DILLON CONSULTING

IRONCLAD DEVELOPMENTS INC. (ICD)

Planning Justification Report

Residential Development – 475 Terry Fox Drive
Zoning By-law Amendment

July 2025 – 25-9532

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Executive Summary

This Planning Justification Report ('PJR') has been prepared to support a Zoning By-law Amendment ('ZBA') application for the lot municipally known as 475 Terry Fox Drive (referred to as the 'Subject Site'). The report has been prepared on behalf of the applicant, Ironclad Developments Inc. (or 'Applicant'). The requested Zoning By-law Amendment is proposed to rezone the entire Subject Site to the Residential Fifth Density Zone Subzone AA (R5-AA) under the City of Ottawa Zoning By-law 2008-250, to permit the development of multi-unit dwellings.

The proposed development of the 1.23 hectares (3.03 acres) site includes a six (6)-storey multi-unit residential development consisting of three (3) multi-unit buildings comprising a total of 182 residential units. Access to the Subject Site will be provided via a driveway from Kanata Avenue. The development includes 212 parking stalls, of which 122 are provided at grade and 90 within an underground parkade.

The surrounding area is designated as Neighbourhood and Greenspace, with surrounding uses that include a commercial development with a gas station and a retail plaza, low-density residential, Carp River Conservation Area, and Insmill Park, adjacent to the mixed-use Kanata Centre. The proposed development will add to the mix of uses and economic development opportunities planned for this area of the City.

This report demonstrates that the proposal is suitable and compatible with the surrounding land uses, is consistent with the PPS, conforms to the intent and purpose of the City of Ottawa Official Plan, and represents good planning. For the above reasons, it would be appropriate for the City of Ottawa to approve the rezoning of the Subject Site to allow for the three (3), six (6)-storey multi-unit dwellings fronting along Terry Fox Drive and Kanata Avenue.

1.0 Introduction

1.1 Purpose

Dillon Consulting Limited (Dillon) has been retained by Ironclad Developments Inc., herein referred to as the 'Applicant', to assist in obtaining the necessary planning approvals associated with a proposed residential development, which has frontage on Terry Fox Drive and Kanata Avenue in the City of Ottawa. This area will be referred to as the "Subject Site." It is municipally known as 475 Terry Fox Drive and has been illustrated through **Figure 1**.

Figure 1 – Location Map

The Subject Site is designated within the Suburban Transect Policy Area on Schedule "A" of the City of Ottawa Official Plan, as indicated in **Figure 2**.

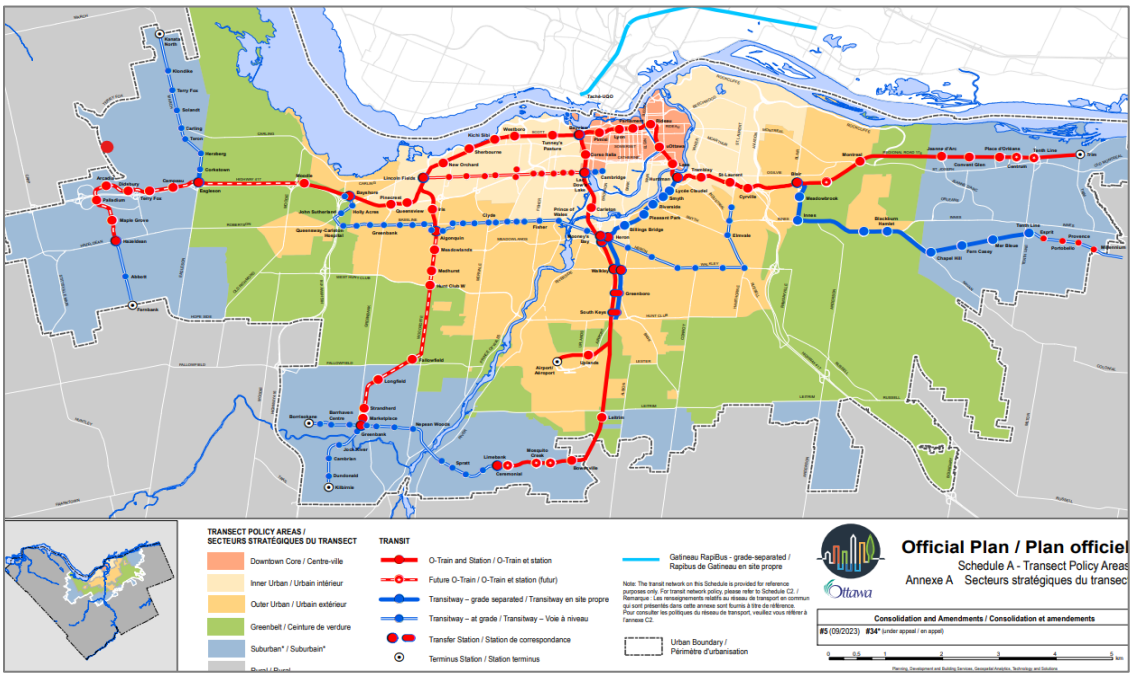

Figure 2 – Official Plan Transect Policy Areas

The Subject Site is designated within the Neighbourhood designation with the Evolving Neighbourhood overlay on Schedule "B5" of the City of Ottawa Official Plan, as shown in **Figure 3**.

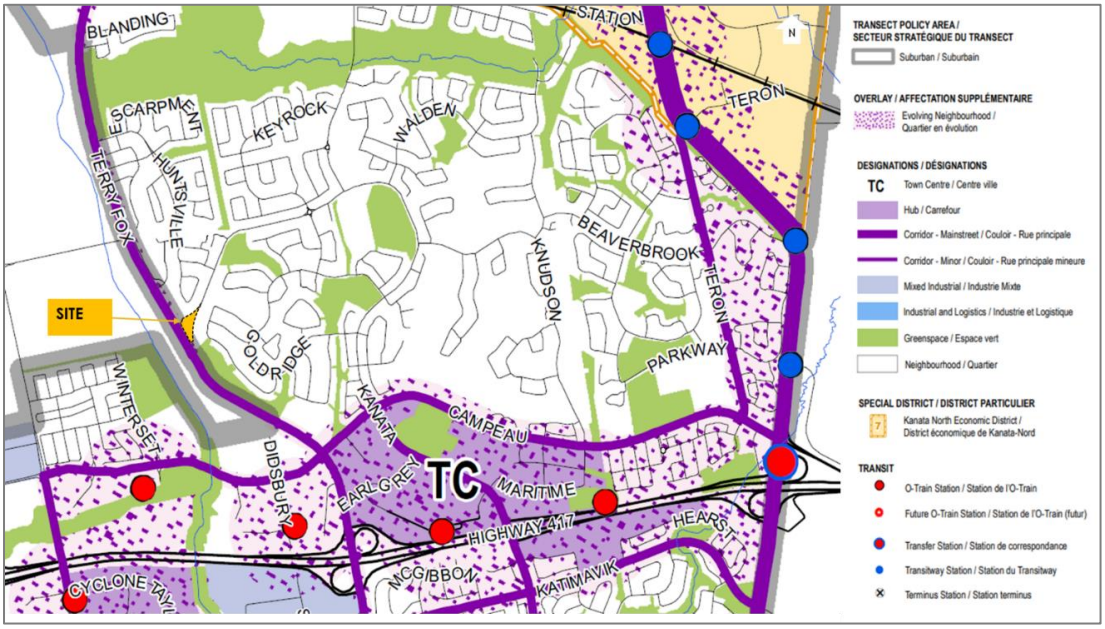

Figure 3 – Official Plan Suburban (West) Transect

The Subject Site is zoned Local Commercial Zone with Exception 1706 and a Holding Provision (LC[1706] H (11)) in the City of Ottawa Zoning By-law 2008-250. This has been illustrated in **Figure 4**.

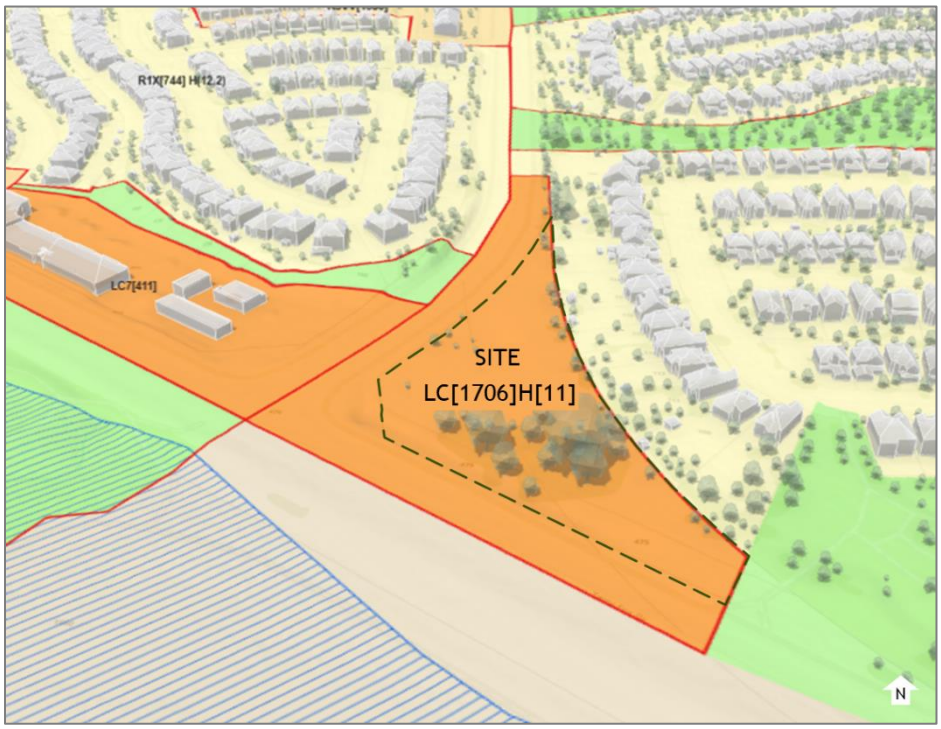

Figure 4 – Zoning By-law 2008-250 Existing Zoning

1.2 Description of the Subject Site

The subject property comprises approximately 1.23 hectares (3.03 acres or 131,727 square feet) and is located at 475 Terry Fox Drive, within the northeast quadrant of the Terry Fox Drive and Kanata Avenue intersection in Kanata, Ottawa. The site is positioned north of Highway 417, at the convergence of Terry Fox Drive—classified as a minor arterial corridor—and Kanata Avenue, a major collector road. The Subject Site is currently vacant and consists of an undeveloped open field.

1.3 Proposed Development

Ironclad Developments Inc. is proposing a six (6)-storey multi-unit residential development consisting of three (3) multi-unit buildings comprising a total of 182 residential units. The development includes 212 parking stalls, of which 122 are provided at grade and 90 within an underground parkade.

Building A is oriented along Kanata Avenue, while Buildings B and C front Terry Fox Drive. The unit mix includes 18 studio units, 68 one-bedroom units, 65 two-bedroom units, and 31 three-bedroom units. Importantly, 35% of the units are designed to be accessible, supporting a more inclusive and diverse range of housing options that address the needs of a broad demographic.

Vehicular access to the site is proposed via Kanata Avenue, in consultation with City staff. The development will incorporate a range of indoor and outdoor amenity spaces, including a fitness centre, to promote a high standard of living for residents.

Significant attention has been given to landscape design. Ironclad Developments Inc. has engaged professional landscape architects to ensure a thoughtfully designed environment that not only enhances the visual character of the site but also provides effective buffering from adjacent residential properties.

The overall site plan has been developed in close collaboration with a multidisciplinary team of consultants to minimize potential impacts and foster complementary built form with the surrounding built environment. A pre-consultation session with City of Ottawa staff was held in September 2024, followed by a public information session with the Ward Councillor and area residents in January 2025. In response to feedback received, the number of residential units was reduced from the original concept presented in September 2024 to better align with community expectations and planning considerations. Throughout the process, the project team maintained regular engagement with City staff to refine the proposal. Although all buildings are six (6) storeys in height, the top floor has been purposefully stepped back to reduce visual massing and create a more sensitive transition to adjacent residential and commercial uses.

The Conceptual Development Plan illustrates the existing layout of the Subject Site, which is shown in **Figure 5**.

Figure 5 – Conceptual Development Plan

1.4 Proposed Rezoning

The Subject Site is currently zoned Local Commercial Zone with Exception 1706 and a Holding Provision (LC[1706] H (11)) in the City of Ottawa Zoning By-law 2008-250 (refer to **Figure 4**). The Local Commercial Zone with Exception 1706 does not permit the proposed residential development. To facilitate the proposed development, a Zoning By-law Amendment is required to rezone the Subject Site from Local Commercial Zone with Exception 1706 and a Holding Provision (LC[1706] H (11)) to Residential Fifth Density Zone Subzone AA (R5-AA).

2.0 Existing Land Use

2.1 Subject Site

As noted previously, subject property comprises approximately 1.23 hectares (3.03 acres or 132,159 sq. Ft) and is located at 475 Terry Fox Drive, at the intersection of Terry Fox Drive – classified as a minor arterial corridor – and Kanata Avenue, a major collector road. The Subject Site is currently vacant and consists of an undeveloped open field, which is shown in **Figure 6**.

Figure 6 – Existing Land Uses

2.2 Surrounding Land Use

The Subject Site is situated within a vibrant and diverse area (Kanata North) characterized by a broad range of land uses.

With regards to immediate land uses, to the west, along Terry Fox Drive, is an existing commercial development that includes a gas station and a retail plaza. To the north, land uses transition from low-density single-detached homes to higher-density residential forms, such as townhomes and stacked townhomes, extending along Kanata Avenue. To the east lies an established single-detached neighbourhood, Insmill Park, adjacent to the mixed-use Kanata Centre. Directly to the south, across Terry Fox Drive, is the Carp River Conservation Area, and further south is recently approved low-density residential development, and the Tanger Outlet Mall—part of a larger commercial hub.
Overall, the surrounding context reflects a well-integrated mix of residential, commercial, industrial, and open space uses, contributing to a complete and dynamic community with access to essential amenities and natural features. The surrounding land uses, as depicted by the Zoning By-law, are shown in **Figure 7 – Surrounding Land Uses (Zoning By-law)**.

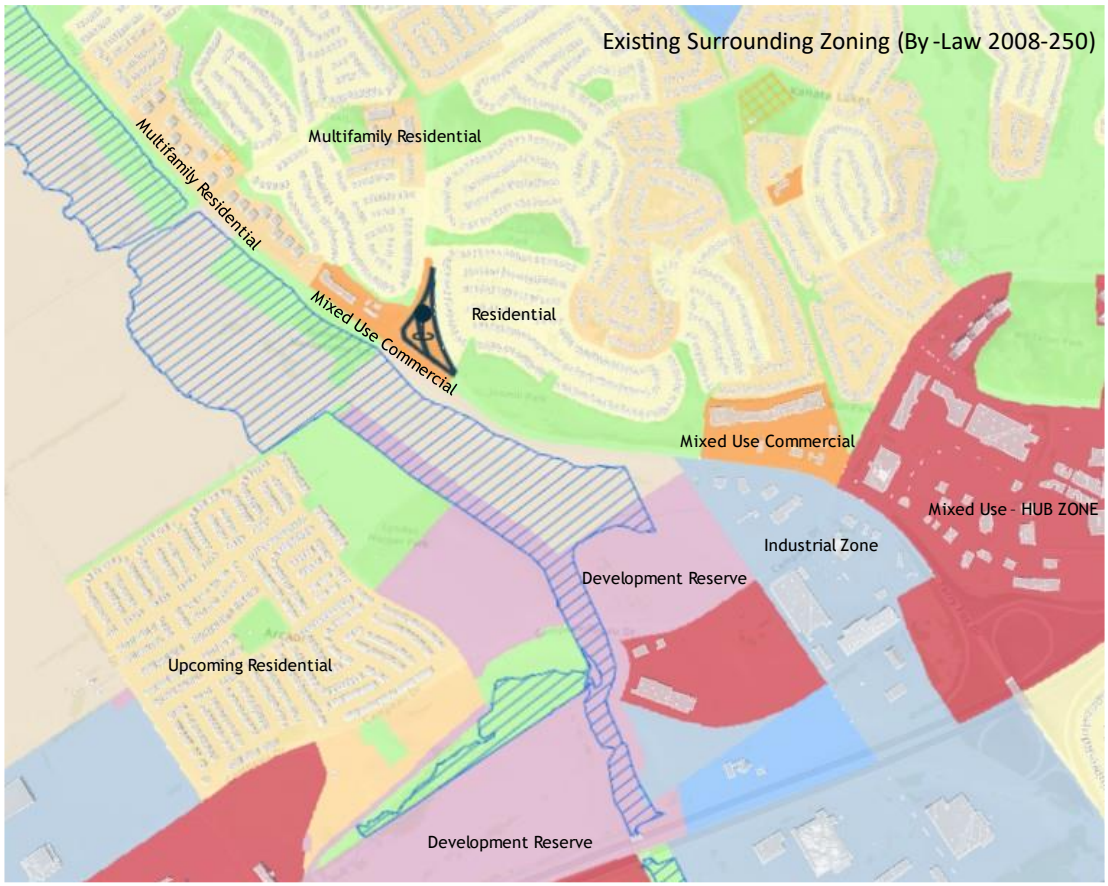

Figure 7 – Surrounding Land Uses (Zoning By-law)

3.0 Planning Evaluation

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

- Provincial Planning Statement 2024;
- City of Ottawa Official Plan;
- City of Ottawa Zoning By-law 2008-250 regulations;
- Various City of Ottawa design guidelines; and
- Visual inspections of the site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Official Plan, the approach used attempts to consolidate the relevant policies and criteria and identify and evaluate the potential planning and land use related issues associated with the proposed recreational use.

A review of the relevant policies and regulations can be found in **Appendix A – Provincial & City Policies** and **Appendix B – Zoning Confirmation Report Checklist**.

3.1 Provincial Planning Statement

The Provincial Planning Statement provides direction on matters of provincial interest related to land use planning and development providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments. The PPS was issued under section 3 of the *Planning Act* and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020.All decisions affecting planning matters shall be consistent with the revised Provincial Planning Statement (refer to **Appendix A – Provincial & City Policies**).

3.2 City of Ottawa Official Plan

The local policy context is provided in the City of Ottawa Official Plan (OP) which contains a set of goals, objectives, and policies to manage and direct growth in the municipality by providing a vision for future development patterns within the City through 2046.

The strategic policy directions for the City of Ottawa OP includes:

- Achieve, by the end of the planning period, more growth by intensification than by greenfield development;
- By 2046, the majority of trips in the City will be made by sustainable transportation;

- Improve the 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;
- Embed environmental, climate and health resiliency and energy into the framework of the planning policies; and
- Embed economic development into the framework of the planning policies.

The Subject Site is currently designated as Suburban Transect Policy Area in the OP. Further, the Subject Site is located on a Corridor – Minor (Terry Fox Drive) and is also designated within the Neighbourhood designation with the Evolving Neighbourhood overlay through the City's OP. The proposed development is in conformance with the land use policies outlined in the OP (refer to **Appendix A – Provincial & City Policies**).

3.3 City of Ottawa Zoning By-law 2008-250

The subject property is currently zoned **LC [1706] H (11)** – *Local Commercial Zone* under the City of Ottawa Zoning By-law 2008-250. This zone permits a range of small-scale, locally oriented convenience and service uses, as well as residential uses within the *General Urban Area* and *Residential Character Area* designations of the OP. Permitted uses include low-rise multi-unit residential, retail stores, gas stations, restaurants, and other neighbourhood-serving commercial functions.

However, the property is also subject to Urban Exception [1706], which imposes additional restrictions—prohibiting fast food restaurants, take-out restaurants, and convenience stores. It also mandates landscaping abutting any residential zone and limits building heights to a maximum of two (2) storeys.

Ironclad Developments Inc. is proposing to rezone the property to **R5 – Residential Fifth Density Zone Subzone AA**, which is intended to accommodate a wide variety of residential building forms—from detached dwellings to mid- and high-rise apartment buildings – within areas designated as Neighbourhoods and Nodes in the Suburban Transect Policy Area[1]. The R5-AA zone supports compact, transit-supportive residential development and permits planned unit developments, aligning with the proposed built form and surrounding urban context.

The proposed development is in conformance with the R5-AA standards outlined in the Ottawa Zoning By-law 2008-250 (refer to **Appendix B – Zoning Confirmation Report Checklist**).

[1] The City's 2003 OP designations are referenced in the City of Ottawa Zoning By-law 2008-250. The City of Ottawa adopted a new Official Plan in November 2022. The new Official Plan had the effect of replacing the General Urban Area, Mixed-Use Centre, and Central Area designations in the 2003 OP with the Neighbourhoods and Nodes designations, as noted in the City's Document 2: New Official Plan Preliminary Policy Directions (December 2019).

3.4 City of Ottawa Design Guidelines

The City of Ottawa OP provides a vision of the future of the City and its physical development. The City's various guidelines translate that broad framework into detailed principles for development. These guidelines play an integral role in achieving high quality design throughout the City.

3.4.1 Bird-Safe Design Guidelines

The City of Ottawa acknowledges the vital role birds play in our environment and recognizes that urban structures pose a significant threat to their survival. With over 180 nesting species, including some designated as at-risk, and a local population of approximately two million birds, the City is a critical habitat. This importance is magnified during migration periods when millions more birds pass through, seeking rest and resources. To mitigate the dangers posed by buildings, Ottawa has established Bird-Safe Design Guidelines for use in the planning stages of all development projects.

The guidelines of the City of Ottawa Bird-Safe Design Guidelines are:

- Consider the environmental context;
- Minimize the transparency and reflectivity of glazing;
- Avoid or mitigate design traps;
- Consider other structural features;
- Create safe bird-friendly landscaping;
- Design exterior lighting to minimize light trespass at night; and
- Avoid nighttime light trespass from the building's interior.

As part of the Site Plan Control application, bird-safe glass or integrated protection measures and other structural features may be required through conditions of Site Plan Approval for projects involving large expanses of glazing. Glass is not the only hazard associated with buildings and structures. Structural features such as antennas, guy wire supports, grates, and pipes can also injure or kill birds. Design guidelines to reduce these risks are outlined in the Bird-Safe Design Guidelines (Guidelines 4) and should be considered through the Site Plan Control application. The City recognizes it is important that the Bird-Safe Design Guidelines do not have a significant impact on the affordability or timelines of a land development project.

The design of the development aligns with the City's Bird-Safe Design Guidelines (refer to **Section 3.5.3**).

3.4.2 Transit-Oriented Development Guidelines

The City of Ottawa's Transit-Oriented Development (TOD) guidelines aim to integrate land use and transportation to create vibrant, walkable communities around rapid transit stations and in areas served by high-quality transit. These guidelines emphasize high-density, mixed-use developments, prioritizing pedestrian and cycling access, and supporting transit use through various land-use strategies.

The City's guidelines are focused around the following six aspects:

- Land Use;
- Layout;
- Built Form;
- Pedestrian & Cyclists;
- Vehicles & Parking; and
- Streetscape & Environment.

The Subject Site is located within a convenient walking distance to bus stops with frequent service and access to numerous routes. As part of the Site Plan Control application, the City will review and confirm the proposed design features and building materials are appropriate for the area being served by high-quality transit. The design of the development aligns with the City's TOD Guidelines (refer to **Section 3.5.3** and **3.5.8**).

3.5 Planning Analysis and Considerations

3.5.1 Discussion of PPS and City of Ottawa OP Policies

The proposed development of the Subject Site is consistent with the Provincial Planning Statement and City of Ottawa OP policies (refer to **Appendix A – Provincial & City Policies**) by exemplifying residential intensification of an existing site with access to full municipal services, public transportation, and public greenspace.

The proposed development will support the future growth of the community and provide a greater diversity of housing options in the area. The proposed residential development is inherently compatible with the abutting residential and open space land uses, and does not conflict with the nearby commercial use nor the Carp River Conservation Area.

3.5.2 Discussion of Land Use

The proposed development of the Subject Site represents an opportunity for intensification within the City's Suburban Transect Policy Area. The Subject Site is located along a Corridor – Minor (Terry Fox Drive) and is designated Neighbourhood with an Evolving Neighbourhood Overlay. Under the City's OP, mid-rise buildings (five (5) to nine (9) storeys in height) are permitted to be developed on the Subject Site. The proposed development includes three (3), six (6)-storey buildings, which is within the maximum permitted height and provides a contextually appropriate transition from the existing low-rise building heights in the surrounding neighbourhood. The proposed residential intensification of the Subject Site is suitable due to its location within the Neighbourhood designation along a Corridor – Minor, as it provides a substantial opportunity for new residential units and enriches the mix of residential units concentrated within this growth area.

The proposed development provides for a diversity of housing opportunities and is a higher density than what currently exists in the surrounding community. The development makes efficient use of existing municipal infrastructure with sufficient servicing capacity and public transit access within the urban area, contributing to the City's target for dwelling growth through intensification. The Province categorizes the City of Ottawa as one of the 'large-and-fast growing municipalities' in Ontario. Through the PPS 2024, a target of 50 residents and jobs per gross hectare is encouraged by the Province for designated growth areas in large-and-fast growing municipalities. With a proposed density of 148 units per hectare, the development exceeds the City's residential density target of 40 to 60 units per hectare (UPH) for intensification in designated growth areas.

The proposed development enhances Ottawa's housing diversity by introducing multi-unit dwellings to the mix of available housing options, which are attainable for a broader range of community members. This compact development supports the City's intended evolution towards more urban built form patterns in the City's Suburban Transect and adds 182 units to the City's target of 43,000 units for apartment and small-household dwellings. The development is economically feasible, as it does not necessitate extensions to public infrastructure, and is strategically located within 300 metres of various neighbourhood amenities, including commercial, recreational, public parklands, and conservation areas. This proximity further supports the well-being of future residents, demonstrating that the proposed development is a significant opportunity for residential intensification and urban growth in Ottawa.

3.5.3 Discussion of Site Suitability

The Subject Site is ideally suited for the proposed residential development for the following reasons:

- The property is appropriately designated within the City of Ottawa OP for the proposed development;
- The Subject Site is located within the built-up urban area;
- The land area is sufficient in size to accommodate the proposed residential intensification;
- The proposed development can make use of existing municipal water, storm and sewer systems;
- The proposed development has frontage on public roads (Terry Fox Drive and Kanata Avenue) and can be adequately accommodated by existing public services, utilities, and rights-of-ways;
- Adequate off-street parking facilities can be accommodated to serve the development through the provision of a surface parking area and parkade;
- There is direct access to the City's existing sidewalk and easy access to the trail network in abutting Insmill Park, enhancing opportunities for walking and supporting active transportation;
- There are no anticipated traffic concerns given the existing linear infrastructure and existing appropriate traffic signalization in the area, as confirmed by the Traffic Impact Assessment (refer to **Section 3.8.5**);
- Multi-unit dwellings will add to the mix of housing stock available in the neighbourhood and the City as a whole;

- The Subject Site has been zoned Local Commercial Zone with Exception 1706 and a Holding Provision (LC[1706] H (11)) in the City of Ottawa Zoning By-law 2008-250 and has remained vacant for some time, thereby making the Subject Site underutilized lands within the City's urban area. As such, the Subject Site is suitable for consideration of a residential land use due to current market and policy demand for more housing units; and
- The location of the proposed development is appropriate as it is surrounded by residential uses, commercial uses, public greenspace, connections with the active transportation network, and is located with access to existing transit routes.

3.5.4 Discussion of Site Design

The proposed development supports the City's intended evolution towards more urban built-form patterns and sustainable transportation goals. The City's OP contemplates Zoning By-law development standards and development on lands with an Evolving Neighborhood Overlay to generally include built form and site design attributes that meet the urban characteristics described in Table 6 in Section 5. The design thoughtfully integrates the development with the public realm, includes a higher lot coverage with a mid-rise built form, connects buildings while minimizing functional side yard setbacks, enhances pedestrian and cyclist connectivity, and provides high-quality amenity spaces, conforming to the outlined characteristics.

The proposed mid-rise buildings are appropriately setback to frame the adjacent Corridor (Terry Fox Drive) and its intersection with Kanata Avenue. Active frontages and at-grade main entrances with direct and visible access to the public realm create an engaging and pedestrian-friendly streetscape. The design features shallow front yard setbacks, higher lot coverage, and connected buildings with minimized side yards, reflecting a more intensive and efficient use of land.

The proposed multi-unit dwellings incorporate a mix of different building materials and projections on the lower storeys, creating architectural variety and visual interest for pedestrians. Additionally, the design uses large, clear windows and doors at the street level to create a highly transparent façade, which provides a sense of security through informal viewing and offers a welcoming entrance. To reduce risks to birds, the development incorporates differentiation of material, texture, colour, and opacity on the exterior façades to fragment reflections from glazing.

Areas of formal landscaping – including, space for soft landscaping, tree planting, and hard surfacing, are proposed across the Subject Site. The proposed parking areas (surface and enclosed parkade) are concealed from the street and public view. The characteristics of the proposed development support the intended evolution towards more urban built form patterns described in the City's OP. Overall, the six (6)-storey mid-rise built form is proportionate to its corner location at Terry Fox Drive and Kanata Avenue, contributing to the area's planned intensification while remaining contextually appropriate.

A safe and convenient multi-modal transportation network is supported by the proposed development. To minimize conflicts with pedestrians and cyclists on the Terry Fox Drive corridor, all vehicle access to the Subject Site is directed to a single, two (2)-lane entrance on the side street, Kanata Avenue. The proposed development includes surface parking and two (2) enclosed parkades – one located below Building A and B with the other located below Building C. Both the surface parking and enclosed parkade are strategically located and visually screened from the public realm by landscaping and building orientation. Access points to the parkades are designed to conceal them from the street and avoid interrupting pedestrian movement on public sidewalks. The surface lot design could also accommodate future implementation of electric vehicle charging stations. Overall, the proposed development minimizes potential conflict between vehicles and pedestrians and limits interruptions along sidewalks, supporting a comfortable pedestrian environment and attractive public realm.

The development integrates seamlessly with the City's existing active transportation network, providing direct connections to public sidewalks and cycling facilities on both Terry Fox Drive and Kanata Avenue. A well-defined internal network of pathways ensures safe and convenient movement between buildings, amenity spaces, and the public street, with mid-block connections breaking up the large block for ease of movement. Ample bicycle parking is provided, with short-term bicycle parking facilities placed in highly visible locations near entrances of Building A, B, and C with long-term bicycle parking facilities secured within each building and the parkades.

Extensive landscaping and high-quality amenity spaces that enhance livability and support ecological function are included in the development proposal. The development commits to supporting the City’s urban forest canopy cover target. The plan includes the preservation of existing trees where feasible and the extensive planting of new trees along rights-of-way and within the site. This enhances the public realm, provides a comfortable microclimate, and helps mitigate the urban heat island effect.

The proposed development features two (2) outdoor amenity spaces designed for use by future residents. These amenity spaces are also accessible to the community. The first, located at the corner of Terry Fox Drive and Kanata Avenue, animates the intersection and provides a comfortable, welcoming space for residents and passersby, featuring views of the Carp River Conservation Area. Nestled between Buildings A and B, it is shielded from wind and sun. The second outdoor amenity space is located centrally within the site. A comfortable microclimate is provided through opportunities for landscaping features, which also provide a safe buffer from the surface parking area. Outdoor spaces can be used year-round and are protected from the elements by landscaping and building placement. In addition to the outdoor amenity spaces, dedicated indoor amenity areas on the main floor are provided for residents, including a fitness centre and a multi-functional club space.

The site design incorporates principles of Crime Prevention Through Environmental Design (CPTED). Building massing avoids the creation of entrapped areas, and the orientation of buildings provides natural surveillance ("eyes on the street") over public spaces and sidewalks, enhancing safety and security for the community. Servicing, loading areas, utilities and mechanical equipment are integrated into the building design or located internally to maintain a safe and attractive public realm.

3.5.5 Discussion of Compatibility of Development

The proposed development is in a built-up area and is surrounded by low-rise Residential uses to the north with commercial uses to the west and greenspace to the east and south (refer to **Figure 7**). The proposal integrates with the surrounding area in terms of scale, massing, height and setbacks. The proposed rezoning will allow for the parcel to be developed in an appropriate manner and will not negatively impact the surrounding land uses or the functionality of the lots. The existing right-of-way (Kanata Avenue) will provide direct vehicular connections to the development in a safe and efficient manner.

The proposed development has regard for the existing local context through the orientation of the built form towards Terry Fox Drive and Kanata Avenue, creating a favourable interface with the public realm with convenient pedestrian connections augmented by soft landscaping, tree planting, and screening to support livability. The massing of the proposed multi-unit dwellings is oriented towards the Corridor – Minor (Terry Fox Drive), providing generous setbacks from the adjacent low-rise properties and additional space for landscaping features to offer an improved sense of privacy for the adjacent low-rise properties. The design features of the proposed development that include appropriate building height transitions and thoughtful site planning are complementary to the existing community.

By incorporating appropriate setbacks, the development ensures a smooth transition between the proposed mid-rise buildings and the adjacent low-rise dwellings, fostering a comfortable public realm and respecting the existing scale of the area. The sixth floor of Buildings A, B, and C is designed as a 'half-floor,' creating the visual effect of a five (5)-story building from the perspective of the adjacent lower-rise neighbourhood, addressing community feedback on views and privacy. The massing and stepping down of the proposed buildings, in combination with the setbacks, provides a gradual change in height and massing from the low-rise properties.

The design also includes a central outdoor amenity area and extensive landscaping on the northern perimeters and central portion of the Subject Site. The proposed landscaping features will assist in supporting the transition between a Corridor and a surrounding low-rise area by providing a visual and physical buffer. This transition is managed fully within the Subject Site, maintaining harmony with the surrounding neighbourhood.

In addition, the development does not include any uses that would cause nuisances such as noise, odour, or high levels of heavy truck traffic, further ensuring compatibility with the existing community.

3.5.6 Discussion of Natural Environment Impacts

The Subject Site is not identified within any natural heritage features, flooding zones, or Regulated Areas as per the City of Ottawa OP. It is not located within the Natural Heritage System or subject to Environmental Constraints, as outlined in the City's OP. As such, the development is not anticipated to adversely affect natural features, surface water, or groundwater resources.

3.5.7 Discussion of Municipal Service Impacts

The proposed development will make use of existing municipal services, including water, sewer, and stormwater management systems, as confirmed by the Site Servicing Study (refer to **Section 3.8.4**). A private sanitary sewer is proposed to service the development and will connect to the City's existing Terry Fox Drive municipal sanitary sewer, which has capacity to accommodate the development. Stormwater management is appropriately controlled to prevent urban flooding and manage runoff, in alignment with the City's approved standards, policies and guidelines. It is not anticipated that the residential use will require additional servicing capacity than currently available.

The utilization of existing public piped water and sanitary sewer systems adequately supports the proposed residential development, mitigating risks to human health, safety, property, and the environment. This approach supports the intensification of the Subject Site while demonstrating environmentally responsible and economically feasible planning.

3.5.8 Discussion of Social and/or Economic Considerations

The proposed residential development is compact, making efficient use of land and existing municipal infrastructure. There is direct access from the Subject Site to the existing active transportation and public transit networks to support future residents. This development is economically feasible for the City as it does not require extensions to public infrastructure or increase demand for public services beyond current capacities.

Through the development proposal, housing options will be added to the mix of unit types available in the City. By introducing multi-unit dwellings, the development adds to the range of housing options available at more attainable price points, supporting various income levels and addressing the projected needs of current and future community members.

The proposed residential development offers social and economic benefits by efficiently utilizing land and existing municipal infrastructure, with direct access to active transportation and public transit networks. Multi-unit dwellings are more attainable for all income levels, which helps to meet the social and economic requirements of current and future residents. Additionally, 35% of the dwelling units are designed to be accessible, and the interconnected sidewalk system provides safe and equitable access for residents of all ages and abilities, enhancing social inclusion and community well-being.

3.5.9 Discussion of the Requested Rezoning

The Subject Site is currently zoned Local Commercial Zone with Exception 1706 and a Holding Provision (LC[1706] H (11)) in the City of Ottawa Zoning By-law 2008-250 (refer to **Figure 4**). The Local Commercial Zone with Exception 1706 does not permit the proposed residential development. To facilitate the proposed development, a Zoning By-law Amendment is required to rezone the Subject Site from Local Commercial Zone with Exception 1706 and a Holding Provision (LC[1706] H (11)) to Residential Fifth Density Zone Subzone AA (R5-AA).

The purpose of the Residential Fifth Density (R5) Zone is to allow a wide mix of residential building forms ranging from detached to mid-rise multi-unit dwellings in areas designated as Neighbourhoods in the Suburban Transect Policy Area[2]. Permissions for a range of residential built forms within the R5 Zone are included for the purpose of supporting the provision of additional housing choices. Zoning provisions in the R5 Zone regulate development to be complementary with existing land use patterns so that the overall mixed building form and residential character of a neighbourhood is integrated or enhanced.

The proposed R5-AA Zone permits the proposed multi-unit dwellings as well as providing the Subject Site with the appropriate development standards to support the proposed development. The proposed zone is appropriate for the Subject Site because it establishes updated development standards for built form and site design attributes that are consistent with the City's planned characteristics of the Evolving Neighbourhood Overlay. In addition, the proposed development permissions exceed the density targets in the City's OP for Neighbourhoods located in the Suburban Transect. The proposed Zoning By-law Amendment will facilitate the introduction of new residential units in the community. This will provide a range and mix of housing options available to existing and future residents. The development supports needed residential dwelling units in the area and will support intensification of lands within with City's urban area.

The proposed development complies with the requirements for the R5-AA standards outlined in the Ottawa Zoning By-law 2008-250 (refer to **Appendix B – Zoning Confirmation Report Checklist**). The requested Zoning By-law Amendment provides an opportunity for residential development and intensification in a strategic growth area within the City of Ottawa. The proposed Residential Fifth Density Zone Subzone AA (R5-AA) would facilitate the Subject Site to develop with a complementary built form that integrates higher density while complying with the intent of the City of Ottawa Zoning By-law 2008-250.

3.5.10 Discussion of Good Planning

The proposal represents good planning by strategically intensifying a site that is exceptionally well-serviced by multi-modal transportation options, contributing to the creation of a complete and walkable community. The proposal leverages existing infrastructure and enhances local connectivity, aligning with key policy directions for transit-supportive and active communities. The site design includes a well laid-out internal pedestrian network that provides safe and convenient connections to the City's existing sidewalks and pathways. These connections offer direct access to transit stops for Bus Routes 161 and 165 within a 300-metre radius at the Terry Fox Drive and Kanata Avenue intersection, linking future residents to Terry Fox Station and the wider transit system. Furthermore, a transit stop for the Route 265 Connexion bus is within a 600-metre walk, providing peak-period service to the O-Train station at

[2] The City's 2003 OP designations are referenced in the City of Ottawa Zoning By-law 2008-250. The City of Ottawa adopted a new Official Plan in November 2022. The new Official Plan had the effect of replacing the General Urban Area, Mixed-Use Centre, and Central Area designations in the 2003 OP with the Neighbourhoods and Nodes designations, as noted in the City's Document 2: New Official Plan Preliminary Policy Directions (December 2019).

Tunney's Pasture. From Tunney's Pasture, users can access Line 1, 2, and 4 of the O-Train. The development also supports active transportation by tying into the cycling routes on Terry Fox Drive and Kanata Avenue, placing residents within a 1.5 km walk or a 2.5 km cycle of the planned rapid transit station at Digsby Road.

The development strongly supports the evolution of a healthy, 15-minute neighbourhood by placing residents within easy reach of essential amenities and recreational opportunities. The proposal for a denser, well-designed housing form enhances the public realm and promotes walkability. Future residents will have direct and safe walking access (< 400 metres) to Insmill Park, John Gooch Park, and the Carp River Conservation Area. An even greater number of parks, including: Lyndon Hooper Park, Judy Laughton Park, Broughton Park, Richardson Heritage Park, Goldridge Park, Jim Malone Park, Whalen Park, and Kizell Pond Natural Reserve, are accessible within a 10-minute walk (< 800 metres) and within a 15-minute trip by transit, providing ample opportunities for active and passive recreation. This proximity to an expansive network of public greenspaces is a cornerstone of a complete community, promoting health, well-being, and social interaction.

Through the residential intensification of the Subject Site, the proposal contributes to a more complete community that can accommodate population growth and offer a greater range of housing options. The multi-unit dwellings are a compact and transit-supportive housing type that is more attainable for a wider range of incomes. This supports the creation of an inclusive and equitable community. Notably, the development plans for 35% of its dwelling units to be accessible, directly addressing the need for accessible housing and ensuring the development serves residents of various ages and abilities. Overall, the proposal represents a compact, transit-oriented development that optimizes the use of existing infrastructure and contributes positively to the social, economic, and physical fabric of the neighbourhood.

3.6 Public Information Centre Engagement Summary

The Applicant, Ironclad Developments Inc., has expressed a commitment to transparency and early community engagement. The Ironclad development team initiated due diligence on the site in July 2024 and reached out to both City staff and the Ward Councillor's office. Following several discussions with area planners, a preliminary concept plan was shared, which culminated in a formal pre-consultation with City of Ottawa staff.

In response to the feedback received, Ironclad Developments Inc. revised the site plan and reconnected with the Councillor's office to coordinate a public information session for local residents. On December 10, 2024, invitation letters were hand-delivered to immediate neighbours to the east notifying about the development and the upcoming public information session to be held in January 2025. Additional notifications about the session were distributed through the community newsletter, the Kanata North Ward website, and through coordinated emails sent by the Councillor's office.

The public information session was held virtually on January 21, 2025, and was attended by over 200 residents, along with the Applicant's representatives, and traffic and landscape consultants, as well as the Ward Councillor and staff. The presentation addressed the proposed rezoning, application process, supporting technical studies, and key development targets. Primary concerns raised by the community included building height and the originally proposed 200 residential units. To address these concerns, the Ironclad project team presented cross-sections derived from topographic survey data, sightline analyses, and shadow studies for both the equinox and winter solstice, all demonstrating compliance with the City's two (2)-hour shadow limit. Visual perspectives from adjacent rear yards and details of the proposed landscaped buffers were shared to illustrate the design's sensitivity to the surrounding low-rise context.

In direct response to community input, Ironclad Developments Inc. revised the proposal by reducing the total unit count from 200 to 182, and by modifying the top floor into a half-storey to address neighbour's concerns related to massing and overlook. Additional resident feedback regarding the need for three (3)-bedroom units, rental affordability, and accessible suite options has also been integrated into the final design. This public consultation process has played a meaningful role in shaping the proposed development ahead of the formal application submission.

3.7 Pre-Consultation Summary

Ironclad Developments Inc. submitted a formal Pre-Consultation request to City staff in September 2024. The discussions during the meeting covered a wide range of topics, including landscaping, provincial planning policies, OP conformity, traffic impact analysis, civil engineering, parks planning, forestry, urban design, and zoning considerations – as evidenced by the pre-consultation feedback.

Following the meeting, the City issued a detailed checklist identifying the required studies and supporting materials necessary for a complete application. In response, the Applicant retained a team of qualified external consultants to prepare the required technical reports and plans in accordance with the City's various Terms of Reference.

Throughout this time, there was ongoing dialogue between the project consultants and various City staff, with regular back-and-forth communication to clarify requirements, resolve technical questions, and ensure alignment with City expectations.

A comment response matrix is included in **Appendix C – Pre-Consultation Response Matrix** summarizing each item of feedback received from the City and the corresponding responses or actions taken. The matrix reflects coordinated input from the project team and consultants to ensure that all City comments have been addressed as part of this submission.

3.8 Supporting Studies

As identified through the Pre-Consultation response from the City of Ottawa, a number of supporting background studies were identified as required for the Zoning By-law Amendment. Key findings of the required studies are summarized in the following sections.

3.8.1 Environmental Site Assessment (Phase 1)

Ironclad Developments Inc. retained Paterson Group to complete a Phase I Environmental Site Assessment (ESA) for the subject property. The assessment included a comprehensive records review, site reconnaissance, and historical research. The results of the study identified one new off-site Potentially Contaminating Activity (PCA) within the Phase I Study Area that had not been recorded in the previous 2015 ESA. This PCA relates to the property located at 471 Terry Fox Drive, approximately 40 metres west of the Subject Site, which is currently operating as a retail fuel outlet with associated underground storage tanks (USTs).

Based on its separation distance, cross-gradient orientation relative to the Subject Site, and its recent construction circa 2019, this off-site PCA is not considered to pose an environmental concern to the Subject Site. No other PCAs or areas of environmental concern were identified on or adjacent to the Subject Site.

As a result, Paterson Group concluded that a Phase II Environmental Site Assessment is not required. From an environmental perspective, the site is considered suitable for multi-unit residential development, with key considerations for construction being site topography, underlying bedrock, and existing soil conditions.

3.8.2 Geotechnical Study

The Paterson Group completed the geotechnical investigation for the Subject Site, and the final report has been submitted with this application. The study involved drilling test holes to evaluate subsurface soil and groundwater conditions, and provides detailed recommendations related to foundation design, underground parking, and grading.

The report also outlines construction considerations that may influence design and implementation, in accordance with applicable engineering standards. From a geotechnical perspective, the subject site is considered suitable for the proposed development. The proposed buildings may be founded on conventional shallow foundations placed on an undisturbed, very stiff silty clay, compact glacial till and/or placed directly upon a clean, surface sounded bedrock bearing surface. For full technical details, please refer to the submitted Geotechnical Report.

3.8.3 Noise Control Study

Paterson Group was retained by Ironclad Developments Inc. to complete an Environmental Noise Control Study for the proposed residential development at 475 Terry Fox Drive. The study was conducted in accordance with the City of Ottawa's Engineering Noise Control Guidelines (2016) and the Ontario Ministry of the Environment's Guideline NPC-300.

As expected for a site located at the intersection of an arterial road and collector road, the analysis identified Terry Fox Drive and Kanata Avenue as the primary sources of transportation-related noise. Receptor points were assessed at various levels and building orientations to ensure the development meets all applicable noise standards.

Where predicted noise levels exceed the standard 65 dBA threshold, appropriate mitigation measures have been incorporated into the design. These include:

- Central air conditioning for all affected units.
- Enhanced window and wall assemblies to meet or exceed the required Sound Transmission Class (STC) ratings:
  - STC 35+ for Building A;
  - STC 40+ for Building B;
  - STC 37+ for Building C.

As a result, the development meets all City of Ottawa and MOECP indoor sound level guidelines. A Type D warning clause will be applied to relevant units, as is standard for similar infill developments adjacent to major roadways.

The study concluded that there are no atypical or unresolvable noise issues, and that the site is fully suitable for residential development. Full findings and recommendations are detailed in the Noise Control Study submitted with this application.

3.8.4 Site Servicing Study

D.B. Gray Engineering was retained by Ironclad Developments Inc. to lead the civil engineering design for the proposed development at 475 Terry Fox Drive. As part of this work, D.B. Gray prepared the Site Servicing and Grading Report, which has been submitted with this application.

The report provides a detailed analysis of the site's grading, drainage, water supply, sanitary servicing, and stormwater management, addressing all applicable City of Ottawa requirements. The civil design process was undertaken in close collaboration with the landscape architect, geotechnical consultant, and City engineering staff to ensure an integrated and coordinated servicing strategy.

All findings, calculations, and design recommendations are documented in the final servicing report, which supports the proposed development from a municipal infrastructure and engineering perspective.

3.8.5 Transportation Impact Assessment

Dillon Consulting Limited was retained by Ironclad Developments Inc. to prepare the required Traffic Impact Assessment (TIA) in accordance with the City of Ottawa's guidelines and pre-consultation requirements. The consultant worked closely with City staff throughout the process to ensure all transportation-related concerns were appropriately addressed.

The TIA followed the prescribed multi-step process, including a detailed review of the existing and planned transit network, traffic volumes, and trip generation estimates. The study also provided a demand rationalization analysis, evaluating the proposed development's impact on surrounding roadways and intersections. Future residents of the proposed development will generate trips using various transportation modes. The proposed residential development is anticipated to generate 30 vehicle trips (9 inbound, 21 outbound) during the AM peak hour and 40 vehicle trips (23 inbound, 17 outbound) during the PM peak hour. During the AM peak hour, the proposed development is anticipated to generate 22 transit trips (7 inbound, 15 outbound) and three (3) walking trips (one (1) inbound, two (2) outbound). During the PM peak hour, the proposed development is anticipated to generate 16 transit trips (9 inbound, 7 outbound) and four (4) walking trips (two (2) inbound, two (2) outbound).

The TIA confirmed that the proposed development is not anticipated to significantly increase traffic volumes. Upon occupancy of the proposed development, the traffic volumes along Terry Fox Drive, Kanata Avenue, and Richardson Side Road are not anticipated to exceed capacity.

All supporting calculations, assumptions, and forecasting are documented in the final TIA report, submitted as part of this application.

3.8.6 Archaeological Assessment

True North Archaeological Services Inc. (TNAS) was retained by Ironclad Developments Inc. to undertake a Stage 1 and 2 Archaeological Assessment for the 1.3 ha property at 475 Terry Fox Drive, in accordance with the *Planning Act* and *Ontario Heritage Act* requirements.

The Stage 1 assessment involved a review of historical records and previous archaeological activity in the area. While no archaeological sites were recorded within 300 m of the site, 10 were identified within 1 km, and the City of Ottawa's archaeological potential model, along with provincial criteria, indicated that the property warranted further investigation.

The Stage 2 assessment, conducted in April 2025, included a test pit survey and visual inspection of the entire site. No archaeological materials or resources were found during the investigation.

Based on these findings, no further archaeological work is required. However, in the unlikely event that artifacts are encountered during future site activity, work must cease, and a licensed archaeologist must be contacted.

The report has been submitted to the Ministry of Citizenship and Multiculturalism for review, as per provincial licensing and heritage conservation requirements.

3.8.7 Site Plan & Building Elevations

Ironclad Developments Inc. has been working on the site plan in consultation with the consultants and the City staff. As stated in **Section 1.3**, the key project data is reflected below:

Category	Details
Project Type	Six-storey multi-unit residential development
Number of Buildings	3
Total Residential Units	182
Parking Provided	212 stalls total: 122 at grade, 90 underground
Building Orientation	Building A: Along Kanata Avenue Buildings B & C: Fronting Terry Fox Drive
Unit Mix	18 studio units 68 one-bedroom units 65 two-bedroom units 31 three-bedroom units
Accessible Units	35% of units are designed to be accessible
Vehicular Access	Via Kanata Avenue (in consultation with City staff)
Amenity Spaces	Includes indoor and outdoor spaces such as a fitness centre
Landscape Design	Developed by professional landscape architects; enhanced site aesthetics, in particular along the edge with adjacent residential properties
Design Approach	Collaboration with multidisciplinary consultant team; stepped-back top floors on all buildings to reduce visual massing

Details of the elevations are discussed in the urban design brief module submitted with the application.

3.8.8 Landscape Plan & Tree Conservation Report

Landscaping is a fundamental element contributing to the design excellence and overall success of the 475 Terry Fox Drive project. From the project's inception, Ironclad Developments Inc. engaged Ruhland Associates as the landscape consultant to deliver a cohesive and thoughtfully integrated design solution. Ruhland Associates actively participated in the public information session, engaging with the community to gather valuable insights that have informed a landscape design responsive to local context and community aspirations.

The landscape concept features a comprehensive array of amenities and open space elements that accommodate both active and passive uses. Key components include shaded seating areas, hard-surfaced courtyards, interconnected pedestrian pathways, strategically positioned shade trees, planting

beds, and versatile outdoor gathering and recreational spaces. The proposed pathway network significantly enhances internal connectivity while providing direct pedestrian access to adjacent destinations, including Insmill Park.

The planting strategy prioritizes the establishment of extensive canopy cover over parking areas and along pedestrian corridors to improve microclimate conditions and enhance the visual character of the site. It also supports effective privacy screening for neighboring single-detached residential properties. Preservation of existing mature trees along the northeast boundary—adjacent to low-rise residential neighbourhoods—is a key design priority. To this end, the landscape plan incorporates designated tree preservation islands to protect at least two significant tree groupings, as identified through detailed Arborist and Tree Conservation Reports.

A comprehensive Tree Conservation Report (TCR), prepared in collaboration with a certified arborist, has carefully inventoried and assessed the health of all trees on site. The findings have been integral in guiding a design approach that respects and conserves the existing tree canopy, thereby promoting long-term ecological sustainability.

A detailed landscaping plan, together with the Arborist and Tree Conservation Reports, is included in the submission package for review and approval.

3.8.9 Public Consultation Strategy

As outlined in Sections 3.6 and 3.7 of this report, Ironclad Developments Inc. conducted a formal pre-consultation with City staff in September 2024, followed by a public information session in January 2025. These engagements directly informed the evolution of the proposal and supported the preparation of a Site Plan that responds to both municipal comments and community feedback.

4.0 Conclusions

The proposed development of three (3), six (6)-storey multi-unit dwellings located at 475 Terry Fox Drive is appropriate, and should be approved by the City of Ottawa as it:

- Is consistent with the PPS;
- Meets the intent and purpose of the City of Ottawa Official Plan;
- Is a site that is physically suitable;
- Will not negatively impact the surrounding residential and commercial uses or enjoyment of area residents;
- Will not have negative natural environmental impacts;
- Will be integrated into the local multimodal transportation network;
- Will not have negative impacts on municipal services;
- Will not have negative social, environmental or economic impacts; and
- Will have favourable positive impacts for the City of Ottawa providing for additional residential units and planned intensification.

For the above reasons, it would be appropriate for the City of Ottawa to approve the rezoning of the Subject Site to allow for the three (3), six (6)-storey multi-unit dwellings fronting along Terry Fox Drive and Kanata Avenue. This report demonstrates that the proposal is suitable and compatible with the surrounding land uses, is consistent with the PPS, conforms to the intent and purpose of the City of Ottawa Official Plan, and represents good planning.

Theresa O'Neill

Theresa O'Neill
Planner

Rory Baksh, MCIP RPP
Partner

Appendix A

Provincial & City Policies

PROVINCIAL POLICY STATEMENT (2024)

The Provincial Policy Statement (2024) is a consolidated statement of the government's policies on land use planning. It gives provincial policy direction on key land use planning issues that affect communities, such as:

- Efficient use and management of land and infrastructure;
- The provision of sufficient housing to meet changing needs, including affordable housing;
- The protection of the environment and resources including farmland, natural resources (for example, wetlands and woodlands) and water;
- Opportunities for economic development and job creation;
- The appropriate transportation, water, sewer and other infrastructure needed to accommodate current and future needs; and
- The protection of people, property and community resources by directing development away from natural or human-made hazards, such as flood prone areas.

Essentially, the PPS (2024) supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The following table provides a summary of the key policy considerations of the PPS (2024), as it pertains to the proposed re-use of the Subject Site.

Our analysis concludes that the proposed development is consistent with the policies included below:

PPS POLICY	POLICY	RESPONSE
2.0 Building Homes, Sustaining Strong and Competitive Communities		
2.1 Planning for People and Homes		
2.1.4	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	The proposed development adds to the range of housing options in Ottawa by providing multi-unit dwellings to the mix of residential dwellings available. The Subject Site is designated for residential development and is serviced by existing infrastructure with sufficient servicing capacity. This will assist in meeting projected requirements of current and future residents of the regional market area.

PPS POLICY	POLICY	RESPONSE
2.1.6	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 proposed development introduces multi-unit dwellings to the range and mix of housing options in the community, supporting the achievement of a complete community. The Subject Site is conveniently located within walking distance (<300 metres) of street transit stops for Bus Route 161 and 165 (Local). These routes provide transit connectivity with a mix of uses within the area surrounding the Subject Site. Both Bus Route 161 and 165 (Local) stop at Terry Fox Station, which provides an interchange with other bus routes around the larger City. Additional street transit stops for Crescent for Bus Route 265 (Connexion) are located within walking distance (<600 metres) of the Subject Site. The route provides a convenient connection on weekday peak-periods to the O-Train at Tunney's Pasture. From Tunney's Pasture, users can access Line 1, 2, and 4 of the O-Train and access a full range of land uses within the City. Accessibility for future residents of various ages and equity-deserving groups is supported by the proposed development as the housing type (multi-unit dwellings) is attainable for more people and is located with access to a range of land uses.
2.2 Housing		
2.2.1	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:	The proposed development represents an opportunity for intensification of the Subject Site and provides a range of housing options within the City (multi-unit dwellings) with access to

PPS POLICY	POLICY	RESPONSE
	a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs; b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the conversion of existing commercial and institutional buildings for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units in accordance with policy 2.3.3; c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.	public transit and active transportation facilities. The proposed density efficiently uses land that is designated for residential development and is serviced by existing municipal infrastructure. Multi-unit dwellings are more attainable for all income levels, which helps to meet the social, health, economic and well-being requirements of current and future residents.
2.3 Settlement Areas and Settlement Area Boundary Expansions		
2.3.1 General Policies for Settlement Areas		
2.3.1.1	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Subject Site is located in the settlement area within the Suburban Transect, as identified by Schedule "A" of the City of Ottawa Official Plan.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities;	The proposed development efficiently uses land that is serviced by existing public infrastructure and public transit. Active transportation routes are

PPS POLICY	POLICY	RESPONSE
	c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight-supportive.	available from the Subject Site with connections throughout the City.
2.3.1.3	Planning authorities should support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.	A complete community is supported by the proposed development as it contemplates intensification of the Subject Site, adding to the mix of housing options available in the City.
2.3.1.4	Planning authorities are encouraged to establish and implement minimum targets for *intensification* and redevelopment within built-up areas, based on local conditions.	Within the City's Suburban Transect, the target residential density range for intensification is 40 to 60 dwellings per net hectare. The proposed development has a density of 148 units per hectare (UPH), exceeding the City's intensification target for residential density.
2.3.1.5	Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*.	The City of Ottawa is identified as one of the Large and Fast-Growing Municipalities in Ontario. In Ottawa, strategic growth areas are primarily defined by Hub and Corridor designations. The Subject Site is located on a Corridor - Minor (Terry Fox Drive), as identified by Schedule "B5" of the City of Ottawa Official Plan. The proposed development has a density of 148 units per hectare (UPH), exceeding the density target for designated growth areas encouraged by the Province.
2.4 Strategic Growth Areas		
2.4.1 General Policies for Strategic Growth Areas		
2.4.1.1	Planning authorities are encouraged to identify and focus growth and development in *strategic growth areas*.	The Subject Site is located on a Corridor - Minor (Terry Fox Drive), as identified by Schedule "B5" of the City of Ottawa Official Plan. Strategic

PPS POLICY	POLICY	RESPONSE
		growth areas are primarily defined by Hub and Corridor designations in Ottawa.
2.4.1.2	To support the achievement of *complete communities*, a range and mix of *housing options, intensification* and more mixed-use development, *strategic growth areas* should be planned: a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and d) to support *affordable*, accessible, and equitable housing.	The proposed residential development supports the achievement of a complete community by providing housing options that are attainable to a larger range of incomes and has access to the City's transit network. The proposed development can accommodate population growth through the provision of housing (multi-unit dwellings) that are more attainable for all income levels. Within the proposed development, 35% of dwelling units are planned to be accessible, helping support accessible and equitable housing.
2.4.1.3	Planning authorities should: b) identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas; c) permit *development* and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a *compact built form*	The proposed development represents compact development through the intensification of lands and optimization of existing infrastructure in a strategic growth area. The proposed development addresses the transition of built form to adjacent areas by incorporating several design elements. The residential buildings are setback appropriately from the adjacent low-rise development to create a buffer area that enhances the visual and physical separation between the different building heights.
2.9 Energy Conservation, Air Quality and Climate Change		
2.9.1	Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the *impacts* of a *changing climate* through approaches that:	The proposed development represents compact development through the intensification of lands and

PPS POLICY	POLICY	RESPONSE
	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*.	optimization of existing infrastructure. It is transit-supportive being located close to existing transit routes (Bus Route 161 and 165 (Local) and Crescent for Bus Route 265 (Connexion)) and promotes active transportation based on the sidewalk network available to the Subject Site with connections throughout the City.
3.0 Infrastructure and Facilities		
3.6 Sewage, Water and Stormwater		
3.6.2	*Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. For clarity, *municipal sewage services* and *municipal water services* include both centralized servicing systems and decentralized servicing systems.	The proposed development will utilize existing municipal sewage services via a private sanitary sewer and municipal water services.
3.6.8	Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle; b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads; c) minimize erosion and changes in water balance including through the use of *green infrastructure*; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and *low impact development*; and align with any comprehensive municipal plans for stormwater management that consider	The proposed development will utilize the existing municipal stormwater management systems, mitigating risks to human health, safety, property and the environment.

PPS POLICY	POLICY	RESPONSE
	cumulative impacts of stormwater from development on a *watershed scale*.	
4.0 Wise Use and Management of Resources		
4.1 Natural Heritage		
4.1.1	Natural features and areas shall be protected for the long term.	The Subject Site is not located within the Natural Heritage System, as identified by Schedule "C11-A" of the City of Ottawa Official Plan nor is it subject to Environmental Constraints as identified by Schedule "C15" of the City of Ottawa Official Plan. As such, the proposed development is not anticipated to negatively impact natural features.
4.2 Water		
4.2.2	*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 Subject Site is not located within the Natural Heritage System, as identified by Schedule "C11-A" of the City of Ottawa Official Plan nor is it subject to Environmental Constraints as identified by Schedule "C15" of the City of Ottawa Official Plan. As such, the proposed development is not anticipated to negatively impact surface water and groundwater resources.
4.6 Cultural Heritage and Archaeology		
4.6.2	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*.	The Subject Site is located in an area of Archaeological Resource Potential and the City of Ottawa has required an Archaeological Assessment be prepared per Applicant's Study and Plan Identification List (PC2024-0342).

PPS POLICY	POLICY	RESPONSE
		A Stage 1 & 2 Archaeological Assessment confirming the lands do not contain archaeological resources was prepared and submitted to the Ministry of Citizenship and Multiculturalism for acceptance.

CITY OF OTTAWA OFFICIAL PLAN (2022)

The City of Ottawa Official Plan (2022) is a legal document, adopted under the authority of the Ontario *Planning Act*. It contains goals, objectives and policies in order to manage and direct physical change and the effects on the social, economic, built and natural environments. The Official Plan provides policy direction on key land use planning matters that span multiple themes and fall under a number of other City policies, plans, by-laws and operational or other practices, such as:

- Intensification;
- Economic Development;
- Energy and Climate Change;
- Healthy and Inclusive Communities;
- Gender and Racial Equity; and
- Culture.

The following table provides a summary of the key policy considerations of the Official Plan, as it pertains to the proposed development of the Subject Site.

Our analysis concludes that the proposed development is consistent with the policies included below:

OP POLICY	POLICY	RESPONSE
Section 3: Growth Management Framework		
3.1 Designate Sufficient Land for Growth		
3.1.1	Sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for a period of 25 years in accordance with the Provincial Policy Statement.	The Subject Site is within the Suburban Transect Policy Area, within the Settlement Area, as identified by Schedule "A" of the City of Ottawa Official Plan.
3.1.3	The urban area and villages shall be the focus of growth and development.	The Subject Site is located within the City's urban area and is proposed for development in accordance with the City of Ottawa Official Plan.
3.1.4	The City will allocate household growth targets as follows a) 93 per cent within the urban area where: i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and	The Subject Site is located within the built-up urban area and is proposed for residential development, supporting the City's planned allocation for household growth targets.

OP POLICY	POLICY	RESPONSE
	ii) 46 per cent is within the greenfield portion of the urban area; b) 7 per cent within the rural area where: i) 5 per cent is within the villages; and ii)2 per cent is outside of villages. The boundaries establishing the urban areas and the villages are designated on Schedule A and Schedules B1 through B9.	
3.2 Support Intensification		
3.2.1	The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area. This overall target is anticipated to be achieved through a gradual increase in intensification throughout the urban area that was developed or built-up as of June 30, 2018 as follows: a) 2018 to 2021: 40 per cent; b) 2022 to 2026: 45 per cent; c) 2027 to 2031: 50 per cent; d) 2032 to 2036: 54 per cent; e) 2037 to 2041: 57 per cent; and f) 2042 to 2046: 60 per cent.	The proposed development represents compact development through the intensification of lands and optimization of existing infrastructure within the urban area. This supports the City's target for dwelling growth in the urban area that occurs through intensification.
3.2.2	Intensification may occur in a variety of built forms and height categories, from Low-rise to HighRise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.	Per the Official Plan policies, a mid-rise building is permitted to be developed on the Subject Site. Mid-rise buildings are defined in Section 13 of the City's Official Plan as being between five (5) and nine (9) full storeys. The proposed development includes three (3), six (6)-storey buildings, which is within the maximum permitted and provides a contextually appropriate transition from the existing low-rise building heights in the surrounding neighbourhood.
3.2.3	The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to	The Subject Site is located along a Corridor - Minor (Terry Fox Drive) and is designated Neighbourhood, as identified by Schedule "B5" of the City

OP POLICY	POLICY	RESPONSE
	them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.	of Ottawa Official Plan. The proposed residential intensification of the Subject Site is appropriate given its location within the Neighbourhood designation along a Corridor – Minor, by accommodating a significant opportunity for new residential dwelling units and enhancing the mix of intended uses concentrated along Corridor designations.
3.2.4	Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.	The proposed development will utilize existing municipal water and sewer services via a private sanitary sewer, supporting the intensification of the Subject Site through the proposed residential development. The Subject Site is not located within the Natural Heritage System, as identified by Schedule "C11-A" of the City of Ottawa Official Plan nor is it subject to Environmental Constraints as identified by Schedule "C15" of the City of Ottawa Official Plan. As such, the proposed development is not anticipated to negatively impact surface water and groundwater resources.
3.2.8	Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category: a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.	The proposed development contemplates intensification of the Subject Site, adding apartment-built forms to the mix of housing choices available in the City.
3.2.9	The residential intensification targets by dwelling sizes as shown on Schedules B1 through B8 are established in Table 2.	The proposed residential intensification of the Subject Site will add 182 units to the City's target of

OP POLICY	POLICY	RESPONSE
	Table 2: Residential Intensification Targets Ground-oriented / Large-household dwellings: 49,000 Apartment / Small-household dwellings: 43,000 Total Dwellings: 92,000	43,000 units for Apartment / Small-household dwellings.
3.2.10	The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3. Table 3B Suburban Transect Target Residential Density Range for Intensification, Dwellings per Net Hectare: 40 to 60 Minimum Proportion of Large-household Dwellings within Intensification: N/A	The proposed development provides for a diversity of housing opportunities and is a higher density than what currently exists in the community surrounding the Subject Site. The proposed development is a higher density and is directed towards the Minor Corridor (Terry Fox Drive), providing a contextually appropriate transition from the existing low-rise building heights in the surrounding neighbourhood. The proposed development has a density of 148 UPH, exceeding the City's intensification target for residential density.
3.2.17	To implement the density targets and requirements, the City shall consider the application of a number of alternative measures to provide water, wastewater and stormwater capacity, including risk management and/or infrastructure system upgrades in conjunction with its Asset Management Strategy and other City programs where opportunities for intensification are limited because of the cumulative impact of intensification projects on infrastructure system capacity. In implementing density targets, the City shall ensure that surface water and groundwater resources are protected.	The proposed development will utilize existing municipal water, sewer (via a private sanitary sewer), and stormwater services that support intensification of the Subject Site through the proposed residential development. The Subject Site is not located within the Natural Heritage System, as identified by Schedule "C11-A" of the City of Ottawa Official Plan nor is it subject to Environmental Constraints as identified by Schedule "C15" of the City of Ottawa Official Plan. As such,

OP POLICY	POLICY	RESPONSE
		the proposed development is not anticipated to negatively impact surface water and groundwater resources.
Section 4: City-Wide Policies		
4.1 Mobility		
4.1.2.2	Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit: b) 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned frequent street transit stops and street transit stops along a Transit Priority network	The proposed development includes numerous pedestrian routes within the Subject Site and providing convenient connections to the City's existing pedestrian network. The sidewalks will provide safe routes for pedestrians to access both Terry Fox Drive and Kanata Avenue where street transit stops are located within a 300 metre radius of the Subject Site. Street transit stops for Bus Route 161 and 165 (Local) are located conveniently at the Kanata Avenue and Terry Fox Drive intersection. Both Bus Route 161 and 165 (Local) stop at Terry Fox Station, which provides an interchange with other bus routes around the City. Within approximately 600 metres of the Subject Site, there is a street transit stop located at the intersection of Goldridge Drive and Insmill Crescent for Bus Route 265 (Connexion). This route will provide future residents with a convenient connection on weekday peak-periods to the O-Train at Tunney's Pasture.

OP POLICY	POLICY	RESPONSE
		From Tunney's Pasture, users can access Line 1, 2, and 4 of the O-Train. It is noted that a planned rapid transit station is to be located at Digsby Road, as identified by Schedule "C2" of the City of Ottawa Official Plan. This transit stop will be closest to the Subject Site, being approximately 1.5 kilometer walking distance to the planned rapid transit station.
4.1.2.4	Development of land abutting an existing or planned cycling facility identified in the TMP and associated plans will be designed to minimize vehicle access across the cycling facility in order to reduce potential conflict points, such as by providing vehicular access to parking and service areas from side streets or rear lanes.	Vehicle access across the cycling facility located on Terry Fox Drive is not proposed. To access the Subject Site, vehicles will be directed to the parking area from a side street – Kanata Avenue, reducing potential conflict points.
4.1.2.6	New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.	The proposed development provides provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities located along Terry Fox Drive and Kanata Avenue.
4.1.2.7	Provide safe and convenient cycling routes and facilities, as defined in the TMP and associated plans in Hubs and Corridors and within 1.9 kilometre radius or 2.5 kilometre cycling distance, whichever is greatest, to existing or planned rapid transit stations, frequent street transit stops and street transit stops on the Transit Priority network.	The proposed development of the Subject Site supports the existing cycling route on Terry Fox Drive, which will provide future residents with a safe and convenient cycling route within a 2.5 kilometre cycling distance to the planned rapid transit station located at Digsby Road, as identified by Schedule "C2" of the City of Ottawa Official Plan.

OP POLICY	POLICY	RESPONSE
4.1.2.9	Proponents of development shall provide an adequate number of bicycle parking facilities as follows: a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.	Short-term bicycle parking facilities are proposed in highly visible locations near the entrances of Building A, B, and C as well as in the central outdoor amenity area and near the vehicular entrance of the site. In addition, long-term bicycle parking facilities are proposed within Building A, B, and C as well as within the parkade that are accessible to the exterior for convenience.
4.1.2.11	The City shall require the provision of pedestrian and cycling facilities through new development, road construction, road reconstruction, and in transportation infrastructure renewal projects, in a manner consistent with the Safe Systems Approach and as outlined in the following table: [Amendment 34, By-law 2024-506, Omnibus 2 item 9, November 13, 2024] Street Type: Arterials, Major Collectors, and Collectors (Urban Areas & Villages) / Sidewalks: Both Sides / Cycling Facilities: Generally, unidirectional on both sides or bidirectional on one side in limited circumstances / Multi-use Pathways: Allowed within Greenbelt Transect and may be considered in specific situations in other Transects as outlined by the Transportation Master Plan MultiUse Pathway Policy	The proposed development contemplates enhancing the City's existing pedestrian and cycling networks by providing new connections from the network proposed within the Subject Site.
4.1.2.13	The City has identified a network of active transportation facilities identified in the policies outlined above and in Schedules C3 and C8 and in the TMP and associated plans that will be implemented through the review of development applications, development of spaces within the public realm and as part of capital programs to build new transportation facilities or to maintain or upgrade existing facilities. Although not illustrated in Schedule C3, all urban area collectors, major collectors and arterials are cycling routes that, over time, are to include cycling facilities as set out in Table 5) above. [Amendment 34, By-law 2024-506, Omnibus 2 item 9, November 13, 2024]	There is a Major Pathway located at the Kanata Avenue and Terry Fox Drive intersection that extends north along Terry Fox Drive, as identified by Schedule "C3" of the City of Ottawa Official Plan. A cycling route is also located along Kanata Avenue, identified by unidirectional painted lanes on both sides of the roadway.

OP POLICY	POLICY	RESPONSE
4.1.2.16	Development integrated or directly connected to rapid transit stations or transit stops should consider ways to provide public access through buildings during all transit operational times with high quality linkages to sidewalks on nearby streets. The City will consider, at its discretion, cost sharing agreements with the private sector.	The development proposes an outdoor amenity area located at the northeast corner of the Terry Fox Drive and Kanata Avenue intersection. This outdoor space activates the intersection and includes sidewalks connecting directly with the City's existing pedestrian network, providing linkages to existing transit stops.
4.1.4.10	Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as: a) Minimizing the number and width of vehicle entrances that interrupt pedestrian movement; b) Including other uses along the street, at grade, to support pedestrian movement; d) Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and e) Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.	The proposed development contemplates two (2) parkades – one located below Building A and B with the other located below Building C. At grade, there will be various entrances to the buildings and amenity spaces of residential dwelling units (balconies), supporting pedestrian movement and comfort. The access point for both parkades are designed to conceal the visibility of the parking garage from the street. Pedestrian movement on the City's sidewalks is not interrupted by the crossing of vehicles.
4.1.4.11	Surface parking lots should be designed to meet all of the following: a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and b) Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and c) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and d) Include regular spacing of tree islands that support the growth of mature shade trees	The proposed surface parking area includes only one (1), two (2)-lane vehicle entrance from Kanata Avenue, minimizing the number and width of vehicle entrances that interrupt pedestrian movement. A well-defined network of pedestrian and cycling connections between the public street and all buildings within the Subject Site. The pedestrian environment of the development is enhanced through the proposed landscaping and retention of trees around the

OP POLICY	POLICY	RESPONSE
	and incorporate Low Impact Development measures for stormwater management where feasible; and e) Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and f) Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.	perimeter of the lot and on the tree islands located throughout the surface parking area. The surface parking area could facilitate future infill development or severance with some modifications. Should the Applicant want to provide electric vehicle charging spaces, the design of the surface parking lot will allow for charging stations to be easily implemented.
4.2 Housing		
4.2.1.1	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	The proposed development adds to the range of housing options in Ottawa by providing multi-unit dwellings to the mix of residential dwellings available with access to public transit. Multi-unit dwellings are more attainable for all income levels, which helps to meet the social, health, economic and well-being requirements of current and future residents. The proposed development efficiently uses land that is designated for residential development and is serviced by existing infrastructure. The development adds to the range of housing types within the City at price points that are affordable for more community members. This will assist in meeting projected requirements of current and future residents of the market area.

OP POLICY	POLICY	RESPONSE
4.2.1.2	The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by: a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law; b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law;	The residential development proposes 182 multi-unit dwellings, which are a denser housing form that will support the evolution of a healthy walkable 15-minute neighbourhood. Through this proposal, design elements such as the outdoor amenity areas will emphasize the public realm by providing convenient connections for future residents to support walkability.
4.5 Cultural Heritage and Archaeology		
4.5.4.1	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.	The Subject Site is located in an area of Archaeological Resource Potential and the City of Ottawa has required an Archaeological Assessment be prepared per Applicant's Study and Plan Identification List (PC2024-0342). A Stage 1 & 2 Archaeological Assessment confirming the lands do not contain archaeological resources was prepared and submitted to the Ministry of Citizenship and Multiculturalism for acceptance.
4.6 Urban Design		
4.6.3.1	Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.	The proposed development includes space for landscaping along the City's rights-of-ways that will accommodate tree planting to enhance the public realm, making the microclimate of the streets more comfortable for pedestrians.

OP POLICY	POLICY	RESPONSE
4.6.3.2	Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will: a) Fit into their context, providing a meaningful contribution to existing and planned connections; b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment; c) Respond to the needs of the community with consideration for neighbourhood character and local demographics; d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user; e) Be designed in a coordinated manner with the associated building(s); and f) Bring nature into the built environment, where appropriate.	Two (2) outdoor amenity spaces are proposed as part of the residential development. The outdoor amenity spaces are to be advantageously situated on the Subject Site at the northeast corner of the Terry Fox Drive and Kanata Avenue intersection, animating the streetscape. This outdoor amenity space will take advantage of views towards Carp River Conservation Area, bringing a sense of nature into the built environment and providing a comfortable, welcoming space for residents or passersby on the adjacent public sidewalk. A comfortable microclimate is provided through opportunities for landscaping features surrounding the outdoor amenity space. As well, this area is shielded from wind and shaded from the sun due to its location nestled between Building A and B. The other outdoor amenity space is proposed centrally on the Subject Site, within the surface parking area. This outdoor amenity area will be safely buffered from the surface parking area through the use of landscaping and tree planting. There are direct pedestrian connections from this outdoor amenity space to each building, as well as with the City's public sidewalk system, making this a welcoming space for the user.
4.6.5.2	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	The proposed residential development enhances the context of the transect area by being appropriately setback to frame the adjacent Corridor (Terry Fox

OP POLICY	POLICY	RESPONSE
	setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.	Drive). The main entrances for Building A and B are located internally on the Subject Site; however, they are visible from the public sidewalks on Terry Fox Drive and Kanata Avenue. The entrances of Building C are clearly visible and accessible directly from the public sidewalk on Terry Fox Drive.
4.6.5.3	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.	The proposed development contemplates surface parking and enclosed parking within the buildings. Both the surface parking and enclosed parking area is visually screened from the public realm through the strategic planting of trees and due to the orientation of the building on the Subject Site. The servicing, loading areas, mechanical equipment and utilities are incorporated into the design of the building or internal to the Subject Site. Overall, the proposed development minimizes potential conflict between vehicles and pedestrians and limits interruptions along sidewalks, supporting a comfortable pedestrian environment and attractive public realm.
4.6.5.4	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.	The proposed residential development includes 35% of dwelling units being accessible. In addition, the proposed sidewalk system throughout the Subject Site interconnected with the City's sidewalk network will provide future residents of all ages and abilities with safe and equitable access within and from the Subject Site.

OP POLICY	POLICY	RESPONSE
4.6.6.1	To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows: a) Between existing buildings of different heights; b) Where the planned context anticipates the adjacency of buildings of different heights; c) Within a designation that is the target for intensification, specifically: ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.	The proposed development addresses building height transitions by incorporating several design elements. The residential buildings are setback appropriately to create a gradual transition between existing buildings of lower heights. These setbacks are strategically placed to ensure that the transition between mid-rise and the adjacent low-rise buildings is smooth, minimizing the impact on the public realm and neighboring properties. Additionally, the proposed development includes designated outdoor amenity area central to the Subject Site and a vast landscaped area around the perimeter of the Subject Site. The sixth (6th) floor of Building A, B, and C is designed as a 'half-floor', with units only on the elevation of the buildings oriented towards the rights-of-way. The half-floor on the sixth (6th) floor creates the visual effect of a five (5)-story building from the adjacent lower-rise neighbourhood. This building design was proposed in response to community feedback regarding views and privacy. The massing and stepping down of the proposed buildings, in combination with the setbacks, provides a gradual change in height and massing from the low-rise properties. These design elements support the built form transition by providing strategic building height transitions and thoughtful site planning to

OP POLICY	POLICY	RESPONSE
		enhance the visual and physical separation between the different building heights. The transition between built forms – from low-rise to the higher-density Corridor, is managed wholly within the Subject Site, thereby respecting the surrounding low-rise areas.
4.6.6.2	Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.	The proposed six (6)-storey residential Buildings A, B, and C are all generously setback from the adjacent low-rise properties designated as Neighbourhood. In addition, the proposed landscaping features on the northern and central portion of the Subject Site will assist in supporting the transition between a Corridor and a surrounding low-rise area by offering an improved sense of privacy for the adjacent low-rise properties.
4.6.6.4	Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential a) Provide protection from heat, wind, extreme weather, noise and air pollution; and b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.	Outdoor amenity areas are provided as part of the proposed residential development for future residents to enjoy. The outdoor amenity areas can be utilized by all age groups over the course of the four seasons. The outdoor spaces are designed to provide protection from heat, wind, and noise through the use of landscaping and tree planting. As well, the outdoor amenity space proposed at the northeast corner of the Terry Fox Drive and Kanata Avenue intersection is further shielded from wind and shaded from the sun due to

OP POLICY	POLICY	RESPONSE
		its location nestled between Building A and B. The indoor amenity areas are proposed within the main floor of Building B. A fitness centre and club space/amenity area are proposed, both having access to natural light. The club space/amenity area can operate as a multi-functional space for future residents.
4.6.6.7	Mid-rise buildings shall be designed to respond to context, and transect area policies, and should: a) Frame the street block and provide mid-block connections to break up large blocks; b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context; c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and d) Provide sufficient setbacks and step backs to: i) Provide landscaping and adequate space for tree planting; ii) Avoid a street canyon effect; and iii) Minimize microclimate impacts on the public realm and private amenity areas.	The proposed six (6)-storey mid-rise development responds the context of the transect area by being appropriately setback to frame the adjacent Corridor (Terry Fox Drive) and its intersection with Kanata Avenue. Active frontages are oriented towards the public rights-of-ways, in alignment with the character of the planned context. The proposed residential buildings are proportionate in height to the location along Terry Fox Drive and Kanata Avenue. Mid-block connections are provided across the Subject Site to break up the large block and provide pedestrians with convenient access to and from the Subject Site. The proposed development is setback to provide opportunities for landscaping and fostering a comfortable microclimate. The outdoor amenity areas will be safely buffered from the surface parking area through the use of landscaping and tree planting.

OP POLICY	POLICY	RESPONSE
4.7 Drinking Water, Wastewater and Stormwater Infrastructure		
4.7.1.1	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.	The proposed development will make use of available municipal services, which demonstrates efficient and environmentally responsible development.
4.7.1.5	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;	As part of the proposed development, stormwater management is controlled appropriately for the suburban context and as required by approved studies and plans.
4.7.1.6	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.	As part of the proposed development, stormwater management is controlled to avoid urban flooding and to control runoff.
4.7.1.23	Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal: a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development; and	As demonstrated in the Site Servicing Study, the proposed development has access to existing public piped water and sanitary sewer systems that are adequate to support the residential development.

OP POLICY	POLICY	RESPONSE
	b) Where adequate services or servicing capacity do not exist to support a proposed plan of subdivision, the City will not issue draft plan approval.	
4.7.2.1	Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services).	The Subject Site is located with access to adequate public water and wastewater services and will utilize the existing municipal services. This development is economically feasible for the City.
4.8 Natural Heritage, Greenspace and the Urban Forest		
4.8.2.2	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.	As demonstrated in the Landscape Plan & Tree Conservation Report, the proposed development contemplates the retention of existing trees as well as proposes the planting of new trees on the Subject Site. The proposed landscaping for the Subject Site will support the City's urban forest canopy cover target.
4.8.2.3	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; 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; c) Planning and development decisions, including Committee of Adjustment decisions, shall have regard for short-term, long-term and cumulative impacts on the	Through the proposed intensification of the Subject Site, existing trees will be preserved and new trees will be planted within the site to maintain the urban forest canopy and its ecosystem services.

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	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.	
4.8.2.4	The City shall consider trees to be an important element in: a) Infrastructure design, especially in conjunction with Low Impact Development; b) Good urban design; c) Good park design; d) The design of the City's active mobility network; and e) The design of local connections to the City's transit network.	The proposed development includes plans to retain existing trees as well as plant additional trees, exemplifying elements of good urban design.
4.8.2.6	When considering impacts on the urban forest and trees, approvals and Tree Permits shall not be denied for development that conforms to the Zoning By-law or for Zoning By-law amendments, 118 variances and consents that conform to the Official Plan. Council or the Committee of Adjustment may refuse a planning application if it fails to provide space and adequate volume of soil for existing and/or new tree(s). Approvals granted by Council or Committee of Adjustment may include conditions to support tree protection, removal and replanting. The City and the Committee of Adjustment may refuse a development application where it deems the loss of a tree(s) avoidable. This policy shall also apply to a community planning permit approved through delegated authority or Council.	The loss of trees is unavoidable in the pursuit of developing the Subject Site as intended by the City's Official Plan. To facilitate the proposed development, Tree Permits will be required for the removal of trees on the Subject Site. As demonstrated in the Landscape Plan & Tree Conservation Report, the proposed development contemplates the retention of existing trees where possible as well as provides ample space for the planting of new trees on the Subject Site.
4.8.3.2	In general, and to support health, climate resiliency, accessibility and gender and social equity, the City shall seek to provide all urban residents with the	The Subject Site is located adjacent to Insmill Park. Insmill Park is a public

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	following minimum access to high-quality greenspace: a) Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation; b) Within a 10-minute safe walking distance (800 metres), two green public spaces; and c) Within a 15-minute trip by transit, a publicly-owned natural area.	greenspace providing space for passive or active recreation, which includes a playground, sports field, and walking/cycling trails. Future residents will have direct access to Insmill Park via the proposed pedestrian network system of the development as it provides convenient connections to the City's sidewalk on the north side of Terry Fox Drive. The City's sidewalk system provides linkages to Insmill Park within a 5-minute safe walking distance (400 metres). In addition, John Gooch Park is located within 400 metres of the Subject Site. The City's sidewalk system on the east side of Kanata Avenue will provide convenient access for future residents. Located directly across Terry Fox Drive, within a 5-minute safe walking distance (400 metres), is Carp River Conservation Area. From the proposed development, future residents will be able to access this public greenspace via linkages with the City's sidewalk system. Future residents will be able to access other parks and public greenspaces within a 10-minute safe walking distance (800 metres) and within a 15-minute trip by transit. Greenspaces beyond 400 metres of the Subject Site include: Lyndon Hooper Park; Judy Laughton Park; Broughton Park; Richardson Heritage Park; Goldridge Park; Jim Malone Park; Whalen Park; and, Kizell Pond Natural Reserve.
Section 5: Transects		

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5.4 Suburban Transect		
5.4.1.1	The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be: b) Low-rise along Minor Corridors, however the following policy direction applies: i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan	The Subject Site is within the Suburban Transect, as identified by Schedule "A" of the City of Ottawa Official Plan. The Zoning By-law Amendment seeks to facilitate development of three (3), six (6)-storey residential buildings. The mid-rise development is permitted given the Subject Site is located along a Corridor - Minor (Terry Fox Drive), as identified by Schedule "B5" of the City of Ottawa Official Plan.
5.4.1.3	In the Suburban Transect, this Plan shall support: a) A range of dwelling unit sizes in: i) Multi-unit dwellings in Hubs and on Corridors	The Subject Site is within the Suburban Transect Policy Area, as identified by Schedule "A" of the City of Ottawa Official Plan. The development adds to the range of unit sizes available within the City. The proposed development of multi-unit dwellings is appropriate as the Subject Site is located on a Corridor - Minor (Terry Fox Drive), as identified by Schedule "B5" of the City of Ottawa Official Plan.
5.4.2.1	In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by: b) Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.	The proposed development supports the use of street transit and the rapid transit system through the creation of pedestrian routes that will provide convenient connections to the City's existing pedestrian network. The sidewalks will provide safe active transportation routes for pedestrians to access both Terry Fox Drive and Kanata Avenue where street transit

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		stops are located within a 300 metre radius of the Subject Site. Street transit stops for Bus Route 161 and 165 (Local) are located conveniently at the Kanata Avenue and Terry Fox Drive intersection. Both Bus Route 161 and 165 (Local) stop at Terry Fox Station, which provides an interchange with other bus routes around the City. Within approximately 600 metres of the Subject Site, there is a street transit stop located at the intersection of Goldridge Drive and Insmill Crescent for Bus Route 265 (Connexion). This route will provide future residents with a convenient connection on weekday peak-periods to the O-Train at Tunney's Pasture. From Tunney's Pasture, users can access Line 1, 2, and 4 of the O-Train. It is noted that a planned rapid transit station is to be located at Digsby Road, as identified by Schedule "C2" of the City of Ottawa Official Plan. This transit stop will be closest to the Subject Site, being approximately 1.5 kilometer walking distance to the planned rapid transit station.
5.4.4.3	On lands with all of the following characteristics prior to the date of adoption of this Plan, residential development shall strive to achieve a density target of 40 units per hectare, unless there are technical infrastructure impediments as determined by the City to achieve this target: a) Within the urban area; b) Outside of approved Secondary Plans or Community Design Plans;	The proposed development has a density of 148 UPH, exceeding the City's density target for residential development.

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	c) Have not received draft approval for plan(s) of subdivision; d) Have not received site plan approval; e) Do not have a submission of a complete Planning Act application for a net increase in existing residential dwellings.	
5.4.5.1	Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that: a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan; b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way	The Subject Site is within the Neighbourhood land use designation within Suburban (West) Transect, as identified by Schedule "B5" of the City of Ottawa Official Plan. The proposed residential development of three (3), six (6)-storey multi-unit dwellings frames the adjacent rights-of-ways. The development is compact, making efficient use of land and municipal infrastructure. The development adds to the variety of housing types within the City.
5.6 Overlays		
5.6.1.1	The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:	The Subject Site is within the Evolving Neighborhood Overlay, as identified by Schedule "B5" of the City of Ottawa Official Plan. The Evolving Neighbourhood Overlay is applied to Subject Site as it is located along a Corridor - Minor (Terry Fox Drive) and is designated Neighbourhood. The proposed development supports the City's intended evolution towards more urban built form patterns and applicable transportation mode share

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	a) Guidance for a gradual change in character based on proximity to Hubs and Corridors, b) Allowance for new building forms and typologies, such as missing middle housing; c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and d) Direction to govern the evaluation of development.	goals through the intensification of the lands with mid-rise, multi-unit dwellings.
5.6.1.2	Where an Evolving Neighborhood Overlay is applied: a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.	The proposed Zoning By-law Amendment establishes updated development provisions for the built form and buildable envelope consistent with the planned characteristics of the overlay area, through the introduction of development permissions that exceed the City's density targets for the Neighbourhoods located in the Suburban Transect.
5.6.1.6	Zoning By-law development standards and development on lands with an Evolving Neighborhood Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.	The proposed Zoning By-law Amendment establishes updated development standards for built form and site design attributes of the Subject Site that meet most of the urban characteristics described in the City's Official Plan. The proposed development includes: • Shallow front yard setbacks, emphasising the built-form relationship with the public realm; • Main entrances at grade with direct, convenient access to the public realm;

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		• Higher lot coverage and a mid-rise built form with six (6) storeys; • Connected buildings and minimized functional side yard setbacks; • Areas of formal landscaping that include space for soft landscaping, tree planting, and hard surfacing; and, • Parking areas (surface and enclosed) concealed from the street.
Section 6: Urban Designations		
6.2 Corridors		
6.2.1.2	Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development: a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations; b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations; c) For sites generally of greater than one hectare in area or 100 metres in depth: i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.	The Subject Site is located within the Corridor – Minor designation, as identified by Schedule "B5" of the City of Ottawa Official Plan. The massing of the proposed multi-unit dwellings are oriented close to the Corridor - Minor (Terry Fox Drive), ensuring an appropriate transition in height and land use is addressed through the Subject Site. The site is designed to provide a contextually appropriate transition from the existing low-rise building heights in the surrounding neighbourhood. Mid-block connections are provided across the frontage of the Subject Site to provide pedestrians with convenient access to nearby streets. The proposed development includes a circulation network throughout the

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		Subject Site providing convenient connections to the City's existing pedestrian and cycling network. The sidewalks will provide safe routes for pedestrians to access both Terry Fox Drive and Kanata Avenue where street transit stops are located within a 300-600 metre radius of the Subject Site. Future residents will have direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities located along Terry Fox Drive and Kanata Avenue. The proposed development does not include uses that cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
6.2.1.4	Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street: a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and b) Vehicular access shall generally be provided from the parallel street or side street.	The massing of the proposed development is situated primarily towards the Corridor (Terry Fox Drive) with vehicular access provided from the side street (Kanata Avenue).
6.2.2.2	In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may: a) Include residential-only and commercial-only buildings	The proposed development includes residential-only multi-unit dwellings, adding to the mix of uses and built forms in the Minor Corridor designation along Terry Fox Drive.
6.3 Neighbourhoods		

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6.3.1.3	Development in the Neighbourhood designation which seeks additional height beyond 4 storeys: a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions	A Zoning By-law Amendment is proposed to permit additional height beyond 4 storeys within the Neighbourhood designation.
6.3.1.4	The Zoning By-law and approvals under the Planning Act shall allow a range of residential and nonresidential built forms within the Neighbourhood designation, including: b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1); c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.	The proposed development adds to the mix of housing options within the Neighbourhood designation through the introduction of multi-unit dwellings. The Subject Site is an appropriate location for the proposed development as it is located close to existing transit routes and promotes active transportation based on the location in the community.
6.3.1.5	The Zoning By-law will distribute permitted densities in the Neighbourhood by: a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities; c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).	The proposed Zoning By-law Amendment seeks a higher density and permitted height for multi-unit dwellings on the Subject Site. The Subject Site is within a 300 metre walking distance to a range of neighbourhood commercial uses, including: restaurants, convenience stores, recreational facilities; medical clinics; and a gas station. In addition, the Subject Site is close to other neighbourhood amenities such as public parklands and conservation areas. The multi-unit dwellings are proposed on the Subject Site closer to the Corridor, which also provides an appropriate transition between the adjacent low-rise densities and mix of housing types.

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6.3.2.2	The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for: a) Local context and character of existing development; b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees; c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability; d) Proximity to Hubs, Corridors and rapid-transit stations; e) Transition in building form to and from abutting designations; f) The intended density to be accommodated within the permitted building envelope; and g) The provisions of Subsection 4.2 Policy 1)(d).	The proposed development has regard for the local context through the orientation of the built form towards Terry Fox Drive and Kanata Avenue, creating a favourable interface with the public realm with convenient pedestrian connections augmented by soft landscaping, tree planting, and screening to support livability. The mid-rise multi-unit dwellings are proposed on the Subject Site closer to the Corridor, which also provides an appropriate transition between the adjacent low-rise densities and mix of housing types.
6.3.2.3	Further to Policy 2), form-based regulation will provide for built form and site development characteristics that are: b) In those parts of the Inner Urban, Outer Urban and Suburban Transects covered by the Evolving Neighborhood Overlay where substantial increases of density are planned and where building form and massing is anticipated to change significantly from existing context, urban as described in Table 6; and	The Subject Site is within the Evolving Neighborhood Overlay, as identified by Schedule “B5” of the City of Ottawa Official Plan. The characteristics of the proposed development supports the intended evolution towards more urban built form patterns described by the City.
6.3.3.9	Where lots within residential neighbourhoods have through-lot access fronting onto two public rights of way, the Zoning By-law and approvals under the Planning Act shall allow development that establishes separate residential use buildings so as, on separate lots to allow for independent services, to front on both public rights of way while leaving a portion of the internal lot without buildings or structures. The intent of this policy is to frame the public right of way with buildings and structures and to prohibit	The Subject Site has frontage on both Terry Fox Drive and Kanata Avenue and the proposed development of three (3), six (6)-storey mid-rise buildings are appropriately setback to frame the Corridor (Terry Fox Drive) and its intersection with Kanata Avenue. Active frontages are oriented

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	development that turns its back to a public right of way.	towards the public rights-of-ways, in alignment with the character of the planned context.
Section 10: Protection of Health and Safety		
10.2 Minimize incompatible land uses		
10.2.1.2	All noise studies prepared in support of development shall be consistent with the City's Environmental Noise Control Guidelines and shall include noise mitigation and a warning clause where necessary, as a condition of approval.	As demonstrated in the Noise Control Study, the development meets all City of Ottawa and MOECP indoor sound level guidelines. A Type D warning clause will be applied to relevant units, as is standard for similar infill developments adjacent to major roadways. Overall, there are no atypical or unresolvable noise issues, and that the site is fully suitable for residential development.
10.3 Build resiliency to the impacts of extreme heat		
10.3.1	Trees will be retained and planted to provide shade and cooling by: a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan; c) Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property.	As demonstrated in the Landscape Plan & Tree Conservation Report, the proposed development contemplates the retention of existing trees as well as proposes the planting of new trees across the Subject Site to maintain the urban forest canopy and its ecosystem services. The proposed landscaping for the Subject Site will support the City's urban forest canopy cover target and mitigate the urban heat island effect.
10.4 Enhance personal security through design		
10.4.1	When reviewing development, the City will consider measures to enhance safety and security through such means as: b) An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that	The massing of the proposed development avoids creating enclosed areas between buildings that could be used to entrap persons passing

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	could be used to entrap persons passing through a space; c) Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces; d) Provision of a mix of uses on corridors that promotes activity and social interaction at various times of the day and night and are served by transit routes; and	through. The proposed development is served by transit routes and adds to the mix of uses within the Corridor that further promotes activity and social interaction at various times of the day and night. Sight lines within the public realm are not obstructed by the proposed development. Rather, the orientation of Building A, B, and C provide an opportunity for public spaces to be overlooked by people, enhancing safety and security.

Appendix B

Zoning Confirmation Report Checklist

ZONING CONFIRMATION REPORT CHECKLIST

A. Project Information	
Review Date:	June 30, 2025
Municipal Address(es):	475 Terry Fox Drive
Scope of Work:	Rezoning of the subject property is proposed from the current LC 1706 H (11) zone to the R-5 "AA" zone to facilitate a planned unit development comprising three buildings with a total of 182 residential units, including studio, one-bedroom, two-bedroom, and three-bedroom apartments.
Existing Zoning Code:	LC 1706 H (11)
Schedule 1 / 1A Area:	Area C: Suburban
Official Plan designation:	The Subject Site is designated within the Neighbourhood designation with the Evolving Neighbourhood overlay on Schedule "B5" of the City of Ottawa Official Plan
Legal Description:	Firstly: PIN 04749-1275 (LT) - Part of Lots 4 and 5, Concession 1, March, being Part 2 on Plan 4R-24998 (closed by by-law no. OC840728); City of Ottawa Secondly: PIN 04749-1276 (LT) - Part of Lot 4, Concession 1, March, being Part 4 on Plan 4R-24998 (closed by by-law no. OC1263323); City of Ottawa Thirdly: PIN 04510-0076 (LT) - Part of Lots 4 and 5, Concession 1, March, being Part 11 on Plan 4R-18222; City of Ottawa Fourthly: PIN 04510-0337 (LT) - Part of Lots 4 and 5, Concession 1, March, being Part 3 on Plan 4R-24998 (closed by by-law no. OC1263323); City of Ottawa collectively, the "Property"
By-law Number:	2008-250
Overlays Applicable[1]:	Not Applicable

B. Zoning Review			
For Zoning By-law Amendments, please use the proposed zone and subzone requirements, if different than existing.			
Proposed Zone/Subzone (Zoning By-law Amendments only):	R – 5 subzone AA (Residential Fifth density)		
Zoning Provisions[1]	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
Principal Land Use(s)	Planned Unit Development (Part 5, section 131)	Three multi-unit buildings, 182 residential units	Y
Lot Width	N/A	Varies (22.5 m)	Y

Lot Area	1400 Sq.m	12,300 sq.m	Y
Front Yard Set Back[2]	2.5 m	3 m	Y
Corner Side Yard Setback	3m	3m	Y
Interior Side Yard Setback	1.2m	12.8 m	Y
Rear Yard Setback	3m	7.5m	Y
Lot Coverage	N/A	28%	-
Floor Space Index (F.S.I.)	N/A	1.42	-
Building Height[3]	6 storeys	6 storeys	Y
Accessory Buildings Section 55	N/A	-	-
Projections into Height Limit Section 64	N/A	-	-
Projections into Required Yards Section 65	2 m for balconies	Balconies projecting 1.2 m for building C and building A	Y
Required Parking Spaces Section 101 and 103	205	212	Y
Visitor Parking spaces Section 102	37	37	Y
Size of Space Section 105 and 106	Maximum 50% small car	Provided 15.5%	Y
Driveway Width Section 107	Maximum 6.7 m	6.7m	Y
Aisle Width Section 107	Maximum 6.7 m	6.7m	Y
Location of Parking Section 109	No parking in required front and corner side yard	No parking proposed in the required yard	Y
Refuse Collection Section 110	Minimum 9 m from lot line abutting public street 3 m other lot line, screened	48.15m from road (Terry Fox) and 19.6 m from rear property line	Y
Bicycle Parking Rates Section 111	91	108	Y
Amenity Space Section 137	6 sq.m per dwelling unit (total 1092 sq.m)	2503.1 sq.m	Y
Other applicable relevant Provision(s)			
Landscaped area 163-164	30%	37.64 %	Y
Landscape within parking areas 110	15%	27.81%	Y

Zoning Compliance Sheet (figures calculated from CAD file)

Land Area	sq m	sq ft	hectares	acres
Original parcel	12,278.0	132,159	1.2278	3.03
Dedications	--	--	--	--
Net developable	12,278.0	132,159	1.2278	3.03

Dimensions	metres	feet
Frontage	141.02	462.66
Depth	varies	varies

Site Coverage, sq ft	Bldg A	Bldg B	Bldg C	Bldg D	Total	%
Building footprints	13,913	11,097	11,566	n/a	36,577	27.7%
Parking lot(s) and internal roads					45,649	34.5%
Landscaped areas					49,749	37.6%
Other / unaccounted for / rounding error					184	0.1%
Total land area, after dedications if any, in sq ft					132,159	100.0%

Note: Buidling footprints exceed ground floor GFA due to ground floor balconies/patios.

Dwelling Units	Bldg A	Bldg B	Bldg C	Bldg D	Total	%	Accessible	%
1 Bedroom	27	20	16	n/a	63	34.6%	16	25.4%
2 Bedroom	27	16	27	n/a	70	38.5%	18	25.7%
3 Bedroom	11	9	11	n/a	31	17.0%	17	54.8%
Studio	7	11	--	n/a	18	9.9%	12	66.7%
Total	72	56	54	--	182	100.0%	63	34.6%
Floors 1-4	52	39	39	n/a	130			
Floors 5-6	20	17	15	n/a	52			

Indoor & Outdoor Amenity Areas	Indoor sq ft	Outdoor sq ft	Total sq ft	Indoor sq m	Outdoor sq m	Total sq m
Communal	3,397	5,822	9,219	315.6	540.9	856.5
Private balconies	--	17,723	17,723	--	1,646.6	1,646.6
Total	3,397	23,545	26,942	315.6	2,187.5	2,503.1

GFA in sq ft	Bldg A	Bldg B	Bldg C	Bldg D	Total
6th Floor	7,821.18	6,547.16	6,439.04	n/a	20,807.38
5th Floor	12,422.71	10,328.49	10,465.75	n/a	33,216.95
4th Floor	12,422.71	10,328.49	10,465.75	n/a	33,216.95
3rd Floor	12,422.71	10,328.49	10,465.75	n/a	33,216.95
2nd Floor	12,422.71	10,328.49	10,465.75	n/a	33,216.95
Ground Floor	12,515.46	10,483.70	10,465.75	n/a	33,464.91
ST, at/above grade	70,027.48	58,344.82	58,767.79	n/a	187,140.09
Parkades	27,376.06		10,521.19	n/a	37,897.25
Total c/w parkades	155,748.36		69,288.98	n/a	225,037.34

FAR = 1.42

Automobile Parking Provided		Total #	Resident	Visitor	EV Chargers Resident	EV Chargers Visitor
Surface	Regular	94	60	34	--	--
	Small car	25	25	--	--	--
	Accessible	3	--	3	--	--
	Subtotal	122	85	37	--	--
Underground	Regular	78	78	--	--	--
	Small car	8	8	--	--	--
	Accessible	4	4	--	--	--
	Subtotal	90	90	--	--	--
Combined Totals	Regular	172	138	34	--	--
	Small car	33	33	--	--	--
	Accessible	7	4	3	--	--
	Total	212	175	37	--	--

Bicycle Parking Provided	Total #	Residents	Public
Surface	47	--	47
Parkades	61	61	--
Total spaces	108	61	47
Which includes:			
Horizontal spaces at grade	47	--	47
Secured spaces	61	61	--

Zoning Compliance per R5 Subzone AA	min/max	units	Required	Provided	OK?
Lot area	min	sq m	1,400	12,278	√
Building height, storeys	max	#	6	6	√
Front yard setback	min	m	2.5	3.00	√
Corner side yard setback	min	m	3.0	3.00	√
Interior side yard setback	min	m	1.2	12.80	√
Rear yard setback	min	m	3.0	7.50	√
Landscaped area, min 30% of total lot area	min	%	30%	37.6%	√
Landscaping within surface parking lots	min	%	15%	27.8%	√
Amenity area, 6 sq m per unit	min	sq m	1,092	2,503.1	√
Communal amenity area, 50% of required total	min	sq m	546	856.5	√
Balcony projection into yards, Section 65	max	m	2.0	1.20	√
Balcony setback from lot lines, Section 65	min	m	1.0	1.85	√

Metrics not regulated:					
Lot depth	min	m	n/a	varies	√
Lot width	min	m	n/a	141.0	√
Building height, m	max	m	n/a		√
Site coverage	max	%	n/a	27.7%	√
Units	max	#	n/a	182	√
Floor Area Ratio	max	FAR	n/a	1.42	√

Automobile Parking Compliance	min/max	units	Required	Provided	OK?
Resident, 1.0/unit on Floors 1-4 + 0.75/unit on Floors 5+6	min	#	169	175	√
Visitor spaces, 0.2 per unit	min	#	36	37	√
Total spaces	min	#	205	212	√
Which includes:					
Small car spaces, 50% of resident spaces provided	max	#	88	33	√
Total accessible spaces, 7 spaces for 167-250 units	min	#	7	7	√
Type A accessible spaces, min 3.4 m x 5.2 m	min	#	3	3	√

Bicycle Parking Compliance	min/max	units	Required	Provided	OK?
Total spaces	min	#	91	108	√
Which includes:					
Horizontal at grade, 50% of required spaces	min	#	46	47	√
Secured, 25% of required spaces	min	#	23	61	√

Appendix C

Pre-Consultation Response Matrix

City of Ottawa Pre-Consultation Response Matrix
Project Address: 475 Terry Fox Drive
File No.: PC2024-0342
Prepared for: Zoning By-law Amendment & Site Plan Control Application

1. Planning Policies		
Comment	City Feedback	Response
1	Site designated Minor Corridor, Neighbourhood, Evolving Neighbourhood.	Acknowledged; proposal aligns with mixed-use and density goals.
2	Proposal aligns with Official Plan.	Acknowledged.
Zoning		
3a	Zoning By-law Amendment required for mid-rise apartments.	ZBA being pursued to permit mid-rise residential use.
3b	Provide dimensions to identify zoning reliefs.	Revised plans include additional dimensions to clarify zoning compliance
4. Right of Way	Indicate ROW boundary on Terry Fox Drive	Shown on revised site plan.
Site Design and Configuration		
5a	Rezoning appreciated by staff	Acknowledged.
5b	Consider ground floor commercial.	Commercial angle explored but not pursued based on rental market demand.
5c	Explore alternative configuration; reduce buildings from 3 to 2.	Buildings A and B are configured as two separate masses forming an L-shape along Terry Fox and Kanata Avenue.
Landscaping Requirements		
6a	3m buffer missing along Kanata.	Parking adjusted meet the 3m requirement.
6b	Add landscaping in surface parking.	Landscaped medians and islands have been integrated into the parking design.
6c	Natural landscaping at rear for buffer.	A tree buffer has been included along the rear property line.
Driveways and Aisles		
7	Rationale for 7m driveway width.	Driveway width addressed in the revised site plan.

Amenity Area		
8	Improve amenity area location and access.	Additional outdoor amenity areas added between Buildings A & B and along building C
Parking		
9a-d	Provide calculations and reduce surface parking.	Updated parking data reflected on site plan.
Bicycle Parking		
10a-d	Provide details, calculations, and surface bike parking.	A comprehensive bicycle parking strategy is provided, including interior and exterior facilities.
Waste Management		
11a-d	Meet screening, placement, and zoning criteria.	Waste enclosure moved and screened; compliant with Section 110.
Required Applications		
12	Site Plan Control and ZBA applications required.	Acknowledged; both applications being submitted.

2. Urban Design

Comment	City Feedback	Response
13	Submit scoped Urban Design Brief and plans.	Submitted.
14-15	Buildings should front roads with active uses.	Building façades have been enhanced and ground-floor amenity areas incorporated.
16	Add street trees.	Landscaping proposed, refer landscaping plan.
17-18	Screen parking and consolidate ramps.	Surface parking mostly screened and common parkade for Buildings A and B.
19	Enhance corner design.	Architectural emphasis added at corners.
20	Buffer to low-rise homes.	A dense and enhanced landscaped area has been provided.
21	Internalize waste room.	Refuse area is enclosed and meets the required setbacks.
22	Engage Park with amenities.	Park interface includes pedestrian seating and pathway access.

3. Engineering

Watermain Design

Comment	City Feedback	Response
23-28	Boundary conditions, looped system, extension required.	Coordination with City is ongoing; looped watermain being designed by civil consultant. Refer to Servicing Plan.
Stormwater Management		
29a-d	Match pre-dev flows, meet infiltration, TSS targets.	Addressed in servicing plan.
Sanitary Design		
30-31	Capacity review and flow calculations required.	Addressed in servicing plan.
Additional Servicing Comments		
32-34	Confirm locations, minimize road cuts, follow connection standards.	Addressed in servicing plan.
35	MECP ECA may be required.	Environmental Site Assessment (ESA) (Phase 1) included. The Phase 1 ESA found no other PCAs or areas of environmental concern. It was concluded that a Phase 2 ESA is not required.
36	Terry Fox resurfacing in 2028.	Noted for coordination.
37-38	Slope Stability and Hydrogeological Reports likely required.	Addressed in Geotechnical Investigation.
Noise		
39	Road Noise Study required at site plan control only	Reports prepared and included

4. Transportation

Comment	City Feedback	Response
40	ROW protection required.	ROW boundaries respected in plans.
41	TIA required.	TIA submitted with the applications.
42	Corner triangle requirements.	Included in revised site plan.
43	Access locations acceptable.	Revised site plan includes access only from Kanata Avenue, as requested by City.

5. Environment

Comment	City Feedback	Response
44	Apply bird-safe design.	Bird-friendly glazing specified.
45	Address Urban Heat Island.	Addressed in landscaping.

6. Forestry

Comment	City Feedback	Response
46a-g	Submit Tree Conservation Report (TCR).	Completed and included.
47	Provide Landscape Plan per ToR.	Completed and included.
48	TCR must include maps, ownership, removals.	Included in TCR package.
49	Meet tree planting and setback standards.	Detailed in landscape design.
50	Achieve 40% canopy cover goal.	Refer to landscaping plan.
51	Consider Zoning to support tree retention and greenspace.	Underground parking revised to increase setbacks and planting area.

7. Parkland

Comment	City Feedback	Response
52-53	Cash-in-lieu required.	Will provide CIL as per by-law.
54	No impacts to adjacent park, no waterline through park.	Alternative servicing route explored, refer serving plans.

8. Other

Comment	City Feedback	Response
55	Consider High Performance Development Standards.	Considered in site plan

End of Matrix