

MANOTICK

VILLAGE REVIEW PUBLIC WORKSHOP

"As we heard it"



APRIL 19, 2011

INTRODUCTION

On the evening of Tuesday, April 19, 2011, over 60 residents attended a workshop held at the Manotick Community Centre to discuss the Manotick Secondary Plan, which was approved in 2001. The purpose of the meeting was to identify issues that need to be addressed in order to refresh the Plan. After presentations from City staff, residents participated in discussions regarding a variety of topics:

- land use/village core;
- transportation;
- the greenspace network and environmental management and;
- water and wastewater.

The following comments were recorded and have been organized for readability to reflect what was heard that evening.

TOPIC TABLE: LAND USE AND VILLAGE CORE

RESIDENTIAL

- There is enough land within the village boundary for residential growth.
- Where commercial development occurs outside of the core, residential development should be permitted too. How can commercial development sustain itself if there is no residential to support it?
- Policies should support infill development.

VILLAGE CORE

- Uses should not be segregated. Core should be mixed use; commercial at grade with residential above.
- Commercial development should be primarily in the core.
- Need intensification in core, but “smart” intensification.
- Businesses should be focused in existing core.
- Preserve character of mainstreet.
- Core is good for restaurants and so on. Most of the stores are a tourist attraction.
- Is there any leeway for other types of commercial development in Manotick beyond retail?
- There is a need for a greater variety of commercial activity in the core.
- Further development will finish the core.

- Need to respect the retail that is here. Can drive out to the box stores if needed. But having them in Manotick would destroy the core.
- There is no additional space in the core. Specialized stores do not cater to the general public. Residents go to Barrhaven for shopping. There needs to be more in Manotick beyond the 'small' village.
- Expansion of the core cannot occur because of the residential land uses that already surround it. It is 'landlocked.'
- Shortage of commercial uses in core. Need to expand core area to permit more commercial uses, north to Bankfield and south towards Mahogany development.
- Not much room to expand the core anymore. The Gap area is all houses now – the Secondary Plan map needs to be updated to reflect current realities. The Plan should also show Dickinson Square and the mill as a 'themed' area – Civic Centre?
- Could lands where double-decker bus is located be improved (Bridge and Manotick Main)? This is a nice business and would be suited to a better location. Current location for bus would be a suitable location for a parking lot.
- Stittsville is a good example of a town that Manotick can emulate. Has both mainstreet and shopping plaza/big box stores.
- Do not want drive-through facilities in the village core.
- Municipal services will lead to changes in the village core. As infill becomes more viable, there is a greater need for design guidelines to go into the Secondary Plan in that regard. There is a lot of potential, but the village core could be 'ruined' if there is no context.
- Need public park along mainstreet.
- Need public washrooms.
- Plant trees on mainstreet.
- Need to expand commercial designations to permit more commercial development.
- If commercial uses allowed to spread outside core, commercial uses may be adversely impacted and "spread too thin" in the Village.
- Good idea to develop areas outside of the core?
- Why is commercial relegated to the core only? What is the rationale for this?
- People who move to Manotick will want the amenities and conveniences of the city and therefore will want the big boxes.
- Core development will result in employment. But it needs to be decent employment – office, high tech, as opposed to big box retail.

Village core's character areas

- Character area designations are appropriate and recognize Manotick's unique identity.
- These character areas could be refined. Zoning does not adequately reflect uses in character areas.

- Want to keep historic character area. Do not see value in other character areas.
- Keep character areas as they represent character of village.

Expansion of core

- Village core should not be expanded. Do not want more high density housing.
- Should develop existing lands in the core before expanding designation.
- The village core should be expanded out to Tim Horton's on Mitch Owens.
- The mainstreet designation should extend a bit further south down Manotick Main Street.
- By what method could the village core be expanded? Rezoning?

Design guidelines

- Are there any design guidelines for Manotick at the moment?
- Are there any other provisions other than the zoning that will guide the character and nature of development?
- Main Street should retain a village atmosphere. The status-quo does not contribute to this.
- The gateways shown on the Secondary Plan do not really exist. They are signs but not much more. Nothing on Main Street.

Watson's Mill Area

- What are the plans for the Mill Quarter?
- Need to find ways to pay for city-owned historic buildings.
- Mill lands should be shown as greenspace, as it is a City-owned open space.
- Mill should be a pedestrian only area – with theatre and the arts.
- War Memorial area has been ignored and location of old mill has been ignored. More attractive use can be made of lands across from the existing Mill. Structure on the other side of the Rideau River, across from the existing Mill, should be more attractive.
- Cultural centre should be built on Clapp property, including art galleries, theatre, meeting rooms, police station. Could be an income generator. Could have underground parking beneath. These uses would complement adjacent heritage properties (Mill and former Rideau Valley Conservation Authority buildings). Extend historic designation to include Clapp properties; current designation does not permit uses contemplated.
- Clapp cultural centre could ease parking problems.
- Not currently a pedestrian oriented area at all. People use the streets surrounding the core as short cuts to get past the lights.
- There is a left hand turn that needs to be taken out at Dickinson and Bridge in order to stop people from bypassing Manotick Main Street.

MAHOGANY COMMUNITY

- Take better advantage of waterfront views at Mahogany Harbour.
- City should purchase residential lots at end of Century Road and Manotick Main.
- Bicycle path connecting Mahogany development should not be expanded to permit vehicular access between Mahogany and Potter.
- Concerned with a dock being created in the Mahogany community turning the area into a commercial place across from the mainstreet. A wharf and dock is good but not commercially-oriented.
- Make Mahogany lands one big park instead!

OTHER

- Where can the Secondary Plan be found?
- Need employment opportunities in village. “Gap” area should be focus of employment uses.
- Should Manotick be a tourist destination? Do we want more traffic associated with a successful tourist destination or should growth be devoted to providing services to residents?
- The 0 metre front yard setbacks don’t work when the main street is so narrow.
- Will the village boundary ever expand south? These lands would be a good location for institutional uses, which would buffer the residential uses in the Mahogany subdivision from agricultural uses to the south.
- Should village boundary be expanded (west, north or south) to permit additional commercial uses?

Outside Manotick - Trinity development

- Not happy with the size of the Trinity development.
- Trinity is a threat to the commercial viability of the core and will cause additional traffic problems.
- Much of the reason why people moved here in the first place was to get away from big box development.
- Commercial uses do not fit into the area to the east of the Mahogany development, as proposed.

TOPIC TABLE: TRANSPORTATION

PEDESTRIAN-FRIENDLY STREETS

- Village core is walkable, so it should all be dotted with pedestrian/cycling pathways.
- Need a pedestrian-friendly village to facilitate walking.
- A box culvert at Mud Creek is bad for the pedestrian environment — too narrow.
- The core needs to be more pedestrian-friendly. It should be made more attractive. Growth needs to be pedestrian-friendly and business-friendly.
- There is no good walking access to and through the village core.
- Bridge Street is not pedestrian friendly.
- Manotick Main Street needs to be safer.
- Sidewalks in village core are not continuous and this is unsafe.
- Main Street is dangerous to cross.

Sidewalks

- The sidewalks are so poor, people drive to where they want to go.
- Design of street and sidewalks – too narrow. Development on mainstreet should be supported by upgrades to sidewalks to encourage walkability.
- Bring sidewalks south to fire station along Manotick Main.
- The sidewalks disappear and you have to cross the road to find them again.
- Rideau Valley Drive has no sidewalks or bicycle path. When are they planning on fixing that? Especially with the Mahogany development imminent.
- Sidewalk should be marked on Long Island Road.
- Long Island Road used by buses and is in poor condition with no sidewalk for most of it - it is a link between schools.

Crosswalks

- No crosswalks currently in business district.
- Need more pedestrian crossings on Main Street especially in the commercial core.
- Need a crosswalk on Main Street.
- Need more walkways and sidewalks.
- No signalized crosswalks or pedestrian pavement markings. Very difficult for the aged to cross.
- Crosswalks would help. There are no sidewalks on the side streets. Streets are not wide enough.
- Need two or more crosswalks in order to accommodate demand in the core.

- The high traffic volume on Main Street makes crossing the street dangerous and difficult. A crosswalk near the United Church or Suny's Garage would be ideal.
- Need more crosswalks on Manotick Main and Bridge Street to facilitate pedestrian movement and to slow down traffic.
- Could use two or three crosswalks on Manotick Main in village core (e.g. at Tighe Street and United Church).

Cycle lanes and pathways

- Need to implement better cycling infrastructure in the village core.
- No bike lane on bridge; it peters out when you arrive from the east on the bridge - very unsafe.
- Need a well-established bike/path network in village to attract tourists.
- Pathways and bikeways need to be improved and connected to reduce the need for parking.
- Also need pathways to improve walkability to permit people and kids to walk.
- A *pathway plan* has been produced - need to cross-reference it and review it.
- Popular woodlot should have pathways through it.
- Concerns about pathway along Rideau River – where it would go and possible conflicts with private lots.
- Need linkages to parks outside of village to pathway system along Rideau River.
- George McLean Park - new existing pathway should be shown.
- Create a link along Rideau Valley through to Beryl Gaffney Park and to the north.
- Establish a pathway linking David Bartlett Park to Parks Canada lands and eastward over the Long Island locks.
- Future wish to improve 'school to pool' (Note: St. Mark's High School is located outside village boundary.)
- No one is sure about a path at far west near First Line and northerly boundary of Mahogany lands - maybe loop it back to the highway by First Line near Century Road?

Rideau River access

- Public access to water's edge should be identified with signage.
- Access to a rickety public dock and boat launch should be signed.
- Because the waterway is a UNESCO world heritage site, permissions are very restrictive dealing with the authorities including Parks Canada and Rideau Valley Conservation Authority, which can provide water access information.

TRAFFIC

- Traffic is too fast and needs to be slowed down.

- Traffic goes too quickly.
- Can traffic be slowed down?
- Speed limit is already 40km/h.
- Need traffic-calming measures to preserve village character of core area.
- Traffic and parking are a problem.
- It is uncertain whether the current infrastructure (roads and sidewalks) can accommodate any increase in traffic and pedestrians in the core.
- Eastwood is being used as a short cut to the Mews, and is very busy and unsafe. Eastwood was not designed for this volume of traffic and access to the Mews should be blocked.
- Because of truck traffic through the Village, Main Street is currently a “drive-through” and shouldn’t be.
- Lots of trucks; too unsafe.
- Concerns about increased traffic on First Line road. There are already problems with speeding and the new development will exacerbate the problem.
- There is a problem with people cutting through the Dickinson Road area north of Main Street to avoid the traffic congestion on Main. Perhaps traffic calming measures would be useful with this problem?

Need road improvements

- Needs a ring road or a way to divert traffic around the core when new development occurs.
- Can the traffic be diverted around the village core to preserve its character?
- Need to preserve *village character*; traffic should go around; it is not calming, need traffic diverted.
- There should be a new traffic light at Century Road and Rideau Valley Road - especially once new development occurs.
- Consider closing Eastman at Mews or making it a one-way street to eliminate cut-through traffic.
- Sightlines: some bad sightlines on Manotick Main at top of hill - safety issue.
- Local roads in poor condition – it’s like a washboard.

First Line and Greenbank

- When Highway 416 was constructed, First Line and Greenbank were split, they need to be reconnected. This would form something of a ring road around the village and would assist in removing some of the traffic from Main Street.
- There needs to be a traffic signal at First Line and Greenbank to reconnect the two and have and have a right turn off of Prince of Wales.

Bridge Street traffic

- Only one light at Bridge and Main Streets – hard to cross the road.
- Traffic is very fast from Bridge Street to the top of the Village.
- Safety issue on Bridge Street.
- Intersection at Bridge Street is particularly dangerous because of the right turn lane.
- Need a traffic light to allow people to turn onto Bridge Street. There is a light at the north end of island. Very difficult for residents at the south end of the island to get off the island.
- Traffic backs up along Main Street and this impacts the quality of life in the Village.
- Bridge Street traffic is very bad—a lot of congestion. Not just at peak hour and in both directions
- Difficult to egress from streets on island onto Bridge Street.
- More connections from island roads needed.
- Traffic signals needed at intersections on island.
- What is status of signal proposals? Not yet installed. No money to install signals because DCs are not enough.
- Extension of Van Vliet is needed. When will it happen?
Investigation of realignment of South River Road to meet up with signalized intersection at Bridge Street.
- Another option - another bridge to get off island.
- Seniors residence and school on Bridge Street. Not currently safe for pedestrians and can't cross as there is no signal. Need a signal to cross street.
- Heavy trucks and construction trucks use Bridge Street to bypass urban area.
- Trucks need to make turns on Bridge/Manotick Main and Manotick Main/Bankfield. They mount the curbs—not safe. Trucks will ruin bridge with weight.
- Truck traffic has gotten much worse over the years.
- Suggest a ring road or bypass of village to address truck cut through issue.
- Suggest restrictions on trucks after Strandherd-Armstrong Bridge opens. Only local deliveries. Is there a plan to ban trucks on the Bridge?
- Strandherd-Armstrong Bridge will only alleviate 25% of traffic.
 - Concern that even after new bridge opens, traffic and trucks will still use Bridge Street to bypass Barrhaven.
 - Hunt Club connection could help to alleviate additional traffic on Bridge Street.
- Earl Armstrong could be extended east to connect to 417. Upgrade the rest of Earl Armstrong to truck route standard.

Mahogany development

- Already a problem with traffic – Mahogany will only make this worse.

- Traffic associated with Mahogany will go through core. It is already difficult for pedestrians to cross mainstreet. Road allowance is too narrow. Sidewalks are not pedestrian-friendly.
- Bridge Street can't handle additional traffic from Mahogany.
- Prior to development occurring, the existing transportation issues in the community need to be dealt with (First Line, Bridge, Bankfield).
- Before the Mahogany development goes ahead, the transportation infrastructure NEEDS to be in place. This seems unlikely but should be a requirement of the project.
- Existing road network will not be sufficient with the Mahogany development, while the Strandherd Bridge might take 25% of the traffic from the Village, but the increase in population from the Mahogany development might negate this.
- There should not be a new access onto Manotick Main for the new Mahogany development.
- Divert traffic from Mahogany around village via Rideau Valley S—Century—First Line.
- Need new signal at First Line and Bankfield.
- Is there a traffic study for Mahogany lands?
- Will the transportation planning from Mahogany be carried forward? We should defend the previous planning for this.
- Manotick Main Street can't be widened, so how do we deal with increased traffic from Mahogany? Sidewalks are too narrow. Need a redesign of street; need traffic calming on Manotick Main Street and encourage other routes (bypass) to eliminate impact of Mahogany traffic.

Strandherd-Armstrong Bridge

- There were mixed opinions on whether or not the new Strandherd-Armstrong Bridge would alleviate traffic problems. Some participants felt that there would be too many traffic lights and that the truck drivers would still use the village to get to the 416.
- Once the bridge is opened, can truck traffic be redirected/disallowed on Bridge Street. Signage to divert trucks from Bridge Street? New bridge will help east-west traffic issues but what about north-south traffic issues? Issues are not entirely related to congestion, but also volume.
- Greely traffic may be diverted by the new Strandherd-Armstrong Bridge - lots of trucks go from Greely to Hwy 416.

PARKING

- Parking is not a problem, but may be a problem in the future. There are no parking lots, other than the Mews. There are usually spaces available in the Mews parking lot.
- If there is trouble finding parking, can always park at Manotick Mews and walk to your destination on Main Street.

- Should be encouraging people to walk more. There is plenty of parking at the Mews.
- Never have trouble finding parking.
- Most people want to be able to park in front of their destination.
- Not enough parking in village core. Lack of parking in village.
- There is very little parking available in the core.
- Only one off-street parking lot and few shared parking areas. These are often full by 8:30 – 9:00 a.m.
- Is there any additional space for parking in the core?
- Not enough parking available. Need land for a public parking lot with underground parking.
- Have one central area to park the car and walk the rest.
- Need central parking structure (underground) could be in the works at Dickinson Square.
- Area behind United Church is congested with cars. Need municipal parking lot so cars will not be focused in historic area. Do not want to pay for parking.
- Not enough public parking (e.g. metered parking).
- Parallel parking on Main Street is a challenge because there is so much traffic.
- Perhaps install a shuttle on demand to get people around village instead of relying on parking in the core.
- Intensification/new development will cause more problems.
- Increasing on-street parking could help the problems.
- Parking situation is always changing along Manotick Main as local businesses begin to develop their own small parking lots.
- Parking at the top of the hill on Manotick Main should be removed; it is dangerous because it is a blind hill.
- Parking lots are too expensive to buy and build.
- Perhaps no parking on Manotick Main Street?
- Street parking slows down traffic.
- Is angled parking possible on Manotick Main Street? Too narrow probably.
- Parking conflicts with concept of the core as a walkable place.

TRANSIT

- There are too many empty buses in village.
- Should downsize buses to mini-buses to match demand better. We don't need large buses going through the Village.
- Perhaps use "dial-a-bus" that is only available on demand or a route that serves the village better—goes where you want to go.
- Perhaps a shuttle bus from outer village points or a common parking lot to bring people into the village core—this would reduce parking demand.

OTHER

- What is the right-of-way width along Main Street?

TOPIC TABLE: GREENSPACE AND ENVIRONMENTAL MANAGEMENT

PARKS

- A parks master plan should be done.
- Are parks designed based on demographics and needs?
- There is green space available at the south end of Manotick. North East corner of Kelly Marie and Rideau Valley. Privately-owned land that would be good for City parkland.
- Public washrooms are needed in parks; greenspace would be better used if they had washroom facilities.
- Preserve off-leash dog area in David Bartlett Park if City completes a pathway along the water here. It is suspected that they will lose their off-leash privileges; this is a real, significant '*meeting place*' and some residents would hate to lose that.
- Seventy acres of City land behind the municipal yards. Could be a good place for a new big park; there is forest in there, and it could have new pathways.

GREENSPACE

- Mahogany Forest is important to preserve; unique habitat area; need pathways through it for walking.
- Important to preserve both sides of waterway on Mahogany lands.
- Planners have done a good job of keeping developers off the 'esker'.
- If the City does not take environmental action to preserve the forest in Mahogany lands within a certain timeframe, is there a loophole that will cause the forest to lose its status?

WATER ACCESS

- No access and visibility from river or ability to take advantage of the amenities offered by the river.
- It would be a good idea to put in a temporary dock to allow access to the village core from the water.
- Need more access to the river.

TOPIC TABLE: WATER, WASTEWATER AND UTILITIES

GENERAL COMMENTS

- People are happy with what they have.
- Manotick is unique as it has sewer and water in its core. Therefore, it is different from other villages.
- People need to know the cost of servicing (if they were to hook up to central services).
- What is the cost of servicing?
- Manotick Estates will not need servicing since they are only ten years old and the systems last for about 25 years.
- Would like surety when servicing will be available.
- There are some people interested in connection to central services. Some are not interested at all. Few are interested since it is not needed. Cost is a factor.

WATER

- People are happy with their water quality.
- Would like detail on petition process to obtain City water in a neighbourhood.
- No current water quality/quantity problems.
- Why can't you drink from the water fountain at the public library?
- Manotick well water is hard and this is tough on water systems. As a result, homes over 20 years old will likely opt for City water.
- How often are fire hydrants checked? During a recent fire two hydrants did not work (1136 O'Grady and 5550 Dickinson). Someone needs to check on this.
- Cost is too much. Fee residents were previously quoted was \$90,000.
- City water service will only be provided inside the village.
- Some water quality issues – iron taste.

WASTEWATER

- Concern about ½ acre lots.
- What happened to the sanitary sewer station in Manotick?

HYDRO BURIAL

- There are still overhead wires along Manotick Main Street.
- Bury overhead wires along mainstreet to improve streetscape.

THANK-YOU

The village plan review team is very appreciative of the input we received from residents and community leaders. Over the months ahead we will be completing our analysis and reporting back. We hope to see you all again in the fall when we return with answers to your concerns and any suggested changes to the Secondary Plan, if necessary.