

2765 Palladium Drive - Palladium Terrace (Phase 2)
Urban Design Brief
Site Plan Control Application
June 12, 2026

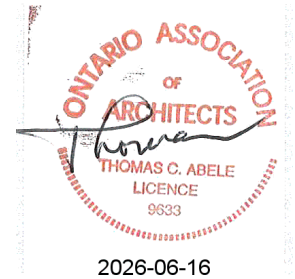


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1 Project Description

Project Summary

The proposed development is a Planned Unit Development consisting of 3 six-storey residential apartment buildings with a total of 304 units. This development is the second phase of another Broadstreet Properties property, Palladium Terrace, at 670 Derreen Ave (formerly 425 Culdaff Rd).

Each building has 1 level of underground parking for tenants for a total of 124 underground stalls. The development also includes 196 surface parking stalls for tenants, visitors, and accessible spaces.

A total of 16 short term bicycle parking stalls are provided in outdoor racks throughout the site. A total of 228 long term bicycle stalls (including 12 inclusive stalls) are provided in bike rooms in the underground parkades of each building.

The Gross Floor Area for the development is 27,668.28 square metres, with a Floor Space Index of 1.74.

Landscaped areas total 3,908.3 square metres, covering 24.5% of the site. The buildings also feature approximately 1,397 square metres of total balcony area and 148 square metres of communal interior amenity space.

Exterior amenities on site include dog runs, a community garden, covered seating and bbq area, multi-use sport court, and a playground. Interior amenities consist of dog wash stations, a gym, and community lounge space.

Key Statistics

2765 Palladium Drive	
Site Area	15,940 sq.m.
Number of Storeys	6
Height	18.15 m
Gross Floor Area	16,335.42 sq.m.
Floor Space Index	1.74
Dwelling Units	304
<i>Studio</i>	36
<i>1-bedroom</i>	57
<i>2-bedroom</i>	157
<i>3-bedroom</i>	54
Total Parking Spaces	320
<i>Apartment -Regular</i>	259
<i>Visitor</i>	61
EV Parking Spaces	64
Bicycle Parking Spaces	244
Lot Coverage	29%
Official Plan Designation	Mixed Industrial
Zoning	IM[2654]* (formerly GM[2654])
	*Parcel zoning to be adjusted to CM2 through an Omnibus Report in summer 2026

Proposed Rendering



Rendering of proposed development (Building C façade), looking northeast from Derreen Avenue

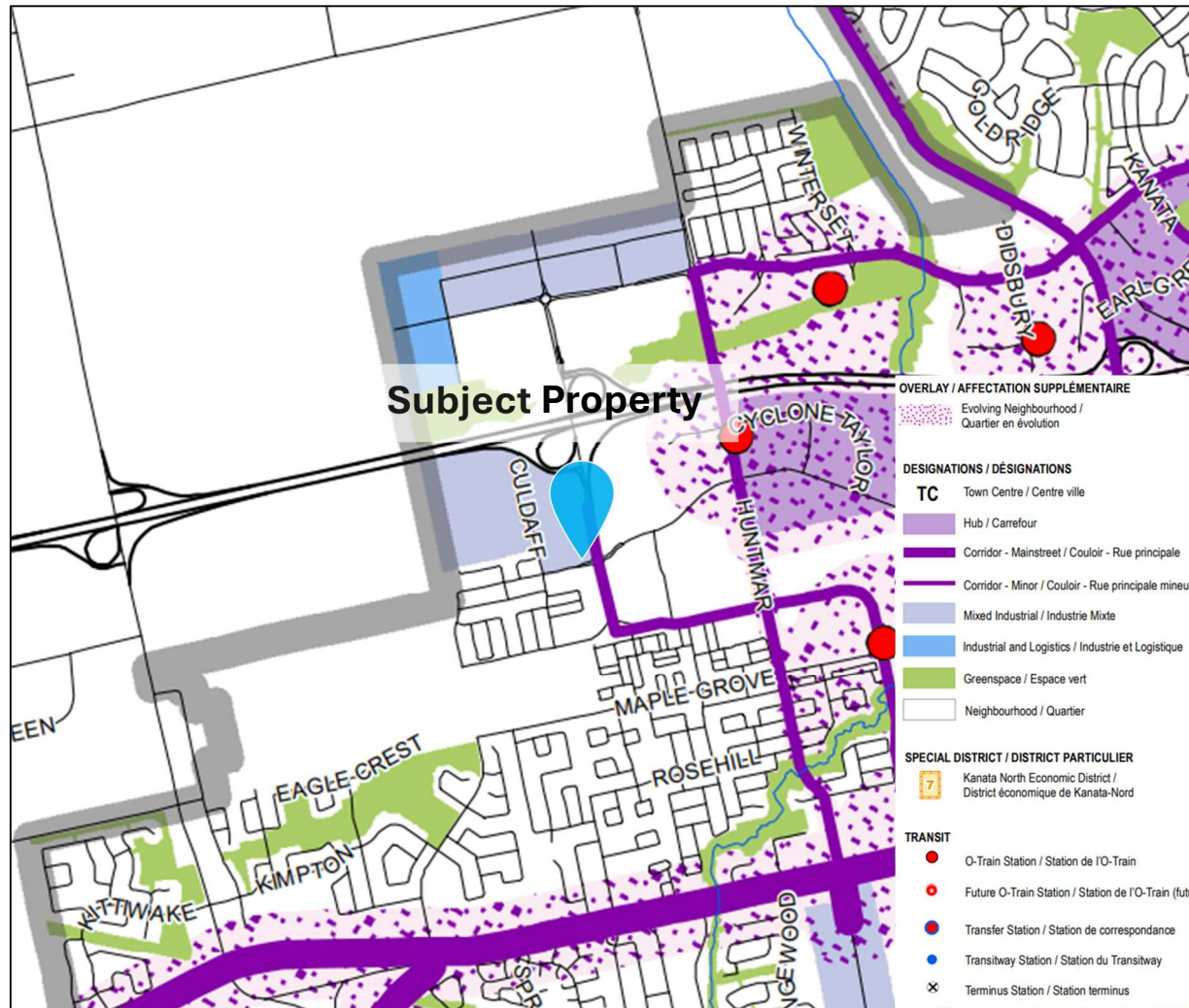
Proposed Rendering



Rendering of proposed development including Palladium Terrace Phase 1 (grey building), aerial view, looking northwest

2 Design Directives

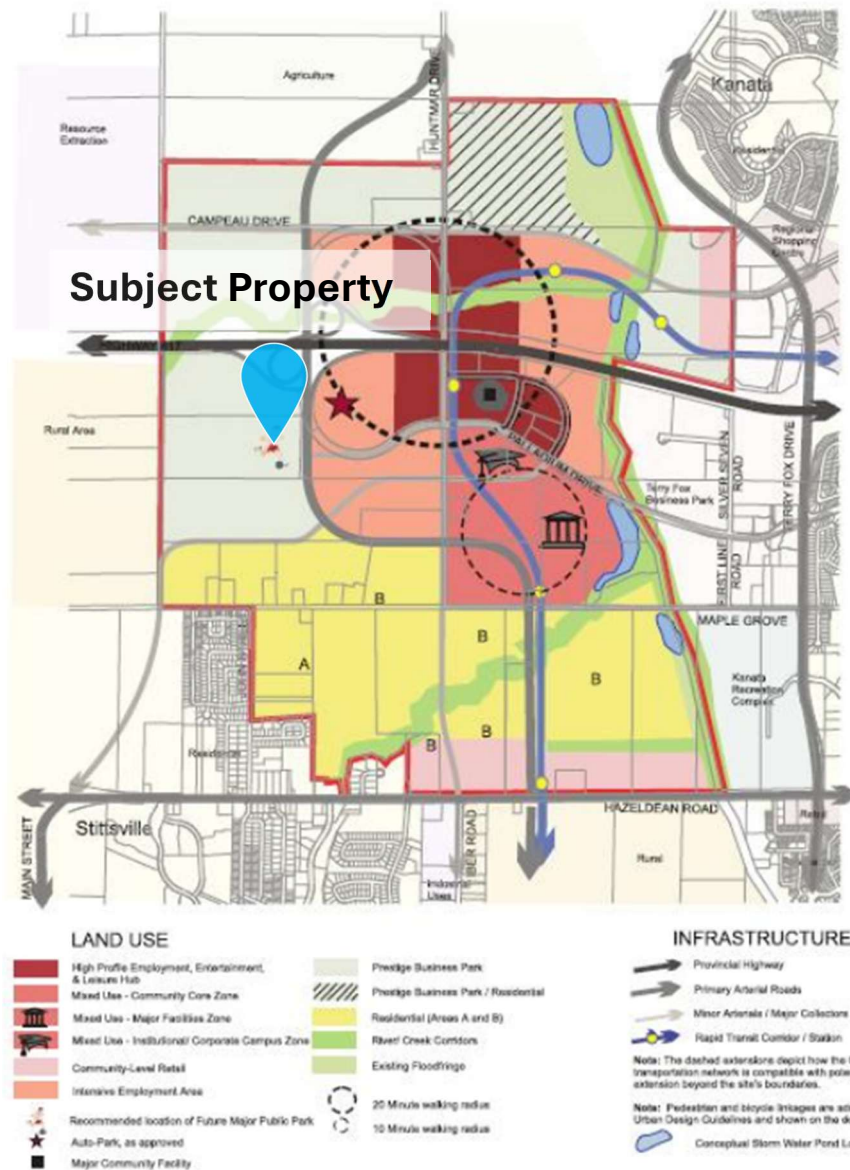
Policy Context – Official Plan (By-Law 2021-386)



The property is designated Mixed Industrial Schedule B5 – Suburban (West) Transect of the Official Plan. The Suburban Transect “comprises neighbourhoods outside the Greenbelt ... and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms” (Section 5.4)

The Official Plan also identifies the site within the General Urban Area, that allows for a diverse range of housing types to meet the needs of all ages, incomes, and life circumstances, promoting the development of complete, sustainable communities. It supports a variety of residential uses, from single-family homes to multi-storey mixed-use buildings. While a mix of uses is encouraged, zoning regulations will control the location and scale of these developments to ensure they meet the needs of local residents.

Policy Context – Kanata West Concept Plan Community Design Plan (CDP)

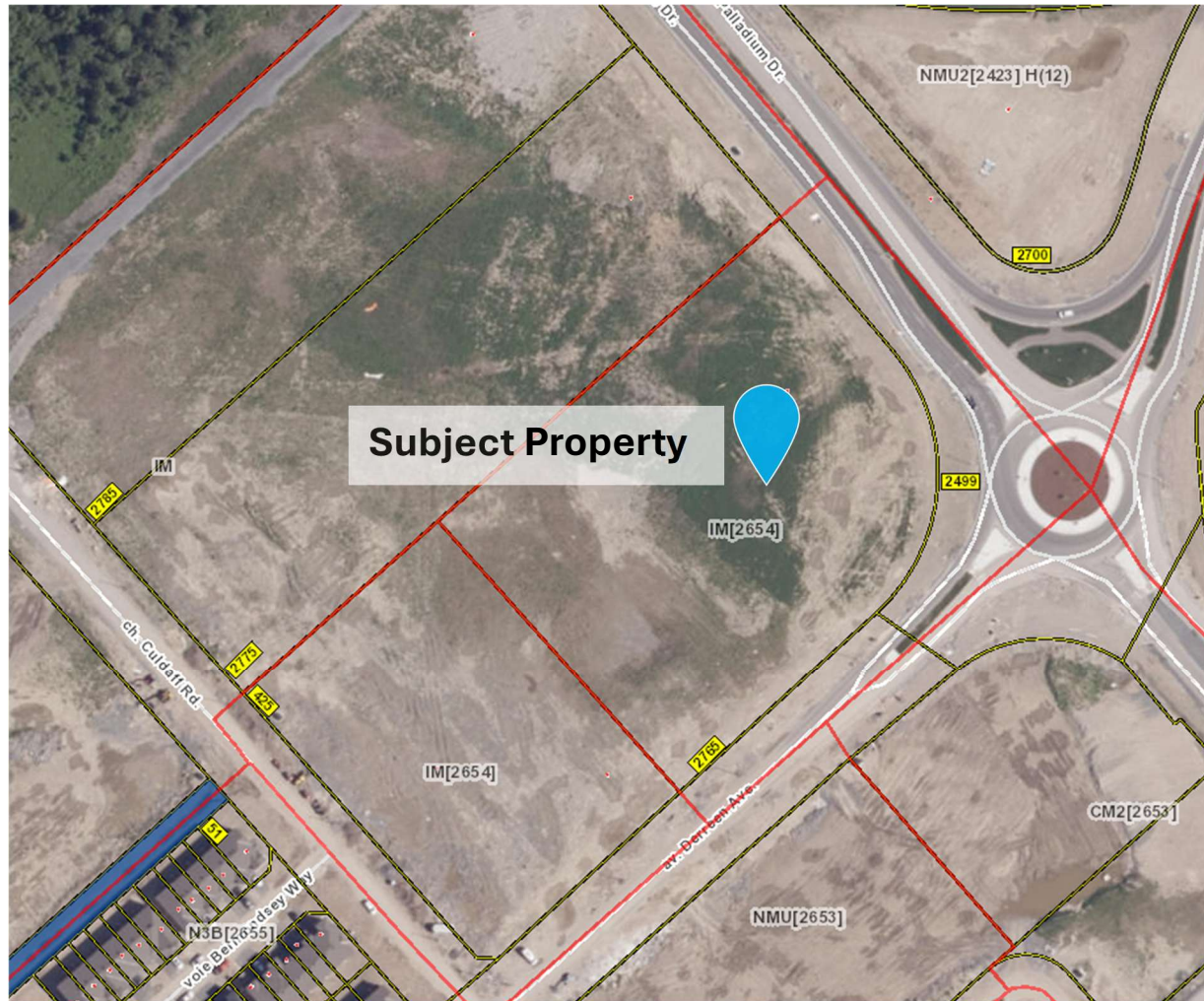


The subject property is located within Area-Specific Policy 2 – Kanata West and is designated as Prestige Business Park under the Kanata West Concept Plan. The Prestige Business Park is envisioned as a campus-style environment for high-tech industries, featuring research facilities, offices, and laboratories in a landscaped, low-profile setting. Parking facilities are designed for both business use and after-hours access, with pedestrian and cycling paths integrated throughout.

The property was part of the 195 Huntmar Drive Planning Addendum, which saw the lands west of Palladium Drive and Robert Grant Avenue that are designated as Prestige Business Park, rezoned from Development Reserve to predominantly residential use.

Kanata West Concept Plan, Revised 2025

Policy Context – Zoning (New Zoning By-Law 2026-50)

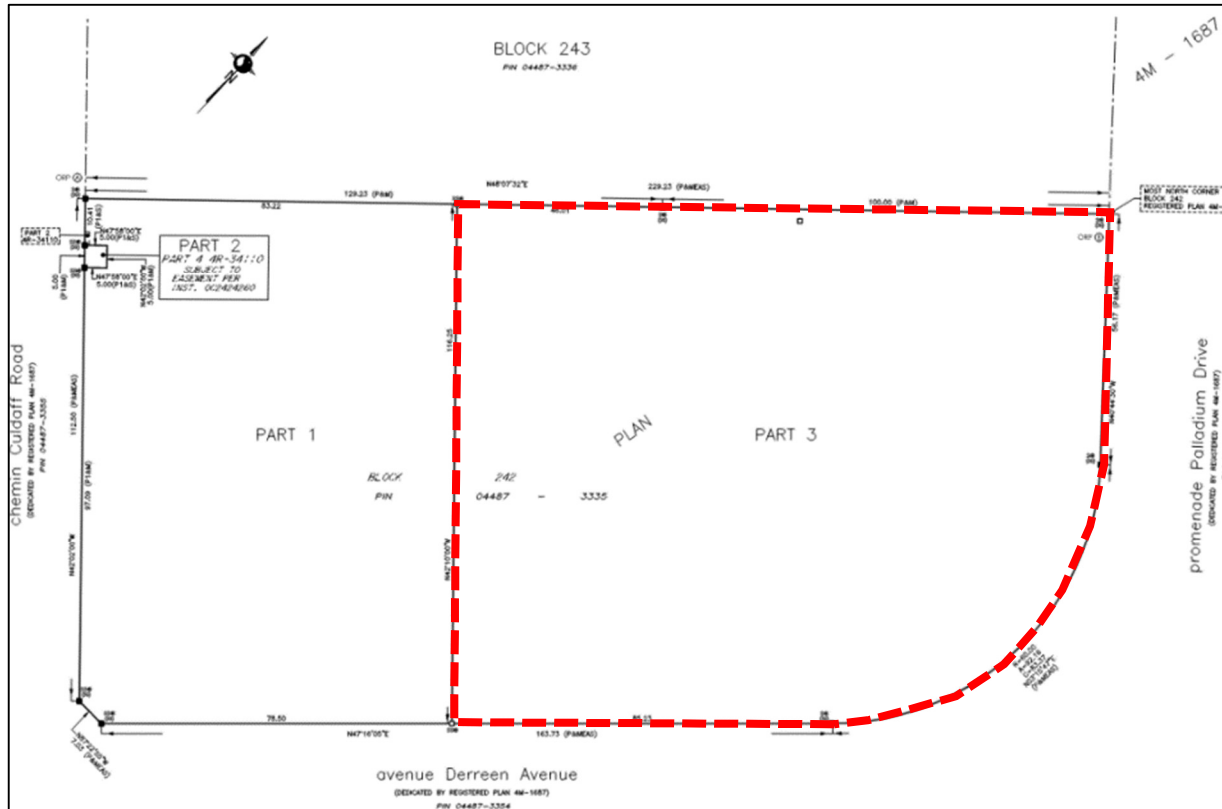


Under the New Zoning By-law 2026-50, the subject site is designated Mixed Industrial Zone (IM) and accommodates lite industrial uses in a business park setting. Residential uses are not permitted under this zoning designation. Through discussions with planning staff, it is confirmed that the subject site will be reverted to the CM2 (Minor Corridor Zone 2) zoning through and Omnibus report in late summer 2026.

The CM2 zone accommodates a broad range of uses and permits residential use (ie. Dwelling unit) along with other commercial and institutional uses.

As Broadstreet Properties and its subsidiary company also own and will manage the property proposed for the adjacent site to the west (670 Derreen Ave/425 Culdaff Rd), these two sites will be considered a Planned Unit Development and as one lot for zoning purposes.

Site Context – Subdivision (D08-01-23/B-00118 & D08-01-23/B-00119)



2765 Palladium Subdivision Plan

In 2023, the property at 2765 Palladium Drive was subdivided into two parcels. 475 Culdaff parcel (Part 1) was severed from the future development and 2765 Palladium Drive (Part 3) formerly slated to be the future site of Motor Sports World powersports dealership.

The proposed residential development of 2765 Palladium Drive builds on the development at 670 Derreen Ave/475 Culdaff and continues the transition between future uses to the east and the low-rise developments to the west and southwest.

Pre-Consultation – Response to Urban Design comments (consolidated)

Pre-Consultation Urban Design and Planning comments provided June 6, 2025 & September 2, 2025.

General	
Mixed Industrial Designation: Staff have concerns with the proposed residential land uses on the portion of the site designated Mixed Industrial. Policy 7 of Section 6.5.1 directs that “residential uses are not permitted” in the Mixed Industrial designation. However, staff acknowledge that the proposed residential land use is permitted as-of-right through the site’s current zoning - GM[2654].	Noted. As the zoning of the site will be amended to CM2 following the Omnibus report, residential uses will be permitted.
Consider including ground floor commercial in the proposed development to support the 15-minute neighbourhood objectives of the Official Plan. Refer to the permitted non-residential uses in the GM zone (Section 187) for possible commercial uses. Please note that any non-residential uses should be of a scale to cater to a local neighbourhood clientele and future employees on the lands designated Mixed Industrial, per Policy 1 of Section 6.5.3 of the Official Plan.	Noted. As commercial spaces are not a requirement of the CM2 zone, commercial uses are not being considered at this time.
It appears that the lot lines have been incorrectly identified on the concept plan. For the purposes of applying zoning, please note that the lot lines are as follows: a) See zoning definitions for lot lines below. i. Front lot line – Palladium Drive ii. Corner lot line – Derreen Avenue	a) Noted. Site plan has been adjusted b) Noted. Zoning Summary chart has been updated. c) As the two lots will be considered one lot for zoning purposes, the rear yard setback should not apply as it is a shared lot line between Phase 1 and Phase 2.

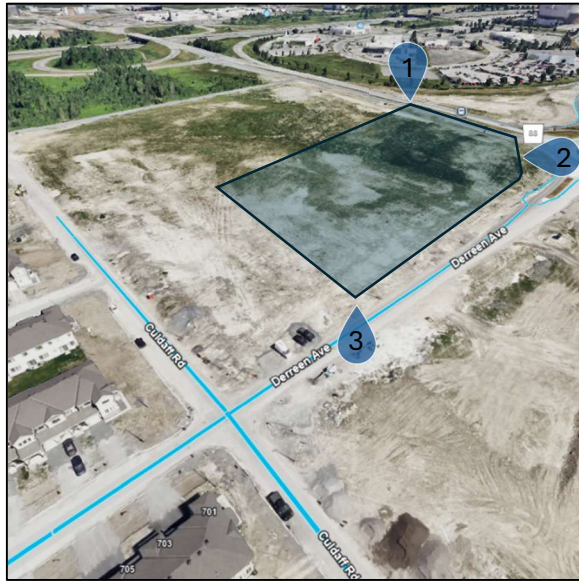
iii. Side lot line - lot line abutting 2775 Palladium Drive iv. Rear lot line – lot line abutting 425 Culdaff Road b) Update the zoning summary chart to reflect the correct provided amounts per the appropriate lot line c) Ensure the required setbacks are provided. It appears Building A may not comply with the required 7.5m rear yard setback	
Site Access: a) Please remove the secondary access to the site/consolidate it with the access being proposed on phase 1 site. If the two sites are being coordinated and treated as one development, there is no need for two separate accesses along Derreen Avenue. b) Only other viable location for a secondary access into site may be on Culdaff maybe through phase 1 development due to traffic medians/proximity to the traffic circle. Applicant is encouraged to consider site access further before proceeding with the approval of phase 1 if a secondary access into the site is desired. c) Given the number of users of the proposed site access, consider removing/relocating parking spaces leading up to the driveway to reduce friction/queuing in this area.	a) Secondary access from Derreen Avenue has been removed. Access to the Phase 2 site will be through the Phase 1 site. b) No secondary access is being considered as it was confirmed that there are no issues with fire or emergency access with the single proposed access. c) Noted. Parking along the access has been mostly removed

Parking a) It is understood that the minor variance is being sought for resident parking on the site. b) Staff have concerns with the amount of surface parking being proposed on the site. Is there an opportunity to increase the size of the underground parking garage to accommodate more of the required spaces?	a) As Zoning By-law 2026-50 comes into force, a minor variance may not be required as the by-law does not prescribe minimum parking rates, rather provides maximum parking rates, which the proposal does not exceed. If this provision changes and a minor variance is required, it is understood that the variance must be approved by the Committee of Adjustment prior to SPC approval. b) Noted. At this time, expanded underground parking is not being considered.
Additional drawings and studies are required as shown on the SPIL. Please follow the terms of references (Planning application submission information and materials City of Ottawa) to prepare these drawings and studies. These include: a. Site Plan. b. Landscape Plan c. Building Elevations d. Conceptual Floorplans	Noted. Building elevations, floor plans, and landscape plans have been provided as part of the Site Plan Control Application.
Efforts should be made to consolidate the vehicular access proposed on Derreen Avenue with the Phase 1 development. September 2, 2025 Planning Comment: Please remove the secondary access to the site/consolidate it with the access being proposed on phase 1 site. If the two sites are being coordinated and treated as one development, there is no need for two separate accesses along Derreen Avenue.	Following confirmation that a single access to the two sites would not be an issue for fire and emergency access, the second access has been removed with the sole access route located on the Phase 1 side of the overall development.
There is an opportunity to enhance the amenity offerings by consolidating or sharing facilities between the Phase 1 and 2 developments.	As the two phases will operate as a unified development all amenities, indoor and outdoor, will be available for tenants of all buildings. Outdoor amenity areas have been spread throughout the site with pedestrian connections to all areas.

Like the Phase 1 development, staff are keen to see active entrances along public frontages with walkways and enhanced landscaping.	Similar to the Phase 1 plan, walkways have been provided from units along public frontages with city sidewalks present. Public frontages will include significant landscaping as per submitted landscape plans.
Efforts should be made to green the parking lot to reduce the urban heat island effect. Staff would be willing to support a further parking reduction for the inclusion of trees.	Noted. Efforts have been made to green the parking lot by providing shrubs and trees where possible, while providing adequate parking to meet our operational needs. The willingness to support a further reduction is noted.
Staff are looking to see pedestrian connections between the Phase 1 and 2 developments enhanced.	Sidewalk connections have been provided to connect the two phases. Additionally, pedestrian connections have been added to the central amenity area.
Staff look forward to reviewing building elevations and a landscape plan as part of the next pre-consultation.	Noted. Building elevations and Landscaping Plan have been provided as part of the SPC application submission.
Recognizing that the City is looking for parkland dedication on Phase 2 lands, please endeavor to provide alignment and strong connections between the proposed park and the outdoor amenity area.	While parkland dedication was originally required, on October 29, 2025 Kersten Nitsche confirmed that cash in-lieu would be accepted for this site with some additional considerations including providing additional amenity space. As such, with the removal of the second access, a large area near the entrance has been further programmed to provide additional amenity space. This area will include a playground, covered seating, and a dog run to accompany the central amenity area.
Parking should be entirely screened from the public realm.	Noted. All parking and vehicular areas (ie. parkade ramps) visible from the public realm will be screened by either the buildings or with landscaping.

3 Site, Context, & Analysis

The 3.94 acres of land is located at the southwest intersection of Palladium Drive and Derreen Avenue. The property is currently undeveloped.



1 – View of 2765 Palladium Dr, looking southwest from Palladium Drive



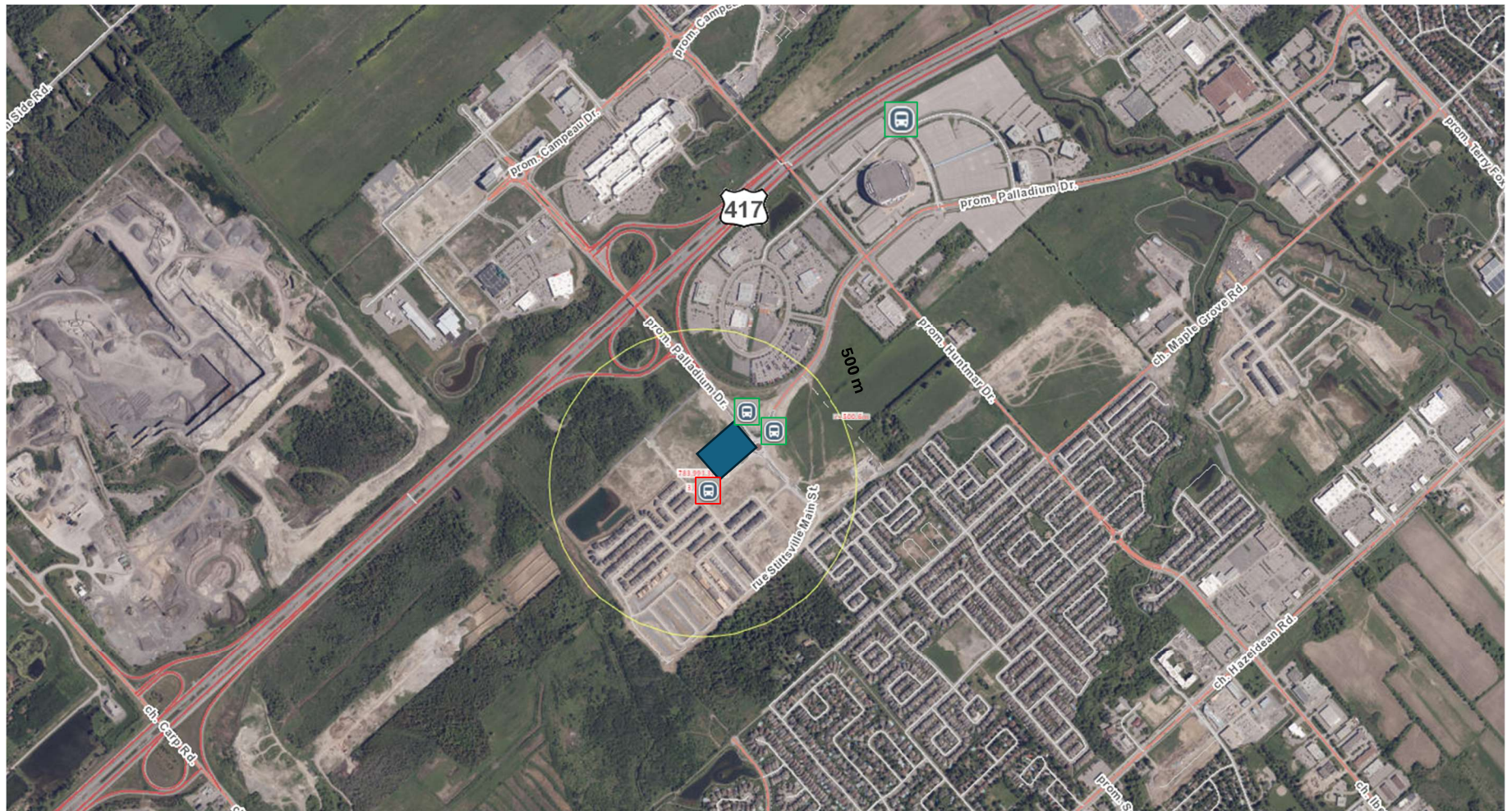
2 – View of 2765 Palladium Dr, looking west from roundabout



3 – View of 2765 Palladium Dr, looking north from Derreen Ave

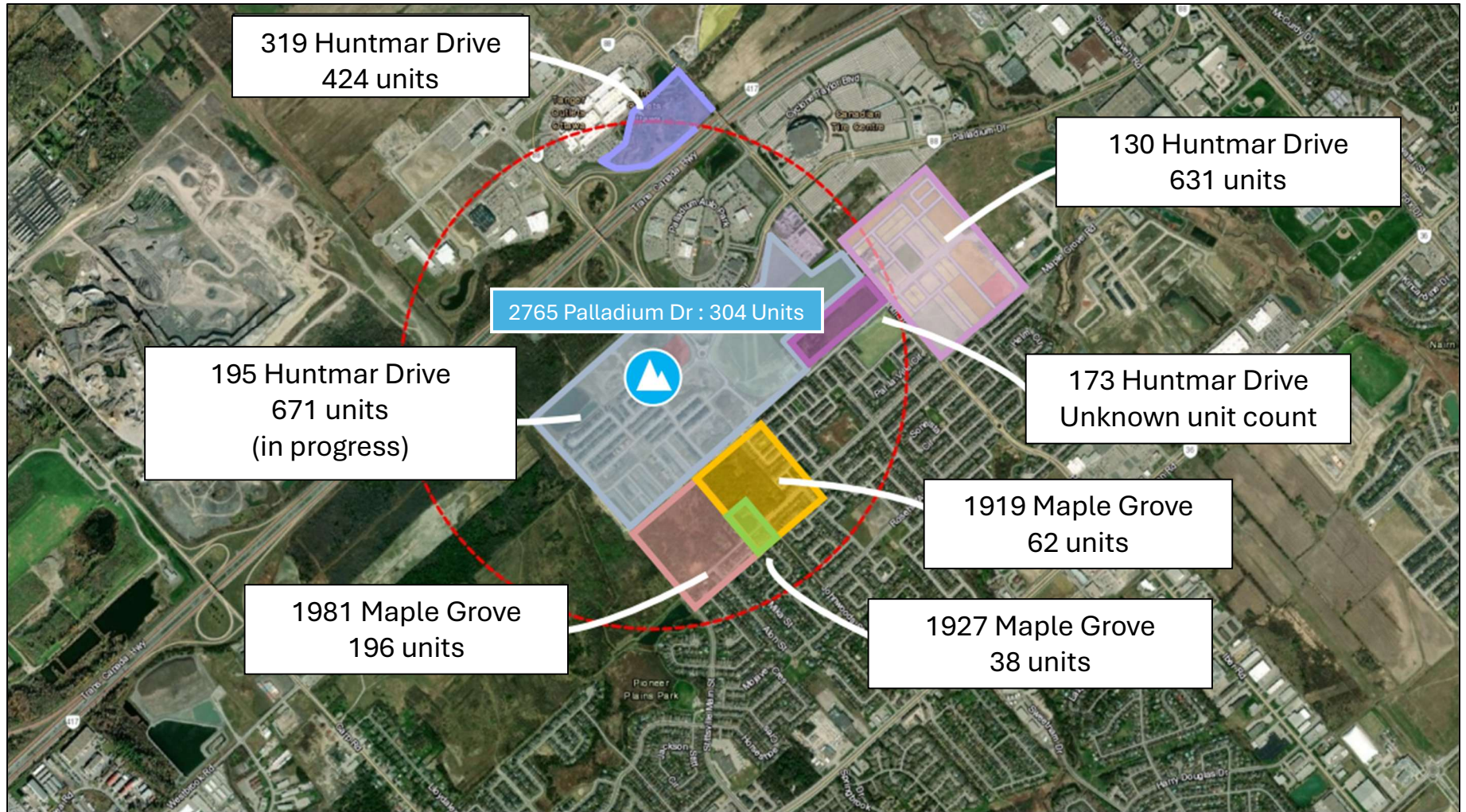
Site Context

The property is located in Ward 6 – Stittsville, within the City of Ottawa. Specifically, the property is in the Stittsville neighbourhood, at the intersection of Derreen Avenue, and Palladium Drive.



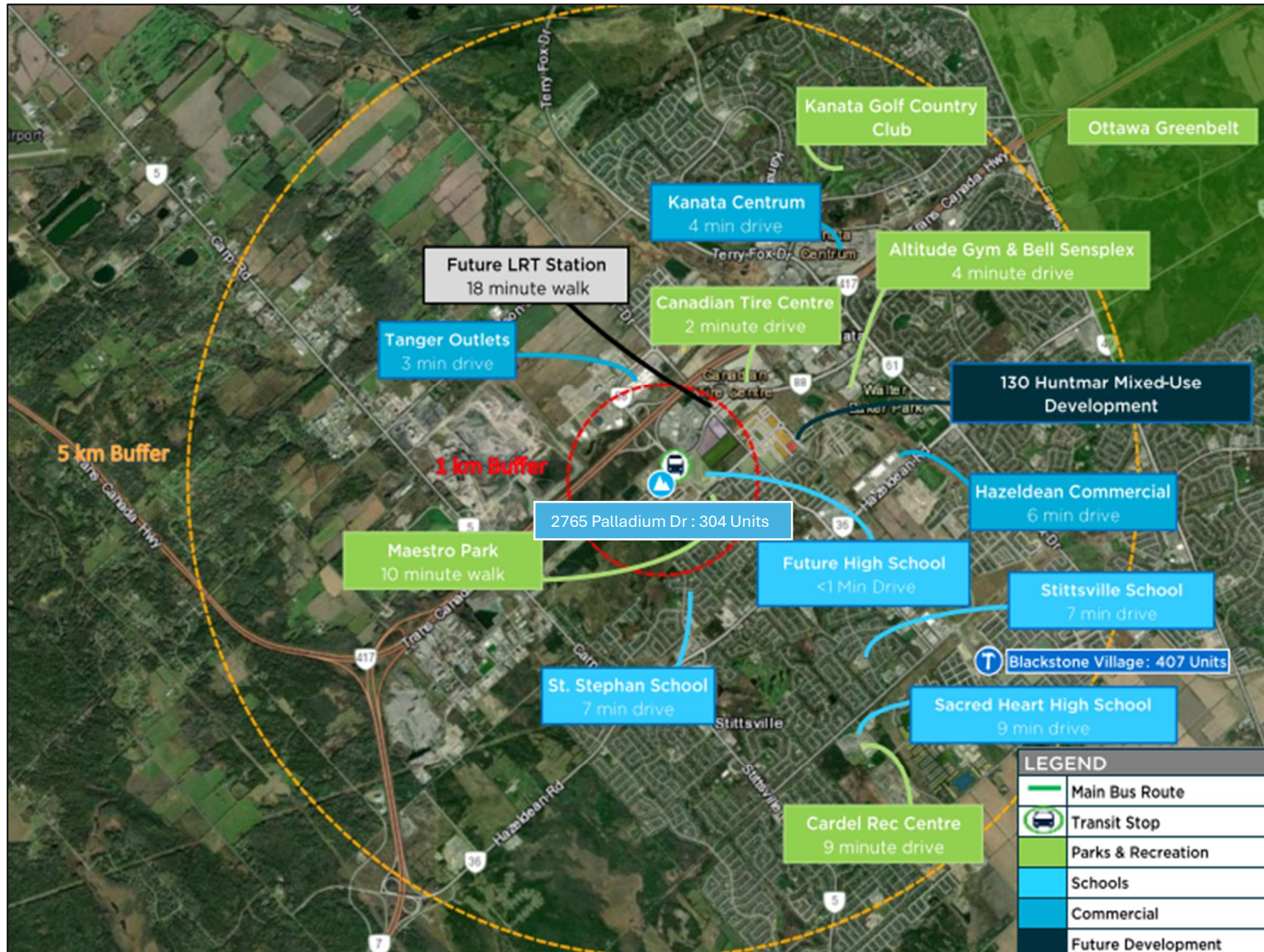
Aerial image of the subject property, the surrounding area, and proximity to existing transit  and future transit  stops.

Site Analysis – Surrounding Recent Development Proposals



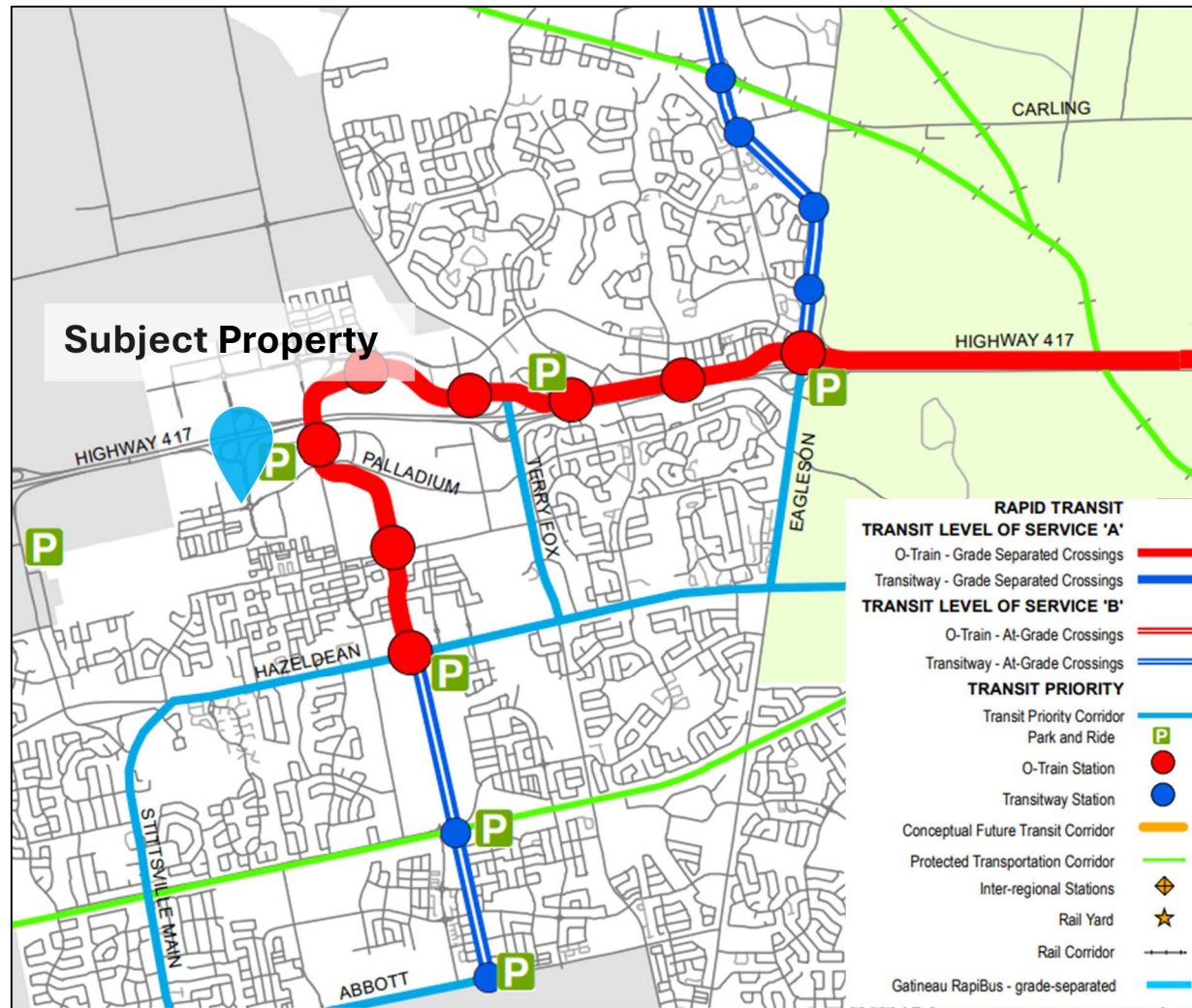
Aerial image of the subject property and proposed development in the surrounding area within 1km radius.

Site Analysis – Surrounding Amenities



Aerial image of the subject property and amenities in the surrounding area.

Site Analysis – Transit Network

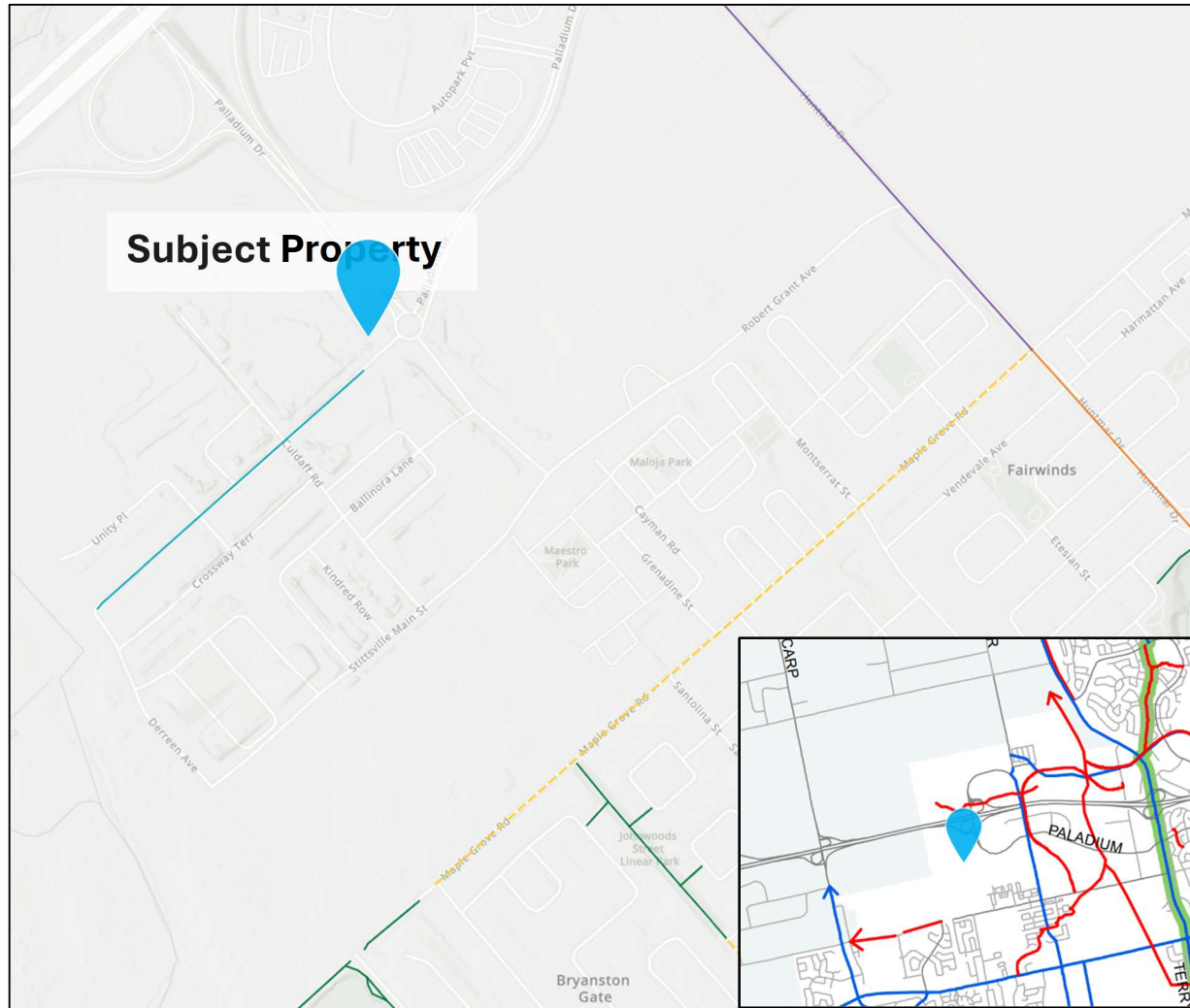


Schedule C2 - Transit Network, City of Ottawa Official Plan, 2022.

The site is located near the Canadian Tire Centre transit station and Park and Ride facility. Just east of the site adjacent to the roundabout, there are two transit stops served by four bus routes. Concrete bus stop pads have been installed on both sides of Derreen Avenue, just east of Culdaff Road. The bus pad on the north side of Derreen Avenue is positioned along the frontage of the phase 1 site. These stops will accommodate future transit routes as the surrounding neighborhoods continue to develop.

Additional details regarding transit access can be found in the Traffic Impact Assessment prepared for this application.

Site Analysis – Active Transportation Network

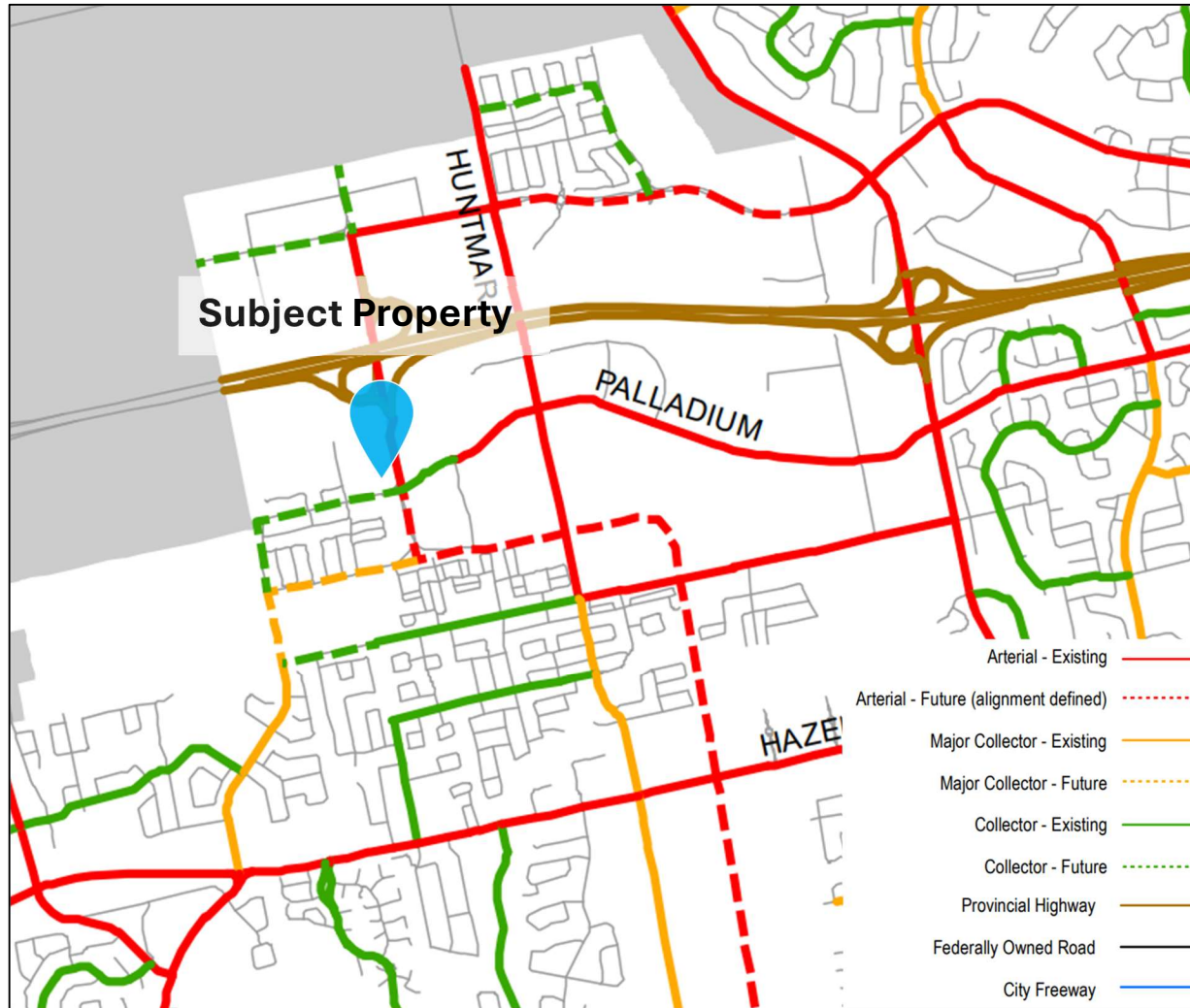


On both sides of Derreen Avenue and the section of Palladium Drive immediately east of Robert Grant Avenue, concrete sidewalks and asphalt cycle tracks are provided. It is anticipated that similar facilities on both sides of Robert Grant Avenue and Culdaff Road (north of Derreen Avenue) will be constructed as the surrounding neighbourhoods develop.

The site is located in proximity to existing cycling infrastructure along Derreen Ave. However, as indicated in the inset map, no roadways within the immediate area are designated cycling routes in the City's cycling network.

*The National Capital Commission, Ottawa -Gatineau Cycling Map, May 2024
(Inset: Map 1 - Cycling Network, City of Ottawa Transportation Masterplan, 2013)*

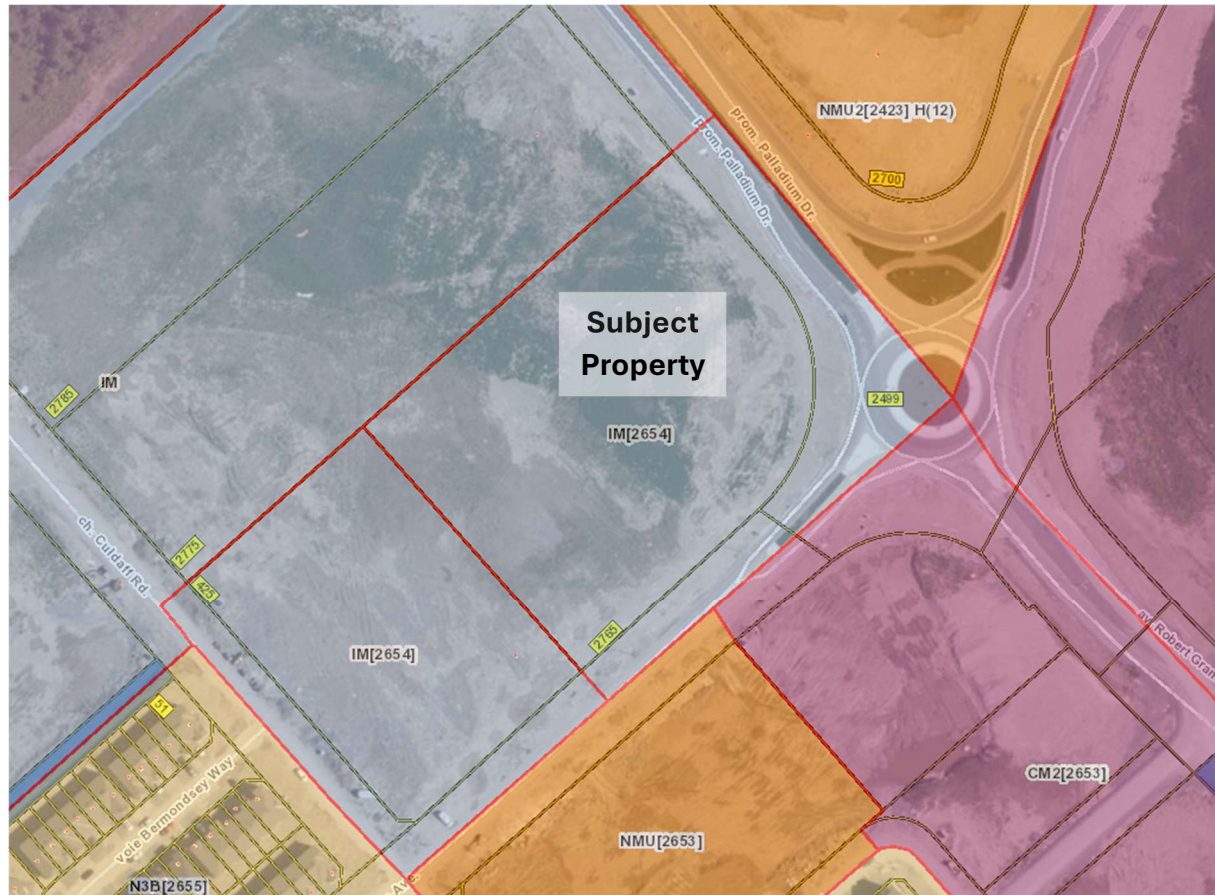
Site Analysis – Street Network



According to Schedule C4 of the Official Plan, the subject property is situated at the intersection of a Collector road, Derreen Avenue, and an Arterial (existing) road, Palladium Drive. Arterial roads serve as major transportation and infrastructure corridors within urban communities and villages. Just north of the site, accessible via Palladium Drive, is Highway 417 (Queensway), a limited-access highway designed for high-speed traffic that facilitates intra-city travel.

Schedule C4 - Urban Road Network, City of Ottawa Official Plan, 2022

Site Analysis – Adjacent Properties



The surrounding area provides a mix of zoning designations that allow for a variety of building heights and uses. There are various permitted heights on the neighbouring properties.

CM2 [2654] is 20 m

NMU [2653] & [2423] is 18 m

N3 B [2655] is 11 m and three storeys

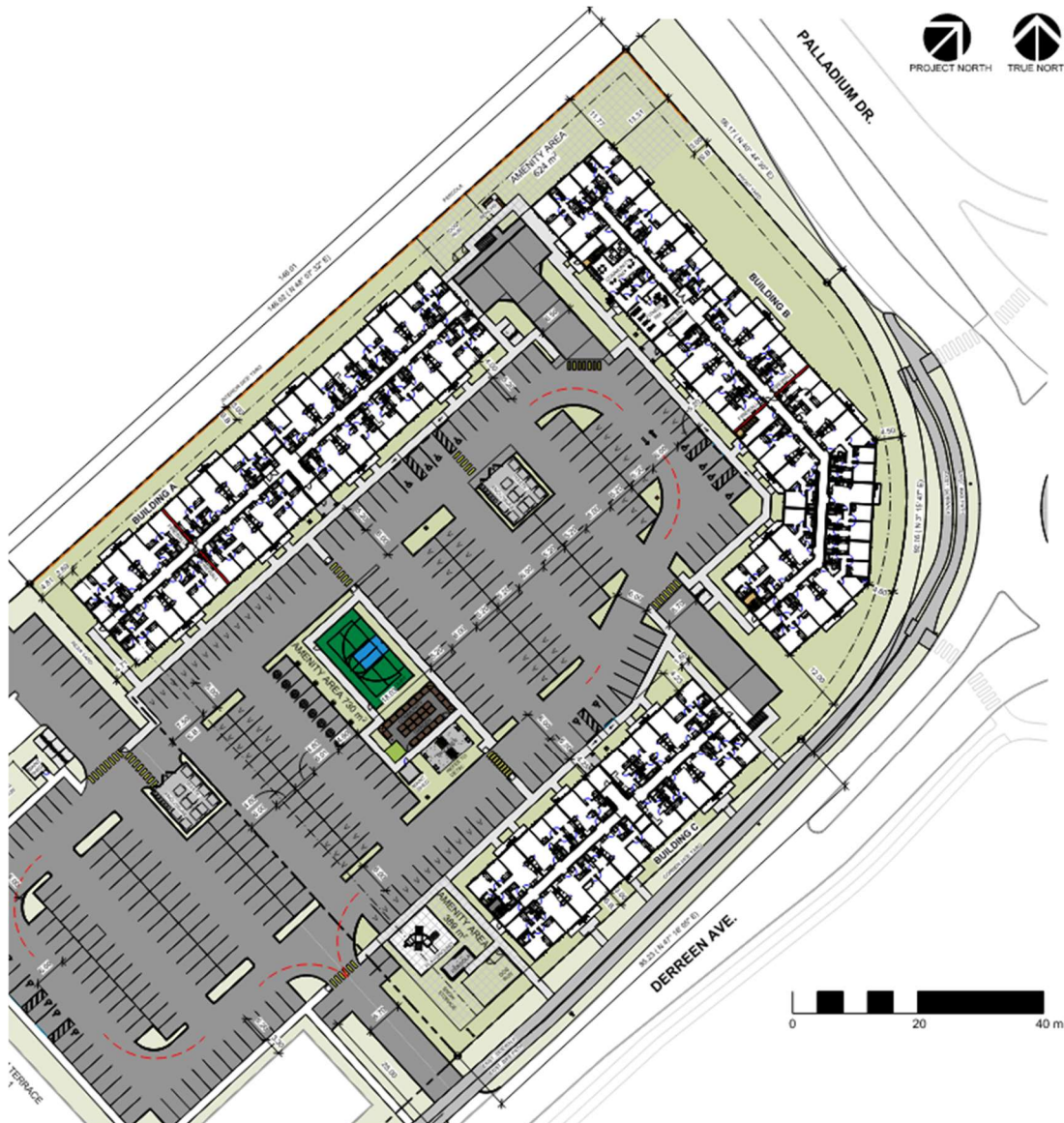
IM is 11 m within 20m of a residential zone or 22 m

- CM2 – Minor Corridor Zone 2
- NMU – Neighbourhood Mixed-Use Zone
- N3 B – Neighbourhood Zone 3
- IM – Mixed Industrial Zone

Note: Subject property zoning to be adjusted to CM2 Zone in a future Omnibus report.

4 Design

Proposed Development – Site Plan (Phase 2)



The proposed development features three 6-storey residential buildings comprising 304 units, with a mix of studio, 1-, 2-, and 3-bedroom options.

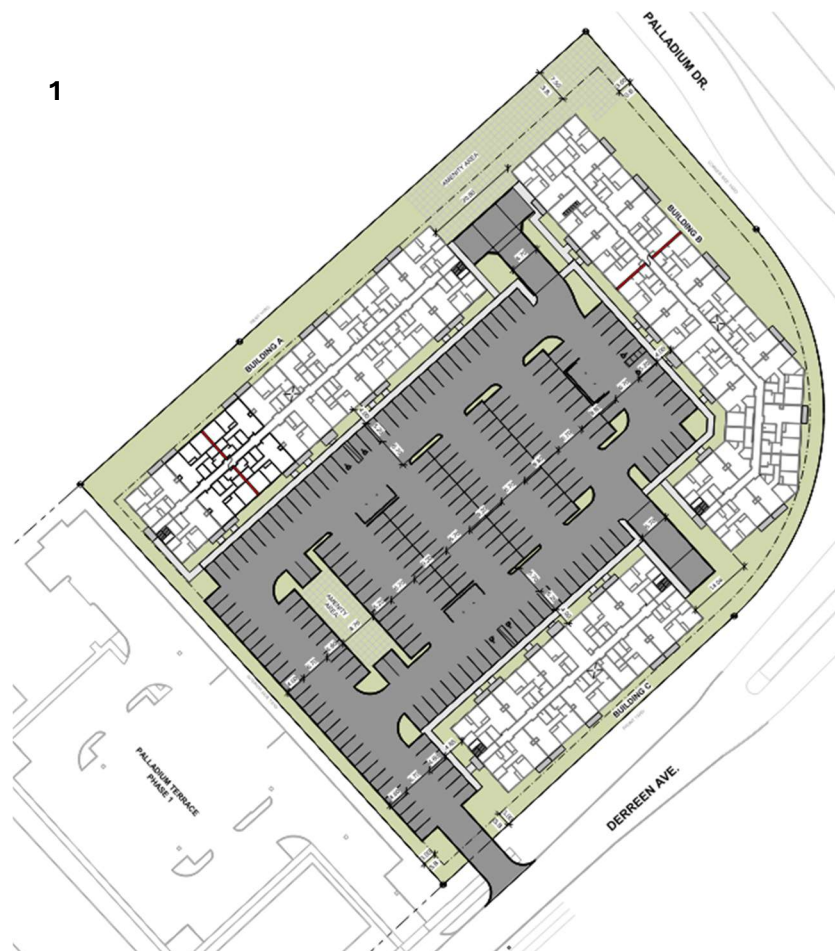
The building's layout and orientation consider the surrounding land use, showcasing a façade that faces both Derreen Avenue and Palladium Drive. The layout also builds on the Phase 1 site plan to make the two sites function as a single unified development.

Ground-floor units will include walkouts and internal walkways that connect to public sidewalks and bike paths.

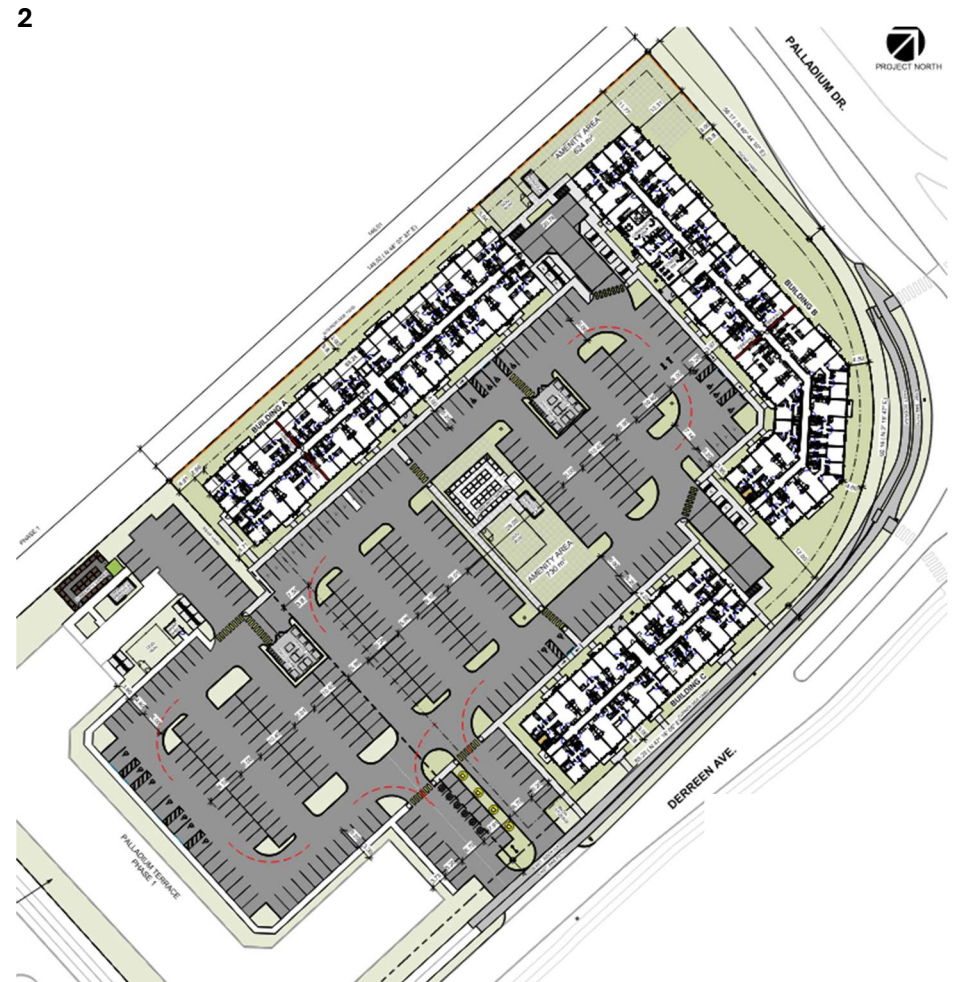
A Minor Variance application will be submitted to address a parking variance related to minimum resident parking requirements; however, no reduction is sought for visitor or accessible parking.

Design Evolution – Phase 1 and Phase 2 Site Plan Integration

The original development concept envisioned the Palladium Terrace Phase 2 site as a separate development with no connection to the Phase 1 site. During the first pre-consultation, City staff encouraged developing the two sites as a single cohesive site. As such, the division between the site was removed and the parking lot areas were connected and slightly re-arranged. Following the second pre-consultation, City staff requested the removal of the second access into the development that was originally in place for the Phase 2 development. The concept was revised the second access onto Derreen Avenue was removed, which created a large area which is now programed as an amenity space which includes a playground, covered seating, and a dog run.



Plan submitted for first pre-consultation (May 26, 2025)



Plan submitted for second pre-consultation (August 21, 2025)

Design Considerations

Bird-Safe Design Guidelines: The City of Ottawa adopted the Bird-Safe Design Guidelines in September 2020 to minimize the potential risks to birds during development process, including for site plan applications for mid-rise residential buildings. The guidelines strive to provide awareness and education to developers to address bird collisions with the built environment, promoting measures to avoid or reduce the risks to birds.

The following are aspects have been considered in the proposed development.

- Eliminated design traps such as glass passageways or corners that are invisible to birds. Designing landscaping to reduce the risk of collisions.

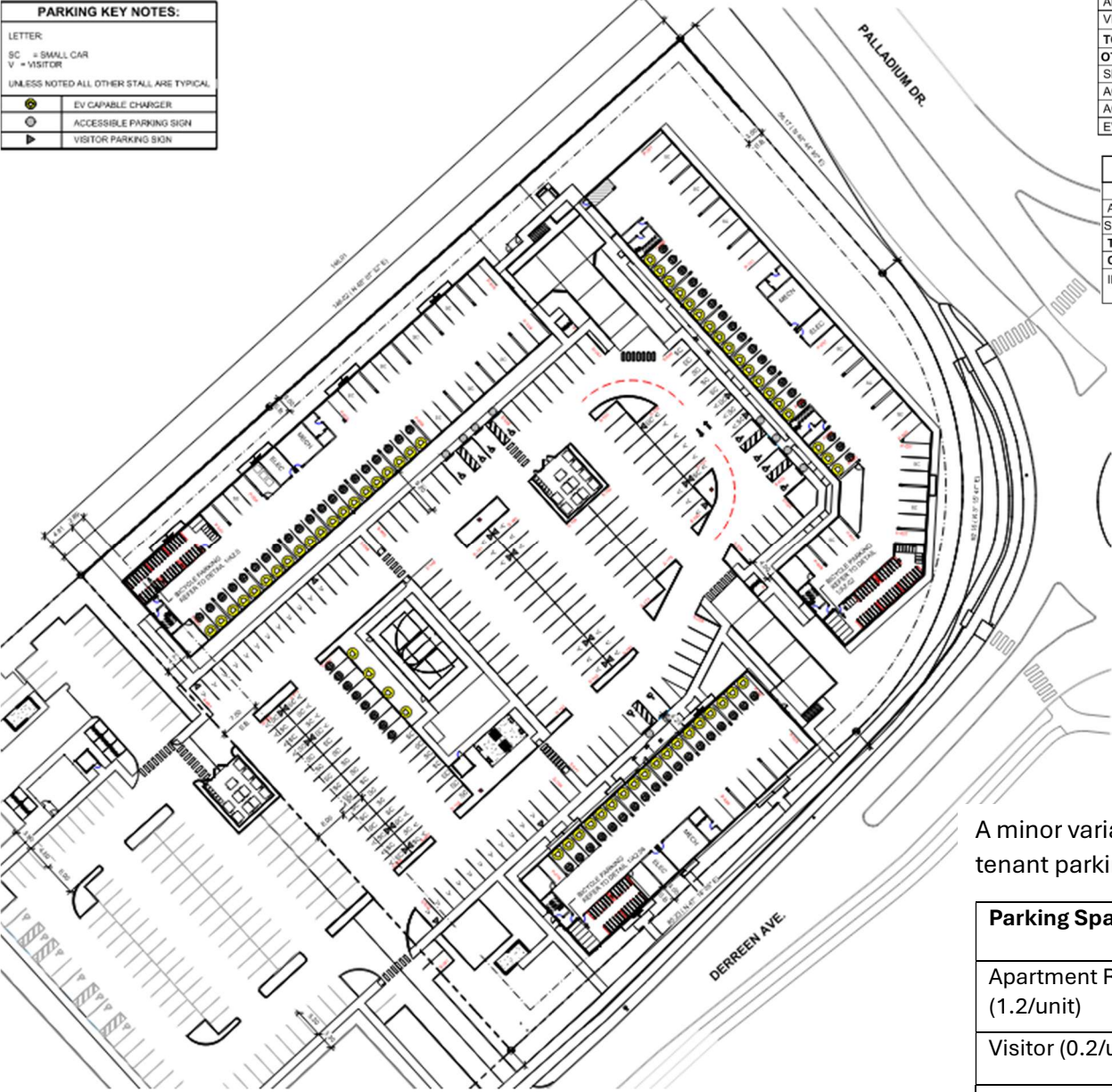
Sustainability: The proposal incorporates modern, innovative design and building technologies to create a sustainable and resilient structure that fosters high-quality reinvestment in this area of Ottawa. Key features include 62 EV-capable parking stalls and compliance with CMHC MLI Select energy efficiency standards, which ensure an increase in efficiency compared to the code reference building.

Additionally, the site is situated adjacent to a multiuse pathway and located within a short walking distance to the future transit stops at the Derreen Avenue/Culdaff Road intersection. Travel demand measures are detailed in the Traffic Impact Assessment prepared by Novatech. The development is also pursuing a minor parking variance for tenant stalls, which will encourage the use of alternative modes of transportation. Additionally, over 200 bicycle parking stalls will be provided to further encourage active transportation.

Building transition – to adjacent uses: There are low-rise residential uses to the west and further south. Parcels to the north and immediate south are currently undeveloped. No information is currently available about the future built form on the parcels to the immediate north and south. The Phase 2 development proposes a similar built form to the Phase 1 development. With building placement closer to Palladium Drive and the intersection of Derreen Ave and Palladium Drive and the undeveloped parcel to the north, the impact to the lower rise and lower density housing to the west will be minimal.

Proposed Development – Parking Plan

PARKING KEY NOTES:	
LETTER:	
SC	= SMALL CAR
V	= VISITOR
UNLESS NOTED ALL OTHER STALL ARE TYPICAL	
	EV CAPABLE CHARGER
	ACCESSIBLE PARKING SIGN
	VISITOR PARKING SIGN



VEHICULAR PARKING				
	REQUIRED	UNITS/AREA	REQUIRED	PROPOSED
APARTMENT - REGULAR	1.2 / UNIT	304	365	259
VISITORS	0.2 / UNIT	304	61	61
TOTAL PARKING STALLS			426	*320
OTHER PARKING PROVISIONS				
SMALL CAR	MAX 50%		MAX 158	68
ACCESSIBLE TYPE A			5	5
ACCESSIBLE TYPE B			5	5
EV CAPABLE	25%	304	64	64

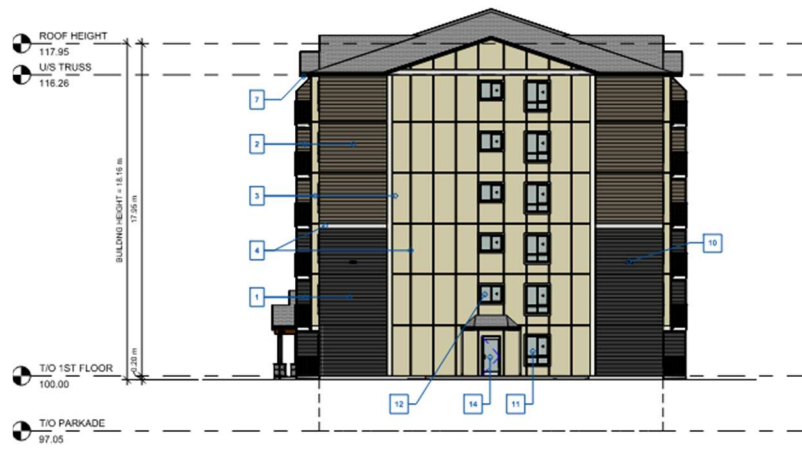
BICYCLE PARKING				
	RATE	UNITS/AREA	REQUIRED	PROPOSED
APARTMENT BUILDING	.75	304	228	228
SHORT TERM	1 PER 20 DU	304	16	16
TOTAL BICYCLE			244	244
OTHER BICYCLE PROVISIONS				
INCLUSIVE	5% ALL SPACES	-	12	12

Proposed development Parking Plan

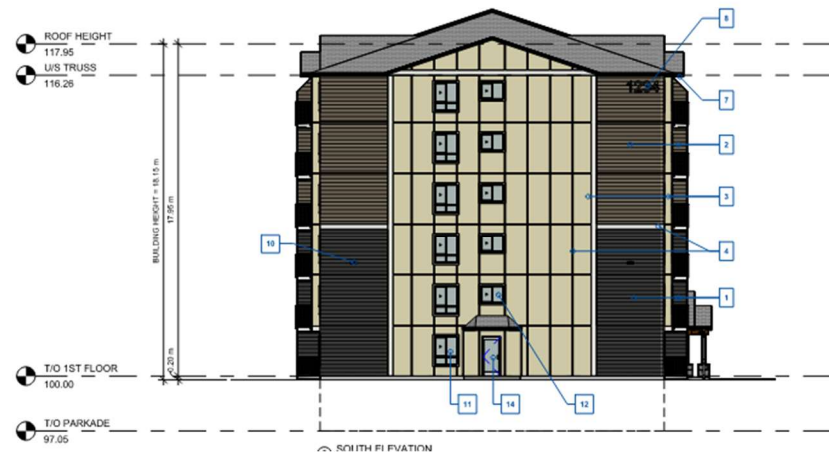
A minor variance is required with respect to on-site tenant parking stalls, as summarized in the table below.

Parking Spaces	Proposed	Required	Variance requested
Apartment Regular (1.2/unit)	259	365	106 stalls
Visitor (0.2/unit)	61	61	N/A
Total	320	426	

Proposed Development – Elevations – Building A



MATERIAL LEGEND			
1	PLANK - CEDARMILL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDARMILL (TIMBER BARK)	9	CULTURED STONE - TBD
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBD	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM



MATERIAL LEGEND			
	1 PLANK - CEDAR MILL (IRON GREY)		8 EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
	2 PLANK - CEDAR MILL (TIMBER BARK)		9 CULTURED STONE - TBC
	3 PANEL - SMOOTH (NAVAJO BEIGE)		10 LED WALL SCONCE
	4 TRIM - SMOOTH (ARCTIC WHITE)		11 WINDOW - SLIDER - WHITE
	5 TIMBER - STAIN TBD		12 WINDOW - FIXED - WHITE
	6 ALUMINUM RAILING - WELDED SYSTEM - BLACK		13 PATIO DOOR - SLIDER - WHITE
	7 3 PANEL CLASSIC SOFFIT - WHITE		14 ENTRY DOOR - SWING - ALUMINUM

Proposed Development – Elevations – Building B



MATERIAL LEGEND			
1	PLANK - CEDAR/MILL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDAR/MILL (TIMBER BARK)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBC	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM



① SOUTH ELEVATION
1:140

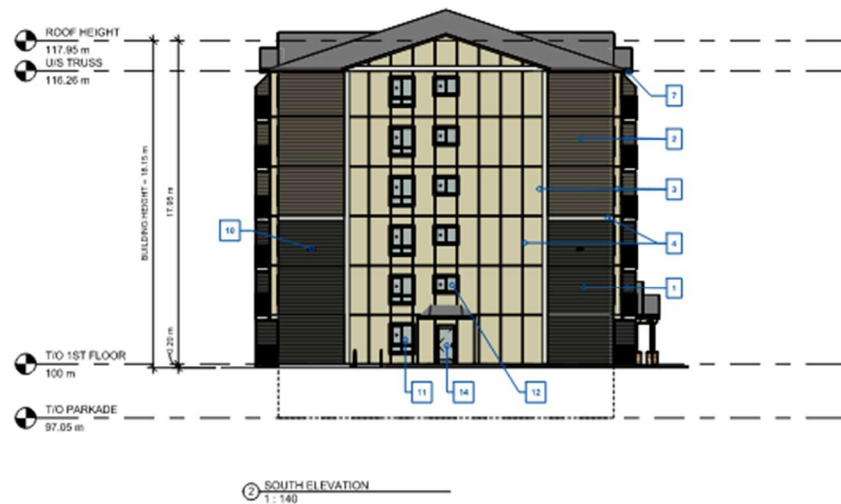


MATERIAL LEGEND			
1	FLANK - CEDARMILL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	FLANK - CEDARMILL (TIMBER BARK)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBO	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM

Proposed Development – Elevations – Building C

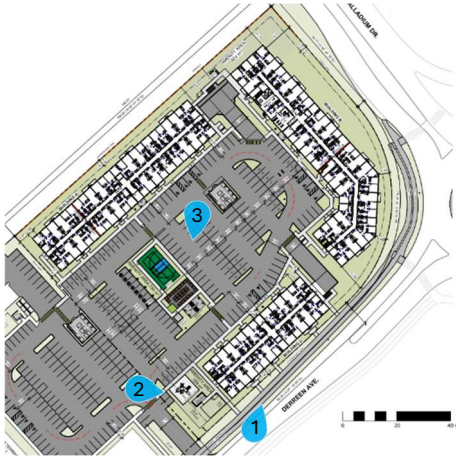


MATERIAL LEGEND			
1	PLANK - CEDARVELL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDARVELL (TIMBER BARK)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (MILWAUKEE BEIGE)	10	LED WALL SCORING
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBC	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC BOFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM



MATERIAL LEGEND			
1	PLANK - CEDARWILL (IRON GREY)	8	EASY TORA / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDARWILL (TIMBER BARR)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TSD	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM

Proposed Development – Renderings



Proposed Development – Renderings

