



GOLDBERG GROUP LAND USE PLANNING AND DEVELOPMENT  
2098 AVENUE ROAD, TORONTO, ONTARIO M5M 4A8

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## **PLANNING REPORT**

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### **Draft Plan and Zoning by-Law Amendment Application**

5971 Flewellyn Road, 1770 Shea Road and 1820 Shea Road, in the City of Ottawa

**Prepared for:** Caivan (Stittsville South) Inc. and Caivan (Stittsville West) Ltd.

June 27, 2025

## TABLE OF CONTENTS

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
<b>2.0</b>	<b>Background</b>	<b>2</b>
<b>3.0</b>	<b>Location and Description of the Subject Site</b>	<b>7</b>
<b>3.2</b>	<b>City Policy and Zoning Context of the Subject Site</b>	<b>8</b>
<b>3.3</b>	<b>Transportation</b>	<b>11</b>
<b>3.4</b>	<b>Site Servicing and Stormwater Management</b>	<b>13</b>
<b>3.5</b>	<b>Natural Heritage</b>	<b>13</b>
<b>3.6</b>	<b>Parks and Open Spaces</b>	<b>Error!</b>
	Bookmark not defined.	
<b>3.7</b>	<b>Geotechnical and Hydrogeology</b>	<b>13</b>
<b>4.0</b>	<b>Description of Surrounding Area Context</b>	<b>15</b>
<b>5.0</b>	<b>Description of Proposal</b>	<b>16</b>
<b>5.2</b>	<b>Built Form</b>	<b>19</b>
<b>5.3</b>	<b>Streets</b>	<b>19</b>
<b>5.4</b>	<b>Parks and Open Space</b>	<b>19</b>
<b>5.5</b>	<b>Applications Required to Implement the Proposal</b>	<b>20</b>
<b>6.0</b>	<b>Policy Context</b>	<b>21</b>
<b>6.2</b>	<b>Planning Act</b>	<b>21</b>
<b>6.2.1</b>	<b>Section 2</b>	<b>21</b>
<b>6.2.2</b>	<b>Parkland Dedication</b>	<b>22</b>
<b>6.2.3</b>	<b>Plan of Subdivision</b>	<b>22</b>
<b>6.3</b>	<b>Provincial Planning Statement, 2024 (“PPS”)</b>	<b>24</b>
<b>6.4</b>	<b>City of Ottawa Official Plan (“City OP”)</b>	<b>27</b>
<b>6.4.1</b>	<b>Future Neighbourhood Overlay</b>	<b>Error!</b>
	Bookmark not defined.	
<b>6.4.2</b>	<b>City-wide Policies</b>	<b>28</b>
<b>6.4.3</b>	<b>Transects</b>	<b>37</b>
<b>6.4.4</b>	<b>Urban Designations</b>	<b>39</b>
<b>6.4.5</b>	<b>Rural Countryside Designation</b>	<b>41</b>
<b>7.0</b>	<b>Proposed Zoning By-law Amendment</b>	<b>42</b>
<b>8.0</b>	<b>Relevant Guidelines and Other Considerations</b>	<b>48</b>
<b>9.0</b>	<b>Overall Conclusions</b>	<b>49</b>

## LIST OF FIGURES

**Figure 1: Aerial Context Map**

**Figure 2: City of Ottawa Official Plan – Schedule A – Transect Policy Areas**

**Figure 3: City of Ottawa Official Plan – Schedule B9 – Rural Transect Policy**

**Figure 4: City of Ottawa Official Plan – Schedule C17 – Urban Expansion Areas**

**Figure 5: City of Ottawa By-law 2008-250**

**Figure 6: City of Ottawa Official Plan – Schedule C2 – Transit Network**

**Figure 7: City of Ottawa Official Plan – Schedule C9 – Rural Road Network**

**Figure 8: Draft Plan of Subdivision**

**Figure 9: Draft Proposed Zoning By-law**

## 1.0 Introduction

Caivan (Stittsville South) Inc. and Caivan (Stittsville West) Ltd. (the “owner”), has retained Goldberg Group as land use planners in relation to the Zoning By-law Amendment (“ZBA”) and Draft Plan of Subdivision (DPS) applications seeking to permit the development of approximately 362 residential dwellings in the form of single detached and standard townhomes on the lands known municipally as 5971 Flewellyn Road, 1770 Shea Road and 1820 Shea Road, in the City of Ottawa (the “subject site”).

This Planning Report reviews the existing and evolving land use and area context, the development capability of the subject site within this context, and the current Provincial and municipal policies and guidelines. The conclusion of this report is that from a land use planning perspective, the proposed development is a good and appropriate fit within the existing and planned context. It is also consistent with, conforms with, and is in keeping with, applicable policies and guidelines of the Province of Ontario and the City of Ottawa.

The following plans and reports have been prepared in support of the subject ZBA and DPS applications. This documentation will be included under separate cover with this submission:

- J.D. Barnes Ltd, Draft Plan of Subdivision, dated May 26, 2025
- J.D. Barnes Ltd, Plan of Survey (PLAN 4R-34545), dated April 8, 2022;
- J.D. Barnes Ltd, Plan of Survey (PLAN 4R-34873), dated August 31, 2022;
- Matrix Heritage, Stage 1 Archaeological Assessment, dated February 1, 2022;
- Matrix Heritage, Stage 2 Archaeological Assessment, dated September 6, 2022;
- Matrix Heritage, Stage 3 Archaeological Assessment, dated October 2022;
- Paterson Group, Hydrogeological Existing Conditions Report, dated May 29, 2025;
- Paterson Group, Geotechnical Report, dated June 3, 2025;
- Paterson Group, Hydrogeological Study and Water Budget Assessment, dated August 7, 2024;

- Paterson Group, Phase 1 Environmental Site Assessment, dated April 10, 2025;
- David Schaeffer Engineering Ltd., Functional Servicing Report, dated June 2025;
- Kilgour & Associates Ltd., Environmental Impact Study, dated May 30, 2025;
- CGH Transportation, Transportation Impact Assessment, dated June 2025;
- Gradient Wind Engineering Inc., Noise Report, dated May 8, 2025;
- NAK Design Strategies, Park Fit Plan, dated January 6, 2025;
- NAK Design Strategies, Parking Plan, dated June 19, 2025; and
- NAK Design Strategies, Urban Design Brief, dated June 2025.

To the extent applicable, these plans and reports have been utilized as input into the facts and opinions expressed in this Planning Report.

## **2.0 Background**

After the City of Ottawa adopted the new Official Plan in November 2021, a meeting was held with City staff on December 17<sup>th</sup>, 2021, to discuss the approval approach for the W-4 Urban Expansion Area which included the subject site and the lands immediately to the west of the subject site, known municipally as 6070 Fernbank Road, and 5993, 6115, 6141 and 6159 Flewellyn Road (the “West Parcel”). An integrated OPA and Draft Plan process was discussed. Subsequently, the applicant provided a letter, authored by Fotenn and dated January 28<sup>th</sup>, 2022, describing how the process can be facilitated as transportation, servicing, planning and environmental scope similar to a Draft Plan process.

On February 7<sup>th</sup>, 2022, a meeting was held with City staff, including both Policy and Development Review, to discuss the January 28<sup>th</sup>, 2022, letter and study requirements for a submission. The outcome of the meeting was to prepare scoped Terms of Reference documents for Planning, Servicing, Environmental, and Transportation to facilitate the concept plan process. During the meeting, City staff indicated they were preparing a report on the future neighbourhood urban expansion area process.

On March 24<sup>th</sup>, 2022, the applicant submitted the draft Terms of Reference documents as discussed in the February 2022 meeting, for City staff review. This included Terms of Reference documents for a scoped Master Servicing Study, Traffic Impact Assessment, Environmental Impact Assessment, Geotechnical and Hydrogeology reports. On March 25<sup>th</sup>, 2022, City staff confirmed receipt and stated the documents would be circulated for review and comment.

On May 6<sup>th</sup>, 2022, City staff provided comments on the Terms of Reference documents, with the disclaimer that the comments could be used to finalize drafts of the Terms of Reference documents that would guide the preparation of the reports. It was noted the Terms of Reference documents would be finalized once adopted by City of Ottawa Council.

In a letter dated May 6, 2022, Planning Staff confirmed that given the scale and scope of the W-4 urban expansion area, a full Community Design Plan process is not required.

The process outlined in the letter generally consists of the submission of a Concept Plan and associated reports to be endorsed by the City, followed by the submission of the Draft Plan of Subdivision and Zoning By-law amendment applications and subsequently an OPA to lift the Future Neighbourhood Overlay.

From May 2022 to July 2024, City staff comments were incorporated into draft Terms of Reference documents. On July 21<sup>st</sup>, 2022, the applicant provided a letter and revised Terms of Reference documents to City staff, acknowledging the concept plan process and initiating the fieldwork to prepare the reports, understanding the work would be completed at the applicant's risk given the Official Plan was still pending ministerial approval.

From May 2022 to September 2022, field work was completed on the lands that are the subject of this application. Provincial adoption of the Official Plan followed shortly after on November 1<sup>st</sup>, 2022. In a letter dated November 4<sup>th</sup>, 2022, the applicant responded to Bill 23, encouraging support for a simplified process. On December 19<sup>th</sup>, 2022, City staff provides a letter in response, reiterating the concept plan process detailed in the May 6<sup>th</sup>, 2022 letter, stating the proposed approach will form part of a report that will go to Planning Committee and Council for approval in Q1 2023. The letter includes a statement that any changes in the process due to Bill 23 would be reviewed and implemented in the aforementioned report. As such, the process to lift the Future Neighbourhood Overlay for the lands that are the subject of this application was paused from

November 2022 to September 2023 while the aforementioned report was prepared and approved by City Council on August 23<sup>rd</sup>, 2023.

In a staff report submitted to the Planning and Housing Committee on August 16, 2023 and subsequently endorsed by Council on August 23, 2023, outlined in more detail the process for Future Neighbourhoods in Urban Expansion Areas. It provided that through a Concept Plan process, either the City or proponent can initiate the OPA to remove the Future Neighbourhood Overlay. A proponent-led OPA through an application provides timing flexibility by utilizing resources from Development Review. As such, the owners have opted to initiate the OPA application process.

The first phase of the Concept Plan process for Future Neighbourhoods Overlays includes the preparation of the Terms of Reference and Existing Conditions Reports relating to environmental, ecological, and engineering information. These reports detail the site's natural features, infrastructure capacity, and opportunities and constraints that lead to a recommended developable area. These reports set the foundation for the supporting studies and plans to be undertaken in the second phase. The first phase has been completed by the proponent through submission of reports and meetings with City staff.

On September 27<sup>th</sup>, 2023, an initial meeting was attended by City of Ottawa Policy department staff. The applicant submitted completed existing condition reports at the meeting, including the scoped Master Servicing Study, Transportation Impact Assessment, and Environmental Impact Assessment.

On October 5<sup>th</sup>, 2023, Project Management Meeting #1 was attended by City of Ottawa Policy department staff and next steps for the process were established. The existing condition reports were to be circulated for review and comment, working group meetings were to be scheduled for ecological, servicing, and transportation review, consultation with the local councillor was to occur, adjacent landowners were to be notified of the process, and an open house was to be scheduled for January 2024. Shortly following, infrastructure resources were confirmed with the Infrastructure Policy department, confirming project leads.

On October 29<sup>th</sup>, 2023, Project Management Meeting #2 was attended by City of Ottawa Policy department staff and the Concept Plan approach was reconfirmed. City of Ottawa Policy

department staff would initiate the process and be responsible for approving the terms of reference, existing condition reports and facilitate public consultation. Once the terms of reference and existing condition reports were approved and a public consultation meeting was completed, the process would proceed to Development Review for review and approval, including an OPA with the identified required studies: Scoped Master Servicing Study, Scoped Environmental Management Plan, Scoped Community Transportation Study, and a Concept Plan report.

On November 2<sup>nd</sup>, 2023, a meeting with City staff was held to discuss the necessary process for municipal drains in the lands that are the subject of this application. It was indicated that the scope of work would fall under Section 65 of the Drainage Act with updates to the change in land use and incorporation of new connections to the Faulkner Municipal Drain. It was clarified there may be involvement of a Drainage Engineer for confirmation of adequate outlet. The Drainage Engineer was appointed by Council on October 16<sup>th</sup>, 2024.

From November 2023 to February 2024, Project Management Meetings #3 through #5 were held to review the status of the working group sessions and ensure the terms of reference were approved, existing condition reports were being reviewed, discuss the upcoming public consultation meeting in early 2024, and collaborate with the local councillor regarding public consultation. Public Open House #1 was held on February 29<sup>th</sup>, 2024, to introduce the public to the process. Presentation boards indicated a second public meeting would occur in Spring 2024 with Draft Plan submission in 2024, including an OPA and Zoning by-law application, with approval scheduled for Fall 2024 – Winter 2025. Concurrent with the Project Management Meetings, separate monthly working group session meetings were held with Infrastructure Policy, Transportation Policy, and Natural Systems.

Two Public Open Houses have been held for the W-4 Urban Expansion Area. A Public Open House #1 (POH #1”) was held on February 29<sup>th</sup> 2024 to kick-off the project. A Public Open House #2 (POH #2”) was held on July 18<sup>th</sup> 2024 where existing conditions and constraints layer were presented and two preliminary concept plans were presented as further detailed later in this Planning Report.

Following the first public open house, additional project management meetings occurred from March 2024 to July 2024. Bi-weekly meetings included the discussion of action items to meet process timelines and deliverables, with the focus on the development of the Concept Plan.



Meeting with City staff occurred to approve the existing conditions for the next public consultation meeting and additional analysis was conducted to develop the Concept Plan and proceed with draft technical studies that involved Infrastructure Policy, Transportation, Natural Systems, and Parks. Additional meetings were held with Natural Systems to arrive at a constraint layer to guide the concept plan (see attached chronology). Working group session meetings continued to ensure deliverables for the second open house had concurrence.

Public Open House #2 was held on July 18<sup>th</sup>, 2024, showcasing the existing conditions, servicing options, Concept Plan options, and high-level mobility network for transportation. At that point, Infrastructure Policy, Natural Systems and Transportation Policy staff directed the applicant to proceed with preparing the Scoped Master Servicing Study, Transportation Impact Assessment and Environmental Impact Study for submission and review.

On July 24<sup>th</sup>, 2024, a meeting took place with City staff from the Development Review department regarding the submission of a private OPA with required technical studies as per the August 23<sup>rd</sup>, 2023 report to Council stating that an OPA can be processed by the Development review department.

Based on the work completed between February 2022 and July 2024, the submission of an OPA, DPS, and ZBA applications for the West Parcel, including applicable studies, occurred on August 14<sup>th</sup>, 2024. On September 11<sup>th</sup>, 2024, the City of Ottawa provided a letter stating the applications are deemed incomplete. The applicant and City staff attended a meeting on September 26<sup>th</sup>, 2024, to review the applicant's response to the supposed deficiencies.

On October 8<sup>th</sup>, 2024, a meeting with Policy and Development Review departments was held to reconfirm the OPA and finalization of the Concept Plan process could be led by Development Review, with the City's Policy staff to support the review of the OPA application as part of the technical review process.

Additional meetings with the Policy and Development Review departments occurred in October and November of 2024 to resolve the alleged deficiencies to have the OPA application deemed complete.

A resubmission of the OPA application for the West Parcel was filed on December 20, 2024 and was deemed complete by the City on January 16, 2025. The City of Ottawa provided consolidated comments from the formal review of the OPA application on March 6<sup>th</sup>, 2025 and the OPA application was updated and resubmitted, addressing the aforementioned comments, on April 24<sup>th</sup>, 2025.

A separate OPA application scoped to the subject site was resubmitted on October 8, 2024 and was deemed complete through the Ontario Land Tribunal (OLT) process in early May 2025.

This Planning Report has been revised based on changes made since the previous submission addressing comments from the City.

### **3.0 Location and Description of the Subject Site**

The subject site is a large irregularly-shaped parcel of greenfield lands, approximately 37 acres (15 ha) in size, located west of Shea Road and north of Flewellyn Road in the west end of the City of Ottawa. The subject site has a frontage of approximately 214 m (702 ft) on Flewellyn Road and 526 m (1,727 ft) on Shea Road.

The subject site is currently vacant and undeveloped. A hydro corridor easement traverses the lands diagonally at the northwest corner of the subject site.

There is one private property located along the southern boundary of the lands, fronting onto Flewellyn Road which does not form part of the subject site. This parcel is identified as Holdout Parcel 1 **Figure 1**.

As mentioned earlier, the West Parcel as identified in **Figure 1** is subject to a separate application submitted on August 14, 2024 and resubmitted in December 2024.

**Figure 1** shows the aerial map of the site and surrounding area context.

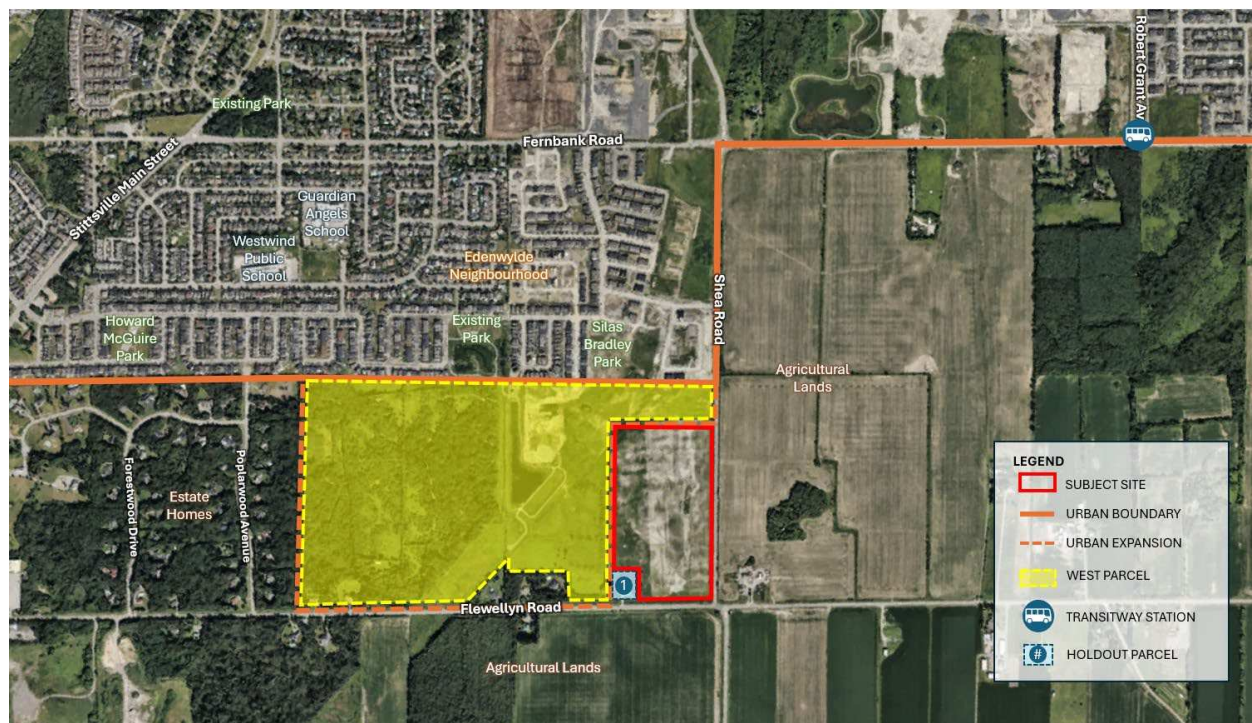


Figure 1 – Aerial Context

### 3.2 City Policy and Zoning Context of the Subject Site

The subject site is located within the Rural Transect on Schedule A of the City of Ottawa Official Plan ("City OP"), see **Figure 2**, and is designated Rural Countryside on Schedule B9 – Rural Transect, see **Figure 3**. It is also located within a New Urban Expansion Area – Category 1, Future Neighbourhood Overlay, on Schedule C17, see **Figure 4**.



Figure 2 – Schedule A – Transect Policy Areas

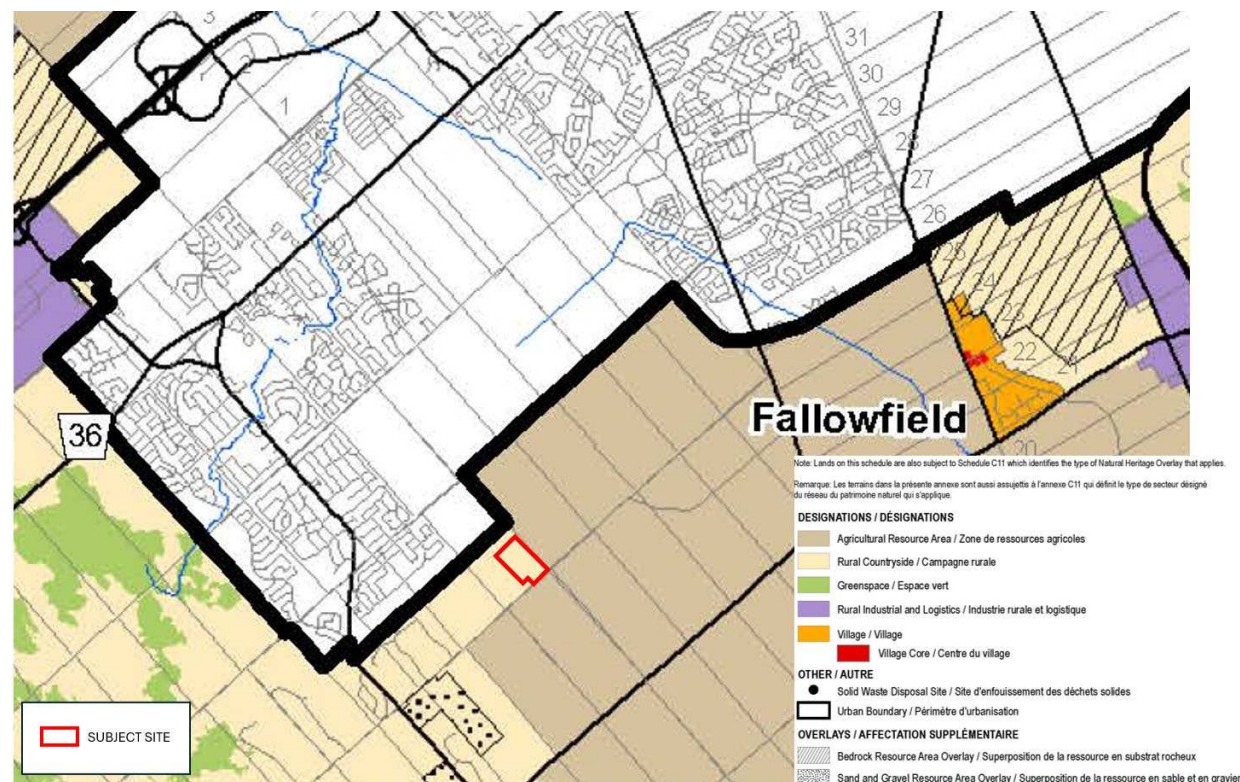


Figure 3 – Schedule B9 – Rural Transect



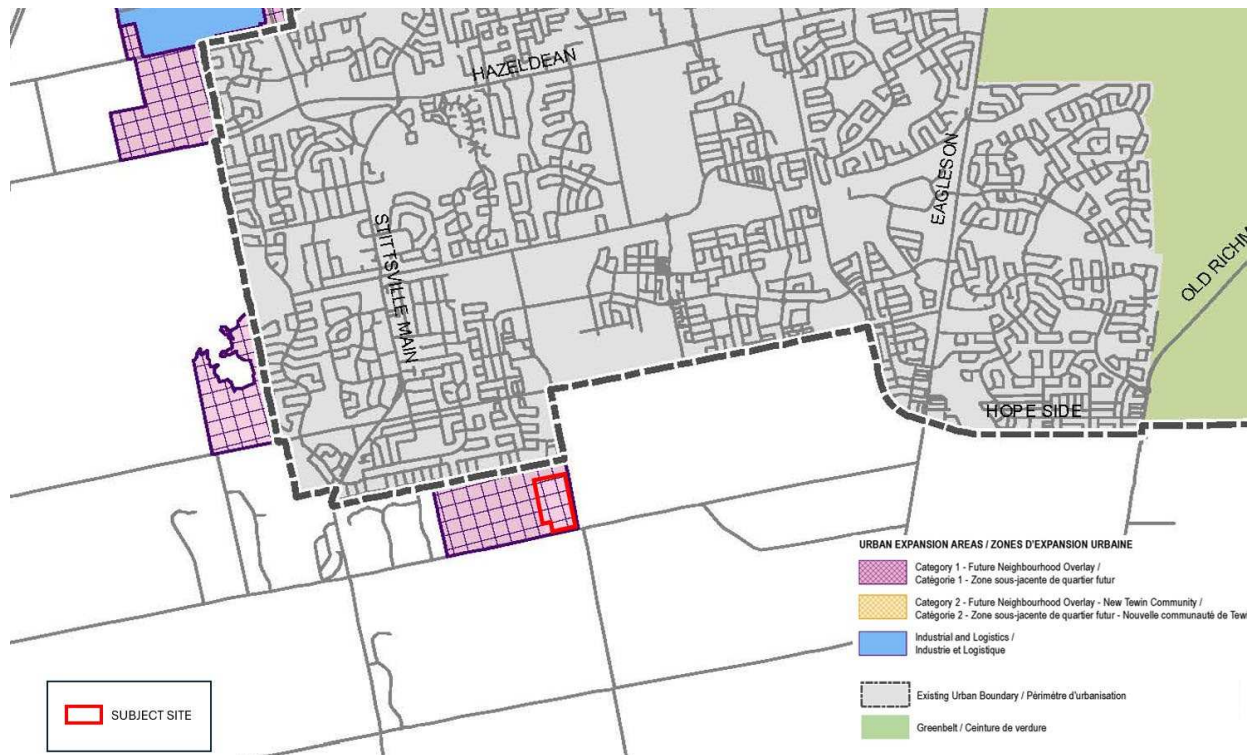


Figure 4 – Schedule C17 – Urban Expansion Areas

By way of background, it is important to note that in January 2021, the City's Growth Management Strategy scored the subject site highly. Due to a proposed by-law infraction by previous owners, the subject site and holdout parcel #1 (**Figure 1**) were not carried forward for the urban expansion and is accordingly not within the W-4 expansion area.

The zoning on the subject site is RU – Rural Countryside Zone, pursuant to the City of Ottawa Zoning By-law 2008-250, see **Figure 5** which zone permits residential uses, including a detached dwelling subject to zoning standards.

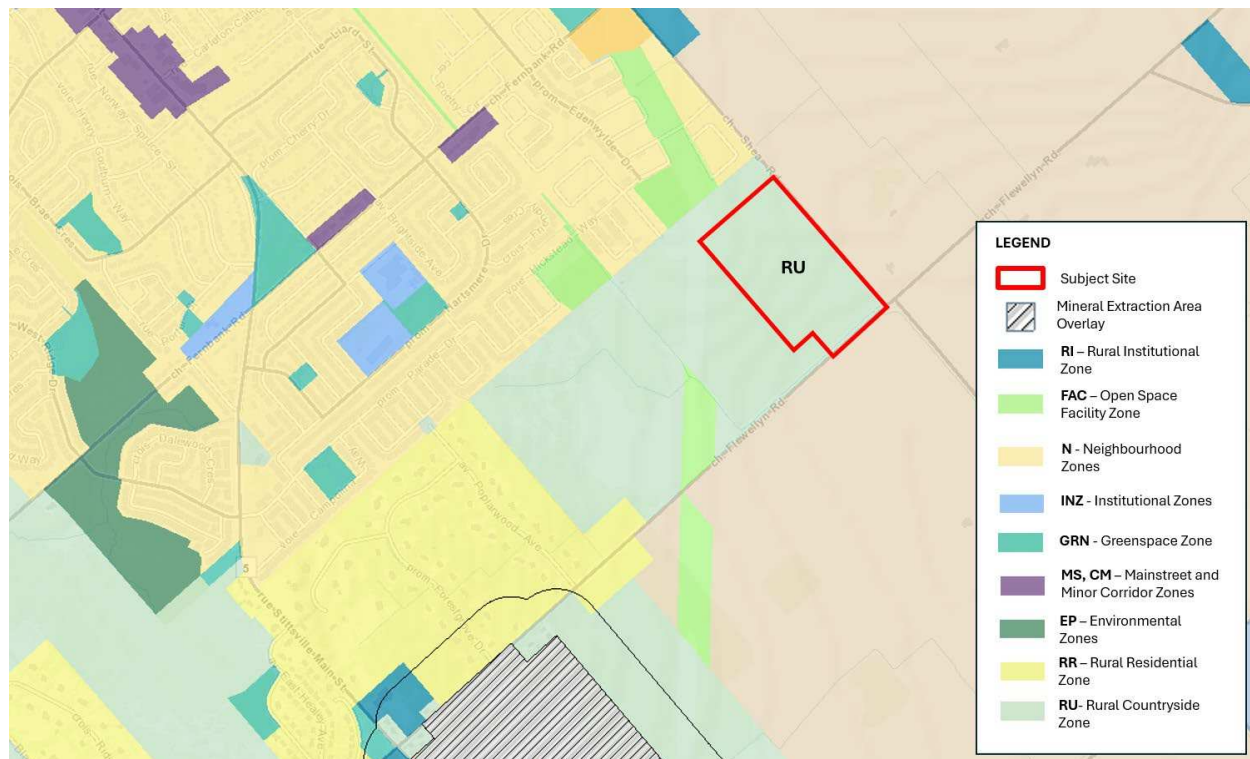
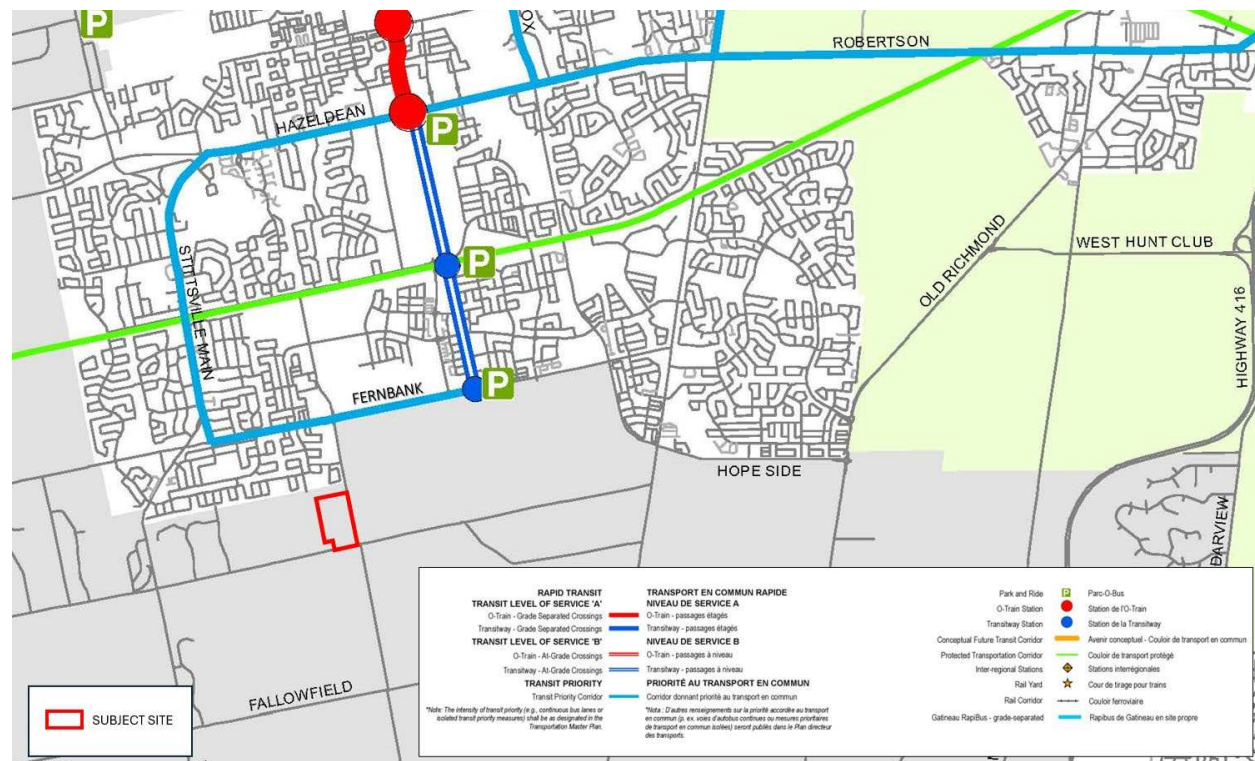


Figure 5 – Zoning By-law 2008-250

### 3.3 Transportation

Vehicular access to the subject site will be provided from Shea Road and Flewellyn Road and from the local road network as proposed through the West Parcel.

With respect to transit, there are no transit stops within 400 m of the subject site. There are multiple transit stops along Fernbank Road and Stittsville Main Street. Fernbank Road, located just over 700 m from the north boundary of the subject site and is identified as a Transit Priority Corridor on Schedule C2 of the City Official Plan (**Figure 6**). A transitway station with a future Park and Ride is located at the intersection of Fernbank Road and Robert Grant Avenue, approximately 1.5 km away from the subject site. Robert Grant Avenue is identified as a Transitway on Schedule C2 of the City Official Plan.



**Figure 6 – Schedule C2 – Transit Network**

The following transit routes are within proximity to the subject site, connecting to the northern Stittsville area:

- Route #61 – Currently travels along Shea Road, Fernbank Road and Stittsville Main Street, and operates a 30-minute service all day.
- Route #162 – Currently travels along Stittsville Main Street, Fernbank Road, and West Ridge Drive. It operates three afternoon buses and four evening buses per day.
- Route #262 – Currently travels along Fernbank Road and West Ridge Drive and operates a 30-minute service in the peak direction/period.
- Route #263 – Currently travel along Stittsville Main Street. It operates three morning buses and four afternoon buses per day in the peak direction.
- Route #301 – Currently travel along Stittsville Main Street. It operates one morning bus and one afternoon bus on Monday in the peak direction.

### **3.4 Site Servicing and Stormwater Management**

The Functional Servicing Report (“FSR”), prepared in June 2025 by David Schaeffer Engineering Ltd. (“DSEL”), provides that the subject site is essential to the development of the West Parcel. It is the logical extension which will conform to current guidelines and design criteria. The FSR recommends that water servicing be provided through extending the watermain network. Sanitary service is to be provided through upgrades to the adjacent Shea Road Sanitary Pump. The stormwater service is to be provided by capturing stormwater runoff by an internal gravity sewer. The southeast quadrant of the subject site is identified as the optimal location for the stormwater management pond due to the topography.

### **3.5 Natural Heritage**

The Environmental Impact Study (“EIS”) prepared by Kilgour & Associates Ltd. for the subdivision, dated May 30, 2025 builds upon the previously approved Existing Conditions Report, dated January 19, 2024 and the agreed-upon constraints presented at the Public Open House #2 (“POH #2”) held on July 18, 2024.

The EIS provides that other than the Faulkner Drain along the southern edge of the parcel, no pre-existing natural features are located directly within the subject site. As such, there are no specific grading restrictions or limitations (outside of the Faulkner drain corridor) required to protect such features.

Where the subject site abuts the Faulkner Drain along Flewellyn Road, the setback can be reduced to 15 m from the existing stable top of slope, as further detailed later in this report.

The EIS concludes that the proposed development could be sufficiently mitigated to limit net negative impacts to significant natural features or ecological functions of the subject site.

### **3.6 Geotechnical and Hydrogeology**

The Geotechnical Investigation prepared by Paterson Group provides that the site gradually slopes from the northwest to the southeast. The site also gradually slopes downward from the northeast and southwest to the central portion of the site, thereby having a shallow valley bearing



northwest to southeast. The subject site can support the proposed development from a geotechnical perspective. There will be areas in the northwestern portion of the development area where bedrock removal will be required. This will be further refined at a later implementation stage of development.

The Hydrogeological Existing Conditions Report prepared by Paterson Group provides that overburden soils at the subject site consist primarily of glaciomarine deposits with fine grained material to the east and coarse-grained material to the west. To the north, a small portion of the subject site consists of glacial till. The direction of hydraulic gradients shows that groundwater flow travels predominantly from west to east towards the eastern corner of the subject site. The overburden and bedrock groundwater flow in the vicinity of the subject site is considered to partially reflect local topography and subwatershed regional boundaries. The horizontal hydraulic gradient in the bedrock was observed to be in a general eastward direction with increased values within the western portion of the subject site. In general, the overburden soils at the subject site are relatively shallow and consist of moderate hydraulic conductivities with lower value materials on the east side of the development area. With the limited thickness and available quantity of groundwater within the overburden aquifer, it is not considered an adequate source for water supply wells. Surrounding water wells in the vicinity of the site are accessing the bedrock aquifers.

### **3.7 Noise**

A Traffic Noise Feasibility Study was prepared May 8, 2025, by Gradient Wind which concluded that noises levels ranged from 51 and 67 dBA during daytime period (7:00am to 11pm) and between 47 and 59 dBA during the nighttime period (11:00pm to 7:00am). Where exterior noise levels exceed 65 dBA on the exterior road-adjacent sides of the subdivision will require building components with higher Sound Transmission Class (STC) ratings. Detailed calculations will be required once plans and elevations are finalized to determine appropriate STC rating for windows and walls. Type C and D warning clauses will be required on all Lease, Purchase and Sale Agreements as further detailed in the study. Outdoor living areas may also require noise control measures. A detailed roadway traffic noise study will be required to determine specific noise control measures.

#### 4.0 Description of Surrounding Area Context

The subject site is planned to complement the surrounding residential fabric. The following summary sets out notable details of the surrounding area context. A corresponding map of the surrounding area is shown in **Figure 1**.

##### North

- Immediately north of the subject site is the edge of the West Parcel which is subject to a separate application.
- Further north is the existing urban boundary and an existing neighbourhood known as Stittsville South – Area 6 Edenwyld. The neighbourhood includes a mix of residential dwelling types, parks, trails, open spaces, and community facilities, including schools.

##### West

- To the immediate west of the subject site is the eastern edge of the West Parcel.
- Further west are large single-detached estates lots, fronting onto Poplarwood Avenue, within an existing subdivision, known as Woodside Acres. These lots have large and heavily treed rear yards.

##### South

- Immediately south of the subject site is Flewellyn Road, a two-lane rural collector road, as identified on Schedule C9 – Rural Road Network in the City OP, see **Figure 7**.
- On the south side of Flewellyn Road are existing agricultural lands.

##### East

- Immediately east of the subject site is Shea Road, a two-lane collector road, as identified on Schedule C9 – Rural Road Network in the City OP.
- On the east side of Shea Road are existing agricultural lands.

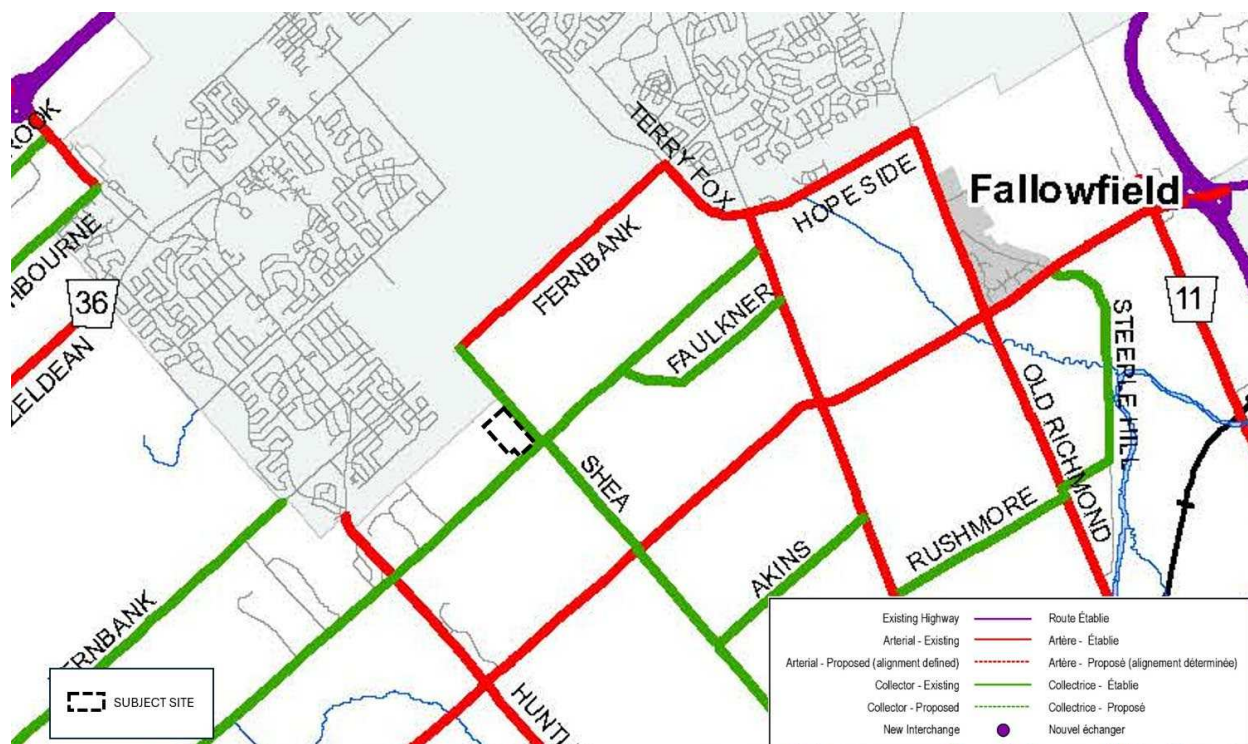


Figure 7 – Schedule C9 – Rural Road Network

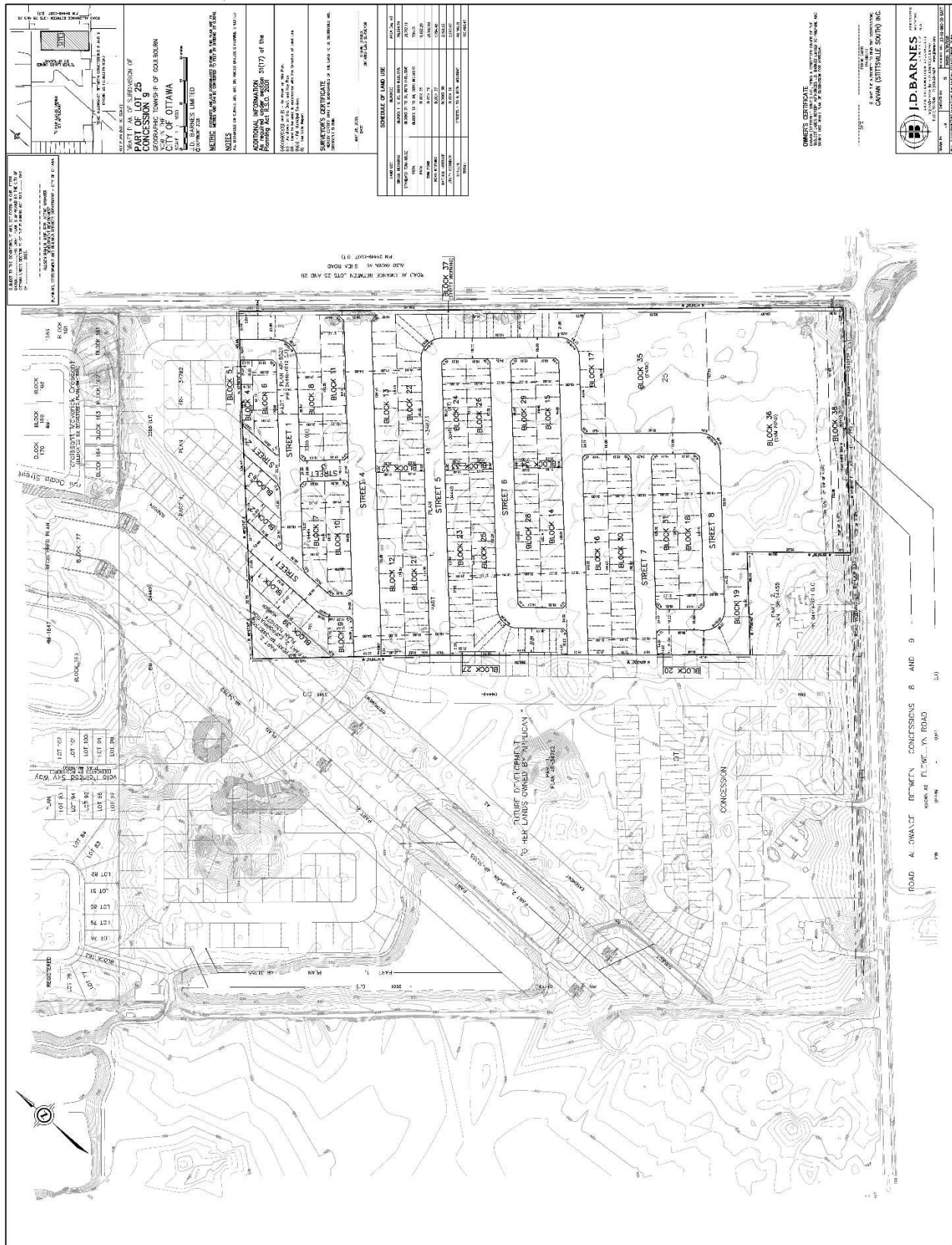
## 5.0 Description of Proposal

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS), the City OP, City guideline documents, background studies from a variety of disciplines, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, a well-designed organization of the subject site which contains an appropriate mix of dwelling types and other uses.

A Draft Plan is included as **Figure 8** of this Planning Report. The Draft Plan currently includes the West Parcel given these lands are planned to be interconnected with future road and service connections. All supporting studies have included the West Parcel and the holdout parcels as part of their analysis. The West Parcel is undergoing a separate OPA application process.

Some of the notable statistics of the proposal, excluding and including the West Parcel, are as follows:

Land Use	Proposal (excluding West Parcel)	Proposal and West Parcel
Single-Detached	222 units (39,994.74 sq.m.)	837 (189,908.91 sq.m.)
Standard Townhomes	140 units (31,717.14 sq.m.)	667 (126,414.34 sq.m.)
Stacked Townhomes	0 units	550 (50,716.93 sq.m.)
Total Dwellings	Approx. 362	Approx. 2,054
Parks	1 park block (9,482.29 sq.m.)	2 park blocks (33,952.26 sq.m.)
SWMF	1 new SWMF (21,140 sq.m.)	2 new SWMF (42,620.94 sq.m.)
Streets	9 streets <ul style="list-style-type: none"> <li>• Collector Roads (24m)</li> <li>• Local Roads (18m)</li> </ul>	26 streets <ul style="list-style-type: none"> <li>• Collector Roads (24m)</li> <li>• Local Roads (18m)</li> </ul>



## 5.2 Built Form

The proposal will include primarily low density forms through single detached homes and townhomes.

Corner lots and gateway entrances will have the highest visibility from the street and as such, will be designed with rear yard bump outs, additional windows and architectural articulation.

Select units within the proposal will feature Caivan's OpenPlan™ Design, which reduces the appearance of a garage and car-dominated streetscape, maximize windows and natural light on front and rear facades, and include finished basements.

## 5.3 Streets

Collector streets are designed at a Right-of-Way ("ROW") width of 24.0 m and local roads will be designed with a ROW of 18.0 m as shown on **Figure 8**. The proposed local roads will connect to the existing road network to the north. All housing typologies will front or flank onto the ROW adding dynamic interest along the streetscape.

On-street parking will be provided on all roads wherever possible to allow short-term parking for residents and visitors. Traffic-calming measures will be implemented to reduce speeds and will be appropriately dispersed throughout the proposed development to enhance safety.

## 5.4 Parks and Open Space

The proposal will include one new public park, sited along the eastern edge of the subject site with frontages onto Shea Road and a new local street towards the west to enhance visibility. The park is also located immediately north of the stormwater management pond proposed at the southeast corner of the subject site abutting the Faulkner Drain to the south (along Flewellyn Road). The park is centrally located to provide more convenient access to the surrounding neighbourhood.

## 5.5 Applications Required to Implement the Proposal

An OPA application for the subject site was submitted on August 14, 2024 and resubmitted on October 8, 2024 to include the lands into the W-4 urban expansion boundary. The collector roads through the subject site supports the West Parcel to allow for efficient development patterns and infrastructure. In accordance with the City's Growth Management Strategy, settlement area boundaries should be defined and based on logical boundary conditions such as existing roads or such other natural geographic features. Excluding the subject site from the urban area would create an undesirable rural enclave at the corner of a prominent intersection within the Stittsville South area and contiguous with, or lot line to lot line with, the urban growth area. As such, the subject site is proposed to be included as part of the W-4 urban expansion area.

The subject site is currently zoned Rural Countryside Zone (RU) in the City of Ottawa Zoning By-law 2008-250. The by-law permits the following uses in the RU Zone:

- Agricultural use;
- Agricultural-related use;
- Animal care establishment;
- Animal hospital;
- Artist studio;
- Bed and breakfast;
- Cannabis Production Facility, limited to outdoor and greenhouse cultivation;
- Cemetery;
- Detached dwelling;
- Equestrian establishment;
- Environmental preserve and educational area;
- Forestry operation;
- Group home;
- Home-based business;
- Home-based day care;
- Kennel;
- On-farm diversified use;
- Retirement home, converted; and
- Additional dwelling unit.

The subject site is proposed to be developed with single detached units and townhomes at densities in keeping with the evolving character of the area. A ZBA amending By-law 2008-250 is required to support the proposal and is further detailed later in this report.



A DPS is also required to divide the lands into lots and blocks in accordance with the proposal which can then be conveyed or sold separately in the future.

## **6.0 Policy Context**

The policy context that applies to the subject application is the Provincial Policy Statement, 2020 (the “PPS”), the Planning Act, and the City of Ottawa Official Plan. In addition, regard has been given to the Urban Design Guidelines for Greenfield Neighbourhoods (2007) and the Building Better and Smarter Suburbs (2015). These documents are reviewed in the sections below.

## **6.2 Planning Act**

### **6.2.1 Section 2**

Section 2 of the *Planning Act* indicates that municipalities shall have regard to the following matters of provincial interest, among other matters:

- “a) The protection of ecological systems, including natural areas, features and functions;
- b) The protection of the agricultural resources of the Province;
- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- h) The orderly development of safe and healthy communities;
- k) The adequate provision of a full range of housing, including affordable housing;
- p) The protection of public health and safety;
- q) The appropriate location of growth and development;
- r) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- s) The promotion of built form that is
  - i) Well designed,
  - ii) Encourages a sense of place, and
  - iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.”



The proposed development has had regard for those Provincial interests, germane to the subject proposal, as follows:

- The development will add a range of residential units to an area that is currently vacant and underutilized;
- The subject site is an appropriate location for growth and development, as it is a logical and sequential urban area expansion, adjacent to existing urban development; and
- The built form includes well-designed streetscapes that are accessible and attractive, and there is a generous quantity of high quality open space, contributing to a vibrant sense of place.

Further, the site-specific conditions of Draft Plan approval can be used to ensure that matters of provincial interest are addressed and secured (as appropriate) before development is permitted to proceed. Therefore, through the application of the mechanisms provided for in the *Planning Act*, in my opinion, the implementation of development approvals for the lands can proceed in a manner provided for under the *Planning Act*.

In view of the forgoing, we conclude that the proposed development has appropriate regard for Section 2 of the *Planning Act*.

### **6.2.2 Parkland Dedication**

The proposal includes one park with a total area of 9,486.4 sq. m. (0.95 ha). Based on the estimated number of approximately 362 units for this proposed subdivision, excluding the West Parcel (separate application), the estimated parkland dedication requirement of 1 hectare per 600 units is approximately 0.6 ha. Given the dwelling unit count is approximate, the parkland dedication requirement has been exceeded in recognition of the under-dedication of the West Parcel and will be commensurate to the final unit count.

### **6.2.3 Plan of Subdivision**

Section 51(24) of the *Planning Act* provides that, in considering a draft plan of subdivision, regard shall be had, to the health, safety, convenience, accessibility for persons with disabilities and

welfare of the present and future inhabitants of the municipality and to, the following (among other matters):

- “(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;
- (f) the dimensions and shapes of the proposed lots;
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- (h) conservation of natural resources and flood control;
- (i) the adequacy of utilities and municipal services;
- (j) the adequacy of school sites; and
- (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.”

The proposal has appropriate regard to Section 51(24) of the *Planning Act*, as follows:

- The proposal has regard to Section 2 of the *Planning Act*, as detailed earlier in this report;
- The proposal is of public interest as it received high servicing and transit scores from the City in January 2021 and is within an approved urban expansion area meeting the City’s Growth Management Strategy. It is also located immediately south of an existing neighbourhood, Edenwyld that includes schools and parks;
- The proposal conforms with the City of Ottawa Official Plan as further detailed later in this report;

- Where necessary, mitigative measures will be included to minimize impacts onto natural resources as further detailed in the Environmental Impact Study prepared by Kilgour and Associates Ltd. This will be further refined at detailed design;
- Utilities and municipal services are adequately available as further detailed in the FSR prepared by DSEL.; and
- One park is proposed at an area of 9,482.29 sq.m. to be conveyed to the City.
- The mix of lots appropriately provide for a variety of housing options.

In view of the foregoing, it is my opinion that the proposed development has regard for the applicable matters set out in Section 51(24) of the *Planning Act*.

### **6.3 Provincial Planning Statement, 2024 (“PPS”)**

The Provincial Planning Statement (the “PPS”) came into effect on October 20, 2024. The PPS is intended as a single, province-wide land use planning document. The stated intent of the Province is to speed up government approval processes and support the achievement of housing objectives across Ontario.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. If approved, all planning matters would be required “to be consistent” with the New PPS pursuant to subsections 3(5) and 3(6) of the *Planning Act*.

In addition to policies applicable across the province, the PPS includes policies only applicable to *Large and fast-growing municipalities* which have the greatest need for housing, which includes the City of Ottawa, as identified in Schedule 1.

Subsection 2.1 of the PPS relate to Planning for People and Homes with the following relevant policies:

- “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.”

The following policies under section 2.2 are considered in the PPS with respect to 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:
    - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
  - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.”

As mentioned earlier, the proposal will provide an appropriate range and mix of housing options in the form of single-detached and standard townhouses. The proposal will also contribute to meeting minimum housing targets within designated growth areas. It will use land and infrastructure efficiently and support active transportation where possible.

As explained earlier, the subject site is not currently within the W-4 urban expansion area. As such, the following policies under section 2.3.2 of the PPS are relevant to the subject site for expanding the settlement area boundary:

- “1. In identifying a new *settlement area* or allowing a *settlement area* boundary expansion, planning authorities shall consider the following:
  - a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
  - b) if there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;
  - c) whether the applicable lands comprise *specialty crop areas*;
  - d) the evaluation of alternative locations which avoid *prime agricultural areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
  - e) whether the new or expanded *settlement area* complies with the *minimum distance separation formulae*;
  - f) whether impacts on the *agricultural system* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance; and
  - g) the new or expanded *settlement area* provides for the phased progression of urban development.
2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new *settlement area* only where it has been demonstrated that the *infrastructure* and *public service facilities* to support development are planned or available.

With respect to the identified need, the Province and the City are encouraging and promoting the development of more housing units, as quickly as possible (1.5 million homes Province wide, 151,000 in Ottawa). This is reflected in the many housing initiatives of the Province.

With respect to capacity, as mentioned earlier, the FSR prepared by DSEL concludes that the subject site is serviceable.

No part of the subject site is comprised of specialty crop areas.

With respect to the minimum distance separation formula, the 2024 PPS provides the following definition:

“Minimum distance separation formulae: means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.”

The proposal is not anticipated to impact prime agricultural lands. The closest agricultural lands are located to the east and south, on the other sides of Shea Road and Flewellyn Road.

With respect to the phased progression of urban development, the subject site is the logical next phase adjacent to the West Parcel which is currently within the urban boundary.

In view of the forgoing analysis, it is my opinion that the proposed development is consistent with the PPS.

#### **6.4 City of Ottawa Official Plan (“City OP”)**

The City OP, as approved with modifications by the Minister, came into effect on November 4, 2022. The City OP outlines a comprehensive land use policy framework to guide growth and development within the City to the year 2046, including policies and schedules that address housing and growth management; long-term planning for employment and infrastructure; protect water resources, natural heritage, and agricultural areas; manage non-renewable resources; plan for climate change; and safeguard public health and safety.

Section 3 of the City OP provides the Growth Management Framework. The majority of residential growth is targeted within the built-up area with a high demand of housing expected for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed.

As mentioned earlier, the subject site is designated Rural Countryside on Schedule B9 – Rural Transect (**Figure 3**). The City OP is however analyzed in relation to the Draft Plan (**Figure 8**) through the lens that the subject site is redesignated to Neighbourhoods within the Suburban Transect.

## 6.4.1 City-wide Policies

### Mobility

Subsection 4.1 of the City OP contains city-wide policies as it relates to mobility. The following policies under subsection 4.1.1 are applicable to the subject site:

- “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.
- 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.
- 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.”

The proposal will include sidewalks along new collector and local roadways within the subdivision. Pathways are proposed along the Hydro corridor and stormwater management ponds to improve connectivity to the area parks and other parts of the neighbourhood. Cycletracks are expected to be along new collector roadways and cyclist crossings are proposed at major active mode crossing locations.

### Housing

Section 4.2 of the City OP contains policies related to housing. The intent of these policies is to make Ottawa a good place to live. A place that is safe, affordable and meets the needs of all age groups, incomes and backgrounds. A variety of housing types are encouraged including housing units of different sizes and forms, some of which may not yet be common in Ottawa today.

Subsection 4.2.1 include the following relevant policies:

- “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:
  - 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.
- 2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:
  - a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
  - b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
  - c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.”

The proposal includes a full range of low-rise housing options in the form of single-detached homes and standard townhouses supporting missing middle housing options.



## Parks and Recreation

Section 4.4 of the City OP relates to parks and recreation facilities. Parks are encouraged to be distributed throughout a neighbourhood, and across the City. The shape and size of a park should be designed to provide appropriate access and visibility within the context of the neighbourhood.

Subsection 4.4.1 provides the following relevant policies:

“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
  - v) Meet the minimum standards for drainage, grading and general condition.”

The proposal includes one new park larger than 400 square metres to be conveyed to the City of Ottawa. The proposed park is free of any encumbrances above and below ground and is all of usable shape and topography to accommodate a wide range of uses. The Park Fit Plan, dated January 6, 2025, as prepared by NAK Design Strategies, demonstrates the park being used for

a play area that includes a gathering space and zipline, as well as a skate park and basketball court. These details would be further refined as the application progresses.

The proposed park will be designed to meet minimum drainage, grading and general condition standards in accordance with Ministry of the Environment, Conservation and Parks (“MECP”) and City of Ottawa guidelines as part of detailed design.

Section 4.4.1 continues with the following policies with respect to the rate of parkland dedication.

- “4) The Parkland Dedication By-law, or any successor by-law, shall include provisions for the rate of parkland dedication. As per the *Planning Act* the following rates apply at the time of adoption of this Plan:
  - b) The City shall require the dedication of land for parks in an amount not exceeding 5 per cent of the area of land that is developed or redeveloped for all other purposes except that the City will calculate the park dedication for residential development or redevelopment at densities that exceed 18 units per net hectare using the ‘alternative requirement’ of 1 hectare for every 300 dwelling units as provided in the Planning Act or some lesser amount based upon this requirement. The Parkland Dedication By-law will identify circumstances when a lesser amount will be considered;
  - c) In the case of land that is developed or redeveloped for more than one purpose, the owner shall be required to convey land at the rate applicable to the predominant proposed use of the land for the entire site.”

As mentioned earlier in this report, recent Provincial legislation have revised the requirements for parkland dedication in Ontario. The proposal includes one park and generally meets the parkland dedication requirement.

Section 4.4.4 provides the following relevant policies with respect to larger parks within Outer Urban and Suburban transects:

- “1 For areas with a Future Neighbourhood Overlay and in the Outer Urban and Suburban transects, the City has the following preferences:
  - a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred; ...
  - c) For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks; ...”

The proposal includes larger parks that are sized to accommodate a wide range of activity spaces including sports fields. The proposed park is co-located with the stormwater management facility accommodating for greater land efficiency, meeting the above policies.

Section 4.4.6 includes the following relevant policies with respect to how the design of parks contribute to quality of life and respond to climate change:

“1. The design of parks should generally meet each of the following criteria:

- a) The emphasis on parks will be to provide space for recreational activities;
- e) A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting streets; Sidewalks shall be provided along the entirety of a park’s street frontages in all cases in all transects, and required on local roads that lead directly to parks;
- f) Where possible, landscape, servicing study and concept plans shall preserve existing mature trees and incorporate additional tree cover in a manner that is consistent with the use of the park and prioritizes shade for users. The tree canopy cover target for parks is 40 per cent, as detailed in Subsection 4.8.2, Policy 2), to be implemented, as appropriate;
- g) New park space should be co-located with an existing or proposed park or another element of urban or rural greenspace, where possible; and
- h) To adapt to climate change, provide cooling amenities in park design such as splash pads, wading pools, shade trees and shade structures, where possible.”

As mentioned earlier, the proposed parks is proposed to be co-located against an existing open space. One proposed park includes a frontage of 50 per cent of the park perimeter along a street frontage. Sidewalks are proposed along all street frontages adjacent to parks. Parks will include shade trees and shade structures meeting required canopy targets.

## Urban Design

Section 4.6 of the Official Plan contains policies related to Urban Design. The policies in this section seek to achieve the following:

1. Promote design excellence in Design Priority Areas;
2. Protect views and enhance Scenic Routes including those associated with national symbols;
3. Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle;

4. Encourage innovative design practices and technologies in site planning and building design;
5. Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes; and
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.

Subsection 4.6.6 relates to enabling 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.

The relevant policy of this section is as follows:

- “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 proposal will demonstrate Caivan’s unique architectural character but will also reflect similar arrangements found within the surrounding communities. The proposed development will incorporate high-quality building materials that will harmoniously fit with the surrounding community. A variety of residential typologies and styles will be provided to create visual interest with homes located close to the property line, addressing the street, while making room for trees and utilities, where necessary. This is further detailed in the Urban Design Brief submitted under separate cover.

### **Drinking Water, Wastewater and Stormwater**

Section 4.7 of the Official Plan contains policies related to Drinking Water, Wastewater and Stormwater Infrastructure which seek to achieve the following:

1. Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area; and
2. Pursue an affordable and sustainable pattern of infrastructure development.

Subsection 4.7.1 provides the following relevant policies:

- “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.
- 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; and
  - c) The Ottawa Sewer Design Guidelines and associated climate change considerations.
- 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.

- 12) As part of a complete application, new development in a future neighbourhood shall be supported by an approved master servicing study, an approved environmental management plan, and subwatershed study. The scope of these studies shall include all contiguous future development lands unless otherwise approved by the City.
- 14) Unless identified in the Infrastructure Master Plan, stormwater and wastewater infrastructure to support new development (such as stormwater management systems and sewer pumping stations) will be within the settlement area.
  - a) Where necessary, and subject to an amendment to this plan, adjustments to the settlement boundary may be permitted to accommodate necessary infrastructure provided there would be no net increase in land within the settlement area; and
  - b) Under extraordinary circumstances and where settlement boundary adjustments are not possible, exceptions may be granted outside of agricultural resource areas or natural environment areas subject to Council approval of a local plan and supporting studies.
- 20) Master servicing studies shall address phasing of new infrastructure to support new development proceeding contiguous to existing urban development.
- 23) Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal:
  - a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development; and
  - b) Where adequate services or servicing capacity do not exist to support a proposed plan of subdivision, the City will not issue draft plan approval."

The FSR dated June 2025 prepared by DSEL concludes that the capacity in downstream infrastructure will be confirmed through stormwater sewer network modelling, as-builts, and rational method design information during the design stage.

With respect to Section 4.7.1 Policy 2), the FSR includes the City of Ottawa's climate change stress test (100-year 3-hour Chicago storm plus 20%) to confirm that no basement flooding and no unacceptable flooding is expected from the proposal.

The FSR has drawn from the requirements of relevant subwatershed studies and the Ottawa Sewer Design Guidelines with respect to stormwater management in accordance with Section 4.7.1 Policy 5).

With respect to runoff, the FSR provides that stormwater runoff is designed to be captured by an internal gravity sewer system that will convey flows to multiple outlet locations. The report concludes that the gravity storm connections are feasible.

City staff confirmed at a meeting on September 12, 2024 that a legal and sufficient outlet can be established by stating in the Drainage Act amendment process that the Faulkner Drain can proceed in parallel with the development review process and can be addressed in Draft Plan conditions, as required. The appointment of a Drainage Engineer to prepare a report that addresses the change in land use within the Faulkner Drain and determine the drain's existing downstream capacity to accommodate additional volume was approved at the Agriculture and Rural Affairs Committee on October 3, 2024. The decision was subsequently adopted by Council on October 16, 2024. As such, addressing Section 4.7.1 Policy 7).

With respect to the required stormwater management (SWM) for the subject development, one (1) new SWM pond is proposed at the southeast corner of the subject site to service the lands. The FSR concludes that given the existing site topography and the southeast corner being the lowest elevation it is the most logical servicing strategy. A sanitary overflow will be routed to the proposed stormwater management pond to ensure backup protection during emergency events aligning with the City's servicing policies. This will be further refined at detailed design.

To address Policy 14) above, an OPA has been filed to include the subject site within the settlement area.

With respect to Phasing, the FSR provides that it will be confirmed at the detailed design stage through detailed modelling. This can be further coordinated with City staff.

With respect to serviceability as mentioned earlier, the subject site is deemed serviceable, as concluded in the FSR prepared by DSEL.

## Water Resources

Given the subject site contains a portion of the Faulkner Drain along the south along Flewellyn Road, the following policies under section 4.9.3 of the City OP with respect to setbacks to water applies:

- “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.

However, per Policy 10):

- “10) In addition to the provisions for setbacks described in this section, development proposals next to municipal drains or other works under the Drainage Act shall also maintain clear access to the legal working space adjacent to the drain. This working space is defined in the engineer’s report adopted through a By-law approved by Council under the Drainage Act for the construction and future maintenance of drainage works.”

The EIS provides that the setback to the Faulkner Drain along Flewellyn Road may be reduced to 15 m from the existing stable top of slope in locations where the feature continues to exist as a roadside ditch so long as site grading is designed appropriately and suitable vegetation is provided within the buffer space, as further detailed in the EIS. The proposal includes a 15 m buffer from the Faulkner Drain to the proposed SWM pond.

### 6.4.2 Transects

Section 5.4.4 provides direction for new development in the Suburban Transect.



Section 5.4.4, Policy 1) provides:

- 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;...
  - 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;..."

The subject proposal is designed in a way to enhance the sense of place and integrate with the West Parcel. The park and stormwater management pond is designed to be highly visible from the public realm enhancing high quality views. The street network is designed in a grid-like network with appropriate connections where needed to improve accessibility.

The TIA prepared by CGH concludes that the proposed intersections within the subject site are anticipated to operate well during AM and PM peak hours. Traffic calming elements have been incorporated to support pedestrian and cycling connectivity within the subdivision through philosophies of the Traffic Calming Guidelines and preliminary input from the City.

The proposal avoids rear lotting onto the street where possible to promote active and engaging frontages.

Section 5.4.4, Policy 3) provides:

“On lands with all of the following characteristics prior to the date of adoption of this Plan, residential development shall strive to achieve a density target of 40 units per hectare, unless there are technical infrastructure impediments as determined by the City to achieve this target:

- a) Within the urban area;
- b) Outside of approved Secondary Plans or Community Design Plans;
- c) Have not received draft approval for plan(s) of subdivision;
- d) Have not received site plan approval;
- e) Do not have a submission of a complete *Planning Act* application for a net increase in existing residential dwellings.”

The proposal will provide a density of 24 units per net hectare, contributing to the City’s density target.

### 6.4.3 Urban Designations

As mentioned earlier, the subject site is designated Rural Countryside on Schedule B9 – Rural Transect however is proposed to be redesignated to Neighbourhoods as part of the OPA process.

Section 6.3 provides that “Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to reinforce those that have all elements of, and presently function as, 15-minute neighbourhoods; to guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.”

Neighbourhood policies seek to achieve the following:

1. Define neighbourhoods and set the stage for their function and change over the life of this Plan;
2. Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods; and
3. Ensure that neighbourhoods form the cornerstone of liveability in Ottawa.

Section 6.3.1 provides that:

- “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.
3. Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
  - a. May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and;
  - b. In all other cases, require an area-specific policy through an amendment to this Plan.”

As mentioned earlier in this report, the proposal consists of low-rise housing development not exceeding four storeys.

Section 6.3.1 further provides the following policies:

- “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);
  - e. Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and
  - f. Parks, open spaces and linkage areas meant to serve as public space.

5. The Zoning By-law will distribute permitted densities in the Neighbourhood by:
  - a. Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
  - b. Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
  - c. Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b)."

Table 2 of the City OP sets a residential intensification target for ground-oriented/large-household dwellings to 49,000 dwellings. The proposal contributes to this intensification target while providing a range of low-rise housing options in the form of single-detached and standard townhouses. The proposed development supports missing middle housing options.

Subsection 6.3.1 further provides:

- "9) Where lots within residential neighbourhoods have through-lot access fronting onto two public rights of way, the Zoning By-law and approvals under the *Planning Act* shall allow development that establishes separate residential use buildings so as, on separate lots to allow for independent services, to front on both public rights of way while leaving a portion of the internal lot without buildings or structures. The intent of this policy is to frame the public right of way with buildings and structures and to prohibit development that turns its back to a public right of way."

The proposal provides a layout in which all residential use buildings front onto a public right of way. The development avoids rear lotting buildings where appropriate.

In view of the analysis set out above, it is our opinion that the proposed redevelopment is in conformity with the City OP.

#### **6.4.4 Rural Countryside Designation**

The Rural Countryside designation permits the following uses per subsection 9.2.2 policy 1):

- a) Forestry, conservation and natural resource management activities;

- b) Agriculture, agriculture-related and on-farm diversified uses;
- c) Residential uses according to the policies of this plan;
- d) Animal services boarding, breeding and training and equestrian establishments;
- e) Bed and breakfasts;
- f) Utility Installations;
- g) Cemeteries; and
- h) Sand and gravel pits.

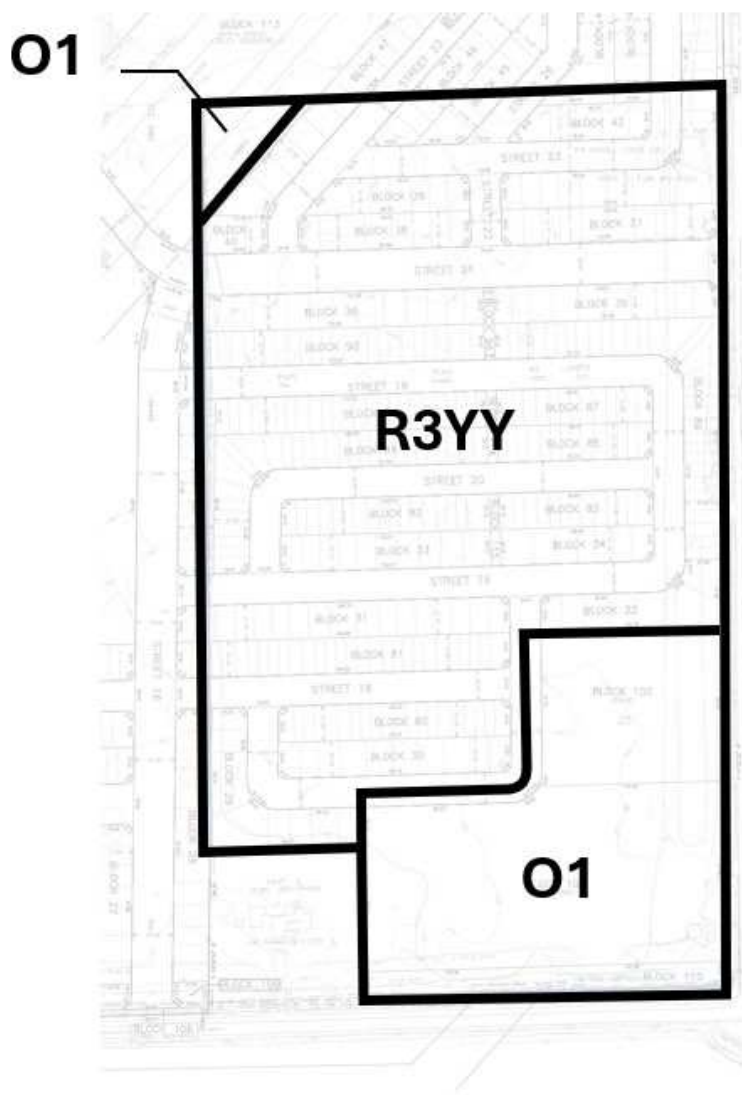
These uses do not permit the residential uses being proposed on the subject site. As mentioned earlier, the proposal intends to redesignate the subject site to Neighbourhoods from Rural Countryside through the removal of the Future Neighbourhoods Overlay.

## **7.0 Proposed Zoning By-law Amendment**

The proposed zoning shall reflect the proposed residential and open space uses per **Figure 9**.

Proposed single detached and townhome dwellings will be zoned R3YY[XXXX].

The proposed parks and open spaces will be zoned Open Space (O1), consistent with other local parks, community parks and natural areas.



**Figure 9 – Draft Proposed Zoning**

The proposed draft zoning provisions for the residential zones are as follows:

Add a new exception xxxx to Section 239 – Urban Exceptions with provisions similar in effect to the following:

- a) In Column I, Exception Number, add the text "[xxxx]"
- b) In Column II, Applicable Zones add the text "R3YY[xxxx]":

- A maximum of 65 per cent of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping: except in the case of a back-to-back townhouse where a maximum of 75 per cent of the area of the front yard may be used for a driveway/parking and garbage enclosure.
- Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.2 m from the nearest edge of the sidewalk.
- Despite Table 65, rows 1-3, chimney, chimney box, fireplace box, eaves, eaves-troughs, gutters, and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metre into required interior side yard but no closer than 0.2 metres to the lot line.
- Despite Table 65, row 6b, balconies and porches may project to within 0 metres of a corner lot line and sight triangle.
- Despite Table 65, row 6b, the steps of a porch may project 2.5 metres into a required yard but may be no closer than 0.5 metres from a lot line other than a corner side lot line and sight triangle, from which they can be as close as 0 metres.
- Despite Table 65, row 6a, any portion of a deck with a walking surface higher than 0.3 metres but no higher than 0.6 metres above adjacent grade may project to within 0.6 metres of a lot line, and any portion of a deck with a walking surface equal to or less than 0.3 metres may project to within 0.3 metres of a lot line.
- Despite Table 65, row 8, an air-conditioning condenser unit may project 1 metre, but no closer than 0.2 metres to a lot line. And the air conditioning condenser may not be located in a front yard (including front yard balcony) except in the case of a back-to-back multiple dwelling or townhouses with rear lane access but may be located in a corner side yard.
- Section 57 does not apply.
- In the case of a home-based business operating within a townhouse or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.
- Section 136 does not apply.

The following applies to detached dwellings:

- Minimum lot area: 220 square metres
- Minimum front yard setback: 3 m
- Minimum total interior side yard setback is 1.8 metres with a minimum of 0.6 metres on at least one side. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.
- Minimum corner side yard setback: 2.5 metres, despite the foregoing, no more than two portions of the building, not exceeding a total floor area of 3 square metres, may be located no closer than 2 metres from the side lot line abutting a street.
- Maximum lot coverage: 55%
- Minimum rear yard setback may be reduced to 4.5 metres for a maximum of 50 per cent of the lot width, the total area of the contiguous rear and interior yards must not be less than 54 square metres.
- For a detached dwelling on a corner lot:
  - a. Minimum rear yard setback may be reduced to 2.5 metres for part of the building that is no higher than 4.5 metres and any part of the building, excluding projections, located less than 6 metres from the rear lot line must be located at least 4 metres from any interior side lot line.

The following applies to semi-detached and townhouse dwellings:

- Minimum lot area: 120 square metres
- Minimum rear yard setback: May be reduced to a minimum of 4.5 metres for a maximum of 55% of the lot width, the total area of the contiguous rear and interior yards not be less than 30 square metres.
- Minimum lot width: 5.5 metres
- Minimum front yard setback: 3.0 metres
- Minimum interior side yard setback: 1.5 metres



- Minimum corner side yard setback: 2.5 meters
- Maximum building height: 14 metres
- Maximum lot coverage: 66%

The following applies to back-to-back townhouse dwellings:

- Minimum lot area: 77 square metres
- Minimum lot width: 5.5 metres
- Minimum front yard setback: 3.0 metres
- Minimum interior side yard setback: 1.5 metres
- Minimum rear yard setback: 0.0 metres
- Minimum corner side yard: 2.5 metres
- Maximum building height: 14 metres
- Outdoor amenity area is permitted on top of balconies above garages .
- Despite Section 102 – Table 201, no visitor parking is required on the same lot as a townhouse.
- Despite Section 107(3)(b), driveways may be located in a front yard if the permitted parking space is also in the front yard.
- Despite Section 109(3), the required parking space may be established in a required and provided front yard.
- Balconies and porches, including those higher than 0.6 metres above adjacent grade, may project to within 1.0 metres from the front lot line, and may project to within 0.0 metres of an interior lot line, corner lot line or the corner sight triangle.
- Bay window features are permitted to project 1.0 metre, but no closer than 1.2 metres from a lot line.
- Storage enclosures are permitted to project 2.5 metres to the front lot line.

- Maximum lot coverage: no maximum

The following applies to townhouse dwellings with access to a rear lane:

- Minimum lot area 110 square metres
- Minimum lot width 5.5 metres
- Minimum front yard setback 3 metres
- Minimum rear yard setback: 0 metres
- Minimum interior side yard setback: 1.5 metres
- Minimum corner side yard: 2.5 metres
- Maximum building height: 14 metres
- Maximum lot coverage: no maximum
- The area of the driveway can cover 100% of the yard in which it is located.
- Outdoor amenity area is permitted on top of garages.
- Where access is via the rear lane, the minimum rear yard setback may be reduced to 0 metres, and the width of the garage, carport or driveway may be the width of the entire rear yard.
- Balconies and porches, including those higher than 0.6 metres above adjacent grade, may project to be within 1.0 metre from the front lot line, and may project to within 0.0 metres of an interior lot line, corner lot line or the corner sight triangle.

## 8.0 Relevant Guidelines and Other Considerations

### ***Urban Design Guidelines for Greenfield Neighbourhoods (2007)***

Design Guidelines for Greenfield Neighbourhoods illustrate the City's expectations for greenfield neighbourhoods and are to be considered through the processing of plans of subdivision. The following principles have been incorporated into the proposal:

- Establishing a connected network of parks and greenspaces;
- Providing appropriate collector and local road connections to adjacent developments to complete the road network;
- Providing appropriately scaled block sizes that enhance pedestrian access;
- Distributing parks so that they are located within 5-minute walk/400 metres of the majority of residents;
- Providing parks with at least two street frontages, where possible; and,
- Incorporating a high standard of urban design and architectural design in the built-form.

This is further analyzed in the Urban Design Brief prepared by NAK Design Strategies.

### ***Building Better and Smarter Suburbs (2015)***

While the recommendations of Building Better and Smarter Suburbs are related to Community Plans and not individual subdivision plans, the following principles have been incorporated into the proposal:

- Inclusion of a grid-like street network that connects to transit and supports active transportation through inclusion of pedestrian and cycling paths through a 'complete streets' approach and also connects the open space and park facilities;
- Implementation of traffic calming measures, where appropriate;
- Advancement of appropriate-scaled local and collector roads;
- Avoidance of reverse frontage lots;

- Provision of parks that address the City's park size and design criteria; and
- Appropriate on-site and street parking opportunities.

## 9.0 Overall Conclusions

As detailed throughout this Planning Report, we are satisfied that the proposal is supportable and appropriate for approval, for the following reasons:

- The proposal has regard to matters of Provincial interest and has had appropriate regard to the items in Section 51(24) of the *Planning Act*;
- The proposal is consistent with the PPS;
- The proposal conforms to, and implements, the policies of the City OP;
- The proposal will realize urban residential development within an area where growth can be accommodated and contributes to the completion of the Stittsville South community;
- The proposal promotes efficient, cost-effective development and land use pattern;
- The proposal is supportive of, and accessible to, the City's multi-modal network for the Stittsville South community;
- The development resulting from the proposal can be adequately serviced by extensions of the existing municipal infrastructure;
- A variety of low-rise residential dwellings in the form of single detached and townhouses will be provided; and
- A balanced distribution of open space and parkland will be provided.

Therefore, it is our opinion that the proposal is premised on sound and reasonable planning analysis, represents good planning, and is in the public interest. For these reasons, I recommend that the DPS and ZBLA applications be supported by City staff and approved by City Council.

Respectfully,



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