

Subject: Zoning By-law Amendment - 6173 Renaud Road

File Number: ACS2023-PRE-PS-0025

Report to Planning and Housing Committee on 27 February 2023

and Council 8 March 2023

**Submitted on February 14, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

Contact Person: Shoma Murshid, Planner 2, Development Review East

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Ward: Orléans West-Innes (2)

Objet : Modification du Règlement de zonage – 6173, chemin Renaud

Dossier : ACS2023-PRE-PS-0025

Rapport au Comité de la planification et du logement

le 27 février 2023

et au Conseil le 8 mars 2023

**Soumis le 14 février 2023 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

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Quartier : Orléans-Ouest-Innes (2)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 6173 Renaud Road, as shown in Document 1, from Development Reserve to Residential Fourth Density, Subzone M, Exception XXXX (R4M-XXXX) to permit 24 dwelling units (back-to-back stacked dwellings and back-to-back townhouse dwellings) in a planned unit development..
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of March 8, 2023, subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil municipal d’approuver la modification à apporter au *Règlement de zonage* n° 2008-250 pour le 6173, chemin Renaud, comme l’indique la pièce 1, afin d’autoriser l’aménagement de 24 habitations en rangée dos à dos et logements superposés en rangée dans un complexe immobilier planifié, selon les modalités précisées dans la pièce 2.
2. Que le Comité de la planification et du logement approuve l’intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l’aménagement du territoire* à la réunion tenue par le Conseil municipal le 8 mars 2023 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

6173 Renaud Road

Owner

George Elias

Applicant

Peter Hume/Alison Stirling (HP Urban Inc.)

Description of site and surroundings

The subject property is in Orleans, between Renaud Road and Trailsedge Way within the East Urban Community. The closest intersection is Penency Terrace and Renaud Road, to the east. The site is approximately 0.34 hectares in area. To the north, east, west, and south of the subject site, residential uses of varying densities exist.

Summary of Proposal

The applicant has submitted a Zoning By-law amendment to permit the development of 16 back-to-back stacked dwelling units, and eight back-to-back townhouse dwelling units on the subject site (24 units). The development is considered a Planned Unit Development (PUD) for zoning purposes. Units will be contained within two buildings, as shown in Concept Plan (Document 3).

The proposed height for the stacked dwellings along Renaud Road is approximately 11.88 metres and 9.5 metres along Trailsedge Way. A total of 29 parking spaces are proposed, five of which will be assigned for visitor parking, as required by the Zoning By-law and two of which, are designed as accessible spaces, as required by the Traffic and Parking By-law. Twenty bicycle parking spaces are provided and distributed throughout the site.

Current and Proposed Zoning

The site is currently zoned Development Reserve (DR). The purpose of the DR zone is to recognize lands intended for future urban development in areas designated General Urban Area and Developing Communities *or* Neighbourhoods in the Official Plan. The applicant is proposing to rezone the entire site to Residential Fourth Density, Subzone

M, Exception XXXX (R4M-XXXX) for the development of 24 residential units, within two separate buildings. This subzone permits planned unit developments, apartment dwelling, low-rise, stacked and non-stacked townhouse dwellings. The exception is required to allow one parking space per residential unit for its occupants, whereas the current Zoning By-law requires 1.2 spaces per unit for stacked dwelling units.

A Site Plan Control application has been submitted (D07-12-20-0094) for this proposal.

Staff Recommendation

Planning staff recommend approval of the Zoning By-law amendment at 6173 Renaud Road to permit residential uses on the property. The rationale for supporting the Zoning By-law amendment includes:

- The proposal aligns with the Council-approved Official Plan and Phase 1 of the East Urban Community Plan.
- Compatibility with the character of the existing newer development within the immediate area.
- The performance standards (height, setbacks, amenity area) for the proposed typologies are similar in nature and can co-exist within a neighbourhood that is predominantly zoned R3Y.
- The exception being sought is reducing the parking requirement from 1.2 to 1 space per stacked dwelling unit for its resident, whereas the visitor parking rate will remain unchanged (i.e. 0.2 spaces per residential unit), within an area that is approximately 740 metres away from Chapel Hill's Bus Rapid Transit (BRT) Station, a future Grade-Separated Transitway.
- Proposed zoning allows for a broad mix of residential uses to permit a diverse community.
- Sufficient servicing capacity exists to support the proposed development.
- The addition of 24 residential units will have minimal impact on the existing road network.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. City staff received over 75 written comments in response to the concurrent notice for the Zoning By-law amendment and Site Plan Control application. The majority opposed the project's scale, massing, compatibility, and density. Concerns over increased traffic were also expressed. A formal City-organized public information session was held via Zoom on August 31, 2020. The applicant, landowner, Councillor Laura Dudas, Bradley Estates Community Association and approximately 100 people were in attendance. A summary of the public comments and staff responses have been provided in document 4.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

The site is identified as 'Neighborhood' on Schedule B8 – Suburban (East) Transect. Below is a summary of core Suburban Transect and Neighbourhood policies that support the proposed development:

Suburban Transect Policies (Section 5.4)

- Recognizes suburban built form while supporting evolution towards a 15-minute neighbourhood.
- Supports the introduction of higher-density, mixed-use urban environments at strategic locations, close to rapid transit stations.
- Where the lot fabric can provide a suitable transition to abutting Low-rise areas, intensification within the height cap of four storeys may be permitted.

Neighbourhood Policies (Section 6.3)

- Permitted building heights in Neighbourhoods shall be low-rise.
- The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including a full range of low-rise housing options.

Other applicable policies and guidelines

The site is designated 'Neighbourhood' in the East Urban Community – CDP for the Phase 1 Area, which when redeveloped, is meant to achieve medium or low density and:

- Provide a range of housing types and tenures to accommodate different types of family structures over time.
- Vary the character and type of dwellings within each development block to ensure visual diversity by designing blocks with street towns and stacked dwelling to ensure variation in the facades.
- Have buildings that are oriented to front onto public streets with principal entries that are clearly visible from the streets.
- Ensure the orientation and placement of windows to not disrupt the privacy of residents in adjacent buildings.
- Not impinge on appropriate access to light, views, and privacy for existing and proposed buildings.
- Ensure that parking areas do not dominate street fronts.

Planning rationale

Planning staff are recommending approval of the proposed residential development because it achieves policies in the Council-approved Official Plan and East Urban Community CDP. The proposal provides residential intensification in proximity to a future BRT station. The typology proposed remains low-rise, which is desirable on lands designated Neighbourhood in the OP and in the CDP.

The proposed built form fits the surrounding context. The change to the zoning will permit modest increases in density while ensuring appropriate heights and setbacks that are in keeping with the surrounding community. Finally, the applicant has worked with staff to reduce the proposed density and has revised its site plan so that the lower, back-to-back townhouse dwelling block faces the low-rise residential neighbourhood whereas the back-to back stacked dwelling block, with its higher elevation, is now proposed along Renaud Road. The applicant has also relocated and provided additional screening of the refuse and recycling by placing them within earth bins and within a shed, further away from the back yards of the adjacent residential properties.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications related to this report.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the recommendations contained within this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

This proposal is for rental residential units to be added to the housing stock. As this is a private site where the landowner wishes to develop townhouse dwellings within a planned unit development on a private way, the development will not comply with accessibility.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0054) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1: Location Map

Document 2: Details of Recommended Zoning

Document 3: Site Concept

Document 4: Proposed Elevations

Document 5: Consultation Details

CONCLUSION

Planning staff recommend approval of the Zoning By-law amendment at 6173 Renaud Road. The proposal aligns with the Council-approved Official Plan and East Urban Community Plan.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.




Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com)

The subject property is in Orleans, between Renaud Road and Trailsedge Way within the East Urban Community.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-20-0054	23-0059-X	6173 chemin Renaud Road	
I:\CO\2023\Zoning\Renaud_6173		 Area A to be rezoned from DR to R4M[XXXX] Le zonage du secteur A sera modifié de DR à R4M[XXXX]	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>			
<small>©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2023 / 01 / 19			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 6173 Renaud Road:

1. Rezone the lands as shown in Document 1, from DR to R4M[XXXX]
2. Amend Section 239, Urban Exceptions by adding a new exception, XXXX, with provisions similar in effect to the following:
 - a. In Column II, add the text, “R4M[XXXX]”

- b. In Column IV, add the text:

“Rooming House, Retirement Home, Retirement Home, converted, & Apartment Dwelling, low-rise”

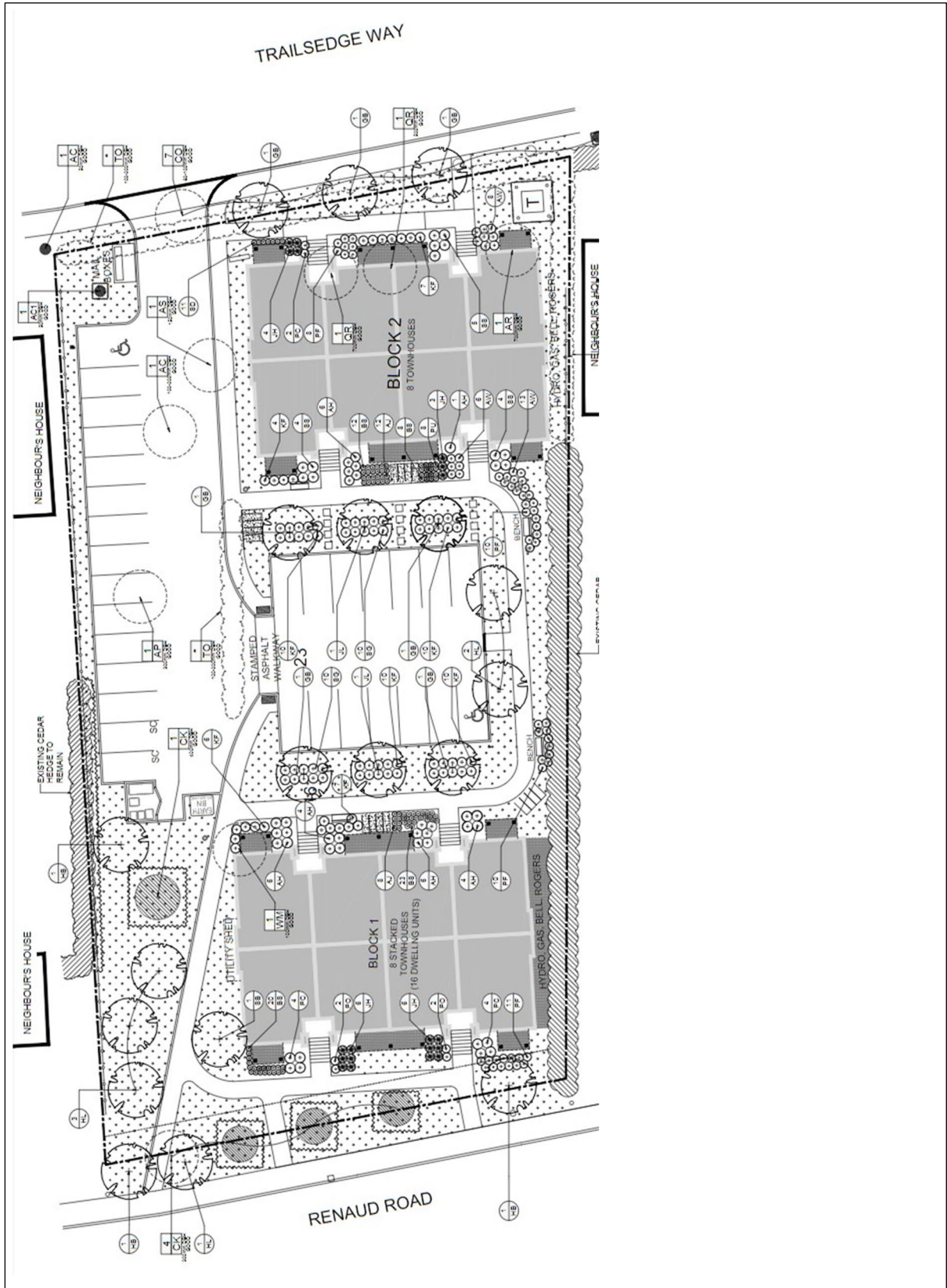
- c. In Column V, add the text:

Stacked dwellings are only permitted within 30 metres of Renaud Road

For a PUD of ‘stacked dwellings’ and ‘townhouse dwellings’:

- i. Despite Table 101, the minimum required resident parking for stacked dwelling is 1.0 per residential unit

Document 3 – Site Concept



Document 4 – Proposed Elevations



Elevation on Renaud Road



Elevation on Trailsedge Way

Document 5 - Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. City staff received over seventy-five written comments in response to the concurrent notice for the Zoning By-law amendment and Site Plan Control application. The majority oppose the scale, massing, compatibility, density and traffic impacts related to the proposal. A formal City-organized public information session was held via Zoom on August 31, 2020. The applicant, landowner, Councillor Laura Dudas, Bradley Estates Community Association and approximately 200 were in attendance. Below is a summary of the resident comments, concerns and the corresponding City responses:

Public Comments and Responses

Comment: The density proposed is too much.

Response: The unit count is reduced to 24 units from 32 and, units per hectare (uph), has been reduced to 70.59.

Comment: The proposed design and materials of the buildings does not match or complement the aesthetic design of the existing newer neighborhoods within its direct vicinity.

Response: The elevations have been revised to improve the aesthetic design and complement the existing residential neighbourhood.

Comment: Added traffic will make Trailsedge Way less safe for the current multi-modes of travel (various aged and abled pedestrian, bicycle, vehicular, etc.) and exacerbate the existing traffic congestion experienced on Renaud Road and Penency Terrace during peak periods.

Response: The traffic generated from this site will have a nominal effect on the existing local residential right of way (Trailsedge Way) traffic and multi-modes of travel patterns. It is also the City's preference that the main access remain on Trailsedge Way with no vehicle access to Renaud Road.

Comment: The loss of the mature cedar hedges, which are partly rooted and owned on the subject site and adjacent sites will increase infringement on the privacies and enjoyment of the existing resident's private outdoor spaces

Response: The landscape plan has been revised to retain the existing cedar hedges.

Comment: The garbage/refuse system ought to abut the proposed building itself and not be proposed along shared property lines with low density residential homes' private outdoor yards – spaces currently used and enjoyed.

Response: The garbage system has been revised and earth bins with low shrubbery surrounding it have been introduced on-site, further away from the adjacent residential yards, whereas the recycling enclosure is now within a shed. Refuse is now located in the side yard, between the adjacent residential property and not within the spaces designed to be enjoyed by residents.

Comment: The height of the proposed buildings is one storey too high and will tower over the existing established height of the existing adjacent/abutting newer residential uses.

Response: The proposed height of the back-to-back stacked dwelling block (Block 1) along Renaud Road is just under 12 metres whereas the back-to-back townhouse block that fronts Trailsedge Way is proposed to be under 10 metres in height.

Community Organization Comments and Responses

The Bradley Estates Community Association's (BECA's) comments:

- Recognizes the need for and welcomes more diverse housing options in the area.
- Echoes the community's concerns regarding the introduction of a higher density development along and around Renaud Road, as there is ongoing lack of infrastructure and amenities in our neighbourhood. There are no commercial amenities, poor public transit service, particularly to the LRT stations and employment areas in Orleans, and with an underlying substandard road network subject to high volumes of cut-through traffic on Renaud Road [1] and the local collectors that feed onto it, proposals for higher-density developments which would otherwise be welcomed within the community, are currently unappealing
- There are no plans for infrastructure improvement on the horizon.
- Until the traffic volume, noise levels, the lack of safe access to bus stops (such as on Navan Road), and the lack of safe cycling and pedestrian infrastructure issues are addressed, there will be strong opposition to high density developments along this two-lane collector.

- Community is heavily dependent on vehicles.
- Lack cycling and pedestrian infrastructure to access commercial and employment locations.
- Any further R4 zoning would be more appropriate along the transit corridor. The proposal at 6173 Renaud Road is next to an already large R4 development and a few hundred meters away from another R4 zoning proposal (D02-02-19-0112), as well as an R4 development that is underway on Rolling Meadow behind the site proposed for D02-02-19-0112. The community agrees that more R4 zoning along Renaud Road would be excessive given the major traffic congestion.
- Also, Bradley Estates and Trailsedge noticeably lack trees because of the marine sensitive clay soils, utility planning (i.e. Saddleridge), and inadequate boulevards between sidewalks and roads (i.e. Renaud Road with a 1.2 meter boulevard), and inadequate lot setbacks (throughout). The site of the proposed development will create the loss of multiple mature and healthy trees.
- Residents on the neighbouring streets (Trailsedge, de La Melodie, Contour, Morningstar) are also concerned of the impact that this development will have on street parking which is already problematic, as the proposal for only 40 parking spots is inadequate for 32 units for a vehicle-dependent area. There are concerns about increased traffic along Trailsedge Way and possibly Contour and Page Road. Increased traffic and parking on the quiet side streets will be detrimental to the safety of the many children in the area. The proposed access is off of Trailsedge Way, a local residential road, rather than off Renaud Road which is closer to the Navan intersection where there are fewer homes that would be impacted. However, even a Renaud Road access would be impacted by the severe levels of traffic on Renaud Road during am and pm peak hours.

Response: Refer to earlier responses, which address concerns raised by the BECA.