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Urban Planning, Consulting and Project Management

April 11th, 2023

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Attn: Ms Sarah McCormick, MCIP, RPP - Planner II
Development Review Rural Services
Planning, Infrastructure and Economic Development Department

This is an addendum to the Planning Rationale for 5497 Manotick Main dated November 2021 and submitted to the City on December 7th, 2021.

Schedule B of the Manotick Secondary Plan notes that the properties at 5497, 5495 and 5491 Manotick Main Street are identified as part of the Main Street Character Area of the Village Core. Within that document, Section 2.3 of the Manotick Secondary Plan precludes residential only uses and front yard parking in the Main Street Character Area. The Community Association and local Councillor did not feel that these lands should have been included in the Village Core in the secondary plan, as they are isolated properties from the core.

Under Zoning By-Law 2008-250, as amended, the subject lands are zoned VM9 - Village Mixed-use, subzone 9. This zoning permits residential construction as long as it is accompanied by non-residential uses at grade. The buildings will require a zoning amendment to allow the construction of a residential-only building as well as a few zoning performance standards to address some site specific components of the proposed building location.

We require relief for the proposed use, the front yard setback, the rear yard setback, and parking lot landscape buffer. While we do not need relief on the amount of amenity areas, we are providing a rationale for the area calculated below.

The proposed use

The VM9 zone permits mixed-use buildings with dwelling units above the ground floor. We have support from the community association to propose an entirely residential building. The modifications made to the Official Plan through a Councillor-initiated modification allowed for a residential-only building and front yard parking for this property and adjoining properties to the north. These Official Plan modifications need to be reflected in the site specific zoning for this property. As a result, a low rise apartment is to be added as a permitted use in the site specific zoning for this property.

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Front yard setback

The zoning requires a maximum front yard setback of 3m whereas we are proposing a 10 space parking lot which results in a front yard setback of 21.7m. In order to have some parking in front of the building (which will be used by residents and also visitors) an increased front yard setback is requested. The modifications to the Official Plan designation on this property allow for this front yard parking. Since we are permitted a residential only building, the originally proposed parking lot drive aisle has been reduced from 6.7m to 6m which allowed for additional planting between the front building facade and the parking lot. This minimises the amount of asphalt and hardscaping in the front yard.

Rear yard setback

We require rear yard setback relief due to our proximity to a watercourse. We are required to have 30m from the rear facade to the top of the watercourse slope, but we are proposing 27.9m from the rear facade to the top of slope, and 26.6m from the outermost projection to the top of slope. We were originally zoning compliant for rear yard setback when the interpretation was 30m from the typical high water mark. It is our understanding that the setback measurements are to be measured from the closest part of a building, including a balcony. As a result, our provided rear yard setback is 26.6m which is the distance at the closest point from the high water mark to the closest point of the balcony at the rear of the building.

Parking lot landscaping buffer

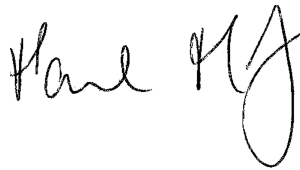
The zoning requires a landscape buffer between the edge of a parking lot and the street. Since the proposed parking lot contains 10 spaces, the requirement for the buffer is 3 m. We are currently proposing 1.4 m at the narrowest point between the edge of the parking and the lot line. However, the landscape buffer is 2.9m at its maximum. The distance from the edge of the travelled portion of Manotick Main Street to the parking in the front yard is approximately 9 m at its minimum and the presence of hydro wires along the front lot line limits the width of the buffer that is practical. There are limitations on height and species of trees and shrubs that can be planted in this area. Due to the location of the Royal Bank branch to the south, the visibility of this front yard parking is limited from the Manotick Main St / Bridge St intersection and the landscaping in this area will provide screening that will increase as the planting matures..

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Amenity area

In previous submissions, the entirety of the rear yard was considered as a communal amenity area provided it is softly landscaped, at grade, and in the rear yard. We understand that the City is hesitant to accept that the entirety of this area is usable as an amenity area due to the slope and the Erosion of Hazard Limits identified by the Slope Stability report. We have amended the Site Plan zoning statistics table to indicate a reduced communal amenity area completely within the limits of the Erosion of Hazard Limits. Additionally, we will not be proposing any formalised amenity areas in the rear yard for a number of reasons. First, it is due to efforts to retain the natural vegetation in the rear yard. Second, due to the amount of negative feedback on the previously proposed rear yard amenity area from neighbours (resulting in noise issues and potentially having the area as an informal gathering place by youth who congregate at the nearby plaza). We have received comments from neighbours' outlining concerns about the type of user an amenity area such as that would attract. The revised plans include two new benches in the rear yard amenity area.

Regards,



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