

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 12 18-96-70043-000
Your File/V/Réf.

DATE 1 June 1999

TO/DEST. Co-ordinator
 Corporate Services and Economic Development Committee

FROM/EXP. Planning and Development Approvals Department Commissioner

SUBJECT/OBJET **SALE OF SURPLUS PROPERTY -
GREENBORO BUSWAY, OTTAWA**

DEPARTMENTAL RECOMMENDATIONS

That the Corporate Services and Economic Development Committee recommend Council:

- 1. Declare the land known as the former Greenboro Busway described as being Blocks "G" & "H", Plan M-236 and Block "16", Plan 4M-996 and shown on Annex "A" as surplus to the Region's needs;**
- 2. Approve the conveyance of the property identified in Recommendation 1, subject to any required easements, to the City of Ottawa for the sum of \$1.00;**
- 3. Approve the payment of \$125,000 to the City of Ottawa in lieu of removing the asphalt of the busway and seeding and mulching the affected area.**

BACKGROUND

The former Greenboro Busway was constructed by the developer as part of the development strategy of the original Greenboro Plan. At the time it was determined that this was the best manner of servicing the community with public transit along an east-west corridor within the community. The property on which the busway was constructed was conveyed to the Region by Guaranty Properties Ltd. in July of 1986. OC Transpo was responsible for the maintenance of the roadway.

During 1989/90 the Region re-evaluated the need for the Greenboro Busway. In recognition of the changes that have taken place in the original development concept of the Greenboro Plan, it was concluded that when the Southeast Transitway to Hunt Club was completed the Greenboro Busway would be decommissioned. At that time Regional Council endorsed the suggestion by the Ottawa-Carleton Transit Commission that the busway be transferred to the City of Ottawa.

In September of 1995 the Southeast transitway was operational. OC Transpo advised that the Greenboro busway would no longer be used and all the bus stops and shelters were removed. Concrete barriers were installed at the Cahill and Lorry Greenberg Drive intersections. The barrier at Lorry Greenberg Drive was placed to provide emergency vehicle access to the adjacent neighbourhood. The Region's Infrastructure Maintenance Division took over the responsibility for maintenance. Since then, the busway has sat abandoned and local residents have complained about litter, garbage, the lack of security to adjacent properties and graffiti.

In an attempt to deal with the issues and bring this matter to a close, a public meeting was held which included regional and city staff. At that meeting city staff indicated that they were prepared to accept a transfer provided that the Region undertook to construct a bicycle and pedestrian pathway, install lighting, similar to other recreational paths in the area and remove any residual asphalt.

The City has now agreed to accept the transfer of the busway on the condition it receives a cash payment lieu of the Region removing the asphalt, seeding and mulching the affected areas and any remedial work that would be required to make the area "Green". Estimates for the work ranged from \$100,000 to \$150,000. An agreement was reached for \$125,000. Included in the agreement was that the Region would undertake to reinstate the curbing and sidewalks at the Cahill and Lorry Greenberg Drive intersections. The City of Ottawa will undertake the removal of the asphalt, the construction of the pathways and the installation of the lighting

CONSULTATION

There have been several meetings over the past several years with the local community association which included the municipal and regional councillors concerning the disposition of the subject property.

FINANCIAL IMPLICATIONS

The conveyance of the property to the City along with the in lieu payment of \$125,000 limits the Regions further liability and costs associated with keeping and maintaining the subject land.

FINANCIAL STATEMENT

Approved Budget to Date:	\$ 78,500,000
Total paid and Committed:	(<u>77,777,372</u>)
Balance available:	\$ 722,628
THIS REQUEST:	(<u>125,000</u>)
Balance remaining:	\$ <u>597,628</u>

Funds are available in the 1998 Capital Budget, Account No 942-30611 (Order No. 900269), Southeast Transitway - Phase III (Billings Bridge to Hunt Club Road), reference page 437, Purchase Requisition No. 10006447.

CONCLUSION

Negotiations with the City of Ottawa has resulted in an agreement being reached by which the local constituents will see a resolution to a long outstanding matter and approval is hereby recommended as outlined above.

*Approved by Nick Tunnacliffe, MCIP RPP
Commissioner,
Planning and Development Approvals*

Date: June 15, 1999

LJN/

FINANCE DEPARTMENT COMMENTS

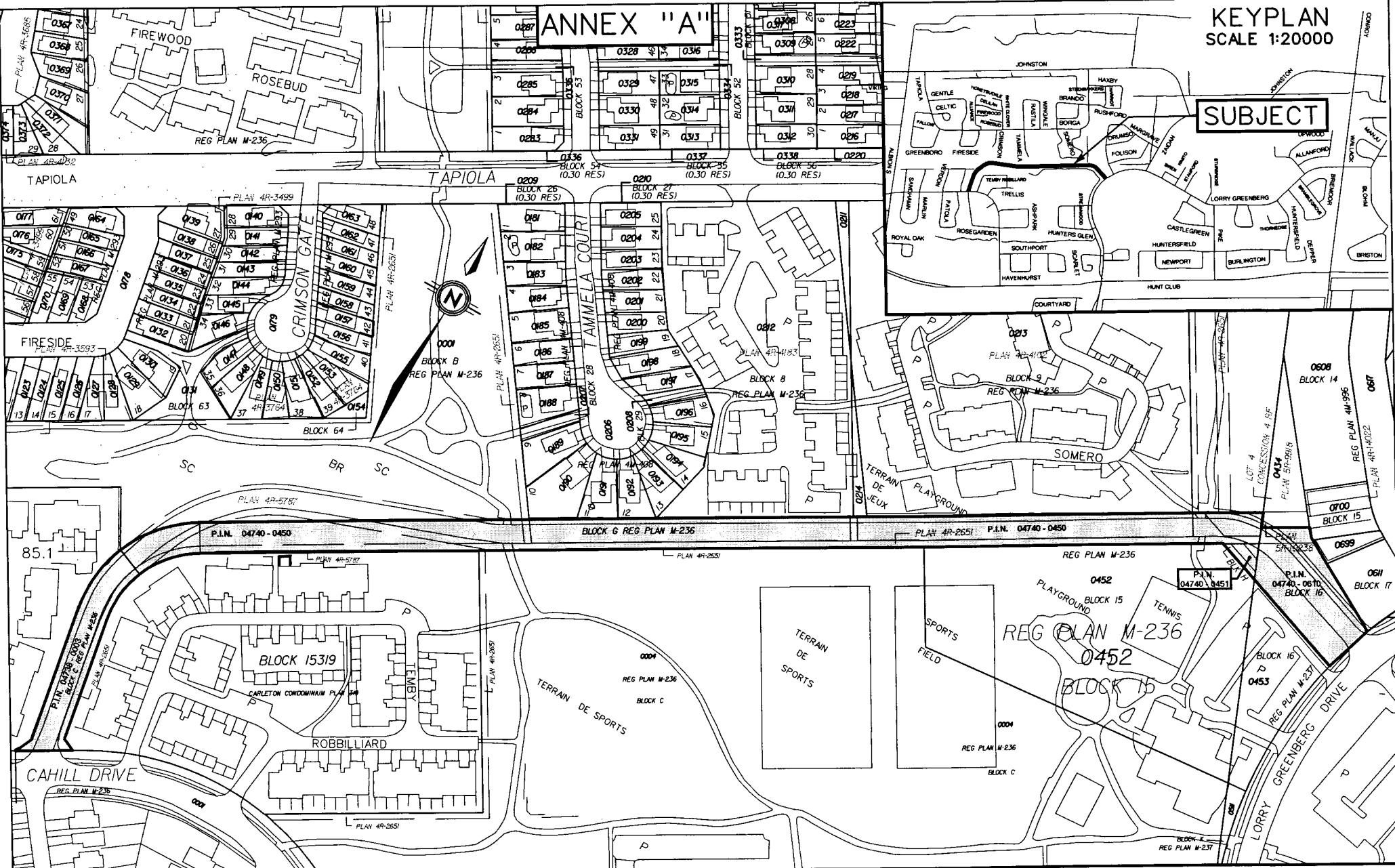
Funds are available as indicated.

*Approved by T. Fedec
on behalf of the Finance Commissioner*

Attach. (1)

KEYPLAN
SCALE 1:20000

SUBJECT



SURPLUS LAND
GREENBORO BUSWAY

REGION OF OTTAWA-CARLETON
PLANNING AND DEVELOPMENT APPROVALS DEPARTMENT

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

BRANCH ACQUISITION SERVICES

MS No. : 3693a.dgn

SCALE 1: 2500 DATE JUNE 4, 1999 FILE