



6615 and 6635 Renaud Road, 191 Rappel Circle

Planning Rationale + Urban Design Brief
Zoning By-law Amendment
March 17, 2025



Prepared for Richcraft

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1.0

Executive Summary

Fotenn Planning + Design (“Fotenn”) has been retained by Richcraft Homes (the “Owner”) to prepare this Planning Rationale and Urban Design Brief in support of a Zoning By-law Amendment application for the site at 6615 and 6635 Renaud Road and 191 Rappel Circle, legally described as Part 1 of Registered Plan 4R-35656 and Blocks 163, 164, and 258, Registered Plan 4M-1719 in the City of Ottawa (the “subject site”).

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

1.1 Application History and Purpose

The subject site is within Phase 3 of Richcraft’s Trailsedge subdivision. While development of Phase 3 has advanced, development on the subject site was delayed until the acquisition of the lot at 6615 Renaud Road. The proposed development was contemplated at the time of Subdivision approval, and the subdivision servicing plans accounted for the proposed development with respect to the size, location and installation of servicing connections.

A consent application will be submitted to permit further division of the subject site prior to the sale of the dwelling units. Two of the lots resulting from this consent application will be suitable for future development following the conclusion of the rental contract for the cell tower on the site.

The purpose of this application is to enable the development of six detached dwellings and six townhouse dwellings by amending the Zoning By-law as follows:

- / To apply Residential Third Density Zone, Subzone Z – R3Z to the subject site where it is currently zoned Development Reserve Zone – DR or Residential First Density Zone, Subzone Z – R1Z.

The Zoning By-law amendment will also permit future development on the lands currently occupied by the cell tower.

A Site Plan Control application will not be required, as each of the townhome blocks and detached homes will be located on separate lots and unit count will not meet the threshold for Site Plan Control.

1.2 Findings

The proposed Zoning By-law Amendment represents good planning in that it is in adherence with Official Plan policies and is a logical extension of the existing and planned neighbourhood context. It supports densification within the urban area, and the development facilitated by this amendment considers the applicable Community Design Plan and Urban Design Guidelines for Greenfield Neighbourhoods. Additionally, no site-specific exception is required, and the proposed Zoning By-law Amendment is supported by studies.

2.0 Subject Site and Surrounding Context

2.1 Subject Site

The subject site consists of several land parcels totalling approximately 4,700 square metres, legally described as Part 1 of Registered Plan 4R-35656 and Blocks 163, 164, and 258, Registered Plan 4M-1719 in the City of Ottawa.



Figure 1: 6615 Renaud Road as viewed from the south-southwestern corner of the site (August 2024, Fotenn)

The subject site as a whole has approximately 75 metres of frontage on the north side of Renaud, 72 metres on the south side of Rappel Circle, and 63 metres on the west side of Mer Bleue Road. The lots abutting Mer Bleue Road are currently unimproved, vacant parcels of land lined along the eastern edge by a retaining wall and terracing to address the grade change between the road and the site.

6615 Renaud Road is currently the site of a single detached bungalow with a wraparound driveway and a cellular tower in the northwest corner of the lot. The part of the lot containing the tower is subject to a 10-year lease, with automatic renewal for 5 consecutive terms, provided terms and conditions are not breached.



Figure 2: Lands reserved for road widening along Mer Bleue Road east of 6635 Renaud Road, as viewed from the intersection of Renaud Road and Mer Bleue Road at the southeast corner of the site. (August 2024, Fotenn)

The subject site is located in Ward 19 – Orléans South / Navan in the east end of Ottawa. Mer Bleue Road is classified as an arterial road adjacent to the site, while Renaud Road is a collector road and Rappel Circle is a local road.

The site is at the edge of a primarily low-rise ground oriented suburban neighbourhood, consisting of a mix of detached, townhouse, and stacked dwellings, interspersed with institutional uses and parks. Other lands surrounding the site are to be developed for a predominantly residential mix of uses as per the East Urban Community (EUC) and Mer Bleue Urban Expansion Area Community Design Plans.

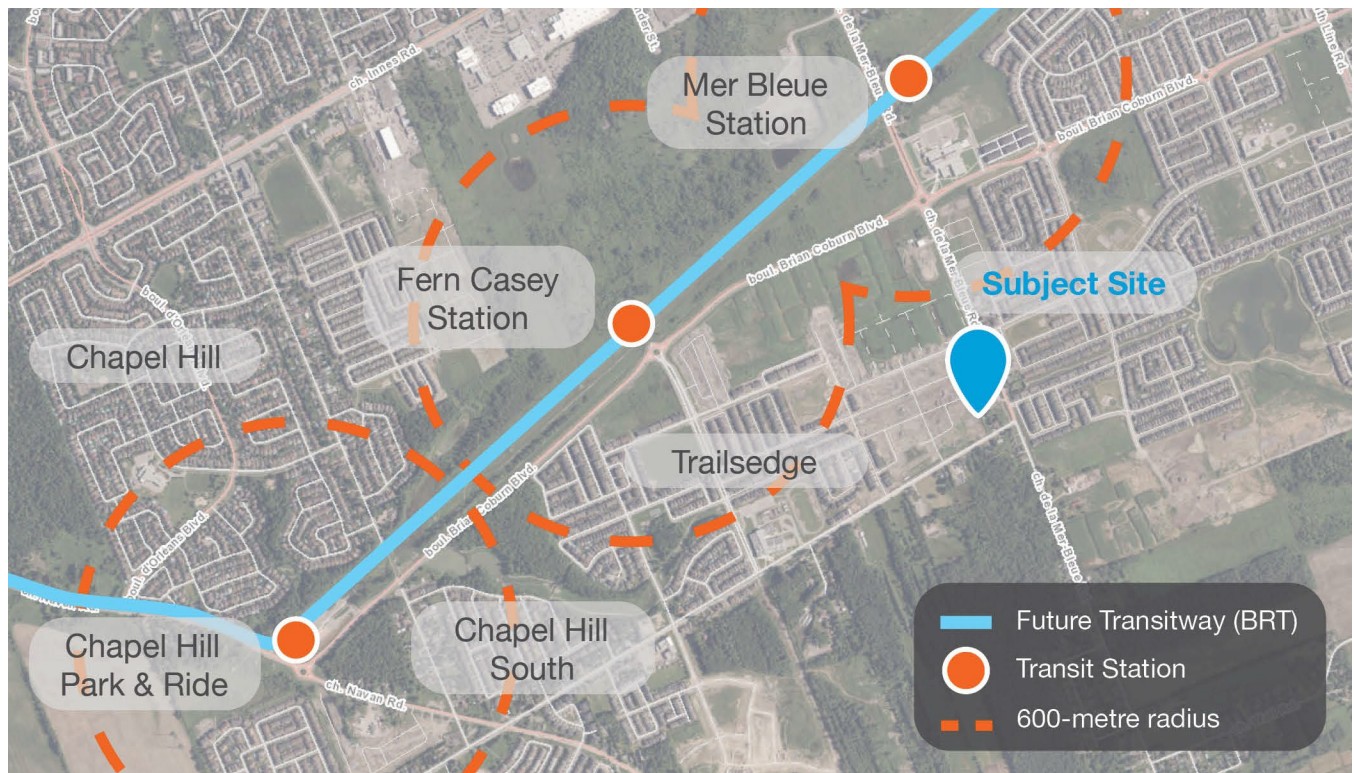


Figure 3: Subject site within surrounding context

The following identifies the land uses that surround the site:

North

Rappel Circle, the northern boundary of the site, is to be lined with townhouses as part of Richcraft’s approved Trailsedge East subdivision. Rappel Circle forms a window street along Mer Bleue Road and Copperhead Street, north of which lie future residential blocks approved for development. The lands fronting Rappel Circle are generally zoned Residential Third Density, subzone Z.

Lands surrounding the intersection of Brian Coburn Boulevard and Mer Bleue Road are to be developed for mixed use and commercial purposes while the northeast corner is currently occupied by the new Aline-Chrétien Health Hub. The future Cumberland Bus Rapid Transit (BRT) extension, with a proposed station on Mer Bleue Road, lies along the hydro corridor to the north of this area. Lands beyond the corridor are intended for employment use per the EUC Phase 3 CDP.

East

A residential neighbourhood characterized by a mix of low-rise, ground-oriented typologies interspersed with parks and institutional uses lies east of Mer Bleue Road. This land use pattern transitions to a rural form near

Trim Road, where it is characterized by farms, open space, detached dwellings on large lots, and appropriately scaled commercial uses.



Figure 4: Townhouse dwellings on Willow Aster Circle, east of the subject site (August 2024, Fotenn)

South

Several older detached dwellings front onto Renaud Road and Mer Bleue Road south of the site, and back onto a large, forested area which extends to lots fronting on Navan Road to the south. This area is subject to primarily residential suburban development as part of the EUC Phase 2 CDP. Three older subdivisions of detached dwellings are located along Mer Bleue Road from Du Palais Street to Grandpré Court. A small golf course and waste disposal facility lie between Navan Road and the Prescott-Russell Trail Link, a converted railway forming the edge of the NCC-owned Greenbelt.



Figure 5: An older dwelling located along Renaud Road, opposite the subject site (August 2024, Fotenn)

West

Richcraft’s existing Trailsedge development abuts the site to the west, with lands closer to the subject site planned to be developed with detached dwellings and townhouses. The typologies in this subdivision as a

whole are mixed, including detached, townhouse, back-to-back, and stacked dwellings, with higher densities located near transit stations of the planned BRT station at Brian Coburn and Fern Casey.

The Chapel Hill Neighbourhood, consisting of detached, semi-detached, and townhouse dwellings, lies beyond Markinch Road. Following Navan Road from the western terminus of Brian Coburn Boulevard leads to the older outer urban community of Blackburn Hamlet, which is located along Innes Road and surrounded by the Greenbelt.

2.3 Road Network

The subject site is well serviced with respect to the existing road network. As per Official Plan Schedule C4, Mer Bleue Road is classified as an arterial road, Renaud Road is a collector, and Rappel Circle is a local road. Innes Road, Brian Coburn Boulevard, and Navan Road are arterial roads that provide east-west access near the site. Municipal Highway 174 is approximately 4km to the north and accessed by Jeanne D’Arc Boulevard, an arterial road.

Mer Bleue Road is planned to be widened and realigned to facilitate further residential development in the area. Per Official Plan Schedule C16, Road Classification and Rights-of-Way Protection, Mer Bleue Road between Innes Road and Navan Road is to have a 37.5-metre-wide right of way. The existing right-of-way abutting the site is 41.5 metres wide as a result of the 2006 Mer Bleue Environmental Study Report, noted in Schedule C16. City staff have advised that this is sufficient and further ROW dedications are not required.

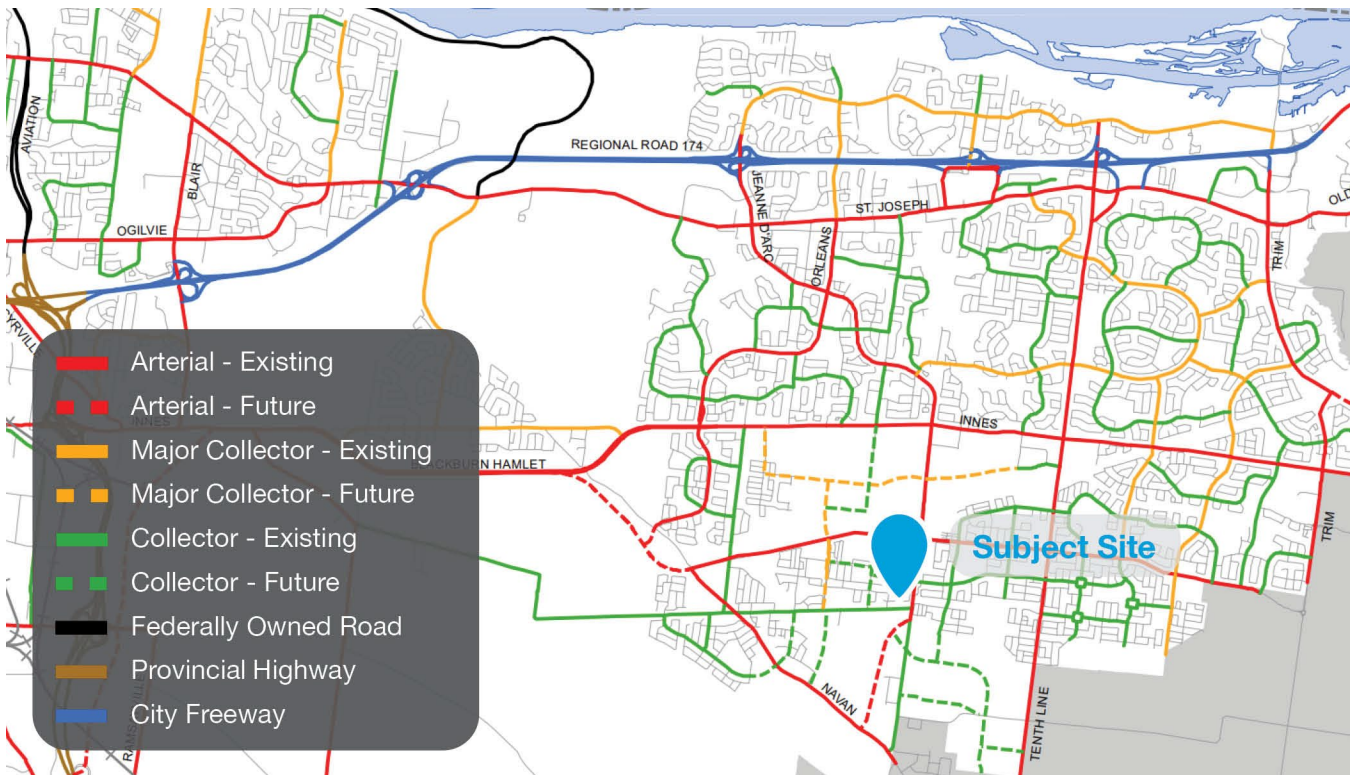


Figure 6: Subject site with urban road network (OP Schedule C4)

2.4 Transit Network

The subject site is located approximately 950 metres south of the proposed Mer Bleue Station on the Cumberland BRT extension, which will provide rapid transit service running parallel to Brian Coburn. This line is planned to reach from Trim Road to Blair LRT Station, where it connects to O-Train line 1. Currently, the site is only served by OC Transpo bus route 32, the closest stop for which is at the intersection of Jerome Jodoin Drive and Willow Aster Circle, approximately 350 metres to the east. As the area is developed and the Transitway extension is completed, enhanced bus transit service can be expected.

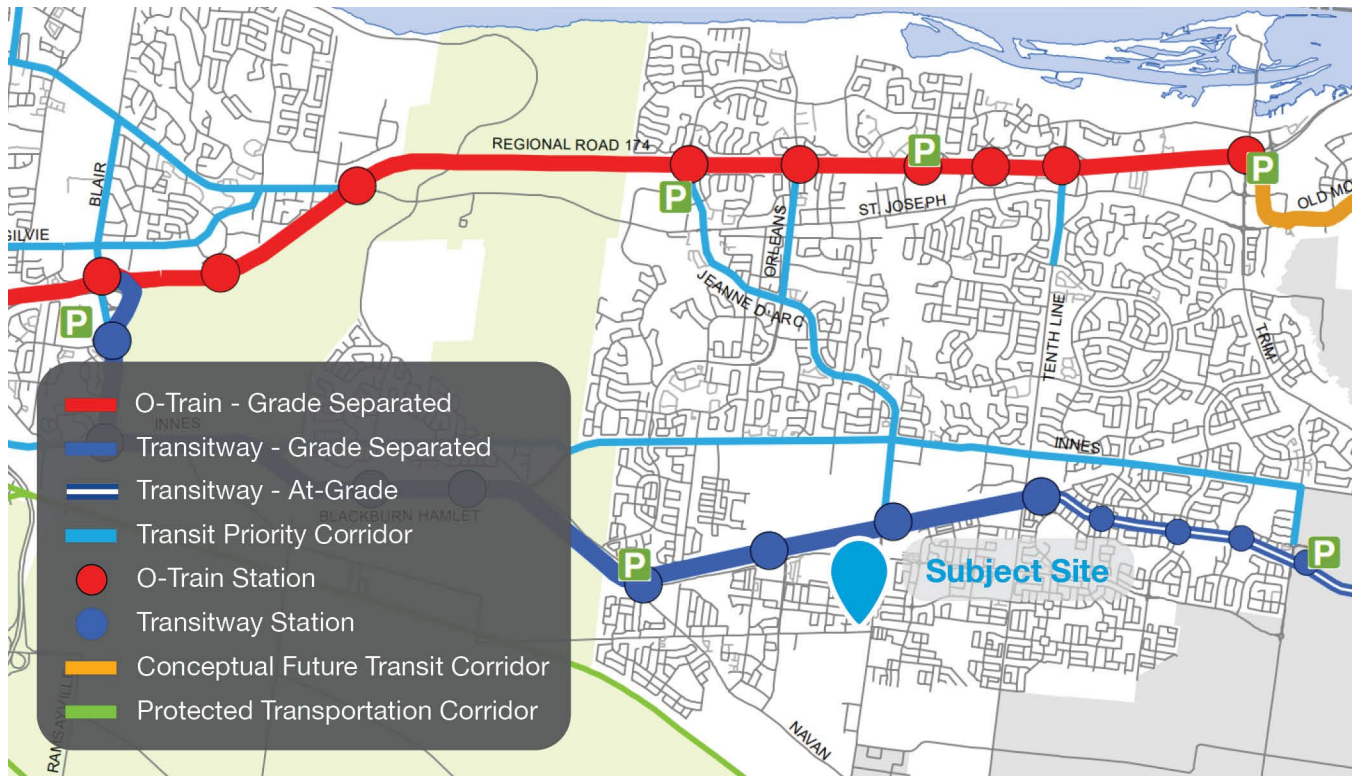


Figure 7: Subject site within transit network (OP Schedule C2)

3.0 Proposed Development

Richcraft Homes is proposing to develop the subject site with detached dwellings and townhouse blocks on individual lots, extending the built form of the surrounding subdivision. Six townhouse dwelling units in two blocks are proposed to front on Rappel Circle.



Figure 8 Elevation of townhouse dwellings similar to the development proposed for lots fronting on Rappel Circle.

Each proposed townhouse dwelling includes a front-facing attached garage, with abutting dwellings sharing a driveway to reduce impacts on sidewalks, street parking, and trees planted in the right-of-way.



Figure 9 Elevations of detached dwellings suitable for development proposed for lots fronting on Renaud Road.

Lots fronting on Renaud Road are proposed to be developed as detached dwellings with driveways and garages. Development will align with servicing plan approved as part of previous Plan of Subdivision.

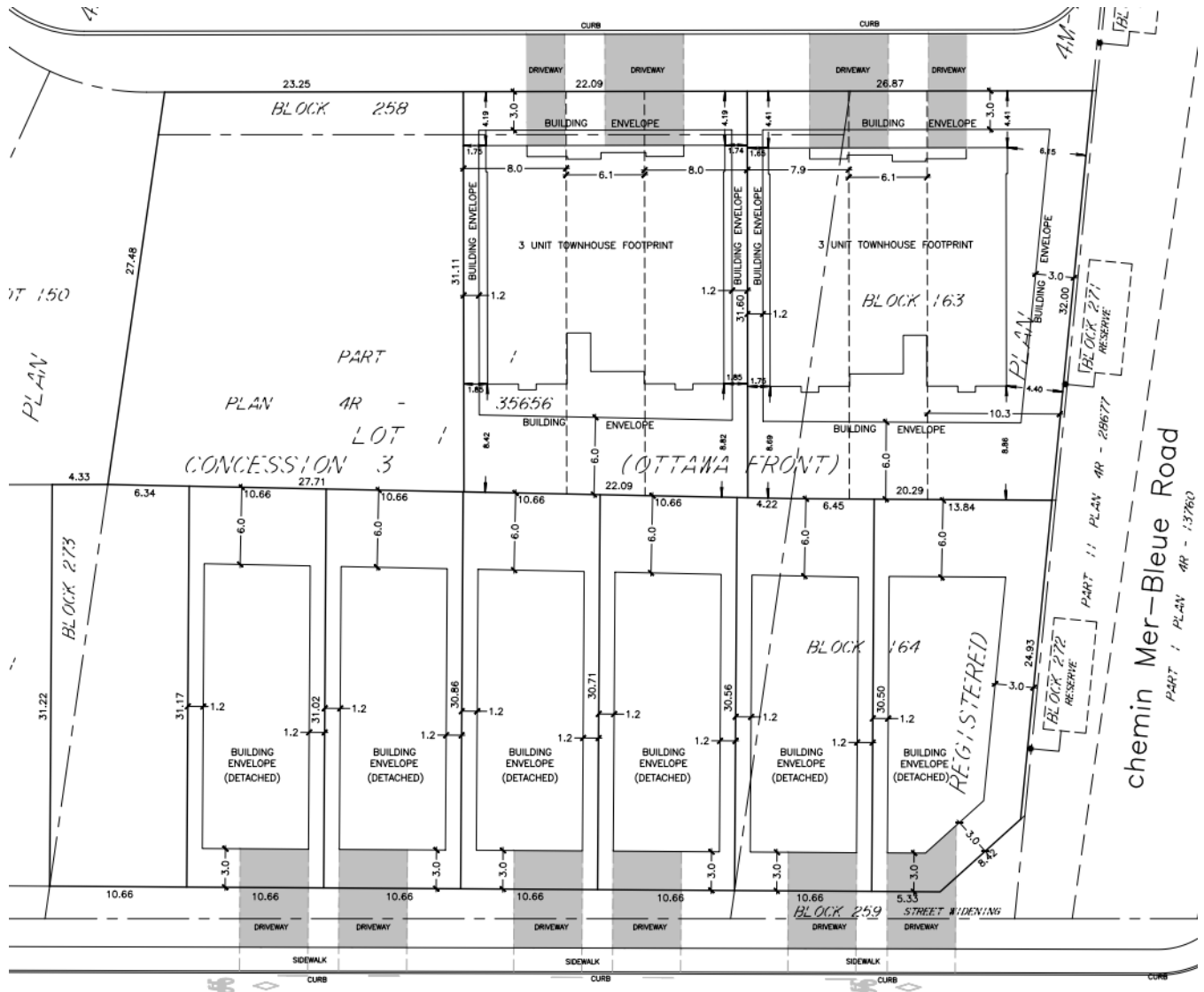


Figure 10: Extract from Site Plan

The cellular tower in the northwest corner of the site and the associated access lane will remain until the lease expires, and public access is not permitted by the lessee. The proposed lot fabric has taken future development of these parcels as an extension of this proposal into account. Following the development of these parcels, a density of approximately 34 dwelling units per hectare will be achieved.

Development of the subject site will require removal of several existing mature trees. Eight new medium-size trees will be planted in the front yards along Renaud Road and Rappel Circle, in accordance with the Street Tree Requirements in the draft conditions for the subdivision, as well as soil volume and geotechnical requirements.

Urban Design Brief

3.1 Response to Comments

- 1. Front yard setbacks should align with adjacent lots along Renaud Road and Rappel Circle. Any road widening should be considered when determining front yard setback.**

The front yard setbacks of the proposed dwellings align with those of neighbouring lots.

The dimensions of proposed lots fronting on Renaud Road consider the road widening affecting adjacent lots. The suitability of the existing width of Mer Bleue Road was confirmed by City staff and Rappel Circle is not subject to widening.

- 2. Please ensure that street trees can be planted. Driveways may need to be paired or lot widths may need to increase to provide trees. Please illustrate on the concept plan.**

Driveways providing access to townhouse dwellings fronting on Rappel Circle are paired and arranged to reduce public realm impacts. This has resulted in two soil volumes of 65.5 and 60.8 cubic metres respectively, generously sized to accommodate two medium trees each, per the attached landscape plan. Dwellings proposed to front on Renaud Road are mirrored from each other to pair driveways and leave larger agglomerations of landscaped area for tree plantings, reduce sidewalk impacts, and provide adequate curb space for on-street parking. As such, four medium street trees are proposed in areas with soil volumes ranging from 32.3 to 41.5 cubic metres.

- 3. It appears that there is a maintenance roadway for the existing cell tower. Please consider providing a public walkway connection between Rappel Circle and Renaud Road along this alignment.**

Providing a public walkway in this location will create a liability and logistical challenge, as the land beneath the cell tower is under a fifty-year lease and requires a private access lane. The lessee will not permit public access to the land, and it is to be developed for residential uses when the lease expires.

3.2 Adjacent Public Realm

As the subject site is within a developing area, much of the public realm surrounding the site has yet to be upgraded to its planned form. Projected nearby public realm improvements are determined through analysis of the Mer Bleue Developing Neighbourhood Secondary Plan, the East Urban Community Phase 3 Secondary Plan, the EUC Phase 1, 2, & 3 CDPs, the Mer Bleue CDP, and the Mer Bleue Expansion Area CDP.

The future widened condition of Mer Bleue Road is a “high speed, high volume arterial roadway” in the EUC Phase 2 CDP. Rappel Circle, a window street directly north of the subject site creates a distance of over 60 metres between buildings on each side of the right-of-way. The proposed zoning and development of the subject site will provide better framing for the street while providing appropriate setbacks from the right of way.

Mer Bleue Road, as a wide Arterial Road, is expected to be improved to include sidewalks, bike lanes, and transit service. A commercial area is designated for the southwest quadrant of the intersection of Mer Bleue Road and Brian Coburn Boulevard, and a mixed-use area appears on the lands east of Mer Bleue Road between Brian Coburn Boulevard and the Hydro and Transitway corridor in the EUC Phase 3 Secondary Plan.

In the current condition, there are power lines along both sides of Mer Bleue Road north of Renaud Road, as well as large stormwater ditches that run along the east side of the road south of Amberwing Private and on the west side of the road south of Copperhead Street. There are no sidewalks nor street furniture, though

unprotected bike lanes and sidewalks line the street north of Copperhead Street, where improvements to the road have been made.

Renaud Road is a collector street with a 30.5-metre right-of-way expected to provide street parking and sidewalks on both sides. As per the EUC Phase 1 & 2 CDP, paved shoulders are to be converted to bike lanes as the area is urbanized. From Mer Bleue Road to Ascender Avenue, only the south side of the road has seen improvements, and improvements to the right-of-way abutting the subject property are to coincide with development. As per the approved Trails Edge Phase 3 Streetscape Plan, the north side of Renaud Road is to be lined with medium-sized deciduous trees planted between driveways where soil volumes are adequate. The proposed development extends the planned built form to the west of the subject site, including paired driveways to maximize the potential to provide trees along the right-of-way and minimize impacts to the sidewalk. Setbacks will align with adjacent development to reinforce the street edge and ensure aesthetic consistency.

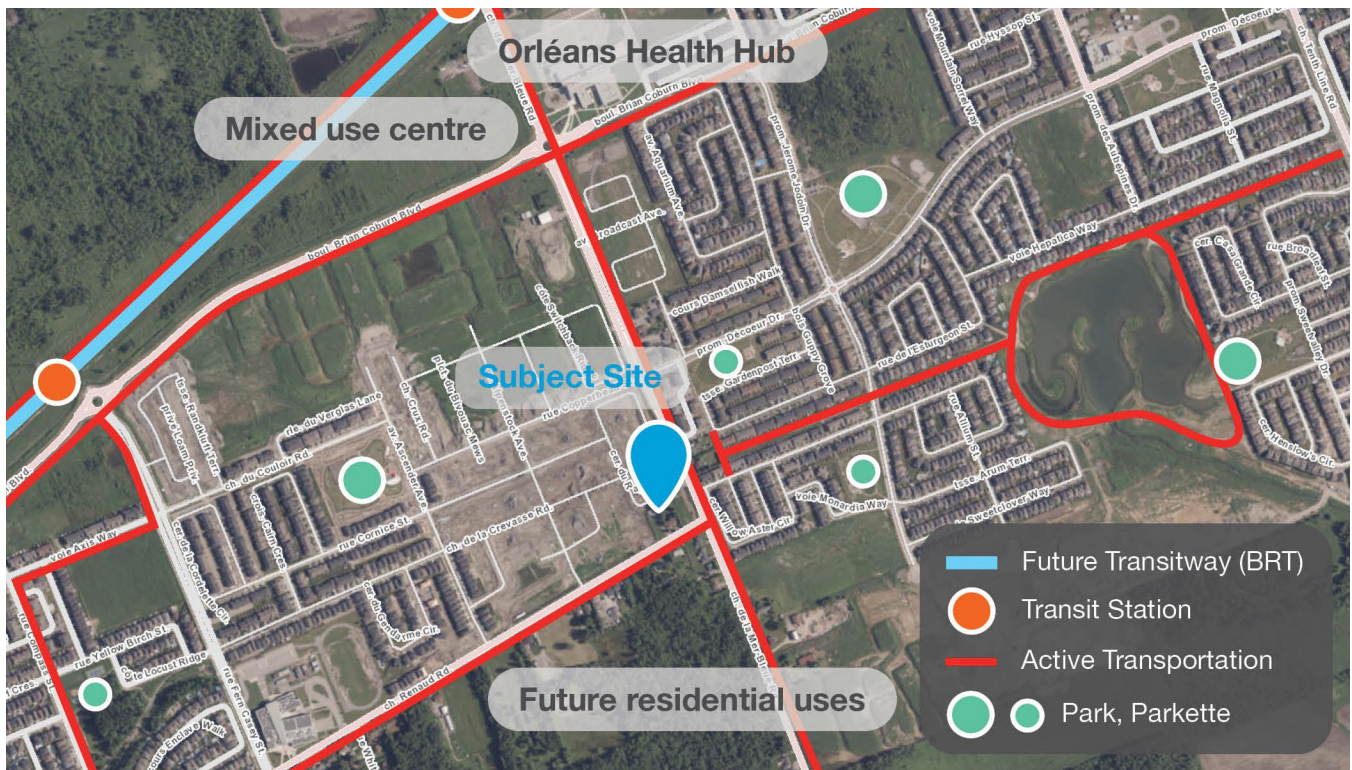


Figure 11 Notable public realm elements surrounding the subject site

The nearest existing parks and parkettes to the site are located east of Mer Bleue Road. There are two playgrounds within a 300 metre radius of the subject site, and sports fields and facilities at Don Boudria Park, 500 m northeast of the subject site. A recreational trail, accessed from Willow Aster Circle and leads to the Summerside West Stormwater Management Pond, Sweetvalley Park, and the surrounding trail network. Eden Park, a 2-hectare neighbourhood park featuring a splash pad, is located approximately 500 metres west of the subject site, at the intersection of Couloir Road and Ascender Avenue. As per the EUC Phase 1 & 2 CDP, development of an 8-hectare district park with sports facilities and a 1.2-hectare neighbourhood park abutting a large woodlot are expected south of Renaud Road within approximately 750 metres of the site.

3.3 Adjacent Development Proposals

A planned unit development consisting of two 3-storey apartment buildings of 20 units each at 2345 and 2351 Mer Bleue Road, just north of the subject site on the east side of Mer Bleue Road, is pending Site Plan Approval. It replaces two single-level, detached dwellings that predate current local CDPs and Secondary Plans.

A two-level French public elementary school with daycare is planned for 675 Monardia Way at Jerome Jodoin Drive, adjacent to Georges Dassylva Park, approximately 250 metres east of the subject site. The site plan provided as part of application D07-12-23-0102 shows a soccer field, two playgrounds, an outdoor classroom and space for 12 portable classrooms, and 49 parking spaces. Lands at 3024 Brian Coburn Boulevard at Jerome Jodoin Drive, 630 metres north of the subject site, are owned by the Ottawa Catholic District School Board but no development proposal exists at this time.

Lands east of Mer Bleue Road, west of Tenth Line Road and south of the subject site are designated for residential development in the Mer Bleue Developing Neighbourhood Secondary Plan. Applications D02-02-22-0060 and D07-16-22-0011 for a Zoning By-law Amendment and Plan of Subdivision are currently active for this area, proposing 274 detached dwellings, 370 townhouse dwellings and two future blocks, two medium density residential blocks, a commercial block, two parks, and a stormwater management pond on the 51-hectare parcel known as 2666 Tenth Line Road.

Trailsedge Phase 4 has received Draft Plan of Subdivision approval (D07-16-21-0006) and Zoning By-law Amendment approval (D02-21-0023). Trailsedge Phase 4 is a 27-hectare area in the western quadrants of the intersection of Brian Coburn Boulevard and Mer Bleue Road, south of the Hydro and future Transitway corridor, and east of Fern Casey Street. The Zoning By-law Amendment application addresses residential uses and a 4.25-hectare commercial plaza south of Brian Coburn Boulevard. Residential areas will consist of a mix of detached, townhouse, and back-to-back townhouses, providing a total of 431 dwelling units, as well as a new public park. Two mixed-use blocks totalling 7 hectares in the northwest quadrant of the intersection are still to be zoned.

Site Plan Control Application D07-12-24-0087 for mixed use development at 2900 Mer Bleue Road in the southeast quadrant of the same intersection was approved in February 2025. The proposed development includes a 6-storey, 121-unit apartment building with a ground-level 375-square-metre medical use and 155 parking spaces, most of which are located below grade.

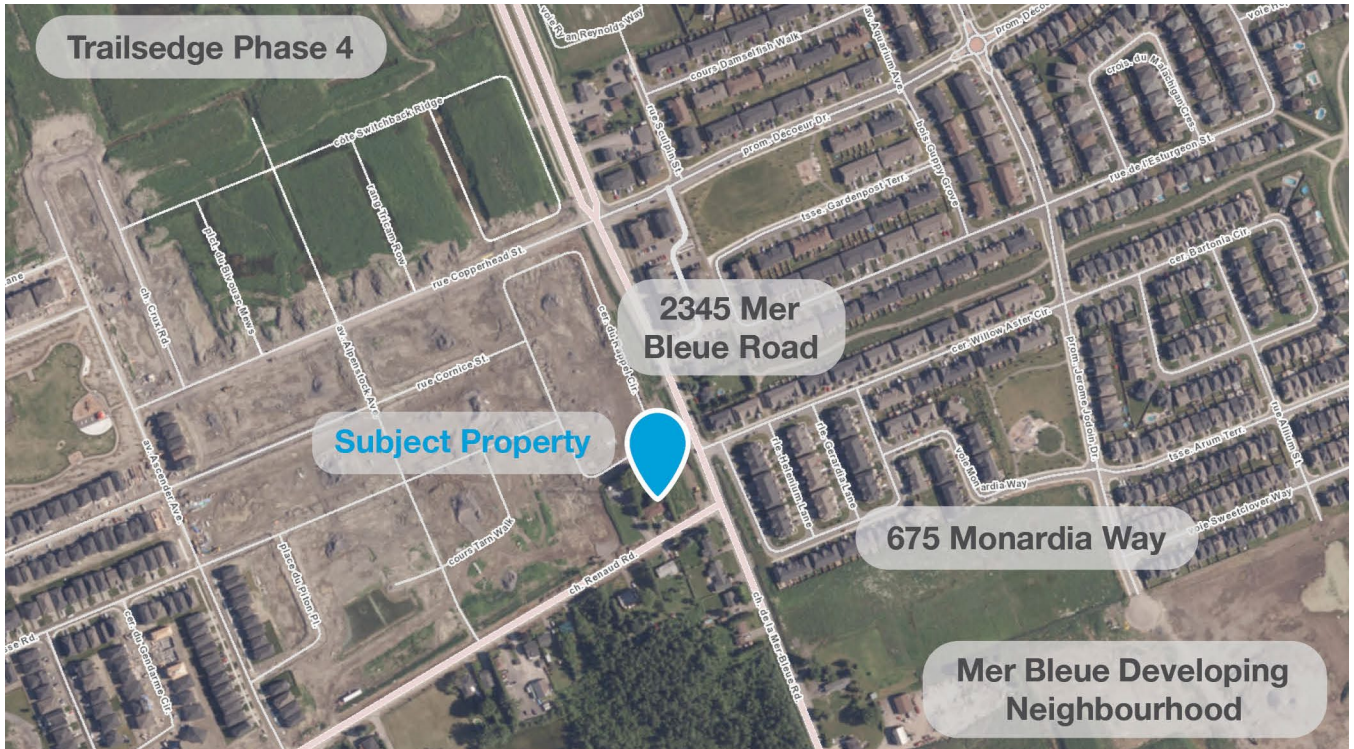


Figure 12: Nearby Development Proposals

4.0 Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

In effect as of October 20, 2024, the Provincial Planning Statement (PPS) is a policy document which replaces the 2020 Provincial Policy Statement in providing direction on matters of provincial interest related to land use planning and development. These issues include housing, land availability, economic development, infrastructure, the environment, resources, and the protection of people, property, and resources from hazards. It is stated that “Zoning and development permit by-laws should be forward-looking and facilitate opportunities for an appropriate range and mix of housing options for all Ontarians.” As per section 3 of the *Planning Act*, all decisions on planning matters “shall be consistent with” the PPS.

As municipal policy has yet to be updated to match this latest edition of the PPS, the policies with which the proposed development is consistent are limited to those which are carried forward or only slightly modified from the previous document, including:

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; [...]

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; [...]

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

3.9.1 Healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

The proposed Zoning By-law Amendment will permit development that will contribute to an efficient development pattern in Orléans South, an identified by the City through a secondary plan and community design plan for growth. The proposed development provides a higher density than the existing detached home. Two different housing typologies are proposed, supporting Policy 2.1.6 as well as the general intent of the of the PPS.

4.2 City of Ottawa Official Plan (2022)

The Official Plan (OP) for the City of Ottawa was approved November 4, 2022. The Plan sets forth specific goals and policy directions to manage growth within the City until 2046, when population is expected to surpass 1.4 million people. The primary strategic directions of this plan are referred to as “Big Policy Moves”, including:

- / Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- / By 2046, the majority of trips in the city will be made by sustainable transportation.
- / Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales.
- / Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
- / Embed economic development into the framework of our planning policies.

The OP also recognizes the interconnectedness of the measures required to attain these policy goals, referring to them as cross cutting issues. The proposed development supports subsections:

2.2.1 Intensification and Diversifying Housing Options, which aims to:

- / direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods; and
- / provide housing options for larger households.

2.2.3 Energy and Climate Change, which aims to:

- / Plan a compact and connected city; and
- / Prioritize a shift to energy efficient transportation modes.

2.2.4 Healthy and Inclusive Communities, which aims to:

- / Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities

The proposed Zoning By-law Amendment will permit the development of two typologies of family-scale ground-oriented dwelling units in an efficient suburban pattern within the city's urban boundary. The enclosed application, in conjunction with a future severance application, will permit a development which extends the logical pattern of suburban built form in the vicinity of the subject site.

Section 3 of the OP sets out the City's Growth Management Framework. This discusses forecasted population growth and demand for housing, as well as the location of this growth and demand. **Policy 3.1.4** allocates 46% of this growth to greenfield development within the urban area – the condition which applies to the proposed development.

Section 4.2 of the OP, City-Wide Policies for Housing, discusses the importance of increasing the supply of a broad range of housing typologies throughout the city. The following policies apply to the proposed development:

- 4.2.1** Enable greater flexibility and an adequate supply and diversity of housing options throughout the city
1. A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
 - b. Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
 - c. Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure; and
 - d. Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability.
 2. The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:
 - a. Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law.
 - b. Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
 - c. In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The requested R3Z zone and proposed development will permit and provide a mix of housing typologies in a medium-density suburban layout, contributing to the 15-minute neighbourhood characteristics and diverse supply of housing options supported by the Official Plan.

The Official Plan identifies policy areas by transect, from Downtown Core to Suburban, and by designation, including Hubs, Neighbourhoods, and Corridors.

The subject site is located in the **Suburban Transect** and is subject to two designations. The **Minor Corridor** designation applies to the two existing lots abutting the corridor and will apply to the two new lots proposed to be created through the future consent applications, as per **Policy 6.2.1.1**. Existing and future lots not abutting Mer Bleue Road are within the **Neighbourhood** designation. The **Evolving Neighbourhood Overlay** applies to lands in the Neighbourhood Designation that are proximate to Hubs and Corridors, subject to **Policy 5.6.1.1**. This overlay only applies to the second easternmost proposed lot fronting on Renaud Road, as other lots are either in the Minor Corridor Designation, or only a small portion of the lot is within the overlay.

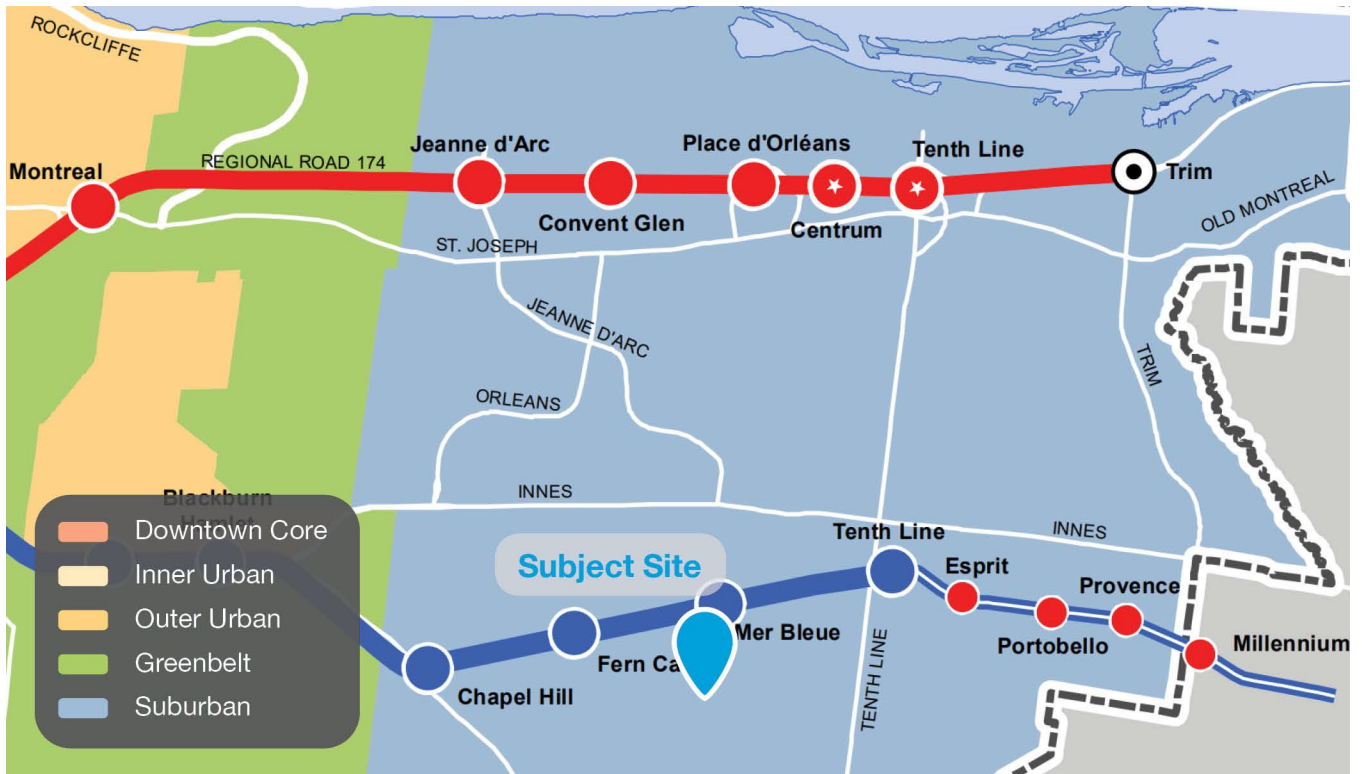


Figure 13 Subject Site within Suburban Transect (Schedule A)



Figure 14: Subject Site within minor corridor and neighbourhood designation of suburban transect (OP Schedule B8)

Section 5.4 describes policies that apply to the Suburban Transect – an area characterized by conventional suburban development including separated land uses, detached low-rise buildings, and generous setbacks. This section notes that the suburban transect is expected to address 46 percent of the growth needed within the next 25 years. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods to slow urban sprawl and promote transit use through strategically increased density and pedestrian-oriented public realm improvements.

Notably for this site, **Policy 5.4.1.2** states that development along Minor Corridors in the Suburban Transect shall be low-rise, though up to 7 storeys may be considered through rezoning without amendment to the OP. Per **Table 7**, buildings on minor corridors must have a minimum height of 2 storeys. **Policy 5.4.1.3** states that, in the Suburban Transect, the Plan shall support a range of dwelling unit sizes in multi-unit dwellings on Corridors. **Policy 5.4.4.2** states that net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area, within which the subject site is located, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.

The Evolving Overlay, which applies to a portion of the subject site, contains policies (5.6.1 (6)) directing that the provisions of the Zoning By-law should generally include built form and site design attributes that meet most urban characteristics, and ensure that suburban characteristics do not structurally impede the achievement of a fully urban site over time.

The proposed Zoning By-law will implement the transect and overlay policies of the Official Plan, by permitting a range of low-rise residential typologies. The development permitted by this Zoning By-law Amendment will provide a density of approximately 34 units per hectare (following the end of the lease and redevelopment of the cell tower), a significant increase from the existing density of approximately 2.1 units per hectare. The development it follows surrounding development patterns to extend a logical pattern of development. Two dwelling typologies are proposed to offer a range of housing options in accordance with Policy 5.4.1.3. Streetscape improvements are planned consistent with the previously approved Plan of Subdivision for Trailsedge Phase 3 are to promote active transportation for access to nearby amenities.

Corridors are referred to in **Section 6.2**, where they are recognized as unique contexts suitable for increased density. As the subject site has frontage on both a Corridor and side street, it is subject to **Policy 6.2.1.4** which states that development shall address the Corridor and vehicular access shall generally be provided from the side street. Additionally, **Policy 6.2.2.2** states that development in the Minor Corridor designation may include residential-only buildings, although limited commercial uses are also to be permitted.

Lands within the Neighbourhood Designation are subject to the policies of **Section 6.3**. **Policy 6.3.1.2** states that permitted building heights shall be low-rise, **Policy 6.3.1.4 a)** states that the Zoning By-law and development approvals shall permit a full range of low-rise housing options to meet or exceed unit mix and density targets, and **Policy 6.3.1.5** states that permitted densities will be distributed by allowing higher densities and heights closer to corridors and transit, lower density ground-oriented dwelling forms further from transit and corridors, and gradation in density and housing typologies between the former. Furthermore, **Policy 6.3.2.3 c)** states that regulation will provide for built form with a mix of urban and suburban characteristics in this area, and **Policy 6.3.3.9** states that, on lots in residential neighbourhoods with through-lot access, development of separate residential buildings fronting on both rights-of-way, leaving a portion of the internal lot without buildings or structures, shall be permitted.

The proposed Zoning By-law Amendment to the R3Z will increase permitted densities and allow for a range of low-rise residential typologies, in conformity with the Minor Corridor and Neighbourhood designation policies applying to the subject site. Access to proposed dwellings is provided from Renaud Road and Rappel Circle in accordance with Policy 6.2.1.4.a. As the subject site is located over 600 metres from rapid transit, it is a suitable location for the lower density ground-oriented dwelling forms proposed, as per Policy 6.3.1.5. The subject site currently includes a relatively shallow through-

lot which will accommodate several dwellings fronting on Renaud Road and Rappel Circle, in line with the direction given in Policy 6.3.3.9.

As the subject site is within the East Urban Community, **Area-Specific Policy 49.1** applies, stating:
 Landowners within the boundary of the East Urban Community – CDP For The Phase 1 Area and the East Urban Community - Community Design Plans for the Phase 2 Areas, approved by Council, shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of East Urban Community, so that the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval for all plans of subdivision, plans of condominium and severance applications, and as a condition of approval for site plans in the East Urban Community, Phases 1 and 2, requiring notification from the Trustees of the East Urban Community Phases 1 and 2, that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.

4.3 East Urban Community Phase 1 Area Community Design Plan (2005)

The surroundings of the subject site have been developed as a result of a City-led planning exercise naming the area “East Urban Community”. Community Design Plans were created in phases following extensive study and stakeholder engagement. These non-statutory documents are intended to guide high-quality development by outlining projected densities, transportation networks, open and natural spaces, municipal servicing, stormwater management, urban design characteristics, and architectural guidelines. In the CDP, Mer Bleue Road is designated as an Arterial Road, and Renaud Road is a Collector, both of which have been carried forward into the latest Official Plan.



Figure 15: Subject site within EUC Phase 1 CDP Demonstration Plan

The subject site is within the Phase 1 Area plan and intended for medium density development, with a target of 35 units per net hectare. Design directions for development include:

- / Provide new trees at a rate of two per detached dwelling and one per townhouse dwelling,
- / Buildings are to front onto public roads with reduced setbacks to frame the street,
- / Visual impact of garages is to be reduced by setting back their entrances,
- / Driveways are to be paired to reduce pedestrian impact, and
- / Housing typologies are to be mixed.

The proposed development will have buildings facing and framing the public street. The townhomes will have main entrances framed by columns and two of three units per block will have paired driveways. The development will include mixed housing typologies. [Placeholder to discuss trees once landscape plan is shared]

4.4 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods provide guidance for development of large lots within the City of Ottawa's urban area. This document is intended to complement the design considerations of the CDP and Secondary Plan. Its objectives include the protection of environmental features, the creation of attractive and comfortable streetscapes, and the encouragement of transit-oriented development. The following guidelines relate to, and are addressed by, the proposed development:

Guideline 21: Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including: trees, sidewalks, utilities, cycling facilities, parking and travel lanes.

Guideline 22: Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties.

Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.

Guideline 35: Mix various types of housing on each street while considering the relationship between each other, and to existing houses.

Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.

Guideline 44: Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage.

Guideline 45: Provide shared driveways for ground-oriented attached dwellings to maximize area for trees, utilities, on-street parking, and snow storage, and to minimize the physical disruption of sidewalks along the street.

The attached Zoning By-law Amendment application proposes a re-zoning to the R3Z zone, deemed suitable for much of the development in the area surrounding the subject site. The development permitted by this re-zoning features amenity areas located away from public rights-of-way, two different dwelling typologies in close proximity, building setbacks that are aligned with those on adjacent lots, recessed garages, and shared driveways.

4.5 Building Better and Smarter Suburbs (2015)

To manage Ottawa's suburban growth responsibly – by supporting increased density, enhanced public spaces, transit-oriented development, and convenient amenities – a strategic direction and action plan was developed and adopted in 2015. The Building Better and Smarter Suburbs (BBSS) plan proposes a list of recommendations to shape community plans and street layouts. These recommendations are based on the principles of efficient and integrated land use, ease of movement by all modes, good urban design, and financial sustainability. Although much of the document relates to the treatment of public rights-of-way, parks, and servicing, and most policy directions are to be implemented through Community Design Plans and Secondary Plans, the following strategic directions apply to this project:

1.9 Avoid reverse frontage lots (rear yards abutting public streets) within a community

5.2 Where street-accessed parking is appropriate, establish setbacks that will allow a vehicle to be parked in front of the garage or carport, while preventing the visual prominence of garages on the streetscape.

8.2 Implement tree planting strategies identified in the Street Tree Manual for Greenfield Neighbourhoods.

9.1 Favour design solutions that make all utilities and infrastructure as invisible as possible.

9.3 Minimize the numbers of utilities crossing soil trenches for trees.

9.4 Ensure utility placement and network design can accommodate increasing densities without compromising service quality and safety standards.

The development permitted by the proposed Zoning By-law Amendment features private driveways long enough to accommodate a single vehicle parking space between the sidewalk and recessed garage, a lack of reverse frontage lots, and a landscape plan that maximizes tree canopy within the limitations identified through geotechnical investigation and servicing study.

4.6 City of Ottawa Zoning By-law (2008-250)

The City of Ottawa Zoning By-law contains specific provisions relating to built form throughout different areas of the city. The subject site is currently split-zoned with 6615 Renaud Road being within the Development Reserve – DR zone, and the lots abutting Mer Bleue Road being within Residential First Density – R1, subzone Z. The DR zone is intended to reserve lands for future growth by temporarily limiting uses to low-scale and low-intensity, while the R1 zone is intended to restrict building form to detached dwellings and subzone Z permits development standards which promote efficient land use and compact form through newer design approaches.

To support this development, a rezoning to Residential Third Density – R3, subzone Z, is proposed. This zone permits a wide mix of residential building forms, ranging from detached dwellings to townhouse dwellings to planned unit developments, at heights of up to 11 metres.

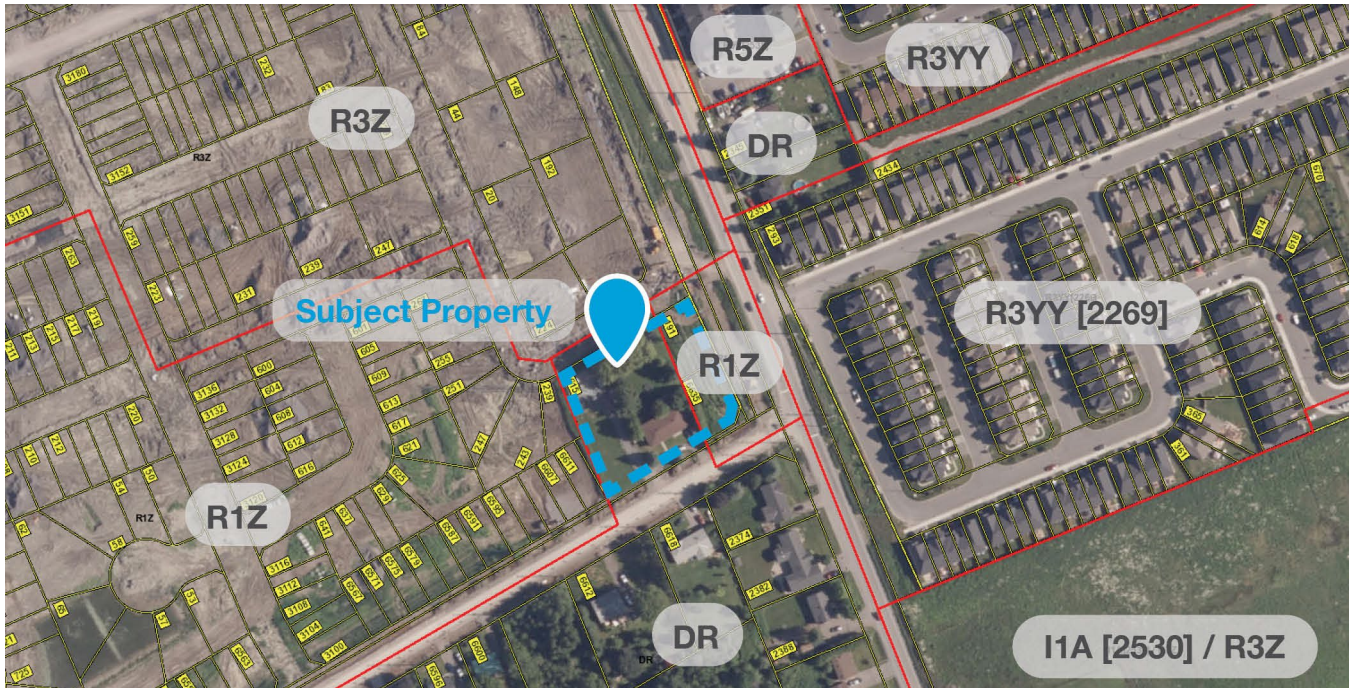


Figure 16: Subject site within zoning context

The provisions of the R3Z zone for townhouses and detached dwellings are as follows:

Mechanism		Requirement	Provided	Compliance
Minimum lot width	Detached	9 m	10.66 m	Y
	Townhouse	6 m (per unit)	6.1 m	Y
Minimum lot area	Detached	240 m ²	325 m ²	Y
	Townhouse	150 m ² (per unit)	186 m ²	Y
Maximum building height		11 m	9.5 m	Y
Minimum front yard setback		3 m	Detached: 3 m Townhouses: 4.19 m	Y
	(endnote 3)	6.2 m from sidewalk to garage entrance	7.5 m	Y
Minimum corner side yard setback		3 metres	Detached: 3 m Townhouses: 4.40 m	Y
Minimum rear yard setback		6 m	Detached 6 m Townhouses: 8.42 m	Y
	Detached	1.8 m total, 0.6 m one side	2.4 m	Y

Minimum interior side yard setback	Townhouse	1.2 m	At least 1.65 m	Y
Minimum setback between the vehicular entrance and a sidewalk		6.2 m between a garage and a sidewalk	7.5 m	Y
		2.5 m between a garage and a lot line	Varies/min 3 m	Y
Minimum parking rates (Area C on Schedule 1A)		1 per dwelling unit	2 per dwelling unit	Y

4.6.1 Draft New Zoning By-law (2024)

Released for public feedback in May 2024, the first draft of the updated draft zoning by-law may be considered indicative of the City's general policy direction in terms of density and built form. While the subject site's Development Reserve Zone is carried forward to the new Zoning By-law, adjacent sites within the existing R1Z and R3Z zone have been updated to N1B or N3B zoning respectively, which generally have provisions that are similar or slightly more permissive than the existing by-law.

4.7 Required Zoning By-law Amendment

In order to facilitate the proposed development, a Zoning By-law Amendment is required. Rezoning the subject property to the R3Z zone is appropriate and desirable, as it:

- / Appropriately implements the policies of the Official Plan, as outlined above;
- / Is consistent the R3Z zoning of adjacent lands, and would result in a consistent urban development pattern; and
- / Would permit the proposed development without the need for a site specific zoning exception.

5.0 Supporting Plans and Studies

5.1 Environmental Site Assessment (Phase I)

An update to the January 2017 Phase I ESA applicable to the subject site was prepared by Paterson Group in support of this application, dated December 7, 2024. This assessment included a review of historical records, a site inspection, and a study of geological conditions. As there has not been significant change to the site and no new environmental concerns were identified since the previous ESA, it was determined that a Phase II Assessment will not be required for the subject site.

5.2 Geotechnical Investigation

A geotechnical investigation, dated August 12, 2022, was completed by Paterson Group to determine the subsoil and groundwater conditions of the broader Trails Edge East area and provide recommendations for the design and construction of development proposed for the area, including the subject site.

In accordance with the City of Ottawa Tree Planting in Sensitive Marine Clay Soils (2017 Guidelines), Paterson completed a soils review of the site to determine applicable tree planting setbacks. The subject site was determined to be within “Area 1 – Low to Medium Sensitivity Area”, as a low to medium sensitivity clay soil was encountered between design underside of footing elevations and 3.5 metres below finished grade. As such, tree planting setback recommendations are as follows:

- / Large trees can be planted where set back from foundations at a distance equal to their mature height,
- / Medium trees can be planted with a foundation setback of 4.5 metres where a soil volume of 30 cubic metres is provided, subject to additional considerations regarding grading and foundation design, and
- / Small trees can be planted with a foundation setback of 4.5 metres where a soil volume of 25 cubic metres is provided, subject to additional considerations regarding grading and foundation design.

5.2.1 Tree Planting Recommendations Memo

A memo comparing the proposed development to the City’s 2017 Tree Planting in Sensitive Marine Clay Soils Guidelines was prepared by Paterson Group in March 2025 as a supplement to the aforementioned geotechnical investigation. As several proposed dwellings are not located at least 2.1 metres below finished grade, as required for the reduced 4.5 metre tree planting setback identified in the previous study. To accommodate this setback where footing depth is insufficient, it is recommended to ensure no sensitive clay soils are present under the footings within a depth of 2.1 metres. Extending concrete footings to a depth of 2.1 metres and a minimum of 150 millimeters beyond all sides of the footings at the base of the excavations, or sub-excavating the native clay soil to a depth of 2.1 metres and backfilling using OPSS Granular A or B Type II is recommended to achieve this.

5.3 Site Servicing Study

Stantec was retained for the development of a Servicing and Stormwater Management Report dated February 21, 2025. The study evaluated maximum demand for water, wastewater flow rates, and stormwater release rates against adjacent servicing infrastructure and geotechnical considerations. Proposed potable water, wastewater, and stormwater servicing were found to be in compliance with the relevant guidelines and provide flow rates below the maximums of existing infrastructure. The report includes recommendations for erosion and sediment control, such as protecting exposed slopes, installing sediment traps between catch basins and frames, and scheduling construction to avoid seasonal flooding.

5.4 Impact Assessment Study – Waste Disposal Site

While the City of Ottawa’s Impact Assessment Study for Landfill Sites Terms of Reference describes land within three kilometres of an operating Solid Waste Disposal Site to be within the influence area of the site, this is broadly applied and not necessarily applicable.

An Impact Assessment Study – Waste Disposal site was identified as a required supporting study for the subject staff, based on City of Ottawa Official Plan policy 10.1.7 (5). The subject site is located approximately 1.3 kilometres north of the Navan Landfill.

Upon review of Official Plan policy, Waste Disposal Site Impact Assessment Terms of Reference, and Provincial Guideline D-4, it is Fotenn’s opinion that completing a full IAS is unlikely to furnish relevant, actionable information regarding the impact of the waste disposal site on the proposed development, especially given the volume of other residential development that has occurred in the surrounding area.

OP Section 10.1.7 states:

- / (4) Land within three kilometres of an operating Solid Waste Disposal Site boundary is considered to be within the influence area of the site. New lot creation within this zone will require a notice on title to ensure the impacts of the operating Solid Waste Disposal Site (i.e. noise, dust, odours and haul route) are provided.
- / (5) Development within the influence area of an operating Solid Waste Disposal Site shall demonstrate that the Solid Waste Disposal Site shall not have any unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.

The Terms of Reference refer to Provincial Guideline D-4. However, Section 5.3 of the Provincial Guidelines recommends that a radius of **500 metres** be generally used as the study area for land use proposals, although actual influence areas may be greater or lesser.

Section 5.4 of the Guideline states that for land use beyond 500 metres of a fill, “where significant impacts are encountered at or beyond 500 metres, the study area within which an assessment for any change in land use is recommended, shall be extended beyond the 500-metre area set out in Section 5.3. Historical evidence in Ontario has shown that the maximum distance within which adverse effects could be experienced while a landfill is operating is up to 3 kilometres.”

Per correspondence with City staff, we understand that no evidence of significant adverse impacts beyond 500 metres of the Navan Landfill. Therefore, the Provincial D-4 guidelines do not indicate the need for further study.

As the site is located 1.3 kilometres north of the landfill and extensive residential development has been undertaken in the surrounding area, this study would add time, effort, and expense to the development process, ultimately slowing the supply of housing without yielding public health benefit.

5.5 Landscape Plan

The landscape plan developed by NAK design strategies in January 2025 refers to the previously mentioned geotechnical investigation by Paterson Group in determining tree planting foundation setbacks and soil volumes. In accordance with the City of Ottawa’s Guidelines for Tree Planting in Sensitive Marine Clay Soils (2017), single medium-sized trees adjacent to the right-of-way are provided soil volumes of at least 32.3 cubic metres while pairings are provided at least 60.8 cubic metres. Proposed tree species include native species such as Brandywine Maple, Hackberry, Serviceberry, Yellowwood, Imperial Honeylocusts, and Ginkos. Proposed groundcover is sod, and boundaries are located in the northeast corner of the site along Rappel Circle per the Phase 3 Streetscape Plan. The Landscape plan also includes specifications for boulders, fences, and tree planting and maintenance.

6.0 Public Engagement Strategy

A public engagement strategy is planned to ensure adequate consultation of members of the community. The proponent of this application, Richcraft Homes, has notified Councillor Catherine Kitts of Orléans South – Navan (Ward 19) in advance of this application. The strategy will follow the statutory City-led process, including the notification of neighbouring property owners and posting of public signage (to be completed by City staff) and the hosting of a public information meeting if requested by Councillor Kitts. Means of public notification and type of public information meeting are to be determined by City staff.

7.0 Conclusions

It is our professional planning opinion that the proposed development, as permitted by the enclosed Zoning By-law Amendment application, is appropriate and represents good development for the following reasons:

- / The proposed development provides for an appropriate mix of residential typologies within proximity to transit, consistent with the PPS 2024;
- / The proposal complies with the growth management and land use designation policies of the Official Plan and the EUC Phase 1 Area CDP;
- / The proposed development represents appropriate urban design and will contribute to an integrated community;
- / The R3Z Zoning Amendment meets to the intent of the Zoning By-law and will facilitate appropriate development; and
- / The proposal is supported by the enclosed technical plans and studies.

Should you have any questions related to the contents of this letter of the application, please do not hesitate to contact the undersigned.

Sincerely,



Kenneth Blouin, M.PL.
Planner



Bria Aird, MCIP RPP
Senior Planner