

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

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Our File/N/Réf.	03 07-98-0095
DATE	08 September 1998
TO/DEST.	Co-ordinator Community Services Committee
FROM/EXP.	Co-ordinator, Transportation Committee
SUBJECT/OBJET	<b>COMMUNITY FACILITY/BAYSHORE TRANSIT STATION</b>

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**COMMITTEE RECOMMENDATION AS AMENDED**

**That the Community Services Committee consider the attached request (from Councillor W. Byrne) with a view to partnering with the City of Nepean and Cambridge and/or Minto.**

**BACKGROUND**

At its meeting on 2 September 1998, the Transportation Committee agreed to refer the attached report dated 19 August 1998 from the Director, Engineering Division, to the Community Services Committee.

*Approved by  
Rosemary Nelson*

REGION OF OTTAWA CARLETON

REPORT

RÉGION D'OTTAWA CARLETON

RAPPORT

Our File/N/Réf.           **50 12-98-0034**  
 Your File/V/Réf.

DATE                       19 August 1998

TO/DEST.                 Co-ordinator  
 Transportation Committee

FROM/EXP.               Director Engineering Division  
 Environment and Transportation Department

SUBJECT/OBJET         **COMMUNITY FACILITY/BAYSHORE TRANSIT STATION  
 INQUIRY FROM COUNCILLOR BYRNE - 17 JUNE 1998**

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### **DEPARTMENTAL RECOMMENDATION**

**That the Transportation Committee receive this report for information.**

### **BACKGROUND**

The 17 June 1998 inquiry from Councillor Byrne was as follows:

1. What steps and costs would be required to incorporate a community services facility as part of the Bayshore Transit Station?
2. Please investigate how this project can be accomplished by using residual money from the Bayshore Transit Station account and with partnerships with private corporations, such as Minto and/or Cambridge Development.

### **Question 1**

The provision of community centre type facilities is not a service presently provided by the Region. In order to incorporate a community services facility at the Bayshore Station, staff would require a Council directive to modify our current work program with respect to the West Transitway. The station layout and conceptual design was approved by Transit Services Committee on 10 June 1998. A change in direction at this stage in the project (i.e. tender documents are virtually complete) would be possible, however, considerable expense and delay would be involved.

Costs of this directive would be impossible to assess, however, it is fair to say that they would be significant and would delay the Bayshore Transitway Station and West Transitway, depending on property requirements, re-negotiation of current agreements and the process of designing a whole new facility.

#### Questions 2 - Use of Residual Funds

The budget for the Bayshore Transitway Station does not provide for any non-transit facilities. If tenders are below budget estimates, the residual amount remains in a contingency for the West Transitway (Account No. 942-30626). These funds would be utilized if any future work assignments require additional funding otherwise they remain in the contingency until the remainder of the West Transitway is completed. If the contingency funds are not expended at the end of the West Transitway projects, the funds return to the Transit fund of the Corporation.

Council, at its discretion, can add a Community Facility to the Transitway budget, however it would be appropriate to allocate these funds from the Region-wide fund. It is suggested this issue may be more appropriately addressed at the Community Services Committee.

#### GENERAL DISCUSSION

Incorporating a Community Services Facility within the Bayshore Transit Station while technically feasible is not desirable from the point of view of conflicting usage. A transit facility is a highly functional facility designed to provide a large area for heavy buses combined with a covered passenger area to safely and effectively separate the travelling public from the ever present hazard of bus movement.

A community services facility could be located adjacent to the station with a connecting link to the station to facilitate access and separate the two different building functions. Since Cambridge may be proposing a commercial building immediately adjacent to the transitway station, there may be opportunities to negotiate some space in that new facility for community use.

*Approved by  
J. Miller, P.Eng.*

JM/ln