

**2. ZONING BY-LAW AMENDMENT – 5651 FIRST LINE ROAD**

**MODIFICATION DU RÈGLEMENT DE ZONAGE – 5651, CHEMIN FIRST LINE**

**COMMITTEE RECOMMENDATION**

**That Council approve an amendment to Zoning By-law 2008-250 for 5651 First Line Road to permit Phase 3 of the draft approved residential Plan of Subdivision, as detailed in Document 2.**

**RECOMMANDATION DU COMITÉ**

**Que le Conseil approuve une modification du Règlement de zonage n° 2008-250 visant le 5651, chemin First Line, afin d'autoriser la phase 3 du plan de lotissement dont la version provisoire a été approuvée, comme le précise le document 2.**

**Documentation/Documentation**

1. Acting Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated October 25, 2021 (ACS2021-PIE-PS-0127)

Rapport de la Directrice par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 25 octobre 2021 (ACS2021-PIE-PS-0127)

2. Extract of draft Minutes, Agriculture and Rural Affairs Committee, November 4, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'agriculture et des affaires rurales, le 4 novembre 2021

**AGRICULTURE AND RURAL  
AFFAIRS COMMITTEE  
REPORT 26  
NOVEMBER 10, 2021**

**13**

**COMITÉ DE L'AGRICULTURE ET  
DES AFFAIRES RURALES  
RAPPORT 26  
LE 10 NOVEMBRE 2021**

**Report to  
Rapport au:**

**Agriculture and Rural Affairs Committee  
Comité de l'agriculture et des affaires rurales  
4 November 2021 / 4 novembre 2021**

**and Council  
et au Conseil  
10 November 2021 / 10 novembre 2021**

**Submitted on 25 October 2021  
Soumis le 25 octobre 2021**

**Submitted by  
Soumis par:  
Lily Xu**

**Acting Director / Directrice par intérim  
Planning Services / Services de la planification  
Planning, Infrastructure and Economic Development Department / Direction  
générale de la planification, de l'infrastructure et du développement économique**

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**Ward: RIDEAU-GOULBOURN (21)**

**File Number: ACS2021-PIE-PS-0127**

**SUBJECT: Zoning By-law Amendment – 5651 First Line Road**

**OBJET: Modification du Règlement de zonage – 5651, chemin First Line**

## **REPORT RECOMMENDATIONS**

- 1. That Agriculture and Rural Affairs Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 5651 First Line Road to permit Phase 3 of the draft approved residential Plan of Subdivision, as detailed in Document 2.**
- 2. That Agriculture and Rural Affairs Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of November 10, 2021 subject to submissions received between the publication of this report and the time of Council's decision.**

## **RECOMMANDATIONS DU RAPPORT**

- 1. Que le Comité de l'agriculture et des affaires rurales recommande au Conseil d'approuver une modification du Règlement de zonage n° 2008-250 visant le 5651, chemin First Line, afin d'autoriser la phase 3 du plan de lotissement dont la version provisoire a été approuvée, comme le précise le document 2.**
- 2. Que le Comité de l'agriculture et des affaires rurales donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 10 novembre 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

## **BACKGROUND**

Learn more about link to Development Application process - Zoning Amendment

For all the supporting documents related to this application visit the link to Development Application Search Tool.

### **Site location**

5651 First Line Road

### **Owner**

Minto Communities Inc.

### **Applicant**

Minto Communities Inc.

### **Description of site and surroundings**

Situated in the Village of Manotick's Mahogany Community, the subject site is located west of the now under construction Phase 2. The site is bounded by Phase 2 to the east, Manotick Estates to the north, Century Road to the south, and future development lands to the west (First Line Road).

### **Summary of requested Zoning By-law amendment proposal**

The applicant has requested to rezone lands in Phase 3 in similar fashion to the previously approved Phase 2. The Zoning By-law amendment does not apply to the parks and open space block, nor the 72' single detached dwelling lots within Phase 3 since the zoning for these areas have been approved through past Zoning By-law amendments.

Lands identified as Area A in Document 2 will be rezoned from Development Reserve Subzone 1 (DR1) to Village Residential First Density, Subzone C, Rural Exception [870r] (V1C [870r]). Additionally, lots identified in Document 3 will be permitted a maximum driveway coverage of 60% and identified in Schedule 404 as amended.

Lands identified as Area B in Document 2 will be rezoned from Development Reserve Subzone 1 (DR1) to Village Residential Third Density, Subzone A, Rural Exception [871r] (V3A [871r]) save and except an amendment to the maximum lot coverage from 50 to 55% for a detached dwelling only. Additionally, lots/blocks identified in Document 3 will be permitted a maximum driveway coverage of 60% and identified in Schedule 404 as amended.

Lands identified as Area C in Document 2 will be rezoned from Development Reserve Subzone 1 (DR1) to Village Residential Third Density, Subzone A, Rural Exception [872r] (V3A [872r]) to increase the maximum lot coverage to 60% for a townhouse dwelling only. Additionally, blocks identified in Document 3 will be permitted a maximum driveway coverage of 60% and identified in Schedule 404 as amended.

### **Brief history of proposal**

The Minto Mahogany Community (Phase 3) Zoning By-law amendment was filed on May 13, 2021. The Plan of Subdivision was granted draft approval on October 19, 2018. The draft approval included the second, third and fourth phases of the Mahogany Community. In total 897, housing units were approved for Phases 2 to 4. Of the total, Phase 3 has been allotted 316 residential units (249 detached units, 67 bungalow townhouses). The complete Mahogany Community (Phase 1 to Phase 5) will contain a maximum of 1,400 dwelling units.

### **DISCUSSION**

#### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

As a result of the public notification the City received five written submissions.

#### **Summary of written submissions:**

- Object to increase in maximum coverage of lots from 50% and 55% to 60%.

- Increase in traffic, traffic study needed
- Fear of exceeding unit count approved by the OMB for a total of 1400
- Proposed zoning is increasing the densities beyond what was originally approved
- Watermain loop to be completed before Phase 3 begins house construction.

Of note, a statutory public meeting was held for the Plan of Subdivision on Tuesday November 28, 2017.

For this proposal's consultation details, see Document 3 of this report.

#### Official Plan designation

The proposal aligns with applicable Official Plan policies for the Village of Manotick. The site is designated as "Village" on Schedule "A" in the Official Plan. A variety of land uses are encouraged to provide for the daily needs of the rural community and to ensure that they remain rural in character and scale. The proposed Phase 3 development of the Mahogany Community conforms to the strategic directions and policies of the Official Plan and Manotick Secondary Plan.

#### Other applicable policies and guidelines

The following policies support this application:

Policies for the Village of Manotick are set out in the approved Manotick Secondary Plan (2016). The Manotick Secondary Plan sets out detailed policies that provide direction as to how the Village will develop in the future, with a vision to "maintain a village atmosphere in a growing inclusive community that respects Manotick's historic beginnings, where residents' daily needs are met and where visitors are welcome in a pedestrian-oriented commercial core".

The Secondary Plan facilitates the logical phasing of development in the area (the integration of transportation links, parks and open space, schools, pedestrian links and stormwater) and forms the basis for various, subsequent plans of subdivision.

Schedule "A" - Land Use, of the Secondary Plan designates the site as the "Mahogany Community". Notwithstanding other policies in the Secondary Plan, Section 2.3.5 set-out specific policies for the Mahogany Community; they are:

Policy 2.3.5 (1): "All development shall be on the basis of central water and wastewater services".

- The proposed development will be on central water and wastewater services. The pump station that will service Phase 3 of the Mahogany Community was completed during Phase 1 construction.

Policy 2.3.5 (2): "The Mahogany Community Development Concept Plan (January 2008) as approved by the City of Ottawa will be used as the basis for the approval of subsequent plans of subdivision, site plans and zoning".

- Proposed Phase 3 conforms to The Mahogany Community Development Concept Plan (January 2008)

Policy 2.3.5 (3): "The location of land uses will be in accordance with Schedule C – Mahogany Land Use".

- The proposed Phase 3 development of the Mahogany Community conforms to the general intent of Schedule C. A number of land uses have been relocated as a result of consultation with the public at the community workshop, and through communication with relevant stakeholders.

Policy 2.3.5. (5): "The land use and associated densities below will be permitted in the Mahogany Community":

- a) Single Family (Low Density) areas will provide for approximate lot sizes of 22 metres x 50 metres.
  - Approved Draft Plan provides for lots of approximately 22 X 50.
- b) Single Family (Moderate Density) areas may have a density up to seven units per gross residential acre (16 units per gross residential hectare);

- The current average density of the Single Family (Moderate Density) areas is approximately 13.4 units per gross residential hectare.
- c) Mixed Residential areas may have a density up to 14 units per gross residential acre (35 units per gross residential hectare), and consist of singles, street townhouses, semi-detached, linked bungalows and multiple clusters provided that no more than 25 per cent of the total residential units on the lands shown conceptually on Schedule C are Mixed Residential. Mixed Residential shall be integrated into the overall residential development.
- The current average density of the Mixed Residential areas is approximately 21.4 units per gross residential hectare.

“Policy 2.3.5 (6) “the level of development and the phasing of the Mahogany Community is dependent on the local and regional transportation infrastructure and it is projected that the Vimy Memorial Bridge will create the capacity to support the development. The release of phases and dwelling units is dependent on the developer demonstrating the capacity to support it and achieve the City’s approved level of service operating standard.”

- With the Vimy Memorial Bridge complete the City continues to require as part of the Plan of Subdivision submission a Traffic Impact study (TIS). A TIS was submitted in support of the Plan of Subdivision application for Phases 2 to 4.

Policy 2.3.5. (7): “The total amount of development in Phases 1 to 5 shown on Schedule D – Phasing for Mahogany Community shall not exceed 1,400 dwelling units”

- The proposed total unit count for Phases 1 - 5 remains at 1400 units.

The proposed revisions to the Zoning By-law conform to the policies as set in out Section 2.3.5 above. With respect to increased driveway coverage areas, City staff recognize that there are issues with providing double car driveways on certain lot types,

namely corner, pie shape lots and on certain product type units like adult townhouse bungalows. The additional lot coverage will not impact the ability for streetscaping.

#### Planning rationale

The purpose of this Zoning By-law amendment is to facilitate the development of Phase 3 of the approved draft Plan of Subdivision. The subject application has been examined pursuant to the provisions of the Provincial Policy Statement, the Official Plan, the Manotick Secondary Plan and Section 51 of the *Planning Act*. This examination has revealed that the application, subject to conditions submitted herewith, is complete.

#### Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

#### **RURAL IMPLICATIONS**

The proposal is consistent with the Draft Approved Plan of Subdivision and policies that guide residential development in the Official Plan's Villages.

#### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Moffatt is aware of this report.

## **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the recommendation contained within this report.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with this report.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

There are no accessibility impacts with this report.

## **ENVIRONMENTAL IMPLICATIONS**

The subject application has been examined pursuant to the Official Plan and the Manotick Secondary Plan. City Staff have reviewed the Zoning By-law amendment application and have concluded that all matters of environmental interest have been secured through the approved conditions of the Draft Plan of Subdivision.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following 2019-2022 Terms of Council Priority:

- EP2 - Support growth of local economy

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-21-0041) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to complexity of issues associated the draft approved Plan of Subdivision.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Plan

Document 2 Schedule

Document 3 Details of Recommended Zoning

Document 4 Consultation Details

## **CONCLUSION**

The proposed rezoning for 5651 First Line Road implementing Phase 3 conforms to the policies of the Official Plan and the Manotick Secondary Plan and the implementation of the Draft Approved Plan of Subdivision. Increased lot and driveway coverage will not impact the outcome of the intent of providing a variety of housing types while maintaining a streetscape and open space areas attributed to a village setting. The Planning, Infrastructure, Economic Development Department recommends approval.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

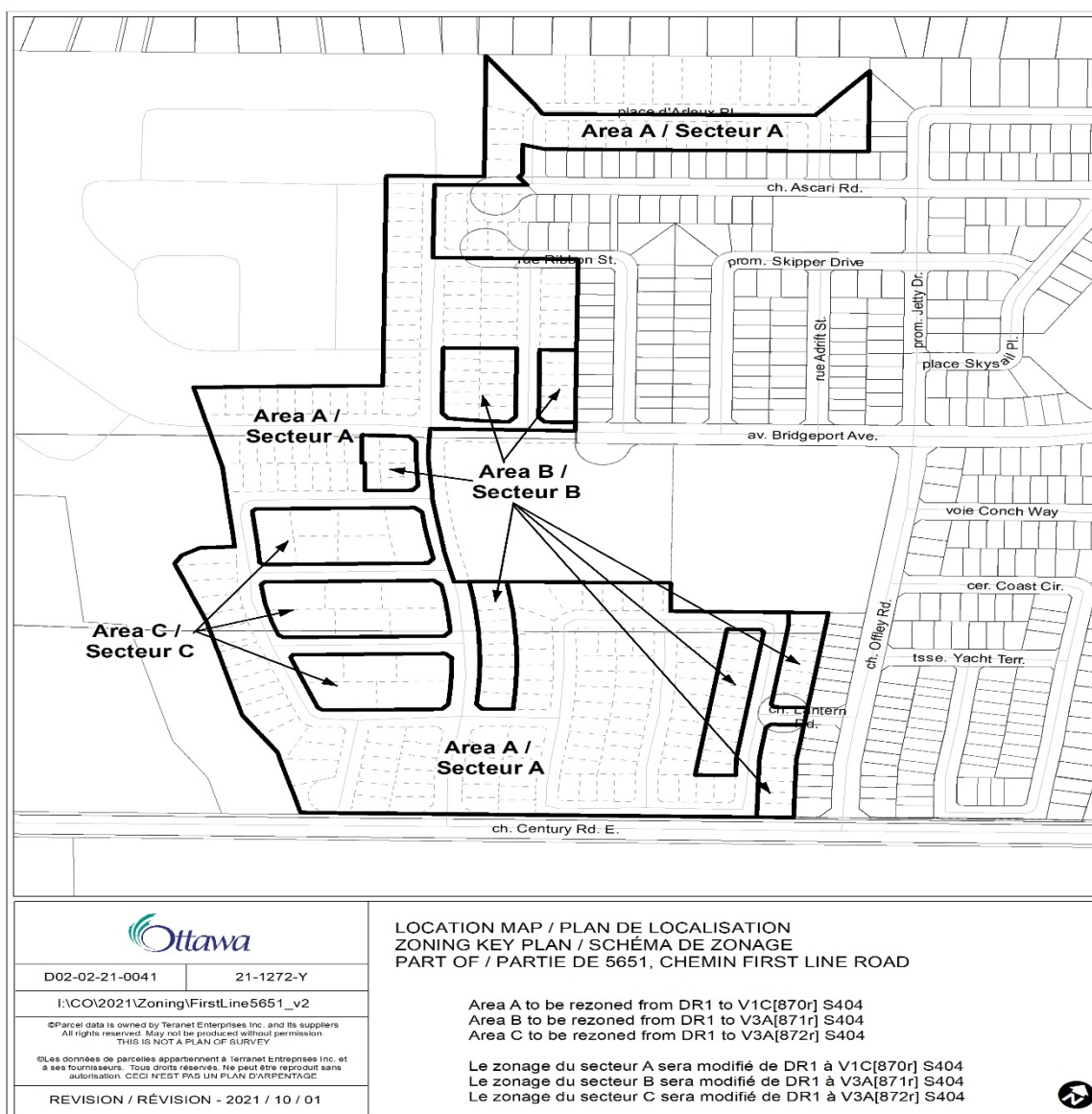
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

## Document 1 – Location Map

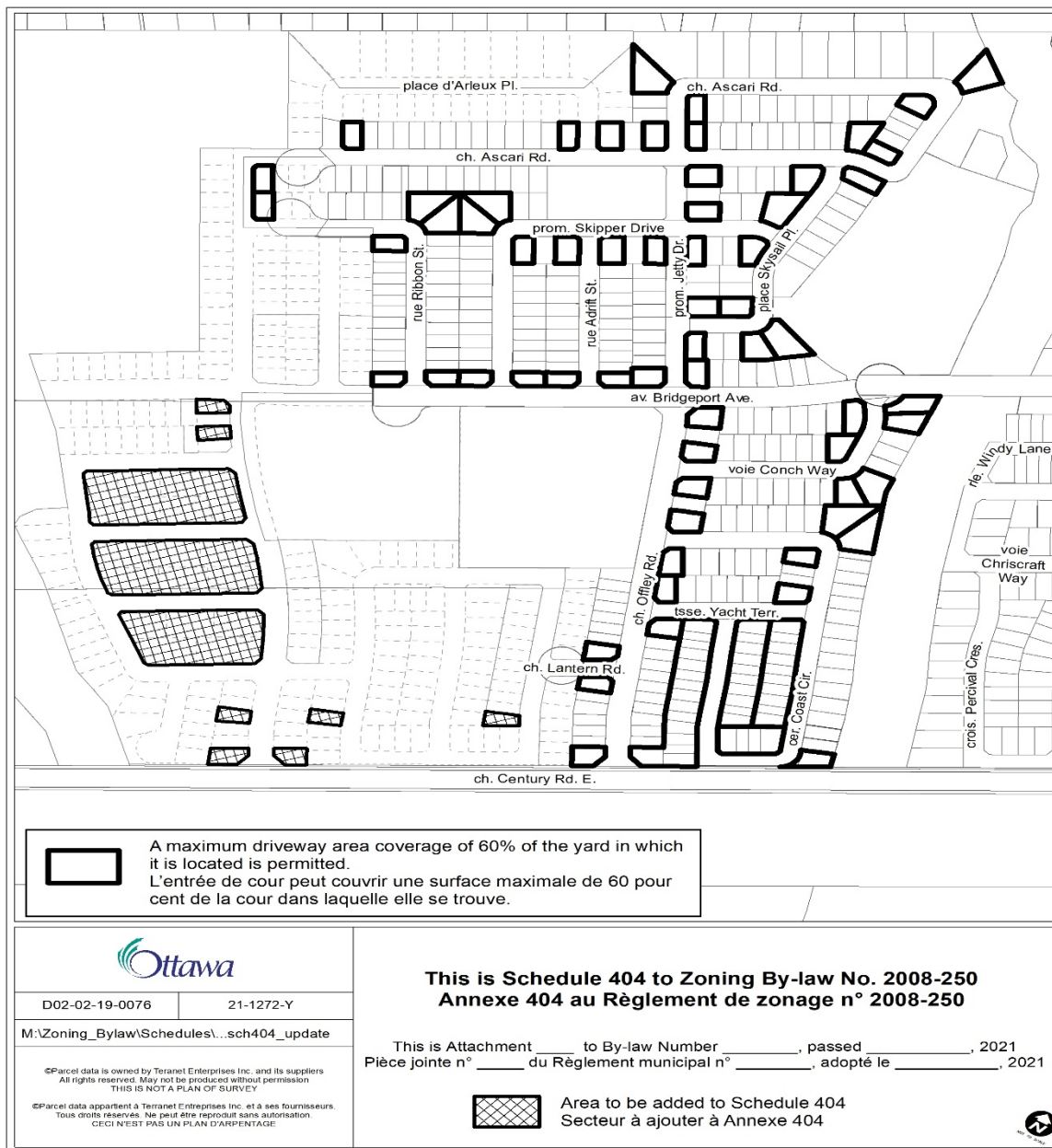
For an interactive Zoning map of Ottawa visit [geoOttawa](#).

This location map includes the property addressed as 5651 First Line Road and identifies the changes to the Zoning By-law areas.



**Document 2 – Schedule 404**

This location map includes the property addressed as 5651 First Line Road and identifies the changes to the Zoning By-law Areas.



### **Document 3 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 5651 First Line Road:

1. Rezone the lands shown in Document 1
2. Amend Section 240 – Rural exceptions with provisions similar in intent to the following:
  - a) Amend Column V of exception [871r] of Section 240 – Rural Exception under the provisions that apply to detached dwellings by replacing the text, “maximum lot coverage of 50 per cent” with the text, “maximum lot coverage of 55 per cent”.; and,
  - b) Amend Column V of exception [872r] of Section 240 – Rural Exception under the provisions that apply to townhouse dwellings by adding the text, “maximum lot coverage of 60 per cent.
3. Amend Schedule 404 as shown in Document 2.

## **Document 4 – Consultation Details**

### Notification and Consultation Process

### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

As a result of the public notification, the City received five written submissions.

### Public Comments and Responses

#### Comment:

My comment is around ensuring there is sufficient setback from Mud Creek when Phase 5 of this development is finalized. Ensuring sufficient greenspace around the creek is a feature that helps to define the landscape, the local community and should be both considered and preserved.

#### Response:

An application for a Plan of Subdivision has not been filed for Phase 5. To date, applications have approved up to Phase 4. Upon submission of Phase 5, a full public process for both draft Plan of Subdivision and zoning will be undertaken. We are aware of the significance of Mud Creek and will work with Minto to ensure appropriate measures are taken.

#### Comments:

- I. Could you advise whether there is anything to stop Minto from seeking an increase to the OMB approved housing cap of 1400 units over the five phases? It seems to me that Minto frequently gets approval for one increase in density or zoning change using justifications like this and then in a few years seeks a further amendment. If this application is approved is it possible to do so on condition that a further application is not made to increase the housing cap itself at a later date?

- II. I object. I live just up the road from this proposed development and already the increased traffic is noticeable, and the character of the area has changed. This would appear to be standard Minto practice of getting zoning approval for one density and then a few years later applying to increase the density so there will be more houses built that they can make money on. This is an abuse of the zoning process but seems to work for Minto. This puts more pressure on city services and the surrounding road services. Public transit and bike paths are so poor in this area that the only option is to drive. Increased density will only exacerbate this problem.

**Response:**

The proposed zoning does not increase the density. The Plan of Subdivision that was granted draft approval on October 19, 2018 set out the lot and block configurations and unit count. All matters such as servicing, transit, pathways etc. were considered. The draft approval included the second, third and fourth phases of the Mahogany Community. In total, 897 housing units were approved for Phases 2 to 4. Of the total, Phase 3 has been allotted 316 residential units (249 detached units, 67 bungalow townhouses). The complete Mahogany Community (Phase 1 to Phase 5) remains at 1,400 dwelling units.

**Comment**

I have managed to slog through the proposed Phase 3 development for Mahogany. I noticed a few changes that are not surprising - higher density which is likely due to the swap they did for Phase 2. I also noted the addition of bungalow towns which are probably a response to the market where this type of housing is in great demand - particularly in Manotick.

My main question/concern related to the proposed increase in maximum coverage of lots from 50% and 55% to 60%. If I understand this correctly, it would result in the houses taking up more of the space per lot, reducing the lawn around the houses. If so, we would have a problem with this as it would not be in keeping with the rural village feel (which they espoused to support throughout their planning rationale). Homes in rural villages have more green space than suburban homes - that is one of the features

which make it unique so I do not see how they can justify this and still position Phase 3 as fitting in with the rural village character.

My second question/comment relates to traffic. We have just completed a traffic counting exercise at Bridge and Main and compared it to traffic crossing the Vimy Bridge. It is obvious to us that Bridge and Main is still carrying a higher percentage of traffic and we have seen north-south increases in the past year (even with a pandemic). We are not surprised but one of the requirements for the Mahogany development is ensuring appropriate infrastructure to handle increased traffic with an assumption that a certain amount of traffic that would flow through the village is redirected to Vimy Bridge. I think that an updated traffic impact assessment is required for Phase 3 since one has not been done since the Vimy Bridge was completed in 2014. Much has changed since then so it would be appropriate to undertake another assessment given the number of homes being built in Phase 3.

Response:

A number of public comments have been received with respect to an increase to lot coverages, including comments from the MVCA. As a result, the applicant has eliminated the lot coverage increase request from the V1C [870r] zone and has reduced their initial request for the V3A [871r] zone from 60% to 55%. As for the V3A [872r] the request for a 60% lot coverage remains. The increase requested is to provide for a bungalow townhouse (adult units); which requires a larger building envelope than a traditional two storey townhouse. The different styles of townhouse units are welcomed. Staff find the increases remain within the intent of providing a variety of housing types while maintaining a streetscape and open space areas attributed to a village setting. With regard to traffic, a traffic impact study was received in support of the approved draft Plan of Subdivision application for Phase 2 to 4. The reports were reviewed and accepted. We are aware of the issues with traffic in the Village, more specifically, construction and larger vehicle traffic impacts on the Manotick Main/Bridge Street intersection. This matter is currently under discussion with staff and the MVCA.

Comment:

My concern is that by front end loading a higher density now, Minto will find that they do not have sufficient density left to make Phases 4 and 5 sufficiently lucrative and will at that point seek an amendment from the OMB to increase the 1400 unit cap. How many units will Phases 1 to 3 include if this increased density is approved now?

Response:

The Ontario Municipal Board decision was for a maximum of 1400 units. The unit count is further highlighted in the Manotick Secondary Plan which forms part of the Official Plan. The City continues to monitor the unit counts and density requirements as set out by the Secondary plan. The owner has not approached the City to increase this amount.

To date the unit counts stands at: Phase 1: 211 units (registered), Phase 2: 349 units (registered), Phase 3: 316 units (Draft approved), and Phase 4: 232 units (Draft Approved). The projected unit count for Phase 5 is 292 for a total of 1400 units.

Community Organization Comments and Responses

Final August 4, 2021



**SUBMISSION by MANOTICK VILLAGE AND COMMUNITY ASSOCIATION**

**PHASE THREE MINTO MAHOGANY**

**File No: D02-02-21-0041**

Overview

The Manotick Village and Community Association has carefully reviewed the proposed zoning amendments requested in the above-noted application. We have done so in the context of the Provincial Policy Statement, the Manotick Secondary Plan and the City's Climate Resiliency Plan as well as the draft Official Plan.

The Minto planning rationale indicates that Phase 3 meets the current Provincial Policy Statement by promoting “design and orientation which maximizes energy efficiency and conservation”

The rationale also notes: “Most villages are low in density and small in size. These are qualities that village residents value and expect to persist. As in other communities, residents of villages are concerned about liveable communities, environmental integrity, supporting infrastructure and the overall viability of their communities.”

These two requirements are at the crux of our comments on the Phase 3 proposal and Minto's request to approve zoning by-law amendments that would increase the portion of the land to be used for buildings from 50% or 55% to 60% and the size of the driveways to 60%.

We oppose those amendments for the following reasons:

- This does not fit within the concept of a rural village
- It will create parking, garbage and snow removal issues
- It fails to provide for a protected tree canopy and sufficient green space in line with the City's objectives relating to Climate Resiliency

We also have concerns about two other components of the planning rationale:

- The watermain loop is not yet completed
- The impact of traffic has evolved since the 2014 completion of Vimy Memorial Bridge and it needs to be updated

Our concerns

1. Rural Village concept

To quote from the planning rationale: “As rural development will be concentrated in Villages, it also states that new development in existing areas requires a sensitive approach in respecting overall community character.”

“To ensure that new development respects the character of existing areas, the Mahogany Community has been designed to complement and integrate with the

existing village. The Community attempts to continue the existing fabric of the Village of Manotick through its variable architectural style that are low in height, streets that provide views of natural features and amenities, and the preservation of natural environmental areas. The proposed development will also respect the character of the existing village and the community.”

The attached Design Brief states: “The proposed lot sizes and setbacks will provide units with an ample amount of private space in the front, side and rear yards to avoid the typical suburban setback condition.”

While the application tries to make the case for this development fitting within the rural character of a village, we believe the proposed changes shift the development further away from being a rural village. The density of the Mahogany development already has houses closer together than much of the Village. Increasing the sizes of the homes, while still meeting the zoning requirements for distance between homes, will create a more suburban environment than what is expected in a rural village.

While we appreciate that Minto initially attempted to use house designs that are more in line with other homes in Manotick, it has started to move away from that and is building more suburban type housing similar to what is offered in suburban neighbourhoods. More recently-constructed homes feature more siding and less brick and stone. Therefore, we oppose an increase of this nature because it does not fit within the rural character of Manotick.

**2. Parking, garbage and snow removal**

With the increase in driveway sizes on the current lot sizes, we anticipate that the proposed change for wider driveways will create a situation similar to what is found in other urban and suburban neighbourhoods: street parking is very difficult to find for visitors as there is insufficient space between driveways. And the increase of home size on the lot could reduce the length of driveways, forcing some homeowners to also park on the street.

The larger house footprint will also make it more difficult for homeowners to find room to put the snow from the driveways (as was witnessed last winter), which will also make snow removal by the City challenging to say the least. The situation will also make it difficult for garbage trucks to navigate the smaller side streets.

And finally, larger paved driveways will add to the “urban heat island effect”- the increase in extreme summer temperatures caused by pavement, buildings, and other features of the urban landscape – which is something the City is trying to manage with its Climate Resiliency Plan.

**3. Sustainable development and protection of a tree canopy**

The planning rationale states that Phase 3 is designed “To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment. As part of the Mahogany Community, the proposed development has been designed to encourage active forms of transportation within the community, to connect residents to nature and provide natural, low-maintenance landscaping, and to implement design and water and waste conservation practices that are relevant today and will continue to be regenerative in the future.”

However, the proposal fails to clearly outline how it will achieve reduction of energy use or the carbon footprint. Research clearly shows the positive impact of trees and green space on the environment as well as on the mental well-being of our residents. By reducing the amount of green space of each lot, this will have

the opposite impact on residents – the majority of whom move to the village for better air quality, more trees and more green space.

While the creation of parks and use of the water course as an open, common space is a positive step, rural development also needs to be done within the context of sufficient green space per lot. The subdivision needs to align with the City's Urban Forest Plan which highlights the positive impacts of greenspace and an abundant tree canopy:

- “Neighbourhoods with trees and natural areas promote physical activity which benefits health and well being.
- Spending time around trees and in urban natural areas helps to reduce stress, anger, fatigue, sadness and anxiety and it also helps to increase energy.
- The evaporation from a single tree can produce the cooling effect of 10 room size air conditioners operating 20 hours a day.”

Research shows that a tree canopy of 40% or more **at a neighbourhood scale** helps to offset the “urban heat island effect”. Large, mature trees also reduce community energy use, promote and improve public health and well-being. They contribute to a beautiful City that attracts economic investment and talent.

The City is currently doing an inventory of potential planting space on public and private lands to find additional space for trees. The proposed New Official Plan policies also support increasing the tree canopy with strong commitments and direction while providing the discretion and flexibility necessary to meet the City's intensification targets. Therefore, Minto's Phase 3 proposal **MUST** include a planting plan at street level that specifies the tree species able to withstand the extremes of climate change while minimizing the effects of the urban heat island.

#### 4. The Watermain Loop

The current requirements under the Secondary Plan note “The proposed Phase 3 of the Mahogany Community will require that the public water and wastewater services be expanded. The phased construction of Phase 3 will be dependent on the provision of those services.”

The completion of the watermain loop which is slated to come down the Island and cross the river at Antiochi Lane would have to be completed prior to any construction on Phase 3. Since this loop is not likely to be started until 2023 at the earliest, we want to be assured that development of Phase 3 homes will not begin before the loop is complete. The first phase of the loop which is coming across the north part of the Island is nearly finished and homes were allowed to proceed in Phase 2 without that completion. We would not support a similar situation for Phase 3.

**5. Transportation impact**

Planning requirements note that approval for Phase 3 is contingent on:

“Whether the proposed development is located on a road with sufficient capacity to accommodate the anticipated traffic generated;”

Manotick Secondary Plan notes the following:

“Policy 2.3.5 (6) states that the level of development and the phasing of the Mahogany Community is dependent on the local and regional transportation infrastructure and it is projected that the Vimy Memorial Bridge will create the capacity to support the development. The release of phases and dwelling units is dependent on the developer demonstrating the capacity to support it and achieve the City’s approved level of service operating standard.”

A traffic impact study was completed shortly after the Vimy Bridge opened up in 2014 and it showed a 25% reduction in traffic through the Village as more vehicles were using this new route. However, this is no longer the case. Volumes continue to increase through the Village core and cars and trucks that the City anticipated would move over to Earl Armstrong/Strandherd continue to come through Manotick. In one hour on a weekday, about 90 heavy trucks travel through the Bridge and Main intersection in the Village core.

Village residents are also seeing increased traffic coming from the south end with the completion of Riverwalk and Mahogany Phase 2 so we believe it will be essential to complete an updated traffic study to ensure that the existing infrastructure (which is not being expanded to accommodate all these new homes) can meet the demands. The growth of Minto Mahogany has sped up in the past two years and the infrastructure that was to be in place before moving into Phase 3 has not yet been started. The City needs to catch up on getting the supporting infrastructure in place before the next phase is approved.

#### **Conclusion**

The Manotick Village and Community Association opposes the request amendments for the reasons cited above. We also strongly recommend that Minto complete a new traffic impact study and the City finish the watermain loop before Phase 3 proceeds.

#### **Response:**

1. "This does not fit within the concept of a rural village"

Minto continues to provide a product that maintains a village type setting with its tree lined streets, park and open spaces, natural corridors and woodlots. The gateway features, parks, open space and natural corridor in Phases 1 and 2 are example of such. The design for Phase 3 continues to provide a variety of housing types, tree lined streets including a protected woodlot.

2. "It will create parking, garbage and snow removal issues"

Double car driveways are a feature found in all development scenarios, be it rural village or suburban settings. In fact, typically double car larger driveways do reduce on street parking. That said, the City will continue to monitor this through the review of the Phase 3 engineering and landscape drawings to ensure where possible more pervious surfaces are included.

3. "It fails to provide for a protected tree canopy and sufficient green space in line with the City's objectives relating to Climate Resiliency"

As we understand the new 40% tree canopy is applied at a community level and not on a phase-by-phase approach of a subdivision. When you consider the Manotick Mahogany Community design it indicates a network of open spaces forests, watercourses corridors and parks that will over time contribute to the tree canopy of the new Mahogany Subdivision. While this application isn't required to provide a model to demonstrate how they can contribute to the 40 percent target given the large forest conserved, and other open spaces and parks provided we expect this target to be met or possibly exceeded. We note in addition each street will have a streetscape plan including street trees which will contribute to tree canopy. Where possible trees have been retained along boulevards and rear yards extended to protect trees along property lines.

Each phase of the subdivision is required to provide a landscape plan which will be reviewed by City Foresters and Environmental Planners to ensure the species of trees proposed are appropriate for the location and provide as much contribution to the City's canopy target as possible.

With regard to "the proposal fails to clearly outline how it will achieve reduction of energy use or the carbon footprint", currently there are no metrics provided on how to measure this at this time. Are approach today in addressing energy use and carbon footprint is by directing development to settlement areas and ensuring we have including pedestrian and transportation options. The energy use of the buildings will conform to the building code and the developer has in the past offered Net Zero units.

4. "The watermain loop is not yet completed"

Discussions are underway with Minto for the financing and construction of the "watermain loop". There are approximately <30 units remaining given the current servicing capabilities. Beyond that no further connections will be permitted pending the outcome of the financing of the project.

"The impact of traffic has evolved since the 2014 completion of Vimy Memorial Bridge and it needs to be updated"

A traffic impact study was prepared in support of the approved plan of subdivision for Phases 2 through 4. The next review of traffic will be required upon submission of

Phase 5. We understand that the MVCA has completed a study on truck traffic in Manotick. The report has been sent to relevant City staff, local Councillors, the Mayor and Councillors on the Transportation Committee. As a result, the Road Safety Unit, under the Pedestrian Safety Evaluation Program, will be hiring a consultant to look at the intersection of Bridge and Main to determine how it can be made safer for pedestrians.