



City of
Ville d' **Ottawa**

May 5, 1999

ACS1999-PW-PLN-0063
(File: OLV1992-004)

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 - 1260 Merivale Road

Lotissement - 1260, chemin Merivale

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 1260 Merivale Road, to the Regional Municipality of Ottawa-Carleton.

May 6, 1999 (7:56a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

May 6, 1999 (9:28a)

Approved by
John S. Burke
Chief Administrative Officer

PML:pml

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

Financial Comment

All costs shall be the responsibility of the owner/applicant.

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

May 5, 1999 (4:02p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Background

This revised approval is for a Draft Plan of Subdivision application originally approved by City Council June 30, 1993. Subsequent modifications to the draft approval were made by staff for portions of the subject property on June 18, 1997 (known as Phase 1A) and on May 19, 1998 (known as Phase 1B). Both Phase 1A and 1B are located at the northeast corner of the original draft plan of subdivision. The current approval involves the balance of the applicants lands (known as Phase 2).

The original draft plan of subdivision approval encompassed all of the lands formerly owned by the Regional Municipality of Ottawa-Carleton, for the so-called “Clyde-Merivale” lands. These lands included approximately two-thirds (37 hectares) of the former Central Experimental Farm lands west of Merivale Road sold by the Federal Government. The balance of the lands were sold to the T. C. Assaly Corporation who subdivided the property to develop low, medium and some high density residential housing. The Region originally envisioned a type of residential campus geared towards senior citizens for their land holdings, and this was reflected in the zoning which permitted various types of apartment dwellings with associated commercial uses, such as doctors offices. In general terms, the subdivision consisted of a ring road surrounded by residential blocks, with the ring road accessing Merivale Road in two places, and a large central park in the centre. The Region’s lands were subsequently sold to Ashcroft Homes, who proposed more traditional type of residential uses, comprising mainly of singles, semi-detached, row dwellings with some apartment dwellings for seniors. This has been reflected in Phases 1A and 1B which are comprised of singles, semi-detached and row dwellings.

The applicant has also purchased, through an associated company, the adjacent lands formerly owned by T. C. Assaly. A concept plan for both the former Regional lands and Assaly lands has been prepared integrating the two subdivisions. The developer has undertaken this with the aim of creating one community, as opposed to two separate communities with separate accesses, as previously envisioned. A rezoning application respecting the subject lands was approved by City Council April 21, 1999. The rezoning mainly addresses the block and roadway configuration of the modified subdivision plan, in addition to altering yard provisions.

Decision and Rationale

The subject subdivision approval (Phase 2) is consistent with the existing draft approved plan of subdivision, with respect to general layout of land uses, ring road and central park. It essentially implements the previous approvals identifying more detail in terms of local road layout and park configuration. Further public consultation will be undertaken for the detailed park planning. The proposed plan is consistent with the concept plan, and approval of the subdivision will not compromise the approval of the adjacent lands (former Assaly). This final phase of the Ashcroft subdivision (former Regional lands) will allow completion of development of this portion of the “Clyde-Merivale” lands and does not prejudice the future approval of the adjacent lands.

Environmental Impact

The Municipal Environmental Evaluation Report (MEER) has been completed, and an area which was identified for clean-up has been undertaken, subject to confirmation.

Consultation

A public meeting was held April 28, 1999, in which approximately 100 people attended.

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. Regional Municipality of Ottawa-Carleton, Planning and Development Approvals Department, Development Approvals Division (please include a copy of the 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 (MEER) (on file with City Clerk)
Document 5	Compatibility With Public Participation Policy/Input From Other Government Agencies

Part II - Supporting Documentation

Document 1

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

That the Plan of Subdivision of Part of Block 6 Registered Plan 4M-970 and Lots 66 and 67 Registered Plan 4M-1008 and Part of Lot “M” and Part of the North Half and South Half of Lot “N” Concession “A” (Rideau Front), Township of Nepean, Now in the City of Ottawa. prepared by Paul A. Riddell Ltd., Ontario and Canada Land Surveyor dated 1999, and dated as received by the City of Ottawa March 15, 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 all conditions related to the Draft Plan of Subdivision for the subject lands identified in the June 30, 1993 City Council approval and the June 23, 1997 and May 19, 1998 staff approvals, remain in full force and effect, unless otherwise amended herein.
- 1.3 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, for the lands identified as Phase 2 in this report, to the satisfaction of the Commissioner of Urban Planning and Public Works.
- 1.4 That the Registered Owner is to build at his cost, sidewalks on both sides of Central Park Drive to the satisfaction of the Commissioner of Urban Planning and Public Works.
- 1.5 That the Addendum to the “Stormwater Design Plan for Clyde-Merivale Lands” requires approval from the Commissioner of Urban Planning and Public Works.
- 1.6 That the Phase 2 Subdivision not be registered and that no further re-subdivision, site plan and/or zoning approvals be granted until such time as the traffic impact study submitted by Delcan Corporation dated March 1999 for the revised development concept for the Clyde/Merivale lands has been received by the Commissioner of Urban Planning and Public Works and the Region of Ottawa-Carleton
- 1.7 That should development of the Phase 2 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 referred to above, 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.

1.8 That the Registered Owner shall fulfill the following conditions with respect to the geometric design for Central Park Drive prior to the registration of the Phase 2 subdivision and prior to obtaining any further re-subdivision, site plan and/or zoning approvals.

- i Within the curve marked R89.95 on the drawing titled “Partial Plan of Central Park Drive” prepared by David Blakely, Architect, dated February 1997 and Revised to October 15, 1998 (curve at the intersection of Central Park Drive with Street 3), and for a distance of 20 meters beyond in both directions, there shall be NO roadway intersections, driveways, or private entrances anywhere on the INSIDE of the curve.
- ii Subject to further technical review with the Operations Branch and the Engineering Branch of the Department of Urban Planning & Public Works, the curve marked R89.95 (as noted above) shall be constructed with a 2% crossfall across the entire road, sloped down towards the inside (east), as opposed to the standard 2% crossfall from the centreline to each side (this has the effect of changing the design speed for southbound traffic from 39 km/h to 45 km/h). The developer shall provide detailed drawings showing this crossfall and details on drainage design which must clearly show drainage patterns along Central Park Drive in the vicinity of the curve. For instance, designing so that the drainage is away from the proposed intersection within the R89.95 curve would be beneficial. The detailed drawings and details on drainage design shall be to the satisfaction of the Commissioner of Urban Planning & Public Works.
- iii Proper transitions to conventional crossfall beyond the R89.95 curve must be designed and are subject to detailed review and approval by the Commissioner of Urban Planning and Public Works. Continuation of the crossfall oriented to the inside of the curve may be appropriate, subject to review and approval.

While the establishment of crossfall to the inside of the R89.95 curve assists in improving the roadway geometrics, possible impacts on winter snow and ice control as well as drainage concerns must be considered and will be factors in the technical review of the detailed drawings required.

- iv Warning signage (curve, 40 km/h advised speed), three way stop control signage (at the intersection of Central Park Drive with Street 3), and centreline markings must be established within one year of the completion of Central Park Drive. Costs for such signage and markings shall be the responsibility of the developer.
- 1.9 That the Department of Urban Planning & Public Works reserves the right to modify any or all of the above conditions on the basis of review of the required detailed drawings.
- 1.10 That with any site plan control and/or re-subdivision application for Block 69, the Registered Owner shall provide evidence that sight lines will be maintained for vehicles

travelling along Central Park Drive approaching and through the curve marked R89.95. This shall be to the satisfaction of the Commissioner of Urban Planning and Public Works.

- 1.11 a) That prior to the registration of the plan of subdivision, the Registered Owner shall provide the 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 the 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 \$16,500.00 for road allowance tree planting for Lots 1 to 42.
- 1.12 That with any site plan control or re-subdivision application for Block 69, the Registered Owner will be required, subject to review, to provide a publically accessible pedestrian connection that leads from the intersection of Central Park Drive and Street 3 to Central Park.
- 1.13 That the Registered owner shall be responsible for 100% of the cost, and 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 For Central Park Drive, to provide two driving lanes with curb to curb width of 11.0 meters within a 23.16 meter right-of-way with the driving lanes tapering out to four lanes to accommodate turning lane requirements at the approach to Merivale Road. The location of the taper from two to four lanes shall be as set out in the Traffic Impact Study referred to by Condition 2, and the outside curb to outside curb width where four lanes are to be provided shall be 15.5 meters (four 3.5 meter lanes with a 1.5 meter concrete center median). Details with respect to the functional design for Central Park Drive (south intersection) at the approach to Merivale Road shall be to the satisfaction of the Commissioner of Urban Planning and Public Works.
 - ii For the local roads, to provide two driving lanes with a curb to curb width of 9.0 meters within an 18.0 meter right-of-way with the exception of Street 3 and Staten Drive which shall be constructed with a curb to curb width of 9.0 meters within a 20.0 meter right-of-way.
 - iii 1.5 meter concrete sidewalks with 2.5 meter outer boulevards shall be provided as follows:
 1. along both sides of Central park Drive, and
 2. along the north side of Street 3.
- 1.14 That the Registered Owner shall, if determined necessary through the subdivision approval for the former Assaly Lands, provide a 1.5 meter concrete sidewalk with a 2.5 meter outer boulevard along the south side of Staten Drive.

- 1.15 That the Registered Owner shall be responsible for 100 % of the cost and installation of all street name signage and traffic signage, 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.
- 1.16 Private Approach By-law for the location of all private approaches. In this regard, we would advise that some of the private approach(s) for development within Blocks 63 to 68 inclusive, shown on the site plan submitted for development of these blocks, do not maintain the minimum horizontal distance required from Central Park Drive.
- 1.17 That 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.
- 1.18 That 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.
- 1.19 That the Registered Owner covenants and agrees to submit documentation demonstrating that the subject property meets the Ministry of Environment's Guideline for Clean-up of Contaminated Sites in Ontario (February 1997) for the intended land use to the satisfaction of the Commissioner of Urban Planning and Public Works prior to registration of the Subdivision.
- 1.20 That the Registered Owner shall provide a conservation easement along the north portion of the subject lands within Lots 33 to 42 and within Block 46 identified as such on the Subdivision Plan to the satisfaction of the City Solicitor and the Commissioner of Urban Planning and Public Works and to be registered on title:
 - a) that the registered owner shall submit a management plan for the conservation easement lands, which shall include, among other things: protection from noise, vibration and dust during construction, provisions for the continuation of natural drainage and fencing requirements,
 - b) that the registered owner covenants and agrees to notify all prospective purchasers of lots which include portions of the conservation easement of the following:
 - i) the location and extent of the conservation easement and fencing requirement,
 - ii) the contents of the management plan,
 - iii) the availability of the environmental lands handbook.
 - iv) the registered owner shall bear full responsibility for the cost and construction of a 1.5 metre high commercial grade chain link fence (no private gates permitted) outside the dripline of the existing trees along the southern edge of the conservation easement block to the satisfaction of the Commissioner of Urban Planning and Public Works.

- 1.21 That the Registered Owner must submit a written statement specifying the species, size, health, structural stability for the existing trees within the conservation easement block 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 the first occupancy of a unit abutting the conservation area of the subdivision. 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.
- 1.22 That the Registered Owner shall immediately after registration of the plan of subdivision and prior to any building permits being issued for Lots 33-42 and 46 execute the mitigation measures recommended in the written statement (Condition above) to the satisfaction of the Commissioner of Urban Planning and Public Works.
- 1.23 That 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.
- 1.24 That the Registered Owner covenants and agrees to prepare an Environmental Lands Handbook to the satisfaction of the Commissioner of Urban Planning and Public Works, in consultation with the Environmental Management Branch, prior to the first occupancy of a unit abutting the conservation area of the Subdivision. The Handbook will explain the purpose of the environmental lands, the ownership and access restrictions, and how homeowners can promote environmental stewardship through best management practices.
- 1.25 That 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 limited to the following:
 - i) A snow fence will be erected along 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.

- 1.26 The Registered Owner covenants and agrees to erect a snow fence or some other suitable temporary barrier along the limit of the conservation easement block to prevent any inadvertent 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.
- 1.27 That the Registered Owner shall amend Block 45 of the subdivision plan to increase the width of the block to at a minimum 10 metres from the currently depicted 5.53 metre width in order to accommodate the required 3.0 metre pathway, lighting, landscaping and lighting and to protect the privacy of the adjoining residential properties.
- 1.28 That the Registered Owner shall use its best efforts to secure an agreement with the National Capital Commission to design and construct, at the cost of the Registered Owner, a contiguous landscaped pedestrian and bicycle pathway, consistent with guidelines specified in Condition 1.41, connecting the pathway within Block 45 to the existing NCC pathway to the north of the subdivision to the satisfaction of the Commissioner of Urban Planning and Public Works, Commissioner of Community Services and the National Capital Commission within 1 year of execution of the subdivision agreement.
- 1.29 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.
- 1.30 That the Registered Owner satisfy and requirements identified by Ottawa Hydro and Bell Canada.
- 1.31 That the Registered Owner shall undertake the following measures during the construction of any development on any part of the proposed subdivision:
 - a) That no parking of construction vehicles, including the vehicles of any construction workers, will be allowed on any local residential streets, including Caldwell Avenue, Metford Street and Rosenthal Avenue.
 - b) That no construction vehicles will make use of the streets described in Recommendation 10 a) above.
 - c) That the Registered Owner and/or future developer shall be responsible for the cleaning, to include scraping and washing, of the portion of Merivale Road adjacent to the subdivision at least once a week, to the satisfaction of the Commissioner of Urban Planning and Public Works.
- 1.32 That the Registered Owner covenants and agrees that perspective purchasers are to acknowledge in writing, in the Agreement of Purchase and Sale, of being notified of the following items by the Registered Owner:

- a) The location of the purchaser's lot on the Registered Plan of Subdivision.
 - b) The location of the purchaser's unit on the Plan showing the lot line and the existing and proposed surrounding structures.
 - c) The drainage and topographic Plan of Subdivision.
 - d) The landscaped plan for the area of the Subdivision.
 - e) 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.
 - f) The location of the purchasers lot and/or block, in relation to the surrounding area within 200 metres of the proposed block.
 - g) A plan showing the ownership of the blocks and land and proposed road surrounding each individual surrounding each individual proposed residential block.
 - h) Approved zoning plan for the subdivision and surrounding area.
 - i) The location and function of the pedestrian paths and parks in the surrounding area, in relation to the purchaser's lot.
 - j) 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.
 - k) The location of all proposed postal boxes intended to serve the future development or each individual proposed residential block, if the information is available.
 - l) The location of the respective catch basins and the extent of the Temporary Water Holding Area.
 - m) The location of the stormwater management facility.
- 1.33 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 Subdivider 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.

- 1.34 That any temporary dead end streets (that are to extend into future phases) are to be constructed with a temporary asphalted cul-de-sac ensuring municipal vehicles have the means to service the respective phased developments.
- 1.35 That the Registered Owner shall divide Block 71 into two separate blocks by maintaining the commercial block as per the exiting draft plan of subdivision approval and by maintaining the remainder as a separate block.
- 1.36 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.
- 1.37 That Block 70 and the tot lot located on lot 1 and 2 at the corner of Whitestone and Cedar Park be conveyed to the city as Parkland; that blocks 44 and 45 (widened to 10 m.) be dedicated to the city as Greenway Corridor.
- 1.38 That the applicant is to prepare detailed landscape plans, specifications and contract documents for the development of the park and tot lot to the satisfaction of the Commissioner of Community Services and the Greenway Corridor to the satisfaction of the Commissioner of Urban Planning & Public Works. Such plans, specifications and documents are to be stamped by a Landscape Architect. This plan shall be prepared at the end of a community consultation process to be undertaken by the City.
- 1.39 The proposed elements of the program for the park recreation facilities for Block 70 are:
 - a 91.5 m softball field
 - a 50m X 100m soccer field
 - an asphalt basketball court
 - pre-school and school age play structures and swings
 - spring toys (3)
 - shade shelter
 - park electrical and water service
 - 1.2m high decorative fence along the southern frontage of Central Park Drive
 - park signs at both park access points
 - a 3m wide asphalt lighted path (30m o.c.) Linking the southern and the northern end of the park
 - park furniture
 - landscaping, seeding, sodding and planting

The above shall be to the satisfaction of the Commissioner of Community Services.

- 1.40 The required park recreation facilities for the tot lot located on lot 1 and 2 at the corner of Whitestone and Cedar Park are:
 - a pre-school play structure and swings
 - spring toys (3)
 - shade shelter
 - park sign

- a 1.2m high decorative fence fronting on Cedar Park and Whitestone
- a solid 1.5m high wood fence adjacent to the residential lot 3
- park furniture
- landscaping, seeding, sodding and planting

The above shall be to the satisfaction of the Commissioner of Community Services.

1.41 The required landscape facilities required for the Greenway Corridor namely blocks 44 and 45 are:

- S Provision of an asphalt pathway having a minimum width of 3 metres, with sufficient bearing strength to support maintenance vehicles;
- S Provision where pathway meets future sidewalk, sidewalk should be in interlock pavers to distinguish the purely pedestrian area;
- S Provision of adjacent plantings of trees to include a minimum total number equal to the one tree per 3.5 metres of pathway length;
- S Provision of ornamental trees to supplement and complement the required trees;
- S Provision of appropriate seeding and sodding;
- S Provision of City-approved pedestrian light standards at 30 metres on centre along the entire length of pathway;
- S Provision of a 1.5 metre high commercial grade chain link fence along the abutting residential lands adjacent to the pedestrian linkage blocks;
- S Provision of a 3 metre asphalt pathway connection and complimentary landscaping to the existing pathway on the National Capital Commission's property

The above shall be to the satisfaction of the Commissioner of Urban Planning and Public Works.

1.42 In the event of changes to the development program for conditions 1.39, 1.40, and 1.41 above, it is agreed that the funding envelop shall remain at \$750,000. and the work will proceed as per condition 1.46.

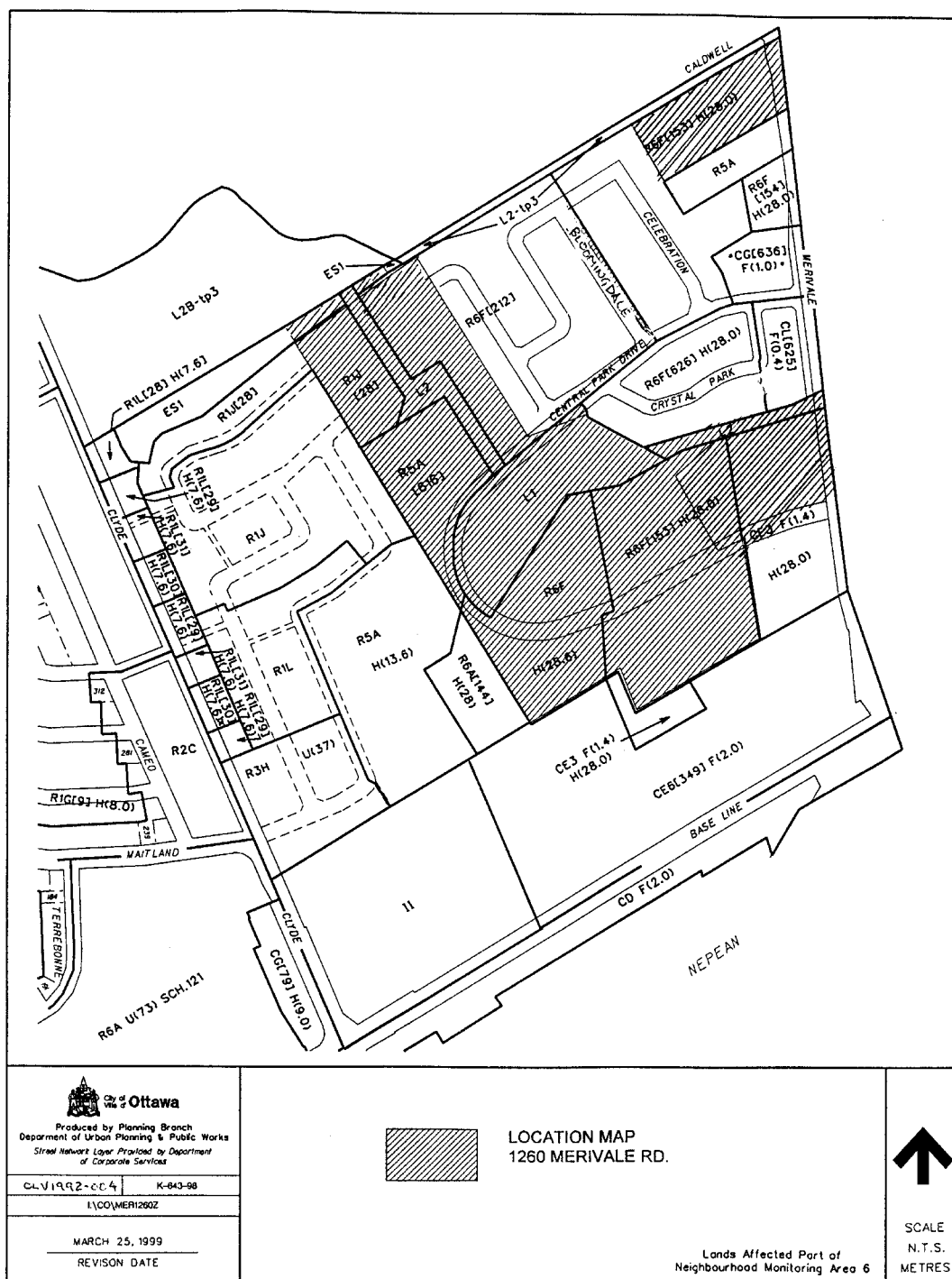
1.43 The residential property lines adjacent to the Park (block 70) shall be fenced with a 1.8m high commercial grade chain link fence prior to the issuance of the first occupancy permit for any adjoining subdivision lot or site plan block. Such fencing shall be located on the private side of the property line. Of note we have not addressed fencing requirements of the Greenway blocks 44 and 45. We do however recommend that it be fenced with a solid wood fence of 1.8m high.

- 1.44 A 2.4m high commercial grade chain link fence shall be provided along the perimeter of the SMT Pond adjacent to the Park in Block 70.
- 1.45 The applicant prior to the registration on the plan of subdivision shall prepare a single plan that shall incorporate the final approved plan for the SMT Pond and the Park plan as approved by the Commissioner of Community Services. The applicant undertakes to make the necessary property boundary adjustments to properly accommodate the pond and the required access point to the park. This shall be subject to the approval of the commissioners of Community Services and the Urban Planning and Public Works.
- 1.46 The applicant agrees to undertake development of the park (block 70), the tot lot and the Greenway corridor in accordance with the following timetable:
- Phase 1: Land preparation to be completed by the end of 1999 at an estimated cost of \$250,000.
 - Phase 2: Part of the central park and the complete tot lot by the end June, 2000 at an estimated cost of \$267,000.
 - Phase 3: The remainder of the park and play spaces requirements and the Greenway corridor by the end of June 2001 at an estimated cost of \$237,000.
- 1.47 The applicant shall provide the City with a first letter of credit in the amount of \$250,000. which shall cover the requirement for the first phase of development of block 70. This phase to be completed by the end of 1999. Following this date, the applicant shall provide a second letter of credit in the amount of \$267,000. which shall cover the requirement for the second phase of development of block 70 and the complete development of the tot lot at the corner of Cedar Park and Whitestone. This second phase to be completed by the end of June 2001. Following this date the applicant shall provide a third letter of credit in the amount of \$237,000. which shall cover the third and last phase of development of block 70 and the Greenway Corridor. This final phase shall be completed by June 2001.

Upon completion of each of the above phases approval shall be required from the Commissioner of Community Services prior to the release of the letter of credit and prior to proceeding with the next phase. Failure to comply with any of the above, the City shall withhold the issuance of building and occupancy permits until such time as the work is completed to the satisfaction of the Commissioner of Community Services and/or the required new letter of credit has been submitted.

- 1.48 Should the City grant approval to the development of the lands immediately to the west of this application (known as the Assaly Lands and Department of Communications Lands) at any time during the period mentioned in 1.47 above the City will impose cost sharing conditions for the development on the common park on block 70. The amount of this contribution will be established at \$500,000. The amount contributed to the central park does not preclude the city imposing the requirement for the development of two additional tot lots in the "Assaly Lands". The costs of the development of these two tot lots will be absorbed within the funding envelop of \$750,000. provided by the applicant. Upon resolution of this program the financial requirements only detailed in condition 10 above shall not apply any further.

- 1.49 That Block 66 in Registered Plan 4M-1008 be reconveyed to Registered Owner.
- 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 all blocks other than Lots 3 to 15, 16 to 29, 30 to 42 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 1.1, 1.4, 1.5, 1.11, 1.13, 1.15, 1.20, 1.23, 1.47 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.



COMPATIBILITY WITH PUBLIC PARTICIPATION

NOTIFICATION AND CONSULTATION PROCESS

The proposed development forms part of the final development phase of the originally approved Draft Plan of Subdivision. While this is considered a revision to the existing draft approved plan of subdivision, where public consultation was undertaken, additional public consultation occurred through the rezoning application and through a public meeting held April 28, 1999 for the revisions to the subdivision. The subject proposal is in keeping with the intent of the originally approved plan.

SUMMARY OF PUBLIC INPUT

A public meeting was held April 28, 1999, respecting the proposed subdivision, in which approximately 100 residents were in attendance. The following comments were identified both verbally and in writing at the public meeting.

Comments

1. Plan should not be registered until issue of passive or active park has been resolved, Ashcroft concept plan identified a passive park.
2. Expansion of commercial area facing Merivale Road not resolved. Store size must be limited to maximum of 15,000 square feet. Triangular area zoned residential should be incorporated into park or developed as residential.
3. Access to Clyde Avenue should be maintained with no restrictions. This access would allow the integration with the larger community. Clyde/Maitland would work better if signalized.
4. Is the amount of recreational open space in the overall Clyde-Merivale development less than the 1992 plan?
5. Wish to see clearly marked pedestrian access across the bike path at the current spot opposite the Caldwell Avenue Quickie.
6. Prefer office buildings to big box store. Disapprove of so much parking at Nortel, this is anti-transit. Disapprove of 6 storey apartment building in interior of development, should be closer to a regional road.
7. A combination passive/active park is needed, with facilities for children and ensure park for all seasons.
8. The connecting bicycle lane to the NCC lands and around the pond should have some lights.

9. The pond should double as a skating rink.
10. Not in favour of anything over four stories high, residents told there would not be anything higher than 3 storeys.
11. Purchase agreement led us to believe park was to be passive. Do not want to be overwhelmed by active recreation from park or from people outside the community.
12. There is no community benefit to having retail stores, when there are nearby stores having trouble surviving.
13. Concern that public meeting will not discuss access issue with respect to Clyde/Maitland intersection and issues related to this access.
14. Concern of a retirement concept next to an active park.
15. What is traffic impact on adjacent neighbourhood and Kirkwood Avenue.
16. Could Central Park Drive accommodate transit service.
17. Will the stormwater management pond be fenced.
18. When will pond be started and construction time.

Response

1. As part of the conditions of approval, the details of the park planning and facilities will be subject of further public consultation by the Community Services Department.
2. A condition of subdivision approval will request that Block 71 be divide in two to reflect the existing size of the commercially zoned lands, with the balance remaining residential. The issue of rezoning the residential lands to commercial to incorporate into the adjacent commercial block facing Merivale Road and the size of the retail space forms part of a separate rezoning application for these lands. The division of Block 71 does not preclude any potential development scenario.
3. The issue of a Clyde Avenue access is not germane to the subject application. This is an issue which will be dealt with during the subdivision review for the abutting lands. Approval of the subject lands will not prejudice any decision with respect to the potential for a Clyde Avenue access, and the subject subdivision can function with or without that access.

4. The amount of open space between the previous subdivision approvals and the proposed subdivision approvals has been reduced in land area. The previous approvals required a total land base of approximately 5.4 hectares. The current proposal will require a land base of approximately 4.1 hectares, including 3 tot lots and park improvements.
5. The proposed connection to the NCC bike path north of the property will be located at the end of the north/south walkway connection. A pedestrian connection across the bike path would require the NCC's approval, and could be reviewed at the site plan control approval stage for the abutting Block 74.
6. The issue of uses on a site is one of zoning and not subdivision. The zoning for the commercial lands is not the subject of the current application, but a separate application which has been deferred at the applicants request. The applicant does not own the adjacent Nortel property. Certain zones within the interior of the site currently permit residential buildings having a height of 28 metres. This height provision has been maintained for Block 69 adjacent to the park.
7. Details of the park facilities will be determined after public consultation between the Community Services Branch and the community.
8. Lighting is proposed for these pathways.
9. Once the pond is completed and functional, it will be determined whether skating would be appropriate.
10. Please see response 6 above.
11. Please see responses 1 and 7 above.
12. The commercial zoning for the lands along Merivale Road is already in place. A separate application to rezone additional lands for commercial at the northwest corner of Central Park Drive South has been deferred at the request of the applicant. This application will be subject to full public consultation when it is reopened.
13. During the April 28, 1999 public meeting, it was highlighted that the subject proposal does not include the adjacent lands, which would be the subject of a potential Clyde/Maitland access, and that the subject application does not preclude any decisions respecting this access.
14. Final details of the retirement concept and the park have yet to be reviewed or finalized.
15. While it is recognized that traffic will increase as a result of the proposed development, the projected increases are anticipated to be within acceptable levels.
16. Central Park Drive has been designed to accommodate transit service.

17. There are no specific plans to fence the stormwater retention pond. Some fencing may be required adjacent to active play areas of the park, which will be determined during the detailed planning of the park. This does not preclude the possibility of future fencing around the pond, should it be determined that there is a safety issue.
18. Construction of the stormwater management pond will commence once the Ministry of Environment and Energy has granted its approval, which the developer has indicated would occur within 6 to 8 weeks, with construction to take approximately 2 months.

Application Timeline Status

This application was originally submitted November 26, 1992. The subject proposal is a revision to the subsequent June 30, 1993 approval, and as such was not subject to a project management timeline.

INPUT FROM OTHER DEPARTMENTS AND AGENCIES

Councillor's Comments

Councillor Jim Bickford is aware of this application.