

## APPENDIX A: POLICY MATRIX

Plan/Policy Document	Summary	Notable Characteristics and Policies
<b>Governing Policies</b>		
<b>The Plan for Canada's Capital 2017 – 2067 (2017)</b>	<p>The <i>Plan for Canada's Capital</i> guides land use and development of federal lands in the Capital Region. Released in 2017, this plan will guide development in Canada's capital region for 50 years, a much longer time horizon than most municipal plans. Since the previous <i>Plan for Canada's Capital</i> (1999), the region has changed significantly, municipal governance has undergone restructuring, significant demographic changes have occurred, and a changing climate has altered weather patterns. This document replaces the previous <i>Plan for Canada's Capital</i> (1999), recognizes the changes that have occurred since 1999 and confronts the new challenges facing the region.</p> <p>The NCC's plans ensure that policy is developed in a way which guides land use and development to ensure that the Capital reflects its national stature. As the Capital region continues to grow, the challenges faced by land use planning evolve and the population projections for Ottawa-Gatineau are expected to climb to 2.3 million by 2067. The NCC aims to create a resilient, dynamic, and liveable Capital region by: contributing to the development of complete and compact neighbourhoods; ensuring viability of both active and vehicle-based transportation; and enhancing the environmental sustainability and</p>	<p>The plan initiates a series of 17 major milestone projects, all of which are divided up into three main categories: <b>An Inclusive and Meaningful Capital, A Picturesque and Natural Capital, and A Thriving and Connected Capital</b>. The realization of these milestone projects serves to anchor the goals of the plan and aims to inspire future projects in the Capital Region.</p> <p><b>Section 1 - An Inclusive and Meaningful Capital:</b> This section aims to improve the management and accessibility of important cultural buildings and sites located throughout the Capital Region. The sites contribute to the sense of place in the Capital and represent the political and public face of Canada.</p> <p><b>National institutions</b> are an integral part of Canada and represent Canadian achievements to the rest of the world; the NCC recognizes their importance and aims to promote their renewal and their ongoing contribution to the region's quality of life. Policies also call for the year-round operations of museums by extending activities outdoors, and to attract more people to the shorelines of the Ottawa River. The Canada Aviation and Space Museum is located along the SGEC Parkway; this museum is identified as a national institution and should be subject to the policies outlined in this section. <b>Milestone 3</b> identifies the SGEC Parkway as an area in which it will reserve sites for extensions and additions to existing museums.</p> <p><b>National Commemorations</b> should continue to be a source of pride for Canadians and showcase the collective memory of Canada's federation, its struggles, and its accomplishments. The plan discusses partnering with Canadian Heritage to find proper locations for new installations of national commemorations or public art.</p> <p><b>Indigenous Peoples and the Capital:</b> The NCC has a vision that by 2067, the Capital will be a welcoming place for the Indigenous Peoples of Canada, with a strong nation-to-nation partnership. Policies are directed towards recognizing the Indigenous Peoples in the toponymy of the region and strengthening Algonquin Anishinabeg cultural traditions. The NCC will also display Indigenous art in the landscape and architecture of the Capital as well as develop and apply Indigenous ecological principles and land uses that conserve natural assets.</p>

	<p>economic vitality through ‘smart city’ approaches.</p>	<p><b>Section 2 - A Picturesque and Natural Capital:</b> This section recognizes the importance of land holdings, not only for the ecological services they provide, but for their contributions to the quality of life and character of the Capital Region.</p> <p><b>The Capital Green Space Network</b> is an important feature of the Capital. This network is important for the region as growth pressures and environmental conditions threaten to reduce this natural land base. The NCC states that forests near and within increasingly urbanized environments must be actively managed and maintained to preserve their long-term health; this will take the form of an integrated forest management policy. The forest at the former Rockcliffe Air base is recognized as a large urban forest. Over the long term, policies ensure the preservation of quiet places and sheltered areas to protect the night sky, and that ecological corridors that connect to the Greenbelt and Gatineau Park are secured. <b>Milestone 7</b> outlines the NCC’s goal of consolidating and protecting the biodiversity and natural environment of the region. This will be done through securing natural corridors and creating links between the Capital green space network and broader ecological networks. <b>Milestone 8</b> calls for the regeneration of the capital urban forest; the NCC will develop a 30-year capital program to regenerate the forests and tree canopy on federal lands, and a regional shared target will be established for 2067 and beyond.</p> <p><b>Waterways and Shorelines</b> have played an important role in the history of the Nation’s Capital, including narratives from First Nations and the selection of Ottawa as the national capital and seat of Parliament. The NCC recognizes that the environmental health and conservation of waterways and shorelines are of utmost importance. They envision a reimagined shoreline system with improved public access. Shorelines will harbour cultural events and activities for people of all ages, abilities, and walks of life. Policies in this section are aimed at increasing waterfront access while maintaining important waterfront greenspaces. Parkway corridors will be transformed to establish linear greenspaces; these spaces will showcase the Capital’s natural scenic, cultural, and recreational qualities with emphasis on greater access, active mobility, and enjoyment of the waterways. The NCC will provide greater capacity of the parkways to handle pedestrians and cyclists, and they will also create new safe crossing points. Best practices will be incorporated in shoreline and stormwater improvements. <b>Milestone 10</b> denotes the SGEC Parkway as an area for improvement; this milestone intends to improve accesses and amenities and create a riverfront park along the Parkway.</p>
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**The Greenbelt** is a unique and special feature of the Capital Region, a place where people, agriculture, and nature come together. Policies aim to better integrate the Greenbelt into the vast network of natural spaces by 2067. Policies continue the NCC's stewardship of the land, ensuring they protect the high-value ecological features and agriculture as well as integrating pathways where possible to support recreational opportunities. The NCC will work with the City of Ottawa, conservation agencies, and other private/public sector partners to create ecological linkages. Policies will also limit the amount of infrastructure that crosses the Greenbelt to avoid fragmenting the natural areas. Alongside this, the NCC will also promote world-class agriculture with best practices. **Milestone 11** will complete a continuous Greenbelt pathway system, which affects the SGEC Parkway, as the Greenbelt intercepts the Parkway in the east.

**Capital Urban Green Spaces** are valued natural spaces which form a network of open spaces in the urban areas of the Capital. The SGEC Parkway is recognized among these urban greenspaces and remains an important part of the NCC's goal to provide accessible places for people to explore and enjoy nature. Policies are aimed at securing and managing these greenspaces.

**Section 3 - A Thriving and Connected Capital:** This section entails the goal of the NCC to balance the Capital Region's role in representing Canada to our nation and the world while supporting the local interests of residents.

**A Living Culture and Heritage:** These policies centre around prominent landmarks including the Canada Aviation and Space Museum, and touch on their significance in the region. Policies are aimed at conserving all aspects of the Capital's heritage and promoting high quality of design. The NCC will continue to prioritize the use of its lands for national cultural activities and will promote a fully bilingual core area.

**Connections and Mobility** involves the connectivity of the region through continued encouragement of environmentally sustainable transportation. The NCC notes that mobility is fundamental to the Capital experience. Moreover, opportunities should exist for active transportation users to explore and enjoy the various landscapes in the region. The NCC recognizes that the parkways frame the beauty of the Capital setting and its waterways. Their signature qualities are those that distinguish them from the transportation network; as such, the NCC will preserve the intended character of the parkways as low-density, low-volume,



		<p>slow-speed scenic routes in park-type settings. The NCC will also work collaboratively to develop appropriate signage and improve wayfinding on its lands. Finally, the NCC will adapt the Capital Pathway Network to meet the needs of users and reduce conflicts between different types of use.</p>
<b>City of Ottawa Official Plan (2003)</b>	<p>The <i>City of Ottawa Official Plan</i> (Amendment #150) provides a vision for the future of the City and policies to guide its physical development through 2036. The Official Plan (OP) sets forth a policy framework for managing growth and recognizing the City's importance as the Nation's Capital. The City of Ottawa is projected to reach 1.1 million by 2036, presenting both challenges and opportunities for the City and its residents. The OP's main goals lie with managing growth, providing infrastructure and protecting the environment.</p>	<p>The <i>City of Ottawa Official Plan</i> will meet the challenges of growth by supporting sustainable, livable communities. The City identifies strategic directions which will alleviate these challenges faced by growth. A key area which pertains to the SGEC Parkway is in maintaining environmental integrity; more specifically, the plan calls for a transportation system that "emphasizes walking, cycling and transit" and "policies that protect forests, wetlands and other natural environment areas."</p> <p>The OP recognizes the importance of the parkways as important natural areas in the City, as well as scenic entry routes into the Central Area. In addition to this, the OP makes reference to providing active transportation infrastructure. As the population grows, the OP notes that the share of travel by sustainable modes is expected to increase. The City will consult its <i>Transportation Master Plan</i> (currently under review), <i>Pedestrian Master Plan</i> (2013), and <i>Cycling Plan</i> (2013) to help make Ottawa one of the most active cities in North America, while keeping active transportation users safe.</p> <p>Along with increasing active transportation, the OP makes reference to providing access to open space, parks, and greenspace for residents and visitors. This accomplishes two main goals in the OP: promoting active lifestyles by encouraging active transportation to and throughout these sites, and protecting the natural environment while promoting its importance to the City. Ottawa's <i>Greenspace Master Plan</i> (2006) provides more reference to these goals and outlines policies to improve the open space network.</p> <p>The Plan highlights the importance of environmental integrity and sustainability, recognizing that natural systems do not respect municipal boundaries. To this end, the OP appreciates the importance of collaboration and cooperation. The City has laid out several policies which aim to increase connectivity between Natural Environment Areas, of which the SGEC Parkway is; these policies tend to agree with those laid out in NCC documents.</p>



		<p>While not necessarily subject to the City of Ottawa’s policies, the NCC should keep in mind the direction of the City of Ottawa and identify how the SGEC Parkway can contribute to this vision. There are no anticipated conflicts between NCC and Ottawa <i>Official Plan</i> policies.</p>
<p><b>City of Ottawa Greenspace Master Plan: Strategies for Ottawa’s Urban Greenspaces (2006)</b></p>	<p>Ottawa’s greenspaces represent the legacy of prominent planners who constructed scenic parkways, developers who build communities surrounding central parks, and local municipal actors who assembled waterfront land. The <i>Greenspace Master Plan</i> (GMP) expresses the City’s vision for greenspace in the urban area and sets new policies to guide the pursuit of this vision in the years to come. An extension of the City of Ottawa’s <i>Growth Management Strategy (Ottawa 20/20)</i>, the plan aims to increase quality, quantity, and accessibility of greenspace in Ottawa as the City faces explosive growth. Greenspaces are to be linked to allow movement through corridors and to develop a green and sustainable city. A unique feature of the <i>Greenspace Master Plan</i> is that it inventories all of the greenspaces in the urban area and details the value in terms of their contribution to natural lands or open space and leisure uses.</p> <p>The plan proposes two main strategies to secure key linkages and natural areas: implementing key sections of the recreational pathway system; and preparing a Green Street Strategy to explore how these spaces can provide</p>	<p>An important aspect of the <i>Greenspace Master Plan</i> is the importance of partnering with community organizations, private land holders, and other governmental agencies. It recognizes the NCC as the most significant planner and builder of pathways in Ottawa. As such, partnerships should be made to ensure that a cohesive expansive greenspace network is created in Ottawa.</p> <p>The plan’s focus lies in protecting and enhancing its current greenspace inventory and will endeavour to acquire new greenspaces which will contribute to the current network. A lofty goal set in this plan by the City of Ottawa will see at least 2 hectares per 1000 population of park space. Furthermore, contributing to their accessibility goal is the City of Ottawa’s OP target of all homes being within 400 m of a greenspace. These targets represent the City’s ambitious greenspace plan, which set greater targets than those set forth in the Planning Act. The GMP stipulates the need for increased accessibility to its greenspaces, as the City recognizes how social inequality and community design have affected the distribution of parks and open spaces throughout the City. However, increasing accessibility to these spaces may increase the pressure placed on these lands; this will need to be weighed against the need to sustain natural features. Design of open spaces and leisure lands should be approached in ways which increase the carrying capacity of the lands. Ensuring connected greenspaces is important to the creation of a well-designed city, and the primary driver behind these connections are multi-use pathways.</p> <p>The plan’s five objectives of <b>Adequacy, Accessibility, Connectivity, Quality, and Sustainability</b> espouse many of the principles of the SGEC Parkway. These principles include providing recreational space for both passive and active uses; increasing connectivity with other paths; reducing barriers to the parkway; and improving natural features and functions in the urban greenspaces. Contributing to the City’s vision of the NCC as the primary builder and planner in Ottawa, the SGEC Parkway’s focus on designing a complete pathway which connects to the overall Capital Pathway system stands to strengthen the co-operative nature of these two agencies.</p>

connections within the Urban Greenspace Network. The plan provides a set of strategic goals and policies to move the City forward in achieving its greenspace vision. In addition to these two key strategies, the plan outlines five objectives for greenspace planning:

**Adequacy:** ensuring there is enough greenspace to meet the needs of a growing community that will also work to maintain natural systems, biodiversity, and habitat.

**Accessibility:** ready access to greenspaces in close proximity to homes and communities for all residents.

**Connectivity:** link greenspaces in Ottawa to improve access, connections between homes and schools or workplaces, biodiversity, and the movement of native plants and animals.

**Quality:** ensure greenspaces are attractive, safe, and well-designed. Where greenspaces are in primarily natural areas, they will be preserved to maintain or improve natural features and functions.

**Sustainability:** plan greenspaces in a way which minimizes human intervention, public spending, and maintenance.

## Capital Pathway Strategic Plan (2020)

Unlike preceding plans, this document has a targeted scope which focuses specifically on the Capital Pathway, rather than on all multi-use pathways throughout the region. Therefore, a key outcome of this plan is to formally set out the scope of the Capital Pathway network; in other words, to confirm which segments officially form part of the network, going forward.

The plan is based around four fundamental premises, which will help inform designs for the SGEC Parkway. We must ensure that the re-imagined pathway network is established as a **multi-use** space, **showcases key points of interest**, gives users a **high-quality experience**, and **supports active mobility**.

The current Capital Pathway network consists of approximately 220 km of pathways, which are located primarily on NCC lands, with some segments located on municipal lands or other federal lands.

The plan outlines four strategic directions for the planning and management of the Capital Pathway:

### Integrated and Resilient Network

The Capital Pathway acts as a unifying element that connects the National Capital Region's active mobility networks and natural features. The pathway network will be continuous

Pathway guidelines included in the plan apply equally to the pathways within the SGEC Corridor. These guidelines will serve to provide direction to designers and decision-makers. They also aim to ensure the pathway evolves in a consistent and efficient manner. While each pathway is unique, they should all serve to define and enhance the National Capital Region's character.

The 19 guidelines as they pertain to the SGEC Parkway are as follows:

**User Experience:** The parkway should present a safe and pleasing experience for all users and should incorporate and design for all sensory aspects that contribute to a pleasant user experience. Pathways should have 0.9 m minimum pedestrian clear width, with vertical clearance of at least 2.1 m. Eye level is referenced at 1.1 m – 1.7 m high. An ideal cycling operating width of 1.5 m is identified with a vertical clearance of 2.5 m minimum. In addition to cyclists and pedestrians, pathways must consider different user needs; the pathway network should adopt an 8-year-old to 80-year-old mindset. An important aspect of planning the pathways along the SGEC corridor is the topographical challenges that come with the site. With respect to this, the NCC has outlined that slopes should be less than or equal to 5 percent.

**Pathway Anatomy:** All multi-use travel lanes must never be interrupted, with priority given to the flow of users on the path. Along the pathways, a 3 m vertical clearance should be provided to eliminate overhead obstructions. In addition, a minimum horizontal clearance of 300 mm must be provided (500 mm along curves where possible) along either side of the pathway edge. This minimum applies to any object adjacent to the pathway.

**Network:** The two main existing pathways within the SGEC corridor are identified as discovery routes. According to the plan, the routes must be continuous and start and end at anchor points. These anchor points must be visually distinct from all other junction points intersecting with non-Capital pathway segments (i.e., Ottawa River Pathway connecting to Orléans). Any pathway names should reflect the location and experience offered, and routes should be numbered for ease of legibility. Pathways should avoid long, straight corridors with no visual stimulation and should respect existing features of the landscape. Key sightlines should be enhanced along pathways, in the SGEC Parkway; this means ensuring quality and sustained views of the river and national buildings.



	<p>and interconnected, and adaptable to environmental and social change.</p> <p><u>Safe and User-Friendly</u> The Capital Pathway provides a safe, comfortable and convenient experience for all users. It promotes an enjoyable and pleasing user environment, shared by all.</p> <p><u>Adapted and Co-Creative Management</u> The Capital Pathway is collaboratively managed. Partnerships with municipal and federal agencies, stakeholder groups, and the public at large are a key component of its future success. It builds synergies and promotes innovative management arrangements to provide a stimulating array of user opportunities.</p> <p><u>High Standards of Design and Maintenance</u> The Capital Pathway strives for high-quality and long-lasting infrastructure that creates unique opportunities and showcases the Capital's diverse points of interest. The pathway network is an iconic public asset that complements its surroundings and is a source of pride for residents and visitors in the Capital.</p>	<p><b>Visual Identity:</b> Features on the Capital Pathway should be consistent and reflect the visual identity and brand of the site. Signage along the SGEC corridor should be accessible to all and only used when necessary. Any wayfinding material should respect a standardized family of NCC Capital Pathway examples. All painted markings shall be white except for centre lines which can be yellow; potential for a new distinctive centre line colour is pending approval.</p> <p><b>Access:</b> Access points must be located on public land. All primary access points must be highly visible and incorporate wayfinding material, location maps, benches, waste receptacles, and parking (where applicable). Primary access points are encouraged to be located immediately adjacent to the pathway or at the terminus of important feeder links. Feeder links will provide access to and from the discovery routes. In the case of the SGEC Parkway, these feeder links include connections to surrounding neighbourhoods. Barriers may be required at primary and secondary access points; these barriers must be operable to permit access by authorized users. In addition, these barriers shall not restrict the overall width of the path; any openings surrounding the barriers should be at least as wide as the travel lane.</p> <p><b>Junctions:</b> These points act as connections to other paths and trails. Identified junction points along the SGEC corridor include connections with the Greenbelt Pathway, the Aviation Pathway, and the continuation of the Ottawa River Pathway into Orléans. These connections shall have directional indicators and shared wayfinding maps to facilitate movement between the two networks. Any location where two or more pathways meet must be designed to calm and facilitate the flow of users. Crossings must intersect as close as possible to a 90-degree angle, and never at less than a 60-degree angle.</p> <p><b>Edge Treatments:</b> Pathway segments immediately adjacent to deep water or very steep slopes should provide edge protection in the form of railings, guardrails, or buffer zones. These will need to be implemented along the length of the SGEC Parkway's waterfront path as well as other locations with steep slopes. Park benches should have at minimum 600 mm setback on a paved apron to prevent conflicts. Trees should be planted a minimum 1.5 m way from the pathway edge to prevent the encroachment of branches.</p> <p><b>Pathway Width:</b> All multi-use pathways as well as segregated bikeway lanes shall be at least 3 m in width. Multi-use pathways along the SGEC corridor will be built</p>
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to the high capacity standards set out in this section, at 5m in width to accommodate a high volume of users. Any bikeways must be distinguished from multi-use pathways through signage and materials.

**Segregated Pathways:** Segregated pathways may be undertaken where there is a high pedestrian ratio; these segments, however, must remain multi-use in nature. The segregated pathway shall consist of two complementary components: a bidirectional bikeway (minimum 3 m width), and a bidirectional pedway (minimum 2 m width). The pedway shall be located closest to the waterfront, grade changes between the bikeway and pedway are discouraged.

**Treatment Zones:** Transitions between different pathway configurations should be seamless and intuitive. Signage should be provided at least 20 m in advance. Minimal crossing points should be designed; however, where pedestrian travel lanes cross or intersect pathways, priority shall be given to the pedestrian. Designated slow zones should be set up in locations of high user volume and complex user patterns (i.e. Green's Creek bridge). These slow zones must be clearly defined, include features for speed calming, reinforce caution, and employ standardized signage and symbols.

**Roadways and Motor Vehicles:** Where pathway segments are immediately adjacent to the roadway, they should be designed as bidirectional. In addition, roadside pathway corridors should be grade-separated from the vehicle lanes and have a minimum 300 mm safety buffer between the pathway edge and vehicle travel lane. The safety buffer should be beautifully landscaped and detailed. Parkway multi-use pathways should be located on the most desirable side of the parkway and should be separated from the curb by a landscape buffer of a minimum 1.5 m. Any intersections and crossings should be designed to be intuitive, visible, provide clear direction of movement, and denote a clear right-of-way. Any signalized crossings should be automated to detect cyclists or should consist of manual push buttons. Any waiting areas should be segregated by use (cyclists and pedestrians separated to minimize conflict). All crossovers should be positioned at as close to a 90-degree angle as possible, and never at less than a 60-degree angle. The pathway user experience should continue uninterrupted across intersections and roadways (where the Aviation Parkway meets the SGEC Parkway). Bidirectional multi-use pathways should be located on the same side of parallel roadways, the crossing should include a combined multi-use crossing, or side-by-side crosswalk and cross-ride. Crossings should employ the following

features where possible: priority should be assigned to pathway users over motorists; tabletop crossing should be used to slow vehicles; and stop signs or crossing signals and caution signs should be implemented for pathway users. Overall, parkway crossings should be equipped with traffic-calming techniques. Moreover, on NCC parkways all elements must respect the aesthetic qualities of the parkway corridor. Capital Pathways should avoid crossing through parking lots or parking access roads where possible.

**Landscape Character:** Pathways should be designed with the vernacular of the surrounding area in mind; anthropocentric landscapes will be designed differently than eco-centric landscapes. Forested landscapes should be well-managed and self-sustainable with a healthy mix of native plant species. Open space landscapes should consist of a mix of grasses and scattered pockets of trees and shrubs. They should provide long panoramic views across the terrain. Riverfront landscapes should neutralize the shoreline wherever possible and provide a riparian buffer (minimum of 15-m offset from the normal high-water mark, or the 20-year flood plain, whichever is greater). They should utilize bioengineering techniques to stabilize shoreline embankments and adjacent pathway infrastructure.

**Green Spaces:** The Capital Pathways must contribute to the ecological diversity in the Capital Region. Pathways must be located to reduce habitat fragmentation and where possible ecological linkages should be planned in areas where the pathway divides an important habitat. Any new vegetation should consist primarily of native species. Invasive species should be controlled or eradicated from pathway corridors where possible.

**Shorelines and Flood Plains:** A riparian landscape buffer must be provided between the pathway and adjacent riverfront shorelines. A minimum 15 m buffer, or 20-year flood plain should be followed as the buffer. New pathway infrastructure must be designed/retrofitted to meet these minimum buffer distances. Shorelines should be planted with native species to mitigate erosion and slow the overland flow of water. Where avoidance or mitigation measures are not feasible, pathways should be designed to be flood tolerant. All pathways designed within the 100-year flood plain must be capable of withstanding major flood events.

**Placemaking and Public Spaces:** The pathway network should provide access and discovery opportunities to the Capital. Pathways should not detract from the



places they interact with; in situations where the pathway interacts with public spaces, the thoroughfare should yield to the public space. When passing along or near destinations or nodes, the pathway should allow for easy access to these points with end-of-trip amenities. In areas where the pathway passes along riverfront locations (as it does in the SGEC Parkway), space should be provided for passive use. In addition, the public edge should be located closest to the edge of interest. At localized points of interest (i.e., Rockcliffe Lookout), small spaces should be designed separately from the path and should be in close proximity to or immediately adjacent to the point of interest. Capital features (of which there are many along the SGEC corridor) must be given special consideration and care as they contribute highly to the user experience in the Capital region. All Capital features should be easily accessible by the public; features along the SGEC pathway should be linked to improve connectivity. Lookouts should be areas of dramatic and exceptional scenic beauty; elevated platforms are encouraged while seating must be included for resting. Service areas should be distributed throughout the network, ideally at significant nodes or Capital parks. These service areas should include basic amenities that one would need to access while traversing the pathway network. Rest points should be integrated into the design and distributed regularly and frequently along the pathway corridor. These rest points should be included in designs for destinations or public spaces and should have ample space separating them from the travel lane. Where possible pathways should run adjacent to public and important spaces so as to not interrupt or impact the site. Where this is not possible, a clear delineation of the pathway alignment must be provided. This can come in the form of pavement markings, surface materials, signage and so on. Under no circumstances should the flow of the pathway thoroughfare be interrupted; this should only occur at end-of-trip destinations.

**Pathway Construction:** Pathways should be designed and constructed as to extract the longest lifespan possible. They should also be engineered to support regular traffic by medium-sized maintenance vehicles. If trees are placed within 0.5 m of the pathways (i.e. along the proposed cycling lane) then root barriers should be installed. Pathways should be designed to eliminate water from pooling while appropriately managing the stormwater runoff. Pathway surfaces shall be hard paved to allow for pedestrian activity and most active mobility devices. Overall pathway users and lifecycles should be considered when choosing the appropriate surfacing materials.

**Lighting:** Lighting should be provided in dense urban areas with high- to medium-volume use for commuters or utilitarian trips. Lighting for safety purposes as it affects the SGEC Parkway will be limited to: pathway segments that provide access to important evening and nighttime destinations, such as schools, community facilities and transit hubs; or places with potential conflict points, such as roadway intersections and crossings. All pathway lighting should be kept at pedestrian-scale, and light levels should be kept at a minimum. The aesthetic appearance of light fixtures during the day must also be considered; designs should either adopt the character of the existing furnishings or follow the generic NCC standard pathway fixture designs.

**Winter Design:** Pathway design should be climate-sensitive with amenities and pathways oriented to provide shade in summer months, while maximizing solar exposure in the winter months. Windbreaks should be integrated throughout areas to be maintained in the winter to lessen wind exposure. Warming stations should be located at Capital Pathway junctions, at natural gathering points or along pathways that are cleared or groomed for winter use. Winter maintenance is separated into three categories; cleared pathways, groomed pathways, and snow-covered pathways. These categories serve a mixture of winter uses; however, they are not all encompassing. The type of winter maintenance should be selected carefully.

**Other Scenarios including:**

- **Transit Hubs:** Integration with municipal transit hubs is strongly encouraged with easy access to transit from the pathway network. Ambient and security lighting should be provided at stations, as well as end-of-trip facilities.
- **Ramps and Stairs:** Pathway travel lanes must never be interrupted by ramps or stairs; they should only be provided as complimentary features.
- **Tunnels and Underpasses:** These spaces must be well lit at all times of day; sightlines should be clear when approaching tunnels. All underpasses must have a minimum 3 m head clearance. Underpasses should be designed to be visually stimulating and beautifully detailed.

		<ul style="list-style-type: none"> <li>• <b>Pathway Bridges:</b> All pathway bridges should have a minimum width of 4 m, in addition surfaces of the bridges should be non-slip and any joints or gaps should be perpendicular to the direction of travel.</li> <li>• <b>Raised Pathways:</b> Raised pathways such as boardwalks should be used to minimize the pathway impact on ecological areas.</li> <li>• <b>Public Art and Interpretation:</b> All public art and interpretation initiatives must be coordinated with Canadian Heritage to ensure a cohesive message across the National Capital Region.</li> <li>• <b>Artistic Installations:</b> These installations should celebrate the natural surroundings, landscapes, and changing seasons of the Capital.</li> <li>• <b>Interpretive Elements:</b> Interpretive elements should highlight unique features or locations along the pathway network.</li> </ul>
<b>NCC Capital Urban Lands Plan (2015)</b>	<p>Created in conjunction with the <i>Plan for Canada's Capital, 2017 – 2067</i>, this plan is a land-use plan that provides detailed policy guidance to support planning and stewardship of the Capital Region. In supporting a long-term vision for the NCC, this plan informs the day-to-day operations to ensure land-use activities are consistent with the vision for Canada's Capital. This plan was created at a time when both municipal plans were being reviewed and updated which provided the perfect opportunity to coordinate on long-range municipal and Capital planning goals.</p> <p>The primary goal of the <i>Capital Urban Lands Plan</i> (CULP) is to provide planning direction and set expectations and</p>	<p>The plan sites the SGEC parkway as one of the first contributions to the enhancement of the Capital region. The CULP places parkways as Capital Links which facilitate the discovery of the Capital, and it recognizes the parkways as a key to visitor experience.</p> <p>The SGEC Parkway has many important governmental land-uses along the corridor. The CULP prioritizes active interaction with the federal facilities to ensure these culturally significant buildings will continue to contribute to the uniqueness of the Capital Region. The SGEC corridor contributes to Ottawa's greenspace and shoreline access. Ensuring the continuation and expansion of these areas is vital in the NCC's vision for a more sustainable visually-appealing Capital.</p> <p><b>Policies</b></p> <p><b>Government Site Designations (Section 4.2.1)</b></p> <p>The NCC breaks down the government facilities into four Government Site land designations, of which one applies directly to our study area and two of which apply to facilities adjacent to the study site. The Cultural Institution and Facility</p>



	<p>objectives on the development of federal land situated within the plan's study area. Policy guidance resulting from this plan will endeavor to enhance the quality and character of the Capital for today and for future generations.</p>	<p>Designation mention the parkways and path networks as routes which offer access to cultural landscapes and connections to major attractions in the Capital. Policies aim to ensure that the cultural sites promote Canadian culture through proper architecture and setting. Policies also ensure proper maintenance and support of these sites through a cooperative integrative planning process.</p> <p><b>Capital Greenspace Network Designations (Section 4.2.2)</b></p> <p>The policies outlined in this section prioritize environmental stewardship, ensuring all land uses are appropriate and that capacity does not exceed thresholds which would negatively affect the environment. This section categorizes the Capital Greenspace Network into four designations; however, only three are relevant to the SGEC Parkway: valued natural habitat, capital park, and capital urban greenspace.</p> <p>Valued natural habitat lands follow the IUCN Protected Area management Category IV. The policies outlined in this category aim to maintain the natural ecological functions of these spaces and aim to develop, maintain, and sustain ecological linkages between natural areas. If areas are to be accessed, then the policies aim to develop access points in a manner that respects the landscape integrity.</p> <p>The capital park policies promote and build the Capital experience by providing year-round access and spaces for various spontaneous activities. The policies also encourage the linkage of capital parks and the creation of installments of significance to the Capital.</p> <p>The policies under capital urban greenspace aim to promote the Capital experience and provide leisure activities, all while preserving and restoring parkland links between urban parks, the Greenbelt and Gatineau Park.</p> <p><b>Capital Links (Section 4.3)</b></p> <p>The Capital Parkways policy section outlines the importance of these spaces for the experience and function of the Capital. The policy direction outlined in this</p>
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		<p>section call for maintenance, protection, and enhancement of these parkways to keep the picturesque character of the Capital.</p> <p>Policies in the Capital Pathway section highlight the importance of safety for passive and active users. The policies endeavour to create universal access to the pathways as well as creating links between the Capital’s major attractions, parks, and greenspaces. The pathways serve an important role in the Capital; they promote active mobility, provide opportunity for leisure, and contribute to a green and picturesque Capital.</p> <p><b>Design Excellence (Section 4.4.3)</b></p> <p>The Design Excellence section offers policy to ensure best sustainable building practices are used, all projects are context sensitive, and encourage the adaptive re-use and preservation of heritage sites.</p> <p><b>Capital Urban Lands View Enhancement (Section 4.4.4)</b></p> <p>This section aims to protect important views in the Capital Region, including views of its waterways. The policies call for excellent stewardship of the landscape and proper scaling according to each site.</p> <p><b>Cultural Installations (Section 4.4.5)</b></p> <p>Cultural installations can contribute to the Capital’s identity and enhance the Capital Greenspace Network. The NCC will look for opportunities along parkway corridors to locate new cultural installations. The policies aim for a collaborative approach to cultural installations, ensuring that installations only locate where they enhance or complement a land designation and never permit installations on land designated Valued Natural Habitat.</p> <p><b>Lighting (Section 4.4.6)</b></p> <p>Lighting policies directly state that any lighting along the parkway corridors must be designed in a way which respect the historic parkway model. All lighting should</p>
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be kept to a minimum. Where necessary, lighting should be used in a way which enhances the character of the Capital. Best practices should be employed when installing new lighting fixtures.

#### **Urban Tree Protection Policy (Section 4.4.7)**

Policies in this section outline the strict protection and conservation of trees on NCC land. The NCC recognizes the many intrinsic values and benefits associated with trees. Where possible, planting of native trees should be encouraged over non-native species. The policies also outline important mitigation measures that contractors must take to ensure the safety of trees that may be affected by their work. In addition, the policies aim to set in place compensation measures that are commensurate with the value of the loss of vegetation and ecosystem function.

#### **Signage on Urban Lands (Section 4.4.13)**

The policies outlined in this section permit the usage of signage that serves to support visitor information and wayfinding purposes; however, they also prohibit third party advertising on federal lands in the Capital. Any signs that are erected must: provide a functional justification; comply with context sensitivity and excellence of design policies; minimize visual impacts of signs; and ensure that sign content is provided in both official languages in equal prominence.

#### **NCC Draft Parkways Plan Update (2020)**

\*The contents in this document represent only proposed preliminary policy direction and do not necessarily represent approved NCC Board policy.

The *Draft NCC Parkways Plan Update* exists to update the current Parkways Policy. The document emphasizes the idea that parkways are not for moving traffic at high speeds; instead, they are places to reconnect the people to the waterfront. Parkways should act as inclusive public spaces which highlight their natural, heritage, scenic, cultural, and recreational features. The NCC exemplifies the idea of “More Park and Less Way” in their policy update, and

The *Draft NCC Parkways Plan Update* identifies that the main challenge for the NCC is to ensure the parkways remain important aspects of the long-term vision and plans for the Capital. Any changes which encourage and accommodate vehicular transportation are discouraged; instead, focus should be placed on improvements which add to the sense of place and support the unique cultural, scenic, and environmental features of the parkways.

The plan is guided by a series of founding elements:

**Distinct Cultural Landscapes:** The parkway network was developed for enjoyment by all and should remain distinct transportation corridors with stories to tell. The primary functions of the parkways are for leisure and scenic vistas; transportation should be a secondary consideration. All actions on the parkway network should



	<p>they understand the need to harmonize the needs for all users.</p> <p>Building on the broad 1984 policy, the new plan will be mindful of the changing mobility landscape and the shift towards more sustainable modes of transport. Sustainability is a key concern for the NCC moving forward, as is keeping the intrinsic characteristics of parkways which make them attractive to users. This document submits policies which establish shared pride and a memorable experience for people of all regions; preserve valued aspects of the parkways; promote the parkways as exceptional corridors in the National Capital; and restore the scenic and traditional function of the parkways.</p> <p>Policy directions outlined in the updated policy that are particularly applicable to this SGEC corridor are as follows:</p> <ul style="list-style-type: none"> <li>• In the context of sustainable mobility, while recognizing commuter use by automobile, it is not the primary obligation of parkways to accommodate regional commuting demands. The Parkway should not be considered as part of the local transportation network through unilateral designation by local municipal official plans for transportation or transit purposes.</li> </ul>	<p>respect the inherit landscape quality and scenic beauty to ensure they remain visually striking and memorable.</p> <p><b>Green and Resilient:</b> Parkway should support and connect natural and recreational areas and have abundant natural elements. Parkway should contribute to the resiliency of the Capital Region and can contribute to the conservation and greening of the Capital.</p> <p><b>Connectivity and Permeability:</b> Parkway should provide opportunities for all users to safely congregate and enjoy the natural environment. They should be able to accommodate alternative modes of transportation while keeping users safe and separated from motorists.</p> <p><b>Livability and Sustainability:</b> Parkway are areas where the car is not dominant, they support alternative modes of travel. Parkway done right can contribute to the overall improvement and investment in nearby communities.</p> <p><b>Collaborative Design Approach:</b> A collaborative environment from planning, design, and implementation of the parkways is essential for successful parkways now and in the future.</p> <p><b>Public Safety:</b> Many public safety measures guide the NCC in parkway planning, emphasizing the importance of maintaining the special functions and characteristics of the parkways which make them safe for all users. The NCC details public safety along the parkway network by limiting traffic speed and signage, managing landscaping, prohibiting commercial vehicles, and maintaining the parkway.</p> <p><b>Preservation of Cultural Heritage:</b> The importance of preserving Canada's cultural heritage is reflected in this NCC document. The parkways should reflect Canada's rich and diverse heritage.</p>
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- Ensure consistency in the design of Parkways. Roadway surfaces are typically two-lane limited access paved travel ways that mainly:
  - Provide safe, convenient and well-designed facilities for cyclists in the corridor as pathways or as part of the travel way in the form of cycle lanes, where determined appropriate and feasible by conditions, constraints and cycling level of service on different parkways.
  - Provide access to areas for the purpose of recreation including water-related recreation, visitor information including interpretive information about the particular corridor, as designated in the land use plans
- Preserve existing parkway alignments and profiles including medians and roadside corridor lands, except where alterations may be considered necessary for: traffic calming; accommodating active mobility opportunities. ceremonial functions; ensuring user safety;

	<p>passive recreational opportunities advancing the scenic character; and leisure experience of the parkway.</p> <ul style="list-style-type: none"> <li>• Provide, where feasible and warranted, curb cycling lanes along parkway shoulders intended to provide for on-road cyclists in support of active mobility, being careful to avoid any potential adverse impacts on abutting cultural and natural landscapes where applicable via narrower vehicle lanes where appropriate and feasible to reduce the speed of vehicular traffic.</li> <li>• Parkways in urban settings will be maintained for all season use, including winter maintenance of ancillary multi-use pathways where feasible and where a need is clearly demonstrated, the exception being parkways in Gatineau Park where usage for winter activities is permitted and accommodated.</li> <li>• Where feasible and necessary, look for ways to reimagine and transform urban parkway corridors to enhance their scenic heritage, cultural, environmental and recreational opportunities; make them more vibrant, equitable, and sustainable places for residents</li> </ul>	
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	<p>and visitors; and optimize active mobility uses.</p> <ul style="list-style-type: none"> <li>• A portion or portions of parkways may be closed to vehicular traffic and repurposed for cycling and walking for a prolonged period of time subject to feasibility, thereby supporting active mobility and implicitly contributing to federal GHG emissions reduction targets.</li> <li>• Distinct parkway standard identification, and regulatory and wayfinding signage will be supported. These can include interpretive pedestrian and cycling wayfinding and recreational signage of consistent, coordinated design at trailheads and recreational parking areas adjacent to parkways. Signage clutter that blocks views and vistas should be avoided.</li> </ul> <p>As a waterfront parkway, the SGEC Parkway is also dictated to provide a multi-use Capital pathway with a minimum width of 3 m along the side of the length of the Parkway where deemed feasible, located in safe proximity of waterways and water features; this would offer opportunities for high quality views and vista of the waterway.</p>	
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<p><b>NCC Greenbelt Master Plan (2013)</b></p>	<p>The <i>Greenbelt Master Plan</i> identifies roles for the Greenbelt that represent the main areas of intervention within the Greenbelt, as well as policies that have been implemented to exercise these roles:</p> <ul style="list-style-type: none"> <li>• Natural Environment <ul style="list-style-type: none"> <li>○ Core Natural Area and Natural Link designations</li> <li>○ Capital Ecosystem Network</li> </ul> </li> <li>• Sustainable Agriculture <ul style="list-style-type: none"> <li>○ Local food, community gardens</li> <li>○ Diversified farming</li> </ul> </li> <li>• Capital Experiences and Recreation <ul style="list-style-type: none"> <li>○ Regional integration of systems</li> <li>○ Increased awareness and visibility</li> </ul> </li> <li>• Facilities <ul style="list-style-type: none"> <li>○ Sustainable transportation and infrastructure</li> </ul> </li> </ul> <p>Each of the Greenbelt’s four main roles is supported by a set of goals and corresponding policies. The goals and policies are the basis for the actions needed to ultimately achieve the 2067 vision.</p>	<p>The Greenbelt policies presented within the plan apply to all Greenbelt lands and place the natural environment first, promoting ecologically supportive and environmentally-sound practices. Policies outlined in the plan apply to the following features:</p> <p>-Capital Experiences and Recreation network</p> <ul style="list-style-type: none"> <li>• Of note, allowable uses include: <ul style="list-style-type: none"> <li>○ Public access, enjoyment and understanding of each specific destination through pathways and trails</li> <li>○ Agri-tourism, research, educational and interpretive activities and opportunities</li> <li>○ Landscaping along infrastructure corridors</li> </ul> </li> </ul> <p>-Greenbelt resources</p> <ul style="list-style-type: none"> <li>• Natural environment (water resources, land resources, vegetation and forests) and cultural resources</li> </ul> <p>-Profile and leadership</p> <ul style="list-style-type: none"> <li>• Relevant policies include: <ul style="list-style-type: none"> <li>○ Improve Greenbelt profile and visibility through a physical branding and identity program that includes initiatives such as signage along Capital Arrivals, Scenic Routes and the Greenbelt Edge, recognizable fencing and furniture, and partnership development of recreational amenities.</li> <li>○ Work in partnership with others (City of Ottawa, community groups, Greenbelt user groups and/or private organizations) to identify and establish recreational amenities needed to enhance the visitor experience.</li> <li>○ Develop an interpretation, education and research program.</li> </ul> </li> </ul> <p>-Transportation</p> <ul style="list-style-type: none"> <li>• Relevant policies include: <ul style="list-style-type: none"> <li>○ Apply the ecological principle of “No net loss” to transportation infrastructure projects through identification and implementation of appropriate mitigation measures.</li> <li>○ Require a thorough assessment of the loss in environmental value resulting from proposals of any future new transportation infrastructure or improvements to existing transportation</li> </ul> </li> </ul>
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	<p>A portion of the Greenbelt lies within the SGEC corridor, including farmland supporting sustainable urban agriculture and the Greenbelt Pathway, representing Capital Experience and Recreation.</p>	<p>infrastructure. These assessments are to include a cumulative effects component.</p> <ul style="list-style-type: none"> <li>○ Maintain and enhance the continuity of recreational pathways and natural links in the planning, design and function of transportation infrastructure.</li> </ul> <p>-Infrastructure</p> <ul style="list-style-type: none"> <li>• For any new infrastructure that might be established within the Greenbelt, require that such projects: <ul style="list-style-type: none"> <li>○ Demonstrate responsible environmental management by ensuring that all environmental assessments for projects influencing Greenbelt resources are of superior quality and are comprehensive in terms of integrating the best available research and information.</li> <li>○ Apply context-sensitive design best practices that aim to conserve Greenbelt natural and visual resources, with respect to infrastructure projects.</li> <li>○ Ensure that both existing and any new infrastructure facilities minimize incremental and cumulative effects on land use, visual quality, natural systems, recreational activities and agricultural operations within the Greenbelt.</li> </ul> </li> </ul>
<p><b>Rideau Valley Conservation Authority (RVCA) Strategic Plan</b></p>	<p>The SGEC corridor falls within the RVCA's purview. The RVCA has special interest in the Ottawa River shoreline and the Green's Creek tributary within the corridor.</p>	<p>The plan outlines a number of priorities which are divided into three major goals. The second goal, mentioned below, is relevant to development in the SGEC corridor.</p> <p><b>-Protect, Restore and Enhance Watershed Health and Safeguard People and Property from Natural Hazards.</b></p> <p>Priorities include:</p> <ul style="list-style-type: none"> <li>• Continue to partner with landowners to reforest idle land, naturalize shorelines, enhance habitat and wetlands, re-inspect septic systems and implement other best management practices. Enhance these efforts where monitoring results indicate they are needed most.</li> <li>• Update development review policies to guide development away from natural hazards (areas prone to flooding, erosion or slope failure) and</li> </ul>



		<ul style="list-style-type: none"> <li>Promote low impact development and natural channel design, especially in urban areas, to reduce runoff and erosion and improve water quality and habitat.</li> </ul>
<b>Green's Creek – 2016 Summary Report</b>	<p>Green's Creek is located in the east end of Ottawa, and outflows directly into the Ottawa River east of the SGEC Parkway. The creek is comprised of several smaller catchments, many conveying flows directly from the Mer Bleue bog. Green's Creek provides a crucial link between the Mer Bleue bog and the Ottawa River. The Green's Creek catchment supports a variety of provincially and regionally rare species and is considered a Life Science Area of Scientific Interest (ANSI) for much of its extent. In 2016, the City Stream Watch conducted surveys on 134 sections (13.4 km) of Green's Creek.</p>	<p>The report highlighted restoration opportunities for the Creek, including:</p> <ul style="list-style-type: none"> <li>Riparian planting and/or wildlife habitat creation</li> <li>Erosion control, particularly in instances of outflow/deposition from adjacent land use, and destabilization in proximity to infrastructure</li> <li>Invasive species management throughout the catchment <ul style="list-style-type: none"> <li><i>Yellow iris</i> was identified upstream of the SGEC Parkway</li> </ul> </li> </ul>
<b>RVCA Wetland Policies</b>	<p>This document presents RVCA's implementation policy for parts of Section 28 of Ontario's Conservation Authorities Act (Act) which pertain to wetlands, and the "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation" (Ontario Regulation 174/06 [O.Reg. 174/06]).</p> <p>This document is intended to provide RVCA staff, the Board of Directors, municipal staff, developers and the public with the specifications and references with which the Authority will further the conservation, restoration and management of wetlands within its jurisdiction.</p>	<p>The impact of development in a wetland is assessed with respect to the control of flooding, erosion, pollution, dynamic beaches and conservation of land. The impact of interference in any way with a wetland is assessed with respect to the natural features, hydrologic function and ecological functions of the wetland. Development within the adjacent lands is assessed with respect to impact on the hydrologic function of the wetland. To protect a wetland feature and its functions, it is important to also evaluate the impact of development on lands adjacent to the feature, identified as being within 120 metres from the boundary of a regulated wetland.</p> <p>Important definitions:</p> <ul style="list-style-type: none"> <li>Site alteration: activities such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.</li> <li>Development: a) the construction, reconstruction, erection or placing of a building or structure of any kind; 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; c) site</li> </ul>

		grading; or d) the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.
<b>Ottawa River Integrated Development Plan (Phase II, 2009)</b>	<p>The <i>Ottawa River Integrated Development Plan Phase II</i> is a joint Planning and Management Guide developed by the municipalities of Ottawa and Gatineau and the NCC. The plan serves as a follow up to the <i>Phase I (2003) Planning and Management Guide's</i> vision, planning principles, and development concept. The updated guide serves to provide planning guidance and associated tools for attaining the directions set out in Phase I. The area of study involves public lands along both sides of the Ottawa River.</p> <p>The Phase II study concluded that the five key pillars and implementation actions outset in the Phase I plan are still relevant. Briefly outlined, they consist of:</p> <p><b>Natural Areas and Landscapes:</b> The protection of natural and ecologically sensitive areas forms the basis of this guide. Economic and recreational activities should be balanced with the protection of the environment.</p> <p><b>Cultural and Built Heritage:</b> The cultural and built heritage of the Ottawa River must be promoted through improving its presence in the urban scenery, ensuring proper maintenance, and integrating it into the lives of surrounding residences.</p>	<p>This plan was a result of a thorough consultation process which sought input from many agencies, organizations, and individuals throughout the study process. The objectives outlined in Phase II are as follows:</p> <ul style="list-style-type: none"> <li>• To prepare an inventory of projects and actions identified in Phase I.</li> <li>• To create a tool used to assist in the classifying, assessing, and prioritization of Phase I projects.</li> <li>• To group the unidentified projects and actions in a way that will assist in implementation of projects.</li> <li>• Summarizing relevant policies and regulations that will need to be regarded in the implementation of these projects.</li> <li>• Gather best practices and design guidelines for similar projects.</li> <li>• Continue to find new ways of collaboration between agencies and organizations.</li> </ul> <p>While there is no mention of the SGEC Parkway in the document, our team should still be aware of the implications these projects may have on the redesign of the SGEC. Projects that are of note to our project are:</p> <ul style="list-style-type: none"> <li>• Identifying the areas where waterfront enhancement and protection from erosion should occur, as well as areas best suited for plant and wildlife related projects.</li> <li>• Identifying areas as designated active or passive areas and ensure that new buildings, businesses and services along the river are located in proximity to sites designated for development and enhancement (privileged activity areas).</li> <li>• The creation of a historical map and guide of the corridor for visitors and users of the MUP.</li> <li>• Developing a network of markers, plaques, pavilions, historic trails, and lookouts that serve to commemorate historical locations and buildings.</li> <li>• Protect and maintain historic and heritage buildings along the Ottawa River.</li> <li>• Ensuring that all lighting, signs, benches, and other furnishings along the pathways have a common look and design.</li> <li>• Preparing design guidelines and standards for equipment and services infrastructure along the recreational paths.</li> </ul>

	<p><b>Quality of Life:</b> The Ottawa River plays an important role on the day-to-day quality of life of residences and should be protected.</p> <p><b>Fostering Community Links:</b> The very nature of the Ottawa River enforces links among communities and people and provides opportunities for economic and cultural exchanges.</p> <p><b>Economic Development:</b> Previously, the River was a heavily traveled trade route by Indigenous traders, then used by the 19<sup>th</sup> century logging industry. The River continues to contribute to the environmental and economic well-being of the Ottawa River Valley.</p> <p>A collaborative and coordinated approach to the management of the Ottawa River will be facilitated through an Ottawa River Coordinating Group. The overall goal is to set out a clear methodology and tool for evaluating and prioritizing projects and actions set forth in this guide. It will also encourage best practices and sustainability through planning and design guidance.</p>	
<b>NCC Capital Illumination Plan (2017)</b>	<p>The <i>Capital Illumination Plan</i> represents the federal government's key statement on illuminating the core area of the National Capital Region, under the guidance of the <i>Plan for Canada's Capital, 2017–2067</i>. While only a small portion of the SGEC corridor is within the core area of the National Capital Commission, existing</p>	<p>The <i>Capital Illumination Plan</i> outlines the six principles that form the foundation for illumination planning and design in the Capital core area:</p> <ol style="list-style-type: none"> <li>1. Adopt responsible environmental management practices</li> <li>2. Reveal the beauty of the central Capital landscape</li> <li>3. Showcase Confederation Boulevard</li> <li>4. Strengthen the multiple identities of the Capital core area</li> <li>5. Balance the role of light and the role of darkness</li> <li>6. Collaborate and coordinate in support of a global nighttime image</li> </ol>



	<p>and new lighting within the corridor should comply with the <i>Capital Illumination Plan</i>.</p>	<p>The general guidelines within the plan are divided into four categories:</p> <ol style="list-style-type: none"> <li>1. Process for lighting projects <ol style="list-style-type: none"> <li>a. What to light, lighting for whom, and how to light</li> </ol> </li> <li>2. Urban design <ol style="list-style-type: none"> <li>a. Character, compatibility, and colour and lighting effects</li> </ol> </li> <li>3. Sustainable lighting <ol style="list-style-type: none"> <li>a. Efficiency and life cycle, orientation and design, illumination schedule, maintenance and disposal</li> </ol> </li> <li>4. Health, safety and universal accessibility</li> </ol> <p>This section of the plan also presents a Curfew Parameters chart, whereby parameters are recommended based on mode and potential uses of illumination. The SGEC Parkway, while not named specifically, is both a nighttime landmark (in which lighting can provide spatial orientation, support a better understanding of the area, and encourage a nighttime destination), and a dark zone (due to the environmental sensitivity of the waterway and greenspace).</p>
<b>Reference Policies</b>		
<b>Ottawa River North Shore Parklands Plan (2018)</b>	<p>The <i>Ottawa River North Shore Parklands Plan</i> proposes land uses and design guidelines for development projects and activities on federal lands in the study area. These guidelines will contribute to achieving the vision of a destination for people and communities, in the core of a resilient, green capital.</p> <p>The plan also serves as a decision-making tool for federal approvals regarding land use, design and real estate transactions. This document is a useful reference in developing a plan for the SGEC Parkway, as it is representative of the NCC's approach to planning waterfront parks.</p>	<p>The plan divides the role of riverfront lands into four roles: <b>offer a wide range of experiences; provide access to the river; showcase the symbolism of the capital; and enhance the natural environment.</b></p> <p>Referencing those roles, the plan outlines 10 key planning features with associated goals:</p> <ol style="list-style-type: none"> <li>1. Environmental Protection: support and protect rich and sustainable urban biodiversity</li> <li>2. Sites of Capital Significance: showcase the symbolism of the Capital as the seat of government and a place that is rich in history</li> <li>3. Heritage and Archaeological Resources: use historical, cultural and archaeological resources to create a place that tells the story of the region's evolution and that supports the dissemination of knowledge</li> <li>4. Water Access: ensure the safe, responsible and enjoyable recreational use of waterfront areas</li> <li>5. Recreational Opportunities and Attractions: provide more recreational opportunities to increase interest in riverside parks</li> <li>6. Shoreline Access: facilitate access to recreational riverfront spaces</li> <li>7. Connectivity: provide continuity between sites and multiple connections to waterways</li> </ol>

		<ol style="list-style-type: none"> <li>8. Events: define gathering spaces for Capital animation, while minimizing the impact on the riverfront's other functions</li> <li>9. Winter Use: make the riverfront a welcoming destination year-round</li> <li>10. Landscape Typologies: create landscapes that are situated to the desired ambiance and that optimize land use.</li> </ol>
<b>Ottawa River South Shore Riverfront Park Plan (2018)</b>	<p>The <i>Ottawa River South Shore Riverfront Park Plan</i> seeks to guide park planning, design and land use decisions to enhance the riverfront and reconnect people to the Ottawa River. The plan will provide a blueprint for the park's continued revitalization.</p> <p>The plan's vision is a riverfront park that strengthens people's relationship with nature, as well as with the culture, beauty and spirit of the dynamic Ottawa River.</p> <p>This document is a useful reference in developing a plan for the SGEC Parkway, as it is representative of the NCC's approach to planning waterfront parks.</p>	<p>The planning principles of this plan place an emphasis on contributing to the identity and enhancement of Canada's Capital Region by providing a natural setting, valued ecological and cultural resources and a diversity of uses, activities and experiences for all Canadians. The principles are divided into four roles: environment, culture, waterfront experience and connectivity.</p> <p>Building on these roles and the vision, the plan's concept design:</p> <ul style="list-style-type: none"> <li>• Provides a compelling recreational and leisure resource for the National Capital Region with varied features that incorporates a balance between quiet and animated spaces.</li> <li>• Connects people with the river, enhances public access, and links park facilities and amenities to each other via safe walking and cycling paths, in addition to the parkway.</li> <li>• Balances a range of environmental, cultural, recreational, and access and mobility functions through context-sensitive design.</li> <li>• Protects a diversity of terrestrial and aquatic habitats, including an ecologically significant conservation area.</li> <li>• Caters to seasonal recreational opportunities.</li> <li>• Provides spaces that can help increase public awareness and knowledge about the Ottawa River.</li> </ul>
<b>BY-LAW NO. 2013 - 293 (Orleans Community Improvement Plan, 2013)</b>	<p>On September 3, 2013, the Finance and Economic Development Committee recommended the designation of the Orléans Community Improvement Area and adoption of the Orléans Community Improvement Plan. The purpose of this Community Improvement Plan (CIP) is to encourage and facilitate development and redevelopment of properties with knowledge-based employment in Orléans by providing financial incentives to landowners. The</p>	<p>While the principal goal of the Orléans Community Improvement Plan is to attract major knowledge-based employers to the area and to encourage the creation of new high-quality jobs, other goals include:</p> <ul style="list-style-type: none"> <li>• Stimulate new investment in and maintenance of properties on privately held lands.</li> <li>• Encourage redevelopment of vacant and underutilized properties.</li> <li>• Focus growth in areas where municipal services are already available.</li> <li>• Improve the physical and visual quality and overall attractiveness of Orléans as an employment centre.</li> <li>• Improve, when possible, environmental health, safety and facility design where projects include energy efficiency, accessibility upgrades, etc.</li> <li>• Strengthen Orléans as a "live, work, and play" destination.</li> </ul>

	<p>principal goal is to attract major knowledge-based employers to the area and to encourage the creation of new high-quality jobs.</p> <p>This document is a useful reference in developing a plan for the SGEC corridor as it dictates surrounding land uses.</p>	<p>The CIP does not apply to public road rights-of-way, residential properties, or greenfield development.</p> <p>The Economic Development and Innovation Department would manage and administer the Program with participation from Planning and Growth Management and the Finance Department.</p>
<p><b>Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses, O. Reg. 174/06.</b></p> <p><b>Rideau Valley Conservation Authority</b></p> <p><b>and</b></p> <p><b>The Conservation Authorities Act, R.S.O. 1990, c. C.27, Section 28</b></p>	<p>The core mandate of Conservation Authorities is to protect people and property from natural hazards and to conserve natural resources for current and future generations. The policies outlined in O. Reg 174/06 give the RVCA the power to direct and regulate development within their jurisdiction.</p>	<p>The policies generally involve the regulation and/or the prohibition of development along shorelines, wetlands, river or stream valleys. The RVCA policies stipulate that development shall not occur within the 100-year flood level or within 15 m of the predicted long-term stable slope or within 30 m of wetlands less than 2 hectares in size.</p> <p>Development as defined in the Conservation Authorities Act means:</p> <ul style="list-style-type: none"> <li>• the construction, reconstruction, erection or placing of a building or structure of any kind;</li> <li>• 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>• site grading; or</li> <li>• the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.</li> </ul>
<p><b>Former CFB Rockcliffe Community Design Plan (2015)</b></p>	<p>The former Canadian Forces Base (CFB) Rockcliffe is the largest undeveloped piece of land within the Ottawa Greenbelt. The Planning Area is a 131-hectare site located within the Greenbelt. It is approximately bordered by the Aviation Parkway to the west, the SGEC Parkway to the north, the National Research Council (NRC) Campus to the east and Montreal Road to the south. The majority (125.5</p>	<p>The plan outlines nine planning principles to shape the future of the community:</p> <ol style="list-style-type: none"> <li>1. Design the community as a compact and complete mixed-use community accommodating its future population in a range of housing types.</li> <li>2. Reconnect the site with the surrounding city fabric, with appropriate land use transitions from adjacent land uses and open spaces.</li> <li>3. Enhance the existing natural environment, including an integrated greenspace strategy that protects key natural features where the open space is part of a functioning ecological and natural framework.</li> <li>4. Prioritize mobility for pedestrians, cycling, and transit over private vehicle use.</li> </ol>



	<p>hectares) of the site is owned by Canada Lands Company. The remaining 5.3 hectares of the site are owned by the National Research Council.</p> <p>This plan is a useful reference in developing a plan for the SGEC Parkway as it dictates surrounding land uses.</p>	<ol style="list-style-type: none"> <li>5. Be a vibrant hub of activity with dynamic and attractive urban spaces, in a set of aesthetically pleasing and sustainable urban neighbourhoods.</li> <li>6. Reflect and respect the heritage and legacy of the Algonquin peoples and serve to connect cultures.</li> <li>7. Commemorate the military heritage of the site and the contributions made by people who served in the military to Canada.</li> <li>8. Design the area as an urban community, at a human scale, that encourages interaction within the site.</li> <li>9. Be resilient and flexible to be able to adapt to changing conditions.</li> </ol> <p>Infrastructure improvements highlighted within the plan that are relevant to this study area include:</p> <ul style="list-style-type: none"> <li>• A new separated stormwater system designed to convey runoff from several external areas, including the SGEC Parkway.</li> <li>• Multi-use Capital connections to the existing NCC pathway systems on the SGEC and Aviation Parkways. The community will also connect to the neighbourhoods to the east.</li> </ul> <p>The plan notes that view-plane studies and a landscape character assessment will be required in order to determine the impact of built form on significant views from the adjacent SGEC Parkway. Measures will be taken to preserve these views of importance to the NCC.</p>
<b>Canada's Capital Core Area Sector Plan (2005)</b>	<p><i>Canada's Capital Core Area Sector Plan</i> represents the lead policy document governing the planning and development of federal lands in the Core Area from 2005-2025.</p> <p>While the SGEC Parkway does not fall within the boundary of the <i>Capital Core Area Plan</i>, the plan does directly address Sussex Drive North which, via the Princess Street roundabout, serves as the western access point to the Parkway. Similarly, Rideau Hall can be considered a gateway to the Parkway and as the western-most node of the linear park system, as its extensive grounds are open to the public.</p>	<p>Goal for Sussex Drive North:</p> <ul style="list-style-type: none"> <li>• Preserve and enhance the setting of the Official Residences of the Prime Minister and the Governor General.</li> <li>• Strengthen key ceremonial routes and functions through the area and continue to develop this area as an important International Precinct within Canada's Capital Region.</li> </ul> <p>Opportunities relevant to the SGEC Parkway:</p> <ul style="list-style-type: none"> <li>• There are opportunities for continued and enhanced programming and interpretation in the Sussex North area, particularly associated with Rideau Hall.</li> <li>• The character area seems somewhat distant from the rest of the Core Area. Transit service to the area is limited. Pedestrian linkages to the area are challenged by long walking distances, an incomplete pathway along the Ottawa River and Confederation Boulevard, and an undefined route to the area from the ByWard Market area. Improvements to transit service and to pathways along the Ottawa and Rideau rivers would improve access to and linkages between the Capital settings and destinations in this area.</li> </ul>

<b>NCC Sustainable Development Strategy (2018-2023)</b>	<p>The Sustainable Development Strategy, 2018–2023, sets out the NCC’s role in creating a greener and more sustainable National Capital Region.</p>	<p>The strategy identifies 36 actions to be completed by 2023 as the NCC innovates and improves the way it does business. They are presented under the 10 Federal Sustainable Development Strategy goals relevant to the NCC. Goals and actions relevant to the SGEC Parkway are as follows:</p> <p><b>Effective action on climate change</b></p> <ul style="list-style-type: none"> <li>• Promote sustainable transportation and mobility in the National Capital Region.</li> <li>• Evaluate the risk of climate change impacts on NCC assets, programs and services, and develop a climate change adaptation and resiliency plan.</li> <li>• Install electric vehicle charging stations at NCC parking lots.</li> </ul> <p><b>Modern and resilient infrastructure</b></p> <ul style="list-style-type: none"> <li>• Adopt stormwater management guidelines to reduce impacts on water quality and quantity.</li> <li>• Assess the flood risk for NCC operations and assets located in the 100-year and 350-year flood plains.</li> </ul> <p><b>Pristine lakes and rivers</b></p> <ul style="list-style-type: none"> <li>• Prioritize and restore degraded shorelines along watercourses and lakes on NCC lands to improve ecosystem integrity.</li> </ul> <p><b>Sustainable managed lands and forests</b></p> <ul style="list-style-type: none"> <li>• Adopt and implement a forest strategy that considers natural and cultural heritage values and focuses on urban tree protection.</li> <li>• Control the spread of invasive plant species.</li> <li>• Promote the connectivity of ecosystems and natural habitats in the NCC.</li> </ul> <p><b>Healthy wildlife populations</b></p> <ul style="list-style-type: none"> <li>• Acquire and analyze ecological land classification data to identify and protect habitat of potential species at risk.</li> <li>• Create a pollinator habitat landscape program.</li> <li>• Develop guidelines to minimize wildlife mortality on roadways.</li> </ul> <p><b>Connecting Canadians with nature</b></p> <ul style="list-style-type: none"> <li>• Develop new partnerships with local organizations to deliver programs and initiatives that engage and educate citizens about nature and biodiversity conservation on NCC lands</li> <li>• Promote greater accessibility of Capital parks and greenspaces by public transit</li> <li>• Work with partners and the private sector to install new bike share locations in NCC urban greenspaces</li> </ul>
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<p><b>NCC Canada's Capital Views Protection Report (2007)</b></p>	<p>This report assembles existing NCC "views protection" policies and controls which are intended to protect and enhance the visual integrity and symbolic primacy of the National Symbols.</p>	<p>The report mentions areas within the SGEC corridor in very broad terms. The SGEC falls within the network of scenic driveways and parkways that link the river and canal corridors, and the scenic routes linking the Greenbelt with the centre of the Capital culminating at Parliament Hill.</p> <p>These scenic routes are primarily 'ceremonial' driveways, and they afford important introductory views of the National Symbols as the routes approach and enter the Central Capital Landscape.</p> <p>Additionally, pedestrian and cycle pathway systems along the riverbank are identified as providing an ideal setting for commuter and casual recreational use as part of an extensive citywide, regional and national network.</p> <p>Highlighting the Ottawa River as the historic focus of the Capital and the common ground between the two cities, the report states that waterways should have a greater role in the day-to-day, as well as the tourist experience of the Capital. In addition, both land-based and boat access should be coordinated to enhance the specific qualities of riverside sites. The plan clarifies that there are many parts of the riverside where additional facilities and greater public exposure and access will reinforce the integration of waterway uses with other urban activities. It also indicates that other riverside areas and special places will be maintained as natural, contemplative retreats from intense city life.</p>
<p><b>2013 Ottawa Pedestrian Plan</b></p>	<p>The 2013 Ottawa Pedestrian Plan (OPP 2013) is part of Building a Liveable Ottawa, which is a comprehensive review of City policy with respect to land use, transportation, and infrastructure.</p> <p>The OPP 2013 has been developed to recognize the crucial role that walking plays in creating an attractive, accessible, liveable, safe, and healthy city. It provides detailed direction on how, within an affordability framework, the City can become more pedestrian-friendly through proposed enhancements to the pedestrian network, planning and design, safety</p>	<p>The plan's Pedestrian 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.</p> <p>Two key factors that contribute to making communities walkable are:</p> <ul style="list-style-type: none"> <li>• Direct walking routes that connect to services (i.e., public transit, schools, community centres, and libraries) and key destinations (i.e., work, home and shopping) that residents need to walk to on a regular basis</li> <li>• Walking facilities that are safe, attractive, accessible and comfortable</li> </ul> <p>Policies for Pedestrian Facilities relevant to the SGEC Parkway include:</p> <ul style="list-style-type: none"> <li>• During review of development applications and during road construction and reconstruction projects, require the provision of pedestrian facilities on all existing, new and reconstructed roads. <ul style="list-style-type: none"> <li>○ Consider a multi-use pathway in the right-of-way in lieu of a sidewalk if determined to be appropriate for the urban context. Such multi-use pathways that function in lieu of a sidewalk should be considered as a sidewalk for winter maintenance in accordance with appropriate winter maintenance standards.</li> </ul> </li> </ul>

	and promotion, and maintenance and rehabilitation.	<ul style="list-style-type: none"> <li>• Require the additional provision of pedestrian facilities. <ul style="list-style-type: none"> <li>○ Pedestrian crossings to link neighbourhoods that are separated by roads or other physical barriers, where safety considerations permit.</li> </ul> </li> <li>• Require that City programs and services support the goals of community walkability. <ul style="list-style-type: none"> <li>○ Continue to implement stand-alone retrofit pedestrian facilities in accordance with priority, as resources permit.</li> </ul> </li> </ul> <p>The implementation of the policy is managed through three approaches, two of which are applicable to this report:</p> <ul style="list-style-type: none"> <li>• Implementation in conjunction with road construction and reconstruction projects (proactive)</li> <li>• Implementation as retrofit projects to correct discontinuities (i.e. complete missing links) in the existing network (reactive)</li> </ul> <p>The Policy also outlines inter-jurisdictional cooperation for implementation, including the following collaborations envisaged between the City and NCC:</p> <ul style="list-style-type: none"> <li>• The City and NCC strive to develop similar standards and usage policies (i.e., signage and pathway rules) to promote as seamless an environment for pedestrians as possible.</li> <li>• The NCC conducts its own safety campaigns on pathways focusing on the promotion of “Sharing the Pathway” codes of conduct to reduce bicycle-pedestrian conflicts. The NCC also co-operates with the City on wider safety and promotional initiatives.</li> <li>• The City and NCC work on development of way-finding and on-line mapping resources to help residents and visitors explore the National Capital Region by foot.</li> </ul>
<b>2013 Ottawa Cycling Plan</b>	<p>The 2013 Ottawa Cycling Plan (OCP2013) is a long-term strategy to strengthen and support cycling in the city.</p> <p>It is an update of the 2008 Ottawa Cycling Plan and has been developed as part of the Building a Liveable Ottawa process. The OCP2013 provides an overarching vision for cycling in Ottawa; sets key objectives; identifies a comprehensive cycling network and supportive operational activities; and</p>	<p>The plan highlights that the City and NCC will strive to develop similar standards and usage policies to promote as seamless an environment for cyclists as possible. City of Ottawa policies on key areas of interest are as follows:</p> <p><b>Ultimate Network Concept</b></p> <p>Ottawa’s ultimate cycling network features continuous, higher capacity spine routes for direct, longer distance travel, supported by smaller scale local routes for local access. These routes will be interconnected with the City’s and NCC’s off-road pathway network.</p>



	<p>recommends policies to guide cycling facility planning, design, implementation and maintenance. Its goal is to create an “ecosystem” of policies, facilities and programs that will make cycling an attractive everyday mobility option for a range of residents across Ottawa, leading more women, men, children and seniors to use their bikes.</p>	<p><b>Bikesharing</b> Short-term bikesharing services provide residents and visitors with access to a bike at low cost for short periods of time, typically on a subscription basis. The City will encourage the further expansion of such services.</p> <p><b>Facility Types</b> Ottawa’s cycling network largely consists of four different types of facilities: on-street bike lanes, shared lanes with mixed traffic, multi-use pathways and cycle tracks (separated bike lanes). Depending on the circumstances, these facilities have differing characteristics in terms of the level of comfort for residents. Multi-use pathways and cycle track are of particular interest for the SGEC Parkway.</p> <ul style="list-style-type: none"> <li>• Multi-use pathways are facilities that are physically separated from the road and shared with pedestrians. These facilities may be either adjacent to a road or away from the roadway corridor. As physically separated facilities, multi-use pathways provide a high level of comfort for cyclists. Multi-use pathways may also be used in place of sidewalks and on-road cycling facilities, where long continuous corridors exist without an active land use pattern (i.e. through the Greenbelt).</li> <li>• Cycle tracks consist of a bike lane within a road corridor that is physically separated from motor vehicle traffic and distinct from the sidewalk. There are several forms of separation, including concrete curbs, bollards, planter boxes, and on-street parking. Cycle tracks are especially recommended in urban areas as they provide attractive and safe cycling facilities that meet the needs of all spectrums of cyclists while limiting the right-of-way requirements and minimizing accessibility concerns.</li> </ul> <p><b>Maintenance</b> Proper maintenance is imperative to providing cyclists with an appropriate level of service. Bicycles are more susceptible to irregularities in roadway conditions than motor vehicles, and deterioration of the roadway surface such as potholes, road-cuts, cracking and debris near the curb increases the risk of injuries to cyclists. Both multi-use pathways and cycle tracks are constructed over a road base that is less extensive, and therefore less expensive than on-street roadway bases. They are therefore more subject to root damage from nearby vegetation and root-barriers are recommended where needed during design to reduce life cycle costs. Condition ratings and life-cycle management of multi-use pathways that are part</p>
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of the cycling network (i.e., designated as major pathways) should be maintained to standards appropriate for use by cyclists, meeting the standard level of service while respecting affordability. Cycle tracks are outside of the curb-to-curb roadway section, and therefore need to be included in asset management improvements as required.

#### **Level of Traffic Stress**

LTS is connected to the safety (actual and perceived) of cycling facilities. It uses road characteristics such as vehicle speed, number of vehicle lanes, and the presence of parking to determine the quality for a particular segment. If the perceived level of safety is low (i.e., cycling next to fast traffic), then the corresponding level of traffic stress for cyclists is high. If the perceived level of safety is high (e.g. cycling on a segregated bicycle facility or multi-use pathway) then the level of traffic stress is low. Provision of cycling facilities with a lower level of traffic stress will appeal to a wider range of Ottawa residents.

Four levels of traffic stress are identified (Levels 1 to 4). Level 1 is reserved for the highest quality of cycling facilities, being the most comfortable for users.

#### **Bicycle Parking**

Easily accessible, secure bicycle parking must be provided at cycling destinations to increase utilitarian cycling. Bike parking can be subdivided into either short-term or long-term parking categories:

- Short-term bicycle parking is generally defined as convenient outdoor bicycle parking (at street level) with weather protection provided (if possible); and security provided by locating bicycle racks in a highly visible area. Short-term bicycle parking is typically used by customers or visitors.
- Long-term parking is meant to serve those who stay at a particular site for several hours, such as residents of condominiums or employees. Long-term parking should be in a location that is both weather-protected and secured using access control.

#### **eBikes**

The City of Ottawa's approved eBike Usage Policy, which applies to City roads and pathways, follows:

- Pedelects will be allowed wherever bicycles are allowed.
- eScooters will be permitted on all designated bike lanes where it is possible for cyclists to pass using a travel lane, and where the bike lane is separated from the pedestrian area by a physical barrier.

		<ul style="list-style-type: none"> <li>• eScooters will be allowed on rural pathways.</li> <li>• eBike riders should limit speeds to 20 km/h, less when passing pedestrians.</li> <li>• eScooters will be allowed on select multi-use pathways on a case-by-case basis (i.e. where long sections of a multi-use pathway run alongside high speed roads without bike lanes).</li> <li>• eScooters will not be permitted on cycle tracks. Cycle tracks may provide less separation between pedestrians and cyclists, and have some characteristics in common with multi-use pathways, making use by eScooters less desirable.</li> </ul> <p>Note that the plan highlights the differences between these policies and those adopted by the NCC on this matter.</p> <p><b>Cycling Tourism</b></p> <p>The City is looking to continue to support initiatives that promote cycling across the city for residents and tourists alike. Among other goals, a cycling tourism initiative will be undertaken to provide guidance to identify and develop special route destinations in both the urban and rural areas.</p> <p>In all efforts to promote cycling tourism in Ottawa, the City will look to expand on existing resources, and work with the network of organizations involved and interested in cycling promotion such as Tourism Ottawa.</p>
<b>City of Ottawa Transportation Master Plan (2013)</b>	The transportation vision in the <i>Transportation Master Plan</i> continues to recognize that transportation is a means to an end— namely, the protection and improvement of quality of life for residents. It is intended to be a lasting expression of critical directions and outcomes, outlining what the City wishes to achieve through transportation, and why.	<p>The <i>Transportation Master Plan</i> is the City's blueprint for planning, developing and operating its walking, cycling, transit and road networks over the next two decades. Key areas of focus for the current plan relevant to the SGEC Parkway include:</p> <p><b>Maximize Walkability</b></p> <p>-Recommended Actions in the plan are to:</p> <ul style="list-style-type: none"> <li>• build a continuous, well connected pedestrian network</li> <li>• create a walkable environment, including maximizing pedestrian level service in selected areas, and delivering supportive winter maintenance</li> <li>• improve pedestrian safety and promotion</li> </ul> <p>-The <i>Ottawa Pedestrian Plan</i> further expands on specific policy implementation.</p> <p><b>Develop a Great Cycling City</b></p> <p>-Recommended Actions in the plan include:</p> <ul style="list-style-type: none"> <li>• build and maintain a network of quality cycling facilities, including</li> </ul>

		<ul style="list-style-type: none"> <li>• offer attractive intermodal connections and trip-end facilities, such as public bicycle parking</li> <li>• improve cycling safety and promotion</li> </ul> <p>-The <i>Ottawa Cycling Plan</i> further expands on specific policy implementation.</p> <p><b>Provide Safe and Efficient Roads</b></p> <p>-Recommended Actions from this chapter related to the SGEC Parkway include:</p> <ul style="list-style-type: none"> <li>• maximizing road safety for all users</li> <li>• protecting neighbourhoods from undesirable impacts</li> <li>• minimize environmental effects</li> </ul> <p>-In 2012, the City of Ottawa approved a <i>Strategic Road Safety Action Plan</i> developed with key partners. The plan addresses four primary areas of emphasis: combat distracted driving; protect vulnerable road users (identified as pedestrians, cyclists and motorcyclists); reduce aggressive driving; and target issues affecting population segments by age.</p> <p>The NCC and the City of Ottawa undertook a joint study to assess the cumulative effects of existing, planned and reasonably foreseeable municipal transportation projects on Greenbelt lands. A key guiding principle of the study was to examine how transportation infrastructure could be managed while seeking to minimize encroachment and landscape fragmentation. The City will have regard to this study when undertaking environmental assessments for transportation projects in the Greenbelt and will work with the NCC to implement mutually agreeable environmental mitigation measures for projects crossing the Greenbelt.</p>
<p><b>*NCC Policy for Parkways and Driveways (1984)</b></p> <p>This plan is being updated; however, this older version was evaluated as a reference for parkway policies previous to the <i>Draft NCC Parkway Plan Update</i> reviewed earlier.</p>	<p>The NCC <i>Policy for Parkways and Driveways</i> is in the process of being updated. The approach set forth in the update acknowledges the evolution of parkways as continuous green corridors that showcase green spaces, waterways, scenic vistas, walking trails and cycling paths. It envisages parkways contributing to the Capital's green image; providing scenic access to and linking Capital attractions and recreational areas; accommodating access to Capital institutions, events,</p>	<p>The policy advocates a shift:</p> <ul style="list-style-type: none"> <li>• from rapid mobility to accessing intrinsic scenic features, to enjoyable and relaxing travel experience; and</li> <li>• from hybrid commuter thoroughfare to be among the Capital's preeminent waterfront recreational spaces destinations that focuses on experiential quality.</li> </ul> <p>The policy is framed by 7 guiding principles, most notably:</p> <p><b>Distinct Cultural Landscapes</b></p> <p>Parkways were developed and are intended to provide scenic, uncluttered and uninterrupted leisure access to outdoor activities, and to reveal captivating scenery and spectacular natural features.</p>



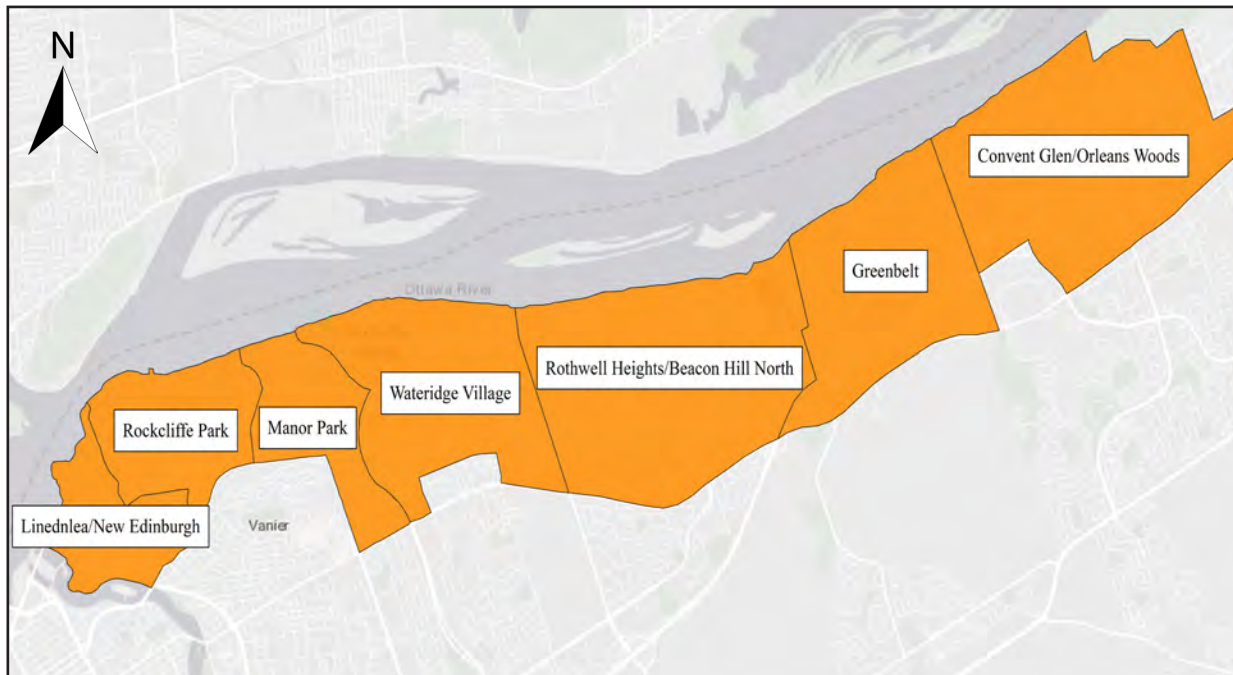
	<p>and active mobility; and serving occasionally as ceremonial routes.</p>	<p>Scenic quality is the heightened visual experience derived from the view of natural and built elements of the visual environment of the parkway corridor. Transportation is a secondary consideration to the primary leisure and scenic functions of the parkway.</p> <p><b>Connectivity and Permeability</b> Parkways provide opportunities to connect natural areas to urban communities that are public and intimate, while at the same time, spacious and tranquil. They offer opportunities for purposeful place-making that integrates land and water, where people can congregate safely. They also accommodate alternate non-motorised experiences such as cycling, walking, and running that are safe and compatible with cars.</p> <p><b>Livability and Sustainability</b> Parkways are more livable corridors that support balanced mobility options; safer pathways and trails; vibrant activity areas; arts and culture; interpretation; commemorations; and more accessible attractions. They can contribute to and encourage investment and improvement in nearby communities.</p> <p><b>Collaborative Design Approach</b> Parkways are complex systems consisting of design elements including structures, lighting, landscaping, drainage, signage, and other features. Continued collaboration among planning, design and engineering is essential to the successful survival of parkways and the best outcomes possible.</p> <p><b>Public Safety</b> The NCC is committed to strategies and actions to maintain the special characters and function of parkways, including traffic speed reduction; limitation of signage; management of landscaping; prohibition of commercial vehicles; restriction of access to prevent congestion; maintaining visibility of parkway edges; and addressing maintenance issues that may be a risk to public safety.</p> <p>The policy classifies the SGEC Parkway as a waterfront parkway, which is defined as parkway that follow a watercourse in a curvilinear alignment. The waterfront side of the roadway may be riparian or a strip of landscaped or naturalized greenspace. Corridors may contain both open and screened views of the waterway, culverts and bridges, curbing, and special barrier types. The design of this type of parkway varies and is the most flexible, depending on the setting.</p>
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## APPENDIX B: NEIGHBOURHOOD PROFILES

The SGEK Parkway is adjacent to six neighbourhoods: Lindenlea-New Edinburgh, Rockcliffe Park, Manor Park, Wateridge Village, Rothwell Heights-Beacon Hill North, and Convent Glen-Orleans Woods.



Map 23: The six neighbourhoods adjacent to the SGEK Parkway.

### Lindenlea-New Edinburgh

The neighbourhood of Lindenlea-New Edinburgh is bordered by the Rideau River and Ottawa River to the west and north, Beechwood Avenue to the south, and Lisgar Road (on the northern half) and Acacia Avenue (on the southern half) to the east. The neighbourhood contains around 70 heritage properties (17 designated properties) as well as the New Edinburgh Heritage Conservation District.

This neighbourhood with a population of 4,910 people contains mostly adults and seniors, married couples, and young families and a majority of the population is bilingual (Ottawa Neighbourhood Study, 2020). The population is generally well-educated, with a median household income almost \$10,000 above the city average and monthly rental costs above the city average. The population is not particularly diverse, with racialized people only representing 14.7% of the population, compared to 26.3% in the rest of Ottawa.

The area primarily contains single and semi-detached homes, townhouses, and some low-rise apartments, with an architectural character from mostly the late 19th and early 20th century. Many of the houses in the area are between one and two storeys. There are also mixed use and commercial properties in the area, including coffee shops with residential dwellings above (geoOttawa, 2020).

While there are no direct road links between New Edinburgh and the Parkway, the neighbourhood is connected to Sussex Drive and Princess Avenue, which marks the entrance of the SGEK Parkway. There are also many institutional uses in the neighbourhood, including 24 Sussex Drive, Rideau Hall, and Rideau Cottage, as well as multiple embassies.

### Rockcliffe Park

The neighbourhood of Rockcliffe Park is roughly bordered by Lisgar Road (on the northern half) and Acacia Avenue (on the southern half) to the west, Maple Lane and Beechwood Avenue to the south, Birch Avenue to the east, and the Ottawa River to the north. The neighbourhood also contains the Rockcliffe Park Heritage Conservation District.

This neighbourhood with a population of 2,000 people includes people of all ages, with the percentage of youth and seniors higher than the city average, as well as the average household size (Ottawa Neighbourhood Study, 2020). A majority of the neighbourhood is bilingual, with everyone knowing at least English. The population is generally well-educated, and the median household income is more than \$100,000 above the city average, despite having a lower labour force participation rate.



The area is not particularly diverse, with racialized people only accounting for 12% of the population, but there is an above average proportion of Chinese, West Asian, and Japanese people in the area.

The area mostly contains low-density, detached homes and some townhouses (geoOttawa, 2020). Many of these homes are quite large and are on large lots. These large lots, as well as the abundance of park space, trees, and other amenities that surround them, are signature features of the “picturesque” tradition of estate layout and landscape design that communities’ founders such as Thomas McKay tried to create (City of Ottawa, 2016).



*Image 108: Example of picturesque tradition of estate layout in Rockcliffe Park neighbourhood (Heritage Ottawa, 2020).*

Most properties in the area were built before the 1950s and the architectural character of the neighbourhood is reflective of English country revival such as Georgian Revival and Tudor Revival (City of Ottawa, 2016). A significant number of houses were also built in the 1980s and 1990s as well (Ottawa Neighbourhood Study, 2020). The area also contains some institutional uses, such as schools, and the McKay Lake.

The neighbourhood of Rockcliffe Park is well connected to the SGEC Parkway, with many of the Parkway’s most important destinations being located in the neighbourhood. Some of these include Rockcliffe Park and the Rockeries, the Rockcliffe Lookout, the Rockcliffe Boathouse Restaurant and Marina, as well as the former Ottawa New Edinburgh Club. The main road connections to the SGEC Parkway are from Lisgar Avenue, Acacia Avenue, Hillsdale Drive, and Birch Avenue.

## Manor Park

The neighbourhood of Manor Park is bordered by the Ottawa River to the north, Aviation Parkway to the east, Montreal Road to the south, and Birch Avenue (on the northern half) and St. Laurent Boulevard (on the southern half) to the west, joined by Hemlock Road.

This neighbourhood with a population of 6,995 people contains mostly an older demographic, including many widowed seniors (Ottawa Neighbourhood Study, 2020). The population is mostly bilingual and there are slightly more Francophones in this neighbourhood than the ones to the west.

This neighbourhood is less educated than other surrounding neighbourhoods, with 10% of the population having no high school education, compared to 6% in the rest of the city. The median household income is around \$20,000 lower than the city average and the labour force participation rate is almost 10% lower, which both might be connected to the large number of seniors and people who are widowed or divorced.

A majority of residents in the area are also renters. The area is quite diverse, with racialized people



*Image 109: Apartments in Manor Park (Rentals.ca, 2020).*

accounting for around 23% of the neighbourhood population, which is close to the city average. There is a higher than average Black and Filipino population in the neighbourhood.

Like the people in the community, the built form and character of Manor Park is quite diverse. Close to the SGEC Parkway, there are primarily low density, detached homes. Many of these are quite large and on large lots, although they are smaller than those in the neighbouring Rockcliffe Park. Along St. Laurent Boulevard and Montreal Road, there are many low-, mid-, and high-rise apartments and townhouses as well as a variety of mixed use and commercial properties (geoOttawa, 2020). The area also contains a large amount of open space and greenery. Most of the dwellings were built between the 1960s-1990s, with around a third being built in the 1950s or earlier.

The main access road from the neighbourhood to the SGEC Parkway is Birch Avenue, as well as Aviation Parkway, which connects to the airport and the Rockcliffe Flying Club. The neighbourhood also contains the RCMP Stables.



## Wateridge Village

The neighbourhood of Wateridge Village is bordered by the Ottawa River to the north, Aviation Parkway to the west, Montreal Road to the south, and Blair Road to the East. The neighbourhood includes the former CFB Rockcliffe site.

This neighbourhood with a population of 255 people contains a large senior population, with the median age sitting at 54.4, and a large widowed/divorced population, with almost half the population living alone (Ottawa Neighbourhood Study, 2020). Most of the population is bilingual and the Francophone population is slightly higher than the neighbourhoods to the west. A large portion of the population do not have bachelor's degrees, with 20% of the population having no high school education. The labour force participation rate is also more than 10% lower than the city average, which can be partially attributed to the large senior population in the area. The area is almost completely comprised of renters, with 97.1% of residents renting. 21.6% of the population are racialized people, with the area having a higher percentage of Black and Latin American people compared to the rest of the city.

The area was primarily developed in the 1960s and 1970s, with new development occurring on the former CFB Rockcliffe site. There are some detached dwellings on the site, but they seem to be on smaller lot sizes than some of the neighbouring communities to the west. There are also some semi-detached dwellings, townhouses, and apartment buildings in the area, particularly along Montreal Road, where most of the commercial and mixed-use areas of the neighbourhood are located. Since much of the area is still being developed, there is potential for higher density development in this area, with much of the area being zoned for low-, mid-, and high-rise apartments (geoOttawa, 2020).



*Image 110: Aerial view of Wateridge Village neighbourhood (Wateridge Village, 2020).*

This neighbourhood includes a Community Design Plan for the Redevelopment of the CFB Rockcliffe Site. This redevelopment site encompasses 131 hectares and aims to create a mixed-use community for around 9800 residents (MMM et al, 2015). The site will include a variety of housing types, such as single-family dwellings, row housing, walk-ups, lane-oriented housing, and apartments, as well as commercial and employment uses. The redevelopment of this site will bring approximately 5,350 residential units and 2,610 jobs at full build-out, which is estimated to be in 15-20 years, in addition to 23 hectares of new park space.

There are also industrial uses in the eastern part of the neighbourhood. Most of this area consists of properties associated with the National Research Council (NRC) but there are also some low-density business parks in the area. The Hospital Monfort is also located in the neighbourhood.

The Canada Aviation and Space Museum is located in the neighbourhood, as is the Rockcliffe Flying Club and the Rockcliffe Yacht Club.

The neighbourhood also contains the Blair Boat Launch. The main access points onto the SGEC Parkway are from Aviation Parkway by car and near Blair Road for pedestrians.

## Rothwell Heights-Beacon Hill North

The neighbourhood of Rothwell Heights-Beacon Hill North is bordered by the Ottawa River to the north, Blair Road to the west, Montreal Road to the south, and Green's Creek to the east. The neighbourhood contains the Briarcliffe Heritage Conservation District and around 21 heritage properties.

The neighbourhood with a population of 10,305 people contains a mix of age groups, with almost 25% of the population above the age of 65, and most people in the community are either married or widowed/divorced (Ottawa Neighbourhood Study, 2020). Most people in the area either speak only English or are bilingual and there are fewer Francophones than some of the neighbouring communities.

Most people in the area are well-educated, with education levels in the neighbourhood on par with that of the city. The median household income in the neighbourhood is more than \$10,000 above the city's median, despite the labour force participation rate being 10% lower. 24.8% of the neighbourhood's population are racialized people, with the area having a higher percentage of Black and Chinese people compared to the rest of the city.

The neighbourhood was primarily developed in the 1960s and 1970s. Therefore, the neighbourhood is a typical example of a Modernist suburb, with primarily detached dwellings (City of Ottawa, 2012). There are also some semi-detached homes and townhouses and some institutional buildings in the form of school or churches. Along the Montreal Road corridor, there are some commercial and mixed-use areas. There is also low density, light industrial buildings in the eastern part of the neighbourhood approaching the Greenbelt.

There is no vehicle access from the neighbourhood to the SGEC Parkway, although Massey Lane forms an underpass that connects with the Blair Boat Launch. There are a few pedestrian trails that connect up with the Ottawa River Pathway that extend from Blair Road, Kaymar Drive, Ogilvie Road, and Shefford Road, as well as the NCC P8 Parking Lot, but none of these have official crossings to allow pedestrians to safely cross the Parkway.

### Convent Glen-Orleans Woods

The neighbourhood of Convent Glen-Orleans Woods is located in the northwest area of Orleans, bordered by the Ottawa River to the north, the Greenbelt to the west, Champlain Street to the east, and St. Joseph Boulevard to the south. It is also serviced by the Jeanne d'Arc Transitway.

This neighbourhood with a population of 14,785 people contains mostly adults and seniors, married

couples, and young families, the majority of whom are bilingual, with only 2.3% of the population speaking only French (Ottawa Neighbourhood Study, 2020). The population of the neighbourhood is less educated than the city average, with only 37.7% of people having a bachelor's degree or higher, compared to 45% with the rest of the city. The median household income is \$80,530 which is around \$7000 above the city average. The population is not extremely diverse, with the total racialized population sitting at around 17.3%.

The neighbourhood was primarily developed between the 1960s and the 1990s and is therefore reflective of suburban development typical of the time. The neighbourhood contains primarily single detached homes with some semi-detached as well (geoOttawa, 2020). In the eastern and southern parts of the neighbourhood as well as around the Jeanne d'Arc Transitway, there are some mixed use and commercial properties, as well as some mid- and high-rise apartments. Aside from this area, however, the neighbourhood is reflective of typical suburban development. The area also has a good deal of greenspace and many of these greenspaces are connected together. The neighbourhood also contains both English and French language schools, and multiple indoor and outdoor recreational facilities, including a community hall, aquatic centre, and ice rinks (Ottawa Neighbourhood Study, 2020).

The primarily vehicle connection to the SGEC Parkway is through St. Joseph Boulevard, which connects with the end of the Parkway. There are pathway connections along the Ottawa River that link up with the Green's Creek Point/Ottawa River Lookout, located at the end of Green's Creek, and eventually link up with the pathways closer to the SGEC Parkway.



*Image 111: Aerial view of Rothwell Heights-Beacon Hill neighbourhood (Royal LePage, 2020).*



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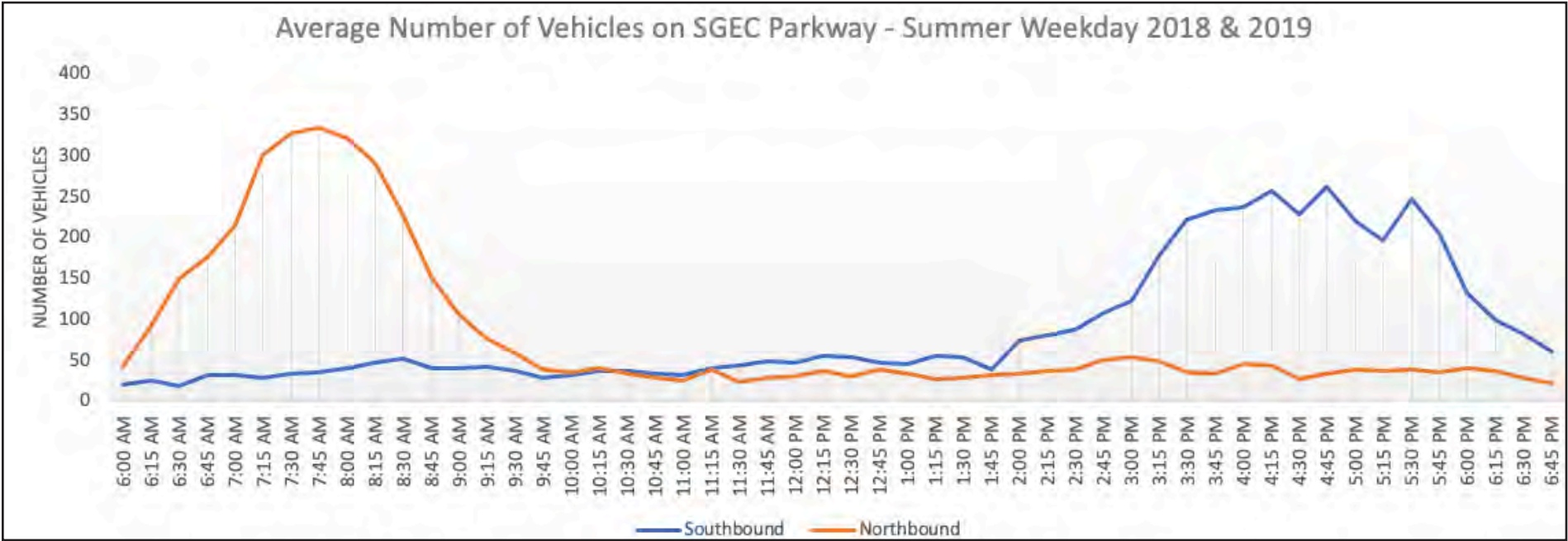
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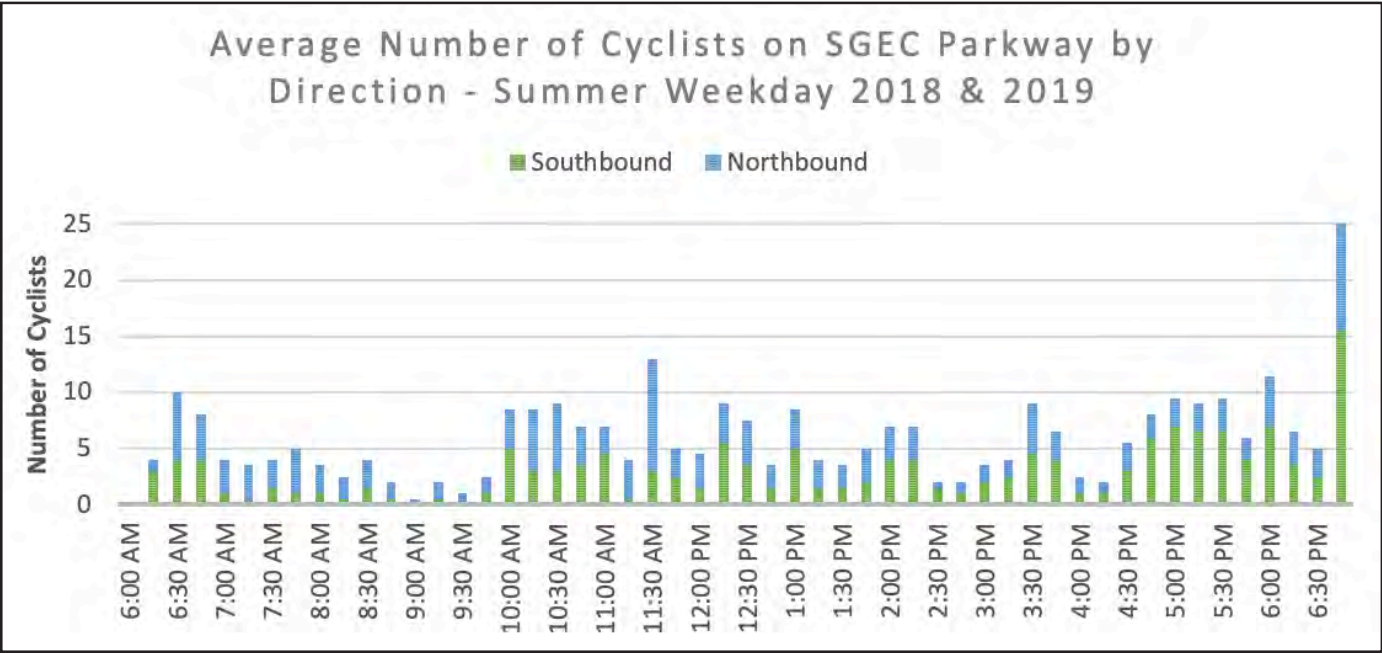
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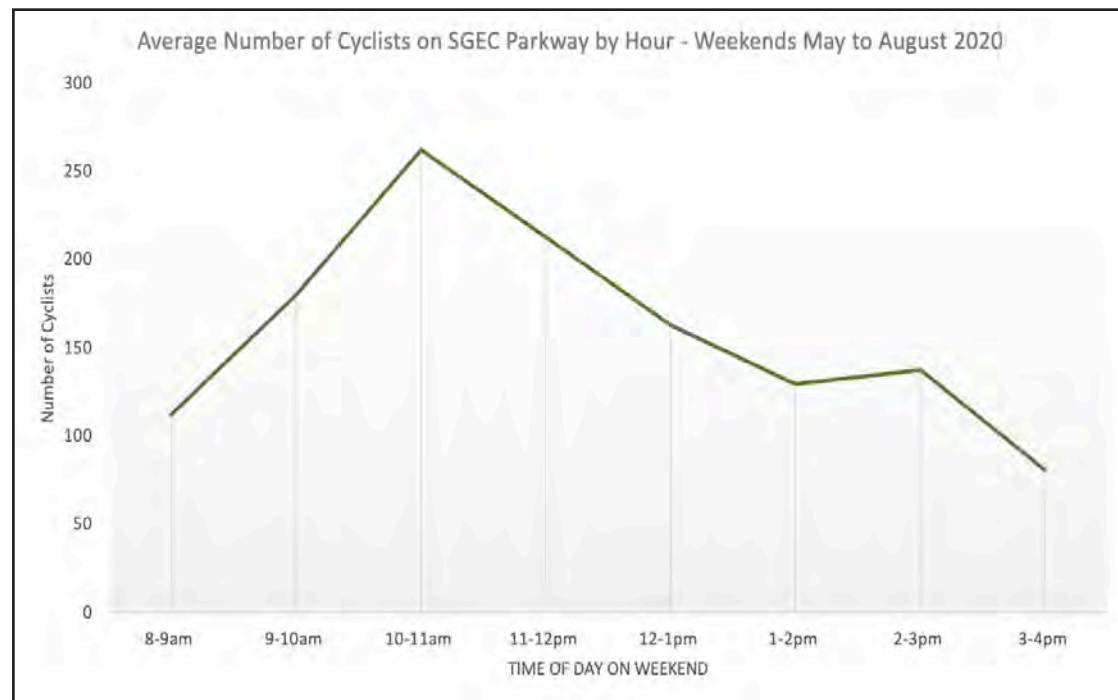
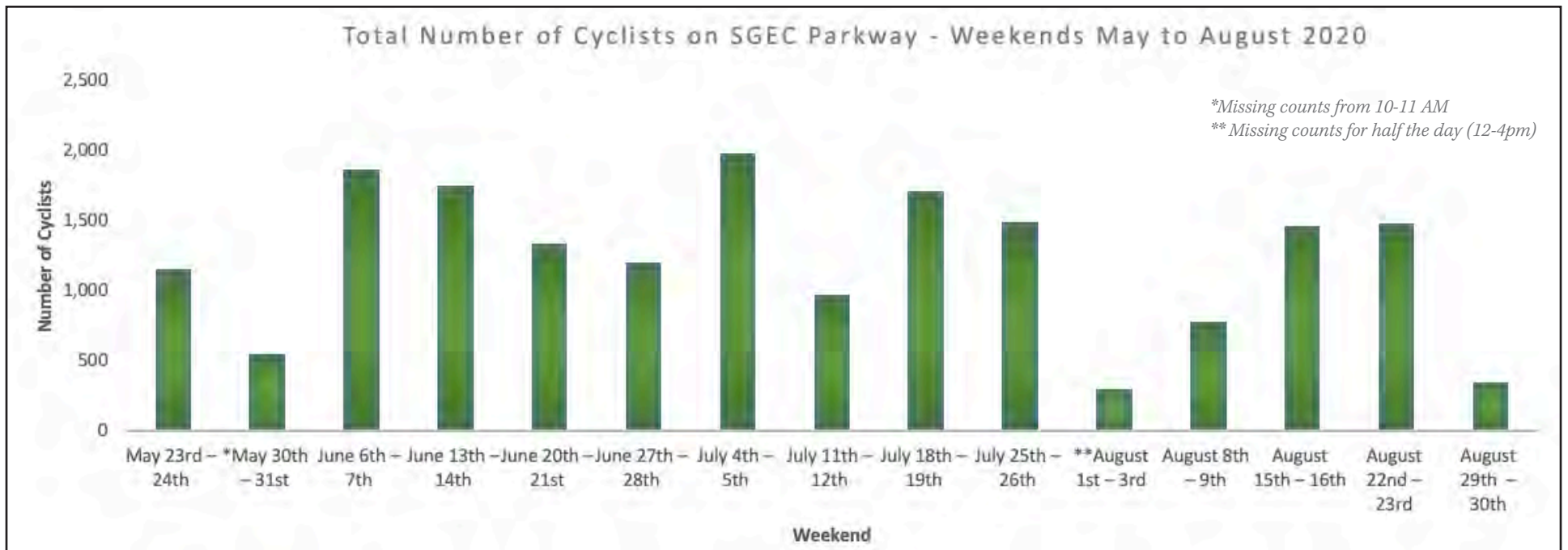


# APPENDIX C: TRANSPORTATION GRAPHS



All of the graphs in this appendix have been discussed in [Section 3.6](#). These graphs were created using data provided by the National Capital Commission. The graphs show how the SGEC Parkway was used in 2018 and 2019 compared to 2020. Due to the COVID-19 pandemic, the SGEC Parkway was closed to vehicles on weekends from May to August to encourage physically distant outdoor physical activity.





## APPENDIX E: STAKEHOLDER INTERVIEWS

The stakeholder interviews were the first of two opportunities for the team to collect feedback from the NCC and various other stakeholders about the SGEC Parkway. On September 14, 2020, the team conducted interviews with stakeholders held by videoconferencing. Due to the COVID-19 pandemic, the team was not able to interview stakeholders in person. The purpose of the interviews was to get a preliminary idea of how the SGEC Parkway functions and identify some of its key characteristics.

The stakeholder interviews were divided into ten categories by the NCC:

- ◆ Active Transportation
- ◆ Animation/Activation of the Waterfront
- ◆ Cultural Heritage
- ◆ Development Applications Considerations
- ◆ Greenspace/Natural Heritage
- ◆ Natural Environment
- ◆ NCC Operations and Land Managers
- ◆ Official Residences
- ◆ Société franco-ontarienne du patrimoine et de l'histoire d'Orléans (SFOPHO)
- ◆ Transportation Planning & Bridge

### Interview Preparation

The team prepared a list of questions for each of these categories. To inform their questions, team members conducted background research on the SGEC Parkway and the NCC. Since the team was unable to conduct an official site visit, an existing conditions report prepared by Kadence Bunke, a summer intern at the NCC, was consulted to establish a lay of the site. In total, 38 people (including team members) were invited to the interviews, with 28 of those individuals being stakeholders.

Stakeholders included staff from the NCC, the City of Ottawa, Rideau Valley Conservation Authority (RVCA), and the SFOPHO. Each stakeholder was provided the opportunity to select the category that they were interested in participating. A participant list with the name of each stakeholder and the corresponding categories that they would be interviewed for was circulated in advance of the session.

### Summary of Interviews

Before the interviews, NCC staff gave a one hour presentation explaining the history and evolution of the Parkway, the background of subject lands, and design ideas from the SFOPHO. Each interview lasted one hour. Two team members interviewed stakeholders for each category. This ensured that there would be a good balance between the number of stakeholders and the number of interviewers in each session. Interviews lasted from 1:00 PM EST to 4:30 PM EST, with each pair of team members conducting three interviews. Sessions were recorded with the consent of all participants ([Appendix E1](#)). The team intended for the interviews to be an information gathering session. As such, there was little participatory input from team members. Instead, the focus of each session was to listen to what stakeholders had to say about the SGEC Parkway. After the interviews, the team had a short debrief session where information from the interviews was shared.

### Key Takeaways

The stakeholder interviews yielded a number of key takeaways that the team used to inform its initial study of the Parkway. While the interviews were not intended to solicit design ideas, stakeholders gave suggestions about where to look for inspiration in contemplating the future of the Parkway. The team succeeded in gathering information about the site in a variety of categories. The information collected structured how the team undertook background research about the Parkway. It also informed the team's SWOC Analysis. A detailed summary of these takeaways is provided in [Appendix E2](#).

# APPENDIX E1: LETTER OF INFORMATION AND CONSENT FORM

## Letter of Information

### RE-IMAGINING THE SIR GEORGE ÉTIENNE CARTIER PARKWAY SURP 824 – Land Use and Real Estate Project

This research is being conducted by a team of nine graduate students from the School of Urban and Regional Planning (SURP) 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 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 George Étienne Cartier (SGEC) Parkway in Ottawa, Ontario. The study will require interviews to gather background information about the SGEC 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 will form the jumping-off point for interviews conducted on Microsoft Teams. Alternatively, interviews can also be conducted via Zoom or by telephone. There are no known physical, psychological, economic, or social risks or direct benefits to participants associated with this study.

Is my participation voluntary? Yes, participation is voluntary. Although it would be greatly appreciated if you would answer all questions 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 withdraw from this study, or any aspect of the study, at any time without any negative consequences by advising the project manager. Participation needs will vary through each stage of the project, which is to be completed in December 2020.

What will happen to my responses? We will keep your responses confidential, to the extent permitted by applicable laws. Only the project group members will have access to this information. 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 digital or paper copy of the findings.

The Queen's General Research Ethics Board (GREB) may request access to study data to ensure that the researchers have or are meeting their ethical obligations in conducting this research. GREB is bound by confidentiality and will not disclose any personal information. The Queen's University retention policy for research records is a minimum of 5 years. Identifiable information, such as participants name, title, and contact information will be collected for the purposes of project record keeping and communication. This information will be stored/retained digitally and disposed of upon completion of the project.



## Letter of Information (continued)

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

**Due to COVID-19** and given the nature of the online interviewing process, explicit consent is requested for the following:

I consent to audio recording:

☐ Yes

☐ No

I consent to video recording:

☐ Yes

☐ No

I consent to the use of direct quotes:

☐ Yes

☐ No

**What if I have concerns?** Any questions about study participation may be directed to the project manager, Patricia Warren [patricia.warren@queensu.ca](mailto:patricia.warren@queensu.ca); or the project supervisor, Dr. David Gordon [gordond@queensu.ca](mailto:gordond@queensu.ca) (613-533-6000 x 77063). If you have any ethics concerns please contact the General Research Ethics Board (GREB) at 1-844-535- 2988 (Toll free in North America) or email [chair.GREB@queensu.ca](mailto:chair.GREB@queensu.ca). You have not waived any legal rights by consenting to participate in this study.

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.*

## Verbal Consent Script

**Study Title:** Re-Imagining the Sir George Étienne Cartier Parkway

**Participant Name / Organization:** \_\_\_\_\_

### **SCRIPT:**

This research is being conducted by a team of nine graduate students from the School of Urban and Regional Planning (SURP) in the Land Use and Real Estate Project at Queen's University. There are no known physical, psychological, economic, or social risks or direct benefits for participants associated with this study. Your participation is voluntary and you may withdraw at any time without negative consequences by advising the project manager. Your legal rights are not affected by consenting to participate in this study. We will keep your responses confidential, to the extent permitted by applicable laws. Only the project group members will have access to this information. The data may 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 digital or paper copy of the findings. Due to COVID-19, and given the nature of the online interviewing process, explicit consent is requested for audio recording, video recording, and/or the use of direct quotes. Any questions about study participation may be directed to the project manager, Patricia Warren, or the project supervisor, Dr. David Gordon. Your interest in participating in this research study is greatly appreciated. Thank you!

### **I confirm the following:**

- ☐ I have reviewed all aspects of this study to the participant as outlined above.
- ☐ I answered all of the participant's questions to their satisfaction and the participant had sufficient time to consider their participation in this study.
- ☐ The participant was informed that they may choose to stop their participation at any time for any reason without negative consequences.
- ☐ The participant was informed that their legal rights would not be affected by consenting to participate in this study.
- ☐ The participant verbally agreed to participate in this study and to follow the study procedures.
- ☐ The participant was provided with/offered a copy of the Letter of Information for their records.
- ☐ The participant consented to the use of Audio Recording
- ☐ The participant consented to the use of Video Recording
- ☐ The participant consented to the use of Use of Quotes

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**Name of the person conducting the interview**

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**Date**

## APPENDIX E2: DETAILED SUMMARY OF INTERVIEWS

### Active Transportation

- ◆ Mentioned the draft Capital Pathways Strategic Plan, the document provides design guidelines and ultimate network concept. The document provides guides for multi-use pathways.
- ◆ Proposed segregation for the two pathways, potential conflict between users.
- ◆ Potential for bike path to be on the road, will have to consider pinch points where road width may not be adequate for a proper bike path.
- ◆ Greenbelt Master Plan will provide information on mandates for the greenbelt. Focus is shifted in the greenbelt for more recreational experience.
- ◆ Universally accessible.
- ◆ The idea of induced demand, if the space becomes easier to access and use more people will use it. Potential for further conflicts.
- ◆ The NCC has noticed that the 100-year flood event is not occurring every 100 years anymore, is happening more often.
- ◆ Idea of more resilient pathways, making them more accessible for the full year.
- ◆ They agree that the design right now is odd, no real integration between the two path networks.
- ◆ Need better intersection control, especially if the bridge is put in and uses the Aviation parkway as the access.
- ◆ Re-think and re-imagine the space, have fun with the design.
- ◆ Discussion about possible lighting along the pathways, conflicts with current NCC policy regarding lighting along parkways.
- ◆ Take a look at the SJAM parkway, and it depends on the topography. There are some areas along the SGEK where a below grade pathway has been recommended because of the grades but its not ideal because people are reluctant to go underground to cycle/walk.
- ◆ Possibly use PXO's and table crossings to make it safer to cross.
- ◆ Not having above grade crossings.
- ◆ Potential for below grade crossings, however not ideal.
- ◆ No constraint on the project to look at bringing the path on the road. They did that at island park drive, cycle lanes along the edges, hasn't slowed down a lot of traffic, but slightly.

### Animation/Activation of the Waterfront

- ◆ Waterfront is a series of experiences, starts and finishes, with hidden gems, a lot unknown. The project should be authentic and unique.
- ◆ The water is swimmable.
- ◆ It is used all year round, cross country skiing. Tobogganing as possibility.
- ◆ Copenhagen and Paris as precedence of swimming platforms in an urban context
- ◆ Consider the following:
- ◆ Servicing when identifying nodes.
- ◆ Make a connection to the RCMP stables.
- ◆ Restrooms and services needed.

### Cultural Heritage

- ◆ Heritage and history shouldn't be thought about as liner, we should think about sculpture and storytelling instead of the use of plaques.
- ◆ Stanley Park, Vancouver is a good precedent, in particular looking at how the first nations were commemorated.

- ◆ Heritage inventory as cultural landscapes.
- ◆ The use of the parkway as relatively natural and being cognisant of the environmental impact with increase of tourism.
- ◆ SGEP be viewed as a national asset and encourage users not just from a local perspective.

## Development Applications

- ◆ Learned about CDP's, specifically the Rockcliffe Park CDP.
- ◆ Got access to Dev Apps application which illustrates current development applications in the City of Ottawa .
- ◆ Geo Ottawa is an aerial tool that may be useful – can apply different layers; also has cycling layers, both current and future plans.
- ◆ Reviewing the current OP and Secondary Plans.
- ◆ Shoma provided a number of contacts that may be helpful.

## Greenspace/Natural Heritage

- ◆ Most critical areas are green's creek and duck island from a natural heritage preservation perspective.
- ◆ The escarpment along the Ottawa river is the best place to appreciate the geological history of Ottawa.
- ◆ Huge problem with climate change, which has made the conservation authority have to reconsider the 100 year flood plain.
- ◆ Edmonton river valley is a good example to look at as is Stanley park.

## Natural Environment

- ◆ When making proposals, be aware of areas that are ecologically sensitive, in need of erosion protection, prone to flooding, soil sensitivities, etc.
- ◆ Need to keep in mind seasonal planning considerations: tree planting, alternative to salting paths, etc.
- ◆ Keep universal accessibility in mind.
- ◆ Topography of the riverfront is a challenge.

- ◆ There are great views along the river, lots of opportunities to have good access and interesting points of view. Should also optimize informal trails and tree planting opportunities.
- ◆ Boat access point is an introduction point for invasive species; suggested boat washing station at Blair Road boat launch.
- ◆ Goals: net environmental gains, different habitat types, habitat creation for different species, enhancement for native species.
- ◆ Green's Creek has a lot of unevaluated wetlands, patches that are not provincially or locally recognized- opportunity for connectivity.
- ◆ Beware of wild parsnip risk along pathways (near Green's Creek bike paths)- important to consider for trails and bench placement.



*Image 218: Team members, Nikita Jariwala and Ranbir Singh, and stakeholder attendees, Sylvie Lalonde and Heather Thomson, at the Cultural Heritage interview.*

## NCC Operations and Land Managers

- ◆ Recreational activities on the site include walking, biking, snowshoeing, skiing.
- ◆ People pass through the site but don't really stop there and the treasures aren't really promoted.
- ◆ Corridor is a transitional space between urban and rural/greenspace.



- ◆ A big issue on the site is vandalism and littering. Also an issue with safety on the site. Too many isolated spaces, which can be fixed by more programming.
- ◆ Problem of unofficial trails that are often unsafe due to sloping of the site and can split ecosystems.
- ◆ Safety issues with electric bikes, which are often faster than regular bikes.
- ◆ The pollinator garden site provides an interesting example of encouraging sustainable practices and creating an interpretive hub/destination on the site.
- ◆ Want there to be better ways to improve assets long term instead of repairing assets after flooding in the same way that they were before.
- ◆ Lack of pedestrian crossings, with some crossings causing confusion between drivers and cyclists. Also, the parkway can get very dark.

## Official Residences

- ◆ 24 Sussex Drive and Rideau Hall act as a gateway when entering the Parkway from Sussex; it's an entrance, offers an opportunity.
- ◆ Opportunity for tourism, national and international.
- ◆ SGEC serves as international and national visitor route (Global Affairs building nearby); beautiful route to take without going through the city.
- ◆ May need to rethink how people get to the Parkway, as public transit is lacking.
- ◆ Think about the transition to and from the Parkway – not clear for some when it actually begins/ends (not just about signage but also visual/feel).
- ◆ Broader visitor experience needed; more access/ views/connections to the river needed.
- ◆ Conflicting priorities -commuter route vs. scenic value of the parkway – what is the reality?

## SFOPHO

- ◆ Early-stage plan proposal to highlight Canadian French heritage – including all provinces and territories.
- ◆ Emphasis on la francophone multiculturelle du Canada and interactive learning opportunities.
- ◆ Proposed plan offers a lot of interesting design elements beyond storytelling – e.g. portable washrooms and heating/cooling stations.
- ◆ Have made proposals for all four potential sites.
- ◆ The NCC and SFOPHO have been in regular contact during the initial phases of the proposal and are largely in support of the concept.
- ◆ Intersections with other stakeholders including national French culture groups, Heritage Canada, and Canadian history associations.
- ◆ Next steps: the NCC must now brief upper management for initial feedback/interest.

## Transportation

- ◆ Parkway mostly used for commuters, with cycling occurring on the shoulders of the parkway road. Little transit access.
- ◆ Little access from the neighbourhoods south of the parkway onto the parkway. Paltry access from municipal roads.
- ◆ Inadequate facilities for those who are walking, including crossings and washrooms. This particularly affects the elderly.
- ◆ Traffic calming measures such as realignment of the road may be needed to decrease excessive speeds on the parkway.
- ◆ Ottawa has a lot of waterfront, but it's not seen as a waterfront city. The parkway design should not only reflect Ottawa as a green city, but as a waterfront city.
- ◆ The parkway should be considered in bite-sized pieces as various areas of the parkway have very different feels.

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## APPENDIX F: PLANNING WORKSHOP WITH STAKEHOLDERS

The planning workshop was the second of two opportunities for the team to collect feedback from the NCC and various other stakeholders about the SGEN Parkway. On October 23, 2020, the team held a planning workshop held by videoconferencing software. The planning workshop primarily included stakeholders from the NCC. Due to the COVID-19 pandemic, the team was unable to hold a traditional, in-person design charrette. The purpose of the planning workshop was to contemplate the future design of the Parkway through stakeholder consultation.

The planning workshop was divided into four broad themes identified throughout the Parkway corridor that the team used to structure its approach to design. Each theme constituted one group. The four groups were:

- ◆ Roadway
- ◆ Pathways
- ◆ Waterfront and Environment
- ◆ Activity Nodes

### Workshop Preparation

For each group, the team prepared a brief list of questions that helped to guide the workshop. Each theme was assigned two team members, who were responsible for running their workshop. Teams were also prepared with Google Maps screenshots of the Parkway. Additionally, team members prepared a brief presentation for the members of their workshop group and compiled a list of relevant precedents to help their discussions. In addition to precedents, the team drew on their knowledge of the site gathered from research and from the stakeholder interviews. Since the planning workshop was conducted via videoconference, team members used tools such as Mural and Whiteboard to assist them in drawing out design proposals and ideas.

Stakeholders included staff from the NCC, the City of Ottawa, the Rideau Valley Conservation Authority (RVCA), and the Société franco-ontarienne du patrimoine et de l'histoire d'Orléans (SFOPHO). Additionally, Professor Elizabeth Macdonald, a highly regarded academic specializing in urban waterfronts, was invited from the University of California Berkeley to contribute design ideas to the workshops.

In total, 31 stakeholders were invited. Stakeholders were given the opportunity to select the workshop group that they were most interested in. Each stakeholder received notice of which workshop group they would be working in ahead of the day.

### Summary of Planning Workshop

The team gave a 30-minute presentation to all the stakeholders on the mid-term report, prior to splitting into the workshop groups. The presentation covered what the team had learned from research and interviews so far, providing context for the workshops. Each planning workshop group lasted one hour. The team intended for the planning workshop groups to be highly collaborative, with stakeholders and team members working together on design proposals for their theme. Following the workshops, the project team and stakeholders reconvened for a quick 30-minute debrief session in which each workshop group presented the design ideas discussed for their theme. The event ran from 1:30 PM EST to 3:30 PM EST. Sessions were recorded with the consent of all participants.

### Key Takeaways

The planning workshop yielded a number of key takeaways that informed the team's design proposals for the site. The team learned which types of activities would work best on the site and received suggestions on how new and existing nodes can be better programmed. The team also identified areas where pathways could be better linked and discussed ways to improve access to the water. The team also discussed ideas on traffic calming measures along the road. The lessons learned helped shape the design strategies for the Parkway. A detailed summary of the team's takeaways can be found in [Appendix F1](#).

## APPENDIX F1: DETAILED SUMMARY OF WORKSHOP GROUPS

### Roadway Workshop

- ◆ The parkway functions as a commuter route and is not currently a destination but rather a thoroughfare.
- ◆ There is a need to reduce the peak demands of the road and create consistent flow.
- ◆ Active transportation trails and crossings could be points that could create friction along the route and slow down traffic.
- ◆ Propose crossings at intervals of 500 – 600 m to help reduce speed; not much time to accelerate.
- ◆ Current need for slowing down traffic along the parkway in addition to lowering posted speed limits.
- ◆ Traffic calming measure could include narrowing of the lanes (by drawing double yellow lines that are spaced apart like a boulevard in the middle, or pulling the white lines in from the edges, or ideally moving the curbs in) and a vegetation strategy that discourages speeding.
- ◆ NCC plans to reduce speed limit from 60 km/h to 50 km/h on parkways.
- ◆ Discussed the need for separated bike lanes along the SGEC; meter wide grass strip between road and bike lane.
- ◆ Look into Queen Elizabeth Driveway for signalized pedestrian crossings and Boulevard des Allumettières in Gatineau for signalized crossings specifically at roundabouts.
- ◆ Lights in the area of (pedestrian walking paths / bike lanes) must be dark-sky compatible (ex. fully hooded downward design, or motion sensing lights may also be an alternative). Lights can warn drivers they are entering an area which requires more attention.
- ◆ The NCC's position is not to make the Parkway into a transitway, but there is an opportunity to introduce public transit to access certain destinations along the Parkway.



Image 219: Team members and attendees at the Roadway workshop group.

### Pathways Workshop

- ◆ Make it more accessible.
- ◆ No place to use a bathroom or sit down.
- ◆ Need more nodes along the trail.
- ◆ Seawall quite high already in parts of the study area, didn't seem to mind if the pathway flooded for 2-3 weeks of the year.
- ◆ Paths need access to neighbourhoods.
- ◆ We should look at the most used sections of the pathway for upgrades.
- ◆ Certain parts of the waterfront path is considered "tight", if more than two people are walking/biking and are parallel to each other.
- ◆ Most of the path is "tight" physically for a group setting.
- ◆ Look at pinch points, add and enhance areas and find places where you can diminish the design.
- ◆ Look at Niagara Parkway and Stanley Park as precedents.
- ◆ The area goes under a freeze and thaw cycle, keep this in mind.



- ♦ Find ways to control speed on the multi-use paths and consider them/find ways to ensure respect between users.
- ♦ Snow grooming may be an option for SJEC much like SJAM, for winter recreational activities.
- ♦ Possibility for bridge across Green's Creek, be wary of geologic/ecological conditions.
- ♦ Biking along paths is different if you are commuting, doing it recreationally and doing it with family, consider how the paths work when handling all types of cyclists.
- ♦ No need to make drastic changes to infrastructure in SGEC.
- ♦ Finger approach to the water in terms of nodes and pathways instead of a promenade.
- ♦ Focus on sections of the study area and what you can do to enhance certain parts.

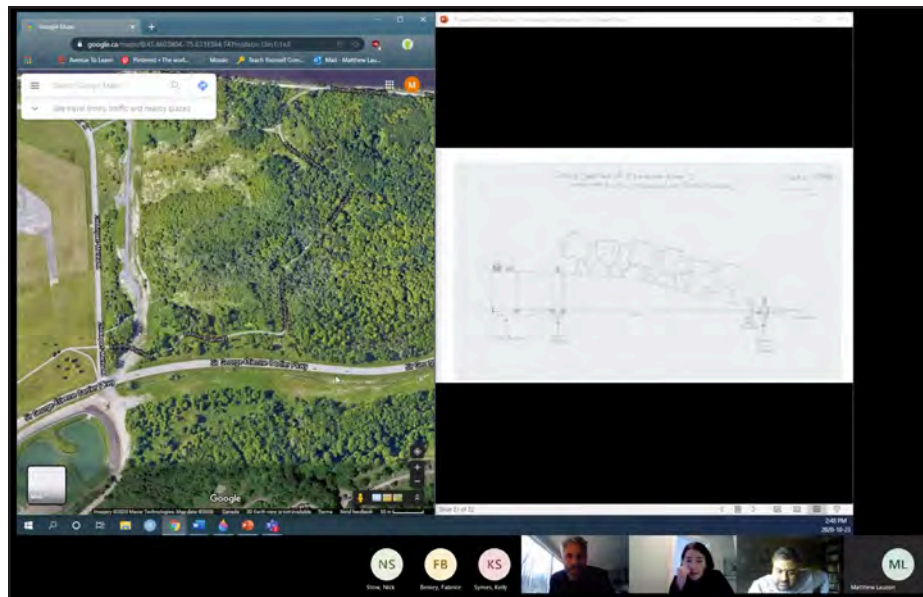


Image 220: Team members and attendees at the Pathways workshop group using Google Maps satellite view and a hand drawn cross-section in Microsoft Powerpoint.

## Waterfront and Environment

- ♦ Issue that Blair boat launch is public but hidden- could be activated.
- ♦ Need to install ramps to get kayak/canoes in the water. (NCC) Need to provide services.
- ♦ ONEC is perhaps not a strength as it is private. Will be public after renovation. Being renamed to Ottawa River Pavillion.
- ♦ Activate this area as it is a clear node.
- ♦ Overall intention should be to connect with nature with a "drizzle of water".
- ♦ Focus on conservation and sustainability; improve core natural areas and corridors.
- ♦ Create a node at Lower Duck island so it can have environmental policies.
- ♦ Look at precedents from common wealth; places not auto dominated.
- ♦ Activate areas/ create nodes where there are parking lots.
- ♦ Need to stabilize areas of the shoreline, not everywhere.
- ♦ Some paths need more protection than others.
- ♦ Consider moving or removing the lower pathway in some areas.
- ♦ Address stormwater runoff issue.
- ♦ Consider the whole water system- rainfall, snow, watershed, vegetation.
- ♦ Address climate change and the long terms effects it may have.
- ♦ Deeper flooding vs. Frequent flooding.
- ♦ Concern that we are developing the entire waterfront – need to make sure we explicitly state we are interested in development of nodes and access points.
- ♦ We need to think long term about Climate Change – in order to be forward thinking we should use 200 year or greater floodlines in our drawings/design considerations.

- ◆ Ecology-based planning.
- ◆ Need to consider the current access points to the water and how we can redevelop these before suggesting new access points.

## Activity Nodes

- ◆ People on the Parkway use it for cycling, running, skiing, and other linear activities, as well as specialized activities such as launching boats. Generally, activity occurs in a linear fashion.
- ◆ The open area in the intersection between SGEC and Aviation Parkway may be useful for other national institutions.
- ◆ More animation could occur on Mile Circle which is apparently near ONEC and Birch Avenue. Could make it a garden type thing or a nature based track.
- ◆ An opportunity to create an educational node in Green's Creek in the Greenbelt, though conservation would have to be the first priority over people and education.
- ◆ Pollinator garden site is a great node. There are plans to add a picnic table and bring in school groups and summer camps and signs that indicate plants, adding an educational component.

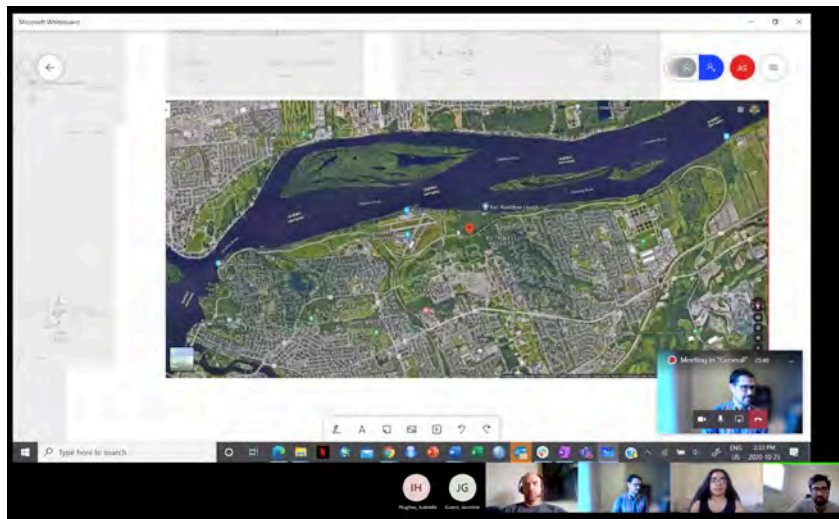


Image 221: Team members and attendees at the Activity Nodes workshop group using Whiteboard.

- ◆ Want to showcase environmentally-oriented nodes with specialization. A key strength of the parkway is the nature and the feeling that you are not even in a city.
- ◆ A lot of nature on parkway but it cannot rival Gatineau Park or Mer Bleu or Pink Lake. Is not necessarily the best bang for our buck to put money into the promotion of nature. People are not coming to the parkway for the nature.
- ◆ There should be something for everyone.
- ◆ The parkway has a better connection with passive nodes than big boardwalks, which is what draws people to the area.
- ◆ Transportation could be the best way to link RCMP, boathouses, etc. A bridge over Green's Creek is a good idea.
- ◆ Don't know what they want to see but know what they don't want to see, which is anything that is municipal in character. Don't want basketball courts, playgrounds, splash pads, etc. Rather, things that are regional in function should be looked at to recommend what nodes should be on the parkway.
- ◆ Have to make sure that there is demand for the activities proposed. For example, there is no demand for a natural auditorium, which the SPHOFO proposed. There had previously been a natural auditorium in their portfolio but it was demolished as it was underused. Any installations have to age well.
- ◆ Community in Green's Creek area have voiced that they want more rest areas in that area. They identified it as a place for picnic tables, a picnic shelter, and a garbage bin.
- ◆ Should also add places to pause and contemplate and just enjoy the moment. A place to stop and enjoy the water, specially near the water treatment plant.
- ◆ Felt that the Blair Boat Launch was very tight, with not a lot of space to accommodate people. This would be a great place for people to be able to stop and put their feet in the water. Could also do a boat launch and marina with a restaurant, as there is on the Gatineau side. Whatever is proposed here should be complementary to the functional purpose of launching a boat at the Blair Boat Launch.

## APPENDIX G: DESIGN GUIDELINES BY CHARACTER AREA

The following appendix outlines the detailed proposed design guidelines for the re-envisioning of the SGEC corridor. These design guidelines are sets of recommendations on how to apply the planning principles and achieve the objectives. The guidelines are organized by planning goals and character area. Each goal is followed by a related policy overview, indicating gaps in existing policies and recommendations on how to improve them.

### ROADWAY 🚗

#### The Cliff

- ◆ Narrow traffic lanes between the Rockcliffe Lookout and the National Capital River Pavilion to slow traffic and allow for widening of the multi-use pathway.
- ◆ Increase and enhance pedestrian and cyclist crossings, specifically at the Rockcliffe Lookout, the intersection with Acacia Avenue, and the National Capital River Pavilion site.
- ◆ Realign the roadway at the Rockcliffe Lookout towards the south side of the corridor.
- ◆ Introduce a one-way bus loop to increase public access to the Rockcliffe Lookout and the Rockcliffe Boathouse Restaurant and Marina.
- ◆ Create a segregated bike lane along the roadway for fast-moving cyclist traffic, that starts east of the National Capital River Pavilion and continues eastward along the roadway.

#### The Flats

- ◆ Continue the segregated bike lane along the roadway for fast-moving cyclist traffic.
- ◆ Plant native trees along the roadway at intervals of 6.0 to 9.0 metres where feasible.
- ◆ Install an all-way signalized intersection where the SGEC Parkway and Aviation Parkway meet that is less land intensive and calms traffic.
- ◆ Install dedicated bicycle signals at the SGEC Parkway and Aviation Parkway intersection to control bicycle movement separately from vehicular and pedestrian traffic to maximize the safety and through movement of cyclists.
- ◆ Introduce a bus loop at the end of Massey Lane to improve public transit access to the corridor.

*Image 222: Thousand Islands Parkway. An example of a scenic roadway in Ontario, with views of the St. Lawrence River (Google Maps, 2016).*



## The Greens

- ◆ Extend Shefford Road and introduce a bus loop to increase public transit access to the corridor.
- ◆ Increase and enhance pedestrian and cyclist crossings, specifically at the Shefford Road bus loop and at the Pollinator Garden.
- ◆ Continue the segregated bike lane along the roadway for fast-moving cyclist traffic.
- ◆ Realign the roadway across from the Shefford Point node south by 30 metres to increase greenspace near the water and to accommodate the continued segregated commuter bike lane.

## Policy Overview

### Gaps

- ◆ Existing policies within the draft Parkways Policy Update (2020) and the Capital Urban Lands Plan (2015) adequately supports parkways as scenic routes.

### Recommendations

- ◆ Policies should more directly regulate the width and quantity of travel lanes, as well as the speed and traveling capacity of vehicular travel lanes.

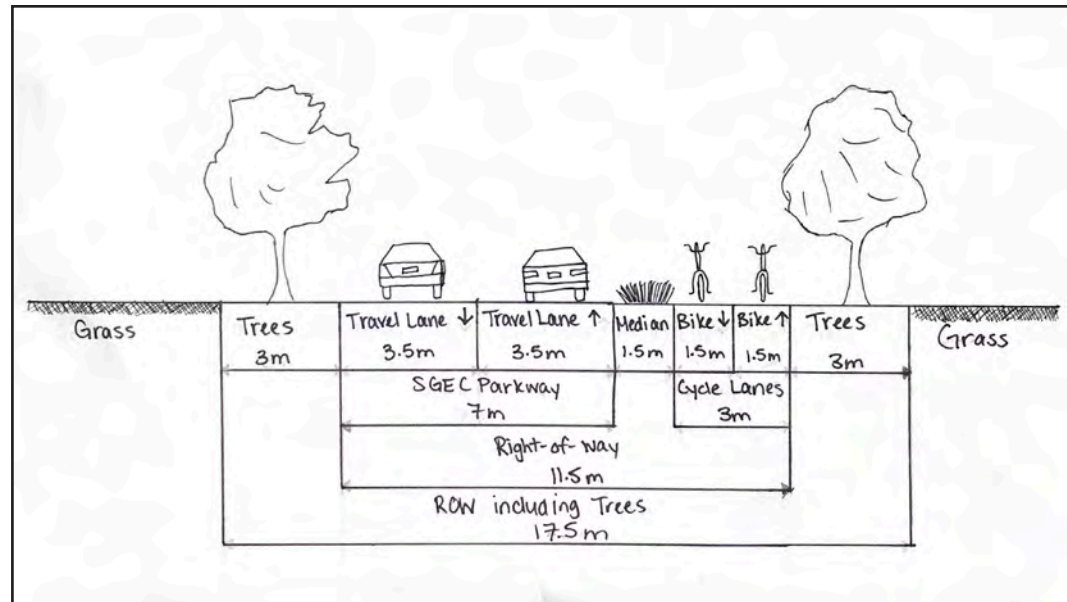


Figure 28: Cross section of the proposed bi-directional commuter bike lane running parallel to the Parkway.



## GATEWAYS

### The Cliff

- ◆ Implement large-scale structural and vegetative displays appropriate for creating a Capital Parkway identity at the western terminal gateway of the SGEC Parkway. This would include public art installations near the roundabout to hint at what destinations can be further explored within the SGEC corridor.
- ◆ Add gateway features at neighbourhood access points from the surrounding communities of New Edinburgh and Rockcliffe Park. Features can include educational signage, plaques or public art commemorating the cultural heritage of the areas.



*Image 223: An example of a gateway feature in Gananoque, Ontario (1000 Islands Bed and Breakfast, n.d.).*

### The Flats

- ◆ Install public art and educational signage that commemorates Canadian aviation and military history at the intersection of the SGEC Parkway and Aviation Parkway.
- ◆ Add gateway features at neighbourhood access points from the surrounding communities of Manor Park, Wateridge Village, and Rothwell Heights. Features can include educational signage, plaques or public art commemorating the cultural heritage of the areas, while improving wayfinding.

### The Greens

- ◆ Define the Ottawa River Lookout as an identifiable terminal gateway of the SGEC corridor for cyclists and pedestrians by implementing educational signage, public art, and highlighting scenic views.
- ◆ Define the clover-leaf interchange as the eastern-most gateway of the SGEC Parkway with a sculpture garden that showcases displays appropriate to a Capital Parkway identity.
- ◆ Emphasize civic and national identity through public art installations along the Ottawa River Pathway at the proposed Shefford Point.
- ◆ Improve visibility of the pollinator site through signage and public art.

## Policy Overview

### Gaps

- ◆ Existing policies that support scenic gateways within the SGEC Parkway, including the draft Parkways Policy Update (2020), lack provisions for community gateways.

### Recommendations

- ◆ Adopt policies regarding the identification and treatment of gateway features that address the multiple neighbourhood and community connections throughout the SGEC corridor.

## The Cliff

- ◆ Widen all multi-use pathways where possible to better accommodate pedestrians and cyclists, including the Ottawa River Pathway along Lisgar Avenue, the pathway between the Rockcliffe Lookout and the National Capital River Pavilion, as well as the Aviation Pathway.
- ◆ Create three distinct lanes on the pathway between the Rockcliffe Lookout and the National Capital River Pavilion to ensure the safety of all users. Cyclists will be directed to use one lane for each direction, while the third closest to the water will be widened for pedestrians walking in both directions.
- ◆ Implement speed signage on pathways to ensure the safety of all users and slow cyclists where dedicated bike lanes are not available, specifically between the Rockcliffe Lookout and National Capital River Pavilion.
- ◆ Build a new pathway connection south of the Parkway between the NCC P3 parking lot and Hillsdale Road along the Parkway and extend it south to connect to the intersection of Birch Avenue and Sandridge Road. This will improve connectivity between the surrounding communities, the National Capital River Pavilion, and the ONEC Tennis Club.

## The Flats

- ◆ Improve pedestrian safety and pathway connections to the Canada Aviation and Space Museum.
- ◆ Improve pedestrian safety and pathway connections with surrounding communities, including Manor Park, Rothwell Heights and the new Wateridge Village development.
- ◆ Build a paved pathway where there is currently a desire line connecting Blasdell Avenue in Manor Park to the Aviation Pathway.
- ◆ Extend the Aviation Pathway to create stronger connections with nodes and allow for a variety of travel speeds on the pathway system.
- ◆ Add additional connections between the Ottawa River Pathway and Aviation Pathway to allow users to shift between the pathways with ease.

## The Greens

- ◆ Ensure pedestrian safety by creating a separated bike path on the Ottawa River Pathway beginning at the Shefford Point node.
- ◆ Create a low-impact trail along Green's Creek using the existing desire lines.
- ◆ Improve connectivity between the east and west sides of Green's Creek, and with the Ottawa River Lookout, via a multi-use pedestrian and cycling bridge over Green's Creek.
- ◆ Convert the pathway between NCC P8 parking lot and the proposed Green's Creek bridge into a bidirectional commuter cyclist route, redirecting pedestrians to the Ottawa River Pathway. This will ensure cyclists from Orléans have a more direct route to the Parkway, while protecting more vulnerable users.
- ◆ Construct a floating wooden boardwalk in the Shefford Point node to improve pedestrian interaction with the waterfront.

## Policy Overview

### Gaps

- ◆ Existing policies within the Capital Pathway Strategic Plan (2020) and the Capital Urban Lands Plan (2015) adequately support multi-use pathways within the SGEC Parkway.

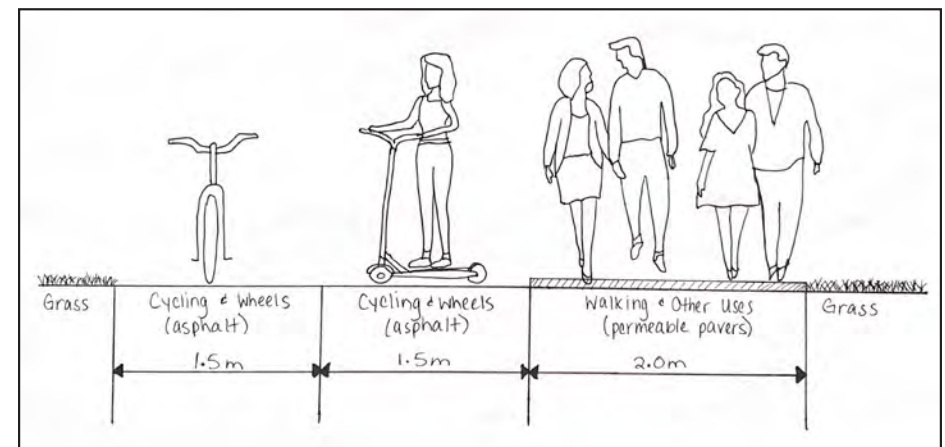


Figure 29: Cross section of the expansion of the Lower Pathway to be an accessible, high capacity, multi-use pathway that will be 5m wide.

## WATERFRONT

### The Cliff

- ◆ Enhance the existing Rockcliffe Lookout site by implementing universal accessibility features such as widened pathways, washrooms, and a bus stop.
- ◆ Trim trees near the Rockcliffe Lookout and along the Parkway heading east to improve the views of the water.
- ◆ Ensure continuation of universal accessibility features to the National Capital River Pavilion, which offers a variety of waterfront activities.

### The Flats

- ◆ Establish a water bus service departing from the Blair Boat Launch and connecting with the Kitchissippi Marina in Gatineau.
- ◆ Activate the waterfront by creating opportunities to interact with the River through step seating, docks, boardwalks, and launching areas for paddle sports.

### The Greens

- ◆ Activate the waterfront by creating opportunities to interact with the River through step seating, docks, boardwalks, and launching areas for paddle sports.
- ◆ Remove trees across from the proposed Shefford Road bus loop to widen the viewscape of the River and create a waterfront picnic area.
- ◆ Provide programming for formal kayak and canoe tours around Lower Duck Island.

*Image 224: Easy waterfront access at Lake Ontario Park in Kingston, Ontario along the Great Lakes Waterfront Trail.*

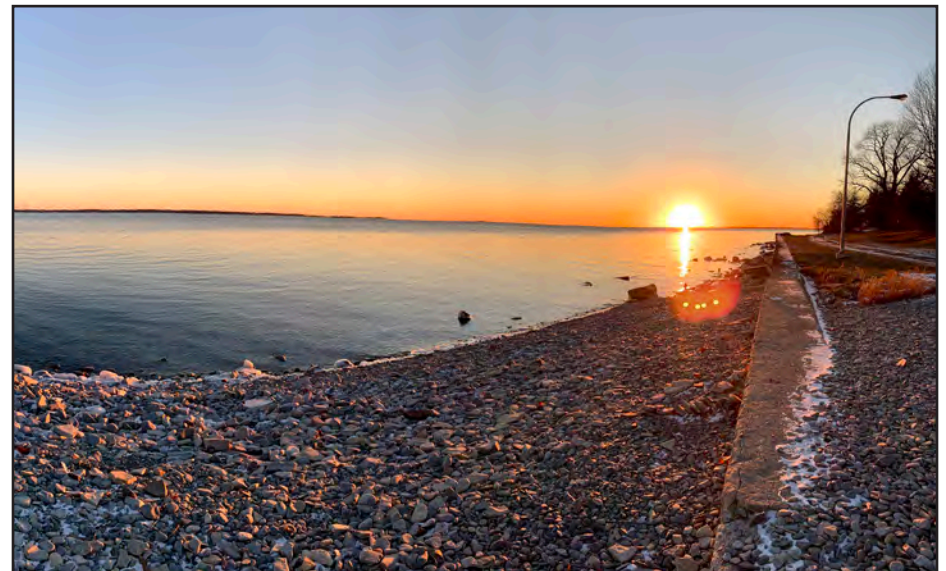
## Policy Overview

### Gaps

- ◆ Existing policies within the Capital Urban Lands Plan (2015), the Plan for Canada's Capital (2017), and the draft Parkways Policy Update (2020) do not adequately address waterfront animation and water accessibility within the SGEC Parkway.

### Recommendations

- ◆ Policies should establish specific stormwater management guidelines for the SGEC Parkway.
- ◆ Policies should encourage collaborations with the RVCA while also gathering stormwater management best practices research from other various conservation authorities.
- ◆ Policies should encourage consultations with the RVCA and other relevant environmental agencies on the development and implementation of waterfront recreation facilities to protect the shoreline from erosion, as well as enhance its aesthetic appearance and increase access to the water.





## NODES

There are no design guidelines for the character areas as each node is unique. Detailed proposed design features can be found in [Appendix H](#).

### Policy Overview

#### Gaps

- ◆ Existing policies within the *Capital Urban Lands Plan* (2015), the *Plan for Canada's Capital* (2017), and the draft *Parkways Policy Update* (2020) do not adequately address active recreation opportunities, interpretation and education opportunities, or pedestrian amenities within the SGEC Parkway corridor.

#### Recommendations

- ◆ Encourage the identification of the SGEC Parkway corridor as a “Capital Linear Park” with greater emphasis given to the park aspect of the corridor.
- ◆ Policies should guide the installation of temporary lighting for events with similar efficiency as permanent lighting, where and when necessary.



*Image 225: An example of a waterfront node at the Promenade de Samuel de Champlain (CSLA-AAPC, n.d.).*



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## APPENDIX H: ADDITIONAL DESIGN FEATURES

### THE CLIFF

#### Improve the National Capital River Pavilion Node

The National Capital River Pavilion is currently undergoing extensive renovations. Once construction is complete, the site will be a public access point to the waterfront. Additional design features, streetscape improvements, and pedestrian amenities will further make this site a dynamic recreational node. Proposed design features include:

- ◆ Install public art and wayfinding signage to create a defined sense of place
- ◆ Increase the capacity and efficiency of the existing NCC parking lot
- ◆ Add a signalized crossing to improve pedestrian safety when crossing from the parking lot to the National Capital River Pavilion
- ◆ Ensure all pedestrian spaces, including pathways and crossings, address universal accessibility requirements to complement the renovations in progress
- ◆ Provide picnic facilities, including tables and garbage/recycling bins, in the existing treed greenspace across from the National Capital River Pavilion
- ◆ Introduce temporary commercial opportunities at the site, such as recreational equipment rental
- ◆ Introduce seasonal heating and cooling stations and other pedestrian amenities, such as seating and bike parking



Image 226: Rendering of a pedestrian crossing at the National Capital River Pavilion (NCC, n.d.-b).



Image 227: Temporary skate rental at Ottawa City Hall (Vivian, 2017).

## THE FLATS

### Create a Node at Airport Marina Road

Establish a new node off Airport Marina Road at the corner of the proposed pedestrian promenade to draw users to explore the area surrounding the Rockcliffe Flying Club and the Canada Aviation and Space Museum

- ◆ Provide pedestrian amenities, such as picnic facilities and seasonal warming/cooling stations
- ◆ Create a flexible recreational field
- ◆ Introduce appropriate lighting to create a safe environment
- ◆ Selectively trim/clear vegetation to showcase scenic views of the Ottawa River and allow for better observation of by-planes from the Flying Club
- ◆ Introduce educational signage and public art that highlights Canadian aviation history and commemorates the air force history of the nearby airport.



Image 229: Flexible open space and seasonal fire pit on the Lower Don Valley Trail in Toronto.



Image 228: Elevated seating at the Bank of Canada office in Ottawa (DTAH, n.d.)

### Develop a Pedestrian Promenade

Develop a T-shaped pedestrian promenade that connects the Rockcliffe Yacht Club and the Blair Boat Launch with the newly proposed node alongside Airport Marina Road.

- ◆ The promenade will be a multi-modal pathway, with 2 metres of asphalt and 3 metres of interlocking brick, allowing for separated usage by slow-moving cyclists and pedestrians.
- ◆ Selectively trim/clear vegetation to showcase scenic views of the Ottawa River
- ◆ Introduce lighting and seating along the promenade to create a safe and accessible environment
  - ◆ Elevated seating will be strategically placed to optimize views and structurally optimize sunlight exposure year-round
- ◆ Introduce educational signage and public art highlighting mixed identities of the Capital, especially Indigenous and French-Canadian heritages



### Create a Node in the Mile Circle

- ◆ Develop a passive recreation node at the existing Mile Circle site
- ◆ Provide ample pedestrian amenities such as mixed seating and picnic facilities
- ◆ Introduce permanent pedestrian facilities, such as washrooms and water fountains
- ◆ Create a playground and a walking labyrinth to encourage activity and discovery
- ◆ Support year-round programming such as snowshoeing
- ◆ Install educational signage to highlight mixed identities of the Capital, especially Indigenous and French-Canadian heritages



Image 231: Walking labyrinth (Hunt, 2019).



Image 232: Winter public art installment in Toronto (Stecher, 2019).



Image 230: Picnic shelter at Lac Leamy (NCC, n.d.-a).



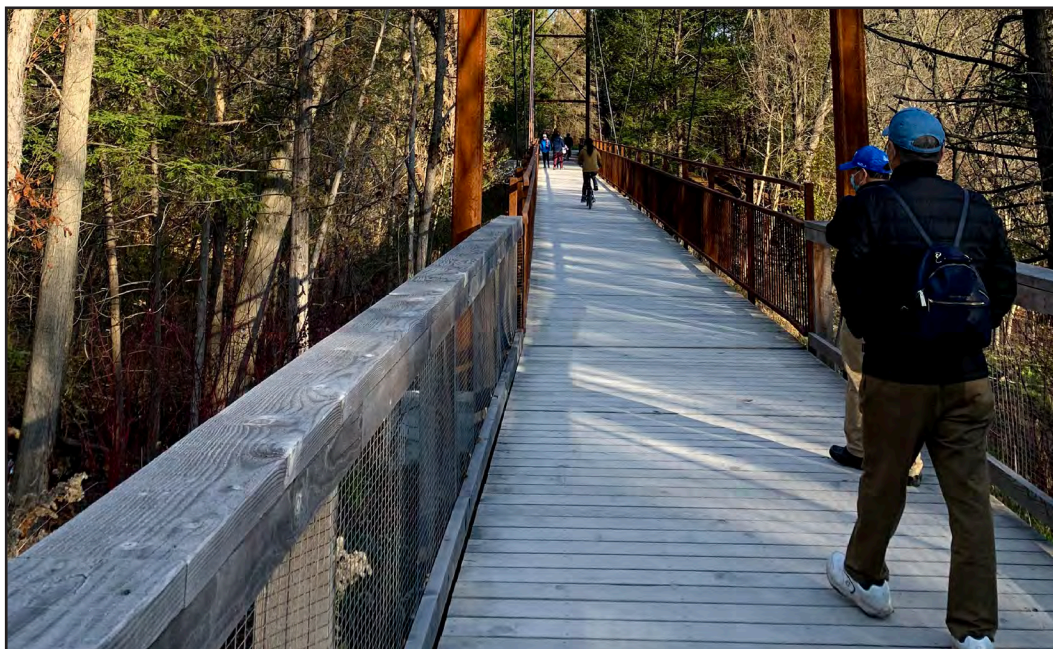


Image 233: Pathway bridge in Markham, Ontario.



Image 234: Public art in Lake Wilcox Park (Dillon Consulting, 2020).

## THE GREENS

### Improve the Ottawa River Lookout Node

- ◆ Protect views of the water and the sense of natural enclosure at the Ottawa River Lookout.
- ◆ Animate the Ottawa River Lookout by providing benches and seating points that enhance the number of passive points to view the river.
- ◆ Install educational signage at the Ottawa River Lookout to educate users on the heritage of the Ottawa River and the Capital.
- ◆ Introduce a multi-use pedestrian bridge over the mouth of Green's Creek to ensure connectivity to the node and improve active transportation connections to Orléans.
- ◆ Provide seasonal pedestrian amenities, such as heating and cooling stations.

### Introduce Pedestrian-Level Public Art

- ◆ Design a sculpture garden at the Green's Creek bike interchange, adding visual interest while maintaining a low environmental impact
- ◆ Incorporate education signage to accompany public art that commemorates Franco-Canadian and Indigenous culture and history



## Enhance Interaction with Green's Creek and the Pollinator Garden

- ◆ Add low-impact walking trails along Green's Creek for pedestrians, allowing for increased appreciation of the Creek with minimal environmental impact
- ◆ Ensure that no trees in the protected forests around Green's Creek are removed
- ◆ Replant all trees removed within the corridor along Green's Creek to densify the existing forest
- ◆ Identify and remove invasive species
- ◆ Introduce educational signage and learning landscapes to support the mandate of Green's Creek and the Pollinator Garden
- ◆ Use educational programming and interactive interpretive displays to teach parkway users about pollination and the efforts underway at the Pollinator Garden



Image 235: Interpretive display at the Central Experimental Farm, Ottawa (Kendall, 2018).



Image 236: Low impact trail in Gatineau Park (NCC, n.d.-c).

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## APPENDIX I: FINAL PRESENTATION

### Presentation Overview

On December 11th, 2020, the team delivered a final presentation to the National Capital Commission (NCC), the City of Ottawa, and the Société franco-ontarienne du patrimoine et de l'histoire d'Orléans (SFOPHO) held by videoconference. The intent of the presentation was to showcase the team's vision for the SGEC Parkway. The team presented for approximately 30 minutes following opening remarks by NCC CEO, Tobi Nussbaum, the NCC Chief of Long-Range Planning and Transportation, Andrew Sacret, and Dr. David Gordon. A 20-minute question and answer period followed the presentation. Closing remarks were delivered at the end of the session by Andrew Sacret, Sylvie Lalonde, Patricia McCann-MacMillan, and Dr. David Gordon.

The team presented findings from its background research, precedent analysis, and policy review. The team also presented demonstration plans for one node in each character area as well as design guidelines, recommendations, and implementation timelines. The final presentation delivered on December 11th was refined from feedback received during a practice presentation given on December 4th to faculty and students at the Queen's University School of Urban and Regional Planning (SURP).

The final presentation was delivered by Nikita Jariwala, Holly Newitt, Arjan Soor, Simran Soor, and Patricia Warren. All nine team members were available to address comments and questions during the Q&A session. The presentation began with an introduction to parkway planning in the Capital Region. It demonstrated how preliminary plans for the Parkway envisioned a linear park stretching further east than the existing corridor's design.

Following the introduction, the team presented a condensed strengths, weaknesses, opportunities, and constraints (SWOC) analysis. The strengths that were presented included (but were not limited to) views and scenic landscapes, continuous waterfront shoreline, rich cultural and natural heritage, and multiple NCC parking lots throughout the site. The weaknesses that were presented included (but were not limited to) the Parkway having discontinuous active transportation routes, safety issues, limited direct access to the River, and a lack of wayfinding.

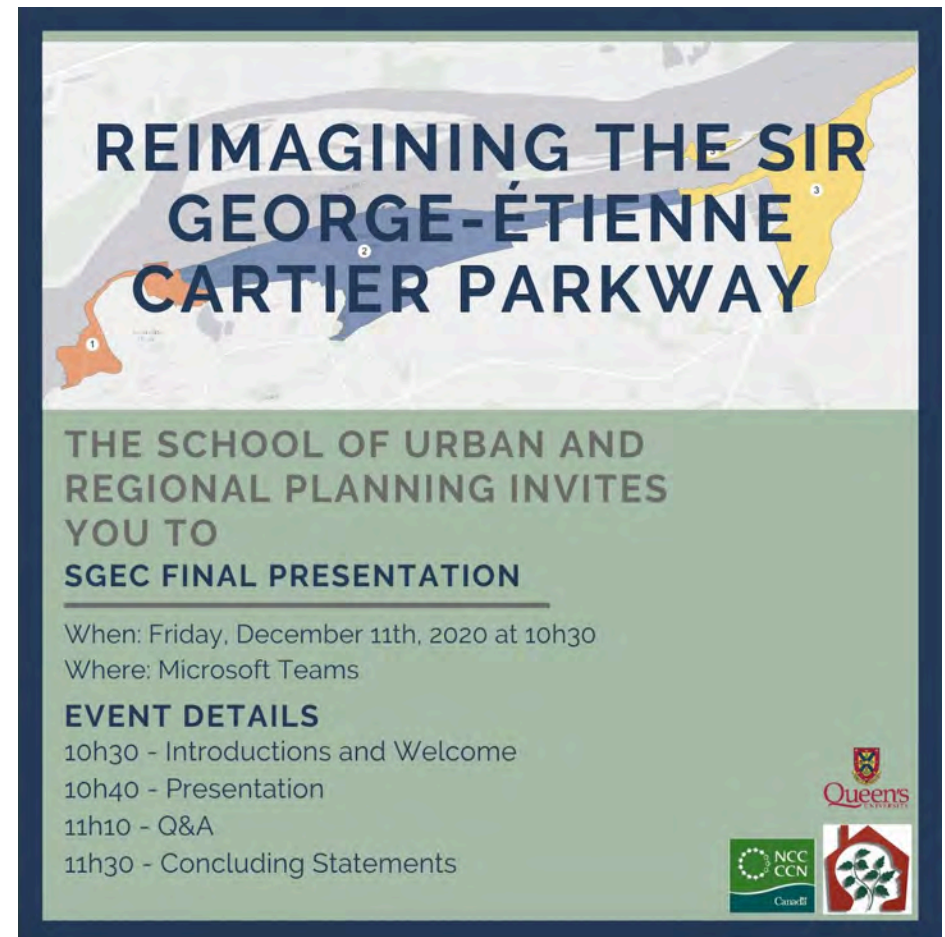


Image 237: Invitation that was circulated for the final presentation.

The opportunities that were presented included (but were not limited to) enhancing accessibility of existing pathways, showcasing the many historical and nationally significant sites located within the corridor, and large expanses of greenspace for recreational activities. Finally, some of the challenges that were discussed included (but were not limited to) barriers to access the park from surrounding neighbourhoods, a lack of transportation infrastructure, the Parkway being used as a high-speed commuter route, and severe flooding events resulting from climate change.

Next, a policy overview was presented that highlighted key policies that informed the team's design proposals. A chart was presented that demonstrated the compliance of the SGEC Parkway's existing conditions with policy directions. A selection of precedents followed the policy section, describing best practices from parkways around the world. Precedents were organized by their pertinence to each character area, allowing the team to distill the best lessons for each character area's unique experience.

The team then briefly discussed all proposed features for each of the character areas (Section 8.1). They focused on showcasing one demonstration plan, for a node, for each character area. The demonstration plans were the Rockcliffe Lookout, Blair Boat Launch, and Shefford Point for the Cliff, the Flats, and the Greens, respectively. The plans involved a summary of the current conditions and challenges of each node. This was then followed by rendered site plans showcasing newly proposed design features, environmental protections, and cultural, historical, and educational programming. Each of these demonstration plans drew from exemplary examples identified in the precedent research.

Finally, an overview of recommendations and design guidelines were presented, which outlined a comprehensive design framework for the entire corridor. The team presented an implementation timeline that considered when proposed features could feasibly be incorporated on the site. This was followed by a policy review which showed how the new proposed designs better achieved the intentions of the existing policy. A chart was presented that contrasted the policy compliance of the existing SGEC Parkway with the team's proposed design. The chart demonstrated that the proposed designs better aligned the Parkway with existing recommendations and direction in the policies.

### Questions Received From Audience

The team conducted a lively 20-minute question-and-answer period following the presentation. At the end of the session, participants were encouraged to send any unanswered questions they had to the team via email. The team reviewed the questions that were sent and provided answers. The comments and questions received during the question and answer period and via email are addressed below.

**Question: There was no mention of swimming in presentation, did this topic ever come up in our discussions?**

Answer: Swimming was a topic that was brought to the team's attention during our initial interview phase and during later meetings with the NCC. Currently there is a small man-made beach located near the Blair Boat Launch, which has the potential to provide a space for Parkway users to swim. The team decided not to focus on swimming access points for several reasons. The first reason was the significant current that exists in the Ottawa River. The second reason was the considerable boat traffic that utilizes the River. While access for swimming was not a focal point in any of our designs, the team does have several stepped seating features which may open the opportunity for swimming, though this should not be encouraged in an official capacity.

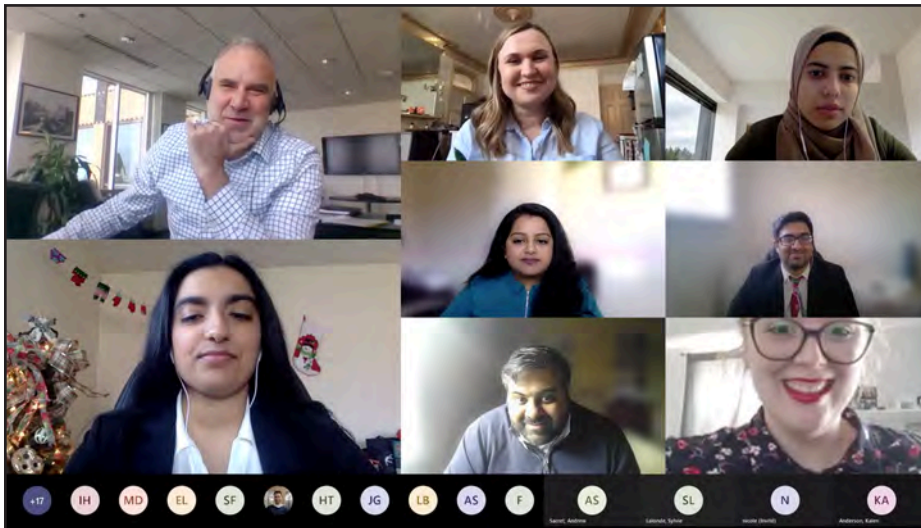


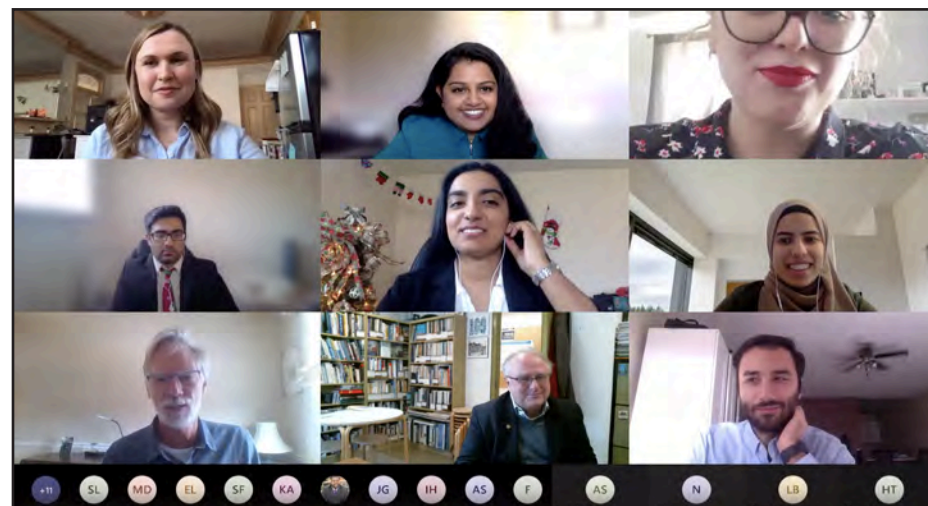
Image 238: Team members with NCC CEO Tobi Nussbaum (top left) at the final presentation using videoconferencing software. Circles at the bottom of the picture show the initials of other attendees.

**Question: Why is lighting being added to the Parkway & how can you keep the riverfront as natural as possible when adding lighting to the corridor?**

Answer: There were a number of reasons behind the decision to add lighting to certain sections of the Parkway, principal among which was user safety. During the interview phase it was mentioned that an assault occurred along one of the pathways at night. Stakeholders commented that some areas of the Parkway were dark and very isolated. The team also wanted the parkway to be accessible to all people at any time of day. Having lights placed at strategic locations would allow users to enjoy the space even during the dark winter months. Lighting would only be added to areas of activity, pathways, and areas of new signalized crossings to ensure pedestrian safety and to reduce light pollution. The team considered several lighting options for the SGEC corridor. In addition to reviewing light fixture design, the team reviewed the *Capital Illumination Plan*. A small portion of the site's western edge falls within the plan area, though most of the site is outside the plan boundary. Despite this, suggestions were taken from the Capital Illumination Plan and the team suggested that the plan's guidelines be followed for all newly proposed lighting.

**Question: What are some designs of Gateway elements you would like to see at the proposed locations?**

Answer: The team's mandate did not cover what types of art would be implemented at specific locations. Rather, the team identified where these gateway locations should be based on our analysis of the site and what the features could reflect about the Parkway. Gateway elements would be located at main entrances to the Parkway as well as entrances from surrounding neighbourhoods. These two gateway features would serve the same purpose of signalling to users the entry and exit points of the SGEC Parkway. Community gateways should feature wayfinding material and smaller educational plaques written about the history of the neighbourhood through which the user traveled to get to the Parkway. Terminal gateways should feature large public art installations, educational signage about the Parkway, and wayfinding materials. The proposed design elements that will serve as gateway features should reflect the national significance of the SGEC Parkway and the National Capital Region. Any design features at these sites should let visitors know they are entering or exiting the Parkway, educate them on the rich cultural heritage of the area, and generate a sense of place.



*Image 239: Senior Project Manager of Transportation Planning at the City of Ottawa, Nelson Edwards (bottom left), asking a question to project team members.*

**Question: How were the locations of the proposed transit access decided?**

Answer: The team looked at the existing transit network in the City of Ottawa and aimed to tie into routes that ran close to the SGEC Parkway currently. The team sought to minimize transit running on the SGEC Parkway, since public transit bus traffic on the roadway was identified as a potential concern during the stakeholder interviews. The team also considered the LRT station at Blair Road and the proposed station at St. Joseph Boulevard. Having connections close to these stations would ensure that more Ottawans could access the site. The connection across the river through the water bus was selected because of existing transit connections to the Kitchissippi Marina in Gatineau. This would enable the water bus to act as another connection across the river and link commuters to activity nodes on the Parkway and employment areas in surrounding communities.



**Question: The Aviation Museum was not mentioned in the presentation, what are you proposing to ensure this national museum is tied into the site?**

Answer: The Aviation and Space Museum is an important feature in the Flats character area and was prominent in discussions surrounding the removal of the on/off ramps at the intersection of the Aviation and SGEC Parkways. Removing this interchange and making the crossing safer would serve to bring more pedestrian travel to this area of the Parkway. In addition to the removal, an activity node is proposed immediately to the east of the Museum and the Rockcliffe Flying Club, allowing users a spot to view the planes taking off and landing at the airport. The proposed promenade pilot project connects to the Rockcliffe Yacht Club and runs along Airport Marina Road to improve access to the Museum.

**Question: Are there any ideas on updating the space surrounding the Aviation and Space Museum?**

Answer: With the removal of the on/off ramps in the area, a large swath of underused greenspace will open up. This space was proposed for use by the SFOPHO who might oversee its design. There may also be space to add an additional national institution to the area, further solidifying the space as an important node in the SGEC corridor.

**Question: Why was a traffic stop added to the intersection of the Aviation and SGEC Parkways over a roundabout?**

Answer: The decision to use a traffic stop over a roundabout was made because pedestrian safety was considered paramount at this intersection. The team's research indicated that roundabouts were not as safe for pedestrian crossing when compared to traffic stops. This intersection contains the multi-use pathway and added bike lanes. The team wanted to facilitate these modes of transportation over vehicular traffic.

## General Comments From Audience

Due to the presentation being delivered online, an informal discussion was not held after each question was asked. Instead, comments were made using the chat function in the videoconferencing software. This section contains comments made during the presentation as well as those sent in via email.

- ◆ Regarding the question on swimming areas, a comment was made about adding swimming pools.
- ◆ Comments were made about the potential for marketing the LRT and bus connections to the site to tourists.
- ◆ A comment was made about the potential for shared parking with surrounding federal facilities to ensure adequate parking for Parkway users without needing to further build out existing NCC lots.
- ◆ A comment was raised about the potential for the bridge over Green's Creek to act as a catalyst for extending the waterfront multi-use pathway further East. A future connection to Petrie Island was mentioned as a consequence of this extension. The idea was welcomed and started a discussion on moving beyond the jurisdictional boundaries of the NCC and the City of Ottawa. Greater collaboration would be needed between the two organizations for this to happen.
- ◆ There was a comment made about the landscaping of the site. The comment specifically referred to the large open greenspaces to be used for recreation. The audience member identified these fields as spaces where unwanted wildlife could congregate such as the Canada Goose. They suggested designing the open greenspace in way that would limit these unwanted visitors and add habitats for pollinators and songbirds, which would be more reflective of the Greens character area.