

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. O.1.2.42
 Your File/V/Réf.

DATE 24 February 1999

TO/DEST. Co-ordinator
 Transportation Committee

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

SUBJECT/OBJET **PROPOSED CROSSING
 REGIONALLY OWNED FORMER RAILWAY CORRIDOR
 WESTWOOD SUBDIVISION (O6T-98002)
 TOWNSHIP OF GOULBOURN**

DEPARTMENTAL RECOMMENDATION

It is recommended that Transportation Committee recommend to Regional Council that a permanent easement 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 the construction of West Ridge Drive.

BACKGROUND

On the 18th of January 1999, the Ontario Municipal Board gave draft approval to a plan of subdivision on lands owned by Rocco Meliambro in Trust and 561650 Ontario Inc., the general location on the lands being shown on Annex A to this report with the draft plan being shown as Annex B. As shown on Annex A, this draft plan is located on lands located to the south of Abbott Street in the Village of Stittsville. The subject lands are separated from Abbott Street by the former railway corridor now owned by the Region. It is proposed in the draft plan that the main road to serve the subject lands, West Ridge Drive, would cross the railway corridor now owned by the Region.

WEST URBAN COMMUNITY TRANSIT INTEGRATION STUDY

As noted in the accompanying report on the corridor crossings to service the joint school/recreation complex site, the “West Urban Community Transit Integration Study and Environmental Assessment” examined the long term potential of the rail corridors acquired by the Region. This report concluded even with the advent of rapid transit services on the former railway corridor, the need for a grade separated crossing would only be in the very long term. Initially, it would likely be possible to provide a satisfactory level of service with an at grade rapid transit corridor.

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. As with the case of the joint use site, it is clear that in the instance of the lands in the vicinity of the Westwood Subdivision, 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.

In addition, Main Street (Regional Road #5) within the Village of Stittsville, is approaching capacity. West Ridge Drive is ultimately intended to run from Hazeldean to Fernbank Road to serve as a collector road, thereby providing an alternative means for north-south trips within the village.

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 developer agree to incorporate such requirements.

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 developer.

3. That the Township formally advise the Region that the portion of West Ridge Drive not on the plan of subdivision will be dedicated as public road.
4. The rail corridor must be graded at the crossing 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.

PUBLIC CONSULTATION

The development of these lands has been through extensive public consultation. Three public information meetings were held in August through to October. Two formal public hearings were also held, one in September for the enabling local official plan amendment, which showed the crossing in question, and one in November for the plan of subdivision. Notice of the Ontario Municipal Board hearing to consider the official plan amendment, the plan of subdivision and zoning by-law was sent to all landowners within 120 metres of the plan, as well as to any person who attended any of the public meetings. At the O.M.B. hearing held on the 18th of January 1999, no one showed up to oppose any of the planning documents before the Board and they were therefore all approved.

*Approved by N. Tunnacliffe
Planning & Development Approvals
Commissioner*

*Approved by E.A. Johnston
A/Regional Solicitor*

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KEY PLAN



