

COUNTERPOINT
LAND DEVELOPMENT BY

DILLON
CONSULTING

Ironclad Developments Inc.

PLANNING JUSTIFICATION REPORT

319 Huntmar Drive, Kanata, ON

April 9, 2026 – 25-2518

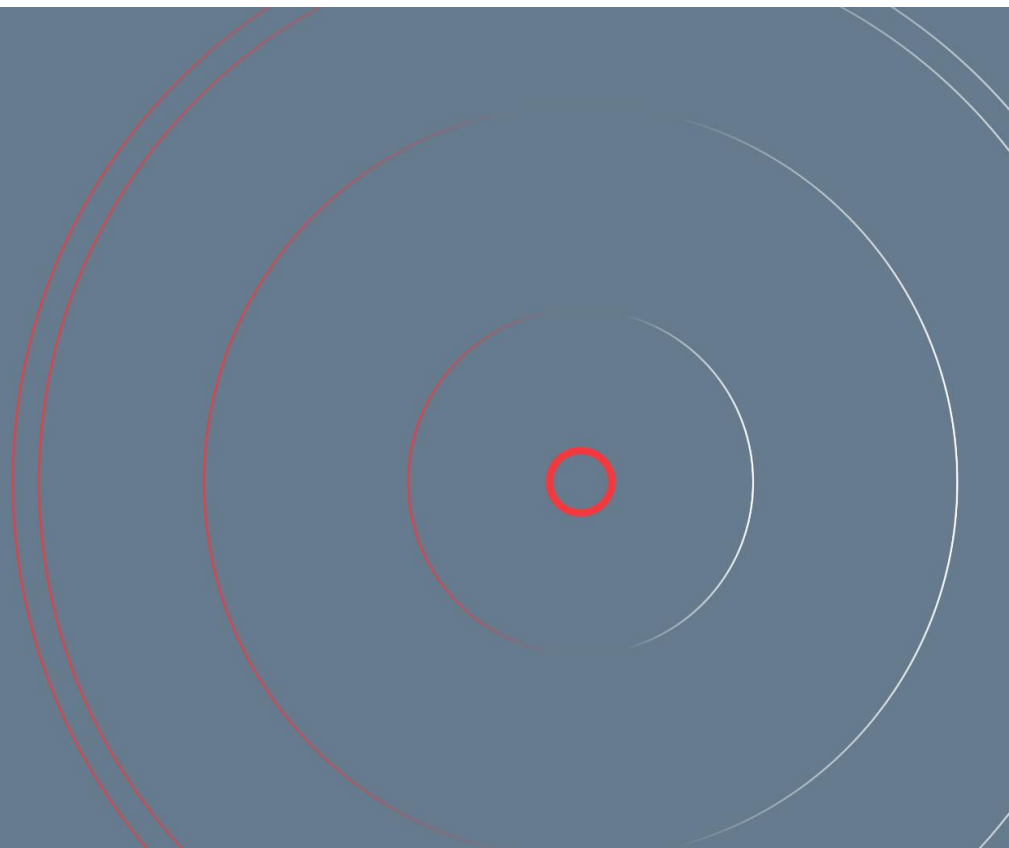


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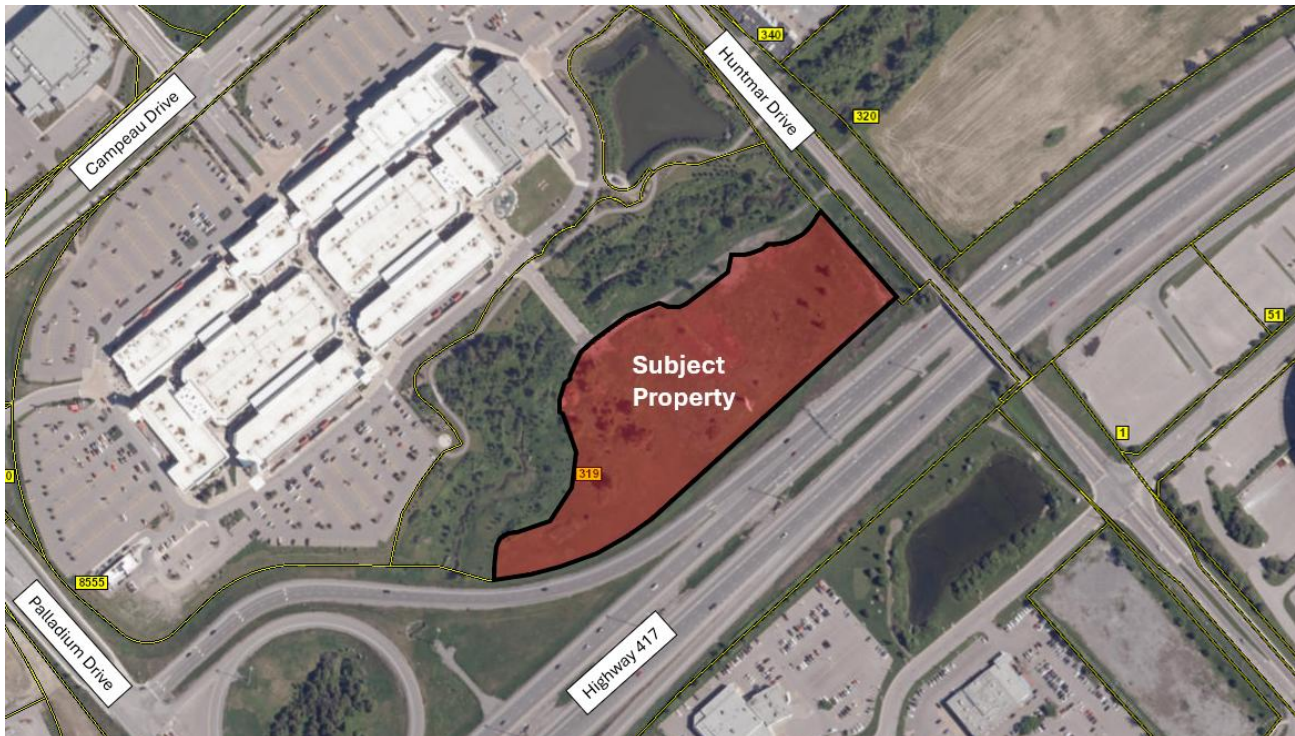
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1.0 INTRODUCTION

1.1 PURPOSE

Dillon Consulting Limited (“Dillon”) has been retained by Ironclad Developments Inc. (the “Applicant”) to prepare a planning justification report in support of a proposed Site Plan Control (“SPC”) application for the proposed residential development at the property municipally addressed 319 Huntmar Drive in Kanata, ON (the “Subject Property”). The Subject Property is illustrated below in **Figure 1**.

Figure 1: Location Map



Source: GeoOttawa, prepared by Dillon Consulting Limited.

2.0 EXISTING CONDITIONS

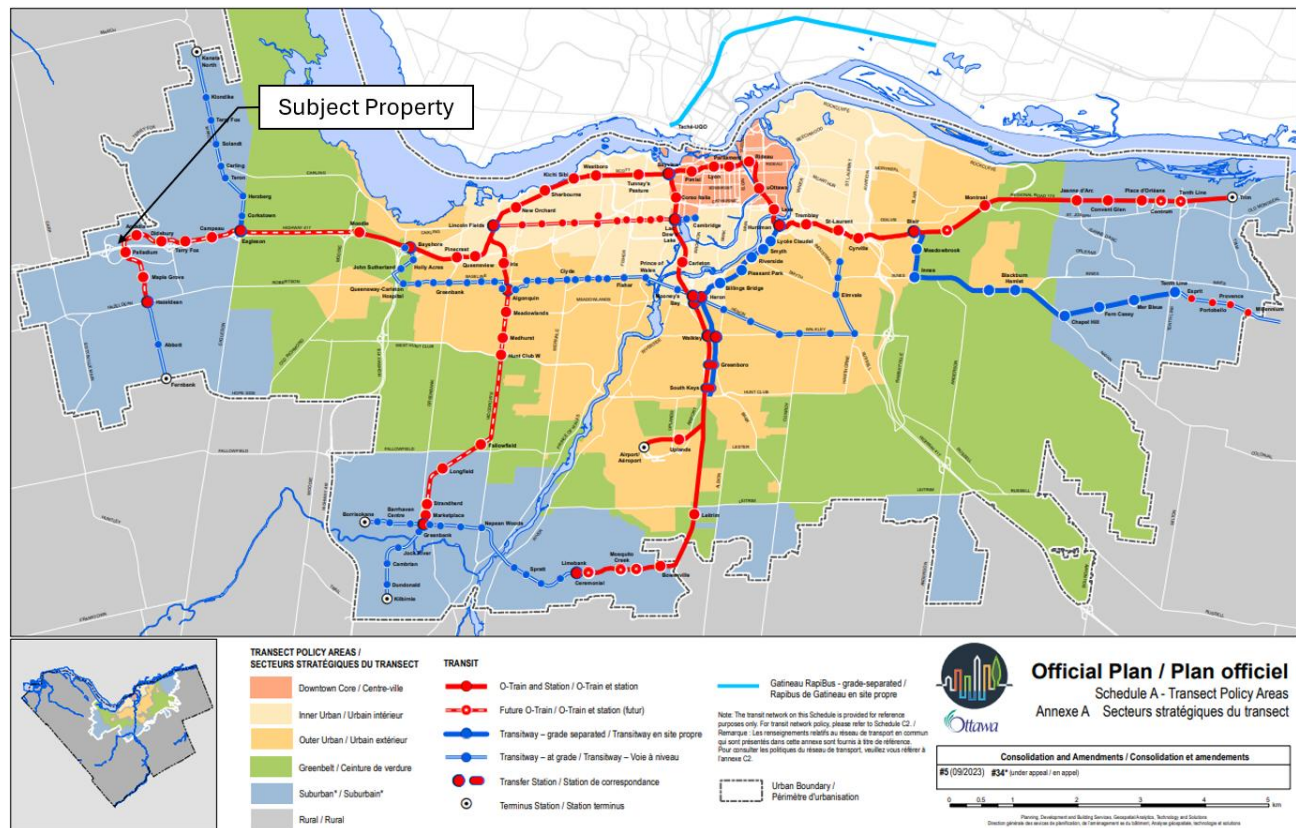
2.1 SITE DESCRIPTION

The Subject Property is 3.23 hectares (7.99 acres) in area and is generally located on the north side of Highway 417 between the Palladium Drive off-ramp and Huntmar Drive in Kanata, Ontario (part of the City of Ottawa). The Subject Property is currently vacant and is generally bound by a naturalized area and a future road allowance to the north, Highway 417 to the south, a naturalized area and Highway 417 off-ramp to the west, and a utility corridor running parallel along Huntmar Drive to the east. The nearest major intersection is that of Huntmar Drive and Campeau Drive which is approximately 350 metres north of the Subject Property.

2.2 APPLICABLE PLANNING DESIGNATIONS

The Subject Property is located within the Suburban Transect Policy Area on Schedule “A” of the City of Ottawa Official Plan, as shown in **Figure 2** below.

Figure 2: Official Plan Transect Policy Areas



Source: City of Ottawa Official Plan Schedule A – Transect Policy Areas, prepared by Dillon Consulting Limited.

The Subject Property is designated as Neighbourhood with a partial Evolving Neighbourhood overlay and abuts a Minor Corridor (Huntmar Drive) on Schedule “B5” of the City of Ottawa Official Plan, as shown in Figure 3 below.

Figure 3: Official Plan Suburban (West) Transect Land Use Designations



Source: City of Ottawa Official Plan Schedule A – Transect Policy Areas, prepared by Dillon Consulting Limited.

The Subject Property is zoned as Mixed Use Centre [MC H(45)] in the City of Ottawa Zoning By-law No. 2008-250, as shown in Figure 4 below.

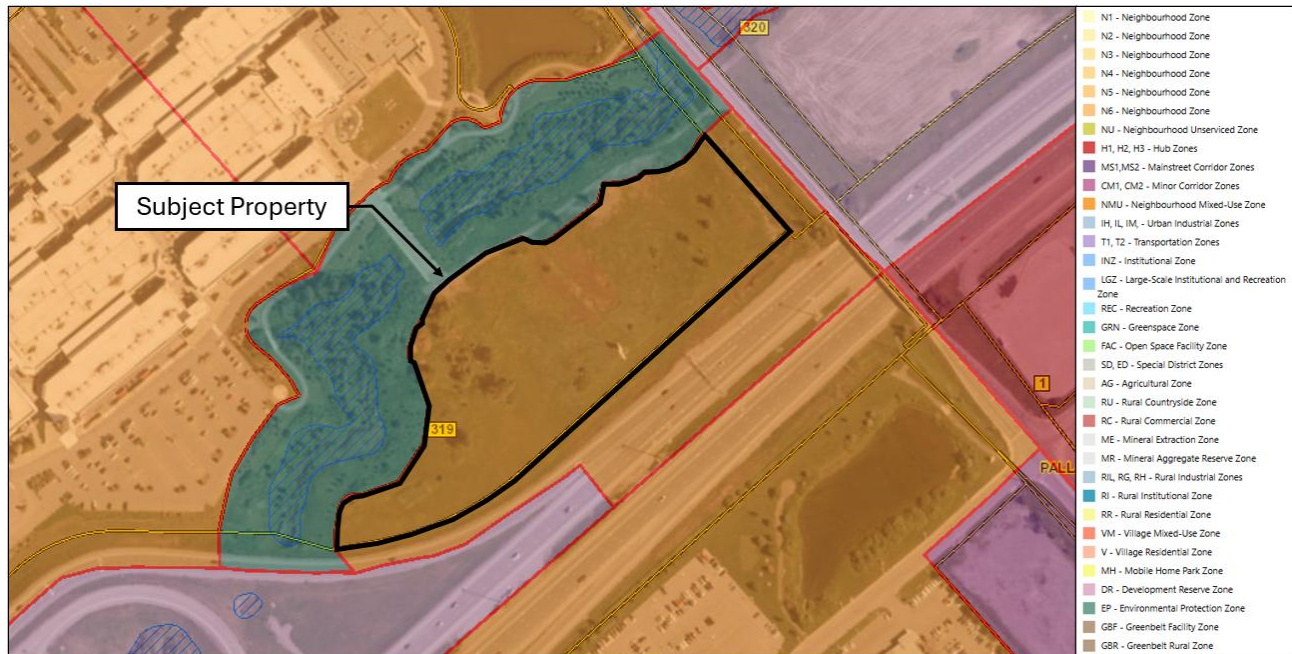
Figure 4: Zoning By-law 2008-250 Classifications



Source: GeoOttawa, prepared by Dillon Consulting Limited.

The Subject Property is zoned as Neighbourhood Mixed Use [MNU H(45)] in the City of Ottawa Zoning By-law No. 2026-50, as shown in Figure 5 below. Both Zoning By-law 2008-250 and Zoning By-law 2026-50 are in-effect and applicable to all new development applications until the appeal period closes (April 15, 2026) and all appeals are resolved for Zoning By-law 2026-50.

Figure 5: Zoning By-law 2026-50 Classifications



Source: GeoOttawa, prepared by Dillon Consulting Limited.

2.3 SURROUNDING LAND USES

The immediate surrounding land uses of the Subject Property are varied, as detailed in **Table 1** below:

Table 1: Surrounding Land Uses from the Subject Property

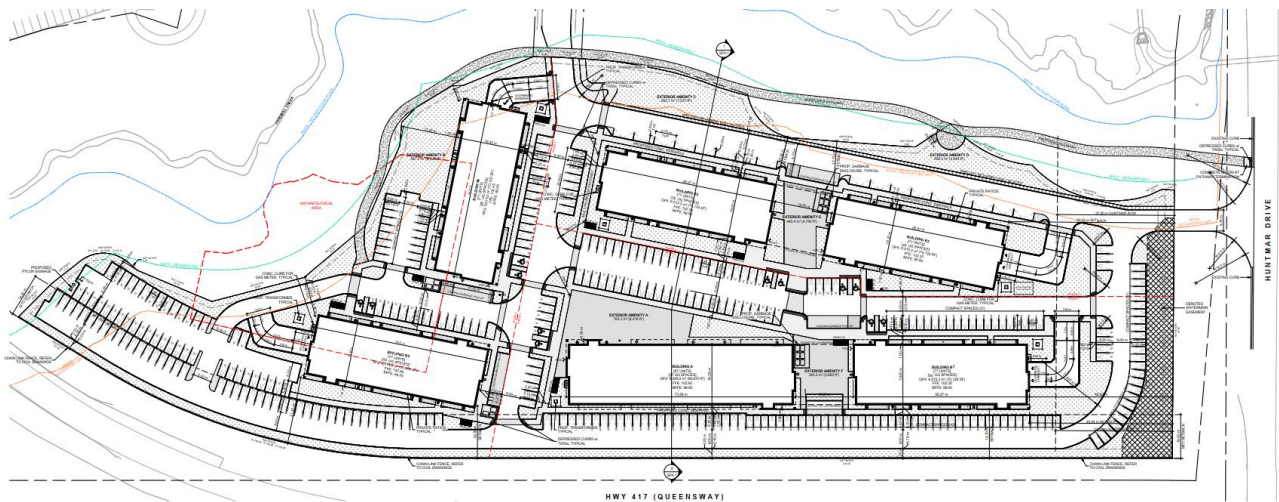
DIRECTION	EXISTING USES	OFFICIAL PLAN DESIGNATION	ZONING BY-LAW 2008-250 CLASSIFICATION	ZONING BY-LAW 2026-50 CLASSIFICATION
North	Naturalized area	Greenspace	Open Space Zone (O1)	Environmental Protection Zone (EP)
South	Highway 417, automotive dealerships, and SWM pond	Neighbourhood (Evolving Neighbourhood)	General Mixed-Use Zone (GM22[2423])	Neighbourhood Mixed-Use Zone (NMU2[2423])
East	Vacant	Neighbourhood (Evolving Neighbourhood)	Development Reserve Zone (DR)	Development Reserve Zone (DR)
West	Naturalized area & Highway 417 off-ramp	Greenspace	Open Space Zone (O1)	Environmental Protection Zone (EP)

3.0 PROPOSED DEVELOPMENT

3.1 SITE PLAN CONTROL

The Applicant is proposing to construct six (6) multi-unit residential buildings of six (6) storeys in height on the Subject Property, as shown in **Figure 6** below. The proposed development will create 472 new residential units to achieve a density of 146 units per gross hectare and a floor space index of 1.27. The proposed development will provide 551 parking spaces, 195 of which are provided within underground parkades associated with each building, and 62 bicycle parking spaces.

Figure 6: Proposed Development - Site Plan Drawing



Source: *mcCallumSather, 2026.*

The unit mix includes 40 studio units, 63 one-bedroom units, 169 two-bedroom units, and 200 three-bedroom units to provide a diverse range of housing options. Each unit type includes various floor plan options in order to best accommodate a range of design preferences for future residents.

Vehicular access is provided via Huntmar Drive to the east and the unnamed road to the north which connects to the ring road associated with the neighbouring Tanger Outlet shopping centre. This unnamed road is currently constructed to the property line of the Subject Property but closed to the public.

Given the proximity to Highway 417, there are no buildings proposed to be located within the 14-metre Ministry of Transportation Ontario setback area. The only development occurring within this setback area includes landscaping, drive aisles, and parking spaces.

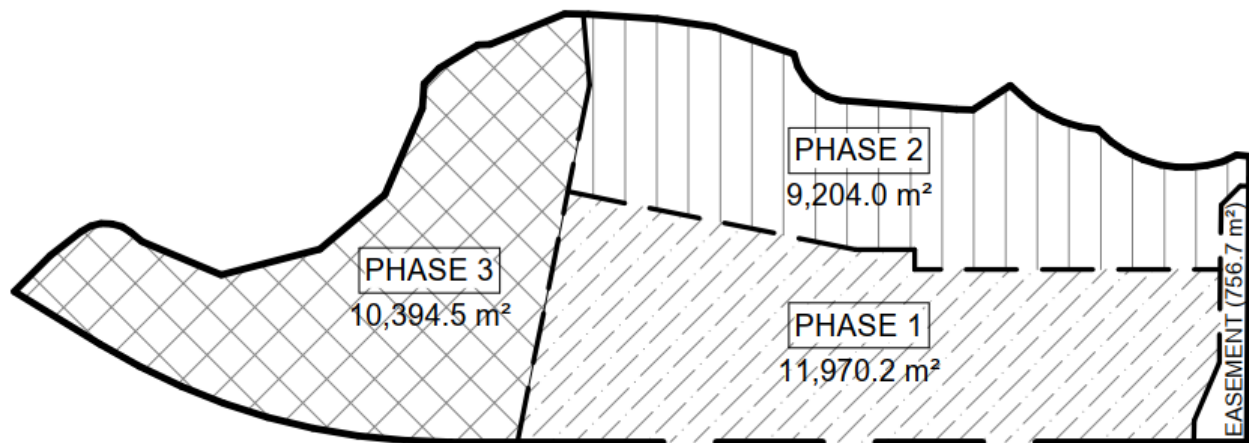
Furthermore, given the proximity to the naturalized area located to the north of the Subject Property, a significant amount of attention has been given to landscape design. The proposed development includes a landscape buffer along the perimeter of the Subject Property, internal landscaping within parking and pedestrian areas, and a range of amenity areas for future residents.

3.1.1 SUPPORTING COMMITTEE OF ADJUSTMENT APPLICATIONS AT A SUBSEQUENT DATE

As discussed in Section 4.3 of this report, the proposed development meets many of the zoning requirements but not all of them. After the first round of City review and receipt of comments, it is anticipated that any site plan-related development issues will be identified and the proposed development finalized. Upon having this greater certainty of the proposed development, a minor variance application is anticipated to address the minor zoning issues.

It should also be noted that the proposed development is only achievable through the involvement of different investors at various stages of phased build-out. It is therefore noted that the development will proceed in phases (refer to Figure 9 below and sheets SP5.2, SP5.3, and SP5.4 in the submitted Site Plan drawing package). Each phase requires a different combination of investors. A consent is therefore needed to create three separate lots (one for each phase), to allow for the different investment interests to have an ownership interest in each phase. It is currently understood that beneficial easements would allow cross-access to all utilities/servicing and a Joint Use and Management Agreement (JUMA) would be registered on title so that all obligations of the various ownership interests are formally enshrined. Similarly, as noted for the minor variance, upon having greater certainty of the proposed development after receipt of the City’s first round of comments, submission of a consent application is then anticipated.

Figure 9: Location of Development Phases



Source: mcCallumSather, 2026.

4.0 REGULATORY FRAMEWORK

To determine the feasibility and appropriateness of the proposed development, an evaluation of the potential planning issues and impacts has been undertaken. The scope and level of details of the planning evaluation has been based on the following:

- Provincial Planning Statement (2024);
- City of Ottawa Official Plan (2024);
- City of Ottawa Zoning By-law 2008-250;
- City of Ottawa Zoning By-law 2026-50; and
- Mississippi Valley Conservation Authority.

4.1 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement, 2024 (the “PPS”) provides direction on matters of provincial interest related to land use planning and development. The PPS promotes the development of strong, healthy communities through the development of lands for an appropriate mix of uses, which include residential uses. Any development or site alteration must be consistent with the policies and overall intent of the PPS.

There are several sections of the PPS that apply to the proposed SPC application. Our analysis suggests that the proposed development is consistent with the intent of the following PPS policies:

- Policy 2.1, relating to planning for people and homes;
- Policy 2.2, relating to housing;
- Policy 2.3, relating to settlement areas;
- Policy 2.4, relating to strategic growth areas;
- Policy 2.9, relating to energy conservation, air quality and climate change;
- Policy 2.2, relating to transportation systems;
- Policy 3.3, relating to transportation and infrastructure corridors;
- Policy 3.6, relating to sewage, water and stormwater;
- Policy 4.1, relating to natural heritage;
- Policy 4.2, relating to water;
- Policy 4.6, relating to cultural heritage and archaeology; and
- Policy 5.2, relating to natural hazards.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2024)

The City of Ottawa’s Official Plan (“OP”) includes principles, goals, objectives and policies intended to guide future land use, physical development and change, and the effects on the social, economic, and natural environment within the City through 2046. The strategic policy directions for the City’s OP include:

- Achieve more growth through intensification than by greenfield development;
- Have the majority of trips in the city to be made by sustainable transportation;
- Improve the sophistication in urban and community design to create good urbanism at all scales;
- Integrate environmental, climate, and health resiliency and energy into the planning policy framework; and
- Embed economic development into the planning policy framework.

As previously mentioned, the Subject Property is within the Suburban Transect Policy Area and is designated as Neighbourhood, with the Evolving Neighbourhood overlay and along a Corridor – Minor (Huntmar Drive). There are several sections of the OP that apply to the proposed SPC application. Our analysis suggests that the proposed development is consistent with the intent of the following OP policies:

- Section 2.2.1, relating to intensification and diversifying housing options;
- Section 2.2.3, relating to energy and climate change;
- Section 2.2.4, relating to healthy and inclusive communities;
- Section 2.2.5, relating to gender and racial equality;
- Section 2.2.6, relating to culture;
- Section 3.0, relating to growth management framework;
- Section 3.2, relating to support intensification;
- Section 3.3, relating to 15-minute neighbourhoods;
- Section 4.1, relating to mobility;
- Section 4.2, relating to housing;
- Section 4.5, relating to cultural heritage and archaeology;
- Section 4.6, relating to urban design;
- Section 4.7, relating to drinking water, wastewater and stormwater infrastructure;
- Section 4.8, relating to natural heritage;
- Section 5.0, relating to transects;
- Section 5.4, relating to suburban transect;
- Section 5.6.1, relating to the evolving neighbourhood overlay;
- Section 6.2, relating to corridors; and
- Section 6.3, relating to neighbourhoods.

4.3 CITY OF OTTAWA ZONING

4.3.1 BY-LAW 2008-250

The City of Ottawa Zoning By-law No. 2008-250 (the “ZBL 2008-250”) regulates land use permissions by establishing permitted uses and performance standards for building location and land use intensity.

The Subject Property is currently zoned as MC H(45) – Mixed Use Centre under ZBL 2008-250. This zone permits a range of residential and commercial land uses, including mid- and high-rise apartments. The purpose of the Mixed Use Centre zone is to:

- Ensure that the areas designated Mixed-Use Centres in the Official Plan accommodate a combination of transit-supportive uses, including high- and medium-density residential uses;
- Allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and
- Impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

The proposed residential use is permitted within the Mixed Use Centre Zone and conforms to most performance standards, as shown in Table 2 below, although a relief from the amount of parking spaces provided, permission of parking spaces in the front yard, and provision of parking spaces within the MTO setback area will be sought as part of a subsequent Minor Variance Application.

4.3.2 CITY OF OTTAWA ZONING BY-LAW 2026-50

The City of Ottawa Council approved a new Zoning By-law 2026-50 (“ZBL 2026-50”) on January 28, 2026, with enactment of the By-law on March 15, 2026. While ZBL 2026-50 is intended to replace ZBL 2008-250, both ZBL 2008-250 and ZBL 2026-50 are in-effect and applicable to all new development applications until the appeal period closes (April 15, 2026) and all appeals are resolved for Zoning By-law.

The Subject Property is currently zoned as NMU H(45) – Neighbourhood Mixed Use under ZBL 2026-50. The purpose of the Neighbourhood Mixed-Use Zone is to

- Strengthen locally oriented services and amenities in support of 15-minute neighbourhoods;
- Provide for flexible and adaptable space for residential and non-residential use;
- Support mixed-use development in appropriate locations in the Neighbourhood designation and recognize existing non-residential uses; and
- Establish zoning requirements that create contextually appropriate development for the surrounding area.

The proposed residential use is permitted within the Neighbourhood Mixed Use Zone and conforms to most performance standards, as shown in Table 2 below, although relief from the amount of electric vehicle parking spaces provided, permission of parking spaces in the front yard, and the provision parking spaces within the MTO setback area will be sought as part of a subsequent Minor Variance Application.

4.3.3 APPLICABLE ZONING CONFORMITY REVIEW

Table 2 below reflects a zoning conformity review between the proposed development and the requirements of the MC Zone of ZBL 2008-250 and NMU Zone of ZBL 2026-50.

Table 2: Zoning Conformity Table

REGULATION	ZBL 2008-250 REQUIREMENT	ZBL 2026-50 REQUIREMENT	PROPOSED	CONFORMITY (Y/N)
Use	Mid-rise apartment	Mid-rise apartment	Mid-rise apartment	Y
Lot Area (Minimum)	No minimum	No minimum	3.23 ha	N/A
Lot Width (Minimum)	No minimum	No minimum	Varied, 31.76 m at most narrow width	N/A
Front Yard and Corner Side Yard Setback (Minimum)	No minimum	3.0 metres	45.82 m	Y
Interior Side Yard Setback (Minimum)	No minimum	A residential use building greater than 11.0 metres in height – 3.0 metres	Varied, 3.91 m at most narrow yard	Y
Exterior Side Yard Setback (Minimum)	No minimum	3.0 metres	15.7 m	Y
Rear Yard Setback (Minimum)	No minimum	For a residential use building – 7.5 metres	Varied, 17.2 m at most narrow yard	Y
Floor Space Index (Maximum)	No maximum	Not applicable	1.27	N/A
Building Height (Minimum)	For all uses within 400.0 metres of a rapid transit station, other than a gas bar where it is permitted by an exception: 6.7 metres	No minimum	Not applicable	Y
Building Height (Maximum)	45.0 metres	45.0 metres	24.2 m	Y
Landscaping Area Width (Minimum)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	No minimum	See landscape plan	Y

REGULATION	ZBL 2008-250 REQUIREMENT	ZBL 2026-50 REQUIREMENT	PROPOSED	CONFORMITY (Y/N)
Setback from Watercourses and Waterbodies	30 metres to the normal highwater mark or 15 m to the top of the bank of any watercourse or waterbody, whichever is the greater	30 metres from the top of bank of any surface water feature; or 15 metres from the existing stable top of slope in the case of a valley slope or ravine.	Varied, greater than 30 metres	Y
Parking Spaces (Minimum)	567 (1.2 spaces per dwelling unit)	No minimum, 708 maximum (1.5 spaces per dwelling unit)	551	N*
Visitor Parking Spaces (Minimum)	95	N/A	95	Y
Standard Parking Space Dimensions (Minimum)	5.2 x 2.6 metres	5.2 x 2.6 metres	5.2 x 2.6 metres	Y
Compact Parking Space Dimensions (Minimum)	4.6 x 2.4 metres	4.6 x 2.4 metres	4.6 x 2.4 metres	Y
Parking Location	Prohibited in a required front yard; a required corner side yard; or in the extension of a required corner side yard into a rear yard	Prohibited in a front yard; an exterior side yard; or the extension of a required or provided exterior side yard into a rear yard.	Parking in all yards	N*
EV Parking Spaces (Minimum)	N/A	Where parking spaces are provided accessory to a mid-rise or high-rise residential or mixed-use building, 25 per cent of the spaces provided or an equivalent as described in clause (c) ¹ , must be designed as electric vehicle parking spaces capable of supporting level 2 charging	20% of total spaces at the P1 level	N*

¹ Clause C states “for the purposes of clauses 2(a) and (b), a level 2 charger may be shared between two parking spaces. Where a shared level 3 charger is provided, it is equivalent to servicing 16 parking spaces where only one vehicle is capable of being charged, or 32 parking spaces where two vehicles are capable of being charged simultaneously.”

REGULATION	ZBL 2008-250 REQUIREMENT	ZBL 2026-50 REQUIREMENT	PROPOSED	CONFORMITY (Y/N)
Bicycle Parking Spaces (Minimum)	236	236	272	Y
Driveway Width (Minimum)	6.0 metres	6.0 metres	6.7 metres	Y
Aisle Width (Minimum)	6.0 metres	6.0 metres	6.0 metres	Y
Amenity Space (Minimum)	Please see zoning chart on site plan drawing			Y

** All areas of non-compliance (minimum parking spaces, parking location, parking within the MTO setback area [not described in Table 2], amount of EV parking spaces, and/or any other deficiencies deemed necessary by the City of Ottawa) will be resolved as part of a later Minor Variance application.*

4.4 MISSISSIPPI VALLEY CONSERVATION AUTHORITY

The Subject Property is located within the jurisdiction of the Mississippi Valley Conservation Authority (“MVCA”). A desktop review of MVCA mapping confirms that the Subject Property is partially within the MVCA’s Regulated Area, as shown in **Figure 10** below. A MVCA Permit will be required prior to development as parking areas/drive aisles and a portion of Building B4 are proposed to be located within the MVCA Regulated Area.

Figure 10: Subject Property in Relation to MVCA Regulated Areas



Source: *MVCA Regulation Mapping Browser, prepared by Dillon Consulting Limited.*

An Environmental Impact Statement and Tree Conservation Report Update is currently being prepared to assess the environmental considerations of the proposed development. The findings of this report have been issued in draft form at the time that this Planning Justification was written.

5.0 SUPPORTING STUDIES

Several supporting studies have been completed and submitted to the City of Ottawa as part of this Site Plan Control application. The key findings of the required technical studies are summarized in the following sections.

5.1 SITE SERVICING AND STORMWATER MANAGEMENT REPORT

A Site Servicing and Stormwater Management (“SS/SWM”) Report was completed by MTE Consultants to review the opportunities and constraints of the Subject Property and demonstrate the serviceability of the Subject Property for the proposed residential development. The SS/SWM Report concluded that the proposed development can be adequately serviced by connections to the existing municipal and private infrastructure.

The proposed water servicing will utilize an existing 200 mm diameter watermain at the southeast limit of the site while sanitary flows will be managed through a new 200 mm diameter sewer that is connected to a private 300 mm diameter sanitary sewer located north of the site. This connection to the existing private sanitary sewer will require a formal agreement with the current owner.

Stormwater management will be addressed through a private on-site sewer system that outlets directly into Feedmill Creek. The proposed stormwater management design provides adequate attenuation of the 2- to 100-year storm events, considering the constraints of the Subject Property, and stormwater quality control can be provided with the installation of a Stormceptor Model EFO8. There are no proposed infiltration measures on the Subject Property due to the poor hydraulic properties of the in-situ silty clay soils.

The SS/SWM Report is included within the Site Plan Control submission package for City review and approval.

5.2 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation was completed by Paterson Group to determine the subsurface soil and groundwater conditions of the Subject Property and provide geotechnical recommendations for the design of the proposed development.

The Geotechnical Investigation concludes that the Subject Property is suitable for the proposed development and that the proposed residential buildings may be supported by conventional shallow footings bearing on an undisturbed stiff silty clay bearing surface, however the Subject Property is subjected to a permissible grade restriction due to the presence of a silty clay layer.

The report recommends the installation of a perimeter foundation drainage system and sub-slab drainage pipes, clay seals in service trenches at strategic locations to prevent the long-term lowering of the groundwater table, and specifically designed roadways/parking areas. The report also recommends the adherence to established setbacks for tree planting and maintaining the geotechnical limit of hazard lands associated with the nearby Feedmill Creek valley corridor.

The Geotechnical Investigation is included within the Site Plan Control submission package for City review and approval.

5.3 NOISE CONTROL STUDY

A Noise Control Study was prepared by Paterson Group in support of the proposed development and identified the four surface transportation noise sources to be Highway 417 eastbound and westbound, Huntmar Drive, and the proposed future O-Train corridor.

The Noise Control Study assessed several reception points for the first and sixth levels of the proposed buildings and found that the southern, eastern, and western elevations exceeded the 65-decibel threshold. As such, the Noise Control Study recommends Type D Warning Clauses and Aircraft Noise Warning Clauses for all future Offers of Purchase and Sale.

The Noise Control Study is included within the Site Plan Control submission package for City review and approval.

5.4 TRANSPORTATION IMPACT ASSESSMENT

A Transportation Impact Assessment (“TIA”) was completed by Arcadis and concluded that the proposed development can be safely accommodated and integrated well with the existing transportation network of the immediate area.

The proposed development is expected to generate 78 two-way vehicular trips during the weekday morning peak hour and 103 trips during the afternoon peak hour. To manage this demand safely, a right-in/right-out access configuration on Huntmar Drive was selected due to sightline constraints caused by the vertical curvature of the nearby Highway 417 overpass. Operational analysis indicates that all study area intersections currently operate and will continue to operate through the 2034 horizon year at acceptable levels of service. The TIA notes that future municipal infrastructure improvements, such as the widening of Huntmar Drive and the expansion of the light-rail transit network, will significantly improve multi-modal connectivity and reduce auto-dependency for future residents.

While a variance will be required to permit the 551 proposed vehicle parking spaces, compared to the 567 parking spaces which are required as per ZBL 2008-250, the proposed reduction in parking spaces is appropriate for the proposed development given the planning improvements to transit service in the area and the proposed traffic demand management measures (bike repair stations, carshare services, and unbundled parking).

The TIA report is included within the Site Plan Control submission package for City review and approval.

5.5 STAGE 4 ARCHAEOLOGICAL ASSESSMENT

A Stage 4 Archaeological Assessment was completed by Golder Associates Ltd. following the completion of Stage 1, 2, and 3 Archaeological Assessments which documented the Burroughs Farmstead archaeological site. The Stage 4 assessment was undertaken to mitigate archaeological resources determined to possess cultural heritage value or interest (“CHVI”) which may be impacted by the proposed development.

The assessment concluded that the developable area on the Subject Property is cleared of CHVI or is considered to have been archaeologically mitigated, meaning that no further archaeological assessment is recommended for this area. A portion of the Burroughs Farmstead situated on lands currently owned by the City of Ottawa, located adjacent to the development limits, is considered to have retained CHVI and is protected under the *Ontario Heritage Act*. The Archaeological Assessment recommends avoiding development on this portion of the Burroughs Farmstead (no development is proposed by the Applicant within this area).

The Archaeological Assessment report is included within the Site Plan Control submission package for City review and approval.

5.6 URBAN DESIGN REPORT

An Urban Design Report was completed by mcCallumSather and concluded that the proposed development establishes a compact and walkable residential community within the Mixed Use Centre designation within the City's Official Plan. The proposed development is designed as a 15-minute neighbourhood and is focused on creating a strong internal sense of place through a human-scaled central plaza, walkable streets, and direct pedestrian connections to the adjacent Feedmill Creek natural corridor.

Key design considerations of the proposed development include a site design that buffers the community from surrounding infrastructure, such as Highway 417 and the neighbouring large-format retail, by prioritizing the public realm through adequate on-site landscaping, building location and site circulation, and locating shared open spaces in a centralized internal location for all buildings to facilitate a strong sense of enclosure and orientation. The building massing is broken down through stepbacks and material changes to ensure a comfortable human scale at grade.

The proposed development has considered preliminary feedback from City staff and utilizes a mix of surface and underground parking spaces in order to minimize the impact on the public realm, accommodate landscaping opportunities throughout the development and along the Highway 417 corridor, and limit the amount of parking and loading areas along the Feedmill Creek corridor.

The amount of parking has been reduced as much as possible to accommodate future O-Train expansions into the immediate area. The proposed development is therefore planned for both the current and anticipated transit-related needs of future residents. The development ultimately establishes a high-density, transit-supportive framework intended to adapt as the surrounding area and future transit infrastructure evolve.

The Urban Design Report is included within the Site Plan Control submission package for City review and approval.

5.7 ENVIRONMENTAL IMPACT STATEMENT & TREE CONSERVATION REPORT

An Environmental Impact Statement and Tree Conservation Report (“EIS/TCR”) was prepared by Jp2g Consultants Inc. as an update to two former reports dated March 2015 and April 2021. At the time of drafting this planning justification report, the EIS/TCR was available as a draft report. This report provided an addendum for the southeast portion of the Subject Property, an updated Species at Risk Assessment (now referred to as Protected Species in Ontario under the new *Species Conservation Act*), and an updated tree retention plan.

The EIS/TCR states that there are no changes in the conclusions of the 2015 or 2021 reports and that significant natural heritage features, as defined in the Provincial Planning Statement, are not located on the site itself, but are located on adjacent lands to the north of the site in the Feedmill Creek corridor. The EIS/TCR also confirms that all site disturbances will be a minimum of 30 metres from the creek and 10 metres from the ditch along the eastern property line. While approvals from the Department of Fisheries and Oceans are anticipated to be required for the stormwater outlet and culvert extension works to ensure that there will be no adverse impacts on aquatic species, there are no anticipated impacts on Protected Species in Ontario or federally protected migratory birds.

Furthermore, the EIS/TCR states that the 50cm diameter (at breast height) bur oak tree located in the central-west portion of the proposed development is not considered practical for tree retention given the anticipated grading/urban servicing requirements and its central location. The other trees identified in the EIS/TCR report are generally dominated by examples in poor condition and/or species usually not recommended for retention, including Manitoba maple.

While updated mitigation measures have been recommended to reflect current standards and while the development type has changed since the previous 2015 and 2021 reports, the 2026 EIS/TCR concludes that the potential impacts for the area are assessed as similar to those of the original report and the overall environmental impact assessment has not changed since the original reports.

The EIS/TCR report is included within the Site Plan Control submission package for City review and approval.

6.0 PLANNING JUSTIFICATION

The proposed development and Site Plan Control application is consistent with the intent of the Provincial Planning Statement, City of Ottawa Official Plan, and the City of Ottawa's Zoning By-laws. The proposed development will provide a range of new greenfield housing units in a planned intensification area within the City of Ottawa. The following sections highlight the key benefits of the proposed development.

6.1 SITE SUITABILITY

The Subject Property can accommodate the proposed development due to the following reasons:

- The Subject Property is a unique greenfield opportunity within the City of Ottawa's Urban Boundary with existing Official Plan and Zoning By-law designations which are permissive of the proposed mid-rise apartment development (PPS 2.1, 2.2 & 2.3; OP 3.0 & 6.3).
- The size of the Subject Property can adequately accommodate the scale of the proposed development and the introduction of 472 new residential units will contribute to the desired intensification of the immediate area (PPS, 2.2; OP 2.2.1 & 3.2).
- The Subject property is located in close proximity to existing major transportation infrastructure (Highway 417 and Highway 7) which can connect future residents to the immediate and regional areas surrounding the proposed development (PPS, 2.2 & 2.3).
- The Subject Property will benefit from planned public transportation infrastructure improvements (light rail transit expansions), including the planned Arcadia and Palladium stations within 400 metres of the Subject Property. This will allow for improved transit connectivity to the immediate and greater Ottawa area, a more sustainable transportation system, a healthy community which promotes transit over car travel, and promotes 15-minute neighbourhood design principles (PPS, 2.2 & 2.3; OP 2.2.3, 2.2.4, 3.3 & 4.1).
- The Subject Property is located in close proximity to existing and planned commercial and residential uses, supporting a growing community in Kanata.
- The proposed development will utilize existing municipal services, which can accommodate the proposed demand (PPS, 3.6; OP, 4.7).
- The archaeological assessments completed as part of this Site Plan Control submission package confirm that the Subject Property is cleared of archaeological and/or cultural heritage potential (PPS, 4.6; OP, 4.5).

6.2 LAND USE

The Subject Property is currently designated as Neighbourhoods in the City's Official Plan, with an additional Corridor and Evolving Neighbourhood Overlay applied to the property. The intent of the Neighbourhoods land use designation is to permit a range of housing types, such as the proposed mid-rise apartment development, promote 15-minute neighbourhoods, and accommodate a gradual transition in density, as supported by additional overlays (OP 6.3). The Evolving Neighbourhood Overlay which is also attributed to the Subject Property recognizes that the site is within 400 metres of planned rapid transit stations and supports increased density along corridors such as Huntmar Drive. (OP 5.0, 5.4, 5.6.1, 6.2 & 6.3).

The proposed development represents an opportunity for intensification within the City's Suburban Transect Policy Area by introducing 472 new residential units. The proposed mid-rise residential buildings are permitted under the existing Neighbourhoods Land Use Designation and the existing Mixed Use Centre (ZBL 2008-250) and Neighbourhood Mixed Use (ZBL 2026-50) zones. The planned 6-storey height is appropriate for the development given the general intent to provide residential intensification on the Subject Property and the lack of land use incompatibility issues since the property abuts non-sensitive land uses (Highway 417 and a commercial mall). The proposed residential development meets the intensification related goals of the City's Official Plan given the property's location within the Neighbourhood Designation along a Corridor and within an Evolving Neighbourhood Overlay. The proposed development will introduce 472 new residential units to a currently underutilized property and contribute to the development of a complete community by introducing a range of new housing types, providing future residents with high quality recreational opportunities, and benefiting from planned light rail transit expansions to connect residents with nearby commercial hubs (PPS 2.1, 2.2, 2.3 & 2.9; OP 5.0, 5.4, 5.6.1, 6.2 & 6.3).

The proposed development provides a suitable level of residential intensification and makes efficient use of the existing municipal infrastructure, provided the sufficient capacity for connection to the existing water/wastewater services and the existing road network (OP 2.2.1 & 3.2).

The proposed development is desirable for the City of Ottawa as it will enhance the City's housing diversity by introducing a range of dwelling types to the mix of available housing options. This compact development adds 472 new residential units to the City's Suburban Transect, contributing to the City's target of 43,000 units for apartment and small-household dwellings (OP 2.2.1).

The proposed development will also benefit from the planned light rail transportation corridor expansions which will contribute to the nature of the evolving neighbourhood, improve transportation connectivity for future residents, reduce car dependency for residents of this area, and promote the ongoing establishment of a 15-minute community in the Kanata area (PPS 2.9 & 3.3; OP 3.3 & 4.1).

6.3 SITE PLAN DESIGN

The proposed site plan configuration seeks to efficiently utilize the Subject Property while creating a functional and livable built environment for future residents. The proposed development reflects a high quality of urban design constructed from a combination of light wood frame and mass timber construction that will be attractive to future residents, visitors, and those who travel past the site along major transportation corridors (PPS 2.4; OP 2.2.3 & 4.6).

Building upon the high quality of architectural and urban design, as further detailed in the submitted Urban Design Report, the proposed development includes a high quality of landscaping features throughout the Subject Property. Over 11,500 m², or 37.5% of the total property area, will be utilized for landscaping and will consist of landscaped buffers along all property lines, treed parking areas, amenity areas, and landscaped lined pedestrian pathways throughout the proposed development. This is intended to reduce the urban heat-island effect, improve urban design and landscape coverage, and increase the visual attractiveness of the proposed development (OP 2.2.3, 2.2.4 & 4.6).

Significant consideration has been attributed to the provision of amenity areas (over 5,000 m² of community amenity areas is proposed) for future residents to promote on site recreation and social opportunities for future residents.²

Pedestrian and cycling access are intended to occur from Huntmar Drive along the eastern property boundary and from the planned opening of the private drive aisle connecting to the neighbouring commercial plaza north of the Subject Property. The proposed development includes a network of pedestrian pathways which will connect future residents throughout the development. Furthermore, a total of 272 bicycle parking spaces will be provided to encourage active transportation, 15-minute neighbourhood design, and connectivity with nearby neighbourhood amenities (PPS 2.1; OP 2.2.4, 3.3, 4.1, 4.6 & 6.3).

Vehicular access will also utilize the same entrance/egress points, although internal vehicular circulation is intended to predominately occur around the perimeter of the Subject Property in order to minimize interactions between pedestrians and vehicles. Additionally, the proposed development includes 195 underground parking spaces in order to minimize the area required for surface level parking, more efficiently utilize land on the Subject Property, and further the reduction of vehicles circulating through the development for pedestrian safety.

The proposed site plan configuration reflects ongoing Pre-consultation discussions with City of Ottawa Staff and represents a balanced approach between providing a high quality of urban design, meeting the goals of the City's Official Plan, and remaining functional for the future residents.

6.4 SOCIAL CONSIDERATIONS

The proposed development also seeks to account for the following social considerations for future residents through design:

- The Subject Property is located within an evolving 15-minute neighbourhood with planned infrastructure improvements. As such, the proposed development will benefit from the long-term infrastructure connectivity to the greater Ottawa area and promote a healthy 15-minute neighbourhood that is accessible to pedestrians (PPS 2.1 & 2.2; OP 2.2.4, 3.2, 3.2, 5.6.1, 6.2 & 6.3).
- The proposed provision of amenity areas and recreation opportunities throughout the development will foster social interaction by providing areas for congregation and interaction, promote healthy lifestyles through recreational opportunities, and foster a complete community.
- The proposed unit mix, ranging from studio to three-bedroom units, seeks to attract a range of future residents to foster a complete community and diverse population (OP 2.2.4, 2.2.5, & 2.2.6).

² The Applicant is proposing that parkland dedication be provided through cash-in-lieu, with the Applicant providing a level of amenity area and landscaping treatment at an order that is higher-than-typical for their developments of this kind.

7.0 CONCLUSIONS

Based on the above information and analysis, it is my independent professional opinion as a Registered Professional Planner that the development conforms to the Official Plan, complies with the Zoning By-law (and/or can comply subject to the required variances), represents good planning, and should be approved.



Justin Lima
Planner



Rory Baksh, RPP, MCIP
Partner