

**2. REVISED DRAFT PLAN CONDITIONS -
HISTORIC ELMWOOD COUNTRY LOT SUBDIVISION -
TOWNSHIP OF WEST CARLETON**

COMMITTEE RECOMMENDATION

That Council approve the revised draft conditions (attached as Annex A) for draft plan of subdivision 06T-98025.

DOCUMENTATION

1. Planning and Development Approvals Commissioner's report dated 20 Aug 2000 is immediately attached.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 15-98SD25
Your File/V/Réf.

DATE 20 August, 2000

TO/DEST. Co-ordinator, Planning and Environment Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **REVISED DRAFT PLAN CONDITIONS-
HISTORIC ELMWOOD COUNTRY LOT SUBDIVISION
TOWNSHIP OF WEST CARLETON**

DEPARTMENTAL RECOMMENDATION

That Planning and Environment Committee recommend that Council approve the revised draft conditions (attached as Annex A) for draft plan of subdivision 06T-98025.

INTRODUCTION

The Ontario Municipal Board (OMB) convened a six (6) day hearing on the appeal of the Historic Elmwood Country lot subdivision (06T-98025). At the conclusion of the hearing the OMB ordered further work be done to determine the final road network and the final landscape plan for the subdivision. The OMB ordered that, after the studies were completed, the draft conditions be reviewed by the public and the Councils of West Carleton and the Region of Ottawa-Carleton. The OMB hearing will reconvene on October 10 and 11, 2000 to review the draft conditions approved by Regional Council. The purpose of this report is to recommend approval of the revised draft conditions for the subdivision. The revised conditions are attached as Annex A.

BACKGROUND

Draft Plan of subdivision 06T-98025 was recommended for draft approval by the Regional Planning and Environment Committee on 26 October, 1999 and Council made the decision to approve the subdivision on 10 November 1999.

As mentioned above the subdivision application was appealed to the OMB. In June the OMB ordered that further work be done to determine a final road network for the subdivision and that the landscape plan for the area backing onto the Old Carp Road be finalized. The OMB wished to have a public meeting to provide the public an opportunity to review the results of the studies and provide comments.

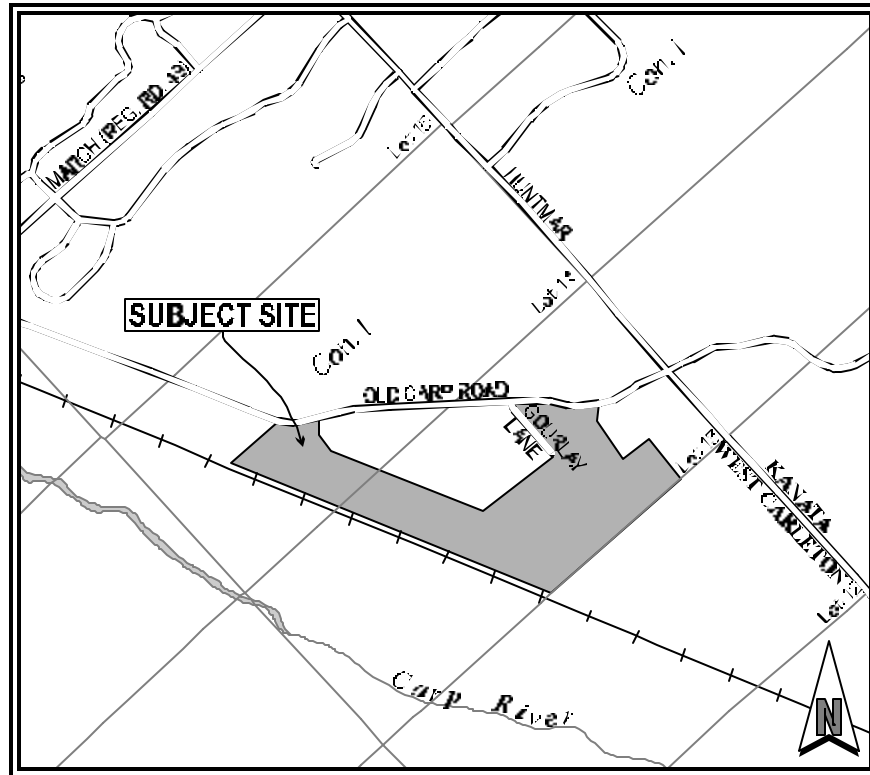
The OMB also asked that any revisions to the conditions resulting from the additional studies and the public consultation be approved by the Council of West Carleton and the Region.

As per the Board's instructions a public meeting was held in West Carleton on 31 July to give the public an opportunity to provide comments on the final road network and the landscape plan. The draft plan conditions were revised to implement the final road network and the final landscape plan. The revised draft conditions were approved by the West Carleton Council on 15 August 2000. The Report to West Carleton's Executive Committee provides a detailed analysis of the issues considered by West Carleton Council and is attached as Annex B. The comments received from the public are attached as Annex C. Staff are recommending that PEC and Council approve the revised draft conditions to be considered by the OMB when it reconvenes on 10 and 11 October.

Final Road Network

The OMB ordered West Carleton Township to decide on the final road network for the subdivision. There were a number of issues related to the access to the subdivision that required a decision by the Township:

1. Access to the Old Carp Road from Gourlay Lane
The residents in the area are opposed to any redesign of the intersection. West Carleton Council decided that the realignment of Gourlay Lane was unnecessary and that pavement markings (white stop lines and lane lines) would be sufficient orient the cars entering and leaving Gourlay Lane.
2. Need for and location of a second access of the subdivision
Many residents were opposed to providing a second access to the Old Carp Road from Lohead Lane. Alternatives presented were to make Lohead a cul-de sac (providing only one access in and out of the subdivision at Gourlay Lane) or providing an access from Huntmar Road rather than Old Carp Road. The developer's consultant, McIntosh Hill Engineering Services Ltd. evaluated four alternatives and recommended using the second entrance to Old Carp Road as shown on the plan of subdivision. West Carleton Council decided that it preferred to have two accesses to the subdivision and approved the access to Old Carp Road from Lohead Lane as shown on the plan of subdivision.
3. Road improvements required to address safety issues for Old Carp Road
The developer's consultant, McIntosh Hill Engineering Services Ltd., recommended that the posted speed limit between Huntmar Road and the second entrance at Lohead Lane be reduced from 60 kph to 50 kph. The consultant also recommended using a three way stop sign at the intersection of Lohead Lane and the Old Carp Road to provide additional traffic calming and provide an additional level of safety. The three way stop was not supported by the public. West Carleton Council approved the reduced speed limit of 50 kph and decided that the three way stop was not necessary as the reduced speed limit at the intersection would provide sufficient traffic calming.



Landscaping Plan

The OMB ordered that a landscaping plan be completed for the lots backing onto the Old Carp Road. The applicant has provided a landscaping plan prepared by Ms. Diane Huffman. The plan provides details regarding the location, type and size of trees to be planted to address issues of aesthetics and the buffering of the development from the Old Carp Road. There were comments from the public stating that they felt that the landscaping plan was not adequate. West Carleton approved the plan with the following amendments:

1. the landscape plan be amended to provide for a buffer for the intersection of Lothead Lane and Old Carp Road as noted in the July 10, 2000 Greer Galloway letter.
2. The landscape plan be amended to reflect the distribution of trees showing the actual number proposed for each area noted on the plan, for security calculations.
3. The landscape plan be subject to a review by a Landscape Architect prior to the plan being approved for use in the proposed subdivision.
4. The revised plan include a distribution of tree types which will provide for true screening between dwellings using both canopy type trees and those which will provide screening from the ground up (i.e. spruce), and provide for the introduction of sufficient canopy trees along Old Carp Road to extend the scenic route while taking into account the vista of the Carp River Valley.

ALTERATIONS TO THE DRAFT CONDITIONS

After consideration of the studies submitted by the applicant to address the final road network and the landscaping plan, and comments on the studies received from the public, the Township of West Carleton has requested the draft conditions be amended. The OMB requested that the conditions be approved by Regional Council, the approval authority for subdivisions. West Carleton has requested that:

- Condition 1 be amended to include reference to the Blocks which are set aside for the future access to the Honeywell lands and to the railway, as shown on the revised plan as Blocks “A” and “B”
- Condition 2 be amended by adding the following to the end of the clause:
 - “The developer may opt to provide a combination cash/letter of credit and lots as security for the Township works. The specific lots and number of lots to be to the satisfaction of Township staff in accordance with current policy”.
- Condition 5 (condition 6 in Annex A) be amended to add the word ‘plan’ after the word ‘planting’ in the first line
- Condition 7 (condition 8 in Annex A) be amended to note that Lohead Lane has been accepted as the street name for Street Number 1
- Condition 8 (condition 9 in Annex A) be amended to delete reference to phasing
- Condition 10 be deleted as the conditions noted above under Issues 1, 2 and 3 reflect the current situation for information regarding access to the subdivision
- Condition 11 be amended to accept Block “B” for access to the railway lands has been shown on the revised draft plan, and to change ‘Street No. 1’ to “Lohead Lane”
- Condition 14 be amended in clause ‘a)’ to change the word ‘treed’ to ‘tree’.
- Condition 15 (condition 16 in Annex A) be amended to include the following at the end of the clause:(as agreed upon by the Township) “This amount to be the current equivalent of the 1999 value of \$18,500.00 for cash-in-lieu of parkland.”
- Condition 16 (condition 17 in Annex A) should be amended to delete reference to phasing in the first line by deleting “‘of any phase’.
- Condition 28 (condition 29 in Annex A) should be amended to add the following after the word facilities in line 2: “or for drainage purposes”
- Condition 30 (condition 31 in Annex A) should be amended to delete the words “and phasing” in line 3.
- The Township requests that two new conditions be added as follows:
 1. (condition 5 in Annex A) The Township acknowledges that as a result of further studies, and information which will be required to be provided to the Ontario Municipal Board redesign (relotting) of the plan may be required prior to final approval, and that the Township’s interests in this matter is to ensure that at least 0.8 hectares, per lot, are

outside of the 'marsh' area as finally defined by Gorrell Resources.

2. (condition 15 in Annex A) That a grade and drainage plan shall be submitted to the Township for their review and approval and provision shall be made in the subdivision agreement for the implementation of the plan.

Staff are recommending that the revisions to the draft conditions as requested by West Carleton Council be approved with one exception. West Carleton has requested that Condition 7 (condition 8 in Annex A) be amended to note that Lohead Lane has been accepted as the street name for Street Number 1. Lohead Lane is not available for use as the name is already in use (in Rideau Township). The applicant will have to choose another name therefore the condition should not be changed. The current condition requires that Street Number 1 be named to the satisfaction of the local municipality and the Regional Planning and Development Approvals Department. Similarly West Carleton's request to change the reference from Street Number 1 to Lohead Lane in condition 11 is not recommended.

The draft conditions attached as Annex A have also been revised to delete all references to phasing as the OMB has ordered that the subdivision be processed as one phase and not two phases as originally approved by Regional Council.

CONCLUSION

The Township has requested a number of revisions to the conditions resulting from the additional studies and the public consultation process to consider the final road network and landscaping plan. The changes meet the requirements of the local and the Regional Official Plans. The OMB will reconvene on 10 and 11 October to review the approved draft conditions.

CONSULTATION

The Township of West Carleton hand delivered a copy of the draft report to West Carleton Council to all concerned parties. A public meeting was held on 31 July 2000 to provide an opportunity to provide comments on the draft report. The report and comments from the public were considered by West Carleton Council on 15 August 2000. A copy of the draft report to the Region's Planning and Environment was sent to all concerned parties.

FINANCIAL IMPLICATIONS

There are no financial implications

Approved by
N. Tunnacliffe, MCIP, RPP

ANNEX A

Regional File: 15-98-SD25**Regional File: 15-98-SD25****Provincial File: 06T-98025****West Carleton File: 99-11**

REGIONAL CONDITIONS FOR FINAL APPROVAL
VJ LAND LTD. AND WILLIAM/WENDY COX,
HISTORIC ELMWOOD

CONDITIONS REVISED SEPTEMBER 2000, FOR OMB APPROVAL

The RMOC's conditions applying to the approval of the final plan for registration of VJ Land Ltd and William/ Wendy Cox-Subdivision (06T-98025) are as follows: **Agency to Clear**

General

1. This approval applies to the draft plan certified by, OLS, dated 29 January 1999, as amended on 26 June 2000 showing 33 residential lots, 1 Block for future road purposes and 1 block to provide a pathway to the railway.
2. The owner agrees, by entering into subdivision agreements, to satisfy all requirements, financial and otherwise, of the local municipality and the Region of Ottawa-Carleton, including but not limited to, the provision of roads, installation of services and utilities, and drainage. The developer may opt to provide a combination cash/letter of credit and lots as security for the Township works. The specific lots and number of lots to shall be to the satisfaction of Township staff in accordance with current policy. **W. Carleton RMOC (PDAD)**
3. The approval of the subdivision is on the basis of the approved number of lots and the creation of additional lots is not in keeping with the nature of the development. Any splitting of these lots if permitted by the zoning by-law will, among other considerations, depend on the hydrogeology study and terrain analysis and any addendums thereto, prepared for the subdivision, being reviewed by a qualified hydrogeologist to advise whether such splitting should be permitted and under what conditions. **W. Carleton RMOC (PDAD)**

4. Prior to any further division of lots or blocks, the RMOC or the Township of West Carleton may require an additional agreement to address any new or amended conditions. **W. Carleton RMOC (PDAD)**
5. The Township acknowledges that as a result of further studies, and information which will be required to be provided to the Ontario Municipal Board redesign (relotting) of the plan may be required prior to final approval, and that the Township's interests in this matter is to ensure that at least 0.8 hectares, per lot, are outside of the 'marsh' area as finally defined by Gorrell Resources. **W. Carleton**
6. The subdivision shall be developed in one phase. Prior to the registration of the subdivision: **W. Carleton RMOC (PDAD)**
- a) a tree planting plan be prepared and accepted to achieve conformity with Section 6(10)(a)(viii) of the West Carleton Official Plan and section 3.7.4.5 of the Regional Official Plan,
- b) sufficient securities shall be deposited to the municipality to ensure completion of the works proposed.

Zoning

7. Prior to registration of the plan of subdivision, the Region shall be advised by the Township of West Carleton that the proposed plan of subdivision conforms with a zoning by-law approved under the requirements of the Planning Act with all possibility of appeal to the OMB exhausted. **RMOC (PDAD)**

Roads

8. All streets shall be named to the satisfaction of the local municipality and the Regional Planning and Development Approvals Department. **W. Carleton RMOC (PDAD)**
9. Prior to final approval of this plan, appropriate blocks for road purposes shall be shown on the plan as well as those lands required for temporary turning circles. The subdivision agreement with the Township of West Carleton shall indicate that these lands will be transferred back to the lots at such time as the road is extended. This shall be to the satisfaction of the Township of West Carleton. **W. Carleton**
10. Prior to final approval of this plan, required 0.3 m reserves and sight triangles shall be shown on the plan. **W. Carleton**

Sidewalks, Walkways, and Fencing

11. Block B shall be conveyed at no cost to the Township of West Carleton, to provide for non-motorized public access to Region's rail line. **W. Carleton**

Land/Streetscaping

12. The Local Architectural Conservation Advisory Committee (LACAC) shall review the historical value of the stone walls of the Gourlay Estate to determine whether or not it feels that designation under the Heritage Act is warranted. **W. Carleton**
13. The owner agrees to implement through the subdivision agreement the recommendations of Inspection Report and Management Recommendations for Tree Conservation and Planting dated January 1999 by William W. Hall, R. P. F., Opeongo Forestry Service, Renfrew, Ontario and any amendments thereto, including implementation of an Owner Awareness Program. This shall be to the satisfaction of the Township of West Carleton and the Region of Ottawa-Carleton. **W. Carleton
RMOC
(PDAD)**
14. The owner shall ensure that vegetation identified for retention in the Tree Conservation and Planting dated January, 1999 by William W. Hall, R. P. F., Opeongo Forestry Service, Renfrew, Ontario is protected from construction activities, including pre-servicing and road construction by: **W. Carleton
RMOC
(PDAD)**
- a) confining equipment to working areas so as not to disrupt any tree roots unnecessarily
 - b) preventing stockpiling and storing of equipment, excavated material, and topsoil in and around retention areas
 - c) providing for appropriate snow fencing or protective barriers as needed to protect treed areas targeted for retention that are in close proximity (driplines within 5 m) to working areas.

15. The owners shall submit a grade and drainage plan to the Township for their review and approval and provision shall be made in the subdivision agreement for the implementation of the plan. **W. Carleton**

Parks

16. Cash-in-lieu of the 5% parkland conveyance shall be provided to the satisfaction of the Township of West Carleton pursuant to the provisions of The Planning Act. The amount accepted as cash-in-lieu shall be based on the market value of the land immediately prior to draft approval of the plan, pursuant to The Planning Act. This amount shall be the current equivalent of the 1999 value of \$18,500.00 for cash-in-lieu of parkland.” **W. Carleton**

Stormwater Management

17. Prior to the commencement of construction of this subdivision (roads, utilities, any off site work, etc.) the owner shall: **W. Carleton
RMOC
PDAD)
MVC**
- a) have an Erosion and Sediment Control Plan prepared by a professional engineer in accordance with Current Best Management Practices;
 - b) have such a plan approved by the Region; and
 - c) provide certification to the Region through a professional engineer that the plan has been implemented.
18. Prior to registration or prior to an application for a Certificate of Approval for any stormwater works (whichever comes first), the owner shall prepare a Stormwater Site Management Plan in accordance with the approved Conceptual Stormwater Management Report prepared by McIntosh Hill Engineering Services Ltd. (January 1999). The Stormwater Site Management Plan shall identify the sequence for its implementation in relation to the construction of the subdivision and shall be to the satisfaction of the Township of West Carleton, the Region and Mississippi Valley Conservation. **W. Carleton
RMOC
(PDAD)
MVC**
19. On completion of all stormwater works, the owner shall provide certification to the Region through a professional engineer that all measures have been implemented in conformity with the approved Stormwater Site Management Plan. **W. Carleton
RMOC
(PDAD)
MVC**

Rural Services

20. All well construction, including test wells, shall be in accordance with the recommendations of the approved Hydrogeological and Terrain Analysis Report prepared by Gorrel Resources Investigations (January 1999). The owner shall provide certification in this regard by a Professional Engineer prior to the issuance of a building permit. Such a requirement shall be included in all offers of purchase and sale and in the subdivision agreements. **W. Carleton RMO (PDAD)**
21. The septic system and building envelop will be located outside of Zones 1, 2 and 3 of the Detailed Mapping of Poorly - Drained Area June 24, 1999 as per the letter by Gorrel Resources Investigations re Additional Investigation of Poorly-Drained Area Historic Elmwood Subdivision (dated July 20 1999). The lots area of each lot shall be a minimum of 0.8 ha outside of Zone 1 - Marsh. **W. Carleton RMO (PDAD)**
22. Prior to registration the owner shall provide a study to assess the impact of the residential development on wildlife habitat and corridors and recommend mitigation measures for the area in Zones 1, 2 and 3 of the Detailed Mapping of Poorly - Drained Area June 24, 1999 as per the letter by Gorrel Resources Investigations re Additional Investigation of Poorly-Drained Area Historic Elmwood Subdivision (dated July 20 1999). The mitigation measures shall be included in the subdivision agreement with West Carleton. **W. Carleton**
23. Prior to registration, the owner shall undertake a more detailed study of the water table for the subdivision to supplement the Hydrological and Terrain Analysis Report prepared by Gorrel Resource Investigations (January 1999) and addendums. This report will provide further guidance as to lot development including the location and design of sewage systems and house foundations throughout the subdivision, but specifically for lots 12 - 17, and lots 26-30. The recommendations of this study shall be included in the subdivision agreement with West Carleton. **W. Carleton**
24. All sewage systems will be designed in accordance with Ontario Building Code and shall be in accordance with the recommendations of the Hydrological and Terrain Analysis Report prepared by Gorrel Resource Investigations (January 1999) and addendums, including recommendations regarding raised tile beds. **W. Carleton**
25. Prior to the issuance of a building permit and before installing the tile beds the owner shall provide a detailed plan and design for the septic system including any percolation tests, mounding calculations, all to the satisfaction of the Township of West Carleton. Such requirements shall be included in all offers of purchase and sale and in subdivision agreements. **W. Carleton**

26. The owner shall include statements in the subdivision agreement and in all Offer of Purchase and Sale Agreements with prospective lot purchasers in wording acceptable to the Region and the Township of West Carleton, advising:
- W. Carleton
RMOC
(Health)**
- a) “that the sodium levels in well water may exceed 20 mg/l. The Regional Medical Officer of Health recommends that persons with cardiac problems (hypertension, etc.) discuss this matter with their family physician”,
 - b) “that the well water should be tested for fluoride. If a concentration exceeds the Ontario Drinking Water Objective of 1.5 mg/L, users should discuss this matter with their family physician and take appropriate action. Treatment for fluoride removal include reverse osmosis and distillation. The Regional Health Department recommends that fluoride levels be reduced as much as possible to no more 0.6 mg/L (the level at which no supplementation for children of any age is recommended by the Canadian Pediatric Society)”,
 - c) “the recommended treatment for hardness and total dissolved solids is a water conditioner or softener”,
 - d) “if iron concentrations are higher than the levels that can be effectively treated with a water conditioner, the recommended treatment is a manganese greensand filter or an oxidation unit”.
27. The owner shall install a 10,000 gallon water storage tank or other approved alternative, for fire fighting purposes to the satisfaction of the Township of West Carleton.
- W. Carleton**
28. A warning clause will be inserted into the Regional and local subdivision agreements and in all offer of purchase and sale agreements, to read as follows:
- W. Carleton
RMOC
(Health)**
- “Neither the Region nor the Township of West Carleton guarantees the quality or quantity of the groundwater. If, at some future date, the quality or the quantity of the groundwater becomes deficient, the Region and the Township of West Carleton bear no responsibility, financial or otherwise, to provide solutions to the deficiency, such solutions being the sole responsibility of the homeowner”.

Utilities

29. Such easements and maintenance agreements which may be required for electrical, gas, water, sewer, telephone and cablevision facilities or for drainage purposes, shall be provided and agreed to by the owner, to the satisfaction of the appropriate authority; and that the owner shall ensure that these easement documents are registered on Title immediately following registration of the final plan; and the affected agencies are duly notified. **Bell
Cable
Hydro
Gas
W. Carleton**
30. Where the relocation or removal of any existing on-site/adjacent utility facility, including water, sewer, electrical, gas, telephone and cablevision, is required as a direct result of the development, the owner shall pay the actual cost associated therewith to the satisfaction of the appropriate utility authority. **Bell
Cable
Hydro
Gas
W. Carleton**
31. The owner shall coordinate the preparation of an overall utility distribution plan showing the location (shared or otherwise) and installation and timing of all required utilities (on-grade, below-grade or above-grade), including on-site drainage facilities and streetscaping)—such location plan shall be to the satisfaction of all affected authorities and shall consider their respective standards and specification manuals, where applicable. **Bell
Cable
Hydro
Gas
W. Carleton
RMOC
(Legal)**

Noise

32. A caution shall be included in the subdivision agreement with the Township of West Carleton to inform potential landowners of the presence of the airport and advising them to expect noises associated with its use currently and possible expansion of airport activities in the future. **W. Carleton**
33. The owner shall advise purchasers of Lots 10 to 17, and Lots 26 to 30 that noise and vibration from the railway may be of concern, occasionally interfering with some activities of the dwelling occupants as these levels exceed the Municipality and Ministry of Environments criteria and that attenuation measures are not proposed. **RMOC
(PDAD)**

Schools

34. The owner agrees to inform prospective purchasers that school accommodation problems exist in the Ottawa-Carleton District School Board (OCDSB) schools designated to serve this development and at the present time this problem is being addressed by the utilization of portable classrooms and/or by directing students to schools outside their community. **OCDSB**

Financial Requirements

35. Prior to registration of the plan of subdivision, the Region shall be satisfied that the processing fee, as prescribed in Part 6.3 of the Regional Regulatory Code, has been paid in full. **RMOC (PDAD)**

Survey Requirements

36. The plan of subdivision shall be referenced, where possible, to the Horizontal Control Network, in accordance with the municipal requirements and guidelines for referencing legal surveys. **RMOC (SURV)**
37. The owner shall provide the final plan intended for registration on diskette in a digital form that is compatible with the Region computerized system. **RMOC (SURV)**

Closing Conditions

38. The owner shall inform the purchaser after registration of each lot or block of the development charges that have been paid or which are still applicable to the lot or block. The applicable development charges shall be states as of the time of the conveyance of the relevant lot or block and the statement shall be provided at the time of the conveyance. The statement of the owner of the applicable development charges shall also contain the statement that the development charges are subject to changes in accordance with the *Development Charges Act, 1997* and the *Education Development Charges Act*. **RMOC (Legal)**
39. At any time prior to final approval of this plan for registration, the Region may, in accordance with Section 51 (44) of the Planning Act, R.S.O. 1990, amend, delete or add to the conditions and this may include the need for amended or new studies. **RMOC (Legal)**
40. The Regional and Local Subdivision Agreement shall state that the conditions run with the land and are binding on the owner's heirs, successors and assigns. **W. Carleton RMOC (Legal)**
41. Prior to registration of the plan of subdivision, the Region is to be satisfied that **RMOC**

Conditions 2 to 40 have been fulfilled.

(PDAD)

42. If the plan of subdivision has not been registered within three years following the date of draft approval, the draft approval shall lapse pursuant to Section 51 (32) of the Planning Act, 1990. Extensions may only be granted under the provisions of Section 51 (33) of said Planning Act prior to the lapsing date.

**RMOC
(PDAD)**

DRAFT PLAN FOR HISTORIC ELMWOOD COUNTRY ESTATE LOTS

PART LOTS 13 AND 14, CONCESSION I, TOWNSHIP OF WEST CARLETON (Huntley Ward) REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

OWNER'S CERTIFICATE - PART LOT 13
 I HEREBY AUTHORIZE TERRAIN ANALYSIS AND MAPPING SERVICES LTD. TO PREPARE AND SUBMIT THIS PLAN TO THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON AND TOWNSHIP OF WEST CARLETON FOR REVIEW AND APPROVAL.
 Jan. 25, 1999
 DATE
 Original Signed
 JOYCE RAMPTON per V.J. LAND LTD.

OWNER'S CERTIFICATE - PART LOT 14
 I HEREBY AUTHORIZE TERRAIN ANALYSIS AND MAPPING SERVICES LTD. TO PREPARE AND SUBMIT THIS PLAN TO THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON AND TOWNSHIP OF WEST CARLETON FOR REVIEW AND APPROVAL.
 Feb. 1, 1999
 DATE
 Original Signed
 WILLIAM S. COX & WENDY L. COX

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LOTS ARE CORRECTLY SHOWN.
 Jan. 29, 1999
 DATE
 Original Signed
 TM ROWE, O.L.S.

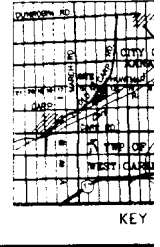
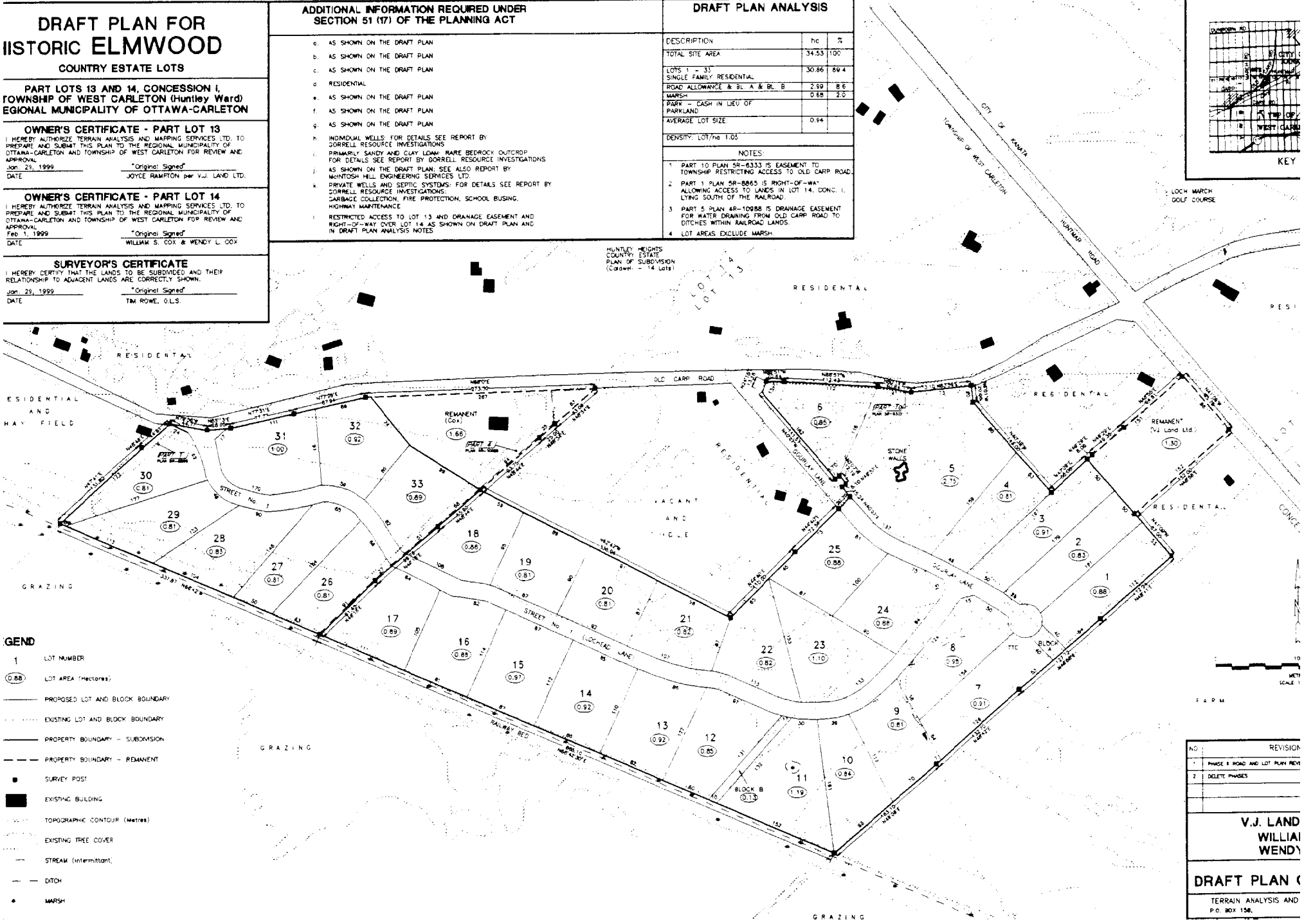
ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT

- a. AS SHOWN ON THE DRAFT PLAN
- b. AS SHOWN ON THE DRAFT PLAN
- c. AS SHOWN ON THE DRAFT PLAN
- d. RESIDENTIAL
- e. AS SHOWN ON THE DRAFT PLAN
- f. AS SHOWN ON THE DRAFT PLAN
- g. AS SHOWN ON THE DRAFT PLAN
- h. INDIVIDUAL WELLS: FOR DETAILS SEE REPORT BY GORRELL RESOURCE INVESTIGATIONS
- i. PRIVATELY SANDY AND CLAY LOAM: RARE BEDROCK OUTCROP FOR DETAILS SEE REPORT BY GORRELL RESOURCE INVESTIGATIONS
- j. AS SHOWN ON THE DRAFT PLAN: SEE ALSO REPORT BY MONTOSH HILL ENGINEERING SERVICES LTD.
- k. PRIVATE WELLS AND SEPTIC SYSTEMS: FOR DETAILS SEE REPORT BY GORRELL RESOURCE INVESTIGATIONS
- l. RESTRICTED ACCESS TO LOT 13 AND DRAINAGE EASEMENT AND RIGHT-OF-WAY OVER LOT 14 AS SHOWN ON DRAFT PLAN AND IN DRAFT PLAN ANALYSIS NOTES

DRAFT PLAN ANALYSIS

DESCRIPTION	hc	%
TOTAL SITE AREA	34.53	100
LOTS 1 - 33	30.86	89.4
SINGLE FAMILY RESIDENTIAL	2.99	8.6
ROAD ALLOWANCE & BL 'A' & BL 'B'	0.58	2.0
MARSH		
PARK - CASH IN LIEU OF PARKLAND	0.94	
AVERAGE LOT SIZE		
DENSITY: LOT No 1.05		

- NOTES:**
- PART 10 PLAN SR-6333 IS EASEMENT TO TOWNSHIP RESTRICTING ACCESS TO OLD CARR ROAD.
 - PART 1 PLAN SR-8865 IS RIGHT-OF-WAY ALLOWING ACCESS TO LANDS IN LOT 14, CONC. I, LYING SOUTH OF THE RAILROAD.
 - PART 5 PLAN SR-10988 IS DRAINAGE EASEMENT FOR WATER DRAINING FROM OLD CARR ROAD TO DITCHES WITHIN RAILROAD LANDS.
 - LOT AREAS EXCLUDE MARSH.



NO.	REVISION
1	PHASE B ROAD AND LOT PLAN REV
2	DELETE PHASES

V.J. LAND WILLIAM WENDY

DRAFT PLAN C

TERRAIN ANALYSIS AND P.O. BOX 156

**TOWNSHIP OF WEST CARLETON
STAFF REPORT**

REPORT: Planning 00 - 24	TO: Executive Committee	SUBMITTED BY: Timothy F. Chadder
CLERK: _____ FINANCE: _____ PUBLIC WORKS & FIRE: _____ PLANNING: _____	SUBJECT: Review of Draft Conditions For Ontario Municipal Board Historic Elmwood Pt. Lots 13/14, Concession 1, Huntley	DEPARTMENT: Planning and Development Department
		DATE: 21 July 2000

Recommendation

Staff hereby recommend to the Executive Committee, and Council, that the draft conditions found at Attachment Number 6 be adopted by Council and request that the Regional Municipality of Ottawa-Carleton include these as conditions of the approval of the draft plan of subdivision 06T98025, OMB file number PL991200, and

Further that Zoning by-law 46 of 1999 be amended to reflect the deletion of phasing of this subdivision and to reflect that the proposal is in the former Huntley Township as shown in Attachment Number 7, and

Further that the Ontario Municipal Board be asked to approve the subdivision and the zoning by-law, in accordance with the rationale outlined in Planning Report 00-24.

Rationale

The Ontario Municipal Board (OMB) convened a five (5) day hearing into the proposed plan of subdivision fo Historic Elmwood in June of this year, a further two (2) days were allocated by the OMB in June to hear further evidence. At the conclusion of these seven days the OMB ordered that the hearing reconvene on October 10 and 11, 2000 to review a final set of draft conditions which had been reviewed by the public and the Councils of West Carleton and the Regional Municipality of Ottawa Carleton.

Specifically the OMB wished to see a final proposal for the road network and for a landscape plan for the area backing onto Old Carp Road.

Staff will also review the final version of the draft conditions which were filed with the OMB to determine if any other amendments are required.

To this end, this report has been prepared by staff, first as a draft for public consultation and then as a final product for submission to both of the Township and Region. The process which was proposed included:

circulation of the reports from the developer's consultants,

the proposed staff position,
a public review of the information,
a public meeting,
finalizing of the staff report,
review by West Carleton Executive Committee and Council,
review by RMD-C - Planning and Environment Committee and Council.

ITEM 1 - TRAFFIC - Review of Road Pattern

Information Provided:

- Memorandum from Denton Byers of McIntosh Hill Engineering Services Ltd. (Owners Consultant) - Dated July 5, 2000 - See Attachment Number 1.
- Letter from Neil Caldwell of Greer Galloway Group Inc. (Township Consultant) - Dated July 10, 2000 - See Attachment Number 2.
- Revised subdivision Plan from the developer showing the latest layout of lots and road configuration - See Attachment Number 3.

Review of Issue:

The traffic component had two primary concerns which needed to be addressed.

The first was the impact of the subdivision on the existing alignment of Gourlay Lane where it intersects with Old Carp Road.

The second issue was the need, and if required, location of the second access to the subdivision.

Summary of Position - Plan of Subdivision

1. Gourlay Lane Improvements

The existing alignment of the intersection is not designed to a standard which is normally accepted under the design standards of the Township, known as the TAC standards.

The current configuration provides an angle of intersection of approximately 52 degrees.

The preferred design is to have an intersection which is as close as possible to 90 degrees, but would be preferred to be at least 70 degrees.

The Old Carp Road is recognized as a Regional Scenic Route. As such it is recognized that the archway formed by the existing trees is a key feature, which should be protected.

The developer has provided several options for the design of the intersection, as shown in the July 5, 2000 submission.

Greer Galloway has completed a review of the proposal from the developer and has concurred with the recommended alignment of Gourlay Lane.

Staff recommendation:

1. That the option shown as Item 3 and Schedule "E" in the July 5, 2000 submission by McIntosh Hill, for the improvements to Gourlay Lane be implemented at the cost of the developer as a condition of the approval of the subdivision.

Basis:

This alteration to the existing intersection should both allow for the protection of the scenic values of the Old Carp Road and provide for some improvements to the visibility for those motorists exiting Gourlay Lane. The report from McIntosh and Hill have indicated that the alteration to the 70 degree angle will not result in the removal of any of the existing trees.

2. Second Access - Lohead Lane

The subdivision has provided access at two locations as shown on Attachment number 3. There is also a block of land to be dedicated to the Township for the extension of Gourlay Lane at some point in the future should the adjacent Honeywell lands develop.

The Township Official Plan includes provisions where subdivisions "...shall provide at least two (2) access points whenever possible and wherever deemed necessary;" [6(10)(b)(ii)].

The Township Official Plan also notes that "...consideration shall be given for providing access links for the integration of any future development of adjacent lands;" [6(10)(b)(iii)].

Alternative proposals for access to Huntmar Road and at locations other than those reviewed in the attached McIntosh Hill Memorandum onto Old Carp Road, have been discussed at various times and have NOT been brought forward as viable alternatives for a number of reasons as outlined in the various traffic reports.

The owner of the adjacent lands, Mr. Honeywell has reviewed the proposal and has filed a letter with the Township noting that while he is not preparing to develop at this time and that he would not build the street at this time he does agree with the allocation of the block for future road purposes. A copy of the letter from Mr. Honeywell forms Attachment number 4 to this report.

The McIntosh Hill Memorandum notes that four (4) options for an intersection of Lohead Lane have been discussed, but they have detailed only options 1 and 3 as being those alternatives for access to Old Carp Road for the subdivision which were viable.

Options 1 and 3 both propose a connection of Lohead Lane with Old Carp Road.

Option 1 has the intersection at the west end of the subdivisions on the horizontal curve of Old Carp Road.

Option 3 has the intersection in the middle of the subdivision on the top of the hill (vertical curve) on the straight (tangent) portion of Old Carp Road.

The other option is to construct Lohead Lane as a cul-de-sac and access only at Gourlay Lane. The McIntosh Hill memorandum recognizes the Official Plan policies and

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has discounted the cul-de-sac on those grounds, notwithstanding the fact that the volumes of traffic could be accommodated.

The recommendation from McIntosh Hill is for the access described as Option 1 - at the west end of the subdivision on the curve.

The design of the intersection is detailed on Schedules C and D to the McIntosh Hill memorandum. The detail is explained in the text under section 2.2 Intersection Geometry. The two schedules show the design of the entrance and the profile of the road.

Staff Recommendation:

2. That the option showing Lohead Lane entering onto Old Carp Road on the curve section, described by McIntosh Hill as Option "1", and as shown on Schedule "B" to the McIntosh Hill Memorandum, be accepted by the Township as the second access to the proposed subdivision.
3. That the Intersection Design and Road Profile shown as Schedules "C" and "D" to the McIntosh Hill Memorandum, be accepted by the Township as the design for the Lohead Land and Old Carp Road intersection for the proposed subdivision.

d

Basis:

The idea of the cul-de-sac was not taken forward as the following were all considered as negative:

- the maintenance issues,
- the length of the road,
- the impact upon the intersection of Gourlay and Old Carp Road, and
- the impact on the existing homes on Gourlay Lane.

Also, the policy position of the Township has historically been to obtain two access points for health and safety considerations; therefore, staff concur with the McIntosh Hill conclusion to provide a second access.

The location of the second access has been reviewed and the Township is prepared to accept the McIntosh Hill recommendation for the location given the rationale provided in the memorandum of July 5, 2000.

3. Road Improvements - Old Carp Road

There are also issues surrounding the need for improvements to Old Carp Road itself which must be addressed. These include the need for physical changes to the road and means to introduce traffic calming measures.

The OMB heard opinions that the creation of an intersection at the proposed location would create a substandard situation which would not be safe. Concern over the ability for drivers to see sufficient distances around the corner, the lack of angling (superelevation) of the corner and the impact of speed of traffic were all noted as reasons why a new street intersection would not be proper at this location.

The McIntosh Hill memorandum goes through these issues in detail.

Section 2.1 discusses the creation of a three-way stop at the new intersection. The recommendation is for the installation of such an intersection.

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Section 2.3 deals with the superelevation of the Old Carp Road. The recommendation is to not change the existing situation.

Section 4 deals with the posted speed limit. McIntosh Hill recommends that the posted speed limit from the new intersection to Huntmar Road be reduced to 50 kph.

Staff Recommendation:

4. That the intersection of Old Carp Road and the new Lothead Lane be created as a three-way stop.
5. That the speed limit of the Old Carp Road be amended to 50 kph for the length between March Road and Huntmar Road.
6. That the design of the Old Carp Road not be altered as a result of the approval of the Historic Elmwood subdivision.
7. That the above noted recommendation (1 to 6) shall replace Regional condition 10 (Condition # 24 requested by the Township).

Basis:

Based upon the recommendations of Greer Galloway staff are satisfied that the current alignment of Old Carp Road is sufficient to meet the needs of the proposed situation provided the speed limit is reduced and that the speed reduction apply to the entire length of Old Carp Road which is within the Township. Inclusion of landscaping at the intersection will be dealt with below.

The geometry of the intersection based upon the reduced speed is considered as acceptable.

These seven recommendations appear to bring up to date the conditions of the Township to ensure that the proposal meets both the Policy and design requirements of the Township.

4. Landscaping Plan

The Ontario Municipal Board wishes to have a plan for the landscaping for the lots backing onto the Old Carp Road.

The applicant has provided a proposal for a landscape plan prepared by Ms. Diane Huffman. Attachment 5, is in two parts, firstly the summary provided on July 5, 2000 along with Ms. Huffman's curriculum vitae, and secondly the draft report provided on July 20, 2000. This report was completed to provide landscaping for the subdivision in the following areas:

- along the Old Carp Road,
- abutting the remnant Cox lands,
- in the area at the rear of Lots 26 to 30 of the revised plan (originally lots 1 to 5 of Cox phase), and
- two designs for the areas where tree planting will be required to achieve buffering between building envelopes on certain lots.

Staff Recommendation:

7. That the landscape plan be amended to provide for a buffer for the

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intersection of Lohead Lane and Old Carp Road as noted in the July 10, 2000 Greer Galloway letter.

8. That the landscape plan be amended to reflect the distribution of trees showing the actual number proposed for each area noted on the plan, for security calculations.
9. That the landscape plan be subject to a review by a Landscape Architect prior to the plan being approved for use in the proposed subdivision.
10. That the revised plan include a distribution of tree types which will provide for true screening between dwellings using both canopy type trees and those which will provide screening from the ground up (i.e. spruce), and provide for the introduction of sufficient canopy trees along Old Carp Road to extend the scenic route while taking into account the vista of the Carp River Valley.

Basis:

Township staff have completed the initial review of the proposed plan, but will be consulting with a Landscape Architect prior to finalizing our comments on the proposal. This review should be done in time for the initial public meeting for late July.

The additional details noted in the recommendations are all required for the detailed work in preparing the subdivision approval. The actual number of trees proposed may be appropriate, but as we will be assessing securities on a lot by lot basis the actual distribution of species is required.

In accordance with the recommendation of Greer Galloway, the planting in the area of the intersection of Old Carp Road and Lohead Lane must be amended to provide a visual buffer for definition of the intersection and the lessening of headlight impact from Old Carp Road into the subdivision.

5. Alterations to the Draft Conditions

The latest version of the draft conditions was a document which is found at Attachment Number 6.

These conditions reflect most of the discussion which took place during the OMB hearing.

Staff would ask that the items listed above as recommendations, and the alterations noted below become the Township's request for draft conditions.

The following is a review of the Regional Conditions for items which staff are recommending alteration. The conditions recommended by the Township in 1999 are cross referenced in each case. The intent here is to summarize which conditions should be amended and/or altered to reflect the current situation:

- Condition 1 should be amended to include reference to the Blocks which are set aside for the future access to the Honeywell lands and to the railway, as shown on the revised plan as Blocks "A" and "B" (was condition 1 from Township list).

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- Condition 2 should be amended by adding the following to the end of the clause to reflect Township condition 23:

“The developer may opt to provide a combination cash/letter of credit and lots as security for the Township works. The specific lots and number of lots to be to the satisfaction of Township staff in accordance with current policy”.
- Condition 5 should be amended to add the word ‘plan’ after the word ‘planting’ in the first line (was condition 7 in Township list and the changes reflect the amendment to one phase).
- Condition 7 should be amended to note that Lohead Lane has been accepted as the street name for Street Number 1 (this was condition 3 from Township list).
- Condition 8 has been amended to delete reference to phasing (this was condition 3 from Township list).
- Condition 10 should be deleted as the conditions noted above under Issues 1, 2 and 3 reflect the current situation for information regarding access to the subdivision (this was condition 24 from Township list).
- Condition 11 should be amended to accept Block “B” for access to the railway lands has been shown on the revised draft plan, and to change ‘Street No. 1’ to “Lohead Lane” (this was condition 21 from Township list).
- Condition 14 should be amended in clause ‘a)’ to change the word ‘treed’ to ‘tree’.
- Condition 15 should be amended to include the following at the end of the clause: (as agreed upon by the Township) “This amount to be the current equivalent of the 1999 value of \$18,500.00 for cash-in-lieu of parkland.” (this was condition 11 from Township list).
- Condition 16 should be amended to delete reference to phasing in the first line by deleting “‘of any phase’.
- Condition 28 should be amended to add the following after the word facilities in line 2: “or for drainage purposes” (this was condition 9 from Township list).
- Condition 30 should be amended to delete the words “and phasing” in line 3.

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There were three (3) Township conditions from 1999 that were not included within a specific regional condition:

- # 25 - A new condition to reflect Condition 25 from the original Township requests as follows:

"The Township acknowledges that as a result of further studies, and information which will be required to be provided to the Ontario Municipal Board redesign (relotting) of the plan may be required prior to final approval, and that the Township's interests in this matter is to ensure that at least 0.8 hectares, per lot, are outside of the 'marsh' area as finally defined by Gorrell Resources.

NOTE: This condition is being requested to ensure that the requirements of the Township zoning by-law are attained in the final subdivision design.

- # 14 - A new condition to reflect Condition 14 from the original Township requests as follows:

"That a grade and drainage plan shall be submitted to the Township for their review and approval and provision shall be made in the subdivision agreement for the implementation of the plan".

NOTE: This is in addition to the storm water management reports as this deals with the grading found on each lot to ensure the proper implementation of each of the Gorrell recommendations.

- # 27 - Condition 27 from the original Township requested as follows:

"The developer shall provide to the satisfaction of the Township of West Carleton, a review the accumulated affect of area development on quality and quantity of groundwater, transportation safety, aesthetics and land uses".

Staff would recommend that this condition be deleted from the Township's requests for conditions.

NOTE: It appears that the impact questions are being dealt with by each of the various studies being completed by the various experts - Hydrogeology, traffic, planning. As such staff are satisfied to recommend to Council that the Regional conditions as proposed and noted above for amendment are appropriate.

OUTSTANDING REPORTS:

Please note that further amendments may be made to these conditions by the Ontario Municipal Board in order to implement the Gorrell Resources report, but as that information will not be available until September, staff are not able to provide

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comments on the recommendations.

SUMMARY OF POSITION - ZONING BY-LAW

The OMB heard submissions for amendment to the zoning by-law during the hearing. By-law 64 of 1999 was passed by Council in December 1999 and was appealed to the OMB along with the subdivision plan.

The primary change was to the issue of phasing and the removal of reference to this and inclusion of changes to the reference to lot numbers.

Staff make the following recommendations for amendment to the zoning by-law:

A) That clause 3 iv) be amended to reflect the deletion of phasing to read as follows:

Building Setback, Rear (minimum)

Lots 1 to 11, Lots 18 to 25, and 31 to 33

inclusive

7.5 metres

B) That clause 3 v) be amended to reflect the deletion of phasing to read as follows:

Special Building Setback, Rear (minimum)

a) Lots 12 to 17, and 26 to 30 45 metres

b) Use of lands within Special Building Setback

The 45 metre rear yard shall be left in its natural state. No part of any structure including fences, well or sewage disposal system shall be located within the 45 metre rear setback.

C) That the schedule be amended to change the reference to 'Torbolton' to 'Huntley'.

Staff have included the revised by-law for consideration at Attachment Number 7.

PREPARED BY: Timothy F. Chadder

RESPECTFULLY SUBMITTED BY: Timothy F. Chadder

Summary of Attachments:

1. Memorandum from Denton Byers of McIntosh Hill Engineering Services Ltd. (Owners Consultant - Dated July 5, 2000.
2. Letter from Neil Caldwell of Greer Galloway Group Inc. (Township Consultant) - Dated July 10, 2000.
3. Revised subdivision Plan from the developer showing the latest layout of lots and road configuration.
4. Letter from Mr. Honeywell regarding road access. - Dated June 28, 2000.
5. Landscaping Proposal from - Diane Huffman on behalf of developer - Dated (received) July 7, 2000 and amended with full report July 19, 2000.
6. Proposed Draft Conditions
7. Revised Zoning By-law for OMB

HISTORIC ELMWOOD

14 August 2000

SUMMARY OF COMMENTS FROM THE PUBLIC AND FINAL RECOMMENDATIONS FOR SUBMISSION TO RMD-C

The process for this subdivision is as follows:

- Township is to review the subdivision and make its final recommendations for the OMB to review and make its decision.
- RMD-C is to review the recommendations of Council and forward its opinions to the OMB to review and make its decision.

The Ontario Municipal Board has given direction to review a very specific set of issues, but staff are going to provide a review of all of the issues so that Council will be dealing with the entire subdivision review so that this matter should not have to come to Council again.

The following is a summary of the letters which have been received in response to the request for comments on this proposal:

1.	Derek Smith	August 10	
2.	Mrs. Clement	July 31	- verbal comments
3.	Mark Critoph	August 6	
4.	Howard Tweddle & Eveline Dechef	August 2	
5.	Norm Hallendy & Diana Cousens	July 31	
6.	Stewart & Elizabeth Arnott	July 23	
7.	Gordon and Mardi Armstrong	July 31	
8.	Linda Thompson	July 28	
9.	Roger Harris and Derek Smith	July 28	
10.	Shannon Rampton	July 31	

The following is a summary of the issues which were raised in these submissions:

Derek Smith

1. No pavement realignment of Gourlay Lane at Old Carp, use painted markings.
2. Not acceptable to have Lothead Lane as proposed by developer.
3. Huntmar access not Old Carp Road
4. If development is acceptable in groundwater discharge zone then warning clause in purchase and sale agreements required to note that buildings and service will be above grade.
5. Landscape plan insufficient
 - a) existing vegetation exaggerated - required to meet 75% tree cover.
 - b) wider area along Old Carp Road and mix is improper. Should have 10 metre spacing of better quality trees with intermediate shrubs.
 - c) double amount of planting along lot lines and add areas on the lots themselves.
 - d) double size of trees from 1" to 2"
 - e) plan to minimize costs. Plan for Caldwell so poor have no confidence that this plan will be any better.
 - f) developer must not be able to transfer planting to future property owners.
6. (Shown as second #5 on Smith letter) limit Cox lands to bungalows along Old Carp Road.

7. Same development controls for wet lots of Cox lands (described by landscape architect) should be used as for wetlands of Rampton.
8. Increase minimum house size as developer recommended.
9. Technical issues in July 27 letter - see later on.

Mrs. Clement

10. Opposed to the three way stop
11. Opposed to the creation of Lohead Lane at it proposed location.

Mark Critoph

12. Do not support the 3-way stop sign.
13. Not support realignment of Gourlay Lane
14. Not agree with caliper of maple trees.

Howard Tweddle & Eveline Dechef

15. Object to the creation of a road to Huntmar

Norman Hallendy & Diana Cousens

16. Object to short notice
17. Not support Lohead at Old Carp - prefer Cul-de-sac and access from Gourlay

Stewart and Elizabeth Arnott

18. Object to the creation of a road to Huntmar

Gordon and Mardi Armstrong

19. Object to short notice
20. McIntosh-Hill Report and Schedule 'C' - discrepancy between sight line distance
21. No pavement realignment of Gourlay Lane at Old Carp, use painted markings and vision not improved without the removal of several trees
22. No warning signs on Old Carp that Gourlay Lane exists
23. Tree planting which has taken place is inconsequential - when does real planting take place?
24. Why haven't all of the letters been included?

Linda Thompson

25. Object to the creation of a road to Huntmar - Mr. Webber noted that he would not be pursuing this alternative at the hearing, the staff report should bring closure to this.

Roger Harris & Derek Smith

26. Object to short notice
27. Hydrogeology - trust that the OMB will have improved data upon which to base its decision
28. Landscape Plan - No copy of landscape plan provided.
29. Landscape plan - Has not accounted for the new intersection of Lohead and Old Carp and the impact it will have on the existing vegetation
30. Traffic - Not circulate all of the reports.
31. Traffic - not dealt with Huntmar access versus Lohead and Old Carp
32. Traffic - no rationale for a three way stop. The TAC standards do not justify the 3-way plus the reduction in speed.
33. Traffic - Old Carp Road should be super-elevated at corner where Lohead Lane will access.
34. Traffic - Storage platform for Lohead does not take into account limitations introduced by curve on Old Carp Road.

35. Traffic - not support realignment of Gourlay Lane, should use pavement markings.
36. Traffic - not recommending landscaping for Smith/Dore home at intersection of Old Carp and Gourlay due to headlight impact
37. Warning clause for houses where raised services and homes will be required.

Shannon Rampton

38. Supports 50 kilometre per hour speed limit.

REVIEW OF PUBLIC INPUT :

1. Not realign Gourlay Lane (repeated under # 13, 21, 35) but use pavement markings.

Comment: The use of pavement markings is not recommended by staff. If Gourlay is to be improved then the realignment should take place as a condition of development. Council could make this amendment if they chose to do so.

No change to draft conditions are recommended (page 3, item # 1).

2. Lohead Lane as proposed is not acceptable (repeated under # 11, 17)

Comment: The traffic engineers for the owner and the Township have reviewed various options - as noted - and the recommendation for the second access is to place Lohead Lane as shown, on the curve, at the west end of the subdivision.

No change to draft conditions are recommended (page 4, item # 2).

3. Huntmar should form the second access (repeated under # 31) - both from Mr. Smith

Huntmar should not form second access (repeated under #15, 18, 25)

Comment: The traffic engineering reports completed by ALL parties to the hearing dismissed the creation of a second access to Huntmar Road. The lawyer for Mr. Smith, the person raising this matter, had agreed at the hearing that this would not be pursued.

Staff will not make any change to the recommendation for this review.

4. Notice on title for discharge zone to be notified on title to note that development is to be above grade (repeated under # 37).

Comment: This is in all likelihood going to be a recommendation from the hydrogeologist. Staff concur that an appropriate clause notifying owners of the need to build raised foundations will be the standard should be included as a condition of the Township. This will be reflected in the approved grading drawings and can also form a condition within the agreement.

Staff recommend that the request for draft conditions be amended to include the following:

"The owner shall include a minimum elevation for the underside of footings for the development of lots with the 45 metre setback and any other lots noted by the hydrogeologist on the grading and drainage plans and a clause shall be

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included in the subdivision agreement to note that these limitations exist."

5. Landscape plan is insufficient

- a) The plan is exaggerated in showing where existing vegetation is found and the 75% requirement for tree cover is not met.

Comment: The plan was developed to show the area where additional planting will be required. The intent appears to be met by the proposed plan. The Official Plan does not require all lots to have 75% tree cover. The plan requires subdivisions to be developed where 75% of the lands contain natural amenities. The intent is to preserve the rural in character of the Township. The landscape plan meets this intent.

No change to draft conditions are recommended (page 6, item # 7 to 10).

- b) More planting required along Old Carp Road - 10 metre spacing of better quality trees

Also # 5d and 14 - disagreed with caliper preferred to see 2" or 3"

Also # 23 - when will real tree planting start

Also #28 - no plan provided

Also #29 - not show impact on existing when Lohead build to Old Carp Road

Comment: The landscape plan shows maple trees along Old Carp Road on the private property. The plan showed 1" trees which will be planted. The size of trees and the spacing were the recommendations of the Landscape architect and Council can recommend more density, but staff do not see the need to do so at this time. The trees which Mr. Cox planted - mix of conifers - were seedlings and were not a part of this approval, they were simply a start for some trees which can be used on the subdivision as it develops. The plan has been provided to all participants. The impact of Lohead was not shown in detail, but staff did note that the headlight impact should be addressed. That recommendation can be amended to add this idea.

Staff would recommend that the recommendations for the landscaping be amended to include the plan being amended to show if replacement will be required as a result of the construction of Lohead Lane at Old Carp Road (page 6, item 7).

- c) Double the planting required between the lot lines and add areas not on lot lines.

Comment: It should be noted that this matter was not requested to be provided at this time by the OMB. The intent of the planting is to provide a buffer between amenity areas of the lots. The location and the amount are both being questioned. Upon review the amount of plantings and the types appear to provide for the intent of the plan, but staff would prefer that these be examples of the numbers and types and that the locations be finalized at such time as there are approved grading plans, and proposed house locations. This will allow for clearly meeting the intent of the plan. The inclusion of an amending process to allow for house location to be taken into account should also be included.

Staff would recommend that condition 10 have the following added:

"The landscape plan showing the plantings between lots are to be used as examples of the types and number of trees which shall be planted, and that

these locations be finalized during the registration process to allow for the plantings to be placed in the best locations taking into account the grading plan and any other information which is pertinent. This final plan shall be included in the subdivision agreement, and securities shall be held by the Township and the planting plan may be amended at the time of building permit, with the approval of the Township, to ensure that proper screening of the amenity area of the proposed house is attained" (this should be added to Page 6, item 10).

e) Mr. Smith has no faith that the planting plan will be very good.

Comment: The plan put forth is done by a qualified Landscape Architect and appears to meet the intent of the Official Plan. The implementation procedure is outlined and the concept appears sound.

No change to draft conditions are recommended (page 6, item # 7 to 10).

f) Mr. Smith wants the trees on the lots to be a requirement of the subdivider.

Comment: The draft conditions require that securities be provided for the work. When a lot transfers then the owner should have the right to transfer this requirement. There is no requirement for a house to be built within a specified time frame so this type of requirement appears onerous and of no benefit to the Township. The interest is in assuring that the works are done, provided securities are held then the Township will be satisfied.

No change to draft conditions are recommended (page 6, item # 7 to 10).

6. Limit Cox lands to bungalows for less impact.

Comment: The lands slope away from Old Carp Road. The development of a standard two storey home on these lots does not appear to provide for any greater impact than a bungalow, specially when taking into account the tree planting.

No change to the zoning by-law is recommended.

7. Same development controls for wet lots of Cox lands - as described by the landscape architect - as for wetlands of Rampton .

Comment: The zoning by-law already has a 45 metre setback for all of the Cox lands which back onto the railway tracks; therefore this has been accounted for previously.

No change to the zoning by-law is needed.

8. Increase minimum house size as requested by developer.

Comment: As noted by staff at the OMB hearing and on other occasions, staff request that the standard house sizes be included in the by-law. The developer has requested larger house sizes and should Council wish to include this change they may ask the OMB to do so. The developer has made mention of a similar request, but has not formally requested a change.

The house sizes are as follows:

HOUSE TYPE	STAFF RECOMMENDATION and found in by-law as approved	DEVELOPER RECOMMENDATION
1 storey	112m ² (1206ft ²)	140m ² (1507ft ²)
2 storey	140m ² (1507ft ²)	185m ² (1,992ft ²)
split level	120m ² (1,291ft ²)	n/a

9. Cross reference by Mr. Smith to technical issues only.

10. Opposed to three way stop (repeated under # 12, 32)

Comment: The residents are concerned with the impact a three way stop will have with respect to their ability to drive up the hill when eastbound on Old Carp Road during the winter. Also at the Public Meeting the idea of increased noise resulting from the stopping and starting would be a negative impact. Staff have reviewed this matter and have found that the issue of travelling up the Old Carp Road should not be adversely impacted by the creation of a stop sign. From a non-technical review, staff would agree that there would likely be an increase in noise as a result of the stop signs. The three way was intended to be a traffic calming measure and was not developed as a result of need. These streets are very minor roads in terms of traffic volumes. The fact that there will be turning movements introduced at this location was thought to be a reason to have such measures taken to assist in dealing with the residents concerns about the turning movements at this location. Should Council wish to delete this requirement they are in a position to do so.

No change to draft conditions are recommended (page 5, item # 4).

16. Object to short notice (repeated under # 19, 26).

Comment: As the appellants wished to have Regional Council review this matter, and the OMB agreed, a work back was undertaken to determine the schedule. The OMB will reconvene on October 10, 2000. Regional Council had to deal with it on September 27, 2000 and at Planning and Environment Committee on September 12, 2000, with reports filed with the Regional Committee Secretariat by the last week in August. Township Council also had to review it and that meant August 15, 2000. Also, the public needed an opportunity to review the information and ask questions before this report was written so a meeting was held July 31, 2000 and comments allowed up to August 10, 2000 - meaning this report was authored after that point in time. Lastly, the information was provided outlining this schedule in early July with the detailed information provided as it was available. The timing was pushed as far back as possible to allow for input. Staff have attempted to provide as much information as

possible and have asked for input up to the last moment.

20. Discrepancy between Sight line distance in report and on Schedule in McIntosh Hill report.
Comment: This matter will be reviewed and the correct figures placed in the report.
22. No warning signs about Gourlay Lane existing when approaching on Old Carp.
Comment: Staff can add a requirement for signage as a part of the approval of the road designs.
24. Why haven't all the letters been included.
Comment: All letter received up to August 10, 2000 were included in this final report. They were not included in the draft report as most were received after the initial report was completed.
27. Hydrogeology - Trust that improved data will be provided for OMB to base its decision.
Comment: This matter is before the OMB and the hydrogeologist is completing the study which was requested to be completed.
33. Old Carp Road should be superelevated at Lohead Lane.
Comment: The traffic engineers have not made this recommendation based upon the decrease in the posted speed limit.

No change to draft conditions are recommended (page 5, item # 6).

36. Traffic - not recommending landscaping for Smith/Dore home at intersection of Old Carp and Gourlay due to headlight impact.
Comment: The existing situation was not reviewed as this is an existing intersection and was not a part of this approval.

No change to draft conditions are recommended (page 3, item # 1).

This is the end of the review of the comments provided to staff.

The following is the revised recommendation which staff would ask Committee and Council to consider this evening:

REVISED STAFF Recommendation:

Staff hereby recommend to the Executive Committee, and Council, that the draft conditions found at Attachment Number 6 and as amended as a result of the public input noted in the this report, be adopted by Council and request that the Regional Municipality of Ottawa-Carleton include these as conditions of the approval of the draft plan of subdivision 06T98025, OMB file number PL991200, and

Further that the final position of the Township be to delete the requirement for a three way stop at the new street and Old Carp Road; and

Further that the final position of the Township be to use pavement markings and not a reconfiguration of asphalt for the intersection of Gourlay Lane and Old Carp Road; and

21 July 2000

Further that Zoning by-law 46 of 1999 be amended to reflect the deletion of phasing of this subdivision and to reflect that the proposal is in the former Huntley Township and the minimum house sizes be amended to reflect those proposed by the developer and accepted by the residents as shown in Attachment Number 7, and

Further that the Ontario Municipal Board be asked to approve the subdivision and the zoning by-law, in accordance with the rationale outlined in Planning Report 00-24.

21 July 2000

UPDATE RESULTING FROM COUNCIL MEETING OF 15 AUGUST

At the Council meeting two changes were made by Council. The first was to delete the request for a three way stop at Old Carp and Lothead Lane. The second was to require only pavement markings for the intersection of Gourlay and Old Carp Roads.

Based upon these two changes the Township will forward its comments to the RMD-C.

In discussions with Mr. Smith during the meeting it was clear that he wishes all of this reviewed by the OMB and believes that staff are not taking seriously the issues raised by the residents. To that end no discussion of the report took place at the meeting.

Council passed the following Motion:

MOTION 246: Moved by Reitsma, seconded by Daley, _____ Be it resolved that: This Council, on recommendation of Executive approve the draft conditions found at Attachment Number 6 and as amended as a result of the public input noted in the planning report, be adopted by Council and request that the Regional Municipality of Ottawa-Carleton include these as conditions of the approval of the draft plan of subdivision 06T98025, OMB file number PL991200, and
Further that the final position of the Township be to delete the requirement for a three way stop at the new street and Old Carp Road; and
Further that the final position of the Township be to use pavement markings and not a reconfiguration of asphalt for the intersection of Gourlay Lane and Old Carp Road; and
Further that Zoning by-law 46 of 1999 be amended to reflect the deletion of phasing of this subdivision and to reflect that the proposal is in the former Huntley Township and the minimum house sizes be amended to reflect those proposed by the developer and accepted by the residents as shown in Attachment Number 7, and
Further that the Ontario Municipal Board be asked to approve the subdivision and the zoning by-law, in accordance with the rationale outlined in Planning Report 00-24.

CARRIED.

Comments Received from the Public

15 August 2000

Attention: Mr. Timothy Chadder
Township of West Carleton
5670 Carp Rd.
Kinburn, Ontario KOA 2H0

Re: Historic Elmwood Subdivision

Dear Mr. Chadder:

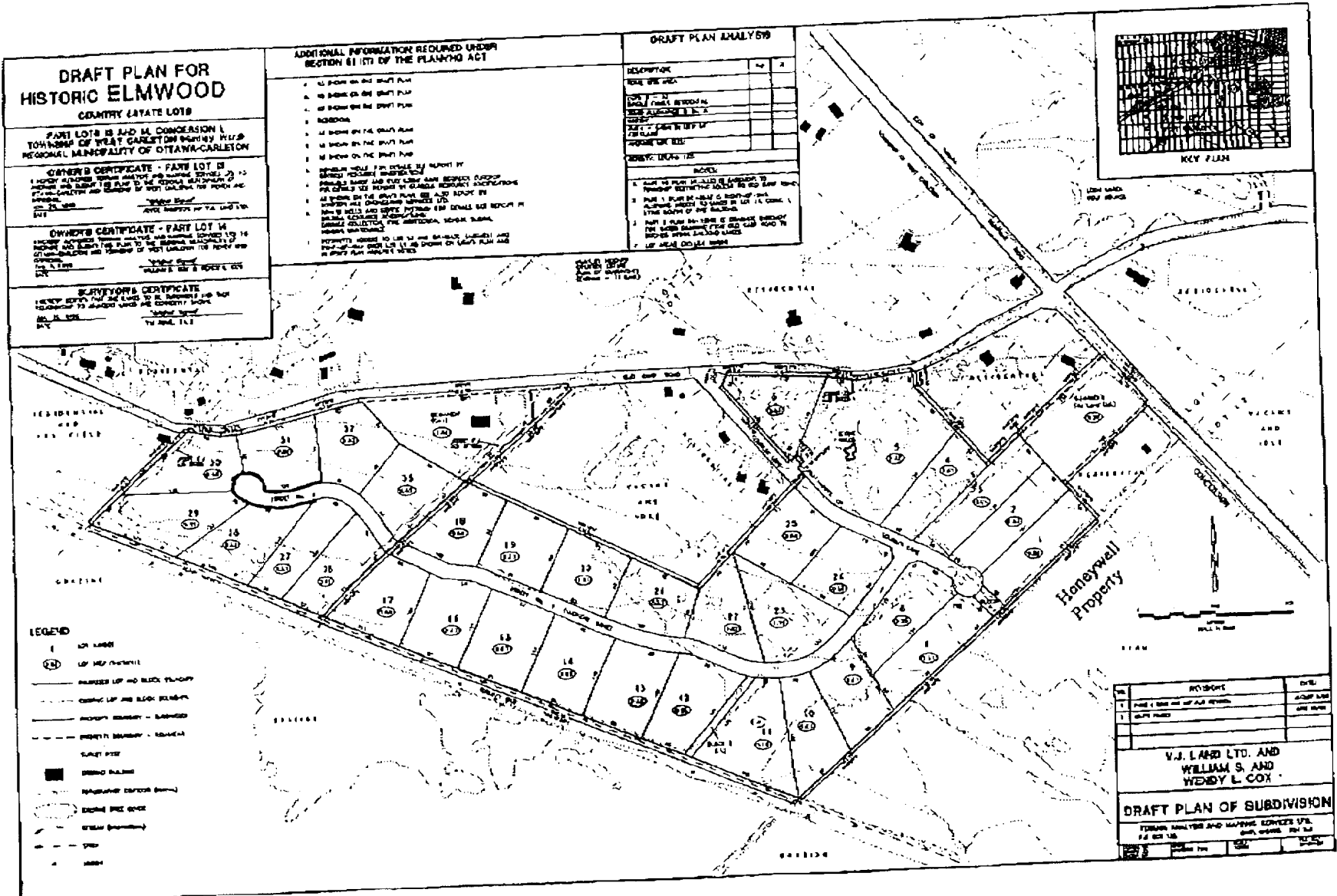
Please consider the cul-de-sac option at the west end of Lockheed Lane (Schedule A) rather than a 3 way stop intersection at the Old Carp Rd. (Schedule B).

Any health and safety benefit gained by having a second access would be grossly overshadowed by the health and safety hazard that you would create with this dangerous intersection.

Thank you for your consideration

Brenda Turner

BRENDA TURNER
1921 OLD CARP RD.
CARP, ONTARIO KOA 1L0
839-5729.



Schedule A

Mr. Tim Chadder
Director of Planning
Township of West Carleton

AUG 10 2000

Re: Rampton Cox subdivision

Dear Mr. Chadder

As requested at the public meeting held on August 2, 2000 we are providing our comments on the Conditions of subdivision approval that you will present to the West Carleton Council on August 15.

- 1) It was agreed that re-alignment of the Gourlay Lane exit to the Old Carp Road is unnecessary. There is insufficient room along Gourlay lane to move the position of the existing ditches by 3 metres as proposed by Mr. Byres. A white stop line and lane lines can be added to focus and orient cars which are leaving Gourlay lane and moving onto the Carp Road. No tree cutting is required along the Carp Road in the area of the maple arch.
- 2) The exit of the proposed subdivision across the Cox field onto the Old Carp Road is unacceptable to most of the members in the community. We do not believe that the proposed exit is safe and we believe the proposal is a significant risk to the public safety of the community. The existing proposal, will;
 - not change the site lines on the curve, which expert evidence at the hearing showed to be substandard
 - not change the problem with the super-elevation of the road
 - does not redesign the exit from the Cox field to accommodate the required improvements in the Old Carp road required to make the exit safe, nor does it address the negative visual impacts associated with this proposal

Furthermore, the idea of putting in a 3 way stop at this proposed corner is unacceptable to the community and a 50-km road speed along the entire road cannot be enforced. (Signs do not make a road safe. This is a fundamental principal of transportation engineering).

- 3) We feel that a viable alternative from the subdivisions exists. A road exit to Huntmar is acceptable to most of the members of the community. This alternative was negated by Mr. Byers for abstract and undefendable reason i.e the road exit would be too close the existing Huntmar/Old Carp Road intersection. This argument is not based on a technical argument and this alternative is much superior to the dangerous exist which is proposed from the Cox field.
- 4) If the hydrogeology work which is being completed by Gorrel Resources supports the idea that development in the groundwater discharge zone is acceptable, then the limitations that building in these zones (i.e the requirement to build basements and services entirely above existing grade) must be clearly outlined as a detailed warning in the purchase and sale agreement.
- 5) The landscaping plan as proposed at the meeting is inadequate and deficient for the following reasons:
 - The mapping of the existing areas of vegetation presented at the meeting was inaccurate. Specifically the vegetation shown at the back of the Cox field is very exaggerated. If the open Cox field is acceptable for a country estate subdivisions, despite the fact that it is almost totally unvegetated, then the development must be required to meet the 75% tree cover requirement of the planning act through the landscaping plan. The proposed plan must be much more extensive.
 - The width of the zone, which will be vegetated along the Old Carp Road, should be wider. The mix of trees proposed for this zone is improper. A 30-metre spacing of tree saplings with intermediate scrub bushes (pin cherries etc) is inadequate. A 10 metre spacing with a better quality of trees and intermediate shrubs which will have the potential to extend the maple arch and the scenic aspect of this feature.

AUG 10 2000

- The area and amount of trees, which are proposed for planting along lot lines, is inadequate. We suggest that these zones be at least doubled in area. The plan should include plans for areas of vegetation within lots as well as along lot boundaries.
- The proposed tree size should be larger. The proposal to plant 1" thick saplings with a 6 foot height is unacceptable. Tree sizes should be at least twice this size and should have the ability of providing an almost mature tree cover within 10 years.
- The existing vegetation plan is designed simply to minimize the costs to the developer. We find this unacceptable. The tree planting plan, which was carried out in the Caldwell subdivision (under West Carleton Township supervision), so poorly done that we lack confidence that the Cox plan will be implemented in a better fashion.
- The developer must not be able to transfer the implementation of the landscape plan to the property owners when lots are sold.

5) The Cox subdivision lots should have some building size, location and height constraints imposed on it. To mitigate the negative visual impact, we would like to see bungalows built on the lots along the Old Carp Road as was done in the Huntley Ridge subdivision on Locharron.

6) The landscape architect hired by the developer mentioned that some of the lots at the back of the property were wet in the meeting and she prescribed special tree species for this area. The development controls prescribed for the Rampton wetlands should also apply to the wet lots at the back of the Cox field.

6) The minimum house size in the development should be increased as recommended by the developer.

Furthermore, we refer you to the comments about technical issues and the approval procedures included in the Harris letter dated July 27, 2000. These comments are still valid in light of the public meeting and they require attention during the preparation of your submission to council.

Respectfully Submitted

Derek P Smith
102 Gourlay Lane
Carp Ontario
K0A 1L0

TIM CHADDER

From: Mark J. Critoph [mark@huntleystems.com]
Sent: Sunday, August 06, 2000 2:02 PM
To: tchadder@twp.west-carleton.on.ca
Cc: pwebber@bellbaker.com
Subject: Process for providing input into Elmwood OMB hearing

August 6, 2000

Mr. Tim Chadder
Director of Planning and Development
Township of West Carleton

Mr. Chadder,

We wish to express our opposition to the planned three-way stop at the corner of Old Carp Road and Lohead Lane. In our opinion, this stop will make ascending the hill on Old Carp very difficult in the winter, as well as stopping at it when going down the hill in the opposite direction. Reducing the speed limit to 50 kph is sufficient traffic calming.

We also believe that the realignment of Gourlay Lane is not required. The mouth of the lane is sufficiently wide to permit cars to properly align themselves with the Old Carp road without the planned modification.

We were also disappointed with the tree planting plan with respect to the caliper of the maple trees. It will take at least fifteen years before any significant cover will be provided. We had several three inch trees planted 15 years ago without any loss.

Mark and Marilyn Critoph
1805 Old Carp Rd.

From: Eveline Dechef [crompton@sympatico.ca]
Sent: Wednesday, August 02, 2000 1:16 PM
To: tchadder@twp.west-carleton.on.ca
Subject: Historic Elmwood Subdivision PL991200

1 Aug 2000

1333 Huntmar Drive
Carp, Ont, K0A 1L0

To: Timothy F. Chadder M.C.I.P., R.P.P.

Re: Historic Elmwood Subdivision PL991200
Objection to Huntmar Drive access

Dear Mr Chadder:

Following the public meeting last night, we are writing with comments on the package dated 24 July, and about items arising at that meeting. We raised similar concerns in our letter to you of 8 July.

We are very disturbed that certain parties have brought forward the prospect of an access onto Huntmar Drive. We have had assurances that neither the township nor the developers see this as a viable option for very sound reasons. But as the matter was again raised at this meeting, we feel bound to re-state our extremely strong objections to any such route. Our reasons are as follows:

- Such a road could come within 23 metres of our house and would leave our property bounded by roadways on three sides. We would be subjected to the traffic, noise and nuisance from both such a new intersection and the closely adjoining Huntmar/Old Carp intersection.
- Along the south-east side of our lot and the adjacent lots, where such a road would run, there is a beautiful 300-metre stretch of hedgerow and trees which is also a rich habitat for wildlife. A roadway in that spot would needlessly destroy this valuable natural asset. It would also destroy the privacy of our back and side yards.
- An access onto Huntmar Drive is anyway of very questionable value in terms of health, safety and traffic issues. As an alternative to the officially proposed access at the west end of Lohead Lane, it would still leave 26 of the new properties on a cul-de-sac nearly 1km long. In other words, it is not really a true second access point to the development.
- The location of an intersection onto Huntmar next to our property would place it dangerously close to the existing Huntmar/Old Carp intersection. Worse, it would place our driveway between the two, only 25m away. This combination must raise serious safety concerns. Note that we were obliged to position our house and driveway over to the south-east side of the lot specifically to distance it from the intersection so it would be foolish to introduce a new intersection even closer to our driveway.
- Huntmar Drive is an unpaved road, often in very poor condition, by comparison with Old Carp Road, which is a nicely paved road with uninterrupted paved access to March Road. This would point to Old Carp being a much better choice for the access roads.

All reports and studies done to date conclude that the Gourlay Lane - Lochead Lane loop meets all requirements. We object strongly to further consideration of the Huntmar alternative, which has safety, landscape and habitat concerns and would be so disruptive to us and our neighbours.

Sincerely,

Howard Tweddle,
Eveline Dechef

howard_tweddle@mitel.com
(613) 839-3478 (H)
(613) 592-2122 (W)

TIM CHADDER

From: Norm Hallendy [tukilik@sympatico.ca]
Sent: Monday, July 31, 2000 12:12 AM
To: tchadder@twp.west-carleton.on.ca
Subject: Historic Elmwood - Background for Public Input - Material dated 24 July 2000

Dear Mr. Chadder:

This will serve as our response to the background information sent to us 24 July. Would you please ensure that our comments are presented at the July 31 public meeting.

First, let me say that the timetable and response times permitted us has not improved. We had higher expectations given the comments made by the OMB. Norm is still in the Arctic and we have to prearrange any discussions. I imagine we are not the only ones affected by short leadtimes.

Norm and I are still opposed to the proposed exit on the curve of the Old Carp Road (Lohead). I have spoken with the Ministry of Transportation. The Ontario Provincial Standards are merely to be used as guidelines for minimum standards. They are not intended to replace judgement calls about the desirability or safety concerns when it comes to deciding where to place an intersection.

The correspondence from Mr. Bryan Davies dated 5 June 2000 suggested one exit for Elmwood instead of two because traffic from the subdivision would not be heavy. He also stated that the second exit at Lohead should not proceed unless the Township would consider a 3-way stop. Why would the Township consider a 3-way stop at the junction of a roadway and a subdivision exit?

Any proposal for an exit on the curve of the Old Carp Road is simply not acceptable to us.

Diana Cousens and

Norman Hallendy, Residents of 1947 Old Carp Road.

July 23/00

Stewart & Elizabeth Arnott
1311 Huntmar Dr.
Carp, Ontario
K0A1L0
839-2807
July 28, 2000

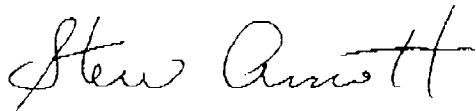
Mr. Chadder
Director of Planning & Development
Township of West Carleton

Re: Historical Elmwood Subdivision

Sir, I have read the report of July 24th. and I have no objections to what has been proposed in this draft plan. However, in the past there has been suggestions as to a road for a second exit out onto Huntmar. If this is the case, then I am strongly opposed to it.

I am hoping to attend the meeting on July 31, 2000. Thank you for the information.

Sincerely,



Stewart Arnott.

July 31, 2000

112 Gourlay Lane
R. R. # 3
Carp, Ontario
K0A 1L0

Tim Chadder
Township of West Carleton
5670 Carp Road
Kinburn, Ontario

JUL 31 2000

Dear Mr. Chadder FILE : elmwood DO502ELM

With regard to your memo received July 25 - we wish to make the following comments :

Firstly - we were disappointed but not surprised - after having had this problem before with regard to short notification, that it should happen once again. Surely this information could have been available to us in a more timely fashion. Less than a week for notification of a meeting which as you are aware is very important to us all means that our neighbors who are out of town for two weeks will be unable to attend or respond to your memo.

These are the main issues that we wish to address :

- 1) There appear to be several discrepancies in this report - one being in the McIntosh Hill Engineering report which seems to have contradictions between "sight line" distance in the written report and those on Schedule C.
- 2) Instead of intruding on Gourlay Lane residence property frontage, the entrance/exit to Gourlay lane could be realigned by simple line marking of the road. The area of paving adjacent to Old Carp Road is unchanged on the MacIntosh Hill Schedule E when compared with current conditions. Surely the easiest and cheapest method to align traffic at right angles to Old Carp Road would be by line marking.

Although the MacIntosh Hill Schedule E claims to save 3 mature trees east of the intersection with their proposed realignment, I don't see any way to reduce the dangers of this exit substantially without removing several of the trees.

- 3) As it is just now, there is no indication from either direction - as you travel along Old Carp Road, to signify that traffic may be coming from a side road (Gourlay Lane) so that when they are speeding along Old Carp Road - well past the posted speed of 70kph and closer to 80 or 90 - from an easterly direction, they are unaware of the possibility of traffic coming from their left.

Last week I witnessed a police car exiting from Gourlay and almost getting hit, and that was simply because the police driver did not hesitate before turning along into Old Carp Road - that would have made an interesting police report!

- 4) The tree planting that has been carried out by the developer along Old Carp Road is inconsequential. Of course the grass is higher than them now. When does the real planting take place?
- 5) Part of your report contains a letter from Edwin Honeywell regarding his lands. The certain individuals that voiced their opinions about a road there as far as we are aware, were in fact from the Rampton camp. Why is this letter part of the report anyway? Why not have all of our letters - we are all affected and live here too and have lived here for many years. On Gourlay Lane we have 4 houses that generate probably about 60 automobile journeys per week and we are looking at an increase of 33 fold - of course we are concerned! One would be foolish not to be!

Gordon and Mardi Armstrong



JUL 31 2000

11:45am

1778 Old Carp Road, RR#3
Carp, Ontario KOA 1L0
Telephone 839-2216

July 28, 2000

Mr. T. Chadder
Director of Planning & Development
Township of West Carleton
5670 Carp Road
Kinburn, Ont. KOA 2H0

Dear Mr. Chadder:

**Re Proposed Plan of Subdivision, Historic Elmwood,
Township of West Carleton, OMB File #PL991200**

I wish to reiterate my position regarding the subject of alternate road locations, should the matter arise at the public meeting on July 31, 2000.

I am strongly opposed to any proposed alternate access road(s) that would be placed either beside our property to Old Carp Road, or behind our property to Huntmar Drive. My reasons are outlined in my letter of appeal of November 26, 1999, namely unsuitability of location, major destruction of trees, loss of privacy and security in our backyard, and devaluation of property value.

At the Ontario Municipal Board hearing on June 6, 2000, Mr. Webber's first witness, Mr. R. Hunton, transportation engineer with McCormick Rankin Corp., produced a report and gave evidence that he would not recommend either of the alternate road accesses. In forming his professional opinion, Mr. Hunton had made an on-site inspection and had reviewed both the R. V. Anderson report and the McIntosh Hill report.

Following Mr. Hunton's testimony, the Chair of the Board was advised by Mr. Webber and other counsel present that an alternate road access either beside or behind our property would not be part of the evidence given or pursued at the hearing.

In light of this development, my legal counsel, Mr. J. Peart advised the Chair that he would not be calling evidence on my behalf.

These alternative locations for access roads are not recommended by three transportation engineers, nor are they supported by the Township of West Carleton's planning department, nor the planners at the Regional Municipality of Ottawa-Carleton.

These facts and the most recent Township Planning Report of July 21, 2000 should bring closure to this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Linda R. Thompson".

Linda R. Thompson (Mrs.)

and

Power of Attorney for
Grant G. Thompson

July 28, 2000

Mr. Tim Chadder
Director of Planning and Development
Township of West Carleton
5670 Carp Road
Kinburn, ON K0A 2H0

Dear Mr. Chadder:

**Re: Your Memo of July 24, 2000 - Public Input - Elmwood
Subdivision**

We have received and reviewed your memos of June 30, July 4 and July 24 2000. You will recall from your attendance at the Ontario Municipal Board hearing of this matter that throughout these proceedings the Board has been very concerned with the nature and conduct of the public participation regarding this subdivision application and was particularly attentive to the concerns we voiced regarding the process for this subdivision application. In fact, the current adjournment of the Board's proceedings was ordered so that more complete public participation on a number of unresolved issues where information was incomplete could be addressed by the rate payers. We note that throughout your correspondence and that of the deponent's counsel, Miss Bradley, time is of the essence. Notwithstanding this requirement, and the date scheduled of July 14, 2000 for the circulation of your draft report, landscape plan and "traffic proposal to residents", the appellants in this proceeding and the rate payers generally only received your review of draft conditions and zoning by-law amendment and attachments dated July 21st, on July 25th, 2000. We have received today, July 27, 2000, a Notice of Public Meeting for July 31, 2000 some four days from now, by which time the appellants and rate payers are to have submitted a written response for consideration by your office and the executive committee of council. To put the matter briefly, it would appear that the deponents and the planning department staff have had some weeks to deal with this matter and the appellants and rate payers only days.

Given this constraint, our response at this time can only be regarded as preliminary as it will be impossible for an independent expert review of these materials to take place by the date scheduled for the public meeting, July 31st, 2000. We would, however, submit the following observations and comments:

Hydrogeology:

It is understood that the Board has requested that water level sampling continue during the course of summer 2000 and that the report by Ms. Gorrel will not be available until some time in September. We trust that this will not prelude our review of this report in any way and that the Board will hopefully at that time have improved data on which to make a final decision regarding this issue.

Landscape Plan:

We note that although your June 30, 2000 memo stated that tree specifications including sizes were to be included in the landscaping plan, these specifications are not included in the July 20th, 2000 landscape plan delivered on July 25th, 2000. Specifically, the Hoffman report of July 20th, 2000 does not address this issue with respect to areas A or B or C. The report of July 20th, 2000 does not address this issue at all. The quality of the original tree planting plan was, as you are aware, a concern of the Board as it provided no assurances that meaningful tree planting would occur. In fact, as you are aware, a past attempt at tree planting has been inconsequential. Given the Board's specific direction regarding tree planting along the Old Carp Road, the July 20th, 2000 tree planting plan is clearly deficient and does not comply with the direction of the Board. Without these specifications, a meaningful review of the plan cannot be achieved and neither in our view can adequate security for costs of this undertaking be calculated by the Township. Please also note that the tree planting plan as submitted is as draft only and we would therefore assume it does not represent the final proposal put forward by the developers. In addition, a preliminary report of July 7th, 2000 is referred to as an attachment to your memo of July 25th and it has not been provided to the appellants or the rate payers. Finally, please note that there is no comment in the draft tree landscape plan that the existing sugar maples and shrubs described in area A will all but be eliminated if an intersection is located at the new intersection as proposed by McIntosh, Hill.

Traffic:

You have distributed attachments to your July 4th and the July 21st, 2000 memo, the June 1st, 2000 Traffic Impact Assessment of R.V. Anderson & Associates Ltd. dated June 1st, 2000 together with a July 5th, 2000 memo from Denton Byers of McIntosh, Hill Engineering Services and a letter of July 10th, 2000 from Neil Caldwell from Greer Galloway Group Inc. The original Byers report, as submitted before the Board, together with the responses (both letter and internal memo) from Greer, Galloway, have not been distributed, neither has the McCormick Rankin report as requested before the Board by Mr. Webber.

The evolution of the traffic proposals are therefore not public and on an issue as important and sensitive as traffic safety this impairs the public's ability to respond.

We can state as follows:

- (i) The traffic flow and safety effect of the alternative Huntmar Road exit, across the developer's own property has not been compared to the Old Carp Road/Lothead intersection as recommended by McIntosh Hill. Given the numerous safety concern described by all the consultants, including the developers regarding the impact of an intersection at the blind corner of the Old Carp Road, such a comparison should have been undertaken and its merits more fully examined than a mere dismissal based on the location of the Huntmar/Old Carp Road intersection.
- (ii) There has been no rationale provided for the recommendation for a three-way stop at the proposed Old Carp Road/Lothead intersection using the accepted warrants method as the basis for recommending such a design. If the developer's consultants are correct and existing site lines exceed TAC requirements, given the traffic flow, it would appear that the three-way stop as proposed, together with the reduction in speed limits would not be justified on "normal" principles. This should have been done and needs to be done.
- (iii) The developer's consultants reject the super-elevation of the corner on the Old Carp Road in part because of the impact of super-elevation on traffic speed. At the same time, the same consultants propose a three-way stop in the middle of this corner. We neither accept nor understand this rationale since all of the consultants appear to have recommended super-elevation of a corner with such a radius.
- (iv) The storage platform proposed for the Lothead/Old Carp Road intersection rejects the recommended storage capacity based on traffic flow alone and yet fails to make any account of issues described in 2.1 wherein these consultants recommend a three-way stop. The consultants have reported that there are restricted views on the Old Carp Road due to rocks and trees on the north side of the road and consider a need for increased traffic calming and a need to improve driver comfort at this corner because in part the corner is not super-elevated this issue of a normal storage platform requirement should have taken account of these associated issues and their cumulative effect.
- (v) The realignment of Gourlay Lane and Old Carp Road as recommended and currently adopted by the planning department will result in an encroachment upon the Smith/Dore home and will require the movement of

the ditch in front of their property. Although the realignment of this intersection may result in a modest change in the angle at which vehicles exit onto the Old Carp Road, such a change will have no significant visual improvement for the driver as his/her sight lines heading east on the Old Carp Road will not change. A more practical, and possibly more cost-effective modification to the intersection would be narrowing the mouth of this intersection by encroaching onto the Gourlay roadway from the west. This narrowing at the mouth of a very wide exit would have the same effect as realigning the road and not result in any encroachment towards the Smith/Dore home. In addition, although Greer, Galloway's July 10, 2000 letter states that tree planting should be undertaken with respect to headlight nuisance at the intersection of Lohead Road and Old Carp Road, no consideration of the same has been given at this intersection.

Draft Conditions

On a number of occasions during the hearing, Board members expressed some concern as to the notice which might be given to prospective purchasers of properties adjacent to the marshland along the railway track development. The impact of house, septic and amenity area spaces on these lots were and are a concern. The Board sought public, council and regional council input on a number of these issues. The draft conditions as submitted from July 21st, 2000 make no mention of the admitted fact from the hearing that virtually all structures built on these lots will be above grade. Such warnings to purchasers should be specifically included in the subdivision agreement.

The foregoing is submitted on behalf of the appellants, Derek P. Smith and Roger Harris. Although this has been a difficult and very frustrating process, we remain hopeful that our and the other ratepayer's view will be well received. We wish and deserve nothing less than the best plan possible.

Yours very truly,

Roger A. Harris

Derek P. Smith

Comments

Name: Shannon Rampton
Address: 1106 Huntmar

In my opinion a reduction in
the speed limit from 70 to 50 kph and
a 3 way stop ~~at the curve~~ would make
the curve ~~at~~ on Old Camp Road much
safer!!

DRAFT PLAN FOR HISTORIC ELMWOOD COUNTRY ESTATE LOTS

PART LOTS 13 AND 14, CONCESSION 1, TOWNSHIP OF WEST CARLETON (formerly West) REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

OWNER'S CERTIFICATE - PART LOT 13
 I HEREBY AUTHORIZE TERRAIN ANALYSIS AND MAPPING SERVICES LTD. TO PREPARE AND SUBMIT THIS PLAN TO THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON AND TOWNSHIP OF WEST CARLETON FOR REVIEW AND APPROVAL.
 DATE: 25. 10. 2000
 Signature: [Signature]
 JOYCE RAMPTON FOR V.J. LAND LTD.

OWNER'S CERTIFICATE - PART LOT 14
 I HEREBY AUTHORIZE TERRAIN ANALYSIS AND MAPPING SERVICES LTD. TO PREPARE AND SUBMIT THIS PLAN TO THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON AND TOWNSHIP OF WEST CARLETON FOR REVIEW AND APPROVAL.
 DATE: 11. 02. 2001
 Signature: [Signature]
 WILLIAM S. COX & WENDY L. COX

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY SHOWN.
 DATE: 27. 10. 2000
 Signature: [Signature]
 THE ROYAL C.S.L.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 57(17) OF THE PLANNING ACT

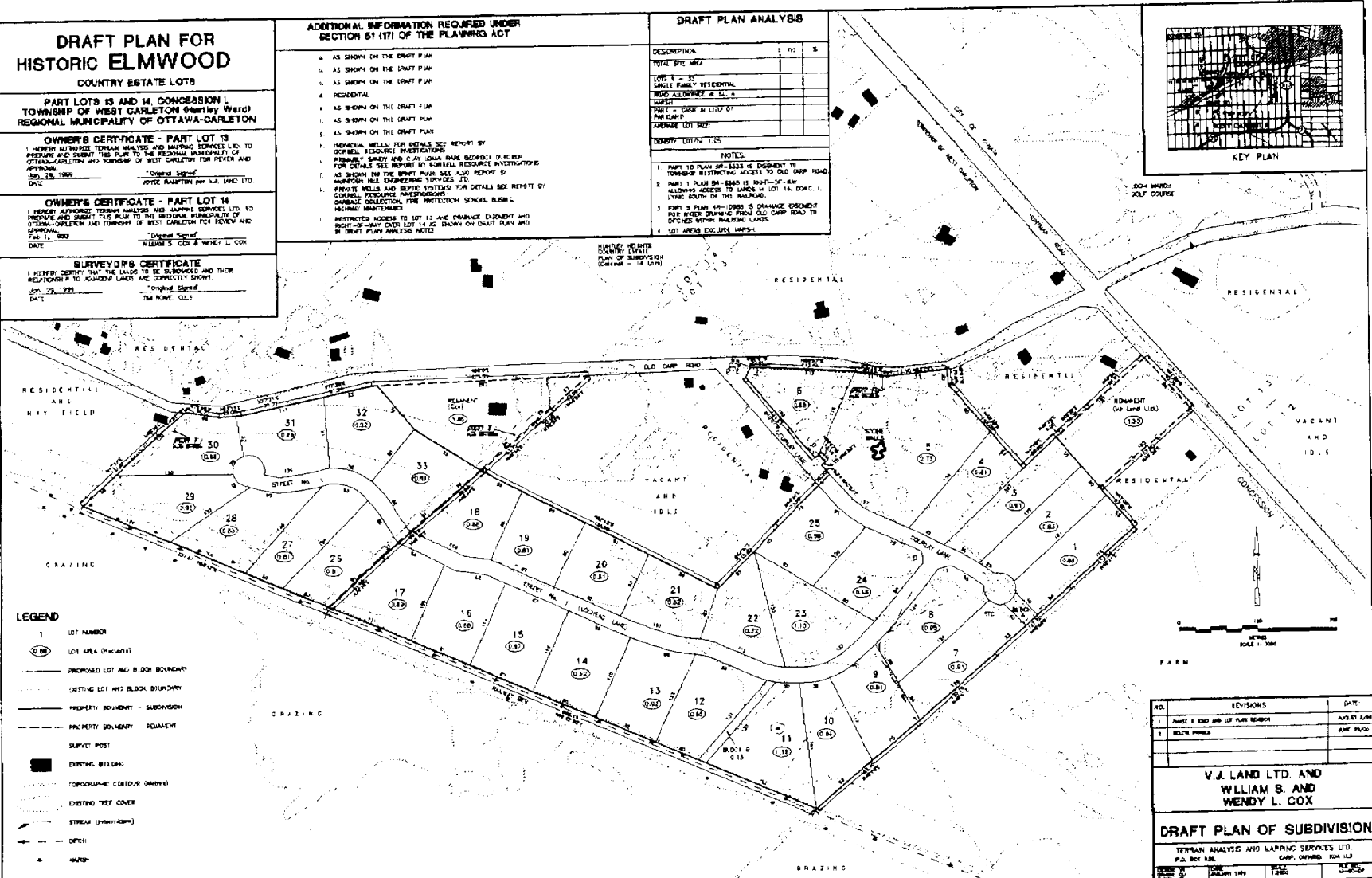
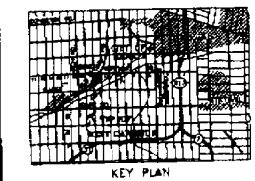
- AS SHOWN ON THE DRAFT PLAN
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- RESIDENTIAL
- AS SHOWN ON THE DRAFT PLAN
- AS SHOWN ON THE DRAFT PLAN
- AS SHOWN ON THE DRAFT PLAN

- INDIVIDUAL WELLS: FOR DETAILS SEE REPORT BY DON WELLS RESOURCES INVESTIGATIONS
- SEWERAGE SYSTEM AND SANITATION: FOR DETAILS SEE REPORT BY DON WELLS RESOURCES INVESTIGATIONS
- AS SHOWN ON THE DRAFT PLAN SEE ALSO REPORT BY AUSTON HILL ENGINEERING SERVICES LTD.
- PRIVATE WELLS AND SEWER SYSTEMS: FOR DETAILS SEE REPORT BY AUSTON HILL ENGINEERING SERVICES LTD.
- CONCRETE PAVING AND ASPHALT/GRASS CANALS: COLLECTION, THE PROTECTION SCHOOL BUS/SHEDS: MAINTENANCE
- RESTRICTED ACCESS TO LOT 13 AND CHANGE EASEMENT AND DEED-TO-BUY OVER LOT 14 ARE SHOWN ON DRAFT PLAN AND IN DRAFT PLAN ANALYSIS NOTES

DRAFT PLAN ANALYSIS

DESCRIPTION	Y	N	S
TOTAL SITE AREA			
LOT 1 - 23			
SINGLE FAMILY RESIDENTIAL			
REGD. ALLOWANCE @ 50.4			
WARRANT			
TRAIL - GRASS W/ LOT 17			
PAVEMENT			
APPROX. LOT SIZE			
DESIGN: LOT 14 T-15			

- NOTES:**
- PART 10 PLAN OR-8333 IS DISSENT IN TOWNSHIP DISTRICT ACCESS TO OLD CAMP ROAD
 - PART 1 PLAN BA-8848 IS 80% 20' 40' ALLOWING ACCESS TO LOTS 14, 13, CONCESSION 1, LYING SOUTH OF THE MAIN ROAD
 - PART 3 PLAN AM-0983 IS CHANGE EASEMENT FOR FRESH DRAINAGE FROM OLD CAMP ROAD TO DITCHES WITHIN ANALYZED LOTS
 - LOT AREA EXCLUDE LINES



LEGEND

- 1 LOT NUMBER
- (0.00) LOT AREA (hectares)
- PROPOSED LOT AND BLOCK BOUNDARY
- EXISTING LOT AND BLOCK BOUNDARY
- PROPERTY BOUNDARY - SUBDIVISION
- PROPERTY BOUNDARY - EQUIVALENT
- SURVEY POST
- EXISTING BUILDING
- TOPOGRAPHIC CONTOUR (METERS)
- EXISTING TREE COVER
- STREET (UNPAVED)
- DITCH
- ▲ WARRANT

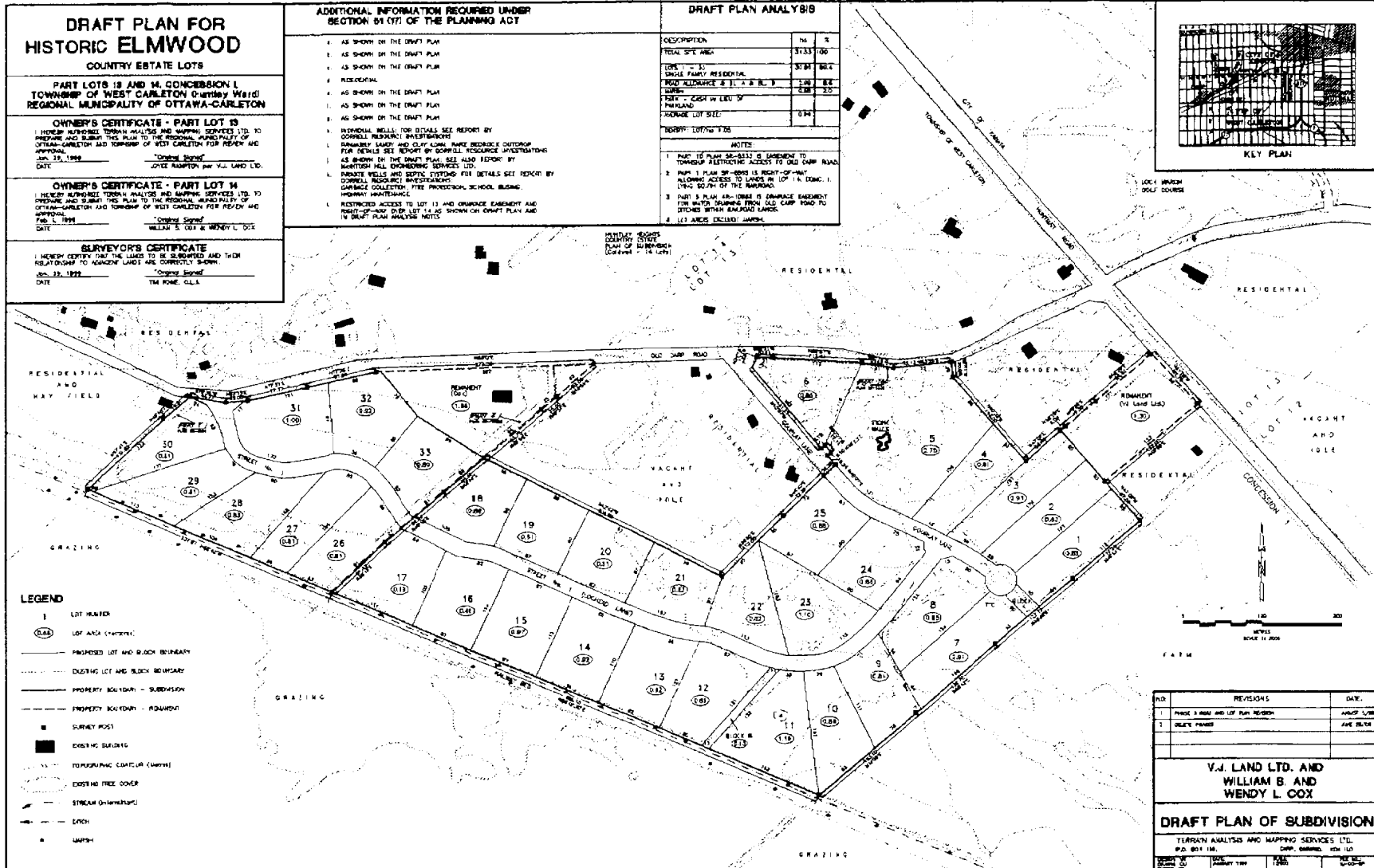
NO.	REVISIONS	DATE
1	FINAL E-100 AND LOT PLAN NUMBER	AUGUST 2000
2	SUBMIT PERMITS	JUNE 2000

V.J. LAND LTD. AND WILLIAM S. AND WENDY L. COX

DRAFT PLAN OF SUBDIVISION

TERRAIN ANALYSIS AND MAPPING SERVICES LTD.
 P.O. BOX 888, CARleton PLACE, OTTAWA, ONT. K1N 1L3

DATE OF PLAN: 27. 10. 2000
 SCALE: AS SHOWN



15 August 2000

TO: West Carleton Council

AUG 15 2000

RE: Historic Elmwood -- Issue Proposed Exit at Lockheed Road and Old Carp Road

At the Public Meeting of 31 July Mr. Denton Byers of McIntosh, Hill Engineering Services explained that his company had been retained to recommend a site for a second exit road for the Elmwood development. He also stated that it was the Township that stipulated that there should be a second exit for safety reasons.

Mr. Byers stated that the following proposed alternatives were looked at and discarded as options for the second exit:

- adjacent to Honeywell's property was not viable as there were no immediate plans for development of Honeywell land;
- an exit next to the Arnott property leading to Huntmar Road was deemed to be too close to an intersection and was therefore not considered good planning;
- an exit next to Cox's property would result in a staggered intersection across from Cherry Hill Drive which was also not regarded as good planning.

Mr. Byers presented his company's rationales for supporting an exit (Lockhead Road) on a curve in the Old Carp Road. He acknowledged that the site had raised some concerns for public safety. He also acknowledged that the solution proposed by his company of a three way stop and a lowering of the speed limit had some drawbacks but he stated that it was the best solution they could arrive at. (When I asked if it was common practice to propose a three-way stop at a development project Mr. Byers acknowledged that it was not usual.)

It seems to me that public safety should have a higher priority than good planning. If the Township continues to insist on a second exit then select the location that is the safest. Perhaps the Council should reconsider the need for a second exit. Would it not better to have one exit for the development rather than create a dangerous intersection on a curve?

If the Council adopts the position that the three-way stop and lowering of the speed limit makes this site acceptable they are also saying this is adequate to ensure public safety. Those of us living on this curve in the Old Carp Road are only too aware of the dangers of this corner. That is why we maintain our position that an exit at Lockheed and the Old Carp Road will never be an acceptable to us. Please listen to our concerns.

Yours truly,



Norman Hallendy and Diana Cousens
(Residents at 1947 Old Carp Road)