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560 Hazeldean Road Ottawa, Ontario

Planning Rationale, Public Consultation Strategy & Scoped Urban Design Brief

Prepared for: Double Deck Regional Inc.

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**560 HAZELDEAN ROAD
OTTAWA, ONTARIO**

**PLANNING RATIONALE, PUBLIC CONSULTATION STRATEGY, AND
SCOPED URBAN DESIGN BRIEF
IN SUPPORT OF APPLICATIONS FOR
PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT**

Prepared For:

Double Deck Regional Inc. (c/o Regional Group)



Prepared By:



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August 15, 2025

Novatech File: 100057-05
Ref: R-2025-067

August 15, 2025

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: John Bernier, MCIP, RPP – Planner II

Reference: 560 Hazeldean Road
Planning Rationale, Public Consultation Strategy, and Scoped Urban Design
Brief in Support of Applications for Plan of Subdivision and Zoning By-law
Amendment
Our File No.: 100057-05

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Double Deck Regional Inc. is proposing to redevelop the Subject Site with a low-rise residential subdivision on the southern portion of the property whereas the northern portion will be a residential/mixed-use development. The low-rise residential subdivision will consist of ninety-eight (98) dwellings including fifty (50) detached lots, nine (9) street townhouse blocks, and one (1) residential/mixed-use block. A separate *Site Plan Control* application will be filed for the residential/mixed-use development block identified as Block 52 on the Draft Plan of Subdivision when the proposed details are known.

The proposed development will include a future open space area and pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor. The purpose of the *Plan of Subdivision* application is to establish the future lots, blocks, and roadways as part of the overall development as illustrated on the Draft Plan of Subdivision.

A *Zoning By-law Amendment* application is required to rezone the Subject Site from *Agricultural, Rural Exception 263 – AG[263r]* to permit future residential land uses. A *Plan of Condominium* application will be submitted at a future date to establish the common elements of the proposed development on the Subject Site such as the future private roadway and sanitary pump station.

The Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief will demonstrate how the proposed development is consistent with the *Provincial Planning Statement*

(2024), conforms to the *City of Ottawa Official Plan (2022)* and *Fernbank Community Design Plan (2009)*, and complies with the provisions of *Zoning By-law 2008-250*.

NOVATECH



Robert Tran, M.Pl.
Project Planner, Planning & Development

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EXECUTIVE SUMMARY

Novatech has been retained by Double Deck Regional Inc. (c/o Regional Group) to prepare this Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief in support of applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 560 Hazeldean Road in Ward 6 – Stittsville, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

The Subject Site is an irregular shaped parcel of land situated in the community of Stittsville with frontage along Hazeldean Road. The Subject Site is currently developed as an instructional driving range facility that contains two (2) buildings with an open ended structure that allows for the facility to operate seasonally. The former City of Kanata approved the previous *Site Plan Control* and *Zoning By-law Amendment* applications to permit the development of the Subject Site as an instructional driving range facility. The Subject Site has a total area of 8.74 hectares.

Double Deck Regional Inc. is proposing to redevelop the Subject Site with a low-rise residential subdivision on the southern portion of the property whereas the northern portion will be a residential/mixed-use development. The low-rise residential subdivision will consist of ninety-eight (98) dwellings including fifty (50) detached lots, nine (9) street townhouse blocks, and one (1) residential/mixed-use block. A separate *Site Plan Control* application will be filed for the residential/mixed-use development block identified as Block 52 on the Draft Plan of Subdivision when the proposed details are known.

The proposed development will include a future open space area and pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor. The multi-use pathway will provide a linear passive and recreational connection for future residents to the surrounding community. The parkland dedication requirements for the proposed development were addressed through the *Master Parkland Agreement (2013)* and *Fernbank Land Owners Agreement (2013)* as part of the *Fernbank Community Design Plan (2009)*. As such, no additional parkland dedication will be required for the proposed development. A network of newly created 9.5 metre right-of-way (ROW) private roadways will provide for an efficient layout throughout the future neighbourhood that will connect to Hazeldean Road as well as Energy Street and Bliss Crescent to the west of the Subject Site. The purpose of the *Plan of Subdivision* application is to establish the future lots, blocks, and roadways as part of the overall development as illustrated on the Draft Plan of Subdivision.

A *Zoning By-law Amendment* application is required to rezone the Subject Site from *Agricultural, Rural Exception 263 – AG[263r]* to permit future residential and non-residential land uses as well as the open space area abutting the Carp River. A *Plan of Condominium* application will be submitted at a future date to establish the common elements of the proposed development on the Subject Site such as the future private roadway and sanitary pump station.

The Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Fernbank Community Design Plan (2009)*, and complies with the provisions of *Zoning By-law 2008-250*.

1.0 INTRODUCTION

Novatech has been retained by Double Deck Regional Inc. (c/o Regional Group) to prepare this Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief in support of applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their property municipally known as 560 Hazeldean Road in Ward 6 – Stittsville, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

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A *Zoning By-law Amendment* application is required to rezone the Subject Site from *Agricultural, Rural Exception 263 – AG[263r]* to permit future residential land uses. A *Plan of Condominium* application will be submitted at a future date to establish the common elements of the proposed development on the Subject Site such as the future private roadway and sanitary pump station.

The Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Fernbank Community Design Plan (2009)*, and complies with the provisions of *Zoning By-law 2008-250*.

1.1 Site Location and Description

The Subject Site is an irregular shaped parcel of land situated in the community of Stittsville with frontage along Hazeldean Road. The Subject Site is generally flat but gradually slopes downwards towards the Carp River which is located east of the Subject Site. The Subject Site is currently developed as an instructional driving range facility that contains two (2) buildings with an open ended structure that allows for the facility to operate seasonally as well as a stormwater management facility. The former City of Kanata approved the previous *Site Plan Control* and *Zoning By-law Amendment* applications to permit the development of the Subject Site as an instructional driving range facility. The Subject Site has a total area of 8.74 hectares.

The Subject Site is legally described as follows:

PART OF LOT 29 CONCESSION 11 GOULBOURN, PARTS 3 & 4 ON 4R16137 SAVE AND EXCEPT PARTS 1 & 2 ON 4R24074, PART 1, PLAN 4R30296 & PARTS 3 & 8, 4R33612 SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 1 & 2, 4R33612 AS IN OC2611360 CITY OF OTTAWA



Figure 1: Subject Site and surrounding uses.

1.2 Community Context and Connectivity

The following describes the land uses adjacent to the Subject Site as shown in **Figure 1**.

North: Hazeldean Road abuts the Subject Site to the north. An existing commercial shopping plaza consisting of retail stores, restaurants, and personal service businesses as well as the Carp River corridor are located north of Hazeldean Road on the opposite side of the Subject Site as shown in **Figure 2**.

East: The Carp River corridor immediately abuts the Subject Site to the east as shown in **Figure 3**. Existing residential development on Kincardine Drive, Nairn Street, and Nairn Park are located east of the Carp River on the opposite side of the Subject Site as shown in **Figure 4**.

South: A stormwater management facility abuts the Subject Site to the south. Existing residential development on Baldcypress Way and Nordmann Fir Court are located further south on the opposite side of the stormwater management facility.

West: Residential development under construction and a vacant lot about the Subject Site to the west. The Bradley-Craig Farmstead located at 590 Hazeldean Road is a City of Ottawa heritage designated property located further west of the Subject Site as shown in **Figure 5**.



Figure 2: The existing commercial shopping plaza (left) and Carp River corridor (right) north of Hazeldean Road looking north from the Subject Site.



Figure 3: The Carp River corridor and existing residential located east of the Subject Site looking south from Hazeldean Road.



Figure 4: Nairn Park looking west towards the Carp River corridor and Subject Site from Nairn Street.



Figure 5: The Bradley-Craig Farmstead located west of the Subject Site looking south from Hazeldean Road.

1.3 Planning and Regulatory Context

1.3.1 City of Ottawa Official Plan (2022)

The Subject Site is designated as *Corridor – Mainstreet* and *Neighbourhood* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect* as shown in **Figure 6**. The Carp River corridor that abuts the Subject Site to the west and open space area to the south are designated as *Greenpace*.

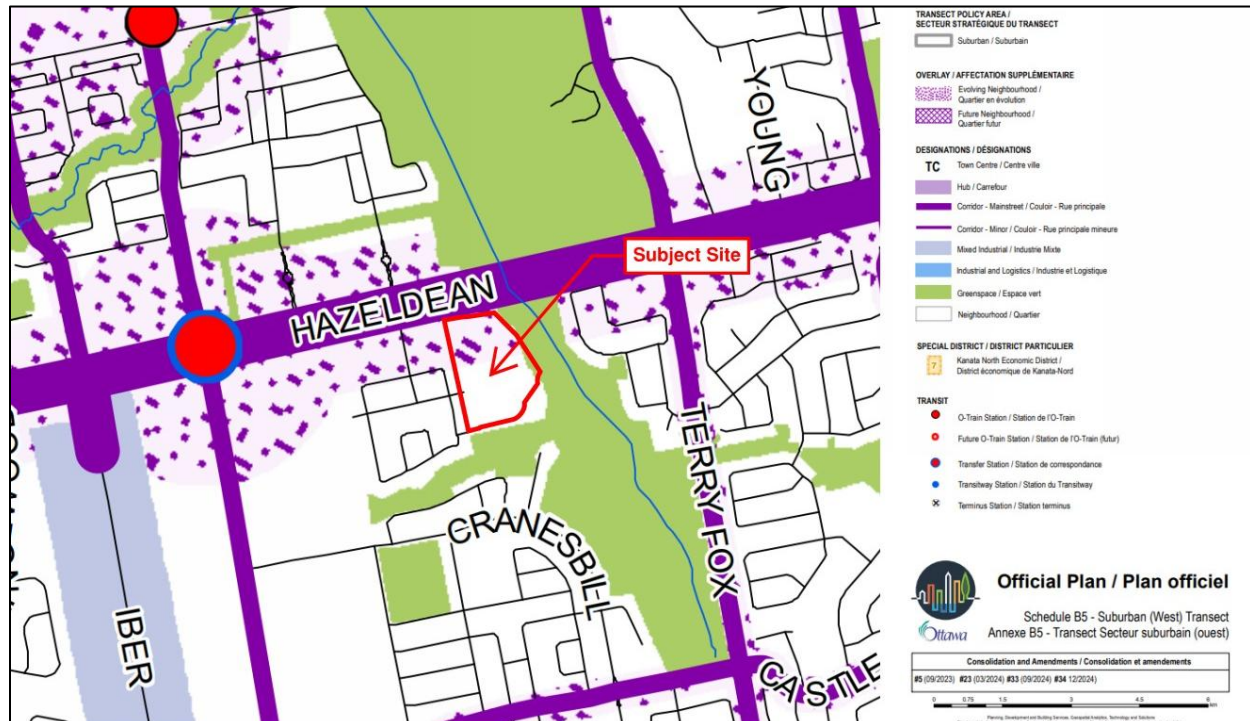


Figure 6: Excerpt from the City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect with the Subject Site added by Novatech.

Hazeldean Road is designated as a *Transit Priority Corridor* as per the *City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate* as shown in **Figure 7**. A future O-Train Station is planned west of the Subject Site at the intersection of Hazeldean Road with Robert Grant Avenue designated as a *Transitway - At-Grade Crossings*. The Subject Site is situated within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes as per *Official Plan Section 4.1.2(1)(c)* policies.

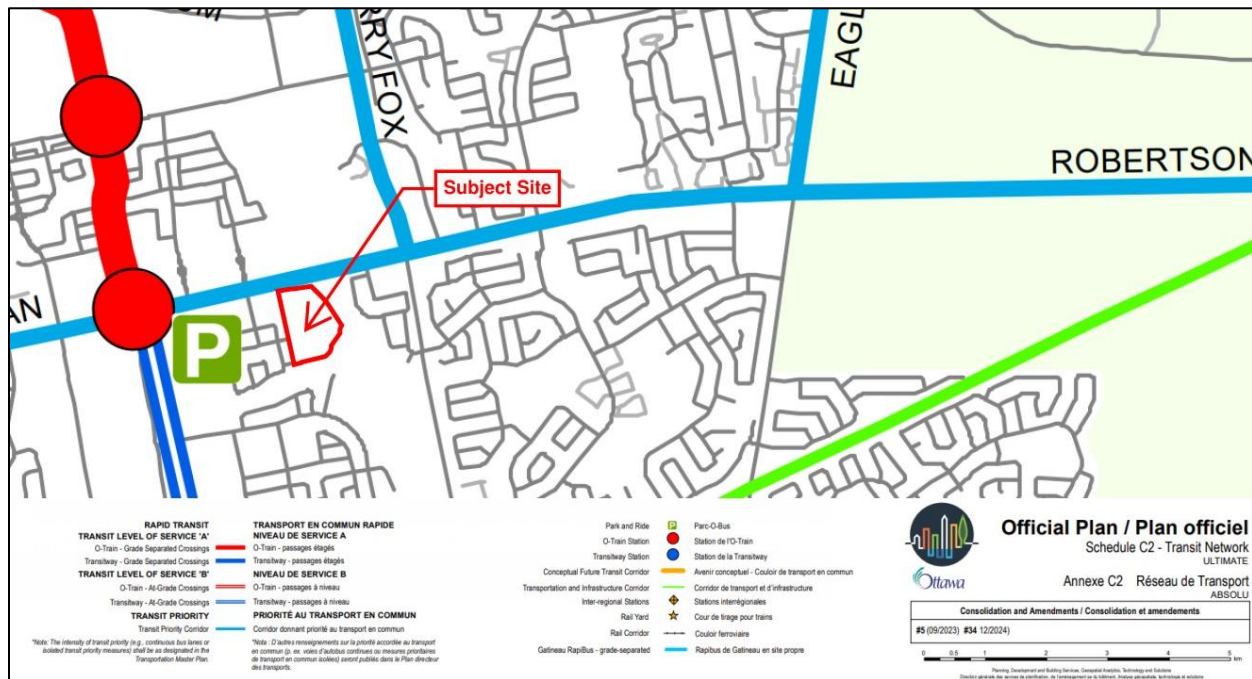


Figure 7: Excerpt from the City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate with the Subject Site added by Novatech.

A Major Pathway is shown abutting the Subject Site along the Carp River corridor as per the City of Ottawa Official Plan Schedule C3 – Active Transportation Network Urban – Major Pathways as shown in Figure 8.

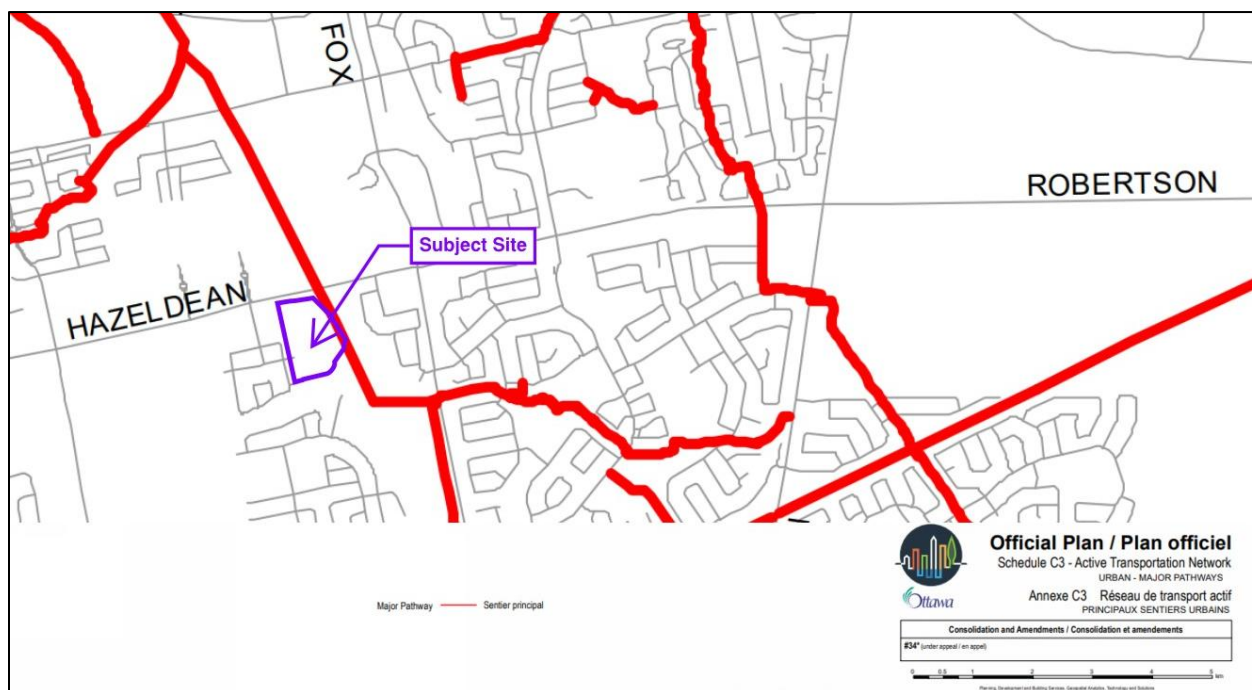


Figure 8: Excerpt from the City of Ottawa Official Plan Schedule C3 – Active Transportation Network Urban – Major Pathways with the Subject Site added by Novatech.

Hazeldean Road is designated as an *Arterial – Existing* as per the *City of Ottawa Official Plan Schedule C4 – Urban Road Network* as shown in **Figure 9**.



Figure 9: Excerpt from City of Ottawa Official Plan Schedule C4 – Urban Road Network with the Subject Site added by Novatech.

Hazeldean Road is designated as a *Corridor – Mainstreet within Design Priority Area* which includes the frontage abutting the Subject Site as per the *City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban* as shown in **Figure 10**.

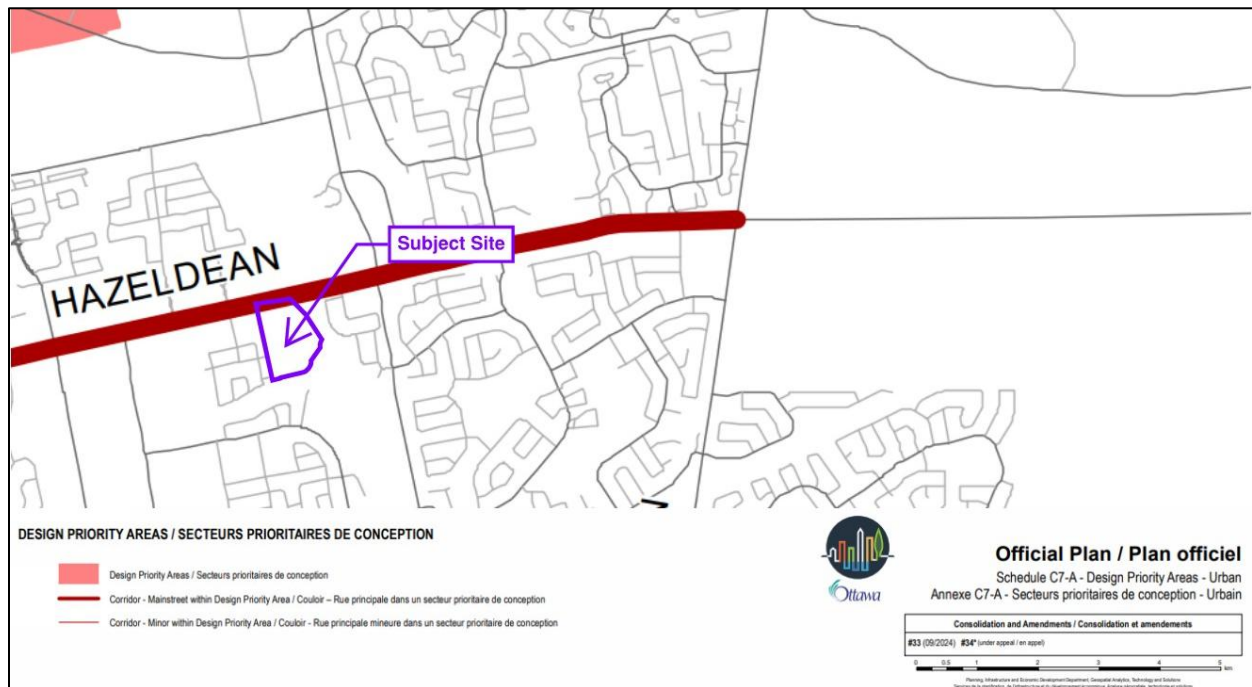


Figure 10: Excerpt from the City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban with the Subject Site added by Novatech.

The Subject Site has no natural heritage features as per the *City of Ottawa Official Plan Schedule C11-A – Natural Heritage System (West)* as shown in Figure 11. An *Urban Natural Feature* is identified south of the Subject Site.

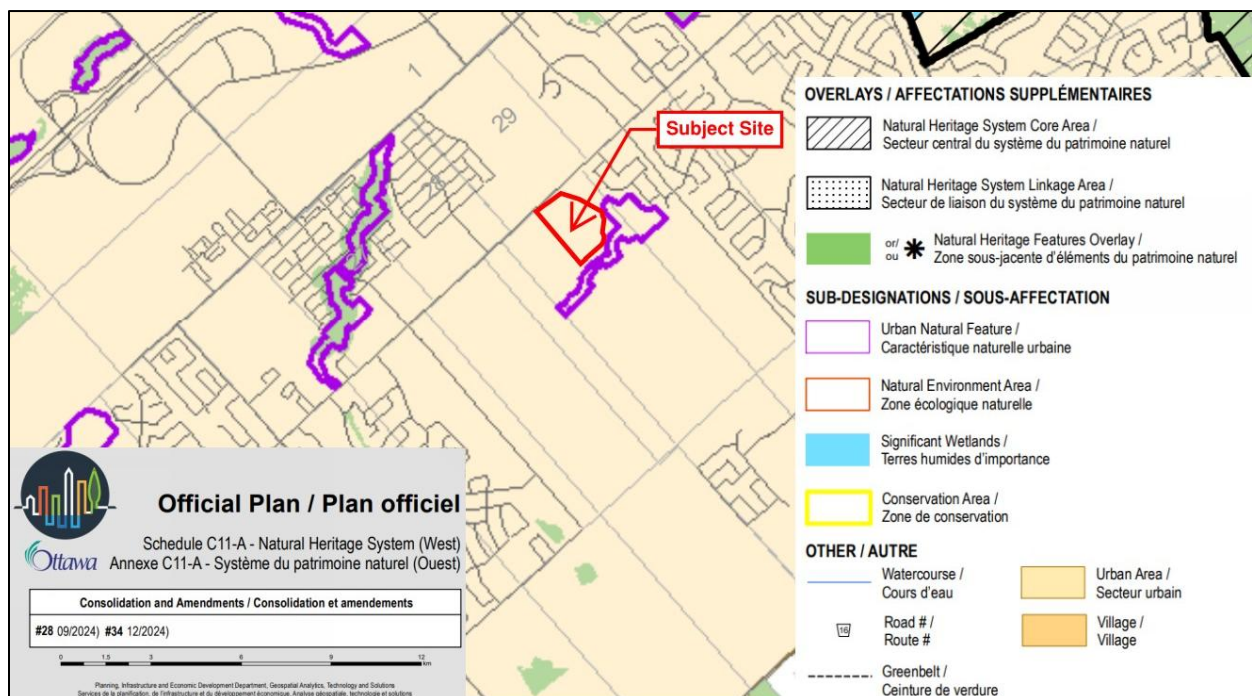


Figure 11: Excerpt from the City of Ottawa Official Plan Schedule C11-A – Natural Heritage System (West) with the Subject Site added by Novatech.

The easterly portion of the Subject Site is identified with an *Open Space* sub-designation as per the *City of Ottawa Official Plan Schedule C12 – Urban Greenspace* as shown in **Figure 12**. This open space forms part of the Carp River corridor which is also designated as an *Open Space* with the surrounding area identified as an *Urban Natural Feature*.

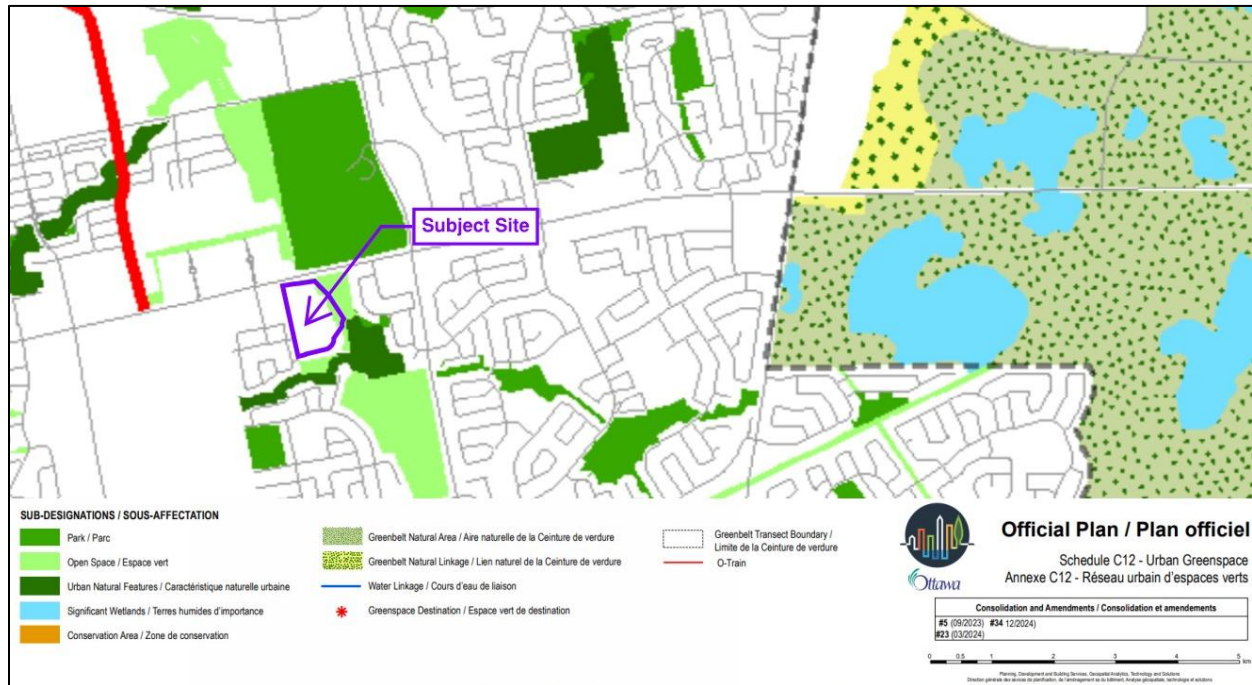


Figure 12: Excerpt from the City of Ottawa Official Plan Schedule C12 – Urban Greenspace with the Subject Site added by Novatech.

A portion of the Subject Site is identified by a *Flood Plain* relating to the Carp River as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints* as shown in **Figure 13**. The Carp River corridor is identified as containing *Unstable Slopes* and *Flood Plain*.

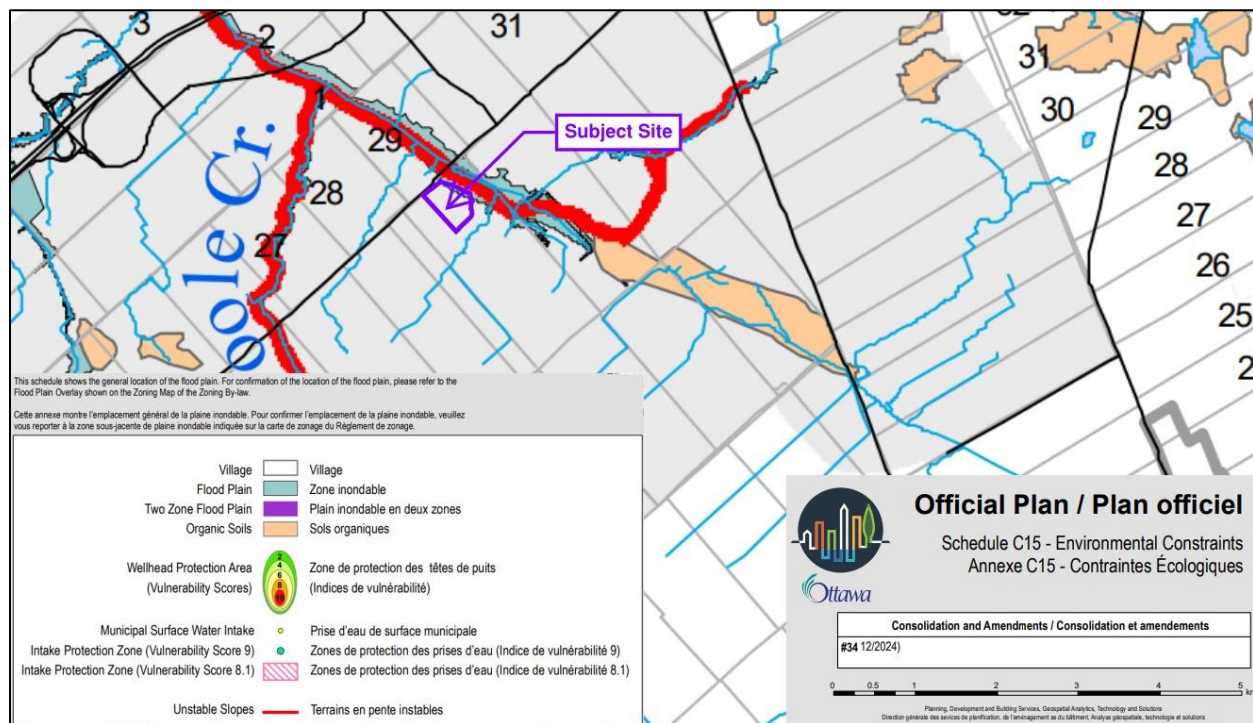


Figure 13: Excerpt from the City of Ottawa Official Plan Schedule C15 – Environmental Constraints with the Subject Site added by Novatech.

1.3.2 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned as *Agricultural, Rural Exception 263r – AG[263r]* with a *Flood Plain Overlay* as shown in **Figure 14**. The purpose of the *Agricultural – AG* zone is to:

1. recognize and permit agricultural uses in areas designated Agricultural Resource Area in the Official Plan;
 2. restrict the range of permitted uses to agricultural, forestry and related accessory uses in order to preserve these prime agricultural lands from loss to other uses;
 3. regulate uses in a manner that respects the character of the area and minimizes land use conflicts; and,
 4. identify, through the use of subzones, those existing farm lots having lot area and lot width minimums that are less than the minimums required in the principal Agricultural zone
- The *Rural Exception 263r* was approved by the former City of Kanata to permit the instructional driving range facility on an interim basis. The current zoning is legacy zoning from the former City of Kanata with the Subject Site no longer designated as agricultural but rather *Corridor – Mainstreet* and *Neighbourhood* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect*.
 - A *Zoning By-law Amendment* application is required to rezone the Subject Site to permit the future low-rise residential development and residential/mixed-use development block.

- The City of Ottawa's GeoOttawa mapping is out of date and does not reflect the Mississippi Valley Conservation Authority's (MVCA) updated regulatory mapping with respect to the flood plain layer as shown in Figure 15. Per the MVCA's mapping, the red line indicates the 1:100 year floodplain whereas the yellow line represents the MVCA's regulatory limits.
- The majority of the proposed development is outside of the MVCA flood plain. Some minor corrections to the flood plain will be addressed through a *Prohibited Activities, Exemptions and Permits* application with the MVCA but will result in no net loss to the flood plain.
- As previously noted, a separate *Site Plan Control* application will be filed for the northerly portion of the Subject when the development details are known.



Figure 14: Excerpt of the Subject Site's zoning from GeoOttawa.



Figure 15: Excerpt of Subject Site from the Mississippi Valley Conservation Authority's regulation mapping with the Subject Site added by Novatech.

2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

As previously discussed, Double Deck Regional Inc. is proposing to redevelop the Subject Site with a low-rise residential subdivision on the southern portion of the property whereas the northern portion will be a residential/mixed-use development. The low-rise residential subdivision will consist of ninety-eight (98) dwellings including fifty (50) detached lots, nine (9) street townhouse blocks, and one (1) residential/mixed-use block as shown on the Draft Plan of Subdivision in **Figure 16**. A separate *Site Plan Control* application will be filed for the residential/mixed-use development block identified as Block 52 on the Draft Plan of Subdivision when the proposed details are known. The Draft Plan of Subdivision was derived from the Concept Plan prepared by Novatech dated August 2025 that was developed for the Subject Site as shown in **Figure 17**. A full size of the Draft Plan of Subdivision is provided in **Appendix A** whereas a full size of the Concept Plan provided in **Appendix B** of this report.

The proposed development will include a future open space area and pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor. The multi-use pathway will be built within Block 51 and provides a linear passive and recreational connection for future residents to the surrounding community as shown on the Concept Plan. The 3.0 metre multi-use pathway will be constructed within the open space block abutting the Carp River corridor and dedicated to the City of Ottawa at the time of subdivision registration. The parkland dedication requirements for the proposed development have been addressed through

the *Master Parkland Agreement (2013)* and *Fernbank Land Owners Agreement (2013)* as part of the *Fernbank Community Design Plan (2009)*. As such, no additional parkland dedication will be required for the proposed development.

A network of newly created 9.5 metre right-of-way (ROW) private roadways will provide for an efficient layout throughout the future community that will connect to Hazeldean Road as well as Energy Street and Bliss Crescent to the west of the Subject Site. A private wastewater pumping station will be required to serve the proposed development and is illustrated as Block 53 on the Draft Plan of Subdivision.

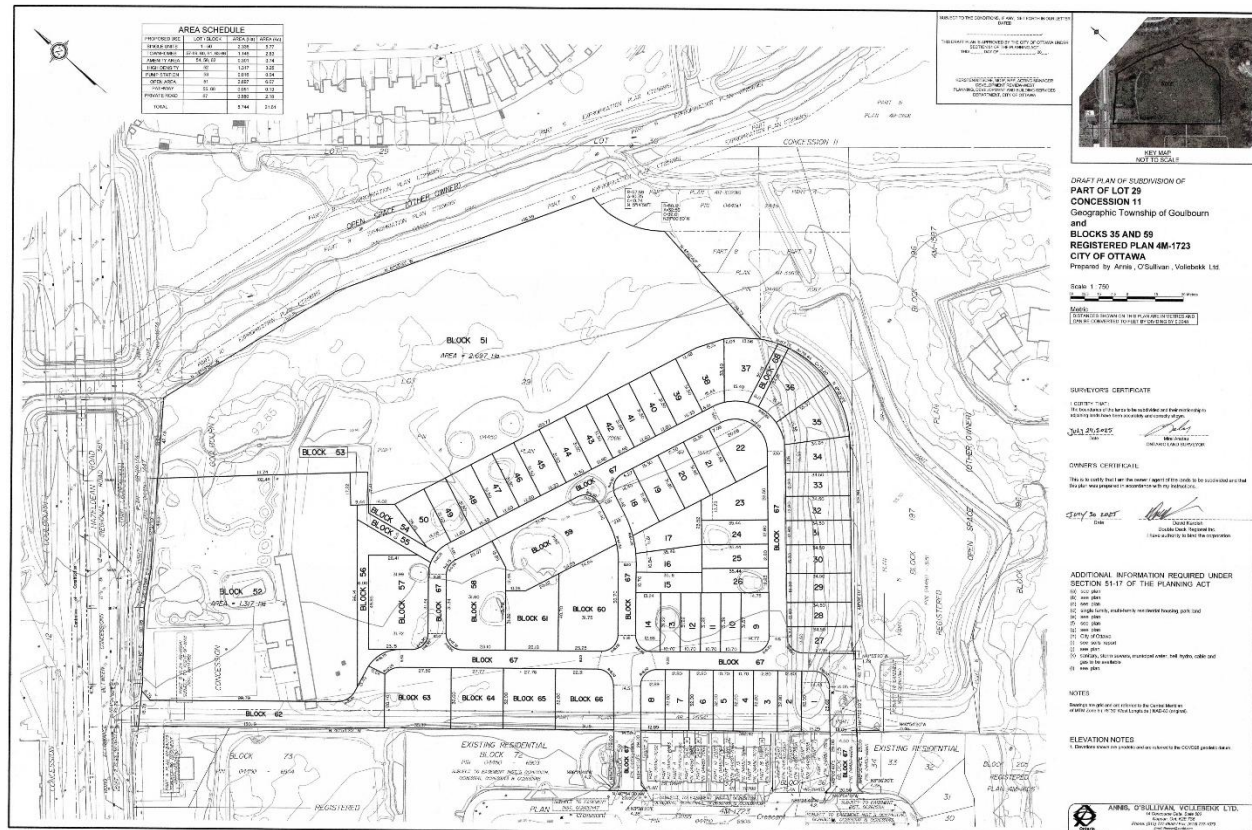


Figure 16: Draft Plan of Subdivision prepared by Annis O'Sullivan Vollebekk dated July 30, 2025.

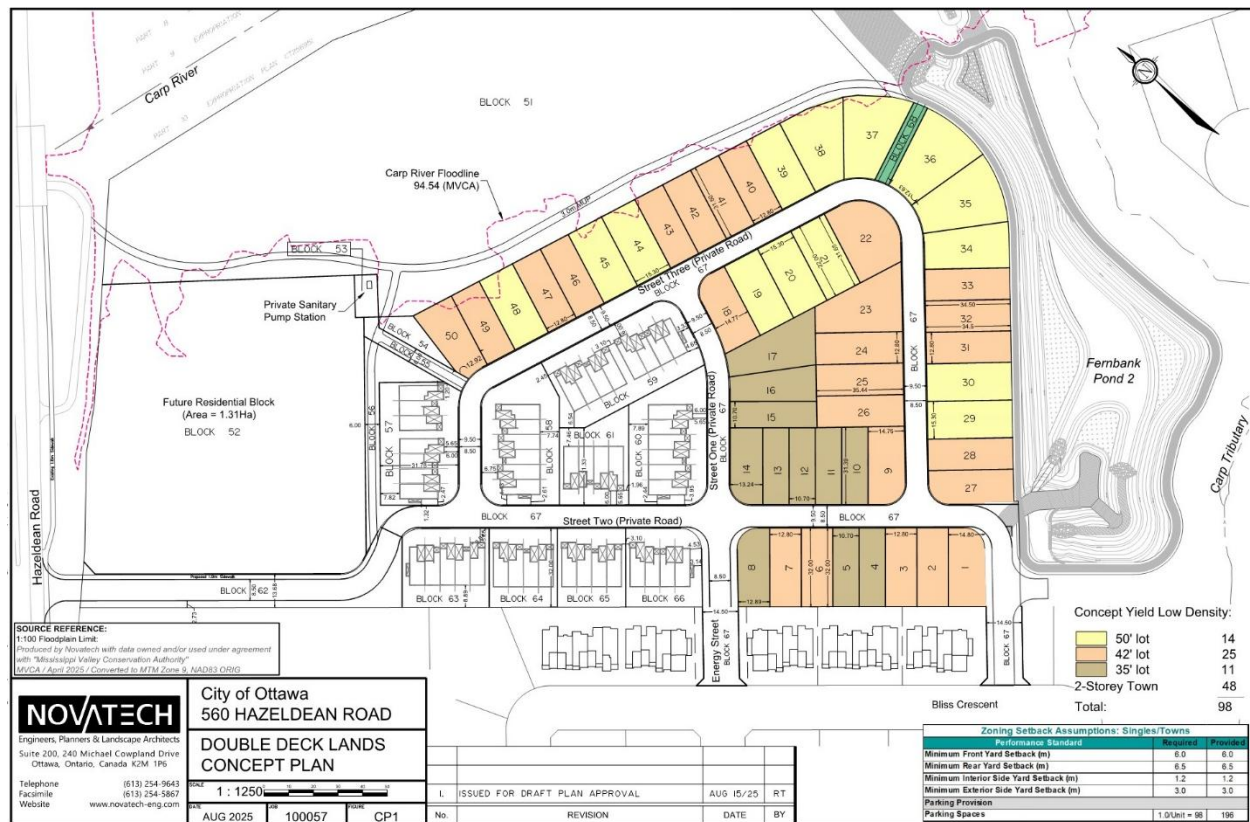


Figure 17: Concept Plan prepared by Novatech dated August 2025.

2.2 Details of Proposed Amendment(s)

As part of the proposed development, it is suggested to rezone the Subject Site from *Agricultural, Rural Exception 263r – AG[263r]* to *Residential Third Density, Subzone Z – R3Z*, *Arterial Mainstreet Zone – AM*, and *Parks and Open Space, Subzone R – O1R* as shown in **Figure 18**. A *Zoning By-law Amendment* application is required to rezone the Subject Site as the existing zone does not permit residential or commercial land uses. The suggested zoning provisions for the proposed development will be subject to further discussions with City of Ottawa staff.

The low-rise residential subdivision on the southern portion of the Subject Site is suggested to be rezoned to *Residential Third Density, Subzone – R3Z* which permits a range of residential typologies including detached and townhouse dwellings. The purpose of the *Residential Third Density – R3* zone is to:

1. allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within the third density residential areas;
3. allow ancillary uses to the principal residential use to allow residents to work at home;
4. regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and (5) permit different development standards, identified in the Z subzone,

primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The residential/mixed-use development block on the northern portion of the Subject Site is suggested to be rezoned to *Arterial Mainstreet Zone – AM* which permits a broad range of both residential and non-residential land uses. The suggested *Arterial Mainstreet Zone – AM* enables the flexibility required for the residential/mixed-use development block which will be subject to a future *Site Plan Control* application when the proposed details are known. The purpose of the *Arterial Mainstreet – 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*

The open space portion of the Subject Site abutting the Carp River corridor is suggested to be rezoned to *Parks and Open Space, Subzone R – O1R* pending further discussions with City staff. The suggested *Parks and Open Space, Subzone R – O1R* is intended to match the existing zoning of the Carp River corridor, which is currently zoned as *Parks and Open Space, Subzone R – O1R*. The purpose of the *Parks and Open Space – O1* zone is to:

- 1. permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and*
- 2. ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.*

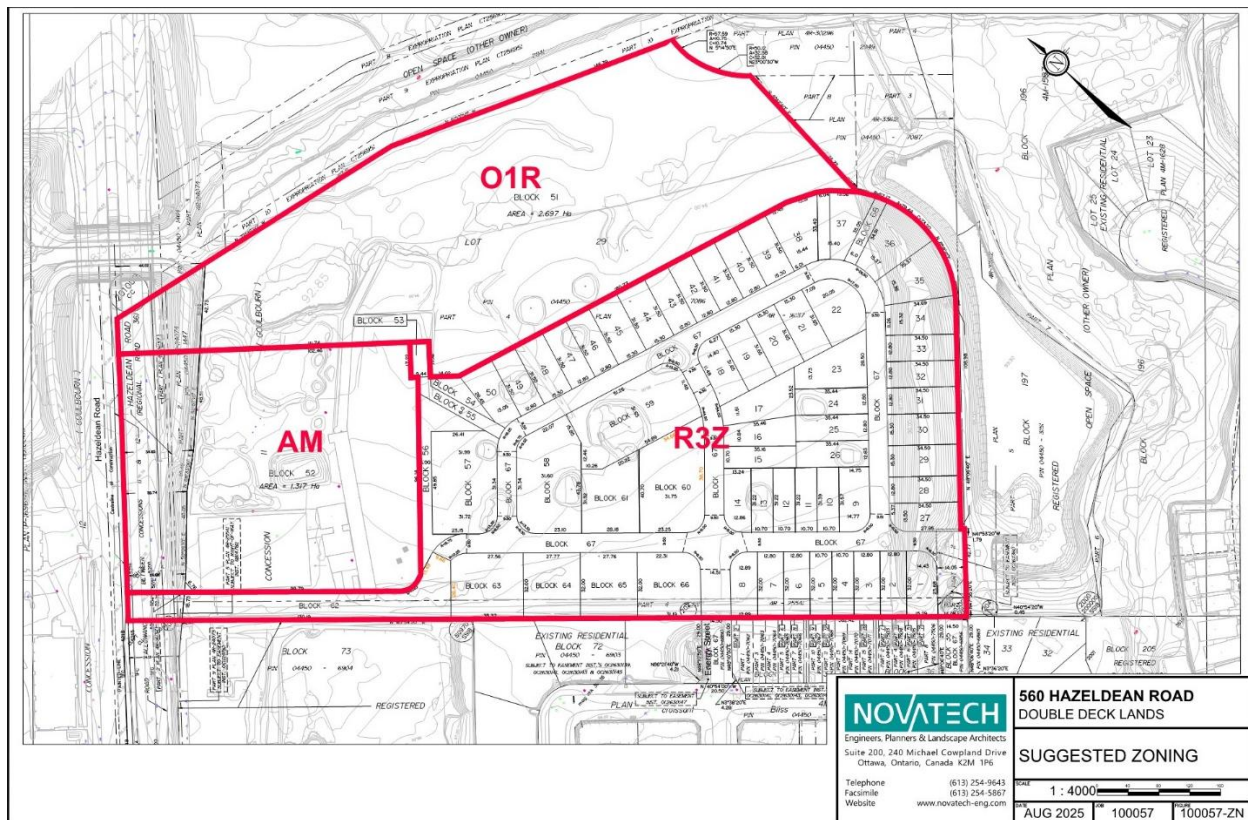


Figure 18: Excerpt from the Suggested Zoning Key Plan prepared by Novatech.

2.3 Previous Consultations, Applications and Approvals

As previously noted, the Subject Site is currently developed as an instructional driving range facility. The former City of Kanata approved the previous *Site Plan Control* and *Zoning By-law Amendment* applications to permit the development of the Subject Site as an instructional driving range facility.

- A pre-consultation meeting was held with City of Ottawa staff on January 31, 2025 to discuss the proposed development including the *Plan of Subdivision*, *Zoning By-law Amendment*, and *Plan of Condominium* applications. The Pre-Consultation Meeting Feedback, Applicant's Study and Plan Identification List (SPIL), as well as other documents were provided by City staff on February 20, 2025. The SPIL identified that various reports and plans would be required to be submitted in support of the development applications.
- The *Site Plan Control* and *Zoning By-law Amendment* applications were approved by the former City of Kanata to permit the instructional driving range facility which was enacted as *By-law 78-00*. The current zoning is legacy zoning from the former City of Kanata with the Subject Site no longer designated as agricultural but rather *Corridor – Mainstreet* and *Neighbourhood* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect*.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Provincial Planning Statement

The *Provincial Planning Statement [PPS] (2024)* came into effect on October 20, 2024 and replaces the previous *Provincial Policy Statement (2020)* that came into effect on May 1, 2020. The *PPS* provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating development and land use province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. The decisions that affect all planning matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3 of the Planning Act*. The following is an overall review of the applicable *PPS 2024* policies.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

- 1) *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*
- 2) *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*
- 3) *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon. Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*
- 4) *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
 - a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
 - b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*
- 5) *Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.*
- 6) *Planning authorities should support the achievement of complete communities by:*
 - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities*

- and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*
- **The Subject Site is situated within the City of Ottawa’s settlement area and is designated within the *Official Plan (2022)* and *Fernbank Community Design Plan (2009)* for future residential and non-residential development. The proposed development will feature low-rise residential development and a future residential/mixed-use development block.**
 - **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Stittsville community.**

2.2 Housing

- 1) *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
 - a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - b) permitting and facilitating:*
 - i. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - ii. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
 - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*
- **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Stittsville community.**
 - **The proposed development represents residential intensification that redevelops the Subject Site from a previous underutilized land use to housing.**
 - **The Subject Site is situated within the City of Ottawa’s settlement area and efficiently utilizes land, resources, infrastructure, and public service facilities.**

- **The Subject Site is situated within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes as per *Official Plan Section 4.1.2(1)(c)* policies.**

2.3 Settlement Areas for Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 1) *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
 - 2) *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) *efficiently use land and resources;*
 - b) *optimize existing and planned infrastructure and public service facilities;*
 - c) *support active transportation;*
 - d) *are transit-supportive, as appropriate; and*
 - e) *are freight-supportive.*
 - 3) *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
 - 4) *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
 - 5) *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
 - 6) *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*
- **The Subject Site is situated within the City of Ottawa's settlement area and efficiently utilizes land, resources, infrastructure, and public service facilities.**
 - **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Stittsville community.**
 - **The Subject Site is situated within the City of Ottawa's settlement area and efficiently utilizes land, resources, infrastructure, and public service facilities.**

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

- 1) *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*
- 2) *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*
 - a) *to accommodate significant population and employment growth;*

- b) *as focal areas for education, commercial, recreational, and cultural uses;*
 - c) *to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and*
 - d) *to support affordable, accessible, and equitable housing.*
- 3) *Planning authorities should:*
 - a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
 - c) *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
 - d) *consider a student housing strategy when planning for strategic growth areas; and*
 - e) *support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*
- **The Subject Site is situated within a *strategic growth area* of the City of Ottawa in accordance with the definition of the *PPS (2024)*. The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes. Hazeldean Road is identified as a *Transit Priority Corridor* as per *City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate*.**
- **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Stittsville community.**

2.4.2 Major Transit Station Areas

- 1) *Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.*
- 2) *Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*
 - a) *200 residents and jobs combined per hectare for those that are served by subways;*
 - b) *160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or*
 - c) *150 residents and jobs combined per hectare for those that are served by commuter or regional rail.*
- 3) *Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*
 - a) *planning for land uses and built form that supports the achievement of minimum density targets; and*
 - b) *supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.*
- 4) *For any particular major transit station area, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:*

- a) *development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or*
- b) *there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.*
- 5) *Planning authorities may plan for major transit station areas that are not on higher order transit corridors by delineating boundaries and establishing minimum density targets.*
- 6) *All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:*
 - a) *connections to local and regional transit services to support transit service integration;*
 - b) *infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
 - c) *commuter pick-up/drop-off areas.*

2.4.3 Frequent Transit Corridors

- 1) *Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*
- **The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes. Hazeldean Road is identified as a *Transit Priority Corridor* as per *City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate*.**
- **The proposed development will feature low-rise residential subdivision as well as residential/mixed-use development that is anticipated to be a higher density to support and encourage public transit.**

2.9 Energy Conservation, Air Quality and Climate Change

- 1) *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a) *support the achievement of compact, transit-supportive, and complete communities;*
 - b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
 - c) *support energy conservation and efficiency;*
 - d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
 - e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*
- **The proposed development will achieve a compact and transit-supportive built form with a range and mix of housing options and densities that will contribute an overall complete community.**
- **The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes.**

- The proposed development will include a future open space area and pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor.

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

- 1) *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*
 - a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
 - b) *leverage the capacity of development proponents, where appropriate; and*
 - c) *are available to meet current and projected needs.*
- A Concept Servicing Report was prepared by Novatech dated August 15, 2025 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.
 - A private wastewater pumping station will be required to serve the proposed development. Pond 2 will provide quality and quantity control of stormwater runoff in compliance with MVCA criteria.
 - Detailed information and findings can be found in the report which will accompany this submission.

3.2 Transportation Systems

- 1) *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*
 - 2) *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- The proposed development will include a network of newly created private roadways that provides for an efficient layout throughout the future neighbourhood and connects to Hazeldean Road as well as Energy Street and Bliss Crescent to the west of the Subject Site.
 - A Transportation Impact Assessment (TIA) was prepared by Novatech dated July 2025 in support of the development applications. The findings and recommendations from the report include:
 - The accesses/egresses to the proposed development will be provided by driveways from Hazeldean Road, Energy Street, and Bliss Crescent.
 - The proposed accesses/egresses meet the relevant provisions of the *City of Ottawa's Private Approach By-law* and *Transportation Association of Canada's*

Geometric Design Guide for Canadian Roads. Access grades and clear throat length will be confirmed in subsequent *Site Plan Control* applications.

- A 3.0m-wide multi-use pathway (MUP) is proposed along the eastern side of the Subject Site, which will provide a connection for pedestrians and cyclists to the Carp River Pathway and the existing pathway around the perimeter of the stormwater pond immediately south of the Subject Site. Another pathway is proposed to run between the apartment block and low-density blocks. A pathway connection is also proposed to Street 3 at the southeast corner of the subdivision.
- The entrances to the proposed low-density development will generally be located within 400 metre and 800 metre walking distances of existing OC Transpo bus stops. The future *Site Plan Control* application will confirm the walking distance to existing OC Transpo bus stops.
- The proposed right-of-way width of each private roadway can accommodate the movements of heavy vehicles, such as fire trucks and garbage trucks.
- Transportation Demand Management measures to be implemented for the low-density residential block include local area maps with walking/cycling access routes to key destinations, relevant transit schedules and route maps, and multimodal travel option information package.
- Detailed information and findings can be found in the report which will accompany this submission.

3.6 Sewage, Water, and Stormwater

1) Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. is feasible and financially viable over their life cycle;*
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. aligns with comprehensive municipal planning for these services, where applicable.*
- c) promote water and energy conservation and efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process;*
- e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
- f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

2) Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

8) *Planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

- **A Concept Servicing Report was prepared by Novatech dated August 15, 2025 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
- **A private wastewater pumping station will be required to serve the proposed development. Pond 2 will provide quality and quantity control of stormwater runoff in compliance with MVCA criteria.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

1) *Healthy, active, and inclusive communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) providing opportunities for public access to shorelines; and*
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

- **The proposed development will include a future open space area and pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor.**
- **The 3.0 metre multi-use pathway will be constructed within the open space block abutting the Carp River corridor and dedicated to the City of Ottawa at the time of subdivision registration. The multi-use pathway will provide a linear passive and recreational connection for future residents to the surrounding community.**

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

- 1) *Natural features and areas shall be protected for the long term.*
- 2) *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 3) *Natural heritage systems shall be identified in Ecoregions 6E & 7E 1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
- 4) *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in Ecoregions 5E, 6E and 7E1; and*
 - b) *significant coastal wetlands*
- 5) *Development and site alteration shall not be permitted in:*
 - a) *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*
 - b) *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - c) *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
 - d) *significant wildlife habitat;*
 - e) *significant areas of natural and scientific interest; and*
 - f) *coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
- 6) *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
- 7) *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
- 8) *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

4.2 Water

- 1) *Planning authorities shall protect, improve or restore the quality and quantity of water by:*
 - a) *using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
 - b) *minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
 - c) *identifying water resource systems;*
 - d) *maintaining linkages and functions of water resource systems;*

- e) *implementing necessary restrictions on development and site alteration to:*
 - 1. *protect all municipal drinking water supplies and designated vulnerable areas; and*
 - 2. *protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;*
 - f) *planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
 - g) *ensuring consideration of environmental lake capacity, where applicable.*
 - 2) *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*
-
- **A portion of the Subject Site is identified with a *Flood Plain* relating to the Carp River as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.**
 - **The City of Ottawa’s GeoOttawa mapping is out of date and does not reflect the Mississippi Valley Conservation Authority’s (MVCA) updated regulatory mapping with respect to the flood plain layer. Per the MVCA’s mapping, the red line indicates the 1:100 year floodplain whereas the yellow line represents the MVCA’s regulatory limits.**
 - **The majority of the proposed development is outside of the MVCA flood plain. Some minor corrections to the flood plain will be addressed through a *Prohibited Activities, Exemptions and Permits* application with the MVCA but will result in no net loss to the flood plain.**
 - **An Environmental Impact Statement (EIS) was prepared by Arcadis dated August 2025. The findings and conclusions from the report include:**
 - **Based on a desktop review, the largest constraint to the development is the location of Subject Site within the MVCA floodplain area, designated as 1:100 Floodplain Limits.**
 - **Four headwater drainage features were identified within the Subject Site. Three were provided with management recommendations of “No Management Required” whereas the remaining was classified as protection. It is noted that the headwater drainage feature classified as protection is not anticipated to be impacted by the proposed development.**
 - **Seven wetland communities were identified within the Study Area associated with the Carp River and the Urban Natural Feature. Based on the proposed development, these wetland features are to be retained with adherence the applicable environmental protection policies and guidelines.**
 - **No Species at Risk (SAR) were observed within the Subject Site boundaries. It has been confirmed that there is suitable habitat for SAR turtles, and day roosting habitat for SAR bats. Basic management recommendations and mitigation measures have been provided to mitigate the potential impacts to SAR and/or SAR habitat from the proposed development.**
 - **No Provincially Significant Wetlands (PSWs), wooded areas, Significant Valleylands, and Areas of Natural and Scientific Interest (ANSIs) are present on the Subject Site or surrounding Study Area.**
 - **Significant Wildlife Habitat (SWH) and associated categories for the Subject Site and Study Area include the Carp River and pond for turtle wintering area, turtle**

nesting area and amphibian breeding habitat – wetlands within the Study Area, and species such as Barn Swallow, Common Nighthawk, Eastern Whip-poor-will, Eastern Wood-pewee, Wood Thrush, Monarch, and Snapping Turtle.

- The Subject Site has been identified as a suitable location for the proposed residential land development from a natural heritage perspective.
- A Tree Conservation Report was prepared by Arcadis dated August 2025. The findings from the report include:
 - A total of 71 individual trees were assessed as part of this inventory. The condition of the trees on Site ranged from Very Good to Dead, approximately 56% of which were in Very Good - Good condition. The most common species are Blue Spruce (34%), White Spruce (28%), and Black Willow (23%).
 - There are 29 trees that meet the definition of a ‘Distinctive Tree’ as per Tree Protection By-law No. 2020-340 (any tree located on private property with a DBH of 30 cm or greater, within the inner urban area). There are currently 13 Distinctive trees that require removal based on the proposed Concept Plan.
 - It is anticipated that 39 trees >10 cm diameter at breast height (DBH) will need to be removed.
 - As the northern portion of the Site, along Hazeldean Road, is currently listed as a “Future Residential Block” with no specific development plans, tree removals in this area are anticipated to occur later than the trees proposed for removal situated in the central and southern portions of the Site. As a result, 15 trees, numbers 25-31, and 64-71 will remain on Site until the design plans for the “Future Residential Block” are finalized and construction in this area is initiated.
- Detailed information and findings can be found in the reports which will accompany this submission.

4.4 Minerals and Petroleum

4.4.1 General Policies for Minerals and Petroleum

- 1) *Minerals and petroleum resources shall be protected for long-term use.*

4.5 Mineral Aggregate Resources

4.5.1 General Policies for Mineral Aggregate Resources

- 1) *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*
- The proposed development will not impact any current mineral mining operations or petroleum resource operations.
 - The proposed development will not impact any properties identified with a *Bedrock Resource Area Overlay* or *Sand and Gravel Resource Area Overlay* as per the *City of Ottawa’s Official Plan Schedule B9 – Rural Transect*.

4.6 Cultural Heritage and Archaeology

- 1) *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
 - 2) *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
 - 3) *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*
 - 4) *Planning authorities are encouraged to develop and implement:*
 - a) *archaeological management plans for conserving archaeological resources; and*
 - b) *proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*
- **The Subject Site is identified as containing “Archaeological Potential” as per the City of Ottawa’s GeoOttawa overlay.**
 - **A Stage 1 Archaeological Assessment was prepared by True North Archaeological Services dated May 2025. The report provided the following recommendations:**
 - **Areas identified as retaining archaeological potential should be assessed by test pit survey. The test pit survey should be undertaken in compliance with the MCM’s *Standards and Guidelines for Consultant Archaeologists* (2011), with test pits hand excavated at 5 m intervals and transition to discretionary test pit intervals and landscape documentation where soil disturbance is documented.**
 - **No further archaeological assessment is recommended for portions of the study area that are not identified in this report as possessing archaeological potential.**
 - **Any future Stage 2 archaeological assessment should be undertaken by a licensed consultant archaeologist, in compliance with the Ministry of Citizenship and Multiculturalism’s 2011 *Standards and Guidelines for Consultant Archaeologists*.**
 - **The proposed development will not impact any existing protected heritage properties including the Bradley-Craig Farmstead located west of the Subject Site.**

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

- 1) *Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.*

5.2 Natural Hazards

- 1) *Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.*
- 2) *Development shall generally be directed to areas outside of:*
 - a) *hazardous lands adjacent to the shorelines of the Great Lakes -St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*

- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
 - c) hazardous sites.*
- 3) Development and site alteration shall not be permitted within:*
 - a) the dynamic beach hazard;*
 - b) defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);*
 - c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*
 - d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*
- 4) Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.*
- 5) Despite policy 5.2.3, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:*
 - a) in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or*
 - b) where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.*
- 8) Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:*
 - a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*
 - b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;*
 - c) new hazards are not created and existing hazards are not aggravated; and*
 - d) no adverse environmental impacts will result.*

5.3 Human-Made Hazards

- 1) Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*
- 2) Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

- A portion of the Subject Site is identified with a *Flood Plain* relating to the Carp River as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.
- The City of Ottawa's GeoOttawa mapping is out of date and does not reflect the Mississippi Valley Conservation Authority's (MVCA) updated regulatory mapping with respect to the flood plain layer. Per the MVCA's mapping, the red line indicates the 1:100 year floodplain whereas the yellow line represents the MVCA's regulatory limits.
- The majority of the proposed development is outside of the MVCA flood plain. Some minor corrections to the flood plain will be addressed through a *Prohibited Activities, Exemptions and Permits* application with the MVCA but will result in no net loss to the flood plain.
- A Geotechnical Investigation was prepared by Paterson Group dated June 17, 2025. The report notes that generally, the subsurface profile at the borehole locations consists of topsoil or asphalt underlain by fill and a clayey silt to silty clay deposit. Tree planting setbacks to building foundations are recommended for large and small trees given the presence of silty clay deposit. The report states that from a geotechnical perspective, the Subject Site is suitable for the proposed development.
- An initial Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated May 25, 2021. A subsequent Phase I ESA Update was prepared by Paterson Group dated July 15, 2025. The findings and conclusions from the report include:
 - Based on the historical research, in conjunction with the findings of the site inspection, two (2) potentially contaminating activities (PCAs) were identified on the Phase I Property, resulting in areas of potential environmental concern (APECs).
 - Historical records review pertaining to the Phase I Study Area include no pollutant release records, no former PCB waste storage sites, no waste disposal sites, no former coal gasification plants, no Record of Site Condition (RSCs), no natural features of areas of natural significance, no Historical Land Use Inventory (HLUI) records, no former landfill sites.
 - Based on the findings of the original 2021 Phase I ESA, in addition to this Phase I ESA Update, it is our opinion that a Phase II ESA will be required for the Phase I Property to address the APECs identified on-site.
- A Phase II ESA was prepared by Paterson Group dated July 15, 2025. The conclusions from the report include:
 - The purpose of the Phase II ESA was to address the potentially contaminating activities (PCAs) that were identified during the Phase I ESA and were considered to result in areas of potential environmental concern (APECs) on the Phase II Property.
 - Soil and groundwater samples were submitted for laboratory analysis. The tests results indicated that all detected parameter concentrations comply with the selected MECP Table 3 Coarse-Grained Residential Soil Standards as well as the selected MECP Table 3 Non-Potable Groundwater Standards.
- The proposed development will not result in any natural or human-made hazards.
- Detailed information and findings can be found in the reports which will accompany this submission.

The *Plan of Subdivision* and *Zoning By-law Amendment* applications are consistent with the policies of the *Provincial Planning Statement (2024)*.

3.2 City of Ottawa Official Plan (2022)

The Subject Site is currently designated as *Corridor – Mainstreet* and *Neighbourhood* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect*.

3.2.1 Strategic Directions & Cross Cutting Issues

Section 2 of the *Official Plan* provides the *Strategic Directions* for the City of Ottawa to become the most liveable mid-sized city in North America over the next century. These include five *Big Policy Moves* and six *Cross-Cutting Issues*.

The five *Big Policy Moves* provide broad policy directions and are the foundation of the *Official Plan*. The *Big Policy Moves* are:

- 1) *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
 - 2) *By 2046, the majority of trips in the city will be made by sustainable transportation.*
 - 3) *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
 - 4) *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
 - 5) *Embed economic development into the framework of our planning policies.*
- **The Subject Site is situated within the City of Ottawa’s urban area that is accessible by active and sustainable modes of transportation with public transit stops located abutting the Subject Site.**
 - **The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes.**

These *Big Policy Moves* inform the six themes, or *Cross-Cutting Issues*, that are embedded throughout the policies and sections of the *Official Plan* and are essential to the achievement of a liveable city, but are implemented through the policies in multiple sections of the *Official Plan*. The *Cross-Cutting Issues* are:

- *Intensification and Diversifying Housing Options*
- *Economic Development*
- *Energy and Climate Change*
- *Healthy and Inclusive Communities*
- *Gender and Racial Equity*
- *Culture*

Policy 2.2.1 – Intensification and Diversifying Housing Options

- The proposed development will achieve a compact and transit-supportive built form with a range and mix of housing options and densities that will contribute an overall complete community.
- The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes. The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.
- The proposed development will include a future open space area and pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor.

Policy 2.2.2 – Economic Development

- The proposed development will contribute to a range and mix of housing options that will support economic development as it relates to the retention of skilled workforces for businesses and employers in the City of Ottawa.
- The Kanata North Economic District is located in close proximity to the Subject Site and is designated as a *Special Economic District* as per the *City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect*. The designation reflects its role as a global technological innovation cluster and major contributor to Canada and Ottawa's economies as per the *City of Ottawa Official Plan Subsection 6.6.3.2* policies.
- The proposed development may also include non-residential land uses as part of the residential/mixed-use development block. A separate *Site Plan Control* application will be filed for the when the proposed details are known.

Policy 2.2.3 – Energy and Climate Change

- The Subject Site is situated within the City of Ottawa's urban area and is already accessible by active and sustainable modes of transportation with public transit stops abutting the Subject Site.
- The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes. The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.
- The proposed development will include a future open space area and pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor. Future residents will also have access to Walter Baker Park which is a district park that serves the Stittsville community and provides both passive and active recreation.

Policy 2.2.4 – Healthy and Inclusive Communities

- The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes. The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.

- An existing commercial shopping plaza consisting of retail stores, restaurants, and personal service businesses is located north of the Subject Site on the opposite side of Hazeldean Road.

Policy 2.2.5 – Gender and Racial Equality

- The Subject Site is accessible by active and sustainable modes of transportation with public transit stops located abutting the Subject Site. This ensures that equitable access is provided for all regardless of socio-economic status.
- The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes. The proposed development will contribute to principles of 15-minute neighbourhood which will allow future residents from the community to walk to meet their daily or weekly needs.

Policy 2.2.6 – Culture

- No cultural spaces are identified on the Subject Site as per the City of Ottawa's GeoOttawa "Cultural Spaces" mapping overlay. The Bradley-Craig Farmstead and Nairn Park located surrounding the Subject Site are identified as cultural spaces.

3.2.1 Growth Management Framework

Section 3 of the *Official Plan* provides the *Growth Management Framework* for the City of Ottawa premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and existing infrastructure efficiently, while reducing greenhouse gas emissions.

Policy 3.1 – Designate Sufficient Land for Growth

- 1) Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the *Provincial Policy Statement*.
- 2) Projected growth in Table 1 incorporates a method to project market demand, which includes the needs of existing and future residents.
- 3) The urban area and villages shall be the focus of growth and development.
- 4) The City will allocate household growth targets as follows:
 - a. 93 per cent within the urban area where:
 - i. 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and
 - ii. 46 per cent is within the greenfield portion of the urban area;
 - b. 7 per cent within the rural area where:
 - i. 5 per cent is within the villages; and
 - ii. 2 per cent is outside of villages.

The boundaries establishing the urban areas and the villages are designated on Schedule A and Schedules B1 through B9.

- The Subject Site is situated within the City of Ottawa's urban area and is designated within the *Official Plan (2022)* and *Fernbank Community Design Plan (2009)* for future residential and non-residential development. The proposed development will feature

low-rise residential development and a future residential/mixed-use development block.

Policy 3.2 – Support Intensification

- 1) *The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area...*
 - 2) *Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.*
 - 3) *The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.*
 - 4) *Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.*
 - 8) *Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:*
 - a) *Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and*
 - b) *Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.*
- **The proposed development represents residential intensification that redevelops the Subject Site from a previous underutilized land use to housing.**
 - **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Stittsville community.**
 - **The Subject Site is designated within the *Official Plan (2022)* and *Fernbank Community Design Plan (2009)* for future residential and non-residential development. The proposed development will feature low-rise residential development and a future residential/mixed-use development block.**
 - **The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes.**

- **The Subject Site is accessible by active and sustainable modes of transportation with public transit stops located abutting the Subject Site.**

Policy 3.3 – Design new neighbourhoods to be 15-minute neighbourhoods

- 1) *Residential growth within the greenfield portions of the urban area will be planned as complete 15- minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans.*
 - 2) *Urban Greenfield growth areas include previous urban expansion areas that were undeveloped as of July 1, 2018 and areas subject to the Future Neighbourhood Overlay on the B-series of schedules.*
 - 4) *New greenfield neighbourhoods shall be designed to include and if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwellings types and sizes shall also be provided and if necessary, reserved to provide a range of housing over time. New developments adjacent to existing neighbourhoods or vacant lands that are part of an approved secondary plan shall consider the existing and planned uses within a 15-minute walk as part of an appropriate mix of uses for a complete neighbourhood.*
 - 5) *New neighbourhoods shall be designed around the notion of easy pedestrian access to a rapid transit station, or frequent street bus route leading to a station on the high-frequency transit network, so that its first residents can have easy transit access to areas of the city that already are 15-minute neighbourhoods while their new neighbourhood develops the critical mass needed to become one itself, and so that residents have easy transit access to services, amenities and major cultural venues.*
- **The proposed development has been designed to be compact and well-connected with a surrounding diverse mix of land uses where the daily and weekly needs of future residents can be accessed within a 15-minute walk.**
 - **The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes.**
 - **The Subject Site is accessible by active and sustainable modes of transportation with public transit stops located abutting the Subject Site. The proposed development will include pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor.**
 - **The proposed development may also include non-residential land uses as part of the residential/mixed-use development block. A separate *Site Plan Control* application will be filed for the when the proposed details are known.**

Policy 3.5 – Meet employment needs

- 1) *Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.*
- 2) *Employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.*

- 3) *Employment that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods designations, have potential adverse impacts on adjacent sensitive uses, and require clustering of similar uses are located within Industrial and Logistics areas. These uses tend to be manufacturing, construction, storage and logistics related. Business parks that have a mix of industrial and non-industrial uses such as small-scale office and other service-oriented uses are located within Mixed Industrial areas.*

- **The proposed development will not include employment land uses.**

3.2.2 City-wide Policies

Section 4 of the *Official Plan* sets out the city-wide policies to be considered where all new development is proposed.

Subsection 4.1 – Mobility

Policy 4.1.1 – Provide mobility options to safely and equitably navigate the city

- 1) *In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. The resolution of overlapping priorities in the Urban area and Villages, as well as the establishment of priorities in the Rural area, will be informed by Multi-Modal Level of Service targets outlined in the Transportation Master Plan (TMP) and Multi-Modal Level of Service Guidelines.*
- 2) *Equity considerations, in accordance with the City's Equity and Inclusion Lens, and Subsection 2.2.4, Policy 2) of this Plan, shall be included in the planning and evaluation of all transportation investments.*
- 3) *The City's street hierarchy includes provincial and City highways, federally owned roads, arterials, major collectors, collectors, local roads or streets and lanes. The City will identify streets or segments of streets in the hierarchy that are intended to function as:*
 - a) *An access street, which is a public or private street with a close relationship to its surrounding land uses, exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation; or*
 - b) *A capacity and flow street, which is a public street that plays a structural role in the overall street grid by virtue of its length and its ability to link several areas of the City, and where the movement of people is an important part of its function;*
 - c) *The access or capacity and flow function shall be based on the transect, designations, overlays and consider elements such as surrounding land uses, density, connectivity, street frontage, mix of users, urban design considerations, as well as the allocation of space in the right of way and the road network functions; and*
 - d) *When capacity and flow functions are identified for a street, the priority is to ensure a high-quality public realm that maintains the safety of vulnerable users and the capacity and flow of public transit and sustainable modes in priority over general traffic.*
- 5) *New subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing Urban boundary or Village boundary.*

- The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes.
- The Subject Site is accessible by active and sustainable modes of transportation with public transit stops located abutting the Subject Site. The proposed development will include pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor.
- A Transportation Impact Assessment (TIA) was prepared by Novatech dated July 2025. The accesses/egresses will be provided by driveways from Hazeldean Road, Energy Street, and Bliss Crescent. The multi-use pathway will provide a connection for pedestrians and cyclists to the Carp River Pathway and the existing pathway around the perimeter of the stormwater pond. Another pathway is proposed to run between the apartment block and low-density blocks. A pathway connection is also proposed to Street 3 at the southeast corner of the subdivision. The entrances to the proposed low-density development will generally be located within 400 metre and 800 metre walking distances of existing OC Transpo bus stops. The proposed right-of-way width of each private roadway can accommodate the movements of heavy vehicles, such as fire trucks and garbage trucks. Transportation Demand Management measures to be implemented for the low-density include local area maps with walking/cycling access routes to key destinations, relevant transit schedules and route maps, and multimodal travel option information package.
- Detailed information and findings can be found in the report which will accompany this submission.

4.1.2 – Promote healthy 15-minute neighbourhoods

- 1) *In general, this Plan equates a walking time of:*
 - a) *5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*
 - b) *10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and*
 - c) *15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.*
- 2) *Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:*
 - a) *600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations; and*
 - b) *300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned frequent street transit stops and street transit stops along a Transit Priority network.*
- 3) *The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLOS), the Safe Systems Approach and all the following:*
 - a) *All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans; and*
 - b) *Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate; and*

- c) *Pedestrian and cycling networks and shortcut public access through private properties may be required at the time of development approval, where appropriate or identified in this Plan and the TMP and associated plans; and*
 - d) *New and reconstructed local residential streets shall be designed to low operating speed; and*
 - e) *Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving overlay.*
 - 4) *Development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.*
 - 5) *Where public pedestrian and cycling routes or facilities intersect with roads, appropriate traffic control devices shall be provided to accommodate pedestrian and cycling movements.*
 - 6) *New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.*
 - 12) *The City has identified a network of active transportation facilities identified in the policies outlined above and in Schedules C3 and C8 and in the TMP and associated plans that will be implemented through the review of development applications, development of spaces within the public realm and as part of capital programs to build new transportation facilities or to maintain or upgrade existing facilities. Although not illustrated in Schedule C3, all urban area collectors, major collectors and arterials are cycling routes that, over time, are to include cycling facilities as set out in Policy 11) above.*
 - 14) *The attractiveness of transit service along Corridors and in Hubs, and in areas targeted for intensification and new growth including greenfield areas, new neighbourhoods and expansion lands will be improved through the ongoing implementation of measures to improve service, including the introduction of priority measures, and improvements to frequency and capacity of service, in a way that will achieve or surpass the target mode shares as set out in the TMP and associated plans.*
- **The proposed development has been designed to be compact and well-connected with a surrounding diverse mix of land uses where the daily and weekly needs of future residents can be accessed within a 15-minute walk.**
 - **The Subject Site is within 900 metres radius of the future O-Train Station which is equivalent to a walking time of 15 minutes.**
 - **The Subject Site is accessible by active and sustainable modes of transportation with public transit stops located abutting the Subject Site. The proposed development will include pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor. A *Major Pathway* is shown abutting the Subject Site along the Carp River corridor as per the *City of Ottawa Official Plan Schedule C3 – Active Transportation Network Urban – Major Pathways*.**
 - **The Subject Site will be accessible by three accesses/egresses that will connect to Hazeldean Road as well as Energy Street and Bliss Crescent to the west.**

4.1.7 – Protect and invest in rights of way

- 1) *Under the provisions of the Planning Act, the City may require the dedication of lands for pedestrian or bicycle pathways and road and public transit rights of ways as a condition of development approval, and at no cost to the City.*
 - 2) *The City shall protect rights of way for the street and road network shown on Schedules C4, C5, C9 and C10 and as listed in detail in Schedule C16.*
 - 3) *Protected Transportation Corridors identified in this Plan, including in Schedule C2, the TMP, associated Plans and utility corridors shall be protected for future transportation purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail.*
- **Hazeldean Road from Fringewood Drive to Terry Fox Drive is identified as having a 44.5 metre right-of-way (ROW) to be protected as per *City of Ottawa Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection*. No road widenings are required for the proposed development as per the Draft Plan of Subdivision which confirms the ROW has been protected.**
 - **Hazeldean Road is designated as a *Transit Priority Corridor* as per the *City of Ottawa Official Plan Schedule C2 – Transit Network Ultimate*.**

Subsection 4.2 – Housing

Policy 4.2.1 – Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

- 1) *A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
 - a) *Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
 - b) *Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
 - c) *Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;*
 - d) *Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and*
 - e) *The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.*
- **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Stittsville community.**
 - **A separate *Site Plan Control* application will be filed for the residential/mixed-use development block when the proposed details are known.**

Subsection 4.4 – Parks and Recreation Facilities

Policy 4.4.1 – Identify park priorities within Ottawa's growth areas

- 1) *The City shall provide parks through the following three mechanisms:*

- a) *As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law;*
 - b) *The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or*
 - c) *The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures*
 - 2) *All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:*
 - a) *Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and*
 - b) *Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:*
 - i. *Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;*
 - ii. *Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;*
 - iii. *Be of a usable shape, topography and size that reflects its intended use*
 - iv) *Meet applicable provincial soil regulations; and*
 - iv. *Meet the minimum standards for drainage, grading and general condition.*
- **The required parkland dedication for the proposed development was addressed through the *Master Parkland Agreement (2013)* and *Fernbank Land Owners Agreement (2013)* as part of the *Fernbank Community Design Plan (2009)*. As such, no additional parkland dedication will be required for the proposed development.**
 - **The proposed development will include a future open space area pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor. Future residents will also have access to Walter Baker Park which is a district park that serves the Stittsville community and provides both passive and active recreation.**

Subsection 4.5 – Cultural Heritage and Archaeology

Policy 4.5.4– Conserve sites of archaeological value

- 1) *The City shall conserve sites of archaeological value where the City's Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.*
- 3) *The Archaeological Resource Potential Mapping Study shows the historic core of the City (as defined by the City limits at the time of its incorporation in 1855) as having*

archaeological potential, upon discovery of any archaeological resource during the course of construction in the City's historic core area, the site shall be immediately protected from further disturbance until a licensed archaeologist has completed an archaeological assessment and any necessary mitigation has been completed.

- **The Subject Site is identified as containing “Archaeological Potential” as per the City of Ottawa’s GeoOttawa overlay.**
- **A Stage 1 Archaeological Assessment was prepared by True North Archaeological Services dated May 2025. The report provided the following recommendations:**
 - **Areas identified as retaining archaeological potential should be assessed by test pit survey. The test pit survey should be undertaken in compliance with the MCM’s *Standards and Guidelines for Consultant Archaeologists* (2011), with test pits hand excavated at 5 m intervals and transition to discretionary test pit intervals and landscape documentation where soil disturbance is documented.**
 - **No further archaeological assessment is recommended for portions of the study area that are not identified in this report as possessing archaeological potential.**
 - **Any future Stage 2 archaeological assessment should be undertaken by a licensed consultant archaeologist, in compliance with the Ministry of Citizenship and Multiculturalism’s 2011 *Standards and Guidelines for Consultant Archaeologists*.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

Subsection 4.6 – Urban Design

Policy 4.6.1 – Promote design excellence in Design Priority Areas

- 1) *Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5, DPA Tiers of Priority and the following policies apply:*
 - a) *DPAs may be identified or modified by City Council through the designation of new Special Districts, the creation of new or updates to existing City plans or policies.*
 - b) *The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the 98 framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.*
 - c) *Development review within the Kanata North Economic District will be guided by applicable policies of the Plan, including the Special Economic District policies contained in Section 6.6.3.2, and use of the UDRP will be optional.*

- Hazeldean Road is designated as a **Corridor – Mainstreet within Design Priority Area** as per the **City of Ottawa Official Plan Schedule C7-A – Design Priority Areas – Urban**.
- The proposed development will feature low-rise residential subdivision and a future residential/mixed-use development block. The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.
- The future residential/mixed-use development block may be subject to the Urban Design Review Panel (UDRP) when the details of the proposed development are known, and a formal **Site Plan Control** application is filed.

Policy 4.6.5 – Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- 1) *Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.*
 - 2) *Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.*
- **Further discussion on the *Fernbank Community Design Plan (2009) Community Design Guidelines* is provided in Section 4 of this report. The *Urban Design Guidelines for Greenfield Neighbourhoods (2007)* and *Building Better and Smarter Suburbs (2015)* is provided in Section 5 of this report.**
 - **A separate *Site Plan Control* application will be filed for the residential/mixed-use development block when the proposed details are known.**

Policy 4.6.6 – Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

- 1) *To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:*
 - a) *Between existing buildings of different heights;*
 - b) *Where the planned context anticipates the adjacency of buildings of different heights;*
 - c) *Within a designation that is the target for intensification, specifically: i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.*
 - 6) *Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.*
- **The proposed development will feature low-rise residential subdivision and a future residential/mixed-use development block. The low-rise residential subdivision will**

consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.

- It is suggested that the residential/mixed-use development block designated as **Corridor – Mainstreet** be rezoned to an **Arterial Mainstreet – AM** zone which permits both residential and non-residential land uses as well as building heights greater than low-rise. A separate **Site Plan Control** application will be filed for the residential/mixed-use development block when the proposed details are known.

Subsection 4.7 – Drinking Water, Wastewater, and Stormwater Infrastructure

Policy 4.7.1 – Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area

- 1) *To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:*
 - a) *Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and*
 - b) *Not exceed the capacity of the existing infrastructure system.*
- 2) *The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.*
- 3) *In order to mitigate the impacts of development and climate change on drainage systems, local plans will:*
 - a) *Demonstrate integration of receiving watercourse assessments and required mitigating works with the development of local plans, master drainage plans, environmental management plans and master servicing studies; and*
 - b) *Identify requirements for Low Impact Development and implementation plans in environmental management plans and/or master servicing studies based on water budget calculations.*
- 4) *The City will prepare and implement programs and policies to address the need for stormwater capacity to support a range of intensification development applications. This will include:*
 - a) *Design and study requirements for on-site stormwater management, considering a range of intensification development application; and*
 - b) *Regulatory mechanisms for on-site stormwater management to provide adequate capacity to support intensification in existing neighbourhoods.*
- 5) *Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:*
 - a) *The requirements of approved subwatershed studies, environmental management plans and master servicing study;*
 - b) *Other relevant Council-approved studies, such as stormwater retrofit studies;*
 - c) *The Ottawa Sewer Design Guidelines and associated climate change considerations; and*
 - d) *The Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.*
- 6) *As part of a complete application, all redevelopment applications will be required to:*

- a) *Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and*
 - b) *Implement site, grading, building and servicing design measures to protect new development from urban flooding.*
 - 7) *As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.*
 - 8) *As a condition of Site Plan Control approval or draft plan of subdivision approval, proof of legal and sufficient outlet for proposed stormwater management and drainage systems will be required and satisfied prior to the early servicing or registration, whichever comes first.*
- **A Concept Servicing Report was prepared by Novatech dated August 15, 2025 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report.**
 - **A private wastewater pumping station will be required to serve the proposed development. Pond 2 will provide quality and quantity control of stormwater runoff in compliance with MVCA criteria.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Subsection 4.8 – Natural Heritage, Greenspace and the Urban Forest

Policy 4.8.1 – Protect the City’s natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies

- 1) *The Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies Ottawa’s Natural Heritage System and, to the extent possible, Ottawa’s Natural Heritage Features as overlays. Natural Heritage Overlay policies appear in Subsection 5.6.4.*
- 2) *The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.*
- 3) *The City recognizes the following natural heritage features, as defined in Ottawa’s Environmental Impact Study Guidelines:*
 - a) *Significant wetlands;*
 - b) *Habitat for endangered and threatened species;*
 - c) *Significant woodlands;*
 - d) *Significant valleylands;*
 - e) *Significant wildlife habitat;*
 - f) *Areas of Natural and Scientific Interest;*
 - g) *Urban Natural Features;*
 - h) *Natural Environment Areas;*

- i) *Natural linkage features and corridors;*
 - j) *Groundwater features;*
 - k) *Surface water features, including fish habitat; and*
 - l) *Landform features.*
 - 4) *The natural heritage overlay policies apply to all features in Policy 3) regardless of whether they appear on Schedules to the Official Plan.*
-
- **The Subject Site has no natural heritage features as per the *City of Ottawa Official Plan Schedule C11-A – Natural Heritage System (West)*. An *Urban Natural Feature* is identified south of the Subject Site.**
 - **The Subject Site does not feature any urban greenspaces as per the *City of Ottawa Official Plan Schedule C12 – Urban Greenspace*. The Carp River corridor is identified as an *Open Space* with the surrounding area identified as an *Urban Natural Feature*.**
 - **A portion of the Subject Site is identified with a *Flood Plain* relating to the Carp River as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*. The Carp River corridor is identified as containing *Unstable Slopes* and *Flood Plain*.**
 - **The City of Ottawa's GeoOttawa mapping is out of date and does not reflect the Mississippi Valley Conservation Authority's (MVCA) updated regulatory mapping with respect to the flood plain layer. Per the MVCA's mapping, the red line indicates the 1:100 year floodplain whereas the yellow line represents the MVCA's regulatory limits.**
 - **The majority of the proposed development is outside of the MVCA flood plain. Some minor corrections to the flood plain will be addressed through a *Prohibited Activities, Exemptions and Permits* application with the MVCA but will result in no net loss to the flood plain.**
 - **An Environmental Impact Statement was prepared by Arcadis dated August 2025. The report concludes that the Subject Site has been identified as a suitable location for the proposed residential land development from a natural heritage perspective.**

Policy 4.8.2 – Provide residents with equitable access to an urban forest canopy

- 1) *Ottawa's urban forest includes all of the trees, and their growing environments, whether they grow singly, in groups or in woodlands, on both public and private property.*
- 2) *The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors.*
- 3) *Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:*
 - a) *Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect;*
 - b) *On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices or in accordance with the recommendation of a Landscape Architect;*
 - c) *Planning and development decisions, including Committee of Adjustment decisions, shall have regard for short-term, long-term and cumulative impacts on the urban forest at the neighbourhood and urban-wide scale;*

- d) *When considering impacts on individual trees, planning and development decisions, including Committee of Adjustment decisions, shall give priority to the retention and protection of large, healthy trees over replacement plantings and compensation; and*
 - e) *Planning and development review processes shall support the goals and effective implementation of the Tree Protection By-law, including early consideration of trees in application and business processes.*
- **A Landscape Concept Plan was prepared by Novatech dated July 2025. The Landscape Concept Plan illustrates preliminary locations for the plantings of proposed coniferous and deciduous trees, native shrub-mix plantings, and the future open space area which will be re-vegetated with a mixture of native wetland seed mix and native shrub planting. The exact location and number of plantings will be confirmed as part of the detailed design process including considerations for utility placement and tree planting requirements.**
- **A Tree Conservation Report was prepared by Arcadis dated August 2025. The findings from the report include:**
 - **A total of 71 individual trees were assessed as part of this inventory. The condition of the trees on Site ranged from Very Good to Dead, approximately 56% of which were in Very Good - Good condition. The most common species are Blue Spruce (34%), White Spruce (28%), and Black Willow (23%).**
 - **There are 29 trees that meet the definition of a ‘Distinctive Tree’ as per Tree Protection By-law No. 2020-340 (any tree located on private property with a DBH of 30 cm or greater, within the inner urban area). There are currently 13 Distinctive trees that require removal based on the proposed Concept Plan.**
 - **It is anticipated that 39 trees >10 cm diameter at breast height (DBH) will need to be removed.**
 - **As the northern portion of the Site, along Hazeldean Road, is currently listed as a “Future Residential Block” with no specific development plans, tree removals in this area are anticipated to occur later than the trees proposed for removal situated in the central and southern portions of the Site. As a result, 15 trees, numbers 25-31, and 64-71 will remain on Site until the design plans for the “Future Residential Block” are finalized and construction in this area is initiated.**
- **Detailed information and findings can be found in the report and plan which will accompany this submission.**

Subsection 4.9 – Water Resources

Policy 4.9.2 – Keep watercourses in a natural state while managing erosion, slope stability and flooding concerns

- 1) *Natural watercourses shall be kept in a natural condition. Where an alteration is assessed as being environmentally appropriate and consistent with a Council-approved study, watercourse alterations shall follow natural channel design.*

Policy 4.9.3 – Restrict or limit development and site alteration near surface water features

- 1) *The minimum setback from surface water features shall be the development limits as established by a Council-approved watershed, subwatershed or environmental management plan.*
 - 2) *Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:*
 - a) *Development limits as established by the conservation authority's hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;*
 - b) *Development limits as established by the geotechnical hazard limit in keeping with Council approved Slope Stability Guidelines for Development Applications;*
 - c) *30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and*
 - d) *15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.*
 - 3) *Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.*
 - 4) *The setback provided for in Policies 1) and 2) shall be implemented through the Zoning By-law, and any change in the setback shall require a Zoning By-law amendment or variance that conforms with the policies in this section of this Plan.*
 - 5) *Where development or site alteration is proposed within or adjacent to headwater drainage features, and the proponent is requesting an exception to the minimum setback identified in Policy 2), the proposal and supporting studies must address the following to the satisfaction of the City: a) Evaluation and description of the project site, sensitivity of the headwater drainage features and sampling methods; b) Assessment and classification of hydrological function, riparian conditions, fish and fish habitat and terrestrial habitat; and*
- **The Subject Site is located west of the Carp River corridor with no proposed development immediately abutting the surface water feature. The open space area identified on the Draft Plan of Subdivision as Block 51 will be dedicated to the City of Ottawa at the time of subdivision registration.**
 - **A portion of the Subject Site is identified with a *Flood Plain* relating to the Carp River as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*. The Carp River corridor is identified as containing *Unstable Slopes* and *Flood Plain*.**
 - **The City of Ottawa's GeoOttawa mapping is out of date and does not reflect the Mississippi Valley Conservation Authority's (MVCA) updated regulatory mapping with respect to the flood plain layer. Per the MVCA's mapping, the red line indicates the 1:100 year floodplain whereas the yellow line represents the MVCA's regulatory limits.**
 - **The majority of the proposed development is outside of the MVCA flood plain. Some minor corrections to the flood plain will be addressed through a *Prohibited Activities, Exemptions and Permits* application with the MVCA but will result in no net loss to the flood plain.**
 - **The setback from the proposed development to the Carp River will be greater than 30 metres from the top of bank.**

- An Environmental Impact Statement was prepared by Arcadis dated August 2025. The report identified the largest constraint being within the MVCA floodplain area, four headwater drainage features were identified within the Subject Site. Three were provided with management recommendations of “No Management Required” whereas the remaining was classified as protection. The report notes that the headwater drainage feature classified as protection is not anticipated to be impacted by the proposed development. Seven wetland communities were identified within the Study Area associated with the Carp River and the Urban Natural Feature. Based on the proposed development, these wetland features are to be retained with adherence the applicable environmental protection policies and guidelines.

3.2.3 Transect Policy Area

Section 5 of the *Official Plan* addresses the six concentric policy areas called transects that represent a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (*Downtown Core*) to least urban (*Rural*).

Subsection 5.4 – Suburban Transect

The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the *Greenbelt*. The objectives of the *Suburban Transect* as per Section 5.4 of the *Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, and provide direction for new development.

Policy 5.4.1 – Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods:

- 1) *The Suburban Transect’s established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8.*
- 2) *The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*
 - a) *Low-rise within Neighbourhoods;*
 - b) *Low-rise along Minor Corridors, however the following policy direction applies:*
 - i. *Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;*
 - ii. *Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan;*
 - iii. *High-rise buildings may be permitted through a secondary plan.*
 - c) *Mid-rise along Mainstreet Corridors, however the following policy additional direction applies;*
 - i. *Generally not less than 2 storeys;*
 - ii. *Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;*
 - iii. *The building setback should be no taller than the corresponding width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*

- iv. *The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition.*
- 3) *In the Suburban Transect, this Plan shall support:*
 - a) *A range of dwelling unit sizes in:*
 - i. *Multi-unit dwellings in Hubs and on Corridors; and*
 - ii. *Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes*
- **The Subject Site is designated as *Corridor – Mainstreet* and *Neighbourhood* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect*.**
- **The proposed development will feature low-rise residential subdivision and a future residential/mixed-use development block. The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.**
- **It is suggested that the residential/mixed-use development block designated as *Corridor – Mainstreet* be rezoned to an *Arterial Mainstreet – AM* zone which permits both residential and non-residential land uses as well as building heights greater than low-rise. A separate *Site Plan Control* application will be filed for the residential/mixed-use development block when the proposed details are known.**

Policy 5.4.3 – Provide direction to the Hubs and Corridors located within the Suburban Transect

- 3) *Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows:*
 - a) *Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however*
 - b) *The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
 - c) *Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and setbacks, permitted building heights are up to 4 storeys, however:*
 - i. *Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;*
 - ii. *Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and*
 - iii. *Mid-rise or high-rise buildings may be permitted through a Secondary Plan.*
- **It is suggested that the residential/mixed-use development block designated as *Corridor – Mainstreet* be rezoned to an *Arterial Mainstreet – AM* zone which permits both residential and non-residential land uses as well as building heights greater than low-rise. A separate *Site Plan Control* application will be filed for the residential/mixed-use development block when the proposed details are known.**

Policy 5.4.4 – Provide direction for new development in the Suburban Transect

- 1) *Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:*
 - a) *A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
 - b) *A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments. The Tewin community will be structured on a fine-grained, fully-connected street network that reflects Algonquin placekeeping and design principles;*
 - c) *Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
 - d) *Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
 - e) *Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;*
 - f) *Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;*
 - g) *Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;*
 - h) *Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;*
 - i) *Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and*
 - j) *Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.*
- **The proposed development will include a network of newly created 9.5 metre ROW private roadways that will provide for an efficient layout throughout the future neighbourhood that will connect to Hazeldean Road as well as Energy Street and Bliss Crescent to the west of the Subject Site.**
 - **The proposed development will include lots that back onto the Carp River corridor and stormwater management facility which provides for passive viewpoints onto these greenspace areas and natural heritage features.**

- **The Subject Site is accessible by active and sustainable modes of transportation with public transit stops located abutting the Subject Site. The proposed development will include pathways that will connect to the existing community and future multi-use pathway abutting the Carp River corridor. A *Major Pathway* is shown abutting the Subject Site along the Carp River corridor as per the *City of Ottawa Official Plan Schedule C3 – Active Transportation Network Urban – Major Pathways*.**
- **A separate *Site Plan Control* application will be filed for the residential/mixed-use development block when the proposed details are known.**

Policy 5.4.5 – Provide direction to Neighbourhoods located within the Suburban Transect

- 1) *Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:*
 - a) *Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
 - b) *Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and*
 - c) *Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.*
- **The range and mix of housing options and densities will contribute to the overall housing typologies and forms for the Stittsville community.**
 - **The proposed development will feature low-rise residential subdivision and a future residential/mixed-use development block. The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.**

3.2.4 Overlay Policy Area

Subsection 5.6 – Overlays

The *Overlays* are intended to complement the underlying designations and provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that are otherwise not included in the designation sections of the *Official Plan*. The objective of the *Overlay* as per *Section 5.6* of the *Official Plan* is to provide built form direction for the urban area where intensification is anticipated to occur.

Policy 5.6.1 – Evolving Neighbourhood Overlay

- 1) *The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood*

Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
 - b) Allowance for new building forms and typologies, such as missing middle housing;
 - c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
 - d) Direction to govern the evaluation of development.
- 2) Where an Evolving Neighborhood Overlay is applied:
- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
 - b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.
- **The proposed development will feature low-rise residential subdivision and a future residential/mixed-use development block. The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.**
 - **It is suggested that the residential/mixed-use development block designated as *Corridor – Mainstreet* be rezoned to an *Arterial Mainstreet – AM* zone which permits both residential and non-residential land uses as well as building heights greater than low-rise. A separate *Site Plan Control* application will be filed for the residential/mixed-use development block when the proposed details are known.**

3.2.5 Designation

Section 6.2 – Corridors

The *Corridor* designation applies to bands of land located along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting *Neighbourhoods*, but lower density than nearby *Hubs* per Section 6.2 of the *Official Plan*. There are two sub-designations including *Mainstreet Corridors* and *Minor Corridors*.

Policy 6.2.1 – Define the Corridors and set the stage for their function and change over the life of this Plan

- 1) *Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:*
 - a) *Generally, a maximum depth of:*
 - i. *In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;*
 - ii. *In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;*

- iii. *Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and*
- iv. *Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;*
- b) *Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and*
- c) *Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.*

Policy 6.2.2 – Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

- 1) *In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.*
- **It is suggested that the residential/mixed-use development block designated as *Corridor – Mainstreet* be rezoned to an *Arterial Mainstreet – AM* zone which permits both residential and non-residential land uses as well as building heights greater than low-rise. A separate *Site Plan Control* application will be filed for the residential/mixed-use development block when the proposed details are known.**

Section 6.3 – Neighbourhoods

The *Official Plan* notes that neighbourhoods are contiguous urban areas that make up the heart of communities. The intent of the *Official Plan* is to allow *Neighbourhoods* to permit a mix of building forms and densities. It is acknowledged that not all *Neighbourhoods* are at the same stage of development, maturity, and evolution. The intent of the *Official Plan* is to reinforce those *Neighbourhoods* that contain all elements and presently function as 15-minute neighbourhoods, guide those that have missing elements to gain them, and enable conditions for future 15-minute neighbourhoods.

Policy 6.3.1 – Define neighbourhoods and set the stage for their function and change over the life of this Plan

- 1) *Neighbourhoods are designated on the B-series of schedules.*
- 2) *Permitted building heights in Neighbourhoods shall be Low-rise, except:*
 - a) *Where existing zoning or secondary plans allow for greater building heights; or*
 - b) *In areas already characterized by taller buildings within the Neighbourhood designation.*
- 4) *The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:*
 - a) *Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*

- b) *Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);*
- c) *In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.*
- d) *To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:*
 - i. *Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;*
 - ii. *Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;*
 - iii. *Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;*
 - iv. *May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met; v) May restrict or prohibit motor vehicle parking in association with such uses; and*
 - v. *Limits such uses to prevent undue diversion of housing stock to non-residential use.*

Policy 6.3.2 – Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods

- 1) *The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15- minute neighbourhoods. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities*
- **It is suggested that the low-rise residential subdivision designated as *Neighbourhood* be rezoned to a *Residential Third Density, Subzone Z – R3Z* zone which permits various residential land uses, housing typologies, and a maximum building height of 4-storeys.**
- **The proposed development will feature low-rise residential subdivision and a future residential/mixed-use development block. The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development.**

3.2.6 Protection of Health and Safety

Section 10 – Protection of Health and Safety

Environmental conditions whether occurring naturally or not can result in hazards to human life or health and damage or loss to property value. The environmental conditions or constraints to

development may include natural hazards such as flood plains and unstable soils to hazards resulting from human activity such as contaminated sites, mine hazards, and land affected by noise. In accordance with *Section 10* of the *Official Plan*, development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to health or safety or of property damage and shall not create new or aggravate existing hazards.

Policy 10.1 – Prevent Injury, loss of life and property damage

Policy 10.1.1 – Natural Hazards: Flooding Hazards and Erosion Hazards

- 1) Development and site alteration shall not be permitted in the 1 in 100 year flood plain or in an erosion hazard area.*
- 2) Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of development and the natural hazard.*
- 3) Notwithstanding Policy 1) and 2), some minor development and site alterations may be permitted. Minor development and site alterations are defined as the following:*
 - a) Facilities which by their nature must locate in the flood plain, such as bridges, flood and/or erosion control works;*
 - b) Minor additions and/or renovations to existing structures, which do not affect flood flows, meet appropriate floodproofing requirements and are supported by the appropriate conservation authority;*
 - c) The replacement of a dwelling that was in existence at the date of adoption of this Plan, with a new dwelling where:*
 - i. The new dwelling is generally the same gross floor area as the existing dwelling;*
 - ii. The new dwelling is in a location on the lot that has lower flood risk than the existing dwelling;*
 - iii. The new dwelling, in conjunction with any site alteration does not result in a negative effect on flooding; and*
 - iv. The new dwelling and any associated site alteration shall meet the appropriate floodproofing requirements and be supported by the appropriate conservation authority.*
 - d) Passive open spaces which do not affect flood flows;*
 - e) Minor site alterations which do not result in a negative effect on flooding and which are supported by the appropriate conservation authority; and*
 - f) The severance of a lot containing a surplus farm dwelling as permitted by the provisions of Subsection 9.1.3 provided that safe access to the dwelling or the retained parcel is not eliminated during the regulatory flood event.*
- 4) Revisions to the Flood Plain Overlay in the Zoning By-law, or regulation limits in secondary plans or area-specific policies, may be implemented without the need for an Official Plan amendment, when site-specific geodetic elevation information prepared by an Ontario Land Surveyor has been accepted by the appropriate conservation authority, or when the City is undertaking updates to the Flood Plain Overlay in the Zoning By-law and concurrence from the appropriate conservation authority has been received.*
- 5) A requirement for flood plain studies, in support of a development application will be identified in consultation with the City and the appropriate conservation authority. Flood plain studies, submitted to the City, as part of the development review process, shall be supported by appropriate engineering and environmental studies.*

- A portion of the Subject Site is identified with a *Flood Plain* relating to the Carp River as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*. The Carp River corridor is identified as containing *Unstable Slopes* and *Flood Plain*.
- The City of Ottawa's GeoOttawa mapping is out of date and does not reflect the Mississippi Valley Conservation Authority's (MVCA) updated regulatory mapping with respect to the flood plain layer. Per the MVCA's mapping, the red line indicates the 1:100 year floodplain whereas the yellow line represents the MVCA's regulatory limits.
- The majority of the proposed development is outside of the MVCA flood plain. Some minor corrections to the flood plain will be addressed through a *Prohibited Activities, Exemptions and Permits* application with the MVCA but will result in no net loss to the flood plain.

Policy 10.1.4 – Natural Hazards: Unstable soils or bedrock

- 1) *Development shall generally be directed to areas outside of unstable soils or bedrock as defined as a Hazardous Site in the Provincial Policy Statement.*
- The Subject Site is not situated within unstable slopes or contain any organic soils as per the *City of Ottawa Official Plan Schedule C15 – Environmental Constraints*.
 - A Geotechnical Investigation was prepared by Paterson Group dated June 17, 2025. The report notes that generally, the subsurface profile at the borehole locations consists of topsoil or asphalt underlain by fill and a clayey silt to silty clay deposit. Tree planting setbacks to building foundations are recommended for large and small trees given the presence of silty clay deposit. The report states that from a geotechnical perspective, the Subject Site is suitable for the proposed development.

Policy 10.1.6 – Contaminated sites

- 1) *Required environmental site assessments, remedial or risk assessment/risk management activities and associated reports shall be completed in compliance with the applicable regulations and requirements, as amended, and shall be completed, signed and stamped by a Qualified Person as defined by applicable regulation. Where required, the City may use the holding provisions of the Planning Act to ensure receipt of satisfactory verification of suitable environmental condition prior to development.*
- 2) *Phase one environmental site assessment reports shall include the City of Ottawa Historical Land Use Inventory reports and all other required environmental information sources that are reasonably and publicly available through public regulatory bodies and industry standard private environmental databases.*
- 3) *When contamination is identified in a proposed development property, the contaminants are to be fully delineated and a remedial action plan and/or a risk assessment / risk management plan to address the contamination shall be submitted to the City. A building permit may be issued on a phased basis to allow for the implementation of the plans concurrent with the required demolition and earth work.*
- 4) *When the filing of a Record of Site Condition is required, a copy of the Record of Site Condition and all supporting documentations along with the Ministry's acceptance shall be submitted to City. The City shall consider a Record of Site Condition as acknowledged by the Ministry when:*

- a) *It has been confirmed that the Record of Site Condition has passed the Ministry's audit; or*
 - b) *It has been confirmed that the Record of Site Condition will not be audited by the Ministry.*
- **An initial Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated May 25, 2021. A subsequent Phase I ESA Update was prepared by Paterson Group dated July 15, 2025. The findings and conclusions from the report include:**
 - **Based on the historical research, in conjunction with the findings of the site inspection, two (2) potentially contaminating activities (PCAs) were identified on the Phase I Property, resulting in areas of potential environmental concern (APECs).**
 - **Historical records review pertaining to the Phase I Study Area include no pollutant release records, no former PCB waste storage sites, no waste disposal sites, no former coal gasification plants, no Record of Site Condition (RSCs), no natural features of areas of natural significance, no Historical Land Use Inventory (HLUI) records, no former landfill sites.**
 - **Based on the findings of the original 2021 Phase I ESA, in addition to this Phase I ESA Update, it is our opinion that a Phase II ESA will be required for the Phase I Property to address the APECs identified on-site.**
 - **A Phase II ESA was prepared by Paterson Group dated July 15, 2025. The conclusions from the report include:**
 - **The purpose of the Phase II ESA was to address the potentially contaminating activities (PCAs) that were identified during the Phase I ESA and were considered to result in areas of potential environmental concern (APECs) on the Phase II Property.**
 - **Soil and groundwater samples were submitted for laboratory analysis. The tests results indicated that all detected parameter concentrations comply with the selected MECP Table 3 Coarse-Grained Residential Soil Standards as well as the selected MECP Table 3 Non-Potable Groundwater Standards.**

3.3 Area-Specific Policies

Section 12 – Local Plans

The area-specific policies are created through *Official Plan* amendments that are most often proponent initiated and also statutory policy direction that forms part of the *Official Plan* in *Volume 2C*. Area-specific policies may apply to a singular site or area containing multiple properties. They are meant to provide a further layer of local policy direction to guide more cohesive development over time as a result of an *Official Plan* amendment. While specific policies may differ from this *Official Plan*, their overall intent should be consistent with this *Official Plan*. *Annex 5* indicates the areas that are subject to area-specific policies.

Area 3 – Fernbank Community

- 3.1) *Landowners within the boundary of the Fernbank Community Design Plan, approved by Council, shall:*

- a) *Enter into a private agreement, as may be amended from time to time, to share or front end, if required, the costs of community facilities and works and associated studies and plans which are required for the development of the Fernbank Community. Such costs may include, but are not limited to:*
- i. The costs of community use lands such as parkland, as well as the costs for preparation and improvement of parkland for dedication; and*
 - ii. Local infrastructure, roads and works adjacent to community use lands; and*
 - iii. Other local infrastructure which is demonstrated to benefit more than one individual development.*
- These costs shall be distributed fairly among the benefiting landowners. The agreement shall contain a financial schedule describing the estimated costs of the community facilities and works and associated studies and plans, as well as the proportionate share of the costs for each landowner. The Master Parkland Agreement governs the terms of the orderly conveyance of Parkland within the Fernbank Community. All current and new landowners must abide by this registered agreement; and*
- b) *The City shall include, a condition of approval for all plans of subdivision and condominium, site plan and severance applications within the Fernbank Community, requiring notification from the Trustee of the Fernbank Owners Group Inc. that the owner is party to the agreement and has paid its share of any costs pursuant to the agreements.*

- **The Subject Site is identified with an *Area Subject to Area-Specific Policies* specifically Area 3 as per *City of Ottawa Official Plan Annex 5 – Urban and Rural Areas Subject to Area-Specific Policies* as shown in Figure 19.**
- **Double Deck Regional Inc. has entered into the *Fernbank Land Owners Agreement (2013)* including the *Master Parkland Agreement (2013)* and as part of the *Fernbank Community Design Plan (2009)*.**
- **It is acknowledged that a letter of good standing will be required from the Trustee of the Fernbank Owners Group Inc. prior to registration of the residential subdivision or early servicing.**
- **Further discussion on how the proposed development conforms with the *Fernbank Community Design Plan (2009)* is discussed in Section 4 of this report.**

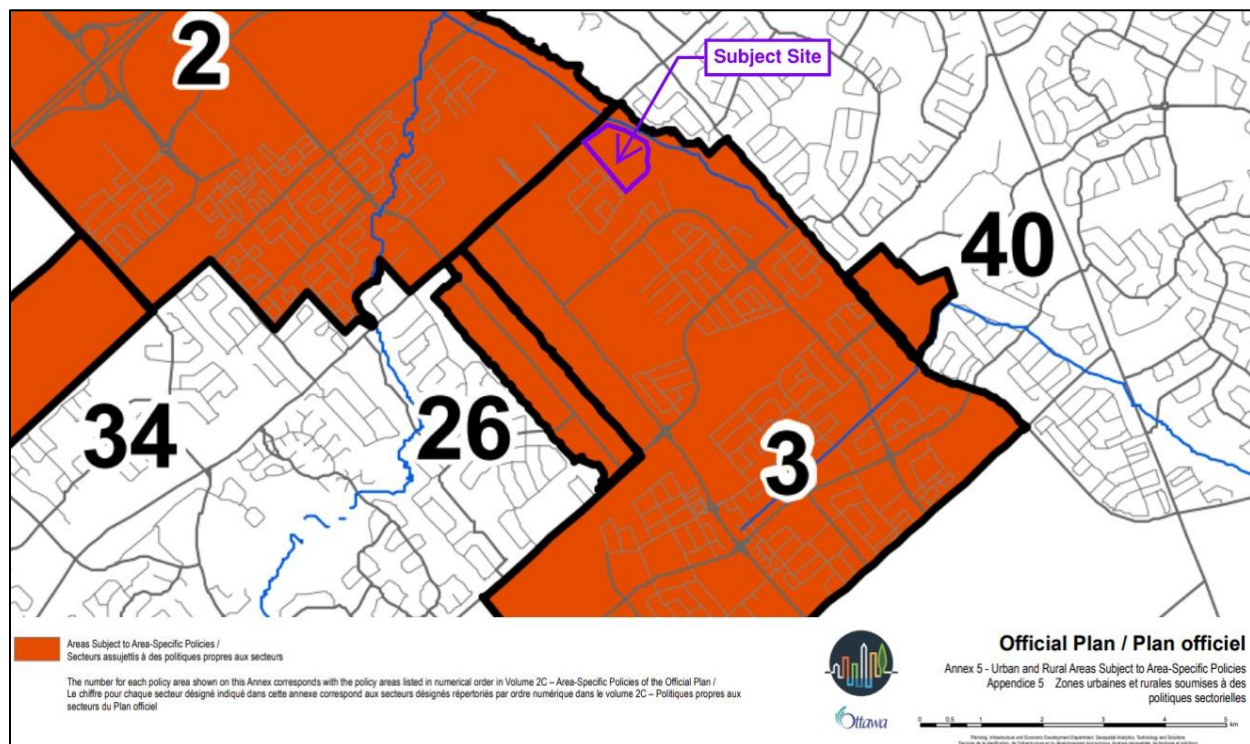


Figure 19: Excerpt from the City of Ottawa Official Plan Annex 5 – Urban and Rural Areas Subject to Area-Specific Policies with the Subject Site added by Novatech.

The *Plan of Subdivision* and *Zoning By-law Amendment* applications are in conformity with the policies of the *City of Ottawa Official Plan (2022)*.

4.0 OTHER APPLICABLE PLANS OR STUDIES

4.1 Fernbank Community Design Plan (2009)

The *Fernbank Community Design Plan [CDP] (2009)* is a City Council approved document that was developed for the Fernbank Community based on the conditions of the study areas, servicing and transportation elements, the policies of the *Official Plan*, and through a comprehensive community consultation process consisting of several workshops and public meetings.

Section 4.0 – The Fernbank Community Design Plan

Subsection 4.1 – The Land Use Plan

The *Fernbank Land Use Plan* includes six (6) general land use categories being low-density residential, medium density residential, high density residential, mixed use, neighbourhood commercial, and open space (including parkland, elementary/secondary schools, stormwater management facilities, Village Green, and transmission corridors).

- The Subject Site is designated as *Low Density Residential, Mixed Use, and Open Space* as per the *Fernbank CDP Land Use Plan* as shown as shown in Figure 20.



Figure 20: Excerpt from the Fernbank Community Design Plan Land Use Plan with the Subject Site added by Novatech.

Subsection 4.2 – Land Use Designations

Policy 4.2.1 – Low Density Residential

The *Low Density Residential* designation land uses will comprise the majority of the housing within the Fernbank Community. The *Low Density Residential* land uses shall include residential dwellings of similar mass and scale including detached dwellings, semi-detached dwellings, and linked detached dwellings. Multiple attached dwelling may also be permitted along arterial roads, along major or minor collector roads, in proximity to community facilities and amenities, along hydro transmission corridors or as a transition between non-residential and low density residential uses.

- The proposed development will include a low-rise residential subdivision on the portion of the Subject Site designated as *Low Density Residential*.
- It is suggested that the low-rise residential subdivision designated as *Neighbourhood* be rezoned to a *Residential Third Density, Subzone Z – R3Z* zone which permits various residential land uses, housing typologies, and a maximum building height of 4-stories.

Policy 4.2.4 – 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 residents. The *Mixed Use* designation land uses permitted along Hazeldean Road shall include retail and convenience stores, banks or other financial services, service and repair uses, personal service

uses, business, medical and professional offices, restaurants, and institutional. The permitted residential land uses shall include low-rise apartments, mid-rise apartments, multiple-attached dwellings, stacked dwellings, and live-work units.

- It is suggested that the residential/mixed-use development block designated *Mixed Use* be rezoned to an *Arterial Mainstreet – AM* zone which permits both residential and non-residential land uses as well as building heights greater than low-rise. A separate *Site Plan Control* application will be filed for the residential/mixed-use development block when the proposed details are known.

Policy 4.2.7 – Greenspace Network

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

- It is suggested that the open space portion of the Subject Site abutting the Carp River corridor designated as *Open Space* be rezoned to *Parks and Open Space, Subzone R – O1R* pending further discussions with City staff. The suggested *Parks and Open Space, Subzone R – O1R* is intended to match the existing zoning of the Carp River corridor, which is currently zoned as *Parks and Open Space, Subzone R – O1R*.

Section 6.0 Community Design Guidelines

The purpose of the design guidelines is to provide a framework of the design criteria for the overall identity and structure of the Fernbank Community. The design guidelines also include the appearance of new buildings, streetscape, parks, and open spaces within the community.

The following is a summary of the applicable urban design guidelines that have been considered in the layout and design of the proposed development as shown in **Table 1**:

Table 1: Summary of applicable Community Design Guidelines from the Fernbank Community Design Plan (2009) as it relates to the proposed development.

Guideline (G) Topics	Proposed Development
6.4 – Community Streetscape (G: 6.4.1 – 6.4.4)	Future development that is located adjacent to Hazeldean Road will be subject to a separate <i>Site Plan Control</i> application when the proposed details are known (G: 6.4.2). Hazeldean Road is designated as an <i>Arterial – Existing</i> roadway in the <i>Official Plan</i> and has ROW protection of 44.5 metres. No road widening is required as part of the proposed development (G: 6.4.3). Private streets with a 9.5 metre ROW are to be provided as part of the proposed development with opportunities for landscape boulevards and street trees as shown in Figure 21 (G: 6.4.3).
6.5 – Parks and Open Space (G: 6.5.1 – 6.5.5)	The open space area identified as Block 51 will be dedicated to the City of Ottawa at the time of subdivision registration abutting the Carp River (G: 6.5.2). New pathways will connect to the existing community and future multi-use pathway abutting the Carp River corridor as shown in Figure 22 (G: 6.5.4).

6.6 – Site Design and Built Form Guidelines (G: 6.6.1 – 6.6.6)

The proposed development will include various housing typologies to create a sense of place in the new community with buildings oriented towards the streetscape based on required zoning setbacks (G: 6.6.2). The low-rise residential subdivision will consist of architectural styles, building form, and setbacks that will be compatible with existing and planned future residential development (G: 6.6.2). No reverse lots on arterial roadways, window streets, or laneways are proposed (G: 6.6.2). The portion of the Subject Site designated as *Mixed Use* will be subject to a separate *Site Plan Control* application when the proposed details are known (G: 6.6.3).



Figure 21: Excerpt of the Landscape Concept Plan prepared by Novatech dated July 2025.

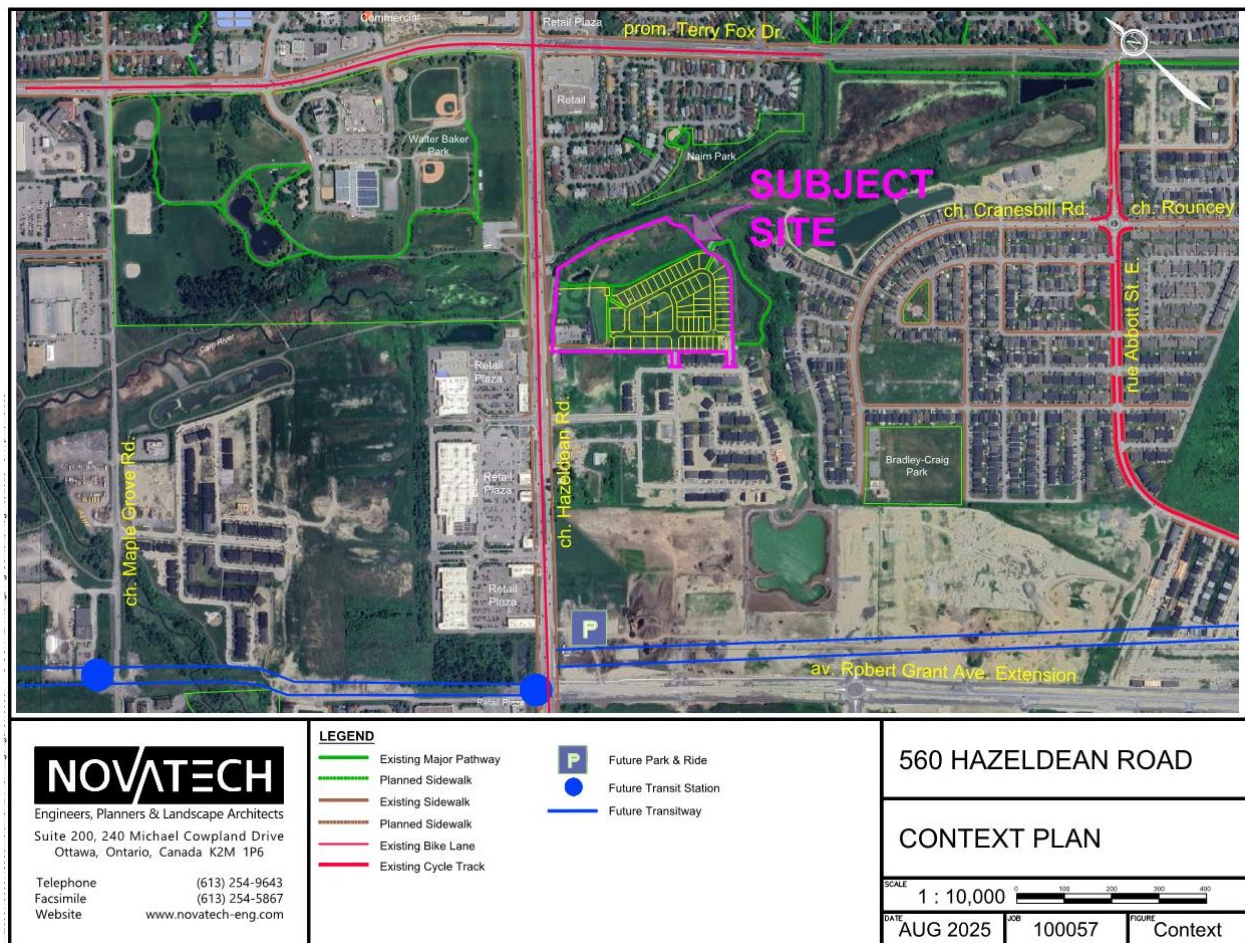


Figure 22: Context Plan prepared by Novatech dated August 2025.

The *Plan of Subdivision and Zoning By-law Amendment* applications are in conformity with the policies of the *Fernbank Community Design Plan (2009)*.

5.0 URBAN DESIGN GUIDELINES

5.1 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The purpose of the *Urban Design Guidelines For Greenfield Neighbourhoods (2007)* is to “illustrate the City’s expectations during the development review process for greenfield neighbourhoods within the Urban Area of the City of Ottawa. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes”.

The following is a summary of the applicable urban design guidelines that have been considered in the layout and design of the proposed development as shown in **Table 2**:

Table 2: Summary of applicable Urban Design Guidelines for Greenfield Neighbourhoods (2007) as it relates to the proposed development.

Guideline (G) Topics	Proposed Development
Structuring Layout (G: 1 – 20)	The layout of the proposed development builds upon the Subject Site's location next to the Carp River with some rear yards backing onto this natural feature and watercourse (G: 1). A future open space area pathways will connect to the existing community and future multi-use pathway abutting the Carp River corridor (G: 2). No development is proposed within the open space area identified as Block 51 adjacent to the Carp River which will be dedicated to the City of Ottawa at the time of subdivision registration (G: 3-4). The future residential/mixed-use development block that is located adjacent to Hazeldean Road will be subject to a separate <i>Site Plan Control</i> application when the proposed details are known (G: 9). New pathways will connect to the existing community and future multi-use pathway abutting the Carp River corridor (G: 10-11).
Street Design (G: 21 – 33)	The suggested residential zoning provisions and private roadway right-of-ways will provide opportunities for street trees and utilities (G: 21). No rear yard amenity areas for the low-rise residential subdivision will back onto arterial or collector roadways with some rear yards backing onto the Carp River and stormwater management facility (G: 22). Private streets with a 9.5 metre ROW are to be provided as part of the proposed development with opportunities for sidewalk(s), landscape boulevards, and street trees as shown in Figure 21 (G: 27). New pathways will connect to the existing community and future multi-use pathway abutting the Carp River corridor (G: 31-32).
Residential Building and Site Design (G: 34 – 46)	Residential buildings will be located as close to the property line with the primary façade addressing the street and public realm in keeping with the requirements of zoning provisions, tree setbacks, and utility requirements (G: 34). Residential building typologies will include detached dwellings and street townhouse dwellings for the low-rise residential subdivision (G: 35). The residential building typologies will consist of varying architectural design and elements as shown in Figures 23-25 (G: 37-39). Mid-block walkways identified as Blocks 55 and 68 on the Draft Plan of Subdivision will make access to the multi-use pathway along the Carp River connecting to the surrounding community more direct and convenient (G: 46).
Greenspace (G: 54 – 59)	Mid-block walkways will provide access to the future open space area and Carp River (G: 56). A 3.0 metre multi-use pathway will be constructed within the open space block abutting the Carp River corridor and will be designed to account for all users of this space (G: 59).
Utilities and Amenities (G: 60 – 65)	Existing transit stops are located within proximity of the Subject Site (G: 61). The location of communal mailboxes will be confirmed as part of the detailed design process (G: 63). Opportunities for street trees and utilities will be determined as part of the detailed design process (G: 65).



Figure 23: Conceptual townhouse dwelling rendering prepared by eQ Homes.



Figure 24: Conceptual detached dwelling rendering prepared by eQ Homes.



Figure 25: Conceptual townhouse end unit dwelling rendering prepared by eQ Homes.

5.2 Building Better and Smarter Suburbs (2015)

The purpose of the *Building Better and Smarter Suburbs (2015)* is to provide clarity and revisions to existing policies, plans, and practices with respect to the design of residential subdivisions in the City of Ottawa.

The following is a summary of the applicable strategic directions that have been considered in the layout and design of the proposed development as shown in **Table 3**:

Table 3: Summary of applicable Building Better and Smarter Suburbs (2015) Strategic Guidelines as it relates to the proposed development.

Strategic Direction (SD) Topics	Proposed Development
Street Network and Land Use (SD: 1 – 12)	A network of new 9.5 metre right-of-way private local roadways are proposed which will connect to Hazeldean Road, Energy Street, and Bliss Crescent (SD: 1-2). New pathways will connect to the existing community and future multi-use pathway abutting the Carp River corridor (SD: 3). No reverse frontage lots are proposed within the new community (SD:9). The future residential/mixed-use development block is suggested to be rezoned <i>Arterial Mainstreet – AM</i> which permits a range of residential and non-residential lands uses (SD: 11).
Parks and Open Space (SD: 1 – 4)	A future open space is proposed along the Carp River to provide future residents of the new community with access to greenspace abutting the natural feature and watercourse (SD: 4).

Stormwater Management (SD: 1 – 6)	A new future multi-use pathway will connect to the existing multi-use pathway surrounding the stormwater management facility (SD: 3).
Parking (SD: 1 – 7)	Setbacks for driveways will comply with applicable zoning by-law provisions (SD: 2). Parking spaces within garages will ensure adequate and sufficient area can accommodate vehicles (SD: 4). On-street parking will be accommodated to serve the proposed development (SD: 6).
Road Right-of-Way (SD: 1 – 10)	New 9.5 metre right-of-way private local roadways will respond to the built form with opportunities for landscape boulevards and street trees as shown in Figures 26-27 . The exact location will be confirmed as part of the detailed design process (SD: 1, 3).
Trees (SD: 1 – 4)	The placement of street trees will be confirmed as part of the detailed design process in conjunction with utility requirements and tree planting requirements (SD: 1 – 2).
Utility Placement (SD: 1 – 6)	The location and placement of all utilities and infrastructure will be confirmed as part of the detailed design process based on the private street cross section design requirements (SD: 1 – 5).

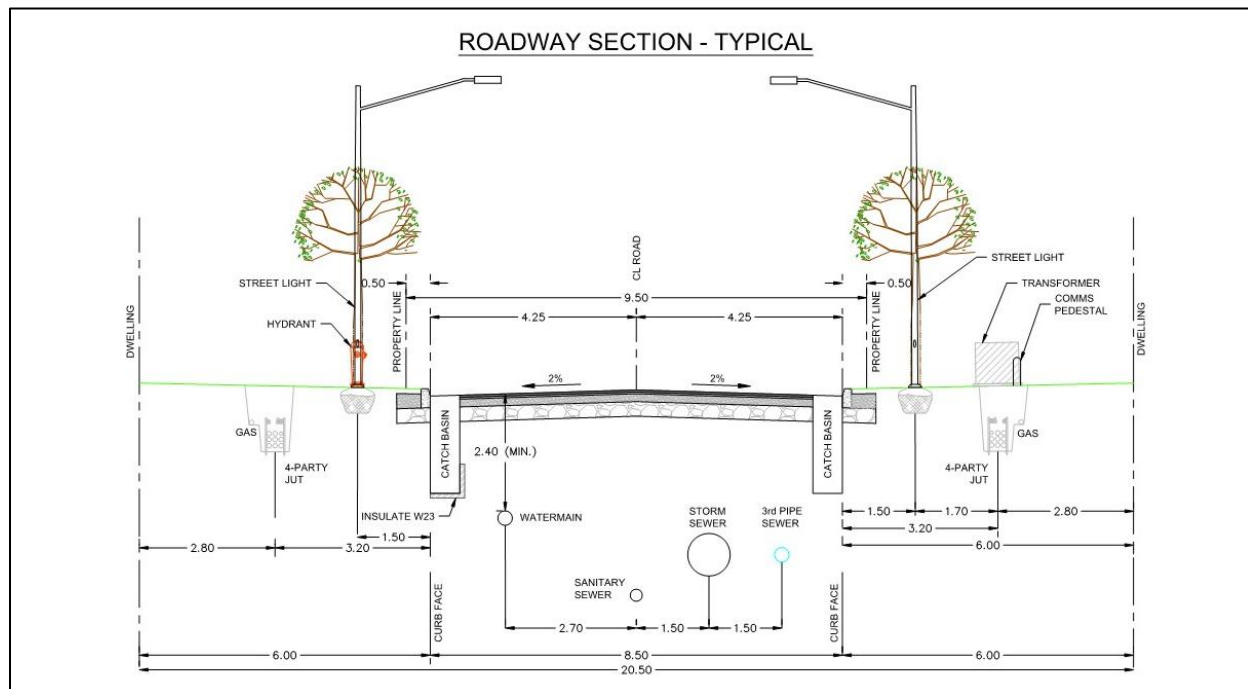


Figure 26: Excerpt from the Roadway Section – Typical cross-section prepared by Novatech dated August 18, 2025.

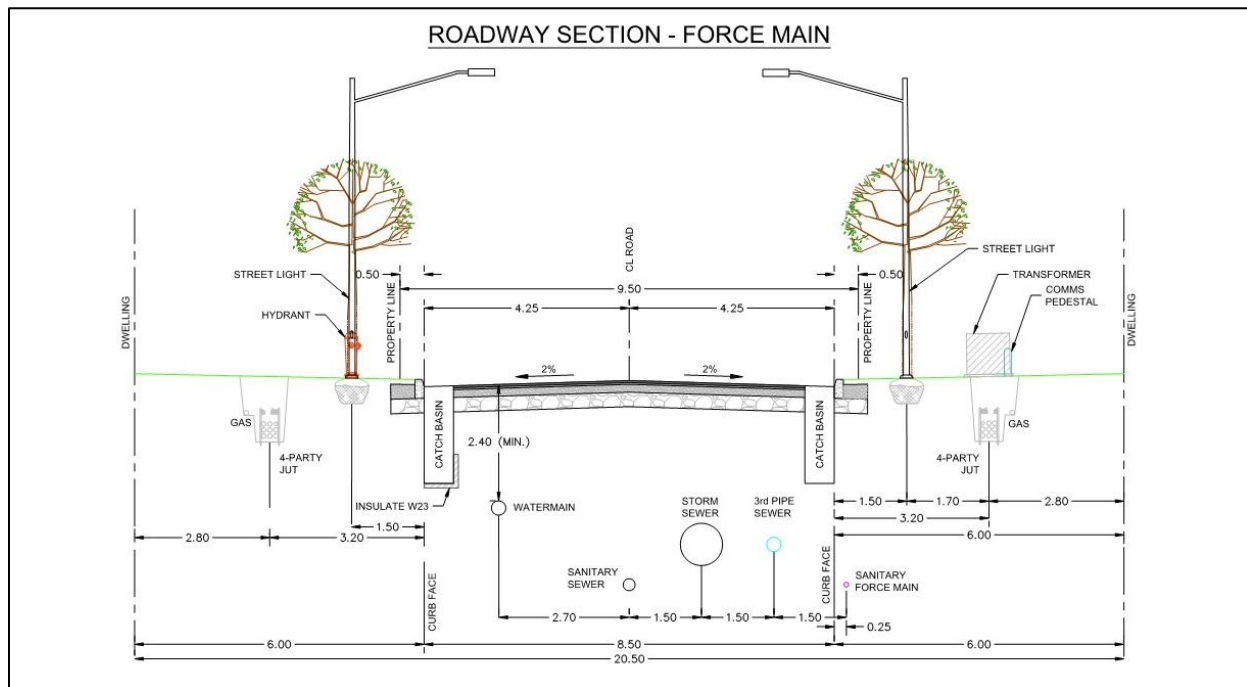


Figure 27: Excerpt from the Roadway Section – Force Main cross-section prepared by Novatech dated August 18, 2025.

6.0 INTEGRATED ENVIRONMENTAL REVIEW

The following provides an overview of the technical studies and reports that have been prepared to inform the design of the proposed development and supports the proposed *Plan of Subdivision* and *Zoning By-law Amendment* applications for the Subject Site.

Environmental Impact Statement

An Environmental Impact Statement (EIS) was prepared by Arcadis dated August 2025. The findings and conclusions from the report include:

- Based on a desktop review, the largest constraint to the development is the location of Subject Site within the MVCA floodplain area, designated as 1:100 Floodplain Limits.
- Four headwater drainage features were identified within the Subject Site. Three were provided with management recommendations of “No Management Required” whereas the remaining was classified as protection. It is noted that the headwater drainage feature classified as protection is not anticipated to be impacted by the proposed development.
- Seven wetland communities were identified within the Study Area associated with the Carp River and the Urban Natural Feature. Based on the proposed development, these wetland features are to be retained with adherence the applicable environmental protection policies and guidelines.
- No Species at Risk (SAR) were observed within the Subject Site boundaries. It has been confirmed that there is suitable habitat for SAR turtles, and day roosting habitat for SAR bats. Basic management recommendations and mitigation measures have been provided to mitigate the potential impacts to SAR and/or SAR habitat from the proposed development.

- No Provincially Significant Wetlands (PSWs), wooded areas, Significant Valleylands, Significant Valleylands, and Areas of Natural and Scientific Interest (ANSIs) are present on the Subject Site or surrounding Study Area.
- Significant Wildlife Habitat (SWH) and associated categories for the Subject Site and Study Area include the Carp River and pond for turtle wintering area, turtle nesting area and amphibian breeding habitat – wetlands within the Study Area, and species such as Barn Swallow, Common Nighthawk, Eastern Whip-poor-will, Eastern Wood-pewee, Wood Thrush, Monarch, and Snapping Turtle.
- The Subject Site has been identified as a suitable location for the proposed residential land development from a natural heritage perspective.

Based on the findings and recommendations from the report, the proposed development has been designed to ensure that any environmental and natural heritage features on the Subject Site or surrounding area will be protected for the long-term. The future open space area will provide residents and the existing community with additional passive and recreational greenspace but also functions as the limits of the proposed development with respect to the 1:100 year floodplain limits of the Carp River. The report notes that given the Subject Site's disturbed nature as a golf course driving range and low ecological value it is a suitable candidate for the proposed development from an environmental perspective.

Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by Arcadis dated August 2025. The findings from the report include:

- A total of 71 individual trees were assessed as part of this inventory. The condition of the trees on Site ranged from Very Good to Dead, approximately 56% of which were in Very Good - Good condition. The most common species are Blue Spruce (34%), White Spruce (28%), and Black Willow (23%).
- There are 29 trees that meet the definition of a 'Distinctive Tree' as per Tree Protection By-law No. 2020-340 (any tree located on private property with a DBH of 30 cm or greater, within the inner urban area). There are currently 13 Distinctive trees that require removal based on the proposed Concept Plan.
- It is anticipated that 39 trees >10 cm diameter at breast height (DBH) will need to be removed.
- As the northern portion of the Site, along Hazeldean Road, is currently listed as a "Future Residential Block" with no specific development plans, tree removals in this area are anticipated to occur later than the trees proposed for removal situated in the central and southern portions of the Site. As a result, 15 trees, numbers 25-31, and 64-71 will remain on Site until the design plans for the "Future Residential Block" are finalized and construction in this area is initiated.

Based on the findings from the report, the proposed development will require the removal of some trees for the low-rise residential subdivision. The tree removals for the residential/mixed-use development will be planned for a future date when a *Site Plan Control* application is filed and the proposed details are known. The Landscape Concept Plan prepared by Novatech dated July 2025 illustrates preliminary locations for the plantings of proposed coniferous and deciduous trees, native shrub-mix plantings, and

the future open space area which will be re-vegetated with a mixture of native wetland seed mix and native shrub planting. The exact location and number of plantings will be confirmed as part of the detailed design process including considerations for utility placement and tree planting requirements.

Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group dated June 17, 2025. The report notes that generally, the subsurface profile at the borehole locations consists of topsoil or asphalt underlain by fill and a clayey silt to silty clay deposit. Tree planting setbacks to building foundations are recommended for large and small trees given the presence of silty clay deposit. The report states that from a geotechnical perspective, the Subject Site is suitable for the proposed development.

Based on the findings from the report, the Subject Site is suitable for the proposed development. Due to the presence of silty clay deposits, tree planting setbacks to building foundations for large and small trees are recommended. The exact location and number of plantings will be confirmed as part of the detailed design process including considerations for utility placement and any tree planting requirements.

Phase I Environmental Site Assessment

An initial Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated May 25, 2021. A subsequent Phase I ESA Update was prepared by Paterson Group dated July 15, 2025. The findings and conclusions from the report include:

- Based on the historical research, in conjunction with the findings of the site inspection, two (2) potentially contaminating activities (PCAs) were identified on the Phase I Property, resulting in areas of potential environmental concern (APECs).
- Historical records review pertaining to the Phase I Study Area include no pollutant release records, no former PCB waste storage sites, no waste disposal sites, no former coal gasification plants, no Record of Site Condition (RSCs), no natural features of areas of natural significance, no Historical Land Use Inventory (HLUI) records, and no former landfill sites.
- Based on the findings of the original 2021 Phase I ESA, in addition to this Phase I ESA Update, it is our opinion that a Phase II ESA will be required for the Phase I Property to address the APECs identified on-site.

Based on the findings from the report, while a review of historical records did not identify pollutant release records, no waste storage sites, no disposal sites, and no landfill sites, it was determined that a Phase II ESA would be required due to the presence of two PCAs on the property which resulted in APECs.

Phase II Environmental Site Assessment

- A Phase II ESA was prepared by Paterson Group dated July 15, 2025. The conclusions from the report include:

- The purpose of the Phase II ESA was to address the potentially contaminating activities (PCAs) that were identified during the Phase I ESA and were considered to result in areas of potential environmental concern (APECs) on the Phase II Property.
- Soil and groundwater samples were submitted for laboratory analysis. The tests results indicated that all detected parameter concentrations comply with the selected MECP Table 3 Coarse-Grained Residential Soil Standards as well as the selected MECP Table 3 Non-Potable Groundwater Standards.
- Recommendations from the report note that if the groundwater monitoring wells are not to be used in the future or are damaged as part of construction activities, they would need to be removed and decommissioned in accordance with provincial regulations. Until such time that site excavation works begin, it is recommended that the monitoring wells be maintained for future sampling purposes.

Based on the findings from the report, the Phase II ESA confirmed that the test results for the soil and groundwater samples complied with MECP requirements. The report recommends that the monitoring wells remain in place for future sampling purposes until time that on-site excavation works begin which the monitoring wells would need to be removed in accordance with provincial regulations. No further assessments or testing were indicated in support of the proposed development.

Concept Servicing Report

A Concept Servicing Report was prepared by Novatech dated August 15, 2025 in support of the development applications. The proposed development will be serviced by an extension of existing municipal infrastructure including water, stormwater, and sanitary services as noted in the report. A private wastewater pumping station will be required to serve the proposed development. Pond 2 will provide quality and quantity control of stormwater runoff in compliance with MVCA criteria.

Based on the findings from the report, the proposed development will be adequately serviced by an extension of existing municipal infrastructure. The proposed development has been designed to ensure that quality and quantity of stormwater runoff complies with MVCA criteria through Pond 2.

7.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- A public meeting will be held when the *Zoning By-law Amendment* application goes to the City of Ottawa's Planning and Housing Committee.
- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).

8.0 CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)* and *Fernbank Community Design Plan (2009)*, and complies with the provisions of *Zoning By-law 2008-250*. This Planning Rationale, Public Consultation Strategy, and Scoped Urban Design Brief supports the proposed development.

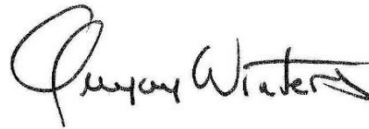
The proposed development is an appropriate and desirable addition to the Stittsville community and represents good planning.

Yours truly,

NOVATECH

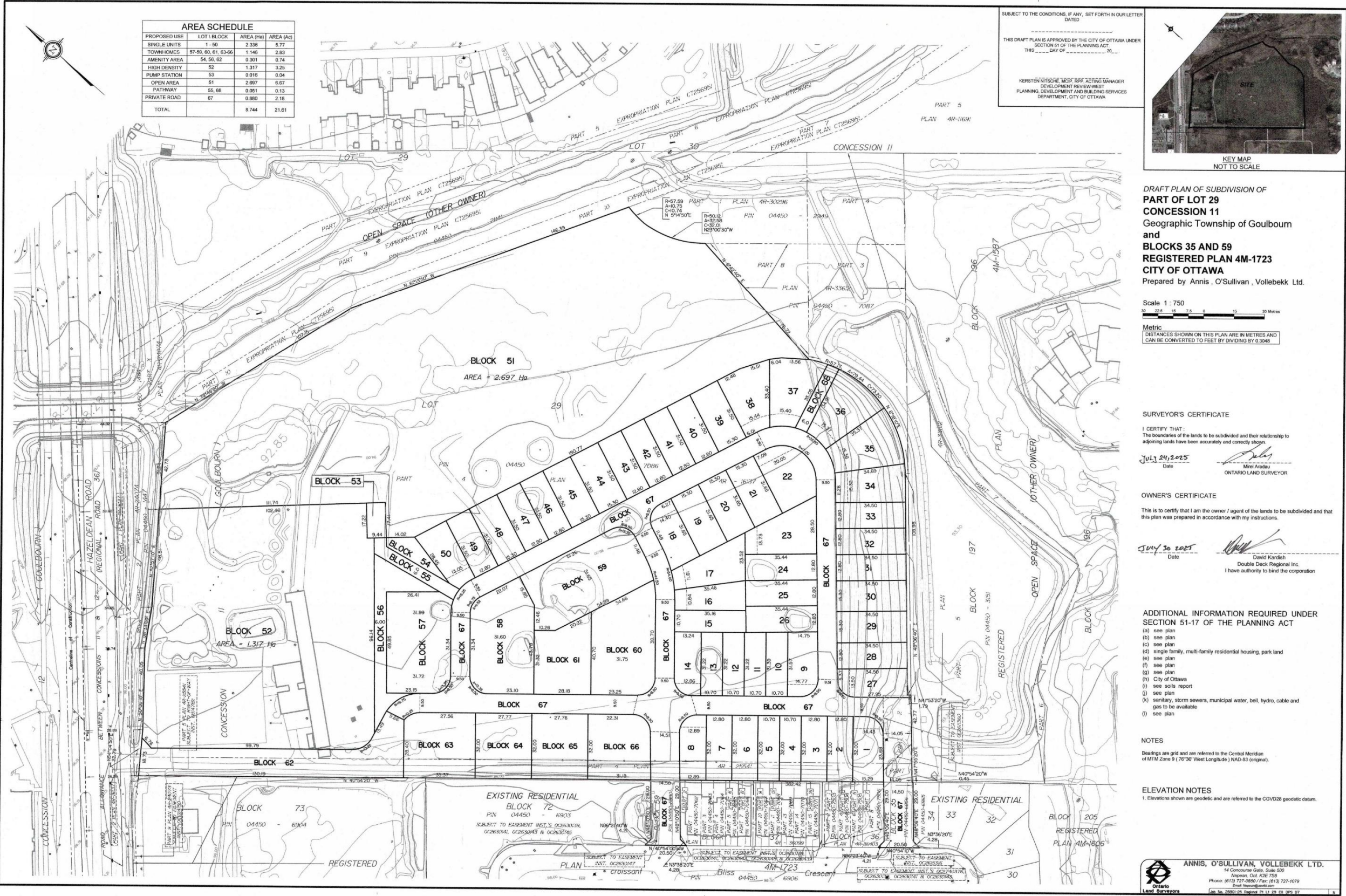


Robert Tran, M.Pl.
Project Planner, Planning & Development

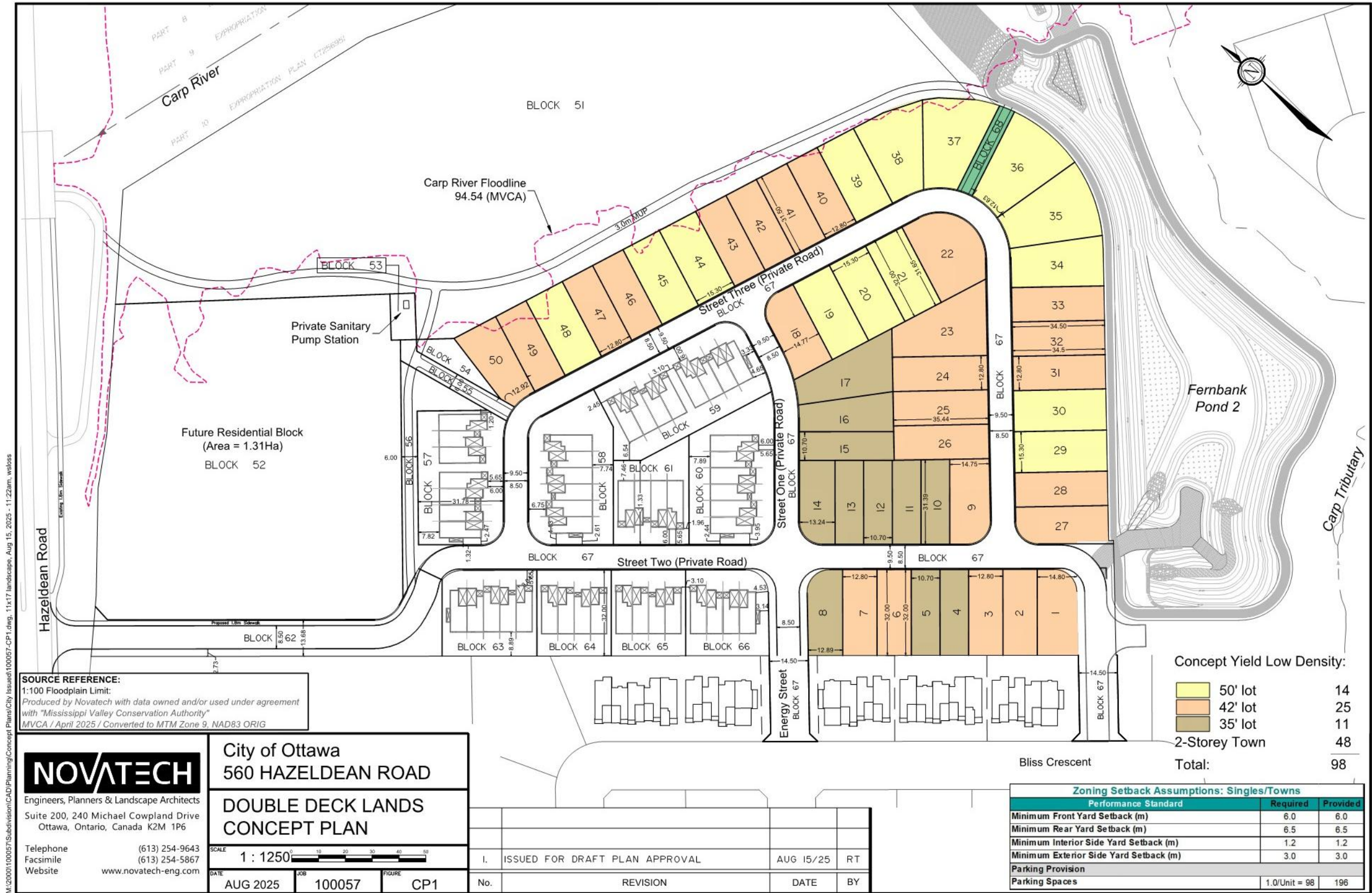


Greg Winters, MCIP, RPP
Director, Planning & Development

Appendix A
Draft Plan of Subdivision
Prepared by Annis O'Sullivan Vollebekk
Dated July 30, 2025



Appendix B
Concept Plan
Prepared by Novatech
Dated August 2025



Appendix C
Context Plan
Prepared by Novatech
Dated August 2025

