

121 Brae Crescent

Design Brief / Planning Rational



1066 Somerset St. West Suite 200 | Ottawa Ontario | K1Y 4T3 | Phone: 613.724.9914

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1.0 Introduction

1.1 Purpose

The subject site, municipally known as 121 Brae Crescent is located in Stittsville, it is Part of Lot 1 registered plan 528 City of Ottawa. This Planning Rational / Design brief has been prepared to support an application to construct affordable housing that caters to families in the form of low-density apartments. This will require a Major Zoning By-law Amendment; the property would require to be rezoned from a R1D to an R4Z zone which permits low-rise apartment dwellings. This project will also require a Minor Zoning By-law Amendment, to reduce the number of required parking spaces from six to five.

This Planning Rational will demonstrate how the proposed development is in conformance with:

- Provincial Policy Statement 2020
- The City's Official Plan
- Suburban Transect
- Overlays
- Neighborhood Designations

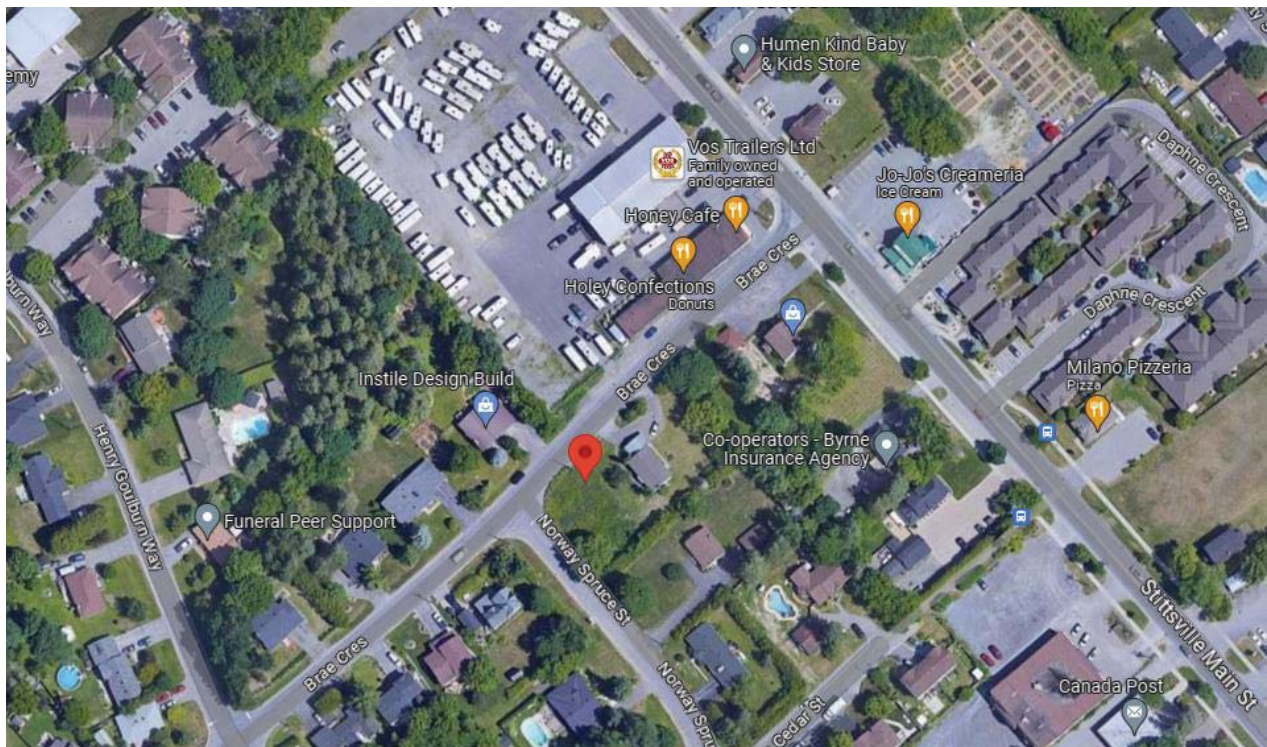


Figure 1: Location of 121 Brae.

1.2 Background

1.2.1 Site Description

The site is an irregular shape and has an area of approximately 597.22 meters squared, is a corner lot with approximately 21.8 meters of frontage on Brae Crescent and 25 meters of frontage on Norway Spruce Street. It is currently a vacant site with a slope towards Norway Spruce Street. There are ditches along the property where it abuts the roads. The property is covered in grass and a jointly owned tree is located on the southeast corner.



Figure 2: 121 Brae

1.2.2 Community Context

Stittsville's Main Street is designated as a Tradition Main Street however unlike other Traditional Main Streets in Ottawa this one is unique. The main street features a more dispersed village like built form arrangement of primarily residential type buildings, some of which have been converted to a variety of commercial uses. The surrounding residential context is low-density and suburban in nature, with homes in the 1-2 storey height range, set on large properties.

The neighborhood is characterized by a range of low-rise housing typologies including detached bungalows and two storey homes. Across Brae Crescent and along the major corridors there are commercial uses and higher density residential uses.

North: Immediately to the north across Brae is a detached dwelling adjacent to which is a single storey commercial building with lot that appears to be used for RV storage.

East: To the east is a single-storey detached dwelling.

South: Immediately to the south is two-storey detached dwelling.

West: To the west across Norway Spruce Street a two-storey detached dwelling is located.



Figure 3: Brae Crescent looking towards Stittsville Main Street



Figure 4: Brae Crescent looking towards Norway Spruce Street.



Figure 5: Brae Crescent looking down Norway Spruce Street

1.2.3 Transportation

The site is also located near public transit, bike paths and the urban road network. It is situated in a location that encourages pedestrian and public transit use.

The property is also located approximately 100 meters away from Main Street, making most amenities within proximity and walking distance. Public services such as: post office, library, schools, parks, greenspaces, schools, as well restaurants, and stores are within a 15-minute walk. This site is particularly appealing to family oriented affordable housing as there are 3 elementary schools and one high school located within one mile radius of the site.

In addition to walking, cycling from the site to surrounding areas is accessible and the city has plans to further enhance and encourage cycling in the area. The Primary Urban Cycling Network in the Transportation Master Plan, designates Stittsville Main Street, as a “Spine Route”. Currently, there are bicycle lanes along both sides of Hazeldean Road east of Stittsville Main Street and along part of Carp Road. It should also be noted that the Trans Canada Trail is located within an 8-minute walk and 2-minute bike ride, this pathway provides direct access to both Ottawa, Carleton Place and destinations beyond.

The city as per the Stittsville Main Street Community Design Plan has outlined that the pedestrian cycling and transit facilities will be upgraded at the time of road reconstruction with the intention of improving the pedestrian experience and encourage the creation of the 15-minute community.

Public transit is also readily available from 121 Brae. There are regular bus services on Main Street, OC Transpo Route 263 provides direct public transit to downtown Ottawa and connecting routes. The City’s Official Plan and the Transportation Master Plan identify future plans for the Stittsville Main Street, as Transit Priority Corridors. It is also understood that OC Transpo plans on extending the light rail to Stittsville as part of the Phase III expansion.

2.0 Policy Context

2.1 Provincial Policy Statement 2020

In accordance with Section 3 of The Planning Act, as currently amended, it is a requirement that new development be consistent with the Provincial Policy Statement. The Official Plan ensures implementation of the Provincial Policy Statement which aims to achieve comprehensive, integrated and long-term planning. It identifies provincial interests and sets out appropriate land use designations and policies. The PPS focuses on the following:

- Building strong communities, by providing adequate housing and employment opportunities.
- Wise use and management of resources, by protecting farmland, natural resources, and the environment.
- Promoting development that is designed to be sustainable, supportive of public transit and designed for the needs of pedestrians.

The proposed low-rise apartment promotes growth within the community of Stittsville, as it is keeping with the policy it encourages the increase in mix and supply of housing. This proposal addresses the need for affordable low rise dwelling unit.

The proposed apartment is making use of an existing lot in a developed area with services in place. Amenities, businesses and schools are located within a 15-minute walking distance and public transit is nearby. It's location encourages pedestrian modes of transportation and minimizing its impact on natural resources.

The proposed development is consistent with the Provincial Policy Statement. It has been read in its entirety and its policies have been reviewed.

2.2 The City's Official Plan

The Official Plan for the City of Ottawa was approved on November 4, 2022. The plan provides a framework for growth and development in the City until 2046 when the City's population is expected to surpass 1.4 million people. The official plan directs how the City will accommodate growth over time and establishes policies to guide the development and growth of the City.

121 Brae is located in R1D zone, and is within the Suburban Transect on Schedule A, refer to Figure 6, and within the Evolving Neighborhood Overlay Schedule B, refer to Figure 7. This Evolving neighborhood overlay is generated by the Stittsville Main Street Corridor.

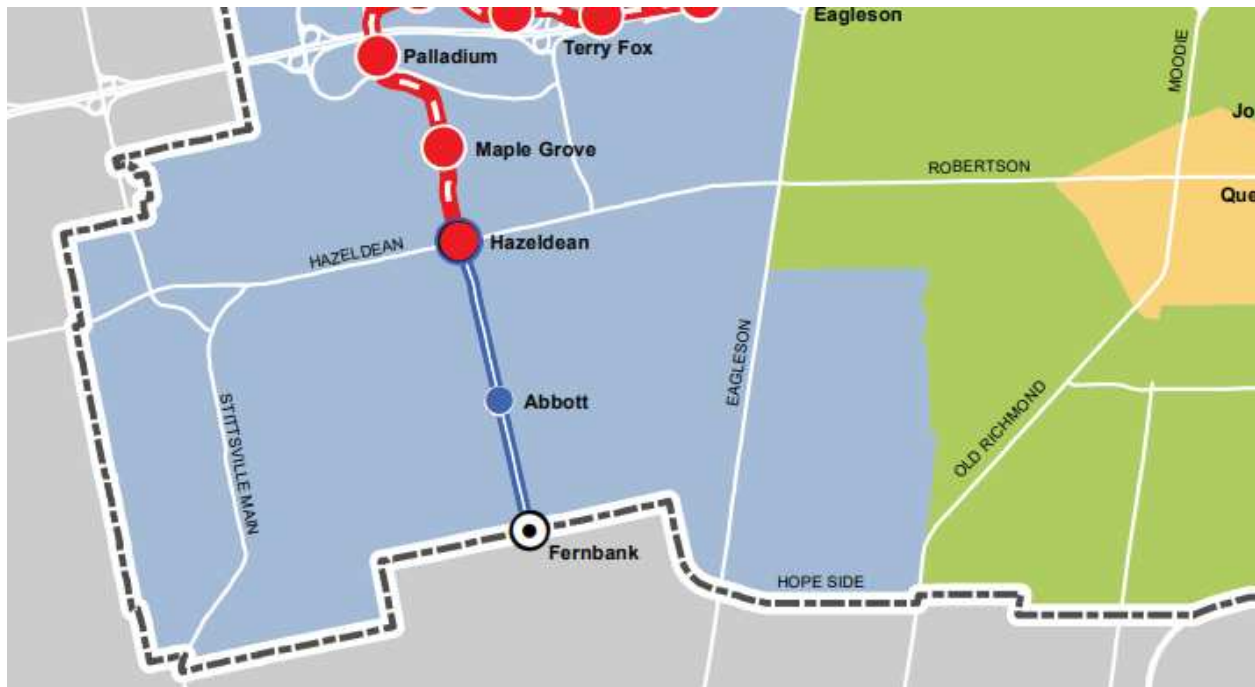


Figure 6: Schedule A from City of Ottawa Official Plan. Blue denotes Suburban Transect



Figure 7: Schedule B from City of Ottawa Official Plan. Purple dotted hatch denotes Evolving Neighborhood Overlay.

Within the evolving Overlay as per 5.6.1.(4)(a) ‘the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates the development achieves objectives of the applicable transect with regard to density-built form and site design in keeping with the intent of Section 3 and 5 of this plan.’ This application is seeking to rezone to an R4Z which will allow for low-rise apartments and is in keeping with the intentions of the official plan.

2.3 Suburban Transect

The Suburban Transect established pattern is characterized by low to mid density development with low-rise within Neighborhoods. The plan supports a range of dwelling units sizes including low rise multi-unit dwellings near street transit routes. Neighborhoods 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:

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

2.4 Overlays

Overlays provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas. The Evolving overlay is applied to areas in close proximity to Corridors to signal a gradual evolution over time 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. In this case the overlay is generated by Stittsville Main Street Corridor and is supportive of low-rise intensification.

2.5 Neighborhood Designations

Neighborhoods are contiguous urban areas that constitute the heart of communities. They are planned for ongoing gradual integrated, sustainable and internally compatible development. Neighborhood policies allow for the development of a full range and choices of housing, with complementary small scale non-residential land uses to support the creation of 15 minute neighborhoods.

A range of residential and non-residential build forms will be permitted throughout the neighborhood designation, including:

- Low-rise housing options sufficient to meet and exceed the goals of the Residential Intensification Targets (Table 2 of the Official Plan) and Neighborhood residential density and large dwelling targets.
- Housing options with the predominate new building form being missing middle housing, which meet the intent of the following policy:
 - Innovative building forms, including the in the missing middle housing category, in order to strengthen, guide toward or seed conditions for 15-minute neighborhoods. Innovative building forms including but are not limited to adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centers; co-location of housing above City facilities including those facilities on land dedicated by parkland.... development of a single lot or a consolidation of lots to produce missing middle housing...

2.6 Zoning

Zoning By-law will distribute permitted densities in the neighborhoods by:

- Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in area close to, but not limited to, rapid-transit stations, Corridors and major neighborhood amenities.
- Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighborhood amenities, and
- Provide for a gradation and transition in permitted densities and mix of housing types between the areas described above.

The city has established form-based regulations through the zoning By-law, Site Plan Control and other regulatory tools. Such form-based tools regulation may include requirements for articulation, heights, setbacks, massing, floor area, rooflines, landscaping for:

- Local context and character of existing development.
- Appropriate interfaces with the public realm

- Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability.
- Proximity to Hubs, Corridors, and rapid-transit stations
- Transition in building forms to and from abutting designations
- The intended density to accommodate within the permitted building envelope.
- The provisions of Subsection 4.2 Policy 1(d):
 - 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: establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability.

2.8 Backgrounds and Studies

A pre-consultation meeting was held with the City of Ottawa staff on September 27, 2022. Based on this meeting the following studies and plans were prepared:

- Site Servicing Plan prepared by Kollaard Associates.
- Grading and Drainage Plan prepared by Kollaard Associates.
- Civil Details prepared by Kollaard Associates.
- Roadway Reinstatement Plans prepared by Kollaard Associates.
- Erosion and Sediment Control Plans prepared by Kollaard Associates.
- Servicing and Stormwater Management Report prepared by Kollaard Associates. The report has described pre and post construction drainage condition, stormwater management, sanitary sewer design, watermain design, fire hydrant flow, and erosion and sediment control. The report concluded that there is adequacy of the existing municipal services.
- Geotechnical Investigation prepared by Kollaard Associates. The report has described existing conditions and construction recommendations.
- Landscape Plans and Details prepared by CW Landscape Architects.
- Survey Plan prepared by Annis, O'Sullivan, Vollebakk Ltd. The surveyor's certificate has certified that the survey and plan are correct and are in accordance with the Surveys Act and the Land Titles Act and the Regulations made there under
- Phase I Environmental Site Assessment prepared by Kollaard Associates. The report concludes that there are significant environmental related issues at the subject site with regards to subsurface soil and / or groundwater quality.
- Tree Conservation Report prepared by Dendron Forestry Services. The report concludes that there is no vegetation on site except for a line of cedar hedges along the southern property line. There were no natural elements or species at risk observed on the site.

3.0 The Proposal

3.1 Design

The proposed new development is located at 121 Brae, it is the development of a vacant lot within a previously developed area. The proposal consists of a new three-story low rise residential use building with five affordable rental apartments. The units are a combination of 3 – 2-bedroom units and 2 – 3-bedroom units. The proposed building has gross floor area of 505 meters squared.

The site is in an Evolving Overlay area and as such it is designated to support intensification. Located within close proximity to the businesses, public service, bike paths and transit routes, the introduction of this proposed development will meet the growing needs of affordable family housing. This proposal meets the intensification and diversification laid out in the Official Plan and complements the desire to have 15-minute neighborhoods which includes shifting to more sustainable modes of transportation. Ample bicycle parking is located at the front of the building and the close proximity to main street will encourage active transportation. The services surrounding this development provide the occupants with the ability to meet their daily needs within walking / biking distance.

An asphalt parking area is located at the rear of the building, five parking spaces including one barrier free spot are being proposed.

Soft scaping is proposed in the front and side yards. Plant species were chosen for their low maintenance and their ability to thrive in the environment where they will be placed. A fenced community garden for residents is located along the side of the building along with seating to create a sense of community within the building. Some hardscaping is placed at the front of the building to allow children a safe place to play while having a variety of surfaces to play on.

As noted, the official plan mitigates differences between existing and proposed development and help achieve compatibility of form and function, to ensure new developments complements the character of existing communities to create successful intensification. If a new building ‘fits well’ within the physical characteristic of the neighborhood, it ‘works well’ within the community. The proposed development as defined in the meets the design objectives:

- .1 The development appreciates the local patterns of development that have been seen in this community.
- .2 Defines quality public and private spaces by adding to the continuity of the street frontage.
- .3 Creates a space that is accessible.
- .4 In keeping with the close proximity to the Stittsville Main Street Corridor and Evolving Overlay this development will aid the goal of achieving a gradual intensification of the urban fabric, thus respecting the character of the existing area.
- .5 The building has the ability to be flexible and adapt in response to a variety of possible uses depending on the changing social and economic conditions.
- .6 By developing in an area with established local transit cycling networks within the vicinity, and by providing ample bike storage, the development will encourage active transportation.

These objectives are addressed by the following means:

.1 Stittsville has a more dispersed village like built form arrangement of primarily residential type buildings, some of which have been converted to a variety of commercial uses. The surrounding residential context is low-density and suburban in nature, with homes in the 1-2 storey height range, set on large properties. This project is in close proximity of the Stittsville Main Street Corridor as part of the overlay there is the intention that a gradual evolution will occur over time that will see intensification, this includes the change in character and more diverse functions of land use. This project fits within this parameter while being sensitive to the surrounding community. The material chosen is from a similar pallet to the surrounding homes. The design features includes overhang, soffits, and front porch which are typical to the surrounding homes. Parking is located at the rear and is screened from the adjacent properties and pedestrian access is from the front of the property.

.2 The proposed project defines quality public and private spaces by adding to the continuity of the street frontage. This proposed project has trees, gardens and soft scaping has a similar typology as the landscaping of single-family residential homes in the surrounding area and will provide a continuity of the street scape. The public space of the street transition to private spaces through the use of landscape, soft scaping and trees act as an intermediate space between the street and the garden and front doors.

The amenity area provided exceeds the requirements set of the zoning By-law. The by-law requires 75 square meters to be provided, with one area being provided that is a minimum of 54 meters squared. The proposed plan offers 87 square meters, which gardens and green space. Similar to the surrounding homes a significant amount of green space will surround the building.

.3 By providing affordable housing, the proposed development will provide accommodations to meet the needs of a range of people from varying demographics within the community, which will enhance and enliven the community at large.

.4 The proposed building is an intensification of the urban fabric that meets the intent of the Evolving Overlay. Future more as part of the Stittsville Main Street Community Design Plan there is a requirement that:

'New residential developments will offer affordable housing with direct access to transit to afford the creation of social cohesion and a rich mix of experiences for residents and businesses. The City will require that the housing affordability objectives of the Official Plan will be achieved by ensuring that a range of housing types and tenures are encouraged for residential uses. In order to meet Official Plan policies, 25% of all rental and ownership housing shall be affordable.'

This proposed development will aid in meeting this goal and all the units will be affordable housing. The project also addresses the missing middle housing, it is intended to be affordable housing for families as such the project will aid in meeting the demands of the growing community.

.5 The proposed building could be modified in the future to meet the changing needs of the community. The floor open floor plan would allow for easy modifications of the internal partitions if required.

- .6 Active transportation adds to the sense of community, it facilitates social interaction and creates places where living and working is more enjoyable. Bike parking is provided conveniently located at the building. The number of bike parking spaces provided is eight, this far exceeds the requirement of seven as denoted in By-law 2008-250 Part 4 Section 111 (1), Table 111A. The close proximity to main street will make most amenities within walking distance. Main Street is considered a 'Spine Route' by The Primary Urban Cycling Network in the Transportation Master Plan. Main street is also considered a Transit Priority Corridor.

In summary it is felt that the proposed low-rise apartment will be an appropriate new development. It appreciates the local patterns of the urban fabric will allow for gradual intensification and provides the community with affordable housing. It also addresses the 'missing middle' housing typology within the City of Ottawa. Refer to Appendix A for Proposed Renders, Site Plans and Architectural plans.

3.2 Zoning By-law Amendment

There are two Zoning By-law amendments being sought. The first is a rezoning from First Density R1D to Fourth Density R4Z zone which permits low-rise apartment dwellings. The site is located in the Sittsville Main Street Evolving Overlay and as such it is designated to support intensification.

The second Zoning By-law Amendment is for a revision of parking from 7 spaces to 5. Based on Table 101 the parking ratio is 1.2 per dwelling unit, with five units and 6 parking spaces are required for residences. Based on Table 102 Minimum Visitor Parking the ratio is 0.2 per dwelling unit for each of the low-rise apartments. Based on the zoning requirements for 5 dwelling units one off street visitor parking spaces should be provided. A minor zoning variance is being sought to allow for a total of five parking spaces including one barrier free. Given the close proximity to main street, public transit and the Official Plan's desire to encourage sustainable modes of transportation it is reasonable to assume that not all occupants would require parking. Also, since the building is targeting low-income families, it could also be reasonable to assume that not all families would have parking needs and may rely on public transit. It is also understood that street parking is not a viable option for tenants, potential tenants will need to be made aware of provision for parking.

Below is a summary of the zoning requirements for RZ4 and the provided in the proposed development.

	Requirement for R4Z	Provided	Variance
Minimum Lot Width (m)	18	21.78	
Minimum Lot Area (sq.m)	450	602.86.	
Minimum Front Yard Set Back (m)	3	3	
Corner Yard Set Back (m)	3	3	
Side Yard Set Back (m)	1	1	
Rear Yard Set Back (m)	6		

Maximum Building Height (m)	14.5	11	
Parking Requirements	6	5	-1
Visitor Parking Requirements	1	0	-1
Bicycle Parking	3	8	
Amenity Space Requirement (m.sq)	75	87.2	

3.3 Public Consultation

The property owners have spoken to their neighboring property owners regarding this proposal.

In the near future both the local Councilor and the Community Association will be contracted and the plans for this development will be shared. Ideally we will be provided with the opportunity to present the plans to the Community Association and a conservations can be had to understand any concerns the community may have.

4.0 Conclusion

The proposal has been prepared in support of an application for a Zoning By-Law amendment to change the zoning from a First Density R1D to Fourth Density R4Z zone, and a variance on the parking requirements from 7 spaces to 5.

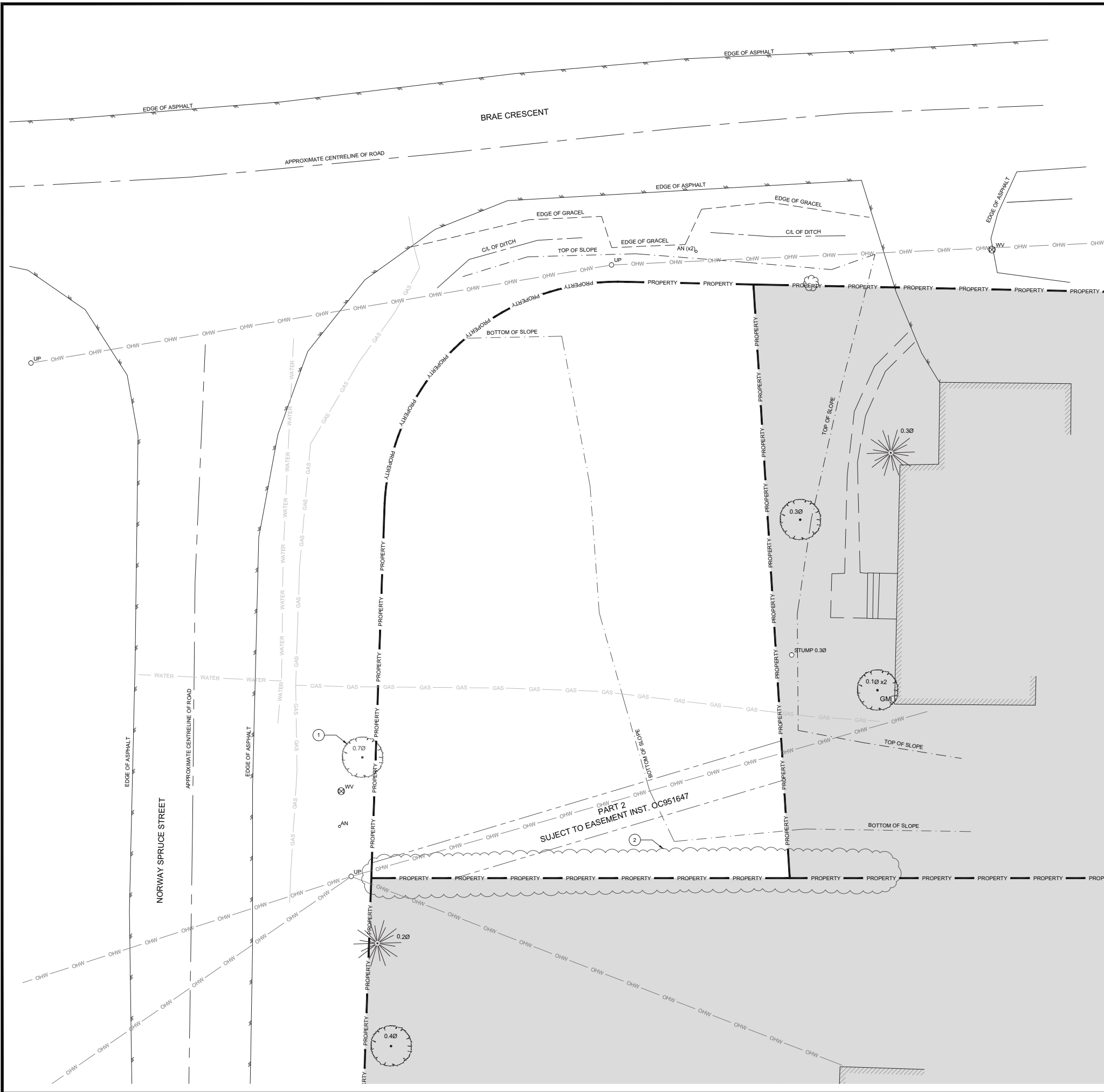
The proposed plan is consistent with the Provincial Policy Statement, and the City of Ottawa Official Plan and is keeping with the evolving overlay generated by Stittsville Main Street Corridor. The proposed low-rise apartment is compatible with its surrounds. The proposed Zoning By-lay amendments will implement the goals and objectives of the policies in the City’s Official Plan and supports the creation of 15-minute neighborhoods while addressing the missing middle housing typology.

In considering this proposal, a comprehensive review of supporting studies have been completed including:

- Geotechnical Report
- Servicing & Storm Water Management Report.
- Phase 1 Environmental Site Assessment
- Tree Conservation Report

The studies have not identified any potential impacts / issues resulting from the proposed development.

Appendix A

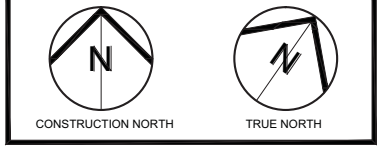


LEGEND FOR DRAWING A1.1:

- PROPERTY — PROPERTY LINE
- SET BACK — SETBACK
- OHW — OVERHEAD WIRES
- WATER — UNDERGROUND WATER
- GAS — UNDERGROUND GAS
- ⊗ WV WATER VALVE
- AN ANCHOR
- UP UTILITY POLE
- GM GAS METER

NOTES FOR DRAWING A1.1:

1. EXISTING SHRUBS TO BE REMOVED AND DISPOSE OF.
2. EXISTING TREE TO BE REMOVE AND DISPOSE OF.



1	Issued for Zoning By-law Amendment	06.06.23
No	ISSUE/REVISION	DATE
N°	ÉMISSION/RÉVISION	DDMMYY

BRYDEN GIBSON
ARCHITECTS INCORPORATED

1066 Somerset Street West, Suite 200, Ottawa Ontario, K1Y 4T3
Telephone: 613.724.9914 E-mail: architecture@brydengibson.ca

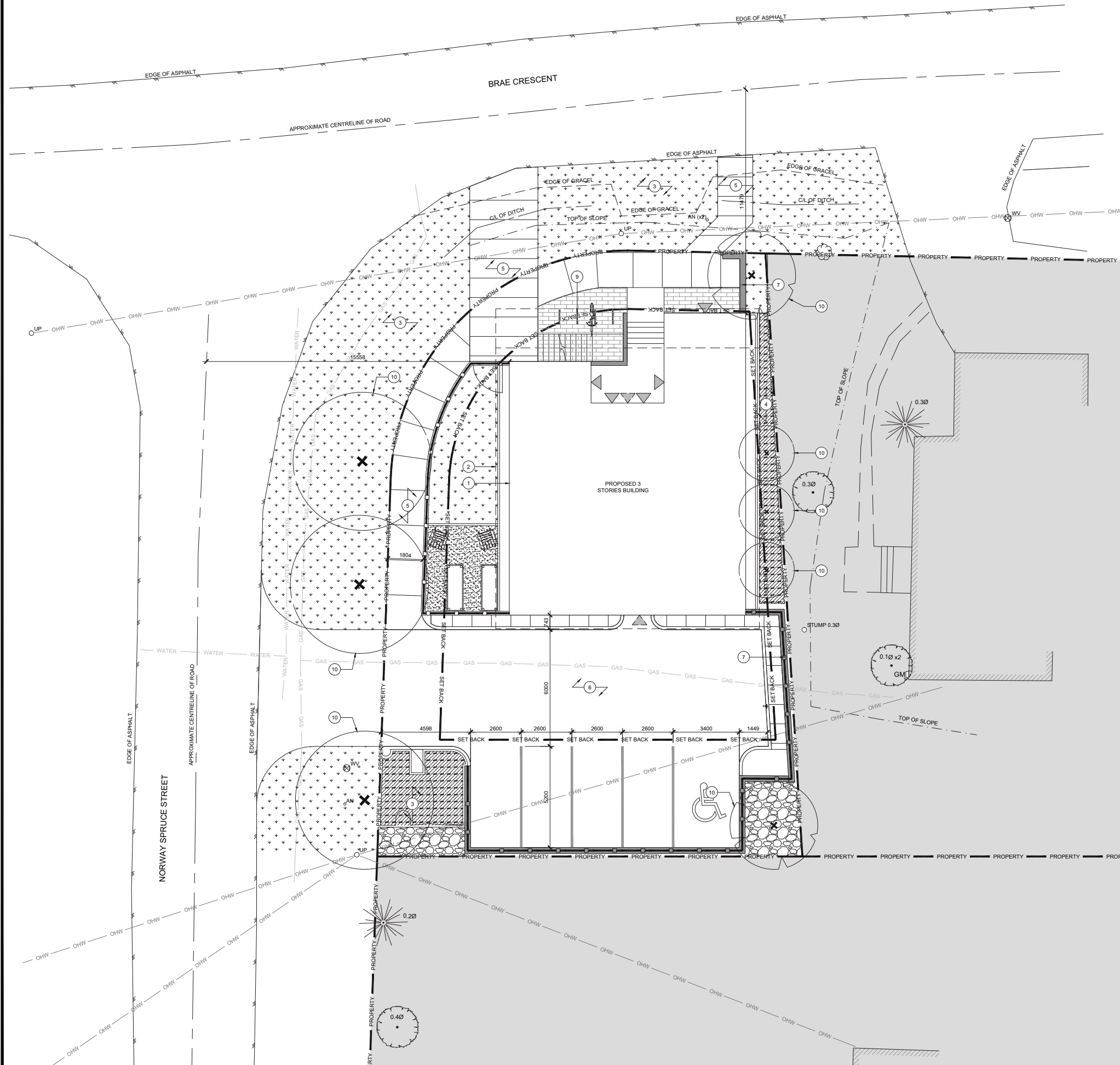
PROJECT NAME / NOM DU PROJET
Taite Residence

121 Brae Cres, Stittsville, ON K2S 1P1

DRAWING TITLE / TITRE DU DESSIN
Site Plan - Demolition

JOB No 737-22	N° DE PROJET	DATE August 2022	DATE
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CHECKED BY SG	VÉRIFIÉ PAR	SI CETTE LIGNE NE MESURE PAS 25mm, AJUSTER VOTRE ÉCHELLE D'IMPRESSION.	
ARCHITECT'S STAMP	DRAWING No A1.1	DESSIN N°	
SCEAU D'ARCHITECTE	REVISION No 0	REVISION N°	0

AutoCAD File: S:\Projects\737-22_121 Brae Cres\3D\3D Model\3D Model.dwg - 2023-06-21 10:00:00 AM



LEGEND FOR DRAWING A1.2:

- PROPERTY — PROPERTY LINE
- SET BACK — SETBACK
- OHW — OVERHEAD WIRES
- WATER — UNDERGROUND WATER
- GAS — UNDERGROUND GAS
- FENCE
- SOD
- HARD LANDSCAPING
- AGGREGATE
- ⊗ WV WATER VALVE
- AN ANCHOR
- UP UTILITY POLE
- GM GAS METER
- ▲ ENTRANCE OF UPPER UNIT
- ▲ ENTRANCE OF LOWER UNIT

NOTES FOR DRAWING A1.2:

1. LINE OF FOUNDATION.
2. LINE OF ROOF OVERHANG.
3. SOFT LANDSCAPING.
4. PLANTS EXACT SPECIES TO BE DETERMINED BY OWNER.
5. WALKWAY.
6. PAVED DRIVEWAY.
7. CONCRETE RETAINING WALL.
8. RESERVED.
9. BICYCLE RACK.
10. TREE EXACT SPECIES AND LOCATION TO BE DETERMINED.

PROJECT INFORMATION

ZONING BY-LAW 2006-250	RAZ
SITE AREA	602.87 SQ.M (6489.19 SQ.FT)
AVERAGE MEAN GRADE (GEODETIC ELEVATION)	122.33M
GROSS FLOOR AREA (CITY OF OTTAWA)	
BELOW GRADE	82.72 SQ.M (890.39 SQ.FT)
GROUND FLOOR	141.14 SQ.M (1519.22 SQ.FT)
SECOND FLOOR	131.64 SQ.M (1416.96 SQ.FT)
THIRD FLOOR	149.85 SQ.M (1612.97 SQ.FT)
TOTAL GROSS FLOOR AREA	505.35 SQ.M (5439.54 SQ.FT)

UNIT STATISTICS

2 BEDROOM UNIT	3
3 BEDROOM UNIT	2
BARRIER FREE UNIT	0
TOTAL	5

PROJECT STATISTICS

	REQUIRED	PROVIDE
BUILDING HEIGHT	15M MAX.	11M
FRONT YARD SETBACK	3M	3M
CORNER SIDE YARD SETBACK	3M	3M
REAR YARD SETBACK	6M	6M
INTERIOR YARD SETBACK	1M	1M

CAR PARKING REQUIREMENT

	REQUIRED	PROVIDE
RESIDENTS	6 (1.2 x 5 UNITS)	5
VISITOR	1 (0.2 x 5 UNITS)	0

BICYCLE PARKING REQUIREMENT

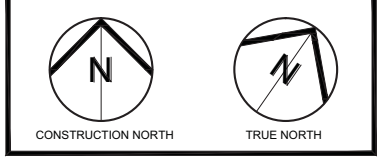
	REQUIRED	PROVIDE
RESIDENTS	3 (0.5 x 5 UNITS)	8

AMENITY AREA

	REQUIRED	PROVIDE
TOTAL	75 SQ.M (5 UNITS x 15 SQ.M)	87.2 SQ.M (938.61 SQ.FT)

WASTE MANAGEMENT REQUIREMENT

	REQUIRED	PROVIDE
GARBAGE	0.231 SQ.YD / UNIT	1 YARD
RECYCLING FIBER	360L BLACK CART / 6 UNITS	1-360L
RECYCLING GMP	360L BLUE CART / 6 UNITS	1-360L
COMPOST	1 KITCHEN CATCHER / UNIT AND 1 COMMUNAL 250L GREEN CONTAINER / 50 UNITS	1-250L
AREA	2 SQ.M	8.9 SQ.M (95.80 SQ.FT)



1	Issued for Zoning By-law Amendment	06.06.23
No	ISSUE/REVISION	DATE
N°	ÉMISSION/RÉVISION	DDMMYY



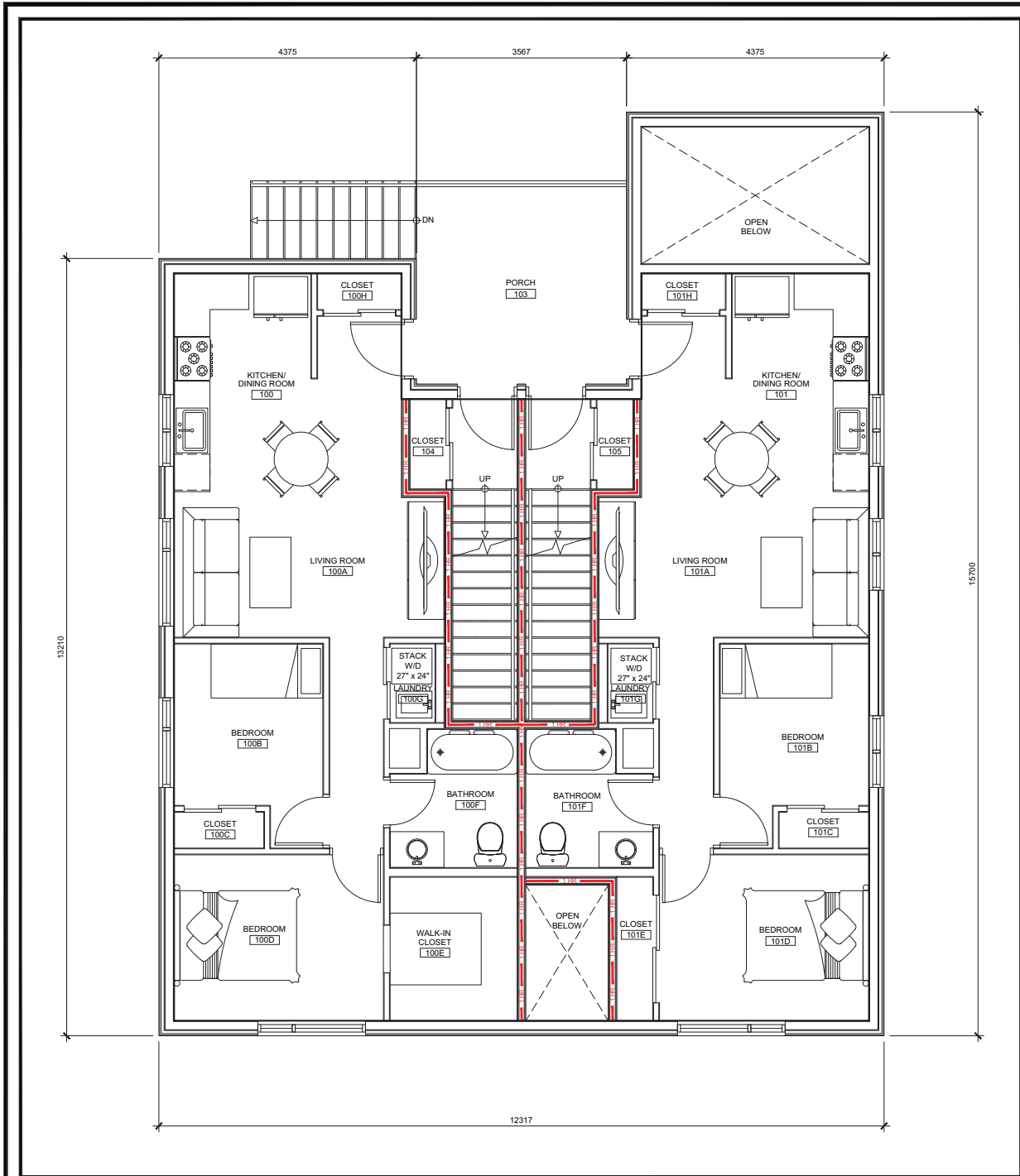
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Taite Residence
 121 Brae Cres, Stittsville, ON K2S 1P1

DRAWING TITLE: TITRE DU DESSIN
Proposed Site Plan

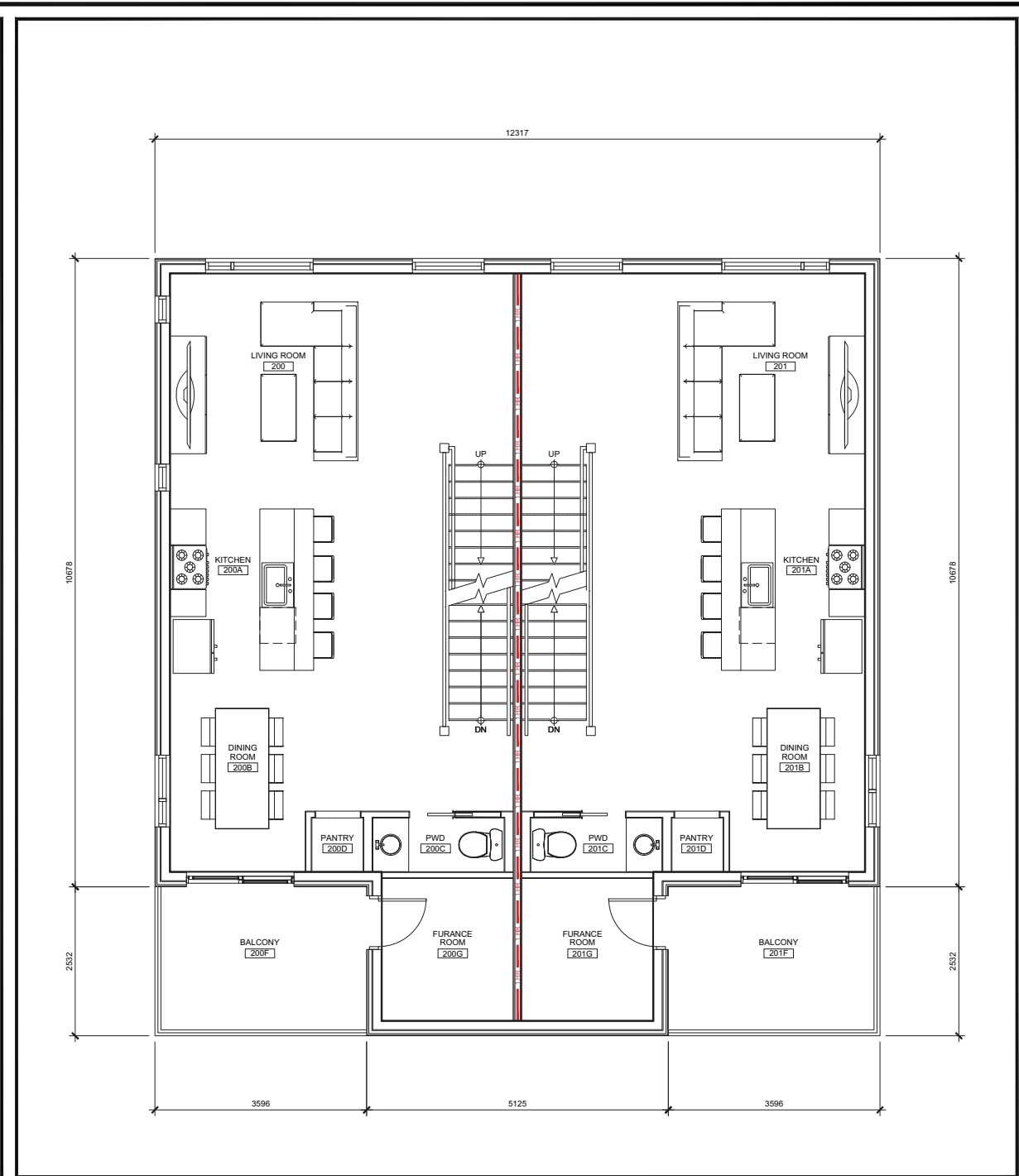
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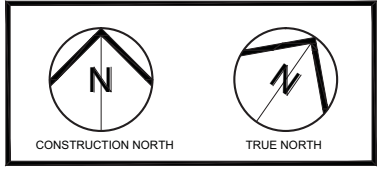
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1
A3 Ground Floor Plan
Scale = 1:50



2
A3 Second Floor Plan
Scale = 1:50



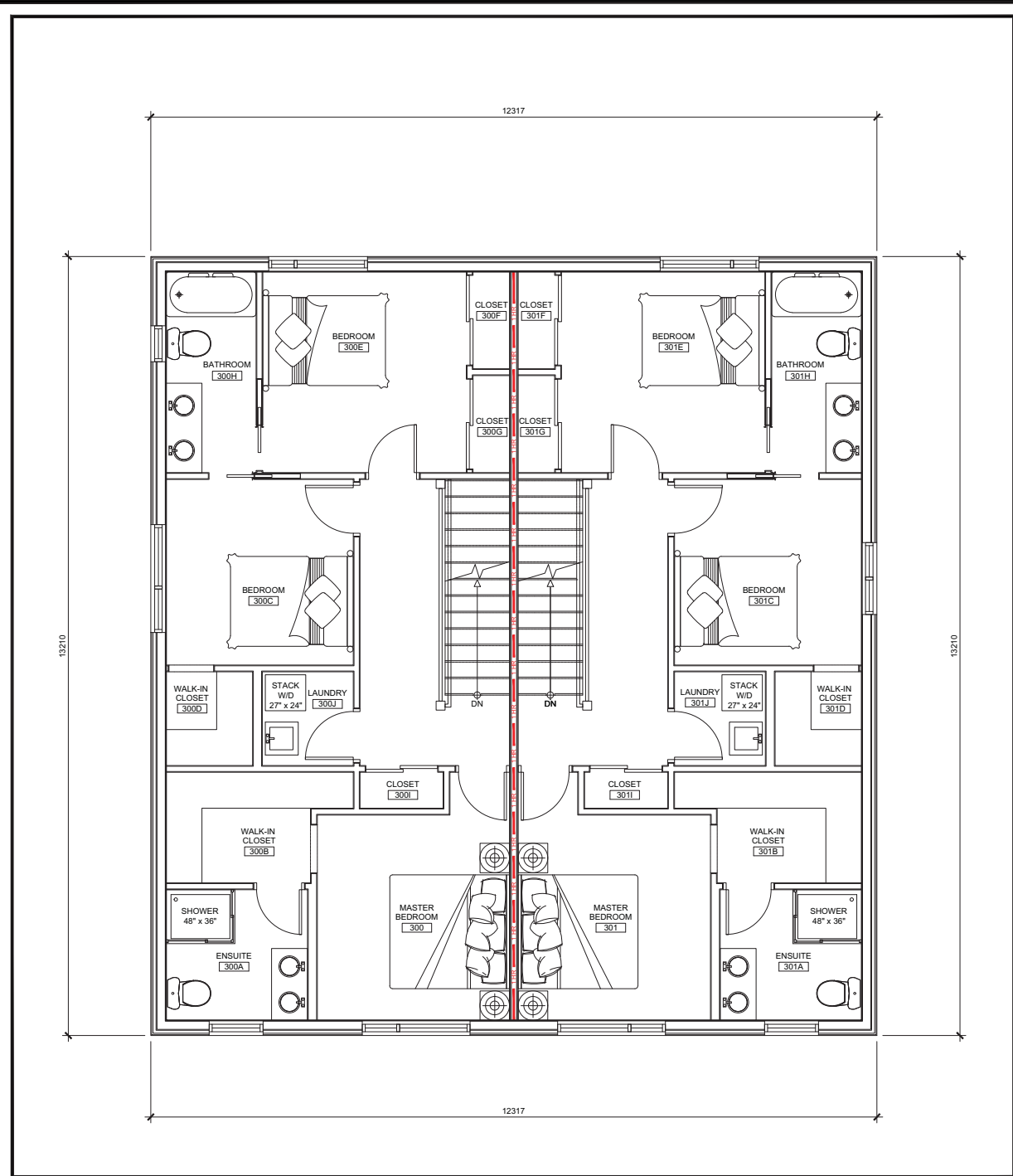
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1	Issued for Pre-Application Consultation	08.08.22
No	ISSUE/REVISION	DATE
N°	ÉMISSION/RÉVISION	DD/MM/YY


BRYDEN GIBSON
 ARCHITECTS INCORPORATED
 1066 Somerset Street West, Suite 200, Ottawa Ontario, K1Y 4T3
 Telephone: 613.724.9914 E-mail: architecture@brydengibson.ca

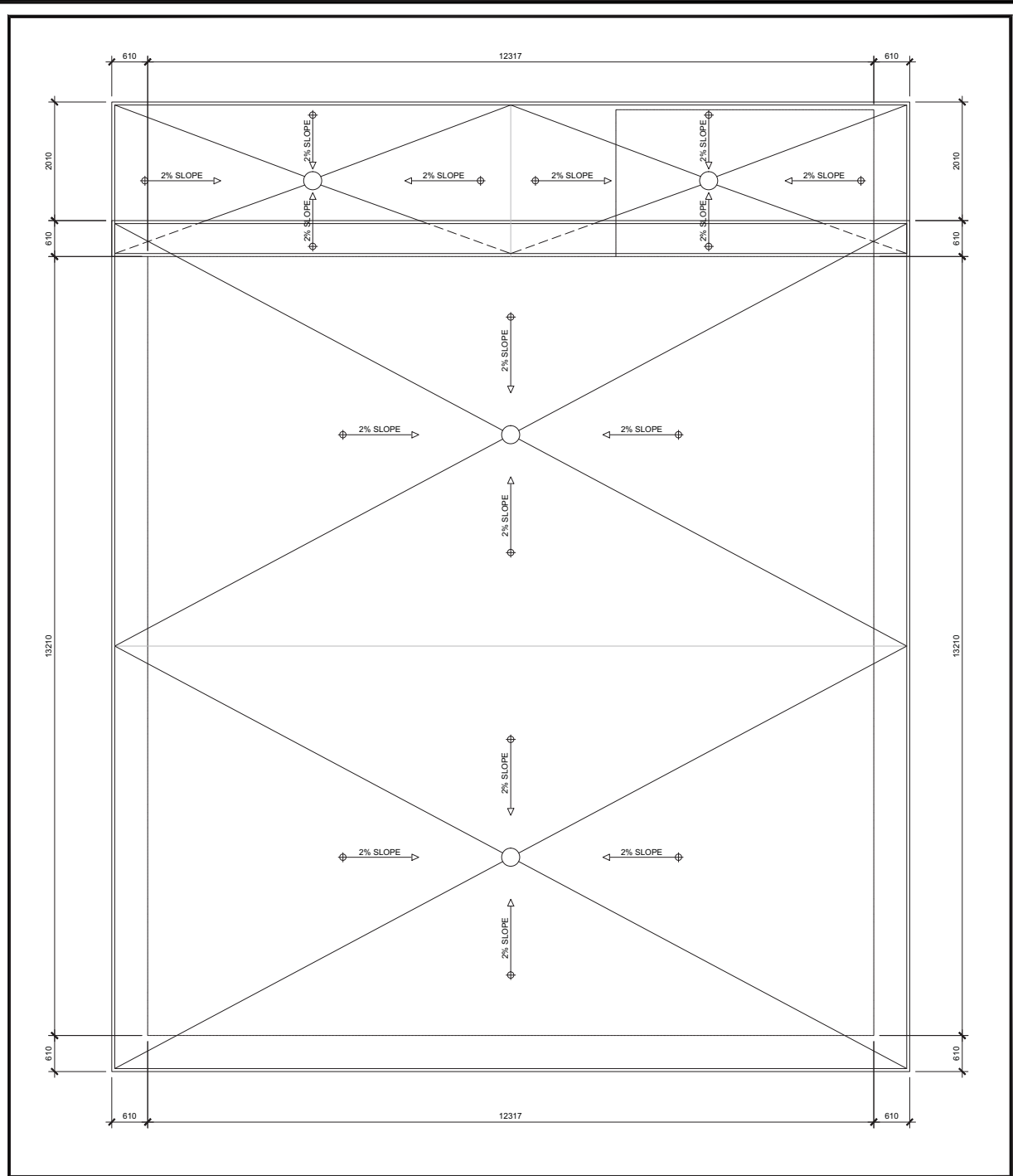
PROJECT NAME / NOM DU PROJET
Taite Residence
 121 Brae Cres, Stittsville, ON K2S 1P1
 DRAWING TITLE / TITRE DU DESSIN
Proposed Floor Plans

JOB No 737-22	N° DE PROJET	DATE August 2022	DATE
SCALE As Noted	ECHELLE	PRINTING SCALE/ ÉCHELLE D'IMPRESSION	
CONCEPTION BY SG	CONÇUS PAR	IF THIS BAR IS NOT 25mm LONG, ADJUST YOUR PRINTING SCALE. SI CETTE LIGNE NE MESURE PAS 25mm, AJUSTER VOTRE ÉCHELLE D'IMPRESSION.	
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CHECKED BY SG	VÉRIFIÉ PAR		
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SCEAU D'ARCHITECTE	REVISION No 0	RÉVISION N°	

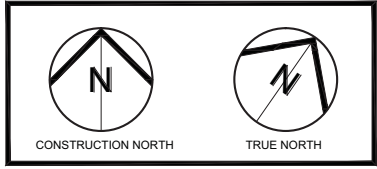
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1 Third Floor Plan
A4 Scale = 1:50



2 Roof Plan
A4 Scale = 1:50



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PROJECT NAME / NOM DU PROJET
Taite Residence
121 Brae Cres, Stittsville, ON K2S 1P1

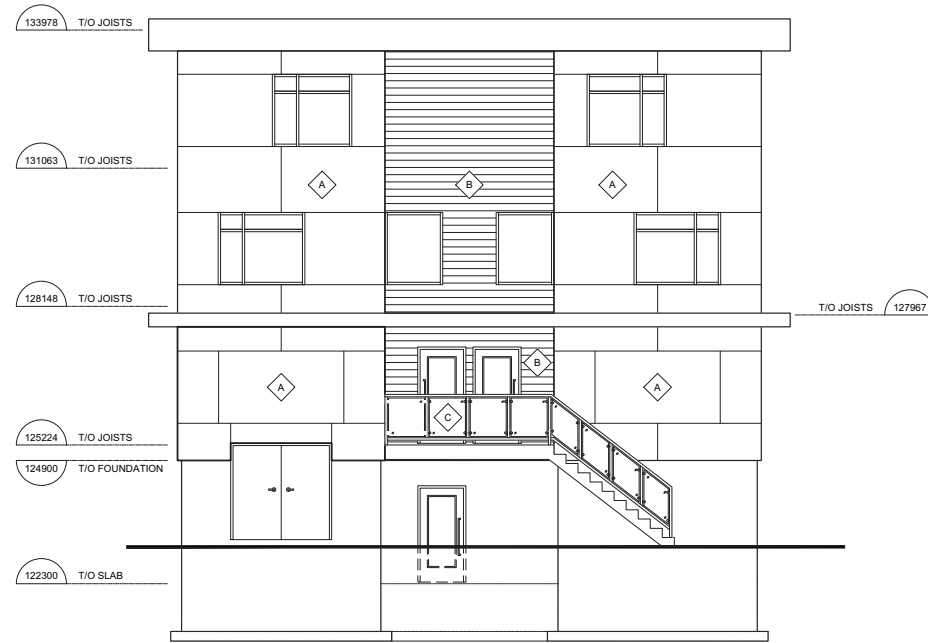
DRAWING TITLE / TITRE DU DESSIN
Proposed Floor Plans

JOB No 737-22	N° DE PROJET	DATE August 2022	DATE
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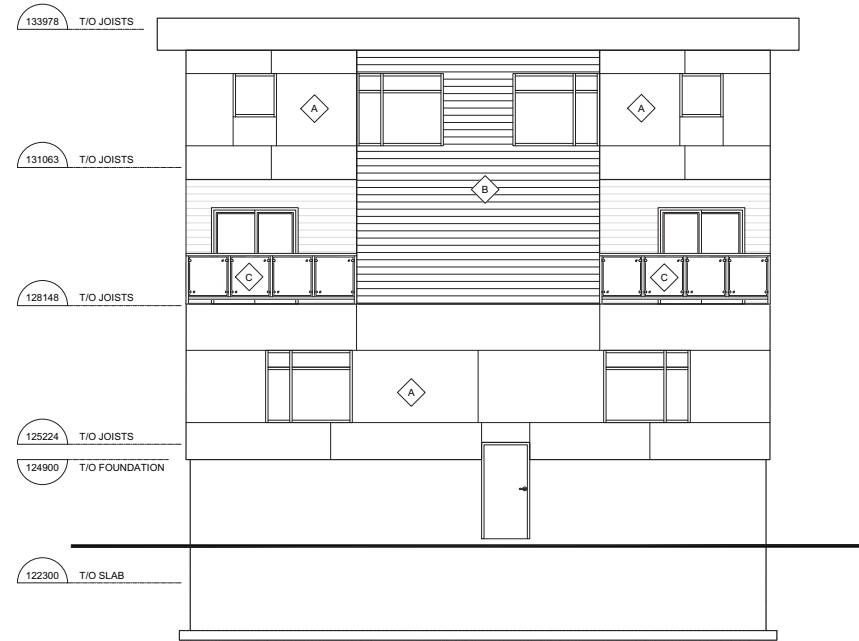
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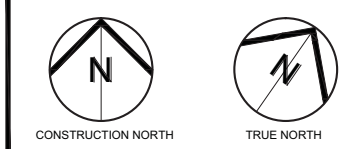
-  PHENOLIC PANEL
-  WOOD SIDING
-  TEMPERED GLASS GUARDRAIL



1 North Elevation
A5 Scale = 1:75



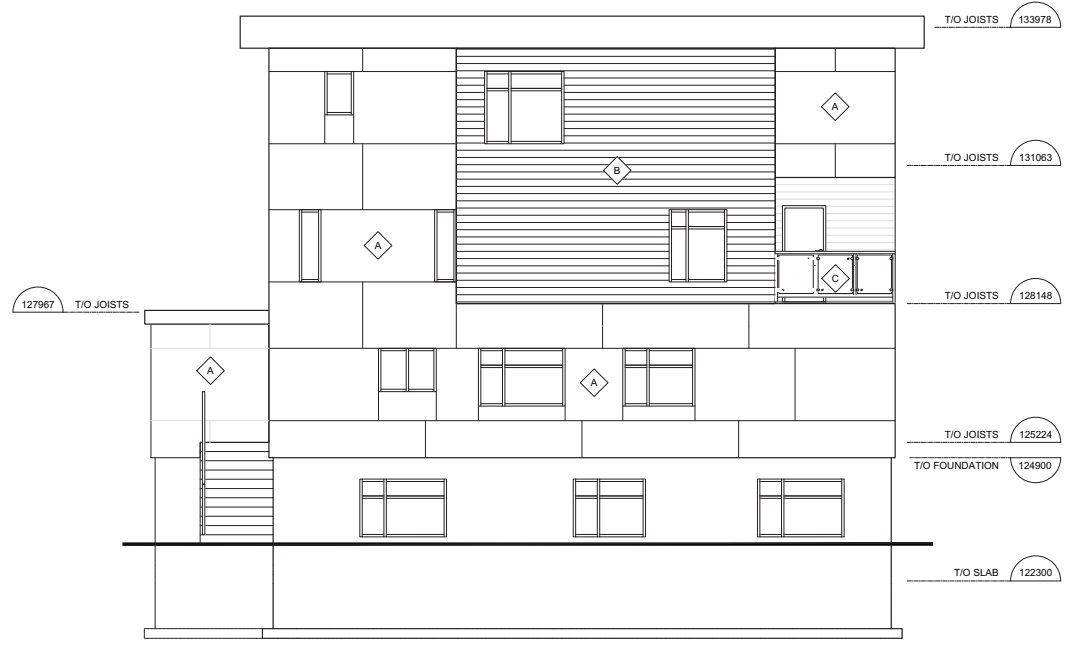
2 South Elevation
A5 Scale = 1:75



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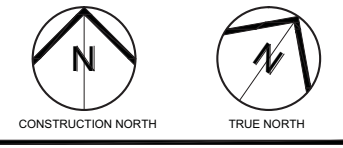


PROJECT NAME NOM DU PROJET		Taite Residence	
121 Brae Cres, Stittsville, ON K2S 1P1			
DRAWING TITLE TITRE DU DESSIN		Proposed Elevations	
JOB No 737-22	N° DE PROJET	DATE August 2022	DATE
SCALE As Noted	ECHELLE	PRINTING SCALE/ ÉCHELLE D'IMPRESSION	
CONCEPTION BY SG	CONÇUS PAR	IF THIS BAR IS NOT 25mm LONG, ADJUST YOUR PRINTING SCALE.	
DRAWN BY WKW	DESSINÉ PAR	SI CETTE LIGNE NE MESURE PAS 25mm, AJUSTER VOTRE ÉCHELLE D'IMPRESSION.	
CHECKED BY SG	VÉRIFIÉ PAR		
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SCEAU D'ARCHITECTE	REVISION No RÉVISION N°	0	

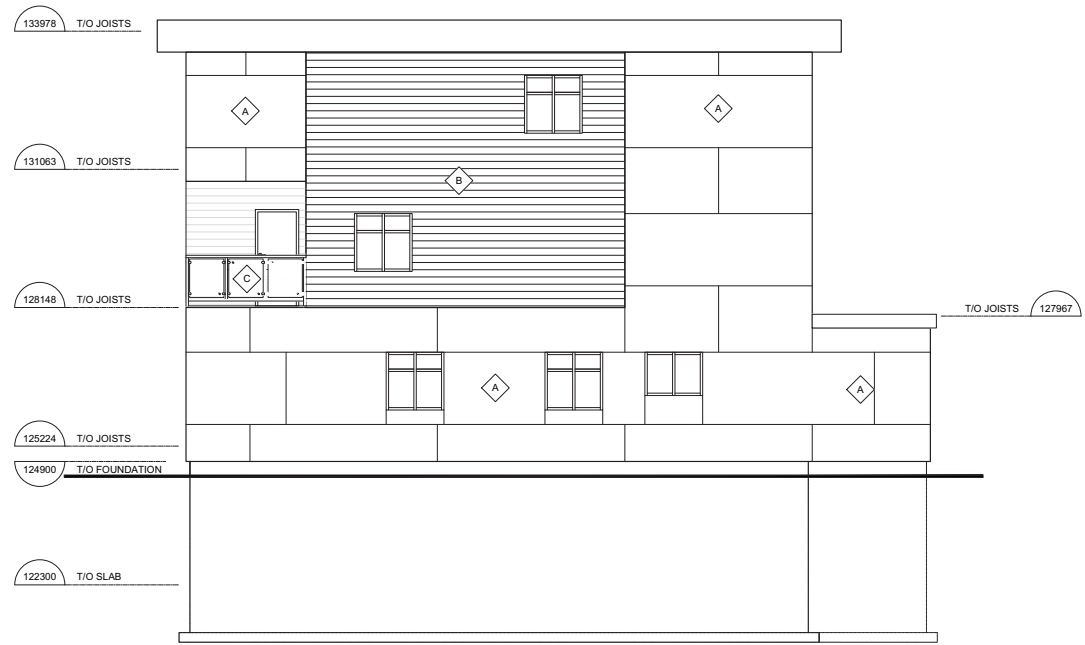


LEGEND:

- A PHENOLIC PANEL
- B WOOD SIDING
- C TEMPERED GLASS GUARDRAIL



1 West Elevation
A6 Scale = 1:75



2 East Elevation
A6 Scale = 1:75

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PROJECT NAME / NOM DU PROJET		Taite Residence	
121 Brae Cres, Stittsville, ON K2S 1P1			
DRAWING TITLE / TITRE DU DESSIN		Proposed Elevations	
JOB No / N° DE PROJET	737-22	DATE	August 2022
SCALE / ÉCHELLE	As Noted	PRINTING SCALE / ÉCHELLE D'IMPRESSION	
CONCEPTION BY / CONÇUS PAR	SG	IF THIS BAR IS NOT 25mm LONG, ADJUST YOUR PRINTING SCALE.	
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CHECKED BY / VÉRIFIÉ PAR	SG		
ARCHITECT'S STAMP	DRAWING No / DESSIN N°	A6	
SCEAU D'ARCHITECTE	REVISION No / RÉVISION N°	0	