



# 557 Wellington Street: The best site for the new Ottawa Central Library

## ■ Optimal site for an iconic central library

- Ideally located for a city-wide service and destination, and a local branch
- Large enough for the Ottawa Central Library facility and outside program spaces
- Visible from Albert Street and the Sir John A. Macdonald Parkway, with protected views of the Ottawa River
- Well-suited for an architecturally significant library building

## ■ Best value for taxpayers

- Most affordable site
- More for less: Joint facility with Library and Archives Canada gives more space and programs, at a lower cost

## ■ Outstanding access by transit, foot, bike, and car

- 54 metres from Bronson
- 240-290 metres from Pimisi Station
- Connected to the multi-use pathways along Booth, Preston, Albert streets and Laurier Ave., and along the Ottawa River
- Steps away from high-frequency LRT, linking to other downtown areas and accessible to all Ottawa residents, now and in the future

Benefitting from the elevation of the escarpment, the aqueduct, and the historic Fleet Street pumping station, 557 Wellington Street is the best location for an iconic central library in the nation's capital.

First ranked site overall.

557 Wellington scored first after evaluation and detailed analysis.

The new Ottawa Central Library will be inclusive and dynamic enabling creativity and learning.

# A Hub of Activity

- The Ottawa Central Library will be a major contributor to the area's transformation into a major hub of activity.
- Near-term activity:
  - Pimisi and Bayview Stations set to open in 2018.
  - First residents expected to move into the \$1.2 billion Zibi community in 2018.
  - Rendez-Vous Lebreton has been retained as the preferred supplier by the National Capital Commission. Their \$3.5 billion plan includes a new arena, thousands of residential units, and 3 million square feet of retail and office space.
- Current estimated population in the Central Area is 12,590.
- By 2036, the projected population for the Central Area will be 19,341. More than 80% of the growth will occur West of Bronson.

The IllumiNATION LeBreton concept is illustrated here in white, with the massing of proposed adjacent neighbourhood developments in dark gray (Source: NCC).

"New libraries can pay their cities back in spades, bringing greater density and community engagement."

— Globe and Mail, November 3, 2014



- Pedestrian Path
- Cycling/Mixed-Use Transit Path
- Bus Transit
- LRT Tracks
- Tunnel
- Attraction
- Development Area
- Platform
- 557 Wellington



# Unparalleled access

The Ottawa Central Library will be easily accessible by light rail, cycling and walking paths, multi-use pathways, and car.

Ottawans are generally willing to travel 15 to 25 minutes to a Central Library, whether by public transit, on foot or by car. (Nanos Research)

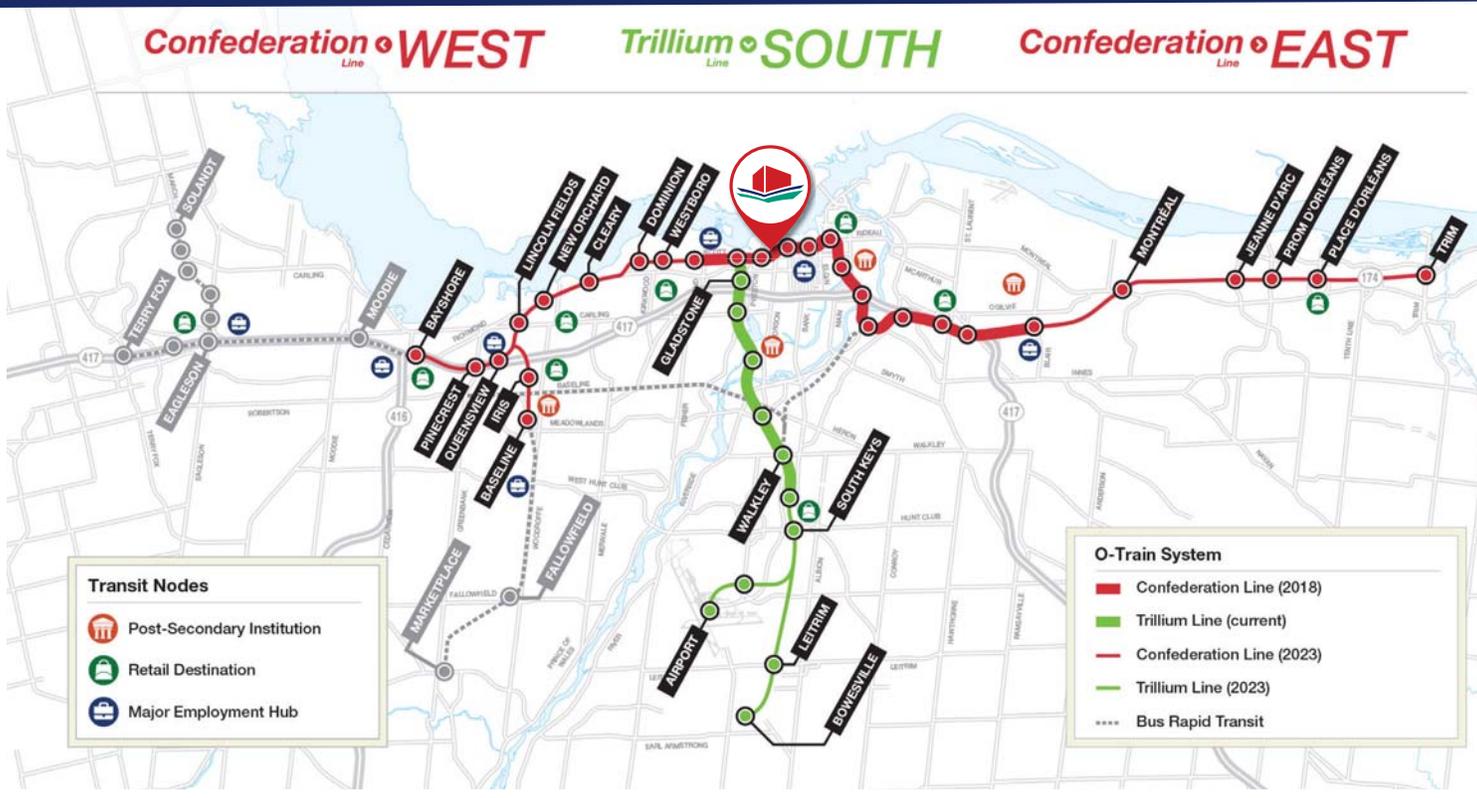
- The multi-use pathway, which runs parallel to Preston Street, will connect the OCL to Little Italy and Ottawa South.
- The existing East-West bikeway will connect St. Laurent and Westboro, by way of the OCL.
- The City of Ottawa plans to improve pedestrian access from the Central Business District to this area by 2020.





# The Transformative Nature of Light Rail Transit

The new Ottawa Central Library will be steps away from the LRT, Ottawa's largest infrastructure project since the building of the Rideau Canal.



<p>The 5 central stations will be within minutes of each other, promoting a "Hop on, Hop off" culture that connects downtown</p>	<p>By 2023, 70% of city's population will live 5km from rail*</p>	<p>By 2023, 43,000 people will live within 1,600 metres of Pimisi station*</p>	<p>By 2023, 102,000 people will be employed within 1,600 metres of Pimisi station*</p>	<p>A train every 5 minutes or less at peak hours*</p>
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\*City of Ottawa LRT office

By 2031, transit ridership will increase by 76% from 93 million to 164 million annual trips



# Central libraries are transforming cities across Canada

Halifax Central Library (Halifax, Canada)

## ■ Halifax Central Library (2014)

- Size: 129,000 square-feet
- Cost: \$57.6 million, not including land
- Funding: sale of three adjacent parking lots plus federal, provincial and municipal governments
- Project delivery method: construction management
- Daily visits: 5,700
- Architects: schmidt hammer lassen architects (Denmark) and Fowler Bauld & Mitchell (FBM) (local)
- Transit: served by numerous bus routes

**“...any city that invests in their libraries makes a commitment to learning, to culture and democracy.” That, in turn, brings people: “We’re going to see this as a catalyst to encourage people to live and work in the downtown.”**

—Paula Saulnier, interim chief executive officer of Halifax Public Libraries in The Globe and Mail, November 3, 2014

**“Cities across Canada are building new libraries with a focus on broader learning and community building – and they’re being financed in ways that complement and encourage nearby development. Those branches are paying their cities back in spades, bringing in greater density and community engagement.”**

—Globe and Mail, November 3, 2014



Halifax Central Library

Continued from, "Central libraries are transforming cities across Canada"

### ■ **Calgary Central Library (2018)**

- Size: 236,000 square feet
- Cost: \$245 million, including \$70 million to build over 150 metres of an active LRT line
- Funding: municipal government, real estate developer, Foundation donation and private sector contribution
- Project delivery method: construction management
- Daily visits: 5,000 (projected)
- Architects: Snøhetta (Norway) + DIALOG (local)
- Transit: built over active LRT line

**"In Calgary, a \$245-million new central library has been announced for the city's East Village, which is undergoing a multi-decade, 49-acre brownfield redevelopment project to transform it from neglected neighbourhood to family-friendly community."**

—Globe and Mail, November 3, 2014

### ■ **Vancouver Public Library (1995)**

- Size: 398,000 square feet; library occupies 349,100 square feet
- Cost: \$106.8 million
- Funding: City of Vancouver, fundraising, space lease
- Project delivery method: construction management
- Annual visits: 1.96 million (2015)
- Architects: Moshe Safdie and DA Architects + Planners (Canada)
- Landscape architect: Cornelia Oberlander (local)
- Transit: three SkyTrain stations within a few blocks of Library Square

**"No one anticipated the many families living in Yaletown [by the Central Library] now. We have a real diverse community of young people that uses the Central Library as their local community library, not just as the downtown reference branch."**

—Sandra Singh, Chief Librarian, Vancouver Public Library, to CBC, May 26, 2015

### ■ **La Grande Bibliothèque et Archives nationales du Québec (2005)**

- Size: 355,209 square feet
- Cost: \$97.6 million (construction only)
- Funding: provincial and municipal governments
- Project delivery method: design-bid-build
- Annual visits: 2.5 million (2013)
- Architects: Patkau/Croft-Pelletier/Gilles Guité Group - consortium of associated architects
- Transit: joined to a major intersection in the Montreal metro system

**"A decade ago, Quebec did an unprecedented thing, combining the main branch of a municipal public library and the province's national library in one building. The hybrid has been called both a 'temple of literacy' and a 'home away from home'..."**

—Ottawa Citizen, February 15, 2016



Calgary Central Library



Photo Courtesy:  
Vancouver Public Library



Grande Bibliothèque et  
Archives nationales du Québec  
(Photo: Bernard Fougères)

# How the site was selected

In June 2015, the OPL Board unanimously voted for the OCL to be located within the City's Central Area, in close proximity to light rail. OPL worked with the City of Ottawa's Corporate Real Estate Office and third-party experts to find the best site on which to build the new iconic Ottawa Central Library.

The process was based on best practices and included the following steps:

1. Create inventory of potential publicly- and privately-owned sites in the Central Area that could accommodate both the OPL stand-alone and OPL-LAC joint facilities.
  - 12 sites in the inventory
2. Develop evaluation criteria with the help of the public (2,000 participants in public consultations) and expert advice.
  - The OPL Board approved two sets of evaluation criteria: one for the OPL stand-alone facility, and the other for the possible OPL-LAC joint facility.
3. Evaluate the sites against the criteria
  - Evaluation committee conducts assessment of the 12 sites
  - In August, the OPL Board received the list of the three highest-ranked sites, which were the same for the stand-alone and joint facility. The Board requested that an additional site be added to the list for an OPL-LAC facility.
4. Conduct due diligence on the highest-ranked sites
  - The process and methodology were approved by the Site Evaluation Committee and monitored by the Fairness Commissioner.
  - The evaluation committee reviewed due diligence results on the highest-ranked sites.
5. Recommend a site to the OPL Board



A Fairness Commissioner oversaw the process to help ensure success.



557 Wellington was ranked first after the initial evaluation. It also ranked first following due diligence.



# Site Ranking: OPL-LAC Joint Facility

## Screening Assessment

Item	Evaluation Factor	Site 6	Site 7	Site 8	Site 9	Site 10	Site 11	Site 12
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### Mandatory Requirement

S-1	The site allows for the design and development of a facility that is accessible by people with disabilities	Yes						
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### Site Physical Attributes

S-2	Sufficient site area to accommodate the functional building program	70%	100%	100%	100%	50%	100%	100%
S-3	The site configuration and features allow for an innovative architectural design	50%	50%	100%	85%	85%	85%	50%
S-4	Visibility of the Site	70%	50%	100%	85%	70%	85%	70%

### Accessibility

S-5	Accessibility by public transit	85%	70%	70%	100%	85%	100%	100%
S-6	Accessibility by walking and by cycling	70%	70%	85%	85%	70%	85%	70%

### Location within Central Area

S-7	Proximity to the cultural and administrative centre of the City	85%	85%	70%	70%	70%	70%	50%
<b>SUB-TOTAL</b>		<b>75.8</b>	<b>75.0</b>	<b>84.3</b>	<b>88.8</b>	<b>70.5</b>	<b>88.8</b>	<b>78.5</b>

## Detailed Assessment

Item	Evaluation Factor	Site 6	Site 7	Site 8	Site 9	Site 10	Site 11	Site 12
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### Site Physical Capacity

D-1	Zoning Status	85%	85%	70%	85%	85%	85%	70%
D-2	The site configuration and features allow for sustainable design and minimal environmental impact	70%	70%	100%	85%	70%	85%	50%
D-3	Proximity to paid parking spaces	100%	70%	70%	70%	70%	70%	70%

### Contextual Suitability

D-4	Existing or planned future development in the surrounding areas will be complementary in terms of character and image of the facility	70%	50%	100%	100%	70%	100%	85%
D-5	Proximity to existing or planned cultural, commercial, residential and institutional facilities that are complementary in terms of function and use	70%	50%	85%	70%	70%	70%	70%
D-6	Proximity to existing or planned government institutional facilities that are complementary in terms of function and use	70%	50%	85%	85%	85%	85%	50%

### Opportunities to Contribute to Civic and National Planning Initiatives and City / Nation Building

D-7	Development of the new library / archives facility would serve as a catalyst and economic driver for Central Area development	70%	50%	100%	100%	85%	100%	70%
D-8	Development of the new library / archives facility contributes to the City's development policies, secondary plans and transit oriented growth and intensification	50%	50%	100%	100%	70%	100%	70%
D-9	Development of the new library / archives facility contributes to the National Capital Commission (NCC) Comprehensive Plan	50%	0%	85%	85%	70%	85%	0%
D-10	Development of the new library / archives facility contributes to the establishment of a new civic focal point and civic identity	50%	50%	100%	85%	50%	85%	85%
D-11	Development of the new library / archives facility contributes to the establishment of a new national focal point supporting the National Capital and Canadians	50%	0%	100%	85%	70%	85%	0%

### Encumbrances

D-12	No significant physical encumbrances	70%	70%	70%	70%	70%	70%	50%
D-13	No significant servicing encumbrances	100%	100%	100%	100%	100%	100%	100%
D-14	No significant environmental encumbrances	70%	0%	70%	70%	100%	50%	50%
D-15	No significant legal encumbrances	50%	70%	85%	70%	70%	50%	50%
<b>SUB-TOTAL</b>		<b>65.3</b>	<b>48.8</b>	<b>90.0</b>	<b>84.6</b>	<b>73.8</b>	<b>82.0</b>	<b>56.1</b>

## Summary

	<b>Screening Assessment</b>	<b>75.8</b>	<b>75.0</b>	<b>84.3</b>	<b>88.8</b>	<b>70.5</b>	<b>88.8</b>	<b>78.5</b>
	<b>Detailed Assessment</b>	<b>65.3</b>	<b>48.8</b>	<b>90.0</b>	<b>84.6</b>	<b>73.8</b>	<b>82.0</b>	<b>56.1</b>
	<b>Total Assessment</b>	<b>70.5</b>	<b>61.9</b>	<b>87.1</b>	<b>86.7</b>	<b>72.1</b>	<b>85.4</b>	<b>67.3</b>
	<b>Ranking</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>6</b>