NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

No.	2019-P183
To	Board of Directors
Date	2019-01-24/25

For DECISION**Subject/Title**

Champlain Node Parking Lot Relocation and Landscape Design

Purpose of the Submission

- To obtain approval for the design of the landscape works funded by the 2018 budget for the Champlain Node east side, including the parking lot relocation recommended in the Ottawa River South Shore Riverfront Park Plan.

Recommendations

- THAT the Federal Land Use and Design Approval for the landscape works funded by the 2018 budget for the Champlain Node east side be granted, and;
- THAT the preparation and signature of the Federal Land Use and Design Approval document for the landscape works funded by the 2018 budget for the Champlain Node east side be delegated to the Executive Director, Capital Planning Branch.

Submitted by:Daniel Champagne, Executive Director, Capital Planning Branch
Name_____
Signature

1. Authority

- *National Capital Act*, section 12.

2. Project Description

The need for the proposed works has resulted from the following:

- The Ottawa River South Shore Riverfront Park Plan includes a demonstration plan for multiple improvements at the Champlain Node on both sides of Island Park Drive. These include shoreline pathway segregation and improved connectivity; parking lot relocation; flood protection; animation/place-making; shoreline attractions; habitat improvements; and view enhancement.
- Flooding in May 2017 resulted in damage including a sink hole in the existing parking lot where a drainage channel collapsed on the east half of the node. The hole is fenced and a section of the parking lot is not accessible to the public. The need for action prioritized this site for remediation.
- The 2018 budget fund presents an opportunity to implement not only the flood damage repairs, but also many aspects of the long-term plan for this site related to flood mitigation, most notably the relocation and raising of the parking lot.

As a result of this alignment of challenges and opportunities, the eastern side of the Champlain Node will be the first of the Riverfront Park Plan improvements to be implemented. To ensure that the 2018 budget works respect the long-term vision for this node and the whole Riverfront Park, the project team prepared:

- A site plan of all the improvements identified in the Riverfront Park Plan; and
- A detailed design plan of the 2018 budget funded improvements including the parking lot relocation and raising.

Both plans were presented to ACPDR in October 2018.

The 2018 budget works are expected to begin construction in 2019 and be completed in 2020. Detailed design and implementation of the other works shown in the site plan will be phased over time, as budgets become available, with next priority on the shoreline works (pathway relocation and segregation, new look-outs, improved shoreline habitat, etc.) followed by the new pathway connection and service node on the west side of the site plan.

Key features of the 2018 budget works are as follows:

- Demolish the existing 65 car parking lot and reinstate the area with lawn.
- Relocate a new 65 car parking lot to just north of Sir John A. Macdonald (SJAM) Parkway and raise it to the 100-year flood level, and construct a new bus loop and drop-off for 2 buses. The parking and bus loop will both be accessed from the existing driveway except that buses will exit via a new bus exit driveway.
- Add vegetative screening between the parking lot and the SJAM Parkway.

- Create a new pathway from the parking lot and bus drop-off to the existing shoreline pathway in its current location and elevation.
- Reinstate the sinkhole and replace the collapsed drainage inlet with a new concrete box culvert.
- Create a new bioswale north of the parking lot for stormwater treatment.

Additional features of the site plan to be implemented in subsequent phases:

- Segregate the pathway into a 3m wide cycling lane and 2m wide pedestrian path.
- Relocate the pathway further from the river to allow vegetation and habitat enhancements, erosion protection as well as new viewpoints/rest areas between the path and the shoreline.
- Add a service node for seasonal toilets and portable food services, raised to the 20 year flood level.
- Add a new segregated pathway connection to the shoreline pathway from the intersection of Island Park Drive and SJAM Parkway. The section of this pathway between the parking lot and the service node can be used by delivery vehicles.
- Create a central lawn area for passive use and events which may occasionally be covered in floodwater. It will be surrounded by meadow planting for habitat enhancement.
- Create views areas along the shoreline and screen views along most of the adjacent parkways.

3. NCC Staff Analysis / Risks and Mitigations Measures

- In accordance with the advice of the Rideau Valley Conservation Authority (RVCA) for working within the 100 year floodplain, risks were mitigated by early and frequent consultation with them. Submission of the required analysis led to an exemption from the cut-fill balance requirement and no further mitigation is required.
- Environmental studies are also complete and no significant concerns have been raised that cannot be mitigated through commonly used approaches.

4. Strategic Links

- NCC Corporate Priority 3: Offer public access and new connections for Canadians to discover the shorelines and waterways.
- NCC Plan for Canada's Capital (2017-2067)
- NCC Ottawa River South Shore Riverfront Park Plan

5. Consultations and Communications

- RVCA consultations began in April and continued throughout the design process;
- NCC Capital Stewardship and Capital Planning staff review throughout the design process;

- Public information signage posted at the sinkhole fencing highlighting reasons for the closure of that section of the parking lot and the NCC's plans to redesign the site;
- Notification to community and interest groups prior to starting transplanting of 20 trees and cutting 9 trees that are too large to transplant.
- Public Affairs prepared a strategy to ensure the public and stakeholders are engaged.
- ACPDR presentation on October 4, 2018 (please refer to Appendix C).

6. Next Steps

- Completion of tender documents in February 2019;
- Continue informing the public and stakeholders and implement the public engagement plan;
- Start implementation through the Construction Management contract in late spring 2019.

7. List of Appendices

Appendix A – Site Plan

Appendix B – Detailed Design Plan

Appendix C – Excerpt of the minutes of the ACPDR meeting of October 4, 2018

8. Authors of the Submission

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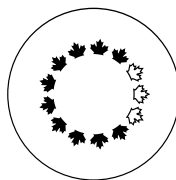


Phase 2

Phase 1

Phase 3





NATIONAL CAPITAL COMMISSION COMMISSION DE LA CAPITALE NATIONALE

Excerpt of the Minutes of the

Advisory Committee
on Planning, Design and Realty

Meeting of October 4 and 5, 2018

2018-P183 - Champlain Node Site Plan and
Parking Lot Relocation Design (C)

Members received a presentation on the Champlain Node site plan and parking lot relocation design. They made the following comments :

Site Plan

- The node should be planned considering the Ottawa River South Shore Riverfront Park Plan.
- Members commended the relocation of the parking from the edge of the river, and the use of bioswales.
- The shape and overall design is simple and elegant.
- A winter strategy should be examined, including all-season facilities in the service node.
- The service node facilities should be designed to be flood resilient.
- The seasonal flooding that will occur in the central grassed area could be celebrated by articulating the frequently flooded area in the design.
- Public art or minor commemoration should

Extrait du procès-verbal du

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

Séance des 4 et 5 octobre 2018

2018-P183 - Plan d'implantation du pôle
Champlain et conception du nouveau parc de
stationnement (C)

Les membres assistent à une présentation sur le plan d'implantation du pôle Champlain et la conception du nouveau parc de stationnement. Ils offrent les commentaires suivants :

Plan du site

- Le pôle doit être planifié dans le contexte du Plan du parc riverain de la berge sud de la rivière des Outaouais.
- Les membres se réjouissent du déplacement du stationnement du bord de la rivière, et de l'utilisation de rigoles de drainage.
- La forme circulaire et l'ensemble de la conception sont simples et élégants.
- On devrait envisager une stratégie pour l'hiver, y compris des installations quatre-saisons dans le pôle de services.
- Les installations du pôle de services doivent être conçues pour être résistantes aux inondations.
- On pourrait célébrer les crues saisonnières qui vont arriver dans la pelouse centrale en intégrant la zone de crues fréquentes dans la conception.
- De l'art public ou des monuments

2018-P183 - Champlain Node Site Plan and Parking Lot Relocation Design (C)

be integrated in the site.

- Picnic amenities and shelter should be considered, as well as food services.
- Consultation with First Nations for narratives is encouraged.

Phasing

- Some members suggested that the pathways should be phased before the parking. The number of parking spaces should be re-examined once the bus loop and the pathways are finished.
- Others agreed that in the first phase, parking capacity should be similar to current conditions, as it is in high demand to access the pathway.
- Funding for the next phase could come from parking revenue.

Parking

- The parking should not be a commuter parking lot. Charging a fee for weekday, daytime use will discourage commuters from using it and reduce the need for additional spots.
- The parking should be both aesthetic and safe. The design should be adjusted to ensure that people and cars can manoeuvre safely.
- There should be a way for cars to leave without backing up if there is no spot available. Solar-powered parking management signage could help resolve circulation issues.
- The parking lot should be structured to appear less prominent. One member suggested using grass pavers.
- Alternatives to colored asphalt should be considered due to high cost and repair

2018-P183 - Plan d'implantation du pôle Champlain et conception du nouveau parc de stationnement (C)

commémoratifs de moindre importance devraient être intégrés au site.

- On devrait envisager des aménagements et des abris pour le pique-nique, ainsi que des services d'alimentation.
- Les consultations avec Les Premières nations vis-à-vis des textes explicatifs.

Mise en phase

- Certains membres suggèrent que les sentiers passent avant le stationnement lors de la mise en phase. On devrait réévaluer la nécessité du stationnement une fois que la boucle pour les autobus et les sentiers sont terminés.
- D'autres conviennent que lors de la première phase, le nombre de places de stationnement devrait rester le même, puisqu'elles sont en forte demande pour accéder aux sentiers.
- Le financement de la prochaine phase pourrait venir du revenu du stationnement.

Stationnement

- Le stationnement ne devrait pas servir pour les migrants journaliers. L'imposition de frais va décourager les gens de l'utiliser et réduire la nécessité de places additionnelles.
- Le stationnement devrait être esthétique et sûr. On devrait ajuster la conception pour permettre aux gens et aux véhicules de manoeuvrer en toute sécurité.
- Il devrait y avoir un moyen pour que les autos quittent le stationnement sans reculer s'il n'y a pas de place. Une signalisation de gestion de stationnement fonctionnant à l'énergie solaire réglerait les problèmes de circulation.
- Le stationnement devrait être structuré pour paraître moins important. Un membre suggère d'utiliser des pavés gazonnés.
- On devrait envisager des alternatives à l'asphalte de couleur en raison du coût

2018-P183 - Champlain Node Site Plan and
Parking Lot Relocation Design (C)

2018-P183 - Plan d'implantation du pôle
Champlain et conception du nouveau parc de
stationnement (C)

challenges associated with colour
matching.

élevé et des défis liés à la réparation et à la
reproduction des couleurs.

Committee Secretary

Secrétaire des comités

Caroline Bied