

**Subject: Stittsville South Future Neighbourhood Official Plan Amendment**

**File Number: ACS2025-PDB-PSX-0052**

**Report to Planning and Housing Committee on 17 September 2025**

**and Council 24 September 2025**

**Submitted on September 11, 2025 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

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**Ward: Rideau-Jock (21)**

**Objet : Modification du Plan officiel visant le quartier projeté de Stittsville-  
Sud**

**Dossier : ACS2025-PDB-PSX-0052**

**Rapport au Comité de la planification et du logement**

**le 17 septembre 2025**

**et au Conseil le 24 septembre 2025**

**Soumis le 11 septembre 2025 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale des services de la planification, de  
l'aménagement et du bâtiment**

**Personne ressource : Stream Shen, Urbaniste III, Examen des demandes  
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**Quartier : Rideau-Jock (21)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve:
  - a. The Stittsville South Concept Plan and the associated Scoped Master Servicing Study, Transportation Report, Environmental Impact Study and Community Energy Plan as detailed in Documents 4 to 8.
  - b. Official Plan Amendment XX for the deletion of the Future Neighbourhood Overlay and the addition of new Area Specific Policies to guide the future development of the Stittsville South community, as detailed in Document 2.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of September 24, 2025," subject to submissions received between the publication of this report and the time of Council's decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil municipal d'approuver :
  - a. Le Plan conceptuel de Stittsville-Sud et les documents connexes, à savoir le Plan directeur de viabilisation à portée limitée, le Rapport sur le transport, l'Étude sur les répercussions environnementales et le Plan énergétique communautaire, comme l'exposent en détail les documents 4 à 8;
  - b. La modification XX du Plan officiel visant à supprimer la surzone des quartiers projetés et à ajouter de nouvelles politiques propres au secteur permettant d'orienter l'aménagement futur de Stittsville-Sud, comme l'expose en détail le document 2.
2. Que le Comité de la planification et du logement approuve l'intégration de la section du présent rapport consacrée aux détails de la consultation dans la « brève explication » du résumé des observations écrites et orales du

**public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la *Loi sur l'aménagement du territoire*, lors de la réunion du Conseil municipal prévue le 24 septembre 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning staff recommend approval of the Official Plan Amendment application for the lands located north of Flewellyn Road and west of Shea Road, commonly known as the Stittsville South W4 Future Neighbourhood area, to enable a predominantly residential subdivision comprising approximately 1,700 dwelling units. The proposal includes low-rise housing forms such as detached homes, townhouses, and stacked dwellings, along with parks, environmental protection areas, stormwater management ponds, and a well-connected network of streets and pathways.

The applicant has requested the lifting of the Future Neighbourhood Overlay through this amendment, which is a prerequisite to advance detailed subdivision and zoning applications currently under review. This application follows a completed Concept Plan process, servicing and mobility studies, and public consultation.

### **Applicable Policy**

The proposal aligns with the City's Official Plan policies for the Suburban Transect, Neighbourhood Designation and the Future Neighbourhood Overlay. These policies emphasize creating walkable, 15-minute communities supported by rapid transit and include requirements such as minimum residential density of 36 units per net hectare, environmental protection, and connectivity.

- Section 5.6.2 of the Official Plan outlines conditions for lifting the Future Neighbourhood Overlay, including infrastructure funding, proximity to rapid or equivalent transit within 1.9 kilometres of the development, completion of concept and transportation studies, and conveyance of natural heritage features at no cost to the City. The proposal satisfies these criteria.

- The underlying Neighbourhood designation supports low-rise, ground-oriented residential development with medium-density housing near key collector roads, which the application conforms to.
- Additional City guidelines such as the Building Better Smarter Suburbs and Urban Design Guidelines for Greenfield Neighbourhoods are met, ensuring a healthy, vibrant, and complete suburban community.

### **Other Matters**

A Scoped Master Servicing Study, Transportation Report and Environmental Impact Study were completed to address infrastructure and natural feature considerations. The development proposes two new parks, environmental protection areas, enhanced tree canopy coverage, and appropriate servicing upgrades, including water, wastewater, and stormwater management systems.

### **Financial Implications**

The development requires infrastructure upgrades funded through a combination of applicant contributions and City capital projects, such as the Shea and Flewellyn Road intersection upgrade. A Memorandum of Understanding will be established to clarify funding responsibilities and coordination between the City and the applicant prior to subdivision draft approval.

### **Public Consultation**

Two public open house sessions were held in February and July 2024, supplemented by an Engage Ottawa page for ongoing information sharing. Notifications and consultations followed the City's Public Notification and Consultation Policy, including signage and direct circulation to nearby residents. Approximately 100 comments were received, addressing topics such as transportation, environment, parkland, and construction impacts.

Key themes raised by the public included concerns about traffic congestion on existing roads, the need for improved pedestrian and cycling connections, preservation of natural areas and mature trees, stormwater management and flooding impacts, and the distribution of parkland. Residents also expressed interest in supporting a 15-minute community with accessible amenities, commercial uses, and a mix of housing types. Feedback helped inform refinements to the subdivision layout, park locations, and transportation connections. Staff responses and detailed consultation summaries are provided in Document 3.

## RÉSUMÉ

### Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la demande de modification du Plan officiel visant les terrains situés au nord du chemin Flewellyn et à l'ouest du chemin Shea, un secteur communément appelé le futur quartier de Stittsville-Sud (W-4), afin de permettre la création d'un lotissement à vocation principalement résidentielle comprenant environ 1 700 logements. La proposition fait état de formes d'habitation de faible hauteur comme des habitations isolées, en rangée et superposées, ainsi que de parcs, de secteurs de protection de l'environnement, de bassins de rétention des eaux pluviales et d'un réseau de rues et de sentiers bien reliés entre eux.

Le requérant a demandé la suppression de la surzone des quartiers projetés par le biais de cette modification, qui est une condition préalable à l'examen des demandes détaillées de lotissement et de zonage actuellement à l'étude. Cette demande fait suite à un processus de plan conceptuel achevé, à des études sur la viabilisation et la mobilité, ainsi qu'à une consultation publique.

### Politiques applicables

La proposition cadre avec les politiques du Plan officiel applicables au transect du secteur de banlieue, à la désignation de Quartier et à la surzone des quartiers projetés. Ces politiques favorisent la création de quartiers du quart d'heure desservis par des véhicules de transport en commun rapide. Elles comprennent des exigences notamment relatives à une densité minimale de 36 logements par hectare net, à la protection de l'environnement et à la connectivité.

- La section 5.6.2 du Plan officiel énonce les conditions préalables à la suppression de la surzone des quartiers projetés, notamment le financement des infrastructures, la présence de services de transport en commun rapide, ou leur équivalent, à moins de 1.9 kilomètre de l'aménagement, la réalisation d'études conceptuelles et de transport ainsi que la cession sans frais à la Ville d'éléments du patrimoine naturel. La proposition répond à ces critères.
- La désignation sous-jacente de Quartier soutient la création d'aménagements résidentiels de faible hauteur et de densité moyenne, situés près de routes collectrices importantes, ce qui est le cas de cette demande.

- D'autres lignes directrices de la Ville, comme l'initiative « Bâtir des banlieues meilleures et plus intelligentes » ou les « Lignes directrices sur l'aménagement urbain des nouveaux quartiers » sont respectées, ce qui permet de garantir la création d'une communauté de banlieue saine, dynamique et complète.

### **Autres questions**

Un plan directeur de viabilisation à portée limitée, un rapport sur le transport et une étude sur les répercussions environnementales ont été réalisés pour tenir compte de considérations liées aux infrastructures et aux caractéristiques naturelles. Le projet comprend deux parcs, des aires de protection de l'environnement, d'un couvert forestier mis en valeur et de réfection appropriée d'infrastructures de viabilisation touchant notamment l'eau potable, les eaux usées et la gestion des eaux pluviales.

### **Répercussions financières**

L'aménagement doit faire l'objet d'améliorations infrastructurelles financées à la fois par le requérant et par des projets d'investissement de la Ville, comme la réfection du carrefour des chemins Shea et Flewellyn. Un protocole d'entente sera mis en place afin de clarifier les responsabilités en matière de financement et la coordination entre la Ville et le requérant, avant l'approbation provisoire du projet de lotissement.

### **Consultation du public**

Deux séances portes ouvertes ont été organisées en février et en juillet 2024, et ont été enrichies d'une page sur la plateforme Participons Ottawa permettant le partage permanent d'information. La Politique d'avis et de consultation publique de la Ville a été suivie, y compris la signalisation et la diffusion directe aux résidents avoisinants. Une centaine de commentaires ont été reçus et portaient notamment sur les transports, l'environnement, les parcs et les répercussions des travaux.

Les principaux sujets soulevés par le public entouraient les préoccupations relatives aux embouteillages, la nécessité d'améliorer les liaisons piétonnes et cyclables, la préservation des espaces naturels et des arbres matures, la gestion des eaux pluviales et les effets des inondations, ainsi que la répartition des espaces verts. Les résidents ont également exprimé leur intérêt pour un quartier du quart d'heure, mettant à leur disposition des commodités, des commerces et divers types de logement. Ces commentaires ont permis d'affiner la configuration du lotissement, de préciser l'emplacement des parcs et de clarifier les liaisons de transport. Les réponses du

personnel et les résumés détaillés des consultations sont présentés dans le document 3.

## **BACKGROUND**

### **Site location**

6070 Fernbank Road, 59 Aridus Crescent, unaddressed hydro parcel PIN 044490209 and 5993, 6015, 6025, 6035, 6115, 6141, and 6159 Flewellyn Road.

### **Owner and Applicant**

Caivan (Stittsville South) Inc. and Caivan (Stittsville West) Ltd.

There are also existing homes along Flewellyn Road that are not owned by Caivan but are part of the subject site. They are included in the Official Plan Amendment application to lift the Future Neighbourhood Overlay but do not form part of the proposed subdivision development by Caivan.

### **Description of site and surroundings**

The site is situated north of Flewellyn Road and west of Shea Road. It borders an existing low-rise residential neighbourhood to the north and rural estate lots along Poplarwood Avenue and Forestgrove Drive to the west. To the east and south, the site is adjacent to agricultural and vacant lands.

Covering approximately 65.0 hectares, the site is currently vacant, with some forested areas. A hydro corridor bisects the property, and the Davidson stormwater management pond is located near the centre of the lands. Additionally, several private residential properties are located along Flewellyn Road.

### **Summary of proposed development**

The proposal is for a predominantly residential subdivision comprising approximately 1,700 dwelling units. The development will feature a mix of low-rise built forms, including detached homes, townhouses, and stacked dwellings. In addition, the plan includes designated areas for parks, environmental protection zones, stormwater management ponds, and the construction of several new public streets and pathways to support the community.

## **Summary of requested Official Plan Amendment**

In 2022, the Province and the City approved a new Official Plan that identified urban expansion areas for future housing. These new growth areas are subject to a Future Neighbourhood Overlay, which can only be lifted following a secondary planning process that establishes a framework to guide development on these lands. The secondary planning process can be through the form of a Secondary Plan or a Concept Plan for smaller expansion areas.

The existing conditions reports for the Stittsville South Future Neighbourhood area were completed in 2024. Two public open house sessions were held, during which the applicant presented the existing conditions, gathered public feedback, and showcased a high-level concept plan, including servicing and mobility network configurations.

Since then, the applicant has completed the Concept Plan, Scoped Master Servicing Study, Environmental Impact Study, Community Energy Plan and Transportation Report, and has submitted an Official Plan Amendment application to lift the Future Neighbourhood Overlay, thereby enabling development to proceed.

Following the Official Plan Amendment application, applications for a Plan of Subdivision and Zoning By-law Amendment are also required to finalize the detailed design of the proposed development. These applications are currently under review.

## **DISCUSSION**

### **Public Consultation**

Two public open house sessions were held in February and July 2024, supplemented by an Engage Ottawa page for ongoing information sharing. Notifications and consultations followed the City's Public Notification and Consultation Policy, including signage and direct circulation to nearby residents. Approximately 100 comments were received, addressing topics such as transportation, environment, parkland, and construction impacts.

Key themes raised by the public included concerns about traffic congestion on existing roads, the need for improved pedestrian and cycling connections, preservation of natural areas and mature trees, stormwater management and flooding impacts, and the distribution of parkland. Residents also expressed interest in supporting a 15-minute community with accessible amenities, commercial uses, and a mix of housing types. Feedback helped inform refinements to the subdivision layout, park locations, and

transportation connections. Staff responses and detailed consultation summaries are provided in Document 3.

### **Official Plan designation(s) and policies**

The subject lands are designated Category 1 – Future Neighbourhood Overlay on Schedules C17 and B5 of the Official Plan.

Section 5.6.2 of the Official Plan provides the policy direction for lands subject to the Future Neighbourhood Overlay. The Overlay is intended to guide development in these areas toward creating walkable 15-minute neighbourhoods that are well serviced by rapid transit. Development may only receive draft approval on such lands once all of the requirements under this section have been satisfied and the overlay has been removed through an Official Plan amendment. Some of the requirements include:

- Council approved funding source is required where infrastructure servicing needs major upgrades.
- The subdivision needs to be located within 1.9 kilometres of a rapid or equivalent quality transit service.
- Completion of a concept plan and a transportation study.
- Natural heritage features shall be conveyed at no cost to the City, along with the provision of recreational pathways.
- Development shall be consistent with policies under Section 5.4.4, which outline policy directions for new development in the Suburban Transect. The minimum residential density shall be planned at 36 units per net hectare.

The subject lands are also located within the Suburban Transect within Schedule B5 of the Official Plan. The transect recognizes a suburban pattern of built form and site design while supporting an evolution toward 15-minute neighbourhoods. Within the Neighbourhood designation, which is the underlying designation within the Future Neighbourhood Overlay, development shall be low-rise in height and predominantly ground-oriented housing, with low-rise multi-unit dwellings permitted near street transit routes.

### **Other applicable policies and guidelines**

The proposal was reviewed against the Building Better Smarter Suburbs and Urban Design Guidelines for Greenfield Neighbourhoods, which provide design guidelines to

support new suburban development in becoming healthy, vibrant, safe, and complete communities, with all the facilities and services needed to meet people's everyday needs.

### **Planning rationale**

In 2022, the Province and the City approved a new Official Plan identifying urban expansion areas for future housing. These growth areas are subject to a Future Neighbourhood Overlay, which can only be lifted after a secondary planning process that establishes a framework to guide development on these lands.

On August 23, 2023, Council approved report [ACS2023-PRE-EDP-0020](#), outlining the process and framework for reviewing Future Neighbourhood Urban Expansion Areas. For most Future Neighbourhood lands, a Secondary Plan informed by a Community Design Plan is required before development. However, smaller expansion areas, generally under single urban ownership, may proceed through a Concept Plan process as an alternative. The Stittsville South W4 lands meet this criterion and have followed the Concept Plan process. Supporting studies completed include a Scoped Master Servicing Study, Environmental Impact Study, and Transportation Report.

Three properties at the northwest corner of Shea Road and Flewellyn Road, 1770 and 1820 Shea Road and 5971 Flewellyn Road, are currently outside the urban boundary. Given their location and common ownership by Caivan, they were assessed as part of the Stittsville South Concept Plan process to ensure consistent, orderly development. These lands are currently subject to a separate Official Plan Amendment application, [D01-01-24-0017](#), to incorporate them into the City's urban area, which is under review.

This Official Plan Amendment includes area-specific policies to ensure the orderly development of the proposed subdivision aligns with the vision established through the Concept Plan process.

### **Land Use**

Within properties subject to the Future Neighbourhood Overlay and located in the Suburban Transect, the underlying designation is Neighbourhood. The proposal intends to conform to this designation by developing a complete community featuring predominantly low-rise residential homes, two clusters of medium-density residential buildings up to four storeys in height at key collector road locations, two parks, two stormwater management ponds, environmental protection areas, a well-connected

roadway network following a modified grid pattern, and an integrated pathway network to support active transportation.

School boards were circulated as part of the Official Plan application; however, none identified a need for a new school site at this location.

Where the development abuts existing residential homes, low-density residential units are planned to match the existing typologies, with fencing to be considered as part of the plan of subdivision.

To facilitate complete communities, requirement for local commercial uses is included in the area specific policy and will be implemented as part of the Zoning By-law Amendment application.

Overall, the development is estimated to include 1,692 units, comprised of 615 single-detached homes, 527 townhomes, and 550 stacked townhomes. The proposal will achieve a density of 86 units per net hectare, exceeding the City's minimum requirement of 36 units per net hectare, thereby supporting the City's strategic priority to increase the housing supply.

### **Transportation**

A Transportation Report was completed for the Stittsville South Expansion Lands within a five-kilometre context. The report includes a comprehensive list of recommendations that will be further developed through the plan of subdivision process.

One key consideration for urban expansion areas is the requirement for rapid or equivalent quality transit service within a 1.9-kilometre radius of the centroid of the proposed subdivision, along with sufficient road connections and system capacity to accommodate the forecast level of development. The Stittsville South proposal meets this provision by being located within 1.9 kilometres of the Fernbank Transit Priority Corridor and by providing a network of 20 collector and local roads that ensure connectivity to Shea and Flewellyn Roads, as well as to the existing neighbourhood to the north.

During consultation, staff received numerous comments regarding roadway connections to Painted Sky Way, Parade Drive, and Hickstead Way within the existing subdivisions to the north. In particular, there were concerns about construction traffic using these accesses. After discussions with the applicant, it was agreed that these roadway connections will remain closed during the initial phase of development, with all construction traffic routed from Shea and Flewellyn Roads. These connections will only

be opened once the subdivision is further developed to ensure that the predominant vehicular travel pattern directs traffic to the existing collector roads, rather than cutting through the existing neighbourhood. However, these connections remain important to provide both existing and future residents with multiple travel options and to support a well-connected community network in the long term.

Additionally, residents expressed worry about the existing offset alignment of the intersection and the impact of additional traffic on its operating efficiency. The City is currently undertaking the functional design and will proceed with detailed design and construction thereafter. The upgrade will be a City-led project; however, the applicant will be required to allocate appropriate space within its development application to support the intersection improvements.

The Transportation Report also recommends various auxiliary lanes and adjacent transportation improvements as the subdivision is built out to support new homes and evolving travel patterns. As part of the area-specific policies included in this Official Plan amendment, a Memorandum of Understanding (MOU) outlining the applicant's triggers, funding responsibilities, and coordination with the City must be completed prior to any draft approval of the plan of subdivision.

### **Civil Infrastructure**

Civil infrastructure servicing forms the foundation of every new subdivision development. A Scoped Master Servicing Study was completed to assess the proposed infrastructure servicing solutions for the subdivision, including the upgrades required to support approximately 1,700 homes.

Water service is expected to be provided within the City's Pressure Zone 3W service area of the water distribution network. The Stittsville South area will be serviced by a network of trunk and local watermains connecting to existing infrastructure. All water infrastructure will be designed and constructed in accordance with City guidelines to meet required domestic and fire flow demands.

Wastewater service will be provided through the existing Shea Road Sanitary Pumping Station, located along the northern boundary of the site. There is currently residual capacity to service a large portion of the subdivision; however, several alternatives were considered to upgrade the existing system to achieve full sanitary capacity for the entire Stittsville South development. Options included upgrading the existing pumping station, constructing a new pumping station, installing a new forcemain, or combinations thereof. The preferred alternative is the development of a new forcemain routed through

the hydro corridor north of the subdivision, connecting to Fernbank Road. This proposal has been reviewed and agreed to by Asset Management staff and is included in the City's Infrastructure Master Plan. The forcemain will be a City project funded through development charges.

For stormwater drainage, the applicant proposes two new stormwater management ponds, based on the natural topography of the land. Various options were reviewed, including one or two new ponds, expansion of the existing Davidson Pond, and relocation of the drainage outlet. The two-pond option was preferred due to operational challenges associated with upgrading an existing live pond and cost considerations of other options. The legal outlet for the stormwater ponds is the Faulkner Municipal Drain. The municipal drain captures stormwater drainage from a large area including parts of Stittsville and include the City's rural area west and south of the subject lands. On the site, the municipal drain begins south of the hydro corridor and runs parallel to Flewellyn Road east of the hydro corridor. The applicant has petitioned the City to review the existing Municipal Drain, and a drainage engineer was appointed by Council on October 16, 2024 to undertake this process.

The eastern pond is proposed to be located on lands currently outside the urban boundary; however, this location is most appropriate as it sits at the lowest elevation of the site. This positioning will reduce the need for major grading modifications and retaining walls, promoting the orderly design of the subdivision.

### **Environment and Parks**

An Environmental Impact Study was completed to assess the various natural features on the site. A large portion of the property is currently treed, and several surface water features on-site drain into the Upper Faulkner Watercourse and subsequently into the Faulkner Municipal Drain. The Upper Faulkner Watercourse is a channeled watercourse bisecting the property running north-south and located west of the existing Davidson Pond. It connects into the Faulkner Municipal Drain at the hydro corridor.

Ten hectares of the woodland in the western part of the site meet the City's criteria for a significant woodland in an urban context. However, anticipated grading changes combined with the existing shallow depth to bedrock make retention of many areas challenging. Additionally, a large section of the woodland was damaged during recent extreme windstorms.

In discussions with the applicant, and through area-specific policies included in this Official Plan amendment, the applicant has agreed to retain a 30-metre-wide

environmental protection area west of the Upper Faulkner Watercourse, along with an additional 5.5-metre-wide buffer area containing a recreational trail. A 15-metre-wide environmental protection area is also proposed on the north side of the Faulkner Municipal Drain. The applicant has agreed to provide enhanced tree planting within these retained areas and throughout the subdivision's streets and open spaces to achieve a minimum canopy cover at maturity of 32 per cent. There is also ongoing discussion with the Rideau Valley Conservation Authority on the removal or relocation of tributary watercourses within the site that will continue through the Plan of Subdivision process. The development will also require separate approval from the Conservation Authority based on their permit and approval process.

The applicant is proposing two new parks to serve the community: a larger park on the west side of the hydro corridor and a smaller park located outside the current urban boundary along Shea Road. The larger park was an important requirement from the City's Parks and Facilities Planning branch, as it allows programming typically not available in smaller parkettes. This park is also well positioned adjacent to the natural environmental buffer, which will include a recreational trail connecting to the existing community to the north, providing easy access for both new and existing residents.

A Community Energy Plan was completed as part of the Concept Plan process in order to evaluate possible options for energy use and resiliency for the proposed development. The Community Energy Plan follows the performance pathway of the City's Terms of Reference, in which various energy and carbon emission mitigation options are selected and modelled to inform decision making. The proposed development plans to use off-site prefabrication home construction methods that reduce material waste, on-site emissions, and construction vehicle trips, which will reduce construction emissions. For operational emissions, the design of the proposed development is expected to perform better than a business-as-planned scenario for thermal energy use, close to business-as-planned scenario for energy consumption, and on par with a business-as-planned scenario for annual greenhouse gas emissions. Subsequent Plan of Subdivision applications will be accompanied with Community Energy Plan Briefs, which will provide updated modelling and outline any additional strategies being taken to increase building performance and lower operational emissions.

Overall, the proposal balances the City's housing objectives while supporting environmental preservation, climate change goals and park needs within an urban context.

## **Conclusion**

Overall, the proposed development aligns with the City's strategic direction to increase the housing supply and supports the creation of complete, 15-minute communities. The development meets all the criteria necessary to support the lifting of the Future Neighbourhood Overlay, enabling a more detailed review of the subdivision application and the subsequent development of the lands.

## **Provincial Planning Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

## **RURAL IMPLICATIONS**

The subject lands border the City's rural area, and staff received numerous comments from adjacent residents. The primary concerns relate to the transition between the proposed development and neighbouring homes, tree removal, traffic impacts on Flewellyn and Shea Roads, including the planned intersection upgrade, and construction related effects such as blasting and potential impacts on well water. All comments have been addressed in the consultation details found in Document 3 of this report.

## **CONSULTATION**

The applicant initiated the Concept Plan process in 2022. Following the completion of existing conditions studies, two public open house sessions were held on February 29, 2024 and July 18, 2024. During these sessions, the applicant presented the existing conditions, gathered public feedback, and showcased a high-level concept plan, including servicing and mobility network configurations. Additionally, an Engage Ottawa page was created to provide ongoing information about the proposed development.

For the Official Plan Amendment application, notification and public consultation were conducted in accordance with the Public Notification and Consultation Policy approved by Council for development applications. This process included on-site signage, circulation of information to property owners within a 120.0 metre radius, updates to residents who participated in the open houses, and posting of application materials on the Development Application Search website.

Approximately 100 comments were received regarding the application. Topics included transportation impact, pedestrian connections, transition zones, parkland, the 15-minute

community concept, environmental concerns, infrastructure, and construction-related impacts. These comments have been summarized and addressed in the consultation details provided in Document 3 of this report.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor David Brown is aware of the application related to this report.

Councillor Glen Gower provided the following comments:

There are elements of this neighbourhood concept plan that I support including the mix of low density and medium density residential which is appropriate for the location in Stittsville. The park locations, natural buffer, and stormwater facilities are well integrated and connected with similar facilities to the north. But what's missing in this concept is any non-residential use, aside from the parks and green space. Residents in this future neighbourhood would greatly benefit from neighbourhood retail space or similar commercial amenities.

This is the first future neighbourhood concept plan in the Stittsville area under the 2022 Official Plan, but it does not represent any meaningful improvement over subdivisions approved under the "old" Official Plan. As it stands, the concept plan does not support the Official Plan policy direction that residential areas evolve towards a 15-minute neighbourhood. This concept plan should be revised to incorporate more mixed-use opportunities: local retail, restaurant/café, community centre, school, daycare, recreation, etc. I recommended to Cavian that they could even consider some kind of "live-work" design in the homes to encourage more non-residential uses.

Staff Response:

An area-specific policy has been included in the recommended Official Plan Amendment (Document 2) to address the inclusion of neighbourhood focused commercial uses. The location and quantity will be implemented through a Zoning By-law Amendment application.

### **LEGAL IMPLICATIONS**

As the report indicates there are some existing homes located within the lands subject to the official plan amendment. Thus, there is at least the possibility that should one or more such owners have made or make written or oral submissions that should Council adopt the amendment, it could be appealed to the Ontario Land Tribunal. However, it is anticipated that such appeal could be handled within staff resources. In the event that

the amendment is refused, reasons must be provided. Should such refusal be appealed to the Tribunal, external witnesses would need to be retained. The extent of any resulting hearing and the area(s) of expertise required would depend on the nature of the reasons for refusal.

### **ASSET MANAGEMENT IMPLICATIONS**

As discussed in the Committee Report, the preferred storm servicing solution remains to be confirmed following the conclusion of a groundwater monitoring program anticipated to be completed in Summer 2026. Upgrades to the Shea Road pumping station and forcemains will be required to service the entire South Stittsville Expansion Lands. The 2024 IMP identified these upgrades to be moved forward in 2029.

Draft Plan approval of lands in the Expansion Lands can only proceed when there is demonstrated servicing capacity. Should the developer require additional servicing capacity ahead of the scheduled 2029 upgrades to the Shea Road PS and forcemains, the developer would be responsible for front-ending the cost of the required upgrades. Final decisions with respect to the approval of the preferred stormwater servicing solution will be made at the Draft Plan approval stage.

### **FINANCIAL IMPLICATIONS**

The development requires infrastructure upgrades funded through a combination of applicant contributions and City capital projects. A Memorandum of Understanding will be established to clarify funding responsibilities and coordination between the City and the applicant prior to subdivision draft approval. Future City capital requirements are subject to Council approval through the annual budget process and in accordance with master plans and long-range financial plan and current and future development charge background studies. Should the developer require additional servicing capacity ahead of the scheduled 2029 upgrades to the Shea Road PS and forcemains, the developer would be responsible for front-ending the cost of the required upgrades, which would require a Council approval.

In the event the amendment is refused and appealed, it would be necessary to retain an external witness. This expense would be funded from within the existing Planning Services operating budget.

## **CLIMATE IMPLICATIONS**

A Community Energy Plan was completed as part of the Concept Plan process to identify on-site and off-site technologies aligned with the City's sustainability and climate strategies. The proposed development uses off-site prefabrication home construction methods that reduce material waste, on-site emissions, and construction vehicle trips, improving energy efficiency and minimizing environmental impact. These sustainable practices support the Community Energy Plan's goals and the City's objectives for responsible growth and climate resilience.

## **ENVIRONMENTAL IMPLICATIONS**

The site includes significant woodland and surface water features draining into the Upper Faulkner Watercourse. Due to grading challenges and shallow bedrock, retention of all natural areas is limited. Through discussion with the applicant, a 30-metre-wide environmental protection area and further 5.5-metre buffer area along the watercourse and a 15-metre buffer near the municipal drain will be retained. Enhanced tree planting will achieve at least 32 per cent canopy coverage within the subdivision. Overall, the proposal balances housing development with preservation of key natural features and green space.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- has affordable housing and is more liveable for all
- is more connected with reliable, safe and accessible mobility options
- is green and resilient

## **APPLICATION PROCESS TIMELINE STATUS**

The Council approved timeline has not been met. This application (Development Application Number: D01-01-24-0024) was not processed by the "On Time Decision Date" established for the processing of Official Plan amendments due to the Concept Plan process.

The statutory 120-day timeline for making a decision on this application under the *Planning Act* expired on April 19, 2025.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment

Document 3 Consultation Details

Document 4 Concept Plan, prepared by NAK Design Strategies, dated June 2025

Document 5 Scoped Master Servicing Study, prepared by DSEL, dated August 2025.

Document 6 Stittsville South (W-4) Expansion Lands Transportation Report, prepared by CGH Transportation, dated April 2025.

Document 7 Stittsville South W4 Future Neighbourhood Area: Environment Impact Study, prepared by Kilgour & Associated Ltd., dated 2025-04-23

Document 8 Community Energy Plan, prepared by Urban Equation, dated July 15, 2025

## **DISPOSITION**

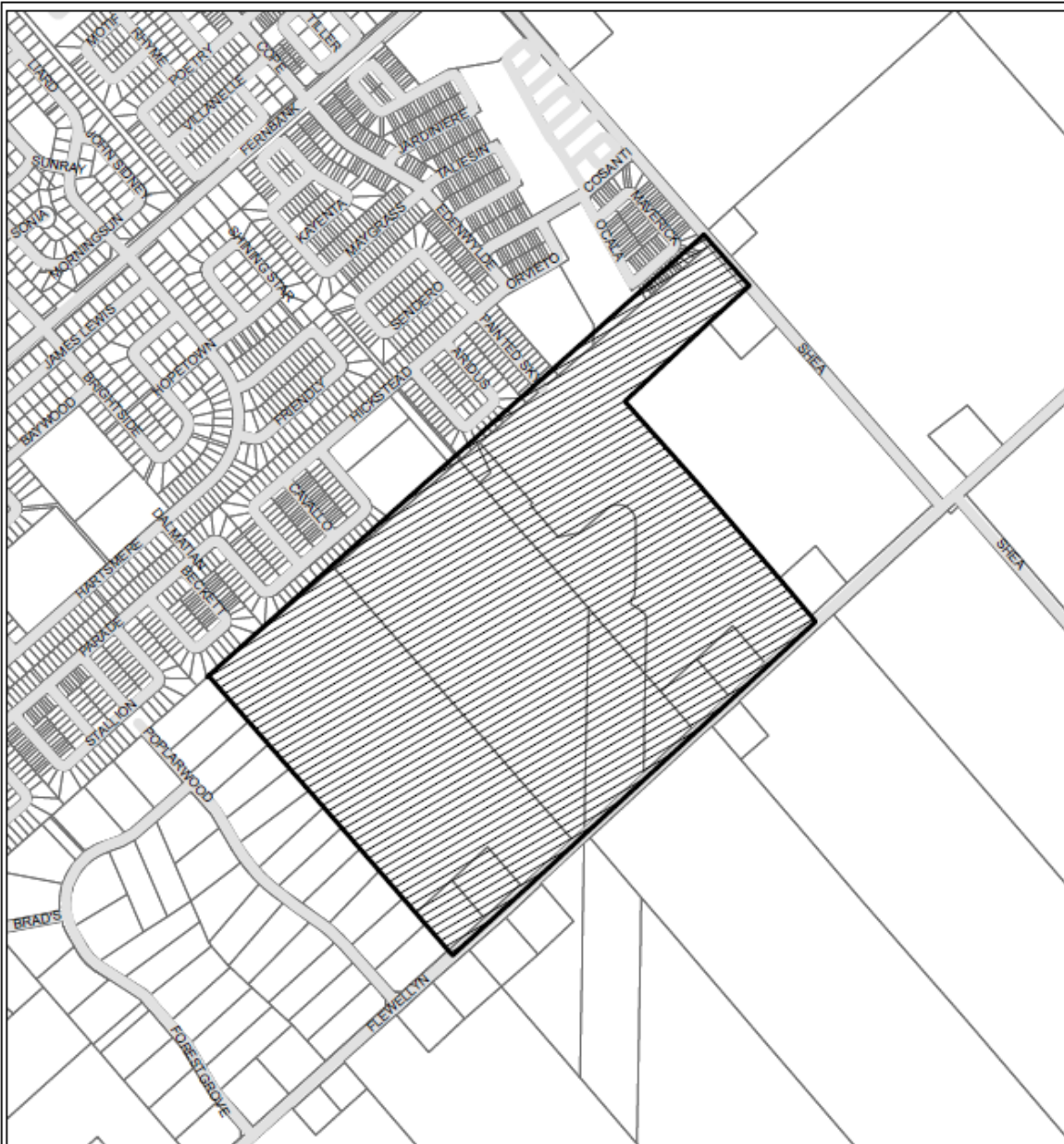
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.




Planning, Development and Building Services Department will prepare a implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D01-01-24-0024	25-0082-A	6070 chemin Fernbank Road, 59 crois, Aridus Crescent, unaddressed hydro parcel / colis hydro non adressé PIN 044490209 and/et 5993, 6015, 6025, 6035, 6115, 6141, and/et 6159 chemin Flewellyn Road.	
I:\COI\2025\OPAI\070_Fernb_5993_6115 Flew			
<small>©Parcel data is owned by Teranel Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>		 LANDS TO BE REMOVED FROM THE "FUTURE NEIGHBOURHOOD OVERLAY" DESIGNATION / TERRAINS DEVANT ÊTRE RETIRÉS DE LA DÉSIGNATION « ZONE SOUS-JACENTE DE QUARTIER FUTUR »	
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REVISION / RÉVISION - 2025 / 07 / 09			

**Document 2 – Details of Recommended Official Plan Amendment**

**Official Plan Amendment XX to the  
Official Plan for the  
City of Ottawa**

## **INDEX**

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### **THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment XX to the Official Plan for the City of Ottawa.

#### **PART A – THE PREAMBLE**

PURPOSE

LOCATION

BASIS

#### **PART B – THE AMENDMENT**

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

SCHEDULE B5 AND C17 OF AMENDMENT XX – OFFICIAL PLAN FOR THE CITY OF OTTAWA

ANNEX 5 – AREAS SUBJECT TO AREA-SPECIFIC POLICIES OF AMENDMENT XX-  
OFFICIAL PLAN OR THE CITY OF OTTAWA

## **PART A – THE PREAMBLE**

### **1. Purpose**

The purpose of this amendment is to amend Schedules B5 and C17 of the Official Plan to lift the Future Neighbourhood Overlay on the lands located at 6070 Fernbank Road, 59 Aridus Crescent, unaddressed hydro parcel PIN 044490209 and 5993, 6015, 6025, 6035, 6115, 6141, and 6159 Flewellyn Road, in the City of Ottawa (“Subject Lands”). Annex 5 and Volume 2C will also be amended to add new area-specific policies for the subject lands.

### **2. Location**

The proposed Official Plan amendment includes changes applicable to 6070 Fernbank Road, 59 Aridus Crescent, unaddressed hydro parcel PIN 044490209 and 5993, 6015, 6025, 6035, 6115, 6141, and 6159 Flewellyn Road, in the City of Ottawa. The lands are located to the northwest of the intersection of Flewellyn Road and Shea Road and are shown on Schedule 1 to this amendment.

### **3. Basis**

The amendment to the Official Plan is required to facilitate development of a residential subdivision, including approximately 1,700 residential units, environmental protection lands, park uses, new roads, and stormwater management facilities on the subject lands.

## **PART B – THE AMENDMENT**

### 1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedules constitute Amendment No. XX to the Official Plan for the City of Ottawa.

### 2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

- a) Schedule B5 is amended to delete the Future Neighbourhood Overlay and designate the Subject Lands “Neighbourhood” within the Suburban (West) Transect Policy Area.
- b) Schedule C17 is amended to remove the Category 1 - Future Neighbourhood Overlay on the Subject Lands.
- c) Annex 5 is amended to add a new Area Subject to Area Specific Policy to the Subject Lands.
- d) Volume 2C is amended by adding a new area-specific policy, described as Policy “Stittsville South Concept Plan” which includes the following wording:
  - a. Development shall occur generally in keeping with the Council-approved:
    - i. Concept Plan, prepared by NAK Design Strategies, dated June 2025
    - ii. Scoped Master Servicing Study, prepared by DSEL, dated August 2025.
    - iii. Stittsville South (W-4) Expansion Lands Transportation Report, prepared by CGH Transportation, dated April 2025.
    - iv. Stittsville South W4 Future Neighbourhood Area: Environment Impact Study, prepared by Kilgour & Associated Ltd., dated 2025-04-23
    - v. Community Energy Plan, prepared by Urban Equation, dated July 15, 2025

- b. For the proposed infrastructure located within the hydro corridor, including the proposed collector road, stormwater management facility, and other services, as part of conditions for subdivision draft approval, approval from Hydro One shall be received prior to early servicing or registration, whichever is earlier. For those portions of the Hydro lands to be conveyed to the City, including the road and stormwater management facility, acquisition of such property from Hydro shall be at the applicant's sole expense.
- c. Prior to draft plan approval, and no later than October 2025, the applicant shall initiate additional groundwater monitoring in accordance with a groundwater monitoring work plan approved by the City. The monitoring shall continue at a minimum until June 2026, or longer if required by the City, to inform the detailed design of the stormwater management pond, including invert elevation and sizing. The applicant acknowledges that the results of the groundwater monitoring may require revisions to the stormwater servicing and/or pond design, including changes to its size, depth, or configuration. Any such revisions shall be implemented at the applicant's sole cost, to the satisfaction of the City. If sufficient groundwater data is not available at the time of draft plan approval, the stormwater management block shall be sized using conservative assumptions to ensure adequate space for final pond design, subject to confirmation through future monitoring and detailed design.
- d. Notwithstanding Policy 14) of Subsection 4.7.1, a stormwater management facility servicing the Subject Lands may be located outside of the urban boundary on 1820 Shea Road.
- e. As part of the environmental conditions for subdivision draft approval, the applicant shall convey and complete the following requirements at no cost to the City:
  - i. A 30-metre-wide Environmental Protection Area west of the entire length of the north-south Upper Faulkner Watercourse, and an additional 5.5-metre-wide buffer with a recreational trail to be constructed by the applicant.
  - ii. A 15-metre-wide Environmental Protection Area along the north side of the Faulkner Municipal Drain.

- iii. The Environmental Protection Area and the recreational trail adjacent to the Upper Faulkner Water Course, and the proposed stormwater management facilities, shall be designed to include public frontage to promote pedestrian connectivity to the proposed pathways and community access to green space.
- iv. Tree planting is to achieve a minimum 32 per cent canopy coverage over the entire subdivision. The canopy coverage shall be demonstrated prior to draft approval through conceptual landscape plan and roadway cross section. If sufficient coverage cannot be met based on planting within the right of way, the applicant shall increase the size of the park and stormwater management pond beyond its standard operating size in order to facilitate additional planting. Such increase shall be in addition to the required parkland dedication requirement.
- f. Prior to draft approval of the proposed plan of subdivision, the Owner shall enter into a Memorandum of Understanding (MOU) with the City addressing the required growth-related road network improvements identified within the approved Stittsville South (W-4) Expansion Lands Transportation Report which shall include the development trigger, proposed roadway modification improvement options, functional design cost, funding party, and proposed coordination between the City and Owner.
- g. Further to the required growth-related network improvements, a continuous interim sidewalk along the frontage of Shea Road and Flewellyn Road shall be provided. At the City's sole discretion, the City may also accept funds for the proposed works and complete it with another City project.
- h. Residential development shall include at least 10 per cent apartment dwellings or stacked dwellings.
- i. The overall residential development will meet the minimum average density target of 36 unit per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right of way and all non-residential uses.

- j. Transition shall be provided to the existing residential homes abutting the Subject Lands through the provision of fencing and the placement of ground-oriented units adjacent to and abutting existing homes within the established residential neighbourhoods to the north, west and along Flewellyn Road.
- k. The community shall include some neighbourhood focused commercial uses to promote a 15-minute community, with appropriate location and quantity to be implemented through an Zoning By-law Amendment application.
- l. A Community Energy Plan Brief, including updated building energy models, shall be prepared and submitted as part of subsequent Plan of Subdivision Applications. The Community Energy Plan submitted with the Official Plan Amendment application will serve as a guide for the subsequent Community Energy Briefs.
- m. The Owner acknowledges that any drainage features that meet the definition of a watercourse per the *Conservation Authorities Act*, and corresponding regulation (Ontario Regulation 41/24) are regulated by the Rideau Valley Conservation Authority. During the preparation of the Concept Plan, the Owner has made assumptions concerning alterations to, or removal of, existing drainage features to accommodate the proposed development. Additional information and existing condition assessments related to the physical/hydrological characteristics of the drainage features are required to confirm the regulatory status, applicable policies, and appropriate management options for these features. Advancement of the subject application does not represent acceptance or approval of the treatment of drainage features within the subject lands that meet the definition of a regulated watercourse. Any proposal to alter drainage features will be contingent upon the Owner addressing the outstanding assessment matters through the normal course of reviewing plans of subdivision and regulatory permit processes pursuant to Section 28 of the *Conservation Authorities Act*, where deemed applicable.

- n. The above area specific policies shall have a sunset date of December 31, 2035, based on the estimated date of completion for the proposed development.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.



**SCHEDULE B**



Prepared by Planning, Infrastructure and Economic Development Department  
 Services de la planification, de Géospatial Analytics, Technologie et Solutions



Préparé par l'infrastructure et du développement économique,  
 Analyse géospatiale, technologie et solutions

D01-01-24-0024 2025-0836-A

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Revision:

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Scale: N.T.S. / Echelle N.A.E.

**SCHEDULE B to  
 AMENDMENT NO.**  
 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA  
 Amending Volume 1  
 Schedule C17 - Urban Expansion Areas

**ANNEXE B de  
 L' AMENDMENT No.**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA  
 Modification du volume 1  
 Annexe C17 - Zones d'expansion urbaine

-  LANDS TO HAVE THE "FUTURE NEIGHBOURHOOD OVERLAY" REMOVED  
 TERRAINS DONT LA « ZONE SOUS-JACENTE DE QUARTIER FUTUR » SERA SUPPRIMÉE
-  EXISTING URBAN BOUNDARY / PÉRIMÈTRE D'URBANISATION

## **Document 3 – Consultation Details**

### **Notification and Consultation Process**

Two public open house sessions were held in February and July 2024, supplemented by an Engage Ottawa page for ongoing information sharing. Notifications and consultations followed the City's Public Notification and Consultation Policy, including signage and direct circulation to nearby residents. Approximately 100 comments were received, addressing topics such as transportation, environment, parkland, and construction impacts.

### **Public Comments and Responses**

#### **Transportation**

##### **Comments:**

- Parade Drive, Painted Sky Way, and Hickstead Way cannot support increased traffic once connected to the new proposed development.
- Shea Road, Flewellyn Road and the intersection are experiencing growing traffic volumes and accidents.
- Increased demand on existing on-street parking with the new residents.
- Request for roundabouts instead of stop signs.
- Request to lower the 80 km/h speed limit on Flewellyn Road.
- Concerns about traffic noise for existing homes along Flewellyn.
- Request for a pedestrian and cycling path connecting Maverick Crescent and Ocala Street.
- Concern about construction traffic routes and impacts on existing neighbourhoods.
- Request for coordination with transit providers to ensure transit service expands with development.
- Concerns about emergency vehicle access and response times with increased traffic.

- Requests for improved lighting along pathways for safety during early morning and evening hours.
- Concerns about connectivity for people with mobility challenges.

**Response:**

- A Transportation Report was completed and outlines the required upgrades to support both the proposed development and surrounding areas. This includes new turning lanes, local road improvements, and interim sidewalk installations along Shea and Flewellyn Roads.
- A Memorandum of Understanding (MOU) will be required prior to draft approval of the subdivision to document project triggers, modification options, cost responsibilities, and coordination between the City and the applicant.
- The local road connections to Parade Drive, Painted Sky Way, and Hickstead Way will remain closed during early phases of construction, and will only open once the subdivision is sufficiently built out to ensure safe and appropriate traffic patterns. Construction traffic will be directed away from existing neighbourhoods.
- The Shea and Flewellyn Road intersection is part of a planned City upgrade. The City has begun the functional design for the project and will proceed with detail design and implementation in the coming years. The design will dictate whether a traffic signal or a roundabout is the appropriate intersection design for the upgrade. The applicant must protect land for improvements and coordinate implementation as part of the Plan of Subdivision application.
- All new proposed homes must meet the minimum parking requirements. Staff will also be reviewing the on-street parking plan to ensure the ability to maximize on-street parking within the new development.
- Traffic calming and intersection controls will be reviewed during subdivision design. New subdivisions are designed to 30-kilometre per hour standards.
- A noise impact assessment will be completed and with any recommended measure implemented as part of the Plan of Subdivision application.
- The development includes an integrated pathway network with multi-use trails and recreational connections. Specific links will be reviewed through the

subdivision process to support safe, accessible connectivity for pedestrians and cyclists.

- OC Transpo and Emergency Services were consulted during the Official Plan Amendment process and raised no concerns. As the subdivision develops, the applicant may be required to enter into an Early Servicing Agreement with OC Transpo to ensure timely transit service delivery. This agreement will help facilitate the introduction of new bus routes prior to occupancy thresholds are met, supporting transit access for future residents.

## **Parks and Recreation**

### **Comments**

- Park distribution favours the east side of the Faulkner Drain, it should be more evenly distributed.
- Request for a large recreational park supporting diverse age groups.
- Concerns about maintenance and safety of existing and proposed parks.
- Requests for inclusive play equipment for children with disabilities.

### **Response:**

- The proposal has been revised to include two parks: larger one west of the hydro corridor and a smaller one along Shea Road. The larger park will offer diverse programming and direct access to trails and green space. Final locations and programming will be determined in coordination with City Parks staff as part of the Plan of Subdivision and park development process.

## **15-Minute Community and Neighbourhood Design**

### **Comments:**

- Request for commercial uses within the new community.
- Suggestion to place higher-density housing near schools and commercial areas.
- Request for walkable connections to surrounding communities to reduce car dependence.

- Concerns regarding pedestrian safety near schools and commercial areas.
- Requests for school, community gathering spaces or cultural facilities.
- Concerns about shadowing impacts of medium density buildings on existing homes.

**Response:**

- Medium-density housing is strategically located near collector roads and transit access. The plan supports walkability through pathways, parks, and road layouts in line with 15-minute neighbourhood principles.
- Requirement for local commercial uses is included in the area specific policy and will be implemented as part of the Zoning By-law Amendment application.
- School boards were circulated as part of the application and did not identify the need for new school sites within this community. The community will include pedestrian facility connecting to the existing broader communities that include the requested schools and services.
- The proposed medium density blocks feature four-storey stacked dwellings and will not result in undue shadow impact on adjacent homes. The medium density block has also been shifted away from existing residential homes to the west to be located along the proposed collector road.

**Environment and Tree Preservation****Comments:**

- Concern with the removal of the woodland.
- Questions about retaining trees along Flewellyn Road, and along the rear yards of existing homes.
- Concerns about increased wildlife presence on nearby properties.

**Response:**

- An Environmental Impact Study (EIS) has been completed to assess natural heritage conditions, policy context, potential impacts, and mitigation strategies.

Significant natural features will be preserved where feasible, including a 30.0 metre environmental buffer and an additional buffer area with proposed pathway.

- Tree planting plans aim to achieve 32 per cent canopy coverage at maturity, enhancing urban forest conditions across the subdivision.
- Mitigation measures will be implemented through subdivision approvals to protect and enhance wildlife habitats, including habitat restoration, improved water quality management, and minimizing disturbances from adjacent residential areas, ensuring a balance between development and natural heritage conservation.
- The existing rural estate subdivision to the west have well-treed rear yards within the property boundary. For the existing residential subdivision to the north, homes with similar typology will be backing onto existing homes, creating a typical urban configuration. A new boundary fence is being considered as part of the Plan of Subdivision application, but no tree protection is currently being proposed due to the grading work that will be required in the new subdivision.

### **Infrastructure Servicing and Drainage**

#### **Comments:**

- Suggestions to relocate the stormwater management pond to the hydro corridor.
- Concerns about impacts to well water quality and quantity.
- Requests for a buffer zone along the northern edge to prevent flooding of adjacent homes.
- Concerns about runoff and grading affecting neighboring properties.

#### **Response:**

- Stormwater pond locations were selected based on topography and technical feasibility to ensure effective water management. Two new ponds will be constructed to meet City standards.
- A new wastewater forcemain within the hydro corridor will support sanitary servicing needs.

- A well monitoring and mitigation program will be implemented, requiring the applicant to address any adverse impacts on private wells.
- Grading and drainage designs will direct runoff away from existing homes. Detailed designs will be reviewed and approved as part of the subdivision process to minimize flooding risks.

### **Blasting and Construction Impacts**

#### **Comments:**

- Concern about disruption and damage to nearby homes from blasting.
- Request for a blast radius study.
- Concerns about dust and debris during construction.

#### **Response:**

- If blasting is required, a pre-blast survey and monitoring program will be in place. The applicant must follow Provincial requirements and City protocols for safety, vibration limit and noise, with responsibility for cleanup and mitigation as needed. A blasting consultant will be hired by the applicant and will be the main point of contact for blasting related issues and dispute if they arise. More information on blasting can be found [here](#).
- There will be requirements associated with dust and debris clean up as part of the Plan of Subdivision application. Any concerns can be reported through 3-1-1 and a City inspector will address it with the applicant.

### **General Community Concerns**

#### **Comments:**

- Potential increase in crime rates.
- Impact on nearby property values.
- Request for privacy fencing for adjacent landowners.
- Concern about pet waste and litter from new residents.
- Requests for affordable housing strategies and social infrastructure.

**Response:**

- New subdivisions are designed to create complete, safe communities. There is no evidence that new development leads to declining property values, and such concerns are outside the scope of the *Planning Act*.
- Privacy fencing along shared property boundaries will be reviewed and considered during the subdivision approval process.
- Issues related to pet waste, debris, and by-law enforcement will be managed through existing City regulations and maintenance standards.
- No non-profit or affordable housing is proposed as part of this development; however, the plan will add approximately 1,700 new homes of diverse types and price points, helping to increase the overall housing supply and meet the City's growing demand.