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**P. H Robinson Consulting**  
**Urban Planning, Consulting and Project Management**

City of Ottawa Committee of Adjustment  
101 Centrepointhe Drive, 4<sup>th</sup> Floor  
Ottawa, On, K2G 5K7

Attn: Mr Michel Bellemare  
Secretary Treasurer

**Re: 125 & 135 Oshedinaa - Minor Variance application**  
**ROHIT AT WATERIDGE 6 LTD**  
**Part of Lot 24, Concession 1 (Ottawa Front), Block 6, Plan 4M-1718, City of Ottawa**

January 28 , 2025

**Committee of Adjustment**  
Received | Reçu le

**2025-02-03**

City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

We are submitting the enclosed Minor Variance application on behalf of our clients (Rohit at Wateridge 6 Ltd) for the property at 125 & 135 Oshedinaa St.

The proposed development consists of two 4-storey rental apartment buildings (116 and 84 units - Total = 200 units) in a Planned Unit Development (PUD), with 27 surface parking spaces, and 201 underground parking spaces (209 resident vehicular parking, 19 visitor vehicular parking spaces). Pedestrian access to the buildings and surface parking is via Oshedinaa St along the east side of the property, whereas access to the underground parking is via Kijigong St along the south side of the property.

The property is zoned R5Y [2312] in the City of Ottawa Zoning By-Law.

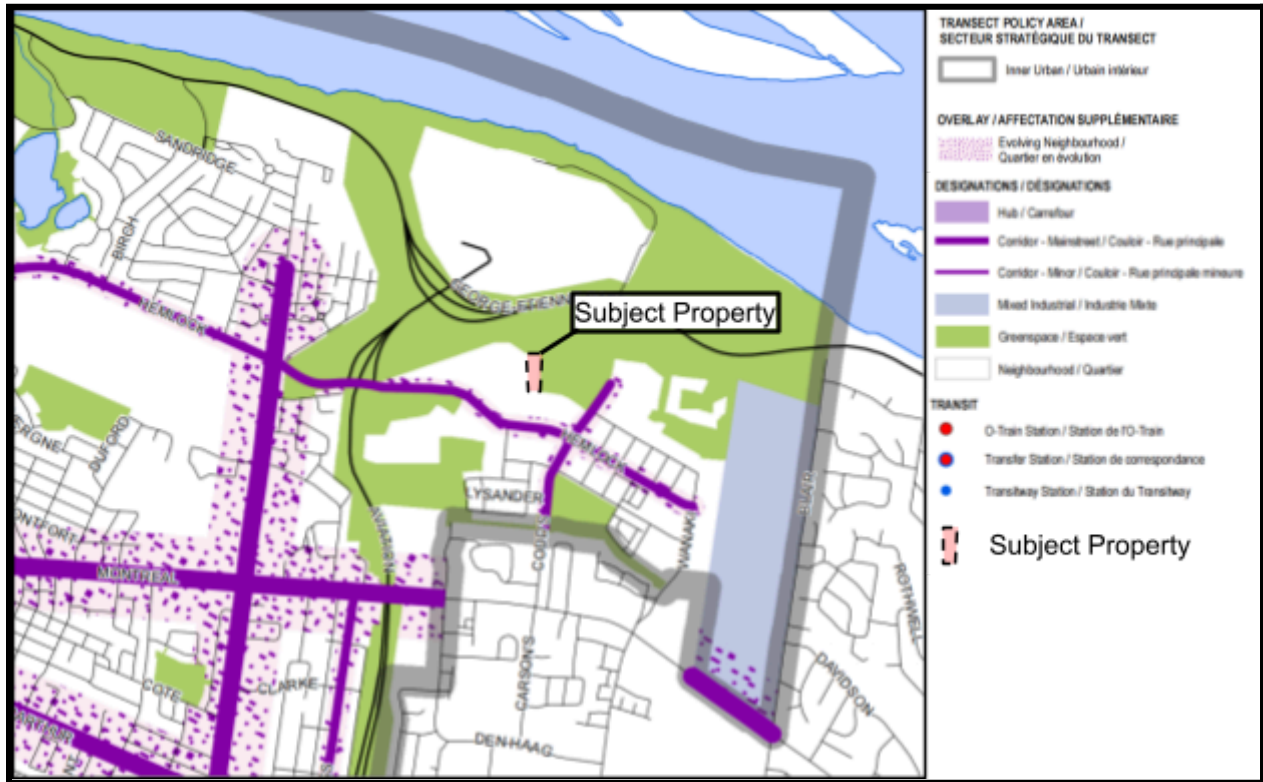
The site is designated Neighbourhood in the Inner Urban transect and is within the Evolving Neighbourhood Overlay as per the City of Ottawa Official Plan.

The project is also within the Wateridge Village Secondary Plan designated as Low-rise to Mid-rise Neighbourhood, and Low- to Mid-rise residential in the Former CFB Rockcliffe Community Design Plan.

The subject property is currently subject to an active Site Plan Control application (D07-12-24-0126) that was deemed complete effective November 26th, 2024.

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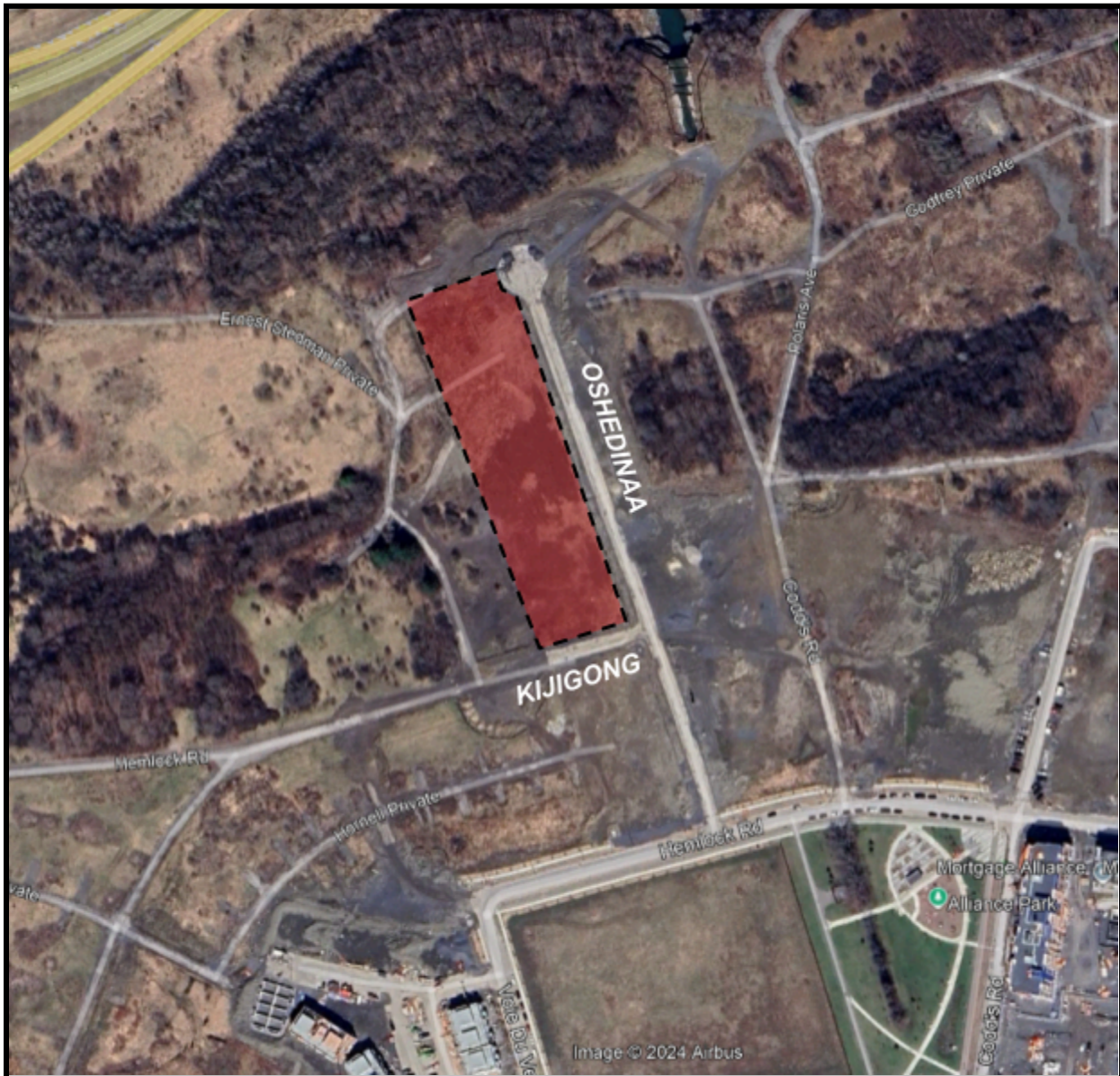
Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan

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Subject **property**, GeoOttawa

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**April 2024 aerial imagery showing the approximate property boundary of the subject property.**

For the purposes of the zoning review, Kijigong is considered the front lot line (as it is the narrowest frontage), Oshedinaa is considered the corner side lot line, the northern lot line is considered the rear lot line, and the western lot line is considered the interior side lot line.

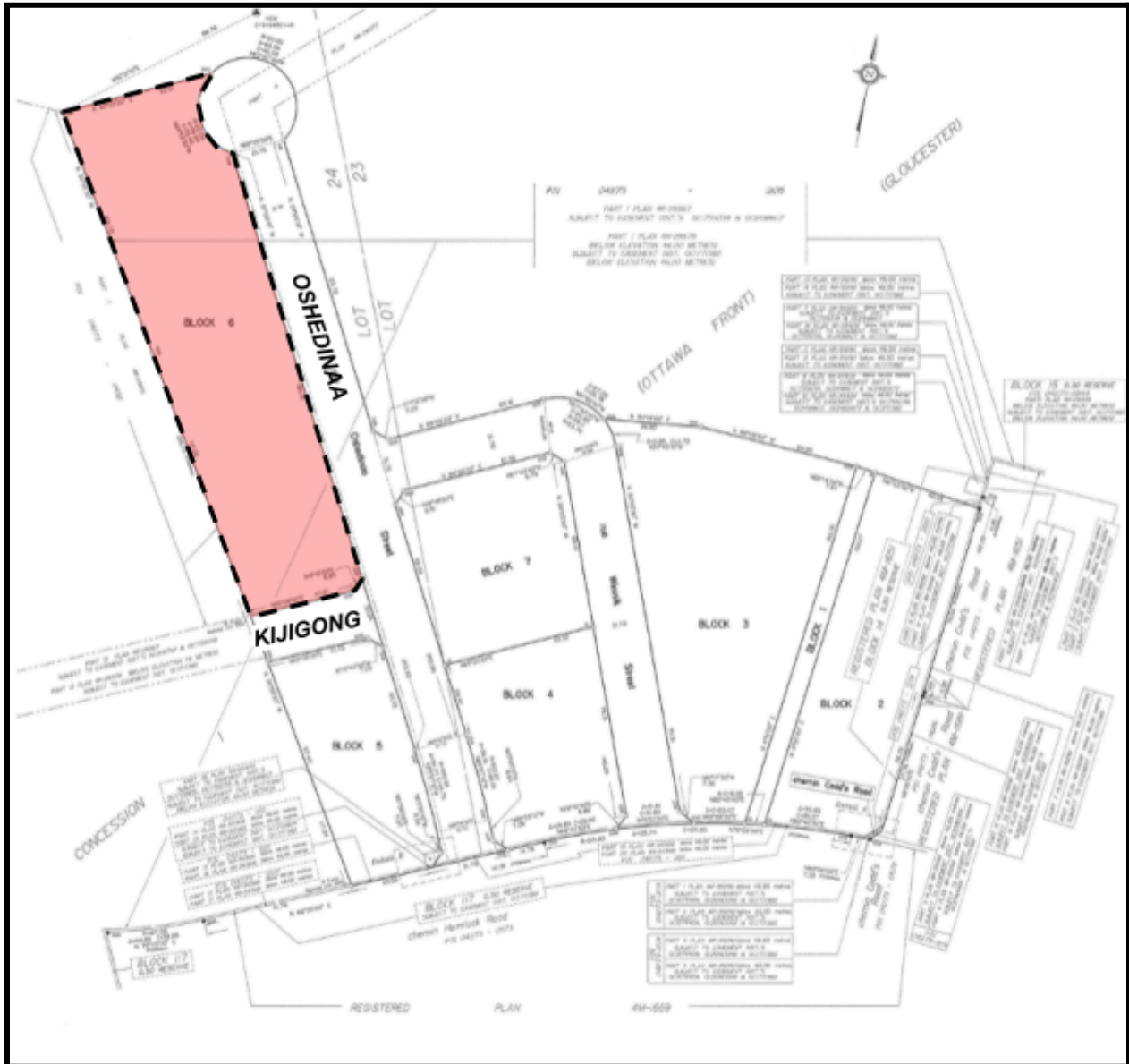


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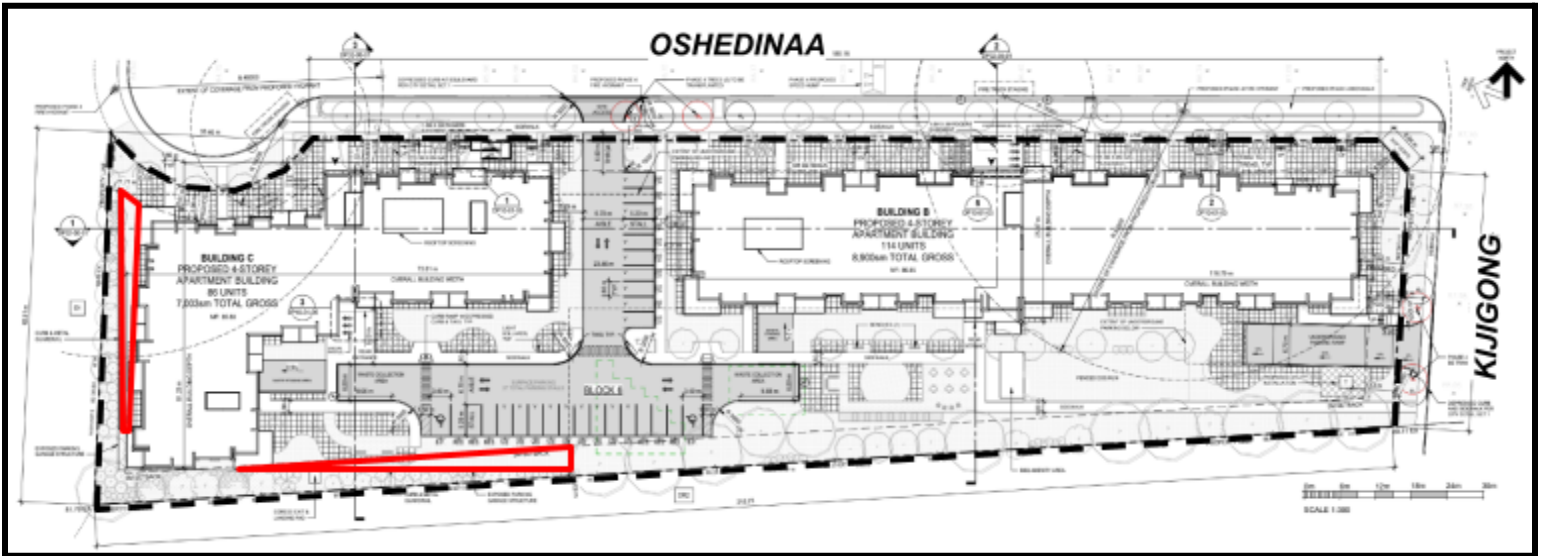
The proposal requires the following variances:

- a) Interior side yard setback. To permit a reduced interior side yard setback 1.09 m whereas the Zoning By-law requires a minimum side yard setback of 5 m (Exception provision [2312], Zoning By-Law 2008-250, as amended).
- b) Rear yard setback. To permit a reduced rear yard setback 1.71 m whereas the Zoning By-law requires a minimum rear yard setback of 5 m (Exception provision [2312], Zoning By-Law 2008-250, as amended).
- c) Communal amenity area. To permit communal amenity area within an interior yard that does not abut the rear yard whereas the Zoning By-law allows for a provided communal amenity area to be located in an interior yard that abuts both the rear yard **and** the interior side yard (Table 137, (11) column IV, Zoning By-Law 2008-250, as amended).

All other zoning requirements are met by this proposal including lot area, lot width, front and corner side yard setbacks, building height, projections, bike parking, visitor vehicular parking, and private amenity area. The property is not intended to be severed and so the development is classified as a Planned Unit Development and the lot is to be reviewed as a whole.



Plan 4M-1718 showing the subject property boundary, Block 6.



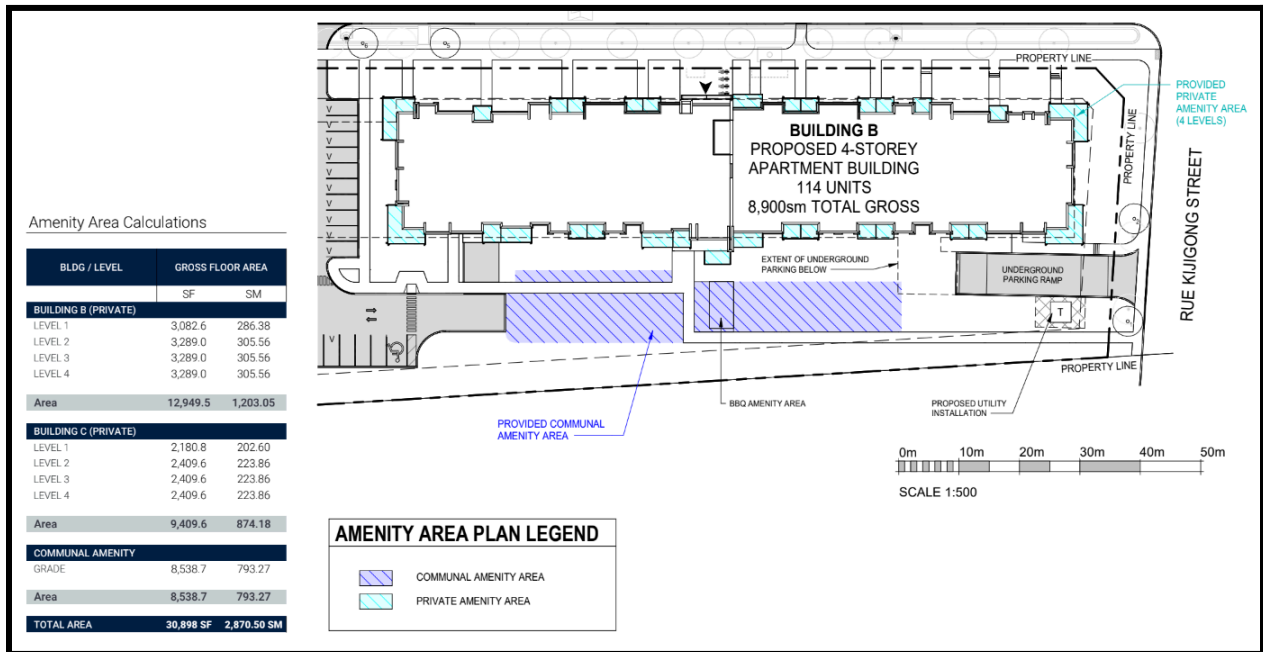
Site Plan by Norr Architects & Engineers Ltd. Areas subject to variances A and B.



Elevation abutting the western lot line (Building C) showing the area of exposed underground parking subject to variance A.

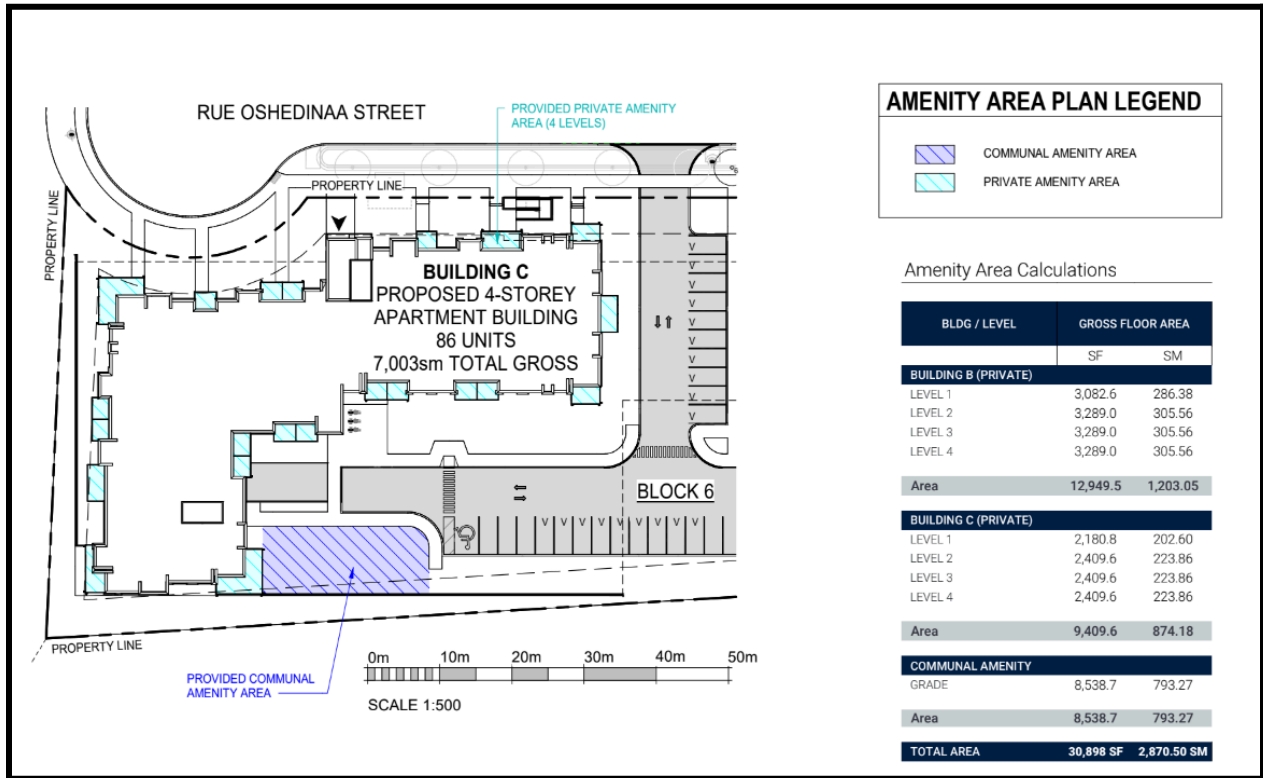


**Elevation abutting the northern (rear) lot line (Building C) showing the area of exposed underground parking subject to variance B.**



**Provided communal amenity area for Building B located in an interior yard that does not abut the rear yard.**





**Provided communal amenity area for Building C located in an interior yard that does not abut the rear yard.**

The four tests of a Minor Variance application from Section 45 (1) of the Planning Act are that the variances are minor in nature, are desirable for the appropriate development or use of the land and building, and are to maintain the general intent and purpose of the Official Plan and the Zoning By-law.

**1. The application is minor in nature.**

It is our opinion that the variances requested in this application are minor in nature.

Variances A and B are related to the protrusion of the underground parking structure above grade along the north and west lot lines. Variance C relates to the location of the provided communal amenity area.

Variance A is tied to the protrusion along the interior side lot line (west lot line) and Variance B is tied to the protrusion along the rear lot line (north lot line). Both variances only apply to Building C, the northernmost building in the Planned Unit Development (PUD).

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Due to the angled interior side lot line and the parking structure being aligned with the building edge, the foundation wall of the underground parking structure is much closer to the lot line the further south it extends. As a result, about 60 m of the underground parking foundation wall is located within the 5 m side yard setback. This length represents 27% of the overall lot line. Additionally, the foundation wall only extends about 3.3 m above grade in this location. The ground floor, second, third, and fourth floors all comply with the 5 m setback requirement.

Similarly, the rear lot line is also angled, and the parking structure is squared so the foundation wall of the underground parking structure protrudes further into the setback as you move from west to east. Along this lot line, the length of wall subject to the variance is about 45 m. However, the foundation wall only extends about 3.3 m above grade in this location and the ground floor, second, third, and fourth floors all comply with the 5 m setback requirement.

The building protrusion into the required interior side yard and rear yard setbacks is due to a change in grading along those property lines. In order to maintain the grades and have the parking structure be located completely underground, a 3 m high retaining wall along the property would have been needed.

Variance C related to the communal amenity area is requesting relief from the location of the provided amenity area and not the amount of amenity area. As per Table 137, (11), 15 m<sup>2</sup> of communal amenity area is required for the first 8 units for a total area of 120 m<sup>2</sup>. The total communal amenity provided in this proposal is 793.27 m<sup>2</sup>. Table 137, (11) also stipulates where this area must be provided which is:

- At grade, in the rear yard
- Consist of 80% soft landscaping
- May include one interior yard that abuts both the rear yard and interior side yard, unless the lot has access to a rear lane.

Our proposed communal amenity area is located at grade, is at least 80% softly landscaped, and is located in an interior yard; **however**, the interior yard does not abut the rear yard **and** interior side yard. Therefore the location of the communal amenity area requires relief from this section of the Zoning by-Law. It is only this zoning interpretation of how the yards are considered that is triggering this Minor Variance related to the provision of communal amenity area

The deviations from the Zoning By-Law requirements are minor, being for only a small portion of the underground parking foundation structure, and the location of provided amenity area, and not for the proposed building. It should be noted that floors 1 through 4 of the proposed building all comply with the required 5 m interior side and rear yard setback, and that the project proposes 6 times the required communal amenity area.

**2. The application is desirable for the appropriate development of the lands in question.**

This application proposed a 200-unit Planned Unit Development in the form of two 4 storey apartment dwellings. This project represents intensification of the streetscape.

The proposed development follows many key guidelines from the City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing (2022). This design guideline document is applied to all infill development in the Downtown Core-, Inner Urban-, Outer Urban- and Suburban Transects, as identified on Schedule B of the Official Plan. This infill may include the following residential types: single detached, semi-detached, duplex, triplex, townhouses, stacked townhouses, low-rise apartments (four units and more) and other forms of ground-oriented housing typologies that may emerge. Those key guidelines and the proposal's *responses* are as follows:

**1. Streetscape**

- 1.1 Contribute to an inviting, safe, and accessible streetscape by emphasising the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level. *The proposed facades are inviting and well-designed with the main entrance to the buildings clearly identified by the large paved area, bike parking, and accessible ramp. Each ground floor unit features a terrace which have large windows semi visible from the street.*
  
- 1.6 Design accessible walkways from private entrances to public sidewalks. *Ground floor units have terraces that allow residents to enter their units directly via the sidewalk from the ROW.*

**2. Landscape**

- 2.1 Landscape the front yard and right-of-way to emphasise aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees. *31 trees are proposed along the lot's frontage (22 small, 3 medium, 6 large) and 8 of those trees are within the ROW. All soil volumes have been confirmed by a landscape architect.*
  
- 2.5 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. Select hardy, salt-tolerant native plant material that can thrive in challenging urban conditions. *Various species of trees and small shrubs, grasses, and bushes are proposed along the public street and they create an inviting streetscape atmosphere.*

### 3. Building Design

- 3.1.1 Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security of the street. *Through changing materials, volumetric play and vertical emphasis, the impact of long frontages is reduced. The facades are broken up into four visible portions. Multiple types of balconies, large quantities of windows in varying heights, and the undulating façades along the length of Oshedinaa Street also helps to break up the length and allow for pleasant variety in the 4-storey building masses*
- 3.2.1 Design infill in a manner that contributes to the quality of the streetscape considers the impacts of scale and mass on the adjacent surrounding homes. *The proposed materials compliment the industrial feel of the proposed architectural style. The massing is pedestrian friendly and compliments the approved development south of the subject property. It will also provide a suitable transition between any future low-rise or mid-rise development to the west without towering over the future parkland to the east.*
- 3.3.1 Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties. *The design for both buildings within the subject property incorporates plenty of windows and upper story balconies along Oshedinaa Street facing the future Kishkabika Park to provide for a sense of casual surveillance and security along the public realm. All facades are designed to the same level of detail and articulation.*
- 3.3.3 Provide primary building entrances that are inviting and visible from the street. Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door. *The front entrance for both buildings is located along the Oshedinaa Street corridor and features a unique siding colour and material that extends the full height of the building to indicate its presence along the street edge. The entrances are covered, providing visibility to the front lobby and an obvious place of arrival and departure for the individual buildings. A full-height mural is planned for Building B to provide additional articulation to this lengthy elevation, as well as contributing a significant piece of public art to the Wateridge Village community at large.*

#### 4.0 Parking and Garages

- 4.1 Where such features are permitted by the Zoning By law, limit the area occupied by driveways and parking spaces to allow for greater amounts of aggregated soft landscaping in the front and rear yards. Reduce the width and length of driveways and parking spots and use permeable pavers to minimise the visual and environmental impacts of hard surface areas. *The site area is maximized for utility and amenity space by only providing visitor spaces and 8 resident parking spaces (including barrier-free spaces) at grade and proposing the remaining parking spaces below grade. This frees up ground floor outdoor space for walkways, seating, soft landscaping, and a fenced-in dog run.*

The proposed development follows many applicable guidelines from the Former CFB Rockcliffe Community Design Plan which aims to guide the redevelopment of the former Canadian Forces Base (CFB) into a walkable, transit-oriented mixed-use community. Those key guidelines and the proposal's *responses* are as follows:

#### 6.2 Land Uses

- Permitted residential uses in low- to mid-rise residential areas will include duplex, townhouse, stacked townhouse and low-rise and mid-rise apartment dwelling units. *The proposed development features two low-rise residential buildings.*

#### 6.5 Architectural Design and Built Form

- Buildings should create a fine-grained streetscape, with individual units and entrances expressed within modulated, articulated building façades. Numerous doors and windows should be provided along the primary façade to increase access and transparency. *The street-facing facades animate the streetscape by providing visual interest along the ground floor but also extending the vertical articulation up the full height of each building. The facades are modulated by the protrusions and recesses of the facades, and the primary facade on each building features prominent glazing and visual interest at the main entrance.*
- No building should have any length greater than 40 metres without some form of articulation that achieves a break in the visual appearance. *Through changing materials, alternate landscaping strategies, and varied massing, the buildings' long frontages are broken up into four visible portions.*
- Two to three exterior materials per building should be used to introduce texture and visual diversity to building surfaces. *Each building features at least 3 siding materials of various textures and colours on each facade.*
- Parking on blocks 12 and 27 in the Northwest neighbourhood which border the future national cultural institution site should be out of view. Techniques to hide parking include: Underground parking; Partially underground parking; or Parking



that is within the building envelope that is recessed behind the front façade of the building. *Parking is primarily proposed below grade with only visitor spaces and 8 resident spaces located at grade. These surface spaces are located between the two buildings and are located behind the front walls of the apartment buildings.*

- All new multi-unit dwellings, mixed-use buildings, and office buildings should provide enclosed and covered bicycle parking facilities within clearly visible areas either in the building or no greater than 15 metres from the building and must include bicycle ramps on exterior staircases. The quantity of bicycle parking provided should reflect the density of the building. *Bike parking is located in multiple locations on the subject property. There are a total of 14 visitor bike parking spaces at grade, and 101 resident bike parking spaces located in underground bike parking rooms. The total number of bike parking spaces exceeds the minimum number required by Zoning which is 100 spaces total.*

This proposal is desirable and appropriate for the development of the subject lands.

### **3. It conforms to the general intent of the Official Plan.**

The subject property is a 200-unit Planned Unit Development featuring two low-rise apartment buildings located in the Inner Urban transect designated as a Neighbourhood within the Evolving Overlay in the City of Ottawa Official Plan. It is approximately 125 m from the Minor Corridor on Hemlock Rd and 240 m from the Minor Corridor on Codd's Rd. The subject property is approximately 950 m from the Mainstreet Corridor on Montreal Rd. Below are the applicable policies and the proposal's *responses*:

#### **2.2.1 Intensification and Diversifying Housing Options**

- 1) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods *The subject property is within the urban area and is proposed to be built-up over time as a community through a phased development. As per the Wateridge Village Secondary Plan, the subject property will be bordered by parks directly east, similar scale developments directly south, low-rise to mid-rise mixed uses to the southeast, and the high-rise employment area will be located about 800 m east.*

#### **4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city**

- 1) 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
  - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability; *The proposed development consists of two buildings: Building B and Building*

*C. Building B contains 65.5% studio/1 bedroom units, 31% 2 bedroom units, and 3.5% 3 bedroom units. Building C contains 62.8% studio/1 bedroom units, 32.6% 2 bedroom units, and 4.7% 3 bedroom units. All units will be rentals.*

#### 5.2.1 Enhance or establish an urban pattern of built form, site design and mix of uses

- 5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches: b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches. *Surface parking is limited in this proposal to the visitor parking and 8 resident parking spaces. The remainder of the parking is located below grade. The entrances to the surface parking and underground parking are located away from the Hemlock / Oshedinaa intersection and are intersected by a continuous sidewalk. This encourages private vehicles to be aware of pedestrians and cyclists as they enter and exit the site. There is also significant frontage on Oshedinaa and Kijigong for soft landscaping and tree planting. Locating the majority of the parking below grade allows the area at grade to be used for other purposes such as communal amenity areas. Proposed at grade are three distinct communal amenity areas: one area is a fenced in dog run, one area features seating and communal BBQs, and one area features seating with curved walkways and tree planting.*

#### 5.2.2 Prioritize walking, cycling and transit within, and to and from, the Inner Urban transect

- 2) The transportation network for the Inner Urban Transect shall: a) Prioritize walking cycling and transit; and b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users. *As per the Community Design Plan for this community, once the Wateridge Village is developed, it is assumed that Hemlock will become a transit route. As per the Secondary Plan, Hemlock will also be a cycle track. The subject property is approximately 125m from Hemlock and so this corridor will be accessible and practical for pedestrians and cyclists to use. The proposed location of motor vehicle access to the subject site is located away from the Oshedinaa / Kijigong intersection and features a continuous sidewalk. This will minimize conflicts between the vehicle traffic and pedestrians/cyclists.*

The subject property is designed as Low Rise to Mid Rise Neighbourhood in the Wateridge Village Secondary Plan with the Oshedinaa frontage being designated as the main frontage.

### 2.1 Neighbourhood

- 1) Lands designated Neighbourhood will permit the development of a wide range of housing types in order to accommodate the needs of a diversity of future residents and households. All types of residential uses are permitted, with the exception of high-rise apartments. *The proposed development features a range of unit types including studio, 1 bedroom, 2 bedroom, and 3 bedroom units. Both buildings are 4 storeys in height and therefore are considered low-rise.*

### 3 Design Directions for Parking and Driveways

- 2) Surface parking areas are to be located within the interior of development blocks and separated on a minimum of three sides from public rights of way, parks and open spaces with built form. *The proposed surface parking is located between the two buildings. The parking will be screened by the buildings and vegetation from the neighbouring property to the west and from the public ROW.*
- 3) Entrances to above and below grade parking garages are to be directed to minor roads or private driveways, wherever feasible, to foster a pedestrian-oriented streetscape environment. *The entrance to the below-grading parking is located on Kijigong which is a minor road. This configuration allowed for the main building entrances and individual unit entrances to front onto Oshedinaa which is considered the front of the property as per Schedule A of the Secondary Plan.*

### Schedule C - Minimum Residential Density

Minimum required density for residential developments is 105 units per net hectare. *The proposed unit density of the developments is 172 units per hectare.*

The proposed development aligns with Official Plan policies related to intensification, flexibility of housing, and urban built form. The proposal also has regard for the Secondary plan policies related to the density of development, surface parking, and access to below-grade parking. Therefore the proposed variances meet the general intent of the Official Plan.

**4. It conforms to the general intent of the Zoning By-law.**

The purpose of the R5 zone is to:

- *allow a wide **mix of residential building forms** ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;*
- *allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;*
- *permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size ;*
- *ensure that **residential uses predominate** in selected areas of the Central Area, while allowing limited commercial uses;*
- ***regulate development in a manner that is compatible** with existing land use patterns so that the mixed building form, **residential character of a neighbourhood is maintained or enhanced**; and (By-law 2009-392)*
- *permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

The R5Y [2312] zone permits Planned Unit Developments and low-rise apartment buildings.

The intent of the interior side yard setback requirement is to ensure that the site has sufficient area to manoeuvre around the buildings for egress and maintenance, but to also ensure that the proposed building does not impose on potential future developments on abutting land. Based on the proposed design, sufficient area is given to access all sides of each building and exit the underground parking level within the 5 m setback. Additionally, no developments are proposed along the western side of the subject property for the foreseeable future. Therefore, the intent of the interior side yard setback requirement is maintained.

The intent of the rear yard setback requirement is to ensure residents have sufficient secluded amenity areas outdoors and to ensure that the proposed building does not impose on potential future developments on abutting land. The typical rear yard function of a secluded amenity area is located in the interior yards in this proposal. The technical rear yard area is treated more as an interior side yard due to the site's frontage along Oshedinaa. Adequate amenity area is provided in the interior yards as permitted by the Zoning By-Law Table 137. Therefore, the intent of the rear yard setback requirement is maintained.

The intent of the communal amenity area requirement is to ensure sufficient land is dedicated to outdoor living space to be shared amongst the residents of the development. The relief requested is due to the technicality of the location where the

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amenity area is provided. The proposed development is proposing 793 m2 of communal amenity area accessible at grade whereas the minimum required area is 120 m2. The intent of this requirement is maintained.

**We request the Committee of Adjustment authorise the requested variances in accordance with the plans filed as they relate to the variances being requested.**

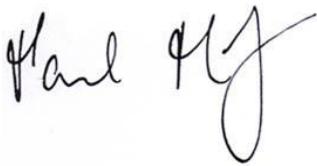
At this time we are also submitting the following in support of the application:

- Completed application form (1 original);
- Application fees;
- Site plan;
- Amenity Area Plan;
- Architectural elevation plans of the proposed buildings showing all four sides;
- Survey plan of the entire property;
- Owners authorisation for the application submission;
- Landscape Plan for illustrative purposes only to show the details of the amenity areas;
- Email confirming no Tree Information Report required.

When the notification signs are ready for this application could you please email the undersigned and I will arrange for their installation on the property.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned at (613) 599 9216 or via email at [probinson@probinsonconsulting.com](mailto:probinson@probinsonconsulting.com)

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