

Public Consultation Report

Jacques-Cartier Street Shoreline Area Development Project

June 2006



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1. Project objectives

In 2005, The City of Gatineau and the National Capital Commission (NCC) jointly undertook the revision of the Des Draveurs Parkway Concept for the area encompassing Parc de la Baie and Jacques-Cartier Street east of the Lady-Aberdeen Bridge, between the bridge and Saint-Louis Street. This study, conducted by Del Degan, Massé et Associés Consultants, recommends a redevelopment of the Jacques-Cartier streetscape and improvements to the adjacent shoreline that will benefit the environment and enhance public access to the water. This will be advantageous to local residents and visitors alike.

This project is consistent with the planning vision and objectives for the study area defined in *Parc de la Baie Strategic Development Plan* (2000), the *Plan for Canada's Capital* (1999) and the *City of Gatineau's Plan d'urbanisme*, approved in June 2005.

Focusing on the shoreline area of Jacques-Cartier Street, the study includes the development of a scenic entry into the Capital that is well integrated into the surrounding road network, along with a redevelopment of the shoreline that encourages enhanced recreational use and tourism.

The project's main objectives are as follows:

- Facilitate public access to the water and promote the naturalization of the shoreline;
- Allow for the development of a recreational pathway along the shoreline, as part of the *Route Verte*, Québec's province-wide network of cycling routes;
- Improve the comfort and safety of pedestrians and cyclists;
- Add to the beauty of the City of Gatineau and the riverbank landscape;
- Contribute to the improvement of local residents' quality of life and make the area more enjoyable to visitors.

In addition to taking City of Gatineau and NCC objectives for this area into consideration, the proposed development concept builds on the site's physical characteristics, strengths and the history and needs of the local community, in addition to considering the potentials and constraints of each of the three sub-areas defined in this study. The concept includes a global vision and proposes a specific vocation for each of the three sub-areas.

2. Public consultation objectives

In order to give the public a significant role in the decision process for this project, the City of Gatineau and the NCC held a joint public consultation session Tuesday February 21, 2006 at the Saint-Jean-de-Brébeuf Community Centre.

The objectives of the consultation were as follows:

- To present the Development Plan to area residents, project partners and interest groups, and the citizens of Gatineau and the National Capital Region;
- To allow participants to ask questions in order to better understand the specifics of the proposals, voice their opinion and their expectations regarding the overall vision for the project and the proposed development of the site;
- To present the project's decision model and key milestones.

In an effort to publicise this public consultation, notices were placed in area newspapers, including *Le Droit*, *La Revue*, *Le Bulletin d'Aylmer*, *The West Québec Post*, *The Ottawa Sun* and *The Ottawa Citizen* (see copy of notice in Appendix 1). In addition, letters of invitation were mailed to local residents and to a list of community groups likely to have an interest in this project. Furthermore, the information was posted on the City of Gatineau and NCC websites as of February 17, 2006, and a media release announcing the public consultation was sent to local media (see Appendix 2).

Held from 4 p.m. to 9 p.m., the public meeting began with an open house during which those in attendance could get acquainted with the details of the project by reviewing project documents and presentation panels and by discussing project details with staff from the City of Gatineau, the NCC and Del Degan, Massé et Associés (the firm of consultants retained for this project).

The open house was followed at 7 p.m. by a presentation that focused on the overall vision for the project and proposed developments in the study area. The presentation was followed by a question and answer session during which participants were invited to voice their opinion. In total, over 150 people came to the meeting, with approximately 75 attending the open house session and 135 in attendance for the presentation and question and answer session. Many of those who came to the open house stayed for the presentation.

Members of the public wishing to send written comments on the project were asked to do so before March 3rd 2006. The consultation questionnaire (see Appendix 3) was available on-line and at the consultation session, and participants had the option of sending in their comments by surface mail, e-mail or fax. In addition, the comments voiced during the public meeting, whether stated during the open house or the question and answer session, were also taken into account.

In total, approximately 15 parties spoke during the question and answer session, and the same number of comments was sent in later by mail, e-mail or fax. This report includes all of

these comments, which were taken into account in preparing the definitive development concept for the Jacques-Cartier Street shoreline area.

Section 3 of this report provides a summary of all comments received during the public consultation and a brief explanation of the follow-up and changes that were made to the project in response to the public consultation. Section 4 includes the comments in full detail, along with the detailed responses from the study partners.

3. Summary of comments and changes to the concept

Several individuals and interest groups stated their agreement with the overall vision of the Development concept for the shoreline area of Jacques-Cartier Street. They especially appreciate the improvements to the municipal infrastructure, the development of a recreational path, and the vitality these improvements will bring to area.

Others expressed certain concerns over specific aspects, the most frequent being the project's impact on local residents' quality of life, traffic flow and the service lane, the nuisance factor associated with commercial activity, parking (deemed to be insufficient with the removal of shoreline area parking), the lack of docking space for local residents, and the integration of this project with the La Baie Park Concept.

A number of these comments indicate that certain aspects of the concept would have benefited from more in-depth explanation during the presentation component of the public consultation. Indeed, the proposed improvements will contribute to the enhancement of the quality of life of both local residents and business owners. In specific terms, they benefit from:

- reconstruction of the roadway, with all service cables underground;
- a narrower roadway;
- new street furniture, including benches and lamp posts;
- a wider sidewalk on the 'buildings' side of the roadway;
- a multi-purpose path along the shoreline, separated from the roadway;
- rehabilitation of the shoreline with plant materials suited to the area, and enhanced views onto the river and the Capital.

Together, all of these improvements will have a positive impact in reducing the speed of traffic.

Many comments dealt with operational aspects of the project, and they will be taken into account during the implementation phase of the project. The precise nature of these adjustments is specified in section 4 of this report.

Other comments focused on the nuisance factor brought on by commercial activity. The Jacques-Cartier Street and shoreline redevelopment project is being developed within the City of Gatineau's planning framework, which for the last fifteen years has designated this site as a mixed use (commercial and residential) area. The negative aspects most often mentioned in the comments relate to noise and garbage. These issues can be efficiently dealt with by way of existing municipal regulations and controls.

Several comments were made in regards to La Baie Park, focusing on the integration of this project with the La Baie Park Concept, and on contamination issues. The Jacques-Cartier Street Shoreline Development Project is an integral part of the La Baie Park Strategic Plan. In essence, it should be seen as Phase 1 of the Strategic Plan. The project drawings are being modified to better illustrate the interconnections between Jacques-Cartier Street and La Baie Park, specifically indicating points of access to the Park. Landfill activities in La Baie Park

ended in 1982. Since then, the City of Gatineau has conducted extensive soil rehabilitation initiatives in conformity with directives issued by the Quebec Ministry of Sustainable development, Environment and Parks. Specifically, the City of Gatineau's specialized engineering staff routinely issue reports on their landfill gas collection results. These results show that the site is in conformity with the Ministry's requirements. Also, all comments pertaining to the future vocation of the Park will be taken into consideration in the Strategic Plan and will be analysed when the detailed planning for the development of the Park begins.

All in all, specific changes and adjustments were made to the Concept. Many of these are a direct result of the comments obtained by way of the public consultation. They are summarized in the chart below:

Issue	Changes to the Concept
Traffic flow and Service lane	The proposed service lane was relocated in order to run along the northern boundary of the properties in sub-area 1, providing supplementary direct access to the private lots. Therefore, those who wish to do so can build additional private parking spaces on their private property.
Lack of parking	The 60 parking spaces eliminated along the shoreline are replaced by 80 public parking spaces located to the north of the service lane. These are in addition to the public parking spaces currently available in the vicinity of Prince Albert Street. Also, the Concept provides for the development of additional parking spaces on public land if needed. This need would be assessed in due course.
Lack of docking spaces for local residents' watercraft	Community docks strictly for the use of local residents are added to the concept. The City of Gatineau will undertake discussions with local residents in order to provide for the management of these community docks by way of agreements. These community docks are in addition to those initially shown in the Concept.

4. Detailed comments and study partner responses

This section provides a summary of the detailed comments obtained during the public consultation for the Jacques-Cartier Street Shoreline Development Project. The comments are grouped by theme, and where warranted, each comment is followed by a response from the study partners providing more details or specifying their intentions in regards to the issue.

4.1 Vision

- a) The Plan is very beautiful. It is one of the most beautiful areas in the City.
- b) This is a very beautiful project, and we have the best street to accommodate this exceptional concept.
- c) I support the project and the need to improve the existing situation and make the area more beautiful by building a bike path along the shoreline.
- d) Finally, the best view of the Ottawa River will be developed and made accessible to us all.
- e) A better integration with the La Baie Park project and to Saint-Louis Street in order to promote a global vision is proposed.

Further comments from the study partners

The Jacques-Cartier Street Shoreline Development Project is an integral part of the La Baie Park Strategic Development Plan produced by the City of Gatineau in 2000. The vocations proposed for the study area are in line with the La Baie Park vision. Also, the Concept identifies points of access to the Park.

The redevelopment of Jacques-Cartier Street and the shoreline area is a major component of the La Baie Park Development Plan. In fact, an agreement between the former City of Gatineau and the NCC signed in 1995 called for among other items the development of the shoreline from the Lady-Aberdeen Bridge and Prince-Albert Street by the City of Gatineau. Once the new concept has been agreed upon, and with a financial contribution from the NCC, the 1995 agreement will be renewed, which will allow the development work to proceed. This new agreement covers the entire project. Also, the project is in conformity with NCC stated long-term objectives.

- f) This project does little to improve local residents' quality of life. Some are of the opinion that local residents will see their quality of life diminished by this project.

Further comments from the study partners

The project includes major improvements to the roadway infrastructure. The proposed improvements (roadway narrowing, crosswalks delineated with special materials, sidewalk widening, etc.) will facilitate reduction of

the irritants caused by through traffic in the area. New pedestrian areas, a multi-purpose recreational path, new street furniture and fixtures, the burying of utility cables and the addition of new plant materials suited to the area will greatly improve the appearance of the streetscape and will ensure the safe and efficient separation of the roadway from the shoreline. Furthermore, the panoramic views of the Capital will be greatly enhanced. All these physical improvements will enhance the quality of the environment of the local residents. Local residents will be in a position to benefit from these improvements on a daily basis.

g) Will this project lead to expropriations? It looks like the development of the pathways will require expropriations.

Further comments from the study partners

The City of Gatineau is planning to enter into negotiations with the landowners concerned in order to purchase by mutual agreement the privately-owned riverfront properties needed to complete the project. The two pedestrian pathways linking the 'back of lot' service lane to Jacques-Cartier Street will be used for public purposes, which will require some form of agreement with the landowners, whether by purchasing the land or negotiating an easement. The exact location of the pathways will be determined during the next phase of the project – the Detailed Concept phase. At that time, discussions will be undertaken with the landowners involved.

h) The new roadway should be built in back of the properties as shown in the 1995 Plan, with eastbound one-way traffic only along Jacques-Cartier Street.

i) The entire notion of road building is a thing of the past, and bringing more cars and motor boats to the area is unenvironmental.

Further comments from the study partners

Keeping the roadway open to car traffic is of primary importance to local residents and small business owners. The proposed improvements, including the narrowing of the roadway (the part of the road right-of-way used by cars), the addition of new street furniture and fixtures, etc. are intended to improve the appearance of the streetscape and decrease the amount of through traffic in the area. These improvements will encourage a more balanced (vehicle/cycling/pedestrian) use of the roadway corridor, which is not presently the case. In addition, the concept seeks to maintain and promote the sustainable growth of community- and tourism-related water-based activities by improving the use and management of the shoreline, which is good for the environment. Furthermore, boating along area waterways by local residents and visitors alike is a key element of the area's history.

j) Don't build one more parkway like the others in the Capital, which are lifeless and only encourage automobile use.

k) Close off Jacques-Cartier Street in front of the houses, build the parkway and parking lots behind those properties, and run the sewers through the old landfill site.

l) Reduce the use of cars for daily commuting, build a park-and-ride facility on the former landfill site and build a public transit lane.

Further comments from the study partners

Comments h) to l) deal with traffic issues. Upon analysis, some of these suggestions were found to be beyond the scope of this study. The intent of this project is to make the roadway narrower while maintaining two-way traffic. The project will also include more adequate and safe space for pedestrians and cyclists. One of the key objectives is to improve and enhance the views onto the Capital, and this is one of the main reasons for abandoning the 'rear of lot' parkway alignment initially proposed in the 1992 concept. There are other reasons for abandoning the idea of a parkway through La Baie Park, mostly related to the cost of such a venture. The idea of locating the parkway along Jacques-Cartier Street will focus investment on developing the shoreline and the views onto the river. Furthermore, the redevelopment of Jacques-Cartier Street will bring new vitality to local businesses and add to the quality of the environment of local residents, as both will benefit directly from these improvements.

m) The vision must not only consider summertime activities. Businesses need to run 12 months out of 12 and need to attract clients all year long.

n) The vision is positive for the environment and enhances the visitor experience. However, it doesn't necessarily improve local residents' quality of life, as it will attract more people to the area, which will lead to noise and garbage issues.

o) Local residents feel removed from the concept. Residents' basic needs, infrastructure issues and the rehabilitation of the neighbourhood need to be addressed.

p) The neighbourhood's vocation is changing. It is becoming less residential in nature, and more recreation and tourism, commercial and event-related. The overall scope of the project appears contradictory (the neighbourhood and shoreline being opposite poles of attraction) and unrealistic (high costs).

Further comments from the study partners

Comments m) to o) relate to the role and place of local residents in this project. Municipal planning objectives for the area have not been put in question or amended. The planning objectives for Jacques-Cartier Street call for a mixed use commercial and residential area more enjoyable for all concerned. The first improvements to be made will cover the primary requirements, including the service lane, parking areas, burying the public utility cables, paving and roadway corridor improvements, including the recreational path. All of these improvements will have an immediate positive impact on the quality of the environment of local residents. Noise and

garbage issues are regulated by municipal by-laws, which the City of Gatineau will apply and enforce as new businesses open.

- q) You need to create an attraction/destination, just like Ottawa has done with the ByWard Market, put together a committee and involve local residents (they could look after the flowers, keeping things clean).
- r) The marketplace, grass beach area, fishing dock, picnic areas, wooden lookout structure, these are all excellent ideas.
- s) The recreation and tourism dimension needs to be promoted in an effort to extend the visitor's length of stay. You could also do that by adding a major attraction, like Mosaïcultures.
- t) The shoreline rehabilitation is a commendable initiative, and it's being done in a professional and conscientious manner.
- u) The site is an undiscovered tourist goldmine, but it all has to be done in close cooperation with the residents.
- v) The project appears quite interesting for non-residents and will only benefit the business owners. Local residents must be consulted, and they must be involved in the development of a project that will take their complaints into account.

Further comments from the study partners

The area's mixed use vocation, as defined by the municipal planning regulations, as well as the concept proposals are aimed at preserving the area's residential and commercial functions and ensuring harmony between these uses. All citizens directly affected by the project will be kept informed and will be consulted as the project evolves in order that their concerns be taken into consideration as much as possible, in keeping with project objectives.

4.2 Development

- a) The idea of a town square close to the church is ingenious. There could be an open air market with fruits and vegetables, flowers, local products, artisans, etc.
- b) The Quai des Artistes must be redeveloped so that it doesn't obstruct views onto the river. Make sure the colours blend in more efficiently, create a more pastoral atmosphere, transform it into an appealing destination.
- c) Make sure you don't block the views with too many trees and bushes, or by installing massive street lamps.

Further comments from the study partners

One of the project's main objectives is to enhance the views of the river from the street and buildings. The choice of plant material and street furniture will be made in keeping with this objective. Trees and low bushes will be used and carefully positioned to avoid obstructing the views.

d) Put the commercial signage behind the shops so that it will be visible from the new service lane located at the back of those properties.

Further comments from the study partners

Commercial signage is regulated by municipal by-laws. Business owners wanting to put up signage must obtain a signage permit. Signage requests will be analysed on a case by case basis, upon request, in due course.

e) Plan for steps down to the river located at every second house.

Further comments from the study partners

Upon review, this suggestion does not fulfill the objective of providing suitable public access to the river. It would not be possible to build and maintain public facilities by having so many points of access between the street and the river. However, the concept does include several points of access from the street to the river and public facilities close to the water's edge where the public (local residents and visitors alike) can look out onto the river, enjoy a picnic, walk along the water's edge or use boat launch facilities.

f) The shoreline needs to be rehabilitated.

Further comments from the study partners

The project includes extensive shoreline naturalisation work that will improve the landscape profile, stabilize the slopes and generally make it greener.

g) Given that the service lane will be built along the back edge of the properties, an effort should be made to harmonize all backyards (no hodge-podge fencing).

Further comments from the study partners

This is an interesting suggestion. It will be discussed in full detail at the plans and specifications stage.

h) Plan for a boat ramp in sub-area 2.

Further comments from the study partners

There already is a privately-owned boat ramp in sub-area 2.

i) The development of an amphitheatre is contradictory, as it will be used for performances and by the marina. Given its location close to the La Baie Park parking lot, there will be noise and traffic problems. It would be preferable to isolate it from the marina and move where it will be closer to other public activities.

Further comments from the study partners

Upon detailed review, it has been determined that the amphitheatre should remain at the proposed location, for several reasons, as follows:

- The required parking spaces are available nearby in La Baie Park, and are linked directly to the amphitheatre by a walking path. This helps create an interesting activity area in its own right, and also extends the attractions eastward.
- The proposed location, just outside the core residential area, would reduce the nuisance factor for local residents, compared to another location more to the west that would be closer to existing housing.
- The idea of combining an activity centre such as the amphitheatre with the marina is consistent with the objective of offering occasional, small scale activities at the same place of an existing destination.
- The existence of the parking lot nearby is another factor in favour of locating the amphitheatre at the proposed site.
- It would be more difficult to hold amphitheatre-type closer to Lady-Aberdeen Bridge, because of traffic noise, which is not expected to diminish.
- The proposed site, where the amphitheatre is set back from the roadway, below the street, would appear to be the most appropriate location.

4.3 Parking facility and service lane

a) Several people brought up parking problems in the area. There is not enough parking available.

b) Is the project planning on parking facilities with special parking tags for local residents? Will there be parking meters? It's a nice plan, but there is not enough focus on parking.

c) Parking spaces should be built behind the houses and businesses.

d) 'Back of lot' parking is not convenient, especially if residents are required to park on the north side of the service lane and cross the service lane with children in tow.

e) Some people may agree to build parking spaces in their back yard, but you need to consult the landowners to work on these solutions.

f) Residents should be allowed to park on the south side of the service lane, and visitors should park on the north side.

g) In the heritage area of Jacques-Cartier Street, street parking in front of the houses should be reserved for residents only and night-time street parking restrictions should be lifted to allow residents to park on the street at night.

- h) Replace the lookouts and rest areas with parking lots.
- i) Allowing street parking on only one side of the street is not convenient for businesses, because people will have to park further away.
- j) The service lane must be built on the northern edge of the properties, with pockets of parking on the north side of the lane.
- k) The service lane needs crosswalks and traffic lights, and speed must be controlled.
- l) Build the service lane first, before the expropriation of lands on the rivershore.
- m) You need to prevent motor boat owners (who often own big pick-up trucks) from parking in front of the houses or along the river, as they would block the views of the river. A public parking for marina users should be built near the La Baie Park entrance.

Further comments from the study partners

The primary objective is to make the shoreline public. According to the concept, the existing 60 shoreline parking spaces will be removed and replaced with 80 spaces built on the north side of the service lane. These parking spaces will be open to the public. The alignment of the service lane has been moved so that it will follow the northern boundary of the private properties. Each private property will have a point of access to the service lane according to landowner requirements, the details of which will be worked out during the construction phase. Owners will have the option of building private parking spaces on their property. If additional public parking is needed in the future, there will be the option of building more parking lots on City of Gatineau owned land in La Baie Park.

The details of parking management on Jacques-Cartier Street, including parking tags for residents, maximum stay, etc. will be worked out at a later stage of the project. The concept does not preclude these solutions. Generally, street parking is not to be used for long term parking, so boaters will be directed to park their vehicles and trailers in the public parking lot near the entrance to La Baie Park. The service lane will be built before the removal of the shoreline parking spaces in order to accommodate local residents. These construction details will be ironed out during the detailed design and construction phasing stages of the project. Also, upon further analysis, if special traffic calming measures such as speed bumps are required, they will be built in due course. All of these and other parking management issues will be reviewed as a whole at the project implementation stage.

4.4 Activities and themes

- a) As a tourist attraction, this area is an absolute jewel that needs to be developed and promoted in a thoughtful and practical manner that will improve the quality of life of local residents and enhance visitor experience.

- b) The overall theme should be lifestyle and relaxation, supported by appropriate activities and services, including cafés and bistros, bed and breakfasts, spas, Internet cafés, walking, artist studios, bicycle, kayak and cross-country ski rentals, picnic areas, take-out restaurants, and horse-drawn carriage or sled rides to Leamy Lake Park.
- c) Rent bikes, in-line skates, kayaks and canoes.
- d) The outdoor stage could host evening concerts.
- e) Develop some sort of Heritage Village of Lower Canada Village type theme, make more room for local residents and generate jobs.
- f) Doubt that activity nodes at both ends of the street will work.
- g) The proposed themes are consistent with existing site conditions.

Further comments from the study partners

All of these suggestions are feasible with the proposed concept and would be in conformity with existing municipal regulations for the area. Over time, the activity spaces to be developed, such as the public square, the small park close to 'The Sterling' restaurant and the amphitheatre by the marina at the intersection of the La Baie Park entrance will facilitate the delivery of cultural programming and related services in the area.

- h) Manage ice fishing more efficiently. Fishing shacks are abandoned and left on the ice at winter's end.

Further comments from the study partners

This comment was duly noted and forwarded to the Service Centre of the City of Gatineau.

- i) Organise a 'Nouvelle-France' festival, snow sculpture competitions and build a fountain in the centre of a stone path.

Further comments from the study partners

These are interesting suggestions that could be added to the potential themes for the revitalization of Jacques-Cartier Street, but are probably better suited to the redevelopment plan for La Baie Park, given the amount of space they would require. These suggestions will be submitted to the City of Gatineau "Arts, Culture et Lettres" Department.

- j) The notion of 'cottage landscape' is annoying to local residents, it sounds pejorative. Would it be possible to use the term 'entertainment' instead?

Further comments from the study partners

Upon analysis of this suggestion, the word 'entertainment' conjures images of noise and excessive alcohol consumption, which is not consistent with the

image that is being developed for the area. The term 'cottage landscape' refers to the tourism focus, to services and accommodations that are not quite urban in nature, having more of a village of heritage feel.

k) The concept's recreation and tourism, commercial and event-related elements should be grouped together in an effort to preserve local residents 'peace and quiet'.

Further comments from the study partners

The objective of the concept is to create, all along the riverbank, places where residents and visitors make take in the attractions, have a picnic, or just enjoy being at the river's edge. These spaces were not planned for large events, but for smaller group activities that are more quiet and contemplative in nature and run a lesser risk of disturbing local residents.

l) Move the amphitheatre and the boat launch more towards the east or replace them with the Quai des artistes.

m) Keep large-scale activities in La Baie Park.

Further comments from the study partners

Upon analysis, it is recommended that this idea be pursued given the proximity of the La Baie Park entrance. This project did not plan for large-scale activities on the shoreline. These activities should indeed be held in La Baie Park. The amphitheatre located just across the entrance to La Baie Park will have a limited capacity, with room for a maximum of 300 people. It will be best suite for small-scale events and public activities (i.e. street performers).

n) Add the parking lot / camping facility to the concept map

Further comments from the study partners

The camping facility mentioned in this suggestion is located within La Baie Park boundaries. It is used only temporarily during the Gatineau Hot Air Balloon Festival, and is not part of this project.

4.5 Docks

a) Certain residents that are faced with the removal of docks in their area would like to have access to new docks, some would like that access to be free or charge, others suggest a community dock formula of some sort, like a cooperative, where the docks would be reserved for residents' only or would be managed by a not for profit organisation established by the community.

b) Be sure to consult the residents when the time comes to design the public/community docks, as they need to accommodate several types of users (motor boat users, and also kayakers and rowers).

c) Why dismantle the docks when the project won't go ahead for at least two years?

- d) Why have some people been allowed to keep their private docks? It looks like favouritism.
- e) Local residents should have priority access to the docks.
- f) Why are docks still tolerated on Hurtubise Street and on the Blanche River in Gatineau?
- g) The peaceful people who lost their docks should be compensated and should have access to a public dock at no charge.
- h) The development of new docks will give rise to a garbage issue.
- i) Would it be possible to have docks for rowboats and canoes?
- j) The docks were removed to improve the area's image, that's understandable, but it's the local residents that are being penalised. Why leave the ice-fishing shacks, which don't belong to local residents and are a complete eyesore. Actions should be guided by a broader vision.
- k) Isn't it a safety issue to remove all the docks?

Further comments from the study partners

The acquisition of private property and the loss of private docks are necessary steps to achieve the objective of making improvements that will benefit all residents. However, Jacques-Cartier Street residents have been using the shoreline and have had access to docks for many years. To compensate for this loss, community docking spaces will be built and reserved for local residents' watercraft only. These community docks will also be accessible to non-motorized watercraft. The design, construction and management of these community docks will be done in close cooperation with the residents concerned.

4.6 Traffic flow and cohabitation of uses

- a) Through traffic along Jacques-Cartier Street should be put to a stop.
- b) The roadway part of the street is too wide, and the sidewalks are too narrow.
- c) This project will generate more car and tourist bus traffic. We don't want any part of that.
- d) Priority should be given to pedestrians and cyclists.
- e) Allow only permit holders to drive along Jacques-Cartier Street and make it more of a pedestrian street.
- f) Keep Jacques-Cartier Street as a two-way street, but reduce the speed, make it a cobblestone street, and make the roadway even narrower to discourage those who are in a hurry.

g) Make the street a destination, this will slow down traffic.

h) Pave Prince-Albert Street.

Further comments from the study partners

The project is proposing to reduce the width of the actual roadway from 9,3 metres to 7,5 metres. In sub-areas 2 and 3, curves will be added to the roadway in order to reduce the speed of traffic. A 2,5 metre wide strip of pavement will be set aside for street parking on the north side. The sidewalk will be widened from 1,4 metres to 1,75 metres on the buildings side and a 3 to 4 metre wide multi-use recreational path is planned along the shoreline. Also, crosswalks are planned between the north side of the street and the shoreline for safer access to the programming, services and activity areas.

Together, the improvements, the choice of surfacing materials and the street furniture will all contribute to traffic calming and will help transform the street into a destination instead of a morning and afternoon shortcut for commuter traffic. More importance will be given to pedestrians and cyclists, increasing their safety. Over the short term, no significant increase in tour bus traffic is expected on Jacques-Cartier Street. However, should the area become popular as to cause such an increase, the City could implement traffic regulations limiting impacts of tour buses.

4.7 Heritage

a) More effort has to be put into developing the heritage component.

b) The project is destroying the site's heritage, as the private docks and privately-owned shoreline are part of the area's history.

c) Tell the story of the three men who saved Lady Aberdeen from drowning.

d) Identify and develop the former Pointe-Gatineau City Hall, which is located beside The Sterling restaurant.

e) Heritage and commercial uses are incompatible.

f) The area's history is all about logs, docks and airplanes.

g) There should be a subsidy program to help local residents renovate their homes.

h) Strengthen the area's heritage component, including houses located in the floodplain. Produce a prioritized list of houses to be protected.

i) Provide reduced interest loans for floor refurbishing and shoring-up foundations.

j) Raise the issue of neighbourhood renewal in sub-area 1 (cleanliness, maintenance, façade and front yard, back yard, and brick work).

k) Involve local residents. Collect stories and historic photos, and open an interpretation centre.

Further comments from the study partners

The area's history includes the built form (shape of the houses, narrow lots) and the decades-long interaction between local residents and the river. The intent of the project is to make the shoreline accessible to the public and improve the urban environment. This will require the transformation of existing features. The proposed solutions, including the community docks and the public spaces on the shoreline where residents can look into the river, have a picnic, etc. will allow the traditional shoreline uses to continue even though the location of these activities and functions may change.

The City of Gatineau offers a subsidy program in association with the *Société d'habitation du Québec* and the Quebec Ministry of Culture and Communications. The heritage component of this program has been in place for about ten years and is directed at exterior renovations of buildings located in designated Heritage districts. In addition, the interpretation suggestions are interesting and will be further explored in due course. All in all, the concept will allow for programs featuring the site's history and heritage aspect. The involvement of local residents in an archive project is very interesting and will be forwarded to the Archives Division and the Department of "Arts, Culture et Lettres" of the City of Gatineau for further review.

4.8 Commercial activities

a) Will this project lead to an increase of the number of businesses in the area?

b) Businesses do not belong on this street.

c) Businesses create a lot of noise, and this bothers residents.

d) Businesses generate garbage everywhere, and this is annoying.

e) Will there be new bars on this street?

f) Respect the businesses that are already established in the area, and encourage cafés, art galleries, crafts, organic fruit and vegetable stands, corner library, etc.

g) Create a program to encourage the development of seasonal or event-related small businesses.

Further comments from the study partners

Since 1990, municipal by-laws have allowed both commercial and residential uses. This area has been designated as one of the City of Gatineau's priority areas for mixed commercial and residential uses. The specific objective for this area is to encourage the area's recreation and tourism vocation. Certain commercial activities, such as boutiques, cafés, art galleries, etc. fit in perfectly with project objectives.

The current zoning by-law does not allow the opening of new bars, with the exception of two specific zones in the study area. The first zone is in the Jacques-Cartier/de la Baie to Jacques-Cartier/Saint-Antoine area, and the second is located in the vicinity of the boat launch along the point, at 1239 Jacques-Cartier Street. In all other zones bars are permitted only as an accessory use to a restaurant, which means that the bar can operate only when the restaurant operates.

4.9 Motorized watercraft

- a) Limit the length of the watercraft accessing the docks.
- b) Those big gas-guzzling motor boats will one day be a thing of the past, so we should plan with this in mind.
- c) Motor boats create pollution in the area.

Further comments from the study partners

Pleasure boating is growing in popularity in Quebec. Studies, including the Ottawa River Integrated Development Plan, have identified a lack of docking spaces. The proposed concept has been developed with this in mind, while taking the docking needs of local residents into consideration by developing community docks with reserved docking spaces for residents. The community docks will also be equipped to handle non-motorized watercraft.

4.10 La Baie Park – Soil Rehabilitation

- a) This project has not dealt with the soil contamination issue in the park.
- b) There should be a stronger link between this project and the La Baie Park project, an overall vision that includes Heritage Village activities in the Park.
- c) The soil of adjacent lands is contaminated and is not in conformity with Government standards.
- d) The funds should be spent on decontaminating the soil instead of beautifying the area.
- e) The issue of contaminants leaching from the soil in the former landfill site is not resolved. Use the former landfill site as an opportunity to show tourists 'past errors'.

Further comments from the study partners

This project is in essence the first phase of the development of La Baie Park. The proposed improvements are an expression of the vocations and themes outlined in the Parc de la Baie Strategic Development Plan. In addition, this project is in conformity with City of Gatineau objectives for the area, as well as National Capital Commission objectives, who will serve as a financial partner for the development of the street and the shoreline.

Landfill activities in La Baie Park ended in 1982. Since then, the City of Gatineau has conducted extensive soil rehabilitation initiatives in conformity with directives issued by the Ministère du Développement durable, de l'Environnement et des Parcs. Specifically, City of Gatineau specialized engineering staff routinely issue reports on their landfill gas collection results. These results show that the site is in conformity with the Ministry's requirements for the present uses of the site.

The suggestion relating to the interpretation of the former landfill site contamination and the reclamation of the site is quite interesting and could be included in the Park theme as projects come on stream.

4.11 Recreational Pathway

a) Why not make the recreational pathway go through La Baie Park? We don't want a recreational path along the river, on our land.

Further comments from the study partners

The main objective of the project is to make the shoreline public and accessible to all. The recreational pathway along the shoreline, as part of the province-wide Route verte, is also a key objective of the project. Building a pathway in La Baie Park would not be consistent with these objectives, nor with the other objective of enhancing the panoramic views of the Capital. The shoreline improvements will enable local residents and visitors to have an enjoyable riverside experience, whether at a picnic area, on the grassy beach or at one of the small terraces.

4.12 Public consultation

a) Thanks for organising a public consultation.

b) The plans illustrate the project quite well, but they should show the addresses of the houses that will be affected.

c) The quality of the presentation was good.

d) The public consultation should have been held before the removal of the docks.

e) Will we be consulted as part of the environmental assessment and will we be informed of the results?

f) Inform the residents of the approval of the concept, and its contents.

Further comments from the study partners

The street addresses were added to the plans to help residents get their bearings. The City of Gatineau is leading this project, and as such, will keep people informed as the project unfolds.

4.13 Other comments

a) Several participants are wondering what's planned for Jacques-Cartier Street west of the Lady-Aberdeen Bridge (the former Saint-Jean-Baptiste Street).

b) The project appears to suffer from a lack of vision, as the section west of the Lady-Aberdeen Bridge has been ignored.

c) Each step of the project should unfold in the proper order, in a coherent manner, and by involving those concerned.

d) I don't intend to sell my property to help this project happen.

e) Did the NCC work with historians and flora and fauna specialists in doing this project?

f) There should be an inventory of the flora and fauna of the area.

Further comments from the study partners

A team of experts will be conducting an environmental assessment study for the project as a whole. A detailed status report on the flora and fauna in the study area is an essential component of the environmental assessment. If the data is not available, detailed inventories will be completed.

g) Improve the safety of local residents.

h) There are docks adrift in Leamy Lake Park Bay.

Further comments from the study partners

This comment was forwarded to the proper NCC authorities.

4.14 Comments from special interest groups

a) Société d'histoire de l'Outaouais

Thank you all for coming here tonight.

There are ways of promoting the historical district in a manner respectful of local residents.

This project shows an intent to provide a certain balance and appears to be mindful of the needs of local residents.

Were the people from the church consulted? It could be interesting to locate the interpretation centre in the church or the manse.

Further comments from the study partners

Church authorities were invited in the same manner as local residents and other local organisations. The suggestion regarding the interpretation centre is appealing and can be discussed with the proper authorities at the proper time.

b) Conseil régional de l'environnement et du développement durable de l'Outaouais – CREDDO

The sector is located in a flood zone. Jacques-Cartier Street should be entirely removed between the marsh area and the river. The rehabilitation of the marsh is important, as the marsh is part of the river. It helps stabilize water levels and absorb pollutants.

Making the river more visually accessible is part of making it more accessible.

Plant true grasses instead of sod beaches. Sod will attract Canada Geese, which can have negative environmental and social impacts.

Further comments from the study partners

This issue has been studied attentively and solutions developed. The sod beach has been retained because it is important to provide activity spaces where people can be right at the river's edge and enjoy the magnificent views. The sod beach will be sufficiently spacious for unstructured activities and will have a structure in place to prevent Canada Geese from taking over. This type of structure, comprising 'invisible' netting supported by posts, has been successfully used at the Montréal Botanical Gardens and other locations, prevents the birds from touching down. This solution will be reviewed in depth during the detailed design phase of the project.

We agree with sub-area 1, but you have to open up the Quai des artistes, because at the present time, it's just a concrete wall that blocks the view of the river.

The original Lady-Aberdeen Bridge structure is pretty, but it's in need of restoration. The newer part could be better harmonised with the old part and provide a better view of the river.

Further comments from the study partners

Although the actual bridge structure belongs to the City of Gatineau, the Quebec Ministry of Transportation (MTQ) is responsible for its management. A major bridge rehabilitation project is scheduled to begin shortly, with the restoration of the piers starting during the summer of 2006 and the rest of the project scheduled for completion in 2007. According to the Jacques-Cartier

Street concept, a wooden boardwalk would connect the bridge to the Quai des Artistes, providing pedestrians direct access to the bridge.

A comprehensive development programme (PAE) restricting permitted uses and specifying architectural design requirements should be implemented in order to ensure the harmonious integration of the housing and commercial components of the project.

Further comments from the study partners

At the present time, the heritage area is covered by a special By-law governing all exterior aspects of buildings in the area. In terms of the project objectives and as a regulatory instrument, this is more efficient than a PAE. As to uses allowed, the area is identified as a designated development with a recreation and tourism vocation, which comes with a range of permitted uses.

The issue of contamination in La Baie Park needs to be dealt with.

Sustainable development also looks at the social dimension of projects, including effects on the quality of life of the local population.

We need to confirm the primary intent of the project. Is it to make the site a tourist destination, provide access to the river for tourists, establish links with Leamy Lake Park, protect the site's historical and heritage dimensions, etc.?

Further comments from the study partners

The project's main objectives are directed at making the shoreline public and accessible to all. Other objectives are focused on protecting and promoting the area's rich history and heritage features. As stated previously in this report, the planned shoreline improvements will help both local residents and visitors enjoy a relaxing outing or a picnic at the river's edge. From a City of Gatineau and NCC perspective, this project is part of a broader development framework. This is one of the City's priority sites for revitalisation. The extension of the recreational path eastward and the linkage with the Leamy Lake Park pathway are stated objectives of the *Integrated Network of Recreational Pathways Plan for the National Capital Region*. Also, the new recreational path will be part of the Route Verte.

c) Comité de vie de quartier Pointe-Gatineau

In our view, the public consultation is relevant and important.

We are in agreement with the 3 development areas. Local residents and visitors will all benefit from improved access to the water's edge. However, an overall vision for the neighbourhood is required, and should maybe include Leamy Lake Park and the archaeological digs in the concept.

We doubt that the local residents' quality of life will be enhanced by the proposed improvements. There are major concerns regarding contamination issues in La Baie Park, and these are not addressed in the project.

Further comments from the study partners
See response to item 4.10.

A community marina should be built. Limit the number of boats and prohibit the use of personal watercraft (jetskis). Encourage other water-based activities, such as canoeing, kayaking, maybe a rowing club, etc.

Further comments from the study partners
See response to item 4.5.

Local residents have several major concerns, including increased traffic, the fear of being invaded with tour buses, increased commercial activity and increased traffic on the roads and the river. There should be designated parking facilities for tourists and tour buses, and the service lane behind the houses should be open to residents only.

Further comments from the study partners
See responses to items 4.3, 4.6 and 4.8.

The natural aspect is well presented; the improvement of the shoreline is important but should be accomplished in concert with neighbourhood improvements.

The heritage aspect of the neighbourhood should be enhanced by implementing renovation programmes and by emphasizing the area's religious heritage. Renovation work and new construction should be mindful of the area's heritage aspect, and financial assistance programs should be put in place to assist with the restoration of heritage buildings.

Further comments from the study partners
See item 4.7.

Small shops and boutiques should be encouraged instead of bars and restaurants. Restaurant and bar hours of operation need to be restricted.

Further comments from the study partners
See item 4.8 h).

Local residents are entitled to reserved parking spaces on the street.

Further comments from the study partners
See item 4.3 m).

The Lady-Aberdeen Bridge pedestrian passage should be widened.

Further comments from the study partners
See item 4.14 b)

The idea of widening the Lady-Aberdeen Bridge pedestrian passage was studied by the MTQ during the planning phase of the bridge rehabilitation project. This option was

not retained because this Heritage bridge's steel superstructure could not accommodate the proposed widening.

d) Saint-François-de-Sales Church

The installation of flowerbeds would have the unfortunate effect of restricting the amount of parking space available to the church, which is already insufficient. We are requesting that you reconsider your plans for this small area, as we absolutely need it to serve the needs of our parishioners.

The Diocese should have a certain right of review over the lands affected by this development plan put forward by City of Gatineau and the NCC. Also, we would have appreciated having sufficient time to consult our parishioners.

Further comments from the study partners

This aspect of the concept is quite important as the church is the gateway to the area. Discussions will be held with parish authorities prior to the next step of the project, which will involve the drafting of detailed plans. Any changes to the land in front of the church must as a first step propose a solution for the relocation or replacement of any lost parking spaces. This component of the project will not proceed until the parking issue is resolved to the satisfaction of parish authorities.

5. Media coverage

All of the region's French-language media outlets provided coverage of the public consultation session in some way, shape or form, including news reports and newspaper articles. Reporters from CHOT, SRC-TV, Canal Vox and Le Droit attended the February 21 consultation. (See Appendix 4 for a sample of news reports and newspaper articles).

The media reported that several local residents were not very receptive to the project, complaining that the City of Gatineau and NCC did not take their needs into account, namely in regards to parking and water access issues.

These same issues were raised during interviews featuring City councillor Denis Tassé on TQS (television) and CJRC (radio) the next day.

The City of Gatineau's share of project costs (the NCC's contribution being a fixed amount, already known) was also one of the key topics of these interviews.

CHOT and La Revue de Gatineau reported that the proposal has been warmly received by several people, who have been campaigning for the revitalisation of the area for a long time.

In the March 6 edition of that weekly newspaper, several business owners stated that like many others, they look forward to a revitalized sector with a homogenous and safe shoreline that is accessible to pedestrians and cyclists alike.

Newspapers:

January 10, 2006, Hebdos – La Revue: A new concept for the La Baie Parkway and the revitalisation of Jacques-Cartier Street is approved by the City of Gatineau Full Committee.

February 18, 2006, Hebdos – La Revue: The new Jacques-Cartier Street Revitalisation Project is presented to the public at an open house hosted by the City of Gatineau and the NCC. The objective of the project is to provide public access to the river's edge to local residents and visitors.

February 22, 2006, Le Droit: The project is intended more for tourists and does not respond to our needs: Area residents.

February 25, Hebdos – La Revue: The Jacques-Cartier Street Revitalisation Project: Some for, some against. According to City councillor D. Tassé, the majority of local residents support the project.

March 6, 2006, Le Droit: The owners of a bed and breakfast on Jacques-Cartier Street applaud improved access to the shoreline and the revitalisation project, but deplore the state of the road surface and the speed of traffic in the area.

Radio and television:

February 21, 2006, 6:09 p.m., TVA – Le TVA 18h (TV news): mentions that the NCC and City of Gatineau are partnering on a revitalisation project that will provide public access to the shoreline.

February 21, 2006, 12:12 p.m., SRC – CBOF (Regional News): mentions that the NCC and City of Gatineau are partnering on a Revitalisation project and mentions the public consultation session.

February 22, 2006, 11:54 a.m., CJRC (radio news): The City of Gatineau and NCC are consulting citizens about a joint redevelopment project for Jacques-Cartier Street.

February 22, 2006, 5:40 p.m., TQS – Le Grand journal régional (Regional news, TV): The City of Gatineau and NCC are proposing a redevelopment plan for Jacques-Cartier street to deflect attention from the illegal docks issue.

February 22, 2006, 6:06 p.m., TVA – Le TVA 18H (TV news): Says Lucie Bureau – The NCC is open to changes to the project but no concessions will be made as to the primary objective, which is to provide public access to the shoreline. City councillor D. Tassé hopes that the project will not be compromised and believes that a referendum could be required to resolve the issue.

February 22, 2006, 6:20 p.m., SRC-CBOFT – Le Télé-journal regional (Regional TV news): quotes a local resident who says she feels excluded.

February 24, 2006, 8:04 p.m., Canal VOX: quote from Lucie Bureau explaining the proposed improvements, shows Councillor D. Tassé talking about the objectives for the evening and the project as a whole, citizens feedback on the consultation.

6. Next steps

The public consultation provided a forum to inform the public and gather their comments and suggestions which in turn, improved the development concept. Changes to the concept were mentioned previously in this report, particularly in Chapter 4.

The final concept was approved by the NCC Board on May 4, 2006, and by Gatineau City Council on May 5, 2006. On that day a press conference was held to announce the project along with the estimated costs of \$32,100,000, including a \$16,050,000 from the NCC (see the press release in appendix 5).

The main phases for the implementation and the schedule of the project are presented in the final report. The following steps need to be completed before construction can begin:

- Approval of the memorandum of understanding by the federal and provincial governments;
- Continue the acquisition by the City of Gatineau of the properties required to complete the proposed improvements;
- Completion of the baseline studies required for project implementation, including :
 - environmental impact assessment;
 - parking issues;
 - detailed development concept.

These various studies will address many of the concerns expressed by the public during the consultation, that were not at the concept plan level.

The joint agreement signed by the City of Gatineau and the NCC, the project must be completed by 2012.

The public will be kept informed of the project's progress at key stages. The public can also communicate with the City of Gatineau and the NCC for further information, at the following:

Ville de Gatineau :
Maison du Citoyen
Planning Section
25 Laurier Street, 2nd floor
Gatineau, Québec J8X 4C8

e-mail : prenezplace@gatineau.ca
Fax : 819 595-7397

National Capital Commission:
Public Consultation and Community
Relations
National Capital Commission
202- 40 Elgin Street
Ottawa, Ontario K1P 1C7

e-mail : info@ncc-ccn.ca
Fax : 613 239-5039

Appendix 1: Notice

PUBLIC CONSULTATION

Jacques-Cartier Street Improvements

The Ville de Gatineau and the National Capital Commission (NCC) invite you to a public consultation on the improvement of the shoreline area of Jacques-Cartier Street, between the Lady Aberdeen Bridge and Saint-Louis Street.

Tuesday, February 21, 2006

Saint-Jean-De Brébeuf Community Centre
1367 Saint-Louis Street, Gatineau

4 pm to 7 pm	Open house
7 pm to 7:30 pm	Presentation of the improvement project
7:30 pm to 9 pm	Questions and comments

The related documents and questionnaire are available on the Ville de Gatineau and NCC websites, as well as at Ville de Gatineau libraries and service centres, the NCC library, and the Ottawa Main Library.

Please send your comments by **Friday, March 3, 2006**.

Information:

3-1-1 • prenezplace@gatineau.ca • www.gatineau.ca
(613) 239-5555 • info@ncc-ccn.ca • www.ncc-ccn.gc.ca



Appendix 2: Press release



MEDIA RELEASE

Under embargo until February 11, 2006

**THE VILLE DE GATINEAU AND THE NATIONAL CAPITAL COMMISSION
PRESENT A CONCEPT FOR THE IMPROVEMENT OF JACQUES-CARTIER STREET**

Gatineau, February 11, 2006 – The Ville de Gatineau and the NCC recognize the importance of citizen involvement in the decision-making process and therefore invite citizens to participate in a public consultation, on February 21, 2006, in order to learn more and express their ideas on the proposed improvement of the waterfront area of Jacques-Cartier Street, between Lady-Aberdeen Bridge and St-Louis Street in Gatineau.

The project aims to enhance the quality of life of residents and the visitor experience. The concept proposes a scenic access to the Capital, a new recreational pathway as well as improvements to and naturalization of the shorelines of the Ottawa and Gatineau rivers.

The public consultation will take place at St-Jean-De Brébeuf Community Centre, 1367 Saint-Louis Street, Gatineau (Gatineau Sector).

Schedule:

4 pm to 7 pm	Open House: One-on-one exchanges between the participants and members of the joint team
7 pm to 7:30 pm	Presentation of the concept by the consultant
7:30 pm to 9 pm	Questions and comments: Participants are invited to ask questions, share their comments, thoughts and recommendations on the proposed concept

The related documents and questionnaire are available on the Ville de Gatineau (www.gatineau.ca) and NCC (www.ncc-ccn.ca) websites, as well as at Ville de Gatineau libraries and service centres, the NCC library, and the Ottawa Main Library. Comments are welcomed until Friday, March 3, 2006.

– 30 –

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613 239-5673
eschache@ncc-ccn.ca

Adresse postale

C. P. 1970, succ. Hull
Gatineau (Québec)
J8X 3Y9

Appendix 3: Questionnaire

QUESTION 1

To improve the site and make the riverbank accessible to the public, the proposed concept focuses on the key features of the three Sub-Areas of Jacques-Cartier Street: the Historical and Heritage sub-area, the Cottage Sub-Area and the Natural Sub-Area. What do you think of these themes? Do you have any other suggestions?

QUESTION 2

Do you believe that the facilities and amenities proposed in the Concept are consistent with the Project's two main objectives: 1) to improve the area's environmental quality; and: 2) to improve local residents' quality of life and visitors' enjoyment of the site? Do you have any other suggestions?

QUESTION 3

The Concept proposes Activity Nodes and Service Areas to add life to Jacques-Cartier Street and the riverbank. Which of these features do you like the most? Which do you like the least? Do you have any other suggestions?

QUESTION 4

Do you have any other comments or suggestions on the Jacques-Cartier Street Redevelopment Project?

The City of Gatineau and the NCC thank you for your interest and involvement in the *Jacques-Cartier Street Redevelopment Project*.

You can leave your answers and comments on the table at the entrance. You can also return them to one of the addresses below, on or before March 3rd 2006:

City of Gatineau
Maison du Citoyen
Planning Department
Development Projects and Programs
Division
25 Laurier Street, 2nd Floor
Gatineau, Québec J8X 4C8

e-mail: prenezplace@gatineau.ca
fax: (819) 595-7397

National Capital Commission
Public Consultation and Community
Relations
National Capital Commission
202-40 Elgin Street
Ottawa, Ontario K1P 1C7

e-mail: info@ncc-ccn.ca
fax: (613) 239-5180

Appendix 4: Articles

Un nouveau concept pour la Promenade des Draveurs



>Yannick Boursier
boursieri@transcontinental.ca

La revitalisation de la rue Jacques-Cartier, de l'autre côté du pont Lady-Aberdeen, et la réalisation de la Promenade des Draveurs, près du parc La Baie, seront accomplies sous un tout nouveau concept.

Les membres du conseil municipal ont accepté mardi matin lors du comité plénier le nouveau concept qui leur a été présenté par leurs services et ont mandaté le service d'urbanisme à soumettre ce concept aux citoyens, estimer précisément les coûts d'aménagement et préparer les documents pour débiter les démarches environnementales.

Rappelons que le projet de Promenade des Draveurs date du milieu des années 90 alors que la Commission de la capitale nationale (CCN) s'était entendue avec la ville de Gatineau pour la réalisation d'un projet dans le parc La Baie. Des terrains avaient été cédés pour vente à Gatineau, ce qui représentait environ six millions \$ comme participation de la CCN.

Le nouveau concept privilégié par la ville de Gatineau propose un accès panoramique double-sens sur la rue Jacques-Cartier. Une piste cyclable le long de la rivière serait aussi aménagée, avec beaucoup de végétation.

La Ville prévoit dans la première partie de la rue Jacques-Cartier un noyau urbain axé sur l'histoire et le patrimoine, des activités commerciales et touristiques, de même qu'un



pôle culturel. Un petit théâtre sur le bord de l'eau serait d'ailleurs envisagé, ainsi qu'une promenade sur pilotis. Le reste du secteur à revitaliser serait consacré à la villégiature, le récréotouristique et à des aires de repos et belvédères.

Les coûts estimés pour ce projet sont de l'ordre de 13 900 000\$ à ce jour, mais des études plus approfondies seront nécessaires.

Ces coûts ne tiennent pas compte de plusieurs éléments comme l'achat de certains terrains et l'enfouissement des fils électriques.

Un montant de plus de six millions \$ proviendrait de la vente des terrains de la CCN pour la réalisation de ce projet, mais la ville de Gatineau devra prévoir le financement complémentaire. L'échéancier établi prévoit l'évaluation de ces coûts pour 2006, le

financement pour la séquence 1 en 2008 et le financement pour le reste des phases après 2009.

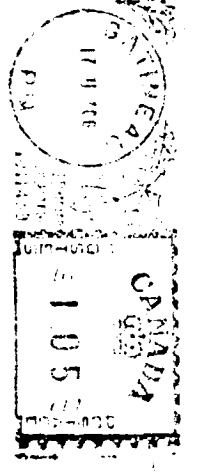
Les élus ont accepté d'aller de l'avant avec le projet puisqu'aucun montant était nécessaire en ce moment, mais d'autres discussions devront avoir lieu avant d'accepter d'investir à cause du nombre élevé de projets d'envergure présentement sur la table du conseil.

LA REVUE

Transcontinental

CCN/CC
Bibliothèque
40, rue Elgin, bureau 202
Ottawa (Ont), K1P 1C7

(JMO)



Jacques-Cartier présenté au public

Yannick Bourcier

Les citoyens de Gatineau pourront venir jeter un coup d'oeil et donner leur avis sur le projet de revitalisation de la rue Jacques-Cartier dans le secteur Gattineau.

La Commission de la capitale nationale (CCN) et la ville de Gattineau ont prévu une soirée de consultation publique le mardi 21 février prochain pour présenter le concept retenu aux personnes intéressées. Cette rencontre se tiendra au centre communautaire St-Jean-de-Brebeuf, situé au 1367, rue St-Louis.

La soirée de consultation est prévue en trois étapes. Entre 16h et 19h, les citoyens pourront venir examiner le projet et discuter avec l'équipe responsable du dossier dans le cadre d'une porte-

ouverte. Une présentation du concept est prévue entre 19h et 19h30 et sera suivie d'une période de questions et commentaires.

Rappelons que le projet de rénovation de la rue Jacques-Cartier, en partenariat avec la CCN, est sur la table depuis plusieurs années. Il comprend, entre autres, le projet de Promenade des Draveurs.

Le projet a d'ailleurs changé au cours des derniers mois alors que la ville de Gattineau a décidé de rafraîchir ce qui était sur la table pour faire quelque chose de plus adapté à la nouvelle ville.

Lors d'une présentation au comité plénier il y a quelques semaines, le conseil a opté pour le concept qui propose un accès panoramique double-

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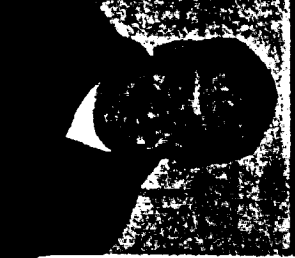
sens sur la rue Jacques-Cartier. Une piste cyclable le long de la rivière serait aussi aménagée, avec beaucoup de végétation.

La ville prévoit dans la première partie de la rue Jacques-Cartier un noyau urbain axé sur l'histoire et le patrimoine, des activités commerciales et touristiques, de même qu'un pôle culturel. Un petit théâtre sur le bord de l'eau serait d'ailleurs envisagé, ainsi qu'une promenade sur pilotis. Le reste du secteur à revitaliser serait consacré à la villégiature, le récréotouristique et à des aires de repos et belvédères.

Les citoyens qui assisteront à la présentation de mardi prochain pourront voir dans les détails ces différents éléments inclus dans la proposition du nouveau concept.

COMMUNAUTAIRE

Quelle est la place des aînés?



Jacques-Cartier: « un plan pour regarder de l'autre côté »

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Le plan pour réaménager la rue Jacques-Cartier vise davantage les touristes que les résidents. C'est du moins ce que croient plusieurs habitants du quartier Pointe-Gatineau.

Une centaine d'entre eux étaient présents hier soir à la consultation publique organisée par la Commission de la capitale nationale (CCN).

«Le plan, c'est pour regarder de l'autre côté», a déploré une résidente, Josette Duchesne.

Selon le plan présenté hier, la rue Jacques-Cartier n'est pas élargie. Par contre, une piste récréative y est ajoutée, ainsi qu'une rangée de stationnement en parallèle. Une part de la frustration vient précisément des stationnements.

Les résidents perdent les leurs près des maisons, et doivent garer leur voiture dans une voie de service qui passe en bordure du parc de la Baie.

Le plan prévoit des quais publics, mais selon le conseiller municipal du secteur, Denis Tassé, les quais communautaires ne sont pas exclus. «Certains des gens présents ont peur de perdre leur vie privée. Mais je ne crois pas que le projet aille dans ce sens.»

Des défis de taille demeurent pour la Ville de Gatineau et la CCN, partenaires dans le projet, qui doivent composer avec des riverains qui sont propriétaires de terrains qui vont jusqu'à la rivière. Ces propriétaires, peu nombreux selon le conseiller Tassé, risquent de faire face à l'expropriation. Dans le plan présenté, la CCN ne présente



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Une vue de la rue Jacques-Cartier

aucun terrain privé allant jusqu'à la rivière.

Les demandes sont variées. Certains citoyens demandent des quais communautaires pour les résidents du secteur, alors que d'autres souhaitent davantage d'activités vertes. «Pourquoi ne pas faire un quai des nations, pour les canots? Il manque d'éléments verts, dans ce plan», a déploré Josette Duchesne. Beaucoup de résidents craignent aussi une augmentation de la circulation automobile.

Une entente datant de 1995 prévoit que la Ville de Gatineau doit aménager une promenade dans ce secteur de la Pointe-Gatineau situé entre les ponts Lady Aberdeen et des Draveurs. La CCN participe à ce projet à hauteur de 6 millions\$.

Le plan de revitalisation est encore loin d'être accepté. Le conseil municipal et la CCN doivent accepter l'étude présentée hier en avril prochain.

Du pour et du contre pour le projet de Jacques-Cartier

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Le projet de revitalisation de la rue Jacques-Cartier dans le secteur Gatineau ne laisse pas beaucoup de gens indifférents.

Près de 200 personnes ont assisté mardi soir à une présentation de la Commission de la capitale nationale (CCN) et de la ville de Gatineau du projet retenu pour revitaliser ce secteur situé le long de la rivière.

Plusieurs des citoyens qui se sont fait entendre avaient des revendications contre certains aspects de ce projet, notamment concernant le

chemin qu'ils préféreraient en arrière des résidences plutôt qu'en avant. D'autres craignaient l'augmentation de la circulation ou la présence plus fréquente d'autobus de touristes.

Le conseiller du secteur, Denis Tassé, croit cependant qu'une grande majorité des citoyens sont en faveur du projet. « Les gens qui ont fait des interventions en avant étaient majoritairement contre, mais on n'a pas parlé de toutes les autres personnes que nous avons

vues avant lors de la porte-ouverte et qui étaient favorables au projet. »

« Tout projet peut déranger, a indiqué le conseiller en commentant cette soirée. Je ne pense pas que les gens sont totalement contre ce projet. Mais ils ont tenu à manifester leurs inquiétudes face à certains aspects. »

Les commentaires émis lors de cette soirée de consultation ont été recueillis par les services de la ville de Gatineau en charge de la

réalisation de ce projet. Ils seront analysés pour voir la possibilité de l'améliorer. « À partir de l'analyse de ces commentaires, on va faire une

présentation au conseil », a souligné M. Tassé. Ce dernier n'a cependant pas voulu s'avancer sur les possibles changements qui pourraient être apportés. « Il y a sûrement des choses qui peuvent changer, a-t-il noté. Mais la meilleure chose à faire c'est d'y aller par étape. »



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Au sujet de la rue Jacques–Cartier...

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PHOTO: Woodburry, Patrick

ILLUSTRATION: Pierre Drolet et Gyslaine Dumont dénoncent l'abondance de nids de poule sur la rue Jacques–Cartier, à Gatineau.

WORD COUNT: 717

Nous sommes propriétaires d'un gîte touristique situé sur la rive québécoise de la rivière des Outaouais, au 1175 de la rue Jacques–Cartier à Gatineau. Permettez–moi de vous dresser un portrait de notre quartier en hiver. Depuis les premières neiges, plus précisément le 26 janvier dernier, j'ai essayé de prendre une marche dans mon quartier par une belle journée ensoleillée, impossible.

Les automobilistes doivent éviter les nids de poule, les flaques d'eau, les autos stationnées sur le bord des bancs de neige, les autos qui roulent pas vite pour admirer la rivière et se contrôler parce qu'il y en a d'autres qui vous collent aux fesses parce qu'ils veulent faire le trajet à 80 km/h. Déjà que la rue n'est pas très large, car comme vous le savez, les poteaux électriques sont toujours dans la rue, essayez donc d'imaginer le scénario : poteaux, bancs de neige, trous d'eau, nids de poule, chars pas vite et chars trop vite !

Quant aux piétons, attention ! Les trottoirs... évidemment à moitié déneigés, un banc de neige à gauche et un trou d'eau à droite, car les canalisations sont sûrement pleines – un raz–de–marée sur piéton, c'est pittoresque, mais ça emmerde quand c'est vous le piéton. Qu'à cela ne tienne, allons donc de l'autre côté de la rue. Il y a un hic ! Impossible, de l'autre côté de la rue il n'y a pas de trottoir !

Nos clients ont envie d'aller prendre une marche sur le bord de cette magnifique rivière, mais nous devons les mettre en garde, car c'est franchement dangereux.

Nous sommes en hiver, mais en été, nous devons toujours éviter les poteaux, les nids de poule, les crevasses, les chauffards sans se faire écraser en vélo. Quelle expérience, ça tient presque du miracle.

Aujourd'hui, après une douche de gadoue sous le soleil de février, la goutte a fait déborder le vase. J'en ai assez ! Comme tout bon citoyen, je paie mes taxes et elles sont chères, croyez–moi. Je devrais donc pouvoir me promener sans danger sur le trottoir de ma rue, dans mon quartier...

Dans toutes les villes du monde, les bords de l'eau sont exploités, pourquoi pas celui de la rue Jacques–Cartier ? Parce que des résidents tiennent à tout prix à leur bord de l'eau bric–à–brac ? Je crois sincèrement que nous aurions tous à gagner d'ouvrir aux piétons les berges de la rivière. Serons–nous obligés d'avoir un maire qui réside dans le secteur Gatineau pour pouvoir enfin circuler de manière sécuritaire sur les rues Jacques–Cartier, Saint–Antoine et Saint–Louis ?

On a commencé le nettoyage des rives... mais après ? Faudra–t–il attendre un autre cinq ans, 10 ans pour la suite ? On nous a promis la revitalisation de la rue Jacques–Cartier, ça fait huit ans qu'on est là et toujours rien ! L'un d'entre vous a–t–il déjà essayé de parcourir en auto, à pied ou à vélo le quadrilatère Jacques–Cartier, Saint–Antoine et Saint–Louis et Jacques–Cartier vers Gréber ?... Hé bien bonne chance ! L'essayer, c'est l'éviter...

C'est vrai, je ne suis pas juste avec la ville, car, tous les ans, la semaine précédant les montgolfières, la ville envoie un camion avec deux gars pour boucher les nids de poule à la truelle, du pont Lady Aberdeen jusqu'au parc de la Baie ! Puis bonsoir, à l'an prochain.

Oh non, pas encore des patchs... et le pont lui, quand est-ce qu'on pourra le traverser sans danger... et du bon côté... car depuis deux ans, un côté est fermé aux cyclistes et aux piétons, mais c'est vrai voyons, ce n'est pas la faute de la ville ! C'est la faute du ministère des Transports ! Tant pis pour nous !

Il y aura toujours des citoyens contre ce projet, peu importe comment il est présenté, mais croyez-moi, nous sommes nombreux à espérer une berge accessible, sécuritaire, homogène pour les piétons et les cyclistes, beaucoup moins nuisibles que les chauffards que, présentement, on peut regarder passer.

Tant que nos élus feront fi d'anciens quartiers tels que la Pointe, qui ont aussi, sinon davantage besoin de projets pour préserver le patrimoine immobilier et la qualité de vie des citoyens, Pointe-Gatineau restera tel quel, sans plus, une belle place à visiter trois jours par année lors du Festival de montgolfières...

Ah ! Les belles promesses !

Gyslaine Dumont Aux Berges des Outaouais Gatineau

Appendix 5: Press Conference Announcement



FOR IMMEDIATE RELEASE

May 5, 2006

FUNDING ANNOUNCED FOR MAJOR SHORELINE PROJECT IN CANADA'S CAPITAL REGION

Improvements planned for Jacques-Cartier Street in Gatineau

Canada's Capital Region — The National Capital Commission (NCC) and the Ville de Gatineau, in the presence of the Minister of Transport, Infrastructure and Communities, today announced funding for an important refurbishment project which will enhance public access to the waterfront in the heart of Canada's Capital Region. Together, the municipality and the Crown corporation have assigned more than 32 million dollars for the improvement of Jacques-Cartier Street and the surrounding area which is located on the north shore of the Ottawa River in the city of Gatineau.

The revitalization project, which will provide public access to the river shore and enhance the sector for residents and visitors, is expected to be completed by 2012. Beginning with the section between the Lady Aberdeen Bridge and Prince Albert Street, the Ville de Gatineau will undertake the work in phases with the support of a joint technical committee.

Improvements to this sector are in keeping with the NCC's *1999 Plan for Canada's Capital* which recognizes the importance of vistas and entry points. This work is also complementary to other NCC projects in the core of the Capital Region, including the redevelopment of the Maisonneuve and St-Laurent Boulevards as gateways to the city of Gatineau and a direct link between the core area and Gatineau Park.

"The NCC's mandate is to build a Capital of which all Canadians can be proud," said Marcel Beaudry, NCC Chairman. "We are pleased to work in collaboration with the Ville de Gatineau to ensure that residents and visitors will have access to the Ottawa River, while enjoying breathtaking views of the Capital."

The NCC contributed \$6,050,000 for this project in 1996. Today, the NCC Chairman announced an additional 10 million dollars in funding for the joint initiative.

"I am delighted by this excellent news and I would like to acknowledge the invaluable support of the NCC towards the improvement and beautification of Jacques-Cartier Street," declared the Mayor of Gatineau, Marc Bureau. "This project, developed with sustainable development in mind, will showcase history and heritage, as well as cultural and commercial activities. It will benefit the economic and social development of our city."

The Ville de Gatineau will invest 16 millions dollars in this project. In addition to improved public access to the shoreline, this concept is closely aligned with the guidelines of the new urban plan adopted by the Ville de Gatineau in 2005.

“The NCC and the Ville de Gatineau have greatly contributed to making Ottawa-Gatineau one of the most beautiful regions of the world,” said Lawrence Cannon, Minister of Transport, Infrastructure and Communities. “I am particularly pleased to see the opening of a window on the Ottawa River. Residents and visitors will benefit from this project and I am pleased to support this strong partnership between the Ville de Gatineau and the NCC”.

The project concept reflects the shared vision of the Ville de Gatineau and the NCC and also takes into account the comments received during a recent public consultation. The comfort and safety of pedestrians and cyclists will be addressed with the development of pathways, rest areas and green spaces along the river shore. The addition of community docks, as well as modifications to parking and a service lane have also been made in response to concerns from the public.

For more information on this project, members of the public may contact the **NCC** at **(613) 239-5555** or **1 800 704-8227** or visit the website at **www.ncc-ccn.gc.ca**. The public may also contact the **Ville de Gatineau** at 3-1-1 or visit the website at **www.ville.gatineau.qc.ca**.

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