

## Appendix A: Existing Conditions

### General Demographic Characteristics

#### Population

Ottawa is home to approximately 883,000 people, with around 70% falling within the age category of 15 to 64, and a rapidly population (Statistics Canada, 2014). The three municipal wards abutting the SJAM Parkway include Bay, Kitchissippi, and Somerset, with populations of approximately 45,700, 38,400, and 41,250, respectively (Ottawa, 2014c). The City's growth projections stipulate that the municipality is projected to grow to 1.1 million by 2031 and along with Amendment 150 of its Official Plan, makes provisions for employment, transportation, community services and amenities, open space as well as housing to prepare for this growth (Ottawa, 2014b).

#### Employment

According to the City of Ottawa's 2012 Employment Survey, the federal government and high-tech industries have remained the City's largest employers over the years (Ottawa, 2012). Most of the employment has concentrated in the Central Area, which is largely bounded by the Ottawa River to the north, Rideau River to the east, Highway 417 to the south, and Preston Street to the west. Commuting patterns have shown growing travel trends to and from the Central Area and outer suburban Ottawa neighbourhoods as employment opportunities and businesses have grown in the Central Area over the years (Ottawa, 2012). This has greatly impacted roadway capacities, including

the SJAM Parkway, as they have become dominated by regular commuters over time who are looking for quick and uninterrupted access to the Central Area. The 2012 Employment Survey further notes that as of 2012, approximately 40% of total employment was located within walking distance (600 metres) from rapid transit stations (Ottawa, 2012). The rapid transit stations that are situated adjacent to the SJAM Parkway include Lincoln Fields Station, Dominion, Westboro, Tunney's Pasture, Bayview, and LeBreton. Economists predict a rebound in employment over the next three years, despite a recent downward trend, which could mean more growth in the Central Area (Ottawa, 2014a).

#### Housing

Housing statistics through the 2011 Census demonstrates that single-detached houses continue to dominate the total structural types of dwelling in the City of Ottawa (Statistics Canada, 2014). This is closely followed by row housing and apartments with five or more storeys. Field work and physical observations have shown the neighbourhoods abutting the SJAM Parkway include a mix of mid- to high-rise apartments as well as detached dwellings. This healthy mix is characteristic of the City of Ottawa's housing stock, which is noted by the Canada Mortgage and Housing Corporation (CMHC) (Canada Mortgage and Housing Corporation, 2014).

A push for intensification throughout the City of Ottawa, which includes residential units along with rapid transit stations and designated mixed-use centres, has been stipulated in Amendment 150 of the City of Ottawa's *Official Plan*. The *Tunney's Pasture Master Plan*, for example, looks to develop an employment retail hub

with a capacity for approximately 22,000 to 25,000 employees. It further looks to develop a multi-unit residential development consisting of 3,400 to 3,700 units (Public Works and Government Services Canada, 2014).

### Land Uses

As illustrated in Map 1.1, a diverse range of land uses exist within the vicinity of the SJAM Parkway.

#### Parks and Open Space

Parks and open space line the SJAM Parkway right-of-way. Starting at the eastern end of the study area, there are large grassy open fields by the LeBreton Flats and the Canadian War Museum area (i.e. LeBreton Flats Park). Moving along the corridor, continuous greenspace is located on both sides of the parkway, with some sections bordered by vegetative buffers, including trees, shrubs, and bushes. There are also picnic and recreation areas at several landmark locations, such as Remic Rapids, Champlain Bridge, and the Kitchissippi Lookout.



Figure A.1 - Public park space within the Sir John A. Macdonald Parkway (SURP 824 Project Team, 2014).

**Natural Landscapes**

Along the SJAM Parkway, there are pockets of natural landscapes containing environmental features that are designated as Valued Ecosystems and Natural Habitats in the draft NCC *Capital Urban Lands Plan* (2014). As a fulfillment of a commitment in the NCC *Corporate Environmental Strategy* (2009), the high valued ecosystems and habitats found along the SJAM Parkway are to be protected. They also respect the framework of protected management area categories developed by the IUCN that are designated as Urban Natural Features in the City of Ottawa *Official Plan* (2013) and identified as Environmental Protection Zones in the *Zoning By-law* (2008). As these areas may include woodlands, wetlands, watercourses, and ravines, the largest environmentally-significant area within the study area is Mud Lake and the surrounding Britannia Conservation Area. Other locations include densely treed and vegetated areas near the Champlain Bridge, Remic Rapids, and Lazy Bay.



Figure A.2 - Natural shoreline segment at Westboro Beach (SURP 824 Project Team, 2014).

**Residential**

The predominant land use located along the southern boundary of the SJAM Parkway is residential. There are several low-rise residential areas adjacent to the corridor, especially in neighbourhoods situated to the west of Tunney's Pasture. However, other areas, such as those around LeBreton Flats Station, Parkdale Avenue, Dominion Station, the intersection of Richmond Road and the SJAM Parkway, and Lincoln Fields Station, feature apartment buildings and higher-density residential dwellings.

**Commercial**

Commercial uses are mostly found at the westernmost limit of the SJAM Parkway. Restaurants and retailers are located to the north of Richmond Road in the Woodroffe-Lincoln Heights neighbourhood. In addition, Lincoln Fields Shopping Centre and Carlingwood Shopping Centre are the two key commercial areas near the SJAM Parkway.

**Employment**

Besides a few smaller pockets of employment lands in close proximity to the SJAM Parkway, the principal cluster of employment uses is Tunney's Pasture, which is bound between the Parkway and the Transitway within the Island Park neighbourhood. Tunney's Pasture is a federal employment complex that is home to agencies such as Health Canada, Statistics Canada, and Library and Archives Canada.

**Industrial**

Along the SJAM Parkway, there is one particular area that is considered as industrial. Located to the south of the SJAM Parkway and Slidell Street intersection is the

Bayview Station District area, which currently serves as an area for light industrial uses. Within Bayview Yards, portions of under-utilized buildings, such as an old City of Ottawa Public Works building, are visible from the corridor. Future redevelopment of this area will be guided by the *Bayview Station District Community Design Plan* (2013).

**Institutional**

In terms of institutional uses, the Canadian War Museum is situated at the eastern end of the SJAM Parkway in the LeBreton Flats area. Opened in 2005, the museum is a national attraction and one of the most significant museums in Canada.

**Neighbouring Communities**

The SJAM Parkway is adjacent to six neighbourhoods along the Ottawa River, ranging from urban to inner suburban. They include LeBreton Flats, Hintonburg-Mechanicsville, Island Park, Westboro, Woodroffe-Lincoln Heights, and Britannia Village (Figure 1.7).

**LeBreton Flats**

LeBreton Flats is a community of 373 people and is located at the easternmost limit of the SJAM Parkway study area. Developed in the mid-1800s to support the nearby lumber mills on Chaudière and Victoria Islands, the area was rebuilt following the Great Fire of 1900 and expropriated for redevelopment in the 1960s (National Capital Commission, 2014b; Ottawa Neighbourhood Study, 2013). As a result of land disputes and soil contamination from industrial uses, the site was largely undeveloped for 40 years until the early 2000s, when the NCC acquired the remaining lands and conducted



soil remediation work. The Canadian War Museum is now located at LeBreton Flats and the area will be redeveloped into a mix of residential, commercial, and institutional uses. In terms of housing form, this neighbourhood is characterized by higher-density dwellings, including apartment buildings (86% of all housing types) and some row houses; there are no single-detached dwellings in the area.



Figure A.3 - View of LeBreton Flats and the SJAM Parkway showing the future redevelopment area (National Capital Commission, 2014).

### Hintonburg-Mechanicsville

Hintonburg-Mechanicsville is located to the west of the LeBreton Flats neighbourhood. A well-established mixed-use residential neighbourhood, Hintonburg-Mechanicsville contains a mix of dwelling types (e.g. low- and high-rise apartment buildings, single-detached houses, duplexes, semi-detached dwellings,



Figure A.4 - Commercial area along Wellington Street West in Hintonburg (Hintonburg Community Association, 2014).

and row houses) as well as a significant business and commercial sector (Ottawa, 2010). This neighbourhood includes significant residential land, and is also home to the Quartier des artistes/Arts District, the Parkdale Farmers' Market, shops, and restaurants. This neighbourhood of 9,041 will soon be home to more following an intensification effort of a mixed-use transit-oriented community around the Bayview Station area, as per the City of Ottawa's 2013 *Bayview Station District Community Design Plan*.

### Island Park

Bound between Island Park Drive and Parkdale Avenue/Holland Avenue, the Island Park neighbourhood houses many of its 4,225 residents in a number of stately homes that were mostly constructed from the 1920s through to the 1940s (Ottawa Neighbourhood Study, 2013). Even though single-detached dwellings account for 67% of all housing types, the area still has a mix of apartment buildings, semi-detached dwellings, and duplexes. Served by the Tunney's Pasture Station, the community

is also home to Tunney's Pasture, a 49-hectare federal employment complex which employs approximately 24,000 people and abuts the SJAM Parkway (Public Works and Government Services Canada, 2014b). Over the next 25 years, Tunney's Pasture will be transformed from a traditional employment centre into a mixed-use community, bringing an additional 22,000 to 25,000 jobs and up to 9,250 residents, as outlined in the newly approved *Tunney's Pasture Master Plan* (2014).



Figure A.5 - View looking south down Tunney's Pasture Driveway and Holland Avenue (Public Works and Government Services Canada, 2014a).

### Westboro

Situated to the west of Island Park Drive, Westboro is one of the suburban neighbourhoods that offer a wider range of housing options for its 8,135 residents. While 32% of all dwellings in the area are single-detached, higher-density forms of housing (i.e. apartment units) account for 46% of all housing (Ottawa Neighbourhood Study, 2013). This neighbourhood is served by two





Figure A.6 - Westboro Station mixed-use development (Westboro Property Shop, 2014).

transit stations – Westboro at the centre and Dominion at the western edge.

**Woodroffe-Lincoln Heights**

Bounded by Dominion Avenue to the east and the SJAM Parkway to the west, Woodroffe-Lincoln Heights runs north of Richmond Road. This community of 9,522 residents has the highest proportion of seniors in Ottawa, with 52% of residents aged 60 years and over,



Figure A.7 - Lincoln Fields Transit Station in Ottawa (Primecorp, 2014).

compared to the city-wide average of 21% (Ottawa Neighbourhood Study, 2013). With only 12% of lower-density forms of housing, Woodroffe-Lincoln Heights is characterized by apartment buildings higher than five stories (86% of all dwelling types). The community is served by the Lincoln Fields Station near the Lincoln Fields Shopping Centre.

**Britannia Village**

Located north-west of the intersection at Carling Avenue and the SJAM Parkway, Britannia Village is known for its greenspace, and waterfront opportunities (Ottawa Neighbourhood Study, 2013). Up until World War II, Britannia Village was largely a summer cottage community, after which many veterans moved into the neighbourhood. Mud Lake lies to the north of this community, and Britannia Beach is to the northwest of that. Britannia Village is a high-density neighbourhood, with nearly 70% of its 8,355 residents living in higher-



Figure A.8 - Family-oriented urban neighbourhood in Britannia Village (Dave11198, 2010).

density dwellings (Ottawa Neighbourhood Study, 2013). Other forms of housing include single-detached, semi-detached, duplexes, and row houses.

**Landmarks and Focal Points**

**Mud Lake**

Located at the western end of the SJAM Parkway in the Britannia Village neighbourhood, Mud Lake is considered one of Ottawa’s hidden gems. A part of the Britannia Conservation Area, Mud Lake is an ecologically significant conservation area that includes provincially significant wetlands and Areas of Natural and Scientific Interest (ANSI). Hundreds of wildlife species and several provincially significant plants call the pond and marshes within Mud Lake home. With nearly 250 species of birds, this area is a prime location for birdwatching (Bracken and Lewis, 2013). A migratory bird information area is located near



Figure A.9 - Southeastern portion of Mud Lake in the Britannia Conservation Area (SURP 824 Project Team, 2014).



Deschênes Rapids, a centre of activity. Mud Lake can be accessed via formal and informal pathways. Overall, the area is very quiet, calm, and has a more “natural” feel to it than other sections of the corridor.

### ***Kitchissippi Lookout and Westboro Beach***

Westboro Beach is located at the Kitchissippi Lookout in the Westboro neighbourhood. A popular recreation area, the beach can be accessed by car from an NCC parking lot or by walking via an underpass bridge or directly from the multi-use pathway. The Westboro Beach Café and a patio are open to visitors during the summer season. Near the parking lot, remnants of the stone foundation from the 19<sup>th</sup> century Skead's Mill (an old steam mill) are still visible on the riverbank (Westboro Beach Community Association, n.d.).



*Figure A.10 - Publicly accessible Westboro Beach by the Sir John A. Macdonald Parkway (SURP 824 Project Team, 2014).*



*Figure A.11 - Lookout area at Remic Rapids by the Sir John A. Macdonald Parkway (SURP 824 Project Team, 2014).*



*Figure A.12 - Remic Rapids rock sculptures by local artist John Felice Cetrano (SURP 824 Project Team, 2014).*

### ***Remic Rapids***

Remic Rapids, located to the north of Tunney's Pasture in the Island Park neighbourhood, includes a rocky beach, a lookout, a picnic area, and a parking lot. The balanced rock sculptures, first created in 1986 by John Felice Cetrano, are one of the key defining features

of this area. There is also a lookout atop the former SLOWPOKE nuclear reactor bunker at Remic Rapids, where visitors can walk up a curved ramp to get a view of the Ottawa River, downtown Ottawa, and Hull. There are also a number of picnic tables, benches, and garbage and recycling bins in the area. Overall, Remic Rapids serves as a gathering or resting point for many users and is well-separated from the SJAM Parkway.

### ***Prince of Wales and Champlain Bridge***

Two bridges traverse the Ottawa River within the study area – the Prince of Wales Bridge and the Champlain Bridge – and these serve as focal points along the SJAM Parkway. Situated to the west of LeBreton Flats, the Prince of Wales Bridge is an unused railway bridge that was constructed in 1880 (Brown, 2013). Nearby the bridge is an area called Lazy Bay, which includes scenic views of Hull, Ottawa's downtown, portions of Parliament Hill, and small rocky islands in the Ottawa River. Similarly, adjacent to the Champlain Bridge, there is a lookout and a large park/picnic area that offers scenic views of the water. A parking lot is available for visitors and the bridge is the westernmost connection between Ottawa and Gatineau.



*Figure A.13 - The historic Prince of Wales rail bridge by the Sir John A. Macdonald Parkway (SURP 824 Project Team, 2014).*



## Community Facilities

The majority of the community facilities are located adjacent to the corridor and on the urban side. These community facilities include neighbourhood parks (e.g. McEwen Park and Roy Duncan Park), some of which include off-leash dog parks (e.g. Lincoln Heights Park and Westwood Park); Kitchissippi Lookout which has two porta potties; and community centres and open space areas that accommodate various activities such as splash pads and sports fields (e.g. McKellar Park and Champlain Park) (geoOttawa, 2014). These adjacent facilities are not easily accessible from the corridor as there are few safe places for pedestrians to cross the SJAM Parkway. The existing community facilities located on the SJAM Parkway include Westboro Beach and the seasonal café that also provides washroom facilities to customers and users of the corridor.



Figure A.14 - The Westboro Beach Café on a sunny day (Westboro Beach Cafe, 2014).



Figure A.15 - Sports field at Champlain Park (Champlain Park Community, 2014).



Figure A.16 - Cyclist stopping for a swim at Westboro Beach (Westboro Beach Cafe, 2014).

## Transportation and Mobility

### Transit

The NCC and the City of Ottawa have an agreement to use the SJAM Parkway for bus rapid transit until 2031. The current Ottawa City (OC) Transpo network utilizing the SJAM Parkway consists of five unique bus routes – the 93, 94, 95, 96 and 97, which operate with alternating schedules and minimal wait times. Large articulated buses arrive as frequent as eight minutes apart in peak hours and as infrequent as an hour apart on Sundays on individual routes, so they can be only a minute or two apart during weekday rush hours. These routes enter the SJAM Parkway via two transit entry points at Lincoln Fields Station and Dominion Station. Both stations provide wind and climate shelters with seating and cement pads. However, their integration with the SJAM Parkway is limited or non-existent. No stops exist along the SJAM Parkway, which continues to emphasize a scenic experience. From Dominion Station onwards, the bus network utilizes a separate transitway to reach the downtown, leaving the upper segment without direct public transit service.



## Pedestrian and Cycle Networks

Pedestrian and cycle pathways are the foundations for attracting active and recreational users to the SJAM Parkway. The corridor does this well by providing two formal, paved, and divided multi-use pathways along either side of the roadway in some sections (Figure A.21). Users range from pedestrians, dog walkers, and families, to rollerbladers and cyclists. Along the SJAM Parkway, the pedestrian pathways are linked to various enclaves, which offer scenic seating off the main path. Both pathways follow the bends and curves of the Ottawa River with varying median widths, vegetated buffers, and grade separations. Moreover, various recreational trails and informal pathways provide individuals with a greater sense of urban escape. The current connections between the two pathways are limited to a few controlled pedestrian crossings and underpasses.



Figure A.17 - Cycling and pedestrian underpass crossing underneath the Sir John A. Macdonald Parkway (SURP 824 Project Team, 2014).



Figure A.18 - Cyclists enjoying the recreational pathways of the Sir John A. Macdonald Parkway (SURP 824 Project Team, 2014).

## Vehicular Network

The SJAM Parkway currently consists of a divided four-lane roadway for both eastbound and westbound users. With a posted maximum speed limit of 60 kilometres per hour (km/hr) and limited controlled intersections, the corridor was originally designed to promote recreational and scenic experiences for users. Separated turning lanes allow roadway users to access the adjacent neighbourhoods without creating congestion and delay for others. There are five parking lots located strategically near SJAM Parkway focal points in addition to access to three bridge crossings; two of which are within the study area. Current policies related to the SJAM Parkway prohibit access from commercial vehicles, such as chartered buses and transport vehicles, without prior consent from the NCC. Unfortunately, because of its current design and location, the SJAM

Parkway has become a fast-moving commuter route to and from the downtown area, often reaching speeds upwards of 100 km/hr, based on fieldwork observations. Consequently, travelling at the 60 km/hr speed limit is unacceptable to most drivers. 🍁

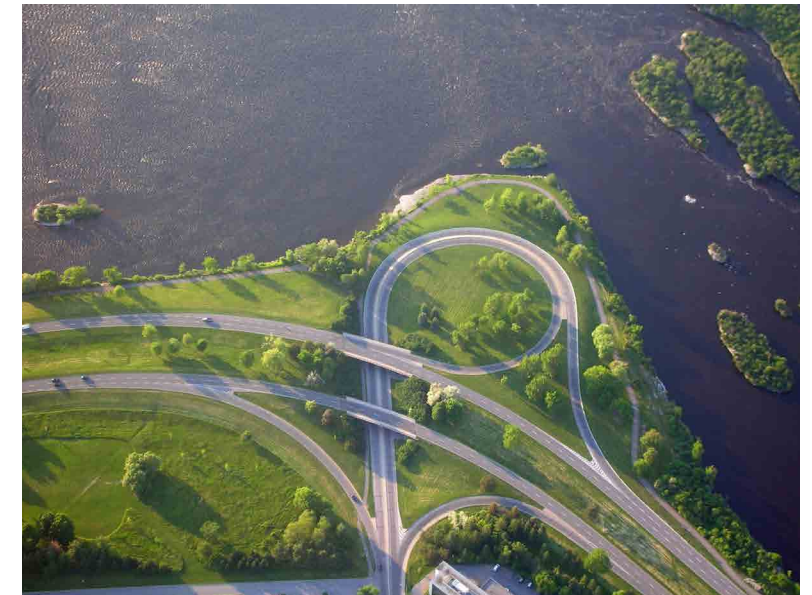


Figure A.19 - Aerial view of the Parkdale Loop on the Sir John A. Macdonald Parkway – the current design allows vehicles to travel at high speeds and the Loop takes up much of the corridor's greenspace (Rohse, 2006).

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Appendix B: Fieldwork Checklist

Segment of Corridor		
Mode of Travel		
Feature	Date/Time	Observation
Natural/Landscape Features - feature, functions and values		
Watercourse/shoreline (e.g. open water, rapids, islands, beaches, riprap, marshes)		
Wooded, lawn and meadow areas (e.g. scrub, woods, open grown trees in meadow/lawn, dead trees)		
Topography and geology (e.g. major grade changes, berrns, exposed rock out-crops)		
Potential environmental constraints (e.g. flood hazard, contamination)		
Built Form and Community Structure		
Demographics, employment, and housing		
Community resources (e.g. schools, community centres, parks and recreation)		
Community focal points and centres of activity		
Food and drinks, garbage disposal		
Boundaries of communities		

Relationship to adjacent communities (e.g. linkages, signage)		
Character of adjacent built form (e.g. design elements, heritage resources, historical development patterns, visual cues)		
Planned developments in area (proposed or under construction)		
Walkability		
Condition of sidewalk/trail (e.g. missing sidewalks, chortcuts, pavement condition ,potential for pooling of water, mud, etc.)		
Maintenance of sidewalk/ trail		
Space on sidewalk/trail (e.g. width)		
Curbs and barriers (e.g. steps, concrete blocks, fending/barriers, sidewalks blocked with light/sign posts, accessibility)		
Buffers between uses (e.g. path separated from auto traffic, bike lanes)		
Crosswalks (e.g. signage, audible crosswalks, unsignalised crossings, crosswalk time, spacing of crosswalks)		



Visual Quality		
Unity/Harmony (e.g. intercompatibility among elements and patterns of the landscape)		
Variety/Complexity (e.g. amount of visual interest/ variety)		
Spatial Characteristics (whether landform and vegetation define both open and closed spaces, resulting in interesting, protected or intimate spatial experiences)		
Maintenance/Health (degree and appropriateness of human care or maintenance)		
Adjacent scenery		
Infrastructure Additions (e.g. transmission lines, poles and towers, structures, railways, etc., and degree of visual intrusion)		
Meaning (visual perceivable cultural, scientific, educational or symbolic value)		





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Appendix C: SWOC Analysis by Parkway Segment

	Mud Lake to Woodroffe Avenue	Woodroffe Avenue to Dominion Station	Dominion Station to Lazy Bay	Lazy Bay to Champlain Bridge	Champlain Bridge to LeBreton Flats	
Strengths	Strengths					General Strengths
Varied and Scenic Views	✓	✓	✓	✓	✓	***** Location
Well-Maintained	✓	✓	✓	✓	✓	***** Gateway to Capital
History and Culture				✓	✓	** Follows the Ottawa River
Urban Escape	✓		✓	✓	✓	**** Commercial Vehicles Prohibited
Heavy Cystist Presence	✓	✓	✓	✓	✓	*****
Formal and Informal Seating	✓	✓	✓	✓	✓	*****
Pedestrian Presence	✓		✓	✓	✓	*****
Natural Preservation	✓	✓	✓	✓		*****
Community Involvement / Recreational	✓		✓	✓	✓	*****
Mature Vegetation	✓	✓	✓	✓	✓	*****
Public Transit Access	✓	✓			✓	***
Open Spaces	✓	✓	✓	✓	✓	*****
Litter-Free	✓	✓	✓	✓	✓	*****
Informative Map	✓			✓	✓	***
Conservation Area	✓					*
Information Boards	✓			✓	✓	***
Informal Pathway "Surprises"	✓	✓	✓	✓	✓	*****
Community Linkages	✓	✓	✓		✓	*****
Pedestrian Crossings			✓	✓	✓	***
Weaknesses	Weaknesses					General Weaknesses
Narrow Pedestrian Pathways	✓	✓	✓	✓	✓	*****
Cyclists Travelling at High Speeds		✓	✓	✓	✓	*****
Difficult or No Access to Facilities	✓	✓		✓	✓	*****
Limited or Confusing Signage	✓	✓	✓	✓	✓	*****
Poor Linkages to Surrounding Communities	✓	✓	✓	✓	✓	*****
Limited or No Lighting	✓	✓	✓	✓	✓	*****
Deteriorating Pathway Conditions	✓			✓		**
Limited or No Pedestrian Crossings	✓	✓		✓	✓	*****
Narrow Buffers		✓	✓			**
Flooding Hazards	✓					*
Benches and Garbage Bins not Well-Spaced	✓	✓	✓	✓	✓	*****

	Mud Lake to Woodroffe Avenue	Woodroffe Avenue to Dominion Station	Dominion Station to Lazy Bay	Lazy Bay to Champlain Bridge	Champlain Bridge to LeBreton Flats	
Opportunities	Opportunities					General Opportunities
Potential for Intergration of History and Identity	✓	✓	✓	✓	✓	*****
Enhance Pedestrian and Bike Facilities	✓	✓	✓	✓	✓	*****
Widen the Pathways	✓	✓	✓	✓	✓	*****
Create Stronger Neighbourhood Connections	✓	✓	✓	✓	✓	*****
Create or Enhance Destinations	✓	✓	✓	✓	✓	*****
Enhance Vegetation	✓	✓	✓	✓	✓	*****
Cut Grass in Open Areas for Recreation		✓	✓	✓	✓	*****
Curves and Bends that Offer Excitement	✓	✓	✓	✓	✓	*****
Incorporate Sounds of Nature	✓	✓	✓	✓	✓	*****
Areas for Boardwalks or Waterfront Trails	✓	✓	✓	✓	✓	*****
Stormwater Management	✓				✓	**
Update Furniture	✓	✓	✓	✓	✓	*****
Areas for Lighting	✓	✓	✓	✓	✓	*****
Challenges	Challenges					General Challenges
Cyclists Using Pathway as a Commuter Route	✓	✓	✓	✓	✓	*****
Presence of Invasive Vegetation	✓	✓	✓	✓	✓	*****
Strong Currents	✓	✓	✓	✓	✓	*****
Fast-Moving Traffic and No Crossings	✓	✓	✓	✓	✓	*****
Building Greater Neighbourhood Entrances	✓	✓	✓	✓	✓	*****
Some Erosion	✓		✓	✓		***
Riverside Trees Creating a Visual Barrier		✓				*
Very Narrow Parkway Width		✓				*
Views of Urban Towers	✓	✓	✓	✓	✓	*****
A Number of Informal Pathways	✓	✓	✓	✓	✓	*****
Riverside Slopes		✓				*
Flooding	✓		✓			**
Rush Hour Traffic and Noise	✓	✓	✓	✓	✓	*****





# Appendix D: Policy Analysis

Five main themes across the policy documents and initiatives were observed. The themes were:

- Recreation
- Transportation
- Environmental
- Historical and Cultural Significance
- Scenic Quality and Integrity

It was observed that these five themes currently or have the potential to affect the protection, management, and development of the SJAM Parkway. **Appendix D1** provides a policy matrix and analysis of the policy documents that were analyzed.

## Recreation



Initiatives to enhance or increase recreational opportunities on the SJAM Parkway were not explicitly referenced in the policies that were analyzed in various policy documents concerning the corridor or its surrounding uses. Rather, many of the policies implicitly referenced the need to enhance or increase recreational opportunities on the SJAM Parkway through:

- Enhancing pedestrian linkages from neighbouring communities to the corridor to facilitate active as well as healthy lifestyles;
- Encouraging environmental, historical, and cultural programming to engage residents and visitors of all ages; and,
- Improving the connectivity to neighbourhoods as

well as variety of greenspaces (e.g. low-intensity recreational use to natural enclaves with dense vegetation) to be used by a range of users as they see fit.

## Transportation



As a significant scenic parkway, the SJAM Parkway serves as a key scenic gateway into the core of the nation's Capital Region for residents and visitors. While the SJAM Parkway is currently used as a road access by many commuters and public transit vehicles, there are a number of policies from different levels of government, namely the NCC and the City of Ottawa, that address both the roadway and active modes of transportation. For example, the City of Ottawa's *Transportation Master Plan* (2013) and *Community Design Plan* (2007 and 2013) policies identify the need for better pedestrian and cycling access from transit-priority corridors and adjacent neighbourhoods (e.g. the Bayview Station District and the Richmond Road/Westboro area) to the Ottawa River shoreline.

Similarly, the *Plan for Canada's Capital* (1999), the *Capital Core Area Sector Plan* (2005), and the City's *Pedestrian Plan* and *Cycling Plan* (2013) have policies that focus on completing missing links and enhancing the connectivity of the pathway network. In addition, policy documents (e.g. City of Ottawa *Pedestrian Plan*, 2013; draft *Updated NCC Policy for Parkways*, 2014; *Plan for Canada's Capital*, 1999) also address inter-jurisdictional collaboration with regard to developing potential recreation corridors, improving transitions between NCC parkways and local roads, and developing similar signage and pathway guidelines.



Implications for Planning the SJAM Parkway

Future plans and conceptual designs will need to consider enhancing the connectivity of the pathway network across the corridor and between the corridor and its adjacent neighbourhoods to be as seamless as possible. Furthermore, considerations for increasing access to the corridor and by active modes of transportation through pedestrian as well as cycling linkages will need to be made.



Environmental

As a waterfront parkway identified in the draft *Updated NCC Policy for Parkways* (2014), the SJAM Parkway corridor showcases a variety of important environmental features within the Capital Region. Policies from different jurisdictions refer to environmental features within the corridor, from the federal government, through the NCC, to the provincial government under the *Conservation Authorities Act*, as administered by the Rideau Valley Conservation Authority, to the City of Ottawa. The *NCC Environmental Strategy* (2009), the *Plan for Canada's Capital* (1999) and the draft *NCC Parkway Policy* (2014) all refer to the need for naturalization, restoration, and the use of natural linkages and protection to ensure the long-term natural health and vitality of the parkway corridor. In addition, the City of Ottawa's *Greenspace Master Plan* (2006) refers to the creation of a cohesive network of greenspaces within Ottawa, as well as reducing human intervention within greenspaces. This reduction of human intervention and letting natural processes take form has also been identified in NCC plans mentioned previously.

In terms of waterways and shore lands, the *Plan for Canada's Capital* (1999), *Capital Core Area Sector Plan* (2005), and Rideau Valley Conservation Authority's regulations (2010) speak to the management and restoration of the environmental integrity of the Ottawa River, protection of shoreline ecosystems, and floodplain, which includes development restrictions along the Ottawa River floodplain. Finally, the municipal zoning designations by the City of Ottawa have indicated lands within the study area largely as Open Space, permitting parks, open spaces and related uses, and certain sections within the corridor. Moreover, municipal zoning designations have identified parts of the SJAM Parkway (e.g. Mud Lake and sections along the shoreline) to be considered as Environmental Protection Zones.

Implications for Planning the SJAM Parkway

The ecological sensitivity and floodplain designations of the corridor will need to be respected in future plans and conceptual designs for the SJAM Parkway. The long-term natural health and vitality of the corridor is of utmost importance and will need to be considered through naturalization, restoration, and shoreline stabilization initiatives throughout the corridor. Furthermore, future plans will need to find opportunities to enhance the network of greenspaces while reducing human intervention.



Historical and Cultural Significance

Running along the historical Ottawa River, the SJAM Parkway is one of many stages where Canadian history, culture, and identity are displayed. Policies concerning the historical

and cultural significance of the SJAM Parkway derive from various jurisdictions and levels of government, with a few examples being the NCC as well as the City of Ottawa. Policies that are concerned with the historical and cultural significance of the SJAM Parkway range from further promoting and protecting the historical features of the SJAM Parkway and the general intent of federal parkways (e.g. draft *Updated NCC Policy for Parkways*, 2014); developing activity nodes to be centres of historical and cultural focus or programming (e.g. draft *Capital Urban Lands Plan*, 2014; draft *NCC Policy for Parkways*, 2014); and building upon the Canadian Capital identity, experience, and imagery on a national and international stage (e.g. City of Ottawa's *Annotated Official Plan, Amendment 150*, 2013). The policies that were analyzed recognized the need to protect and enhance the historical and cultural roots of the Capital Region.

Implications for Planning the SJAM Parkway

Future plans and conceptual designs of the corridor will need to find opportunities for historical and cultural programming while improving the recreational amenities that are available to users. Furthermore, they will need to include ways of projecting the nation's history, culture, and identity through commemorative symbols and displays.



Scenic Quality and Integrity

The SJAM Parkway acts as an important access point to the Capital Core. Policies concerning scenic quality and integrity as well as symbolism derive from various levels of government, such as the NCC and City of Ottawa. The draft *Capital Urban Lands Plan* (2014)

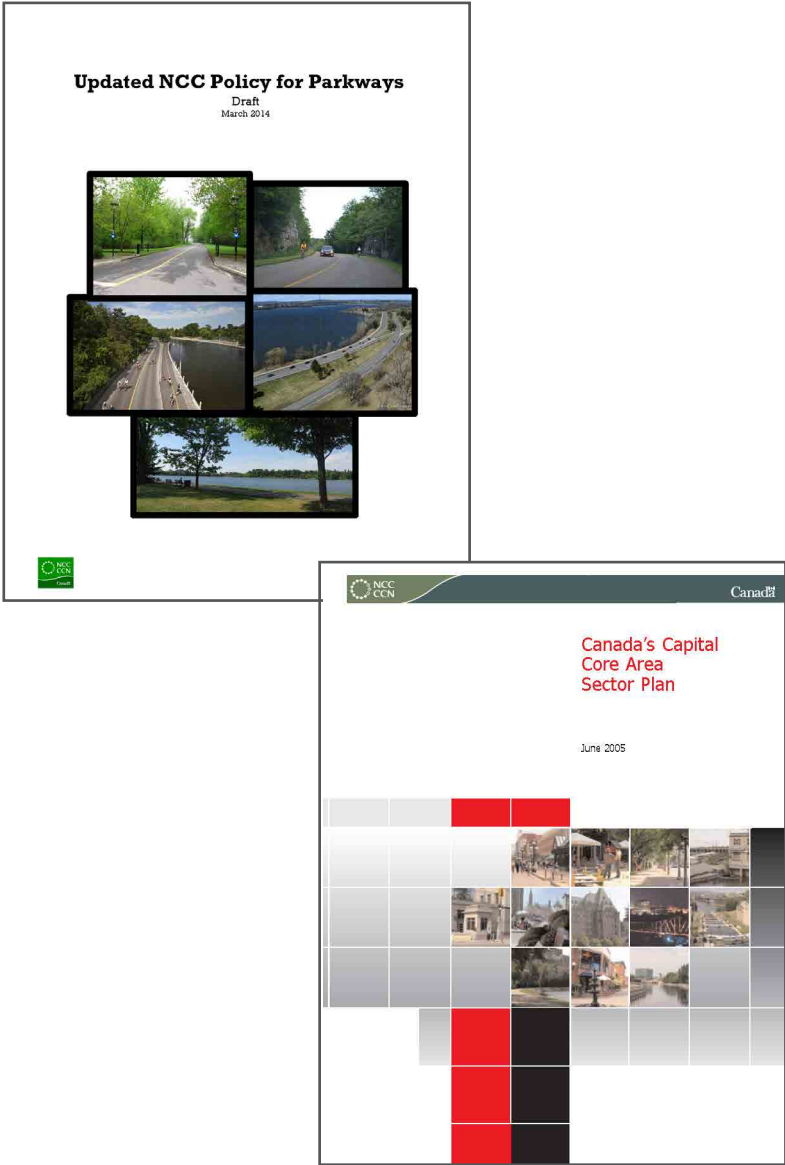


outlines policies to preserve SJAM Parkway as a national symbol, its scenic landscape, and character. The draft *NCC Policy for Parkways* (2014) further highlights in their priority endeavours the need to protect and enhance the view corridors of the SJAM Parkway to capture the sense of place. Visual transitions between local roads, parkways, and greenspaces are encouraged in the draft *NCC Policy for Parkways* (2014) as well as the *City's Greenspace Master Plan* (2006). These documents encourage collaboration among provincial, municipal, and community stakeholders to retain or enhance view corridors and scenic experiences. Furthermore, the NCC's *Plan for Canada's Capital* (1999) encourages the preservation of scenic entries to the Capital through the SJAM Parkway to welcome visitors. The same document and the *Capital Core Area Sector Plan* (2005) identify parkways as the places that celebrate Canadian culture and heritage through displays of public art and commemorations. These plans also identify several activity areas to be developed along the SJAM Parkway for the use and enjoyment of programming through displays of national symbols, cultural events, and educational activities.

Implications for Planning the SJAM Parkway

At the heart of the “parkway experience” are the scenic opportunities that reveal themselves in waves as one travels along the SJAM Parkway in either direction. To enhance the scenic quality and experience of these waves, future plans and conceptual designs will need to protect view corridors, look to best practices of landscape architecture, and build upon the gateway effect into the Capital Region. The above policy documents and initiatives that were explored present a coherent view to preserve and develop the SJAM Parkway as the gateway

to Canada’s Capital. The policies aim to create as well as enhance a place to celebrate Canadian culture and history through public art and commemorations, scenic views and experiences, well-connected greenspaces, and environmental assets. 🍁



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Appendix D1: Policy Analysis Matrix

Federal	Conservation Authority	Municipal
<div><p><b>National Capital Commission</b></p><ul style="list-style-type: none"><li>• Plan for Canada’s Capital (1999)</li><li>• Updated NCC Policy for Parkways (draft, 2014)</li><li>• Capital Urban Lands Plan (draft, 2014)</li><li>• Canada’s Core Area Sector Plan (2005)</li><li>• Pathway Network for Canada’s Capital Region: 2006 Strategic Plan (2006)</li><li>• Urban Lands Master Plan Ottawa River Parkway Corridor Visual Assessment (2006)</li><li>• Canada’s Capital Views Protection (2007)</li><li>• Ottawa River Integrated Development Plan (Phase I, 2003)</li><li>• Ottawa River Integrated Development Plan (Phase II, 2009)</li><li>• Ottawa River Shorelines Initiative in Capital Urban Lands Plan (draft, 2014)</li></ul></div>	<div><p><b>Rideau Valley Conservation Authority</b></p><ul style="list-style-type: none"><li>• Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses, O. Reg. 174/06 (2006)</li><li>• Policies Regarding Development Including the Construction/Reconstruction of Building and Structures, Placing of Fill and Alterations to Waterways Under Section 28 of the Conservation Authorities Act of Ontario (2010)</li></ul></div>	<div><p><b>City of Ottawa</b></p><ul style="list-style-type: none"><li>• Official Plan (Amendment No. 150, 2013)</li><li>• Zoning By-Law (2008)</li><li>• Transportation Master Plan (2013)</li><li>• Ottawa Cycling Plan (2013)</li><li>• Ottawa Pedestrian Plan (2013)</li><li>• Greenspace Master Plan: Strategies for Ottawa’s Urban Greenspaces (2006)</li><li>• Bayview Station District Community Design Plan (2013)</li><li>• Richmond Road/Westboro Community Design Plan (2007)</li></ul></div>



Plan/Policy Document	Summary	Notable Characteristics and Policies
<p><b><i>Plan for Canada’s Capital (1999)</i></b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p>	<p>The <i>Plan for Canada’s Capital</i> is a federal land use plan created by the National Capital Commission in 1999. This is part of the mandate given to the NCC by the federal government with respect to planning, developing and improving Canada’s Capital under the National Capital Act (1988). It acts as an update to the 1988 <i>Plan for Canada’s Capital</i>, and addresses the changes that have occurred since 1988, as well as changes that may occur in the future.</p> <p>The Plan communicates the federal government’s vision for the Capital; provides principles, goals, concepts, and policies to guide land use decisions; identifies lands and land uses for future needs; direct land and investment strategy; reinforces relationships between elements of the Capital Region including Gatineau Park (QC), the Greenbelt, and lands within the Urban Area; and guides land use planning decisions for federal departments. In addition, it also guides more detailed land use planning, as mentioned in lower-level plans. This plan functions as the strategic plan and guides planning at the regional scale, and supports lower-level Master Plans, Sector Plans, and Area Plans, which cover smaller areas.</p>	<p>The policies are divided into three categories; <b>Capital Settings</b>, <b>Capital Destinations</b>, and <b>Capital Links</b>. The Plan is guided by the goals of the NCC to develop the Capital as a meeting place, to communicate Canada to Canadians – an exercise of national identity, and to safeguard and preserve the nation’s natural, cultural heritage and its physical assets.</p> <p>Parkways have been identified in Capital Links, but individual elements such as natural heritage, waterways and shorelines have been discussed in other sections.</p> <p>As each section discusses different elements, they are presented as a section-by-section analysis. The sections below are applicable to large sections of the SJAM corridor, except where mentioned.</p> <p><b>Capital Settings</b></p> <p><b>Section 4.1</b> discusses Natural Heritage Area policies, including allowing natural processes to be prioritized as much as possible; implementing federal policies; protecting valued ecosystem components (VEC); and restoring degraded natural heritage areas. These policies would cover a large section of the SJAM corridor.</p> <p><b>Section 4.3</b> discusses Capital Core Area policies, which affect lands largely in LeBreton Flats and to the East. It encourages better public access to the Ottawa River; working with Aboriginal groups to increase their representation in the area; enhancing symbolic approaches to Parliament Hill; and improving access to cross-river cultural institutions.</p> <p><b>Section 4.4</b> discusses Capital Urban Green Spaces, including the parkway network. The above policy states that urban green spaces in the Capital should be managed as multi-use, year-round public spaces, with appropriate wayfinding and visitor services, such as drinking fountains. It also states the importance of environmental protection. Accessibility, visibility, centrality, size, views of the Capital symbols, landscape history, natural features and functions (including ecological), as well as other relevant features including adjacent neighbourhood character, should be considered when determining appropriate development. This includes the location of basic public facilities such as washrooms, or other facilities such as food services, and conservation of green spaces. The policies state that Capital Parks, as identified in NCC mapping, should be the focus of public events and programming. With respect to parkways and trails, the key role of inter-jurisdictional coordination is emphasized.</p> <p><b>Section 4.5</b> discusses Capital Waterways and Shore Lands. These policies encourage public access to waterways and shores without compromising the environment. It states an inter-jurisdictional approach for stormwater management, flooding and erosion mitigation to preserve shores, aquatic life and general water quality. The policies encourage Capital interpretation, cultural programs, and commemoration for waterways and shore lands, while ensuring local compatibility with mentioned uses. Some policies have also been mentioned in Sections 4.1 and 4.4.</p>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><i>Plan for Canada’s Capital (1999)</i></p>		<p><b>Section 4.6</b> discusses Urban Design policies, which includes protection of views and symbolism, proper maintenance, signage, street furniture, imaginative lighting, and environmentally-responsible urban design and architecture.</p> <p><b>Section 4.8</b> discusses Archaeology, and states that consideration should be made for archaeological potential during development, and to follow appropriate provincial policies.</p> <p>All of the above policies mention that provincial and local policies should also be considered, and encourage collaboration with various levels of government.</p> <p><b>Capital Destinations</b></p> <p>Section 5.1.3 discusses Public Art and Commemorations in the Capital Region, and mentions the promotion of under-represented themes; the location and interpretation of Canadian art in high-profile places (e.g. Capital Parks); the adoption of site-associated symbolic representation and commemoration; and the inclusion of commemoration of individuals, ideas, and events of national significance in highly visible and accessible areas. With respect to the SJAM corridor, Section 5.1.4, which discusses National Cultural Institutions, has applicability only in terms of parkways being an access mode to and from these institutions.</p> <p><b>Capital Links</b></p> <p><b>Section 6.1</b> discusses policies regarding Capital Arrivals and Scenic Entries. The policies recommend the creation of high-quality visitor signage, protection of scenic views, and enhanced landscaping among others to create a pleasant Capital arrival experience. Improving interprovincial access is also mentioned in Section 6.2.</p> <p><b>Section 6.3</b> states the policies related to the Capital Parkway Network, which are considered a key form of access for the Capital destinations for both visitors and federal employees. In addition, commercial vehicles would be prohibited on these limited-access parkways. The parkway network, including the SJAM Parkway should provide facilities, views, and other high quality experiences to users, as mentioned in Sections 4.1, 4.3-4.6, 5.1.3, 6.1, and 6.4. Policies also mention the need for parkways to continue promoting the green image of the Capital and as a means of communicating the Capital to visitors. Land uses adjacent to the Parkway should be compatible, existing natural features should be protected, and naturalization should be encouraged. The role of parkways in visitor approaches to the Capital should be encouraged, and signage should be harmonious. The Urban Area Master Plan would provide policies specific to sections of the parkway network.</p> <p><b>Section 6.4</b> discusses the Capital Pathway Network, and mentions the need to an integrated pathway network in the region, which connects areas with different land uses, through collaboration with other authorities. As mentioned in previous sections, collaboration is highly encouraged. Signage, naturalization, and all-season usage are recommended, as mentioned in Sections 4.4 and 6.3.</p>



Plan/Policy Document	Summary	Notable Characteristics and Policies
<p><b>Updated NCC Policy for Parkways (draft, 2014)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p> <p>(this document is currently in draft format and is subject to modification)</p>	<p>The draft <i>Updated NCC Policy for Parkways</i> (2014) is an update to its 1984 Policy on Parkways and Driveways document. Its purpose is to guide the NCC in the management, development, and enhancement of its parkways as well as driveways in Canada’s Capital Region. Moreover, its purpose is to help inform the direction as well as policies of the <i>Capital Urban Lands Plan</i>, which is in its preliminary draft stages, as well as to be consistent with the visions, guiding principles, and policies of the NCC’s Horizon 2067: The <i>Plan for Canada’s Capital</i>.</p> <p>The NCC’s <i>Policy for Parkways</i> (2014) envisions its parkways to be a network of scenic corridors that allows users to directly access Capital parkways and have quality as well as scenic experiences on Capital lands. Through this policy document, the NCC also aims to promote the protection and enhancement of the scenic integrity, historical and cultural significance, and environmental qualities of its parkways and driveways. Policies in the document vary from recreational, environmental, and transportation considerations, with the majority of policies speaking to the “scenic integrity” of parkways and driveways.</p>	<p>The <i>Updated NCC Policy for Parkways</i> (draft, 2014) emphasizes the need to protect and enhance the scenic integrity and visual quality of its parkways and driveways. Many of its policies focus on highlighting the historical and cultural significance of Capital parkways and driveways, as well as improving user experiences and pedestrian linkages. Changes to the SJAM Parkway to further accommodate vehicular transportation or implement transportation infrastructure, such as signalized intersections, are discouraged as they are believed to disrupt the traditional parkway experience.</p> <p>The SJAM Parkway is explicitly referenced as an immediate priority for the NCC to address in the short term (refer to policy section “Priority Endeavours”, Policy 9.1).</p> <p><b>The Collective (Policies 8.1 - 8.31)</b></p> <p>Policies under the policy section ‘The Collective’ range from making recreational, active transportation, environmental, historical, and visual considerations. The majority of policies speak to maintaining the “scenic integrity” as well as promoting the cultural and historical significance of the NCC’s parkways and driveways. This is an aspect that the SJAM Parkway and accompanying conceptual design plans will need to greatly consider.</p> <p><b>The Urban (Policies 8.32 - 8.37)</b></p> <p>The intersection of Island Park Drive and the SJAM Parkway is delineated as an “Urban Parkway” and will need to be consistent with policy clauses 8.32 to 8.37, where parkway features are encouraged to emulate a gateway and urbanized effect.</p> <p><b>The Waterfront (Policies 8.50 - 8.52)</b></p> <p>The majority of the SJAM Parkway is classified as a “Waterfront Parkway”; therefore, it must be consistent with policy clauses 8.50 to 8.52 of the draft <i>Updated NCC Policy for Parkways</i> (2014) along with the policies outlined in ‘The Collective’. Waterfront parkway policies focus on highlighting views of the Ottawa River as well as the Capital core area skyline, and they also recognize the variation of urban and natural features of waterfront parkways.</p> <p><b>Priority Endeavours (Policies 9.1 - 9.8)</b></p> <p>The draft <i>Updated NCC Policy for Parkways</i> (2014) document outlines short-, medium-, and long-term priorities, which also take the form of policies. These short- to long-term policies will greatly influence the SJAM Parkway. Policy clause 9.1, which is a short-term priority, explicitly notes the SJAM Parkway as requiring a plan as well as an overall design concept that takes into consideration the landscape, recreation, active mobility, public access, cultural, heritage, and scenic features preservation, waterfront use, and cultural programming.</p>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><b>Updated NCC Policy for Parkways (draft, 2014)</b></p>		<p>The following are other implications for the SJAM Parkway as identified in the ‘Priority Endeavours’ policy section of the document:</p> <ul style="list-style-type: none"><li>• Branding of NCC parkways and corridors which “capture the essence of the place” (9.2, short term);</li><li>• Encouraging active mobility (9.4, medium term);</li><li>• Developing activity nodes to be centres of historical and cultural focus or programming (9.5, medium term);</li><li>• Moving towards a “strategic” network of parkways and driveways (9.6, long term);</li><li>• Pursuing federal heritage site designation processes (9.7, long-term); and</li><li>• Encourage collaborations with provincial and municipal partners, as well as relevant stakeholders, to improve the visual transitions between local roads and Capital parkways and driveways (9.8, long-term).</li></ul> <p>The <i>Updated NCC Policy for Parkways</i> (draft, 2014) focuses on programming and the protection of view corridors on the SJAM Parkway while also discouraging transportation initiatives that take away from the implicit value of the corridor.</p>
<p><b>Capital Urban Lands Plan (draft, 2014)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p> <p>(this document is currently in draft format and is subject to modification)</p>	<p>The <i>Capital Urban Lands Plan</i> (CULP) (2014) is a guiding document to support the planning and management of federal lands. Its purpose is to provide clear direction to all proposed projects to ensure that they are consistent with the primary objectives and purposes of National Capital Commission, which are defined in the National Capital Act (1988).</p> <p>Documents that the CULP draws from or are consistent with includes:</p> <ul style="list-style-type: none"><li>• <i>Guiding the Way to 2067</i> (plan under development)</li><li>• <i>Plan for Canada’s Capital</i> (1999)</li><li>• <i>Pathways Network for Canada’s Capital Region: 2006 Strategic Plan</i></li><li>• <i>Updated NCC Policy for Parkways</i> (draft version currently available, 2014)</li></ul>	<p>The CULP policies emphasize creating pleasant, welcoming, and animated places that offer rich expressions and experiences. The policies in the CULP also emphasize the need to contribute to the development of the City of Ottawa and the Capital Region by enhancing the quality of life, incorporating sustainable practices, and improving active mobility.</p> <p>The CULP stipulates that the SJAM Parkway is not to be confused as an extension of municipal and regional road networks. Furthermore, the Plan notes that the corridor should be considered first and foremost as a linear park network that serves recreational purposes and provides access to the Capital Region.</p> <p>Policy sections of the CULP that demonstrate implications for the SJAM Parkway are outlined below:</p> <p><b>Valued Ecosystems and Natural Habitats (Section 2.3.1.1)</b></p> <p><b>Section 2.3.1.1</b> identifies a total of 11 sites recognized as Valuable Ecosystems that are under the ownership of the NCC. This section calls for the protection of these ecosystems to maintain and enhance the Capital Region’s biodiversity. These spaces are identified as the key linkages between the natural areas of Gatineau Park and the Greenbelt; however, they are under intense pressure from urban development. NCC directs for the long-term protection of these lands in its Environmental Strategy, requiring special measures such as compliance with International Union for the Conservation of Nature (IUCN) guidelines.</p> <p><b>Capital Urban Green Spaces (Section 2.3.1.3)</b></p> <p>The natural spaces that are publicly-accessible and provide opportunities for recreation, public gathering, and staging events, such as shorelines as well as parkway and pathway corridors are included under the ‘Capital</p>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><b>Capital Urban Lands Plan</b> (draft, 2014)</p>		<p>Urban Green Spaces’ section. This section calls for introducing and offering infrastructure for cultural or recreational activities that provide contact with water, and maintaining the natural shoreline setting. Events such as Sunday Bikedays and the National Capital Marathon are some of successful events that take place in these spaces.</p> <p><b>Capital Links (Section 2.3.3)</b></p> <p><b>Section 2.3.3</b> outlines the main access routes to the Capital. Capital Arrivals are the routes that provide access to the Capital and are under provincial jurisdiction. Scenic Entries are the routes that provide scenic views to the Capital and are primarily under municipal jurisdiction. Moreover, interprovincial bridges have been identified as important physical links that also play an important symbolic role between Ottawa and Gatineau.</p> <p>The parkways and pathways network also comprise of important Capital Links because of the linear green space network, numerous opportunities for recreation, and open spaces for public gathering and staging events. They provide perception of a green and picturesque Capital. In addition to providing access to the green space network, and offering views and vistas, the purpose is to improve access and develop recreational activities along the shoreline.</p> <p><b>Sense of Place (Section 3.3.3.2)</b></p> <p>This section focuses on protecting and enhancing the quality of built and landscaped settings in the Capital by creating a sense of place, and to provide enjoyable experience by showcasing the Capital experience through its built and natural heritage. Due to the rich history and natural beauty of parkways, they play a key role in creating a sense of place. The main purpose is to protect and enhance the scenic views and heritage experience of parkways. These scenic views are identified in the <i>Urban Lands Master Plan Ottawa River Parkway Corridor Visual Assessment</i> (2006) conducted by the NCC.</p> <p><b>Contacts with Nature (Section 4.3.1)</b></p> <p>The policies in this section aim to protect natural spaces and landscapes. This section categorizes policies into two elements: Green Synergy and Eco-responsible Management.</p> <p>Green Synergy policies aim to develop, maintain, and sustain ecological linkages between the urban lands, the Greenbelt, and Gatineau Park. They also aim to develop a comprehensive approach for the protection of sensitive habitats and wetlands across the Capital Region.</p> <p>Eco-responsible management policies aim to restore shorelines and wetlands, promote best practices for stormwater management, and encourage land development and management practices that promote long-term protection and sustainability of valued natural habitats.</p>



Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><i>Capital Urban Lands Plan</i> (draft, 2014)</p>		<p><b>Quality, Sense of Place and Heritage (Section 4.3.2)</b></p> <p>This section aims to develop and promote a range of enjoyable, welcoming, and animated places that provide a sense of place and unique Capital experience. The policies focus on sub-topics such as excellence and innovation, heritage protection and enhancement, views and vistas protection, signage, and lighting.</p> <p>Views and vistas protection policies aim to protect and enhance the views of Capital's national symbols by restricting the volume and height of any development in the foreground or background. Moreover, landscaping, and massing should be done in a way to avoid any blocking of views.</p> <p>NCC's signage policies are identified in this sub-section that do not allow any third party advertisements. They also limit the location and encroachment, and prohibit the use of illuminated signs on NCC and federal lands. Furthermore, this sub-section calls for developing a coherent approach to signage that will facilitate in identifying the Capital's attractions and their discovery.</p> <p>The lighting policies aim to reduce the amount of light spilling into the sky. This section encourages subtle and efficient street lighting solutions, and encourages the use of energy-efficient LED systems that produce the lowest lumen necessary for the needed purpose.</p> <p><b>Urban and Regional Viability (Section 4.3.3)</b></p> <p><b>Section 4.3.3</b> stipulates an integrated approach to land use and transportation planning. The goal is to encourage mixed-use development; encourage public transit and active modes of transport; and improve connectivity and permeability with communities, shorelines, and major activity centres. This section specifically encourages improvements for the multi-use pathway network as an active means of transportation.</p> <p><b>Capital Urban Green Space Network (Section 4.4.1)</b></p> <p><b>Section 4.4.1</b> identifies the types of green spaces and designates policies corresponding to its primary role. The Capital Urban Green Space Network consists of four designations: Valued Natural Habitat, Capital Park, Capital Urban Green Space, and Agricultural Research.</p> <p>Valued Natural Habitat policies aim to develop, maintain, and sustain the ecological linkages between the urban lands, the Greenbelt, and Gatineau Park, as well as integrate services where already existing on sites and connect them with the multi-use pathways network.</p> <p>Capital Parks policies aim to promote the Capital experience by developing activities for recreation and major events, and supporting active mobility by distributing parks and recreation areas throughout the urban lands.</p>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><i>Capital Urban Lands Plan</i> (draft, 2014)</p>		<p><b>National, Cultural, Historical and Artistic Functions (Section 4.4.2.3)</b></p> <p><b>Section 4.3.2.3</b> is one of the three essential Capital functions that showcase the nation’s culture. This function identifies land designations that comprise of existing and potential sites of national and international scope, and are prime locations for commemorative monuments, interpretation facilities, and public art installations. This section calls for the development of “Capital Discovery Circuits” by linking existing sites of national and international scope. Moreover, this section stipulates that the SJAM Parkway corridor plays the role of a destination and place, and not just as a roadway.</p> <p><b>Political Functions (Section 4.4.2.1)</b></p> <p>The CULP identifies three Capital functions that are linked to the role and symbolism of the capital. Political functions is one of the three functions that provides designations for federal, provincial and judicial institutions, diplomatic missions, Canadian associations and NGO headquarters in the Core Area Sector. This section calls for an integrated planning approach with high quality standards that protects heritage and promotes a sense of pride.</p> <p><b>Capital Pathways (Section 4.5.2)</b></p> <p>Policies in this section are concerned with promoting the use of pathways for recreational purposes such as low-intensity hiking, educational uses, visitor services, and providing access to the Ottawa River. The policies further stipulate that multi-use pathways should be developed to improve the connections between residential areas and major activity centres. The creation of connections to the Capital’s activity sites and points of interest through various means of transportation, including biking and the OC Transpo, along with the creation of a safe and comfortable environment for pedestrians are expressed in the policies.</p> <p><b>Capital Parkways (Section 4.5.3)</b></p> <p><b>Section 4.5.3</b> outlines the important development guidelines to be considered for Capital Parkways. It states that any development should emphasize the importance of parkways, and that parkways should not be considered as simply roadways. The development should emphasize the role of parkways as “places” and “destinations”. Maintenance, protection, and enhancement of the scenic landscape and character of the parkways as well as the utilization of parkways as ceremonial routes and stages for events of capital, national, and international significance are emphasized. Limiting roadway connections except where it is necessary to provide connections is also stipulated in the policies.</p>

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<p><b>Canada’s Capital Core Area Sector Plan (2005)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p>	<p>Canada’s Core Area Sector Plan (CCASP) (2005) is the lead policy document for planning and development in the Core Area of the Capital over a time period of 20 years. The Plan covers the jurisdictions of federally owned lands in the Core Area. Furthermore, it encourages other regional departments to follow and harmonize their planning and development with this plan.</p>	<p>Reflecting the national interest, the CCASP (2005) identifies planning priorities, including the development, maintenance, and enhancement of the Core Area to the highest standards. The policies emphasize ensuring appropriate uses for federal properties in the Core Area, including national symbols and cultural institutions. “Capital experience” is identified as a theme to provide animation and programming of national interest sites in the Core Area. The focus on preserving built heritage, cultural landscapes, and archaeological resources is also an important characteristic of this plan.</p> <p>Safeguarding and restoring the Core Area’s natural environment is identified as an asset. Furthermore, illumination of symbolic buildings should use environmentally-friendly lighting methods. Lastly, the policies focus on expanding the pathways network as well as integrating public transit between Ottawa and Gatineau.</p> <p><b>Core Area Policies: Collective</b></p> <p>The policies define the long term use of the SJAM Parkway to support Canada’s Capital through its designation as a National Interest Land Mass (NILM). The policies range from addressing comprehensive planning Core Area to linking public transit between Ottawa and Gatineau. To reflect the importance of Capital and Canadian values, the policies emphasize the use and enjoyment of programming in the Core Area such as public art and educational activities. Moreover, the policies guide the preservation of cultural landscape, built heritage, and existing characters. For the green spaces and open areas, the policies guide monitoring the use and health of these spaces, enhancing the wayfinding measures for the Capital pathways and parkways, and encouraging non-vehicular programs on certain parkways such as the Sunday Bikeways program.</p> <p>Pedestrian connectivity and active transportation are emphasized in the CCASP for its Capital pathways. The policies focus on completing the missing linkages in the network as well as providing connections with adjacent neighbourhoods to promote active transportation. Along the Capital parkways, developing commemorative sites, programming, and opportunities for public art displays are encouraged. However, the policies also state that development should only occur where services are provided and for security reasons (e.g. lighting). Furthermore, policies provide direction for pathways to give priority to pedestrians at intersections and roadways rather than vehicular traffic.</p> <p><b>Concept Features (Section 2.2)</b></p> <p>This section identifies the physical foundations of Canada’s Capital Core Area such as the creation and expansion of open space, parks, pathway network, and national and cultural institutions. Moreover, animation, celebrations and interpretation activities in the Core Area are part of the physical foundations. Using three key themes: Celebrate, Connect and Consolidate, this section summarizes the main direction of this plan for future planning and development of the physical foundations.</p> <p>The Celebrate theme visions the commemoration of Canada’s history, accomplishments, culture, and role in</p>



Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><i>Canada’s Capital Core Area Sector Plan (2005)</i></p>		<p>the international community through cultural expression, events, and appreciation of heritage. This theme also places focus on the rich natural resources in the region by supporting and enhancing water, land, natural, and built-scapes, and through excellence in planning, design, and environmental stewardship for these resources.</p> <p>The Connect theme visions to develop recreational activities along the waterfront for people, provide easy access between waterfront and communities, improve way finding, promote sustainable and active means of transportation in the City, and better integrate the two cities of the Capital as well as link the green space network including the Greenbelt, Gatineau Park, and the urban lands.</p> <p>The Consolidate theme visions to create a bigger network of the variety of experiences by creating a “Capital discovery circuit”. The route will link the cultural institutions, interpretation facilities, open space and green space network, and commemorations. Moreover, it visions to provide a year-round range of festivals, celebrations, expanded facilities, and amenities to serve the visitors. The theme also focuses to improve ways and facilities to move around in the Capital, and to integrate the design of new developments with old ones to create a sense of place.</p> <p><b>Confederation Boulevard (Section 3.1)</b></p> <p>The Confederation Boulevard is termed as the “Canada’s Discovery Route” – it connects the Quebec and Ontario parts of the Capital, and serves as a starting point for experiencing attractions in the core area. The policies in this section stipulate the promotion of the Boulevard as a ceremonial route and the creation of linkages with the parkways and recreational pathways network to provide for a range of unique capital experiences. Furthermore, this section aims to develop and enhance the use and enjoyment of the Boulevard as well as the nearby segments of the Capital parkways through animation, landscaping, illumination, and public art. However, it calls for the prior assessment to protect the significant views to the Capital Core and the cultural landscape, especially from the Capital gateways and parkways.</p> <p><b>Land Use in the Capital Realm: Federal Accommodation, Cultural Institutions and International Presence (Section 3.2)</b></p> <p>Three main functions are served by the land uses in the Core Area: Political, Administrative, and Cultural. This section defines the appropriate land use on federally owned properties in the Core Area such as national symbols, cultural institutions, federal accommodation and parks and open spaces.</p> <p>The parks and open spaces in the Core Area have high symbolic value. The policies aim to develop and enhance the unique character and quality of the Capital Region as well as protect the natural and cultural assets in compliance with federal environmental legislation. Moreover, the policies promote the integration and</p>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><i>Canada’s Capital Core Area Sector Plan (2005)</i></p>		<p>connectivity between the Capital and civic realms, the Ottawa River, and adjacent areas through physical linkages and connections. The policies also aim to support national cultural institutions and activities in their destinations, as well as ensure that they showcase Canada’s history, culture, and achievements without compromising with the scenic views to the Capital Core.</p> <p><b>Built Heritage, Cultural Landscape and Archaeological Resources (Section 3.5)</b></p> <p>The intent of this section is to ensure that the Canadian Identity is well-integrated and expressed in land use, design and communication programs, and in the interpretation of Cultural and Natural Heritage. The policies in this section aim to preserve and manage cultural landscapes, determine their meaning and the role they play in the expression of Canada’s identity, and identify new cultural landscapes in collaboration with partners and the public. Moreover, the development and enhancement of these landscapes should preserve their heritage and character defining elements that contribute in communicating their cultural significance.</p> <p><b>Natural Environment and Features (Section 3.6)</b></p> <p>Policies in Section 3.6 stipulate to establish a comprehensive approach to the preservation and restoration of natural environment and features throughout the Core Area. The policies call for the preservation of the sensitive natural habitats and shorelines, and promote their restoration efforts. Moreover, new developments on federal lands should consider and mitigate negative impacts on the environment, integrate environmental assessments into all program proposals, and establish strategies that include sustainable building rating systems in the design approval process.</p> <p><b>Capital Open and Public Spaces (Section 3.7)</b></p> <p>This section stipulates the preservation and enhancement of parks and open spaces to form an interconnected green space network and to promote these areas for public gathering, events, programming, and recreation.</p> <p>The policies aim to improve the connectivity of the green space network by providing a continuous link of pathways for pedestrians, cyclists, and other modes of active transportation. Moreover, the policies aim to promote and enhance the use and enjoyment of open and green spaces that can perform multiple roles such as stages for outdoor events, public gathering, and recreational activities. The policies also direct the integration of programming, illumination, and commemorations in the open and green spaces to create destinations that are vibrant, develop a sense of place, and showcase Canada’s identity. Policies also guide the monitoring of the use and health of these spaces on a regular basis to identify and address any problems.</p> <p><b>View Protection (Section 3.11)</b></p> <p>Section 3.11 seeks to protect and enhance the visual integrity and symbolic character of the Parliament</p>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><i>Canada’s Capital Core Area Sector Plan (2005)</i></p>		<p>buildings and other national symbols from Confederation Boulevard, parkways, Capital gateways, and the Ottawa River.</p> <p>The policies call for cooperation with Ottawa and Gatineau to specify height controls and view protection guidelines by integrating them in the municipalities’ official plans and zoning By-laws. New development proposals should also incorporate these guidelines. The policies also mention the need to closely monitor, protect, and enhance the views from the Ottawa River, parkways, and bridges.</p> <p><b>Illumination and Lighting (Section 3.12)</b></p> <p>This section calls for an illumination strategy for the symbolic buildings and places in the Core Area by adopting sustainable measures for lighting. The policies aim to develop a pattern and hierarchy of lighting for cultural landscapes, commemorations, destinations, and ceremonial routes. The intent is to coordinate illumination projects with programming, commemorations, and design initiatives by providing a diversity of lighting for various seasons, holidays, and special events. Moreover, policies call for a system of lighting along the parkways, pathways, and shoreline to improve pedestrian visibility and comfort. However, the policies limit the use of lighting wherever necessary to mitigate impacts of light pollution, and promote the use of energy-efficient lighting.</p> <p><b>Character Area Policies: Islands and LeBreton North (Section 4.4)</b></p> <p>Section 4.4 provides the character area policies for the Islands and LeBreton North. The policies specify the need to develop and enrich the character of the area by celebrating the unique Aboriginal and industrial history of the Islands and LeBreton North. The policies promote the use and enjoyment of the area through programming, developing staging areas for events, promoting recreational activities along the waterfront, and implementing commemorations and illumination. Moreover, the policies direct the development and improvement of pedestrian and cycling linkages with the Core Area and the parkways, as well as from adjacent areas and transit services. In addition to improved access to the shoreline, the policies stipulate for re-naturalizing the shoreline wherever possible.</p> <p><b>Character Area Policies: Ottawa River (Section 4.9)</b></p> <p>To recognize the historic significance of the Ottawa River, the policies in this section provide direction to enhance the landscape as well as intrinsic characteristics of the river and shoreline. Moreover, the policies aim to conduct resource conservation measures for shoreline ecosystems and monitor any type of development along the shorelines. In order to provide necessary infrastructure and services for visitors and users, the policies speak to ensuring facilities, such as washrooms, are available along the shoreline at identified activity nodes.</p>



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<p><b>Pathway Network for Canada’s Capital Region: 2006 Strategic Plan (2006)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p>	<p>The <i>Pathway Network for Canada’s Capital Region</i> (PNCCR) (2006 Strategic Plan) outlines objectives and strategies to achieve a continuous Capital network which has high standards of safety and design while offering quality user experiences for residents and visitors. The objectives in the PNCCR range from safety to marketing and branding of the Capital network, as well as signage and corridor protection. The vision and future conceptual designs of the SJAM Parkway would benefit from lending greater considerations to the policies as well as guidelines presented in the PNCCR in order to enhance the user and recreational experiences along the corridor.</p>	<p>Four objectives are outlined in the PNCCR:</p> <ul style="list-style-type: none"><li>• To increase the network’s visibility and use among residents and visitors (marketing);</li><li>• To create continuous, uniform, and safe pathways throughout the network through the application of similar standards adaptable to specific contexts (standards);</li><li>• To ensure safety through the improvement of existing mechanisms and strategies (safety); and,</li><li>• To improve and complete the existing signage system by emphasizing wayfinding and interpretation programs at various points of interest encountered along the corridor, and enhance regulatory signage where required to ensure user safety (signage).</li></ul> <p>These objectives were further complemented by the general objectives of the pathway network, which were to:</p> <ul style="list-style-type: none"><li>• Complete missing pathway links within the Capital pathway network in order to create a continuous and flowing network;</li><li>• Facilitate neighbourhoods’ access to waterways and greenspaces; and,</li><li>• Promote the multi-purpose use of the pathway network.</li></ul> <p>Among building a cohesive and continuous network, other concerns of the PNCCR rest with creating a quality user experience through storytelling or enhancing elements of interest, and protecting visual landscapes throughout the network.</p> <p>A document that concentrates on providing an exceptional user experience on Capital parkways, the PNCCR will need to be given great consideration while moving forward with future plans and conceptual designs for the SJAM Parkway. The SJAM Parkway will need to refer to the PNCCR to implement the following:</p> <ul style="list-style-type: none"><li>• Continuing connections between local neighbourhoods and Capital pathways;</li><li>• A network that links but also highlights historical, archaeological, symbolic, cultural, recreational, and urban points of interest and visitor attractions;</li><li>• Creating an “interpretative program” along the network for users of all ages;</li><li>• Protecting ecosystem biodiversity, buffers, and environmental integrity throughout the network; and,</li><li>• Using the Crime Prevention Through Environmental Design to guide the design of pathways as well as their management and maintenance plans.</li></ul>

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<p>(Continued from previous page)</p> <p><b>Pathway Network for Canada’s Capital Region: 2006 Strategic Plan</b> (2006)</p>		<p>The SJAM Parkway will also need to consider its classification as a pathway within the Capital Core Ring as defined by the PNCCR. This ring has the greatest concentration of national points of interest (e.g. Parliament Hill and federal government buildings) and is frequently the setting for large and national cultural events such as Canada Day celebrations and Remembrance Day services. The SJAM Parkway is situated within a highly national and historical context. Putting the park back into the parkway will need to reconsider the reanimation of recreational as well as historical and cultural programming.</p> <p>Table 5.1 presents a more detailed list of minimum standards and should be referred to during the design and conceptualization stage of this project course. Table 8.3 outlines guidelines for the management and layout of corridor protection and landscape plans.</p>
<p><b>Urban Lands Master Plan Ottawa River Parkway Corridor Visual Assessment (2006)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p>	<p>The <i>Urban Lands Master Plan Ottawa River Parkway Corridor Visual Assessment</i> (2006) was conducted from May to August in 2005 to aid in the development as well as implementation of the <i>Capital Urban Lands Plan</i> (CULP). The CULP identifies the Ottawa River Parkway (now SJAM Parkway) as a priority corridor; therefore, this study was conducted to understand the corridor’s role, visual character, and cultural landscape value. The objective of the study is to define the function and purpose of the corridor within the overall vision for the Capital and to determine how well the visual character and landscape of the corridor can contribute to meeting this objective. It is important to note that this study is not a plan but a research and analysis document.</p>	<p>The visual assessment was conducted for the SJAM Parkway at the Prince of Wales Bridge (east), Carling Avenue (west), and the Boulevard Alexandre-Taché (north). The objectives of the visual assessment were to:</p> <ul style="list-style-type: none"><li>• Evaluate the SJAM Parkway and its relationship to the Ottawa River and the adjacent lands from a landscape perspective, including recommendation for its management;</li><li>• Gain an understanding of the corridor’s role in the larger entrance experience or gateway experience to the City of Ottawa’s core;</li><li>• Identify landscape treatments as well as the visual character to be maintained or enhanced in the corridor;</li><li>• Obtain an understanding of the context of adjacent lands and how they affect the visual quality of the corridor; and,</li><li>• Obtain an understanding of how the visual character of the corridor changes through the seasons as well as throughout the day.</li></ul> <p>The visual assessment was conducted through three components:</p> <ul style="list-style-type: none"><li>• Visual landscape</li><li>• Landscape typology</li><li>• Visual quality assessment</li></ul>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><i>Urban Lands Master Plan Ottawa River Parkway Corridor Visual Assessment (2006)</i></p>		<p>Commonly occurring observations that were noted during this visual assessment included:</p> <p><b>1. Transitway</b></p> <p>From a visual point of view, the impact of public transit buses at rush hour affected the visual quality and experiences on the SJAM Parkway. Moreover, transportation infrastructure such as traffic stations and signalized intersections had a visual impact on the natural landscape along the SJAM Parkway.</p> <p><b>2. Effective buffering for low-rise buildings</b></p> <p>It was found that a combination of narrow deciduous trees along with a row of tightly spaced coniferous trees in the foreground would be able to provide an effective buffer to block the view of low-rise buildings.</p> <p><b>3. Effective buffering for high-rise buildings</b></p> <p>The visual assessment found that mature trees in the meadows or lawns did not provide an effective buffer for high-rise buildings. However, when there was a combination of trees and a thin width of regenerating or mature woods along the perimeter of open spaces, an effective buffer was created. Furthermore, it was found that to achieve an effective buffer, the minimum width of at least 30 metres of semi-mature vegetation is required the address the visual intrusion of high-rise buildings.</p> <p><b>4. Buckthorn</b></p> <p>Although buckthorn is identified as an invasive species, the visual assessment found that it could provide an effective buffer on a temporary basis. However, action should be taken to establish plantings that are native and ecologically appropriate. Furthermore, a phasing out plan for buckthorn should be introduced to ensure the ecological sustainability of the SJAM Parkway.</p> <p><b>5. Opportunity</b></p> <p>The eastern tip of Bate Island was found to present a great opportunity, as it currently provides dramatic views to the Core Area. However, due to overgrown vegetation on the island, it is currently only appropriate for walking. With the walking path on the shoreline as well as the presence of benches on Bate Island, the views from the island should make it a desirable destination.</p> <p>Through the observations and collected data from the visual assessment, the following recommendations were made to further support the objectives of the CULP:</p> <ul style="list-style-type: none"><li>• Manage on-site vegetation, particularly the invasive species, in order to avoid blocking high quality views to Ottawa River and Capital Core Area;</li></ul>



Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><b>Urban Lands Master Plan Ottawa River Parkway Corridor Visual Assessment</b> (2006)</p>		<ul style="list-style-type: none"><li>• Review landscape management practices so that changes to the landscape typology do not affect the quality of the views;</li><li>• Identify opportunities to screen the obtrusive views of the low and high rise buildings from the SJAM Parkway;</li><li>• Explore the use of unobtrusive transportation infrastructure (e.g. signalized intersections, traffic lights, pedestrian lights) that is appropriate to the surrounding landscape; and,</li><li>• Reclaim the gateway entrance experience to and away from the SJAM Parkway.</li></ul>
<p><b>Canada’s Capital Views Protection (2007)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p>	<p>Released in 2007, the <i>Canada’s Capital Views Protection</i> report serves as a key document that includes a compilation of policies and instruments related to views protection from various jurisdictions. The overall intention is to ensure that views of Canada’s national symbols (e.g. the Parliament Buildings as well as major institutions, monuments, and landscapes in the Parliamentary Precinct or adjacent to Confederation Boulevard) are protected and enhanced.</p> <p>The document includes an overview of the history of height controls in the Capital starting in the early 1900s, an urban design framework with elements drawn from the <i>Canada’s Core Area Sector Plan</i> (2005), the 21 viewpoints identified from a six-step approach used in view protection studies, and the policies and height controls used to protect key views.</p>	<p>The <i>Canada’s Capital Views Protection</i> document has implications for the SJAM Parkway since the report identifies viewpoints along or near the corridor, and the Parkway is one of the capital scenic routes that approach towards the core of Ottawa (Sections 3.2.5 and 4.3.6).</p> <p>Of particular importance is Section 4.6.5 that describes Key Viewpoint #16, which is located on the SJAM Parkway by the Prince of Wales Rail Bridge at the western edge of the Central Area. This particular location is considered as a principal viewpoint of the view sequence towards Parliament Hill and Ottawa’s downtown skyline, especially for eastbound motorists travelling into the core area.</p> <p>It should also be noted that the composition of National Symbols at Viewpoint #16, including the Centre Block, the Supreme Court, the Peace Tower, the Parliamentary and National Libraries, the Confederation Building, and the Justice Building, represents, “one of the strongest available images of the National Symbols in a long distance view,” (Section 5.9.2). Since panoramic views of these symbols can be seen by users on the SJAM Parkway, clear views in the foreground should be maintained.</p>

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<p><b>Ottawa River Integrated Development Plan (Phase I, 2003)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p>	<p>The <i>Ottawa River Integrated Development Plan Phase I</i> (IDP I) (2003) presents the results of a collaborative study of the Ottawa River corridor, involving the NCC, City of Ottawa, City of Gatineau, Conseil régional de développement de l’Outaouais, and the Outaouais Economic Diversification Corporation. Its role is to present a unifying vision and common principles regarding development to guide local and regional planning with respect to the river corridor. It has no regulatory power; however, it is up to the discretion of the participating planning agencies to implement the recommendations of the plan within their jurisdiction.</p> <p>In developing the IDP I (2003), the vision for the Ottawa River was developed. The elements of the vision are that the river is both a natural resource and important public space; it plays an important role in Ottawa-Gatineau’s and the National Capital Region’s history and for its residents; it contributes to the quality of life and provides for the integration and enhancement of cultural and built heritage; and, it plays an important role in the larger “Blue Triangle Waterways” network linking the City of Kingston, City of Ottawa, and City of Montreal through multiple waterways.</p>	<p>The IDP I (2013) is based on principles of sustainable development; respect for the river’s accommodation capacity (i.e. the ability for the corridor to handle the presence of people and the intensity of human activity); balancing economic development goals with the goals of environmental protection; protection of the corridor’s ecosystems and other natural features; and, respect for the quality of life of those living in the Ottawa-Gatineau area and their right to enjoy the natural environment.</p> <p>The Plan is organized into five pillars with. For the purpose of this analysis, the higher level pillars and principles as they apply to the SJAM Parkway are discussed:</p> <p><b>Pillar 1: Natural areas and landscapes</b></p> <p>This pillar emphasizes the protection of natural and ecologically sensitive areas, which includes the ecologically sensitive areas of Britannia and Mud Lake forests with its many rare plant and animal species, the Riopelle and Cunningham Islands (Champlain Bridge area), and Lemieux Island. In addition, the principles expressed in the pillar stipulate that recreational activities should be located away from these environmental areas.</p> <p><b>Pillar 2: Cultural and built heritage</b></p> <p>The plan emphasizes the importance of identifying the cultural and built heritage sites; national symbols and events; and other destinations of potential interest along the river corridor. The linkages between the three founding cultures (i.e. First Nations, British and French) with respect to the Ottawa River should also be recognized, and awareness to the general heritage features (e.g. Aboriginal copper trade, fur trade, lumber and sawmills, and pulp and paper industry; and historic Chaudière and Champlain bridges) of the corridor should be promoted by the respective agencies – this includes the usage of shores, and island. Accessibility to the river from shores, islands, and historical and heritage locations should be emphasized.</p> <p><b>Pillar 3: Quality of life</b></p> <p>The role of the river in the quality of life of residents were discussed in this pillar, including the emphasis of adjacent communities and their links to the river, public access, diversity and vibrancy of uses and landscapes, centres of activities and points of interest, and development of year-round activities and events.</p> <p><b>Pillar 4: Fostering community links</b></p> <p>This pillar discusses the development and promotion of links between shores, neighbouring segments of the river (i.e. west of Deschênes Rapids and east of Chaudière Falls) and points of interest through the development of water transportation links to sites and activities, amenities, and pedestrian and recreational river access. Through this process, the pillar mentioned that the environmental quality of potential development sites should be respected.</p>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p>(Continued from previous page)</p> <p><b>Ottawa River Integrated Development Plan</b> (Phase I, 2003)</p>		<p><b>Pillar 5: Economic development</b></p> <p>This pillar mentions the promotion of urban ecotourism in the river corridor, including highlighting of outdoor attractions, as well as exploring new tourism products to attract a diverse clientele to the area.</p>
<p><b>Ottawa River Integrated Development Plan (Phase II, 2009)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p>	<p>Prepared by the NCC, the City of Ottawa, and the City of Gatineau, the 2009 <i>Ottawa River Integrated Development Plan Phase II</i> (IDP II) serves as a follow-up Planning and Management Guide for the suggested actions and projects that were recommended in the 2003 IDP I. Its main purpose is to provide planning guidance and associated tools for realizing the initiatives and recommendations from the Phase I Plan for the publicly-owned lands along the Ottawa River in the National Capital Region. The collaboration and coordination of projects would be managed by an Ottawa River Coordinating Group.</p>	<p>Although the IDP II was commissioned by the NCC and the municipalities of Ottawa and Gatineau, the Plan was developed through an extensive consultation process. The principal objectives of the Phase II study include:</p> <ul style="list-style-type: none"><li>• Preparing an inventory of the projects and actions identified in the Phase I study (a total of 84 strategic and physical projects are included);</li><li>• Creating a tool to assist potential project proponents in classifying, assessing, and prioritizing the Phase I projects and actions;</li><li>• Grouping the identified projects and actions in a way that will assist in project implementation;</li><li>• Summarizing the policies and regulations of all levels of government that apply to development along the Ottawa River;</li><li>• Providing a scan of best practices in planning and environmental design related to shoreline development; and,</li><li>• Exploring opportunities for improved collaboration between agencies and organizations that have a stake in the planning and implementation of projects along the Ottawa River.</li></ul> <p>Although the IDP II does not specifically mention the SJAM Parkway, there are still considerations that need to be taken during the redesign of the corridor. While the Plan’s Project Classification and Evaluation Tool includes a list of 84 different projects from the Phase I Plan, initiatives that may be applicable to the SJAM Parkway include:</p> <ul style="list-style-type: none"><li>• Creating a historical map and guide of the river corridor for visitors and those who use the recreational paths, and developing an interpretive network of markers, plaques, pavilions, historic trails and lookouts that will serve to identify and commemorate historical sites, places and buildings on both sides of the river;</li><li>• Developing a public arts program, including commemorations and interpretive programs, that will give citizens the opportunity to exhibit their works along the river corridor;</li><li>• Ensuring that the signs, lights, benches and other furnishings along the recreational paths have a cohesive look and design;</li></ul>



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<p>(Continued from previous page)</p> <p><i>Ottawa River Integrated Development Plan</i> (Phase II, 2009)</p>		<ul style="list-style-type: none"><li>Preparing design guidelines and standards (architectural and other) for equipment and services infrastructure along the recreational paths; and,</li><li>Physical projects for the Deschênes Rapids, Remic Rapids Lookout and Beach, and LeBreton Flats sites have also been identified.</li></ul>
<p><b>Ottawa River Shorelines Initiative in Capital Urban Lands Plan (draft, 2014)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> National Capital Commission</p>	<p>Supporting the work of NCC’s draft <i>Capital Urban Lands Plan</i> (2014), the objective of the <i>Ottawa River Shorelines Initiative</i> is to explore potential initiatives and ways to improve accessibility and waterfront activities along the shoreline of the Ottawa River while maintaining the integrity of the natural environment.</p> <p>Rather than a traditional policy document, the Shoreline Initiatives document consists of a series of maps with symbols, site photographs, and a listing of proposed actions and activities. The SJAM Parkway is one of five Ottawa River sub-corridors identified in the document.</p>	<p>The <i>Ottawa River Shorelines Initiative</i> for the SJAM Parkway corridor proposes a number of activities and initiatives for six specific sites:</p> <ul style="list-style-type: none"><li>Mud Lake</li><li>Deschênes Lookout</li><li>Westboro Beach</li><li>Bate Island</li><li>Champlain Parking</li><li>Remic Rapids</li></ul> <p>Based on the six specific sites, the proposed activities and initiatives were made:</p> <p><b>Mud Lake:</b> finishing the implementation of the approved Mud Lake/Britannia Woods Master Plan; implementing a complete loop path along the Ottawa River; installing trailheads with signage, key views, a bird watching tower and platform, and universal access; and, installing a wooden outhouse;</p> <p><b>Deschênes Lookout:</b> water-based recreation opportunities could be improved (e.g. locating an area for non-motorized shore launch and supporting cross-river connections) and features such as extra seating, picnic tables, toilets, bike racks, and public art could be added. Winter recreation and fishing from the shore are also proposed;</p> <p><b>Westboro Beach:</b> official non-motorized small craft launch be added at the west end. Similar to the previous two sites, a recreational trailhead, water-based recreation, boating lessons, cross-river excursions, and winter recreation are proposed as well. The initiative also suggests developing a restaurant/mixed-use facility and investigating the potential of more community events and activities;</p> <p><b>Bate Island:</b> supporting enhanced activity levels; adopting educational/environmental programs; incorporating mobile food concession, events, and partnerships with local groups; and adding washrooms;</p>

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<p>(Continued from previous page)</p> <p><i>Ottawa River Shorelines Initiative in Capital Urban Lands Plan</i> (draft, 2014)</p>		<p><b>Champlain Bridge Area:</b> events, programs, food service, and rentals or a potential permanent building are proposed for the parking lot in the area. In addition, other proposals include removing the former on-ramp to Champlain Bridge, adding a tour bus stop, incorporating commemoration sites, enhancing views, as well as improving the pathway environment underneath the bridge through public art and lighting; and,</p> <p><b>Remic Rapids:</b> the range of activities and events (e.g. enactments, fishing) should be expanded, while making use of the proximity and the parking lots at Tunney’s Pasture. Food service, programs, and events or potentially a restaurant/interpretation centre to the south should also be explored. It is recommended that washroom conditions are improved and that new seating is added. Besides promoting winter recreation, adding a tour bus stop, and transforming the area into a future commemoration site, public art and performances should continue to receive existing support and see further expansion.</p>
<p><b>Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses, O. Reg. 174/06 (2006) and</b></p> <p><b>Policies Regarding Development Including the Construction/ Reconstruction of Building and Structures, Placing of Fill and Alterations to Waterways Under Section 28 of the Conservation Authorities Act of Ontario (2010)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> Rideau Valley Conservation Authority</p>	<p>The principal mandate of Conservation Authorities (CA) is to prevent the loss of life and property damage due to flooding and erosion, and to conserve and enhance natural resources. The “<i>Development, Interference with Wetlands and Alterations to Shorelines and Watercourses</i>” regulation (Ontario Regulation 174/06) is a key tool in fulfilling the mandate, as it gives CAs power to regulate development; interference with wetlands; and alterations to shorelines and watercourses in areas where the control of flooding, erosion, dynamic beaches, pollution, or the conservation of land may be affected by development.</p> <p>The following analysis is based on O. Reg. 174/06 and the detailed Policies Regarding Development document dated February 18, 2010 and as amended November 25, 2010.</p>	<p>The policies generally state that new development is prohibited in the floodplain and wetlands. Within the floodplain, as defined by the 1:100 year flood levels, developments must not result in significant impacts on expected flood levels or velocities. New development should be designed to ensure that structures and their contents are protected against flood damage, and that they do not aggravate the risk to public safety. This includes increases in pollution or access during flooding.</p> <p>In the Rideau Valley Conservation Authority (RVCA) policies, development is defined as:</p> <ul style="list-style-type: none"><li>a) the construction, reconstruction, erection or placing of a building or structure of any kind;</li><li>b) any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure;</li><li>c) site grading; or</li><li>d) the temporary or permanent placing, dumping or removal of any material originating on the site or elsewhere.</li></ul> <p>Furthermore, according to O. Reg.174/06, development is prohibited in wetlands and areas 120 meters from the wetland (unless approved by the CA), and hazardous lands (Section 2.1).</p> <p>Within the Development Policies (2010), Section 1.2 is the main regulatory policy that applies to lands within the SJAM Parkway. Other sections of the policy document may be applicable depending on the type of development proposed.</p>

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<p><i>(Continued from previous page)</i></p> <p><b><i>Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses, O. Reg. 174/06 (2006)</i></b></p> <p><b>and</b></p> <p><b><i>Policies Regarding Development Including the Construction/ Reconstruction of Building and Structures, Placing of Fill and Alterations to Waterways Under Section 28 of the Conservation Authorities Act of Ontario (2010)</i></b></p>		<p><b>1.2 Development within a one-zone regulatory floodplain of a river/stream valley</b></p> <p>Development within the 1:100 floodplain is not permitted. However, development associated with public parks (e.g. passive or low-intensity outdoor recreation and education, trail systems) may be permitted with approval if it does not affect flooding, erosion, pollution, or conservation of land. Any stream, bank, slope, and valley stabilization work within the floodplain may also be permitted. Minor additions to existing structures may also be permitted (restrictions are outlined in policy 1.2(6)). In addition, surface parking, marina, golf course work, and small above or below grade swimming pools may also be permitted. Development located between the regulatory flood elevation and the regulation limit, which is based on RVCA mapping and spatial information, may be permitted (Policy 1.6). All of the uses that may be permitted would require approval of the CA. As a one-zone floodplain designation exists on the SJAM Parkway, the development restrictions previously listed should be considered in future decisions involving infrastructure, transportation, and land use development along the corridor.</p> <p><b>1.3 Reconstruction, relocation, repairs, and renovations</b></p> <p>These policies address reconstruction or relocation of existing buildings within the floodplain. These would largely not be applicable to the SJAM Parkway unless minor additions to existing structures on the corridor are proposed.</p> <p><b>2.0 Placing of fill</b></p> <p>Section 2.0 provides technical regulations regarding the placing of fill in the floodplain. The applicability of this section would depend on proposed developments along the SJAM Parkway.</p> <p><b>3.0 Alteration to waterways</b></p> <p>This section provides technical regulations regarding the alteration to waterways, including alterations for riverfront erosion protection. The applicability of this section would depend on the types of proposed development.</p> <p>The SJAM Parkway consists of a one-zone regulatory floodplain designation along with sensitive wetlands and municipal environmental protection zone by-laws (see City of Ottawa <i>Zoning By-Law</i> below). As such, development of various forms (e.g. buildings, bridges, roadway expansions, transportation infrastructure, pathways) is strongly regulated and its accompanying restrictions are largely enforced by the RVCA.</p>



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<p><b>City of Ottawa Official Plan (Amendment No. 150, 2013)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> City of Ottawa</p>	<p>The City of Ottawa’s <i>Annotated Official Plan</i> (OP) (Amendment No. 150, 2013) aims to guide the development and future growth of the City of Ottawa to 2031. The City is projected to grow to 1.1 million from 940,000 and the OP’s main concern lies in providing the necessary infrastructure to support the growth, whether the infrastructure is concerned with transportation, water, or wastewater. It acknowledges that the City of Ottawa is a “meeting place” for all Canadians and international visitors, and is recognizable on the national as well as international stage. It recognizes the need to protect and promote its cultural, historical, and natural heritage, alongside creating complete, liveable, and sustainable communities which promote healthy lifestyles.</p>	<p>Nodes of Mixed-Use Centre Zones and Traditional Mainstreet Zones are described by the City of Ottawa’s <i>Annotated OP</i> (Amendment 150, 2013) to be centres of activity where the rapid transit network will be strategically located. The OP further notes the need for these areas to achieve higher densities and compact as well as mixed-use development to support a rapid transit network.</p> <p>The OP consistently makes reference to the need for adequate transportation and active transportation infrastructure to support the growing population to the year 2031 and their accompanying commuter travel patterns to, from, and through the Central Area. Moreover, it places emphasis on the need for the City to intensify priority nodes or corridors along the rapid transit network to improve transit ridership as well as spread out employment centres and opportunities.</p> <p>It also makes reference to ensuring all City of Ottawa residents and visitors have access to open space, parks, and greenspace. This is to not only to promote the protection and promotion of natural areas within the City, but also to encourage healthy active lifestyles through sustainable modes of transportation such as walking and cycling. In order to improve the open space network and enhance opportunities for sustainable travel, references are made to Ottawa’s <i>Greenspace Master Plan</i> (2006), <i>Pedestrian Master Plan</i> (2013), and <i>Cycling Plan</i> (2013).</p> <p>The City of Ottawa’s objective is to provide necessary transportation infrastructure, whether active or passive, to accommodate the growing population to 2031. This has the potential to conflict with the scenic quality and corridor experience objectives of the SJAM Parkway. The City’s intent is to intensify land uses along their rapid transit networks (nodes and corridors) as well as enhance existing or build new transportation infrastructure to meet the increase in commuter travel of the municipality as its population grows.</p> <p>The NCC will need to assess how it will respond to the City of Ottawa’s intensification and transportation objectives while keeping in mind the vision of the SJAM Parkway and the implicit value of a parkway.</p>

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<p><b>City of Ottawa Zoning By-law (2008)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> City of Ottawa</p>	<p>Sections of the SJAM parkway are designated as different land uses by City of Ottawa. This policy analysis provides a brief summary of the guidelines of the respective zones:</p> <ul style="list-style-type: none"><li>• Environmental Protection Zone</li><li>• Environmental Protection Zone 1</li><li>• Parks and Open Space Zone</li><li>• Flood Plain Overlay Zoning Designation</li></ul>	<p>Zoning designations that will directly influence the uses, potential developments, as well as future conceptual designs on the SJAM Parkway include: Environmental Protection Zone, Environmental Protection Zone 1, and Parks and Open Space. Moreover, stipulations in the zoning requirements of floodplains and setbacks from watercourses will need to be abided by (refer to RVCA's policies). Summaries of each of the zoning designations are provided below:</p> <p><b>Environmental Protection Zone</b></p> <p>Certain sections of the SJAM Parkway are designated as Environmental Protection Zones (EPZ) by the City of Ottawa. These sections include Mud Lake and a majority of its surrounding area; densely vegetated areas along the shorelines of the Ottawa River; as well as pockets of small bay areas near the Bird Migratory Information area and Remic Rapids. The purpose of the EPZ is to delineate designated Significant Wetlands, Natural Environment Areas, and Urban Natural Features that contain environmental resources that must be protected for ecological, educational, and recreational reasons (By-law 2012-334) (183(3)). It is also stipulated that uses compatible with and assist in the protection of the environmental attributes of these lands are permitted (182(2)). It stipulates that permitted uses can be related to an environmental preserve, educational area, or forestry operations. Furthermore, the purpose of the EPZ is to regulate development to minimize the impact of any buildings or structures within these environmental areas (183(3)). The EPZ's definition of "development" is similar to that of RVCA's in their one-zone regulatory floodplain designation. Development can range from expanding roadways and implementing transportation infrastructure to building extensions onto existing structures along the SJAM Parkway.</p> <p><b>Environmental Protection Zone 1</b></p> <p>The section of the SJAM Parkway that is designated as an Environmental Protection Zone 1 (EPZ1) is 2371 Cassels Street, where a utilities building is located. EPZ1 is a zoning designation that is a subset of the EPZ. EPZ1 retains the purpose and intent of the EPZ, however permitted uses in the EPZ1 include utility installations (see Part 3, Section 91) which have specific setback requirements; noise, odour, and pollution control provisions; and, are expected to abide by requirements as well as procedures of the <i>Environmental Assessment Act</i>. Similar to the EPZ, development of various forms is strictly regulated in the EPZ1.</p>

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<p>(Continued from previous page)</p> <p><b>City of Ottawa Zoning By-law (2008)</b></p>		<p><b>Parks and Open Space Zone</b></p> <p>The majority of the SJAM Parkway is designated as Parks and Open Space (O1). Its purpose is two-fold: (1) to permit parks, open space, and related as well as compatible uses in designated areas by the City, and (2) to ensure that the uses on these lands are in keeping with the low-scale, low-intensity open space nature of these lands. The O1 designation has many subzones that permit uses that range from golf courses, community gardens, environmental preservations, parks, community centres, museums, cemeteries, and fairgrounds. Other subzones are specific to hydro corridors and the types of uses permitted on TransCanada Pipeline’s lands. The majority of the SJAM Parkway is situated in the subzone O1L, where its permitted uses are marine facilities and the intended use is to moor, berth, or store boats or other watercraft.</p> <p><b>Flood Plain Overlay Zoning Designation</b></p> <p>Floodplain mapping shows all of Mud Lake and its surroundings (especially Pinecrest Creek) to be under the Flood Plain Zone (Sec. 58). The shoreline of the SJAM Parkway along the Ottawa River is also designated a Flood Plain Zone. The City of Ottawa, as per Section 58, notes that development is restricted in a floodplain due to the threat of injury or loss of life. The uses that are not permitted within the Flood Plain Zone include, but are not limited to, bus terminals, residential care facilities, train terminals, and heavy equipment and vehicle servicing. Should there be an interest in development within these zones, flood proofing provisions as well as approvals from the Conservation Authority and the City will need to be obtained.</p> <p><b>Adjacent to the SJAM Parkway</b></p> <p>Zoning adjacent to the SJAM Parkway varies from Community Leisure Facility Zones to Parks and Open Space Zones as well as various Residential Density Zones. Residential Density Zones range from what the City of Ottawa refers to as Residential First Density Zone to Residential Fifth Density Zone, and the density of the residential zone increases.</p> <p>Although the zoning designations adjacent to the SJAM Parkway are not as applicable to the uses and future conceptual designs directly on the site, the resulting adjacent uses and their high-density (residential and employment), mixed-use, and compact objectives will affect the scenic integrity in addition to parkway experience that the NCC is striving to achieve in their policies.</p>
<p><b>Transportation Master Plan (2013)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> City of Ottawa</p>	<p>The City of Ottawa <i>Transportation Master Plan</i> (TMP) was released in 2013 as part of the 5-year update process for the <i>Official Plan, Transportation Master Plan, Infrastructure Master Plan, Cycling Plan, and Pedestrian Plan</i>. The purpose of the TMP is to support the City’s goals of economic prosperity, social and environmental well-being, vibrant culture,</p>	<p>In the network plan of the TMP, the proposed Western LRT line largely avoids the SJAM Parkway. Overall, the TMP avoids any direct impacts on the SJAM Parkway; however, the Plan describes proposed actions as it relates to transportation in adjacent areas to the corridor, which may impact the corridor in the medium to long term.</p> <p><b>Chapter 3: Create a supportive built environment</b></p> <p><b>Action 3-3</b> refers to supportive development around rapid transit stations and transit priority corridors. With</p>

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<p>(Continued from previous page)</p> <p><i>Transportation Master Plan (2013)</i></p>	<p>and identity. It builds on the previous plans from 2003 and 2008, and is a blueprint for planning, developing, and operating its walking, cycling, transit, and road networks over the next two decades. Key areas of focus for the TMP include integrating the concept of complete streets, updating modal share targets, advancing strategies to improve walking and cycling, and supporting transit-oriented development. The TMP places a strong emphasis on the concept of affordability and prioritizing projects. It also directs readers to supporting plans and strategies, such as the <i>Ottawa Pedestrian Plan</i> and <i>Ottawa Cycling Plan</i>, which provide additional information on specific functional or geographic areas.</p>	<p>intensification promoted near stations under the City’s Official Plan, the plan calls for the need to improve pedestrian and cycling access to stations, as well as providing additional development at transit-supportive densities. This has the potential to increase access to and from the SJAM Parkway for stations within close proximity. In addition, the TMP suggests that permitted building heights will be increased and/or decreased as appropriate in proximity to proposed LRT stations with a height transition to surrounding areas. This may affect residential density of adjacent areas and visual intrusions to the SJAM Parkway from adjacent development.</p> <p><b>Ch. 5: Develop a great cycling city</b></p> <p><b>Action 5-2</b> discusses the implementation of the ‘Cycling Network’ by 2031 (See Map 1 in TMP), and the goal of a higher cycling mode share. In Map 1 of the Plan, the multi-use pathway and the recreation route along the SJAM Parkway have been identified, and are a part of the City’s designated cycling routes. The Plan also notes NCC ownership. The implication of this recommended action is that integration of the multi-use pathways along the SJAM Parkway to the City of Ottawa and other pathway systems can increase overall commuter and recreational usage, among other benefits.</p> <p><b>Ch. 6: Transform Ottawa’s transit system</b></p> <p><b>Action 6-1</b> discusses the implementation of the Affordable RTTP Network by 2031, while protecting opportunities to develop the 2031 RTTP Network Concept (Map 4 and 5 in TMP). The following transit routes will have an effect on the SJAM Parkway:</p> <ul style="list-style-type: none"><li>• A grade-separated LRT line traveling on the former Transitway along Scott Street to Dominion Station, then along Richmond Road to Lincoln Fields (a small segment seems to be on SJAM Parkway near Lincoln Fields). This LRT will travel east to Place d’Orleans, and west to Bayshore and Baseline stations;</li><li>• Potential stations at McKellar Park/Sherbourne Road and Woodroffe Avenue would be in close proximity to the SJAM Parkway, and with proposed built environment actions (Action 3-3), effects on the corridor should be expected;</li><li>• An at-grade LRT along Carling Avenue from Lincoln Fields to Preston/Carling O-Train station is proposed, which would have a connection to the SJAM Parkway through Lincoln Fields Station; and,</li><li>• Transit priority corridors are also proposed on Woodroffe Avenue, Richmond Avenue, and Wellington Street – all within close proximity to the SJAM Parkway.</li></ul> <p><b>Action 6-2</b> suggests the provision of walking and cycling opportunities within and across rapid transit corridors. The City will provide multi-use pathways in or adjacent to rapid transit corridors, and the stations will be connected to pathways as a part of the transit project. This action is related to Action 6-1 with reference to future transit projects, and Action 3-3.</p>



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<p>(Continued from previous page)</p> <p><b>Transportation Master Plan (2013)</b></p>		<p><b>Action 6-3</b> refers to the encouragement of quality development close to rapid transit stations, and the City has defined these quality developments as intensification around transit stations. They are largely comprised of employment, educational, and commercial densities as these are more reliable generators of transit ridership than residential densities. The TMP does not refer to the location of these developments; therefore, the City’s OP, growth management, and secondary plans should be consulted to accurately determine the type and effects of development on the SJAM Parkway.</p> <p><b>Action 6-4</b> refers to making rapid transit stations convenient, comfortable, and accessible to all users including pedestrians and cyclists. The Plan mentions that the City will work with developers and landowners (e.g. NCC) to provide and improve these connections.</p> <p><b>Ch. 7: Provide safe and efficient roads</b></p> <p><b>Action 7-5</b> refers to the recommended action of implementing the Affordable Road Network by 2031. Based on Maps 10 and 11, and Exhibit 7.2, only the Preston Street (urban two-lane road) extension from Albert Street to the SJAM Parkway/Vimy Place intersection would directly affect SJAM Parkway as proposed for the Phase 3 2026-2031 Affordable Network Plan. This proposed road segment is located in the LeBreton Flats area.</p> <p><b>Action 7-7</b> refers to collaboration with the City on federal and provincial road projects. It states that while the City is consulted on federal road projects, it does not hold decision-making or implementation authority. The Plan identifies that any new Ottawa River crossing would involve collaboration between all levels of government – the location of which would have a great impact on the SJAM Parkway.</p>
<p><b>Ottawa Cycling Plan (2013)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> City of Ottawa</p>	<p>The <i>Ottawa Cycling Plan</i> (CP) (2013) is a long-term strategy to develop and support the cycling infrastructure in the City. This Plan is an update to the 2008 <i>Ottawa Cycling Plan</i> to incorporate the new ideas and update the changes.</p>	<p>The Ottawa CP envisions making the City of Ottawa the most bike-friendly community in North America in addition to combining bike infrastructure with public transit to bring ease and comfort to users. The Plan also envisions providing parking facilities for bikes and “rack &amp; roll” facilities so that cyclists have options according to their level of comfort. The CP also envisions providing a year-round mobility option to the residents of Ottawa and developing a bike network in neighbourhoods outside of the City’s Core Area, which has long been neglected.</p> <p>All municipal design documents and technical design guidelines at traffic intersections are to be updated according to the new cycling design guidelines. These updates can provide guidance for cycling infrastructure for sections of the SJAM Parkway. In addition, the City would launch a cycling initiative to promote Ottawa as a cycling tourism destination, which would increase the usage of the cycling network by tourists. It is also mentioned that OC Transpo shall expand bike parking at transit stations where space and budget permits.</p>

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<p>(Continued from previous page)</p> <p><b>Ottawa Cycling Plan (2013)</b></p>		<p>To ensure a year-long cycling network, maintenance and addition of snow removal services on the pathways is encouraged. A recommendation that the Plan makes which is directed to the provincial government may be of interest to the NCC regarding the SJAM Parkway. The recommendation is to split the categories of e-bikes and pedelecs so that these types of vehicles are allowed on multi-use pathways. It further mentions the NCC’s current policies of allowing these vehicles on dedicated “bike lanes” on NCC-owned lands.</p>
<p><b>Ottawa Pedestrian Plan (2013)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> City of Ottawa</p>	<p>Released in 2013, the <i>Ottawa Pedestrian Plan</i> (PP) is an update to the 2009 version, which was one of the first pedestrian master plans in Canada. In order to recognize the important role of walking in the development of a city, the Plan serves as a policy framework, providing direction on how the City of Ottawa can enhance walkability and establish pedestrian travel as a sustainable mode of transportation.</p> <p>The policies in this Plan are coordinated with those in other City plans, including the <i>Official Plan</i>, <i>Infrastructure Master Plan</i>, <i>Transportation Master Plan</i>, and <i>Ottawa Cycling Plan</i>. Supportive of improvements to and expansions of the pedestrian network (e.g. multi-use pathways), the Plan outlines a series of recommendations, strategies, and best practices to improve the integration of pedestrian travel within the urban landscape and to create a culture of walking.</p>	<p>The goals and objectives of the Ottawa PP (2013) are guided by a new Pedestrian Vision and Pedestrian Charter. The overall vision is to, “transform Ottawa into a world-class pedestrian city where an equally vibrant and functional pedestrian realm encourages people to walk all year-round,” in order to create a city that is vibrant and beautiful, equitable, healthy, sustainable, safe, and integrated.</p> <p>Specific reference to the NCC as a partnering government agency is mentioned in Section 7.1.</p> <p>The sections listed below may have an impact on the SJAM Parkway:</p> <ul style="list-style-type: none"><li>• Section 3.1 acknowledges that the City’s sidewalk network is supplemented by multi-use pathways under NCC ownership, including those in the SJAM Parkway, and its role as active transportation connections through neighbourhoods;</li><li>• As noted in Section 3.3, connections across major natural and constructed barriers, such as the Ottawa River, have to be included in a well-connected pedestrian network. Improvements made to the Prince of Wales Bridge to accommodate pedestrians and cyclists is listed as a Phase 1 multi-use pathway structure project for 2014 to 2019;</li><li>• Among a number of plans and programs developed by the City that incorporate activities supportive of walking in Section 6.6, the <i>Richmond Road/Westboro Transportation Management Implementation Plan</i> outlines various policies, programs, and infrastructure improvements that encourages walking and other sustainable modes of transportation within the neighbourhood. This Plan includes portions of the SJAM Parkway; and,</li><li>• Section 7.0, which describes inter-jurisdictional cooperation, is particularly relevant as it identifies goals and collaborations between the City and the NCC to promote walking within the National Capital Region. These include providing visitors and residents the opportunities to explore the Capital’s shorelines, developing a potential bicycle/pedestrian crossing on the Prince of Wales Bridge, and creating similar signage and pathway rules for a seamless pedestrian environment (Section 7.1.1).</li></ul>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p><b><i>Greenspace Master Plan: Strategies for Ottawa’s Urban Greenspaces (2006)</i></b></p> <p><u>Jurisdiction/Responsible Agency:</u> City of Ottawa</p>	<p>The City of Ottawa’s <i>Greenspace Master Plan</i> (GMP) (2006) aims to protect existing greenspace as well as further the allocation of greenspace in the City of Ottawa. It is an extension of the City of Ottawa’s <i>Growth Management Strategy (Ottawa 20/20)</i> and recognizes the challenges of greenspace planning in a growing municipality. The Plan lists five objectives to planning for greenspace in the City of Ottawa which are:</p> <ol style="list-style-type: none"><li><b>1. Adequacy:</b> ensure that there is enough greenspace in the City to meet the needs of a growing population;</li><li><b>2. Accessibility:</b> ensure that Ottawa residents can easily as well as safely access greenspaces and their amenities;</li><li><b>3. Quality:</b> ensure quality in the design and character of the greenspaces, and that they are attractive, safe, well-designed, and take into account the unique character of their neighbouring communities;</li><li><b>4. Connectivity:</b> enhance and protect the network and linkages between greenspaces in the municipality to allow residents have better access to amenities and recreational facilities; and,</li><li><b>5. Sustainability:</b> ensure that greenspaces are created and managed in such a way that reduces human intervention and the need for resources or constant caretaking.</li></ol> <p>The GMP describes various tools such as zoning by-laws (Major Open Space designation), community design plans, greenspace targets, land securement and acquisition processes, and development review applications that can be used to implement the Plans’ objectives and network of greenspaces.</p>	<p>The GMP (2006) stipulates the need to partner with community organizations as well as other levels of government and institutions to realize their greenspace objectives. It recognizes the NCC as a stakeholder of which partnerships should be made with to build a cohesive greenspace network for the benefit of its residents.</p> <p>Furthermore, the following greenspace targets are noted:</p> <ul style="list-style-type: none"><li>• 4 ha per 1000 population of total greenspace or 16-20% of gross land area (via the City’s Official Plan);</li><li>• 2 ha per 1000 population of park space or 8-10% of developable land area; and,</li><li>• Homes in every residential area to be within 400 m of publicly owned greenspace that is generally accessible to the public.</li></ul> <p>The focus of the GMP is to protect its existing greenspaces (whether natural or open space and parkland) as well as to enhance its network of greenspaces. Furthermore, the GMP aims to improve residents’ access to greenspaces within the municipality in order to maximize the amenities and benefits that greenspaces can provide for residents. The City’s ambitious greenspace targets (which are greater than the targets stipulated by the Planning Act) and its objective of creating as well as preserving a cohesive network of greenspaces may benefit the objectives of the SJAM Parkway. The GMP’s objectives of accessibility, adequacy, quality, connectivity, and sustainability possess a similar intent as those of the SJAM Parkway’s objectives of providing programming, recreational opportunities, connectivity with local pathways, and park features. Furthermore, the SJAM Parkway’s objectives speak to creating a parkway experience for all types of users and to ensure greenspaces are well-connected to adjacent communities. Co-benefits in the area of greenspace planning between the City of Ottawa and the NCC can be recognized through the development of the SJAM Parkway.</p>

Plan/Policy Document	Summary	Notable Characteristics and Policies
<p><b>Bayview Station District Community Design Plan (2013)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> City of Ottawa</p>	<p>Completed in 2013, the Community Design Plan (CDP) process for the Bayview Station District started in 2005. It is one of the three CDP studies that were part of the larger initial Bayview/Carling CDP. This Plan is intended to act as a policy guide for the development of this rapid transit hub that will be the connecting point for the planned Confederation LRT line and the existing O-Train line. The CDP's two principal goals are:</p> <ul style="list-style-type: none"> <li>To articulate a shared vision that will guide public and private development around Bayview Station, while preserving the established neighbourhoods in the area; and</li> <li>To capture development opportunities that come with the introduction of LRT, while ensuring that these developments are compact, pedestrian-scaled, transit-oriented, and context-sensitive (Section 1.2).</li> </ul> <p>The planning area includes a number of under-utilized industrial/commercial properties, parts of Scott and Albert Street, the Transitway, and the O-Train corridor. The NCC Lands lie to the northeast of said planning area.</p>	<p>As part of the CDP consultation process, participants expressed that, "development should more appropriately interact with and connect to the Ottawa River waterfront." The CDP also presents a number of different community design concepts for the area to be redeveloped (Section 4.0).</p> <p>Since the Bayview Station District is closely situated to the shoreline of the Ottawa River, it has the advantage of having landmark views, greenspace, and linkages to the pathways network.</p> <ul style="list-style-type: none"> <li>Section 2.0 (The Bayview Station District Today) mentions that a linear strip of NCC-owned parkland with a frequently-used multi-use pathway runs along the Ottawa River to the north of the planning area. However, there is only one formal access point from the planning area, which is at the north end of Bayview Road. Surrounding neighbourhoods will have better access once a new linear park and pathway is established to the east of the O-Train corridor (Section 2.2.4);</li> <li>The policies in Section 5.1.1 recommend the integration of public and private open spaces, serving as gateways, entrance features, gathering places, focal points, and key connections in the area;</li> <li>Section 5.1.3 recommends a number of building height, bulk, and massing design policies so that public views to the Ottawa River are not compromised, but enhanced;</li> <li>With regard to architectural design (Section 5.1.4), the policies provide directions for new developments to ensure the design of building that avoids unreasonable wind, shadowing, and visual impacts on nearby structures and public areas, including any National Interest Land Mass lands and cultural landscapes within the SJAM Parkway;</li> <li>The policies recommend screening and landscaping the loading, servicing, and waste management facilities that abut the SJAM Parkway (Section 5.1.6); and,</li> <li>In terms of mobility and circulation (Section 5.2), approvals from the NCC will be needed for any pathway linkages or other infrastructure affecting the SJAM Parkway and the Ottawa River shoreline, including any proposed impacts on the existing corridor intersection at Slidell Street.</li> </ul>
<p><b>Richmond Road/Westboro Community Design Plan (2007)</b></p> <p><u>Jurisdiction/Responsible Agency:</u> City of Ottawa</p>	<p>Approved by Ottawa City Council in 2007, the <i>Richmond Road/Westboro Community Design Plan</i> (CDP) serves as a long-term design and development guide that addresses various aspects, such as land use, zoning, urban design, transportation, and streetscape conditions. The CDP is bounded by the Ottawa River to the north, Island Park Drive to the east, Byron Road to the south, and the southern extension of the SJAM</p>	<p>This CDP is separated into three principal sections:</p> <ul style="list-style-type: none"> <li>Richmond Road/Westboro Today</li> <li>Planning Strategy</li> <li>Richmond Road/Westboro Tomorrow</li> </ul>



Plan/Policy Document	Summary	Notable Characteristics and Policies
<p><i>(Continued from previous page)</i></p> <p><b>Richmond Road/Westboro Community Design Plan (2007)</b></p>	<p>Parkway to the west. The SJAM Parkway is located within the planning area of this plan. The CDP policies are guided by a set of objectives, including:</p> <ul style="list-style-type: none"><li>• To ensure the provision and preservation of public greenspace and linkages to the Ottawa River to meet community needs through such actions as collaborative efforts with the NCC and the adjacent local communities to create greenspace plans; and</li><li>• To support the city programs aimed at protecting the ecological integrity of the Ottawa River (Section 1.2).</li></ul>	<p>The Plan identifies existing characteristics, challenges, and opportunities for each of the nine sectors within the planning area.</p> <ul style="list-style-type: none"><li>• Section 3.0 describes existing conditions and issues identified in the planning area. Issues include reducing barriers to pedestrian movement and improving access to the Ottawa River greenspace lands (access is limited by Richmond Road, the Transitway, and the SJAM Parkway);</li><li>• SJAM Parkway limits access to the open spaces along the Ottawa River. As a result, open spaces on the south side of the Parkway are considered to be more accessible by surrounding neighbourhoods (Section 3.4);</li><li>• The Plan encourages compatible intensification on redevelopment sites by ensuring that there is a transition in building height and density and that land use is compatible in a north-south direction from SJAM Parkway to Richmond Road (Section 4.2). Within the same section, there are eight principles that support the objective of “preserv[ing], enhanc[ing] and add[ing] to the green space network providing access to the Ottawa River and also serving local community needs.” Principles include providing pedestrian/cycle gateways, developing safe and attractive pedestrian and cycling infrastructure, maintaining a green buffer between SJAM Parkway and adjacent development, and encouraging more recreational facilities;</li><li>• As part of the Greenspace Network Strategy outlined in Section 5.0, the implementation of green streets and pathway connections from the Richmond Road/Byron corridor should strengthen the link between the community and the NCC;</li><li>• Views to the SJAM Parkway open space corridor from north-south streets south of Richmond Road should be maintained (Section 8.4);</li><li>• In terms of implementation actions, the City will consider the addition of branch pathway routes that connects to the SJAM Parkway greenspaces (Section 9.3); and,</li><li>• A potential redevelopment of the Rogers site at 471 Richmond Road demonstrates how new buildings can define new public/semi-public plazas as well as offer access to the Ottawa River corridor (Section 10.3).</li></ul>

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## Appendix F: Charrette

On October 16, 2014, the project team conducted a design charrette at the National Capital Commission (NCC)'s Urbanism Lab in the City of Ottawa. The purpose of the charrette was to present the current conditions of the parkway as we saw them, provide examples of design characteristics, and open ourselves up to input from residents, stakeholders and professionals.

### Charrette Preparation

In preparation for the charrette, the project team focused its efforts on gathering preliminary information about the SJAM Parkway. Team members conducted an exploratory site visit to Ottawa on September 12, 2014. They attended a presentation at the NCC, met with various staff members, and then conducted fieldwork by traversing along the SJAM Parkway on foot and on bicycle. The presentation and site visit helped the team to understand the NCC's vision for the project and to shape the objectives for the planning process.

Since the SJAM Parkway is adjacent to areas that are under the jurisdiction of other agencies such as the City of Ottawa as well as Public Works and Government Services Canada, input from these agencies in addition to those from the NCC was essential to effectively conduct the design workshop. Charrette participants were informed about the workshop through invitations sent by the NCC.

### Summary of Charrette

The charrette took place between 12:30 pm and 4:30 pm on October 16, 2014 at the NCC's Urbanism Lab in the City of Ottawa. There were 26 participants, each

representing various organizations and groups such as the NCC, the City of Ottawa, and Public Works and Government Services Canada. The objectives of the charrette were to:

- Provide participants with sufficient background analysis to inform their vision and design for the Sir John A. Macdonald Parkway;
- Review parkway precedents to draw upon best practices in terms of design, recreational amenities, public art, and commemorations; and,
- Provide participants with an opportunity to participate in exercises where ideas as well as a vision for the site could be generated.

Charrette participants were provided with an agenda ([Appendix F2](#)) and the workshop included student presentations as well as a visioning and design exercise. Participants were divided into two groups – one group for the student presentations and the second group for the visioning and design exercise. For the student presentations, two project team members were located at each student presentation table while one project team member circulated the floor to take pictures, make observations, and facilitate discussion among the participants. The student presentations presented background information of the site relating to precedents; policies; and a strengths, weaknesses, opportunities, and challenges (SWOC) analysis. The intent of these student presentations was for participants to draw from the information that they had just learned to inform their ideas in the subsequent visioning and design exercise.

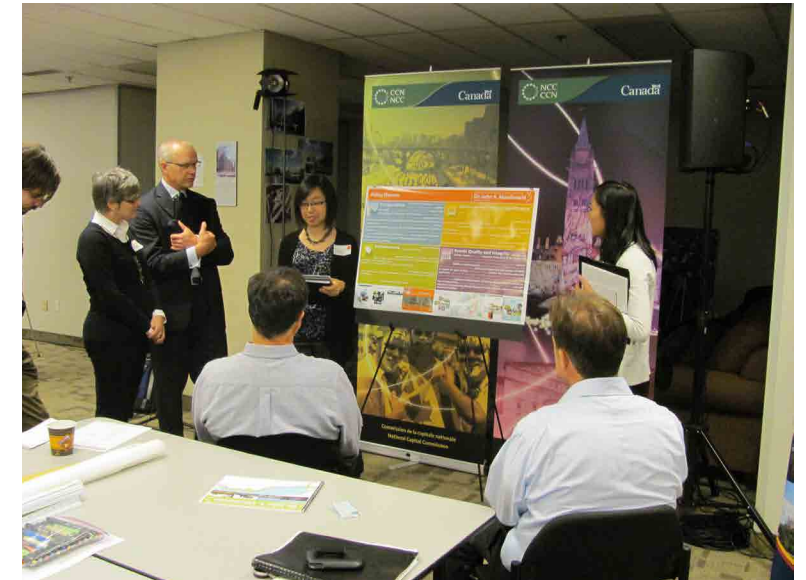


Figure F.1 - The project team highlighting policies that are relevant to the SJAM Parkway at the NCC (SURP 824 Project Team, 2014).



Figure F.2 - Charrette participants sharing their ideas during the visioning and design exercise of the workshop at the NCC (SURP 824 Project Team, 2014).



Following the student presentations, participants were organized into their second groups for the visioning and design exercise. The intent of this reorganization was to encourage participants to generate discussion as well as discuss their ideas with different people throughout the duration of the charrette. Participants were led by two project members at each table, where one member facilitated the discussion and activity and another took notes. One project member circulated the floor to take pictures, make observations, participate in discussions and kept track of time.

A booklet, which included a summary of the information presented by the students earlier in the workshop, was provided at each table to be used as a tool throughout the visioning and design exercise. Furthermore, various maps, trace paper, markers, straight-edge rulers, notepads, and playing cards highlighting case study features were made available for the participants to use. During this exercise, participants were asked to communicate as well as draw their ideas for the SJAM Parkway using the provided materials and maps of the corridor. Examples of facilitation questions that were posed to the participants during this time included:

- What elements of the parkway would you like highlighted?
- Are there any features of the parkway that should be reduced or de-emphasized?
- What sightlines do you enjoy the most?
- What aspects of Canadian heritage as well as culture should be incorporated into the parkway?

- What types of features or amenities do you feel should be added that’s age and family-friendly? Why?
- What are some design elements, features, or elements that can be added to enhance the use of the Parkway in the winter?



Figure F.3 - Design groups presenting their ideas at the end of the charrette (SURP 824 Project Team, 2014).

Charrette Findings

During the visioning and design exercise, the participants identified a wide range of ideas and visions for specific areas of the SJAM Parkway along with overall design concepts. At the end of this exercise, project team members from each table presented their group’s designs as well as summarized the discussion and ideas

of their group. Overall, these short presentations revealed shared visions for the SJAM Parkway. The main ideas shared by the participants during the charrette have been categorized into different themes ([Appendix F3](#)). These findings from the charrette were used to inform the final design process of the SJAM Parkway. The charrette served as a fantastic opportunity to gather invaluable input from the workshop participants.

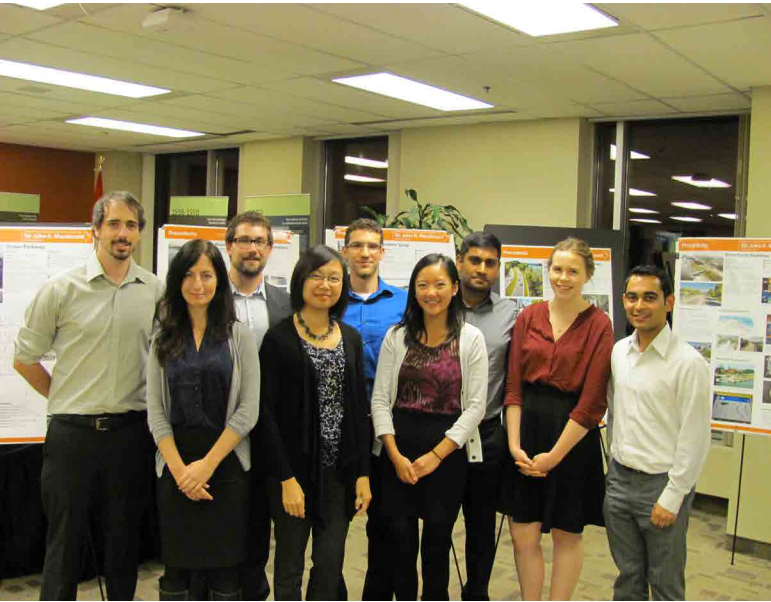


Figure F.4 - Our project team following an inspirational design workshop session (SURP 824 Project Team, 2014).

References

SURP 824 Project Team. (2014, October 16). *NCC Stakeholder Charrette*. Ottawa, Ontario, Canada.



Appendix F1: Charrette Invitation



# RE-IMAGINING THE SIR JOHN A. MACDONALD PARKWAY

October 16, 2014 | 12:45pm - 4:15pm  
National Capital Commission | Urbanism Lab (5th floor)  
40 Elgin Street, Ottawa

Second-year graduate students at the School of Urban and Regional Planning (SURP) at Queen's University complete a project course intended to give students experience in preparing a plan and collaborating with industry professionals. This year, our workshop course (SURP 824) focuses on re-imagining the Sir John A. Macdonald Parkway (SJAM) as a riverfront linear park from LeBreton Flats to Mud Lake.

**Overview of the Project**

The development of the SJAM as a linear Capital Park is one of the National Capital Commission (NCC)'s planning priorities and is the focus of the SURP 824 project. Students are working towards developing a plan that contributes to success at various levels including environmental, urban design, recreation, and sustainability, with the overall goal of putting the "park" back into the "parkway" along Ottawa's SJAM corridor.

**Charrette Objectives**

- Provide participants with sufficient background analysis to inform their vision and design for the Sir John A. Macdonald Parkway
- Review parkway precedents from other North American examples
- Provide participants with an opportunity to participate in exercises where ideas as well as a vision for the site could be generated

**Agenda**

12:45 pm	Arrival, Meet and Greet
1:15 pm	Opening Remarks
1:30 pm	Student Presentations, Q&A
2:15 pm	Break
2:30 pm	Visioning and Design
3:45 pm	Plenary Wrap-up, Next Steps
4:00 pm	Closing Remarks




Appendix F2: Charrette Agenda

projet de la promenade de sir-john-a.-macdonald

Sir John A. Macdonald

parkway project



Re-imagining the Sir John A. Macdonald Parkway

School of Urban and Regional Planning, Queen’s University

National Capital Commission

Design Charrette

Thursday, October 16, 2014

12h45 – 16h15

Urbanism Lab, 5<sup>th</sup> floor

AGENDA

12h45

Arrival, Meet and Greet

13h15

Introduction

Lucie Bureau

Steve Willis

Dr. David Gordon

Molly Smith and Dilys Huang

Chief, Planning and Transportation, NCC

Executive Director, NCC

Director and Professor, School of Urban and Regional Planning, Queen’s University

Group Project Managers

13h30

Student Presentations

Dilys Huang and Elizabeth Bang

David Ringuette and Alia Tulloch

Ibrahim Dia and Dhilan Gunasekara

Himanshu Katyal and Daniel Downey

Station 1

Station 2

Station 3

Station 4

14h15

BREAK

14h30

Visioning and Design Exercise

All

15h45

Plenary Wrap-Up and Next Steps

All

16h00

Closing Remarks

Molly Smith and Dilys Huang

Lucie Bureau


Group Project Managers

Chief, Planning and Transportation, NCC

projet de la promenade de sir-john-a.-macdonald

Sir John A. Macdonald

parkway project



Re-imagining the Sir John A. Macdonald Parkway

School of Urban and Regional Planning, Queen’s University

National Capital Commission

Introduction

Second-year graduate students at the School of Urban and Regional Planning (SURP) at Queen’s University are taking part in a project course intended to give students experience in preparing a plan and collaborating with industry professionals. This year, the workshop course (SURP 824) focuses on re-imagining the Sir John A. Macdonald Parkway (SJAM) as a riverfront linear park from LeBreton Flats to Mud Lake.

The Project

The development of the Sir John A. Macdonald as a linear Capital Park is one of the National Capital Commission’s planning priorities and is the focus of the SURP 824 project. Students are working towards developing a plan that contributes to success at various levels including environmental, urban design, recreation, and sustainability, with the overall goal of putting the “park” back into the “parkway” along Ottawa’s SJAM corridor.

The Charrette Goals

- Provide participants with sufficient background analysis to inform their vision and design for the Sir John A. Macdonald Parkway
- Review parkway precedents from other North American examples
- Provide participants with an opportunity to participate in exercises where ideas as well as a vision for the site could be generated

Group Members

Molly Smith

David Ringuette

Ibrahim Dia

Dilys Huang

Dhilan Gunasekara

Alia Tulloch

Elizabeth Bang

Daniel Downey

Himanshu Katyal

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613-770-8585

## Appendix F3: Summary of Charrette Findings

Theme	Comments and Ideas
Heritage/Significance	<ul style="list-style-type: none"><li>• Add public art that commemorates Canadian history</li><li>• Incorporate gateway features that welcome visitors to Canada’s capital<ul style="list-style-type: none"><li>- Should be situated at two key locations – Mud Lake and Prince of Wales Bridge</li></ul></li><li>• Use key locations to tell stories in an interactive way, such as the geological history near Lincoln Fields, and the history of the logging industry and other related sites</li><li>• Emphasize Garden of Provinces</li><li>• Incorporate historical and cultural interpretations at the lookout areas</li><li>• Enhance the area around the “Fallen Soldiers Memorial”</li><li>• Revive the old charm of the parkway<ul style="list-style-type: none"><li>- Greenspace and beautiful scenery</li></ul></li></ul>
Accessibility	<ul style="list-style-type: none"><li>• Create a pathway over the entire portion adjacent to urban area</li><li>• Provide pedestrian crossings at every 600 metres</li><li>• Provide animal crossings at important locations</li><li>• Enhance signage and wayfinding from the transit stations with a focus on destinations</li><li>• Install directions to the parkway throughout the city</li><li>• Provide a tour bus shuttle that runs along the parkway</li><li>• Offer bicycle rentals for visitors</li><li>• Provide parking along the parkway</li><li>• Connect and pave the informal lanes with the pathway network</li><li>• Give priority to pedestrians and bicyclists at the intersections</li></ul>
Transportation	<ul style="list-style-type: none"><li>• Reduce the number of roadway lanes</li><li>• Move the road lanes farther away from the waterfront</li><li>• Remove the two cloverleaf interchanges</li><li>• Provide segregated pathways for pedestrians, bicycles and vehicles</li><li>• Transform the Prince of Wales Bridge into a bicycle path</li><li>• Multi-use pathway should not be widened</li><li>• Consider rubberized asphalt for runners/pedestrians and hard-surfaced pathways for bicycles/rollerbladers</li><li>• Ensure connectivity from the neighbourhoods to the parkway from a north-south perspective</li><li>• Place neighbourhood connections only at strategic locations</li><li>• Tunney’s Pasture and Rochester Field can serve as connection points to neighbourhoods</li><li>• Incorporate grade-level crossings at key locations</li><li>• Make the bicycle pathway a year-round cycling route</li></ul>

Theme	Comments and Ideas
Recreation	<ul style="list-style-type: none"><li>• Provide docks for kayak launching</li><li>• Consider initiative for hot air balloon rides</li><li>• Introduce more water- based activities</li><li>• Take advantage of the lookout areas such as Champlain lookout, Kitchissippi lookout, etc.</li><li>• Incorporate a bird- watching tower at Mud Lake</li><li>• Opportunities to use the existing multi-use pathway as a cross-country ski route during the winters</li><li>• Create steps at a section that go into water similar to Charles River Esplanade in Boston</li><li>• Revive Pinecrest Creek</li><li>• Encourage events like Cycle Sunday Bikedays to attract more people towards the parkway</li><li>• Provide a connection to the Chaudière Falls from the parkway</li><li>• Consider opportunities to develop the Water Treatment Plant as a programmable as well as recreational place</li></ul>
Environment	<ul style="list-style-type: none"><li>• Transition from ‘rural’ to ‘urban’ from Mud Lake to Prince of Wales Bridge, respectively</li><li>• Plant more evergreen trees for year-round screening</li><li>• Address the issue of floods and floodplains</li><li>• Introduce succession planting techniques</li><li>• Ensure sensitive use of lighting along the waterfront</li><li>• Properly manage buffers along the parkway</li><li>• Place plaques to educate visitors about the Ottawa River and Mud Lake Ecosystems similar to Huron River in Michigan</li></ul>
Space-making	<ul style="list-style-type: none"><li>• Utilize the extra -space after the cloverleaf interchanges are removed</li><li>• Add a hub on the Lemieux Island, which should be integrated with the parkway</li><li>• Encourage pop-up restaurants along the parkway</li><li>• Provide necessary infrastructure such as benches, washrooms, etc.</li><li>• Build event space such as a concert stage/amphitheatre</li><li>• Initiative for pop-up shipping container public space</li><li>• Build a sports field near LeBreton Flats<ul style="list-style-type: none"><li>- Art should be placed at locations that offer pleasant surprises for pedestrians and motorists</li></ul></li><li>• Convert the garage located on the parkway to a restaurant through adaptive re-use techniques</li><li>• Create a beach on Bate Island</li></ul>



## Appendix G: Stakeholder Interviews

As a waterfront parkway along an important waterway in the Ottawa region and Canada, development within this area would affect a variety of stakeholders. The project team identified key stakeholders with a vested interest in the SJAM Parkway, and contacted them to collect their input regarding the current parkway and potential developments. The value of this process is that the input from these stakeholders can be incorporated into the concept design for the Parkway. The stakeholders were selected based on the seven stakeholder types mentioned below.

Types of stakeholders:

- Planning professionals
- Community organizations
- Cycling groups
- Environmental and conservation groups
- Recreational groups
- Educational groups
- Neighbourhood associations

A semi-structured interview process was used to ask questions from the selected stakeholders. The interview was largely conducted through email using a fillable interview questionnaire form, while some interviews were conducted through video and voice calls. The contacted stakeholders include the National Capital Commission, City of Ottawa, Heritage Ottawa,

Bike Ottawa, Ottawa Bicycle Lanes Project, Ottawa River Runners, Mud Lake Biodiversity Project, Mud Lake Educator, and the Champlain Park Community Association. [Appendix G3](#) provides a summary of responses to individual interview questions.

### Summary of Stakeholder Interview Findings

The SJAM Parkway is an important corridor within Ottawa and the National Capital Region, and the input from the stakeholder interviews solidified that view as most respondents mentioned the important role the Parkway corridor played in the region. Some of the roles identified were that the parkway acts as a gateway to the downtown from the west end; that the corridor is an irreplaceable greenspace within the heart of Ottawa, which provides unrestricted public access and connects its residents and visitors to the Ottawa River; and that it speaks to Canada's history and economy, as the nation was built along its great waterways, such as the Ottawa River.

There are elements of the parkway that the stakeholders identified as positive experiences, which include the multi-use nature of the pathway along the shoreline and its ability to provide views of the Capital, the river and its surroundings; the ability of the parkway to offer different experiences and views based on mode of travel; and events such as the Alcatel-Lucent Sunday Bikedays. Mud Lake is a well-preserved natural area in the heart of the City and acts as a recreational point for locals as well as an outdoor classroom for some local children. However, there are also major concerns raised

regarding the current condition of the parkway, with one of the main issues being the busy and sometimes congested road lanes. Both drivers and pathway users identified elements of the roadway that was an issue, and it includes the general volume of commuter traffic during peak periods, vehicle speed, noise from OC Transpo buses, and the lack of safe places to cross the roadway to access the pathway and riverbank. In addition, the stakeholder groups have identified the lack of activities and amenities along the parkway corridor as a problem, including the lack of play areas for children.

Nighttime safety is a major concern raised by many stakeholders, with suggestions for lighting along the pathways and underpasses indicated as a solution. Some stakeholders also suggested improving the sightlines from the multi-use pathway to the roadway. Another aspect of safety raised was the conflict between pedestrians and cyclists on the pathways, with suggestions for separation of uses indicated. The lack of proper signage at the western entrance to the parkway from Carling Avenue and the west end for drivers was indicated as an area of concern, as it can be dangerous for drivers to maneuver onto the parkway.

As much of the activity occurs during the summer, stakeholders were asked ways to improve winter activity on the parkway corridor. Plowing of snow on the pathways was a suggestion raised. To increase activity, suggestions were made to create and promote seasonal recreational activities, such as rentals for ice fishing, cafes, chalets, washrooms and warm-up stations at defined sites; as well as, winter events or art

works to draw visitors to the parkway. In addition, winter grooming of selected sections for snowshoeing, cross-country skiing, and winter biking were also suggested. For drivers, the planting of evergreen trees at key locations would serve as a snowdrift control method, which can increase winter safety on the parkway.

In terms of general improvement ideas, the stakeholders suggested, reduction of vehicle lanes, volume and speed of vehicles; implementing grade-separated crossings and traffic-calming measures, such as roundabouts; making the Parkway more of a destination for residents and tourists to visit, including more lookout points and interpretive signage; and better community integration through the removal or alteration of current fencing.

The stakeholder interview process identified some of the key issues of the SJAM Parkway, including safety for pedestrians, nighttime safety, lack of activities, more effective signage, better winter maintenance, and segregation of travel modes. The concerns and suggestions provided by key stakeholders were valuable to our project team as it helped the design vision and creation of policy recommendations.

## Appendix G1: Letter of Information and Consent Form

### Letter of Information

SURP 824 – Land Use and Real Estate Project  
RE-IMAGINING THE SIR JOHN A. MACDONALD PARKWAY

This research is being conducted by a team of nine graduate students in the project course SURP 824 – Land Use and Real Estate Project at Queen's University in Kingston, Ontario. The course is supervised by Dr. David Gordon (Professor and Director of the School of Urban and Regional Planning at Queen's University).

What is this study about? Second-year graduate students complete a project course intended to give students experience in preparing a plan under conditions that stimulate professional practice. This year, the Land Use and Real Estate Project course focuses on re-imagining the Sir John A. Macdonald Parkway (SJAM) as a linear park from LeBreton Flats to Mud Lake. The study will require interviews to gather background information about the SJAM Parkway and to receive input on what opportunities and challenges are the most relevant to this study. You will be provided with a list of interview questions that you can respond to via email. Alternatively, interviews can also be conducted via Skype or by telephone. There are no known physical, psychological, economic, or social risks associated with this study.

Is my participation voluntary? Yes. Although it would be greatly appreciated if you would answer all material as frankly as possible, you should not feel obliged to answer any material that you find objectionable or that makes you feel uncomfortable. You may also withdraw from this study at any time without any negative consequences by advising the project managers.

What will happen to my responses? We will keep your responses confidential. Only the project group members will have access to this information. To help us ensure confidentiality, please do not put your name on any of the study answer sheets. The data may also be published in professional journals or presented at conferences, but any such presentations will be of general findings and will never breach individual confidentiality. Should you be interested, you are entitled to a copy of the findings.

Will I be compensated for my participation? You are not being compensated for your participation in this project.

What if I have concerns? Any questions about study participation may be directed to the project managers, Dilys Huang, [dilys.huang@queensu.ca](mailto:dilys.huang@queensu.ca) (613-770-8585) or Molly Smith, [mollyhsmith9@gmail.com](mailto:mollyhsmith9@gmail.com) (519-835-5240); or project supervisor, Dr. David Gordon [gordond@queensu.ca](mailto:gordond@queensu.ca) (613-533-6000 x 77063). Any ethical concerns about the study may be directed to the the Chair of the General Research Ethics Board at [chair.GREB@queensu.ca](mailto:chair.GREB@queensu.ca) (613-533-6081).

Again, thank you. Your interest in participating in this research study is greatly appreciated.

This study has been granted clearance according to the recommended principles of Canadian ethics guidelines, and Queen's policies.

**Consent Form**

SURP 824 – Land Use and Real Estate Project  
RE-IMAGINING THE SIR JOHN A. MACDONALD PARKWAY

Name (please print clearly): \_\_\_\_\_

- 1. I have read the Letter of Information and have had any questions answered to my satisfaction.
- 2. I understand that I will be participating in the study called “Re-imagining the Sir John A. Macdonald Parkway”. I understand that this means I will be asked to participate in an interview conducted via email, via Skype, or by telephone, and that responses will be recorded through written notes.
- 3. I understand that my participation in this study is voluntary and I may withdraw at any time. I understand that every effort will be made to maintain the confidentiality of the data now and in the future. Only the project group members will have access to this information. The data may also be published in professional journals or presented at scientific conferences, but any such presentations will be of general findings and will never breach individual confidentiality. Should you be interested, you are entitled to a copy of the findings.
- 4. I am aware that if I have any questions, concerns, or complaints, I may contact project managers, Dilys Huang, [dilys.huang@queensu.ca](mailto:dilys.huang@queensu.ca) (613-770-8585) or Molly Smith, [mollyhsmith9@gmail.com](mailto:mollyhsmith9@gmail.com) (519-835-5240); project supervisor, Dr. David Gordon, [gordond@queensu.ca](mailto:gordond@queensu.ca) (613-533-6000 x 77063); or the Chair of the General Research Ethics Board, [chair.GREB@queensu.ca](mailto:chair.GREB@queensu.ca) (613-533-6081) at Queen’s University.

I have read the above statements and freely consent to participate in this research:

Signature: \_\_\_\_\_



## Appendix G2: Interview Questions

- 1) What does the Sir John A. Macdonald Parkway mean to you? How do you use it?
- 2) Which aspects of the Sir John A. Macdonald Parkway do you enjoy the most?
- 3) Which aspects of the Sir John A. Macdonald Parkway do you least enjoy?
- 4) Which section or sections of the Parkway do you use regularly?
- 5) Do you use the Parkway to commute, for recreation, or both?
- 6) Do you use the Sir John A. Macdonald Parkway on particular days?
- 7) Do you use the Sir John A. Macdonald Parkway at a particular time of the day?
- 8) Do you feel safe on the Sir John A. Macdonald Parkway? Why/why not?
- 9) What park features do you feel should be implemented on the Parkway to improve safety (lighting, signage, foot patrol, etc.)?
- 10) What park features do you feel should be implemented on the Parkway to improve its use in the Winter?
- 11) Do you have any other concerns about the Parkway?
- 12) Do you have any other ideas or suggestions for improving the Parkway?
- 13) What do you think the Sir John A. Macdonald Parkway says about Ottawa? What does it say about Canada?
- 14) Why should tourists visit the Sir John A. Macdonald Parkway?



Appendix G3: Summary of Interview Responses

Interview Question(s)	Response
What does the SJAM mean to you?	<ul style="list-style-type: none"><li>• The Parkway is a “linear showcase of the natural and built features that define Ottawa”</li><li>• It provides scenic views for all users on the Parkway corridor</li><li>• It is an irreplaceable and accessible greenspace within the heart of the city</li><li>• It offers access to the Ottawa River shoreline, and “reminds us of the importance of water and our innate attraction to it”</li><li>• Its beaches and shorelines offer many recreational opportunities, including access for recreational fishing</li><li>• The recreational pathway is a valuable and well-connected pathway within the city and regional network</li><li>• The SJAM Parkway is where the concept of heritage comes together (built heritage structure, cultural landscape, views, and natural heritage)</li><li>• It’s a gateway to the downtown from the west end</li></ul>
How do you use it?  Do you use the Parkway to commute, for recreation, or both?  Which section or sections of the Parkway do you use regularly?	<ul style="list-style-type: none"><li>• The Parkway is used for recreational walking, relaxing, exercising, river watching and cycling; and driving for non-commute and scenic driving purposes</li><li>• Pathways are used for daily cycling as a commuter; and the roadway is used for commuting in a personal vehicle or as a passenger of an OC Transpo bus during weekday rush hours</li><li>• The Parkway is used generally from Westboro to Downtown, and as an access point for Gatineau through the Champlain and Portage Bridges</li><li>• The Mud Lake area is used for educational purposes</li><li>• Whitewater rafting is practiced seasonally along sections of the Ottawa River</li><li>• The Parkway is a destination to take tourists</li></ul>
Do you use the SJAM Parkway on particular days, time of day?	<ul style="list-style-type: none"><li>• Usage is largely during the weekend, within daylight hours</li><li>• Usage also occurs during weekday rush hours and early evenings</li><li>• During the summer months, the Parkway is also used during Sunday mornings</li></ul>
Which aspects of the SJAM Parkway do you enjoy the most?	<ul style="list-style-type: none"><li>• It’s a safe multi-use corridor linking the City’s west end and the downtown, with a scenic shoreline and providing views of Canada’s Capital and the wooded shoreline of Quebec</li><li>• It’s a connection to our natural heritage, right within an urban environment</li><li>• The Sunday lane closures provide an opportunity for cyclists to further experience the Parkway</li><li>• The Parkway provides unrestricted access to the river</li><li>• Pathways located along the water’s edge and the abundance of greenspace provide a great natural experience for pedestrians</li><li>• The corridor provides a different experience depending on the mode of travel</li></ul>
Which aspects of the SJAM Parkway do you least enjoy?	<ul style="list-style-type: none"><li>• The busy roadway is a concern, including peak traffic congestion, excessive vehicle speeds, and noise levels from transit vehicles, which can create difficulty in crossing vehicle lanes</li><li>• In addition, there is a lack of sufficient safe places to access pathway and riverbank due to the roadway</li><li>• The parkway corridor gets very dark at night and the sense of safety is a concern for users</li><li>• There is a lack of general activity areas with amenities (cafes, benches, washrooms), including activities for children</li></ul>

Interview Question(s)	Response
	<ul style="list-style-type: none"><li>• The pathways can be busy at certain times and the lack of pathway segregation between pedestrians and cyclists can pose a problem, especially in locations where the pathway is tight from adjacent trees or other structures</li><li>• There is a lack of kayak/canoe access points along the Parkway</li><li>• The removal of the left-turn lane at Island Park Drive and the Parkway inconveniences local drivers</li></ul>
<b>What park features do you feel should be implemented on the Parkway to improve safety (lighting, signage, foot patrol, etc.)?</b>	<ul style="list-style-type: none"><li>• Safety can be improved by installing lighting on pathways, including underpasses, as well as certain sections of the roadway</li><li>• Safety at night can be improved by suggesting an alternative night-time route for users</li><li>• Speeds of both vehicles and cyclists should be monitored for the safety of pedestrians</li><li>• Separation of pedestrians and cyclists could improve safety on pathways</li><li>• The pathway should be re-aligned away from the shore at certain points where it runs very close the water</li><li>• Better signage for pedestrians and cyclists routes, which identify local street connections, communities, transit stops, access points to the pathway, as well as signage promoting the proper usage of the pathways</li><li>• Signage at the entrance to the Parkway at Carling Avenue, as well as from the west end in general, should be improved.</li><li>• More pedestrian and cyclist road crossing should be created</li><li>• Sightlines from the road to the pathway should be improved, including thinning of bush in some areas where the vegetation cover is thick</li><li>• Application of CPTED evaluation principles to the pathway and parkway facilities</li></ul>
<b>What park features do you feel should be implemented on the Parkway to improve its use in the winter?</b>	<ul style="list-style-type: none"><li>• The lack of winter maintenance is a concern for pedestrians and cyclists, and plowing snow along these pathways would improve winter usage</li><li>• Winter recreational activities, such as rentals for ice fishing, should also be explored at defined sites, which include restaurants, chalets, washrooms or warm-up stations</li><li>• Winter events or art work, such as ice sculptures should explored</li><li>• Pathways could be groomed for snowshoeing, crossing country skiing, and maybe winter biking</li><li>• To increase safety and visibility for drivers and other uses, evergreen trees should be used to control snow drifts</li></ul>
<b>Any other concerns?</b>	<ul style="list-style-type: none"><li>• There is a general concern for the lack of activities and destinations along the Parkway</li><li>• Spring flooding on certain sections of the pathway is a concern, which necessitate alterative walking or cycling routes or change in the pathway route</li><li>• There is a concern that a future Western LRT extension would reduce access to the river in general and reduce accessibility from adjacent neighbourhoods</li><li>• There is a lack of pedestrian access to certain protected views towards downtown – views that are currently only accessible from roadway</li><li>• There is a concern that the parkway currently disconnects neighbourhoods from the waterfront</li><li>• The roadway is too close to the river in certain locations and therefore, should be re-aligned</li><li>• The high geese population can be a concern</li><li>• River water quality should be improved through a collaborative approach including stakeholders from both Ontario and Quebec</li><li>• Buffer areas and landscapes should be protected</li></ul>



Interview Question(s)	Response
Any other ideas or suggestions for improving the Parkway?	<ul style="list-style-type: none"><li>• Implementing grade-separated crossings for active modes should improve the Parkway for those users</li><li>• The total number of vehicle lanes should be reduced</li><li>• Volume and speed of vehicles should be reduced through traffic calming measures and other methods</li><li>• Making the Parkway more of a location through the creation of year-round activities and places for people to stay and visit, including children’s activities, and raising awareness regarding heritage through signage and commercial venues</li><li>• Guided tours that incorporate features on both sides of the river and some of its islands, including Voyageurs Pathway and Lemiux Island, may increase Parkway usage</li><li>• Providing more lookout points with benches and interpretive signage (heritage and ecology) should be examined</li><li>• Additional points, similar to the Westboro Beach Cafe, could be implemented to serve multi-use path users</li><li>• Lemieux Island presents an opportunity for recreational activities, including paddling</li><li>• Communities should be better integrated through the removal or alterations to current fencing</li><li>• Implementation of pet waste stations along the Parkway</li><li>• Trees lost due to the Emerald Ash Borer should be replaced</li><li>• Natural shoreline protection measures should be further encouraged</li><li>• The name of the Parkway should better reflect Ottawa and the Ottawa River</li></ul>
What do you think the SJAM shows about Ottawa and Canada?	<ul style="list-style-type: none"><li>• The SJAM is considered a “relic of an automobile-dominated era when recreational driving was important” and that one of the most beautiful and valuable public spaces is being given to cars</li><li>• It speaks to the heritage, as “Canada’s history and economy was built along our great waterways and that we still respect this tradition”, and it provides an opportunity for those in Ottawa and Canada to connect to the Ottawa River and its islands, Aborigines, and Quebec</li><li>• It showcases the beauty of Ottawa and Canada</li><li>• It says that Ottawa is a bicycle-friendly city and that the “long bicycle paths are a sign of a peaceful country where travel is unrestricted and the environment itself is a spectacle”</li><li>• It highlights the importance placed on preserving the natural relationship between land and water in urban areas</li><li>• It shows that Canadians value the natural landscape</li></ul>
Why should tourists visit the SJAM Parkway?	<ul style="list-style-type: none"><li>• It provides many recreational opportunities through its trails, pathways, lookouts, artwork, natural and ecological areas, beaches, and publically accessible shoreline</li><li>• It showcases the scenic beauty and heritage of the Ottawa River, and can be a scenic gateway to the downtown</li><li>• However, the lack of activities and destination features reduces the draw for tourists to visit the Parkway when compared to the other significant tourist attractions in Ottawa</li></ul>





# Appendix H: Design and Implementation Framework

## 1: Identity Guidelines

### Gateway Features

#### Design Guidelines

1. A gateway hierarchy consisting of the **Western and Eastern Nodes**, as well as strategically located Major **Neighbourhood Gateways**, outlines a collection of gateway features and shall be referred to when communicating a sense of arrival on a greater corridor as well as local neighbourhood level.
2. The Western and Eastern Nodes shall be the primary gateways on the SJAM Parkway where the features will include, but are not limited to, large scale structural and vegetative displays appropriate to a Capital Parkway identity.
3. The development of new access points along and adjacent to the SJAM Parkway, implementation of gateway features that reflect the characteristics of the gateways located at the Western and Eastern Nodes as well as at the Major Neighbourhood Level Access Points shall be considered.
4. The Maple Avenue shall be planted with maple trees along the centre median as well as the westbound and eastbound roadways in order to provide a sense of arrival, interest and movement for users of the SJAM Parkway.

### Policy Overview

#### Gaps

- Existing policies support scenic gateways throughout the SJAM Parkway as identified in the draft *NCC Policy for Parkways* document (2014) and the *Capital Core Area Sector Plan* (2005); however, non-scenic gateways have not been identified for areas beyond the Capital Core Area.

#### Recommendations

- Adopt policies regarding the identification and treatment of gateway features that extend beyond the Capital Core Area and address the multiple neighbourhood and community connections throughout the entire SJAM Parkway.



Figure H.1 - The Wooster Street Arch welcomes visitor to the neighbourhood in New Haven, Connecticut (Marcy, 2011).

### Implementation Plan

**When:** As gateway features are important for the parkway identity, implementation of new design features at both the Western and Eastern Nodes should begin in the short term. Implementation of the Maple Tree Avenue should coincide with the proposed roadway transformations in the short to medium terms.

**Who:** The NCC shall be the lead organization for the implementation of gateways and other Canadian identity features along the corridor.

**How:** A partnership involving the NCC and neighbourhoods adjacent to the SJAM Parkway is recommended to develop unique gateway features and seek additional funding. The planting of maple trees should begin along the urban side of the SJAM Parkway. Once the removal of the westbound lanes is concluded, the planting of maple trees along the riverside can be phased in appropriately.

### Management Strategies

1. The Maple Tree Avenue will require further monitoring by the NCC as the trees should continue to grow with the SJAM Parkway. It is recommended that the Avenue be monitored by the NCC's landscape architects, arborists, and other professionals related to the fields of vegetation as well as landscape ecology. Provisions may include expanding the Maple Tree Avenue and adopt succession planting initiatives.
2. Regular upkeep of the gateway features sited on the Western and Eastern Nodes shall be conducted in order to maintain the Capital identity along the SJAM Parkway. Regular upkeep may be in the form of monitoring structural integrity, trimming vegetative

plantings if needed, and addressing vandalism and/or the accumulation of litter.

**Measurable Objectives**

- 1. In the short term, initiate plans for gateway features at both the Eastern and Western Nodes.
- 2. In the short term, identify the location and conduct appropriate assessments for the implementation of the Maple Tree Avenue.
- 3. In the long term, the planting of the Maple Tree Avenue shall coincide with the phasing of the Westbound Lane Conversion.

**Westbound Lane Conversion**

**Design Guidelines**

- 1. The removal of the westbound lanes of traffic and off ramp infrastructures along the SJAM Parkway shall be conducted to reduce vehicular use and to create more space for recreational activity as well as programming.

**Policy Overview**

Gaps

- To support the proposed design, changes to existing policies are required for purposes of designation, and user amendments.

Recommendations

- Encourage the identification of the SJAM Parkway corridor as a “Capital Linear Park” with greater emphasis given to the park aspect of the corridor, in addition to its designation as a “Capital Parkway”.



Figure H.2 - A unique wooden structure is located at the protected wetland area of Sooma National Park in Estonia (R, 2013).

- Establish that the SJAM Parkway corridor should not be used for public transit.
- Draft policy guided cycling and vehicular counts along the SJAM Parkway corridor to determine changes in usage with the roadway transformation, and conduct studies to determine measures of success.

**Implementation Plan**

**When:** The closure of the westbound lanes to traffic and the subsequent removal of the Parkdale Loop will require short term assessments and medium to long term implementation.

**Who:** Consultations with traffic engineers will facilitate the transition of the eastbound lanes into a two-way roadway. Environmental specialists should also be invited into the discussion to ensure that the removal of the Parkdale Loop is undertaken with minimal impacts to the natural environment.

**How:** Changes to the roadway network and loop removal represent significant investments and may require multiple sources of funding. Cooperation, partnerships, and support from government agencies, community groups, and the private sector will be necessary. If timing coincides with City of Ottawa’s infrastructure initiatives, this would present an opportunity for the NCC to form a partnership with the municipality.

**Management Strategies**

- 1. Upon transformation of the westbound lane, the supervision, monitoring, and evaluation of the roadway shall be conducted regularly to ensure as well as facilitate a smooth transition from a four-lane roadway to a two-lane roadway.
- 2. The regular monitoring and evaluation of the roadway shall also ensure that the intended objectives of reducing the number of lanes and removing the Parkdale Loop, as described under the Design Guidelines, are achieved.

**Measurable Objectives**

- 1. In the short term, conduct assessments of the roadway along the SJAM Parkway.
- 2. In the short term, extend the Sunday Bikedays program to include the newly dedicated cycling path.
- 3. In the medium term, conduct before and after cycling counts following the roadway transformation to a dedicated cycling path. Furthermore, on a yearly basis, aim to release cycling count data on the SJAM Parkway to the public.
- 4. In the medium term, assess the success of new bike path provisions based on the before and after cycling



counts determined by an NCC benchmark.

- 5. Over the medium to long term, phase out the westbound lane for vehicular use and phase in the establishment of a dedicated cycling path.

Public Art

Design Guidelines

- 1. The SJAM Parkway should aim to be a space where public art and commemorations representing a diversity of national artists and organizations can be exhibited.
- 2. Displays of public art and commemorations that are temporarily or permanently implemented along the SJAM Parkway shall be nationally significant and play a role in enhancing as well as promoting the Capital identity.
- 3. Displays of public art and commemorations are encouraged to be placed in public spaces along the SJAM Parkway where it is most appropriate and does not result in safety impediments as per the guidelines of the Crime Prevention Through Environmental Design (2013).
- 4. The siting and implementation of temporary and permanent displays of public art and commemorations will abide by the municipal and conservation authority floodplain regulations as well as the Environmental Protection Zones and its subzones.
- 5. Temporary displays of public art and commemorations shall be designed, sited, and implemented in areas on the SJAM Parkway that will experience minimal to no impact on its physical surroundings upon removal.



Figure H.3 - ‘The Minotaur and Hare’ from the Vancouver Biennale public art exhibit, which rotates every 2-3 years (Vancouver Biennale, 2014).



Figure H.4 - Hippo Square at the Taipei Zoo in Taipei, Taiwan celebrates the significance of the hippo exhibits (D., 2014).



Figure H.5 - ‘Window Walk’ temporary public art exhibit in Riata Park in Austin, Texas showcases high quality scenes (Austin, 2014).

Policy Overview

- Existing policies within the *Plan for Canada’s Capital* (1999), *Capital Urban Lands Plan* (draft, 2014) and the *Ottawa River Integrated Development Plan* (2003) sufficiently support public art.

Implementation Plan

**When:** The addition of public art displays, whether permanent or temporary throughout the SJAM Parkway, should be implemented in the short term. A program for temporary public art displays which experience a minimum turnover of once a year shall be encouraged in order to provide a continuous rotation of new attractions along the SJAM Parkway.

**Who:** In order to encourage and facilitate the use of the SJAM Parkway for permanent and temporary public art displays, it is recommended that the NCC appoint the task of coordinating arts and culture programs and/or displays along the corridor to a suitable department. The tasks would include seeking, approving, and managing the various successions of public art displays.

**How:** The NCC may wish to partner with local and national art institutions as well as galleries to showcase both Canadian art and artists. Furthermore, to facilitate the succession of temporary public art displays, which rotate on an annual basis (at minimum), the NCC could incorporate the charitable auction of displays to fund subsequent public art displays.

Management Strategies

- 1. Regular upkeep of the permanent and temporary public art displays shall be undertaken in order to protect the structural integrity of the displays as well as address instances of vandalism and/or

the accumulation of litter and, where necessary, to groom associated vegetative plantings.

2. An installation plan for the temporary displays of public art shall be put into place prior to their installation. This installation plan will be expected to include provisions for installing the temporary displays of public art such that there is minimal physical impact on the SJAM Parkway. The installation plan is also expected to include provisions for removal so that no objects, whether of built form or vegetative nature, remain on the site.

**Measurable Objectives**

1. In the short term, a minimum of one new exhibit of public art displays shall be incorporated along the SJAM Parkway on an annual basis.
2. In the short term, develop a database consisting of potential partnerships on a national, provincial, and local level to acquire public art resources to be displayed along the SJAM Parkway.

**Programming**

**Design Guidelines**

1. Should commemorations or event programming of a national scale be permitted to take place on the SJAM Parkway, temporary built structures as well as displays and banners among other features associated with an event, shall be designed, sited, and implemented to have provisions for safety, accessibility, capacity, and noise levels.

**Policy Overview**

- Existing policies within the *Plan for Canada's Capital* (1999), *Capital Urban Lands Plan* (draft, 2014), *Capital Core Area Sector Plan* (2005), and the *Ottawa River Integrated Development Plan* (2003) adequately supports programming.

**Implementation Plan**

**When:** A program for the use of the corridor for events, holidays, and commemorations should be implemented in the short term. It is strongly recommended that the NCC initiate plans for programming of national significance in the short term on the SJAM Parkway, including Canada's 150th anniversary celebration. It is envisioned that the Parkway will incorporate one addition celebration on a yearly basis.



Figure H.6 - Canada Day celebrations in Ottawa (Ottawa Citizen, 2014).

**Who:** It is recommended that the department tasked with public art additionally oversees events planning, funding, and implementation.

**How:** Policy and design guidelines have identified the



Figure H.7 - Sir John A. Macdonald's Birthday celebration in Kingston, ON (SALON Theatre Productions, 2014).

types of events that will be permitted on and along the SJAM Parkway. The tasked department shall also be responsible for provisions regarding capacity, safety, sustainability, and a positive user experience. As programming grows, the NCC may need to dedicate additional resources.

**Management Strategies**

1. Commemorations and events of national significance shall include provisions for the removal of temporary structures and clean-up such that the state of the SJAM Parkway prior to the event is returned to with minimal impact.

**Measurable Objectives**

1. Initiate plans for programming of national significance in the short term, with a potential goal of releasing a programming event for Canada's 150th anniversary in Ottawa.
2. In the medium term, Budget, plan, and implement,



at minimum, one additional program or event of national significance on an annual basis.

**View Corridor Protection**

**Design Guidelines**

- 1. Design, siting, and implementation initiatives along the SJAM Parkway will be required to demonstrate the protection and/or emphasis of view corridors as deemed appropriate by the NCC and before the approval of an initiative.

**Policy Overview**

- Existing policies within the draft *NCC Policy for Parkways* (2014) and the *Urban Lands Master Plan Ottawa River Parkway Visual Corridor Assessment* (2006) adequately supports view corridor protection.

**Implementation Plan**

**When:** The protection of parkway viewscapes is an ongoing focus and priority for the NCC. It is highly recommended that view corridors along the SJAM Parkway have a continued protection throughout the long term.

**Who:** An NCC landscape architect can be tasked with the continued responsibility of analysing proposed parkway additions and transformations to ensure view corridor protection.

**How:** In addition to overseeing the implementation of new developments, NCC landscape architects should examine the corridor every five years to evaluate the integrity of view corridors and identify new viewscapes as the surrounding landscape evolves.

**Management Strategies**

- 1. Undertake assessments of view corridors and buffers, invasive species, as well as proposed and established planting schemes along the SJAM Parkway to avoid the blocking of high quality views.
- 2. New planting schemes along the SJAM Parkway shall include a vegetative buffering strategy that takes into account low scenic views within the surrounding; and,
- 3. New planting schemes and proposed landscape changes shall be assessed to avoid any effects on visual quality.



Figure H.8 - Existing views of the Ottawa River and downtown Ottawa from Remic Rapids, Ottawa (SURP 824 Project Team, 2014).

**Measurable Objectives**

- 1. In the short term, it is recommended that any new programming or development initiatives respect view corridors identified in the *Urban Lands Master Plan Ottawa River Parkway Corridor Visual Assessment* (2006).
- 2. In the medium term, conduct new visual assessments to update the *Urban Lands Master Plan Ottawa River Parkway Corridor Visual Assessment* (2006)

**2: Community Guidelines**

**Pedestrian Crossings**

**Design Guidelines**

- 1. Controlled pedestrian crossings shall be considered to be designed, sited, and implemented in areas along the SJAM Parkway where uncontrolled crossings, either formal or informal, are already present.
- 2. Where possible and appropriate, controlled pedestrian crossings that connect to high density, key destinations and/or landmarks, and transit stations should be given priority consideration for implementation.
- 3. If pedestrian signals are determined to be appropriate, signals and poles shall be in black and in keeping with the unique design characteristics of the NCC’s Capital parkways, as demonstrated at the intersection of Queen Elizabeth Driveway and Fifth Avenue.

Policy Overview

Gaps

- Existing policies do not adequately address the siting and spacing of pedestrian crossing within the SJAM Parkway.

Recommendations

- Draft policies that ensure controlled pedestrian crossings are adequately spaced to maximize pedestrian access and community connectivity to the waterfront; and,
- That new pedestrian crossing infrastructure is located on informal pathways situated along the SJAM Parkway.

Implementation Plan

**When:** Improvement to pedestrian crossing infrastructure along the entire SJAM Parkway should be a short to medium term focus and priority for the NCC.

**Who:** It is highly recommended that the NCC address the siting and implementation of new pedestrian crossings throughout the corridor.

**How:** Phasing of new pedestrian crossings and infrastructure should prioritize highly frequented areas and segments with multiple existing informal crossings. Plans for new pedestrian crossing infrastructure should consider the proposed timeline for new parkway attractions and transformations.

Management Strategies

- Upkeep of pedestrian crossing infrastructure shall be undertaken to ensure that connections across



Figure H.9 - Perspective of a pedestrian crossing along the SJAM Parkway.

and through the SJAM Parkway remain comfortable, clear, and safe for pedestrians to use. This upkeep shall include, but is not limited to, trimming vegetative plantings if present and snow removal during the winter seasons.

Measurable Objectives

- In the short term, identify locations where additional pedestrian crossings are required or needed according to the criteria identified in the policy

recommendations.

- In the medium term, implement best practices when providing additional pedestrian crossings along the entire length of the SJAM Parkway.

Neighbourhood Gateways

Design Guidelines

- Neighbourhood Gateways are secondary gateways and are located at the junction of major



neighbourhood entrances and the SJAM Parkway. Gateway features of these secondary gateways will include, but are not limited to, distinct signage delineating the neighbourhood from the SJAM Parkway as well as smaller scale structural and vegetative displays.

2. The gateway features of the Neighbourhood Gateways will be consistent with the safety, design, and landscaping guidelines of the Crime Prevention Through Environmental Design (2013) in order to provide an inviting and unobstructed view of the SJAM Parkway on a neighbourhood level.

**Policy Overview**

Gaps

- Existing policies that support scenic gateways should be extended to include provisions for neighbourhood gateways.

Recommendations

- Policies should encourage collaborations with the City of Ottawa and relevant local community organizations to identify and create major neighbourhood gateways between the SJAM Parkway and adjacent communities.
- In addition, policies should make recommendations regarding the siting and design of neighbourhood gateways.

**Implementation Plan**

**When:** Implementation of neighbourhood gateways will be phased throughout the short to medium term. New gateways should be implemented where

neighbourhoods have existing access points and linkages to the SJAM Parkway. Subsequent gateway features can be implemented following the identification of appropriate locations and the availability of funds.

**Who:** It is recommended that the NCC form a partnership with the City of Ottawa to design and implement the neighbourhood parkway gateways as they are shared amenities between the federal-level organization and the municipality.

**How:** A portion of the funding for these neighbourhood gateways can be obtained from the density bonuses that the City of Ottawa collects from development projects. The NCC shall be the organization responsible for implementing the neighbourhood gateway projects while actively seeking design recommendations from the City of Ottawa.



Figure H.10 - An example of a neighbourhood gateway (Scott & Maddox, 2010).

**Management Strategies**

1. Regular upkeep of the gateway features sited on the Neighbourhood Level Access Points shall be conducted in order to maintain the Capital identity along the SJAM Parkway. Regular upkeep may be in the form of monitoring structural integrity, the trimming of vegetative displays if present, and addressing vandalism and/or the accumulation of litter.
2. On an annual basis, conduct health and safety audits of the neighbourhood gateways to ensure the health and safety standards are consistent with Crime Prevention Through Environmental Design (2013) guidelines.
3. The NCC will need to be the primary caretaker of the neighbourhood gateways as most of the funding of these gateway features lie within the federal-level organization. Additionally, the neighbourhood gateways are primarily sited on NCC-owned land.

**Measurable Objectives**

1. In the short term, identify all major neighbourhood entrances.
2. In the medium term, following the identification of major neighbourhood entrances, begin processes to design, site, and implement neighbourhood gateway features. It is recommended that the siting, design, and implementation of Neighbourhood Gateways occur during a similar time period as the siting, design, and implementation of the Pedestrian Crossings. This would ensure design and implementation consistency as well as an efficient use of resources.

Parkway Amenities

Design Guidelines

- 1. Parkway amenities will include, but are not limited to, benches, picnic tables, and garbage bins, and shall be situated in activity nodes, designated resting and picnic areas, as well as focal areas with significant viewpoints where appropriate.
- 2. Parkway amenities shall be designed, sited, and implemented in a manner that is cohesive with other design elements and corridor features, context specific and unobtrusive, and in keeping with the natural setting of the SJAM Parkway.
- 3. Benches along the SJAM Parkway that are part of the rotating temporary public art program shall correspond with the design guidelines and provisions as outlined under ‘Public Art’ of this Design and Implementation Framework.
- 4. Temporary washroom facilities in the form of porta-potties shall be designed to respect the natural surroundings of the SJAM Parkway. Additionally, they shall be sited in areas where there are existing parking facilities.

Policy Overview

- Existing policies in the *Plan for Canada’s Capital* (1999) and the *Pathways Network Strategic Plan* (2006) sufficiently support revisions to parkway amenities.

Implementation Plan

**When:** An inventory of existing parkway amenities along the SJAM Parkway shall be conducted to document

the conditions of existing amenities in the short term. Benches that are not a part of the rotating public art program as well as waste disposal bins will be replaced in phases, with those amenities in poor condition being replaced first. Implementation of temporary washroom facilities is recommended in the short term while awaiting the availability of servicing.



Figure H.11 - Well-designed park seating and other amenities from the Promenade Samuel-De Champlain in Québec City (Cramer, 2008).

**Who:** The NCC shall be the primary agency responsible for the replacement and improvement of parkway amenities.

**How:** Improvements to parkway amenities, as well as the installation of temporary washroom facilities, will require NCC funding.

Management Strategies

- 1. Consistently place separate waste and recycling

bins for garbage, paper, and plastics along the SJAM Parkway in activity nodes and designated resting and picnic areas.

- 2. On a seasonal basis (four times per year) and at the end of the season, evaluate the physical conditions of the parkway amenities along the SJAM Parkway to inform their future maintenance.
- 3. The temporary washroom facilities located at each existing parking facility shall be maintained according to the existing maintenance program that encompasses the porta-potties presently located at Kitchissippi Lookout and Remic Rapids, for example.

Measurable Objectives

- 1. In the short term, complete an inventory of existing parkway amenities to identify their condition and create replacement plans accordingly.
- 2. In the short term, install temporary washrooms at existing parking facilities along the SJAM Parkway; and replace all parkway amenities in the form of benches and waste bins that were in poor condition.
- 3. In the short term, begin annual updates to the remaining inventory and install new inventory in areas of high activity and where it is required.

Lighting

Design Guidelines

- 1. Lighting fixtures which project light upwards, thereby making inefficient use of light, contributing to light pollution, and disturbing migratory birds, will not be permitted to be implemented along the SJAM Parkway.

2. Where appropriate, lighting fixtures may be sited and implemented in activity nodes, some designated resting and picnic areas, and along the eastern segment of the SJAM Parkway which extends into the Capital Core Area.
3. Areas where local pathways that are part of the pedestrian network intersect the SJAM Parkway may be given consideration for siting and implementing lighting.
4. Lighting along the SJAM Parkway should be kept to the minimum required to address localized illumination needs.
5. Siting and implementation of lighting fixtures may aim to correspond with the lighting guidelines and provisions of the Crime Prevention Through Environmental Design (2013) to facilitate safety and comfort for users.

**Policy Overview**

Gaps

- Existing policies support lighting only along the busiest sections of the pathways network and at key intersections of the parkway network. However, to support this design, lighting should be extended to additional sections along the Parkway corridor.

Recommendations

- Policies should support locating lighting along strategic areas within the pathway network where high pathway usage is anticipated and enhancing lighting along the pedestrian pathways using low-impact, imaginative and “smart” lighting approaches, as opposed to more lighting.

- Policies may require the integration of timers into lighting fixtures along the SJAM Parkway.
- Policies should include comprehensive lighting guidelines for the Capital Parkways and Pathways networks that speak to all of the National Capital Commission’s current policies, the design guidelines and policy recommendations in this report, and lighting best practices.

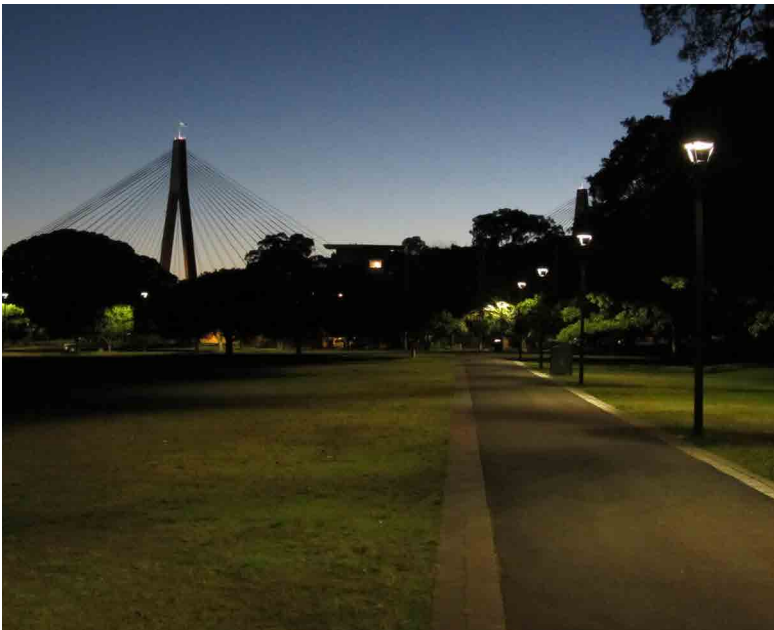


Figure H.12 - Low-impact LED lighting used in Sydney, Australia, similar to those proposed for the SJAM Parkway (GE Lighting Australia, 2012).

**Implementation Plan**

**When:** Lighting, pending service availability, can be implemented alongside its corresponding projects (e.g. new benches, pavilions, and other proposed amenities at activity nodes). Where additional servicing is required, the incorporation of new lighting fixtures will be delayed.

In terms of phasing, new lighting fixtures shall be implemented along the Parkway from an east to west direction, starting with the areas closest to the Capital Core Area.

**Who:** It is recommended that the NCC along with its environmental specialists, planners, and engineers work together to strategically locate appropriate areas where lighting fixtures could be implemented with minimal nuisance to its surroundings. It is further recommended that the NCC consult with best practices in regards to implementing lighting in sensitive areas, specifically the City of Toronto’s lighting considerations in their Bird-Friendly Guidelines (2007).

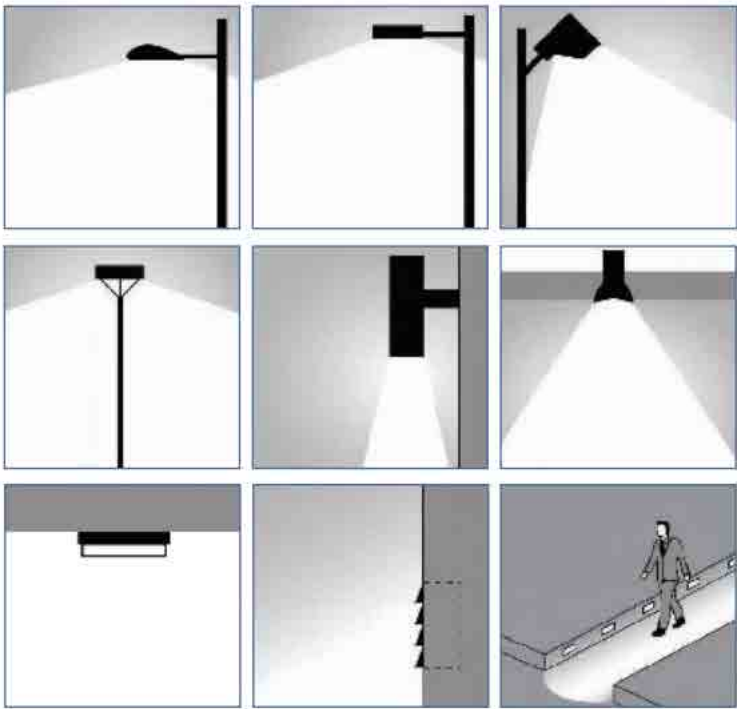


Figure H.13 - Preferred lighting scenarios from the Light Pollution Section of the City of Toronto’s Bird Friendly Development Guidelines (2007).



**How:** It is recommended that the NCC conduct additional research on new lighting approaches and technologies that are energy efficient, minimize the overspill of light, and are sustainable. To further identify areas where lighting fixtures should be sited, a safety audit based on the Crime Prevention Through Environmental Design (2013)’s lighting provisions is recommended.

**Management Strategies**

- 1. Lighting and illumination fixtures that increase the energy efficiency of lighting, reduce overspill, and are energy efficient shall be used.
- 2. Maintain high standards of upkeep for lighting and illumination fixtures to facilitate safety along the SJAM Parkway and minimize disturbance to migratory birds as well as the overspill of lighting.
- 3. Install standardized lighting and illumination fixtures for efficient repair and replacement when required.

**Measurable Objectives**

- 1. Due to the sensitivity of the SJAM Parkway to migratory birds as well as availability of servicing, extra care should be taken through appropriate environmental assessments.
- 2. In the short term, identify areas where lighting can be strategically sited along the SJAM Parkway. These areas may include, but are not limited to, activity nodes, designated resting and picnic areas, and where local pathways intersect the SJAM Parkway.
- 3. In the short term, begin appropriate environmental and lighting assessments required to evaluate the use of lighting fixtures around Mud Lake; and ensure all lighting fixtures along the SJAM Parkway are energy-

efficient and are designed such that light pollution is minimized.

- 4. In the long term, take extra care through appropriate environmental assessments due to the sensitivity of the SJAM Parkway to migratory birds as well as availability of servicing.

**Geometric Green Path**

**Design Guidelines**

- 1. The Geometric Green Path shall be incorporated on the SJAM Parkway such that it forms a linkage between the multi-use pathway, the proposed pavilion, the water access retaining wall and seating, and the waterfront at the Chaudière Lookout area.
- 2. In addition to serving as a linkage, the Geometric Green Path will also accommodate other recreational activities and uses, such as a designated picnic and resting area.
- 3. The Geometric Green Path shall be designed in a way such that it is in keeping with the natural topography and contour of the Chaudière Lookout area.

**Policy Overview**

Gaps

- Current parkway policy does not include low-impact urban landscaping provisions.

Recommendations

- Policies need to promote the use of creative urban landscaping methods in designated “urban” sections of the SJAM Parkway corridor, with consideration given to the local character of the site.



Figure H.14 - The Scholars’ Green Park in Mississauga, Ontario was used as inspiration for the Geometric Green Path at Chaudière Lookout (gh3, 2012).

**Implementation Plan**

**When:** The implementation of the Geometric Green Path will be appropriately incorporated within the revitalization stages of the Chaudière Lookout area.

**Who:** The NCC will be the primary organization overseeing the design, siting, and implementation of the Geometric Green Path in the Chaudière Lookout area. It is recommended that NCC staff and/or departments where their portfolios oversee pedestrian movement



and connectivity be the leads in the design, siting, and implementation of the Geometric Green Path.

**How:** It is recommended that the Geometric Green Path be implemented in phases that coincide with the staged removal of the Parkdale Loop. It is further recommended that the phased implementation of the Geometric Green Path, where possible, ensure linkages with existing informal as well as formal pathways surrounding the Chaudière Lookout area in order to ensure pedestrian connectivity as much as possible through the process.

**Management Strategies**

- 1. Regular upkeep of the Geometric Green Path shall be conducted to maintain year-round access between the multi-use pathway, the pavilion, the water access retaining wall and seating, and the waterfront.
- 2. Regularly monitor the use of recreational activities on the Geometric Green Path to avoid over-use.

**Measurable Objectives**

- 1. In the medium and long term, monitor the use of the Geometric Green Path to ensure no informal pathways are created by users.

**Wayfinding and Signage**

**Design Guidelines**

- 1. Consistent wayfinding and signage styles as well as strategies shall be implemented on the SJAM Parkway where it visually communicates a distinct Capital character.
- 2. Wayfinding and signage strategies shall be strategically sited and implemented along the SJAM

- Parkway to minimize visual clutter and provide clear communication of direction, significant landmarks, and key destinations.
- 3. Wayfinding and signage strategies shall be implemented in activity nodes and designated resting as well as picnic areas.
  - 4. The language used by the wayfinding and signage strategies along the SJAM Parkway shall aim to be consistent and clear.
  - 5. The visual format of and display of information on wayfinding and signage along the SJAM Parkway shall aim to meet the *Accessibility for Ontarians with Disabilities Act* (2005) as it relates to communication.
  - 6. Interactive and interpretive wayfinding and signage strategies shall aim to be implemented for the purposes of historical, cultural, and environmental programming.



Figure H.15 - Wayfinding at Parc Riu Llobregat in Barcelona, Spain (García, 2013).

- 7. Information regarding the types of surfaces, steepness of inclines, and landscape characteristics of the pathways may be included in wayfinding and signage strategies along the SJAM Parkway where it is most appropriate and required for the purposes of safety.

**Policy Overview**

- Existing signage policies within the *Plan for Canada's Capital* (1999), *Pathways Network Strategic Plan* (2006) and the *Capital Core Area Sector Plan* (2005) sufficiently support the use of signage and wayfinding along the SJAM Parkway.

**Implementation Plan**

**When:** It is recommended that wayfinding and signage strategies are implemented in the short term re-imagining of the SJAM Parkway.

**Who:** It is recommended that the NCC continue to develop and update their wayfinding and signage strategies along the SJAM Parkway.

**How:** The NCC's budget for Capital parkways will need to take into account the improvements to wayfinding and signage along the SJAM Parkway. Following an initial investment in resources, the NCC should strive to ensure that wayfinding and signage along the corridor remains up to date.

**Management Strategies**

- 1. Maintain high standards of upkeep for wayfinding and signage infrastructure to ensure year-round ease and access for users. Regular upkeep may be in the form of monitoring structural integrity; repairing signage; and addressing vandalism.

Measurable Objectives

1. In the short term, determine designs as well as formatting styles for wayfinding and signage strategies along the SJAM Parkway.
2. In the short term, determine locations where wayfinding and signage is most appropriate to be implemented. These locations may include, but are not limited to, activity nodes, designated resting as well as picnic areas, areas where the formal pathways may split into multiple directions, and locations where national landmarks should be identified.
3. In the short and medium term, implement wayfinding and signage strategies along the SJAM Parkway in the predetermined locations.

3: Environmental Sensitivity Guidelines

Elevated Wooden Boardwalk

Design Guidelines

1. To ensure that the environmental integrity of Mud Lake is maintained and protected, existing paths in the area will be replaced by an elevated wooden boardwalk.
2. During the design, siting, and implementation stages of the elevated wooden boardwalk, consultation with the Rideau Valley Conservation Authority (RVCA) shall be encouraged in order to develop the elevated wooden boardwalk in a manner that respects the natural heritage and surroundings of Mud Lake.

Policy Overview

Gaps

- Existing policies do not explicitly support the installation of a boardwalk in ecologically sensitive areas. New policies should guide the sensible installation of boardwalks.

Recommendations

- Policies need to support the installation of an elevated

boardwalk network along strategic segments of the Mud Lake area that provide sufficient connectivity between adjacent communities, the SJAM Parkway corridor and the Mud Lake Conservation Area for low-impact recreational activities such as education, walking, bird watching.

- Policies should require consultation and collaboration with external agencies to develop an effective management plan for the Mud Lake area to ensure that increased pedestrian activity from



Figure H.16 - An example of an elevated boardwalk in a wetland area, similar to that proposed for Mud Lake (Mark’s Postcards from Beloit, 2011).



an elevated boardwalk network does not adversely affect the ecological integrity of the sensitive ecosystem.

Implementation Plan

**When:** The boardwalk an environmental preservation tactic and a new parkway attraction; therefore, implementation should be a short term priority.

**Who:** Environmental specialist and landscape architects within the NCC should work together to identify the most appropriate segments for boardwalk additions and environmentally-sensitive designs.



Figure H.17 - Signage describing bird species at Magee Marsh in Oak Harbor, Ohio (Royal Order of Magee Photographers, 2014).

**How:** If seeking additional funding, the community can be invited to participate in the parkway transformation through a donation medium. Individuals or community businesses can donate or purchase boardwalk planks and in return have their name engraved within. Many segments of the Parkway would be suitable for new



Figure H.18 - Interpretation Panel at a park in Northumberland, UK (Differentia Design, 2013).

boardwalks, but phasing should prioritize areas that are more sensitive.

Management Strategies

- 1. Ensure high standards of management and upkeep of the elevated wooden boardwalk.
- 2. With a potential partnership with the RVCA and appropriate ecological or research groups, monitor the use of the boardwalk to mitigate any impacts on natural habitats and ecologically-sensitive lands.

Measurable Objectives

- 1. In the short term, establish the design and siting of the elevated boardwalk such that its implementation and any pedestrian activity do not hinder the environmental integrity of the Mud Lake area.
- 2. In the short term, implement the boardwalk in the Mud Lake area in accordance with predetermined

design and siting, as well as applicable environmental policies and ecological considerations.

Educational Signage

Design Guidelines

- 1. Educational signage that is suitable for users of all ages and in the form of interpretive as well as tactile panels shall be incorporated along the elevated wooden boardwalk in the Mud Lake area in areas where educational opportunities present themselves and where it is most appropriate.

Policy Overview

Gaps

- Existing policies support the use of interpretive signage within the parkway but can be further extended to encourage educational mediums for all ages.

Recommendations

- Policies should encourage collaborations with the City of Ottawa, relevant agencies, and adjacent community organizations to educate residents, visitors, and future generations.

Implementation Plan

**When:** New educational signage should be implemented alongside new parkway additions and revitalization projects.

**Who:** The NCC will work to ensure that visitors of the parkway experience a sense of discovery and have the opportunity to learn.

**How:** The NCC should included educational signage along side the many proposed parkway additions. Innovative community groups may also be invited to design and test various potential unique and interactive experiences for parkway implementation.

**Management Strategies**

- 1. Regular upkeep of educational signage shall be conducted to ensure that signage remains clean, readable, and attractive.

**Measurable Objectives**

- 1. In the short term, establish designs for the interpretive and tactile panels for the Mud Lake area at the same time as when the design and siting are being determined for the elevated wooden boardwalk.
- 2. In the short term, incorporate the educational signage along the boardwalk in the Mud Lake area.

**Landscaping**

**Design Guidelines**

- 1. Landscaping and vegetative plantings are encouraged to be sited and implemented in a manner that is in keeping with the natural character of the SJAM Parkway.
- 2. Landscaping and vegetative plantings shall be composed of native species most suited to the site and its surrounding physical conditions as well as ecological characteristics.
- 3. Landscaping and vegetative plantings, where possible, shall incorporate the use of stormwater

management best practices.

- 4. Permeable pavement shall be implemented on all existing and designated parking facilities along the SJAM Parkway in consultation with the RVCA, and using stormwater management best practices guidelines from the collaborative efforts of Credit Valley Conservation Authority and the Toronto and Region Conservation Authority (2011).
- 5. A diversity of native tree and shrub species shall be promoted within the corridor’s landscaping and vegetative plantings to provide effective vegetative buffers throughout the four seasons.
- 6. The density and width of vegetative buffers against the urban edge shall reflect existing building heights and anticipated urban intensification.
- 7. Landscaping and vegetative plantings shall be designed, sited, and implemented to enhance spatial sequencing along the SJAM Parkway in order to add to a cohesive design throughout the corridor.
- 8. Should landscaping and vegetative plantings accompany permanent displays of public art and commemorations, they shall be designed, sited, and implemented in a manner consistent with the features and design elements of the greater corridor.

**Policy Overview**

Gaps

- Existing policies under the *Plan for Canada’s Capital* (1999), *Capital Urban Lands Plan* (draft, 2014) and *Pathways Network Strategic Plan* (2006) sufficiently support the proposed design; however, policies

regarding stormwater management best practices were not provided or limited in nature.

Recommendations

- Policies should establish specific stormwater management guidelines for the SJAM Parkway.



Figure H.19 - An example of a bioswale in Iowa (Iowa Department of Agriculture and Land Stewardship, 2014).

- Policies should encourage collaborations with the RVCA while also gathering stormwater management best practices research from other various conservation authorities.

**Implementation Plan**

**When:** Landscaping is an ongoing focus of the NCC . As the landscape continues to transform, the NCC will pursue and adapt landscaping changes.

**Who:** The NCC will continue to shepherd the landscaping aspects of the SJAM Parkway. Contracts might include other businesses for general labour.



**How:** Policy will guide how the landscape is addressed and transformed throughout the parkway. All parkway additions must be reviewed and evaluated by the NCC to ensure that parkway objectives are met.

**Management Strategies**

1. The development and implementation of landscaping plans will have the highest standards of horticulture and landscape management suited in the Capital parkway and will be maintained.
2. With a potential partnership with the RVCA and appropriate ecological or research groups, the regular monitoring of the health and conditions of plant and tree species shall be undertaken.
3. Surrounding Mud Lake, vegetative displays shall be maintained through simple trimming and upkeep to allow for a more naturalized setting.
4. Towards the eastern segments of the SJAM Parkway where parkway features become increasingly urbanized, landscaping and trimming operations shall occur on a more regular basis to allow for a more manicured setting.
5. Where required and there are opportunities for new vegetative displays, native species will be the preferred planting selection.
6. On a monthly basis, monitor the weed and sediment collected in low impact development technologies along the SJAM Parkway, and carry out upkeep and cleaning operations while referring to the stormwater management guidelines of the Credit Valley Conservation Authority, Toronto and Region Conservation Authority, and the RVCA.

7. New planting schemes along the SJAM Parkway shall include successional planting strategies.
8. Maintenance and management operations and practices shall reduce the use of pesticides, herbicides and/or other chemically treated products.

**Measurable Objectives**

1. In the short term, identify the location and conduct appropriate assessments for the implementation of stormwater management best practices.
2. In the short term, develop a native planting scheme for the parkway with strategies that incorporate the phasing out of invasive plant species.

**4: Recreation Guidelines**

***Mikinàk Point Playground***

**Design Guidelines**

1. The Mikinàk Point playground area will be in keeping with the RVCA’s requirements of low intensity recreational structures for sensitive environmental areas (refer to Section 1.2.4 of the *Policies Regarding Development Including the Construction/ Reconstruction of Building and Structures, Placing of Fill and Alterations to Waterways Under Section 28 of the Conservation Authorities Act of Ontario* (2010)).
2. The low intensity playground will be supported by stormwater management best practices which may include, but are not limited to, bioswales and rain gardens. The siting and implementation of stormwater management best practices will



Figure H.20 - The storytelling playground in Accra, Ghana, which was used as inspiration during the Mikinàk Point playground design process (Lup & Karagkouni, 2014).

be conducted where it is most appropriate and respectful of the natural topography as well as the landscape of the Mikinàk Point area surrounding the playground.

**Policy Overview**

Gaps

- Existing policies do not explicitly mention development within and adjacent to floodplains; therefore, policies should support collaboration with relevant agencies during planning and implementation.

Recommendations

- Policies should ensure that initiatives located in and within close proximity to the Champlain Bridge floodplain area takes into consideration floodplain planning policies and regulations of the RVCA and the City of Ottawa.

Implementation Plan

**When:** The implementation of a playground should be a short term focus for the NCC in order to provide a parkway attraction for children and families.

**Who:** The NCC and community groups can cooperate to implement a playground suitable for various age groups. The RVCA may be consulted to ensure that the riverside playground design is suitable and safe.

**How:** With community support and funding availability, a playground may be purchased or constructed and physically implemented through an appropriate external contract.

Management Strategies

- 1. In the short term, monitor the weed and sediment collected in the bioswales, and carry out upkeep and cleaning operations on the playground.
- 2. In the short and medium term, monitor the use and health of the Mikinàk Point Playground to avoid overuse as well as maintain infrastructure.

Measurable Objectives

- 1. In the short term, complete the physical implementation of the playground.

Cycling Infrastructure

Design Guidelines

- 1. The westbound roadway of the SJAM Parkway will be redesignated as a multi-use pathway supporting active transportation modes that include, but are not limited to, cycling.

- 2. Bicycle parking facilities such as bicycle stands will be installed along the SJAM Parkway in proximity to activity nodes as well as designated resting and picnic areas.
- 3. On fly maintenance tools will be provided alongside bicycle parking facilities at a number of locations along the Parkway.



Figure H.21 - Public bike repair station at McMaster University (Tan, 2014).

Policy Overview

Gaps

- Existing policies do not sufficiently address cycling facilities. The policy recommendations below will complement existing policies that promote active mobility options, as stated in the draft *NCC Policy for Parkways* document (2014).

Recommendations

- Policies should guide the installations of cycling facilities and on the fly maintenance tools at key activity nodes.
- Policies should encourage partnerships with the City of Ottawa and bike-sharing programs to implement bicycle rental facilities at key activity nodes along the

SJAM Parkway.

Implementation Plan

**When:** The implementation of cycling infrastructure along the new bike path should begin in the medium term and persist into the long term until services are adequate along the entire Parkway.

**Who:** NCC, recreational experts, and parkway users should all be consulted in the planning and implementation of new cycling infrastructure along the SJAM Parkway.

**How:** It is recommended that additions for cycling infrastructure and services be implemented evenly along the entire parkway to ensure a positive user experience. During the implementation of additional parkway attractions, cycling provisions should be included.

Management Strategies

- 1. Monitor the use and health of the bicycle stands and related infrastructure to maintain structural integrity.
- 2. On a regular basis, maintain and update, wherever necessary the inventory of **on fly maintenance tools** along the Parkway.

Measurable Objectives

- 1. In the medium term, identify rest areas for cyclists along the SJAM Parkway and ensure cycling facilities are provided to a satisfactory level to the local community, which could be measured through customer/user satisfaction studies.
- 2. In the medium term, begin the process of partnership formation with local bike sharing programs and other relevant organizations, to ensure that bike sharing facilities are provided along the Parkway and in

adjacent communities by the end of four years. User satisfaction for this program should be measured through usage of such facilities and customer satisfaction surveys.

- 3. In the long term, complete phased lane conversions across the entire corridor from vehicular to cycling usage; and extend cycling counts to other sections of the SJAM Parkway corridor to determine usage.
- 4. In the long term,, assess the usage of existing facilities and their physical condition, through studies and additional cycling facilities should be provided as required, based on usage data and user feedback.

Local Events

Design Guidelines

- 1. Events of a local scale may be in the form of charity events, parades that are not of national significance, dedicated cycling days, as well as other physical activity events. These local scale events will need to seek approval from the NCC prior to being conducted.
- 2. Should event programming of a local scale be permitted to take place on the SJAM Parkway, temporary built structures and displays as well as banners among other features associated with the event, shall be designed, sited, and implemented to have provisions for safety, accessibility, capacity, and noise levels. Furthermore, approval from the NCC will need to be sought before features associated with the event are erected.
- 3. Depending on approval by the NCC, events of a local scale that are looking to utilize the roadways

along the SJAM Parkway will be restricted to the transformed westbound roadway.

Policy Overview

Gaps

- Existing policies do not address lighting for local events.

Recommendations

- Policies should guide the installation of temporary lighting for events with similar efficiency as permanent lighting, where and when necessary.

Implementation Plan

**When:** The use of the SJAM Parkway by the community for the purposes of local scale events should be promoted once processes are in place at the NCC to evaluate event programming applications. It is recommended that this occur in the short term in order to initiate an ongoing trend for the corridor to be used by the community.

**Who:** It is recommended that an NCC staff member or department specializing in event planning as well as coordination be responsible for the approval process of these local scale events.

**How:** Community members will be required to complete an approval process through the NCC. Local scale events will be required to have provisions for clean up and removal as well as safety and other aspects deemed appropriate by the NCC.

Management Strategies

- 1. Require the event host to work alongside the NCC to develop an event management strategy for large scale events to take place on the SJAM Parkway.
- 2. Event management strategies shall consider the provision for basic amenities, such as washrooms and first aid stations.
- 3. The NCC shall work towards developing a map of existing services and amenities for event hosts to use when proposing a large-scale event and development of an event management strategy on the SJAM Parkway.
- 4. Require event hosts to demonstrate adherence to environmental policies and conservation practices in their event management strategy.
- 5. The event management strategy developed by the event host and NCC will need to include strategies to mitigate any negative impacts on the Ottawa River shoreline, the corridor’s greenspace, and plantings.

Measurable Objectives

- 1. In the short term, review existing local event approvals process and ensure elements mentioned in the design guidelines, policy recommendations, implementation plan and maintenance plan are considered, and procedures updated as required.
- 2. In the short term, with each local event that takes place in the corridor, receive feedback from event organizers and the local community; and use the feedback to update event management strategies and processes within the NCC.



Wading Pool and Skating Rink



Figure H.22 - An ice skating pond in Schipper Square at Almere, Netherlands (Ice Skating Pond, 2014).

Design Guidelines

- 1. The wading pool will operate as a skating rink in the winter, in keeping with the dynamic seasonal nature of the location.
- 2. The wading pool and skating rink will be designed to include the highest standards of safety, accessibility, efficiency, capacity, and adaptability.

Policy Overview

Gaps

- The policy recommendation below explicitly addresses service extensions to support development at the Chaudière Lookout activity area.

Recommendations

- Policies must support collaborations with the City of Ottawa and relevant agencies to ensure water,

sanitary and electrical services are extended to the Chaudière Lookout activity area.

Implementation Plan

**When:** The implementation of the wading pool and skating rink is a high priority. Its implementation shall coincide with the removal of the Parkdale Loop.

**Who:** The NCC will be the primary agent responsible for the implementation of the wading pool and skating rink.

**How:** The implementation of a wading pool and skating rink will depend upon an environmental study of the area to inform the siting of the pool in regards to seasonal flooding. Secondly, servicing of the area will have to be assessed and included in the design. Once provisions have been determine and funding made available, the physical implementation of the wading pool and skating rink may commence. Ideally, the skating rink will be made available to the public annually between December and February at a minimum. The annual commencement of the skating rink should be adequately promoted and celebrated with the community.

Management Strategies

- 1. Undertake appropriate physical and infrastructure assessments of the wading pool as well as the skating rink located in the Chaudière Lookout area before opening them to the public in the respective seasons.
- 2. On a weekly basis, monitor the use and health of the wading pool to avoid overuse, and carry out upkeep and cleaning operations.
- 3. In winter months, ensure timely ice smoothing operations of the skating rink to ensure highest standards of safety for the enjoyment of users.

Measurable Objectives

- 1. In the long term, complete the implementation of the wading pool, turtle sculpture, and skating rink attraction.
- 2. In the long term and upon completion, ensure that the skating rink is open to the public on an annual basis.

Riverwall and Seating

Design Guidelines

- 1. The retaining wall will be implemented in the Chaudière Lookout area in order to further connect users to the Ottawa River and for recreational purposes along the SJAM Parkway.
- 2. The design, siting, and implementation of the retaining wall along a portion of the Ottawa River shoreline will be conducted in consultation with the RVCA and relevant environmental provisions of the



Figure H.23 - A River wall with steps leading to the water increases access and interaction with the Ottawa River, as seen by this example from Québec City (Commission de la capitale nationale du Québec, 2008).



federal, provincial, and local level in order to ensure the highest standards of shoreline protection.

3. The retaining wall will be designed with considerations to the *Accessibility for Ontarians with Disabilities Act* (2005) as it relates to access and movement.
4. Where appropriate and feasible, the design, siting, and implementation of the retaining wall shall consider the use of stormwater shoreline protection and management best practices to mitigate its physical impact and development implications.

**Policy Overview**

Gaps

- The policy recommendation below explicitly addresses elements to support the proposed development at Chaudière Lookout activity area.

Recommendations

- Policies should encourage consultations with the RVCA and other relevant environmental agencies for the development and implementation of a retaining wall at Chaudière Lookout to protect the shoreline from erosion, as well as enhance its aesthetic appearance and increase access to the water.

**Implementation Plan**

**When:** The design, siting, and implementation of the river wall and seating shall coincide with the removal of the Parkdale Loop, which is of high priority.

**Who:** The NCC will need to guide and manage the proposed transformation in consultation

with professionals that range from engineers to environmental specialists and landscape architects. The purpose is to ensure that the river wall and seating connects users to the water while being structurally sound; supported by stormwater management and shoreline protection best practices; and, cause minimal disruption to the natural and hydrologic features of the Ottawa River and its shoreline.

**How:** Consultation with key agencies will guide the design process of the river wall and seating. Following this course of action, the physical implementation of the shoreline transformation should be supervised by the NCC at all times.

**Management Strategies**

1. The maintenance and daily operations of the terrace along the shoreline shall integrate strategies to mitigate the impact on the environment.
2. Undertake annual inspections of the retaining wall structure carried out by professional to ensure its durability and safety.

**Measurable Objectives**

1. In the short term, begin the consultation process with the RVCA to ensure that the highest standards of shoreline protection are achieved.
2. Within the medium term and during the initial design phase of the river wall and seating structure to the Ottawa River, incorporate the accessibility standards outlined in the *Accessibility for Ontarians with Disabilities Act* (2005). 🍁

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# Appendix I: List of Reference Design Guidelines, Implementation Plans, and Management Strategies

The following are design guidelines, implementation plans, and management strategies that were referred to while developing the Design and Implementation Framework for the SJAM Parkway. These examples varied from wayfinding and accessibility to public art and lighting.

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## Appendix J: Final Presentation

On December 3, 2014, the team conducted a final presentation at the National Capital Commission's Urbanism Lab in the City of Ottawa. The final presentation took place between 10:30am to 12:00pm and its purpose was to present the team's cumulative background research, policy analyses, site observations, proposed concept designs, and recommended implementation as well as management strategies. Various organizations were present at the final presentation and they included, but were not limited to, the NCC, Rideau Valley Conservation Authority, and Public Works and Government Services Canada.



The final presentation was led by Elizabeth Bang, Daniel Downey, Dilys Huang, and Molly Smith. The presentation began by demonstrating an overview of the parkway

precedent research that the team conducted for the past four months. The purpose was to demonstrate the perceptions of the role of a parkway, evolution of a parkway over the years, characteristics of a good parkway, and the opportunities that the NCC could leverage by highlighting the SJAM Parkway's assets.



Figure J.1 - Daniel Downey presenting at the final presentation (SURP 824 Project Team, 2014).

Key challenges and opportunities of the SJAM Parkway were also reviewed. The challenges that the team discussed included, but were not limited to, the direction of the Parkway towards a swift moving commuter service overtime as well as varying parkway widths. The opportunities that the team identified included,

but were not limited to, waterfront interactions and activities as well as the high quality scenic views offered throughout the Parkway in these "big reveals".

Following the overview of the Parkway's key challenges and opportunities, the team outlined three design goals, which were derived from the charrette and stakeholder interviews, that guided the design process. After the presentation of the design goals, the team revealed their concept designs for three focus areas: Mud Lake, Mikinàk Point, and Chaudière Lookout. The audience was guided through before and after renderings of the SJAM Parkway, as well as proposed design features in addition to recreational, historical, environmental, and cultural programming. Each concept design or design feature that was presented was continuously tied back to a design goal or recommendations which were highlighted during the public consultation process.

At the end of the presentation, the audience was invited to ask questions, give feedback, and provide comments. Examples of the types of questions and comments that our team received included, but were not limited to:

### Rationale for the renaming of 'Mikinàk Point' and 'Chaudière Lookout'

It was proposed during the re-imaging process that the focal points, formerly known as Champlain Bridge and Parkdale Loop, be renamed as Mikinàk Point and Chaudière Lookout, respectively. Background research, the charrette, and stakeholder interviews, demonstrated citizens and visitors deep connection with the Ottawa River and Sir John A. Macdonald Parkway. 'Mikinàk' means 'turtle' in Algonquin to emphasize the Algonquin culture along the Ottawa River. Chaudière Lookout



Figure J.2 - Molly Smith presenting at the final presentation (SURP 824 Project Team, 2014).

was named after Chaudière Falls, which are a series of cascades and waterfalls in the Ottawa River that borders Ottawa-Gatineau and which our team heard from charrette as well as stakeholder interviewees to be valuable assets. Our team felt it appropriate to rename these two activity nodes to highlight citizens and visitors relationship with the water; be reflective of Canada's history; and, respect the concept design theme of Canada's Parkway.

**Westbound lane conversion to cycling infrastructure**

To demonstrate that the SJAM Parkway prioritizes the

scenic park experience, it is proposed that the two westbound lanes of traffic be closed. The remaining two lanes will continue to provide a means of commuting and vehicle access to the Parkway while opening up a significant portion for other uses and attractions. Research has shown that parkways which embrace transport uses eventually transform into expressways in disguise. Field work and site analysis showed conflicting uses on the three metre wide formal pathways along the Ottawa River shoreline or urban edge. Precedents research also demonstrated the intent of parkways was for recreational use and programming. There is value in bringing the Parkway back to its original purpose in providing recreational opportunities and activity spaces to communities, especially as the plans for intensification along the Parkway progress and the need for park and green spaces increases. The slower traffic and reduced lanes also make pedestrian and cyclist access to the water safer and more accessible.

**Commuter traffic during peak periods**

To manage commuter traffic during peak periods, it is recommended that the NCC refer to the one way strategy that Rock Creek Parkway in Washington, D.C. uses. During peak commuter traffic in the morning, both lanes become one ways in the direction where most of the traffic heads towards. In the case of the SJAM Parkway, this can be east towards downtown Ottawa. During peak commuter traffic in the afternoon, both lanes become one ways to facilitate traffic westward out of downtown Ottawa. This strategy would mean

two dedicated lanes for vehicular traffic during peak commuter travel times, which presently exist on the SJAM Parkway (i.e. existing four lanes where there are two eastbound lanes and two westbound lanes).



Figure J.3 - Dilys Huang answering a question from the audience at the final presentation (SURP 824 Project Team, 2014).

**Existing parking facilities as pilots for stormwater management**

Parking facilities were identified to be assets during the charrette and stakeholder interviews. Our team heard that the parking facilities encourage citizens, families, and visitors to access the SJAM Parkway and explore the trails as well as existing activity nodes. Our team proposed to keep the existing parking facilities not only because they are currently well-used and draw people towards the Parkway, but because they are also apart of the pleasurable driving experience. Precedents research showed that the Parkway is just as much about the recreational and leisure uses as it is about the scenic driving experience. Keeping the



existing parking facilities allows drivers to pull off at various activity nodes along the Parkway, enjoy the scenery and activities in that area, and connect with the Ottawa River.

Our team proposes dedicating these parking facilities as pilots for permeable pavement, a stormwater management best practice that can elicit collaboration with the RVCA. In its existing form, the parking facilities are composed of asphalt, which allows runoff to travel quickly from the above roadways, through the parking lots, and into the Ottawa River, contributing to sediment contamination in the river.

### Natural to urban gradient design concept

In its present form, a more naturalized setting prevails in the western end of the SJAM Parkway while a more urbanized setting lies in the east. This was also recognized by our charrette participants and stakeholder interviewees. Our goal for our concept designs was to highlight this natural to urban gradient by telling a story of Canada's earliest history beginning at the west and progressing forward in time towards the east. This would ensure users have different reasons to visit the Parkway and experience a different setting with each visit. Moreover, our team used the natural to urban concept as a purposeful decision making framework when siting proposed design features.

### Neighbourhood gateways and pedestrian crossings

Our site analysis showed that along the SJAM Parkway there were clear entry and exit points at the Mud

Lake area in the west and LeBreton flats area in the east. Despite these formal connections on either side, there was a lack of formal connections to the Parkway on the side of the neighbourhoods. This has led to multiple user-created and informal pathways from the neighbourhoods, leading through the Parkway, and directly to the water. This can overtime degrade the environment.



Figure J.4 - Elizabeth Bang (right) with an audience member discussing and answering questions about the posters at the final presentation (SURP 824 Project Team, 2014).

Neighbourhood gateways for major neighbourhood entrances were identified as well as pedestrian crossings (refer to Map 4.1). This was informed using existing formal and informal pathway information, as well as traffic and pedestrian counts. The purpose was to offer more formalized Parkway connections and neighbourhood gateways to prevent the degradation of the Parkway overtime through informal pathways.

### Retail and commercial uses along the corridor

Site analysis, findings from the charrette, and stakeholder interviews found that recreational and leisure uses as well as historical, cultural, and environmental programming best complement the space and users of the SJAM Parkway. Retail and commercial uses were not recommended by our team besides the existing Westboro Cafe and proposed restaurant at Chaudière Lookout.

### Implementation and funding

Many of the policies that were analyzed by our team showed a desire for collaboration. Our team recommends the NCC consider partnerships to realize our team's proposed concepts and design features. Suggested partnerships include: national, provincial, and local art galleries as well as artists for public art installations; community associations where major neighbourhood entrances are identified to have neighbourhood gateway features; and, RVCA to help fund and provide technical assistance for conceptual designs especially for the Mud Lake area.

The final presentation was paired with posters that described the team's design vision for the entire Parkway, as well as highlighted multiple parkway precedents that were well researched by the team. At the end of the presentation, the audience were invited to circulate the room and view the posters. Team members were also available to answer additional questions and describe their research as well as proposed design features. 🍁



Figure J.5 - SURP 824 Project Team at the final presentation (SURP 824 Project Team, 2014).



## References

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# Glossary

**Bioswale:** A type of small scale stormwater management strategy typically sited in open channels and/or ditches. Open channels and/or ditches become vegetated and take advantage of gentle slopes to collect, treat, and mitigate stormwater runoff. The purpose is to ensure pre-development water balance is maintained and that the hydrology of the landscape is following its natural course.

**Capital Park:** A park, greenspace, or open space of national significance as identified and classified by the National Capital Commission.

**Charrette:** A type of visioning exercise where there is an intense period of design, planning, and collaboration between multiple disciplines as well as professionals.

**Community Facilities:** Public facilities and services for the purposes of recreation, leisure, education, social gatherings, and community programming.

**Eastern Node:** Where the Sir John A. Macdonald Parkway ends on the east and in proximity to the LeBreton Flats area.

**Linear Park:** A type of park that adopts a linear and narrow form.

**Multi-use Pathway:** A type of pathway that accommodates multiple active transportation uses that include, but are not limited to, walking, cycling, jogging, and rollerblading.

**National Capital Region:** The physical geography of Canada’s Capital (City of Ottawa) and Ville de Gatineau. In some cases it is also referred to as Canada’s Capital Region or Ottawa-Gatineau.

**Neighbourhood Gateways:** Gateways at a neighbourhood level that are located at major neighbourhood entrances along the SJAM Parkway.

**On Fly Maintenance Tools:** Maintenance and repair tools for cycling equipment that are sited in public spaces and for the public’s use.

**Ottawa Improvement Commission:** Established in 1899 by the Federal Government. Its mandate of the Ottawa Improvement Commission was to instill a capital setting within the City of Ottawa by developing and maintaining a network of boulevards and scenic parkways most appropriate for a capital. Its priorities and mandate later formed part of the National Capital Commission’s in the 1950’s.

**Parkway:** A continuous green corridor with meandering scenic roadways and pathways as well as

high quality scenic viewscales. They contain multiple recreational users and in some instances provide scenic, uncluttered, and uninterrupted leisure access to government institutions and attractions. They are situated in a park or park-like setting where the primary use is to showcase scenic qualities and special experiences.

**Phasing:** Scheduling of the planning, design, siting, implementation, and/or construction processes of a project in a sequential manner that coincides with the availability of resources, funds, and approvals.

**Wayfinding:** Strategies that assist users in orienting themselves within a space and from place to place with ease. These strategies are not limited to signage and can include elements within and around public spaces such as parkway furniture and public art.

**Western Node:** Where the Sir John A. Macdonald Parkway ends on the west and in the Mud Lake Area.