

# Phase II: Clemow Estate Heritage Study: area analysis and recommendations



## **Phase II Clemow Estate Heritage Conservation District Study – Area Analysis and Recommendations**

### **1.0 Background**

In 2004, Ottawa’s City Council recommended undertaking a multi-phased Heritage Conservation Study of three areas of the Glebe surrounding Central Park. The intention was to provide an overall understanding of the history and cultural heritage character of the area and, to determine if a Heritage Conservation District would be an appropriate planning tool to recognize and protect the area by managing change over time. In 2011, the first phase of the study resulted in the designation of the Clemow Estate East Heritage Conservation District under Part V of the *Ontario Heritage Act*. For Phase II, Council’s original direction was to study the properties adjacent to Linden Terrace and Patterson Creek to the Rideau Canal. However, the research for Phase I indicated that the original Clemow Estate also included the western section of Clemow Avenue from Bronson Avenue to Bank Street. The research also showed that there was a historical and physical association between Clemow and Monkland Avenues, as part of Ottawa’s parkway and driveway network. Accordingly, the study area that was part of the original terms of reference was amended to include Monkland Avenue.

### **2.0 Description of the Study Area**

The Phase II study area includes three streets in the Glebe neighborhood: Clemow Avenue between Bronson Avenue and Bank Street, Monkland Avenue and Linden Terrace between O’Connor Street and the Rideau Canal. The area also includes Patterson Creek and its associated park land. There are 162 properties within the boundary area.



**Phase II Clemow Estate Heritage Conservation District Study**  
**Phase II de l'étude sur le district de conservation du patrimoine du domaine Clemow**

Existing Clemow Estate Heritage Conservation District Boundary /  
 Limite existante du district de conservation du patrimoine du domaine Clemow



Phase II Clemow Estate Heritage Conservation District Study Area /  
 Zone visée par la phase II de l'étude du district de conservation du patrimoine du domaine Clemow



3-11-2008 (2206)



**PLANNING AND CONTROL**  
**URBANISME ET CONTRÔLE**

## **The Scope of the Study**

The process of designating an HCD involves two phases- the study and the plan. The study phase involved an evaluation of the cultural heritage value of the study area to determine if it, or portions of it, merit designation as a heritage conservation district under Part V of the Act. The study also considers other heritage planning tools that may best serve to protect the cultural heritage value of the place (e.g. character areas under the Official Plan, a Heritage Overlay or other zoning mechanisms, commemoration strategies etc.)

If the HCD study finds that the area merits protection as a heritage conservation district, staff then proceed to the second phase- the HCD plan. Under Part V of the Ontario Heritage Act, an HCD plan is adopted when the by-law designating an HCD is passed by Council. The study itself does not have legislative status, rather, its purpose is to provide research findings, analysis, and recommendations pertaining to the conservation of the cultural heritage of the study area.

## **Methodology**

The study involved a number of methods to collect, analyze and communicate information about the study area.

### *Historical Research*

This study has included research to understand the historical development and evolution of the area as a whole from the time of settlement. Individual building research was also completed to understand the chronology of development, evolution of buildings and other structures, changes in geography and landscape features, as well as the historical occupancy for each property.

### *Field Research*

The historic research was supplemented by in-the-field research. The Glebe Community Association's Heritage Committee members and volunteer researchers undertook a large portion of the documentation and preliminary evaluation to create Heritage Survey Forms (HSFs) for each property in the study area. Heritage staff also undertook several site visits during the evaluation phase. Each property was photographed for reference purposes.

### *Mapping, Photography and Data Collection*

Digital and aerial maps were also utilized as part of the research. Information from the HSFs was translated onto base maps of the area and overlaid with aerial imagery, Fire Insurance Maps, and the original Registered Plans of Subdivision to show patterns of construction, changes in built form, geography and topography. These maps were created to help understand the area's heritage character and context and to determine its significance.



## *Community Consultation and Engagement*

Consultation with members of the community was an integral part of the HCD study process. A summary of the community consultation and engagement is outlined below. The consultation components exceeded the requirements set out in the *Ontario Heritage Act*.

### *Web Page*

A Phase II Clemow Estate Heritage Conservation District Study project page was created on the City's website in 2015. The site was updated at the various project milestones throughout 2018-2019. The project page provided updates on the study process as well as links to related information.

## **Community Engagement**

The HCD study utilized a number of methods to reach and engage residents and members of the broader neighborhood in order to seek input from many different stakeholders. Feedback was received through community meetings, comment sheets provided at the public meetings, and through participation in the property research as well as the project working group.

Several community meetings were held to inform the HCD study. Notice of these meetings was delivered or mailed to property owners and tenants by the City of Ottawa and the project working group members.

The first public meeting was held in January of 2016. At this meeting, Heritage staff presented the purpose of the project, explained the HCD study process, and introduced the concept of a heritage conservation district. The presentation was followed by an informal question period. Attendees were generally interested in opportunities to protect the area's character. The majority of the questions that were asked related to how an HCD operates and how change would be managed. For example, there was a discussion about repairing and replacing windows.

A second meeting was held in February 2019. At this meeting, heritage staff provided an overview of the project to date and a summary of the research that had been completed, as well as next steps in the project. A question period followed the presentation. A list of draft heritage attributes was provided for members of the public to review. This meeting was a joint meeting with a concurrent planning study (the Bank Street in the Glebe Height and Character Study) which overlaps geographically with the HCD study area. Approximately 100 attended for both studies. The draft list of attributes was met with general agreement. Some individuals expressed concern with having their properties included in the boundary of the HCD. Their concerns were related to: perceived impacts on property values; restrictions on making changes to their houses;

perceived increased cost to renovations; the perception that owners would not be allowed to replace their windows.

A third meeting was held in September 2019. At this meeting heritage staff provided a summary of the completed research and analysis of the area and presented recommendations for moving forward with the designation of the area as an HCD. Approximately 30 participants attended this meeting. The draft Statement of Cultural Heritage Value, List of Attributes, Statement of Objectives and a summary of policies and guidelines was provided at the meeting. Copies of the draft HCD plan were available for review at the meeting and made available by email to owners or other interested parties upon request. There was general support for an HCD, although some individuals expressed concerns about being able to restrict certain kinds of development in the area related to recent specific projects.

Heritage staff held four “office hour” sessions in addition to the public meetings so that individuals could meet with a heritage planner in a one-on-one setting to review questions about the HCD plan policies and guidelines. These sessions were attended by a small number of individuals.

### **Comment sheets**

At the February 2019 meeting, attendees were asked to fill in blank comment sheets while reviewing the study area maps. Attendees were asked to provide what they thought was important about the area and to suggest any missing attributes of the HCD. 12 comment sheets were received. A summary of the responses from the open house was included in the associated “as we heard it report” and made available on the HCD project webpage.

At the September meeting, comment sheets were also provided. Only one comment was received and a summary of questions and staff responses were compiled as part of the “as we heard it report”. This report was also made available online.

### **Working Group**

A project working group was established early in 2019. It was comprised of residents with at least one representative from each street within the study area, the ward councillor or his representative, and City staff. The working group met once a month between January 2019 and July 2019 to discuss the findings, provide feedback on the study and discuss outcomes of the community consultation processes. Meetings were also held prior to public meetings to help disseminate information.

Consultation with the working group ensured that the HCD study process was responsive to the community goals and needs, and that it was informed by the local stakeholders.

#### Working Group Members:

Bill Price- Co-chair of the Glebe  
Community Association Heritage  
Committee

Johanna Persohn- Co-chair of the Glebe  
Community Association Heritage  
Committee

Alison Dingle- Linden Terrace

Jane Bower- Linden Terrace

Margarita Makosz- Monkland Avenue

Elsbeth Tory- Monkland Avenue

Ingrid Hall and Jerry Rogers- Clemow  
Avenue

Scott and Amy Parsons- Clemow  
Avenue

Wolf Illing- Clemow Avenue

### **Community Participation and Volunteers**

Members of the Glebe Community Association Heritage Committee (GCA HC) undertook a large portion of the historic property research, with some assistance from volunteers from Heritage Ottawa (HO) to create Heritage Survey Forms for each property. Each form documented basic property information including the estimated construction date, a photo, research on former occupants from the Ottawa City Directories, an architectural description, the name of the architect or builder (if known) as well as other observations. Some of the forms also include selected notes, clippings and photos of archival research where it was available.

### **Sources for Research**

The names (and occupations in some cases) of any previous occupant noted in the HSFs was based on research using the Ottawa City Directories. Where it was possible, this information was then used to carry out research on these individuals and their families, to help understand the demographics of the area as it evolved over time. Some current residents or past residents have provided oral history knowledge, or in some cases shared their own research. Cemetery records, Ancestry.ca, Newspapers.com, Google newspaper archives and other library and internet-based resources were searched to obtain dates of death, which were then used to search for birth and marriage notices or obituaries as well as related stories in newspaper archives. Material from the city and national libraries and archives provided important visual documentation on the development of the study area over time. By cross-referencing the dates of the earliest known occupants with the Fire Insurance Plans and original Registered Plans for the area, the construction dates for each building could be estimated with a high-level of accuracy.

## Acknowledgements

### *GCA Heritage Committee Members Contributing to this Project:*

Johanna Persohn (Chair)  
John McLeod (Secretary)  
William Price  
Andrew Elliott  
Lynn Armstrong  
Alan Freeman

Dale Miller  
Peter Holdsworth  
Wolf Illing  
Carol MacLeod  
Frank Oakes; and  
Amanda Sherrington

### *Principal Researchers:*

William Price  
Andrew Elliott  
John McLeod  
Lynn Armstrong

### *Oral History Researchers:*

Jane Bower  
Lynne Terroux

### *Heritage Ottawa Graduate Practicum Students:*

Cynthia Thompson (Research and Administration)  
Caitlin Charbonneau-Bonnel (Research)

### *Heritage Ottawa Research Volunteers:*

Kira Lise Leung  
Krista Gowan  
Carol Graham  
Sydney Burt

Zehra Mawani  
Stephanie Elliott  
Louise Fox  
Barbara Reilly

Krista Gowan  
Alexander Moss  
Meredith Watkins  
Ali Piwowar

Grace Hyam  
Tara Dawe and  
Jessica Insley



### 3.0 Area Analysis

Thorough understanding of the importance of a place within its larger context is critical to the evaluation of an area's cultural heritage value. The following sections outline the relevant historic and geographic patterns that define the historic context and help to explain the significance of the study area. The Phase II Clemow Estate HCD study area surrounds the existing Clemow Estate East HCD on its east and west. The two areas are related geographically and historically and therefore share a common pattern of evolution and development. As such, much of the broader historical material for the Glebe set out in the Clemow Estate East HCD Plan has been repeated in this document. Where there are differences, that material has been expanded upon.

#### Geography

The Glebe neighbourhood is located south of Ottawa's downtown core, bounded by the Queensway on the north, the Rideau Canal on the east and south and Bronson Avenue to the west. The Phase II Clemow Estate HCD study area is located in the north-eastern section of this neighbourhood. The study area includes the properties adjacent to Clemow Avenue, between Bronson Avenue and Bank Street as well as those adjacent to Monkland Avenue and Linden Terrace between O'Connor Street and the Rideau Canal. The study area includes Patterson Creek and its park. This area was developed on a portion of land granted to Thomas Fraser circa 1800 and later acquired by George Patterson in 1826.

### 4.0 Historical Analysis

The Glebe was one of the earliest neighbourhoods to develop outside of Ottawa's urban core, largely as a result of the introduction of the streetcar on Bank street, as well the development of the Ottawa Improvement Commission's Parkway and Driveway system. The history of the Glebe dates to the late 18<sup>th</sup> century but development did not really begin until the late 19<sup>th</sup> century. The study area was part of a large portion of the Glebe where development began to occur at the end of the 19<sup>th</sup> century through real estate speculation targeted at the upper middle class. The following sections will examine the early history of the Glebe as a whole, and then the development of the Phase II area within the overall context of the Glebe.

#### Early Settlement

The study area was largely shaped by the development of Ottawa more broadly, from its settlement in the late 1700s and early 1800s, to the construction of the Rideau Canal, and then to its early 20<sup>th</sup> century urban form.

The area now known as the Glebe was originally part of a large forest and swamplands.<sup>1</sup> It was used by various First Nations, including the Algonquin First Nation

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<sup>1</sup> John Leaning, *The Storey of the Glebe*. (MOM Printing, 1999):9.

for generations prior to contact. In 1793, after the establishment of Upper Canada, the land was cleared and subdivided for the new Nepean Township in the County of Dundas.<sup>2</sup> John Stegmann, Deputy Surveyor of Upper Canada, surveyed the area and laid it out in lots and concessions. In the Glebe, they were 200 acre lots of 1 ¼ by ¼ mile using the Rideau River as the starting point.<sup>3</sup> Lots G of Concession C is included in the study area.

The first attempt to settle the land was in 1792 by George Hamilton who received a grant of 60,000 acres he hoped to offer to 100 prospective settlers. By 1797, no land was settled, so the grant was revoked. Hamilton had difficulty settling the land as the soil was mostly sand and glacial till, which was poor land for farming. Around 1800, Thomas Fraser of Fraserville took up the grant covering most of the Ottawa area and by 1812 had sold the Glebe-area land grants to his sons. Lot G (east of Bronson to Main Street, highlighted below) was sold to his son William Fraser.<sup>4</sup>



Figure 1: Carleton County Map, 1863

<sup>2</sup> Ibid, 10.

<sup>3</sup>Ibid,10.

<sup>4</sup> Ibid, 11.

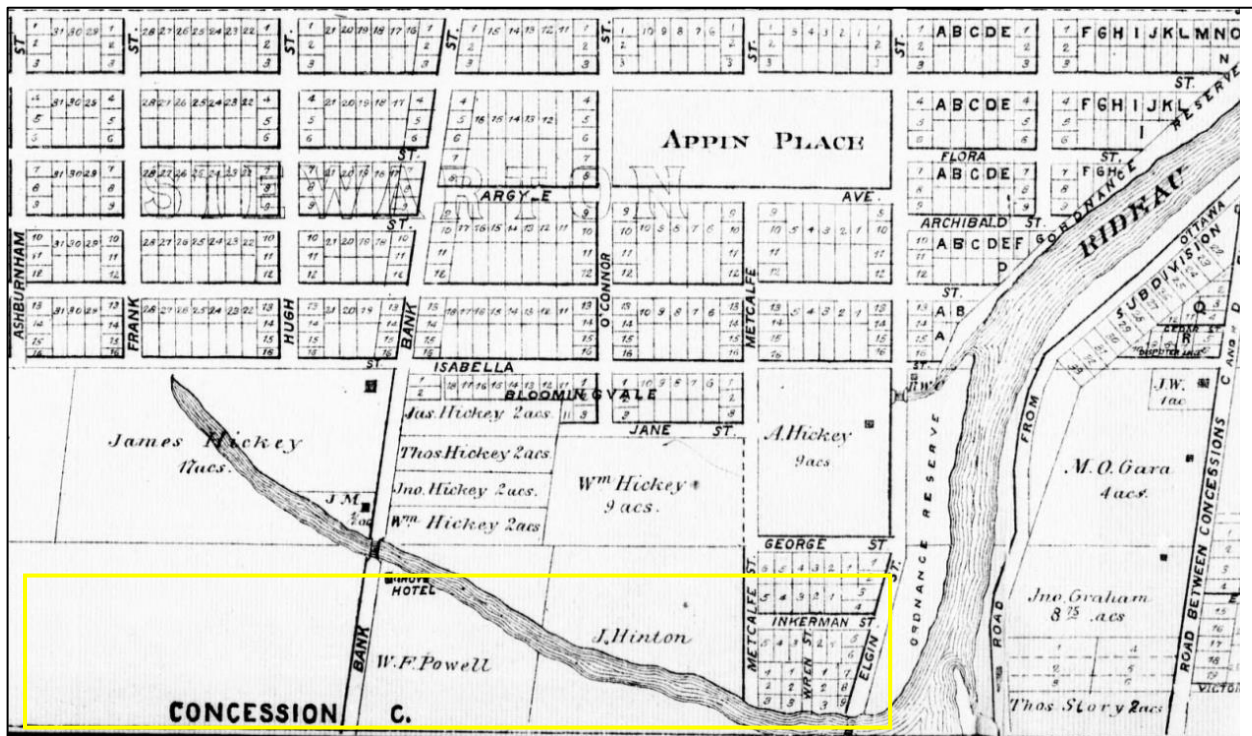


Figure 2: Belden's Map 1879

In 1826, Colonel By was confirmed as the superintending engineer of the proposed Rideau Canal between Kingston and the Ottawa River. Prior to its construction, there were no recorded settlers in the area. George Patterson, Chief Commissariat for Colonel By purchased land in Lot G in the Glebe, just north of Patterson's Creek along the Canal to build a house. This was the first recorded habitation in the area and his presence remains in the name of Patterson Creek and Patterson Avenue.<sup>5</sup> While building the canal, this area was flooded as far west as Lyon Street and the Queensway.



Figure 3: Belden's Map, 1880

<sup>5</sup> Ibid, 14.



Prior to the flood, Patterson Creek flowed west of St. Matthew's Church, through the present church site between Glebe and First Avenues, then north to the present termination of Patterson Creek.

In 1836, a 178 acre glebe, running west to east from present day Bronson Avenue to Main Street, and north to south from Glebe to Fifth Avenue, was granted to the Church of Scotland at Bytown.<sup>6</sup> This church later became St. Andrew's Presbyterian Church at Kent and Wellington in Uppertown. The word "glebe" is derived from the Latin Word for "gleba", meaning clod or soil.<sup>7</sup> In the Middle Ages a glebe in England was land belonging to a parish, the revenues from which contributed to the parish's expenses. A glebe did not perform this function in Canada; instead glebes were land from which churches could earn money from land sales.<sup>8</sup>

Construction began on the Rideau Canal in 1826, with the purpose of providing access from Montreal to Kingston without having to pass through the possibly hostile American land along the vulnerable St. Lawrence River. Originally designed to route north through Dow's Lake along Preston Street to join the Ottawa River at Chaudière Falls, Colonel By rerouted the canal around the Glebe to Bytown and Parliament Hill. With this new route, the south and east boundaries of the present-day Glebe were created. During the building of the canal, Dow's Swamp was flooded as a result of the St. Louis Dam near Carling Avenue, becoming present-day Dow's Lake, while a dam erected along the present Echo Drive resulted in flooding of Patterson and Brown's Inlets as well as along the northeast side of Lansdown Park. With the final work completed in the winter of 1831-1832, Colonel By officially opened the Rideau Canal on May 24, 1832.<sup>9</sup>

### **Initial Development**

Between 1865 and 1876 with development rapidly occurring in the city, Bank Street as well as Elgin Street, were extended south of the city limits. Bank Street was the first permanent road built through the Glebe. The extension was initiated by William Powell and his Ottawa and Gloucester Macadamized Road Company which ran from the city limit at McLeod Street to what is now Billings Bridge and the Billings Estate, as a toll road.<sup>10</sup> By 1866, Bank street crossed Patterson Creek and the canal on wooden bridges, which remained in use until 1912. Bank Street was completed in 1868 with a horse drawn bus service to the Ottawa Agricultural Society's fairground (now Lansdowne Park). Bank Street was a catalyst for urban development and growth in the neighborhood.

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<sup>6</sup> Ibid, 16

<sup>7</sup> *Merriam-Webster's Collegiate Dictionary*, Tenth Edition. Merriam-Webster Inc, 2002.

<sup>8</sup> Leaning, *The Storey of the Glebe*, 16.

<sup>9</sup> Marsh, James H. "Colonel By and the Construction of the Rideau Canal." In *The Canadian Encyclopedia*. Historica Canada, 2017.

<sup>10</sup> Leaning, *The Storey of the Glebe*, 24.

With the expansion of Bank Street, commercial buildings began to appear in the late 1860s and early 1870s. Some of the earliest buildings in the area included four hotels; the first was the Gate Hotel, built in 1869 by James Meakin (currently the site of the Ambassador Court Apartments) which was located north west of the bridge over Patterson's Creek.<sup>11</sup> The Turf Hotel was then built in 1870 by Ralph Mutchmor near Fifth Avenue and around the same time, Alexander Mutchmor constructed Abbotsford House south of Centre Street (now Holmwood Avenue).

In 1873, William Powell constructed the Grove Hotel south east of Patterson's Creek and north of Clemow Avenue in what is now the Clemow Estate East HCD. It was a stone house located next to the Ottawa Electric Park, which was established by the Ottawa Electric Railway company as a destination for streetcar patrons. The Grove Hotel eventually became the Clubhouse for the Ottawa Snowshoe Club until 1907 when it was demolished. In 1926 the site was used as a gas station until 1991 when it was also demolished. Bank Street was paved in 1915 and is still the connecting link between the downtown and neighbouring communities to the south.<sup>12</sup>

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<sup>11</sup> Ibid, 29.

<sup>12</sup> Ibid, 29





Figure 4: Grove Hotel and Ottawa Electric Park, 1892

### **(Sub)Urban Growth and Intensification**

By the end of the 19<sup>th</sup> century, the Glebe was still a rural community. In 1888, there were only 43 dwellings in the area.<sup>13</sup> An open field stretched between Patterson Avenue, the creek, Bank and Elgin Streets, and most of the area west of Bronson Avenue was second growth forest. However, the arrival of electric streetcars in 1891, the subdivision of the lands east of Bank Street, and the construction of the Parkways and park system by the Ottawa Improvement Commission had a great impact on the pace of urbanization in the Glebe at the end of the 19<sup>th</sup> and beginning of 20<sup>th</sup> centuries.

### **Transportation: Ottawa Electric Rail Company and Street cars and Private Automobiles**

The development of electric streetcars was a catalyst for many urban developments in North American cities in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Prior to the development of streetcar systems, most people were bound to living within walking distance of their

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<sup>13</sup> Ibid, 22.

work place. Streetcars provided the freedom of mobility that allowed people to live outside of the core of the city but still maintain the easy access to the city centre for work and other amenities. Throughout North America, development of residential areas followed the streetcar route out of the core of the city. Many cities saw the development of streetcar suburbs, which were isolated areas of residential development serviced by the streetcar system. These areas are equivalent to today's auto-oriented suburbs. In the late 19<sup>th</sup> century, the development of an electric streetcar system had a massive impact on the shape of Ottawa and was one of the catalysts for the development of the Glebe, and the study area in particular.

In 1889, the idea of expanding the street car lines to service a larger portion of the city as well as harnessing the new technology of electricity led to the development of the Ottawa Electric Street Railway (OESR). In 1890 the City of Ottawa received a proposal from W.H. Howland , former Mayor of Toronto, and president of the Imperial Bank, to build five electric rail lines and have them in operation by 1892.<sup>14</sup> City Council agreed with Howland's proposal, but when Howland was not able to fulfill his obligations to provide a guarantee, it narrowly voted to award the contract to local businessman Thomas Ahearn and Warren Soper.<sup>15</sup> Soper and Ahearn were already well known in



Figure 6: Thomas Ahearn

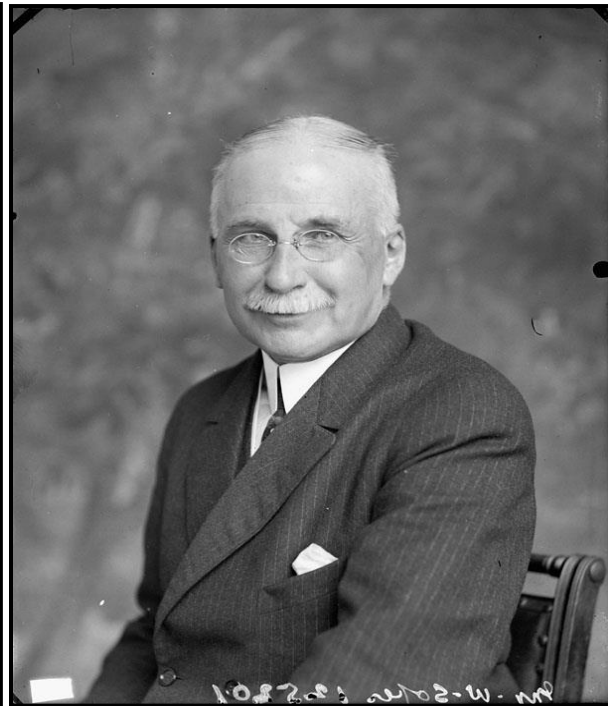


Figure 5: Warren Soper

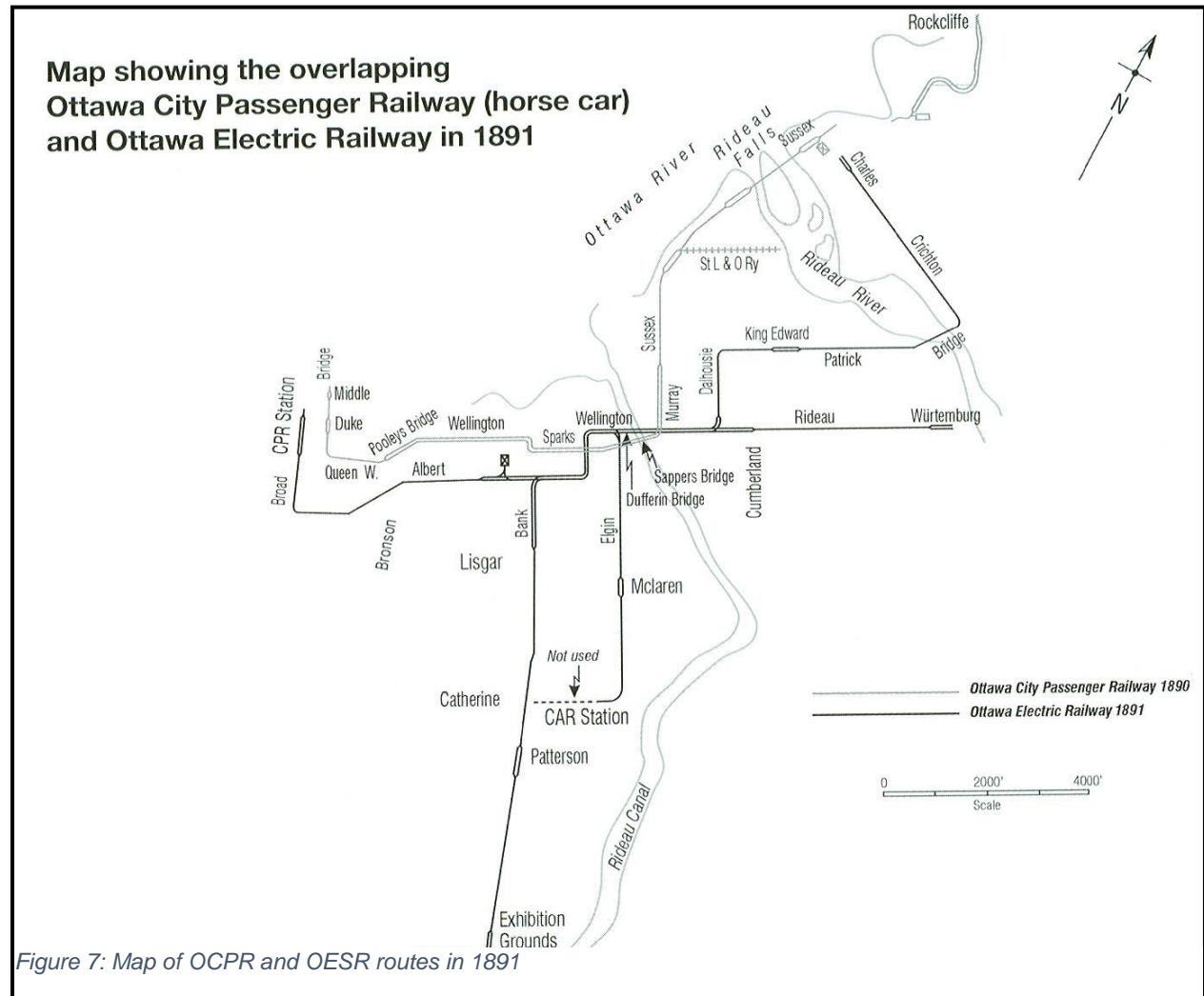
<sup>14</sup> Bill McKeown. *Ottawa's Streetcars: An Illustrated History of Electric Railway Transit in Canada's Capital City* (Pickering:Railfare DC Books),14.

<sup>15</sup>Ibid, 37.

Ottawa for providing electricity for streetlights from the Ottawa Electric Company power station on Victoria Island, near Chaudière Falls.<sup>16</sup>

The agreed-upon route extended from the intersection of Rideau Street and Wurtemberg Street along Rideau Street onto Wellington to O'Connor; south on O'Connor to Albert; west to Broad and north to the CPR station. The other main lines were to go south on Elgin Street from Wellington to Catherine; south on Bank from Albert to 100 feet beyond the gate of Lansdowne Park.<sup>17</sup>

In June 1891, the first electric streetcars ran on four major lines: the Main Line, Bank Street Line, New Edinburgh Line and the Elgin Line. The inaugural run started at Albert Street Barn and ran out the Bank Street line to Lansdowne Park, the two-and-a-half-mile trip took 12 minutes at a top speed of 15 miles per hour. In the 1920s and 1930s



<sup>16</sup> Ibid, 37.

<sup>17</sup> Ibid, 32.

several other extensions and new services were proposed as well, including an extension down Bronson Avenue to Findlay Avenue, which was constructed in 1923.<sup>18</sup> The electric streetcars ran in Ottawa on many different routes until 1959 when the streetcars were stopped and the rails removed.<sup>19</sup>

Beginning in 1901, cars started to become available for private ownership. In 1915 the first garages and gas stations were constructed in the Glebe, and by the mid 1920s, there were eleven.<sup>20</sup> Since the 1970s, most gas stations have been removed, however some of the station buildings remain. Partly due to the ground contamination related to their former use, many of the buildings have been reused as restaurants with paved parking lots in front.<sup>21</sup> This is exemplified at the intersection of Clemow Avenue and Bank Street.

The construction of the electric streetcar along Bank Street to Lansdowne Park contributed significantly to the development of the Glebe in the early 20<sup>th</sup> century.

### **Frederick Todd's Plan for Ottawa Improvement Commission**

Prime Minister Wilfrid Laurier established the Ottawa Improvement Commission (OIC) in 1899 to beautify the city and to “create a city worthy of a capital.”<sup>22</sup> The OIC was given a budget of \$60,000 annually and reported directly to the minister of finance, W.S Fielding. In 1903, the OIC hired a young landscape architect, Frederick G. Todd to prepare a landscaping plan for the capital. Todd was one of the earliest landscape architects in Canada, establishing a practice in Montreal in 1900. He was well respected despite his young age as he had worked from 1896-1900 at the office of Frederick Law Olmstead, America’s premier landscape architect. The firm was well known in North America for its work on the Emerald Necklace, a series of connected parks in Boston, Central Park in New York City and the original design of Mount Royal Park in Montreal.<sup>23</sup>

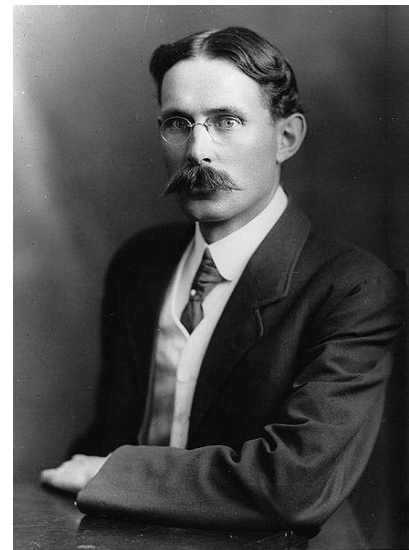


Figure 8: Frederick Todd

<sup>18</sup> Ibid, 142.

<sup>19</sup> Ibid, 190.

<sup>20</sup> Leaning, *The Storey of the Glebe*, 32.

<sup>21</sup> Leaning, *The Storey of the Glebe*, 32.

<sup>22</sup> John Taylor. “City form and capital culture: Remaking Ottawa,” *Planning Perspectives* 4, 1 (1989), 79-105.

<sup>23</sup> David L.A Gordon. “Frederick G. Todd and the Origins of the Park System in Canada’s Capital. *Journal of Planning History*. 1 (2003);29-57.



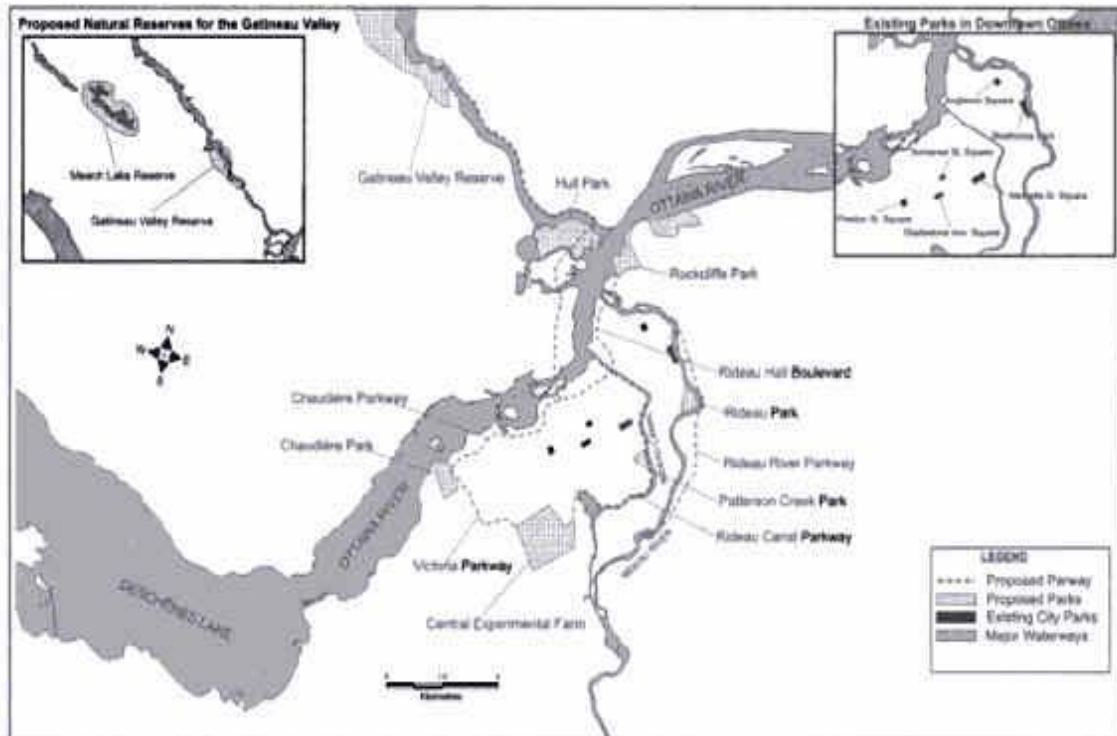


Figure 9: Proposed Parks in Todd's Plan for Ottawa

In August of 1903, Todd presented his preliminary plan to the Ottawa improvement Commission. Todd's plan called for a federal parkway system to link the Parliament Buildings, the Rideau Canal and the Central Experimental Farm. His plan also called for the development of a series of regional, urban and suburban parks throughout the city. These recommendations, while only partially implemented by the OIC, contributed to the development of the Glebe in the early 20<sup>th</sup> century.

Todd's plan recommended that the OIC build a parkway to link the Parliament Buildings with other important areas of the city and to provide a ceremonial driveway, however two major obstacles arose in the Glebe area. The first involved the location of Lansdowne Park with its stables along the canal shoreline, while the second obstacle involved the Fraserfield Lumber and Railway Yard beside Dow's Lake.<sup>24</sup> In anticipation of a state visit by the Prince of Wales in 1908, the OIC began to build two parkways at once. The first parkway was routed through the middle of Lansdowne Park and across the Dow's Lake causeway. In 1903, the OIC purchased the backwater at Patterson Creek to build the second parkway. Although the Commission originally intended to use Glebe Avenue, which aligned with Carling Avenue for the parkway, the location of the railway yard resulted in Clemow Avenue being used instead. In 1907, the commission

<sup>24</sup> Gordon, "Frederick G. Todd and the Origins of the Park System," 29-57.



drained and partially filled Patterson Creek to create Central Park and Clemow and Monkland Avenues as part of the parkway system intended to connect Parliament, the Experimental Farm and Island Park Drive.<sup>25</sup>

Built on fill across Patterson Creek, the Clemow-Monkland Parkway was laid out in urban lots in contrast to the original rural subdivision of land. Abutting lots were sold with strict planning controls attached, in which landowners had to submit to design controls by the OIC. The Clemow-Monkland Parkway was planned to be a highly attractive route, where wide boulevards were created and planted with American Elm trees. Linden Terrace was conveyed to the Ottawa Improvement Commission in 1910 and it was also subject to similar controls to Clemow and Monkland Avenue.

The parkway through Lansdowne Park existed until 1926. As Clemow and Monkland Avenues could never be true parkways (as they did not lead anywhere) the successors of the OIC, the Federal District Commission and the National Capital Commission tried to rid itself of the responsibilities for both streets. With the expansion of the electric streetcars along Bank Street, the subdivision of the glebe lands, and the creation of the driveways along the Canal, this suburban community quickly grew during the first half of the 20<sup>th</sup> century.

### Development of Central Park and Patterson Creek Park

Central Park was one of the first district parks created by the OIC in the early 20<sup>th</sup> century. A large component of Frederick Todd's 1903 report to the OIC was a proposed regional parks system comprised of regional parks, suburban parks and district parks Todd's plan echoed the 'City Beautiful' planning theory popular in the early 20<sup>th</sup> century. The plan called for the development of parks and open spaces for the "mental, physical and moral" benefits.<sup>26</sup> Consistent with urban planning theory of the time, Todd believed that access to a variety of open spaces (from large natural parks or reserves to city parks and squares) would be beneficial not only to the citizens of Ottawa, but it was



Figure 10: Central Park East from Bank Street

<sup>25</sup> Gordon, "Frederick G. Todd and the Origins of the Park System," 29-57.

<sup>26</sup> Frederick Todd. "Preliminary Report to the Ottawa Improvement Commission." August 1903.

befitting of a capital city.<sup>27</sup> These late Victorian ideas about the salutary effects of parks were echoed in Todd's report:<sup>28</sup>

*“large areas of untamed forest which can be set aside forever for the enjoyment of people who wish to get away for a day from the crowded city, who wish to wander in the woods where the wildest birds are at home, and where nature's moss carpet is still luxuriant and unworn?”*

Development of “Patterson Creek Park” was part of Todd's 1903 recommendations. While Todd was not employed to implement his plan in the years following his report, the Patterson Creek area was acquired by the OIC and Central Park was ultimately completed in 1912 becoming one of the first completed parks in Todd's plan. Instead of following Todd's concept of maintaining the natural beauty of Patterson Creek, however, the OIC walled in the creek, filled it in west of O'Connor Street and planted Central

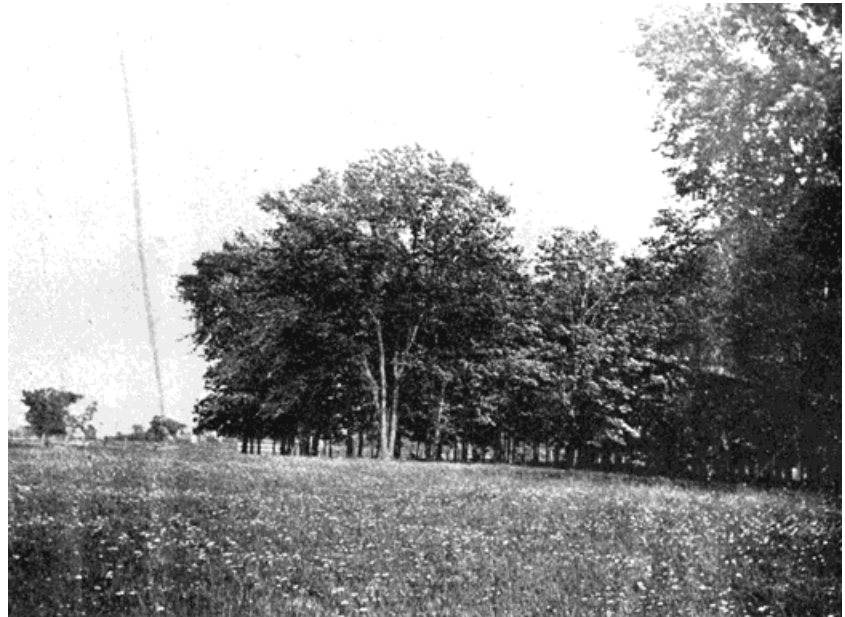


Figure 11: Patterson Creek Park, 1903

Park with formal flowerbeds and pathways. The OIC faced serious criticism for its implementation of Todd's 1903 plan. In comments regarding Central Park, Ottawa architect and OIC Commissioner Colbourne Meredith noted that “everything had been done as it should not be done.”<sup>29</sup>

### **Real Estate Speculation in the Glebe**

Lot G was one of several areas developed in the early 20<sup>th</sup> century in the Glebe. It represents a good example of land development as well as the lifestyle that was typical of suburban development at the time. The upper middle class was looking for the desirable setting of the country with the convenience and proximity to the core of the city for employment and other amenities.

<sup>27</sup> Gordon, “Frederick G. Todd and the Origins of the Park System,” 29-57.

<sup>28</sup> Todd, “Preliminary Report to the Ottawa Improvement Commission.”

<sup>29</sup> Colbourne Meredith. Annotated Version of Frederick Todd's “Preliminary Report to the Ottawa Improvement Commission.” 1913.

There were several key players in the early development of the residential area surrounding Central Park: the developers Henrietta Adelaid Clemow<sup>30</sup> and her cousin William Powell.

### Henrietta A. Clemow

H.A Clemow was the daughter of the Honourable Senator Francis Clemow. Senator Francis Clemow was born in Trois Rivieres, Quebec in 1821 and came to Bytown in 1841. He soon began work as a journalist and founded the paper “The Monarchist.” He later moved onto other ventures included business manager and later president of the Ottawa Gas Works.<sup>31</sup> He was appointed to the Senate by Sir John A. Macdonald and served as a Conservative senator until his death in 1902. As the only heir, Miss Henrietta (Ada) Clemow inherited the Clemow Estate after her father’s death. At the time, much of the area of Lot G remained undeveloped. Clemow’s well known cousin William F. Powell became the manager of the estate and guided its development. Interestingly, Henrietta Clemow stayed involved in the work, which was unusual for a woman at this time.



Figure 12: Henrietta Adelaide Clemow

<sup>30</sup> “Henrietta Adelaide Clemow” is also referred to as “Adelaide H. Clemow” or “Ada Clemow” in various publications.

<sup>31</sup> Ottawa Collegiate Ex-Pupils Association. *A History of the Ottawa Collegiate Institute, 1843-1903*. The Mortimer Company, Limited, 1904

### **William Powell**

William Powell also inherited land in the area from his father William F. Powell Senior.<sup>32</sup> William Power Snr was a Conservative member of the Legislative Assembly from 1854-1866. He owned much of the area north of the glebe lands and east of Bank Street upon his death in 1899. His son, William Powell was also well known in Ottawa at the end of the 19<sup>th</sup> century, with his most prominent role as the chief of the Ottawa Police. Appointed to the position in 1896, Powell modernized the force, by instituting better documentation methods, establishing bicycle patrols and a patrol wagon. He also required the officers to wear presentable uniforms and participate in an exercise program. Powell's reforms influenced the management of the police force until the Second World War.



*Figure 13: William F. Powell*

### **Other associations with historical individuals:**

#### **George Patterson**

George Patterson was the Chief of the Canal Commissariat and may have been the Glebe's first settler. In 1826 Patterson acquired Lot G (in the study area) and it is likely that he constructed the first permanent house in the Glebe, near the present bank of the canal and Patterson Avenue.

#### **Henry Carleton Monk**

Henry Carleton Monk purchased land on the north side of Monkland Avenue and south of Patterson Avenue from the Patterson estate in 1899. Monk was a prominent lawyer in Ottawa at the firm of Nellis, Monk and Matheson. He was an alderman for Central Ward, president of the Ottawa Curling Club, the Ottawa Printing Company and the managing director of the Ottawa Brick Company.<sup>33</sup>

<sup>32</sup> William F. Powell was not typically known as "Senior" but for the purposes of clarity in this document, "Senior" will be used to distinguish father from son.

<sup>33</sup> *The Ottawa Journal*, July 19, 1905



## John Nesbitt Kirchhoffer

John Nesbitt Kirchhoffer was a prominent Canadian senator who represented Selkirk, Manitoba for 22 years. The earliest Registered Plan noting the subdivision of lots on Linden Terrace references Kirchhoffer as the owner. Linden Terrace was conveyed to the OIC from Kirchhoffer in 1910.<sup>34</sup>

## Development of Lot G

Henrietta Clemow and William Powell formed Clemow-Powell Realty (later Clemora Realty) to develop the large area of land they owned at the north end of the Glebe. The OIC had drained their land in the process of developing the Driveways and the area was ready for development in the first years of the 20<sup>th</sup> century. Powell and Clemow subdivided the lands beginning in 1906 with the subdivision of land between Patterson Avenue and Glebe Avenue (then Carling Avenue) west of Bank Street to create “Clemora Park.” Later, in 1912, Clemow and Powell subdivided their land on the east side of Bank Street between Glebe Avenue and Clemow Avenue. This later subdivision surrounding Patterson Creek was the eastern portion of the Clemow Estate that is included in an existing HCD. The area was developed as an upper-middle class suburb with impressive houses flanking the pastoral Central Park and Patterson Creek.

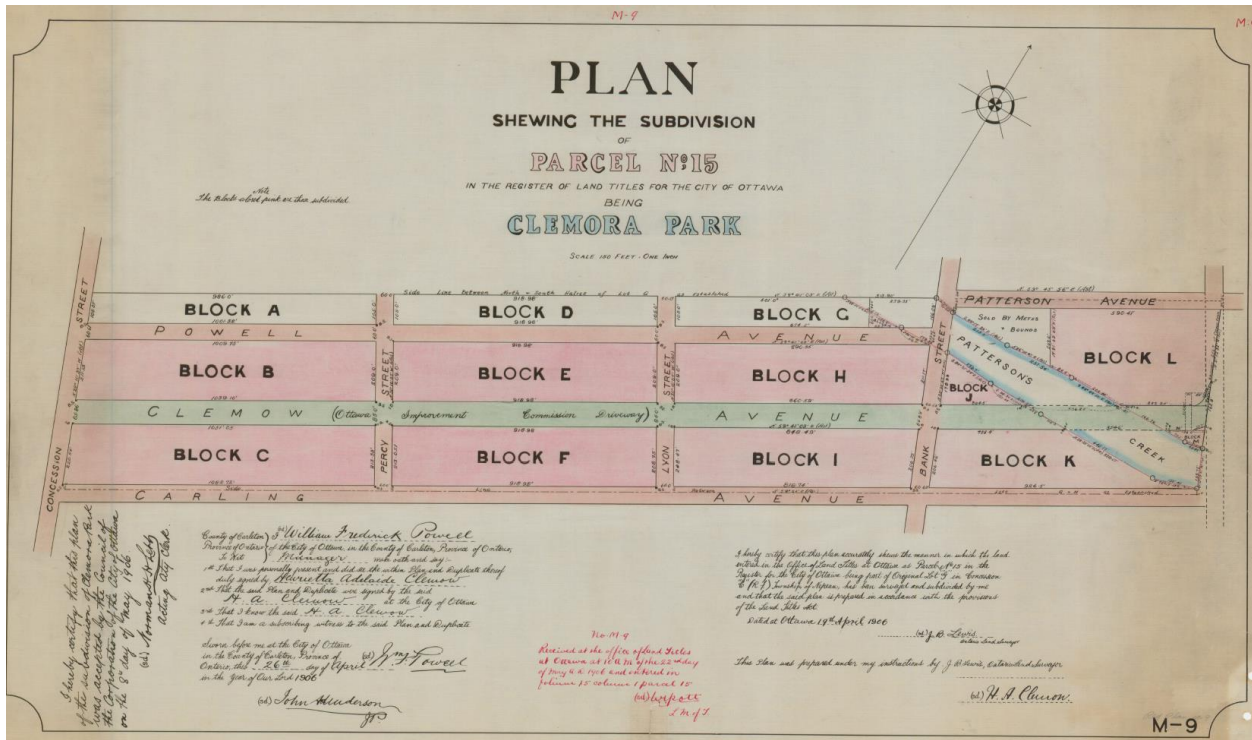


Figure 14: Registered Plan of Subdivision for "Clemora Park", 1906

<sup>34</sup> The Ottawa Journal, July 18, 1959.



On Monkland Avenue, the block between what is now O'Connor Street and the Canal, south of Patterson Avenue was subdivided in 1899, earlier than the Clemow Estate, but no building lots were sold until the Driveways were constructed beginning around 1906-1907.<sup>35</sup> A Registered Plan of subdivision for Linden Terrace shows lots on the north side in 1911.

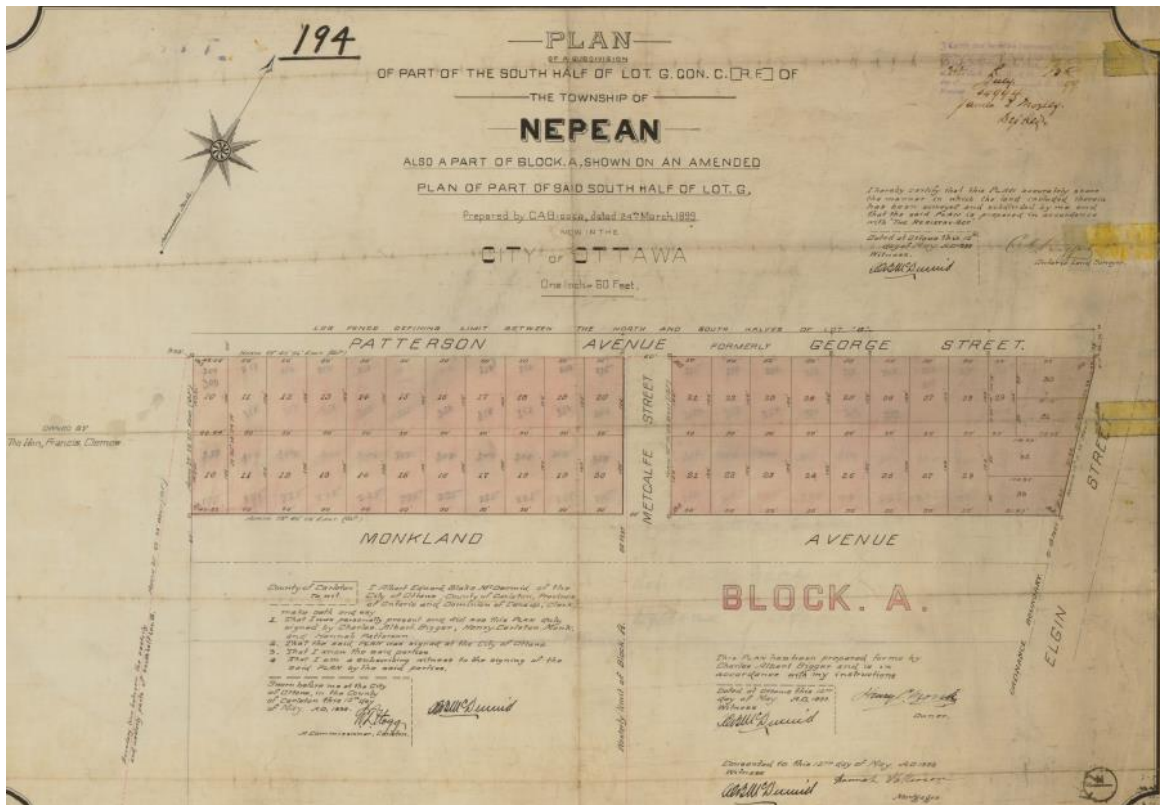


Figure 15: Register Plan of Subdivision, 1899

<sup>35</sup> *The Ottawa Journal*, February 14, 1907.

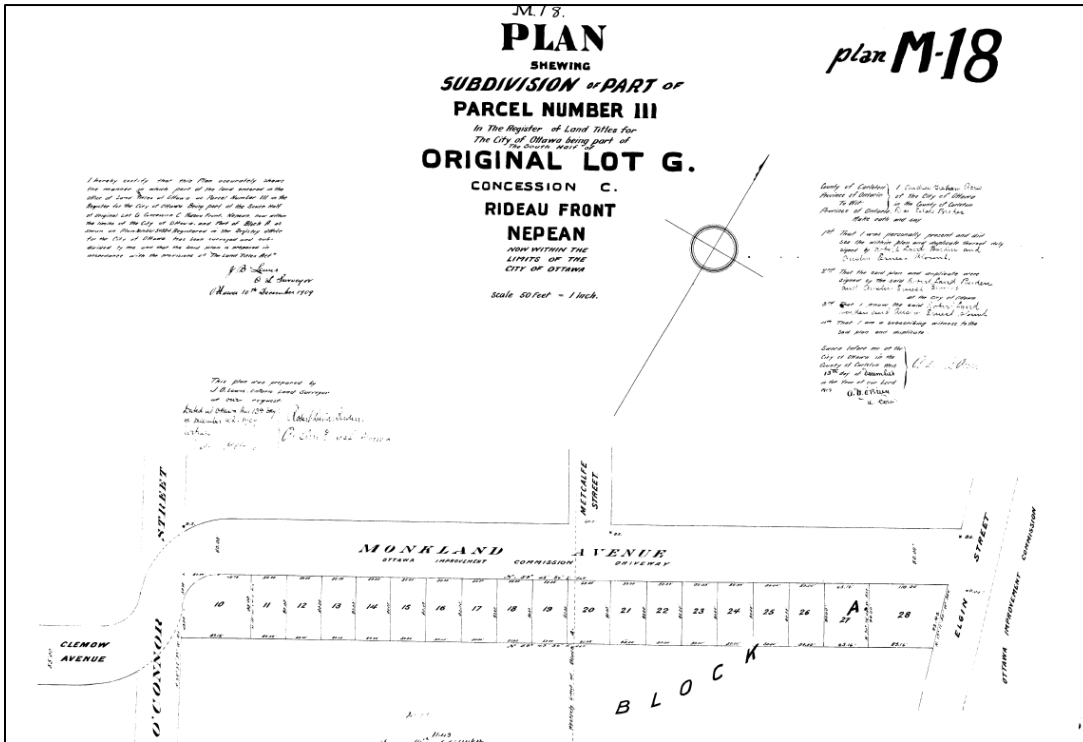


Figure 16:  
Registered  
Plan, 1909

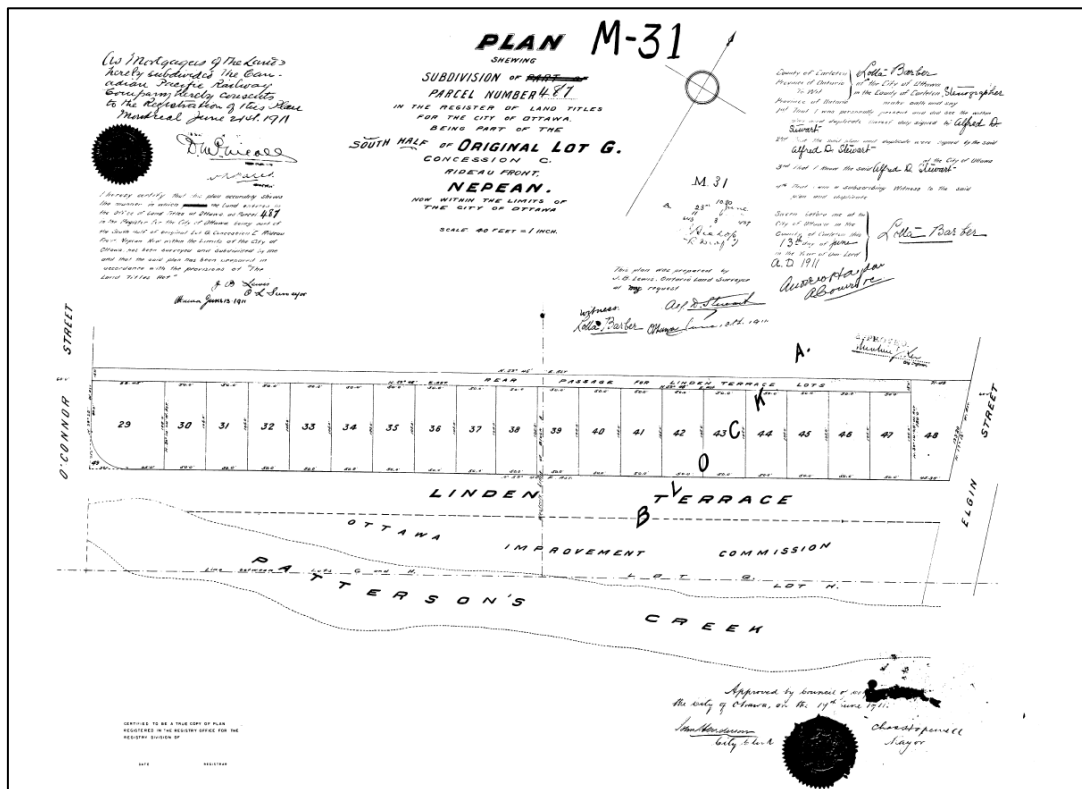


Figure 17: Registered Plan, 1911

In the span of twenty five years, from 1906 to 1931, the majority of the study area was built out. Growth in the Glebe, and the study area specifically, was sparked by the establishment of the Ottawa Electric Rail company, the streetcar network, as well as the investments in new schools and other public infrastructure including the Ottawa Improvement Commission's Parkway network across the Capital.<sup>36</sup>

The properties on Clemow and Monkland Avenues and Linden Terrace evolved as a residential neighborhood intrinsically connected to the driveways they faced onto.

### **After the 1930s**

Most of the properties within the study area were built out by the 1930s, with new buildings limited to mainly infill houses constructed on some of the large side yards or replacement buildings.

The Clemow-Monkland Driveway never became a true parkway as planned, because it did not lead anywhere. If they had, this would have increased traffic dramatically though the Glebe. In the 1970s, traffic calming measures were introduced in the Glebe, along Clemow Avenue in particular, where it was closed to through traffic. The chairman of the National Capital Commission at the time Douglas Fullerton intended that Clemow's traffic calming measures be an example to the nation.

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<sup>36</sup> Leaning, *The Storey of the Glebe*, 34.

## 5.0 Built Form Analysis

The study area, as experienced today, is a result of its evolution of the themes outlined above, from a lot and concession structure in the 1800s, to an emerging streetcar suburb in the early 1900s, to an established residential neighbourhood just south of the downtown today. The following describes the physical attributes that demonstrate the evolution of the area.

### Early Transportation Network

The development of the road and transit network within and around the study area contributed significantly to the sense of place.

- Clemow Avenue and Monkland Avenue were part of Ottawa's Driveway network of scenic driveways, originally intended to connect the Queen Elizabeth Driveway to the Central Experimental Farm. The connection to the Farm was never constructed.
- Linden Terrace was developed to front onto Patterson Creek and was conveyed to the Ottawa Improvement Commission to become part of the Driveway system.
- A streetcar line ran along Bank Street between downtown and Billings Bridge. The Ottawa Electric Rail and streetcar system operated between 1891 and 1959.

### Lot subdivision

The physical development of the neighbourhood was largely shaped by the subdivision of Lot G into smaller, regularly sized parcels. The design of the lots including their orientation, size, and shape, laid the groundwork for the organization and character of the streets to be further defined through the restrictive covenants. These early layouts are reflected in the built form of the area today.

The first subdivision occurred on the block of what is now between Monkland Avenue and Patterson Avenue in 1899, east of O'Connor to what was the Elgin Street (now the Queen Elizabeth Driveway). The subdivision was laid out into 20 lots fronting Patterson,

19 lots fronting Monkland and four lots fronting Elgin. The lots were 50 feet wide and about 100 feet deep (Figure 16).



*Figure 18: Monkland Avenue looking west, 1920s*

The next era of development occurred between 1906 and 1912. In 1906, the blocks between Bronson Avenue and O'Connor Street were surveyed as part of the Registered



subdivision Plan for Clemora Park. In the study area, Clemow Avenue was subdivided into lots, starting at Bank Street in 1906 and moving west to Bronson Ave in 1907.

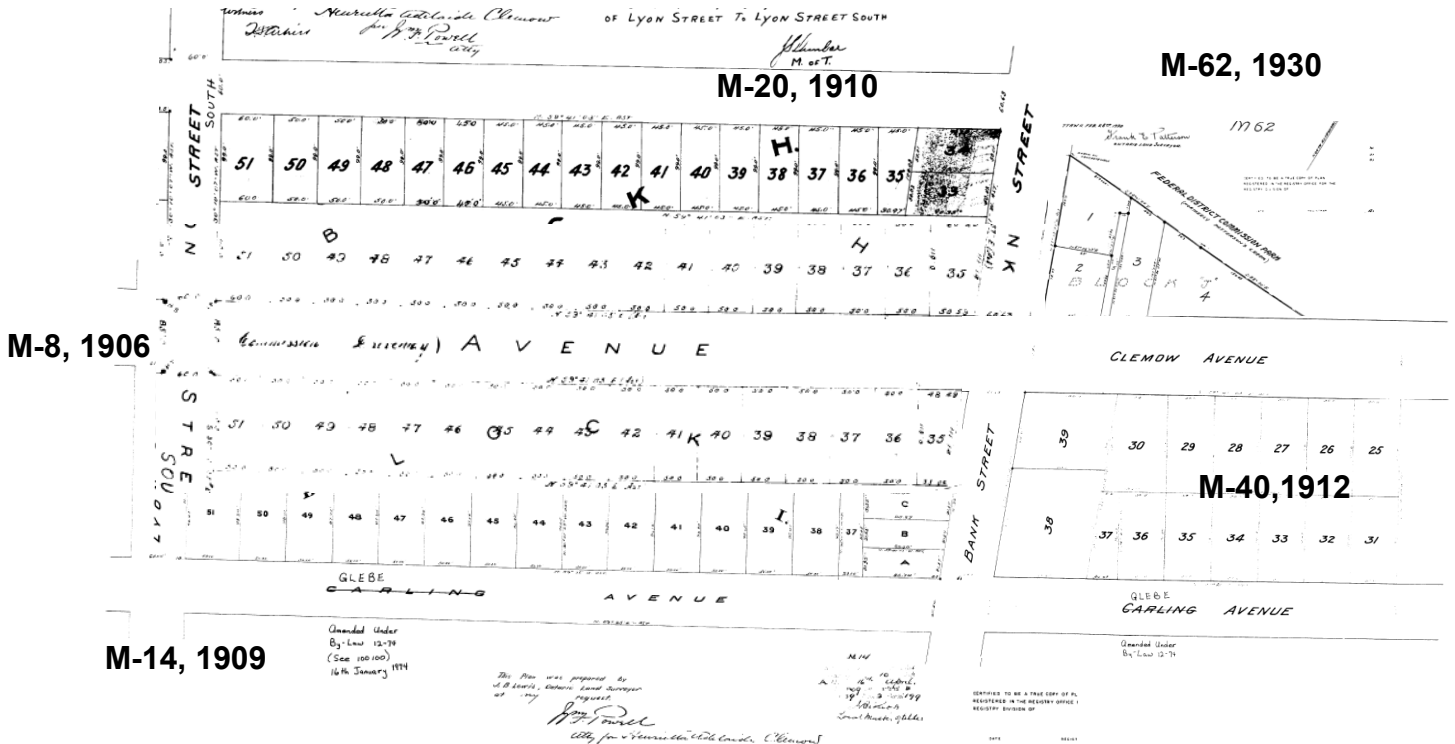


Figure 19: Registered Plans(combined) showing the lot development at the intersection of Bank and Clemow

These lots were also roughly 50 feet wide and about 100 feet deep oriented to Clemow, with wider corner lots at the intersections of Lyon and Percy. The south portion of Monkland Avenue was subdivided in 1909, with lots about 50 feet wide and 90 feet deep. Linden Terrace was subdivided in 1911 with 20 lots oriented to face Patterson

Creek, with a rear lane. These lots roughly matched Clemow and Monkland Avenues in size.



*Figure 20: Linden Terrace, 1920s*

### **Restrictive Covenants**

Clemow and Monkland Avenues, as well as Linden Terrace were conveyed by their former estates to the Ottawa Improvement Commission between 1903 and 1913.<sup>37</sup> The lots on these three streets had building conditions and restrictions that specified a number of built form guidelines including: the location of shared driveways, the restriction of fences or obstructions in the front yard as well as the maintenance of the public realm such as planting mature trees, sidewalks, lighting, and limiting hydro and other utilities to the rear yards.

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<sup>37</sup> *The Ottawa Journal*, Saturday July 18, 1959.

# Ottawa Improvement Commission Driveway

## Monkland Avenue Facing Driveway—The Most Desirable, Beautiful and Exclusive Residential Site Near to City.

The Commission propose to complete the work on this avenue the first thing in the Spring. When finished it will equal, if not surpass, any of the existing picturesque driveways.

The Commission also contemplates in the near future to transform Patterson Creek from the Canal Driveway to O'Connor street into a beautiful lake, and from O'Connor street to Bank street will be converted into one of the finest of the many fine parks the Commission has made.

Monkland avenue forms part of the main Driveway, is in immediate proximity to this proposed lake and park and crosses them just west of O'Connor street.

In addition to these manifest advantages, the avenue in itself will form one of the most beautiful, exclusive and fashionable of residential sites and yet be within easy distance of the city.

The road is to be 30 ft. from curb to curb, thus leaving 40 ft. on each side for lawn and lawn decoration and making the distance from residence to residence 110 feet. Telephone and electric light poles go at the rear of the lots. All private roadways will be 100 feet apart, building conditions ensuring the erection of high-class dwellings will be enforced.

The proprietors of the lots undertake to put drains, gas and water pipes to each lot, and the Commission are to plant shade trees every 25 feet.

The present offering consists of 10 lots on the north side of the avenue and facing the Driveway—four of them on Elgin and Metcalfe and six between Metcalfe and O'Connor streets.

It is fully anticipated that these lots will be sold immediately on offering, not only because of the especial desirability and central position of the site, but also because a sharp rise in value may safely be looked for between now and springtime.

Plan can be seen and other information obtained at our office.

## MARRIOTT & ACRES,

REAL ESTATE AND INSURANCE BROKERS. 71 BANK STREET. PHONE 2084.

Figure 21: Advertisement from the Ottawa Journal, February 18, 1907

While other subdivisions in the Glebe were also subject to restrictive covenants, the built form of Clemow and Monkland Avenues and Linden Terrace are directly linked to the beautification program of the Ottawa Improvement Commission at the time.

**Note:** As per the *Ontario Land Titles Act*, “where a condition, restriction or covenant has been registered as annexed to or running with the land and no period or date was fixed for its expiry, the condition, restriction, or covenant is deemed to have expired forty years after the condition, restriction or covenant

was registered, and may be deleted from the register by the land registrar.”<sup>38</sup> Accordingly, given that more than forty years have passed since the covenants were registered in the study area, they are no longer in force.

### Periods of Construction

The chronology of development in the study area is understood through periods of development. These periods are based on eras of local historical evolution in the area over time. These eras of historical development are described in the historical overview. They are:

- 1791-1890: Early Development
- 1891-1945: Suburban Development
- 1946-present: Post-war Development

As part of the research and evaluation of the area, each property was assessed for its contribution to the historic context, including its construction date. The following chart groups the construction dates of the existing buildings in the study area by decade:

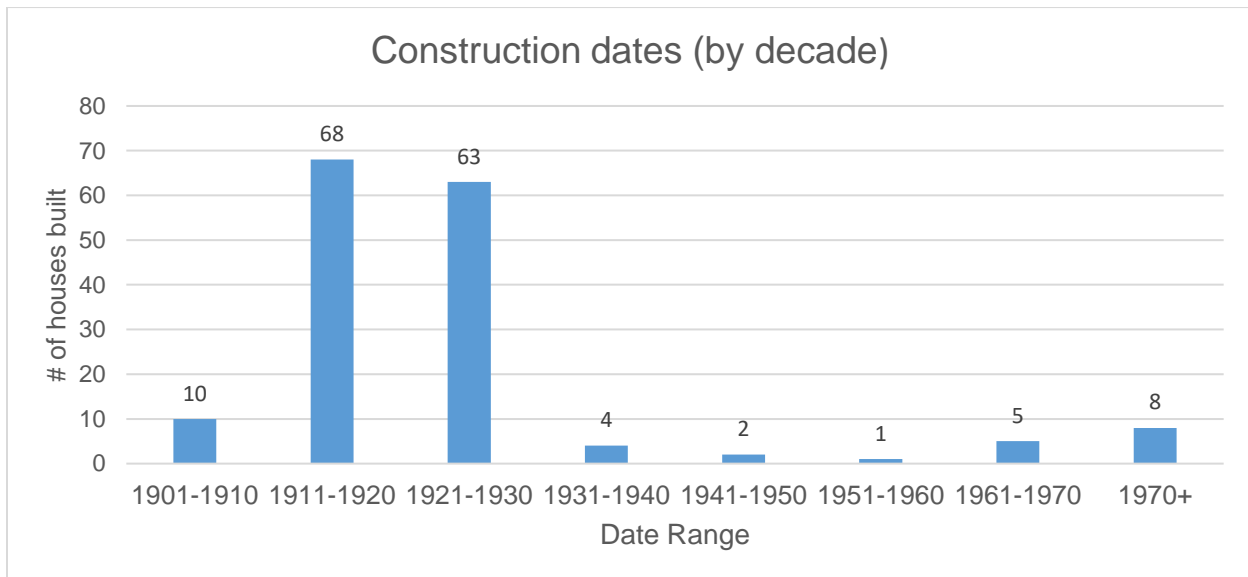


Chart 1: Chart showing construction dates of houses by decade

The historic research on individual properties indicates that the existing housing stock spans several decades, with the majority being constructed prior to 1930, most of which remain today. The chart below demonstrates an initial surge of construction at the beginning of the 20<sup>th</sup> century, with a slight lull during the First World War, and a second

<sup>38</sup> *Land Titles Act, RSO 1990, c L.5 S 119 (9)*, <<http://canlii.ca/t/53nl4>> retrieved on 2019-12-02



surge between 1920 and the Second World War.

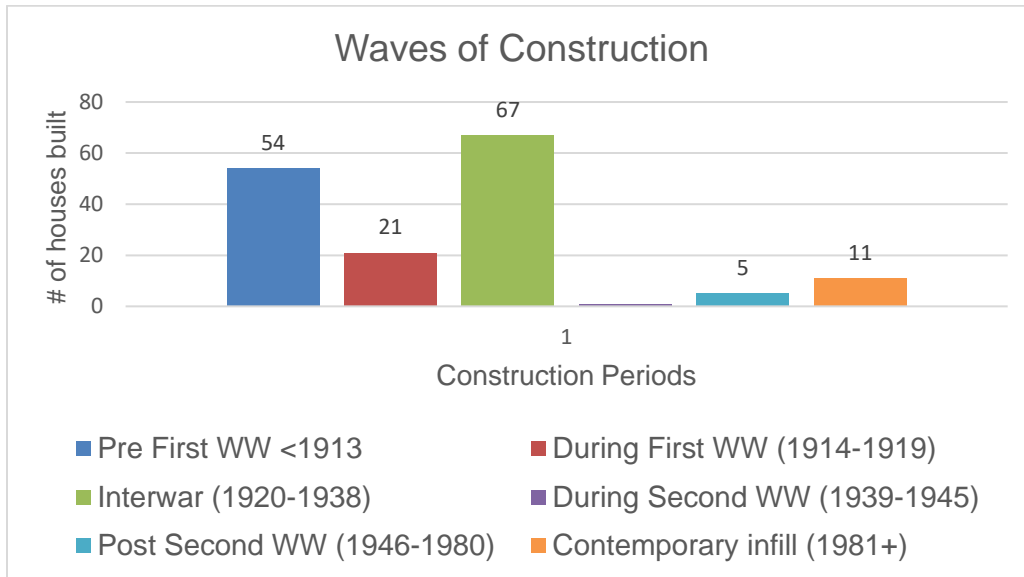


Chart 2: Chart showing waves of construction

Historic research also indicates that:

- The first resident of the study area may have been George Patterson, who is said to have built a residence near the edge of the Canal near Patterson Avenue; by 1888 there were only 43 dwellings in the Glebe;
- There was a surge of construction following the OIC’s implementation of some of Frederick Todd’s recommendations for beautifying the capital which included Clemow Avenue as a residential boulevard, the retention of Patterson Creek as parkland, and the natural setting of the canal route beginning around 1903;
- Subdivision of land in the Glebe soon after Elgin Street was extended south of downtown, and the Ottawa Electric Railway was extended down Bank Street in 1891
- New house construction after 1935 was either infilling of remaining lots or replacement structures.

### *Period of Significance*

This HCD study examined the historic context of the Glebe neighborhood since it was surveyed in 1791. The evolution of development can be divided into three major historic periods: early development (1791-1890); suburban development (1891-1945); and post war development (1946-present). The period of suburban development replaced much of the physical fabric from the early period and those buildings and structures remain largely intact today. This period is also associated with the Ottawa Improvement Commission’s beatification plan for the capital and the

parkways and driveway system in Ottawa. As such, this period was determined to be the period of highest significance.

### **Architectural Styles Analysis**

Like many buildings in the Glebe, the buildings in the study area reflect the typical pattern of early 20<sup>th</sup> century residential suburban development across Canada. House designs were informed by North American-wide architectural trends, pattern books and publications about home designs, and reflect local construction skills and tastes.

The existing Clemow East HCD can be characterized by four predominant building styles: Edwardian Classicism, Arts and Crafts, Spanish Colonial Revival, and Tudor Revival. Many of the houses in this area were also constructed by one architect--- prominent Ottawa architect Werner E. Noffke.

In contrast, in the Phase II Study area some of the houses were architect-designed, while others were constructed by local contractors who built according to pattern book designs. In this way, the buildings in the Phase II area are an eclectic mix of architectural types, where in many cases, they exhibit influences from a number of styles that were popular at the time. As such, in the Phase II study of the area, architectural style was used to describe and evaluate buildings in terms of their contribution to the general character of the area, in combination with their construction date.

The following style descriptions are not intended to be exhaustive or exact, as the architecture of the area is an eclectic mix, demonstrating influences of many styles in a vernacular way. The descriptions are intended to highlight elements of each that are expressed within the study area.

*Tudor Revival:* This area features a number of Tudor Revival houses as well as houses with Tudor detailing. Characteristics of this style in the district include mock half-timbering, leaded glass, steeply pitched and irregular rooflines.



*Figure 22: 229 Clemow Avenue, with elements of the Tudor Revival Style*



*Arts and Crafts or English Cottage:* The Arts and Crafts style in this area is influenced by the English country cottage. Many houses are clad in stucco, with broad overhanging eaves (some bracketed), prominent chimneys, multi-paned windows and irregular rooflines.



*Figure 23:  
38  
Monkland  
Avenue,  
with  
elements of  
the Arts  
and Crafts  
Style*



*Edwardian Classicism:* The key features of Edwardian Classicism in the area include brick construction, simple decorative features in the gable ends or elaborate porches supported by classically inspired columns, stone sills and lintels, and large windows.



*Figure 24: 29 Linden Terrace, with elements of the Edwardian Classicism style*

*Prairie or Craftsman: The Prairie or Craftsman style in this area generally refers to houses that have low, horizontal proportions, low hipped roofs with projecting eaves and rectangular windows and front porches.*



*Figure 25: 7 Monkland Avenue, showing elements of the prairie/craftsman style*

*Queen Anne Revival: The Queen Anne Revival style in the area is characterized by colourful, decorative detailed elements, often incorporating medieval motifs such as corner towers, bay and oriel windows and high irregular roofs, typically clad in red brick with stone details.*



*Figure 26: 164 Clemow Avenue, with elements of the Queen Anne Revival style.*



*Georgian Revival: The key features of the Georgian revival style in the area include a classically inspired symmetrical façade with a decorative central entrance, often with a side gable roof, small dormer windows with brick or stucco cladding.*



*Figure 27:21 Linden Terrace, with elements of the Georgian Revival style*

### **Common Building Characteristics**

Much of the visual cohesion within the study area comes from consistent building design, lot size and street composition, as well as the physical integrity of the building stock. Primary examples of this consistency include:

- The majority of the houses are two, two and one half or three storey detached dwellings with front facing entrances, and decorative porches and architectural details; many feature details including stone sills and lintels, decorative brick work and stone foundations;
- An eclectic mix of architectural styles and types, with many buildings demonstrating influences of several styles;
- Roof forms are complex and varied, with chimneys and projecting bays and dormers;
- Windows are a mix of casement and sliders;
- Buildings are typically are clad in brick, and to a lesser extent stone or stucco;
- The retention and integrity of the original building stock; additions are almost always found at the rear.

## 6.0 Contextual Analysis

In Frederick Todd's 1903 report, he recommended that "the character of all buildings in a park should harmonize with the surrounding landscape."<sup>39</sup> The three streets in the study area and the buildings surrounding them form a cultural landscape at the north end of the Glebe. The interface between public spaces of the street and sidewalk and the private properties is gradual, with very few hard landscaping features to delineate them.

The symmetrical boulevards on Clemow and Monkland Avenues are comprised of the wide central road, with green verges and sidewalks and open, soft landscaped front yards, framed by the buildings and the mature trees which contribute to the distinct sense of place. On Linden Terrace, this is evident only on the north side of the street. On the south side, the buildings overlook Patterson Creek and its park lands. This organization is directly linked to the design covenants implemented by the OIC.

Additionally, the area features the following contextual characteristics:

- Houses that are consistently setback from the street
- Most properties have a front walkway (perpendicular to the street), and where there is a slight grade change, a few stone steps exist
- Almost all properties have a driveway, many are shared with the neighboring property and lead to a rear shed or garage
- The streetscapes are enhanced by the absence of hydro lines but feature the characteristic aggregate lamp standards with globe bulbs, as designed by the OIC
- The use of fences or hedges is limited or mostly found on corner lots
- Most of the houses have a tree in the front yard/ROW
- The O'Connor Street and Patterson Creek Bridges

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<sup>39</sup> John B. Collins, "An innovative lamp-post design of 1916- a fine example of urban heritage in Ottawa". *Can.J.Civ.Eng.* (30). 1993: 737.



## Aggregate Light Standards

One of the unique elements throughout the area are the aggregate light standards that line all three streets. These lights were installed by the OIC in 1916 to provide electric lighting along the Federal Driveway as part of its mandate to beautify the city's parks and parkways. The light standards represent an important period in Ottawa's development when large scale, progressive urban planning projects were being implemented; the design reflects the OIC's "desire to identify the city more strongly as the nation's capital."<sup>40</sup>

The design of the lamp-post was cast using aggregate cement with its white glass globe was first installed on Clemow Avenue from Bronson Avenue to O'Connor Street and currently exist within Patterson Creek park. They serve as a "visual link between parkland and the urban surroundings"; about 2.5 metres tall, they are well proportioned with the residential buildings on the wide streets of Clemow and Monkland Avenues, integrated within the green verges. The design combines function and simple decoration: the post is created by four concrete ribs, which taper to the top at a cast iron collar below the globe bulb. The use of concrete was innovative at the time, chosen for its durability, low in cost and maintenance.

The light standards on Linden Terrace have been adapted with a goose-neck style lamp for fluorescent lighting, but still maintain their cement posts.

### Patterson Creek Park

This section of Patterson Creek Park has been altered since its original development in the early 20<sup>th</sup> century. The photos below show was an early layout of the park with regularly spaced trees and pathways (some of which are still evident today), the



*Figure 28: Aggregate light standard with globe bulb in Patterson Creek Park*

<sup>40</sup> John B. Collins, "An innovative lamp-post design", 737.

aggregate lamp standards designed by the OIC, as well as the Cedar Lodge island (removed in the late 1930s) and the Patterson Creek Pavillion. Despite the park's alterations, as an extension of Central Park and given its relationship to Linden Terrace and Ottawa's parkway and driveway network, representative of Frederick Todd's recommendations for beautifying the capital, Patterson Creek and its park remains an important cultural landscape in the Glebe and should be conserved.



*Figure 29: Patterson Creek and park, 1928*



*Figure 30: Patterson Creek and park, 1958*





*Figure 31: Patterson's Creek with the Cedar Lodge island folly, pre Second World War, looking west*

### **Views and Experiences**

The study area also contains a unique sense of place that is created by the physical elements identified above. The experience is captured in views from within and looking into the area that relate to the Driveway's character:

- Views east and west along Clemow and Monkland Avenue; the framed views of the symmetrical boulevard with mature trees, lampposts, regular street wall provides a sense of enclosure along Clemow and Monkland Avenues
- Views from Patterson Creek Bridge over Patterson Creek
- Views from the Rideau Canal/Colonel By Drive to Patterson Creek Bridge
- Views from the O'Connor Street Bridge east and west over the Patterson Creek that provide a sense of nature.



## 7.0 Recommendations

The HCD study has determined that the area is a remarkably intact example of an early 20<sup>th</sup> century suburb in Ottawa. Since the study area was first surveyed, it has evolved from a series of lots outside of the downtown, to an established residential neighborhood. The subdivision and development in the area combines the desirable elements of living in away from the city, such as greenery, and open park spaces, with the conveniences of city living nearby.

In undertaking the study, research and analysis it was found that there was a cohesive heritage character within the study area. The area is identifiable by the visual coherence of the historic houses on the tree-lined streets with distinctive globe lamp standards. The buildings display a consistent spatial organization and a shared relationship to the street, as well as demonstrate the influence of a variety of architectural styles that were common at the early 20<sup>th</sup> century. Many of these features are attributable to the restrictive property covenants used by the Ottawa Improvement Commission in order to develop and maintain the impressive residential driveway. In addition, the area displays a high level of integrity in the almost complete retention of the original early 20<sup>th</sup> century buildings.

The study also revealed that the cultural heritage resources within the area reflect and are associated with important themes and events in Ottawa's historical development, such as advancements in transportation, the beautification of the capital, as well as connections with individuals who figure prominently in Ottawa's history.

The HCD study revealed that the area merits designation as a heritage conservation district. Designation under Part V of the *Ontario Heritage Act* would protect the historic buildings from demolition and provide policies and guidelines for compatible change within the District.

Given the findings, the following actions are recommended:

1. Proceed with the designation of the area as a heritage conservation district under Section 41 of the *Ontario Heritage Act* and adopt an HCD plan that meets the requirements under Section 41.1 of the *Ontario Heritage Act*.
2. Modify the boundary for the proposed district, as recommended below.
3. Explore opportunities to implement site-specific zoning policies, particularly as part of the Bank Street in the Glebe Height and Character Study that is ongoing

### **Recommended Boundary**

The boundary of the Phase II Clemow HCD study was limited to the properties adjacent to Clemow Avenue between Bronson Avenue and Bank Street, including the property on the SE corner of Bank Street and Clemow Avenue. It also included the properties adjacent to Monkland Avenue and Linden Terrace east from O'Connor Street including to the south bank of Patterson Creek. Following the evaluation of the study findings, minor changes the boundary are recommended for the proposed district:

#### **Intersection of Bank and Clemow:**

Given the residential character that was identified through the study, it was determined that the historically commercial properties at the intersection of Clemow Avenue and Bank Street did not contribute to the understanding of the cultural heritage value of the area. Accordingly, they were categorized as being “non-contributing”. Given that they do not reflect the characteristics and attributes of the other residential properties within the area, it is recommended that this portion of the proposed district boundary be limited to the residential properties along Clemow Avenue.



*Figure 32: Commercial, non-contributing property at 640 Bank Street*





Figure 34: Commercial, non-contributing properties at 680 Bank Street



Figure 33: Commercial non-contributing property at 683 Bank Street



## Patterson Creek to the Queen Elizabeth Driveway



Figure 35: Patterson Creek Pavillion, FHBRO building

Through research and consultation, a number of important sites east of the study area boundary were identified as having cultural heritage value or interest to the community. These include the Gardener’s pavilion at the edge of Patterson Creek (above) and Patterson Creek Bridge (below).

The small pavilion building is a Recognized Federal Heritage Building, constructed by the Ottawa Improvement Commission and the architect is unknown, (although the design is commonly attributed to prominent local architect W.E Noffke) and the Bridge displays intricate wrought iron railings and details, as well as a stone embankment.<sup>41</sup> Both are considered important features in the area. Further, given the connection to the Driveway system, it is recommended that the portion of park land between Monkland and the south bank of Patterson Creek to edge of the Queen Elizabeth Driveway be

<sup>41</sup> Parks Canada, Directory of Federal Heritage Designations, “Patterson Creek Pavilion, Recognized Federal Heritage Building.” December 6, 2019.  
[https://www.pc.gc.ca/apps/dfhd/page\\_fhbro\\_eng.aspx?id=6335&wbdisable=true&\\_ga=2.47674212.219859594.1574197046-32809357.1574197046](https://www.pc.gc.ca/apps/dfhd/page_fhbro_eng.aspx?id=6335&wbdisable=true&_ga=2.47674212.219859594.1574197046-32809357.1574197046)



included in the boundary as well, in order to recognize these identified features and highlight the historical association with the rest of the HCD.



*Figure 36: Patterson Creek Bridge*

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## Image References

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Figure 2: Belden's Map 1879

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Figure 7: McKeown, Bill. Ottawa's Streetcars. Railfare Books: Pickering. 2004

Figure 8: McCord Museum, W. Notman and sons Collection, II-175018.

Figure 9: Todd, Frederick. "Preliminary Report to the Ottawa Improvement Commission."  
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Figure 10: William James Topley/Library and Archives Canada/PA-010130

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Figure 36: City of Ottawa, Heritage and Urban Design Branch

Chart 1: City of Ottawa, Heritage and Urban Design Branch

Chart 2: City of Ottawa, Heritage and Urban Design Branch