

# Information Report

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Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, February 28, 2020
Subject	<b>Permanent Closure of Part of Dublin Street at Metrolinx Railway Crossing (Guelph Subdivision Mileage 49.09)</b>
Report Number	IDE-2020-15

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## Executive Summary

### Purpose of Report

This report provides background information in advance of a bylaw to be considered by Council on Monday, March 30, 2020. The bylaw will allow a portion of Dublin Street will be permanently stopped up and closed as shown in ATT-1 (the "Subject Lands") pursuant to Section 34 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended (the "Act").

### Key Findings

Metrolinx has informed the City that that permanent closure of the Subject Lands is necessary to meet Transport Canada safety regulations. To facilitate the closure, adjacent roadways will change from two-way to one-way operation to prevent the passing of traffic on narrow roads.

In addition to addressing the immediate requirements of the Transport Canada, the proposed changes support Guelph's readiness to accommodate fast, frequent, two-way all-day rail service along the Toronto-Waterloo innovation corridor. Investment in two-way, all day rail service along the innovation corridor, as contemplated in the revised Metrolinx business case, will create a shared economic benefit for the entire province that will drive economic growth, competitiveness and is estimated to deliver more than 170,000 high-quality jobs by 2025.

### Financial Implications

The City's cost to close the portion of Dublin Street is approximately \$10,000, funded from capital account PN0188 Rail Safety Improvements. The costs include placement of barriers, installation of updated signage, and public communication.

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## Report

### Details

A bylaw will be prepared for Council consideration on March 30, 2020 to allow a portion of Dublin Street (the Subject Lands; see ATT-1) to be permanently closed,

pursuant to section 34 of the *Act*. This report was prepared to provide background information to Council in advance of the March 30, 2020 Council Meeting.

## **Background**

Metrolinx owns railway track known as the Guelph Subdivision, which passes through the City in an east-west direction as shown in Attachment 2. The Guelph Subdivision crosses Dublin Street between the northerly and southerly portions of Kent Street as shown in Attachments 1 and 3. This railway crossing currently has signals, a bell and gates to notify road users when a train is approaching. Train speeds are restricted to 10 miles/hour (16 kilometres/hour) between Alma and Dublin streets, west of downtown Guelph.

Transport Canada provides the *Grade Crossing Regulations* (the Regulations) under the Railway Safety Act for the safe operation of all at-grade rail crossings. As part of their process for improving rail service along the Guelph Subdivision, Metrolinx has informed the City that it has completed an evaluation of the Dublin Street at-grade railway crossing and has determined there are conditions in the Regulations that are not satisfied for the crossing. These conditions include:

1. Distance to the nearest intersection is 3 metres on the north approach and 5 metres on the south approach (two-way stop controlled with Kent Street on both sides; Dublin Street is the major roadway), which is less than the 30 metre requirement.
2. Gradient within 8 metres of the crossing is 3.1 per cent on the north approach and 10.5 per cent on the south approach, which is greater than the 2.0 percent requirement. Gradient between 8 to 18 metres on the south approach to the crossing is 14.1 per cent, which is greater than the 5.0 per cent requirement.
3. Stairs are provided for the sidewalks on the south approach and a ramp for persons with assistive devices is provided in the southeast quadrant. Crossings designed for the use of persons with assistive devices cannot exceed 1 per cent within 5 metres of the crossing.
4. The masts for the existing signals are located in the path of turning vehicles from Kent Street to Dublin Street and cannot be relocated to maintain signal visibility for motorists.

These conditions cannot be corrected without closing additional portions of roadways, namely both accesses of Kent Street onto Dublin Street, or re-grading a large area near the crossing. Analysis of the options to close additional roadway or re-grading a large area were not considered feasible as Kent Street is too narrow to provide opportunities for vehicles to turn-around and there is no opportunity to provide a turn-around without removing houses. Also, re-grading to reduce the slopes near the crossing would affect property drainage. Properties are required to have driveway drainage towards the roadway, which would not be achievable if the road grade was raised.

Metrolinx approached the City to request the closure of the Dublin Street railway crossing in August 2019. At that time, Metrolinx presented why it is necessary to close the Dublin Street crossing (safety). The City asked Metrolinx if there were ways to keep the crossing open, but were informed the Regulations could not be

met (as described above). Accordingly, the City and Metrolinx have worked together to determine the process for closing this railway crossing.

Through this work, the following general process was determined:

- Prepare a bylaw to stop up and close the road
- Inform the Mayor and Council via this information report that the bylaw will come forward on Monday, March 30, 2020
- Implement a public communications program with Metrolinx
- File notice to Canadian Transportation Authority
- Register the closure on title of the lands
- Physically barricade the roadway and sidewalks so vehicles and pedestrians cannot pass over the crossing
- Update traffic operation (direction) on surrounding local streets from two-way to one-way

## **Community Impact**

Central Public School and St. John Bosco Catholic School are located 350 and 130 metres north of the Dublin Street railway crossing, respectively. Student Transportation has indicated there are 23 students who could walk to school across this railway crossing, meaning up to 46 round trips per school day. With the permanent closure of this rail crossing, students will now have to either cross the railway using Glasgow Street or Norfolk Street, adding up to 400 metres walking distance total (per trip).

City staff notified the School Boards and each school administration about this planned closure. The City and school boards are working together to communicate this impact to those affected in the community. The City will continue to pursue pedestrian crossing opportunities with Metrolinx; however, nothing is planned at this time in the vicinity of Dublin Street.

To understand the impacts to the public of the closure, the City requested that Metrolinx complete a traffic impact study to determine the impacts of closing this railway crossing. The study found that there are an average of 1,976 vehicles per day that travel along Dublin Street across the railway crossing. The study's conclusions indicate that those vehicles can be accommodated with minimal level of service impacts to the parallel streets (Edinburgh Road, Yorkshire Street, Glasgow Street, Norfolk Street).

The study also observed 238 pedestrians crossing the railway using Dublin Street on a typical weekday.

Neighbourhood access will be impacted by the proposed closure. Kent Street is located immediately parallel to the railway tracks. Both portions of Kent Street are under 5 metres in width. Although the forecasted traffic volume impacts to these portions of Kent Street are minimal, additional two-way traffic flow on these streets is restrictive given the road width.

Therefore, in addition the railway crossing closure, the following road are required to change from existing two-way operation to one-way operation, as shown in Attachment 3:

- Northumberland Street between Dublin Street North to Kent Street will be one-way eastbound

- (Upper) Kent Street between Northumberland Street to Glasgow Street North will be one-way westbound
- (Lower) Kent Street between Dublin Street South to Glasgow Street South will be one-way westbound

## **Closing the Crossing**

The City owns the Subject Lands as dedicated by registered Plan 8, dated 1855. If passed by Council, the bylaw to permanently close the Subject Lands will not take effect until it is registered on title to the Subject Lands with the Land Registry Office, in accordance with the requirements of section 34 of the *Act*. The City anticipates the title registration to occur by Friday, April 17, 2020. Once the closure is registered on title, and if approved by Council, the railway crossing closure and one-way street conversion is planned to take effect on Monday, April 20, 2020.

If Council does not approve the closing of Dublin Street, it would result in a dispute between the City and Metrolinx. In this situation, the Canadian Transportation Authority could become involved to resolve the dispute.

## **Financial Implications**

The City's cost to close the portion of Dublin Street is approximately \$10,000, funded from capital account PN0188 Rail Safety Improvements. The costs include placement of barriers, installation of updated signage, and public communication.

## **Consultations**

Terry Dooling, Manager, Public Works, Operations

Chad Scott, Manager, Logistics and Site Operations, Solid Waste Services

Jodie Sales, General Manager, Strategy, Innovation, and Intergovernmental Services

Stephen Dewar, Chief/General Manager, Guelph-Wellington Para Services

Dave Elloway, Fire Services

Robin Gerus, General Manager, Guelph Transit

Upper Grand School Board

Wellington Catholic District School Board

## **Strategic Plan Alignment**

### **Priority**

Navigating our Future

### **Direction**

Improving the safety, efficiency and connectivity of the whole transportation system.

## **Alignment**

These projects align with the directions within the City's Navigating our Future strategic priority by supporting the expansion of GO Transit rail service with the ultimate goal of providing two-way all-day service along the Toronto-Waterloo innovation corridor.

## **Attachments**

Attachment-1 Dublin Street reference plan "Plan 61R-21723"

Attachment-2 West Guelph Area Map

Attachment-3 Kent Street One Way Conversion

Attachment-4 Confidential – Internal Memo: "Permanent Closure of Part of Dublin Street at Metrolinx Railway Crossing (Guelph Subdivision Mileage 49.09)" (Section 239 (2) of the Municipal Act, 2001 relating to (f) Solicitor Client Privileged)

## **Departmental Approval**

Brent Andreychuk, Corporate Analyst, Finance Services

Katherine Hughes, Associate Solicitor, Legal, Realty and Court Services

## **Report Author**

Steve Anderson, Transportation Engineering Manager



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### **Approved By**

Terry Gayman, P.Eng.

General Manager/City Engineer

Engineering and Transportation  
Services

Infrastructure, Development and  
Enterprise Services

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### **Recommended By**

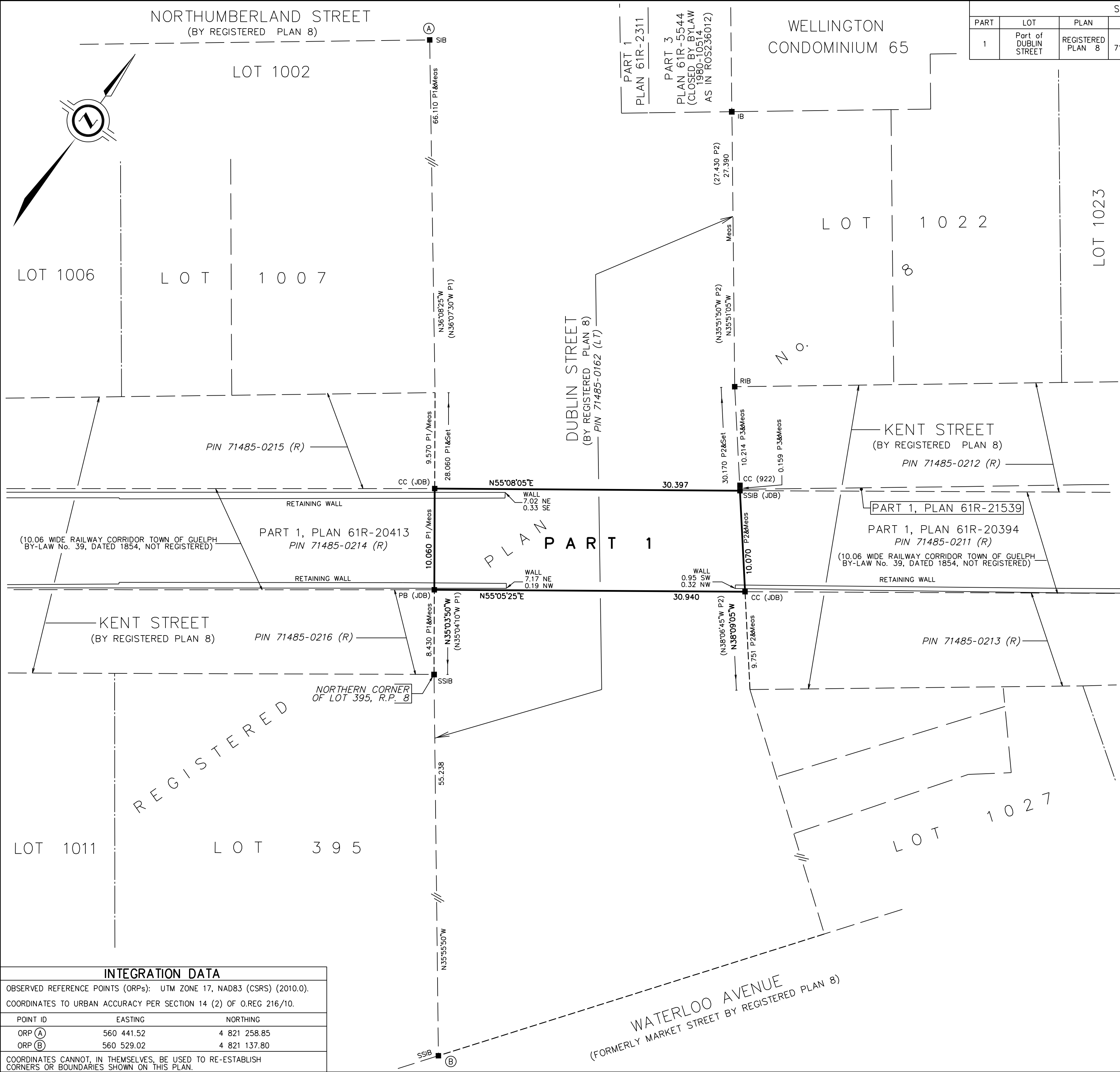
Kealy Dedman, P.Eng., MPA

Deputy Chief Administrative Officer

Infrastructure, Development and  
Enterprise Services

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SCHEDULE				
PART	LOT	PLAN	PIN	AREA
1	Part of DUBLIN STREET	REGISTERED PLAN 8	Part of 71485-0162 (LT)	309 sq. m.

Attachment 1

PLAN 61R-21723

Received and deposited

December 18<sup>th</sup>, 2019

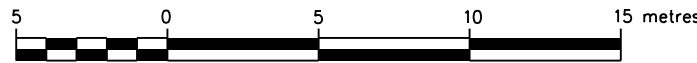
Shaun Savard

Representative for the  
Land Registrar for the  
Land Titles Division of  
Wellington (No.61)

PLAN OF SURVEY OF  
PART OF DUBLIN STREET  
REGISTERED PLAN 8

IN THE  
CITY OF GUELPH  
COUNTY OF WELLINGTON

SCALE 1 : 250



BLACK, SHOEMAKER, ROBINSON & DONALDSON

**METRIC** DISTANCES AND/OR COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

THE INTENDED PLOT SIZE OF THIS PLAN IS 609mm IN WIDTH BY 457mm IN HEIGHT WHEN PLOTTED AT A SCALE OF 1:250

NOTES

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999593.

LEGEND

■	DENOTES	SURVEY MONUMENT FOUND
□	DENOTES	SURVEY MONUMENT SET
SIB	DENOTES	STANDARD IRON BAR
SSIB	DENOTES	SHORT STANDARD IRON BAR
IB	DENOTES	IRON BAR
PB	DENOTES	PLASTIC BAR
RIB	DENOTES	ROUND IRON BAR
CC	DENOTES	CUT CROSS
WIT	DENOTES	WITNESS
MEAS	DENOTES	MEASURED
375	DENOTES	BLACK, SHOEMAKER, ROBINSON & DONALDSON LTD
922	DENOTES	SCHAEFFER DZALDOV BENNETT LTD.
JDB	DENOTES	J.D. BARNES LIMITED
P1	DENOTES	PLAN 61R-20413
P2	DENOTES	PLAN 61R-20394
P3	DENOTES	PLAN 61R-21539

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON THE 26th DAY OF NOVEMBER, 2019.

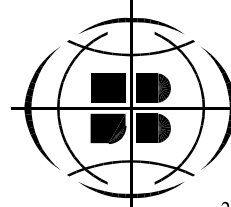
NOVEMBER 29, 2019

DATE

LEO LIU

ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER 2102908.



**BSR&D**  
ONTARIO LAND SURVEYORS  
URBAN & RURAL PLANNERS  
A wholly owned subsidiary of  
**J. D. Barnes Limited**  
257 WOODLAWN ROAD WEST #101, GUELPH, ON N1H 8J1  
T: (519) 822-4031 F: (519) 822-1220 www.jdbarnes.com

DRAWN BY: RPA	CHECKED BY: LL	REFERENCE NO.: 19-14-066-00-A
FILE: G:\19-14-066\00\Drawing\19-14-066-00-A.dgn		DATED: NOVEMBER 27, 2019

PLOTTED: 11/29/2019

INTEGRATION DATA

OBSERVED REFERENCE POINTS (ORPs): UTM ZONE 17, NAD83 (CSRS) (2010.0).  
COORDINATES TO URBAN ACCURACY PER SECTION 14 (2) OF O.REG 216/10.

POINT ID	EASTING	NORTHING
ORP (A)	560 441.52	4 821 258.85
ORP (B)	560 529.02	4 821 137.80

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.



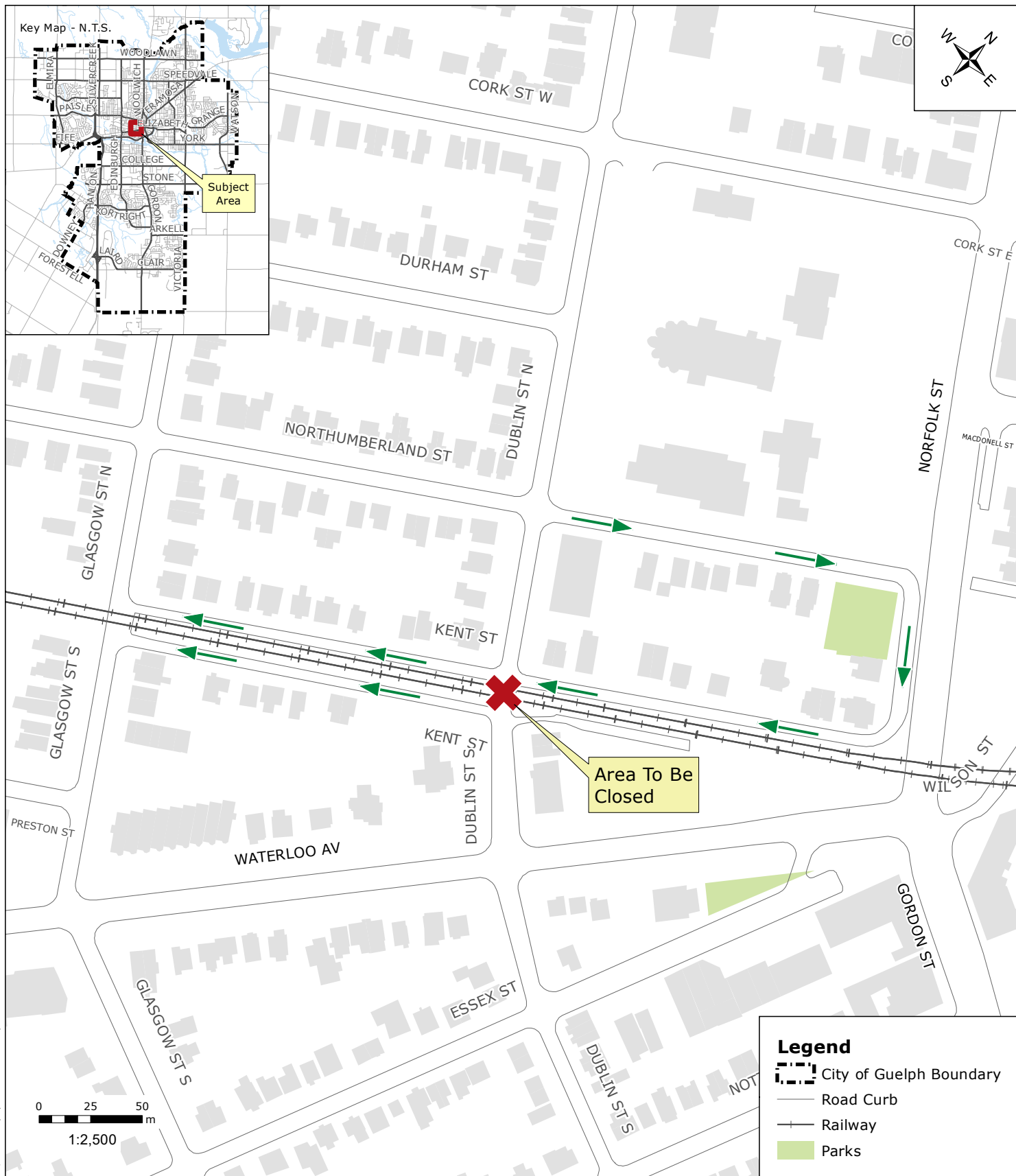
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## Attachment 2 West Guelph Area Map



Produced by the City of Guelph  
Infrastructure, Development & Enterprise  
Engineering Services  
January 16, 2020





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### Attachment 3

#### Kent Street

#### One Way Conversion



Produced by the City of Guelph  
Infrastructure, Development & Enterprise  
Engineering Services  
January 10, 2020