

1. Zoning By-Law Amendment – 6429 Renaud Road
Modification du Règlement de zonage – 6429, chemin Renaud

Committee recommendations, as amended

That Council approve:

1. approve an amendment to Zoning By-law 2008-250 for 6429 Renaud Road to permit low-rise back-to-back and stacked townhouses, as detailed in Document 2, as amended by the following:
 - a. that Document 2, section 2.b. be amended such that the third bullet be replaced with the following:

“Provisions for townhouse dwellings that are vertically attached in the rear and side:

 1. minimum lot area is 84m²
 2. air conditioner condenser may be located in a front yard or corner side yard when units are attached back to back”
2. that no further notice be provided pursuant to subsection 34 (17) of the Planning Act.

Recommandations du Comité, telles que modifiées

Que le Conseil approuve :

1. une modification au Règlement de zonage 2008-250 visant le 6429, chemin Renaud, afin de permettre la construction d'habitations en rangée dos à dos et d'habitations en rangée superposées de faible hauteur, comme l'expose en détail le document 2, dans sa version modifiée par ce qui suit :
 - a. que l'article a disposition 2.b. du document 2 soit modifiée, de manière à ce que le point 2 sous le libellé de la troisième puce soit remplacé par ce qui suite lise ainsi :

« Dispositions concernant les habitations en rangée reliées verticalement à l'arrière et sur le côté :

 1. La superficie minimale de lot est de 84 m²
 2. Le condenseur de climatiseur peut être situé dans la

cour avant ou la cour latérale lorsque les unités sont reliées dos à dos. »;

2. **qu'aucun nouvel avis ne soit donné en vertu du paragraphe 34(17) de la Loi sur l'aménagement du territoire.**

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated April 29, 2021 (ACS2021-PIE-PS-0037)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 29 avril 2021 (ACS2021-PIE-PS-0037)
2. Extract of Minutes, Planning Committee, May 13, 2021

Extrait du procès-verbal du Comité de l'urbanisme, le 13 mai 2021
3. Extract of draft Minutes, Planning Committee, May 27, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 27 mai 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
13 May 2021 / 13 mai 2021**

**and Council
et au Conseil
26 May 2021 / 26 mai 2021**

**Submitted on 29 April 2021
Soumis le 29 avril 2021**

**Submitted by
Soumis par:
Lee Ann Snedden,
Director / Directrice**

**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: ACS2021-PIE-PS-0037

SUBJECT: Zoning By-law Amendment – 6429 Renaud Road

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

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 6429 Renaud Road to permit low-rise back-to-back and stacked townhouses, 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 May 26, 2021," 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 6429, chemin Renaud, afin de permettre la construction d'habitations en rangée dos à dos et d'habitations en rangée superposées de faible hauteur, comme l'expose en détail 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 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 26 mai 2021 », 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 Group of Companies

Applicant

Fotenn Consultants Inc.

Architect

M. David Blakely Architect Inc.

Description of site and surroundings

The site is situated immediately south of and abutting Brian Coburn Boulevard on the northeast corner of the intersection of Fern Casey Street and Couloir Road, as highlighted in Document 1. The 2.6-hectare vacant site is surrounded to the west and south by the developing residential neighbourhoods of Trailsedge and Trailsedge East in the East Urban Community of Orléans. The lands to the east are currently under low and medium density residential development, while the lands farther east to Mer Bleue Road are vacant. The future planned bus rapid transit corridor parallels Brian Coburn Boulevard to the north, beyond which are vacant and undeveloped lands.

Summary of requested Zoning By-law amendment proposal

The current zoning in effect on the site is “Development Reserve” (DR) and “Residential Third Density, Subzone Z” (R3Z). The DR zone recognizes those lands intended for future urban development in areas designated as General Urban Area in the Official Plan. It limits the range of permitted uses to those that will not preclude future planned development. The R3Z zone essentially permits single detached, semi-detached and multiple attached dwelling types.

The applicant proposes to change the zoning of the site to “Residential Fourth Density, Subzone Z” with site-specific exceptions (R4Z[XXXX]) in order, first, to bring the site into conformity with the applicable land use designation in the Council-approved Community Design Plan for the East Urban Community Phase 3 Area, and secondly, to permit the development of a mix of 186 rental back-to-back townhouses and stacked dwellings in the form of a planned unit development, as illustrated in Document 3. The proposed site-specific zone exceptions establish the site’s front lot line for zoning purposes, set a minimum required building setback from the southern lot line and a reduced minimum lot area for back-to-back townhouses, and accommodate an alternative system and

form of bicycle storage to that required by the Zoning By-law. The details of the proposed Zoning By-law amendment are outlined in Document 2.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with Council's Public Notification and Public Consultation Policy for Zoning By-law amendments. The holding of a formal City-organized public information session during the public consultation period was deemed not necessary.

One public submission was received in response to the proposed zoning amendment.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designations

Schedule B of the Official Plan designates the site as General Urban Area, which designation generally permits a broad range of low-rise housing types and densities and non-residential uses. For sites within the General Urban Area and outside of those specific land use designations targeted for intensification, building heights predominantly are limited to low-rise, or four storeys. The relevant General Urban Area policies against which the proposed zoning amendment and development were evaluated are outlined in Section 3.6.1 of the Plan.

The policies further state that development applications are to conform with Sections 2.5.1 and 4.11 of the Plan, which contain the objectives and principles to guide and assess the urban design and compatibility of intended uses.

Other applicable policies and guidelines

The subject site also lies within the limits of the East Urban Community Phase 3 Secondary Plan, which provides guidance for the future growth and development of the planning area and establishes general land use objectives and policies that are to be implemented in conjunction with the East Urban Community Phase 3 Community Design Plan (CDP).

In support of the Secondary Plan, the CDP serves as the guiding policy document for the review of proposed development within the largely greenfield area. Accordingly, the CDP designates the site as "Highest Density Residential", which permits low-rise apartments and stacked and back-to-back townhomes, mid-rise apartments, and high-

rise apartments up to 12 storeys if fronting on a major collector or arterial road. The CDP also contains community design policies and guidelines to ensure new development contributes to achieving the objective of an attractive, livable and healthy community with well-designed structuring elements.

While the CDP was developed with due consideration given to the “Urban Design Guidelines for Greenfield Neighbourhoods” (2007), which illustrate Council’s expectations for greenfield neighbourhoods within the City’s Urban Area, and the “Building Better and Smarter Suburbs: Strategic Directions and Action Plan” (BBSS), which aims to support land efficiency and functionality in new suburban subdivisions, the relevant directions and guidelines contained in these documents nonetheless also were considered in the evaluation of the proposed zoning amendment.

Urban Design Review Panel

While the site is within a Design Priority Area, the Zoning By-law Amendment application and related Site Plan Control application were deemed not subject to the Urban Design Review Panel (UDRP) process.

Planning rationale

With respect to the suitability of the site’s physical characteristics and adequacy of existing municipal services and road network to support the proposed use, it is staff’s opinion based on the review of the supporting technical reports filed with the application that the site is adequately suited for the proposed use.

The intent of the applicable General Urban Area policies of the Official Plan is to permit a full range and choice of housing types in combination with a wide range of supporting non-residential uses to meet the needs across all ages, incomes and life circumstances to facilitate the development of complete and sustainable communities. The proposed low-rise, multi-attached residential development is consistent with this policy intent.

Within the context of the site’s surrounding existing low-rise residential uses, the proposed development is compatible in both scale and built form and, therefore, conforms with the Official Plan’s relevant policies of Sections 2.5.1 and 4.11 in this regard. The proposed multi-residential buildings both frame the abutting public streets and enhance the streetscapes, and they do not in any way negatively impact the future development potential of the adjacent undeveloped lands.

The proposed development also respects the directions set out in the Secondary Plan

and the uses, building heights and density targets, expressed in the CDP. The multi-residential, higher density development offers another form of residential accommodation that is not plentiful to date within the developing community, and it also promotes the use of transit with it being in close proximity to the future planned BRT station at Brian Coburn Boulevard and Fern Casey Street.

The proposed development is consistent with the relevant community design policies and guidelines expressed in the CDP as well as those contained within the Urban Design Guidelines for Greenfield Neighbourhoods and the BBSS. It is well planned, efficiently laid out and would integrate well with the surrounding built form and street pattern. It would be a positive contribution to the surrounding developing community through public realm and streetscape enhancements and quality design.

Details of Zoning

The evaluation of the Zoning By-law amendment was guided by the policies of Section 2.5.1 and 4.11 of the Official Plan.

The policies of Section 2.5.1 contain broadly stated design objectives intended to enhance and influence the built environment. The objectives address such matters as enhancing the sense of community by creating and maintaining places with their own distinct identity, defining quality public and private spaces through development, and creating places that are safe, accessible and easy to move through. The proposed development and supporting zoning amendment respond appropriately to these objectives.

The policies of Section 4.11 address compatibility of new development with the surrounding context through an evaluation of views, building height and form, setbacks, transition, shadowing, relationship with the public realm, accommodation of parking and access, location of loading and service areas, and clearly defined public spaces. The proposed multi-residential development is consistent with these policy expectations.

As noted above, the proposed R4Z[XXXX] zone brings the site into conformity with the "Highest Density Residential" land use designation in the Community Design Plan for the East Urban Community Phase 3 Area and allows for the implementation of the proposed low-rise, multi-residential building development. The proposed zone and site-specific exceptions, detailed in Document 2, are appropriate and desirable to support good site design. Specifically, defining the front lot line as that along Brian Coburn Boulevard is intended simply to provide clarity for zoning interpretation. The reduction in the minimum required building setback from the technical rear lot line, which in this

instance also abuts a public street, from 7.5 to 3.0 metres is acceptable and would not negatively impact the streetscape. The reduced minimum lot area for a townhouse dwelling from 150 to 92 square metres is specific to the back-to-back form of townhouse, which otherwise is not addressed in the Zoning By-law. Finally, Table 111B and Subsection 111(11) refer to the on-site bicycle parking space provisions. In this instance, it is proposed to employ a proven “stacked” bicycle storage system within a central enclosed accessory building; therefore, there would be no defined spaces on the ground as is otherwise required by the above provisions. Staff accept this approach.

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 associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Dudas provided the following comments:

“My comments regarding this development will likely not be a surprise for anyone. They are points that have been raised many times before and sadly, until improvements come, will continue to be raised.

In many ways, it is not about individual development applications anymore, it is about the development of the entire community. Bradley Estates, Eastboro, and Trailsedge have been allowed to be developed with a complete lack of regard for the surrounding, supporting road infrastructure. While efforts have been made to ensure these mistakes are not repeated in future developments by way of the new Official Plan, steps must be taken today to correct the existing infrastructure deficiencies in this community.

Throughout this community there is an indisputable deficit of the necessary transportation infrastructure on the arterial and the major residential streets, whether it be a complete lack of sidewalks, paved shoulders, cycling supports, or even basic street lighting. Most concerning about this infrastructure deficit are the safety concerns it raises.

Navan Road, for example, is a two-lane “country road” that is forced to function as a primary arterial road in and out of, not only this entire community, but also South

Orléans to the east. This road, with speed limits upwards of 70km/h, has dirt bus stops precariously located between traffic and a ditch, it has no sidewalks, no paved shoulders, and most shockingly, for many of those stretches that do have homes on the road, there is not even street lighting.

In South Orléans, there will be an increase of 15,424 units built as of planned developments over the next decade, representing more than 18 per cent of the greenfield development in the entire City of Ottawa. Obviously, this does not even consider the impact of the infill projects that are also being proposed.

To further emphasize the point, within the Mer Bleue CDP area alone, which is part of South Orléans, there are 96 hectares dedicated for residential development – more residential land than any other Urban Expansion Study Area in the city.

This community, and those to the east, are all being developed relying on Brian Coburn Boulevard, and to a lesser extent in the further east, Innes Road; as the east-west connections for all South Orléans. With both routes, whether Brian Coburn dead-ending at Navan, before connecting north with Innes; or relying on Innes for the entire commute, all vehicular traffic requires funneling onto the Blackburn Bypass. The Bypass is an arterial that is already at capacity, as well as completely lacks any infrastructure that would allow for safe pedestrian or cycling use.

I have focused on Navan Road as the example of the community's transportation shortfalls. However, to be clear, the infrastructure deficit extends to Renaud Road, the Fern Casey dead end, the Renaud Road/Navan Road intersection, as well as the Renaud Road S-Curve hairpin; the list is extensive.

Until the City is ready to upgrade Navan Road and surrounding roads properly, and prioritize this work, the community transportation infrastructure cannot support new infill projects, let alone the full subdivisions planned for in the City's Community Design Plans.

This speaks to the absolute need for the Brian Coburn Extension and Option 7. While it is laudable that the City of Ottawa is supportive of this imperative connection, the NCC is disappointingly still intransigent, which sadly means any timeline for the project is outside of the City's control.

I have focused on the road, pedestrian, and cycling infrastructure deficits, but I would be remiss if I did not also highlight the complete and utter lack of any supporting amenities in the community. There is no grocer, there is no corner store, there is no local

restaurant, coffee shop, even a gas station. This area is a complete dearth of any supporting retail that makes a community walkable and livable.

This specific development application would add 186 residential units to these already overburdened streets. While I support the overall Community Design Plan, development to-date has had a singular focus on new residential developments, without the supporting infrastructure and amenities. Every single new home built adds to this pressure on existing, aged infrastructure, and it's no longer sustainable."

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

Design considerations with respect to accessibility are not a key consideration of this Zoning By-law Amendment application. If the application is approved, accessibility impacts will be assessed in detail through the site plan control approval process.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0136) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to workload volumes and the time required to resolve issues.

SUPPORTING DOCUMENTATION

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Preliminary Site Plan

Document 4 Consultation Details

CONCLUSION

The proposed Zoning By-law amendment respects and upholds the intent of the relevant Official Plan and Secondary Plan policies and contains appropriate zone provisions to permit the proposed low-rise residential development. The proposed site development would deliver on high-density housing in close proximity to the future planned bus rapid transit station and would contribute to the implementation of the East Urban Community Phase 3 CDP. In staff's opinion, the proposed amendment and supporting site development are appropriate and would not have undue adverse impacts on the existing surrounding residential community.

The department recommends that the proposed Zoning By-law amendment be approved.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

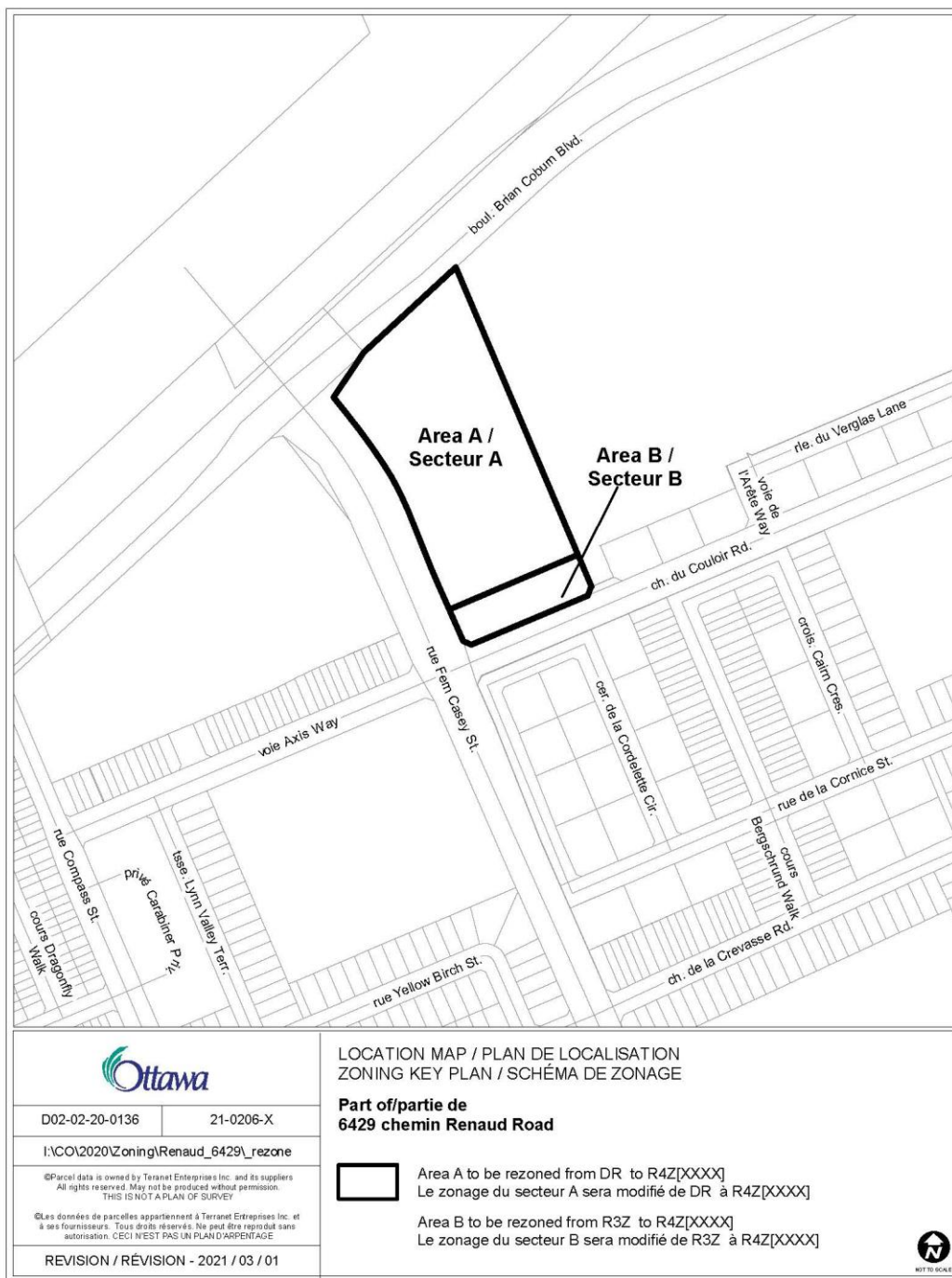
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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 and Zoning Key Plan

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

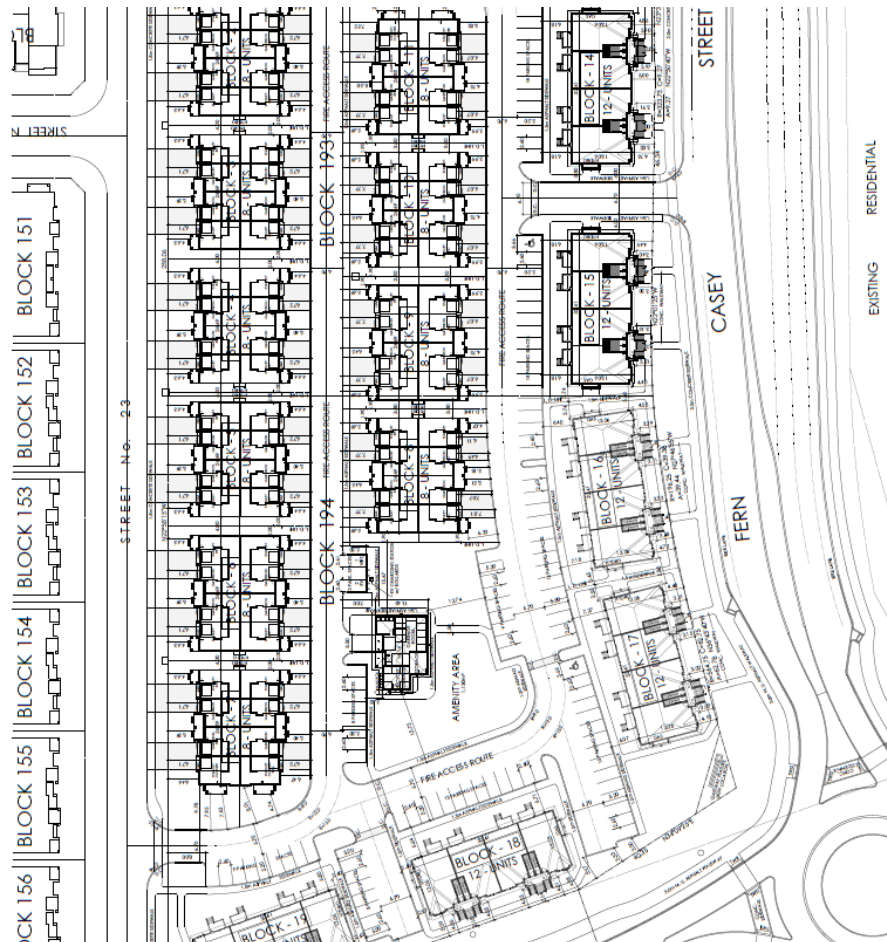


Document 2 – Details of Recommended Zoning

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

1. Rezone the lands as shown in Document 1.
2. Add a new exception, R4Z[xxxx], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column II, add the text “R4Z[xxxx]”;
 - b. In Column V, add the following text:
 - For the purposes of zoning interpretation, the lot line that abuts Brian Coburn Boulevard is deemed to be the front lot line; the lot line that abuts Couloir Road is deemed to be the rear lot line.
 - minimum required rear yard setback: 3m
 - Provisions for townhouse dwellings that are vertically attached in the rear and side:
 1. minimum lot area is 92m².
 2. air conditioner condenser may be located in a front yard when units are attached back to back.
 - Table 111B does not apply.
 - Subsection 111(11) does not apply.

Document 3 – Preliminary Site Plan



Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. No public meetings were held in the community, as it was deemed not necessary given the low number of public comments received.

One public submission was received in response to the application.

Public Comments and Responses

Comment:

The proposed low-rise stacked townhomes are supported, but the nine-storey building height permitted by the applicable policies of the East Urban Community Phase 3 Community Design Plan is not supported. Such density would generate more traffic in the area and negatively impact property values.

Response

Nine-storey apartment buildings are not proposed for the subject lands. While the City policies permit up to nine storeys, and in some circumstances 12 storeys or higher, the proponent has simply opted to propose 3.5-storey stacked townhouses and three-storey back-to-back townhouses. The proposed zoning amendment would permit up to four storeys only on the lands.

Community Organization Comments and Responses

Nil.