



Planning Workshop: Linear Park Along the Sir John A. Macdonald Parkway

Consultation Report

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I — Project Description

Objective

The objective of creating a linear park along the Sir John A. Macdonald Parkway, from Booth Street to Carling Avenue, is to enhance this area by offering a variety of uses that contribute to the quality of life of residents as well as to the visitor experience.

Background

As part of the review of the Parkways Policy, the results of this planning workshop will help define a vision and principles that will guide the planning for this sector, as well as identify potential activities and uses that would be suitable for this area as part of Canada's Capital.

II — Consultation Process

Overview

Date and location: Tuesday, May 27, 2014, at the NCC's Capital Urbanism Lab, 40 Elgin Street, Ottawa

Time: 7 pm to 9:30 pm

Format: Planning workshop

Objective of the consultation

The main objective was to gather participants' ideas about the ways in which a linear park could possibly be created in sections of the green corridor along the Ottawa River.



Consultation process and tools

- **Presentation:** A presentation was made which explained the planning context and provided examples of linear parks throughout North America.
- **Workshop:** The project parameters were presented, and each table was assigned a specific segment of the parkway corridor for discussion. Participants were asked to draw or write their ideas and comments on a map. The participants did not know in advance which segment they would be discussing. The maps were distributed once the workshop had begun.
- **Plenary:** A summary of the discussion was presented and written comments were collected in a questionnaire.
- **Inspiring images:** Images of the parkway corridor, as well as images of other linear parks were displayed in the Capital Urbanism Lab.

Invitations and promotion

- A targeted email invitation was sent to the following stakeholders:¹
 - Interest groups (events, environment, tourism, heritage, users, business improvement areas)
 - Community associations
 - Universities/professionals (urban planning, architecture)
 - Elected municipal representatives
 - Federal and municipal partners
- The media were invited to participate.
- Messages on Facebook and Twitter were also used to promote the event.

Participants

Community

A total of 34 participants representing 29 organizations participated in the workshop.

Elected representatives

Diane Holmes, city councillor for Somerset ward, participated, as did a representative from the office of Paul Dewar, MP for Ottawa Centre.

Media

Representatives from the following media outlets were present: EMC News, Radio-Canada, *Ottawa Sun*.

1. First Nations groups are engaged through ongoing dialogue and a separate engagement process.

III — Consultation Highlights

- The idea of developing a linear park is welcomed by the majority.
- Provide greater access to the water.
- Reduce the barrier effect of the parkway: modify the roadways, reduce traffic, increase the safety of level crossings.
- Facilitate the holding of activities throughout the seasons.
- Add signage and services (washrooms, drinking fountains, restaurants).
- Create historical tours or nature interpretation.
- Strengthen community links.

IV — Public Comments by Segment

Section 1: Bayview/Parkdale (Two tables discussed this segment)

Group 1



Section 1: Bayview/Parkdale (continued)

Group 2



What we heard

- Great area, beautiful access to the rapids, view to the islands (birds).
- Prince of Wales Bridge has great potential for a historic garden.
- Walking/biking/running/picnic areas/four-season pathways (plough pathways in winter).
- Communities are a partner: Maplelawn / Dovercourt community centre and Westboro Beach.
- Remove the cloverleaf at the Parkdale interchange. A restaurant could be in that area.
- Maintain the natural character, such as the western Quebec shoreline.
- Consider relocating the parkway south, nearer to the developed areas of Tunney's Pasture. Make it slower, through a road diet, or move the road and rethink the alignment.
- Encourage use of the Tunney's Pasture parking lot by the public during weekends and after work hours to provide better access to the shorelines.

- Where safe, boating and canoeing facilities.
- Augment access to the island.
- Add services: water fountains. At Bayview: water, a washroom, a restaurant.
- Plan for meditation space, in harmony with surrounding nature.

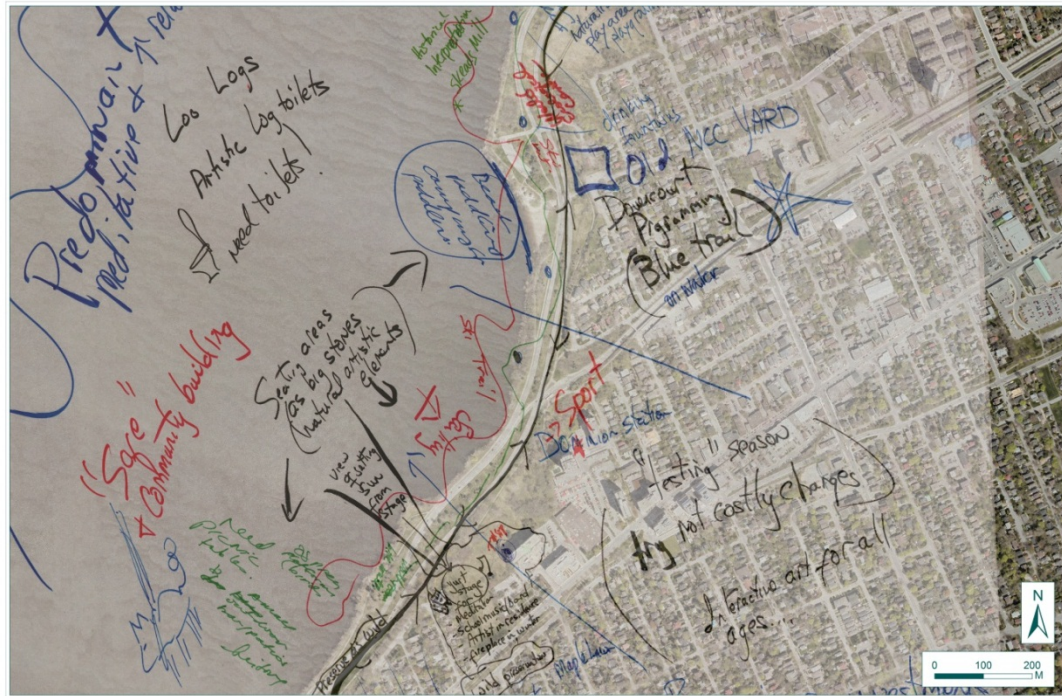
Section 2: Remic/Champlain



What we heard

- Turn one of the traffic lanes into a bike lane. Slow traffic down.
- Washrooms.
- Usable public space. Programmable space, like gazebos or a natural amphitheatre.
- Walking trails in unusual green space.
- All-season use with cross-country ski trails and snowshoe trails.
- Lots of trees: label them.
- Quiet, calmness, naturalness.
- Visual connection to the river.
- More waterway access.
- Elevation, changes and curves: visually interesting.
- Historical exploration of how things were, including industrial past.
- Fishing options: pier.
- Enhance access: more transit (bus, shuttle back and forth).
- Wayfinding to the nearby community.
- Explore lighting, while keeping the feel of the park.
- Restaurant: seasonal or otherwise.
- Consider including Bate Island in the linear park.

Section 3: Kitchissippi



What we heard

- Try low-cost, easy-to-implement stuff.
- Trial periods (test things).
- Encourage installations for kids.
- Use community strengths and leverage skills: Dovercourt community centre experience.
- Need to reach out to and involve people in the area. Don't think you can do it yourself.
- Point of interest: Maplelawn Garden (beside The Keg).
- Wild spaces should be encouraged.
- Create stages for gatherings.
- Places for people to pause and grab a drink, but no musical experiences.
- Involve Aboriginal groups.
- Meditative experiences.
- Informal seating areas.
- Artistic expression.

Section 4: Deschênes



What we heard

- Make it “permeable” [accessible] from the urban area; the current fence portion is a barrier.
- Give people reasons to stop and enjoy the corridor features (viewpoints, “belvederes” [lookouts], picnic areas).
- Provide signage to identify how close the river is to the urban area.
- Reduce parkway traffic, and include better pedestrian crossings.
- Naturalize the Bay area: use as a destination area, have coin-operated binoculars.
- Active space: organize it so that it is available for sports and water recreation, such as a boat and kayak launch, open space for winter sport access, groomed trails, a dog park, and adult exercise stations. Partner with the museums for history or nature walks, etc.
- Need segregated trails for pedestrians: green and blue trails, recreational and water features.
- Work with communities to provide services.
- Feature interpretation of landscape and history.

V — Incorporating the Results

The NCC will use the comments and ideas gathered during the public consultation in developing an overall concept for a future linear park, as well as specific concepts for individual sections of the corridor. The results of this workshop will also contribute to the planning and discussions related to the shorelines in the core area of the Capital.

VI — Next Steps

- The NCC is working with students from Queen’s University, who will be presenting their planning ideas for this area of the Capital in December 2014.
- A public consultation on the planning principles and concept for the linear park will be held in June 2015.
- The park plan will be completed by the end of 2015.