

6102 Renaud Road

**Draft Plan of Subdivision, Draft Plan of Condominium and Lifting
Part Lot Control Applications**

Planning Rationale Report

October 2021

Prepared for

Utopia Developments

Paquette Planning Associates Ltd.

56 Hutchison Avenue

Ottawa, Ontario K1Y 4A3

PH: 613-722-7217

FX: 613-722-0762

www.paquetteplanning.ca

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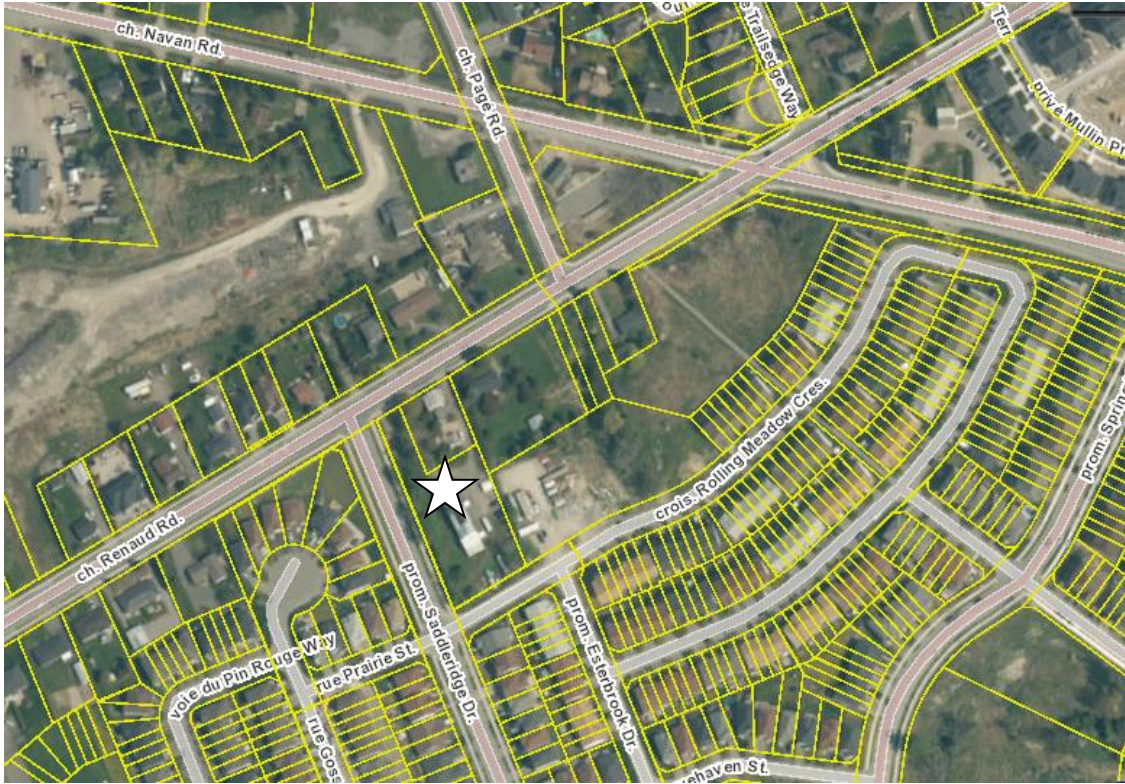


Figure 3: Subject Property Location (Detail Plan)

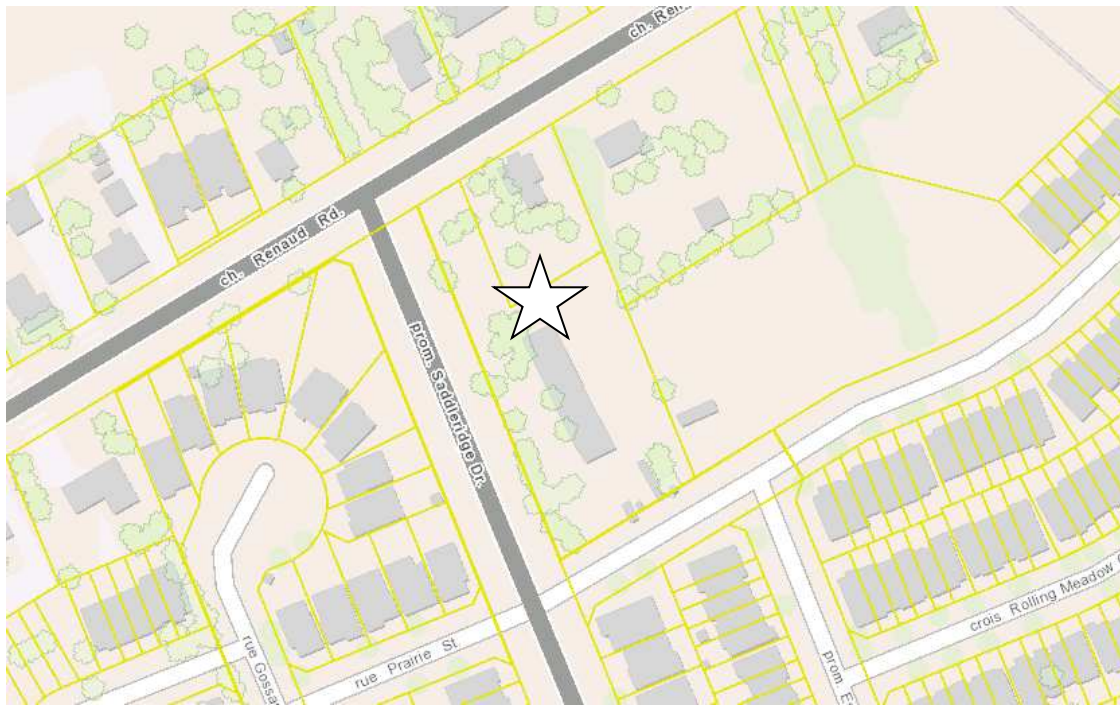
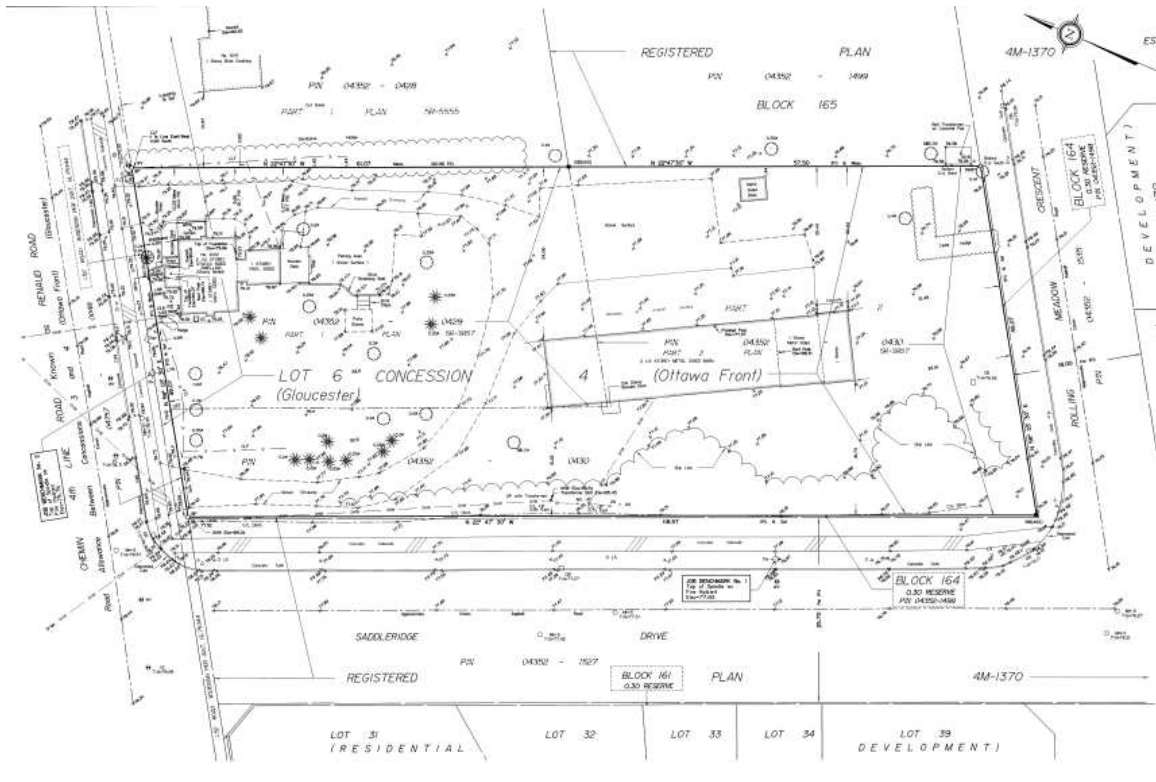


Figure 4: Subject Property Survey



The property is made up of two parcels both listed as 6102 Renaud Road on Geo Ottawa. The smaller parcel fronting onto Renaud Road accommodates a single family detached house which is currently vacant while the larger parcel accommodates a vacant barn intended to be demolished soon.

The area around the subject property consists of the following uses:

- South: low to medium density residential development constructed as part of the Spring Valley Trails subdivision;
- North: Single family detached homes fronting onto Renaud Road; vacant land held for future development further to the north;
- West: low to medium density residential development constructed as part of the Spring Valley Trails subdivision;
- East: land under construction at 3180 Rolling Meadow Crescent held by Claridge Homes and zoned to accommodate 48 stacked townhouses. Single family detached home at 6110 Renaud Road.

Figure 5: Photo Looking North on Saddleridge Drive



Figure 6: Photo of Subject Property at Corner of Renaud Road and Saddleridge Drive



Figure 7: Photo of Subject Property from Saddleridge Drive



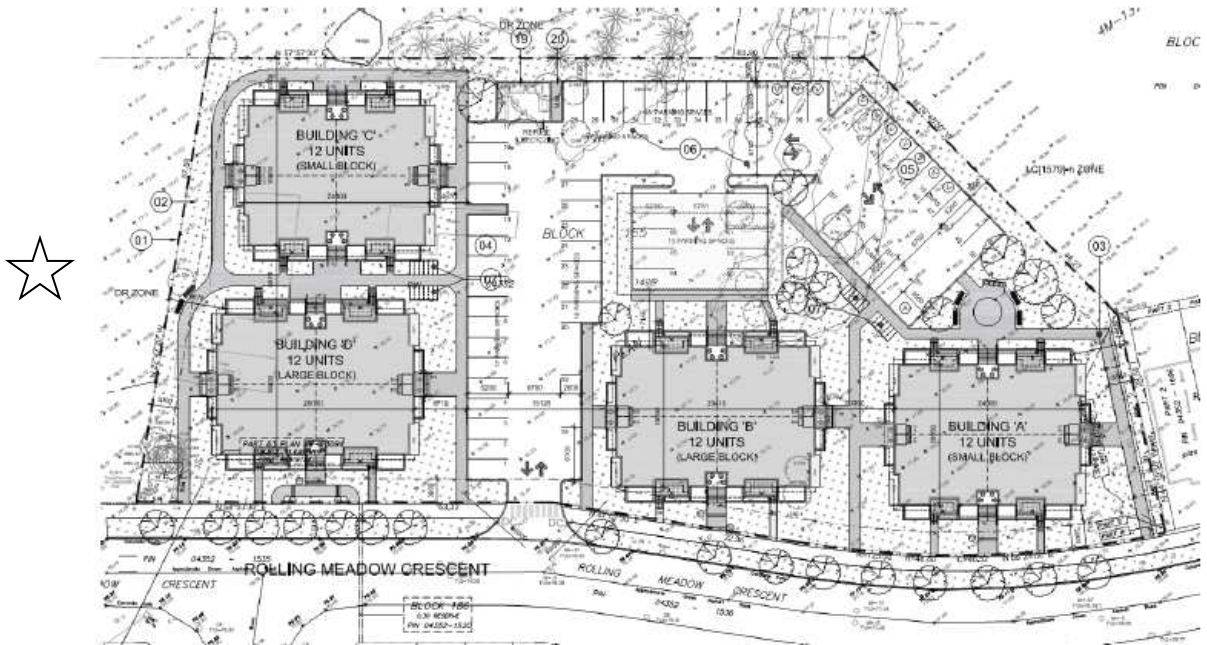
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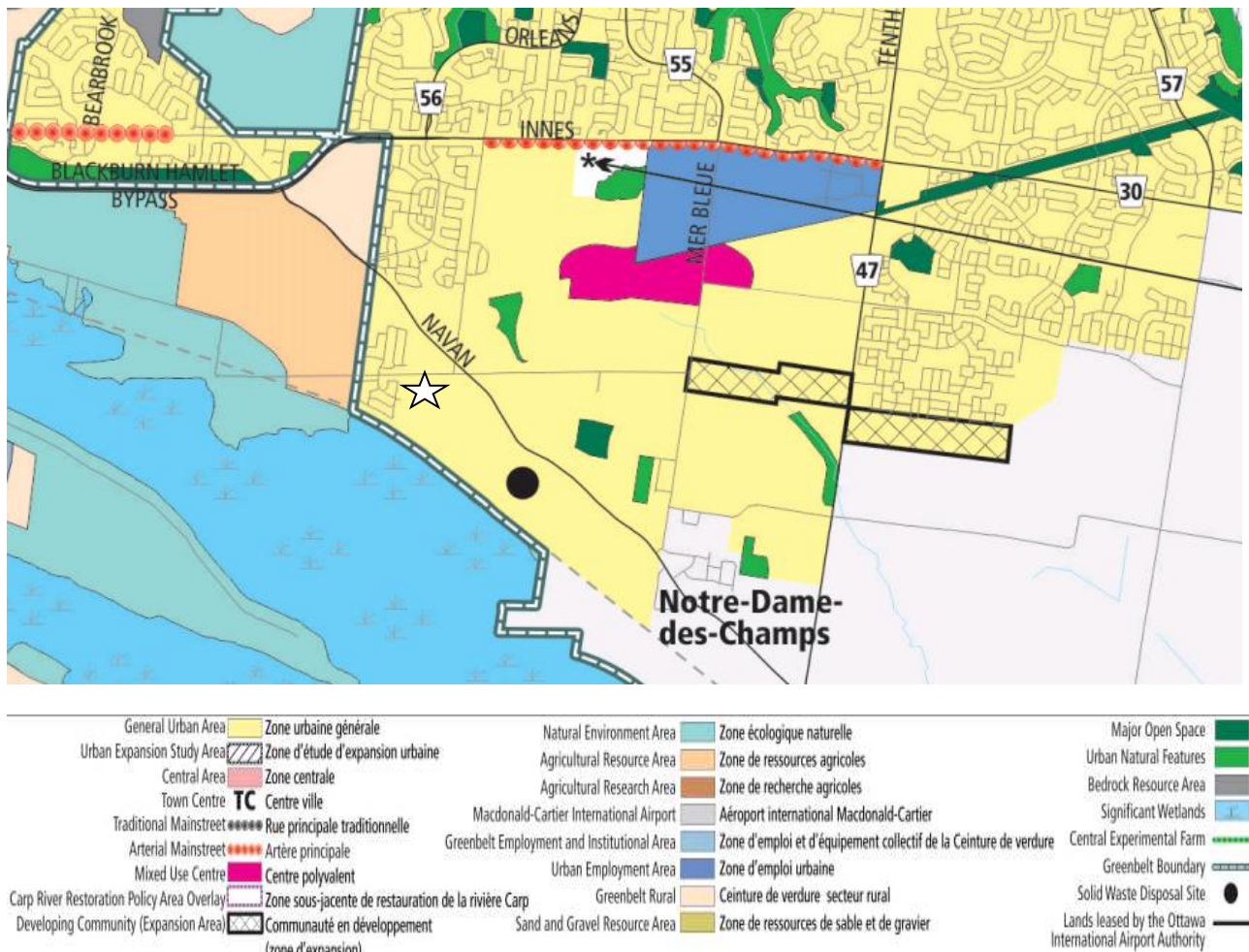


3. Planning Context

3.1 City of Ottawa Official Plan 2003

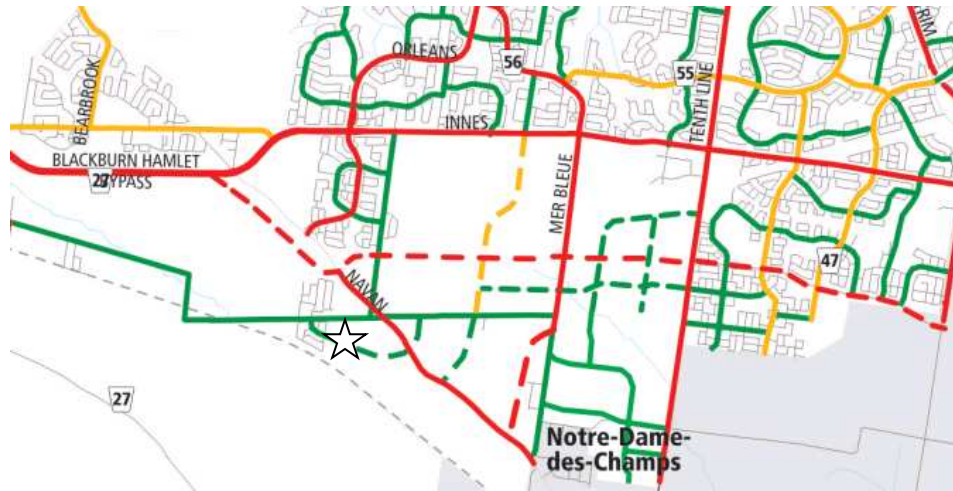
The subject property is designated 'General Urban Area' in accordance with Schedule B of the City of Ottawa Official Plan . According to policy 3.6.1.1 of the Official Plan *'the General Urban Area designation permits all types and densities of housing, as well as employment, shopping, service, industrial, cultural, leisure, park and natural areas, entertainment and institutional uses'* .

Figure 11: City of Ottawa Official Plan Schedule B-Urban Policy Plan



The subject property is located on a collector road as shown on Figure 12: City of Ottawa Official Plan Schedule E Urban Road Network and in close proximity to a planned transitway station as shown on Figure 13: City of Ottawa Official Plan Schedule D Rapid Transit Network

Figure 12: City of Ottawa Official Plan Schedule E Urban Road Network



| | | | | | |
|---|---|--|---|---|---|
| Provincial Highway Existing Proposed (Alignment defined) | Route provinciale Autoroute de ville | Arterials Existing Proposed (Alignment Defined) Conceptual (Alignment Undefined) | Artère Établie Proposé (Alignement déterminée) Conceptuelle (Alignement à déterminer) | Major Collectors Existing Proposed | Grande collectrice Établie Proposé |
| Federally Owned Road Existing Proposed (Alignment defined) | Chemins de propriété fédéral Établie Proposé (Alignement déterminée) | | | Collectors Existing Proposed | Collectrice Établie Proposé |

Figure 13: City of Ottawa Official Plan Schedule D Rapid Transit Network



| | | |
|--|---|---|
| RAPID TRANSIT Light Rail Transit (LRT) - Grade Separated Crossings Light Rail Transit (LRT) - At-Grade Crossings Bus Rapid Transit (BRT) - Grade Separated Crossings Bus Rapid Transit (BRT) - At-Grade Crossings | TRANSPORT EN COMMUN RAPIDE Transport en commun par train léger (TCTU) - passages étagés Transport en commun par train léger (TCTU) - passages à niveau Transport en commun rapide par autobus (TCRA) - passages étagés Transport en commun rapide par autobus (TCRA) - passages à niveau | Park and Ride Transit Station - rail Transit Station - bus Conceptual Future Transit Corridor Inter-regional Stations Potential Rail Yard Gatineau Rapibus |
| TRANSIT PRIORITY Transit Priority Corridor (Continuous Lanes) Transit Priority Corridor (Isolated Measures) | PRIORITÉ AU TRANSPORT EN COMMUN Corridor donnant priorité au transport en commun (voies continues) Corridor donnant priorité au transport en commun (mesures isolées) | |

The subject property is not within a constraint area per Figure 14: City of Ottawa Official Plan Schedule K Environmental Constraints and is not within a natural system overlay per Figure 15: City of Ottawa Official Plan Schedule L1 Natural Heritage System Overlay

Figure 14: City of Ottawa Official Plan Schedule K Environmental Constraints

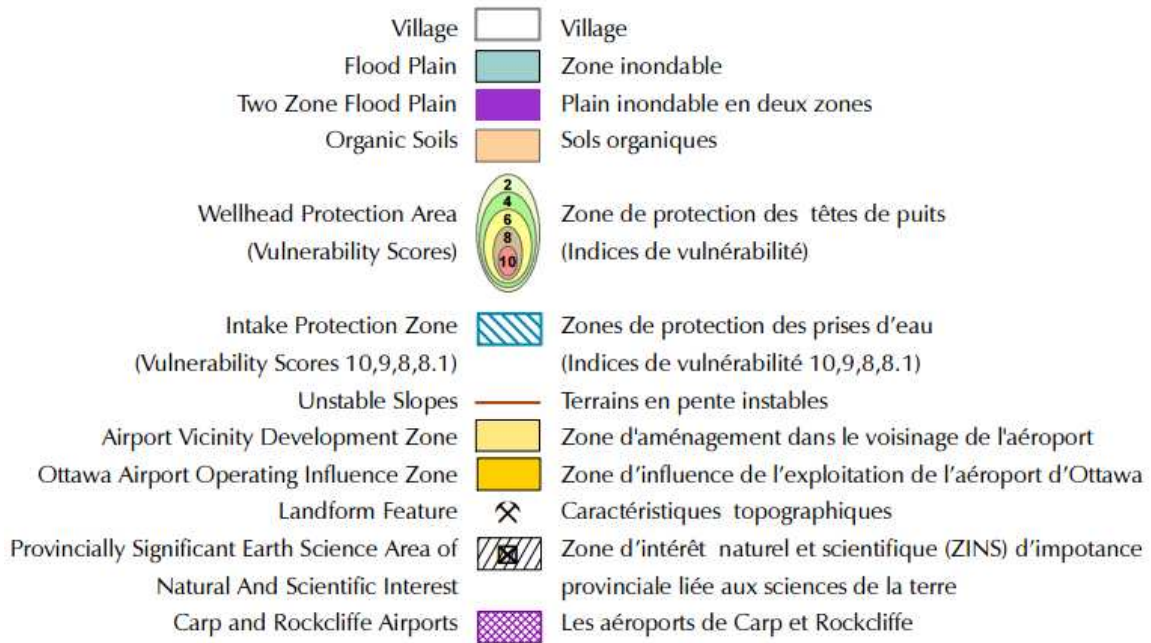
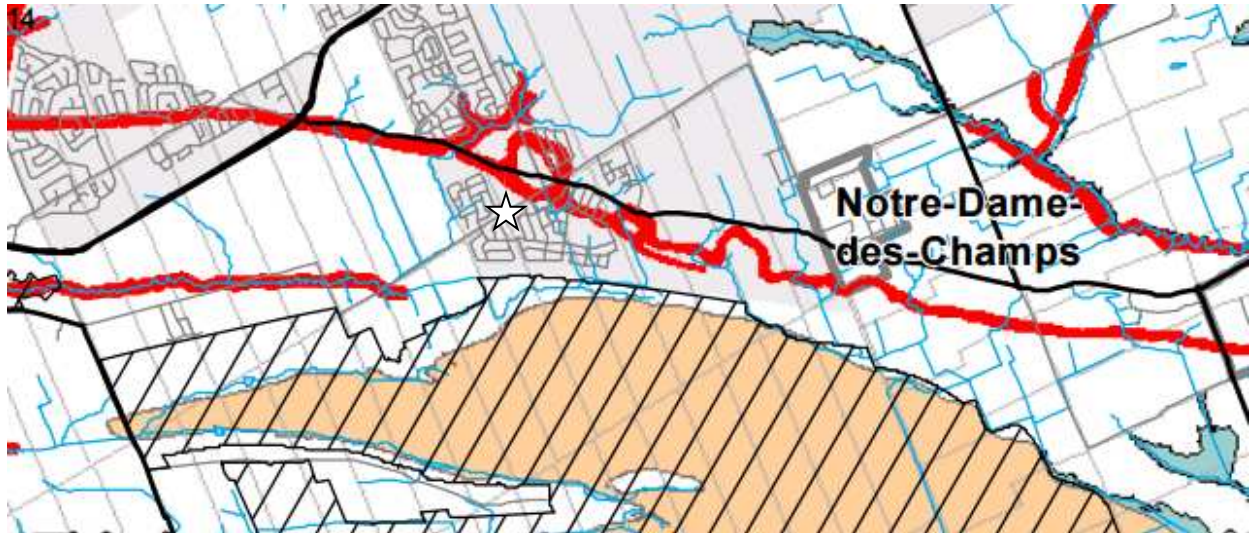
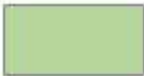



Figure 15: City of Ottawa Official Plan Schedule L1 Natural Heritage System Overlay




 or  Identified Natural Heritage System Features Overlay
/Zone sous-jacente du Système du patrimoine naturel


NOTE: this Schedule forms part of the Official Plan of the City of Ottawa and must be read in conjunction with the text. It provides a partial map of the City's natural heritage system, including designated significant wetlands, urban natural features and Earth Science ANSIs as well as certain other features believed or proven to meet the definitions established in Section 2.4.2 of the Plan. This schedule does not represent the entire natural heritage system for the City of Ottawa. The policies in Section 2.4.2 will be applied to all features meeting the definitions in Section 2.4.2 regardless of whether or not they are included on this schedule. Detailed on-site analysis and interpretation is required to confirm and delineate individual features and the City will update this schedule by Official Plan Amendment as more detailed information becomes available.

AVIS : cette annexe fait partie intégrante du Plan officiel de la Ville d'Ottawa et doit être lue en même temps que le texte. Elle présente une carte partielle du Système du patrimoine naturel d'Ottawa, comprenant des zones désignées terres humides d'importance et caractéristiques urbaines naturelles et éléments topographique de la ZINS, ainsi que d'autres caractéristiques dont on estime ou possède la preuve qu'elles correspondent aux définitions établies dans la section 2.4.2 du Plan officiel. Cette annexe ne présente pas le Système du patrimoine de la Ville d'Ottawa au complet. Les politiques énoncées à la section 2.4.2 s'appliqueront à toutes les caractéristiques correspondant aux définitions à la section 2.4.2, qu'elles fassent ou non partie de cette annexe. La détermination des différentes caractéristiques suppose une analyse sur place ainsi qu'une interprétation détaillée, et la Ville mettra cette annexe à jour, par voie de modification du Plan officiel lorsque des renseignements plus précis seront disponibles.

The following features are designated on other schedules in this Plan, and are shown on this schedule for information purposes only.

 Floodplain / Plaine inondable (See Schedule K / voir Annexe K)

 Village / Village (See Schedule A / voir Annexe A)

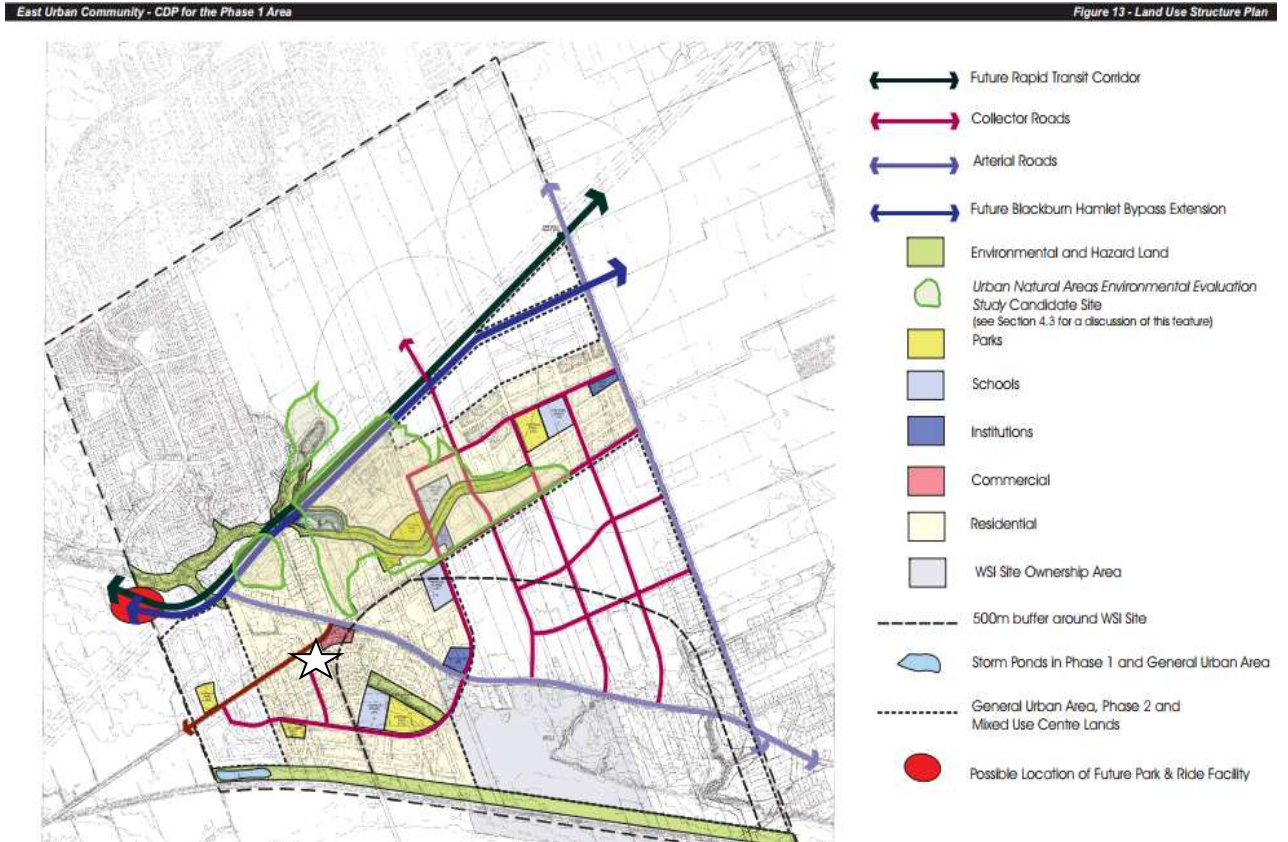
 Greenbelt / Ceinture de verdure (See Schedule B / voir Annexe B)

 Urban Boundary / Limite de la zone urbaine (See Schedule A / voir Annexe A)

3.2 East Urban Area Community Design Plan (CDP)

The subject property is designated Residential according to the Land Use and Structure Plan for the CDP. See Figure 16: East Urban Area Community Design Plan Land Use and Structure Plan

Figure 16: East Urban Area Community Design Plan Land Use and Structure Plan

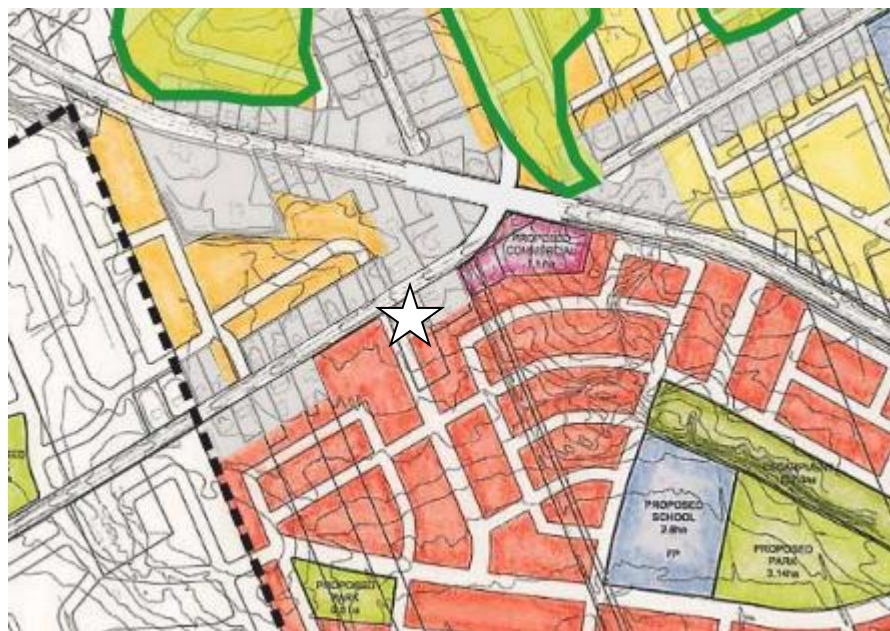


The subject property is currently identified as accommodating a combination of existing residential and medium density residential per the Demonstration Plan of the CDP. See Figure 17: East Urban Area Community Design Demonstration Plan

Figure 17: East Urban Area Community Design Demonstration Plan



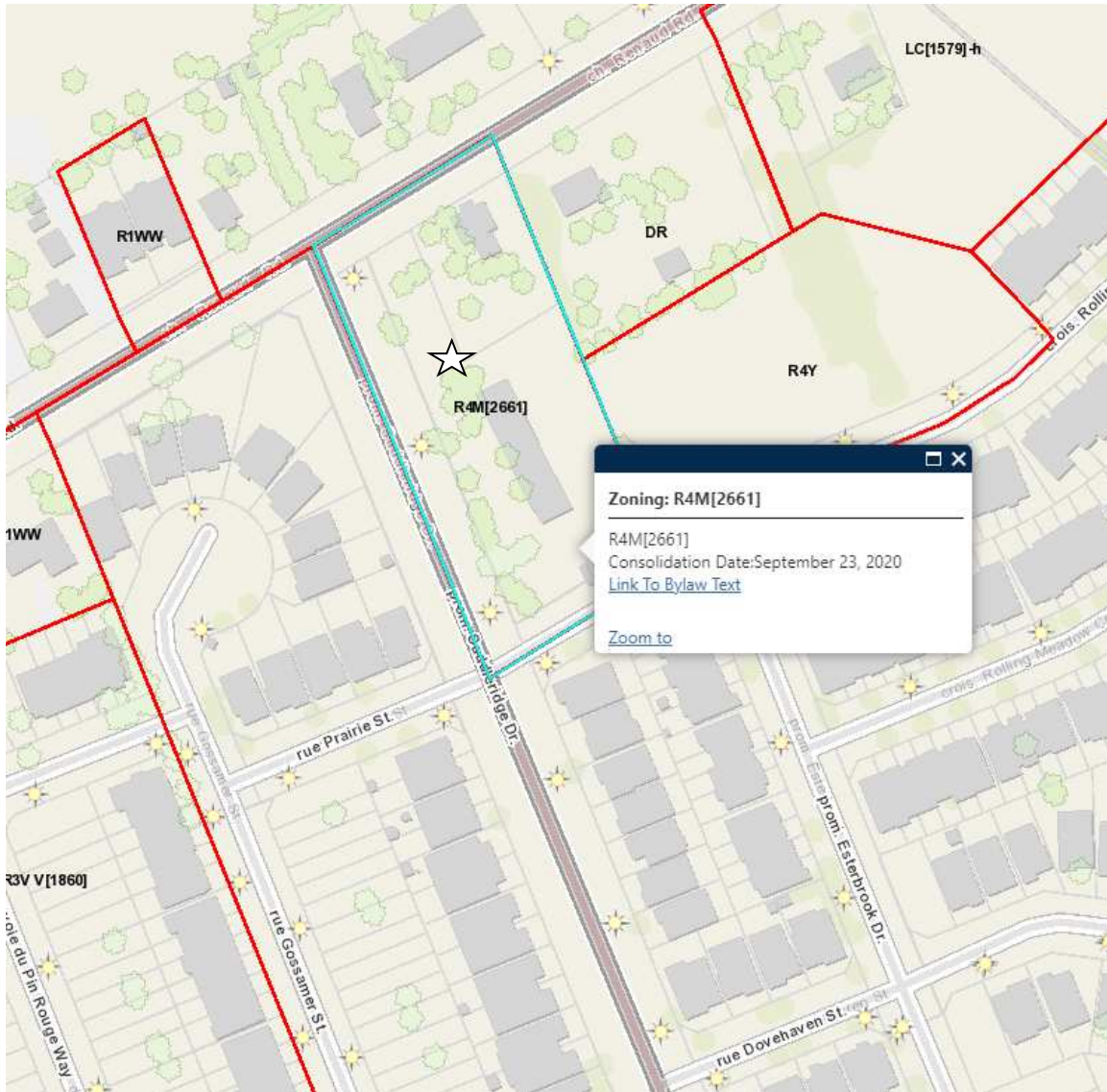
Figure 18: East Urban Area Community Design Demonstration Plan (Detail)



3.3 Zoning Bylaw 2008-250

According to City of Ottawa Zoning By-law 2008-250, the subject property is zoned R4M [2661] which is intended to 'allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as **General Urban Area** in the Official Plan'. See Figure 19.

Figure 19: City of Ottawa Zoning By-law 2008-250



The R4M [2661] zone is subject to the provisions of the Table 162A and the provisions of Exception 2661 below:

Table 162A – R4 Subzone provisions (OMB Order File No: PL150797, issued July 25, 2016 - By-law 2015-228) (Subject to By-law 2020-288)

| I Sub-Zone | II Prohibited Uses | III Principal Dwelling Types | IV Minimum Lot Width (m) | V Minimum Lot Area (m ²) | VI Maximum Building Height (m) | VII Minimum Front Yard Setback (m) | VIII Minimum Corner Side Yard Setback (m) | IX Minimum Rear Yard Setback (m) | X Minimum Interior Side Yard Setback (m) | XI End-notes (see Table 162B) |
|------------|--------------------|---|--------------------------|--------------------------------------|--------------------------------------|------------------------------------|---|----------------------------------|--|-------------------------------|
| M | None | Planned unit development | na | 1,400 | as per dwelling type | 3 | 3 | varies ¹ | varies ¹ | 1, 17 |
| | | Apartment dwelling, low rise, Stacked | 18 | 540 | 14.5 ²⁰ (By-law 2014-289) | 3 | 3 | varies ³ | varies ³ | 3, 17 |
| | | Three Unit, Duplex, Detached, Linked-detached | 15 | 450 | 11 ^{18,20} | 3 | 3 | varies ⁴ | 1.2 | 4, 17, 18 |
| | | Semi-detached | 7.5 | 225 | 11 ^{18,20} | 3 | 3 | varies ⁴ | 1.2 | 4, 17, 18 |
| | | Townhouse | 6 | 180 | 11 ^{18,20} | 3 | 3 | varies ⁴ | 1.2 | 4, 17, 18 |

| I Exception number | II Applicable zones | III Exception Provisions - Additional land uses permitted | IV Exception Provisions - Land uses prohibited | V Exception Provisions - Provisions |
|------------------------|---------------------|---|--|--|
| 2661 (By-law 2020-277) | R4M[2661] | | | <ul style="list-style-type: none"> minimum required parking rate for a Stacked dwelling: 1 parking space per dwelling unit. An outdoor refuse collection area within or accessed via a parking lot must be located a minimum of 1.5 m from a property line. maximum height for planned unit developments and stacked dwellings is 11.3m minimum corner sideyard setback for a planned unit development or stacked dwelling is 2.5 m. |

4. Proposal and Rationale

Both the proposed Draft Plan of Subdivision per Figure 20 and proposed Draft Plan of Condominium per Figure 21 are based on the approved site plan presented on Figure 22.

Figure 20: Proposed Draft Plan of Subdivision

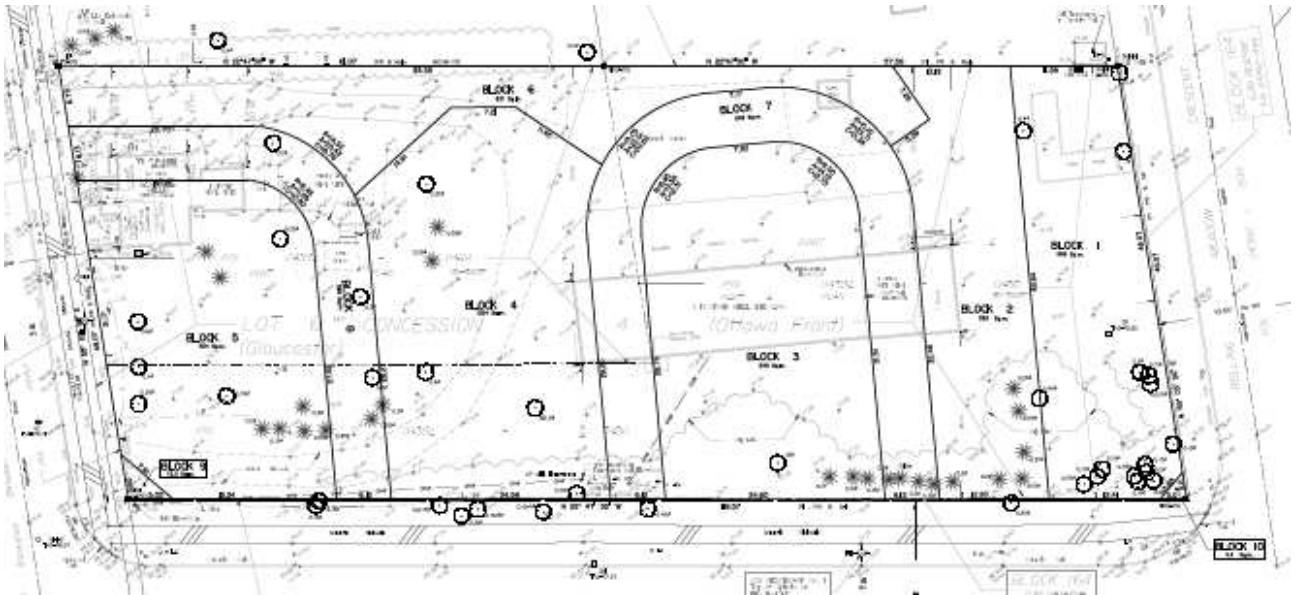


Figure 21: Proposed Plan of Condominium

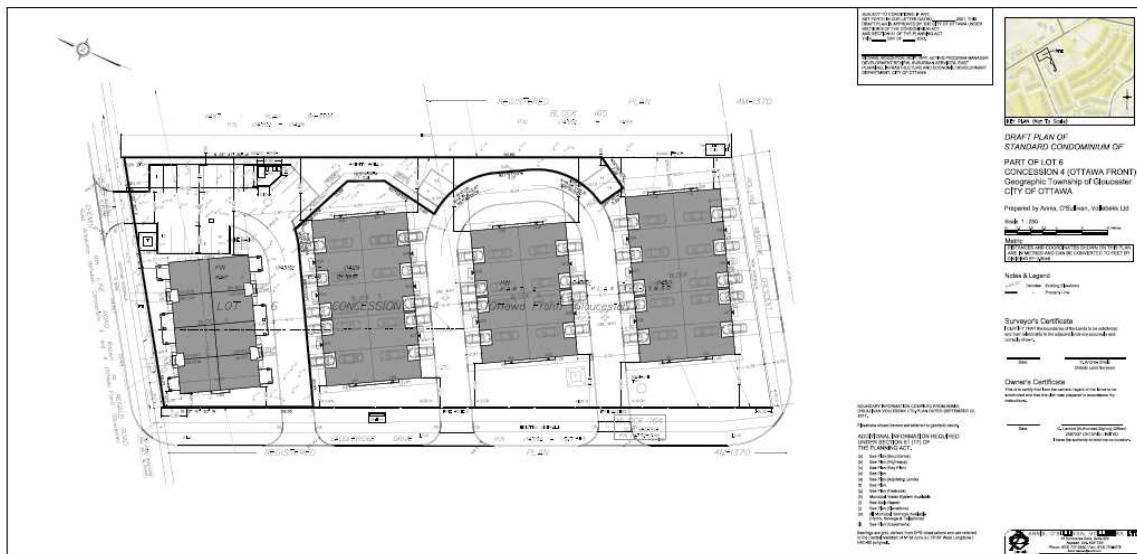
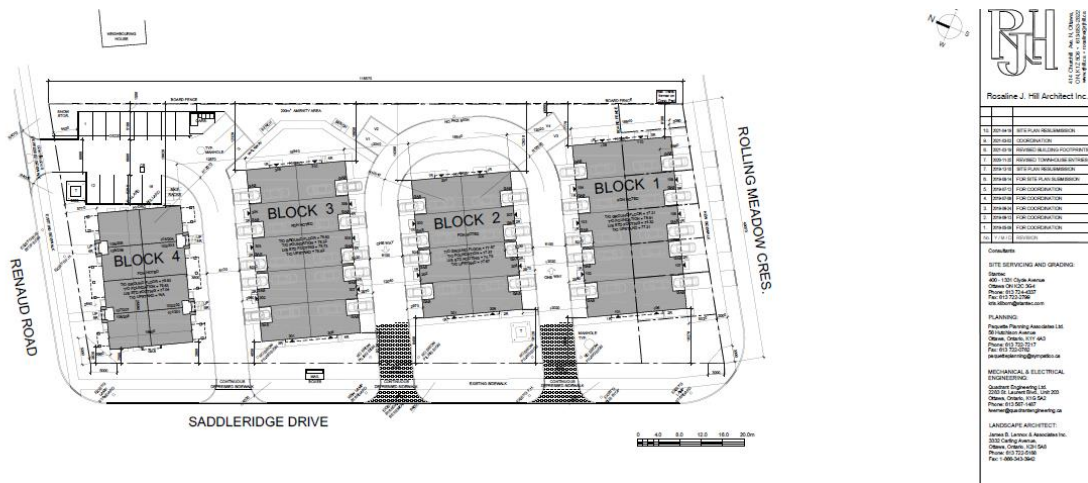


Figure 22: Approved Site Plan



The following section was prepared with input from Meredith MacLennan B.A., LL.B., LL.M. Partner at Merovitz Potechin LLP to explain the basis for these applications and how the various blocks will function; this section refers to the blocks identified on the site plan per Figure 22.

Draft Plan of Condominium: The 16 stacked townhouses (Block 4), the adjacent private road between Saddleridge Drive and Renaud Road, the outdoor parking, (including visitor parking), as well as the amenity area will be registered as a Standard Condominium.

Draft Plan of Subdivision: The back to back towns (Blocks 1, 2 and 3) will be freehold, with the U shaped private road off Saddleridge and the private services underneath to be owned by the 18 townhouse units (ie. northerly 5 units of Block 1, all 8 units of Block 2 and the 5 southerly units of Block 3) that front onto this private street.

The Co-Tenancy Towns will each own a 1/18 interest in the private U shaped road and services. The Co-Tenancy will be governed by a Co-Tenancy Agreement (sometimes called a Joint Use and Maintenance Agreement) to deal with the ownership, use, maintenance and repair of the private road and services. The Co-Tenancy Agreement will include the following:

- creation of an Owners Committee that will have an obligation to prepare a yearly budget and collect monthly maintenance fees from each Co-Tenant (owner)
- a requirement for any owner selling their townhouse and interest in the private road & services to obtain an assumption agreement from the purchaser/future owner, and in the absence of such agreement, the owner will remain liable under the agreement
- provision for an estoppel or status certificate to be issued by the Owners Committee upon request
- ability for the Owners Committee to register a Notice on title (under s. 71 of the Land Titles Act) if an owner is arrears of monthly maintenance fees

- ability for the Owners Committee to enforce arrears collection in the same manner as mortgage arrears – meaning the Owners Committee has a right to sell a property under Power of Sale the same way a condominium corporation does.

The five townhouses in Block 1 that front on Rolling Meadow Crescent would not be a party to the Co-Tenancy or Joint Use and Maintenance Agreement as they will be connected to public services off Rolling Meadow Crescent.

The 5 northerly townhouses in Block 3 that front onto the condo's private road would have an easement over that road. This private road is also identified on the Draft Plan of Subdivision to enable it's reference in the required Co-Tenancy or Joint Use and Maintenance Agreement.

Note: There are many, many Co-Tenancy communities in Ottawa, where the homeowners also own a percentage interest in shared amenities like private roads and services. These agreements have been enforced by the Courts.

In order to proceed with this project, the following approvals will be required: **Draft Plan of Subdivision, Lifting Part Lot Control and Draft Plan of Condominium.**

The proposal is supported by a number of reports and plans as follows:

- Pdf of **Site Plan and Elevations**, revision 10 dated April 19, 2021 prepared by Rosaline J. Hill Architect Inc.;
- Pdf of **Existing Conditions and Removal Pan, Sanitary Drainage Area Plan, Storm Drainage Plan, Grading Plan** revision 3 dated March 31, 2021 prepared by Stantec;
- Pdf of revised **Servicing Report** dated April 1, 2021 prepared by Stantec;
- Pdf of the **Landscape Plan and Tree Conservation Report** revision 7 dated April 19, 2021 prepared by James Lennox and Associated Inc.;

5. Conclusion

This report has been written in support of the following applications: Draft Plan of Subdivision, Lifting Part Lot Control and Draft Plan of Condominium in connection with the proposed re-development of 6102 Renaud Road for the purposes of accommodating the recently approved site plan for 28 back to back townhouses and 16 stacked townhouse dwellings for a total of 44 units.

The applications will allow the subdivision of land for the purposes of establishing 28 freehold back to back townhouses and 16 condominiums stacked dwelling units with shared road and access privileges as described above.