6259 RENAUD ROAD,
OTTAWA, ONTARIO

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

Presented to:

Richcraft Homes Ltd.
2280 St. Laurent Boulevard, Suite 201
Ottawa, Ontario
K1G 4K1

November 3rd, 2026

Castleglenn Consultants
Engineers, Project Managers & Planners

Project 7369

CASTLEGLENN CONSULTANTS LTD.

THIRD PARTY DISCLAIMER

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Mr. Arthur Gordon B.A. P.Eng
Principal Engineer
Castleglenn Consultants Inc.
Authorized representative of the Applicant:
Richcraft Homes

Mr. Konstantin Joulanov BAsc
Transportation Planner
Castleglenn Consultants Inc.

Introduction

This Preliminary Construction Management Plan (CMP) is intended to address the City of Ottawa's requirements under Bylaw 2003-445 to identify impacts to all modes of transportation and all elements in the public right of way during the anticipated construction of the proposed 6259 Renaud Road development in the City of Ottawa. The CMP is required before site plan approval and prior to issuance of a building permit.

Figure 1 illustrates the boundaries of the site, which is bounded by Renaud Road on the south, Compass Street on the east, Melodie Street to the west and a public walking path with green space to the North.



Figure 1: Location of 6259 Renaud Road

The Proposed Development

Figure 2 illustrates 7 residential townhouse blocks resulting in a total of 80 units that would be municipally serviced.

- 68 of the units would be accessed by internal subdivision roadways,
- 6 of the units would have driveway access directly onto/from Compass Street,
- 6 of the units would have driveway access directly onto/from Melodie Steet,
- None of the units would have driveway access directly onto/from Renaud Road.

The subdivision is characterized by an internal driveway with two connection points onto, from Renaud Road. There are now three amenity areas throughout the site, as illustrated in Figure 2. A landscaped area with walking pathways will connect the public pathway to the north with the Renaud Road Pedestrian Crossing (PXO) to the south of the property. The proposed townhouse blocks will be surrounded by landscaped areas, asphalt paved access lanes, parking areas, and sidewalks.

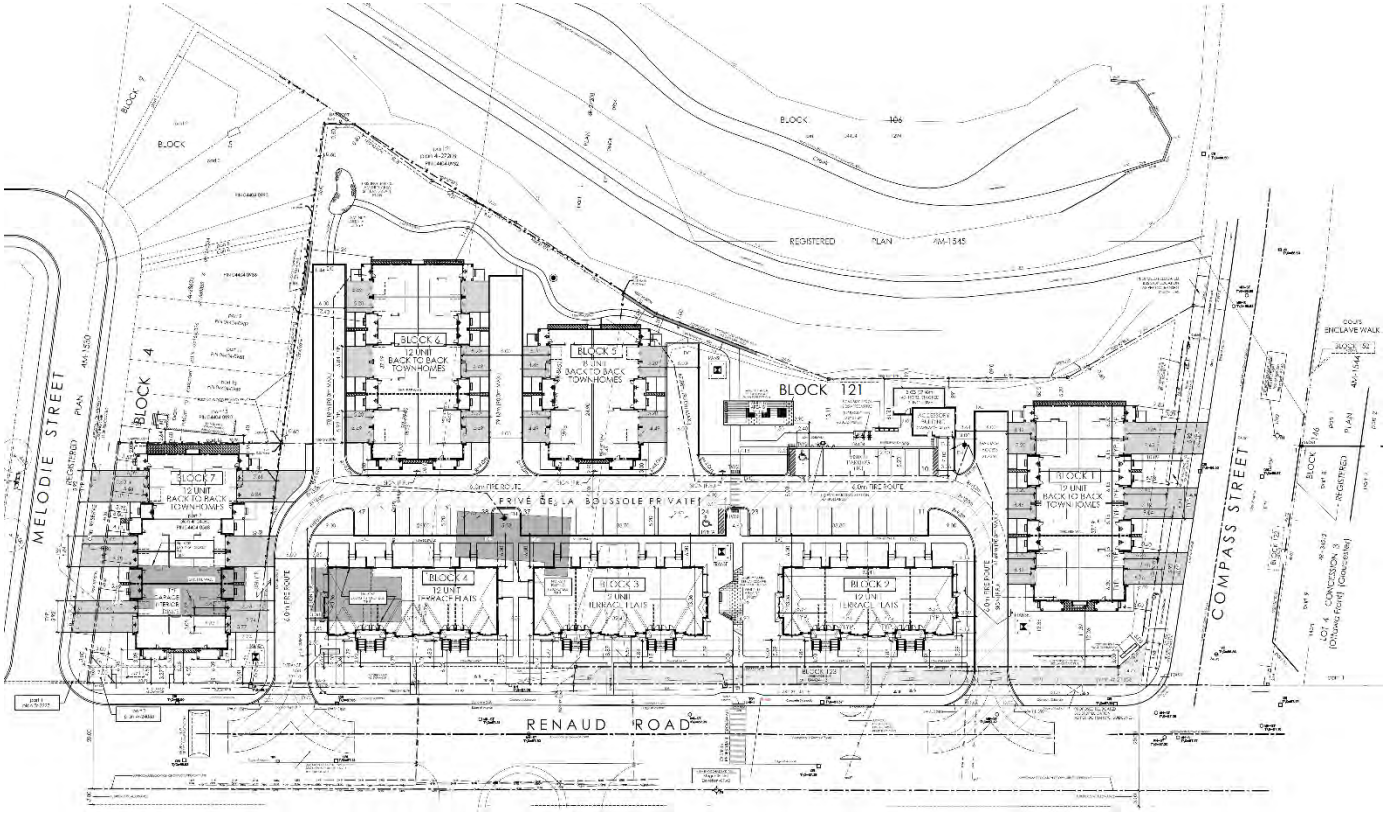


Figure 2: Extract of Site Plan: 6259 Renaud Road (October 28, 2026)

Application Submission 1: Diagram

Storage of Equipment and Supplies: Figure 2 above illustrates the proposed 6259 Renaud Road site plan. All construction related materials will be securely stored within the site limits. It's emphasized that the actual location on the site should be considered dynamic in that it may be moved as necessary to available areas as construction proceeds. The visitor parking and landscape structure areas would be most conducive for storage purposes. All large construction related material (such as lumber, framing materials, steel, roofing materials, masonry supplies, concrete blocks, stones and pavers etc.) would be off-loaded and securely stored on-site. The site is large enough to support construction staging and staff parking on-site. On-street parking where permitted will be avoided wherever possible.

Servicing Impacts to the Public Right-of Way: Figure 3 below displays an extract of the proposed servicing plan which illustrates the stormwater (green lines), sanitary (red lines) and water (blue lines) connections that would connect the construction site to existing municipal services.

All three services (sanitary, storm and water) enter the site from Compass Street on the east side of the property at various points. Additionally, there is a second watermain feed that would enter at the western access onto Renaud Road to complete the watermain loop.

The storm service connection would take place just to the west of the Compass Street centerline. The sanitary connection is nearest the crown/centerline of Compass Street. The watermain connections are illustrated as being located on the east side of Compass Street and south side of Renaud Road.

The public right-of-way that would be required for construction purposes is indicated within Figure 3 below:

Compass Street:

- *Servicing Connections:* to municipal services will be short in duration. Storm and sanitary connection would only be required to connect to the main services in the roadway and would likely only impact the southbound lanes for a short duration until roadway reinstatement is achieved. While the storm and sanitary connection are being constructed the northbound lane would remain open and the southbound closed. The water connection would be undertaken in 2 stages to assure that one lane of Compass Street is open at all times. Road cuts along Compass Street would be completed effecting one side of Compass Street at a time with a single lane closure that will from a construction perspective progressively move to the south as each service connection is established. All required servicing connections will be coordinated within these staged closures. We do not anticipate the need to restrict closures to weekends only.
- *Cycling Impacts:* There are no bike lanes on Compass Street that would be impacted by construction activities.

Renaud Road:

- *Lane Closures:* The water servicing connection crossing Renaud Road would require construction to take place in two stages and a temporary closure of a single traffic lane until reinstatement of roadworks could take place. Only a single lane of vehicle traffic would need to be closed at any time.
- *Cycling Impacts:* The westbound bike lane on the north side of Renaud Road may require temporary closure during construction activities associated with the two existing accesses to the proposed property. As no new driveway access to/from Renaud Road is proposed, impacts to the bike lane are expected to be limited to construction activities at these existing access locations. Where temporary closure is required, cyclists would be directed to share the westbound vehicle lane.

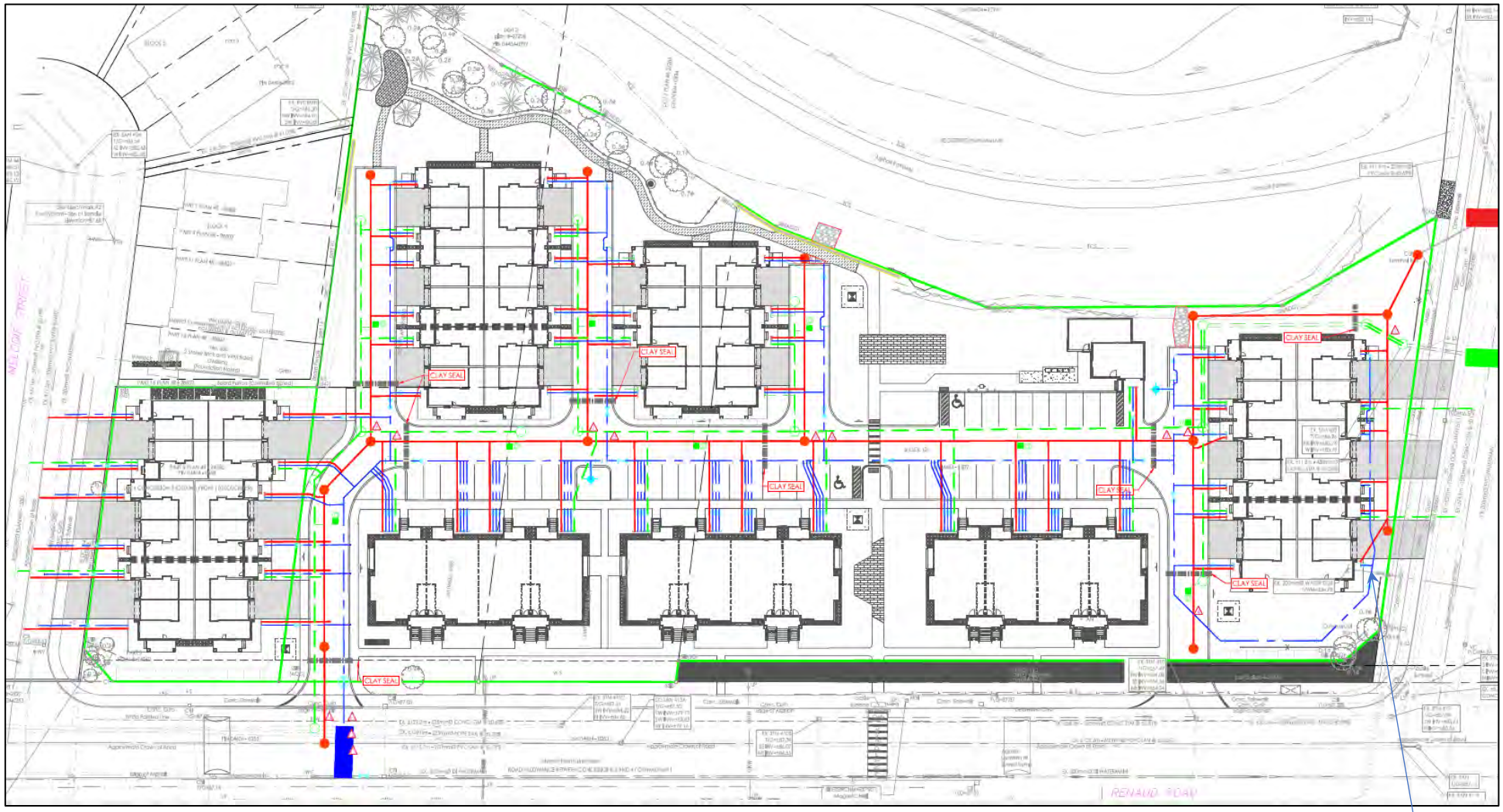


Figure 3: Extract of Servicing Plan

An existing water line currently crosses Compass Street and extends into Richcraft Property. A connection will be made to this water line.

Application Submission 2: Checklist

- *Traffic Control Plan:* Prior to the commencement of construction, a traffic control plan would be prepared ready for implementation and put into effect as servicing connections are established and the roadworks reinstated. All necessary encroachments on municipal rights-of-way will be coordinated with City of Ottawa staff (By-law Services).

- *Planned Pedestrian Detour: Compass Street:*
    - The existing sidewalk along the west side of Compass Street would be closed to establish servicing connections (sanitary and storm) and accommodate the new units having driveway connections onto Compass Street. During this time pedestrians would be diverted to the sidewalk on the east side of Compass Street.
    - The water servicing connection would likely require construction to be undertaken in two stages. The west side would be closed first, followed by the east side. Pedestrian detours would be arranged to make use of the sidewalk that would be unaffected by the servicing construction activities.
- *Planned Pedestrian Detour:* Renaud Road
    - The existing sidewalk along the north side of Renaud Road would be closed during construction of the two accesses, the sidewalk and curbs along the north side and the water servicing connection which would require a temporary closure of the sidewalk. Pedestrian traffic would be detoured to the existing sidewalk on the south side of Renaud Road until reinstatement of roadworks takes place.
    - The PXO crossing of Renaud would be temporarily closed (exact time of closure TBD). Pedestrian access will be limited to the sidewalk on the south side of Renaud Road with crossings of Renaud Road taking place at the Compass Street intersection by way of a temporary crossing which would offer a suitable alternative crossing route.
    - The existing sidewalks along the north side of Renaud Road will be ripped out and rebuilt.
- *Planned Pedestrian Detour:* Melodie Street
    - The existing sidewalk along the east side of Melodie Street would be closed to accommodate the new dwellings having driveway connections onto Melodie Street. During this time pedestrians would be diverted to the sidewalk on the west side of Melodie Street.
- *Transit Impacts:* Construction activities should be coordinated to minimize potential impacts to transit operations and assure transit access throughout the construction period. The existing westbound Bus Stop No. 8479 on the north side of Renaud Road is proposed to be relocated approximately 30m to the east towards Compass Street to avoid conflict with the proposed new private entrance. In addition, the existing concrete bus pad along the west side of Compass Street is proposed to be relocated approximately 30 m to the north to avoid conflicts with the proposed driveways serving the new development. The exact location of the relocated bus stop will be required to satisfy OC Transpo guidelines. In addition, the following routes are noted:
    - Bus Route 24 operates between St-Laurent Station and Chapel Hill, travels along Renaud Road and Compass Street. Route 24 operates seven days a week with all-day service;
    - OC Transpo Bus Route 32 operates between Blair Station and Chapel Hill, travelling along Renaud Road between Navan Road on the west and Fern Casey Street on the east. The route

operates Monday-to-Friday, primarily during peak periods, with limited midday service. Morning service is primarily directed toward Blair Station, while afternoon service operates toward Chapel Hill

- OC Transpo Bus Route 226 also operates between Blair Station and Chapel Hill, travelling along Renaud Road between Fern Casey Street and Navan Road. The route operates Monday-to-Friday during peak periods only, with morning service primarily toward Blair Station and afternoon service toward Chapel Hill.

- *Temporary Fencing:* It is understood that temporary fencing across the entrance to site will be required and along any open holes or areas of excavation and where any temporary barrier may be required to accommodate health and safety requirements and secure construction materials.

- *Roadway Surface Maintenance:* The private accesses into the property are to be stabilized with aggregate and if warranted install mud mats to prevent construction vehicles from tracking mud/debris/dirt onto Renaud Road that could create a hazard to motorists and pedestrians. The contractor is responsible for keeping public roads free and clean from mud and debris.

- *Anticipated Ingress/Egress:* Attachment "A" illustrates the turning movements associated with a fire truck and a waste collection truck. The vehicle turning movements for these vehicles would be similar to construction vehicle traffic entering and leaving the proposed construction site.
  - The most likely route taken to approach the site from the west would be by way of Navan Road onto Renaud Road.
  - The most likely route taken to approach the site from the east would be by Mer Bleue Road,
  - The most likely route taken to approach the site from the north would be by Brian Coburn Boulevard, to Fern Casey onto Renaud Road.

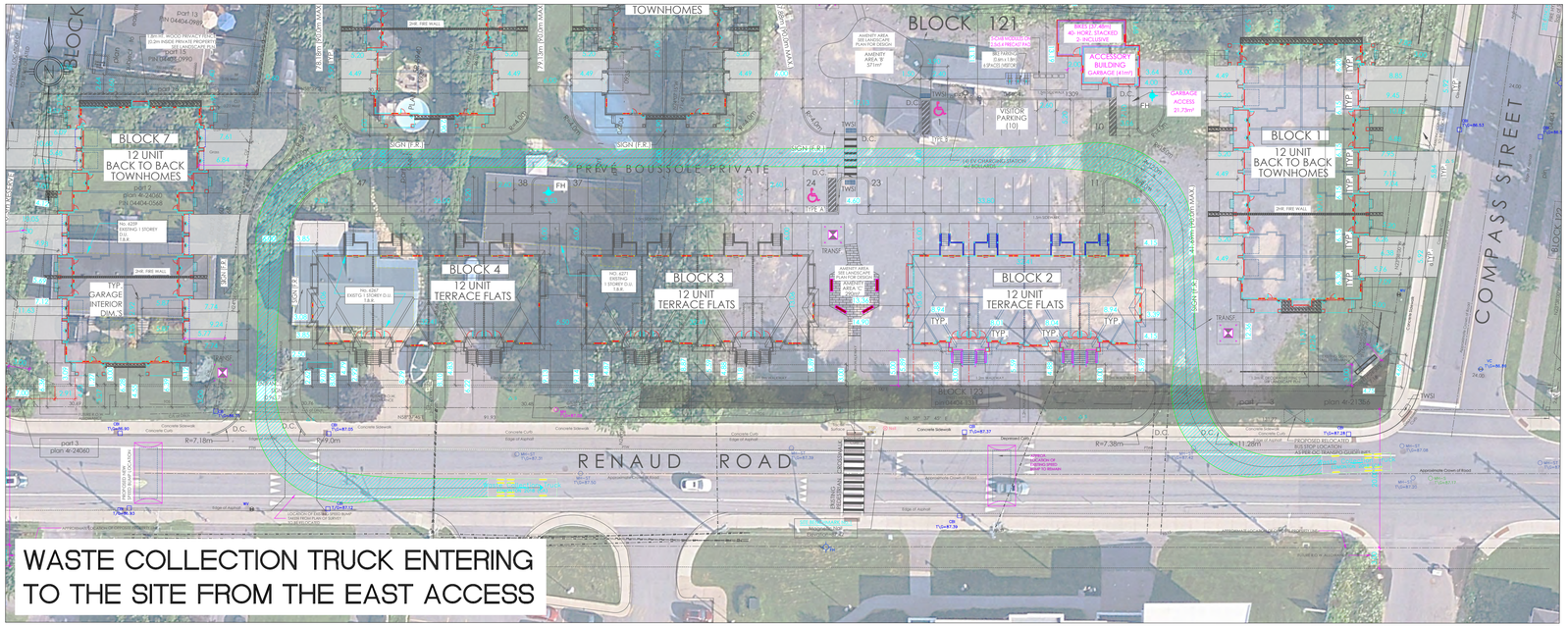
Safety Measures:

- Richcraft's Construction Managers will be responsible for providing, upon request from the City, Richcraft's safety manual and policy in addition to a site-specific safety plan for the 6259 Renaud Road project.
- Richcraft will perform regular safety inspections to ensure that all contractors are following safety policies, procedures, and regulations.

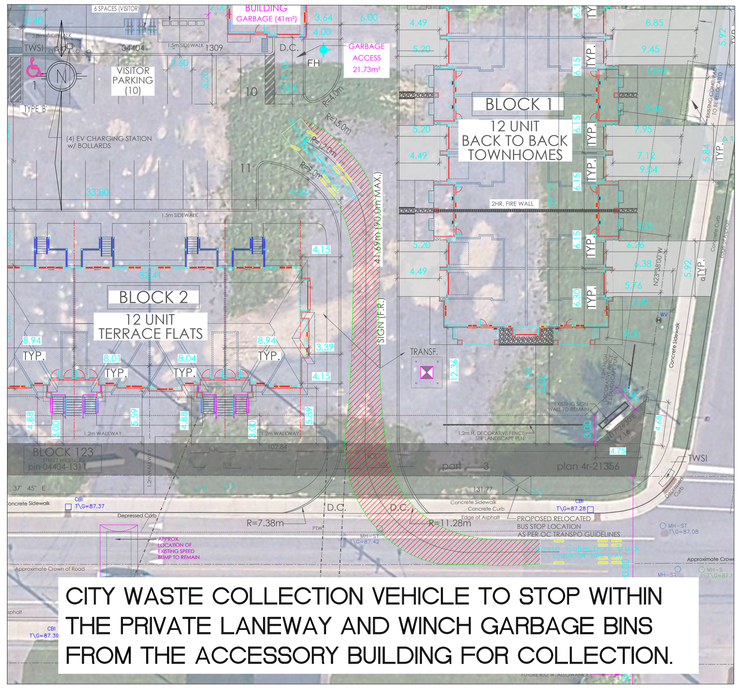
Key Contacts:

• Owner:	Richcraft Homes
• Project Management Firm:	Richcraft Homes
• Construction Management Firm:	Richcraft Homes
• Emergency Contact:	A specific contact name and number will be provided closer to site mobilization.

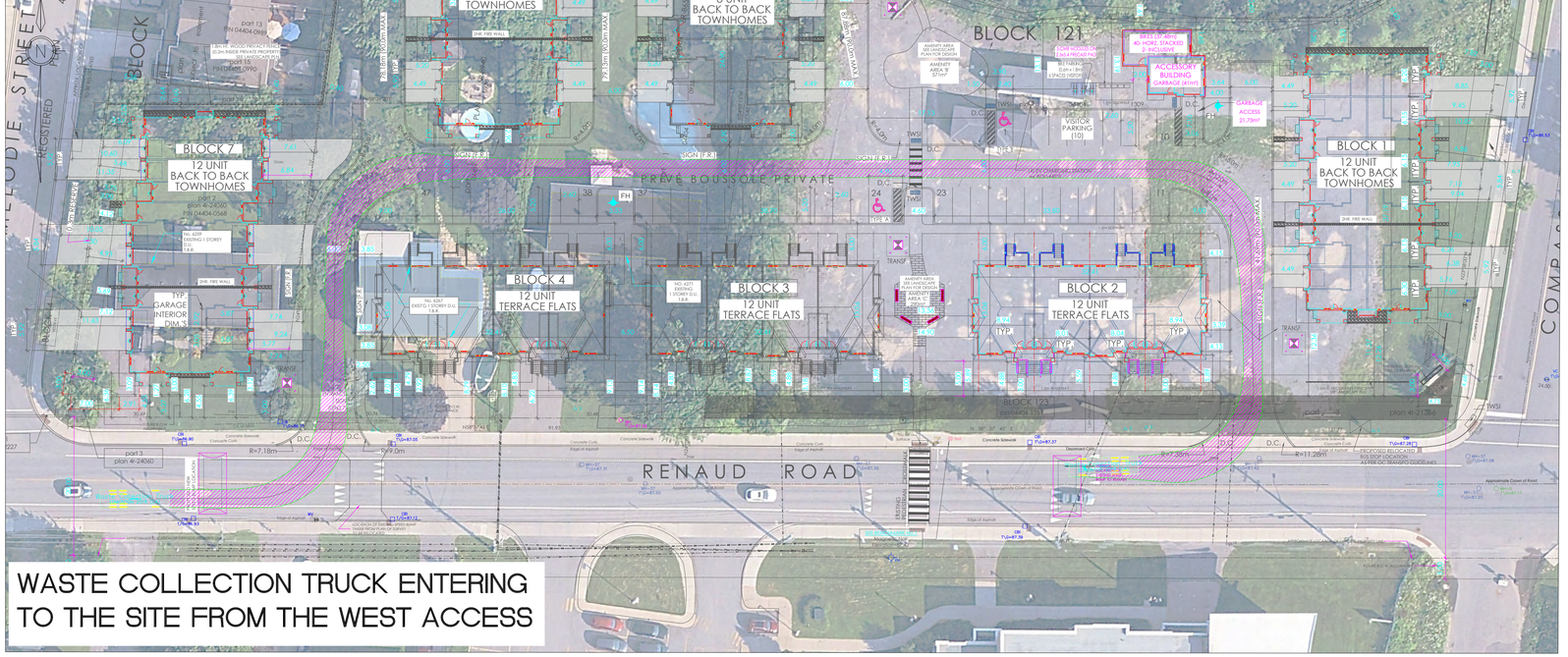
ANNEX "A"
TURNING MOVEMENT DIAGRAMS



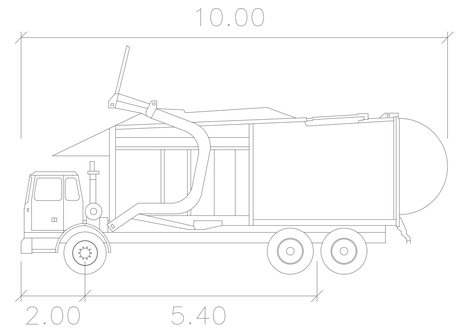
WASTE COLLECTION TRUCK ENTERING
TO THE SITE FROM THE EAST ACCESS



CITY WASTE COLLECTION VEHICLE TO STOP WITHIN
THE PRIVATE LANEWAY AND WINCH GARBAGE BINS
FROM THE ACCESSORY BUILDING FOR COLLECTION.



WASTE COLLECTION TRUCK ENTERING
TO THE SITE FROM THE WEST ACCESS



Waste Collection Truck

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 27.7

NOT FOR CONSTRUCTION

DATE: OCTOBER 28th , 2026	DESIGN:	
	CHECKED:	
SCALE: 8m 0 8m — HORIZ 1:400	DRAWN: S.J	
	CHECKED:	
	APPROVED:	

Castleglenn Consultants
Engineers, Project Managers & Planners

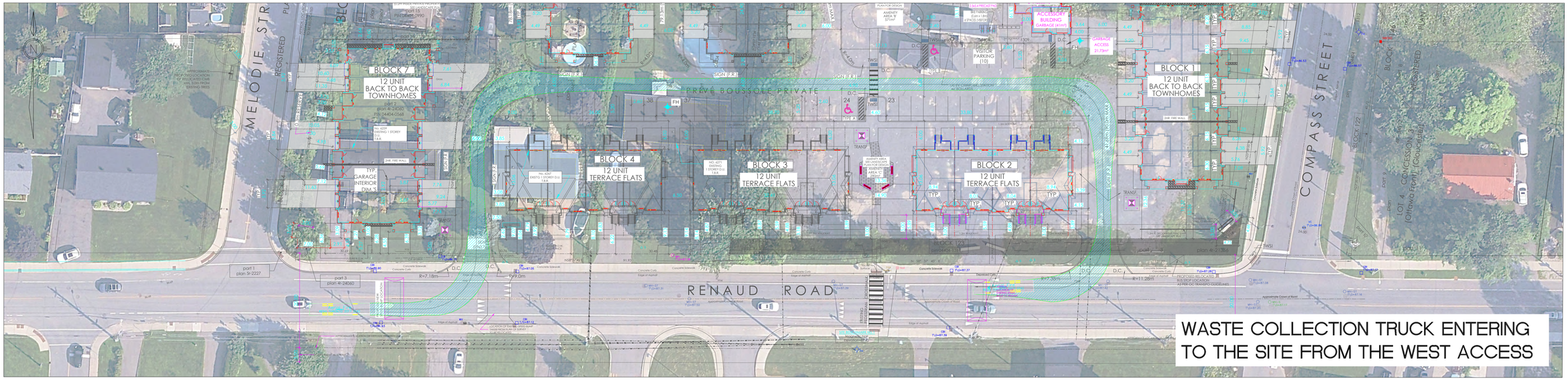
BLOCK 121
TRAILSEDGE PHASE3

PLAN
TURNING MOVEMENTS
WASTE COLLECTION TRUCK

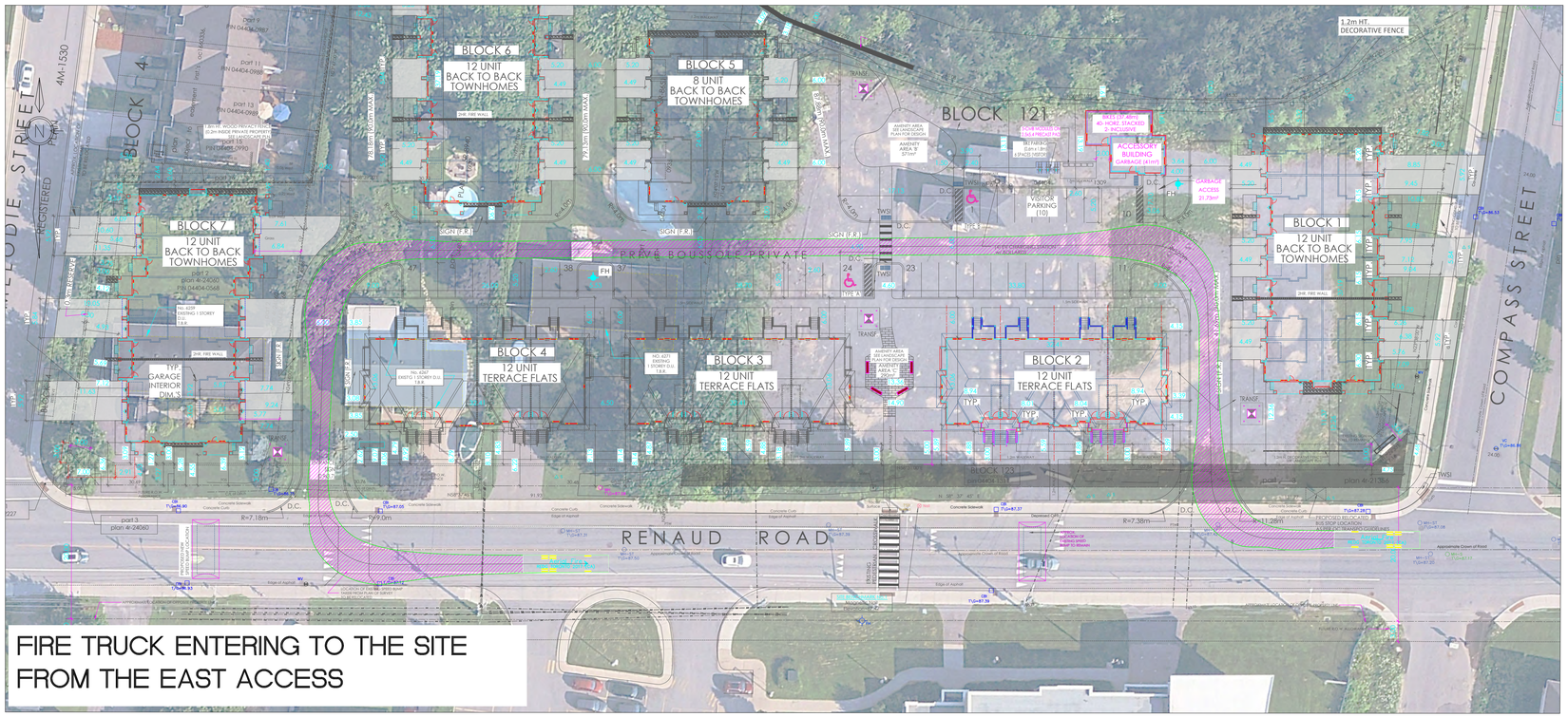
CLIENT No.

PROJECT No. 7369

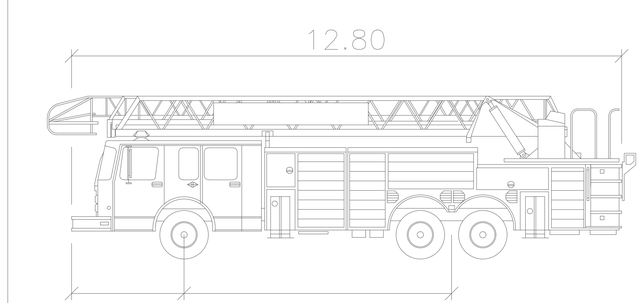
SHEET No. ANNEX "A-1"



WASTE COLLECTION TRUCK ENTERING TO THE SITE FROM THE WEST ACCESS



FIRE TRUCK ENTERING TO THE SITE FROM THE EAST ACCESS



Aerial Fire

	meters
Width	: 2.54
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

NOT FOR CONSTRUCTION

DATE: OCTOBER 28th , 2026	DESIGN:	
	CHECKED:	
SCALE: 8m 0 8m HORIZ 1:400	DRAWN: S.J	
	CHECKED:	
	APPROVED:	

Castleglenn Consultants
Engineers, Project Managers & Planners

BLOCK 121
TRAILSEDGE PHASE3

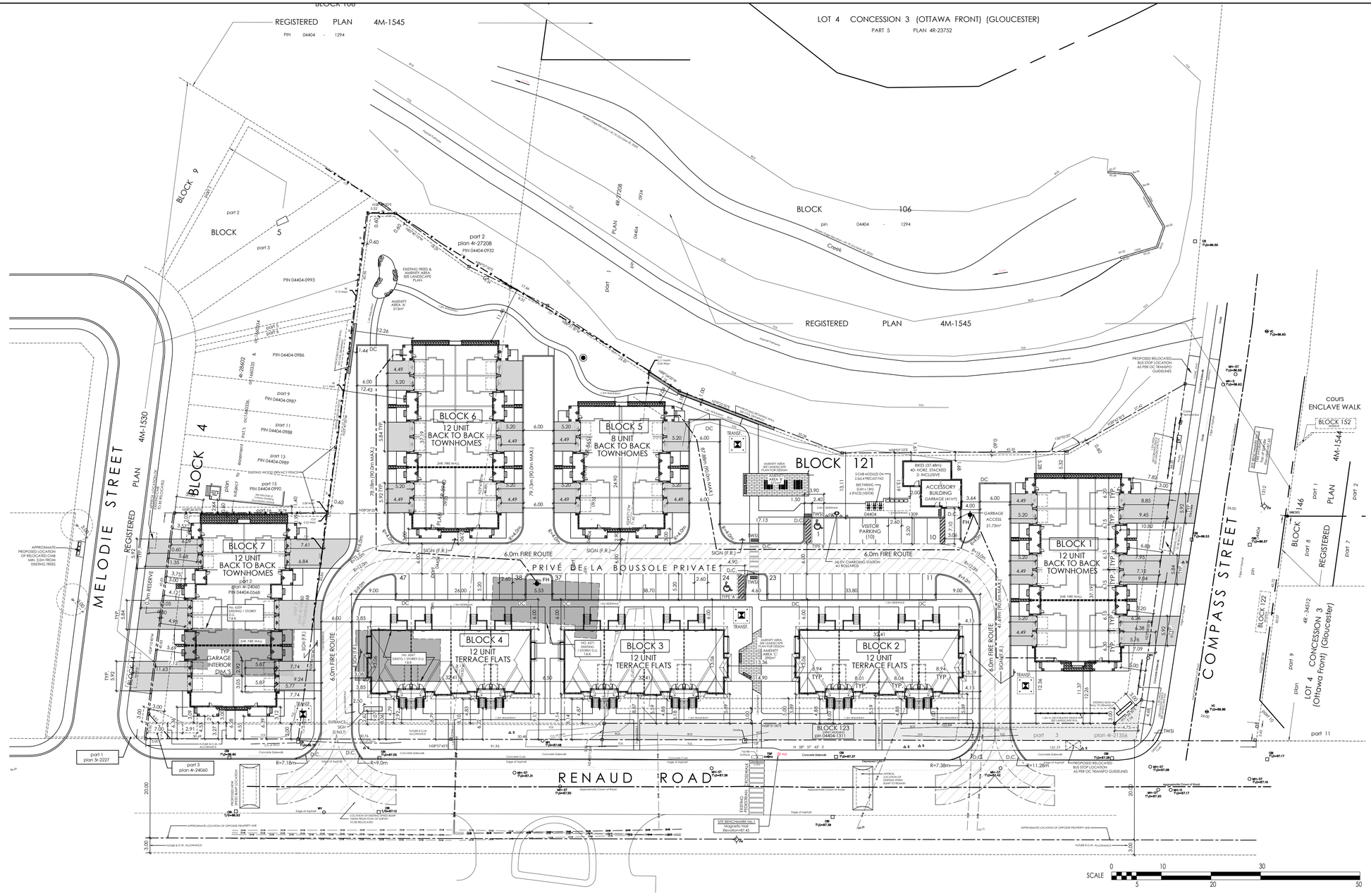
PLAN
TURNING MOVEMENTS
FIRE TRUCK

CLIENT No.
PROJECT No. 7369
SHEET No. ANNEX "A-2"

ANNEX "B"

SITE PLAN

(OCTOBER 28TH, 2026 - SITE PLAN SUBMISSION)



SITE PLAN
SCALE= 1:400



KEY PLAN NOT TO SCALE

SITE INFORMATION :

PROPOSED ZONING :	N3B	
SITE AREA :	13,295.58 m²	[SITE AREA DOES NOT INCLUDE BLOCK 123 RENAUD ROAD STREET WIDENING SITE AREA INCLUDES RENAUD ROAD FUTURE R.O.W. ALLOWANCE]
TOTAL BUILDING AREA :	3,717.37 m²	
AREA OF PRIVATE R.O.W. & PARKING:	2,578.24 m² (AREA OF ASPHALT)	
LANDSCAPED AREA :	6,999.97 m² = 6,999.97/13,295.58= 52.64% SITE AREA	
SITE SOFT LANDSCAPED AREA :	4,383.81 m² (32.97%) (SEE SKA2b)	

PROPOSED ZONING:	REQUIRED	PROVIDED:
LOT WIDTH (MIN.):	N/A	45.83 m (Melodie Street)
LOT AREA (MIN.):	N/A	13,295.58 m² (1.329 ha)
BUILDING HEIGHT (MAX.) :	11.0 m & 3 STOREYS	FLATS= 9.39m BLOCKS 2, 3 & 4 BACK/BACK T.H.'S= 10.69m BLOCKS 1, 5, 6 & 7
FRONT YARD (MIN.) : (Compass & Melodie Street)	3.0 m FROM BUILDING 5.7 m FROM GARAGE TO SIDEWALK	4.12 m BLOCK 7 10.05 m BLOCK 7
CORNER SIDE YARD (MIN.) : (Renaud Road)	3.0 m FROM BUILDING	5.59 m BLOCKS 2&3
REAR YARD (MIN.) : (Through Lot)	3.0 m 5.7 m FROM GARAGE TO SIDEWALK	5.00 m BLOCK 1 7.09 m BLOCK 1
INTERIOR SIDE YARD (MIN.) :	0.6 m	1.61 m ACCESSORY BUILDING
MIN. SETBACK FROM GARAGE TO PRIVATE STREET (PUD) :	5.2 m	5.20 m BLOCKS 1, 5 & 6
MIN. BUILDING SEPARATION :	1.2 m	6.5 m
WIDTH OF PRIVATE WAY (MIN.)	6.0 m	6.0 m
SETBACK FROM BUILDING TO PRIVATE WAY	1.8 m	2.90 m BLOCKS 5 & 6
ACCESSORY BUILDING;		
- BUILDING HEIGHT (MAX.):	4.5 m	4.5 m
- BUILDING AREA (MAX.):	200 m²	91.87 m²
- INTERIOR SIDE YARD (MIN.):	0.6 m	1.61 m
AMENITY AREA:		
- TOTAL AMENITY AREA	6m²/d.u. = 480m²	480 m²
- COMMULNAL AMENITY AREA	50% TOTAL = 240m²	1,374 m² AMENITY ARES A, B & C
- PRIVATE AMENITY AREA (BALCONIES)		5.5 m²/ UNIT = 440 m² 1- BALCONY or TERRACE/ UNIT MIN. 5.5m² (60ft²)

UNIT TYPES & AREAS

BLOCK No. :	BUILDING AREA:	GROSS FLOOR AREA:	No. UNITS:
BLOCK 1 = BACK to BACK TOWNHOMES	648.0 m²	1,675.7 m²	12 UNITS
BLOCK 2 = TERRACE FLATS	416.0 m²	1,248.0 m²	12 UNITS
BLOCK 3 = TERRACE FLATS	416.0 m²	1,248.0 m²	12 UNITS
BLOCK 4 = TERRACE FLATS	416.0 m²	1,248.0 m²	12 UNITS
BLOCK 5 = BACK to BACK TOWNHOMES	433.5 m²	1,115.6 m²	8 UNITS
BLOCK 6 = BACK to BACK TOWNHOMES	648.0 m²	1,675.7 m²	12 UNITS
BLOCK 7 = BACK to BACK TOWNHOMES	648.0 m²	1,675.7 m²	12 UNITS
ACCESSORYBLDG. FOR FLATS	91.87 m²		
TOTAL =	3,717.37 m²	9,886.7 m	80 UNITS

BACK/BACK TOWNHOME PARKING :
PARKING REQUIRED : 1.0 Spaces / d.u. = 44 Spaces
PARKING PROVIDED : 2.0 Spaces / d.u. = 88 Spaces (1-GARAGE & 1-DRIVEWAY)
VISITOR PARKING REQUIREMENTS : Section 603(6)
NO VISITOR PARKING REQUIRED
Townhomes with driveways accessing a garage

TERRACE FLATS PARKING :
PARKING PROVIDED (TENANT): 37 Spaces / 36 d.u. = 1.03 Spaces/d.u.
VISITOR PARKING REQUIREMENTS : Section 603(6) - AREA D SCHED. A3
0.1 SPACES/ d.u. - NO VISITOR PARKING REQUIRED FOR FIRST 12 UNITS
VISITOR PARKING REQUIRED : 36-12= 24 x 0.1= 2.4 Spaces
VISITOR PARKING PROVIDED : 10 Spaces

BICYCLE PARKING:
BACK/BACK TOWNHOMES :
NO BICYCLE PARKING REQUIRED - TOWNHOMES WITH ATTACHED GARAGE
TERRACE FLATS : REQUIRED= 1/d.u. = 36 SPACES
LONG TERM SPACES: 40 SPACES (INDOORS - ACCESSORY BUILDING)
SHORT TERM SPACES: 6 SPACES (OUTDOORS)

NOTE:
SITE PLAN TO BE READ IN CONJUNCTION WITH :
- SITE SERVICING PLAN PREPARED BY STANTEC - 400 - 1331 CLYDE AVENUE OTTAWA ON. K2C 3G4
- LANDSCAPING PLAN PREPARED BY NAK DESIGN STRATEGIES - 1285 WELLINGTON ST. OTTAWA, ON. K1Y 3A8
- BOUNDARIES DERIVED FROM: TOPOGRAPHIC PLAN OF SURVEY OF BLOCK 121
REGISTERED PLAN 4M-1545 PART OF LOT 4 CONCESSION 3 (OTTAWA FRONT)
GEOGRAPHIC TOWNSHIP OF GLOUCESTER CITY OF OTTAWA
SURVEYED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD. DATED APRIL 16, 2024

LEGEND:
D.C. - DEPRESSED CURB
- WALL MOUNT LIGHT FIXTURE
- TACTILE WALKING SURFACE INDICATORS (TWSI)
SIGN (F.R.) - FIRE ROUTE SIGN (NO PARKING)
T.B.R. - EXISTING STRUCTURE TO BE REMOVED
FH - EXISTING FIRE HYDRANT
FH - PROPOSED FIRE HYDRANT LOCATION
TRANSF - PROPOSED TRANSFORMER LOCATION

NOTE:
REFER TO LANDSCAPE PLANS PREPARED BY NAK DESIGN STRATEGIES FOR;
- EXISTING & PROPOSED TREE LOCATIONS & PLANTING DETAILS
- PROPOSED TREE CANOPY COVER PERCENTAGE
- DETAILED DESIGN OF AMENITY AREAS
- PROPOSED FENCING DETAILS

M. David Blakely
Architect Inc.
2200 Prince of Wales Dr. - Suite 101
Ottawa, Ontario K2E 6J9
Phone (613) 226-8811 Fax (613) 226-7942

GENERAL NOTES:
1. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL DIMENSIONS, ANY DISCREPANCY MUST BE REPORTED TO M. DAVID BLAKELY ARCHITECT INC.
2. ALL WORK AND MATERIALS TO BE IN COMPLIANCE WITH ALL CODES, REGULATIONS, AND BY-LAWS.
3. ADDITIONAL DRAWINGS MAY BE ISSUED FOR CLARIFICATION TO ASSIST THE PROPER EXECUTION OF WORK. SUCH DRAWINGS WILL HAVE THE SAME MEANING AND INTENT AS IF THEY WERE INCLUDED WITH THE PLANS IN CONTRACT DOCUMENTS.
4. DO NOT SCALE DRAWINGS.
5. THIS DRAWING SHALL NOT BE USED FOR PERMIT OR CONSTRUCTION UNLESS THE DRAWING BEARS THE ARCHITECT'S SEAL AND SIGNATURE.
6. THIS REPRODUCTION SHALL NOT BE ALTERED

SEAL: ONTARIO ASSOCIATION OF ARCHITECTS — M. DAVID BLAKELY — LICENCE 3658

No.	DATE	DESCRIPTION	INIT.
10.	30/09/26	REVISED PER CIVIL COMMENTS FOR COORD.	JB
9.	28/09/26	REV. ACCESSORY BUILDING/ ZONING TABLE	JB
8.	15/09/26	REV. UNIT TYPES BLKS. 2,3 & 4/ FOR COORD.	JB
7.	31/08/26	REVISED BLOCK CONFIG'N BLKS 2,3 & 4	JB
6.	26/08/26	PER COMMENTS/ TRANSFORMER LOCATIONS	JB
5.	12/06/25	FOR SITE PLAN CONTROL APPLICATION	JB
4.	07/05/25	L1 COORD. & BLOCK 7 HYDRO CLOSET	JB
3.	13/01/25	REVISED SITE/ FOR REVIEW	JB
2.	02/02/23	ADDED WEST PARCEL TO PLAN	SM
1.	25/04/22	FOR REVIEW	SM

REVISIONS

No.	DATE	DESCRIPTION	INIT.
20.			
19.			
18.			
17.			
16.			
15.			
14.			
13.			
12.	28/10/26	FOR SITE PLAN SUBMISSION	JB
11.	05/10/26	BUILDING HEIGHTS/ FOR SITE PLAN SUBMISSION	JB

REVISIONS

PROJECT 6259, 6267, 6271,6273 RENAUD RD.
(BLOCK 121)
PLANNED UNIT DEVELOPMENT
OTTAWA, ONT.

CLIENT RICHCRAFT
2280 ST.LAURENT BLVD. - SUITE 201
OTTAWA, ONTARIO, K1G 4K1

DRAWING TITLE: SITE PLAN
RENAUD ROAD

DATE: APR., 2022. | SCALE: 1:400 | SHEET No.: SP-1
DRAWN BY: SBM | CHECKED: MDB

D07-12-25-0092

#19468