

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

REPORT

BACKGROUND

At its meeting on 1 October 1997, the Transportation Committee approved, as amended, the attached report dated 19 September 1997 from the Transportation Department. Council subsequently endorsed the Committee's recommendations on 8 October 1997, subject to the public hearing process.

In addition to the staff recommendations, the following Motions were approved by Committee on 1 October 1997:

1. *That the comments of the Regional Cycling Advisory Group be incorporated in the final report and that cyclist safety at the intersections of the Moodie Drive and Carling Avenue accesses and crossing the Queensway also be commented upon in the final report.*
2. *That the annual transportation demand management report be brought to the Transportation Committee.*
3. *That a report on the Queensway ramps at Moodie Drive be available prior to the Public Hearing on 19 November 1997.*

Staff have addressed Motions 1 and 3 in their Addendum report dated 12 November 1997 *which will be issued separately*. Motion 2 will be brought forward to the Committee at the appropriate time.

The project was advertised in the three daily papers on the following dates: October 11, 12, 18, 19, 25, 26 and November 1 and 2, 1997. Comments from members of the public who attended the meeting in October are summarized in the Extract of Draft Minute appended to the staff report.

*Approved by
Rosemary Nelson*

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **25 23-97-R059, 23-97-R038**
 Your File/V/Réf.

DATE 19 September 1997

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **NORTEL CARLING CAMPUS EXPANSION -
 MODIFICATIONS TO MOODIE DRIVE (REGIONAL ROAD
 59) FROM CARLING AVENUE (REGIONAL ROAD 38) TO
 HIGHWAY 417 AND TO THE INTERSECTION OF CARLING
 AVENUE AND GRANDVIEW ROAD/NORTEL SITE ACCESS**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

1. **The installation of traffic control signals at Nortel's proposed southerly site access and Moodie Drive (Regional Road 59) and the construction of the associated roadway modifications along Moodie Drive, and modifications to the intersection of Carling Avenue (Regional Road 38) and Grandview Road as discussed further in the report's Design Proposal Section and as illustrated in Annex D, subject to the owner, Northern Telecom Limited:**
 - a. **funding the total cost of the proposed road works which would include paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs;**
 - b. **executing a legal agreement with respect to the above;**
2. **Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

BACKGROUND

Nortel is proposing to expand its Carling Avenue facility, located in the southwest quadrant of the Carling Avenue/Moodie Drive intersection in the City of Nepean. The purpose of the 1,000,000 ft² expansion is to provide additional facilities to accommodate a total of 8,000 employees on-site.

The current site contains 1,318,000 ft² of floor area accommodating approximately 4,200 employees. The proposed two-year, phased expansion will almost double the floor area and accommodate 3,800 new employees.

The site location in a regional context is provided in Annex A. The site location in a local context is shown as Annex B. The proposed site plan, which highlights the on-site expansion area, is illustrated in Annex C. As noted on Annex C, expansion is to occur both to the south and to the northwest of existing development.

In keeping with Nortel's widely recognized environmentally-friendly corporate image, they have agreed to closely follow the RMOC-developed Transportation Master Plan policies and Travel Demand Management (TDM) principles to achieve the following targets for future non-auto use and for future vehicle occupancy:

1. an increase in the transit, walk and bicycle component from the existing 12 percent to 25 percent; and
2. an increase in the vehicle occupancy from 1.2 persons/vehicle to 1.5 persons/vehicle.

It is important to realize, however, that while a great deal of effort will be expended and a lot of emphasis placed on TDM to reduce automobile generation and parking requirements related to the proposed development, there will still be a significant increase in motor vehicle traffic associated with the proposed expansion of the Nortel site. The modifications to the surrounding Regional roads are fundamental to the success of this project.

EXISTING CONDITIONS

Pedestrians and Bicyclists

On-site and in the vicinity of Nortel's Carling campus, pedestrians and bicyclists share the same multi-use recreation paths. Further to the south, at the Moodie/Highway 417 interchange, there are delineated on-road bicycle lanes. Area facilities are described as follows.

1. There are bicycle lanes in both directions on Moodie Drive from approximately the Moodie/Highway 417 Westbound Off-ramp intersection south to just beyond the Timm Drive intersection.
2. An off-road paved recreation path is provided to the west of and parallel to Moodie Drive extending from Carling Avenue south to Corkstown Road. It passes through, and is well

connected to Nortel's internal pathway system. It also has good connections to the site's driveway intersections with Moodie Drive.

3. A paved off-road recreation path exists on the north side of Carling Avenue from the Nortel-Grandview intersection east to Acres Road and beyond. There is one noticeable gap, however; that being the approximate 200 metre section from Moodie Drive east to the Cummings Avenue east intersection. While a wide gravel shoulder exists, a paved recreation path does not.
4. An off-road recreation path currently exists in the corridor between the Crystal Beach community and Highway 417. It extends from approximately Acres Road in the east and ends with a connection to Corkstown Road approximately 400 metres east of Moodie Drive.
5. In the abandoned right-of-way located within the Greenbelt (south of Nortel but north of the Equestrian Centre), the NCC has provided a stone dust recreation path that links Moodie Drive (at Corkstown Road) to Carling Avenue at a location to the west of the Nortel Campus.
6. East of Moodie Drive, there is an informal earth path that links the Crystal Beach community (Solva Drive) with the Crystal Bay Centre for Special Education, and on through the school property to Moodie Drive.

Beyond the study area, but of benefit to Nortel and area cyclists, are the following links that have recently been provided or are planned to be provided in 1997/1998.

1. The RMOC has recently provided bicycle lanes along Richmond Road from the Ottawa River Parkway to Carling Avenue.
2. On-road bicycle lanes have been provided with RMOC's reconstruction of Baseline Road from Cedarview Road to Greenbank Road.
3. The City of Nepean is providing an off-road bicycle link along Baseline Road linking Greenbank Road with the north-south bicycle system along Cedarview Road.
4. The City of Nepean, by early 1998, will have completed the northern extension of the Cedarview Road bicycle system. This remaining link will extend through the Queensway Carleton Hospital site, around the Highway 417/Highway 416 interchange, and north to Carling Avenue. With its completion it will provide a continuous bicycle system link from Barrhaven north to the Carling Avenue/Ottawa River Parkway system, and will intersect many east-west linkages along its length.

With regard to bicycle travel to the Nortel Carling site, as expected, it varies significantly by season. Based on review of RMOC cycle counts at the site's driveway connections and estimates provided of on-site bicycle counts, it is estimated that bicycle ridership can be in the range of 100 to 200 cyclists daily, varying by season. Employee surveys will be conducted by Nortel as part of the TDM Study to obtain more detailed information on bicycle usage, frequency of use, seasonal variation, distance travelled, trip origin and issues affecting cycling.

The following bicycle volumes were recorded at Nortel's accesses to the adjacent Regional roads.

1. At Nortel's main access to Moodie Drive (signalized), 19 bicycles were counted during the peak hour from 4:00 p.m. to 5:00 p.m. out of a total of 68 cyclists recorded over an 8-hour period.
2. At the Nortel access located at the signalized intersection of Carling and Grandview (signalized), 20 bicycles were recorded in the peak hour from 7:00 a.m. to 8:00 a.m. out of a total of 88 cyclists counted over an 8-hour period.

Pedestrian volumes recorded at these same intersections reveal the following.

1. At Nortel's main access to Moodie Drive (signalized), 16 pedestrians were counted during the peak hour from 11:30 a.m. to 12:30 p.m. out of a total of 32 pedestrians recorded over an 8-hour period.
2. At the Nortel access located at the signalized intersection of Carling and Grandview, 12 pedestrians were recorded in the peak hour from 8:00 a.m. to 9:00 a.m. out of a total of 38 pedestrians counted over an 8 hour period.

Transit

OC Transpo provides peak period and regular bus service that circulates through the Nortel Carling site. During the peak periods, Route 169 runs at a 30-minute frequency and connects the Kanata Town Centre to the Nortel Carling campus and the Defence Research Establishment. Route 182 runs at a 10 to 20-minute frequency and connects Downtown Ottawa to the Nortel Carling campus and to Kanata North. Route 166, the regular all-day service, runs at a 30-minute frequency and connects Bayshore Shopping Centre to Crystal Beach, the Nortel Carling campus and Bells Corners. In September 1997, Route 97, which is an all-day Transitway route, will stop at the Moodie Drive off-ramp bus stop. This service change will reduce transfers for some of those taking the bus to the Nortel site.

On-site bus stops (some with shelters) are provided at three locations on the perimeter road adjacent to the Nortel buildings. They are located at the north end of the campus in front of the Pavilion, on the west side adjacent to Lab 5 and just west of Moodie Drive on the site's main driveway connection to Moodie Drive.

Based on transit passenger counts provided by both OC Transpo and Nortel, peak hour transit ridership is currently in the range of 180 persons per hour in the morning peak hour and 130 persons per hour in the afternoon peak hour. The two-hour peak period transit ridership is twice the peak hour volume.

Currently, the West Transitway ends at Woodroffe Avenue. The Environmental Assessments identifying the need and the preferred alignment for the West Transitway extension to Kanata have been completed. The section of West Transitway from Pinecrest Road to Acres Road (including a station at Bayshore) is currently under construction and is scheduled for completion in late 2000. The section from Woodroffe Avenue to Pinecrest Road is presently deferred and in the interim, buses can travel on the respective section of Highway 417 by using the existing auxiliary lanes. On the section of

Highway 417 from Moodie Drive west to Eagleson Road, shoulder bus lanes exist. The remaining section of West Transitway from Acres Road to Moodie Drive currently has no identified construction schedule.

Automobiles

Moodie Drive and Carling Avenue are Regional roads and are the only roadways which automobiles may use to directly access the site. With respect to current traffic volumes on Moodie Drive and Carling Avenue adjacent to and in the vicinity of the site, these are summarized in the following table.

| EXISTING 1997 TRAFFIC VOLUMES | | | |
|---|---|---|-----------------------------------|
| Location | Morning Peak Hour - peak direction - | Afternoon Peak Hour - peak direction - | Average 24 Hour Volume |
| Moodie Drive: - south of Carling - south of Corkstown | 500 northbound 1,900 northbound | 600 southbound 1,900 southbound | 8,700 two-way 22,300 two-way |
| Carling Avenue: - east of Moodie - west of Nortel-Grandview | 850 eastbound 1,030 eastbound | 880 eastbound 875 eastbound | 14,000 two-way 15,000 two-way |

A description of the geometry and operational requirements of these roadways are provided in the following paragraphs.

Moodie Drive

For the most part, Moodie Drive from Carling Avenue south to Robertson Road is an undivided four-lane Regional road with a rural cross-section across the frontage of the Nortel Site. The speed limit on this roadway from Carling Avenue to south of the Highway 417 interchange is 80 km/h.

The lane arrangement at the main southerly access to this site consists of double northbound left-turn lanes, two northbound through lanes, a southbound deceleration lane, two southbound through lanes approaching the intersection, and three southbound through lanes departing the intersection, an eastbound left-turn lane and a channelized eastbound right-turn lane. Traffic operations at this intersection are controlled by traffic signals.

At the northerly access, traffic is controlled by stop signs facing eastbound motorists. The lane arrangements at this intersection consist of two northbound through lanes and two southbound through lanes with a shared right-turn and a left-turn lane provided for eastbound traffic. Left-turns into the site are permitted from the westerly northbound through lane.

On the bridge structure over Highway 417, Moodie Drive is a six-lane divided facility that also accommodates bicycle lanes. Four of the traffic lanes are north-south through lanes and the outer lane in each direction is a right-turn lane leading to the Highway 417 on-ramps. The delineated bicycle lanes are located between the right-turn lane and the through lanes along this section of roadway.

Carling Avenue

Carling Avenue along the site's frontage from Moodie Drive to the westerly extent of the property changes from a four-lane, semi-urban, arterial roadway to a rural, two-lane highway.

At the signalized intersection of Grandview Road and the site's northerly access, Carling Avenue maintains its four-lane cross-section. The existing geometry and operation of this intersection is maintained by three eastbound approach lanes consisting of two through lanes and a left-turn lane, three westbound approach lanes consisting of two through lanes and a left-turn lane, two northbound approach lanes from the site consisting of a left-turn lane and a combined through and right-turn lane, and southbound on Grandview, a single approach lane.

DESIGN PROPOSAL

As previously mentioned, an essential element to maximizing the use of the non-auto modes of travel to this site is the development of an enhanced TDM programme at the Nortel Carling campus that expands on their current initiatives. TDM is the use of marketing, education, facilitation incentives ("carrots") and disincentives ("sticks") to reduce automobile travel at peak-traffic times. From the perspective of creating infrastructure in support of TDM, some measures may include the construction of sidewalks, bus lanes, bicycle lanes to name a few examples. To this end, Nortel, RMOC, OC Transpo and the City of Nepean have jointly agreed to partner in the development and implementation of an ambitious TDM programme.

It must be emphasized, that the modifications identified in the following paragraphs pertain to what is proposed on the Regional right-of-way and that a number of TDM measures lie outside the scope of this report.

Pedestrians

The following initiatives will enhance pedestrian safety and mobility to and from the site:

1. the proposed new southerly site access with Moodie Drive will be traffic signal controlled which will greatly enhance safe pedestrian crossing; and
2. provision of a sidewalk on the east side of Moodie Drive.

Bicycles

The provision of on-road cycling lanes on both sides of Moodie Drive from the Crystal Bay Centre for Special Education (CBCSE) access south to the Highway 417 interchange will enhance bicycle safety and mobility to and from the site. In the southbound direction, the bicycle lane will be introduced at the CBCSE access to connect with the existing bicycle lanes at the Highway 417 overpass. In the northbound direction, the bicycle lane will start at approximately 75 m south of the access to the Nortel Corkstown Campus and continue north to the CBCSE access.

Transit

There will be a significant change to the area's transit service as a result of the proposed expansion. The roadway modifications to Moodie Drive will assist in accommodating the projected increase in bus traffic.

Moodie Drive

It is requested that approval be given for the proposed future cross-section of this roadway, from the access to the CBCSE south to the Highway 417 interchange area, comprised of the following general design elements:

1. median divided;
2. three southbound lanes;
3. two northbound lanes;
4. on-street bicycle lanes;
5. sidewalk along the east side; and
6. street lighting.

Moodie Drive and Nortel's Proposed Southerly Site Access

At this future access the lane arrangement and traffic operation are provided below.

1. Traffic will be controlled by signals.
2. Double northbound left-turn lanes will be provided.
3. Provide double eastbound right-turn lanes.
4. East-west pedestrian crossing will be prohibited on the south side of the intersection.

Carling Avenue and Grandview Road/Nortel North Access

In view of the almost doubling in the number of eastbound right turns that will be associated with this expansion, an eastbound right-turn lane and channelization are proposed at this intersection. No other modifications are anticipated at this time.

Moodie Drive and Highway 417

In addition to the foregoing modifications to the Regional road system, suggested modifications to the ramp terminals across the overpass structure are currently being reviewed with the Ministry of Transportation of Ontario. If implemented, these modifications will enhance the mobility and safety of both pedestrians and bicyclists, and better facilitate peak hour traffic flow on the southbound to eastbound on-ramp and the westbound off-ramp.

FINANCIAL STATEMENT

Should Regional Council approve the proposed roadway modifications, traffic control signal installation and related road works, the owner/developer, Northern Telecom Limited, will be responsible for 100% of all costs. The owner/developer will also be responsible for the annual operation and maintenance costs of the traffic control signals at the intersection of the proposed southerly site access and Moodie Drive until such time as the Ministry of Transportation of Ontario traffic signal warrants are met and Regional Council approves the assumption of these costs.

COST ESTIMATE

The following cost estimates have been developed by Delcan Corporation and relate only to the modifications proposed along the Regional right-of-way. They are at a conceptual stage and are provided solely for the information of the Transportation Committee and Regional Council.

| <u>Item</u> | <u>Cost Estimate</u> |
|-------------------------------|----------------------|
| Construction | \$1,700,000 |
| Traffic Control Signals (two) | \$100,000 |
| Engineering | \$150,000 |
| <u>Contingencies</u> | <u>\$100,000</u> |
| TOTAL ESTIMATED COST | \$2,050,000 |

CONSULTATION

Public open houses were held as part of the environmental assessment process for this project on 15 July 1997 and 19 August 1997. As well, the opportunity for general public input will be provided via the public hearing process.

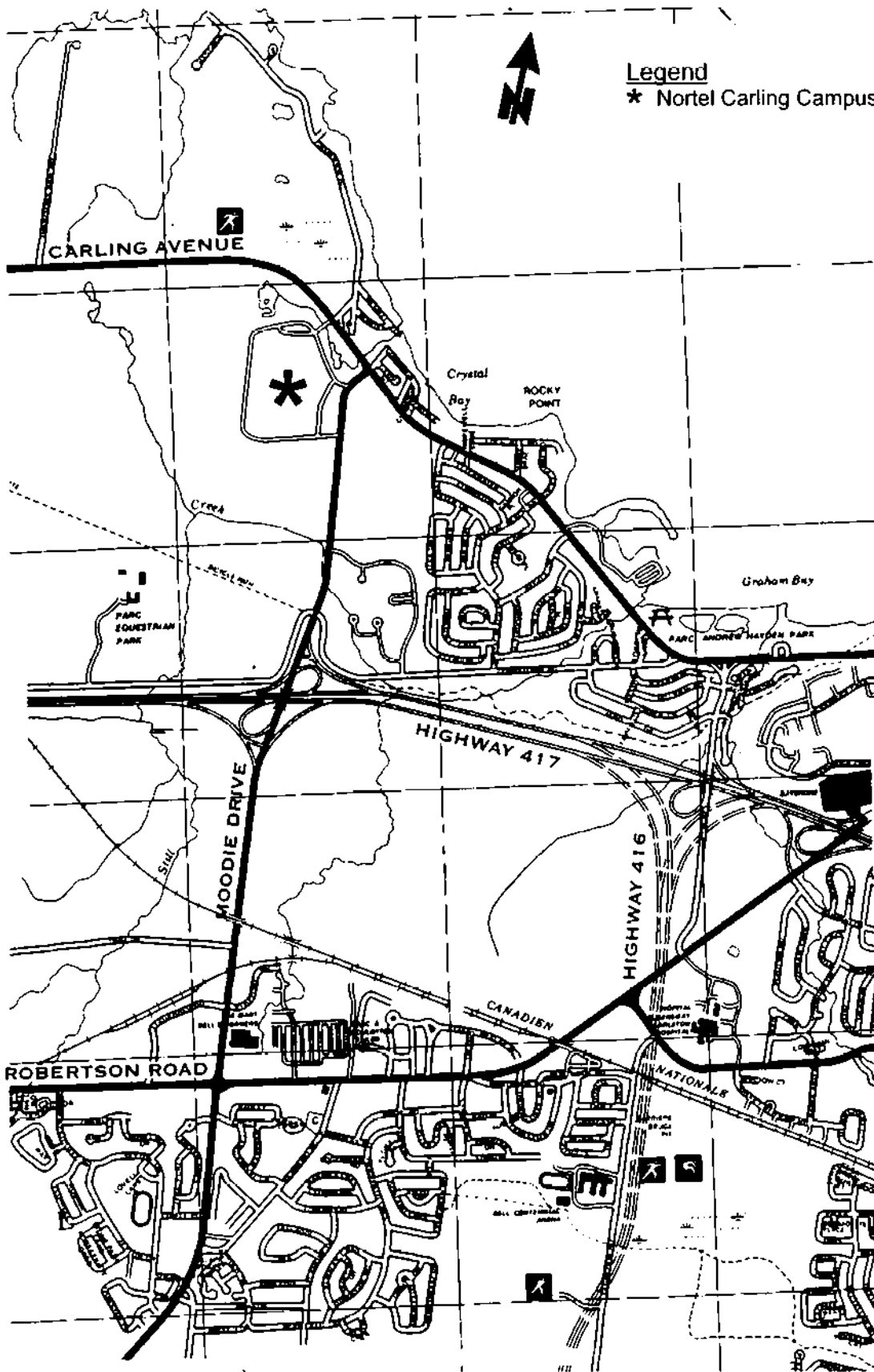
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report will be presented to the Regional Cycling Advisory Group (RCAG) at their meeting on 7 October 1997. Any concerns that they may have will be dealt with at the public hearing. It should be noted that RCAG has been actively involved in the planning and design activities for this site expansion project.

*Approved by
Doug Brousseau*

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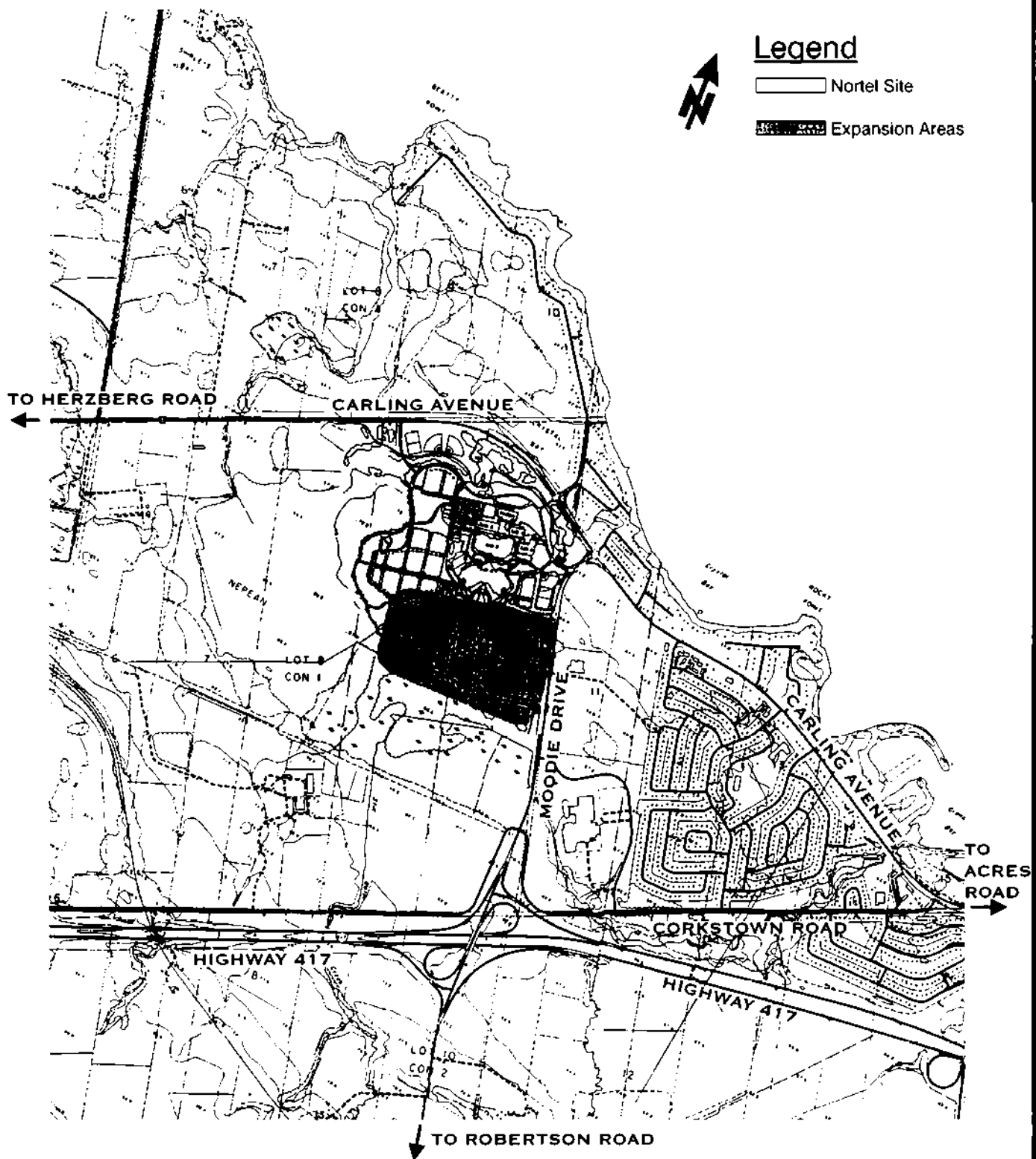
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Nortel Ottawa Expansion - Carling Campus

Annex A

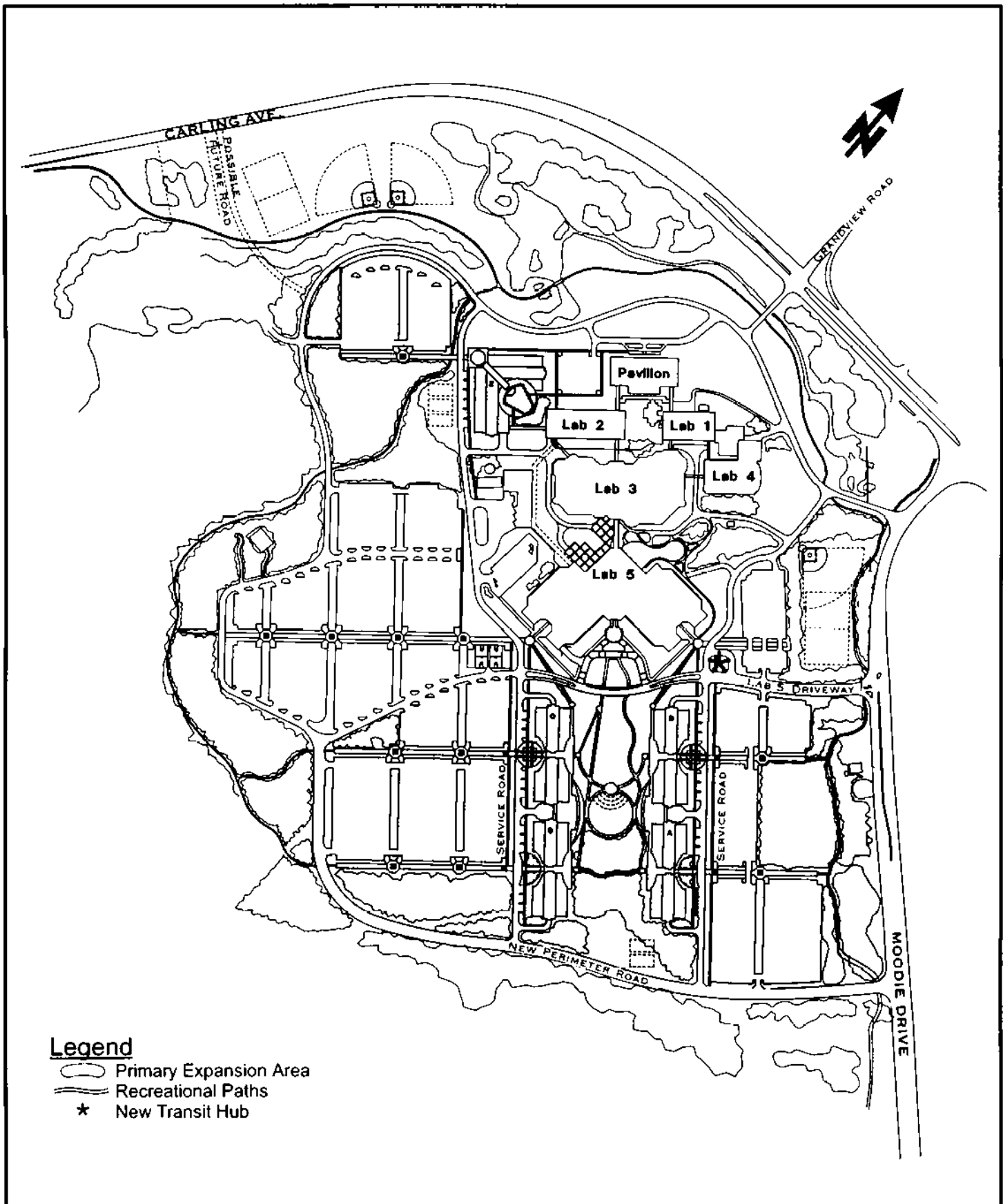
Regional Context Plan






Nortel Ottawa Expansion - Carling Campus

Annex B

Local Context Plan



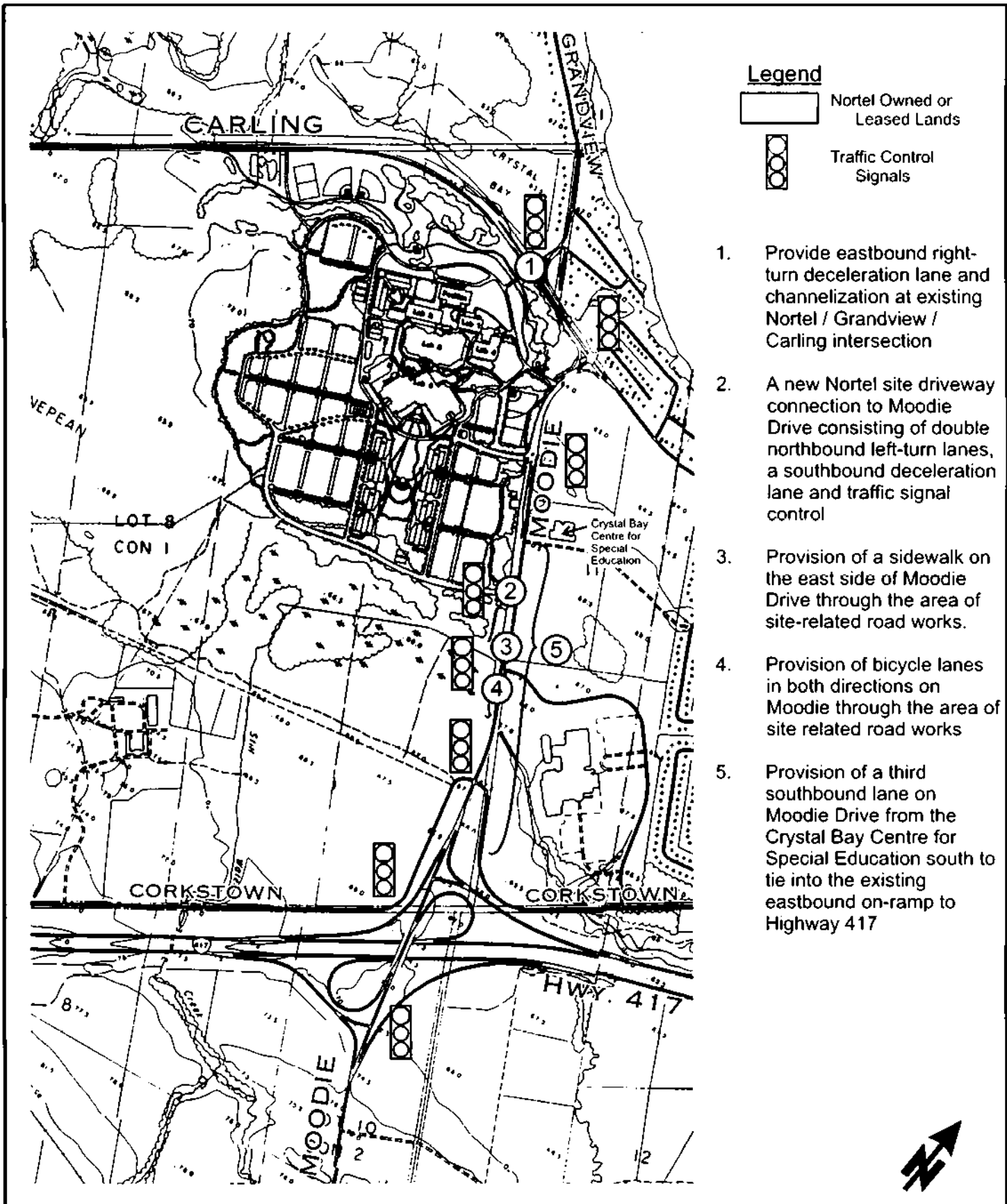
Legend

-  Primary Expansion Area
-  Recreational Paths
-  New Transit Hub



Nortel Ottawa Expansion - Carling Campus

Annex C

Proposed Site Plan



Legend

-  Nortel Owned or Leased Lands
-  Traffic Control Signals

1. Provide eastbound right-turn deceleration lane and channelization at existing Nortel / Grandview / Carling intersection
2. A new Nortel site driveway connection to Moodie Drive consisting of double northbound left-turn lanes, a southbound deceleration lane and traffic signal control
3. Provision of a sidewalk on the east side of Moodie Drive through the area of site-related road works.
4. Provision of bicycle lanes in both directions on Moodie through the area of site related road works
5. Provision of a third southbound lane on Moodie Drive from the Crystal Bay Centre for Special Education south to tie into the existing eastbound on-ramp to Highway 417

Nortel Ottawa Expansion - Carling Campus

Annex D

Proposed Regional Road Modifications Adjacent to Site

Extract of Draft Minute
 Transportation Committee
 1 October 1997

4. NORTEL CARLING CAMPUS EXPANSION - MODIFICATIONS TO MOODIE DRIVE (REGIONAL ROAD 59) FROM CARLING AVENUE (REGIONAL ROAD 38) TO HIGHWAY 417 AND TO THE INTERSECTION OF CARLING AVENUE AND GRANDVIEW ROAD/NORTEL SITE ACCESS

- Director Mobility Services & Corporate Fleet Services report dated 19 Sep 97

Andrew Hope of the Planning and Development Approvals Branch provided a brief background to the proposed expansion (Project 98), which will add one million square feet of new space to the existing facilities by the turn of the century. He noted it will be the centrepiece for Nortel's drive to expand the local work force by approximately 5000 jobs. Throughout the course of the summer, Nortel scheduled two formal public open houses to solicit comment on its harmonized federal-provincial environmental assessment and further formal and informal consultation took place with the community at large, associations and special interest groups.

He explained that part of Nortel's transportation schedule is a pioneering travel demand management (TDM) program that has been instrumental in minimizing the need for extensive roadway modifications. Details of that program will require extensive planning efforts from all partners i.e. Nortel, the City of Nepean, the Region and OC Transpo over the next several months. Discussions with the Ministry of Transportation on the nature of the changes proposed at the Moodie Drive underpass are underway and Ministry planning staff have generally accepted the need for functional and safety modifications to this structure to better accommodate pedestrians, cyclists, transit users and motor vehicles. The modifications proposed are required in order to support the scale of Project 98.

Ron Jack of Delcan Corporation gave a detailed presentation of the roadway modifications as outlined in the staff report. In addition, he highlighted the following:

- Moodie Drive and Carling Avenue adjacent to the site are not proposed for changes in the new future; however, Carling Avenue from Grandview to March Road is in the Region's current 5-10 year plan for widening to four lanes with cycling lanes;
- there are currently 4200 employees on the site and 3200 parking spaces; during the peak periods, 3% of that total cycle/walk, 9% come by bus and the rest come by automobile; there is a strong desire to change those percentages to increase the lesser-travelled modes;
- there is an existing TDM program on the site encompassing things such as an extensive recreational pathway system within the current development, flexible work hours, telecommuting, et cetera;

- the transportation issues related to this development are primarily to reduce automobile dependence and to increase the travel mode options available to all employees and to provide the facilities that make those travel mode options more viable;
- the targets proposed by Regional staff to try to achieve over time are to increase the non-auto component from 12 to 25% and to increase vehicle occupancy from 1.2 to 1.5 persons/vehicle; the key ways to meet those objectives are to provide a more extensive and focused TDM program, better transit service and improved on-site transit facilities, improved pedestrian and cycling connections and a reduced parking supply rate;
- the on-site recreational path will be extended to include the new development; there will be improved and secured on-site bicycle parking areas; missing links in the cycling system will be completed; there will be improved bicycle facilities along Moodie from the interchange to Carling and bicycle lanes will be provided on Carling from the site westerly to March Road when the Region widens Carling Avenue;
- the pedestrian link through the adjacent community will be provided and there will be a safer and more secure pedestrian crossing to the site via controlled intersections; a sidewalk or off-road recreational path is proposed on Moodie Drive between Carling Avenue and the interchange;
- 5000 parking spaces will be provided at the end of Phase 1 and by the end of Phase 2 if the TDM program achieves its interim goals, 5500 parking spaces will be provided, although it is hoped that even less will be required and the plan is to decommission those spaces that are less desirable and/or have the greatest impact on the environment.

Councillor Davis questioned whether it was known where existing employees were coming from and where the new traffic to be generated will emanate from. Mr. Jack presumed the same general distribution of traffic will occur because the existing employees come Region-wide. When the councillor asked how many employees are from the Outaouais region, Mr. Jack indicated that information would be provided to the councillor.

Councillor Davis was also interested in knowing what additional OC Transpo costs would be incurred as a result of the increased service. Staff confirmed the intent is to maximize the potential use of transit in the knowledge that the overall cost to the Region as a whole would be less if those people were carried on transit rather than building Regional roads to accommodate them. The councillor further inquired whether there had been a decline in transit ridership since cut-backs have reduced service to that site. Mr. Jack advised surveys were conducted by OC Transpo and Nortel and suggested that if there was a trend in service reduction, he was not aware when that occurred relative to those surveys. The councillor asked that clarification be provided from OC Transpo if there has been an impact.

Councillor Davis questioned whether the public will have an opportunity to comment to members of Council on the Nortel site plan. The Committee Chair reminded committee that site plan approval is set at the municipal level and is not the Region's responsibility. The councillor maintained that this project impacts on Regional roads so she believed there is an

overlap. A. Hope advised that Nepean Council, on 22 September 1997, approved the site plan and Regional staff had input to the conditions imposed at that time. He confirmed that all the Region can deal with at this point in time are the transportation issues before committee today. Councillor Davis suggested an examination of traffic patterns be carried out one year after the project is completed and A. Hope confirmed Regional staff have asked Nortel to provide them with an annual report on the TDM program and if there are any problems with the implementation plan adjustments will be made.

In response to questions raised by Councillor Holmes, Mr. Costern with HOK Canada and the Project Manager for Nortel's "Project 98", indicated a number of TDM initiatives will be implemented in Phase 1 and it is hoped there will be an improvement in the non-auto modes before new employees come on stream. Given Nortel's intention to improve the modal split as part of this expansion, Councillor Holmes questioned why new employees will be given parking spaces. Mr. Costern advised it would be more economical and less disruptive to provide those spaces now, rather than later; should spaces need to be decommissioned, they will be from those that currently exist. The councillor questioned whether there was anything tied to the Region's approvals of this project which could insist on the decommissioning. A. Hope responded by stating a condition in the site plan approval addresses Nortel's commitment to implement the employee parking strategy consistent with the achievement of the TDM program objectives. He confirmed decommissioning could be imposed as part of the site plan agreement which will be prepared by the Legal Department in consultation with the Planning and Development Approvals Department. He confirmed if committee wishes to discuss this agreement, it can do so at this time. In light of this information, Councillor Holmes proposed that in the site plan agreement there be statements concerning the decommissioning and the final total of 4200 parking spaces on the site. The Committee Chair hoped that with increased transit, there will be even fewer parking spaces necessary. He suggested consideration be given to putting in a surface that is not fully paved so if it is not needed, it would be less expensive to remove than a fully-developed parking lot.

Councillor Legendre noted this site and its connections to the Regional roads must conform to the Region's Transportation Master Plan (TMP); however, the final version of that document is still not printed and he questioned what input Nortel could provide in conjunction with the Region's new policies. Harry Beere of the Environment and Transportation Department advised staff have provided input from the TMP throughout this whole process. The councillor wanted assurance the public will be in a position to properly comment on this proposal as it relates to the TMP and staff advised the document would be available for their review prior to the public hearing.

In summarizing the staff presentation, Doug Brousseau, Director of Mobility Services and Corporate Fleet Services reiterated that the recommendations proposed are necessary to accommodate this expansion. Staff will continue to work with Nortel and OC Transpo to ensure the modifications succeed and if necessary, will report back to committee for further input. He made reference to the fact that a sidewalk is proposed to be constructed as part of this project, as is Council policy to install sidewalks on new and reconstructed roadways. However, staff anticipate very few pedestrians in the area so he suggested committee might wish to review this decision to determine if this is the best investment for TDM. He confirmed that transit will be adequately served by the roadway modifications being proposed.

Vicki Mason, a resident of Corkstown Road expressed her concern that residents of Corkstown Road were never consulted as part of this process and was extremely dismayed by the lack of consultation provided to the Lakeview community. She was also concerned that the report made reference to automobiles that *may* use Moodie Drive and Carling Avenue to directly access the site, stating the word should be changed to *would* to ensure motorists do not use other local roads such as Corkstown as a shortcut to access the site. She stressed it is a collector road and is not built to carry heavy buses which cause homes to shake as they go by. At her request, the Commissioner defined a collector road as one that collects traffic from a local area to lead to an arterial road and is not to be used as an alternative to an arterial road. Hence, she was extremely agitated by the amount of cut-through traffic already present on Corkstown and was amply worried about increased volumes with the proposed expansion of Nortel. She was concerned that not enough care has been given to the residents' quality of life and was seeking some assurance that excess traffic will not use Corkstown Road to get to the site. She posed the hypothetical question of who would pay for the roadworks if this company were to go bankrupt after everything was in place. The Commissioner advised the Region would receive a letter of credit (a legal binding agreement), that the work is completed.

Based on its geographic location in relation to this site, Councillor Legendre did not understand why motorists would choose Corkstown Road over the more direct links of Carling or Moodie, via the Queensway. R. Jack confirmed there is through traffic now on that street, but believed these were motorists traveling east on the Queensway towards Carling Avenue. He noted the Nortel campus on Corkstown road also generates traffic on that road.

Doug Collins, Chair, Planning and Economic Development Committee, City of Nepean indicated the City is aware of the situation on Corkstown Road and have put in some stop signs to reduce the amount of cut-through traffic. However, he claimed the situation occurring on Corkstown Road is not directly related to this particular site plan and the municipality recommends the Region proceed to the public hearing process as is proposed. He confirmed the community was involved in this process and the site plan was passed unanimously by Nepean Council.

Henry Carter spoke to the issue of bicycle paths and suggested the Committee take the opportunity presented by this development to design a stand-alone bicycle path for cyclists travelling to and from the Nortel site. He explained this could then be used as a model for the rest of the Region.

In response to his comments, the Committee Chair indicated that while roads are built to move traffic, they also serve pedestrians, cyclists and recreational uses and he questioned whether the Region could exclude those uses from using a path constructed only for bicycles. The Environment and Transportation Commissioner hoped the higher modal split to be achieved will be in the number of pedestrians accessing this site. He did not believe it was an advantage to eliminate pedestrian activity in favour of cyclists, because the former will make up the larger portion of the environmentally-friendly modal split.

Councillor Holmes believed Mr. Carter was concerned about the safety of pedestrians on recreational pathways and indicated many seniors refuse to use these paths because of potential conflicts with other users. She stated it is the Region's responsibility for providing commuting

services for pedestrians and cyclists and agreed the Region does its best to provide for the commuter cyclist using recreational pathways. She supported the inclusion of a sidewalk as part of this expansion. Staff confirmed the City of Nepean does not support the construction of a sidewalk as part of this project and would not maintain that facility if it is built. Councillor Beamish proposed that a sidewalk not be included as part of the roadway design.

The Committee acknowledged receipt of a letter dated 1 October 1997 from the Centretown Citizens Community Association, conveying their concern about the lack of detail contained in the staff report for service improvements to OC Transpo.

Moved by D. Holmes

That the comments of the Regional Cycling Advisory Group be incorporated in the final report and that cyclist safety at the intersections of the Moodie Drive and Carling Avenue accesses and crossing the Queensway also be commented upon in the final report.

CARRIED

Moved by D. Holmes

That the Regional site plan agreement include a plan for the decommissioning of parking spaces resulting in a final total of 4200 parking spaces.

CARRIED
(H. Kreling dissented)

Moved by D. Holmes

That the annual transportation demand management report be brought to the Transportation Committee.

CARRIED

Councillor Beamish was absent from the room when the vote for his following Motion was called:

Moved by D. Beamish

That road modifications to Moodie Drive at the Nortel site not include a sidewalk.

LOST

YEAS: R. Cantin....1

NAYS: L. Davis, D. Holmes, H. Kreling, J. Legendre, V. Waddell....5

Councillor Legendre requested that staff bring forward a report at the public hearing, detailing what is being proposed at the interchange on Moodie Drive to improve cyclist safety. He proposed the following:

Moved by J. Legendre

That a report on the Queensway ramps at Moodie Drive be available prior to the Public Hearing on 19 November 1997.

CARRIED

That the Transportation Committee recommend Council approve:

- 1. The installation of traffic control signals at Nortel's proposed southerly site access and Moodie Drive (Regional Road 59) and the construction of the associated roadway modifications along Moodie Drive, and modifications to the intersection of Carling Avenue (Regional Road 38) and Grandview Road as discussed further in the report's Design Proposal Section and as illustrated in Annex D, subject to the owner, Northern Telecom Limited;**
 - a. funding the total cost of the proposed road works which would include paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs;**
 - b. executing a legal agreement with respect to the above;**
- 2. Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

CARRIED as amended