

**5514 Manotick Main Street Mixed-Use Building**  
**Planning Rationale for Zoning By-Law Amendment  
& Site Plan Control Application**

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**TO:** City of Ottawa  
Planning and Growth Management Department, 4<sup>th</sup> Floor  
110 Laurier Ottawa, Avenue West  
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**ATTN:** **Natalie Persaud, Planner**

**RE:** 5514 Manotick Main Street  
Zoning By-Law Amendment and Site Plan Control Application

Dear Ms. Natalie Persaud,

This Planning Rationale has been prepared in support of a Zoning By-Law Amendment and Site Plan Control Application for the property located at 5514 Manotick Main Street in Manotick Ontario. The property is designated Village in Schedule A of the Official Plan (OP). The subject site is also located within the boundary of the Manotick Secondary Plan and is identified as Village Core in Schedule A.

The subject site is currently zoned Village Mixed-Use, Subzone 9 (VM9) and Village Residential First Density Zone, Subzone P, rural exception 583r (V1P[583r]) as per the City of Ottawa Zoning By-Law 2008-250. The Zoning By-law Amendment seeks to remove the V1P[583r] zoning and rezone the entire subject site VM9. The amendment also seeks to amend some of the performance standards of the VM9 Zone.

The Site Plan Application proposes a three story mixed-use development to be located on the North West corner of the site with two retail units at grade and two floors of office space above. The application also proposes twenty grade level parking spaces to support the permitted building uses.

Should you have any questions regarding the aspects of this application, please do not hesitate to contact either Richard Chmiel or myself.

Regards,



**Craig Gillier** B.A.S. | M. Arch | OAA

## 1.0 Introduction

Chmiel Architects has been engaged to prepare a Planning Rationale in support of a Zoning By-law Amendment and application for Site Plan Control that will facilitate the development of a three storey mixed-use building proposed for 5514 Manotick Main Street. The Zoning By-law Amendment seeks to amend the City of Ottawa Zoning By-law 2008-250 by removing the Village Residential First Density Zone, Subzone P, from a portion of the property and extending the Village Mixed-Use, Subzone 9 to the entirety of the parcel.

This Planning Rationale will demonstrate that the development proposal and the requested Zoning By-law Amendments are consistent with the policies of the City of Ottawa Official Plan and the Manotick Secondary Plan.

## 2.0 Site Location and Context

The subject site is located at 5514 Manotick Main Street in Manotick, Ontario. The property is a corner lot located at the intersection of Manotick Main Street and Maple Avenue (see Figure 1). The property is legally described as Part of Lot 1 Concession "A" (Broken Front) and Part of Common Element Ottawa-Carleton Standard Condominium Plan 790. The subject site has 17.38 metres of frontage on Manotick Main Street, 33.55m of frontage on Maple Avenue and a lot area of 1241.90m<sup>2</sup>. The subject site is an irregular shaped lot with an approximate lot depth of 49m. Currently the site is vacant with a cedar hedge bounding the South West and North West ends of the property. There are also two abandon gravel driveways at the North and East ends of the property which had originally provided access from both Manotick Main Street and Maple Avenue. Surrounding land uses include residential uses to the South, a two storey condo building to the South East, Royal LePage Realty to the West and various commercial and retail uses to the North and East including, RBC Royal Bank, Macs, Subway, First Choice Hair Cuts, Spa Nails, Village Groomer, Creek Side Bar & Grill, an Orthodontist office, The Co-operators, Mr. Mozzarella and Manotick Massage Therapy.



Figure 1 – Aerial View of subject site

### **3.0 Development Proposal**

The proposed development is a three storey mixed-use building with two ground floor retail units fronting both Manotick Main Street and Maple Ave. and two floors of office space above. The proposed building is 12.5m in height with 20 grade level parking stalls to the South and South East of the building. Pedestrian access to the retail space is provided at the North and East facades of the building, while the office tenants will access the building to the South. Vehicle access is provided at the South East end of the property off of Maple Avenue. The gross floor area of the building is 680m<sup>2</sup> with building foot print of 301m<sup>2</sup>.

### **4.0 Zoning By-Law Amendment**

As a result of a recent lot line adjustment from the neighbouring condo property at 1157 Maple Avenue the subject site is currently dual zoned under the City of Ottawa Zoning By-law 2008-250. As shown in (Figure 2) Part 1 of the subject site is zoned Village Mixed-Use, Subzone 9 (VM9), while Parts 2, 3, 4 and 5 are zoned Village Residential First Density Zone, Subzone P, rural exception 583r (V1P[583r]). The Zoning Bylaw Amendment seeks to remove the V1P[583r] zoning and rezone the entire subject site VM9. The amendment also seeks relief from the following zoning provisions of the VM9 Zone:

- To permit a reduced minimum lot area of 1241.9m<sup>2</sup> whereas the By-Law requires a minimum lot area of 1,350m<sup>2</sup>. (Prior to lot line adjustment the pre-existing lot was even smaller and non-conforming)
- To permit a reduced minimum interior side yard setback abutting a residential zone of 1.4m, whereas the By-law requires minimum interior side yard setback abutting a residential zone to be 3m.
- To permit an increase of maximum building height to 12.5m whereas, the By-law requires a maximum building height of 11m.
- To permit a reduced minimum landscape buffer for parking lots abutting a street to 0.5m, whereas the By-law requires a minimum landscape buffer for parking lots abutting a street to be 3m.
- To permit a reduced minimum landscape buffer for parking lots not abutting a street to 0.6m whereas, the By-law requires a minimum landscape buffer for parking lots not abutting a street to be 1.5m.
- To permit a reduced minimum driveway width of 6m, whereas the By-law requires a minimum driveway width of 6.7m.

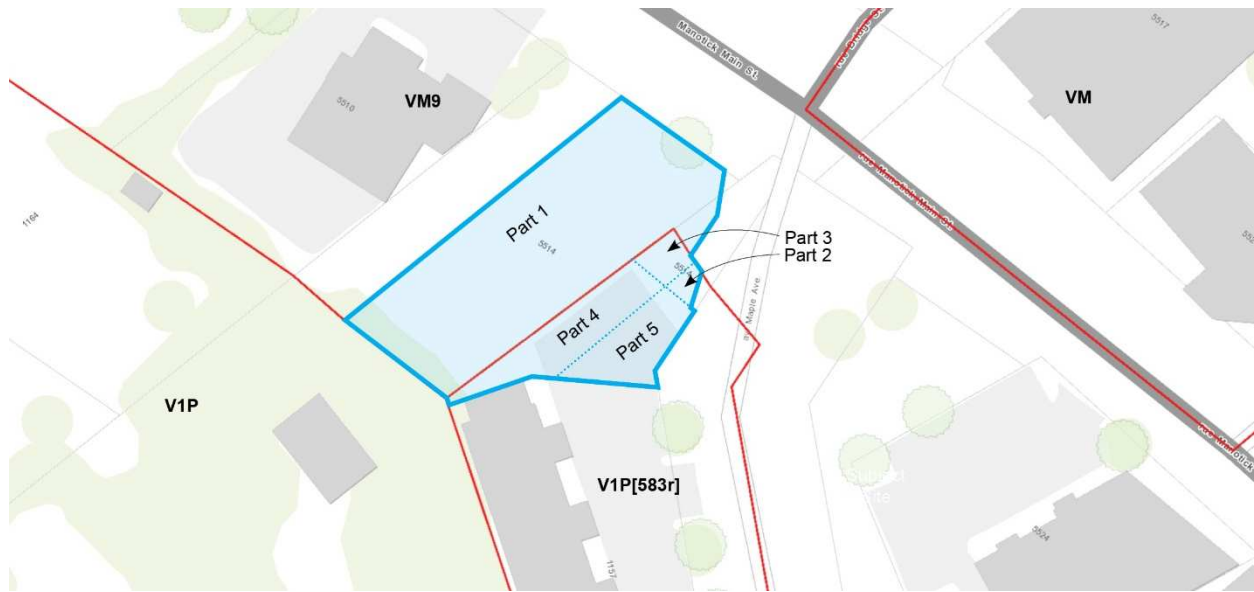


Figure 2 – Zoning Map

## 5.0 Rationale –City of Ottawa Official Plan

This section of the planning rationale will demonstrate how the proposed development conforms to the applicable planning and regulatory framework of the Official Plan.

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and the Ontario Municipal Board. Most recently, the City of Ottawa conducted a comprehensive 5 year review of the Official Plan. Official Plan Amendment 150 (OPA 150) was approved by the Minister of Municipal Affairs and Housing on April 24<sup>th</sup>, 2014. For the purposes of this Planning Rationale, the annotated version of the City of Ottawa Official Plan was used for reference.

The subject site is designated Village on Schedule A of the City of Ottawa’s Official Plan. The following is a point form breakdown of applicable OPA 150 Village policies and the supporting planning rationale illustrating how the proposed development satisfies them.

### Section 3.7.1 -Villages

- *“Villages play a significant historical role: they typically developed at the junctions of major roads and railways where they could efficiently provide retail, educational and other services to the surrounding rural communities.”*

The proposed development is consistent with the traditional development of villages as this project is located at a major junction point and offers a mixture of uses including rentable retail space on the ground floor that will enhance the development of the community and benefit the surrounding rural areas.

### Section 3.7.1 Locations and Distribution of Villages

- Policy 1. *“Villages are designated on Schedule A with the intent of permitting a variety of land uses to provide for the daily needs of the rural community and to ensure that they remain distinctly rural in character and scale.”*

The proposed development is a mixed-use proposal that will add both office and retail uses to the community within a building envelope that is respectful to the character and scale of the village.

### Section 3.7.1 Permitted Uses in Villages

- Policy 7. *“Permitted uses will include: residential and retail and commercial service facilities of up to 10,000 square metres gross leaseable floor area, restaurants, offices and personal service establishments light industrial uses, institutional uses such as schools, community meeting and recreational buildings and facilities, places of worship, and public open space.”*

The proposed development is within the permitted land uses for villages, and well below the maximum leasable floor areas. The proposed building offers approximately 464m<sup>2</sup> of office space and 216m<sup>2</sup> of retail space.

### Section 3.7.1 Building Liveable Communities

- Policy 12.a. – *“When reviewing development applications, the City will consider:”*

Policy 12.c. – *“For development in the core area or mainstreet, how the development or use impacts the viability of these areas and enhances the typical mixture of residential, community and commercial uses;”*

The proposed development is in the core area and enhances the community with the addition of both office and retail uses.

- Policy 12.e. – *“How the development supports a pedestrian and cycling environment and links the site to the surrounding neighbourhood;”*

The proposed development offers exterior bicycle parking stalls and connects with the proposed cycling route on Maple Ave as illustrated on Annex 7 – Village Connectivity of the Manotick Secondary Plan (see Figure 3). The development also connects with two existing city sidewalks offers an exterior patio seating area.

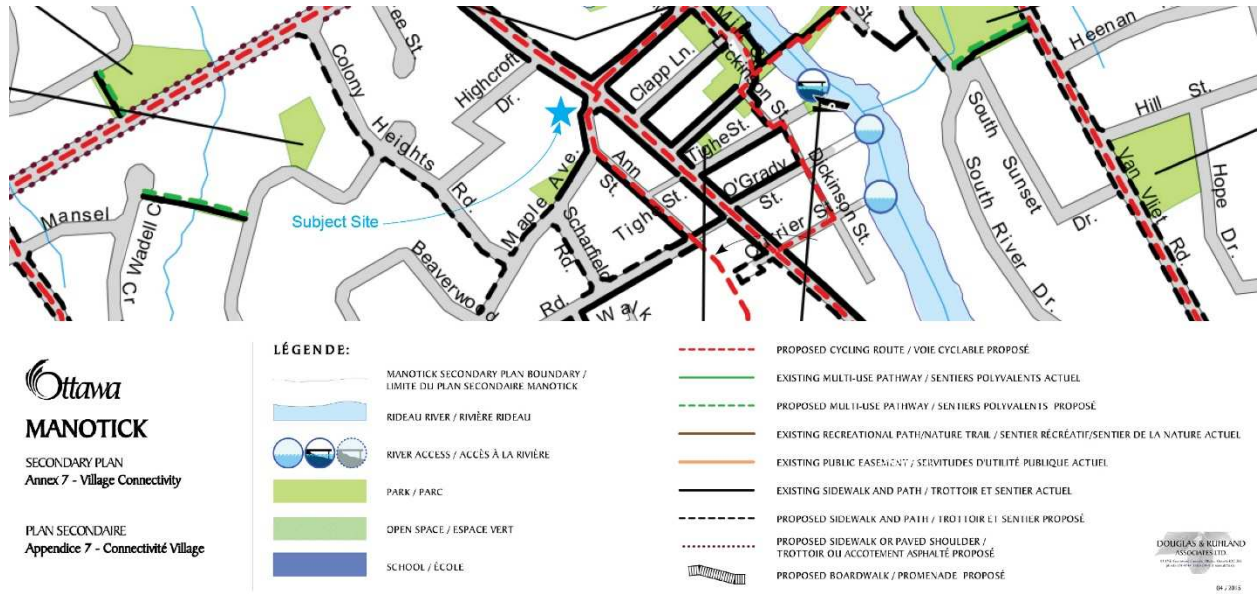


Figure 3 – Annex 7 – Village Connectivity

- Policy 12.f. – “How the application of good design is used to ameliorate the effects of a higher intensity use of land on the surrounding uses;”

The proposed development is consistent with the neighbouring land uses in terms of building height and occupies a small building footprint with appropriate landscaping. The proposed design is complimentary to the existing village aesthetic and will encourage future developments to be consistent with a similar design approach.

- Policy 12.h.ii. – “The orientation of multiple building entrances and storefront windows to the street,”

The proposed development has multiple building entrances and storefront windows facing both Manotick Main Street and Maple Avenue.

- Policy 12.h.ii. – “The use of minimal or no building setbacks from the street and location of parking to the side or rear of the building,”

The proposed development has a minimal building setback from Manotick Mainstreet and all parking has been located to the side and rear of the building.

## 6.0 Rationale – Manotick Secondary Plan

This section of the planning rationale will demonstrate how the proposed development conforms to the applicable planning and regulatory framework of the Manotick Secondary Plan.

The subject site is designated “Village Core” in Schedule A, as well as a “Character Area” in Schedule B of the Manotick Secondary Plan. The Village Core is comprised of five character areas, the proposed development falls under two of these character areas, “Main Street” & “Gaps”. The proposed development is consistent with the policies for both character areas. The following is a point form breakdown of applicable policies and design guidelines from the Secondary Plan and the supporting planning rationale illustrating how the proposed development satisfies them.

### Section 2.2.1 Main Street

- *“The Main Street character area is the commercial spine in the Village. This area supports non-residential and mixed-use development focusing on pedestrian-oriented uses.”*

Policy 1. *“Permitted uses in the Main Street character area will include a variety of commercial, retail, office, personal service uses. This will contribute to a lively pedestrian-oriented street as will residential dwellings located in mixed use buildings and institutional uses. Residential dwellings are limited to above-grade locations. Existing residential uses are permitted; however no new residential-only buildings are permitted.”*

The proposed development is consistent with Policy 1 of the Main Street character area as the project offers both retail and office uses with a pedestrian-oriented focus. The project will contribute to the commercial spine of the Village by developing currently vacant lot and increasing the continuity of Manotick Main Street.

### Section 2.2.5 Gaps

- *“The Gaps is a transition area between the Main Street and the residential neighbourhood to the west and is comprised of a mix of non-residential and residential uses.”*

Policy 1. *“Permitted uses in the Gaps character area include a variety of uses that provide office, commercial, institutional, retail and residential uses that will create a transition between the commercial spine along Manotick Main Street and the nearby established residential neighbourhood.”*

The proposed development is consistent with Policy 1 of the Gaps character area as the project offers both retail and office uses that will create a transition between the commercial spine of Manotick Main street and Maple Ave.

### Section 2.2.6 Design Guidelines – Village Core Built Form

- 1. *“New buildings will be designed to be pedestrian-oriented which may include providing entrances and clear windows facing the street.”*



The proposed development is pedestrian oriented to with two sidewalk connections and large windows facing both Manotick Main Street and Maple Ave.

- 2. *"New development at Manotick Main Street and Bridge Street shall be designed to enhance this intersection with distinctive architectural design and enhanced landscape treatment."*

The proposed development enhances the currently vacant lot with a distinctive loft style building that is complimentary to the existing village aesthetic. The project also improves the existing intersection at Mantotick Main Street and Maple Avenue by removing the existing derelict guard rails and landscaping the corner of the property with a mixture of trees, shrubs, and perennials.

- 4. *"New development and additions should be of their own time and reflect existing heritage and rural character by using design elements, colours and materials inspired by buildings in the Village, such as clay brick, stone, wood or high quality modern materials which complement existing elements in the area."*

The proposed development reflects the existing heritage and rural character by utilizing materials such as clay brick, and stone veneer. Elements of curtain wall glazing and high performance composite metal panels are incorporated and prevent the building from becoming negatively anachronistic. The brick colour of the proposed building will be similar to that of 1128 Mill Street. The building will also feature dark charcoal metal accents.

- 5. *"Building walls visible to the public should be articulated and designed in a way that does not create a blank wall facing the public realm"*

All four facades of the proposed building have been articulated with brick masonry accents, a pre-finished metal cornice at the parapet and composite metal panelling. The proposed building also features large curtainwall windows on all facades with a mixture of vision and spandrel glass.

- 6. *"Signage should be located and designed to enhance a building's design and scale."*

Building signage has been incorporated into the raised parapets on the North and East facades.

- 7. *"Rooftop mechanical equipment should be screened from public view, where possible."*

All rooftop mechanical equipment will be obscured from pedestrian view by the raised parapet wall and cornice.

- 8. *"Longer buildings should have articulated facades that break up the mass of the building and complement the small storefronts of existing businesses within the Village Core."*

The proposed building has a relatively small building footprint that features small retail storefronts that are similar to the existing businesses within the Village Core.

## Section 2.2.6 Design Guidelines – Landscape / Streetscape Design

- 1. *“New development and capital projects will include the creation of attractive public and semi-public outdoor amenity areas such as courtyards, outdoor cafes and seating areas, where possible.”*

The proposed development offers a semi-public outdoor patio area to the South East of the building.

- 2. *“New development will use soft landscaping to screen parking areas and define property limits, particularly in areas such as the Historic Village where trees are one of the defining features of the area.”*

The proposed development has been designed with a mixture of soft and hard landscaping around the perimeter of the subject site. The landscaping strategy also utilizes the existing cedar hedge at the South West property line and densely forested area to the South property line to screen the parking areas.

- 3. *“Through new development and capital projects, the City will pursue tree planting using recognized arboricultural best management practices and use new technologies such as silva cells that will maximize the potential for long-term survival of the planted tree.”*

James B. Lennox & Associates Inc. Landscape Architects have been engaged to design a sustainable landscaping strategy that is suitable for the climate and complimentary in nature to the village aesthetic.

## 7.0 Rationale – City of Ottawa Zoning By-law 2008-250

Below is the complete list of performance standards for the project. The highlighted areas are the provisions this application seeks relief from.

### Performance Standards -5514 Manotick – VM9

<b>Rezoning</b>	The ZBA application seeks to rezone Parts 2, 3, 4 & 5 on Topographic Survey N.G.-1184 prepared by H.A. Ken Shipman Surveying to VM9 in order to accommodate a change of use for commercial parking.	
<b>Performance Standard</b>	<b>By-law Requirement</b>	<b>Provided</b>
<i>Village Mixed-Use Zone Requirements (Sections 229 &amp; 230)</i>		
Minimum lot area (m <sup>2</sup> )	<ul style="list-style-type: none"> <li>1,350m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>1,241.90m<sup>2</sup> (New lot area is larger than pre-existing lot area)</li> </ul>
Minimum lot width (m)	<ul style="list-style-type: none"> <li>20m</li> </ul>	<ul style="list-style-type: none"> <li>Irregular</li> </ul>
Front yard setbacks (m)	<ul style="list-style-type: none"> <li>3m maximum</li> </ul>	<ul style="list-style-type: none"> <li>0.3m</li> </ul>
Corner side yard setback (m)	<ul style="list-style-type: none"> <li>3m minimum</li> <li>4.5m maximum</li> </ul>	<ul style="list-style-type: none"> <li>3.2m</li> </ul>
Minimum interior side yard setback	<ul style="list-style-type: none"> <li>3m abutting a residential zone</li> <li>0m abutting any other zone</li> </ul>	<ul style="list-style-type: none"> <li>1.4m abutting a residential zone</li> </ul>
Minimum rear yard setback (m)	<ul style="list-style-type: none"> <li>7.5m for a mixed use building abutting a residential zone</li> </ul>	<ul style="list-style-type: none"> <li>28m</li> </ul>
Building height (m)	<ul style="list-style-type: none"> <li>6.7m minimum</li> <li>11m maximum</li> </ul>	<ul style="list-style-type: none"> <li>12.5m</li> </ul>
Minimum width of landscaped area (m)	<ul style="list-style-type: none"> <li>No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped</li> </ul>	<ul style="list-style-type: none"> <li>All yards have been landscaped where not occupied by parking or a driveway</li> </ul>
<i>Parking &amp; Loading Provisions (Sections 100 - 114) – Area D on schedule 1A</i>		
Parking for ground floor retail (as per table 101, row N79)	<ul style="list-style-type: none"> <li>7 parking spaces (3.4 per 100m<sup>2</sup> of gross floor area) (216m<sup>2</sup> of retail GFA)</li> </ul>	<ul style="list-style-type: none"> <li>8 parking spaces</li> </ul>

Parking for office (as per table 101, row N59)	<ul style="list-style-type: none"> <li>• 11 parking spaces (2.4 per 100m<sup>2</sup> of gross floor area) (464m<sup>2</sup> of office GFA)</li> </ul>	<ul style="list-style-type: none"> <li>• 11 parking spaces</li> </ul>
Parking for physically disabled	<ul style="list-style-type: none"> <li>• 1 disabled parking space (for 20-99 public parking stalls)</li> </ul>	<ul style="list-style-type: none"> <li>• 1 disabled parking space</li> </ul>
Landscape provisions for parking lots	<ul style="list-style-type: none"> <li>• a minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area</li> </ul>	<ul style="list-style-type: none"> <li>• 136m<sup>2</sup> or 23% landscaped area (area of parking lot 592m<sup>2</sup>)</li> </ul>
Location of landscaped buffer for parking lots	<ul style="list-style-type: none"> <li>• 3m abutting a street</li> <li>• 1.5m not abutting a street</li> </ul>	<ul style="list-style-type: none"> <li>• 0.5m abutting a street</li> <li>• 0.6m not abutting a street</li> </ul>
Aisle and driveway provisions	<ul style="list-style-type: none"> <li>• 6.7m for double lane traffic in a parking lot</li> </ul>	<ul style="list-style-type: none"> <li>• 6m</li> </ul>
Bicycle parking space rate (as per table 111A row (i))	<ul style="list-style-type: none"> <li>• 0 parking spaces (1 per 1500m<sup>2</sup> of gross floor area)</li> </ul>	<ul style="list-style-type: none"> <li>• 4 parking spaces</li> </ul>
Loading space requirements for office (as per table 113A, row (b))	<ul style="list-style-type: none"> <li>• 1 loading space (min. 1 space for gross floor area between 350-999m<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>• Office -1 loading space</li> </ul>
Loading space requirements for retail (as per table 113A, row (c))	<ul style="list-style-type: none"> <li>• 0 loading spaces (for gross floor area less than 999m<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>• Retail - 0 loading spaces</li> </ul>

The rezoning of the subject site is tied to a previous Consent and Minor Variance application (D08-01-16/B-00376 and D08-02-16/A-00353) for a lot line adjustment between 1157 Maple Avenue and 5514 Manotick Main Street. The lands which were severed from 1157 Maple Avenue and conveyed to 5514 Manotick Main Street are shown as Parts 2, 3, 4 & 5 on Topographic Survey N.G.-1184 prepared by H.A. Ken Shipman Surveying. As a result of the lot line adjustment 5514 Manotick Main Street became dual zoned, Village Mixed-Use, Subzone 9 (VM9) and Village Residential First Density Zone, Subzone P, rural exception 583r (V1P[583r]). The Zoning Bylaw Amendment seeks to remove the V1P[583r] zoning and rezone the entire subject site VM9 in order to accommodate the parking for the office building as the current V1P Zoning of Parts 2, 3, 4 & 5 does not permit office parking.

In addition to the rezoning, the proposed development also seeks relief from the VM9 zoning provisions as outlined in section 4.0 of the Planning Rationale. The proposed development generally conforms to the VM9 zoning, however, due to the restrictions of the existing undersized lot area the application requests the following four amendments:

1. a reduction of the interior side yard setback abutting a residential zone,
2. a reduction of the landscape buffer for parking lots abutting and not abutting a street,

3. a minor increase in permitted building height, as well as,
4. a reduction of the minimum drive aisle width.

The first amendment - the reduction of the interior side yard width - occurs at the North West side of the building where the site abuts an adjacent VM9 Zone. The By-law requires a 3m setback while the proposed building is setback 1.4m. The reduced set back is minor and does not negatively affect the neighbouring property as a 3m wide gravel driveway separates the two properties. The second amendment – the reduction in landscape buffer - occurs at the South and South East corner of the subject property. The By-law requires a 1.5m landscape buffer where a parking lot does not abut a street, and a 3m landscape buffer where a parking lot does abut a street. The proposed development has a 0.6m and 0.5m landscape buffer respectively. These minor reductions are required in order to satisfy the parking requirements needed to support the permitted office and retail uses of the site. The third amendment requests relief from the building height restrictions. The maximum building height proposed for the development is 12.5m whereas the by-law requires a maximum height of 11m. The requested height increase is minor in nature and is required to support the taller retail spaces on the ground floor. The additional building height is also required to accommodate the energy efficient mechanical and electrical systems which will be accommodated in the plenum space provided on the office floors. Finally, the fourth amendment – the reduction in drive aisle width to 6m, whereas the By-law requires 6.7m - is also a minor change that is consistent with existing parking lot directly south of the subject site. The requested drive aisle change is necessary in order to accommodate the number of parking stalls required by the City of Ottawa By-Law.

## **8.0 Conclusion**

The proposed project is consistent with both the Official Plan and the Manotick Secondary Plan policies and design guidelines for Village developments. The development proposal has been thoughtfully designed in manner that supports a mixed-use building with pedestrian oriented store fronts opening towards the adjacent streets. The project enhances the existing Main Street intersection with a mixture of landscaped and hardscaped areas that will create an engaging environment for the community. The development will satisfy all of the City By-law requirements for parking while still concealing parking lot towards the rear and side of the site. The architectural design of the proposed building is complimentary in both material and scale to the Village character of Manotick and is a desirable plan for the subject site. In conclusion the requested Zoning By-law Amendments make logical planning sense for the subject site to be developed in a manner that is in keeping with the City of Ottawa's Official Plan and the Manotick Secondary Plan.