

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 12-98-0010**
 Your File/V/Réf.

DATE 28 September 1998

TO/DEST. Co-ordinator
 Corporate Services and Economic Development Committee

FROM/EXP. Acting Deputy Commissioner
 Environment and Transportation Department

SUBJECT/OBJET **MACKENZIE KING TRANSIT STATION**
 PHASE III - CONSULTANT APPOINTMENT CA 8664

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee and Council approve the extension of Contract CA 8664 with Stanley Consulting Group Limited, Kanata, for Phase III to undertake the detail design and the detailed architectural services for the proposed Mackenzie King Transit Station in the amount of \$657,150, bringing the total contract provision to \$1,382,150.

BACKGROUND

The efficiency of OC Transpo's Transitway operations through the Central Area, using the bus lanes on Albert and Slater Streets, is key to the entire Transitway system. In particular, Mackenzie King Station is the busiest Transitway station on the system, with 45,000 passenger boardings and alightings on a typical weekday. The volume of buses and through passengers on the bridge is also very high with as many as 180 buses carrying up to 9,000 passengers crossing the bridge in the peak hour, peak direction.

A full review of Central Area operations was carried out in 1993. This review identified Mackenzie King Bridge as the critical link in the Transitway system, especially for eastbound services in the afternoon rush hour. This review also indicated that the existing passenger facilities at this station are below the standards when compared with those provided at other Transitway stations on the system.

The construction of a Transitway station on Mackenzie King Bridge is therefore a top priority for OC Transpo. Its construction will:

- increase the capacity of the Central Area Transitway to 240 buses per hour from 180 and thereby reduce the delays currently being experienced by east end commuters and the associated impacts on system reliability;
- improve the safety of the Transitway station for the 45,000 passengers boarding and alighting daily, as well as for the other pedestrians who use the Bridge;
- provide improved pedestrian connections between Colonel-By Drive, Nicholas Street, Laurier Avenue, the Rideau Centre and the Department of National Defence (DND) and the Transitway Station;
- provide weather protected bus shelters on both sides of the bridge to a standard equivalent to those provided at other stations on the system;
- provide a new and weather protected pedestrian underpass that will provide pedestrians with a safer means of crossing Mackenzie King Bridge.

The weather protected station shelters at the Bridge level will be fully illuminated and fitted out with benches, garbage receptacles, map cases, pay and emergency phones, and electronic information systems. Elevators and escalators will be installed to provide convenient accessible pedestrian connections to the pedestrian bridge linkage connecting the Rideau Centre, the DND Building and the north and south Transit stations.

The preliminary architectural designs for the Mackenzie King Transit Station, including the pedestrian bridge link between the Rideau Centre and DND buildings, have been approved-in-principle by Viking Rideau Corporation, Public Works and Government Services Canada (PWGSC) and the Department of National Defence (DND), subject to final designs and the finalization of the property settlement and operating agreements that will be required for the construction and operation of the Transit Station complex. The discussions with respect to the terms and conditions in the agreements with the respective property owners are presently well underway.

The current cost estimate for the Mackenzie King Transit Station project including property, engineering, construction, utilities, project management and project contingency is \$12.8 million.

The consultant services for this project have been phased.

On 28 April 1993, Council approved the Phase I recommendation to have Stanley Consulting Group Inc. undertake the preliminary and detail design for the replacement of the existing Transitway Station pedestrian bridge underpass which is an integral component of the Mackenzie King Bridge structure. To meet the requirement to integrate the design of the Mackenzie King Transit Station with the replacement of the existing pedestrian underpass, the assignment included the initiation of the concept designs for the future station.

On 17 October 1995, Council approved the Phase II recommendation to have Stanley Consulting Group Inc. complete the functional and preliminary designs for the proposed Mackenzie King

Transit Station, bringing the revised contract total to \$725,000. The level of effort required for this assignment was less than had been estimated and the total costs incurred are in the amount of \$585,000.

The present assignment is for Phase III, the detail design and detail architectural services for the Transit Station. Stanley Consulting Group Ltd., Kanata, have been intimately involved in this project since the initiation of the functional/preliminary architectural design stage for the station complex and have been responsible for the development of the scope of work and baseline budget for the project. They have also been directly involved in the discussions with respect to the complexities that are associated with integrating the proposed station components into the existing buildings and have been responsible for resolving certain building system issues that were required to obtain the design approvals-in-principle.

In consideration of their experience and performance to date on this assignment, the Region requested Stanley Consulting Group to submit a proposal for the detail design of the Station complex. Following a review and evaluation of the proposal for this design assignment, the Environment and Transportation Department has verified that the level of effort contained in their submission is consistent with the requirements for this undertaking. The Department recommends that, to achieve the maximum benefit from the preliminary design effort already expended on this project and in the interests of project continuity, expediency and best value, this design assignment be awarded to the Stanley Consulting Group Limited.

It is recommended that Contract CA 8664 with Stanley Consulting Group Limited be extended in the amount of \$680,000 with a contingency provision of \$65,000 and an allowance of \$52,150 for GST, for a total contract provision of \$1,382,150 (\$585,000 for Phases I and II plus \$797,150 for Phase III).

EXPENDITURE JUSTIFICATION

The preliminary and detail design work is scheduled to commence immediately for an anticipated construction start in mid-1999, with the objective of having the north station operational prior to the onset of winter conditions in 1999. The total station complex is scheduled to be fully commissioned and operational by mid-2000.

CONSULTATION

An extensive consultation programme was undertaken with all the principle stakeholders and the public throughout the design and construction phases of the Mackenzie King Bridge rehabilitation. The development of the functional/preliminary architectural designs for the Mackenzie King Station were presented to the Public Advisory and Transit Advisory Committees during the design phase of this project. Discussions with the principle stakeholders for the Mackenzie King Station, - Viking Rideau Corporation for the Rideau Centre, and Public Works and Government Services Canada and the Department of National Defence, have culminated in the receipt of the necessary preliminary architectural design approvals for the station complex

from these property owners. The public consultation and information programme will be continued through the detail design and construction stages of this rehabilitation project.

On 22 June 1994, Council approved the conceptual designs for the Transitway Station. At their 24 June 1998 meeting, Transit Services Committee approved the preliminary architectural designs for the Station.

FINANCIAL STATEMENT

	\$
Approved Budget to Date	4,961,000
Total Paid and Committed	<u>(454,797)</u>
Balance Available	4,506,203
THIS REQUEST	<u>(657,150)</u>
Balance Remaining	<u>3,849,053</u>

Funds have been provided in the 1998 Capital Budget, Account No. 942-30635, Mackenzie King Station (Reference page 223) Encumbrance No. CA 8664.

*Approved by
Nancy B. Schepers, P.Eng.*

MJR/rk

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

*Approved by T. Fedec
on behalf of the Finance Commissioner*