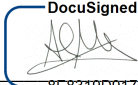
 NATIONAL CAPITAL COMMISSION COMMISSION DE LA CAPITALE NATIONALE		<b>No.</b>	2024-P247
		<b>To</b>	Board of Directors
<b>For</b>	DECISION	<b>Date</b>	2024-10-01
<b>Subject/Title</b>			
Approval of the Sir George-Étienne Cartier Park Plan			
<b>Summary</b>			
To present the final version of the Sir George-Étienne Cartier Park Plan and obtain approval by the Board of Directors.			
<b>Risk Summary</b>			
In the final round of public consultation, comments of non-support or concern were received from community associations regarding three of the proposed nodes: Pine Hill, the Ottawa New Edinburgh Club, and the Rockcliffe Airport. Although staff addressed these concerns either via email, or in meetings, it is possible that some of the residents, particularly those interested in Pine Hill, may continue to express disagreement with some of the plan's recommendations.			
<b>Recommendation</b>			
<ul style="list-style-type: none"> <li>That the Board of Directors approve the final version of the Sir George-Étienne Cartier Park Plan.</li> </ul>			

**Submitted by:**

DocuSigned by:  
  
 8E8319D91759427 ...

Alain Miguez, Vice-President, Management, Capital Planning

## 1. Strategic Priorities

- Corporate priorities:
  - Rehabilitate and Revitalize key NCC assets.
  - Plan, implement and optimize transportation networks and infrastructure in the National Capital Region.
  - Take action to ensure the inclusiveness and the richness of Canada's diversity are reflected in the stewardship of NCC assets.
  - Demonstrate national leadership in achieving an environmentally sustainable and climate-resilient National Capital Region.
- Plan for Canada's Capital (2017-2067) – the Park is one element of Milestone Project 10: Accessible and Enhanced Shorelines and Green Spaces.
- Capital Urban Lands Plan (CULP), 2015
- Draft Updated Parkways Policy

## 2. Authority

*National Capital Act*, Sections 10, 11, and 12.

## 3. Context

The Sir George-Étienne Cartier Park Plan is one of the NCC's planning priorities and is consistent with the overall goals of the strategic directions of the NCC's *Plan for Canada's Capital (2017-2067)*, *Capital Urban Lands Plan (2015)* and our draft updated Parkway Policy. In its efforts to meet its mandate to plan and manage federal lands wisely and sustainably on behalf of all Canadians, the NCC has worked to develop Capital parklands plans for its lands along the Ottawa River corridor. The Sir George-Étienne Cartier Park Plan is the third of these plans with the other two being the *Ottawa River North Shore Parklands Plan (ORNSPP)* and the *Ottawa River South Shore Riverfront Park Plan (ORSSRPP)*.

The main objective of the Sir George-Étienne Cartier Park Plan is to be a framework plan for the area's planning, management and use. It will achieve various objectives including those relating to the environment, urban design, recreation, sustainability, and climate resiliency. The project team has worked effectively to develop and recommend actions in support of putting the "park" back into the "parkway" along Ottawa's Sir George-Étienne Cartier Parkway corridor (refer to Appendix A, Study Area).

The plan is based on key planning principles:

- Environment first
- Resilience and adaptability
- Canvas for cultural and heritage stories
- Safety and security
- Design excellence
- Universal access for park design
- Equitable and inclusive
- Sustainability
- Climate change
- Balanced recreation
- Partnerships and investment
- Remains part of the public realm.

These principles helped inform the plan's vision and the vision in turn guides the plan's themes, objectives and policies. It is from these statements that the plan's concept was developed. The plan concept is implemented through the creation of sectors and nodes. The sectors allow the planners and land managers to better manage a 13-kilometer-long park in ways that recognize the areas' distinct culture, topography, ecological differences and land uses and experiences. The nodes within these sectors are particular and unique and so provide opportunities for different amenities, services and experiences.

This is a long-range plan. Its ideas are proposed to evolve over the next 30 to 50 years. Projects that are developed will occur following further studies and with further public and stakeholder input. This Plan will also provide a foundation for real asset proposals that seek to enhance the NCC's revenue generation opportunities. The ultimate goal of the plan is to recognize and realize the beauty and intrinsic value of the Ottawa River waterfront and to optimize public access and park use in ways that ensure accessibility, animation and responsible environmental stewardship for generations to come.

#### **4. Options Analysis / NCC Staff Analysis**

NCC staff developed the plan with the support of external subject matter experts in areas of Cultural Heritage and Transportation Planning.

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## 5. Financial Details

The plan was developed by NCC staff with a budget of \$215,000 including all public consultations activities and technical support studies over the last three years. There is no budget for implementation of any of the plan's proposals.

## 6. Opportunities and Expected Results

The plan represents a significant opportunity for the NCC to capitalize on the scenic, natural, heritage and cultural qualities of the riverfront and achieves its corporate priority of enhancing public access to and attractiveness of Capital waterfronts.

Approval of the plan will allow the NCC to implement park management, development and enhanced experiences.

## 7. Alignment with Government and NCC Policies

The plan is consistent with the NCC Corporate Plan, which in turn aligns with Government Policies and priorities. The planning process has included consultation with Indigenous Peoples and extensive public and stakeholder consultation. It includes a focus on sustainability and climate resiliency. It seeks to achieve universal accessibility and provide safe and healthy places for residents and visitors to the capital to experience.

## 8. Risks and Mitigation Measures

To voluntarily align with the [Cabinet Directive on Strategic Environmental and Economic Assessments](#), the NCC conducted Strategic Environmental and Economic Assessment (SEEA) for the Sir George-Etienne Cartier Park Plan. The purpose of the SEEA is to ensure NCC executive and Board members are informed about the potential environmental and economic impacts of the plan and their mitigation measures. The results of the SEEA showed that the Plan will have limited impacts on Canada's climate mitigation efforts, its biodiversity, its climate resilience or its economy. However, the current and projected impacts of climate change in the National Capital Region could influence the implementation of this plan. Projected climate impacts include flooding, extreme heat and heatwaves and exposure to extreme weather events, which could damage park infrastructure and impact park programming and operations. These impacts

were taken into account during the development of the plan and are addressed by the various policies and recommendations in the plan. The results of the SEEA can be found in Appendix 5.”

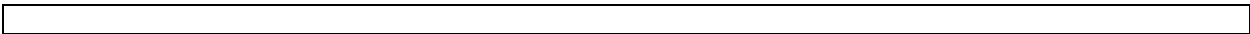
In the final round of public consultations, negative comments were received from community associations regarding three nodes: Pine Hill, the Ottawa New Edinburgh Club, and the Rockcliffe Airport.

1. Regarding Pine Hill, key concerns centred on the perception that trees would be cut to create a view, that the pathway system would be changed, that the dog park would be removed, and that wayfinding is not needed since site users see the trail system as obvious and that there is no support to have more people visiting the site.

Through communications with those concerned, each of these points were explained:

- There is no intention to cut any trees from Pine Hill to create a view to the Ottawa River. Selective pruning would be the approach used.
- There are species at risk in the node and many unofficial trails. What the plan is proposing is to formalize a trail system that would keep people and their animals away from the environmentally sensitive areas while allowing areas of the site to regenerate.
- There is no proposal to prohibit dog walking on the site.
- Through the consultations, wayfinding was identified as a key point that the public wants to see addressed. As the NCC plans for and manages lands for all Canadians, we work towards providing facilities that all visitors can find and enjoy.

2. Regarding the Ottawa New Edinburgh Club, club members were very concerned that the map and the recommendations for the Acacia-Hillsdale Node spoke to the possibility of replacing the existing club buildings and facilities with a consolidated and larger facility that could offer additional services to the site. That was not the intent of the plan. Staff met on site with club representatives to listen to their concerns. Staff understand them and have adjusted the recommendation’s wording to speak more generally about optimizing the use of the site to accommodate new functional pressures. The accompanying map was also amended to clarify that the club’s buildings and facilities would not necessarily be impacted.



3. The Rockcliffe Flying Club reached out to share that they are planning changes to the operation and management of the Rockcliffe Airport in hopes to make it more available to Ottawa citizens and visitors to the area. They would like to begin and maintain discussions with the NCC to identify where and how they can partner with us as we continue with this plan and its implementation and as they develop their own. They shared particular comments on the design of Node B1. Staff have communicated with them via email that the plan is conceptual and that the details of any development in the area would be worked out as its implementation is being considered. We are also meeting with them to discuss their vision of the airport and to discuss how we can work together to achieve our mutual goals.

## 9. Public Engagement and Communications

### Phase 1: Nov. 2021 – Feb. 2022

### Vision Statement

Public Advisory Committee	November 2021
Online Public Consultation	December 2021
Online Public Meeting	February 2022
Algonquins of Pikwàkanagàn - Online	May 2022
Kitigan Zibī Dialogue - Online	May 2022
Input from ACPDR	May 2022

### Phase 2: Dec. 2022 – Feb. 2023

### Initial Concepts

Public Advisory Committee	December 2022
Technical Advisory Committee	December 2022
In-person Public Meeting	February 2023
Online Public Consultation	January/February 2023
Input from ACPDR	August 2023

### Phase 3: May – June 2024

### Final Plan

Public Advisory Committee	May 2024
Online Public Consultation	May – June 2024

The planning team also conducted ongoing consultation and site visits with neighbourhood groups, local clubs, and cultural groups including la Société franco-ontarienne du patrimoine et de l'histoire d'Orléans.

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## 10. Next Steps

- Board Approval – October 1, 2024.

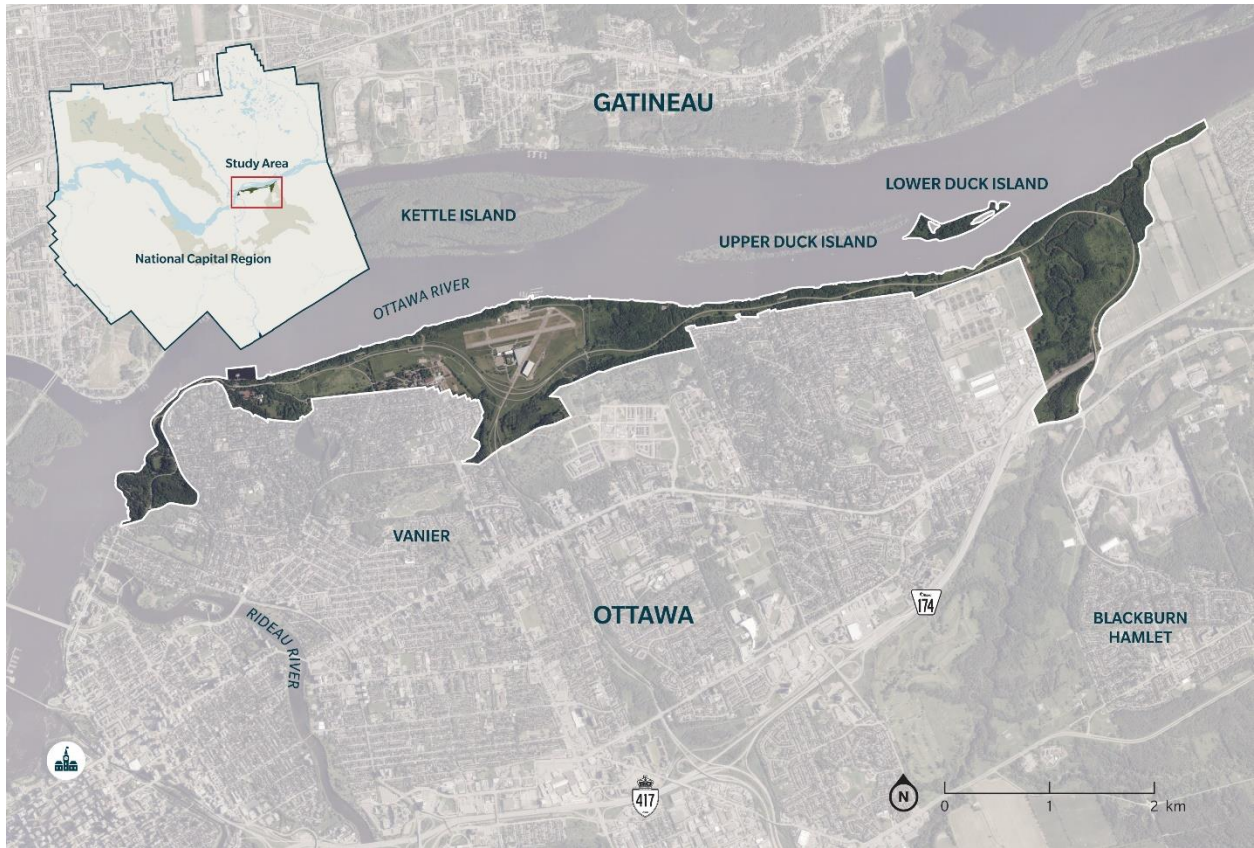
## 11. List of Appendices

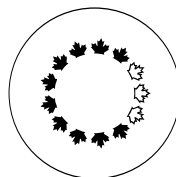
- Appendix 1 – Study Area
- Appendix 2 – Excerpts of Minutes of ACPDR meetings
- Appendix 3 – Highlights of the Plan
- Appendix 4 – Draft Sir George-Étienne Cartier Park Plan
- Appendix 5 – Strategic Environmental Assessment – Executive Summary
- Appendix 6 – Public Consultation Report

## 12. Authors of the Submission

- Alain Miguelez, Vice-President, Capital Planning
- Martin Barakengera, Director, Planning and Design, CP
- Patrick Bunting, A/Chief, Planning and Design
- Patricia McCann-MacMillan, Senior Planner, Planning and Design
- Jack Graham, Planner, Planning and Design

Appendix 1  
Study Area





NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

**Advisory Committee  
on Planning, Design and Realty**

**Thursday, May 19, 2022**  
IN CAMERA MEETING  
40 Elgin Street, Ottawa, Room 324  
MINUTES

The committee has approved these minutes on Thursday,  
August 25, 2022.

**Comité consultatif  
de l'urbanisme, du design  
et de l'immobilier**

**Le jeudi 19 mai 2022**  
SÉANCE À HUIS CLOS  
40, rue Elgin, Ottawa, pièce 324  
PROCÈS-VERBAL

Le comité a adopté ce procès-verbal le 25 août 2022.

**2022-P247 Sir George-Étienne Cartier  
Park Plan – Draft Vision and Strategic**

Alain Miguelez and Lucie Bureau introduced the Sir George-Étienne-Cartier Parkway Riverfront Park Plan, members provided the following comments:

Experience

- Importance of creating an experience

**2022-P247 Plan du parc Sir George-  
Étienne-Cartier – Vision provisoire et  
énoncés stratégiques (I)**

Alain Miguelez et Lucie Bureau introduisent le plan du parc Sir George-Étienne-Cartier – Vision provisoire et énoncés stratégiques, les membres font les commentaires suivants :

Expérience

- Importance de créer une expérience

for all Canadians and tourists, as well as showcasing how this park distinguishes Ottawa from other capitals around the world.

- Strategy to bring people to the river edge given the two types of green spaces – the one by the river and the second, along the parkway. Bringing people to the parkway greenspace will be the challenge.
  - The western access to the parkway provides an impressive entrance to the Capital.
  - There are several elements within this park, it should be looked at from the perspective of the sectors and the systems. They should be protected and integrated.
  - Airplanes could serve as one identity for the park. Placemaking opportunities are needed.
  - Historical vegetation should be looked at. Views may have been changed since the original plantings. Selective vegetation removal may have to be considered but it is worth noting that there are some limitations to what can be removed, especially when considering the location, and ease of access of the plant.
  - Climate change and its impacts on the park and its facilities should be considered.
  - The noise generated by the Rockcliffe
- pour tous les Canadiens et Canadiennes et les touristes, ainsi que de démontrer comment ce parc distingue Ottawa des autres capitales du monde.
  - Stratégie d'amener les gens au bord de la rivière compte tenu des deux types d'espaces verts – celui au bord de la rivière et le second, le long de la promenade. Inciter les gens dans les espaces verts de la promenade sera le défi.
  - L'accès ouest de la promenade offre une entrée impressionnante à la capitale.
  - En raison des multiples éléments du parc, il faut l'observer du point de vue des secteurs et des systèmes. Ils doivent être protégés et intégrés.
  - Les avions pourraient servir d'identité pour le parc. Des occasions de créer des lieux d'intérêts sont nécessaires.
  - La végétation historique doit être examinée. Les vues peuvent avoir été modifiées depuis les plantations d'origine. L'enlèvement sélectif de la végétation peut être envisagé, cependant il est important de noter qu'il existe certaines limites à ce qui peut être enlevé, en particulier en tenant compte de l'emplacement et de la facilité d'accès de la plante.
  - Le changement climatique et ses impacts sur le parc et ses installations doivent être pris en compte.
  - Le bruit généré par le Club Rockcliffe

- Flying Club should be considered.
- Preserving the natural environment should also be considered. The shoreline should be protected.
  - Consider indigenous place making in the cultural heritage of the park (i.e., Landscape materials and furnishings).

### Movement

- The parkway provides a system of movement patterns that are different from a traditional urban road system. The NCC could create a movement system along the parkway and through the national capital due to its importance in modern transportation.
- Consider improving the eastern movement corridor of the park to provide a better connection into the East end of the city.

### Consultations

- Potential challenges associated with stakeholders' feedback in the beginning stages as it can break the unimaginable possibilities.

Flying doit être considéré.

- La préservation de l'environnement naturel doit également être considérée. Les berges devraient être protégées.
- Envisager la création de lieux autochtones dans le patrimoine culturel du parc (c-à-d. matériaux et mobilier paysagers).

### Mouvement

- La promenade offre un système de schémas de déplacement qui diffère d'un réseau routier urbain traditionnel. La CCN pourrait créer un système de déplacement le long de la promenade et dans la capitale nationale en raison de son importance dans le transport moderne.
- Contempler l'amélioration du corridor de circulation est du parc afin d'offrir une meilleure connexion avec l'extrémité est de la ville.

### Consultation

- Défis potentiels associés aux rétroactions du public dans les premières étapes, en raison que ceci peut retirer les possibilités inimaginables.

- Important to preserve the river's edge and vegetation, avoiding overdevelopment.

### Technology

- Consider using Smart City technology as an interacting mechanism between people and nature (i.e., birdwatching, reporting impacts on the environment).
- Opportunity for the use of e-scooters, all while ensuring the safety of pedestrians and individuals with disabilities.

### Vision

- Important to include adjacent institutions (i.e., airport, RCMP) in the plan and captioning new creativity.
- Core emphasis on naturalizing and animating the park but ensure that the park is not overdeveloped

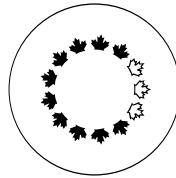
- Important de préserver les berges et la végétation et d'éviter le surdéveloppement.

### Technologie

- Considérer l'utilisation de la technologie Smart City comme mécanisme d'interaction entre les gens et la nature, par exemple l'observation des oiseaux, signalement des impacts sur l'environnement).
- Possibilité d'utiliser des trottinettes électriques, tout en assurant la sécurité des piétons et des personnes avec un handicap.

### Vision

- Il est important d'inclure les institutions adjacentes comme l'aéroport et la GRC dans le plan, ainsi que de cueillir de nouvelle créativité.
- Accent mis sur la naturalisation et l'animation du parc, mais veiller à ne pas le surdévelopper.



**NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE**

**Advisory Committee  
on Planning, Design and Realty**

**Thursday, August 24, 2023**  
IN CAMERA MEETING  
40 Elgin Street, Ottawa, Room 324  
MINUTES

The committee approved these minutes on November 23,  
2023.

**Sir George-Étienne Cartier Park Plan**  
Planning Concepts and Goals

**Transportation Considerations**

- A two-level system of pathways is clearly needed along the full length of the SGEC Parkway to separate higher speed cyclist on the upper route from those walking along or enjoying the river on the lower level.
- Adding full bike lanes to the SGEC Parkway would also help with traffic calming.
- Plans to improve the view from the SGEC Parkway and adjacent bike path, through the removal of vegetation, should be included in the planning documents.
- Consider tactile features for traffic calming.
- There may be growing pressure for a third level of transport (in the form of e-bikes and scooters) that will need to be

**Comité consultatif  
de l'urbanisme, du design  
et de l'immobilier**

**Le jeudi 24 août 2023**  
SÉANCE À HUIS CLOS  
40, rue Elgin, Ottawa, pièce 324  
PROCÈS-VERBAL

Le comité a approuvé ce procès-verbal le 23 novembre  
2023.

**Plan du parc Sir-George-Étienne-Cartier**  
Concepts et objectifs de la planification

**Planification des transports**

- Un système de sentiers à deux niveaux est manifestement nécessaire sur toute la longueur de la promenade SGEC pour séparer les cyclistes à haute vitesse sur la route supérieure et les personnes qui se promènent le long de la rivière ou qui en profitent sur le niveau inférieur.
- L'ajout de pistes cyclables complètes sur la promenade SGEC contribuerait également à l'apaisement du trafic.
- Des plans visant à améliorer la vue depuis la promenade SGEC et la piste cyclable adjacente, par l'enlèvement de la végétation, devraient être inclus dans les documents de planification.
- Envisagez des éléments tactiles pour apaiser le trafic.
- Une pression croissante pourrait s'exercer en faveur d'un troisième niveau de transport (sous la forme de

distinct from the existing vehicle and active use routes.

#### Format and Elements of the Plan

- The set of maps with the uniform palette is helpful, but it would be useful to add layers and graphics to show different characteristics and add context.
- Plan submission should include a view of adjacent areas and how they intersect.
- It would be helpful, as with other similar plans, to be provided with an understanding of what is in the corresponding area across the river in Gatineau, and how they might relate.
- It would be helpful to understand the role and relationship of other private facilities in the vicinity, e.g. the Rockcliffe Boathouse Marina.
- For this, and other long-range plans, it would be very useful to see forecasts of expected changes in the areas. In this instance, projections for growth in the east end of the city would be appropriate. Plans should show how they will respond to future growth and intensification.
- Some indications of how this plan will respond to possible future interprovincial crossings would also be helpful and appropriate.

#### Specific Design Comments

- The proposed bridge over Green's Creek is a particularly positive proposal. There is an opportunity to create a beautiful structure.
- Advice or guidance should be sought regarding removing or significantly

vélos électriques et de scooters), qui devra être distinct des chemins existants pour les véhicules et l'utilisation active.

#### Format et éléments du plan

- La série de cartes avec la palette cohérente est utile, mais il serait également utile d'ajouter des couches et des graphiques pour montrer les différentes caractéristiques et ajouter un contexte.
- Les soumissions de plans doivent inclure un aperçu des zones adjacentes et de la façon dont elles se croisent.
- Il serait utile, comme pour d'autres demandes similaires, de comprendre ce qui existe dans la zone correspondante de l'autre côté de la rivière, à Gatineau, et comment ces deux zones sont liées.
- Il serait utile de comprendre le rôle et les relations par rapport à d'autres installations privées à proximité, par ex. la Rockcliffe Boathouse Marina.
- Comme pour d'autres plans à long terme, il serait très utile de disposer de prévisions sur les changements attendus dans les zones concernées. Dans le cas présent, les projections de croissance dans l'est de la ville seraient appropriées. Les plans doivent montrer comment ils répondront à la croissance et à l'intensification futures.
- Il serait également utile et approprié de donner quelques indications sur la manière dont ce plan répondra à de possibles liaisons interprovinciales à l'avenir.

#### Éléments spécifiques du plan

- Le pont proposé au-dessus du ruisseau de Green est une proposition particulièrement positive. Il est possible de créer une très belle structure.
- Il convient d'obtenir des conseils concernant l'enlèvement sensible de la

cutting back vegetation to return a location to its originally designed state. Specifically in reference to restoring views.

- The possibility of a transit connection up from Blair Road station could be considered. Additionally adding a water taxi service from that link could be beneficial.
- Connections to the Wateridge Village development, as well as the adjacent NRC Campus, need to be considered.
- Some concrete plan needs to be put in place for the area where the SGEC park, the Wateridge development, and the NRC Campus meet. There is a gap between the plans.
- Care should be given to maintaining the views that show the wide sections of natural space with isolated visible structures.

#### General Comments

- This is a wide-ranging initiative. Prioritization will be key.
- A process to identify nodes and zones with distinct characteristics and identify locations with particular resonance, would be helpful and enable prioritization.
- Differentiate between a small number of sites that will receive intensive intervention vs larger areas where less can be applied.
- It should be remembered that small interventions can have a significant impact, such as the addition of well-designed and placed seating.
- The overall Plan should focus on maximizing linear active transportation options and access to the water.

végétation, ou sa réduction significative, afin de rendre à un lieu à son état d'origine. En particulier en ce qui concerne la restauration des vues.

- La possibilité d'une connexion de transport en commun à partir de la station Blair pourrait être envisagée. Par ailleurs, l'ajout d'un service de bateau-taxi à partir de cette liaison pourrait être bénéfique.
- Les connexions avec le développement du Village des riverains, ainsi qu'avec le campus du CNRC adjacent, doivent être prises en compte.
- Un plan concret doit être mis en place pour la zone où se rejoignent le parc SGEC, le développement du Village de riverains et le campus du CNRC. Il y a un écart entre les plans.
- Il faut veiller à préserver les vues qui montrent de larges sections d'espace naturel avec des structures visibles isolées.

#### Commentaires généraux

- Il s'agit d'une initiative de grande envergure. La priorisation sera essentielle.
- Un processus permettant d'identifier les pôles et les zones présentant des caractéristiques distinctes, ainsi que les lieux dotés d'une résonance particulière, serait utile et permettrait d'établir des priorités.
- Distinguer entre un petit nombre de sites qui feront l'objet d'une intervention intensive et des zones plus étendues où l'on peut appliquer moins de mesures.
- Il convient de rappeler que de petites interventions peuvent avoir un impact significatif, comme l'ajout de sièges bien conçus et bien placés.
- Le plan général devrait se concentrer sur l'optimisation des options de

- Water's edge initiatives in Lachine and Lasalle should be examined as possible sources of inspiration and lessons learned.
  - This Plan is another positive example of how the NCC is becoming more involved with the water. It will become important to bring in additional expertise related to issues such as dock management etc.
  - Positive to see public consultations have occurred as part of developing this plan. Planners should keep in mind the limitations of that however, including a bias towards previously used solutions.
  - Keep in mind that the preferences of future users will likely be different from those of the past. Work will be needed to understand future residents and visitors and what they will look for in the space.
- transport actif linéaire et de l'accès à l'eau.
- Les initiatives de bords de l'eau à Lachine et Lasalle devraient être examinées en tant que sources possibles d'inspiration et de leçons apprises.
  - Ce plan est un autre exemple positif de la façon dont la CCN s'implique de plus en plus dans le domaine de l'eau. Il deviendra important d'apporter une expertise comme que la gestion des quais, etc.
  - Il est positif de constater que le public a été consulté dans le cadre de l'élaboration de ce plan. Les planificateurs doivent toutefois garder à l'esprit les limites de cette consultation, notamment le fait qu'elle privilégie les solutions déjà utilisées.
  - Gardez à l'esprit que les préférences des futurs utilisateurs seront probablement différentes de celles du passé. Il conviendra de travailler pour comprendre les futurs résidents et visiteurs et ce qu'ils souhaitent trouver dans cet espace.

## Appendix 3 – Highlights of the Sir George-Étienne Cartier Park Plan

### **Themes**

#### *Environment*

- Habitat protection and enhancement.
- Environmentally sustainable and resilient park.
- Protected ecological corridors between the park and the extended green space network.
- Environmentally sensitive stewardship.
- Increased tree canopy cover.

#### *Access and Connectivity*

- Universal access to key destinations within the park.
- Equitable access to improve the enjoyment of the park including its attractions and landscapes.
- Improved active mobility access and connection between the shoreline and adjacent communities.
- More balanced transportation prioritization to and within the park for improved comfort and safety.

#### *Culture and Heritage*

- Recognizing and honouring Indigenous culture and heritage.
- Opportunities for education and interpretation in the park.
- Conservation of built heritage and cultural landscapes.
- Collaboration with partners to enhance the park experience.

#### *Experiences*

- Space for amenities to enhance and prolong visits to the park.
- New places to gather.
- Improved interaction with the Ottawa River.
- Enhanced year-round activation for all users.

## **Sectors**

### **Sector A (Princess Avenue – Birch Avenue)**

- Improved connectivity from the park to the Capital Pathway network connections in Ottawa's Core.
- Conservation and enhancement of key heritage sites, including the Rockcliffe Pavilion, the Rockcliffe Lookout, the NCC River House, and the Rockeries.
- Provision of comfort and safety elements such as seating, parkway crossings, and wayfinding.

### **Sector B (Birch Avenue – Shefford Road)**

- Enhancement of water access at the Rockcliffe Yacht Club and the Blair Road Boat Launch with user facilities and amenities and safety and accessibility improvements.
- Space provided for future interpretation and cultural facility sites.
- Continuation of the upper multi-use pathway to create a continuous flood-resilient active mobility corridor in the park, which continues into Sector C.

### **Sector C (Shefford Road – St-Joseph Boulevard)**

- Opportunities for education and interpretation of environmental features.
- Increased protection and sustainable stewardship of critical habitat.
- Direct connections with adjacent neighbourhoods and existing pathway networks.



NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

# Sir George- Étienne Cartier Park Plan

2024

Canada

100% Draft



National Capital Commission

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

Sir George-Étienne Cartier Park Plan

Catalogue number: ##

Email: [info@ncc-ccn.ca](mailto:info@ncc-ccn.ca) | Fax: 613-239-5063

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

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

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

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

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

VERSION	DESCRIPTION	DATE
2	FOR APPROVAL	AUGUST 30, 2024
1	FOR CONSULTATION	MAY 23, 2024



# Message from the CEO



Tobi Nussbaum,  
Chief Executive  
Officer, NCC

I am pleased to present to you the Sir George-Étienne Cartier Park Plan. It is the third and last of a series of shoreline park plans approved by the National Capital Commission (NCC) since 2018. The plan is consistent with the directives of the NCC’s Corporate Plan, The Plan for Canada’s Capital (2017–2067), the Greenbelt Master Plan and the Capital Urban Lands Plan.

It recognizes the significant historical and cultural elements of the parklands, starting with the Algonquin Anishinabeg’s presence here for thousands of years, to its use beginning a few hundred years ago by European explorers and settlers, and then its more modern use as parkland. It proposes a vision for the park that we hope our children and grandchildren will see realized. It is based on the ideas, desires and needs that were identified through extensive consultation, including key input from Indigenous communities.

The process for this plan began during the COVID-19 pandemic. Developing a plan and engaging in these circumstances involved considerable innovation and creativity. I’m proud to say that the efforts were successful.

The online and in-person consultations engaged more than 1,400 people. These passionate insights inspired us to plan for improved connections to the Ottawa River and to the park’s cultural elements. We discovered that people not only want to come to the park for a brief visit, but also want to spend hours, or even a full day there. The plan highlights

the river access points and identifies ways to spend time both at the riverfront and in areas away from the shoreline, even south of the parkway. Parkway connections for active recreation were also highlighted in the comments, and we’re very pleased to be promoting more, improved, and safer parkway crossings, enabling people of all ages and abilities to access new recreational areas and park amenities.

Of course, all of the plan’s ideas are based on the need to protect the natural environment. By understanding the locations and functions of ecologically valuable lands, we can plan for and support the park’s natural elements and plan and design for climate resiliency.

The ideas proposed in the plan reflect where we want to go as budgets and opportunities allow. We are excited to see how they will be implemented over time together with our partners and the public.

In closing, I thank the NCC staff who have worked hard on this plan’s development with great dedication and creativity during some challenging times. Their ideas, and those of all the other people who participated in this planning process, came together to create this park’s vision. We will continue to ensure that Sir George-Étienne Cartier Park evolves to become a park that we can be proud of, not only for those of us fortunate enough to live within the National Capital Region, but for all who visit the park from Canada and beyond.

**Tobi Nussbaum**  
Chief Executive Officer

# Acknowledgements

The Sir George-Étienne Cartier Park Plan is the result of three years of research, analysis, public and stakeholder engagement, and planning. Many people have contributed data, knowledge, skills, and insight to help shape the plan. Grateful acknowledgement goes out to each and every person who participated in this initiative.

We also express our sincerest thanks to the many other individuals and groups who participated in meetings, responded to comment forms and questionnaires, and attended online and in-person public forums to provide input to this project. We would like to extend special thanks to the residents and community associations who provided substantial input that helped shape this plan. Particular thanks go to the talented and dedicated Queen’s University School of Urban and Regional Planning students of 2020 under the guidance of Dr. David Gordon for their insightful contribution to the “Re-envisioning the Sir George-Étienne Cartier Parkway; A Linear Park Plan” project that has also informed this plan.

We thank the following people, whose efforts were integral to the project and without whom the project would not have been possible.

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Andrew Sacret,  
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Patricia McCann-MacMillan,  
Project Manager

Kelly McRae, Project Manager

Jack Graham, Planner

Kimberley Leung,  
Graphic Designer

Jessie Maisonneuve,  
Senior Graphic Designer

### Extended Core Team

Ian Badgley

Anne-Carole Beauregard

Benoit Desjardins

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Monica Maika

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Michel Carrier

Madeleine Gomery

Arto Keklikian

Hilary Koum Njoh

Sylvie Lalonde

Benjamin Morin

Kelly Symes

Mario Tremblay

### Graduate Students (Planning)

Connor Adsett

Kadence Bunke

Emma Zacharias

# Executive Summary

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

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

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

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

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

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

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

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

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

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



Rockcliffe Park Pavilion  
in the winter

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# 1 Introduction

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





NCC Weekend  
Bikedays on the Sir  
George-Étienne  
Cartier Parkway

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

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

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

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

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



RCMP Musical Ride  
at the Canadian  
Police College

## 1.1 Purpose and Objective

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

- make the riverfront lands a special, attractive and accessible destination;
- enhance the attractiveness of the lands by providing opportunities for animation areas that encourage users to interact with the Ottawa River;
- provide unimpeded and safe access to the river's shore;
- support the review of projects on federal lands as part of the federal land use and design approvals process; and
- guide investments and partnerships in implementing the plan.

## 1.2 Need, Problem and Opportunity

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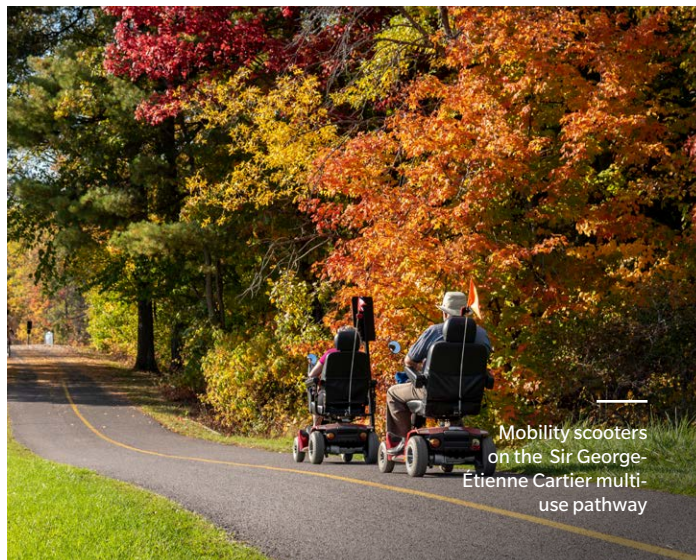
The original role and functions of the parkway corridor as a natural scenic parkway have evolved over time. The NCC wishes to build on and enhance the natural landscaping to create more active and animated vocations where appropriate. There are portions of the waterfront that do provide opportunities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

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

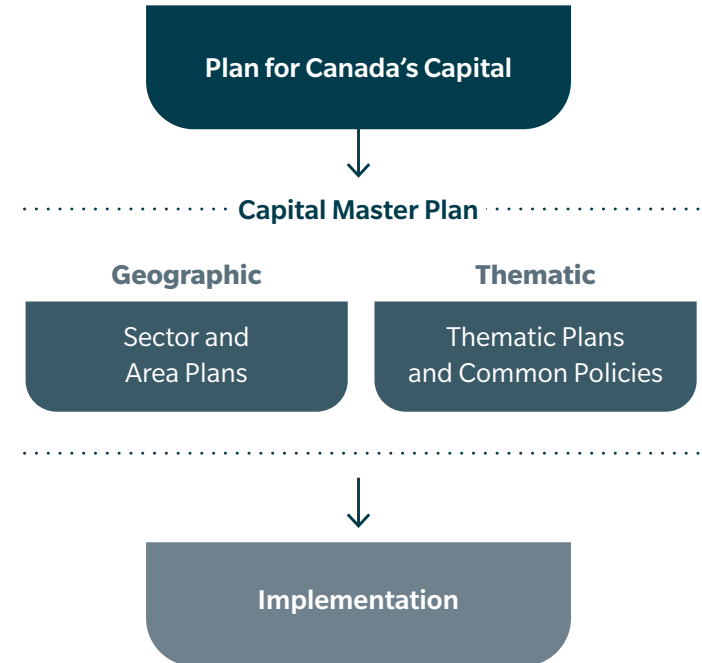
# 1.3 NCC Planning Framework

The Capital planning framework creates a hierarchy and structure for the NCC’s land use plans. The Plan for Canada’s Capital, 2017–2067, is the NCC’s premier planning document. It outlines the future of federal lands in the National Capital Region between Canada’s sesquicentennial in 2017, and its bicentennial in 2067. Under the overarching Plan for Canada’s Capital, 2017–2067, the value of keeping natural green features and waterways for posterity is emphasized. One of its goals is to improve river access and develop riverfront parklands. The Capital Urban Lands Plan

provides more land use and policy details that guide this plan. The Greenbelt Master Plan provides guidance for land use, programming and developing a landscape character for the Greenbelt. The Sir George-Étienne Cartier Park Plan builds on these two plans from a policy perspective. Further, the park concept proposes 11 activity nodes with different features and focuses. Several other NCC plans and policies have also informed this plan: the Sustainable Development Strategy, the Parkway Planning and Design Guidelines (in development) the Capital Pathway Strategic Plan (2020), Canada’s Capital Commemoration Strategic Plan (NCC, 2006), the Ottawa River Integrated Plan (2003 and 2009), the Forest Strategy 2021–2026, the Real Property Optimization Strategy (2019), the Ottawa River Shoreline Initiatives (2013) and the Policy for Parkways and Driveways (1984). In its efforts to meet its mandate to plan and manage federal lands on behalf of all Canadians, the NCC works to develop Capital plans for its lands along the Ottawa River corridor. Where there is a discrepancy between the master plans and this plan, an evaluation will be done at that time to determine which policies take precedence.



Mobility scooters on the Sir George-Étienne Cartier multi-use pathway



# 1.4 Planning Process and Public Engagement

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



Cyclist on the Sir George-Étienne Cartier multi-use pathway



Rockcliffe Rockeries

# 1



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

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

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

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



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

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



## Phase three (winter 2023): Concept and Goals

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



## Phase four (fall 2023): Strategies, Policies and Sector Plans

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



## Phase five (fall 2024): Final Plan

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

# 2

## Location and Description

---

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

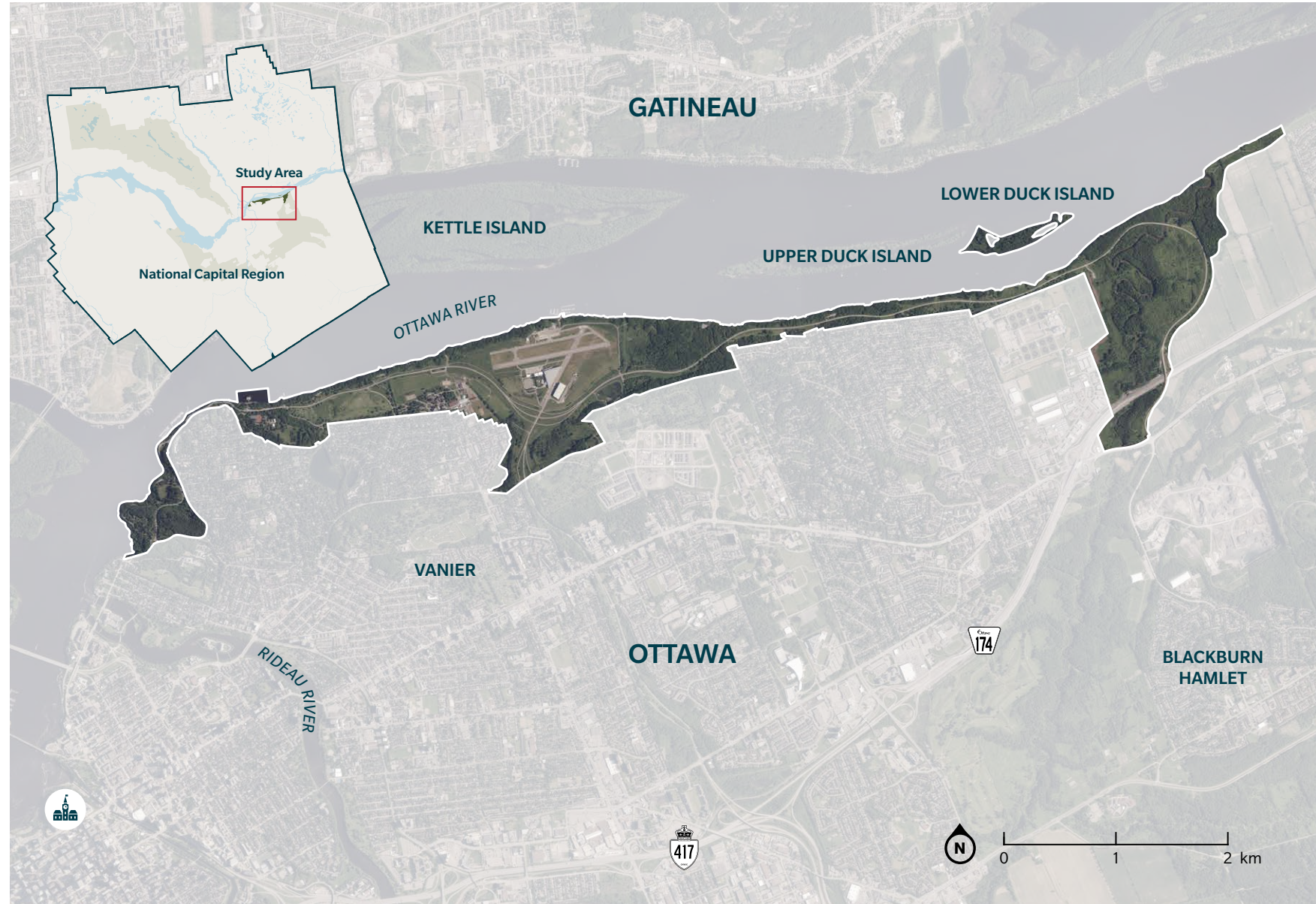


Sir George-Étienne  
Cartier multi-use  
pathway

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

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

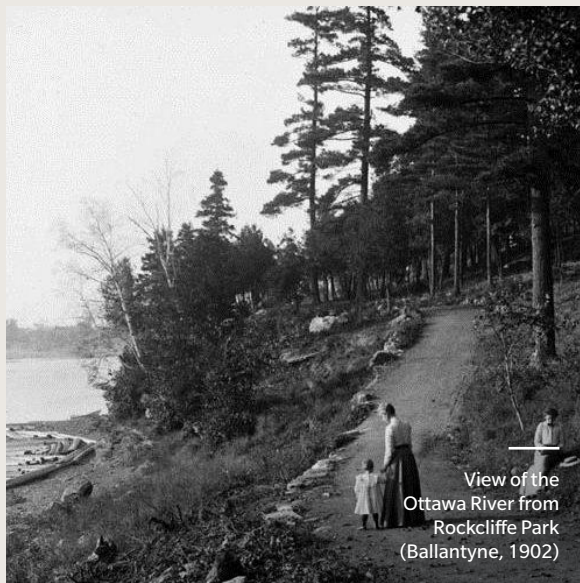
The parkway delivers a park-like experience to residents and visitors through ample scenic opportunities, which reveal themselves while travelling along the winding route. It is a place of historical and cultural significance, where features display Ottawa as a green capital and enhance Canadian imagery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



## 2.1 A Short History

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The lands included in this park are part of the traditional territory of the Algonquin Anishinabe, who have been here since time immemorial.



View of the  
Ottawa River from  
Rockcliffe Park  
(Ballantyne, 1902)



Historic aerial view of  
Rockcliffe Park



For thousands of years, the Kichi Zībī (“Great River” in Algonquin), today known as the Ottawa River, has provided a home and a trade route, and remains a major ecological system running through the heart of the National Capital Region.

A few hundred years ago, the Anishinabe Algonquin were followed by French explorers engaged in westward exploration and the fur trade. From the turn of the nineteenth century onward, settlers began laying down roots in the region, attracted by the land’s many resources, including timber and arable soil, as well as employment in constructing the Rideau Canal, helping to establish Bytown. This frontier industrial community grew and was renamed Ottawa in 1855. Its selection as Canada’s Capital brought increasing interest in creating a “Washington of the North.”



Under Prime Minister Sir Wilfrid Laurier, the Ottawa Improvement Commission (OIC) was created in 1899 to enhance the Capital. In 1903, it hired Canadian pioneering landscape architect Frederick Todd to guide these efforts. Acknowledging the topographic beauty of the region and believing in the healthful benefits of green spaces for urban inhabitants, the system of parks and parkways outlined in his preliminary report provided a foundation for subsequent Capital building and continues to be a key element within the NCC’s land use plans.

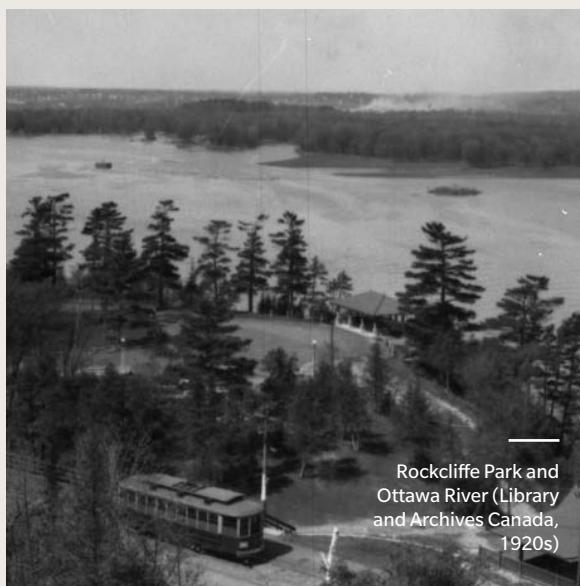
Todd described Rockcliffe Park and its adjacent lands as “a park of very unusual beauty.” Once part of a private estate subdivided into residential and park lots, the park first emerged as a space for informal recreational use. Located in proximity to a mass urban population, its popularity swelled when the street railway was extended into the park in 1889. Throughout the early twentieth century, the OIC improved Rockcliffe Park’s amenities and acquired the adjacent eastern waterfront lots, creating National Park.

The Rockcliffe Parkway took shape as a pleasure drive through this parkland and became part of a scenic driving route of parkways across the Capital. During the post-Second World War era, streetcars were replaced by the increasing popularity of automobiles. This parkway was gradually extended eastward, eventually incorporating lands of the former rifle range and air force base, and ultimately creating the current continuous green ribbon linking the Greenbelt with downtown Ottawa.

Just as Todd advocated for parks as a means of promoting the health and happiness among urban dwellers more than a century ago, the NCC continues exploring ways to promote active mobility and outdoor recreational opportunities on its land. The policies and strategies proposed by this plan are key to its continued success.

## 2.2 The Evolution of the Park

The evolution of the park centres around three main features:



### Capital-making

Streetcar  
(Topley, 1910)



### Landscape

Historic Rockcliffe  
Rockeries  
(Grant, 1961)



### Recreation

Skijumping near  
the Ottawa  
River (Canadian  
Government Motion  
Picture Bureau, 1930)

“Rockcliffe Park, as I have already stated in this report, is exceedingly beautiful in its natural state, and is daily providing much pleasure, health and strength for those people who resort to it... The term “improve” is so constantly misused that it means to many people almost the opposite of what it should, for the improvement of many parks has been accompanied by such a process of cleaning up and cutting away of natural shrubberies that much of their beauty has been “improved” out of existence, and there probably remains not a corner that an artist would think of reproducing on his canvas. Rockcliffe Park needs very little to make it a perfect park, but the fact that it is naturally so beautiful makes it all the more necessary that the little that is required be done with the greatest care, in order that it may harmonize with the existing conditions.” (Todd, p. 27-28)



Historic view of the Ottawa River (National Film Board, 1939)

## 2.2.1 A Park Distinguished by Capital-making



Historic view of the Ottawa River (Lund, 1952)

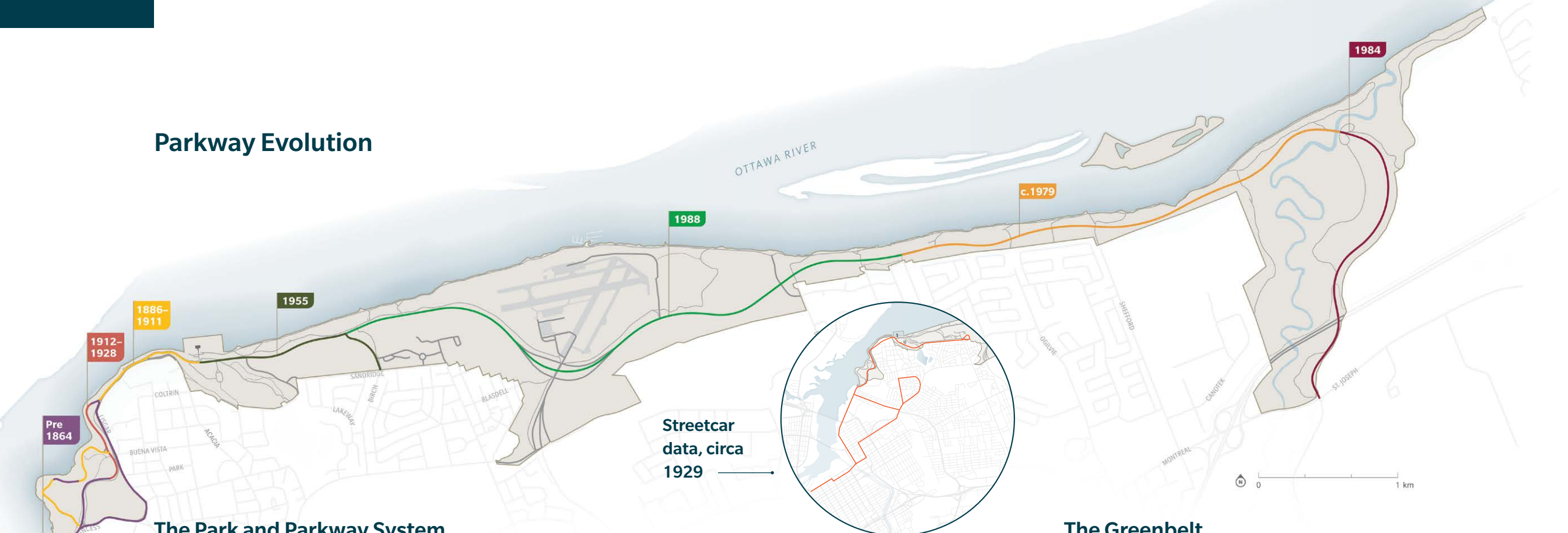
Since Ottawa’s selection as Canada’s capital in 1857, its role as the physical and symbolic heart uniting a nation has had a lasting influence on the surrounding area. This history of the Capital is written on the landscape of the Sir George-Étienne Cartier Park.

Since 1899, the Ottawa Improvement Commission (OIC) and its successors, including the National Capital Commission (NCC), established in 1959, have diligently worked to plan and develop an inspiring capital for all Canadians. One of the founding principles of the OIC was to improve and beautify Ottawa through a network of green spaces connected by verdant parkways as recommended by Frederick Todd in his 1903 report to the OIC. This approach continues with the NCC managing a vast system of parks and parkways, which includes this park.

As federal planning of the capital evolved, the mid-twentieth century saw the prioritization of extending parkways along regional waterways, as well as the creation of a National Capital Greenbelt for public benefit and to provide a green transition between Ottawa’s urban and rural areas. Through several expansion phases, this park has come to connect the eastern Greenbelt with the Capital’s core area.

Many federal institutions have established themselves in or relocated to the National Capital Region to be close to the seat of federal government, some of them occupying a footprint in and being adjacent to the park. These federal nodes include the Rockcliffe Airport and Canada Aviation and Space Museum with their lengthy military history associated with training, the Ottawa Air Station and Royal Canadian Air Force, as well as the Royal Canadian Mounted Police (RCMP) N Division Campus.

## Parkway Evolution



### The Park and Parkway System

The Sir George-Étienne Cartier Park lineage as a Capital green space can be traced back to the OIC’s earliest efforts to beautify the Capital. Based on Todd’s blueprint for a system of parks connected by winding pleasure drives within park-like strips of lands, the burgeoning Rockcliffe Park became a focus of the OIC, which assumed responsibility for it and soon after added more hectares with the creation of National Park, which later merged into Rockcliffe Park. These parks were instrumental in the Capital’s nascent network of interconnected parks and accounted for more than 70% of the OIC’s total park acreage serving as its largest park until the creation of Gatineau Park in the 1940s.

Streetcar data, circa 1929

The present park landscape is the result of roadway modifications for safety to accommodate the increasing speed of cars as well as several additions to the driveway within its boundaries, as recommended by Capital plans such as the 1950 Gréber Report. By the end of the 1980s, the Rockcliffe Parkway stretched to St. Joseph Boulevard through the connection of the Eastern Driveway and Eastern (Aviation) Parkway. The purpose of the parkway remained as a scenic entry into the Capital; however, it was now also part of a regional transportation network.

### The Greenbelt

The Greenbelt was created in the 1950s from recommendations put forward by Jacques Gréber in his 1950 Plan for the National Capital, to protect rural and natural areas around Ottawa from urban sprawl. Supporting human and ecological health in the National Capital Region, the Greenbelt also provides Canadians with the opportunity to interact with nature and their rural heritage. One of its main sectors is Green’s Creek, which forms the easternmost portion of the park. This section provides an important wildlife corridor within the Capital and facilitates outdoor activities such as scenic biking and hiking, and tobogganing.



Rockcliffe range  
(Woodside, H.J., 1902)



Fleet Fort aircraft 3562  
of the Royal Canadian  
Air Force, Rockcliffe  
(Library of Archives  
Canada, 1941)



Queen Elizabeth II at  
the RCMP Centennial  
celebrations at  
Rockcliffe (1973)

## Federal Sites

Before being under the stewardship of the NCC, several parcels of land within the park were used by other federal institutions. One such use involved military training and national defence, important preoccupations for any government.

### Rockcliffe Rifle Range

In search of safer training facilities as the nineteenth century ended, the Department of Militia and Defence took interest in the open fields and woodlands along the Ottawa River east of Rockcliffe Park and, in 1898, the Dominion Government opened the Rockcliffe Rifle Range. The site's natural steep cliffs served as gun butts. By the turn of the twentieth century, the electric street railway provided service to the rifle range. Military training continued there throughout the First World War (1914–1918) despite the site falling short due to poor drainage and swampy conditions. The rifle range was used until the new Connaught Ranges opened in 1921 in Ottawa's west end.

## Rockcliffe Air Station

Aviation activities in the present park began in 1918 with inaugural airmail flights near the rifle range. This location was selected for Ottawa's aerodrome (Ottawa Air Station), one of six original airfields built throughout the country when Canada assumed control of its air navigation in 1920. Accommodating both landplanes and seaplanes, for four decades, nationally significant air activities from here included aerial photography to map Canada's north as well as air transportation and experimentation. It became a base of the Royal Canadian Air Force (RCAF) following its creation in 1924. Once the RCAF ceased flying operations there, its collection of historic aircraft was kept onsite in old hangars until completion of the Canada Aviation and Space Museum in 1988. Recreational flying and training at the site dates to the early 1960s and continues today.

## RCMP N Division Campus

When the RCMP's headquarters moved from Regina to Ottawa in 1920, the National (N) Division was created. It later relocated in 1925 to the current site adjacent to the park where the RCMP's famed Musical Ride is based. A highly recognized and respected symbol of Canadian safety and security, the RCMP's living equestrian heritage is on display through training, performances and equine operations in this location. The gifting of horses to Queen Elizabeth II as Honorary Commissioner of the force equally forms part of this ceremonial tradition. An equestrian statue of Her Majesty riding a former Musical Ride horse is currently located at the park's western entrance overlooking the gates of Rideau Hall.



Historic view of  
Rockcliffe Park  
(National Film Board,  
1939)

## 2.2.2 A Park Inspired by the Landscape



The Rockcliffe  
Lookout (Library  
and Archives  
Canada, 1920s)

Well before affirming Ottawa’s unique geography among world capitals, observers sought to capture the natural beauty of the area’s topography through writing and illustrations alike. These early impressions were influenced by the picturesque aesthetic, a point of view rooted in a love of natural scenery that influenced nineteenth-century landscape design in Britain and Canada.

The grounds of Thomas MacKay’s estate (Rideau Hall), part of which became Rockcliffe Park, were laid out according to picturesque principles featuring ornamental woods and an elevated site with broad vistas of the surrounding landscape. These values were later championed by Frederick Todd when discussing the lands adjacent to Rockcliffe Park in his 1903 report, in which he noted: “The general topography of the ground, the views, the artistic grouping of the trees, and the varied intersecting woods all conspire to produce ideal conditions for a park.”

The OIC played a significant role in continuing the picturesque tradition within the park all while respecting its natural character. As the park expanded, formal lookouts over the Ottawa River were created, and the Rockcliffe Pavilion was built. These elements were sympathetically designed to enhance the landscape’s inherent beauty and character.

Changing attitudes toward nature in the second half of the twentieth century, including valuing biodiversity and ecological conservation, are reflected in the park’s east end with the inclusion of Lower Duck Island as well as Green’s Creek, both of which form part of the National Capital Greenbelt.

## 2.2.3 A Park Shaped by Recreation



Cyclists  
(Lund, 1952)

The pressures and negative impacts of growing cities on their inhabitants are not new. A shift from an agrarian way of life to the industrial economy, and a reframing of work and labour in the nineteenth century resulted in an emerging middle class. By the same token, industrialization posed a threat to the health and happiness of growing urban populations. Several reform movements sought to address these issues and the restorative nature of parks was seen as one solution.

Recreational activities in what is now the park began in the mid-nineteenth century on private lands of the MacKay Estate. The grounds of Rideau Hall were a hub for activities such as skating, curling, tobogganing and cricket. Once only available to the upper class, toward the end of the nineteenth century, a portion of land from the estate was set aside as park space, while other nearby land was privately purchased, developed specifically for social and recreational activities and made accessible to the masses when the Ottawa Electric Railway extended a line into the property. From this emerged Rockcliffe Park, and its popularity surged among a growing middle class with increased time and income to enjoy leisurely pursuits. By the turn of the twentieth century, the park was attracting thousands of weekend visitors.

Guided by social reforms espoused by those such as Frederick Todd who endorsed parks as a means of joy, wellness and vigor for urban inhabitants, in 1904, the Ottawa Improvement Commission (OIC) assumed management of Rockcliffe Park, enhancing it as a “giant pleasure ground” for summer and winter recreation. The OIC focused on infrastructure improvements to support recreational activities such as

picnicking, hiking and pleasure drives. The park area expanded with the addition of National Park, featuring extensive walking paths, bridle paths and a mile-long clay speedway. Skiing and tobogganing became popular activities in Rockcliffe Park during this period. The Ottawa Ski Club was founded in 1910 and built a formal ski-jumping facility.

Seeking to increase the park’s recreational offerings with private clubs and specialty facilities, the OIC made land available for a boathouse. Canoeing emerged as an amateur competitive sport in the second half of the nineteenth century and several canoe clubs were established in the Ottawa area. In 1914, two of these merged into the Ottawa-New Edinburgh Canoe Club and secured the Rockcliffe Park site for social, aquatic and land-based sports. Their boathouse (now the NCC River House) opened in 1923 and continues to host water-based activities. Recreational boating in the park remains popular and has expanded to include sailing, kayaking and motor boating. The Rockcliffe Yacht Club and Blair Road boat launch support these activities.

In keeping with broader federal reforms to improve urban life, in the 1970s, the NCC began planning for a system of recreational pathways and made the bold move to close its parkways to cars for use by cyclists. This legacy of active use continues with car-free access of the Sir George-Étienne Cartier Parkway on summer weekends while kilometres of paths and trails across the park support hiking, cross-country skiing and snowshoeing.

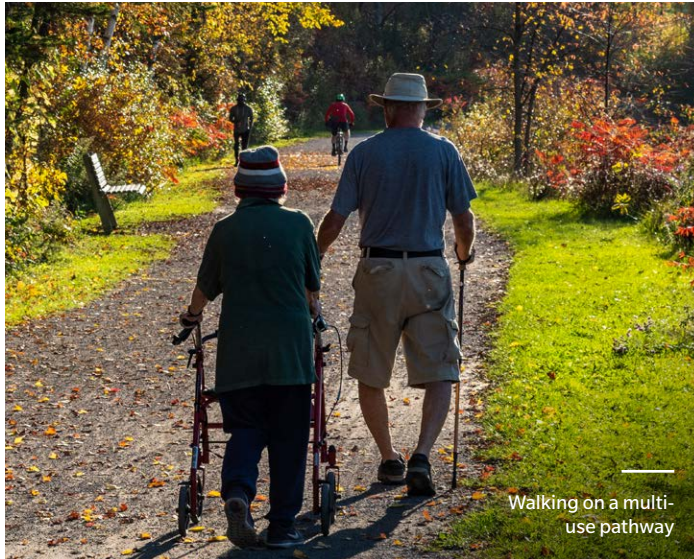
## 2.5 The Parkway Today

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Today's Sir George-Étienne Cartier Parkway evolved from a series of expansions over the course of the twentieth century. By 1910, the Rockcliffe Driveway was available for scenic drives between Rideau Hall and what is now the Rockcliffe Lookout. It was then extended to "Mile Circle" within National Park. In 1955, the eastern section of this roadway was realigned to connect with the Manor Park neighbourhood (the curved northern portion of Birch Avenue within the park was part of this driveway realignment).

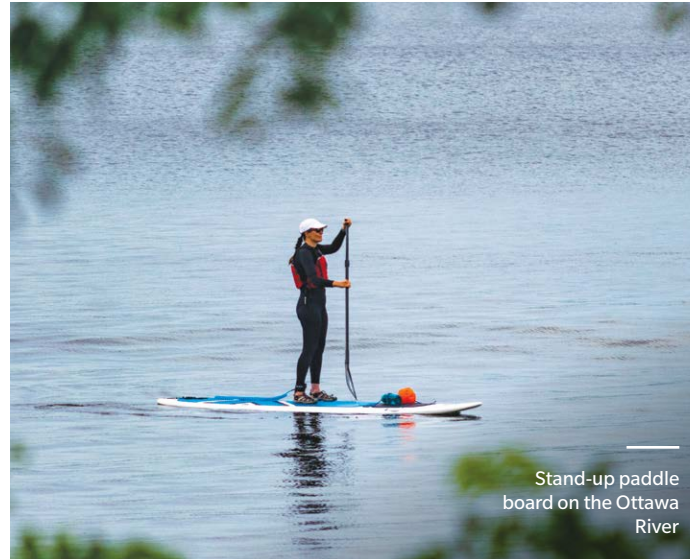


Cross-country skiing  
in front of the NCC  
River House



Walking on a multi-use pathway

In 1974, an Ottawa Rivershore driveway and linear park called the Eastern Driveway was announced as a scenic approach to the Capital in the vicinity of Green’s Creek. By the late 1980s, it was connected to the Rockcliffe Driveway, creating a continuous link between Rideau Hall and St. Joseph Boulevard. It was at this time that the entire stretch became known as the Rockcliffe Parkway, a name it kept until 2014, when it was renamed the Sir George-Étienne Cartier Parkway after one of the Fathers of Confederation.



Stand-up paddle board on the Ottawa River

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

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

As stated in The Plan for Canada’s Capital 2017–2067 (2017), “Today’s parkway corridors will be transformed to establish linear green spaces serving a dense urban core as places for people in riverfront parks. These spaces will showcase the Capital’s natural scenic, cultural and recreational qualities through better access, as well as greater active mobility and enjoyment of the waterways” (p. 53).

# 3 Vision

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



Cyclist on the Sir George-Étienne Cartier multi-use pathway

## Vision

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

The plan has four themes:



### **Environment:**

Promote and protect a healthy natural environment.



### **Access and Connectivity:**

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



### **Culture and Heritage:**

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



### **Experiences:**

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

## 3.1 Planning Principles

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

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

# 4

## Themes, Objectives and Policies

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



Ottawa River  
during winter



Skiers on the Sir  
George-Étienne  
Cartier multi-use  
pathway



Meditation beside  
the Ottawa River



Children on the Sir  
George-Etienne  
Cartier lower pathway

**The concept for the park is as follows:**

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

# Themes



## Environment

Promote and protect a healthy natural environment.



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



## Access and Connectivity

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



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



## Culture and Heritage

Celebrate the heritage, culture and diversity of the riverfront corridor



- 1 Recognize and honour Algonquin Anishinabe heritage and culture.
- 2 Recognize sites of national significance.
- 3 Provide educational opportunities and interpretation by way of cultural facilities, public art and amenities.
- 4 Promote and celebrate diverse cultures.
- 5 Conserve, protect and manage archaeological resources.
- 6 Conserve built heritage and cultural landscapes.
- 7 Provide public space for cultural events and celebrations.



## Experiences

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



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



## 4.1 Environment

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

- SGEC Valued Ecosystem
- Significant Natural Habitat Policy Areas
- Wetland
- Woodland
- Meadow
- Nodes





## 4.1.1 Significant Natural Habitat

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



### 4.1.1.1 Green's Creek Corridor

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

#### Considerations

- The area supports a variety of provincially and regionally rare species.
- Much of the corridor is considered a Life Science Area of Natural and Scientific Interest (ANSI).
- Provides essential habitat to birds and other wildlife.
- Important corridor for transient species.
- There are many invasive species in this area.
- It is an aquatic habitat that must be protected.
- It has a complex and unusual geology, resulting in a diverse variety of vegetation species.
- Leda clay is prevalent in this area; soils are prone to slumping and erosion.
- The soils are very wet in this area.
- Can experience low water levels, affecting aquatic species and limiting suitable habitat.

- Pollution threatens the creek:
  - Hazardous waste containers (e.g. paint, oil)
  - Lumber and domestic products (e.g. plastic bottles, bags)
  - Garbage
  - Floating debris
  - Commercial/industrial waste dumping
- Ensures connectivity between the Mer Bleue Bog and the Ottawa River. The creek collects water from a sub-watershed that drains the western part of the Mer Bleue Bog and Mud Creek, and flows into the Ottawa River, making wildlife exchanges possible.

#### Policies

- 1 Consider other tree planting sites in consultation with the proposed plans for the nodes in Sector C.
- 2 Implement the conceptual plan developed to expand the Greenbelt Pollinator Project, located at Node C2, with support from the University of Ottawa, the Canadian Wildlife Foundation and the World Wildlife Fund Canada.
- 3 Ensure a well-established vegetative buffer that is at least 30 metres wide along at least 75% of the length of the creek to protect against erosion and to improve habitats for birds, fish and other wildlife.

### 4.1.1.2 Lower Duck Island

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

#### Considerations

- Has a unique complex and unusual geology that is a result of post-glacial marine clay deposits from the Champlain Sea.
- The geology has resulted in a diverse variety of vegetative communities, including mixed woodland, deciduous woodland, deciduous thicket swamp, wet meadows and mature deciduous swamp.
- The diversity of the habitat types present in the area provides essential habitats for resident birds, amphibians, reptiles, fish, and other wildlife, as well as an important migration corridor for transient species.
- Over 500 plant species have been identified in the region, including the locally rare cattail sedge (*Carex typhina*).

#### Policies

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

### 4.1.1.3 Air Base Woods

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

#### Considerations

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

#### Policies

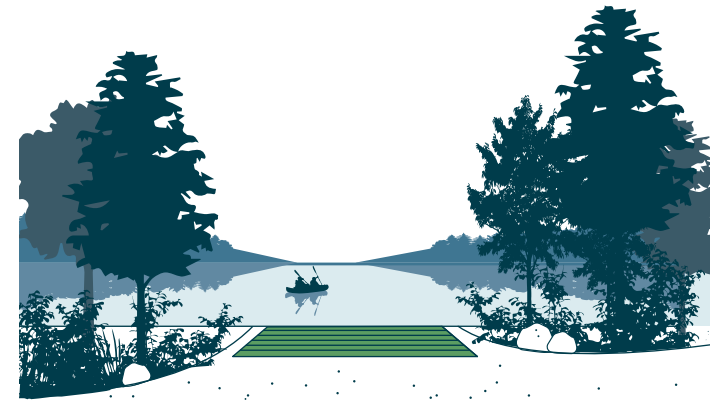
- 1 Re-evaluate the environmental significance of this area to see how the area could be best incorporated into the plan.
- 2 Monitor the population of species at risk and rare plant and animal species.
- 3 Establish official pathways through this area and remove unofficial pathways.

### 4.1.1.4 Blair Road Boat Launch

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

#### Considerations

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



#### 4.1.1.4

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

#### Policies

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

#### 4.1.1.5 Pine Hill

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

##### Considerations

- There is a plant species at risk onsite near the informal trails that needs protection from the site’s use.
- There are invasive and other problematic plant species onsite that require proper management.

##### Policies

- 1 Explore mitigation measures to reduce impacts on sensitive species and species at risk.
- 2 Remove invasive and other problematic species.

#### 4.1.2 Ecosystem Services

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

##### Considerations

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

##### Policies

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

#### 4.1.3 Tree Canopy Cover

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

##### Considerations

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

##### Policies

- 1 Include measures for the maintenance of the tree canopy in project planning and design, including measures for tree protection and compensation.
- 2 Implement tree planting projects in line with the NCC’s Forest Strategy.
- 3 Develop emergency response plans to restore tree canopy cover after extreme weather events.

#### 4.1.4 Remarkable Trees

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

##### Considerations

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

##### Policies

- 1 Sustain and protect identified remarkable trees.
- 2 Protect and maintain newly identified remarkable trees responsibly.

#### 4.1.5 Vegetation Management Plan

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

##### Considerations

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

## Policies

- 1 Prepare an invasive species management prioritization plan for specific areas in the park.
- 2 Implement the NCC's Forest Strategy in terms of its targets and performance indicators for tree canopy cover.
- 3 Encourage species diversity to support ecosystem resilience.



4.1.5

## 4.1.6 Flood Management

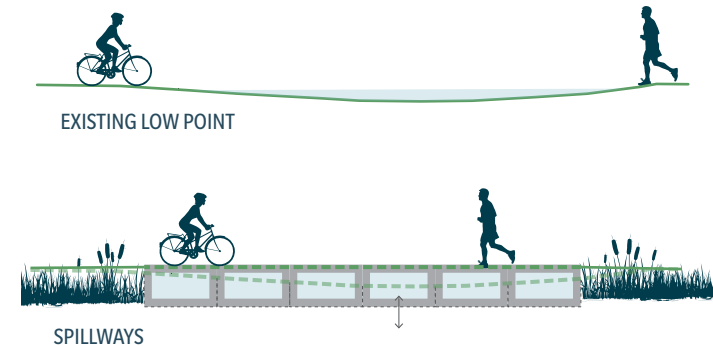
Reduce and mitigate flooding on parkland to manage the risks to the park's ecosystems, property, infrastructure and services.

### Considerations

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

### Policies

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



4.1.6

## 4.1.7 Climate-resilient Design

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

### Considerations

- NCC commitment to achieve an environmentally sustainable and climate-resilient National Capital Region.
- Design and plan for park initiatives in innovative and flexible ways that adapt to the impacts of climate change, including:
  - higher flood levels;
  - more frequent and more intense storm events;
  - increased temperatures; and
  - changes in the composition and distribution of vegetation.

## Policies

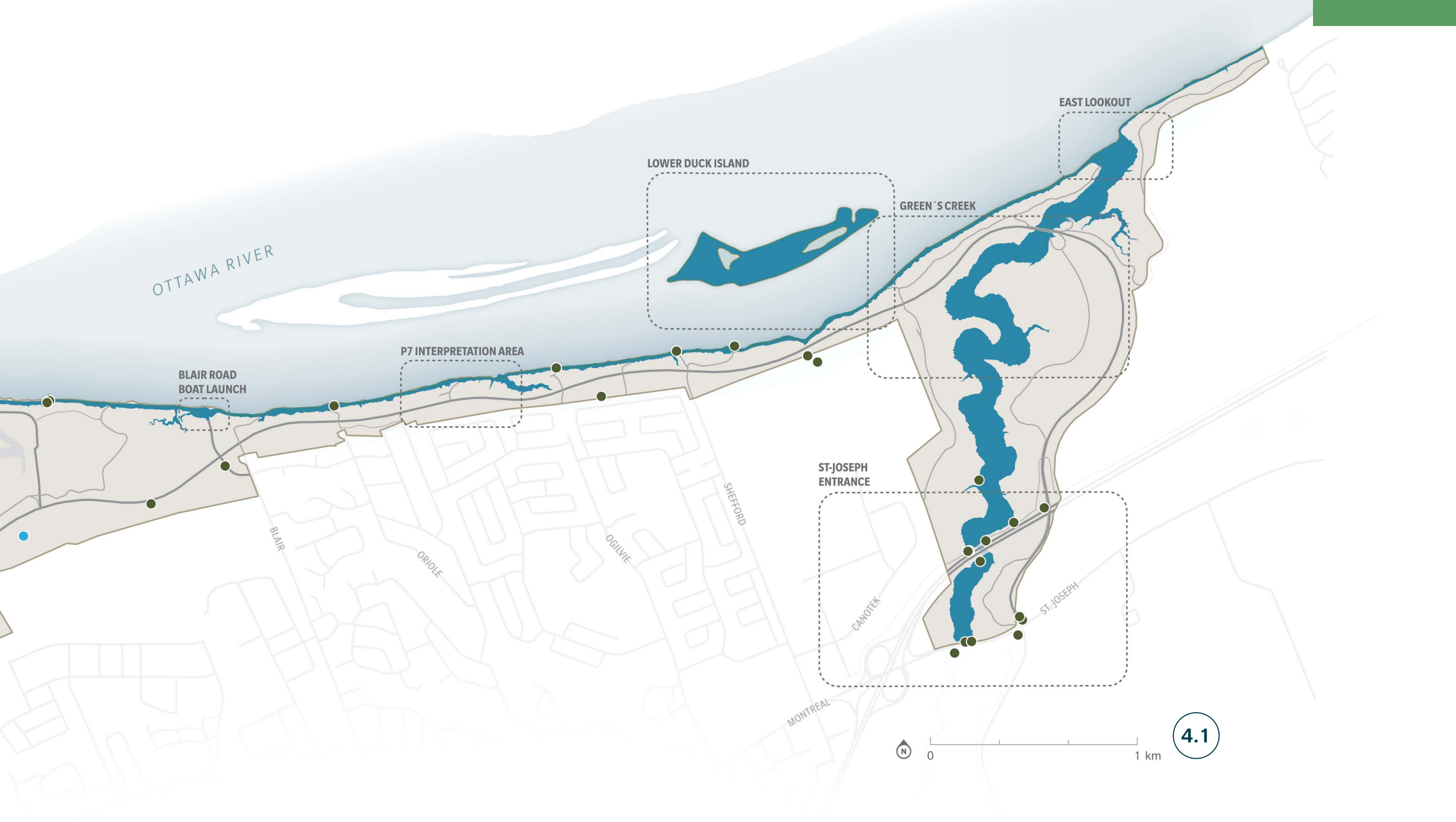
- 1 Protect and promote a healthy park through climate change initiatives such as protecting/creating carbon sinks and designing new projects to increase climate resilience.
- 2 Improve opportunities for year-round active mobility including:
  - improving pathway connections;
  - removing/rerouting pathways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



## Hydrology

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





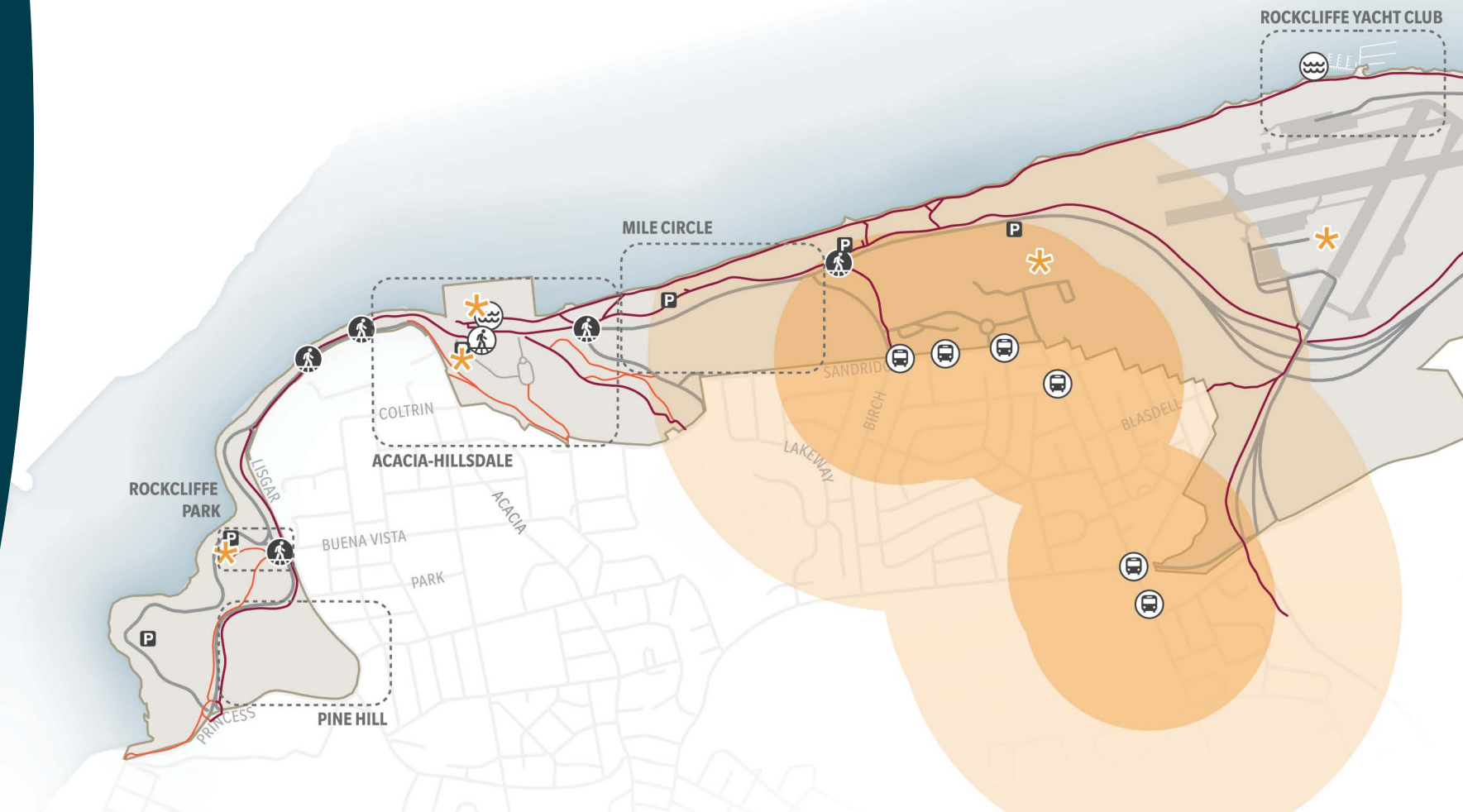
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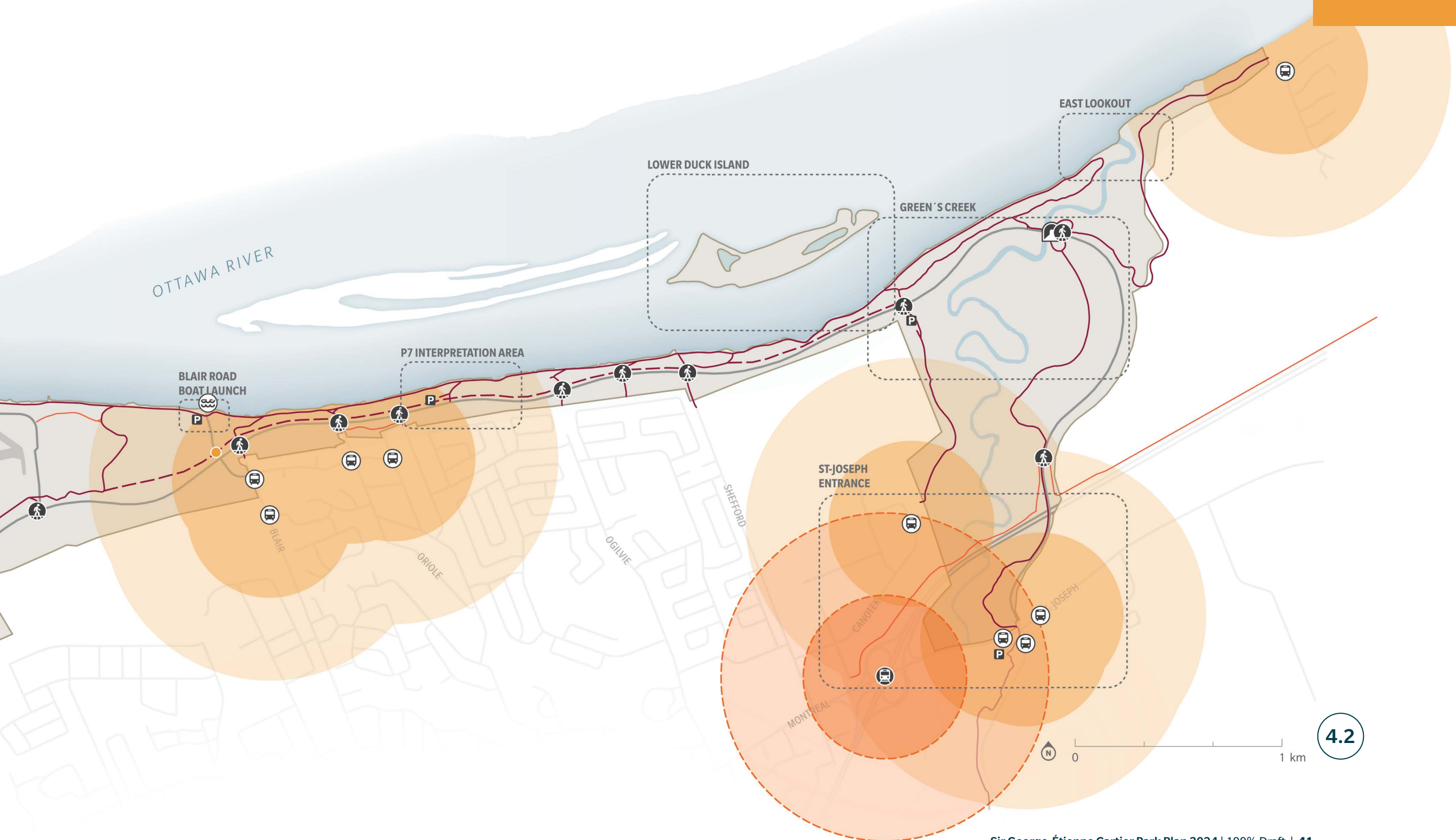


## 4.2 Access and Connectivity

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

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





4.2

## 4.2.1 Parkway

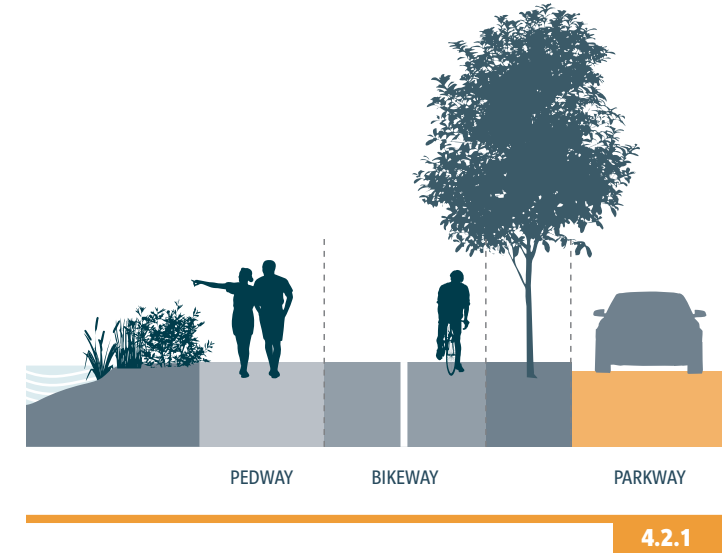
The Parkway will promote sustainable modes of transportation, allowing for equitable and safe access to and within the park, as well as the riverfront, while maintaining its distinctive character.

### Considerations

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

### Policies

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



- 8 Explore active use programming enhancements that could include the closure of a segment of the parkway for active users along with supportive shuttle or transit services.
- 9 Establish a posted speed limit of 50 km/h and implement roadway design modifications as recommended in the Parkway Planning and Design Guidelines to support achieving the posted speed.

## 4.2.2 Pathways

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

### Considerations

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

### Policies

- 1 Improve the pathway network to create climate resiliency.
- 2 Ensure all facilities for both pedestrians and cyclists meet the minimum design standards as per the Capital Pathway Strategic Plan.
- 3 Ensure the long-term existence of the Capital Pathway as a “discovery route” through maintaining high standards for landscape design, preserving key, dynamic views, and maintaining a connection to the heritage and cultural elements along the corridor.
- 4 Improve connectivity and seek to offer a continuous riverside pathway experience through the park.
- 5 Minimize areas of conflict on the pathway through measures that could include widening or segregating pathways.
- 6 Improve universal accessibility to and along the pathways, where feasible, and on all paths leading to activity nodes/facilities.



4.2.2

- 7 Design and implement safe, universally accessible and comfortable pedestrian crossings of the parkway at all activity nodes, well-used crossing points of the parkway, and at existing and future south-side parking lots. Ensure the crossing infrastructure design is of a high quality and supports the distinct nature of the parkway.
- 8 Support winter use of the pathway network by non-motorized activities (e.g. snowshoeing, cross-country skiing, winter biking).
- 9 Support continued study of various forms of micromobility on NCC pathways.
- 10 Develop partnerships with local organizations to maintain the winter pathway network (e.g. grooming for cross-country trails, marking of snowshoe trails).
- 11 Design pathway segments in keeping with the heritage character of the surrounding area.



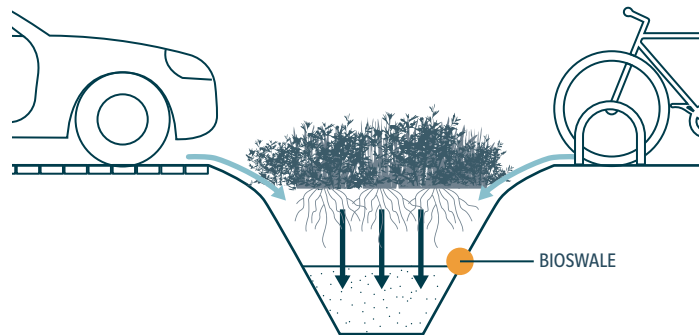
Upper and lower pathways just east of the River House

## 4.2.3 Parking

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

### Considerations

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



4.2.3

### Policies

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

## 4.2.4 Watercraft

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

### Considerations

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



## Policies

- 1 Encourage and support multi-mobility between watercraft and other modes of sustainable transport to allow visitors who arrive by watercraft to explore the park.
- 2 Reduce points of conflict between active users and vehicles towing boats along access routes to marinas and other watercraft facilities.
- 3 Minimize or mitigate interaction zones where it is not possible to avoid.
- 4 Note: Additional policies relating to water access can be found in Section 4.4.6.



4.2.4

## 4.2.5 Wayfinding

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

### Considerations

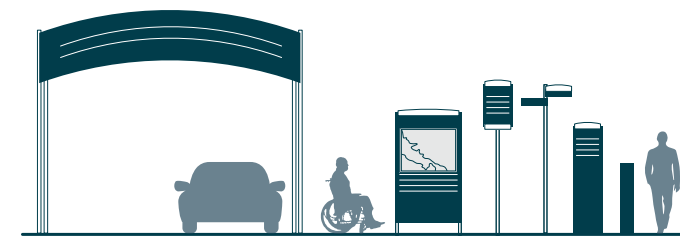
- Insufficient wayfinding information provided to access other City of Ottawa facilities, including the O-Train Confederation Line.



Rockeries signage

## Policies

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



4.2.5

## 4.2.6 Accessibility

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

### Considerations

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



Gatineau Park shuttle bus with accessibility ramp

### Policies

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

## 4.2.7 Lighting

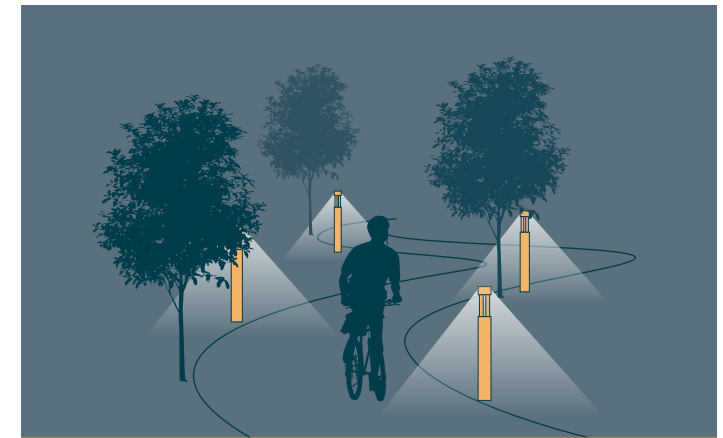
Context-sensitive lighting will be installed within the park, balancing active user safety, fauna well-being and recognition of dark zones in the natural areas.

### Considerations

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

### Policies

- 1 Ensure all new lighting is context sensitive and in keeping with guidance provided in the Capital Pathway Strategic Plan and Bird-Safe Design Guidelines, addressing elements such as pedestrian-scale design, user comfort and safety, and maintenance.
- 2 Ensure new lighting provided at new pedestrian crossings on the parkway is pedestrian-scaled and that light levels have regard to the guidelines established by the Transportation Association of Canada and policy identified in the Capital Pathway Strategic Plan.



4.2.7

## 4.2.8 Gateways

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

### Considerations

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

### Policies






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

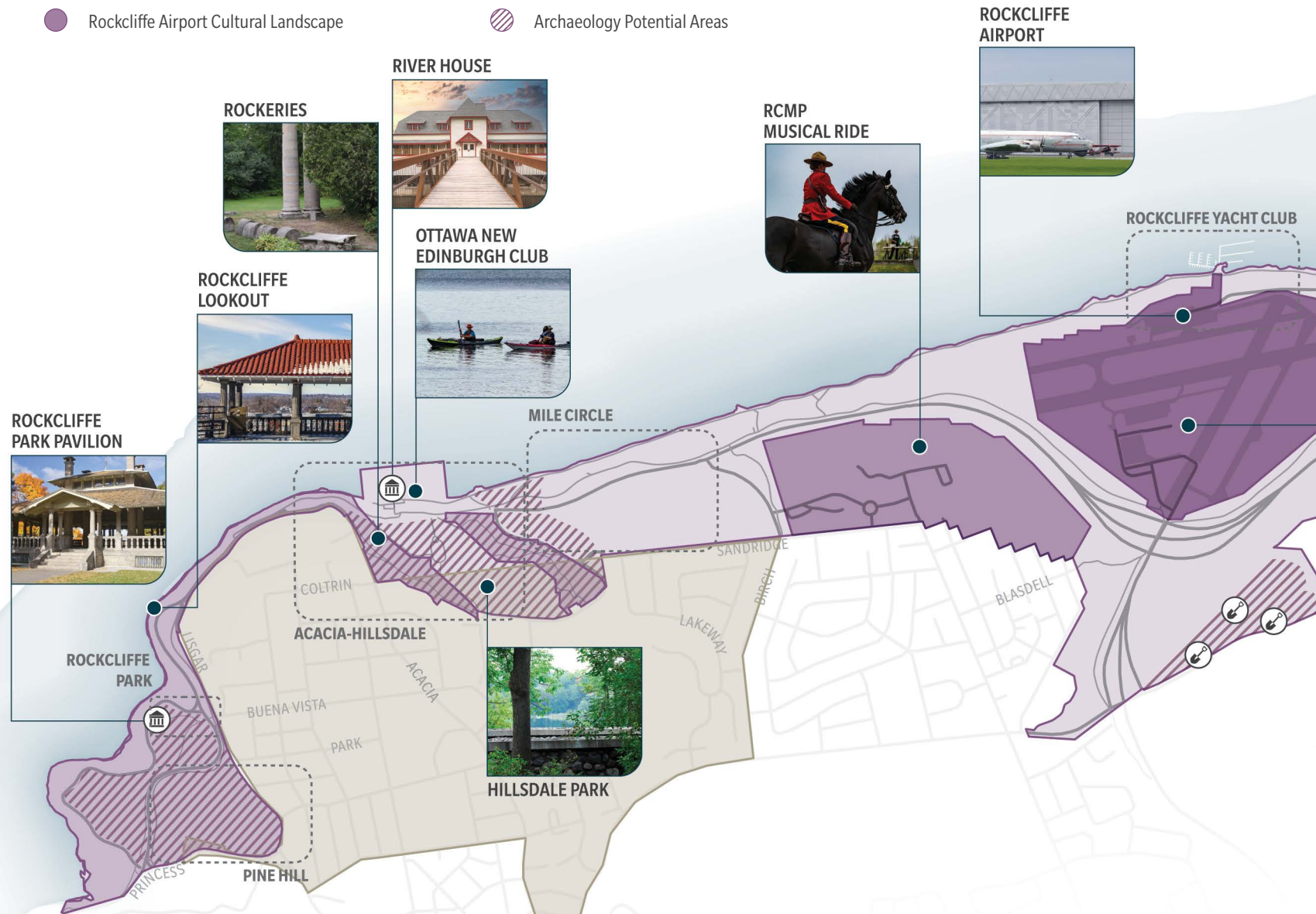




## 4.3 Culture and Heritage

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

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



CANADIAN AVIATION  
AND SPACE MUSEUM



OTTAWA RIVER

LOOKOUT TO  
LOWER DUCK ISLAND



LOWER DUCK ISLAND

GREEN'S CREEK

EAST LOOKOUT

BLAIR ROAD  
BOAT LAUNCH

P7 INTERPRETATION AREA

ST-JOSEPH  
ENTRANCE

BLAIR

OROLE

OGILVIE

SHEFFORD

CANOTEK

ST-JOSEPH

MONTREAL



0

1 km

4.3

### 4.3.1 Algonquin Anishinabeg Participation

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

#### Considerations

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

#### Policies

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

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

### 4.3.2 Heritage Sites

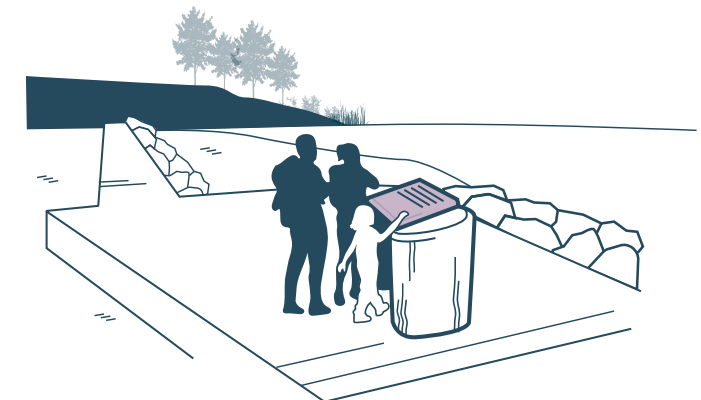
Significant sites and histories will be conserved and interpreted

#### Considerations

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

#### Policies

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



4.3.2

### 4.3.3 Archaeological Resources

Increase public awareness of the archaeological resources in the park.

#### Considerations

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

#### Policies

- 1 Work with Kitigan Zibi Anishinabeg and the Algonquins of Pikwàkanagàn First Nation to ensure that the pre-contact archaeological potential is up to date.
- 2 Promote opportunities for public interaction and awareness of archaeological sites when appropriate.
- 3 Ensure the protection and management of known and potential archaeological resources in accordance with federal government legislation and policies.
- 4 Ensure for areas of high archaeological potential that consultation with the NCC Archaeology Program is conducted in accordance with the Protocol for the Co-management of Archaeological Resources between Kitigan Zibi Anishinabeg, the Algonquins of Pikwàkanagàn First Nation and the NCC for the co-management of archaeological resources.

- 5 Ensure the protection and management of known and potential archaeological resources in accordance with federal government legislation and policies.
- 6 Encourage the development and implementation of archaeological digs in collaboration with Kitigan Zibi Anishinabeg, the Algonquins of Pikwàkanagàn First Nation and the local community, to enhance public awareness of the importance of protecting and managing archaeological resources.
- 7 Encourage future toponymy decisions to consider archaeological discoveries or resources.
- 8 Require an archaeological overview assessment or an archaeological impact assessment for any projects within areas with archaeological potential if appropriate.
- 9 Develop a management plan to protect against erosion and irreversible loss of shoreline archaeological sites.



4.3.3

### 4.3.4 Built Heritage and Cultural Landscapes

Protect and conserve built heritage and cultural landscapes in the park.

#### Considerations

- The park includes a variety of heritage buildings and landscapes that are of local, capital and national significance.
- New interventions need to be carefully planned to respect the heritage values of these important places.



Rockcliffe Park Pavilion

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## Policies

- 1 Protect character-defining elements of the park as one of the cultural landscapes identified in the cultural landscape study (2022), including the natural and topographical features, views and visual relationships and the picturesque parkway environment.
- 2 Conserve the heritage values of Rockcliffe Park as one of the oldest and most enduring Capital parks.
- 3 Develop a conservation plan for Rockcliffe Park to address landscape and tree management, conservation of built features and design guidelines for interventions and views.
- 4 Conserve the Rockcliffe Pavilion (a federal heritage building) and the Rockcliffe Lookout as character-defining elements in the cultural landscape.
- 5 Conserve the Rockeries landscape and the architectural ruins from the Soper estate and Ottawa's Carnegie Library.
- 6 Submit interventions that may impact the heritage value of the Rockcliffe Park National Historic Site to the Federal Heritage Buildings Review Office (FHBRO) at Parks Canada to ensure that appropriate heritage conservation advice is obtained, including landscape features within the park that overlap with the national historic site boundary, aggregate lamppost and fences, the former railway shelters and archways, and the stone retaining walls.

- 7 Support the continuing tradition of the RCMP N Division and its Musical Ride and respect its national significance.
- 8 Understand the value of the Rockcliffe Airport in partnership with the Canada Aviation and Space Museum and the Rockcliffe Flying Club.



## 4.3.5 Cultural Landscapes

Conserve and promote the park's cultural landscapes.

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### Considerations

- Engagement is needed with Indigenous communities.
  - Engagement is needed with community associations, the Royal Canadian Mounted Police (RCMP), and the Canada Aviation and Space Museum.
  - Conservation strategies are needed for each of the four cultural landscapes identified in the Cultural Landscapes Study.
  - Enhanced approaches to interpretation of the park's cultural elements need to be developed.
  - Evolution of the cultural landscapes into the future should be planned for.
- 

### Policies

- 1 Actively promote, through partnerships, the distinction and relevance of cultural heritage features that link us to the park's layered and shared history.
- 2 Recognize the character-defining elements as a designed cultural landscape.
- 3 Enhance protection of views and vistas towards the National Symbols, cultural landscapes and other features of the Capital.
- 4 Acknowledge the four cultural landscapes identified within the study area which include:



- Sir George-Étienne Cartier Park cultural landscape
- Rockcliffe Park cultural landscape
- RCMP N Division cultural landscape
- Rockcliffe Airport cultural landscape

**5** Create an interpretation strategy that could include the following themes:

- Indigenous significance
- European settlement – agriculture and lumbering
- Military and aviation history
- Transportation, including portage routes
- Geological features and fossils
- Former buildings and ruins

**6** Support and enhance ideas related to capital-making and picturesque landscapes.

### 4.3.6 Commemorations

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

#### Considerations

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

#### Policies

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

### 4.3.7 National Institutions

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

#### Considerations

- Consistency with the Capital Urban Lands Plan encourages consideration of opportunities to experience Canada’s culture, history, and achievements.
- All National Institution lands are designated as such in the Capital Urban Lands Plan; any new sites would require an amendment to that plan.



- Compatibility with two federal facilities within the park, the Royal Canadian Mounted Police campus and the Canada Aviation and Space Museum, should be considered in the park’s planning and programming.
- For policies and definitions relevant or related to national institutions, reference should be made to the Capital Urban Lands Plan.

### Policies

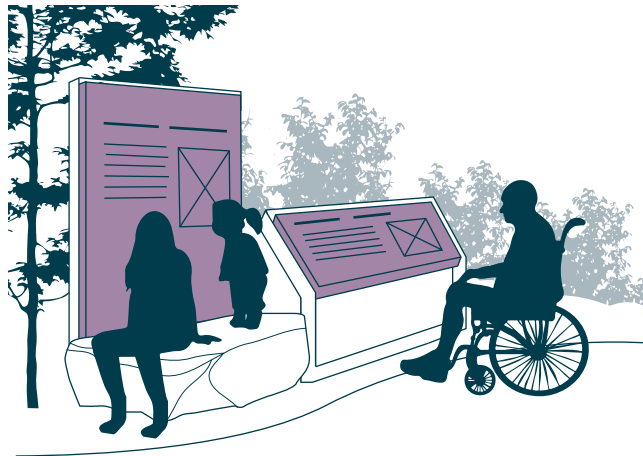
- 1 Encourage public access, engagement and people-focused programming of national institutions within the park, including the Canadian Space and Aviation Museum, the RCMP Stables, and the adjacent National Research Council (NRC) of Canada campus.
- 2 Cooperate with and support the other federal institutions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

## 4.3.8 Interpretation

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

### Considerations

- Having a clear understanding of what is being interpreted.
- Establishing a clear connection between the interpreter and the experience.
- Recognizing the possibility of conflicting perceptions.
- The Department of Canadian Heritage has the mandate for interpretation on federal lands within the plan area.



4.3.7

### Policies

- 1 Seek to develop a comprehensive interpretation plan for the parkway in partnership with Canadian Heritage.
- 2 Engage with Indigenous communities on the representation and presentation of Algonquin Anishinabeg cultural and historical elements within the park.
- 3 Involve key stakeholders in the interpretation plan (e.g. Francophone community, historical societies, cultural organizations).
- 4 Interpretive elements should be universally accessible.
- 5 The interpretation strategy should prioritize elements of national significance.
- 6 Highlight the important history of recreation within the park.
- 7 Allow opportunities to educate on topics like environmental sustainability, active transportation, agriculture, natural habitats, etc.
- 8 Work with Canadian Heritage for the interpretation of the environmental and cultural features that show a variety of existing species and ecological functions within the park.
- 9 Provide opportunity for passive learning through interpretive elements, new technologies, and exploration of the park.
- 10 Provide opportunity for active learning through a permanent all-season structure in the east near Green’s Creek.

## 4.3.9 Partnerships

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

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### Considerations

- Varying priorities between organizations.

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### Policies

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

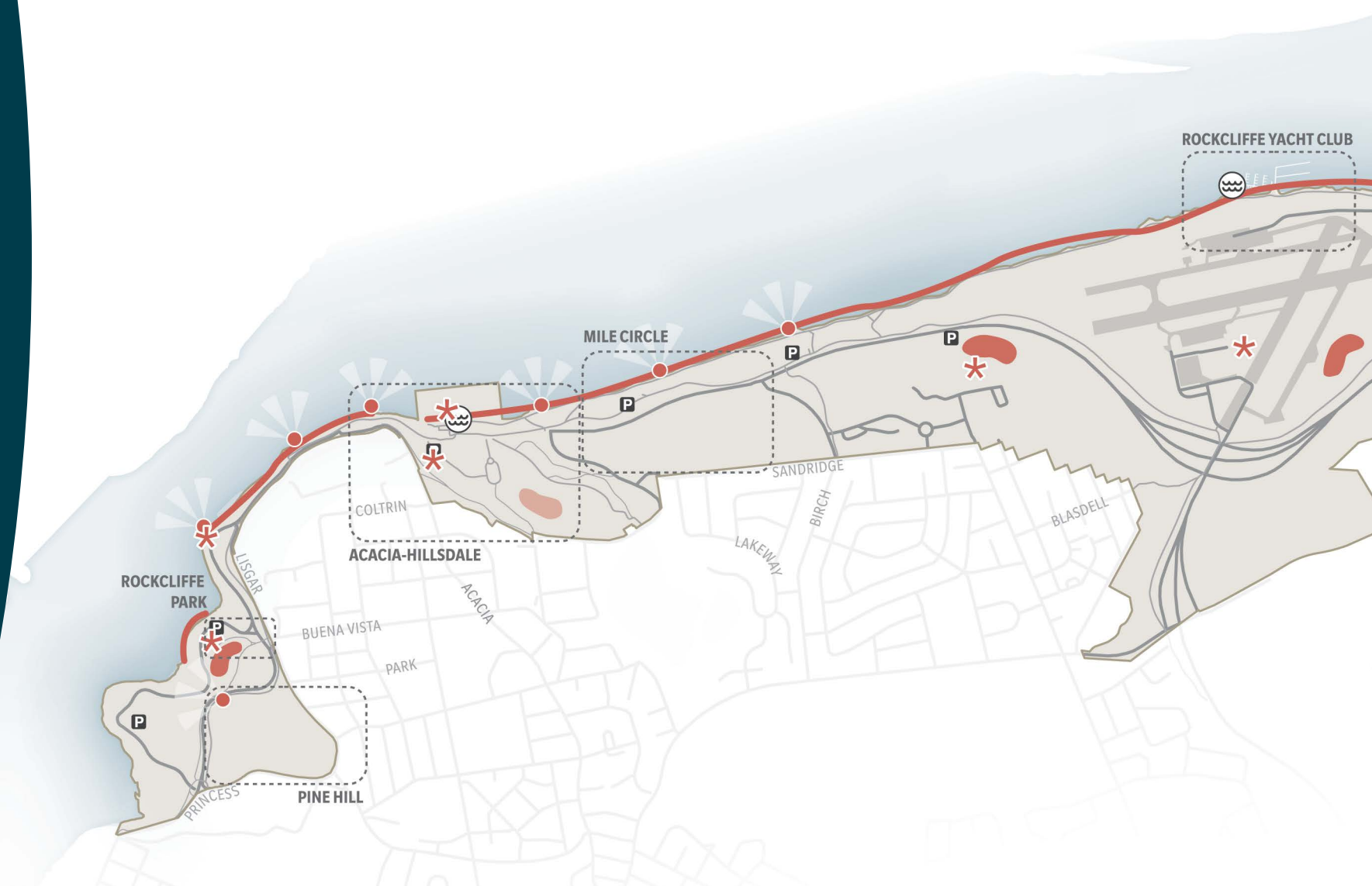


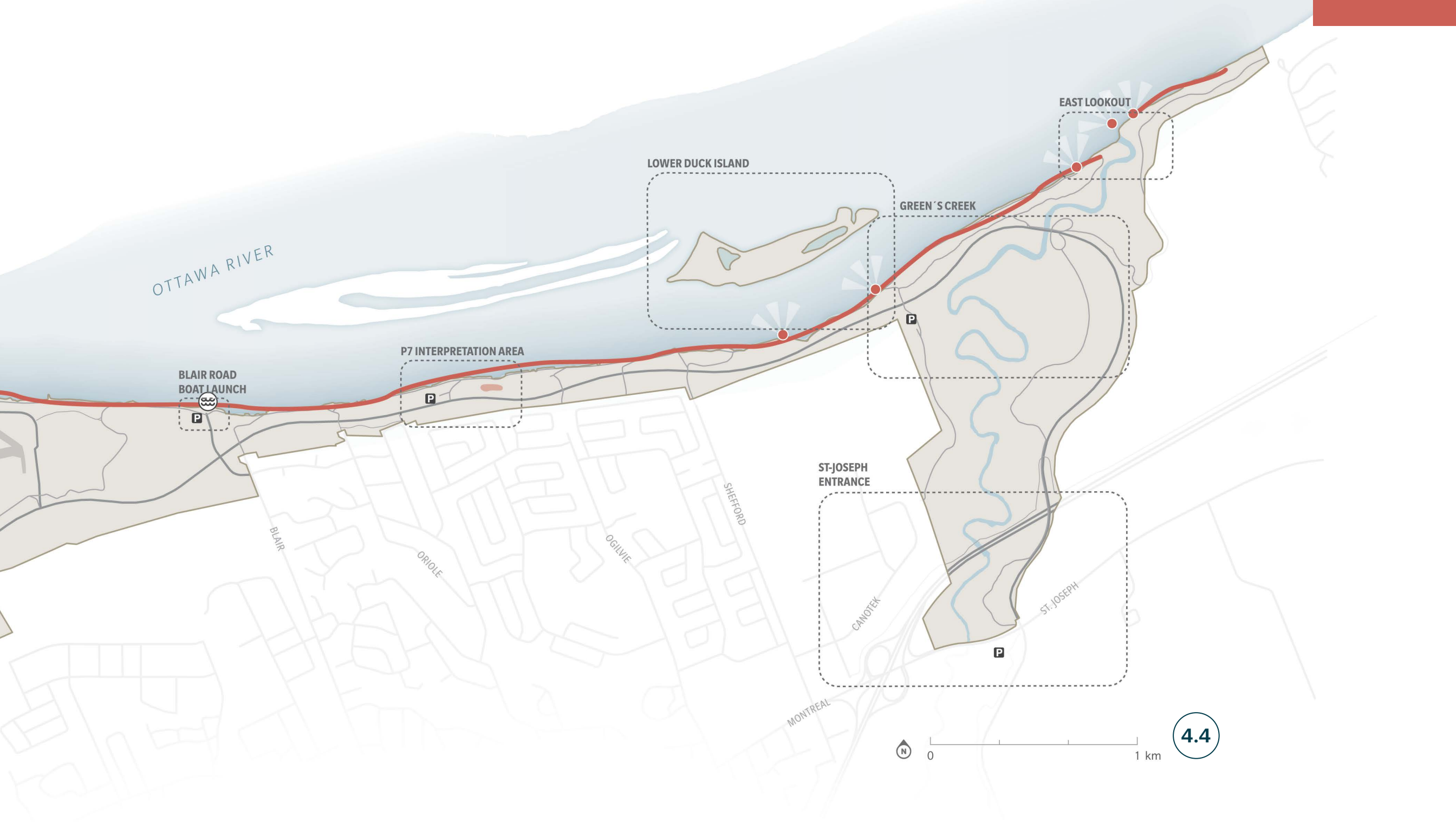


## 4.4 Experience

Create and promote diverse, balanced and engaging park experiences.

- \* Attractions
- Event Site — Community Event Capacity
- Event Site — Regional Event Capacity
- 🌊 Water Access
- 📡 Views
- Viewshed
- P Parking
- ⬜ Nodes





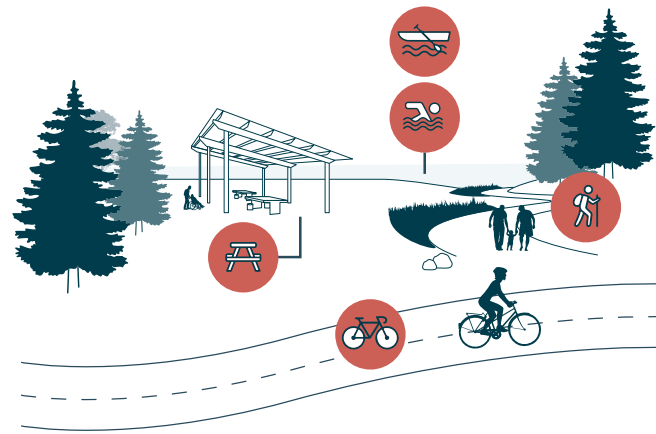
4.4

## 4.4.1 Placemaking

Strengthen the connections between people and public places.

### Considerations

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



4.4.1

### Policies

- 1 Identify projects that can be completed quickly and have immediate benefits in improving people’s perspective about the site.
- 2 Promote events and activities that draw people to the park.
- 3 Identify opportunities to improve the sites through landscaping and providing amenities such as shade, seating, toilets, pop-up bistros, warming huts and stations, and art installations.
- 4 Seek out ways to encourage public engagement in node development to strengthen the public’s sense of place within the park.
- 5 Look for a variety of small, passive interventions that promote all-ages play in the public realm through urban design.

## 4.4.2 Views and Vistas

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

### Considerations

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

### Policies

- 1 Enhance key sightlines by framing the focal point and preserving an open viewshed.
- 2 Implement vegetation management strategies to control the growth of trees and vegetation in key locations in order to provide views of the Ottawa River.
- 3 Conduct landscaping and vegetation management in a manner that preserves the scenic beauty of the area and preserves the survival of vegetation types (e.g. trees, grasslands, open fields and non-invasive plant species).
- 4 Enhance public awareness through education campaigns to inform residents, developers and businesses about the importance of preserving views of the river.



View from the Rockcliffe Lookout

- 5 Manage vegetation as a first step in enhancing dynamic river views.
- 6 Direct views along pathways in vegetated areas (e.g. through Airbase Woods and along Green’s Creek).
- 7 Protect the views identified on Map 4.1.
- 8 Create a lookout toward the waterfall north of the parkway at the Wateridge Community and one at the mouth of Green’s Creek.

### 4.4.3 Accessibility

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

#### Considerations

- Some features of the park are not universally accessible.
- Social and economic accessibility should be considered with physical accessibility.



4.4.3

- Level of comfort is not consistent within the active transportation routes.

#### Policies

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

### 4.4.4 Commercial Opportunities

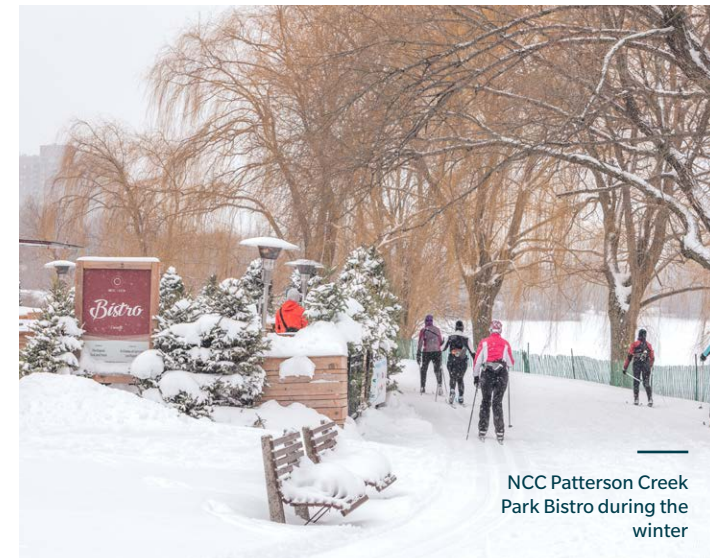
Provide opportunities for commercial activity that enhances the park experience.

#### Considerations

- There is a demand for services at certain locations within the park.
- There are areas of limited municipal services throughout the park (e.g. water, electricity, etc.).
- There are large areas of environmental significance throughout the park.

#### Policies

- 1 Offer park-related public and commercial services and facilities at specific locations outside of environmentally sensitive areas.
- 2 Ensure that commercial services align with the NCC’s mandate of providing unique value in the Capital Region for all Canadians.
- 3 Ensure that services are universally accessible and open to all members of the public.
- 4 Ensure that there is a range of affordable commercial uses.
- 5 Direct proposals to areas in the park that have sufficient services and facilities to support operation.
- 6 Provide seasonal refreshment and recreational offerings.



NCC Patterson Creek Park Bistro during the winter

## 4.4.5 Health and Safety

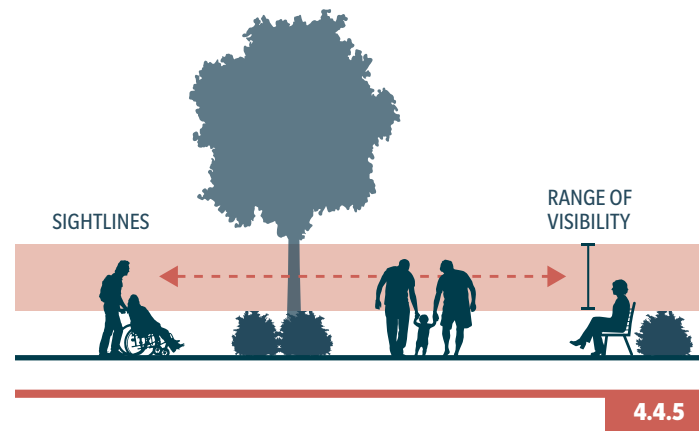
Prioritize the health and safety of people in the design and maintenance of the park.

### Considerations

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

### Policies

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

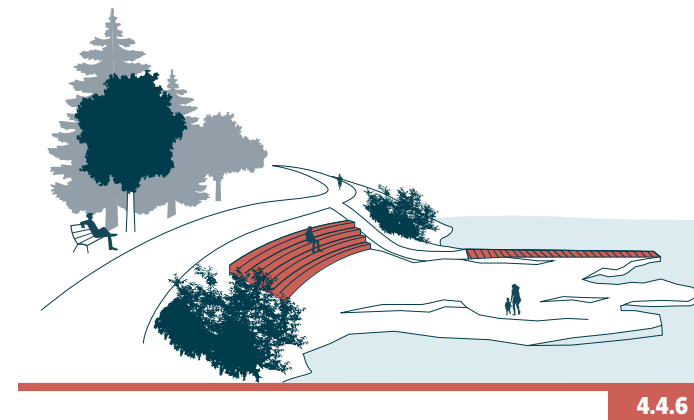


## 4.4.6 Water Access

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

### Considerations

- Wayfinding to water access points is absent.
- Few places encourage direct water access.
- Water access and interaction must be balanced with environmental protection.
- A naturalized water edge should be prioritized with focused, mineral elements (such as retaining walls) at key locations.
- There may be disruptions to water access due to necessary construction projects or climatic or weather events.



### Policies

- 1 Support additional direct access points to the river if context appropriate.
- 2 Prioritize wayfinding that brings people to the water.
- 3 Connect people with the river using accessible boardwalks and animating water access points.
- 4 Ensure that boat launch facilities have cleaning stations to protect the local ecosystems.
- 5 Incorporate soft bioengineering approaches in designing water access points to prevent the formation of hard edges with the river.
- 6 Design all new water access points for sustainable transportation connection.
- 7 Ensure that any disruption to water access is communicated to the public and appropriate mitigation measures are implemented.

## 4.4.7 Recreation

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

### Considerations

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



### Policies

- 1 Provide recreational opportunities in open spaces in the park, including water experiences, leisure activities and gathering spaces for groups of varying sizes.
- 2 Support year-round recreational opportunities for users of the park and work with regional groups to enhance those experiences (e.g. cross-country ski trail grooming and winter trail use).
- 3 Provide appropriate amenities to support recreational activities, including water fountains, public washrooms and rest areas strategically located throughout the park.
- 4 Include self-serve facilities such as bike repair stations and seating areas for cross-country skiers near parking lots and key access points to the park.
- 5 Support recreational activities throughout the park that have a minimal impact on ecologically sensitive areas through design.
- 6 Encourage river access for non-motorized watercraft in areas outside of ecologically sensitive areas where there has been formalized modification of the riverbank.



4.4.7

## 4.4.8 Engagement

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

### Considerations

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

### Policies

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

## 4.4.9 Design Quality

Create vibrant, high-quality places that reflect the significance of Canada’s capital.

### Considerations

- Park facilities and amenities should be of a high standard that reflects the importance of the park.
- Design should highlight the natural features of the park and place emphasis on the Ottawa River.

### Policies

- 1 Prioritize design solutions that incorporate features from the natural environment.
- 2 Promote high-quality design for all buildings, facilities and projects.

## 4.4.10 Public Art

Enhance the visitor experience by introducing more public art in the park.

### Considerations

- Preparation of a public arts program shall be done in collaboration with the Department of Canadian Heritage.
- Policies are needed to allow for the installation and enjoyment of public art properly and respectfully.
- Budgetary challenges related to the creation and maintenance of public art.



4.4.10

### Policies

- 1 Work with Algonquin Nation to put Algonquin art in the park.
- 2 Develop a public arts program, including commemoration and interpretation programs that will give artists the opportunity to exhibit their works along the river corridor.
- 3 Identify appropriate locations for play-based public art structures to provide animation opportunities for all ages and abilities.
- 4 Ensure that sites for public art installations are appropriate for the artwork.



“When the Rubber Meets the Road” by Gerald Beaulieu - public art at LeBreton Flats

## 4.4.11 Event Sites

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

---

### Considerations

- The scale of events in the park should be focused on local or regional audiences.
  - Event sites should reflect the size and scale being considered for that location.
  - Event sites should be flexible, allowing for different uses by different communities.
  - Event sites must operate sustainably.
- 

### Policies

- 1 Support small and independent music and arts organizations through access and use of NCC sites.
- 2 Provide a variety of small- to medium-sized event spaces within the park.
- 3 Work with local community associations to ensure event compatibility with surroundings neighbourhoods.
- 4 Promote existing event sites such as the NCC River House as destinations.
- 5 Keep unstructured and high-intensity activities away from key environmental features and habitats.

- 6 Work with the City of Ottawa and other stakeholders to encourage active transportation, public transit and non-vehicular modes of transportation when possible, to access events.
- 7 Ensure events are well-serviced and able to be carried out with minimal impact to the natural environment.
- 8 Consider proposed events on an individual basis to determine maximum capacity, safe crowd densities, and suitability of infrastructure.
- 9 Special exceptions may be permissible at the discretion of the land manager, if appropriate mitigation measures are in place.

# 5

## Sector and Node Plans

---

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

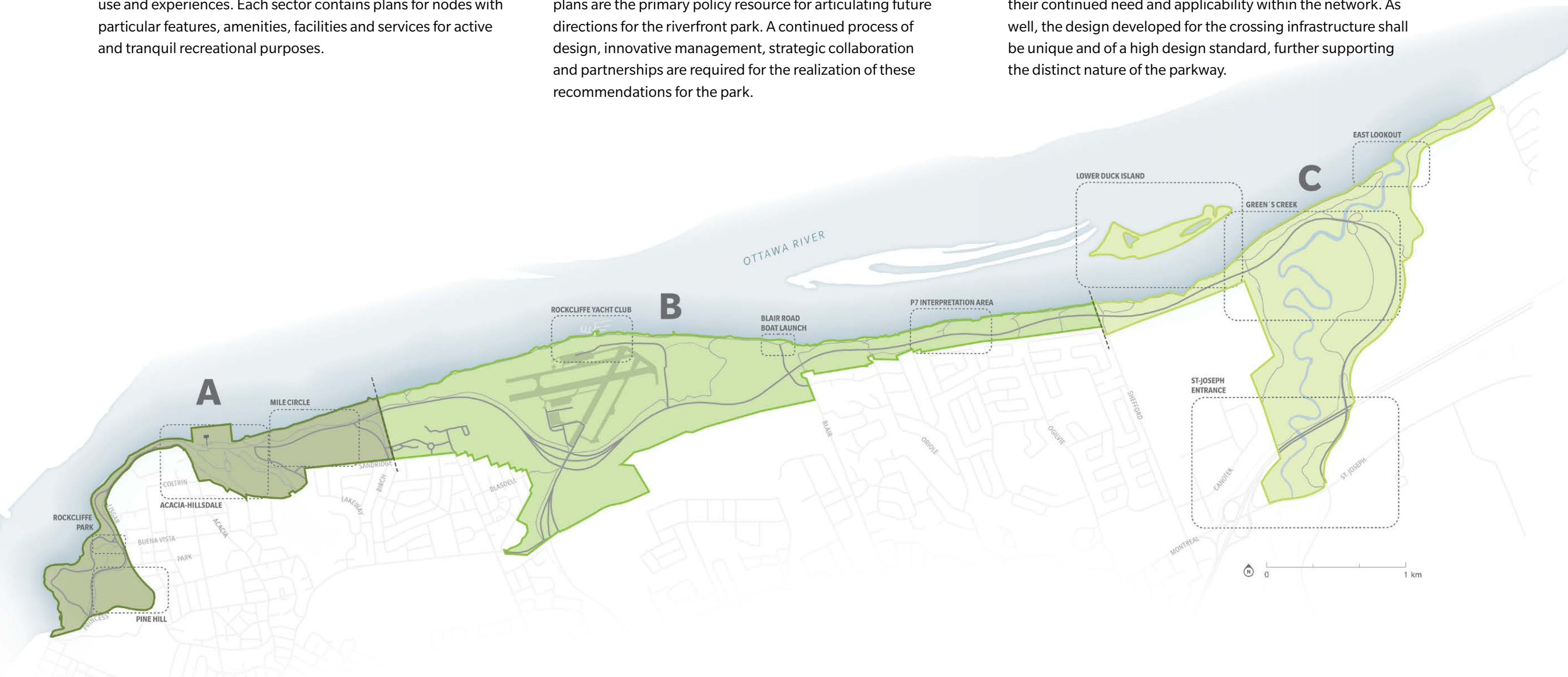


NCC River House

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

The sector plans provide a visual image to clearly communicate the plan's overall intent and expected outcomes. The policies identified in Chapter 3 apply throughout the park. These plans are the primary policy resource for articulating future directions for the riverfront park. A continued process of design, innovative management, strategic collaboration and partnerships are required for the realization of these recommendations for the park.

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



# 5.1 Sector A

## Description

Sector A is in the westernmost part of the park. Rideau Hall and the official residences form the gateway to the study area as a whole. Sector A is the most urban part of the study area. It contains established parks and is adjacent to old, established neighbourhoods.

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

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






The Rockeries showing building columns



Artist’s rendering of the lawn in front of the Rockcliffe Pavilion

# Sector A



-  Multi-use Pathways
-  Pathways
-  Nodes



## Recommendations

- 1** Strengthen connectivity to, and continuity with the broader Capital Pathway network, through exploring the feasibility of developing an active transportation facility between the park's western entrance and the Rideau Canal Ottawa Locks 1-8.
- 2** Explore the feasibility to create a multi-use pathway connection closer to the riverfront from the western entrance of the park east to the Rockcliffe Park Lookout.
- 3** Enhance the gateway experience at the western entrance of the park.
- 4** Introduce seating and active transportation amenities at the Rockcliffe Park Lookout.
- 5** Explore the opportunity to realign the parkway in the vicinity of Lisgar Road to improve active use connections across the parkway and create larger public spaces between the parkway and the Rockcliffe Park Lookout.
- 6** Identify opportunities for new lookouts, including the provision of seating, along the Ottawa River Pathway.
- 7** Explore in tandem the removal of a section of barrier fencing along the parkway and the implementation of a signalized pedestrian crossing at this location, to provide active user connectivity between the Rockcliffe Park neighbourhood and the multi-use pathway.

-  Access and Connectivity
-  Culture and Heritage

Conceptual plan for illustrative purposes.



SIR GEORGE-ÉTIENNE CARTIER PARKWAY

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PRINCESS

# Node A1



- Proposed Pathways
- Multi-use Pathways
- Pathways

Conceptual plan for illustrative purposes.




# 5.1.1 Node A1 Pine Hill

## Description

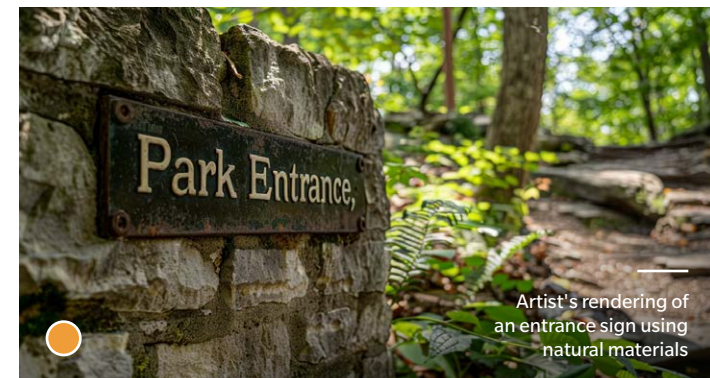
Pine Hill is a natural, elevated, tree-filled oasis close to downtown Ottawa. There are numerous trails that meander through this area. There is a view of the Ottawa River in the northwest section of the node.

## Recommendations

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

 Access and Connectivity

 Experiences



# Node A2



- Multi-use Pathways
- Pathways
- Facility



Conceptual plan for illustrative purposes.




## 5.1.2 Node A2 Rockcliffe Park

### Description

Rockcliffe Park is a Capital park, established in 1890 in the picturesque tradition. When Rockcliffe Park was expanded and managed by the Ottawa Improvement Commission (OIC) in the early 1900s, it became one of the most significant parks in the Commission's network, and the largest until the establishment of Gatineau Park in the 1940s. The site has a long history of recreation and is significant for its contribution to the development of the former Village of Rockcliffe Park, now a national historic site. The pavilion, a federal heritage building, was built in 1917, and serves as a key landmark and refuge for those visiting the park. This sector also has associations with Indigenous transportation networks.

### Recommendations

- 1 Conserve the visual relationships with important Capital symbols as identified in Map 4.4.
- 2 Preserve Rockcliffe Pavilion's historic character and public function with respect to its federal heritage building designation and its cultural heritage.
- 3 Conserve the cultural landscape of Rockcliffe Park, including:
  - its natural setting, such as cliffs and exposed limestone;
  - its circulation systems for parkways and multi-use pathways;
  - the established landscape of forest and open areas;
  - the use of topography and vegetation to frame views and create a series of open areas; and
  - the predominance of natural materials (masonry and wood) on built features, and their integrated settings within the landscape.
- 4 Introduce additional seating that respects the character of Rockcliffe Park and encourages public use.
- 5 Improve the pathway surface conditions within the park.
- 6 Introduce a pedestrian crossing at Buena Vista Road across the parkway to enhance active mobility connections between the Capital Pathway and the Rockcliffe Park node.

 Access and Connectivity

 Culture and Heritage

 Experiences



# Node A3



- Multi-use Pathways
- Pathways



Conceptual plan for illustrative purposes.




# 5.1.3 Node A3 Acacia-Hillsdale

## Description

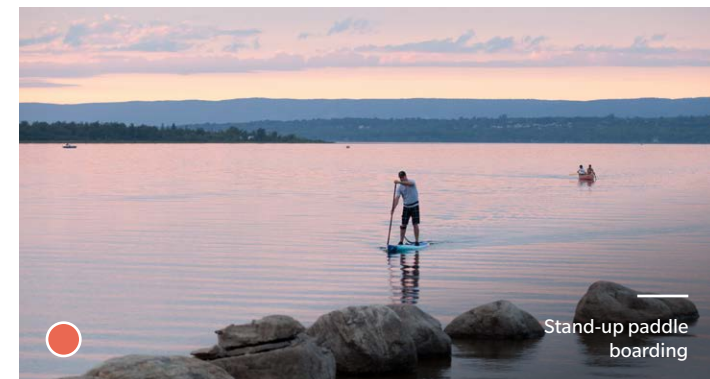
This area has been a destination for recreation for over a century. Boating, swimming, walking and hiking have been preferred activities in the warmer months, and skiing and snowshoeing in the winter. Highlights include the ornamental gardens at the Rockeries, Ottawa-New Edinburgh Club tennis courts, Hillsdale Park and the NCC River House. The recent revitalization of the NCC River House included universal access to the Ottawa River and the introduction of a pedestrian crossing.

## Recommendations

- 1 Rehabilitate or replace the walls surrounding the Rockeries as required to be of same look as the original.
- 2 Conserve the heritage values and character-defining elements of the NCC River House with respect to its federal heritage building designation.
- 3 In partnership with OC Transpo or other service providers, seek to provide improved public access to the NCC River House by sustainable modes of transportation.
- 4 Explore options to increase recreational offerings and amenities in the node by adapting underused space and moving or consolidating uses.
- 5 Maintain and enhance the formal landscaping associated with the Rockeries.
- 6 Optimize the NCC operations onsite to accommodate new functional pressures.
- 7 Seek to improve the road configuration of the access road and optimize the allocation of parking stalls within this site, ensuring that the design is flexible for when it is not in use by vehicles.
- 8 Introduce a formalized pathway connection between Hillsdale Park and the Ottawa River Pathway.
- 9 Improve wayfinding through the Rockeries, providing direction to nearby amenities while ensuring pathways remain visually unobtrusive and environmentally sensitive.

 Access and Connectivity

 Experiences



# Node A4



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



Conceptual plan for illustrative purposes.



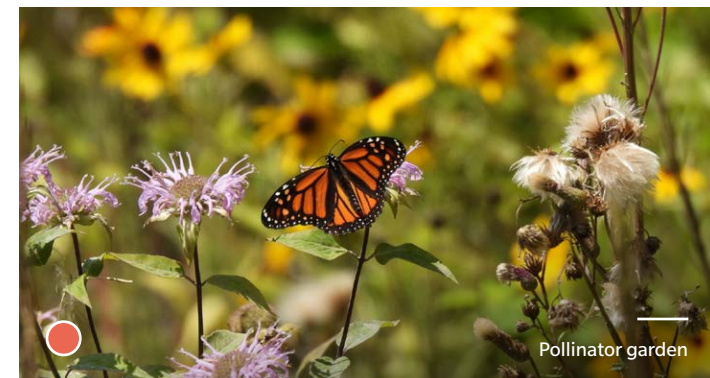
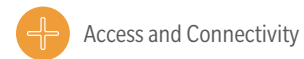
## 5.1.4 Node A4 Mile Circle

### Description

Mile Circle derived its name from an early twentieth-century clay speedway for horse-drawn carriages and early automobiles. It was the eastern terminus of the park prior to the expansion of the parkway beyond the Aviation Museum in the 1980s. This section of the park was once a national park. The site is currently used for passive recreation, offering informal walking trails where bridle paths once circled the area. This open green space contributes to the picturesque and scenic landscape of the Sir George-Étienne Cartier Parkway. It offers 18 hectares of green space as a buffer to the adjacent communities of Rockcliffe and Manor Park. The land shown as future federal use will be given a government site designation in the Capital Urban Lands Plan. Policy direction reference should be made to that plan.

### Recommendation

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



## 5.2 Sector B

### Description

Sector B begins at Hillsdale Road east of Rockcliffe Park and ends at Shefford Road, immediately west of the Robert O. Pickard Environmental Centre. This sector encompasses the transition from urban in the west to the Greenbelt in the east within the study area. Other key destinations include the Blair Road boat launch, Rockcliffe Flying Club, and Rockcliffe Yacht Club. Overall, there is a strong focus on culture in this sector. This section has institutional lands which include two points of interest: the RCMP Stables and the Canada Aviation and Space Museum. Sector B includes lands with the Cultural Institution and Facility designation under the Capital Urban Lands Plan. This sector also provides opportunities for passive recreation with its open fields, trails and water access. The lower pathway runs along the water in this sector.

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



Multi-use pathway beside the Canada Aviation and Space Museum



Artist's rendering of shoreline immediately west of the Blair Road boat launch

# Sector B



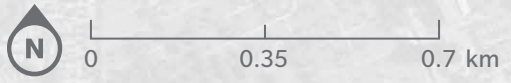
- Proposed Pathways
- Multi-use Pathways
- Pathways
- Cultural Institution and Facility
- Nodes



## Recommendations

- 1** Design and construct a roundabout, or other appropriate intersection modification, at the end of Aviation Parkway when the current infrastructure reaches the end of its lifespan to reclaim green space, create a visually interesting gateway to the Canada Aviation and Space Museum, and improve the user experience, including reducing traffic speeds, along both parkways.
- 2** Provide wayfinding signage at key connecting points in the pathway network directing active users to transit (e.g. Aviation Pathway to Cyrville O-Train station).
- 3** Support the development of the site as a cultural institution and/or facility.
- 4** Redesign the parkway, east of Aviation Parkway, to replicate the surface parkway cross-section west of Aviation Parkway, and to reduce vehicle speeds, which will facilitate the future implementation of signalized pedestrian crossings along the parkway.
- 5** Design and install a safe pedestrian crossing at Polaris Avenue that crosses the parkway in recognition of the future growth of the Wateridge Village community.
- 6** Introduce a multi-use pathway on the north side of the parkway east of Marina Road to P27.  
Note: Recommendation 2 can also be found in Sector C, Section 5.3.

Conceptual plan for illustrative purposes.



- Environment
- Access and Connectivity
- Experiences

# Node B1



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




## 5.2.1 Node B1 Rockcliffe Yacht Club

### Description

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

### Recommendations

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

 Access and Connectivity

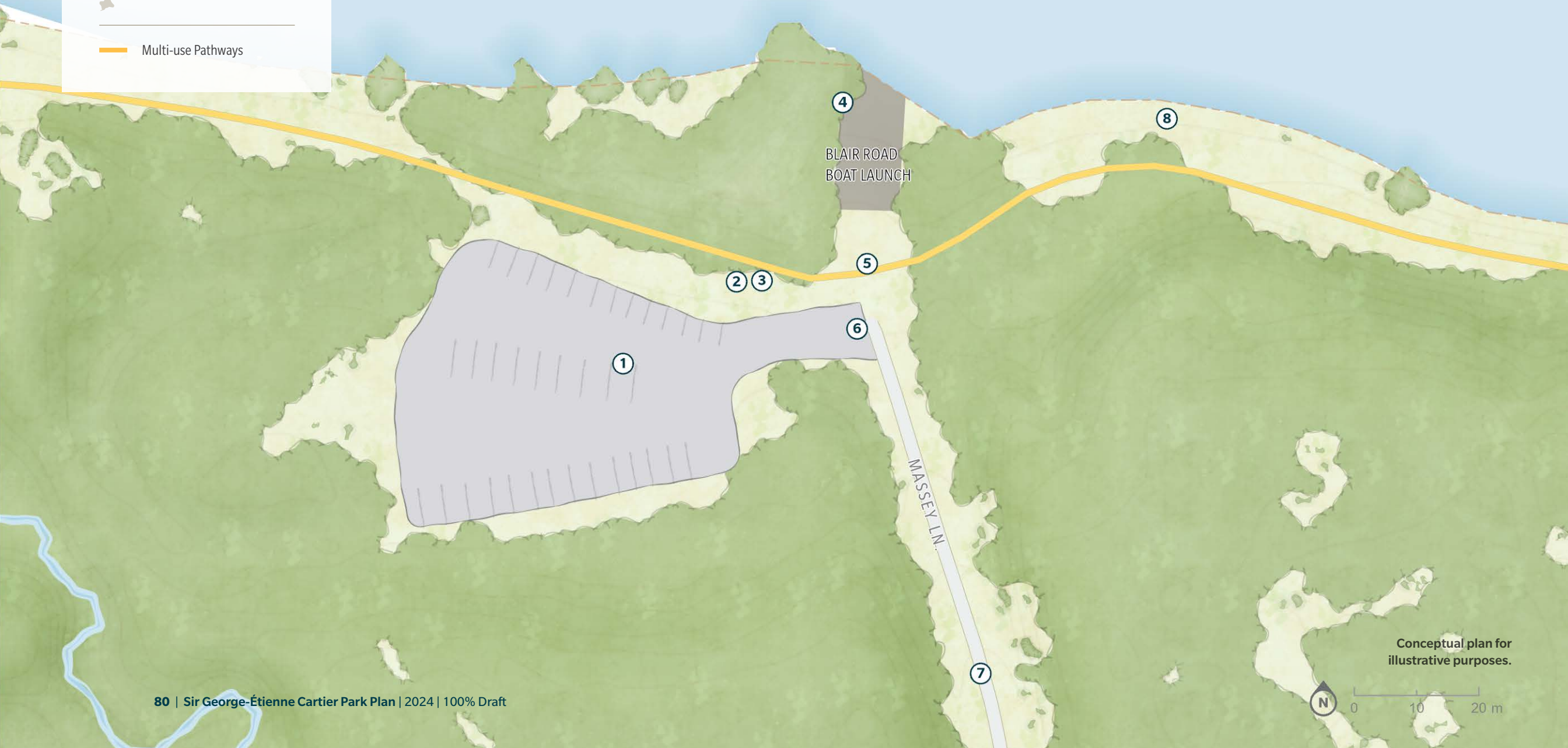
 Experiences



# Node B2



Multi-use Pathways



Conceptual plan for illustrative purposes.




## 5.2.2 Node B2 Blair Road Boat Launch

### Description

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

### Recommendations

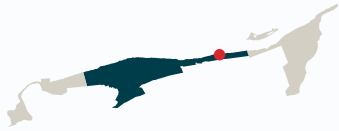
- 1 Improve design of parking and site access and include parking for boat trailers.
- 2 Provide washroom facilities onsite.
- 3 Allow for the sale of refreshments and small-scale commercial opportunities if appropriate.
- 4 Provide formally separate launching facilities, i.e., add a dock for non-motorized watercraft.
- 5 Improve the design of the intersection of the Capital Pathway to include a slow zone to reduce potential conflict with the function of the boat launch.
- 6 Improve signage for the site, including the boat launch, to clarify its function at the intersection between the pathway and the vehicular access to the boat launch and speed limit signage along Massey Lane.
- 7 Consider ways to better accommodate two-way traffic along Massey Lane.
- 8 Provide an appropriate and functional seating area that respects the site's environmental considerations.

 Access and Connectivity

 Experiences



# Node B3



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



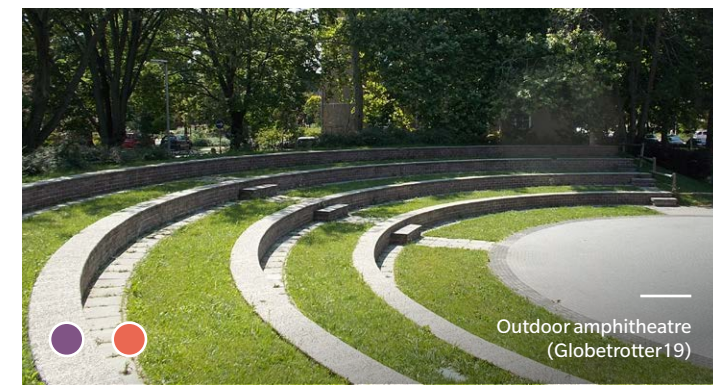
## 5.2.3 Node B3 P7 Interpretation Area

### Description

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

### Recommendations

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



## 5.3 Sector C

### Description

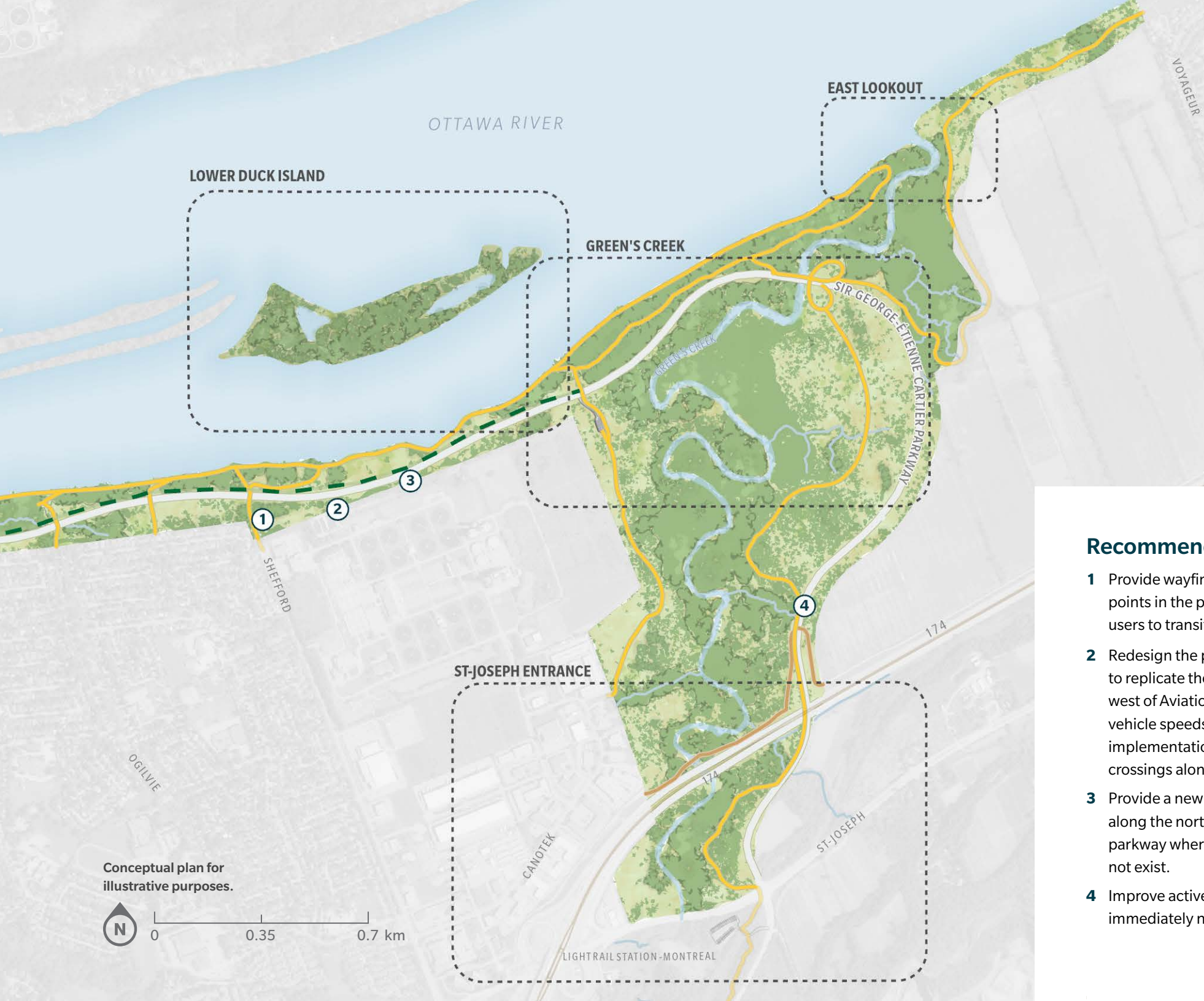
Sector C is located in the easternmost part of the park, comprised mostly of Greenbelt lands, with a small portion of urban lands and open green space. With a focus on the environment, this sector encompasses four nodes, each serving specific purposes. The sector starts at Shefford Road and ends at the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



View of the  
Ottawa River



Artist's rendering of a  
gateway feature to  
the park at St. Joseph  
Blvd. in the winter



## Sector C

### Recommendations

- 1 Provide wayfinding signage at key connecting points in the pathway network directing active users to transit.
- 2 Redesign the parkway, east of Aviation Parkway, to replicate the surface parkway cross-section west of Aviation Parkway, and to reduce vehicle speeds, which will facilitate the future implementation of signaled pedestrian crossings along the parkway.
- 3 Provide a new east-west multi-use pathway along the north side of the eastern portion of the parkway where the upper Capital Pathway does not exist.
- 4 Improve active user comfort along the parkway immediately north of St. Joseph Boulevard.

- Environment
- Access and Connectivity
- Experiences

Conceptual plan for illustrative purposes.

0 0.35 0.7 km

# Node C1



- Proposed Pathways
- Multi-use Pathways

SIR GEORGE-ÉTIENNE CARTIER PARKWAY

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P27  
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4

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Conceptual plan for illustrative purposes.



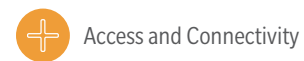
## 5.3.1 Node C1 Green's Creek

### Description

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




### Recommendations

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



# Node C2



-  Proposed Pathways
-  Multi-use Pathways
-  Proposed Boardwalk



Conceptual plan for illustrative purposes.




## 5.3.2 Node C2 East Lookout

### Description

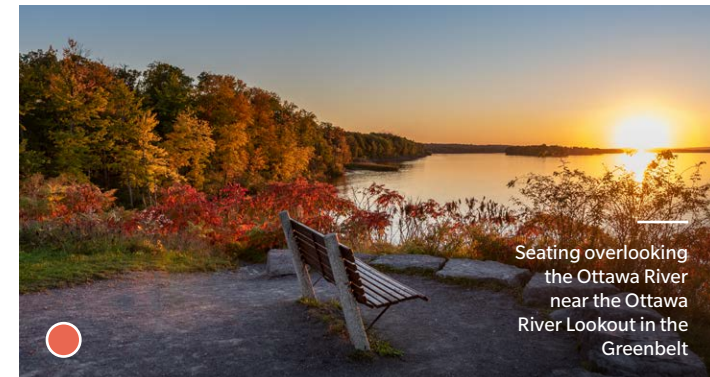
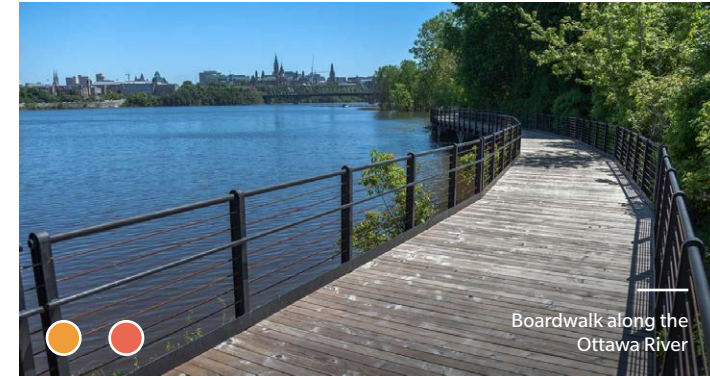
This node encompasses the exceptionally picturesque lookout at the outlet of Green’s Creek to the Ottawa River, inaccessible by vehicles. Our proposal aims to increase accessibility and enhance the visitor experience in this beautiful location. The lookout will be improved to include the addition of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

### Recommendations

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

 Access and Connectivity

 Experiences



# Node C3



- Proposed Pathways
- Multi-use Pathways
- Pathways



Conceptual plan for illustrative purposes.





# 5.3.3 Node C3 St. Joseph Entrance

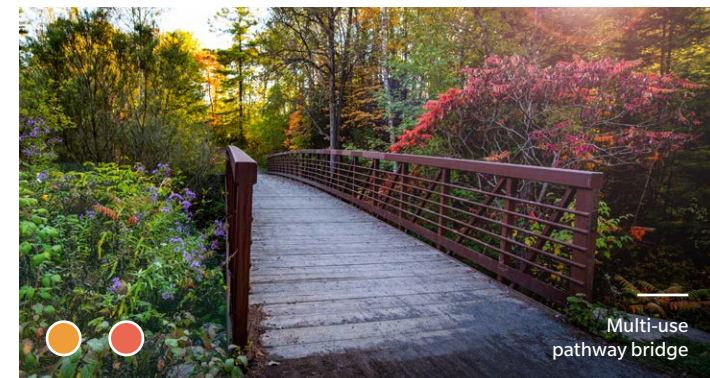
## Description

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

## Recommendations

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

-  Access and Connectivity
-  Experiences



# Node C4



Multi-use Pathways

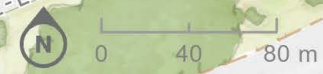
LOWER DUCK ISLAND

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2

Conceptual plan for illustrative purposes.

SIR GEORGE-ÉTIENNE CARTIER PARKWAY



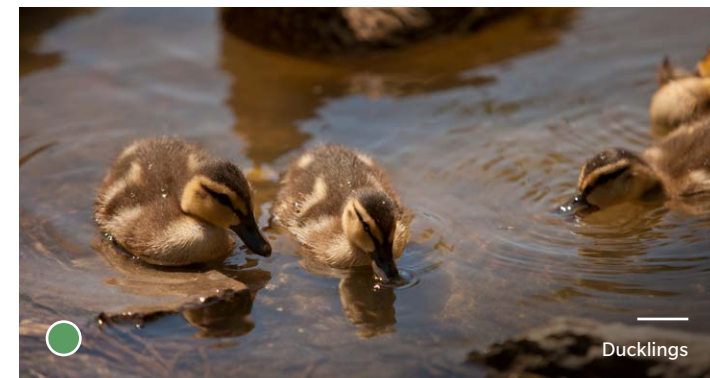
## 5.3.4 Node C4 Lower Duck Island

### Description

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

### Recommendations

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



# 6

## Next Steps and Implementation

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



Seating overlooking the Ottawa River near the Ottawa River Lookout in the Greenbelt

## 1 Ten-year Initiatives

While the plan aims to set the vision for the park over the next 30 to 50 years, several projects and initiatives are identified below that are targeted for completion within the review period of the plan, which is approximately 10 years.

- 1 Improve access and mobility to adjacent neighbourhoods and beyond.
- 2 Improve furnishing in the central and eastern areas of the park.
- 3 Improve connection and wayfinding between the River House and the adjacent neighbourhoods.
- 4 Improve wayfinding and public access around the Rockcliffe Airport to encourage park visitors to move towards the water.
- 5 Introduce facilities and interventions at the Blair Road boat launch to better serve all users.
- 6 Identify and promote a site within the park as a mid-size community event site.
- 7 Create and establish branding and wayfinding for the park and its composite elements (e.g. interpretation area C1 and the Greenbelt in Sector C).
- 8 Provide lighting for the park and the pathways respective of their environments.
- 9 Improve the pathway connection between parking lot P27 and the river pathway.
- 10 Enhance the experience at the pollinator garden near parking lot P27 by expanding the parking lot and allowing for a bus turnaround and bus parking, and add a shelter for picnics and other outdoor activities.
- 11 Enhance the pedestrian and cyclist experience in terms of safety and aesthetics at the park access at St. Joseph Boulevard.
- 12 Connect the pathway along the northern side of Ottawa Road 174, north across Green's Creek towards parking lot P27.
- 13 Establish a gateway to the park connecting the Montreal Road O-Train station and Ottawa Road 174 to the park.

## 2 Budgeting

This is a long-term plan to guide the future development of the park. Any proposed projects will be consistent with the multi-year corporate plan as funds are allocated and through asset renewal opportunities.

## 3 Ongoing Stakeholder Engagement and Partnerships

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

## 4 Federal Approvals

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

# Appendices

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## Appendix I – Glossary

**action:** A specific initiative or program undertaken to address a defined management issue. An action requires proactive effort and results in a product or outcome that contributes to meeting the strategic directions articulated through the vision, goals and policy statements.

**active mobility:** Any form of human-powered transportation.

**active learning:** Learning through active use of the park's elements.

**active use:** Public interaction with the park's amenities, facilities and services in areas including but not limited to the Ottawa River shoreline, the park nodes, recreational pathways and trails, public art installations, and placemaking infrastructure.

**activity node:** Activity and service points along the green space network, including the parkway's linear parks and shorelines as identified in the plan.

**amenity:** An element that contributes to the quality of a space, including its visual aesthetics and functional attributes.

**animation areas:** Areas that are built and designed to encourage sustained activity. This may be through visual and physical features and the inclusion of supportive public facilities and amenities.

**best practice:** A method or means by which natural resources are protected during development or construction. For example, measures designed to minimize the impacts on water quality from land development, such as erosion control, preserving natural vegetation and onsite detention of stormwater to filter pollutants.

**bikeway:** A trail, path or right-of-way provided for bicycle travel.

**boardwalk:** An elevated, floating pathway that accommodates cycling and walking primarily over the waterfront landscape and can offer opportunities for bird and wildlife viewing.

**boat launches and docks:** Elevated or floating platforms that provide an opportunity to access the water. They can serve as mooring or put-in/take-out locations for small non-motorized watercraft, or fishing locations.

**Capital green space network:** Vast expanses of NCC lands in the Greenbelt, Gatineau Park, urban green spaces and shorelines, and connections with broader, regional ecosystems.

**Capital pathways:** A network of multi-use paths owned and managed by the NCC that are separate from motor vehicle traffic and can be either within the roadway right-of-way or within its independent right-of-way, and include facilities built for cycling, walking or other active mobility modes of travel.

**Capital symbols:** Elements within the Capital that have been identified as representing areas of Capital significance.

**climate resiliency:** The ability of a social or ecological system to prepare for climate change and thrive under a changing climate, while retaining its same basic structure and ways of functioning.

**climate-resilient design:** The design of a site, infrastructure or programs in a way that anticipates, considers and adapts to changing climate conditions.

**conservation:** A series of actions taken to affect long-term preservation of a resource, including research and education. The plan looks at two types of conservation: heritage, or cultural conservation, and conservation of natural environments. Heritage conservation includes treatment and preventative care of a resource. Conservation of the natural environment includes managing a resource and protecting a species, habitats and ecosystems.

**context-sensitive approach:** Consideration of a site's potentials and constraints, including physical, environmental, historic and social elements that are considered in planning and design.

**cultural landscape:** Defined by the NCC in its *Working with Cultural Landscapes: A Guide for the National Capital Region* as: "... a set of ideas and practices embedded in a place. The 'ideas and practices' are what make it cultural; the 'place' is what makes it a landscape." Cultural landscapes show the evolution of a land and are expressed in natural, rural and urban environments that form part of the legacy of this Capital. They represent one of the most defining heritage features of the Capital. Cultural landscapes are part of the cultural tangible heritage.

**development:** The process of erecting, altering, extending built assets, or changing the use of built assets or infrastructure.

**discovery route:** A pathway that offers opportunities to view, experience and explore varying landscapes (e.g. forests, shorelines, heritage sites, open fields, etc.).

**dynamic view:** Where there is an unfolding sequence of views of the subject, sometimes clearly seen, sometimes obscured for a while, and revealed again later.

**ecosystem services:** Services that people get from ecological functions, such as air quality control, water filtration, climate regulation, carbon storage, pollination and erosion control, as well as consumables such as food, fuel and medicine.

**equitable access:** Ensuring that the park's nodes and sectors are welcoming for everyone by providing access and the same use opportunities for all potential park users, identical whenever possible; equivalent when not.

**event space:** An open area equipped with adequate space and infrastructure capable of accommodating a particular type and size of event. It is assumed that for the duration of the event, regular public use of the site will be restricted.

**facilities and amenities:** Public infrastructures such as service buildings, washrooms, outdoor furnishings, water fountains, etc., that support the use and public enjoyment of the park space.

**flood event:** Flooding that results from a precipitation event with defined frequencies. There are various scales of flood events that carry with them various risks of damage to people and property:

350-year flood is a significant flood event that has been selected locally (NCC, City of Ottawa, South Nation Conservation, Rideau Valley Conservation Authority, Mississippi Valley Conservation Authority) as the appropriate event to plan for and manage river flooding due to climate change.

- **100-year flood** is a major flood. It has a 1% chance of occurring in any given year.
- **50-year flood** has a 2% chance of occurring in any given year.
- **20-year flood** has a 5% chance of occurring in any given year.
- **5-year flood** has a 20% chance of occurring in any given year.

**floodplain:** A low-lying area near watercourses that is naturally subject to flooding.

**gateway:** An arrival point having distinctive, identifiable landscape markers that signal the entry into the park and that identify the park's character.

**Greenbelt Pollinator Project:** A restoration project where two Greenbelt meadows, totaling 3.8 hectares, have been planted with a variety of native perennials that are favoured by pollinators.

**guiding principle:** Specifies a strategic direction or principle for achieving the stated policy, strategy or vision.

**habitat:** An area where an organism lives, finds food and shelter, and where it can reproduce.

- **aquatic habitat:** A habitat in areas that are permanently or occasionally covered by water.
- **woodland habitat:** A mostly treed area that is more open than forests since it has spaces where light can penetrate between the trees. Woodlands vary depending on the dominant tree species within it and the spacing between the trees. Depending on the amount of light reaching the ground, there will be a variety of other plants at ground level within woodlands, such as ferns, mosses, herbs, grasses and shrubs.

**heat island effect:** Areas where the land surface is covered in materials that absorb heat like pavement, roads, or structures, and that absorb and retain heat. This results in a temperature difference in the surrounding areas of natural land cover.

**heritage:** A legacy that provides or has provided value to a society. Heritage value may have many factors, such as historical and cultural association, built or environmental importance, with its use and integrity continued over time.

**hydrologic management:** Finding solutions to water problems such as quality, quantity and availability.

**invasive species:** Flora and fauna that are non-native to an area that adversely affect the habitats they invade. They disrupt existing natural systems by dominating an area.

**Life Science Area of Natural Scientific Interest:** Areas that contain examples of the many natural landscapes, communities, plants and animals found in Ontario's natural areas. (Greenbelt Master Plan)

**lookout:** Spaces or structure projections that provide opportunities to appreciate the visual connection to the water's edge and the experience of being "over" the water.

**meadow:** A field habitat vegetated by grass and other non-woody plants. Meadows are important because they are open, sunny areas that attract and support plants, animals and insects that could not thrive in other conditions.

**micromobility:** A range of small, low-speed devices used to facilitate personal transportation. Devices can use a combination of human-powered, combustion and electric-based propulsion. They include, but are not limited to, electric wheelchairs and scooters, adaptive cycles, bicycles, electric bicycles, electric kick scooters, electric skateboards, electric unicycles and hoverboards.

**multi-use pathway:** Pathways forming part of the NCC's regional pathway network and serving a variety of user types, including walkers, runners, cyclists and other non-vehicular modes on a shared surface.

**National Park:** 111 acres of parkland immediately adjacent to Rockcliffe Park to the east. It was acquired by the Ottawa Improvement Commission (OIC) between 1904 and 1906. By 1935, reference to it ceased, as it became considered part of Rockcliffe Park.

**natural environment:** Features including floodplains, shorelines, wooded and grassed areas, and other habitats. It includes the interaction within and between these areas and between all living species, climate and weather.

**national symbols:** Symbols that represent Canadian culture in that they are considered to be uniquely Canadian or have uniquely Canadian characteristics.

**nodes:** Areas with particular features, amenities, facilities and services for active and tranquil recreational purposes.

**parkway/driveway:** A limited access and slow-speed route in a park or landscaped or naturalized setting that connects parks and from which trucks and commercial vehicles are excluded.

**passive learning:** A way of learning where individuals observe and internalize information obtained through written text (e.g. interpretive panels), cultural landscape elements and natural elements.

**pathway:** A route intended for active mobility (such as running, walking or cycling). In the context of the plan, pathways are user specific and segregated based on the differential of speed between users.

**pedestrian crossing:** Walking and cycling path crossings of a roadway or parkway with electronic signals warning for motorists at the grade crossing location.

**placemaking:** The act or intention to create unique places that will attract people as a result of being pleasurable, interesting and context sensitive.

**policy:** A statement that commits the NCC to taking a consistent course of action over the short, medium and long term.

**pollinator site:** An area designed and planted to provide for the needs of a wide range of local pollinating insects.

**remarkable trees:** Trees of intrinsic value due to unique or special characteristics such as age, location, size, appearance, species variety and rarity, or other valuable characteristics.

**sectors:** Larger park areas that extend kilometres in length. They are distinct from each other in terms of their cultural landscape, topography, ecological areas, land uses and experiences.

**services:** A facility or action provided by the NCC on behalf of park users. Examples include washrooms, water fountains, pathways, snowplowing and landscape maintenance.

**stormwater management:** Stormwater comes from rain, ice and snow-melt events. It runs into streets, lawns and other areas. Stormwater management tries to reduce this runoff by providing opportunities for it to be absorbed into the ground and to improve its water quality before it empties into a waterbody like streams and rivers or into wetlands.

**sustainable mobility:** A range of measures that allow people to travel in an efficient and eco-friendly way.

**sustainable transportation:** A transportation system that allows the basic access needs of individuals and groups to be met safely and in a manner consistent with human and environmental health.

**toponymy:** The act or process of place naming or renaming an NCC-managed asset based on the asset's origins.

**traffic calming:** A variety of measures designed to make roads safer; for example, making roads narrower or placing obstacles so that drivers are required to slow down.

**tree canopy:** The layer of tree leaves, branches and stems that cover the ground when viewed from above.

**universal access:** Designing sites and providing services in a way that enables all people to experience the park.

**urban cross-section:** A road cross-section where the roadway is bounded by curbs or a curb and gutter on either side.

**valued natural habitat:** Habitat that is considered important for the maintenance of biodiversity due to the combination of some of the following characteristics: a large diversity of species, habitat for species at risk and/or migratory species, and intact natural processes to support increased genetic diversity.

**vision:** A guiding statement that sets the tone for long-term planning and development. It is intentionally broad in scope to have longevity and provide a frame of reference and reminder of the spirit and intent of a plan.

**vistas:** A line of vision that may include landscaped or built elements and that ultimately leads to a feature.

**wayfinding:** The set of architectural or design elements that aid orientation.

**woodland:** A mostly treed area that is more open than forests since it has spaces where light can penetrate between the trees. Woodlands vary depending on the dominant tree species within them and the spacing between the trees. Depending on the amount of light reaching the ground, there will be a variety of other plants at ground level within a woodland, such as ferns, mosses, herbs, grasses and shrubs.

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# Image sources

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

## **P. 16: Image 1**

Ballantyne, J. (1901). *Rockcliffe Park*, PA-133404. Library and Archives Canada.

## **P. 17: Image 1**

Ballantyne, J. (1902). *Rockcliffe Park*, PA-133417. Library and Archives Canada.

## **P. 17: Image 2**

Canadian Government Motion Picture Bureau - Department of Trade and Commerce - Negative SH-28B.

## **P. 18: Image 1**

Canada. Dept. of Interior. (1920s). *Rockcliffe Park and Ottawa River, Ottawa, Ont*, PA-043369. Library and Archives Canada.

## **P. 18: Image 2**

Topley, W. (1910). *Street Car travelling through Rockcliffe Park*, PA-008797. Library and Archives Canada.

## **P. 18: Image 3**

Grant, T. (1961). *N.C.C. Houses [and the Soper Fountain at the Rockeries]*. Library and Archives Canada.

## **P. 18: Image 4**

Canadian Government Motion Picture Bureau/National Film Board of Canada. (1930). *Ski-jumping at Rockcliffe Park*, PA-148970. Photothèque/Library and Archives Canada.

## **P. 19: Image 1**

National Film Board, *The Mouth of the Gatineau River Viewed from Rockcliffe Park*. (1939). *Plan for the National Capital*.

## **P. 19: Image 2**

Lund, C. (1952). *One male and one female hiker stop to view scene from a height overlooking the Ottawa River in Rockcliffe Park Village, Ontario*. Library and Archives Canada.

## **P. 21: Image 1**

Woodside, H.J. (1902). *Rockcliffe Ranges*, PA-016483. Library and Archives Canada.

## **P. 21: Image 2**

Canada. Dept. of National Defence. (1941). *Fleet 'Fort' aircraft 3562 of the R.C.A.F., Rockcliffe, Ont., 25 October 1941*. Library and Archives Canada.

## **P.21: Image 3**

(1973). Royal Canadian Mounted Police. <https://rcmp.ca/en/corporate-information/musical-ride/history-rcmp-musical-ride>

## **P. 22: Image 1**

National Film Board, *Rockcliffe Park*. (1939). *Plan for the National Capital*.

## **P. 22: Image 2**

Canada. Dept. of Interior. (1920s). *Lookout Rockcliffe Park*, PA-034258. Library and Archives Canada.

## **P. 23**

Lund, C. (1952). *Two cyclists - one man and one woman - consult a road map on the bank of the Ottawa River in Rockcliffe Park Village, Ontario*. Library and Archives Canada.

## **5.1.1 – Node A1 – Pine Hill**

### **P. 69: Image 3**

[stockcake.com/i/park-entrance-sign\\_1094719\\_946474](https://stockcake.com/i/park-entrance-sign_1094719_946474)

## **5.2.1 – Node B1 – Rockcliffe Yacht Club**

### **P.79: Image 2**

Light, C. (2019). *Switchbacks on the Marsh Trail, Galien River County Park*. <https://creativecommons.org/licenses/by-sa/4.0/deed.en>. [https://commons.wikimedia.org/wiki/File:Boardwalk\\_Trail\\_19-10-04\\_216.jpg](https://commons.wikimedia.org/wiki/File:Boardwalk_Trail_19-10-04_216.jpg)

## **5.2.2 – Node B2 – Blair Road Boat Launch**

### **P.81: Image 3**

Siegmund, W. (2010). *Boat trailers 2956*. <https://creativecommons.org/licenses/by-sa/3.0/deed.en>. [https://commons.wikimedia.org/wiki/File:Boat\\_trailers\\_2956.JPG](https://commons.wikimedia.org/wiki/File:Boat_trailers_2956.JPG)

## **5.2.3– Node B3 – P7 Interpretation Area**

### **P.83: Image 2**

Macpherson, D. (2013). *Rustic Lookout Pavilion from SW*. <https://creativecommons.org/licenses/by-sa/3.0/deed.en>. [en.m.wikipedia.org/wiki/File:Rustic\\_Lookout\\_Pavilion\\_from\\_SW.jpg](https://en.m.wikipedia.org/wiki/File:Rustic_Lookout_Pavilion_from_SW.jpg)

**P.83: Image 2**

Globetrotter19. (2019). *Outdoor theatre/Modern amphitheatre*. <https://creativecommons.org/licenses/by-sa/3.0/deed.en>. [https://commons.wikimedia.org/wiki/File:Outdoor\\_theatre,\\_Radnóti\\_Miklós\\_utca\\_park,\\_2019\\_Szigetszentmiklós.jpg](https://commons.wikimedia.org/wiki/File:Outdoor_theatre,_Radnóti_Miklós_utca_park,_2019_Szigetszentmiklós.jpg)

**5.3.1 – Node C1 – Green’s Creek**

**P.87: Image 1**

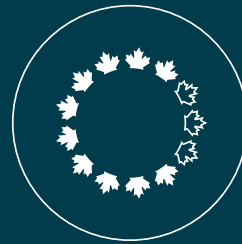
Graham, R. (2023). *Boardwalk through the marsh*. <https://creativecommons.org/licenses/by-sa/2.0/deed.en>. [https://commons.wikimedia.org/wiki/File:Boardwalk\\_through\\_the\\_marsh\\_-\\_geograph.org.uk\\_-\\_5258471.jpg](https://commons.wikimedia.org/wiki/File:Boardwalk_through_the_marsh_-_geograph.org.uk_-_5258471.jpg)

**5.3.3 – Node C3 – St. Joseph Entrance**

**P.91: Image 1**

City of Ottawa. (2019). [www.cbc.ca/news/canada/ottawa/lrt-shut-down-hours-1.5270632](http://www.cbc.ca/news/canada/ottawa/lrt-shut-down-hours-1.5270632)





NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

# STRATEGIC ENVIRONMENTAL AND ECONOMIC ASSESSMENT

SIR GEORGE-ÉTIENNE CARTIER PARK PLAN

SEPTEMBER 2024

## 1 CONTEXT

In order to ensure that key Government of Canada decisions consider potential environmental and economic considerations, specifically those related to climate change and biodiversity, the [Cabinet Directive on Strategic Environmental and Economic Assessments](#) requires that all proposals referred to Cabinet for decision, regulatory proposals and funding requests be accompanied by a Strategic Environmental and Economic Assessment (SEEA).

The purpose of conducting an SEEA is to:

- Enhance the understanding and integration of expected environmental and economic effects of Cabinet decisions; and,
- Minimize harms and maximize benefits for the environment and the economy.

The SEEA process ensures that federal departments, agencies and crown corporations conduct environmental and economic analyses in a rigorous, consistent, and comparable manner and consider federal commitments, strategies and goals related to sustainable development (in particular, relevant goals and targets of the Federal Sustainable Development Strategy) when developing policies, programs, and regulations.

To align with best practices in sustainability, the National Capital Commission conducts SEEA's for its plans as part of its long-term planning process, even though these plans are not subject to Cabinet approval and do not require an SEEA. Although this practice is done on a voluntary basis, it supports the purpose of the Cabinet Directive on SEEA cited above as well as NCC's corporate priority to demonstrate national leadership in achieving an environmentally sustainable and climate-resilient National Capital Region.

This report details the SEEA process and summarizes the results of the SEEA for the Sir George-Étienne Cartier Park Plan (hereafter referred to as "the plan").

## 2 THE SEEA PROCESS

The framework for SEEA's is provided by the Cabinet Directive on the Strategic Environmental and Economic Assessment and is managed by the SEEA Secretariat at Environment and Climate Change Canada. The [Climate, Nature and Economy Lens Reference Template](#) is used to develop the SEEA. The various sections of the template are outlined below.

### Preliminary Screening

The preliminary screening is used to determine whether the potential impacts of the proposal warrant a full environmental or economic analysis and is based on the questions below:

- PS-1     Could the plan produce important effects related to greenhouse gases (GHG) and/or impact Canada's GHG emissions reduction plans or targets?
- PS-2     Could the plan have an important impact on nature and/or biodiversity?

- PS-3 Could the plan result in other important environmental effects?
- PS-4 Do current or projected impacts of climate change pose a specific or heightened risk to achieving the objectives of the plan?
- PS-5 Will the plan affect, either positively or negatively, climate change adaptation or climate resilience in Canada?
- PS-6.1 Does the plan involve spending, revenues, costs, or benefits to the private sector of \$15 million per year or more in any year of the plan's implementation?
- PS-6.2 Is the plan a regulatory proposal subject to the Cabinet Directive on Regulation?

Where no important effects are expected, a rationale is provided. If it is determined that the plan could produce important effects in any of the above categories (i.e., if the answer to any of the above questions is 'yes'), then a more detailed analysis is completed by filling out the relevant sections (Part A-D) of the Climate, Nature and Economy Lens Reference Template, which are described below.

**Part A: Strategic Environmental Analysis**

This section provides more details on environmental impacts in the following areas:

- A-100 Effects on Greenhouse Gas Emissions
- A-200 Effects on Biodiversity
- A-300 Environmental Effects
- A-400 Climate Change Impacts on the Plan and Adaptation Solutions
- A-500 Effects on Canada's Climate Resilience

When determining potential environmental impacts, the following elements are considered:

Frequency and duration	<ul style="list-style-type: none"> <li>• Will the effect be a one-time-only occurrence?</li> <li>• Will it be a short-term or long-term effect?</li> </ul>
Location and magnitude	<ul style="list-style-type: none"> <li>• What is the anticipated scale of the effect?</li> <li>• Will it be local, regional, national or international in scope?</li> </ul>
Timing	<ul style="list-style-type: none"> <li>• Is the effect likely to occur at a time when environmental features are more sensitive to disruption, such as wildlife migration or nesting season?</li> </ul>
Risk	<ul style="list-style-type: none"> <li>• Is there a high risk associated with the effect, such as exposure of humans or flora and fauna to</li> </ul>

	contaminants or pollution or a high risk of an accident?
Irreversibility	<ul style="list-style-type: none"> <li>• Is the effect likely to be irreversible?</li> </ul>
Cumulative nature	<ul style="list-style-type: none"> <li>• Is the effect likely to combine with other effects in the region in a way that could threaten a particular environmental component?</li> </ul>

**Part B: Strategic Economic Analysis**

This section focuses on economic impacts of proposals that involve spending, revenues, or costs to the private sector exceeding \$15 million in any year of implementation. Such proposals require a qualitative and quantitative economic analysis to consider local, sectoral and national economic impacts.

**Part C: Cross Cutting Considerations**

This section focuses on cross-cutting considerations and identifies the implications or contributions to federal priorities pertaining to Indigenous reconciliation, sustainability, transparency and accountability.

Proposals where the preliminary scan identified potential significant impacts require explanations of cross-cutting considerations in the areas below, if they are applicable to the proposal:

- C-100 Indigenous Rights Considerations
- C-200 Indigenous Climate Leadership
- C-300 Federal Sustainable Development Strategy
- C-400 Public Perspectives
- C-500 Fossil Fuels Subsidy
- C-600 Implications for Sustainable Jobs

**Part D: Custom Questions**

This section is for other considerations relevant to the mandate of the NCC (or other lead department) that would not have been covered in Parts A-C.

**3 SUMMARY OF THE SIR GEORGE-ÉTIENNE CARTIER PARK PLAN**

The Sir George-Étienne Cartier Park Plan provides a framework that will guide the long-term (30-50 year) planning, management and use of the parklands along the Sir George Étienne Cartier Parkway, a 13 kilometre stretch of federal land along the southern shore of the Ottawa River, east of the downtown core. This linear park stretches from Rideau Hall in the west to the end of parkway, at St. Joseph Boulevard, in the east and includes the parkway, pathways, trails, and parklands. The plan envisions “a distinctive and sustainable riverfront park that celebrates the environment, heritage and culture, supports inclusive and safe access to the Ottawa River, and provides year-round recreational opportunities”. The plan aims to achieve the following goals:

- **Environment:** Promote and protect a healthy natural environment.
- **Access and Connectivity:** Foster safe and continuous access to the park and river.
- **Culture and Heritage:** Celebrate the heritage, culture and diversity of the riverfront corridor.  
**Experiences:** Create and promote diverse and engaging park experiences that balance conservation and recreation.

#### **4 SEEA RESULTS FOR THE SIR GEORGE-ÉTIENNE CARTIER PARK PLAN**

This section provides a summary of the results of the SEEA for the Sir George-Étienne Cartier Park Plan, as per the Climate, Nature and Economy Lens Reference Template.

##### **Preliminary Screening**

The results of the preliminary screening indicated that the impacts of the plan on climate change, biodiversity, climate resilience or other environmental effects were not significant enough to require further analysis. The plan also does not have economic impacts on the private sector and so does not require an economic analysis. However, it was determined that the current and projected impacts of climate change pose a heightened risk to the achievement of the objectives of the plan. Further rationale and the results of the analyses are included in the sections below.

##### **Part A: Strategic Environmental Analysis**

###### **A-100 Effects on greenhouse gases (GHG) emissions**

There are no major infrastructure projects associated with the implementation of this plan. Several small infrastructure enhancements, such as roadway improvements to increase pedestrian and cyclist safety and enhancements to improve access to the river, will have limited impacts on carbon emissions. No new buildings or complete roadway or bridge replacements are planned, though some new pathways are proposed.

###### **A-200 Effects on biodiversity**

No major land use changes are proposed as part of this plan. The policies within the plan formalise some current land uses and provide more clarity to ensure the conservation of areas with sensitive or valued natural habitats. The overall impact on biodiversity and ecosystem health should be positive due to the increased emphasis on active and sustainable transportation and the integration of measures to protect the tree canopy, monitor and protect species at risk, maintain ecosystem services and design for climate resiliency.

###### **A-300 Environmental effects**

There are no major land use changes or infrastructure projects associated called for by the policies of this plan or its implementation.

###### **A-400 Climate change impacts on the proposal and adaptation solutions**

The proposal faces a specific or heightened risk from the following climate impacts(s) and hazard(s):

Current	Future
<input type="checkbox"/> Extreme heat and heatwaves	<input checked="" type="checkbox"/> Extreme heat and heatwaves
<input type="checkbox"/> Drought	<input type="checkbox"/> Drought
<input checked="" type="checkbox"/> Flooding	<input checked="" type="checkbox"/> Flooding
<input type="checkbox"/> Coastal erosion	<input type="checkbox"/> Coastal erosion
<input type="checkbox"/> Storm surges	<input type="checkbox"/> Storm surges
<input checked="" type="checkbox"/> Extreme weather events	<input checked="" type="checkbox"/> Extreme weather events
<input type="checkbox"/> Wildfires	<input checked="" type="checkbox"/> Wildfires
<input type="checkbox"/> Other (specify): _____	<input type="checkbox"/> Other (specify): _____

As this project is not national in scale, climate effects on this project will be limited to impacts on the Ontario region, specifically within the National Capital Region.

Current or projected climate change impacts in the National Capital Region may damage new or existing physical infrastructure associated with the Sir George-Étienne Cartier Park Plan. These risks are reflected in the NCC's Climate Risk and Vulnerability Assessment and adaption solutions to avoid or reduce the impacts of climate change on the proposal have been integrated into the Plan.

As per the [Climate Projections for the National Capital Region](#), the area covered by the Plan will be exposed to hotter summers, more precipitation (resulting in overland and riverine flooding), shorter winters with less snow, more freezing rain, and warming conditions favourable to storms, tornadoes and wildfire.

Potential climate impacts on this plan, as per the NCC's Climate Risk and Vulnerability Assessment, include the following:

- Slippery roads and trails, shoreline erosion, damage to pathways and built assets, increased potential for exposure to contaminated lands and increased disease vectors (such as ticks) requiring increased land maintenance operations for user safety and to maintain natural capital.
- Shortened winter season, requiring changes to programming and increased maintenance costs.
- Reduced capacity for NCC and its contractors to respond to compounding events or recover from prior climate impacts (e.g., flooding).

The Plan contains many policies and recommendations for specific nodes, which will help limit or mitigate these impacts, including the following:

- Select the 1:350-year flood event for planning and undertake flood plain management and analysis for all new projects within the park.
- Design and engineer infrastructure to withstand flood levels and currents or relocate them outside of the floodplain.

- Design and plan for park initiatives in innovative and flexible ways that adapt to higher flood levels, more frequent and intense storms, increased temperatures and changes in vegetation. This include measures such as selecting the 1:350-year flood event for planning and project implementation, relocating or raising the pathways outside of the floodplain where feasible or designing and engineering infrastructure to withstand flood levels and currents.
- Include measures for the maintenance of the tree canopy in project planning and design and implement tree planting projects in line with land-use designations.
- Develop emergency response plans to restore tree canopy cover after extreme wind events.
- Prepare an invasive species management prioritization plan for specific areas in the park.

Other NCC documents and action plans will also help mitigate the impacts of climate change on the implementation of the Plan by providing policy and planning guidance or baseline data or by implementing action to incorporate climate resiliency into NCC business lines:

- The Capital Pathway Strategic Plan outlines a proactive approach for managing flood impacts on vulnerable pathway segments.
- Maps of known and potential archaeological sites have been added to the NCC's internal geomatics system so the rescue of archaeological artifacts can be considered at the project level.
- The NCC Climate Adaption Plan outlines several actions that, when implemented, will reduce climate impacts, such as requiring climate vulnerability and risk assessments for projects, developing guidelines for climate adaptation and a policy for development within floodplains, integrating environmental screening into project development, climate training for NCC staff, the adoption of a coordinated approach to adapting recreational offerings to climate change, a risk assessment of archaeological resources, and including climate vulnerability in asset inspections.
- The NCC Stormwater Management Policy and guidelines ensure best practices are followed to mitigate the impacts of urbanization and climate change on the hydrologic cycle.
- The Sustainable Development Strategy ensures that climate adaptation and net-zero emissions targets are respected in projects.

#### **A-500 Effects on Canada's Climate Resilience**

There are no communities located within the planning area. Communities adjacent to the planning area should be in the same or better position to recover from heat waves and storms as a result of this proposal due to the plan's objectives to maintain or enhance the current tree canopy cover in the area and to develop an emergency response plan to restore tree canopy after extreme events. The plan's policies will contribute to physical

public infrastructure built to withstand increasing environmental extremes but as the few built assets in the planning area are mainly used for recreational use, this will not have a significant positive effect on communities. The plan implementation will maintain, or enhance slightly, the natural infrastructure capacity to mitigate natural disasters and other impacts of climate change within the planning area. This plan will not impact progress towards the targets of the National Adaptation Strategy.

### **Part B: Strategic Economic Analysis**

This proposal will not involve spending, revenues, costs, or benefits to the private sector of \$15 million per year or more in any year of the proposal's implementation, nor will it be to subject to the Cabinet Directive on Regulation. Therefore, a strategic economic analysis is not required.

### **Part C: Cross Cutting Considerations**

#### **C-100 Indigenous Rights Considerations**

The planning area for the Sir George Etienne Cartier Park Plan is on the traditional, unceded territory of the Algonquin Anishinabe Nation. Meetings were held with the Algonquins of Pikwakanagan and Kitigan Zibi Anishinabeg to share information on the project and gauge interest in potential collaboration. Both communities were interested in being part of the planning process and implementation of the plan and the NCC will continue to engage with these communities on topics of interest.

Under this plan, stories relating Algonquin Anishinabeg heritage will be communicated through public art, events, landscape design and treatments, and artifact displays at appropriate locations. Significant Algonquin sites and histories will be conserved and interpreted. Policies within the plan commit the NCC to engage with indigenous communities in the representation and presentation of Algonquin Anishinabeg cultural and historical elements within the park and work with Algonquin communities to better understand and integrate Indigenous ways of knowing, culture and language.

#### **C-200 Indigenous Climate Leadership**

This section was not applicable to the Sir George-Etienne Cartier Park Plan.

#### **C-300 Contribution to the Federal Sustainable Development Strategy**

This plan contributes positively to the Government of Canada's sustainability priorities under the Federal Sustainable Development Strategy (FSDS). Specifically, this plan supports the FSDS implementation strategies below in the following ways:

- Implement the United Nations Declaration of the Rights of Indigenous Peoples Act:
  - The Plan commits the NCC to working with the Algonquin Anishinabeg to promote and communicate Algonquin Anishinabeg heritage through public art, events, landscape treatments, and artifact displays.
- Invest in public transit and active transportation:

- The plan includes policies to support active transportation modes and improve connectivity with sustainable transportation routes.
- Promote access to green space, cultural and natural heritage:
  - The plan will increase equitable and sustainable access to the parklands through improved roadway design , new pathway connections and improved park amenities with universal access.
  - The plan will support year-round recreational opportunities within the park and along the river.
- Reduce the risks posed by climate change to federal assets, services and operations.
  - The plan includes measures to improve flood resiliency of the pathway network and apply climate resilient design to projects.
  - The plan calls for the inclusion of measures to maintain ecosystem services and to maintain the tree canopy in project planning and design.
- Preserve natural spaces
  - The plan will protect areas already identified as valued natural habitats
- Prevent, detect, respond to and manage invasive species.
  - The plan calls for the development of an invasive species management plan for specific areas of the park.

#### **C-400 Public Perspectives**

The NCC completed two rounds of public and stakeholder engagement in 2021 and 2022-2023. This engagement included public advisory committee meetings, a technical advisory committee meeting, a stakeholder meeting, an open doors public meeting and two online consultations. Over 1100 individuals took part in the consultation process. Feedback focused on the need to preserve and enhance the natural environment within the park, balance development with nature conservation, encourage active mobility and honour and communicate Indigenous history. These issues and opportunities were addressed in the Plan and informed the vision, concepts and goals and recommendations of the Plan.

#### **C-500 Fossil Fuels Subsidy**

This section was not applicable to the Sir George-Etienne Cartier Park Plan.

#### **C-600 Implications for Sustainable Jobs**

This section was not applicable to the Sir George-Etienne Cartier Park Plan.

### **Part D: Custom Questions**

There are no other considerations relevant to the mandate of the NCC that have not been covered in Parts A-C.



NATIONAL CAPITAL COMMISSION  
COMMISSION DE LA CAPITALE NATIONALE

# Sir George-Étienne Cartier Park Plan

PUBLIC CONSULTATION REPORT  
NOVEMBER 2021 TO JUNE 2024

DRAFT

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## Background

### About the study sector

As the principal steward of federal lands in the National Capital Region, one of the National Capital Commission's (NCC) priorities is to facilitate public access to the Capital's waterfronts. The Sir George-Étienne Cartier Park Plan study covers a 13-km stretch of federal lands along the south shore of the Ottawa River, designated as a Canadian Heritage River. The park comprises 600 hectares of land and includes the banks of the Ottawa River, the parkway, multi-use pathways, and a variety of public and private recreational spaces. From west to east, the area extends from Rideau Hall at Princess Avenue to the terminus of the parkway at St. Joseph Boulevard.

Offering a variety of landscapes, from farmers' fields to limestone cliffs, this area is enjoyed by people as a place to appreciate nature, connect to some of the Ottawa River's most scenic views, and have access to water in the heart of the city.

### About the project

The Sir George-Étienne Cartier Park Plan acts as a framework for the area's planning, management and use of the land for the next 30 to 50 years. The NCC aspires to celebrate the environment, heritage and culture of the site, support safe and inclusive access to the Ottawa River, and provide year-round recreational activities. This plan reimagines the future of NCC waterfront lands and aims to make improvements in areas that no longer meet public needs and aspirations.

In spring 2024, the NCC completed a third and final round of public consultations. The goal of the three consultation phases was to involve members of the public throughout the planning process by allowing them to play an important role in the development of the plan's framework.

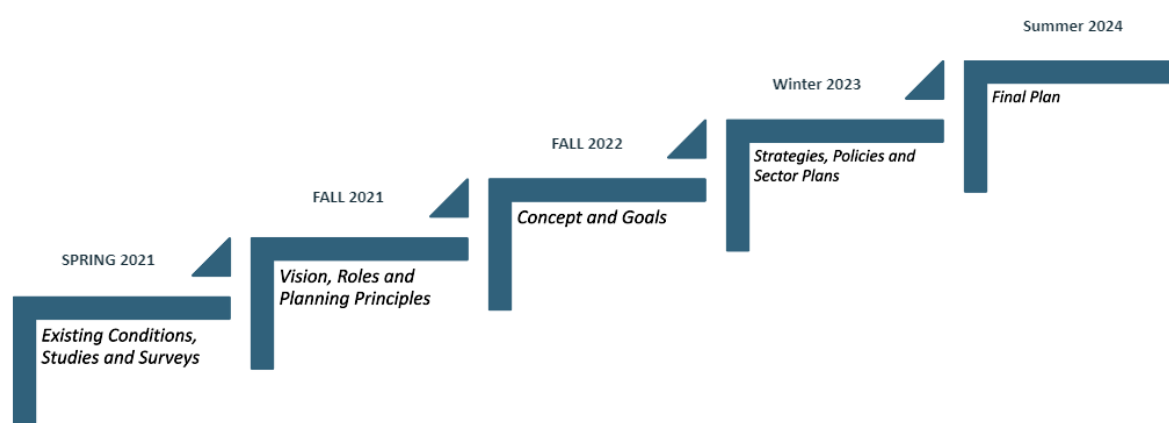


Figure 1: Main phases of the Sir George-Étienne Cartier Park Plan design process

## Public engagement process

Since the beginning of the plan development process in 2021, several consultation activities have been carried out with the public and stakeholders. The following is a brief summary of these activities.

### Phase 1: 2021–2022

#### Public advisory committee meeting

November 2021



9 participants

#### Online public survey

December 2021



523 respondents  
293 surveys completed

#### Online public meeting

February 2022



7 participants

Link to the [Phase 1 Public Consultation Report](#)

### Phase 2: 2022–2023

#### Public advisory committee meeting

December 2022



22 participants

#### Technical advisory committee meeting

December 2022



8 participants

#### Public open house

February 2023



84 participants

#### Online public survey

January–February 2023



472 surveys completed

Link to the [Phase 2 Public Consultation Report](#)

### Phase 3: 2024

#### Public advisory committee meeting

May 2024



7 participants

#### Online public consultation

May–June 2024



414 comments  
281 unique respondents

During phase 3, the final round of public consultations, the advisory committee and members of the public were invited to comment one last time on the key aspects of the plan, suggest ways to improve readability, and add anything that might have been overlooked.

The public was invited to read the final draft of the Sir George-Étienne Cartier Park Plan and share their comments through the PlaceSpeak public consultation platform or by emailing the NCC Public Affairs team.

### Phase 3 activities

#### Public advisory group presentation

Date: April 3, 2024

Location: Online via MS Teams

Participants:

Seven representatives from the following groups:

- Rockcliffe Park Residents Association
- Greenspace Alliance of Canada's Capital
- Ottawa New Edinburgh Club
- Manor Park Community Association
- Rothwell Heights Property Owners Association
- Société franco-ontarienne du patrimoine et de l'histoire d'Orléans
- Ottawa Riverkeeper

Format:

- Presentation of the 90% draft of the Sir George-Étienne Cartier Park Plan and changes made since the last public advisory committee meeting.
- Question and discussion session.

#### Online consultation

Date: May 23 to June 6, 2024

Platform: NCC PlaceSpeak platform

Participants:

281 unique respondents for a total of 414 comments

- 326 comments on PlaceSpeak
- 88 comments received via email

Format:

- Three open-ended questions seeking respondents' opinions and suggestions on the Sir George-Étienne Cartier Park Plan.

Question 1:

Do you agree with the recommendations for the Sir George-Étienne Cartier Park Plan? Please explain why or why not.

Question 2:

Do you have suggestions for how the Sir George-Étienne Cartier Park Plan could be improved? Please add any suggestions you may have.

Question 3:

Is there anything else you would like to share with us about the Sir George-Étienne Cartier Park Plan?

## What we heard

A majority of the respondents supported the overall idea of the plan, especially regarding the goals for protecting the environment and improving access to the park, shoreline and river. Despite this, some participants mentioned that they would have liked more details, or a better understanding of the investments needed to implement the plan. Questions were raised specifically about the Pine Hill, Acacia-Hillsdale and Mile Circle areas.

## Key highlights by theme

### Environment

- Most of the comments received reflected a shared desire to respect and enhance the park's natural environment. However, some respondents felt that the plan should prioritize the natural environment in place and minimize human intervention.
- About 15 comments indicated that respondents were hoping that more trees would be planted; one person suggested planting more trees along the parkway to expand the existing wooded areas.
- Some of the respondents offered unique suggestions, such as planting wildflowers to replace the grass in order to help pollinators and save on maintenance, or converting the existing parkway into bike paths, or even into public transitway or tramway routes.

### Access and connectivity

- Most respondents welcomed the idea of improving access to the Sir George-Étienne Cartier Parkway, and about 20 people proposed shuttle services to access the park or more frequent municipal bus services to downtown Ottawa. About 15 respondents felt reducing the speed of cars on the parkway was a good suggestion, while about

10 thought that it might increase congestion. A much smaller number of respondents suggested permanently closing off the parkway to vehicles or creating a one-way parkway.

- Several respondents suggested adding crossings to safely access the parkway's trails from the residential side. They highlighted a specific need for crossings at the parkway intersections from Birch Avenue, Aviation Parkway/Blasdell Avenue and Buena Vista Road.
- About 20 respondents stressed the need to keep cyclists and walkers on separate trails or to maintain a paved shoulder on the parkway (particularly in the vicinity of the Canadian Aviation and Space Museum) for cyclists who want to go fast or who want more direct access to downtown for work.
- A few of the respondents wanted to see modifications to the intersection of Sir George-Étienne Cartier Parkway and Aviation Parkway, such as a roundabout to slow traffic and improve the public's safety and experience .
- Some concerns were shared regarding the expansion of new or existing parking lots, which are seen as potentially encroaching on green spaces. Some respondents suggested working with local institutions to maximize the use of their parking lots before building new ones, while other respondents pointed to the need to increase the number of parking spaces, especially for people with reduced mobility or at busy locations like the NCC River House.

### Culture and heritage

- Four respondents wanted to honour the history of First Nations by highlighting their history through stories and artwork. More specifically, one person felt it was important to commemorate First Nations portage sites and routes.

### Experiences

- A few respondents mentioned that they would like more toilets and trash cans along the bike path. They also mentioned that they would like to see other amenities, such as benches, water fountains and artwork.
- A few respondents suggested developing more spaces for swimming, tennis and ATVs, and creating dog beaches and public fishing docks.
- One respondent suggested creating more recreational opportunities by supporting existing providers and making space for group gatherings.

### Project team responses:

The plan aims to guide how we plan, manage and use the park. It establishes policies to guide future actions to make the park a great place for everyone to enjoy. The feedback we received has given us excellent ideas to on how to improve the park even further. These suggestions will help us in the next stage in managing the park and implementing new projects.

## Highlights of each area

### Sector A

- **Pine Hill:** A majority of the respondents expressed concerns about the proposed changes, which they felt could alter the natural appearance of the park and its function as an off-leash dog park. The idea of a lookout elicited feedback from respondents, with more than half of them concerned about tree preservation and questioning building this type of infrastructure.
- **Rockcliffe Park:** Some respondents suggested possible improvements such as repairing the pavilion, adding retail offerings to benefit from existing amenities, and improving ease of access to the park with connecting trails. One person also suggested allowing automobile traffic up to the parking lot only and closing off the rest of the road, as they already do in winter.
- **Acacia-Hillsdale:** About 60 respondents expressed concerns about the enhancement of the park and wanted more details regarding the possible replacement of the current Ottawa New Edinburgh Club (ONEC) buildings and tennis courts. They also wanted the association to be consulted before any project is carried out and to be recognized as an integral part of the community. Some respondents mentioned the need to preserve the natural charm and character of the existing facilities and expressed concerns about the environmental impact that more parking spaces would have.
- **Mile Circle:** Several respondents stressed the importance of preserving this space as a natural oasis and about 15 people questioned the idea of formalizing a pollinator garden that could disrupt the natural habitat of the existing pollinators. Commentors in this section preferred to see minimal changes to the area and instead suggested designing natural, self-sustaining developments that would require less maintenance.

### Project team responses:

- **Pine Hill:** The plan will focus its recommendations on making the site's entrance points more accessible and better marked. With the presence of species at risk on the site, the plan will recommend looking for ways to formalize the pathways to keep people and dogs away from sensitive areas. Trees will be preserved, and minor possible alterations like tree pruning to improve the view may be considered.
- **Rockcliffe Park:** The plan aims to improve connections to the site and explore opportunities to look at how the site can best be used to serve the public's needs while respecting its heritage.
- **Acacia-Hillsdale:** Facilities will need upgrades over the next 50 plus years, either due to normal deterioration or increased demand for their use. The plan recognizes this and provides guidance for when these eventualities will occur. The NCC will involve the

public and community associations when these types of projects are proposed for the site's redevelopment.

- **Mile Circle:** The existing pollinator project (located north of the parkway at parking lot P27) is an initiative being run by the University of Ottawa in partnership with the NCC. The experts in this subject area are seeking to improve and expand pollinator habitats, not disrupt them, and have the knowledge and expertise to implement new pollinator fields without damage to the local ecosystem or intrusion to the adjacent residential area.

## Sector B

- **Rockcliffe Yacht Club:** Respondents who commented in this section expressed some concerns about the suggested location of the winding walking path, which is on steep terrain and starts at an intersection where vehicles, seaplanes and boats pass regularly between the docks and warehouses. The addition of a launching area for non-motorized boats at the end of the trail was also called into question. They felt that the area chosen would be too dangerous for the public due to the river's strong current and the proximity of the Rockcliffe Yacht Club dock, which is used by motorboats and seaplanes from the Rockcliffe Airport. Instead, a suggestion was made to move the trail and the boat launch area further to the east, where Airport-Marina Road turns toward the Rockcliffe Flying Club.
- **Blair Road boat launch:** Most of the respondents who provided feedback on this section of the plan are supportive of improvements to the Blair Road boat launch facilities and are enthusiastic about the idea of developing amenities for food concessions, watercraft rentals, and safe access areas for swimming. However, two people mentioned that they preferred fewer amenities to maintain the natural appearance of the shoreline, and one person wished for the launch to be accessible only by non-motorized watercraft.
- **Intersection of the trail leading to the Blair Road boat launch ramp:** Several respondents noted the importance of improving signage or the layout of multi-use pathways to ensure safety for people cycling or walking past the Blair Road boat launch and for vehicles exiting that have a limited view.

### Project team responses:

- **Rockcliffe Yacht Club:** Exact locations for proposals like the switchback pathway or the non-motorized boat launch area have not yet been determined. If these proposals were to proceed, further studies, including land surveys and water current measurements, would be needed.
- **Blair Road boat launch:** If those proposals were to proceed, water and toilet facilities would be provided, and other studied facilities would have to stay minimal, given that the site is not serviced.
- **Intersection of the pathway leading to the boat launch:** It is recognized that there is insufficient wayfinding to and throughout the park. One of the plan's policies is to

develop a coordinated wayfinding system to guide travel, ensuring intuitive connections to key nodes, the pathways and the parkway.

## Sector C

- **P7 interpretation area:** Some respondents who commented in this section questioned the relevance of choosing this area to host an interpretation area and instead proposed a space closer to the Canadian Aviation and Space Museum, for several reasons: better access and visibility, and a larger shared parking with the Museum.
- **Green's Creek:** Opinions were divided. In fact, half of the respondents who commented on this section, were in favour of the proposal of a pedestrian crossing over Green's Creek or would like to see even more trails, while the other half hoped that the area would remain natural, without any human footprint.
- **East Lookout:** There was some concern about the environment and the respondents wanted more details about a possible pedestrian bridge over the mouth of Green's Creek and the addition of a wooden boardwalk along the river.

### Project team responses:

- **P7 interpretation area:** The comments received were noted and will be taken into consideration before any of the conceptual ideas presented in the plan proceed.
- **Green's Creek:** It is a common challenge for land use planners to balance different needs and perspectives when developing policies and plans. In this situation, improving access for active mobility in the park was balanced against proposing a project within an environmentally significant area.
- **East Lookout:** The proposed ideas of a bridge and boardwalk are conceptual and, should the project proceed, their design and precise location will be subject to the federal *Impact Assessment Act*.

## Next steps

Feedback gathered was reviewed by the project team and will inform the revisions and finalization of the Sir George-Étienne Cartier Park Plan.

The Sir George-Étienne Cartier Park Plan will be presented for Board approval in fall 2024. The next steps in the plan development process will be to identify and study the implementation of potential projects, which will involve further public and stakeholder input before implementation.

## Appendix 1: Public Advisory Committee

The public advisory committee was created to regularly and officially engage the community regarding the creation of the Sir George-Étienne Cartier Park Plan. The main goal of this committee is to offer counsel and direction. It is comprised of individuals with diverse backgrounds and expertise and a shared passion for the future of the park.

Member	Organization/Interest group
Jane Brammer	Rothwell Heights Property Owners Association
Katherine Forster	Manor Park Community Association
Nicole Fortier	Société franco-ontarienne du patrimoine et de l'histoire d'Orléans
Ian Gadbois	Ski Heritage East
Meghan Hanlon	Ottawa New Edinburgh Club
Matthew Henderson	Rockcliffe Park Residents Association
Paul Johanis	Greenspace Alliance of Canada's Capital
Heather Matthews	New Edinburgh Community Alliance
John Murray	Rockcliffe Yacht Club (*former member)
Laura Reinsborough	Ottawa Riverkeeper

## Appendix 2: Promotional Strategy

The promotional campaign achieved outstanding dissemination results. It reached more people in the National Capital Region than any other consultation in the past three years.

### Internet

- Project webpage [Sir George-Etienne Cartier Park Plan - National Capital Commission \(ccn-ncc.gc.ca\)](http://ccn-ncc.gc.ca)
- Public consultation page <https://www.placespeak.com/en/topic/6689-sir-george-etienne-cartier-park-plan/#/overview>

### Media coverage

- CityNews: [NCC in final round of public consultation for park by Ottawa River \(citynews.ca\)](http://citynews.ca)
- Rothwell Heights: [Have your say on the NCC's Plan for Sir George-Étienne Cartier Park!](#)

### Newsletters

- May 23, 2024: Invitational newsletter – Public engagement dynamic list
- May 23, 2024: Invitational newsletter – NCC static list

	Emails sent	Emails opened (adjusted)	Unique emails opened	% of emails opened	Clicks	Unique clicks	% clicks
Dynamic list	3,354	2,714	1,787	54%	395	247	6.14%
Static list	204	777	124	61%	420	57	18.63%

### Digital ads

Google campaign: May 23 to June 1				
	Impressions	Unique user	Clicks	CTR %
English	160,499	29,396	1,187	0.74%
French	196,337	17,024	862	0.44%

LinkedIn campaign: May 29 to June 5				
	Impressions	Engagement	Clicks	CTR %
English	46,742	0.49%	167	0.36%
French	11,007	0.32%	24	0.22%