

**Subject: Zoning By-law Amendment – 6208 Renaud Road**

**File Number: ACS2024-PDB-PS-0093**

**Report to Planning and Housing Committee on 9 October 2024**

**and Council on 16 October 2024**

**Submitted on September 27, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Lucy Ramirez, Planner, Development Review East**

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**Ward: Orléans South-Navan (19)**

**Objet : Modification au Règlement de zonage – 6208, chemin Renaud**

**Dossier : ACS2024-PDB-PS-0093**

**Rapport au Comité de la planification et du logement**

**le 9 octobre 2024 et au Conseil le 16 octobre 2024**

**Soumis le 27 septembre 2024 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale des services de la planification, de  
l'aménagement et du bâtiment**

**Personne ressource : Lucy Ramirez, Urbaniste, Examen des demandes  
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**Quartier : Orléans-Sud-Navan (19)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 6208 Renaud Road as shown in Document 1, to permit a low-rise apartment building, as detailed in Document 2.
2. That Planning and Housing 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 October 16, 2024," 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 d'approuver une modification du *Règlement de zonage* (n°2008-250), visant le 6208, chemin Renaud, terrain représenté dans le document 1, pour autoriser l'aménagement d'un immeuble résidentiel de faible hauteur, selon les modalités précisées dans le document 2.
2. Que le Comité de la planification et du logement donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 16 octobre 2024», sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## BACKGROUND

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

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

Site location

6208 Renaud Road

**Owner**

Marissa Brisebois and Mathieu Brisebois

**Applicant**

NOVATECH, Attn Jordan Jackson and Steve Pentz

**Description of site and surroundings**

The site is in the Chapel Hill South community, which is characterized by a mix of low-rise residential uses and complementary neighbourhood amenities, including parks and schools. The site is a rectangular-shaped parcel situated on the south side of Renaud Road between Mullin Private to the west and Glenlivet Avenue to the east. Renaud Road is a collector road that runs mostly west to east for approximately seven kilometres. Some segments of Renaud Road have a rural style cross-section (shoulder and ditch) while others have an urban cross section. Per the [15-Minute Neighbourhood Baseline Report](#) (2021), the site has moderate access to services and amenities, and a moderate pedestrian environment score (see, Map A8-7).

The site is large with an area of 1,430 square metres, and approximately 33 metres of frontage along Renaud Road. An existing detached dwelling is located to the east of the site, and a planned unit development with six low-rise apartments and six stacked townhouse is located to the west and south. On the subject property there is a detached dwelling on municipal services, a detached garage, and an accessory structure.

**Transit Context**

Bus route 34 Blair – Renaud Road provides all day transit service to and from Blair Station seven days a week. There are missing links in the walking network to and from the bus stops located approximately 500 metres away. Bus route 32 Blair-Chapel Hill provides all day transit service to and from the Blair Rapid Transit Station five days a week, and there is no weekend service. There are sidewalks to and from these bus stops approximately 100 metres away. In the future, the [Cumberland Transitway](#) will provide bus rapid transit (BRT) links to light rail transit (LRT) and Innes Road, per [Schedule C2 - Transit Network \(Ultimate\)](#) of the Official Plan. The Chapel Hill Park and Ride is the nearest BRT station on the proposed Cumberland Transitway, which is identified in the City's Transportation Master Plan for implementation post 2031. The Chapel Hill Park and Ride is within a 900-metre radius of the site, see Document 3. In general, the Official Plan equates a walking time of 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.

## **Summary of proposed development**

The existing dwelling is proposed be demolished in order to accommodate a low-rise apartment with eight units (two-bedrooms) and a parking lot in the rear yard, see Document 4. A low-rise apartment is the highest density dwelling that will be permitted by the proposed zoning. A second option concept plan was also submitted showing a semi-detached dwelling on the western part of the site and the retention of the existing dwelling on the eastern portion of the lot. The driveway will need to be relocated to accommodate this proposal. To proceed with the second concept an application would need to be filed with the Committee of Adjustment in the future to create a lot for the semi-detached dwelling.

Provincial legislation, Bill 23, prohibits municipalities from imposing Site Plan Control on residential buildings containing ten dwelling units or less.

## **Summary of requested Zoning By-law amendment**

The purpose of the Zoning By-law Amendment application is to rezone the subject property from Development Reserve (DR) to Residential Fourth Density Subzone ZZ Urban Exception XXXX (R4ZZ [XXXX]) to permit the construction of a low-rise apartment building with eight units and a parking lot in the rear yard. A purpose of the DR zone is to recognize lands intended for future urban development and limit the range of permitted uses to those which will not preclude future development options. A purpose of the Residential Fourth Density Zone is to allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendment applications. No comments were received from the public, four people requested to be notified of the public meeting and of Council's decision.

### **Official Plan designation(s)**

The property is in the [Suburban Transect](#), and is designated [Neighbourhood](#) per Schedule [A](#) and [B8](#) of the Official Plan (2022). In Neighbourhoods a mix of building forms and densities are permitted. Below is a summary of Official Plan objectives and/or policies that support the proposed development:

- Section 3 explains the City's growth management framework and the policies in this section identify the urban area and villages as the focus of growth and development.
- An objective of the Official Plan is to enable greater flexibility and an adequate supply and diversity of housing options throughout the city (Section 4.2.1). The housing policies encourage a range of housing options across all neighbourhoods and promote missing middle housing forms. In Ottawa's context, missing middle housing generally refers to low-rise, multiple unit infill residential development of between three and sixteen units.
- An objective of the Official Plan is to recognize a suburban pattern of low-rise built form and site design while supporting an evolution towards 15-minute neighbourhoods (Section 5.4). Suburban built form characteristics include moderate front yard setbacks focused on soft landscaping and generous spacing between buildings. In 15-minute neighbourhoods there is a smaller proportion of detached housing and a greater proportion of higher density ground-oriented housing.

### **Other applicable policies and guidelines**

The Property is within the limits of the [East Urban Community Phase 1 Community Design Plan \(CDP\)](#), where the property is identified as "Existing Residential". No major changes were anticipated to the existing residential dwellings along Renaud Road. However, redevelopment was expected over time, intensification through infilling takes advantage of existing urban services. A density of 56 residential units per net hectare is being proposed (eight units ÷ 0.1434 hectare), which per the Demonstration Plan would be considered high-density development.

The CDP Demonstration Plan sets out the location and forms of housing based on access to planned services and amenities, density targets, servicing, and soil conditions. Based on the [15-Minute Neighbourhood Baseline Report](#), the site has moderate access to services and amenities. Per the Official Plan, the target residential density range for intensification in the suburban transect is 40 to 60 dwellings per net hectare. An assessment of public services was completed for the rezoning application and based on a preliminary analysis the existing municipal infrastructure in Renaud Road should have adequate capacity to service the eight-unit residential development<sup>1</sup>. Soils studies done to support the CDP noted that higher density units were likely not

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<sup>1</sup> Proposed Residential Development 6208 Renaud Road Assessment of Adequacy of Public Services Report, prepared by Novatech dated June 13, 2023, revised June 28, 2024.

feasible because of soil conditions, predominately sensitive marine clay with some overlain sand. A geotechnical investigation was done and concluded that from a geotechnical perspective the subject site is suitable for the proposed development<sup>2</sup>. It was recommended that preliminary and detailed grading, servicing and structural plan(s) be reviewed from a geotechnical perspective. Further, for the foundation design the data provided in the geotechnical investigation would be applicable, and a material testing and observation services program is required.

The subject property is within 500-metres of a waste disposal facility. Per the EUC Phase 1 CDP, all development applications within 500-metres of a waste disposal facility require a study to demonstrate that there is no impact on the proposed use or continuing landfill operation (CDP, section 4.4)<sup>3</sup>. A study concluded that the waste disposal facility will not have any adverse effects on the subject lands and proposed development, nor will the landfill pose any risks to human health and safety<sup>4</sup>.

### **Planning rationale**

Planning staff are recommending approval of the proposed residential development because it achieves policies contained in the Official Plan (2022). The proposal furthers the goal of enabling greater flexibility and an adequate supply and diversity of housing options throughout the city. The proposed site development achieves the growth management policies of Section 3 and the housing policies of section 4.2 of the Official Plan, respectively. The zoning amendment recognizes a suburban pattern of low-rise built form and site design and promotes the provision of missing middle housing.

### **Details of Proposed Zoning**

The proposed Zoning By-law Amendment will rezone 6208 Renaud Road, as shown as Area A in Document 1, from DR to R4ZZ[XXXX] to permit a low-rise apartment with eight units and a parking lot, as detailed in Document 2. Staff are recommending additional exceptions that will alter required setbacks, eliminate narrow lots for townhouse dwellings, and apply to the front yard.

Exception (i) requires a larger front yard setback to provide space for trees, tree planting setbacks are quite restrictive on this site due to the soil conditions, sensitive clay.

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<sup>2</sup> Geotechnical Investigation Proposed Residential Development 6208 Renaud Road Ottawa, ON, prepared by Paterson Group dated January 8, 2024.

<sup>3</sup> Per the Official Plan (2022), land within three kilometres of an operating Solid Waste Disposal Site boundary is within the influence area of the site and requires a study (section 10.1.7). New lot creation within the influence area requires a notice on title to ensure the impacts of the operating Solid Waste Disposal Site are provided.

<sup>4</sup> Landfill Impact Assessment 6208 Renaud Road Ottawa, ON, prepared by Paterson Group dated August 28, 2024.

Exception (ii) and (iii) eliminate narrow 6 metres lots for townhouse dwellings. Lot size is the product of lot width multiplied by lot depth so there is a relationship between lot width and lot size. When lots become narrower and front yards become smaller it is more challenging to maintain the street's character of landscaped yards and accommodate all the uses typically included in a front yard.

Exception (iv) standardizes the interior side yard setback requirements for detached, linked detached and other multiple unit dwelling types.

Exception (v) eliminates the less restrictive rear yard setback that applies when the rear lot line abuts the interior side lot line of an abutting lot, as the suburban transect is characterized by generous spacing between buildings and lower lot coverage.

Exception (vi) increases the required interior side yard setback applicable to low-rise apartment dwellings and stacked dwellings when the side lot line abuts a zone that does not permit that dwelling type.

Exception (vii) standardizes the interior side yard setbacks applicable to long semi-detached dwellings and aligns the interior side yard setback with the required minimum width of a flagpole.

Staff adapted exception (viii), (ix), (x), (xi), and (xii) from the infill provision that went to Council on [October 14, 2020](#) (item ten). The provisions included require an aggregated area for soft landscaping and that space be provided between side-by-side driveways. Further, on lots narrower than 10 metres where there is a driveway no walkway is permitted to the right-of-way. Lastly, where a driveway and a walkway are permitted to extend to the right-of-way, the walkway needs to be separated from the driveway by soft landscaping, this is to discourage the encroachment of parking on walkways.

### Servicing

The proposal will be serviced by municipal water, sanitary and stormwater. Staff were provided a sufficient amount of detail in the Zoning By-law Amendment to evaluate that the site could be adequately serviced by municipal services. Staff are satisfied that the existing sanitary sewer on Renaud Road has sufficient capacity to convey the projected post-development flows from the proposed site development. There is also an adequate municipal water supply to support the proposed water demand. The preliminary on-site stormwater management design was reviewed based on the limited detail provided in the reporting. There is currently a deep municipal storm sewer in Renaud Road and the reporting notes that it is feasible to connect to the existing sewer. However, there are increased costs and risks associated with connections to deep sewers when dealing with challenging soils, which are characteristic of this area – sensitive clay soils and a

high groundwater table. At the detailed design stage, the proposed servicing options will be reviewed, such as the connection(s) to deep infrastructure versus installation of a higher-level sewer. The latter would require a development agreement and MECP Environmental Compliance Approval.

### **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.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Catherine Kitts provided the following comments:

This proposed infill development represents a shift in our community's housing density and urban planning, influenced by recent provincial changes and the incoming new Zoning by-law. Initially proposed as R2 for semi-detached units with secondary dwellings, the site has since transitioned to R4 following the introduction of Bill 23. This legislation now allows for up to three units on urban-serviced lots, effectively increasing the density that can be accommodated. While I was not initially in favour of switching to R4, the legislative context has changed, and I remain committed to ensuring that this development respects our community's character and context.

My priority is to ensure that this development integrates properly in Bradley Estates, and I would like to note a few key changes that have been made:

1. The relocation of the paved driveway. The second concept plan shows a driveway relocated to the east interior side yard which would create a buffer to existing residential.
2. Increased setbacks. R4ZZ, as it stands, is too permissive for suburban settings, particularly when the rear lot line abuts an interior side yard. In response, the planner has proposed increasing the rear yard setback from 3 metres to 6 metres, which I believe is a necessary step to maintain adequate separation between the La Crème condos at the rear of the parcel.
3. Additional space for tree planting.

### **ADVISORY COMMITTEE(S) COMMENTS**

N/A



## **LEGAL IMPLICATIONS**

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

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with this report.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

Accessibility will be reviewed through the Building Permit process.

## **ENVIRONMENTAL IMPLICATIONS**

A Phase 1 Environmental Site Assessment (ESA) was completed for the subject property. A Phase 1 ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site. The Phase 1 ESA identified no concerns with the historical use of the property and determined a Phase 2 ESA was not required.

A tree information report was done that identified six trees on the property, all are protected. In the inner and suburban areas of the city, all privately owned trees 30 cm in diameter or greater are protected. Removal of private trees of this size requires a tree removal permit. The Geotechnical Investigation identifies tree planting restrictions, so the zoning is requiring a larger front yard setback to provide space for trees. There are also overhead wires in the right of way that will further restrict tree planting on the site.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more liveable for all. Specifically, the objective of increasing housing supply and supporting intensification.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-23-0053) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexities of the sensitive marine clay, and the proximity to the Waste Management Disposal Facility required a study for review and acceptance by the city.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map / Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Aerial Images

Document 4 Concept Plans

## **CONCLUSION**

Planning Staff recommend approval of the Zoning By-law Amendment at 6208 Renaud Road as the proposal aligns with the Official Plan (2022).

## **DISPOSITION**

Planning Operations, Planning Services to undertake the statutory notification.

Office of the City Clerk, Council and Committee Services to notify the (1) owner; (2) applicant; (3) Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; (4) Krista O'Brien, Program Manager, Property Assessment and PILTS, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Planning, Development and Building Services will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

# Document 1 – Location Map / Zoning Key Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)

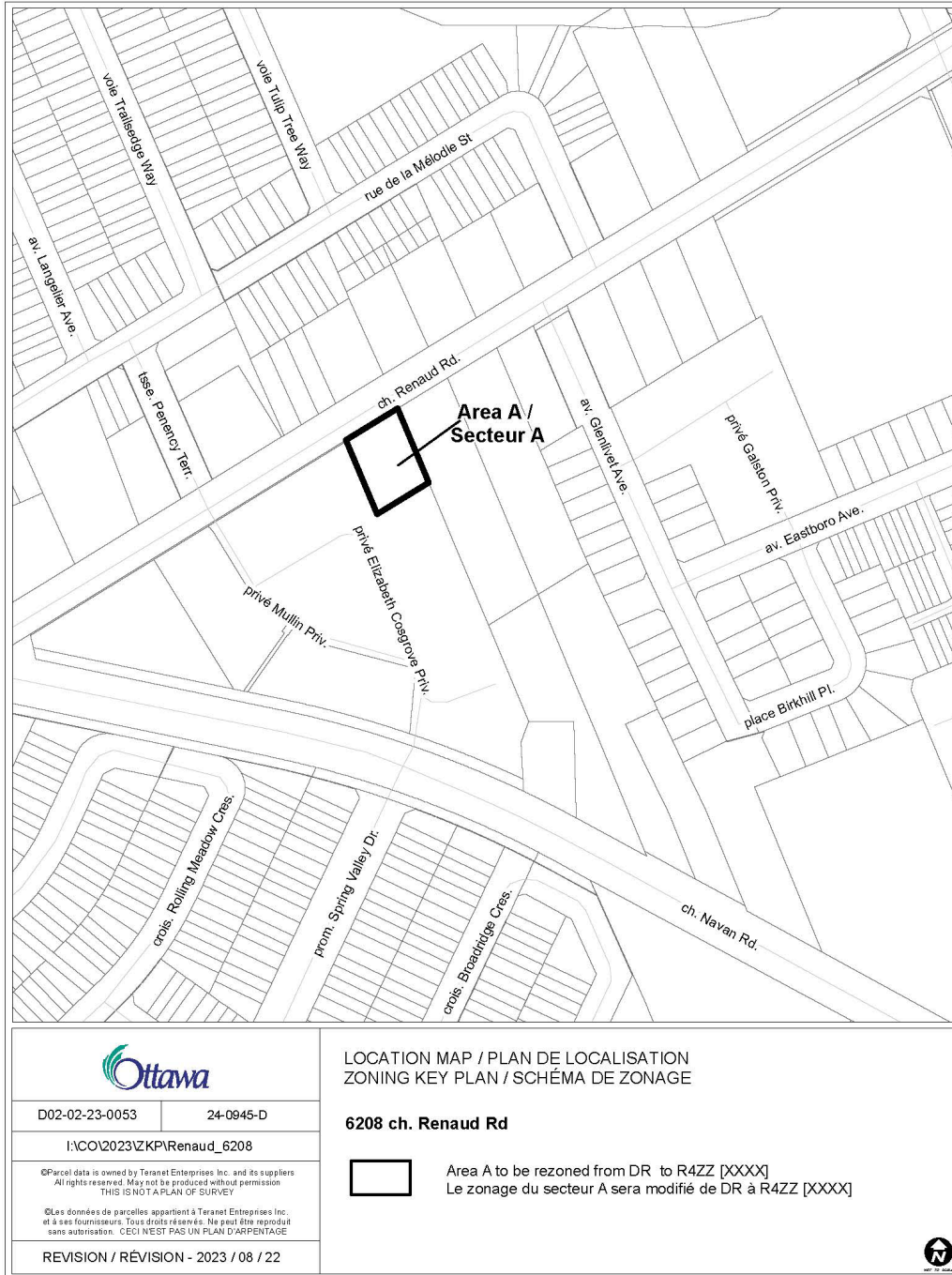


Figure 1: The parcel subject site identified as Area A will be rezoned from DR to R4ZZ[XXXX]

## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 6208 Renaud Road:

1. Rezone the lands as shown in Document 1.
2. Add a new exception, XXXX, to Section 239 – Urban Exception with provisions similar in effect to the following:
  - a. In Column I, Exception Number, add the text “[XXXX]”
  - b. In Column II, add the text “R4ZZ [XXXX]”
  - c. In Column V, include provisions similar in effect to the following:
    - i. The minimum front yard setback: 7.5 metres.
    - ii. The minimum lot width for a townhouse is 7 metres.
    - iii. The minimum lot area for a townhouse is 190 square metres.
    - iv. The minimum interior side yard setback for detached, linked-detached, and semi-detached dwellings is 1.2 metres.
    - v. The minimum rear yard setback for an apartment dwelling low rise or stacked dwelling is 6 metres.
    - vi. The interior side yard setback for an Apartment Dwelling, low-rise and stacked dwelling is as follows:
      - a. where the side lot line abuts a zone that does not permit that dwelling type and is within 21 metres of a front lot line: 3 metres, and such yard must be landscaped;
      - b. where the side lot line abuts a zone that does not permit that dwelling type and is over 21 metres from a front lot line: 6 metres; and
      - c. where the side lot line abuts a zone that does permit that dwelling type: Endnote 6 of Table 162B continues to apply.
    - vii. For a long semi-detached the minimum interior side yard setback is as follows:
      - a. On the non-flag pole side: 1.2 metres.
      - b. On the flag pole side:

- i. Where abutting the flag pole portion of a neighbouring long semi lot: 1.7 metres; and
  - ii. All other cases 2.2 metres.
- viii. 35 per cent of the front yard must be aggregated soft landscaped area, a walkway may traverse this area and be included in the area calculation.
- ix. Any driveway, other than a shared driveway, must be separated from any interior side lot line by a landscaped strip not less than 0.15 metres in width, and consisting of:
  - a. soft landscaping, or
  - b. pavers or interlock brick in a pattern distinct from that of the driveway.
- x. Where a semi-detached or townhouse dwelling is not severed, the requirement for a landscaped strip not less than 0.15 metres in width applies to individual driveways serving each unit, such that the driveways must be separated from each other by at least 0.3 metres.
- xi. Where a driveway is provided on a lot narrower than 10 metres, a walkway located in the front yard may not extend to the right-of-way.
- xii. On a lot where a walkway extends to the right of way, it must be separated from any driveway by at least 0.6 metres of soft landscaping.

### Document 3 – Aerial Images



Figure 2: Capture from [geoOttawa](#) showing the context and zoning, 6208 Renaud Road is identified with an X, north is up.

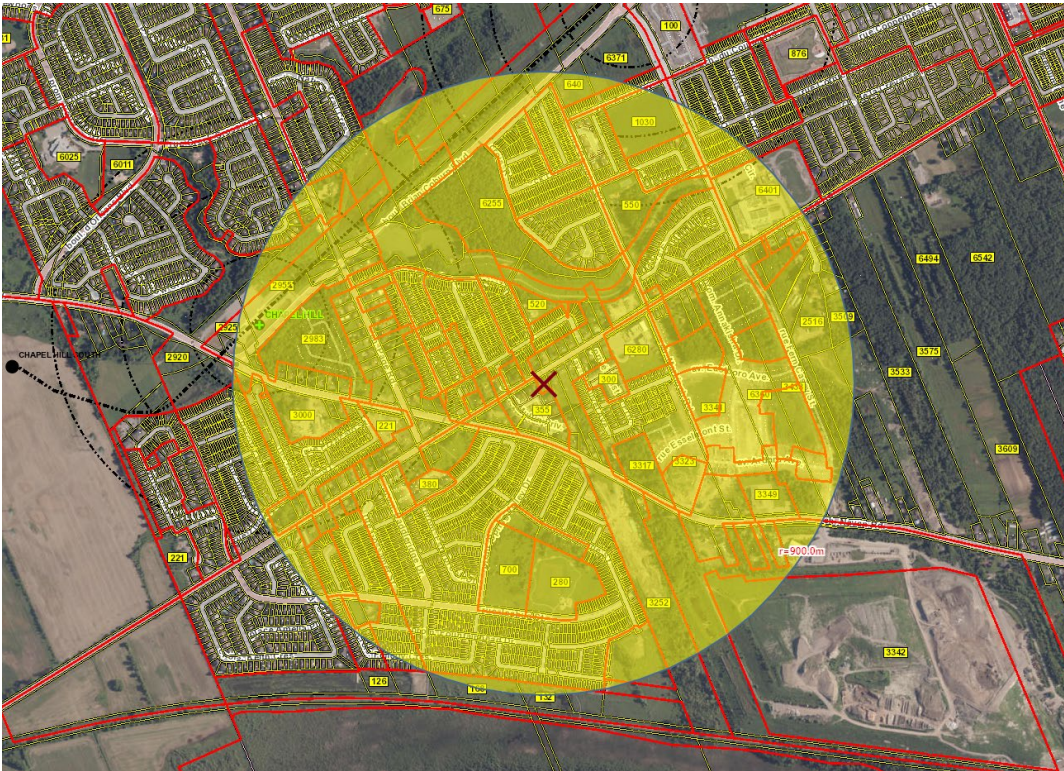


Figure 3: Capture from geoOttawa showing the location of 6208 Renaud Street and a 900 metres radius. In general, the Official Plan equates a walking time of 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.

Document 4 – Proposed Concept Plans

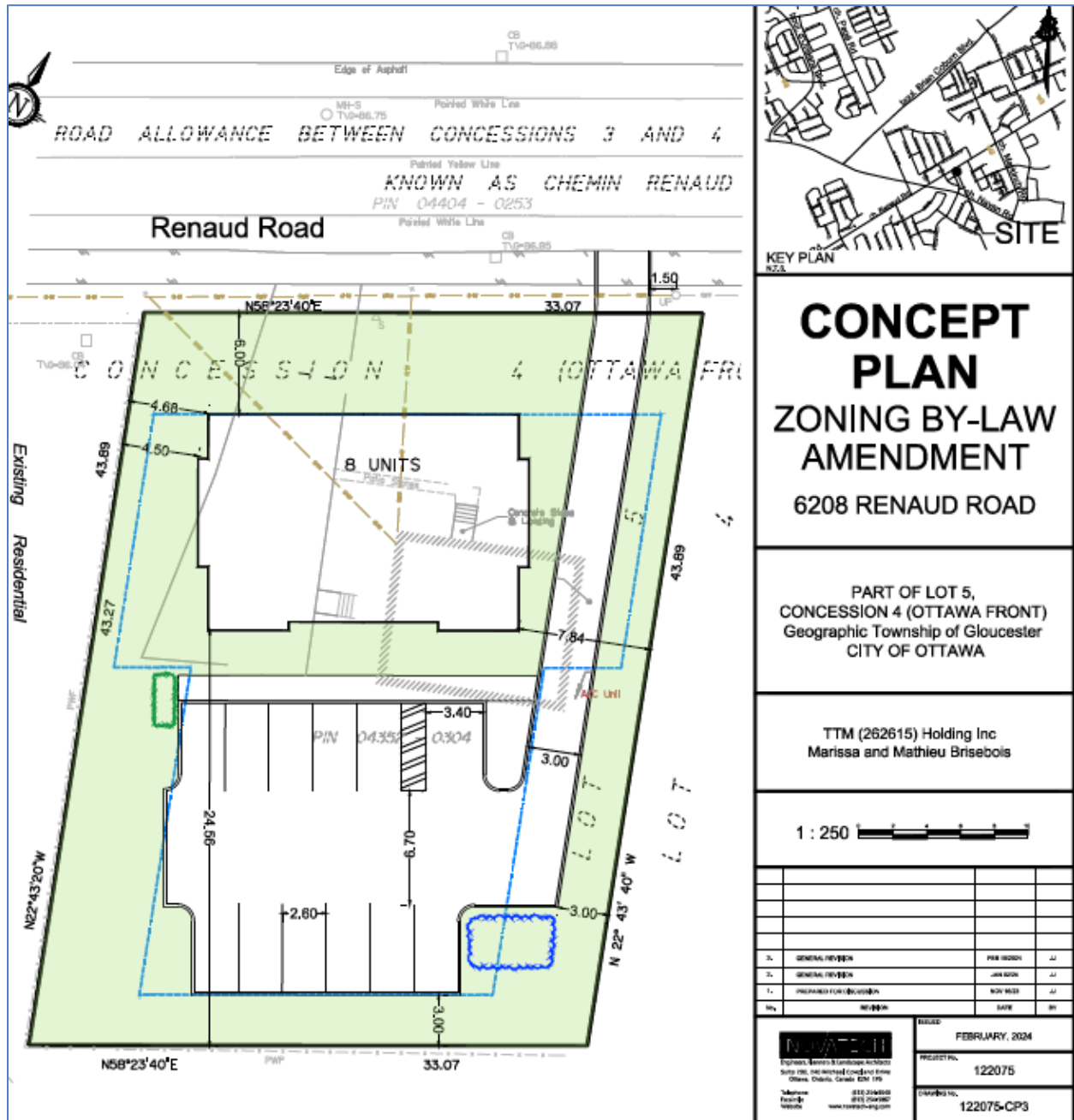


Figure 4: Capture of Concept Plan showing a low-rise apartment building.

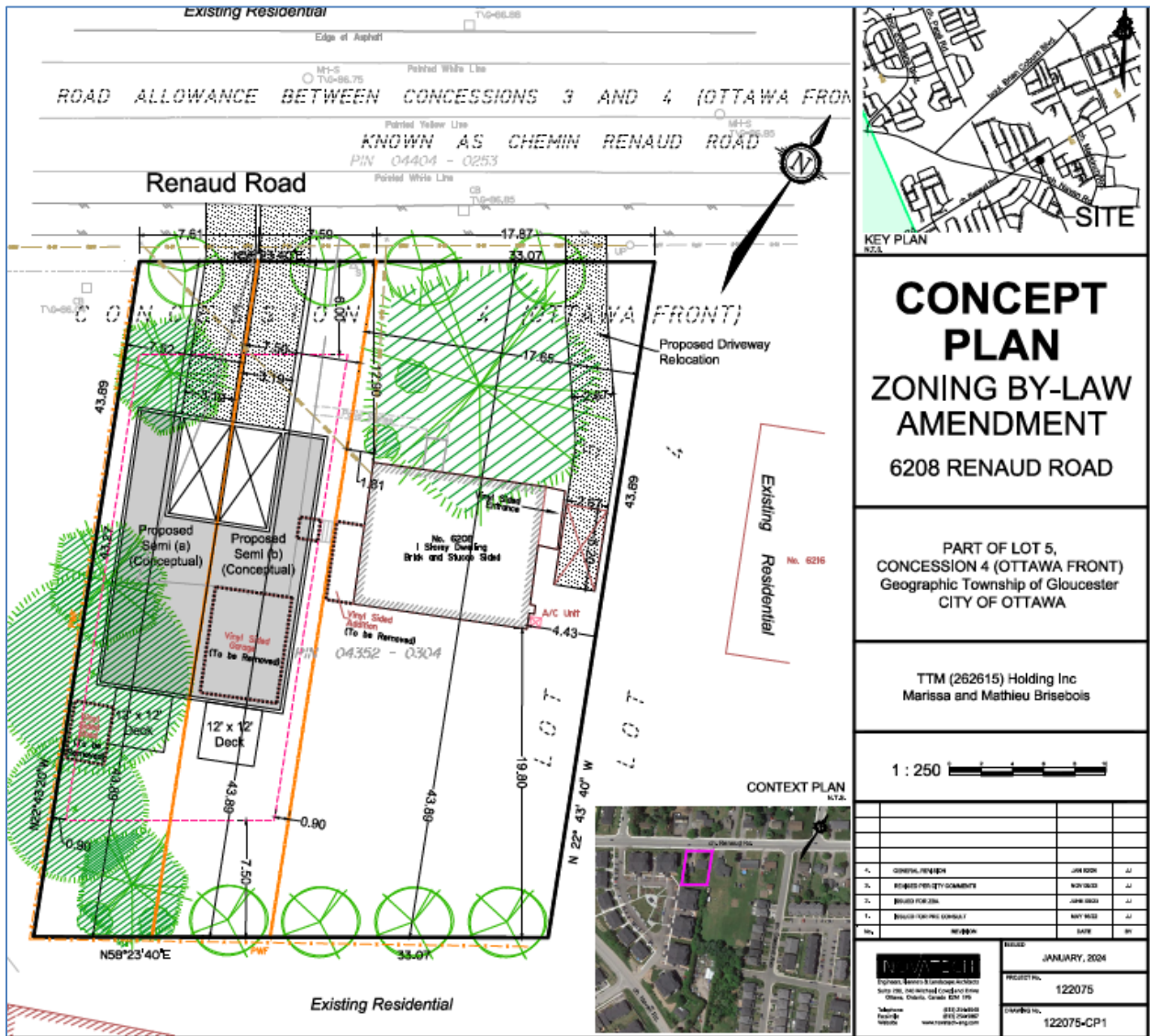


Figure 5: Capture of Concept Plan showing a detached dwelling on the western half of the property and the retention of the existing dwelling on the eastern half of the property.