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March 24, 2025

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To: Committee of Adjustments
City of Ottawa
101 Centrepointhe Drive,
4th Floor, Ottawa, ON, K2G 5K7

**RE: Application for Severance,
256/258 Northwestern ave.,
Ottawa, ON, K1Y 0M3**

Committee of Adjustment
Received | Reçu le

Revised | Modifié le : 2025-03-25

City of Ottawa | Ville d'Ottawa
Comité de dérogation

COVER LETTER

I am the co-owner of the Subject Property and, on behalf of other two owners, I am submitting the enclosed Consent application.

The owners want to subdivide the Subject Property into two separate parcels of land to obtain separate ownerships for a two-storey semi-detached dwelling, currently under construction.

The intent of this application is to create two lots for a pair of semi-detached dwellings with one ADU in each. Each dwelling will be accessible via a single lane driveway. The entrances for the accessible dwelling units will be located on the side of the building and accessible from the street.

Existing Conditions

The Subject Property is located within the Champlain Park neighbourhood, City Ward 15 of the City of Ottawa, fronting Northwestern ave. with the closest intersection Amanda ave. The Subject Property has approximately 15.175 meters of frontage along Northwestern ave. and a depth of approximately 39.5 meters. The Subject Property has an area of approximately 602 square meters.

The legal description of the property is:

PCL 1-1, SEC 331; PT LT 1, PL 331, COMMENCING AT THE NE ANGLE OF THE SAID LT, THENCE SLY ALONG THE ELY BOUNDARY 50 FEET, THENCE WLY & PARALLAL WITH THE NLY BOUNDARY OF THE SAID LT 130 FEET MORE OR LESS TO THE WLY BOUNDARY OF THE SAID LT, THENCE NLY ALONG THE SAID WLY BOUNDARY 50 FEET TO

THE NW ANGLE THEREOF, THENCE WLY ALONG THE NLY BOUNDARY THEREOF 130 FEET MORE OR LESS TO THE PLACE OF BEGINNING; OTTAWA/NEPEAN

The property is zoned R2D in the City of Ottawa Zoning By-Law and is designated as a Neighbourhood in the Inner Urban transect as per the Official Plan.

The Subject Property Plot:



The Subject site contains two-storey semi-detached dwellings currently at the last stage of construction, for which building permit was obtained on December 12, 2022 (please see photo of dwellings on the following page).

To the current date both to be severed and retained parcels have their own independent water, sanitary and sewer connections, and these services do not cross the proposed severance line and are connected directly to City infrastructure.

The satisfactory grading and drainage plans for both the severed and retained properties were obtained and are attached to this application.





Severance Application

The severance application will create two similar size lots:

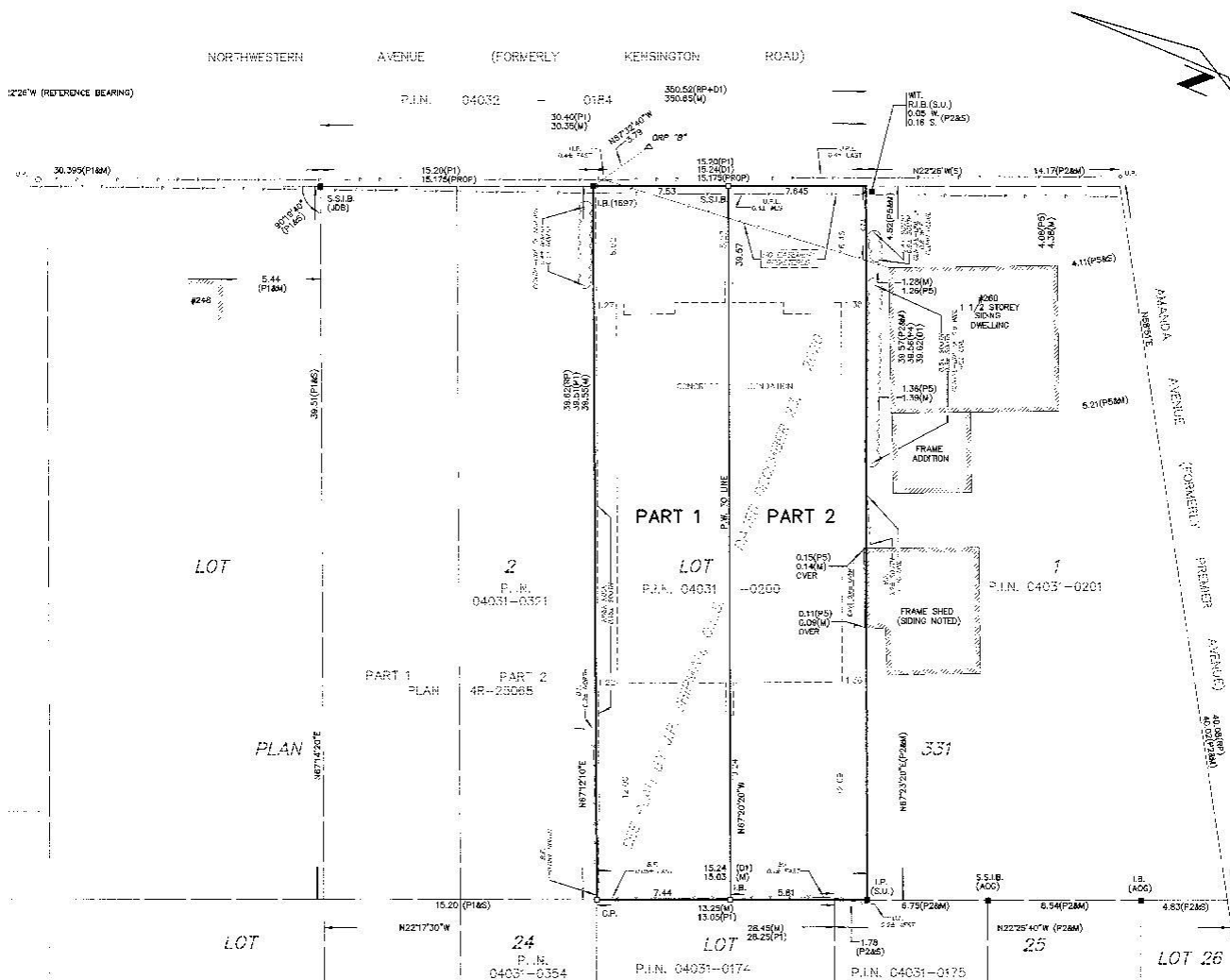
Part 1 (retained land) will have a total area of approximately 297.435 square meters, a depth of 39.5 meters, and a frontage of 7.53 meters on Northwestern ave.

Part 1 will encompass right side of the semi-detached house and will be used as a residential lot.

Part 2 (severed land) will have a total area of approximately 301.978 square meters, a depth of 39.5 meters, and a frontage of 7.645 meters on Northwestern ave.

Part 2 will encompass left side of the semi-detached house and will be used as a residential lot.





Environmental Impact

The owners of the lot consulted with the City Infill Forester and obtained a Report, stating that there existed 3 Siberian elms along the southern property line and 2 in the median of the road. These trees still exist, and the severance will not impact their existence.

Rationale

Section 53 (1) of the Planning Act indicates that ‘an owner, chargee or purchaser of land, or such owner’s, chargee’s or purchaser’s agent duly authorised in writing, may apply for a consent as defined in subsection 50 (1) and the council or the Minister, as the case may be, may, subject to this section, give a consent if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality. 2021, c. 25, Sched. 24, s. 4 (1).

Section 51 (24) of the Planning Act states that *in considering the draft of a subdivision, the following factors will be considered:*

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2; i.e the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (f), the orderly development of safe and healthy communities (h), the appropriate location of growth and development (p), the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians

Provincial interests are maintained in this proposal as described in the Planning Act. The created lot and the retained lot each has adequate provisions for sewage, water, and waste management systems as shown in the site plan submitted as part of the building permit application.

The application will also contribute to the orderly development of a safe and healthy community. The resulting lots will be compliant with zoning requirements and will follow the development precedent set by 254-252 Northwestern, 226-222 Northwestern, and 200-202 Northwestern. This is an appropriate location for growth because it is within a Neighbourhood designation in the Inner Urban transect as identified in the Official Plan.

It is also in close proximity to main through streets such as Scott St., Island Park Dr., and Kichi Zibi Mikan. Various bus routes are available along these main through streets. For example, Scott St is serviced by lines 14, 16, 56, 80, and 57 and a Light Rail 1. Island Park Dr. is serviced by lines 55, 85, 86, 89, and 80.

Lastly, the compact nature of this development is sustainable as we are proposing to replace a single dwelling unit with a pair of semi-detached dwellings with one ADUs in each. This will result in four units accessed at grade.

(b) whether the proposed subdivision is premature or in the public interest;

The proposed development aligns with recent developments on Northwestern and the existing road network supports frequent local traffic. Therefore, the proposed subdivision of the lands into 2 parcels through a severance application is not premature and is in the public interest.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

There are no adjacent plans of subdivision in this area. This proposal is within the Inner Urban transect designated as a Neighbourhood.

2.2.1 Intensification and Diversifying Housing options

Policy 1 - Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods.

Scott St and Richmond Rd are identified as Mainstreet Corridors in the Inner Urban transect and are approximately 95m and 500m from the subject property, respectively. The corridors provide a variety of amenities for daily and weekly needs such as pharmacies, clinics, grocery stores, banks, cafes and restaurants. Both main streets are serviced by a variety of bus routes. For example, line 11 (Bayshore / Parliament), 50 (Tunney's Pasture / Lincoln Fields), 81 (Tunney's Pasture / Clyde), and 153 (Tunney's Pasture / Lincoln Fields), and the Westboro bus station which is serviced by many more express and regular bus routes.

Island Park Dr. and Kichi Zibi Mikan, located approximately 450m and 750m respectively, are the scenic parkways and also act as transit corridors that feature multiple bus stops. By replacing one primary dwelling unit with two primary dwellings and two ADUs, we are proposing to intensify a well-connected site which will support the evolution towards a 15-minute neighbourhood.

4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

(3) Development shall minimise conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalising all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will have vehicular access from Northwestern ave which will lead to single lane driveways with one parking space and one one-car garage per semi. This ensures that private vehicular street parking will be limited.

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

2) The transportation network for the Inner Urban Transect shall: a) Prioritise walking cycling and transit; 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

The provided parking does not undermine the public realm and will not undermine the priority of pedestrians, cyclists, and public transit users. Proximity to amenities on Richmond Rd, which are easily accessible via Northwetsern ave, encourage walking, cycling, and public transit use.

(d) the suitability of the land for the purposes for which it is to be subdivided;

The severance allows for the existence of a pair of semis with one ADUs per side which are listed as permitted uses in the R2D zone. The resulting dwellings will be compatible with the fabric of the neighbourhood which is a mix of detached and semi-detached dwellings with a mix of old and new construction.

(f) the dimensions and shapes of the proposed lots;

The proposed lots are compliant in terms of lot width and lot area. The resulting parcels are a sufficient size to accommodate two residential units, a driveway with a parking space and a one-car garage, the minimum required soft landscaping, and minimum setbacks.

(i) the adequacy of utilities and municipal services;

The existing dwellings have connections to municipal water, sanitary, and storm systems therefore adequate services are be available for the new units. The property is nearing completion of construction and has been reviewed by the City Infrastructure services as part of the building permit process for municipal servicing.

(j) the adequacy of school sites;

Schools in the area include: St. George School (750m), and Chesterton Academy of Ottawa (850m).

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

- Completed application form for the consent application,
- Property owner's authorization for submission of the application
- Land Registry Office Transfer documents showing ownership
- Application fees
- Old survey indicating the old, demolished building

- Draft Survey Plan indicating new building and the severance line along the party wall.
- Minor variance decision from May 27, 2022
- Lot grading Plan
- Lot servicing plan
- Building plan
- Tree Information Report
- Lawyer's letter requesting a retained land certificate and confirming there are no ownership issues that would contravene section 50 of the Planning Act
- Neighbours' consents

Should you have any questions or require anything further, please do not hesitate to contact the undersigned at (289) 380-2534 or via email at aniuta_kor@yahoo.com



Anna Korobkova