



780 Baseline Road

Design Brief
Site Plan Control - Phase 1
June 9, 2023



Prepared for 780 Baseline Road Inc.

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1.0

Introduction

Fotenn Consultants Inc. ('Fotenn') has been retained by 780 Baseline Road Inc. to prepare a Design Brief, in collaboration with Rod Lahey Architecture, in reference to a Site Plan Control application for a development proposal located at 780 Baseline Road.

Fotenn previously submitted an application for Zoning By-law Amendment ('ZBLA') relating to this property to facilitate the future development of three (3) high-rise mixed-use buildings composed of residential apartments and commercial uses. This application is ongoing. The subject property is currently zoned General Mixed Use – GM in the City of Ottawa Comprehensive Zoning By-law (2008-250). The ongoing Zoning By-law Amendment serves to revise applicable zoning provisions to be consistent with both the Carleton Heights Secondary Plan and the City of Ottawa Official Plan to remove the FSI limit, increase the permitted building height limit, and implement minor variations to performance standards.

The enclosed application for Site Plan Control intends to establish the more detailed site plan aspects of the proposal. The Site Plan Control applications are phased. This application constitutes Phase 1, establishing a building on the surface parking lot on the southerly portion of the subject property while maintaining the existing strip commercial mall to the north. A subsequent phase, upon completion of Phase 1, would remove the strip commercial mall and facilitate the buildout of the remainder of the site.

Further to the direction of City Staff, a full Planning Rationale report is not being required at this time and the following Design Brief is intended to assess the design elements of the proposal in relation to the applicable design metrics established through City of Ottawa policy and guidelines. Please note that this Design Brief is intended to be read in conjunction with the supporting materials, which provide the full-sized visuals of the figures incorporated into this report.

2.0 Subject Property and Surrounding Context

2.1 Subject Property

The subject property is located in the Fisher Heights neighbourhood and is municipally known as 780 Baseline Road. The subject property consists of a large L-shaped lot with approximately 150.4 metres of frontage on Baseline Road, 139.5 metres of frontage on Fisher Avenue, and an area of 1.57 hectares.

The subject property is currently occupied by a large L-shaped commercial strip mall with a variety of restaurants, medical, and retail stores. Surrounding the commercial strip mall there is customer parking and a large surface parking lot on the south portion of the property. The property also includes two single-detached homes. The subject property abuts Baseline Road, an arterial road, and sits immediately south of the Central Experimental Farm.



Figure 1: Aerial Image showing Subject Property

2.2 Surrounding Context



Figure 2: Aerial Image showing subject property and surrounding context

North:

Directly north of the subject property is the Central Experimental Farm which occupies approximately 4 square kilometres of land within the City of Ottawa's urban area. Further north at 1140 Fisher Avenue there are two (2) – 22 storey High-rise Apartment Buildings and a nine (9) – storey bar building. North of the Experimental Farm is Carling Avenue, a key arterial road servicing traffic east to west throughout the City.

East:

The area surrounding the property to the east is comprised of a low-rise residential neighbourhood with dwellings on small lots and features Lexington Park to the southwest. Further east is Prince of Wales Drive where there is an employment office plaza at the northeast corner of Prince of Wales Drive and Baseline Road. Further to the east is the Rideau Canal and Confederation Heights.

South:

South of the subject property there is a low-rise residential neighbourhood with detached dwellings on larger lots. Further south is Meadowlands Drive where there is a small commercial plaza at the north-west corner of Fisher Avenue and Meadowlands Drive. There is also an eight (8) storey bar building adjacent to the commercial plaza at 1129 Meadowlands Drive.

West:

To the west there is a low-rise residential neighbourhood with detached dwellings on larger lots. Further west is Merivale Road, a north-south arterial corridor consisting of many commercial amenities including grocery stores, restaurants, and other retail stores.

3.0 Proposed Development

3.1 Proposed Concept

The proposed development consists of two phases:

Phase 1

This Design Brief serves to assess the Phase 1 component of the overall buildout. Phase 1 will consist of Building A on the existing spillover surface parking lot, and the existing commercial mall will be retained. Once Building A is established, a later phase would see the eventual demolition of the commercial mall and the construction of Buildings B and C. Building A will have an independent parking garage from Buildings B and C.

Building A will have a tower height of 24 storeys and be sited on a podium of four storeys. The unit distribution is as follows:

Unit Type	Unit Count	Percentage
Studio Unit	17	5.3%
One Bedroom	163	50.9%
Two Bedroom	133	41.6%
Three Bedroom	7	2.2%
Total	320	

An area of 1,320 m² is proposed as parkland dedication as part of Phase 1. Amenity Area is also proposed, in a format represented in the following table:

Amenity Area	Area (m ²)
Exterior At-Grade (Private)	150
Exterior At-Grade (Communal)	400
5 th Floor Interior (Communal)	370
5 th Floor Terrace (Communal)	320
Roof Top Terrace (Communal)	100
Roof Top Amenity Room (Communal)	130
Terraces (Private)	100
Terraces (Communal)	1,200
Total Private	1,320
Total	2,770

Access is provided from Fisher Avenue to the south of the site. Access to Phase 1 will also be possible through the existing surface parking lot. A total 370 parking spaces are proposed in the underground parking garage to complement the 138 existing spaces located in the plaza. A total 336 bicycle parking spaces are provided.

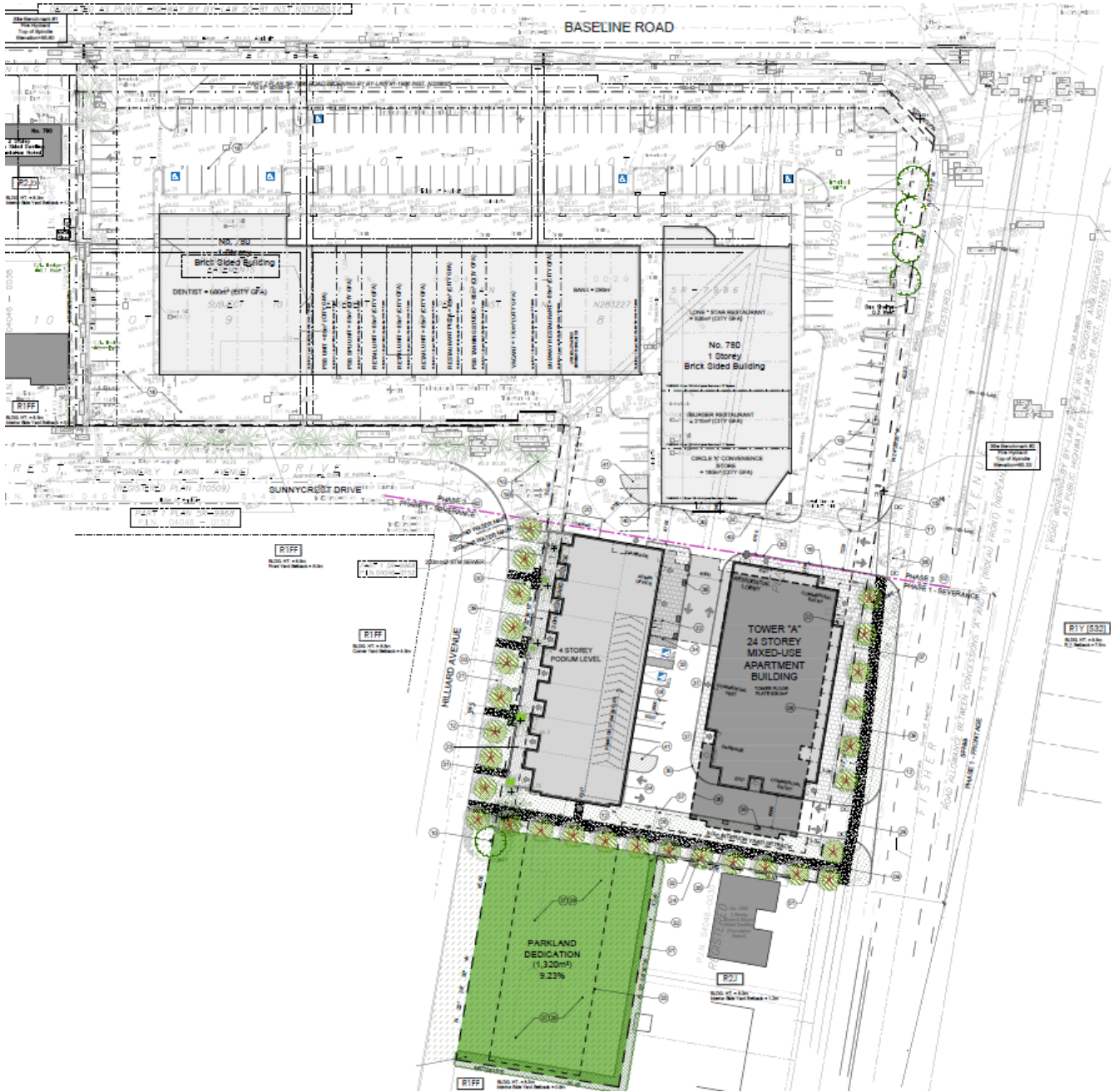


Figure 3: Phase 1 Buildout

Phase 2

Phase 2, to be contemplated in a subsequent application, will incorporate the removal of the strip mall on-site in place of two (2) additional high-rise mixed-use buildings of 24 storeys and 32 storeys respectively. These buildings will be sited on 4-storey podiums. These will bring the total unit count to 1,089 units.

Parking will be provided both below and at grade with the majority of resident parking being provided underground. All surface parking is screened from the building exterior. A right-in, right-out access is proposed on Baseline Road in addition to a secondary two-way access on Fisher Avenue separate from the Phase 1 access. The site statistics and details of the Phase 2 proposal will continue to be refined through the rezoning process and will be subject to a separate Site Plan Control application in the future.



Figure 4: Conceptual Phase 2 Site Plan

3.2 Design Discussion

3.2.1 Massing, Scale and Building Design

The proposed building is appropriately massed with ample tower separation to Phase 2 and an appropriately sized floorplate. The building employs a base-middle-top design which is grounded in a podium that frames the Fisher Avenue right-of-way and provides for a human scale at grade. Appropriate setbacks, stepbacks, and tower heights provide transition to the adjacent low-rise neighbourhood.

The four-storey podium includes walkout units fronting onto Hilliard Avenue which contribute to the activation of the public realm along this local road (Figure 6).

The tower and podium elevation incorporates an array of materials that are complementary to the established neighbourhood context. An interplay of classic colour treatments and tones are proposed to ensure a timeless design. The selected materials will be resilient in nature to withstand Ottawa's seasonal climate.

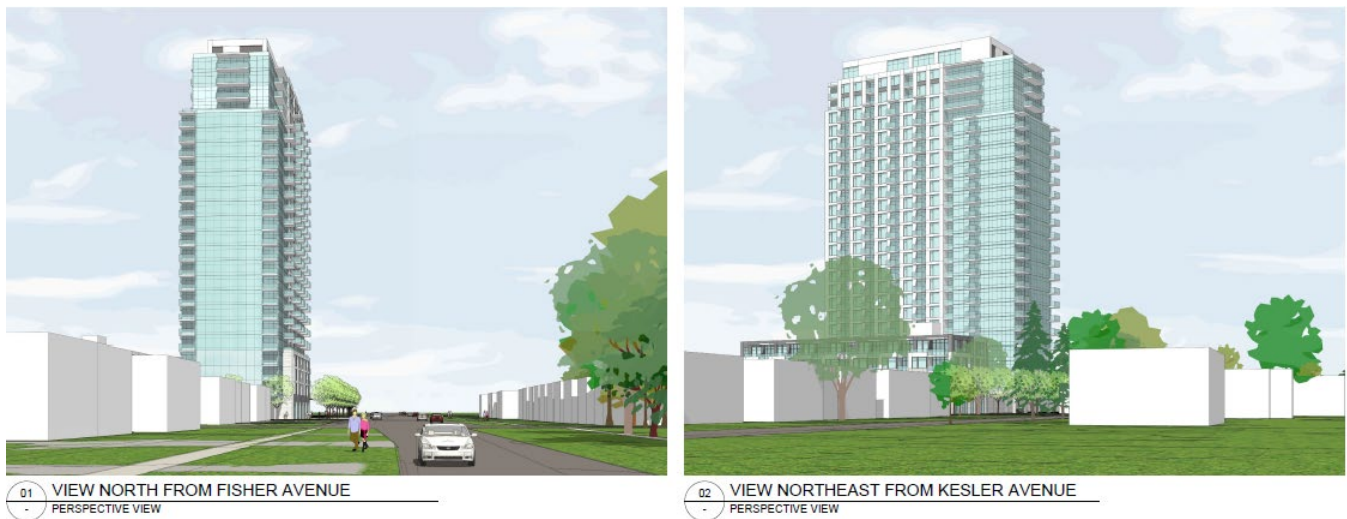


Figure 5: Perspective renderings

3.2.2 Public Realm

Due to the large size of the subject property, mid-block pedestrian pathways, landscaping, and a dedicated municipal park will be provided to enhance the public realm and provide accessibility to the site and surrounding neighbourhood. At grade retail will promote an urban pedestrian realm that is animated and visible from the street. Street trees and landscape plantings will be provided along Baseline Road, Fisher Avenue, and Hilliard Avenue to provide a buffer from the street and soften the transition between the street and building façade. Trees and landscaping will also be planted throughout the site in outdoor amenity areas, parking lots, and along required yard setbacks.



Figure 6: Perspective rendering looking north along Hilliard Avenue



Figure 7: Perspective rendering looking at the entrance from Fisher Avenue

4.0 Design Policy Discussion

The following discussion is intended to assess the applicable design policies relating to the development and any context that may be required to do so. As noted in the Introduction Section, a full Planning Rationale is not required at this time. The reader may refer to existing Planning Rationale documentation provided with the Zoning By-law Amendment application for an exhaustive review of the planning considerations relating to this proposal.

4.1 City of Ottawa Official Plan (2022)

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

4.1.1 Outer Urban Transect

The subject property is located within the Outer Urban Transect as outlined on Schedule A – Transect Policy Areas of the Official Plan, as per Figure 8 below. The Outer Urban Transect applies to lands within the greenbelt that have a classic suburban model of development. The objective of the Outer Urban Transect is to introduce more viable public transit and active mobility options and encourage more diverse housing forms.

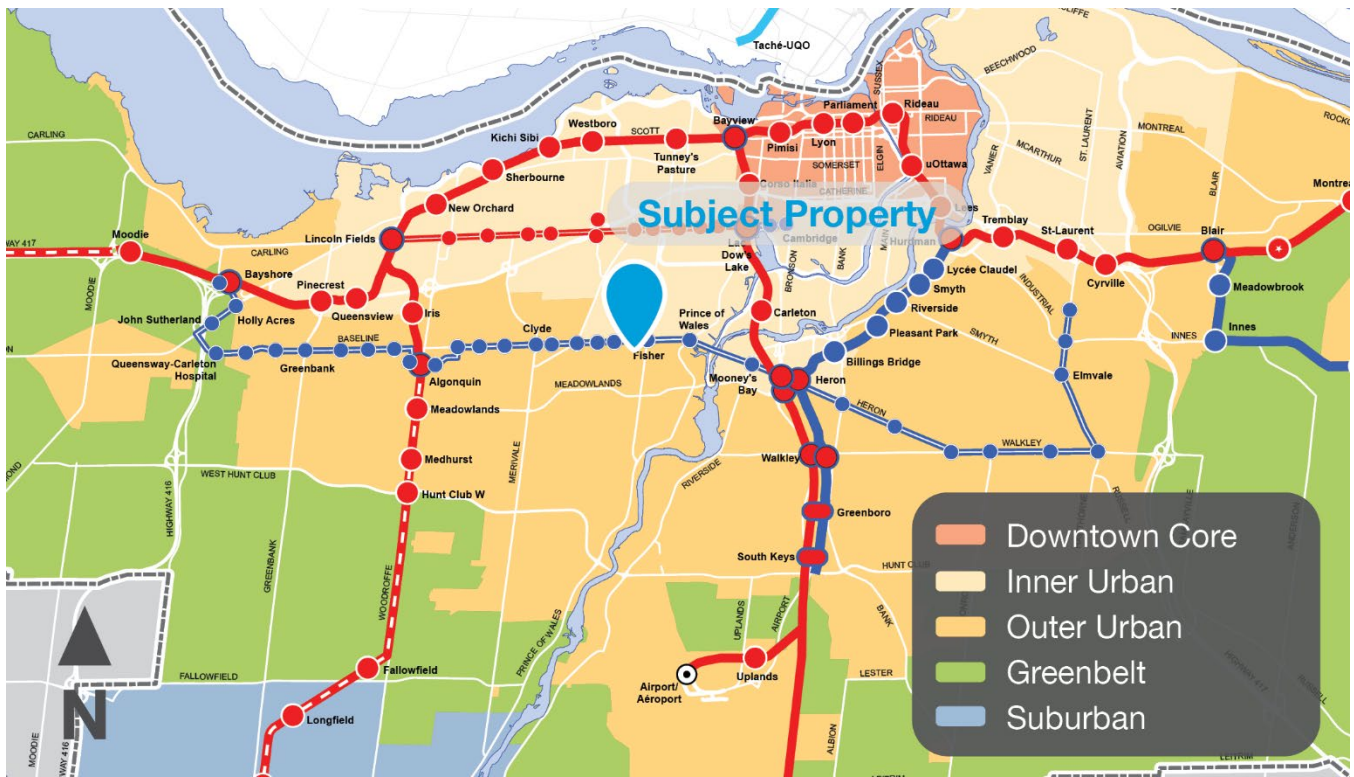


Figure 8: Schedule A New Official Plan - Transect Policy Areas

Policy 2 in section 5.3.1 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Along Mainstreets, development shall generally be mid-rise or high-rise, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted.

Policy 3 in section 5.3.1 states that in the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of the plan, by:

- / Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations.

As discussed below, the subject property is designated Mainstreet Corridor. Policy 3 in section 5.3.3 establishes the permitted building heights along Mainstreets within the Outer Urban Transect. On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater and where the parcel is of sufficient size to allow for transition in built form massing, the permitted building heights shall be not less than two (2) storeys and up to High-rise.

The proposed development provides for high-rise, mixed-use urban development along a mainstreet corridor within the Outer Urban Transect that supports and is supported by transit.

4.1.2 Land Use Designation

The subject property is designated Mainstreet Corridor on Schedule B3 – Outer Urban Transect of the Official Plan, per Figure 10 below. Section 6.2 of the new Official Plan sets out the policies for Corridors. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

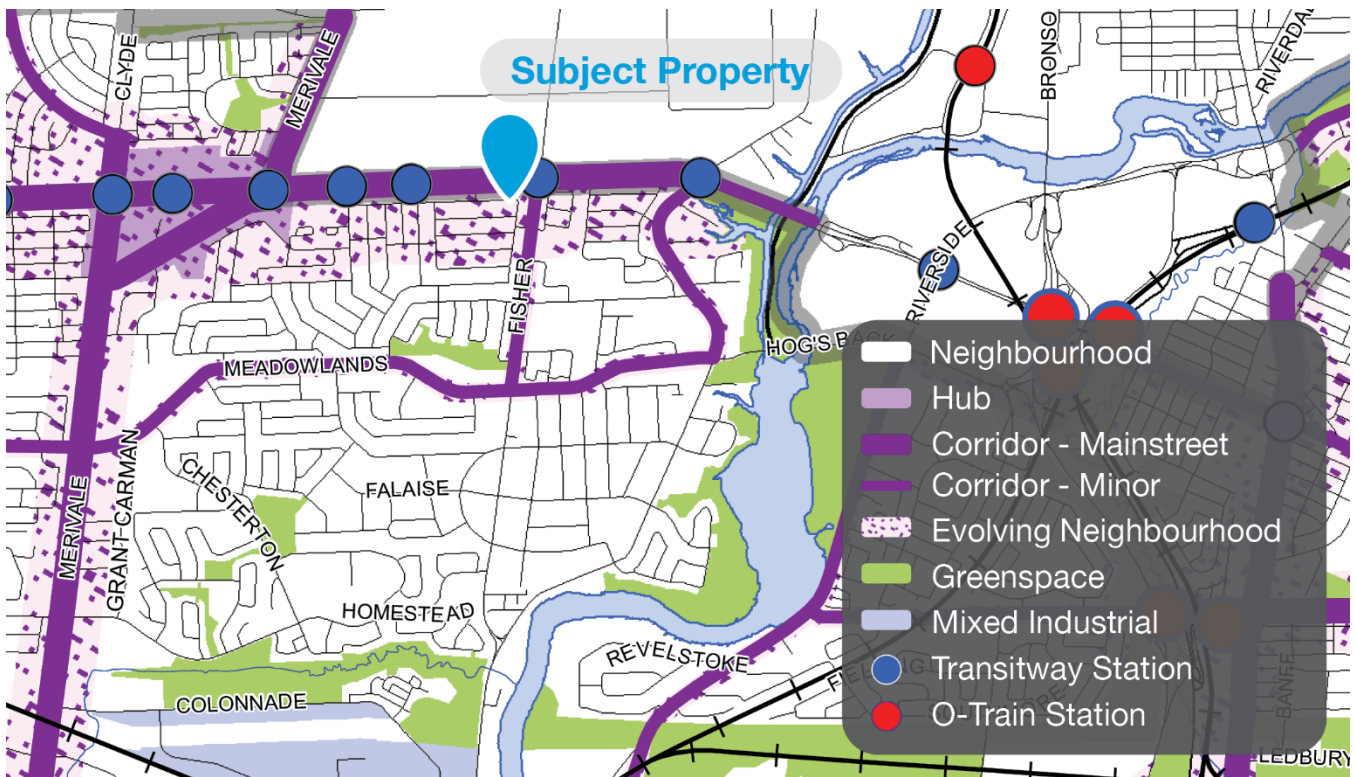


Figure 9: Schedule B3 of the New Official Plan - Outer Urban Transect

Policy 2 in section 6.2.1 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to the building setback where appropriate. Further Development:

- / Shall ensure appropriate transitions in height, use of land, site design, and development character through the site, to where the Corridor designation meets abutting designations.

The highest densities of the proposed development are concentrated close to Baseline Road and Fisher Avenue while ensuring appropriate transitions in height, use of land, site design, and development character towards the adjacent low-rise neighbourhood. Transition is established through the use of building podiums, setbacks, stepbacks, and landscape buffers.

4.1.3 Evolving Overlay

The subject property falls within the Evolving Overlay as outlined on Schedule B2 – Inner Urban Transect in the Official Plan. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow for new built forms and more diverse functions of land.

Policy 1 in section 5.6.1.1 states that the Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to lands 150 meters from the boundary of a Hub or Corridor designation. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

The proposed development will provide for a gradual transition over time from a low-rise suburban built form to a high-rise urban built form that is centred on future rapid transit. The use of four-storey podiums and walk-out units along Hilliard Avenue serve to achieve this direction.

4.1.4 Urban Design

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan as it is located on a Mainstreet Corridor/Hub outside of the Downtown Core.

Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. The areas within Hubs around existing rapid transit stations are locations for higher densities and intensification. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity.

These include commercial streets reflecting a suburban built form that may transition into a more walkable environment. Policy 4.6.1.5 states that development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
The proposed building incorporates a variety of classic building materials and colours that ensure visual interest while maintaining climate resilience. The incorporation of plentiful trees along the frontages and landscaping will benefit the public realm.
- Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
Lighting will be utilized to ensure the proposed public realm is visible and safe in the evening time.
- Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.
The use of strategic tree planting has been applied to this proposal in the interest of micro-climate impacts with the intent to protect pedestrians from extreme sun and other weather considerations. The tree planting and landscaping will also provide shade and reduce the urban heat island effect.

Policy 4.6.5.2 states that development in Hubs and along Corridors shall respond to context, Transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

The building frontage is located to frame the landscaping and street edge accordingly. The setbacks allow for the building to scale appropriately to the Fisher Avenue edge (Phase 1) and Baseline Road edge (Phase 2), while providing movement space for pedestrians along the Corridor. The proposal employs a well-glazed, interesting façade that is nonetheless subordinate to the pedestrian realm provided along Fisher Avenue and Baseline Road.

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible.

All servicing, refuse collection, and vehicle access is subordinate to the primary expression relating to the public realm. Refuse collection and vehicle access takes place away from the intersection, and is mitigated in width and scale as much as possible to coordinate with the public realm improvements elsewhere.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods. Policy 4.6.6.2 states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.

The proposal locates the 24-storey towers on the edges of the site with the 32-storey tower being located at the corner where the impact is most minimal. These stepping down in tower height allows for a visual and functional relief from adjacent uses. The 4-storey podiums provide a human scale at the level of the public realm.

Policy 4.6.6.4 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

Indoor and outdoor private and communal amenity is provided throughout the proposed development. At-grade landscaped communal area is provided, communal amenity rooms and terraces are provided, followed by private terraces and balconies throughout the remainder of the building. The amenity requirement outlined in the Zoning By-law is exceeded.

Per 4.6.6.8, High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

A tower floorplate of 926 m² is proposed for Phase 1. The site is uniquely configured to accommodate a tower floorplates of this size given that the overall property is large in size and interfaces with wide rights-of-way. The impact is further mitigated by the significant tower separation accommodated between buildings on-site.

Per 4.6.6.9, High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

A tower separation of 12.84 metres is provided from the Phase 1 tower to the southerly property line. This fulfills greater than half of the shared 23-metre separation requirement.

Overall, the proposed development conforms with the design policies of the Official Plan by providing for appropriately scaled development that responds to the surrounding context by located towers in areas along a Mainstreet Corridor where they can be accommodated while also grounding the proposal in podiums that contribute to the public realm and create a 4-storey, human scaled datum line.

4.2 Carleton Heights Secondary Plan

As a component of the Official Plan (2022), a revised version of the Carleton Heights Secondary Plan was adopted by Council and is currently under review by the MMAH. While substantively similar to the 1994 Secondary Plan, it differs in some key ways as noted below:

Schedule A in the Carleton Heights Secondary Plan as found in the Official Plan is outlined in Figure 10, below.

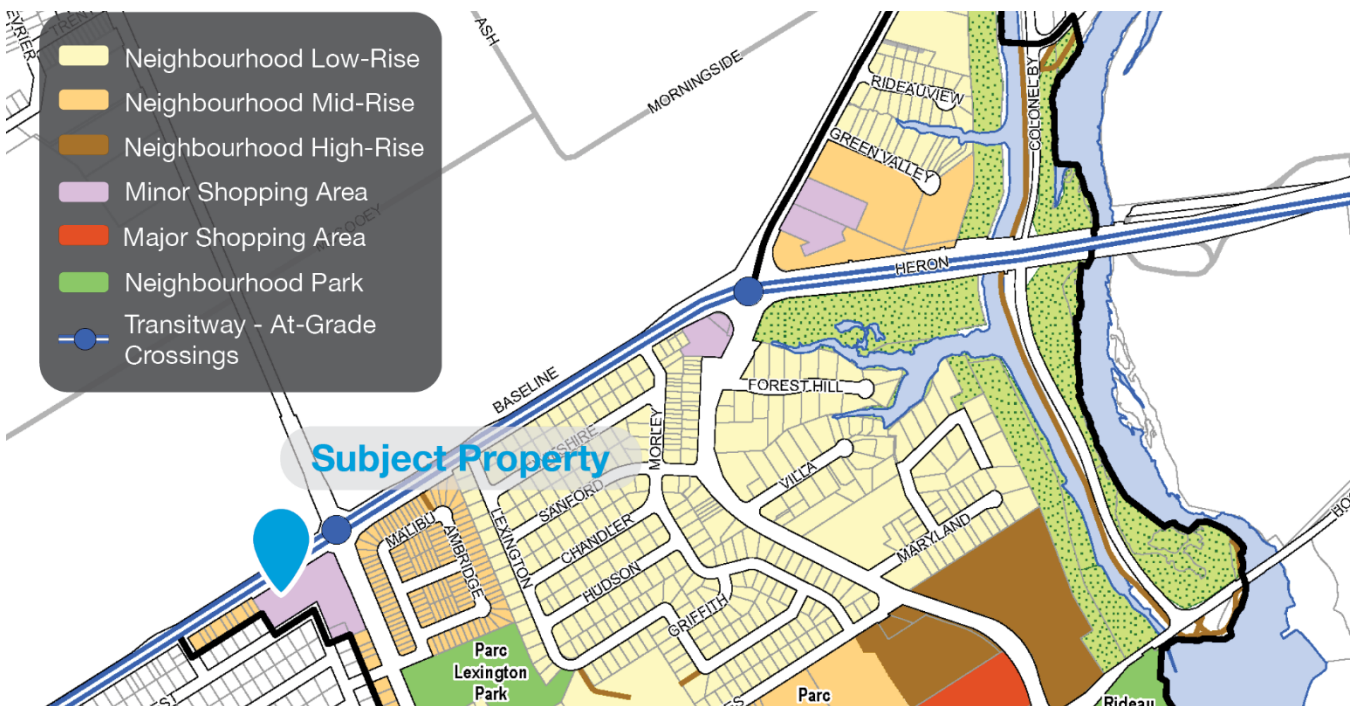


Figure 10: Carleton Heights Secondary Plan - Schedule A - Designation Plan

The subject property is designated Minor Shopping Area. Section 3.3.4(a) speaks development of Minor Shopping Areas and states:

Minor Shopping Area development shall be on a lesser scale than the Major Shopping Area. Building height restrictions, as outlined in section 2.4.3.

Section 2.4.3 states the following:

Maximum heights for Mid- and High-Rise buildings will be determined in part by the ability to provide transitions in accordance with Section 4.6.6 of the Official Plan, and applicable Council-approved urban design guidelines, and by the:

- a) Proximity of buildings to commercial services and public amenity areas; and
- b) Desire to generally concentrate density in Neighbourhood Mid- and High-Rise designations and the Major Shopping Area designation.

The subject property is unique in its location which will continue to provide commercial services through each phase of development, and in addition to its proximity to existing public amenity areas, proposes a dedicated municipal park which will serve the community. The policies of Section 4.6.6 of the Official Plan and applicable urban design guidelines are met, as discussed throughout this report.

Sections 4.2 and 4.3 of the revised Secondary Plan have also been contemplated, which state the following:

- 2) The standards and policies of development set out in this secondary plan are included as guides and are subject to minor variation without amendment to the Official Plan.
- 3) Interpretation of this secondary plan shall be made having regard to information contained in the Official Plan.

The design language in the Carleton Heights Secondary Plan is minimal, however is included to note its direction to review the Official Plan's Section 4.6.6, which is assessed above.

4.3 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines were approved by Ottawa City Council in September 2007. These guidelines provide guidance to assess, promote, and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These Guidelines are applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and applicable Secondary Plans.

The guidelines aim to:

- / Promote a mix of uses and densities that compliment both transit users and the local community;
- / Ensure the built form is designed and oriented to facilitate and encourage transit use;
- / Manage the safe circulation of pedestrians, cyclists, vehicles, and parking; and,
- / Create quality public spaces that provide direct, convened, safe, and attractive access to transit.

The proposed development responds to the following guidelines:

1. Land Use

- / The proposed development provides transit supportive land uses within a 600 metres walking distance of a future rapid transit station.

- / The proposed development creates a multi-purpose destination for both transit users and local residents by providing a mix of land uses that support a vibrant area.

2. Layout

- / New laneways, pedestrian, and cycling connections that provide direct connections to the future Baseline/Fisher rapid transit station are provided as part of the proposed development.
- / The proposed buildings are located along with active frontages along Baseline Road and Fisher Avenue. The buildings are oriented towards the rapid transit corridor with direct pedestrian accesses provided.
- / The highest densities and mix of uses are located closest to the ROW and the transit station.
- / A transition in scale and density is provided between the rapid transit corridor and the adjacent low-rise residential neighbourhood.

3. Built Form

- / Architectural variety is provided on the podium levels of each building through the use of contrasting materiality, windows, and projections to provide visual interest at the street level.
- / Clear windows and doors are used along the street frontage to improve visibility, provide visual interest, and provide easy of entrance.

4. Pedestrians & Cycling

- / Pedestrian walkways are of an adequate width to accommodate anticipated pedestrian volumes.
- / The ground floor of the buildings are designed to be appealing to pedestrians and will included active uses such as retail, personal service, restaurants, and residences.

5. Vehicles & Parking

- / Limited surface parking is located to the rear of the buildings with the majority of parking to be provided underground.
- / The rear surface parking lots are small and broken up through the use of landscaping and walkways.

6. Streetscape & Environment

- / Shade trees and shrubs will be provided along the street frontage to reduce urban heat island effects and create a more comfortable microclimate.

The proposed development meets the Transit-Oriented Development Guidelines.

4.4 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance their existing and planned image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of building and site design and the site; and,
- / Promote development that responds to the physical environment and microclimate through design.

The guidelines are to be used during the review of development proposals to promote an achieve appropriate high-rise development. These are general guidelines, and not all will apply equally in all circumstances. Each context will inform the

application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general and are not to be used as a checklist for evaluating a proposal. In cases where specific policies are provided in a Secondary Plan, the area specific policies have precedence. These guidelines have been developed to improve and enhance the relationship between high-rise buildings and nearby buildings, streets, parks, and open spaces.

The proposed development responds to the following guidelines:

1. Context

- / No views or vistas will be affected by this proposal. The subject property is not identified as within a significant view plane as outlined in Annex 8A of the Current Official Plan or Schedule C6-A of the New Official Plan.
- / Guideline 1.4 requires that proposed buildings be distinguish between landmark and background buildings. The proposed buildings can be considered landmark buildings given their location, their role as part of views and vistas, and their contribution to the characteristics of the neighbourhood and the City more broadly.
- / A transition to lower-profile development is facilitated through building separation, setbacks, stepbacks, and podium heights.
- / The subject property is of a sufficient size to establish a gradual height transition to adjacent low-rise residential buildings.

2. Built Form

- / The proposed buildings have been designed to include a distinctive base, middle, and top through materiality, colour, and appropriately scaled podiums.
- / The proposed buildings are considered tower buildings and are oriented to frame the street corner at a significant intersection. Consistent with the guidelines, towers are setback from the podiums on appropriately sized floorplates which are adequately separated from each other.
- / The podiums of the proposed buildings are proportionate given the width of the existing ROWs for both Baseline Road and Fisher Avenue.
- / The middle section will minimize shadow and wind impacts while providing an appropriate fenestration pattern and other architectural considerations.
- / The top section of the proposed building will integrate the mechanical penthouse into the building while contributing to the City skyline.

3. Pedestrian Realm

- / Main pedestrian entrances are linked with a seamless connection to the public sidewalks.
- / Glazing is provided at the pedestrian level.
- / The majority of parking is located underground and accessed away from the public realm.
- / Loading, servicing, and utilities will be screened from view.

The proposed development meets the Urban Design Guidelines for High-Rise Buildings.

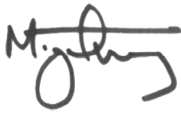
5.0 Conclusion

It is our professional opinion that the proposed design for the 780 Baseline Road – Phase 1 proposal aligns with the applicable design direction as outlined in the City of Ottawa policy and guidelines. The development of the subject property with a high-rise apartment use, as established through the ongoing Zoning By-law Amendment, can be accommodated in a manner that is appropriately scaled, visually appealing, and desirable for the planned context or the Baseline Mainstreet Corridor.

Based on the above analysis, the proposed development represents good planning and is in the public interest.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



Miguel Tremblay
Partner



Scott Alain, MCIP RPP
Senior Planner