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PLANNING RATIONALE

ZONING AMENDMENT

SUBJECT SITE: 1412 STITTSVILLE MAIN STREET



REPORT DATE: April 30, 2025, Revision 1
PREPARED FOR: GOULET REAL PROPERTY
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This Planning Rationale is prepared in support of a Minor Zoning Amendment Application for the proposed development at 1412 Stittsville Main Street.

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1 EXECUTIVE SUMMARY

The proposed application is a Minor Zoning Amendment application to pursue performance standard modifications to permit a reduction in required resident parking spaces.

The proposed Minor Amendments have been reviewed against the Provincial Policy Statement (PPS), City of Ottawa Official Plan (OP) and the Stittsville Secondary Plan. Supporting materials have been reviewed and it is determined that the proposed development is considered supportable from a land use planning perspective.

The proposed amendments are consistent with the policies in the PPS and conform to the policies of the Official Plan. The amendments proposed support the development of a low-rise apartment building.

Applications Required:

- 1) Minor Zoning Amendment

Materials Submitted:

- [Site Plan
- [Elevations
- [Planning Rationale
- [Urban Design Brief
- [Zoning Confirmation Report
- [Survey

2 PROJECT DESCRIPTION

The proposed development is for a 3-storey residential building with 18 units, 4 studios, 10 one-bedroom units and 4 one-bedroom units with a den. The proposed development is situated on the west side of Stittsville Main Street near Alexander Grove Park and northwest of Stittsville's Public Library.

The 18-unit project is proposing 18 bicycle parking spaces and 18 vehicle parking spaces where 3 are visitor spaces and the remaining 15 spaces are for residents. The proposed development requires an amendment to reduce the total amount of parking spaces from 1.2 spaces per unit to 0.83 spaces per unit and the visitor space from 0.2 spaces per unit to 0.16 spaces per unit.

The proposed amendments are being sought as a Minor Zoning Amendment. A Site Plan Control Application will be submitted following approval of the Zoning Amendment.

2.1 Project Statistics

The following table outlines the project statistics:

	1412 Stittsville Main Street
Site Area	1409.53 m ²
Number of Storeys	3
Number of Units	18
Proposed Height	12.8 metres
Gross Floor Area	592.70 m ²
Total parking spaces	18 (1 Barrier Free)
Bicycle parking spaces	18 (Exterior)
Lot Coverage	21 %

3 SITE AND CONTEXT

3.1 Site

The subject site is a long rectangular-shaped, interior lot located along the west side of Stittsville Main Street in the Poole Creek neighbourhood. The property has been vacant for at least a decade and is surrounded by development. The immediate area along Main Street is characterized by a mix of single detached dwellings and townhouses. While a variety of residential densities surround the east and north parts of the site, the site's west side abuts a commercial plaza which has a mix of amenities and restaurants.



Figure 1: Subject Site (Source: GeoOttawa).

Currently, the site is identified as an undeveloped parcel within an existing lot fabric. The proposed development would fit comfortably with the existing built form and represent a suitable and appropriate infill opportunity.

The following list provides the existing lot dimensions for 1412 Stittsville Main St

- [Lot frontage: 20 m
- [Lot depth: 70.50 m
- [Lot area: 1409.53 m²

Figure 1: Subject Site (Source: GeoOttawa).

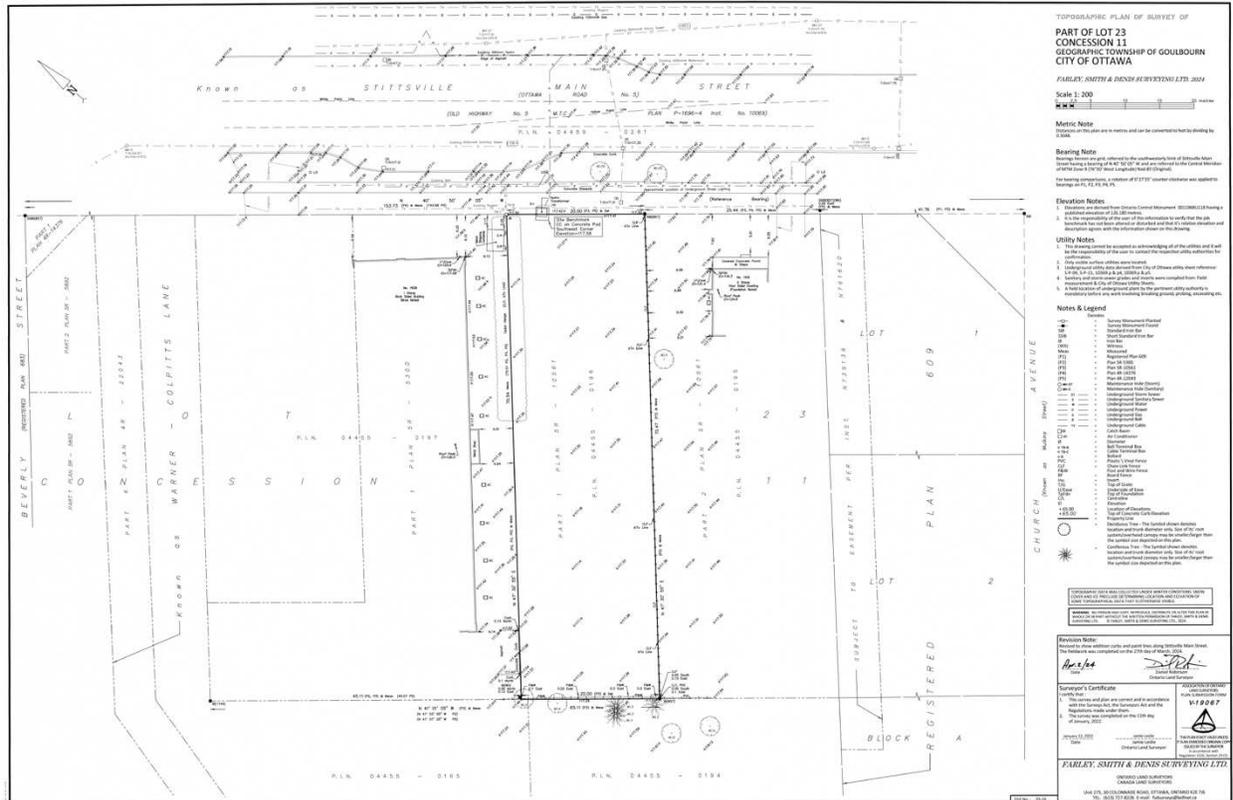


Figure 2: Survey of Subject Site



Figure 3: Outline of the Subject Site (Captured by Q9).

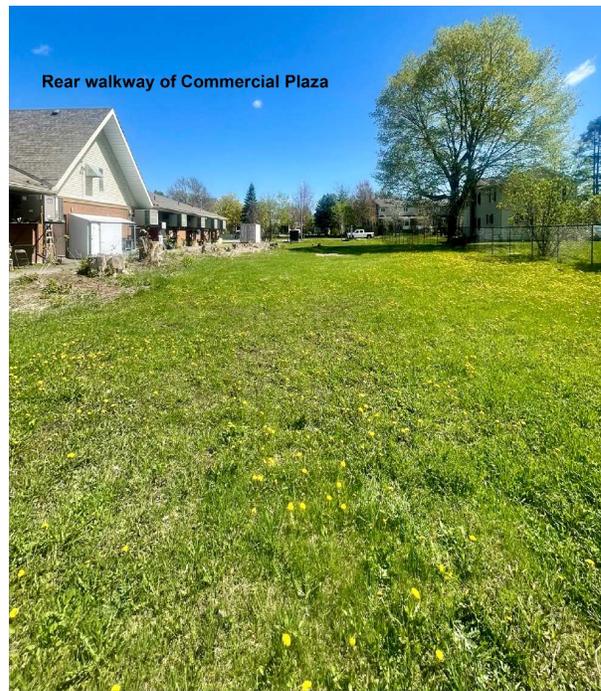
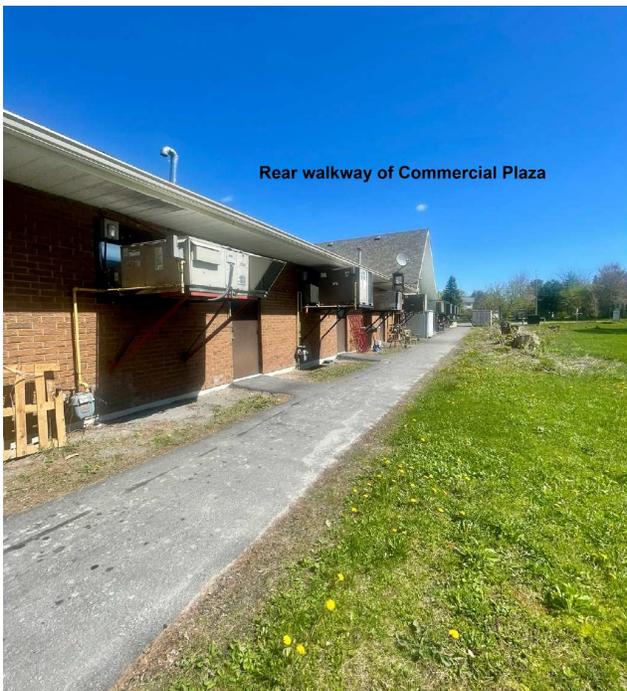


Figure 4: View of the subject site from the rear (Captured by Q9).



Figure 5: View of residential single detached dwelling adjacent to the site (Captured by Q9).



Figure 6: View of townhouses located across the Stittsville Main Street (Captured by Q9).



Figure 7: View of the abutting commercial plaza (Captured by Q9).



Figure 8: View of Stittsville Main Street looking Southeast (Captured by Q9).

3.2 Context

The site is located in a low-density neighbourhood in Ward 6 - Stittsville, Glen Gower, in the City of Ottawa. It is situated in the southern part of town, south of Poole Creek. Positioned on the main thoroughfare, the site has excellent access to large retail and commercial plazas to the north. Behind the site there is a large community center with a sizable park. This park connects to the Trans Canada Trail via a green, year-round recreational trail.

Walking Distance Amenities Stittsville plaza: restaurants, Poole Creek Family Dentistry, Johnny Leroux (Stittsville) Arena, Frederick Banting Alternative High School.

Cycling Distance Key Destinations Shop of Main Street Mall is a 3-minute bike ride from the subject site. The mall is surrounded by other types of amenities like restaurants and grocery stores.

Residential The site is surrounded by residential neighborhoods featuring a mix of single detached homes, townhomes, and apartment complexes. A Planned Unit Development with several townhomes is located in front of the site on the east side of Stittsville Main.

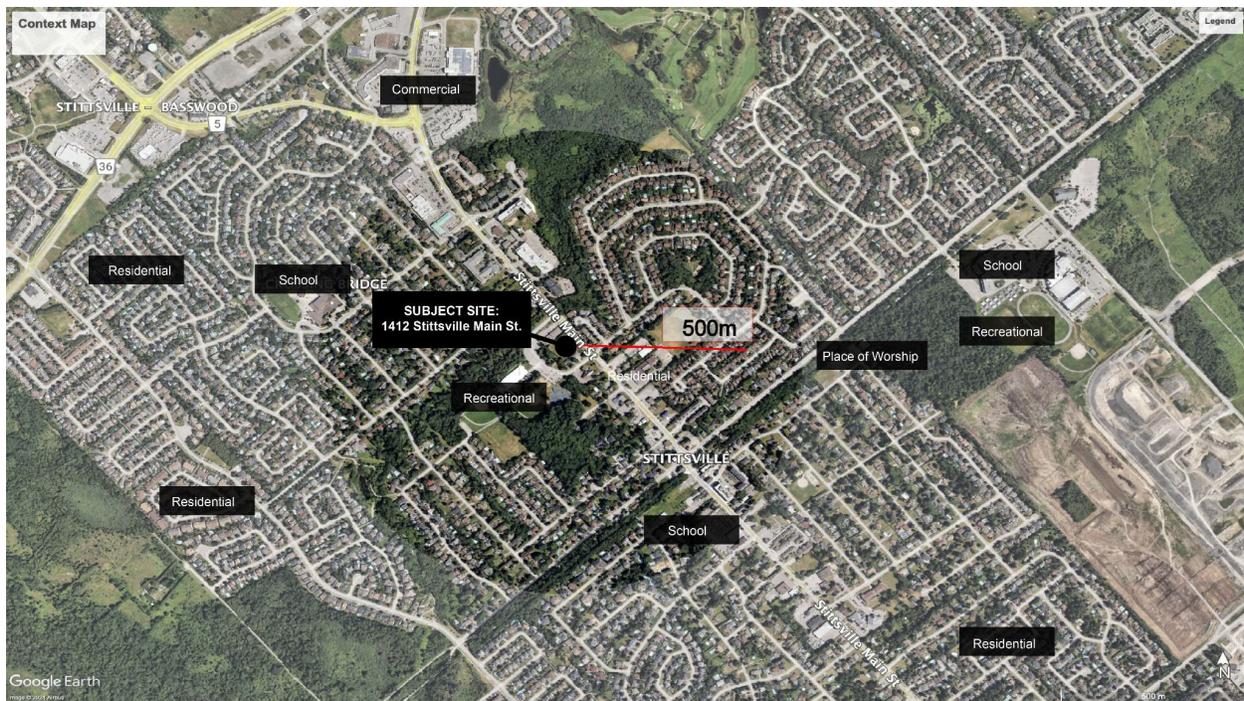


Figure 9: Context Map (Source: Google Earth)

Connectivity A separated pedestrian sidewalk with several lighting posts, runs along both sides of Stittsville's Main Street, connecting the north part of the site to public transit stops and the abutting commercial plaza. Various OC Transpo bus stops (routes #61, #263, #261, #283, and #301) are within a 2 to 7-minute walk from the site. These buses offer different types of services: rapid buses (#61), connexion buses (#263, #261, #283), and shopper buses (#301).

The # 61 bus route is the closest to the site which supports active transportation by connecting the site to Ottawa's urban core and extending into Gatineau.

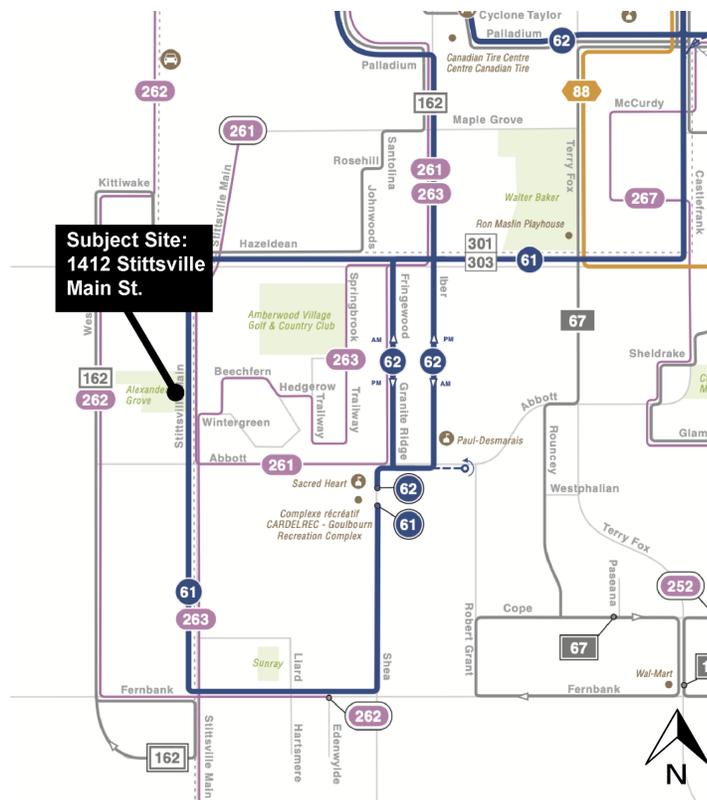


Figure 10: Public Transit Network (Source: OC Transpo)

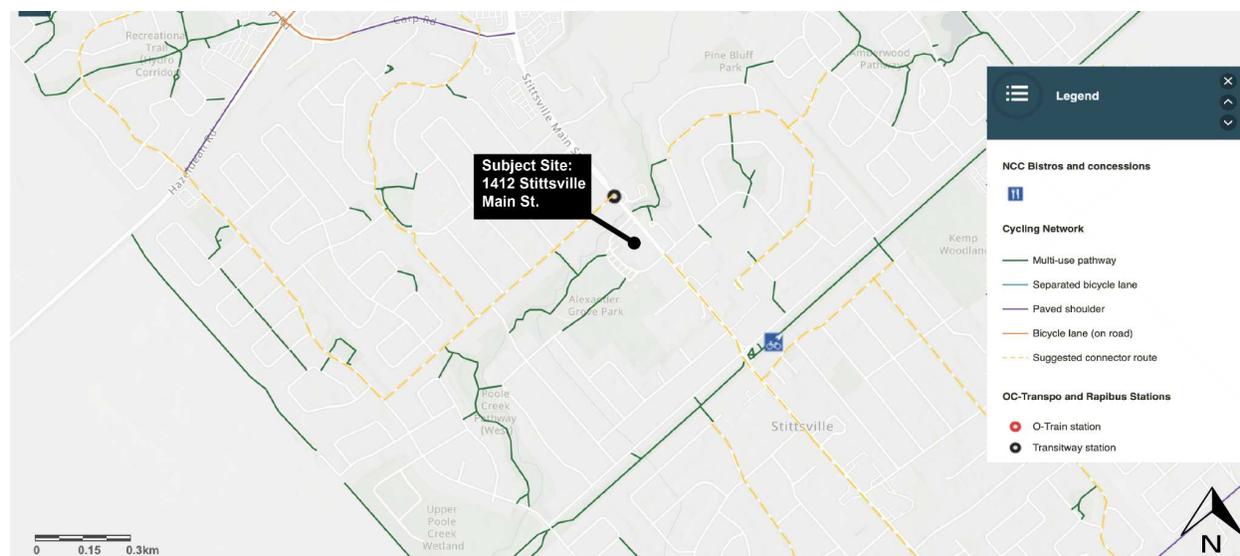


Figure 11: Cycling Network (Source: NCC Maps)

4 PROPOSED DEVELOPMENT

The proposed development will transform a vacant lot into a 3-storey, 18-unit low-rise apartment dwelling, plus a basement level. The building will be located in the northern part of the site, fronting Stittsville Main Street. The 18-unit dwelling will include studios, one-bedroom units, and one-bedroom units with dens and range in area from 33.6 m² to 65.9 m².

The proposed development will provide pedestrian internal walkways, a new vehicular access driveway from Main St. and 18 parking spaces in the rear of the lot (including 1 barrier-free). There will also be exterior amenity space that can be transformed into snow storage areas for winter months, a waste and recycling area, and 18 bicycle parking spaces on site.

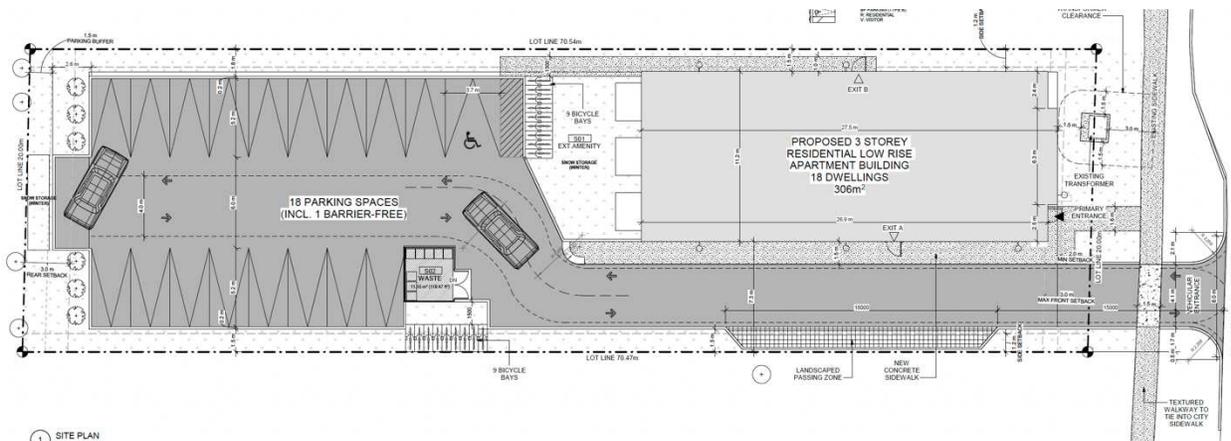


Figure 12: Extract of Site Plan (Source: Rossman Architecture).

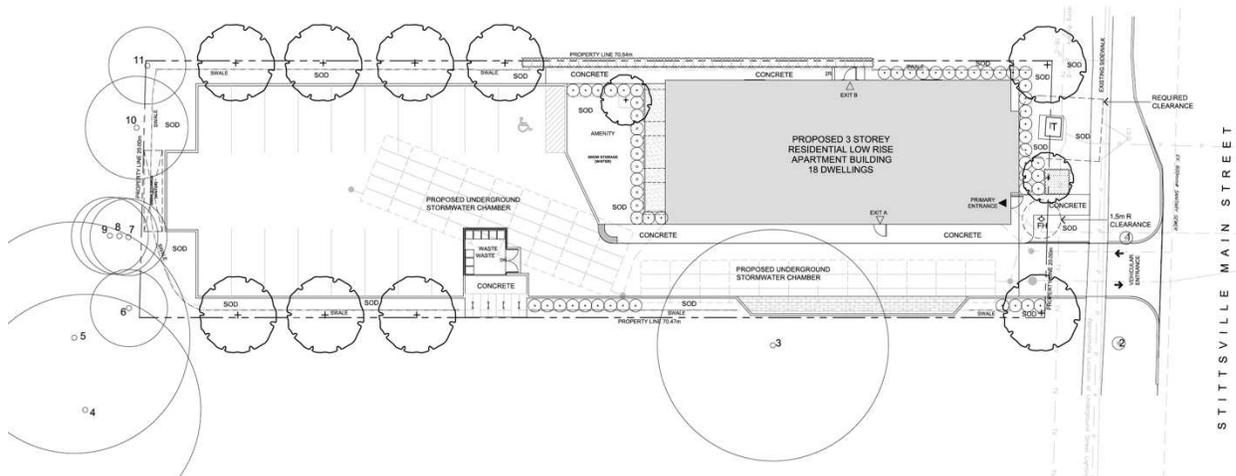
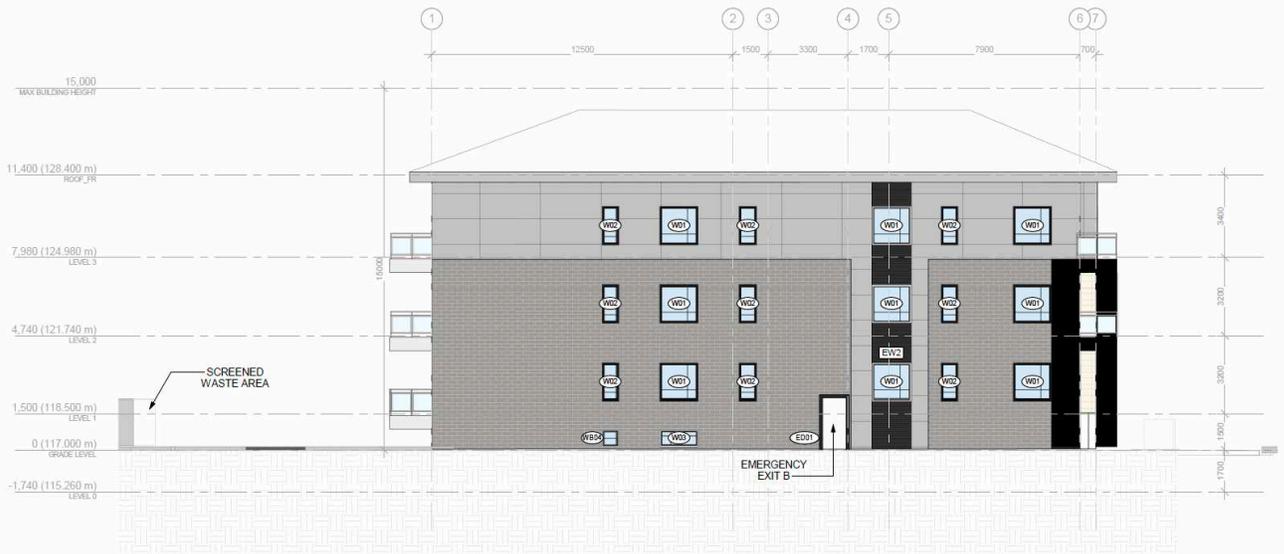


Figure 13: Extract of Landscape Plan (Source: Rossman Architecture)



1 NORTHEAST ELEVATION - STITTSVILLE MAIN (FRONT)
1:100



2 SOUTHEAST ELEVATION (LEFT)
1:100

Figure 14: Elevations of Northeast and Southeast Exterior



Figure 15: Elevations of Southwest and Northwest Exterior

5 POLICY REVIEW

To obtain approval for a Minor Rezoning Application, a review of the relevant and applicable policies and provisions is required. These are reviewed and discussed below. Relevant policies will be indicated in italics.

5.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020 and provides broad policy direction on matters of provincial interest related to land use planning and development. The Plan is intended to provide for appropriate development while protecting Provincial resources of interest, public health and safety, and the quality of the natural and built environment. The PPS is complemented by other Provincial plans as well as municipal plans such as Official Plans and Secondary Plans. All plans and decisions affecting matters “shall be consistent with” the PPS.

Section 1.0 intends to wisely manage change and plan for efficient land use and development patterns, which in turn help support sustainability through strong, liveable, healthy, and resilient communities.

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- [*promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- [*accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- [*avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- [*avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- [*promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- [*improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- [*ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- [*promoting development and land use patterns that conserve biodiversity; and*
- [*preparing for the regional and local impacts of a changing climate.*

Comment: The proposed construction of a 3-storey, 18-unit low-rise apartment dwelling will add housing to the area by using a vacant lot. This will result in a more efficient lot pattern that maintains the character of the surrounding area.

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- [*efficiently use land and resources;*
- [*are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- [*minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- [*prepare for the impacts of a changing climate;*
- [*support active transportation;*
- [*are transit-supportive, where transit is planned, exists or may be developed; and*
- [*are freight-supportive.*

Comment: The subject site is located within the urban boundary and supports the additional dwelling units to use the available land more effectively. By developing within an existing serviced area, the proposal supports a more optimal use of municipal infrastructure.

Section 1.4 provides policies to provide additional housing supply and promote a variety of different housing options and densities, contributing to housing choice.

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

b) permitting and facilitating:

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety..

Comment: The development proposes the addition of 18 new dwelling units that vary in size and are contextually appropriate for infill development. The dwelling will contribute to the existing housing stock in the area, help achieve housing targets and support infrastructure investments in the area.

Section 2.0 of the PPS aims to ensure Ontario's long-term prosperity, environmental health, and social well-being through the wise management and conservation of natural resources. This includes policy direction on conserving biodiversity, protecting the Great Lakes, and protecting natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources. The proposed development supports long-term prosperity, environmental health, and social well-being and does not impact any natural resources.

Section 3.0 of the PPS intends to provide for Ontario's long-term prosperity, environmental health, and social wellbeing by reducing potential natural and human-made hazards and threats to public safety. Development is to be directed away from natural or human-made hazards. Development has been directed away from natural and/or human-made hazards.

Based on our review, it is our professional planning opinion that the proposed development conforms with the Provincial Policy Statement (PPS), 2020.

5.2 City of Ottawa Official Plan

The site, 1412 Stittsville Main Street, is designated **Mainstreet Corridor** in the Official Plan as shown on Schedule B3 – **Suburban West Transect**



Figure 16, Map of the subject site along Mainstreet Corridor, Suburban West Transect, Schedule B5 (Source: City of Ottawa)

Section 2 of the Official Plan contains the **Strategic Directions** for the City of Ottawa, they are summarized as follows:

- (1) More growth through intensification
- (2) More trips via sustainable transportation
- (3) Promote quality design and good urbanism
- (4) Environmental, climate, health, energy supportive policies
- (5) Economic development supportive policies

There are also the following cross-cutting issues: intensification, economic development, energy and climate change, healthy and inclusive communities, gender and racial equity, culture.

Comment : The proposed development of 18 new dwelling units aligns with the City's five broad policy directions. By increasing housing density within the existing urban area, the proposal supports growth through intensification. The site promotes good urbanism principles by including 18 bicycle parking spaces and being close to public transit stops, encouraging sustainable transportation options. A new concrete sidewalk and amenity area will contribute to a pedestrian-friendly design. Additionally, the landscaped area will enhance urban climate resilience. Finally, the increase in residential units can boost the economic viability of the nearby commercial plaza and foster local economic growth.

Section 3 contains the **Growth Management Framework**. The direction is to designate sufficient land for growth, support intensification, design 15-minute neighbourhoods, focus rural growth in villages, and meet employment needs.

Comment: The subject site is located within the Suburban Transect area along a Main Street Corridor. By adding additional housing units along the Mainstreet, the proposed development will allow for more concentrated growth which supports intensification and economic development. This concentrated growth near commercial uses also facilitates the transition into 15-minute neighbourhoods.

Section 4 are the **City-Wide Policies**. This section contains some repetition but the general directions are to: provide mobility options for safe, equitable city navigation, healthy 15-minute neighbourhoods, support growth management, greener resilient city, sustainable transportation, facilitate multi-modal travel, guide flow of people and goods, protect and invest in rights of way.

Section 4.2 – Housing is structured in order to achieve greater flexibility, adequate supply and diversity of housing, and maximize ability to provide affordable housing.

Section 4.6 – Urban Design policies promote design excellence and the subject site is located within a Design Priority Area as identified on Schedule C7-A of the Official Plan.



Figure 17: Extract of Schedule C7-A of the City of Ottawa Official Plan - Design Priority Areas (Source: City of Ottawa)

Comment: The proposed development provides accessible housing units, in an area designated for intensification where modes of transportation like walking, cycling and transit are being promoted.

Section 5 of the Official Plan contains the **Transect Policies** for the various transects of the municipality. The subject site is located within the **Suburban West Transect**, Section 5.4.

Table 6 in Section 5 outlines that built form and site design for suburban development are generally as follows: moderate front yards, principal entrances oriented to the public realm but set back from the street, lower lot coverage, variety of building forms including single storey, generous spacing between buildings and informal and natural landscapes including grassed areas.

Comment: The proposed development responds and reflects the general directions for built form as outlined in Table 6.

Table 7 indicates that the height permissions for Mainstreet Corridor designated lots in the Suburban Transect is a minimum of 2 storeys and a maximum of 40 storeys depending on road width and transition (Section 5.4.1(2)).

Section 5.4 – Suburban Transect is intended to both acknowledge a suburban pattern of built form but to encourage transition towards a 15 minute neighborhood by enhancing mobility and connectivity, to provide direction to hubs and corridors. Policies for this Transect support a range of diverse housing forms and encourage the use of rapid transit and active transportation. The goal for this transect over time is to achieve residential densities comparable to those found in the Inner Urban Transect.

Comment: Mainstreet corridors support building heights from 2 storeys, and may be limited to 4 storeys to accommodate lots that are too small. The height of building walls or the podiums of high-rise buildings next to a street must match the street's width and follow the urban design guidelines for mid-rise and high-rise buildings in Subsection 4.6.6, Policies 7, 8, and 9. While taller heights are permitted at this location the proposed development is only proposing 3 storeys to maintain a low-rise character of the surrounding neighbourhood.

Section 6.2 of the Official Plan is the policies for the **Corridors Designation**. Corridors have a different context and permit greater densities and heights than neighbourhood designations. Policy 3 identifies that corridors permit residential and non-residential that integrate with a dense mixed-use urban environment.

Comment: The proposed development, which results in the creation of 18 dwelling units, demonstrates a gradual approach to a 15-minute neighbourhood. The creation of housing units abutting commercial uses also supports a more dense urban lot fabric, with a built form that is contextually compatible with the surrounding low-rise uses.

Based on our review, it is our professional opinion that the proposed development conforms with the New City of Ottawa Official Plan.

5.3 Stittsville Main Street Secondary Plan

The Subject Site is designated as Traditional Mainstreet which aims to guide Stittsville Main Street's development with a focus on pedestrian and transit-friendly environments, quality design, and investment. Given the proposed development is a low-rise, this conforms to the aims for a human-scale atmosphere as proposed in the Plan.

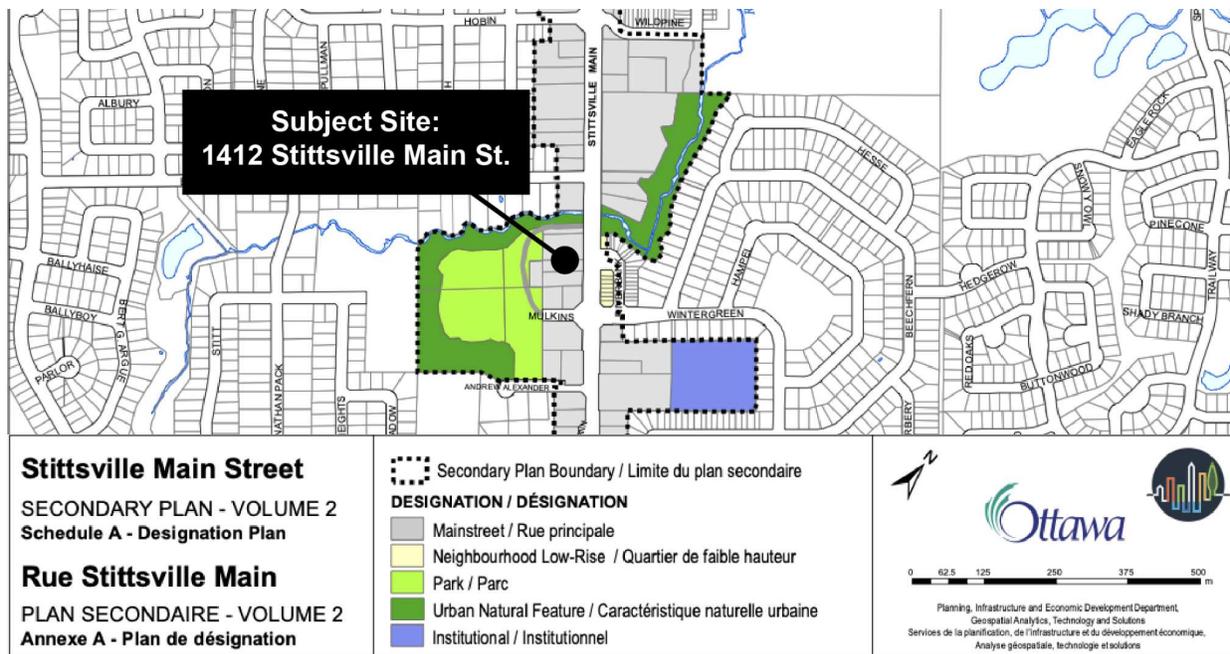


Figure 18: Mainstreet Designation, Schedule A (Source: City of Ottawa)

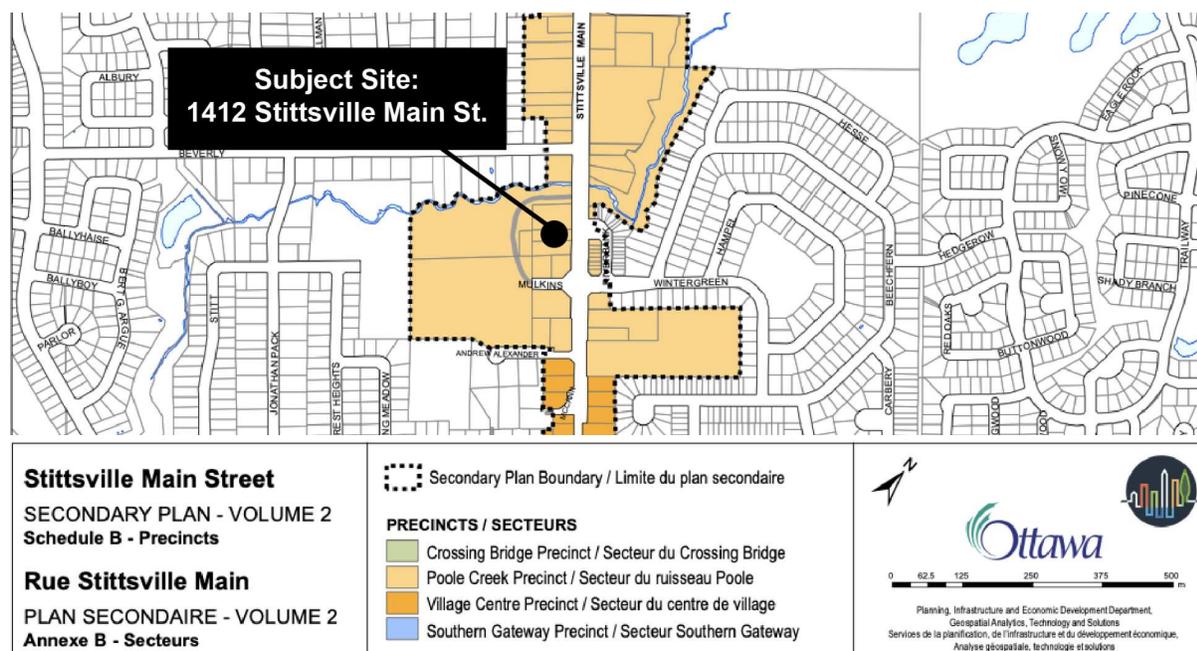


Figure 19: Poole Creek Precinct, Schedule B (Source: City of Ottawa)

The property is located within the Poole Creek Precinct which offers a mix of uses including schools, parkland, natural areas, retirement homes, and retail plazas. The plan requires development to follow conservation regulations, maintain and extend the creekside trail, ensure public access, and enhance views and pedestrian access. The proposed development, located within walking distance of the creek, encourages pedestrian use of the trail without the need for driving.

Based on our review, it is our professional planning opinion that the proposed rezoning is appropriate for the site and fits within the context of the surrounding neighbourhood.

5.4 Parkland Requirements

Parkland comments were not part of the initial Pre-Application Consultation follow up. Due to the site size, parkland will be provided as Cash-in-Lieu. The applicable parkland dedication is based on the density exceeding 18 dwelling units per net hectare and the dedication is therefore 1 hectare per 500 dwelling units and shall not exceed 10% of the gross land area.

Land Area: 1408.60

10% of Land Area: 140.86 m²

Calculation: **Total Requirement: 140.86 m²**

Conveyance of Parkland: 0.0 m²

Cash-in-lieu of Conveyance of Parkland: 140.86 m²

6 ZONING BY-LAW AMENDMENT

The submission materials include a Zoning Compliance Report which fully reviews the zoning performance standards. As the proposed development requires a Minor Zoning Amendment, a Planning Rationale is required as part of the submission materials. The following is a review of the amendments to the performance standards.

Summary of requested Zoning By-law amendment

The current lot is zoned *TM9 H (15)*, Traditional Main Street, Subzone 9 with a Maximum Height of 15m. The *TM9* zone intends to support diverse uses and promote compact, mixed-use, pedestrian-oriented development accessible by foot, bike, transit, and car. It ensures development standards that maintain street continuity, scale, character, and compatibility with surrounding land uses.

The *TM9* zone that applies to the lot establishes a certain minimum of parking requirements as outlined by the City of Ottawa's Zoning Bylaw. While the proposed use is permitted in this zone, the development falls short of the total minimum required parking space and requires some adjustments to the parking area.

The application has requested relief as follows for the proposed development:

- A resident parking rate of 0.83 spaces per unit (from 1.2 spaces per unit)
- A visitor parking rate of 0.16 spaces per unit (from 0.2 spaces per unit)
- A reduced aisle width of 6.0 metres (from 6.7 m)
- A driveway width of 3.8 metres (from minimum 3.0 m to maximum 3.6 m)

A turning radius has been undertaken to confirm that a proposed aisle width of 6.0 m is functionally appropriate.

A proposed driveway width of 3.8 metres is consistent with the intent to provide a smaller driveway area for Mainstreet properties in order to prioritize a built façade. A full two-lane 6.0 m drive aisle is not needed for parking lots with less than 20 spaces. However, a proposed 3.8 m driveway is provided with a landscaped passing lane to address any conflicts that may arise. This satisfies the intent to have smaller driveways for smaller parking areas.

The reduction in parking is supported by policies 1.1.1, 1.1.3.1, 1.1.3.2, and 1.4.3 of the Provincial Policy Statement (PPS), which promote the efficient use of land, infrastructure, municipal services, and growth. The site is close to a rapid bus route and connecting cycling routes, providing viable alternatives to automobile transportation. Local municipal infrastructure and nearby amenities would be used more efficiently, as residents are likely to favour existing sidewalks, bicycle infrastructure, and public transit over driving.

The reduction in parking is supported by policies in Sections 2, 3, 5, and 6.2 of the City of Ottawa Official Plan (OP). These sections emphasize the importance of providing housing in areas, particularly along Main Streets, that support the transition towards a 15-minute

neighbourhood. This means that residents will have increased access to essential services within a 15-minute walk, bike ride, or transit trip. This location allows residents of all mobilities to efficiently access necessities through active transportation or public transit.

It is also noted that the City of Ottawa proposed new draft Zoning By-Law contemplates removal of minimum parking rates.

7 CONCLUSION

As expressed in this report, the proposed development to create a 3-storey, 18-unit low-rise apartment dwelling constitutes a suitable development for the area. While the development contributes to housing diversity in the area, it also conforms to the existing character of the neighbourhood by filling an existing vacant lot with development.

Upon review, the proposed development and rezoning are consistent with the Provincial Policy Statement as they support an appropriate range and mix of residential uses to meet the long-term needs of residents in the neighbourhood; encourage active transportation and transit use; and, promote efficient use of land, resources, infrastructure, municipal services and public facilities.

The proposed development and proposed Zoning Amendment conform to the City of Ottawa Official Plan policies by supporting the intensification of the subject site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposal also contributes to providing a full range of housing types to help meet the needs of individuals of all ages, incomes and life circumstances.

To facilitate these changes, a minor amendment to the Zoning By-law is being requested to permit the relief identified in the accompanying Zoning Confirmation Report. This proposed development enhances the site and embodies a harmonious form of intensification within the surrounding neighborhood, while also promoting active transportation modes.

It is the opinion of Q9 Planning + Design that the proposed development, and required Zoning By-law Amendment, are considered to be good land use planning.



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8 LIMITATIONS OF REPORT

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