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1.0 INTRODUCTION
FOTENN has been retained by Abbott-Fernbank Holdings Inc. to prepare a Planning Rationale in support of a Zoning By-law Amendment for a portion of the lands within the Fernbank Community. The Fernbank Community covers approximately 674 ha of land in Ottawa's west end containing a proposed 9,700 to 11,000 dwelling units and between 2,500 and 2,600 jobs. The following report describes Abbott-Fernbank Holdings’ proposal for the central “Village Green”, and assesses the policy and regulatory framework guiding this proposal.

1.1 SITE DESCRIPTION
The subject lands, described legally as Part of Lot 28, Concession 10 are located in the West end of the City of Ottawa in southwest Kanata. The subject lands are approximately 5.8 ha (58,000 m²) in area, irregular and currently vacant, with some existing vegetation and trees (Fig. 1).

1.2 SURROUNDING LAND USES

North
North of the Subject Lands is a hydro corridor which runs east-west within which a future transit station and park & ride are proposed. The Trans Canada Trail runs parallel to and north of the hydro corridor. Further north are undeveloped lands while to the northwest are light industrial uses and residential neighbourhoods.

East
The lands located to the east of the Subject Lands are partially developed with road construction completed and housing construction to begin shortly.

South
South of the Subject Lands also has partially developed lands with road construction completed and housing construction is to begin shortly.

West
West of the Subject Lands are vacant and undeveloped lands, however these lands do have draft Approval and development is set to begin next year. The Stittsville Community is located further west.
1.3 COMMUNITY AMENITIES
Stittsville has a number of community amenities that are in close proximity to the subject site. The Goulbourn Recreation Centre and Sacred Heart Catholic Secondary School at the intersection of Abbott Street East and Shea Road are approximately 1.25 kilometres from the site. Stittsville Public School is also in close proximity to the site, as well as an employment/light industrial area located along Iber Road. A specialty care senior residence and French Elementary Catholic School Jean-Paul II are located approximately 1 kilometre from the subject site.

The Ottawa Carleton section of the Trans Canada Trail is also in close proximity to the site, separated by the hydro corridor easement and the future transit station to the north. This trail offers recreational activities such as biking, hiking and equestrian in the summer months and snowshoeing, cross country skiing and snowmobiling in the winter months. The proximity of the Trans Canada Trail to the subject site is a significant feature and opportunity for the development.

1.4 DEVELOPMENT PROPOSAL
Abbott-Fernbank Holdings Inc. intends to develop the overall site as a mixed-use area with a large pedestrian oriented Village Green, which is to become the focal point of the new Fernbank community. This proposal includes both a short and long term concept for the site. The short term concept, which presents a five (5) year outlook for the site, includes 272 dwelling units as well as 2,435 m$^2$ of commercial office space and 8,869 m$^2$ retail space which will, along with a pedestrian oriented central court, offer a range of services to anchor the Fernbank community. The long term vision presents a twenty (20) year build out of the site which includes 284 dwelling units as well as 2435 m$^2$ of commercial office space, and 11,129 m$^2$ of retail space (Fig. 2). These uses will be provided through a variety of building types including residential low and mid-rise...
apartment buildings as well as low and mid-rise mixed use buildings. The 5-year concept includes seven (7) residential buildings, three (3) mixed-use, residential/commercial buildings, nine (9) retail buildings and approximately 852 parking spaces which will be provided to service the site. The 20-year vision proposes five (5) new buildings including a residential building and four (4) retail buildings. The 20 year vision also includes a three (3) level parking garage where overall parking will be reduced to 790 spaces. As noted, the site is located adjacent to a proposed transit station and OC Transpo Park and Ride which will promote transit use as a viable transportation option for those travelling to and from central Ottawa.

Access to the development is primarily provided from the future Founder Avenue. Seven (7) links are provided for additional access from the future roads of Bobolink Ridge to the South and Livery Street to the east as shown on the Survey and Concept Plan (Figs. 2 and 3). The development will be anchored by a central pedestrian Village Green which will act as the central social gathering space which is surrounded by mixed-use, residential/retail buildings and is only accessible to pedestrians. A limited amount of parking is provided throughout the site which as the 20 year concept shows, will be reduced over time and centralized as it becomes more economical to provide structured parking.
Figure 3 – Survey Plan

Overall, the proposed layout maintains the general intent of the CDP and creates a central, social, retail/commercial heart for the Fernbank Community while supporting a variety of modes of transportation.

File History and Discussions with City Staff

This proposed development and zoning amendment have been subject of several meetings and discussions with City staff. In April 2012 FOTENN was engaged by The Regional Group of Companies to prepare a concept plan and urban design for the Village Green mixed use area. The policy framework set the ground rules for development of the site but it was recognized as being a challenge to develop in the short term prior to the transit corridor being completed along the arterial street to the west (Founder Ave.).

A meeting was held with Staff on August 22, 2012 to present three (3) concepts as well as the evolution of the design culminating in a preferred design that featured an internal Mainstreet. This meeting resulted in consensus that the preferred concept represented good land use planning and good design. The issue of a full signalized access at Boblink and Founder Avenue was also raised.

A subsequent meeting was held on November 1 and November 14, 2012 with City staff. At these meetings discussions on the preferred concept continued and there was agreement that full signalized access was necessary.

On June 20th, 2013, a formal pre-consultation meeting was held which was attended by members of the project team as well as newly assigned City staff members. As a result of an internal re-organization new Planning Staff were assigned to the file. At this meeting, the design, based on the preferred concept from earlier meetings, was presented. Staff raised concerns for the internal mainstreet focus of the proposal and requested that development of the site
address Founder Avenue rather than the central corridor. In response to this, and based on previously held discussions with Staff, the submission includes short and long term build out scenarios where over time the relationship of buildings will address both the proposed arterial street as well as the internal Village Green and central spine/mainstreet.

2.0 POLICY AND REGULATORY CONTEXT
The following is a review of applicable policy documents reviewed for consistency with the Abbott-Fernbank Holdings development proposal.

2.1 PROVINCIAL POLICY STATEMENT (2005)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since March 1st, 2005, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The proposed development is consistent with the following policies of the PPS:

**Efficient Development and Land-Use Patterns**
- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- Accommodates an appropriate range and mix of residential, recreational and open space uses to meet long-term needs;
- Avoids development and land use patterns which may cause environmental or public health and safety concerns;
- Avoids development land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- Promotes cost-effective development standards to minimize land consumption and servicing costs; and
- Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

**Settlement Areas**
- Land use patterns with Settlement Areas shall be based on:
  a) Densities and a mix of land uses which:
    i. Efficiently use land and resources;
    ii. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and
    iii. Minimize negative impacts to air quality and climate change, and promote energy efficiency in accordance with policy 1.8.
- New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

**Housing**
- Maintains at all times the ability to accommodate residential growth for a minimum of 10 years;
- Provides for an appropriate range of housing types and densities
• Directs the development of new housing towards locations where appropriate levels of infrastructure and public service facilities will be available to support current needs; and
• Develops housing which is affordable

Public Space, Parks and Open Space
• Plans public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement.

In FOTENN’s professional opinion the proposed Mixed Use Village Green is consistent with the above noted policies of the Provincial Policy Statement (2005). The proposal develops an area located within the City of Ottawa’s urban boundary and ‘fills in’ vacant land existing between two (2) established built areas. The proposal provides a variety of housing options, retail, commercial, and office space, all centred around a pedestrian oriented public space.

2.2 CITY OF OTTAWA OFFICIAL PLAN (2003, As Amended)
The City of Ottawa Official Plan (OP) is composed of eight (8) Sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Plan provides Strategic Directions for growth and development within the City.

2.2. - Managing Growth
One key area contemplated by the OP is Managing Growth where the majority of growth will be accommodated within areas designated within the urban boundary. More specifically, “The City will accommodate approximately 90% of its growth in urban areas shown on Schedule B, where urban services already exist or can be efficiently provided”.

Concentrating growth within the urban area allows for a pattern and density of development that supports transit, cycling and walking as viable and attractive alternatives to driving.

2.3.1 - Transportation
The Official Plan further considers the provision of infrastructure including transportation infrastructure through Section 2.3 where a transportation system that should emphasize both mobility and accessibility is sought. The policies of Section 2.3.1 seek to ensure that when undertaking comprehensive land-use planning studies, especially community design plans, the City will emphasize the creation of environments with a pedestrian, cyclist and transit-friendly focus.

2.4.1 - Air Quality and Climate Change
Good air quality is critical to maintaining environmental and human health. Air quality concerns in Ottawa relate primarily to particulate matter, resulting largely from transportation sector emissions. In order to reduce GHG emissions in the development and building sector, the City will promote compact urban form and an energy efficient pattern and mix of land uses through the strategic direction for managing growth and related intensification targets and community design plans (2.4.1.1.(a)).

The proposed mixed use development seeks to create a Village Green that will serve as the true focal point of the Fernbank Community where residents and visitors alike can come to shop, relax and socialize. The residential buildings will
serve as the foundation of potential users while the extensive road and path network, in addition to the proximity of the park and ride, will allow for easy access to members of the greater Fernbank and Ottawa community. The design ultimately helps to support development and transportation modes, which support environmental stewardship and reduce the developments carbon footprint.

2.5.1 – Urban Design and Compatibility

Building livable communities is a key principle within the City of Ottawa Official Plan. Section 2.5.1 – Urban Design and Compatibility of the Official Plan provides a number of design objectives and principles that are qualitative statements in which the City wants to influence the built environment as it matures and evolves. The following objectives are considered most applicable to the proposed development:

- The proposal enhances the sense of community by creating and maintaining places with their own distinct identity. The proposed Village Green is centred on a distinct pedestrian oriented central square. The proposal offers a central economic and commercial hub of the Fernbank Community providing higher density housing and a range of uses.
- The proposal defines quality public and private spaces through development. The proposed layout clearly defines the areas of public, pedestrian oriented use and private space where the central public area includes the proposed public square anchoring the Village Green.
- The proposal creates places that are safe, accessible and easy to get to, and move through. The Village Green’s location along a major arterial and adjacent to a future Rapid Transit Park and Ride provide access to the site by a variety of modes of transportation. The proposed road network and pedestrian only network allow fluid mobility throughout the site while the residential and mixed use building orientation provides more “eyes on the street” for a safer community.
- The proposal maximizes energy-efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment. The proposed Plan proposes a Village Core adjacent to a transit stop and Park and Ride where residents and visitors can live, work, shop and play. Over time the site is intended to be intensified and less reliant on vehicular traffic and thus reducing its environmental impact.

Designation

In the City of Ottawa Official Plan, the site is designated as “Arterial Mainstreet” and “General Urban Area” on Schedule B - Urban Policy Plan (Fig. 4).

The Official Plan views Arterial Mainstreets as offering some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment. They are meant to “provide a dual role” providing services to both adjoining neighbourhoods and provide more specialized functions that serve the needs of those living beyond the borders of any one neighbourhood. It is the City’s intent that Mainstreets will achieve more compact, mixed-use, pedestrian-oriented development patterns (Section 3.6.3). Intensification will continue to focus on
nodes and corridors in order to support public transit systems, to create an essential community focus and to allow for minimal travel.

Figure 4 - Schedule B - Urban Area Designation

Where the depth of lots fronting the road is sufficient to enable development to occur both adjacent to the street and to the rear of the property, the site should be planned in a coordinated fashion that will facilitate (Section 3.6.3, Policy 2):

- Multi-modal access between the site and the public street.
- Attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities.
- An enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes.
- Measures of sufficient size and quality to relieve the visual impact of surface parking areas.
- The provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages.
- The provision of coordinated signage.

On Arterial Mainstreets the location of surface parking will be evaluated in the context of Section 2.5.1 (Building Livable Communities – Urban Design and Compatibility) and Section 4.11 (Review of Development Applications – Urban Design and Compatibility).
As noted, the site is also designated General Urban Area on Schedule B. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The evaluation of development applications for lands within the General Urban Area is to be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan. Where 2.5.1 was discussed in a previous section, Section 4.11 – Urban Design and Compatibility evaluates applications on the following items: 1) Traffic; 2) Vehicular Access; 3) Parking Requirements; 4) Outdoor Amenity Areas; 5) Loading Areas; 6) Lighting; 7) Noise and Air Quality; 8) Sunlight; 9) Microclimate; 10) Supporting Neighbourhood Services. These items are addressed throughout this Rationale in various Sections.

The proposed subdivision is consistent with the goals, objectives and policies of the Arterial Mainstreet and General Urban Area land use designations.

Road Network
Schedule E – Urban Road Network of the Official Plan identifies a proposed Arterial Road along the east lot boundary of the site and Schedule D – Rapid Transit Network identifies Bus Rapid Transit (BRT) along the same arterial road corridor. A future BRT Station is identified adjacent to the north lot boundary on the south-east corner of the Abbott Street Extension and the future North/South Arterial Road (Fig. 5).

The arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances. Access to arterials, block lengths and intersections should be spaced and designed to accommodate all transportation modes; vehicular access to adjacent properties should be controlled to minimize turning movements and to reduce conflicts between travel modes; and arterial road corridors should provide a high degree of connectivity between land uses and places along and across the route.

Arterial roads function as major public and infrastructure corridors in the urban communities they traverse. They not only accommodate car and truck traffic, but also serve pedestrians, public utilities, cyclists and public transit buses.
2.3 FERNBANK COMMUNITY DESIGN PLAN (2006)

The Fernbank Community encompasses approximately 674 gross hectares (1,665 acres) of land between the established communities of Stittsville, Kanata West and Kanata South. The purpose of the Community Design Plan, adopted by Ottawa City Council in 2006, is to establish a community-wide land use framework that reflects the principles, objectives and policies for community development as directed by the OP.

The subject lands are located within the central portion of the Fernbank Community Design Plan (CDP) and are intended to be the main communal focal point of the area.

The key principles of the CDP are set out in Section 3.1 as follows:

1. Maintain and respect the integrity and unique character of existing communities;
2. Create distinctive liveable neighbourhoods;
3. Provide effective, efficient, timely transportation that is integrated with land uses;
4. Ensure efficient and timely phasing of future infrastructure; and
5. Create an environmentally sustainable community.

The Plan designates the Subject Lands as “Mixed-Use”. Within the Abbott-Fernbank lands, the CDP also identifies the communities “Village Green” which will act as the civic gathering place and passive public open space for residents.

The Land Use Plan

As noted and demonstrated in Figure 9 of the CDP (Fig. 6), the Fernbank Land Use Plan identifies one (1) land use category and one (1) element of the community’s Greenspace Network on the Abbott-Fernbank lands, including:

1) Mixed Use (Land use category); and
2) Village Green (Greenspace network element).
Mixed Use

The Mixed Use designation is intended to accommodate a mix of residential and non-residential land uses to serve the personal and commercial needs of the Fernbank Community’s residents. The Mixed Use land use along the future North-South Arterial may focus primarily on residential uses either in freestanding buildings or in mixed-use buildings where the following uses shall be permitted:

- Retail and convenience stores
- Banks or other financial services
- Service and repair uses
- Personal service uses
- Business, medical and professional offices
- Restaurants
- Institutional uses such as hospitals, retirement homes, residential care facilities or medical facilities
- Low-rise apartments
- Mid-rise apartments
- Multiple-attached dwellings
- Stacked dwellings
- Live-work units

Surrounding the Village Green area, non-residential uses will be encouraged, also within free-standing buildings or located at-grade within mixed use buildings.

**Density Targets**

The Fernbank CDP establishes minimum desired housing and employment densities which all new developments must achieve. Tables 1, 2 and 3 below (Tables 1, 2 and 4 of the CDP) show the overall requirements of the Fernbank community. Based on the CDP tables, the following calculation is presented to determine the required number of units and jobs for the Village Green area:

The total mixed-use area in the Fernbank community is 21.5 ha of which 55% is residential uses, in this case 12 ha. The applicable subject site area is 5.8 ha, or 27% of the total mixed use area, therefore based on a total requirement of 960 - 1000 units, this site is required to provide between 259 and 270 units (0.27 x 960 = 259 and 0.27 x 1000 = 270).

In terms of required employment density, 50% of the mixed-use area should be commercial space or 11.5 hectares. As the subject site is 5.8 ha or approximately 27% of the overall mixed use site, the total required jobs is 155 (0.27 x 575 = 155).

### Table 1 – Land Use Distribution (by category)

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Net Area (ha)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
<td>217</td>
<td>32%</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>57</td>
<td>9%</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>5</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Mixed-Use</strong></td>
<td><strong>21.5</strong></td>
<td><strong>3%</strong></td>
</tr>
<tr>
<td>Neighbourhood Commercial</td>
<td>8</td>
<td>1%</td>
</tr>
<tr>
<td>Schools</td>
<td>42</td>
<td>6%</td>
</tr>
<tr>
<td>Open Space (including transmission corridors)</td>
<td>62</td>
<td>9%</td>
</tr>
<tr>
<td>Parkland</td>
<td>35</td>
<td>5%</td>
</tr>
<tr>
<td>Stormwater Management Facilities and Drainage Corridors</td>
<td>68</td>
<td>10%</td>
</tr>
<tr>
<td>Roads (including Hazeldean and Fernbank Road Widenings)</td>
<td>152</td>
<td>23%</td>
</tr>
<tr>
<td>Others (including Church, Transit Station and Paramedic Post)</td>
<td>6.5</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>674</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

### Table 2 – Dwelling Unit Projections

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Density (UPH)</th>
<th>Area (ha)</th>
<th>Units (Rounded)</th>
<th>Unit Type By Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density (singles and semis)</td>
<td>26 - 28</td>
<td>217</td>
<td>5,600 - 6,000</td>
<td>58% - 55%</td>
</tr>
<tr>
<td>Medium Density</td>
<td>50 - 60</td>
<td>57</td>
<td>2,800 - 3,400</td>
<td>29% - 32%</td>
</tr>
<tr>
<td>High Density</td>
<td>60 - 75</td>
<td>5</td>
<td>300 - 380</td>
<td>3% - 4%</td>
</tr>
<tr>
<td>--------------</td>
<td>---------</td>
<td>---</td>
<td>-----------</td>
<td>--------</td>
</tr>
<tr>
<td>Mixed Use (assumes 55% for residential uses)</td>
<td>80 - 90</td>
<td>12</td>
<td>960 - 1,000</td>
<td>10% - 9%</td>
</tr>
<tr>
<td>Total Units</td>
<td>9,660 - 10,780</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Table 3 - Employment Projections**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Employment Density</th>
<th>Area</th>
<th>Employment (Rounded)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbourhood Commercial</td>
<td>50 Jobs/ha</td>
<td>7.8</td>
<td>390 jobs</td>
</tr>
<tr>
<td>Mixed Use (assumes 50% for commercial uses)</td>
<td>50 jobs/ha</td>
<td>11.5</td>
<td>575 jobs</td>
</tr>
<tr>
<td>Schools</td>
<td>40 jobs - elementary school 80 jobs secondary school</td>
<td>8 elementary schools 3 secondary schools</td>
<td>560 jobs</td>
</tr>
<tr>
<td>Home Occupations and Live-Work</td>
<td>10 jobs/100 units</td>
<td>9,800 - 11,000 total housing units</td>
<td>990 - 1,100 jobs</td>
</tr>
<tr>
<td>Total Employment (Approximate)</td>
<td></td>
<td></td>
<td>2,500 - 2,625 jobs</td>
</tr>
</tbody>
</table>

Table 4, below, demonstrates the units per hectare and jobs per ha proposed within the Village Green application and how they compare to the required densities of the CDP.

**Table 4 - Proposed Village Green Densities and CDP Requirements**

<table>
<thead>
<tr>
<th>Minimum CDP Requirement</th>
<th>Rate</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Res Units</td>
<td>259 Units</td>
<td>1.62 Ppl/Unit (Average occupancy)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>441 Ppl</td>
</tr>
<tr>
<td>No. of Jobs</td>
<td>155 Jobs</td>
<td>Office (20m² per job): 121.75</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Retail (35 - 45 m² per job): 197.1 - 253.4</td>
</tr>
<tr>
<td>No. Jobs/People per Ha.</td>
<td>71</td>
<td>-</td>
</tr>
</tbody>
</table>

The Village Green application clearly meets and exceeds the required minimum density targets set out in the Fernbank CDP. The application promotes a dense mixed-use development based largely on the approved Community Design Plan.

The Greenspace Network

The Greenspace Network is comprised of open space, parks, stormwater management facilities, pathways and other linkages.

The Village Green is an element of the Network and is strategically located at the centre of the Community Core within the Fernbank Community, with proximity to a major transit way stop, the Trans Canada Trail, a secondary school, and a large community population within walking distance. The Village Green would be a civic gathering place and passive public open space for residents.
The Demonstration Plan

The Demonstration Plan, Figure 7, illustrates one way in which the Land Use Plan could be implemented through development approvals. The purpose of the demonstration plan is to:

- Provide an illustration as to how the Fernbank community could develop over time;
- Indicate how the community design guidelines could be achieved;
- Illustrate how the specific Fernbank CDP objectives could be achieved; and
- Provide an estimate of the total housing supply, population, and employment that could be accommodated within the community. The Plan further states that the Demonstration Plan does not require landowners to develop their lands precisely as shown, as the purpose of the Plan is to:
- Provide guidance as to how the lands could be developed over time;
- Demonstrate options for addressing specific development forms and character;
- Illustrate ways of achieving the Fernbank Community Design Guidelines; and
- Provide a means for establishing and monitoring development targets.

Figure 7 - Fernbank CDP Demonstration Plan
As discussed previously, the proposed concept plans are based on 1.5 years of consultation internally and with City staff. The concept is based on good Land Use and Urban Design planning principles. The mixed use neighbourhood is focused on supporting a variety uses to support a range residents and visitors, all accessible by a multiple modes of transportation consistent with the goals and visions of the Community Design Plan.

Community Design Guidelines

6.2 Design Vision

The vision for the proposed Fernbank Community is for a contemporary community which embraces the existing natural heritage features, such as the Carp River, and takes advantage of existing amenities such as the Trans Canada Trail. The design of the community is predicated on a transit supportive street network, an integrated open space linkage system and a well defined community core and distinctive neighbourhood which will all have a park, school or other amenities within walking distance. The following guiding principles, which will form the foundation of the design guidelines governing the Fernbank Community development, are applicable to this application:

- Maintains and respects the integrity and unique character of existing communities;
- Creates distinctive liveable neighbourhoods;
- Creates integrated, safe, passive and active green spaces;
- Creates a “heart” for the community;
- Provides effective, efficient, timely transportation that is integrated with land uses and with adjacent communities;
- Creates liveable neighbourhoods; and
- Creates an environmentally sustainable community.

Consistency with the Fernbank Plan

The Fernbank Community Design Plan (CDP) Land Use Plan (Figure no. 9 of the approved CDP document) and the Demonstration Plan (Figure 10) illustrate, in addition to the text of the CDP, the conceptual distribution of land uses, the location of roadways, and community facilities including school site, parks and drainage facilities.

The Land Use Plan of the Village Green sector of the Fernbank Plan shows only the major road network where any internal linkages are left to the discretion of the designer/developer. As such, the proposed layout follows the proposed network with four (4) major access roads surrounding the site while the internal network is designed to provide maximum access for the variety of uses throughout the site with ample parking for the larger footprint retail stores, and pedestrian access for the pedestrian oriented central square.

The proposed development and is consistent with the Fernbank Community Design Plan Land Use Plan. The proposed density and uses are in keeping with the designations of the Land Use Plan while the design of the roadway network and connectivity will promote efficient and sustainable navigation to the site and through it. The Central Square is in keeping with the vision set out as part of the
community’s greenspace network as a pedestrian oriented social space that is both accessible and safe as required in the CDP.

Urban Design Guidelines for Greenfield Neighbourhoods

Ottawa City Council approved the “Urban Design Guidelines for Greenfield Neighbourhoods” on September 26th, 2007. Similar to other design guidelines prepared by the City, they are not intended to act as a checklist for development and not every guideline is applicable but that overall, the proposal meets their intent. In our opinion, the Mattamy Draft Plan of Subdivisions, and in particular the stormwater pond block and the proposed location of the Neighbourhood Park comply with the following applicable guidelines:

**Guideline 9:** Concentrate higher density residential units and neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.

**Guideline 11:** Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.

**Guideline 21:** Select the most suitable zoning setback and road right-of-way width for the land use context and the road function.

**Guideline 26:** Construct sidewalks on both sides of streets that serve key destinations, such as transit stops, greenspaces, or to community facilities like schools. Select the correct road right-of-way standard to allow for sufficient space for sidewalks and all streetscape elements.

**Guideline 28:** Design crosswalks in areas with higher pedestrian and vehicular traffic volumes to be visually different from the street surface. Ensure that they are universally accessible.

**Guideline 34:** Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.

**Guideline 35:** Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.

**Guideline 38:** Site and design residential buildings on corner lots to that both the front and side of the building are oriented to the public street and are detailed with similar quality and style.

**Guideline 43:** Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street.

**Guideline 47:** Locate community buildings and other non-residential buildings close to the street edge, with their primary face oriented to the street, and the front door directly accessible from the public sidewalk. Vary setbacks and projections, to provide visual interest along the streetscape.

**Guideline 52:** Provide a landscape buffer along the edge of parking areas in situations where they are along the public street. Provide breaks in the buffers to
connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

The proposal meets the majority of the applicable design guidelines. It provides a mixed use development which will centre the new Fernbank community and one that fits well within the existing communities of Kanata and Stittsville. The location of the retail buildings, oriented to various streets within the development, along with the pedestrian network and significant landscaping throughout the site, align with the desired vision as set out in the CDP and expressed through the guidelines. There is some variation and as the site is rather large, the guidelines are not equally applicable to each portion of the site, however the intent is not to apply the guidelines as a checklist but to overall satisfy design guidelines.

2.4 CITY OF OTTAWA ZONING BY-LAW (2008-250)

Existing Zoning
The Subject Lands are zoned Development Reserve Zone (DR) in the City of Ottawa Zoning By-law (2008-250) (Fig. 8). The purpose of the DR zone is:

- To recognize lands intended for future urban development in areas designated as General Urban Area and Development Communities in the Official Plan, and future village development in areas designated as Village in Official Plan;
- Limit the range of permitted uses to those which will not preclude future development options; and
- Impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses;
- Permit limited lot creation on existing public streets in villages that will not preclude future development options in the DR3 – Development Reserve Subzone 3.

Figure 8 – Zoning Map
Permitted uses in the DR zone include:

- agricultural use
- community garden
- emergency service
- environmental preserve and education area
- forestry operation
- group home
- home-based business
- marine facility
- one detached dwelling accessory to a permitted use
- park
- secondary dwelling unit

As this application seeks to establish a new zone, none of the provisions will be maintained and therefore are not listed in this Section.

One Lot for Zoning Purposes
In order to assess the compliance of the existing or proposed zoning provisions for the Subject Lands, the site is considered to be one lot for zoning purposes as Section 93 of the Zoning By-law (2008-250) states:

“A group of occupancies located in an AM – Arterial Mainstreet Zone [as is proposed in the application]...that:

a) Are designed, developed and managed, including site access and infrastructure servicing, as a unit whether by a single owner or a group of owners or tenants acting in collaboration;

b) Are made up entirely of uses permitted or lawfully non-conforming on the site, and has either;

i. A common parking lot or parking garage or a combination thereof; or

ii. A group of parking lots or parking garages or a combination thereof which are managed as a unit by the same owner, owners or tenants of the occupancies required in clause (a) above, and are on the same lot or lots as the occupancies required in clause (a) above;

shall be considered as one lot for the purpose of applying zoning provisions and regulations”.

As the entire subject site is being designed and is intended to function as a unit, including general function as a mixed use central core and where parking will be shared amongst many of the uses. As such, it is believed that Section 93 applies and that this proposal does meeting the criteria for one lot for zoning purposes.

Zoning By-law Amendment
As a result of the current DR zoning and the variety of uses proposed for the subject site, the proposal requires a zoning amendment to permit the development of the mixed use proposal. The current DR zoning does not implement the Arterial Mainstreet and General Urban Area land use designations of the Official Plan, and the policy direction of the Fernbank CDP. The CDP designates the land as Mixed-Use. Though minor adjustment may arise through on-going discussions with City Staff, the proposed Zoning is based primarily on the Arterial Mainstreet (AM) zoning with some minor adjustment to allow for some flexibility throughout the lifetime of the development. The Zoning Amendment requests The AM zone with a new subzone to permit new provisions. The AM zone permits a wide variety of commercial, retail and residential uses. The uses proposed in this application are permitted within the AM zoning. For full
details on the proposed zoning please see Appendix A. The general provisions of the AM zone are listed below with the unique provisions highlighted in **bold**.

<table>
<thead>
<tr>
<th>Zoning Provision</th>
<th>By-law Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Lot Area (m²)</td>
<td>No minimum</td>
</tr>
<tr>
<td>Min. Lot Width (m)</td>
<td>No minimum</td>
</tr>
<tr>
<td>Min. Front Yard and Corner Side Yard Setback (m)</td>
<td>Non-residential or mixed-use buildings</td>
</tr>
<tr>
<td></td>
<td>Residential use building</td>
</tr>
<tr>
<td>Min. Interior Side Yard Setback (m)</td>
<td>Abutting a residential zone</td>
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<tr>
<td></td>
<td>All other cases</td>
</tr>
<tr>
<td>Min. Rear Yard Setback (m)</td>
<td>Rear lot line abutting a residential zone</td>
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<tr>
<td></td>
<td>Abutting the rapid transit corridor</td>
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<tr>
<td></td>
<td>Other cases</td>
</tr>
<tr>
<td>Max. Building Height</td>
<td>In an area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone</td>
</tr>
<tr>
<td></td>
<td>In any area up to and including 20 metres from a property line abutting a R4 zone</td>
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<tr>
<td></td>
<td>In any area over 20 metres and up to and including 30 m from a property line abutting a R1, R2, R3, or R4 zone</td>
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<tr>
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<td>More than 30 m from a property line abutting a R1 – R4</td>
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<tr>
<td></td>
<td>In all other cases</td>
</tr>
<tr>
<td>Max. Floor Space Index</td>
<td>No maximum; unless otherwise shown on the zoning map</td>
</tr>
</tbody>
</table>
### 3.0 REPORTS

#### 3.1 INTEGRATED ENVIRONMENTAL REVIEW

The Integrated Environmental Review, prepared by Muncaster Environmental Planning Inc., summarizes a variety of support studies prepared for the entire Bookfield East development lands, including the Village Green lands, to ensure that they are integrated and assessed as a complete package. More specifically, the IER demonstrates how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with any governing policy documents. The IER covers the following areas: 1) Geotechnical Investigations; 2) Terrestrial Environment; 3) Aquatic Habitat; 4) Stormwater Site Management and Other Servicing; 5) Archaeological Analysis; and 6) Environmental Site Assessment. The report also includes areas of environmental concern highlighted in the various reports as well as a list of “Design with Nature Initiatives” that are employed in the design of the Brookfield East development.
3.2 SUPPLEMENTARY GEOTECHNICAL INVESTIGATION
The Geotechnical Report, prepared by Houle Chevrier, is supplemental to a larger scale report done for the entire Fernbank Community. The report classified the area into four (4) separate “Geotechnical Areas” of which three (3) apply to the subject site. Broadly speaking, Area 1, which makes up the majority of the subject site, is characterized by the presence of very stiff weathered crust and/or compact glacial soils over shallow bedrock. Area 2 consists of deeper deposits of weathered crust and firm/stiff grey silty clay. Area 3, which covers only a small portion of the southern end of the subject site, consists of soft/firm grey silty clay present beneath the weathered crust.

3.3 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT
Houle Chevrie was engaged to prepare a Phase I Environmental Site Assessment for the Brookfield East lands, of which the Village Green is located within the northern portion. The report concludes that the potential environmental risks associated with this site are limited where primary concern lies with the presence of abandoned vehicles on the southern portion of the site and the past and current presence of farms, also located on the southern portion of the site. The report recommends that a Phase II Environmental Site Assessment is conducted for portions of the site in order to further investigate any potential contamination, however, these concerns are based on elements found outside of the this application’s subject site.

3.4 SERVICING DESIGN MEMO
A servicing design memo was prepared by Novatech Engineering Ltd. to summarize the serviceability of the subject site. The report confirms that there is adequate capacity in Sanitary Sewer services.

Stormwater Management of the subject site was designed in accordance with the Master Servicing Study and is, at this point, designed with a degree of design and phasing flexibility available for the ultimate servicing solution. No issues for quantity or quality control have been identified.

With regards to Water, the development will connected to the existing watermain network through four (4) connections. Hydraulic modelling indicates that good water pressure is available for both the fire-fighting and domestic supply.

Finally, regarding Erosion and Sediment Control, the Memo confirms that the standard suite of erosion and sediment control practices will be implemented to mitigate adverse environmental impacts during construction. Additional measures will reviewed as appropriate prior to construction in consultation with both City and Conservation Authority staff.

4.0 CONCLUSIONS
Based on the information presented throughout this Report, it is concluded that the proposed Zoning Amendment is appropriate and desirable when evaluated against the applicable policies, regulations and within the context of the subject site.

- The proposal is consistent with the Provincial Policy Statement (2005). Specifically, the proposal meets the Province’s goal of developing in areas located within the City of Ottawa’s urban boundary and ‘fills in’ vacant land
existing between two established built areas. The proposal provides a variety of housing options and does so in a pedestrian friendly manner with access provided to a variety of community resources.

- The proposal meets the goals and policies set out in the City’s Official Plan (2003, As Amended). In particular, the proposal meets the policies of the Arterial Mainstreet and General Urban Area where a range of uses and a range housing types and densities are encouraged to meet the needs of people of all ages, incomes and lifestyles.
- The proposed concept plan is consistent with goals and objectives of the Fernbank Community Design Plan (CDP). In the Plan, the subject site is designated Mixed-Use and Village Green. The proposed plan is consistent with these designations.
- The proposed Zoning amendment is consistent with similar development proposals in the city and in the area and offers the appropriate performance standards to permit the proposed development.

Please do not hesitate to contact me at 613-730-5709 x 231 or at szilagyi@fotenn.com or Pamela Sweet at 613-730-5709 x 225 or at sweet@fotenn.com should you have any additional questions or concerns regarding the application.

Mike Szilagyi MCIP RPP  
Planner  
FOTENN Consultants Inc.

Pamela Sweet FCIP RPP  
Senior Vice President  
FOTENN Consultants Inc.
APPENDIX A

Arterial Mainstreet (AM)

The purpose of the AM Zone is to:

1) Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
2) Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

Permitted Non-Residential Uses

The following non-residential uses are permitted subject to:

a) The provisions of subsections 185(3) to (5), and
b) Amusement park being located within a building;

- Amusement centre
- Amusement park
- Animal care establishment
- Animal hospital artist studio
- Automobile dealership
- Automobile rental establishment
- Automobile service station
- Bank
- Bank machine
- Bar
- Broadcasting studio
- Car wash
- Catering establishment
- Cinema
- Community centre
- Community garden
- Community health and resource centre
- Convenience store
- Day care
- Diplomatic mission
- Drive-through facility
- Emergency service
- Funeral home
- Gas bar
- Hotel
- Instructional facility
- Library
- Medical facility
- Municipal service centre
- Museum
- Nightclub
- Office
- Park
- Parking garage
- Personal service business
- Place assembly
- Place of worship
- Post office
- Production studio
- Recreational and athletic facility
- Research and development centre
- Residential care facility
- Restaurant
- Retail food store
- Retail store
- School
- Service and repair shop
- Small batch brewery
- Sports arena
- Technology industry
- Theatre
- Training centre
Permitted Residential Uses

The following residential uses are permitted:

- Apartment dwelling, low rise
- Apartment dwelling, mid rise
- Bed and breakfast
- Converted dwelling
- Dwelling unit
- Townhouse dwelling
- Group home
- Home-based business
- Home-based day care
- Planned unit development
- Retirement home
- Retirement home, converted
- Rooming house
- Rooming house, converted
- Rooming unit
- Stacked dwelling

AM Zone Provisions

<table>
<thead>
<tr>
<th>Zoning Mechanisms</th>
<th>Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum lot area</td>
<td>No minimum</td>
</tr>
<tr>
<td>Minimum lot width</td>
<td>No minimum</td>
</tr>
<tr>
<td>Front yard and corner side yard</td>
<td>(i) Non-residential or mixed-use buildings Minimum No minimum</td>
</tr>
<tr>
<td></td>
<td>(ii) Residential use building</td>
</tr>
<tr>
<td>Minimum interior side yard</td>
<td>(i) Abutting a residential zone</td>
</tr>
<tr>
<td></td>
<td>(ii) All other cases</td>
</tr>
<tr>
<td>Minimum rear yard</td>
<td>(i) Rear lot line abutting a residential zone</td>
</tr>
<tr>
<td></td>
<td>(ii) Abutting the rapid transit corridor</td>
</tr>
<tr>
<td></td>
<td>(iii) Other cases</td>
</tr>
<tr>
<td>Maximum building height</td>
<td>(i) In any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone</td>
</tr>
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<td></td>
<td>(ii) In any area up to and including 20 metres from a property line abutting a R4 zone</td>
</tr>
<tr>
<td></td>
<td>(iii) In any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3, or R4 zone</td>
</tr>
<tr>
<td></td>
<td>(iv) More than 30 metres from a</td>
</tr>
<tr>
<td>Property Line Abutting a R1-R4 Zone</td>
<td>Shown on the Zoning Map</td>
</tr>
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<tr>
<td>(v) In all other cases</td>
<td>25 meters, or as shown on the zoning map</td>
</tr>
</tbody>
</table>

**Maximum Floor Space Index**

No maximum; unless otherwise shown on the zoning map

**Minimum Width of Landscaped Area**

No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped

**Minimum Width of Landscaped Area Around a Parking Lot**

<table>
<thead>
<tr>
<th>(i) Abutting a Street</th>
<th>3 m</th>
</tr>
</thead>
<tbody>
<tr>
<td>(ii) Not Abutting a Street</td>
<td>For a parking lot containing 10 or fewer spaces: None For a parking lot containing more than 10 but fewer than 100 spaces: 1.5m For a parking lot containing 100 or more spaces: 3m</td>
</tr>
</tbody>
</table>

Outdoor storage is permitted subject to:

a) Being located in an interior side yard or rear yard;

b) Being completely enclosed and screened from a public street, and from residential or institutional zone; and

c) The provisions above do not apply to automobile dealership.