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Residential

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Institutional

Environmental  
Restoration



## **1450, 1454, 1464, 1468 Bankfield Road and 5479 & 5485 Elijah Court**

### **Planning Rationale**

**in support of a Major Zoning By-law Amendment**

**Prepared for: Zena Investment Corporation**

**1450, 1454, 1464, 1468 Bankfield Road and 5479 & 5485 Elijah Court  
Ottawa, Ontario**

**Planning Rationale  
in support of  
Major Zoning By-law Amendment**

Prepared For:  
**Zena Investment Corporation**

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Novatech File: 122002  
Ref: R-2024-003

April 26, 2024

City of Ottawa  
Planning, Real Estate and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON, K1P 1J1

**Attention: Jeff Ostafichuk, Planner, Development Review, Rural Branch**

**Reference: Major Zoning By-law Amendment Application  
1450, 1454, 1464, 1468 Bankfield Road and 5479 & 5485 Elijah Court  
Our File No.: 122002**

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The following Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application to facilitate the development of the property at 1450, 1454, 1464, 1468 Bankfield Road and 5479 & 5485 Elijah Court (the "Subject Property").

The Subject Property is designated Village within the Rural Transect of the City of Ottawa Official Plan (2022). The Subject Property is designated Mixed Residential-Commercial in the Village of Manotick Secondary Plan. The property is zoned Development Review Zone 1 (DR1) in the City of Ottawa Zoning By-law 2008-250.

It is proposed to develop an automobile dealership on the Subject Property. The proposed building will be two-storeys in height and will include a total of 441 parking spaces for customer parking and vehicle inventory. A major Zoning By-law Amendment application is required to rezone the property from Development Reserve, Subzone 1 (DR1) to a new Rural Commercial Zone (RC).

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed development, sets out the planning policy and regulatory framework of the Subject Property, and makes a recommendation on the Major Zoning By-law Amendment and proposed development.

Should you have any questions regarding any aspect of this report please feel free to contact the undersigned.

Yours truly,  
**NOVATECH**



Adam Thompson, MCIP, RPP  
Senior Project Manager | Planning & Development

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## 1.0 EXECUTIVE SUMMARY

Novatech has prepared this Planning Rationale in support of Major Zoning By-law Amendment and Site Plan Control applications to permit the development of an automobile dealership on the properties municipally known as 1450, 1454, 1464, 1468 Bankfield Road and 5479 & 5485 Elijah Court (the “Subject Property”). The proposed development comprises of a two-storey building with associated parking spaces for employees, customers, and vehicle storage. Vehicle entrances to the property will be from both Bankfield Road and Elijah Court. The Subject Property is currently developed with seven detached dwellings, a construction equipment rental and repair establishment and a commercial automobile service and repair garage.

The Subject Property is designated Village within the Rural Transect of the City of Ottawa Official Plan (2022). The property is zoned Development Review Area 1 (DR1) in the City of Ottawa Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the proposed Major Zoning By-law Amendment application will:

- Be consistent with the policies of the Provincial Policy Statement (2020);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with the surrounding uses and community context.

## 2.0 INTRODUCTION

### 2.1 Description of Subject Property

The Subject Property is located on the south-east corner of Bankfield Road and Prince of Wales Drive (with additional frontage on Elijah Court). The Subject Property is located within the Village of Manotick in Rideau-Jock Ward (Ward 21) of the City of Ottawa. The Subject Property is a consolidation of seven (7) separate properties that have been acquired for the purposes of redevelopment. The existing uses on the Subject Property are as follows:

Address	Existing Use(s)
1450 Bankfield Road	Single-Storey Detached Residential Dwelling
1454 Bankfield Road	Single-Storey Detached Residential Dwelling; Construction Equipment Rental and Repair
1458 Bankfield Road	Single-Storey Detached Residential Dwelling
1464 Bankfield Road	Single-Storey Detached Residential Dwelling; Commercial Automobile Service and Repair Garage
1468 Bankfield Road	Single-Storey Detached Residential Dwelling
5479 Elijah Court	Single-Storey Detached Residential Dwelling
5485 Elijah Court	Single-Storey Detached Residential Dwelling

Topographically the Subject Property generally slopes from west to east, with the highest point located closest to the intersection of Prince of Wales Drive and Bankfield Road and the lowest point located at the south-east corner of the property. The central area of the Subject Property has been used for storage of vehicles and heavy equipment. Areas not used for storage or occupied by buildings are generally maintained lawns. Vegetation consists of a mix of mature trees, of which 462 have been inventoried in the report by IFS Associates, dated November 21, 2022. Inventoried trees also include trees located outside the limits of the Subject Property.

**Figure 1. Aerial Photo of Subject Property**



## 2.2 Site Location and Community Context

The Subject Property is located in an area that is primarily comprised of rural residential uses, agriculture-related uses, and vacant lands. The residential uses comprise of single-detached dwellings on large rural lots as well as former farmsteads. An agriculture-related commercial establishment is located west of the Subject Property. The remaining surrounding lands are vacant and remain in a natural state.

**Figure 2: Subject Property from the intersection of Bankfield and Prince of Wales**



The Subject Property is located at the northwest limit of the Village of Manotick. Lands north and west of the Subject Property are located in the Rural Area of the Official Plan. The adjacent lands within the Village boundary, south and east of the Subject Property are undeveloped. There is no public record of active development applications on the adjacent lands that are within the village boundary.

**Figure 3: Subject Property's Surrounding Context**





**North:** Immediately north of the Subject Property are a total of four (4) detached residential dwellings on oversized lots. Three residential dwellings are stand-alone uses while the fourth residential dwelling is associated with a farming operation. All other lands north of the Subject Property are agricultural and actively farmed for crop production (see Figure 4).

**Figure 4: Land uses to the north of the Subject Property**



**East:** Immediately east of the Subject Property are lands that are vacant. East of the intersection with First Line Road, is a parcel of vacant land which approximately half of which is used for crop production. Further east is a recreational vehicle sales establishment (see Figure 5).

**Figure 5: Land uses to the east of the Subject Property**



**South:** Immediately south of the Subject Property are lands that are primarily vacant. One recent new residential dwelling has been constructed at 5500 First Line Road on a 2.35 hectare lot. This new residence is located approximately 200 metres south of the Subject Property and is separated by large areas of tree cover. Further south and across First Line Road is a recently developed village residential subdivision, which is separated from the Subject Property at a distance of approximately 180 metres (see Figure 6)

**Figure 6: Land uses to the south of the Subject Property**



**West:** Immediately west of the Subject Property are two municipal rights-of-way, being Elijah Court and Prince of Wales Drive. Elijah Court ends at a cul-de-sac which is located at the south-east corner of Prince of Wales Drive and Bankfield Road. Elijah Court does not connect to either Prince of Wales Drive or Bankfield Road but instead connects to First Line Road at an intersection located south of the Subject Property.

Further west and across Prince of Wales Drive is an agricultural property that includes a commercial agricultural business (Abby Hill Farms) which is operated seasonally and a residential dwelling. Northwest of the intersection of Prince of Wales Drive and Bankfield Road is another agricultural property that includes a residential dwelling, several accessory buildings and lands used for crop production (see Figure 7).

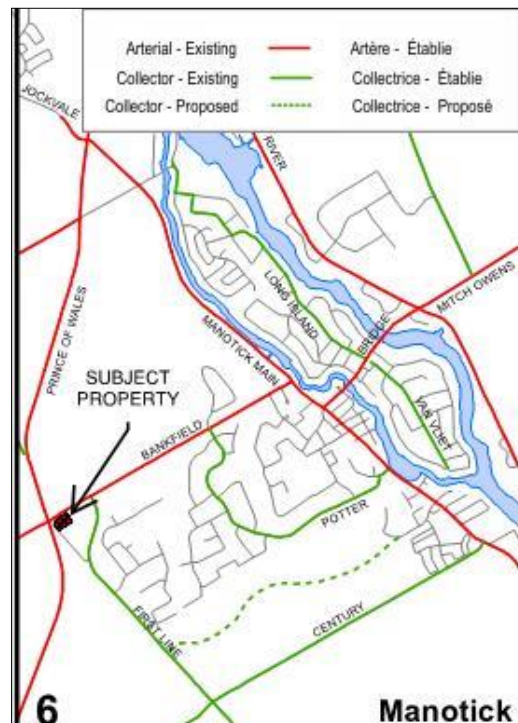


Figure 7: Land uses to the west of the Subject Property



The Subject Property has frontage on Bankfield Road and Elijah Court. The Subject Property is generally located at the southeast intersection of Prince of Wales Drive and Bankfield Road. Both Prince of Wales Drive and Bankfield Road are designated as Existing Arterial Roads on *Schedule C9 – Rural Road Network* and *Schedule C10 – Road Network – Select Villages* of the Official Plan. The Subject Property is located approximately two kilometres east of the interchange of Highway 416 and Bankfield Road, providing excellent access to the property for customers and deliveries.

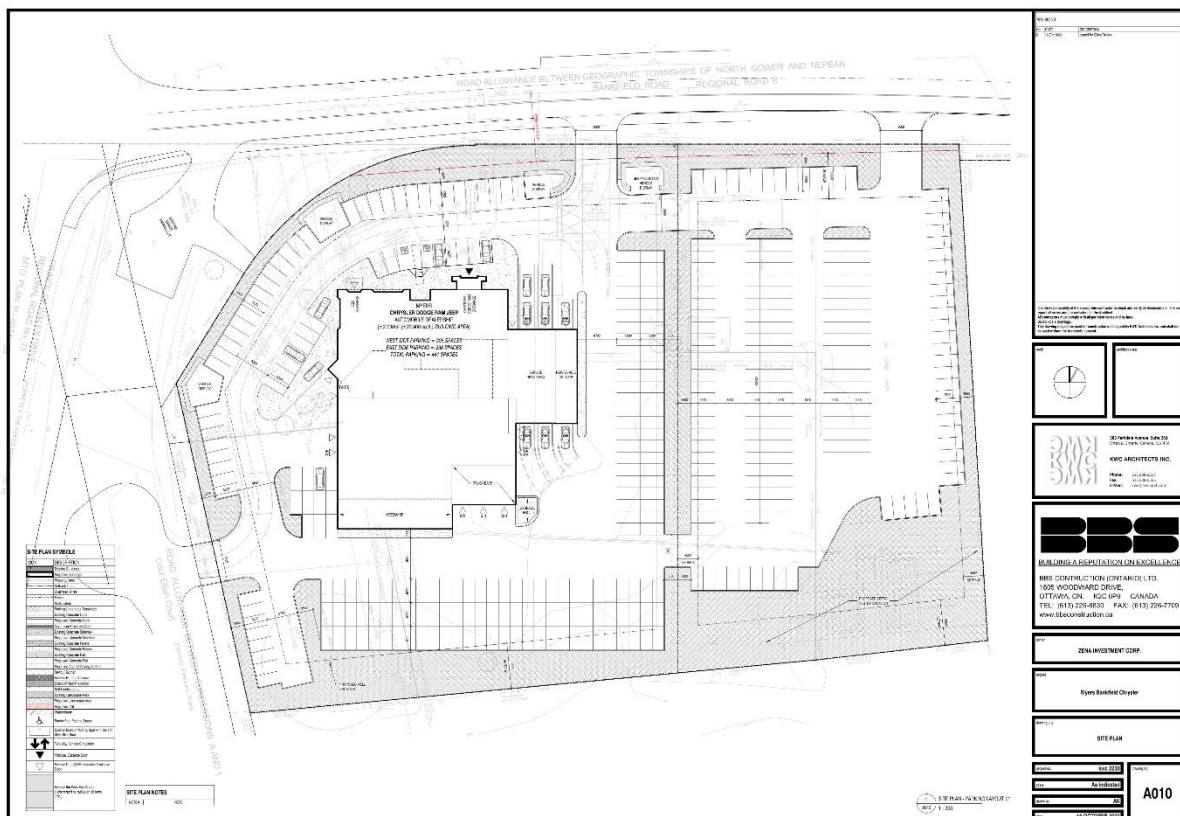
Figure 8: Official Plan Schedule C10 Excerpt



### 3.0 DEVELOPMENT PROPOSAL

The proposed development conceptually consists of a two-storey automobile dealership with accessory automobile service garage. The single building proposed for the Subject Property will have two stories of height consisting of high ceilings for showroom and service bays and second floor mezzanine areas for offices and storage. (see Figure 9). The proposed automobile dealership building will include space for a vehicle showroom and sales offices, drive-through service area, multiple-bay automobile service garage, parts sales and other ancillary services. The building will be generally the equivalent of two-storeys in height, consisting of a single storey with extended height ceilings for portions of the showroom and service areas, with two mezzanine areas for offices and parts storage.

**Figure 9: Proposed Site Plan**



The proposed development will generally be located at the north-west corner of the Subject Property. The building will be set back from Bankfield Road with a drive aisle and customer parking located between the building and the street. This setback is consistent with the built form typical of the rural area and villages of Ottawa.

The building will be designed to reduce the impact of the building mass from the street. Façade articulation and a variation of materials will visually break up the building into distinct segments to fit within the streetscape context. There will be two main pedestrian entrances to the building facing Bankfield Road and a two-lane drive-through service bay as well as a third drive-through lane for vehicle delivery.

The current zoning for the Subject Property is Development Reserve and will require an amendment. The Conceptual Site Plan has been designed generally in accordance with the performance standards of the Rural Commercial (RC) Zone of the City of Ottawa Zoning By-law, save and except one provision. The proposed Zoning By-law Amendment proposes to seek relief from Table 217, Row (i) of the Zoning By-law which requires that the full building setback be landscaped for front and side yards. The proposed Zoning By-law Amendment will request that Table 217, Row (i) not apply and the standard parking lot landscaping requirements of Section 110 apply. The effect will be to reduce the required landscaping from 10 metres to 3 metres, which is more in keeping with a Village setting. All other setbacks, building height, lot coverage and other provisions from the Rural Commercial Zone will be used to ensure that the site design is in conformity with the Zoning By-law.

The site design will maintain a 3.0 metre landscaped strip between the parking areas and all property lines. Additional landscaping areas will be incorporated into the parking lot design. Existing vegetation in close proximity to property lines may be preserved where possible and will be dependent on grade changes to the Subject Property.

A Major Zoning By-law Amendment application is required to facilitate the proposed development on the Subject Property. The Zoning By-law Amendment will also implement the Official Plan which designates the Subject Property as 'Mixed Commercial – Residential'.

It is anticipated through early consultation with City staff that the parkland dedication for the proposed development will be provided in the form of cash-in-lieu of parkland equivalent to value of 2% of the land area of the Subject Property.

A Site Plan Control application will be required to facilitate development on the Subject Property.



## 4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (2020) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS provides policies to manage and direct land use to achieve efficient and resilient development. Policy 1.1.1 states:

*“Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity;  
*and**
- i) preparing for the regional and local impacts of a changing climate”*

The Subject Property will promote efficient development by more effectively using the Subject Property and locating a commercial use within the Village. The automobile dealership use will be located at the edge of the Village to reduce any negative impacts on the commercial core of the Village. The proposed development is also well located alongside an arterial roadway, which is supportive of the vehicle-oriented use proposed on the site. The Subject Property is an adequate size to support the proposed use and any necessary infrastructure required to support the operation of an automobile dealership.

Section 1.1.3 of the PPS sets out policies for settlement areas. The Subject Property is considered part of a settlement area, as it is within the Village of Manotick. Policy 1.1.3.1 states: “*Settlement areas shall be the focus of growth and development.*” Policy 1.1.3.2 states:

*“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.”*

The proposed development effectively uses the Subject Property by providing a commercial use that creates employment opportunities on land slated for redevelopment. The proposed development is located within the Village of Manotick, which will avoid the need for any uneconomical expansion of the Village. The Subject Property is adequately sized to provide the necessary infrastructure for the proposed development. The proposed development is located away from the Village Core and local commercial areas located along Rideau Valley Drive. This will ensure that the proposed automobile dealership will not interfere with or negatively impact more pedestrian-oriented commercial uses in the Village Core.

The Subject Property is also freight supportive as it is located in proximity to two arterial roads on Prince of Wales Drive and Bankfield Road. These arterial roads will provide local and regional access to goods distribution networks that will support the automobile dealership use.

Section 1.3 of the PPS sets out policies for employment. Policy 1.3.1 states:

*“1.3.1 Planning authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;”*

The Subject Property is underutilized and well located within the Village of Manotick. The proposed development will result in employment and commercial uses that provide for an increased variety of commercial and employment opportunities in the Village. The site is a prime location for the proposed automobile dealership use as it is located in proximity to two arterial roads and will not interfere with the Village Core.

Section 1.3.2 of the PPS sets out policies for employment areas. Policy 1.3.2.6 states:

*“Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.”*

The Subject Property is located in proximity to major goods distribution corridors such as Bankfield Road and Prince of Wales Drive, which are both classified as arterial roads on Schedule C9 – Rural Road Network of the Official Plan. The Subject Property is also located approximately two kilometers from the Highway 416-Bankfield Road interchange. These roads will provide local and regional connections to the Subject Property. Proximity to major goods distribution corridors is important for the proposed automobile dealership use, as it will provide easy access to the Subject Property for suppliers, employees, and customers.

Section 1.7 of the PPS sets out policies for Long-Term Economic Prosperity. Policy 1.7.1 states:

*“1.7.1 Long-term economic prosperity should be supported by:*

- a) promoting opportunities for economic development and community investment-readiness;*
- c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;”*

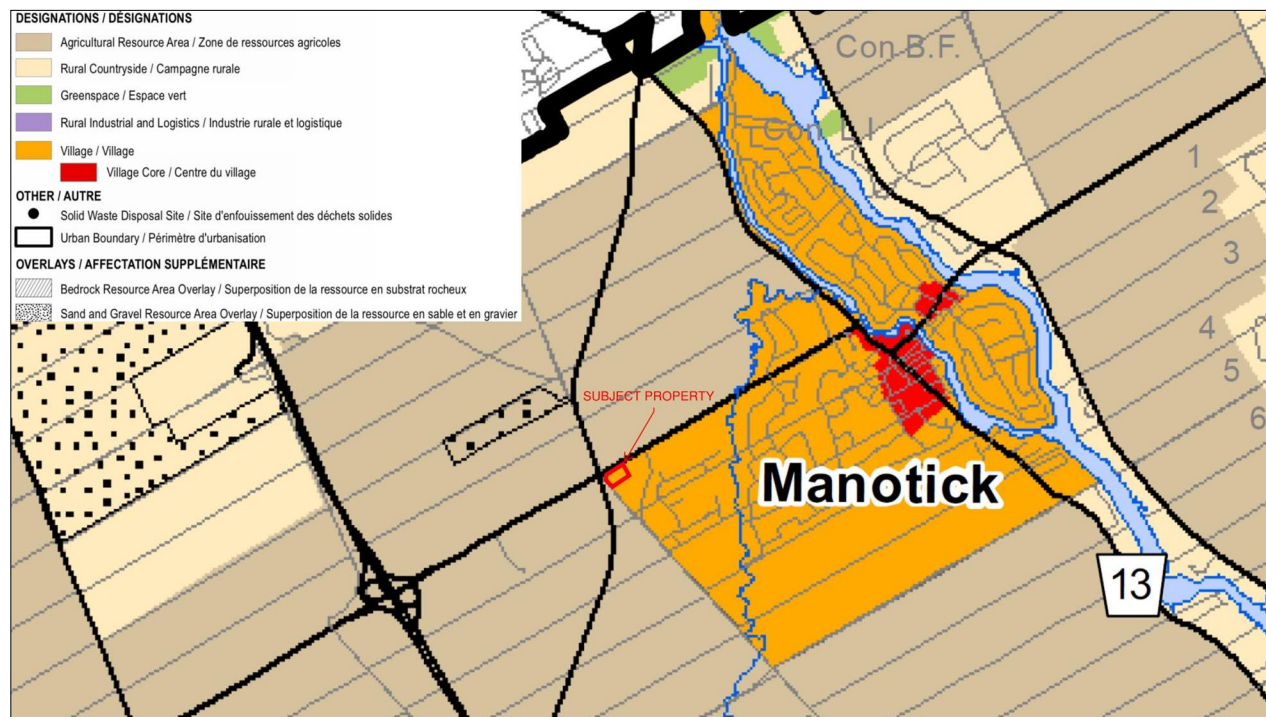
The proposed development will establish a viable, long-term employment function and commercial use on the Subject Property and will provide economic development opportunities to the Village of Manotick. The proposed development will contribute to the local economy.

**The Major Zoning By-law Amendment application is consistent with the policies of the Provincial Policy Statement.**

#### **4.2 City of Ottawa Official Plan (2022)**

The City of Ottawa Official Plan (2022) was approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

The Subject Property is designated Village within the Rural Transect on *Schedule B9 – Rural Transect* of the Official Plan (see Figure 10).

**Figure 10: Official Plan Designation for the Subject Property**

#### 4.2.1 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa. Section 3.4 states:

*“Villages are to be the focus areas for rural growth.”*

Policy 1 of Section 3.4 states:

*“Most of the village growth shall be directed to where municipal services exist or are planned in the villages of Richmond, Manotick, Greely and Carp.”*

The Subject Property is located within the Village of Manotick. The proposed development will provide a commercial use and increase employment within the Village. This will contribute to the growth of the Village without any need to expand the Village boundary. The Subject Property is ideally located to support this commercial and employment growth without impacting the viability of the Village Core.

## 4.2.2 Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 3 in Section 4.6.5 states:

*“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”*

The proposed development has been designed to effectively circulate vehicular traffic on the site. Entrances to the site have been limited to three entrances: two entrances to Bankfield Road and a secondary entrance to Elijah Court. Servicing bays have been setback from the street to reduce their visual impact. Loading areas for new vehicles are located to the rear of the property to avoid potential conflicts with pedestrians. Parking between the building and the street will be minimized with a single drive-aisle located near the front of the property. Parking (not including display vehicles) will generally be buffered by landscaping proposed along Bankfield Road.

## 4.2.3 Rural Transect

The Subject Property is located within the Rural Transect as identified on Schedule A of the Official Plan (2022). Section 5.5 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Rural Transect.

Policy 1 of Section 5.5.1 states:

*“Built form in the Greenbelt and Rural Transect areas, where development is permitted shall be low-rise. Mid-Rise buildings may be permitted with the Greenbelt Transect area identified by the Zoning By-law and within Villages as identified in a secondary plan.*

- a) *Within Villages, development will be context sensitive and characteristic of the Rural area. Secondary plans will guide the evolution of Villages to become 15-minute neighbourhoods with vibrant core areas. Within Villages, secondary plans will generally support urban built form development within the Village Cores, as described in Table 6, and both urban and sustainable suburban forms elsewhere, in accordance with context;*
- b) *Outside Villages, where development is permitted, built form and site design shall be premised on maintaining the rural character, image and identity; and*
- c) *Outside of Villages, sites shall be designed to locate surface parking, storage and paved areas far from the road frontage, and access to such areas shall be designed to maintain rural character. The frontage along the*

*road shall be landscaped and treed in a way that respects the rural landscape and enhances the green edge of rural roads. Elements such as low fences, hedges or landscape-based ornaments may be used to enhance the site frontage.”*

The Subject Property is located within Manotick, a designated Village. The proposed development will be context sensitive by providing a low-rise form that is consistent with the rural context of the Subject Property. The proposed development is located outside of the Village Core and will have minimal impacts on commercial uses that are located within the Village Core area. The Subject Property’s location outside of the Village Core makes the property a prime location for a vehicle-oriented use such as an automobile dealership. The proposed development will have a minimal impact on neighbouring properties as it will provide appropriate setbacks and will be oriented towards the street.

Policy 2 of Section 5.5.1 states:

*“Development in the Greenbelt and Rural Transect areas shall:*

- a) Be of low density throughout, with the majority of residential uses and commercial and institutional uses concentrated within Villages;*
- b) Allow for higher densities within serviced Villages;*
- c) Allow for uses that integrate well with the natural environment and rural area;*
- d) Direct high-intensity rural industrial uses to locations near highway interchanges;*
- e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area; and*
- f) Within the Greenbelt, allow for higher institutional or employment uses where the use can be supported by the available transportation network, including consideration for the availability of public transit service.”*

The Subject Property is located within the Village of Manotick and is appropriate for re-development for commercial uses. The proposed development will be located outside of the Village Core area and will respect the surrounding low-rise built form. The low-rise form will allow the proposed development to fit in well with the majority of neighbouring residential and commercial uses. The proposed development will also be adequately serviced and will not create any risks to groundwater quality and quantity. The proposed development will respect the natural constraints of the Subject Site, including the Kars Esker. The development of the Subject Property will eliminate seven (7) existing septic systems on the Subject Property, that will be replaced with a new ‘state of the art’ septic system utilizing current septic design standards, which will significantly reduce the risk of groundwater contamination.

#### 4.2.4 Village Designation

The Subject Property is designated Village on Schedule B9 – Rural Transect of the Official Plan (2022). Section 9.4 provides policy direction for potential development in the Village designation.

Policy 2 of Section 9.4.1 states:

*“The distribution of land uses and permitted development within a Village shall be identified by:*

- a) A secondary plan in Volume 2; and*
- b) Based on the ability to support development on private water and wastewater services or on municipal services where such services exist.”*

The Subject Property is designated for commercial use in the Village of Manotick Secondary Plan. There is adequate land area on the Subject Property for private individual water and wastewater services to support the proposed development.

Policy 1 of Section 9.4.2 states:

*“The following are generally permitted uses within Villages unless otherwise prescribed by a secondary plan:*

- a) Residential uses, the form and scale of which shall be limited by the available servicing methods and subject to the policies related to water and wastewater servicing;*
- b) Small-scale office, retail and commercial uses;*
- c) Institutional uses such as schools, care facilities, recreation and community facilities and places of worship;*
- d) Community gardens, indoor and outdoor crop production market gardens and farmers markets;*
- e) Small scale craft manufacturing of food, beverages and goods for sale; and*
- f) Parks, recreation and community facilities which may include fairgrounds but does not include large scale facilities.”*

Policy 2 of Section 9.4.2 states:

*“The following are uses that are prohibited within Villages unless otherwise prescribed by a rural secondary plan:*

- a) Heavy industrial uses that could negatively impact nearby residential uses with noise, vibrations, dust fumes, groundwater contamination and/or heavy equipment vehicle traffic;*
- b) Outdoor storage fronting a street; and*
- c) New drive-through facilities and commercial parking lots in core areas.”*

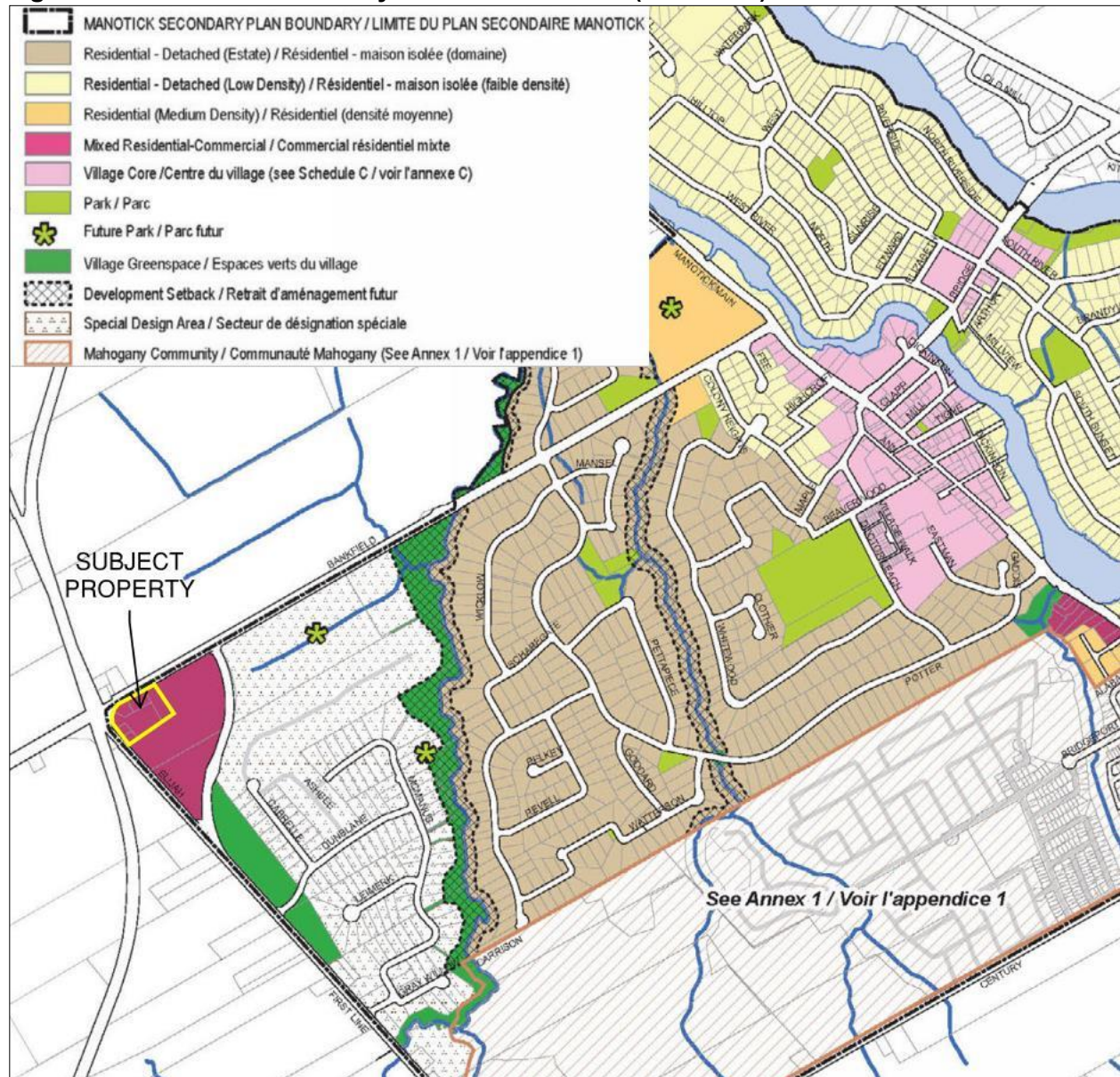
The proposed development is a commercial use and is permitted within the Village designation. Vehicle inventory will primarily be located to the rear of the property and will be buffered by landscaping along Bankfield Road. The Village of Manotick Secondary Plan permits commercial uses that will not compete with the Village Core to be located on the Subject Property. The proposed automobile dealership will not compete with the smaller scale local commercial uses in the Village Core and is appropriately located on the edge of the Village.



### 4.3 Village of Manotick Secondary Plan

The Subject Property is located within the Village of Manotick and is subject to the policies of the Village of Manotick Secondary Plan. The Village of Manotick Secondary Plan was approved by the Minister of Municipal Affairs and Housing on November 4, 2022 as part of the new Official Plan for the City of Ottawa. The Subject Property is designated Mixed Residential-Commercial on Schedule A – Designation Plan (see Figure 11).

**Figure 11: Manotick Secondary Plan – Schedule A (Land Use)**





Policy 1 of Section 2.1 states:

*“Development in Manotick will be low rise with building heights limited to three storeys to reinforce its village character.”*

The proposed development will be a two-storey building and will fit into the low-rise character of the Village.

Section 3.5 provides policy direction for the Mixed Residential-Commercial designation. Policy 16 of Section 3.5 states:

*“The permitted uses include a variety of residential uses and a limited range of commercial and retail uses which would not compete with uses located in the Village Core.”*

The proposed automobile dealership is a commercial use, which is permitted within the Mixed Residential-Commercial designation. The proposed automobile dealership is vehicle-oriented use that would not be suited in the Village Core. The proposed use will not compete with the small-scale, pedestrian-oriented commercial uses located in the Village Core. The Subject Property is well located to support the automobile dealership use as it located near two arterial roads and will not interfere with the pedestrian-oriented public realm in the Village Core.

Policy 18 of Section 3.5 states:

*“For lands located at the south-west corner of Bankfield Road and First Line Road, a hydrogeological study must be submitted at the time of a development application. The study will identify the limit of the hydrogeological constraint area and the feasibility of development due to the presence of the Kars Esker. Public water and wastewater are not foreseen for this area of the village.”*

The Subject Property is located at the southwest corner of Bankfield Road and First Line Road. A Hydrogeological Assessment, prepared by Paterson Group (dated February 26, 2024) has been submitted as part of the development application which acknowledges the presence of soil and groundwater conditions consistent with the Kars esker. The hydrogeological study demonstrates that the aquifer underlying the Subject Property can support the proposed commercial development. Public water and wastewater are not proposed as part of this development.

Policy 19 of Section 3.5 states:

*“The Mud Creek Subwater Study (2015) will be used to evaluate any proposed development located at the south-west corner of Bankfield Road and First Line Road and south of Potter Drive.”*

The hydrogeological study submitted with the development application has been prepared with consideration for the Mud Creek Subwater Study.

**The proposed Major Zoning By-law Amendment application conforms to the policies of the City of Ottawa Official Plan.**

## 5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Property is currently zoned Development Reserve, Subzone 1 (DR1) in the City of Ottawa Zoning By-law 2008-250 (see Figure 12). The DR1 Zone is not intended to permit substantial development without a Zoning By-law Amendment to an appropriate zoning category. Interim uses that are permitted are generally agricultural-related or other low-impact uses that can be replaced by future development.

**Figure 12: Zoning for Subject Property**



Sections 237 and 238 of the Zoning By-law provide the zoning provisions for the DR1 zone.

*The purpose of the DR - Development Reserve Zone is to:*

- (1) recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;*
- (2) limit the range of permitted uses to those which will not preclude future development options; and*
- (3) impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.*

Section 238 (1) of the Zoning By-law permits 'one detached dwelling' as a permitted use in DR1 zones.

## 6.0 PROPOSED ZONING BY-LAW AMENDMENT

The Zoning By-law Amendment application being filed for the Subject Property proposes to amend the zone to the Rural Commercial Zone (RC). The RC zone permits the following uses subject to other provisions where identified:

- amusement centre
- amusement park
- animal care establishment
- animal hospital
- artist studio
- automobile rental establishment
- automobile dealership
- automobile service station
- bar
- campground
- car wash
- click and collect facility (By-law 2016-289)
- detached dwelling
- dwelling unit
- gas bar
- heavy equipment and vehicle sales, rental and servicing
- hotel
- kennel, see Part 3, Section 84
- parking lot
- restaurant
- retail food store, limited to a farmers' market (By-law 2016-134)
- retail store
- storefront industry, see Part 3, Section 99 (By-law 2018-171)
- warehouse (By-law 2013-58)

The purpose of the RC Zone is consistent with the intended use of the Subject Property. The Zoning By-law states,

*The purpose of the RC – Rural Commercial Zone is to:*

- (1) permit the development of highway and recreational commercial uses which serve the rural community and visiting public in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment Area in the Official Plan;*
- (2) accommodate a range of commercial uses including services for the traveling public as well as agriculture-related, vehicle-oriented and construction products and services;*
- (3) permit research facilities in areas designated Greenbelt Employment and Institutional Area in the Official Plan, and*
- (4) regulate development in a manner that has a minimal impact on the surrounding rural area or villages.*

The proposed RC zone is appropriate for the redevelopment of the Subject Property as an automobile dealership. The RC zone is intended for a 'range of commercial uses' including 'vehicle-oriented' services. The RC zone provides a list of other permitted uses that, while not currently part of the proposed development, may become alternative uses should plans change for the development of the Subject Property.

The proposed Zoning By-law Amendment proposes to seek relief from Table 217, Row (i) of the Zoning By-law which requires that the full building setback be landscaped for front and side yards. The proposed Zoning By-law Amendment will request that Table 217, Row (i) not apply and the standard parking lot landscaping requirements of Section 110 apply. The effect will be to reduce the required landscaping from 10 metres to 3 metres, which is more in keeping with a Village setting. All other setbacks, building height, lot coverage and other provisions from the Rural Commercial Zone will be used to ensure that the site design is in conformity with the Zoning By-law.

## 7.0 CONCLUSION

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application to facilitate the development of a two-storey automobile dealership on the properties known 1450, 1454, 1464, 1468 Bankfield Road and 5479 & 5485 Elijah Court. The proposed development will consist of a single automobile dealership with a floor area of approximately 2,130 square metres. 441 parking spaces will be provided for customer parking, employee parking and vehicle inventory and storage. The proposed development will replace existing residential and commercial uses and the existing private services with a new automobile dealership with a state-of-the-art septic system.

The Subject Property is designated Village in the Rural Transect of the City of Ottawa Official Plan (2022). The Subject Property is currently zoned Development Reserve, Subzone 1 (DR1) and requires a Zoning By-law Amendment to facilitate the development of the Subject Property.

The proposed development of an automobile dealership is appropriate to support the growth of the Village of Manotick. The proposed automobile dealership will provide new employment opportunities for the local population as well as serving the Manotick area for vehicle sales and service. The proposed Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Policy Statement.

The Zoning By-law Amendment and proposed development conform with the policies of the City of Ottawa Official Plan (2022). The proposal conforms with the Village designation of the Official Plan and the Mixed Residential-Commercial designation of the Manotick Secondary Plan. The proposed development effectively uses the Subject Property to replace seven (7) existing residences and two non-conforming service garages with a new use designed and constructed to current development standards. The requested Zoning By-law Amendment establishes an appropriate zone for the Subject Property with respect to the proposed automobile dealership use while providing opportunities for alternative land uses.

The Zoning By-law Amendment application proposed for the Subject Property is appropriate for the development of the Subject Property and represents good land use planning.

Yours truly,  
**NOVATECH**



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