



## **5646 and 5650 Manotick Main Street, Manotick**

Planning Rationale and Design Brief  
Zoning By-law Amendment and Site Plan Control  
June 12, 2023



Prepared for Hawkins Properties

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Hawkins Properties to prepare this Planning Rationale and Design Brief in support of concurrent Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development on the site municipally known as 5646 and 5650 Manotick Main Street in the Village of Manotick.

The subject site is located at 5646 and 5650 Manotick Main Street, north of Mahogany Harbour Lane and south of Eastman Avenue in the Village of Manotick. The subject site currently contains two (2) low-rise buildings and an associated paved parking area. The proposed development consists of demolishing the two (2) buildings on site to construct one (1) single-storey commercial building with a drive-through, and one (1) car wash facility containing 5 bays for a total gross floor area (GFA) of 523 square metres. A common drive aisle is proposed for ingress/egress to Manotick Main Street, with a drive aisle wrapping around the rear of the commercial building and to the car wash bays. The proposed development will provide 23 surface parking spaces, as well as three (3) bicycle spaces located at the entrance of the commercial building. A septic tank area of 800 square metres has been included in site plan design and is located at the rear of the site.

## 1.1 Required Applications

To facilitate the proposed development, concurrent Zoning By-law Amendment and Site Plan Control applications are being submitted. The proposed Major Zoning By-law Amendment (ZBLA) application would amend the existing zoning applicable to the subject site to permit a restaurant use on site. The Site Plan Control process will address the detailed design of the subject site and building, including such aspects as site servicing, landscaping and building design.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale and Design Brief should be read in conjunction with the portfolio of drawings and reports prepared by the architecture and engineering consultants and other specialists as required by the City of Ottawa planning approval process.

## 1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
  - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on July 21, 2022. The applicant team has maintained subsequent correspondence with City Staff leading up to application submission.
- / Notification of the Manotick Village & Community Association
  - o The Manotick Village & Community Association was notified of the proposed development for the subject site on June 12, 2023, prior to the applications being submitted.
  - o A ‘heads up’ notification to local registered community association(s) will be completed by the City of Ottawa during the application process.
- / Notification of Ward Councillor, Councillor David Brown
  - o The Ward Councillor was notified of the proposed development for the subject site on January 11, 2023, prior to the applications being submitted.
- / Community Information Session

- If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
  - It is anticipated that the community information session may be held via an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
- Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
- The statutory public meeting will take place at the City of Ottawa Planning Committee.

## 2.0

# Subject Site & Surrounding Context

### 2.1 Subject Site

The subject site is comprised of two (2) irregular-shaped lots located in the Village of Manotick (Ward 21 – Rideau-Jock) in the City of Ottawa (Figure 1). The subject site has a total area of approximately 4,075.5 square metres with 73 metres of frontage along the western side of Manotick Main Street and a depth of approximately 63 metres. The site currently contains two (2) low-rise buildings: a two-storey brick building municipally addressed as 5646 Manotick Main Street, and a one-and-a-half storey building municipally addressed as 5650 Manotick Main Street.



Figure 1: 5646 and 5650 Manotick Main Street, subject site indicated.

### 2.2 Surrounding Context

**North:** Immediately north of the subject site is Manotick Main Street (also identified as Rideau Valley Drive North), a north-south arterial road that connects the Village of Manotick to Roger Stevens Drive in the south of Ottawa, to Prince of Wales Drive, and Longfields Drive further north. The Village Core of Manotick is located approximately 750 metres northwest of the site, containing a wide variety of commercial and retail uses.

**East:** East of the subject site, across Manotick Main Street is a single-storey residential dwelling with trees lining the front yard. Further east, accessible via Firefly Lane are several single-detached dwellings with rear yard access to Rideau River. Further northeast, across Rideau River, a low-rise residential condition continues, transitioning to rural lands further east across River Road.

**South:** South of the subject site are low-rise, townhouse residential dwellings accessible via Mahogany Harbour Lane, as well as existing residential and commercial uses on Manotick Main Street. Further south is a newly built low-rise residential

neighbourhood bound by Century Road to the south. Across Century Road, the condition changes to farmland and continues south towards the Village of Kars.

**West:** Immediately west of the subject site are townhouse developments on Mahogany Harbour Lane. Further west is a watercourse that connects to the Rideau River to the north and a stormwater management pond. Further west is a low-rise residential neighbourhood currently under construction and vacant, grassed lands. The condition of mostly grassed fields and large treed lots continues westward until Highway 416, a north-south 400-series highway connecting to Highway 417 (north) and Highway 401 (south).



Figure 2: Surrounding context looking North, East, South and West, subject site indicated

### 2.3 Road Network

The subject site is located on Manotick Main Street, which is designated as an existing arterial road on Schedule C9 (*Rural Road Network*) of the Official Plan (Figure 3). Bankfield Road, northwest of the subject site, is designated an arterial road, as is River Road, to the east across the river. Other nearby streets of significance include Century Road East, Potter Drive and First Line Road which are designated existing collector roads. Highway 416, west of the site is designated as an existing highway.

Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Collector roads are networks which serve neighbourhood travel between local and arterial roads, providing vehicle connections and accesses to adjacent lands.

The subject site is well served by the existing road network due to its proximity to a number of arterial roads, which provide connections to collector and other arterial roads along multiple nearby streets and into the greater road network of the City of Ottawa.

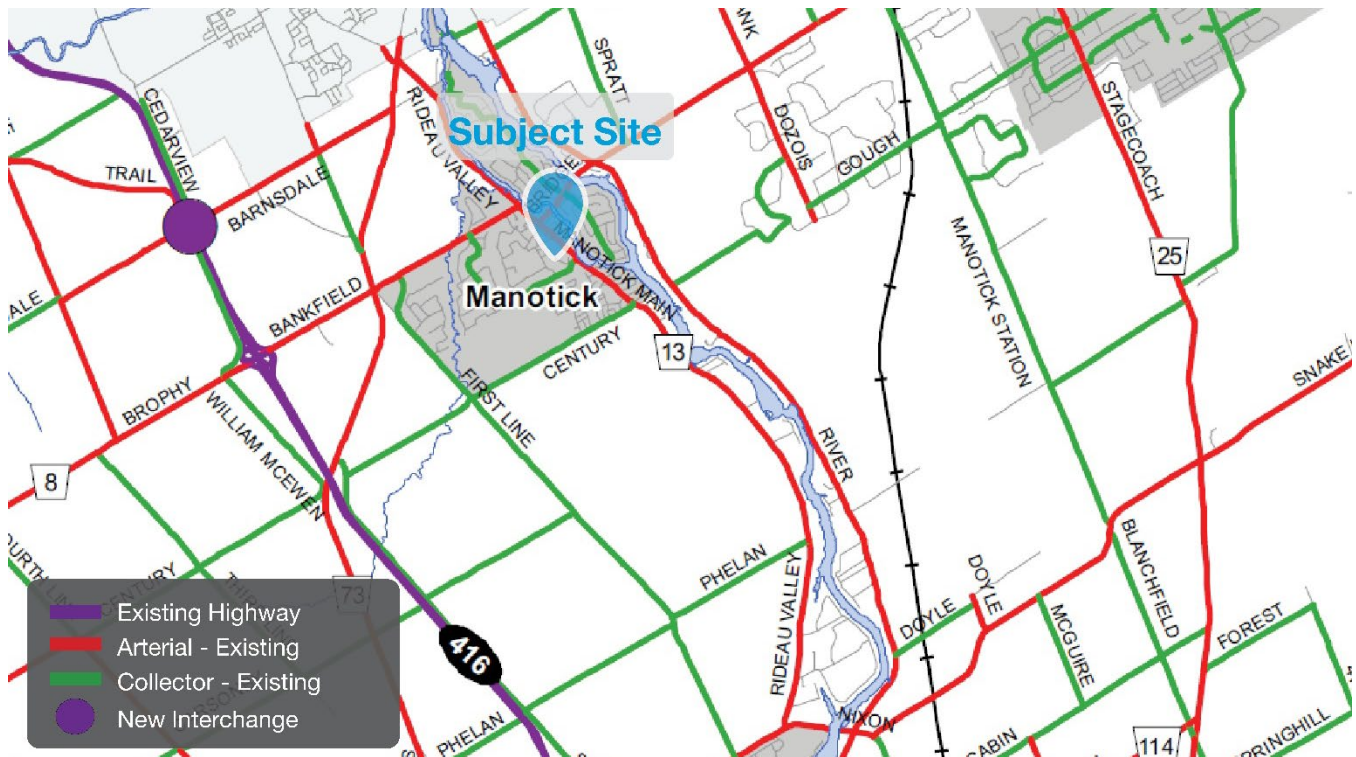


Figure 3: Schedule C9, Rural Road Network, City of Ottawa Official Plan, subject site indicated

## 2.4 Transit and Active Transportation Network

The subject site is intermittently serviced by OC Transpo with Route 299, a connexion route, running along Manotick Main Street to Hurdman Station, and Route 176, a local route, from Barrhaven Centre to Manotick. These routes provide infrequent daily connections from the subject site to the greater Ottawa transportation network. There are currently no bicycle lanes or sidewalks along Manotick Main Street, however there are dedicated bike lanes north of the site on Bridge Street within the Village Core.

## 2.5 Neighbourhood Amenities

Considering its location in the established Village of Manotick, the subject site enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services and greenspaces, including but not limited to:

- / Parks including Centennial Park, Lela Scharf Park, Washka Park, Orchard Hollow Park, Major Ross Chamberlain Park and Bridgeport Parkette North;
- / Restaurants and retail business north of the site within the Village Core, primarily along Manotick Main Street and Bridge Street;
- / Recreational facilities including private gyms, community fitness spaces, golf clubs and community services such as the Manotick Community Centre, Mike O’Neil Arena, Manotick Tennis Club, and Rideau View Golf Club;
- / Libraries and public schools such as the Ottawa Public Library (Manotick Branch), Manotick Public School, Manotick Nursery School, St. Mark High School, St. Leonard School, and Centennial Public School; and,
- / Tourist destinations and heritage buildings such as Watson’s Mill Historic Site and Museum, Dickinson House, the Rideau River, and David Bartlett Park.



### 3.0 Proposed Development and Design Brief

The proposed development consists of the removal of an existing 135 square metre store and apartment unit and redeveloping the subject site with a car wash facility containing five (5) bays and a single-storey commercial building with a drive-through aisle around the building. Parking is proposed to the front of both buildings in two areas with 23 standard parking spaces, including one (1) accessible parking space.

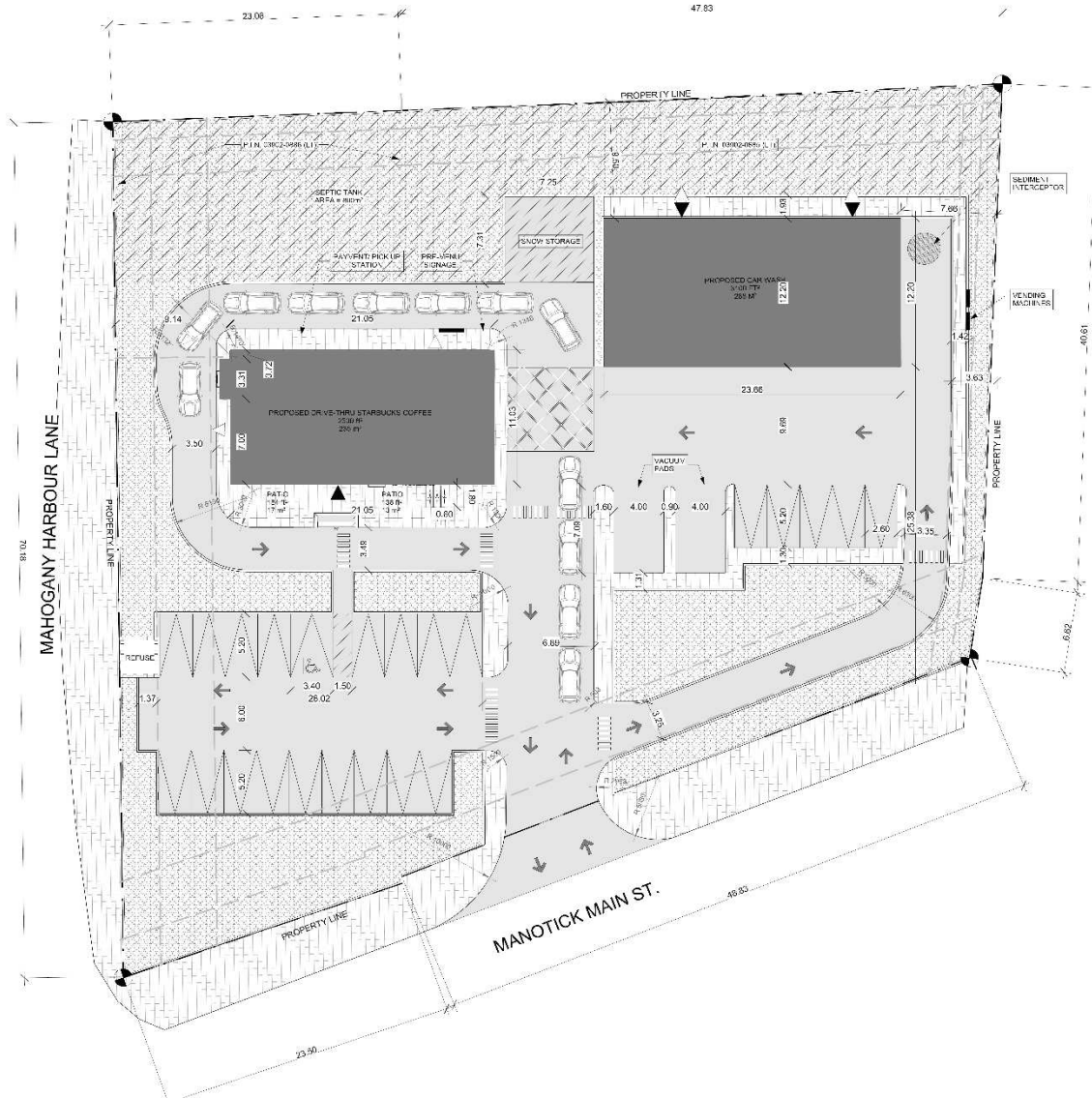


Figure 4: Site Plan of proposed development.

### 3.1 Massing and Scale

The commercial building, a proposed café/restaurant, is located on the western portion of the site with a footprint of 235 square metres, and the car wash facility on the eastern part of the property has a proposed footprint of 288 square metres. Both buildings are proposed to be a maximum of 6.5 metres in height. At the rear of the site is an 800 square metre septic tank area and snow storage area of approximately 50 square metres. A screened refuse area is located along the eastern property line abutting the parking lot. A sediment interceptor and vending machines are located along the eastern property line abutting the car wash facility.

The proposed single-storey massing and generous setback of both buildings ensures the existing character of Manotick Main Street is protected, which is also the main access to the site. Designated drive aisles around the restaurant and to the entrance of the car wash are designed to provide one-way access and queuing corridors, each filtering into to the main entrance/exit access corridor that runs through the centre of the site out to Manotick Main Street.

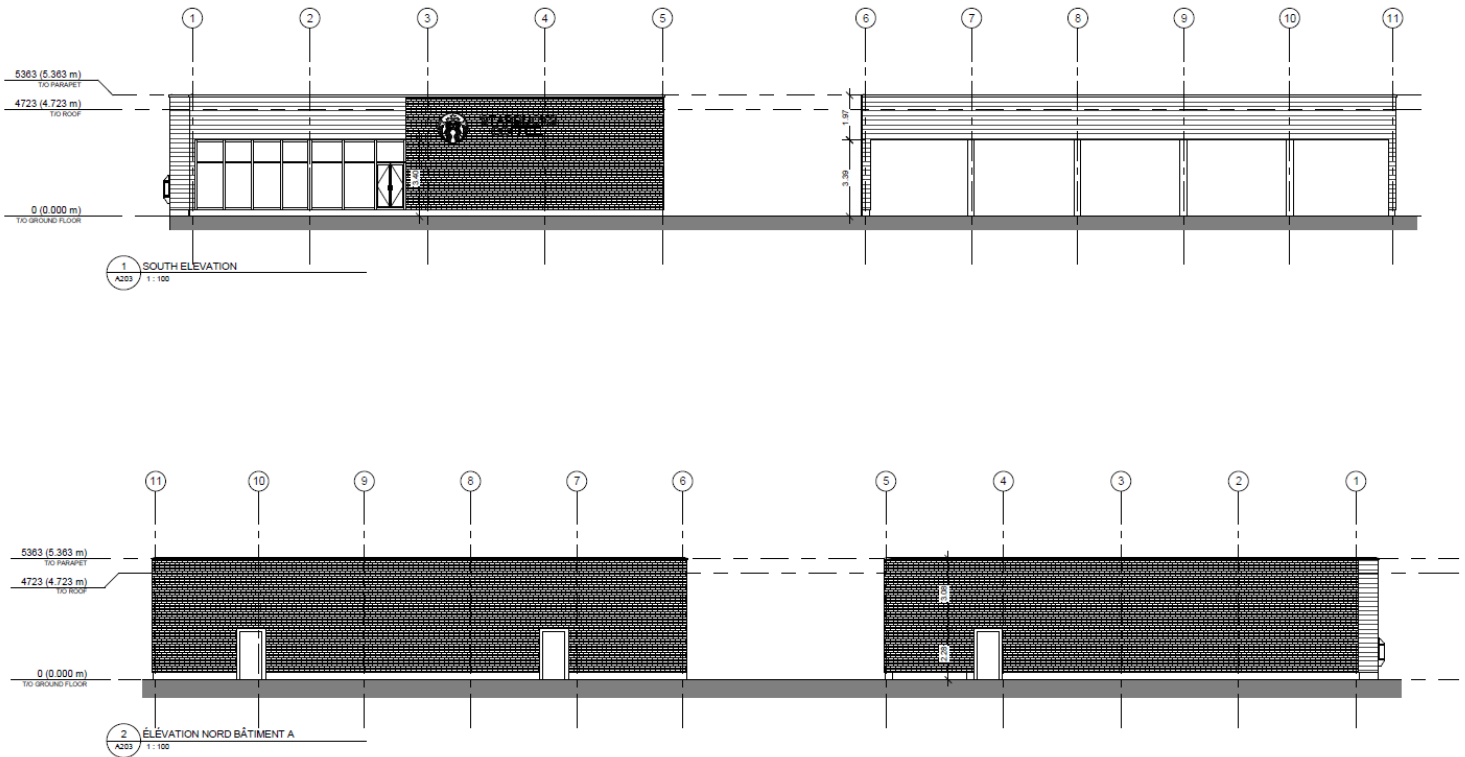


Figure 5: Front and rear elevations of proposed restaurant and car wash facility.

### 3.2 Building Design

The proposed development is designed to suit the context and to contribute to the neighbourhood by using quality design and detailing while maintaining visual emphasis on the existing scale along Manotick Main Street. Exterior finishes are proposed to include dark red brick masonry and black metal cladding accents, as indicated in Figure 7, below.

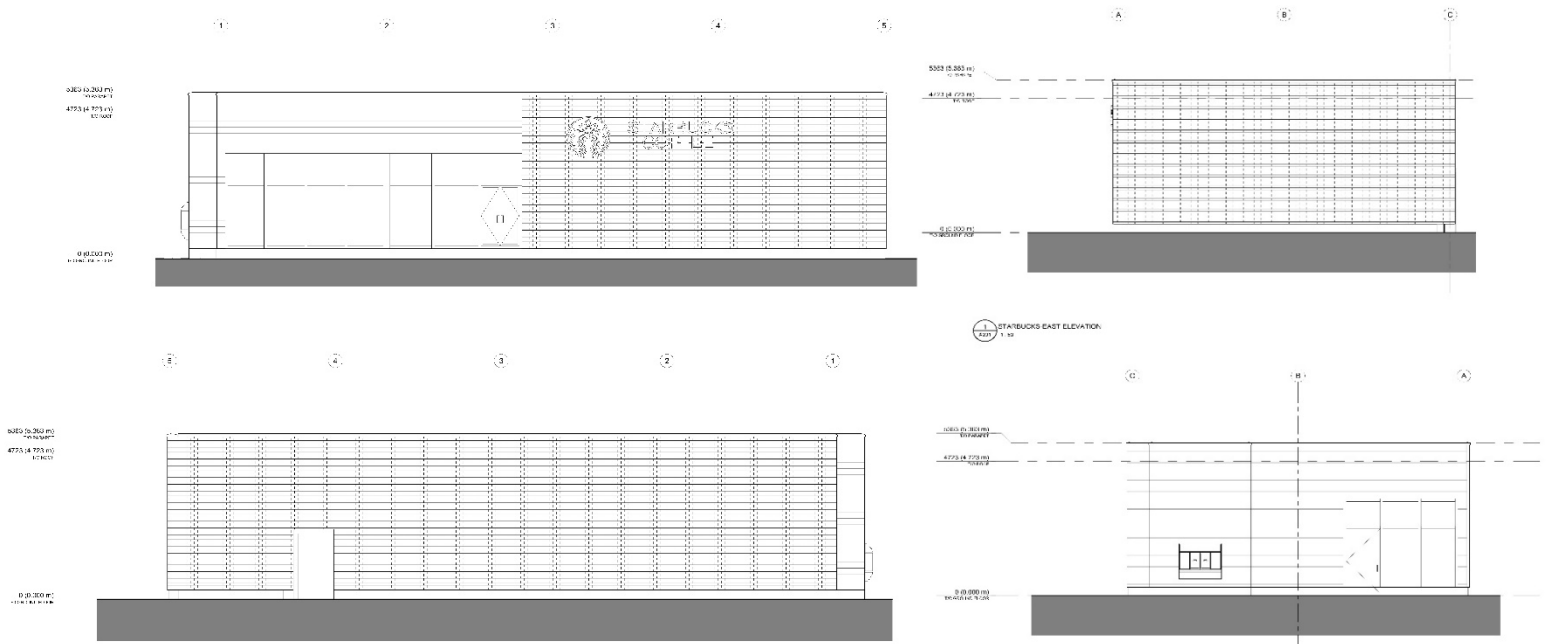


Figure 6: Clockwise from top left: front elevation, east elevation, west elevation, and rear elevation of proposed café/restaurant.



Figure 7: Proposed massing of café/restaurant and drive through lane.

### 3.3 Relationship to the Public Realm

The development maintains a low-rise built form. The relationship with the public realm is supported through the generous building setback from Manotick Main Street. The entrance of the restaurant has an active frontage in the form of large windows, outdoor bicycle parking and outdoor patio space which helps to relate it to the scale and character of the surrounding area.

The commercial building's surrounding surface area is treated with concrete pavers to delineate from the drive-through drive-aisle. Pedestrian crossings are located at the front of the commercial building, as well as across the main drive-aisle to the proposed car wash, and between the car wash parking area and the eastern property line.



Figure 8: Proposed massing of building and design of entrance, looking northwest.

### 3.4 Sustainability

Soft and hard landscaping treatments are proposed around the parking areas, along the Manotick Main Street frontage and along the eastern and western property lines, abutting residential uses. Figure 9 identifies the landscaping proposed for the subject site. Although the site will be primarily automobile oriented, there are three (3) outdoor bicycle parking spaces immediately adjacent to the entrance of the restaurant, which encourages active transportation.

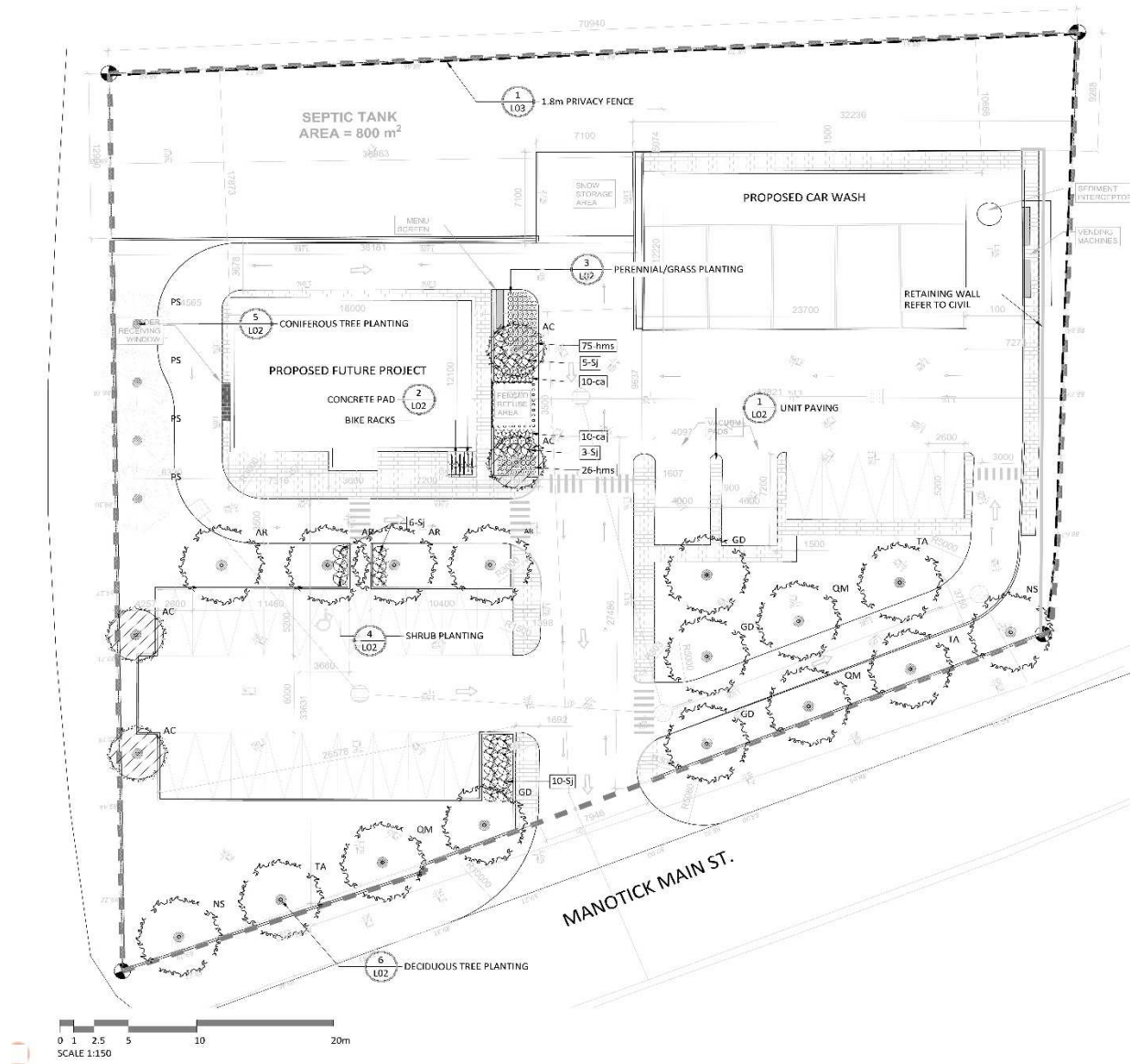


Figure 9: Landscape plan of proposed development.

## 4.0 Policy & Regulatory Review

### 4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to current and future needs, a range of employment options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject site include:

- / **Section 1.1.1:** Healthy, liveable and safe communities are sustained by:
  - o Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (**1.1.1.a**);
  - o Avoiding development and land use patterns which may cause environmental or public health and safety concerns (**1.1.1.c**);
  - o Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (**1.1.1.d**);
  - o Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (**1.1.1.e**);
- / **Section 1.1.3:** Identifies settlement areas as the focus of growth and development (**1.1.3.1**), with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion (**1.1.3.2**).
  - o Policy **1.1.3.6** states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- / **Section 1.1.4.1:** Healthy, integrated and viable rural areas should be supported by:
  - o Building upon rural character, and leveraging rural amenities and assets (**1.1.4.1.a**);
  - o Using rural infrastructure and public service facilities efficiently (**1.1.4.1.e**);
  - o Promoting diversification of the economic base and employment opportunities through goods and services (**1.1.4.1.f**);
- / **Section 1.1.4.2:** In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.
- / **Section 1.3.1:** Planning authorities shall promote economic development and competitiveness by:
  - o Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs (**1.3.1.a**);
  - o Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses (**1.3.1.b**);

- Ensuring the necessary infrastructure is provided to support current and projected needs (1.3.1.e).
- / Policies in **Section 1.6** of the PPS provides direction related to infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.
- / **Section 1.7.1.a**: Long-term economic prosperity should be supported by promoting opportunities for economic development.

**The proposed development speaks to several policies within the Provincial Policy Statement (2020). The proposed development responds to policies that direct development to areas the municipality has identified for intensification and redevelopment. As part of the overall concept, the redevelopment offers an efficient, cost-effective pattern of growth, capitalizing on the proximity to important amenities and employment hubs.**

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan encourages infill and intensification through the development of various housing types, such as missing middle housing, within existing neighbourhoods in the City's urban areas.

### 4.2.1 Rural Transect

The subject site is located within the Rural Transect area, which accounts for approximately 80 per cent of the City's total land area. The use of land in this transect area varies in intensity from untouched natural areas and cultivated farmland, to more intense development within villages and commercial industrial areas.

Rural Transect areas provide for a range of social and economic activity and the policies for these transect areas are intended to ensure the responsible use of resources for the protection of public health and the environment while supporting economic development for rural businesses in recognition of their valuable contributions to the regional economy.

Per **Policy 1** of **Section 5.5.1** of the Official Plan, built form in the Rural Transect areas, where development is permitted shall be low-rise.

- a) Within Villages, development will be context sensitive and characteristic of the Rural area. Secondary plans will guide the evolution of Villages to become 15-minute neighbourhoods with vibrant core areas. Within Villages, secondary plans will generally support urban built form development within the Village Cores, and both urban and sustainable suburban forms elsewhere, in accordance with context.

Per **Policy 2**, development in the Rural Transect areas shall:

- a) Be of low density throughout, with the majority of residential uses and commercial and institutional uses concentrated within Villages;
- b) Allow for higher densities within serviced Villages;
- c) Allow for uses that integrate well with the natural environment and rural area;
- d) Direct high-intensity rural industrial uses to locations near highway interchanges; and,

- e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area.

**Policy 1 of Section 5.5.2** notes mobility in the Rural area shall be premised on a recognition of the necessity to cover long distances, and that the use of personal vehicles is the most prevalent means of transportation within, and to and from, the Rural area.

**This low-rise commercial development will provide expedited restaurant service and a car wash facility, generally not found within the Village Core, which is more pedestrian-oriented. Although personal vehicles will be the most prevalent use to and from the subject site, the site accommodates for pedestrians and cyclists through inclusion of walkways, crosswalks and a bicycle rack, which is provided at the entrance to the restaurant.**

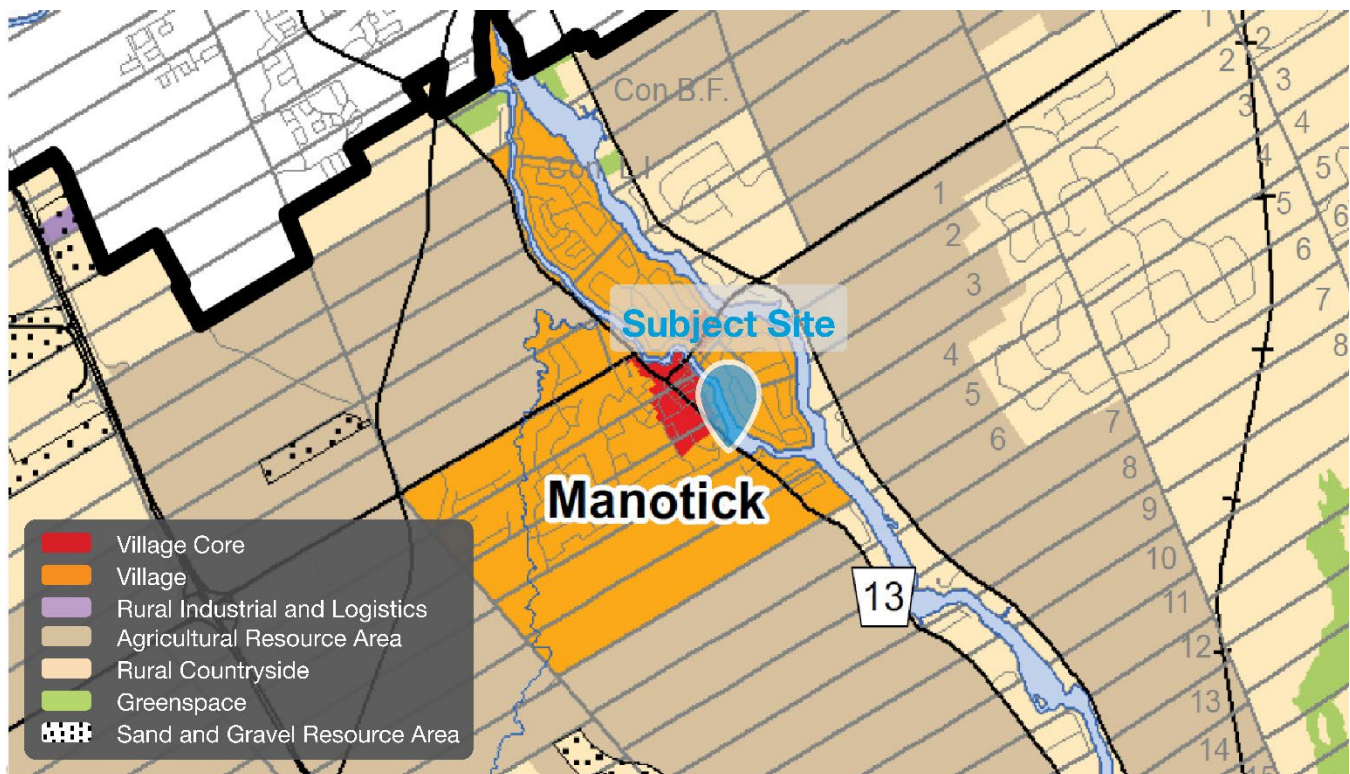


Figure 10: Schedule B9, Rural Transect, City of Ottawa Official Plan, Subject site indicated.

#### 4.2.2 Design Priority Area – Villages

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Per Schedule C7-B (*Design Priority Areas – Village*) of the Official Plan, the subject site is within a Village, and is therefore subject to Design Priority requirements.

**Section 4.6** of the Official Plan outlines the City's urban design objectives. The proposed development meets the following Urban Design policies among others:



**4.6.5.1** Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

**The proposed development is compatible with the intent of the Official Plan's Transect and Rural Designation policies. Further, the development is in conformity with the policies of the Village of Manotick Secondary Plan outlined below in Section 4.3 of this report.**

**4.6.5.3** Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The proposed development will internalize or strategically locate all servicing areas from view. Although surface parking is located to the front of the property, efforts have been made to screen parking from public view through soft landscaping along the Manotick Main Street frontage. Further, conflicts between vehicles and pedestrians are minimized through clearly marked pedestrian pathways and crossings**

**4.6.6.6** Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

**The proposed development minimizes impacts on neighbouring properties and on the public realm. To ensure a cohesive alignment of building frontages, the proposed buildings have been positioned in line with neighbouring buildings along Manotick Main Street which is characterized by varying setbacks. The proposed development includes two (2) single-storey buildings with main entrances at-grade and allows for appropriate transition to adjacent low-rise buildings to the north and west of the property.**

### 4.3 Village of Manotick Secondary Plan

The subject site is within the Village of Manotick Secondary Plan, which provides a policy framework that supports and implements the vision for the village through:

1. Maintain and enhance Manotick's village character.
2. Develop Manotick as a vibrant, walkable and cycle friendly community that is an attractive place for residents and visitors.
3. Ensure that the Village Core is a focus of commercial and community activity.
4. Address local parking and traffic issues in the Village Core.
5. Ensure that residential development, located outside of the Village Core, consists primarily of detached dwellings, with the exception of the Mahogany Community and lands designated Residential (Medium Density), where a broad range of housing choices will be provided on public services.
6. Maintain Manotick's natural areas while enhancing access to the Rideau River.
7. Improve connectivity that provides ways for residents and visitors to easily travel throughout the village, including connections to the core, schools, parks, natural areas, Rideau River, and neighbourhoods.
8. Protect the natural environment and ensure sustainability.
9. Provide a strategy for the extension of public water and wastewater services

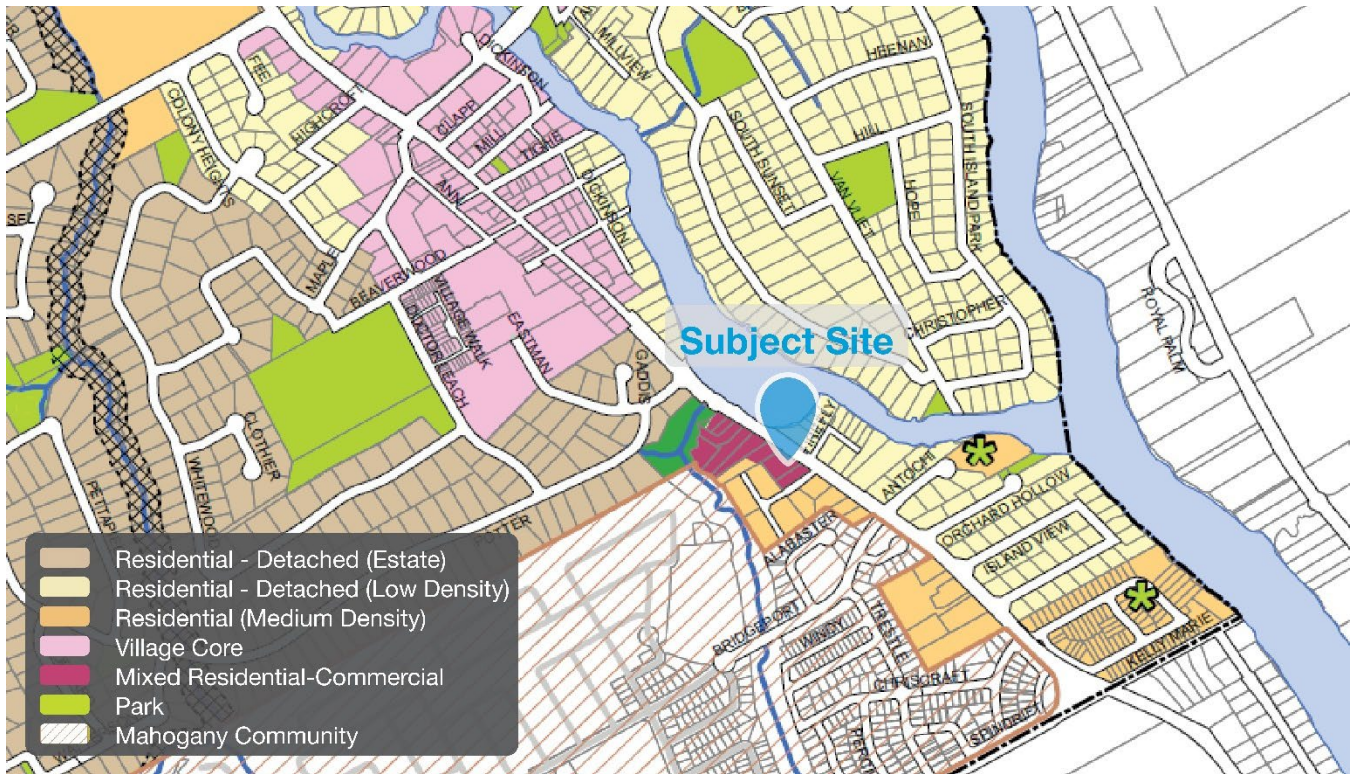


Figure 11: Village of Manotick Secondary Plan, Schedule A - Designation Plan, Subject site indicated.

Per Schedule A (Designation Plan) of the Secondary Plan, the subject site is designated as “**Mixed Residential-Commercial**”, which applies to lands at the south-west corner of Bankfield Road and First Line Road and south of Potter Drive, as shown on Figure 11.

Policies for Mixed Residential-Commercial relevant to the subject site include:

16. Permitted uses include a variety of residential uses and a limited range of commercial and retail uses which would not compete with uses located in the Village Core.

**The proposed development, a restaurant with a drive through and a car wash facility, is not anticipated to compete with uses located in the Village Core. Further, a new residential development, located south of the subject site, is currently under construction and is expected to be completed in 2027. This is anticipated to generate more active transportation traffic to the site, which includes dedicated accesses for pedestrians and cyclists.**

#### 4.4 Urban Design Guidelines for Drive-Through Facilities

The purpose of Urban Design Guidelines for Drive-Through Facilities is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of drive through facilities. These guidelines are to be applied throughout the city for all drive-through facilities. When drive-through facilities are located in areas identified as Mainstreets, the guidelines for Mainstreets also apply. It contemplates Streetscape and Built Form, Pedestrians and Cyclists, Vehicles and Parking, Landscape and Environment, Signs, and Servicing and Utilities. Applicable recommendations include:

### Streetscape and Built Form

- / **Guideline 1:** Respond to the positive elements of the context through such means as building height, setbacks, building orientation and architectural styles.
- / **Guideline 3:** Provide ample landscaping, in combination with building orientation, to enhance the streetscape and define the street edge when setting buildings back from the street is unavoidable.
- / **Guideline 5:** Locate public amenities close to the building entrances.
- / **Guideline 6:** Locate interior uses such as seating areas, employee rooms, offices, waiting areas and lobbies, which have the potential for clear windows, along street-facing walls.
- / **Guideline 7:** Make the majority of the pedestrian level façade facing the street highly transparent with clear glass windows and doors that animate public streets and maximize views in and out of the building.
- / **Guideline 8:** Landscape the area in front of blank walls that face public streets and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.
- / **Guideline 9:** Coordinate architectural detail and character within an overall design concept for all building sides and components.

### Pedestrians and Cyclists

- / **Guideline 10:** Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way, across private access driveways. Ensure little or no change in elevation.
- / **Guideline 11:** Distinguish walkways from driving surfaces by using varied paving treatments and by raising walkways to curb level.
- / **Guideline 12:** Provide customer entrance doors that are close to parking areas.
- / **Guideline 13:** Provide customer entrance doors clearly visible from public streets and directly accessible from the public sidewalk.
- / **Guideline 14:** Provide an unobstructed 2.0 metre wide pedestrian walkway between the public sidewalk (and/or parking areas) and building entrances.
- / **Guideline 15:** Use landscaping or similar means to delineate pedestrian walkways and pedestrian access to the buildings.
- / **Guideline 16:** Locate required bicycle parking close to the building entrance in a manner that does not impede pedestrian movement.

### Vehicles and Parking

- / **Guideline 18:** Minimize the number and width of driveways from the public street while ensuring they meet the requirements of the Private Approach By-law.
- / **Guideline 20:** Locate stacking lanes away from adjacent sensitive uses, such as residential and outdoor amenity areas, to reduce the impacts of noise and pollution that could be caused by stacking cars on such uses. Use landscaping and fencing to help buffer potential impacts.
- / **Guideline 22:** Avoid locating the stacking lane between the building and the public street.
- / **Guideline 25:** Design the on-site circulation to minimize the conflicts between pedestrians and vehicles.
- / **Guideline 26:** Provide separate stacking lanes when two drive-through uses exist on the same site.

## Landscape and Environment

- / **Guideline 29:** Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt and heat. Give preference to native species of the region that are of equal suitability.
- / **Guideline 30:** Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site.
- / **Guideline 31:** Provide a minimum 2.5 metre wide landscape area along the site's side and rear yards in order to provide screening and enhance site environmental benefits.
- / **Guideline 32:** Provide a minimum 3.0 metre wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites that are adjacent to residential or institutional properties.
- / **Guideline 35:** Use sodded areas and shrub beds to collect, store and filter stormwater in order to improve groundwater recharge.
- / **Guideline 36:** Divide large parking areas into smaller and well-defined sections using soft and hard landscaping in order minimize the amount of paved area.

## Signs

- / **Guideline 37:** Locate and design ground-mounted and wall-mounted signs to complement the character and scale of the area. Integrate landscape features with ground mounted signs.
- / **Guideline 38:** Use pavement markings and directional signs to enhance clarity of movement patterns on site.
- / **Guideline 39:** Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.

## Servicing and Utilities

- / **Guideline 42:** Design garbage enclosures that are external to the building with the same materials as the building and ensure that the wall height is sufficient to completely conceal garbage dumpsters.
- / **Guideline 43:** Enclose all utility equipment within buildings or screen them from both public streets and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps, and air conditioner compressors.
- / **Guideline 44:** Locate noise-generating areas, including ordering board speakers, outdoor loading areas and garbage storage, away from sensitive uses such as residential areas and schools.
- / **Guideline 45:** Buffer potential noise impacts with building structures, landscaped berms or attenuation fencing (minimum 1.8 metre in height) in front with landscaping.
- / **Guideline 46:** Design lighting so that there is no light spillage, glare or light cast over adjacent uses. Direct and/or shield lighting sources away from adjacent residential properties and provide screening as necessary.
- / **Guideline 47:** Use efficient white light sources to reduce energy costs and to create a natural colour balance for safety and security.
- / **Guideline 48:** Plan the site to include areas for temporary snow storage without conflicting with site circulation, landscaping and utility boxes.
- / **Guideline 49:** Provide views and clear sightlines between the site and surrounding uses to ensure sufficient safety and comfort levels.

Utilities are located internal to the two buildings, with the exception of the sediment interceptor located at the rear of the property, adjacent to the car wash facility. The garbage enclosure is located along the western property line adjacent to the parking lot. The drive through at the rear of the restaurant includes a pre-menu signage and payment and pick up window, also screened from the public realm. The site perimeter has been buffered through tree planting and landscaping along the front and side yards, with further landscaping proposed between the parking lot and the patio adjacent to the restaurant.

## 4.5 Urban Design Guidelines for Rural Villages

The Urban Design Guidelines for Rural Villages provide design guidance to assess, promote and achieve appropriate development in Villages, and are applied in conjunction with Council-approved City policies such as, but not limited to, Secondary Plans, Village Plans, Community Design Plans, Neighbourhood Plans and other design guidelines. It contemplates Community Layout and Design, Heritage and Architecture, Built Form, Streetscape, and Open Space. Applicable recommendations include:

### Community Layout and Design

- / **Guideline 9:** Provide direct pedestrian connections between adjacent uses within villages to ensure safe and convenient pedestrian movement.

### Built Form

- / **Guideline 20:** Ensure new buildings are compatible with adjacent development by using a common scale, massing and height to complement the existing context. New buildings, including gas stations, should respond to the village context.
- / **Guideline 23:** Orient buildings to frame the street. Primary façades should parallel the street and entries should be clearly visible and connect to the public sidewalk.

### Streetscape

- / **Guideline 28:** Develop lively frontages along mainstreets to support pedestrian activity. Lively, active frontages may be characterised by a human-scale, reduced building setbacks, visible entries, wide sidewalks, highly transparent facades, patios and varied decorative paving. Clearance requirements for at-grade and overhead utility distribution equipment shall be respected.
- / **Guideline 29:** Where possible, cluster utilities together to minimize visual impact.
- / **Guideline 33:** Ensure signage is made of high-quality, durable materials that complement the architectural surroundings. Sign illumination should be task-oriented and avoid glare/light spillover toward adjacent land uses.
- / **Guideline 39:** Plant landscaped buffers for parking lots that are adjacent to, or visible from, public rights-of-way.

**The height and scale of the single-storey buildings are keeping with the low-rise character of Manotick Main Street. The primary facades of the buildings are parallel to the street, with a patio located at the front of the restaurant and delineated by decorative paving. Utilities have been screened from the public realm. Walkways and crosswalks are provided to accommodate pedestrians, and a bicycle rack is provided near the restaurant entrance to accommodate cyclists.**

## 4.6 City of Ottawa Zoning By-law (2008-250)

The subject site is currently zoned “Rural Commercial Subzone 1, Exception 152r” (RC1[152r]) in the City’s Comprehensive Zoning By-law (2008-250) (Figure 13). The Rural Commercial zone is intended to:

- / Permit the development of highway and recreational commercial uses which serve the rural community and visiting public in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment Area in the Official Plan;
- / Accommodate a range of commercial uses including services for the traveling public as well as agriculture-related, vehicle-oriented and construction products and services;
- / Permit research facilities in areas designated Greenbelt Employment and Institutional Area in the Official Plan, and;
- / Regulate development in a manner that has a minimal impact on the surrounding rural area or villages.

The following uses are permitted within the RC1 zone:

- / Amusement centre; amusement park; animal care establishment; animal hospital; artist studio; automobile rental establishment; automobile dealership; automobile service station; bar; campground; **car wash**; click and collect facility; detached dwelling; dwelling unit; gas bar; heavy equipment and vehicle sales, rental and servicing; hotel; kennel; parking lot; **restaurant**; retail food store, limited to a farmers’ market; retail store; storefront industry; warehouse; bank machine; convenience store; drive-through facility; and personal service business.

“Exception 152r” specifically prohibits the use of “bar” and “restaurant” on the subject site.



Figure 12: Zoning Map of the Subject Site and Surrounding Area.

Table 1 below describes the RC1 base zoning provisions applicable to the subject site and indicates the compliance of the proposed development to these provisions.

Table 1: Zoning provisions and proposed development compliance

<b>Provision</b> Table 218A	<b>Required</b>		<b>Provided</b>	<b>Compliance</b>
<b>Minimum Lot Area</b>	1,350 m <sup>2</sup>		4,078.48 m <sup>2</sup>	<b>Yes</b>
<b>Minimum Lot Width</b>	20 m		73 m	<b>Yes</b>
<b>Minimum Front Yard Setback</b>	7.5 m		7.5 m	<b>Yes</b>
<b>Minimum Interior Side Yard Setback</b>	Abutting residential	4.5 m	4.5	<b>Yes</b>
	All other cases	3 m	3 m	<b>Yes</b>
<b>Minimum Rear Yard Setback</b>	7.5 m		7.5 m	<b>Yes</b>
<b>Maximum Building Height</b>	11 m		6 m + 0.5 m (parapet)	<b>Yes</b>
<b>Maximum Lot Coverage</b>	30%		11.81%	<b>Yes</b>
<b>Landscaping of Yards</b>	Required Front and Corner Side Yards to be landscaped except for driveways crossing the front or corner side yard leading to a parking area		Provided.	<b>Yes</b>
<b>Outdoor Storage</b>	Permitted in interior side and rear yard only; must be screened and concealed from view from abutting streets and from abutting non-commercial or non-industrial zones		Waste containers located at the interior side yard, screened from view of public realm.	<b>Yes</b>

Table 2, below, describes vehicle and bicycle parking zoning provisions applicable to the subject site and indicates compliance of the proposed development to these provisions.

Table 2: Vehicle and Bicycle Parking Zoning Provisions

<b>Provision</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance</b>
<b>Vehicle Parking</b> (Area D, Schedule 1A)	10 per 100 m <sup>2</sup> of GFA	23 spaces	<b>Yes</b>

Provision	Required	Provided	Compliance
	6(b)(i) In the case of a drive-through facility where a restaurant use operates in combination with a drive-through facility, the parking required by Table 101 for the restaurant may be reduced by 20 per cent  482 m <sup>2</sup> GFA = 30 spaces x 20% = 23 spaces		
<b>Bicycle Parking</b> (Table 111A)	1 per 250 m <sup>2</sup> of gross floor area  523 m <sup>2</sup> GFA /250 m <sup>2</sup> = 2 spaces	3 spaces	Yes
<b>Bicycle Parking Space Dimensions</b> (Table 111B)	Horizontal: 0.6 m x 1.8 m Vertical: 0.5 m x 1.5 m	Horizontal: 0.6 m x 1.8 m	Yes
<b>Bicycle Parking Aisle Dimension</b> (Sec.111)	1.5 m	1.5 m	Yes

Table 3, below, describes the provisions for drive-through operations applicable to the subject site and indicates compliance of the proposed development to these provisions.

Table 3: Provisions for Drive-Through Operations

Provision	Required	Provided	Compliance
<b>Minimum Number of Queuing Spaces Required</b> (Table 112)	<b>Car Wash (Manual Type)</b> 5 before/in each wash bay	<b>Car Wash (Manual Type)</b> 5 bays proposed	Yes
	<b>Restaurant (with order board)</b> 7 before/at order board and a minimum total of 11	<b>Restaurant (with order board)</b> 7 before/at order board for a total of 11	Yes
<b>Queuing Space Dimensions</b>	At least 3 m wide and 5.7 m long	3.49 m wide and >21 m long	Yes



#### 4.6.1 Relief Required

To facilitate the proposed development, relief from the Zoning By-law is requested as follows:

- / To permit the use of “restaurant”, whereas Rural Exception 152r specifically prohibits the uses of “bar” and “restaurant”

It is Fotenn’s understanding that the existing restriction on restaurants is due to this area’s proximity to the Manotick Village Core (zoned Village Mixed-Use – VM9), located approximately 400 metres northwest of the subject site along Manotick Main Street. In an effort to draw sit-down restaurants and bars and other similar businesses to the Village Core, the uses of bar and restaurant was prohibited from nearby commercial lands, including this site and surrounding properties in the Rural Commercial zone (RC1).

**Despite the above, Fotenn is of the opinion that a restaurant with a drive-through and a car wash facility do not compete or conflict with the types of restaurants desired in the Village Core, which generally fit within the walkable mainstreet character of the area, and service locals and tourists. Drive-through restaurants are generally located outside of village core areas and cater to the travelling public along arterial and collector roads. Best efforts have been made to encourage and accommodate active transportation on site in accordance with policy direction, but it is anticipated, especially given the proposed car wash, that most users of the site will be arriving via automobile.**

## 5.0 Supporting Studies

The following reports and studies have been prepared in support of the Zoning By-law Amendment and Site Plan Control applications:

### 5.1 Assessment of Adequacy of Public Services Report

An Assessment of Adequacy of Public Services Report was prepared by McIntosh Perry, dated December 23<sup>rd</sup>, 2022. The purpose of this report is to demonstrate that the contemplated development has access to sufficient public. This report addresses access to water, sanitary, and storm servicing for the development, ensuring that existing services will adequately service the contemplated development.

The results of the Maximum Daily + Fire Flow Demand calculations yielded a required fire flow of 2,700 L/min (45 L/s). Further, the development is anticipated to have a peak wet weather flow of 0.16 L/s. As such, it is contemplated that stormwater objectives may be met through storm water retention via roof, surface, and subsurface storage. It is anticipated that approximately 70 m<sup>3</sup> of onsite storage will be required to attenuate flow to the established release rate. Quality controls are required for the contemplated development based on the distance to the outlet.

### 5.2 Phase I & II Environmental Site Assessment

Phase I & II Environmental Site Assessments (ESAs) were prepared by Terrapex Environmental Ltd., dated December 16<sup>th</sup>, 2022. The objective of the Phase II ESA was to investigate soil and groundwater quality at areas of actual and potential environmental concern previously identified at the Site arising from current and/or historical activities on the Site and on neighbouring properties. Based on the results of the soil investigation and groundwater monitoring and sampling program from this Phase II ESA, PHC impacted soil and groundwater has been identified, as well as metals or inorganics impacts.

As it is anticipated that this Phase II property is to be redeveloped in the near future, a DSS has been conducted prior to the demolition of the existing buildings in accordance with Ontario Regulation 490/09, under the Occupational Health and Safety Act.

### 5.3 Transportation Impact Assessment

A Transportation Impact Assessment was prepared by BT Engineering Inc., dated May 23<sup>rd</sup>, 2023. This TIA was prepared with respect to the City's Transportation Impact Assessment Guidelines with the following findings:

- / The trips generated by the proposed development are not expected to have a significant impact on traffic operations in the surrounding area;
- / A left-turn lane is warranted to accommodate the northbound left-turn movement from Manotick Main Street to the proposed development;
- / Vehicle tracking analysis confirms that the drive-through lanes are wide enough to accommodate cars;
- / Both the pedestrian and cyclist levels of service are lower than the target for a village arterial despite the planned addition of paved shoulders. It is recommended that the speed limit be lowered to meet the target LOS of both active transportation modes. Further, the study recommends providing tactile warning surface indicators wherever a pedestrian path crosses a vehicular path.

## 5.4 Tree Conservation Report

A Tree Conservation Report was prepared by Arborist Consulting, dated May 4<sup>th</sup>, 2023. The report identifies that all trees listed are owned by the property owner and not shared or municipal. A number of distinctive trees located on the property have sustained damage from recent storms, or are of species considered undesirable (Willow, Manitoba maple), and will require removal. There is one significant tree, a Silver maple, which is to be retained, along with a cedar tree and a row of elms. There are no butternut trees or other observed species at risk or endangered species. No trees on neighbouring properties were deemed to have a Critical Root Zone. A tree protection plan is outlined within the report.

## 5.5 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report was prepared by McIntosh Perry Consulting Engineers Ltd., dated June 6<sup>th</sup>, 2023, and confirms that the proposed development can be adequately serviced using the existing municipal infrastructure (water, sanitary, and storm) surrounding the site. The recommendations of this report can be summarized as follows:

- / It is proposed to service the new buildings through a new 50 mm diameter shared water service connection to the existing 305 mm diameter watermain within Manotick Main Street.
- / Wastewater flows will be treated by a proposed on-site septic system.
- / It is proposed to service the development area via roof storage and surface storage. The storm system will discharge controlled runoff to the existing municipal catch basin within Manotick Main Street.
- / Quality controls will be provided by an Oil & Grit Separator unit.

## 5.6 Acoustic Assessment Report

An Acoustic Assessment Report was prepared by Northern Applied Sciences Inc., dated June 9<sup>th</sup>, 2023. The sound levels were estimated based on accepted engineering estimation techniques for comparable sources expected to be at the site. The report concluded that the noise impacts at the sensitive points of reception from stationary noise sources meet the applicable Ontario MECP noise criteria, as defined by NPC-300, during the worst-case operating scenario assuming noise mitigating measures identified in the report are installed and operational. Based on a review of process operations, a vibration assessment is not warranted.

## 6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications for the redevelopment of the subject site with a café/restaurant and drive-through facility and a car wash constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing an efficient development and land use pattern and opportunities for a diversified economic base.
- / The proposed development conforms to the policies within the City of Ottawa Official Plan by providing provides a low-rise built form consistent with the existing and planned context of the site, within the described building height range and densities supported by the Rural Transect policies. The proposed development will be adequately serviced, with mitigation measures included in site design, including a sediment inceptor for the car wash, and generous landscaping buffers to ensure the quality and quantity of groundwater is not impacted.
- / Drive-through facilities are permitted on arterial roads. It has been determined through transportation studies that vehicular traffic and circulation for the café/restaurant is appropriate for the property. Further, the proposed café/restaurant and car wash facility are not anticipated to compete with uses located in the Village Core..
- / The proposed development speaks to and advances several of the Urban Design Guidelines for Rural Villages and Urban Design Guidelines for Drive Through Facilities.
- / The proposed development has been designed in a manner which conforms to all applicable provisions of the City of Ottawa Zoning By-law. The proposed Zoning By-law Amendment is appropriate in accommodating the café/restaurant use and does not result in undue negative impacts on the subject site or surrounding properties.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Jillian Simpson, M.PL  
Planner



Jacob Bolduc, MCIP, RPP  
Associate