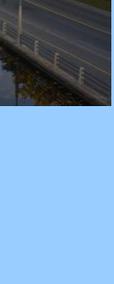


# Updated NCC Policy for Parkways

Draft  
March 2014



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## Foreword

The planning policy direction in this document has been formulated as an update to the 1984 Policy on Parkways and Driveways to guide the National Capital Commission in decisions and programmes regarding the safeguarding and enhancement of parkways and driveways in Canada's Capital Region.

The rich legacy of parkways and driveways is fundamental to the Capital's quality of life. These special corridors embody many values important to our Capital and to Canadians - heritage and history, urban forests, colourful flora, outstanding urban design, and exceptional user experience.

Caring for and maintaining the parkways are the responsibility of the NCC as stewards on behalf of all Canadians. The policy direction in this document recognizes the richness of diversity and inherent qualities of parkways and driveways. It advocates management plans for resource protection, opportunities for visitors, understanding user needs and the importance of corridor experience, helping residents and visitors appreciate the significance of parkways, and demonstrating sound stewardship practices.

The policies in this document will inform the Capital Urban Lands Master Plan presently being drafted by the National Capital Commission, and will inform future updates to the Gatineau Park Master Plan.

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## 1. Introduction

The existing network of approximately 100 km of parkways and driveways is a vital element of the ongoing programme of to realize the Commission's principal goals and objectives. The network passes through some the Capital's more scenic spaces, parks and along waterways and is founded essentially on the principle of scenic leisure oriented corridors.

The intervening decades since the 1984 Policy represent some changes and challenges in both reality and perception. Conceived and designed for uninterrupted, pleasurable driving in park-like settings with scenic views, and hailed as marvels of transportation innovation and design, the early parkway concept is today overshadowed by local municipal demands for supplementary regional transport capacity. Increasing demands for the accommodation of local transportation facilities and services on federal lands has significant implications for the Commission's on parkways and driveways. The future integrity of parkways and driveways is at risk.

What do the policies proposed in this document mean for NCC parkways? They will help safeguard the integrity and purpose of parkways. They will help guide informed decisions. They will protect and enhance the scenic, visual, cultural, natural, heritage and/or recreational qualities of parkway corridors. They will maintain and enhance parkway resource qualities. They will encourage a consistent and specific context sensitive approach to the planning, treatment, management and maintenance of parkways. They recognize and demand respect for the distinctive traits and qualities of the family of parkways. They raise awareness of the economic value of the cultural, heritage, recreational and natural benefits of parkways.

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## 2. Vision

*A continuous ribbon of renowned scenic corridors that provide access to and protect treasured Capital assets and places, convey unique stories, enhance quality of experiences, and promote healthy active lifestyles.*

Imagine walking through the wooded paths or riding the pathways skirting the rock laden shoreline of the Sir John A. Macdonald Parkway corridor. Notice how peaceful and attractive walking or cycling can be along the green ribbon of pathways along Queen Elizabeth Driveway as it traces the Rideau Canal. As you look around, you notice the urban landscape so close around you. These ribbons are parkways and driveways, as distinct from local roadways and highways as a symphony is from muzak.

The approach set forth in this document acknowledges the evolution of parkways as continuous green corridors that include land and water, walking and cycling paths. It recognizes the distinct tiered “family” of urban, natural, and legacy parkways, and strives to affirm the notion of the parkway system as a continuous network of linear though distinguished landscapes. It is about placing more emphasis on the “park” and less on the “way”. It accepts the fundamental link between health and active mobility and facilitates a network of green corridors that offer health benefits for users while yielding environmental benefits. It advocates a shift from rapid mobility to accessing intrinsic scenic features, to enjoyable and relaxing travel experience, and from hybrid of commuter thoroughfare to be among the Capital’s preeminent public spaces that possess exceptional features.

## 3. History

Since the early part of the last century, the unique cultural and natural qualities of parkways and driveways have made the Capital region an attractive destination for both visitors and residents. These are the legacy of efforts and investments over the last century by the National Capital Commission and its predecessors to help preserve natural ecosystems, protect and provide public access to river shorelines that harbour active public spaces and programming.

In considering the opportunities for a renewed vision for parkways and driveways, it is useful to reflect on the history of parkways and driveways in North America as well as its earliest pioneers in the Capital region.

The first known use of the terminology “parkway” in North America preceded the automobile. Frederick Law Olmsted and Calvert Vaux in 1866 recommended to the Board of Commissioners of Prospect Park in Brooklyn, New York, a “parkway” in park plans.

During the same time, parkways were being planned in Canada’s Capital by Frederick Todd, Herbert Holt and Jacques Gréber as coordinated parts of a continuous network. The parkway concept incorporated the goals of pleasure driving and moving large numbers of cars at continuous speed. A meandering scenic roadway adjusted to topography and offering views and vistas of both immediate and more distant landscapes created a pleasurable driving experience. To ensure an efficient flow of traffic, parkways included the concept of controlled access. Access from abutting properties was limited, traffic lights were eliminated, and crossings were restricted. Parkway design in the early 20th century was described as bio-engineering -- a design harmony of planning, architecture, landscaping, and engineering.

Approximately 13.5 kilometers of scenic parkways were constructed by the Ottawa Improvement Commission and the Federal District Commission preceding 1945. That network included the former Lady Alexandra Drive along the high banks of the Ottawa River through Rockcliffe Park to Government House, Sussex Drive and the By town Bridges, Lady Grey Drive, Island Park Drive, the Champlain Bridge, and Queen Elizabeth Driveway along the Rideau Canal and through the Experimental Farm to Carling Avenue,

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The Queen Elizabeth Driveway is the earliest parkway project. Built in 1905, the two-lane roadway replaced industrial buildings and private boathouses along the Canal. The drive was lined with trees and gardens. It was originally known as the Government Driveway but was renamed the Rideau Canal Driveway. It was renamed to its present name a few years later.

The parkway and driveway network grew with the addition of the Rockcliffe Parkway in 1910, including a first extension in the early 1920s. Lady Grey Drive was completed in 1915, originally intended to link Rideau Hall to Parliament Hill along the scenic ceremonial route. Island Park Drive followed in 1922-24 as a scenic drive through emerging urban development and linking the Champlain Bridge with the Central Experimental farm. The Driveway through the Experimental Farm was completed in 1936 as part of a central parkway loop that linked Queen Elizabeth Driveway, Island Park Drive and Prince of Wales Drive.

In the ensuing period, the network grew under the direction of the Federal District Commission and later the National Capital Commission. In addition to a 27 km Gatineau Parkway, Jacques Greber proposed an extensive urban parkway program that helped beautify and provide direct public access to the Ottawa and Rideau River waterfronts and added about 1,600 hectares of open space to the Capital's urban area. Although meant to provide a pleasant and informative experience while maintaining a sense of intimacy with the adjoining environment, the Greber parkways proved access to federal buildings, and contributed to shaping suburban communities.

Lac-des-Fées Parkway was built in the 1950s, Fortune Lake Parkway in 1957, as well as Gatineau Parkway and Champlain Parkway in 1959. Colonel By Drive began development in the 1950s and completed in the 1960s as part of the decentralization of rail lines from the urban core and associated relocation of the central railway station. This was followed by the Airport Parkway in 1970-72, and the Aviation Parkway with the first four-lane portion built in the early 1970s and northern interchange at the Aviation Museum and eastward in 1988. The Airport Parkway was delegated to the former Region of Ottawa-Carleton as part of a composite transaction. The Voyageur Parkway was proposed for the eastern shoreline of the Ottawa River in Gatineau though not realized due to financial constraints and a rethinking of the parkways network.

In 1984, the Commission approved the Policy for Parkways and Driveways that subsequently was incorporated into the 1988 Federal Land Use Plan. The Policy guided NCC planning and management decisions affecting its parkways and driveways.

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The parkway and driveway network continues to provide a sharp contrast to provincial and municipal roadways. Parkways exemplify distinctive alignments, configurations, landscaping, corridor treatment, grades, signage, lighting, and curbs. Parkways are by design free flowing facilities with minimal intersections and traffic signals, exclude permanent use by transit, and prohibit trucks and commercial vehicles.

While some segments of the parkway network may no longer be conforming to the original sense and design of Holt and Todd, continued whittling and erosion could lead to the loss of their irreplaceable scenic, historical and symbolic values. Parkways are and will continue to gain even more importance to the experience of the urban landscape and natural heritage of our Capital area.

## 4. The Principal Issues

The Commission faces difficult challenges and choices regarding the future of its parkways and driveways. The network is at risk more than ever before. While distinct, appreciated and admired, parkways and driveways are functioning in a maturing region and its transportation system. The fact that parkways have survived is a testament to exceptional planning and design foresight and logical location.

More commute traffic, increasing urbanization, growing suburban populations and more demands for local access are threatening and placing a great burden on parkways and driveways. The strategic location and green character of many parkway corridors has fueled the belief by some that parkways and driveways are underutilized and convenient corridors to resolve local transport and transit needs.

A principal challenge for the Commission is to define parkways and driveways in the present as well as future contexts. How do residents and visitors value the network of parkways and driveways? Are changes to the parkways and driveways considered positive or negative? What does the Commission's vision for the future of parkways and driveways look like? What goals can the Commission strive for to successfully achieve its vision?

Growing urbanization, urban densities and traffic congestion will place greater emphasis on the parkways and driveways as answers to the search for "off-the-beaten-path" experiences that offer a sense of scenic Capital discovery and place. Part of the challenge for the Commission is to retain the distinction of the network separated from the modern reality of urban growth and mounting local transportation demands.

Parkways provide a variety of benefits that ultimately affect the sustainability of our Capital's environmental, social and economic health. These benefits include enhanced cultural awareness and Capital identity, generating natural value, advancing active mobility, promoting healthy lifestyles, providing safe spaces for Capital events and activities.

## 5. Guiding Principles

The following principles guide the vision and set the foundation for a renewed policy orientation.

### *Not Simply a Pretty Road*

Parkways and driveways are foremost corridors for the enjoyment of all Canadians. They are located on federal public lands and governed by NCC plans and policies that safeguard the natural, scenic, historic, and esthetic qualities of the corridors. Transportation is secondary to the primary leisure and scenic functions of the network of corridors. Parkways support the appropriate use of the adjoining corridor. Parkways accommodate multiple recreational users, including drivers, walkers, runners and cyclists. Safety, scenic quality and enjoyment of the corridors are paramount in the consideration of parkway planning and management.

### *Heritage Resources*

Parkways are artifacts with stories to tell. Parkways and driveways were developed into the 1980s to provide scenic, uncluttered and uninterrupted leisure access to federal institutions and attractions. Understanding of the original design intent, historic integrity and character are essential to guide recognition of relevant parkways as heritage features.

### *Collaborative Planning Approach*

Parkways are complex systems consisting up of structures, lighting, landscaping, drainage, signage and other features. Continued collaboration among planning, design and engineering is essential to the successful survival of parkways and the best outcomes possible.

### *Distinction*

Parkways and driveways differ from local municipal and provincial roadways in that they are understood to be within a park or park-like setting, and are distinguished by their scenic and landscape qualities or by their access to scenic features. They are limited-access roads whose primary use is showcasing scenic qualities and special experiences.

## 6. Categories of Parkways and Driveways

NCC parkways are distinctive in that they have a distinctive relationship with their surrounding context and perform various functions. Parkways differ from local roadways because they are generally understood to be within a park or park-like setting; and are distinguished by their scenic and landscape qualities or by their access to such qualities.

While parkways in the system are intended to function as pleasure drives, some are important historic and recreational resources used by thousands of visitors and residents, and others are situated within parklike settings and have a recreational and scenic function.

Inventory of parkways completed by the NCC documented historic integrity, landscape character, physical conditions, function and use. The inventory coupled with analysis has led to improved appreciation of parkway types, character-defining features and management needs.

This document proposes a typology of parkway types as a tool to assist in determining appropriate policy and management approaches. Parkways are categorized as one of three primary types --

*Urban* -- while set in a predominately urban backdrop, provide access to and connect Capital green spaces, parks and institutions and attractions. Traveling through predominantly urban settings, these parkways have two or four travel lanes and possibly a median. The corridor edges may be characterized predominantly by urban streetscape, vegetative landscaping, curbing, cycle lanes, and sidewalks. Aviation Parkway, Driveway (Experimental Farm), Island Park Drive and Lac-des-Fées Parkway are considered in this category.

*Natural* -- primarily located within green park-like settings, providing access to recreational sites including picnic areas, trails, vistas and belvederes. Alignments commonly follow the natural topography and are often more curvilinear, with greater changes in vertical alignment than other parkways. The setting is most often wooded with occasional breaks that provide views of surrounding natural areas. The roadway consists of two lanes without engineering along the edges beyond drainage features. Barriers, boulders, and guardrails may be included. View sheds and pullouts may also be provided. Gatineau Parkway, Fortune Lake Parkway, Champlain Parkway, Philippe Lake Parkway, Leamy Lake Parkway are considered to be in this category.

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*Waterfront* -- follow a watercourse in a curvilinear alignment. The waterfront side of the roadway may be riparian or a strip of landscaped or naturalized green space. Corridors may contain both open and screened views of the waterway, culverts and bridges, curbing, and special barrier types. The design of this type of parkway varies and is the most flexible, depending on the setting. The Sir John A. Macdonald Parkway, Queen Elizabeth Driveway, Colonel By Drive, Rockcliffe Parkway and Lady Grey Drive are considered to be in this category.

## 7. Purpose of Policy

The policies contained in this document are intended to assist the Commission to

–

- Articulate its outlook on the future role and function of parkways and driveways,
- Make informed decisions regarding the proper use of parkways and driveways,
- Establish priorities for the future vocations of parkway and driveway corridors,
- Define intrinsic values and functional characteristics of parkway and driveway corridors,
- Inform the preparation of the Capital Urban Lands Master Plan.

## 8. Proposed Policy Direction

Taking into consideration the broad strategic direction set by the *Plan for Canada's Capital: Guiding the Way to 2067*, the vision and planning orientations contemplated by the draft *Capital Urban Lands Master Plan* and the strong support of ACPDR and NCC Board of Directors for the fundamentals of the 1984 policies, the orientation proposed builds on the strengths of the 1984 model while proposing some a compelling shift in thinking that questions the default notion of the parkway as a roadway and turns attention to how we can make the parkway more about its surrounding corridors.

The proposed policy update subscribes in part to the aesthetic category, and confirms the unique scenic emphasis of the network, independent from the local transportation network and therefore not serving regional transport functions. The policy update attributes the network as green leisure-oriented scenic corridors that enhance the appearance of the Capital, provide access to the Capital's attractive natural features, and place emphasis on distinctive qualities and experiences of the corridors.

The principal elements of the proposed update to the 1984 Policy on Parkways and Driveways are summarized as follows.

### **THE COLLECTIVE**

- 8.1. Parkways are distinguished as iconic components of a linear Capital network of natural, waterfront and urban corridors with the express intention of accommodating the purposes of pleasure, recreation and active mobility in park-like, scenic and appealing settings, sustaining the legacy that sets parkways apart from local transportation thoroughfares.
- 8.2. In the context of sustainable mobility, while recognizing commuter use by automobile, it is not the primary obligation of parkways to accommodate regional commuting demands and not be considered as part of the local transportation network through unilateral designation by local municipal official plans for transportation or transit purposes.
- 8.3. Parkway corridors feature activity areas for national and cultural institutions and Capital recreation purposes, and have roadsides or viewsheds with at least one among scenic (aesthetic), natural, cultural,

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historical, archeological and/or recreational values worthy of safeguarding, restoration, protection, and enhancement.

- 8.4. Recognize the Sir John A. Macdonald Parkway, Rockcliffe Parkway, Colonel By Drive and Queen Elizabeth Driveway as scenic gateways that provide visitors with exceptional views along the Ottawa River and Rideau Canal, and provide pleasurable user experiences.
- 8.5. Maintain and enhance the integrity, functions and roles of the parkway and driveway network in a manner that respects and complements their distinct design elements, history and corridor settings.
- 8.6. Inform and educate the public about the history of the parkway and driveway network in relation to the Capital settings and the people, ideas and movements that have contributed to creation of the network and to building the capital.
- 8.7. Planning of parkways must put people first, giving priority to accommodating pedestrians, cyclists and other recreational users, where the primary vocation of parkway and driveway corridors is to --
  - 8.7.1. Provide unimpeded and continuous public access to waterways and shorelines along the length and breadth of corridors, where applicable,
  - 8.7.2. Provide scenic access to Capital attractions, natural areas and recreation areas of Capital significance,
  - 8.7.3. Offer alternative scenic gateway opportunities to the Capital core area while telling a story about the Capital's unique qualities and resources.
  - 8.7.4. Function as occasional ceremonial routes,
  - 8.7.5. Accommodate recreational and cultural activities and special events of Capital, national and international significance.
  - 8.7.6. Offer Capital recreation opportunities through the development of corridor management plans,
  - 8.7.7. Connect people with intrinsic Capital natural features and enhance cultural experience where appropriate and feasible,
  - 8.7.8. Serve as stages for events of Capital, national and international significance.

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8.8. The parkway and driveway network differs from conventional local roadways as follows –

- 8.8.1. Designed for noncommercial, recreational use,
- 8.8.2. Built in a broader right-of-way designed as a park like setting,
- 8.8.3. Discourages frontage and access, preserves scenic values,
- 8.8.4. Avoids built-up communities and avoids traffic congestion,
- 8.8.5. Makes accessible the finest scenery along corridors it traverses,
- 8.8.6. The shortest or most direct route is not of primary consideration,
- 8.8.7. Minimizes intersections with main municipal roadways,
- 8.8.8. Has entry and exit points spaced at distant intervals.

8.9. Parkway roadway surfaces are typically two-lane limited access paved travelways that mainly –

- 8.9.1. Are noted for attention to user experience and to design detail that highlights the pleasure drive experience,
- 8.9.2. Provide for accommodation of facilities for pedestrians and bicyclists, rest areas, turnouts, an/or interpretive facilities,
- 8.9.3. Furnish access to areas for the purpose of passive recreation including water-related recreation, visitor information including interpretive information about the particular corridor,
- 8.9.4. Support unhurried mobility, user safety, minimal traffic congestion,
- 8.9.5. Feature qualities that emphasize scenic experience of the journey and increase harmony with the character of the areas traversed,
- 8.9.6. Are not intended as the fastest or most direct routes and typically following as much as possible the natural topography and natural land forms of the corridor traversed.

8.10. As parkways are not intended to be high speed thoroughfares, typical posted speeds should rarely exceed 60 kph, where the appropriateness of target speed and design speed must take into account the following –

- 8.10.1. The contextual setting of the parkway,
- 8.10.2. Operating speeds at representative points along the travelway,
- 8.10.3. Incident history and safety evaluation,
- 8.10.4. Sight lines and other design constraints based on the horizontal and vertical alignment and cross section elements,
- 8.10.5. Use of the parkway corridor.

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- 8.11. Provide safe, convenient and well-designed facilities for cyclists in the form of bicycle lane, travelway route or shared use pathway as determined appropriate by conditions, constraints and cycling level of service on different parkways.
- 8.12. The following type of vehicles **are not permitted** on parkways in the network, unless authorized under special agreement with the NCC –
- 8.12.1. Commercial <sup>1</sup>,
  - 8.12.2. Transit, unless as chartered,
  - 8.12.3. School buses, unless as chartered,
  - 8.12.4. Snowmobiles,
  - 8.12.5. Agricultural,
  - 8.12.6. Trucks.
- 8.13. Periodic closure of parkways and driveways is at the discretion of the NCC to accommodate ceremonial and special Capital events.
- 8.14. Existing parkway alignments and profiles should be preserved except where alterations may be necessary for traffic calming, for accommodating active mobility opportunities, for ceremonial functions, for ensuring user safety, and for passive recreational opportunities.
- 8.15. Where feasible, examine ways to recapture park-like land in the parkway corridor or optimize active mobility and other recreational users.
- 8.16. Examine the feasibility of on-road cycling lanes, the conversion of vehicular lanes for cycling use, or for restoration as corridor space where it may be deemed necessary to enhance the historic, cultural, environmental, scenic and recreational values of a corridor.
- 8.17. Responsible management through design guidelines and reviews will be exercised of elements such as height, envelope, design, materials, colour, landscaping, and siting to help avoid and limit any potential impacts on identified and recognized scenic vistas and view sheds to and from parkway and driveway corridors.

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<sup>1</sup> **Commercial Vehicle** is defined as every type of motor-driven vehicle used for commercial purposes, such as the transportation of goods, wares and merchandise including trailers and semitrailers and tractors when used in combination with trailers and semitrailers, and excepting such vehicles as taxis, chartered tour buses, and transit buses for temporary periods in accordance with special terms and conditions.

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- 8.18. Intrusive billboards and off-premise advertising signage within sight of and from a parkway are prohibited by the NCC to help preserve scenic quality and view sheds along parkway corridors.
- 8.19. Support distinct parkway standard identification, regulatory and wayfinding signage including interpretive pedestrian and cycling wayfinding, recreational signage of consistent, coordinated design at trailheads and recreational parking areas adjacent to parkways and driveways, while avoiding signage clutter that blocks views and vistas.
- 8.20. Support commercial vehicle and truck prohibition signage along parkways and driveways.
- 8.21. Consider appropriate and unobtrusive storm water best management practices including water quality swales, deep sump catch basins, sediment traps, vegetated filter strips, various configurations of detention/retention basin systems, leaching basins, and recharge installations.
- 8.22. Parkways and driveways are in most cases maintained for all season use, including consideration of incremental increase of winter maintenance of ancillary multi-use pathways identified as priorities.
- 8.23. The design, installation and maintenance of official informational, directional and traffic management signage in parkway corridors should be appropriate for each setting and in accordance with standards and guidelines set out in the NCC Traffic and Property Regulations.
- 8.24. Support commemoration, interpretation and promotion of sites along parkway and driveway corridors where deemed appropriate and feasible, through cooperative planning, design and management to showcase persons, events and places of national and Capital significance.
- 8.25. Promote active mobility modes such as walking and cycling within parkway corridors, ensuring safety and not sacrificing character defining features.

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- 8.26. Develop and implement specific and customized corridor management plans to define actions, procedures, controls, and operational best practices to maintain and enhance distinguishing archaeological, cultural, heritage, natural, recreational, and/or scenic qualities, developed through consultation with stakeholders.
- 8.27. Regularly monitor and evaluate the vocational performance of parkway corridors to ensure safety, user enjoyment and balance of users in a progressive manner, including lower traffic speed limits and enforcement, context sensitive design, and other measures deemed appropriate to place greater emphasis on the green corridor concept
- 8.28. Recognize the value of urban trees and naturalized landscape in providing visual clues on changing horizontal and vertical curves.
- 8.29. Corridors deemed to be characterized with exceptional heritage, cultural, scenic, design, archeological and/or natural resources and qualities shall be promoted, protected and treasured through the appropriate Federal Heritage designation process.
- 8.30. Promote the creation of sense of Capital place and opportunity to learn about the heritage and history of a particular parkway through attractions and features such as parks, interpretations, exhibits, events and commemorations in parkway corridors.
- 8.31. With the exception of urban parkways, allow opportunities for largely unimpeded public access and views of natural and waterway features across parkway corridors.

## **THE URBAN**

- 8.32. Parkway corridors in urban settings include vistas from the parkway, interface of the parkway and surrounding landscape, sidewalks, cycle lanes where feasible, minimum 3.4 m lane width, medians and vegetation curbs where feasible, guardrails where feasible and required for safety, wayfinding and traffic management signage, and travelway lighting in accordance with NCC standards.
- 8.33. Parkways in urban settings should be attractive and safe for people to walk, run, jog through the parkways' attractive natural surroundings, through the provision of dedicated and separated sidewalk along the side of the travelway, with lower levels of vehicular traffic speeds that

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ensure safety, with space requirements taking into account a broad range of users, including the elderly and persons with disabilities.

- 8.34. Promote lighting fixtures along parkways in urban settings designed to standards that respect the historical parkway “warm white light” model updated with prevailing illumination technologies that help eliminate high intensity lighting and glare and preserve the night sky features, that send a strong visual signal that parkways are different from other roadways, and ensure that travelers without the opportunity to discern the landscape and architecture of the Capital due to darkness have a night time clue distinguishing the parkways, while ensuring pedestrian and cycling safety and security, and in accordance with standards consistent with prudent safety practices. The number of light fixtures should be kept to a minimum required for traveler and user safety purposes.
- 8.35. Local roadway access to parkways would be considered by exception provided that these –
- 8.35.1. contribute to and not detract from the primary purpose of the parkway,
  - 8.35.2. do not impede the uninterrupted and uncluttered leisure drive experience of the corridor(s),
  - 8.35.3. do not necessitate traffic control signals,
  - 8.35.4. are compatible in character, design, landscape treatment and general appearance with parkways,
  - 8.35.5. Do not imply reliance for vehicle commute purposes.
- 8.36. Consider accommodating bicycle lanes at the outer pavement edge for each direction of parkway travelways in urban settings.
- 8.37. Consider methods to manage traffic or reduce demand where warranted, including but not limited to traffic calming measures.

## **THE NATURAL**

- 8.38. Support unimpeded, continuous and safe pedestrian and cycling access and permeability to areas of special natural, cultural and recreation interest of Capital significance in parkway and driveway corridors.

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- 8.39. Parkway corridors could host activities and events where these do not adversely affect or put at risk intrinsic natural features, views or panoramas, where applicable.
- 8.40. Priority is placed on optimizing the Capital experience characteristic of the existing parkways network including key visual, scenic, aesthetic, cultural, heritage and public place making components.
- 8.41. Preserve, restore and maintain vistas of natural, heritage and cultural landscape features such as rivers, waterways, ponds, parks and green spaces in and from parkway corridors.
- 8.42. Screen incompatible views that degrade parkway character by managing vegetation, including allowing plant succession.
- 8.43. Favour when and where possible the creation of natural-appearing landscapes that blend into the corridor surroundings, by placing preference on landscape naturalization and allowing plant succession where the landscape is of sufficient width, and planting buffers in narrower corridors.
- 8.44. Remove invasive vegetation in areas where it blocks views of historic, natural and cultural significance.
- 8.45. Avoid loss, inappropriate alteration or adverse impacts on the historic character of trees and contributing vegetation, and support stewardship and ecological values of corridors.
- 8.46. Where vegetation has deteriorated or is absent and space permits, ensure the planting of native vegetation well suited to the characteristics of the parkway and where possible, consistent with the historic planting scheme.
- 8.47. The average width of the right of way for parkway corridors in natural settings should be approximately 80 metres with an average 40 metres on each side of centerline.
- 8.48. Multi-use paths with a minimum width of 3 metres should be along each side of the length of a parkway in natural corridors, where the multi-use path is separated from the parkway travel lanes by a naturalized buffer of not less than 3 metres in width, and wherever possible located within the scenic landscape setback.

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- 8.49. Avoid travelway lighting for parkways in natural corridor settings unless required for safety where minimal safe lighting would be maintained with consistent, uniform historically compatible fixtures along a parkway while reducing glare, sky glow, light trespass onto abutting properties, and energy waste.

## **THE WATERFRONT**

- 8.50. Parkway may provide both broad and screened views of a watercourse, structures including bridges, curbing and barrier types including the common NCC parkways standard railings.
- 8.51. The cross-section of the waterfront parkway varies from that similar to the urban parkway to that of the broader corridor of the natural parkway.
- 8.52. Waterfront parkways follow the horizontal alignment of the watercourse, and provide access to expansive views of the water, inlets, wetlands, and where applicable, the Capital core area skyline.

## 9. Priority Endeavors

The policies in this document guide short, medium and long term endeavors by the NCC intended to sustain and enhance the intrinsic qualities of parkway and driveway corridors.

The priority elements for the short term are as follows –

- 9.1. Develop a plan for the Sir John A. Macdonald Parkway corridor that presents an overall design concept including landscape, recreation and active mobility plan, preservation of cultural, heritage and scenic features, waterfront use, corridor specific planting, cultural and Capital programming requirements and unimpeded and continuous public access to the Ottawa River shoreline.
- 9.2. Branding strategies for individual parkway and driveway corridors that capture the essence of the place and capture clearly the expression of distinct corridor traits and corridor experience.

Priority elements for the medium term are –

- 9.3. Develop plans for other parkway corridors in natural and along waterway settings that present overall design concepts including landscape, recreation and active mobility plan, preservation of cultural, heritage and scenic features, waterfront use, corridor specific planting, cultural and Capital programming requirements, interpretation plans and where applicable, unimpeded public access to water features.
- 9.4. Encourage more extensive use of parkway and driveway corridors for active mobility through enhancement of safe, reliable, and sustainable mobility choices to improve air quality, reduce greenhouse gas emissions, and promote public health.
- 9.5. Encourage the development of activity nodes along parkway and driveway corridors that are of national and/or Capital cultural and recreational nature.

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Priority elements for the long term are –

- 9.6. Identify the “strategic” network of parkway and driveway corridors considered as constituting the most fundamental core components of the network that support intrinsic cultural, heritage, environmental, scenic, architectural, and recreational qualities and values that best advance the NCC mandate and combine NCC efforts to promote active mobility and heighten the user experience while improving quality of life.
- 9.7. Assess the feasibility of recognizing the unique and special features of the parkways for heritage designation through the federal heritage site designation process.
- 9.8. Collaboration with provincial and municipal partners as well as other relevant stakeholders toward the context sensitive improvement of local scenic routes and regional gateways that link with and complement the parkway network.