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Planning Rationale 2028 Merivale Road Ottawa, Ontario

GEMTEC Project: 101882.005

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Submitted to:

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Planning Rationale
2028 Merivale Road
Ottawa, Ontario

August 5, 2025
GEMTEC Project: 101882.005

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1.0 INTRODUCTION

GEMTEC Consulting Engineers and Scientists Limited (GEMTEC) has been retained as the agent for 888394 Ontario Inc. (Pegasus Development Corporation) with respect to Planning Act and associated approvals for the proposed redevelopment of 2028 Merivale Road in Ottawa, Ontario.

The proposal involves the creation of nine (9) low-rise detached dwelling units, of which three units (Lots 7 to 9) will comprise a Planned Unit Development. It has been confirmed with City staff that the proposal will require Site Plan Control and Zoning By-law Amendment approvals. Applications for consent for lot creation, lifting of the 0.30 metre reserve on Cassone Court, and consent applications for easements for access, drainage, and servicing will be pursued at logical junctures as approvals proceed.

In order to facilitate the proposed development, the conveyance of a 3.9 square metre parcel from 11 Cassone Court to 2028 Merivale Road is required. The lot addition is being pursued concurrently under separate Planning Act application to the Committee of Adjustment.

The following submission requirements have been identified within all correspondence to-date:

- Planning Rationale (incl. Urban Design Brief)
- Public Consultation Strategy
- Site Plan
- Zoning Confirmation Report
- Plan of Survey
- Environmental Site Assessment
- Geotechnical Study
- Groundwater Impact Study
- Noise Control Study
- Site Servicing Studies, including: Assessment of Adequacy of Public Services; Erosion and Sediment Control Plan / Brief; Hydraulic Water Main Analysis; Stormwater Management Report and Detailed Design Brief
- Grading and Drainage Plan
- Landscape Plan
- Preliminary Construction Management Plan
- Tree Conservation Report

This Planning Rationale, which has been prepared pursuant to the City's Planning Rationale Terms of Reference, introduces the subject lands in the context of their surroundings, outlines the proposed development, and provides a discussion of the suitability of the proposal based upon the applicable planning policy environment.

The Planning Rationale also includes a Public Consultation Strategy (Section 2.0) and a Scoped Urban Design Brief (Section 6.0).

2.0 PUBLIC CONSULTATION STRATEGY

The following paragraphs describe the nature of public engagement proposed and required as part of Planning Act approvals and have been prepared pursuant to the City's Public Consultation Strategy Terms of Reference (issued December 16, 2024) and the City's Public Notification and Consultation Policy for Development Applications (last revised February 13, 2025).

2.1 Pre-Consultation

Pre-Consultation was requested November 29, 2024 and occurred December 18, 2024. The Ward Councillor's office was included as part of the Pre-Consultation request, and two members of The Glens Community Association were present during the December 18, 2024 Pre-Consultation meeting. Both members spoke during the meeting to provide their comments regarding the development proposal.

2.2 Neighbour, Ward Councillor, and Community Organization Notifications

A letter was written to property owners in the immediate vicinity of the subject lands, as detailed within Section 4.0 of this report. This letter, which can be found at Appendix A, was also shared with the Ward Councillor's office and the representatives of The Glens Community Association. The letter provides basic information about the development proposal, Planning Act applications that will be submitted, and invites neighbours to get in touch with our office with any comments or concerns. The letter also communicates that the City is responsible for formal/statutory notifications.

2.3 Community Information and Comment Session

Given the relatively small scale of the proposed development (nine low-rise detached dwellings), an information session with members of the public is not warranted in this instance. In the event that considerable interest is raised by the Ward Councillor, the Community Organization, or neighbours, a meeting can be arranged in response.

2.4 City Notification and Statutory Requirements

In addition to the above engagement steps, City staff take certain notification and engagement steps pursuant to City policy and requirements under the Planning Act. For the Zoning By-law Amendment and Site Plan Control applications, the following steps will be taken:

Zoning By-law Amendment (Site Specific)

- Community heads up e-mail to Community Organization once application is deemed complete or reviewed for adequacy;

- Written notice to Community Organization and on-site sign is erected;
- Notice of application is issued to adjacent property owners;
- Application and supporting documents posted on City's website;
- Notice of Committee meeting issued in newspaper and to those who requested notification; and
- Notice of the passing of the amending by-law issued in newspaper and to those who requested notification.

Site Plan Control (Complex)

- Community heads up e-mail to Community Organization once application is deemed complete or reviewed for adequacy;
- Written notice to Community Organization and on-site sign is erected;
- Application and supporting documents posted on City's website; and
- Notice of decision issued to those who requested notification.

Additional notification will occur as required as a result of future applications, including the consents for lot creation and easements and to lift the 30 centimetre reserve.

3.0 SUBJECT AND SURROUNDING LANDS

The subject lands (Figure 1) are located at 2028 Merivale Road within the former City of Nepean, and legally known as "PT LT 24, CON 1 RIDEAU FRONT, AS IN CR481386 EXCEPT PT. 3 4R205; CITY OF OTTAWA."

The subject lands are a vacant, rectangular lot comprising an area of approximately 0.39 hectares. The single-storey detached dwelling which previously occupied the subject lands was built in the mid-1950s and existed until its demolition under Building Permit DEMO-2024-004921, which was issued October 15, 2024. Following the demolition of the dwelling, the parcel was cleared and now stands vacant.

Cassone Court is immediately north of the subject lands and surrounding properties are developed with low-rise residential dwellings. The subject lands are located within the Pineglen West subdivision, which began developing in the 1950s and is characterized by mostly detached, single family homes.

To the north of the existing homes on Cassone Court is St. Monica Catholic School, an elementary school with students enrolled in kindergarten and grades one to six. To the general northwest is a mixed-use industrial business park occupied by office and light industrial uses.



Figure 1. Subject Property, 2022. (Source: geoOttawa)

The subject lands have 30.43 metres of frontage onto Merivale Road. Schedules C4 (Urban Road Network) and C16 (Road Classification and Rights-of-Way Protection) establish Merivale Road as an existing arterial road with a protected right of way of 37.5 metres. Accordingly, a swath with a depth of approximately 5.7 metres, which is identified as “PROTECTED R.O.W.” on the Site Plan, is expected to be conveyed to the City as part of development approvals.

The subject lands are located within the 300-metre buffer area of the VIA Rail Smith’s Falls Subdivision rail corridor (situated approximately 100 metres to the northwest), which is a prescribed area per Ontario Regulation 254/23, for the purposes of subsection 41(1.2) of the Planning Act. The subject lands are also located within the Airport Vicinity Development Zone per Schedule 6 of the City of Ottawa Zoning By-law and Schedule C14 (Land Use Constraints Due to Aircraft Noise) of the City of Ottawa Official Plan, and the Secondary Bird Hazard Zone as described by the Ottawa Macdonald-Cartier International Airport Zoning Regulations.

The subject property is located in the Outer Urban Transect and is designated Neighbourhood, pursuant to Schedules A (Transect Policy Areas) and B3 (Outer Urban Transect) of the Official Plan. The subject lands are zoned Residential First Density, Subzone E, Urban Exception 1722

per the City of Ottawa Zoning By-law. Urban Exception 1722 establishes a minimum lot width of 30 metres for the subject lands.

4.0 SUMMARY OF PROPOSAL

The proposed Site Plan is attached hereto at Appendix B.

The proposed redevelopment consists of nine (9) lots that will be developed with detached one (1) and one and a half (1.5) storey detached dwellings facing Cassone Court. Following the lifting of an existing 0.30 m reserve (PIN 04619-0223), six of the proposed lots will front onto Cassone Court, an existing public right-of-way, while the remaining three lots comprise a Planned Unit Development (PUD). Contingent on the conveyance of a 3.9 metre parcel from 11 Cassone Court¹, the PUD will gain access to Cassone Court by way of a short private lane onto which all three lots will front. Each lot will be occupied by a single-family dwelling, with building footprints ranging from 153 sq. metres to 194 sq. metres, in keeping with the character of the single-family dwellings opposite along Cassone Court. Parking is provided for each unit in the form of attached front-facing garages and driveways. Private amenity space is provided in the form of south-facing backyards with rear decks. The design and compatibility of the proposal is discussed further in Section 6.0 of this report.

Implementation of the proposed redevelopment requires Zoning By-law Amendment approval to rezone the subject lands from Residential First Density to a site-specific Residential Third Density Subzone. Site Plan Control approval is also required, as the subject lands are located within a 300 metre buffer zone of a railway corridor as previously noted.

A pre-consultation meeting with the City was held December 18, 2024 to discuss the proposed development and pre-consultation feedback and additional information for consideration was received January 16, 2025.

As discussed in Section 2.0 of this report, a notification letter (see Appendix A) dated July 24, 2025 discussing the subject applications and the development of 2028 Merivale Road has been sent to the Ward Councillor's office, the Glens Community Association, and neighbours at the following addresses:

- 2023, 2027, and 2032 Merivale Road
- 1, 3, 5, 7, 9, and 11 Cassone Court
- 3 and 5 Miriam Avenue
- 45, 47, 49, and 51 Pineglen Crescent

¹ Conveyance being addressed by separate and concurrent applications to the Committee of Adjustment.

5.0 PLANNING POLICY & REGULATORY FRAMEWORK

The paragraphs below establish the appropriateness of the proposed development pursuant to applicable land use planning policy and associated instruments.

5.1 Matters of Provincial Interest

Table 1 below demonstrates how the proposal addresses the relevant matters of provincial interest to be considered by authorities when making land use planning decisions, as established within Section 2 of the Planning Act.

Table 1: Planning Act Section 2 Matters of Provincial Interest

SECTION	POLICY / EXCERPT	DISCUSSION
(f)	the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	<p>The density of the development has been designed for the efficient use of land and infrastructure, and will be serviced by municipal water and wastewater services.</p> <p>The details and adequacy of the proposed servicing is discussed within a Site Servicing and Stormwater Management Report prepared by EXP.</p>
(h)	the orderly development of safe and healthy communities	<p>The subject lands are located within the Outer Urban Transect within Schedule A of the Official Plan and are designated Neighbourhood within Schedule B3 of the Official Plan.</p> <p>The proposal is for the redevelopment of a lot within an existing residential neighbourhood to provide new residential lots.</p>
(j)	the adequate provision of a full range of housing, including affordable housing	<p>The proposed dwellings will positively impact the range of housing options available by increasing the number of smaller, more affordable lots in the neighbourhood that reflect the existing character by providing single detached dwellings that are compatible with surrounding housing forms.</p>
(o)	the protection of public health and safety;	<p>An environmental noise control study was completed due to the proximity of the subject lands to railway, and includes assessment of roadway traffic impacts. The study recommends mitigation measures to ensure compliance with noise criteria to the health benefit of future residents.</p>
(p)	the appropriate location of growth and development	<p>The subject lands are located within the Outer Urban Transect within Schedule A of the Official Plan and are designated Neighbourhood within Schedule B3 of the Official Plan.</p> <p>The proposal is for redevelopment of a lot within an existing residential neighbourhood to provide new residential lots.</p>

5.2 Provincial Planning Statement, 2024

The 2024 Provincial Planning Statement (PPS) issued under Section 3 of the Planning Act provides policy direction on land use planning matters of Provincial interest. Table 2 below identifies PPS policy provisions of particular relevance to the proposal and includes commentary concerning the consistency of the proposal with the policy direction.

Table 2: Provincial Planning Statement Policy Summary

SECTION	POLICY / EXCERPT	DISCUSSION
2.1.6	<p>Planning authorities should support the achievement of complete communities by:</p> <p>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p>	<p>The proposed redevelopment contributes to the range of housing options available within the City of Ottawa.</p> <p>The proposal provides additional single-detached dwelling units compatible with existing residential development.</p>
2.2.1	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, 	<p>The proposed dwellings will positively impact the range of housing options available by increasing the number of smaller, more affordable homes in the neighbourhood – while respecting established character of the area, by providing single detached dwellings that are compatible with the surrounding housing forms.</p> <p>The proposal provides an opportunity for gentle intensification, resulting in a net increase in residential units without compromising the scale and character of the existing neighbourhood.</p> <p>The development (and its resultant density) represent an efficient use of land and infrastructure.</p>

	<p>and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</p> <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p>	
2.3.1.1	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The subject lands are located in a settlement area. Specifically, they are located within the Outer Urban Transect within Schedule A of the Official Plan and are designated Neighbourhood within Schedule B3 of the Official Plan.
2.3.1.2	<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) optimize existing and planned infrastructure and public service facilities;</p> <p>c) support active transportation;</p> <p>d) are transit-supportive, as appropriate; and</p>	<p>The development represents an efficient use of the subject lands and existing and planned infrastructure.</p> <p>When compared with the previous use of the subject lands, the development also supports alternative transportation, including active transportation and transit, as it will have the effect of increasing the population in an area that is served by alternative transportation services and infrastructure.</p>
2.3.1.3	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.	The proposal provides an opportunity for gentle intensification, resulting in an increase in residential units without compromising the scale and character of the existing neighbourhood.
3.1.2	<p>Before consideration is given to developing new infrastructure and public service facilities:</p> <p>a) the use of existing infrastructure and public service facilities should be optimized; and</p>	The development represents an optimal, efficient, and appropriate use of existing and planning infrastructure.
3.4.1	<p>Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:</p> <p>a) their long-term operation and economic role is protected; and</p> <p>b) airports, rail facilities and marine facilities, and sensitive land uses are appropriately</p>	<p>The proposed development is located within the Airport Vicinity Development Zone outside the 30 NEF/NEP noise contour and Airport Operating Influence Zone, and within 300 metres of the Smith Falls Rail corridor.</p> <p>An Environmental Noise Control Study was prepared by Paterson Group to</p>

	designed, buffered and/or separated from each other, in accordance with policy 3.5.	<p>evaluate noise sources and impacts and to recommend appropriate mitigation measures.</p> <p>All prescribed measures and guidelines detailed in the Environmental Noise Control Study, and pursuant to the Prescribed Measures to Address Aircraft Noise Residential Development 25 NEF/NEP to OAOIZ, will be implemented to ensure potential impacts from both the airport and the rail corridor are adequately addressed.</p>
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	<p>The development will be serviced by municipal water and wastewater services.</p> <p>The details and adequacy of the proposed servicing is discussed within a Site Servicing and Stormwater Management Report prepared by EXP.</p>
3.6.8	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle; b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads; c) minimize erosion and changes in water balance including through the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale. 	<p>The details and adequacy of the proposed stormwater management plan is discussed within a Site Servicing and Stormwater Management Report prepared by EXP.</p>

3.9.1	<p>Healthy, active, and inclusive communities should be promoted by:</p> <p>a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;</p> <p>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</p>	<p>The proposed development is located adjacent to Merivale Road, which is serviced by City bus routes and maintains a public sidewalk.</p> <p>The proposed development is also located in walking distance of multiple publicly-accessible natural open spaces and parks, including Country Place Finger Park and the Greenbelt.</p>
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The applications are consistent with matters of Provincial interest as expressed in the Provincial Planning Statement.

5.3 City of Ottawa Official Plan

The subject lands are located within the Outer Urban Transect on Schedule A (Transect Policy Areas) and are designated Neighbourhood on Schedule B3 (Outer Urban Transect) of the City of Ottawa Official Plan.

The following table provides a summary of how the proposed development supports relevant objectives and conforms to applicable Official Plan policies , particularly regarding the applicable Strategic Directions in Section 2, Growth Objectives outlined in Section 3, City-Wide Policies pertaining to transportation, parklands, and urban design in Section 4, and policies addressing lands within the Outer Urban Transect (Section 5.3) and those designated Neighbourhood (Section 6.3).

Table 3: City of Ottawa Official Plan Summary

SECTION	POLICY / EXCERPT	DISCUSSION
Strategic Directions – The Big Policy Moves		
2.1.1	<p>Big Policy Move 1:</p> <p>Achieve, by the end of the planning period, more growth by intensification than by greenfield development.</p>	<p>The proposed development represents intensification in an established low-rise, single-detached setting, where adequate space and servicing are available to support the development.</p>
Strategic Directions - Cross-Cutting Issues		

2.2.1	1) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods	The proposed development will provide additional dwelling units within the built-up urban area. The subject lands are designated Neighbourhood within the Outer Urban Transect.
	2) Provide housing options for larger households.	The homes proposed on Lots 3 and 6 offer three-bedroom floor plans, and six other proposed homes include two bedrooms with the option of a third flex space.
	3) Improve public amenities and services [...] To support the City's strategy to achieve a 60 per cent intensification target by 2046, the City will: a) Direct residential intensification to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors; b) Require the production of denser, small-scale, Low-rise infill housing of generally three or more units per existing lot that will increase the supply of growth allocated for the built-up area; c) Require an appropriate proportion of housing with three or more bedrooms that will provide more housing choices for larger households;	<p>The proposed development includes denser, small-scale, low-rise infill housing in an existing built-up urban area and provides nine lots with single detached dwellings in place of the previously existing single detached dwelling.</p> <p>The proposal provides housing choices for larger households. Two of the nine dwelling units contain three bedrooms, and six other lots include two bedroom homes with the option of having additional flex space.</p>
2.2.3	1) Plan a compact and connected city [...] Given 90 per cent of the city's total emissions originate from the building and transportation sectors, higher-density development will be encouraged in areas that are close to transit and within walking distance of a wide range of services. Promoting compact urban built form with a mix of land uses and housing options will ensure both energy efficient and sustainable patterns of development over the long term.	The proposed development provides gentle intensification within walking distance of transit routes along Merivale Road, as well as public green spaces such as the Greenbelt and Country Place Finger Park, an elementary school, and an employment and service hub (industrial business park).
2.2.4	1) Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities	
Growth Management Framework		

3.2	<p>Support Intensification</p> <p>This Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area and 46 per cent of city-wide dwelling growth to the greenfield portion of the urban area. Growth within the built-up portion of the urban area represents 51 per cent of urban area growth from 2018 to 2046. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.</p>	<p>The proposed development contributes to growth in the built-up portion of the urban area by providing gentle intensification on lands designated Neighbourhood located directly adjacent to Merivale Road, which is an arterial road served by public transit.</p>
City-Wide Policies		
4.1.7	<p>Protect and invest in rights of way</p> <p>2) The City shall protect rights of way for the street and road network shown on Schedules C4, C5, C9 and C10 and as listed in detail in Schedule C16.</p> <p>4) The City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium, as detailed in Schedule C16, and as identified in Environmental Assessments or approved road designs at no cost to the City. This may involve equal or unequal road widenings, and the use of easements for streets, to fulfil the requirement for additional land for measures such as corner triangles and auxiliary lanes at intersections, active transportation facilities, transit corridors, transit stops, utilities and related infrastructure, railway crossings, intersections or roundabouts.</p>	<p>The proposed redevelopment has been designed with consideration to the protected right-of-way along Merivale Road, recognizes a corner triangle, and incorporates an adequate exterior side yard for the affected lot.</p>
4.4.1	<p>Identify park priorities within Ottawa's growth areas</p> <p>2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:</p> <p>a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on</p>	<p>The development site (3,851.32 sq. metres) is less than 4,000 sq. metres in area.</p> <p>Per Comment 47 of the Pre-Consultation Meeting Feedback document, the Parks and Facilities Planning section will be requesting cash-in-lieu of conveyance for parkland dedication in this instance in accordance with the City of Ottawa Parkland Dedication By-</p>

	<p>active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and</p> <p>b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. [...]</p> <p>3) For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication By-law.</p>	law No.2022-280 (or as amended).
4.6.6	<p>Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all</p> <p>6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.</p>	<p>The development proposes one (1) to one and a half (1.5) storey bungalows that are compatible with the low-rise residential built form characteristic of other dwellings in the immediate vicinity and are in keeping with the character of the area. Appropriate side and rear yards are maintained, accounting for privacy with respect to adjacent amenity spaces. The site has been configured to account for effective, appropriate access to each lot and to ensure the provision of adequate space for grading and drainage, parking, and exterior amenity space.</p>
Section 5.3 (Outer Urban Transect) and 6.3 (Neighbourhoods)		
5.3.1	<p>Recognize a suburban pattern of built form and site design</p> <p>2) The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:</p> <p>a) Low-rise within Neighbourhoods</p>	<p>The development proposes one (1) to one and a half (1.5) storey bungalows that fit within the low-rise residential context of the area.</p>
6.3.1	<p>Define neighbourhoods and set the stage for their function and change over the life of this Plan</p>	

	<p>2) Permitted building heights in Neighbourhoods shall be Low-rise, except:</p> <ul style="list-style-type: none"> a) Where existing zoning or secondary plans allow for greater building heights; or b) In areas already characterized by taller buildings within the Neighbourhood designation. <p>4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:</p> <ul style="list-style-type: none"> a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b 	
6.3.2	<p>Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods</p> <p>2) The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:</p> <ul style="list-style-type: none"> a) Local context and character of existing development; b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees; c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability; f) The intended density to be accommodated within the permitted building envelope; and g) The provisions of Subsection 4.2 Policy 1)(d). <p>4) The Zoning By-law may establish separate standards as appropriate for development on interior lots, corner lots,</p>	<p>Section 5.4 within this report discusses the proposed redevelopment with respect to the applicable provisions of the Zoning By-law.</p>

	through lots and whole-block lots, in order to produce coherent and predictable built form and site development outcomes that contribute to well-designed blocks and streetlines.	
6.5.1	<p>Preserve land for uses that require a business park environment for their operation</p> <p>6) The Zoning By-law and site specific applications shall implement, to the extent possible, the Province's Land Use Compatibility Guidelines to ensure that impacts between industrial uses and sensitive land uses are minimized</p>	<p>The subject lands are located southeast of a mixed-use industrial business park largely zoned – Business Park Industrial Zone IP[178].</p> <p>The purpose of the IP – Business Park Industrial Zone is to:</p> <ol style="list-style-type: none"> 1) accommodate mixed office, office-type uses and low impact, light industrial uses in a business park setting, in accordance with the Enterprise Area designations of the Official Plan or, the Employment Area or the General Urban Area designation where applicable; 2) allow in certain Enterprise or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites as individual occupancies or in groupings as part of a small plaza, to serve the employees of the Enterprise, Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic; 3) prohibit retail uses in areas designated as Enterprise Area but allow limited sample

		<p>and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;</p> <p>4) prohibit uses which are likely to generate noise, fumes, odours, or other similar obnoxious impacts, or are hazardous; and</p> <p>5) provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.</p> <p>Based on the identified purposes for the IP zone and the Ministry of Environment's D-6-1 Industrial Categorization Criteria, the businesses present in the industrial business park are largely Class I. As the subject lands are located well over 100 metres from the industrial business park, impacts are estimated to be negligible.</p>
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There are no policies within the Official Plan that are at odds with the proposed redevelopment with respect to the Zoning By-law Amendment and Site Plan Control approvals being sought, and the proposal satisfies Official Plan policy relating to context-sensitive design and massing. The proposed redevelopment and aforementioned applications conform with applicable City of Ottawa Official Plan policies.

5.4 City of Ottawa Zoning By-law No. 2008-250

The subject lands are zoned R1E - Residential First Density Subzone E and are subject to Special Exception 1722 as per the City of Ottawa Zoning By-law No. 2008-250. Due primarily to the inclusion of the PUD within the proposed development, it is necessary and logical to modify the zoning category applicable to the subject lands from R1 to a site-specific R3 - Residential Third Density Subzone. Per paragraph 4 within Section 159 of the Zoning By-law, where a planned unit development is permitted the provisions of Section 131 as well as associated subzone provisions in Table 160 A apply. As the subject lands are located within Schedule 342,

Part V Section 144 – Alternative Yard Setbacks affecting R1-R4-zoned Residential Lots within the Greenbelt also applies.

In keeping with the intention of the proposed development to reflect the character of the neighbouring low-rise, single detached residential dwellings, a site-specific urban exception is proposed which will permit detached dwellings and prohibit other residential dwelling types normally permitted in the R3 Zone.

Special exceptions are required in order to implement the proposal. A complete list of proposed special exceptions, including deviations from the proposed Residential Third Density Subzone A, is provided below at Table 4.

Table 4: Proposed Special Exceptions

ZONING MECHANISM	PROVISION	COMMENTS
107	<p>Aisle and Driveway Provisions</p> <p>(3) Despite 107(2), in the case of a driveway providing access to a permitted parking space for a Detached Dwelling, Semi-detached Dwelling, Linked-detached Dwelling, Duplex Dwelling, Townhouse Dwelling or Stacked Dwelling:</p> <p>(b) where a driveway is providing access to a permitted parking space located outside of the front yard and corner side yard it may be located in a front yard, in a corner side yard, in an interior yard, in the extension of an interior side yard into the front yard or in the extension of a corner side yard into a rear yard provided that:</p> <p>(i) In the R1, R2, R3, R4 and R5 zones, no part of the driveway may be located between the front wall of the residential use building and the street nor, in the case of a corner lot, between the corner side wall of the residential use building and the street; and,</p>	The proposed driveway widths match the proposed width of the parking area within the attached garage, which is wider than the garage door/entrance.
Table 131	<p>Planned Unit Development</p> <p>(1) Minimum width of private way: 6 metres</p>	Proposed minimum width of private way is 4 metres.
Table 131	<p>Planned Unit Development</p> <p>(6) Landscaping and Parking</p> <p>(a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to</p>	Risers serving the front entryways of each dwelling in the PUD project beyond the front face of the dwellings into the front yard.

	be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport. (Bylaw 2018-206)	
Table 139 (1)	<p>Low-Rise Residential Development in All Neighbourhoods within the Greenbelt</p> <p>Minimum Required Aggregated Soft Landscaping</p> <p>Minimum Aggregated Soft Landscaped Area (% of the Front / Corner Side Yard Area)</p> <p>35% - In the case of any lot with a width between 8.25 m but less than 12 m</p>	31% is provided for Lot 4
Table 139 (3)	<p>Low-Rise Residential Development in All Neighbourhoods within the Greenbelt</p> <p>Front Yard and Corner Side Yard Landscaping</p> <p>Driveway Regulations</p> <p>Maximum width of a double-wide driveway (m)</p> <p>No double-wide driveway is permitted for a lot with a required minimum lot width or street frontage of 8.25m to less than 15m</p>	Double-wide driveways are provided.
139(4)	<p>Low-Rise Residential Development in All Neighbourhoods within the Greenbelt</p> <p>Walkways</p> <p>(c) The width of a walkway may not exceed:</p> <p>(ii) In the case of any other residential use building, 1.2 m;</p>	Portions of the walkways serving the entranceways to the dwellings within Lots 1 and 4 are greater than 1.2 metres in width.
Table 144B	<p>Alternative Yard Setbacks affecting Low-rise Residential Development in the R1 to R4 Zones within the Greenbelt</p> <p>Rear Yards on Interior or through lots</p> <p>Rear Yard Requirements For Lots with a Minimum Front Yard Setback Greater than 4.5 m</p> <p>(iii) Minimum required rear yard of 28 per cent of the lot depth where lot depth is greater than 25 metres but not more than 32 metres</p>	Based on average lot depth, minimum required rear yard varies from 8.48 metres and 8.52 metres for Lots 1 to 6. Rear yard depths of 6.0 metres are proposed.
159 (1)	<p>R3 - Residential Third Density Zone</p> <p>Permitted Uses</p> <p>bed and breakfast detached dwelling diplomatic mission duplex dwelling group home</p>	<p>It is proposed that the following uses be prohibited:</p> <p>duplex dwelling group home linked-detached dwelling semi-detached dwelling townhouse dwelling</p>

	home-based business home-based daycare linked-detached dwelling park planned unit development retirement home, converted additional dwelling unit semi-detached dwelling three-unit dwelling townhouse dwelling urban agriculture	
159 (2)	R3 - Residential Third Density Zone Conditional Permitted Uses rooming house	It is proposed that the following use be prohibited: rooming house
Table 160A	R3 - Residential Third Density Zone R3 SUBZONE PROVISIONS Column IV - Minimum Lot Width (m) 15 metres for detached dwellings	Smallest lot width proposed is 10.76 metres
Table 160A	R3 - Residential Third Density Zone R3 SUBZONE PROVISIONS Column V - Minimum Lot Area (m2) 1,400 sq. metres for Planned Unit Development	Proposed area of PUD is 1382.2 sq. metres
Table 160A	R3 - Residential Third Density Zone R3 SUBZONE PROVISIONS Column V - Minimum Lot Area (m2) 450 metres for detached dwellings	Smallest lot area proposed is 324.6 sq. metres
Table 160A	R3 - Residential Third Density Zone R3 SUBZONE PROVISIONS Column VI – Maximum Building Height (m) 8 metres for detached dwellings	Maximum proposed building height is 8.5 metres
Table 160A	R3 - Residential Third Density Zone R3 SUBZONE PROVISIONS Column VII – Minimum Front Yard Setback (m) 6 metres for Planned Unit Developments and detached dwellings	5.2 metres proposed
Table 160A	R3 - Residential Third Density Zone R3 SUBZONE PROVISIONS Column VIII – Minimum Corner Yard Setback (m)	1.5 metres proposed (following widening)

	4.5 metres for detached dwellings	
Table 160A	R3 - Residential Third Density Zone R3 SUBZONE PROVISIONS Column IX – Minimum Rear Yard Setback (m) (See Section 144)	(See Section 144)

The stated purposes of the Residential Third Density Zone, as outlined in the preamble to Sections 159 and 160 of the By-law are listed below:

The purpose of the R3 - Residential Third Density Zone is to:

- (1) *allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;*
- (2) *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
- (3) *allow ancillary uses to the principal residential use to allow residents to work at home;*
- (4) *regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and*
- (5) *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

Single detached dwellings are proposed on the subject lands, in keeping with the general low-rise residential character of the neighbourhood. The development has been designed with the existing land use pattern of the area and with compatibility in mind. The proposed development, including the requested special exceptions and deviations from the R3 zone, is not expected to result in any undue adverse impacts on neighbouring properties. The design has been carefully considered to ensure there are no privacy concerns, with appropriate building orientation, setbacks, and landscaping. All design elements, including the proposed setbacks, building heights, and lot dimensions, have been evaluated and deemed appropriate from a technical standpoint, and are consistent with the accompanying civil engineering, architectural, and landscape designs. Overall, the development is compatible with its context and integrates appropriately with adjacent properties.

The proposed development upholds the general intent and purpose of the R3 – Residential Third Density Zone, and is in keeping with all requirements for lands designated Neighbourhood within the Outer Urban Transect as per Sections 5.3 and 6.3 of the Official Plan.

6.0 URBAN DESIGN BRIEF

6.1 Introduction

The proposal is for an infill development of an existing residential lot, identified in red at Figure 1 within this report, to provide nine (9) one (1) and one and a half (1.5) storey dwelling units in the existing residential neighbourhood of Pineglen West. The intent of the development is to redevelop the existing lot to provide gentle intensification, adding additional residential lots that reflect the scale and character of the established neighbourhood. The proposed dwellings range from 1,250 to 2,230 sq. feet in area, with two bedrooms provided for the single storey bungalows, and three bedrooms for the dwellings with lofts (lots 3 and 6). Lots 7 through 9 comprise a Planned Unit Development (PUD) with a total area of 1,369 sq. metres. Including the PUD, the total gross floor area of the proposed development is 1,352.2 sq. metres (14,555 sq. feet).

All nine lots feature front-facing, two-car garages with driveways for a total of four parking spaces per dwelling, and private rear decks. The total area of the subject property is 3,851.32 sq. metres, of which 1,847.1 sq. metres (48%) is proposed to be landscaped. Eight trees are proposed to be planted, all of which to be located on City of Ottawa property.

Access to lots 1 through 6 will be provided directly off Cassone Court, following the lifting of the 30 cm reserve. The PUD consisting of lots 7 through 9 will be accessed via a short private laneway with connectivity to Cassone Court subject to the conveyance of 3.9 sq. metres of land from 11 Cassone Court.

6.2 Site Description

The subject property is a rectangular lot comprising an area of approximately 0.39 hectares with 30.4 metres of frontage onto Merivale Road (Figure 2). The site is approximately 90 metres above sea level, mostly level, and has elevations that are generally similar to adjacent properties and roadways. Significant regrading is unlikely to be necessary to facilitate development. Based on mapped data from the Ministry of Natural Resources and Forestry, there are no wetlands or waterbodies present on the subject lands. The detached dwelling which previously occupied the subject lands was demolished in late 2024, and the parcel now stands cleared and vacant.



Figure 2. Close-Up Aerial Image of Subject Lands, 2022. (Source: geoOttawa)

Existing low-rise residential dwellings are present to the west and south of the subject lands. Cassone Court abuts a portion of the north boundary of the parcel; single detached dwellings comprise the residences opposite it. The subject lands have 30.4 metres of frontage onto Merivale Road, which is classified as an existing arterial roadway within the City of Ottawa Official Plan and is serviced by City transit routes. Opposite Merivale Road is also developed with low-rise, single detached residential dwellings.



Figure 3. Google Streetview Image of Cassone Court. (Source: Google Maps)

The subject lands are located within the Pineglen West subdivision, which was developed in the 1950s and is characterized by a mostly low density typology with detached, single family homes. As shown in Figure 3, the surrounding development is dominated by low rise housing featuring brick and stone; exterior façades of dwellings within the community are primarily warm, natural colours.

North of the subject lands and the existing homes on the north side of Cassone Court is the St. Monica Catholic School, an elementary school with students enrolled in kindergarten and grades one to six. Farther northwest of the subject lands, opposite the railway, is a mixed-use industrial business park occupied by office and light industrial uses.

6.3 Proposed Design and Compatibility

6.3.1 Design Directives

Section 4.6 of the Official Plan addresses the Urban Design directives for development. One of the Official Plan's urban design priorities is to "ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes." Paragraph 6) within Section 4.6.6 states:

"Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context."

6.3.2 Proposed Design

The development consists of nine (9) single family bungalows, seven (7) of which are single storey, and two (2) of which are 1.5 storey dwellings with lofts. The maximum building height proposed is 8.5 metres. The design intent of the proposed development is to provide modestly sized lots with fully functional dwellings allowing for gentle intensification without comprising the scale and character of the established low-rise, single-detached setting.

Per the Architectural Design Brief prepared by M. David Blakely Architect Inc. (Appendix C), the development uses classic "A-frame" designs to provide variation to the streetscape. Building façades feature brick and stone veneer in natural shades, with large windows. Secondary materials include shakes or Hardie board and batten siding. Excerpts of the street elevations are included below at Figure 4.

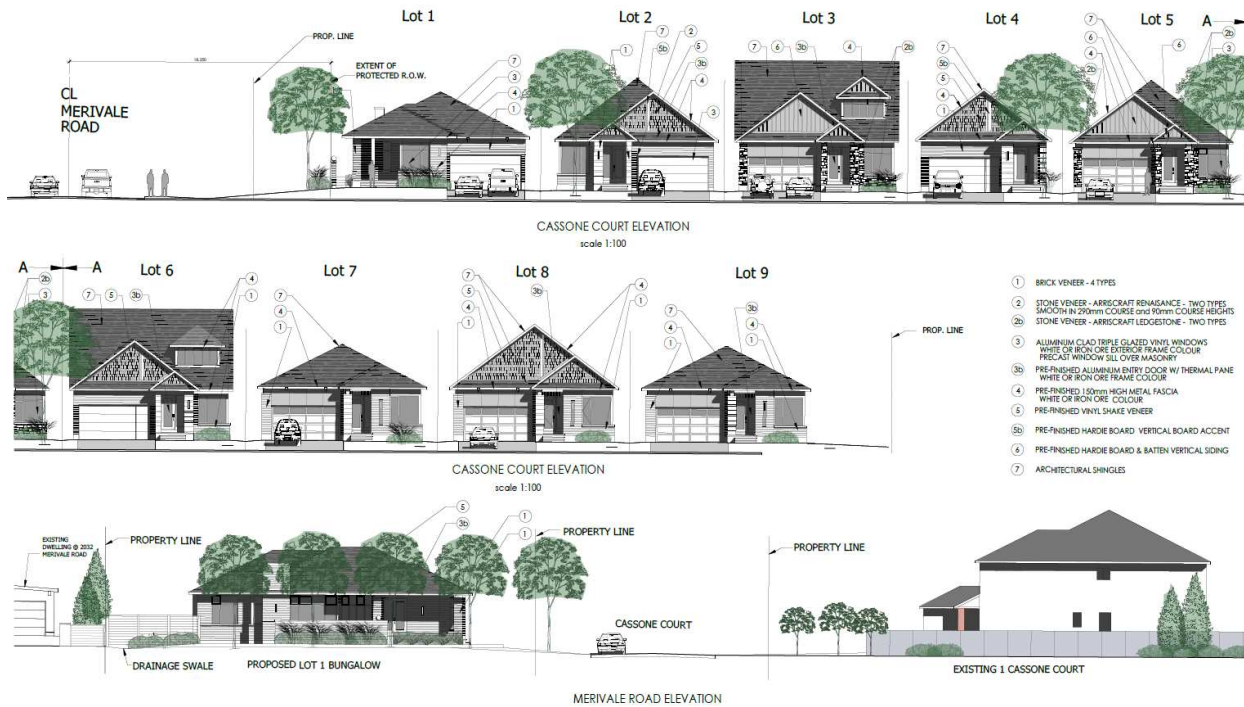


Figure 4. Street Elevations of Proposed Development

Lot 1 has an area of 621.5 sq. metres, and faces onto both Cassone Court and Merivale Road, with 14.69 metres of frontage onto the former and 30.43 metres of frontage along the latter. An approximately 5.7 metre protected right-of-way exists along the east boundary of the lot to account for the future widening of Merivale Road. In consideration of feedback received during pre-consultation, additional corner yard setback has been incorporated for lot 1 in order to account for the protected right-of-way. A 1.2 metre high back privacy screen has also been incorporated into the design for additional screening at the entrance facing Merivale Road. The dwelling is single-storey, with a gross floor area of 159.3 sq. metres (1,715 sq. feet), and features two bedrooms and an office/third bedroom.

The dwellings occupying lots 2 through 6 range from 116.1 sq. metres (1,615 sq. feet) to 207.2 sq. metres (2,230 sq. feet). Lots 3 and 6 are designed to be occupied by 1.5 storey, three-bedroom lofts, while lots 2, 4 and 5 are single-storey, two-bedroom bungalows. The frontages along Cassone Court range from 10.77 metres to 12.88 metres.

The PUD area comprising lots 7 through 9 is 1,369.53 sq. metres, with each lot having a frontage of 13.41 metres. The orientation of the PUD has been reconfigured following the pre-consultation meeting based in part on feedback received, producing: an increase in the separation between the amenity spaces of adjacent residential lots, minimum interior side yard setbacks of 1.2 metres, and a 6.0 metre separation between the dwelling on lot 9 and the rear lot line shared with 5 Miriam Avenue. A short private lane with a total area of 289 sq. metres provides the dwellings within the PUD with access to Cassone Court.

All nine dwellings are proposed to have four parking stalls each, with two parking stalls in the front-facing garages and two parking stalls on each driveway.

6.3.3 Built Form Compatibility

The mass and scale of the proposed development differs slightly from the surrounding dwellings due to reduced lot sizes; however, the dwellings have been designed with consideration to the character of the surrounding area and are of similar height and size to surrounding bungalow and 1.5 storey dwellings. Proposed building façades employ a contemporary approach, using materials and colours that are consistent with that of surrounding existing dwellings.

While lot sizes for the proposed development are smaller than those of surrounding residential lots, sufficient setbacks and amenity space have been provided to ensure privacy and functionality is maintained. Intentional diversity of design features, including differing building façade materials and building heights, ensure a varied and open streetscape.

6.3.4 Public Realm Compatibility

Due to the proximity of the development to the Greenbelt, Piney Sand Dunes, and public parks such as Country Place Finger Park to the southeast, an abundance of existing green space is available within a short distance, which compensates for the somewhat reduced amenity space offered by the smaller lot sizes relative to surrounding development.

The proposed development is located within the established neighbourhood of Pineglens West, adjacent to a cul-de-sac at Cassone Court characterized by front-access double-wide driveways. Adjacent to the development is Merivale Road, which is serviced by City bus routes, and which provides a public sidewalk for pedestrian access. As Merivale Road is an arterial road, four trees are proposed to be planted on City property adjacent to lot 1 in order to buffer the dwelling from potential impacts. It is anticipated that the site design will offer a degree of diversity to the surrounding streetscape, while retaining and complementing the character of the existing neighbourhood.

7.0 CONCLUSION

The proposed development at 2028 Merivale Road has regard for relevant matters of Provincial interest and is consistent with the 2024 Provincial Planning Statement. The proposal also conforms to the applicable policies, goals, and objectives of the City of Ottawa Official Plan. The proposal upholds the general intent and purpose of the R3 – Residential Third Density Zone and, following the approval of the Zoning By-law Amendment application (including site-specific exceptions), the proposed development will comply with applicable Zoning By-law provisions.

Once all approvals are in place, including the subject Zoning By-law Amendment and Site Plan Control applications, the concurrent consent and minor variance applications to address the lot addition from 11 Cassone Court, and subsequent applications for consent and necessary

easements and lifting of the 30-centimetre reserve, the implementation of the proposed development will facilitate an appropriate use of the subject property, which is in the public interest, and represents good planning.

We trust this report provides sufficient information for your present purposes. If you have any questions concerning this report, please do not hesitate to contact our office.

Prepared by:



Lacey Edwards
Planner

Reviewed by:



Benjamin Clare, MCIP RPP
Senior Planner



APPENDIX A

Neighbour Notification Letter

July 24 2025

To the Neighbours of 2028 Merivale Road

**Re: Forthcoming *Planning Act* Applications
2028 Merivale Road, Nepean, ON**

Dear Neighbour,

I am writing on behalf of 888394 Ontario Inc., owner of 2028 Merivale Road, in relation to forthcoming Planning Act applications being submitted to the City of Ottawa. I have been retained by 888394 Ontario Inc. to serve as their planner and agent for the purposes of the applications.

Proposal

My client is proposing to redevelop the subject lands with a mix of nine low-rise single-detached homes, which will front onto and have access from Cassone Court. The current development proposal is depicted on a Site Plan prepared by M. David Blakely Architect Inc., which is appended to this letter for your information.

The proposed homes, which face Cassone Court, are bungalows of either one (1) or one and a half (1.5) storeys. The homes range in area from approximately 1,250 to 2,230 square feet. Three of the homes will be accessed by way of a short private road that connects with Cassone Court.

A small 3.9 square metre conveyance from 11 Cassone Court to 2028 Merivale Road is required in order to implement the development as it is proposed. This small conveyance triggers the need to obtain zoning by-law relief to ensure 11 Cassone Court maintains lot area and lot coverage compliance.

The development proposal is consistent with and conforms to several key Provincial and local planning policies relating to intensification, the provision of a range and mix of housing types, and the establishment of compact and transit-supportive development.

Applications

It is anticipated that the following *Planning Act* applications will be pursued by 888394 Ontario Inc.:

- Lot Addition / Boundary Adjustment (from 11 Cassone Court to 2028 Merivale Road)
- Minor Variance (for 11 Cassone Court)
- Zoning By-law Amendment (for 2028 Merivale Road)
- Site Plan Control (for 2028 Merivale Road)
- Consent for Lot Creation and Easements (for 2028 Merivale Road)
- Lifting of 30cm Reserve (for 2028 Merivale Road)

The proposed development and *Planning Act* applications were discussed with City of Ottawa Staff and representatives of the Glens Community Association during Pre-Consultation in December 2024.

Formal Public Notification and Next Steps

Following their receipt and processing of the above applications, the City of Ottawa Planning, Real Estate & Economic Development Department and the Committee of Adjustment will issue required notifications of the applications and will identify applicable formal/statutory comment and consultation mechanisms.

The purpose of this letter is to bring my client's plans to your attention in advance of the City's circulations and to provide you with the opportunity to get in touch to ask any questions or to express any concerns you might have.

Please do not hesitate to reach out to me at 902-333-2335 or **benjamin.clare@gemtec.ca**.

Sincerely,



Benjamin Clare, MCIP RPP

Copy: Glens Community Association (Attn: Ms. Agnes Warda & Mr. Brian Kelly)
info@glenscommunity.ca

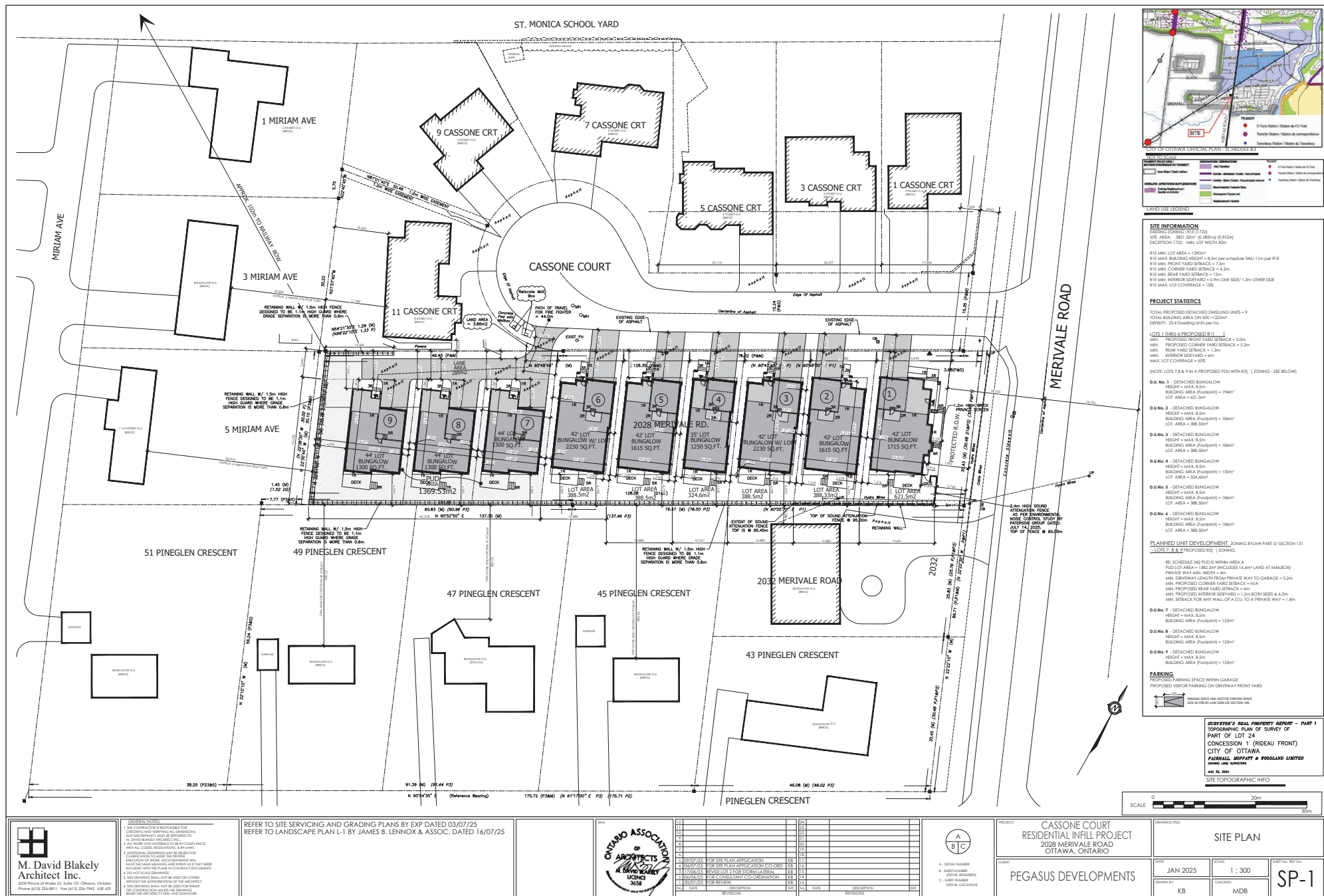
Mr. Sean Divine, Councillor for Ward 9 – Knoxdale-Merivale
knoxdalemerivale@ottawa.ca

Encl.



APPENDIX B

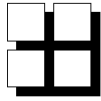
Site Plan SP1 (Rev No. 5)
M. David Blakely Architect Inc.
July 9, 2025





APPENDIX C

Architectural Design Brief
M. David Blakely Architect Inc.
July 17, 2025



**M. David Blakely
Architect Inc.**

Architectural Design Brief

July 17, 2025

Infill Development by Pegasus Developments,
2028 Merivale Road, Ottawa

Context

The proposal for nine single family homes is located on Cassone Court on the west side of Merivale Road. Currently 6 single family dwellings exist on the north side and west end of Cassone Court. The site is adjacent to single family bungalows on deep lots with existing trees on Pineglenn Crescent to the south of the project. Located to the west on Miriam Avenue are a 1 ½ storey and bungalow dwelling units on deep lots. The adjacent 1 ½ storey dwelling has a setback of over 100 feet to the proposed project. Cassone Court runs east to west and the proposed dwelling unit front doors face north and the backyards have a southern exposure.

Compatibility

The proposed 9 dwelling units are single family bungalows, are compatible to both the dwelling units opposite on Cassone Court and the existing single family homes to the south and west.

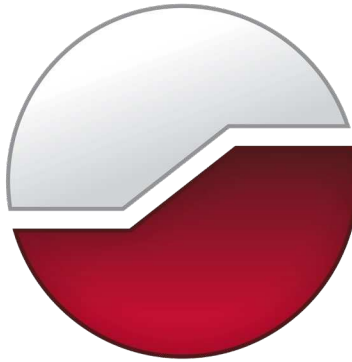
Design

All 9 proposed units are facing Cassone Court and have front porches projecting in front of the garages. Conventional hip and gable designs provide variation to the streetscape. Dominant materials are brick and stone, which is the material used on the homes on the opposite side of Cassone Court. The front doors all face the street. The garages all are setback from either the house main front wall or from the porch. Large windows overlook the street. Secondary materials include shakes or board and batten siding in keeping with the house designs which are of its time (contemporary). Unit 1 design faces both Cassone Court and Merivale Road. A high level of design wraps the corner so that the main entrance, covered porch, large windows, brick cladding, detailed roof design, private terrace and masonry privacy wall face Merivale Road.

Tree planting is planned for both the Merivale Road and Cassone Court yards. Refer to landscape plan L-1 as prepared by J.B. Lennox and Associates.

M. David Blakely B.Arch, OAA, MRAIC
M. David Blakely Architect Inc.

experience • knowledge • integrity



civil	civil
geotechnical	géotechnique
environmental	environnement
structural	structures
field services	surveillance de chantier
materials testing	service de laboratoire des matériaux

expérience • connaissance • intégrité

