

June 13th, 2025

Committee of Adjustment
City of Ottawa
101 CentrepoinTE Drive
Ottawa, ON, K2G 5K7

Attention: Michel Bellemare, Secretary - Treasurer

Committee of Adjustment
Received | Reçu le

2025-06-23

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare:

**Reference: 144 Northwestern Avenue
Minor Variance Application
Our File Number: 125053**

Novatech has been retained by the owner of the property municipally known as 144 Northwestern Avenue (the "Subject Site") to prepare and file an application for minor variances to permit a parking space in the front yard, whereas parking is not permitted in the front yard. The minor variance application would permit one visitor parking space for the homeowner's family to use when they visit as overnight street parking is not permitted between May and October and street parking is limited to one hour during weekdays from 9:00 AM to 5:00 PM.

This letter describes the existing conditions of the site and its surrounding context, the proposed development, and the rationale in support of the application.

Site and Context

Site

The Subject Site is located in the Champlain Park neighbourhood within Ward 15 – Kitchissippi in the City of Ottawa (Figure 1). The Subject Site is located on the west side of Northwestern Avenue between Pontiac Street and Clearview Avenue (Figure 2). The Subject Site has approximately 7.62 metres of frontage along Northwestern Avenue, a lot depth of 40.05 metres, and a lot area of approximately 305 square metres. The Subject Site is legally known as PCL 6679, SEC CARL, PART LOT 14, PL 331, N 1/2, PART 1, 4R-31397 CITY OF OTTAWA.

The property is developed with one half of a semi-detached dwelling. The Subject Site does not include a front-facing attached garage. The other half of the semi-detached building to the south (146 Northwestern Avenue) provides one parking space within a front-facing attached garage and another parking space on the single driveway (Figure 3).

Figure 1: Location of Subject Site. (Source: GeoOttawa).



Figure 2: Subject Site. (Source: GeoOttawa).



Figure 3: Subject Site (144 Northwestern) and adjacent property (146 Northwestern).



The Subject Site is designated Neighbourhood within the Inner Urban Transect in the City of Ottawa Official Plan (Figure 4). The site is subject to the Evolving Neighbourhoods Overlay. The Subject Site is zoned R2D[2159] – Residential Second Density Zone, Subzone D, urban exception 2159 in the City of Ottawa Zoning By-law 2008-250 (Figure 5). The property is subject to the Mature Neighbourhoods Overlay.

Figure 4: OP designation. (Source: City of Ottawa Official Plan).

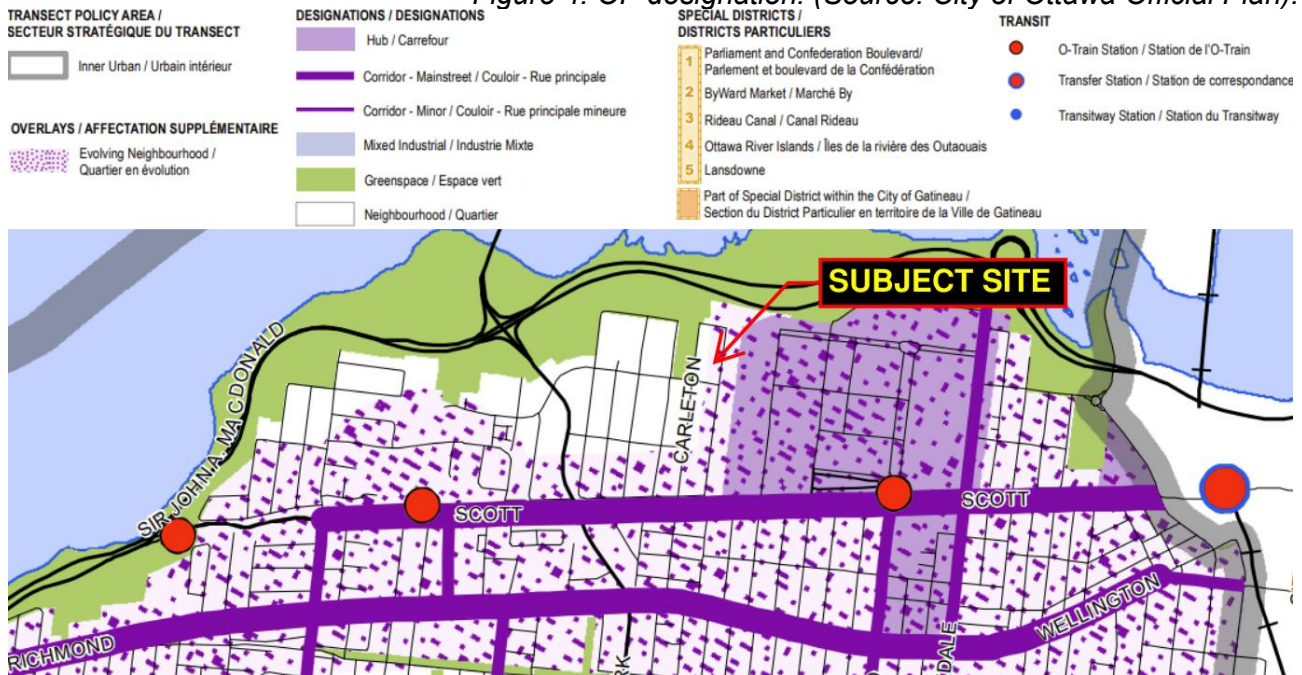
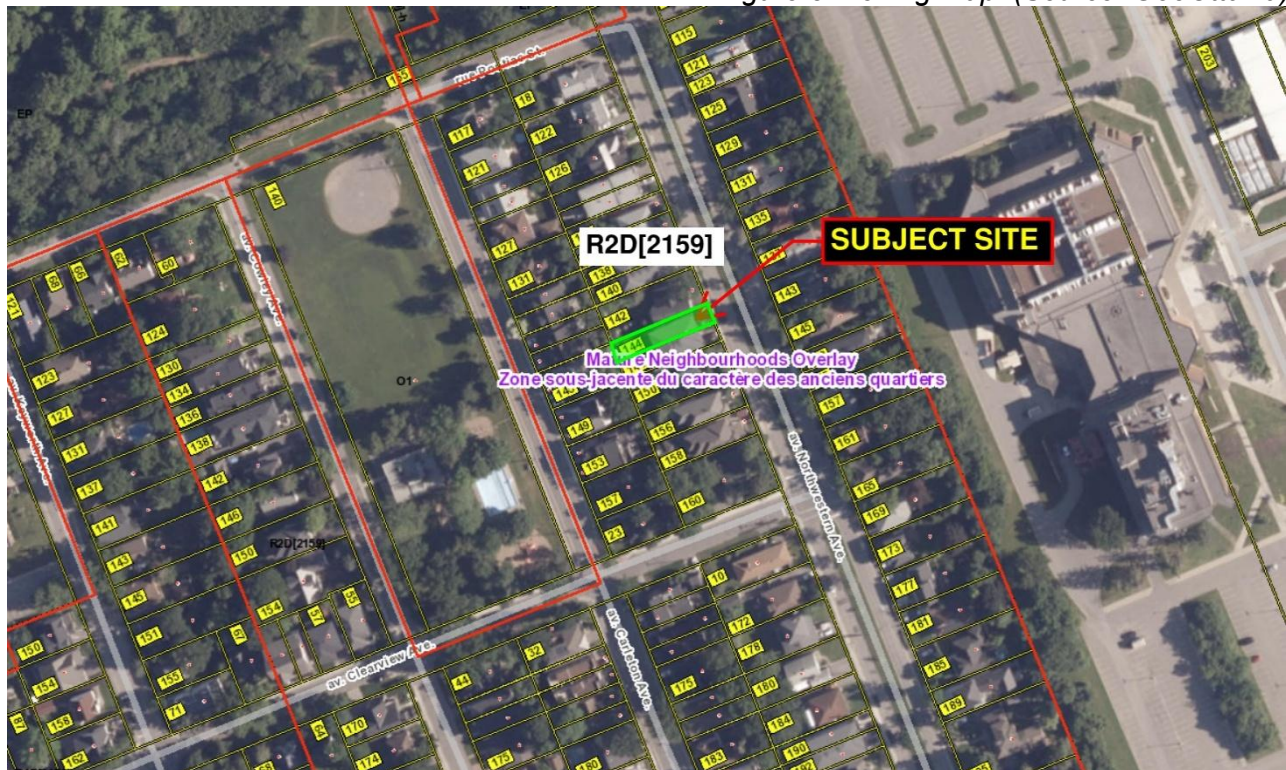


Figure 5: Zoning Map. (Source: GeoOttawa).



The unit at 144 Northwestern Avenue was constructed without parking. The current owner of the Subject Site purchased the property in 2019 with the understanding that parking would be available on Northwestern Avenue. The parking restrictions on Northwestern Street limits parking to one hour

between 9:00 AM and 5:00 PM on weekdays and prohibits stopping between 11:00 PM and 6:00 AM between May and October, with exemptions for parking permit holders (Figure 6).

Figure 6: Parking Restriction Sign Northwestern Avenue.



After applying for an on-street residential parking permit, the property owner learned that a parking permit is not available for Northwestern Avenue. The City of Ottawa's On-street Parking Permit Application webpage indicates that the property is not within a permitted parking zone, despite City signage providing exemptions for parking permit holders (Figure 7).

Figure 7: City of Ottawa On-street Parking Permit Application Form.

On-street parking permit application

Required fields are marked with an asterisk (*).

Eligibility

Permit address *

144 northwestern

Search

1. [144 Northwestern Ave](#)

Selected address: "144 Northwestern Ave".

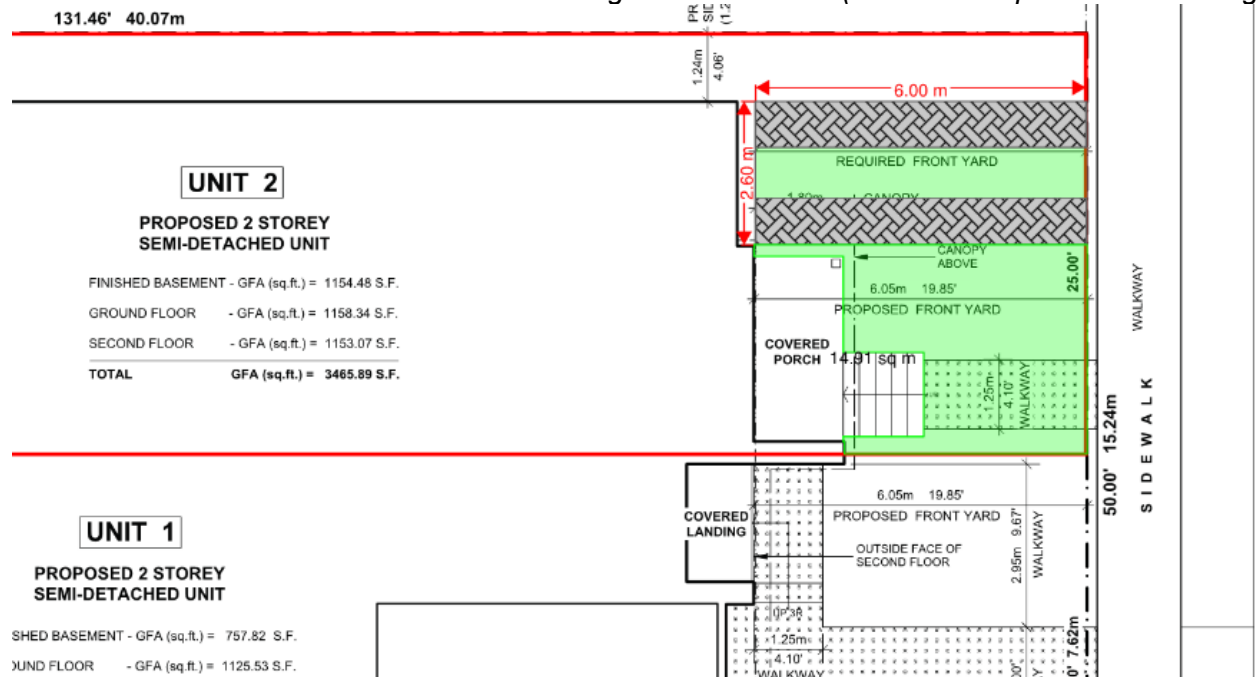
The selected address is not in a permitted parking zone. Unfortunately, you do not qualify for an on-street parking permit. For more information on parking privileges, we encourage you visit our [street parking regulations & restrictions page](#) and/or explore other off-street parking options.

The property owner does not own a vehicle. The applicant's elderly parents visit for a few days (including weekdays and weekends) and sometimes for two weeks or more. The parking restrictions on Northwestern Avenue limit the applicant's parents to park for longer than one hour during the day on weekdays and overnight between May and October. The applicant's parents have health and mobility issues and do not have anywhere to park their vehicle, requiring them to make other parking arrangements including parking at the Ottawa Muslim Association almost half a kilometre away

(Figure 2). Particularly during winter months, having to move their vehicle every hour or park further away creates a safety risk for the applicant's parents. Given the difficulty caused by this parking situation for the owner's elderly parents, relief is sought to permit a front yard parking space for visitors.

A minor variance is requested to permit a visitor parking space to be located in the front yard of a residential dwelling. The parking space is 2.6 metres wide by 6.0 metres long and conforms to the required parking space dimensions in the Zoning By-law. The parking space uses permeable paver wheel strips to minimize impact on soft landscaping (Figure 8).

Figure 8: Site Plan. (Source: Jacques Belleau Design).



Surrounding Context

The Subject Site is developed with a semi-detached dwelling. The adjacent property to the south is developed with the other half of the semi-detached dwelling providing a front-facing attached garage. The adjacent property to the north is a detached dwelling with a front-facing attached garage. Most of the lots along Northwestern Avenue and adjacent streets between Pontiac Street and Scott Street are developed with single-detached and semi-detached dwellings.

Many of the dwellings provide front-facing attached garages including the properties to the north, south, and to the east. In many instances, vehicles are parked in the driveway providing access to the parking space in the front facing attached garage.

Streetscape Character Analysis:

A Streetscape Character Analysis was completed on May 16th, 2025. A Streetscape Character Analysis concurrence letter was received on May 23rd, 2025. The dominant character for the Subject Site was BBA. Of the 21 lots reviewed in the Streetscape Character Analysis, 5 lots did not have a

front-facing attached garage, 15 lots had a front-facing attached garage, and one lot was excluded (Figure 9-10).

Figure 9: Streetscape Character Analysis. (Source: GeoOttawa).

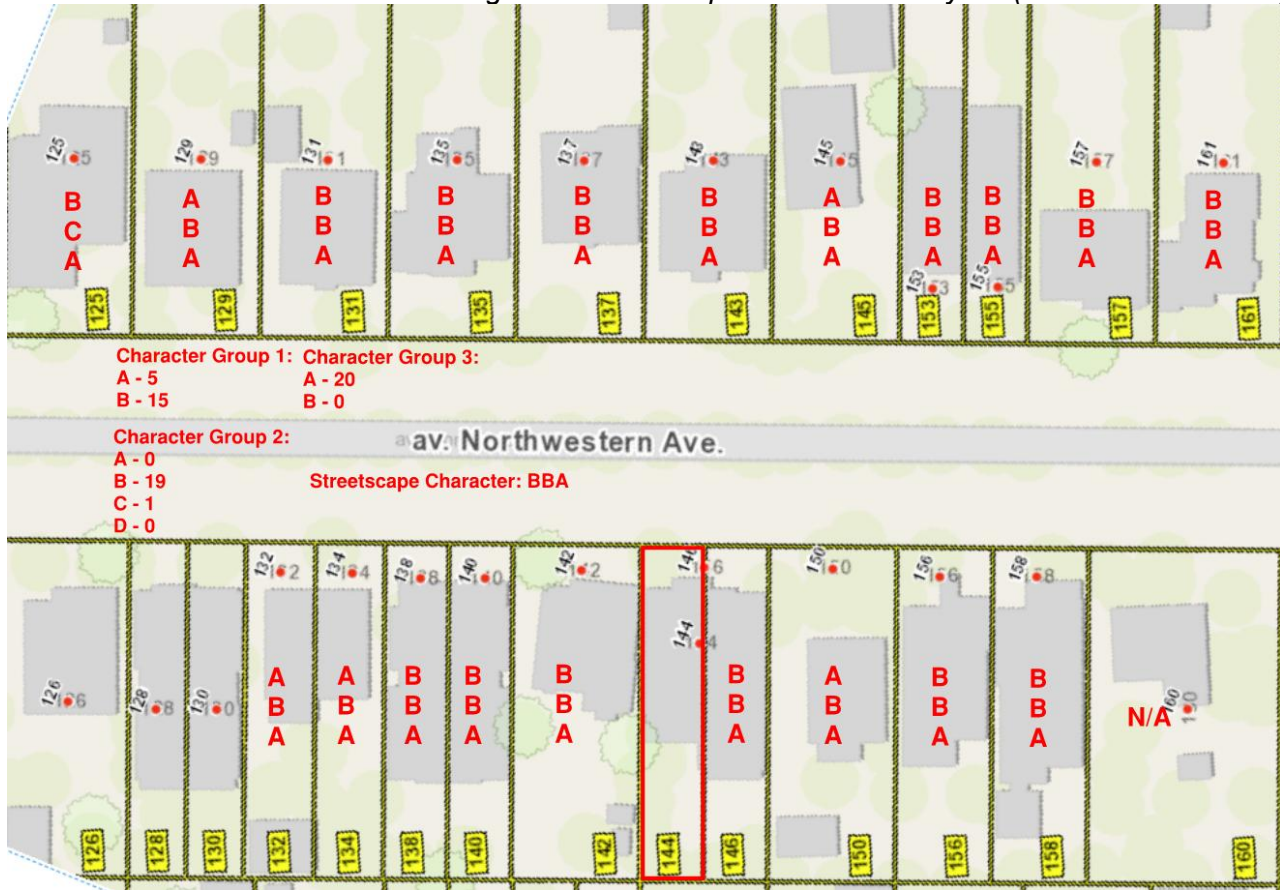


Figure 10: Adjacent properties.



Minor Variance Application

The requested minor variances are identified below:

- a) To permit a parking space to be established in a provided front yard, whereas the Zoning By-law does not permit a parking space to be established or a person to park a motor vehicle in a required and provided front yard. (Section 109(3)(a)(i)).
- b) To permit front yard parking, whereas the Zoning By-law prohibits front yard parking and corner side yard parking where front yard parking is not the dominant pattern along the street. (Section 140, Table 140B(D)(i)).

Minor Variance Rationale

This rationale will speak to the four tests for a minor variance set out in Section 45(1) of the Planning Act. The minor variances listed above meet the four tests for minor variance.

The first test for a minor variance is that the general intent and purpose of the Official Plan is maintained.

The Subject Site is designated Neighbourhood within the Inner Urban Transect in the City of Ottawa Official Plan.

Section 2.2.4 of the Official Plan includes building accessible, inclusive communities for all ages. The intent of Section 2.2.4, Policy 2 is to:

2) *Build accessible, inclusive communities, and design for all ages, including children and older adults*

Policy 2 states that:

Planning decisions shall support development of equitable, inclusive, gender and age-friendly communities in ways that build the city's vibrancy and resiliency and foster community health and well-being.

Elements of healthy inclusive communities outlined in Section 2.2.4, Policy 2 include:

b) Integrate age-friendly design by considering the needs of children and older adults and support aging in place.

The requested variance to permit a front yard visitor parking space supports the intent of the Official Plan to design for all ages and consider the needs of older adults. The owner's parents are not able to park on the street for more than an hour during weekdays between 9:00 AM to 5:00 PM and cannot park overnight between May and October. 144 Northwestern Avenue is not eligible for an on-street parking permit. Owing to these parking restrictions, the owner's parents (who have mobility issues) are forced to make other parking arrangements, including parking at the Ottawa Muslim Association almost half a kilometre away. The front yard visitor parking space would provide one space for the owner's parents to use when they visit, improving accessibility and resulting in a parking arrangement that better supports the needs of the owner's elderly parents.

Section 5.2.2, Policy 3 of the Official Plan states that:

3) *Motor vehicle parking in the Inner Urban Transect shall be managed as follows:*

d) Where new development is proposed to include parking as an accessory use, such parking:

- i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;*
- ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and*

Section 6.3.3, Policy 7 states that:

7) *In order to provide for current parking demand while enabling a transition over time towards less automobile-dependent development,*

a) The City may establish residential on-street parking permit zones in Neighbourhoods per Subsection 4.1.4, Policy 6);

The requested variance is to permit a front yard visitor parking space. The Official Plan provides direction to provide for current parking demand while transitioning towards less automobile

dependent development by establishing on-street residential parking permit zones. Northwestern Avenue is currently not included as an on-street parking permit zone and street parking is only permitted for one hour between 9:00 AM and 5:00 PM on weekdays and is not permitted between 11:00 PM and 6:00 AM between May and October.

Based on the dominant streetscape character of BBA, a dwelling with a front-facing attached garage similar to the properties shown on Figure 11 is permitted. Construction of a front-facing attached garage for the existing semi-detached dwelling or the demolition of one half of the semi-detached building to construct a dwelling with a front-facing attached garage would be costly and inefficient and could result in a similar condition to the properties shown in Figure 11.

Figure 11: Parking in front of garages.



As street parking is not permitted overnight between May and October and is restricted on weekdays, off-street parking is the only available parking option available for the elderly parents visiting the owner of 144 Northwestern Avenue. Parking in the front yard would have no more impact on the public realm than parking permitted in driveways leading to front facing attached garages (Figure 11).

The requested variances meet the general intent and purpose of the Official Plan.

The second test for a minor variance is that the general intent and purpose of the Zoning By-law is maintained.

The Subject Site is zoned R2D[2159] – Residential Second Density, Subzone D, urban exception 2159 in the City of Ottawa Zoning By-law 2008-250. The intent of the R2 Zone is to:

- (1) restrict the building form to detached and two principal unit buildings 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 second 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 detached and two principle dwelling, 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 requested variances are to permit front yard parking whereas a parking space is not permitted in the front yard. The intent of prohibiting front yard parking is to ensure that the public realm is not visually impacted by vehicles. The requested relief results in one front yard parking space being provided. On-street residential parking permits are not available for Northwestern Avenue, with parking limited to one hour on weekdays between 9:00 AM and 5:00 PM and prohibited overnight from May to October. The owner's parents are not able to park their vehicle on the street in front of the Subject Site when they visit. The owner's parents are forced to find parking elsewhere in the neighbourhood, with the closest parking being half a kilometre away.

The owner understood that a parking permit could be obtained to permit on-street parking. The dominant streetscape character for 144 Northwestern Avenue is BBA, which permits front-facing attached garages. If the owner were to reconstruct the house, she would be able to provide a front-facing attached garage and a driveway. Another parking space could be located in front of the house in the driveway providing access to the attached garage. Instead of reconstructing the house, a more cost-effective and environmentally efficient solution would be to permit one front yard parking space.

The requested variances meet the general intent and purpose of the Zoning By-law.

The third test for a minor variance is that the minor variance is considered suitable and desirable for the use of land.

The requested variances are suitable and desirable for the appropriate use of the land. The front yard parking space will enable the homeowner's elderly parents to park on the property when they visit, without being restricted by the one-hour street parking time limit or the prohibition on overnight parking between May and October. They will not be forced to park elsewhere in the area and walk to the property. The front yard parking space is suitable as it would have a similar public realm impact to the existing parking provided on other properties along Northwestern Avenue. Adequate space is provided in the front yard to accommodate the front yard parking space while still providing sufficient soft landscaped area.

The provision of one front yard parking space would not impact the public realm any more than the existing parking condition along Northwestern Avenue, as shown in Figure 11. Furthermore, the

provision of a front yard parking space would still provide adequate space for soft landscaping in the front yard, with a similar amount of soft landscaping in the front yard as the front-facing attached garage and single wide driveway provided at 146 Northwestern Avenue. With “wheel strips” or permeable pavers used for the front yard parking space, the impact of the additional hardscaping would be reduced.

The requested variances are suitable and desirable for the use of the land.

The fourth test for a minor variance is that the variance is considered minor in nature.

The requested relief to permit a front yard parking space is minor. The proposed front yard parking space will have a minor impact on the public realm and will be no more impactful to the public realm than the existing context. Fifteen of the lots in the Streetscape Character Analysis study area are developed with front-facing attached garages, providing the possibility for vehicles to be parked in front of the dwelling.

Along Northwestern Avenue between Pontiac Street and Scott Street, 47 lots are developed with front facing attached garages or front yard parking spaces (Figure 12). The prevalence of front-facing attached garages and front yard parking spaces minimizes any potential adverse visual impact from the proposed front yard parking space, as it does not represent a departure from the existing context.

The proposed front yard parking space will result in a similar amount of front yard soft landscaping as 146 Northwestern Avenue, which is developed with the other half of the semi-detached building and has a front-facing attached garage with a single driveway. Furthermore, with a front yard parking space provided using wheel strips or with permeable pavers, the impact of the additional hardscaping would be minor.

The requested variance is minor as the front yard parking space would not change the dominant streetscape character on Northwestern Avenue.

The variances are considered minor in nature.

Figure 12: Front-facing attached garage/front yard parking on Northwestern Avenue.



Conclusion

The existing semi-detached dwelling does not have any legally established parking on the property. Street parking along Northwestern Avenue is permitted for only one hour on weekdays and overnight parking is prohibited between May and October. No on-street residential parking permit is allowed along Northwestern Avenue. The requested variances seek relief to permit a front yard visitor parking space, whereas a parking space is not permitted to be located in the front yard.

The requested variances to permit a front yard visitor parking space meet the intent and purpose of the Official Plan and the Zoning By-law. The requested variances are suitable and desirable for the

use of the land and are minor in nature. The requested variances meet the four tests under Section 45(1) of the *Planning Act*.

The Minor Variance application represents good land use planning.

In support of the applications for permission, please find enclosed:

- Cover Letter (one copy)
- Complete Minor Variance Application Form (one original copy)
- Signed Minor Variance Authorization Form (one original copy)
- Application fee
- Survey Plan (one 8.5x11 copy and one 11x17 copy)
- Site Plan (one 8.5x11 copy and one 11x17 copy)
- Elevation Drawings (one 8.5x11 copy and one 11x17 copy)
- SCA Concurrence Letter (one original copy)
- Email Confirmation that no Tree Information Report is required

Should you have any questions regarding this application, please do not hesitate to contact me.

Yours truly,

NOVATECH
Arjan Soor, M.PL
Planner