

Participants :

Elected Officials and Office Staff

Councillor Stephen Blais – Chair

Rob Tremblay, Councillor Blais' Office

Luc Sholtz, Councillor Blais' Office

Lechelle Landry, Councillor Bob Monette's office

Pierre Lemieux, MP, GPR

Tamarack Homes Ltd

Michelle Taggart, Tamarack Homes

Ted Phillips, Tamarack Homes

Cumberland Village Community Association Members

Rebecca Dufton, President

Clive Horne

Euan Swan

Kevin Poll

Howard Duncan

Cardinal Creek Community Association (CCCA) Members

Sean Crossan, President

Martin D'Anjou

Rob Dunphy

City of Ottawa Planners

Steve Gauthier and David Atkinson

Consultants

- **Introduction Councillor Blais and Opening Remarks Michelle Taggart**
- **Rules of Engagement – Sean Crossan, CCCA**
 - Requested an agreed upon summary of each meeting so that decisions and next steps are clear.
 - Requested clarity about how Tamarack Homes Ltd will be using the community association input – **CCCA requested to have its input made public at upcoming public meetings and incorporated into reports, plans, environmental assessment and plan of subdivision agreements.**
 - Requested a summary of next steps and timelines. They were presented at the end of the meeting.
- **Review of the Draft Guiding Principles**
 - Sean Crossan requested that Tamarack Homes Ltd clearly define the terms for discussion on August 30 as they were « motherhood and apple pie » terms that were extremely general. It was noted that in planning matters « the devil is in the details ».
 - Tamarack Homes Ltd to provide greater clarity re : definition of terms.
 - **Tamarack Homes Ltd to provide note taker at next meeting to prepare draft that can be shared with community associations.** The approach of requesting volunteer community association to be the note takers is not normal operating procedure.

Discussion Groups created - Divided into 2 groups : A) Kevin, Sean, Euan and Howard B) Martin, Rebecca, Clive and Rob.

A) Create an Environmentally Sustainable Community

The comments here are about setting specific sustainability goals regarding buildings and housing construction.

- clear definition of what 'sustainable' entails re: no impact, low impact, transportation impact, building standards and/or materials etc

- What standard will building be built to meet? (Energy Star, LEEDs, other?)

- Discussion of green buildings included, Energystar, solar panels, fibre optical connectivity. Clearer definition required.
- Will houses have solar heat or electricity panels?
- Will buildings have a net zero impact?
- What about insulation levels and building materials (insulated panels vs. stick frame)?
- Need to add conservation lands to definition.
- Protection and sustainability of Cardinal Creek watershed is critical.

Note: sustainable does not mean self-sufficient (e.g. energy, food, employment).

Recommendation: Set specific standards and goals, let people know what to expect

- **B) Create distinctive liveable neighborhoods**
 - The group talked about integrating commerce on the first floor of residential buildings.
 - There was a strong preference for integrating commercial with residential with regards to commerce like bars, restaurants, pubs, cafes, specialty food (cheese, bakery, butcher), convenience stores, and small grocery stores. Organizing commerce around Squares create a feel of a little town center and provides places to meet. There is also a need for eating and gathering places.
 - potential / opportunity for pedestrian 'courtyard' to be incorporated into residential / commercial mix
- Taggart pointed out that the preliminary plan shows that Cardinal Village can be thought of as having four quadrants. This approach allows for mix commercial / residential within quadrants
 - There could be a Square, a place to meet over coffee or refreshments in each quadrant. Squares are not to be like strip malls surrounded by parking lots. People have to be able to walk to the Squares.
 - Commerce for professional services (medical, dental, legal, engineering, etc) could be centralized around the center of Cardinal Village along Montreal Road. See item 5.
- Plans need to show existing land owners and deep ravine constraints that are not moveable to see what is feasible in terms of high-level plans. This continues to be an ongoing issue.

C) Provide an Opportunity for a mix of Residential Housing Types and Densities

- Mix of apts/ stacked towns are required to meet density commitments for city of Ottawa of 34 residential units / hectare
- Taggart indicated that mini adult life-style community rises (a few stories high with ground floor commercial) were a success in other areas in Ottawa
 - Ted mentioned the name of one of those communities).
- Adult lifestyle communities were discussed to address demographic needs and allow people to live full and active lives outside of seniors homes as long as possible. These could come with central community buildings
- Apartment buildings were discussed at Hwy 174 in conjunction with commercial nodes.

D) Provide a network of community facilities

- Would the City of Ottawa build a library in Cardinal Village? Would there be a community center and recreational facility built by Tamarack Homes Ltd as part of their front ending agreement with the City of Ottawa ?
- Taggart asked if the City would let them build parks around the natural grades and features or if the City would insist on flattening the land to have soccer fields.
- Pathway and bicycle connectivity to Petrie Island and Park and Ride and Cardinal Creek Community west of existing creek were noted as important.
- scope of services to include consideration for residents beyond development, fostering 2-way ties esp. With Cumberland Village (e.g. Rec centre in Cumberland under-utilised, benefit from Cardinal Village traffic)
- Pathway and bicycle connectivity within community re' schools and commercial area noted as key.

E) Encourage the development of an attractive commercial area

- One question that was asked was "should commercial be centralized or dispersed?".
- agreement that mixed central / dispersed approach would offer best solution. Dedicated commercial close to 174 makes sense as it is buffer to residential from traffic, also attraction to through commuters for businesses. This area would be for larger service centre (e.g. Shoppers Drugmart that benefits both local and through traffic)
- There was a clear preference for a village core commercial node that is in line with the Official Plan.
- This was partially covered in item 3).
- Many people expressed their disdain at commercial urban streets like St-Joseph Blvd, and Merivale Road with their type of commercial space and road traffic. We would like Taggart to investigate ways to make the bigger commercial areas more "people friendly" and hide the parking lots in the back.
 - Tamarack is against big box store type development (already exists in Innes commercial corridor) and supportive of encouraging opportunities of growth of home based businesses in their commercial uses including dental, medical, restaurant, convenience, etc
 - discussed need to address visual impact such as ensuring parking lots are hidden behind commercial structures to improve attractiveness
 - Taggart indicated commercial space implementation becomes an issue as a population threshold is required for businesses and this is problematic where multi year projects are concered
 - also seen as an opportunity for employment within and surrounding communities

Question were asked about the widening of the 174 to 4 lanes.

F) Ensure efficient and timely planning of future infrastructure

- Build the high-end houses first to bring a consumer base for local commerce at the start of the project.
- To ensure parks are developed as residents take possession of their dwellings, the City should force the developer to develop the parks early. This is an approach used by Mattamy Homes and more developers in Ottawa are following suit.
- Water retention ponds to be most environmentally sound and modern standards.
- Front ending of roads and parks to be a priority for Tamarack Homes.
- Huge discussion about Environmental Assessment of Hwy 174 to Split and Rockland. Tamarack will be required to invest significant dollars in transportation infrastructure to reduce already heavy traffic on Hwy 174. This includes development of a clover leaf at Trim Road, widening of the 174 and increased rapid transit to address the huge need that will be generated from the Cardinal Village development – probably the largest single development in Orleans history.
- Councillor Blais noted that light rail will be in Orleans in 9 years time. He noted that the train will come to Blair in 2018 (6 years from now). However, this is all too later for Cardinal Village that will start creating traffic pressure in 2014.
- Concern about longer travel times to Rockland noted due to new traffic lights on 174.

G) Provide effective, efficient, timely transportation that is integrated with land uses

- There was no drawing showing the proposed transit corridors. After asking, the Karst is still being proposed to support a transit corridor. This is unacceptable and will face strong opposition.
- A suggestion was made to have a local bus loop connecting the center of interests (the Squares) and the old Cumberland village (rather than have all buses go to Place d'Orleans).
- Taggart indicated that their preference for crossing to the southern part of Cardinal Village towards the south-east corner where there are fewer trees.
- development approach of 174 and old montreal hinges heavily on enviromental assement studies
- discussed possibility of boulevard style treatment of old montreal with some commercial
- discussed possibility of parkway style development of 174
- old railway corridor for infrastructure services (water) has potential for connectivity with existing OC park and ride facilities

4) Discussion Group: Natural Heritage and Parks – What is noted in provided text handout are basic core components.

- Taggart identified areas are to be left intact (no development, with only storm pond development exception) Consultant identified areas of maple, ash, conifer forest and ravine areas to preserve on map.
- Taggart wants to preserve as much as possible the remaining forests, and specifically the existing "alley of trees" in the center of the development. According to Taggart, this may be a difficult prospect as city engineering requirements for grade, slope etc force use of clean slate approach (clearing). Considering the huge cutting of trees that took place in 2009, this must be a high priority.

-Taggart proposed a path leading to the Ottawa River and ending at a fishing pier and or lookout at the mouth of Cardinal Creek. (a culvert needs to be built for pedestrian and bicycles to cross the 174). Great idea but not sure about feasibility due to cost and connectivity to Petrie Island trails.

- Taggart indicated that if residents wanted a parkway design for the 174, they should let the City know.
- Taggart proposes to use the former rail corridor as a biking and walking path. There was no detailed drawing shown. Requested that Tamarck Homes ensure connectivity to the Trim Road Park and Ride viat his former railway corridor.
- Discussed the introduction of rain gardens and other more modern approaches to managing storm water management.

5) Next Steps

- Wagon Ride of Property scheduled for October 11 (re-scheduled Sept 11)
- Public meeting scheduled to discuss broad principles - October 24 or 25
- Detailed plan meeting to be scheduled for later October
- Detailed plan public meeting to be scheduled for early November
- Planning Committee late November 2012
- City of Ottawa Full Council Meeting to be scheduled for January 2013.

6) Post Work Group Questions

- Why has Tamarack changed the name of the development from 'Cardinal Village' to 'Cardinal Creek Village'. This name change is going to creat great confusion as there is already a well established Cardinal Creek community.

