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**2000 COUNCIL BUDGET REVIEW**  
**ÉTUDE DU BUDGET DE 2000 PAR LE CONSEIL RÉGIONAL**

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

TRANSPORTATION COMMITTEE  
COMITÉ DES TRANSPORTS

REPORT NUMBER 52 TO COUNCIL  
RAPPORT NUMÉRO 52 PRÉSENTÉ AU CONSEIL

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The **TRANSPORTATION COMMITTEE** met on **15 DECEMBER 1999** and submits the item(s) contained in this Report for the information and/or approval of Council at its next regular meeting.

Le **COMITÉ DES TRANSPORTS** s'est réuni le **15 DÉCEMBRE 1999** et soumet l'article du présent rapport au Conseil pour information et/ou approbation lors de sa prochaine réunion ordinaire.

**PRESENT/PRÉSENCES :**

Chair/Présidente: D. Holmes

Members/Membres : M. Bellemare  
W. Byrne  
R. Cantin  
L. Davis  
C. Doucet  
H. Kreling  
J. Legendre  
M. McGoldrick-Larsen  
M. Meilleur

**SUBJECT: 2000 TRANSPORTATION COMMITTEE BUDGET**

**OBJET: ÉTUDE DU BUDGET DE 2000 PAR LE COMITÉ DES TRANSPORTS**

**1. 2000 TRANSPORTATION COMMITTEE BUDGET**

**COMMITTEE RECOMMENDATIONS AS AMENDED**

**1. That Council approve the 2000 Draft Capital and Operating budget estimates for the Transportation Committee, as amended by the following:**

**a. That the King Edward Avenue (Laurier to Sussex) rehabilitation (Project 900061, pg. 131) be advanced to take place in the year 2001 and that preparatory work start this coming fiscal year, and that \$1M be allocated in 2000 for an Environmental Assessment Study and detailed design.**

**b. That \$50,000 be transferred from Structures - Provincial Highway Transfer (Project 900094, pg. 213) to Audible Pedestrian Signal Program (Project 900115 pg. 181).**

**c. That the New Traffic Control Signals - Urban budget (Project 900431 pg. 191) be increased by \$2.59M, 80% of which is expected to be funded through Regional Development Charges, in order to address the list of outstanding locations that currently meet 100% of the approved pedestrian or traffic signal warrants;**

**That the net increase of approximately \$500,000 to the Region be accommodated through either:**

- a. unused capital authority**
- b. capital works progress**
- c. or a combination thereof.**

**d. That the preliminary design for the New Orchard bus stop, (reference Transitway System Improvements Project 900273 pg. 241), once complete, be submitted to the Transportation Committee and Council prior to submission to the National Capital Commission and commencement of the Environmental Assessment Study.**

- e. That the Noise Attenuation Retrofit Program be included in the list of capital projects and that funding in the amount of \$500,000 be allocated for the year 2000;

And that this amount be accommodated through either:

- a. unused capital authority  
b. capital works in progress  
c. a combination thereof.
- f. That \$250,000 be allocated in the 2000 budget (\$200,000 from Regional Development Charges and \$50,000 from within the Transportation and Environment Department budget) to partner with the City of Nepean to fund transportation improvements needed as a result of significant economic development in the South Merivale Business Park.

2. That Council approve the following:

- a. That the following Motion be accepted in principle, and that it be referred to the Planning and Environment Committee for consideration and that the process being endorsed in principle would be looked at in concert with what staff are already looking at in Planning and Environment and in Transportation as far as bringing local issues together in the new year:

WHEREAS the year 2000 is the transition year to the new City of Ottawa and new types of planning will have to be undertaken to assist the new Council to identify priorities at both the city and the neighbourhood level,

BE IT RESOLVED THAT staff provide Council with an assessment of what would be a reasonable method of integrating the multi-layers of plans presently in force across the Region,

BE IT RESOLVED THAT staff provide an analysis of what Council will want to consider as the new city plan and the planning process required to get there,

**BE IT RESOLVED THAT as part of the preparation for the new city plan a small amount of money and some staff time be provided to each councillor to prepare a Communities and Environmental Priority Plan for each ward,**

**BE IT RESOLVED THAT these plans would identify on a ward by ward basis, through a process of community consultations what the various communities which comprise each ward regard as priority issues to be addressed in the new city plan and year 2001 budget process.**

**b. That the following Motion be given as direction to staff:**

**That should the RMOC receive a new Canada Infrastructure Program during this coming fiscal year, that some of the money saved through this initiative be transferred to the Traffic Calming Measures budget (Project 900065, pg. 165).**

#### DOCUMENTATION

1. The following items were previously distributed to all Members of Council:
  - a. 2000 Budget Directions (Finance Commissioner's report dated 1 Dec 99)
  - b. 2000 Draft Estimates - Executive Summary (Finance Commissioner's report dated 7 Dec 99)
  - c. 2000 Draft Operating Estimates, Transportation Committee, Existing Program Requirements
  - d. 2000 Draft Capital Estimates and 10-Year Capital Forecast
2. The following submissions are immediately attached:
  - a. D. Gladstone e-mailed comments dated 15 Dec 99
  - b. T. Switucha e-mailed comments dated 13 Dec 99
  - c. D. Puddicombe e-mailed comments dated 13 Dec 99
  - d. City of Nepean Report No. 188-99 dated 14 Dec 99
3. Extract of Draft Minute, Transportation Committee, 15 December 1999, will be distributed prior to Council and will include a record of the vote.

## **Bergen, Laura**

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**From:** D.Gladstone,DGEPS/DAPM 4-5,994-7113 [ae184@debbs.ndhq.dnd.ca]  
**Sent:** 15 of December,1999 10:06  
**To:** holmesdi@rmoc.on.ca  
**Cc:** chiarelliro@rmoc.on.ca; bergenla@rmoc.on.ca; doucetcl@rmoc.on.ca  
**Subject:** RMOC Budget - Transportation, Capital

December 15th, 1999

Chair and Members,  
Transportation Committee  
RMOC

Briefly, I fully support the thrust of the Transportation Capital budget proposed for 2000, as well as the forecast out to 2010, as being entirely consistent with Official Plan policies and objectives. The emphasis on pedestrian, bicycle, and transit-oriented infrastructure is most appropriate. On a more specific level, the 10-year forecast is consistent with the recommendations arising from the Airport Parkway Extended Traffic Impact Study.

I was pleased to see a timely example of appropriate 'marketing' of the Transportation Master Plan in yesterday's Citizen, viz., the photo of Chair Bob Chiarelli buying a bus pass at the Airport - Well Done! I trust that the priority for infrastructure investment from the federal and provincial governments will be placed on extending light-rail service to the Airport, Hull, and Gatineau.

A concluding comment: I see the 10-year Transportation Capital program as being an excellent legacy from the RMOC to the 'new' City of Ottawa.

Merry Christmas and Happy New Year!

Yours Sincerely,

David Gladstone  
118 Frank Street #2  
Ottawa K2P 0X2

## **Nelson, Rosemary**

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**From:** Switucha, Tammy [SwitucT@sgc.gc.ca]  
**Sent:** Monday, December 13, 1999 10:35 AM  
**To:** 'nelsonro@rmoc.on.ca'  
**Cc:** 'Molly Megoldrick-Larsen'  
**Subject:** Regional Transportation Budget

I am writing to you to share my frustrations about increasing traffic demands in South Nepean, particularly at the Woodroffe Avenue and Fallowfield Road intersection

I understand that on December 15, the Regional Transportation Committee will be considering its 2000 budget. I urge you to support Molly McGoldrick-Larsen's effort to include funding in the budget to deal with the increasing traffic demands in South Nepean. This area is rapidly expanding, however the transportation infrastructure is not being upgraded to deal with the demand. This is one of the hottest new residential areas in the region and will only grow due to the housing boom being experienced by the region. In order to deal with the growing demand, Woodroffe Avenue South requires expansion and the intersection at Fallowfield requires serious attention and upgrading. The area is also NOT pedestrian friendly and can be very dangerous for those who must walk from their bus stops. Currently, there are no pathways for residents along Woodroffe, forcing people to walk on the gravel shoulder, often at their peril.

Please share these concerns with the Regional Chair Bob Chiarelli and the other members of the Committee. I urge all of you to consider funding and up-grading South Nepean's sub-standard regional roads.

Thank you.

T. Switucha  
89 Stonepointe Ave.  
Nepean, Ontario

## Nelson, Rosemary

**From:** Derek Puddicombe [dpuddico@newbridge.com]  
**Sent:** Monday, December 13, 1999 10:54 AM  
**To:** nelsonro@rmoc.on.ca; mcgoldrimo@rmoc.on.ca  
**Subject:** South Nepean transportation

Hi Rosemary,

I am sending a message regarding my support for Coun. Molly McGoldrick-Larsen and her initiative to secure increased funding to meet the transportation needs in South Nepean. Could you please forward this message to Mr. Chiarelli the the other regional councillors.

I have been a resident of a growing South Nepean for 9 months and the only issue I am disappointed with and one that deserves more financial support, other than the lack of commercial development in the community, is the continued lack of poor transportation.

By that I have to stress that the roads leading into and leaving South Nepean are far from adequate and by no means meet the needs of residents. And with the anticipation of more commercial and residential development arriving in the community a proper infrastructure must be in place to handle the volume.

For instance with JDS-Uniphase, the largest fibre optic supplier in the WORLD, expanding its facility and workforce into South Nepean over the last year the community is already beginning to feel the affects of added vehicular and OC Transpo traffic at Merivale and Fallowfield roads. JDS-Uniphase has expanded at such a rate that its employee base is bordering on 5,000 people. They all need to get to work some how. And the number of employees will undoubtedly increase as the company grows.

As for the intersection of Fallowfield Road and Woodroffe Avenue, it is another area that needs desperate attention. The congestion going to and from work at peak hours is deplorable and we should not have to deal with that. The Region is going to have to begin to realize that South Nepean is one of the fastest growing communities in the province and the transportation needs simply have to be met. I stress now that they are NOT being met.

I travel each morning to Kanata to work. My wife travels in the opposite direction to Carleton University where she works. We had to buy a second car so she didn't have to wake up at 5:30 a.m. each morning to prepare herself for work and take a TWO HOUR bus ride to Carleton to make sure she arrived on time. In a growing fast paced world every minute is precious and shouldn't be wasted traveling two hours to work on a bus. The purchase of a second vehicle is an expense we are dealing with because the Region is failing to meet these simple and easily rectifiable transportation needs. Appropriate transportation is what South Nepean residents need and deserve as we are a vital component to the tax base and the future growth of this Region and soon to be (thank goodness) one city.

My two children will also be at an age very soon where they will also need to rely on an improved transportation system in South Nepean. The OC Transpo service in our community is not acceptable and desperately needs to be examined and improved. South Nepean is bursting at the seams with young families and need more bus service and an improved network of roads.

I and my family ask you to make the right decision and support an increase in financial support for the transportation needs of thousands of South Nepean taxpayers. Thank you for your time.

Regards,  
Derek Puddicombe  
9 Rueter Street  
Nepean, ON  
K2J 3V7  
hm. 823-3580

**THE CORPORATION OF THE CITY OF NEPEAN  
PLANNING AND DEVELOPMENT COMMITTEE  
December 14, 1999**

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Submitted by: J.D. Stirling, Commissioner of Planning and Development  
Prepared by: Luc Begin, Manager of Development Engineering, Extension No. 375, and  
Bob Streicher, Manager of Transportation Services, Extension No. 398

**Planning and Development Report No. 188-99**

16 99  
6, JDS

**SUBJECT:**

Transportation Improvements requirements along Merivale Road as a result of JDS Uniphase development in South Merivale Business Park  
L05-03-JDS

**LOCATION:**

Merivale Road - Fallowfield Road to Prince of Wales Drive

**RECOMMENDATION:**

1. That Committee request Council authorize the Department to proceed with the roadway improvement works identified in this report.
2. That the Commissioner of Planning and Development be authorized to negotiate on the City's behalf to achieve a final funding agreement between all parties involved.
3. That Committee authorize retaining Novatech Engineering to assist in the processing and design of these works to an upset limit of \$75,000. which is included in the estimated total expenditure.
4. That the Public Works Department be authorized to tender these works and prepare the appropriate Council Motion to award the contract to the lowest qualified bidder should the costs be within the identified 1999 Capital Budget allocation.

**REPORT:**

The site plan agreement between JDS Uniphase (JDS) and the City obligated JDS to complete a transportation impact study to determine transportation network improvements required to meet the needs of this development. JDS has completed the transportation impact study which was reviewed by both the Region and the City, and the Region has identified a list of required improvements along Merivale Road to meet the needs identified in the report. These improvements and the estimated costs are as follows:

<b>REQUIRED IMPROVEMENT</b>	<b>ESTIMATED COST</b>
<b>Merivale Rd &amp; Prince of Wales Dr</b>	
Signalization	\$100,000
Southbound through/right turn lane on Prince of Wales	\$75,000
Southbound right turn lane on Merivale Rd	\$75,000
Northbound lane on Merivale for right turns from Prince of Wales	\$75,000
<b>Merivale Rd &amp; Leikin Dr</b>	
Signalization	\$100,000
<b>Merivale Rd &amp; Fallowfield Rd</b>	
Northbound left turn lane	\$250,000
<b>TOTAL ESTIMATED COST</b>	<b>\$675,000</b>

The site plan agreement relating to the JDS site also obligates JDS to contribute their "proportionate share" of the cost of improvements at the Merivale Road at Prince of Wales Drive intersection. Works required at the Leikin Drive intersection, as is the remaining share of the improvements at the Merivale Road at Prince of Wales Drive intersection, are considered to be part of the general requirements of servicing the South Merivale Business Park, and are therefore intended to be funded from proceeds from land sales in the park. For the identified improvements on Merivale Road at Fallowfield Road, it would be appropriate that the Region contribute to the costs of such remote improvements, since regional development charges are intended for such projects, and therefore we are hopeful of securing some form of contribution from the Region to do this.

It is important to note that JDS Uniphase has already completed substantial portion of the approved facilities as identified in the current Site Plan agreement, and has recently made application for an additional phase which would bring their level of development near to that anticipated in the traffic impact study. Therefore, the needs which are identified above are essentially immediate needs, requiring construction to proceed at the earliest possible opportunity.

The City, as the proponent for development of the South Merivale Business Park, will make application to the Region for approval to construct these roadway improvements. The procedure requires functional design drawings to be prepared and a report to Regional Transportation Committee for approval. We have consulted with regional staff and Councillor McGoldrick-Larsen on these issues and will continue to work jointly. We are requesting authority to proceed with seeking approval from Regional Transportation Committee, and authority for the Commissioner of Planning and Development to negotiate with the Region and with JDS Uniphase on final cost contributions from each.

Staff is also seeking authority to retain the consulting engineering firm of Novatech Engineering to assist us in preparing functional and final designs and, in preparing a draft report for presentation to Region Transportation Committee. Novatech Engineering have worked on the development of the South Merivale Business Park from its inception and have thus completed all the background work required for this assignment. The estimated budget allocation for this assignment is \$75,000. and is included in the total estimated cost for the project.

**FINANCIAL IMPLICATIONS:**

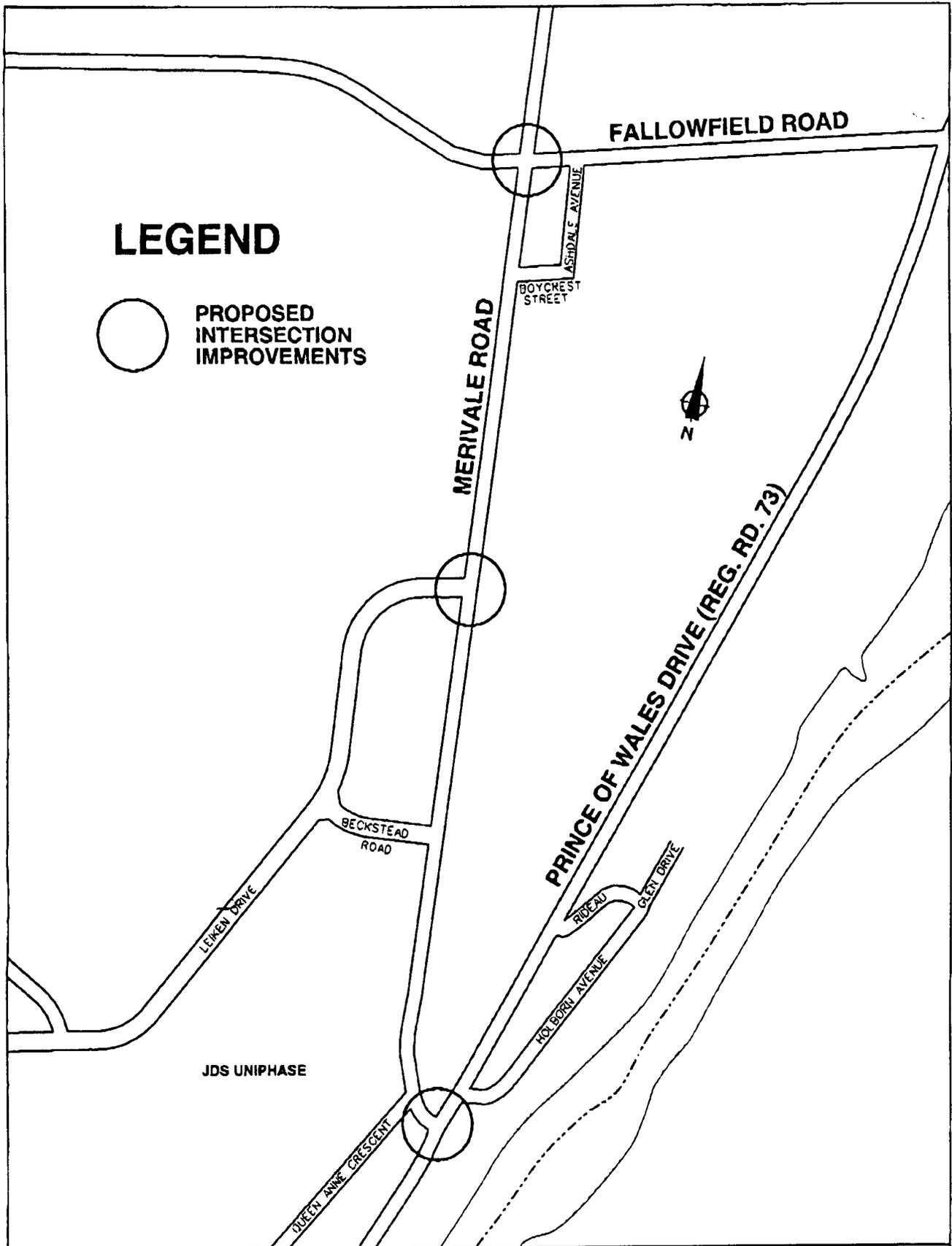
The total estimated cost for the design and construction of these works is \$675,000. Further negotiations are still required to determine final funding levels from JDS Uniphase, and from the Region. Sufficient funds have been identified in the 1999 Capital Budget to cover the total cost, under Project No. 2.7149.x.3003.011.0.0, funded from the proceeds of land sales.

**PUBLIC NOTIFICATION/CONSULTATION:**

Regular notification process: A local Community newspaper, all Community Associations, Access Nepean section of the public libraries, City voice mail boxes, City of Nepean website ([www.city.nepean.on.ca](http://www.city.nepean.on.ca)) and news media.

**ATTACHMENTS:**

- 1. Location Plan



**NEPEAN**  
PUBLIC WORKS DEPARTMENT

**ATTACHMENT NO. 1**  
**LOCATION PLAN**