

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 12-00-R099**
Your File/V/Réf.

DATE 26 May 2000

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

FROM/EXP. Environment and Transportation Commissioner

SUBJECT/OBJET **KING EDWARD AVENUE RENEWAL**
CONSULTANT APPOINTMENT (ETL00-5052)

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee approve the appointment of Delcan Corporation, Ottawa, to provide Professional Engineering Services to carry out phase one services for an environmental study and preliminary design for the reconstruction of King Edward Avenue from Sussex Drive to Laurier Avenue for a total contract provision of \$784,836.

BACKGROUND

King Edward Avenue between Laurier Avenue and Sussex Drive is one of the principal Regional roads within the eastern core area of Ottawa. It serves as a direct arterial connection to the Macdonald Cartier Bridge crossing of the Ottawa River to Hull. It also serves as a collector roadway distributing traffic to streets within Lower Town, the By-Ward Market and Sandy Hill. Coincidentally it forms an integral portion of the core area neighbourhood street network, servicing adjacent open space, residential, commercial and institutional interests.

In the 1999 Capital Budget, King Edward Avenue - Laurier to Sussex, was identified under the Urban Rehabilitation Programme for reconstruction between the years 2004 and 2008.

On 22 December 1999, an Ontario Municipal Board decision was issued in response to an appeal by the King Edward Avenue Task Force and the Downtown Rideau Board of Management. It directed that the Region's Official Plan be modified in a manner that would advance the priority of the King Edward Avenue project, and that during the design for the project, examination of a "T" intersection - Macdonald Cartier Bridge approach at King Edward Avenue, be reconsidered.

Subsequently, as part of the Region's year 2000 budget process, Council approved an accelerated schedule for the King Edward Avenue Renewal Project, such that engineering design work is to commence in the year 2000.

Over the course of the last seven years, public discussion regarding modifications to King Edward Avenue has resulted in the following reports:

1. A 1993 report to Transportation Committee on a concept plan for the modification of King Edward Avenue between Rideau Street and Sussex Drive. Regional Council approved this concept plan on 27 January 1993. This report was referenced as Item No. 1 in the Transportation Committee agenda of 16 June 1996.
2. The King Edward Avenue Improvement Project, Development Plan report prepared for the City of Ottawa and approved by their Council on 07 August 1996.
3. A report on King Edward Avenue and St. Patrick Street safety improvement modifications to Transportation Committee on 19 May 1999.
4. A report to Transportation Committee on 17 May 2000 regarding modifications at King Edward and Rideau.
5. A report entitled King Edward Avenue: Night-time Truck Prohibition, received by Transportation Committee on 17 May 2000 and subsequently approved as a Notice of Motion by Regional Council on 24 May 2000 as follows:

“whereas Council will enact a night-time ban on truck traffic, for a trial period, on King Edward Avenue with appropriate mitigation measures to ensure that there is not a shift from this corridor to another corridor because of the night-time ban”.

In summary, these reports express the desire to remove heavy truck traffic from King Edward Avenue and to emphasize the “civic function” of King Edward Avenue as a designated gateway into the heart of Ottawa.

It is essential that the endeavour to rehabilitate King Edward Avenue involve an extensive public participation programme, and an in-depth technical analysis of the traffic patterns on King Edward Avenue.

DESCRIPTION OF ASSIGNMENT

The limits of the assignment extend along the King Edward Avenue corridor from Laurier Avenue to Sussex Drive including the interchange/intersection with the Macdonald Cartier Bridge (Annex ‘A’ refers).

It is foreseen that the outcome of the design process may be a desire to change the nature, use or capacity of the King Edward Avenue corridor. Under existing Provincial Legislation, consideration of such a change requires an Environmental Assessment. Therefore the first phase of the design assignment will follow the guidelines for a Class Environmental Assessment for Municipal Road Projects as prepared by the Municipal Engineers Association of Ontario and approved by the Ministry of the Environment. In addition, applicable screening for Federal Legislation will be carried out.

Key components of phase one include, but are not limited to:

1. The corridor width for study purposes shall be sufficient to incorporate analysis of issues and data relevant to the resolution of the concerns identified during the study.
2. To assess, for all modes of travel, the existing and future traffic requirements on King Edward Avenue within the context of the core area transportation network, and recommend a preferred solution to address the issues identified.
3. To assess the existing and proposed utilities within the King Edward Avenue corridor, and recommend a preferred solution to address the issues identified.
4. To develop a streetscape plan which will enhance the architectural character, visual continuity and distinction of the King Edward Avenue right-of-way within the context of the adjacent community and local environments. This may or may not conform to the King Edward Avenue Streetscape Development Plan on file with the City of Ottawa.
5. To investigate options for the issue of the interface of King Edward Avenue with the Macdonald Cartier Bridge approach, and recommend a solution.
6. To co-ordinate the interface of King Edward Avenue with the design of the National Capital Commission (NCC) Confederation Boulevard features planned for Sussex Drive.
7. To assess constructability of the alternatives including optimization of traffic management during the construction operations to minimize impact on the users, while maintaining access to abutting properties.

It is the intent of the Department to undertake the phase two services, the detailed design and preparation of contract documents, at a cost to be determined upon completion of the Environmental Assessment stage of the project and, subject to approval by the future City of Ottawa.

Phase two of the assignment involves carrying out the design of the right-of-way including but not limited to components such as underground utilities, roadway, streetscape, and preparation of all contract documents and drawings required to proceed with a tender call for the work.

The extent of the work required in phase two of the assignment is contingent upon the outcome of phase one. Thus it is appropriate that the consultant fee for phase two of the appointment be submitted for

acceptance/approval upon completion of the Environmental Assessment/preliminary design. Since the duration of phase one is expected to extend into the spring of 2001, the approval authority to accept the fee schedule for phase two and proceed with the undertaking will rest with the new City of Ottawa administration.

CONSULTANT SELECTION PROCESS

A Request for Qualifications (RFQ) was posted on the open internet based MERX bid distribution system. A total of six submissions were received by the closing date of 23 March 2000. The qualification submissions were reviewed and evaluated by a Selection Committee comprised of Regional staff from Policy and Infrastructure Planning Division, Supply Management Division and Engineering Division, as well as City of Ottawa staff from the Planning Division. The Selection Committee evaluated each submission according to a ranking system outlined in the RFQ which assessed each firm's relevant experience and qualifications in the following areas:

- Previous relevant experience in Environmental Studies for municipal roadway projects per Ontario and Federal requirements.
- Previous relevant experience in design and preparation of contract documents for major roadway reconstruction projects.
- Local presence and knowledge.
- Previous relevant experience in traffic calming.
- Previous relevant experience in network traffic analysis.
- Previous relevant experience in streetscaping design.
- Client references for relevant projects.
- Experience, qualifications and availability of Project Manager, key team members and sub-consultants with description of current commitments that will affect availability.
- Corporate resources and/or team resources.

The evaluation of the submissions resulted in the selection of three consultant teams - Delcan Corporation, McCormick Rankin Corporation and Totten Sims Hubicki Associates being shortlisted for the follow up Request for Proposal (RFP) stage of the Consultant appointment process.

All three firms submitted detailed proposals in response to the invitation for RFP's which closed 04 May 2000. The Selection Committee, which was composed by the same membership as the RFQ selection committee, evaluated the three proposals according to the ranking system outlined in the RFP document for the following criteria:

- Resources and experience of firm.
- Experience, qualifications and availability of team members.
- Understanding of objectives.
- Quality of approach and methodology.
- Schedule, proposed work plan, level of effort, financial proposal.

The evaluation concluded that the proposal submitted by Delcan Corporation was the best overall value to the Region. The Supply Management Division facilitated the evaluation process and concur with the recommendation.

The Department recommends the appointment of Delcan Corporation, to provide the engineering services for the King Edward Renewal Project, with a fee provision of \$666,811 plus \$66,681 contingency and GST of \$51,344, for a total of \$784,836 for phase one of the assignment.

Based on the results of phase one of the undertaking, the Consultant shall establish a fee provision of their services for phase two of the project. This fee, and the balance of the work programme, will be submitted to the new City of Ottawa Council for approval.

CONSULTATION PROCESS

Public consultation is not a component of the consultation appointment process.

An extensive public participation programme will be a major part of the project. Public and stakeholder input will be obtained through a Technical Advisory Committee, a Public Advisory Committee and public information sessions held at various stages of the project.

EXPENDITURE JUSTIFICATION

King Edward Avenue is a major link in the Regional Transportation Network. The roadway structure and various underground utilities are at the end of their service life. Traffic issues impact the quality of life along the King Edward Avenue corridor. Improvements are required to mitigate discomfort for the adjacent communities as well to enhance the road safety and address operational requirements.

FINANCIAL STATEMENT

	\$
Approved Budget to Date	1,000,000
Total Paid and Committed	<u>(12,733)</u>
Balance Available	987,267
THIS REQUEST	<u>(784,836)</u>
Balance Remaining	<u>202,431</u>

Funds have been provided in the 2000 Capital Budget, Order No. 900061, King Edward Avenue (Reference page 132), Purchase Requisition No. 10062192.

*Approved by
M.J.E. Sheflin, P.Eng.*

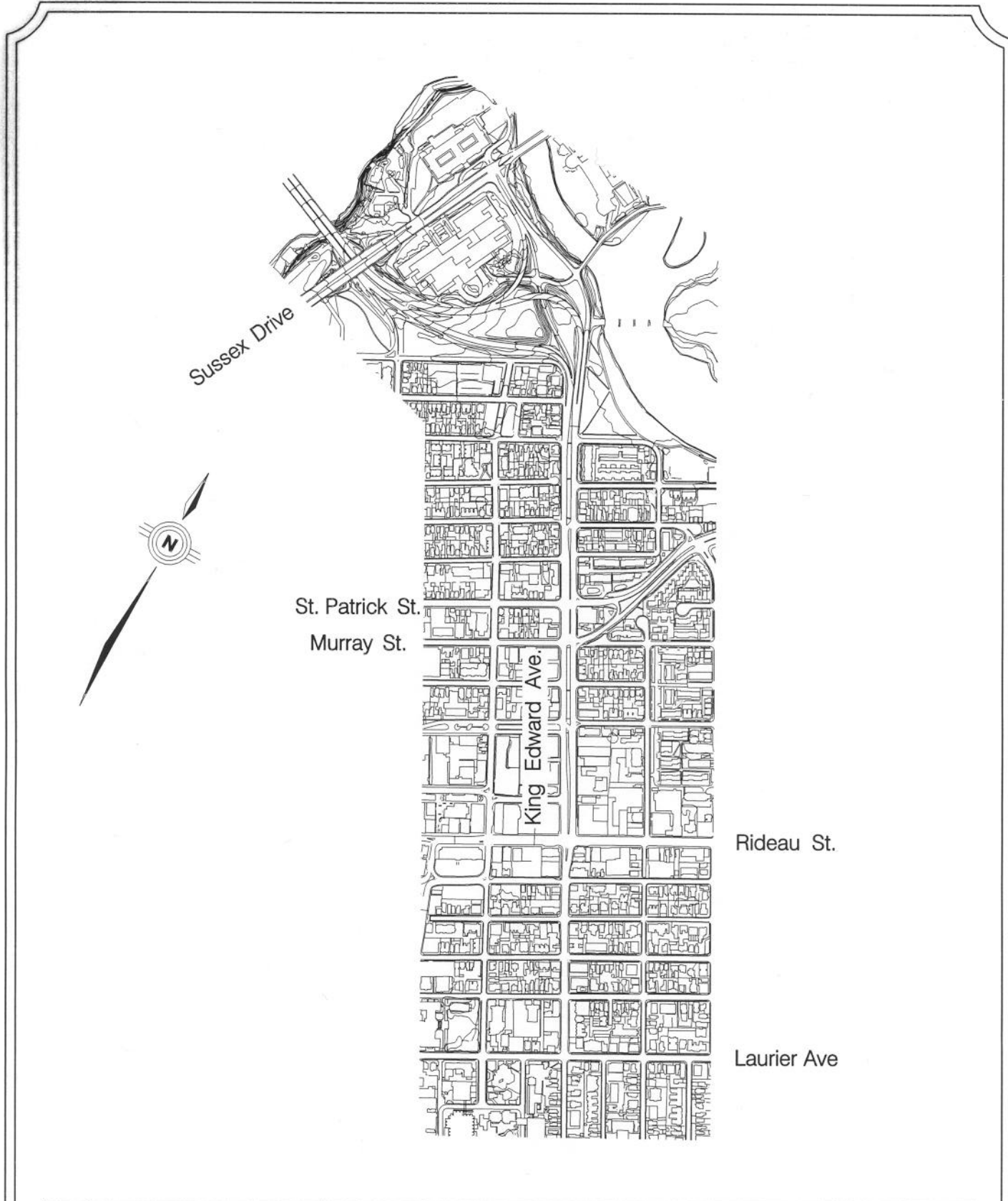
JBT/DCM/cpv

Attach. (1)

SUPPLY MANAGEMENT DIVISION

I concur,

*G. Ford on behalf of
the Finance Commissioner*




Ottawa-Carleton
 ENGINEERING DIVISION
 Environment and Transportation
 Department

RENEWAL PROJECT
 King Edward Avenue
 Sussex Dr. to Laurier Ave.

Checked By: _____	
Approved By: _____	
Scale: _____	Date: _____
N.T.S.	April 15, 1999
<small>This map/publication has been prepared and/or derived from the Geographic Information System of the Regional Municipality of Ottawa-Carleton and is protected by copyright.</small>	
Dwg. #: ANNEX A	