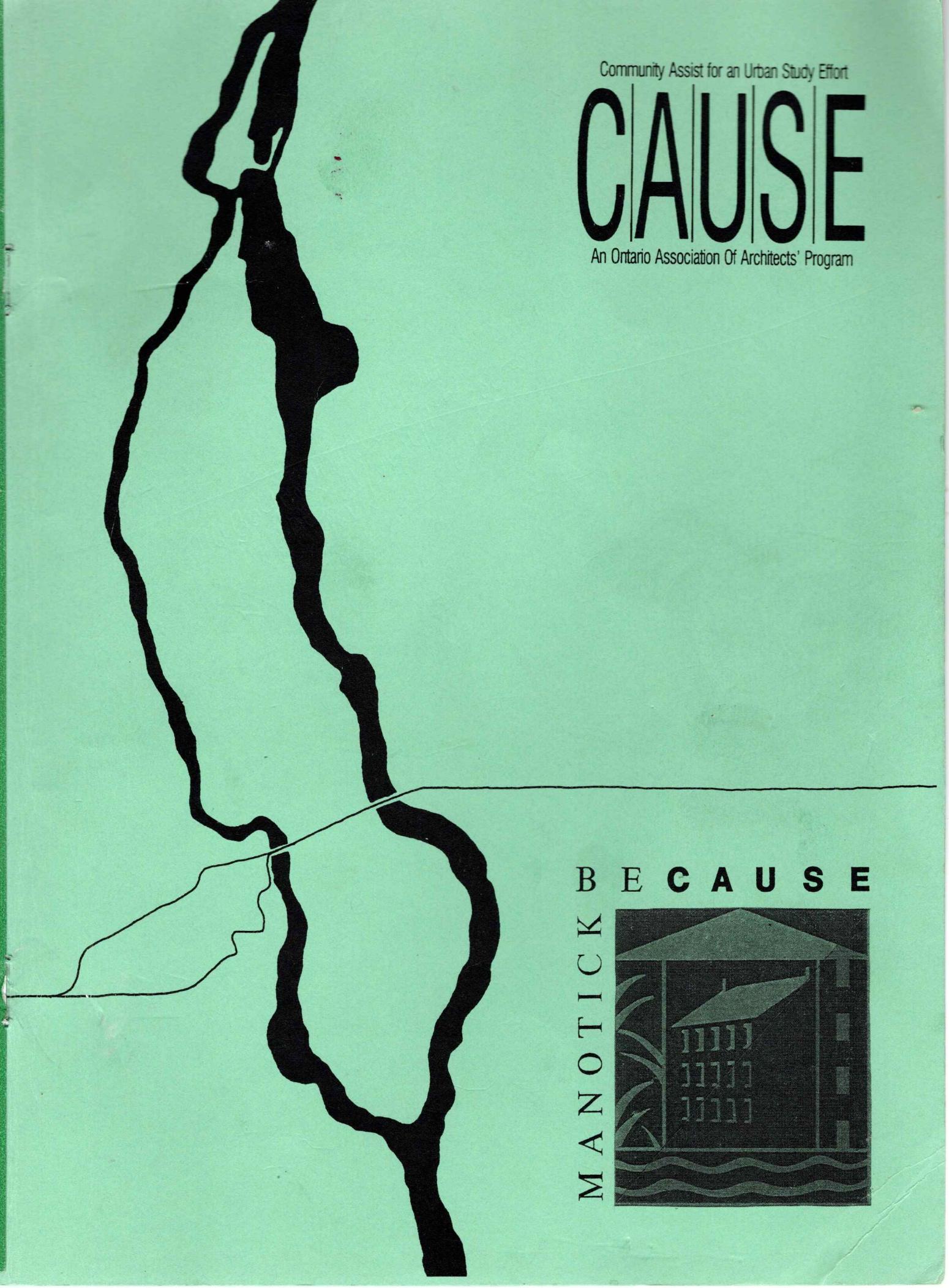
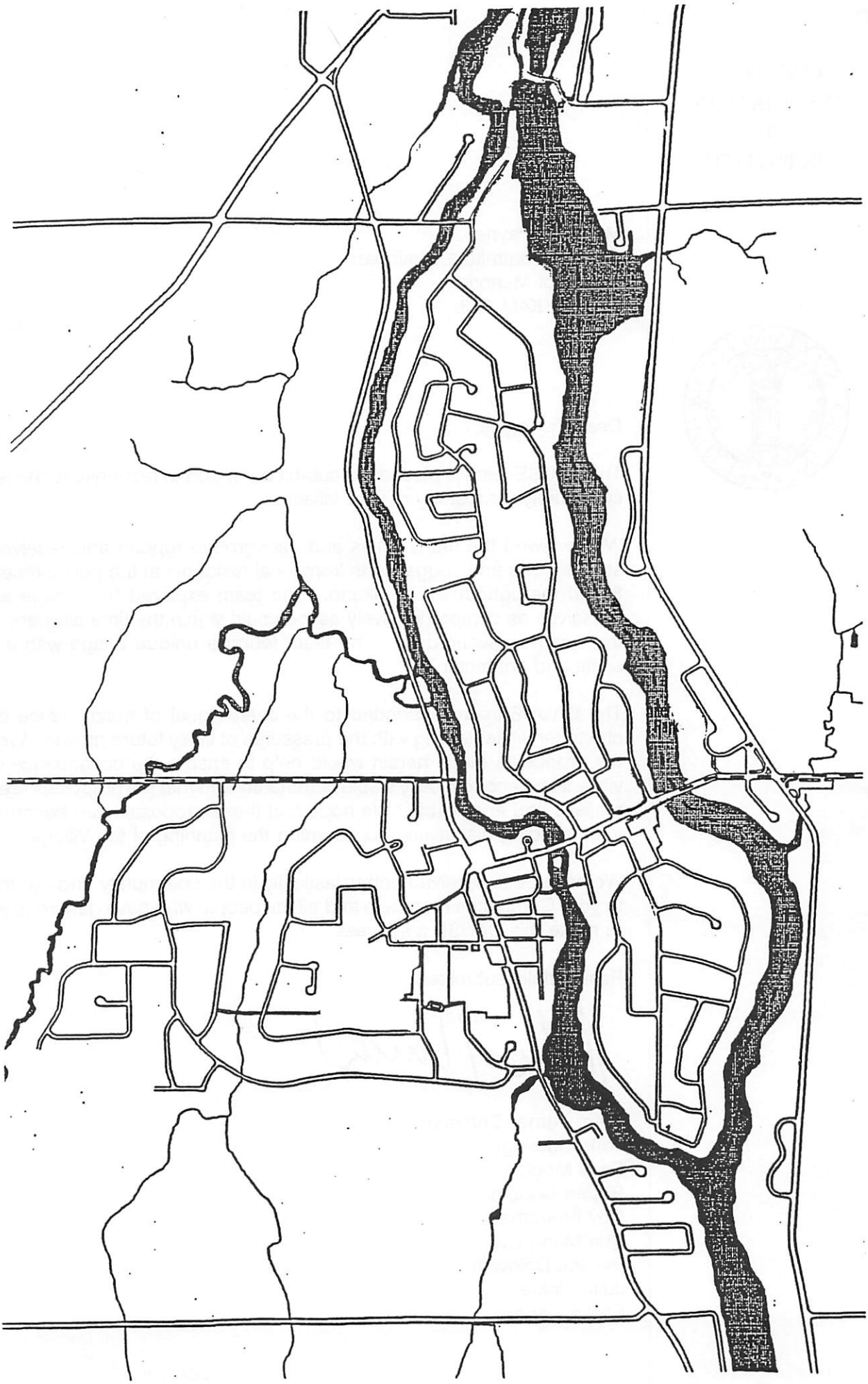
Community Assist for an Urban Study Effort

CAUSE

An Ontario Association Of Architects' Program





ONTARIO
ASSOCIATION
OF
ARCHITECTS

Mr. Brian Payne
CAUSE Committee Chairman
Village of Manotick
Ontario, K4M 1B3

Dear Mr. Payne,

The CAUSE team is pleased to submit our report in response to the request of the community for a study of your village.

We reviewed the many briefs and background reports and received many oral submissions and suggestions from local residents at the public meeting on June 8 and throughout the weekend. The team explored the Village and informed ourselves as comprehensively as we could within the time allowed. Fortunately, the weather favoured us. The team found a unique village with a very human scale and character.

The CAUSE team responded to the overall goal of maintenance of the village character while dealing with the pressures of likely future growth. We believe that the proposals made herein would help to ensure the continuance of a healthy, vibrant and economically viable community and that the proposals are reasonable, realistic and achievable. We hope that these proposals can become a focus for your ongoing discussions concerning the planning of the Village.

We have been received enthusiastically in the community and our thanks go out to your Committee members and all the people who gave generously of their time to make this CAUSE a success.

Respectfully submitted

Peter Turner Chairman
John Rutledge
Erica Moghal
Rupert Dobbin
Dov Freedman
Sue Meng-Lau
Pauline Dolovich
Julie Finkle
Phillip Carter

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ACKNOWLEDGEMENT

The members of the Manotick C.A.U.S.E. Team would like to extend our sincere thanks for the assistance given us by the following people and organizations and in particular the C.A.U.S.E. Steering Committee members who worked tirelessly beside the Committee helping to ensure a successful C.A.U.S.E.

The CAUSE Steering Committee

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Don Loken
Rich MacDonald
Gillian Organ
Anne Robinson
Susan Rosidi
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Lapante Men's Store
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Long Island Restaurant
Manotick Builders Supplies
Manotick Deli and Bakery
Manotick Gift and Stationary
Manotick Loeb
Manotick Messenger
Manotick Publick Library
Manotick Tea Room
Manotick Vision Centre
Miller's Oven
Moto-Photo
Murray Gould
Ottawa Carleton Review
Pearl House
Radio Shack
R.M.O.C.
Rideau Township
Rideau Township Firehall
Rideau Township Arena
Special Occasions
Sterling Knox
Subway
Tammy and Stephanie's
The Pub on Main
The Country Printer
TOPS Pizzeria
Tulips and Maple

Individuals and groups submitting briefs

Bruce Willems
Citizens Concerned About Bridge Street
David W. Bartlett
Helen Archer
Joanne Plummer
LACAC
Larry Ellis
Manotick Co-operative Nursery School
Manotick Curling Club
Manotick Horticultural Society
Manotick Classic Boat Club
Manotick Outreach
Maureen Johnson
Michel Rodrigue
Micheline Robert
Mike O'Neil
Osgoode Rideau Soccer
Rideau Recreational Routes Advisory Committee
Rideau Valley Conservation Authority
South Manotick Residents
Youth Consultation
Manotick Classic Boat Club
Manotick Horiculture Society
Manotick Seniors
Susanne and Peter Zorzella
Mary Surtees
Friends of the Mill
Oliver, Mangione, McCalla & Associates Ltd.
Manotick Softball Associations

Cause for Manotick

Community Assist for an Urban Study Effort

Brian Payne, Committee Chair, 5655 Main Street, Manotick, Ontario, K4M 1B3 Phone: (613) 692-3746

12th September 1994.

Ontario Association of Architects.
111 Moatfield Drive,
Don Mills, Ontario.
M3B 3L6.

Dear Sir / Madam:

Please find enclosed an application for a CAUSE program. It would be appreciated if this application could be considered for implementation in the Spring of 1995.

We have completed the required application form and have received the endorsement of Rideau Township Council, together with government leaders, all of which are documented and attached.

Our committee consists of eleven people from the community, from a variety of backgrounds and interest groups. We have been delighted at the significant enthusiasm that has been generated to date in assembling this application: our funding has largely been donated from the community.

Trusting that all the necessary information you require is provided, but should there be anything additional you require, please do not hesitate to contact the undersigned.

Thanking you in anticipation of a favourable response.

Yours sincerely,

Brian Payne.
Committee Chair.

PUBLIC MEETING

On June 8, 1995 a very successful and useful Public Meeting was held at the Arena. One hundred people attended that meeting and made, through the help of a facilitator, the following suggestions around themes. These suggestions are unedited by the C.A.U.S.E. team. In addition to these comments, the committee received over thirty written submissions from various groups and individuals which the committee found very useful in their investigations.

Recreation/Parks/Community Facilities

I wish:

1 For an "Adventure" playground.
2 The arena was more attractive.
3 The Ambler Building was not a desolate empty building.
4 More money could be spent on linear space.
5a There was a path from the traffic light in village north to Barnsdale Road, along Regional Road 13.
5b For better walking paths on the island and in the Village.
6 There were continuous pathways on the Island and the mainland.
7 Paths could be identified.
8 We had more playground facilities in Manotick Estates.
9 We could provide something for teens to do.
11 We had squash courts.
12 We could move off Dr. Leach Drive to gain more land for the Arena.
13 We wouldn't move off Dr. Leach Drive.
14 We could move Dr. Leach Drive and relocate toward the Shopping Centre (shift road).
15 We could turn the Ambler Building into a Youth Centre.
16 We could all put dollar signs on these wishes.
17 We had safe access to Bridge Street (from south end of Island).
18 We had signs to point out interesting walking paths.
19a We had an additional arena and could buy more land next door to expand the Arena space and sports area. Sell part of Island to support cost of sports park.
19b We could so something to make Manotick more visitor friendly.
20 We could reduce traffic noise.
21 The need to identify boat launch facilities for visitors.
22 We would integrate paths to lead to destinations (the Rec. Centre, school ....)
23 We have to maintain Village quality and character.
24a We had path links to Nepean and Gloucester (integrate with others).
24b The traffic speed could be reduced along Rideau Valley Drive.
25 We have to reduce noise from traffic.
26 We could stop the banging during the meeting.
27 There was a boat/cruiser facility to allow boaters access to community.
28 The CAUSE Team would speak to Youth before finalizing the plan.
29 That some of the problems had solutions.
30 We have to install an additional boat launch (practical).
31 There could be more trees in town and dig out stumps.
32 For sewers and water service.
33 Something more could be done with the Mill...Farmer's Market, Artists.
34 We had a Farmer's Market, craft fair, etc...weekends-craft & arts sakes, PUB!
35 We had a movie theatre.
36 We have to find a viable use for the Mill.
add There was safe entry to Manotick Public School by bicycle to Elizabeth Street entrance from Bridge Street (at the intersection of Bridge/Long Island) at Manotick Public School.

Historical/Cultural

37 Have to duplicate the Elora experience.
38 For a vision for Manotick.
39 We have to improve landscaping at the Mill.
40 To use the dam as a bike path.
41 We have to get more people involved as "Friends of the Mill".
42 Local government took a stronger role re: RVCA.
43 We have to develop a walking tour for the Mill and around town.
44 To do something re: Bridge & Main/concrete intersection.

45 We had public washrooms in the Village.
?? To involve the Horticultural Society in planning Main Street.
46 To do something with the old bridge abutment (dangerous).
47 Get rid of overhead wiring on Main Street.
48 For pamphlets, publications/brochures on Manotick events...highlight assets.

The River

49 We had a "Theme".
50 The Committee would read the Official Plan re: Bridge St. and Council would follow it.
51 The Royal Bank would do something about the fibreglass annex.
52 We have to ensure the historic frontage is maintained.
53 Have to get a handle on Main Street.
54 I hope the CAUSE Team succeeds in changing the way of enforcing heritage standards (strategy process, procedure).
55 We could have architectural harmony on Main Street.
56 We could place less emphasis on Heritage and build on theme.
57 We have to get consistency of theme on Main Street.
58 We have to get a program to change Main Street.
59
60 We could all find Utopia...look at Niagara on the Lake, nice village.
61 We need a vision for the Village.
62 Council could give us a follow-up...report card annually.
63 We had enough follow-up to go to Council and Planning Committee (no one goes).
64 I hope we wouldn't antagonize rest of township (/Vs CAUSE).
65 We have to integrate old and new communities (old town and bedroom city).
66 We could get all people working together.
67 We have to maintain the character of the centre of the Village (what we have is all we got).
68 We can buy as much open access to the River as possible.
69 We have to effectively control the speed and wake on the River.
70 There was a speed zone posted on the shoreline at Mahogany Harbour.
71 We have to enforce rules on the water.
72 We have to design marine speed bumps.
73 We could identify and use right of way to the water (unopened paths).
74 We have to design a waterfront walkway that is ecologically friendly - on public land (note road allowances).
75 Township would identify right of way and easements not now opened but could be. Some has been privatized.
76 We have to do environmental improvements with RCVA regulations.
77 A way to walk/bike from the north end of the Island to the locks.
78 We could make more use of the park at the north end of the Island.
79 We could resolve if we want a boat launch <u>in</u> the Village or motor boats elsewhere. Keep launch in town for canoe etc.
80 Docking like Westport to encourage business (but take time to plan wisely).
81 We have to encourage boaters to stop/shop etc. in Manotick.
82 We do not develop tourism at the expense of local quality of life in the Village.
83 We have to enhance Village life through tourism.
85 Boaters had to take a "Driver's License".
86 Our local rep would demand enforcement of law and insist on common sense boating.
add Need a <u>portage</u> over the dam for canoeists so we can canoe around the island.

Roads/Transport

87 For a gateway into town (such as an historical architectural feature).
88 The Township would compile comment on local and regional and made roads more pedestrian friendly. Traffic quieting.
89 There could be something done to improve visibility at Bankfield and Main.
90 We could address parking in Mews and Main Street.
91 We have to address Main Street parking - walking.
92 Main Street had a mall.
93 More parking for particular sports events.
94 Bridge Street was treated as a major gateway to community and more pedestrian friendly.
95 We have to make Bridge Street more attractive.
96 Rideau Valley Road should be made more attractive trees, etc.
97 Have to cut truck traffic on Bridge Street (stop altogether).
98 Have to reduce traffic on Main Street. Use

one-way traffic on Main & Ann.

99 Have use traffic calming to slow traffic down.

99a Have to put toll on Bridge Street for non-residents.

100 The regional property at Bridge & Main was not a parking lot.

101 For better signage on streets.

102 For sidewalk on Long Island Drive - (sidewalk between the two schools).

103 For better street lighting on Long Island.

Centre Core

104 Have to have a pedestrian link (the Mill - Main - The Walk - Mews).

105 We could use white lights in trees to identify transit areas from area to area (ref. pt. 104).

106 That the integrity of the Core area be maintained (between the river and Main Street; between Bridge & United Church).

107 We have to get a balance between the Mews and Mill Street.

108 Have to make the hinge (Main Street) work (get shops outside, encourage artists - more street activity).

109 We have to close Mill Street to traffic.

110 We have to take traffic off Mill Street.

111 For a Farmer's Market on weekends.

112 The Township would do something with its land on the River north of Main Street.

113 For a series of wall murals.

114 There was some area in the core where people could sit out and eat lunch.

Economic Well-Being/Growth

115 We had sewers before developing further.

116 We have to deal with lack of sewers.

117 We have to find more affordable housing for elders and youth. More affordable housing for our kids.

119 We do not look like Barrhaven.

120 We have to make affordable housing for young singles.

121 We could realize that we cannot keep Manotick a well kept secret.

122 We have to enhance business - Hotels and conference centres would help the tax situation.

123 This would remain a Village.

124 We were incorporated.

125 We would market our businesses better to our residents.

126 We controlled out to Highway 16.

127 What is the future of Manotick vis à vis Nepean & Gloucester.

128 We have to adjust boundaries.

129 Council were more pro-active.

130 We have to have Township intervene with neighbours (if possible negative actions).

add We need zoning and planning for light industrial/manufacturing businesses to develop a supportive manufacturing base.

Service

131 We have to get more lights in the park next to the dam.

132 For a faster "911" response.

133 We had a pro-active Township administration.

134 For more buses into the city communities.

Social

136 That all associations and organizations in town were better coordinated and stop going off in all directions.

137 We have to regain community feeling and spirit.

138 For better social cohesion.

139 We would appreciate our volunteers in Manotick 50+/- groups.

140 Residents would appreciate business sponsored things.

141 We have to articulate the feeling of the Community.

Streetscape

add We had better foot-path maintenance in the winter where we have no sidewalks and around telephone poles.

We had signs indicating "Children Playing" on Dickinson, Catherine and Main Street South.

SUMMARY

Manotick is in transition from a village of history and heritage to a rapidly-growing community in close proximity to a major metropolitan area. The town has expressed the desire to preserve its history while improving the economic base of its core.

The CAUSE Team concludes from its study that Manotick has now developed to a critical decision point - whether to remain a rural village with septic systems limiting further development or to become a town. Our sense is that most citizens wish to preserve the community's heritage and accept growth as a requisite to ensure fulfillment of this desire. The village now seeks a plan and a strategy to strengthen its heritage and to best control the attendant growth required.

The CAUSE Team recommends that Manotick take the following steps in the immediate or longer term to ensure that it protects and enhances its heritage.

1. In the Core, introduce improvements to Main Street including such aspects as parking, streetscape signage to reinforce its traditional role.

2. Provide public parking onto Ann Street. Improve the width and geometry of John Street so as to complete a by-pass link to alleviate through traffic in peak times from Main Street in the core.

3. Introduce a Farmers Market closely related to Main Street.

4. Define gateways at the entry points into Manotick with signage, streetscape and special features.

5. Investigate future options for the buildings withiin Dickinson Square to ensure their preservation as heritage buildings.

6. Investigate the acquisition of lands in the short term to permit increased public use of key facilities including the Arena and Mahogany Harbour.

7. Reinforce this unique heritage village character including streets, paths, buildings and spaces.

8. Investigate the consolidation of pedestrian paths throughout the Village including the Island.

9. Establish a Heritage Conservation District.

10. Establish a Business Improvement Area.

11. Encourage special events to define Manotick as an attraction to visitors.

12. Pursue the introduction of a central sewer system to ensure development opportunities.

13. Prepare planning policies and development guidelines to control the nature of future development, particularly for the vacant lands including the Ambler store and lands to the west of the Mews.

14. Develop a vision with respect to growth, the community's relationship to its rural environment and the effects of rapid residential development on the environment and the community.

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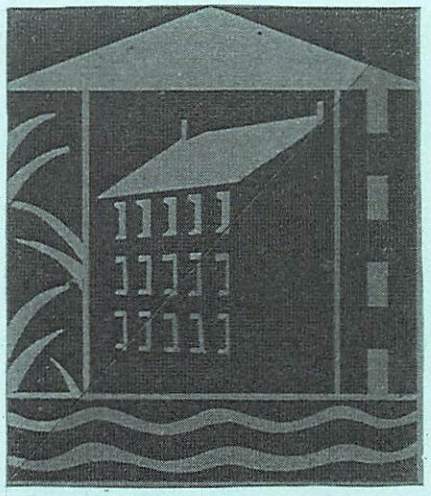
Planning Trends

BECAUSE

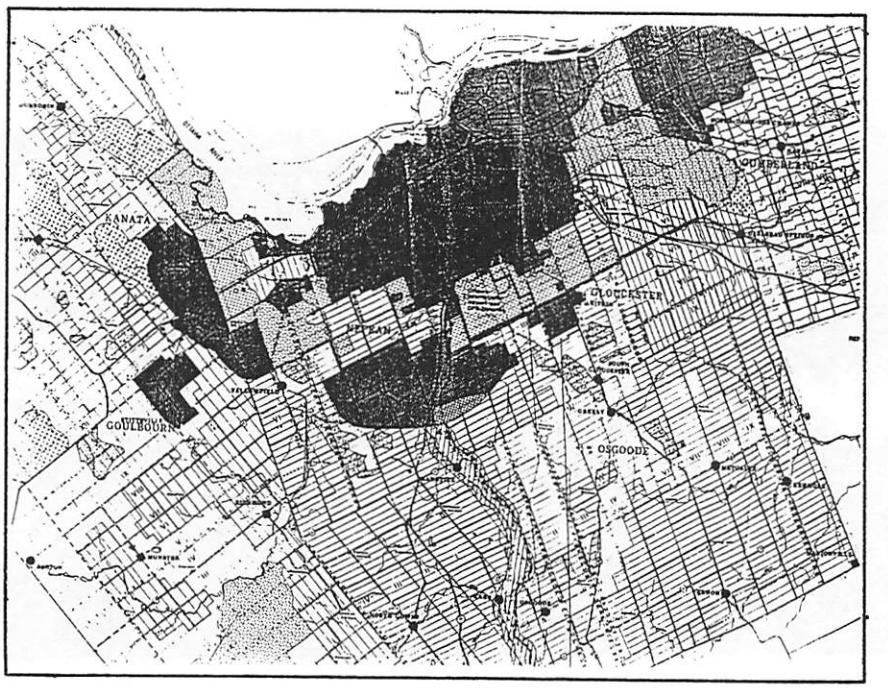
MANOTICK



REGIONAL CONTEXT

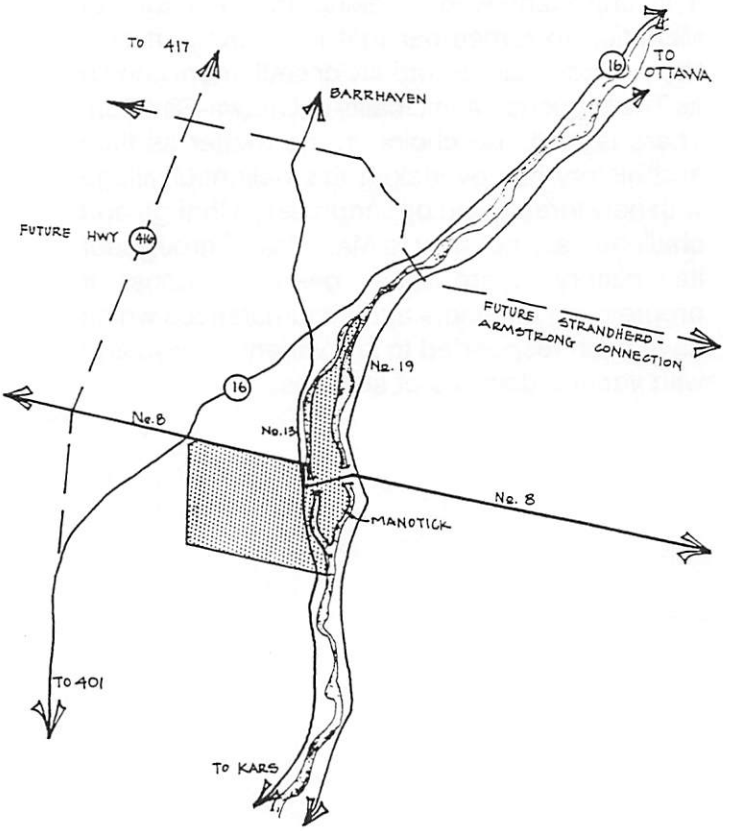
It is important when looking to the future of Manotick to remember that it is now part of a larger functional community or settlement known as The Regional Municipality of Ottawa-Carleton. There is really no choice in the matter as time and history has overtaken this delightful village with new threats and opportunities. Change and challenge are not new to Manotick. Throughout its history there has been a constant progression of events and circumstances which have been responded to in a variety of ways and with various degrees of success.

The situation now facing Manotick is somewhat unique in that it is for the first time becoming a part of a much larger settlement rather than being a solitary community surrounded by purely agricultural activity. It is now rapidly becoming a small village lying just outside the edge of a much larger metropolis. In fact, the majority of the residents of Manotick rely upon this very urban neighbour for their livelihood. It has become a "bedroom community" to the City next door. Nothing which can be done will ever change this fact. The opportunity this presents is also unique.



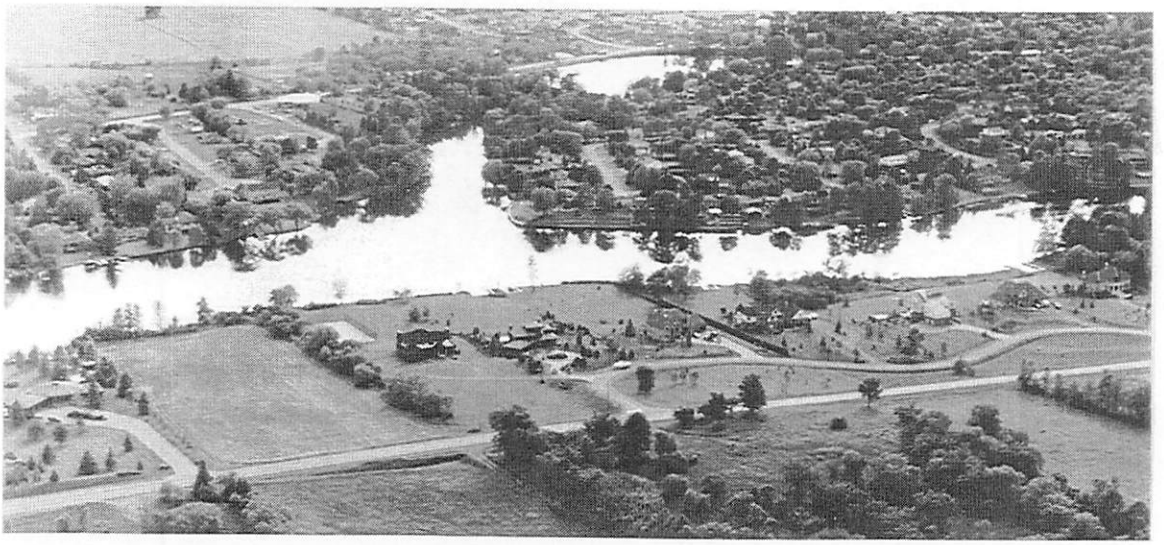
Right:

Main Routes to Manotick



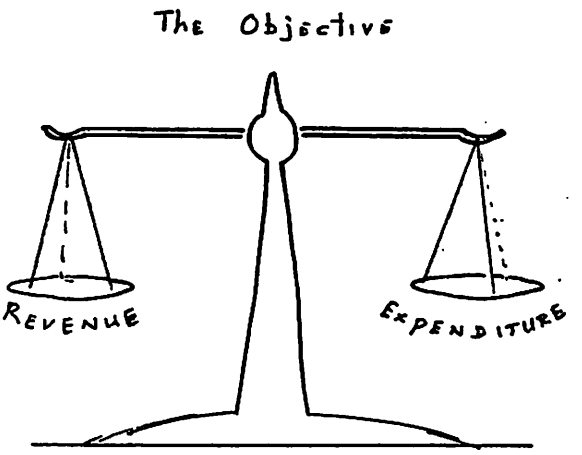
Below:

Manotick from the southeast. Village core at top right, south end of Long Island in the middle distance, and the new development in Osgoode Township in the foreground.

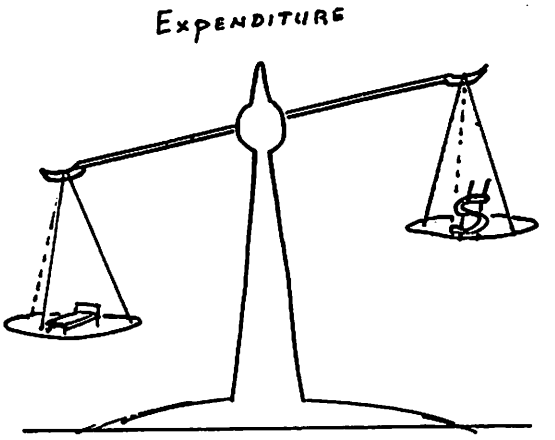


REVENUE AND EXPENDITURES

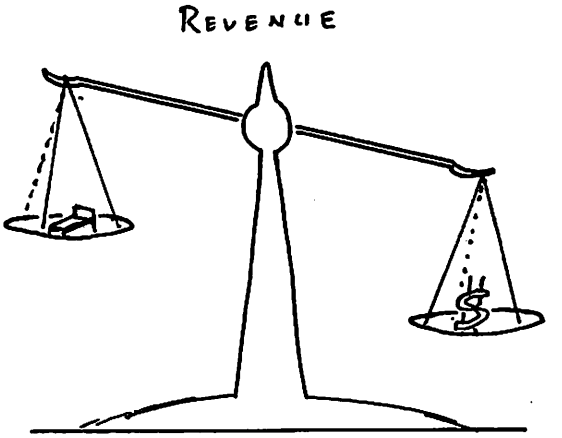
There is a system of tools defined through legislation and exercised by your local elected Council by which all community actions get done. However, no matter how much a community may want a particular matter to occur, it will not happen unless there is a financial means to make it happen. Road repairs do not occur unless someone pays for them. A building will not be constructed or a new business established unless there is a reasonable possibility of a financial return. It is money which is the fuel which keeps our system moving.



If one looks at a municipality as a financial entity, the things upon which one expends money require some form of return be it cash or satisfaction. This is frequently a subject of considerable debate at Council and is an exercise of balancing many divergent demands. Similarly, the source of revenue is also of considerable concern. The days when the Province or other senior level of government would carry the cost are long over. The necessity of paying one's own way are here for a number of reasons both financial and political. The need for a municipality to balance its own revenue and expenditures has become crucial. Manotick plays a major role in this equation.

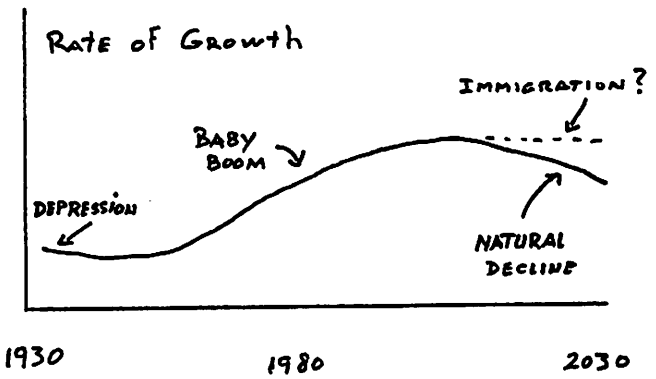


It has been said that in the long term, residential development does not pay for itself otherwise we would issue dividends rather than collect taxes. This is perhaps an oversimplification but it is basically correct. What covers the rest of the cost of running a municipality is the tax revenue derived from industrial and commercial (including retail) operations. The commercial core of Manotick is one of the revenue generators of Rideau Township which then re-distributes the taxation revenue in accordance with the demands placed before it. This revenue generation role is most likely even more pronounced with the introduction of market value assessment. It is therefore all the more important to capitalize upon this opportunity by investing appropriately in this revenue generator. This is discussed further under "Retail Sales Market" to follow.

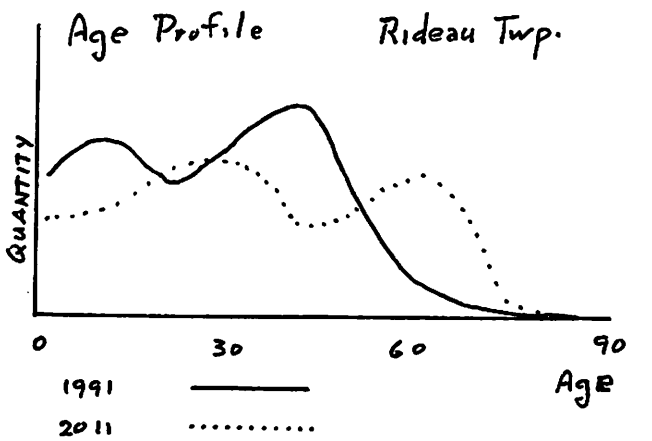


POPULATION

Even a cursory examination of population growth as it relates to Rideau Township and Manotick can allow us some interesting observations. Generally speaking, we are a generation which has become accustomed to constant population growth. This has had a major impact on the pattern of growth of Manotick. However this constant growth is likely to level off and even begin to decline in the next two decades. The rapid rate of population growth due to the "baby boomers" is something more pronounced in Canada than anywhere else in the world. That rate of growth will in all likelihood flatten out and even begin to decline by the years 2010 and 2020 respectively. It is the first time that our culture has had to cope with this phenomen since the first European occupation of North America. Only a major change in birth rates, massive immigration, and a continued disproportionate attraction of population to the Ottawa-Carleton area could circumvent this fundamental change.. an unlikely prospect.



The Township of Rideau including Manotick experienced unprecedented growth in population over the last twenty years due in large part to the desire of the "baby boomers" to acquire homes of their own. Much of Long Island was settled as a result of this growth. The education and income of this influx was above average when compared to the region. The homes built for this influx were also above average in construction and cost. The possibility of children "baby boom echo" of these families being able to purchase their first home in the area is therefore unlikely due to cost. When combined with other factors, it is difficult for local born young adults to purchase any form of starter home in the Manotick area. The later subsequent shift to a larger home in the area is also unlikely. The ability to maintain a sense of community loyalty is therefore also going to be difficult unless a recognition of the demographic factors taking place around us are recognized and responded to appropriately.



INFRASTRUCTURE AND UTILITIES

The main issue under this category is the provision of sewer and water. Even small scale infill is questionable without an adequate water and sewage system. A surprising amount of otherwise useable space in the core is dedicated to septic sewer fields inhibiting a more rational use of core spaces. Additional commercial and especially residential growth is simply not possible. This latter is truly unfortunate as it has been observed in an assessment of many core areas that those with a fairly dense and healthy residential community surrounding their core areas are the most stable and successful. With that in mind, it would appear that a strong argument could be made for the provision of water and sewer to the core. A more effective use of the commercial area and its immediate surroundings would ultimately support a more self-sustaining municipal budget.

INDUSTRIAL PROSPECTS

The line between industrial and commercial (including low order office functions) has become more and more blurred in the last few decades. The traditional concept of industry is a business producing a physical product. This type of industry is not only becoming rare but the prospect of establishing any new ones is unlikely. A very large proportion of the "things" we buy are being manufactured "off shore" where production costs are relatively minimal. The establishment of industrial parks has become a much more risky business than it used to be even ten years ago. The prospect of a return on investment would more likely be assured by investment in retail and service industries such as are found in the core area of Manotick. These would appear to be the most promising "industries" to support. The generation of 'new wealth' by tapping the major spending ability of the population to the north is an opportunity which must not be squandered.

RETAIL SALES MARKET

The objective of Manotick commercial core investment should be to attract (generate) **additional** revenue. This is an interesting challenge. The objective is twofold: to convince locals to use the core more often and; to attract clientele from outside the jurisdiction to come and leave more money here than they take. That results in a generation of additional wealth to the Village and the Township. Money spent by residents of the Township in the Township is a redistribution of wealth. Money spent in the Township by people residing outside the Township is a generation of additional wealth within the Township context. This additional wealth can then be added to that already being redistributed or alternately result in a lower rate of taxation. Support and investment in the core of Manotick would appear to be prudent.

The establishment of the "South Urban Centre" will present both danger and opportunity. The danger is that large scale shopping facilities within the South Urban Centre could compete with local shopping particularly for large bulk items. The opportunity is that Manotick could position itself within the market to capture somewhat more specialized markets and to provide a level or type of service all too absent in the larger shopping centre operations. The development of day-tripper type facilities along the tourist type of concept would also be included within this category. The market is there. The objective is then to convince them to come over the "taxation boundary" and spend (leave) money.

OFFICIAL PLAN, ZONING, AND OTHER TOOLS

Official Plans establish land use, development and redevelopment policy. They are enacted by local Council and approved by a senior level of government. Implementation of Official Plans, with the exception of "public bodies", is generally through Zoning By-Laws and other duly adopted policies and approval procedures.

The "Regional Official Plan" sets the broad context under which the "local" Township of Rideau Official Plan must comply. Within this latter document is made reference to a Secondary Plan for the Village of Manotick. (Section 3.7.2.1) There are also a number of other relevant policies within this Plan which bear commenting upon at least in general way. (It is assumed that a full detailed review by Section and Clause would not be necessary or appreciated at this point.)

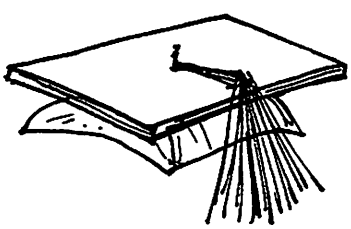
Suffice it to say that there is strong reference to the need for compatibility between any new or infill development. There is careful reference to the need to assess the financial impact of any such development as well as its impact upon utilities, services, transportation, the aesthetics of the surroundings, and the "...integrity of the existing community."

The Plan goes on to make reference to the ability of the municipality to allow development of slightly higher residential densities. As alluded to earlier, there appears to be a real practical need to permit a greater variety of housing types to be developed in the interest of the long term vitality of the community.

The issue of services is rather crucial to the long term vitality of the village particularly in view of the water contamination plume and its probable migration within the aquifer. When coupled with the "missing tooth" appearance of some areas of the core due to septic tanks and fields, (a definite inhibition to efficient development and redevelopment), it suggests that this is a good argument to add to the quest for piped services. As suggested earlier, a vibrant core to Manotick would seem to be a wise financial investment in the long run. The business core of Manotick properly attended, could well become an even more important source of added revenue for the whole municipal community. It would appear prudent to move forward expeditiously with the requisite "Detailed Servicing Options Study." The results of such a study could well result in additional revenue producing redevelopment and job generation.

COMMENTARY

The Cause team has applied a considerable amount of time and experience to an assessment of the Village of Manotick. One of the things which became obvious rather early on is that there has already been a great deal of effort expended by the municipality and the immediate community in trying to come to grips with a changing yet challenging set of circumstances. Amongst other things, it is the intent of the team to build upon this excellent compilation of essential background and intent and to lend to it our collective "outside" observations and suggestions.



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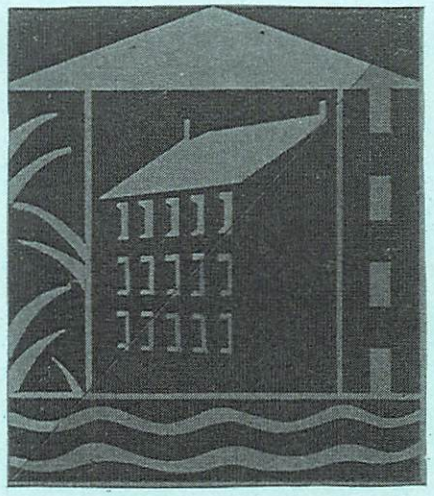
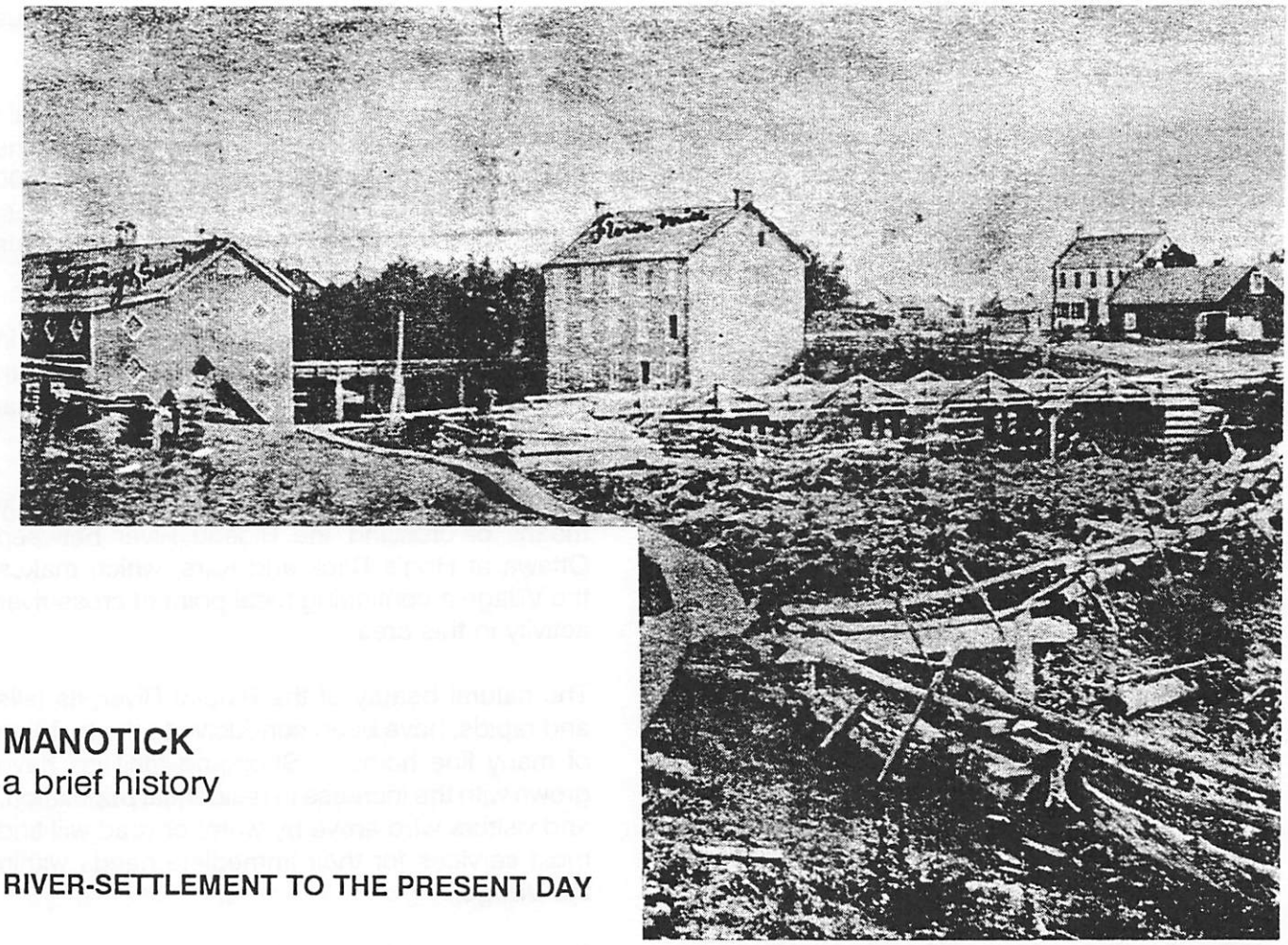
Heritage

BECAUSE

MANOTICK





MANOTICK
a brief history

RIVER-SETTLEMENT TO THE PRESENT DAY

The settlement of Manotick came into being in 1859 when Moss Kent Dickinson, a native of New York, and former Mayor of Bytown, obtained the rights to the waterpower on the west branch of the Rideau River. This was at the control dam, some 15 miles south of the site of Bytown.

Here he built a flour mill and a sawmill, between the mainland and a forest-covered island. Building lots were sold by Mr. Dickinson, and soon there were dwellings and local business establishments around the mills, and Manotick Village was formed.

At the time of construction of the Rideau Waterway System by Colonel By, the major settlement in the Long Island area had grown at the north end of the Island, two miles north of the present Village of Manotick. It was here, when the dams, sluices and locks were being constructed, that a considerable number of men, who were employed by the contractors, lived in shacks near their work.

Some of the settlers had obtained Crown Grants to farms along the river and also on the island itself, and when the canal opened for traffic in 1829-30, some of the construction labourers also acquired farms in the area. Churches were established near the locks and it seemed that a village would develop there. However, when Mr. Dickinson took the water power rights, at a site two miles southward, the village site was changed.

The new mills at Manotick attracted many workmen, as well as stores and shops. The churches were moved from the locks area of Long Island, schools were set up, a doctor and

veterinaries were attracted, and Manotick became the hub for the prosperous surrounding countryside.

Situated as it was in the centre of Long Island on the busy Rideau Waterway and in the heart of a splendid agricultural region, the settlement had all the elements needed for prosperity. And its wooden swing bridge constituted the only means of crossing the Rideau River between Ottawa and Kars.

Mr. Dickinson's flour mill contained the most modern improvements in the art of milling, and in the year of 1871 was said to be one of the most complete and commodious mills in Central Canada.

The sawmill, during this period, manufactured wood work for wagons and carriages, wheels, sleighs and furniture of all descriptions. A section of the mill was used to cut bungs and spiles from oak and basswood, and many of the bungs were shipped as far away as Scotland.

By the year 1879, the population of the Village had grown to about 400. There were wagon shops, blacksmith shops, two shoe stores, a saddle shop, a photographic gallery, a general store, as well as a post office and a telegraph office.

At this time, much of the freight traffic between Ottawa and the St. Lawrence River area was barged down the Rideau Canal System. Manotick happened to be just a day's journey by barge from Ottawa, as well as a day's journey by road from that city, and so became a natural stopover point. At one time, three hotels were operating in the Village. However, as the railroad and later the automobile changed the patterns of transportation, the canal assumed less importance in the life of the Village; but as late as 1930's some supplies for the area were still being received by the water route.

In January of 1903, the community was made a Police Village by the Carleton County Council, and has remained so to this day. Today the Village is within the Township of Rideau, and contains many fine residences and a prosperous business section.

The business area is predominately along Main Street, which had been Highway 16. The population of the Village proper was about 1,500 and, when including the adjacent built-areas, 4,200. The Township registers 11,400 residents in 1989.

In 1957, there were 233 business enterprises in the Village and surrounding area, along with schools, churches, clubs and recreational facilities.

The bridges at Manotick still serve as the only means of crossing the Rideau River between Ottawa at Hog's Back and Kars, which makes the Village a continuing focal point of cross-river activity in this area.

The natural beauty of the Rideau River, its falls and rapids, have been conducive to the building of many fine homes. Shopping facilities have grown with the increase in residential population, and visitors who arrive by water or road will find most services for their immediate needs within the Village.

Today, the Village of Manotick is an ideal residential area for those who wish to enjoy the charm of a small community within easy driving distance from Ottawa. And the Rideau Canal continues to contribute to the development of the area by providing beauty, boating and water sport facilities.

Taken from:

Manotick Celebrates, October 25 1989
Supplement to the Ottawa-Carleton Review, Weekly Advance Newspaper

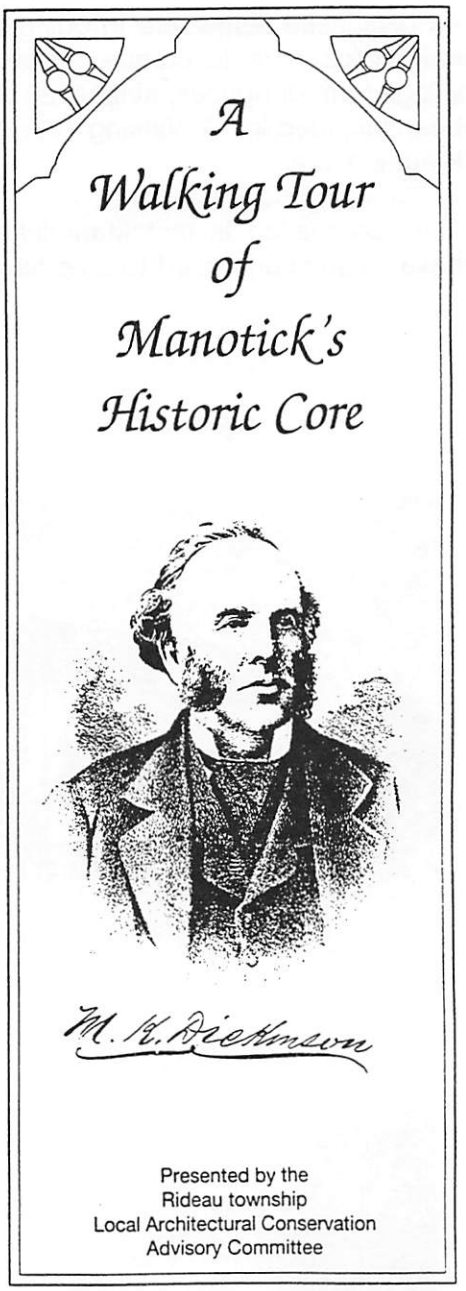
HISTORIC MAIN STREET

As discussed elsewhere in our review, historic Manotick's core is unique. Main Street is a village form of houses, at least 20 of which have been included in " A Walking Tour of Manotick's Historic Core".

Our observation is that Manotick's merchants have clearly committed to a heritage theme for Main Street in which the buildings are either restored or renovated sympathetically to their origins. The photos in this section are examples. Note that the former taxidermist's store (later Delightful Fancies) is now vacant. Future users should preserve this building with the support of LACAC as an integral part of the street.

The Rideau Township LACAC is active in the village of Manotick and have designated a number of buildings and the Ontario Heritage Act.

They also promote the preservation and restoration of historic properties and promote public awareness of the importance of heritage structures in Manotick. One of their programs is a walking tour guide of Manotick's Historic Core. These historic properties add immeasurably to the village character of Manotick.



Rideau TOWNSHIP CHAMBER OF COMMERCE

TOWNSHIP OF RIDEAU

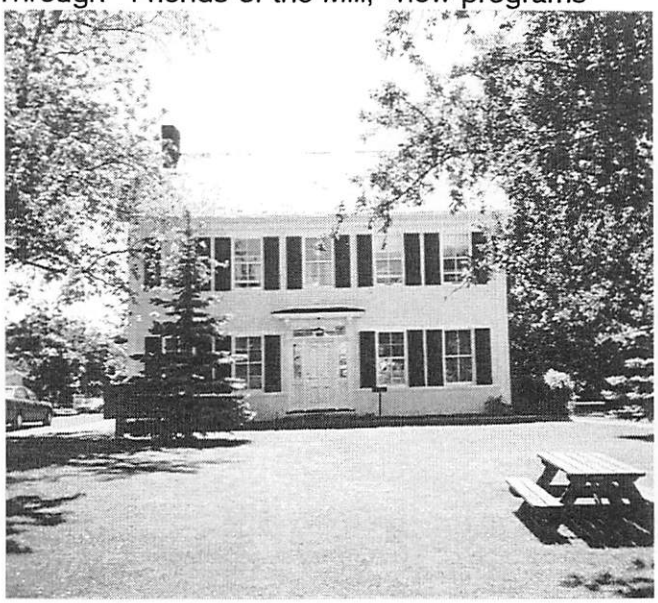
HERITAGE BUILDINGS

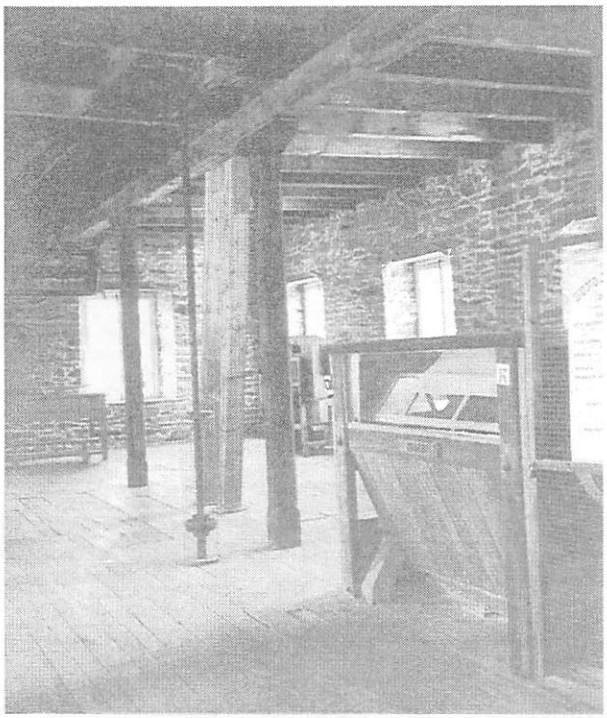
With the threatening move of the Rideau Valley Conservation Authority from their various premises on Mill Street and the reduction of funds available for the operation of Watson's Mill, the future of these important heritage structures comes into question. These buildings have been well maintained and have been put to good use as offices for the Rideau Valley Conservation Authority. What future uses can be found for these buildings to help ensure their long-term viability?

CAUSE is in strong support of the retention and restoration of heritage structures, but recognizes that the best chance of older buildings surviving is their transition to contemporary use. This can often mean renovations to upgrade structural elements, electrical systems, heating systems, life safety systems, and building skin as well as sometimes internal reorganization to accommodate contemporary uses not anticipated by the original builders. A very few special buildings may be maintained as "museums" but even that use puts unusual strains on the original building. With increasing reductions of public funding, and limited private cultural funding, the future of the structures around Dickinson Square should be considered carefully.

THE MILL

Through "Friends of the Mill," new programs





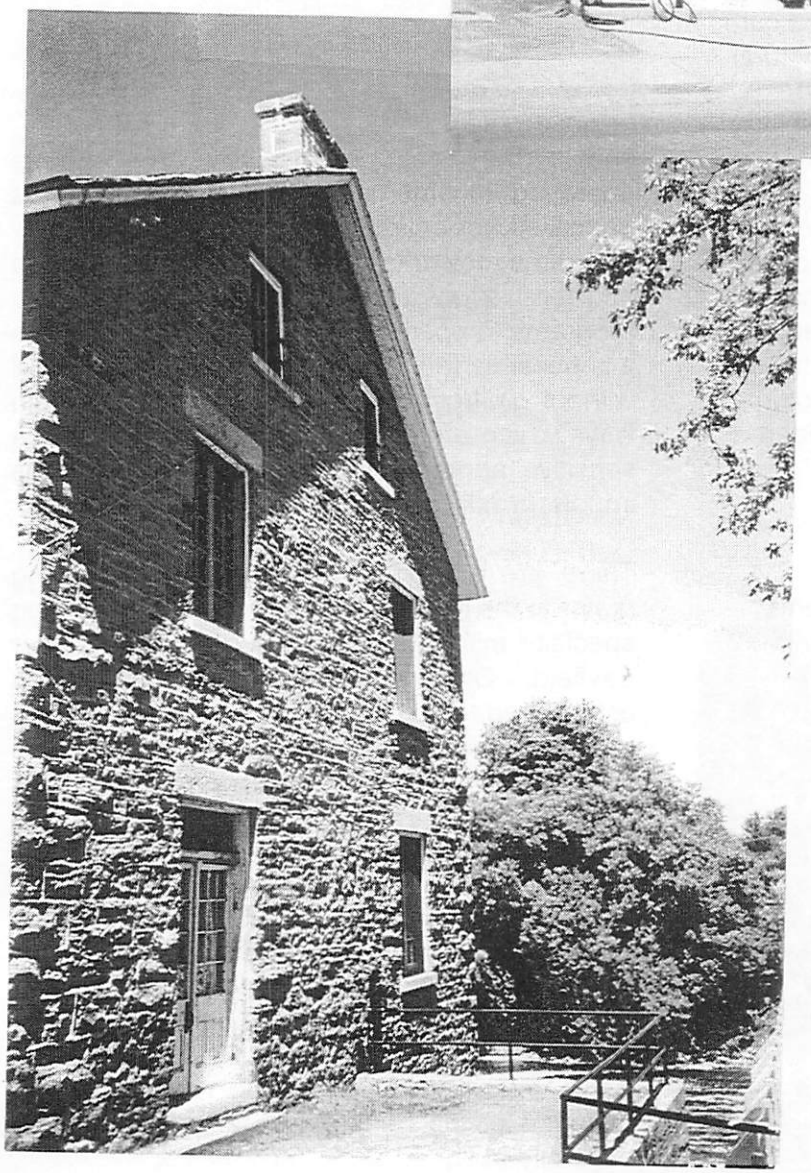
should be developed which can generate operating income such that the structure is partially if not entirely self-sufficient. These new programs may entail the necessity of alterations and renovations to the Mill to allow these new programs to operate. The CAUSE team believes it is possible to make these changes to the Mill without destroying its heritage qualities and in ways which are sympathetic to the function. A sensitive approach is required to ensure this important building's long-term surivial.

There are examples of working mills, milling grains in the traditional manner for an expanding specialty mill trade. The Delong Windmill near Bayfield, Ontario, a new mill, has been established to produce products in a traditional manner. It may be possible that the Mill could in fact be converted to a modern producing mill.

THE HOUSES

It is the feeling of the CAUSE team that the houses can be used for different office purposes should the Rideau Valley Conservation Authority move or convert back to residential uses and sold on the open market. The CAUSE favors the latter since it encourages the restoration and retention of the houses in the form they were originally built.


ESSO
Esso



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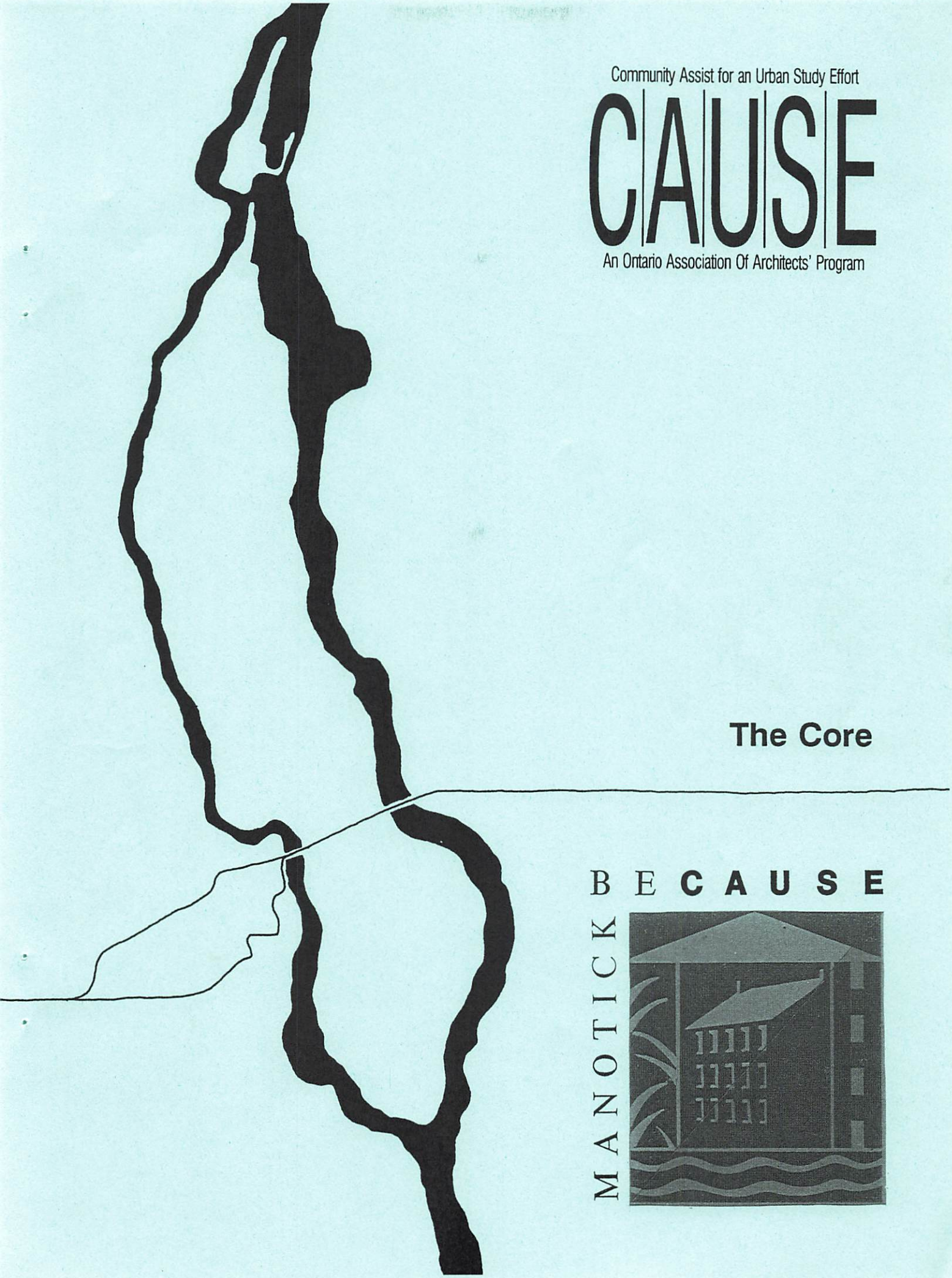


The Core

BECAUSE

MANOTICK

MANOTICK IS ONE VILLAGE

The question Cause has asked is:

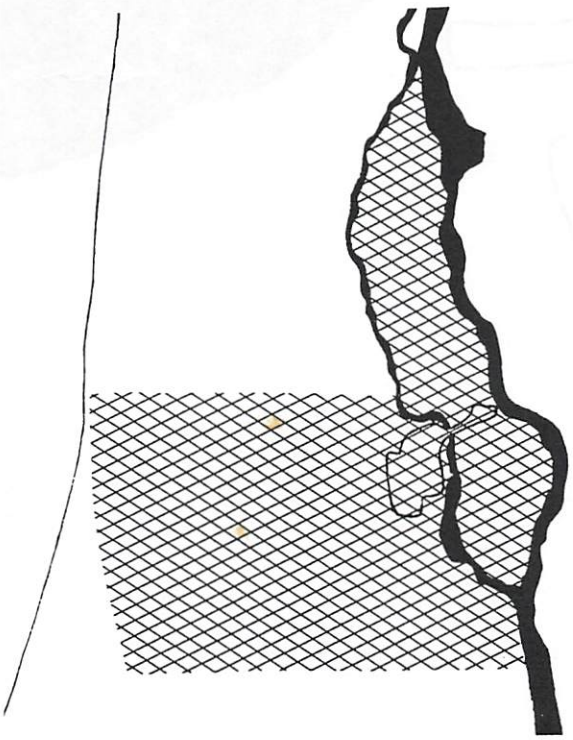
What are the actual boundaries and areas within Manotick?
vs
What are the perceived boundaries and areas within Manotick?

Historically, the Village is west of the Mill. Residential development jumped eastward to the island, then moved westward to Manotick Estates. These two residential developments since 1950 actually wrap the core and have established its current boundaries.

The residents refer to the core area as "the Village" and "the Mews" which imply Manotick has two cores. Upon examination, we have established that, in actuality, Manotick has only ONE CORE which exists between the Mill, the Post Office and the Centennial Arena, coupled with the institutional aspects of Bridge Street on the Island.

At this time, the aesthetic challenge for Manotick is how to "knit" the randomness of the historic village and the randomness of suburban development together into an easily recognizable whole.

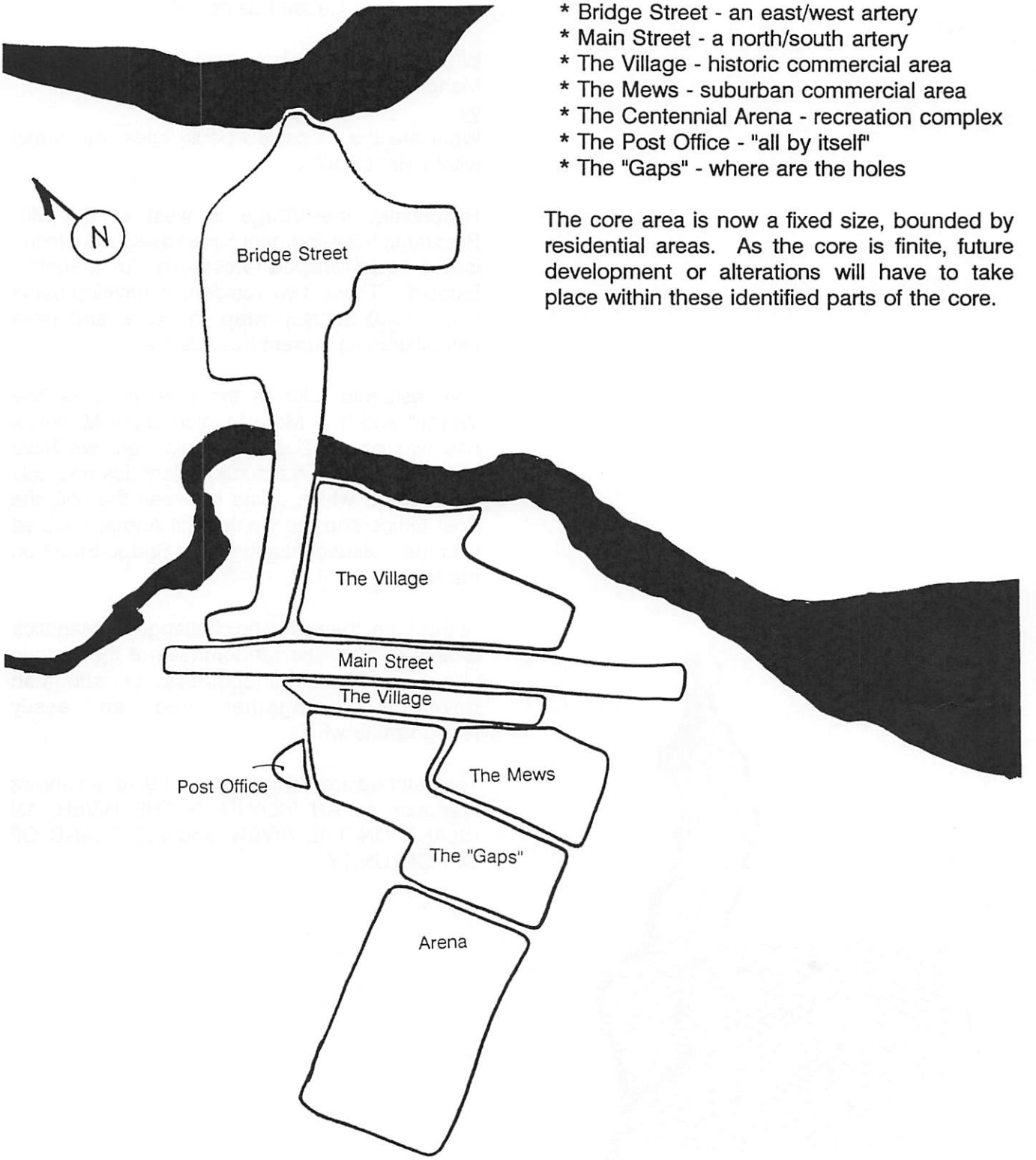
The hatched area in the adjacent diagram shows Manotick as AN ISLAND IN THE RIVER, AN ISLAND ON THE RIVER, and AN ISLAND OF OPPORTUNITY.



THE PARTS OF THE CORE

* Bridge Street - an east/west artery
* Main Street - a north/south artery
* The Village - historic commercial area
* The Mews - suburban commercial area
* The Centennial Arena - recreation complex
* The Post Office - "all by itself"
* The "Gaps" - where are the holes

The core area is now a fixed size, bounded by residential areas. As the core is finite, future development or alterations will have to take place within these identified parts of the core.

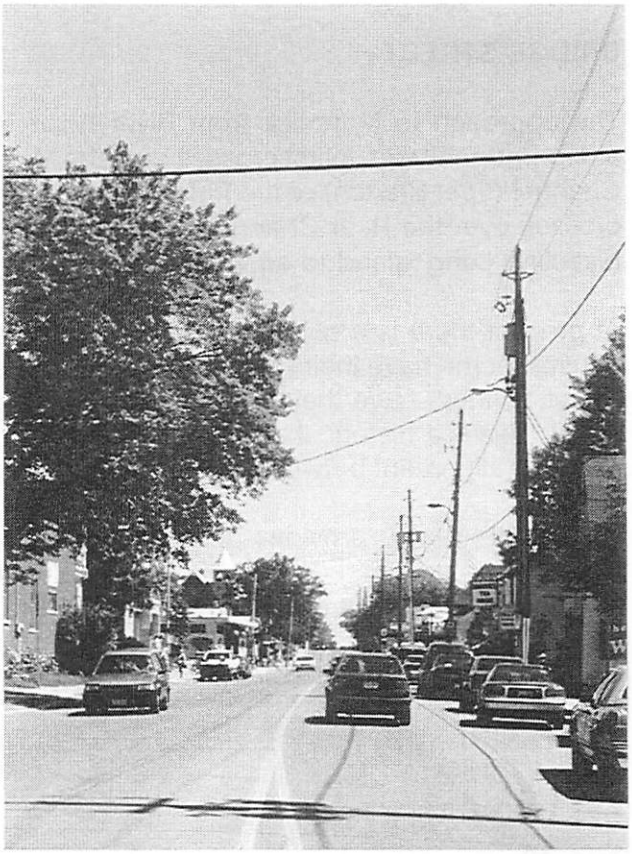


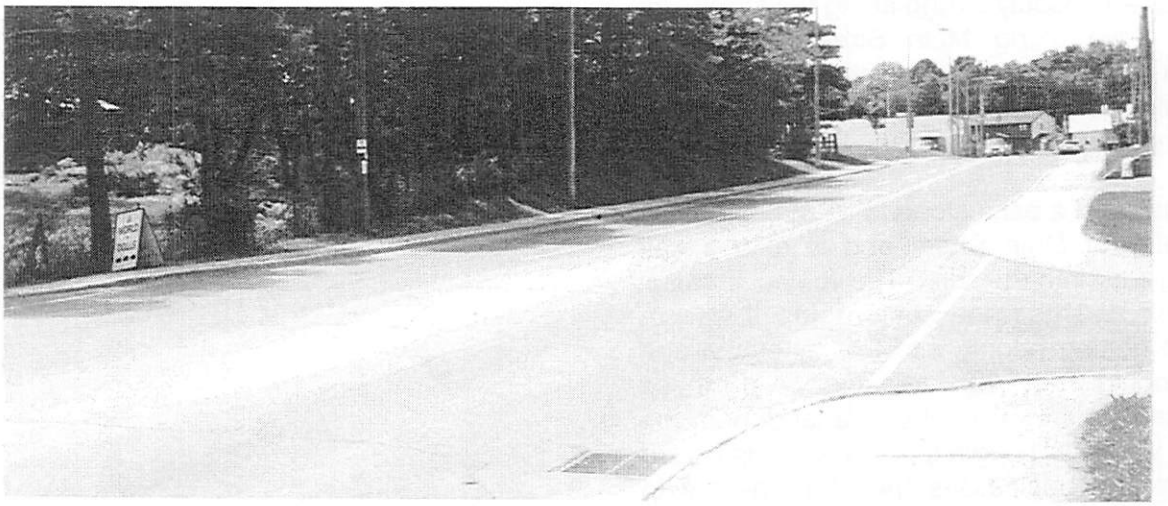
MAIN STREET

Approximately five blocks long, Main Street cuts across the core. A series of small scale retail buildings are loosely strung along the street. As people drive along Main Street, they pass through the Historic village. The vehicular traffic along Main Street is life blood for the core and therefore should remain.

The location of a bank along Main Street fortifies the vitality of Main Street and is also a key drawing card into the core. The vehicular traffic, the bank and gasoline stations are the main ways of getting people into the historic village and should not be negated. If these fundamentals are overlooks or abandoned, the historic village will begin to decline. This is also applicable to businesses that draw people in from further afield such as Upper Canada Pottery Supply.

A major social aspect of Main Street is the existence of eating establishments and outdoor cafes. Although some people find Main Street "patchy" it is a place where people from all walks of life feel comfortable. A desire for some sort of beautifications exists. Basic beautification is always welcoming but upscale beautification can limit the type of people who come into the core and therefore basic beautification would be favored as all walks of life will continue to come to Main Street.





BRIDGE STREET

The approach to Manotick from River Road is along Bridge Street. It first crosses over the Main Channel (East Branch) of the Rideau River, then crosses over the Rear Channel or West Branch bisecting Long Island to arrive in the village.

At present there is a random positioning of the houses, some have their front doors onto Bridge Street. Others have their backyards facing the street. This is a historical layer left over from the old road alignment between the former bridges.

Bridge Street also provides access to the Mill, Manotick's most recognizable and oldest landmark. Institutions such as Manotick Public School, Manotick Library, Boat Launch facilities, Public Swimming Pool, Medical Centre and the Mail Box Kiosk located along Bridge Street.

Crossing two bodies of water within such a short distance is a wonderful geographical feature which presents a great opportunity to announce the entry into Manotick.

At present Bridge Street is a well used thoroughfare. The bridges have no special significance except that they get us over the two rivers. This could be a wonderful opportunity to make them a special event on the way to the village as well as when leaving the village.

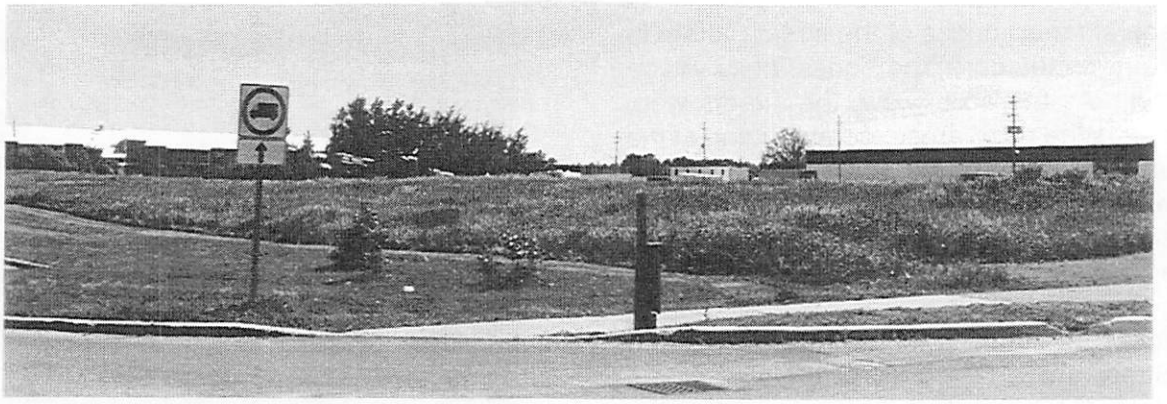
THE VILLAGE

The general randomness of the street pattern in the core gives the core "the bones" of its village character. As the core grew, the streets were layed out as the need arose, commencing at the Mill and Dickinson Square. Although Dickinson Square exists, it is not a "square" in terms of a civic square, it was a meeting place where people gathered around the Mill for commerce. Today, Dickinson square is the cultural hub of Manotick. The blocks between the Mill and Main Street are a random mix of retail stores which form the much loved historic part of the core.

The Mill, a functional one, is a major tourist anchor within the Village. The Mill and the Village are integral: the Mill draws people into the core and this fact is central to the character of Manotick's core.

THE MEWS

Although the suburban strip mall reality of the Mews shopping area seems not as favourable as the quaintness of the village, the Mews is an active, vital and viable part of the core. There is a similarity between the Mews and the Village in that there are open areas between the buildings in both areas. The openings between the buildings provide opportunities for pedestrian linkages and landscaped areas. As the parking is dated, it is vehicular friendly. There is a desire for a greener pedestrian friendly parking lot.



THE "GAPS"

The block bounded by John Street, Ann Street, Maple Street, and Meadow Lane Road have several active buildings such as an automotive garage, a professional building, police station, art school, art store, and the Legion Hall. The useage of the block occurs along Ann & John Streets with the largest portion of the block being vacant or vacated. For reference, the vacant building and parking lot locally known as the Ambler Building sits in this "gap".

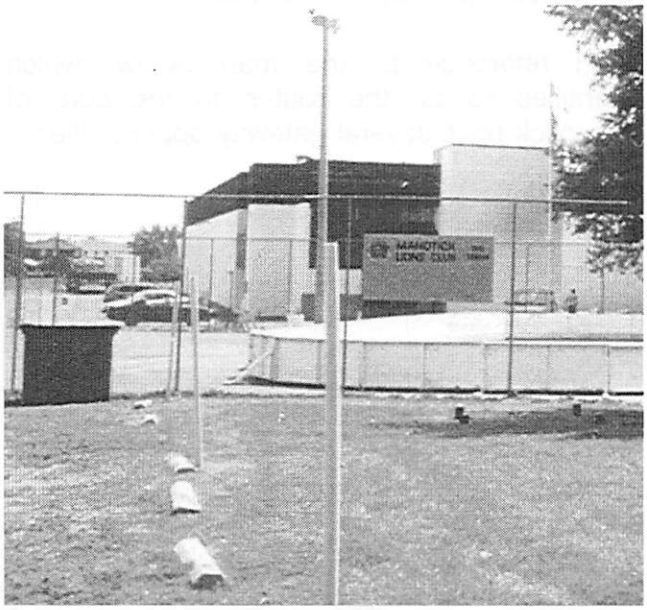
The vacant lot between the Arena and the Mews is the other "gap".

These two areas are underutilized within the core. As the core now has established perimeters, the "gaps" within the existing core area will be a major part of future growth and development.

The Ambler Building

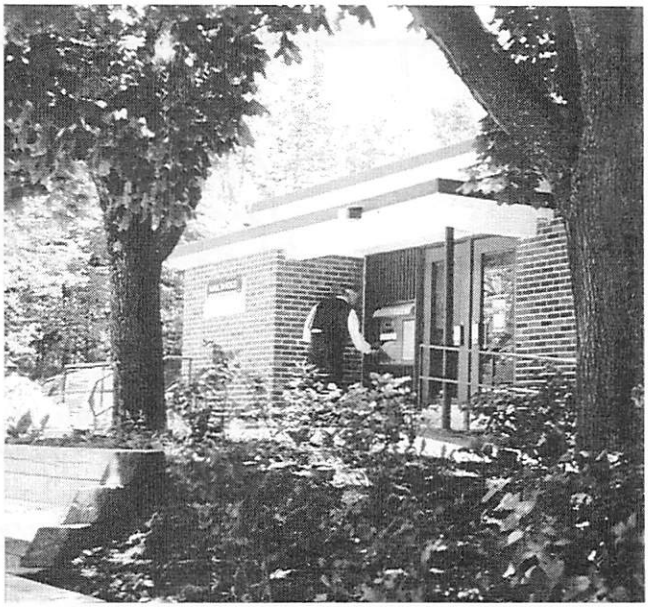
THE CENTENNIAL ARENA

The Arena is a principal meeting place for the Manotick community. As with all arenas these days, the Rideau Township Arena in Centennial Park is a very active place. Aesthetically, the arena is very lacking in relationship to the visual qualities of the rest of Manotick. Arena expansion is desired at this time but should be considered carefully in regard to the close proximity of existing and proposed recreation facilities in the Ottawa-Carleton Region. This section in the following pages denotes a plan to acquire sufficient land to permit expansion of the arena and community facilities.



THE POST OFFICE

Due to the siting of the Post Office, it exists by itself on the core's edge. The Post Office is a focus of civic pride which is lovingly enhanced by the volunteers of the local Horticultural Society. Being on the perimeter, attention should be given to linking the Post Office with the internal parts of the core.

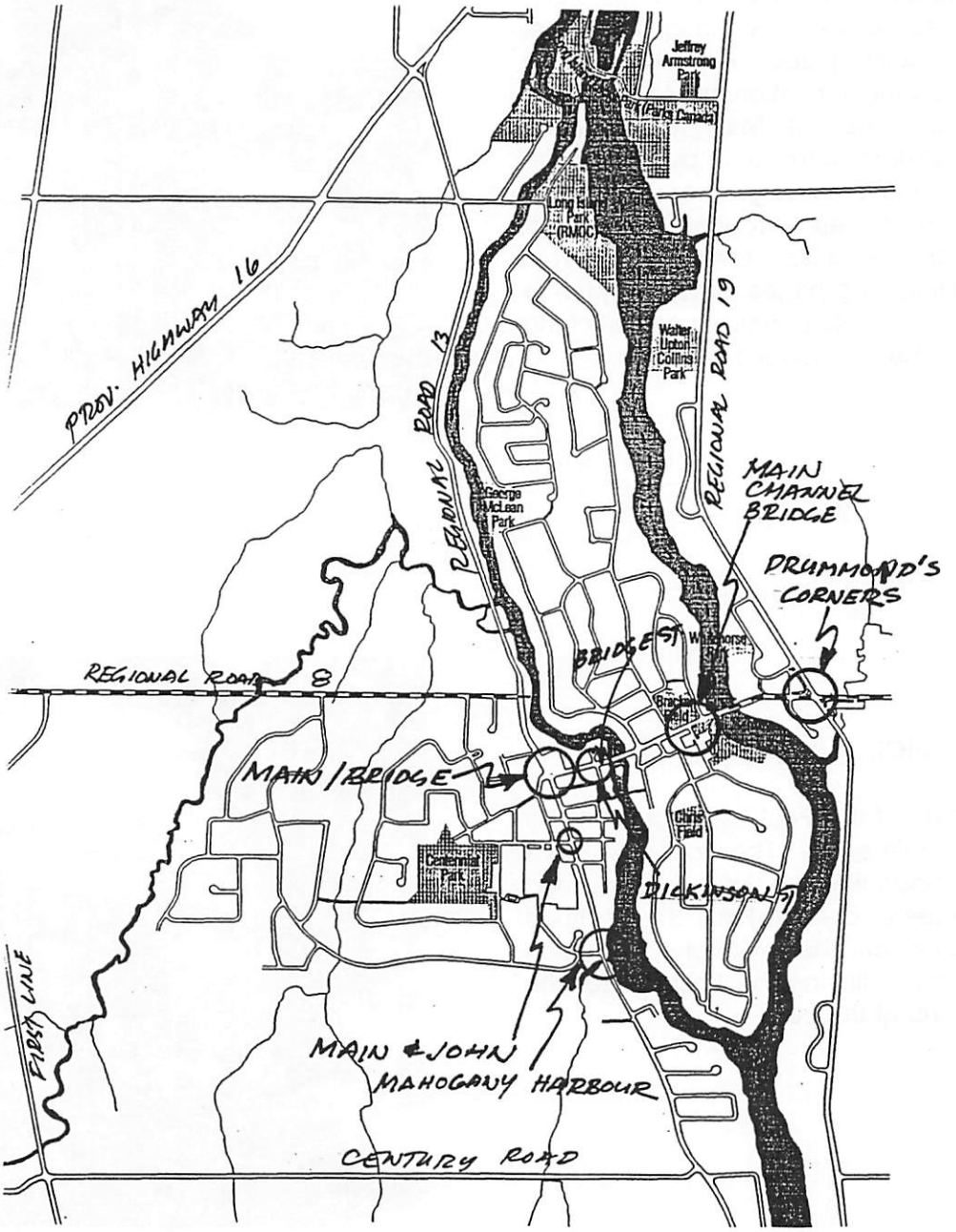


GATEWAY TO MANOTICK

Regional Road 13 between Country Road on the South and Regional Road 8 on the north becomes Manotick's main street.

With reference to the map below, which identifies roads, the routes to the core of Manotick have several gateway opportunities.

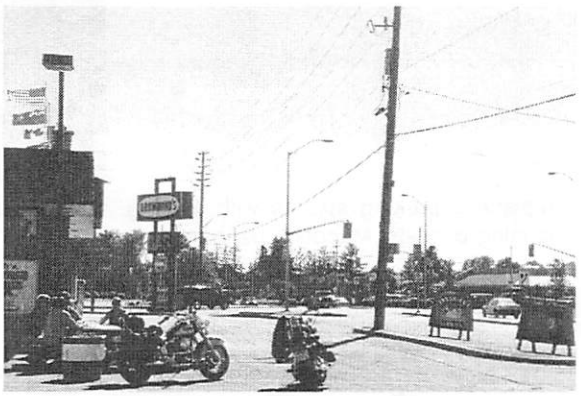
The first gateway is at Drummond's Corners at the intersection of Regional Road 19 and Bridge Street. Located here is the landmark Drummond's Gas Station and only a provincial directional sign with the town arrow west to Manotick. Once the turn is made onto Bridge Street, only a blue sign saying "Manotick" is



Map of Roads

seen - a sign erected and maintained by Rideau Township. Other similar entry signage into town occurs north and south of town on Regional Road #13 as well as a modest display of five service clubs on a separate small brown sign. However, at these points are located dark green "Welcome to Manotick" signs illustrating the Mill. These signs are decorative and attractive but the message is too small to read from passing cars.

View north on Regional Road 19
near intersection with Bridge Street



View west from
Drummond's Gas to Bridge Street

GATEWAYS

There are five main gateway or key intersection points on the entry into and through Manotick:

1. Drummond's Corners
2. Main Street/Bridge Street
3. Main Channel Bridge on Island side
4. Bridge Street/Dickinson Street, an access point to the Mill
5. Mahogany Harbour on the Village side
6. Main Street/John Street an access point into the Mews

New signage should be positioned at each of these gateway points.

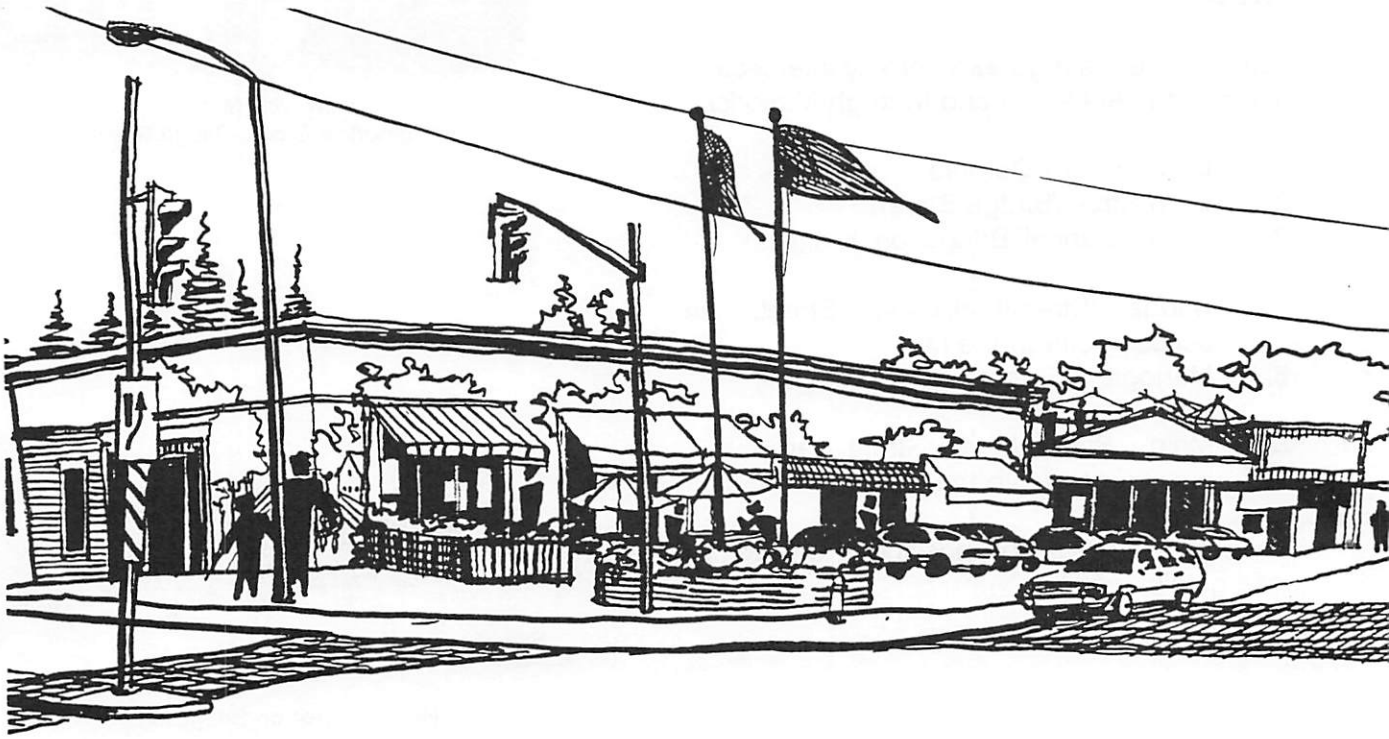
Heading west on Bridge street

MAIN STREET/BRIDGE STREET GATEWAY

This intersection of Regional Road 13 and Bridge Street is the gateway to Main Street from the north. Presently, this large arterial road intersection provides little information as to the arrival in Manotick. Examining the four corners, the observation is that two have curbside parking in front of retail facilities, which is the standard highway-commercial format, but not conducive to arrival in an historic district. Some effort should be made to beautify and soften the

Replace 2 parking spaces with lighting, corner planting, hanging baskets, Manotick banners etc.

Add feature canopies. Widen sidewalk, add planting, trees.



contrast between this type of building and the traditional Main Street with houses and stores more or less forming the street edge. In fact, the south-east corner with the "mural" building defines the commencement of old Main Street. While the building may initially appear to be too close to the corner, our proposal is to widen the sidewalk at this point to serve as a signal to motorists that Main Street has arrived. This additional curb will also permit planting, signage and space for pedestrians.

The fourth corner is the historic house and garage which further defines the character of Manotick.

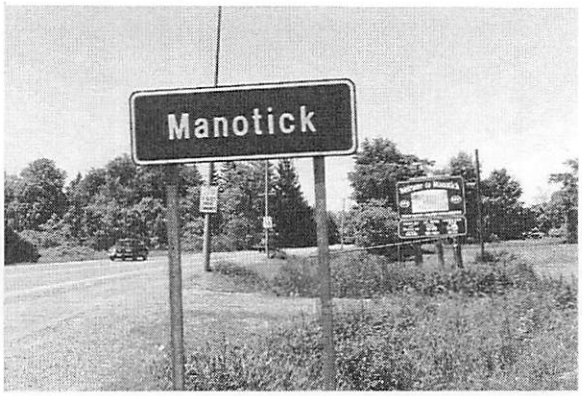
Revitalize Main Street with widened sidewalks, new paving materials, new street lighting, signage, planting, banners.

Introduce Floral Clock, banners, lighting, signage etc.

GATEWAYS

View south to Regional Road 8
from Regional Road 13

Blue and green signs very close together.
Green sign is a good idea but too small.



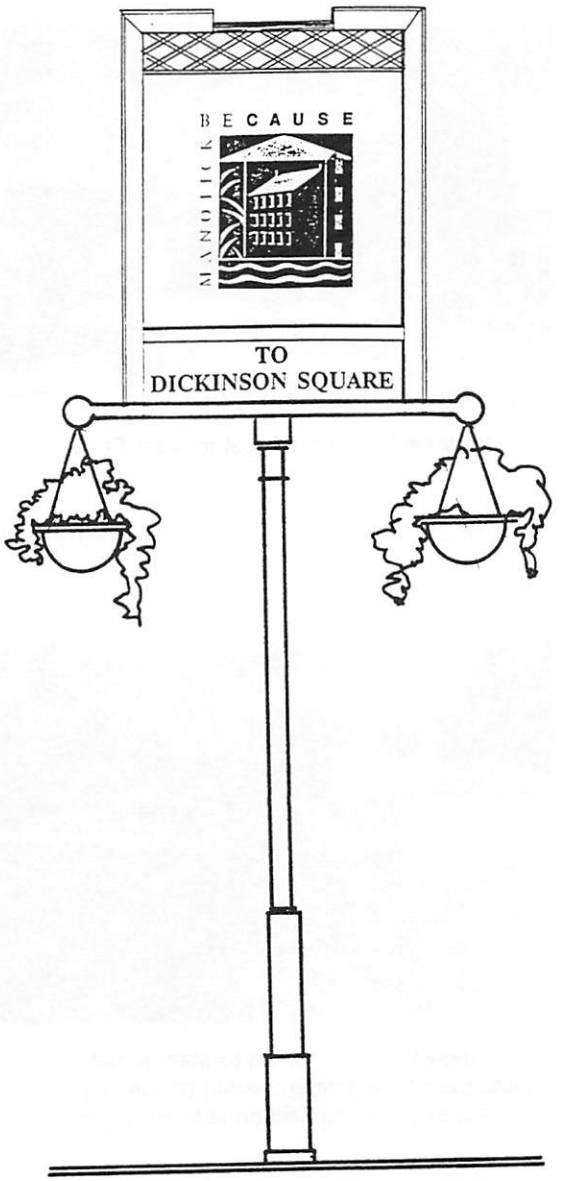
The first sign informs the
visitor only of service clubs

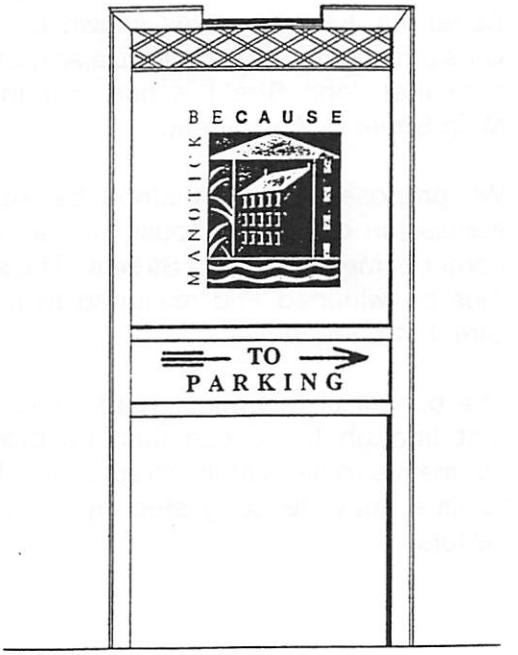
Dickinson Square sign provides no
sense of nature of the Square

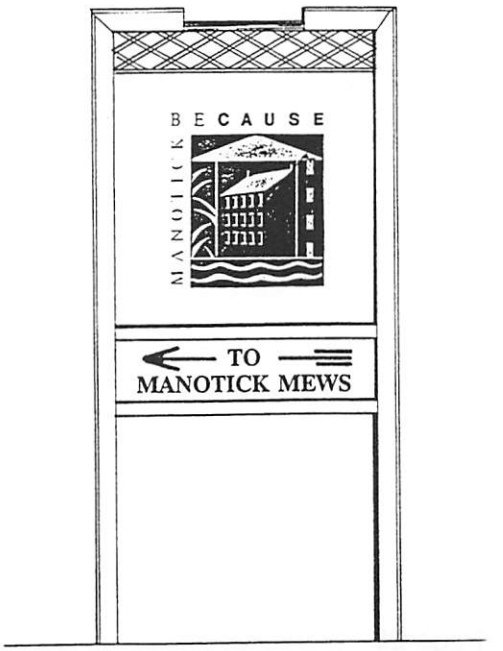
THE SIGN FAMILY

Manotick should introduce its own identity signage based on a strong image. We propose use of the very attractive beCAUSE T-Shirt logo which presents a striking image of The Mill. This signage can be utilized to inform the visitor to Manotick of the route to town, the location of town features, paths, parking and other items. This technique has been used effectively in many towns as part of increasing visitor awareness of the town's character.

Following are several examples of the proposed new sign family:





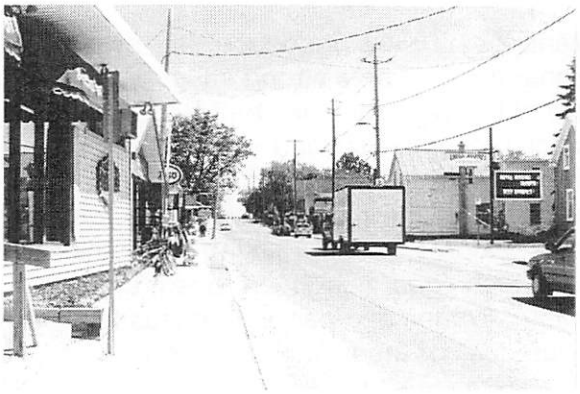


MAIN STREET/JOHN STREET GATEWAY

Cars access the Mews from the south off Main Street via John Street as shown on the map. Cars arriving from the north use Ann Street. We note that John Street is narrower than either Main Street or Ann Street.

We propose that John Street be widened by acquisition of the old house at the north-west corner of Main and John Streets. The street can thus be widened and realigned to meet Main Street at right angles.

The benefit of this minor road improvement is that through traffic can then be provided an alternative route to Main Street which, from time to time, may be congested by shoppers and visitors.



View of home looking south on Main Street

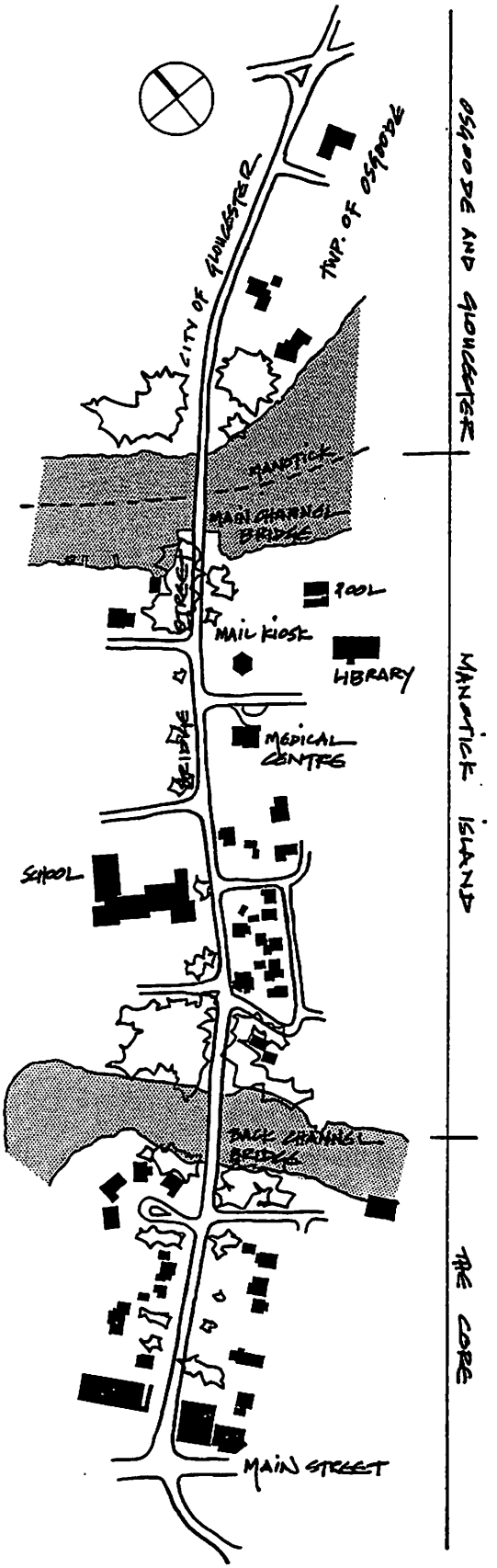
View east on John Street to Main Street

View from Ann Street to Main Street.
Note the new alignment would greatly improve the skewed intersection at Main Street.

BRIDGE STREET: EXISTING CONDITIONS

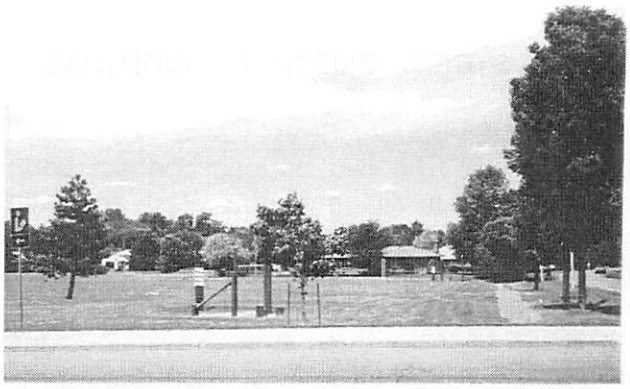
At present, Bridge Street is a well used thoroughfare. The two bridges connect Long Island with the village to the West and with communities to the East. They afford us the first glance down to the river and a view of the Mill, the symbol of Manotick. This presents a great challenge to make them special events on the way to the village as well as when leaving the village.

The point of arrival in Manotick is where the Main Channel Bridge touches Long Island. A Gateway Sign which includes the symbol of the Village might also give information regarding the location of the Boat Launch, Pool, Library and Post Office Kiosk.



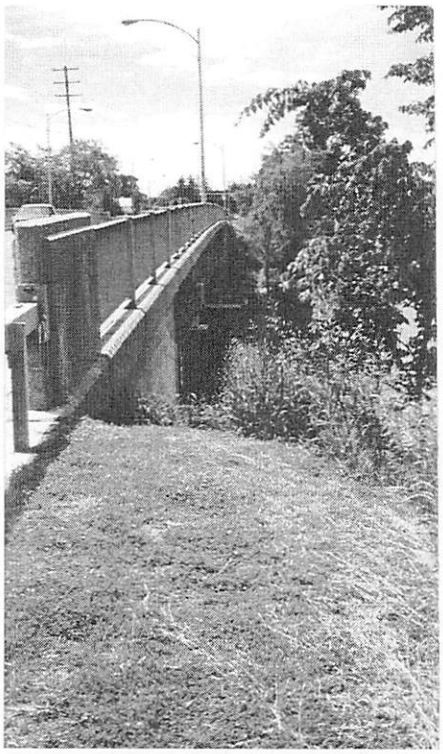
BRIDGE STREET: PROPOSALS

The apparently random positioning of the houses on Bridge Street, empty lots and a small area of commercial activity along with already planted trees help give the street definition and shade the pedestrian walkway. To intensify the feeling of Bridge Street as a road leading to a village, clusters of trees might be added to fill in the gaps. These trees do not have to be arranged in a linear fashion as it would be more desirable to support the randomness of the existing condition.



View from east side of Bridge Street

Both bridges are nice to walk on, however, the traffic is intense and there is only a single sidewalk on the bridge which crosses the Main Channel Bridge. Bicycles are part of the overall traffic and riders have to use the sidewalk if they want to arrive safely in Manotick. To maintain access for pedestrians and bicycles, a widening of the Main Chanel bridge along the North side would provide a pedestrian walk. This new sidewalk would have a railing not only on the river side but also on the inside with the existing bridge railing. This gives more distance between vehicular traffic and pedestrians as well as draw more attention to the river. Such an addition to the bridge is prefereable on the North side as the school is also on the same side.



View of existing Main Channel Bridge

BRIDGES:

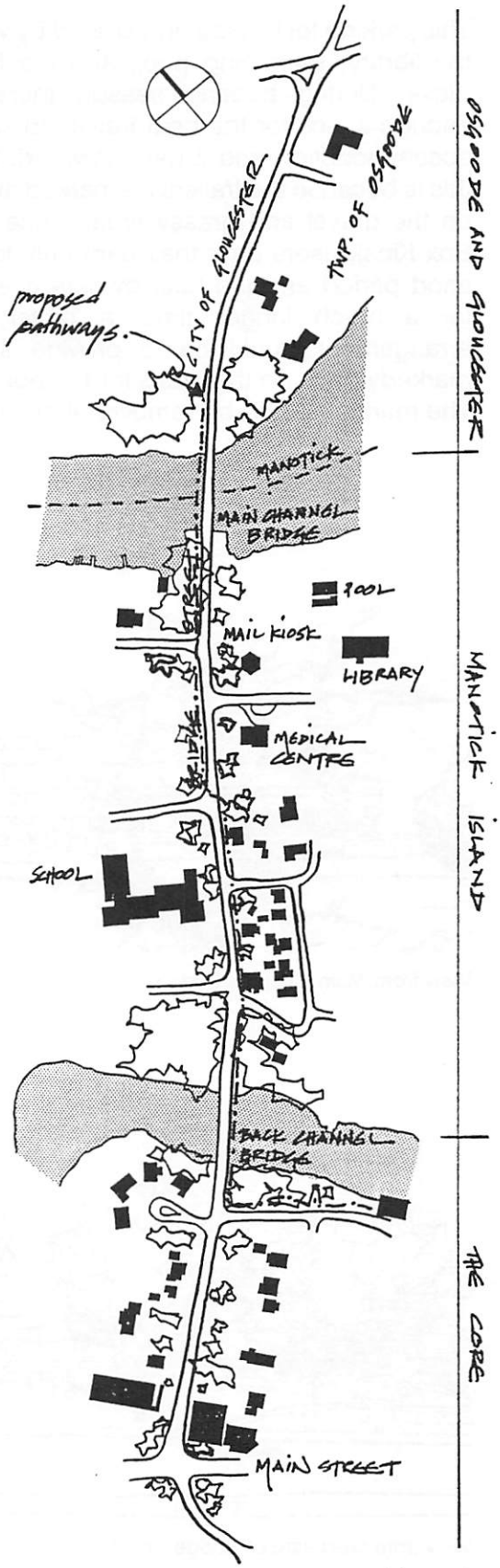
The existing lighting over the bridges is standard and will have to remain. The introduction of lower, more frequent light standards which can also be used to support i.e. flags would give the bridge a very festive appearance during day as well as night. There are already flags used in the village to denote special places. These flags would announce special events: i.e. Fringe, Dickinson Days, Christmas in Manotick etc.

View of back channel bridge from north

PEDESTRIAN & BICYCLE PATH:

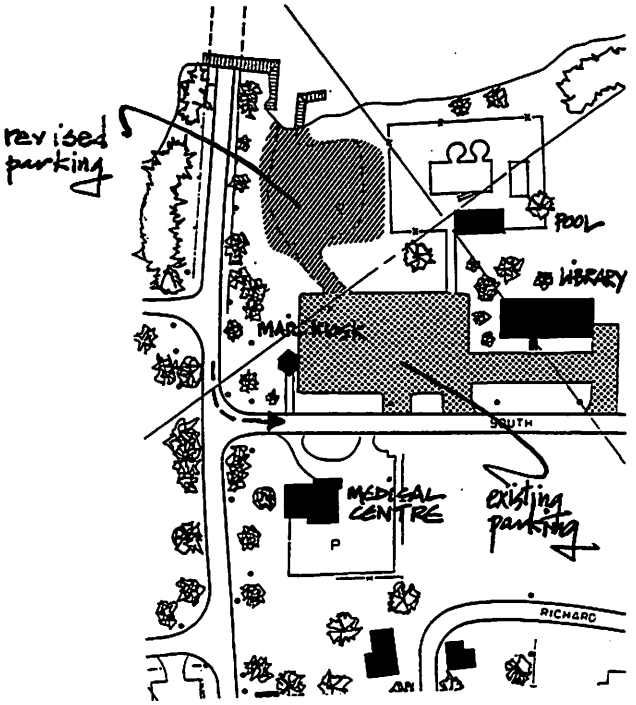
The pedestrian and bicylcle ways should be continued along the North side of Bridge street to the traffic light at the school. A safe cross over might occur here and the sidewalk would then continue over the Rear Channel bridge. Since this bridge has existing sidewalks on both sides, the one on the north side should accommodate bicycles only.

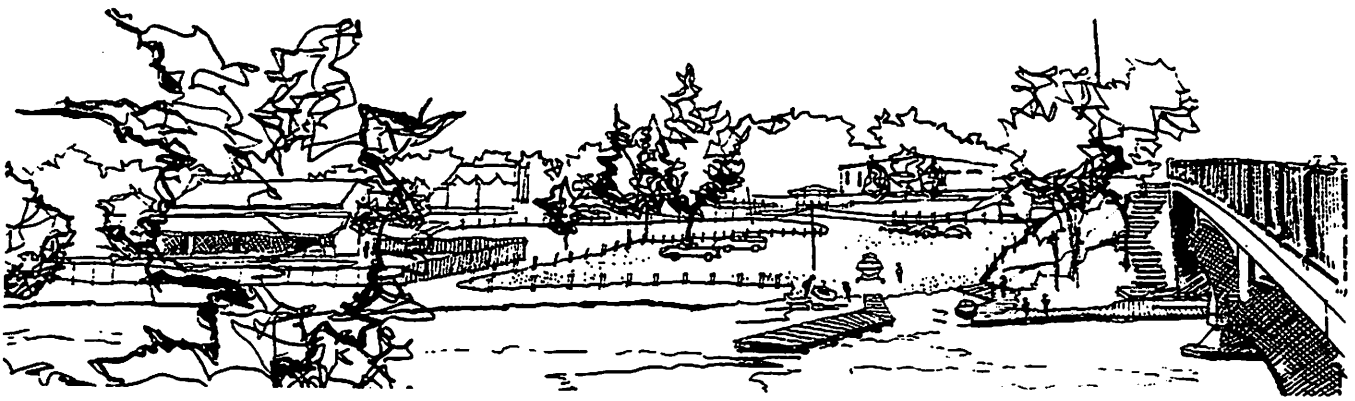
View of main channel bridge from north



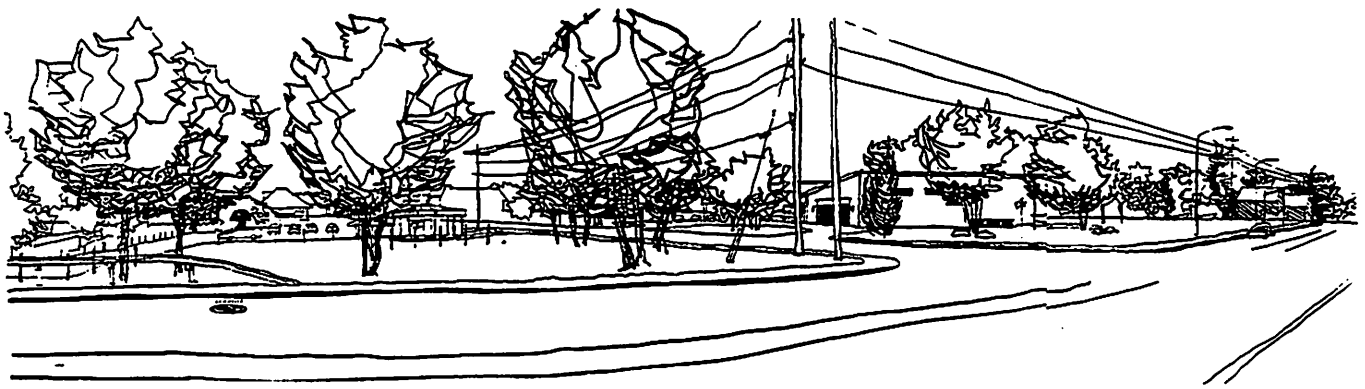
PARKING AT THE LIBRARY

This parking lot is used and shared by visitors to the library, swimming pool, and the Mail Box Kiosk. During boating season there is not enough space for the boat trailers to share this accommodation and it gets crowded. Primarily this is because the trailers are parked at random on the gravel and grassy area. Since the Mail Box Kiosk users park their cars only for a very short period and the boat owners need space for a much longer time, a better parking arrangement would be to provide additional marked space on the grass for the boat trailers. The markers could be removed if necessary.





View from Main Channel Bridge



View from west side of Bridge Street

VILLAGE CAFES

Manotick has a number of very lovely side yard cafe patios. The restaurant on Bridge Street follows this tradition. The brick wall along the street side does protect from noise and fumes but also makes it difficult for potential guests to see the cafe. By placing more open umbrellas on the patio and flags or shields to advertise the existance of the patio cafe, more people will be attracted. The gated entrance should be more prominent, again with some lights and signs as used on Main Street cafes.

BRIDGE STREET GATEWAY

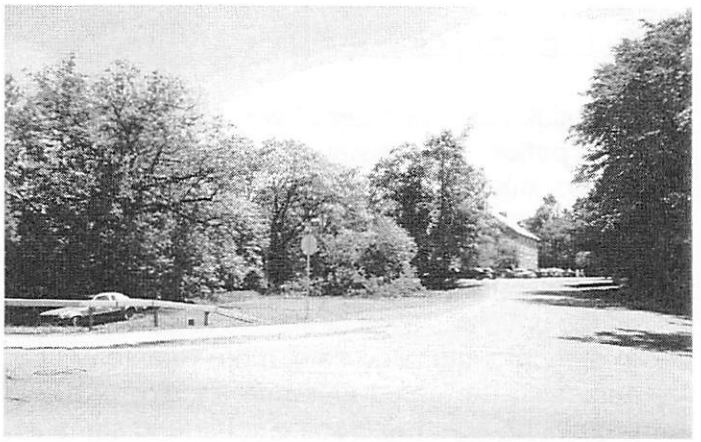
Bridge Street is one of the important Gateways to the village. The Manotick sign would be located at its primary location where the Main Channel bridge touches Long Island and as a secondary marker at Dickinson Street.

PATH TO BOAT LAUNCH POINT

There exists a walking path from the south/east corner of Bridge Street and South River Drive down to the boat launch area. We recommend to have this pathway made into a permanent feature by adding the necessary steps.

BOAT LAUNCHING

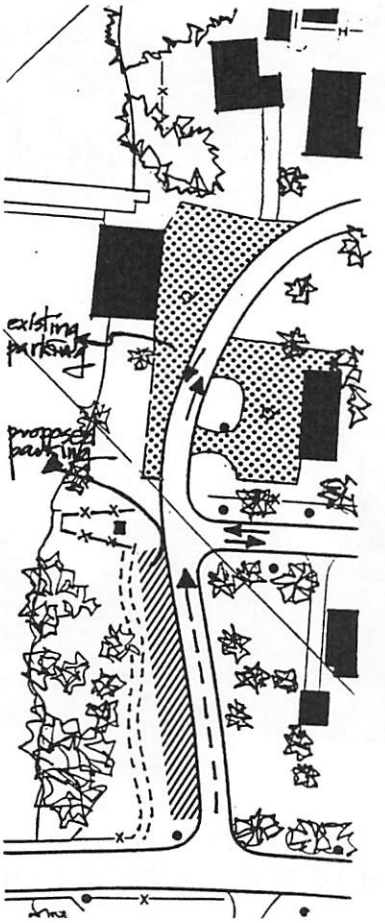
The public boat launch is busy. For the parking, a slightly larger lot, marked with either upright posts for stalls or simply by placing logs on the grass to indicate an organized parking lot would correct the random parking which now takes place steps.

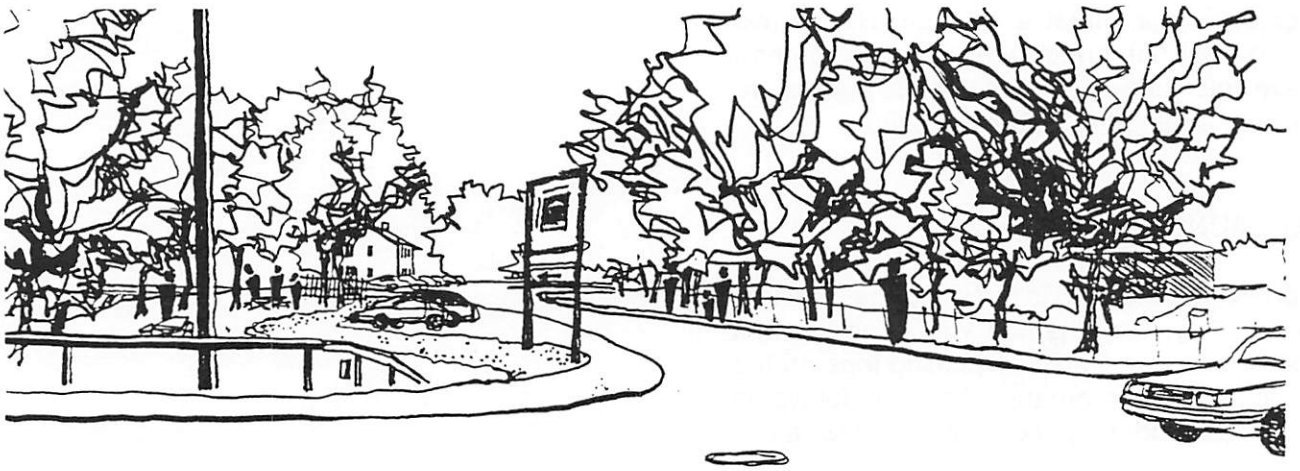


APPROACH TO THE MILL

Bridge Street also provides access to the Mill, Manotick's most recognizeable landmark. We recommend to make Dickinson Street from Bridge Street to Church Street a one-way street going towards the Mill. This then becomes a secondary entrance to the village. To get to Main Street, a driver would have to use either Church, Mill or Tighe Streets.

The pedestrian walkway over the south side of the bridge would turn onto a propsed path along Dickinson Street. It would follow along the tree line on the east side of the street, become part of the old bridge abuttment with the cenotaph and then continue on towards the Mill. Because of the proposed narrower one-way Dickinson Street, additional parking could be added between the pedestrian walkway and the street. To afford a view towards the Mill, the bushes would have to be cut back.





Turn from Bridge Street onto Dickinson Street illustrating new Manotick sign.

DIRECTIONS FOR CORE DEVELOPMENT

There are excellent beginings in the village. Manotick is fortunate to have an established community spirit which pushes and pulls itself through time.

One of the wonderful things that exists is the pedestrian friendly streets between the Mill and Main Street.

This also exposes the problem spots quite clearly:

> Ambler's sits in the middle of the "Gap" and together with the open field, it forms the "Gaps."
>
> The Arena with adjoining sports fields bridges the core to the surrounding residential area.

Linking, joining, bringing together the many little "pearls" is vital for Manotick. The pedestrian walkways, which now exist on Church, Mill, Tighe and John Street have to connect Main Street through to the arena.

CIRCULATION

Ann Street provides opportunity for additional parking. This propsal could provide about 40 more parking spaces in addition to the ones which are already in use along the street. Walkways extended between the houses West of Main Street, would skirt newly created parking areas and onward across to the Ambler Gap. Sets of walkways in a perpendicular direction could be created to join Main Street with the Mews. Walkway surfaces should be identifyable such as cement pavers or coloured concrete

The vacant lot behind the mews could be assigned to provide housing, increasing the density in the centre of the core. By extending Meadow Lane as shown on the site plan, the two proposed buldings have received an access street. Closing Dr. Leach Road adds land to the sports complex. These proposals now link the historic area through the Mews to the Arena and the area becomes pedestrian friendly.

The intersection at John and Main requires a small adjustment. The north corner would be widened to allow better access from either direction on and off Main Street.

Reshaping Main Street at intersections narrowing it a little and allowing parking along the sides, might reduce traffic speed. All four intersections should have recognizeable pedestrian crossings over the pavement.

Throughout the historical village, the Mews and arena there is a good integration of pedestrians and cars, similar to what already exists between Dickinson Square and Main.

BUILDINGS

The Ambler building, a building in transition, will most likely be either converted or torn down in the future. However, in the meantime it should be put to use to avoid becoming dead space in this visible location.

For example: a flea market
regular or/and antique actions

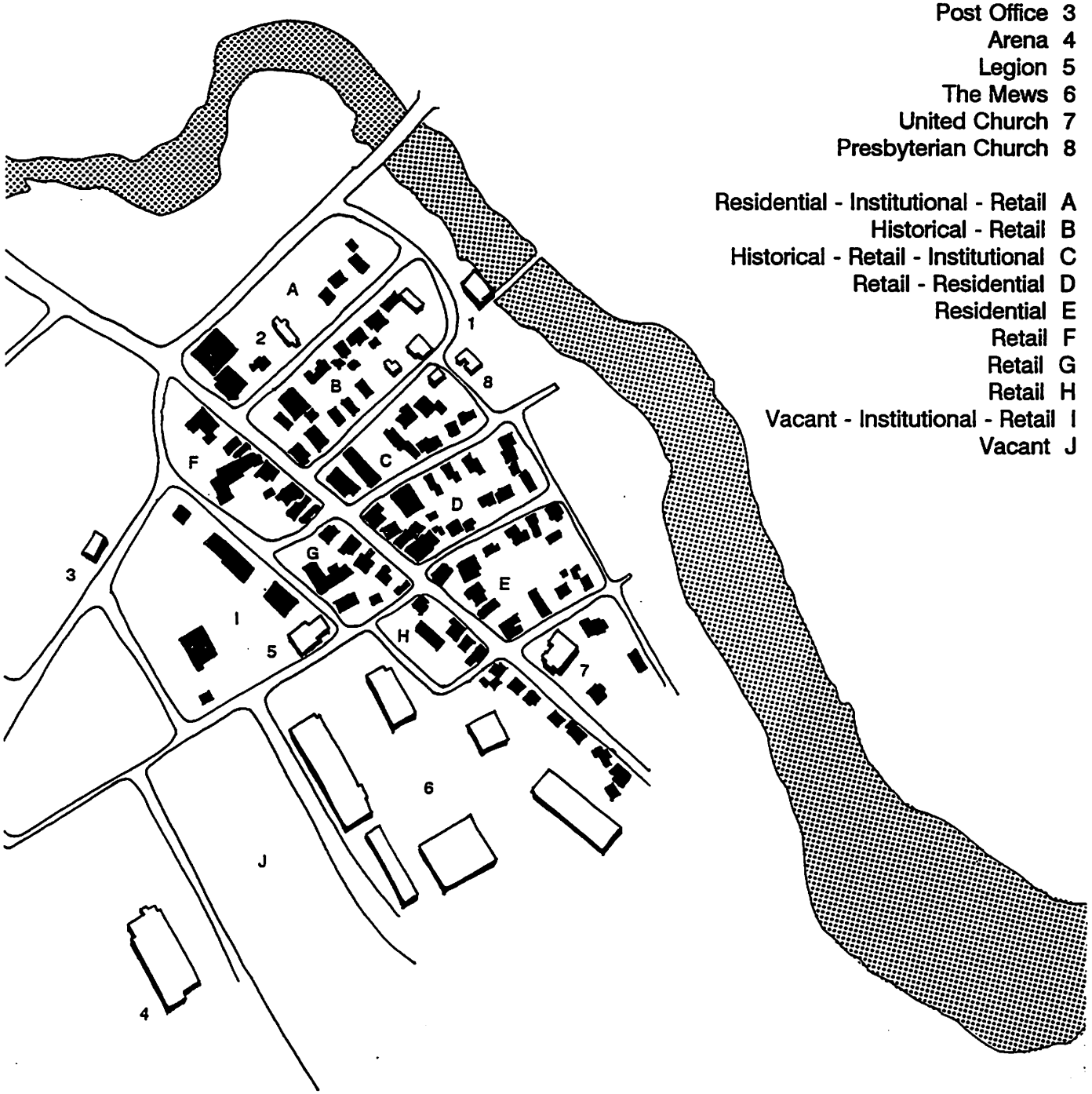
...used as indoor, bad weather place during:
Dickinson Days
Fringe Festival
Lobster Fest
Great Country Fair
Christmas in Manotick

...used by Service Clubs and volunteer groups to sell crafts, baked goods etc. to raise funds.

...used as an annex building to the arena, giving space to activities which can not be accommodated there or as a youth centre.

Flags, banners, canopies etc. could be placed to temporarily advertise the different events.

Farmers Market could be located in the 'Barn' space at the corner of Ann and John, behind the General Store. This structure is visible from Main and the Mews and would serve as a focal point between these two areas.

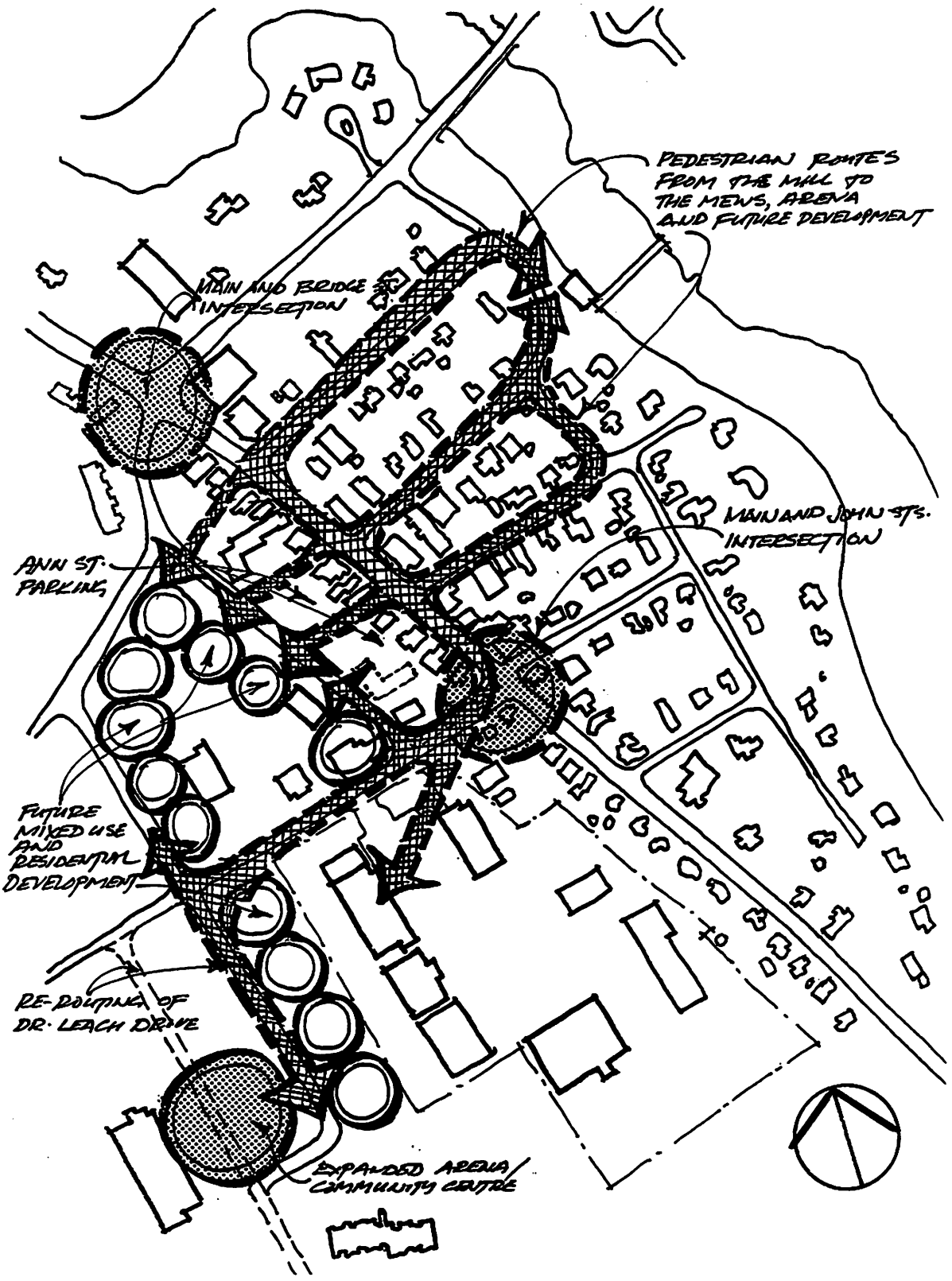


The Mill - Dickinson Square 1
Anglican Church 2
Post Office 3
Arena 4
Legion 5
The Mews 6
United Church 7
Presbyterian Church 8

Residential - Institutional - Retail A
Historical - Retail B
Historical - Retail - Institutional C
Retail - Residential D
Residential E
Retail F
Retail G
Retail H
Vacant - Institutional - Retail I
Vacant J

As a hodge-podge of useages in this existing area, the Village character is established. Therefore, future development with the core should be mixed use, including residential, commercial, institutional, etc.

EXISTING USES OF THE VILLAGE THE MEWS THE GAP

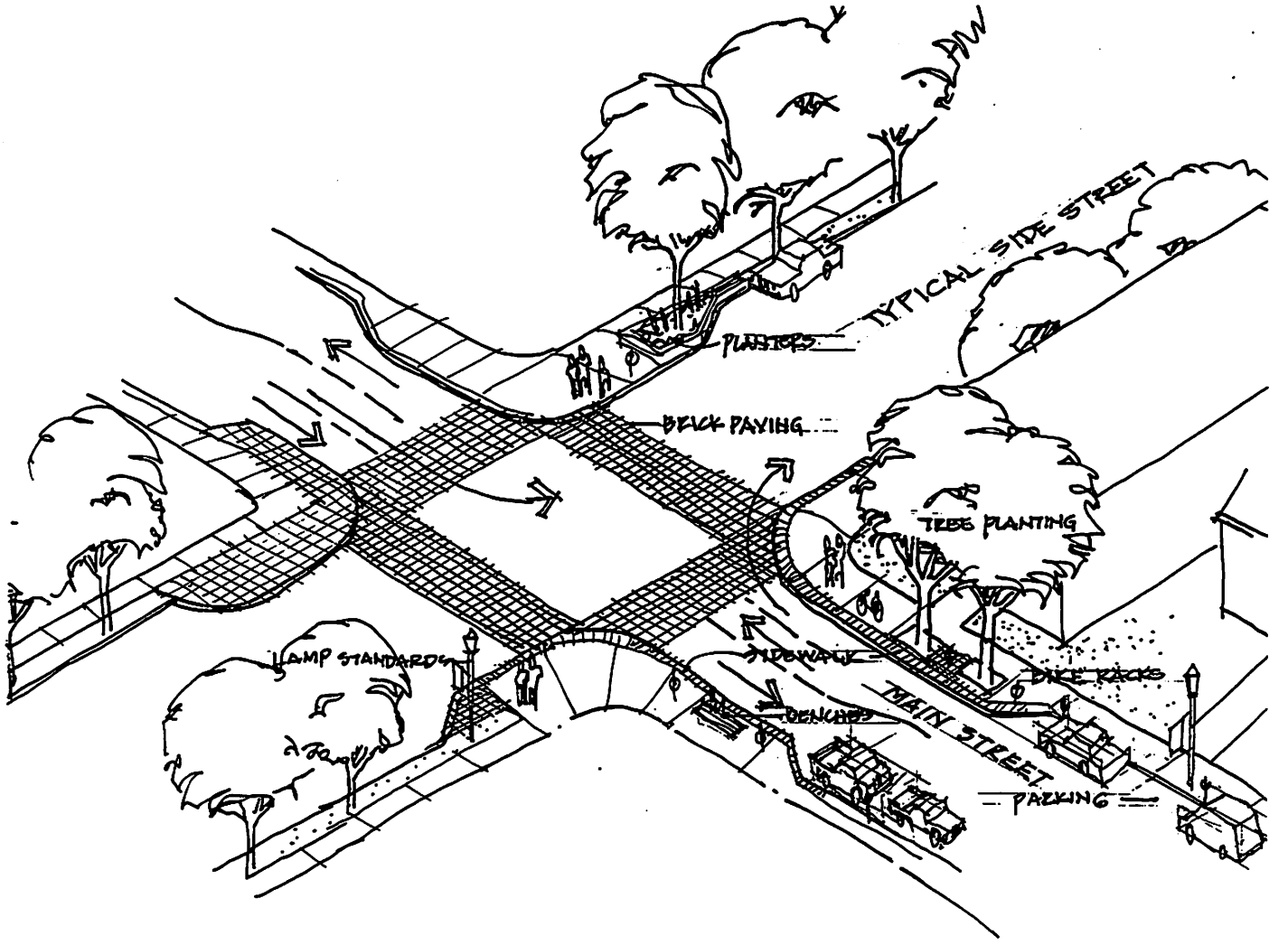


Schematic of pedestrian movement and core development

VILLAGE CHARACTER

It is important to be able to preserve the existing attributes of the Village, yet at the same time support its aspirations by integrating the "newer" areas into a whole. Manotick Village should continue what has already been started.

A PEDESTRIAN FRIENDLY INTERSECTION



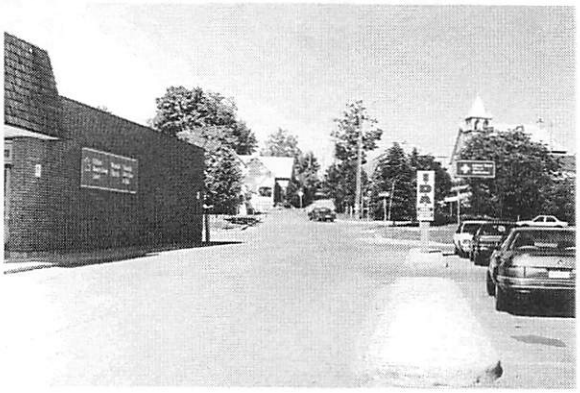
. sidewalk 'bump-outs' at intersection
. pull back parking spaces
. good visual clearance across intersection
. wider sidewalks
. pull brick pavers past sidewalk to slow traffic and make pedestrians comfortable

THE PEDESTRIAN AND THE ROUTE
(Or do we need Sidewalks?)

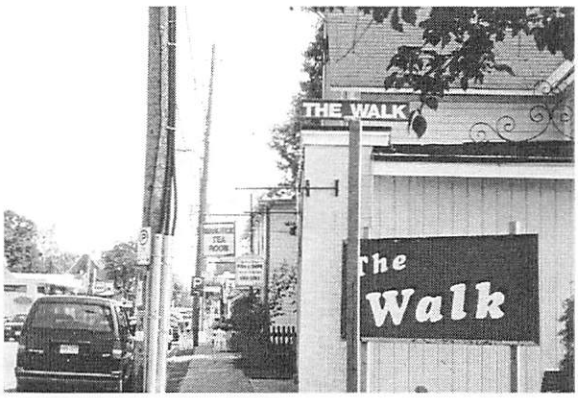
Our group has debated the issue of whether or not the ambiance and character of this traditional house-form Village would be altered by providing marked and continuous sidewalks. We have considered that sidewalks are needed.

Our observations are that, in fact, the sidewalks are more linked in the traditional part of the Core while pedestrian desire lines within new commercial development are not well accommodated as can be seen in the photographs. Our recommendation is that all effort be made to improve existing sidewalks, to enhance the sidewalks in newer commercial areas such as Village Square and the Mews to accommodate pedestrian desire lines and to ensure that future development provide appropriately connected sidewalks. The characteristic of the sidewalk can be varied from "traditional" granite stones or brick setts to concrete.

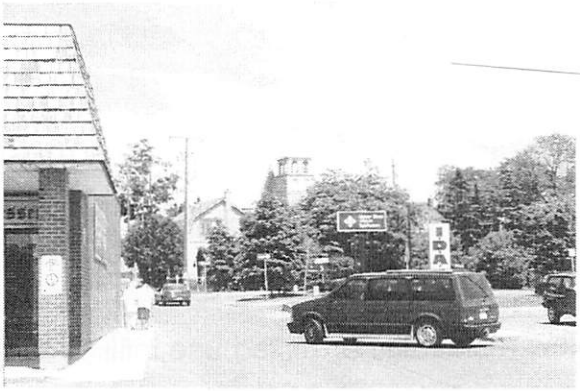
Lack of sidewalk and sloping grade makes walking difficult in snow



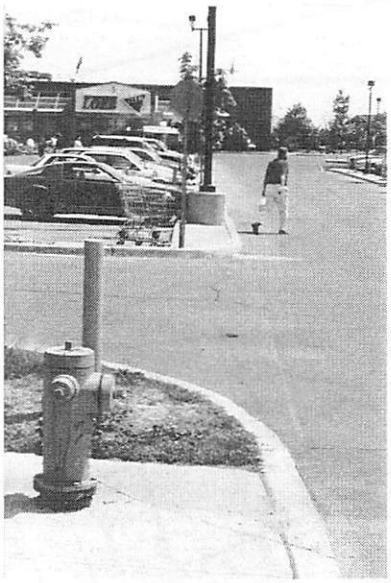
No sidewalks on Catherine Street between the Mews and Main Street



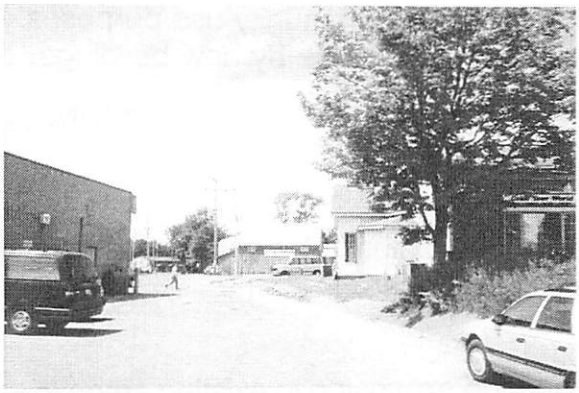
These sidewalks on Main Street could be bordered in areas and reconstructed at least in parts using traditional stone or brike materials.



New sidewalks barely accommodate pedestrians particularly in winter conditions.

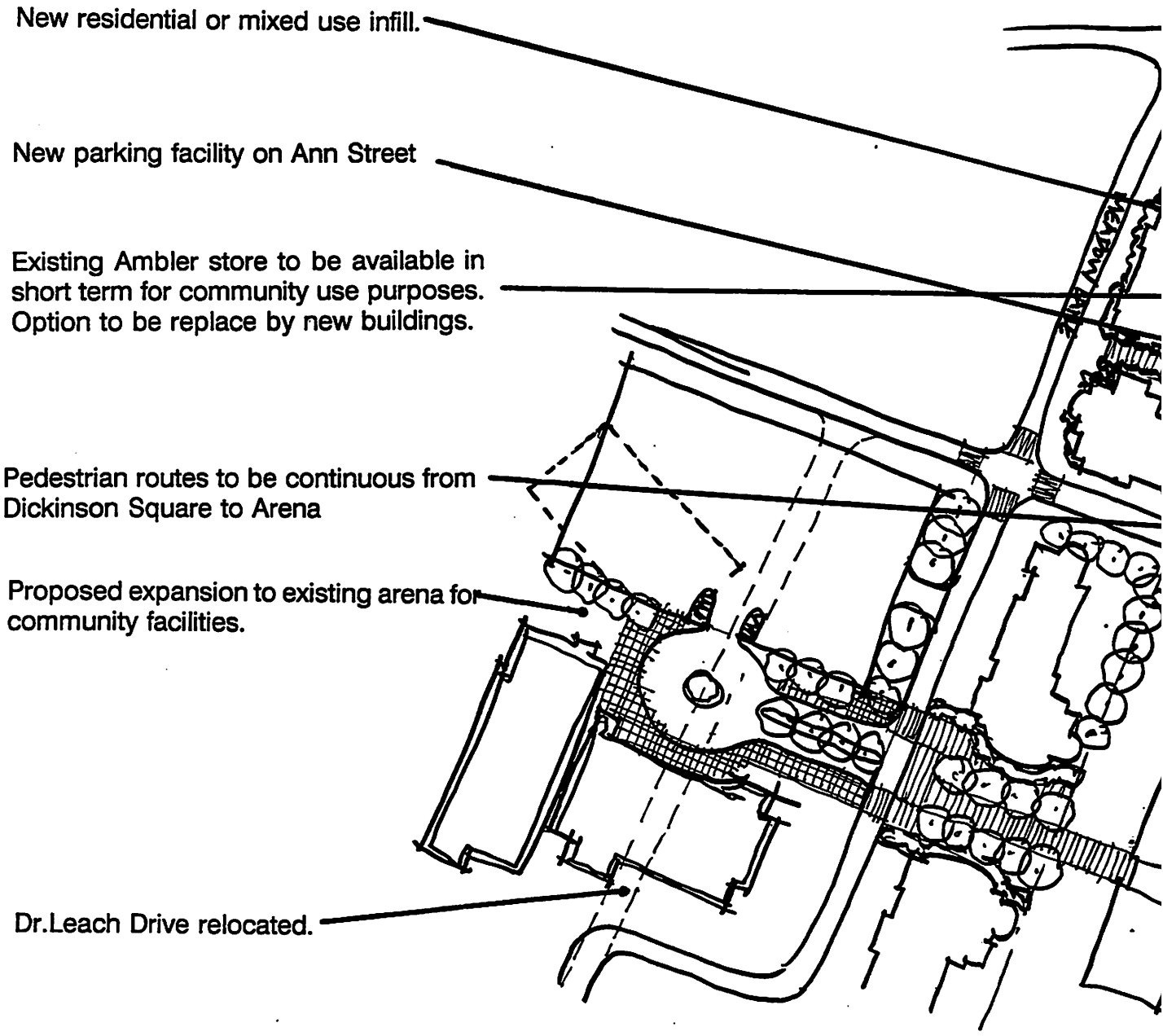


At the Mews, despite the extreme concrete curbs and sidewalks, continuity of routes is blocked and desire lines are not accommodated.

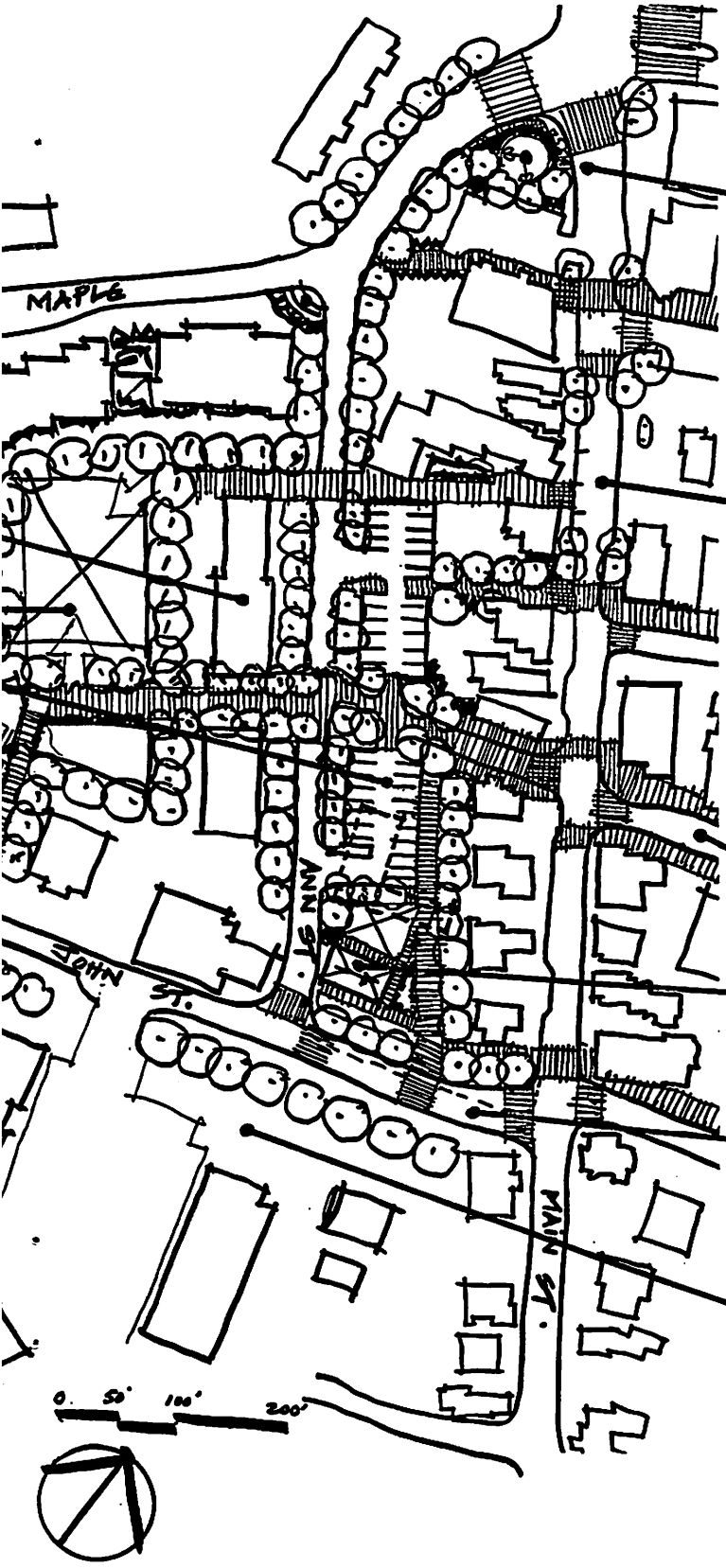


The pedestrian is en route from the Mews to Main Street.

The pedestrian route from Main Street crossing Village Square to the Mews could be improved.



Plan illustration of how to incorporate the Village across the "Gaps"



Special feature at entry to Main Street: Floral Clock/ planting/ signage/ lighting

Main Street to receive widened sidewalks, parking to be restricted to short-term.

TIGHE STREET to be closed for special events such as Farmers/Antique Market.

Barn to be Farmers Market focal point.

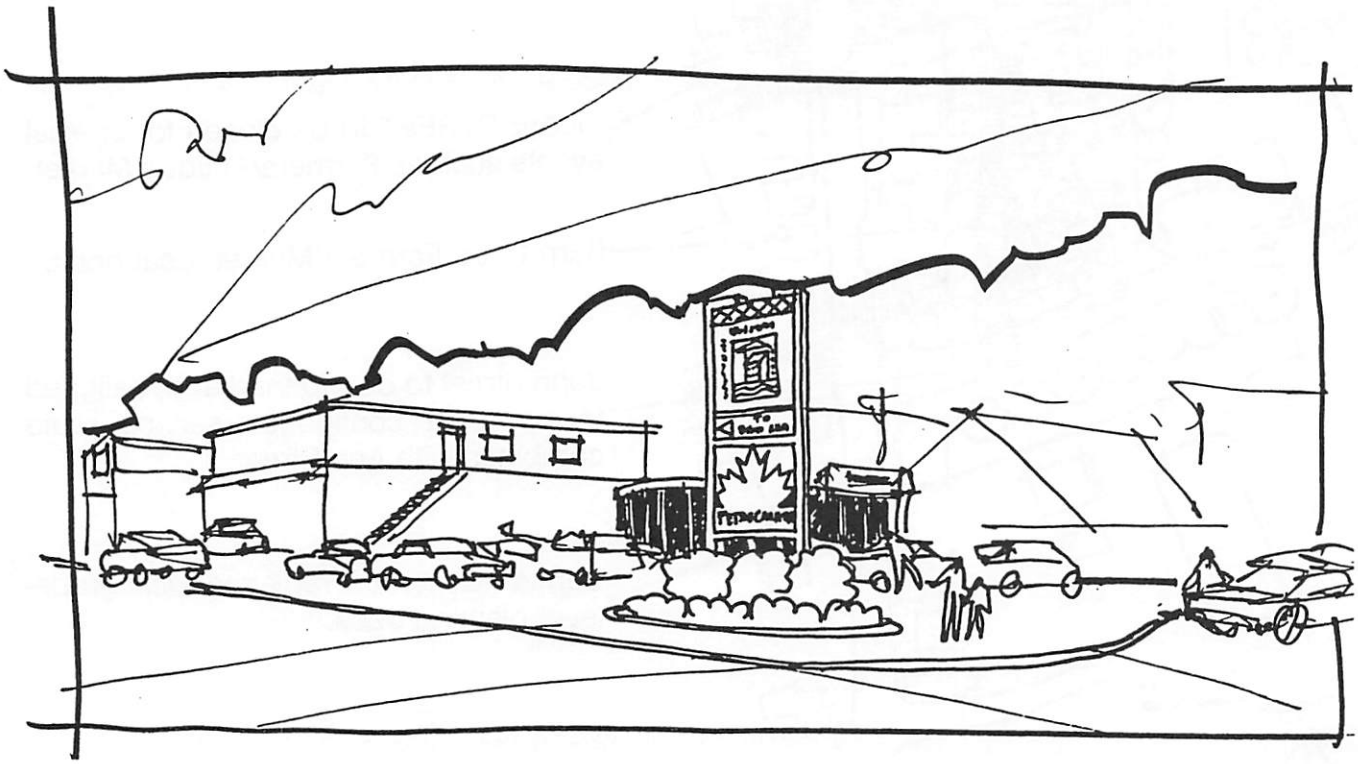
John Street to be widened and realigned to permit a continuous service route combined with Ann Street.

Septic field to be replaced with grade-level planting/trees.

CASE STUDY
of the
PETRO CANADA STATION

View of existing station

With the goal of reducing the extent of concrete in the core, and to provide good citizen sign opportunities, we propose that PetroCanada replace this sign because it is too large for such a location and would be more suited for a highway commercial situation. PetroCanada could piggyback the new Manotick sign pointing up Church Street to Dickinson Square. The lower PetroCanada sign would be fully visible at this intimate village scale. At the base of the sign would be intensified landscaping.



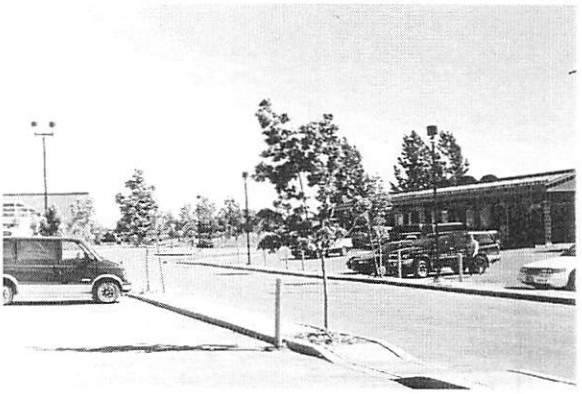
Same view of proposed new sign

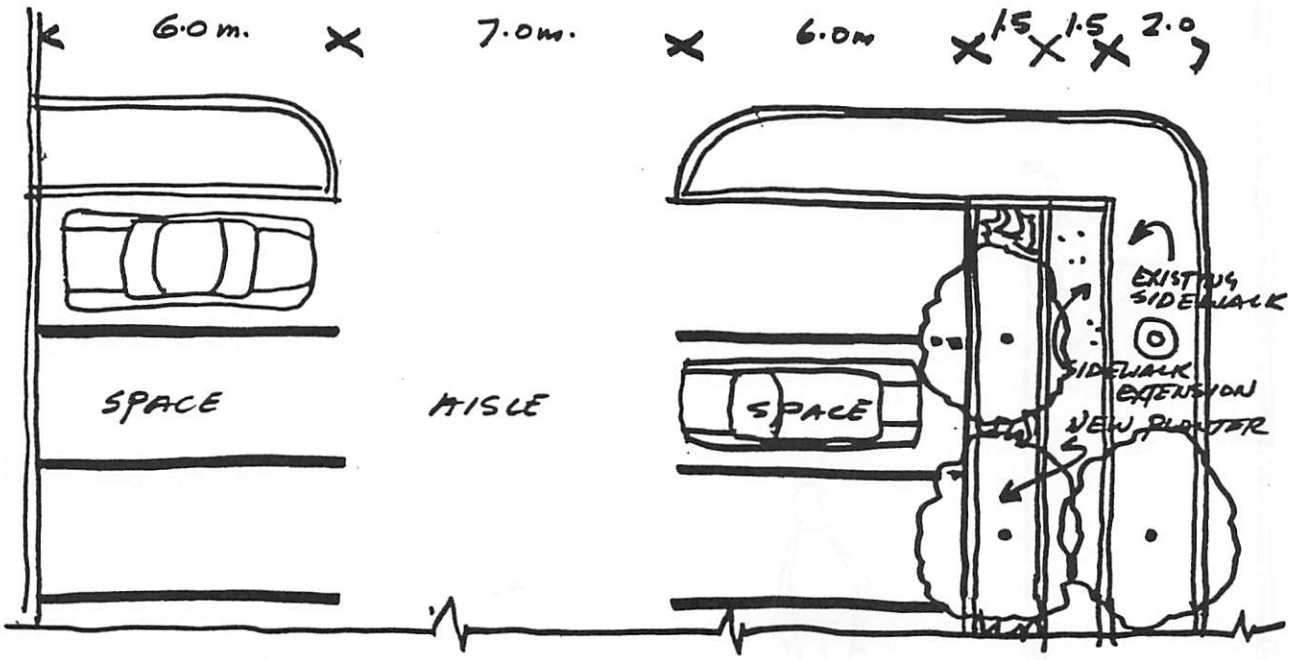
MANOTICK MEWS PARKING LOT

We have been informed by shoppers that the Manotick Mews Parking Lot design is difficult to manouvre within. We have reviewed the operation of the parking lot on Saturday afternoon when most spaces were occupied with car movements. We found ourselves in a grid lock due to the restrictions created by the extensive curbs and short entry aisles into each parking area.

By our calculation, the existing parking dimensions for car/aisle/car is approximately 24 metres which is 4 metres more than required. If the medians can utiize some of this space, say 3 metres, then the advantages are:

1. easier vehicular movement due to extended entry aisles
2. subsequently wider medians for landscaping, trees and use by pedestrians





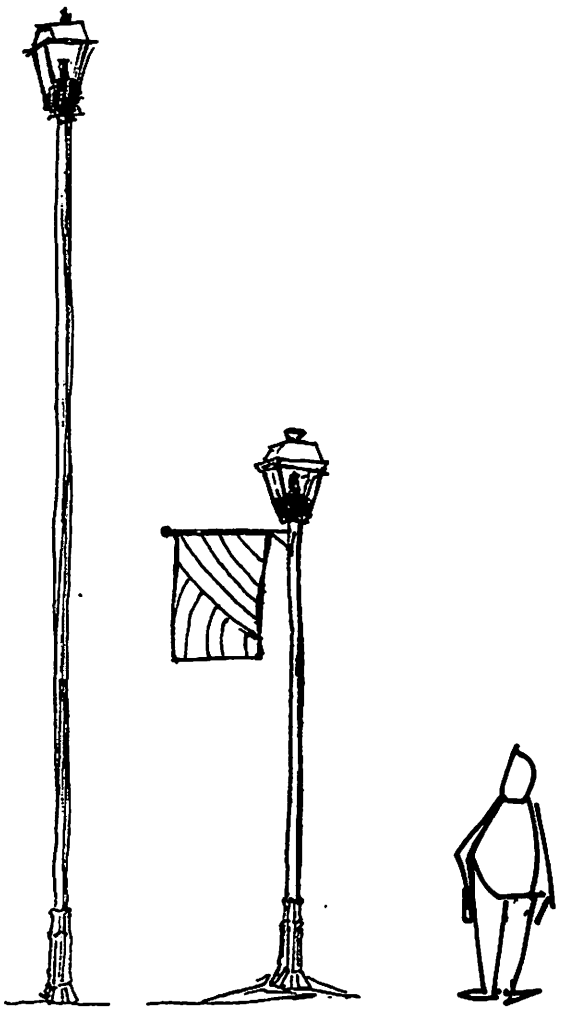
REVISED PARKING MODULE

STREET FURNITURE

The street lamps that have been installed on Mill Street work very well. It should be encouraged that they spread throughout the core. The mixture of low lamps with banners and higher lamps with low barrels can be used as markers of public throughways between the Village and the Mews. Using them in an informal manner, scattered rather than in a boulevard style, is important to maintain the village tone of Manotick.

LIGHTING

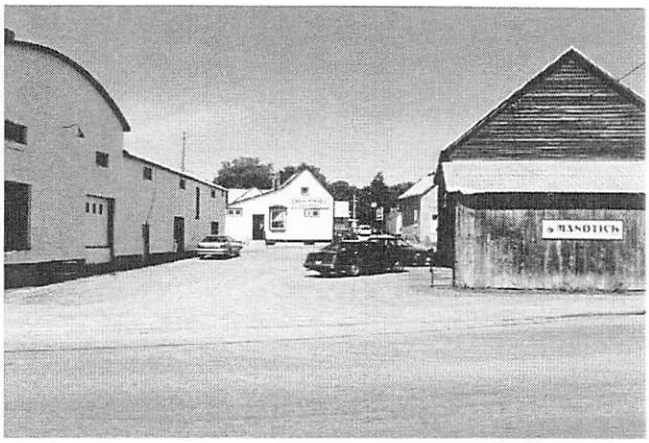
Lighting, one higher and one lower is all right. This variety of height gives the feeling of randomness which already exists throughout the village. Houses do not exactly line-up with Main Street, they are randomly located. Any lights which will be added in the commercial core should follow this established pattern. Informality is the key to a village atmosphere and character.



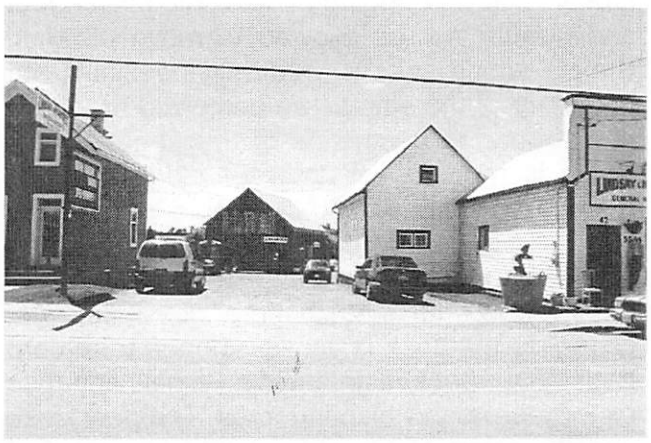
THE ROYAL BANK BUILDING

The Royal Bank Building has become a contentious issue in the community. It is important to recognize that the bank building is fundamental to bringing people onto Main Street and should not be allowed to move off Main Street which would radically weaken the economy of the street. The perceived problems are about the aesthetics of the street facade which is modern set amongst older buildings types. This is something that could be softened with the co-operation of the Bank. The building could become more street-friendly by replacing the front windows to a more domestic type, changing the back lit acrylic signage to a more traditional front lit sign, building a new entrance canopy area and planting trees. The new kiosk and it's ramp at the side should be removed thereby allowing the corner to be developed at street level into a wider public space. With this done, the contrast between the historical street and the Royal Bank would be softened and more sympathetic to its context.

THE FARMERS MARKET



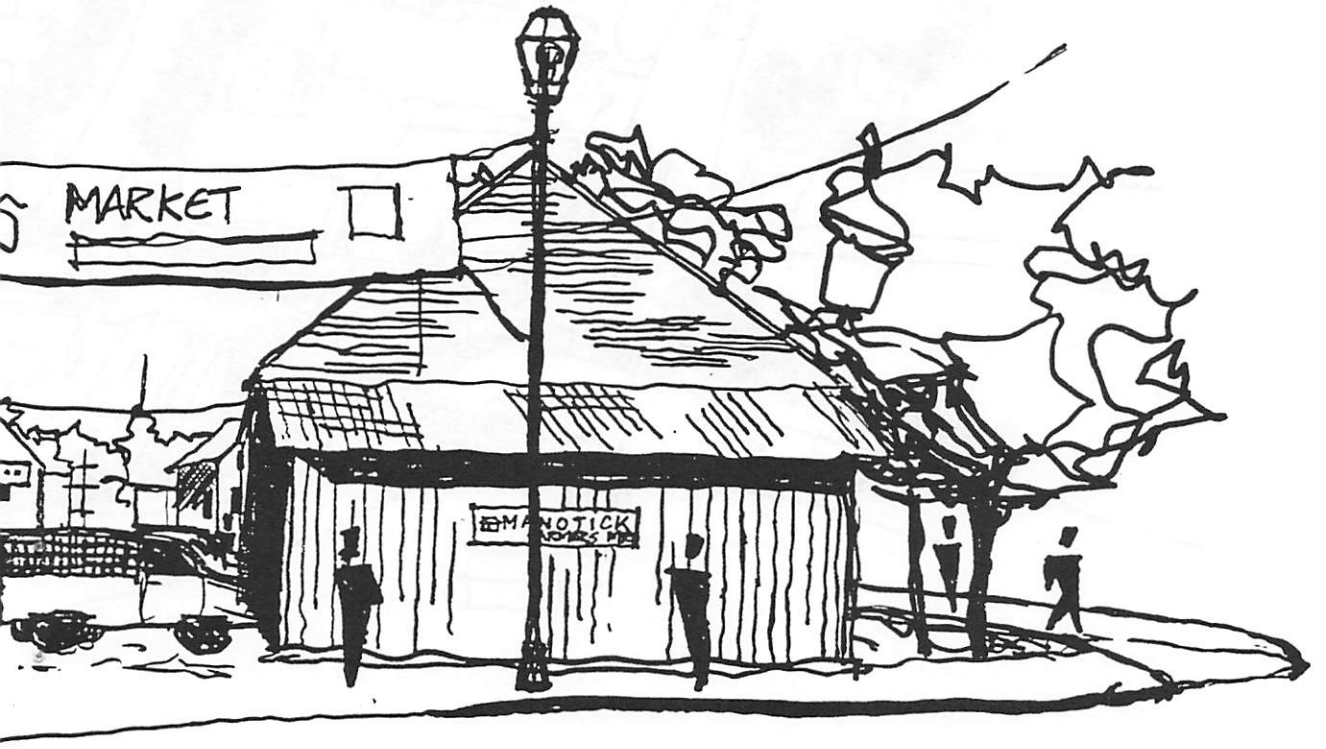
View from east side of Main Street

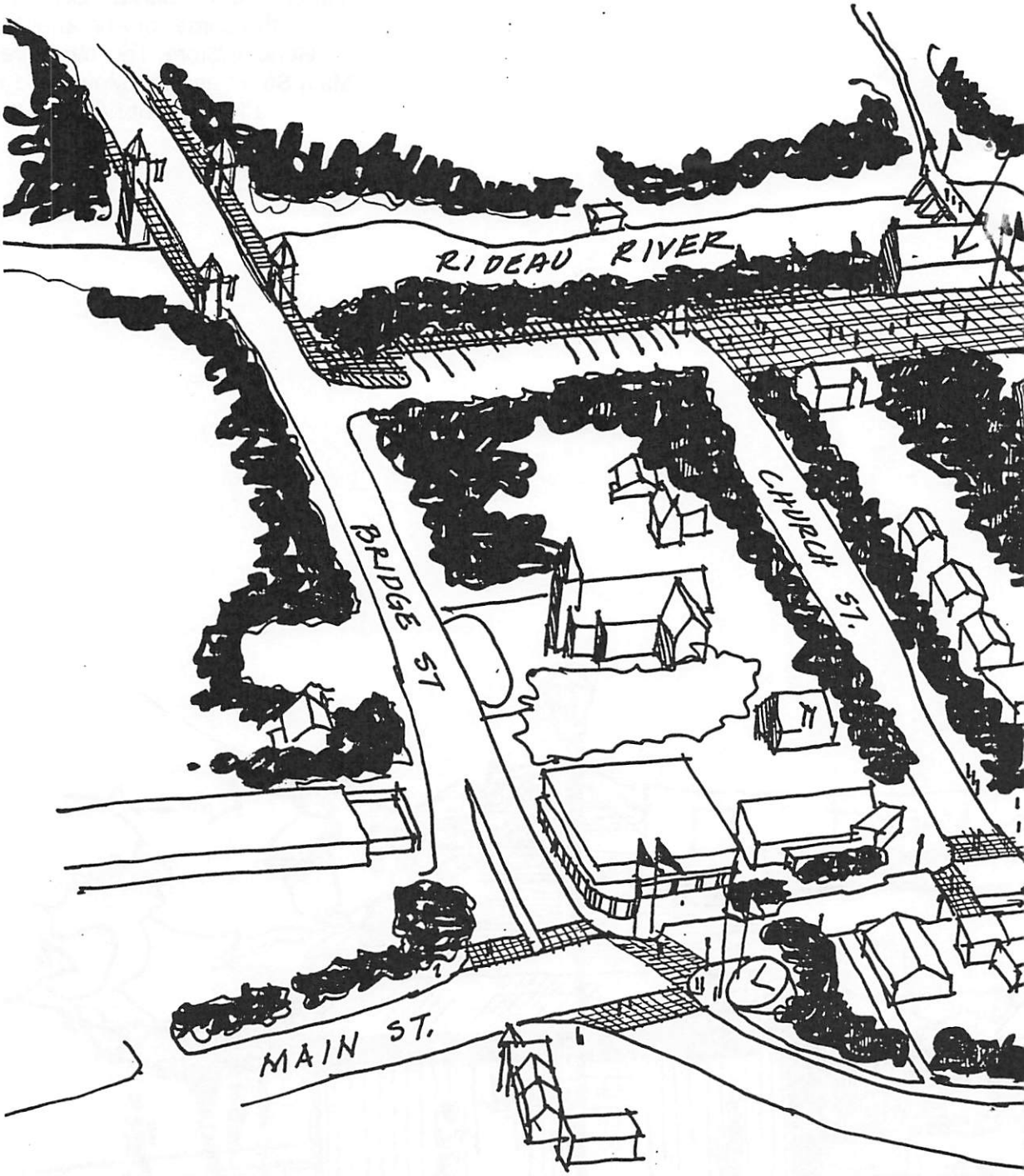


View from west side of Ann Street

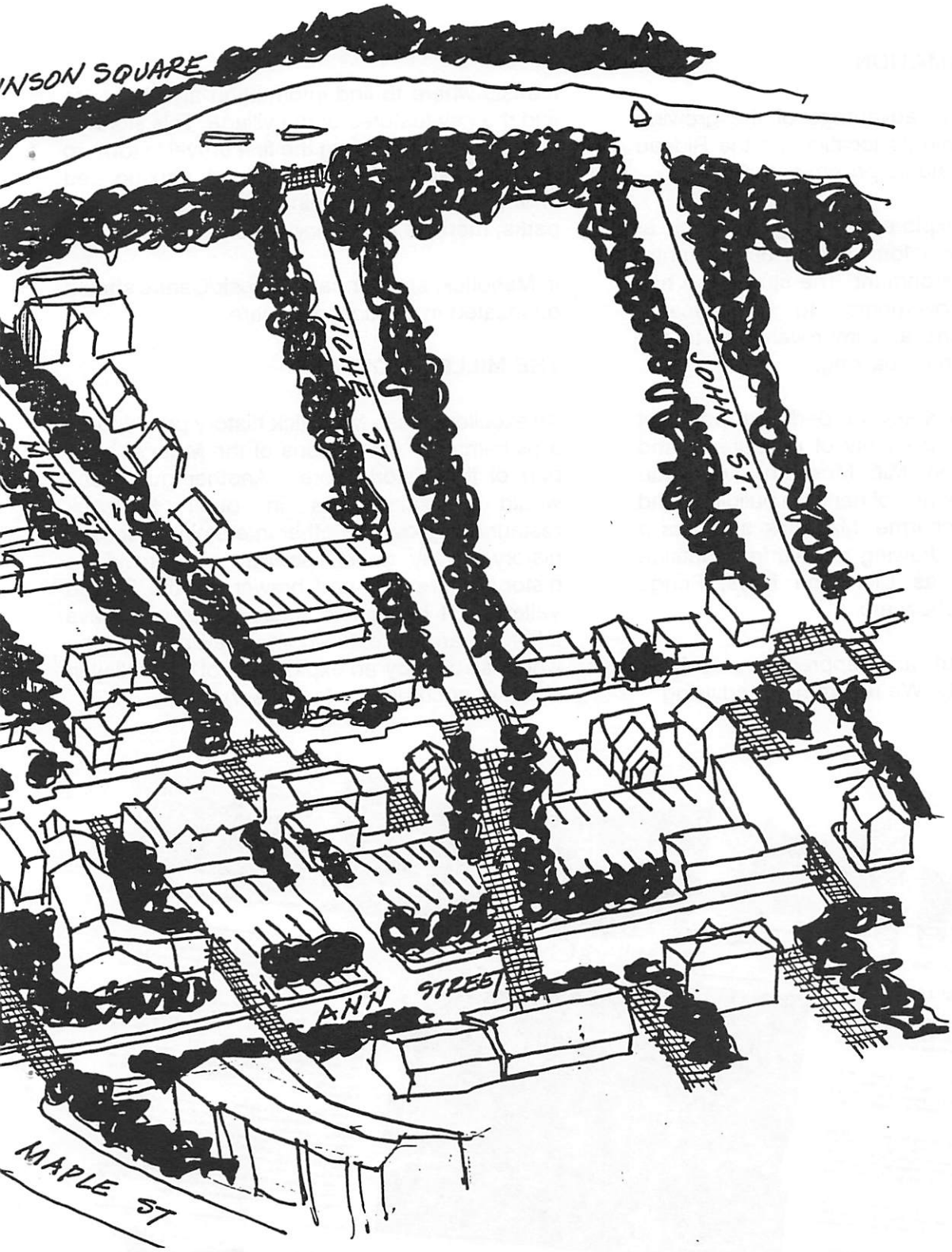
Proposed Farmers' Market viewed
from West side of Ann Street

Farmers' Market can be located in the 'Barn' at the corner of Ann and John, behind the General Store. This strucutre is visible from Main Street and the Mews and would serve as a focal point between these two areas.





AERIAL SKETCH OF PROPOSED IMPROVEMENTS TO MANOTICK'S CORE


INSON SQUARE
TIGHE ST
JOHN ST.
MILL ST
ANN STREET
MAPLE ST

TOURISM

TOURIST INFORMATION

Manotick can take advantage of the growing tourist industry with its location on the Rideau River, its history and its proximity to Ottawa.

This study has explored defining Manotick at gateway points to inform vistors of their entry into a unique environment. The study also has discussed improvements to streetscape, pedestrian systems and improvements to the core facilities such as parking.

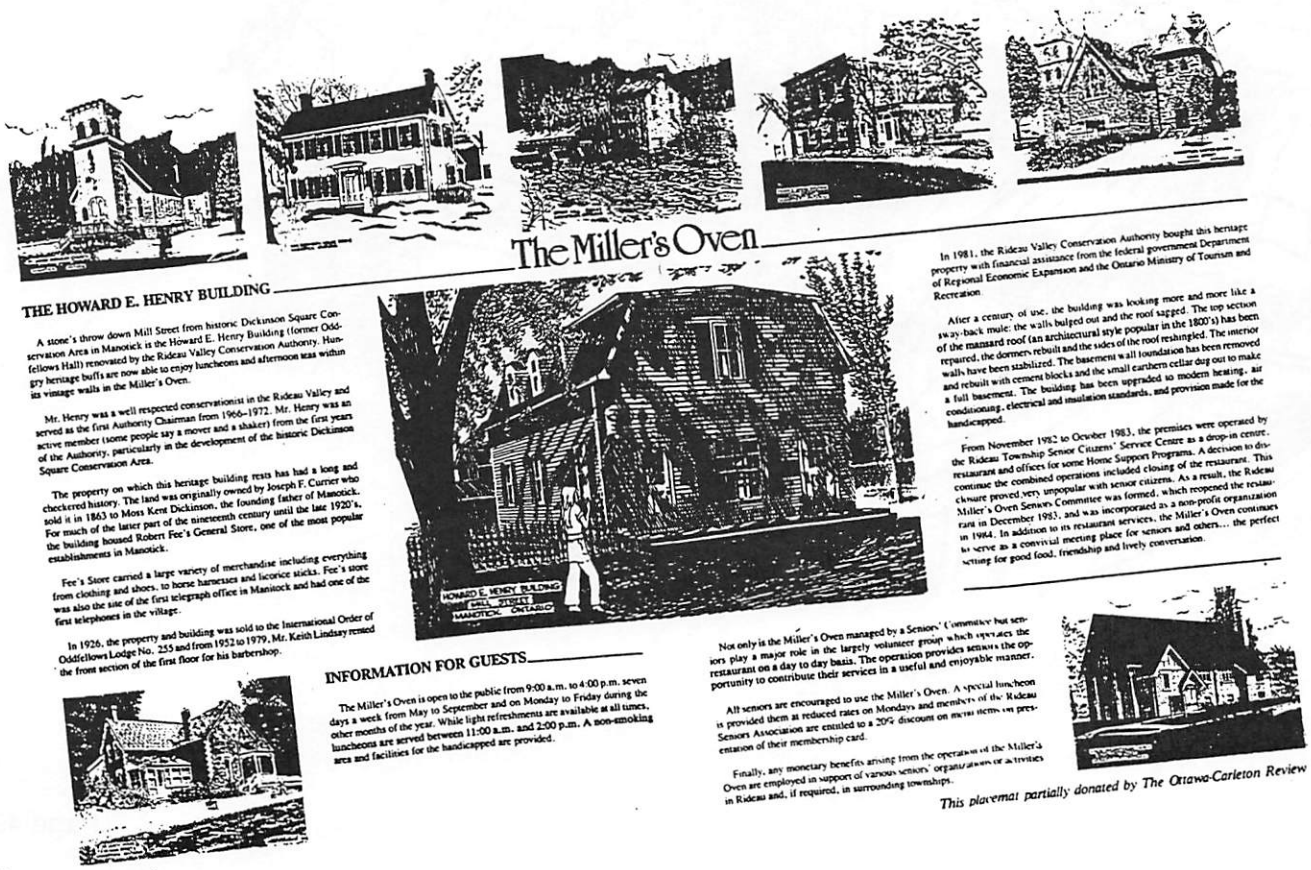
Manotick today has several Bed and Breakfast accommodations, a variety of restaurants and pubs, the Watson Mill Museum, Dickinson Square, an abundance of heritage buildings and a casual village charme. Manotick also has a number of events drawing tourists from outside the region such as Dickinson Days, Fringe Festival, Dam Artshow etc.

Tourists seek out and appreciate receiving information quickly. We recommend advising tourists where to find information and where to find the key features of the village. This signage should be located from the first arrival in town to direct tourists to village landmarks, parking, bed and breakfasts, shopping, the Rideau River, parks, marinas and other features.

In Manotick, an information Kiosk/Centre should be located in Dickinson Square.

THE MILLER'S OVEN

An excellent idea - Manotick history provided on a placemat for the patrons of the Miller's Oven, part of the historic core. Another good idea would be placemats in other Manotick restaurants providing other interesting pieces of history. Why does The Pub not provide a history of brewing and brewers in the Rideau Valley? Of interest to those of us who have taken up an interest in home brewing and who would also enjoy an exploration of the Valley in share of such history (and beer).



CONCLUSION - THE CORE

Enhance and extend

* pedestrian walkways
* Village character
* mixed useage
* parking

Unify and soften the differences between

* the Village and the Mews
* the old and the new
* the island in the river
  and
  the island on the river

The core should have a similar character throughout. It is recommended the useage throughout the core be mixed commercial/residential. The reasoning behind this is that this is the type of useage in A VILLAGE.

Community Assist for an Urban Study Effort

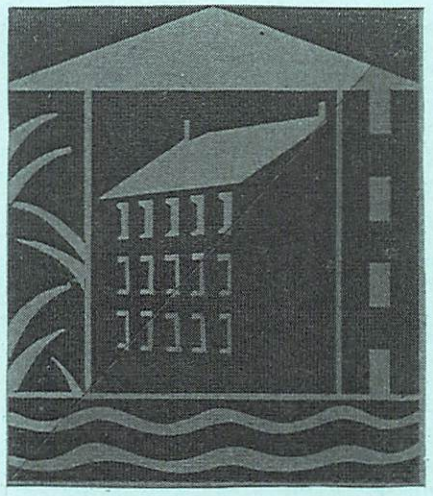
CAUSE

An Ontario Association Of Architects' Program

Recreation and Open Spaces

BECAUSE

MANOTICK



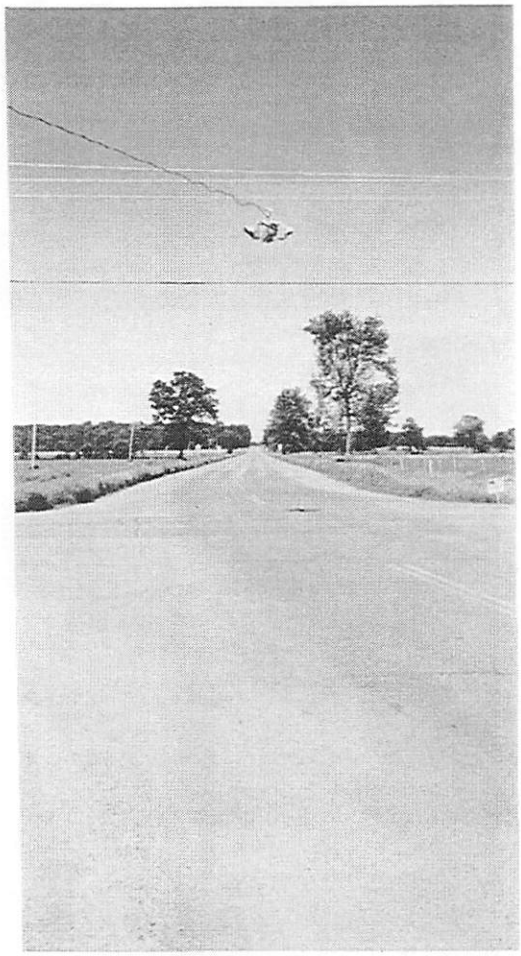
RECREATION AND OPEN SPACES

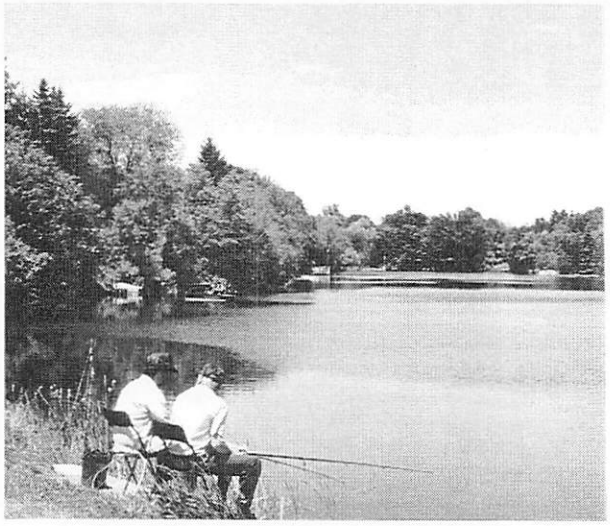
Introduction

Manotick has great natural resources to offer possibilities for recreation. Woodlots, wildlife, and watercourses cater to various recreation activities like hiking, biking, boating, fishing, bird-watching, etc.

Special features of Christmas trees and Maple syrup attract city dwellers to visit the area. The entire farming community in itself is an attraction for recreation and tourism. Farming is the historical and cultural base for the area and exists only 20 minutes from a large city centre.

Necessary linkage through greening vistas and various areas of interest. Maximize the complete recreational system to its full potential by connecting the routes with signage.





THE RIVER

The greatest natural resource that Manotick has to offer for recreation is the Rideau River. The river is a historic lift lock system that connects Kingston and Ottawa. It is a popular route for boaters in the summer.

Until recently, the waterfront land use was primarily farmland. Now private ownership of the land along the river raises the issue of how do residents without water frontage access the river. Previously, boaters on the Rideau River didn't stop in Manotick because it was just rural farmland. Now boaters don't stop because very few public facilities are available.

Recommendations. The river should be maximized for its recreation potential.

Land Uses. Recreational bike and walking paths should be created utilizing as many opportunities as possible for river view scenes and access. Some public paths and laneways already exist but are not well advertised. They should be! Negotiations with private owners should be attempted to maintain a walking path that exists ont he island along the rivers' edge.

Water Uses. No significant public docking exists for tourist boaters to enter and experience Manotick. A potential public dock could exist at Mahogany Harbour. (See later discussion) Any potential development of the riverfront edge should respect environmental and ecological preservation to maintain the rivers' natural beauty. Otherwise, this asset to the community will depreciate.

OPEN SPACE OPPORTUNITIES

The Village of Manotick lacks a comprehensive open space system both within the Island, outide the Island, and into its surrounding neighbouring communities.

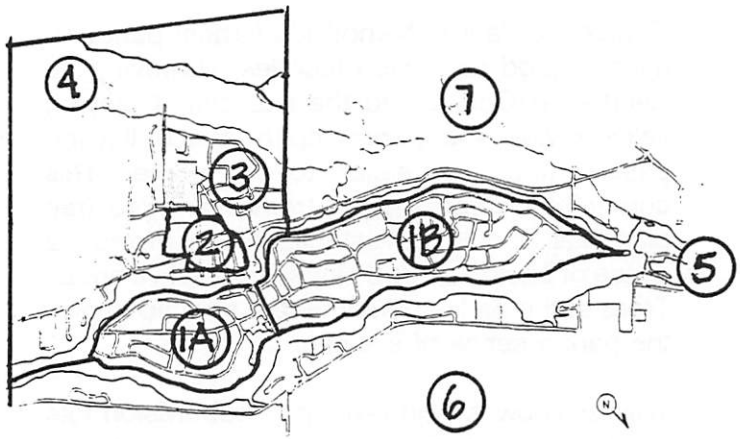
The Island is linked to the mainland only in a few places due mostly to privately owned land at the water's edge.

Manotick Estates consists of one large park, and a few township owned lots varying in size from one to several acres. Some public pathways exist between lots linking open spaces, but no significant well linked system occurs.

Significant ecological areas exist along Mud Creek at the west end of the township leading to a large mature tree stand at the southwest corner. Again, these areas are not well linked to the existing communities.

Neighbouring communities offer open space and/or ecological opportunities within a day's enjoyable walk or bike ride, but lack safe edges along commuter roads to get there.

Safe and well linked routes are necessary within Manotick and to its outlying community to enhance its open space and recreation opportunities and provide an enjoyable open space system.



In understanding the recreation/open space opportunities of Manotick and its surrounding region, it is helpful to look at the township by dividing it into areas of varying character and geography and natural or manmade boundaries.

Seven main areas become clear:

1) The Island -- contained by the river, which is divided into two halves, north and south, by Bridge Street.
2) Historical core.
3) Manotick Estates and Century Park.
4) Mud Creek and the Maple stand on Century Road.
5) North Long Island park system.
6) The City of Gloucester.
7) City of Nepean.

THE ISLAND

The island of Manotick reveals itself by its views of the water. Its meandering streets, public parks, easements along the water, green corridors between streets and existing wetland park area allow linkage opportunities to create an open space recreational system. Bridge Street divides the island into north and south, resulting in recreation routes independent from each other.

MANOTICK ESTATES AND CENTENNIAL PARK

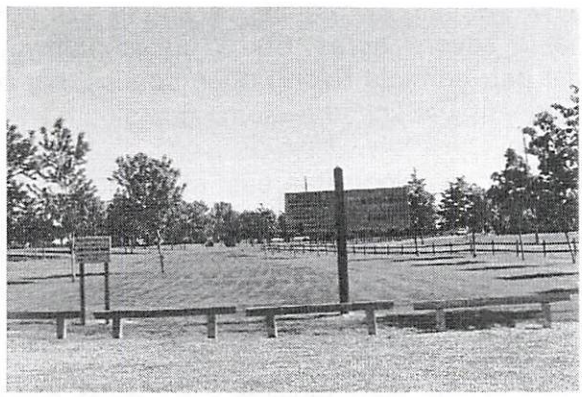
Centennial Park is Manotick's largest park and affords good recreation facilities. However, the Recreation Centre and the associated playing fields divide the park's open space limiting passive family recreation to one corner. This corner has some mature trees but more tree plantings should be established to provide a sense of enclosure and safety from active areas. Trees at the park's perimeter are needed to give the park a sense of enclosure.

Township owned undeveloped subdivision lots are open fields and tree planting should be encouraged. These lots are generally unconnected but do have opportunities to link them via some existing pathways and Roadways. Any opportunities to negotiate public easements on private land to link open space should be entertained. Large lots and homes make humanscale linkages essential to ensure village quality.

MUD CREEK AND MAPLE STAND

There are significant ecological areas along Mud Creek which links to a significant size tree stand on the Scott property consisting of Silver Maple, Tamerick, and White Pine, a forestry project planted in 1968. This tree stand is owned privately and the owner met with the Cause team to encourage public connections from the subdivision through Mud Creek to her property. Every effort should be made to secure this link for public access. This would add a very significant open space system with high ecological value to the village of Manotick.

Mud Creek



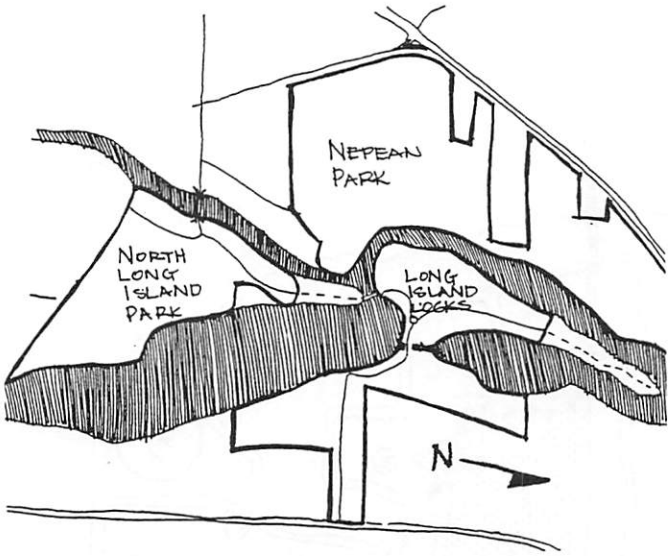
Long Island Park

NORTH LONG ISLAND PARK LANDS

Open space park land occurs under four different jurisdictions:

1) City of Nepean (Nepean Park), 2) the Regional Municipality of Ottawa-Carleton (Long Island Park), 3) the City of Gloucester (Jeffrey Armstrong Park), 4) Parks Canada (Long Island Locks)

The City of Nepean plans to increase its park space significantly northward. The pontential of linking all these parts into one open space system is very significant and every effort should be made to encourage this between all jurisdictions. Nepean Park lands are accessible to Long Island Park via existing roads, but the Long Island Lock area is not accessible to the Federal Park divided by the Rideau water course. A foot bridge across the river linking these two parks should be encouraged.



Long Island Park would be accessible to the Federal Park via the existing dam foot bridge but one private property prevents this. An easement should be negotiated or leased with the property owner to allow public connection and linkage. The Federal Park does link up to the City of Gloucester (Jeffrey Armstrong Park) via existing roads.

NEIGHBOURING MUNICIPALITIES

CITY OF GLOUCESTER

There are a number of parks in Gloucester, off River Road, that straddle the Rideau River and are visible and accessible from Long Island. River Road is a high traffic vehicular route, so bicycle use should be encouraged over pedestrian, and efforts should be pursued to work with the city of Gloucester to ensure shoulders are paved for bicycle use.

NEPEAN AND NORTHWARD

Work with the City of Nepean to estabish safe bicycle routes along Regional Road 13, linking with Nepean bike system and further to City of Ottawa and Gatineau Park.

SCENIC PARKWAY OPPORTUNITY

A scenic route should be estabished along Regional Roads 13 and 19 that straddle Rideau River surrounding Long Island. This would help maintain the rural character of Manotick village as the surrounding suburban sprawl grows.

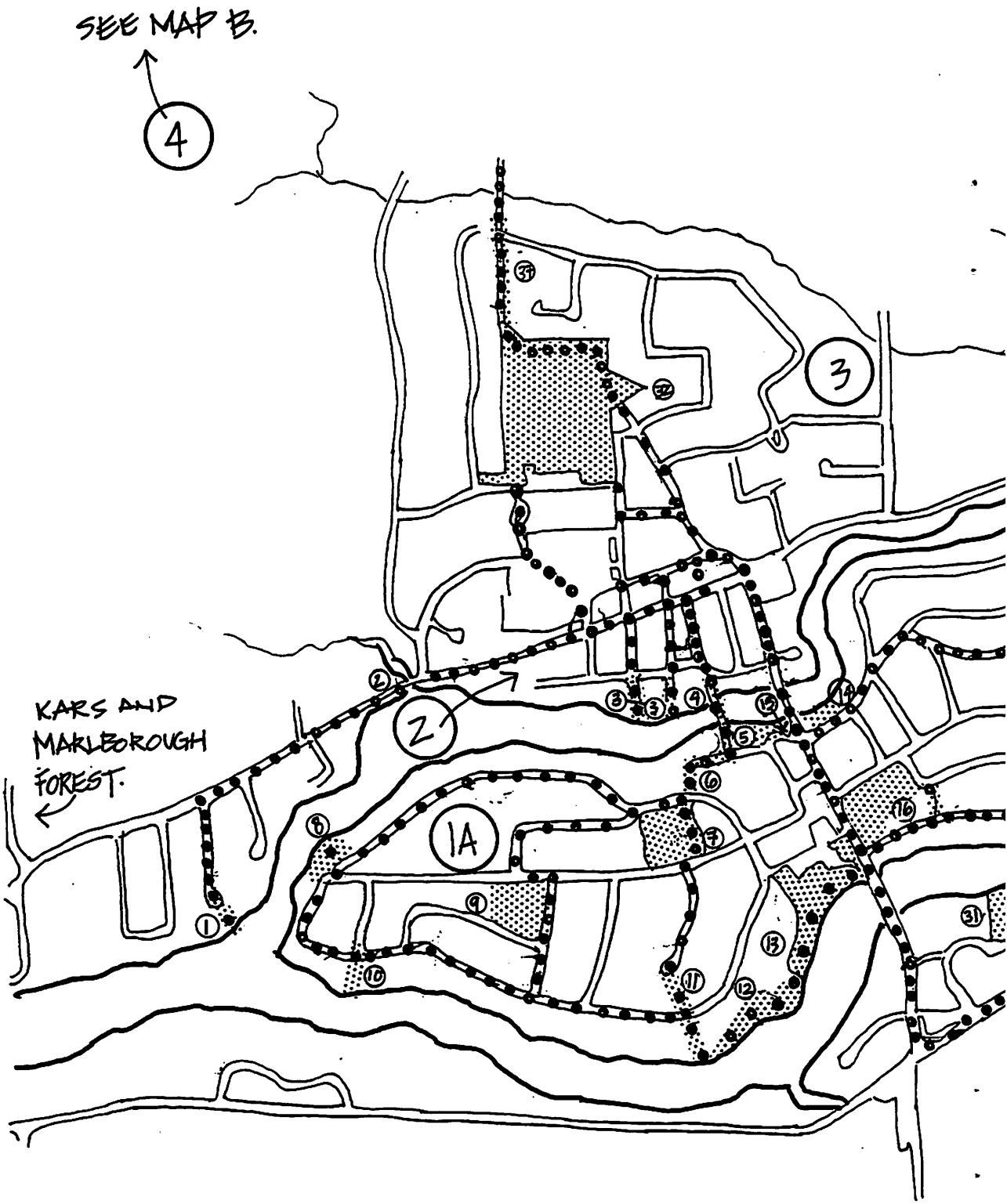
OPEN SPACE CONCLUSION

The Island has little ecologically significant land left. The open space near the library should be secured and protected as a top priority.

Views and access to the water are limited and should be protected regardless of size. It is these views that give the identity to the unique geography of the island. All pathways on the island linking between streets must be preserved in order to maintain a sense of public open space, encouraging recreation users. The island and historic core, linked by the dam, is a great drawing card for tourists onto the island to discover its meandering routes and vistas.

Manotick Estates and surrounding lands lack the intimacy of the Island. Houses are large, lots are wide, and tree canopy is sparse. All linkages between disjointed space systems are essential to create a sense of open space.

Negotiating recreational opportunities with outlying regions will ensure outsiders will discover Manotick enroute and make Manotick a more pleasing place to live. However, ensuring the rural character of the village from the encroaching outside development is even more important to preserve an identity for the town. Tree-lined scenic routes should be established on perimeter roads around the Island and village edges.


SEE MAP B.
4
3
2
1A
KARS AND
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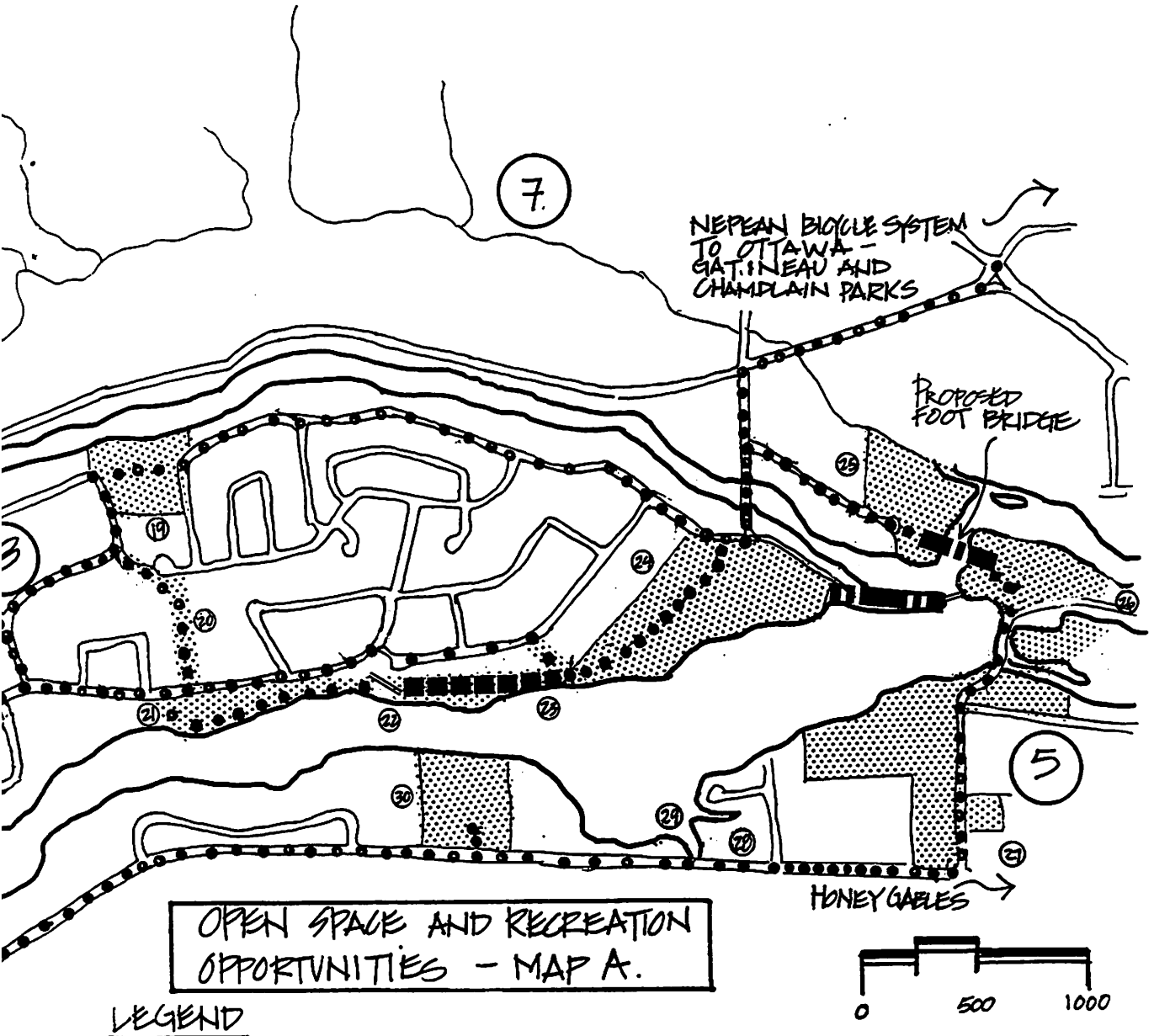
FOREST.



OPEN SPACE AND RECREATION OPPORTUNITIES - MAP A.

LEGEND

- ROAD
- PEDESTRIAN AND BICYCLE ACCESSIBLE
- PROPOSED PATHWAY OR CROSSING
- PEDESTRIAN ACCESSIBLE ONLY.
- PUBLIC SPACE.
- EXISTING BRIDGE
- (1) OPEN SPACE OPPORTUNITIES (SEE - RECREATION/OPEN SPACE CHART ANALYSIS)
- (1A) DISTINCT AREAS OF RECREATIONAL OPPORTUNITY - SEE - TEXT (OPEN SPACE OPPORTUNITIES).

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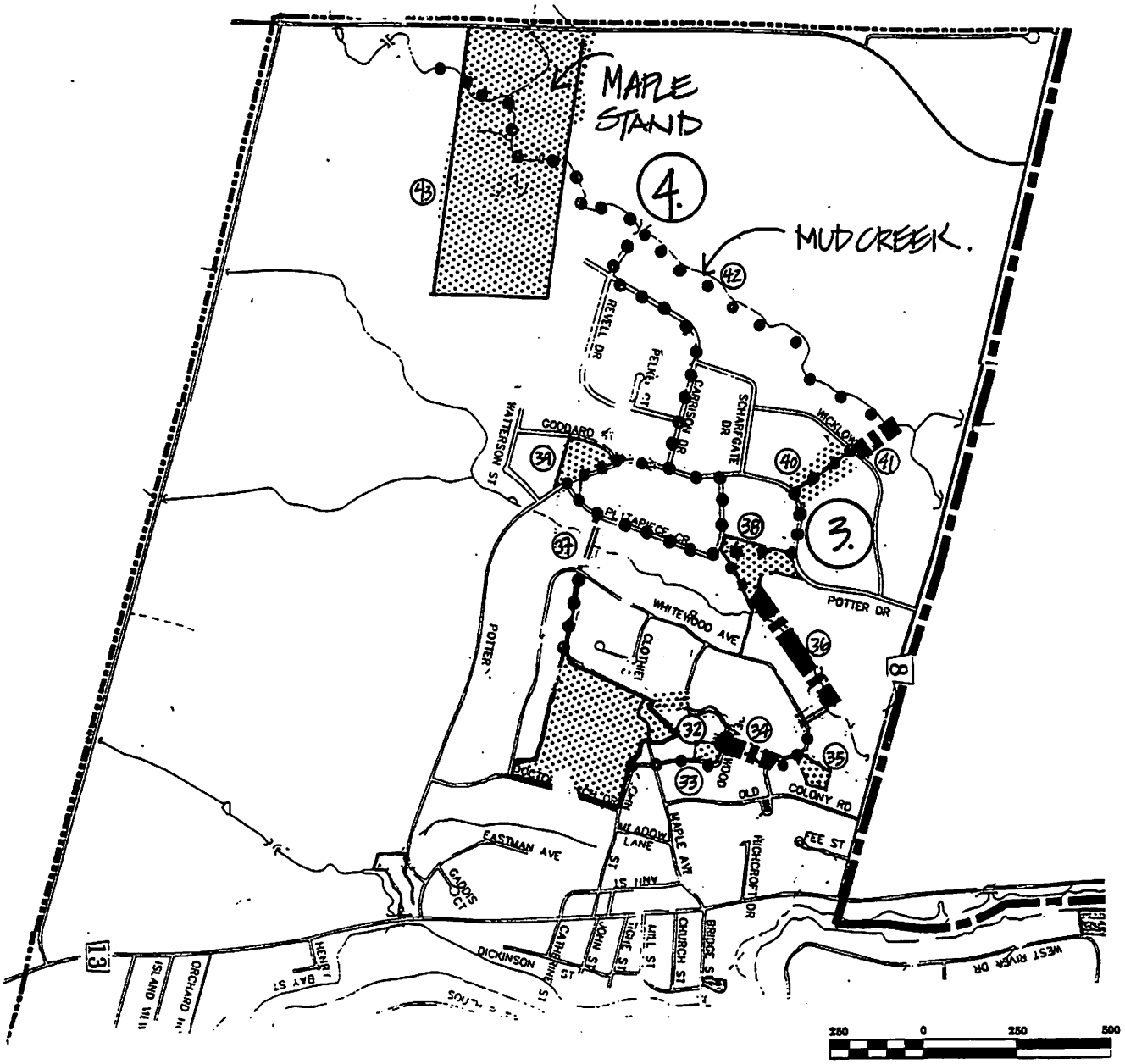


OPEN SPACE AND RECREATION OPPORTUNITIES - MAP B.

N

LEGEND

- ROAD
- PEDESTRIAN AND BICYCLE ACCESSIBLE
- PROPOSED PATHWAY OR CROSSING
- PEDESTRIAN ACCESSIBLE ONLY.
- PUBLIC SPACE.
- EXISTING BRIDGE
- OPEN SPACE OPPORTUNITIES (SEE - RECREATION/OPEN SPACE CHART ANALYSIS)

#	Place	Opportunity	Constraints	Suggested Solution
1	Orchard Hollow Dr.	- access to water & public docking - existing picnic facilities - wetland plants at shoreline - view of south tip of Island - Wide fork in channel allows boats to dock safely	- access by busy road R.R. 13 - far from core	- pave shoulders on R.R. 13
2	Mahogany BayMohwest s MM East Side iacde)	- access to wetland off Gaddis Court	- must arrive of Rt. 13 with busy vehicular traffic	- pave sholders on Rt. 13
3	John St. and Tighe St. at River	- access to water and docking facilities near core	- small docking area one dock in disrepair	
4	Dam Crossing at Core	- excellent view of water and Mill - good link from Island to Core	- poor bicycle accessibility	- make crossing bicycle accessible
5& 6	Millview and Arthur Cr. to Millview and South River Dr.	- attractive footpath, linking to Chris' Field to core	- poor bicycle accessibility at Dam	- make crossing bicycle accessible
7	Chris' Field	- good size park	- little shade	- plant more trees
8	Walkway to water from Van Vliet Rd.	- beautiful view of river		
9	Park by Van Vliet Hill St. & Hope	- nicely treed natural space		- preserve as natural area
10	river access from Island Park Dr	- view of river - water access	- small lot	
11	river access across from Van Vleet Rd. to river	- links river through Chris' field all the way to the core		
12	water trail from Van Vleet river trail access path to public library	- excellent ecology walk through wetland	- partial pathway only	- construct boardwalk through wetland

#	Place	Opportunity	Constraints	Suggested Solution
13	river access behind public pool and library	- link from public cultural/recreational facilities to nature walk		
14	West River Dr. at Bridge St.	- back channel access - natural area well treed local duck feeding location		- stabilize path
15	old bridge abutment	- historic landing] - view of historic mill and river	- unstable - no railing	- construct railing - stabilize railing
16	Bracken Field	- ball diamond - soccer field well used		- better parking
17	connection between Riverside Cresc & Long Island Dr.	- not developed - no hard surface path		- provide path
18	lake on the Island (Hilltop Dr.)	- unusual ecological feature - natural wetland	- not penetrable	- provide only partial improvement for viewing
19	George MacLean Partk	- good connection between MacLean Cresc. & west River Dr. - good recreation facilities	- open field - lack of tree canopy	- provide path - requires plantings
20	connection between Driscoll Dr. & Long Island Dr.	- access for bikes & pedestrians		

#	Place	Opportunity	Constraints	Suggested Solution
21	Long Island Rd. water access	- good potential for water access and views to the river	- on attractive edge - unattractive asphalt path	- naturalized plantings provide more sensitive path treatment
22	footbridge access from Long Island Rd. to right of way along waterfront	- interesting architectural feature	- not bicycle accessible	
23	right of way throught to Long Island Park	- excellent view of water	- backs on top private property	- improve footpath
24	RMOC Long Island Pk	- large open space - view of Dam - family recreation facilities - possible waterfront improvement	- connection to Nepean park by road only - private property prevents connection to Dam foot bridge	- explore possibility of easement across private property to join to Parks Canada property
25	Nepean parkland at end of Millview	- good nature walk on perimeter at river	- basically underdeveloped - no recreation facilities - little trees except at river and creek edge	- explore possibility of footbridge connection to Parks Canada property
26	Long Island locks	- heritage park - transportation attraction		- amalgamate with above two proposals
27	Jeffrey Armstrong Park	- link to Parks Canada	- open field - lack of tree canopy	
28 & 29	Old Cemetaries	- historical location		
30	Walter Upton Collins Park	- ball diamond - water access		

#	Place	Opportunity	Constraints	Suggested Solution
31	Whitehorse Park	- water access - playground		
32	Centennial Park	- large open space - good access to roads	- lack of trees - site almost totally built - passive recreational opportunities limited	- tree planting especially in non-active areas
33	Beaverwood Park		- small site - no tree - cover close to other major sites	- potential to trade for larger site - could serve local area
34	Link from Beaverwood to Whitewood		- privately owned	- would be useful to have link
35	Whitewood Park	- open area	- odd shape, - narrow opening	- use for mini soccer - can link to Centennial Park
36	Possible link from Whitewood along Cown Drain	- to link two park sites	- privately owned but not developed - footbridge in disrepair	- could follow drain - natural path - fix footbridge or replace
37	Existing Bridge & walkway Centennial Park to Pettepiece Cres	Very attractive meandering footpath and bridge over Cowan Drain		
38	Pettapiece Park	- bridge proposed - large site - interesting edge - offers connection to Whitewood Avenue over Cowan Drain	- ravine difficult to traverse - slope of park limits potential uses	Proposed uses - child's soccer field - child's ball diamond - natural play area

#	Place	Opportunity	Constraints	Suggested Solution
39	Potter Park	- Open undeveloped park allowance	- Lack of plantings	- Plant trees
40	Existing pathway between Potter & Wicklow	- pathway through mature trees		
41	- Proposed footbridge from Wicklow to Mud Creek	- link to natural ravine edge		
42	Mud Creek	- hiking/cross country ski-ing - natural interpretation	- no established public easement	- secure easement with Township
43	Scott property and maple stand	- mature tree stand (25 acres)	- no publicly accessible linkages to community	- link via Mud Creek easement

PATHS

Paths already exist in Manotick, varying in experience from the various areas of Island, Estates and Core, and texture of concrete, sidewalk, asphalt, woodchips and dirt.

The problem with the paths is that none of them are connected. There is an opportunity to link the entire village with a completely linked pedestrian system.

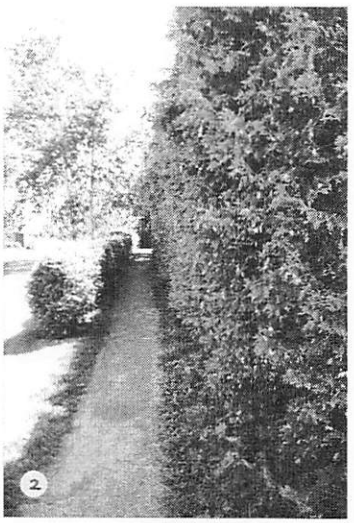
Some of the existing paths are great! They include vegetation at a human scale, footbridges and scenic views. However, they are not linked to other paths though, therefore few people know about them.

Paths and easements should be maintained properly. Enhancement to the path in terms of landscaping, and human scale lighting, will increase enjoyment through varying episodes along the journey.

Information should be published and distributed, or posted along routes so Manotick residents can discover or rediscover their own village.

A similar concept of signage in the core, as recognizable information markers, can also be developed for recreation path routes.

1 & 2 Scenic vegetated routes
3 & 4 Opportunity for enhancement
5 Example of linkage opportunity
6 Linkage through footbridge



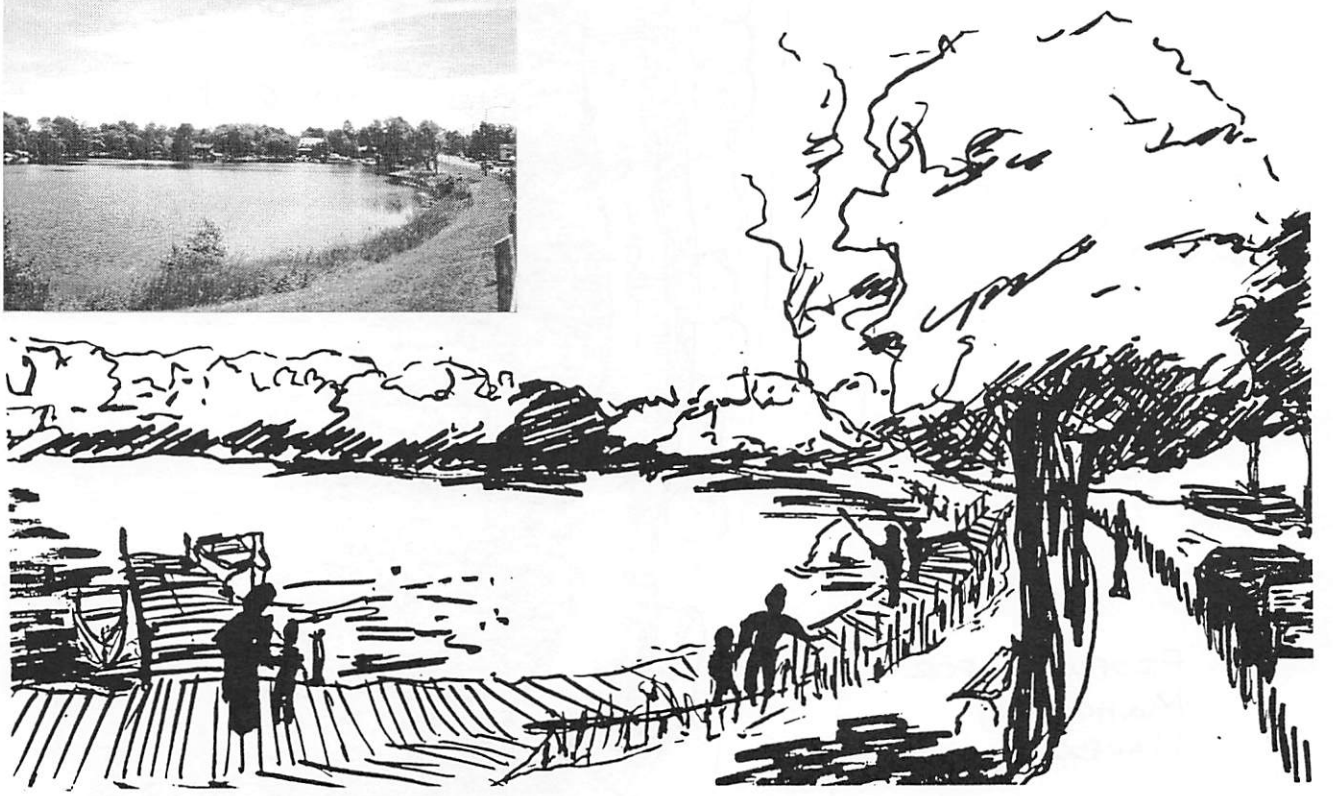
MAHOGANY HARBOUR

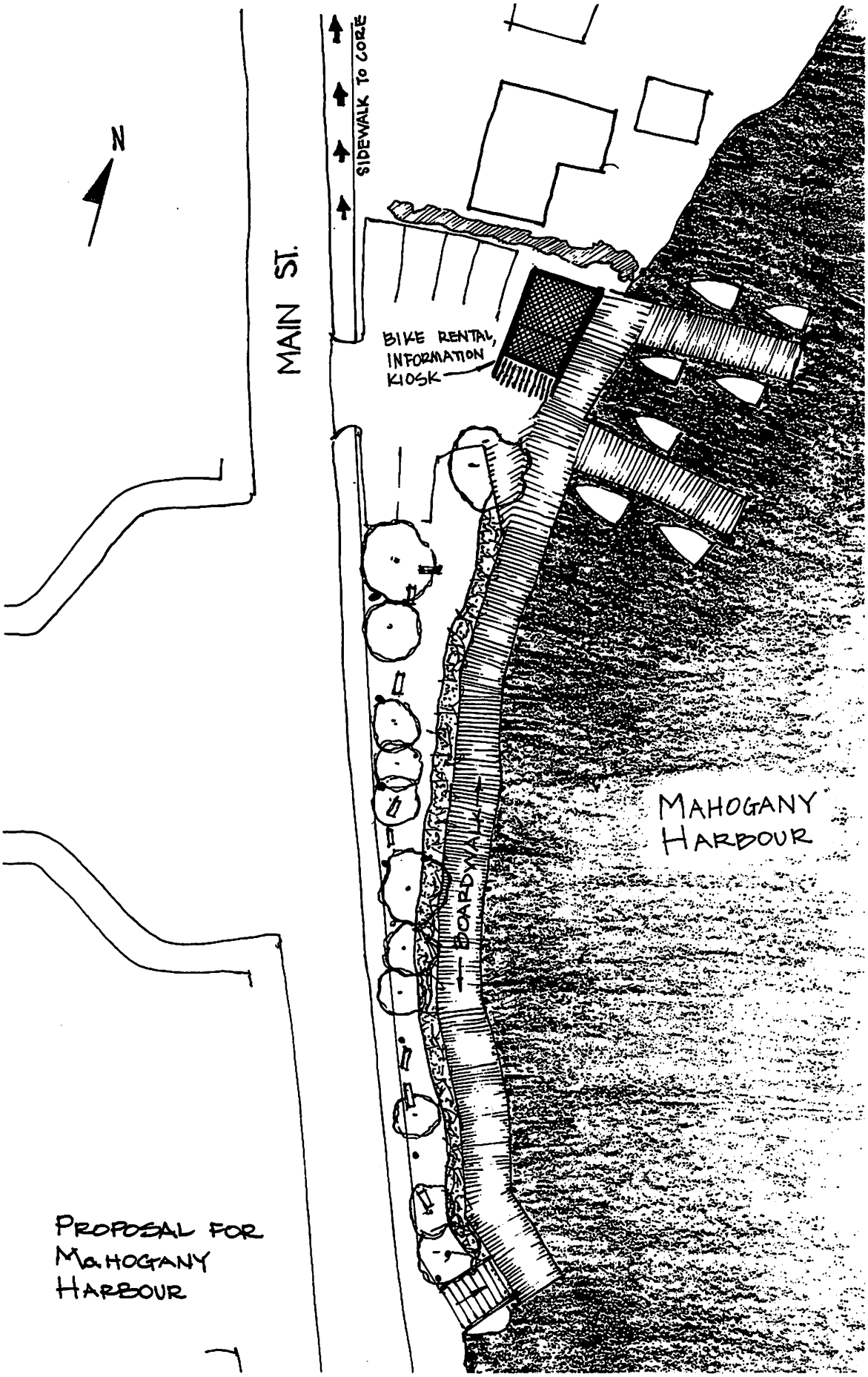
NEED FOR PUBLIC DOCKING

"Mahogany Harbour" is the bay in the back channel that borders Main Street (No. 13) south of the core. It seems most appropriate for public docking as it is the largest piece of public land along the river close to the town core. Manotick needs a public docking space that will entice recreational boaters to stop in the Village. This public dock has a great potential for land use options as well. Mahogany Harbour currently exists as a marsh like water's edge which ecologically is healthy. The vegetation along the shore helps prevent shore erosion.

FACILITIES REQUIRED FOR MAHOGANY HARBOUR DOCKS

* Docking extensions should be available for approximately 6-8 boats.
* A floating boardwalk along the shore would allow pedestrians to experience the water while vegetation would be preserved. This boardwalk can be also used for fishing.
* Onshore facilities for Mahogany Harbour should include bicycle rentals, public washrooms and information of what Manotick has to offer.
* Park features of trees, plantings and benches along the land can act as a buffer between the water and the road.
* A small amount of parking should be provided for people to use the park and boardwalk.
* Boat launching would <u>not</u> be feasible for Mahogany Harbour as space does not permit. Boat launching conflicts with the pedestrian atmosphere that will be created.
* Proper sidewalks from the core must be extended to the public docks to truly connect the two. Without doing so no one will want to venture over the hill.

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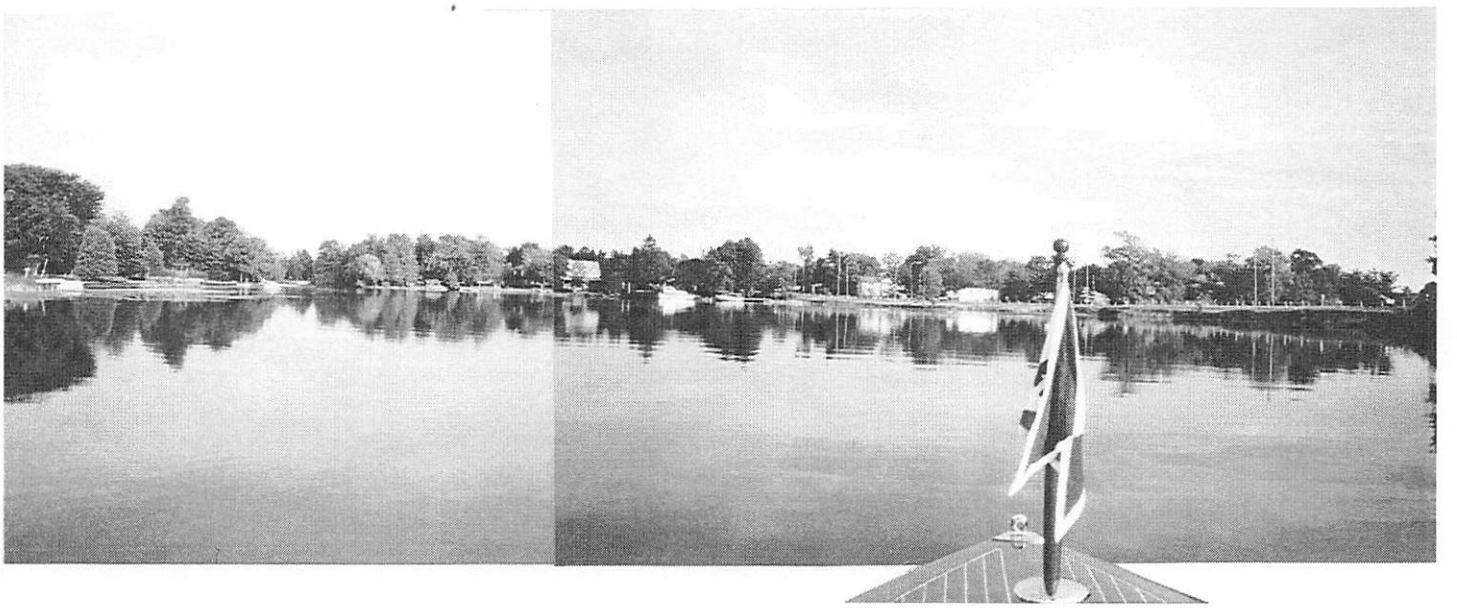
BIKE RENTAL, INFORMATION KIOSK
BOARDWALK
MAHOGANY HARBOUR
PROPOSAL FOR MAHOGANY HARBOUR

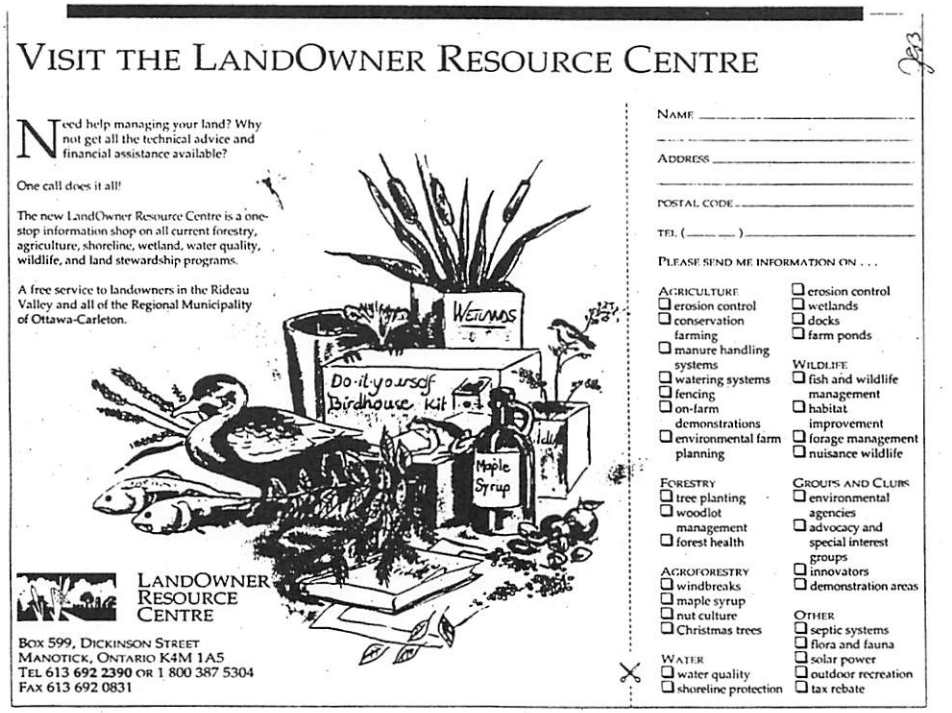


Mahogany Harbour looking south

Rideau Valley Conservation Authority and Landowner Resource Centre

Located in Manotick core across from the Mill, the RVCA and Landowner Resource Centre offer free information and literature on land management for a viable ecological environment for residents of RMOC.

River landowners especially can benefit from this service to try and preserve the river and minimize shore erosion. By sustaining a healthy river system, all can benefit from the recreation opportunities that the Rideau River has to offer.



VISIT THE LANDOWNER RESOURCE CENTRE

Need help managing your land? Why not get all the technical advice and financial assistance available?

One call does it all!

The new LandOwner Resource Centre is a one-stop information shop on all current forestry, agriculture, shoreline, wetland, water quality, wildlife, and land stewardship programs.

A free service to landowners in the Rideau Valley and all of the Regional Municipality of Ottawa-Carleton.

LANDOWNER RESOURCE CENTRE

BOX 599, DICKINSON STREET
MANOTICK, ONTARIO K4M 1A5
TEL 613 692 2390 OR 1 800 387 5304
FAX 613 692 0831

NAME _____

ADDRESS _____

POSTAL CODE _____

TEL. (____) _____

PLEASE SEND ME INFORMATION ON . . .

AGRICULTURE
- ☐ erosion control
- ☐ conservation farming
- ☐ manure handling systems
- ☐ watering systems
- ☐ fencing
- ☐ on-farm demonstrations
- ☐ environmental farm planning

FORESTRY
- ☐ tree planting
- ☐ woodlot management
- ☐ forest health

AGROFORESTRY
- ☐ windbreaks
- ☐ maple syrup
- ☐ nut culture
- ☐ Christmas trees

WATER
- ☐ water quality
- ☐ shoreline protection
- ☐ erosion control
- ☐ wetlands
- ☐ docks
- ☐ farm ponds

WILDLIFE
- ☐ fish and wildlife management
- ☐ habitat improvement
- ☐ forage management
- ☐ nuisance wildlife

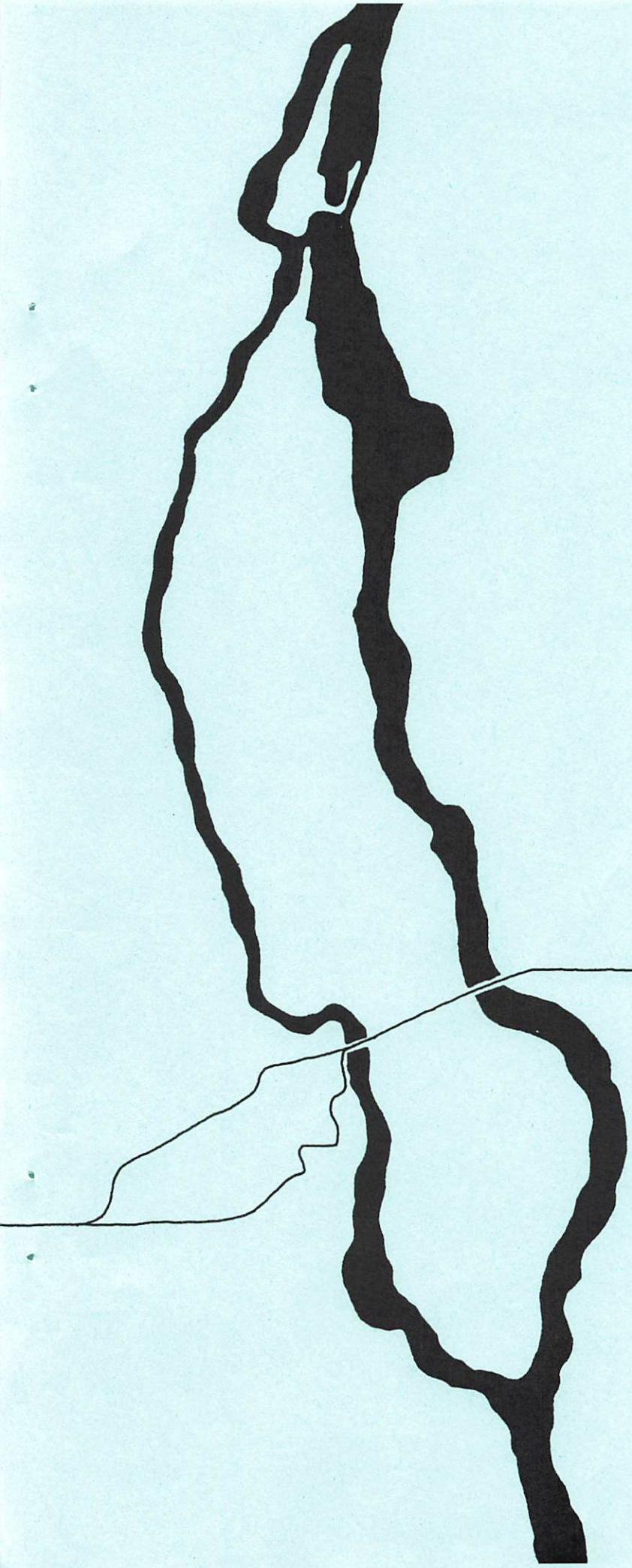
GROUPS AND CLUBS
- ☐ environmental agencies
- ☐ advocacy and special interest groups
- ☐ innovators
- ☐ demonstration areas

OTHER
- ☐ septic systems
- ☐ flora and fauna
- ☐ solar power
- ☐ outdoor recreation
- ☐ tax rebate

Community Assist for an Urban Study Effort

CAUSE

An Ontario Association Of Architects' Program



Implementation Strategies

BECAUSE

MANOTICK

INTRODUCTION

The thrust of the implementation strategies is to achieve maximum impact in realizing the goals of the study within limited financial resources and in as short a time as possible. A key element in any plan is that if action is perceived, a level of excitement is generated. The Manotick CAUSE Committee starts with a well organized group and a great deal of momentum. We have recommended some actions which can capitalize on that momentum and be done in a short period of time and with limited resources. These first immediate actions will set the tone for the development of a sense of place in Manotick and will work toward understanding and achieving a continuous Village Character.

IMMEDIATE ACTIONS

CORE

1. Main Street Improvements

   * tree planting
   * install new sidewalks
   * narrow pavement and provide parking on both sides - possibly metered to assure short-term use
   * pedestrian scale street lighting as per Mill Street with banners

2. Ann Street Developments

   * widen street
   * provide sidewalk and street lighting
   * tree planing

3. Improve Downtown Pedestrian Linkages

4. Establishment of Gateways on Bridge Street & Bridge & Main Street

5. Use of Municipally Owned Lands

   * corner of Bridge & Main street to create a town feature i.e. floral clock or major sign, floral and planting garden
   * for creation of additional park linkages, pedestrian ways, greenbelts, scenic routes, access to water and parking.

6. Encourage Municipality to purchase land for use of a public dock at Mahagony Harbour

7. Encourage Municipality to acquire R.O.W. access over residential property at the north end of Long Island and to link with Parks Canada and Nepean park land.

8. Erect signage and tourist routing signage.

9. Through LACAC begin the process of creating a Heritage Conservation District with boundaries as discussed.

10. Encourage merchants to request the establishment of a Business Improvement Area (BIA) with the purpose of assisting in the improvement of the physical ambiance in the commercial areas as well as promoting special events.

11. Investigate the reorganization of store hours to better serve community shoppers.

12. Encourage and build on event days such as Dickinson Day, Old Fashion Christmas, Strawberry Social, Fringe Festival, Dam Art Shows, and Victoria Day Festivities. We do not recommend closing of Main Street to traffic, except on special parade occasions when Anne Street could accept this traffic allowing the commercial activity to continue unimpeded by road closures.

13. Encouragement of a "shopper entertainment area" a space free of traffic which could be used for festivals and art fairs as well as some of the already established events. This could be a minor street which is closed on occasion or even a centrally located parking area. It need not be large, however nearby stores, sidewalk cafes and a sense of enclosure is critical to shopping areas so there is spin off into commercial areas.

All too often these events are held remote from shopping and little spinoff shopping occurs. In fact the event can inhibit real shoppers due to increased traffic and pressures on available parking.

14. Encourage the opening of a Farmers Market on Saturdays for local produce in the Barn and accompanying parking lot behind Lindsay & McCaffrey.

15. The Village, through the Rideau Township LACAC, may consider establishing a Heritage District in the Village between Ann St. and the Rideau River to the east and between Bridge St. on the north, south to the United Church on Main St. A Heritage District Conservation Plan is then developed, providing protection for heritage buildings and guidelines for new development within the defined district. This may be a useful tool in the implementation of some of the recommendations of this report.

MEDIUM-TERM INTERVENTIONS

An important key to the further development of Manotick is the provision of sewer and water services. Although to some extent the lack of sewers and town water outside the core has limited development, it has allowed the village to maintain its character.
Assuming that these services are provided their provision opens up a range of actions that would then be possible.

1. Develop parking and landscaped open space in areas along Ann Street which presently are septic tile beds. These parking areas might be jointly operated by the merchants to ensure multi-trip single-stop parking, a quality of shopping enjoyed by shopping centre users.

2. Develop zoning policies and design guidelines for vacant lands in the core area identified as the "gap" such as the Ambler store, lands to the west of the Mews shopping centre and other parcels in the core at present undevelopable due to septic tile bed restrictions. The areas are seen by the team as mixed use and medium-density residential developments of about three stories for seniors, apartments, health care offices and clinics, etc.

3. While the sewers and water mains are being installed, it provides the municipality with an opportunity to make other necessary street improvements suggested in this report. New street lighting, burying of hydro lines, boulevard tree planting and other such improvements could be made at this time with little additional cost to the overall program of sewers and water.

4. Areas now occupied by holding tank and septic tile fields provide an opportunity by increasing available land for other uses such as parking, open space or recreational space.

LONG-TERM GOALS

1. In the long-term, large tracks of land within the village boundaries will be under pressure to be developed. Guidelines should be developed which would ensure that these new residential developments respect and complement the village character rather than swamp the village in a sea of ubiquitous suburbia. The official plan recognizes this issue so that such policies would be consistent with the official plan. The guidelines may include:

a) more intensive land use than the one-two acre zoning of the recent residential developments

b) a road network consistent with the quality of village streets

c) more mixed use development

d) protection of natural ecological features and a more (sustainable) development pattern

e) provide appropriate recreational facilities in conjunction with natural amenities and pedestrian green space systems

f) development that favors pedestrian bicycles and other slower forms of movement over automobile movement such that the car does not dominate the landscape

g) other guidelines that would build on the village character and the unique aspects of Manotick

A WORD OF CAUTION

Romanticism and pastification of history and heritage is all well and good.....but when coupled with lavish beautification can actually decrease the types of people an area will attract. In order to maintain a good social economic mix of people coming to the core of Manotick, functional usage such as banks, grocery stores, automotive garages and gas pumps should also be an integral part of the village context. If small-scale beautification is coupled with functional economic anchors, solid opportunities toward sustaining Manotick will be realized.

Community Assist for an Urban Study Effort

CAUSE

An Ontario Association Of Architects' Program

Appendix

BECAUSE

MANOTICK

HISTORY OF CAUSE

Community Assist for an Urban Study Effort or CAUSE, is a program developed by the Ontario Association of Architects (OAA) to assist Ontario communities to preserve the quality of life and their environment.

The program works by stimulating analysis, providing focus for initiative and by making specific recommendations which act as a catalyst for action.

The program is voluntary. The professionals who dedicate their time and effort to CAUSE do so without remuneration. The OAA is aided by the Ontario Association of Landscape Architects, The Ontario Professional Planners Institute and the Universities of Carleton, Toronto and Waterloo, who nominate team members to participate in CAUSE. The Ontario Association of Architects bears the administration costs of the program.

Over thirty communities have been studied by CAUSE Teams since the programs inception. Many communities have been re-visited by members of the original CAUSE Team to assess the results of the CAUSE. Almost every community had worked diligently since CAUSE to improve the quality of life for its citizens. Several communities have received awards from the Ontario Association of Architects in recognition of their achievements.

HOW DOES A COMMUNITY GET A CAUSE?

Requests for a CAUSE study are invited from public or private organizations. Qualifying bodies would typically include: Municipal Governments, Chambers of Commerce, Boards of Trade, Service Clubs and Business Associations.

It is important that the sponsoring group perceive that a problem exists which locally available resources, for whatever reason, are unable to resolve. The sponsor's concern should reflect a sizeable body of public opinion. Contact should then be established with the OAA/CAUSE Committee which will review the request to determine if the project meets the intent of the program.

THE PROCESS

If the OAA/CAUSE Committee believes it can assist, a committee member will visit the community and meet with the sponsor(s) to discuss the issues in greater detail. If the CAUSE is approved, the sponsor is provided with a detailed outline of procedure including preparation of background material such as plans, maps, photographs, charts, statistics and previous studies. This material is copied and is the research package provided to each member of the CAUSE Team to enable them to attain a reasonable degree of familiarity with the issues before arriving in the community.

On the CAUSE Team's arrival, meetings take place with the local sponsor and other concerned groups including all interested members of the general public. Site visits, tours, photography, aerial reconnaissance and a general appreciation of the background of the community are typical means by which Team members formulate their analysis of the issues.

Once thoroughly briefed, the CAUSE Team goes to work to produce recommendations to solve problems facing the community. Using their own experience, combined with available research material and the contributions of local people, they concentrate on developing strategies and recommended courses of action. The Team would expect its involvement to cover an extended weekend, usually of five days' duration.

The resultant report is presented on the final day of the "CAUSE Weekend", to a public meeting in the community, and its recommendations explained. Every opportunity is given to citizens and the news media to examine and discuss the report.

THE ONTARIO ASSOCIATION OF ARCHITECTS

The Ontario Association of Architects (OAA) is the licensing body for the profession of architecture in Ontario under the provisions of the Architects Act. It is comprised of a body of professionals involved with all aspects of the built environment.

The OAA is governed by an elected Council formed from its membership and charged with the responsibility of providing direction and assistance not only to the member ship, but also to the general public through the programs initiated and sponsored by the OAA.

Architects are concerned with human habitation in all its forms and its impact on the welfare and life of society at large.

A committee authorized by the OAA Council administers CAUSE and evaluates applications for assistance. If you believe this program could be of assistance to your community, contact:

CAUSE
Ontario Association of Architects
111 Moatfield Drive
Don Mills, Ontario
M3B 3L6
(416)449-6898
FAX: (416)449-5756

MANOTICK CAUSE TEAM MEMBERS

PETER F. TURNER, B.Arch., OAA, MCP(U.D.), MCIP, MRAIC, **CHAIRMAN**

Principal of Peter Turner Architect Inc.
Received Bachelor of Architecture, University of Toronto, 1968
Received Master of City Planning (Urban Design) Harvard University, 1972
Participant in Nipigon CAUSE Team, September 1992
Experience includes town planning, urban design, urban revitalization and infill projects for municipal/provincial government, residential, commercial and insitutional clients
Recipient of design and historic preservation/renovation awards
Prepared downtown revitalization studies for City of Toronto (Yonge Street), Milton, Penetanguishene, Oshawa and Niagara Falls, New York. Infill studies/projects in Lindsay, Belleville and Markham

JOHN RUTLEDGE, B.Arch., D.A.T., OAA

Principal of a small practice, with offices in Goderich, working throughout Southern Ontario
Received Bachelor of Architecture, Carleton University, 1983
Involved in all aspects of restoration, conservation, renovation, barrier-free accessibility, and expansion of existing facilities
Building types include institutional, residential, and commercial
Active in the conservation of heritage buildings, sympathetic renovations and contextual responses to surrounding building fabric
Current projects include Huron County Court House renovations, Goderich Town Hall expansion, Waldie Blacksmith Shop restoration. In all three projects, local LACAC's are involved to some degree
Acting President of the Huron County Branch of the Architectural Conservancy of Ontario

ERICA MOGHAL, B.Arch., OAA, MAIBC, AAA, MRAIC, Associate AIA

Sole Proprietor of Erica Moghal Architect
Graduate of University of Toronto (School of Architecture, 1981)
Main focus of firm is residential renovations and preservations in Canada, U.S., South America, and Europe
Commercial work for large franchise operation
Work of feasibility studies on reconverting obsolete industrial buildings to other uses
Former president of neighbourhood association and instrumental in rezoning the area to protect its character
Lived in Switzerland for 20 years and immigrated to Canada in 1962

RUPERT DOBBIN, B.A.,M.A, C.I.P., O.P.P.I., R.P.P., C.I.P., C.A.H.R.A, U.L.I.(A)

B.A. (Geography), Sir George Williams University, Montreal, Quebec
M.A. (Urban and Regional Geography), University of Vermont, Burlington, Vermont
Director of Planning and Urban Renewal, City of Kingston
Adjunct Professor, Queen's University
Senior Planner, City of Gloucester
Planner, City of Ottawa
Sun Life Assurance Company of Canada, Montreal
Working tour around the world

DOV FREEDMAN, B.L.A., O.A.L.A., C.S.L.A.

Practicing landscape architect in Toronto
Received Bachelor of Landscape Architecture, University of Guelph, 1987
Urban and residential design, theme park and recreation planning as well as grassroots involvement in community planning & ecological restoration.
Bring Back the Don Task Force - Wetland Working Group
Garrison Creek, Community Group
Member of Environmental Dialogue
Member of The Ecological Resource Group
Member of CISAS (Centre for the Investigation of Stone Assemblage Sites)
Member of Heritage Preservation Group for the protection of ancient & sacred sites in Ontario

PAULINE DOLOVICH

Fourth year Architectural student, University of Waterloo
Received Bachelor of Environmental Studies, Preprofessional Archtecture
Recent participant in: Woodside Historical Park Accessibility Competition (Hon. Mention), International Student Housing Competition
Received 3B Design Award - Urban Study for London, Ontario
Work experience with F.D. Begley & Associates Construction Managers, Toronto
Salmah Milson Arad Architect, Jerusalem
Toronto Transit Comission, Toronto

JULIE FINKLE

Fifth year Architectural student, Carleton University
Studied abroad in Rome, Fall term, 1994
Urban studies workshop on O.C. Transpo Rapid Transit and Suburban Improvement
Summer employment at W.R. White Architect Ltd., Belleville

SUE-MENG LAU

Fourth year Architectural student, University of Toronto
Alumni Award (1992), Fredrick Coates Scholarship (1993), AIA Scholarship (1995), Moriyama & Teshima Award (1995), William Goulding Award for architectual History (1995)
Studied abroad in Paris/Barcelona; urban design curriculum, 1994
B.A. (Art History) - UBC, College of Wooster, Ohio
Aitken Wriglessworth Architects, Vancouver
Lee Gardner Architects, Calgary

PHILLIP H. CARTER, M.Arch., OAA, M.C.P., MRAIC, COMMITTEE LIAISON

Prinicpal in firm of Phillip H. Carter Architect, since 1972
Received Bachelor of Architecture, University of Manitoba 1964
Received Master of Architecture & Master of City Planning in Civic Design, University of Pennsylvania, Philadelphia, 1966
Has worked on planning, urban design and design of institutional projects with a particular specialty in library design
Assistant professor, University of Toronto, 1968-1975
Lecturer: University of Waterloo
Ryerson Polytechnical Institute
Ontario College of Art
Has won Governor General's Medal and Canadian Architect Awards of Excellence for his projects
Member of the Advisory Board of Architectural Conservancy of Ontario
Member and Chairman of Port Hope L.A.C.A.C.
CAUSE experience: Kingston, Port Stanley, Elliot Lake (Chairman)