

November 25, 2024

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Mr. Michel Bellemare
Secretary-Treasurer
Committee of Adjustment
101 Centrepointe Drive, Fourth Floor
Ottawa, ON K2G 5K7

**RE: Applications for Consent and Minor Variance
160 Clemow Avenue, Ottawa**



Dear Mr. Bellemare,

Fotenn Consultants Inc. ("Fotenn") has been retained by the owners of 160 Clemow Avenue as agent to submit Consent and Minor Variance applications to the Committee of Adjustment. The intent of the applications is to sever the existing lot into two (2) separate lots and seek relief from the minimum required lot area and width. Additional variances to the maximum driveway width, interior side yard setback, and permitted eave projection are also required to facilitate the proposal. The proposal includes the construction of a new detached dwelling on the severed lot and the retention of the existing heritage house on the retained lot. Easements are also being sought for a shared driveway between the severed and retained lands.

A heritage permit was recently granted by the City of Ottawa for the proposed development on October 16, 2024.

As part of the application package a copy of the following materials is included:

- / Consent application forms for the severed and retained lands;
- / Minor Variance application forms for the severed and retained lands;
- / Parcel Abstract;
- / Site Plan and Building Elevations;
- / Draft Reference Plan (R-Plan);
- / Streetscape Character Analysis;
- / Tree Information Report.

Sincerely,

Gillian Henderson, MUP
Planner

Thomas Freeman, RPP, MCIP
Planner

Brian Casagrande, RPP, MCIP
Partner

1.0 Site Context and Surrounding Area

1.1 Subject Property

The subject property, municipally known as 160 Clemow Avenue is located in the Glebe Neighbourhood, just west of Bank Street, effectively the last house at the east end of Clemow Avenue. The property has a frontage on Clemow Avenue of approximately 23 metres, a depth of approximately 34 metres and a total area of approximately 765 square metres. The subject property is designated under Part V of the *Ontario Heritage Act* (OHA) as part of the Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District (HCD) Plan. The property contains a three-storey redbrick house designed by local architect John William Hurrell Watts and built in 1913. The property is considered a contributing property in the HCD Plan.



Figure 1: Aerial view of subject property.



Figure 2: Street-view of the subject property.

1.2 Surrounding Context

The subject property is located in the Glebe Neighbourhood of the City of Ottawa on Clemow Avenue, approximately 40 metres west of Bank Street. Clemow Avenue is characterized as having a wide right-of-way with large canopy trees at regular intervals, sidewalks, open front yards and two- (2) and three- (3) storey houses consistently set back from the street. Bank Street is classified as a Mainstreet Corridor in the City's Official Plan and is subject to the Bank Street in the Glebe Secondary Plan. Bank Street is a key commercial and community spine for the Glebe neighbourhood, serving as both a local hub and a destination for the broader community.

The Bank Street in the Glebe Secondary Plan focuses on preserving the unique character of Bank Street in the Glebe neighbourhood while promoting a vibrant, pedestrian-friendly main street. It emphasizes mixed-use development, enhancing the public realm with wider sidewalks, greenery, and bike lanes to improve accessibility and appeal. The plan also aims to balance heritage conservation with sustainable development, supporting local businesses and enhancing the overall livability of the area.

The surrounding uses are characterized as follows:

North: The subject property fronts onto Clemow Avenue to the north. On the north side of Clemow Avenue there are two- and three-storey single, detached houses. Most of the houses north of the subject property are contributing properties to the Clemow-Monkland Driveway and Linden Terrace HCDP. Contributing properties were identified based on their age, original design characteristics, and absence of significant alterations visible from the street.

Further north, approximately 150 metres, is Central Park, a public, dog-friendly park featuring grassy lawns, walking paths, and benches.

Highway 417, classified as a provincial highway in the City's Official Plan, is approximately 350 metres north of the subject property, providing convenient east-west vehicle mobility.



Figure 3: Residential low-rise buildings directly north of the subject property.

East: Directly east of the subject property is a one storey commercial/retail building that fronts onto Bank Street with adjacent surface parking. Along Bank Street, on the two blocks between Powell Avenue and Glebe Avenue, uses are predominantly commercial/mixed use with several restaurants and retail stores. Bank Street itself is classified as a Mainstreet Corridor and provides convenient north-south mobility. There are two bus routes (the number 6 and 7) that run along Bank Street providing access to the north-east and south of the city.

Further east along Clemow Avenue, there are more two- (2) and three- (3) storey residential houses contributing to the Clemow Estate Heritage Conservation District. This section of Clemow maintains the same wide streetscape, sidewalks on both sides of the street, street trees, light standards with globe bulbs, and houses set back approximately 15 metres from the edge of the roadway.

Patterson Creek and Patterson Creek Park are also located east of the subject property, approximately 215 metres further along Clemow Avenue. The park and creek are part of Ottawa's broader heritage conservation and beautification efforts, adding to the city's integration of green spaces with urban life. The park has benches and picnic areas, a dock during spring and summer months providing access to the Rideau Canal and skating during the winter months.

First Avenue Public School is located approximately 370 metres east of the subject property.



Figure 4: Low-rise commercial building and parking lot east of the subject property.

South: Directly south of the subject property, along Glebe Avenue, are primarily single, detached residential buildings. Additionally, there is a three (3) storey low-rise apartment dwelling on the south side of Glebe Avenue, abutting St. Matthew's Anglican Church.

South-east of the subject property, along Bank Street, are more mixed-use/commercial properties with adjacent surface parking and St Giles Presbyterian Church.

The Glebe Community Centre is located approximately 320 metres south-west of the subject property, offering a variety of recreational programs, culture and arts programs, childcare, community events, and support services.

Lansdowne Park is situated 700 meters southeast of the subject property and is a vibrant mixed-use area that combines residential, commercial, and open green spaces. It features a sports stadium, a variety of shops, restaurants, entertainment opportunities, a dog park, an event center, a farmers' market, and more, creating a dynamic destination for both residents and visitors.

Two elementary schools, Corpus Christi Elementary School and Mutchmor Public Elementary School, are located approximately 400 metres and 500 metres south-west of the subject property, respectively.



Figure 5: Three (3) storey low-rise apartment dwelling on the south side of Glebe Avenue.

West: Directly to the west of the subject property are two- (2) and three- (3) storey single, detached residential properties.

Bronson Avenue, classified as a Mainstreet corridor in the City's Official Plan, is located approximately 850 metres west of the subject property, providing convenient north-south mobility. Several bus routes (the number 2, 10, 55, and 56) run along Bronson Avenue, providing public transit options for access to other areas of the city. Bronson Avenue has a mix of residential and commercial uses and a combination of low- and mid-rise building forms.

Glebe Collegiate Institute is located approximately 600 metres south-west of the subject property.



Figure 6: View facing north-west up Bronson from the intersection of Clemow Avenue and Bronson Avenue.



Figure 7: View facing north-west on Clemow Avenue. West of the subject property.

2.0

Consent and Minor Variance Applications

2.1 Application Overview

The purpose of the consent application is to sever the existing parcel (160 Clemow Avenue) into two (2) separate parcels of land (160 Clemow Avenue and 158 Clemow Avenue). The property owner wishes to sever the property to accommodate the construction of a new detached dwelling on the eastern portion of the existing property, with the retention of the existing heritage building on the western portion of the property. The new dwelling has been designed in consideration of the character of the Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District (HCD) and a Heritage Permit was approved on October 17th, 2024 (File No. ACS2024-PDB-RHU-0057).

2.2 Application History

The design evolution of this project has been shaped significantly by heritage guidelines and feedback from municipal and community stakeholders. The subject property, part of the Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District (HCD) Plan, is governed under the Ontario Heritage Act. Since the proposal includes constructing a new detached dwelling on a severed portion of 160 Clemow, a heritage permit was required. This approval was received from the City's Built Heritage Committee. This process included a heritage pre-application consultation with City staff, community association representatives, and the applicant's team to discuss design elements and adherence to heritage district guidelines before formally applying for the permit. The heritage permit process also encouraged proactive engagement with neighbours and the local Ward Councillor, given the rarity of infill projects in the area and expected community interest.

Throughout the process, several design revisions were made to better align the design of the proposed building with the character of the HCD. Originally, a front facing garage was proposed however, following consultation with City of Ottawa Heritage Staff and the Glebe Community Association, the client elected to remove the front facing garage in favour of a shared driveway between the proposed and existing houses, leading to a garage in the rear yard.

2.3 Proposed Development

The proposed development would be located on the new severed lot, east of the existing building, and would consist of a three (3) storey low-rise residential building approximately 7.24 metres wide, 14 metres deep, and 9.35 metres tall, as shown in figures 8 & 9 below. This scale is in keeping with the character and proportions of the neighbourhood and the design respects heritage district guidelines. The front and side façades will be clad in traditional red brick. The front entrance will have wood steps and a steel railing leading up to the front door and the rear will have a wood deck and railing. Additionally, the proposal includes increased soft landscaping in the front yard, reducing the total area of hardscaping along the frontage. The driveway will be narrowed to a shared driveway between the existing and proposed houses, leading to a shared garage in the rear yard. The existing trees in the front yard are proposed to be retained and protected. The proposed development respects and enhances the character of the streetscape and surrounding neighbourhood.

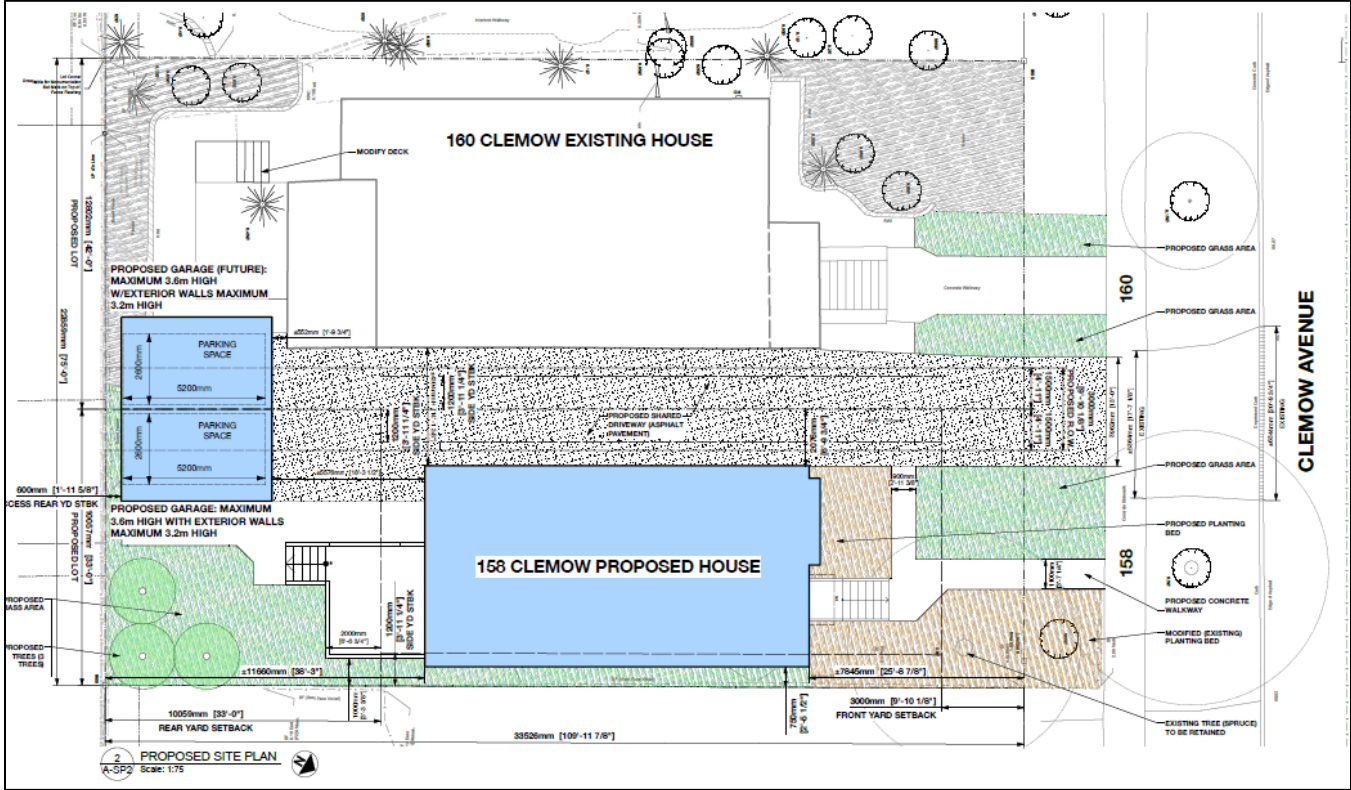


Figure 8: The proposed development site plan. The proposed house and parking spaces are shown in blue.



Figure 9: Proposed development elevations.

2.4 Consent Application

The purpose of the consent application is to sever the existing parcel (160 Clemow Avenue) into two (2) separate parcels of land as detailed below.

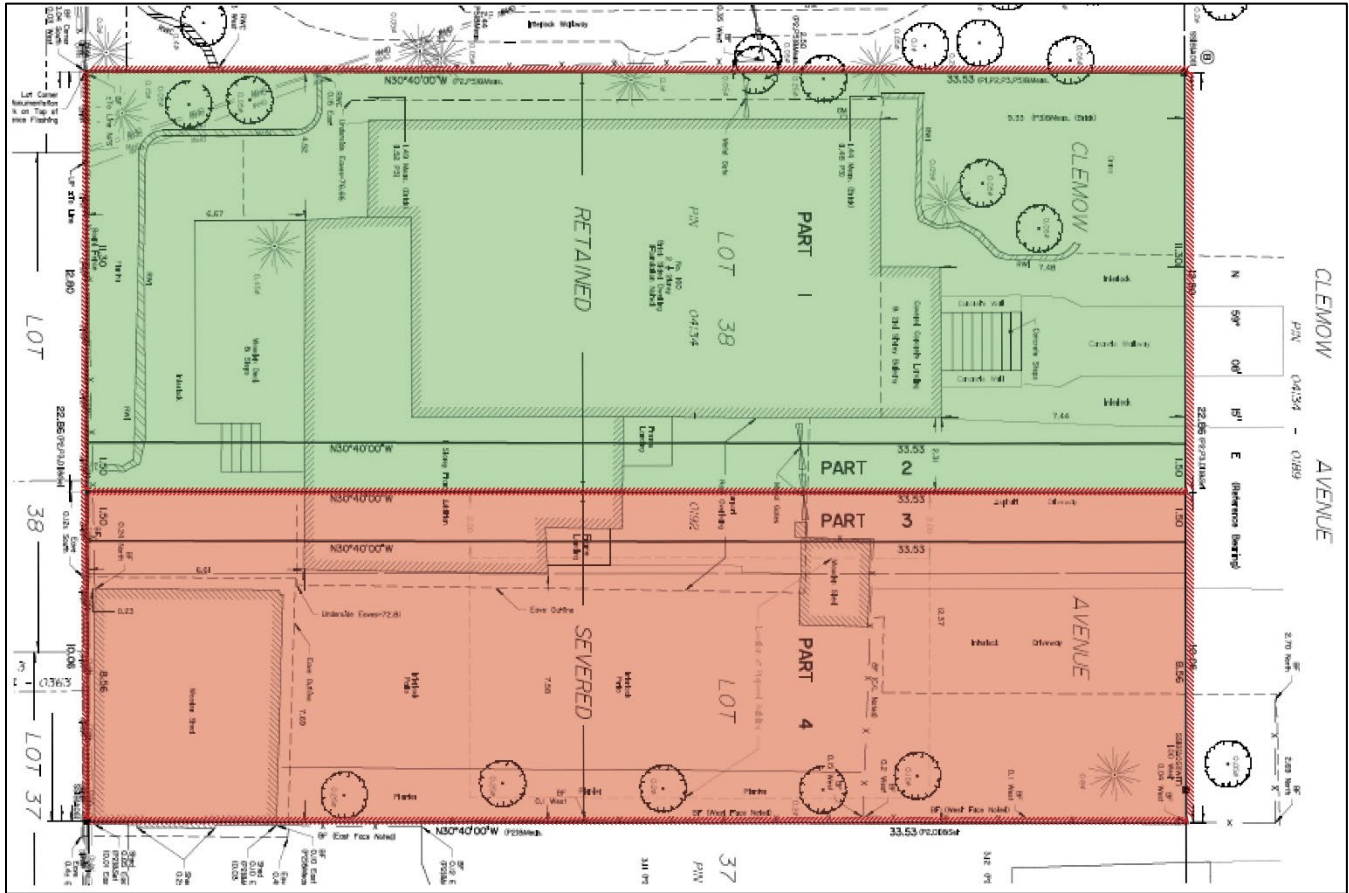


Figure 10: Proposed retained parcel (green) and severed parcel (red).

Consent Application	Severed	Retained
Part on draft R-Plan	Parts 3, 4	Parts 1, 2
Area (m ²)	337.3	429.2
Frontage (m)	10.06	12.80

Proposed Easement related to the Consent

To facilitate the proposed site plan, the applicant also requests the Committee's approval for part specific easements to accommodate a shared driveway along the shared lot line of the severed and retained parcels,

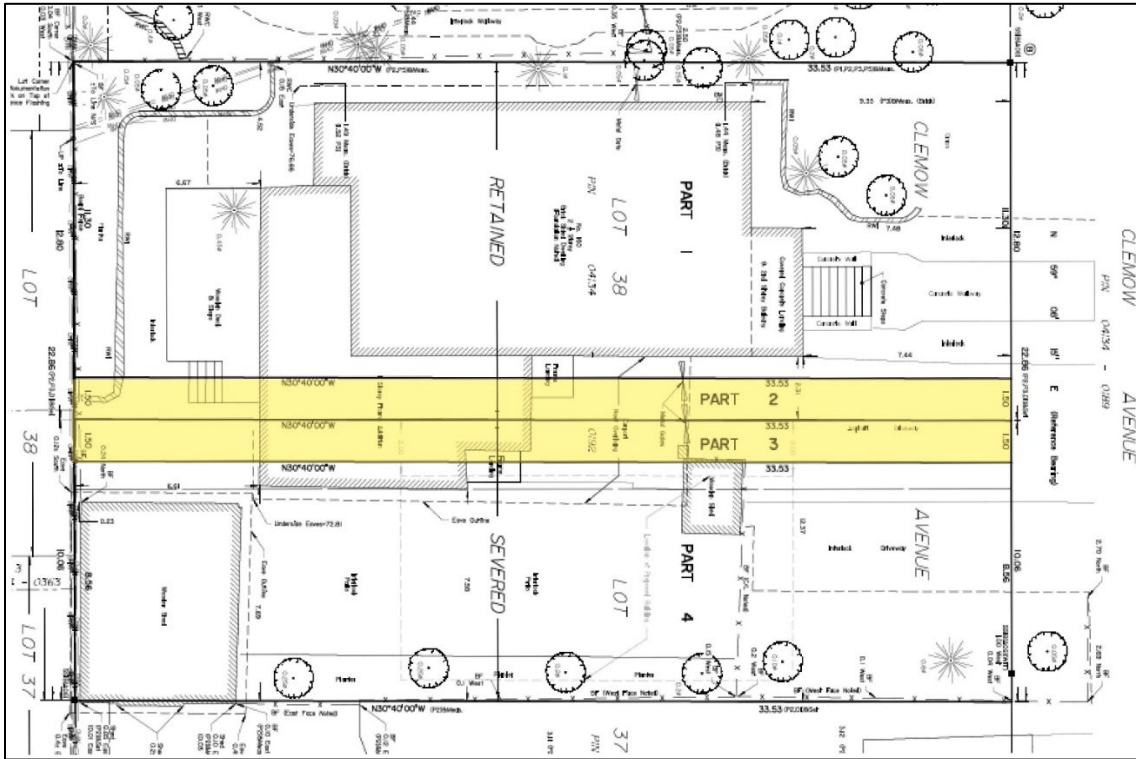


Figure 11: Proposed easement / Right of Way (yellow).

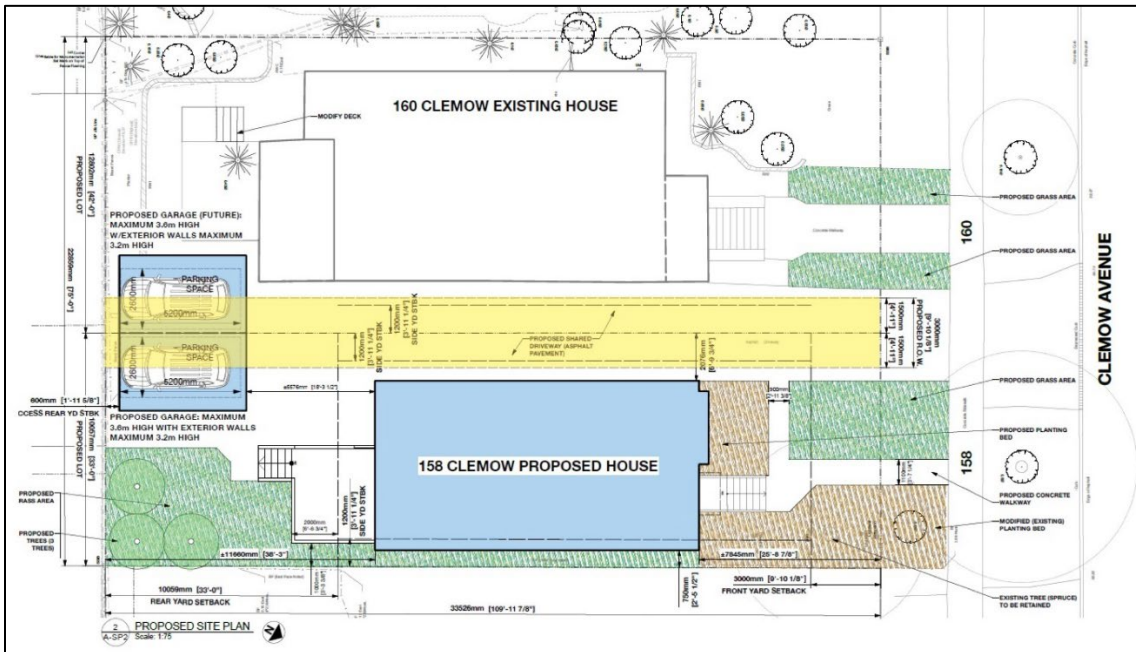


Figure 12: Proposed easement / Right of Way (yellow) shown on the site plan.

Table 1: Proposed Easements

Part on R-plan	Area (m ²)	Frontage (m)	Depth (m)	Purpose of Easement	Description
Part 2	50.3	1.5	33.53	Shared access and maintenance of driveway in favour of parts 3 and 4.	Access to proposed parking in rear of residences and maintenance of shared infrastructure.
Part 3	50.3	1.5	33.53	Shared access and maintenance of driveway in favour of parts 1 and 2.	Access to proposed parking in rear of residences and maintenance of shared infrastructure.

2.5 Minor Variances

The proposed development complies with the vast majority of the zoning provisions and the intent of the R1MM Subzone. However, to facilitate the proposed development, relief from the Zoning By-law is required.

Eight (8) Minor Variances are requested, being:

- a reduced lot width of 12.80 metres for the retained lot, where 15.0 metres is required;
- a reduced lot area of 429.2 square metres for the retained lot, where 450 square metres is required;
- a reduced lot width of 10.06 metres for the severed lot, where 15.0 metres is required;
- a reduced lot area of 337.3 square metres for the severed lot, where 450 metres is required;
- an increased width of a shared driveway of 4.3 metres where 3.0 metres is required;
- a reduced interior side yard setback of 0.75 metres, where 1.5 metres is required;
- a permitted eave projection of 0.14 metres from the interior side lot line, where 0.3 metres is required; and
- a reduced separation distance between an accessory structure of 0.55 metres, where 1.2 metres is required.

3.0 Policy and Regulatory Context

3.1 Planning Act

The Planning Act is provincial legislation that empowers municipalities to engage in land use planning activities in Ontario. Sections 53(1), 53(12), and 51(24) of the Planning Act establish the criteria for the severance of land. As the proposal includes one severed lot and no public infrastructure, a plan of subdivision is not required for the orderly development of the lands. The proposed severance meets the criteria established in Section 51(24) of the Planning Act as follows:

- a) **The effect of development of the proposed subdivision on matters of provincial interest**
The proposed Consent has regard for matters of provincial interest found in Section 2 of the Planning Act and is consistent with the policies of the Provincial Policy Statement (2024) by providing for the creation of a one new lot within the urban area that will efficiently use the land, existing infrastructure, and public service facilities.
- b) **Whether the proposed subdivision is premature or in the public interest;**
The proposed Consent allows for residential intensification within the urban area where municipal servicing is available. The severed and retained parcels will be used for purposes established in the Official Plan and Zoning By-law, and the Consent contributes to the housing and intensification goals of the City of Ottawa and the Government of Ontario. The application is therefore not premature and is in the public interest.
- c) **Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any;**
The proposed Consent conforms with the policies of the City of Ottawa Official Plan (2022) and permits intensification within the Neighbourhood designation within the Inner Urban Transect. The proposed severed and retained lots are compatible with the lot fabric of the surrounding area and will be individually serviced.

The Official Plan promotes concentrated growth in a pattern and density that supports transit, cyclist, and walking. The development will complement an existing mixed-use community and will support growth within the urban boundary where there is availability of existing infrastructure.
- d) **The suitability of the land for purposes for which it is to be subdivided;**
The Consent application proposes the severance of a lot to create one new lot (in addition to the retained lot) for the purpose of future residential development).
- e) **The number, width, location and proposed grades and elevations of highways, and the adequacy of them;**
The abutting roads are all publicly maintained and connected to the larger urban road network of the City of Ottawa. The resulting lots will have frontage onto municipal roadways.
- f) **The dimensions and shapes of the proposed lots;**
The proposed lot sizes and shapes are compatible with the lot fabric for other properties in the surrounding area and are appropriate for the proposed development. The subject property represents an edge condition between the larger residential lots along Clemow Avenue and the commercial/mixed use character along Bank Street which is intended for higher density development to support a walkable 15-minute neighbourhood.
- g) **The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the building and structures proposed to be erected on it and the restrictions, if any, on adjoining land;**
The subject property is not subject to any easements or restrictive covenants that would restrict the proposed severance.

- h) Conservation of natural resources and flood control;**
The subject property is not located in a sensitive ecological area or in a floodplain. No adverse impacts are anticipated on natural resources and flood control.
- i) The adequacy of utilities and municipal services;**
The severed and retained lots will be independently serviced by municipal services, including water, sanitary and stormwater infrastructure.
- j) The adequacy of school sites;**
The subject property is within proximity to existing public school sites.
- k) The area of land, if any, within the proposed subdivision, exclusive of highways, is to be conveyed or dedicated for public purposes;**
No land is proposed to be dedicated to the City.
- l) The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy;**
The subject property is connected to the broader City of Ottawa Hydro network.
- m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land;**
The proposed consent application aligns with the proposed plan for subdivision and does not require a site plan control application.

The proposed Consent satisfies the criteria in Section 51(24) of the Planning Act.

3.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Planning Statement is a policy statement issued under the authority of Section 3 of the *Planning Act* and came into effect on October 20, 2024 (PPS 2024). The *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

PPS, 2024 is a consolidated statement of the provincial government's policies on land use planning and contains an updated policy direction on key land use planning issues including:

- Building more housing where it's needed;
- Making land available for development;
- Creating opportunities for economic development and job creation;
- Planning for appropriate transportation, water, sewer and other infrastructure necessary to accommodate current and future needs;
- Protecting the environment and important resources including farmland, water, archaeology, cultural heritage, mineral aggregates and petroleum;
- Protecting people, property and community resources by directing development away from natural or human-made hazards, such as flood prone areas.

The PPS has emphasis on "the building of more homes for all Ontarians." The vision also restates the Province's goal of getting at least 1.5-million homes built by 2031.

Section 2.1 of the PPS provides policy direction for planning for people and homes and provides direction to support the achievement of complete communities by:

- / Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities, and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs;
- / Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- / Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

Complete communities are defined in the PPS, 2024 as:

“places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.”

The PPS, 2024 also contains the following policies:

- / Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents by:
 - Permitting and facilitating all housing options and intensification
 - promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,
 - requiring transit-supportive development and prioritizing intensification.
- / Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- / Planning authorities must provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents.
- / Natural features and areas shall be protected for the long term, including their diversity, connectivity, and long-term ecological function and biodiversity.
- / Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.
- / Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
 - support the achievement of compact, transit-supportive, and complete communities;
 - incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
 - support energy conservation and efficiency;
 - promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and

- take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed Consent and Minor Variance applications are consistent with the Provincial Planning Statement (2024) and aligns with its objectives for efficient land use and housing intensification. The severance of the existing lot into two (2) separate parcels will support low-rise intensification through the development of an additional residential property. The proposed variances will permit low-rise development that is consistent with the character of the existing neighbourhood while providing for gentle, context sensitive intensification.

3.3 City of Ottawa Official Plan (2022, as amended)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The subject property is located within the Inner Urban Transect and designated Neighbourhood with the Evolving Overlay applied as shown on Schedule B2 – Inner Urban Transect of the Official Plan (figure 13 below).

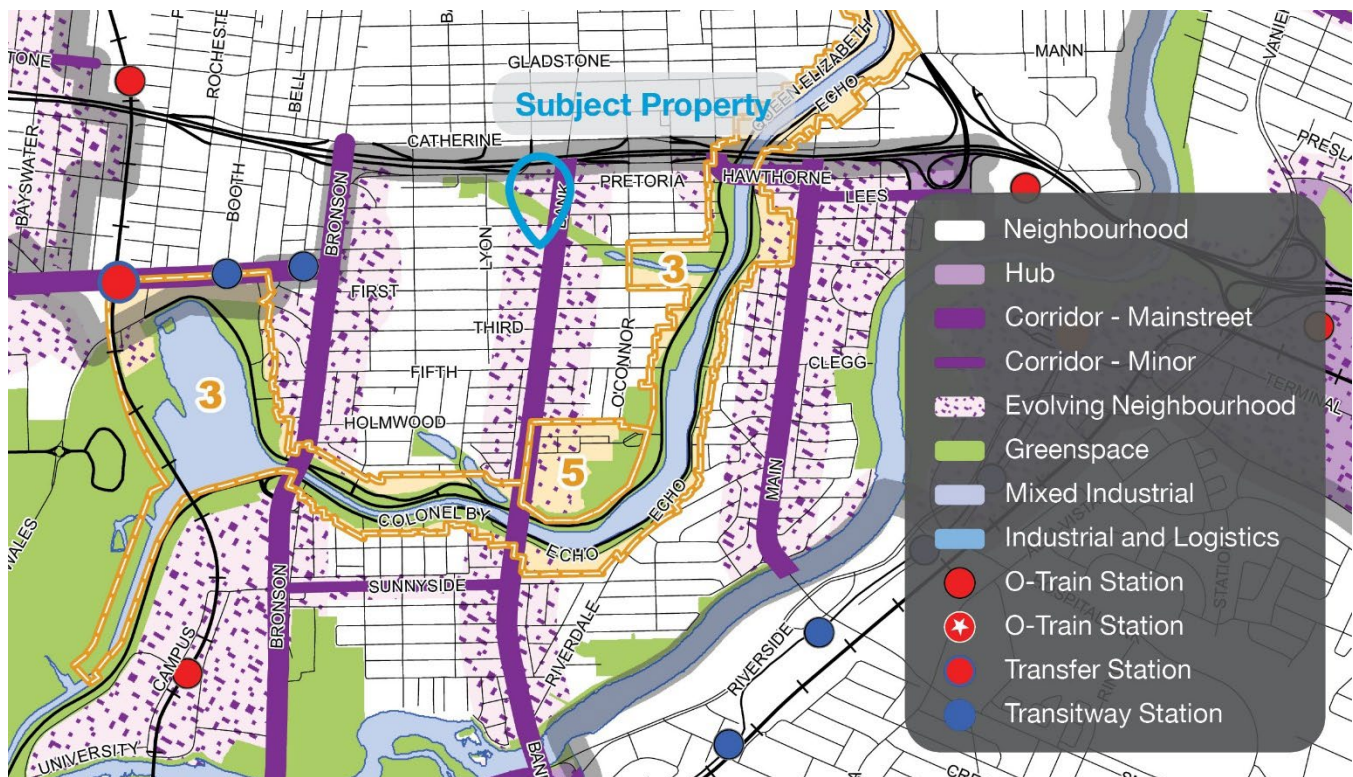


Figure 13: Schedule B2 - Inner Urban Transect.

The Inner Urban Transect's built form and design includes both urban and suburban characteristics and is intended to evolve into a walkable, mixed-use area, prioritizing active and public transportation with a focus on intensification, where:

- / Large parcels, such as old shopping centers, are encouraged to redevelop as integrated urban districts, with new buildings oriented to public streets and enhanced pedestrian networks;

- / A mid- to high-density environment is supported, particularly near frequent transit, subject to height limits and infrastructure capacity;
- / Hubs and Mainstreets offer residents access to services within walking distance, fostering 15-minute neighborhoods;
- / Increases in residential density are encouraged to sustain local services.

Policy 2 of Section 5.2.2 states that the transportation network for the Inner Urban Transect shall:

- a) prioritizes 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.

The proposed development prioritizes walking, cycling and transit use by providing principal entrances that front the public street, while accommodating vehicular parking in the rear yard accessed via a shared driveway.

Policy 3 of Section 5.2.2 states minimizes parking requirements for most new developments, particularly within transit-proximate areas, with any necessary parking hidden from public view. Policy 3 d) specifies that i) new parking shall be hidden from view of the public realm by being located behind or within the principal building, ii) shall be accessed by driveways that minimize the impact on the public realm and result in no net increase in vehicular private approaches, and iii) may be prohibited where parking cannot reasonably be accommodated in a consistent manner.

The proposed development includes parking that will be located at the rear of the property, hidden from the public realm and accessed via a shared driveway that minimizes the impact on the public realm.

Policy 1 of Section 5.2.4 states that neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.

The proposed low-rise development allows for gentle low-rise intensification within a short walking distance of a Mainstreet Corridor (Bank Street), while respecting the single detached character along Clemow Avenue.

The subject property falls within the Evolving Neighborhood Overlay as outlined on Schedule B2 of the Official Plan. The Evolving Neighbourhood Overlay is applied to area of the Neighbourhood designation in close proximity to to Hubs and Corridors that are intended to gradually evolve through intensification to a more urban built form. The overlay promotes compatible infill development, allowing for increased density and diverse building types that enhance the urban fabric

Policy 3 of Section 5.6.1 states that in the Evolving Neighbourhood Overlay, the City will generally be the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying

zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of the Official Plan.

Policy 5 of Section 5.6.1 states that where a property within an overlay is identified as a heritage resource or is within a Heritage Conservation District, the relevant heritage policies continue to apply.

The proposed development provides for low-rise intensification while achieving the objectives of the Inner Urban Transect regarding density, built form and site design while respecting the cultural heritage value and policies of the Clemow-Monkland Driveway and Linden Terrace HCDP.

Section 11.5 of the Official Plan provides direction to the Committee of Adjustment process.

Policy 4 of Section 11.5 states that in support of Policy 5.2.4, 1 b) and c) the Committee of Adjustment shall consider for applications for Consent with lot patterns and dimensions that result in intensification in support of ground oriented medium density residential that is consistent with the planned context.

The proposed Consent and Minor Variance applications permit the development of low-rise ground oriented residential infill that is consistent with the existing and planned context of the subject property. The proposed lot sizes and dimensions result in intensification that compliments the exiting character of Clemow Avenue.

Policy 6 of Section 11.5 states that when considering an application, the Committee of Adjustment shall have due regard for the professional advice provided, including legal, planning, engineering, etc., and the Committee shall provide an explanation as to what effect the written and oral submissions it received had on the decision, if any.

The proposed Consent and Minor Variance applications conform with the policies of the City of Ottawa Official Plan, including neighbourhood designation and the policies in Section 11.5 which provide direction to the Committee of Adjustment. The proposed development contributes to the vision of the Inner Urban Transect by providing context sensitive intensification that builds upon the existing neighbourhood context and contributes to the provision of additional housing, that efficiently uses existing resources and infrastructure. The proposed development respects the Official Plan's policies on minimal parking that does not disrupt the public realm and contributes to an urban fabric that prioritizes walking, cycling, and transit.

3.4 Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District Plan (2020)

The subject property is classified as a contributing property to the Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District (HCD) Plan. The subject property is considered a contributing property to the character of the HCD Plan.



Figure 14: Subject property is classified as a contributing property to the Clemow-Monkland Driveway and Linden Terrace HCD Plan.

The Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District is an early 20th century residential neighbourhood near Ottawa's downtown core in the Glebe. The HCD has significant design value as an intact example of an early 20th century streetcar suburb.

The following attributes reflect the cultural heritage value of the HCD:

- / Wide streets, and their verges with canopy trees at regular intervals, sidewalks, open green front yards, unimpeded by hydro poles, lines or other structures;
- / Houses that are consistently set back from the street;
- / Linear driveways at regular intervals, shared by owners of adjoining lots that lead to garages at the rear of the property;
- / Narrow walkways leading from the sidewalk to the principle entry;
- / The mature street tree canopy; and
- / The historical layout and planned traditional function of Clemow and Monkland Avenues as a scenic driveway between the Rideau Canal and the Central Experimental Farm.

The proposed development respects these attributes and does not detract from the heritage character of the HCD.

The proposed development has been designed to respect the Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District Plan (2020), by preserving the area's unique architectural and historical character. It echoes the district's early 20th-century styles, using compatible materials, setbacks, and proportions that reflect Clemow-Monkland's heritage. Key features like mature landscaping, consistent setbacks, and curated architectural details ensure the development blends well within the surrounding historic environment.

3.5 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned R1MM H(10) Residential First Density, subzone MM as shown on figure 15 below.

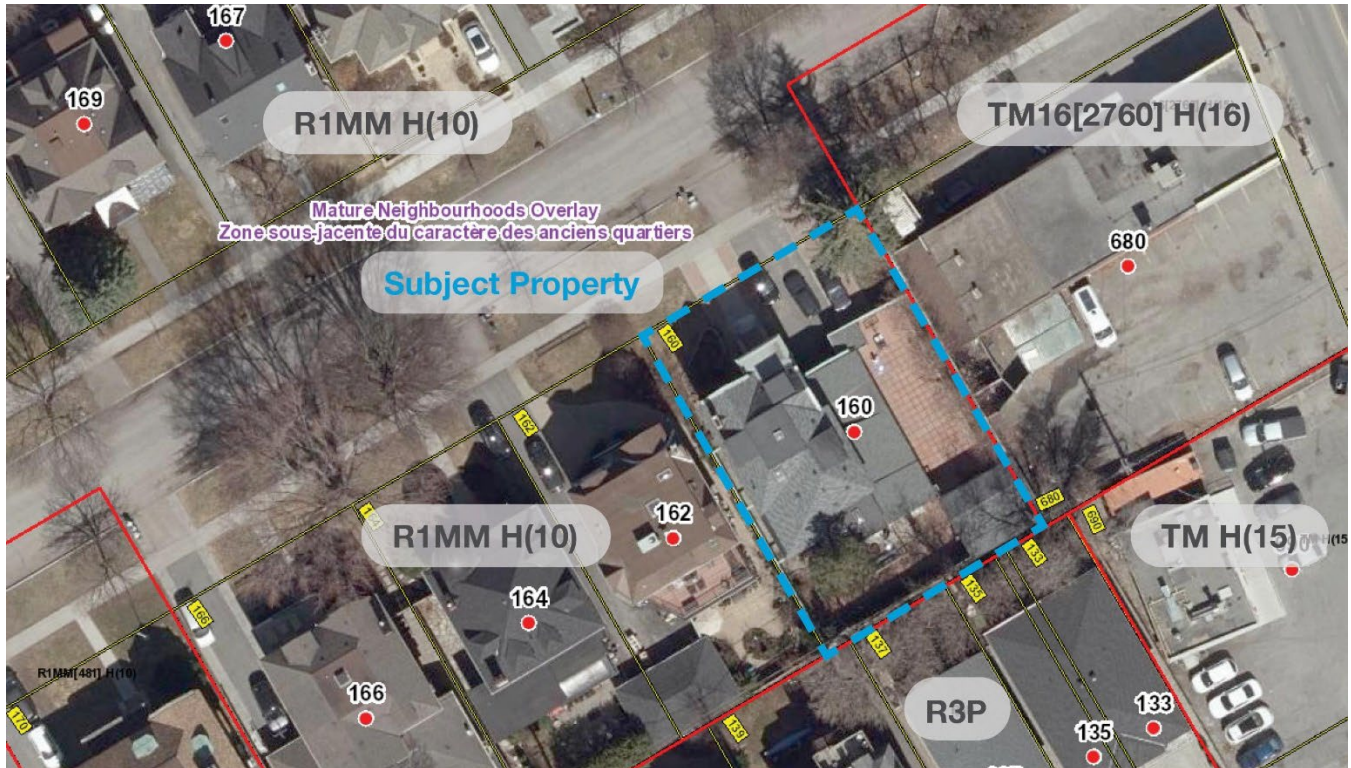


Figure 15: Zoning Map (GeoOttawa)

The purpose of the R1 zone is to:

- / restrict the building form to detached dwellings in areas designated as General Urban Area in the old Official Plan;
- / allow a number of other residential uses to provide additional housing choices within detached dwelling residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home; and
- / regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling, residential character of a neighbourhood is maintained or enhanced.

3.5.1 Zoning Performance Standards

Severed lot

Zoning Mechanism	Provision	Proposed Severed Lot (158 Clemow Ave)	Compliance
Minimum lot width Table 156A	15 m	10.06 m	No
Minimum lot area Table 156A	450 m ²	337.31 m ²	No
Maximum building height H suffix	10 m	9.36 m	Yes
Minimum front yard setback Table 156A	3 m	7.845m	Yes
Minimum interior side yard setback Table 156A	1.2 m	East: 0.75 m	No
		West: 2.076 m	Yes
Minimum rear yard setback S. 144(3)	30 per cent of the lot depth 33.49(0.3) = 10.05 m	11.66 m	Yes
Minimum rear yard area S. 144(3)(a)	25 percent of the lot area	117.6m ² (34.7%)	Yes
Minimum required aggregated soft landscaping in the front yard S.139	In the case of any lot with a width between 8.25 m but less than 12 m, 35% of the front yard.	60.5%	Yes
Maximum width of a shared driveway (m) Table 136(3)	3 m	4.3 m	No
Minimum width of a driveway s. 107(2)	3 m	3 m	Yes
Maximum width of a walkway Table 139(4)(c)(ii)	1.2 m	1.1 m	Yes
Garage Setback – for shared garages or carports erected on a common side lot line Table 55(3)(b)	0 m from the common side lot line	0 m	Yes
Garage Setback – minimum rear yard setback Table 55(3)(e)(ii)	0.6 m	0.6 m	Yes
Garage Setback – minimum required distance from any other building located on the same lot. Table 55(4)	1.2 m	5.57 m	Yes

Maximum permitted height of a garage Table 55(5)	3.6 m, with the height of the exterior walls not to exceed 3.2 m	Exterior walls 3.6 m and interior walls 3.2 m	Yes
Permitted projection of eaves into required yards Table 65(2)	1 m, but not closer than 0.3 m to a lot line	Eaves project 0.6 m into yard but are 0.15 m from the lot line	No
Permitted projection of deck into required rear yard Table 65(6)	maximum projection 2 m, but no closer than 1 m from any lot line.	2 m projection into rear yard, 1m from east property line.	Yes

Retained lot

Zoning Mechanism	Provision	Proposed Retained Lot (160 Clemow Ave)	Compliance
Minimum lot width Table 156A	15 m	12.8 m	No
Minimum lot area Table 156A	450 m ²	429.18 m ²	No
Maximum building height H suffix	10 m	9.36 m	Yes
Minimum front yard setback Table 156A	3 m	>3 m	Yes
Minimum interior side yard setback Table 156A	1.2 m	East: 2.23 m	Yes
		West: 1.5 m	Yes
Minimum rear yard setback S. 144(3)	30 per cent of the lot depth 33.49(0.3) = 10.05 m	6.352 m	Existing Legal Non complying condition
Minimum rear yard area S. 144(3)(a)	25 percent of the lot area	~90.35 m ²	Existing Legal non complying condition
Minimum required aggregated soft landscaping in the front yard	In the case of any lot with a width between 8.25 m but less than 12 m, 35% of the front yard.	65%	Yes
Maximum width of a shared driveway (m) Table 136(3)	3 m	4.3 m	No
Minimum width of a driveway s. 107(2)	3 m	3 m	Yes
Maximum width of a walkway Table 139(4)(c)(ii)	1.2 m	1.1m	Yes

Garage Setback – for shared garages or carports erected on a common side lot line Table 55(3)(b)	0 m from the common side lot line	0 m	Yes
Garage Setback – minimum rear yard setback Table 55(3)(e)(ii)	0.6 m	0.6 m	Yes
Garage Setback – minimum required distance from any other building located on the same lot. Table 55(4)	1.2 m	0.55 m	No
Maximum permitted height of a garage Table 55(5)	3.6 m, with the height of the exterior walls not to exceed 3.2 m	Exterior walls 3.6 m and interior walls 3.2 m	Yes
Permitted projection of deck into required rear yard Table 65(6)	maximum projection 2 m, but no closer than 1 m from any lot line.	2 m projection into rear yard, 1m from east property line.	Yes

The proposed consent applications for the subject project, if approved, would not comply with the zoning performance standards for the R1MM H(10), with respect to minimum lot width, minimum lot area, minimum interior side yard setback, minimum driveway width, minimum garage setback, and eave overhang. The proposal therefore does not comply with the City of Ottawa Zoning By-law (2008-250) and minor variances are requested to facilitate the proposed development. A summary of the minor variances requested for the subject property are listed in the table below:

3.5.2 Mature Neighbourhood Overlay – Section 140

Section 140 of the Mature Neighbourhoods Overlay prohibits front-facing garages if they disrupt the dominant pattern of the streetscape. Specifically, if a Streetscape Character Analysis finds that the prevalent character of the surrounding properties does not include front-facing garages, then a new front-facing garage is not permitted. Section 140 aims to maintain the traditional character of mature neighborhoods by emphasizing pedestrian-friendly, consistent building frontages and avoiding alterations that would prioritize vehicle access at the front of properties.

A Streetscape Character Analysis was prepared for the subject property confirming that the dominant streetscape includes shared driveways (Table 140A, Character Group B) and (Table 140B, Character Group B).

The proposed development respects Section 140 by excluding a front-facing garage, thereby preserving the established pedestrian-friendly character of the street and aligning with the dominant pattern of driveway placement and building orientation.

4.0

Minor Variance – Four Tests

4.1 Do the Minor Variances Maintain the General Intent and Purpose of the Official Plan?

The subject property is designated Neighbourhood within the Inner Urban Transect and subject to the Evolving Neighbourhood Overlay in the City of Ottawa Official Plan. The minor variance application is consistent with the policies related to the transect, designation, and overlay, as well as growth management framework, and urban design.

The proposed development contributes to the vision of the Inner Urban Transect. The proposed detached dwelling is consistent with the low-rise character of the neighbourhood. The building design builds upon the existing neighbourhood context and contributes to the provision of ground oriented low-rise housing to the neighbourhood.

Within the Neighbourhood designation, a full range of low-rise housing options are permitted. The proposed development is consistent with the designation policies, as it introduces residential intensification to a well-serviced existing neighbourhood within close proximity to retail, commercial, and employment uses, thereby contributing to the development of a 15-minute neighbourhood.

The Urban Design section of the Official Plan provides direction related to development in Neighbourhoods, such as reducing conflict between vehicles and pedestrians. As well, the Official Plan seeks to improve the attractiveness of the public realm, by internalizing servicing and utilities, and by expanding universally accessible places to provide a healthy, equitable and inclusive environment. The proposed development includes multiple stylistic, aesthetic, and functional design choices that seek to not only improve the perceived attractiveness of the design but also, internalize parking areas to the rear of the site to avoid conflict between pedestrians and vehicles.

The Neighbourhood designation is intended to support housing in a compact, mixed-use environment. The intent of this designation is to ensure new infill is functionally and aesthetically compatible and contributes towards the reduction of reliance on private vehicles while furthering the establishment of 15-minute neighbourhoods.

The proposed Minor Variance application maintains the general intent and purpose of the Official Plan. The proposed variances will permit the construction of a new detached dwelling that provides for low-rise, context sensitive infill housing in a serviced, existing neighbourhood proximate to amenities and transportation options.

4.2 Do the Variances Maintain the General Intent and Purpose of the Zoning By-law?

The subject property is designated Residential First Density, Subzone MM in the City of Ottawa Comprehensive Zoning By-law. The intent of the R1 zone is to restrict the building form to detached dwellings and regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling, residential character of a neighbourhood is maintained or enhanced.

A zoning compliance table has been provided in section 3.5.1 of this rationale and summarizes the provisions of the R1MM subzone. The proposed Minor Variances seek to permit the development of a detached dwelling that is compatible with the existing land use pattern and maintains the residential character of the neighbourhood.

The variances maintain the Zoning By-law's intent by meeting the vast majority of the performance standards while ensuring that the proposed development fits within its context. They respect the zoning framework's goals of managing density, building mass, and neighborhood characteristics, allowing for an appropriate fit within the surrounding properties. The variances support a consistent streetscape and contribute to neighborhood stability.

The minor variances requested meet the general intent and purpose of the zoning by-law.

4.3 Are the Variances Minor in Nature?

The requested variances are minor, involving modest adjustments that align with the intent of the zoning by-law and the Official Plan. They support moderate densification while preserving neighborhood character, privacy, sunlight access, and streetscape cohesion. The deviations are marginal and are not expected to create undue adverse impacts on neighboring properties.

The variance for minimum lot width adjusts the severed lot (158 Clemow Ave) to 4 m shorter and the retained lot (160 Clemow Ave) to 2 m shorter than required. This facilitates moderate densification without detracting from the neighbourhood's character or the streetscape, maintaining the zoning by-law's purpose and the R1 zone's intent.

The variance for minimum lot area reduces the severed lot by ~110 m² and the retained lot by ~20 m². These adjustments align with the Official Plan's goals for compatible infill development and uphold the neighbourhood's established character and scale.

The variance for minimum interior side yard setback reduces the setback of the severed lot by ~0.5 m. Since the eastern abutting property is non-residential, there are minimal concerns about privacy, shadowing, or visual intrusion. The variance for eave overhang allows the severed lot's overhang to extend 0.15 m closer to the eastern lot line. This minor adjustment does not impact neighboring properties, as there are no adjacent residential dwellings to the east.

The variance for minimum garage setback reduces the setback of the retained lot by ~0.5 m, enabling the provision of one parking space per household, in alignment with the Official Plan's aim to reduce car dependency.

The minor variance for the increased width of a shared driveway represents an improvement of the existing streetscape condition. The existing driveway is much wider than the proposed with parking currently located in the front yard. Under the new proposal, parking will be directed to the rear yard, reducing the visual dominance of vehicles from the public realm. Additionally, the total area of hardscaping in the front yard is being reduced to allow for more soft landscaping, increasing the perviousness of the site.

The proposed variances are minor in nature, respecting the scale, form, and function of the property, avoiding negative impacts on adjacent lands, and deviating only marginally from the minimum requirement under the By-law.

4.4 Are the Variances Desirable and Appropriate for the Appropriate Use of the Land?

The variances are desirable as they allow for a design that better utilizes the property while maintaining neighborhood compatibility. The requested variances do not preclude the ability of the proposed detached dwelling to meet other requirements in the Zoning By-law and will continue to allow the subject property and neighbouring properties to develop in a manner consistent with the built form of the surrounding area. The variances are required to support the development of a detached dwelling in a residential area zoned R1MM, which is intended to accommodate detached dwellings that are compatible with existing land use patterns. The variances are not expected to generate any undue adverse impacts on neighbouring properties or the local heritage context and support the planned growth of a fully serviced community in proximity to transit and an abundance of community amenities, consistent with the 15-minute neighbourhood policies of the Official Plan.

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

5.0 Conclusion

It is our professional planning opinion that a full Plan of Subdivision is not required for the orderly development of the land and a Consent is appropriate for the proposed development. The proposal to create one (1) new lot from an existing parcel satisfies the Planning Act criteria for a Consent and is consistent with the Provincial Policy Statement and Conforms with the City of Ottawa Official Plan.

Further, it is our professional planning opinion that the proposed Minor Variances permit development that represents good planning as:

- / The proposal is consistent with the Provincial Planning Statement (2024);
- / The proposal conforms with the polices and objectives of the Neighbourhood designation and overall policies of the Official Plan (2022);
- / The proposal meets the intent of the City of Ottawa Comprehensive Zoning By-law (2008-250); and
- / The proposed Minor Variances meet the four (4) tests as set out in the Planning Act.

Sincerely,



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Planner



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Planner



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