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2095 Dilworth Road Ottawa, Ontario

Planning Rationale & Public Consultation Strategy

Prepared for: Dilworth Development Inc.

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**2095 DILWORTH ROAD
OTTAWA, ONTARIO**

**PLANNING RATIONALE AND PUBLIC CONSULTATION STRATEGY
IN SUPPORT OF AN APPLICATION FOR
ZONING BY-LAW AMENDMENT**

Prepared For:

Dilworth Development Inc.

Prepared By:



Suite 200, 240 Michael Cowpland Drive
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October 21, 2025

Novatech File: 123081
Ref: R-2024-071

October 21, 2025

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

Attention: Cass Sclauzero, Planner II

**Reference: 2095 Dilworth Road
Planning Rationale and Public Consultation Strategy in Support of an
Application for Zoning By-law Amendment
City File No.: D02-02-24-0029
Our File No.: 123081**

Novatech has been retained by Dilworth Development Inc. to prepare this revised Planning Rationale and Public Consultation Strategy in support of an application for *Zoning By-law Amendment* for their property municipally known as 2095 Dilworth Road in Ward 21 – Rideau-Jock, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Dilworth Development Inc. is proposing to rezone areas of the Subject Site from *Rural Countryside – RU* to *Rural Commercial – RC* to permit future commercial and light industrial land uses. Following discussions with City staff, it was suggested to rezone the other areas from *Rural Countryside – RU* to *Parks and Open Space, Subzone R – O1R* for the preservation of the Subject Site's rural natural heritage features. No changes are proposed to the Cranberry Creek Provincially Significant Wetland (PSW), which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection. The Subject Site east of the Cranberry Creek PSW will remain zoned as *Rural Countryside – RU* to permit a future detached dwelling on a severed 2.06 ha parcel of land that was granted by the Committee of Adjustment through a *Consent (City File No.: D08-01-21/B-00398)* application on May 24, 2024.

The existing *Rural Countryside – RU* zone for the Subject Site currently limits non-residential land uses to agriculture and agricultural-related uses, animal care establishments and hospitals, artist studios, cannabis production facilities, cemeteries, environmental preserve and education areas, forestry operations, kennels, and on-farm diversified uses. A Concept Plan prepared by Novatech dated October 2025 provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies. A *Site Plan Control* application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.

The Planning Rationale will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*.

Yours truly,

NOVATECH



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

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EXECUTIVE SUMMARY

Novatech has been retained by Dilworth Development Inc. to prepare this revised Planning Rationale and Public Consultation Strategy in support of an application for *Zoning By-law Amendment* for their property municipally known as 2095 Dilworth Road in Ward 21 – Rideau-Jock, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

The Subject Site is an irregular shaped parcel of land situated in the community of North Gower-Kars on the edge of the City of Ottawa’s geographical boundary limits. The Subject Site is currently developed with a single-detached dwelling and accessory garage/workshop that has been used as a home-based business for small engine repair and servicing. Historically, portions of the Subject Site appear to have been used for agricultural and farming related purposes based a review of historical aerial photography from GeoOttawa.

Dilworth Development Inc. is proposing to rezone areas of the Subject Site from *Rural Countryside – RU* to *Rural Commercial – RC* to permit future commercial and light industrial land uses. Following discussions with City staff, it was suggested to rezone the other areas from *Rural Countryside – RU* to *Parks and Open Space, Subzone R – O1R* for the preservation of the Subject Site’s rural natural heritage features. No changes are proposed to the Cranberry Creek Provincially Significant Wetland (PSW), which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection. The Subject Site east of the Cranberry Creek PSW will remain zoned as *Rural Countryside – RU* to permit a future detached dwelling on a severed 2.06 ha parcel of land that was granted by the Committee of Adjustment through a *Consent* (City File No.: D08-01-21/B-00398) application on May 24, 2024.

The existing *Rural Countryside – RU* zone for the Subject Site currently limits non-residential land uses to agriculture and agricultural-related uses, animal care establishments and hospitals, artist studios, cannabis production facilities, cemeteries, environmental preserve and education areas, forestry operations, kennels, and on-farm diversified uses. A Concept Plan prepared by Novatech dated October 2025 provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies. A *Site Plan Control* application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.

The Planning Rationale will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*.

1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by Dilworth Developments Inc. to prepare this revised Planning Rationale and Public Consultation Strategy in support of an application for *Zoning By-law Amendment* for their property municipally known as 2095 Dilworth Road in Ward 21 – Rideau-Jock, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

Dilworth Development Inc. is proposing to rezone areas of the Subject Site from *Rural Countryside – RU* to *Rural Commercial – RC* to permit future commercial and light industrial land uses. Following discussions with City staff, it was suggested to rezone the other areas from *Rural Countryside – RU* to *Parks and Open Space, Subzone R – O1R* for the preservation of the Subject Site’s rural natural heritage features. No changes are proposed to the Cranberry Creek Provincially Significant Wetland (PSW), which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection. The Subject Site east of the Cranberry Creek PSW will remain zoned as *Rural Countryside – RU* to permit a future detached dwelling on a severed 2.06 ha parcel of land that was granted by the Committee of Adjustment through a *Consent* (City File No.: D08-01-21/B-00398) application on May 24, 2024.

The existing *Rural Countryside – RU* zone for the Subject Site currently limits non-residential land uses to agriculture and agricultural-related uses, animal care establishments and hospitals, artist studios, cannabis production facilities, cemeteries, environmental preserve and education areas, forestry operations, kennels, and on-farm diversified uses. A Concept Plan prepared by Novatech dated October 2025 provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies. A *Site Plan Control* application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.

The Planning Rationale will demonstrate how the proposed development is consistent with the *Provincial Planning Statement (2024)*, conforms to the *City of Ottawa Official Plan (2022)*, and complies with the provisions of *Zoning By-law 2008-250*.

1.1 Site Description and Surrounding Uses

The Subject Site is an irregular shaped parcel of land situated in the community of North Gower-Kars on the edge of the City of Ottawa’s geographical boundary limits. The Subject Site is currently developed with a single-detached dwelling and accessory garage/workshop that has been used as a home-based business for small engine repair and servicing.

Historically, portions of the Subject Site appear to have been used for agricultural and farming related purposes based a review of historical aerial photography from GeoOttawa. The Environmental Impact Statement prepared by Gemtec dated July 18, 2024 describes the physical setting of the Subject Site as consisting of deciduous and coniferous woodlands, deciduous swamps, fallow fields, marsh habitats, and the Cranberry Creek PSW on the eastern portion. The Subject Site has frontages along Third Line Road South and Dilworth Road and has a total area of 33.20 hectares as shown in **Figure 1**.

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

North: Undeveloped forested and vegetated area abuts the Subject Site to the north.

East: Existing rural residential and Third Line Road South abut the Subject Site to the east. An equestrian centre and rural residential are located east of Third Line Road South.

South: Dilworth Road abuts the Subject Site to the south. Further south of Dilworth Road are undeveloped forested and vegetated area, rural residential, Reevecraig Road North, and the Highway 416 Dilworth Road interchange.

West: Highway 416 abuts the Subject Site to the west. Undeveloped forested and vegetated area are located further west of Highway 416.



Figure 1: Subject Site and surrounding uses.

The Subject Site is legally described as follows:

PT LT 35 CON 3 N GOWER AS IN N684147, EXCEPT PART 1 ON EXPROPRIATION PLAN N742654; RIDEAU

1.2 Proposed Development

As previously discussed, Dilworth Development Inc. is proposing to rezone areas of the Subject Site from *Rural Countryside – RU* to *Rural Commercial – RC* to permit future commercial and light industrial land uses such as a gas bar, automobile dealership, and warehouse. The applicants are proposing to rezone the Subject Site for the purposes of marketing it for future development.

Following discussions with City staff, it was suggested to rezone the other areas from *Rural Countryside – RU* to *Parks and Open Space, Subzone R – O1R* for the preservation of the Subject Site’s rural natural heritage features. No changes are proposed to the Cranberry Creek PSW, which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection. The Subject Site east of the Cranberry Creek PSW will remain zoned as *Rural Countryside – RU* to permit a future detached dwelling on a severed 2.06 ha parcel of land that was granted by the Committee of Adjustment through a *Consent (City File No.: D08-01-21/B-00398)* application on May 24, 2024.

The future commercial and light industrial land uses permitted under the *Rural Commercial – RC* zone will serve local residents of the general rural area and travelling public in accordance with the *City of Ottawa Official Plan (2022) Rural Countryside* designation policies. Presently, commercial and light industrial land uses are not readily available within the immediate area and require significant travel distance outside of the community to urban areas and towns to access these services. The Subject Site’s location abutting Highway 416 and frontage onto an existing arterial roadway make it a suitable and desirable location for future commercial and light industrial land uses outside of towns.

The areas to be rezoned for future commercial and light industrial lands uses reflect the developable areas of the Subject Site following the completion of alterations to watercourses (cut/fill) activities by the applicant and supporting studies. A Rideau Valley Conservation Authority (RVCA) *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Ont. Reg. 174/06* application was filed by Gemtec in 2022 to permit cut/fill activities. The RVCA issued a *Letter of Permission – Ont. Reg. 174/06, S. 28 Conservation Authorities Act 1990, As Amended* dated May 31, 2022 for the Subject Site to permit cut/fill activities in non-hazardous areas of the regulatory flood plain. The letter from the RVCA dated December 17, 2024 confirmed that the RVCA has reviewed and accepted the work completed by the applicant as part of the cut/fill activities and has updated their regulatory mapping.

The other areas to be rezoned for the protection and preservation of the Subject Site’s rural natural heritage features reflect the “Natural Heritage Features” and “Mitigation Measures” figures identified in the Environmental Impact Statement prepared by Gemtec dated May 10, 2024. Novatech has prepared a revised “Developable Area” figure dated September 2025 to illustrate the future developable and non-developable areas of the Subject Site based on the completed cut/fill activities and environmental constraints as shown in **Figure 2**. A Concept Plan prepared by Novatech provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies as shown in **Figure 3**.

A full size of the Developable Area figure is provided in **Appendix A** with a full size of the Concept Plan provided in **Appendix B**. In total, approximately 11.74 hectares of the Subject Site represent the future development areas.

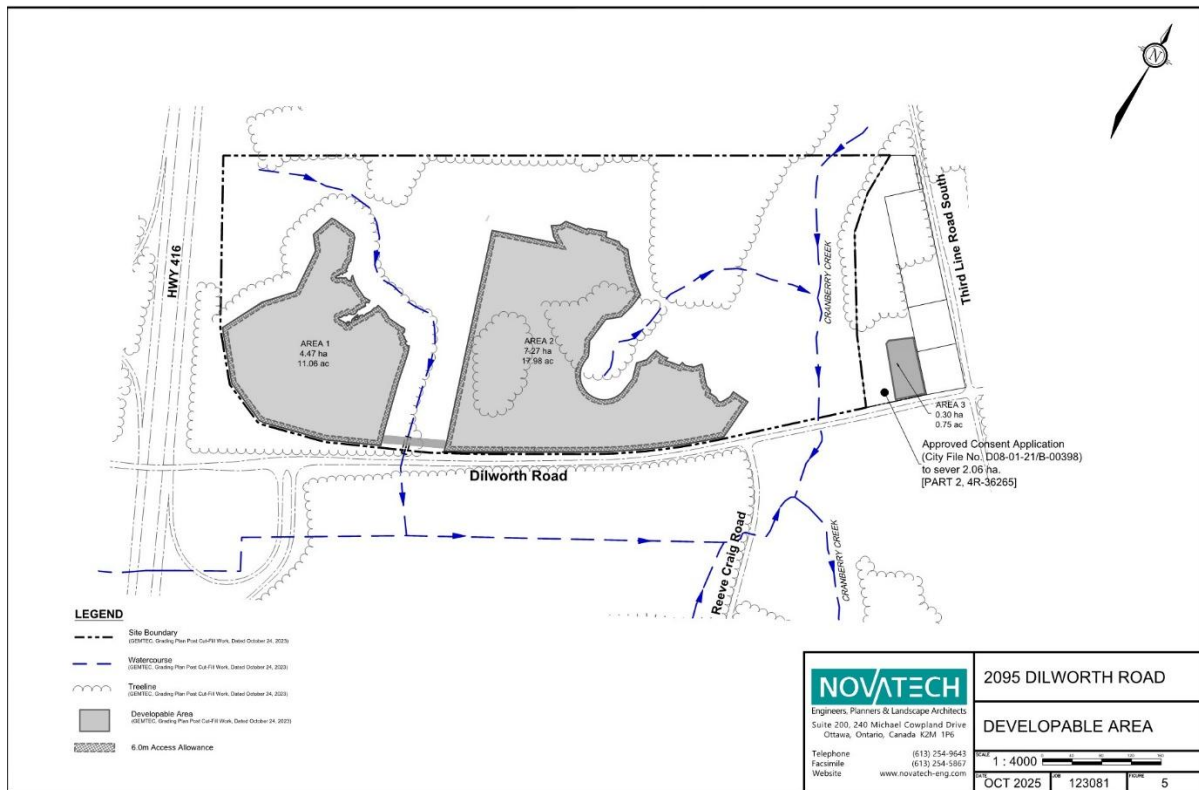


Figure 2: Revised Developable Area figure prepared by Novatech dated October 2025.

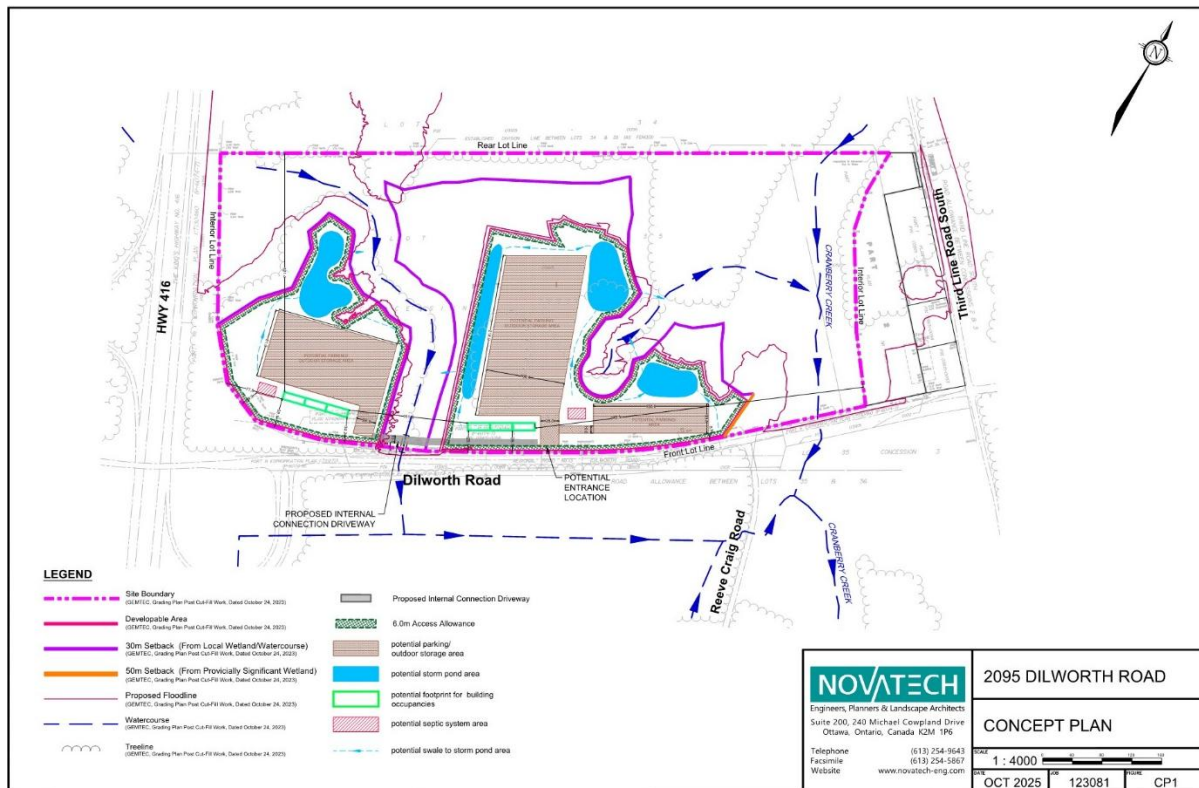


Figure 3: Concept Plan prepared by Novatech dated October 2025.

2.0 ADDITIONAL REPORTS

- Concept Plan prepared by Novatech dated October 2025.
- Revised Zoning Confirmation Report prepared by Novatech dated October 21, 2025.
- Revised Servicing Options and Conceptual Stormwater Management Report, Ref: 2024-065 prepared by Novatech dated October 21, 2025.
- Environmental Impact Statement, Project: 650007.01 prepared by Gemtec dated July 18, 2024.
- Stage 1 and 2 Archaeological Assessment, Report: MH1284-REP.01R2 prepared by Matrix Heritage dated July 2024.
- Review and Entry into the Ontario Public Register of Archaeological Reports prepared by the Ministry of Citizenship and Multiculturalism (MCM) dated August 11, 2025.
- Phase One Environmental Assessment, DST File No.: 02101208.000 prepared by DST dated April 2021.
- Phase Two Environmental Site Assessment, DST File No.: 02101208.000 prepared by DST dated April 2021.
- Revised Phase One Environmental Site Assessment Update, Englobe File: 02101208.000 prepared by Englobe dated May 17, 2024.
- Revised Preliminary Geotechnical Investigation Report, Ref No.: 02101208.000 prepared by Englobe dated January 6, 2025.
- Proposed Commercial Development 1.0 m Grade Raise Memo, Ref No.: 02101208.001 prepared by Englobe dated July 18, 2024.
- Revised Hydrogeological Study Report, Ref No: 02101208.000 prepared by Englobe dated February 2025.
- Transportation Impact Assessment prepared by IBI Group dated July 21, 2021.
- Transportation Impact Assessment (Addendum #1) prepared by Arcadis dated June 3, 2024.
- Regulatory Floodplain Review – Cut Fill Balance Analysis, File: 65007.01 R01 prepared by Gemtec dated January 11, 2022.
- Rideau Valley Conservation Authority Letter of Permission – *Ont. Reg. 174/06, S. 28 Conservation Authorities Act 1990, As Amended*.
- Balanced Cut/Fill Permit – Floodplain Status (RV6-0122) Correspondence prepared by the Rideau Valley Conservation Authority dated December 17, 2024.
- Ministry of Transportation Pre-Consultation Meeting Correspondence dated January 20, 2025.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Planning Statement

The *Provincial Planning Statement [PPS] (2024)* came into effect on October 20, 2024 and replaces the previous *Provincial Policy Statement (2020)* that came into effect on May 1, 2020. The *PPS* provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating development and land use province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. The decisions that affect all planning matters “*shall*

be consistent with” relevant policy statements under the authority of Section 3 of the *Planning Act*. The following is an overall review of the applicable *PPS 2024* policies.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

- 6) *Planning authorities should support the achievement of complete communities by:*
 - a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*
- **The suggested *Rural Commercial – RC* zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.**
- **Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site’s location abutting Highway 416 and frontage onto an existing arterial roadway.**
- **The suggested zoning will also include provisions to further preserve the rural natural heritage features present on the Subject Site. No changes are proposed to the Cranberry Creek PSW, which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection.**

2.5 Rural Areas in Municipalities

- 1) *Healthy, integrated and viable rural areas should be supported by:*
 - a) *building upon rural character, and leveraging rural amenities and assets;*
 - b) *promoting regeneration, including the redevelopment of brownfield sites;*
 - c) *accommodating an appropriate range and mix of housing in rural settlement areas;*
 - d) *using rural infrastructure and public service facilities efficiently;*
 - e) *promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;*
 - f) *providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;*
 - g) *conserving biodiversity and considering the ecological benefits provided by nature; and*
 - h) *providing opportunities for economic activities in prime agricultural areas, in accordance with policy 4.3.*
- 2) *In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.*

3) *When directing development in rural settlement areas in accordance with policy 2.3, planning authorities shall give consideration to locally appropriate rural characteristics, the scale of development and the provision of appropriate service levels.*

Growth and development may be directed to rural lands in accordance with policy 2.6, including where a municipality does not have a settlement area.

- The suggested **Rural Commercial – RC** zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.
- Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site's location abutting Highway 416 and frontage onto an existing arterial roadway.
- The suggested zoning will also include provisions to further preserve the rural natural heritage features present on the Subject Site. No changes are proposed to the Cranberry Creek PSW, which is zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection.

2.5 Rural Lands in Municipalities

1) *On rural lands located in municipalities, permitted uses are:*

- a) the management or use of resources;*
- b) resource-based recreational uses (including recreational dwellings not intended as permanent residences);*
- c) residential development, including lot creation, where site conditions are suitable for the provision of appropriate sewage and water services;*
- d) agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;*
- e) home occupations and home industries;*
- f) cemeteries; and*
- g) other rural land uses.*

2) *Development that can be sustained by rural service levels should be promoted.*

3) *Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the uneconomical expansion of this infrastructure.*

4) *Planning authorities should support a diversified rural economy by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.*

5) *New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the minimum distance separation formulae.*

- The suggested **Rural Commercial – RC** zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.
- Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site's location abutting Highway 416 and frontage onto an existing arterial roadway.

- A review of historical aerial photography from GeoOttawa identified three (3) properties that appear to contain or have the potential to contain livestock facilities or anaerobic digesters. The rural properties are 2064 and 2248 Dilworth Road and 7405 Third Line Road South. The rural properties identified are within 750 metres of the Subject Site in accordance with the *Minimum Distance Separation (MDS) Publication 853 Guidelines* produced by the Ministry of Agriculture, Food, and Rural Affairs (OMAFRA).
- Conservative assumptions were made for each of the properties reviewed using OMAFRA's AgriSuite web application where they appeared to contain or had the potential to contain livestock facilities or anaerobic digesters to ensure MDS I setbacks complied. Please refer to Appendix C of this report for the revised MDS I figure and the AgriSuite report.
- 7405 Third Line Road South is located east of the Subject Site and was previously a therapeutic equestrian centre. Based on a livestock facility size of 200 m², a maximum of nine (9) medium-framed sized horses were assumed based on the AgriSuite web application.
 - The minimum distance from the livestock barn to the Subject Site is 177 metres whereas the actual distance from the livestock barn to the property is 88 metres based on the approved severance. The minimum distance from the manure storage to the Subject Site is 177 metres whereas the actual distance from the manure storage to the property is 131 metres based on the approved severance.
 - However, the MDS I setbacks do not apply to this portion as *MDS Publication 853 Guideline #10* states that amendments to rezone/redesignate land already zoned/designated for non-agricultural use shall need to meet the MDS I setbacks only if the amendment will permit a more sensitive land use than existed before. The portion of the Subject Site east of the Cranberry Creek PSW will remain as a *Rural Countryside – RU* zone for future residential development which already permits a detached dwelling as of right.
 - The actual distances from the existing livestock barn and manure storage to the limits of the future developable area to be rezoned are in excess of 300 metres.
- 2064 Dilworth Road is located south of the Subject Site and contains a detached dwelling and accessory structures including livestock barn and shade shelter. Based on a livestock facility of 233 m², a maximum of (10) medium-framed sized horses were assumed based on the AgriSuite web application.
 - The minimum distance from the livestock barn to the Subject Site is 180 metres whereas the actual distance from the livestock barn to the limits of the future developable area is 253 metres. The minimum distance from manure storage to the Subject Site is 180 metres whereas the actual distance from the manure storage is 259 metres. As such, the minimum MDS I setbacks comply.
- 2248 Dilworth Road is located southwest of the Subject Site on the other side of Highway 416 and contains a detached dwelling and several accessory structures including an unoccupied livestock barn. Based on a livestock facility of 337 m², approximately fifteen (15) medium-framed sized horses were assumed based on the AgriSuite web application.
 - A review of more recent aerial photography from GeoOttawa indicated no signs of a currently occupied livestock barn on the property and as such, the "Livestock barn is currently unoccupied" option was selected on the AgriSuite web application.

- **The minimum distance from the livestock barn to the Subject Site is 238 metres whereas the actual distance from the livestock barn to the limits of the future developable area is 520 metres. As such, the minimum MDS I setbacks comply.**

2.8 Employment

2.8.1 Supporting a Modern Economy

- 1) *Planning authorities shall promote economic development and competitiveness by:*
 - a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
 - b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
 - c) *identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
 - d) *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
 - e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*
 - 2) *Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects are encouraged in strategic growth areas and other mixed-use areas where frequent transit service is available, outside of employment areas.*
 - 3) *In addition to policy 3.5, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.*
 - 4) *Major office and major institutional development should be directed to major transit station areas or other strategic growth areas where frequent transit service is available.*
- **The future commercial and light industrial land uses will contribute to a greater range of diversified land uses within the community to support the long-term needs of the rural area.**
 - **The location of the Subject Site abutting Highway 416 and frontage onto an existing arterial roadway make it a suitable and desirable location for future commercial and light industrial land uses.**

2.9 Energy Conservation, Air Quality and Climate Change

- 1) *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
 - a) *support the achievement of compact, transit-supportive, and complete communities;*
 - b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
 - c) *support energy conservation and efficiency;*

- d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*
- **The suggested *Rural Commercial – RC* zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.**
- **Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site's location abutting Highway 416 and frontage onto an existing arterial roadway.**

Chapter 3: Infrastructure and Facilities

3.3 Transportation and Infrastructure Corridors

- 1) *Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.*
 - 2) *Major goods movement facilities and corridors shall be protected for the long term.*
 - 3) *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.*
 - 4) *The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.*
 - 5) *The co-location of linear infrastructure should be promoted, where appropriate.*
- **Given the location of the Subject Site abutting Highway 416 and being within the permit control area of the Ministry of Transportation (MTO) as defined in the *Public Transportation and Highway Improvement Act*, consultations were undertaken with staff from MTO. In an email from MTO staff dated January 20, 2025, it was confirmed that the MTO does not object to the proposed *Zoning By-law Amendment* application.**
 - **It is acknowledged the applicants will be required to obtain approvals and permits by the MTO prior to the issuance of any municipal building permits or approvals.**
 - **A Concept Plan prepared by Novatech dated October 2025 provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies. A *Site Plan Control* application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.**

3.6 Sewage, Water and Stormwater

- 3) *Where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.*
- **A Servicing Options and Conceptual Stormwater Management Report was prepared by Novatech dated October 21, 2025. The report concludes that quantity control of stormwater will be provided to pre-development levels through ponding of stormwater on building roofs and grassed swales whereas quality control will be provided through the installation of stormwater management ponds. Overland flow route will be provided to the unnamed watercourses within the Subject Site similar to existing conditions and erosion and sediment control measures will be required during construction.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

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

- 8) *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

4.2 Water

- 1) *Planning authorities shall protect, improve or restore the quality and quantity of water by:*
 - a) *using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
 - b) *minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
 - c) *identifying water resource systems;*
 - d) *maintaining linkages and functions of water resource systems;*
 - e) *implementing necessary restrictions on development and site alteration to:*
 1. *protect all municipal drinking water supplies and designated vulnerable areas; and*
 2. *protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;*
 - f) *planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
 - g) *ensuring consideration of environmental lake capacity, where applicable.*
 - 2) *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*
- **The suggested zoning for the Subject Site has taken into consideration the Subject Site's rural natural heritage features and will rezone these areas to ensure they are preserved.**
 - **No changes are proposed to the Cranberry Creek PSW, which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection.**

4.6 Cultural Heritage and Archaeology

- 1) *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
- 2) *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
- 3) *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*

- 4) *Planning authorities are encouraged to develop and implement:*
 - a) *archaeological management plans for conserving archaeological resources; and*
 - b) *proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*
- **A Stage 1 and 2 Archaeological Assessment was prepared by Matrix Heritage dated July 2024. The report concludes that no further archaeological work is required for the study area.**
- **A Review and Entry into the Ontario Public Register of Archaeological Reports letter was prepared by the Ministry of Citizenship and Multiculturalism (MCM) dated August 11, 2025. The letter confirms that the MCM is satisfied that the fieldwork and report are consistent with the MCM's *Standards and Guidelines for Consultant Archaeologists (2011)* and terms and conditions for archaeological licenses.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

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

5.2 Natural Hazards

- 1) *Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.*
- 2) *Development shall generally be directed to areas outside of:*
 - a) *hazardous lands adjacent to the shorelines of the Great Lakes -St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
 - b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
 - c) *hazardous sites.*
- 3) *Development and site alteration shall not be permitted within:*
 - a) *the dynamic beach hazard;*
 - b) *defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);*
 - c) *areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*
 - d) *a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*
- 4) *Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.*

- 5) *Despite policy 5.2.3, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:*
 - a) *in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or*
 - b) *where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.*
 - 8) *Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:*
 - a) *development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*
 - b) *vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;*
 - c) *new hazards are not created and existing hazards are not aggravated; and*
 - d) *no adverse environmental impacts will result.*
- **A Letter of Permission – Ont. Reg. 174/06, S. 28 Conservation Authorities Act 1990, As Amended** was issued by the RVCA dated May 31, 2022 for the Subject Site to permit cut/fill activities in non-hazardous areas of the regulatory flood plain.
 - The areas to be rezoned reflect the future developable and non-developable areas based on the completed cut/fill activities as well as the environmental constraints and rural natural heritage features identified on the Subject Site. The letter from the RVCA dated December 17, 2024 confirmed that the RVCA has reviewed and accepted the work completed by the applicant as part of the cut/fill activities and has updated their regulatory mapping.
 - Phase One and Two Environmental Site Assessments (ESA) were prepared by DST dated April 2021. A subsequent Phase One ESA Update was prepared by Englobe dated 17, 2024. The Phase ESA Update concludes that, *“based on the fact that no new APECs were identified at the Phase One Property for the study period of April 2021 to May 2024, no further investigation in the form of a Phase Two ESA is required at the Site at this time”*.
 - A revised Preliminary Geotechnical Investigation Report was prepared by Englobe on January 6, 2025. The report notes that as it has been prepared in support of rezoning application, it should be considered preliminary nature and Englobe should be retained once designs have advanced to ensure conformance with the report.
 - Detailed information and findings can be found in the reports which will accompany this submission.

3.2 City of Ottawa Official Plan

The Subject Site is designated as *Rural Countryside* and *Greenspace* as per the *City of Ottawa Official Plan (2022) Schedule B9 – Rural Transect*. The easterly portion of the Subject Site also includes a *Natural Heritage System Core Area Overlay* as per *Schedule C11-B – Natural Heritage System* to reflect the Cranberry Creek PSW and significant woodlands.

The applicable policies under the relevant sections of the *Official Plan* are listed below. A description of how the proposal responds to the policies then follows.

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

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

- 1) *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
 - 2) *By 2046, the majority of trips in the city will be made by sustainable transportation.*
 - 3) *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
 - 4) *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
 - 5) *Embed economic development into the framework of our planning policies.*
- **The suggested *Rural Commercial – RC* zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.**
 - **Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site's location abutting Highway 416 and frontage onto an existing arterial roadway.**

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

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

Policy 2.2.1 – Intensification and Diversifying Housing Options

- The **Zoning By-law Amendment** application does not propose residential development.

Policy 2.2.2 – Economic Development

- Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site's location abutting Highway 416 and frontage onto an existing arterial roadway.
- The future commercial and light industrial land uses will contribute to a greater range of diversified land uses within the community to support the long-term needs of the rural area.

Policy 2.2.3 – Energy and Climate Change

- The suggested **Rural Commercial – RC** zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.
- A **Site Plan Control** application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.

Policy 2.2.4 – Healthy and Inclusive Communities

- The future commercial and light industrial land uses will contribute to a greater range of diversified land uses within the community to support the long-term needs of the rural area.
- The location of the Subject Site abutting Highway 416 and frontage onto an existing arterial roadway make it a suitable and desirable location for future commercial and light industrial land uses.

Policy 2.2.5 – Gender and Racial Equality

- The suggested **Rural Commercial – RC** zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.

Policy 2.2.6 – Culture

- No cultural spaces are identified on the Subject Site as per the City of Ottawa's GeoOttawa "Cultural Spaces" mapping overlay.

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

Policy 3.4 – Focus rural growth in villages

- 1) *Most of the village growth shall be directed to where municipal services exist or are planned in the villages of Richmond, Manotick, Greely and Carp.*
 - 2) *Intensification within all villages is supported, subject to health and safety limitations for partial and private services.*
 - 3) *Where significant intensification opportunities exist in villages with municipal services, the City may permit smaller lot frontages and areas than those of adjacent existing lots and shall consider the Urban Design section of this Plan, to ensure appropriate integration of new development with established areas.*
 - 4) *Where there is sufficient capacity for connection requests to municipal water and wastewater services from partial or private services within an existing village, the City may determine if an update to a secondary plan and related master plan and studies, such as a master servicing study, is required.*
 - 5) *Where a change to a village boundary is made, an update to the relevant secondary plan is required.*
 - 6) *Rural Industrial and Logistics areas are intended to be strategic locations for a cluster of uses that require access to a highway but do not require municipal water and wastewater services, such as freight transfer.*
 - 7) *Municipal water and wastewater services are not intended to extend into the rural area outside of villages. Exceptions are provided for in Subsection 4.7.2*
- **The Subject Site is situated in the City of Ottawa's rural area outside of the villages.**
 - **The Subject Site is situated in the City of Ottawa's rural area. No new residential development is proposed as part of this *Zoning By-law Amendment* application.**
 - **The suggested *Rural Commercial – RC* zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.**
 - **Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site's location abutting Highway 416 and frontage onto an existing arterial roadway.**
 - **A Servicing Options and Conceptual Stormwater Management Report was prepared by Novatech dated October 21, 2025.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Policy 3.5 – Meet employment needs

- 3) *Employment that cannot typically compete with rents of other uses in Hubs, Corridors or Neighbourhoods designations, have potential adverse impacts on adjacent sensitive uses, and require clustering of similar uses are located within Industrial and Logistics areas. These uses tend to be manufacturing, construction, storage and logistics related. Business parks that have a mix of industrial and non-industrial uses such as small-scale office and other service-oriented uses are located within Mixed Industrial areas.*
- 6) *Primary industry jobs such as agriculture and resource extraction occur in the Rural Countryside area, in the Agricultural Resource Area and on lands within the Sand and Gravel or Bedrock Resource Overlays. While these employment sectors may not be dense employment areas, they comprise a significant land area in the Plan.*

- The future commercial and light industrial land uses will contribute to a greater range of diversified land uses within the community to support the long-term needs of the rural area.
- The location of the Subject Site abutting Highway 416 and frontage onto an existing arterial roadway make it a suitable and desirable location for future commercial and light industrial land uses.

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

Subsection 4.1 – Mobility

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

- 1) *In the Urban area and Villages, people who walk, cycle and use transit shall, by default, be given priority for safety and movement. The resolution of overlapping priorities in the Urban area and Villages, as well as the establishment of priorities in the Rural area, will be informed by Multi-Modal Level of Service targets outlined in the Transportation Master Plan (TMP) and Multi-Modal Level of Service Guidelines.*
 - 2) *Equity considerations, in accordance with the City's Equity and Inclusion Lens, and Subsection 2.2.4, Policy 2) of this Plan, shall be included in the planning and evaluation of all transportation investments.*
 - 3) *The City's street hierarchy includes provincial and City highways, federally owned roads, arterials, major collectors, collectors, local roads or streets and lanes. The City will identify streets or segments of streets in the hierarchy that are intended to function as:*
 - a) *An access street, which is a public or private street with a close relationship to its surrounding land uses, exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation; or*
 - b) *A capacity and flow street, which is a public street that plays a structural role in the overall street grid by virtue of its length and its ability to link several areas of the City, and where the movement of people is an important part of its function;*
 - c) *The access or capacity and flow function shall be based on the transect, designations, overlays and consider elements such as surrounding land uses, density, connectivity, street frontage, mix of users, urban design considerations, as well as the allocation of space in the right of way and the road network functions; and*
 - d) *When capacity and flow functions are identified for a street, the priority is to ensure a high-quality public realm that maintains the safety of vulnerable users and the capacity and flow of public transit and sustainable modes in priority over general traffic.*
- The Subject Site is situated in the City of Ottawa's rural area outside of the villages and is accessible by various modes of transportation such as cycling and automobile.
 - A Transportation Impact Assessment (TIA) was prepared by IBI Group dated July 21, 2021 with a subsequent TIA Addendum #1 prepared by Arcadis on June 3, 2024. The TIA Addendum #1 concludes that *"other permitted uses within the RC zone could therefore be safely accommodated by the adjacent transportation network and will be further evaluated as part of a subsequent Site Plan Application"*.
 - Detailed information and findings can be found in the report which will accompany this submission.

4.1.2 – Promote healthy 15-minute neighbourhoods

- 1) *In general, this Plan equates a walking time of:*
 - a) *5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*
 - b) *10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and*
 - c) *15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.*
- **The Subject Site is situated in the City of Ottawa’s rural area outside of the villages and is accessible by various modes of transportation such as cycling and automobile.**

4.1.7 – Protect and invest in rights of way

- 1) *Under the provisions of the Planning Act, the City may require the dedication of lands for pedestrian or bicycle pathways and road and public transit rights of ways as a condition of development approval, and at no cost to the City.*
 - 2) *The City shall protect rights of way for the street and road network shown on Schedules C4, C5, C9 and C10 and as listed in detail in Schedule C16.*
 - 3) *Protected Transportation Corridors identified in this Plan, including in Schedule C2, the TMP, associated Plans and utility corridors shall be protected for future transportation purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail.*
- **Dilworth Road is designated as an Arterial – Existing as per the City of Ottawa Official Plan Schedule C9 – Rural Road Network.**
 - **As per the City of Ottawa Official Plan Schedule C16 – Road Classification and Rights-of-Way Protection, arterial roadways in the rural area are to be protected by a 30 metre right-of-way. No road widenings are required for the proposed development as per the Plan of Survey.**

Subsection 4.2 – Housing

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

- 1) *A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:*
 - a) *Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
 - b) *Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
 - c) *Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;*
 - d) *Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and*

- e) *The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.*
- **No residential development is proposed as part of the *Zoning By-law Amendment* application.**

Subsection 4.4 – Parks and Recreation Facilities

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

- 1) *The City shall provide parks through the following three mechanisms:*
 - a) *As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City’s Parkland Dedication By-law or any successor By-law;*
 - b) *The City may choose to lease or secure parks by agreement from other public agencies such as the National Capital Commission; or*
 - c) *The City may choose to buy land for parks with cash-in-lieu of parkland or through capital expenditures*
 - 2) *All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:*
 - a) *Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and*
 - b) *Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:*
 - i. *Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;*
 - ii. *Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;*
 - iii. *Be of a usable shape, topography and size that reflects its intended use*
 - iv. *Meet applicable provincial soil regulations; and*
 - iv. *Meet the minimum standards for drainage, grading and general condition.*
- **Parkland dedication is not required as part of the approval of the *Zoning By-law Amendment* application. Parkland dedication will be confirmed at the time of registration of a Site Plan Agreement following approval of *Site Plan Control* application which will be filed at a future date for the Subject Site when the details of the proposed development are known.**

Subsection 4.5 – Cultural Heritage and Archaeology

Policy 4.5.4– Conserve sites of archaeological value

- 1) *The City shall conserve sites of archaeological value where the City's Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.*
 - 3) *The Archaeological Resource Potential Mapping Study shows the historic core of the City (as defined by the City limits at the time of its incorporation in 1855) as having archaeological potential, upon discovery of any archaeological resource during the course of construction in the City's historic core area, the site shall be immediately protected from further disturbance until a licensed archaeologist has completed an archaeological assessment and any necessary mitigation has been completed.*
- **The Subject Site is identified as containing "Archaeological Potential" as per the City of Ottawa's GeoOttawa overlay.**
 - **A Stage 1 and 2 Archaeological Assessment was prepared by Matrix Heritage dated July 2024. The report concludes that no further archaeological work is required for the study area.**
 - **A Review and Entry into the Ontario Public Register of Archaeological Reports letter was prepared by the Ministry of Citizenship and Multiculturalism (MCM) dated August 11, 2025. The letter confirms that the MCM is satisfied that the fieldwork and report are consistent with the MCM's *Standards and Guidelines for Consultant Archaeologists (2011)* and terms and conditions for archaeological licenses.**
 - **Detailed information and findings can be found in the report which will accompany this submission.**

Subsection 4.6 – Urban Design

Policy 4.6.2 – Protect views and enhance Scenic Routes including those associated with national symbols

- 4) *Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:*
 - a) *Protecting the opportunity to view natural and cultural heritage features;*
 - b) *Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;*
 - c) *Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and*
 - d) *Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and*
 - e) *Managing the intensity and spill-over of lighting on adjacent parcels*
- **The Subject Site is situated adjacent to Highway 416 and Dilworth Road which are both identified as *Scenic Routes* as per the *City of Ottawa Official Plan Schedule C13 – Scenic Routes*.**
 - **A Concept Plan prepared by Novatech provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies. A *Site Plan Control* application including a detailed site plan considering building orientation, screening, and landscaping will be filed at a**

future date for the Subject Site when the details of the proposed development are known.

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

- 1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.*
 - 2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.*
 - 3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.*
 - 4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.*
- **A Concept Plan prepared by Novatech provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies. A *Site Plan Control* application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.**

Subsection 4.7 – Drinking Water, Wastewater, and Stormwater Infrastructure

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

- 1) To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:*
 - a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and*
 - b) Not exceed the capacity of the existing infrastructure system.*
- 2) The City will require that infrastructure is durable, adaptive and resilient to the current climate and future climate, including extreme weather events.*
- 3) In order to mitigate the impacts of development and climate change on drainage systems, local plans will:*
 - a) Demonstrate integration of receiving watercourse assessments and required mitigating works with the development of local plans, master drainage plans, environmental management plans and master servicing studies; and*

- b) *Identify requirements for Low Impact Development and implementation plans in environmental management plans and/or master servicing studies based on water budget calculations.*
- 4) *The City will prepare and implement programs and policies to address the need for stormwater capacity to support a range of intensification development applications. This will include:*
 - a) *Design and study requirements for on-site stormwater management, considering a range of intensification development application; and*
 - b) *Regulatory mechanisms for on-site stormwater management to provide adequate capacity to support intensification in existing neighbourhoods.*
- 5) *Stormwater management to support development shall be appropriate to the urban or rural context as defined by transect areas and each of the following:*
 - a) *The requirements of approved subwatershed studies, environmental management plans and master servicing study;*
 - b) *Other relevant Council-approved studies, such as stormwater retrofit studies;*
 - c) *The Ottawa Sewer Design Guidelines and associated climate change considerations; and*
 - d) *The Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act.*
- 6) *As part of a complete application, all redevelopment applications will be required to:*
 - a) *Identify and mitigate the impacts of additional runoff resulting from increased imperviousness through measures such as site-specific stormwater management; and*
 - b) *Implement site, grading, building and servicing design measures to protect new development from urban flooding.*
- **A Servicing Options and Conceptual Stormwater Management Report was prepared by Novatech dated October 21, 2025. The report concludes that quantity control of stormwater will be provided to pre-development levels through ponding of stormwater on building roofs and grassed swales whereas quality control will be provided through the installation of stormwater management ponds. Overland flow route will be provided to the unnamed watercourses within the Subject Site similar to existing conditions and erosion and sediment control measures will be required during construction.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

Policy 4.7.1 – Pursue an affordable and sustainable pattern of infrastructure development

- 5) *All development outside of Public Service Areas shall be on the basis of private services (private well and private sewage system).*
- 11) *Where no public services currently exist in a Public Service Area, the City may permit development on private services on lots greater than 0.4 hectares if it can be demonstrated to the satisfaction of the City that such development:*
 - a) *Is proposed where public services are not currently technically or financially feasible;*
 - b) *Can adequately be serviced by private individual services in accordance the policies of this Plan;*
 - c) *Consists of:*
 - i. *A single building comprising a commercial, institutional or public use;*
 - ii. *Residential infilling within residential clusters;*

- iii. A farm severance as provided for in Subsection 9.1 of this Plan; or
 - iv. Other uses of similar nature and scale
- d) Shall not compromise future development of the area on public services; and
- e) Shall be required to connect to the full public services as they become available.
- 15) As part of a complete application where development is proposed on the basis of private individual services, the City will require sufficient information with the application to assess the likelihood that:
 - a) Sufficient quantity of groundwater exists on site to service the development;
 - b) A water well can be constructed on the proposed lot(s) that will not be impacted by identified potential sources of groundwater contamination in the area;
 - c) The quality of the groundwater meets or exceeds the Ontario Drinking Water Standards, Objectives and Guidelines;
 - d) The operation of the on-site wastewater system on the new lot(s) will not adversely impact on a well to be constructed on the proposed lot(s) and on the wells of neighbouring properties; and
 - e) The development is within the reserve capacity of the municipal sewage system for hauled sewage.
- 23) As part of a complete application, the proponent of any development that includes a small water or wastewater works is required to submit the following additional information to the satisfaction of the City:
 - a) Hydrogeology and terrain analyses that demonstrate the long-term sustainability of water supply and wastewater disposal;
 - b) A vulnerability assessment in accordance with an approved terms of reference;
 - c) A Reasonable Use Study to determine the impact from the sewage system(s) on the groundwater, as described by the Ministry of the Environment guidelines; and
 - d) A risk assessment of the water supply and the monitoring and mitigation measures necessary to protect that supply.
- **A revised Hydrogeological Study Report was prepared by Englobe dated February 2025. The report states that the City does consider treatment for industrial/commercial developments for aesthetic exceedances such as sodium and chloride exceedances. The report states that the proposed zoning could proceed with less sensitive land uses where they do not rely on potable water supply. The report provides recommendations for considerations to be undertaken at the *Site Plan Control* application.**
- **Englobe also evaluated the impacts of the septic system and indicated that the impact on the supply aquifer are low and they meet the City of Ottawa's guidelines and D-5-4.**
- **Detailed information and findings can be found in the report which will accompany this submission.**

Subsection 4.8 – Natural Heritage, Greenspace and the Urban Forest

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

- 1) *The Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies*

- Ottawa's Natural Heritage System and, to the extent possible, Ottawa's Natural Heritage Features as overlays. Natural Heritage Overlay policies appear in Subsection 5.6.4.
- 2) The City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship.
 - 3) The City recognizes the following natural heritage features, as defined in Ottawa's Environmental Impact Study Guidelines:
 - a) Significant wetlands;
 - b) Habitat for endangered and threatened species;
 - c) Significant woodlands;
 - d) Significant valleylands;
 - e) Significant wildlife habitat;
 - f) Areas of Natural and Scientific Interest;
 - g) Urban Natural Features;
 - h) Natural Environment Areas;
 - i) Natural linkage features and corridors;
 - j) Groundwater features;
 - k) Surface water features, including fish habitat; and
 - l) Landform features.
 - 4) The natural heritage overlay policies apply to all features in Policy 3) regardless of whether they appear on Schedules to the Official Plan.
 - 5) The City shall take a no net loss approach with respect to evaluated wetlands deemed not provincially significant and forest cover outside the urban area and designated villages. Mechanisms for achieving no net loss include land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship. Development and site alteration is prohibited in provincially significant wetlands.
- The easterly portion of the Subject Site also includes a **Natural Heritage System Core Area Overlay** as per **Schedule C11-B – Natural Heritage System** to reflect the Cranberry Creek PSW and significant woodlands.
 - No changes are proposed to the Cranberry Creek PSW, which is already zoned as **Environmental Protection, Subzone 3 – EP3** to ensure its long-term preservation and protection.
 - To ensure the long term preservation and protection of the Subject Site's other rural natural heritage features, it is also suggested to rezone these other areas from **Rural Countryside – RU** to **Parks and Open Space, Subzone R – O1R**.
 - An Environmental Impact Statement was prepared by Gemtec dated July 18, 2024 in support of this **Zoning By-law Amendment** application. The report outlines recommended avoidance and mitigation measures including:
 - 50 metre setback from the Cranberry Creek PSW.
 - 30 metre setback from all local wetlands and watercourses.
 - The setbacks would also aid in protecting significant woodlands, loss of significant valleylands, potential impacts to water quality from development, watercourses, and significant wildlife habitat.
 - Vegetation removal should occur outside the bird breeding period (typically April 15 to August 15).

- **Detailed information and findings can be found in the Environmental Impact Statement which will accompany this submission.**

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

- 1) *Ottawa's urban forest includes all of the trees, and their growing environments, whether they grow singly, in groups or in woodlands, on both public and private property.*
 - 2) *The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors.*
 - 3) *Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:*
 - a) *Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect;*
 - b) *On urban properties subject to site plan control or community planning permits, development shall create tree planting areas within the site and in the adjacent boulevard, as applicable, that meet the soil volume requirements in any applicable City standards or best management practices or in accordance with the recommendation of a Landscape Architect;*
 - c) *Planning and development decisions, including Committee of Adjustment decisions, shall have regard for short-term, long-term and cumulative impacts on the urban forest at the neighbourhood and urban-wide scale;*
 - d) *When considering impacts on individual trees, planning and development decisions, including Committee of Adjustment decisions, shall give priority to the retention and protection of large, healthy trees over replacement plantings and compensation; and*
 - e) *Planning and development review processes shall support the goals and effective implementation of the Tree Protection By-law, including early consideration of trees in application and business processes.*
- **No trees are proposed to be removed as part of this Zoning By-law Amendment application.**
 - **A Concept Plan prepared by Novatech dated October 2025 provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies. A Site Plan Control application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.**

Subsection 4.9 – Water Resources

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

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

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

- 1) *The minimum setback from surface water features shall be the development limits as established by a Council-approved watershed, subwatershed or environmental management plan.*
 - 2) *Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:*
 - a) *Development limits as established by the conservation authority's hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;*
 - b) *Development limits as established by the geotechnical hazard limit in keeping with Council approved Slope Stability Guidelines for Development Applications;*
 - c) *30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and*
 - d) *15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.*
 - 3) *Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.*
 - 4) *The setback provided for in Policies 1) and 2) shall be implemented through the Zoning By-law, and any change in the setback shall require a Zoning By-law amendment or variance that conforms with the policies in this section of this Plan.*
 - 5) *Where development or site alteration is proposed within or adjacent to headwater drainage features, and the proponent is requesting an exception to the minimum setback identified in Policy 2), the proposal and supporting studies must address the following to the satisfaction of the City: a) Evaluation and description of the project site, sensitivity of the headwater drainage features and sampling methods; b) Assessment and classification of hydrological function, riparian conditions, fish and fish habitat and terrestrial habitat;*
 - 9) *Where development is proposed on private services, no septic tank or distribution piping may be located within the minimum setback from surface water features unless an alternative setback has been permitted by the City in consultation with the conservation authority.*
- **No changes are proposed to the Cranberry Creek PSW, which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection.**
 - **To ensure the long term preservation and protection of the Subject Site's other rural natural heritage features, it is also suggested to rezone these other areas from *Rural Countryside – RU* to *Parks and Open Space, Subzone R – O1R*.**
 - **An Environmental Impact Statement was prepared by Gemtec dated July 18, 2024 in support of this *Zoning By-law Amendment* application. The report outlines recommended avoidance and mitigation measures including:**
 - **50 metre setback from the Cranberry Creek PSW.**
 - **30 metre setback from all local wetlands and watercourses.**
 - **The setbacks would also aid in protecting significant woodlands, loss of significant valleylands, potential impacts to water quality from development, watercourses, and significant wildlife habitat.**

- Vegetation removal should occur outside the bird breeding period (typically April 15 to August 15).
- An RVCA Development, *Interference with Wetlands and Alterations to Shorelines and Watercourses Ont. Reg. 174/06* application was filed by Gemtec in 2022 to permit cut/fill activities to allow development in non-hazardous areas of the regulatory flood plain, raise grade to allow development in the central portion of the property (within current regulation limit), and raise grade for a residential lot at the southeast corner of the Subject Site (part of a proposed severance). A Regulatory Floodplain Review – Cut Fill Balance Analysis, File: 65007.01 R01 was prepared by Gemtec dated January 11, 2022.
- A *Letter of Permission – Ont. Reg. 174/06, S. 28 Conservation Authorities Act 1990, As Amended* was issued by the RVCA dated May 31, 2022 for the Subject Site to permit cut/fill activities in non-hazardous areas of the regulatory flood plain.
- The cut-fill activities for the Subject Site have been completed by the applicant. The letter from the RVCA dated December 17, 2024 confirmed that the RVCA has reviewed and accepted the work completed by the applicant as part of the cut/fill activities and has updated their regulatory mapping.
- Detailed information and findings can be found in the Environmental Impact Statement which will accompany this submission.

The Subject Site is designated as *Rural Countryside* and *Greenspace* as per the *City of Ottawa Official Plan (2022) Schedule B9 – Rural Transect* as shown in **Figure 4**. The easterly portion of the Subject Site also includes a *Natural Heritage System Core Area Overlay* as per *Schedule C11-B – Natural Heritage System* to reflect the Cranberry Creek PSW and significant woodlands as shown in **Figure 5**.

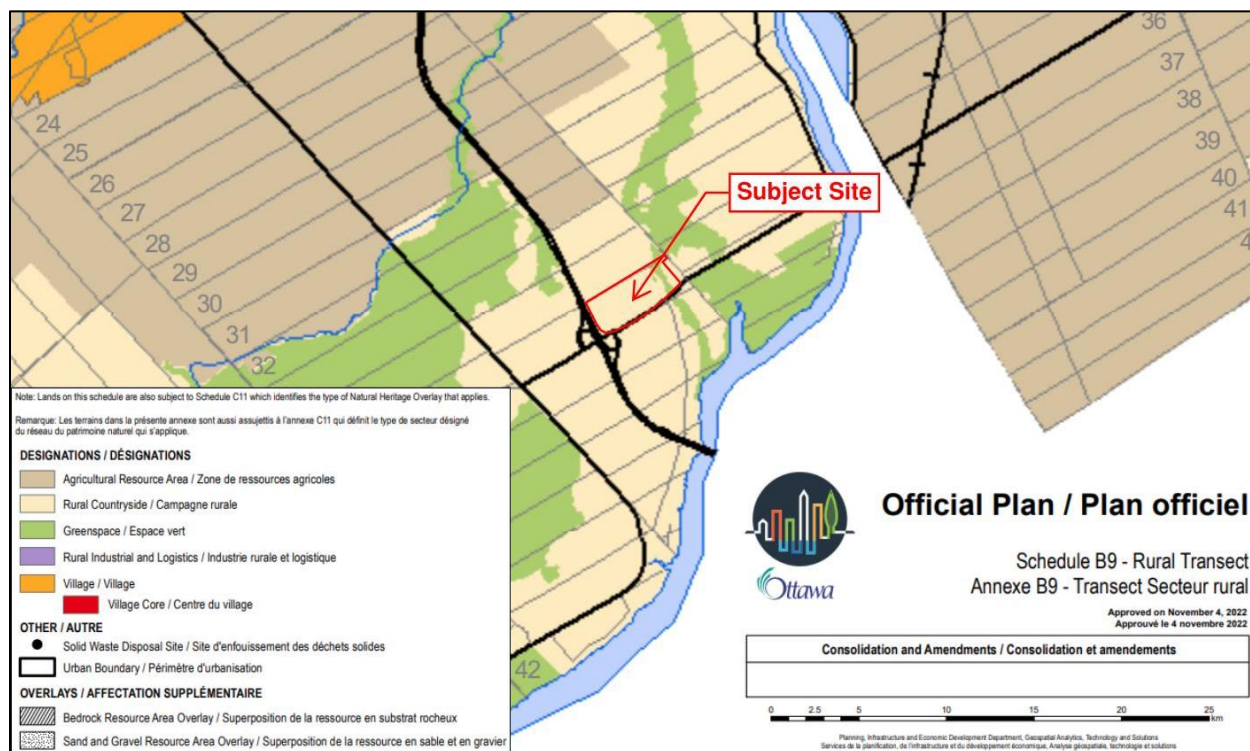


Figure 4: Excerpt from City of Ottawa Official Plan Schedule B9 – Rural Transect with the Subject Site added by Novatech.

As per Section 5.5 – Greenbelt and Rural Transect areas, the Rural Transect “varies in intensity from untouched natural areas and cultivated farmland, to more intense development within villages and commercial industrial areas”. The Rural Transect provides for a range of social and economic activities with the policies intended to ensure the responsible use of resources for the protection of public health and environment while supporting economic development for rural businesses in recognizing their valuable contributions to the regional economy.

Policy 5.5.1 – Recognize a rural pattern of built form and site design.

- 1) *Built form in the Greenbelt and Rural Transect areas, where development is permitted shall be low-rise. Mid-rise buildings may be permitted with the Greenbelt Transect area identified by the Zoning By-law and within Villages as identified in a secondary plan.*
 - b) *Outside Villages, where development is permitted, built form and site design shall be premised on maintaining the rural character, image and identity; and*
 - c) *Outside of Villages, sites shall be designed to locate surface parking, storage and paved areas far from the road frontage, and access to such areas shall be designed to maintain rural character. The frontage along the road shall be landscaped and treed in a way that respects the rural landscape and enhances the green edge of rural roads. Elements such as low fences, hedges or landscape-based ornaments may be used to enhance the site frontage.*
 - 2) *Development in the Greenbelt and Rural Transect areas shall:*
 - c) *Allow for uses that integrate well with the natural environment and rural area;*
 - d) *Direct high-intensity rural industrial uses to locations near highway interchanges;*
 - e) *Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area;*
- **The proposal is to rezone areas of the Subject Site from *Rural Countryside – RU* to *Rural Commercial – RC* to permit future commercial and light industrial land uses and other areas from *Rural Countryside – RU* to *Parks and Open Space, Subzone R – O1R* for the preservation of the Subject Site’s rural natural heritage features.**
 - **A Concept Plan prepared by Novatech dated October 2025 provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies. A *Site Plan Control* application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.**
 - **The suggested zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.**
 - **The location of the Subject Site abutting Highway 416 and frontage onto an existing arterial roadway make it a suitable and desirable location for future commercial and light industrial land uses.**
 - **A Servicing Options and Conceptual Stormwater Management Report was prepared by Novatech dated October 21, 2025. The report concludes that quantity control of stormwater will be provided to pre-development levels through ponding of stormwater on building roofs and grassed swales whereas quality control will be provided through the installation of stormwater management ponds. Overland flow route will be provided**

to the unnamed watercourses within the Subject Site similar to existing conditions and erosion and sediment control measures will be required during construction.

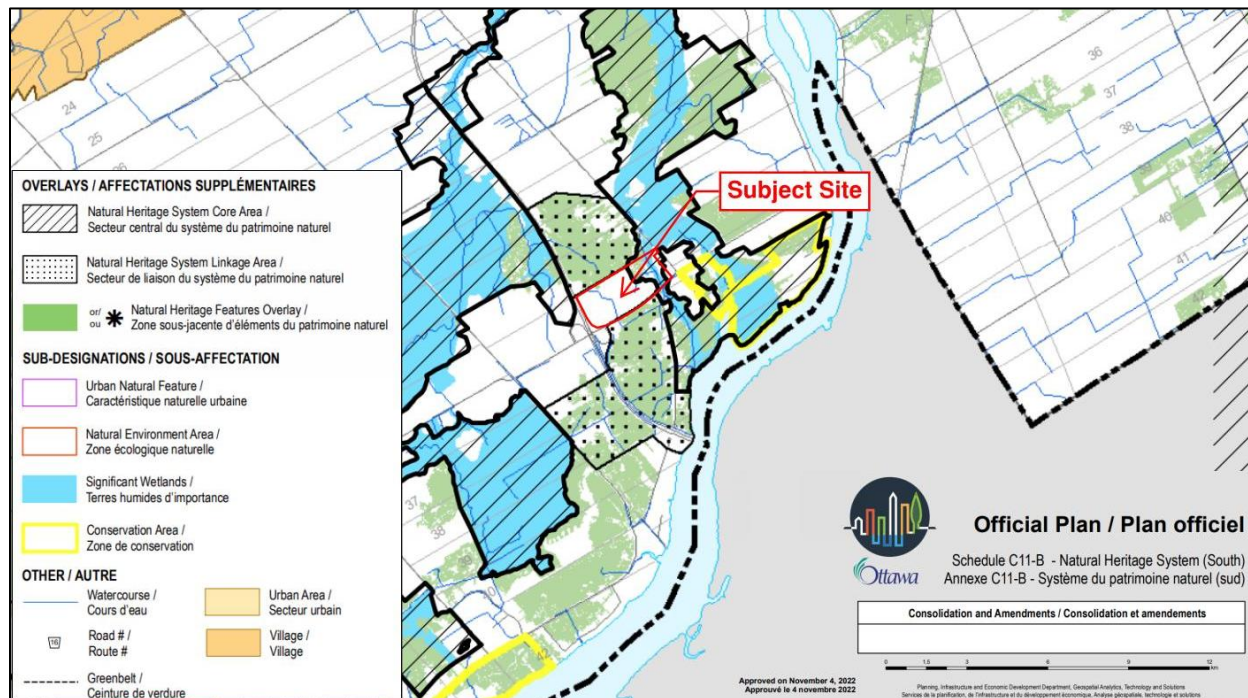


Figure 5: Excerpt of Official Plan Schedule C11-B – Natural Heritage System (South) with Subject Site added by Novatech.

Section 5.6.4 – *Natural Heritage Overlays* states that the purpose of the overlay is to protect the *Natural Heritage System* and *Natural Heritage Features*.

Subsection 5.6.4.1 – *Protect the Natural Heritage System and Natural Heritage Features*.

- 1) *The Natural Heritage System Overlay consists of Natural Heritage System Core Area and Natural Heritage System Linkage Area, as follows:*
 - b) *In Natural Heritage System Core Areas, development or site alteration shall maintain or enhance the integrity, biodiversity and ecosystem services of the area; and, not compromise the potential for long-term enhancement and restoration of the ecological integrity, biodiversity and ecosystem services of the area;*
- 2) *The Natural Heritage Features Overlay consists of those natural heritage features identified in Subsection 4.8.1, Policy 3) which can reasonably be mapped and displayed at the resolution of the Official Plan schedules.*
- 3) *The City shall protect natural heritage features for their natural character and ecosystem services.*
- 4) *Development or site alteration proposed in or adjacent to natural heritage features shall be supported by an environmental impact study prepared in accordance with the City's guidelines.*
- 5) *Development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features. Development and site alteration shall be consistent with the conclusions and recommendations of an approved environmental impact study.*

- No changes are proposed to the Cranberry Creek PSW, which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection.
- To ensure the long term preservation and protection of the Subject Site's other rural natural heritage features, it is also suggested to rezone these other areas from *Rural Countryside – RU* to *Parks and Open Space, Subzone R – O1R*.
- An Environmental Impact Statement was prepared by Gemtec dated July 18, 2024 in support of this *Zoning By-law Amendment* application. The report outlines recommended avoidance and mitigation measures including:
 - 50 metre setback from the Cranberry Creek PSW.
 - 30 metre setback from all local wetlands and watercourses.
 - The setbacks would also aid in protecting significant woodlands, loss of significant valleylands, potential impacts to water quality from development, watercourses, and significant wildlife habitat.
 - Vegetation removal should occur outside the bird breeding period (typically April 15 to August 15).
- Detailed information and findings can be found in the Environmental Impact Statement which will accompany this submission.

Section 7 – Greenspace Designation refers to the “network of public parks, other spaces within the public realm and natural lands that collectively provide essential ecosystem services to Ottawa’s residents, support biodiversity, climate resilience, recreation and healthy living”.

Policy 7.1 – Provide convenient, inclusive access to a variety of greenspaces across the City.

- 1) *Urban and Rural Greenspaces are shown on the B-series of schedules. These Greenspace designations consist of sub-designations which appear on Schedule C11 for the rural area and Schedule C12 for the urban area. They include:*
 - a) *Park;*
 - b) *Open Space;*
 - c) *Urban Natural Features;*
 - d) *Significant Wetlands;*
 - e) *Natural Environment Areas; and*
 - f) *Conservation Areas.*
 - 2) *Only Greenspace of 3.2 hectares or larger appears on Schedules B1 to B9. Smaller areas of Greenspace may appear on Schedule C12, in secondary plans, in the Parks and Recreation Facilities Master Plan and in the Urban Forest and Greenspace Master Plan, as appropriate.*
- The Greenspace designation per *City of Ottawa Official Plan (2022) Schedule B9 – Rural Transect* reflects the Cranberry Creek PSW and significant woodlands on the Subject Site.
 - No changes are proposed to the Cranberry Creek PSW, which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection.
 - To ensure the long term preservation and protection of the Subject Site's rural natural heritage features, it is also suggested to rezone these area from *Rural Countryside – RU* to *Parks and Open Space, Subzone R – O1R*.

Section 9.2 – Rural Countryside speaks to the designation which is “made up of a variety of low-intensity uses such as farming, small-scale industries and outdoor recreation and tourism supportive uses such as golf courses, vacation properties or bed and breakfasts”. The intent of the designation is to accommodate a range of land uses that are appropriate for the rural location, limiting residential development and supporting industries that serve local residents and the travelling public while ensuring that the rural area character is preserved.

Policy 9.9.2 – Strengthen the rural economy by permitting a diversity of uses that support the local rural community.

- 2) *The following uses are permitted by this Plan where permitted by the underlying zoning, furthermore such uses may be permitted subject to a Zoning By-law amendment or, when the process is enacted, a Community Planning Permit.*
 - a) *Outdoor recreational and tourism uses, campgrounds and sports fields, unless considered to be a large-scale facility;*
 - b) *Small scale light industrial and commercial uses where all of the following criteria are met:*
 - i) *The uses are necessary to serve the local rural community or the travelling public, such as restaurant, gas station, private medical or medical related-clinics, veterinary services, personal service or motel;*
 - ii) *The lands are within 200 metres of an arterial or collector road and can be safely accessed*
 - iii) *The lands are located beyond 1 kilometre of an Urban or Village boundary, or where located less than 1 kilometre from a Village boundary, it can be demonstrated that there is insufficient opportunity for these types of uses to be established within the Village;*
 - iv) *The lands are not adjacent to lands designated as Agricultural Resource Area;*
 - v) *The development can be supported by services available according to applicable provincial regulations;*
 - vi) *The scale of the development is suitable for a rural context and where the size of each commercial occupancy will not exceed 300 square metres of gross leasable floor area; and*
 - vii) *The proposed development is designed to minimize hazards between the road on which it fronts and its vehicular points of access, mitigate incompatibilities with adjacent residential uses and to integrate appropriately with rural character and landscape.*
- **The suggested zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.**
 - **The Subject Site is situated beyond 3 kilometres of any urban or village boundary with the closest rural village being Kars followed by North Gower and Osgoode.**
 - **Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site’s location abutting Highway 416 and frontage onto an existing arterial roadway.**
 - **A Concept Plan prepared by Novatech dated October 2025 provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm**

pond areas, and footprint for building occupancies. A **Site Plan Control** application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.

Section 10 – Protection of Public Health and Safety addresses environmental conditions that either occur naturally or not that can result in hazards to human life or health and damage or loss to property value. The environmental conditions or constraints to development may include natural hazards such as flood plains and unstable soils to hazards resulting from human activity such as contaminated sites, mine hazards, and land affected by noise. In general, “*development shall be directed away from areas of natural or human-made hazards, where there is an unacceptable risk to health or safety or of property damage, and shall not create new, or aggravate existing, hazards*”. The objectives include preventing injury, loss of life, and property damage, minimizing incompatible land uses, building resiliency to the impacts of extreme heat, and enhanced personal security through design.

Policy 10.1.1 – Natural Hazards: Flooding Hazards and Erosion Hazards.

- 1) *Development and site alteration shall not be permitted in the 1 in 100 year flood plain or in an erosion hazard area.*
 - 2) *Development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of development and the natural hazard.*
 - 4) *Revisions to the Flood Plain Overlay in the Zoning By-law, or regulation limits in secondary plans or area-specific policies, may be implemented without the need for an Official Plan amendment, when site-specific geodetic elevation information prepared by an Ontario Land Surveyor has been accepted by the appropriate conservation authority, or when the City is undertaking updates to the Flood Plain Overlay in the Zoning By-law and concurrence from the appropriate conservation authority has been received.*
- **The Subject Site includes a *Flood Plain Overlay* as shown in Figure 6.**
 - **An RVCA *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Ont. Reg. 174/06* application was filed by Gemtec in 2022 to permit cut/fill activities to allow development in non-hazardous areas of the regulatory flood plain, raise grade to allow development in the central portion of the property (within current regulation limit), and raise grade for a residential lot at the southeast corner of the Subject Site (part of a proposed severance). A Regulatory Floodplain Review – Cut Fill Balance Analysis, File: 65007.01 R01 was prepared by Gemtec dated January 11, 2022.**
 - **A *Letter of Permission – Ont. Reg. 174/06, S. 28 Conservation Authorities Act 1990, As Amended* was issued by the RVCA dated May 31, 2022 for the Subject Site to permit cut/fill activities in non-hazardous areas of the regulatory flood plain.**
 - **The cut-fill activities for the Subject Site have been completed by the applicant. The letter from the RVCA dated December 17, 2024 confirmed that the RVCA has reviewed and accepted the work completed by the applicant as part of the cut/fill activities and has updated their regulatory mapping.**
 - **The areas to be rezoned reflect the future developable and non-developable areas based on the completed cut/fill activities as well as the environmental constraints and rural natural heritage features identified on the Subject Site.**

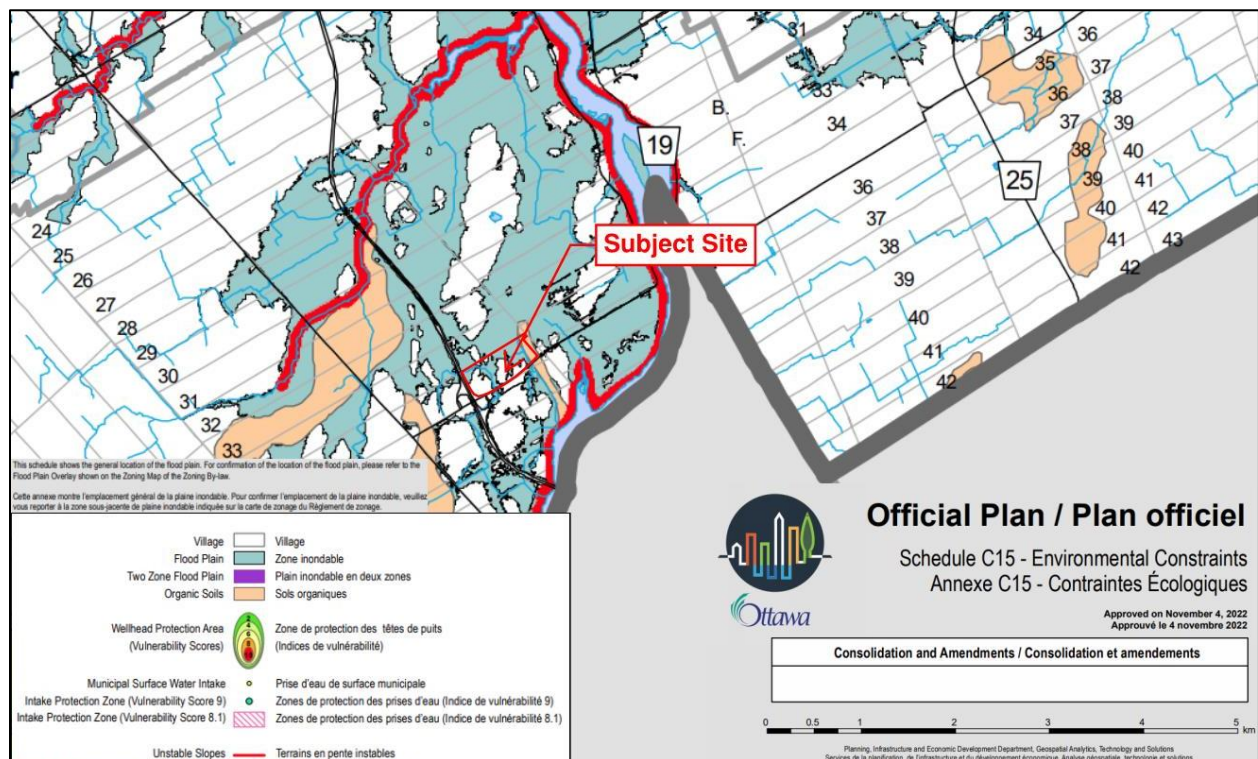


Figure 6: Excerpt of Official Plan Schedule C15 – Environmental Constraints with Subject Site added by Novatech.

3.3 Zoning By-law 2008-250

3.3.1 Existing Zoning

The Subject Site is currently dual zoned as *Rural Countryside – RU* and *Environmental Protection, Subzone 3 – EP3* with a *Flood Plain Overlay* under the *City of Ottawa's Zoning By-law 2008-250* as shown in **Figure 7**.

- To facilitate the future commercial and light industrial land uses on the Subject Site, a **Zoning By-law Amendment** application will be required to change the existing zoning.



Figure 7: Excerpt of the Subject Site's existing zoning from GeoOttawa.

3.3.2 Suggested Zoning

It is suggested to rezone areas of the Subject Site from *Rural Countryside – RU* to *Rural Commercial – RC* to permit future commercial and light industrial land uses. Following discussions with City staff, it was suggested to rezone the other areas from *Rural Countryside – RU* to *Parks and Open Space, Subzone R – O1R* for the preservation of the Subject Site's rural natural heritage features as shown in **Figure 8**.

No changes are proposed to the Cranberry Creek PSW, which is already zoned as *Environmental Protection, Subzone 3 – EP3* to ensure its long-term preservation and protection. The Subject Site east of the Cranberry Creek PSW will remain zoned as *Rural Countryside – RU* to permit a future detached dwelling on a severed 2.06 ha parcel of land that was granted by the Committee of Adjustment.

The purpose of the *Rural Commercial – RC* zone is to:

- 1) permit the development of highway and recreational commercial uses which serve the rural community and visiting public in areas mainly designated as General Rural Area, Village and Carp Road Corridor Rural Employment Area in the Official Plan;
- 2) accommodate a range of commercial uses including services for the traveling public as well as agriculture-related, vehicle-oriented and construction products and services;
- 3) permit research facilities in areas designated Greenbelt Employment and Institutional Area in the Official Plan, and
- 4) regulate development in a manner that has a minimal impact on the surrounding rural area or villages.

- The suggested ***Rural Commercial – RC*** zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids the need to travel outside the community to rural villages to access these services.
- The Subject Site is situated beyond 3 kilometres of any urban or village boundary with the closest rural village being Kars followed by North Gower and Osgoode.
- Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site's location abutting Highway 416 and frontage onto an existing arterial roadway.
- Based on the revised Hydrogeological Study Report prepared by Englobe dated February 2025, the report states that the proposed zoning could proceed with less sensitive land uses where they do not rely on potable water supply. Subject to further discussions with City staff, the ***Rural Commercial – RC*** land uses could be limited to artist studio, automobile rental establishment, automobile dealership, automobile service station, gas bar, heavy equipment and vehicle sales, rental and servicing, kennel, retail food store, limited to a farmers' market, retail store, storefront industry, and warehouse.

The purpose of the *Parks and Open Space* zone is to:

- 1) *permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and*
 - 2) *ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.*
- It was initially suggested to rezone the Subject Site's rural natural heritage features identified on the Subject Site from ***Rural Countryside – RU*** to ***Environmental Protection – EP*** to follow the zoning for Cranberry Creek. Following discussions with City staff on December 10, 2024, it was recommended to instead rezone it to ***Parks and Open Space, Subzone R – O1R*** which would still allow for the preservation of the Subject Site's rural natural heritage features.
 - The rural natural heritage features identified on the Subject Site include local wetlands, watercourse, Blanding's Turtle Category 2 Habitat (30 m), and the Significant Woodlands identified per the "Natural Heritage Features" and "Mitigation Measures" figures identified in the Environmental Impact Statement prepared by Gemtec dated July 18, 2024.

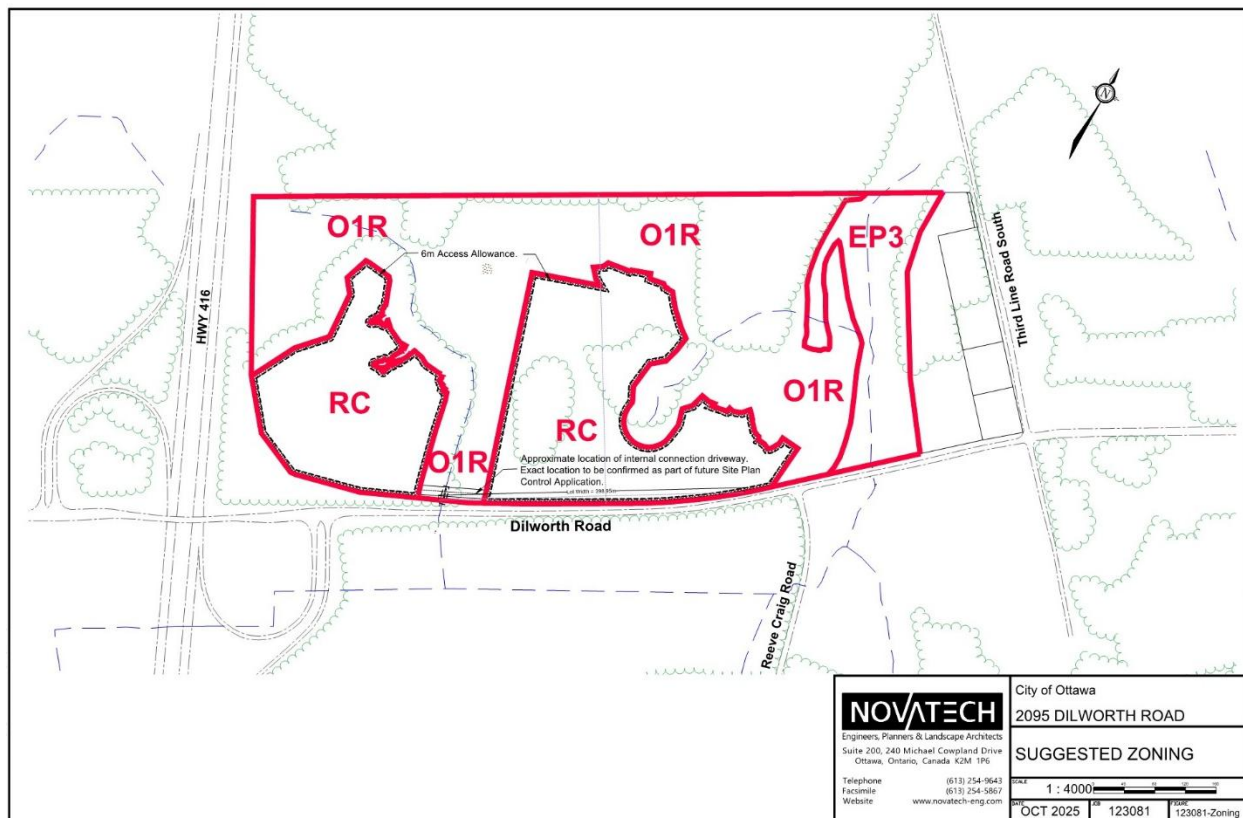


Figure 8: Excerpt from revised Suggested Zoning Key Plan prepared by Novatech dated October 2025.

4.0 OTHER APPLICABLE PLANS OR STUDIES

4.1 Transportation Master Plan (2025)

The *Transportation Master Plan [TMP] (2025)* was approved by City Council in July 2025 and is the municipality's blueprint for planning, developing, and operating its walking, cycling, transit, and vehicular networks for the next decades. The *TMP (2025)* is guided by the *City of Ottawa Official Plan (2022)* and identifies transportation policies and protects to meet the needs of residents and businesses from present until 2046.

The *[TMP] (2025)* identifies Cross-Cutting Policies with policy themes that are relevant to all modes of travel and to a wide range of mobility-related programs and initiatives. Several of the policies and actions related to the issues require interdisciplinary efforts to advance with cross-cutting policies addressing climate change and sustainability, equity, economic development, and emerging trends and technologies. The overarching themes are as follows with a description of how the proposal responds to the embedded policies then follows:

- 1) *Theme 1: Build a Sustainable and Resilient Transportation System*
- 2) *Theme 2: Create a Healthier and More Equitable Transportation System*
- 3) *Theme 3: Advance Regional Competitiveness*
- 4) *Theme 4: Respond to Change*
- 5) *Theme 5: Use Transportation to Support the City We Want to Build*

- 6) Theme 6: Maximize Walkability
- 7) Theme 7: Develop a Great Cycling City
- 8) Theme 8: Expand and Improve Transit City-Wide
- 9) Theme: 9 Provide, Safe, and Multimodal Streets
- 10) Theme 10: Manage the Curb, Parking, and the Movement of Goods
- 11) Theme 11: Encourage Sustainable Travel Choices

- The suggested **Rural Commercial – RC** zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids the need to travel outside the community to rural villages to access these services
- The Subject Site is situated beyond 3 kilometres of any urban or village boundary with the closest rural village being Kars followed by North Gower and Osgoode.
- Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site's location abutting Highway 416 and frontage onto an existing arterial roadway.
- The Subject Site is situated in the City of Ottawa's rural area outside of the villages and is accessible by various modes of transportation such as cycling and automobile. Dilworth Road is identified as an existing "**Rural Paved Shoulder Network**" as per the *Transportation Master Plan – Map D2: Cycling Network – Rural*.

4.2 Climate Change Master Plan (2020)

The *Climate Change Master Plan (2020)* was approved by City Council in January 2020 and amended in December 2020, and serves as a framework for how the City of Ottawa will mitigate and adapt to climate change and transition to a clean, renewable and resilient city by 2050.

The *Climate Change Master Plan* identifies eight priority actions for the next five years (2020–2025) that can be embedded in City of Ottawa business:

- 1) *Implement Energy Evolution: Ottawa's Community Energy Transition Strategy.*
 - 2) *Undertake a climate vulnerability assessment and develop a Climate Resiliency Strategy.*
 - 3) *Apply a climate lens to the new Official Plan and its supporting documents.*
 - 4) *Apply a climate lens to asset management and capital projects.*
 - 5) *Explore the feasibility of setting corporate carbon budgets, including piloting them within a small portion of the organization.*
 - 6) *Explore options for carbon sequestration methods and the role of green infrastructure*
 - 7) *Encourage private action through education, direct and indirect incentives, municipal support, and advocacy for support of individuals and private organizations by senior levels of government*
 - 8) *Develop a governance framework to build corporate and community capacity, align priorities, and share accountability in tackling climate change.*
- As discussed previously, the suggested **Rural Commercial – RC** zoning for the Subject Site will permit future commercial and light industrial land uses which are currently not readily available within the immediate area and avoids significant travel distance outside of the community to urban areas and towns to access these services.

- Permitting commercial and light industrial will support the general rural area and are intended to serve local residents and the travelling public given the Subject Site's location abutting Highway 416 and frontage onto an existing arterial roadway.
- A Concept Plan prepared by Novatech dated October 2025 provides a preliminary design for the Subject Site and outlines potential parking/outdoor storage areas, storm pond areas, and footprint for building occupancies. A *Site Plan Control* application including a detailed site plan will be filed at a future date for the Subject Site when the details of the proposed development are known.

5.0 PUBLIC CONSULTATION STRATEGY

- The City will be posting signage on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City of Ottawa staff.

6.0 CONCLUSION

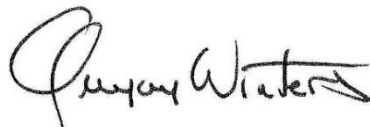
It is our assessment that the proposal to rezone the Subject Site is consistent with the *Provincial Policy Statement* (2020), conforms to the *City of Ottawa Official Plan* and complies with the provisions of *Zoning By-law 2008-250*.

This revised Planning Rationale and Public Consultation Strategy along with the associated technical studies support the proposal to rezone the Subject Site.

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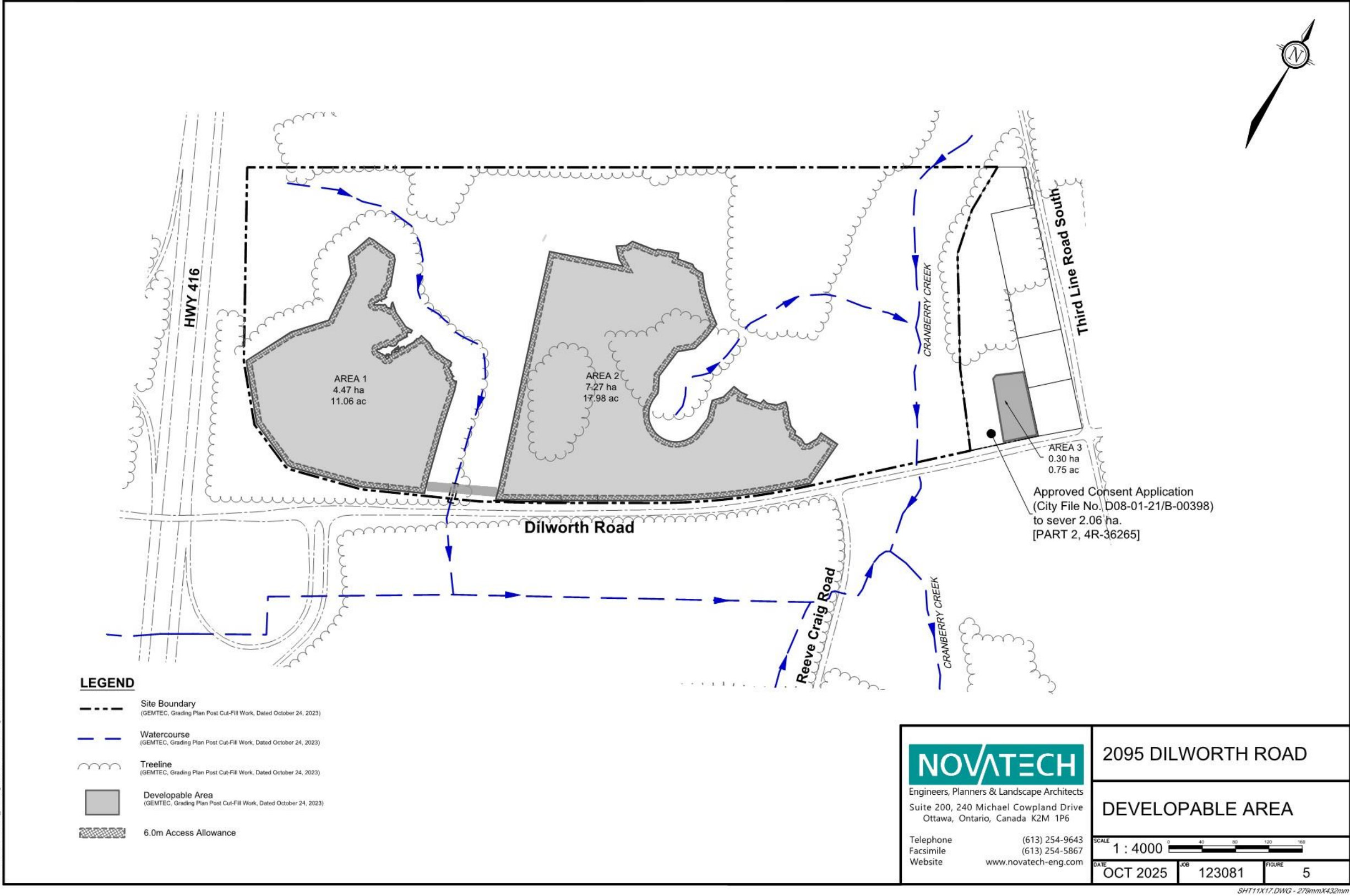


Robert Tran, M.Pl.
Project Planner, Planning & Development

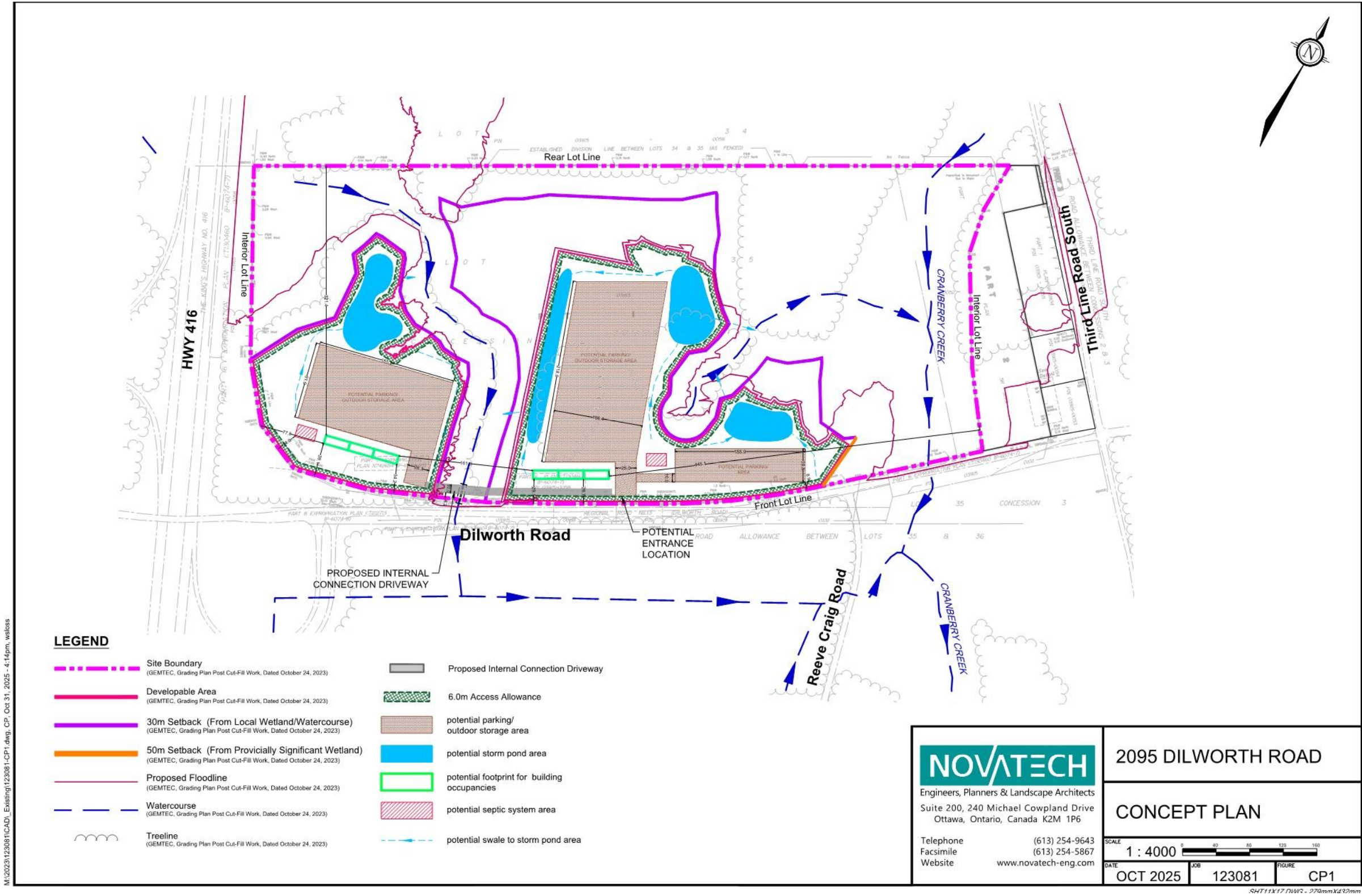


Greg Winters, MCIP, RPP
Director, Planning & Development

Appendix A
Revised Developable Area Figure
Prepared by Novatech
Dated October 2025



**Appendix B
Concept Plan
Prepared by Novatech
Dated October 2025**



**Appendix C
Revised Minimum Distance Separation I Figure
And AgriSuite Report
Prepared by Novatech
Dated October 21, 2025**

M:\2023\123081\CAD\Planning\Figures\123081-MDS.dwg, FIG, Oct 30, 2025 - 11:29am, wslbss

LEGEND

m

Distance to
Property Line

m

MDS Distance

Proposed RC
Zone

Manure Storage

MINIMUM DISTANCE SEPARATION

2095 DILWORTH ROAD

PART OF LOT 35
CONCESSION 3
GEOGRAPHIC TOWNSHIP OF NORTH GOWER
CITY OF OTTAWA

1 : 5000

1.	ISSUED FOR CLIENT REVIEW	OCT 30/25
No.	REVISION	DATE

NOVATECH

Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

ISSUED	OCTOBER, 2025
PROJECT No.	123081
DRAWING No.	123081-MDS

MDS I

General information

Application date

Oct 21, 2025

Municipal file number

Proposed application

New or expanding zone or designation for a commercial use outside of a settlement area

Applicant contact information

Robert Tran
Novatech
240 Michael Cowpland Drive Suite 200
Ottawa, ON
K2M 1P6
613-254-9643
r.tran@novatech-eng.com

Location of subject lands

City of Ottawa
City of Ottawa
NORTH GOWER
Concession 3 , Lot 35
Roll number: 0614

Calculations

2064 Dilworth Road

Farm contact information

N/A N/A
2064 Dilworth Road
Ottawa, ON
K0A 2E0

Location of existing livestock facility or anaerobic digester

City of Ottawa
City of Ottawa
NORTH GOWER
Concession 3 , Lot 36
Roll number: 0614

Total lot size

4.09 ha

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Horses, Medium-framed, mature; 227 - 680 kg (including unweaned offspring)	10	10 <u>NU</u>	232 <u>m²</u>



Confirm Livestock/Manure Information (2064 Dilworth Road)

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM		
Design capacity	10 <u>NU</u>		
Potential design capacity	10 <u>NU</u>		
Factor A (odour potential)	0.7	Factor B (design capacity)	166.66
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)			180 <u>m</u> (591 <u>ft</u>)
Actual distance from livestock barn			253 <u>m</u> (830 <u>ft</u>)
Storage base distance 'S' (minimum distance from manure storage)			180 <u>m</u> (591 <u>ft</u>)
Actual distance from manure storage			259 <u>m</u> (850 <u>ft</u>)

2248 Dilworth Road

Farm contact information

N/A N/A
2248 Dilworth Road
Ottawa, ON
K0G 1J0

Location of existing livestock facility or anaerobic digester

City of Ottawa
City of Ottawa
NORTH GOWER
Concession 3 , Lot 36
Roll number: 0614

Total lot size

30.01 ha

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Horses, Medium-framed, mature; 227 - 680 kg (including unweaned offspring)	15	15 NU	348 m ²



Confirm Livestock/Manure Information (2248 Dilworth Road)

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Setback summary

Existing manure storage	No storage required (manure is stored for less than 14 days)			
Design capacity	15 NU			
Potential design capacity	30 NU			
Factor A (odour potential)	0.7	Factor B (design capacity)	220	
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2	
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)				238 m (781 ft)
Actual distance from livestock barn				520 m (1706 ft)
Storage base distance 'S' (minimum distance from manure storage)			No existing manure storage	
Actual distance from manure storage				NA

7405 Third Line Road

Farm contact information

N/A N/A
7405 Third Line Road
Ottawa, ON
K0A 2E0

Location of existing livestock facility or anaerobic digester

City of Ottawa
City of Ottawa
NORTH GOWER
Concession 2 , Lot 35
Roll number: 0614

Total lot size

4.74 ha

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Horses, Medium-framed, mature; 227 - 680 kg (including unweaned offspring)	9	9 NU	209 m ²



Confirm Livestock/Manure Information (7405 Third Line Road)

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM		
Design capacity	9 NU		
Potential design capacity	9 NU		
Factor A (odour potential)	0.7	Factor B (design capacity)	163.33
Factor D (manure type)	0.7	Factor E (encroaching land use)	2.2
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)			177 m (581 ft)
Actual distance from livestock barn			351 m (1152 ft)
Storage base distance 'S' (minimum distance from manure storage)			177 m (581 ft)
Actual distance from manure storage			431 m (1414 ft)

Preparer signoff & disclaimer

Preparer contact information

Robert Tran
Novatech
240 Michael Cowpland Drive Suite 200
Ottawa, ON
K2M 1P6
613-254-9643
r.tran@novatech-eng.com

Signature of preparer



Robert Tran , Project Planner

10-21-2025

Date (mmm-dd-yyyy)

Note to the user

The Ontario Ministry of Agriculture, Food and Agribusiness (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFA will be considered to be the official version for purposes of calculating MDS. OMAFA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.

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