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November 26, 2025

Project/File: 160402237

Attention: Michel Bellemare, Secretary-Treasurer
Committee of Adjustment
101 Centrepoin Avenue, 4th Floor
Ottawa, ON K2G 0B5

Committee of Adjustment
Received | Reçu le

2025-12-02

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Attention: Michel Bellemare, Secretary-Treasurer,

Reference: Application for Minor Variance - 615 Mikinak Road

Stantec has been retained by Mattamy Homes Inc. (the “owner”) to prepare and submit an application for Minor Variance for their property municipally known as 615 Mikinak Road in the Wateridge Village neighbourhood. The owner is seeking relief from the Zoning By-law to facilitate the development of a Planned Unit Development (PUD) with 60 back-to-back townhouses and 51 rear lane townhouses serviced by an internal private road network. The required zoning relief relates to setbacks from a private way, building height, and balcony screening.

The proposed development is currently subject to concurrent development applications for Site Plan Control (D07-12-25-0063) and Plan of Condominium (D07-04-25-0006). The application for Site Plan Control has progressed to a point where the site plan is no longer anticipated to change and approval is imminent pending the outcome of the Minor Variance application. The application for Plan of Condominium has been deemed complete effective October 23, 2025.

This letter introduces the proposed development, site context, and provides rationale in support of the application to demonstrate that the development is appropriate for the property from a land use planning perspective.

SITE CONTEXT

The property is vacant and regular-shaped and is located in Ward 13 – Rideau-Rockcliffe, within the City of Ottawa. Specifically, the property is located in the Wateridge Village neighbourhood. The property is bounded by Hemlock Road to the north, Mikinak Road to the south, Vedette Way to the west, and City-owned land to the east (vacant land for underground infrastructure followed by a park). The property is a corner lot with an area of approximately 2.2 hectares and frontage of 149 metres along Hemlock Road, 127 metres along Vedette Way, and 156 metres along Mikinak Road (Figure 1).

The property is legally described as *Block 105 of Registered Plan 4M-1559* and municipally described as 615 Mikinak Road.

Reference: Application for Minor Variance - 615 Mikinak Road



Figure 1. Location Plan (Google Earth).

The property is designated Minor Corridor within the Inner Urban Transect on Schedule B2 of the Official Plan (OP). The proposed residential land use, form, and site layout conform to the applicable policies of the OP, including Volume 2A which contains Urban Secondary Plans.

The property is within the boundaries of the Wateridge Village Secondary Plan (SP) and is designated School on Schedule A. The Former CFB Rockcliffe Community Design Plan (CDP) also identifies the property for a school. However, no school board had committed to development of the site within the allotted seven-year period following registration of the subdivision, and so the SP and CDP direct that the site is now designated Neighbourhood and is intended for low-rise residential development.

The property is dual zoned as R4UC[2311] – Residential, Fourth Density Zone, Subzone UC, Exception 2311 and I1A – Minor Institutional Zone, Subzone A. The dual zoning reflects the site's eligibility for residential development once passed on by school boards within the allotted time frame. The proposed PUD consisting of townhouse dwellings is permitted under the Zoning By-law.

SURROUNDING CONTEXT

The site is generally surrounded by developed (south and east), recently developed (west), and undeveloped (north) lands. Low-rise and mid-rise residential and mixed-use developments are planned to the north of the site on land owned by Canada Lands Company. A multi-use pathway and City-owned lands (containing underground infrastructure and surface landscaping), followed by Alliance Park, abut the property to the east. Further east of the property are mid-rise developments with commercial uses on the ground floor, including a coffee shop, chiropractic clinic, and pharmacy. Low-rise residential dwellings that

Reference: Application for Minor Variance - 615 Mikinak Road

are part of early Wateridge Village development are located south of the property. The lands immediately west of the property have existing medium-density residential development with the area beyond it intended for low- to high-density residential development.

PROPOSED DEVELOPMENT

The application for Minor Variance seeks relief from the Zoning By-law to facilitate the development of a PUD containing a mix of townhouse dwelling units.

The proposal is described as a low-rise residential development, and consists of the following:

- 111 total dwelling units (60 back-to-back townhomes and 51 rear lane townhomes).
- Internal private road network that provides for two-way traffic and a looped connection through the site. The two proposed private approaches from Vedette Way are aligned with the private approaches of the residential development to the west, and none of the proposed units will have individual private approaches from the surrounding public right-of-way (ROW).
- All rear lane townhomes are situated along the perimeter of the site and include an attached garage adjacent the looped private road. Rows of dwelling units range from 4-6 units.
- All back-to-back townhomes contain a shared driveway and attached garage. Blocks of dwelling units range from 8-12 units.
- Eight visitor parking stalls (parallel) are proposed along the easterly leg of the looped private roadway.
- Site landscaping will consist of a mix of plantings (trees, shrubs, and ground cover), an east-west pedestrian pathway, and an amenity area at the site's southwest corner. Snow storage will be provided at various locations throughout the site. Portions of the amenity area will also serve as a snow storage space, while an underground storage facility beneath the amenity area will provide for on-site stormwater management.

The proposed development is in the process of finalizing the Site Plan Control and Plan of Condominium applications. The City of Ottawa has reviewed the proposed development and the technical submissions associated with the development applications and is comfortable with the proposal and the approach to proceed with the required Minor Variance application.

Reference: Application for Minor Variance - 615 Mikinak Road

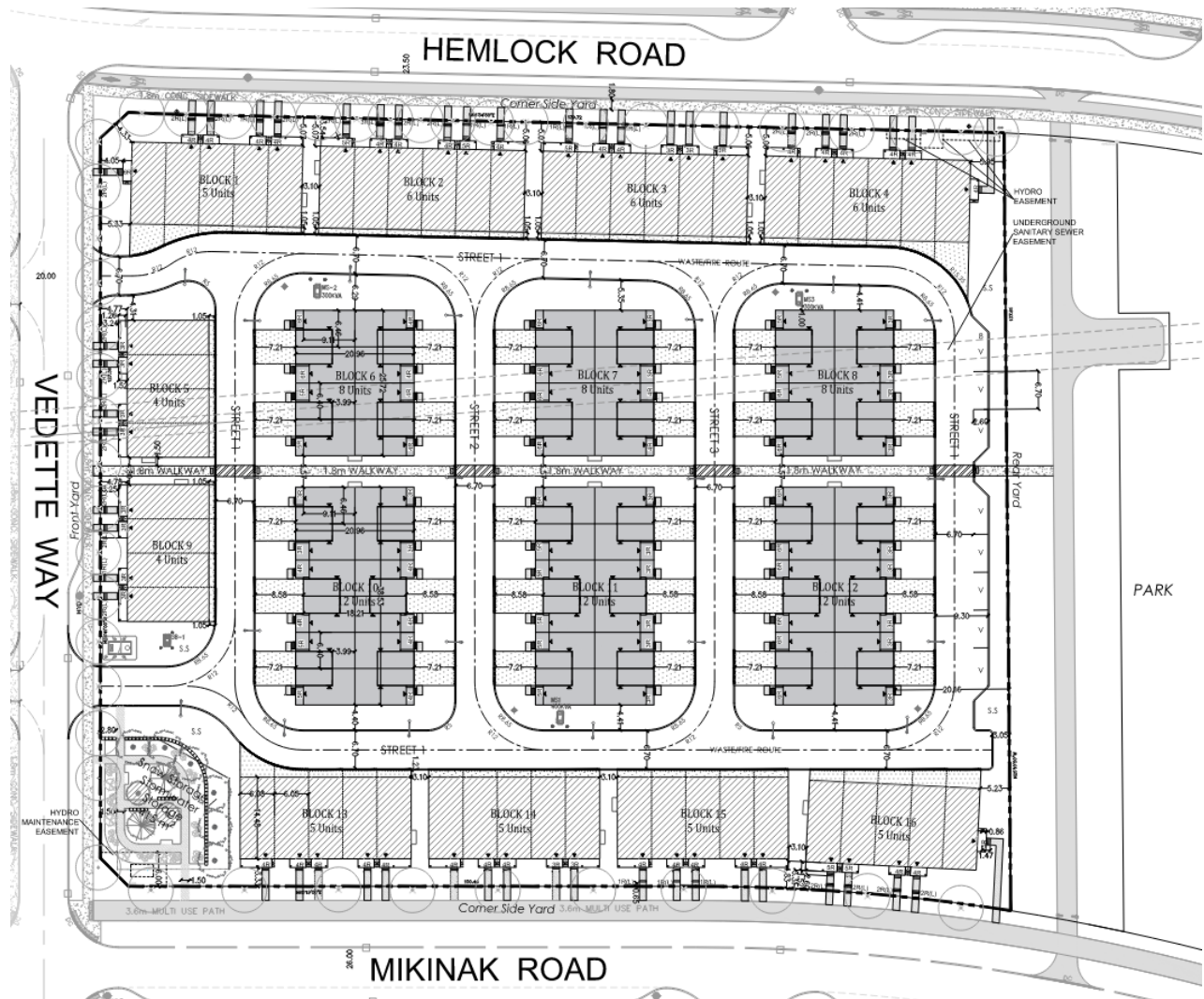


Figure 2. Site Plan Excerpt (Korsiak Urban Planning).

MINOR VARIANCE APPLICATION

The proposed minor variances to facilitate the development are as follows:

- To permit a maximum building height of 11.42 metres; whereas the by-law permits a maximum building height of 10 metres (Section 162, Table 162A).
- To permit a minimum setback for any garage or carport entrance from a private way of 1.05 metres; whereas the by-law requires a minimum setback for any garage or carport entrance from a private way of 5.2 metres (Section 131, Table 131, 3).
- To permit a minimum setback of 1.05 metres for any wall of a residential use building to a private way; whereas the by-law requires a minimum setback of 1.8 metres for any wall of a residential use building to a private way (Section 131, Table 131, 2).

Reference: Application for Minor Variance - 615 Mikinak Road

- d) To permit having no opaque screen where a deck or balcony occurs above the first floor and is within 1.5 metres of an exterior side wall or interior side lot line of a residential zoned lot; whereas the by-law requires where a deck or balcony occurs above the first floor and is within 1.5 metres of an exterior side wall or interior side lot line of a residential-zoned lot, a 1.5 metre high opaque screen is to be provided facing the interior side lot line (Section 65, Table 65, 6).

RATIONALE FOR MINOR VARIANCES

Section 45 of the Planning Act outlines the powers of the Committee of Adjustment to permit minor variances from a Zoning By-law as described in Section 34 of the Act. The Act lays out the four tests which must be met for the Committee to grant a variance; these are that the variance must:

1. Meet the general intent and purpose of the Official Plan
2. Meet the general intent and purpose of the Zoning By-law
3. Be desirable for the appropriate development or use of the land
4. Be minor in nature

Official Plan

The first test is that the requested variances maintain the intent and purpose of the Official Plan.

City of Ottawa Official Plan, 2022

The property is designated Minor Corridor within the Inner Urban Transect in the City of Ottawa Official Plan, 2022 (OP).

Reference: Application for Minor Variance - 615 Mikinak Road

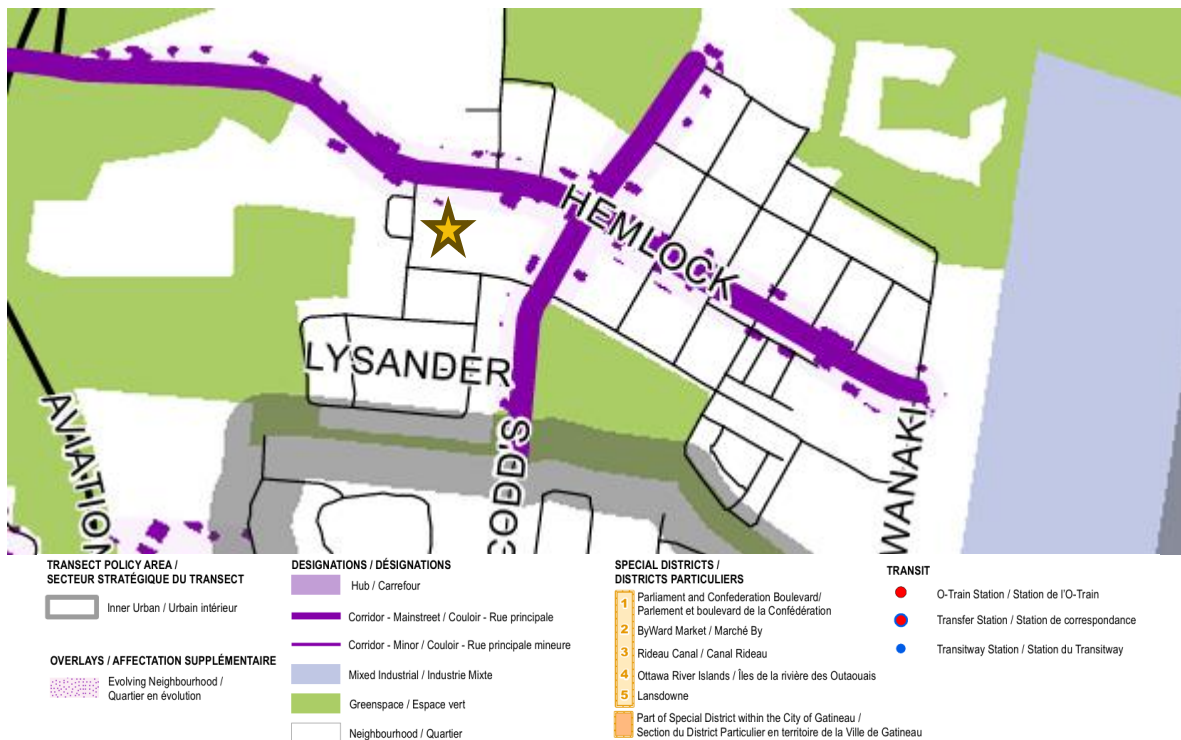


Figure 3. Schedule B2 – Inner Urban Transect (City of Ottawa).

Section 5.2 addresses the Inner Urban Transect. Section 5.2.1 - Enhance or establish an urban pattern of built form, site design and mix of uses, Policy 4, states:

4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

a) Hubs and a network of *Mainstreets* and *Minor Corridors* provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;

b) Small, locally oriented services may be appropriately located within Neighbourhoods;

c) Existing and new cultural assets are supported, including those that support music and nightlife;

d) Larger employment uses are directed to Hubs and Corridors; and

e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

Reference: Application for Minor Variance - 615 Mikinak Road

The proposed development is consistent with the intent of the OP by providing additional residential densities on an appropriately designated lot. The proposed development is located adjacent to neighbourhood amenities and commercial uses. The requested variances would facilitate the development of a low-rise residential development that is consistent with the intent of the Inner Urban Transect.

As explained by Section 6.2 – Corridors, the Corridor designation “*applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs*”.

Section 5.2.3 – Provide direction to the Hubs and Corridors located within the Inner Urban Transect states:

3) Along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and stepbacks:

- a) *Generally, not less than 2 storeys and in the maximum height range of between 4 to 6 storeys, except where a secondary plan or area-specific policy specifies different heights;*
- b) *Where the Zoning By-law permits a Low-rise building, an amendment to this Plan shall not be required to consider a building of 5 or 6 storeys;*
- c) *The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise built form in Subsection 4.6.6, Policy 7); and*
- d) *The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.*

Minor Corridors within the Inner Urban Transect are planned for higher density development. The proposed development proposes building heights consistent with the Minor Corridor designation. The proposed townhouses are three stories in height. The development is compatible with the surrounding context of low to mid-rise building heights. The requested variances allow for a higher density residential use that remains consistent with the surrounding context in terms of built form and function.

Wateridge Village Secondary Plan, 2022

The Wateridge Village Secondary Plan, 2022 (SP) aims to create a “*a contemporary mixed-use community that is walkable, cycling-supportive, transit-oriented and built at a human scale*”.

The site is designated School on Schedule A of the SP. CLC confirmed no school board had committed to development of the site within the seven-year period where the option was available. Accordingly, Section 2.3 of the SP directs that the site is now designated Neighbourhood and is intended for low-rise residential development.

Reference: Application for Minor Variance - 615 Mikinak Road

The property is designated Low-Rise to Mid-Rise Neighbourhood on Schedule A – Designation Plan of the SP, and the property is permitted a maximum building height of 16 metres as indicated on Schedule B – Maximum Building Heights of the SP. The designation permits a mix of low to medium-density development, permitting all residential uses except for high-rise apartment buildings. The designation also intends for development to transition between existing low-rise residential neighbourhoods and future higher-density neighbourhoods.

The proposed development is consistent with the intent of the SP as it provides a compatible, low-rise built form consisting of an appropriate density. The proposed development proposes a maximum building height of 11 metres, which is permitted under the SP. The proposed development and requested variances are in line with the intent and purpose of the SP.

A cycle track is identified along Hemlock and a multi-use pathway is identified along Mikinak as indicated on Schedule D – Mobility Network of the SP. Situating the garages and private ways within the block is consistent with the policies of the SP where private driveways are not permitted where they would cross cycle tracks or multiuse pathways. This positioning maintains the safety of pedestrians and cyclists as it eliminates the need for driveways and extra vehicle movement along these routes. SP policy also directs fostering a pedestrian-oriented environment by directing parking and entrances to parking to minor roads or private driveways. The proposed development and requested variances are in line with the intent and purpose of the SP.

Former Rockcliffe Community Design Plan, 2015

The Former Rockcliffe Community Design Plan, 2015 (CDP) is a Council-approved design and visioning document that does not have the same statutory authority as the Official Plan. These documents are intended to guide change in areas of the City that are targeted for growth and improvement as directed by the Official Plan. Typically, the guidance provided in community design plans translates into Secondary Plans that form part of the Official Plan, as is the case with the Former CFB Rockcliffe lands.

The Preferred Land Use Plan of the CDP identifies the site for a school, and similar to the SP there are policies that speak to the intent for the site if all school boards decide to pass on it. Specifically, Section 6.2.4 of the CDP states that in those cases the lands may be developed as per the low-rise residential designations of the SP.

Similar to the SP, the CDP designates the land for low to mid-rise development, including townhouse developments. The CDP also directs parking and driveways away to the backs of properties or on rear lanes to direct it away from public streets. The proposed residential land use and form appropriately considers the applicable intent of the CDP, and the requested variances meet the intent of the CDP.

The proposed development is in the final stages of Site Plan Control and Plan of Condominium applications. The City of Ottawa has reviewed the proposed development and the technical submissions associated with the development applications and is comfortable with the proposal and the timing of the Minor Variance application.

Reference: Application for Minor Variance - 615 Mikinak Road

The proposed variances maintain the intent and purpose of the City of Ottawa's Official Plan, Wateridge Village Secondary Plan, and the Former Rockcliffe Community Design Plan.

Zoning By-law

The second test is that the requested variances maintain the intent and purpose of the Zoning By-law.

The site is dual zoned as R4UC[2311] – Residential, Fourth Density Zone, Subzone UC, Exception 2311 and I1A – Minor Institutional Zone, Subzone A. The dual zoning reflects the site's eligibility for residential development once passed on by school boards within the allotted time frame.

The purpose of the R4 zone is to:

- (1) *allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*
- (2) *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
- (3) *permit ancillary uses to the principal residential use to allow residents to work at home;*
- (4) *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*
- (5) *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 site's residential zoning permits a wide range of residential uses, including the proposed planned unit development (PUD) consisting of townhouse dwellings.

To facilitate the proposed development, relief from the Zoning By-law is required to increase the maximum building height, amend setbacks related to the private way, and eliminate a requirement for screening on balconies.

Variance a) requests an increase of permitted maximum building height to 11.42 metres; whereas the by-law permits a maximum building height of 10 metres for townhouse dwellings. The intent of the provision for maximum building height is to ensure regular building size and massing for built form compatibility within an area. The proposed townhouses are compatible with the surrounding built form – the development to the west of the property consists of stacked townhouse dwellings with a height of approximately 10.7 metres, and the areas to the north and east of the property are zoned R5Y which permit heights and densities exceeding what is proposed.

The proposed back-to-back townhouses have a height of 11.42 metres and are located within the middle of the proposed planned unit development. The proposed rear lane townhouses are situated around the back-to-back townhouses along the perimeters of the property, and have a building height of approximately 10.15

Reference: Application for Minor Variance - 615 Mikinak Road

metres. This provides a transition in height from to the low-rise residential development to the south of the property. The angled roof design further mitigates visual impacts of the additional building height, and at 1.42 metres itself, the additional height would be indiscernible from the street or adjacent properties as it does not result in additional storey.

Variance b) is to permit a minimum setback for any garage or carport entrance from a private way of 1.05 metres; whereas the by-law requires a minimum setback for any garage or carport entrance from a private way of 5.2 metres. The intent of this provision is to allow sufficient space for a driveway parking space, in addition to the parking space provided within the garage. The proposed development meets the requirement for resident parking, providing 222 spaces where only 83 are required. The requirement for visitor parking is also exceeded, with 8 spaces provided where 4 are required. The proposed garages have space for two side-by-side parking spaces designed to comply with the minimum parking space requirement of 5.2 metres by 2.6 metres. Reducing the setback does not impact parking within the planned unit development. Reducing the setback and accommodating parking in garages improves the streetscape and overall safety of the private ways. The reduced setback applies only to the one-storey portion of the townhouse dwelling servicing as the garage with a deck on top – the remainder of the two-storey townhouses is setback further from the private way (Figure 4).



Figure 4. Rear and Right 3D View of the Rear Lane Town Block (Q4A Architects).

Variance c) is to permit a minimum setback of 1.05 metres for any wall of a residential use building to a private way; whereas the by-law requires a minimum setback of 1.8 metres for any wall of a residential use building to a private way. The intent of this performance standard is to create adequate separation between a building wall and private way to allow for pedestrian circulation on the site without having to enter the private way. A setback of 1.05 metres is sufficient for circulation and waste collection without encroaching on the private way. The garages also have internal doors allowing for resident circulation within each separate townhouse dwelling, so residents do not have to circulate around the building for basic regular functions such as accessing their vehicles and putting waste and recycling out. Also, permitting a reduced setback along the private way allows the proposed townhouse development to maintain an appropriate front

Reference: Application for Minor Variance - 615 Mikinak Road

yard setback along the public streets while achieving a desirable built form and density. The reduced setback applies to the one-storey portion of the townhouse dwelling housing the garage and a deck on top – the remainder of the two-storey townhouse containing the actual indoor living space is setback further from the private way (Figure 4).

Variance d) is to permit having no opaque screen where a deck or balcony occurs above the first floor and is within 1.5 metres of an exterior side wall or interior side lot line of a residential zoned lot; whereas the by-law requires where a deck or balcony occurs above the first floor and is within 1.5 metres of an exterior side wall or interior side lot line of a residential-zoned lot, a 1.5 metre high opaque screen is to be provided facing the interior side lot line. City Building Code Services has noted that this screening provision does not apply to the proposed development, as per Comment 22e of the June 13, 2025, Feedback Form of the Site Plan Control application. The relief is being requested as part of this application in an abundance of caution as the balconies are not within 1.5 metres of a side lot line, given the development is a PUD that has not been parcelized. The intent of this provision is to maintain privacy between balconies on abutting lots, though it is noted the proposed balconies are not for exterior amenity use given their limited projection, and that they will function as “Juliette Balconies”. It’s understood these balconies are being provided to comply with the Ontario Building Code as “waiting” or “refuge” areas in the event of fire until such time that fire services arrive.

The proposed development is in the process of finalizing the Site Plan Control and Plan of Condominium applications. The City of Ottawa has reviewed the proposed development and the technical submissions associated with the development applications and is comfortable with the proposal.

The proposed variances meet the intent and purpose of the Zoning By-law 2008-150.

Desirable for Orderly Development

The third test is that the requested variances are desirable for the orderly development and use of the land.

Variance a) requests to permit a building height of 11.42 metres. The requested variance facilitates the provision of residential intensification within a low-rise built form on an appropriately located property. The designation of the property directs for residential intensification in a low to mid-rise built form, and the property is zoned to permit the development of low-rise residential developments. The highest building heights are proposed in the middle of the property, with the height transitioning down along the perimeter of the site. The proposed gable roof provides variability in the massing of the townhouses, reducing impact of increased height on the streetscape.

Variance b) requests a reduced setback of 1.05 metres between the garage entrance and the private way. Reducing the setback allows parked cars to be fully enclosed within the attached garage instead of having cars parked on the driveways, improving the streetscape of the private ways. Permitting a reduced setback along the private way allows the proposed townhouse development to maintain an appropriate front yard setback along the public streets while achieving a desirable built form and density. It also allows parked cars to be enclosed within the garage. This removes the focus of driveways and garages from the public streetscape, reduces vehicle activity along cycle paths and multi-use pathways, and creates more inviting

Reference: Application for Minor Variance - 615 Mikinak Road

and safer streetscapes along the public streets. A patio is proposed on top of the attached garage, animating the streetscape within the planned unit development. This arrangement allows for the front yard of the development fronting on the public street to be animated without visual impacts from a driveway or parked vehicles, improving the streetscape. Reducing the setback does not impact the functionality of the garage or vehicle parking. The parking requirement is exceeded on this site. Visitor parking is provided within the development, with eight stalls proposed along the easterly leg of the looped private roadway.

Variance c) requests a reduced setback of 1.05 metres between a residential use building to the private way. A setback of 1.05 metres is sufficient for circulation on the site without relying on the private way. The functionality of the site is not compromised by reducing the setback. The wall closest to the private way relates to the one-storey garage with a patio on the roof – the remainder of the two-storey townhouse containing indoor living space is setback further from the private way (Figure 4). The proposed setback of 1.05 metres applies to all rear lane townhouse dwellings within the planned unit development, maintaining a consistent and uniform building wall throughout the private ways. Permitting a reduced setback along the private way allows the proposed townhouse development to maintain an appropriate front yard setback along the public streets. This removes the focus of driveways and garages from the public streetscape, reduces vehicle activity along cycle paths and multi-use pathways, and creates more inviting and safer streetscapes along the public streets.

Variance d) is to permit having no opaque screen where a deck or balcony occurs above the first floor and is within 1.5 metres of an exterior side wall or interior side lot line of a residential zoned lot. City Building Code Services has noted that this screening provision does not apply to the proposed development. The relief is being requested as part of this application in an abundance of caution. The proposed balconies are “Juliette Balconies” and are being provided to comply with the Ontario Building Code in case of a fire.

The proposed development is in the process of finalizing the Site Plan Control and Plan of Condominium applications. The City of Ottawa has reviewed the proposed development and the technical submissions associated with the development applications and is comfortable with the proposal.

The proposed variances are desirable for the orderly development and use of the land.

Minor in Nature

The fourth test is that the requested variances are minor in nature.

Variance a) requests to increase the permitted building height by 1.42 metres for the back-to-back townhouses. The requested variances facilitate the development of an appropriate low-rise built form on the property. The proposed built form and height is consistent with the surrounding area, with higher density uses and increased heights permitted to the north and east of the site, and a gradual transition to the low-rise residential development to the south. The rear lane townhouse dwellings are proposed at a lower height than the back-to-back townhouses, providing an appropriate transition in height, and ensuring the increased building height in the centre of the site is indiscernible from the public streetscape. The building and roof design provides variability in massing which reduces any impacts of increased heights.

Variance b) requests to reduce the garage entrance setback from the private way by 4.15 metres. Reducing the setback eliminates driveway vehicle parking along the private way. This design of inward facing vehicle

Reference: Application for Minor Variance - 615 Mikinak Road

functions ultimately helps improve the public streetscape as the building facades and front yard setbacks along the public street are not taken up by driveways and garages, but can be dedicated for porches and balconies along the front walls, and the front yard setback can be dedicated for soft landscaping. The proposed variance also improves the streetscape of the private way as parked cars will be enclosed within the attached garages instead of being exposed on driveways.

Variance c) requests to reduce the residential building wall setback from the private way by 0.75 metres. Circulation on and around the site is not compromised by reducing the setback, and is enhanced with internal doors in the garage. The wall closest to the private way relates to the one-storey garage with a patio on the roof – the remainder of the two-storey townhouse containing indoor living space is setback further from the private way (Figure 4). Reducing the setback has no negative impacts along the streetscape of the private way, and does not impact the functionality of the site.

Variance d) requests to permit having no opaque screening between balconies. City Building Code Services has noted that this screening provision does not apply to the proposed development, as per Comment 22e of the June 13, 2025, Feedback Form of the Site Plan Control application. The relief is being requested as part of this application in an abundance of caution. Some balconies are within approximately 1.2 metres of each other and are part of the same townhouse development. The proposed balconies are “Juliette Balconies” and are being provided to comply with the Ontario Building Code in case of a fire. Eliminating the requirement for screening has no impact on the use of the balconies.

The proposed development is in the process of finalizing the Site Plan Control and Plan of Condominium applications. The City of Ottawa has reviewed the proposed development and the technical submissions associated with the development applications and is comfortable with the proposal.

The proposed minor variances are minor in nature.

CONCLUSION

The proposed minor variances at 615 Mikinak Road meet the four tests under the *Planning Act*. The proposed low-rise residential development represents a permitted land use, form, and site layout which appropriately addresses applicable planning policy. The proposed variances and development represent good land use planning that is in the public interest, and as such, we recommend the requested minor variances be granted.

Reference: Application for Minor Variance - 615 Mikinak Road

Best regards,

Stantec Consulting Ltd.

A handwritten signature in black ink, appearing to read 'Serene', with a long horizontal flourish extending to the right. Below the signature is a thin red horizontal line.

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Attachment: [Attachment]

c.