



NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

Alexandra Bridge Replacement Project

PUBLIC CONSULTATION ROUND 2 REPORT

OCTOBER 2024



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Executive summary

Key Findings

Echo



- Pays tribute to the existing bridge
- A good balance between heritage preservation and modernity
- Truss design impedes views and does not suit the area

Rendez vous



- Allows for open and unobstructed views
- Respondents appreciated the modern and minimalistic design
- Some feel the design is boring or unoriginal

Motion



- The unobstructed views were praised
- Fluid and dynamic concept with proportions that integrate well in the landscape
- The separation of cyclists, pedestrians and vehicles should be improved



5,188
surveys
completed



350
participants
in the open houses

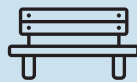


1,900
comments
on social media

Common themes across all designs



Separate bridge users
(Dedicated lanes for
each type of use)



Seating
is necessary



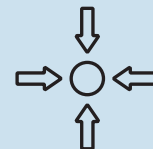
Proactive planning
for mass transit
(LRT, tram)



Traffic management
must be considered



Connectivity in
the area for active
transportation
must be improved



The gathering
space concept
was well received
by the public



Canadian Museum of History – October 2, 2024

Public consultation round 2

On October 1, three design concepts for the replacement of the Alexandra Bridge (Echo, Rendez vous and Motion) were presented during a public meeting of the NCC Board of Directors.

Through a comprehensive consultation process, the public was invited to provide their thoughts and comments regarding each design. Feedback from the public, Indigenous communities, Gender-based Analysis Plus (GBA+) meetings and other interested party meetings was shared through the evaluation process, which will include design elements that were recommended for the final concept.

Public consultation activities

From October 1 to October 24, the public was given the opportunity to provide feedback on the three design concepts through several methods, both in person and online.

The consultation was first promoted through the media as part of the update to the NCC Board of Directors meeting, resulting in good coverage of the three concepts on multiple platforms. The NCC website showcased each concept, and newsletters with updates were sent to the NCC's Public Engagement mailing list.

Moreover, project information panels were displayed at each end of the bridge. Advertising in local media and on social media also provided visibility on the consultation.

Comments were received through:

- An online survey.
- Post-it notes and conversations at two open house events.
- The comments section of the social media posts related to the consultation.

Various GBA+ focus groups, a Public Advisory Group meeting and individual stakeholder meetings were held.

Open house events

- **October 2**
Canadian Museum of History – 153 participants
- **October 3**
Rogers Centre – 196 participants

558 comments were left by the public.

Online survey

From October 1 to October 24

5,188 responses

Social media

- **Engagement:** The social media campaign received nearly 1,900 messages about the bridge, indicating a high level of public interest and engagement.
- **Reactions and likes:** There were 1,700 post reactions and likes on bridge-related content, reflecting positive public interaction and support.
- **Impressions:** The bridge content generated 300,000 impressions, demonstrating the extensive reach and visibility of the campaign across all platforms.

Eblast

The open rate for the Alexandra Bridge consultation eblast was 54%, which is notably higher than the public engagement benchmark of 51%. This elevated open rate indicates a robust interest in the consultation emails among recipients. The click-through rate (CTR) for the Alexandra Bridge consultation eblast was 18%, significantly surpassing the benchmark of 12%.

Public Advisory Group

The Public Advisory Group met in September 2024, to discuss the three design concepts. Nine members of the group provided feedback.



Rogers Centre - October 3rd 2024



Summary: Feedback from the public

The three concepts were well received in the survey and open house activities. Some members of the public indicated they believed there would be a clear favourite and were surprised to find that all three concepts would be viable options to replace the current bridge.

Feedback received from the public allowed us to identify common aspects that people appreciated or felt could be improved in all the three concepts:

Aesthetic appeal

Respondents emphasized the importance of the visual and aesthetic aspects of the bridge and the need to blend harmoniously with local architecture and the surrounding landscape.

Community connectivity

Respondents highlighted the importance of the bridge in enhancing community connectivity. They indicated the need to prioritize linking neighbourhoods and integrating with existing active transportation networks, which is essential for fostering connections and positively impacting the local economy.

Future-proofing

Respondents appreciated the consideration of future needs, such as the potential for rail integration and the inclusion of Indigenous art and cultural elements. They also supported the idea of designing the bridge to accommodate future population growth and transportation needs.

Commuting

- **Commuting efficiency:** Respondents appreciated the bridge's potential to facilitate smooth traffic flow by providing dedicated spaces for all commuters, including drivers, cyclists and pedestrians.
- **Separation of users:** The clear separation between pedestrian, cycling and vehicle lanes was a key priority for respondents on all three of the bridge design concepts. An emphasis was placed on having adequate protection between active transportation and vehicle lanes to enhance the safety and usability for all bridge users.
- **Accessibility:** Ensuring accessibility for all commuters, including those without cars, was emphasized.
- **Motorized vehicle access:** Opinions on car access were mixed. Some respondents emphasized the need for more vehicle lanes to address traffic, while others preferred prioritizing active transportation.
- **Public transit integration:** Efficient traffic flow and integration with public transportation are key concerns across all designs. A recurring theme was the preference for including public transit in place of the proposed motor vehicle lanes. Some respondents recommended including dedicated bus lanes, trams or light rail.

Recreation

- **Gathering spaces:** The concept of a gathering space was well received. Many respondents saw it as useful space for various recreational activities and events. A recurring suggestion was to ensure the inclusion of seating and shaded areas, as well as ensuring adequate spaces for larger events.
- **Amenities:** Adding amenities like benches and ensuring access to scenic views were suggested to make the bridge more pedestrian-friendly.

Colour and material choices

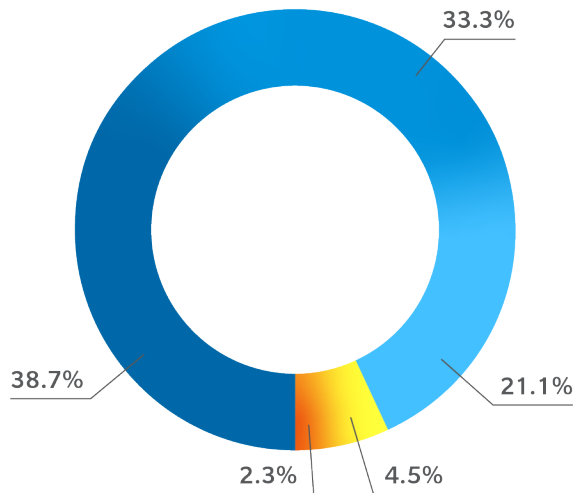
Several respondents emphasized the importance of colour, suggesting that the new bridge should match the existing stone colours of Parliament and the natural rock formations. Copper and steel were popular material choices, reflecting the historical and industrial heritage of the area. Some stated their preference for natural, locally sourced materials.



Feedback about the Echo concept

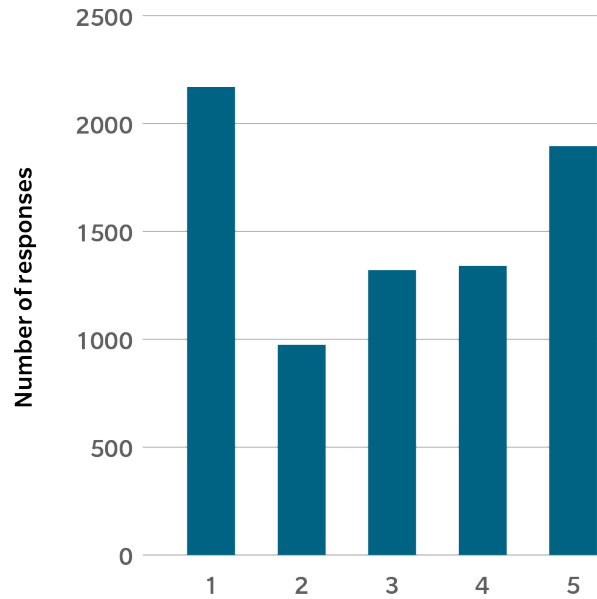
The Echo design concept received a largely positive response, with over 70% of participants rating it as “Excellent” or “Good.”

How would you rate the Echo design concept?



Rating scale option	Number of responses
Excellent	1817
Good	1565
Average	992
Poor	212
Very Poor	107

Echo: Preferred design elements



Design aspect/element of Echo Concept	Number of selections
1 A contemporary reinterpretation of the existing Alexandra Bridge	2169
2 A twin plane of steel truss structure	974
3 Distinctive V-piers support the bridge and mark the position of public space on the deck	1321
4 Timber bracing inspired by the structure of birch bark canoes	1340
5 A straight alignment providing a direct and efficient crossing	1895

The contemporary reinterpretation of the existing Alexandra Bridge was the most favoured element, selected by 59.29% of respondents. This suggests a strong desire to maintain historical continuity while modernizing the structure.

A straight alignment for efficient crossing was also highly valued, with 51.80% of respondents selecting this option. This highlights the importance of functionality and ease of use, particularly for daily commuters.

The timber bracing inspired by birch bark canoes and the distinctive V-piers were both selected by over one-third of respondents, indicating significant appreciation for these cultural and structural elements.

The twin plane of steel truss structure, while important for structural integrity, was the least favoured element, selected by 26.63% of respondents.

The following feedback is presented in alignment with the design principles used for the evaluation process:

Echo: Bridge expression

Balancing modernity and heritage:

The Echo design approach to balance modern engineering with a nod to the historical significance of the original bridge was appreciated by many respondents. However, some respondents felt the design could be more innovative and forward-looking. A few respondents recommended incorporating more modern elements, while still respecting the historical design.

Emotional attachment:

Many respondents appreciated that the Echo design recalls the profile of the current Alexandra Bridge, which holds emotional significance for them. This connection to the past was seen as a positive aspect.

Aesthetic appeal:

Many respondents appreciated the arches and curves of the Echo design, noting that they create a classic and timeless look. Many respondents mentioned that it feels different from many modern bridge designs, while still providing a reminder of the old design. Some respondents indicated they appreciated the truss structure compared to the cable design of the other concepts.

Bulkiness:

Some respondents found the structure too bulky and imposing, which could block views and detract from the overall aesthetic.

“I find the smooth curved structure to be very visually appealing and unique. A design I don’t remember seeing in another bridge. I think the symmetry of the two peaks is aesthetically pleasing.”

Echo: Capital realm integration

Unique and familiar:

The Echo design was considered the most unique while also being familiar. Respondents liked the thick support structures and the shade they provide.

Integration with surroundings:

Respondents liked how the Echo design complements the Museum of History and the surrounding geography. The design’s reference to the Algonquin birchbark canoe was appreciated for its cultural significance and aesthetic appeal.

Echo: Public space and user experience

Active transportation safety:

Many respondents praised the use of the bridge’s structure to create separation of lanes for pedestrians, cyclists and vehicles to enhance safety and usability. The central bike lane within the central support structure was frequently noted as a positive feature, providing a dedicated space for cyclists.

Dedicated spaces:

The design’s dedicated spaces for pedestrians and cyclists were well received. There was also support for the potential integration of transit options.

“Safer spaces for walking, cycling and driving.”

Small gathering spaces:

Some respondents felt that the gathering spaces are too small and obstructed by the structural supports, making them less inviting for public events. There were suggestions to enlarge the space and reduce the number of obstructive supports to make it more functional and inviting. Several respondents suggested integrating elements from the Motion design concept into the gathering spaces on Echo including the cantilevered gathering space and integrated seating.

Echo: Views and visual experience

Bulkiness:

Some found the structure too bulky and imposing, which could block views and detract from the overall aesthetic.

“Overall structure, especially vertical beams, is too bold and heavy. It sets a visual barrier and misses an opportunity to promote visual permeability.”

“As far as I’m concerned, the structure’s too heavy. The vertical beams are too imposing and block the beautiful views.”

Echo: Sustainability and the environment

Incorporating elements from the current bridge:

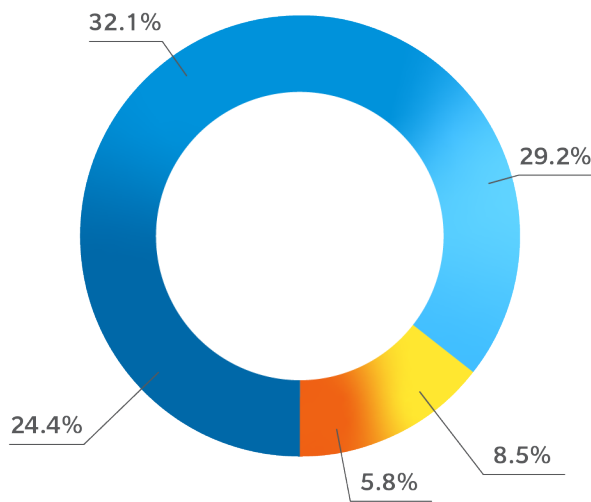
Many attendees suggested incorporating elements from the current bridge into the new design, such as using parts of the current bridge for street furniture or decorative elements.



Feedback about the Rendez vous concept

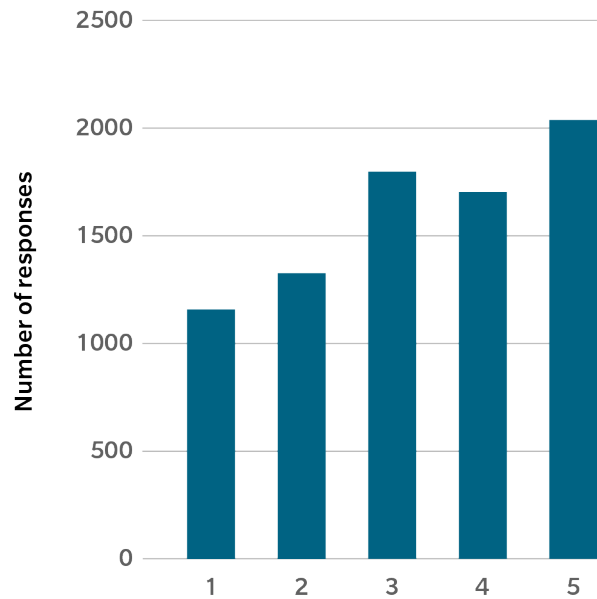
The Rendez vous design concept received positive reviews from survey respondents. The majority of respondents rated the design as either “Excellent” or “Good,” with these two categories together accounting for 56.52% of the total responses.

How would you rate the Rendez Vous design concept?



Rating scale option	Number of responses
Excellent	796
Good	1041
Average	947
Poor	277
Very Poor	189

Rendez vous: Preferred design elements



Design aspect/element of Rendez vous Concept	Number of selections
1 Two grand arches which appear to tread lightly in the river with a single support	1158
2 The meeting of the arches naturally forms a meeting space at deck level, inspired by the traditional function of the river as a gathering place	1326
3 Arches that naturally divide pedestrians, cyclists and vehicles	1797
4 Generous public space provided between the cycleway and pedestrian route, celebrating the bridge as a destination as well as a route	1702
5 A wide deck featuring openings to allow views and light down to the river and shoreline below	2036

The wide deck with openings for views and light to the river below was the most favoured element, chosen by 65.13% of respondents, indicating a preference for visual and aesthetic enhancements.

Arches dividing pedestrians, cyclists and vehicles were highly valued by 57.49% of respondents, highlighting the need for clear separation for safety and functionality.

Generous public space between the cycleway and pedestrian route, selected by 54.45% of respondents, shows appreciation for the bridge as both a crossing and recreational space.

The meeting of the arches forming a meeting space at deck level, chosen by 42.42% of respondents, reflects a desire to incorporate cultural and historical elements.

Two grand arches with a single support were the least favoured, selected by 37.04% of respondents, suggesting that other features are prioritized over structural design.

The following feedback is presented in alignment with the design principles used for the evaluation process:

Rendez vous: Bridge expression

Modern and sleek:

The modern, minimalist aesthetic of the bridge was appealing to many, with its clean lines and elegant curves.

“Modern/contemporary look. The structure seems light, and opens onto panoramic views.”

Single pier design:

The use of a single pier in the river was noted for its minimal environmental impact and aesthetic appeal.

Generic appearance:

Many respondents felt that the design was too generic and lacked uniqueness and distinctiveness, comparing it to other modern bridges found in various cities around the world. This was a common concern, with some describing the design as boring or uninspiring, while it reminded others of the Vimy Memorial Bridge in Barrhaven.

Arch asymmetry:

Some respondents were not fond of the asymmetrical design of the arches, preferring a more balanced and symmetrical look. There were also comments about the proportions of the arches being too high or too imposing.

Rendez vous: Capital realm integration

Cultural significance:

The central gathering space was appreciated by some respondents, not only for its practical uses, but also for its cultural significance, particularly its connection to the area’s Indigenous history as a meeting place.

Historical reference:

There were concerns that the design does not reflect the historical significance of the existing Alexandra Bridge, missing an opportunity to incorporate elements that honour its heritage.

“Nothing resonates with me about this design. It could be anywhere – it seems bland and placeless to me, without any historic reference or iconic identity to this one-of-a-kind location.”

Visual impact:

The height and scale of the arches were seen as potentially overwhelming and out of place in the context of the surrounding historical buildings and landscape. Some respondents suggested that the height of the arches could be reduced to better integrate with the existing landscape.

Contextual fit:

A few respondents felt the design was “too modern” and did not fit well with the historic and cultural context of the area. While many appreciated the design, a frequently mentioned caveat was that the design might not be appropriate for the location.

Rendez vous: Public space and user experience

Central gathering space:

The concept of a central meeting place or gathering space was well received in general, emphasizing the bridge as a place for community and events. Respondents suggested including shading structures and seating to make the gathering space more comfortable and usable.

“I really like the ‘meeting place’ concept. This feels quite unique.”

Concerns about safety:

There were concerns about the safety of the open flat space, with potential risks of cars sliding into bike and pedestrian areas.

Rendez vous: Views and visual experience

Openness:

Many appreciated the open design, which allows for better visibility and unobstructed views of the surrounding landscape, including the river and nearby landmarks.

Visual impact:

The height and scale of the arches were seen as potentially overwhelming. Some respondents felt that the design might block important views, such as those of Parliament Hill or from Kīwekī Point toward Gatineau. Some respondents suggested that the height of the arches could be reduced to better integrate with the existing landscape and minimize visual obstruction.

Rendez vous: Sustainability and the environment

Single pier design:

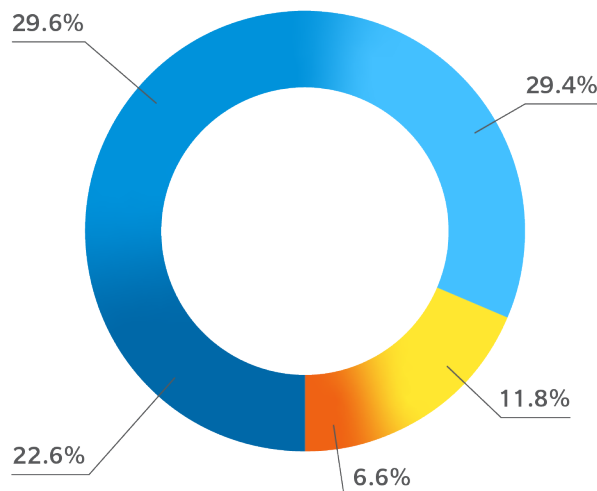
The use of a single pier in the river was noted for its minimal environmental impact and aesthetic appeal.



Feedback about the Motion concept

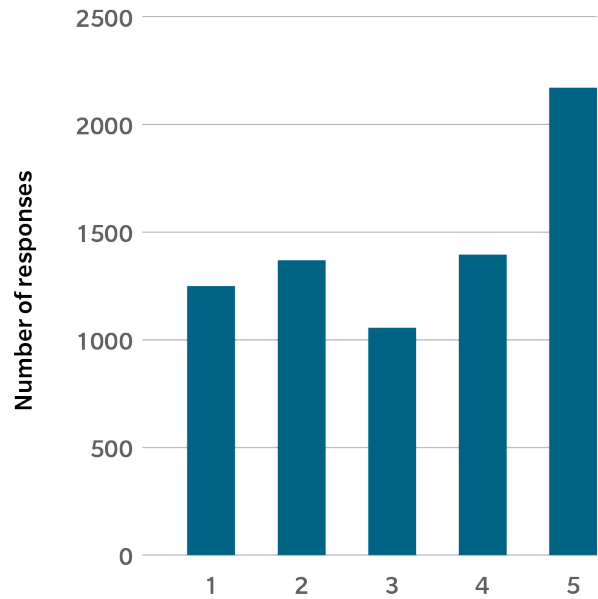
The Motion design concept received a positive reception from the survey respondents. The majority of survey participants rated the design as either “Excellent” or “Good,” with these two categories together accounting for 52.20% of the total responses.

How would you rate the Motion design concept?



Rating scale option	Number of responses
Excellent	692
Good	908
Average	901
Poor	361
Very Poor	203

Motion: Preferred design elements



Design aspect/element of Rendez vous Concept	Number of selections
1 A distinctive series of arches inspired by the fluid motion of the river and its precious native species, the eel, or pimisi	1249
2 The arches flow above and below the deck to naturally create two open public spaces at deck level	1369
3 Curved ribs inspired by a portaged canoe support the cantilevered viewing points	1056
4 The roadway passes between the lines of structure, with a segregated cycleway raised above the roadway level	1396
5 Seating is provided within the public spaces and along the arches, which naturally divide the pedestrian walkway and cycleway	2170

The inclusion of seating within the public spaces and along the arches was the most favoured element, selected by 71.64% of respondents. This indicates a strong preference for features that enhance comfort and usability. The roadway passing between the lines of structure, with a segregated cycleway raised above the roadway level, was also highly valued, with 46.09% of respondents selecting this option. This highlights the importance of safety and convenience for cyclists.

The arches that flow above and below the deck to create two open public spaces at deck level were selected by 45.20% of respondents, suggesting significant appreciation for these functional and aesthetic elements. The distinctive series of arches inspired by the fluid motion of the river and its native species, the eel, was favoured by 41.23% of respondents, while the curved ribs inspired by a portaged canoe, supporting the cantilevered viewing points, was selected by only 34.86% of respondents.

The following feedback is presented in alignment with the design principles used for the evaluation process:

Motion: Bridge expression

Modern and Unique Design:

Many respondents appreciated the modern and unique design elements of the Motion concept, finding it visually appealing and interesting. Descriptions such as “appealing,” “beautiful” and “attractive” were commonly used.

“This design is a knockout. It fits well in the environment: with the shapes of Douglas Cardinal’s artwork (the museum), with the river, with the rolling Gatineau hills. It calls to the efforts of reconciliation with Indigenous groups in the region that have been there for centuries. It’s modern and simple. Beautiful.”

Fluid and dynamic shape:

Many respondents appreciated the fluidity and dynamic nature of the design, which resembles the motion of an eel or waves, creating a sense of movement and harmony with the river.

Aesthetic appeal:

The design’s curvaceousness and the arches dropping and rising below the road were seen as adding the design’s aesthetic appeal.

Symmetry and balance:

Some felt the design could be more symmetrical and balanced, with suggestions to make the arches more uniform in size and shape.

Arches and supports:

The outward-leaning arches were seen as potentially unstable or visually unappealing by some respondents. Suggestions included making the arches higher, thinner or more integrated with the bridge deck.

Generic appearance:

A few respondents felt that the design was too generic and lacked distinctiveness. They suggested that more unique elements could be incorporated to make the bridge stand out.

Motion: Capital realm integration

Aesthetic appeal:

The design’s curvaceousness and the way it complements the surrounding landscape, particularly the Museum of History, were highly appreciated.

“Well, I can see myself walking on this bridge. It blends in well with the museum and Kìwekì.”

Better integrated lower profile:

The lower height of the arches compared to other designs was seen as less obtrusive, preserving important sightlines and blending better with the surrounding environment.

Indigenous inspiration:

The reference to the eel and the connection to Indigenous culture resonated with many respondents, adding a meaningful and symbolic layer to the design. Some respondents suggested a preference for incorporating more visible or meaningful Indigenous elements into the design.

Visual impact:

Some respondents felt the design was too modern and did not align well with the historical context of the area, preferring a design that reflects the heritage of the surroundings.

Motion: Public space and user experience

Inviting lookout areas:

The inclusion of lookout areas was a significant positive aspect. These areas were seen as unique tourist attractions that would enhance user experience.

Concerns with bike lane safety:

Many respondents raised concerns about the proximity of pedestrian and particularly bike lanes to vehicular traffic lanes in this design. Many respondents worried about the lack of separation of transportation modes in this design. Respondents expressed concerns about safety, comfort and noise pollution. Many suggested physical barriers between lanes as a possible solution to prevent accidents and improve overall user experience.

“Cycle track and road lanes need more separation; current design could be unpleasant to cycle during poor weather conditions due to road spray, and in regular conditions due to noise and proximity.”

Seating and shading:

Including more seating and shading structures was a common suggestion to make the bridge more user-friendly and comfortable.

Motion: Views and visual experience

Open and airy:

The open and airy structure of the Motion design was another appealing feature for those who appreciated the design concept. Respondents valued the unobstructed views and sense of spaciousness provided by the outward angle of the arches, with several mentioning the absence of large support structures that could obstruct views.

Less obtrusive lower profile:

The lower height of the arches compared to other designs was seen as less obtrusive by those who appreciated the design, preserving important sightlines and blending better with the surrounding environment.

Motion: Sustainability and the environment

No substantial comments were received regarding sustainability for the Motion concept.

Feedback on the gathering spaces

Survey participants were asked to consider the use of proposed gathering spaces for each of the design concepts and provide their creative ideas for everyday use, smaller-scale events and larger-scale programming. The analysis of the survey responses revealed that common themes emerged across all proposed design concepts.

Ideas for everyday use

Seating and relaxation:

Respondents consistently suggested adding benches, shaded areas and comfortable spots for people to rest and enjoy the views.

Vendors and food carts:

There was a strong preference for allowing food and drink vendors, such as ice cream carts, coffee stands and pop-up cafes, to enhance the everyday experience.

Public art and installations:

Incorporating public art, historical information plaques and interactive installations was a popular idea to make the space more engaging and educational.

Fitness and recreation:

Ideas included hosting free fitness classes and yoga sessions and providing spaces for runners and cyclists to take breaks.

Ideas for smaller-scale events

Markets and fairs:

Hosting weekend markets, night markets and seasonal fairs featuring local vendors, artisans and food stalls was a common suggestion.

Performances and buskers:

Allowing buskers, musicians and street performers to entertain visitors and create a lively atmosphere was suggested.

Workshops and classes:

Organizing small workshops, art classes and open mic nights to engage the community was suggested.

Ideas for larger-scale events:

Concerts and festivals:

Using the space for concerts, music festivals and cultural celebrations, especially during events like Canada Day, was suggested.

Fireworks and light shows:

The space could serve as a prime viewing spot for fireworks displays and light shows, offering spectacular views.

Sporting events:

Hosting marathons, cycling races and other sporting events that use the space as a key part of the route was suggested.

Other ideas for the gathering spaces

Ensuring the bridge is well lit and secure was a key concern, with respondents emphasizing the importance of proper lighting, security measures and regular maintenance.

Another significant theme was the need for shade and weather protection to make the space comfortable year-round. Ideas included adding canopies and umbrellas, as well as protection from rain and wind.

Additionally, incorporating green spaces and environmental features, such as gardens and landscaped areas, was suggested to enhance the bridge's appeal and make it more pleasant and environmentally friendly.

Respondents also highlighted the need for inclusive design features to ensure the bridge is accessible to all, including people with disabilities, ensuring that everyone can enjoy the bridge and its amenities.

Ideas on how the bridge can reflect historical significance

Survey participants were asked how the future bridge could commemorate the current bridge and if they had any stories to share about the bridge. The analysis of the survey responses identified common elements that could be considered in the preferred concept.

Colour and material choices:

Several respondents emphasized the importance of colour, suggesting that the new bridge should match the existing stone colours of Parliament and the natural rock formations. Copper and steel were popular material choices, reflecting the historical and industrial heritage of the area.

Reuse of materials:

Many ideas focused on reusing materials from the current bridge. This includes incorporating current bridge metal into the new structure, creating public art or seating from the iron structure, and using the current bridge elements in a commemorative display.

Historical plaques and interpretation:

There were numerous suggestions for installing plaques and interpretation signs that detail the history of the Alexandra Bridge, its construction and its significance. This could include a timeline of the bridge's history, photos and stories about its role in connecting Ottawa and Gatineau.

Indigenous connections:

Reflecting the Indigenous heritage of the area was a recurring theme. Ideas included incorporating Indigenous art and symbols into the bridge design, using motifs that reflect the cultural significance of the river, and ensuring that the bridge honours the land's original inhabitants and their traditional territory.

Design elements:

Some respondents suggested that the new bridge should echo the design of the current bridge, with modern interpretations of its truss structure. Others proposed more decorative and detailed designs to add charm and character.



Overall thoughts

- All three concepts were appreciated, with respondents feeling they each had aesthetic appeal and integrated the landscape in their own way.
- The use of the bridge's design to separate each type of user was highlighted as a strong point, particularly for the Echo and Rendez vous concepts.
- Most respondents appreciated the gathering spaces and had many ideas on how to use and furnish them.
- Many felt the design should reflect the history and place, and the current bridge could be honoured by reusing its materials and through historical plaques and interpretation.

Next steps

The comments and suggestions received from the public were summarized and shared as part of the evaluation process to guide the analysis of each design concept, along with the feedback received from Indigenous communities, members of the NCC's Advisory Committee on Planning, Design and Realty and Advisory Committee on Universal Accessibility and members of the Independent Review Panel.

The evaluation process will identify a preferred design concept that will be submitted to the NCC's Board of Directors for approval in the spring of 2025.

Furthermore, the Integrated Project Team (IPT) will be refining the preferred design concept using the feedback and suggestions received from the public as well as those from the other groups mentioned above.

The next round of public consultation on the bridge's reference design is scheduled for 2025–2026.



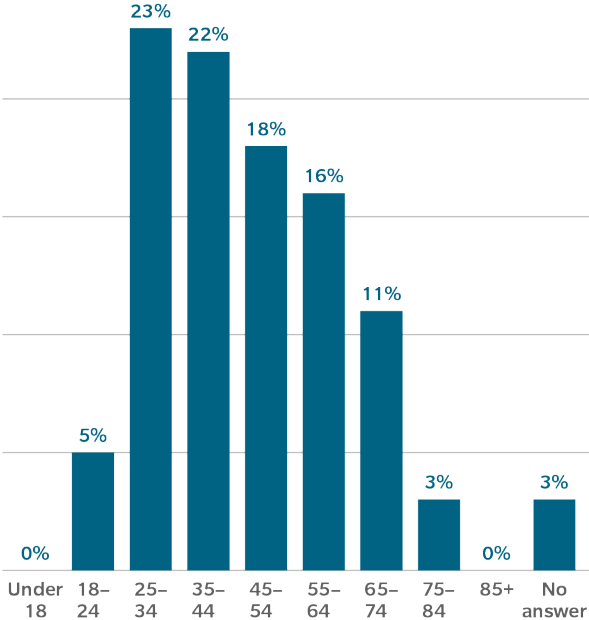
Demographics

Demographic information for survey respondents was gathered through the survey:

Age

Over 50% of respondents were under 44 years of age, indicating significant interest from these groups.

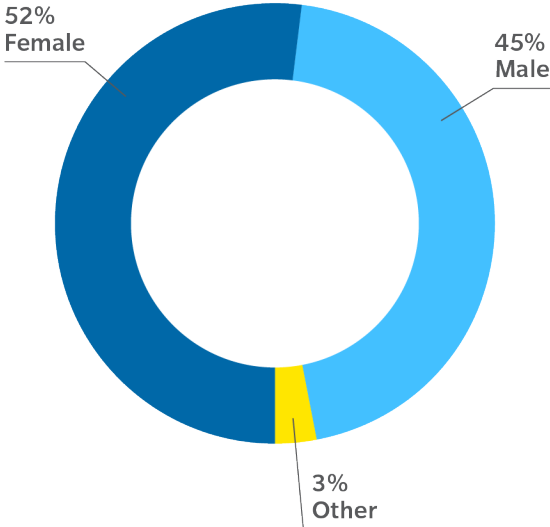
Age of respondents



Gender

Gender distribution is presented below.

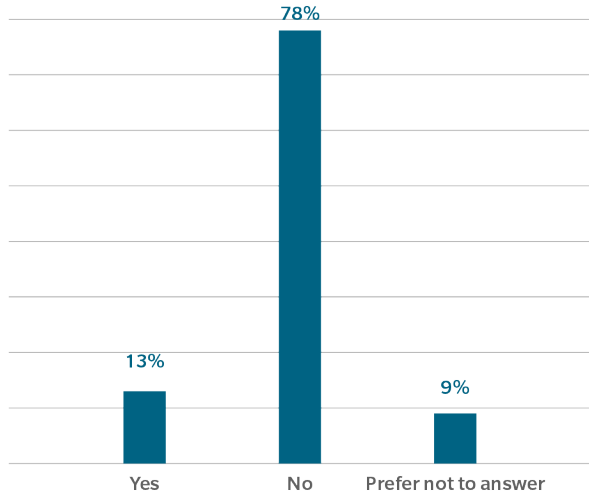
Gender of respondents



Identified as a visible minority

A higher percentage of people identified as a visible minority in the survey than the average for the National Capital Region.

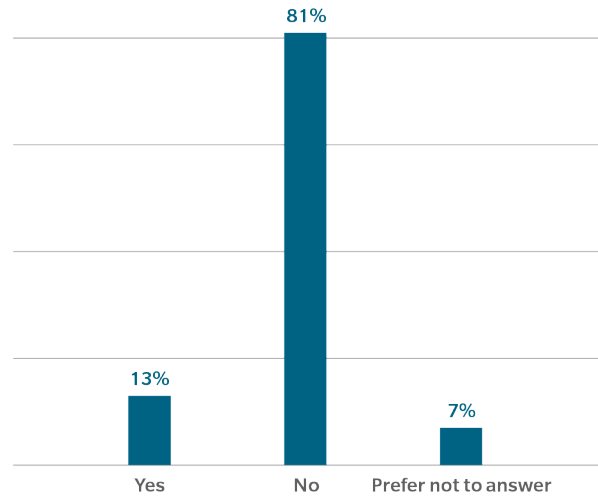
Respondents who identified as a visible minority



Identified as having a disability

Although 13% of respondents identified as having a disability, this is lower than the 27% of the population in Canada that identifies as having at least one disability.

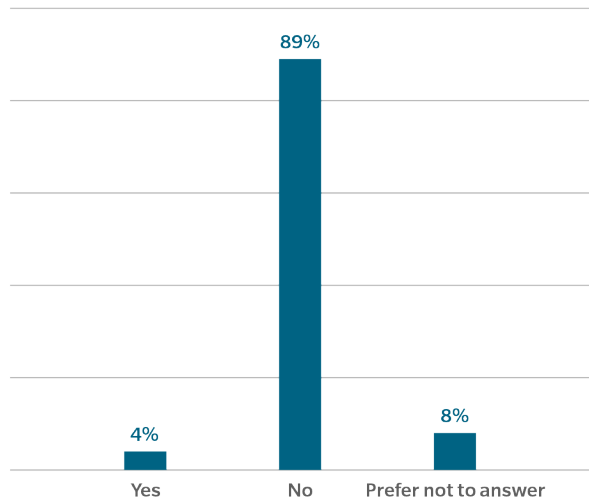
Respondents who identified as having a disability



Identified as Indigenous

The percentage of respondents who identified as Indigenous is twice as high as the estimated Indigenous population in the National Capital Region.

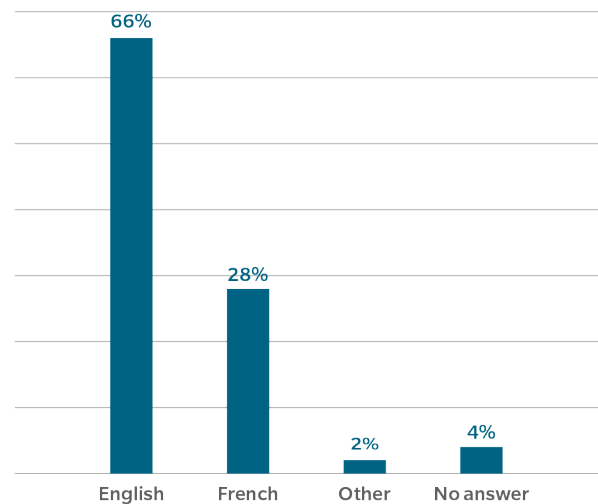
Respondents who identified as Indigenous



Language

The proportion of respondents that identified their first official language spoken is representative of the statistics for the National Capital Region.

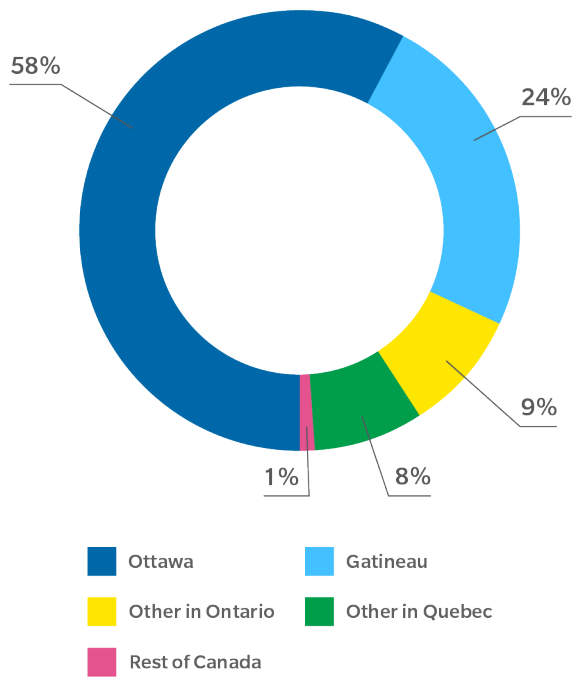
First official language of respondents

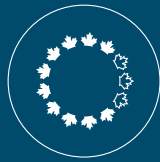


Origin

The origin of people that responded indicates good representation from outside the National Capital Region in Ontario and Quebec that responded to the survey. The proportion between Ottawa and Gatineau is in line with each city's population.

Respondents' place of origin





NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE