



NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

Sir George- Étienne Cartier Park Plan

2024

Canada

90% Draft



National Capital Commission

202–40 Elgin Street, Ottawa, Canada K1P 1C7

Sir George-Étienne Cartier Park Plan

Catalogue number: ##

Email: info@ncc-ccn.ca | Fax: 613-239-5063

Telephone: 613-239-5000 | Toll-free: 1-800-465-1867

TTY: 613-239-5090 | Toll-free TTY: 1-866-661-3530

Unless otherwise noted, all imagery is the property of the National Capital Commission.

Unless otherwise noted, the photographs in this document illustrate existing conditions.

To reduce environmental impacts, a limited number of printed reports have been produced. In lieu of additional printed copies, a PDF version of this plan can be downloaded at www.ncc-ccn.gc.ca



Message from the CEO

Acknowledgements

Executive Summary

In 2021, the National Capital Commission (NCC) began its efforts to develop a park plan for the lands along the Sir George-Étienne Cartier Parkway. The purpose of the plan is to guide environmental stewardship while planning for recreational amenities and activities and reconnecting people with the culture of the parklands and the Ottawa River, designated as a Canadian Heritage River.

The park is located just east of downtown Ottawa along the south shore of the Ottawa River. Its proximity to downtown and the confluence of the Ottawa, Gatineau and Rideau rivers has led to the creation of a site rich in historical, cultural and environmental significance. Through research and consultation with NCC staff, stakeholders, groups and members of the public, each of these elements has been explored, recognized and highlighted in the plan. The main objective of the Sir George-Étienne Cartier Park Plan is to be a framework for the area's planning, management and use to achieve objectives relating to these elements. The plan

recommends actions in support of putting the “park” back in the “parkway” along Ottawa’s Sir George-Étienne Cartier Park corridor.

This park plan focuses on a 13-kilometre stretch of federal land along the south shore of the Ottawa River, east of the downtown core. The lands include the parkway, pathways, trails and parklands adjacent to abutting neighbourhoods, and extends from Rideau Hall at Princess Avenue in the west to the terminus of the parkway in the Greenbelt at St. Joseph Boulevard in the east.

The plan includes a vision, themes, goals and objectives as well as planning policies for protecting and enhancing key qualities over time. The vision expresses what we want to see in the future. What are the possibilities that this plan can help to achieve? The plan’s vision statement is:

A distinctive and sustainable riverfront park that celebrates the environment, heritage and culture, supports inclusive and safe access to the Ottawa River, and provides year-round recreational activities.

Four themes were identified to build on the plan’s vision, to scope the type, location and scale of facilities and amenities and to provide a framework for the plan’s implementation. They are:

- Environment,
- Access and Connectivity,
- Culture and Heritage and
- Experiences.

The park’s concept was built, not only on the vision and themes, but also on the desire of existing and potential park users to access the park and to spend quality time there. It proposes three sections and several key destination areas that are suited to a range of active and passive, even contemplative, recreation types. It directs visitors to specific water access areas to provide safer, more universal access and to protect the shoreline from overuse. It directs people to cultural, heritage and ecological and natural habitat areas in ways that encourage interaction while protecting the resource from damage.

The park’s development is directed by policies under each of the themes. Implementing the policies allows for gradual staged transformation of the lands into a park that will strengthen people’s relationship to nature and to the culture, beauty and spirit of the Ottawa River. It does this by setting development priorities, guiding design and recommending programming.

This is a long-range plan. Its ideas are proposed to evolve over the next 30 to 50 years. The plan identifies phasing of future projects and the steps required for implementation, including further studies, and federal review and approval processes. Projects that are developed will occur with further public and stakeholder input through robust consultation processes. The ultimate goal of the plan is to recognize and realize the beauty and intrinsic value of the Ottawa River waterfront and to optimize public access and park use in ways that ensure accessibility, animation and responsible environmental stewardship for generations to come.



Contents

Message from the CEO	3	4.1.4 Flood Management	42	4.4.4 Commercial Opportunities	65
Executive Summary	4	4.1.5 Climate resilient design	43	4.4.5 Health and Safety	66
1 Introduction	8	4.2 Access and Connectivity	46	4.4.6 Water Access	66
1.1 Purpose and Objective	10	4.2.1 Parkway	48	4.4.7 Recreation	67
1.2 Need, Problem and Opportunity	10	4.2.2 Pathways	49	4.4.8 Engagement	67
1.3 NCC Planning Framework	11	4.2.3 Parking	50	5 Sector and Node Plans	68
1.4 Planning Process and Public Engagement	12	4.2.4 Watercraft	51	5.1 Sector A	71
2 Location and Description	14	4.2.5 Wayfinding	51	5.1.1 Node A1: Pine Hill	73
2.1 A Short History	17	4.2.6 Accessibility	52	5.1.2 Node A2: Rockcliffe Park	75
2.2 The Evolution of the Park	19	4.2.7 Lighting	52	5.1.3 Node A3: Acacia-Hillsdale	77
2.2.1 A Park Shaped by Transportation	20	4.2.8 Gateways	53	5.1.4 Node A4: Mile Circle	79
2.2.2 A Park Shaped by Landscape Architecture	25	4.3 Culture and Heritage	54	5.2 Sector B	81
2.2.3 A Park Shaped by Recreation	27	4.3.1 Algonquin Anishinabe Participation	56	5.2.1 Node B1: Rockcliffe Yacht Club	83
2.4 The Park Today	29	4.3.2 Heritage Sites	56	5.2.2 Node B2: Blair Road Boat Launch	85
2.5 The Parkway Today	31	4.3.3 Archaeological Resources	57	5.3 Sector C	87
3 Vision	32	4.3.4 Cultural Landscapes	57	5.3.1 Node C1: P7 Interpretation Area	89
3.1 Planning principles	33	4.3.5 Commemorations	58	5.3.2 Node C2: Green's Creek	91
4 Themes, Goals and Objectives	34	4.3.6 National Institutions	58	5.3.3 Node C3: East Lookout	93
4.1 Environment	38	4.3.7 Interpretation	59	5.3.4 Node C4: St-Joseph Entrance	95
4.1.1 Significant Natural Habitat	40	4.3.8 Partnerships	60	5.3.5 Node C5: Lower Duck Island	97
4.1.2 Remarkable Trees	42	4.3.9 Event Sites and Public Art	60	6 Next Steps and Implementation	98
4.1.3 Vegetation Management Plan	42	4.4 Experiences	62	Appendices	102
		4.4.1 Placemaking	64	Glossary	103
		4.4.2 Views and Vistas	64		
		4.4.3 Accessibility	65		

1 Introduction

The Ottawa River is a Canadian Heritage River that connects us to our shared history. It is a defining feature of the National Capital Region that provides spectacular view corridors to the Gatineau Hills, national monuments, and other capital symbols within the region. The Ottawa River South Shore East Park includes the Sir George-Étienne Parkway, one of the capital's most scenic parkways, and celebrates the river as a central feature and symbol of Canada's relationship to nature.





The parkway plays a critical role in ensuring the Capital Region’s waterfront remains in the public realm. It runs along the south shore of the Ottawa River for approximately 13 kilometres. From west to east, the parkway extends from Rideau Hall at Princess Avenue to its the end at St. Joseph Boulevard. It includes heritage sites and cultural landscapes of national significance and touches six communities along its edges. It transitions from a downtown environment in the west to a more natural and rural context in the east. The parkway is a valuable public space within the National Capital Region. It provides lush natural beauty, picturesque views, and diverse recreational activities to residents and visitors alike including portions of the existing Capital Pathway system. The pathways run along the parkway, support active transportation through most of the park and connect the park to the region at large.

The Sir George-Étienne Cartier Park Plan provides a framework for the area’s planning, management and land use. The plan sets out the future vision and program elements for the riverfront park while providing the NCC with a foundation for real assets, proposals and a tool to support implementation. The Sir George-Étienne Cartier Park Plan is a new plan and is the third in a series of shoreline sector plans prepared by the National Capital Commission.

This plan builds on the understanding that the waterways hold a special meaning for Canadians and the Capital. For thousands of years, waterways provided major travel opportunities for the Algonquin Anishinabeg to establish trade routes and ritual places. Later, the rivers enabled newcomers to the area to settle and develop. Accordingly, the plan recognizes and builds on the scenic, recreational, environmental, and cultural qualities of the Sir George-Étienne Cartier Parkway corridor. The plan also acknowledges the collective expectations to reclaim the shoreline for public enjoyment and reimagine the water culture of the past.

The plan's vision establishes a framework for the park’s use and development over the next 50 years and allows the NCC to provide a variety of recreational, social, and economic opportunities in a manner that acknowledges the park’s natural, social, and cultural environments.

The plan guides the park’s gradual, staged transformation, and offers various recreation areas and activities that strengthen people’s relationship to nature, as well as the culture, beauty and spirit of the Ottawa River. The plan sets park development priorities, guides design and recommends programming. Key roles of the plan include promoting and protecting a healthy natural environment, fostering safe and continuous access to the park and the river, celebrating the heritage, culture, and diversity of the riverfront corridor, and creating and promoting diverse, balanced and engaging park experiences. Further, the park concept proposes three sections and several activity nodes of different levels of intensities, some contemplative, and others for active group activities.



1.1 Purpose and Objective

The main objective of the Sir George-Étienne Cartier Park Plan is to be a framework for the planning, management and use of the park to achieve various subordinate objectives including those relating to the environment, urban design, recreation, active transportation and sustainability. The plan aims to establish a policy framework that will:

- Make the riverfront lands a special, attractive and accessible destination.
- Provide unimpeded and safe access to the river's shore.
- Support the analysis of requests to use NCC lands through the federal approvals process.
- Enhance the attractiveness of the lands by providing opportunities for animation areas that encourage users to interact with the Ottawa River.
- Guide investments and partnerships in implementing the plan.

1.2 Need, Problem and Opportunity

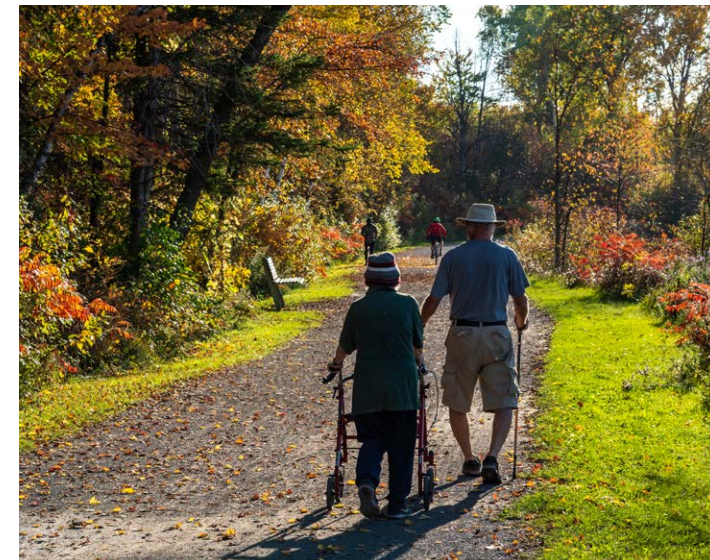
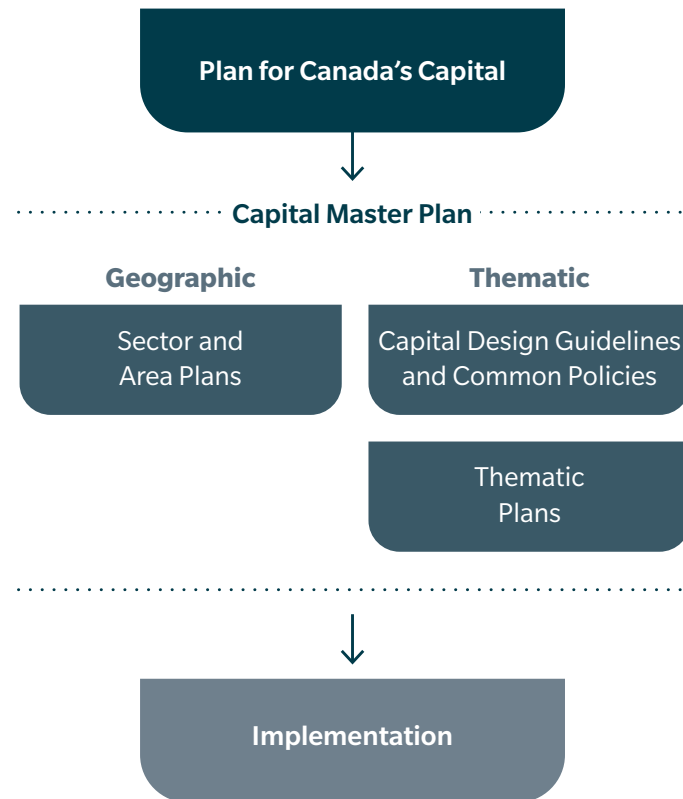
The original role and functions of the parkway corridor as a passive natural scenic parkway has evolved over time. The NCC wishes to build on and enhance the passive natural landscaping to create more active and animated vocations where appropriate. There are portions of the waterfront that do provide opportunities for animation and open green space, and some sections could be improved for use as public space while maintaining the scenic landscaped quality. Though land use improvements or remediation may be required, it is considered necessary in the context of the Ottawa River Shorelines Initiative and the *Capital Urban Lands Plan* to plan useful and accessible public spaces, services and vistas along the river's edges. The Sir George-Étienne Cartier Park Plan is intended to transform presently underused lands into lively public gathering areas, fostering healthy lifestyles and quality of life growth in the process.

Consistent with its mandate to plan and manage federal lands wisely and sustainably on behalf of all Canadians, the NCC wishes to develop a Capital linear park plan for the federal lands along the Sir George-Étienne Cartier Parkway. This initiative is in line with similar plans such as the *Ottawa River North Shore Parklands Plan* and the *Ottawa River South Shore Riverfront Park Plan*, both approved by the NCC Board in 2018. Several projects proposed in those plans are now being implemented or have been completed (i.e., Champlain East redevelopment and the Westboro Beach redevelopment).

1.3 NCC Planning Framework

The Capital planning framework creates a hierarchy and structure for the NCC’s land use plans. *The Plan for Canada’s Capital, 2017–2067*, is the NCC’s premier planning document. It outlines the future of federal lands in the National Capital Region between Canada’s sesquicentennial in 2017, and its bicentennial in 2067. Under the overarching *Plan for Canada’s Capital, 2017–2067*, the value of keeping natural green features and waterways for posterity is emphasized. One of its goals is to improve river access and develop riverfront parklands. The *Capital Urban Lands Plan* provides more land use and policy details that guide this plan. The *Greenbelt Master Plan* provides guidance for land use, programming and developing a landscape character for the Greenbelt. The Sir George-Étienne Cartier Park Plan builds on these two plans from a policy perspective. Further, the park concept proposes 11 activity nodes with different features and focuses. Several other NCC plans and policies have also informed this plan: the *Sustainable Development Strategy*, the *Parkways Planning and Design Guidelines* (in development) the *Capital Pathway Strategic Plan* (2020), *Canada’s Capital Commemoration Strategic Plan* (NCC, 2006), the *Ottawa River Integrated Plan* (2003 and 2009), the *Forest Strategy 2021 – 2026*, the *Real Property Optimization Strategy* (2019) and the *Ottawa River Shoreline Initiatives* (2013). In its efforts to meet its mandate to plan and manage federal lands on behalf of all Canadians, the NCC works to develop Capital plans for its lands along the Ottawa River

corridor, such as the completed *Ottawa River North Shore Parklands Plan* and the *Ottawa River South Shore Riverfront Park Plan*.



1.4 Planning Process and Public Engagement

The Sir George-Étienne Cartier Park Plan was developed over five main phases:

1



Phase one (Spring 2021): Existing Conditions, Studies and Surveys

Research, studies, and analyses provided a thorough description of the park's existing physical conditions, including the following:

- an inventory and knowledge of its existing conditions, e.g. vegetation study, cultural landscapes study, transportation study
- its relation to adjacent neighbourhoods, and
- the constraints and opportunities for improving shoreline access.

From this information, a series of maps were consolidated to better understand the issues and opportunities associated with the park. While the analysis examined the conditions of the corridor, extensive research of other riverfront parks in Canada and around the world were examined by the Queen's University School of Urban and Regional Planning project as case studies to seek inspiration and lessons learned to build the proposed park and to re-envision the parkway as a linear park.

2



Phase two (Fall 2021): Vision, Themes and Planning Principles

A vision of the park was developed in consultation with the Algonquin Nation, the City of Ottawa, stakeholders, the Public Advisory Committee and the general public. The park concept embraces the vision, four themes and 12 principles that provide a schema of the desired functions and qualities of the park in the future.

3



**Phase three
(Winter 2023):
Concept and Goals**

The draft concept plan was developed based on the four themes defined for the park. This concept plan divides the park into three sections, each with its own unique characteristics and features. Additionally, each section includes different design nodes.

4



**Phase four (Fall 2023):
Strategies, Policies and
Sector Plans**

The purpose of the strategies and guidelines is to execute the conceptual design presented for the park over time, with measurable objectives that respect the corridor’s ecological integrity and reimagine the potential of the Capital corridor. The design elements, landscape features and built form outlined in the conceptual design should also aim to be designed, sited and implemented to project the essence of a Capital parkway and its identity.

5



**Phase five
(Fall 2024):
Final Plan**

The final plan was developed integrating the feedback received from the earlier phases. The plan proposes geographical concepts and park-wide policies that will help to guide future proposals and strategies for the park over the coming decades.



2

Location and Description

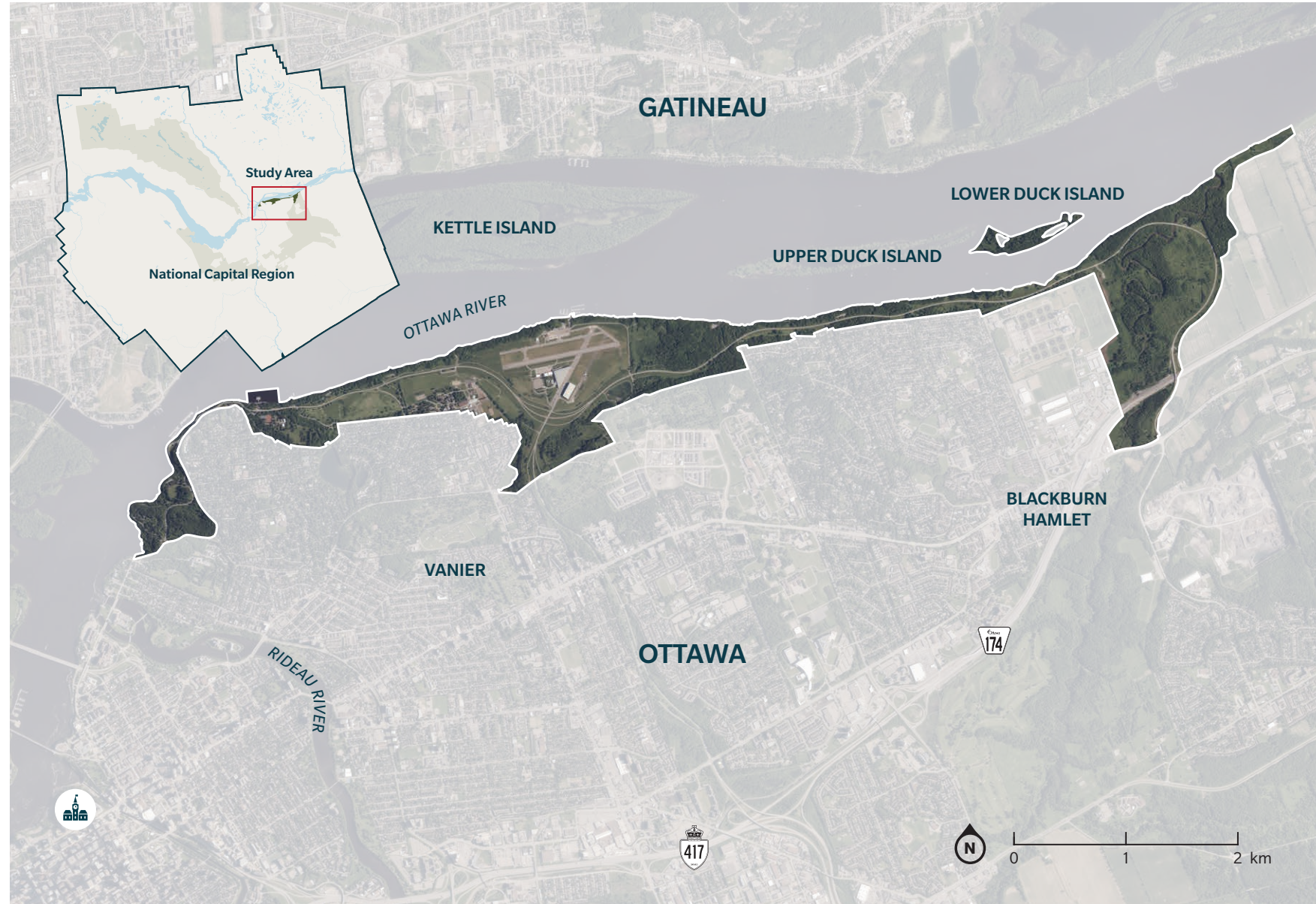
The study area for this report is the Sir George-Étienne Cartier Parkway corridor. Owned and operated by the NCC, the parkway is located along the southeastern edge of the Ottawa River. The parkway corridor is a 13-kilometre stretch of scenic green space, comprising approximately 587 hectares of public lands. It accommodates a two-lane roadway, multi-use pathways along the riverfront, lookout points and environmentally significant areas.



The northern edge of the corridor is bounded by the Ottawa River, providing a continuous waterfront to the study area. The southern edge is bounded by private properties and the National Research Council, the Canadian government's primary research and technology facility. The parkway is adjacent to many neighbourhoods, from Rockcliffe Park to Orléans, with links from these communities to the site.

The parkway provides access to greenspace and attractions and serves as an important corridor between central and eastern Ottawa, transitioning across urban and rural lands. The corridor connects Confederation Boulevard and the downtown core to the west, and Orléans at the eastern edge. While there are urban communities surrounding the corridor, the parkway is not intended as a commuter roadway, but rather as a scenic Capital Arrival, offering natural, dynamic views at a relaxed pace. The western gateway of the corridor is marked by a roundabout connecting the Rockcliffe Driveway and Princess Avenue. The parkway travels north of the Royal Canadian Mounted Police stables and past the Canada Aviation and Space Museum, among other destinations. The parkway's easternmost segment crosses Green's Creek, a tributary of the Ottawa River located within the Greenbelt.

The parkway delivers a park-like experience to residents and visitors through ample scenic opportunities which reveal themselves while travelling along the winding route. It is a place of historical and cultural significance, where features should display Ottawa as the green capital and enhance Canadian imagery and identity.





2.1 A Short History

The lands included in this park are on Anishinabe Algonquin traditional territory. The area's first occupants, the Algonquin Anishinabeg, have been here since time immemorial. Their input is integral to the NCC's planning process as they are key collaborators for the future of this region. For thousands of years, the Kichi Zibi, or Ottawa River, has provided a home and a trade route, and has been a major ecological system in the heart of the National Capital Region. They were followed a few hundred years ago by European explorers and settlers who sought out its many resources including furs, timber, and land.

The City of Ottawa was chosen as Canada's capital by recommendation of Queen Victoria in 1857 in part because of the area's physical beauty. This beauty was recognized by Prime Minister Sir Wilfrid Laurier, and in 1899, the Ottawa Improvement Commission (OIC) was formed, tasked with improving and enhancing the Capital.

The OIC immediately began making improvements to the Capital and in 1903, hired renowned landscape architect Frederick Todd to guide these efforts. Todd's report, although not adopted, included ideas that became the foundations of subsequent federal plans. The best known of these is Jacques Gréber's General Report on the Plan for the National Capital (1950).

Like Todd's report, Gréber's proposed a National Capital Region that contained many open space areas. These open space ideas were adopted by the NCC and continue to be a key planning element within the Commission's many land use plans.

Transporting the public to the park began in earnest just over one hundred years ago, with parts of the former Rockcliffe Parkway used as a tramway and streetcar route that brought Ottawans to the river and to Rockcliffe Park. The extent of the parkway and its transportation and recreational uses expanded through the latter half of the twentieth century when trams and streetcars were replaced by personal vehicles and active mobility devices and with greater opportunities for the public to access the river being offered.

Since 1970, the NCC has promoted active use on and along the parkway. Because of the recent COVID-19 Pandemic, the NCC explored many ideas to get people out to its open spaces to experience fresh air and to benefit from exercise and social interactions. The NCC developed a pilot study that closed the parkway to vehicle traffic on weekends – an expansion from the Sunday Bikedays program. It was a hugely successful initiative that has inspired the NCC to look for other ways to promote active mobility and outdoor recreational opportunities on its land. The policies and strategies proposed by this plan are key to its continued success.





2.2 The Evolution of the Park

The evolution of the park centers around three main features:



Transportation



Landscape architecture



Recreation

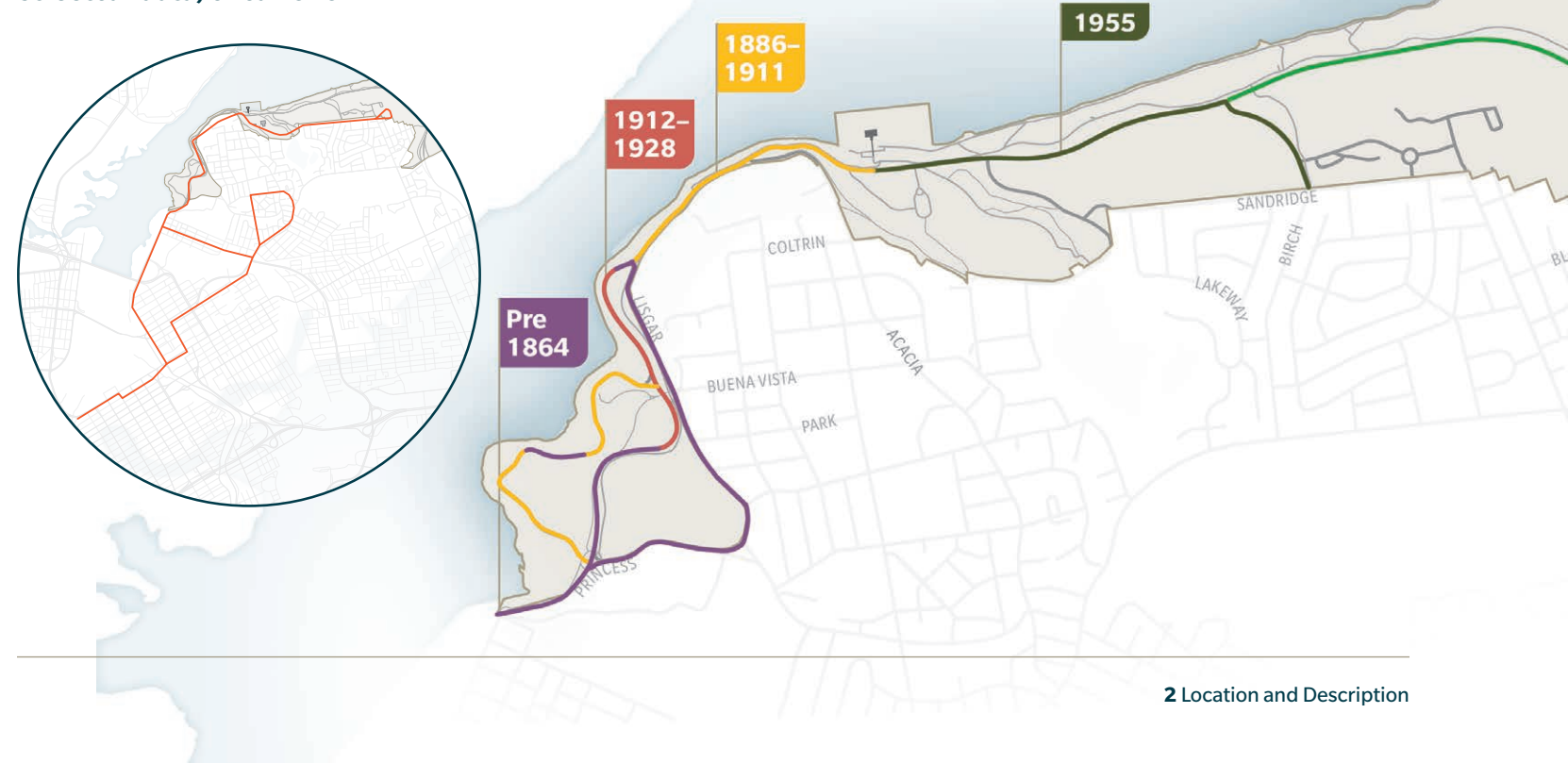


2.2.1 A Park Shaped by Transportation

The park's development has been significantly influenced by the evolution of transportation and the parkway concept. It reflects historical activities, including Indigenous travel networks and European settlement. The concept of using the park for recreation began in the 1870s, with hiking and picnicking emerging as popular activities. Frederick Todd's 1903 report laid the groundwork for today's parkways and greenspace in the Capital. The Gréber report proposed an eastern parkway, leading to the gradual expansion of the parkway system, with the first expansion in 1955.

Throughout the 1960s and beyond, land acquisitions along the Ottawa River facilitated further expansions. The Eastern Driveway's construction began in 1974, aiming to offer a scenic approach to the Capital Region, complemented by recreational amenities. This driveway was progressively completed from 1979 to 1988, eventually being named the Sir George-Étienne Cartier Parkway in 2014.

Streetcar data, circa 1929







For over 50 years, the parkway has supported active transportation, notably through the Sunday Bikedays program initiated in 1970. This program, expanded and adapted over the years, reflects the parkway's role in promoting car-free, active transportation. The COVID-19 pandemic in 2020 prompted the introduction of a pilot project for active use of the parkways, highlighting the NCC's commitment to providing safe, environmentally friendly opportunities for physical activity.

The transformation and accessibility of the park by various transportation modes has evolved over time. The conversion of former railway and streetcar tracks into parkways shaped its accessibility and development, leaving historical markers such as streetcar shelters. This change showcases the intertwined relationship between the development of transportation infrastructure, the park's recreational use and its historical significance, culminating in a space that provides greater opportunities for active mobility than when the parkways were initially conceived.



Water Transportation

The Ottawa River has been a significant factor in shaping the park. For millennia, it has served as a vital transportation route connecting the St. Lawrence River and the western interior of the continent. Its connection with the Gatineau and Rideau rivers created a natural gathering area for Indigenous peoples. Water transportation was also vital to the Ottawa area's rich wood trade, which relied on floating timber down watercourses to eventual markets. Within the park, Green's Creek was used for this purpose in the 19th century. Water transportation took on a recreational dimension in the later 19th century, with numerous canoe clubs established in the Ottawa area. Several of these were located in the study area, and in 1914 they merged into the Ottawa New Edinburgh Canoe Club, later the Ottawa New Edinburgh Club (ONEC). The completion of the ONEC boathouse (now NCC River House) in 1925 marked an important moment for recreational boating in the study area. Recreational boating in the park remains popular and has expanded from canoeing to include sailing, kayaking and motor boating. This is evidenced in the establishment of the Rockcliffe Yacht Club in 1984 and the creation of the Blair Road Boat Launch in 1987.



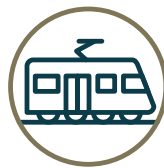
Air Transportation

The history of air transportation is centred today on the Canada Aviation and Space Museum. In 1918, the RAF used the area as a landing ground when conducting their inaugural mail flights. In 1920, the area was designated as one of six aerodromes in Canada. Given the aerodrome's direct water access, it functioned as a combined landplane and seaplane base. The aerodrome specialised in the use of aerial photography to conduct surveys, particularly in northern Canada. In 1924, the RCAF was established, and the aerodrome became a military base. It functioned as a base into the 1990s. Recreational flying and training at the site dates to the early 1960s and continues today.



Land Transportation

Elements of the Parkway were first established in the late 19th Century through a network of driveways. Private vehicles and public land transportation began at this time. The public system within the park progressed from horse-drawn trams to electric streetcars, followed by a transition to buses and the adjacent development of the O-Train system.



Trams and Street Cars

The early development of land transportation in the area began with the introduction of horse-drawn trams in the late 19th century. In 1866, T.C. Keefer obtained permission to operate his Ottawa City Passenger Railway, which provided the only public transit option at the time. These trams, powered by horses, connected the study area to Ottawa's broader networks and were accessible to pedestrians and horse riders. In 1891, Warren Soper introduced electric streetcars, offering competition to Keefer's service. Eventually, Soper acquired the OCPR and extended electric streetcar service to Rockcliffe Park, serving the park and the surrounding neighbourhood.



Buses

The transition from streetcars to buses in Rockcliffe Park occurred in the mid-20th century. In 1948, the Ottawa Electric Railway Company, which had been operating the streetcar service, was taken over by the City of Ottawa and became the Ottawa Transportation Commission (OTC). The OTC briefly introduced bus service to replace some streetcar routes in Rockcliffe Park, but due to low ridership, the bus service was limited. Currently, there are no buses directly serving Rockcliffe Park, with only a few peripheral routes passing by the parkway, such as route 6 at the intersection of Springfield Road and Maple Lane. The closest bus route to the Sir George-Étienne Cartier Parkway is route 25A, which operates seasonally to provide service to the Canada Aviation and Space Museum.



O-Train

The expansion of Ottawa's O-Train system in 2019 marked a significant change in mass transit for the city. While the network does not intersect the study area directly, there are several O-Train stations located approximately 4 kilometres south of the parkway, including St. Laurent, Cyrville, Montreal and Blair. The presence of the system offers residents of the study area and its surroundings alternative transportation options for their daily commute. It also offers opportunities to access the park for visitors who live beyond the immediate area.



2.2.2 A Park Shaped by Landscape Architecture

The park's natural landscape has been deeply influenced by the picturesque aesthetic, a landscaping approach that was popular in England and in Great Britain's colonies during the late 18th and early 19th centuries. This type of design focused on the pictorial values of a landscape. Its goal was to create a landscape scene that was not exact in proportion and order, but had variety, asymmetry, and irregularity. The picturesque landscape integrated natural elements such as topography, water bodies, and vegetation that were considered together to create desired scenes and to enhance the visitor's experience.

In the early 20th century, Frederick Todd acknowledged Ottawa's picturesque characteristics as defining features of its capital identity. He noted Rockcliffe Park in a confidential report and proposed only minimal intervention to preserve and enhance its attractiveness. He also recommended using the park's topography in road design, designing targeted view openings, and he discouraged a detailed, formal landscaping approach, preferring in this environment, the natural landscape.

Informally, the OIC played a significant role in supporting and continuing the picturesque tradition within the park. Measures taken included expanding Rockcliffe Park, establishing formal lookouts and constructing the Rockcliffe Pavilion and Rockcliffe Lookout structures. These architectural elements were cleverly designed to seamlessly blend in with the landscape.





2.2.3 A Park Shaped by Recreation

The development of the park around its rich history of recreation reflects the changing trends and societal shifts in leisure activities. The park has evolved to accommodate various forms of recreation throughout different periods, ensuring its appeal to residents and visitors alike.

Recreational activities began in this area in the mid-19th Century on the MacKay Estate lands. The Rideau Hall grounds were a hub for various activities such as skating, curling, tobogganing, and cricket. The natural features of Rockcliffe Park attracted informal recreational activities like hiking and picnicking. As the popularity of winter sports grew, the hilly terrain of Rockcliffe Park became a preferred destination for snowshoeing and skiing.

Near the end of that century, land was privately purchased and developed specifically for the purposes of social and recreational activities. The extension of the OER line into the property made it accessible to a larger population making it a very popular destination. By the end of the 1800s Rockcliffe Park was attracting thousands of visitors on weekends.

In 1904, the OIC assumed management of Rockcliffe Park, transforming it into a "giant pleasure ground" for summer and winter sports. The commission focused on infrastructure improvements to support passive recreational activities such as picnicking, walking and hiking. The park area expanded in 1905 with the addition of a National Park featuring extensive walking paths, bridle paths and a clay speedway.

Skiing and tobogganing became popular activities in Rockcliffe Park during this period. The Ottawa Ski Club was founded in 1910, and they built a formal ski-jumping facility. The Ottawa New Edinburgh Club (ONEC) played an active role in the formalization of the area as a recreational hub, and its clubhouse became a central location for various sports and social activities.

By the late 1940s, the Federal District Commission recognized the importance of active recreation within the park system. The approach to recreational activities shifted, and the NCC continued this focus. Initiatives such as the development of scenic bikeways and multi-use pathways along the Ottawa River were implemented. In the 1970's the Commission began planning for a system of recreational pathways. The NCC's *Capital Pathways Strategic Plan (2020)*, continues with these planning efforts and establishes directions for the extensive network of off-road, multi-use pathways in the Capital Region.

Today, the park offers a wide variety of leisure activities throughout, particularly around the Ottawa River. Various boat launches and other water access points provide opportunities for water activities, and the Rockcliffe Yacht Club and ONEC serve as social and sports centers. The privately owned and operated Rockcliffe Boathouse Restaurant and Marina also caters to boaters and visitors looking to enjoy the Ottawa River. Temporary recreational uses of the parkway include the temporary closure of the parkway to motor vehicles on weekends. Additionally, the parkway is closed annually for the Ottawa Marathon, a major event attracting thousands of visitors to the area.





2.4 The Park Today

The following elements informed the development of this plan:

Strengths

- Public ownership of the waterfront.
- Spectacular views of the Ottawa River.
- Scenic landscapes.
- Existing all-season waterfront and recreational activities.
- Rich heritage and culture and archeological potential.
- Robust natural heritage system.

Opportunities

- Algonquin Anishinabeg interest in discussions regarding the park's environmental and cultural aspects and archaeological resources.
- Opportunities to integrate many existing destinations (historically and nationally significant sites) located near/ along the Parkway.
- Improve active transportation connectivity and safety along the parkway corridor.
- Showcase Ottawa as a waterfront capital.
- Many locations to commemorate the diverse history and heritage of the study area.

Issues and Challenges

- Heavy use as a commuter road.
- Lack of transit access to the parkway corridor.
- A rise in urbanization near and beyond the parkway, increasing congestion and use of parkway.
- Need for better community access and additional safe crossings.
- Find a balance between creating recreation opportunities, preserving natural heritage, and mitigating environmental impacts.
- Climate change causing more frequent flooding of the Lower Pathway and erosion of the landscape/shoreline.
- Shoreline erosion impacting not only the aquatic ecosystem but threatening the area's archaeological resources.
- Limited direct access to the water.
- Limited universal accessibility.
- Limited view of the water along much of the pathways and parkway.
- Lack of amenities such as toilets and drinking fountains.
- Lack of activity nodes.
- Discontinuous bike lanes along the parkway.
- Lack of or inadequate wayfinding along the corridor.
- Topographical constraints due to natural landscape.
- Increased conflict between various users on multi-use pathways.
- No winter maintenance of trails.
- Limited utility and servicing connections.





2.5 The Parkway Today

Today's Sir George-Étienne Cartier Parkway is a combination of two former parkways.

In 1910, the original Rockcliffe Parkway was opened between Rideau Hall and what is now the Rockcliffe Lookout. This was followed by the opening of the Eastern Parkway, which eventually spanned to St-Joseph Boulevard.

In 1988, the entire stretch, from Rideau Hall to St-Joseph Boulevard, became known as the Rockcliffe Parkway, a name it kept until 2014, at which point it was renamed the Sir George-Étienne Cartier Parkway.

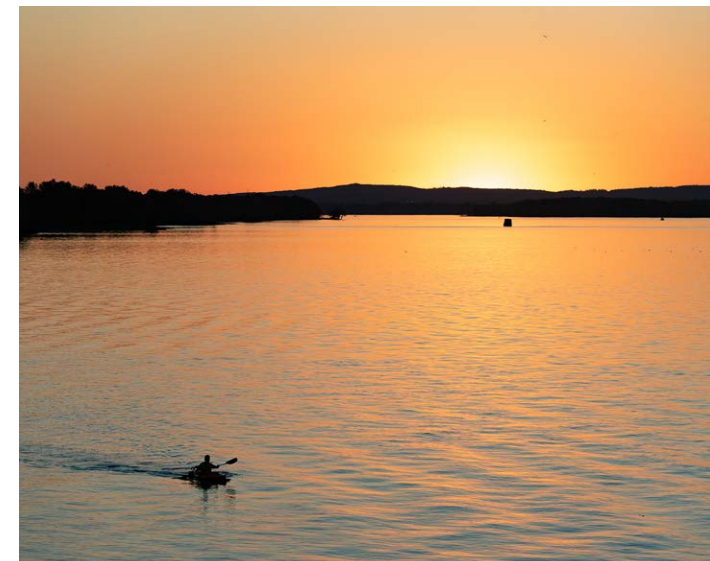
The 1984 Policy for Parkways and Driveways outlines the purpose and philosophy behind the creation of this network of parkways. Drawing inspiration from both Todd's and Gréber's plans, the existing 90-kilometre network of parkways continues to link important landmarks in the National Capital Region with scenic landscapes and views along the way.

An important element to parkways like the Sir George-Étienne Cartier Parkway is that they are intended to serve as leisure oriented, scenic drives, and not as routes for heavy traffic. For residents of many neighbourhoods near the parkway, however, it is the most convenient means of commuting to the downtown core. The NCC's parkways are experiencing change once more, as demands increase for a variety of transportation uses for the parkways.

The plan is also in line with the NCC's milestones in *The Plan for Canada's Capital 2017-2067*. One of the key policy directions set out in Chapter 4 of the plan, *Waterways and Shorelines*, is as follows:

Today's parkway corridors will be transformed to establish linear green spaces serving a dense urban core as places for people in riverfront parks. These spaces will showcase the Capital's natural scenic, cultural and recreational qualities through better access, as well as greater active mobility and enjoyment of the waterways (p. 53).

Planning for this linear park will help fulfil one important piece of the 50-year plan.



3

Vision

The NCC is reimagining the future of its parkway riverfront lands to create a vibrant public realm that will reconnect the city – and people – to the riverfront. This vision recognizes the significant intrinsic cultural, economic and natural characteristics of the scenic Sir George-Étienne Parkway corridor and the Ottawa River.



Vision

A distinctive and sustainable riverfront park that celebrates the environment, heritage and culture, supports inclusive and safe access to the Ottawa River, and provides year-round recreational opportunities.

The plan has four themes:



Environment: promote and protect a healthy natural environment.



Access and connectivity: foster safe and continuous access to the park and the river.



Culture and Heritage: celebrate the heritage, culture, and diversity of the riverfront corridor.



Experiences: create and promote diverse and engaging park experiences that balance conservation and recreation.

3.1 Planning principles

The planning principles articulate the basis for the development and management of this park and the corporate values and commitments that support this plan. They place an emphasis on contributing to the identity and enhancement of the National Capital Region by providing a natural setting, valued ecological and cultural resources for diverse uses, activities and experiences for all Canadians. These principles are as follows:

- Maintain ecosystem services
- Resilience and adaptability
- Canvas for cultural and heritage stories
- Safety and security
- Design excellence
- Universal access for park design
- Equitable and inclusive
- Sustainability
- Climate change resiliency
- Recreation balanced with conservation
- Partnerships and investment
- Remains part of the public realm

4

Themes, Goals and Objectives

The long-term concept for this park builds on the vision and its four themes, defines the scope of facilities and amenities, and provides the framework for how the NCC and its stakeholders can proceed to implement this plan. It also reflects public and stakeholder input.





The concept for the park is as follows:

- Provide a compelling recreational and leisure resource for the National Capital Region, with varied features, that incorporates a balance between quiet and animated spaces.
- Connect people with the river, enhance public access, and link park facilities and amenities to each other via safe walking and cycling paths, in addition to the parkway.
- Balance a range of environmental, cultural, recreational, and access and mobility functions through context-sensitive design.
- Protect a diversity of terrestrial and aquatic habitats, including an ecologically significant conservation area.
- Cater to seasonal recreational opportunities.
- Provide spaces that can help increase public awareness and knowledge about the Ottawa River.



Themes



Environment



Promote and protect a healthy natural environment

- 1 Protect, enhance, restore and create natural habitats and their ecological functions.
- 2 Protect species at risk
- 3 Protect and promote a healthy park through climate change initiatives.
- 4 Protect, enhance and restore the park in an environmentally sustainable and resilient manner.
- 5 Maintain functional ecological corridors between the park and the Capital green space network.
- 6 Encourage sound, environmentally sensitive stewardship practices.
- 7 Increasing tree canopy cover
- 8 Maintaining and/or increasing ecosystem services



Access and Connectivity



Foster safe and continuous access to the park and the river.

- 1 Enhance universal access to key destinations.
- 2 Support equitable access to and enjoyment of the park.
- 3 Improve safe access and connectivity across the parkway for cyclists and pedestrians.
- 4 Support a variety of active mobility modes in all seasons.
- 5 Improve wayfinding and signage to better identify the park, inform and guide visitors.
- 6 Support connectivity to the wider Capital Pathway network.
- 7 Improve connections between the shoreline and communities, and among the park nodes.
- 8 Support segregated pathways where needed.
- 9 Encourage regional access to the park through the provision of appropriate levels of parking.



Culture and Heritage



Celebrate the heritage, culture and diversity of the riverfront corridor

- 1 Communicate the stories of the Algonquin Anishinabeg heritage and culture.
- 2 Recognize the park's national history.
- 3 Provide educational opportunities and interpretation by way of cultural facilities, public art and amenities.
- 4 Promote and celebrate diverse cultures.
- 5 Conserve, protect and manage archaeological resources.
- 6 Identify and conserve existing and potential cultural landscapes
- 7 Provide public space for cultural events and celebrations.
- 8 Enhance year-round activities and programs for all users



Experiences



Create and promote diverse and engaging park experiences that balance conservation and recreation

- 1 Provide flexible spaces for contemplation and well-being, as well as various outdoor programming and activities.
- 2 Offer park-related amenities, facilities and services at specific locations.
- 3 Inspire various experiences through unique features (public art, signage, park furniture, designs).
- 4 Create new gathering nodes and program areas to provide equitable use of the park.
- 5 Improve interaction with the Ottawa River.
- 6 Protect and enhance key views of the river and park destinations.

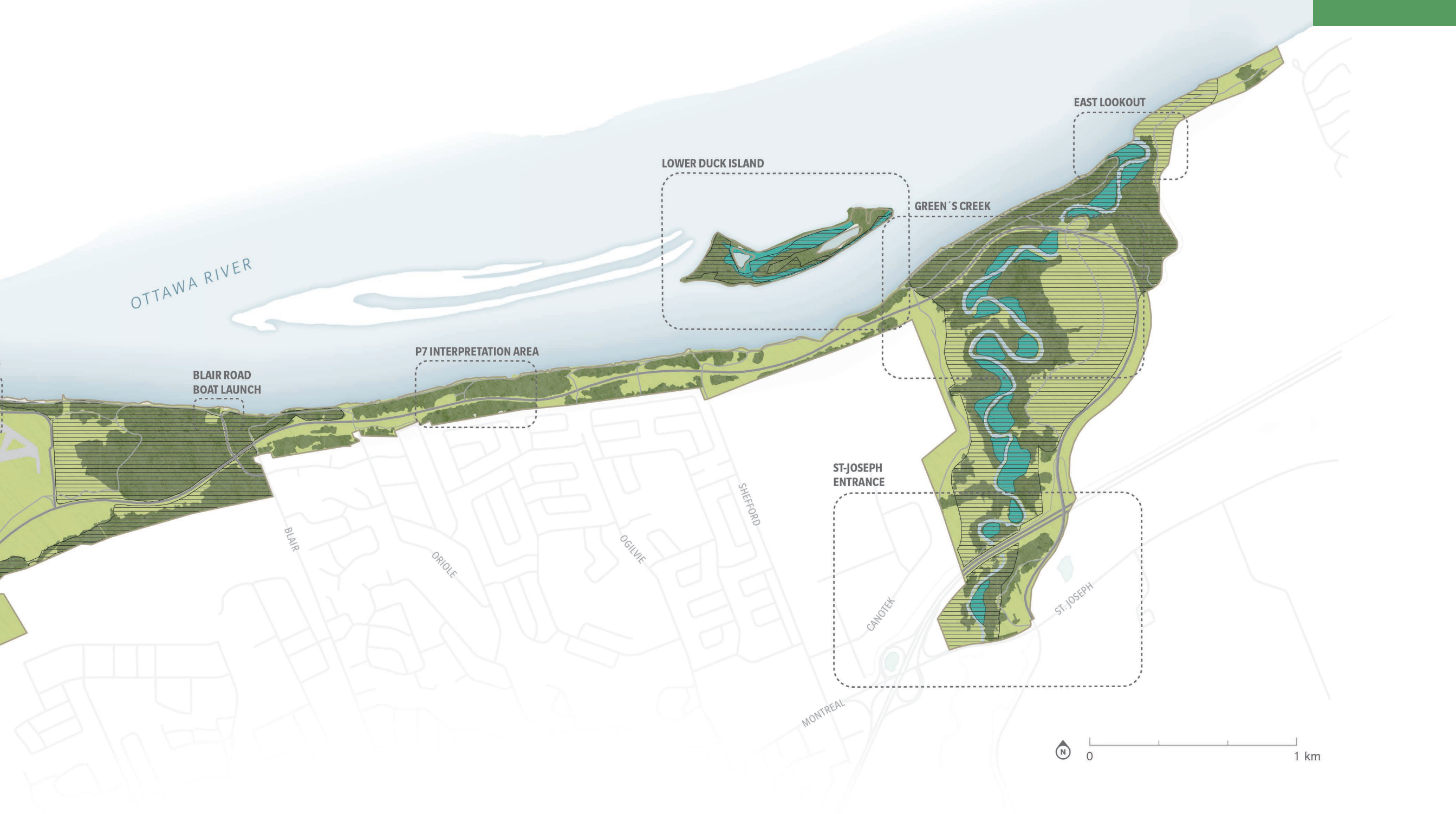


4.1 Environment

Plan for and support the natural environment, ecological functions, and climate resiliency.

- ⊘ SGEC Valued Ecosystem
- Wetland
- Woodland
- Meadow
- ⊞ Nodes





OTTAWA RIVER

BLAIR ROAD
BOAT LAUNCH

P7 INTERPRETATION AREA

LOWER DUCK ISLAND

GREEN'S CREEK

EAST LOOKOUT

ST-JOSEPH
ENTRANCE

BLAIR

ORIOLE

OGILVIE

SHEFORD

MONTREAL

CANOTEK

ST-JOSEPH



0

1 km

4.1.1 Significant Natural Habitat

There are several areas within the park where there are areas of significant natural habitat. Each is significant in its own way having features that should be protected/effectively maintained and each feature requires actions that will aid in this protection.



4.1.1

4.1.1.1 Green's Creek Corridor

These ecologically valuable lands shall continue to be protected and connected to the Ottawa River.

Considerations

- The area supports a variety of provincially and regionally rare species.
- Much of the corridor is considered a Life Science Area of Natural and Scientific Interest.
- Provides essential habitat to birds and other wildlife.
- Important corridor for transient species.
- There are many invasive species in this area.
- It is an aquatic habitat that must be protected.
- It has a complex and unusual geology resulting in diverse variety of vegetation species.
- Leda clay is prevalent in this area - soils prone to slumping and erosion.
- The soils are very wet in this area.
- Can experience low water levels affecting aquatic species and limiting suitable habitat.
- Pollution threatens the creek:
 - Hazardous waste containers (e.g. paint, oil)
 - Lumber and domestic projects (e.g. plastic bottles, bags, etc.)
 - Garbage
 - Floating debris
 - Commercial/industrial waste dumping

- Ensures connectivity between the Mer Bleue Bog and the Ottawa River. The creek collects water from a sub watershed that drains the western part of the Mer Bleue Bog and Mud Creek, and flows into the Ottawa River, making wildlife exchanges possible.

Policies

- 1 The NCC has planted 4000 trees in this location. Other tree planting sites should be considered in consultation with the proposed plan for Nodes C2, C3 and C4.
- 2 Implement the conceptual plan developed to expand the Greenbelt Pollinator Project, located at Node C2, with support from the University of Ottawa, the Canadian Wildlife Foundation and the World Wildlife Fund Canada.
- 3 Vegetative buffer should be a min. 30 m. wide along 75 m min. length of the creek and must be well-established to protect against erosion and to improve habitats for birds, fish, and other wildlife that feed and rear young near the water.

4.1.1.2 Lower Duck Island

Natural habitats and functions of the island shall be conserved and protected against excessive use and traffic.

Considerations

- Has a unique complex and unusual geology that is a result of post-glacial marine clay deposits from the Champlain Sea.

- The geology has resulted in a diverse variety of vegetative communities including mixed woodland, deciduous woodland, deciduous thicket swamp, wet meadows, and mature deciduous swamp.
- The diversity of the habitat types present in the area provides essential habitat for resident birds, amphibians, reptiles, fish, and other wildlife as well as an important migration corridor for transient species.
- Over 500 plant species have been identified in the region, including the locally rare Cattail Sedge (*Carex typhina*).

Policies

- 1 Maintain the ecological significance of Lower Duck Island.
- 2 Provide opportunities for education on the island's environmental significance.
- 3 Encourage ecological links and habitat corridors between the island and the south shore of the Ottawa River.

4.1.1.3 Air Base Woods

Protect the biodiversity and ecosystem health of this feature accommodating focussed opportunities for sustainable active mobility.

Considerations

- Lands contain very interesting species. This area is a natural asset and access to it should be limited.

Policies

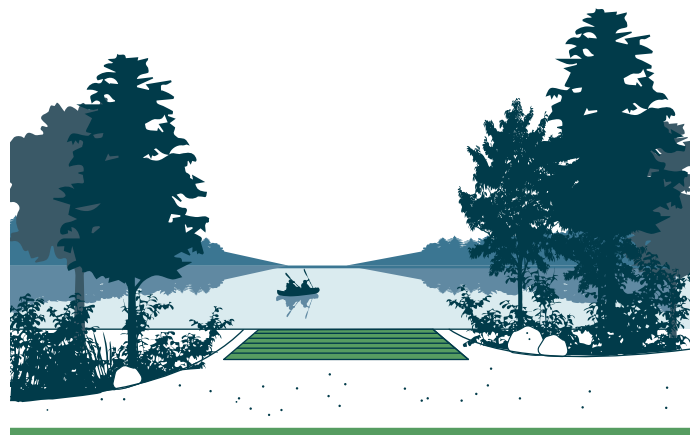
- 1 Re-evaluate the environmental significance of this area to see how the area could be best incorporated into the plan.
- 2 Monitor the population of species at risk and rare plant and animal species.
- 3 Establish official pathways through this area and remove unofficial pathways.

4.1.1.4 Blair Road Boat Launch

Balance the challenges of conserving the natural habitat and ecological functions of the site with the need to provide facilities for the site's demand.

Considerations

- There is a large demand on the site resulting in pressure for expansion.



4.1.1.4

- Given the environmental significance of the lands surrounding the boat launch, the area should be carefully redesigned to reasonably accommodate necessary facilities while minimizing negative impacts on the surrounding environment.

Policies

- 1 Improve design of the node to assist in the proper functioning and use of the site with minimal impact on the significant surrounding natural environment.

4.1.1.5 Pine Hill

Balance the challenges of conserving the natural habitat of the site's significant forest with the site's demand for walking trails and off-leash dog park.

Considerations

- There is a plant species at risk on site near the informal trails that needs protection from the site's use.
- Consider another off-leash dog area in/around Pine Hill, away from the species at risk.
- There are invasive and other problematic plant species on site that require proper management

Policies

- 1 Fence off the off-leash dog area of the site
- 2 All stakeholders will be consulted should the off-leash dog area be removed from Pine Hill
- 3 Remove invasive and other problematic species

4.1.2 Ecosystem Services

Protect, enhance and restore the ecosystem services provided by the natural areas within the park.

Considerations

- NCC green spaces provide essential ecosystem services that improve human well-being and provide benefits to wildlife – these include air quality control, water filtration, erosion control, climate regulation, carbon sequestration and wildlife habitat.

Policies

- 1 Include measures for the maintenance or enhancement of ecosystem services in project planning and design.

4.1.3 Tree Canopy Cover

Protect and plan for the maintenance of the tree canopy within the park.

Considerations

- The extensive tree canopy within the park’s green spaces provides essential ecosystem services and increases the climate resilience of the area. It provides shelter during extreme heat events and can reduce erosion during flooding events.

Policies

- 1 Include measures for the maintenance of the tree canopy in project planning and design, including measures for tree protection and compensation.
- 2 Implement tree planting projects in line with land-use designations.
- 3 Develop emergency response plans to restore tree canopy cover after extreme wind events.

4.1.4 Remarkable Trees

Protect and plan around trees that are outstanding because of their age, or size, or because of their historical or cultural value.

Considerations

- There are several remarkable trees in the park, particularly in and around the area of Rockcliffe Park.

Policies

- 1 Significant species like butternut should be protected.

4.1.5 Vegetation Management Plan

Prepare a vegetation management plan to maintain and enhance the tree canopy cover, reduce invasive species spread, and eradicate existing populations of invasive species in priority areas and create room for non-invasive species to grow and to support the park’s natural environment.

Considerations

There are many areas of invasive species throughout the park and a need to define priority areas.

Policies

- 1 Prepare an invasive species management prioritization plan for specific areas in the park.
- 2 Implement the NCC’s Forest Strategy in terms of its targets and performance indicators for tree canopy cover.



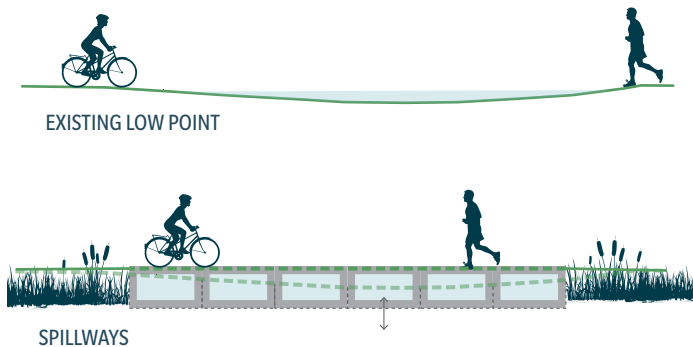
4.1.5

4.1.6 Flood Management

Reduce and mitigate flooding on parkland to manage the risks to the park’s ecosystems, property, infrastructure and services.

Considerations

- Increased incidence of flooding due to climate change.
- Threat to stormwater management and hydrology.
- Increased shoreline erosion.
- Inaccessibility to pathways during flooding events.



4.1.6

Policies

- 1 Select the 1:350-year flood event for planning and project implementation.
- 2 Work in partnership with the Rideau Valley Conservation Authority to undertake the flood plain management and analysis for all new projects within the park.
- 3 Make infrastructure more resilient to flooding:
 - Leave the lower pathway as a seasonal pathway.
 - Relocate or raise the pathways outside of the floodplain where feasible. Where not feasible, design the pathways to be flood tolerant.
 - Design and engineer infrastructure to withstand flood levels and currents.
 - Plan for climate events that could impact the pathways.

4.1.7 Climate resilient design

Apply a consistent approach when managing and using the park’s green spaces and built assets.

Considerations

- Commitment of NCC to achieve an environmentally sustainable and climate-resilient National Capital Region.
- Design and plan for park initiatives in innovative and flexible ways that adapt to the impacts of climate change, including:
 - Higher flood levels
 - More frequent and more intense storm events
 - Increased temperatures

- Changes in the composition and distribution of vegetation

Policies

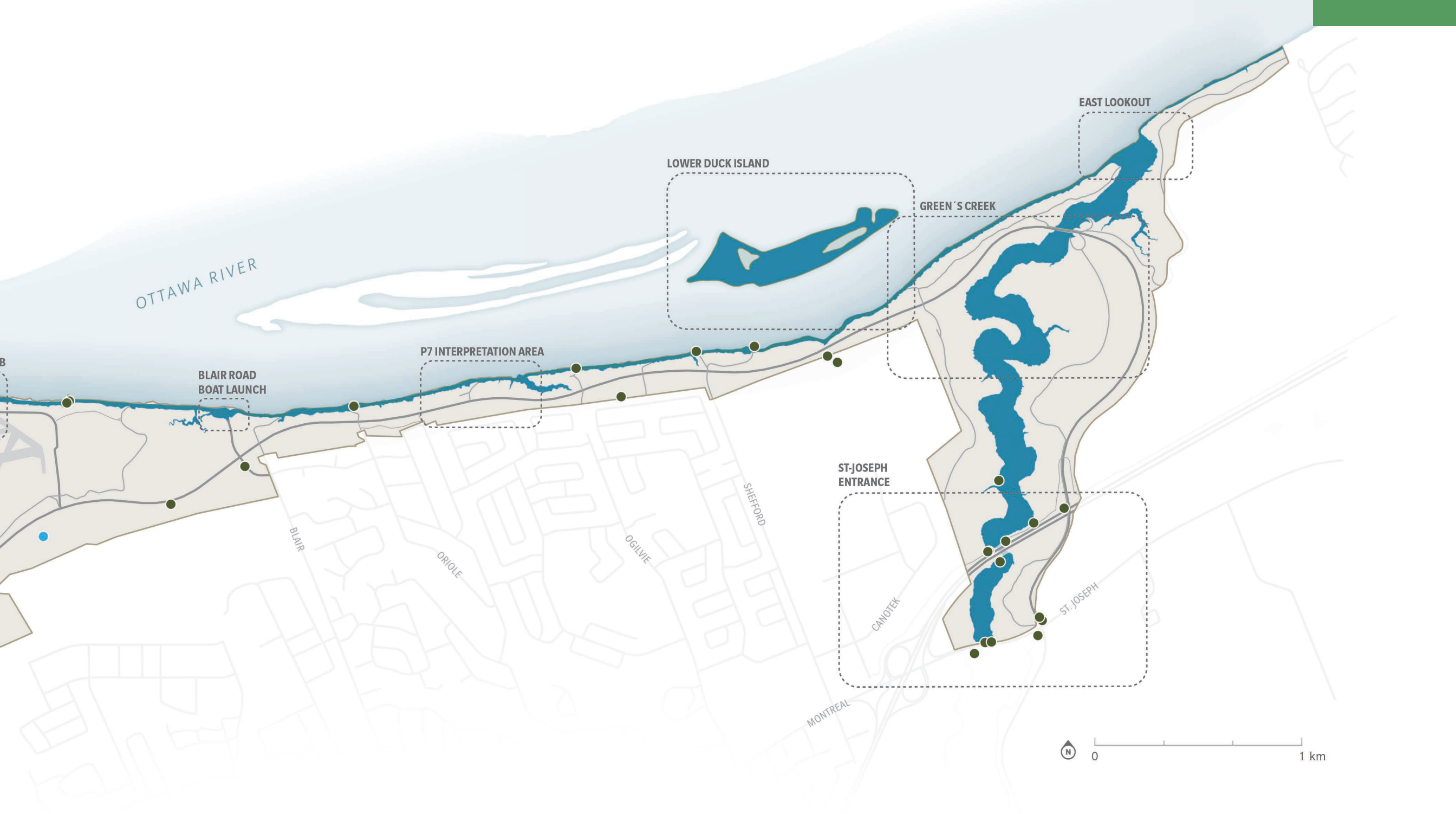
- 1 Protect and promote a healthy park through climate change initiatives such as protecting/creating carbon sinks, designing new projects to increase climate resilience.
- 2 Improve opportunities for year-round active mobility including:
 - improved pathway connections,
 - removing/rerouting pathways out of the floodplain,
 - design pathways to be more climate resilient.
 - supporting the development of cross-country ski and snowshoe trails,
 - providing year-round maintenance.
- 3 Improve access to green spaces within the park to improve access to nature, recreation and cultural sites.
- 4 Develop sites in ways that plan for risk in terms of severe climatic events and changing conditions.
- 5 Encourage the use of green infrastructure to manage the park’s natural processes.
- 6 Encourage the creation of additional pollinator sites, meadow habitats and wooded areas.
- 7 Focus the more intensive public use of the park at nodes with water access and at specific water access points.



Hydrology

- Flood Plain — 100 Years Levels
- Stormwater Outlet
- Stormwater Facility
- Nodes



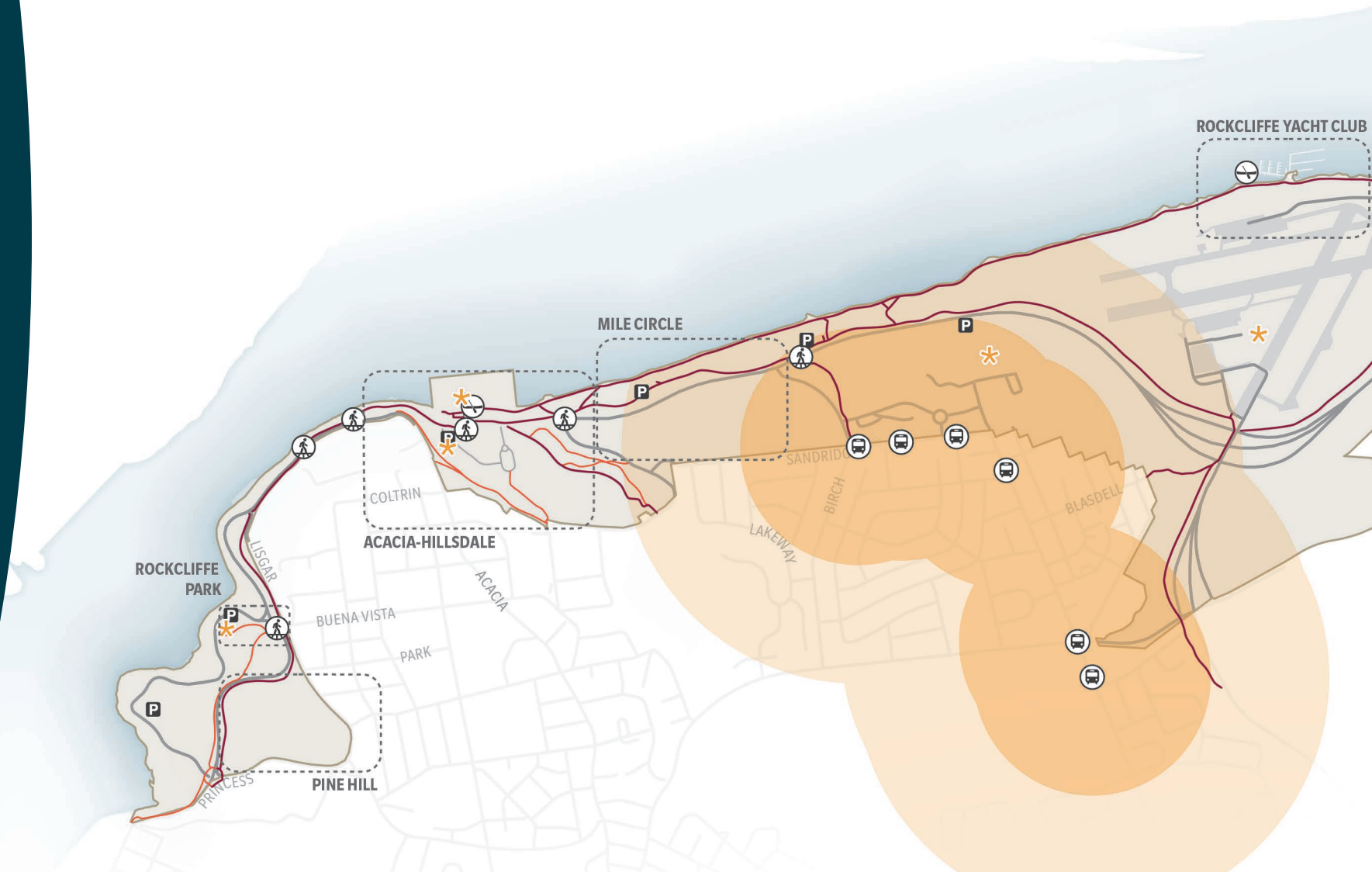


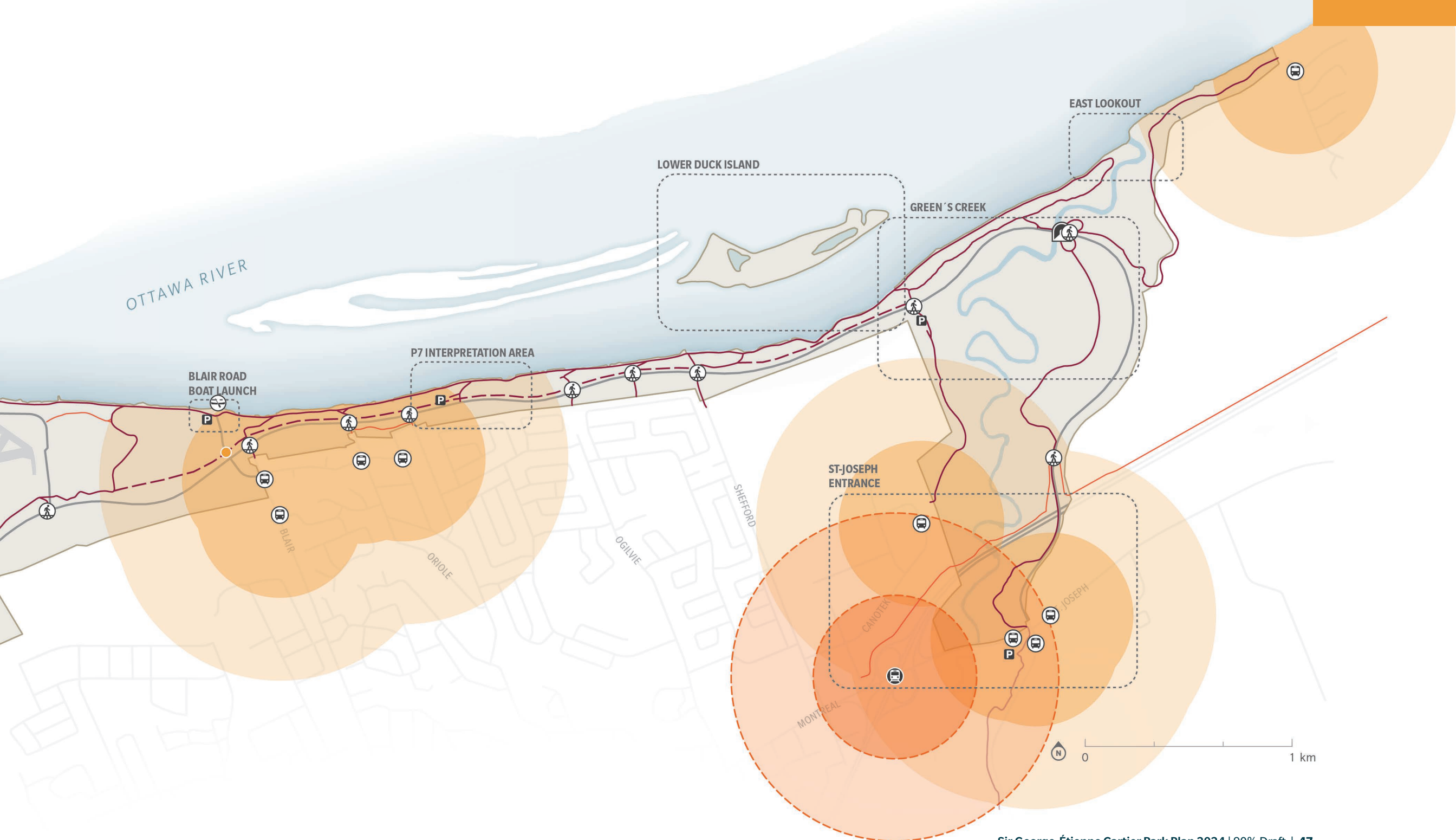


4.2 Access and Connectivity

Foster safe and continuous access to and within the park, including the river, ensuring equitable access through a variety of mobility modes.

- ★ Attractions
- Multi-use Pathway — Existing
- - Multi-use Pathway — Proposed
- Secondary Pathway
- 🚶 Signalized Pedestrian Crossing — Potential
- Active Transportation Bridge — Proposed
- 🚌 Bus Stops
- 400 m (5 min walk) from Bus Stop
- 800 m (10 min walk) from Bus Stop
- 🚊 Montreal O-Train Station (in service 2025)
- 400 m (5 min walk) from Montreal O-Train Station
- 800 m (10 min walk) from Montreal O-Train Station
- 🚶 Underpass
- 🚶 Water Access
- P Parking
- ⬜ Nodes





OTTAWA RIVER

LOWER DUCK ISLAND

EAST LOOKOUT

GREEN'S CREEK

P7 INTERPRETATION AREA

BLAIR ROAD
BOAT LAUNCH

ST-JOSEPH
ENTRANCE

BLAIR

ORIOLE

OGILVIE

SHEPPARD

MONTREAL

CANOTEK

JOSEPH



0

1 km

4.2.1 Parkway

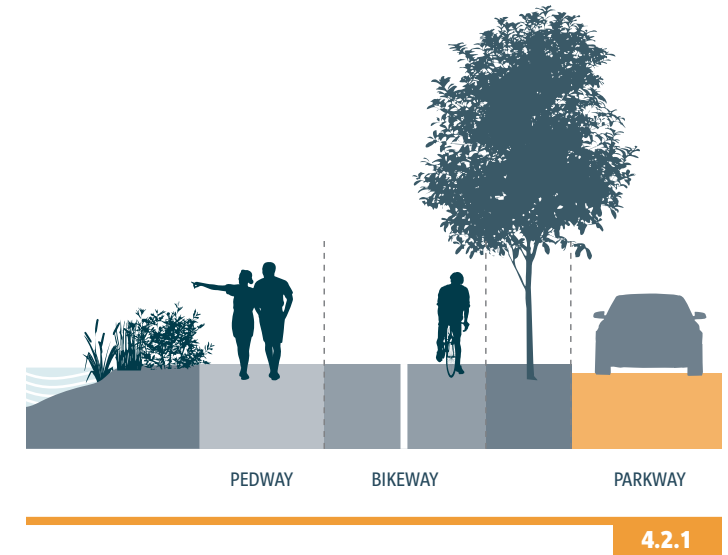
The Parkway will support sustainable modes of transportation, allowing for equitable and safe access to and within the park, as well as the riverfront, while maintaining its distinctive character.

Considerations

- Use of the parkway as a commuter route.
- Vehicle traffic operating at excessive speeds; this is more prevalent along the parkway east of Aviation Parkway.
- High vehicle speeds create uncomfortable and less safe conditions for on-road cycling.
- Pedestrian environment is inhospitable at large intersections such as the parkway and St-Joseph Boulevard.
- Lack of sustainable transportation, i.e. public transit.
- Lack of equitable transit access to the park and its amenities.
- The parkway as a barrier to people accessing the waterfront greenspaces, pathway network and built features.
- The parkway's location close to the river's edge reduces the amount of publicly accessible natural space adjacent the Ottawa River. Vegetation adjacent to the shoreline has become overgrown.

Policies

- 1 Shift the role of the parkway from a vehicular commuter route to a riverfront park access route.
- 2 Maintain, and enhance where possible, the discovery experience of traveling along the parkway, for all modes, through unique entry points, dynamic river views, sightlines to iconic landmarks and varying landscapes.
- 3 Enhance visitor experiences through mitigating the barrier-effect of the parkway.
- 4 Increase active user comfort and safety at key pedestrian parkway crossings and activity nodes, through implementing traffic calming measures or modifying the parkway alignment.
- 5 Enhance the comfort and safety of all on-road pedestrian and cycling facilities, as an interim measure to implementing separated active use facilities.
- 6 Develop larger public waterfront spaces and increase programmable areas through exploring alternative parkway design and alignments, including new curvilinear designs.
- 7 Ensure any parkway modification, including a realignment adheres to the design guidance in the newly updated Parkway Planning and Design Guidelines.
- 8 Explore new ways to increase equitable, sustainable access to the park, such as the development of a shuttle or transit service, in collaboration with other agencies.



- 9 Create a Capital Pathway experience between the Rideau Canal Ottawa Locks 1-8 and Rockcliffe Park to complete the Rideau-to-Rideau active transportation experience.
- 10 Enhance active use programming through exploring the closure of a segment of the parkway for active users along with supportive shuttle or transit services.
- 11 Develop partnerships with local organizations to maintain the winter pathway network (e.g. grooming for cross-country trails, marking of snowshoe trails).
- 12 Establish a posted speed limit of 50km/h and implement roadway design modifications as recommended in the Parkways Planning and Design Guidelines to support achieving the posted speed.

4.2.2 Pathways

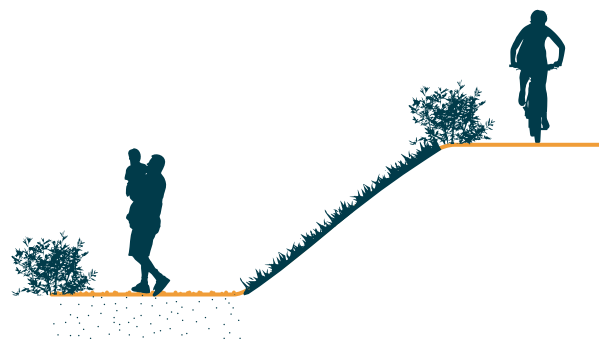
Pathways throughout the park will be safe, universally accessible, connected, provide opportunity for all-season use, and maintain the discovery experience for all active users.

Considerations

- Multi-use pathways are prone to conflict between user types and abilities.
- Pathway segments are prone to seasonal flooding.
- Pathway segment between Acacia Avenue and the Rockcliffe Park Lookout change from north to south side, and segments are narrow.
- Discontinuity of the upper pathway from P27 in the east to Marina Road in the west, means some cyclists use the parkway to continue their trip.
- Ramp access from the parking lot to the Rockcliffe Yacht Club is not accessible (more than 5% slope).
- Lack of seating along the park's pathways.
- Lack of designated pedestrian crossing points across the parkway.
- Lack of safe and comfortable connectivity:
 - between the north-side pathway and communities south of the parkway
 - along the Ottawa River Pathway across Green's Creek
 - across St-Joseph Boulevard

Policies

- 1 Identify opportunities to create climate resiliency within the pathway network.
- 2 Ensure all facilities for both pedestrians and cyclists meet the minimum design standards as per the Capital Pathway Strategic Plan.
- 3 Ensure the long-term existence of the Capital Pathway as a 'Discovery route' through maintaining high standards for landscape design, preserving key, dynamic views, and maintaining a connection to the heritage and cultural elements along the corridor.
- 4 Identify opportunities to improve connectivity and remove conflict points between active users and vehicles.
- 5 Identify opportunities to separate pathway users to minimize potential conflicts.
- 6 Provide universal accessibility to and along the pathways, where feasible, and on all paths leading to activity nodes/facilities.



- 7 Improve universal accessibility along the pathway network.
- 8 Design and implement safe, universally accessible and comfortable pedestrian crossings of the parkway at all activity nodes, well-used crossing points of the parkway, and at existing and future south-side parking lots. Ensure the crossing infrastructure design is of a high quality, and supports the distinct nature of the parkway.
- 9 Support winter use of the pathway network by non-motorized activities (i.e., snowshoeing, cross-country skiing, winter biking).
- 10 Continue to study and evaluate opportunities for additional NCC-led, or NCC-facilitated options for various forms of micromobility using the pathways.

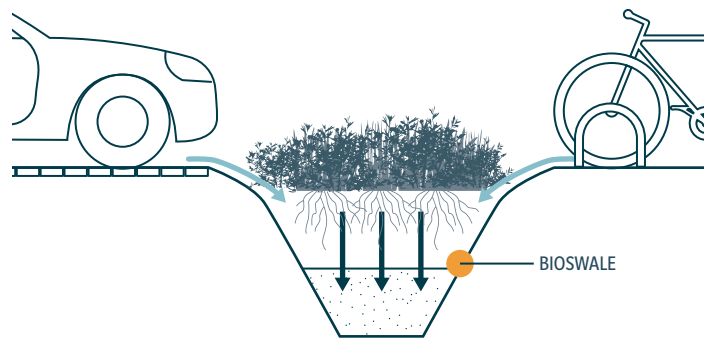
4.2.2

4.2.3 Parking

Parking will be planned and managed to support recreational activities in the least intrusive and most environmentally sensitive manner, and situated in locations that enhance riverfront programming opportunities.

Considerations

- There is an imbalance between a high car demand and a limited parking supply at the Rockcliffe Lookout (Belvedere) and the NCC River House.
- Lack of or insufficient bicycle parking at amenity areas/ facilities and parking lots.
- Parking is located on the north side of the parkway using valuable waterfront space that could be used for public enjoyment.
- Current parking infrastructure is impermeable and contributes to the heat island effect.



4.2.3

Policies

- 1 Relocate existing parking areas on the south side of the parkway and plan for new parking areas, if deemed appropriate by parking studies, to enhance river access and increase riverside programming opportunities.
- 2 Design new or rehabilitated parking areas to incorporate environmentally sensitive infrastructure (i.e. bioswales) along with context-sensitive adjacent landscaping.
- 3 Provide bike parking that is sheltered where appropriate, at all activity nodes and parking areas.
- 4 Minimize the visual and physical impact of parking infrastructure on the park and surrounding area through landscaping.
- 5 Safely integrate parking facilities with the surrounding pathway network.
- 6 Prioritize active users on the pathway when a pathway crosses a parking lot entrance drive.
- 7 Incorporate universal accessibility into parking facility designs and in connections to the adjacent pathway network and facilities.
- 8 Provide amenities such as picnic tables and waste receptacles at stand-alone parking facilities, and augment landscaping in these locations to improve the visitor experience.
- 9 Minimize the use of salt in winter maintenance of parking facilities and where possible, use alternative materials to prevent ice build up.

4.2.4 Watercraft

Park access via the Ottawa River will be encouraged and supported through opportunities for multi-modal connectivity, and riverfront access routes will be safe for all travelers.

Considerations

- Multiple marinas and watercraft access points are located along the park's shoreline.
- Most facilities are self-contained.



Policies

- 1 Encourage and support multi-mobility between watercraft and other modes of sustainable transport to allow visitors who arrive by watercraft to explore the park.
- 2 Along access routes to marinas and other watercraft facilities, avoid points of interaction between active users and vehicles towing boats to reduce potential conflict. Where not possible to avoid, minimize or mitigate interaction zones.



4.2.4

4.2.5 Wayfinding

A coordinated wayfinding system will be developed to guide travel to and through the park, ensuring intuitive connections to key nodes and the broader mobility network.

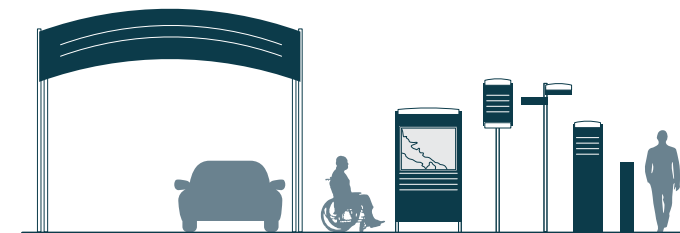
Considerations

- Insufficient wayfinding information provided to access other City of Ottawa facilities including the O-Train Confederation Line.



Policies

- 3 A land acknowledgement should be placed within the park that is visible and accessible to park visitors.
- 1 Develop a consistent wayfinding system that provides cohesive information that guides people to the parkway and within the park to features such as the pathway network, parking lots, park facilities and amenities.
- 2 Apply a consistent design language to all types of wayfinding signage.
- 3 Establish a parking lot naming convention that provides guidance to a user on the lot location.
- 4 Ensure coordination of all wayfinding signage in accordance with the Capital Pathway Strategic Plan and other design documents.
- 5 Ensure all wayfinding signage is universally accessible.
- 6 Ensure wayfinding signage supports active and multi-modal mobility.



4.2.5

4.2.6 Accessibility

Access and connectivity to and through the park will be provided in a safe, universally accessible and equitable manner.

Considerations

- General free-flow vehicular movement and connections from Orleans to downtown lead to the parkway's popularity as a commuter route.
- Lack of a direct connection between two segments of the Ottawa River Pathway in the vicinity of Green's Creek and the Ottawa River.
- Inequitable access to facilities/amenities in the park.



Policies

- 1 Continue seasonal closures of the parkway to support active use recreation and provide users with the unique experience of being in the park.
- 2 Explore opportunities to provide shuttle/transit services to key activity nodes along the parkway.
- 3 Ensure all pathways, pathway connections to facilities, and pedestrian crossings of the parkway are safe, comfortable and universally accessible.
- 4 Improve and increase pedestrian crossings and controlled access points from nearby existing and future communities to the park.

4.2.7 Lighting

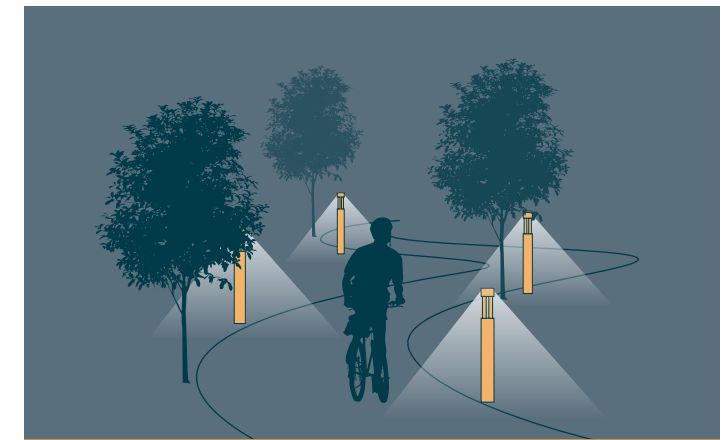
Context sensitive lighting will be installed within the park balancing active user safety, fauna well-being and recognition of dark zones in the natural areas.

Considerations

- Along the parkway east of Hillsdale, there is a lack of lighting at pedestrian crossing points on the parkway and at parking lot entrances.

Policies

- 1 At new or enhanced activity nodes, when lighting is installed, it shall be pedestrian-scaled and kept to the minimum light level while ensuring user comfort and safety.
- 2 At new designated pedestrian crossings on the parkway, when new lighting is provided, it shall be pedestrian-scaled and light levels shall have regard to the guidelines established by the Transportation Association of Canada and policy identified in the *Capital Pathway Strategic Plan*.



4.2.7

4.2.8 Gateways

Gateways, unique to the park, will be established at key entry points along the parkway, pathways and at community connection points signaling a sense of arrival.

Considerations

- Currently there are no distinctive gateways, elements, or other indicators to visitors that they are entering the park.

Policies

- 1 Collaborate with the Algonquin Anishinabeg and community groups to develop a unique gateway design/theme, utilizing distinctive materials and other design elements.
- 2 Incorporate historical features remaining from the earlier streetcar era into future gateway features.
- 3 Develop a hierarchy of gateway features (primary, secondary, community), and or signage, following the theme to establish a sense of arrival.
- 4 Establish prominent, context-sensitive gateway features at vehicular entry points to the park.
- 5 Establish key gateway features for active users at various entry points along the pathway network, at activity nodes and at key features/facilities, leading pedestrians and cyclists to safe crossing points on the parkway.



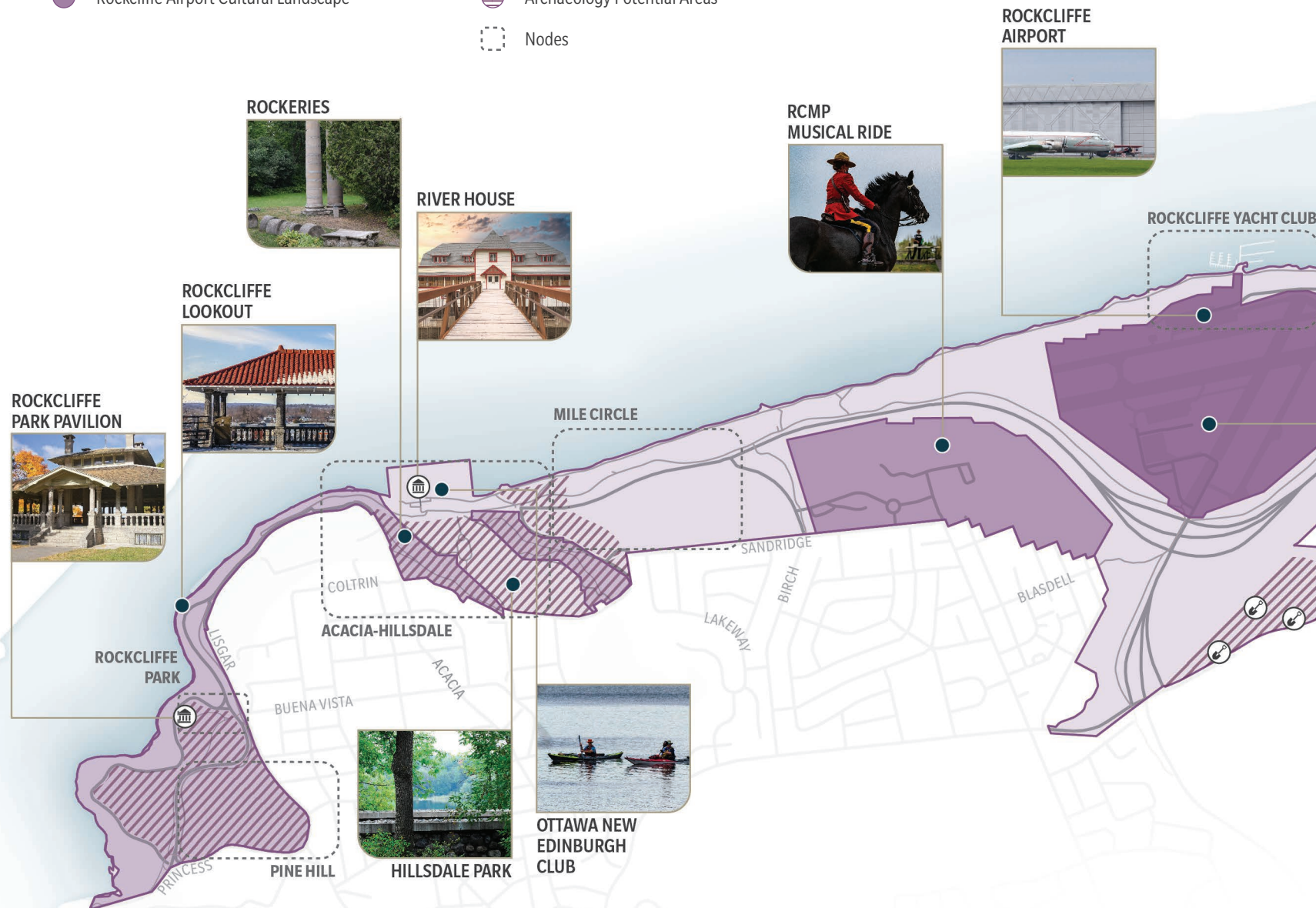
4.2.8



4.3 Culture and Heritage

Celebrate the heritage, culture, and diversity of the riverfront corridor.

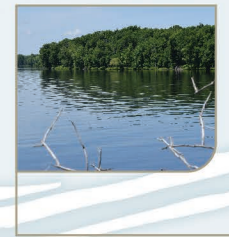
- Sir George-Étienne Cartier Park Cultural Landscape
- Rockcliffe Park Cultural Landscape
- RCMP N Division Cultural Landscape
- Rockcliffe Airport Cultural Landscape
- Federal Heritage Building
- Commemoration
- Archaeological Site
- Archaeology Potential Areas
- Nodes





OTTAWA RIVER

LOOKOUT TO LOWER DUCK ISLAND



LOWER DUCK ISLAND

EAST LOOKOUT

GREEN'S CREEK

P7 INTERPRETATION AREA

BLAIR ROAD BOAT LAUNCH

ST-JOSEPH ENTRANCE

BLAIR

ORIOLE

OGILVE

SHEFFORD

CANOTEK

ST-JOSEPH

MONTREAL



4.3.1 Algonquin Anishinabeg Participation

Stories relating Algonquin Anishinabeg heritage will be communicated through various ways, including public art, events, landscape treatments, design and artifact displays at appropriate locations.

Considerations

- Further discussion is needed with Kitigan Zibi Anishinabeg and the Algonquins of Pikwakanagan First Nation to ensure that Algonquin culture and heritage is respected as it relates to the park.

Policies

- 1 Work with the Algonquin Anishinabeg to promote regional Algonquin culture in the park.
- 2 Features and practices that implicate Indigenous perspectives need to be developed in consultation with Kitigan Zibi Anishinabeg and the Algonquins of Pikwakanagan First Nation.
- 3 Ensure the engagement of the Algonquins of Pikwakanagan First Nation and the Kitigan Zibi Anishinabeg in the following:
 - Indigenous communities should be given an opportunity to identify:

- the integration of Algonquin Anishinabeg cultural perspectives, knowledge and values in the park’s design, interpretation and educational experiences
 - the identification of locations and approaches for communicating Algonquin Anishinabeg culture and history in the park
- 4 encourage the continuation of common initiatives between the NCC with the Kitigan Zibi Anishinabeg and the Algonquins of Pikwakanagan First Nation such as the environmental field schools on Kettle Island
 - Explore opportunities for the Algonquin Anishinabeg communities within the park.
 - Indigenous communities should be included in discussion regarding the park’s natural environment and shoreline health.

4.3.2 Heritage Sites

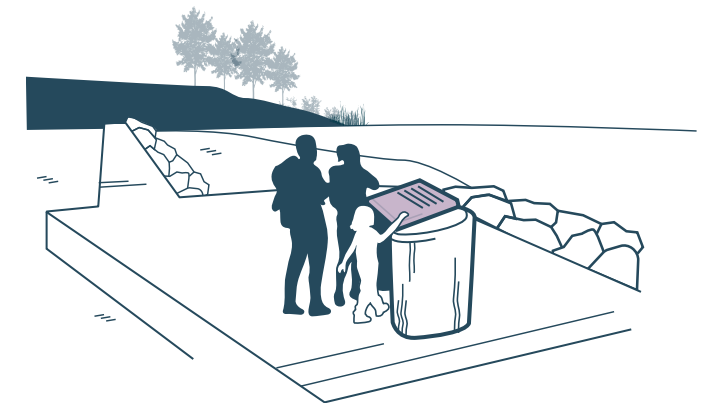
Significant sites and histories will be conserved and interpreted.

Considerations

- Heritage sites should be protected and conserved to maintain their significance and integrity in the long term.
- Park visitors should be provided varied opportunities to learn about the park’s heritage elements.

Policies

- 1 Work with partners to identify and preserve built heritage in the park, recognizing the value of all built structures within the park regardless of their current designation.
- 2 Promote the adaptive re-use of built heritage.
- 3 Promote the discovery and interpretation of built heritage.
- 4 Partner with local communities and groups to enhance the experience of visitors and users of the park’s cultural and natural heritage.
- 5 Promote the usage and discovery of existing heritage sites such as the Rockcliffe Pavilion and the River House.



4.3.2

4.3.3 Archaeological Resources

Increase public awareness of the archaeological resources in the park.

Considerations

- Erosion of the Ottawa River shoreline is threatening archaeological resources.
- Human interference and vandalism risk further deterioration archaeological resources.

Policies

- 1 The NCC will work with Kitigan Zibi Anishinabeg and the Algonquins of Pikwakanagan First Nation to ensure that the pre-contact archeological potential sites information is up to date.
- 2 The NCC will promote opportunities for public interaction and awareness of active archaeological sites.
- 3 Protect archeological sites.
- 4 Promote the Capital experience through the discovery of built heritage, archaeological resources, and designed verdant cultural landscapes.
- 5 For areas of high archeological potential, ensure that consultation with internal NCC archeologists is conducted in accordance with the Protocol between Kitigan Zibi Anishinabeg, the Algonquins of Pikwakanagan First Nation and the NCC for the co-management of archaeological resources.

- 6 Ensure the protection and management of known and potential archaeological resources in accordance with federal government legislation and policies.
- 7 Encourage the development and implementation of archaeological digs in collaboration with Kitigan Zibi Anishinabeg, the Algonquins of Pikwakanagan First Nation and the local community, to enhance public awareness of the importance of protecting and managing archaeological resources.
- 8 Encourage future toponomy decisions to consider archaeological discoveries or resources.
- 9 Public and commercial opportunities with Kitigan Zibi Anishinabeg and the Algonquins of Pikwakanagan First Nation should be explored.
- 10 For any projects within areas with archaeological potential, an archaeological impact assessment may be required.



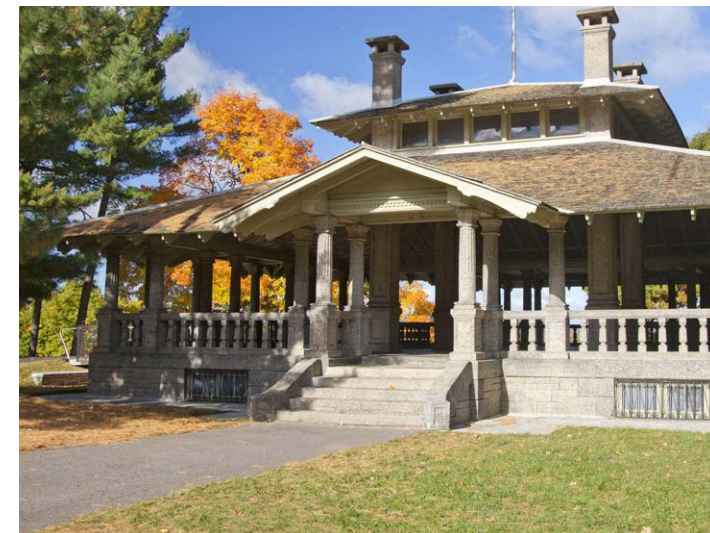
4.3.3

4.3.4 Cultural Landscapes

Conserve and promote the cultural landscapes that exist in the park.

Considerations

- Engagement is needed with Indigenous communities.
- Engagement is needed with community associations, the Royal Canadian Mounted Police (RCMP), the Canadian Aviation and Space Museum.
- Conservation strategies are needed for each of the four cultural landscapes identified in the Cultural Landscapes Study.



- Enhanced approaches to interpretation of the park’s cultural elements need to be developed.
- Evolution of the cultural landscapes into the future should be planned for.

Policies

- 1 Actively promote, through partnerships, the distinction and relevance of cultural heritage features that link us to the park’s layered and shared history.
- 2 Recognize the character-defining elements as a designed cultural landscape.
- 3 Enhance protection of views and vistas towards the National Symbols, cultural landscapes and other features of the Capital.
- 4 Acknowledge the four cultural landscapes identified within the study area which include:
 - Sir George-Étienne Cartier Park Cultural Landscape
 - Rockcliffe Park Cultural Landscape
 - RCMP N Division Cultural Landscape
 - Rockcliffe Airport Cultural Landscape
- 5 Create an interpretation strategy that could include the following themes:
 - Indigenous Significance
 - European Settlement – Agriculture and lumbering
 - Military and Aviation History
 - Transportation including portage routes
 - Geological Features and Fossils
 - Former buildings and ruins
- 6 Support and enhance ideas related to capital-making and picturesque landscapes.

4.3.5 Commemorations

Reflect Canadian diversity in commemorative elements that exist in the park.

Considerations

- Concerns have been raised in recent years regarding commemorations and the designation process in terms of cultural inclusiveness and respect.
- Commemorations within the park shall be appropriate to the park’s setting and design and shall be consistent with this plan’s policies.
- It is sometimes difficult to clearly communicate the reason for commemorations.

Policies

- Identify potential sites for future commemorations with the involvement of partners including Canadian Heritage and PSPC.
- Commemorations should be sited in areas relevant to the geographic themes present within the park.
- Involve community groups when appropriate in the process of planning new commemoration.

4.3.6 National Institutions

Cooperate with other federal agencies to ensure new and existing uses are in keeping with the vision of the park.

Considerations

- Consistency with the Capital Urban Lands Plan encourages consideration of opportunities to experience Canada’s culture, history, and achievements.
- Compatibility with two federal facilities within the park, the Royal Canadian Mounted Police campus and the Canadian Aviation and Space Museum, should be considered in the park’s planning and programming.



Policies

- 1 Encourage public access, engagement and people-focused programming of national institutions within the park, including the Canadian Space and Aviation Museum, the RCMP Stables, and the adjacent NRC campus.
- 2 Cooperate with and support the other federal institutions and their mandates.
- 3 Create physical connections that are accessible between federal facilities and the public while reducing fortification and explicit security.
- 4 Promote the use of active and public transportation for visitors and employees.
- 5 Identify NCC lands within the study area for potential future national institutions consistent with a Capital function and ensure a contextually appropriate integration between the site and surrounding community.
- 6 Federal facilities shall be developed in accordance with the NCC planning framework and relevant guidelines.

4.3.7 Interpretation

Find diverse ways to interpret park elements that connect people with the history of the park.

Considerations

- Having a clear understanding of what is being interpreted.
 - Getting real meaning related to the interpreter and their experience.
 - Having conflicting perceptions of what is being interpreted.
-

Policies

- 1 Seek to develop a unique interpretation plan for the parkway in partnership with Canadian Heritage.
- 2 Engage with Indigenous communities on the representation and presentation of Algonquin Anishinabeg cultural and historical elements within the park.
- 3 Involve key stakeholders in the interpretation plan e.g. Francophone community, historical societies, cultural organizations.
- 4 Interpretive elements should be universally accessible.
- 5 The interpretation strategy should prioritize elements of national significance.
- 6 Highlight the important history of recreation within the park.

- 7 Allow for opportunities to educate on topics such as environmental sustainability, active transportation, agriculture, natural habitats, etc.
- 8 Work with Canadian Heritage for the interpretation of the environmental and cultural features that show a variety of existing species and ecological functions within the park.
- 9 Provide opportunity for passive learning through interpretive elements, new technologies, and exploration of the park.
- 10 Provide opportunity for active learning through a permanent all-season structure in the east near Green's Creek.



4.3.7

4.3.8 Partnerships

Continue building partnerships to promote and improve the experience of visiting the park.

Considerations

- Varying priorities between organizations.



Policies

- 1 Work with Algonquin communities to better understand and integrate Indigenous ways of knowing, culture and language.
- 2 Work with the Canada Aviation and Space Museum and other national institutions to create additional learning opportunities.
- 3 Work with Ottawa Riverkeeper to promote awareness and stewardship of the Ottawa River watershed.
- 4 Work with cultural heritage groups to develop education and interpretation opportunities.
- 5 Have equitable access to differing and relevant learning opportunities, resources, and programs.

4.3.9 Event Sites and Public Art

Create a framework for event sites and public art that enhances visitors' experience and draws more people to the park.

Considerations

- Policies are needed to allow for the installation and enjoyment of public art properly and respectfully.
- Budgetary challenges related to the creation and maintenance of public art.
- Event sites should be flexible allowing for different uses by different communities.
- Event sites must operate sustainably.



4.3.9

Policies

- 1** Support small and independent music and arts organizations through access and use of NCC sites.
- 2** Work with Algonquin Nation to put Algonquin art in the park.
- 3** Develop a public arts program, including commemoration and interpretation programs that will give artists the opportunity to exhibit their works along the river corridor.
- 4** Identify appropriate locations for play-based public art structures to provide animation opportunities for all-ages and abilities.
- 5** Provide a variety of small to medium sized event spaces within the park.
- 6** Work with local community associations to ensure compatibility with surroundings neighbourhoods.
- 7** Ensure that sites for public art installations are appropriate for the artwork.
- 8** Promote existing event sites such as the NCC River House as destinations.

- 9** Keep unstructured and high-intensity organized activities away from key environmental features and habitats.
- 10** Work with City of Ottawa and other stakeholders to encourage active transportation, public transit and non-vehicular modes of transportation when possible, to access events.
- 11** Ensure events are well-serviced and able to be carried out with minimal impact to the natural environment.
- 12** Look for a variety of small, passive interventions that promote all-ages play in the public realm through urban design.

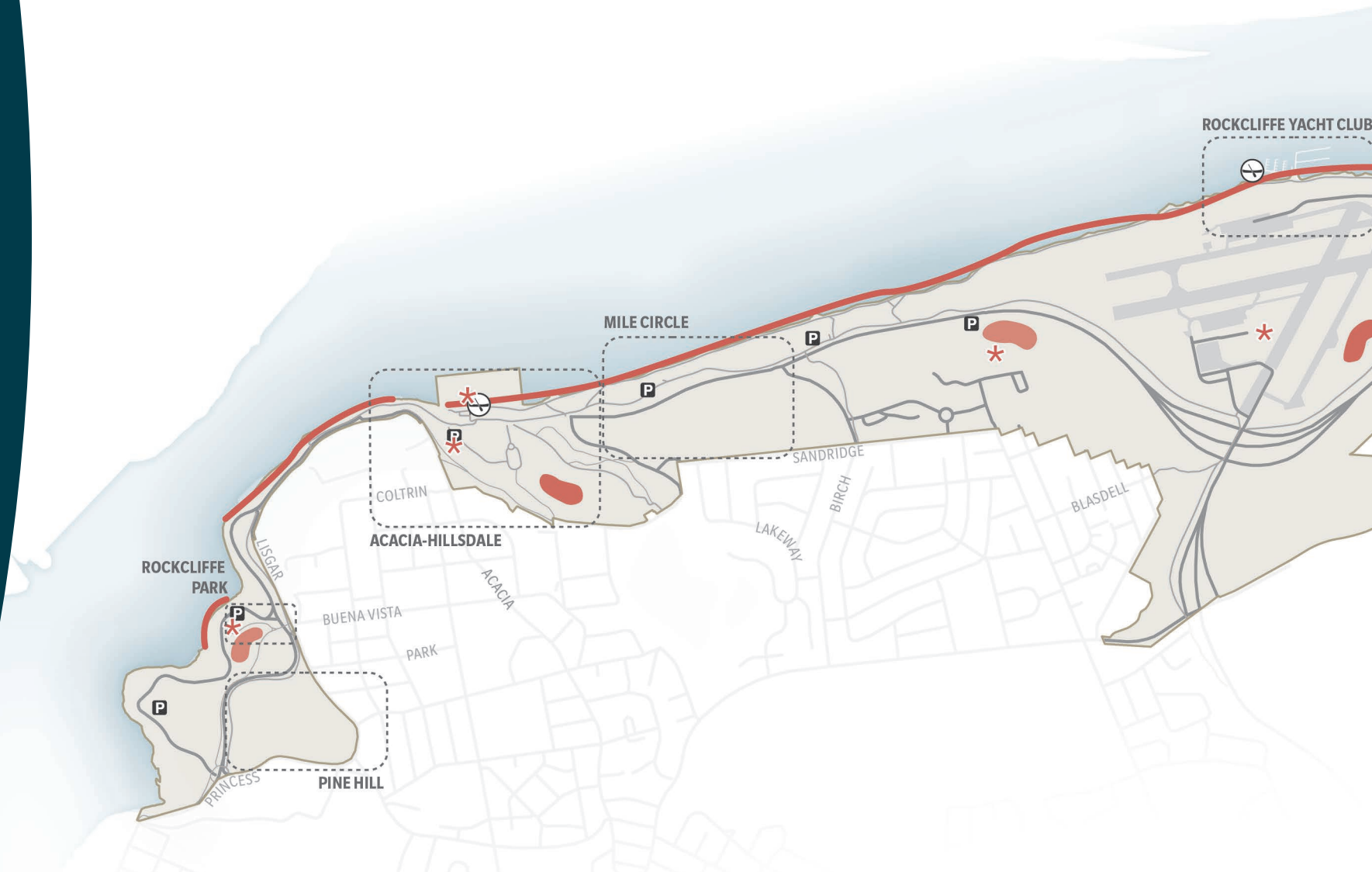


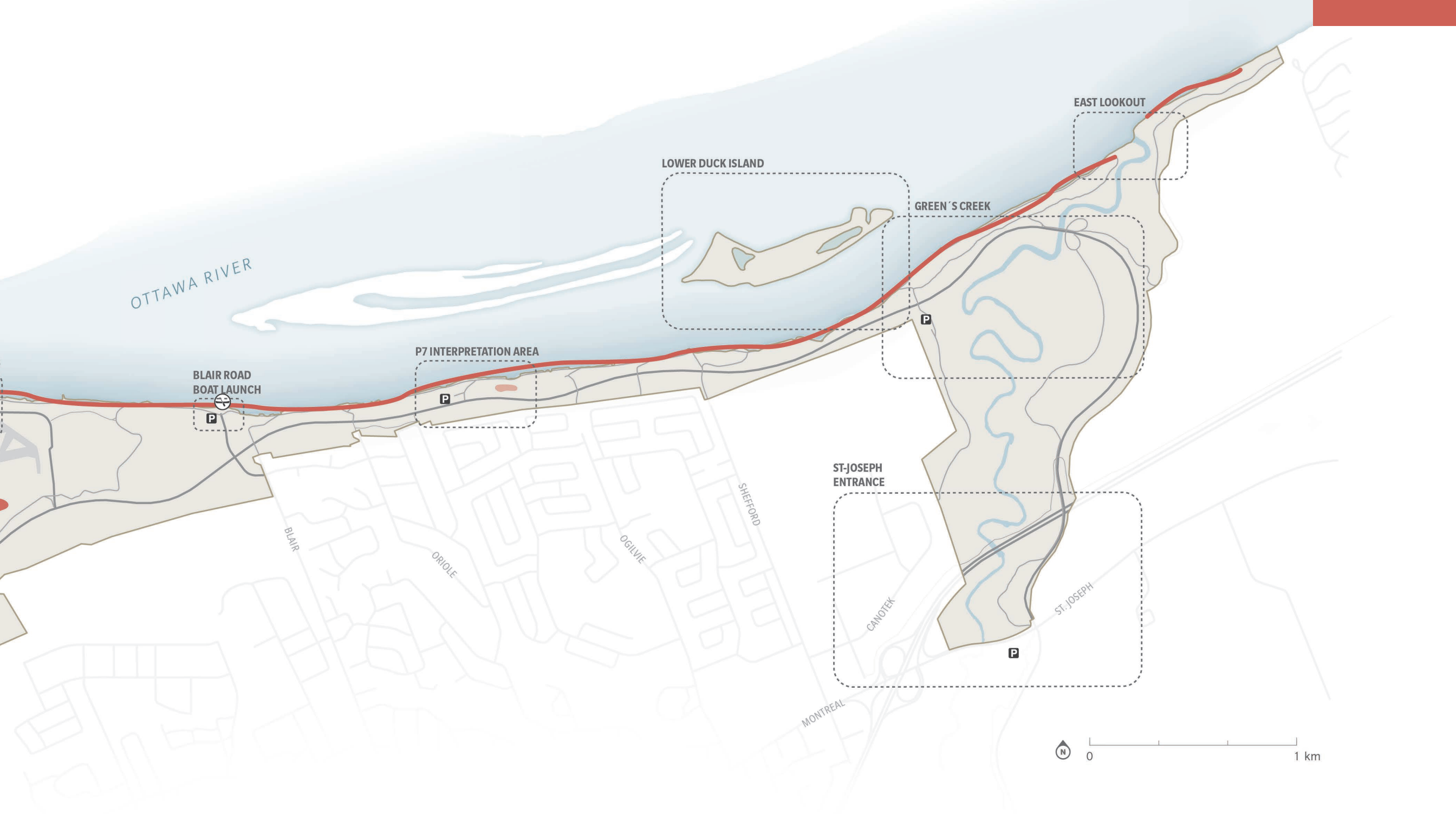


4.4 Experience

Create and promote diverse, balanced and engaging park experiences.

- ★ Attractions
- Event Site — Community Event Capacity
- Event Site — Regional Event Capacity
- Event Site — National Event and Festival Capacity
- ⊕ Water Access
- P Parking
- Viewshed
- ⋮ Nodes





OTTAWA RIVER

LOWER DUCK ISLAND

GREEN'S CREEK

EAST LOOKOUT

BLAIR ROAD
BOAT LAUNCH

P7 INTERPRETATION AREA

ST-JOSEPH
ENTRANCE

BLAIR

ORIOLE

OGILVIE

SHEFORD

CANOTEK

ST-JOSEPH

MONTREAL



0

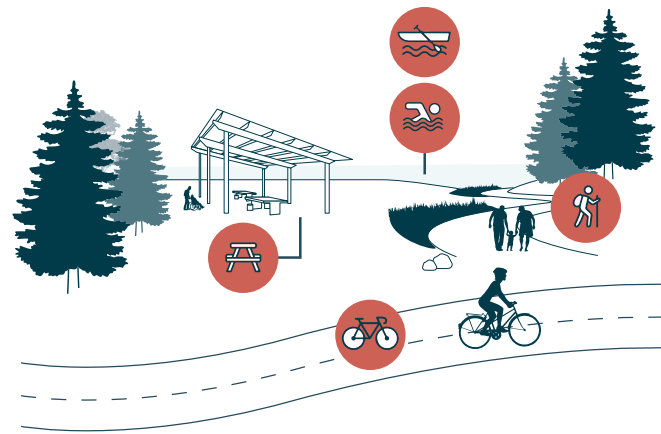
1 km

4.4.1 Placemaking

Create places that focus on transforming public spaces to strengthen the connections between people and these places.

Considerations

- Some areas in the park lack a sense of place.
- Activities should have a broad appeal to all throughout the year.
- Orienting the experience from the parkway into the park.



4.4.1

Policies

- 1 Identify projects that can be completed quickly and have immediate benefits in improving people's perspective about the site.
- 2 Promote events and activities that draw people to the park.
- 3 Identify opportunities to improve the sites through landscaping and providing amenities such as shade, seating, toilets, pop-up bistros, warming huts and stations and art installations.
- 4 Seek out ways to encourage public engagement in node development to strengthen the public's sense of place within the park.

4.4.2 Views and Vistas

Enhance connections to the river by creating and preserving high quality viewpoints.

Considerations

- Views of the Ottawa River from the parkway are limited.
- Historically, views within the park have been focused toward the river. Views should also be redirected to specific areas within the park towards natural features.

Policies

- 1 The NCC will implement vegetation management strategies to control the growth of trees and vegetation in key locations in order to provide views of the Ottawa River.
- 2 Landscaping and vegetation management will be conducted in a manner that preserves the scenic beauty of the area and preserves the survival of trees and non-invasive plant species.
- 3 To preserve scenic views of the river, the NCC will establish height restrictions for buildings along the riverfront. These restrictions will be based on careful consideration of the topography and natural features of the surrounding area.



- 4 The NCC will use public awareness and education campaigns to inform residents, developers, and businesses about the importance of preserving views of the river. These campaigns will highlight the cultural, environmental, and economic benefits associated with maintaining unobstructed river views, fostering a sense of community responsibility.
- 5 Vegetation management should be seen as a first step in managing and enhancing dynamic river views, i.e. pruning vegetation before vegetation removal.
- 6 Create a lookout at Pine Hill looking north towards the river.
- 7 Direct a view towards a forested opening within Rockcliffe Park.
- 8 Direct views along pathways in vegetated areas, e.g. through Airbase Woods and along Green’s Creek.
- 9 Create a lookout towards the waterfall north of the parkway at the Wateridge Community and along Green’s Creek.

4.4.3 Accessibility

Ensure that the features of the park can be accessed by all.

Considerations

- Some features of the park are not universally accessible.
- Social and economic accessibility should be considered with physical accessibility.
- Level of comfort is not consistent within the active transportation routes.



4.4.3

Policies

- 1 Design for the provision of aids that can be used by individuals with physical or sensory impairments.
- 2 Ensure new and existing destinations are universally accessible.
- 3 Prioritize comfort for all ages and accessibilities when designing new active transportation routes.

4.4.4 Commercial Opportunities

Provide opportunities for commercial activity that enhances the park experience.

Considerations

- There is a demand for services at certain locations within the park.

- There are areas of limited municipal services throughout the park, i.e. water, electricity, etc.
- There are large areas of environmental significance throughout the park.

Policies

- 1 Offer park-related public and commercial services and facilities at specific locations outside of environmentally sensitive areas.
- 2 Ensure that commercial services align with the NCC’s mandate of providing unique value in the Capital Region for all Canadians.
- 3 Ensure that services are universally accessible and open to all members of the public.



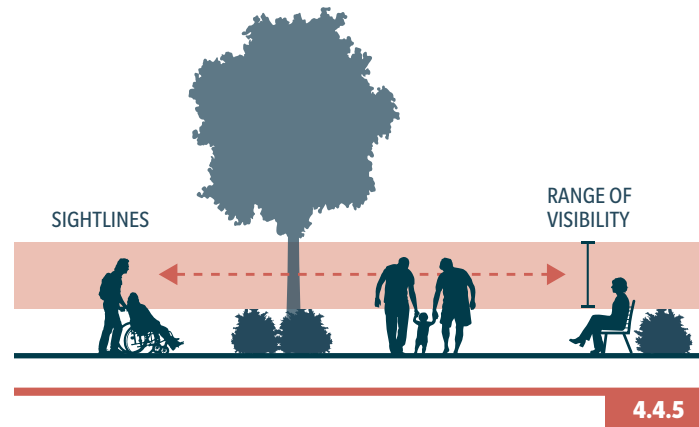
- 4 Ensure that there is a range of affordable commercial uses.
- 5 Provide seasonal services such as pop-up trucks, temporary restaurants, mobile repair service trucks as appropriate.

4.4.5 Health and Safety

Prioritize the health and safety of people in the design and maintenance of the park.

Considerations

- Where visibility is restricted, the perception of safety is impacted.
- Vegetation can be harmful to visitors e.g. allergenic plants, destabilized trees, broken tree limbs, etc.



Policies

- 1 Ensure that sites remain visible to the passing public and that site access is not impaired.
- 2 Enhance opportunities for natural surveillance.
- 3 Provide better lighting along sections of the pathway (not in the Greenbelt) and at nodes.
- 4 Develop a policy for the removal of allergenic or other hazardous plants when appropriate.

4.4.6 Water Access

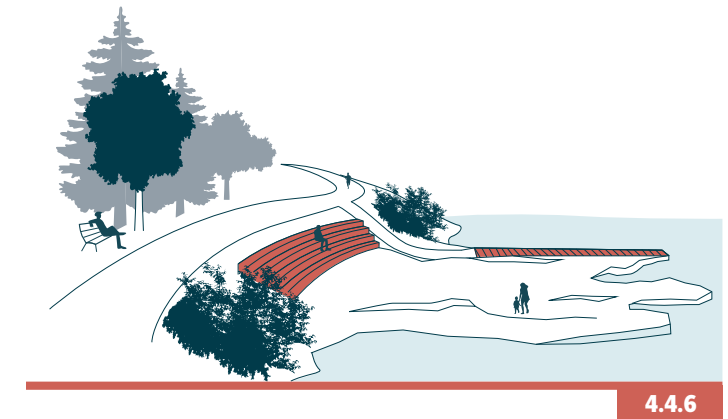
Provide direct access to the river and lead people there through the park's design.

Considerations

- Wayfinding to water access points is absent.
- Few places encourage direct water access.
- Water access and interaction must be balanced with environmental protection.
- A naturalized water edge should be prioritized with focused, mineral elements (such as retaining walls) at key locations.

Policies

- 1 Prioritize wayfinding that brings people to the water.
- 2 Connect people with the river using accessible boardwalks and animating water access points.
- 3 Ensure that boat launch facilities have cleaning stations to protect the local ecosystems.
- 4 Incorporate soft bioengineering approaches in designing water access points to prevent the formation of hard edges with the river.
- 5 Design all new water access points for sustainable transportation connection.



4.4.7 Recreation

Provide and enhance a wide variety of recreational facilities throughout the park.

Considerations

- There is a need to balance the many different recreational demands on the park.
- Year-round access to the park must be provided for.

Policies

- 1 Provide recreational opportunities in open spaces in the park including water experiences, leisure activities and gathering spaces for groups of varying sizes.
- 2 Support year-round recreational opportunities for users of the park and work with regional groups to enhance those experiences (e.g., cross country ski trail grooming and winter trail use).



4.4.7

- 3 Provide appropriate amenities to support recreational activities including water fountains, public washrooms and rest areas strategically located throughout the park.
- 4 Include self-serve facilities such as bike repair stations and seating areas for cross country skiers near parking lots and key access points to the park.
- 5 Support recreational activities throughout the park that have a minimal impact on ecologically sensitive areas through design.
- 6 Encourage river access for non-motorized watercraft in areas outside of ecologically sensitive areas where there has been formalized modification of the riverbank.



4.4.8 Engagement

Make places engaging by providing inclusive programming that reflects all Canadians.

Considerations

- Engagement needs to extend beyond the park's environs throughout the National Capital Region and nationally.
- All park visitors need to have access and feel welcome in the park.
- Park facilities and programs need to be developed in ways that represent the people they are intended to serve.

Policies

- 1 Encourage public involvement in planning for and experiencing the park.
- 2 Consult with people representing different communities living different experiences and identities.
- 3 Design spaces that make diverse communities feel welcome through public art, programming opportunities and toponomy.
- 4 Encourage and develop programming that reflects all Canadians.

5

Sector and Node Plans

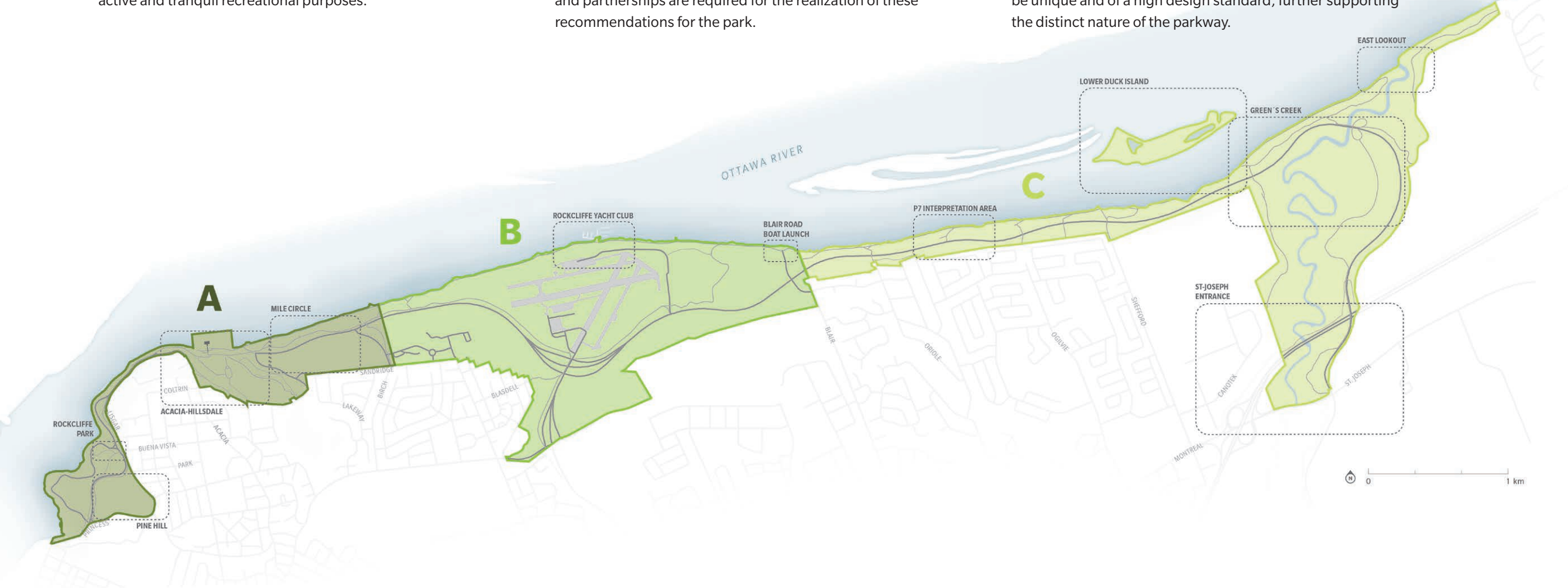
This section articulates sector plans that exemplify how culture, natural habitats, recreation, scenic qualities, amenities, services, facilities, and pedestrian and cycling connections combine to create a hallmark park. The design concept divides the 13-kilometre parkway into three sections that collectively build on the park's broader strategic directions, while individually being based on specific principles that are sensitive to the context and conditions of the local site.



The sectors are areas within the park that, through research and consultation, have shown themselves to be distinct in terms of culture, topography and ecological differences, land use, and experiences. Each sector contains plans for nodes with particular features, amenities, facilities and services for active and tranquil recreational purposes.

The sector plans provide a visual image to clearly communicate the plan's overall intent and expected outcomes. These plans are the primary policy resource for articulating future directions for the riverfront park. A continued process of design, innovative management, strategic collaboration and partnerships are required for the realization of these recommendations for the park.

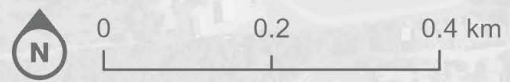
Across all sectors of the park, a number of potential signalized pedestrian crossings have been identified. Prior to implementation, these facilities will be reviewed to ensure their continued need and applicability within the network. As well, the design developed for the crossing infrastructure shall be unique and of a high design standard, further supporting the distinct nature of the parkway.



Sector A



Conceptual plan for illustrative purposes.



5.1 Sector A

Description


The first sector is located in the westernmost part of the park. Rideau Hall and the official residences form the gateway to this sector and the study area as a whole. This part of the sector is the most urban part of the study area, comprised of old, established neighbourhoods and residential parks.

Many of the key landmarks of the study area are located in this sector, NCC River House (previously the ONEC Boathouse), Rockcliffe Boathouse Restaurants and Marina, Rockcliffe Park, Rockcliffe Lookout, and the Rockeries. Additionally, there are several heritage, or “remarkable” trees identified in this area.

Located at the westernmost point of the park, the topography of the sector is unique as it is on a high cliff facing the river. The overall theme for this area is centered around built and cultural heritage.

Recommendations

- 1 Work towards enhanced active mobility along the parkway between the Rockcliffe Lookout and the NCC River House, including studying the introduction of a signalized pedestrian crossing at the existing pedestrian crossing. These modifications would contribute significantly to the objective of reinstating the park-like atmosphere along the parkway. This would create a safer environment for pedestrians, joggers, cyclists and other active modes of transportation along its entire length.
- 2 Enhance the gateway experience at the western entrance of the park.
- 3 Explore in tandem the removal of a section of barrier fencing along the parkway and the implementation of a signalized pedestrian crossing at this location, to provide active user connectivity between the Rockcliffe Park neighbourhood and the multi-use pathway.
- 4 Investigate the opportunity to realign the parkway in the vicinity of Lisgar Road to improve active use connections across the parkway and create larger public spaces between the parkway and the Rockcliffe Lookout.
- 5 Introduce seating at the Rockcliffe Lookout.
- 6 Identify opportunities for new lookouts, including the provision of seating, along the Ottawa River Pathway.

 Access and Connectivity

 Culture and Heritage



Node A1



- Proposed Pathways
- Multi-use Pathways
- Pathways



Conceptual plan for illustrative purposes.




5.1.1 Node A1 Pine Hill

Description

Pine Hill is a natural, elevated, tree-filled oasis close to downtown Ottawa. There are numerous trails that meander through this area. There is a view of the Ottawa River in the northwest section of the node.

Recommendations

- 1 Preserve the area's natural character while improving existing elements of the trails within Pine Hill and the view to the Ottawa River, to enhance the visitor experience.
- 2 Limit the impact of soil erosion by formalizing a trail loop and using plantings, ground cover and signage to encourage its use.
- 3 Provide entrances with improved signage and wayfinding.
- 4 Improve the accessibility of the trails to the top of the hill.
- 5 Manage existing vegetation at the lookout area to preserve and offer views of the Ottawa River.
- 6 Introduce seating at the lookout area.

 Access and Connectivity

 Experiences



Node A2



Multi-use Pathways

Pathways

Facility

ROCKCLIFFE
PAVILION

P2

ROCKCLIFFE DRIVEWAY

SIR GEORGE-ÉTIENNE CARTIER PARKWAY

①

②

③

Conceptual plan for
illustrative purposes.




5.1.2 Node A2 Rockcliffe Park

Description

This node corresponds to Rockcliffe Park, a location with significant cultural heritage. The park was established in 1890 as a greenspace at the edge of the city. The pavilion was constructed in 1917 and continues to serve as a key landmark and refuge for those visiting the park. Another character defining element of this node is the expansive lawn that stretches out from the pavilion.

Recommendations

- 1 Improve the pathway surface conditions within the park.
- 2 Introduce a pedestrian crossing at Buena Vista Road across the parkway to enhance active mobility connections between the Capital Pathway and the Rockcliffe Park node.
- 3 Introduce an improved picnic area adjacent to the pavilion site with elements of playful design.

 Access and Connectivity

 Culture and Heritage

 Experiences



Node A3



- Multi-use Pathways
- Pathways



Conceptual plan for illustrative purposes.



5.1.3 Node A3 Acacia-Hillsdale

Description

Recreation serves as the central defining aspect of this node. Highlighting features include the ornamental gardens at the Rockeries, Ottawa New Edinburgh Club tennis courts, Hillsdale Park, and the NCC River House. The area varies in topographic diversity, with the River House site uniquely offering universally accessible access to the Ottawa River, distinguishing it from other sites in the larger area. There have been recent improvements to this site, including the recent revitalization of the River House and the introduction of a pedestrian crossing.

Recommendations

- 1 Seek to improve the road configuration of Rue Tennis and optimize the allocation of parking stalls within this site. Ensure that the redesign is flexible for when it is not in use by vehicles.
- 2 Introduce a formalized pathway connection between Hillsdale Park and the Ottawa River Pathway.
- 3 In partnership with OC Transpo or other service providers, seek to provide improved public access to the NCC River House by sustainable modes of transportation.
- 4 Maintain and enhance the formal landscaping associated with the Rockeries
- 5 Improve wayfinding through the Rockeries, providing direction to nearby amenities.
- 6 Provide increased animation at the entrance to the Rockeries at Acacia.
- 7 Rehabilitate or replace the walls surrounding the Rockeries as required to be of same look as the original.
- 8 Investigate the possible replacement of the existing Ottawa New Edinburgh Tennis Club buildings and facilities with a consolidated and larger facility that could also offer services and complementary amenities to the Ottawa River House in addition to the services and amenities provided by the Club.

 Access and Connectivity

 Experiences



Node A4



- Proposed Pathways
- Multi-use Pathways
- Pathways
- Future Federal Use



Conceptual plan for illustrative purposes.



5.1.4 Node A4 Mile Circle

Description

Once an early 20th century clay speedway for horse-drawn carriages and early automobiles, Mile Circle was the eastern terminus of the park prior to the expansion of the parkway beyond the Aviation Museum in the 1980s. The site is currently used for passive recreation, offering informal walking trails where bridle paths once circled the area. This open greenspace contributes to the picturesque and scenic landscape of the Sir George-Étienne Parkway. It offers 18 hectares of greenspace as a buffer to the adjacent communities of Rockcliffe and Manor Park.

Recommendation

- 1 Formalize a pollinator garden on the northern boundary of Mile Circle.
- 2 Maintain a vegetation buffer as required to protect existing ecological functions and features.
- 3 Explore opportunities to create better links between urban communities and shorelines.
- 4 Provide services and amenities to the park visitor as appropriate.
- 5 Introduce a pedestrian crossing at Birch Avenue across the parkway to enhance active mobility connections between the Capital Pathway and the adjacent neighbourhoods.



Environment



Access and Connectivity



Experiences



Sector B



ROCKCLIFFE YACHT CLUB

OTTAWA RIVER

BLAIR ROAD
BOAT LAUNCH

POLARIS AVE.

MASSEXLIN

CANADIAN AVIATION
AND SPACE MUSEUM

SIR GEORGE-ÉTIENNE CARTIER PARKWAY

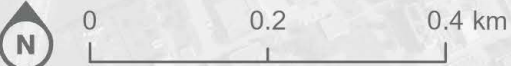
BLASDELL

AVIATION PARKWAY

HEMLOCK PRIV.

BLAIR

Conceptual plan for
illustrative purposes.



5.2 Sector B

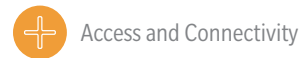
Description

The second sector begins at Hillsdale Road east of Rockcliffe Park, and ends at Shefford Road, immediately west of the Robert O. Pickard Environmental Centre. This sector encompasses the transition from urban in the west to the Greenbelt in the east within the study area. Other key destinations include the Blair Road Boat Launch, Rockcliffe Flying Club, and Rockcliffe Yacht Club. Overall, there is a strong focus on culture in this sector. This section has institutional lands which include two points of interest: the RCMP Stables and the Canada Aviation and Space Museum. This sector also provides opportunities for passive recreation with its open fields, trails, and water access. The Lower Pathway runs along the water in this sector.

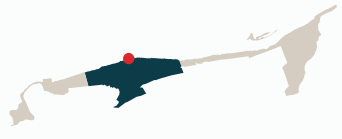
There are designs for 2 nodes in this area and an intersection change and enhancement.

Recommendations

- 1 Design and construct a roundabout, or other appropriate intersection modification, at the end of Aviation Parkway when the current infrastructure reaches the end of its lifespan to reclaim green space, create a visually interesting gateway to the Canada Aviation and Space Museum, and improve the user experience, including reducing traffic speeds, along both parkways.
- 2 Re-design the parkway, east of Aviation Parkway, to replicate the surface parkway cross-section west of Aviation Parkway, and to reduce vehicle speeds which will facilitate the future implementation of signalized pedestrian crossings along the parkway.
- 3 Introduce a multi-use pathway on the north side of the parkway east of Marina Road to P27.
- 4 Design and install a safe pedestrian crossing at Polaris Avenue that crosses the parkway in recognition of the future growth of the Wateridge Village community.
- 5 Provide wayfinding signage at key connecting points in the pathway network directing active users to transit (e.g. Aviation Pathway to Cyrville O-Train station).



Node B1



- Proposed Accessible Ramp
- Multi-use Pathways
- Property Boundary



Conceptual plan for illustrative purposes.




5.2.1 Node B1 Rockcliffe Yacht Club

Description

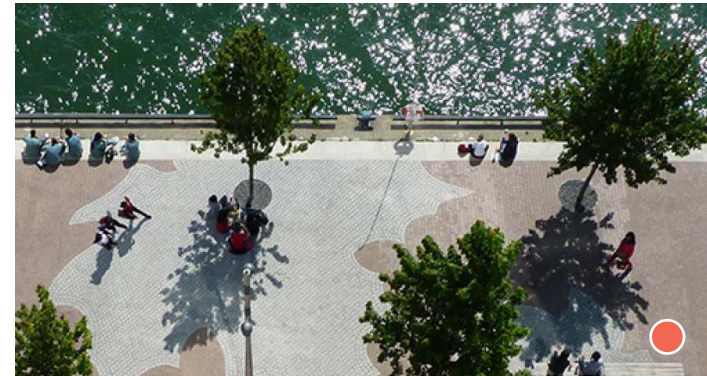
The Rockcliffe Yacht Club node is located at the terminus of Polaris Road, behind the Canadian Aviation and Space Museum. The site provides water access to the Ottawa River and is currently leased to a private, non-for-profit boat club. Given the steep slope at this site, the access from the road down to the Ottawa River is not universally accessible. The area also provides access to the Rockcliffe Flying Club and there is a boat storage.

Recommendations

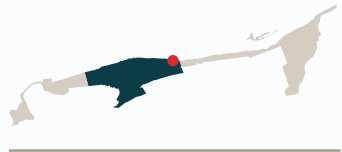
- 1 Work with current lease holders on means to provide public pedestrian access to the shoreline from Marina Road.
- 2 Introduce a pedestrian access connection switchback from the road to the Ottawa River Pathway.
- 3 Introduce a more formalized rest area with more seating and a water station near the water for pathway users.
- 4 Work with tenants of the Yacht Club over the long term to develop a welcoming space that is functional for both the boat club and members of the public who wish to utilize the area as a rest area and lookout e.g. septic system, public docking facility and area to launch non-motorized boats.

 Access and Connectivity

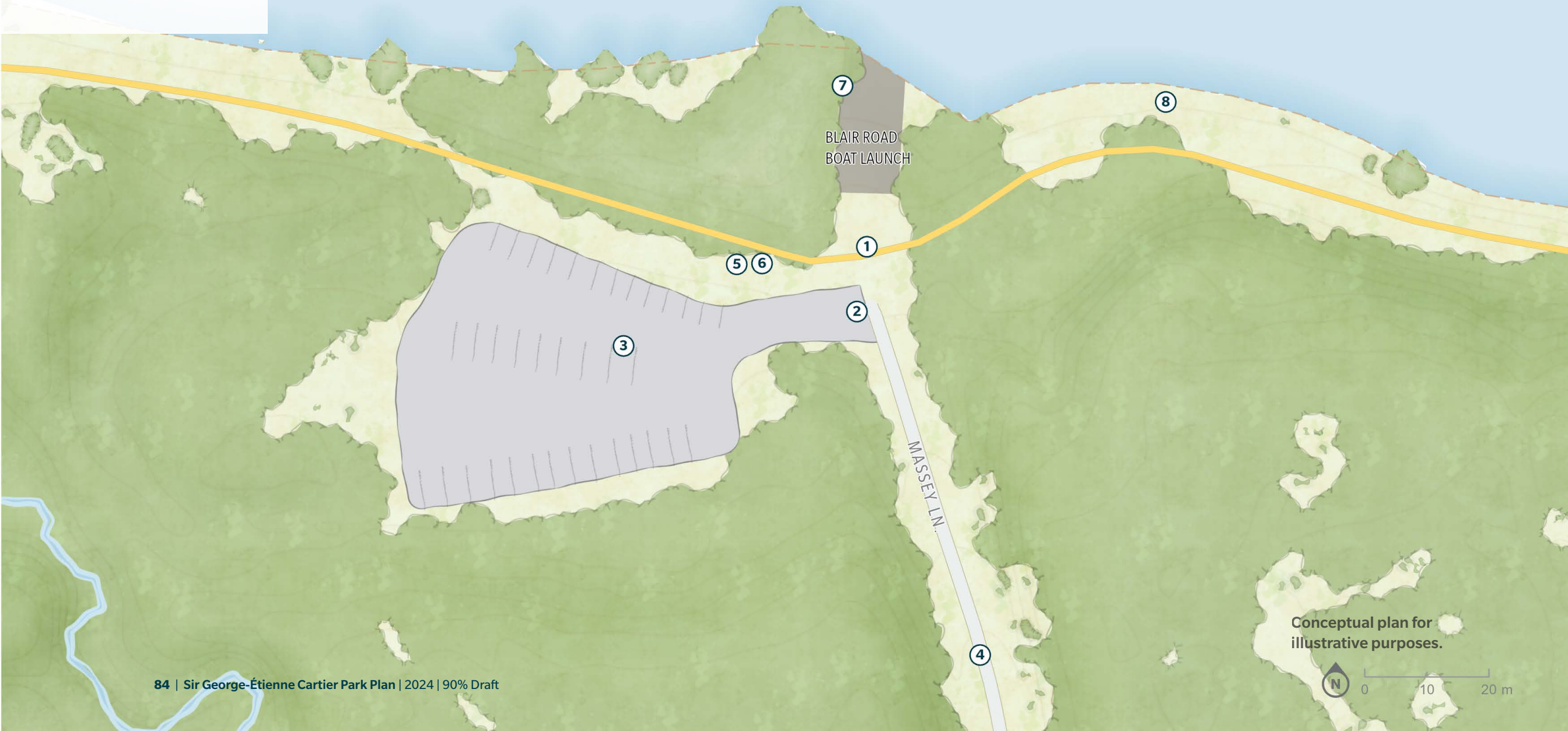
 Experiences



Node B2



Multi-use Pathways



Conceptual plan for illustrative purposes.




5.2.2 Node B2 Blair Road Boat Launch

Description

One of three water access points within the park, the Blair Road boat launch is the one most used. First constructed in 1987, and rehabilitated in 2020, it is a very popular destination within the park with approximately 700 daily active recreational users. Being the only free boat launch east of downtown, it is also well-used by boaters both motorized and non-motorized (more than 30 boats daily on average). The particular challenge with this site is that it is not connected directly to the parkway, but is connected to Massey Lane via Blair Road. Its connections within the park are via the Ottawa River and the lower pathway. A beautiful location, it is surrounded by Valued Natural Habitat, habitat that is the most environmentally significant on NCC lands. The large number of visitors brings with it the demand for services and facilities, improved vehicular and boat trailer parking, and the demand for things like food and drink and rental facilities. However, for the long term, more services and amenities should be located at the site of the Rockcliffe Yacht club. For the short to medium term, an improved parking configuration and a seasonal structure that contains restrooms to accompany any proposed refreshment facility are recommended.

Recommendations

- 1 Improve the design of the intersection of the Capital pathway to include a slow zone to reduce potential conflict with the function of the boat launch.
- 2 Improve signage for the site, including the boat launch to clarify its function at the intersection between the pathway and the vehicular access to the boat launch and speed limit signage along Massey Lane.
- 3 Improve design of parking and site access and include parking for boat trailers.
- 4 Consider ways to better accommodate two-way traffic along Massey Lane.
- 5 Provide washroom facilities on site.
- 6 Allow for the sale of refreshments and small-scale equipment rentals, e.g. paddle boards, kayaks, canoes and a place where users can store their personal items and recreational equipment.
- 7 Provide formally separate launching facilities, i.e. add a dock for non-motorized watercraft.
- 8 Provide an appropriate and functional seating area that enhances water access.

 Access and Connectivity

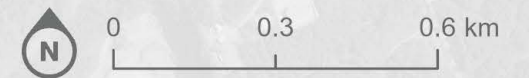
 Experiences



Sector C



Conceptual plan for illustrative purposes.




5.3 Sector C

Description

The third sector is located in the eastern-most part of the park, comprised mostly of Greenbelt lands with a small portion of urban lands and open green space. With a focus on the environment, this sector encompasses five nodes, each serving specific purposes. The sector starts at Shefford Road and ends at the start of Orleans, at Voyageur Drive. This sector has a rural context, including an eastern portion of agricultural lands that have been leased to farm tenants by the NCC. Green's Creek and Lower Duck Island, located in this sector, are environmentally sensitive areas with important natural water features and habitats for multiple species at risk. In this sector, the parkway turns abruptly southward, after crossing Green's Creek, and runs parallel to Green's Creek, while the pathway extends east to Orleans. Overall, the primary focus for this sector is conservation and ecological protection to maintain the rural context of the area.

Recommendations

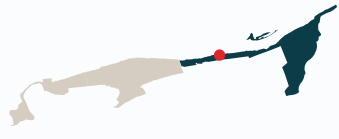
- 1 Modify the cross-section of the parkway, east of Aviation Parkway, to an urban cross-section to reduce vehicle speeds.
- 2 Provide a new east-west multi-use pathway along the north side of the eastern portion of the parkway where the upper Capital Pathway does not exist.
- 3 Explore ways to improve active user comfort in the on-road section of pathway adjacent to the parkway's southbound lane, which connects the new O-Train path to the Ottawa River Pathway. Provide wayfinding signage at key connecting points in the pathway network directing active users to transit.

 Access and Connectivity

 Experiences



Node C1



- Proposed Pathways
- Multi-use Pathways
- Potential Interpretation Site



Conceptual plan for illustrative purposes.



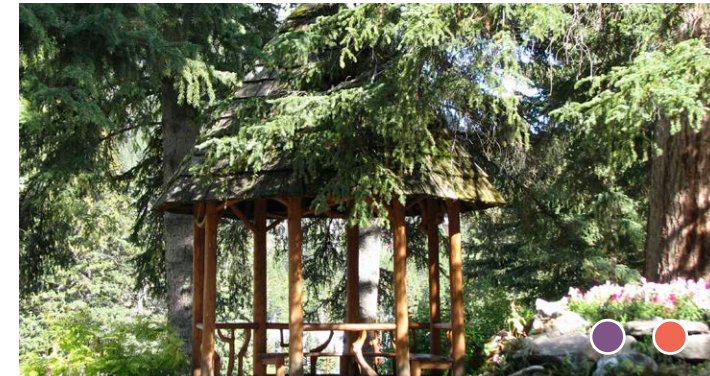
5.3.1 Node C1 P7 Interpretation Area

Description

The lands in this node are being considered for the establishment of an interpretation area. This location has been identified as a potential site to develop an outdoor interpretation park, facilitating cultural, educational and recreational activities that showcase Canadian Francophonie culture. The details regarding the park's design, functionality, and exact boundaries are still under discussion.

Recommendations

- 1 Support the development of the site as a cultural interpretation and educational area that is significant from a national perspective, in collaboration with Canadian Heritage.
- 2 Support communication of the cultural interpretation site to a range of audiences, through best practices, cultural traditions, varying levels of interest and different lengths of visiting times.
- 3 Ensure site development is compatible with terrestrial and aquatic habitats.
- 4 Follow the standards of the NCC graphic identity and branding models for park signage and interpretive media.
- 5 Apply the principles and guidelines of the Capital Illumination Plan for the illumination of any interpretation components.
- 6 Provide facilities appropriate to and supportive of the cultural interpretation area.
- 7 Ensure connections from the site to the parkway and to the pathway.
- 8 Limit access points to the site to those existing.



Node C2



- Proposed Pathways
- Multi-use Pathways



SIR GEORGE-ÉTIENNE CARTIER PARKWAY

3

P27

1

2

5

4

Conceptual plan for illustrative purposes.



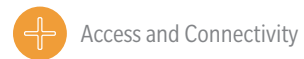
5.3.2 Node C2 Green's Creek

Description

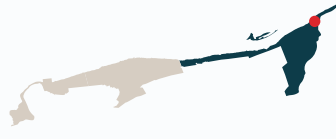
This node, located within the Greenbelt, revolves around parking lot P27. Adhering to a nature-oriented and environmental approach, this plan aims to enhance the natural environment wherever possible. Implementation of this plan will explore interpretive elements that establish connections between this area and Lower Duck Island. Responding to significant public interest, opportunities for outdoor education and conservation initiatives will be investigated, potentially requiring the inclusion of a small supporting structure. Enhancements to the cross-country ski experience and the addition of a trail and pedestrian bridge over Green's Creek are proposed as part of the recreational offerings and potential opportunities within this area. The priority is to provide a trail and pedestrian bridge over Green's Creek, either here or further north, closer to the mouth of Green's Creek in node C3.

Recommendations

- 1 Encourage outdoor education programming at this node.
- 2 Provide a structure to facilitate the use of the node as an outdoor education site and for a windbreak and rest and warming area for trail users.
- 3 Re-design the parking lot to accommodate school buses.
- 4 Explore the feasibility of an additional pedestrian crossing over Green's Creek.
- 5 Provide adequate facilities (e.g. bike parking and seating) at this node.



Node C3



- Proposed Pathways
- Multi-use Pathways
- Proposed boardwalk




5.3.3 Node C3 East Lookout

Description

This node encompasses the exceptionally picturesque lookout at the outlet of Green’s Creek to the Ottawa River, inaccessible by vehicles. Our proposal aims to increase accessibility and enhance the visitor experience in this beautiful location. The lookout will be improved, including the addition of restrooms and possibly a small picnic area. Furthermore, a boardwalk is recommended to provide access to the river. This site is also suitable for considering a pedestrian bridge over Green’s Creek to enhance access to the Capital Pathway.

Recommendations

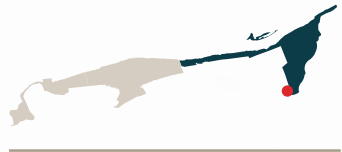
- 1 Explore the feasibility of an additional pedestrian crossing over Green’s Creek.
- 2 Enhance the viewing experience at this node by providing comfort elements such as seating, a picnic area, public washrooms and site access for visitors of differing abilities.
- 3 Protect and enhance the view to the Ottawa River through design and vegetation management.
- 4 Build a universally accessible on-water boardwalk along the river outside of the floodplain elevation and in accordance with best practices to avoid adverse impacts on the river and aquatic environments.

 Access and Connectivity

 Experiences



Node C4



- Proposed Pathways
- Multi-use Pathways
- Pathways



Light rail - Montreal Station

Conceptual plan for illustrative purposes.



5.3.4 Node C4 St-Joseph Entrance

Description

Serving as the eastern and southern gateway to the park, this node is conveniently located within walking distance of the Montreal Road O-Train station, providing easy access for visitors from farther distances who wish to cycle, cross-country ski, or simply enjoy the park. It is proposed that this area becomes the primary pedestrian gateway to the park in the east end. Panels and pedestrian placemaking initiatives are recommended to enhance the visitor experience. Additionally, a pathway connection is proposed to direct people towards P27, the most direct route to the river.

Recommendations

- 1 Work with the City of Ottawa to design a protected intersection at St-Joseph Boulevard to slow vehicle traffic and improve the pedestrian and cyclist experience.
- 2 Work with the City of Ottawa to support pedestrian and active mobility entrances to the park that connects with Montreal Road O-Train station.
- 3 Enhance the experience of entering the park by introducing informative panels and placemaking elements.
- 4 Establish a direct pathway connection across Green's Creek towards P27.

 Access and Connectivity

 Experiences



Node C5



— Multi-use Pathways



Conceptual plan for illustrative purposes.

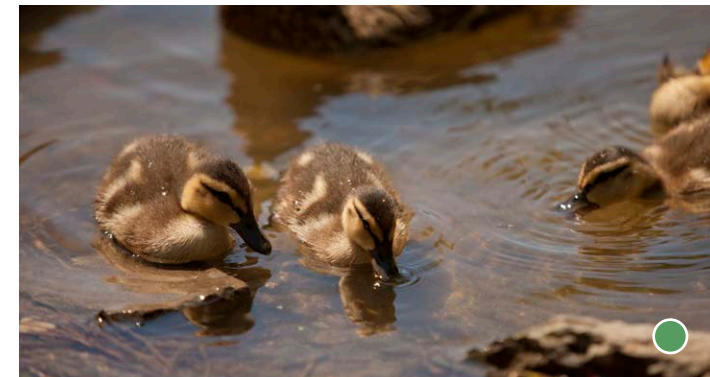
5.3.5 Node C5 Lower Duck Island

Description

Lower Duck Island is included in the park plan to establish management and protection policies under the guidance of Greenbelt biologists. It is an important site for migratory birds and a habitat for many species. As no changes are being sought for this location, there are no proposed design elements.

Recommendations

- 1 Support efforts to conserve and protect the natural habitat.
- 2 Create interpretive elements on the park's shoreline to provide information about the island and to discourage people from accessing it.



6

Next Steps and Implementation

This chapter makes recommendations to achieve the desired outcome presented in the Sir George-Étienne Cartier Park Plan. It recommends actions for implementing the plan's initiatives, which are not only consistent with the objectives of the vision articulated in *The Plan for Canada's Capital, 2017–2067*, the *Capital Urban Lands Plan*, and the Greenbelt Master Plan but also go into further detail, building on the public and stakeholder input obtained throughout the engagement process. It also identifies next steps to move forward with the plan, including additional studies, federal review and approval processes, and recommended phasing for implementation.



1. Priority table

2. Budgeting

This is a long-term plan to guide the future development of the park. Following a plan commissioning period will commence which will aim to allocate funds to carry out proposed development.

3. Ongoing Stakeholder Engagement and Partnerships

Numerous stakeholder groups and hundreds of members of the public participated in consultation workshops organized in support of the Sir George-Étienne Cartier Park Plan. The first round of public consultations began in the fall of 2021, focused on supporting the development of a vision and guiding principles for the plan. The second round of public consultations focused on the development of the plan's concepts and goals. The third and final round of public consultations focused on the validation of the plan in its entirety, including the policies and sector plans.

4. Federal Approvals

The Sir George-Étienne Cartier Park Plan comes into effect upon the approval by the NCC Board of Directors. This plan is the primary planning reference for development, planning and design decisions affecting the park. The federal approval process (NCC federal land use, design and transaction approval) will apply to the implementation of all proposals affecting federal lands under the plan. This process helps ensure that proposals are in keeping with the plan's objectives.



Appendices

Glossary

IMAGE CREDITS

All images in this plan are the property of the National Capital Commission, except for the following list of images.

P. 73: Image 2

5.1.1 – Node A1 – Pine Hill

www.toronto.ca/wp-content/uploads/2019/07/89a2-Green-Line_Implementation_Report_2019-07-25.pdf

P. 73: Image 3

<https://rsmdesign.com/work/parasol-park-irvine-ca>

P.75: Image 1

5.1.2 – Node A2 – Rockcliffe Park

www.naturetourismservices.com.au/indigenous-interpretive-signs.html

P.77: Image 3

5.1.3 – Node A3 – Acacia-Hillsdale

www.destinationontario.com/en-ca/articles/stand-paddle-boarding-ontario

P.79: Image 1

5.1.4 – Node A4 – Mile Circle

<https://jrstudio.ca/project/royal-botanical-gardens>

P.79: Image 2

www.therecordnews.ca/2018/01/24/countryside-adventures-holds-grand-opening-weekend/

P.79: Image 3

<https://www.brookings.edu/articles/how-memphis-tennessee-is-transforming-its-riverfront-to-work-for-all/>

P.83: Image 1

5.2.1 – Node B1 – Rockcliffe Yacht Club

www.archdaily.com/910785/craft-urban-ramp-creil-espace-llibre

P.83: Image 2

<https://dtah.com/work/toronto-central-waterfront>

P.83: Image 3

quartekgroup.com/projects/bronte-park-washrooms/

P.85: Image 3

5.2.2 – Node B2 – Blair Road Boat Launch

www.glensfallschronicle.com/dec-dont-leave-trailer-d-boats-in-parking-lot-at-lake-georges-million-dollar-beach-boat-launch/

P.89: Image 2

5.3.1 – Node C1 – P7 Interpretation Area

https://en.m.wikipedia.org/wiki/File:Rustic_Lookout_Pavilion_from_SW.jpg

P.89: Image 3

www.rentcafe.com/blog/apartmentliving/apartment-amenities-in-arlington-va/

P.91: Image 1

5.3.2 – Node C2 – Green’s Creek

<https://workinnorthernvirginia.com/culture/parks/>

P.93: Image 1

5.3.3 – Node C3 – East Lookout

www.bloomberg.com/news/articles/2015-07-15/denmark-builds-a-circular-infinite-bridge

P.93: Image 3

<https://www.centennialparklands.com.au/visit/our-parks/centennial-park/picnics-bbqs>

P.95: Image 1

5.3.4 – Node C4 – St-Joseph Entrance

www.cbc.ca/news/canada/ottawa/lrt-shut-down-hours-1.5270632

P.95: Image 2

<https://overtonpark.org/wp-content/uploads/2020/03/2017-01.pdf>

P.95: Image 3

<https://bvvh.com/project/heartwood-preserve-pedestrian-bridge/>

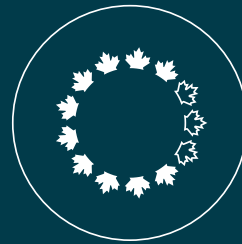
P.97: Image 1

5.3.5 – Node C5 – Lower Duck Island

<http://marccharron.blogspot.com/2010/10/upper-duck-lower-duck-islands-for-boats.html>

P.97: Image 2

<http://marccharron.blogspot.com/2010/10/upper-duck-lower-duck-islands-for-boats.html>



NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE