NCTL Homes Inc.

6408 Renaud Road

Planning Justification Report

November 20, 2026

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Prepared By:
Arcadis Professional Services (Canada) Inc.
333 Preston Street
Suite 500
Ottawa, Ontario K1S 5N4
Canada
Phone: 613 241 3300

Prepared For:
NCTL Homes Inc.

c/o Adenike Shittu-Oreyomi and Carine Toham Ngoy
336 Ventoux Ave
Orleans, ON K4A 5L8

Our Ref:
147891



Saniel Chand RPP MCIP
Associate, Senior Planner



Mara Bender, M.Urb.
Urban Planner

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1 Introduction

Arcadis Professional Services (Canada) Inc. (“Arcadis”) was retained by NCTL Homes Inc. (the “Client”) to prepare a Planning Justification Report in support of a Zoning By-law Amendment application and Site Plan Control application for the land known municipally as 6408 Renaud Road, Ottawa, Ontario (the “site” or “subject site”). The Client is proposing to introduce 28 dwelling units on the subject site through one detached dwelling with four dwelling units, one 12-unit low-rise apartment, and four vertically attached dwellings, each with three dwelling units. The Zoning By-law Amendment application requests to rezone the property from *Development Reserve* to *Neighbourhood Zone 3, Subzone A* with site-specific exceptions.

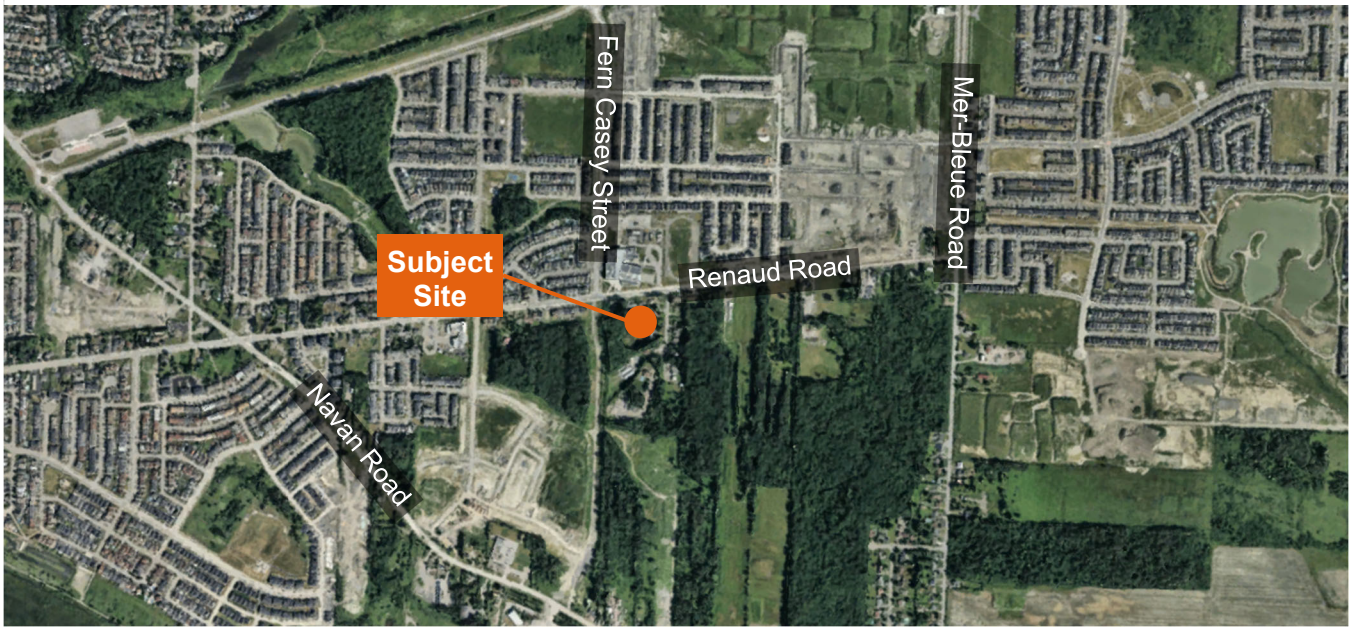
This Planning Justification Report describes the proposed development and surrounding context, provides an overview of the development application, and establishes a professional planning rationale for the application by demonstrating how the proposed development conforms to applicable planning policy and represents good planning.

2 Subject Site and Surrounding Context

2.1 Subject Site

This Zoning By-law Amendment and Site Plan Control application is for a 0.138-hectare site municipally known as 6408 Renaud Road and legally described as part of Lot 3, Concession 4 within the Geographic Township of Gloucester, City of Ottawa, as seen in Figure 1. The subject site has been previously developed with a single detached dwelling, which will be demolished before construction of the proposed development. The proposed development will densify the subject site through one detached dwelling with four dwelling units, a 12-unit low-rise apartment building, and four vertically attached dwellings, each with three dwelling units, for a total of 28 dwelling units.

Figure 1: Subject Site



2.2 Existing Site Conditions and Surrounding Context

The site is located within Orleans, a suburban and largely residential neighbourhood on the east side of Ottawa. The immediate surroundings are generally characterized by residential uses, as well as an institutional use to the immediate north of the subject site. The site is bounded by Renaud Road to the north, a future extension of Fern Casey Street to the west, and neighbouring existing/future residential properties to the south and east. The presence of Fern Casey Street, Navan Road, Mer Bleue Road, and Brian Coburn Boulevard in proximity connect the area to larger arterials. The surrounding development is predominantly low-rise and low- to mid-density residential.

The surrounding urban pattern is mostly characterized by single detached dwellings on large lots, often situated on small local streets with limited active transportation facilities. Collège catholique Mer Bleue (Mer Bleue Catholic High School) is located across Renaud Road to the north, while vacant and undeveloped forested lands are located to the south and east of the subject site.

Figure 2: Site photo key map



NORTH

Immediately north of the site across Renaud Road is Collège catholique Mer Bleue.

Figure 3: View looking north in front of the subject site, taken from Renaud Road



SOUTH

To the south of the subject site, there is a proposal for a Planned Unit Development containing two standard townhouse blocks and two stacked townhouse blocks, known as 2504 White Street. These lands are currently undeveloped.

EAST

Directly to the east of the subject site is the narrow Renaud Road frontage of 2504 White Street, leading to the currently vacant lot to the south of the subject site. Further east is a single detached dwelling, followed by more single detached dwellings.

Figure 4: View looking south from Renaud Road at the adjacent property to the east.



WEST

To the west of the subject site is Fern Casey Street, which intersects with Renaud Road. Further west along Renaud Road, there is a row of single detached dwellings extending west on both the north and south sides of the street.

Figure 5: View looking south on Renaud Road

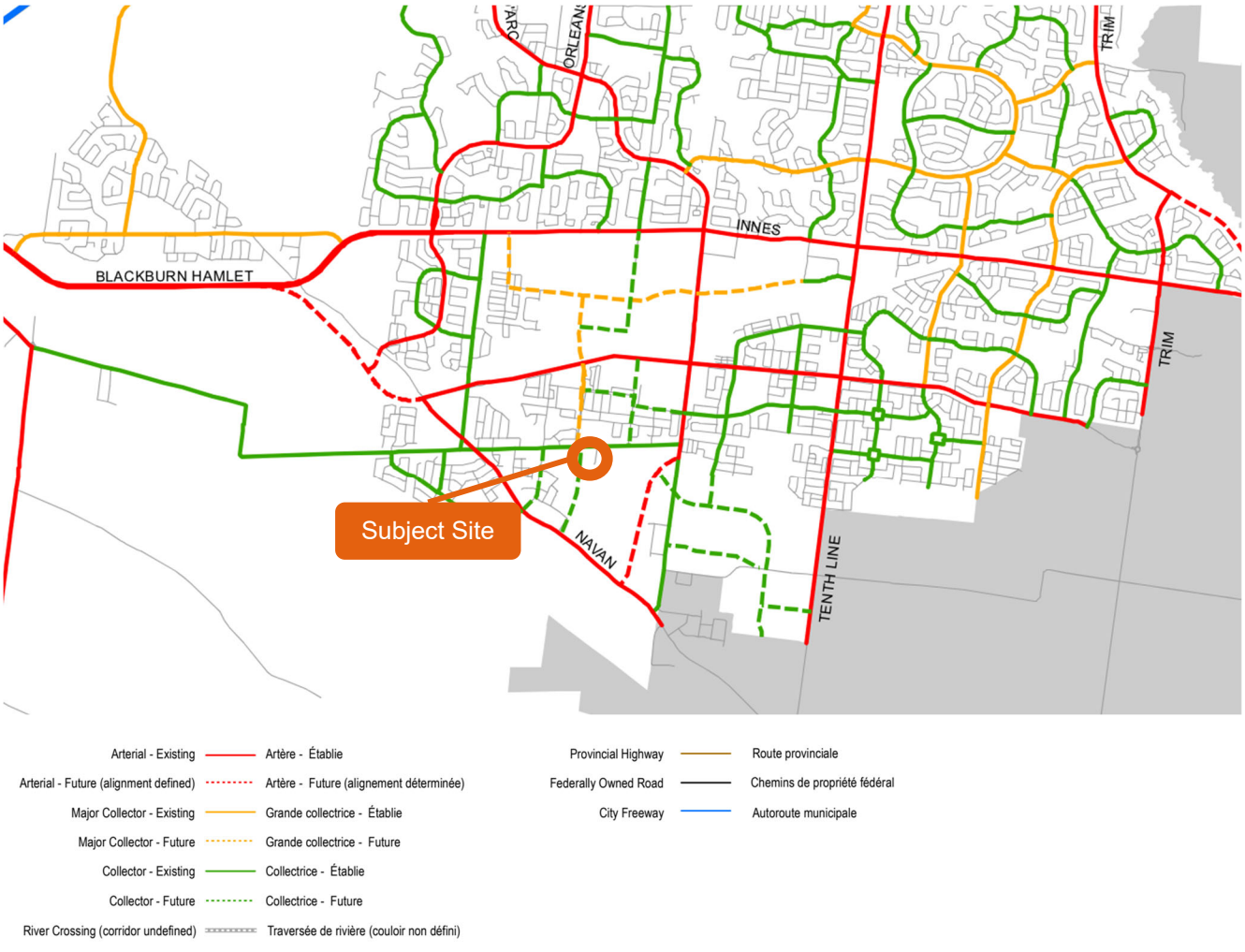


2.3 Road Network

The site is located on Renaud Road, an east-west collector road. To the west lies Fern Casey Street, a future major north-south collector that will connect to Brian Coburn Boulevard, an arterial road to the north. Fern Casey Street currently runs from Renaud Road to Brian Coburn Boulevard. The future extension of Fern Casey Street south of Renaud Road to Navan Road is unknown at this time, with future construction dependent on the future residential development to the southwest of the subject site. Further east is Mer Bleue Road, another arterial that also connects to Brian Coburn Boulevard and Innes Road further north, as seen in Figure 6 below.

Renaud Road will eventually be expanded to a 24 m right-of-way, but timing for the road widening is currently unknown.

Figure 6: City of Ottawa Official Plan Schedule C4: Urban Road Network.



2.4 Public Transit

The site has limited walkable access to public transit. The nearest transitway station is on Brian Coburn Boulevard, approximately 900 metres from the subject site, as seen in Figure 7, and features an at-grade crossing. This station, once accessed, offers convenient access to the rest of the City's transit network. The site is also near a local bus route, the 32, and a connecting bus route, the 228, which provides access to the O-Train during peak hours, as shown in Figure 8.

Additionally, the subject site is in proximity to the protected transportation corridor along the CN Rail line used by VIA Rail to the south, although there are no passenger intercity rail stations in the vicinity.

Figure 7: City of Ottawa Official Plan Schedule C2 – Transit Network.

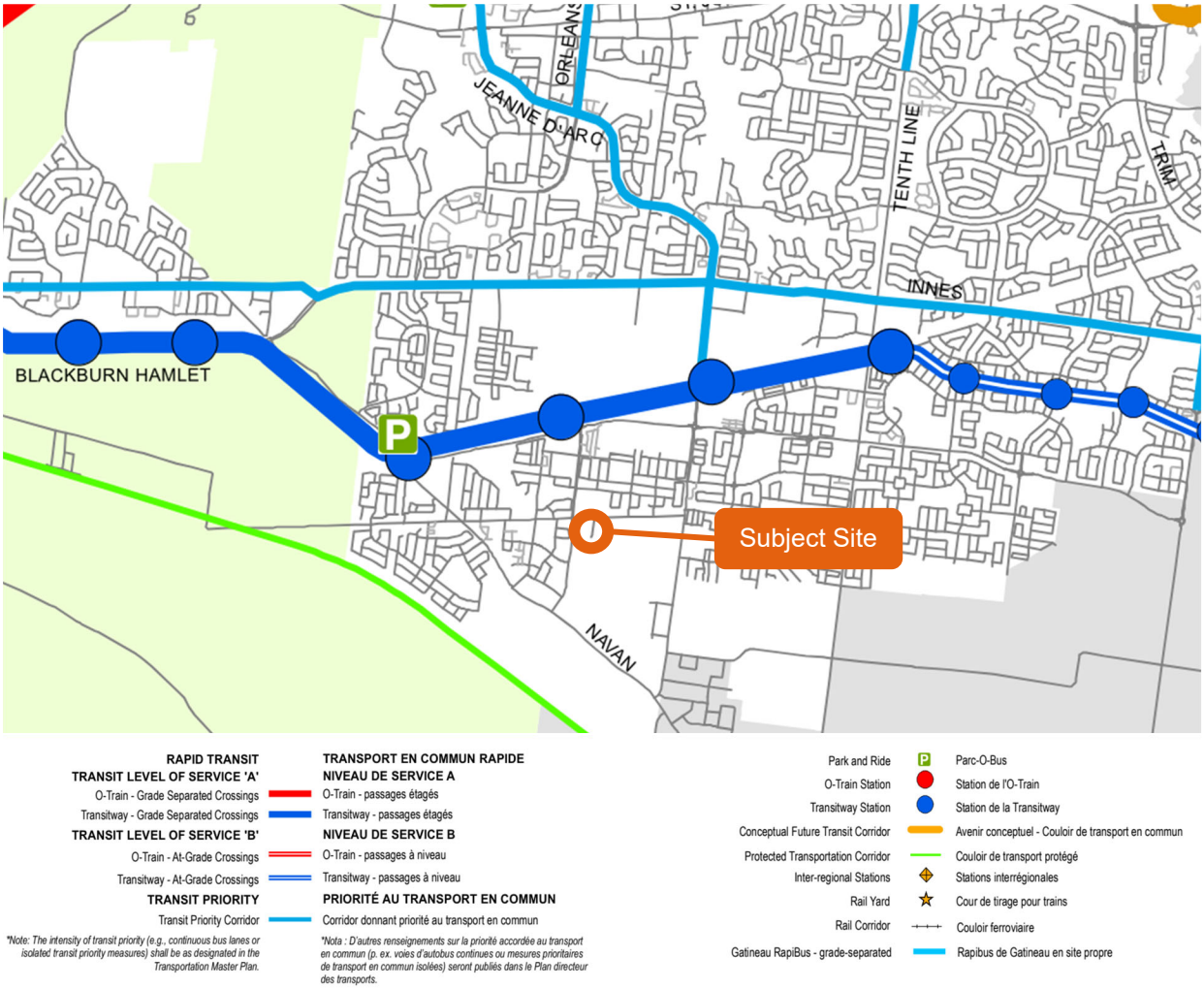
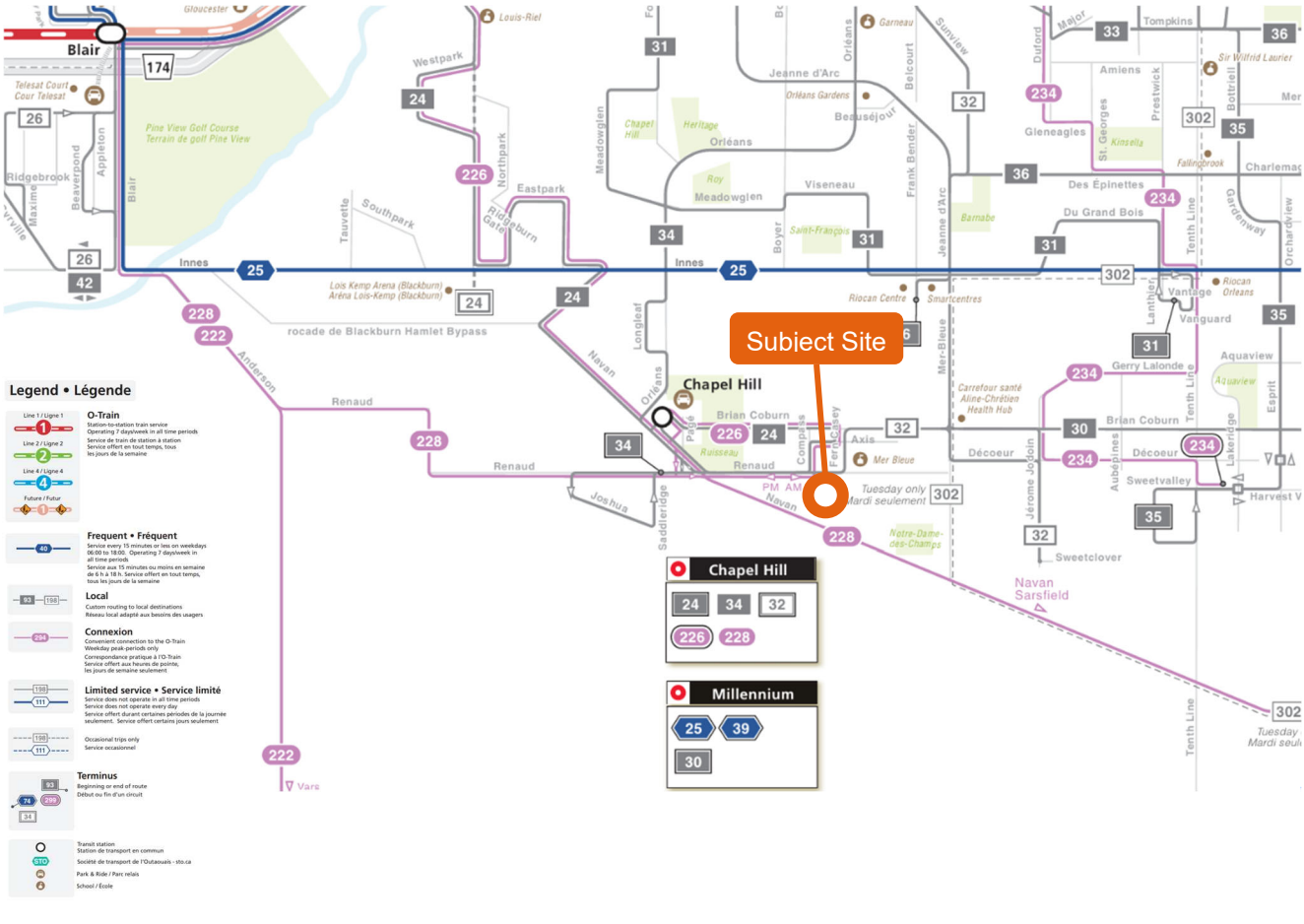


Figure 8: OC Transpo System Map



2.5 Active Transportation

The site is located on Renaud Road, an existing collector road. Under Ottawa's Official Plan, the Transportation Master Plan, and the Active Transportation Master Plan, all arterial and collector roads are designated for cycling routes that will be upgraded to include cycling facilities over the long term. At this time, Renaud Road has separated cycle lanes west of Fern Casey Street and east of Collège catholique Mer Bleue, with an interruption in the network between Fern Casey Street and the Collège, as seen in Figure 10. There are also sidewalks on both sides of Renaud Road and Fern Casey Street.

Figure 9: City of Ottawa Official Plan Schedule C3: Active Transportation Network, Urban – Major Pathways.

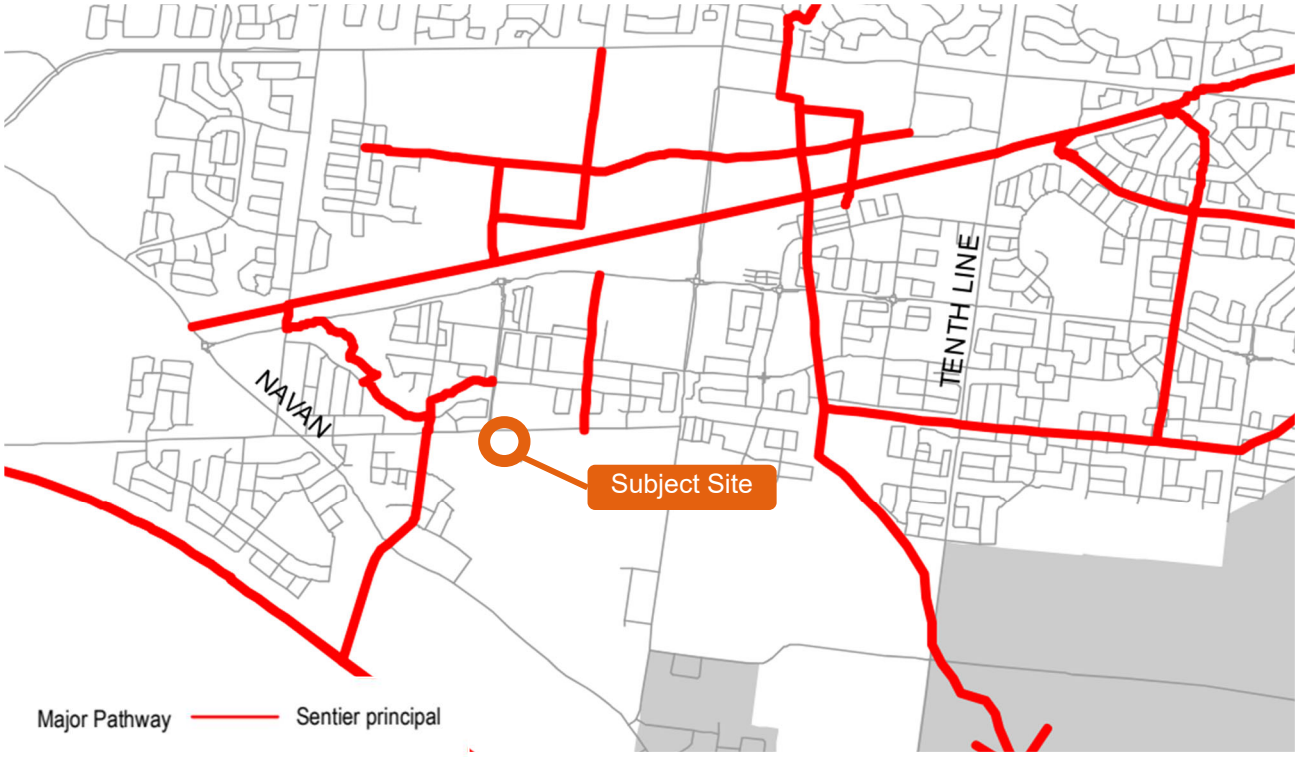


Figure 10: Active Transportation Network, GeoOttawa



2.6 Surrounding Development

As seen in Figure 11, developments in immediate proximity to the subject site include future projects at 2504 White Street, a proposed residential development of 24 low-rise townhouses and 24 stacked townhouse dwelling units, as well as 3317 Navan Road, a development of three low-rise apartment buildings with 165 dwelling units, and 3323 Navan Road, the proposed location for 49 low-rise townhouse dwellings. The 2021 concept plan for 2504 White Street can be found in Figure 12. The ZBLA to permit the proposed development at 2504 White Street was passed by City Council on May 24, 2023.

675 Monardia Way is the site of a future elementary school. Additionally, 6259, 6267, 6271 & 6273 Renaud Road are slated for low-rise residential development in the form of 76 back-to-back townhouse units. The City of Ottawa also has plans for the future urbanization of Renaud Road, as well as the future extension of Fern Casey Street to the south.

To the south-west of the subject site, the Ashcroft-owned lands known as Eastboro had initially been planned for low-rise residential development. This property has since been transferred to MNP, who will oversee any future sale of the land. Plans for future development on this site are not currently known.

Figure 11: Surrounding Development to the Subject Site

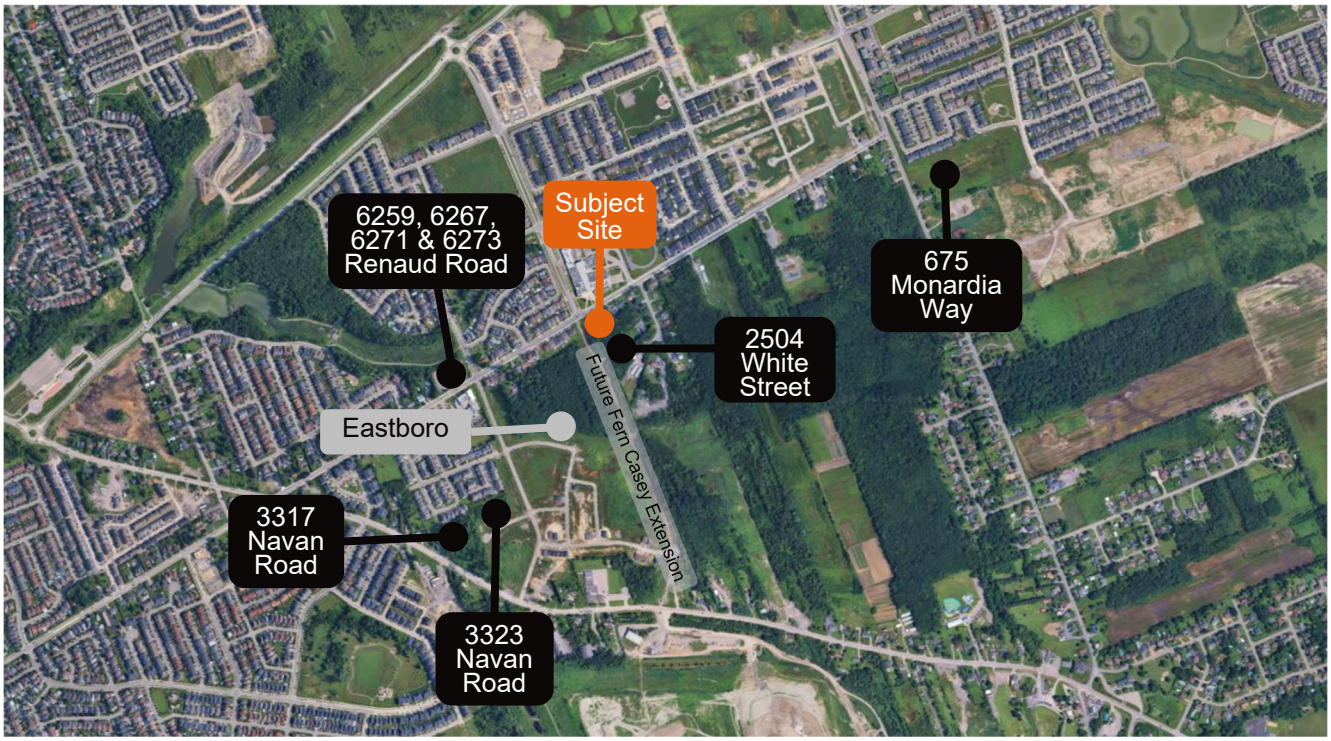


Figure 12: 2504 White Street Concept Plan, 2021



2.7 Greenspace

The site is in walking proximity to Patrick Dugas Park and Tulip Tree Park to the northwest, which are linked by a series of Urban Natural Features and Open Spaces, as shown in Figure 13. This interconnected system of natural and built green spaces offers a network for leisure activities, walking paths, and a break from the surrounding suburban streetscape.

Figure 13: City of Ottawa Official Plan Schedule C12 – Urban Greenspace



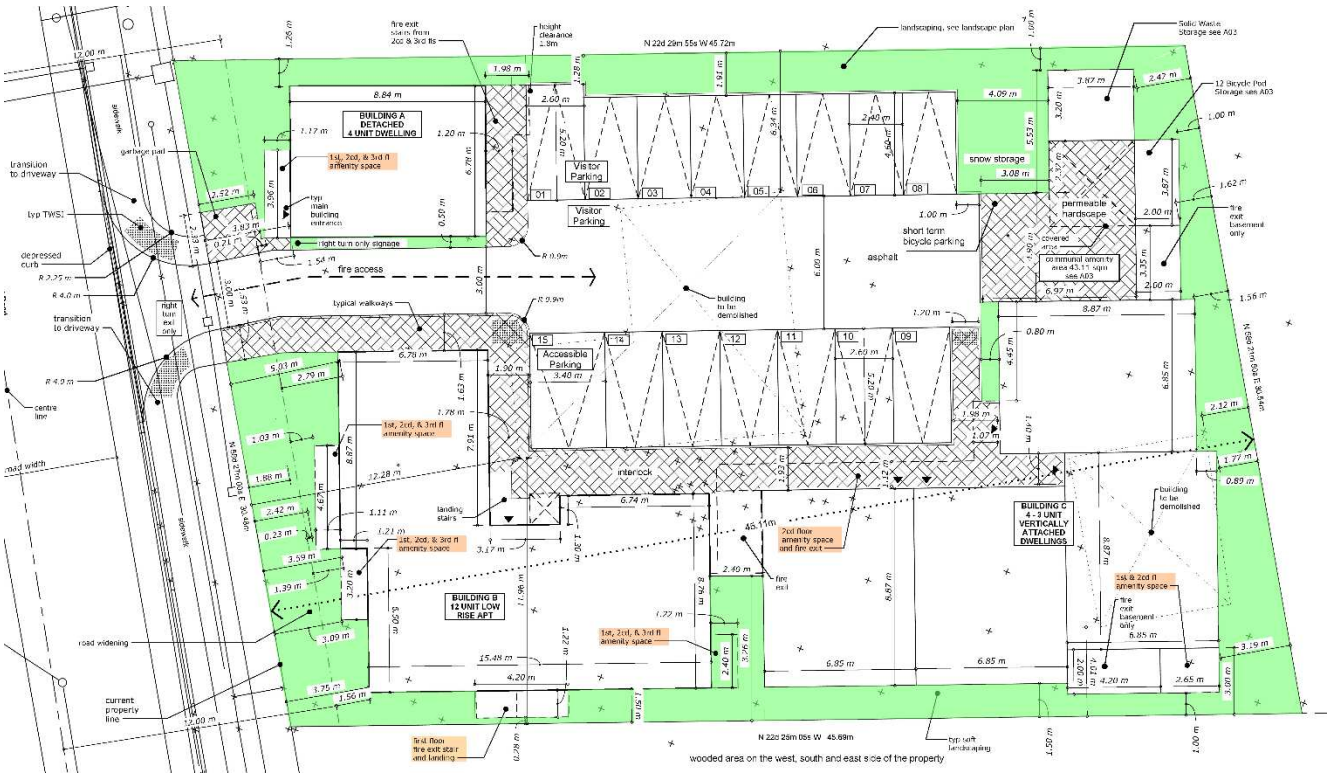
3 Development Proposal

The subject site is situated along Renaud Road to the north, with an entrance to the proposed development situated off Renaud Road. The existing residential dwelling on the site will be removed for the proposed development, consisting of one low-rise 12-unit apartment building, one detached dwelling with four dwelling units, and four vertically attached dwellings, each with three dwelling units. The property is relatively flat and spans 1,377 m², featuring a frontage of 30.48 m along Renaud Road and a lot depth of 45.72 m.

The proposed development consists of low-rise modular residential dwellings of 10.5 m (3.5 storeys), as seen in Figure 14. The north-east corner of the site will include one detached dwelling with four dwelling units. Four vertically attached dwellings are located along the south-western corner of the site, each with three dwelling units. A 12-unit low-rise apartment building is located on the north-west corner of the site. All buildings are designed to be energy efficient.

The detached dwelling's primary entrance directly fronts Renaud Road. The low-rise apartment building directly addresses the public realm with large windows and balconies facing the street, while its primary entrance faces the internal parking area. The four vertically attached dwellings all front the internal parking area. The low-rise apartment building's entrance will also include a straight through accessibility lift to provide access to the accessible units on the basement and first floor. Additional design details can be located in the accompanying Urban Design Brief.

Figure 14: Proposed Development



The detached dwelling (Building A) contains 4 dwelling units, and each of the vertically attached dwellings (Building C) will contain three dwelling units, in addition to the 12 units provided in the low-rise apartment dwelling (Building B). Across the site's 28 units, four dwelling units will contain four bedrooms. These large, family-sized units will be located on the second and third floor of each vertically attached dwelling. The proposed development will also

include affordable and accessible units. 20% of units will be accessible, provided on the basement and first floor of the low-rise apartment building. Nine dwelling units will also be affordable (30% of total units), with the exact level of affordability to be determined following further discussion with City Staff. The breakdown of the number and size of units per building can be found in Table 1.

Table 1: Dwelling unit breakdown per building

Dwelling units	Building A	Building B	Building C	Total per Unit Type
One bedroom	4 units (39 m²)	4 units (42 m^2)	8 units (39 m^2)	16 units
Two bedroom	-	8 units (53 m^2)	-	8 units
Four bedroom	-	-	4 units (85 m^2)	4 units
Total per building	4 units	12 units	12 units	**28 units**

Amenity area within the proposed development is provided through a mix of private balconies and communal outdoor area, as seen in Figure 14. Both Building A (detached dwelling) and Building B (low-rise apartment) provide balconies to first floor, second floor, and third floor units. Building C (vertically attached dwellings) provides balconies to third floor units. All buildings also provide secondary egress stairs and associated landings, where locations and the number of egress exits are influenced by the modular nature of the development.

The total communal outdoor amenity area is 76.6 m2, across several dedicated areas. The largest of the outdoor communal amenity areas is 43.1 m2, where it will include one small dogwood tree and one white spruce, and additional soft landscaping in the form of shrubs, grasses, and perennials, as well as space for outdoor furniture, as seen in Figure 14. An additional accessory building is located near the site's rear, which will contain the waste management storage area and secure bicycle parking facilities. Detailed site statistics are provided in Table 2.

Parking will be located at the centre of the site, accessed from a private driveway off Renaud Road. 15 parking spaces are proposed in total, including one accessible parking space and seven compact parking spaces. Bicycle parking is also provided within a secure storage facility, co-located with the waste management area in an accessory building. Parking will be minimally visible from Renaud Road and the future Fern Casey Street extension, predominantly screened by the proposed dwellings. The proposed development also includes additional setbacks for the future road widening of Renaud Road from a 20 m right-of-way to a 24 m right-of-way to accommodate the future urbanization of the road.

Table 2: Proposed development site statistics

Statistic	Proposed development
Building Heights	10.5 m for all buildings
Gross Building Area	235 m^2 (Building A) + 710 m^2 (Building B) + 945 m^2 (Building C) = 1,891 m^2 (total)
Building Footprint	60 m^2 (Building A) + 180 m^2 (Building B) + 240 m^2 (Building C) = 480 m^2 (total)

Statistic	Proposed development
Accessory building	12.4 m^2 (garbage) and 7.7 m2 (bicycle storage)
Soft Landscaping	353.2 m^2 or 25.6 %
Amenity Area	76.6 m^2 (communal outdoor area) + 72.2 m^2 (balconies) = 148.8 m^2

The development's modular nature employs a mix of brick, prefinished panels and prefinished siding across the building façades, providing a variety of colours and textures for visual interest. Prominent windows are featured on the northern and southern façades for all buildings, as well as limited eastern and western windows for Building A and Building B. Figure 15 provides an illustration of the proposed development.

Figure 15: View of the proposed development from the northwest corner of the property



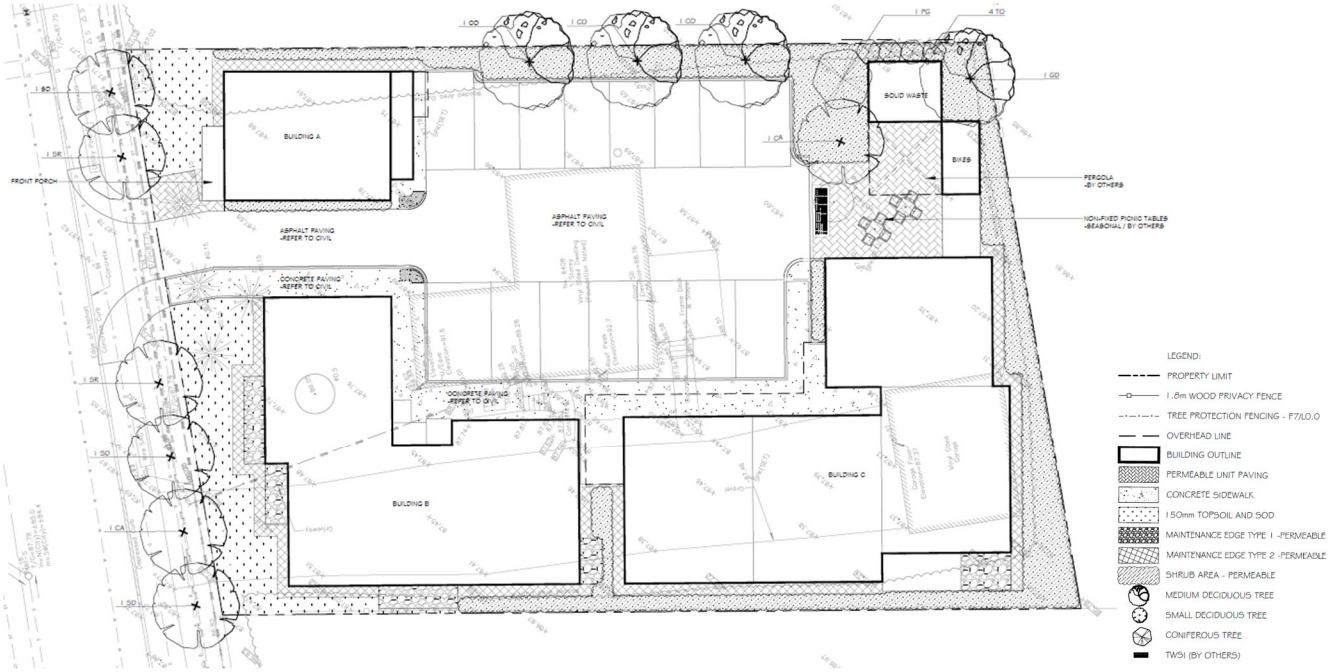
Landscaping Plan

The proposed Landscaping Plan (Figure 16) incorporates sixteen new trees on site; seven small deciduous trees (dogwood, mountain ash, and Japanese lilac), 4 medium deciduous trees (hackberry, Kentucky coffee tree), and five conifers (white spruce, emerald cedar). With the exception of the two Japanese lilacs proposed, all proposed trees are native or native cultivar species. Six trees will be planted along Renaud Road, eight along the site's eastern frontage, and two additional trees are proposed to be planted within the outdoor amenity area.

As shown in the Landscape Plan, additional space has been dedicated to additional soft landscaping through shrubs, grass, or perennial plantings along the eastern, western, and southern limits of the property. Plantings may include shrub species such as Mugo Pine or Dwarf Ninebark species, grasses such as Northwind Switch Grass, or perennials including Arkansas Blue Star, Cat Mint and Goldstrum Rudbeckia.

The remaining area within the site's front yard will include soft landscaping in the form of topsoil and sod. The hardscapes are also proposed to make use of permeable treatments where possible.

Figure 16: Proposed Landscape Plan



4 Planning Policy and Regulatory Framework

4.1 Provincial Policy Context

In recent years, the Government of Ontario has introduced several significant legislative changes, through a series of bills, aimed at addressing the province's housing crisis and improving the development application review process. The More Homes for Everyone Act (Bill 109) established new application timelines, while the More Homes Built Faster Act (Bill 23) furthered the Housing Supply Action Plan by reducing parkland dedication rates, largely prohibiting third-party appeals, and providing development charge exemptions for affordable and attainable housing. The Cutting Red Tape to Build More Homes Act (Bill 185) removed requirements for pre-consultation, and Bill 60, the Fighting Delays, Building Faster Act, 2025, introduced new measures for the future removal of enhanced site plan controls. Most recently, the Building Homes and Improving Transportation Infrastructure Act (Bill 98) received royal assent on June 2, 2026. Bill 98 streamlines Site Plan Control applications, removes sustainable design requirements, and permits encumbered land and privately owned public spaces to count towards parkland dedication. These legislative measures collectively aim to streamline the development process, incentivize housing construction, and respond to Ontario's ongoing housing needs.

4.1.1 Planning Act

The Ontario *Planning Act* sets out matters of provincial interest that planning authorities, including council of a municipality, should respect. This application supports the following policy direction as described in Part 1 of the *Planning Act*:

(a) the protection of ecological systems, including natural areas, features and functions;
(b) the protection of the agricultural resources of the Province;
(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
(h) the orderly development of safe and healthy communities;
(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
(j) the adequate provision of a full range of housing, including affordable housing;
(p) the appropriate location of growth and development;
(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
(r) the promotion of built form that,
(i) is well-designed,
(ii) encourages a sense of place, and
(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Located inside the existing urban area on a residential site, the proposed development is not situated within natural heritage or agricultural areas. The location of the proposed development is appropriate for additional residential growth and development, situated within the built-up area of the City of Ottawa. The subject site is already connected to existing municipal water, transportation, waste management, and communication systems. Sanitary services are located in proximity, to which the subject site can be connected.

Additionally, the proposed development represents orderly development with a full range of housing options. The vertically attached dwellings will include a total of four large, family-sized units and accessible units will be provided within the low-rise apartment building. 30% of units will also be affordable (9 units), with depth of affordability to be confirmed upon further discussion with Staff through the technical circulation process. Context sensitive design achieves increased density on the subject site while providing a variety of unit types within a well-designed built form. Compact development and reduced parking on site encourage a pedestrian oriented and transit supportive environment, encouraging a shift to more sustainable transportation modes.

4.1.2 Provincial Planning Statement

The Provincial Planning Statement 2024 (PPS) provides policy direction on land use planning matters of provincial interest. Land use planning decisions in Ontario should be consistent with the PPS which includes direction on building homes, sustaining strong and competitive communities, infrastructure and facilities, wise use and management of resources, and protecting public health and safety. According to Chapter 1 of the PPS, the vision for Ontario's land use planning system is to foster strong, sustainable and resilient communities for people of all ages, promote a clean and healthy environment, and contribute to a strong and competitive economy.

Chapter 2 includes policy direction regarding building homes and sustaining strong and competitive communities. Section 2.1 provides direction on planning for people and homes:

> *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, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
>
> *b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
>
> *c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Section 2.2 provides direction for housing:

> *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 wellbeing 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;*

Section 2.3.1 provides general policy direction for Settlement Areas:

> *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*
>
> *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.*

Section 2.9 provides direction for energy conservation, air quality, and climate change:

> *1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*
>
> *a) support the achievement of compact, transit-supportive, and complete communities;*
>
> *c) support energy conservation and efficiency;*

The subject site is located on an existing residential lot within the built-up area of the City of Ottawa. The proposed development would replace an existing detached residential dwelling with a new detached dwelling, a low-rise apartment building, and four vertically attached dwellings, providing additional density and contributing to the overall intensification of the neighbourhood. Located within the existing settlement area, the proposed development would add affordable, accessible, and family-sized units on the subject site, supporting the development of a complete community. The form of the proposed development is in keeping with the surrounding low-rise context, while providing a mix of housing options and adding to the residential density of the surrounding area. Furthermore, all buildings are designed to be energy-efficient, supporting a reduction in greenhouse gas emissions.

The subject site represents an appropriate area for the proposed development. The site is already connected to municipal water systems, with the ability to connect to the municipal sanitary system located along Renaud Road as well. Additional municipal transportation, communications, and stormwater management networks are also accessible. Furthermore, the subject site is part of the planned East Urban Community, where additional municipal services and transportation infrastructure are planned to meet future community needs as the area develops further. As such, the proposed development promotes the efficient use of land, resources, and infrastructure, being located in an area with existing capacity, as well as plans for future infrastructure capacity to accommodate planned growth in the long term.

Chapter 3 addresses infrastructure and facilities. In particular, Section 3.3 provides direction to transportation and infrastructure corridors:

> *3. Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.*

Renaud Road will be subject to a future road widening. Additional setbacks from Renaud Road are provided on the subject site to accommodate the eventual widening of the road. As such, the proposed development will not preclude or negatively impact future planned corridors.

Section 5.2 provides direction on natural hazards. The site and surrounding lands are considered to be hazardous due to the sensitive marine clay soils, as property or lands could be unsafe for development and site alteration due to the naturally occurring hazards. The PPS provides the following direction:

> *2. Development shall generally be directed to areas outside of:*
> *c) hazardous sites.*
> *7. Where the two zone concept for flood plains is applied, development and site alteration may be permitted in the flood fringe, subject to appropriate floodproofing to the flooding hazard elevation or another flooding hazard standard approved by the Minister of Natural Resources and Forestry.*
> *8. Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:*
> *a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;*

b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
c) new hazards are not created and existing hazards are not aggravated; and
d) no adverse environmental impacts will result.

While the subject site is located within an area with sensitive marine clay soils, the risk to the public is minor and will be sufficiently mitigated through design strategies to comply with provincial standards. Per the Geotechnical Investigation, detailed in Section 7, the subject site can accommodate the proposed development so long as appropriate measures are undertaken. These measures include grade raise restrictions and compaction requirements, as well as tree planting setbacks and foundation wall reinforcement. As a result, the proposed development is planned in accordance with standards for safe entrance and exit routes, and no new hazards or environmental impacts will be created as a result of this development.

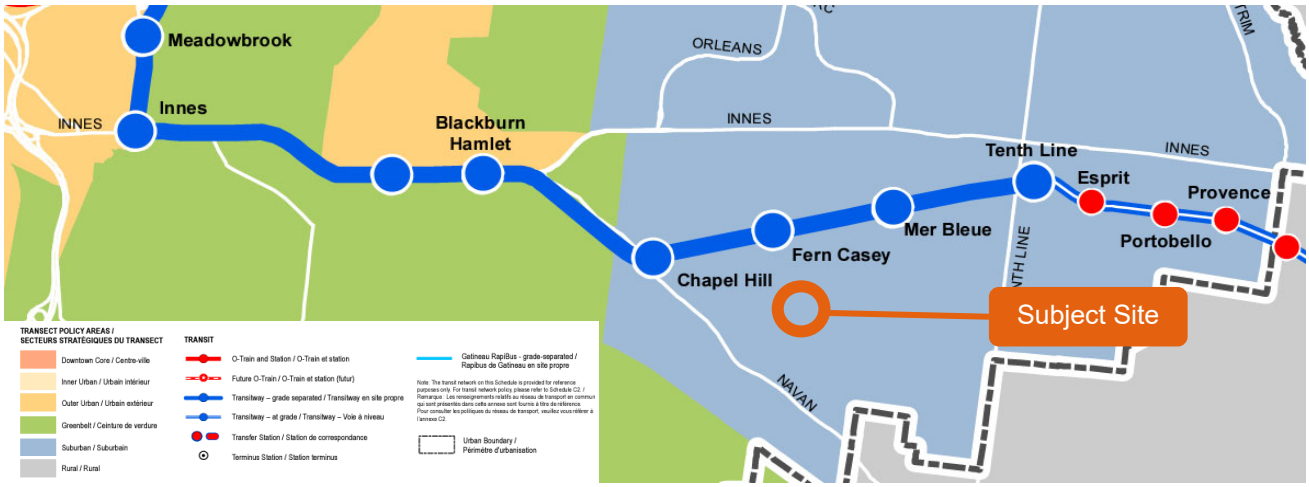
4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan ("OP") was amended and passed by Council on October 27th, 2021, with further updates adopted on November 24th, 2021. The OP was approved with modifications by the Ministry of Municipal Affairs and Housing on November 4th, 2022. The OP provides a vision for the future growth of the City and a policy framework to guide its development to the year 2046. Additionally, the modifications included by the Minister seek to bring the policies of the plan in line with new provincial legislation, as detailed within Section 4.1 of this report.

4.2.1 Suburban Transect

The subject site is located within the *Suburban Transect* within the *Neighbourhood* designation, as shown in Figure 17 and Figure 18. According to Section 5.4 of the Official Plan, *Neighbourhoods* within the *Suburban Transect* generally reflect suburban characteristics as outlined in Table 3, characterized by separation of land uses, detached buildings, large setbacks, and low-rise buildings. *Neighbourhoods* should be composed of low-rise development with no minimum height. Generally, a minimum of three storeys are permitted, but no more than four storeys. The density target of the *Suburban Transect* is 40 to 60 dwellings per net hectare, per Table 3b within Section 3.1 of the Official Plan.

Figure 17: City of Ottawa Official Plan, Schedule A - Transect Policy Areas



Section 5.4.1 of the OP recognises a suburban pattern of built form and site design, while supporting an evolution towards 15-minute neighbourhoods in the *Suburban Transect.* It supports low-rise development and ground-oriented housing forms within *Neighbourhoods*, as well as low-rise multi-unit dwellings permitted near street transit routes.

Table 3: Official Plan Table 6 - General Characteristics of Urban Built Form and Suburban Built Form and Site Design.

URBAN	SUBURBAN
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built form relationship with the public realm	Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios	Larger lots, and lower lot coverage and floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Informal and natural landscape that often includes grassed areas
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage	Private automobile parking that may be prominent and visible from the street

Neighbourhood Designation

As shown in Figure 18, the subject site is located within the *Neighbourhood* designation of the *Suburban Transect.* Section 5.4.1 recognises the suburban patterns of built form and site design, while still supporting an evolution towards 15-minute neighbourhoods through the following policies:

2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:
a) Low-rise within Neighbourhoods;
3) In the Suburban Transect, this Plan shall support:
a) A range of dwelling unit sizes in
ii) Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes;

Section 5.4.5 provides direction to *Neighbourhoods* in the *Suburban Transect* to accommodate residential growth within 15-minute neighbourhoods. The requirements for *Neighbourhoods* include a built form that:

1) Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;

b) Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and

c) Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

The proposed development consists of low-rise residential dwellings, in keeping with the surrounding context. To integrate into the existing built environment, the proposed development remains aligned with key elements of a suburban development pattern, consisting of ground-oriented, low-rise buildings of 3.5 storeys or 10.5 m. The detached dwelling will front directly onto Renaud Road, where the principal entrance will be oriented to the public realm. The low-rise apartment building will also include large windows and balconies on the northern façade to address the public realm along Renaud Road, while its primary entrance will front the central parking area. Vertically attached dwellings are located along the site's southern limits, with frontage and primary entrances facing the interior private way and parking area.

Sixteen new trees are proposed across the site, including along the frontage of Renaud Road. Additional soft landscaping, including shrubs, grasses, and perennial plantings are also proposed, along with the communal outdoor amenity space. Additional private outdoor amenity space is provided via balconies for select units.

The proposed development represents the introduction of context-appropriate missing middle housing within an existing neighbourhood. The 10.5 m buildings each include multiple dwelling units for a total of 28 units, providing a built form that is in keeping with the surrounding low-rise built environment while also increasing the density of the previously underutilized site. The proposed built form is also consistent with the 2.5 storey proposed townhouses and stacked townhouses to the south, at 2504 White Street. Densification through the proposed development will also support the transition of the surrounding neighbourhood towards the 40-60 dwellings per net hectare targeted for the *Suburban Transect*. This increase in density will also help create conditions supportive of the gradual evolution towards 15-minute neighbourhoods within *Neighbourhoods* of the *Suburban Transect*, including through the provision of affordable and accessible units on site.

4.2.2 Neighbourhoods

As seen in Figure 18, the subject site is located in the *Neighbourhood* designation. Per the Official Plan, *Neighbourhoods* are intended to evolve towards 15-minute neighbourhoods. *Neighbourhoods* are intended to undergo ongoing gradual, integrated, sustainable and context-sensitive development.

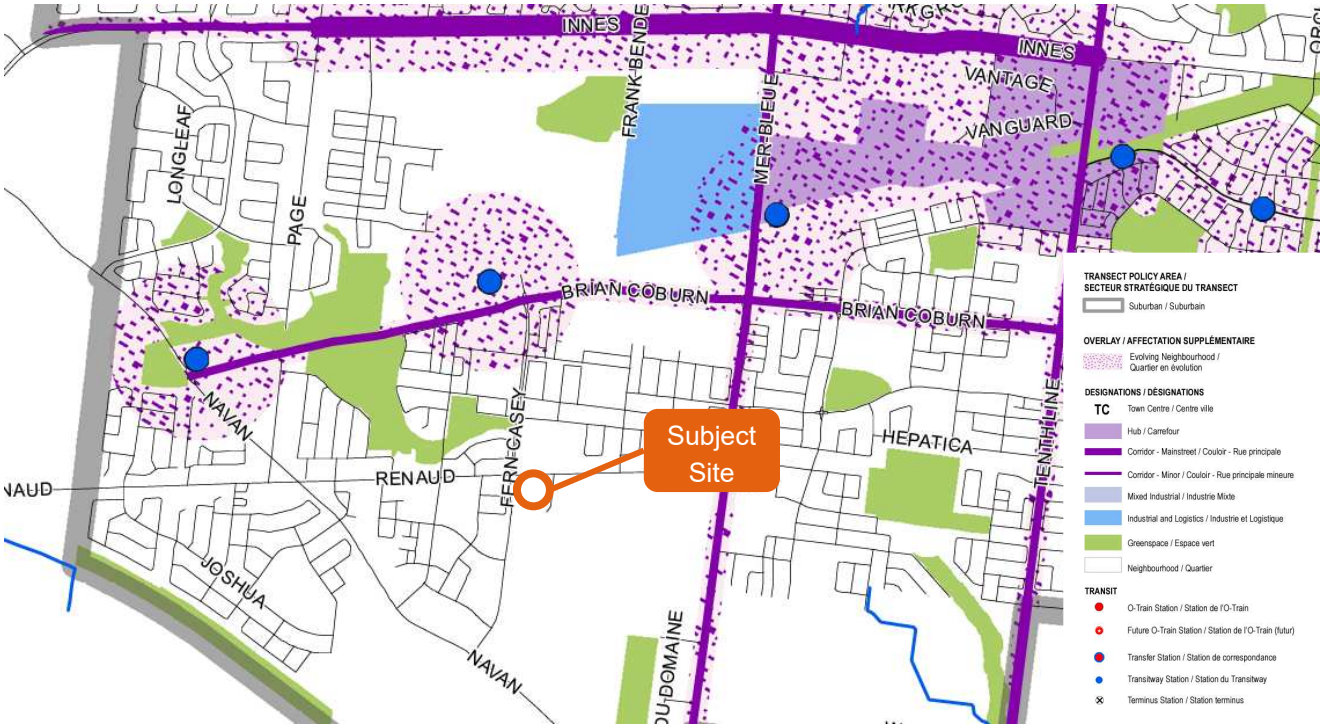
Section 6.3.1 defines *Neighbourhood* and provides direction for their transition over the life of the Official Plan:

2) Permitted building heights in Neighbourhoods shall be Low-rise:
4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and nonresidential built forms within the Neighbourhood designation, including:

a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;

b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1;

Figure 18: Schedule B8 - Suburban (East) Transect



The proposed development includes exclusively low-rise detached, apartment, and vertically attached units, for a total of 28 dwelling units. This allows for the inclusion of additional missing middle housing units while also remaining consistent with the low-rise built form of the surrounding neighbourhood. A range of dwelling sizes and types will be provided, including 4 four-bedroom dwelling units, 8 two-bedroom units, and 16 one-bedroom units. 20% of the units within the proposed development will be accessible units located within the low-rise apartment building. 30% of the dwelling units (nine units) will also be affordable, where the exact level of affordability will be determined following further discussion with City Staff and during the application's technical circulation. The provision of a variety of household sizes and types in a compact form supports the long-term evolution of *Neighbourhoods* to a 15-minute community.

In addition, the increased density for the proposed development helps increase the overall density of the neighbourhood to be closer to alignment with the 40-60 dwelling units per hectare target for the *Suburban Transect,* as set out in Table 3b of the Official Plan.

4.2.3 City-Wide Housing Policies

Section 4.2 of the Official Plan provides direction to encourage additional housing development within the City. Section 4.2.1 provides guidance to enable greater flexibility and an adequate supply and diversity of housing options throughout the city, including:

> *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:*
>
> > *a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*

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

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

Section 4.2.2 provides direction on maximizing the ability to provide affordable housing throughout the city, including:

4) In accordance with the City's 10-Year Housing and Homelessness Plan, the City shall set a target that 20 per cent of all new residential units be affordable. Of all affordable units, 70 per cent are to be targeted to households whose needs fall within the definition of core affordability, and the remaining 30 per cent are to be targeted to households whose needs fall within the definition of market-affordability.

The proposed development consists of one detached dwelling, one low-rise apartment, and four vertically attached units, all 10.5 m (3.5 storeys) in height. The detached dwelling consists of four dwelling units and each vertically attached dwelling contains three units. The low-rise apartment building contains 12 dwelling units. With multi-unit housing provided in a low-rise, ground oriented built form, the proposed development provides additional missing middle housing options. The proposed development also provides diversity in housing typology and unit size, including four four-bedroom units, 20% accessible units, and 30% affordable units.

The form and scale of development remain consistent with the surrounding built environment and public realm, introducing a range of additional housing options through missing middle housing typologies in an appropriate context. The additional densification and limited parking also support the development of a pedestrian oriented and transit supportive community. As such, the proposed development contributes to a diversity of housing options available within the existing neighbourhood, as well as supporting the development of healthy and walkable 15-minute neighbourhoods. The proposed development will include nine affordable housing units. Additional details are expected to be confirmed during the application's technical circulation. Collaboration with staff has been undertaken to include the proposed development under the Affordable Housing Community Improvement Plan (CIP) as well.

4.2.4 Environmental Hazard

Section 10.1.4 provides guidance for natural hazards, such as unstable soils or bedrock:

1) Development shall generally be directed to areas outside of unstable soils or bedrock as defined as a Hazardous Site in the Provincial Policy Statement.

13) Notwithstanding Policies 1 and 2) above, for uses other than those listed in Policy 2), the City shall review all development using the following criteria:

a) There is sufficient soils and engineering information (obtained using established standards and procedures) to confirm that the site is suitable or can be made suitable for development;

b) Alterations to the site shall not cause adverse environmental effects, create a new hazard or aggravate an existing hazard elsewhere; and

c) People and vehicles have a way of safely entering and exiting the area during emergencies or following an erosion event.

Section 10.1.7 provides direction on waste disposal sites and the area around them.

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 subject site is located within the East Urban Community, where geotechnical studies have previously identified the majority of soils in the area as sensitive marine clay. Per the 2024 PPS, sensitive marine clays are considered to be hazardous sites. The Geotechnical Report completed by Paterson Group (dated December 2024) has assessed the suitability of the subject site for the proposed development from a geotechnical perspective. The Geotechnical Report has determined the soils to be suitable for the development, so long as the permissible grade raise restrictions are respected and compaction requirements are met through construction. Additional details on soil content and required mitigation measures can be located within the Geotechnical Report submitted with this application.

The outcome of the Landfill Impact Assessment completed by Paterson Group (dated November 30, 2024) indicates that Navan Waste Facility will not have any adverse effects on the subject lands and proposed development, nor will the landfill pose any risks to human health and safety. This conclusion is based on the environmental monitoring reports prepared for the Waste Connections Canada Navan Waste Recycling and Disposal Facility and the separation distance between the landfill and the subject lands.

4.2.5 Area-Specific Policies

The Official Plan also includes Area-Specific Policy 49.1 for land within the boundary of the East Urban Community:

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.

While the subject site is located within the Phase 2 area of the East Urban Community Design Plan, it is within the portion of the CDP lands designated *Existing Residential*. According to the Cost Sharing Agreement in place, the property is considered a 'small parcel'. Costs pursuant to the existing agreement for Small Parcel Owners have been paid.

4.3 East Urban Community Design Plan

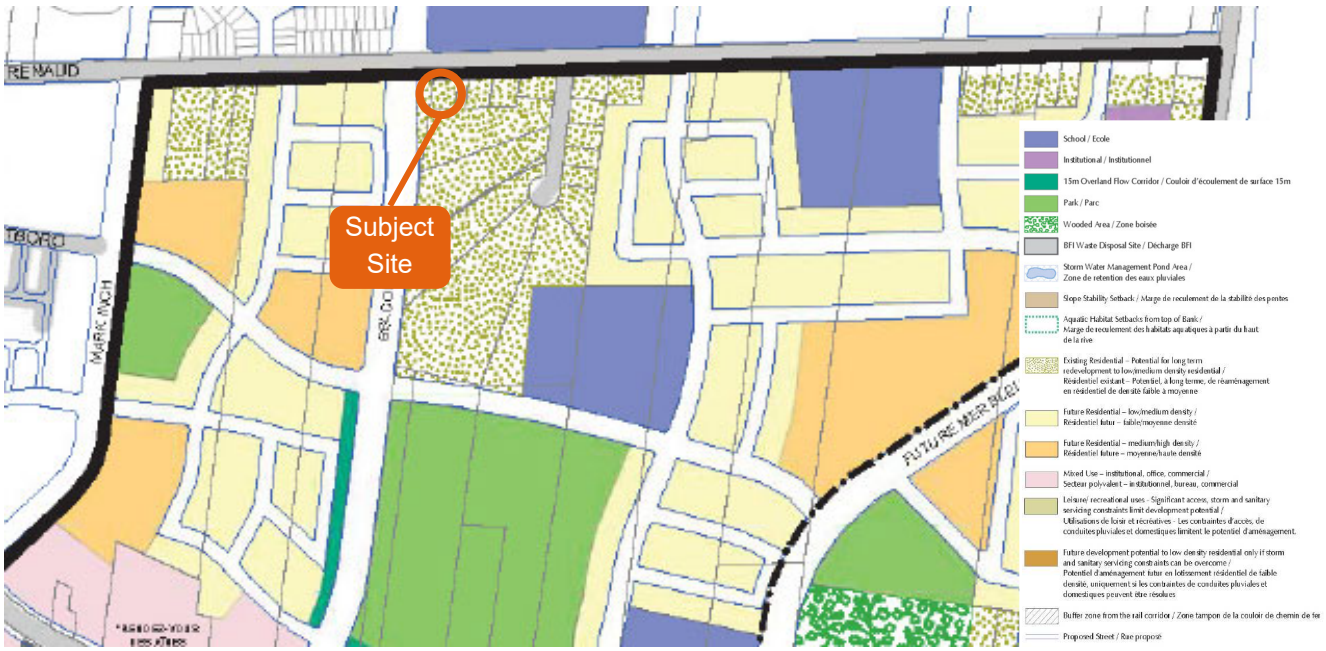
The East Urban Community Design Plan (CDP), published in 2013, translates the policy from the Official Plan (at the time of writing) to the community scale, providing direction on planning and design of the physical environment within the CDP area. The CDP is a guiding document, but it is not a statutory document approved under the Planning Act. The proposed development aims to satisfy the guidelines as outlined in the CDP wherever possible, subject to additional policy from the City under the Official Plan and the Zoning By-law, as well as the existing conditions of the site and surrounding area. The subject site is located within the Phase 2 lands.

4.3.1 Residential Land

The Subject Site is located within *Existing Residential – potential for long term redevelopment to low/medium residential,* as shown in Figure 19. According to Section 3.1.1 of the CDP, lands within the Phase 1 and Phase 2 areas should include:

- *No more than 55% single detached, at least 10 per cent apartment dwellings and the remainder multiple attached dwellings, other than apartments.*
- *Overall residential development will meet a minimum average density target of 34 units per net hectare.*

Figure 19: East Urban Community Design Plan Schedule A - Land Use



Due to environmental constraints present within the Phase 1 and Phase 2 areas, there are some potential limits to residential densities in these areas. The geotechnical investigation for the *Proposed Residential Development, Eastboro – Phase 2, Navan Road* was undertaken to determine if higher densities were possible within Phase 2. According to Section 3.1.1 of the CDP:

> *The report does not identify specific density caps but indicates that proponents could build "townhouses and multi-block style units" with design modifications such as grade raise restrictions and reinforced foundations.*
>
> *As a result, this CDP suggests that average residential densities in the Phase 2 Area could range from 28 units/net hectare to upwards of 63 units/net hectare for stacked townhomes. Based on these numbers, the CDP estimates the residential unit count to be between 1360 and 1700 units.*

Section 3.1.1.4 of the CDP provides further direction as it pertains to the existing residential lands in Phase 2 with the potential of redevelopment, including the subject site. Development on these lands should redevelop as residential uses on urban services, meeting the requirements and guidelines in the Phase 1 and Phase 2 CDP.

The existing development surrounding the subject site is largely single detached residential dwelling units. As the proposed development would increase the proportion of multiple attached dwellings and apartments within the area, it supports the direction of the CDP for the East Urban Community to be comprised of 35% multiple attached dwellings other than apartments and 10% apartment dwellings. Considering the density minimum of 34 units/net hectare is intended to represent an overall average of the neighbourhood, the proposed development balances the existing lower density of the surrounding neighbourhood to better align with the density directives set forth in the CDP. The subject site is already serviced by municipal water, with the ability to tie into existing sanitary servicing present on Renaud Road.

No density caps are put in place through the CDP, but density ranges are considered "*upwards of 63 units/net hectare for stacked townhomes".* Understanding that the building typologies within the proposed development share similarities with stacked townhouse dwellings, densities exceeding 63 units/net hectare are appropriate for the proposed development. To accommodate the proposed density of 203 units/net hectare on the subject site, the Geotechnical Report details several measures, including required grade raise restrictions, requirements for proof-rolling when subgrade is found to be in a loose state of compaction, and foundation wall reinforcement when trees are planted within 4.5 m of a building. With these measures in place, the Geotechnical Report asserts the subject site is considered suitable for the proposed development. As such, the density proposed on the subject site is both desirable and attainable through appropriate design measures.

4.3.1.1 Affordable Housing

The CDP outlines provisions and potential for affordable housing under Section 3.1.1.6. In support of developing more affordable housing, the City may consider the following incentives and supports:

- *Capital grants*
- *Deferral or exemption from payment of development fees and charges*
- *Density incentives or transfer, flexible zoning, alternative development standards*
- *Other incentives to be negotiated depending on the depth of affordability achieved*

The proposed development is anticipated to include 30% affordable units, for a total of nine affordable units. Additional details are expected to be confirmed through technical circulation of the application for the proposed development. Discussions have also been undertaken with Staff to include the proposed development under the Affordable Housing CIP. As a result of the provision of affordable housing that is proposed, flexible zoning and alternative development standards are requested to help support the inclusion of affordable units. Alternative setbacks are proposed in line with the concept shown in Figure 14, and further elaborated upon in Section 4.5.

4.3.2 Tree Planting and Marine Clay Soils

Section 3.4 provides direction on the required tree planting in EUC. These provisions are in addition to general subdivision planting requirements for planting on public street frontage. General subdivision and boulevard trees are required on both sides of the frontage of all public streets. Geotechnical studies have identified the soils in the majority of the East Urban Community as sensitive marine clay. As such, restrictions on species selection and distance from foundation for marine clay soils are applicable to the CDP area. Where conditions permit, medium and large deciduous trees are preferred. The minimum required plantings for residential areas are:

- *1 tree for each single detached or semi-detached unit*
- *1 tree for every two townhouse units*
- *1 tree for every four stacked townhouse or apartment units*

Within medium density areas, tree planting is permitted in the front or rear of units, as well as in communal amenity space.

With one detached dwelling with four units, a low-rise apartment of 12 units, and four vertically attached dwellings each with three units, the CDP requires a minimum of 6 trees on site. The Landscape Plan for the subject site includes planting locations for sixteen trees (seven small deciduous, four medium deciduous, and five conifers), as well as additional plantings for shrubs, grasses, and perennials. The tree plantings are primarily located along the frontage of Renaud Road and the eastern lot line, as well as two additional trees within the outdoor amenity area. Additional planting locations for other vegetation are provided along the southern, eastern, and western limits of the site.

The size and locations of the proposed tree plantings are reflective of the geotechnical constraints on site. Due to the nature of the soils and other geotechnical features, large trees (14+ m mature height) can only be planted at a foundation setback equal to the full mature height of the tree. However, tree planting setbacks may be reduced to 4.5 m for medium sized trees (mature height between 7.5 m and 14 m), provided the required conditions are met. Conditions include a minimum 25 m^3 of available soil volume for a small tree or 30 m^3 for a medium tree, grading surrounding the tree promotes drainage to the tree root zone, and the foundation walls are at minimum nominally reinforced, among others.

4.3.3 Transportation Network

The subject site will be bordered on both sides by future collector roadways, with rights-of-way up to 30.5 m. As outlined in Section 3.9.1, sidewalks and on-road shared lanes are also required. Driveways to individual dwelling units fronting onto Fern Casey Street (previously Belcourt Blvd.) are not permitted due to anticipated traffic volumes.

Section 3.9.2 requires that developments are to include clear pedestrian and bicycle connections to arterial and collector roadways. Sidewalks and walkways on private lands are to be planned and designed in a collaborative effort between the City and proponents.

Figure 20: East Urban Community Design Plan Schedule C - Road Hierarchy Plan



Understanding that Renaud Road will be widened in the future, appropriate additional setbacks are provided within the proposed development to accommodate the future 24 m right-of-way. It is understood that Fern Casey Street south of Renaud Road is not anticipated to be constructed until such a time as the Eastboro lands to the southwest of the subject site are developed. Estimated timing for the construction of Fern Casey Street south of Renaud Road is currently unknown.

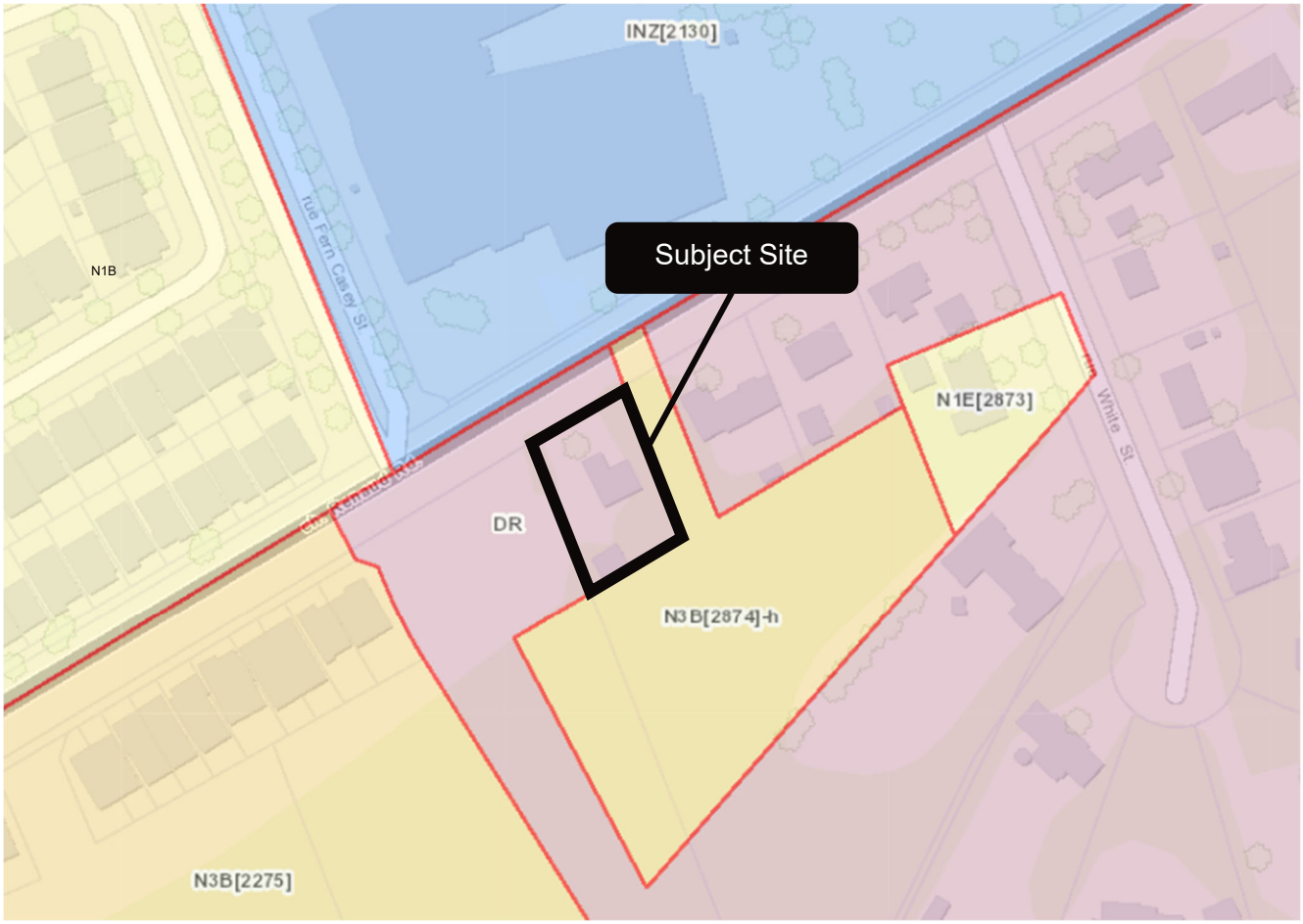
The proposed development includes one private driveway off Renaud Road, leading to a shared parking lot at the centre of the site. A 1.6 m walkway is included along the western side of the driveway, providing pedestrian and active transportation access directly to the entrance of each residential dwelling.

4.4 City of Ottawa Zoning By-Law

The City of Ottawa passed a New Zoning By-law on January 28, 2026, with enactment occurring on March 11, 2026. The Ontario Land Tribunal has declared the unappealed sections in effect, as of July 2, 2026. For provisions within Zoning By-law (2026-50) that have been appealed, the most restrictive provisions continue to apply between Zoning By-law (2026-50) and Zoning By-law (2008-250) until the appeals are resolved.

The site is currently zoned DR – Development Reserve Zone in both the Zoning By-law 2008-250 as well as the new Zoning By-law 2026-50, as seen in Figure 21 below.

Figure 21: Subject Site Zoning, GeoOttawa



Permitted uses on lands zoned *DR* zone as per each Zoning By-law include:

- agricultural use
- agriculture-related use
- emergency service
- environmental preserve and education area
- forestry operation
- marine facility
- dwelling units, provided they meet conditions set out in the By-law, including co-location on a lot with another permitted use, access to municipal servicing, etc.

Existing and Proposed Zoning

The proposed development features a detached dwelling, a low-rise apartment, and four vertically attached dwellings. The Zoning By-law Amendment application proposes that the lands are rezoned from *Development Reserve* to *Neighbourhood Zone 3, Subzone A* with site-specific exceptions *(N3A[XXXX])* under Zoning By-law 2026-50. Neighbourhood Zones are intended to permit a full range of housing options while regulating density and height, as well as elements of residential character, such as lot width and yard setbacks, through subzones. *Subzone A* is intended for areas designated for more urban built forms, promoting efficient land use and compact development. Permitted uses include:

- Bed and breakfast
- Detached dwelling
- Diplomatic mission
- Duplex dwelling
- Group home
- Home-based business
- Home-based daycare
- Linked-detached dwelling
- Park
- Planned unit development
- Retirement home, converted
- Additional dwelling unit
- Semi-detached dwelling
- Three unit dwelling
- Townhouse dwelling
- Urban agriculture

Additionally, Table 4 summarizes the required development standards for the proposed zone in comparison to the proposed development.

Table 4: 6408 Renaud Road Project Information

Project Information			
Review Date	-	Official Plan Designation	Suburban Transect, Neighbourhood Designation
Municipal Address	6408 Renaud Road	Legal Description	PT LT 3 CON 4 OF GLOUCESTER AS IN NS152199; CITY OF OTTAWA
Scope of Work	The proposed development includes the construction of one single detached dwelling (4 units), one low-rise apartment (12 units), and four vertically attached dwellings (3 units per dwelling), all at 3.5 storeys or 10.5 m. This will also include parking, a waste management area, and amenity areas.		
Existing Zoning Code	Development Reserve (DR)	By-law Number	2008-250
Schedule 1/1A Area	Area C	Overlays Applicable	Not applicable

Where the proposed development does not comply with the zoning provisions of N3A, such areas are included in red. The provisions where relief is requested are discussed in further detail in Section 4.5. It is proposed that the new urban exception within the *N3A[XXXX]* zone will correspond to these requested amendments, justified through Section 3.1.1.6 of the East Urban Community Design Plan, which offers the opportunity for such affordances in exchange for the provision of affordable housing.

Table 5: Zoning By-law Provisions for N3A (2026-50), as the proposed zone, and the proposed development

ZONING MECHANISM	N3A (ZBL 2026-50)	PROVIDED
Maximum Number of Units	2.5 per 100 sq m of lot area, maximum 12 per building (Table 801A.i)* 1298 m^2/100 x 2.5 = 32 units	28 units
Large Dwelling Unit Requirement	For low-rise development for lots greater than 450 m^2 zoned N1-N6, for every 6 units, 1 unit must have 3+ bedrooms (708.2) 28 x 1/6 = 5 units	4 four-bedroom units
Maximum Building Height	11 m or three storeys (Table 801A.ii)	10.5 m
Minimum Lot Width	6 m (Table 801B.i)	30.5 m

Minimum Lot Area	NA	1,377 m^2, or 1,298 m^2 considering future Renaud Road expansion
Minimum Front Yard Setback	3 m (Table 801B.iii)	3.59 m, or 1.39 m considering future Renaud Road expansion
Minimum Rear Yard Setback	6 m (Table 801B.vii)*	1.56 m
Minimum Interior Side Yard Setback	1.8 m total, but not less than 0.6 m on each side (Table 801B.iv, 801.7)	1.26 m on eastern interior lot line, 1.5 m on western interior lot line.
Permitted Projections into Yards - Fire escapes, steps, and ramps	On or below the first floor: minimum setback of 0.6 m in the front or exterior side yard, no minimum in rear or interior side yards (204.12.a)	Building A fire escape/switchback stairs: 1.26 m side yard setback for basement, first, second and third storeys. 1.2 m projection. Building B: 0.28 m side yard setback for first floor. 1.22 m projection. Building C fire escape: 1.52 m rear yard setback for basement (east). 3.35 m projection. 1 m side yard setback for basement (west). 2 m projection. 3.26 m interior side yard setback for fire exit for second floor, 2.4 m projection.
	Switchback stairs and associated landings for second floor or above: minimum setback from a lot line is 1 m, maximum projection is 2.2 m (204.12.b)	
	In all other cases, minimum setback from a lot line is 1 m, with a maximum projection of 1.5 m (204.12.c)	
Permitted Projections into Yards – Balconies	When a platform projects 3 m into a yard, it must be located off the ground (204.9.b)	Building A: 0.21 m front yard setback from first floor post Renaud Road widening. 1.17 m projection. Building B: 0.23 m front yard setback post road widening for first, second, and third storeys. Maximum 1.21 m projection. Building C: 1 m side yard setback, 3.19 m rear yard setback for first and second storeys. 2 m projection.
	For features where the walking surface is not more than 0.6 m above the ground in the front yard, the minimum setback is 1 m from the lot line and maximum projection is 2m or 50% of the yard. In the interior side yard and rear yard, no limit (204.9.d)	
	In all other cases, 2 m maximum projection, but no closer to 1 m from any lot line (204.9.e)	
Renaud Road Right-of-Way Protection	1.88 m	
Minimum Aggregated Soft Landscaping (Front Yard)	20% of the front yard (802.10) Please also refer to PUD provisions in Table 6.	68.7 %
Active Entrances	At least one principal entrance per building must be located on the front or exterior side façade and provide direct access to the street or private way in the case of a PUD. (802.14)	Building A: Principal Entrance to Renaud Road Buildings B and C: Principal entrance to private way
Amenity Area	6 m^2 per dwelling unit; 28 units x 6 m^2 = 168 m^2 50% must be a communal amenity area of at least 54 m^2 (208.1,6)*	Total Amenity: 148.8 m^2 Communal Amenity: 76.6 m^2 (51% of total amenity) across several groupings, the largest of which is 43.1 m2.

Waste Management Area and Functional Path of Travel	Minimum 10 m^2 storage area for garbage, organics and recyclables that is accessible by a functional path of travel and screened by a 2 m opaque screen (Table 217, 217.4,5,6) Waste management area should be located 9 m from lot line abutting a public street and 3 m from any other lot line (217.6.a)	Enclosed waste management accessory building: 12.4 m^2 Setback from side lot line: 1 m Setback from rear lot line: 2.47 m
Functional Path of Travel	A functional path of travel should connect waste management areas and bicycle storage to a public street, through a path that is a minimum of 1.5 m in width and paved or finished with hard landscaping (802.7.)	1.5 m wide path provided with no obstructions.
Parking Location	Not to be located within the front or exterior side yard (604.2)	Entrance via Renaud Road, leading to a parking lot within the centre of the site

*At this time, these provisions of the New Zoning By-law are under appeal with the Ontario Land Tribunal and the most restrictive provisions between Zoning By-law 2026-50 and Zoning By-law 2008-250 apply. In all cases outlined in Table 5, the provisions under Zoning By-law 2026-50 are the most restrictive.

The proposed development will also be in the form of a Planned Unit Development (PUD). Additional provisions for landscaping and parking for planned unit developments are included in Table 6.

Table 6: Additional PUD Provisions

ZONING MECHANISM	ZBL 2026-50	PROVIDED
Separation Between Buildings	1.2 m (703.3)	Minimum of 2.4 m
Minimum Setback From Private Way	1.8 m (703.3.a)	Building A: 0.5 m Building B: 1.6 m Building C: 1.9 m
Minimum Width Of Private Way (Including Driveways and Drive Aisles)	6 m (703.4.b)	3 m
Landscaping	25% of lot must be soft landscaped (703.5.a)*	25.6% soft landscaping

*These provisions of the New Zoning By-law are under appeal with the Ontario Land Tribunal and the most restrictive provisions between Zoning By-law 2026-50 and Zoning By-law 2008-250 apply. In all cases outlined in Table 6, the provisions under Zoning By-law 2026-50 are the most restrictive.

Parking for the proposed development is provided in a shared parking lot within the subject site. Long-term bicycle parking is provided within a secure facility protected from the elements co-located with the waste storage facilities on site*. Table 7 includes further information on parking provisions applicable to the proposed development.

Table 7: Parking, Queuing and Loading Provisions

ZONING MECHANISM	ZBL 2026-50	PROVIDED
Minimum Parking Spaces	-	15 total parking spaces provided, including 8 visitor spaces and one accessible parking space
Visitor Parking	Visitor: 0.1 per unit upwards of 12 units in Area D (603.1,3.b) 0.1 x [28-12] = 2 visitor spaces	
Minimum Accessible Parking Spots	1 Type A parking space for parking lots under 25 spaces (Traffic and Parking By-law 2017-301, S. 112.a, 113.f,g)	1 Type A parking space
Parking Space Dimensions	Standard Space: 2.6 to 3.1 m width x 5.2 m length (605.1) Compact Space: 2.4 m x 4.6 m (106.3). Up to 50% of spaces may be compact spaces, so long as they are not visitor parking spaces (605.4) Type A Accessible Space: Minimum width of 3.4 m and length of 5.2 m. Access aisle of 1.5 m should be provided (Traffic and Parking By-law 2017-301, S. 112.1.a).	Standard: Seven spaces with dimensions of 2.6 m x 5.2 m Compact: Seven spaces with dimensions of 2.4 m x 4.6 m Type A: One space with dimensions of 3.4 m x 5.2 m with a 1.9 m access aisle
Parking lot landscaping requirements	A minimum of 15% of the area of the parking lot, must be provided as landscaped area.* Required landscaped buffer around the parking lot: 3.5 m* (607.7,8)	0% of parking lot is soft landscaped Minimum buffer of 0 m where abutting walkways for proposed buildings. Minimum 1.28 m buffer between parking and interior lot line.
Bicycle Parking	Short-term: 0 spaces (none required for building with four units or less or buildings with 5-12 units)*	12 long term bicycle parking spaces provided in a secure locking facility.
	Long-term: 12 spaces (1 per unit for building with 5-12 units.* None required for building with four units or less) (Table 613)	

*These provisions of the New Zoning By-law are under appeal with the Ontario Land Tribunal and the most restrictive provisions between Zoning By-law 2026-50 and Zoning By-law 2008-250 apply. In all cases outlined in Table 7, the provisions under Zoning By-law 2026-50 are the most restrictive.

4.5 List of Requested Relief from Zoning

As noted in Table 5, Table 6, and Table 7 above, there are several provisions where the proposed development does not meet the requirements of N3A, making up the request for relief from the Zoning By-Law.

This request is made under Section 3.1.1.6 of the East Urban Community Design Plan, which offers the opportunity for permissive zoning to support the development and provision of affordable housing within the CDP area. Many of the requests outlined below are intended to accommodate sufficient dwelling units on the subject site such that the provision of affordable housing is viable. Details on the requests for relief are provided in Table 8 below.

Table 8: Requested Reliefs from Zoning By-law

Provision	Applicable standard	Provided in proposed development
Setbacks		
Minimum Front Yard Setback	3 m (Table 801B.iii, 2026-50)	3.59 m, or 1.39 m considering future Renaud Road expansion
Minimum Rear Yard Setback	6 m (Table 801B.vii, 2026-50)	1.56 m
Within Zoning By-law 2026-50, the N3A zone is intended to permit mid-density low-rise development with urban characteristics. Reducing the permitted front yard setback from 3 m to 1.39 m and the rear yard setback from 6 m to 1.56 m reflects urban characteristics and permits a compact built form, consistent with the intention of the N3A zone. The proposed amendment provides the support and flexibility required for the inclusion of a sufficient number of dwelling units on the subject site, such that affordable housing is a feasible part of the proposed development. Further, the site will be bordered to the west by a small vacant property and the future Fern Casey Street extension, as well as the private lane access from Renaud Road to the future development at 2504 White Street to the east. Across Renaud Road to the north is Collège catholique Mer Bleue. As such, there will be no impact of reduced setbacks on immediate neighbouring residences. To the rear, the proposed development at 2504 White Street provides an interior side yard setback from the rear lot line of 6408 Renaud Road of 6 m. As there is sufficient distance between proposed buildings on the Subject Site and the proposed development at 2504 White Street, the reduced rear yard setback will not have significant impact on the development to the rear.		
Minimum Setback from Private Way	1.8 m (Table 131.2, 2008-250; 703.3.a, 2026-50)	Building A: 0.5 m Building B: 1.6 m
The request for reduced setbacks from the private way intends to recognize the context of the subject site's layout and built form. It also recognises the flexibility required to incorporate a sufficient number of dwelling units and parking on the subject site such that affordable housing is a feasible part of the proposed development. The reduced private way setback at the northern entrance allows the development to accommodate a functional drive lane and a separated 1.6 m pedestrian walkway while maintaining building frontage along Renaud Road, which supports the public realm and provides a safer pedestrian connection through the site. These reductions allow for an efficient layout without undermining access or usability. The requested amendments address the site's constraints while maintaining an orderly and functional relationship among buildings, parking, access, and pedestrian movement.		
Projections		
Permitted Projections – Balconies	**Front:** When not higher than 0.6 m from grade, the greater of 2m or 50% of the required front yard or corner side yard, but no closer than 1m to a property line.	Building A: 0.21 m front yard setback from first, second, and third floors post Renaud Road widening. 1.17 m projection.

<table>
<tr><th>Provision</th><th>Applicable standard</th><th>Provided in proposed development</th></tr>
<tr><td></td><td>When higher than 0.6 m, 2 m maximum projection, but no closer than 1 m from any lot line. (Table 65.6, 2008-250; 204.9, 2026-50)</td><td rowspan="2">Building B: 0.23 m front yard setback post road widening for first, second, and third storeys. Maximum 1.21 m projection.
Building C: 1 m side yard setback, 3.19 m rear yard setback for first and second storeys. 2 m projection.</td></tr>
<tr><td>Side and Rear: When not higher than 0.6 m from grade, no limit.
When higher than 0.6 m, 2 m maximum projection, but no closer than 1 m from any lot line. (Table 65.6, 2008-250; 204.9, 2026-50)</td></tr>
<tr><td colspan="3">The proposed balconies provide private outdoor amenity space for residents on the second and third storeys and add to the amenity area provided through the development. Furthermore, the proposed development’s modular construction partly influences where balconies can be placed. The requested reduction in projection setbacks for balconies therefore supports a functional building design while incorporating private outdoor amenity space and improving in-unit livability.
The site will be bordered to the west by a small vacant property and the future Fern Casey Street extension and to the east by the private lane access from Renaud Road to the future development at 2504 White Street. As such, there will be no impact of reduced setbacks on immediate neighbouring residences. To the rear, the proposed development at 2504 White Street provides an interior side yard setback from the rear lot line of 6408 Renaud Road of 6 m, allowing for sufficient distance between proposed buildings such that the reduced rear yard setback will not have significant impact on surrounding development.</td></tr>
<tr><td rowspan="3">Permitted Projections – Steps and Ramps</td><td>Front: First floor and below: minimum setback 0.6 m to lot line (Table 65.5, 2008-250; 204.12, 2026-50)
Second floor: Egress stairs have minimum setback from a lot line of 1 m, maximum projection is 2.2 m (204.12.b, 2026-50)</td><td rowspan="3">Building A fire escape/switchback stairs: 1.26 m side yard setback for basement, first, second and third storeys. 2 m projection.
Building B fire escape: 0.28 m side yard setback for first floor. 1.22 m projection.
Building C fire escape: 1.52 m rear yard setback for basement (east). 3.35 m projection. 1 m side yard setback for basement (west). 2 m projection.
3.26 m interior side yard setback for second floor fire exit, 2.4 m projection.</td></tr>
<tr><td>Side: First floor and below: no minimum (Table 65.5, 2008-250; 204.12, 2026-50)
Second floor: Egress stairs have minimum setback from a lot line of 1 m, maximum projection is 2.2 m (204.12.b, 2026-50)</td></tr>
<tr><td>Rear: First floor and below: no minimum (Table 65.5, 2008-250; 204.12, 2026-50)
Second floor: Egress stairs have minimum setback from a lot line of 1 m, maximum projection is 2.2 m (204.12.b, 2026-50)</td></tr>
<tr><td colspan="3">The proposed development will be constructed with a modular housing solution, allowing for efficient development that can viably provide affordable and accessible housing units. Each modular unit requires its own egress stairs to meet Building Code requirements, resulting in multiple secondary exits across the development. As a result, the requested reduction in projection setbacks for steps and ramps and additional projection requested recognises the unique construction and Building Code requirements associated with the proposed development while supporting the delivery of affordable and accessible housing.
As the site does not have residential uses immediately bordering to the east or west, there will be no impact of reduced interior side yard setbacks on neighbouring residences. To the rear, the future development at 2504 White Street provides a sufficient setback such that reduced setbacks for projections in the rear yard will not have significant impact on surrounding development.</td></tr>
</table>

Provision	Applicable standard	Provided in proposed development
Soft Landscaping		
Parking lot landscaping requirements	A minimum of 15% of the area of the parking lot, must be provided as landscaped area. Required landscaped buffer around the parking lot: 3.5 m (607.7-8, 2026-50)	0% of parking lot is soft landscaped Minimum buffer of 0 m where abutting walkways for proposed buildings. Minimum 1.28 m buffer between parking and interior lot line.
The parking lot landscaping requirements are requested to be reduced to support a more efficient parking lot and site design. The parking lot layout is not conducive to including additional landscaped elements, due to its compact layout. The introduction of landscaped area within the parking lot would introduce functional access issues. The landscaped buffer requirement is requested to be reduced to accommodate a sufficient number of parking spaces and dwelling units on the subject site, such that the provision of affordable and accessible units remains viable.		
Amenity Area, Large Dwellings, Waste Management		
Amenity Area	6 m^2 per unit for total of 168 m^2, 50% must be a communal amenity area of at least 54 m^2 (208.1,6, 2026-50)	Total amenity: 148.8 m2 Communal amenity: 76.6 m2 (51% of total amenity), across several communal areas. The largest is 43.1 m2
The reduction of amenity area requirements is requested to support a more efficient site design. The proposed development balances the provision of amenity area with the provision of units, parking, and site access, resulting in a deficiency of 19.2 m^2 in total amenity area. The total communal amenity area is proposed to be 76.6 m2, representing 51% of the total amenity area. However, due to the compact nature of the site, the communal amenity areas are broken out across several locations, the largest of which is 43.1 m2. Several smaller amenity areas are also provided. A reduction in the required area of 54 m2 for communal amenity area is requested to allow for distributed amenity areas that respond to the compact nature of the site and locate pockets of shared amenity space in immediate proximity to individual buildings, as well as to provide a configuration with a sufficient number of units to ensure the viability of the affordable and accessible units.		
Large dwelling unit requirements	For low-rise development for lots greater than 450 m^2 zoned N1-N6, for every 6 units 1 unit (16.67%, 5 units) must have 3+ bedrooms (708.2, 2026-50)	4 four bedroom units
The proposed development provides 4 large, family-sized units, each with an area of 85 m^2. These units represent 14% of the units in the proposed development. By comparison, the provisions of Zoning By-law 2026-50 would require 5 large dwelling units. As the proposed development provides large dwelling units, accessible dwelling units, and affordable dwelling units, the request for a reduction in the required number of large dwelling units from 5 to 4 dwelling units is considered appropriate.		
Waste Management	Waste management area should be located 9 m from lot line abutting a public street and 3 m from any other lot line (217.6.a, 2026-50)	Setback from side lot line: 1 m Setback from rear lot line: 2.47 m
The waste management area setback reduction is requested to support a more efficient site layout. The proposed development balances the location of servicing areas with the provision of parking, access, and building placement. As a result, the waste management area is located 1 m from the side lot line and 2.47 m from the rear lot line, whereas a 3 m setback is required. The waste management area is enclosed within a contained building to minimize visual impact and any odours. The structure is proposed to be located on the south-east corner of the site, which is bordered to the east by a private lane for the future development at 2504 White Street		

Provision	Applicable standard	Provided in proposed development
and to the south by the drive aisle and parking lot of the same development. As such, the location of the waste management area and its reduced setbacks will not have an impact on the surrounding properties. Given the compact nature of the site, the siting of the waste management area is constrained by the provision of dwelling units, parking spaces, access, and outdoor amenity area on site. The reduced setback supports an efficient layout that can accommodate a sufficient number of units to maintain the viability of the proposed affordable and accessible housing. The proposed location still allows the waste management area to function appropriately while supporting an orderly and efficient site design. The requested amendment allows the site to be developed in a functional manner while providing the necessary servicing infrastructure.		
Parking and Access		
Minimum width of private way	6 m (Table 131, 2008-250; 703.4, 2026-50)	3 m
The reduction in the minimum required width of the private way is requested to support a more efficient site layout. The proposed development balances access for pedestrians and vehicles with the provision of parking, servicing areas, outdoor amenity area, and building placement. As a result, a private way of 3 m is proposed, whereas 6 m is required. The reduced width supports an efficient layout, particularly in recognising the small nature of the parking lot (15 parking spaces) with limited traffic flow and is anticipated to accommodate one way traffic. Furthermore, the reduction of the private way width allows the proposed development to accommodate a sufficient number of units to maintain the viability of the proposed affordable and accessible housing. The proposed private way still allows for site access while supporting an orderly and efficient site design. The requested amendment allows the site to be developed in a functional manner while providing the necessary access infrastructure.		

5 Public Consultation Strategy

Initial conversations have taken place with City Staff to introduce a concept for the site and seek input at a preliminary Pre-Application Consultation in November 2023. A subsequent Pre-Application Consultation took place in October 2024 to present key design changes and seek further input. It is anticipated that, following submission of this application, a Statutory Public Meeting will be held to inform interested stakeholders of the proposed Zoning By-law Amendment and Site Plan Approval.

The following is a list of engagement completed to date:

- An initial Pre-Application Consultation meeting was held on November 8th, 2023. Comments and a list of required plans and studies were later sent by City Staff to the applicant.
- A subsequent Pre-Application Consultation meeting was held on October 9th, 2024. Comments and a list of required plans and studies were sent by City Staff to the applicant on October 23rd, 2024.
- Notification of the Ward Councillor for Orleans South-Navan, Catherine Kitts, to introduce an initial concept for the site and seek input. At the time of meeting, Councillor Kitts was supportive of the proposed development.
- Efforts were made to contact the adjacent property owners, Éric Longpré and MNP, as well as Ashcroft prior to their receivership. No response has been received at this time, but efforts to contact MNP are ongoing.
- Notices were provided to the neighbours to inform them about the proposed development.

Below is a list of planned consultation activities:

- Notification of the public for the Statutory Public Meeting to be completed by the City of Ottawa.
- Statutory Public Meeting for the Zoning By-law Amendment will take place at the City of Ottawa Planning and Housing Committee.

6 Parkland Contributions

Pursuant to Section 42, Section 51.1 and Section 53 of the Planning Act, parkland dedication will be provided through cash-in-lieu. The payment of cash-in-lieu of parkland will not exceed an amount equivalent to 10% of the gross land area of the site and will be determined at building permit review, per the City of Ottawa's Parkland Dedication By-law (By-law No. 2022-280). It is also anticipated that parkland dedication requirements will be assessed with the City in conjunction with the exemptions and discounts for municipal charges under provincial legislation, including the *More Homes Built Faster Act, 2022*.

7 Supporting Studies

Geotechnical Study

The geotechnical investigation for the proposed residential development at 6408 Renaud Road confirms that the site is generally suitable for development from a geotechnical perspective. Subsurface conditions generally comprise a thin layer of topsoil and/or fill overlying silty sand and a deposit of silty clay, which becomes softer with depth. Groundwater was encountered between approximately 1.7 m and 3.7 m below grade, with long-term levels expected around 2.0 to 3.0 m below ground surface.

The presence of silty clay soils introduces sensitivity to settlement. However, the subject site is considered suitable for the proposed development from a geotechnical perspective, subject to the implementation of the recommended design and construction measures.

Based on the investigation, it is anticipated that the proposed residential buildings, requiring a minimum bearing capacity of 75 kPa, may be founded on conventional shallow footings placed on undisturbed, compact brown silty sand, firm to very stiff brown silty clay, or soft to stiff grey silty clay. To achieve the required bearing capacity, a minimum 500 mm thick layer of engineered fill followed by a non-woven geotextile should be placed over undisturbed, soft grey silty clay in thick lifts of 300 mm or less and compacted to at least 98% of the standard Proctor maximum dry density. The fill material should be extended horizontally at least 300 mm beyond each edge of the proposed footings.

Due to the presence of the sensitive silty clay deposit, the proposed development will be subjected to grade raise restrictions. A permissible grade raise restriction of 0.7 m above existing ground surface is recommended. Roadways, access roads and parking areas, are subject to a permissible grade raise of 1 m. Where the proposed dwellings are built on soft grey silty clay and the required bearing medium measures are implemented, a permissible grade raise restriction for the proposed dwellings will be reduced to 0.5 m above the existing ground surface.

Where the silty sand subgrade below buildings and paved areas is found to be in a loose state of compaction, proof-rolling using a suitably sized roller is required to be completed under dry conditions and above freezing temperatures to achieve adequate compaction levels. Site preparation will also require removal of topsoil and deleterious materials, with controlled placement and compaction of granular fill beneath structures and pavements.

Groundwater control during construction is expected to be manageable through standard dewatering methods such as sump pumping.

Landfill Impact Assessment

The Navan Waste Recycling and Disposal Facility is owned and operated by Waste Connections of Canada (WCC). Significant activities performed at the facility include landfilling operations, recycling of waste materials, pre-treatment of collected leachate, adding clay cover to completed fill areas, treatment of hydrocarbon impacted soils, and screening of coarse granular soils to separate rock from soil. The remaining life of the Navan Facility is estimated to be 5.1 to 5.2 years.

Studies performed during the approval process for the expansion of the Navan Waste Facility found that surface water runoff is not having adverse effects on receptors downstream and the surface water stations up-gradient of the landfill are not considered to be impacted by leachate. The monitoring results from 2019 to 2021 indicate that surface water runoff has not caused adverse effects on surface water quality downgradient from the facility. The results from leachate quality monitoring from 2019 to 2021 indicate that the leachate generated at Navan Facility continues to be a relatively weak wastewater when compared to municipal landfill leachate. Based on the current conditions of the facility, there is no mechanism by which landfill leachate can affect groundwater quality beneath the subject site. Given the monitoring results in combination with the significant separation distance from the subject lands, surface water will also not be adversely affected by the facility. Furthermore, contamination of soil at the subject site is not expected to occur as a result of the Navan Facility. Hazardous waste is not accepted at the Navan Facility.

There are a number of design and operation mitigation measures in place at the Navan Waste Facility, to control and minimize the potential for off-site gas and odours, including a buffer area and natural barrier system, and a constructed barrier system. As ongoing monitoring programs demonstrate that the Facility is performing acceptably, the separation distance between the facility and the subject site is at least 770 m, and the northerly and western prevailing winds typically observed in the Ottawa area, the Navan Waste Facility is not expected to have any adverse odour or gas impacts on the proposed development. Additionally, based on the findings of the 2019 to 2021 monitoring and operating reports, no dust or noise related complaints were noted. It is not anticipated that there will be any adverse effects related to dust or noise at the proposed residential development.

Based on a review of the available environmental monitoring reports prepared for the Waste Connections Canada Navan Waste Recycling and Disposal Facility and the separation distance between the landfill and the subject lands of 770 m, it is not anticipated that the Navan Waste Facility will have any adverse effects on the subject lands and proposed development, nor will the landfill pose any risks to human health and safety.

Tree Conservation Report

The Tree Conservation Report identified several species expected in wet areas, including red maple, poplar, American elm, and grey birch. Glossy buckthorn, a species that is invasive to Ontario, was also identified on the site. No butternut or black ash, both endangered species in Ontario, were discovered on site.

The site is currently developed, and as such, any future development is not likely to impact the movement of wildlife in the wooded areas surrounding the site. However, removal of vegetation should be avoided during the nesting periods for migratory birds (April 15th - August 15th).

The intensification proposed for the subject site will make tree preservation very difficult. Intensive site works will likely require removal of private trees, although there may be opportunities for retention of trees at the edge of the

proposed parking, dependent on more precise localization. The adjacent wooded area is low and wet – it is not expected this development will have a significant impact on the moisture regime in the area.

Opportunities for plantings of new trees exist within the context of the proposed development. Large-growing, native species should be prioritized and no invasive or aggressively spreading species are to be planted. Priority tree species for planting include white oak, liberty elm, red maple, and white spruce. Additional options for plantings include tamarack, silver maple, and sycamore, as well as poplar, willow, and dogwood species.

8 Conclusion

As demonstrated in this report, the proposed development is appropriate when considering applicable land use and urban design policies set out in the Provincial Policy Statement, City of Ottawa Official Plan, East Urban Community Design Plan, and Zoning By-law. A Zoning By-law Amendment to rezone the property from DR to N3A[XXXX] is requested to recognise the conditions of the site and support the development's provision of affordable and accessible housing.

Arcadis is of the opinion that this Zoning By-law Amendment and Site Plan Control application for the proposed development on the subject site is an appropriate use for the lands, is consistent with the policy direction of the Official Plan and represents good land use planning. Arcadis supports this application and recommends that the application be approved accordingly.

6408 Renaud Road, Planning Justification Report
Arcadis Professional Services (Canada) Inc.
November 20, 2026

Arcadis Professional Services (Canada) Inc.
333 Preston Street
Suite 500
Ottawa, Ontario K1S 5N4
Canada
Phone: 613 241 3300

www.arcadis.com