

July 20, 1999

ACS1999-CS-PTY-0011  
(File: RHI4126/3000)

Department of Corporate Services

Ward/Quartier  
OT3 - Southgate

- Policy, Priorities and Budgeting Committee / Comité des politiques, des priorités et des budgets
- City Council / Conseil municipal

Information

**Property - Civic - Acquisition - 1465 Cahill Drive (Formerly Known as Greenboro Busway)**

**Propriété municipale - Acquisition - 1465, promenade Cahill (l'ancienne voie d'autobus de Greenboro)**

**Information**

The Greenboro busway, known municipally as 1465 Cahill Drive, was constructed over 12 years ago as a condition of subdivision approval by the Regional Municipality of Ottawa Carleton, to act as a central east/west buses only route through the Greenboro community. At the time of construction, there was substantial public opposition to this transit route and the RMOC gave assurances to the community that the roadway would be limited to buses only and would not be converted to a public road in the future.

Throughout its existence as a busway, OC Transpo was responsible for the maintenance of the roadway. In 1990, the Region re-evaluated the continuing need for the Greenboro busway in recognition of the changes that had taken place in the original development concept of the Greenboro Plan. In September 1995, after the completion of the Southeast Transitway to Hunt Club, OC Transpo discontinued use of the Greenboro busway and the RMOC closed the roadway and barricaded the entrance points at Lorry Greenberg and Cahill Drives. Since then, the busway has remained abandoned and local residents have complained about litter, garbage, the lack of security to adjacent properties and graffiti.

In 1995, the Region advised the City of its intent to dispose of the property. At the request of the two Ward Councillors, City staff were asked to see if there was any interest in acquiring the property from the Region. In 1996, the Department of Engineering and Works advised the Region that the existing Greenboro pathway system and road network were adequate for the provision of transportation related to walking, cycling and vehicular movements and thus there was no requirement in acquiring the property for transportation services.

Subsequently, in 1997, the Department of Community Services advised the Region that there was no requirement to acquire the property for recreational use. The Department also advised the Region that the Department would only be interested in acquiring the property if the Region was to remove all hard surfaces and non-essential underground services and reinstate the lands as a park, with appropriate pathway connections and pedestrian lighting in keeping with the surrounding park land.

In an attempt to deal with the issues and bring this matter to a close, a public meeting was held on April 14<sup>th</sup>, 1998, with both regional and city councillors as well as staff present. The purpose of the meeting was to consult with the community as to the future of the busway. At the meeting, Regional representatives stated the Region's intent to dispose of the property and its desire for the City to assume its ownership. City representatives indicated that the City had no requirement or interest in acquiring the busway in its present condition and that the roadway would have to be removed and reinstated as green space at the Region's expense, before the City would consider taking the property.


After much discussion, with 30 to 40 residents in attendance, the consensus of the meeting was in support of the City's position. As a follow up to the meeting, the South Keys/Greenboro Community Association wrote a letter to both the RMOC and the City confirming their support of the City's position with respect to establishing the busway as a pathway. As well, the interlocking pathways crossing the busway should be re-established. The Association also identified the need for the installation of appropriate lighting for reasons of safety and security.

Since that time, Regional and City staff have met on numerous occasions to negotiate the conditions for conveyance of the busway to the City. This past June, an agreement was reached whereby the Region would convey the property to the City for \$1.00 and provide the City with \$125,000 to pay for the removal of the asphalt and replacement of sod. As well, the Region will be responsible for the reinstatement of the curbing and sidewalks at the Cahill and Lorry Greenberg Drive intersections. On July 14<sup>th</sup>, 1999, Regional Council approved the negotiated agreement.

There is no capital cost to the Corporation as a result of this conveyance. Any costs arising from the transfer will be borne by the Region. With Regional funding in place, a tender has been called for the removal of the asphalt and replacement with sod, with an upset limit established at \$125,000.

As indicated previously, the Community has requested the installation of lighting along the pathway. This issue will be dealt with in conjunction with all other Corporate capital budget priorities once capital funding for new projects becomes available.

In order to afford an opportunity to anyone who may wish to speak to PP&B regarding this matter, copies of this Information Report have been distributed to the South Keys/Greenboro Community Association as well as to all community residents who have contacted the Ward Councillor throughout this process. In addition, the report has been itemized in the City Page.



July 20, 1999 (3:01p)

R.T. Leclair  
Commissioner of Corporate Services

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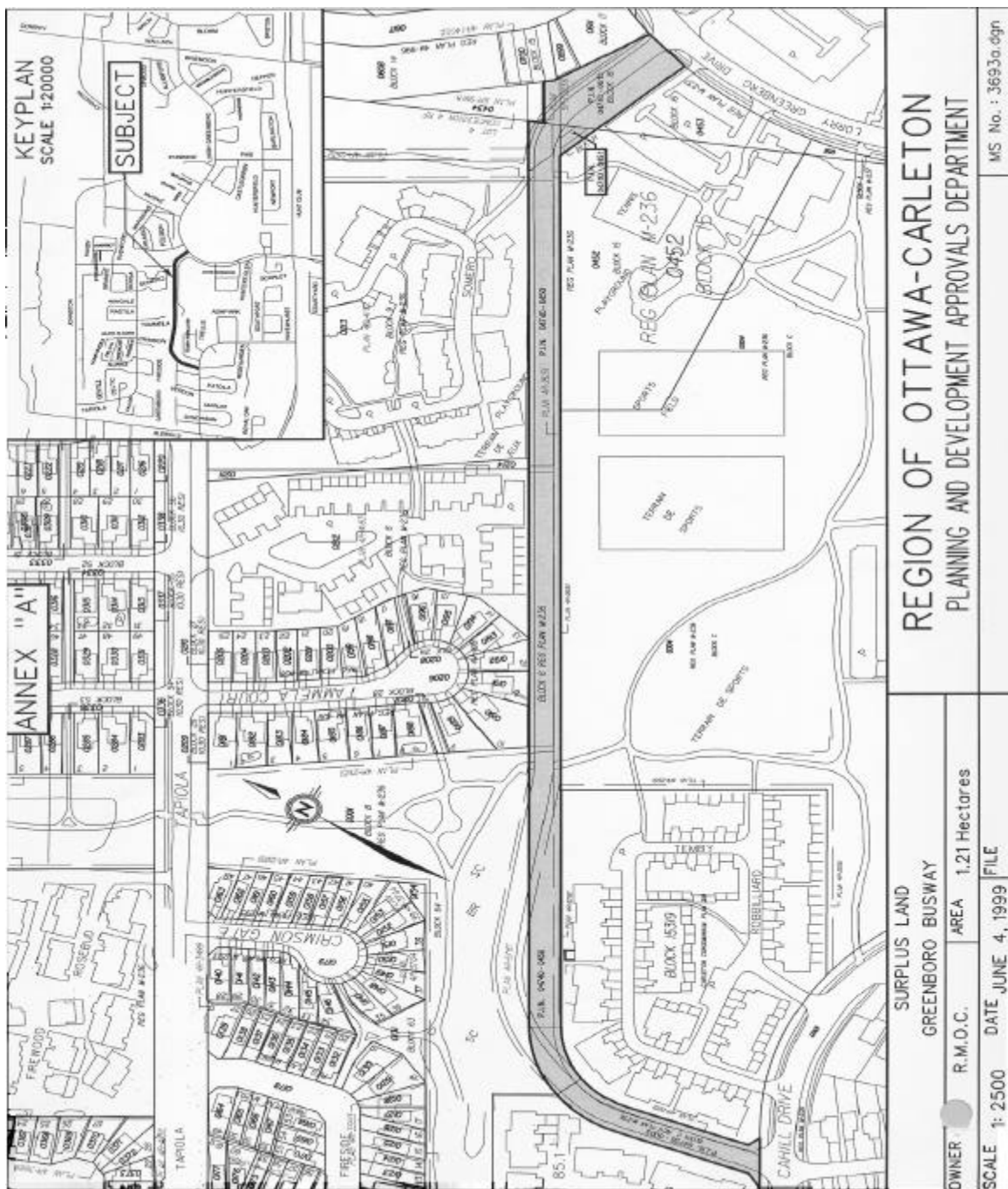
Contact: Glenda Zuker - 244-5300 ext. 1-3719

### **List of Supporting Documentation**

Document 1 Sketch to illustrate property to be conveyed

# Part II - Supporting Documentation

Document 1



REGION OF OTTAWA-CARLETON  
 PLANNING AND DEVELOPMENT APPROVALS DEPARTMENT

MS No. : 3693a.dgn

SURPLUS LAND  
 GREENBORO BUSWAY

OWNER: R.M.O.C. AREA 1.21 Hectares

SCALE 1:2500 DATE JUNE 4, 1999 FILE