

**DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION
DELEGATED AUTHORITY REPORT
PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT**

Site Location: 6070 Fernbank Road, 6115, 6141, and 6159
Flewellyn Road

File No.: D07-16-24-0040

Date of Application: August 13, 2024

This application submitted by Caivan (Stittsville South) Inc and Caivan (Stittsville West) Ltd. on behalf of Caivan (Stittsville) Inc. is recommended for DRAFT APPROVAL, subject to the following Standard and Special Conditions, as attached.

June 3, 2026

Date



Sean Moore, MCIP RPP
Manager, Development Review
Planning, Development and Building Services
Department

Attach(s):

1. Conditions of Draft Approval
2. Draft Plan of Subdivision



DRAFT PLAN OF SUBDIVISION APPLICATION SUPPORTING INFORMATION

File Number: D07-16-24-0020

SITE LOCATION

6070 Fernbank Road, 6115, 6141, and 6159, and as shown on Document 1.

SYNOPSIS OF APPLICATION

The applicant is proposing to develop a residential subdivision comprised of low-rise residential uses, a park, a medium-density residential block, a park, natural heritage feature, pathways, and a stormwater pond.

The proposal, including the block layout, road network, and location of park, stormwater pond, and natural heritage features, is based on the Stittsville South Concept Plan, which was approved in late 2025. The Concept plan provides the direction for the street network, distribution of land uses, and layout of the proposed development, following the lands being added to the City's urban boundary through the 2022 Official Plan.

The lands are subject to a concurrent zoning by-law amendment application (D02-02-24-0042), which proposes to rezone the lands to various zones required to accommodate the proposed development, including residential zones, greenspace/open space zones for the natural heritage areas, park, and stormwater management facility, as well as residential zones and mixed residential-commercial for the lands east of the Upper Faulkner Watercourse and Hydro Corridor.

It is noted that the overall lands subject to the application D07-16-24-0020 include lands owned by the applicant which are located east of the existing stormwater pond, and east of the Hydro Corridor. Due to servicing constraints relating to the Shea Road Pump Station, only the lands as identified in Document 1 are subject to the current draft approval.

Residential Units and Types

Dwelling Type	Number of Units
Detached	363
Stacked	268
Townhouse	453
Total	1084

Related Applications

The following applications are related to this proposed development:

- Official Plan Amendment – D01-01-24-0024
- Zoning By-law Amendment – D02-02-24-0042

DISCUSSION AND ANALYSIS

It is recommended that the application be approved.

The conditions of approval are supported by the applicant and the Ward Councillor.

The proposed development does not require an expenditure of municipal funds over and above those funds recovered by development charges or for which an allocation has been made in a Council approved budget.

Official Plan

The subject application has been examined pursuant to the provisions of the Official Plan and are considered to conform with the Official Plan policies. The subject lands are located within the Suburban Transect pursuant to Schedule A, and designated Neighbourhood pursuant to Schedule B5. Through the approval of the Stittsville South Concept Plan, the previous Future Neighbourhood Overlay applying to the site has been removed, permitting draft approval and development to proceed in accordance with Policy 1 of Section 5.6.2.1.

Section 5.4.4 provides direction for greenfield development within the Suburban Transect, including that it shall contribute to the evolution of 15-minute neighbourhoods. The Neighbourhood Designation permits a range of low-rise housing options and local services to promote the emergence and strengthening of 15-minute neighbourhoods. Permitted built form is low-rise and ground-oriented. Form-based regulation is intended to provide a mix of urban and suburban characteristics. The proposal includes a variety of low-rise, ground-oriented housing types, in line with the policies of the Neighbourhood Designation. Additionally, to support the emergence of 15-minute communities, a mixed-use block with a minimum commercial gross floor area has been reserved in a subsequent phase of the subdivision, within the northeast corner of the overall lands subject to the application.

Transportation

Through the concept plan process, a Transportation Report was completed for the Stittsville South Expansion Lands within a five-kilometre context. A further Transportation Impact Assessment was provided with the Plan of subdivision application with



recommendations for the proposed road network and modifications to the existing network in order to support the plan of subdivision.

Conditions of draft approval have been included to identify works required to be undertaken to support the proposed development, and the development occupancy triggers for such works to be completed. This includes new left-turn lanes from Flewellyn Road and Shea Road, into the development.

The proposed draft plan provides new collector and local roads providing connectivity to Flewellyn Road and the existing neighbourhood to the north. Sidewalks are to be provided on one side of all local streets, and both sides of the collectors, in accordance with the Official Plan direction. Traffic calming measures will be reviewed and confirmed through the detailed design process, following draft approval.

The plan includes future roadway connections to Parade Drive and Hickstead Way within the existing subdivisions to the north. Following consultation and receipt of concerns regarding the roadway connection, in particular relating to construction traffic utilizing these accesses, it has been conditioned 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 would be opened following development of the subdivision to ensure that the predominant vehicular travel pattern directs traffic to the existing collector roads, rather than cutting through the existing neighbourhood. 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.

The site is located in proximity to the Shea/Flewellyn Road Intersection. 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.

Servicing

Through the concept plan process, a Scoped Master Servicing Study was completed to assess the proposed infrastructure servicing solutions for the subdivision, including the upgrades required to support the ultimate development scheme. The Scoped Master Servicing Study was approved through the approval of the Concept Plan by City Council. Through the Plan of Subdivision process, a Functional Servicing Report was prepared to outline the proposed servicing and demonstrate that the proposed development could be serviced.



Water service is 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 the majority of the lands as described in this report. Portions of the current draft plan will be placed under a Holding symbol through the associated zoning by-law amendment until sufficient capacity is available. Several alternatives for the pump station were considered to upgrade the existing system to achieve full sanitary capacity for the entire Stittsville South development. 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. The functional design for this project has been initiated by the City.

For stormwater drainage, the applicant proposes a stormwater management facility within the southeast portion of the site. The legal outlet for the stormwater pond 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 stormwater management design also includes a network of storm sewers to capture storm events, with excess runoff to be conveyed overland to the proposed stormwater management ponds.

There is capacity within the existing system to service the current phase of approval. Subsequent phases shall be subject to draft approval upon demonstration of the required capacity becoming available.

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 running north-south along the east side of the subject lands, 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 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 the associated 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. The development will also require separate approval from the Conservation Authority based on their permit and approval process for the proposed alterations to tributary watercourses.

The applicant is proposing a new park to serve the community, adjacent to the Upper Faulkner watercourse and north of the stormwater management pond. The proposed large park will accommodate various programming, to be determined as park design and consultation progresses. The park is 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. As part of the Plan of Subdivision process, the application prepared a Community Energy Plan Brief, to outline the sustainability strategies being considered for the Stittsville South development. This includes off-site prefabrication that reduces construction vehicle trips and material waste, ultimately reducing the carbon impact associated with construction. Overall, the proposal balances the City's housing objectives while supporting environmental preservation, climate change goals and park needs within an urban context.

The Rideau Valley Conservation Authority (RVCA) initiated the Faulkner Drain Flood and Erosion Hazard Study on June 25, 2024, and expected to produce draft floodplain mapping in June 2026. This work is necessary to establish the limits of hazard lands within the subject area. As development is not permitted within identified flood hazard areas, the resulting mapping will need to inform the extent of developable land and the configuration of future development on the site.

Conclusion

It is staff's opinion that the proposed development aligns with the City's Official Plan and the direction to increase the housing supply and support the creation of complete, 15-minute communities. The supporting studies confirm that there are adequate services to accommodate the development. Conditions of draft approval have been included to address concerns raised through the technical review and public consultation process, and to ensure orderly development. It is staff's opinion the proposed plan of subdivision constitutes good planning, and is appropriate for the lands.



CONSULTATION DETAILS

Councillor David Brown and Councillor Glen Gower has concurred with the proposed conditions of Draft Approval.

Public Comments

This application was subject to the Public Notification and Consultation Policy. A Public Information Session was held in the community on October 7, 2025. Staff received over a hundred comments in relation to the overall application and associated Official Plan Amendment.

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.



- Conditions of approval are included 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.
- A mixed use block, with a minimum commercial gross floor area requirement, has been reserved for a subsequent phase of the subdivision.

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:

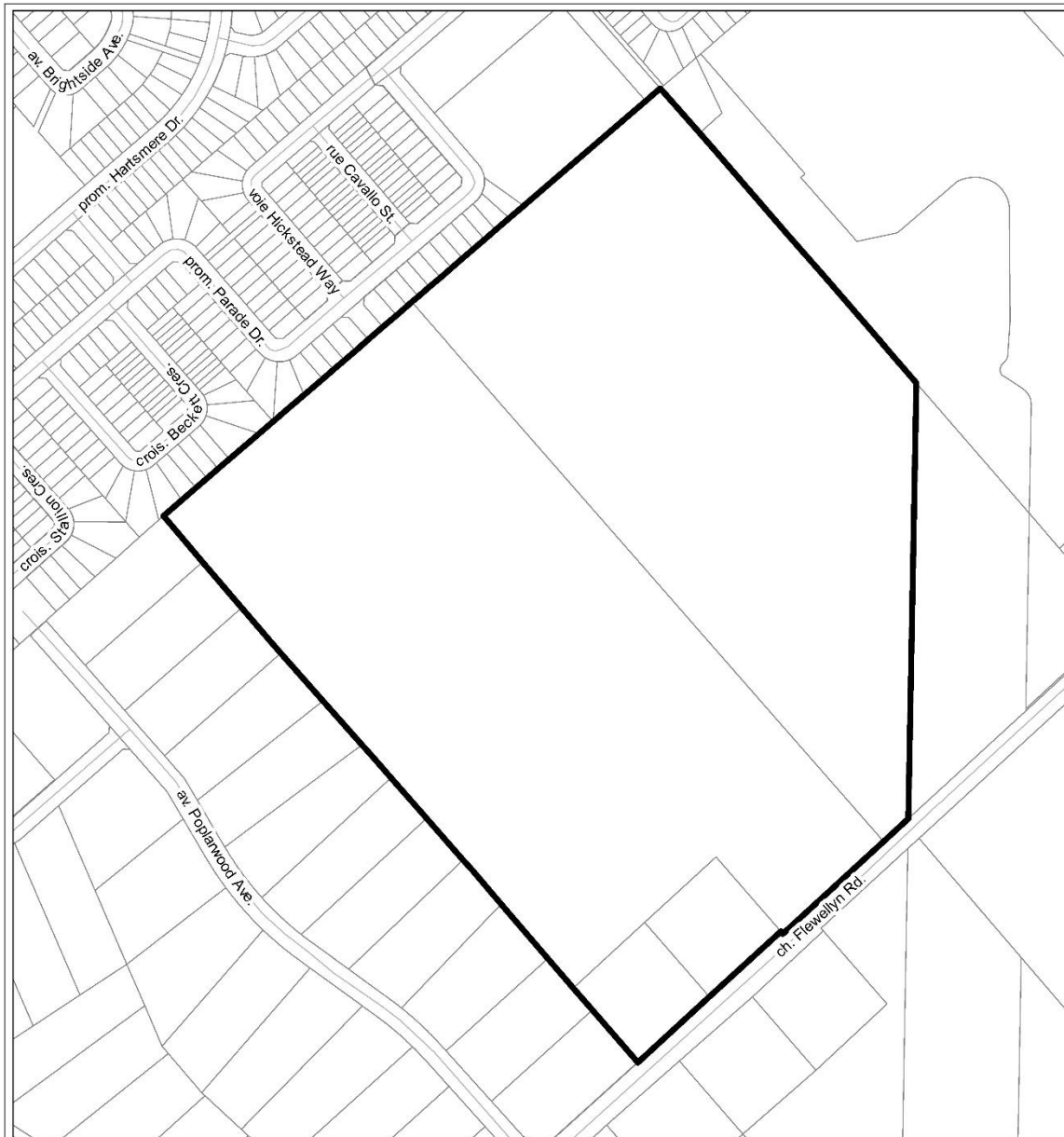
- New subdivisions are designed to create complete, safe communities. There is no evidence that new development leads to declining property values, and such concerns are outside the scope of the Planning Act.
- Privacy fencing along shared property boundaries will be reviewed and considered during the 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




APPLICATION PROCESS TIMELINE STATUS

This Plan of Subdivision application was not processed by the "On Time Decision Date" established for the processing of an application that has Manager Delegated Authority due to the complexity of the servicing, and the associated application to lift the future neighbourhood overlay.

Contact: Stream Shen Tel: 613-580-2424, extension 24488 or e-mail: stream.shen@ottawa.ca.

Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION PLAN OF SUBDIVISION / PLAN DE LOTISSEMENT	
D07-16-24-0020	26-0316-L		6070 ch. Fernbank Rd. 6115, 6141, 6159 ch. Flewellyn Rd.
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REVISION / RÉVISION - 2026 / 03 / 20		 <small>NOT TO SCALE</small>	