

<p>5. ZONING BY-LAW AMENDMENT – 6429 RENAUD ROAD</p> <p>MODIFICATION AU RÈGLEMENT DE ZONAGE – 6429, CHEMIN RENAUD</p>

COMMITTEE RECOMMENDATIONS

That Council approve:

1. amendments to Zoning By-law 2008-250 for 6429 Renaud Road to permit a residential subdivision consisting of 285 single detached dwellings, 689 townhouse units, and 104 back-to-back townhouse units, as detailed in Document 2; and
2. that the implementing Zoning By-law not proceed to City Council until such time that the companion application for Plan of Subdivision approval receives draft approval and all opportunities for appeal have been exhausted.

RECOMMANDATIONS DU COMITÉ

Que le Conseil approuve :

1. des modifications au Règlement de zonage 2008-250 visant le 6429, chemin Renaud, afin de permettre l'aménagement d'un lotissement résidentiel constitué de 285 habitations isolées, de 689 habitations en rangée et de 104 habitations en rangée dos à dos, comme l'expose en détail le document 2; et
2. que le Règlement de zonage devant être mis en oeuvre ne soit pas soumis à l'examen du Conseil municipal avant que la demande connexe d'approbation de plan de lotissement n'ait reçu une approbation provisoire et que toutes les voies d'appel n'aient été épuisées.

DOCUMENTATION/DOCUMENTATION

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated 16 November 2017 (ACS2017-PIE-PS-0136)

Rapport de la Directrice, Service de la planification, Direction générale de la planification, de l'infrastructure et du développement économique daté le 16 novembre 2017 (ACS2017-PIE-PS-0136)

2. Extract of draft Minutes, Planning Committee, 28 November 2017

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 28 novembre 2017

3. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of 31 January 2018, as part of the Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements'.

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 31 janvier 2018 du Conseil, comme faisant partie du Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la Loi 73.

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
28 November 2017 / 28 novembre 2017**

**and Council / et au Conseil
December 13, 2017 / 13 décembre 2017**

**Submitted on November 16, 2017
Soumis le 16 novembre 2017**

**Submitted by
Soumis par:
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Ward: INNES (2)

File Number: ACS2017-PIE-PS-0136

SUBJECT: Zoning By-law Amendment – 6429 Renaud Road

OBJET: Modification au Règlement de zonage – 6429, chemin Renaud

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve amendments to Zoning By-law 2008-250 for 6429 Renaud Road to permit a residential subdivision consisting of 285 single detached dwellings, 689 townhouse units, and 104 back-to-back townhouse units, as detailed in Document 2;**
- 2. That the implementing Zoning By-law not proceed to City Council until such time that the companion application for Plan of Subdivision approval receives draft approval and all opportunities for appeal have been exhausted; and**
- 3. That Planning 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 City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 13 December 2017 at which the item is considered," 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 l'urbanisme recommande au Conseil d'approuver des modifications au Règlement de zonage 2008-250 visant le 6429, chemin Renaud, afin de permettre l'aménagement d'un lotissement résidentiel constitué de 285 habitations isolées, de 689 habitations en rangée et de 104 habitations en rangée dos à dos, comme l'expose en détail le document 2;**
- 2. Que le Règlement de zonage devant être mis en oeuvre ne soit pas soumis à l'examen du Conseil municipal avant que la demande connexe d'approbation de plan de lotissement n'ait reçu une approbation provisoire et que toutes les voies d'appel n'aient été épuisées;**
- 3. Que le Comité de l'urbanisme 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 de l'avocat général 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 du projet de loi 73 », à la réunion du Conseil municipal prévue le 13 décembre 2017, à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

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

6429 Renaud Road

Owner

Richcraft Homes Limited

Applicant

Phil Castro

Description of site and surroundings

The site is located at the northwest corner of Renaud Road and Mer Bleue Road and extends west to Fern Casey Street and north to almost Brian Coburn Boulevard, as shown on Document 1.

The site is a relatively flat, vacant and sparsely vegetated field situated in the northeast quadrant of the developing East Urban Community; a communications tower is situated along Mer Bleue Road. An existing single detached dwelling at the corner of Mer Bleue Road and Renaud Road and the existing high school site at the northeast corner of Fern Casey Street and Renaud Road are excluded from the site.

Summary of requested Zoning By-law amendment proposal

The Applicant is proposing to rezone the site from Development Reserve (DR) to Residential First Density, Subzone Z (R1Z), Residential Third Density, Subzone Z (R3Z), Residential Third Density, Subzone Z, Exception 2059 (R3Z [2059]), and Open Space (O1), as detailed in Document 2.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. A public meeting was held on February 28, 2017. Seventeen comments were received as a result of the notification process.

One respondent specifically inquired about the proposed zoning of the site. All other questions and comments were related to the companion Plan of Subdivision application.

For a summary of public comments relating to this Zoning By-law amendment application, see Document 3 of this report.

Official Plan designations

According to Schedule B of the Official Plan, the site is designated as General Urban Area. The General Urban Area designation permits a broad scale of uses including low to high density residential, employment, retail, service, cultural, leisure, entertainment and institutional uses.

Other applicable policies and guidelines

The East Urban Community Design Plan (EUC CDP) guides the long-term growth and development of the East Urban Community. It sets the priorities of the community and provides guidelines for land use planning decisions.

The Building Better and Smarter Suburbs (BBSS) initiative promotes financially sustainable compact suburban development that is land and infrastructure efficient, contains a diversity of land uses, dwelling types, and public spaces, and that fosters a sense of community. This initiative encourages complete streets that provide safe and convenient conditions for active transportation and public transit, and access to a variety of amenities.

The objectives of the Urban Design Guidelines for Greenfield Neighbourhoods are to protect and integrate a site's inherent environmental, topographic, and cultural features, create a comfortable pedestrian and cycling environment with attractive streetscapes, ensure compatibility and links between different land uses within the neighbourhood and with adjacent neighbourhoods, encourage transit-oriented development, and establish a connected and accessible system of parks and greenspaces.

Implementing By-law to Council

It is the department's position that ensuring the companion Plan of Subdivision is finalized and approved before the implementing Zoning By-law proceeds to Council, as detailed in Recommendation 2, represents good and responsible planning.

Urban Design Review Panel

The site was not subject to the Urban Design Review Panel.

Planning rationale

The purpose of the R1 zone is to restrict building form to detached dwellings. The R3 zone permits a range of building forms from single detached to townhouse dwellings. The O1 zone permits parks, open space and related and compatible uses. Together, these zones permit a residential neighbourhood that provides a variety of dwelling types and open space.

The purpose of the Z subzone is to permit development standards which promote efficient land use and compact form. This is consistent with Section 2.5.1 of the Official Plan which states that design should achieve a more compact form over time. The BBSS encourages neighbourhoods to make efficient use of land and be in the form of compact growth. The proposed Z subzone also maintains consistency with the zoning of residential land west of the site.

Exception 2059 specifically permits the proposed back-to-back townhomes in the R3Z zone.

Section 4.1 of the EUC CDP, "Land Use Mix, Density Targets and Development Yields" states that the density targets for residential development to be met are 10 per cent apartments, a minimum mix of 30 per cent multiples, and a maximum of 60 per cent singles and semi-detached dwellings. The proposed Zoning By-law permits the companion Plan of Subdivision which meets these density requirements.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this application

COMMENTS BY THE WARD COUNCILLOR

Councillor Mitic has no objections to the proposed Zoning By-law amendment.

LEGAL IMPLICATIONS

There are no legal impediments with respect to implementing the recommendations contained within this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

HC3 – Create new and affordable housing options.

APPLICATION PROCESS TIMELINE STATUS

This application was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

CONCLUSION

The proposed Zoning By-law amendments are consistent with the Official Plan policies and the applicable design guidelines for Greenfield Neighbourhoods, the EUC CDP and the BBSS, and are appropriate for the concurrent Plan of Subdivision proposed for the

site. The department therefore recommends approval of this Zoning By-law amendment.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

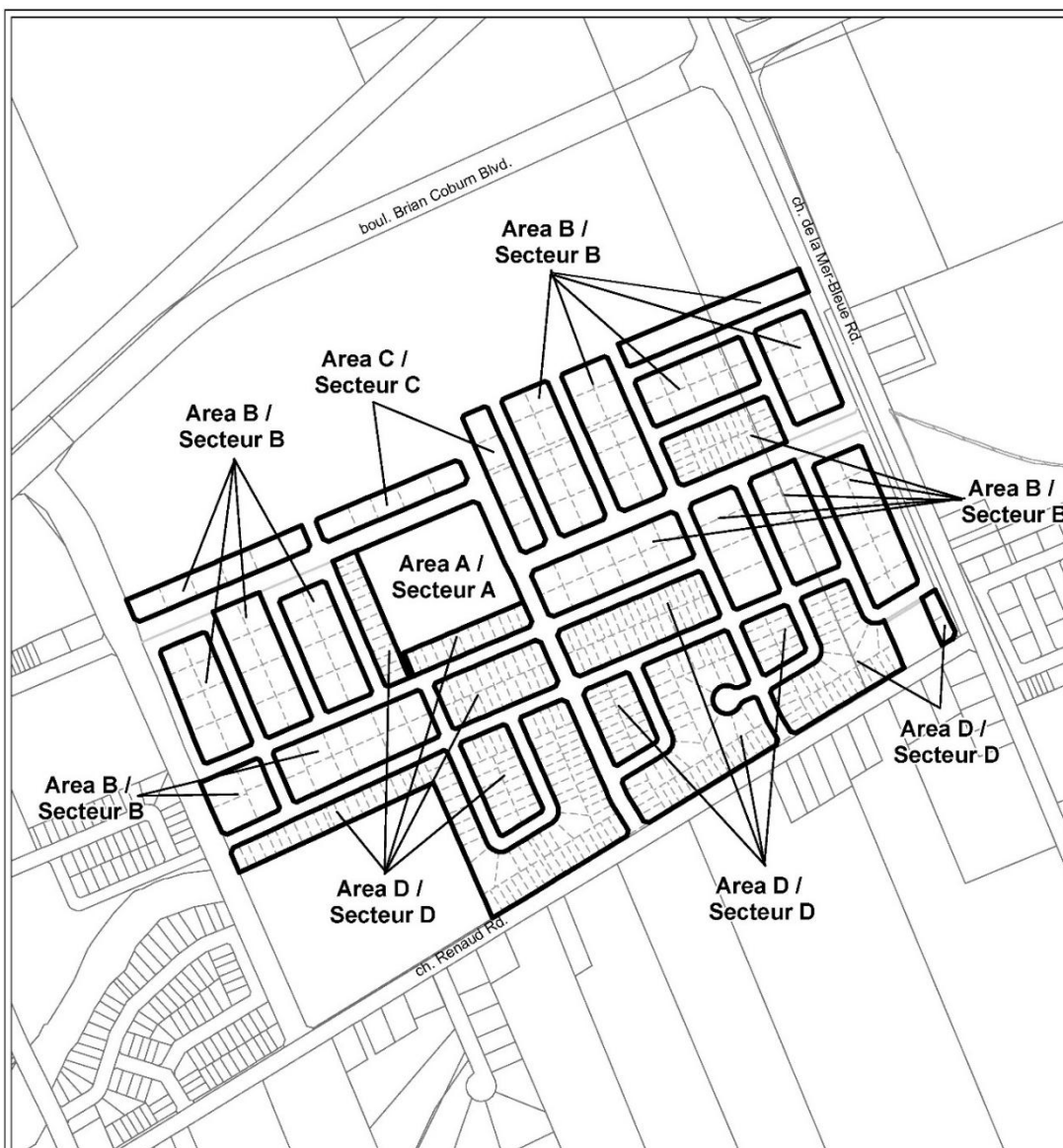
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.



Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map and Zoning Key Plan

For an interactive Zoning map of Ottawa visit geoOttawa.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-16-0098	17-1445-Y	Part of / partie de 6429, chemin Renaud Road Part of / partie de 2284, chemin de la Mer-Bleue Road	
I:\CO\2017\Zoning\Renaud6429		Area A to be rezoned from DR to O1 Area B to be rezoned from DR to R3Z Area C to be rezoned from DR to R3Z [2059] Area D to be rezoned from DR to R1Z	
<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 appartiennent à Teranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. Ceci N'EST PAS UN PLAN D'ARPENTAGE.</small>		Le zonage du secteur A sera modifié de DR à O1 Le zonage du secteur B sera modifié de DR à R3Z Le zonage du secteur C sera modifié de DR à R3Z [2059] Le zonage du secteur D sera modifié de DR à R1Z	
REVISION / RÉVISION - 2017 / 10 / 25			

Document 2 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 6429 Renaud Road are as follows:

1. Rezone the lands shown in Document 1 as follows:

- a. Area A from DR to O1
- b. Area B from DR to R3Z
- c. Area C from DR to R3Z [2059]
- d. Area D from DR to R1Z

Document 3 – Consultation Details

Comment / Question	Response
LAND USE / URBAN DESIGN	
Which form of residential dwelling will be built in the proposed R4 zone?	The R4 zone is no longer proposed.
It is suggested that townhouse bungalows and semi-detached bungalows be offered within the development.	No bungalows are proposed within the subdivision. The proposed subdivision meets the density requirements of the East Urban Community CDP (Phase 1) with a mix of single detached, townhouse, and back-to-back dwellings.
Are any rental units proposed within the development?	There may be some rental units within the proposed back-to-back townhouse dwellings, similar to those being built along Compass Street, Dragonfly Walk and Calla Lily Way within the neighbouring Trailsedge West development.
The higher density dwelling types within the R4 zone should be located closer to the proposed commercial development site. It might appeal to seniors if their high-density residence is close to the commercial amenities.	A commercial development is no longer proposed for the site. However, the townhouse and back-to-back townhouse units in the northern portion of the site closer to the future mix use lands.
On Saddleridge Crescent within Bradley Estates/ Spring Valley Trails, which is entirely freehold townhouses, there was no room for street trees due to the competition for space with the utility installations. More consideration should be given to the space required for successful tree-planting within this	It is acknowledged that the tree planting regime within the first phases of the East Urban Community, particularly Bradley Estates and Spring Valley Trails, was not adequate; it was one of the first instances where the marine clay soils policy was implemented with poor results. Tree planting in Trailsedge East will be given

Comment / Question	Response
proposed development.	greater attention.
TRANSPORTATION / TRANSIT / ROADS	
What will happen to Renaud Road and the surrounding road network servicing this community?	<p>A summary of the timing of the road network construction in the surrounding area is as follows:</p> <ol style="list-style-type: none"> 1. There are currently no plans to close Renaud Road at Navan Road or construct a roundabout. 2. Renaud Road between Fern Casey to Mer Bleue Road will be urbanized as part of the Richcraft subdivision and the cross-section will mirror what has already been completed to the west of Fern Casey Street. The timing of this improvement is dependent upon the phasing of subdivision development. 3. The segment of Brian Coburn Boulevard Extension from Navan Road to Mer Bleue Road is now open to public.
The road widths are concerning; what are the minimum and maximum road widths?	The local roads will be a minimum of 18.0 metres wide, with the physical road surface being the standard 8.5 metres from curb to curb.
Where will snow be stored if the local roads are too narrow?	The width of the public boulevard within a typical 18.0-metre wide roadway is 4.75 metres, which allows sufficient room for snow storage. Also, the depth of a typical proposed lot is 30.5 metres, which will allow for deeper front yard setbacks to provide longer driveways for off-street parking and adequate driveways where

Comment / Question	Response
	sidewalks cross over them.
What is the time frame for transit to reach the community?	OC Transpo is still in the preliminary stage of designing bus service in response to this development and the surrounding area. At this time there are no plans for bus rapid transit or light rail transit in the reserved transit corridor to the north, but OC Transpo will provide bus service to the neighbourhood for the foreseeable future.
When is the construction of the Belcourt extension from Innes Road to Renaud Road expected?	The timing will depend heavily on the outcome of the ongoing update study to the East Urban Community MUC CDP.
There is considerable traffic congestion near and around Renaud Road and Navan Road, and at the new round about on Mer Bleue Road at Brian Coburn Boulevard. Currently, there are two lanes merging to one well before arriving at Renaud Road. This is hazardous and could be fixed by continuing the two lanes right to Renaud Road. What is being done about this congestion?	The widening of Mer Bleue Road south to Renaud Road is not planned until post-2031. However, with Richcraft now proposing to develop their lands to Mer Bleue Road, the subject of extending the widening of Mer Bleue Road to Renaud Road may very well be raised during the review and approval of their subdivision application.
The proposed park seems to be cut in half by the east-west collector road? Is this what is proposed?	The proposed park, as shown on the draft Plan of Subdivision, is one large rectangular block with no roads cutting through it.
What is proposed throughout the subdivision to make it easily walkable to parks and amenities?	Sidewalks will be provided along both sides of collector roadways and along one side of local streets that lead to schools, parks or other amenities; a network of connecting walkway blocks

Comment / Question	Response
	<p>also will be provided throughout the subdivision. And, the planned multi-use pathway on the south side of Axis Way will continue eastward across Fern Casey Street through the subdivision to Mer Bleue Road.</p>
<p>I am concerned about the traffic flow study, namely that it doesn't look at the Innes Blackburn Bypass corridor as creating additional traffic congestion.</p>	<p>With the recent construction and opening to traffic of Brian Coburn Boulevard from Mer Bleue Road to Navan Road, some of the congestion from Renaud Road corridor will likely be alleviated.</p>
<p>Since the Brian Coburn Boulevard extension is not open, access to Trailedge is limited to Renaud Road and Navan Road. Renaud Road between Mer Bleue Road and Compass Street, and Navan Road between Innes Road and Renaud Road are in poor condition. There is concern that the construction of this proposed subdivision will delay the repaving and widening of these stretches. What plans does the City have for the remediation of the aforementioned sections of Navan Road and Renaud Road?</p>	<p>As a condition of Richcraft's Trailsedge East subdivision approval, the City will require Richcraft to upgrade Renaud Road from the current rural standard to urban standards – curbs, sidewalks, bike lanes, street lights and new pavement – from Fern Casey Street to Mer Bleue Road. Of course, these road surface works likely won't begin until 2018 at the earliest once the municipal services – sewers, water – to service the subdivision have been installed in Renaud Road. That means Renaud Road east of Fern Casey Street likely will be under construction from sometime this fall throughout next winter and into 2018.</p> <p>Until Richcraft commences works within Renaud Road as part of their subdivision development, the City would be responsible to maintain Renaud Road from Fern Casey Street to Mer Bleue Road in suitable condition. Given that</p>

Comment / Question	Response
	<p>Richcraft would be digging up Renaud Road to install services likely within the year, the City's operations staff in the meantime would not be undertaking significant road works to upgrade the road; simple repairs to the road surface likely would be the extent of such works.</p> <p>The extension of Brian Coburn Boulevard from Mer Bleue Road to Navan Road is open to the public. The extension of Brian Coburn Boulevard from Navan Road to Innes Road is forecasted to occur between 2020 and 2025.</p> <p>These connections to Brian Coburn should improve the traffic in and out of Trailsedge. However, there will still be ongoing construction traffic during this time period, as this portion of the East Urban Community, which includes all phases of Trailsedge and Trailsedge East, continues to grow.</p>
PROCESS	
<p>If Ashcroft Homes does not follow through with their development of the lands south of Renaud Road, what will happen to the three proposed schools within their lands and the timing of development?</p>	<p>The East Urban Community CDP reserves sites for the four school boards. It is the pace of development that drives the demand for the schools. The various school boards monitor their respective school allocation needs and, if necessary, will approach local developers/landowners and/or the City Planning staff to identify a suitable site in advance of Ashcroft's development. This was precisely what occurred with the</p>

Comment / Question	Response
	pressing need for the French Catholic school board to find a high school site sooner than the planned subdivision development. The school site at the corner of Renaud Road and Fern Casey Street was severed from the future subdivision lands and eventually built; it opened in the fall of 2016.