

1. **Zoning By-law Amendment – 6101 Renaud Road, and 2980, 3000, 3048, 3054 and 3080 Navan Road**

**Modification au Règlement de zonage – 6101, chemin Renaud, et 2980, 3000, 3048, 3054 et 3080, chemin Navan**

**Committee recommendation as amended**

**That Council approve an amendment to Zoning By-law 2008-250 for 6101 Renaud Road, and 2980, 3000, 3048, 3054 and 3080 Navan Road to permit a residential subdivision consisting of 156 townhouse dwellings, 23 single detached dwellings and a mid-rise condominium block, as detailed in Document 2 (revised).**

**Recommandation du Comité tel que modifiée**

**Que le Conseil approuve une modification du Règlement de zonage (n° 2008-250) pour le 6101, chemin Renaud, et les 2980, 3000, 3048, 3054 et 3080, chemin Navan afin de permettre l'aménagement d'un lotissement résidentiel composé de 156 habitations en rangée, 23 habitations isolées et un immeuble en copropriété de moyenne hauteur, comme indiqué dans le document 2 (révisé).**

**For the Information of Council**

Planning Committee approved the following motion:

Motion No PLC 2021-48/1

**...THEREFORE BE RESOLVED that Planning Committee:**

1. **replace report “ACS2021-PIE-PS-0117” with “ ACS2021-PIE-PS-0117 (revised)”, which includes the following changes:**
  - a. **in the body of the report, replace reference to “Residential Fifth Density, Subzone F” (R5F)” and “Residential Fifth Density, Subzone F, Height Suffix of 20 Metres” (R5F H(20))” in the report with “Residential Fifth Density, Subzone N, with**

site-specific exceptions, Height Suffix of 20 Metres”  
(R5N[XXX3] H(20))”;

- b. in the body of the report, replace reference to “R5” with “R5N”; and
- c. additional details on the proposed exception ([XXX3]) in the planning rationale;
- d. a replacement Document 1 – Location Map and Zoning Key Plan, with the appropriate R5N[XXX3] H(20);
- e. a replacement Document 2 – Details of Recommended Zoning, with the intended zoning provisions; and

**THEREFORE BE IT FURTHER RESOLVED** that there be no further notice pursuant to Subsection 34 (17) of the *Planning Act*.

Pour la gouverne du Conseil municipal

Le Comité a approuvé la motion suivante:

Motion No PLC 2021-48/1

**...PAR CONSÉQUENT, IL EST RÉSOLU QUE** le Comité de l'urbanisme :

1. remplace le rapport « ACS2021-PIE-PS-0117 » par le rapport « ACS2021-PIE-PS-0117 (version révisée) », qui inclut les changements suivants :
  - a) dans le corps du texte, remplacement de « zone résidentielle de densité 5, sous-zone F (R5F) » et de « zone résidentielle de densité 5, sous-zone F, suffixe de hauteur de 20 mètres (R5F H[20]) » par « zone résidentielle de densité 5, sous-zone N,

avec exceptions propres à l'emplacement, suffixe de hauteur de 20 mètres (R5N[XXX3] H[20]) »;

- b) dans le corps du texte, remplacement de « R5 » par « R5N »;
- c) ajout de détails sur l'exception proposée ([XXX3]) dans la justification de l'aménagement;
- d) ajout d'une nouvelle version du Document 1 – Carte de localisation et schéma de zonage, avec la bonne référence (R5N[XXX3] H[20]);
- e) ajout d'une nouvelle version du Document 2 – Détail du zonage recommandé, avec les dispositions de zonage voulues;

**IL EST EN OUTRE RÉSOLU QU'aucun nouvel avis ne soit donné en vertu du paragraphe 34 (17) de la *Loi sur l'aménagement du territoire*.**

Documentation/Documentation

1. Revised Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated August 25, 2021 (received on September 9, 2021) (ACS2021-PIE-PS-0117)

Rapport révisé de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 25 août 2021 (reçu le 9 septembre 2021) (ACS2021-PIE-PS-0117)

2. Extract of draft Minutes, Planning Committee, September 9, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 9 septembre 2021

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
9 September 2021 / 9 septembre 2021**

**and Council  
et au Conseil  
22 September 2021 / 22 septembre 2021**

**Submitted on 25 August 2021  
Soumis le 25 août 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**

**Contact Person / Personne ressource:  
Evode Rwagasore, Planner / Urbaniste, Development Review East / Examen des  
demandes d'aménagement est  
613-580-2424, 16483, [Evode.Rwagasore@ottawa.ca](mailto:Evode.Rwagasore@ottawa.ca)**

**Ward: INNES (2)**

**File Number: ACS2021-PIE-PS-0117**

**SUBJECT: Zoning By-law Amendment – 6101 Renaud Road, and 2980, 3000,  
3048, 3054 and 3080 Navan Road**

**OBJET: Modification au Règlement de zonage – 6101, chemin Renaud, et  
2980, 3000, 3048, 3054 et 3080, chemin Navan**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 6101 Renaud Road, and 2980, 3000, 3048, 3054 and 3080 Navan Road to permit a residential subdivision consisting of 156**

townhouse dwellings, 23 single detached dwellings and a mid-rise condominium block, as detailed in Document 2 (revised).

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 September 22, 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 du Règlement de zonage (n° 2008-250) pour le 6101, chemin Renaud, et les 2980, 3000, 3048, 3054 et 3080, chemin Navan afin de permettre l'aménagement d'un lotissement résidentiel composé de 156 habitations en rangée, 23 habitations isolées et un immeuble en copropriété de moyenne hauteur, comme indiqué dans le document 2 (révisé).
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 22 septembre 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.

## EXECUTIVE SUMMARY

The report recommends approval of a residential subdivision. The Zoning By-law amendment is intended to permit the development of the related Draft Approved Plan of Subdivision, comprised of 150 townhouse dwellings, 23 single detached dwellings, and a mid-rise condominium apartment block.

Through public consultation, the City received approximately 75 comments, the majority of which expressed concerns with density and transportation and/or were in opposition to the proposed changes.

The site is within the limits of the [Community Design Plan \(CDP\) for the East Urban Community \(Phase 1 Area\)](#), approved by Council in 2005. The proposed development complies with the CDP land use and the Official Plan designation, intended for medium to low density residential development.

## **RÉSUMÉ**

Le rapport recommande l'approbation d'un lotissement résidentiel. La modification du Règlement de zonage vise à permettre l'exécution du plan de lotissement provisoire connexe approuvé, qui prévoit 156 habitations en rangée, 23 habitations isolées et un immeuble en copropriété de moyenne hauteur.

Lors d'une consultation publique, la Ville a reçu environ 75 commentaires, la majorité pour exprimer des réserves sur les plans de la densité et du transport, ou pour s'opposer aux changements proposés.

L'emplacement se trouve dans les limites du [Plan de conception communautaire \(PCC\) de la collectivité urbaine de l'est - secteur de la phase 1](#), approuvé par le Conseil en 2005. Le projet est conforme à l'utilisation du sol du PCC et à la désignation du Plan officiel, visant des ensembles résidentiels de faible et de moyenne densités.

## **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**

6101 Renaud Road, 2980, 3000, 3048, 3054 and 3080 Navan Road

### **Owner**

Caivan Renaud Inc.

### **Applicant**

Fotenn Consultants Inc.

## Description of site and surroundings

The subject lands are located southwest of the intersection of Renaud Road and Navan Road and abut the established neighbourhood of Bradley Estates within the East Urban Community of Orléans, as shown on Document 1.

The 6.58-hectare site fronts along Navan Road to the north, Pagé Road to the east and Renaud Road to the south. It is largely vacant, except for detached dwellings on the properties municipally known as 3048 Navan Road, 3054 Navan Road, 3080 Navan Road and 6101 Renaud Road.

The topography across the site is quite varied. It is highest in the northern portion abutting Navan Road and slopes down significantly in a southerly direction toward the rear yards of the existing residential properties along the western and southern limits. Navan Road also features significant grade changes, sloping down from northwest to southeast.

## Summary of requested Zoning By-law Amendment proposal

The applicant is proposing to rezone the site from Development Reserve to “Residential Third Density, Subzone YY, with site-specific exceptions” (R3YY[XXX1] and R3YY[XXX2]), and “**Residential Fifth Density, Subzone N, with site-specific exceptions, Height Suffix of 20 Metres**” (R5N[XXX3] H(20))”, as detailed in Document 2.

These zones will permit the proposed subdivision on the site comprised of townhouse dwellings, single detached dwellings, and a mid-rise apartment block.

## DISCUSSION

### Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for Zoning By-law amendments. A virtual public meeting was held on 1 March 2020, via video conferencing, to consider the companion proposed Draft Plan of Subdivision.

As a result of the notification process, approximately 75 comments were received, the majority of which expressed concerns with density and transportation and/or were in opposition to the proposed changes.

For this proposal's consultation details, 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.

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 subdivision 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 coordinated 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 medium to low density development.

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 [Urban Design Guidelines for Greenfield Neighbourhoods](#), approved by Council on September 26, 2007, provide guidance for the design of new and developing neighbourhoods. The objectives of the Guidelines 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.

### 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.

### Planning rationale

The subject Zoning By-law amendment is intended to permit the development of the related Draft Approved Plan of Subdivision, comprised of 156 townhouse dwellings, 23 single detached dwellings, and a mid-rise condominium apartment block, as illustrated in Document 4. The “Residential Third Density, Subzone YY with Exceptions” (R3YY[XXX1] and R3YY[XXX2]) zoning is proposed for the detached and townhouse dwellings. The R3 zone permits a range of unit types, including but not limited to detached, semi-detached, duplex, three-unit, and townhouse dwellings. The YY subzone is commonly used to ensure efficient, compact development patterns that maximize the use of land, while the proposed exceptions ([XXX1], [XXX2]) contain site-specific provisions that would accommodate the owner’s housing product designs and development patterns.

The **“Residential Fifth Density, Subzone N with Exceptions, Height Suffix of 20 Metres” (R5N[XXX3] H(20))** zone is proposed for apartment dwelling units in a future mid-rise building format limited to six storeys. The **R5N** zone allows a wide range of residential building forms, from detached dwellings to high-rise apartment buildings. **The proposed exception ([XXX3]) accommodates a select few non-residential uses limited in floor area and location on the ground floor of an apartment building. It also provides alternative development provisions for back-to-back townhouses and townhouses served by rear lanes should the proposed mid-rise apartment use not be pursued by the property owner.**

The proposed Zoning By-law amendment is consistent with the relevant Official Plan policies, the principles, and objectives of the CDP as well as the applicable urban design guidelines, and therefore is appropriate to permit the development of the related approved Draft Plan of Subdivision now in effect over the site. The department therefore recommends approval of the proposed Zoning By-law amendment.

## **Provincial Policy Statement**

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

## **RURAL IMPLICATIONS**

There are no rural implications associated with this application.

## **COMMENTS BY THE WARD COUNCILLOR**

Councillor Dudas provided the following comment:

“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 is 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 would add 150 townhouse dwellings, 23 detached dwellings and a mid-rise condominium block (which is expected to accommodate approximately 100 to 150 apartment 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**

In the event the recommendations are adopted and the matter is appealed to the Ontario Land Tribunal, the length of the hearing will depend upon the matters raised in the appealed. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. An external planner, and possibly other witnesses may need to be retained dependent upon the reasons for refusal.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with this report.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications associated with the report recommendations. In the event the application is refused and appealed, it would be necessary to retain an external planner and possibly other witnesses. This expense would be funded from within Planning Services' operating budget.

## **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 detailed engineering design and final approval of the subdivision, and the future apartment building development through the Site Plan Control Approval process.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-20-0125) 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

Document 4 Draft Plan of Subdivision

## **CONCLUSION**

The Planning, Infrastructure and Economic Development Department recommends the approval of the proposed Zoning By-law amendment as it conforms to the Official Plan policies and is appropriate for the intended development of the site.

## **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.

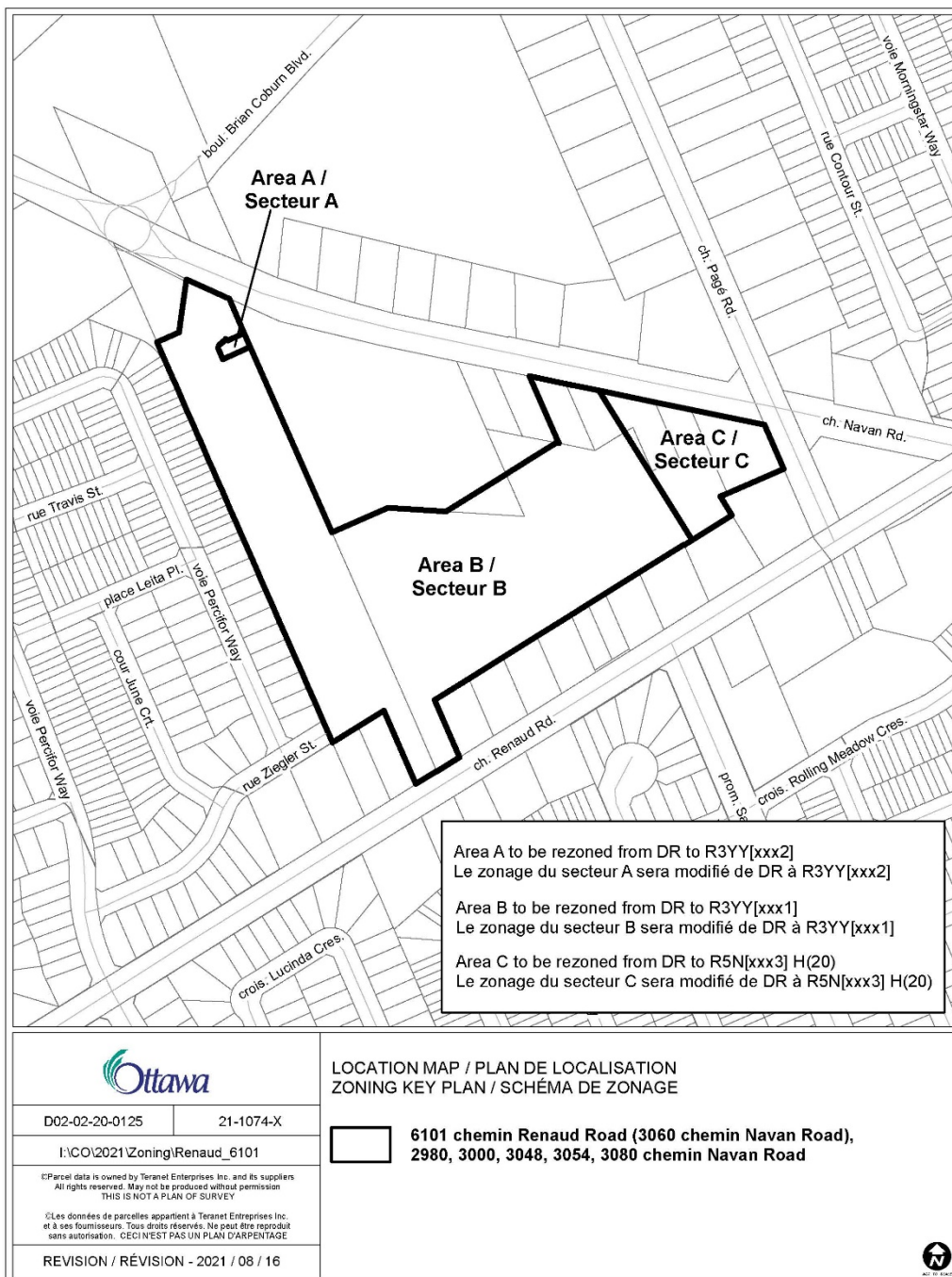
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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.

**Replacement** Document 1 – Location Map and Zoning Key Plan

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



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

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 6101 Renaud Road, 3060 Navan Road and 2980, 3000, 3048, 3054, and 3080 Navan Road are as follows:

1. Rezone the lands as shown in Document 1
2. Amend Section 239, Urban Exceptions, by adding a new exception, XXX1, with provisions similar in effect to the following.
  - a. In Column II, add the text, “R3YY[XXX1]”
  - b. In Column V, add the following provisions:
    - i. A maximum of 65 per cent of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping.
    - ii. Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.8 metres from the nearest edge of the sidewalk.
    - iii. a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metre into a required interior side yard but no closer than 0.2 metres to the lot line.
    - iv. balconies and porches may project to within 0 metres of a corner lot line.
    - v. the steps of a porch may project 2.5 metres into a required yard, but may be no closer than 0.5 metres from a lot line other than a corner side lot line, from which they can be as close as 0 metres.
    - vi. any portion of a deck with a walking surface higher than 0.3 metres but no higher than 0.6 metres above adjacent grade may project to within 0.6 metres of a lot line, and any portion of a deck with a walking

surface equal to or less than 0.3 metres may project to within 0.3 metres of a lot line.

- vii. an air-conditioning condenser unit may project 1 metre, but no closer than 0.2 metres to a lot line, and may not be located in a front yard except in the case of a back-to-back townhouse, but may be located in a corner side yard.
- viii. Section 57 does not apply.
- ix. In the case of a home-based business operating within a townhouse or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.
- x. The following applies to detached dwellings:
  - 1. minimum lot area: 198 square metres
  - 2. minimum front yard setback 3.0 metres
  - 3. minimum total interior side yard setback is 1.8 metres with a minimum of 0.6 metres on at least one side. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.
  - 4. minimum corner side yard setback: 2.5 metres, despite the foregoing, no more than two portions of the building, not exceeding a total floor area of 3.0 square metres, may be located no closer than 2.1 metres from the side lot line abutting a street.
  - 5. maximum lot coverage: 55 per cent
  - 6. for a detached dwelling on a corner lot:
    - 1. Minimum rear yard setback may be reduced to 2.5 metres for part of the building that is no higher than 4.5 metres and any part of the building, excluding projections, located less than 6.0 metres from the rear



lot line must be located at least 4.0 metres from any interior side lot line.

2. An active entrance must be provided on the side of the building facing the corner side yard.

xi. The following applies to semi-detached and townhouse dwellings:

1. minimum lot area: 137 square metres
2. minimum lot width: 5.5 metres
3. minimum front yard setback: 3.0 metres
4. minimum interior side yard setback: 1.5 metres
5. minimum corner side yard: 2.5 metres
6. maximum building height: 14 metres
7. maximum lot coverage: 65 per cent

3. Amend Section 239, Urban Exceptions, by adding a new exception, XXX2, with provisions similar in effect to the following.

a. In Column II, add the text, "R3YY[XXX2]"

b. In Column V, add the following provisions:

- i. The minimum interior side yard setback applies to the northerly lot line from the corner sight triangle to the rear lot line.
- ii. All other provisions of Urban Exception [XXX1] apply.

4. Amend Section 239, Urban Exceptions, by adding a new exception, XXX3, with provisions similar in effect to the following.

a. In Column II, add the text, "R5N[XXX3] H(20)"

b. In Column IV, add the text, "Despite endnote 19, ancillary uses are limited to convenience store and daycare and the convenience store has a max GFA of 100 square metres and is only permitted on the ground floor and/or basement."

- c. In Column V, add the following provisions:
  - i. The following applies to townhouse dwellings, including back-to-back and rear lane townhouse dwellings:
    - 1. Minimum corner side yard setback: 2.5 metres
    - 2. Maximum building height: 14 metres
    - 3. Minimum lot area for back-to-back and rear lane townhouse dwellings: 77 square metres
    - 4. Outdoor amenity area is permitted on top of garages in townhouse dwellings located on rear lanes.
    - 5. The area of the driveway cannot exceed 65 per cent of the area of the yard in which it is located, except in the case of townhouses with rear lane access, whereby the area of the driveway can cover 100 per cent of the yard in which it is located.
    - 6. Where access is via the rear lane, the minimum rear yard setback may be reduced to 0 metres, and the width of the garage, carport or driveway may be the width of the entire rear yard.

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

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A virtual public meeting was held on March 1, 2020, via video conferencing, to consider the companion proposed Draft Plan of Subdivision and Zoning By-law amendment. Approximately 75 comments were received as a result of the notification process. A summary of the public concerns raised is outlined below.

<b>Specific Concern/Question</b>	<b>Response/Action</b>
<b>General</b>	
The need for more diverse housing options in the area is recognized and welcomes the pedestrian and cycling connections to Brian Coburn Boulevard that this new development would offer to the community.	Noted.
The City does not seem to be taking homeowners' concerns regarding density, traffic resolution and infrastructure seriously. It seems to be prioritizing new development over developing a complete neighborhood for existing residents.	<p>While Renaud Road (a collector road) is not scheduled to be widened, 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 these road project schedules may be re-evaluated.</p> <p>The provision of commercial services throughout the community is a function of economic and retail market conditions not within the City's control.</p>
<b>Transportation</b>	

<p>The current Navan Road/Pagé Road intersection will not be able to handle the addition traffic volume from the proposed subdivision and will be unsafe for pedestrians and cyclists. Not all pedestrians will use the planned pathway to the Chapel Hill South transit station.</p>	<p>The Traffic Impact Assessment submitted in support of the proposed subdivision and accepted by City staff concludes that the projected traffic resulting from the development would have a minimal impact on the operational analysis at the study area intersections.</p>
<p>The additional proposed intersections along Navan Road and Renaud Road development will create an even more dangerous situation with vehicles attempting to enter the high-volume flow of traffic, which includes a constant stream of heavy vehicles. It is already nearly impossible for pedestrians to access the bus stop.</p>	<p>Traffic signals are not warranted at either of the site's local street access intersections; both local streets will have stop-controls on them. No further traffic control is warranted to address operational issues.</p>
<p>The proposed Falsetto Street should connect to Navan Road near Brian Coburn Boulevard. It would be more convenient for residents of the subdivision rather than having to drive to Renaud Road.</p>	<p>The grades between the subdivision and Navan Road at the north end of the proposed Falsetto Street are too steep for a public road. Furthermore, such an intersection would be too close to the roundabout at Brian Coburn Boulevard.</p>
<p>The proposed discontinuation of Ziegler Street is supported to prevent cut-through traffic to Percifor Way.</p>	<p>Noted. Ziegler Street will not be physically connected to the proposed Falsetto Street, other than for pedestrian pathway purposes.</p>
<p>Zeigler Street should connect to the proposed Falsetto Street for vehicle traffic to provide needed access to Bradley Estates homes via Percifor Way at Renaud Road.</p>	<p>Ziegler Street will not be physically connected to the proposed Falsetto Street, other than for pedestrian pathway purposes.</p>

<p>Public transit in the community is inadequate, particularly with there being a poor connection to the closest LRT station (Blair). It has created a heavily vehicle-dependent community, exacerbated by a substandard road network subject to high volumes of cut-through traffic on Renaud Road and the local collectors that feed onto it. The preferred EA alternative for the Brian Coburn Boulevard and Cumberland BRT extension is required now, not post-2031. Residents have been enduring an ongoing lack of road infrastructure improvements and amenities in the community and experience a high level of cut-through traffic commuting from South Orléans along Renaud Road to Anderson Road (to 417). Brian Coburn Boulevard needs to be expanded and extended to Anderson Road to divert traffic away from the community. There should either be an alternative road or Renaud Road should be expanded to accommodate the additional traffic. Navan Road and Renaud Road are already over capacity. The proposed subdivision will simply compound an already intolerable situation</p>	<p>The expected increase in transit ridership resulting from the proposed subdivision is expected to be accommodated by the existing transit infrastructure.</p> <p>As per the current Transportation Master Plan (TMP), Navan Road and Brian Coburn are indeed 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 these road project schedules may be re-evaluated.</p>
<p>Until traffic volumes, noise levels, degraded quality of life and increased danger along Renaud Road and the feeder neighbourhood roads are addressed, as well as the lack of safe cycling and pedestrian infrastructure, there will be continued strong opposition</p>	<p>Noted. City staff are very aware of the current strain on municipal infrastructure throughout the Orléans South area and continue to monitor it. As noted above, the current Transportation Master Plan is currently under revision for approval in 2023</p>

to developments that will feed onto the existing inadequate two-lane collectors and neighbourhood residential roads.	and these road project schedules may be re-evaluated.
The traffic impact assessment was conducted during COVID-19. The study results do not reflect the normal traffic volumes.	The transportation impact assessment relies upon available traffic statistics over the past ten years to project expected traffic volumes.

<b>Density/Building Height</b>	
The proposed subdivision is contributing to the increasing number of development applications and higher-density proposals within the East Urban Community without the commensurate increase in infrastructure improvements in the short to medium term. Otherwise, it would be welcomed by the community.	As stated above, the current Transportation Master Plan (TMP) lists Navan Road and Brian Coburn on the ultimate road network and are scheduled to be widened sometime after 2031. The TMP is currently under revision for approval in 2023 and these road project schedules may be re-evaluated.
The proposed walk-out dwellings and upper-level decks will be towering over the existing properties along Percifor Way, which will negatively impact the residents' privacy and cause shadowing in their rear yards.	The developer is required by condition of subdivision approval to provide wood screen fencing adjacent to the existing Percifor Way properties and to contact individual owners of affected adjacent property with offers to provide screen planting.
The proposed six-storey apartment condominium building is not compatible with the surrounding established neighbourhood.	A mid-rise apartment building adjacent to an arterial road is permitted by the relevant policies of the City's Official Plan. At this time, there is no application for such an apartment building.
<b>Land Use/Urban Design</b>	
The proposed subdivision is offering no commercial amenities, which is severely lacking in the community.	The City's Zoning By-law permits commercial uses on several sites throughout the East Urban Community. However, the provision of commercial services is a function of economic and retail market conditions.
The proposed subdivision has limited access for adequate emergency service response.	The subdivision adequately provides two local public road accesses from the abutting arterial and collector roadways.

The proposed dwelling lots are so small that it will create a significantly dense and cramped living environment.	Noted. The developer has proposed similar lot sizes to all its new and developing communities throughout Ottawa.
The subdivision lacks green space.	The City's Parks Planning staff did not require a municipal park within the subdivision. The developer will be required to contribute a cash payment in lieu of the taking of parkland that will be invested in future parkland acquisition within the East Urban Community.
More R5 and R4 zoning along and around Renaud Road and Navan Road would be excessive, given the major	The vast majority of the East Urban Community is zoned R1 to R3 for low- to medium-density residential development.
traffic congestion and volumes that cut through the neighbourhoods.	The introduction of the proposed R5-zoned site provides for an alternative form of housing otherwise not available in the community.
<b>Compatibility/ Context</b>	
The subdivision is completely out of place. It is situated at the primary intersection for the neighbourhood and will be an eye sore.	The City's Official Plan policies allow for the subject lands to be considered for residential subdivision purposes.
<b>Housing</b>	
Inclusive and affordable units are needed.	At this time, the developer has indicated that none of the dwelling units within the proposed subdivision are expected to meet the definition of affordable housing.



Natural Environment	
The proposed development is adjacent to a slope and it has been identified as a well-documented history of landslides occurring along the escarpment within this site and adjacent this site.	The Rideau Valley Conservation Authority considers the conclusions of the Landslide Risk Assessment reasonable, which report indicated that the risk of creep movement that may be occurring throughout the area is considered to be negligible and not likely to be any more significant than conventional postconstruction settlement tolerances, and that the risk to life to individuals and societal risk from a landslide event to occur throughout the subject site is considered negligible.
Construction Activity	
The proposed development raises concerns regarding the strong vibrations generated by the ongoing construction and excavation operation and the potential damage caused to their house foundations.	The developer is obligated to conduct a pre-construction survey of adjacent residential properties only if blasting or hoe ramming is required during site construction or preparation.
Construction has already commenced on the site while the application is still in the process of being reviewed.	The work that has been proceeding on site is related to the soil remediation work that was undertaken late last year and early this year. The developer had to dig quite deep to remove all the contaminated soils then build the site back up to be ready for future site servicing and house construction.

## Approved Draft Plan of Subdivision

