



City of
Peterborough

To: Members of the Committee of the Whole

From: Allan Seabrooke, Acting Director, Planning & Development Services

Meeting Date: December 5, 2016

Subject: Report PLPD16-089
Purchase of the CP Railway's "Industrial Spur" from Monaghan Road to Lake Street

Purpose

A report to recommend the acquisition of the CPR Corridor (Industrial Spur), between Monaghan Road and Lake Street for trail, utility and other municipal purposes for \$250,000 plus HST of \$32,500 and land transfer tax of \$2,225 totaling \$284,725.

Recommendation

That Council approve the recommendation outlined in Report PLPD16-089 dated December 5, 2016, of the Acting Director, Planning & Development Services, as follows:

That a by-law be passed to authorize the purchase of the "Industrial Spur" extending from Monaghan Road to Lake Street from Canadian Pacific Railway, for \$250,000 plus HST of \$32,500 and land transfer tax of \$2,225 totaling \$284,725.

Budget and Financial Implications

The purchase price, net of HST rebate, of \$256,625 will be drawn from 2 existing sources of capital funding, specifically, \$216,500 from the 2016 Capital Project 7-1.06 (Trail Development) and \$50,000 from Capital Project 7-1.01 (Trail Development) .

The uncommitted balance in the 2016 Trail Development Capital Budget after this expenditure will be \$9,875. The balance of the uncommitted funds are to be used for environmental testing, augmenting the \$33,500 of environmental testing which has been completed to date.

Background

Council adopted the recommendations of Report PLPD12-059 on October 1, 2012 in response to the plans of Canadian Pacific Railway to discontinue the operation of two industrial spur lines in the City. One of the corridors proposed for service discontinuance was the Peterborough "Industrial Lead" running from Rink Street in the Downtown to Peterborough Industrial Park at the south east corner of the City. This was acquired by the City in 2014. The City is now in a position to acquire the second industrial spur line. Since notification of service discontinuance was given CP Rail has completed the federal process to dispose of railway property and has now offered the City the opportunity to acquire the corridor.

An Opportunity to Enhance the City's Trails System

Trans Canada Trail

Since early 1999, City Council has endorsed the vision of a connected Trans Canada Trail through the City by approving the registration of the route with the Trans Canada Trail Foundation. The plan for the trail was adopted in the City's Official Plan in 2000 and was ratified again with the more recent Transportation Plan update in 2012. The City's planned Bikeway Network - Schedule B(a) of the Official Plan illustrates a segment of the Trans Canada Trail following along a portion of the "Industrial Lead". Much of the Trans-Canada Trail through the City has been developed and enjoyed as a part of the linear park system since 1999 and now includes a section that follows along the railway spur line south of Lansdowne Street East beyond Technology Drive to the east City limits.

Between 2011 and 2013, the priority project was the improvement of a critical section of the Trans-Canada Trail across the CPR bridge over the Otonabee River. In 2014 and 2015, the priority was completion of the Trans-Canada Trail from Lansdowne Street East to the east City Limit. The acquisition of this rail corridor from CP in 2014 finally resolved the property impasse facing the City for the past decade.

This new acquisition would complete the continuity of the CP trail corridor by providing an extension of the Crawford Trail into the downtown core.

Staff have always maintained the position that the land base upon which the spur line exists is the ideal route for the Crawford Trail through the City to connect southward on the abandoned railway bed extending from Lake Street downtown to Monaghan Road.

Other Municipal Opportunities

Abandoned railway corridors have proven to be strategic municipal assets. Due to their length and continuity railway corridors also become opportune for utility use and for localized drainage improvements.

Submitted by,

Allan Seabrooke
Acting Director, Planning and Development
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Attachments

Exhibit A – "Industrial Spur" – Canadian Pacific Railway
Exhibit B – Trail map showing existing and proposed trails

Exhibit B Existing and proposed trails (Page 1 of 2)

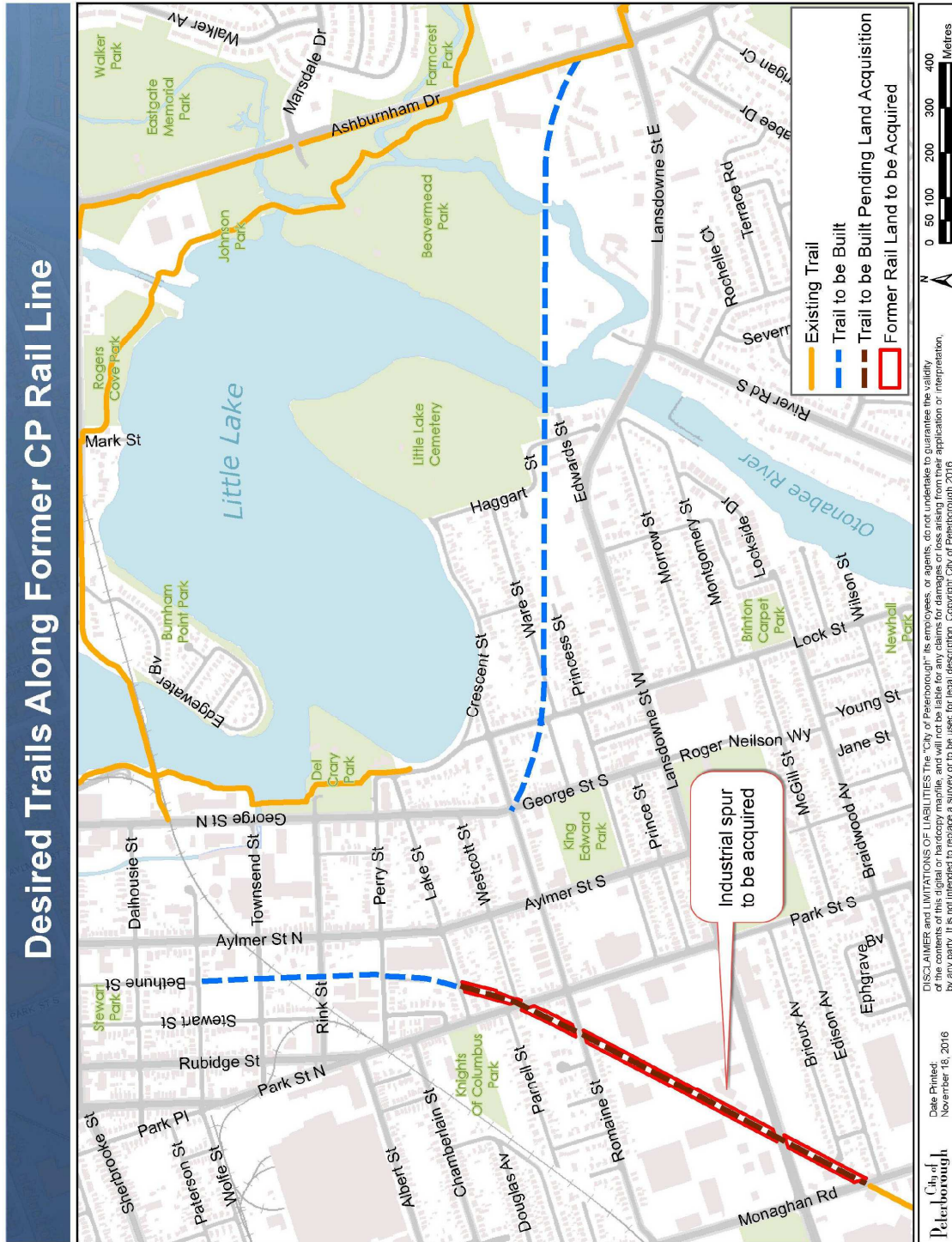


Exhibit B Existing and proposed trails (Page 2 of 2)

