

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

REPORT
RAPPORT

Our File/N/Réf.
Your File/V/Réf. **23 11-96-0513**

DATE 11 August 1997

TO/DEST. Coordinator
Corporate Services and Economic Development Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **LEBRETON FLATS STATION AND BOOTH STREET
GRADE SEPARATION - FUNCTIONAL DESIGN
CONSULTANT APPOINTMENT**

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee and Council approve the appointment of McCormick Rankin Corporation, Ottawa, to undertake the functional design of LeBreton Flats Station and the grade-separation of Booth Street, for a total contract provision of \$430,000.

BACKGROUND

After years of discussion and negotiations, the first step in the redevelopment of LeBreton Flats was initiated with the signing of the Master Land Agreement by the Region, the NCC, and the City of Ottawa in 1996. Following this, the NCC submitted an application to amend the Official Plan to enable development of a mixed-use community on LeBreton Flats and to designate it as part of the Central Area. Amendment #66 was approved by Regional Council on 9 July 1997. The new Regional Official Plan, also adopted by Council on 9 July 1997, incorporates the provisions of Amendment #66.

The conceptual land use plan, detailed in the Amendment #66 application, was based on the relocation of the existing transitway and grade-separation of Booth Street. A functional design of these two facilities will establish their property envelopes and therefore facilitate the exchange of land as described in the LeBreton Flats Master Land Agreement.

The issues to be resolved by this study are supportive of the LeBreton Official Plan policies in the new Official Plan and Amendment #66. If, in the extreme unlikelihood, the Ministry did not approve the LeBreton amendment, this study will be suspended and the consultant contract will reflect this possible course of action.

SCOPE OF WORK/BUDGET/PROJECT SCHEDULE

The primary purpose of the functional design is the identification of the property requirements for the transitway, bus lay-up area, station, and Booth Street in order for lands to be conveyed from the NCC to the Region. The layout and horizontal and vertical alignments of the transitway facility and Booth Street allow for the definition of developable parcels of land that surround this property envelope. It establishes the future physical environment and controls that will enable adjoining developers to design and integrate their developments accordingly.

The functional design will adhere to the design guidelines that have been jointly developed with the NCC, as per the conditions of the Master Land Agreement. Apart from the transit and structural system elements, the design will have emphasis in areas such as: the integration of the station design with the Booth Street Bridge; pedestrian connections and linkages; opportunities for integration with phasing of developments immediately around the transitway and station; and compatibility with surroundings.

This undertaking is exempt from the provincial environmental assessment requirements. At the federal level, the functional design can be approved by the NCC's Vice-President of Capital Planning and Real Asset Management and does not require formal approval from the Advisory Committee on Design.

The functional design assignment can be completed within eight to ten months, with an upset budget of \$430,000.

CONSULTANT SELECTION

A request for expression of interest was sent to six area consulting firms which have transitway station design experience. Four replies were received, including a joint proposal. These responses were circulated to the NCC for their review and comments. The NCC concur with staff's selection of McCormick Rankin Corporation to undertake the functional design assignment.

In addition to previous transitway station planning and design assignments in Ottawa-Carleton, McCormick Rankin has a thorough understanding of the issues surrounding LeBreton. They participated in the land use planning phase of the project by examining feasible alignments for the transitway and grade separation of Booth Street. Their work was incorporated into the NCC's final concept plan for the redevelopment of the area. The functional design assignment will build upon this earlier work.

CONSULTATION

An extensive public consultation programme was undertaken throughout the LeBreton Flats redevelopment planning phases, culminating in the approval of Official Plan Amendment #66. Public consultation will continue through the functional design stage of this project. Community and special interest groups will be contacted upon initiation of the functional design assignment.

FINANCIAL STATEMENT

	\$
Approved Budget to Date	2,765,000
Total Paid & Committed	<u>(47,475)</u>
Balance Available	2,717,525
THIS REQUEST	<u>(430,000)</u>
Balance Remaining	<u>2,287,525</u>

Funds have been provided in the 1997 Capital Budget, Account 942-33430-3603, LeBreton Flats Station and Booth Street Grade Separation. Encumbrance Number CM8006.

*Approved by P. Sweet
on behalf of the Planning & Development Approvals Commissioner*

VC/md

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

*Approved by C. Colaiacovo
on behalf of the Finance Commissioner*