

**RESPONSES TO
AS WE HEARD IT
MANOTICK SECONDARY PLAN
(rev. October 31, 2011)**

	COMMENTS	DEPARTMENTAL RESPONSE
	LAND USE	
	Village core	
	<ul style="list-style-type: none"> Businesses should be focused primarily in the existing core and uses should not be segregated e.g. mixed-use with commercial located at grade with residential use above. 	<ul style="list-style-type: none"> Manotick Main Street and the Mews are areas that are intended to accommodate commercial uses. Along Manotick Main Street residential uses can be located above commercial uses.
	<ul style="list-style-type: none"> Could the property located at the corner of Manotick Main Street and Clapp Street occupied by a double decker bus be improved? This business is better suited for a better location and the site could be used as a parking lot. 	<ul style="list-style-type: none"> This property currently occupied by a double decker bus serving food is zoned VM (Village Mixed-Use Zone). It permits a wide range of commercial, institutional and residential uses including bank, convenience store, medical facility, library and multiple attached dwellings. The landowner can establish any use permitted in the zoning for this property.
	<ul style="list-style-type: none"> Manotick can emulate the type of development in Stittsville since it has both a main street and shopping plaza/big box stores. 	<ul style="list-style-type: none"> Manotick has a vibrant main street with unique shops, restaurants and offices. Like Stittsville, Manotick's main street is located near a shopping centre. Manotick has much to offer to residents and visitors.
	<ul style="list-style-type: none"> Drive-through facilities in the village core is not supported. 	<ul style="list-style-type: none"> This information has been conveyed to staff working on the drive-through policies for villages that will be incorporated into the Official Plan.
	<ul style="list-style-type: none"> The 0 metre front yard setbacks don't work when the main street is so narrow. 	<ul style="list-style-type: none"> The VM - Village Mixed-Use zone provisions permit a range of permitted setbacks from the front property line. The provisions for this zone include a minimum front yard setback of 0 metres and a maximum front yard setback of 3 metres. This means that the front of a building may be located anywhere between 0 metres and

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	3 metres from the front property line.
<ul style="list-style-type: none"> • A public park should be established along Manotick Main Street. 	<ul style="list-style-type: none"> • New public parks are typically created through the subdivision process and may also be created through lands bequeathed to the City.
<ul style="list-style-type: none"> • What is the right-of-way width along Main Street? 	<ul style="list-style-type: none"> • A cursory review shows that the right-of-way along Manotick Main Street generally ranges from 15 m to 26 m.
<p>Village Core’s “Character Areas” identified in secondary plan</p> <ul style="list-style-type: none"> • There were a range of opinions as to whether the “Character Area” designations within the Core, identified in the Manotick Secondary Plan, need to be reviewed. Several people felt that the designations were appropriate and recognize Manotick’s unique village character while others thought that these could be refined, and still others thought that the Historic Village character area was the only one that should be kept. 	<ul style="list-style-type: none"> • The appropriateness of the character areas and their zoning will be evaluated during the course of the Village Core and connectivity review (recommended below).
<ul style="list-style-type: none"> • The Plan should show Dickinson Square and the mill as a themed character area – it could be called the “civic centre”. 	<ul style="list-style-type: none"> • Comment noted. <p>This comment has been forwarded to the City’s Real Estate Partnership & Development Office for their consideration. This group is responsible for developing future plans for the Mill Quarter.</p>
<ul style="list-style-type: none"> • The current zoning does not adequately 	<ul style="list-style-type: none"> • A further review has identified that there are additional areas

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reflect the intent of the “Character Areas” – Bridge Street was specifically identified.	where the zoning does not implement the land use designations shown in the Secondary Plan. A City-initiated zoning study should be undertaken to rectify these issues.
<p>Design guidelines for Village Core</p> <ul style="list-style-type: none"> Are there any other provisions other than zoning that will guide the character and nature of development? The availability of piped water and public wastewater will lead to changes in the Village Core. It is important to preserve the village atmosphere and character of Manotick Main Street. The status quo does not contribute to this and the Village Core could be ruined if there is no context. 	<ul style="list-style-type: none"> General design principles are provided in the Secondary Plan and the Council-approved “Design Guidelines for the Development of Rural Villages” provides further detailed direction. This document provides guidance to assess, promote and achieve appropriate development in Villages. These guidelines are applied at the development review stage for proposed Official Plan and Zoning Bylaw amendments and Site Plan Control applications. During pre-consultation process, staff encourage the proponents to use these documents during design development. The guidelines are available at: http://ottawa.ca/residents/planning/design_plan_guidelines/completed/rural_village/index_en.html
<ul style="list-style-type: none"> The gateways on Manotick Main Street at Bankfield/ Bridge Street and the southern end of the Mews do not really exist - there are signs but not much more. 	<ul style="list-style-type: none"> The gateways shown on the land use plan (Manotick Secondary Plan) illustrate future “entries” into the Village. Some of these have already been implemented while others have not.
<p>Village Core and connectivity</p> <ul style="list-style-type: none"> There was a wide range of opinions regarding the Village Core. Some people felt that it should not be expanded and that the existing lands should be developed before any expansions are contemplated. Others 	<ul style="list-style-type: none"> It is recommended that a Village Core and connectivity study be undertaken to address future growth and many of the issues identified. This study will address the following: <ul style="list-style-type: none"> Should the Village Core expand? If yes, where? Do the character areas need refining? If yes, how?

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<p>thought that expansion cannot occur because there is no room to expand and others felt that there were opportunities to grow.</p> <ul style="list-style-type: none"> • There were a range of opinions as to the appropriateness of the “character areas” described in the Manotick Secondary Plan. • Residents would like to have a pedestrian-friendly environment in the Village Core, but heavy traffic makes crossing the street dangerous and difficult to cross. • Sidewalks suddenly end and together with a lack of signalized intersections or crosswalks with pavement markings makes it unsafe for people, especially seniors to cross the mainstreet. • The Village Core needs to be more attractive with wider sidewalks and street trees. • Some people mentioned the need for a multi-use pathways and cycling facilities which link the core to the rest of the community. • There need to be pathway connections to the Rideau River. 	<ul style="list-style-type: none"> - Assessment of connectivity in the village including the pedestrian environment and identification of improvements required in the Core e.g. pedestrian crossings including Bridge/Main Street intersection, sidewalk location, traffic calming, and streetscaping upgrades. - Identification of future connections to parks, neighbourhoods and Rideau River for pedestrians and cyclists travelling to the Village Core. - Assessment of parking in the core and, if required, strategies to improve situation. <p>Note: Prior to installation of traffic signals, warrants (criteria) need to be met.</p>

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	<p><u>Traffic speed</u> Vehicular traffic speed was identified as an issue:</p> <ul style="list-style-type: none"> • Traffic is too fast and needs to be slowed down. • Can traffic be slowed down? • Speed limit is already 40km/h • Need traffic-calming measures to preserve village character of core area 	<ul style="list-style-type: none"> • See response to Village Core and connectivity.
	<p><u>Sidewalks</u></p> <ul style="list-style-type: none"> • The sidewalks are in poor condition so people drive to their destinations instead of walking. • The sidewalk on Manotick Main Street should be extended south to the fire station. • Rideau Valley Drive has no sidewalks or bicycle path. This should be addressed with the imminent development of the Mahogany community. 	<ul style="list-style-type: none"> • Comments regarding sidewalk condition have been sent to Asset Management Branch (Infrastructure Services Department). <p>Please see response to Village core development and connectivity.</p> <p>Note that pedestrian/bicycle routes within the Mahogany development have been planned for and are conceptually identified in Schedule B of the Manotick Secondary Plan. These include some pedestrian/cycle routes leading north to the existing village and east-west pedestrian/bicycle connections. Further information will be shown on plans submitted as part of the subdivision process.</p>
	<ul style="list-style-type: none"> • Long Island Road is used by buses and is in poor condition. There are no sidewalks but it is a link to the schools so it should be marked. 	<ul style="list-style-type: none"> • Resurfacing of Long Island Road is tentatively scheduled for 2014 based on current funding projections according to Asset Management Branch (Infrastructure Services Department).

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	<p><u>Cycle lanes</u></p> <ul style="list-style-type: none"> • There are no bike lanes on the bridge. It disappears travelling from the east on the bridge. • An established bike route and multi-use pathway network is needed to attract tourists. These will reduce the need for parking in the core. 	<ul style="list-style-type: none"> • See response to Village core and connectivity.
	<p><u>Pathways</u></p> <ul style="list-style-type: none"> • Pathways are needed to create opportunities for people to walk. A pathway plan has already been produced for Manotick and this document needs to be reviewed and considered. • Concerns were expressed about a potential pathway along the Rideau River and possible conflicts where private property runs down to the water. • A link should be created along Rideau Valley Drive through to Beryl Gaffney Park and to the north. • Linkages are needed to greenspaces outside the village and to the pathway system along the Rideau River. • Establish a pathway linking David Bartlett Park to Parks Canada lands and 	<ul style="list-style-type: none"> • See response to Village core and connectivity. The Rural Pathways Plan, a project initiated by Manotick residents, will be one of the references used during the Village Core and connectivity study.

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	<p>eastward of the Long Island locks.</p> <ul style="list-style-type: none"> • Future wish to improve “school to pool” connection (from St. Mark’s High School to the pool). • Consider a potential pathway at the far west near First Line and northerly boundary of Mahogany lands – maybe it should be looped back to the highway by First Line near Century Road. 	
	<p><u>On-street parking</u> A range of opinions related to parking in the Village Core were voiced by residents.</p> <p>Existing parking supply</p> <ul style="list-style-type: none"> • Parking is not a problem, but may be in the future. • The parking situation is always changing along Manotick Main as local businesses begin to develop their own small parking lots. <p>Location of existing parking</p> <ul style="list-style-type: none"> • Most people want to park in front of their destination. <p>Future supply</p> <ul style="list-style-type: none"> • Is there any additional space for parking 	<ul style="list-style-type: none"> • See response to Village core and connectivity. <p>In 2010 City staff met with Manotick BIA and Councillor’s office to discuss the issue of on-street parking, which covered short term parking issues along Main Street, overall parking issues in the area and traffic circulation in light of the Mahogany development. These issues will be discussed in light of the Village Core and connectivity study.</p>

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	<p>in the Village Core?</p> <ul style="list-style-type: none"> • Increasing available on-street parking could help the problems. <p>Solutions</p> <ul style="list-style-type: none"> • Perhaps there should be no parking permitted on Manotick Main Street. • Parallel parking could be considered on Manotick Main Street but is a challenge because there is so much traffic. • There is not enough metered parking. • People should be encouraged to walk. • Intensification/new development will cause more problems. • Residents do not want to pay for parking. 	
	<ul style="list-style-type: none"> • Parking at the top of the hill on Manotick Main should be prohibited because it is dangerous and approaching drivers cannot see the parked vehicles. 	<ul style="list-style-type: none"> • This concern has been forwarded to Traffic Management & Operational Support Branch, Public Works Department.
	<p><u>Off-street parking</u></p> <ul style="list-style-type: none"> • There are no parking lots available other than what is available at the Mews shopping centre. • There is only one off-street parking lot and a few shared parking areas, which are full by 8:30 – 9:00 a.m. 	<ul style="list-style-type: none"> • See response to Village core and connectivity.

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<ul style="list-style-type: none"> • A public parking facility is needed, possibly an underground structure in the Dickinson Square area. • The area behind the Manotick United Church is congested with cars. A municipal parking lot is needed so parked cars will not be focused in the historic area. 	
<p>Village Core expansion</p> <ul style="list-style-type: none"> • How can the village core be expanded? Will the expansion include rezoning? 	<ul style="list-style-type: none"> • An Official Plan Amendment would be required to amend the Manotick Secondary Plan, which is part of the City of Ottawa Official Plan, to expand the Village Core designation. To implement this, a Zoning By-law Amendment would also be required.
<p>Watson's Mill Area</p> <ul style="list-style-type: none"> • What are the plans for the Mill Quarter"? There needs to be a way to pay for City-owned historic buildings. • The Mill lands should be shown as greenspace, as it is a City-owned open space. It should be a pedestrian-only area with theatre and the arts. • The War Memorial area has been ignored and 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 	<ul style="list-style-type: none"> • City staff involved in planning the Mill Quarter have been informed of the public comments. <p>The following information was excerpted from the report, Manotick Mill Quarter Community Development Corporation – 2010 Annual Report, available at, HTTP://OTTAWA.CA/CALENDAR/OTTAWA/CITYCOUNCIL/OCC/2011/08-25/ENGLISHDRAFTAGENDA18.HTM</p> <p>Incorporated in August of 2009, the objectives of the Manotick Mill Quarter Community Development Corporation (MMQCDC) are:</p>

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<p>Mill, should be more attractive.</p> <ul style="list-style-type: none"> • Cultural centre should be built on Clapp property. Potential uses include art galleries, theatre, meeting rooms, police station and underground parking, which could ease parking problems. Some of these could be income generators. These uses would complement adjacent heritage properties including the mill and former Rideau Valley Conservation Authority buildings. Extend historic designation to include Clapp property; current designation does not permit uses contemplated. 	<p>a) to formalize and maintain Dickinson Square as an open space, primarily for public use, as designated and approved by its owner and for the purpose of:</p> <ul style="list-style-type: none"> i. preserving the heritage character of the “Mill Quarter” area in the Village of Manotick; and ii. providing for enhanced opportunities for heritage and cultural events; <p>b) to plan, subdivide and develop or redevelop properties within the “Mill Quarter” area in the Village of Manotick, with the consent of their owner(s), for the purposes of preserving and enhancing the character of the Mill Quarter area and the heritage buildings located therein, including:</p> <ul style="list-style-type: none"> i. providing opportunities for arts and heritage programming, and community activities; and ii. accommodating commercial tourist and heritage uses including commercial accommodation, boutiques, galleries, craft and other specialty outlets, museums, restaurants and studios; <p>c) to improve, beautify and maintain land buildings and structures owned by the City of Ottawa and located within the “Mill Quarter” area in the Village of Manotick, as designated and approved by the City of Ottawa, beyond the standard provided at the expense of the City of Ottawa generally;</p>

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		<p>d) to promote the “Mill Quarter” area in the Village of Manotick and other areas adjacent thereto, and to undertake community improvement thereof;</p> <p>e) to acquire, hold, sell, lease or dispose of land within or adjacent to the “Mill Quarter” area in the Village of Manotick for the purposes set out in paragraph a), b), c), d) above;</p> <p>f) to clear, grade, service or otherwise prepare the land and properties of the corporation for the purposes set out in paragraphs a), b), c) and d) above;</p> <p>g) for the purposes set out in paragraphs a), b), c) and d) above, to construct, operate, maintain, own and/or provide (including ownership of land related thereto):</p> <ul style="list-style-type: none"> i. facilities for amusement or for conventions and visitors’ bureaus; ii. culture and heritage systems. <p>The establishment of the MMQCDC was based on the requirement that the Corporation becomes financially self-sustaining by generating revenues through the sale or lease of properties transferred into the Corporation. By acquiring the subject parcels, the City has incurred expenditures totaling \$2,440,000 and the MMQCDC is responsible for repaying the</p>

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	<p>City for those expenditures within two years of the properties being transferred by the City to the Corporation. In that regard, there are certain directives and conditions pertaining to the transfer of the properties to the Corporation that must be met by the Corporation, which include:</p> <ul style="list-style-type: none"> • repaying the City for all costs associated with the acquisition and holding of the properties by creating appropriate sales revenues or prepaid long-term property lease; • entering into a heritage easement agreement(s) for the designated heritage buildings and the related public spaces that define Dickinson Square, which will protect these spaces for public events prior to the sale or lease of any of these properties; • pursuing the potential for economic viability for generating electrical power at Watson’s Mill.
<p>Gaps Character Area</p> <ul style="list-style-type: none"> • Employment opportunities are needed in village and the “Gaps” character area should be focus of employment uses. 	<ul style="list-style-type: none"> • The Manotick Secondary Plan identifies the Gaps Character Area as having a strong employment focus.
<ul style="list-style-type: none"> • The Gaps Character Area is comprised of houses – the Secondary Plan plan needs to be updated to reflect current realities. 	<ul style="list-style-type: none"> • Although the Gaps Character Area consists of houses at this time, the Secondary Plan provides a roadmap for future growth. It is anticipated that this area will accommodate offices, multiple residential development and various public and institutional facilities in the future.
<p>Residential</p> <ul style="list-style-type: none"> • There is enough land within the village boundary for residential growth. 	<ul style="list-style-type: none"> • The 2009-2010 Rural Residential Land Survey states that there are 1,851 future potential dwelling units in Manotick. Since 2001, Manotick has grown by about 24 dwelling units per year. This

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	means that there is over a 75 year land supply for residential development. (Note: This does not take into account the potential impact of the Mahogany development on current trends.)
<ul style="list-style-type: none"> 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? 	<ul style="list-style-type: none"> Other than Manotick Main Street, there are several areas where residential will be permitted with commercial development including: Bridge Street, the Post Office District, the Mews and the Gaps.
<p>Other</p> <ul style="list-style-type: none"> Where can the Secondary Plan be found? 	<ul style="list-style-type: none"> The Manotick Secondary Plan can be found in Volume 2C of the City of Ottawa Official Plan. http://ottawa.ca/city_hall/ottawa2020/official_plan/vol_2c/former_rideau/manotick/index_en.html
<ul style="list-style-type: none"> Some questions asked by residents: 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. 	<ul style="list-style-type: none"> The Manotick Business Improvement Area plays a significant role in how these questions are answered. These comments have been forwarded to the BIA for their information.
<p>Village boundary</p> <ul style="list-style-type: none"> Should the village boundary be expanded (west, north or south) to permit additional commercial uses? The lands to the south would be a good location for institutional uses, which 	<ul style="list-style-type: none"> See Village expansion – Trinity development below.

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	would buffer the residential uses in the Mahogany subdivision from agricultural uses to the south.	
	<p>Village – big box</p> <ul style="list-style-type: none"> • Some residents feel that the proposed Trinity development located outside of the Village is a threat to the commercial viability of the core, does not fit with the area as proposed and will cause additional traffic problems. There was also some unhappiness about the size of the development and there was the opinion that people moved to Manotick to get away from big box development. • A range of opinions were expressed about big box development. These ranged from those who felt that big boxes in the core – which needs to be respected - would destroy it and that if people need to shop at the box stores, they can drive to other locales. Others thought that people moving to Manotick will want the amenities and conveniences of the City e.g. big boxes. • Core development will result in employment. But it needs to be decent employment – office, high tech, as 	<ul style="list-style-type: none"> • These comments have been directed to planning staff involved in the Trinity development application and associated Ontario Municipal Board appeal.

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	opposed to big box retail.	
	<p>Village expansion –Trinity development</p> <ul style="list-style-type: none"> The proponent of the Trinity development located outside Manotick states that the current village boundary should be expanded to include the lands located at the intersection of Mitch Owens Road and River Road, site of the proposed commercial development. Some of the reasons for this request: i) there has been commercial development between the Rideau River and Rideau Road, including a retail site, a bank and restaurant both with drive-throughs,; ii) City Council has approved 1,400 dwelling units that will add to larger market demand; iii) there is strong market demand; iv) the existing residential uses east of the village boundary are in conflict with Official Plan policies which prohibits residential uses within one kilometre of a village boundary. 	<ul style="list-style-type: none"> On April 8, 2009 City Council directed that the Planning and Growth Management Department oppose the Official Plan Amendment and Zoning amendments Trinity’s request for both an Official Plan Amendment from “Agriculture Resource Area” to “General Rural Area” and Zoning By-law Amendment to permit construction of a shopping centre with retail, service commercial and office uses. This matter is to be considered by the Ontario Municipal Board. <p>The proponent has requested a village boundary expansion to accommodate a shopping centre development through this Village Review project. This village review process as directed in Motion No. 68/23 by City Council was intended to include an analysis of changes in the last five years, a refresh of the village plans and to consider any needs and challenges and any required policy initiatives.</p> <p>It is beyond the scope of this village plan review of 24 villages to consider this request. The Official Plan states that the most appropriate time to conduct a land supply assessment is during its five year review. When residents were asked about large format development in Manotick - see Village – big box, they were concerned about impact of development on existing businesses in the core and traffic.</p>
	GREENSPACE AND ENVIRONMENTAL	

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MANAGEMENT	
<p>Parks</p> <ul style="list-style-type: none"> • A parks master plan should be prepared for Manotick. Are parks designed based on demographics and community needs? 	<ul style="list-style-type: none"> • As part of the Village Core and connectivity study, a review should also be undertaken of the greenspace network and how it can be linked to the commercial core and heart of Manotick. In this way existing and new linkages (pathways, bike routes and sidewalks) can be identified to connect these greenspaces with the Village Core and Rideau River. <p>Parkland dedication is taken at the time of subdivision and site plan application. The size of the park/parks is determined based on the number of dwelling units per hectare or 5% of the total developable area to a maximum of 10%. The park design is based on demographics and community needs. Parks planners consult with community representatives during park design.</p>
<ul style="list-style-type: none"> • Parks will be better used if public washrooms were available. 	<ul style="list-style-type: none"> • Public washrooms are only constructed in community and district park locations where a building such as a field house, community hall or recreation centre exists. In some cases a washroom is installed as a shared cost with sports groups who also maintain the sports fields.
<ul style="list-style-type: none"> • There is an off-leash dog area in David Bartlett Park. If the City completes a pathway along the Rideau River, the off-leash area should be maintained. There is a fear that dog owners will lose their off-leash privileges since this is a significant meeting place for some 	<ul style="list-style-type: none"> • This will be reviewed and considered during the Village Core and connectivity study.

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residents.	
<ul style="list-style-type: none"> There are seventy acres of City land located behind the municipal yards on Bankfield. This could be a good location for a new park and new pathways. 	<ul style="list-style-type: none"> A number of City departments include City lands in their inventories. The City may have uses planned for the lands, however, this will be investigated. In order to acquire these lands as parkland, the City must convey the land through a formal disposal circulation. This will be reviewed and considered during the Village core and connectivity review.
<ul style="list-style-type: none"> There is green space available at the north-east corner of Kelly Marie and Rideau Valley Drive. It would be a suitable for City parkland. 	<ul style="list-style-type: none"> A number of City departments include City lands in their inventories. The City may have uses planned for the lands, however, this will be investigated. This will be reviewed and considered during the Village core and connectivity review.
<ul style="list-style-type: none"> The existing pathway in George McLean Park should be shown. 	<ul style="list-style-type: none"> This will be reviewed during the Village Core and connectivity review.
<p>Greenspaces</p> <ul style="list-style-type: none"> Mahogany Forest is important to preserve since it has a unique habitat. Several residents mentioned that it is important to have pathways in the forest for residents are needed through it for walking. 	<ul style="list-style-type: none"> The Mahogany Forest is designated as a Natural Environment Area in the Manotick Secondary Plan. Any development within 30 metres of the boundary of this designation will require that an Environmental Impact Statement (EIS) be prepared and submitted with the development application.
<ul style="list-style-type: none"> It is important to preserve both sides of waterway on the Mahogany lands. 	<ul style="list-style-type: none"> The Manotick Secondary Plan includes broad setbacks along both sides of the various watercourses crossing the Mahogany lands, which are intended to protect the riparian corridors and also provide opportunities for pathway connections. At the time of pre-consultation with City staff, the proponent will be advised of all the pertinent policies relating to presence of a watercourse, riparian plantings etc.

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<p>Access to Rideau River</p> <ul style="list-style-type: none"> • There is no visibility or access to the nearby Rideau River a nearby natural amenity. Signage should be installed to indicate where the public can access the river's edge and the boat launch. Another idea is a temporary dock to allow access to the village core from the water. 	<ul style="list-style-type: none"> • This will be considered in the Village Core and connectivity study.
TRANSPORTATION	
<p>Bridge Street traffic - trucks</p> <p>The following comments were received relating to truck traffic:</p> <ul style="list-style-type: none"> • Main Street is currently a “drive-through” for truck traffic making it unsafe. • Trucks making turns at Bridge Street /Manotick Main Street mount the curbs which is unsafe for pedestrians. Trucks will ruin bridge with weight. • A ring road or bypass should be considered to address the truck issue. • There should be restrictions on truck traffic after Strandherd-Armstrong Bridge opens e.g. only local deliveries. Is there a plan to ban trucks on the Bridge? 	<ul style="list-style-type: none"> • Construction is now underway of the Strandherd-Armstrong Bridge, which will be completed and operational by 2012. We anticipate that some of the traffic travelling through Manotick will be diverted to the new Bridge.

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	<p>Dickinson Avenue</p> <ul style="list-style-type: none"> There is a left hand turn that needs to be taken out at Dickinson Avenue and Bridge Street in order to stop people from bypassing Manotick Main Street. 	<ul style="list-style-type: none"> This area is part of the Mill Quarter initiative and will be addressed as part of the planning work currently being undertaken by the City's Real Estate Partnership & Development Office.
	<p>Bridge Street – pedestrians</p> <ul style="list-style-type: none"> Bridge Street at Manotick Main Street is not pedestrian-friendly and safety is an issue. Even with a traffic light it is still hard for pedestrians to cross the road. There is a lot of congestion not only a peak hour, but also in both directions. 	<ul style="list-style-type: none"> Staff is aware of the issues at this intersection and this will be addressed as part of the Village Core and connectivity study.
	<p>North - south traffic improvements?</p> <ul style="list-style-type: none"> The new Strandherd-Armstrong Bridge will help east-west traffic issues but what about north-south traffic, which is tied to traffic volume? 	<ul style="list-style-type: none"> Manotick residents will benefit from the future widening of Prince of Wales from Strandherd Drive, at the new bridge, north to Fisher Avenue. This is a large project that will likely occur in two phases starting with Strandherd Drive to Merivale Road and then later Merivale Road to Fisher Avenue. The widening is a road infrastructure project identified in the Transportation Master Plan (TMP - Phase 2 – 2015-2022). <p>Another road project is scheduled to the north of Manotick, the widening of Jockvale Road from Prince of Wales Drive to Cambrian Road. This is another Phase 2 (2015-2022) project identified in the Transportation Master Plan.</p>
	<p>Mahogany development</p> <ul style="list-style-type: none"> Is there a traffic impact study for the 	<ul style="list-style-type: none"> Traffic studies were submitted as part of the planning process for

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<p>Mahogany lands? Can the current roads accommodate increased traffic in the Village Core?</p>	<p>the Mahogany lands to demonstrate the impact of development on the community. The Ontario Municipal Board's 2009 decision, which was incorporated into the Secondary Plan, stipulated that a maximum of 1,400 dwelling units could be built in accordance with specific phasing policies. These dwelling units will be comprised of detached housing at low and moderate densities and mixed residential areas ranging from detached dwellings, street townhouses, semi detached dwellings.</p> <p>Traffic impact studies will be required to support the zoning amendments associated with each phase of development. These studies must show that the roads can accommodate increased traffic throughout the Village including the Village Core.</p> <p>A transportation impact study was submitted for Phase 1 of the development – this phase has been approved by the City.</p>
<ul style="list-style-type: none"> • Will the transportation planning from Mahogany be carried forward? We should defend the previous planning for this. 	<ul style="list-style-type: none"> • Planning for the Mahogany lands will proceed in accordance with the Ontario Municipal Board's decision of April 8, 2009, which is has been incorporated into the Manotick Secondary Plan.
<p>Area transportation issues</p> <ul style="list-style-type: none"> • The transportation issues related to First Line Road, Bridge Street, and Bankfield Road need to be dealt with first before development proceeds. 	<ul style="list-style-type: none"> • This issue was considered in the Manotick Secondary Plan, which states that depending on the timeframe of each phase, <u>it is the responsibility of the developer to fund or wait for City implementation</u> of the following modifications (subject to change depending on the results of the required studies and

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		<p>verifications):</p> <ul style="list-style-type: none"> - Signalization of Bankfield/First Line Road intersection and provision of the required turn lanes. (Note: this intersection is being monitored for signalization and when warrants are met it will be signalized.) - Potential modifications to Bankfield Road/Prince of Wales intersection (if warranted); - Widening of Bankfield Road to four lanes from First Line Road west to Prince of Wales Drive; - Additional turn lane and approach lanes, as identified/required at both the Bankfield/First Line Roads and Bankfield Road/Prince of Wales Drive intersections; - Consideration of the need to connect Mahogany's East-West Collector to First Line Road in order to minimize the site traffic impact on Manotick Main Street; - An east-west Collector Road link to First Line Road, if not provided/required at Phase 3.
	<ul style="list-style-type: none"> • There should not be a new access onto Manotick Main Street for the new Mahogany development. 	<ul style="list-style-type: none"> • The Manotick Secondary Plan shows that there will be an east-west collector road in the Mahogany development from Manotick Main Street to First Line Road. Phase 1 is anticipated to have access onto Manotick Main Street and Century Road.
	<ul style="list-style-type: none"> • What has happened to the proposal to extend Van Vliet Road so that it can align with the northerly intersection on Bridge Street? There is a light at the north end of island, but it is very difficult for residents at the south end of the 	<ul style="list-style-type: none"> • The City has hired a transportation consultant to undertake an environmental assessment regarding improvements of this area in the Fall 2011.

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island to get off.	
<ul style="list-style-type: none"> • People use Dickinson Street area north of Main Street to avoid the traffic congestion on Main. Perhaps traffic calming measures would be useful with this problem? 	<ul style="list-style-type: none"> • There are discussions underway for the future development of the “Mill Quarter”, which could change the current traffic patterns in this area.
<ul style="list-style-type: none"> • There is a (proposed) seniors residence and (elementary) school on Bridge Street. It is not currently safe for pedestrians to cross since there is no traffic signal. 	<ul style="list-style-type: none"> • As stated above, there are two studies underway (environmental assessment of Van Vliet Road and Mill Quarter planning) that will affect traffic on Bridge Street. Once the outcomes of each are known, the City will be in a better position to determine what is needed to address pedestrian crossings.
<ul style="list-style-type: none"> • Earl Armstrong Road could be extended east to connect to Highway 417. Earl Armstrong Road should be upgraded to “truck route” standard. 	<ul style="list-style-type: none"> • Earl Armstrong Road between Bridge Street and Spratt Road is being upgraded and widened to four lanes to take higher traffic volumes as a result of the new bridge crossing. <p>There are two roads that provide access to Highway 417 from the Manotick area: Mitch Owens Road and Leitrim Road located further to the north. The Transportation Master Plan shows a future road link of Earl Armstrong Road from Albion Road only to Bank Street.</p>
<p>First Line Road</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • There was also a public comment submitted to the City regarding this intersection to consider a roundabout. The suggestion was forwarded to the Design Review & Implementation Unit (Planning and Growth Management Department) to consider. This group is responsible for any proposed changes to existing signalized intersections.

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	Street. There needs to be a traffic signal at First Line and Greenbank to reconnect the two and have a right turn off of Prince of Wales.	
	<ul style="list-style-type: none"> • There are concerns about increased traffic on First Line road where there are already speeding problems. New development will exacerbate the problem. 	<ul style="list-style-type: none"> • See response for Area transportation issues.
	<p>Suggested road improvements</p> <ul style="list-style-type: none"> • Traffic should be diverted around the core to preserve the village core's character when new development occurs. Traffic calming is not needed. 	<ul style="list-style-type: none"> • See responses for Mahogany development and Area transportation issues.
	<ul style="list-style-type: none"> • There should be a new traffic light at Century Road and Rideau Valley Drive especially once new development occurs. 	<ul style="list-style-type: none"> • See response for Mahogany development and Area transportation issues.
	<ul style="list-style-type: none"> • Consider closing Eastman at Mews or make it a one-way street to eliminate cut-through traffic. 	<ul style="list-style-type: none"> • Eastman Avenue functions to accommodate traffic from Manotick Main Street and the Mews.
	<ul style="list-style-type: none"> • Local roads in poor condition – it's like a washboard. 	<ul style="list-style-type: none"> • This information has been forwarded to Asset Management Staff (Infrastructure Services and Community Sustainability Portfolio).
	<ul style="list-style-type: none"> • Divert traffic from Mahogany around village via Rideau Valley South — Century Road—First Line Road. 	<ul style="list-style-type: none"> • See response for Mahogany development.

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	<ul style="list-style-type: none"> • A new traffic signal should be installed at First Line and Bankfield. 	<ul style="list-style-type: none"> • See response to Area transportation issues.
	<ul style="list-style-type: none"> • Manotick Main Street cannot 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. 	<ul style="list-style-type: none"> • A Village core and connectivity study is recommended to address the mainstreet issues. All phases of the Mahogany development require traffic impact studies in support of their zoning applications. These studies will identify the traffic improvements required to address traffic impacts.
	<p>Suggested transit improvements</p> <ul style="list-style-type: none"> • Use mini-buses to better match demand. • An on-demand shuttle bus should be available to get people around village instead of relying on parking in the core. 	<ul style="list-style-type: none"> • In response to an inquiry made by Councillor Wilkinson at the January 31, 2011 Transit Commission meeting, Transit Services staff undertook an evaluation of the potential use of small buses within the OC Transpo conventional fleet. A draft report has been prepared by staff and is currently under review by senior staff.
	<ul style="list-style-type: none"> • Provide “dial-a-bus” service that is only available on demand. 	<ul style="list-style-type: none"> • OC Transpo’s service design, and in turn service provision, is based upon customer demand. There are currently two routes that operate through Manotick (Routes 186 & 245) and each route only operates hourly during the peak period. Neither of these routes run empty and as such, moving to an on-demand type of service would not reduce the number of buses that operate through Manotick. Presently, both existing routes meet the minimum financial performance standards established by OC Transpo. An on-demand type service would be difficult to

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	provide as the inconsistency/uncertainty of customer demand would create difficulties in scheduling buses for service, and if provided, would be very costly to operate.
<ul style="list-style-type: none"> • Provide buses that go to destinations specified by the bus rider. 	<ul style="list-style-type: none"> • This type of service might be best satisfied by the use of private taxi companies. OC Transpo operates on the basis of providing a service that is reliable and predictable to the customer, and also relies upon a certain level of demand. By providing a service that is directed by each individual customer, there would be no benefit to any other customer as there is no predictability in terms of where or when a bus may be passing any given location. As well, there would be no established level of customer demand, and in turn would result in high operating costs.
<ul style="list-style-type: none"> • Organize a shuttle bus from outer village points or a common parking lot to bring people into the village core—this would reduce parking demand. 	<ul style="list-style-type: none"> • Similar to the above two suggestions, there would not be a consistent and/or sufficient level of demand to warrant the provision of a shuttle bus service.
<ul style="list-style-type: none"> • Concern of empty buses in Manotick 	<ul style="list-style-type: none"> • To help address this general concern, it is best to note that it is a standard practice of OC Transpo to interline buses to the most efficient degree possible. Interlining is a process by which routes are matched, or strung together to form one run, in order to maximize the productive time that a bus is in service. For example, a bus may begin as a Route 95 at Trim Station in the east, travel to Barrhaven Centre Station where the Route 95 ends its route, and then continues on to Manotick as a Route 186. In addition, often times interlining offers an opportunity to provide transfer enhancements for passengers as they're able to

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	<p>travel a further distance without changing buses. Conversely, the amount of deadhead and layover time is reduced. In general, OC Transpo is able to make the highest and best use of its operating resources (buses and personnel) through interlining.</p> <p>As interlining relates to the perception of empty buses in Manotick, it could be the situation that an articulated bus is required to service the Route 95 in the afternoon peak period, due to the high ridership volumes on this route. As this bus continues on to Manotick and passengers continue to exit, by the time this articulated bus reaches Manotick, it appears empty. However, it is more cost effective to continue an articulated bus through to Manotick, rather than schedule a new, smaller bus to enter service and carry passengers to Manotick.</p> <p>In general, depending upon what point one looks at a route and whether the bus is full or empty, it is typically the case that passenger loads are lower toward the end of a route. As previously noted, both existing routes operating into Manotick meet the minimum financial performance standards established by OC Transpo.</p>
WATER AND WASTEWATER SERVICING	
<ul style="list-style-type: none"> • What is involved in the petition process to obtain public services in a neighbourhood? What is the cost of servicing? 	<ul style="list-style-type: none"> • In order for the City to bring water and wastewater into a neighbourhood, residents need to prepare a local improvement petition with this request. As part of this process, staff can provide the community with the relevant forms and fact sheets.

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	<p>Costs are variable and only approximate costs can be provided at the early stages of the process. More accurate costs are not known until a later date. Further details regarding the local improvement process are available from Gina Gill, Infrastructure Services Department (gina.gill@ottawa.ca)</p>
<p>Water</p> <ul style="list-style-type: none"> • Why can't you drink from the water fountain at the public library? 	<ul style="list-style-type: none"> • The tap water is high in salt. Water from a bottle is available to staff and public, if requested.
<ul style="list-style-type: none"> • How often are fire hydrants checked? During a recent fire two hydrants did not work (1136 O'Grady and 5550 Dickinson) 	<ul style="list-style-type: none"> • This information has been forwarded to Fire Services for follow-up.
<ul style="list-style-type: none"> • Some residents commented on an iron taste to their water. 	<ul style="list-style-type: none"> • It is likely that these residents' drinking water comes from a private well where there may be possibility of iron in the water.
<p>Wastewater</p> <ul style="list-style-type: none"> • There is a concern about ½ acre lot size. 	<ul style="list-style-type: none"> • Technical studies must be carried out to substantiate the feasibility of proposed lot sizes in all new development.
<ul style="list-style-type: none"> • What happened to the sanitary sewer station in Manotick? 	<ul style="list-style-type: none"> • The building will be demolished sometime in 2012.
<p>Hydro</p> <ul style="list-style-type: none"> • Overhead wires should be buried on mainstreet to improve the streetscape. 	<ul style="list-style-type: none"> • Hydro burials are usually considered at the time of road reconstruction and are a costly component of any renewal project.