

5. Zoning By-law Amendment – 6321 Renaud Road

Modification du Règlement de zonage – 6321, chemin Renaud

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 6321 Renaud Road to permit single detached and townhouse dwellings, as detailed in Document 2.

Recommandation du Comité

Que le Conseil approuve la modification du Règlement de zonage 2008-250 concernant la propriété du 6321, chemin Renaud, en vue d'y permettre des habitations unifamiliales et en rangée, comme l'explique le document 2.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated June 22, 2021 (ACS2021-PIE-PS-0062)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 22 juin 2021 (ACS2021-PIE-PS-0062)

2. Extract of draft Minutes, Planning Committee, July 8, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 8 juillet 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
8 July 2021 / 8 juillet 2021**

**and Council
et au Conseil
21 July 2021 / 21 juillet 2021**

**Submitted on 22 June 2021
Soumis le 22 juin 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-0062

SUBJECT: Zoning By-law Amendment – 6321 Renaud Road

OBJET: Modification du Règlement de zonage – 6321, chemin Renaud

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 6321 Renaud Road to permit single detached and townhouse dwellings, 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 21 July 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 la modification du Règlement de zonage 2008-250 concernant la propriété du 6321, chemin Renaud, en vue d'y permettre des habitations unifamiliales et en rangée, comme l'explique le document 2.
2. Que le Comité de l'urbanisme approuve l'inclusion de 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 21 juillet 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

6321 Renaud Road

Owner

Torrente Homes and Development Inc.

Applicant

Stantec Consulting Ltd.

Architect/Designer

Miroca Design Incorporated

Description of site and surroundings

The subject site is situated on the northeast corner of the intersection of Compass Street and Renaud Road within that portion of the developing East Urban Community (EUC) Phase 1 immediately north of Renaud Road, as highlighted on Document 1. The 0.24-hectare site (which includes the adjacent property addressed 506 Compass Street that is not subject to the zoning amendment) is rectangular in shape and is bounded by Enclave Walk to the north, Compass Street to the west, Renaud Road to the south and existing single detached lots to the east. It is presently occupied by a single detached dwelling fronting Renaud Road. The site is surrounded by the developing residential neighbourhood of Trailsedge. The lands to the south and farther east are currently under low and medium density residential development, while the existing residential lands of similar character to the north and west are almost built out.

Summary of requested Zoning By-law amendment proposal

The current zoning in effect on the site is "Development Reserve" (DR), which 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 applicant proposes to change the zoning of the site to "Residential First Density, Subzone Z" (R1Z) and "Residential Third Density, Subzone Z" (R3Z) in order to permit the development of future single detached lots and townhouse units fronting Enclave Walk and Renaud Road, respectively, as illustrated in Document 3.

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.

Public submissions were 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 site and the surrounding neighbourhoods are within the limits of the Community Design Plan (CDP) for the East Urban Community (Phase 1 Area), approved by Council in 2005. The CDP contains a comprehensive and co-ordinated vision for future development and establishes the broader planning framework for the East Urban Community. The Land Use Structure Plan and Demonstration Plan contained within the CDP designate the site as "Residential", intended for low density development.

Urban Design Review Panel

The site is not within a Design Priority Area and the Zoning By-law Amendment application was 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 uses.

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, single detached and multiple-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 scale, built form and character, and, therefore, it conforms with the Official Plan's relevant policies of Sections 2.5.1 and 4.11 in this regard. The proposed single detached and townhouse dwellings represent a modest scale of infill development consisting of common building typologies that would integrate well into the established and developing neighbourhood.

The proposed development also respects the guiding principles and the general land use direction and development densities expressed in the CDP for existing residential lands, which contemplates low to medium density intensification through redevelopment on such lands. The proposed development also is consistent with the relevant community design guidelines contained in the CDP in that the dwellings are oriented toward and appropriately set back from the public streets.

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 spaces through development, and ensuring that new development respects the character of existing areas. 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 such issues as building height and form, setbacks, transition, shadowing, relationship with the public realm and accommodation of parking. The proposed single detached and townhouse dwelling development is consistent with these policy expectations.

The proposed R1Z and R3Z zones and performance standards, together with the adjacent property addressed 506 Compass Street that is already zoned R1Z, allow for the implementation of the proposed low-rise development. The proposed zones, detailed in Document 2, are desirable to support appropriate development.

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

Ward Councillor Dudas provided the following comment:

“By itself, this development is not inappropriate for the site and fits well within the community. However, when taken in context as one of numerous residential development applications within the community of Bradley Estates, Eastboro, and Trailsedge, some with much greater density than this application, the impacts on the already inadequate road infrastructure is significant.

In South Orléans, there will be an increase of 15,424 units built, and that is just the already planned developments over the next decade. This represents more than 18 per cent of the greenfield development in the entire City of Ottawa. Obviously, this does not even consider the impact of infill projects.

This community, and those to the east, are all 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.

Navan Road is typically cited as the community's primary 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.

Packing in more homes, without providing the means for current and future residents to get around their community, or even go to the store to buy milk without driving for 15+ minutes, is not something I can support. While I am conscious that development in general will continue, and I cannot fault this particular application, without the necessary

infrastructure and amenities to support it, the City is failing to provide key infrastructure to this community.

This speaks to the absolute need for the Brian Coburn Extension and specifically 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.

On behalf of the community, I continue to raise the 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. Likewise, there are no amenities within walking distance in this neighbourhood, which of course has substantial impact on residents' quality of life."

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations in 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 as it pertains to the proposed townhouses through the site plan control approval process.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0015) 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 a few minor issues.

SUPPORTING DOCUMENTATION

The supporting documentation listed below immediately follow the report.

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 policies and contains appropriate zones and performance standards to permit the proposed low-rise residential use development. 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; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

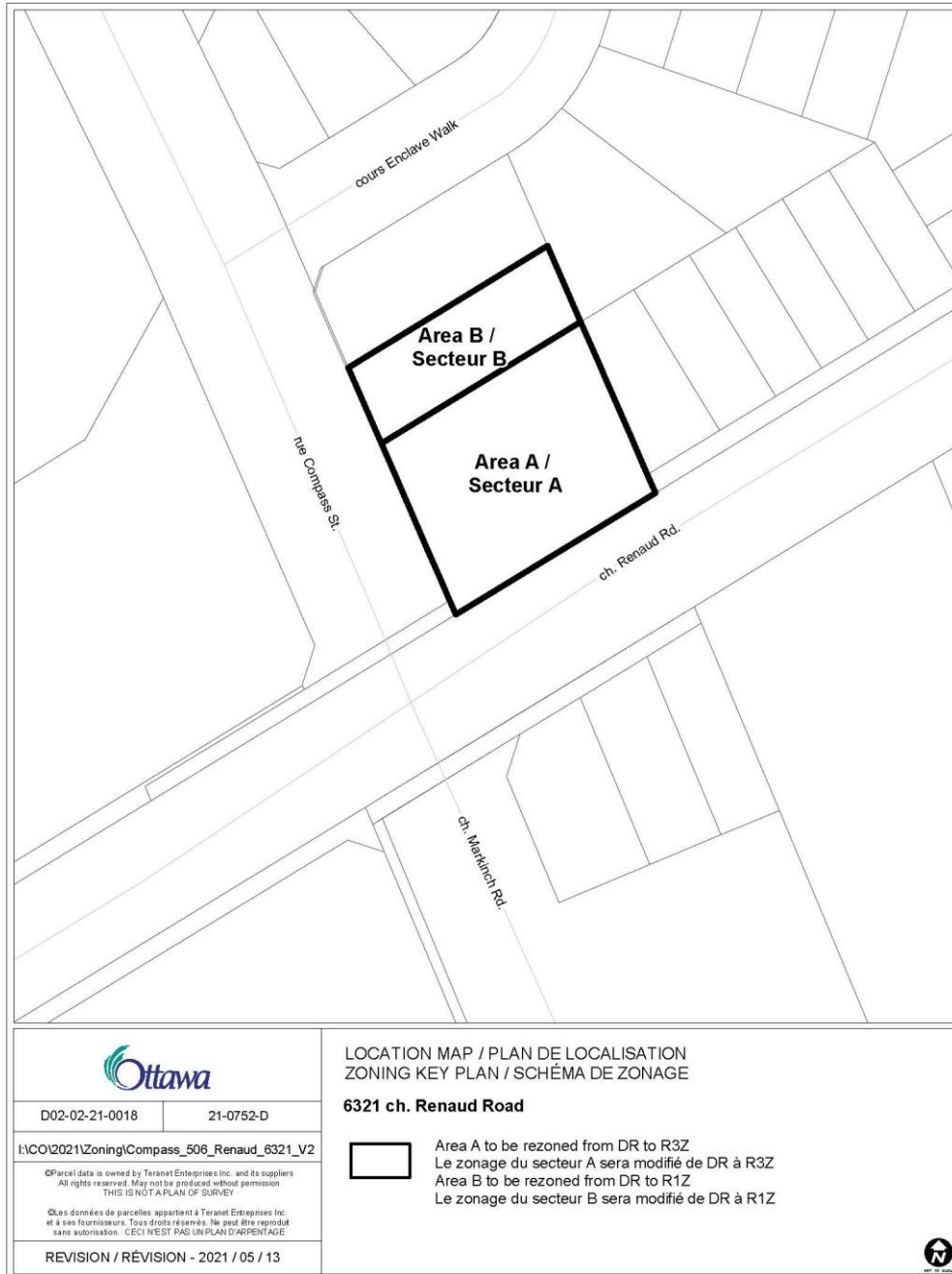
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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

For an interactive Zoning map of Ottawa visit geoOttawa

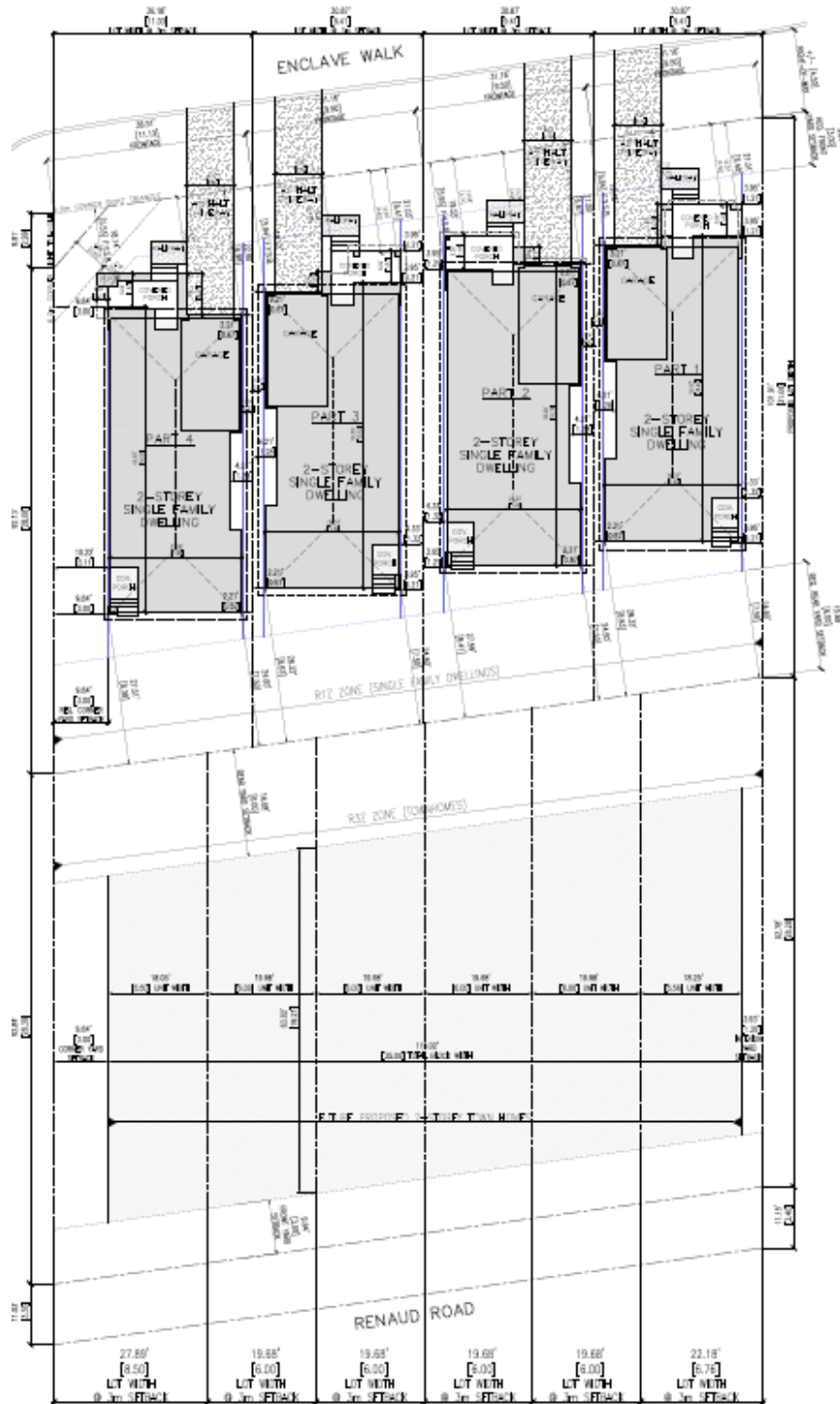


Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 6321 Renaud Road:

1. Rezone the lands as shown in Document 1.

Document 3 – Preliminary Site Plan



PRELIMINARY SITE PLAN
SCALE: 1:150

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. The holding of a formal City-organized public information session during the public consultation period was deemed not necessary.

Public submissions from one member of the public and another representing ten members of the public, were received in response to the proposed zoning amendment. No comments from community organizations were received.

Question/Comment	Staff Response
General	
The proposal to build new homes on the existing property is welcomed as it will result in a significantly better built form than what currently exists.	Noted.
Density	
The proposed development is an example of the incremental increase in residential density over the past several years with no betterment of the community through the provision of community services and amenities. It is causing major and detrimental issues, particularly given the lack of municipal infrastructure and the numerous ongoing developments in the East Urban Community.	The proposal represents a modest increase in density that is supported by applicable Official Plan policy.
Land Use/Compatibility	
The proposed residential development is not compatible with the character of the existing single detached dwellings	The Official Plan's definition for compatible development states that it is not necessary to be the same as or similar to existing

Question/Comment	Staff Response
<p>in the immediate surrounding neighbourhood.</p>	<p>buildings in the vicinity. Rather, it is to fit well within its physical context and work well with the existing and planned function. The integration of townhouses and single detached typologies is very common throughout the immediate neighbourhood and is supported by Official Plan policy and the guiding principles of the CDP.</p>
<p>At the time of purchase, existing residents were told that any future homes on the subject site would be built facing Compass Street. Such site reconfiguration would allow better preservation of green space and less impact on the existing neighbourhood.</p>	<p>It is more appropriate for the proposed dwellings to face Enclave Walk and Renaud Road. Otherwise, the existing multi-use pathway along the east side of Compass Street would be significantly interrupted by driveways and potentially blocked by parked cars.</p>
<p>Narrower single detached lots would make for deeper dwellings that would protrude farther back than the existing homes, which would be visually undesirable and would block access to sunlight for adjacent residents.</p>	<p>The proposed dwellings are to comply fully with the R1Z and R3Z zone performance standards, which are common to this neighbourhood.</p>
<p>The proposed single detached dwelling immediately adjacent to the existing dwelling will impact negatively the privacy of residents of the adjacent property. The second-storey and side windows directly overlooking the neighbouring property's rear yard should be removed.</p>	<p>Such site condition of opposing windows between residential lots is common to most urban and certainly more recent suburban development patterns.</p>
<p>To be consistent with the lot sizes of adjacent properties, only three single detached lots should be permitted along Enclave Walk. Similarly, the</p>	<p>The proposed development is compatible with the surrounding existing density and built form.</p>

Question/Comment	Staff Response
<p>proposed townhouse block should be replaced by single detached lots and zoned R1Z.</p>	
Environment	
<p>The destruction of the existing trees is of concern. If possible, the existing trees should be transplanted to the stormwater conveyance channel behind Enclave Walk residential lots.</p>	<p>A Tree Information Report will be submitted in support of a future consent to sever application. The health and viability of the trees from transplantation will be determined by a qualified arborist.</p>
Transportation/Traffic	
<p>Renaud Road is already beyond its maximum capacity during peak traffic hours, with traffic backing up from Navan Road to beyond Fern Casey prior to the pandemic. A traffic plan should be required to confirm that there would be no impact on Renaud Road from additional construction traffic as well as the increasing neighborhood development.</p>	<p>A traffic study was not warranted for the modest number of proposed residential dwellings. It is staff's opinion that the site is adequately suited for the proposed uses.</p>
<p>On-street parking on Enclave Walk is already very scarce due to parking restrictions on Renaud Road. The proposed additional single detached homes will add to the already limited on-street parking.</p>	<p>It is understood that the single driveways of the proposed dwellings will accommodate two tandem parking spaces in addition to the garage. This exceeds the Zoning By-law's minimum parking requirements for a singled detached dwelling.</p>
<p>Traffic flow out of the community is restricted to the already very congested Renaud Road, Navan Road, Brian Coburn Boulevard and Innes Road. The City needs to act now to upgrade and widen the main</p>	<p>As per the current Transportation Master Plan (TMP), Navan Road and Brian Coburn are currently listed on the ultimate road network and scheduled to be widened sometime after 2031. The TMP is currently under revision for approval in 2023 and</p>

Question/Comment	Staff Response
arterial roads with better traffic controls.	these road project schedules may be reevaluated.
Brian Coburn Boulevard is not built to its ultimate 4-lane divided roadway, yet it is constantly congested with traffic.	Renaud Road (a collector road) nor Innes Road (a four-lane arterial road) are not scheduled to be widened.
The Brian Coburn Boulevard extension needs to be approved and built. Navan Road is constantly congested with traffic. The community is very annoyed with the lack of response to these already voiced issues. Residents of Orleans feel disregarded and dread the traffic impact when the pandemic is over.	
Construction Activity	
With the constant increase in construction traffic in the community, the City needs to monitor compliance with the construction traffic control plans to ensure residents' safety and reduce environmental impacts.	This matter has been noted and raised with the appropriate City staff to address.
The possibility of damage to the foundations of existing surrounding dwellings due to on-site construction activity should be appropriately safeguarded.	Development adjacent to existing buildings is common practice, and appropriate construction measures are taken to safeguard against impacts.
Process	
The application notes the townhomes are not part of the planning for the proposed zoning amendment, yet townhomes are currently being offered	The proponents will be required to apply to the City for Site Plan Control Approval of the proposed townhouse block (R3Z) following the zoning amendment process. The siting

Question/Comment	Staff Response
for sale by the proponent. How so?	of townhomes on the supporting documents is conceptual in nature simply to demonstrate the future intended use.
Given that the public notification of the application was given during the current lockdown, it was difficult to gather more support from the surrounding residents in expressing concerns with the proposed zoning amendment.	The processing of planning applications filed under the Ontario Planning Act and the legislated timelines for Council's consideration of such applications remain in effect and were not adjusted by the provincial lockdown order.