

June 14, 1999

ACS1999-PW-PLN-0083
(File: OLV1999-002)

Department of Urban Planning and Public
Works

Ward/Quartier
OT8 - Mooney's Bay

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

Subdivision - 1199 Clyde Avenue

Lotissement - 1199, avenue Clyde

Recommendation

That City Council approve the forwarding of the City's position as contained in Document 1, regarding the application for draft plan of subdivision for 1199 Clyde Avenue, to the Region of Ottawa-Carleton.



June 14, 1999 (3:21p)

Edward Robinson
Commissioner of Urban Planning and
Public Works



June 14, 1999 (4:32p)

Approved by
John S. Burke
Chief Administrative Officer

PML:pml

Contact: Patrick Legault - 244-5300 ext. 1-3857

Financial Comment

Subject to City Council approval, all costs shall be the responsibility of the owner/applicant.

Financial Security will be retained by the City Treasurer until advised that all conditions have been met and the security is to be released.



June 14, 1999 (1:08p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

The subject property forms part of a larger development previously owned by the T.C. Assaly Corporation (Assaly), and a smaller portion remaining under the ownership of the Federal government. A draft plan of subdivision and rezoning were approved by the Ontario Municipal Board (OMB) for the subject lands on February 24, 1992. The draft subdivision proposed a mix of low, medium and high density residential development with a majority of vehicular access routed to a proposed intersection at the southwest corner of the subdivision at Clyde and Maitland Avenues. This access was dependent on a then agreement of purchase and sale between Assaly and the Federal government, whereby Assaly would acquire the Federal lands and incorporate them within the overall subdivision and provide the aforementioned access. No development occurred subsequent to the OMB approval and the property was purchased by the applicant in 1997. The applicant allowed the existing draft approved plan of subdivision to lapse March 31, 1999, and has reapplied for subdivision approval.

The main thrust of the new application is a result of the lands being incorporated within a common group of property owners who also own the adjacent subdivision lands to the east. The lands to the east, which were the subject of recent City Council approvals for a rezoning on April 19, 1999 and draft plan of subdivision approval on May 19, 1999, were modified, in large part, to address a change in vision for the proposed community which involved incorporating these lands. This prior approval, and resulting zoning, envisioned an emphasis on a seniors type residential campus, made up of residential development ranging from low, mid to high rise buildings, and providing support services for seniors such as medical facilities and small scale retail. As with the subject lands, no development occurred, and the property was sold to Ashcroft Homes. The purchasers vision of this adjacent subdivision was to be a more traditional residential community comprising mainly of single family, two unit and row dwellings, rather than the apartment style previously contemplated. With the purchase of the subject lands, there was a desire to combine both subdivisions into one community.

The proposed new plan of subdivision modifies the old plan in a number of ways. The linking of the subject property with the adjacent lands to the east necessitated alterations in the internal street layout and relocation of the park block. The major modification removes the subdivision's vehicular access to Clyde/Maitland Avenues. Vehicular access to and from the subdivision will be through local street connections to Central Park Drive, intersecting with Merivale Road in two locations. A traffic impact study (prepared by Delcan dated March 1999) and addendum (prepared by Delcan dated May 1999) supports that all vehicular access to and from both the subject subdivision and the adjacent subdivision to the east can be accommodated from the two existing Merivale Road connections only. By and large the number of dwelling units proposed for the combined subdivisions (subject subdivision and adjacent subdivision to the east) is similar to what was previously proposed for the adjacent subdivision to the east. As a result, the traffic impact is not proposed to be any greater on the adjacent roadway network and communities than what was previously contemplated. As with the previous proposals, these impacts will be monitored as development progresses. Further, the adjacent subdivision, which represents approximately three quarters of the potential residential units for the combined subdivisions, did not have vehicular access to the west under the former draft approved plan. As a result, the

exclusion of the vehicular access to Clyde/Maitland is maintaining the same access/egress opportunities which these existing and future residents previously enjoyed. The introduction of an access to Clyde/Maitland would, as the traffic impact study suggests, provide an attractive alternative to the adjacent roadway network, and encourage cut-through traffic through the new community of Central Park. The problems inherent with cut-through traffic are well documented in various neighbourhoods throughout the city, necessitating costly traffic calming and other measures. Staff has strong reservations to planning a new community with a built-in cut-through traffic concern, for both existing and future residents of the new community. Finally, as outlined previously, the land necessary to provide the Clyde/Maitland intersection is outside the developer's ownership at this point in time.

Economic Impact Statement

FISCAL/ECONOMIC IMPACT STATEMENT

Clyde Merivale Subdivision **Est Investment:** \$27,840,709

CITY COSTS:	1999	2000-2007 *
Extraordinary Costs **	\$0	\$0
Admin & Services	\$1,443	\$21,017
Inspection & Control	\$1,730	\$25,191
Roadways, parking	\$16,467	\$239,760
Garbage & Storm Sewer Maint.	\$1,856	\$27,035
Rec & Culture	\$3,246	\$47,263
Planning & Development	\$1,311	\$19,085
Sub-total	\$26,054	\$379,350

CITY REVENUES:

Property Tax	\$17,276	\$623,900
Building Permit	\$52,978	\$164,696
Tax from Indirect Impacts	\$8,723	\$315,036
License/Permit	\$7,339	\$106,863
Sub-total	\$86,316	\$1,210,495
NET TO CITY	\$60,262	\$831,145

EMPLOYMENT

New Jobs (excl. construction)	0
Net New Jobs (construction) ***	43
New Jobs (indirect/induced)	75
Total	117

* Present value at a discount rate of 8.5%

** Includes: n/a

*** After excess capacity has been absorbed

Environmental Impact

An Environmental Impact Screening Checklist was completed by the applicant to complement the Municipal Environmental Evaluation Report (MEER) prepared for 1260 Merivale Road. Potential impacts to soils, vegetation, surface water, and transportation were identified. These impacts have been adequately addressed through the following measures: erosion and sediment control plan; protection of the conservation area; stormwater management facility; and transportation study. Therefore, potential adverse environmental impacts were identified but mitigable by current technologies.

Consultation

A public meeting was held June 2, 1999, in which approximately 300 people were in attendance. The issues raised related to traffic impact on adjacent and local roads, including cut-through traffic, intersection movement and functionality, and allocation of additional traffic volume of vehicles. Other concerns related to types of dwelling units on Clyde Avenue, increase in densities, safety, sharing of traffic, emergency vehicle access, ownership and fate of adjacent government lands, long term planning, adjacent intersections, and the conservation easement.

Disposition

Department of Corporate Services

Statutory Services Branch to notify:

- i. the agent (The Regional Group, 6th floor, 200 Catherine Street, K2P 2K9, attention: David Kardish),
- ii. the Corporate Finance Branch, Revenue Section, Assessment Control Supervisor and,
- iii. Region of Ottawa-Carleton, Planning and Development Approvals Department, Development Approvals Division (please include a copy of City Council approved submission and disposition)

List of Supporting Documentation

Document 1	City Conditions for Regional Subdivision Approval
Document 2	Location Map
Document 3	Proposed Draft Plan of Subdivision
Document 4	Municipal Environmental Evaluation Report (on file with City Clerk)
Document 5	Compatibility With Public Participation Policy/Input From Other Government Agencies

Part II - Supporting Documentation

City Conditions for Regional Subdivision Approval

Document 1

The City has no objections to the approval of the following Plan of Subdivision, subject to the listed conditions:

That the Draft Plan of Subdivision of Part of Lot “M” and Part of the North Half of Lot “N” Concession “A” (Rideau Front) Township of Nepean Now in the City of Ottawa, prepared by Paul A. Riddell O.L.S., dated 1999, and dated as received by the City of Ottawa March 22, 1999, be APPROVED subject to the following:

- 1.1 That the registered Owner will develop the property in accordance with the City of Ottawa subdivision policy except as otherwise amended herein.
- 1.2 That prior to the City signing the subdivision agreement, the Registered Owner shall provide a revised Draft Plan of Subdivision prepared by an Ontario Land Surveyor, including all required amendments contained herein, to the satisfaction of the Commissioner of Urban Planning and Public Works.
- 1.3 Prior to occupancy permits being issued by the Corporation, the Registered Owner will provide a report, to the satisfaction of the Commissioner of Urban Planning and Public Works, documenting the work completed or planned to be completed to provide sanitary sewer capacity for the site. The report shall demonstrate that the nature and scope of these works have resulted in the availability of capacity in sanitary sewers and confirm that sanitary flows from the site will not contribute to an increase in flooding in the downstream reaches of the existing sewer systems. Items to be detailed in the report include the works which have been undertaken, the flow allowances to these works, post construction monitoring and investigation which confirms the removal of flows and the timing of additional works yet to be completed. The report should also address:
 - i. For the development fronting on Clyde Avenue, the impact of the development on the existing sanitary sewer system on Clyde Avenue.
 - ii. If the development on Clyde Avenue results in an increase in sanitary flows to the Clyde Avenue sanitary sewer, confirmation that the Region of Ottawa-Carleton has approved an increase in sanitary flow.
- 1.4 The Registered Owner will be responsible for 100 per cent of the cost required to design and construct a storm sewer on Clyde Avenue subject to the following criteria.
 - i. Submit a storm water report to the City of Ottawa detailing the impact of the development on the 900 mm storm sewer outlet on Clyde Avenue and addressing any storm water management issues.

- ii. Storm water management is to be provided, as required, in order that the available capacity of the existing storm sewer is not exceeded.
 - iii. The storm sewer is to be extended to accommodate the proposed development and any required road improvements.
 - iv. Enter into a Do-it-Yourself Agreement for the installation of the storm sewer on Clyde Avenue prior to registration of the Subdivision Agreement.
- 1.5 The Registered Owner shall ensure that all storm and sanitary flows from the land east of the lots fronting Clyde Avenue will drain eastward according to the approved Addendum to the Stormwater Design Plan for the Clyde Merivale Lands as prepared by Cumming Cockburn Limited.
- 1.6 At its own expense, the Registered Owner shall construct and install sanitary and storm sewers in accordance with the plans and specifications approved by the Commissioner of Urban Planning and Public Works.
- 1.7 The Registered Owner shall prepare a composite utility plan which details all existing utilities and all proposed utilities in the Clyde Avenue right-of-way, to the satisfaction of all affected utility agencies and the Commissioner of Urban Planning and Public Works, prior to the installation of the storm sewer on Clyde Avenue.
- 1.8 The Registered Owner shall not commence any work on the construction of sanitary sewers or storm sewers until the Corporation has received approval from the Ontario Ministry of the Environment. The Registered Owner shall not commence work on the construction of sanitary sewers or storm sewers until the Commissioner of Urban Planning and Public Works has given notice to do so.
- 1.9 The Registered Owner will be responsible for full width reinstatement of the asphalt on Clyde Avenue from the limit of the most northerly service road cut to the limit of the most southerly service road cut.
- 1.10
- a) That prior to registration of the plan of subdivision the Registered Owner shall provide a servicing and composite plan for approval. Sewer lateral locations and composite utility plans, including required tree planting on road allowances must be approved prior to the installation of street sewers, to the satisfaction of the Commissioner of Urban Planning and Public Works.
 - b) The Registered Owner shall provide securities in the amount of \$10,500.00 for road allowance tree planting for Lots 1 through 30.
- 1.11 That Block 57 be increased to 750 sq. metres.

- 1.12 That the required facilities for both tot lots are to include:
- a preschool play structure and swings.
 - 3 spring toys
 - shade shelter
 - park sign
 - 1.2m high decorative fence along the street frontage.
 - 3 benches and 2 trash receptacles
 - site development to include sodding and tree plantings.
- 1.13 That construction of the tot lots shall be completed prior to the issuance of any building permit for lands abutting Blocks 35 & 57.
- 1.14 The Registered Owner is to prepare detailed landscape plans, specifications and contract documents for the development of the two tot lots. Such plans, specifications and documents are to be stamped by a Landscape Architect. This plan should be displayed in the sales office and purchasers of units abutting the tot lots are to be notified in writing of the proposed tot lot prior to closure of the sale.
- 1.15 The above conditions 1.11 to 1.14 shall be done to the satisfaction of the Commissioner of Community Services.
- 1.16 That the Registered Owner shall provide bonding or a letter of credit for the above tot lots in the amount of \$125,000.
- 1.17 That the Registered Owner shall contact Canada Post with respect to centralized mail delivery via community mail boxes. Mail box locations shall be adjacent to street lights and landscaping shall be to the satisfaction of the Director of Planning.
- 1.18 That the Registered Owner satisfy and requirements identified by Ottawa Hydro and Bell Canada.
- 1.19 That the Registered Owner shall undertake the following measures during the construction of any development on any part of the proposed subdivision:
- i. That no parking of construction vehicles, including the vehicles of any construction workers, will be allowed on any local residential streets, including Bonnie Crescent, Clyde Avenue and Castle Hill Crescent.
 - ii. That construction vehicle access for the development of the Clyde Avenue lots shall be from within the subdivision to the west and not Clyde Avenue.
 - iii. That no construction vehicles will make use of the streets described in Recommendation i. above.

- iv. That the Registered Owner and/or future developer shall be responsible for the cleaning, to include scraping and washing, of the portion of Clyde Avenue adjacent to the subdivision at least once a week, to the satisfaction of the Commissioner of Urban Planning and Public Works.

1.20 That the Registered Owner covenants and agrees that prospective purchasers are to acknowledge in writing, in the Agreement of Purchase and Sale, of being notified of the following items by the Registered Owner:

- i. The location of the purchaser's lot on the Registered Plan of Subdivision.
- ii. The location of the purchaser's unit on the Plan showing the lot line and the existing and proposed surrounding structures.
- iii. The drainage and topographic Plan of Subdivision.
- iv. The landscaped plan for the area of the Subdivision.
- v. Information, such as brochures and plans explaining the whole development including, but not limited to, the location of all future external roads leading to the proposed subdivision, the proposed land uses of all blocks, the proposed road alignment and land uses of the undeveloped areas of the subdivision and the proposed location for future transit routes near the subdivision, as well as the fact that future information pertaining to the above is available from the City of Ottawa.
- vi. The location of the purchaser's lot and/or block, in relation to the surrounding area within 200 metres of the proposed block.
- vii. A plan showing the ownership of the blocks and land and proposed roads surrounding each individual proposed residential block.
- viii. the approved zoning plan for the subdivision and surrounding area.
- ix. The location and function of the pedestrian paths and parks in the surrounding area, in relation to the purchaser's lot.
- x. The location, type and size of any utility plant or easement including hydro electric facility to be located on or near the purchaser's lot.
- xi. The location of all proposed postal boxes intended to serve the future development or each individual proposed residential block, if the information is available.
- xii. The location of the respective catch basins and the extent of the Temporary Water Holding Area.
- xiii. The location of the stormwater management facility.

1.21 The Registered Owner shall grant such easements across the Registered Owner's lands for sewers and for other corporation purposes as are necessary in the opinion of the Commissioner of Urban Planning and Public Works, and, for watermains and their appurtenances, in the opinion of the Commissioner of Works of the RMOC. In addition thereto, the Registered Owner shall grant such easements as The Ottawa Hydro Electric Commission of the City of Ottawa, The Bell Telephone Company of Canada, and Consumers Gas Company or other public utilities, in their sole discretion, may require. Such easements are to be granted within one year from the date of issue of the first Building Permit for the proposed buildings on the lands.

- 1.22 That the Registered Owner shall not engage in the practice of processing topsoil (ie. filtering and cleaning) on the subject site nor on abutting sites.
- 1.23 The Registered Owner covenants and agrees to comply with the mitigation and monitoring measures stipulated in the Municipal Environmental Evaluation Report, Central Park Development (March 1997) to the satisfaction of the Manager of the Environmental Management Branch.
- 1.24 The Registered Owner shall execute the sediment control measures as specified in the report entitled “*Addendum to the Stormwater Design Plan Clyde/Merivale Lands City of Ottawa (March 1999)*” to the satisfaction of the Commissioner of Urban Planning and Public Works.
- 1.25 The Registered Owner shall amend the Subdivision Plan to create a block encompassing the conservation area indicated as a dashed line on the Plan within Blocks 38, 40 , 63, and Lots 1, 2, 3 to the satisfaction of the City Solicitor and Commissioner of Urban Planning and Public Works.
- 1.26 The Registered Owner shall amend the Subdivision Plan to remove Blocks 33 & 39 identified as “walkway” to the satisfaction of the City Solicitor and the Commissioner of Urban Planning and Public Works.
- 1.27 The Registered Owner must submit a written statement and locational plan specifying the species, size, health, structural stability for the existing trees within the conservation area block and abutting private property and stipulate any required mitigation measures to ensure long term preservation of the trees to the satisfaction of the Commissioner of Urban Planning and Public Works prior to registration of the subdivision. Any damage to existing vegetation within the conservation area due to construction encroachment should be identified and remediation plan prepared. The inspection of the existing trees and statement must be prepared by a person having qualifications acceptable to the Commissioner of Urban Planning and Public Works and may include, but need not be limited to a qualified Arboriculturalist, Forester, Silviculturalist, Landscape Architect, Horticulturalist, Botanist, or Landscape Technologist.
- 1.28 The Registered Owner shall immediately after registration of the plan of subdivision and prior to any building permits being issued for Lots 1, 2, & 3 execute the mitigation measures recommended in the written statement (condition 1.27 above) to the satisfaction of the Commissioner of Urban Planning and Public Works.
- 1.29 The Registered Owner shall immediately after satisfying Condition 1.28 above and prior to any building permits being issued for Lots 1, 2, & 3 convey the conservation area at no cost to the Corporation as environmental lands.
- 1.30 The Registered Owner shall bear full responsibility for the cost and construction of a 1.5 metre high farm wire fence on private property (consistent with the NCC

fence) along the southern and western property line of the conservation area to the satisfaction of the Commissioner of Urban Planning and Public Works.

- 1.31 Prior to the registration of the plan of subdivision, the Registered Owner shall post financial security equal to the value of all approved specifications and cost estimates for the environmental land improvements and fencing to the satisfaction of the Commissioner of Urban Planning and Public Works. The financial security shall be released upon completion of the required improvements and acceptance of the improvements by the Commissioner of Urban Planning and Public Works.
- 1.32 The Registered Owner shall notify all prospective purchasers of Lots 1, 2, 3, & lots within Blocks 38, 40 & 63 of the following:
- i. the location and extent of the conservation area block;
 - ii the ownership of the conservation area and fencing requirement;
 - iii a copy of the existing trees on private property plan (Condition 1.34) & management guidelines brochure.
- 1.33 The Registered Owner shall undertake protective measures to the satisfaction of the Commissioner of Urban Planning and Public Works, prior to the commencement of and during construction, to ensure against damage to any roots, trunks or branches of all existing private trees and shrubs within the conservation easement block. These measures shall include but not be limited to the following:
- i. Snow fence will be erected around the perimeter of the conservation easement outside the dripline of the trees.
 - ii No heavy equipment and vehicles will be permitted within the snow fence protecting the conservation easement block.
 - iii Pruning and trimming of remaining trees will be completed using manual methods.
 - iv Retain an on-site supervisor to conduct on-going surveillance during construction to ensure mitigation measures are being implemented as specified.
- 1.34 The Registered Owner covenants and agrees to erect a snow fence or some other suitable barrier along the limit of the conservation easement block to prevent any damage or interference with existing vegetation. The barrier shall be erected prior to any site preparation and shall remain in place until such time as final grading has been completed to the satisfaction of the Commissioner of Urban Planning and Public Works.
- 1.35 That the Subdivision not be registered until the revised subdivision for the eastern portion of the Registered Owner's lands that will accommodate the road system to provide access to the subject lands has been registered.

- 1.36 Should development of the subdivision not be 80% complete by January 2005, the Registered Owner shall prior to December 2005, submit to the City and Region a review, by a transportation engineer/planner, of the traffic impact study submitted by Delcan Corporation dated March 1999 (as revised), and if required, shall have this study updated to the satisfaction of the Commissioner of Urban Planning and Public Works and the Region of Ottawa-Carleton. Should it be determined, as a result of the review/update, that roadway and/or intersection modifications are required to mitigate traffic impacts resulting from the proposed development and that were not identified in the initial study, the Registered Owner shall be responsible for all costs associated with the implementation of such works as may be recommended as a result of the traffic study review/update and that may be required by either the Commissioner of Urban Planning and Public Works or the Region of Ottawa-Carleton.
- 1.37 The Registered Owner shall revise the draft plan of subdivision to realign the right-of-way for the north leg of Statan Drive to intersect with Whitestone Drive at an angle acceptable to the Commissioner of Urban Planning and Public Works. In this regard, an angle below 75 % will not be accepted.
- 1.38 The Registered Owner shall be responsible for 100% of the cost, design and construction of the proposed roads to full urban cross sections and all associated works, including the following requirements to be completed, to the satisfaction of the Commissioner of Urban planning and Public Works:
- i To provide two driving lanes for all the roads within the subdivision to local road standards with a curb-to-curb width of 9.0 metres within an 18.0 metre right-of-way with the exception of the north leg of Street 3 and the south leg of Statan Drive which shall be constructed with a curb-to-curb width of 9.0 metres within a 20.0 metre right-of-way.
 - ii To improve Clyde Avenue extending from the Maitland Avenue intersection and along the entire Clyde Avenue frontage of the property to a local road standard with a 9.0 metre pavement width and 6 inch barrier curbs (east and west sides) to the satisfaction of the Commissioner of Urban Planning and Public Works. The improvements to Clyde Avenue are to be completed within one year of the completion of the residential development fronting Clyde Avenue.
 - iii 1.5 metre concrete sidewalks to City of Ottawa specifications with 2.5 metre outer boulevards shall be provided as follows:
 - 1. Along the north side of the north leg of Street 3.
 - 2. Along the east side of Clyde Avenue extending from the existing sidewalk at its termination at the Clyde/Maitland intersection and along the entire Clyde Avenue frontage of the property.
- 1.39 The Registered Owner shall provide a 1.5 metre concrete sidewalk with a 2.5 metre outer boulevard along the south side of the south leg of Statan Drive when

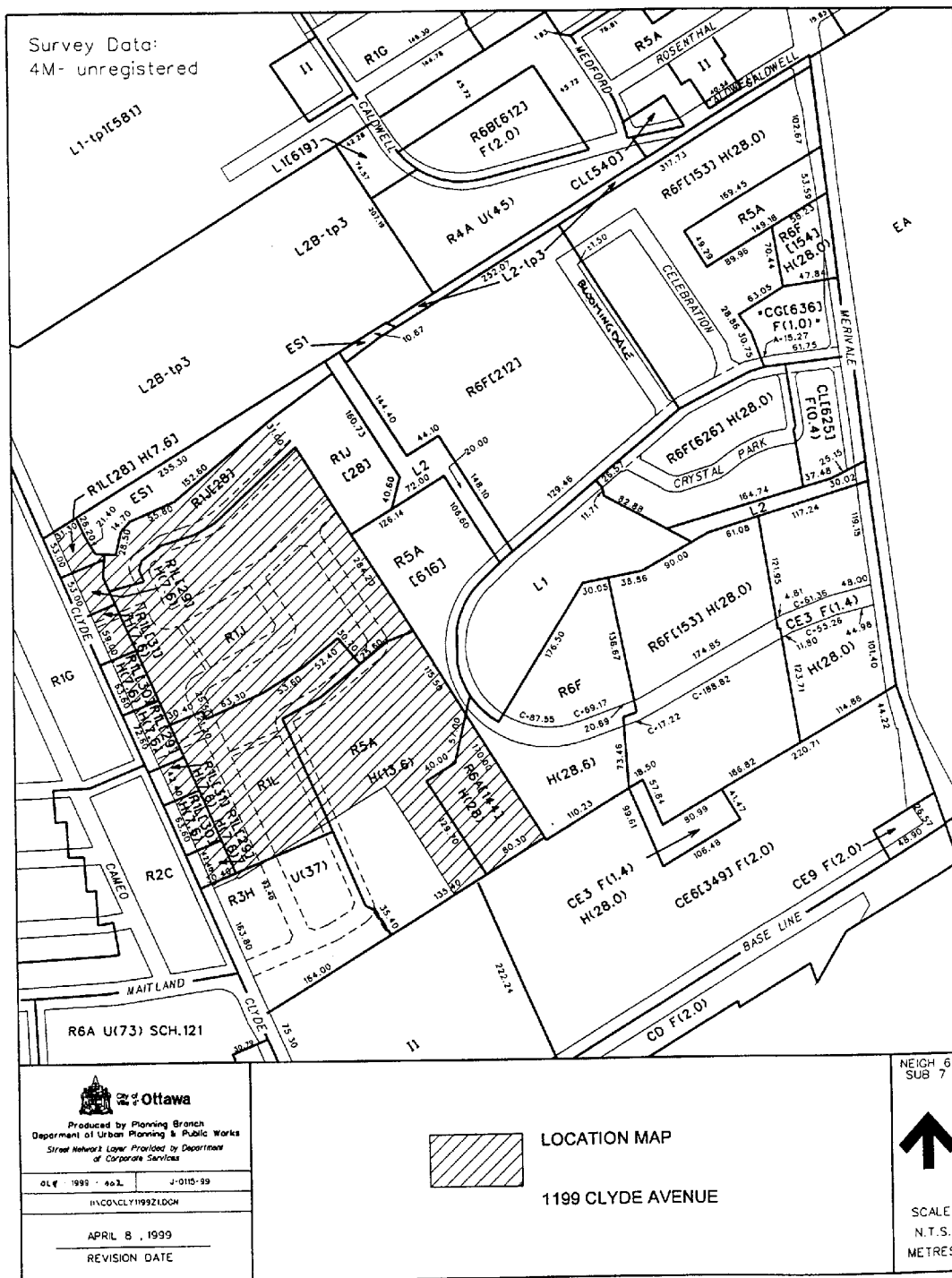
those lands identified as Part 2 4R-1808 on the draft plan of subdivision are approved for development as depicted on the Composite Concept Plan for the Ashcroft Subdivision prepared by David Blakely, Architect and dated April 27, 1999 to provide for a pedestrian connection to the Clyde/Maitland intersection. Financial securities for the construction of this sidewalk shall be posted and shall be held until the sidewalk is constructed by the owner, or until it is determined by the Commissioner of Urban Planning and Public Works, that the sidewalk is not required.

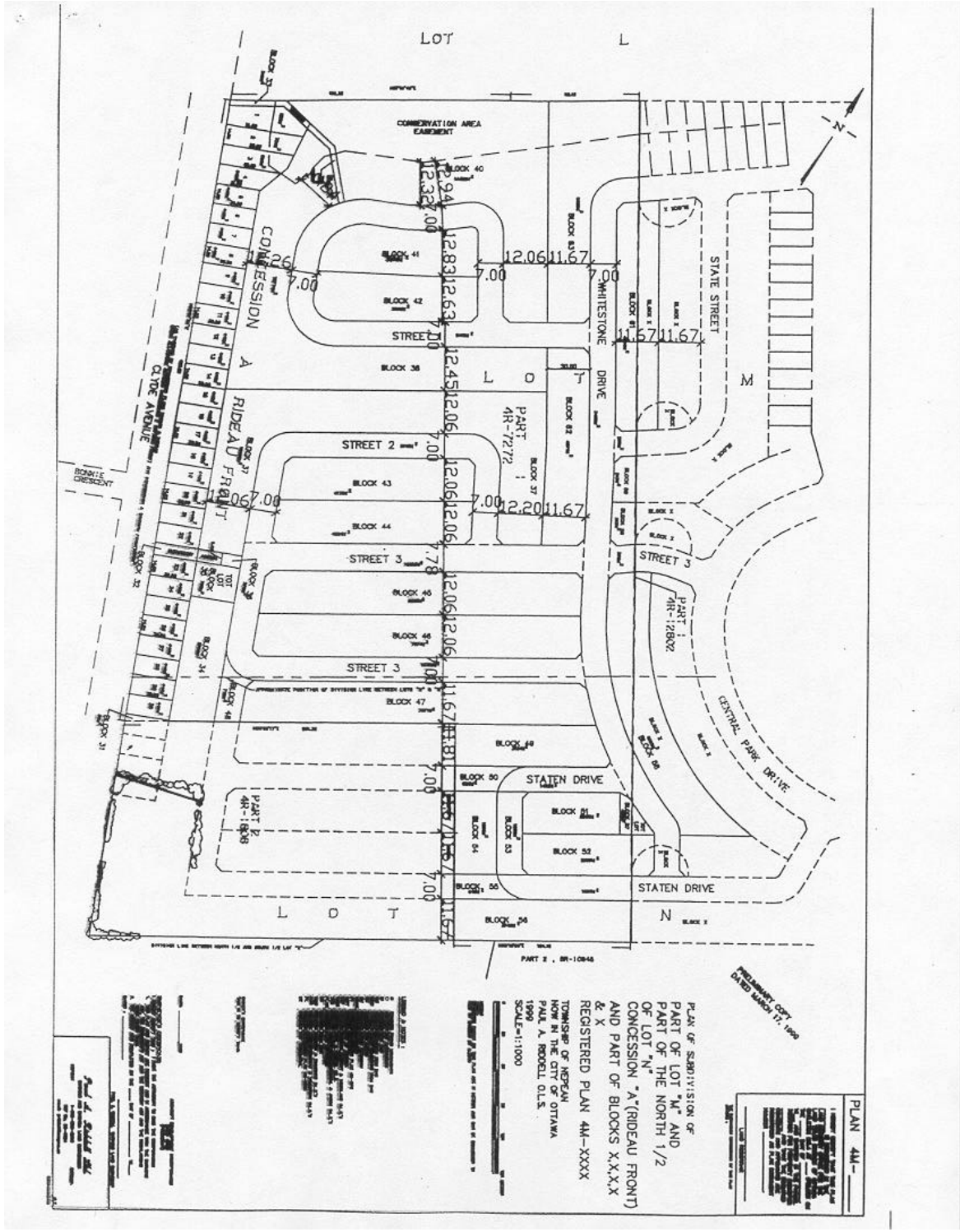
- 1.40 That a conceptual streetscaping plan showing the design of roads, sidewalks, lighting and street furniture be prepared by the Registered Owner and be approved by the Commissioner of Urban Planning and Public Works prior to the final approval of the plan of subdivision for the subject lands.
- 1.41 The registered Owner shall be responsible for 100% of the cost and installation of all street name signs and traffic signs that may be required to the satisfaction of the Commissioner of Urban Planning and Public Works. All required signage shall be installed prior to the City's acceptance of the roads within the subdivision.
- 1.42 The Registered Owner shall comply with the provisions of the Corporation's Private Approach By-law for the location of all private approaches.
- 1.43 That the emergency access identified as Blocks 32 and 36 (between Street 3 and Clyde Avenue) be relocated to the north side of Lot 22 (Clyde frontage) and that these blocks not be developed as an emergency access, but that they be conveyed at no cost to the City for a pedestrian and bicycle connection between Street 3 and Clyde Avenue.
- 1.44 The Registered Owner shall be responsible for 100% of the cost for the design, construction and landscaping of the pedestrian/bicycle path within Blocks 32 and 36. The pathway shall be asphalt with a minimum width of 3.0 metres and shall be designed to prevent vehicular use. The final design for the path and proposed landscaping, including fencing, and integration with the adjacent tot lot to be provided within Block 35 shall be to the satisfaction of Commissioner of Urban Planning and Public Works and the Commissioner of Community Services.
- 1.45 That Block 39 be eliminated and that no walkway be provided from Street 1 between Blocks 39 and 40 to Clyde Avenue adjacent to the Conservation Area.
- 1.46 Blocks 48, 50 and 55 shall be conveyed at no cost to the city and will be held by the City as right-of-way reserves until such time as a final determination is made as to the future development of lands identified as Part 2 4R-1808 on the draft plan of subdivision. Should the reserves not be required to provide for road extensions, the blocks will be reconveyed to the registered owner at no cost to the City.

- 1.47 The Registered Owner shall revise the draft plan of subdivision to increase the width of Block 55 from 18.0 metres to 20.0 metres consistent with the right-of-way width required for the south leg of Staten Drive.

Financial Securities

- 2.0 That the following requirements shall apply regarding the provisions of financial security for the subject subdivision:
- 2.1 That the financial security necessary to fulfill the street landscaping for Blocks 34, 37, 38, 40 to 56, 58 to 63, shall be determined through the Site Plan Control approval process, where applicable.
- 2.2 That the Registered Owner shall confirm in writing, that funds have been appropriated for the amount of 100 percent of the actions and works required for Conditions 1.4, 1.6, 1.9, 1.10, 1.16, 1.31, 1.38, 1.39, 1.41 and 1.44 shall be filed by the Registered Owner with the City Solicitor prior to the execution of the subdivision agreement with the Corporation.
- 3.0 That the Registered Owner shall sign a subdivision agreement with the City of Ottawa with respect to all matters contained in Conditions 1 and 2 above.
- 4.0 That the Registered Owner shall be required to enter into a Regional Subdivision agreement to fulfill its conditions and requirements, financial and otherwise, of the Region, the Province and/or utilities and other agencies including, but not limited to the provisions of roads, installation of services and utilities and drainage.





NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures were carried out in accordance with Early Notification Procedures P&D\PPP\N&C#1 approved by City Council for Subdivision applications.

SUMMARY OF PUBLIC INPUT

There was one response to the public notification, in opposition to a Clyde Avenue access. A public meeting was held June 2, 1999 with respect to the subdivision review process, where approximately 300 residents attended. The time limit for comments to be inserted in this report was June 8, 1999. Comments received after that date will be recorded and brought forward under separate submission. The concerns raised are summarized as follows:

Access - Clyde/Maitland, third access issue

- No exit from Central Park west to Copeland Park, nor Department of Communication (DOC) lands an exit would provide thoroughfare to 417.
- In original proposal Clyde/Maitland to share some traffic , only fair Maitland has access to Central Park.
- Intersection proposed at Clyde/Maitland would choke any attempt by Copeland Park residents to exit Cameo/Maitland. The solution is to leave matters as is.
- Central Park “boxed in”. Existing road cannot accommodate increased traffic and there is little flexibility for redesigning roads. Need to determine what roads can handle and then build accordingly.
- Traffic Study supports contention that any access to/from Clyde which creates cut-through opportunity, circuitous or otherwise, would negatively impact all three communities. Such access would almost certainly demand traffic regulations/prohibitions solutions, similar to those springing up in many urban areas in Ottawa. These band aid solutions usually ineffective due to lack of monitoring.
- Maitland cannot take any more traffic, it currently receives 25,000 (+) cars a day. Much of the traffic currently backs onto residential side streets such as Erindale. Erindale Drive receives 2,000 cars/day, most of which is cut through traffic between Maitland and Baseline. Erindale and other residential streets cannot take anymore cut through traffic.
- Object to intersection at Clyde/Maitland. It is difficult to enter Maitland now from our driveways and side streets. If traffic study shows increase on Maitland, can imagine how many vehicles there will be with Clyde/Maitland access plus cut through. No commercial or industrial on Maitland south between Woodward and Clyde, it is totally residential, therefore no need for trucks.
- Traffic much greater on Maitland than Merivale, no development will occur on east side of Merivale (Experimental Farm).
- Maitland is not a commercial strip as it is fronted mainly by homes, a primary school and a few churches. In contrast, the section on Merivale opposite the new development is either commercial, agriculture or a mix of commercial and dense housing. Limiting central Park access to Merivale would seem to be the lesser of two evils.

- Planner should protect the quality of life in neighbourhoods. Maitland could be said to be an example of cut through traffic in the extreme as it sits between the Queensway and a large commercial strip and suburbs to the south. Increased traffic may contribute to this neighbourhood in decline, which is not in the City's best interest to send its citizens fleeing to the suburbs and become part of the cut through problem themselves.
- Residents of Central Park knowingly bought into a development with two access points on Merivale, which they must now live with. A third access option is unacceptable.
- Based on traffic study, no third access should be permitted at Clyde/Maitland. Issue of fairness, of sharing traffic, not applicable with Maitland having 50% more traffic and expected to be 100% higher in 5 years. Without third access Maitland will experience 1% increase in traffic from Central Park, while too much is unavoidable. Given that Merivale has capacity to accept additional traffic, without putting Copeland Park residents, children and commuters in any danger.
- Issue raised by Carlington Community Association representative respecting economic benefit of third access for businesses on Clyde Ave.. Those businesses have not done a marketing analysis relying on third access, that the City should not ignore the traffic problems associated with a third access in favour of a few businesses, and that City is not in the market for creating a lucrative market for business people.
- Put access north of Maitland curve and use access control/policing methods to limit access to local traffic.
- Maitland serves two schools, therefore more traffic onto Maitland from Central Park is a safety hazard.

Access - effects on Central Park neighbourhood and Carlington

- No extra traffic through neighbourhood (General and Anna) , we have 2 schools, and would get cut-through traffic and speeding.
- Alternate routes a good idea, circuitous, speed bumps, signage.
- Presentation did not address traffic impact on Kingston Ave. at Merivale, to prevent cut-through traffic. Increased traffic is not acceptable on this street.
- Current access plans will increase traffic travelling in a northerly direction and could pose problems for the Carlington community.
- Public meeting indicated a very strong negative aspect of a third access point out of Central Park, by one group only. Use of two access terminology is misleading as there is one access point from Merivale Road, with two exits. Extra traffic in our community getting dangerous, with streets being used as short cuts to main arteries with no regards to stop signs and speed. The residents of Central Park also want a choice in exiting their community. It make sense to have emergency access besides Merivale Road. Fair to everyone to have another access.

Access - Baseline and Baseline Road issues

- No access on Clyde Avenue, should consider Baseline Road.
- There should be pedestrian and bicycle access to Baseline, which would encourage less problems with traffic volumes.
- Baseline Road expansion would appear to be required.

- Capacity of the current road system and 2 intersections Clyde/Baseline which is nearing capacity and Merivale/Baseline which has a southbound left turn issue would indicate that intersection changes are required prior to any commencement of construction indeed approval of this proposal.

Department of Communications (DOC) lands

- Access to Clyde Ave. not be considered now or in the future, if DOC purchased.
- Ashcroft's acquiring DOC lands suggests another end run at providing an intersection into Central Park by possibly developing the DOC lands as commercial, facing Clyde with back door access to Central Park.
- Whatever the end-use of the DOC lands, any direct or indirect access from Central Park to Clyde/Maitland must be prohibited. The development of the DOC lands in whatever form is likely to lead to disastrous results for the residents of Copeland Park.
- Application for rezoning should be withdrawn until Concept Plan includes DOC lands or make formal restrictions on that land. Concern that lands would be acquired by Ashcroft and rezoned to commercial and request that access be both from Central Park and Maitland, thereby creating a third access.

Semi-detached units on Clyde Avenue

- Can live with 42 semi-detached dwellings on Clyde Avenue.
- Limit access to new development to new houses, 43 in total that will front Clyde Avenue.
- Additional setback for proposed units on Clyde Avenue.
- Why can't semi-detached face back onto Ashcroft development. Overall new plan better than old Assaly plan.
- Resentment against developer with respect to claims to market single family homes along Clyde Avenue, then claiming those would not sell switching them to doubles. Effect of dumping 100 more cars (60 homes X 2 cars) in an area hard-pressed to absorb them.
- Prefer singles with lower density and variety as already exists on most streets in Copeland Park.
- Density of proposed semi-detached should not exceed density of existing units on Clyde.
- Units on Clyde Avenue increased from 42 single family units to 60 semi-detached, representing a 43% increase in density from OMB decision. Ignores issue of compatibility with existing Copeland Park community, with smaller lots. This will highlight differences between two sides. Would support some increase in density to 50 housing units.
- Increase in traffic from 60 units would be felt by community, through increased traffic in combination with exiting units on Clyde.
- Concern Ashcroft may build more than 60 units.
- No problem with semi-detached on east side of Clyde Avenue, but have problem with the numbers. There are 46 units on the west side, therefore a reduction to 48 semi-detached would be a better balance and match with the west side.
- Additional units will place further stress on Glenmount/Maitland, proper advanced green light should be installed to permit safe turns onto Glenmount by traffic heading south on Maitland.

Other issues

- Do not believe development density proposed should be allowed, no extra vehicles, traffic study supports this view.
- Planning process fails to provide a framework which encourages inter-community support and cooperation, rather than confrontational scenarios as was inevitable at the June 2 public meeting. Where is traffic planning and long term development planning.
- There must be emergency vehicle access to Clyde.
- The conservation easement should be transferred to the City.
- Not enough time for feedback, especially by regular mail.
- Traffic study based on 1 car per household only.
- Pressure to speed proposal. Why is public meeting held at last minute. Is the community or developer being well served by a rush decision. Plan not acceptable to community at large. Several options have merit (Baseline access), should strive for best solution. Are good sound planning principles being applied.
- Delay approval until technical authorities and community can come up to grip with all issues.
- Don't just consider the developer's favourite option, but select best option.

Response to Comments

Access - Clyde/Maitland, third access issue

The draft plan of subdivision does not propose an access west to Clyde/Maitland. The applicant's traffic study and addendum support the position that the proposed two accesses to Merivale Road in the adjoining subdivision can adequately accommodate the proposed traffic volume and are projected to operate at very good levels of service.

Access - effects on Central Park neighbourhood and lands to the east

The Central Park Traffic Impact Study and Addendum identified the effects of the proposed subdivision in combination with the subdivision to the east, on the adjacent roads and intersections. The study and addendum indicated that, the Carlington community located to the east will likely experience an increase in through traffic on Shillington and Kingston regardless of which concept is approved for Central Park, and that Merivale/Carling and Merivale/Kirkwood would continue to operate at acceptable levels. The City will monitor traffic volumes on local roads as development progresses to assess any negative impacts.

Access - Baseline and Baseline Road issues

All of the lands between the subject development and adjoining development south to Baseline Road are under private ownership and are not available for an access. There have been attempts and inquiries regarding the possible acquisition of lands to create an access to Baseline Road, all of which have met with no success. Fundamentally, the applicant's traffic report outlines that the proposed access to Merivale Road can accommodate the proposed traffic volumes of the subject subdivision and adjacent subdivision to the east. Baseline Road is a Regional Road and

any expansion or widening of that roadway or intersection improvements would be a matter dealt with by the Region.

Department of Communications (DOC) lands

The DOC lands are not the subject of this application, however, as stated in the body of this report these lands formed part of a previous approval. As part of the submission requirement for the subject subdivision, the applicant was required to identify how the DOC lands could be integrated within their subdivision. A shadow plan on the draft plan of subdivision showing a street layout and connections to the subject subdivision identifies the potential integration. No connection is shown to Clyde/Maitland intersection. The applicant has indicated that he does not own these lands. Any development of these lands would be required to go through a public process potentially involving among other things: site plan control, subdivision, rezoning, all of which have notification procedures to the affected Ward Councillors, community associations and public. These lands are currently zoned residential permitting detached, semi-detached, duplex and row dwellings toward Clyde Avenue and apartments in the interior. These lands are not integral to the development and to approval of the subject subdivision, but can be combined in the future. Until a specific development proposal is put forward by the owner of the lands, it would be onerous for the City to impose specific restrictions on the land.

Semi-detached units on Clyde Avenue

While the proposed land use respecting the lands fronting on the east side of Clyde Avenue is the subject of a concurrent rezoning application, staff is recommending the creation of 30 lots to allow for 60 semi-detached dwellings. The lands are currently zoned to permit single family dwellings. The lands along the west side of Clyde Avenue are made up of a mix of singles, semi-detached and converted dwellings, and as such, it would not be considered inappropriate to permit semi-detached dwellings on the east side of the street. The traffic study indicates that there will be no impact on the Copeland Park community with the addition of the proposed dwelling units, although they will generate some traffic that will filter through the community. The proposed zoning, which maintains detached dwellings as a permitted use, would also permit a maximum of 60 semi-detached units. There is proposed to be alternating front yard setback requirements ranging from 5.5 to 6 metres. The applicant's original request was to reduce the front yard to 3 metres. While the issue of marketing singles was raised at the public meeting, is not an issue staff considers, in determining the appropriateness of a zoning request.

Other issues

The development density of the proposed plan of subdivision does not increase over the previous proposal. The subject application underwent the normal public notification process and was circulated to affected Ward Councillors and community associations, and signs were posted on the property. The application was circulated April 14, 1999, with replies to be provided within 30 days (May 13th). The June 2, 1999 public meeting, which is a requirement under the Planning Act, identifies what is being proposed, and solicits comments from the public. There is an additional opportunity to discuss the matter at Planning and Economic Development Committee. Everyone who has provided written comments or signed in for the public meeting was notified of the Planning and Economic Development Committee meeting. The application was circulated to the Fire Department. They outlined no emergency access to Clyde was

required. The conservation lands to the north of the subdivision will be required to be dedicated to the City as a condition of subdivision approval. Staff are satisfied that all the issues have been dealt with through modifications to the plan and conditions of approval.

Copeland Park Community Alliance

CPCA wishes to record its support for the Ashcroft plan to have all traffic access onto Merivale Road, and its strong opposition to a third access onto Clyde Avenue

It is our position that the traffic imbalance between Clyde/Maitland on the one hand, and Merivale on the other, is so great, and growing, that it would be contrary to good planning principles to allow access from the entire new development onto the exceptionally busy Clyde/Maitland street arrangement.

The following points are offered in support of the above argument:

- 1.1 The rate of traffic growth on Maitland/Clyde over the past few years has been phenomenal. From 1993 to 1997, the average daily traffic increased by 6,000 vehicles per day to just under 30,000. That's a 25% increase. During the same period, average daily traffic on both Merivale (-2.6%) and Kirkwood (-6.8%) declined. That means that today, and every day, there are 12,000 more vehicles per day on Maitland/Clyde than on Merivale.
- 1.2 The recently completed Delcan traffic study states that the current and projected rate of growth on Merivale is zero. The annual rate of growth projected for Maitland/Clyde is 4%. This means that every year there will be about 1,200 more vehicles per day on Maitland/Clyde than in the previous year. Given current traffic rates, and applying the Delcan projected growth rates, within five years Clyde/Maitland traffic will average 35 to 36,000 vehicles per day, exactly double that of Merivale Road.
- 1.3 In 1992, the Ontario Municipal Board (O.M.B.) accepted arguments that the entire Clyde/Merivale lands should not be provided access onto Clyde. The OMB ruled that there would be no traffic interconnection between the eastern two-thirds (former RMOC) and the western one-third (former Assaly) to ensure that access was physically prevented for most of the Clyde/Merivale lands to Clyde. That was when Clyde/Maitland traffic was only 25% greater than Merivale. Today it is 75% greater. In five years it will be 100% greater than Merivale.
- 1.4 The Delcan study indicates that the intersection providing the worst service in the area is Clyde/Baseline. It is also the one deteriorating most quickly, and the one with fewest remedies. Opening access from Central Park onto Clyde would have an adverse impact on the Clyde/Baseline intersection. The impact would not be large in terms of numbers, but would be significant given the current and forecast level of service even without a Central Park access onto Clyde.
- 1.5 It is also our view that good planning principles would dictate the avoidance of a cut-through traffic route within Central Park from Merivale to Clyde/Maitland. As the

Delcan traffic study points out, all other communities with east/west streets crossing Merivale experience significant cut-through traffic problems. Restricting access from Central Park to Maitland/Clyde would eliminate the cut-through route and would, in our view, be a demonstration of good planning by avoiding at the outset a common and serious problem.

- 1.6 Copeland Park south already experiences cut-through traffic as drivers trying to reach Baseline westbound seek to avoid the serious and growing congestion at the Clyde/Baseline intersection. A Clyde access from Central Park would lead to increase cut-through traffic on Copeland Park south streets as traffic emerging from the Clyde access point would also seek to avoid the Clyde/Baseline intersection in favour of an easier route through our residential streets.

NOTE: The above traffic statistics are from the Supervisor, Traffic Investigations and Surveys Section, Safety and Traffic Studies Branch, Environment and Transportation Department, RMOC.

Response

As outlined, the draft plan of subdivision does not propose an access west to Clyde/Maitland. The applicant's traffic study and addendum supports an all Merivale access to serve both the subject subdivision and the adjacent subdivision to the east. The traffic study identifies that the traffic volumes at Clyde/Baseline intersection have increased significantly in the last 10 years, where volumes in the Baseline approaches have increased an average of 1.8% per year, and volume on the Clyde Avenue approaches have increased by an average of 4% per year. With respect to the subject proposal, traffic volumes on Merivale Road adjacent to the subdivision have had an average growth rate of 0% or less over the last 10 years. In the previous draft plan of subdivision only those lands provided for access to Clyde Avenue, and not the adjacent lands to the east. Providing a Clyde/Maitland connection would open all of the lands to this access. The traffic study notes that there is potential that the level of service at the Clyde/Baseline intersection will deteriorate much faster than that at the Merivale/Baseline intersection due to the pattern of historic traffic growth in each corridor, which weighs against a Clyde/Maitland connection. With respect to cut-through traffic, the traffic study indicates that a connection to Clyde/Maitland could add through traffic to the Copeland Park South neighbourhood, from Central Park traffic avoiding a congested Baseline/Clyde intersection. Due to current and projected operations at the Baseline/Clyde and Baseline/Merivale intersections, a Central Park collector road system that accommodates or encourages through traffic, whether circuitous or not, should be avoided.

Carlington Community Association

I would like to request that you send me a copy of the meeting notes and the attendance record for this public meeting, preferably by e-mail if possible. Secondly, I wanted to address the traffic volume numbers that Mr. Carswell eluded to during the meeting.

In response to Mr. Carswell's statement that, "there is a huge imbalance of vehicles on Clyde as opposed to Merivale", I would like to submit my observation of the traffic study. The Delcan

traffic study, for which data at the Merivale / Baseline intersection and Clyde / Baseline was collected by the region on May 14th, 1998 and May 22nd, 1998 respectively, shows almost no imbalance. The total volumes of vehicles are as follows:

Merivale / Baseline - Merivale Rd. traffic volumes only

Vehicles approaching from the north up to the intersection am-819 pm-761
 Vehicles travelling south past the intersection am-552 pm-1144
 totals... am-1371 pm-1905

Clyde / Baseline — Clyde Avenue traffic volumes only

Vehicles approaching from the north up to the intersection am-863 pm-1271
 Vehicles travelling south past the intersection am-795 pm-1106
 totals... am-1658 pm-2377

These figures hardly display the large 50% imbalance that Mr. Carswell proclaims exists between the two regional roads. A difference of 16.7% in the morning, and a difference of 19.9% less traffic in the afternoon, is not a huge imbalance.

For whatever reason, the traffic study's figure 4 map showing current volumes on these roads, does not match the data referred to in Appendix B listed above. However, using the same data calculation as above and the figures from this map, the net difference in the morning would amount to 10.6%, and afternoon to 14.3% less traffic than Clyde.

If we were to transpose the Appendix B data to correlate with the expected volumes from the development (1860 vph) and have only 2 access points, Merivale Roads volume in the afternoon peak hour would double what it is now, and surpass the Clyde volumes by 58.4%. Furthermore, if we transposed this data to having 3 equal access points (1860 divided by 3), Merivale Road volumes would still surpass those of Clyde by 5%. Since the Clyde access will have a circuitous route built in, we can only assume that the volumes will actually be more heavily weighed on the Merivale Road points as a result, thus creating an even greater imbalance to Merivale Road.

Response

The presentation by the Copeland Park Community Association representative identified the number of vehicles in a 24 hour period, as opposed to the peak hours identified in the Delcan report. This information was obtained from the Regional Transportation Department - Traffic Section. The traffic study identifies the current peak hour traffic volumes immediately adjacent to the site, ie. 1100 northbound and 870 southbound on Merivale, and 1053 northbound and 1130 southbound on Maitland. The Delcan report does not contain 24 hour traffic counts, as they were not relevant to the traffic analysis. The report's conclusions and recommendations maintain that the traffic volumes at the Clyde/Baseline intersection have increased significantly over the last 10 years. The Baseline Road approaches have increased by an average of 1.8% per year and volume on the Clyde Avenue approaches have increased by an average of 4% per year. With regard to Ashcroft's preferred concept, traffic volumes on Merivale Road adjacent to the

subdivision, and at the Merivale/Baseline intersection have had an average growth rate of 0% or less over the last 10 years.

Central Park Community Group

Comments are expected and will be provided under separate submission to Committee.

APPLICATION PROCESS TIMELINE STATUS

The application which was submitted on March 16, 1999, was subject to a project management timeline, as recommended by the “A Better Way Task Force”. A process chart which established critical milestones, was prepared and circulated as part of the technical circulation and early notification process. The application was processed within the timeframe established for processing subdivision applications.

COUNCILLORS COMMENTS

Councillor Jim Bickford is aware of this application and comments will be provided under separate submission to Committee.

Councillor Brian Mackey

I fully support the elements of the application which pertain to traffic access into the development. Maitland/Clyde is operating at or beyond capacity and it would not be sound planning to provide the Central Park subdivision with access to Maitland. This is confirmed in the Delcan traffic study and the numbers speak for themselves.

Likewise, exits at both Merivale Road and Maitland/Clyde would create ideal conditions for the Central Park neighbourhood to be inundated with cut-through traffic. While the City and residents are trying to find ways to reduce cut-through traffic in pockets across Ottawa, it makes sense to limit the potential for this problem to develop in the new Central Park subdivision.

In addition, I make the following recommendations:

- That any pedestrian access between Central Park and Clyde Avenue include design elements which block vehicular access - this could be half-buried upright pipes, boulders, or any other appropriate structure which could prevent vehicles from using such a narrow corridor.
- that access to any construction sites along Clyde Avenue should be from the west, where the land is open and unoccupied, rather than from Clyde Avenue. There will be open, undeveloped land behind any structures being built along Clyde, so construction traffic should access these sites from this open land rather than Clyde Avenue.

Response

Both recommendations have been incorporated within the conditions of approval.