

**Subject: Zoning By-law Amendment – 121 Brae Crescent**

**File Number: ACS2024-PDB-PS-0013**

**Report to Planning and Housing Committee on 4 December 2024**

**and Council 11 December 2024**

**Submitted on November 25, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

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**Ward: Stittsville (6)**

**Objet: Modification du *Règlement de zonage* – 121, croissant Brae**

**Dossier : ACS2024-PDB-PS-0013**

**Rapport au Comité de la planification et du logement**

**le 4 décembre 2024**

**et au Conseil le 11 décembre 2024**

**Soumis le 25 novembre 2024 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale des services de la planification, de  
l'aménagement et du bâtiment**

**Personne ressource : Solé Soyak, Planner II, Examen des demandes  
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**Quartier : Stittsville (6)**

## REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 121 Brae Crescent, as shown in Document 1, to permit a five-unit, three-storey apartment building, as detailed in Document 2.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of December 11, 2024,” subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification au *Règlement de zonage 2008-250* pour le 121, croissant Brae comme indiqué dans le document 1, afin de permettre la construction d’un immeuble d’appartements de trois étages et cinq logements, comme décrit dans le document 2.
2. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire* à la réunion du Conseil municipal du 11 décembre 2024 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## EXECUTIVE SUMMARY

### Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 121 Brae Crescent to permit a three-storey stacked dwelling containing five units and five parking spaces.

The applicant has requested to rezone the property from “Residential First Density, Subsection D” to “Residential Fourth Density, Subzone Z,” which will permit a stacked dwelling; the applicant also requested a reduction of the minimum required parking space rate from 1.2 to 1 and the minimum required visitor parking space rate from 0.2 to 0 for a total of five parking spaces instead of seven. Site-specific exceptions will be added to address building setbacks and minimum lot widths.

The proposal aligns with applicable Official Plan policies for this area. The subject property is designated Neighbourhood in the Suburban Transect.

### **Applicable Policy**

The following policies support this application:

- Section 4.2.1 provides policies that support a range of flexible and context-sensitive housing options that promote diversity in unit sizes, density, tenure options within neighbourhoods including a variety of bedroom counts. The proposal meets the above noted policy as there are two- and three-bedroom units.
- The proposed building typology is permitted as per Policy 5.4.1 of the Official Plan, which provides direction on low-rise development patterns within the Neighbourhood designation.
- As set out in Section 5.6.1 within the Evolving Neighbourhood Overlay of the Official Plan, the overlay applies to areas within the Neighbourhood designation that are intended to evolve over time and “that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.” The proposal gently introduces intensification within the suburban context.

### **Public Consultation/Input**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

A virtual public information session was held. Planning staff and the local Councillor’s office received written responses regarding the proposal. The city also received a petition with 64 signatures in opposition to the proposed amendment.

Most of the comments submitted were in opposition to the proposed development. The community expressed the following concerns: increase in traffic, not enough parking

provided for the development, pedestrian and cyclist safety, lack of privacy, property values, density, noise, and dwelling type proposed.

## **RESUME**

### **Recommandation du personnel**

Le personnel de la planification recommande l'approbation de la modification du *Règlement de zonage* pour le 121, croissant Brae, afin de permettre la construction d'une habitation superposée de trois étages comportant cinq logements et cinq places de stationnement.

Le demandeur a sollicité une modification du zonage de la propriété de « zone résidentielle de densité 1, sous-section D » à « zone résidentielle de densité 4, sous-zone Z », ce qui permettra l'aménagement d'une habitation superposée; le demandeur a également sollicité une réduction du taux de stationnement minimal de 1,2 à 1 et du taux de stationnement minimal pour les visiteurs de 0,2 à 0, pour un total de cinq places de stationnement au lieu de sept. Des exceptions propres à l'emplacement seront ajoutées pour traiter les retraits et les largeurs minimales de lot.

La proposition s'harmonise avec les politiques applicables du Plan officiel dans ce secteur. La propriété visée est désignée comme un « quartier » dans le transect du secteur de banlieue.

### **Politiques applicables**

Les politiques suivantes appuient cette demande :

- La section 4.2.1 énumère des politiques qui appuient un large éventail d'options de logement souples et adaptées au contexte qui font la promotion de la diversité dans la taille des logements, dans leur densité et dans les options relatives à la durée de l'occupation dans les quartiers, notamment la diversité dans le nombre de chambres à coucher. La proposition respecte la politique susmentionnée puisqu'il y a des logements à deux et trois chambres.
- Le type de bâtiment proposé est permis conformément à la politique 5.4.1 du Plan officiel, qui fournit une orientation sur les modèles d'aménagements de faible hauteur dans la désignation de quartier.
- Comme indiqué à la section 5.6.1 du Plan officiel portant sur la surzone des quartiers évolutifs, la surzone s'applique aux secteurs de la désignation de quartier qui sont destinés à évoluer au fil des ans, « ce qui aura pour effet de modifier le caractère afin d'étayer la densification, notamment en encadrant

l'évolution du caractère pour passer de la banlieue au secteur urbain afin de permettre d'aménager de nouvelles formes bâties et de mieux diversifier les fonctions du territoire ». La proposition introduit graduellement la densification dans le contexte suburbain.

### **Consultation et commentaires du public**

La notification et la consultation du public se sont déroulées conformément à la Politique sur les avis publics et sur la consultation publique approuvée par le Conseil municipal pour les modifications du *Règlement de zonage*.

Une séance virtuelle d'information publique a été organisée. Le personnel de planification et le bureau du conseiller local ont reçu des commentaires écrits concernant la proposition. La Ville a également reçu une pétition comportant 64 signatures en opposition à la modification proposée.

La plupart des commentaires s'opposaient à l'aménagement proposé. La communauté a exprimé les préoccupations suivantes : augmentation de la circulation, nombre insuffisant de places de stationnement pour l'aménagement, sécurité des piétons et des cyclistes, manque d'espace privé, valeur des propriétés, densité, bruit et type de logement proposé.

### **BACKGROUND**

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

#### **Site location**

121 Brae Crescent

#### **Owner**

Natalie Taite

#### **Applicant**

Bryden Gibson Architects Incorporated c/o Suzane Gibson

#### **Architect**

Bryden Gibson Architects Incorporated c/o Suzane Gibson

## **Description of site and surroundings**

The property is located on the south side of Brae Crescent, east of Norway Spruce Street and west of Stittsville Main Street in Stittsville (Ward 6). The subject site is vacant and has an area of 602.87 square metres. The site is currently zoned Residential First Density, Subzone D (R1D).

The surrounding neighbourhood is characterized by low-rise dwellings with detached homes as the predominant dwelling type. There are some commercial uses immediately north of the site on Brae Crescent and commercial, institutional, and low-rise residential uses on Stittsville Main Street to the east.

## **Summary of proposed development**

The purpose of this application is to accommodate a five-unit low-rise stacked dwelling consisting of a mix of unit types: three two-bedroom units and two three-bedroom units, all with separate entrances fronting Brae Crescent. The proposed site plan shows two units with at-grade entrances, bicycle parking spaces, and waste storage within the building. Five parking spaces are proposed, located in the rear yard, which will be accessed from Norway Spruce Street. An internal walkway fronting Brae Crescent and Norway Spruce Street will connect the front and rear yards.

A storm system will be added at the rear of the parking lot to collect drainage from the adjacent property and convey it to the municipal ditch on Norway Spruce Street. The site's proposed storm system will consist of rooftop storage and a rain garden to achieve respectively the quantity and quality control criteria established by the City. The proponent will further ensure the development will not obstruct drainage from the property northeast of the subject land as per the City of Ottawa Site Alteration By-Law.

## **Summary of requested Zoning By-law amendment**

The requested Zoning By-law Amendment will rezone the site from Residential First Density, Subzone D (R1D) to Residential Fourth Density, Subzone Z, Urban Exception 'xxxx' (R4Z[xxxx]), as detailed in Document 2 to permit a low-rise apartment dwelling or stacked dwelling. A site-specific exception will address zoning performance standards related to minimum lot width, corner side yard setback, and minimum required parking space rates and visitor parking. A holding symbol will ensure the proposed stormwater management system will be implemented as per the Site Servicing and Stormwater Management Report and Drawing.

## **DISCUSSION**

### **Public consultation**

The City received 79 comments during the formal circulation period and a petition in August 2023, with 64 signatures opposing the proposed amendment.

Councillor Gower organized a virtual Zoom public consultation meeting on August 22, 2023. The owners, the project architect, and 45 members of the public attended the meeting. The community members voiced their concerns about the increase in traffic and road safety at Brae Crescent and Stittsville Main Street intersection, visibility, and the lack of sidewalks on Brae Crescent. They also expressed concerns about the number of parking spaces, the potential increase of on-street parking, and snow and waste removal. Residents also wanted reassurance from the City that the proposed units would be affordable.

For this proposal's consultation details, see Document 3 of this report.

### **Official Plan designation(s)**

The property is located within the Suburban Transect Policy Area on Schedule A and is designated Neighbourhood within the Evolving Overlay as per Schedule B5 of the Official Plan. Neighbourhoods in the Suburban Transect are characterized by the separation of land uses, stand-alone buildings, generous setbacks, and low-rise built forms. The evolution of existing neighbourhoods is expected to be very gradual within a fundamentally suburban pattern with more substantial changes focused on strategic locations, and within neighbourhoods low-rise development shall remain as the predominant built form. In the Suburban Transect, the Plan shall support various dwelling unit sizes.

The site is close to Stittsville Main Street, which prioritizes pedestrian, cycling and transit facilities per the Stittsville Main Street Secondary Plan.

### **Other applicable policies and guidelines**

The development achieves several objectives of the [Urban Design Guidelines for Low-rise Infill Housing](#). The development creates a compact urban form emphasizing front doors and windows and provides at-grade living spaces that will animate the street.

### **Planning rationale**

The Official Plan provides direction for residential growth within built-up areas to support the evolution of these areas toward becoming 15-minute neighbourhoods. The Plan envisions direct residential intensification towards Hubs, Corridors and surrounding

Neighbourhoods where residents can access daily and weekly needs within a short walk (2.2.1.1). Furthermore, the Official Plan supports opportunities for dwelling units with three or more bedrooms to accommodate larger households within building typologies that increase density on existing lots on already built-up portions of the urban area (2.2.1.2).

The Official Plan provides direction on housing to enable a diverse and adequate supply of housing options throughout the city, through the regulation of density, built form, height, massing and design as well as promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count and to provide a range of housing options (4.2.1).

The development pattern for the Neighbourhood designation, in the Suburban Transect, is to be low-rise. New builds shall have characteristics such as principal entrances oriented to the public realm, set back from the street with moderate front yard setbacks and landscaped yards separated from the right-of-way (5.4. Table 6). Furthermore, new proposals shall be of a variety of housing types that focus on missing-middle housing, generally of up to three storeys (5.4.5).

The property is within the Evolving Overlay on Schedule B5. The Evolving Neighbourhood Overlay is applied to areas near Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, to allow new built forms and more diverse land functions. These areas may gradually evolve through intensification to a more urban built form (5.6.1). The proposed rezoning will permit intensification in a gentle manner by introducing missing middle housing in proximity to a Corridor (Stittsville Main Street).

Furthermore, the proposed development conforms with the established building heights in the Neighbourhood Designation which are intended to be low-rise (6.3.1, policy 2). Moreover, a range of residential built forms within the Neighbourhood designation, including a full range of low-rise housing options sufficient to meet or exceed the goals of the City's residential intensification target and residential density targets, are contemplated (Table 2 and Table 3b).

The Zoning By-law Amendment will permit the construction of a three-storey five-unit stacked dwelling, as the current zoning limits the dwelling type to detached dwelling. Staff supports the change in zoning designation from R1 to R4, given that the Residential Fourth Density will provide additional housing choices within the neighbourhood. Staff supports reducing the total number of parking spaces from 7 to 5 spaces as the reduction will continue to allow parking for each unit. Additional bicycle



parking is provided within the building to encourage active modes of transportation or public transit, as the site is near a transit route.

In addition to the applicant's request to reduce the required parking spaces and rezone the site from R1 to R4, staff recommend putting a hold on the site and site-specific exceptions for certain zoning performance standards. Staff recommends the minimum corner side yard setback for low-rise apartment dwelling or stacked dwelling to be 4.5 metres to match the existing R1 requirements and ensure there is sufficient soft landscaping to enhance the public realm and allow for trees to be planted on Norway Spruce Street. Furthermore, staff recommends that more than 70 per cent of the rear yard be permitted to be used for a parking lot to ensure the site's functionality, however, the development will still be required to provide a minimum of 15 per cent of the rear yard as soft landscaping. Staff support a lot width reduction as the building's footprint will be small while ensuring that all the setbacks are met, and the site's functionality is maintained.

Staff recommend imposing a holding on the site to ensure the proposed stormwater management system is implemented as per the Site Servicing and Stormwater Management Report and Drawing. The holding symbol may not be removed until the owner enters into a development agreement with the City.

### **Provincial Planning Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Councillor Glen Gower provided the following comments:

I support staff's recommendations for the re-zoning of this property to allow for a small-scale apartment building. This relatively modest infill development is on a large lot located close to Stittsville Main Street, in easy walking distance to transit and many local amenities. The builder is also planning to make the units affordable to help address the affordability gap in our community.

I also want to acknowledge the unusually high amount of feedback we've had on this file, mostly in opposition to the proposed development. In particular, I want to highlight the need for a traffic signal nearby at Brae and Stittsville Main, which came up many

times in comments from residents. Cumulative development all over Stittsville has exasperated safety issues for this intersection.

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the recommendations contained within this report.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with this report.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications. A holding symbol will be implemented to ensure the proposed stormwater management system will be implemented as per the Site Servicing and Stormwater Management Report and Drawing. It may not be removed until such time that the owner enters into a development agreement with the City and posts the required securities for the stormwater management system.

### **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all

### **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-23-0060) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of engineering issues.

### **SUPPORTING DOCUMENTATION**

Document 1 Location Map / Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

**CONCLUSION**

The Planning, Development and Building Services Department supports the proposed Zoning By-law Amendment for 121 Brae Crescent. The proposal is consistent with the Official Plan policies in the Suburban Transect Policy Area, as well as policies in the Neighbourhood designation which permits low-rise housing. The proposed Zoning By-law Amendment is appropriate for the site as the site-specific zone provisions incorporated in the amendment will ensure the proposal integrates into its surrounding context. For the reasons stated above, staff recommends approval of the Zoning By-law Amendment.

**DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Property Assessment and PILTS, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

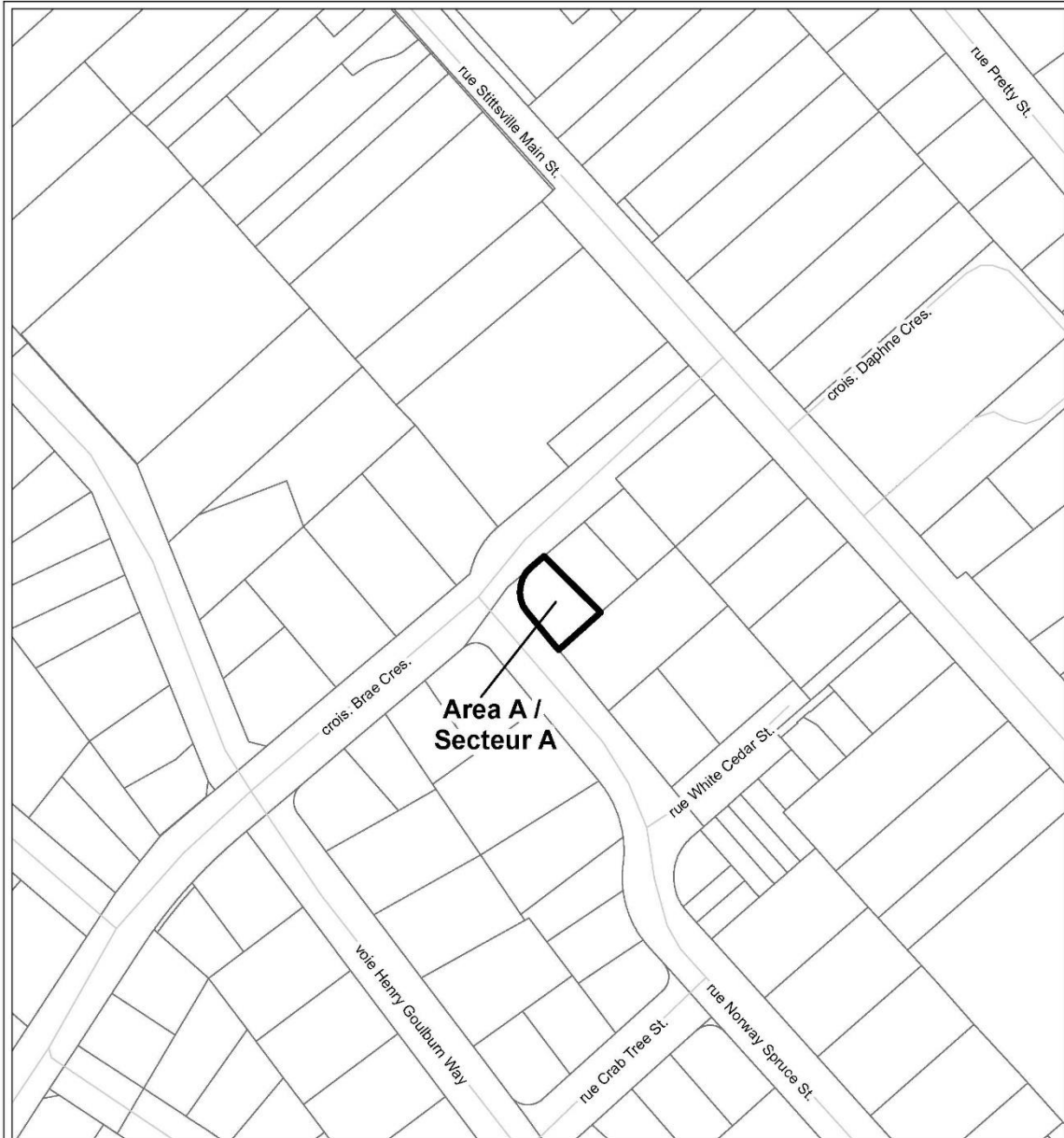
The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.




Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

**Document 1 – Location Map / Zoning Key Map**

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE			
<b>121 croissant Brae Crescent</b>		 Area A to be rezoned from R1D to R4Z[XXXX]-h Le zonage du secteur A sera modifié de R1D à R4Z[XXXX]-h			
D02-02-23-0060	24-1070-X				
I:\CO\2024\Zoning\Brae_121					
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## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 121 Brae Crescent:

- 1) Rezone the lands as shown in Document 1;
- 2) Add a new exception XXXX to Section 239 – Urban Exceptions with provisions similar in effect to the following:
  - a) In Column I, Exception Number, add the text “XXXX”
  - b) In Column II, Applicable Zones add the text “R4Z[XXXX]-h”
  - c) In Column IV, Land Uses Prohibited, add the text “Apartment dwelling low-rise, and stacked dwelling, until such time as the holding symbol is removed.”
  - d) In Column V, Provisions, add the text:
    - The holding symbol may not be lifted until such time that the owner enters into a development agreement with the City and posts the required securities for the stormwater management system to the satisfaction of the General Manager of Planning, Development and Building Services.
    - The following provisions apply to an apartment dwelling, low-rise, or stacked dwelling:
      - i. Minimum Corner Side Yard Setback: 4.5 metres.
      - ii. Minimum Lot Width: 15 metres.
      - iii. Visitor parking is not required for apartment dwelling, low-rise, or stacked dwelling.
      - iv. Minimum parking space rate for a low-rise apartment or stacked dwelling: 1 per dwelling unit.
      - v. Subsection 109(11) does not apply for low-rise apartment dwelling or stacked dwelling.

## **Document 3 – Consultation Details**

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. The Ward Councillor hosted a virtual public information session on August 22, 2023. There were approximately 63 comments and questions during the virtual meeting.

The City received a petition in August 2023, with 64 signatures opposing the proposed amendment. The petition outlined concerns related to infrastructure, traffic parking, and a decrease in property value. Planning staff also received 79 public comments during the formal circulation period. A summary of the public comments received, and staff responses are provided below.

### **Public Comments and Responses**

#### Comment:

Increased traffic will cause congestion at the corner of Brae Crescent and Stittsville Main and have an impact on pedestrian and cyclist safety, due to the street not being equipped for more traffic as a significant increase in vehicles is expected in addition to the traffic generated by the three businesses across the road, on Brae Crescent. Traffic at the intersections would worsen, making it harder to access Stittsville Main Street.

#### Response

A Traffic Impact Assessment was not required for the proposed number of dwelling units. Traffic impacts are not expected as a result of the additional five units.

#### Comment:

The proposed amount of parking spaces is insufficient, the limited parking would push overflow onto nearby streets mainly on Brae Crescent and Norway Spruce Street. There are safety, accessibility, visibility and noise concerns due to parking on the narrow streets which would also contribute to congestion and increase the risk of accidents. On-street parking, particularly in winter, would hinder snow removal and reduce visibility, making the street unsafe for pedestrians and drivers.

#### Response:

The proposal will provide parking at one space per dwelling unit which is appropriate for small scale developments that are also near transit and within walking distance to amenities.

Comment:

The development would intensify the existing left turn issue at the Stittsville Main Street and Brae Crescent intersection especially during rush hours. The existing configuration cannot handle the increased traffic flow caused by the new development. It is suggested to implement a signalized intersection to improve safety and eliminate speeding, or a roundabout at the intersection at the expense of the development.

Response:

The scale of the development does trigger any road modifications.

Comment:

The added traffic volume is a hazard for pedestrians, particularly children, at crossings and near hills where sightlines are limited especially around blind spots near the downhill slope on Brae Crescent. The lot is located at the bottom of the hill at the intersection of Brae Crescent and Norway Spruce Street. There are sightline issues as cars park at intersections where sightlines are blocked, forcing drivers into the oncoming lane and making it harder to see pedestrians and cyclists, particularly at night. The absence of designated sidewalks and bike lanes on Brae Crescent exposes pedestrians and cyclists to even more risks. It will also require more extensive winter maintenance.

Response:

Parking is prohibited within nine metres of an intersection as per the City's Traffic and Parking By-law. Street parking infringements are a By-law Enforcement issue and can be reported to the City via 3-1-1.

Comment:

The proposed land use, design and scale are incompatible with the surrounding neighbourhood, which primarily consists of single-detached dwellings. The building's height and density are overwhelming for the area and the overall design does not fit with the established architectural context. A multi-family building is out of character; a lower-density alternative, such as a duplex or triplex, that would accommodate parking

and reduce strain on services is more appropriate. There are privacy concerns due to the proposed balconies at the rear.

Response:

The Neighbourhood designation contemplates different dwelling types to provide more housing choices. The proposal is a low-rise stacked dwelling which conforms with the policies of the Neighbourhood designation.

Comment:

There are concerns of loss of green space and trees due to overdevelopment. The development will lead to a reduction in green space and negatively impact the neighbourhood's environmental character. The proposed development will put a strain on local infrastructure and services.

Response:

Utilities and infrastructure approvals are circulated in the Zoning By-law Amendment process. Utility services raised no concerns during the circulation period, additionally, Staff recommends adding a holding symbol to ensure maintenance and adequacy of services are in place.

The submitted Tree Conservation Report indicated that there will be minimal removal of existing vegetation. The hedge south of the property will remain, and trees are proposed along Norway Spruce Street to improve the tree canopy.

Comment:

The provision of three-bedroom units and the applicant's commitment to affordable housing is a positive aspect of the proposal and the addition of housing stock in Stittsville.