

**9. Zoning By-law Amendment – 6102 Renaud Road**

**Modification au *Règlement de zonage* – 6102, chemin Renaud**

**Committee recommendation**

**That Council approve an amendment to Zoning By-law 2008-250 for 6102 Renaud Road to permit construction of four low-rise apartment buildings, as detailed in Document 2.**

**Recommandation du Comité**

**Que le Conseil approuve une modification au Règlement de zonage (2008-250) visant le 6102, chemin Renaud afin d'y permettre l'aménagement de quatre immeubles de faible hauteur, comme l'explique le document 2.**

**Documentation/Documentation**

1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated August 25, 2020 (ACS2020-PIE-PS-0094)

Rapport du Directeur, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 25 août 2020 (ACS2020-PIE-PS-0094)

2. Extract of draft Minutes, Planning Committee, September 10, 2020

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 10 septembre 2020

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
10 September 2020 / 10 septembre 2020**

**and Council  
et au Conseil  
23 September 2020 / 23 septembre 2020**

**Submitted on 25 August 2020  
Soumis le 25 août 2020**

**Submitted by  
Soumis par:  
Douglas James,  
Acting Director / Directeur par intérim  
Planning Services / Services de la planification  
Planning, Infrastructure and Economic Development Department / Direction  
générale de la planification, de l'infrastructure et du développement économique**

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**Ward: INNES (2)**

**File Number: ACS2020-PIE-PS-0094**

**SUBJECT: Zoning By-law Amendment – 6102 Renaud Road**

**OBJET: Modification au *Règlement de zonage* – 6102, chemin Renaud**

**REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 6102 Renaud Road to permit construction of**

four low-rise apartment buildings, as detailed in Document 2.

2. 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 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 23 September 2020", 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 une modification au Règlement de zonage (2008-250) visant le 6102, chemin Renaud afin d'y permettre l'aménagement de quatre immeubles de faible hauteur, comme l'explique le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation, 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 23 septembre 2020 », 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

6102 Renaud Road

**Owner**

2597237 Ontario Limited – Utopia Group

**Applicant**

Paquette Planning Associates Ltd.

**Description of site and surroundings**

The site is located on the south side of Renaud Road, on the east side of Saddleridge Drive and north side Rolling Meadows Crescent, approximately 200 metres west of Navan Road in the Spring Valley Trails neighbourhood (see Document 1). The property has an area of approximately 0.57 hectares with about 50 metres of frontage on both Renaud Road and Rolling Meadows Crescent and 120 metres of frontage on Saddleridge Drive. The site is surrounded by a mix of residential properties. In both directions on Renaud Road are large residential lots, zoned Development Reserve which may be consolidated and redeveloped. Single family homes back onto the west side of Saddleridge Drive to the west. Abutting the site to the east are two properties; the one to the north is one of the larger residential lots fronting on Renaud Road, the other is a parcel created by the subdivision and will be developed with stacked townhouse units. Further south on Saddleridge Drive are more single family houses and there are street townhouses lining Rolling Meadows Crescent to the east.

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

The site is zoned Development Reserve (DR). This zone is applied to lands that are intended for future urban development and limit the range of permitted uses to those which will not preclude future development options. Properties with this zone can be rezoned to accommodate appropriate development which, are often the subject of an associated planning application, such as Draft Plan of Subdivision or as in this case, Site Plan Control.

The applicant is requesting that the zoning be amended to Residential Fourth Density (R4M[xxxx]), Subzone M, Exception [xxxx]. The requested zone will permit the proposed stacked townhouse apartments and back-to-back townhouses the subzone and exception will establish the Site Specific Zoning Provisions that will accommodate proposed development. The applicant is proposing to construct 16 stacked townhouse units and 28 back-to-back townhouse units with private lanes servicing most of the units except for the five townhouse units facing Rolling Meadows Crescent, see Document 4

– Conceptual Site Plan.

## **DISCUSSION**

### **Public consultation**

The application to rezone the property was circulated as per the City's notification and consultation policy. No public meeting was requested to be held in the community. Staff received comments from local residents. The comments and the responses are attached in Document 3.

### **Official Plan designations**

The lands are designated General Urban Area in the City of Ottawa Official Plan Schedule B (Urban Policy Plan). General Urban Area permits all types and densities of housing, as well as employment, retail, services, recreational and institutional uses. This includes providing different types of residential dwellings to make available a variety of housing options for different lifestyles and incomes.

The evaluation of development applications is in accordance with Sections 2.5.1 and 4.11. Section 2.5.1 provides broad policies that govern growth and change in the City of Ottawa over the long term, while Section 4.11 is used to review development applications to meet the Official Plan's objectives. Both these sections are concerned with the urban design and compatibility of the application. Staff reviewed this proposal for its compatibility with the surrounding uses. The proposed development will maintain the residential nature of the street and provide a higher density on the edge of the community and next to Renaud Road.

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

This site is within the Phase 1 area of the East Urban Community - Community Design Plan (CDP). The property is designated as medium density development, which is defined as 35 unit per net hectare. The proposed development at 44 units on 0.57 hectares is equal to 76 units per hectare and qualifies as high-density as defined by the CDP. Section 6.2 of the CDP allows for alterations to the demonstration plan by means of subsequent planning approvals such as Plan of Subdivision and/or Site Plan Control applications, these changes constitute an approval to amend the CDP.

The Urban Design Guidelines for Low-rise Infill Housing speaks to low-rise buildings being well designed, more compacted urban form, utilizing existing urban services and achieving a good fit into the neighbourhood by respecting the character, architectural

and landscape context. Guidelines include addressing compatibility through urban design, with an emphasis on the streetscape, landscaping, parking, and servicing.

Concurrently with this Zoning By-law amendment, staff are applying these guidelines and the policies of the Official Plan and Local Community Design Plan as the Site Plan Control application is being reviewed.

### **Urban Design Review Panel**

The property is not within a Design Priority Area and this Zoning By-law amendment does not trigger the Urban Design Review Panel (UDRP) process.

### **Planning Rational**

The proposal is consistent with the intent of the East Urban Community Phase 1 CDP. The proposed density of 76 units per hectare is twice the planned medium density in the CDP. However, an adjacent property has an approved development with a similar density. The CDP allows for minor changes, including the adjustments to the location of medium and high-density residential areas, at the discretion of the General Manager of the Planning Infrastructure and Economic Development Department. This alteration from the demonstration plan still complies with housing density targets set out in the CDP and is consistent with the strategic direction of the Official Plan.

A geotechnical investigation provided by the applicant supports this form of construction. The depth of the lot is conducive to low-rise buildings with onsite parking. The four blocks, the required parking and associated amenity areas are all accommodated on this parcel, as demonstrated in the conceptual Site Plan, (See Document 4). The proposed buildings will be three and three-and-a-half storeys. Despite this, the buildings will have a better relationship with the street as cars will be parked internally allowing for landscaping along Renaud Road and Saddleridge Drive frontages, as well as windows and entrances facing the street.

Higher density can be further supported in this location as it is close to transit facilities on Renaud Road and it is on the edge of the community. The local street network was designed to accommodate traffic from this site, and additional traffic, as a result of this zoning amendment, would not result in a significant change.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement of 2014 and 2020.

## **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

## **COMMENTS BY THE WARD COUNCILLOR**

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

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

Comments by the Accessibility Committee will be addressed through the Site Plan Control application.

## **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the recommendations of this report.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with the recommendations of this report.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

The proposed Zoning By-law amendment will have no impact on accessibility. The review for the Site Plan Control application will address any accessibility issues.

## **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications associated with this report.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priority:

- EP2 – Support growth of local economy.

## **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

Document 2 Details of Recommended Zoning

Document 3 Public Consultation Details

Document 4 Conceptual Site Plan

## **CONCLUSION**

The proposed development introduces intensification through a low-rise development in a manner which conforms to the Official Plan and is consistent with the relevant Design Guidelines. The development has been designed to encourage alternative transportation use and is located on the edge of the community and is in close proximity with transit facilities. This Zoning By-law amendment is recommended for approval.

## **DISPOSITION**

Legislative Services, Office of the City Clerk, to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services department (Mail Code: 26-76) of City Council's decision.

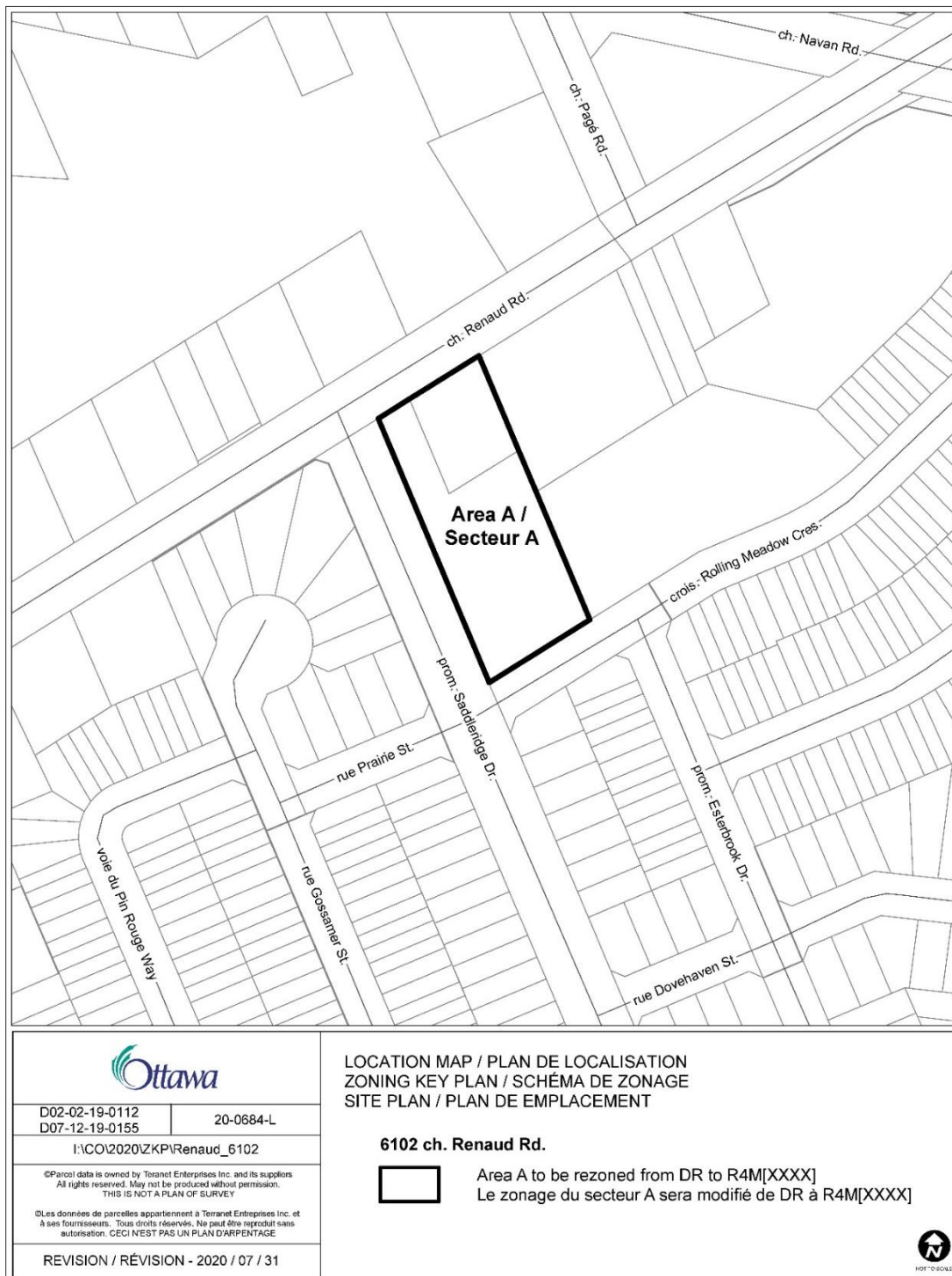
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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

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



Document 1 – Location Map



## **Document 2 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 6102 Renaud Road:

1. Rezone the lands as shown in Document 1 as follows:
  - i. Area A 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 V, add the following:
    - i. For the purpose of applying zoning, both Renaud Road and Rolling Meadows Crescent are to be considered front lot lines and there are no rear lot lines.
    - ii. Despite Table 101, R10, the Minimum required parking rate for a Stacked dwelling is one (1) parking space per unit.
    - iii. Despite Section 110, (3)(b), an outdoor refuse collection area within or accessed via a parking lot must be located a minimum of 1.5 metres from a property line.
    - iv. Despite Section 162, Subzone M, Planned Unit Development and Stacked Townhouse column VI Building Height shall be 11.3 metres
    - v. Despite Section 162, the minimum corner side setback for a planned unit development or stacked townhouse is 2.5 metres.

### **Document 3 – Public Consultation Details**

Comment:

More apartments and townhouse will result in more traffic. Traffic in the area is already very congested in the morning and evenings. At what point do we stop constructing more homes?

Response:

This development will not add a significant amount of traffic to the local network. Prior to submitting an application, the applicant filled in the screening form as required by the Transportation Impact Assessment Guidelines. The result of the screening indicated that no Traffic Impact Assessment was required for a project of this size.

Comment:

Large numbers of parents and children wait on the street to be picked-up and dropped-off by school buses. There are no sidewalks on either side of Rolling Meadows Crescent or Esterbrook Drive. What measures will be taken to safely handle the increase in traffic and pedestrians?

Response:

These are local streets where automobiles and people share space. As part of the Site Plan Control for this development, we are requesting a sidewalk be constructed along the Rolling Meadows frontage. This will help in providing a safe place for pedestrians along the north side of Rolling Meadows Crescent.

Comment:

There is a serious issue with people parking on the streets. In the winter the problem is much worse with snow piling up and reducing the space for cars. This application reduces the number of required spaces for the apartment from 1.2 down to 1. If a couple have 2 cars where will they park?

Response:

The proposed development provides 16 parking for the stacked townhouse units plus four visitor spaces and each of the back-to-back units has one parking space in front of

each unit, plus a parking space in a garage. The reduction of the required spaces for the stacked units results in 3.2 parking spaces not being provided on the site. Tenants in these units will be aware of the provided number of parking spaces when they are renting these units. There is a bus stop in front of the site on Saddleridge Drive. Alternatively, the site is within a 10-minute walk of bus stops on Renaud Road and Navan Road. Additional short-term parking is available on Saddleridge Drive and other area streets. If parking becomes a problem in winter months, winter parking restrictions can be posted on one side of nearby streets to limit parking to one side and ensure space for car movements. Rolling Meadows Crescent already has a winter parking restriction on the north side of the street.

**Comment:**

The proposed development will remove mature trees from the property.

**Response:**

The proposed development will see the removal of the large mature trees on the site. Staff will work with the applicant to provide tree plantings where possible on the site through the Site Plan Control application.

Document 4 – Conception Site Plan

