

Our File/N/Réf. 48-P-0009
Your File/V/Réf.

DATE 18 May 2000

TO/DEST. Co-ordinator Transit Services Committee

FROM/EXP. Commissioner Planning and Development Approvals Department

SUBJECT/OBJET **BASELINE TRANSITWAY STATION: PROPERTY PROTECTION FOR FUTURE GRADE SEPARATION.**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee and the Transit Services Committee recommend Council and the Ottawa-Carleton Regional Transit Commission approve:

- 1) **The protection of property to achieve the long-term grade separation of the Southwest Transitway and Baseline Transitway Station as illustrated in Exhibit 1 (representing Concept 1);**
- 2) **The protection of property for the right-of-way for the extension of Navaho Drive west of Woodroffe Avenue to Constellation Drive in order to facilitate the maximum development of the Baseline-Woodroffe Primary Employment Centre as illustrated in Exhibit 1.**

PURPOSE

The purpose of this report is to establish the preferred option for the future grade separation of the Southwest Transitway and Baseline Transitway Station and the extension of Navaho Drive. This will maximise the potential development of the Primary Employment Centre in accordance with Council's policy re. Primary Employment Centres.

BACKGROUND

In 1996 the Region acquired 70 acres (±) in the Centrepointe community from the National Capital Commission, as part of the agreement to transfer the Laurier and Mackenzie King bridges from federal to regional ownership (illustrated in Exhibit 2). The land had been protected from development to accommodate the future Southwest Transitway Extension and the Inner Ring Road.

**Reference Item 5
Transit Services Agenda, 24 May 00**

At the time of transfer, staff were under direction to prepare an Official Plan Amendment to delete the Inner Ring Road. It was noted that even if a portion of the land was not required for this purpose, it would be possible to develop these lands as a business park, in keeping with the Region's new mandate to develop municipal business/industrial parks. In particular, the Region is interested in ensuring that appropriate development occurs around transitway stations and direct ownership of such land would facilitate such development.

At the time of transfer, the Region was undertaking an environmental assessment study of the Southwest Transitway Extension. With the deletion of the Inner Ring Road soon after transfer of the land, it was realized that there was considerable flexibility with respect to where the transitway might be located through the Centrepointe section of the corridor. It was concluded that the decision on the precise location was a detail beyond the scope of the EA study and that a separate exercise be undertaken to define the precise alignment. As the primary factor affecting the location was land use, the Planning Act was identified as the mechanism that would be used to enact the decision.

In July 1997, the Region and the City of Nepean jointly retained J.L. Richards and Associates Ltd. to undertake a traffic study of the Centrepointe community. Nepean's interest was related to operational problems on internal streets, while the Region was interested in maximising development in the area and improving access to its lands.

In February 1998, FoTenn Consultants Inc. were retained by the Planning and Development Approvals Department to review the issues affecting the Region's lands in Centrepointe and propose recommendations on how to proceed. This report was delivered in July 1998, and staff's proposed action as noted later is based upon FoTenn's conclusions.

WHERE SHOULD THE TRANSITWAY BE LOCATED IN CENTREPOINTE?

The basic issue addressed in the 1998 Study was where should the future transit station in Centrepointe be located? Currently, the Southwest Transitway ends at the Baseline Station, in Centrepointe. This station was one of the first ones built in the system, opening in 1983. It is recognized that the station, as built, is not suitable to accommodate an extension to the south, and will have to be rebuilt at the time of the transitway extension to Barrhaven.

Due to the protection of land in Centrepointe, and its later acquisition by the Region, the opportunity is available to move the Baseline Station west about 100 metres, if this is desirable. Any possible shift in the transitway is restricted to the north part of Centrepointe, due to the commitment to construct the Peter D. Clarke Home for the Aged in the southern part of the corridor.

DESCRIPTION OF THE ALTERNATIVES

Concepts 1 and 2, attached, show functional designs for the Baseline Transitway Station at the east and west locations, respectively.

Both options include the additional roadway links as recommended in the J.L. Richards report. The Navaho Drive Extension, linking Constellation Crescent to Woodroffe Avenue, and opening up the Constellation intersection at Baseline to full movements (it currently is a right-out only) will improve access to the Centrepointe employment lands and also improve bus circulation.

In terms of transit operation, both stations are characterized by a below-grade, on-line platform, and an at-grade local platform. In the case of Concept 2, the local platform is split in two, while in Concept 1, it is located west of the on-line platform. Operation is not significantly different.

The opportunity provided to develop surplus land however is significantly different with the two alternatives. One of the reasons Concept 2 was originally proposed was that it shifted the lands to have frontage on Woodroffe Avenue, which was expected to increase their potential for development. Concept 1, in contrast, has its surplus land internal to the community, with access on internal collectors, primarily.

Access to Parcel A could be a problem. It is unlikely that left-in or left-out access could be provided with Concept 1. Concept 2 could likely have such access off the Navaho Drive extension. It is not clear that this is an advantage for Concept 2, however, as it is possible that some of this land will be required for stormwater management.

Both options show potential for removal of the Park and Ride lot and redevelopment of these lands. This may occur if the planned lot at Fallowfield and Woodroffe substantially shifts the demand from this location. A decision would not be made until the Fallowfield lot is completed and fully operational, probably by 2003.

EVALUATION OF THE ALTERNATIVES

The two alternatives exhibit a number of advantages and disadvantages. The factors that favour each are discussed below:

Advantages of Concept 1 (East Location):

- *Algonquin proximity:* Algonquin College is the major generator of walk-in traffic to the Baseline Station. While a large proportion of this is captive - and as a result unlikely be affected by a 100 metre shift to the west, it is likely that some impact would occur. The east location is therefore favoured.
- *One Campus:* Leaving the transitway at the east location results in the surplus lands being developed as effectively an extension of the current Arnon lands. The resulting creation of one large campus offers an increased possibility of promoting non-automobile use through such measures such as: Transportation Demand Management, employer-sponsored transit passes, and also an improved ability to intensify through redevelopment.
- *Concentrates Transportation Corridors:* It has been noted that the transitway, like major roads, acts as a barrier to pedestrian activity. Placing the transitway next to Woodroffe Avenue ensures that only a single (albeit larger) barrier occurs.
- *Cost:* If there are no enclosed pedestrian links, or if there are links to both the east and west, the cost of the two alternatives would be similar. However, the link to the east has a higher likelihood of being constructed, due to the greater generation of transit users by Algonquin and a desire to resolve the current safety issue related to large numbers of pedestrians crossing Woodroffe Avenue at-grade. If only the east link is constructed, Concept 1 would be about \$2 million less due to its shorter length.
- *Timing:* As the surplus lands on Concept 2 are located where the current station is located, it will not be possible to develop the lands until the station is relocated. At present, the timing of the extension is in the 5-10 year time frame, according to the Transportation Master Plan.

In contrast, the lands with Concept 1 can be developed now (a limited easement may need to be reserved to facilitate future reconstruction of the station).

Advantages of Concept 2 (West Location):

- *Ease of Construction:* Concept 2 involves construction of a new station at a separate location from the existing Baseline Station. This will allow the existing station to continue operating without interference during construction of the new station.
- *Traffic:* Concept 2 will have fewer conflicts between buses and vehicular traffic, due to the greater separation of the intersections along the Navaho Drive Extension.
- *Employment Lands Proximity:* The west location is more central to the current and future employment lands in CentrepoinTE. While the transit use from these lands is expected to be comparably less than from Algonquin, it is likely that they would be less “captive” and more likely to be influenced by improved proximity to the station.
- *Development Potential:* Concept 2 creates parcels fronting on Woodroffe Avenue, which should have greater development potential for several reasons: increased visibility, possibility of either office or retail (retail would be unlikely with Concept 1), 7% more surplus land, and easier access.

EVALUATION CONCLUSION

The conclusion of the evaluation is that Concept 1 is favoured, for the following reasons:

While Concept 2 was considered to have a greater development potential, Concept 1 allows the surplus lands to be developed now, whereas Concept 2 requires either several years delay, or advancement of the relocation of the Baseline Station at a cost of about \$8 million

In conclusion, staff recommend the transitway remain along the east side of CentrepoinTE, and be developed in a similar manner to Concept 1 attached to this report.

BASELINE-WOODROFFE PRIMARY EMPLOYMENT CENTRE

Section 4.2 of the current Regional Official Plan (ROP) includes the following employment objectives.

- To increase the proportion of jobs within walking distance of existing and proposed rapid transit stations;
- To ensure that designated employment areas are easily accessible by public transit and roads to service pedestrians, cyclists, cars and trucks and are provided with other Regional infrastructure;
- To achieve by the end of the planning period, relatively intense mixed used development adjacent to all rapid transit stations located in designated Town Centre or Primary Employment Centres and;
- To design employment areas in a manner that supports high levels of pedestrian, cycling and transit use.

Lands in the vicinity of the existing Baseline Transitway Station are designated “Primary Employment Centre”. In the Regional Official Plan Employment Centres are intended to have mixed-use development at relatively high densities.

The mix of uses may include shops, offices, services, housing and community facilities with potential development of at least 5000 jobs.

BASELINE-WOODROFFE CENTRE TRANSPORTATION REVIEW

Dillon Consulting Ltd. are close to completing a transportation review of the Baseline-Woodroffe Centre in order to determine appropriate density levels for all lands, both those vacant and those available for potential redevelopment. The density recommendations emanating from the transportation analysis will lead to the completion of a Secondary Plan by the City of Nepean for the Primary Employment Centre.

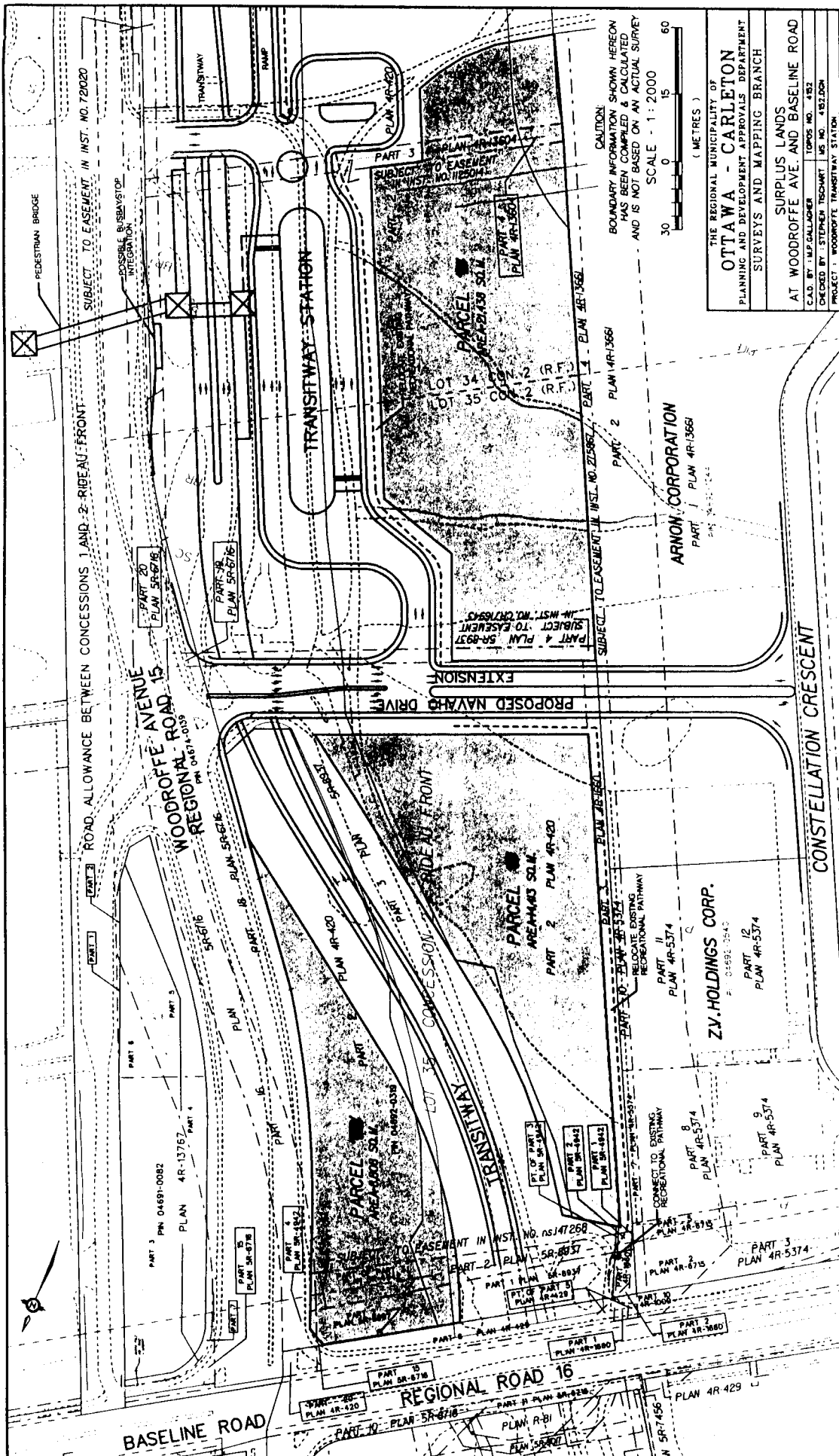
Among the fundamental assumptions and conclusions reached in this study are the following:

- 1) The extension of Navaho Drive from the east side of Woodroffe through to Constellation Drive on the west side of Woodroffe should be protected for to facilitate access to vacant land parcels in the vicinity of the Transitway Station.
- 2) The grade separation of the Navaho Drive extension and Southwest Transitway should be protected for.
- 3) The optimum development potential arises from the future reconfiguration of the grade separated Transitway Station located as in Option 1.

Upon the adoption of a Secondary Plan for the Baseline-Woodroffe node the City of Nepean Official Plan policies will be reviewed.

*Approved by
Nick Tunnacliffe, MCIP, RPP*

BR/RM/jg



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 BOUNDARY INFORMATION SHOWN HEREON
 HAS BEEN COMPILED & CALCULATED
 AND IS NOT BASED ON AN ACTUAL SURVEY

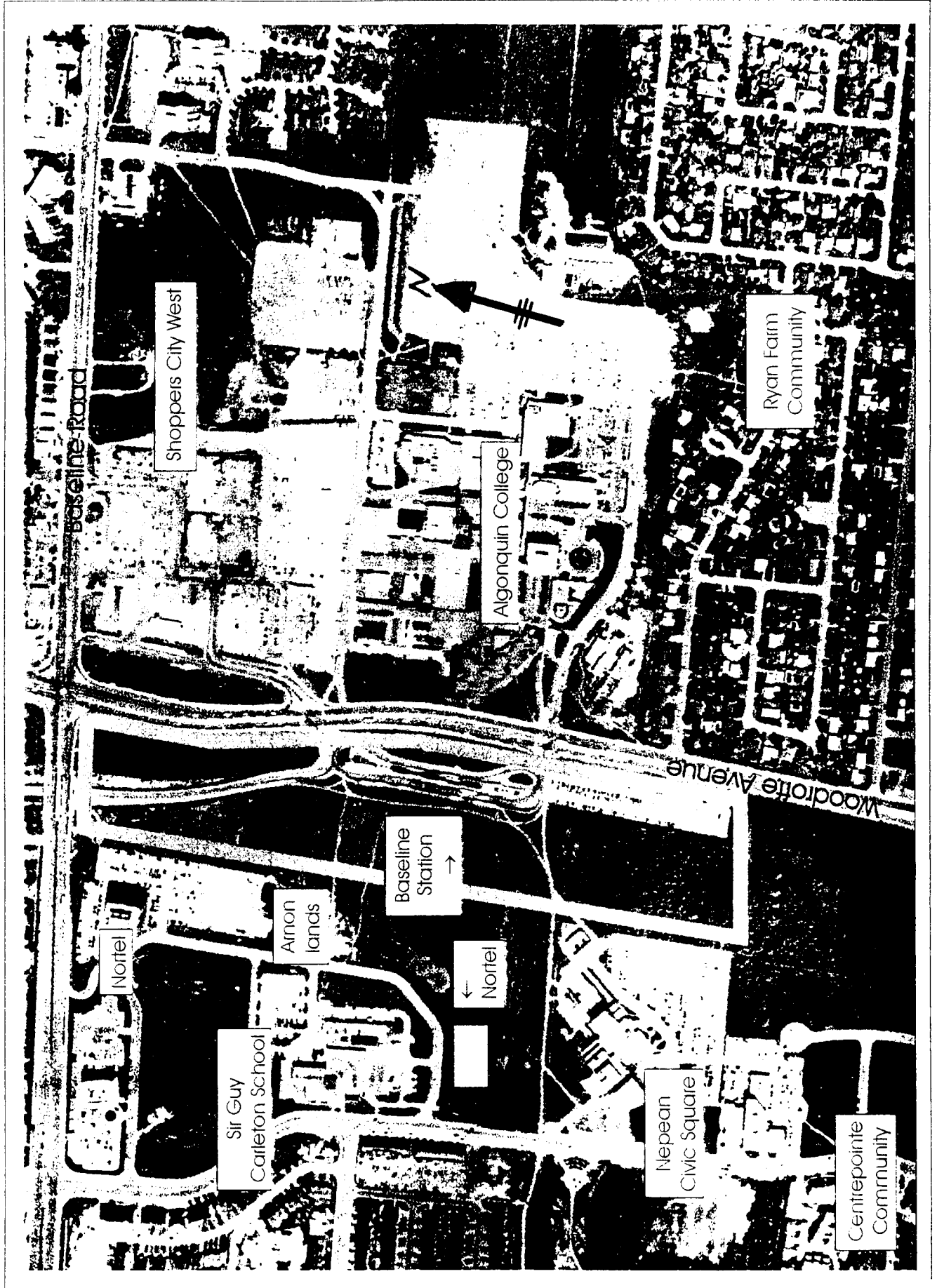
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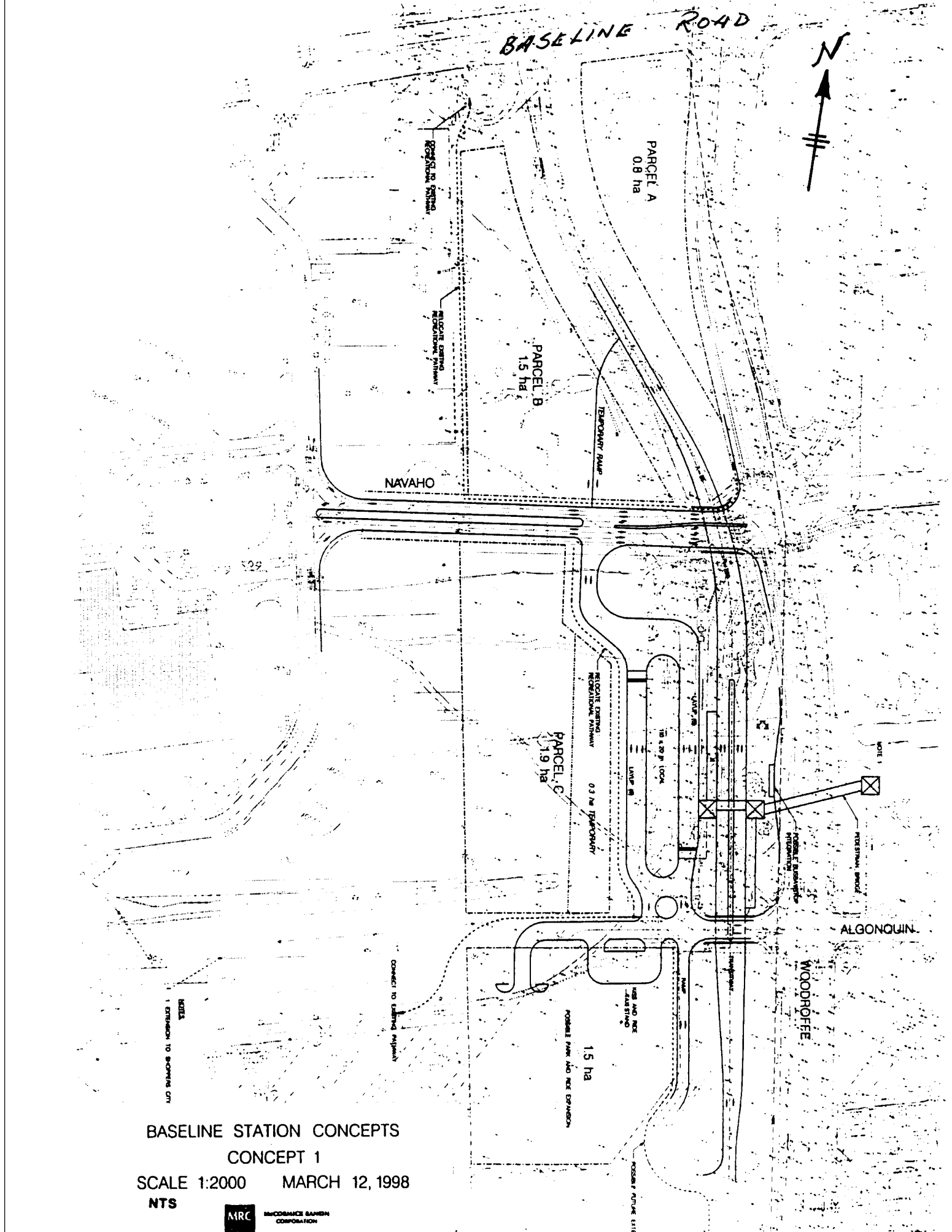
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THE REGIONAL MUNICIPALITY OF
OTTAWA - CARLETON
 PLANNING AND DEVELOPMENT APPROVALS DEPARTMENT
 SURVEYS AND MAPPING BRANCH

SURPLUS LANDS
 AT WOODROFFE AVE. AND BASELINE ROAD
 C.A.D. BY J.M.P. GALLAGHER (TOPOS. NO. 482)
 CHECKED BY STEPHEN TESCHNER (US. NO. 482.004)
 PROJECT 1, WOODROFFE TRANSITWAY STATION

Aerial Photo - Lands in the Vicinity of the Baseline Transit Station





**BASELINE STATION CONCEPTS
CONCEPT 1**

SCALE 1:2000 MARCH 12, 1998

NTS



BASELINE ROAD



PARCEL A
21 ha

PARCEL B
0.42 ha

NAVAHO

PARCEL C
24 ha

ALGONQUIN

WOODBROFF

1.2 ha
RESERVED PARK AND REC LOT

CONNECT TO EXISTING
RECREATION PATHWAY

RELOCATE EXISTING
RECREATION PATHWAY

TRASH/RECYCLING
LOCAL

WSS AND
MISC. (WATER)
TANK

2.5 GROUND
WATER
PROTECTION LOT

PEDESTAL BRIDGE

CONNECT TO EXISTING
RECREATION PATHWAY

ORANGE BLUE LITIGATION
OF RECREATION PATHWAY

NOTE 1

1 MILE
1 DIVISION TO BOUNDARY ON D

BASELINE STATION CONCEPTS
CONCEPT 2
SCALE 1:2000 MARCH 12, 1998
NTS

