NCC reviews its master plan for Gatineau Park every 10 years, on a 50-year horizon.

With a vast array of ecosystems that are home to over 5,000 species, including 150 species at risk, a variety of heritage sites and cultural landscapes, and offering many outdoor recreation activities throughout the year, Gatineau Park is a unique place that attracts some 2.6 million visits a year.

Moreover, following the direction set in the Plan for Canada's Capital, 2017–2067, Gatineau Park will be of even greater national value as a substantial natural reserve located within minutes of the Capital's urban core.

For more information about Gatineau Park and this planning process, you can view the public consultation panels [here](#) and visit the NCC's website [here](#).

We would like to hear your thoughts about the future of Gatineau Park. Complete our online survey from October 19 to November 14, 2017.

## **Existing Conditions, Issues and Opportunities**

In your opinion, what are the most important issues and opportunities for Gatineau Park that need to be addressed in the future? (500 characters maximum)

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## **Imagining Gatineau Park in 50 years**

What do you want Gatineau Park to be like in 2067 (50 years)?

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## **Visioning Blocks for Gatineau Park in the Next 50 Years**

What three words would you like to see in the vision?

### **Other comments**

Please provide any additional comments that you would like to share.

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Please provide the first three characters of your postal code: \_\_ \_\_ \_\_

Thank you for completing this survey. Please note that your answers will be confidential.

## **Appendix C: Elected Officials Meeting Notes**

Gatineau Park Master Plan

Meeting with elected officials from the National Capital Region

Thursday, December 14, 2017, 4 pm to 6 pm

### **Participants**

**Carol Green  
Gilles Chagnon  
Zachary Dayler, Ms. McKenna's Office  
Isabelle N. Miron  
William Amos  
Mike Duggan  
Alexandre Séguin,  
For Maude Marquis-Bissonnette**

### **NCC Staff**

**Mark Kristmanson  
Lucie Bureau  
Christie Spence  
Cédric Williams  
Kelly McRae  
Hugues Charron**

This is an important opportunity to review the 2005 plan considering that conditions have changed since it was first written. The following items require examination: the relevance of amending legislation to better protect the Park; the growing development pressures confronting the Park and the resulting stress on ecological corridors. Elected officials were asked about their perceptions of the issues and to offer ideas for implementation.

### **Comments made during discussions**

Give priority to conservation.

Let the entire region benefit from the Park's economic potential by developing the La Pêche and Pontiac municipalities.

Find solutions to limit the impact of traffic in the village of Old Chelsea.

Incorporate universal access into the plan and use the *Accessibility for Ontarians with Disabilities Act* as a model.

Protect adjacent green space, like the Boucher forest.

Consider the public transit needs of the Ville de Gatineau in the west part of the city and the possibility of widening Boulevard des Allumetières.

Limit the impact of parking by park users on residential neighbourhoods.

Improve the transition between green spaces and urban neighbourhoods.

Make the interface with the environment more flexible (see plan Hollow Glen to Chelsea corridor plan).

Take advantage of federal grants to adapt infrastructure to climate change (repair Meech Lake Road).

Include construction guidelines that potentially align with those developed by the Municipality of Chelsea.

Find a way to manage residential development in the Park using various urban planning tools.

Consider amending the *National Capital Act* to improve Park management tools.

Improve access to the Park.

Charge variable rates at parking lots to encourage people to use the entire Park.

Examine the possibility of developing directional signage applications.

Find a way to create harmony between the existing residences and the Park environment.

## ***Appendix D: Phase 2—Online Survey (text only)***

### **Welcome!**

The National Capital Commission (NCC) is in the process of updating its Gatineau Park Master Plan, and we would like to have your input. With your help, this master plan will guide the direction for conservation and development in the Park over the coming decades.

During this phase of the project, you will be asked to evaluate some of the strategic directions identified for the Park, following the previous round of public consultations, which were held in the fall of 2017. You will also be asked to comment on the draft vision, which is based on input from the public collected during the first round of public consultations.

### **Why vision statements matter**

A vision statement is a declaration of a project's aspirations. More than mere words on a page, it meaningfully shapes decision making and serves as a road map for the establishment and accomplishment of goals. Please read and respond to the draft vision statement and description for the Gatineau Park Master Plan review, presented below. Your feedback will help us to ensure that the outcomes of the present master plan review process reflect the needs, concerns and values of the Park's community of users and caretakers. It can be expected that the draft vision statement below will evolve following comments received during this round of public input.

### **Vision statement:**

"As a treasured natural haven at the doorstep of Canada's Capital, Gatineau Park will inspire people to help ensure its lasting protection so that all may continue to discover and enjoy the rich nature and culture that it offers."

### **Vision description:**

1. The Park and its treasured natural and cultural features will be legally protected, helping it to become a living legacy for future generations. As the National Capital Region's principal conservation park, it will be a symbol of Canadians' engagement to protect the integrity of the environment.
2. Natural resources will remain in abundance throughout the Park's diverse ecosystems and habitats. The Park's native plants and wildlife, including rare species and species at risk, will thrive in this safe haven.
3. The Park will exemplify the intangible values of a healthy natural environment, offering a range of ecological services that will also serve to benefit the region. It will make an essential contribution to the resiliency of the National Capital Region and the well-being of its people, who will recognize the direct relationship between the integrity of the Park, and the quantity and quality of the benefits it provides.
4. The Park will be a key component in a network of regional, provincial and national reserves and parks. Ecological corridors that connect the Park to other natural environments will help the Park to conserve its native species, by allowing various species to move freely and adapt to a changing climate.
5. The Park will also function as a natural laboratory for scientific research. Research findings will be readily shared and will support management decision-making.
6. Cultural landscapes and heritage buildings of regional and national significance will be found throughout the Park, with stories to be discovered by visitors.
7. The authentic presence, history, traditions and culture of the Anishinabe people will be an integral part of Gatineau Park.
8. A variety of year-round experiences will be offered—ranging from exhilarating to quiet contemplative activities—which will enhance a sense of well-being, and foster personal connections to this natural gem.
9. Users will enjoy the Park in ways that are respectful of the environment.
10. The Park will provide hands-on opportunities to learn about and appreciate its rich natural and cultural

features.

11. The Park will be welcoming and easily accessible to those who wish to visit it. Many modes of transportation and active mobility will support sustainable access to the Park.

12. The Park and its municipal, regional, provincial and federal partners will work together to protect the intrinsic values that the Park represents, and in doing so, will achieve their shared objectives of nature conservation, regional prosperity and quality of life.

13. With an understanding of the importance of the Park, visitors, residents and community groups will be active participants in the stewardship of the Park's natural and cultural assets. They will safeguard the features that draw them to the Park, and in this way will help to ensure that everyone can benefit from them.

14. The quality of the Park's natural habitats will be enhanced, following the acquisition and integration of strategic private properties.

15. Private owners, commercial tenants and the Park's residents are part of the collective effort to protect the integrity of the natural environment, and will strive to inhabit the Park in sustainable ways.

How satisfied are you with the manner in which the draft statement above captures the best possible vision for the conservation, use and management of Gatineau Park in the years ahead?

1. Very satisfied
2. Satisfied
3. Neutral
4. Dissatisfied
5. Very dissatisfied

Please provide any comments you may have regarding the vision statement and description in the box below:

### Goals and Strategic Directions

Based on the previous round of public consultations, the NCC has identified four main goals on which to focus in the forthcoming Gatineau Park Master Plan. Each goal is supported by a set of strategic directions.

**Goal No. 1—Healthy ecosystems:** Ensure a healthy, biodiverse park for the long term to sustain resiliency and quality of life, offering people connections to a sound environment.

Please indicate whether you agree or disagree with each strategic direction below.

	Agree	Disagree
Pursue adequate legislative and regulatory tools to ensure the long-term protection of the Park.	<input type="checkbox"/>	<input type="checkbox"/>
Minimize or reduce habitat fragmentation in Gatineau Park.	<input type="checkbox"/>	<input type="checkbox"/>

Ensure habitat and protection for species at risk.	<input type="checkbox"/>	<input type="checkbox"/>
Minimize the impacts of invasive species on ecosystems and habitat.	<input type="checkbox"/>	<input type="checkbox"/>
Take an ecosystem-based management approach to ensure the continued benefit of ecosystem services for the region.	<input type="checkbox"/>	<input type="checkbox"/>
Work with partners and stakeholders to ensure that the boundary of the Park is adequately buffered, and ecological corridors are functional.	<input type="checkbox"/>	<input type="checkbox"/>
Manage the parkways to minimize impact on wildlife, while ensuring visitor safety.	<input type="checkbox"/>	<input type="checkbox"/>
Continue to implement responsible trail management actions.	<input type="checkbox"/>	<input type="checkbox"/>

Are there any strategic directions not mentioned above that you think should be included as part of this goal?

**Goal No. 2—Providing experiences in nature:** Offer a diverse array of activities and experiences year-round that are in harmony with the Park’s conservation priorities.

Please indicate whether you agree or disagree with each strategic direction below.

	Agree	Disagree
Foster outdoor activities that are respectful of nature, and promote the sharing of trails and parkways.	<input type="checkbox"/>	<input type="checkbox"/>
Support complementary regional outdoor recreational offerings in the communities adjacent to the Park.	<input type="checkbox"/>	<input type="checkbox"/>
Provide places in the Park for contemplation and well-being, as well as intensive outdoor activities.	<input type="checkbox"/>	<input type="checkbox"/>
Evaluate new activities in a consistent, transparent way, and include consideration of cumulative effects. Choose the locations for these activities in accordance with environmental sensitivity factors.	<input type="checkbox"/>	<input type="checkbox"/>
Present the history and cultural fabric of the region at key sites such as the Mackenzie King Estate, Carbide Willson ruins and other cultural landscapes, through education and interpretation activities.	<input type="checkbox"/>	<input type="checkbox"/>
Highlight the presence of the official residences as a unique aspect of the Park’s Capital function.	<input type="checkbox"/>	<input type="checkbox"/>
Develop a better understanding of nature through interpretation and education activities.	<input type="checkbox"/>	<input type="checkbox"/>

Are there any strategic directions not mentioned above that you think should be included as part of this goal?

**Goal No. 3—Knowledge sharing and engagement:** Foster knowledge, a sense of belonging and a commitment to Park conservation.

Please indicate whether you agree or disagree with each strategic direction below.

	Agree	Disagree
Work with partners to enhance the conservation and interpretation of natural, cultural and historic resources within the Park.	<input type="checkbox"/>	<input type="checkbox"/>
First Nations culture, history and traditions are an integral part of Gatineau Park, and the Anishinabe people are actively engaged in sharing these.	<input type="checkbox"/>	<input type="checkbox"/>
Work together (the NCC, along with municipal, provincial and community partners) toward the shared objectives of nature conservation, regional prosperity and quality of life.	<input type="checkbox"/>	<input type="checkbox"/>
Make the Park a hands-on outdoor classroom via programs where students, new Canadians and the general public can learn about and appreciate nature, outdoor activities, and the region's culture and history.	<input type="checkbox"/>	<input type="checkbox"/>
Engage users to play an active role in maintaining the official recreational assets and to act as ambassadors for the protection of the Park's natural and cultural resources.	<input type="checkbox"/>	<input type="checkbox"/>
Minimize the impacts on natural and cultural landscapes by supporting residences, businesses and infrastructure within the Park to embody sustainable ecological practices and harmonious design principles.	<input type="checkbox"/>	<input type="checkbox"/>
Continue to support and foster scientific research opportunities within the Park, to support science-based management decisions.	<input type="checkbox"/>	<input type="checkbox"/>

Are there any strategic directions not mentioned above that you think should be included as part of this goal?

**Goal No. 4—Equitable and sustainable access:** Develop and support equitable access and sustainable transportation alternatives.

Please indicate whether you agree or disagree with each strategic direction below.

	Agree	Disagree
Support equitable and sustainable transportation options to provide visitor access to key recreational nodes in Gatineau Park.	<input type="checkbox"/>	<input type="checkbox"/>
Provide incentives for Park visitors to opt for car-sharing and sustainable transportation choices.	<input type="checkbox"/>	<input type="checkbox"/>
Enhance universal access to major attractions in the Park to support wider contact with nature for people with various disabilities.	<input type="checkbox"/>	<input type="checkbox"/>
Offer complementary services in some places to enable people who do not own a car to visit the Park and experience outdoor activities in nature.	<input type="checkbox"/>	<input type="checkbox"/>
Implement an equitable fee structure for Park access and recreational activities.	<input type="checkbox"/>	<input type="checkbox"/>

Are there any strategic directions not mentioned above that you think should be included as part of this goal?

Over the past year, how many times have you visited Gatineau Park during the winter season? (November to April)

Over the past year, how many times have you visited Gatineau Park during the summer season? (May to October)



How often do you practise the following activities in Gatineau Park? Some activities can be practised year-round, and some, only during a specific season or seasons. When responding, please consider how often you engage in the activity during the season(s) it is available.

	Never	Once a month or less	2–3 times a month	Once a week	Many times a week	Every day
Hiking/walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dog walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Birdwatching	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mountain biking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fishing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Geocaching	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Horseback riding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
In-line skating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rock climbing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Swimming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Snowshoeing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cross-country skiing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Snow biking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

How do you get to Gatineau Park to practise the above activities? Please select all that apply.

1. By car
2. On foot
3. On skis
4. By bike
5. Other

What are the first three digits of your postal code?

## ***Appendix E: Phase 2—Panels***



NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

## Review of the Gatineau Park Master Plan Public Consultation

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The NCC is reviewing its Gatineau Park Master Plan, and has invited you to this public consultation to initiate a discussion on the long-term planning for Gatineau Park.



NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

## What we've heard so far...

From Public Consultations held



**Public Advisory Committee**  
October 12, 2017

**Discussion Workshops**  
Ottawa - October 19, 2017  
Gatineau - November 1, 2017



**Online Consultation**  
October 19, 2017 to  
November 14, 2017



Canada



NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

## Gatineau Park Goals

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### Healthy Ecosystems

Ensure a healthy, biodiverse park for the long term to sustain resiliency and quality of life, offering people connections to a sound environment.



### Providing Experiences in Nature

Offer a diverse array of activities and experiences year-round that are in harmony with the Park's conservation priorities.



### Knowledge Sharing and Engagement

Foster knowledge, a sense of belonging and a commitment to Park conservation.



### Equitable and Sustainable Access

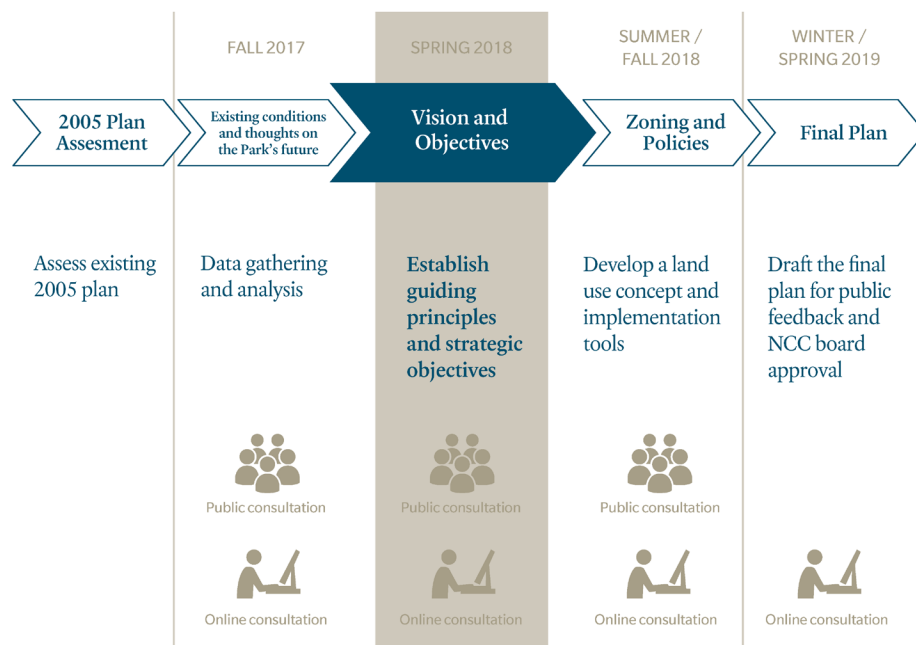
Develop and support equitable access and sustainable transportation alternatives.

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## Where we are going...



## Appendix F: Phase 3.0—Survey (text only)

As part of its review of the Gatineau Park Master Plan, the National Capital Commission (NCC) would like to have your opinion on three important projects:

1. relocating the snowmobile trail at Curley Lake;
2. managing the use of the Gatineau Park parkways; and
3. developing the Camp Fortune site.

For each of these projects, we will provide you with the background for our proposals, and we will ask you some questions about your views and ideas.

### Section 1: Relocating the snowmobile trail at Curley Lake

The NCC is considering closing the snowmobile trail at Curley Lake and opening a new recreational pathway along the Eardley-Masham road, from Pontiac to La Pêche. This pathway would be used by cyclists and horseback riders in the summer and by snowmobilers in the winter.

Why?

- The snowmobile trail at Curley Lake is located in a total preservation area.
- Under the 2005 Master Plan for the Development of Gatineau Park and the Gatineau Park Ecosystem Conservation Plan, off-road motorized activity in the Park was to be eliminated starting in 2010.
- Closing this snowmobile trail will allow for the renaturalization of sensitive natural settings in this total preservation area. The new pathway will allow snowmobilers to travel between Pontiac and La Pêche in the winter without increasing the impact of these activities on the Park's natural spaces.

Do you have comments on the proposed relocation of the snowmobile trail at Curley Lake?

1. Yes
2. No

Please provide your comments in the box below.

### Section 2: Managing the use of the Gatineau Park parkways

The Gatineau Park parkways are open to motorized and non-motorized vehicle traffic from the first Friday



in May until the last Sunday in October. During this period, the parkways attract a great many users. We observe frequent clashes between user groups, for example, drivers, cyclists, club members and running groups.

In your view, what could be done to reduce the frequency of clashes between user groups?

## Section 2: Managing the use of the Gatineau Park parkways (continued)

The NCC is developing an event management policy for the Park. This policy will allow us to manage the type and number of events held in the Park in a way that is fair, transparent and systematic.

Why?

- There is an overload of events in the Park, particularly in the summer.
- This event overload means frequent parkway closures, which limit the public's access to the park, and can cause clashes between user groups.
- At present the NCC has no policy that would allow it to choose more wisely among events to be held in the Park. We want to find a balance between event organizers' expectations and public access (for vehicles, buses, motorcycles and bicycles) to all the parkways.

In your view, what types of events should be given priority in allowing access to the Park's infrastructures?

## Section 2: Managing the use of the Gatineau Park parkways (continued)

Please rank the following types of events by priority in terms of granting access to the Park's infrastructures.

- Local events \_\_\_\_\_
- National events \_\_\_\_\_
- International events \_\_\_\_\_

Section 2: Managing the use of the Gatineau Park parkways (continued)

Please rank the following types of events by priority in terms of granting access to the Park's infrastructures.

- Fundraising events \_\_\_\_\_
- Sport competitions \_\_\_\_\_
- Events with economic benefits from tourism \_\_\_\_\_

Section 2: Managing the use of the Gatineau Park parkways (continued)

The NCC is considering closing the parkways to motorized traffic at night.

Why?

- We want to reduce the frequency of the following problems in the Park at night.
  1. Traffic accidents
  2. Speeding
  3. Collisions between motorized vehicles and wildlife
  4. Nuisances to residents of nearby neighbourhoods
  5. Alcohol and drug use
  6. Vandalism (graffiti, open fires, garbage)

Do you have comments on the proposed closure of the parkways to motorized traffic at night?

1. Yes
2. No

Please provide your comments in the box below.

Section 2: Managing the use of the Gatineau Park parkways (continued)

In your view, what else could be done to reduce speeding on the parkways, both during the day and at night?

### Section 3: Developing the Camp Fortune site

Given uncertainties with regard to climate change, Camp Fortune would like to move away from a commercial dependency on winter and expand its summer activity offering to include alpine luge and additional zip lines.

Do you have comments on this proposal?

1. Yes
2. No

Please provide your comments in the box below.

### Section 3: Developing the Camp Fortune site (continued)

Camp Fortune is located in the intensive recreation zone of the Park. It is the only site on which there exists more highly developed sporting infrastructure (for example: downhill skiing) and that is suitable for hosting high intensity activities (for example: biking competitions and biathlons).

In your view, should Camp Fortune expand, reduce, or make no changes to the activities it offers?

1. Expand
2. Reduce
3. No changes
4. Don't know

Why?

### Section 3: Developing the Camp Fortune site (continued)

When you think of Camp Fortune, do you think of it as part of Gatineau Park?

1. Yes
2. No

During the past year, how often did you visit Gatineau Park in the winter (from November through April)?

During the past year, how often did you visit Gatineau Park in the summer (from May through October)?

How often do you engage in the following activities in Gatineau Park? Some activities are possible year round, and others only during one or more seasons. Please respond by indicating the number of times you engaged in each activity during the season or seasons it is possible.

	Never	Once a month or less	Two or three times a month	Once a week	Several times a week	Every day
Hiking/walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dog walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bird watching	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mountain biking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fishing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Geocaching	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Horseback riding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inline skating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rock climbing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Swimming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Snowshoeing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cross-country skiing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Winter biking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail running	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rollerskiing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Canoeing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Downhill skiing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Orienteering	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

How do you travel to Gatineau Park to engage in the above activities? Please check all applicable boxes.

1. By car
2. On foot
3. On skis
4. By bicycle
5. Other

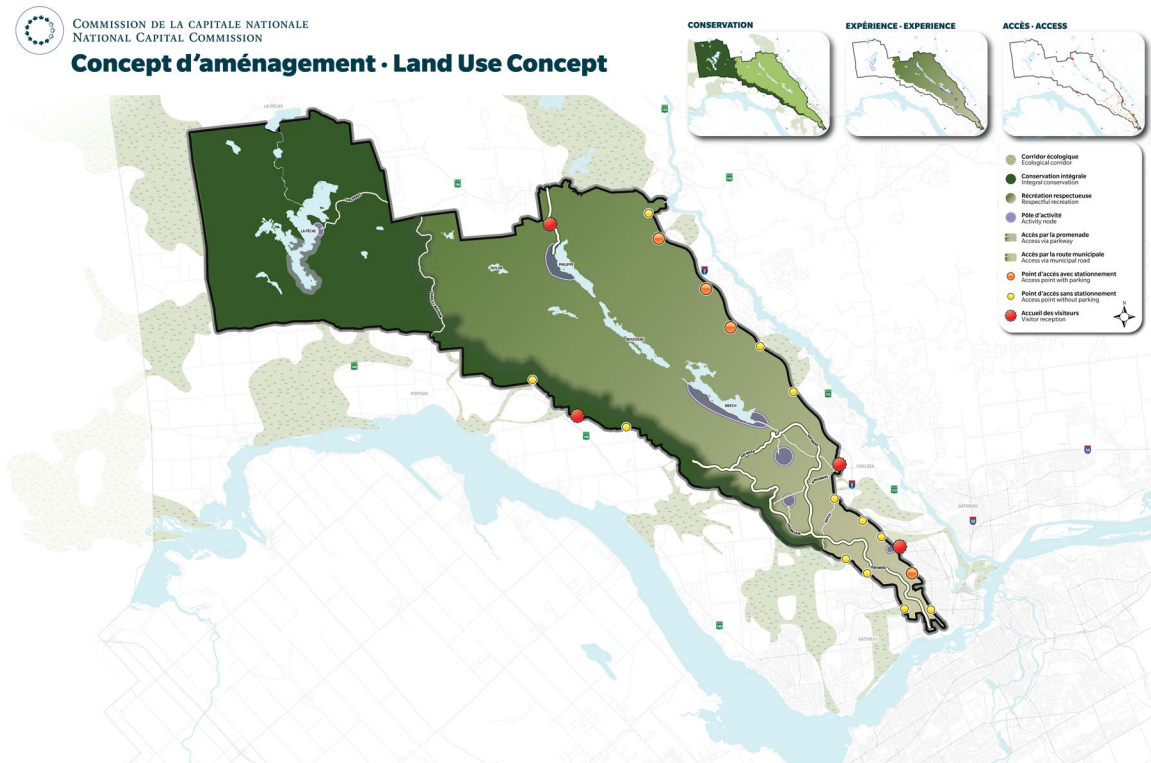
What is your gender?

1. Male
2. Female
3. Other

Please indicate your age group.

1. Under 18
2. 18-24
3. 25-34
4. 35-44
5. 45-54
6. 55-64
7. 65+

## Appendix G: Phase 3.1—Panels





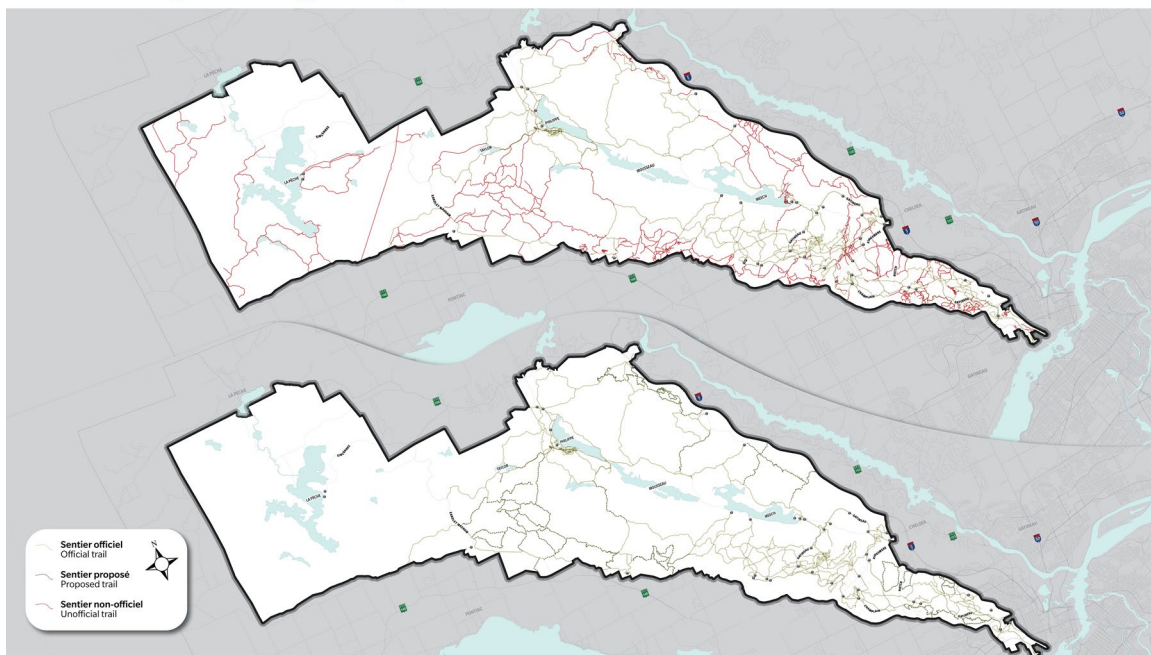
COMMISSION DE LA CAPITALE NATIONALE  
NATIONAL CAPITAL COMMISSION

## Affectations du sol • Land Use Designations

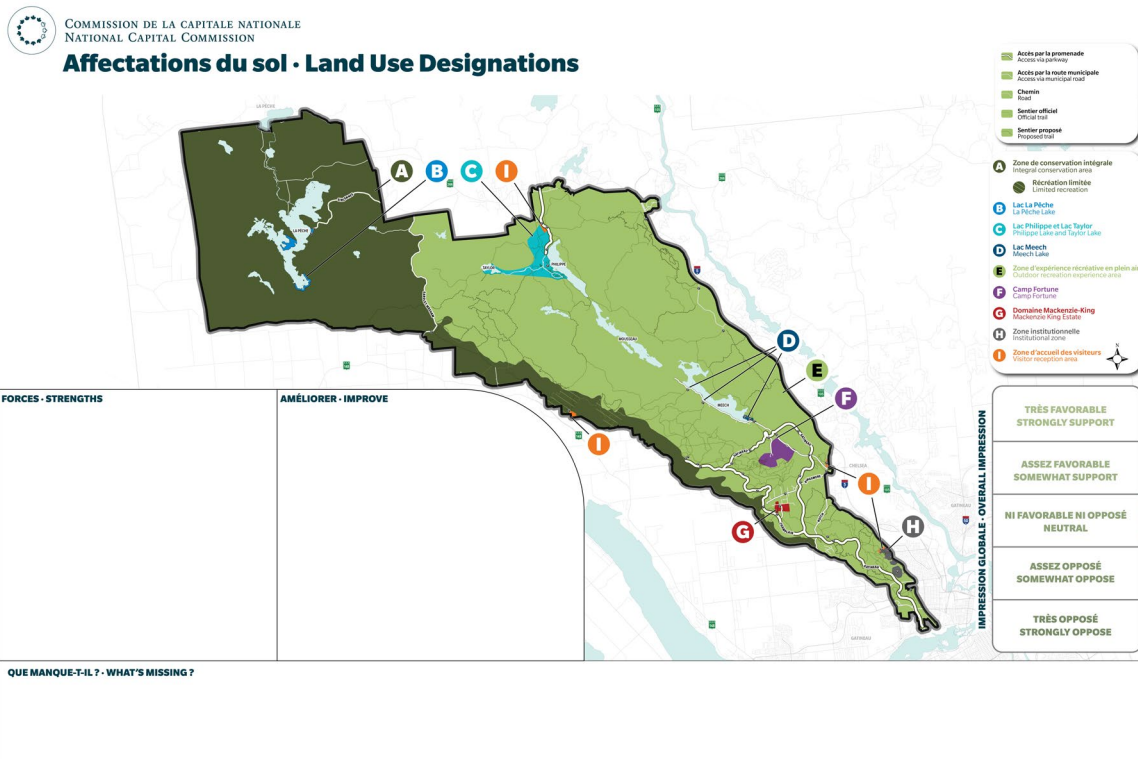
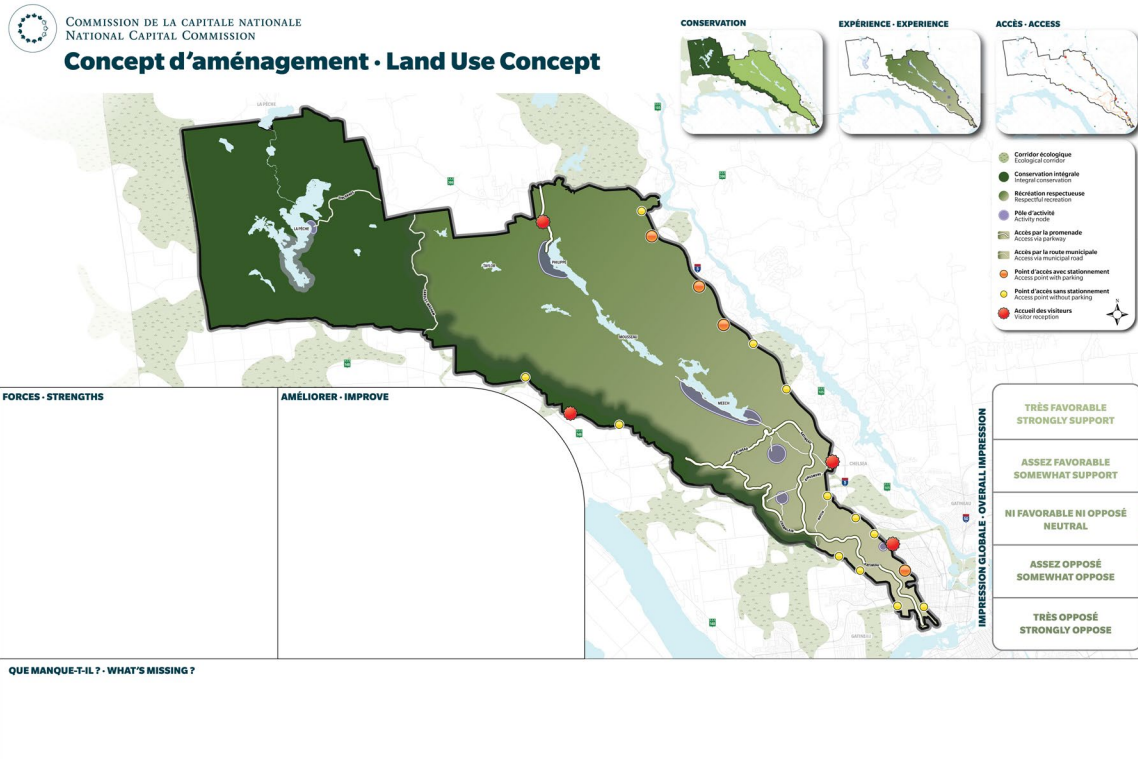


COMMISSION DE LA CAPITALE NATIONALE  
NATIONAL CAPITAL COMMISSION

## Réduction de l'impact écologique des routes et des sentiers Reducing the Ecological Impact of Roads and Trails



## Appendix H: Phase 3.1—Activities





## Appendix I: Phase 3.1—Hand-outs

### LAND USE CONCEPT DESCRIPTION

#### ***What this concept does over the long term***

1. Provides a framework to conserve ecological resources.
2. Facilitates responsible and respectful recreation that is based on collaboration.
3. Fosters sustainable movement into and within the Park.

#### ***How?***

- Protects natural areas throughout the Park.
- Increases ecological protection by limiting public activities in the **integral conservation** zones around La Pêche Lake and the Eardley Escarpment.
- Encourages the conservation of the 13 ecological corridors surrounding the Park.
- Restores natural habitats by closing a majority of unofficial trails and making some trails official (selected in close collaboration with the community of Park users, based on low impact).
- Offers opportunities for outdoor recreational activity, which increase in density from north to south.
- Concentrates activity in existing nodes.
- Provides new pedestrian and cycling access points corresponding to the location of the new official trails.
- Maintains existing official accesses.
- Aims to reduce the number of cars driving within the Park.
- Limits new car-related infrastructure within the Park, while improving sustainable transportation options.
- Maintains the main visitor centre at Chelsea, and improves other visitor reception points.

### ***What is a land use concept?***

- A graphical representation of the long-term vision for Gatineau Park ("where we want to go").
- An illustration of the main ideas that will guide the planning and management of Gatineau Park over the next 50 years.
- A geographic illustration showing how the goals and objectives can be achieved on the ground.

### ***\*\*\*Refresher\*\*\****

Based on feedback received during previous rounds of public consultations, we have identified the following four goals with their respective strategic directions for Gatineau Park:

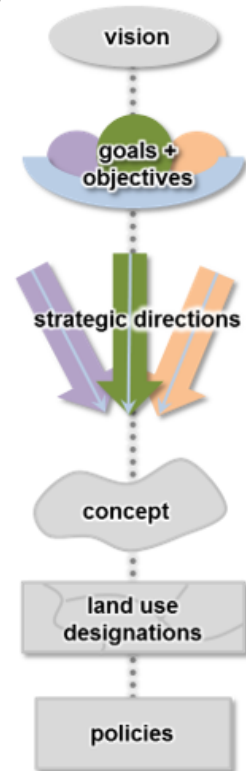
1. Conservation
2. Experience
3. Access
4. Collaboration and engagement

The proposed land use concept map flows directly from the first three goals.

The strategic directions for **collaboration and engagement** are not geographically represented on the concept plan. They will apply throughout the plan in the following ways:

- By raising awareness.
- By engaging users in attaining these objectives through shared stewardship.
- Through collaboration with regional organizations toward the shared objective of conserving the Park for future generations.

### **Diagram**



## LAND USE DESIGNATIONS

### Throughout the park

- Protect and restore natural habitats and species at risk
- Recreation, except in the integral conservation area (A)
- Support scientific research
- Education and interpretation, except in the integral conservation area (A)

### **A** Integral Conservation Area

- Conserve natural habitats.
- No recreational activities permitted, except where shown.
- Limited recreation (illustrated with the green hatched overlay):
  - Existing equestrian trail
  - Existing rock climbing sites and associated access trails
  - Luskville Falls trails
  - Trails identified as part of the Responsible Trail Management Project
- Demolish unused NCC-owned buildings.
- Renaturalize former roads.

### **B** La Pêche Lake

- Non-motorized recreation
- Rustic canoe-camping
- Non-motorized watercraft rental
- Beach, picnic

### **C** Philippe Lake and Taylor Lake

- Beaches, picnic
- Camping with and without services
- Outdoor accommodations (cabins, yurts, four-season tents)
- Non-motorized boat and bike use (rental)
- Small retail (camping services), common area for campers, interpretation
- Hiking, running, cycling, skiing and snowshoeing on trails

### **D** Meech Lake

- Beaches, picnic
- Launch for non-motorized boats
- Boutique hotel and conference centre (in existing buildings only)
- Day-use landing site / rest area (north shore)

### **E** Outdoor Recreation Experience Area

- Hiking, running, cycling (mountain, road, winter), skiing and snowshoeing on trails, picnic
- Make the trails official that were identified as part of the Responsible Trail Management Project
- Day shelter
- Tourist accommodation in existing NCC heritage buildings in areas such as the Wakefield Mill and Meech Creek Valley
- Recreational corridor along the Eardley-Masham Road (four seasons, for cycling and for snowmobiles)

### **F** Camp Fortune

- Concentration of intensive recreational activities
- Within the area's existing footprint:
  - Downhill skiing centre
  - Mountain and winter biking
  - Cross-country skiing and snowshoeing
  - Biathlon training area
  - Competitive events (including skiing, biking)
  - Special events (e.g. receptions)
  - Recreational installations (luge, aerial park, zip lines)

### **G** Mackenzie King Estate

- Cultural heritage experience, exhibits and activities
- Hiking, running, skiing and snowshoeing on trails
- Service node: tea room and café

### **H** Institutional Zone

- Educational and cultural establishments

### **I** Visitor Reception Area

- Visitor reception facility
- Administrative offices, including meeting rooms
- Sustainable transportation infrastructure
- Exhibitions, interpretation, education
- Services (e.g. ski waxing, rental and sales)

## *Appendix J: Phase 3.1—Survey (text only)*

Welcome!

The National Capital Commission (NCC) is in the process of updating its Gatineau Park Master Plan, and

we would like to have your input. With your help, this master plan will provide policy direction and management objectives and tools for the Park over the coming decades.

In the previous round of public consultations, in May 2018, we asked for your input on the overall vision and on the supporting goals and objectives for the Park. This input helped us to develop a concept and designations for the use of land in different parts of the Park. During this phase of the project, we will ask you to review and provide feedback on these two new elements of the plan.

## Part 1: The Challenge

Gatineau Park is, first and foremost, a conservation park. As one of the national capital's most important ecological assets, its primary role is to protect the distinct and diverse ecosystems that are home to some 5,000 plant and animal species. It is also an extremely popular destination for visitors and local residents to enjoy outdoor recreational activities, and to learn about nature and culture. Every year, there are over 2.6 million visits made to Gatineau Park—nearly as many as Banff National Park, which is 10 times as large. Over time, intense visitor use has resulted in habitat fragmentation, the breaking up of natural areas into smaller and smaller patches of land. This puts animals and plants, including many endangered species, increasingly at risk. They come into more frequent contact with people, and their needs for food and shelter are less likely to be met in these smaller patches.

Take a look at the map below to see what this looks like on the ground.

The lines represent the trails and roads in the Park. The green lines represent official NCC trails. All of the red lines are roads or unofficial trails created by users without the NCC's approval. All of these additional trails put pressure on the Park's plants and wildlife, in part because they may intrude on sensitive wildlife and habitats. The land use concept and designations presented in this survey provide solutions to the challenges posed by the increasing fragmentation of natural habitats in Gatineau Park. The ultimate goal is for the Park to be a place where people and nature can coexist in a positive and sustainable way.

## Part 2: The Big Picture

What is a land use concept?

The land use concept we have developed is a visual representation of our long-term vision for Gatineau Park (in other words, where we want to go). This concept illustrates the main ideas that will guide the planning and management of Gatineau Park over the next 50 years. More specifically, it shows where and how the goals and objectives of the Gatineau Park Master Plan can be applied geographically.

Based on the feedback received during previous rounds of public consultations, we have identified four overarching goals for Gatineau Park:

- Conservation
- Experience
- Access
- Collaboration and engagement

The proposed concept flows directly from the first three goals. The specific actions under “collaboration and engagement” are not visually represented as part of the concept, but will nevertheless apply throughout

the master plan in the following ways:

By raising awareness.

By promoting shared stewardship among Park users.

By encouraging collaboration with regional organizations to achieve the shared objective of conserving the Park for future generations.

Here is the proposed concept:

What this concept does over the long term:

Provides a framework for the conservation of ecological resources.

Facilitates responsible and respectful recreation that is based on collaboration.

Fosters sustainable movement into and within the Park.

How?

Protects natural areas throughout the Park.

Increases ecological protection by limiting public activities in the integral conservation zones around La Pêche Lake and the Eardley Escarpment.

Encourages the conservation of the 13 ecological corridors surrounding the Park.

Restores natural habitats by closing a majority of unofficial trails and making some trails official (selected in close collaboration with the community of Park users, based on low impact). Offers opportunities for outdoor recreational activity, which increase in density from north to south.

Concentrates activity in existing nodes.

Provides new pedestrian and cycling access points corresponding to the location of the new official trails.

Maintains existing official access points.

Aims to reduce the number of cars driving within the Park.

Limits new road infrastructure in the Park, while improving sustainable transportation options.

Maintains the main visitor centre at Chelsea, and improves other visitor reception points.

In the next section of the survey, we will describe and then ask you about the proposed uses for different areas in the Park. For the time being, we would like to know how you feel about the big picture we have described so far.

Please indicate the degree to which you support or oppose the land use concept described above.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

What aspects of the proposed concept matter most to you?

What would you change about the proposed concept?

Which of the following best explains your position on the proposed concept?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

### Part 3: The Specifics

The proposed land use designations for Gatineau Park are a tool for implementing the concept that was presented in the previous section. They outline how specific lands across the Park are to be used (and, in some cases, how they are not to be used). In particular, they identify which activities are appropriate in each area of the Park. This helps to minimize harm to wildlife and its habitat. The map below illustrates the nine proposed land use designations within the Park. In the following sections, you'll find a brief description of the land use designations for each of the areas illustrated on the map. In each instance, we will ask you to indicate the degree to which you support or oppose the proposed uses.

#### Integral Conservation Area

Intent and proposed uses:

Conserve natural habitats

No recreational activities permitted, except where shown

Limited recreation (illustrated with the green hatched overlay):

Existing equestrian trail

Existing rock climbing sites and associated access trails

Luskville Falls trails

Trails identified as part of the Responsible Trail Management Project

Demolish unused NCC-owned buildings

Renaturalize former roads

Please indicate the degree to which you support or oppose the intent and proposed uses for the integral conservation area.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose

5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for the integral conservation area?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for the integral conservation area would you change?

Which of the following best explains your position on the intent and proposed uses for the integral conservation area?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

La Pêche Lake

Intent and proposed uses:

Non-motorized recreation  
Rustic canoe-camping  
Non-motorized watercraft rental  
Beach and picnic area

Please indicate the degree to which you support or oppose the intent and proposed uses for La Pêche Lake.

1. Strongly support
2. Somewhat support
3. Neutral

4. Somewhat oppose
5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for La Pêche Lake?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for La Pêche Lake would you change?

Which of the following best explains your position on the intent and proposed uses for La Pêche Lake?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

Philippe Lake and Taylor Lake

Intent and proposed uses:

Beaches and picnic areas

Camping with and without services

Outdoor accommodations (cabins, yurts, four-season tents)

Non-motorized boat and bike use (rental)

Small retail (camping services), common area for campers, interpretation

Hiking, running, cycling, skiing and snowshoeing on trails

Please indicate the degree to which you support or oppose the intent and proposed uses for the Philippe Lake and Taylor Lake.



1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for Philippe Lake and Taylor Lake?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for Philippe Lake and Taylor Lake would you change?

Which of the following best explains your position on the intent and proposed uses Philippe Lake and Taylor Lake?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

Meech Lake

Intent and proposed uses:

Beaches and picnic areas  
Launch for non-motorized boats  
Boutique hotel and conference centre (in existing buildings only)  
Day-use landing site / rest area (north shore)

Please indicate the degree to which you support or oppose the intent and proposed uses for Meech Lake.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for Meech Lake?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for Meech Lake would you change?

Which of the following best explains your position on the intent and proposed uses for Meech Lake?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

Outdoor Recreation Experience Area

Intent and proposed uses:

Hiking, running, cycling (mountain, road, winter), skiing and snowshoeing on trails, picnic areas  
Make the trails official that were identified as part of the Responsible Trail Management Project  
Day shelter  
Tourist accommodation in existing NCC heritage buildings in areas such as the Wakefield Mill and Meech Creek Valley  
Recreational corridor along the Eardley-Masham Road (four seasons, for cycling and for snowmobiles)

Please indicate the degree to which you support or oppose the intent and proposed uses for the outdoor recreation experience area.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for the outdoor recreation experience area?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for the outdoor recreation experience area would you change?

Which of the following best explains your position on the intent and proposed uses for the outdoor recreation experience area?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

Camp Fortune

Intent and proposed uses:

Concentration of intensive recreational activities

Within the area's existing footprint:

Downhill skiing centre

Mountain and winter biking  
Cross-country skiing and snowshoeing  
Biathlon training area  
Competitive events (including skiing, biking)  
Special events (e.g. receptions)  
Recreational installations (luge, aerial park, zip lines)

Please indicate the degree to which you support or oppose the intent and proposed uses for Camp Fortune.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for Camp Fortune?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for Camp Fortune would you change?

Which of the following best explains your position on the intent and proposed uses for Camp Fortune?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

Mackenzie King Estate

Intent and proposed uses:

Cultural heritage experience, exhibits and activities  
Hiking, running, skiing and snowshoeing on trails  
Service node: tea room and café

Please indicate the degree to which you support or oppose the intent and proposed uses for the Mackenzie King Estate.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for the Mackenzie King Estate?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for the Mackenzie King Estate would you change?

Which of the following best explains your position on the intent and proposed uses for the Mackenzie King Estate?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

Institutional Zone

Intent and proposed uses:

Educational and cultural establishments

Please indicate the degree to which you support or oppose the intent and proposed uses for the institutional zone.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for the institutional zone?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for the institutional zone would you change?

Which of the following best explains your position on the intent and proposed uses for the institutional zone?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

Visitor Reception Area

Intent and proposed uses:

Visitor reception facility  
Administrative offices, including meeting rooms  
Sustainable transportation infrastructure  
Exhibitions, interpretation, education  
Services (e.g. ski waxing, rental and sales)

Please indicate the degree to which you support or oppose the intent and proposed uses for the visitor reception area.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for the visitor reception area?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for the visitor reception area would you change?

Which of the following best explains your position on the intent and proposed uses for the visitor reception area?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other

Gatineau Park Overall

Intent and proposed uses:

Protect and restore natural habitats and species at risk Recreation, except in the integral conservation area (A)

Support scientific research

Education and interpretation, except in the integral conservation area (A)

Please indicate the degree to which you support or oppose the intent and proposed uses for Gatineau Park as a whole.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Would you like to comment on the intent and proposed uses for Gatineau Park as a whole?

1. Yes
2. No

Please share your thoughts with us in the box below:

What aspects of the intent and proposed uses for Gatineau Park as a whole would you change?

Which of the following best explains your position on the intent and proposed uses for Gatineau Park as a whole?

1. There isn't enough information for me to take a clear stance
2. I have no strong opinion about this issue
3. Other



## Mapping

Would you change anything about the way in which we have divided Gatineau Park into nine separate land designations?

1. Yes
2. No

How would you change the land use designation map?



## Your profile

What is your gender?

1. Male
2. Female
3. Other

What is your age group?

1. Under 18
2. 18-24
3. 25-34
4. 35-44
5. 45-54
6. 55-64
7. 65+

What are the first three digits of your postal code?



## ***Appendix K: Phase 3.2—Panels***



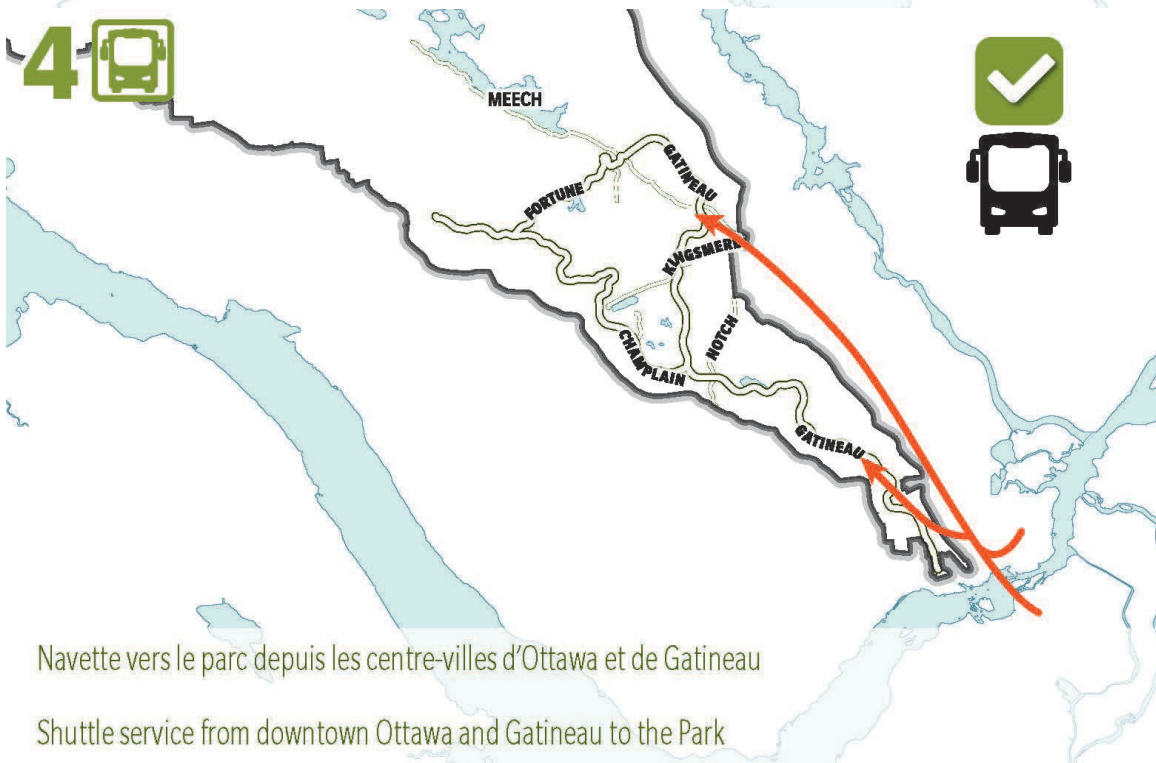
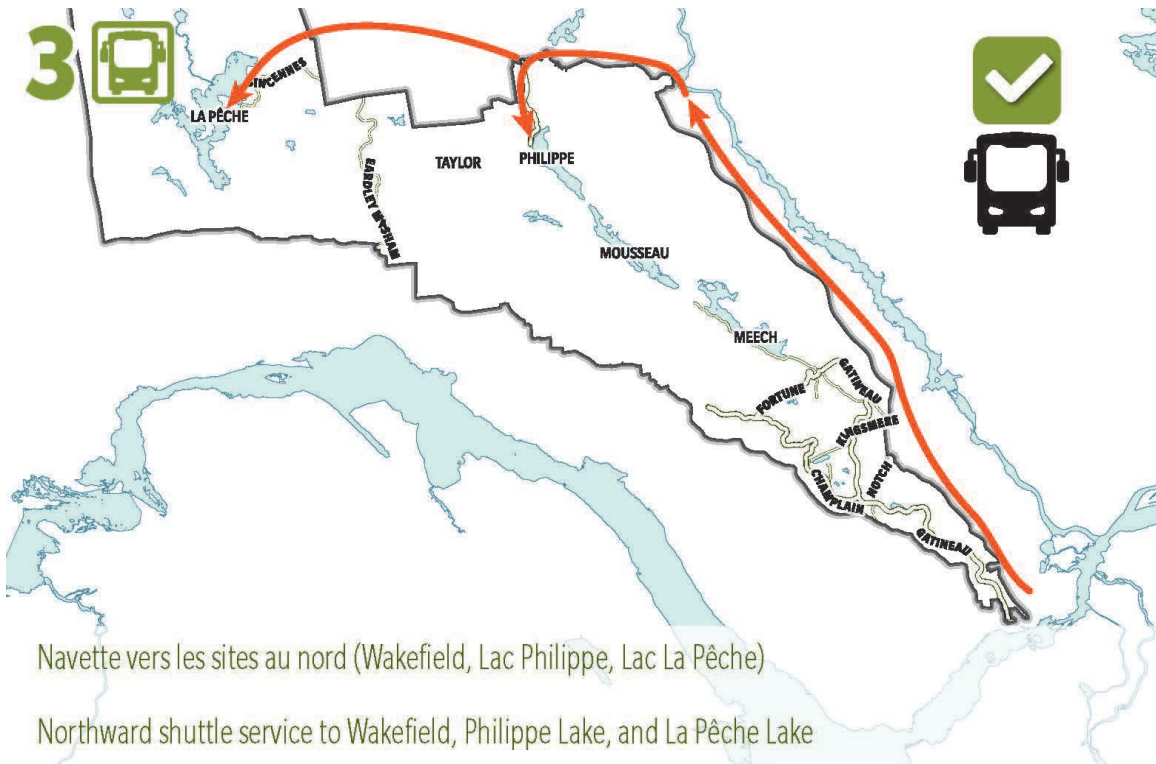
Navette sur les **promenades** fermées aux voitures (Autres chemins demeurent accessibles à tous)

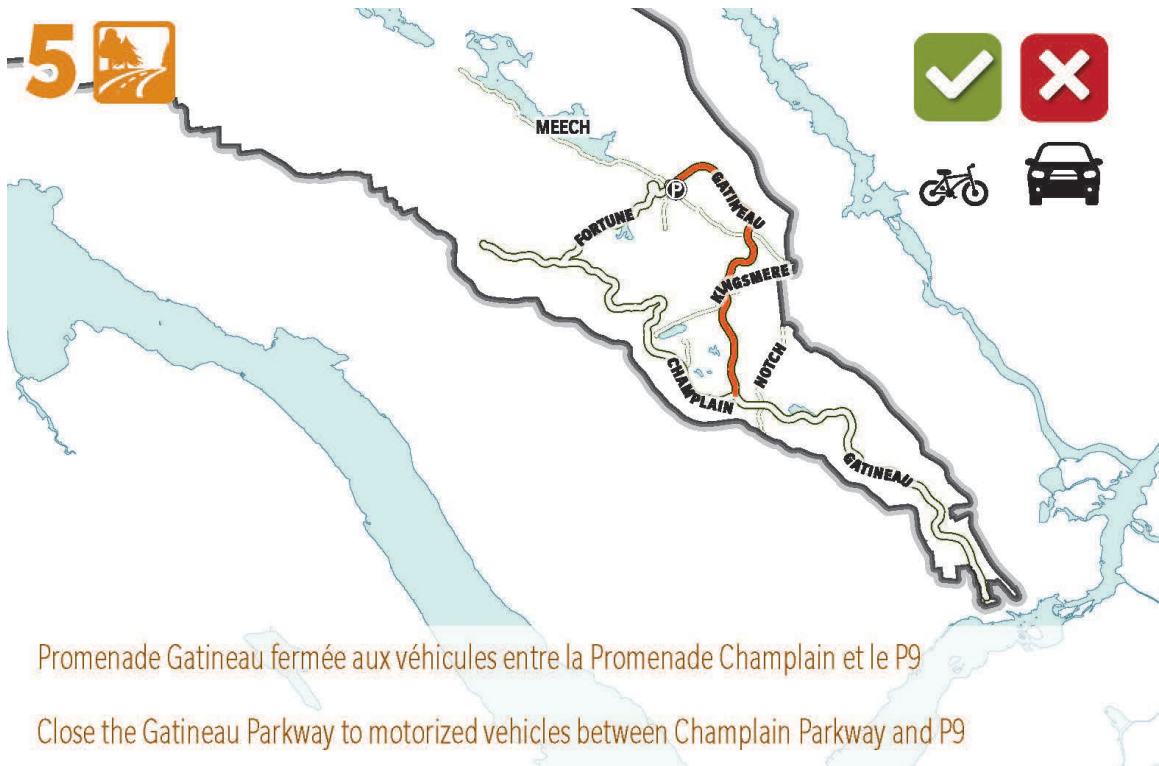
**Parkways** with shuttle closed to private motorized vehicles (Other roads remain fully accessible)



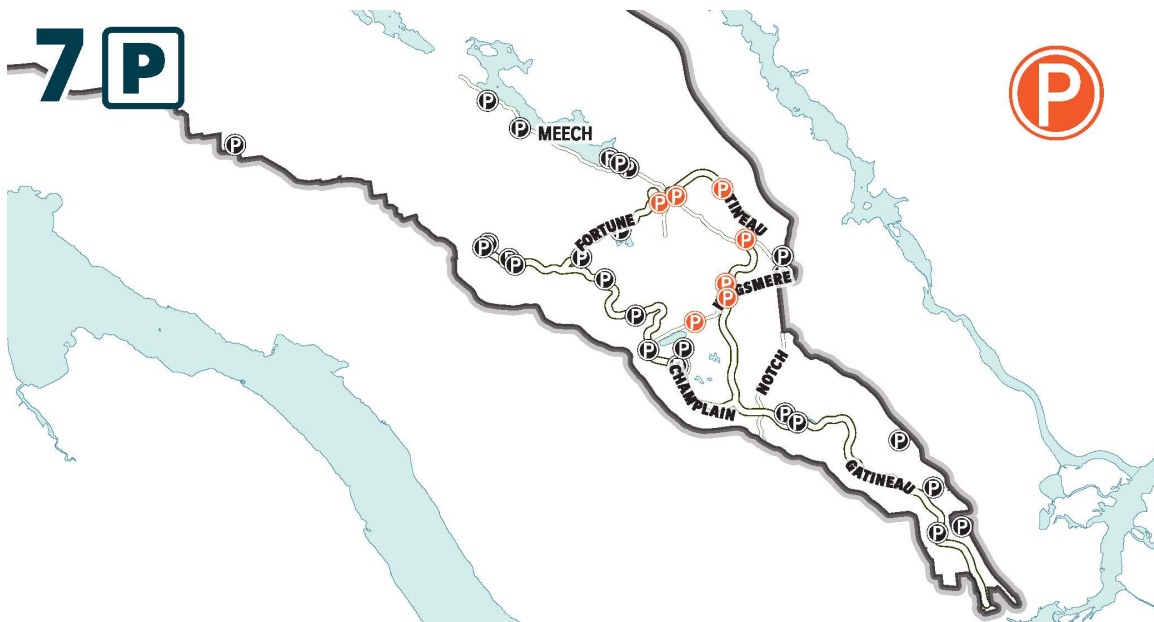
Navette sur les promenades accessibles également aux voitures

Shuttle service with parkways open to motorized vehicles









Réduire les stationnements adjacents aux chemins du Lac-Meech, Kingsmere et Dunlop

Limit the amount of parking available along Meech Lake Rd, Kingsmere Rd, and Dunlop Rd

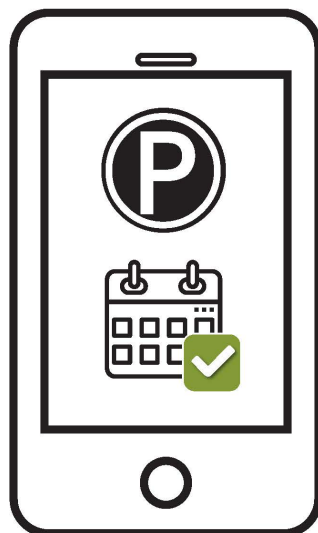


Tarifier les stationnements intérieurs au parc seulement

Charge parking fees only at parking lots located within the Park



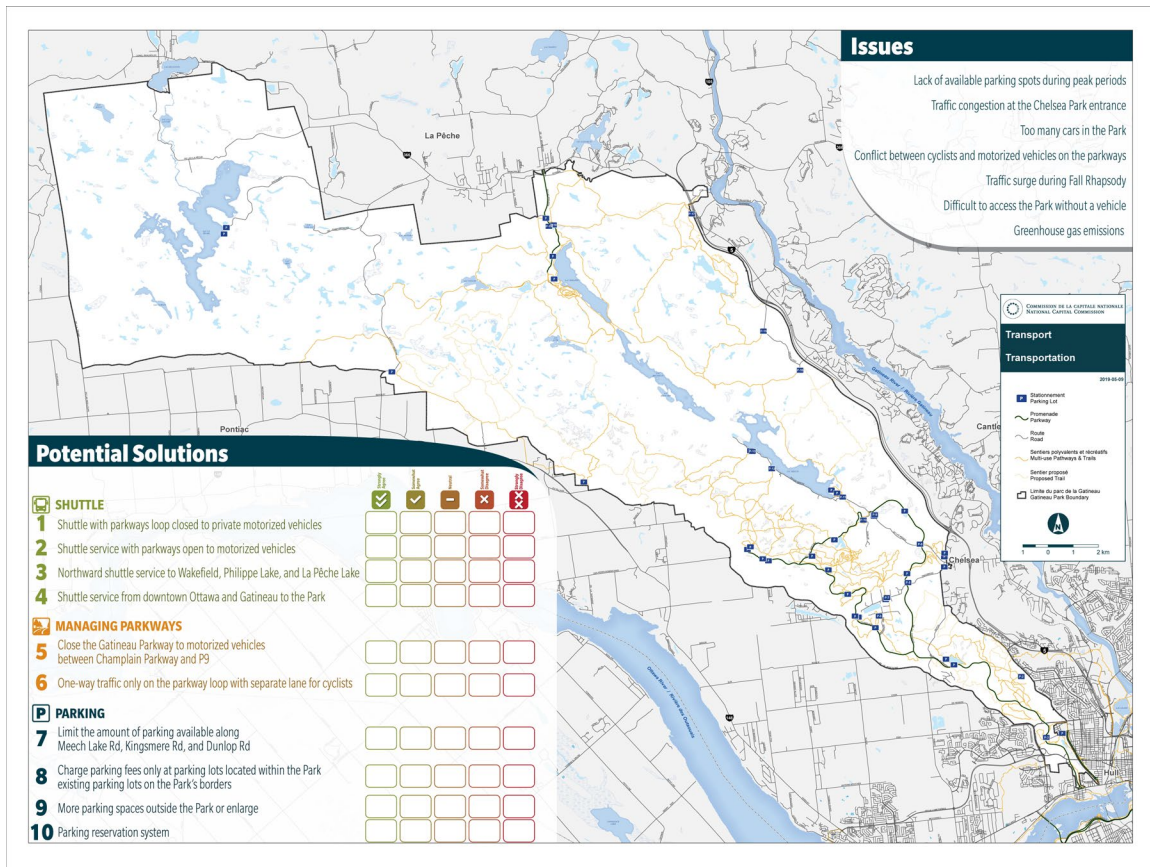
## 10 P



Système de réservation de stationnement

Parking reservation system

## Appendix L: Phase 3.2—Activities





## Acceptable Commercial Activities

Which of the following commercial activities or ways to generate revenues do you believe are acceptable in Gatineau Park?	YES 	COMMENTS	NO 
The sale of goods to support permitted outdoor activities (e.g. ski wax)			
Accommodation (hotel, residential) in existing buildings			
Restaurant			
Snack bar			
Equipment rentals (e.g. snowshoes)			
Occasional sport events/competitions on parkways or pathways			
Room/space rental (e.g. wedding, receptions)			
Sponsorship (e.g. plaques, adopt a trail)			
Charitable and fundraising events			
Other			

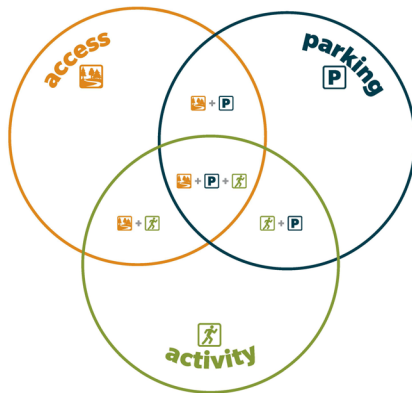
## Accommodations

	Strongly Agree 	Somewhat Agree 	Neutral 	Somewhat Disagree 	Strongly Disagree 
Camping and its variants (e.g. yurts, cabins) should remain the principal type of accommodation in the park.					
Hotel accommodations in the Park should only be permitted within existing heritage buildings.					
Accommodations should be located close to recreational offerings.					
Residential buildings in good condition acquired by the NCC should be permitted to be rented out until the end of their useful life.					
Accommodations should be permitted within Camp Fortune's existing footprint.					

OTHER COMMENTS REGARDING ACCEPTABLE COMMERCIAL ACTIVITIES AND ACCOMMODATIONS

## Financial Sustainability - User Fees

### WHAT?



### How?

- UNIFORM ACCESS FEE**  
One single access fee applicable to all at all times
- VARIABLE ACCESS FEE**  
Access fee that varies depending on the mode of transportation used to enter the Park (on foot, by bicycle, by car, by shuttle)
- VARIABLE ACCESS FEE**  
Access fee that varies by season
- UNIFORM PARKING FEE**  
Uniform parking fee for all locations, times, and number of occupants in vehicles
- VARIABLE PARKING FEE**  
Parking fee that varies based on demand (e.g. peak times and seasons)
- VARIABLE PARKING FEE**  
Parking fee that varies based on visit duration
- VARIABLE PARKING FEE**  
Parking fee that varies by parking lot (e.g. interior lots vs. lots located on the periphery of the Park)
- UNIFORM ACTIVITY FEE**  
The same fee for all activities
- VARIABLE ACTIVITY FEE**  
Fee that varies by activity

### COMMENTS


OTHER COMMENTS REGARDING USER FEES

## Appendix M: Phase 3.2—Handouts

### TRANSPORTATION - Potential solutions and tradeoffs



#### SHUTTLE

- 1 Shuttle with parkways closed to private motorized vehicles**
  - Parkway would be shared by cyclists and a frequent shuttle
  - Visitors could only access parkways on foot, by bike, or by using the shuttle
  - The high cost of shuttle service would have to be funded somehow
- 2 Shuttle service with parkways open to motorized vehicles**
  - Parkway would be shared by shuttles, cars and bikes
  - The moderate cost of shuttle service would have to be funded somehow
- 3 Northward shuttle service to Wakefield, Philippe Lake, and La Pêche Lake**
  - The cost of shuttle service would have to be funded somehow
- 4 Shuttle service from downtown Ottawa and Gatineau to the Park**
  - Parkway would be shared by shuttles, cars and bikes
  - The cost of shuttle service would have to be funded somehow



#### MANAGING PARKWAYS

- 5 Close the Gatineau Parkway to motorized vehicles between Champlain Parkway and P9**
  - Only a shorter stretch of the parkway would be car-free
  - Motorized vehicles would no longer have access to:
    - The direct link between Champlain Parkway and the Chelsea entrance
    - The interchange from Kingsmere Rd. onto the Gatineau Parkway
    - The Penguin picnic area

**6**

#### One-way traffic only on the parkway loop with separate lane for cyclists

- Longer trips to get to a specific location along the parkways or to exit the park
- Vehicular traffic would be concentrated in a single lane
- Traffic would be permanently reoriented in a single direction



#### PARKING

**7**

#### Limit the amount of parking available on along Meech Lake Road, Kingsmere Road, and Dunlop Road

- Drivers would need to use enlarged parking lots at the Park's borders or new parking outside the Park
- After parking, drivers would need to enter the park on foot, by bike or by shuttle
- The cost of shuttle service would have to be funded somehow

**8**

#### Charge parking fees only at parking lots located within the Park

- It would be more costly for visitors to park their car near activity nodes within the Park

**9**

#### More parking spaces outside the Park or enlarge existing parking lots on the Park's borders

- Those who use the new parking spots would need to enter the Park on foot, by bike, or by shuttle

**10**

#### Parking reservation system

- Visitors would need to plan their visit to the Park in advance in order to secure a parking spot

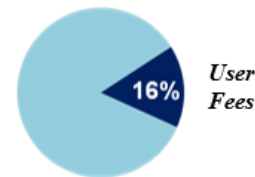


## **Financial Sustainability – User fees**

### **CONTEXT**

- **The costs associated with activities currently exceed the Park's revenues, while the number of visits to the Park increases year by year.**
  - Gatineau Park offers visitors a broad range of services and recreational opportunities, including a vast trail network, interpretation, ski facilities and rustic accommodations.
  - Also many conservation initiatives are needed to ensure the protection of the Park's diverse ecosystems.
- **Only a portion of Gatineau Park users pay fees in some shape or form.**
  - Gatineau Park currently charges parking fees at certain locations (e.g. beaches) in the summer season. Fees are also collected for certain activities (e.g. cross-country skiing and snowshoeing passes).
- **Charging fees is not a profit-making initiative: these revenues are reinvested in the park.**
  - User fees are an important and commonly used tool to ensure the financial sustainability of public parks that attract large numbers of visitors.
  - It helps sustain and improve the infrastructure, services, and ecological functions of the Park.

*Gatineau Park  
annual budget  
\$17.6M*



### **HOW?**

In order to rebalance user fees and ensure the financial sustainability of the Park, the NCC is considering a number of options. In the following section, we will ask you for your thoughts and preferences on this issue.

### **ACCESS**

- 1) One single access fee applicable to all at all times
- 2) Access fee that varies depending on the mode of transportation used to enter the Park (on foot, by bicycle, by car, by shuttle)
- 3) Access fee that varies by season

### **PARKING**

- 4) Uniform parking fee for all locations, times, and number of occupants in vehicles
- 5) Parking fee that varies based on demand (e.g. peak times and seasons)
- 6) Parking fee that varies based on visit duration
- 7) Parking fee that varies by parking lot (e.g. interior lots vs. lots located on the periphery of the Park)

### **ACTIVITY**

- 8) The same fee for all activities
- 9) Fee that varies by activity

## *Appendix N: Phase 3.2—Survey (text only)*

Welcome!

The National Capital Commission (NCC) is in the process of updating the Gatineau Park Master Plan, and we would like to have your input. With your help, this master plan will provide directions for the use and management of the Park over the coming decades. In February 2019, the NCC held public consultations to gather feedback on the draft land use concept and designations for Gatineau Park. As we continue to develop directions and policies for the plan, we would like to know what you think about detailed policies that were not covered during the previous rounds of consultations. These have been grouped under two subjects, which are explored in this questionnaire:

Transportation and access  
Financial sustainability

This survey should take between 5-10 minutes to complete. Your input will help to shape the policies related to these two subjects.

### Transportation

In the previous phases of the public consultations for the master plan, we heard about the different challenges that Gatineau Park visitors face with regard to traffic and transportation. We also heard about potential solutions to these challenges. Drawing on this feedback and best practices, we have developed a range of proposals that seek to achieve the following goals:

Facilitate equitable and environmentally sustainable access to Gatineau Park sites  
Reduce the number of motor vehicles on the parkways, to lower greenhouse gas emissions, to minimize conflict with animals and habitat fragmentation, and to improve the overall experience for visitors  
Offer transportation options that take site capacity into account  
Avoid increasing the footprint of infrastructure that does not contribute to sustainable transportation in the Park

In the following sections, we will ask you about your priorities and preferences regarding these proposals.

### Transportation

We would like to know what your priorities are for solving transportation issues in the Park. From among the options below, please select up to three that you would most like to have addressed.

1. Lack of available parking spots during peak periods
2. Traffic congestion at the Chelsea entrance to the Park
3. Too many cars in the Park
4. Conflict between cyclists and motor vehicles on the parkways
5. Traffic surge during Fall Rhapsody
6. Difficult to access the Park without a vehicle
7. Greenhouse gas emissions

Are there any other transportation issues that you would like to see addressed that were not included in the list above?

1. Yes
2. No

## Transportation

A number of different approaches could be taken to address transportation-related challenges in the Park:

Offering shuttle services

Limiting and/or reorienting vehicle traffic on parkways

Changing the size of parking lots inside the Park and at Park boundaries

Changing the way parking fees are charged

The following section presents a series of potential solutions to some of the transportation-related challenges in the Park. Each scenario has benefits and trade-offs. We ask that you carefully review these, and indicate the degree to which you would support or oppose the implementation of each scenario.

## Transportation

Potential Scenario No. 1: Run a shuttle service, with parkways closed to private motor vehicles.

### Principal benefits:

This would enhance access to various activity areas along the parkways, without the need for private transportation.

It would be possible to access the Park interior, even if the parking lots were full.

Would reduce:

- Motorized traffic in the Park
- Greenhouse gas emissions
- Conflicts between cars and cyclists on the parkways
- Fall Rhapsody and other traffic surges

### Principal trade-offs:

Parkways would be shared by cyclists and a frequent shuttle.

Visitors could access parkways only on foot, by bike or by using the shuttle.

The high cost of shuttle service would have to be funded somehow.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

## Transportation

Potential Scenario No. 2: Run a shuttle service, with parkways open to private motor vehicles.

### Principal benefits:

This would enhance access to activity nodes along the parkways without the need for private transportation. It would be possible to access the Park interior, even if the parking lots were full.

### Principal trade-offs:

Parkways would be shared by shuttles, cars and bikes.  
The moderate cost of shuttle service would have to be funded somehow.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

## Transportation

Potential Scenario No. 3: Run a shuttle service to Wakefield, Philippe Lake and La Pêche Lake.

### Principal benefits:

This would enhance access to the north side of the Park, without the need for private transportation. It would be possible to access the Park interior, even if the parking lots were full.

### Principal trade-offs:

The cost of shuttle service would have to be funded somehow.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

## Transportation

Potential Scenario No. 4: Run a shuttle service from downtown Ottawa and Gatineau to the Park.

Principal benefits:

This would enhance access to the Park without the need for private transportation. It would be possible to access the Park interior, even if the parking lots were full.

Principal trade-offs:

The cost of shuttle service would have to be funded somehow.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Transportation

Potential Scenario No. 5: Close the Gatineau Parkway to motor vehicles between the Champlain Parkway and P9.

Principal benefits:

There would be no conflicts between drivers and cyclists in the specified area.

Principal trade-offs:

Only a shorter stretch of the parkway would be car-free.

Motorized vehicles would no longer have access to:

- the direct link between Champlain Parkway and the Chelsea entrance
- the interchange from Kingsmere road onto the Gatineau Parkway
- the Penguin Picnic Area

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Transportation

Potential Scenario No. 6: Allow one-way traffic only on the parkway loop, with a separate lane for cyclists.

Principal benefits:

There would be fewer conflicts between drivers and cyclists.

Principal trade-offs:

It would be a longer route to get to a specific location along the parkways or to exit the Park.  
Vehicle traffic would be concentrated in a single lane.  
Traffic would be permanently reoriented in a single direction.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Transportation

Potential Scenario No. 7: Limit the amount of parking available along Chemin du Lac-Meech, Kingsmere Road and Dunlop Road.

Principal benefits:

This would alleviate the bottleneck at the Chelsea entrance to the Park.

Principal trade-offs:

Drivers would need the use of larger parking lots at Park boundaries or new parking lots outside the Park.  
After parking, drivers would need to enter the Park on foot, by bike or by bus.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

Transportation

Potential Scenario No. 8: Charge parking fees only at parking lots located within the Park.

Principal benefits:

This would provide an incentive that could reduce  
vehicle traffic within the Park  
greenhouse gas emissions  
bottlenecks at the Chelsea entrance

Principal trade-offs:

It would be more costly for visitors to park their car near activity nodes within the Park.



1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

#### Transportation

Potential Scenario No. 9: Provide more parking spaces outside the Park, or enlarge existing parking lots at Park boundaries.

Principal benefits:

More parking spots

Principal trade-offs:

Those who use the new parking spots would need to enter the Park on foot or by bike.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

#### Transportation

Potential Scenario No. 10: Implement a parking reservation system.

Principal benefits:

Individuals who reserve would be guaranteed a parking spot.

Principal trade-offs:

Visitors would need to plan their visit to the Park in advance in order to secure a parking spot.

1. Strongly support
2. Somewhat support
3. Neutral
4. Somewhat oppose
5. Strongly oppose
6. Don't know

## Transportation

If Gatineau Park offered a shuttle service, would you use it?

1. Yes
2. No

## Transportation

In your view, what would be the minimal frequency at which a shuttle would need to run in order for this service to be worthwhile?

At least every:

1. 10 minutes
2. 15 minutes
3. 20 minutes
4. 25 minutes
5. 30 minutes
6. 60 minutes

Would you be willing to pay for shuttle service?

1. No, the shuttle should be free.
2. Yes, but only a nominal fee (e.g. \$1).
3. Yes, the full cost (i.e. between \$5 and \$10).

From which of the following locations would you be willing to board a shuttle? Please select all that apply.

1. At a parking lot on the Park boundaries
2. At a designated location in the city (e.g. mall, park and ride, public building)

Which of the following reasons best explains why you would not take a shuttle?

1. I am opposed to shuttle service.
2. I would prefer to park near the Park and walk or cycle in.
3. I would rather try to get a parking spot inside the Park.
4. Other

## User Fees

Gatineau Park offers visitors a broad range of services and recreational opportunities, including a vast trail network, interpretation, ski facilities and rustic accommodations. It also supports a range of conservation initiatives that help to ensure the protection of its diverse ecosystems. The costs associated with these

activities currently exceed the Park's revenues, while the number of visits to the Park increases year by year. User fees are an important and commonly used tool to ensure the financial sustainability of public parks that attract large numbers of visitors. Gatineau Park currently charges parking fees at certain locations (e.g. beaches) in the summer season. Fees are also collected for certain activities (e.g. cross-country skiing and snowshoeing passes). Only a portion of Gatineau Park users pay fees in some shape or form. This practice is not a profit-making initiative: the revenues derived from user fees are reinvested to help sustain and improve the infrastructure, services and ecological functions of the Park. In order to balance user fees and ensure the financial sustainability of the Park, the NCC is considering a number of different options. In the following section, we will ask you for your thoughts and preferences on this issue.

#### User Fees

User fees could apply to activities, parking or access to the Park (at an entry point or parking lots) or all three; several combinations are possible. Please indicate which of the following approaches you support. Select all answers that apply.

1. Fees based on access (entry) to the Park
2. Fees based on use of parking lots
3. Fees based on participation in certain activities (e.g. skiing, visiting the beach)
4. Other

#### User Fees

Which approach(es) to Park access fees would you support? Please select all that apply.

1. One single access fee applicable to all at all times
2. Access fee that varies depending on the mode of transportation used to enter the Park (on foot, by bicycle, by car, by shuttle)
3. Access fee that varies by season

Which approach(es) to parking fees would you support? Please select all that apply.

1. Uniform parking fee for all locations, times, and number of occupants in vehicles
2. Parking fee that varies based on demand (e.g. peak times and seasons)
3. Parking fee that varies based on visit duration
4. Parking fee that varies by parking lot (e.g. interior lots vs. lots located on the periphery of the Park)

Which approach to activity fees would you support?

1. The same fee for all activities
2. Fee that varies by activity and by the costs involved in facilitating it

Do you have any other comments you would like to share on the issue of user fees in the Park?

1. Yes
2. No

## Acceptable Commercial Activity and Accommodations

Another way to recover operational expenditures is to generate revenue through commercial activities that are compatible with Gatineau Park's mandate and respectful of its environment. The NCC would like to know what you think about a variety of potential commercial activities.

## Acceptable Commercial Activity and Accommodations

Please indicate which of the following commercial activities or ways to generate revenues you believe are acceptable in Gatineau Park. Select all that apply.

1. The sale of goods to support permitted outdoor activities (e.g. ski wax)
2. Accommodation (hotel, residential) in existing buildings
3. Restaurant
4. Snack bar
5. Equipment rentals (e.g. snowshoes)
6. Occasional sporting events/competitions on parkways or pathways
7. Room/space rental (e.g. weddings, receptions)
8. Sponsorship (e.g. plaques, adopt a trail)
9. Charitable and fundraising events

Please indicate the degree to which you support or oppose the following policies pertaining to accommodations in the Park.

	Strongly agree	Somewhat agree	Neutral	Somewhat disagree	Strongly disagree	Don't know
Camping and its variants (e.g. yurts, cabins) should remain the principal type of accommodation in the Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hotel accommodations in the Park should be permitted only within existing heritage buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accommodations should be located close to recreational offerings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential buildings in good condition acquired by the NCC should be permitted to be rented out until the end of their useful life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accommodations should be permitted within Camp Fortune's existing footprint	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any other comments you would like to share on the issue of acceptable commercial activities

and accommodations?

1. Yes
2. No