

REGION OF OTTAWA CARLETON  
 RÉGION D'OTTAWA CARLETON

---

REPORT  
 RAPPORT

---

Our File/N/Réf.            P.1.9.3.10  
 Your File/V/Réf.

DATE                        18 February 1999

TO/DEST.                 Co-ordinator  
                                  Transportation Committee

FROM/EXP.                Planning and Development Approvals Commissioner  
                                  A/Regional Solicitor

SUBJECT/OBJET            **PROPOSED CROSSING  
 REGIONALLY OWNED FORMER RAILWAY CORRIDOR  
 JOINT USE SITE (SCHOOL/RECREATIONAL COMPLEX)  
 TOWNSHIP OF GOULBOURN**

---

### **DEPARTMENTAL RECOMMENDATION**

**That Transportation Committee recommend to Regional Council:**

- 1. That the necessary easements be granted, subject to the conditions outlined in this report, across the regionally owned former railway corridor south of Abbott Street in the village of Stittsville to the Corporation of the Township of Goulbourn to permit:**
  - (a) Public roads being extensionS of Shea Road and Moss Hill Trail, to provide access to the Joint School Site/Recreational CompleS;**
  - (b) Utility crossings across the corridor to service the Joint School Site/Recreational Complex;**
- 2. That the easement for Shea Road be of permanent duration and that the easements for Moss Hill Trail and the utility crossings be for 99 years.**

### **BACKGROUND**

As part of the consideration of the adoption of the new Regional Official Plan, Council on 9 July 1997 approved the redesignation of a 20 hectare parcel of land south of Abbott Street in the village of Stittsville from General Rural to Urban Area on Schedule A of the Official Plan and General Urban Area on Schedule B. The purpose of this redesignation was to permit the

development of a high school and recreational facility. A special policy was inserted in the text of the plan to restrict the site to those uses or other institutional uses only. A key map showing the site is attached as Annex "A".

This redesignation, together with the associated local official plan amendment and zoning by-law amendment, was appealed by the Stittsville Homeowner's Association to the Ontario Municipal Board. At a hearing which took place in August, 1998, the Board, while reducing the amount of the redesignated lands, approved the development. The Board however withheld its formal order pending the completion of the site planning process by the Township.

In completing the site plan process, the Township retained the services of Delcan to provide a recommendation as to where the second access (in addition to the Shea Road extension) to the school/recreational complex should be located. The recommendation of this study was that the second access should be located directly opposite Moss Hill Trail. While not opposing the existence of a second access, there was some opposition to the proposed location by residents living to the north of the proposed school/recreational complex site and a continuation of the Ontario Municipal Board hearing was held on 28 January 1999 to determine if Township had properly followed the site planning process. On that date, Board member presiding concluded that the site planning process had been properly followed and declined to interfere with the chosen location of the second access.

The Ottawa-Carleton Catholic School Board is seeking to move forward quickly with the construction of the new school on the site. In addition to the primary access via the Shea Road extension and the second access from Moss Hill Trail, permission of the Region for rail corridor crossings is also required for the utility crossings to services the site. These crossings are shown on Annex "B" to this report.

#### WEST URBAN COMMUNITY TRANSIT INTEGRATION STUDY

In September, 1996, a study by Delcan Corporation was completed for the Region entitled the "West Urban Community Transit Integration Study and Environmental Assessment". Amongst other areas, the study looked at the future use of the former C.P.R. corridor running from Moodie to just prior to Carleton Place.

With respect to Stittsville, the report analysed the need for a corridor for transit purposes at a point where the total population of the West Urban Centre (Stittsville and Kanata) is at 200,000. Such a population is well beyond what is expected to be achieved at the horizon year, 2021 of the Official Plan, or even build-out where the population is estimated to be 200,000. It is thus a scenario which is likely not to be seen until near the end of the next century. However, even given this extremely long time frame, the report states that while the corridor through Stittsville may be needed for transit purposes, it is possible that the lighter transit volumes in this corridor would make signalised intersections a feasible alternative to grade-separation.

## DISCUSSION

The Regional policy on crossings of former rail corridors, as confirmed by Regional Council on 12 March 1997 (Transportation Committee Report 46, Item 1), is to generally discourage permanent crossings of former rail corridors lands upon which the applicant for the crossing is dependent. However, in the instance of the joint school/recreational complex site in Stittsville, it is clear that the need of the corridor for transit purposes is only in the very long term and grade separations are not likely to be required at the outset of the use of the corridor for transit purposes.

Given the official plan approval by the Region of the use of this site for the joint school/recreational complex and the view of the Ontario Municipal Board as to the appropriateness of the process that the Township and the school board has followed, it is the opinion of Regional staff that Regional Council should grant the necessary easements to permit the crossing of the rail corridors by Shea Road and the Moss Hill Trail extensions and for the utilities required to service the site.

Nevertheless, in order to allow for the possibility for a future need for grade separation, it is also recommended that only one of the easements be permanent, that being for Shea Road which is to form part of the road network of the village of Stittsville. With respect to the utility crossings and the extension of Moss Hill Trail, which are to service the joint school/recreational complex site exclusively, it is staff's view that the Region should reserve to itself the ability to reanalyze the situation near the time the need for the corridor as a transit facility is likely to materialize. If grade separations are ultimately necessary, it may make fiscal sense to consolidate the access points.

## IMPLEMENTATION

Should Committee and Council approve the rail corridor crossings, staff recommend the following conditions be imposed prior to the formal granting of the easements:

1. The easement documents be in a format and context satisfactory to the Regional Solicitor. The easements will make express allowance for grade separation in the long term future.
2. That the Environment and Transportation Department be provided with an opportunity to review and comment upon the construction drawings for the rail corridor crossings and that, the Township and School Board agree to incorporate such comments.

That reference plans and as-built drawings for the rail corridor crossings be provided to the Region at the cost of the Township and/or the School Board.

3. That the Township formally advise the Region that the Shea Road extension and Moss Hill Trail extension will be dedicated and accepted as public roads.

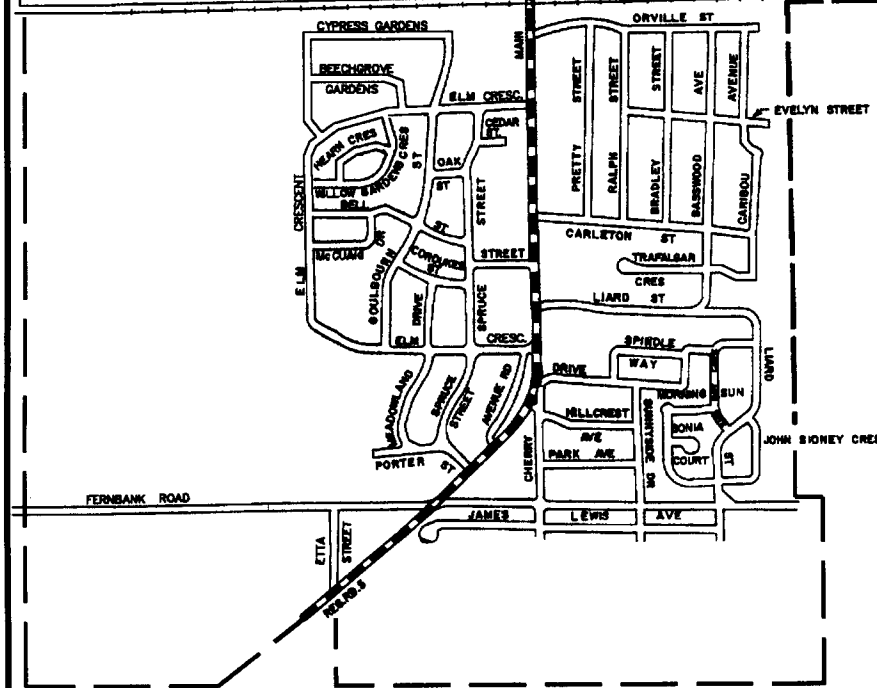
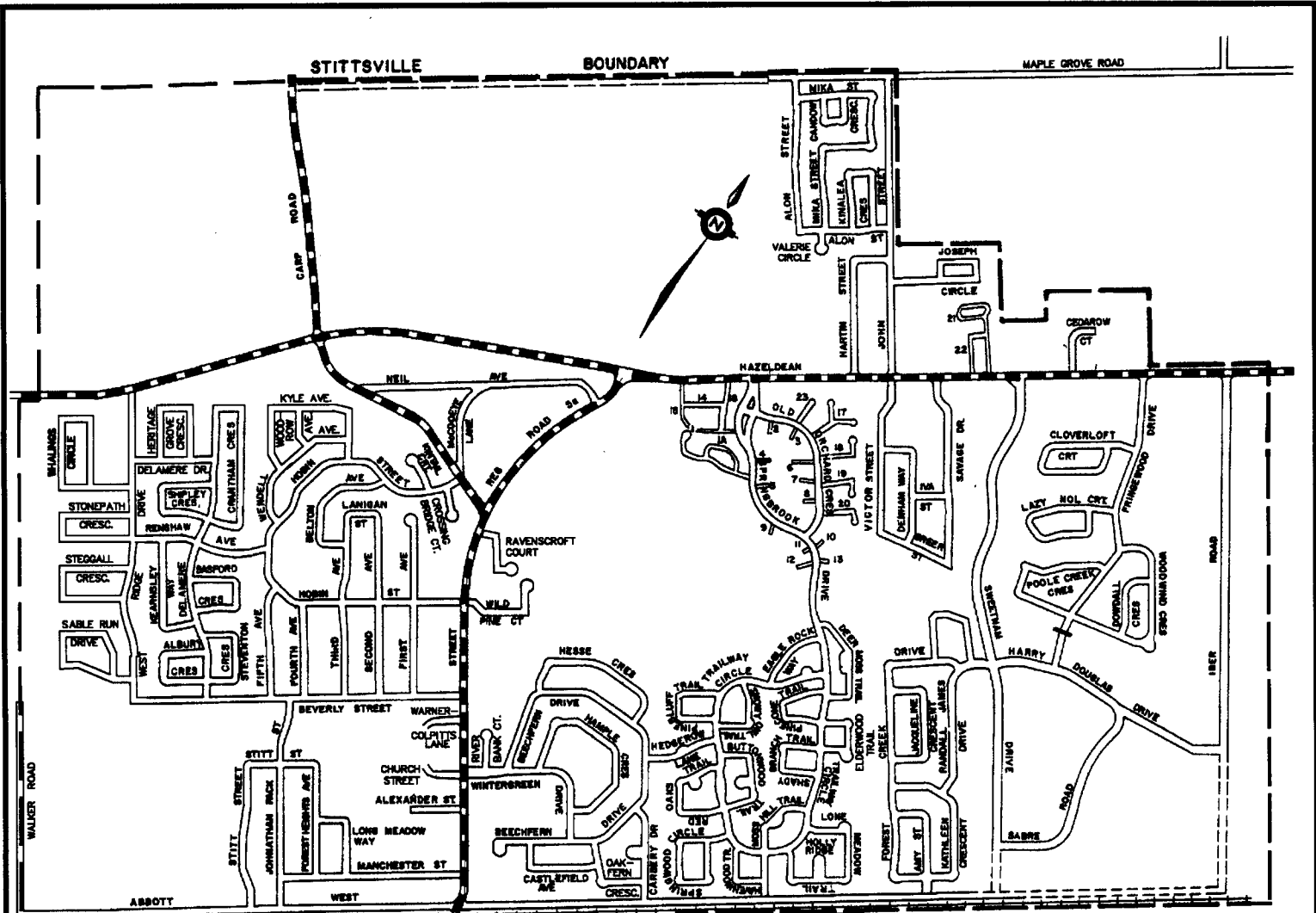
4. The rail corridor must be graded at the Shea Road and Moss Hill Trail crossings so as to ensure ease of use by bicyclists and pedestrians. To the extent that such is reasonably feasible, use of the rail corridor by bicyclists and pedestrians should be possible during construction.
5. The rail corridor must be restored to Regional standards.

The Regional Cycling Advisory Group also requested that the crossing be protected with stop control. The Township of Goulbourn is presently engaged upon an Environmental Assessment for Shea Road. It is the opinion of Regional staff that the question of stop signs or controls is best addressed through that Environmental Assessment process.

*Approved by Pamela Sweet on behalf  
of N. Tunnacliffe*

*Approved by E.A. Johnston*

NT/EAJ/TCM

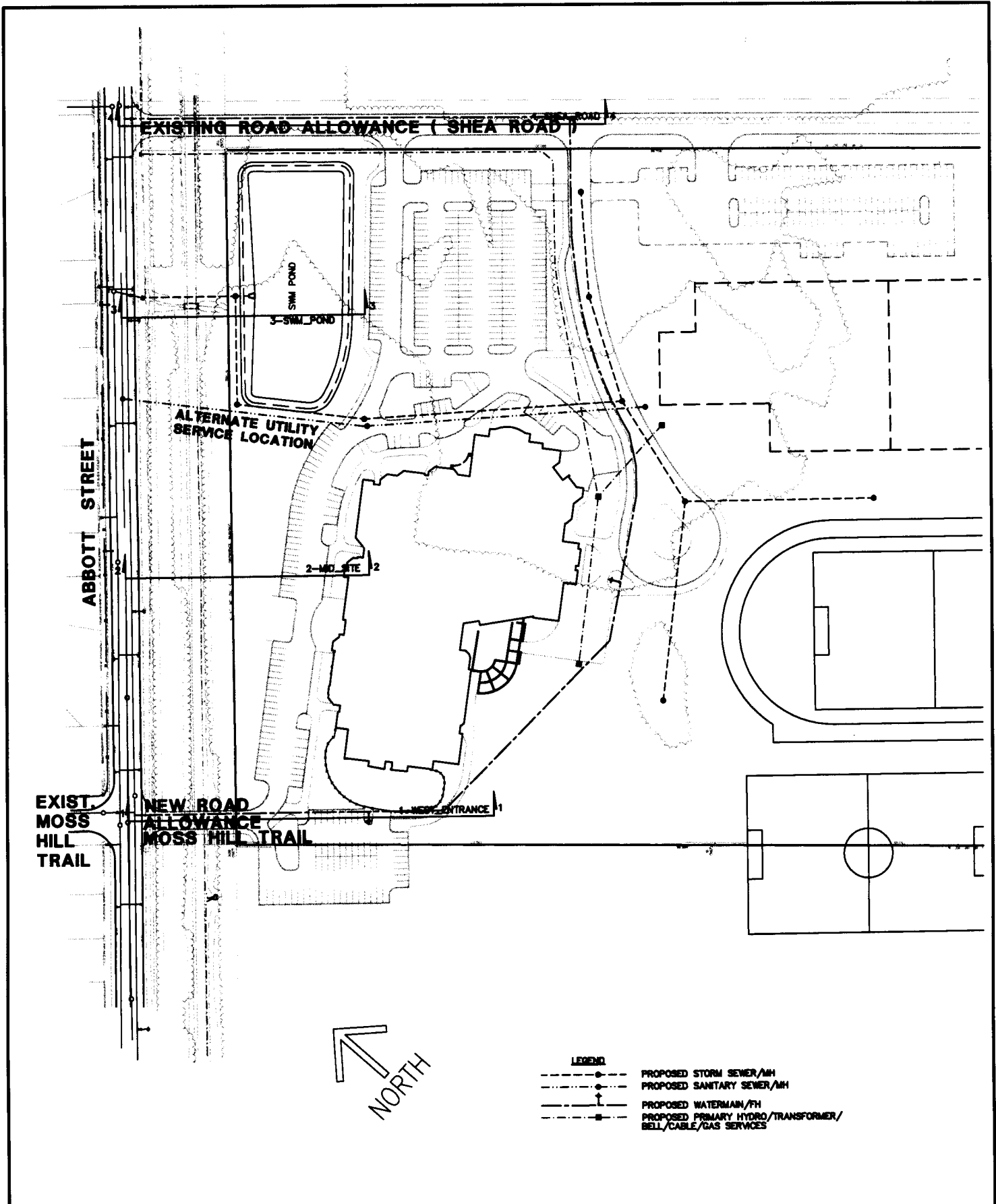


**SITE**

- STREET NAME INDEX - AMBERWOOD VILLAGE
- 1 - SPYGLASS RIDGE
  - 1A - GLEN ABBEY CRESCENT
  - 2 - MEADOW MIST COURT
  - 3 - CASTLE HARBOUR COURT
  - 4 - CAMEL BACK COURT
  - 5 - PEBBLE BEACH COURT
  - 6 - LAUREL VALLEY COURT
  - 7 - PINE TREE COURT
  - 8 - KITTANSE COURT
  - 9 - OAKMONT COURT
  - 10 - ARBOR RIDGE
  - 11 - PAINFIELDS COURT
  - 12 - TORREY PINES COURT
  - 13 - BAY HILL RIDGE
  - 14 - DUNEDIN COURT
  - 15 - RIVER OAKS COURT
  - 16 - HEATHER GLEN
  - 17 - GRAND HARBOUR COURT
  - 18 - PINE NEEDLES COURT
  - 19 - GRAND CEDAR COURT
  - 20 - INNESBROOK COURT
  - 21 - BRADLEY GREEN COURT
  - 22 - ROWAN COURT
  - 23 - OYSTER BAY



# Stittsville



**Robinson  
Consultants**

CONSULTING ENGINEERS  
135, Michael Cowpland Dr.  
Kanata, Ontario, K2M 2E9  
Telephone (613) 592-6060

PROJECT NO.  
**96067Q**

SCALE  
1:2000  
HORIZONTAL  
N/A  
VERTICAL

**GOULBOURN RECREATION COMPLEX &  
STITTVILLE CATHOLIC HIGH SCHOOL**  
TOWNSHIP OF GOULBOURN  
STITTVILLE, ONTARIO

FIGURE NO.  
**1**