1345 Baseline Road

Architectural Design Report

ZBLA

May 2026

PROJECT INTRODUCTION

The proposed development consists of 4 high-rise rental apartment towers situated at the four corners of the subject property. Each tower has been designed to conform to the City's high-rise guidelines, with ample separation between the towers and clear distinctions between podium, tower, and crown. The proposed towers range in height from 28 to 40 storeys, and all feature 4 storey podiums with active commercial or residential amenity uses at grade. A major focus of the site is the centralized municipal park, this park is approximately 9% of the total site area with an additional POPS area provided that acts as a plaza space at the corner of the site, where a new BRT station will be located. The municipal park fronts onto Baseline Road providing easy access to the broader community, and is situated equal distance between to the two high-rise towers with ample southern exposure.

Access to the site is off the existing shared right-of-way to the west, beside the existing retail plaza. A private road has been added to the site to provide vehicular access to all 4 buildings, with the primary access to the site located in the middle of the western property line. The road continues east from the entrance, where the main lobbies of towers A and B are located, along with the entrance to their shared underground parking, the road passes the park and then turns north and connects to the road the runs along the northern property line. This road on the north of the site connects to the existing right-of-way and provides access to the shared underground parking for buildings C and D, and could potentially connect to sites further to the East, if the opportunity arises.

All of the required parking is located below grade, with additional on grade parking spots for short term parking, drop off/pick-up, loading, and maintenance vehicles. At this time, we are assuming a parking ratio of .7 per unit as this site is very well served by public transit, and has access to services located nearby.

As the design process progressed, we have concluded that a mixed tower type design works best for this site, with two point towers located at the front of the site along Baseline, and two slab towers at the rear. The change allowed us the maximize the tower separations, provide more public space, better light penetration into the central park, and created an overall more efficient and desirable layout for the interior units.

It should be noted the proposed development is intended to be constructed in phases. Phase 1 will proceed with tower A, with towers C and D following after that, while tower B will be held in reserve until the site has adequate access to municipal services that can accommodate the full number of occupants. When built out the site could contain 1,200 residential units within a total of 960,000sqft.

Sustainable Design and Height Transition

/ The proposal intends to incorporate the latest in building design, durable materials, and sustainable technologies consistent with the intent of the High-Performance Development Standard, supporting climate resilience along the Corridor.
/ The site's location on an Arterial Road within the Mainstreet Corridor designation supports high-rise development. Building heights and massing are arranged to minimize impacts on adjacent low-rise neighbourhoods through setbacks, stepbacks, and a graduated transition in scale.
/ A 45-degree angular plane is used as a guiding tool to achieve an appropriate transition from the tallest elements along Baseline Road toward the adjacent neighbourhood. *(OP Policies 4.6.4.1, 11.1, 4.6.5.1, 4.6.6.2; High-Rise Guidelines 1.12, 1.14, 1.16)*

Public Realm, Pedestrian Experience, and Servicing

/ The proposal replaces a surface parking-dominated parcel with a continuous, animated street edge defined by a podium scaled to the pedestrian realm, active at-grade uses, frequent entrances, and ample glazing.
/ Sidewalk improvements, landscaping, and a new public park improve pedestrian comfort and neighbourhood amenities while strengthening the streetwall condition along Baseline Road, the new public road, and the internal drive aisle.
/ Loading, servicing, and mechanical functions are internalized within the building and accessed from an internal drive aisle located away from the arterial roadway, reducing conflicts and minimizing interruptions to the public realm. *(OP Policies 4.6.5.2, 4.6.5.3; High-Rise Guideline 2.1)*

Built Form, Permeability, and Microclimate

/ The proposed buildings are designed with a clear base-middle-top expression, frame the street and park edges, and include mid-block pedestrian connections for site permeability.
/ The high-rise towers are designed with articulated façades and stepbacks that reinforce the podium as the primary street-defining element and contribute positively to both Baseline Road's pedestrian realm and skyline.
/ Setbacks and landscaped areas support tree planting, while stepbacks reduce canyon effects and mitigate microclimatic impacts on sidewalks and amenity areas. *(OP Policies 4.6.6.7, 4.6.6.8; High-Rise Guidelines 2.3, 2.29, 2.31)*

Amenity Areas

/ A range of indoor and outdoor amenity spaces will be provided, including at-grade landscaped areas, indoor communal rooms, and rooftop amenity terraces, designed to accommodate users of all ages and throughout all seasons. *(OP Policy 4.6.6.4)*

Tower Floorplates, Separation, Privacy, and Shadow Impacts

/ The proposed residential tower floorplates, approximately 786.7 m², slightly exceed the 750 m² guideline. However, this modest increase is justified by the site's Corridor context, large lot size, generous setbacks, tower separation distances, and the slender, articulated tower design.
/ Tower separation, orientation, and setbacks meet or exceed applicable guidelines and provide adequate light, sky views, and privacy between towers on this site and towards surrounding properties.
/ Tower orientation, narrow floorplates, and stepbacks minimize shadow duration, reduce wind impacts, and maintain usable outdoor spaces. Shadows move quickly and are consistent with expectations for point-tower development along an Arterial corridor. *(OP Policies 4.6.6.8, 4.6.6.9; High-Rise Guidelines 2.24(c), 2.25)*

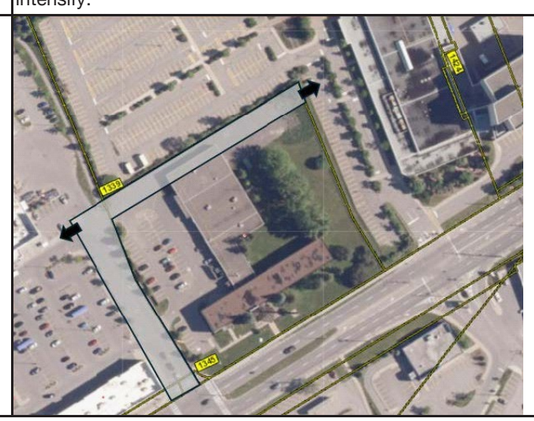
Overall, the proposed development demonstrates strong conformity with the City's Official Plan design policies and the Urban Design Guidelines for High-Rise Buildings. Where minor deviations occur, they are supported by contextual analysis and technical studies and continue to meet the underlying intent of the applicable policies.

PRE-APPLICATION CONSULTATION COMMENTS

A Pre-Application Consultation Meeting was held on June 25, 2025. As a result of this meeting, the following comments were received from the Urban Design team at the City of Ottawa. Responses to these comments are also provided below.

1345 Baseline Road, Ottawa

Response to Comments - Pre-Consultation Meeting Feedback
Zoning By-Law Amendment Application (PC2025-0177)

No.	Comment	Response
1.0	Urban Design	
	General	
17	An Urban Design Brief is required. Please see attached customized Terms of Reference to guide the preparation. a. The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference	Acknowledged. The Urban Design Brief TOR have been consulted and used as the basis for this UDRP submission.
18	The site is located within a Design Priority Area, as such, a visit to the UDRP, and a UDRP Report is required as part of a complete submission.	Acknowledged. We will attend the UDRP and provide a presentation. A corresponding UDRP report is also being prepared.
19	Additional drawings and studies are required as shown on the SPIL. Please follow the terms of references (Planning application submission information and materials | City of Ottawa) to prepare these drawings and studies. These include: a. Site Plan. b. Landscape Plan c. Building Elevations d. Conceptual Floorplans	The required plans and studies listed have been prepared and are included as part of this submission.
20	The City is in the process of preparing a Secondary Plan which will ensure that the area develops as one large cohesive community with shared roads and amenities, including parks and community services and facilities.	Acknowledged. The applicant team is aware of the Secondary Plan and will remain informed as the process evolves. Appropriate regard will be given to the Secondary Plan throughout.
21	If the development proceeds in advance of the Secondary Planning process, the site will need to be designed in a manner that supports broader connections into the larger community.	Acknowledged. The site is being design to support connections into the community, as showcased by the public road, internal circulation network, and site pedestrian permeability.
22	UD Staff think that there should be at least one public road preferably east-west that provides connections into the broader community with the potential for future expansion as the area continues to intensify:	A public road, as shown in the image below, has been incorporated into the site design.
		

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No.	Comment	Response
23	Please provide a land use strategy for the site. UD Staff recommend a mix of non-res and residential uses to promote live, work, and play in the same district.	A land use strategy is provided and includes a mix of uses on the site.
24	The Baseline Road frontage should include non-res at-grade facing the street.	Tower A which fronts onto Baseline Road, incorporates street-oriented commercial uses that help activate the public realm. Tower D, also fronting Baseline Road, is planned as a retirement residence, and the design and programming of Tower D are intended to support the needs of future residents.
25	Active ground floors will be required for all buildings facing public roads and critical frontages:	Towers A and B incorporate at-grade commercial uses and active frontages along the public roads. Towers C and D also provide an active, publicly accessible entrances, however, commercial uses are not proposed in these buildings, as they are planned to function as retirement residences. Their design and programming prioritize resident needs and supportive services rather than commercial activity.
26	UD staff support the development of a mix of mid and high-rise building typologies on the site. Tall buildings need to have regard for the City's built form policies as well as the Urban Design Guidelines for High-Rise Buildings.	Acknowledged. The proposed high-rise buidings have regard for City's built form policies as well as the Urban Design Guidelines for High-Rise Buildings.
27	The tallest building should be closest to the proposed bus rapid transit station with building heights tapering down across the property.	This has been implemented. The tallest building heights are proposed in the western half of the site closest to the rapid transit station, with the tallest building fronting onto Baseline Road.
28	Podiums should not exceed 6 storeys.	The podiums are 4 and 6 storeys.
29	Explore the potential for distinct architecture for the tallest building within the district.	Acknowledged. Further architectural definition will be explored as the design evolves.
30	Please provide a phasing plan for the development of the site and explore the potential for interim uses so significant portions of the site are not vacant and underutilized while the site is being developed in phases.	The western half of the site is the first phase of development and the eastern half of the site is the later phase of development.
31	Parking access and loading should occur internal to the site, similar the old scheme:	Although the new configuration differs from the previous scheme, the parking and loading access remains internal to the site. The revised approach is considered an improvement, as it reduces the number of access and loading points, streamlining circulation and simplifying the overall design. It consolidates elements such as ramps and loading docks, which minimizes potential conflict points, improves efficiency, and provides a more coordinated servicing strategy across the site.

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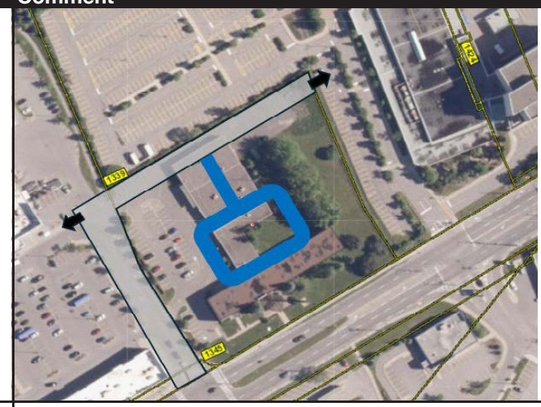
		
32	Positioning of the park should consider shadow and microclimate conditions.	The proposed park is uniform and regular in shape, with frontage along both Baseline Road and the internal public street, making it visible and accessible for the pubic. Its location at the southern edge of the site provides a significant shadow benefit. The proposed buildings do not cast direct shadows into the park. Additionally, any future development to the south would be separated from the park by a right of way approximately 37.5 metres wide, further limiting potential shadow impacts and helping maintain high-quality sunlight access throughout the day.
33	The site should be developed in an urban manner with limited surface parking. Above-grade surface parking spaces should be on-street parking spaces along future public and private roads.	The surface parking has been revised and no longer includes perpendicular parking, rather, proposes only limited parallel street parking, improving the pedestrian realm.
34	Generous public realm (building face to sidewalk curb needed).	Acknowledged, this has been addressed in the design.
35	Tree growth within the public and private realm needed.	Acknowledged, tree planting in the public realm is proposed.
36	Sustainability strategy needed.	Acknowledged, sustainability measures will continue to be refined as the planning and design processes evolve.

DESIGN POLICY RESPONSE

VEHICLE
access through sides,
away from public realm

ACTIVE FRONTAGE
along public streets

WALKWAYS
connecting through the site
(Pedestrian Permeability)

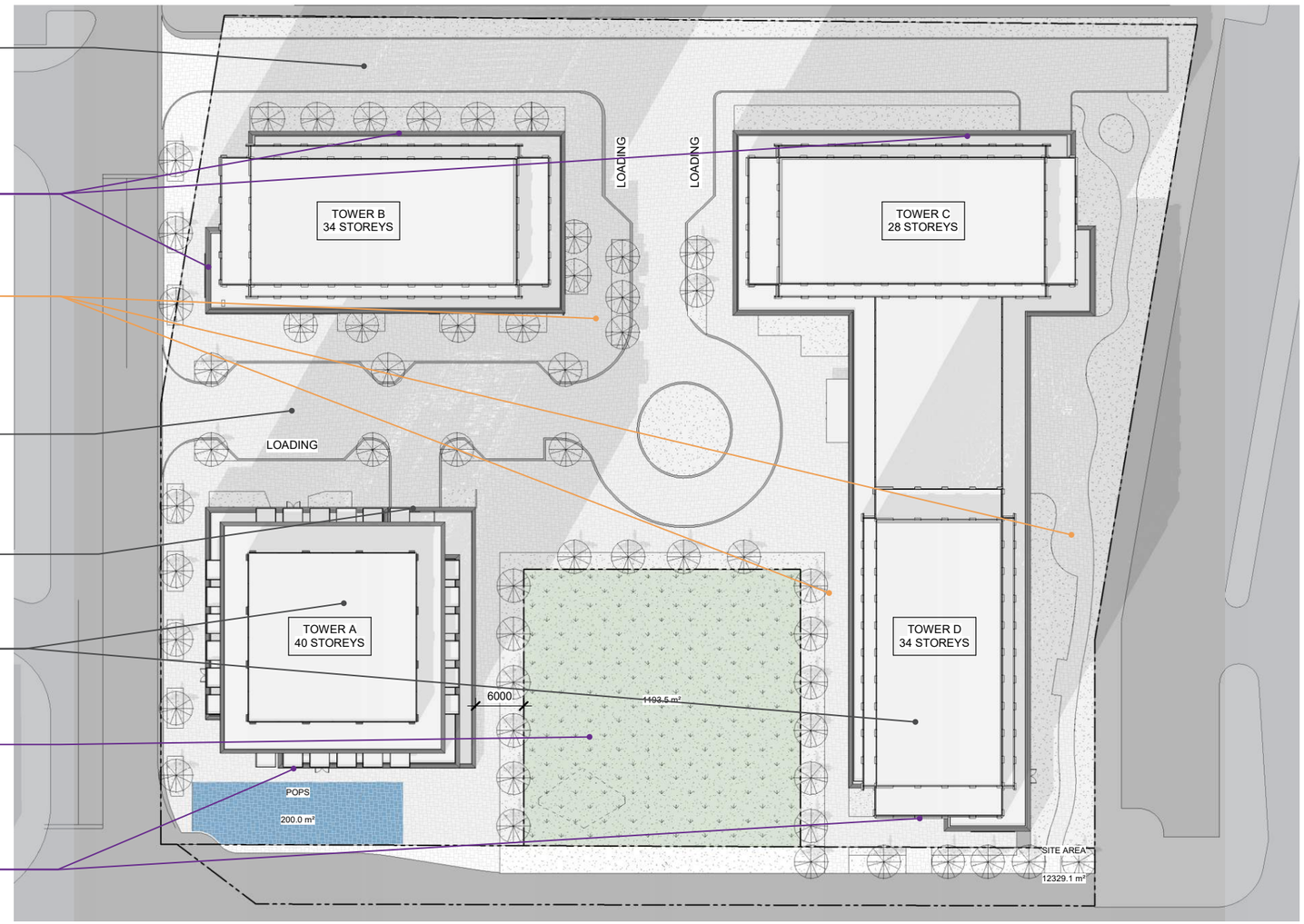
INTERNAL DRIVEWAY
hidden from public realm

UNDERGROUND PARKING
to minimize loss of
public realm

DENSE BUILT FORM
in proximity to transit

PARKLAND DEDICATION
abutting the street

ACTIVE FRONTAGE
along public streets



DESIGN POLICY RESPONSE

TOWER MATERIALITY
lighter materials and glazing within the tower to compliment the skyline

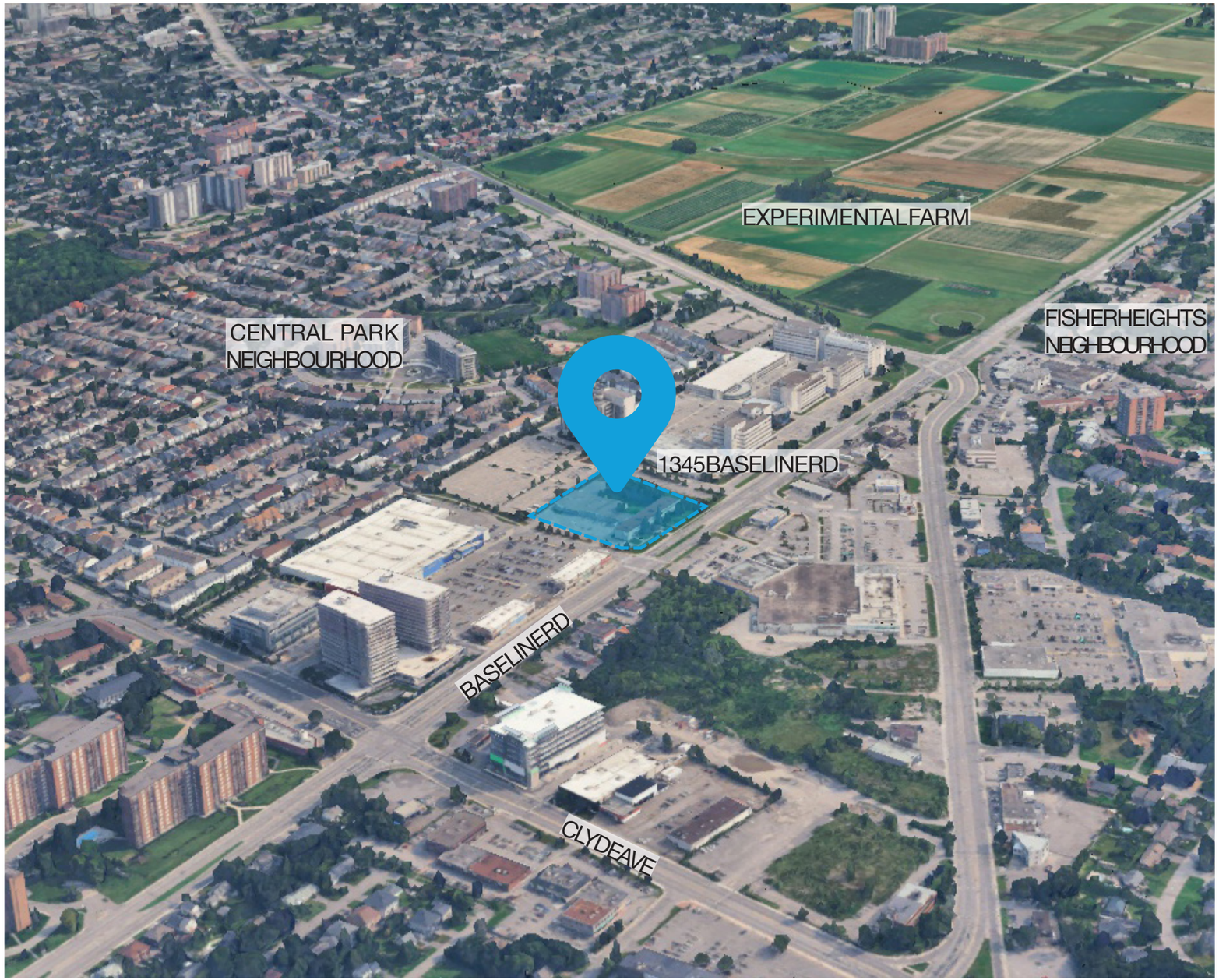
PODIUM MATERIALITY
enhances the streetscape through a vibrant red brick materiality

GLAZING
enhances the public realm and reinforces the streetscape through transparent facades along the ground floor

TOWER HEIGHT
are reduced at the rear to respect adjacent residential neighbourhoods

TOWER ARTICULATION
frames the public realm and enhances the architecture through a continuous glazing facade at the corner

PODIUM HEIGHT
engages the public realm and interacts with the human scale



Perspective from Google Earth

Regional Context

The surrounding context is characterized by a mix of land uses, including residential, institutional, and commercial properties with the nearby Central Experimental Farm and Canada Agriculture and Food Museum as a focal point of the area. The neighbourhood surrounding the subject site includes a range of building heights including low-rise, mid-rise and high-rise buildings.

North of the subject site surface is surface parking associated with the commercial use building to the east. To the north is a residential neighbourhood generally, characterized by low-rise detached dwellings with high-rise buildings. Further north are large community amenities, including Carlington Park and Carlington Recreation Centre, and Highway 417 which can be accessed from Maitland Avenue.

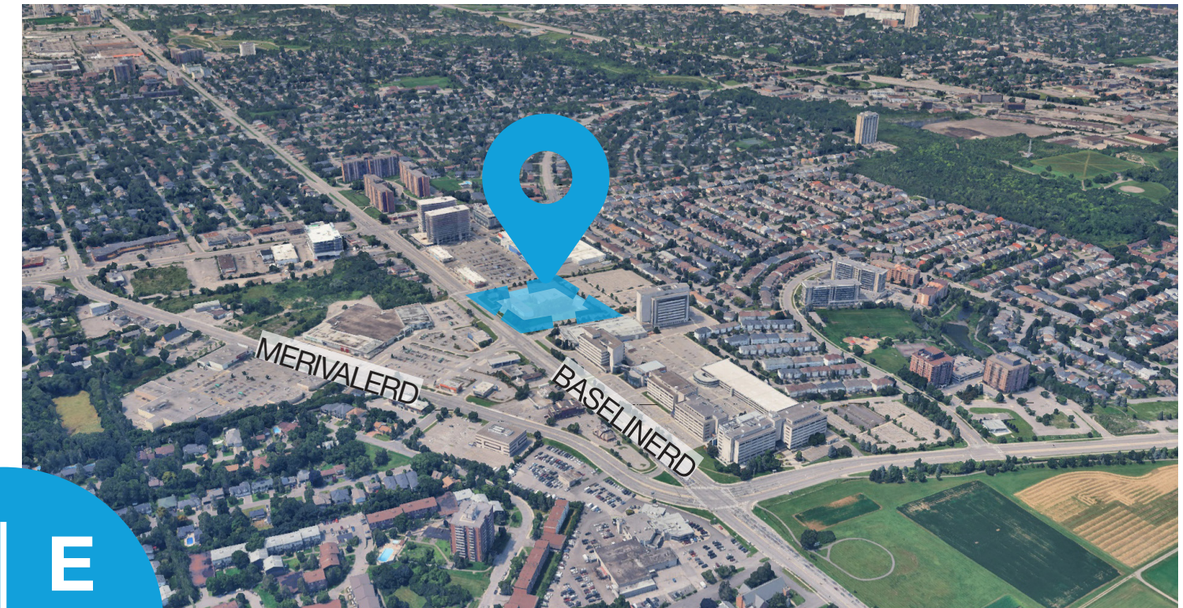
East of the subject site are commercial use buildings with a range of building heights, including low-rise and mid-rise buildings. Further east is the Central Experimental Farm.

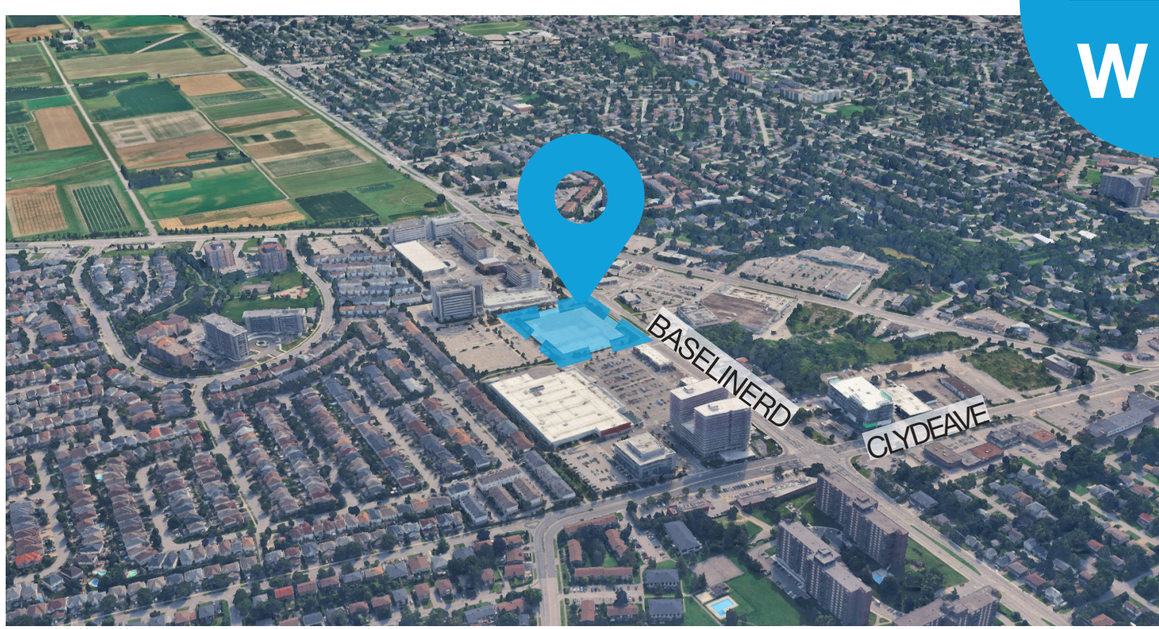
South of the subject site is a commercial plaza, accommodating several buildings fronting Baseline Road and Merivale Road. Further south is the Fisher Heights residential neighbourhood, generally characterized by low-rise detached dwellings, with townhomes and mid-rise residential buildings.

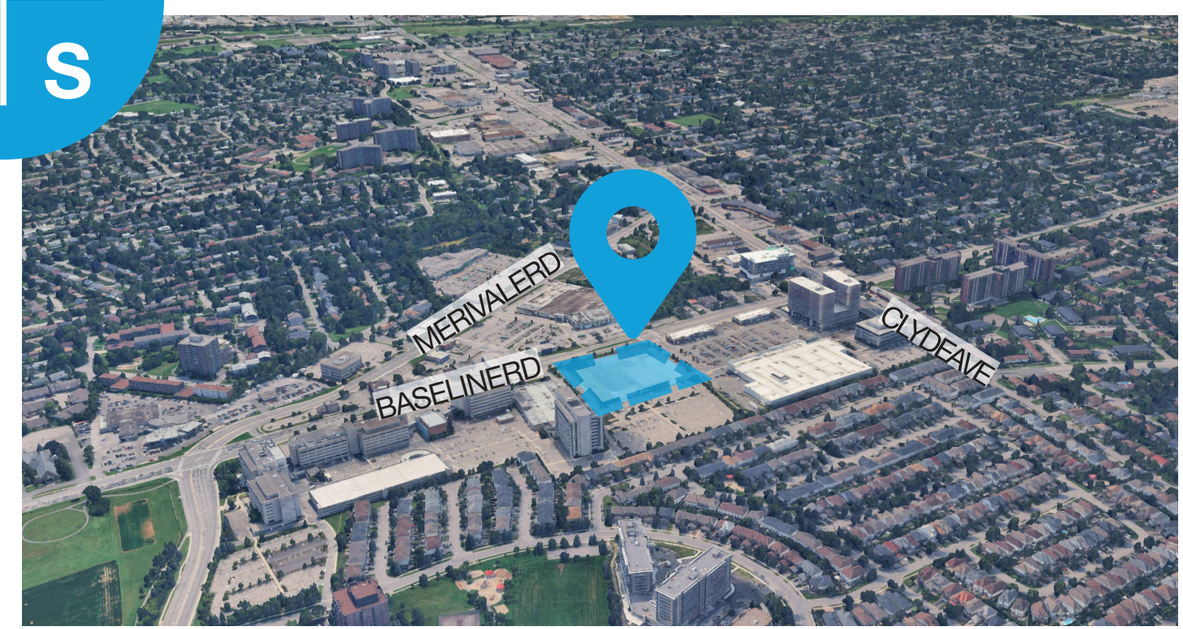
West of the subject site is a commercial plaza accommodating low-rise buildings fronting onto Baseline Road, a big box store on the interior of the property, and a mid-rise building fronting onto Clyde. West of Clyde Avenue is the Braemar Park – Bel Air Heights – Copeland Park a generally low-rise residential neighbourhood with a concentration of high-rise buildings at the intersection of Baseline Road and Clyde Avenue.

SITE PERSPECTIVE VIEWS

Aerial Views

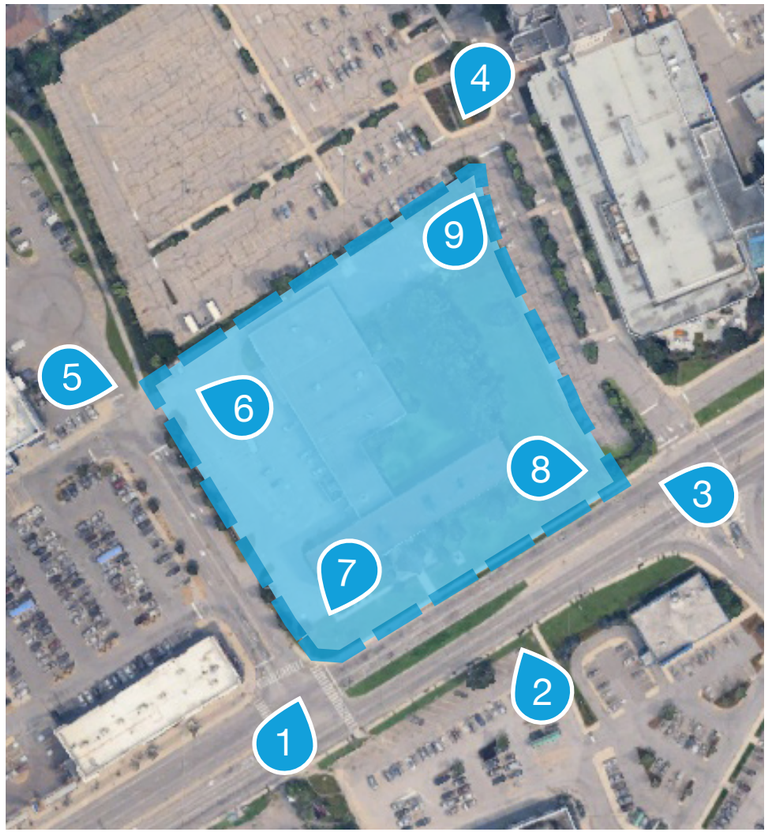






SITE PHOTOS

Street Views



Key Plan indicating location for photos. Aerial image source: Google Earth.

Subject Site

The subject site, municipally known as 1345 Baseline Rd is located in Ward 16 (River) in the Carlington community of the City of Ottawa. The subject site is a square-shaped lot with a total area of approximately 13,156 square metres (3.25 acres), with approximately 109 metres of frontage on Baseline Road.
The subject site currently accommodates a two-storey office use building with associated parking on the west and green open space on the east on the building. The building is arranged in a T-shape with two-storeys parallel to Baseline Road and a one-storey extension to the north. Scouts Canada Quebec Council previously occupied the two buildings, but operations on the subject site have since ceased. The subject site also features a totem pole with cultural heritage value, fronting Baseline Road.

SITE ANALYSIS

Microclimate

The development incorporates microclimate responsive design strategies, including reduced asphalt coverage, permeable unit pavers, and drainage measures to mitigate heat island effects and manage stormwater.

The proposed tree plantings, landscape buffers and soft landscaping will help to minimize microclimate impacts on the public realm and proposed city park.

The amount of land permitted to ashpalt has been reduced to mitigate the negative effects of impervious surfaces. There are permeable pavers such as unit pavers within the walkable surfaces for pedestrians, improving drainage and moisture circulation.

A continuous tree planting strategy along the northeast pathway, complemented by soft landscaping will enhance pedestrian comfort and improve the usability of outdoor amenity spaces. There will also be movable planters along the permeable walkways that introduce additional greenery and microclimatic flexibility along pedestrian routes.

The public realm of this development includes a POPS adjacent to Tower B. The POPS will include a shaded patio area with pergolas and furnishings for residents.

Local Amenities Map - Background Image from Google Maps

Local Neighbourhood Amenities

The subject site is situated next to Laurentian Place which contains a Walmart, various fast-food establishments and other services. The surrounding areas contain various grocery stores, coffee shops, banks, automobile-related services and fitness centres.

There are open spaces accessible within a 500m radius of the project site. Some of these being Celebration Park, the Experimental Farm, Trillium Park and Gilbey Park. The parks are currently used by the residents of the surrounding neighbourhoods.

Legend

- Food/Beverage Services
- Fitness Centres
- Retail/Grocery Stores
- Services
- Worship
- Open Spaces

Urban Pattern

The urban blocks illustrate an inconsistent street wall with various vacant parcels, underdeveloped areas and parking lots that front arterial streets. There is a presence of big retail in close proximity to the site. The project site is located in an area that is expected to have large growth due to New Official Plan policies and the ongoing process of a Secondary Plan for the Baseline-Merivale area. These will aim to improve the street wall, increase density, mitigate surface parking and maximize the potential of surrounding sites with mixed-use developments.

SITE ANALYSIS

Characteristics of Adjacent Streets

Baseline Rd

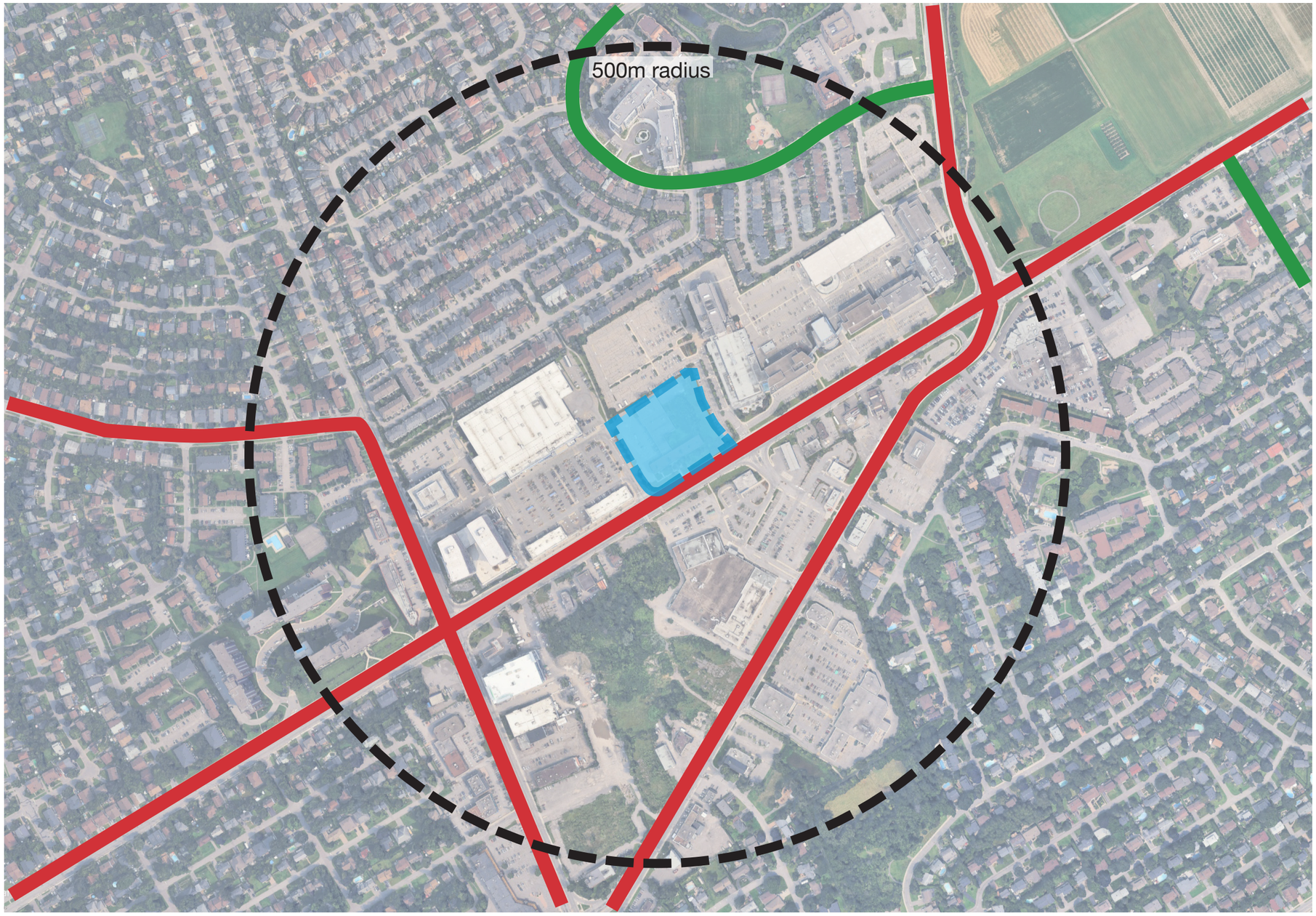
As per Schedule C4, Baseline Rd is designated an Arterial Road. Arterial roads function as major public and infrastructure corridors in the urban communities. Along the section fronting the subject property, there is currently a government complex, commercial developments and a sidewalk. The subject property is along Baseline Road and is currently used as the Scouts Canada National Office. As per the Official Plan, the site is in a Hub designation and also along the future Bus Rapid Transit Corridor which will promote an increased height, 6-storey podiums, activating the public realm and buildings framing the street. The project site along Baseline Rd will be included in the ongoing Secondary Plan for Baseline-Merivale.

Clyde Ave

As per Schedule C4, Clyde Ave is designated an Arterial Road. Clyde Rd serves low-rise residential developments towards the northern end while serving mixed-use and commercial developments towards the southern end. Clyde Ave becomes Merivale Rd at the junction of these two arterial roads. Certain areas along Clyde Rd are included in the Hub designation as per the Official Plan and will also be included in the ongoing Secondary Plan for Baseline-Merivale to guide redevelopment.

Merivale Rd

As per Schedule C4, Merivale Rd is designated as an Arterial Road. Merivale Rd functions as a major corridor that serves a variety of uses such as automobile services, retail and restaurants. A large portion of Merivale Rd is expected for redevelopment as per the Official Plan policies and further guided by an ongoing Secondary Plan for Baseline-Merivale. These future developments will contain buildings that frame the street, activate the public realm while also respecting the nearby residential zones. Certain areas along Merivale Rd are also designated as a Hub as per the Official Plan which will further guide these redevelopment strategies.



Existing and Planned street network (Based on Ottawa Official Plan - Schedule C4)

Road Network

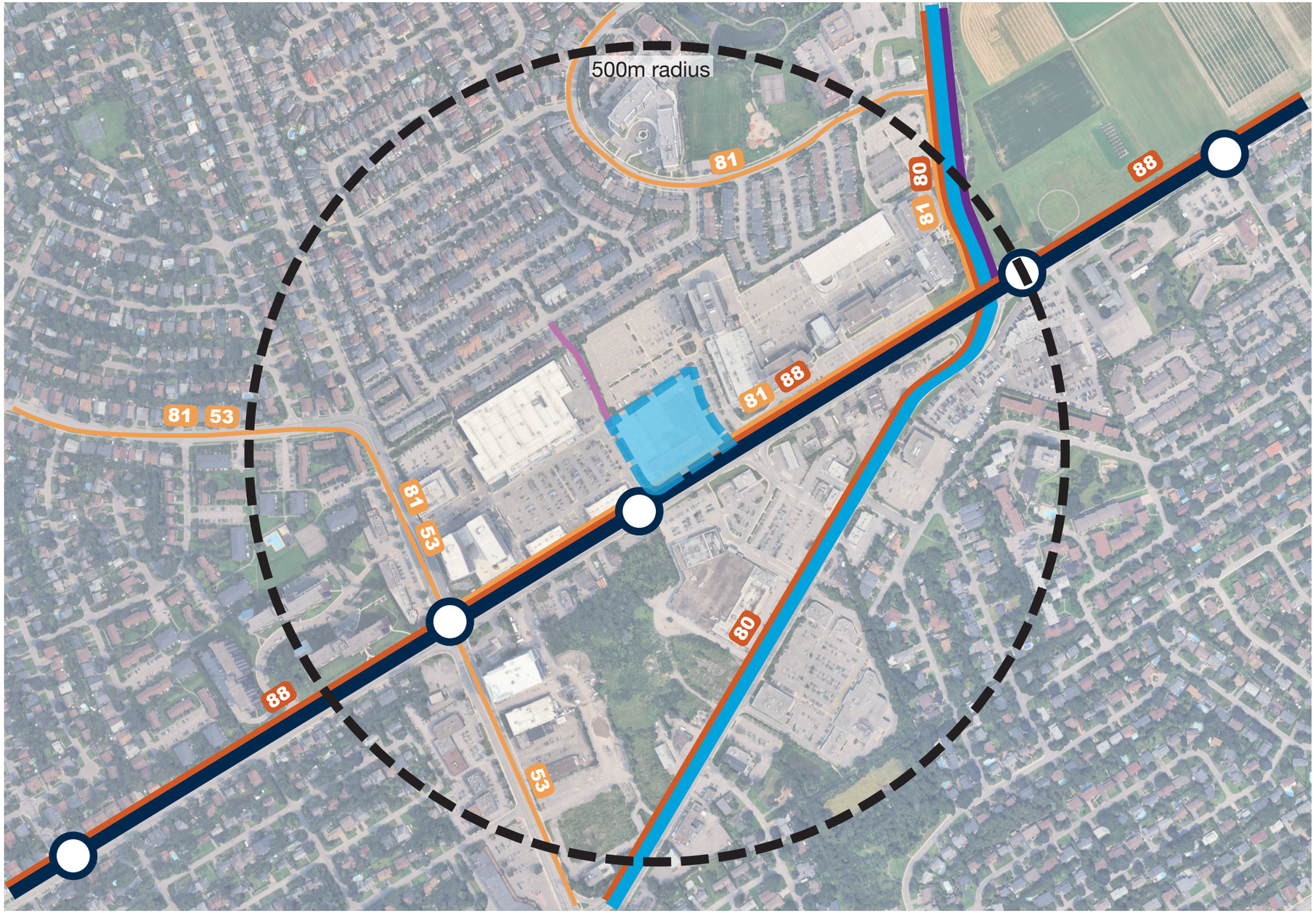
Schedule C4-Urban Road Network identified Baseline Road, Clyde Ave and Merivale Road as Arterial Roads.

Arterial Roads are intended to function as major corridors that support the efficient movement of people and goods across the city. They are planned to accommodate a full range of travel modes including public transit, motor vehicles, pedestrians, and cyclists, and are designed to balance mobility with safety and accessibility. Where appropriate, this is achieved through the provision of sidewalks, cycling facilities, transit infrastructure, and other complete street elements.

Along these arterial roads there is no on-street parking, but most of the retail stores and services offer private parking for their customers.

Schedule C4-Urban Road Network identified certain surrounding roads as Collector Roads. Collector roads connect communities and distribute traffic between the Arterial roads and Local roads.

Subject Site
Arterial Road - Existing
Collector Road - Existing



Transit Network and Active Transportation (Based on Ottawa Official Plan - Schedules C2 and C3, and OC Transpo Network Map, Google Maps.)

Transit Network

As per Schedule C2 of the Official Plan, the subject property has frontage along Baseline Road, a future transitway corridor. The future bus rapid transit (BRT) line proposes a BRT station at the intersection of Baseline Road and Merivale Road. This BRT line shall be integrated directly with the Confederation LRT line and the Trillium LRT Line, providing rapid access across the city. Merivale Road is also designated as a Transit Priority Corridor to improve transit circulation.

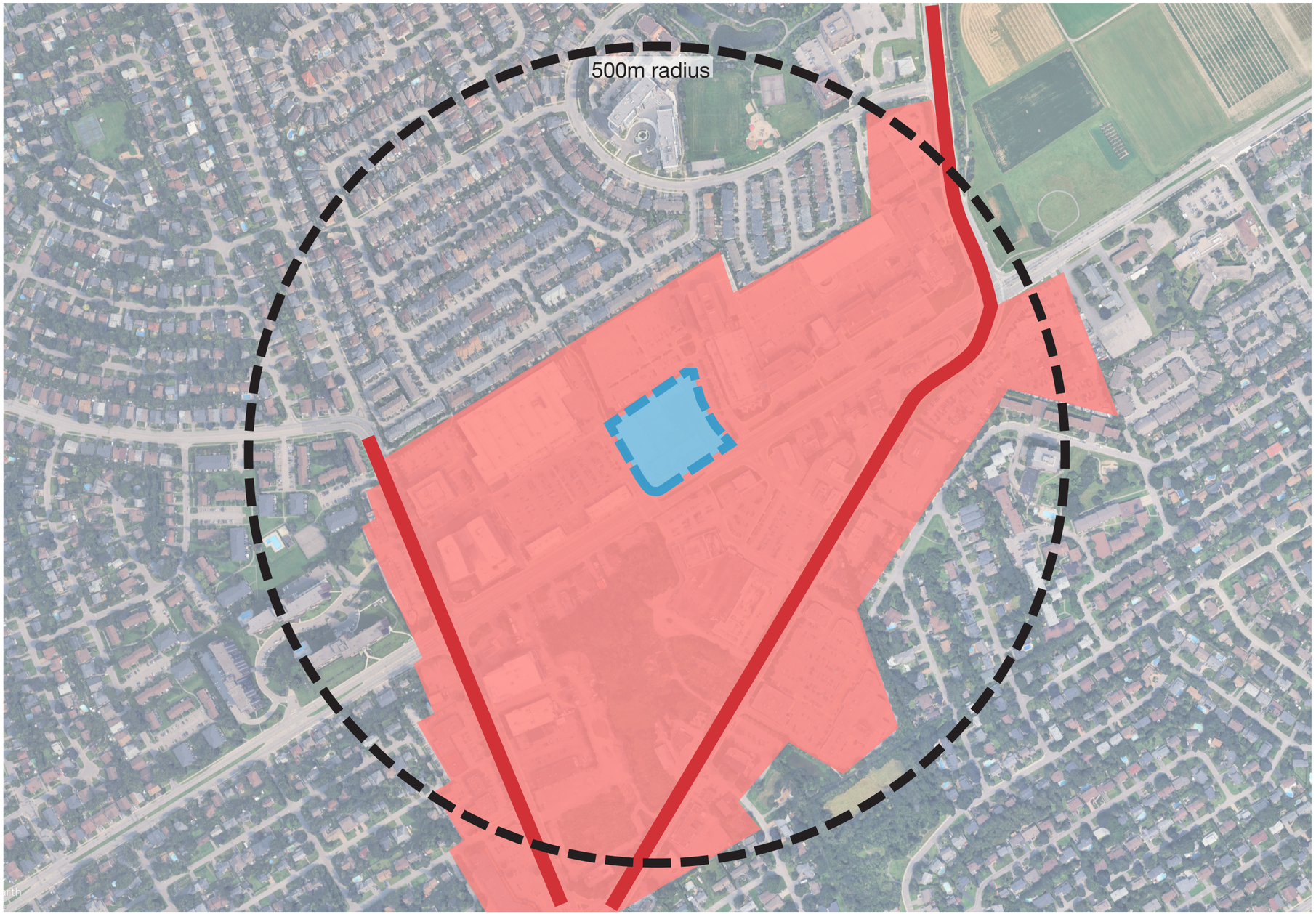
As per the OC Transpo Network map, existing transit stops along Merivale and Baseline Road service frequent routes 80 and 88. OC Transpo also services local routes 81 and 53 along Merivale Road and Clyde Avenue.

Active Transportation

As per Schedule C3 – Active Transportation Network, a painted conventional bike lane along Merivale Road offers north cycling connectivity into the larger major pathway network across the City. A network of multi-use pathways (MUP), intersect the Experimental Farm, providing seperated and safe cycling across the street.

The main Arterial roads surrounding the site have pedestrian infrastructure. To the rear of the site, a pedestrian pathway connects the site to the Central Park neighbourhood along Scout Street.

- Subject Site
- Future Transitway Stations - At Grade
- Future Transitway - At Grade
- Future Transit Priority Corridor
- ## Frequent Bus Route
- ## Local Bus Route
- Future Major Pathway
- Existing Pedestrian Connection



Design Priority Area (Based on Ottawa Official Plan - Schedule C7-A)

Design Priority Areas

As per Schedule C7-A Design Priority Areas, the subject site is identified as being within a Design Priority Area.

Design Priority Areas are locations where a higher standard of urban design is required and where development is expected to make a strong, positive contribution to the city's image, streetscape, and sense of place. These areas include locations such as main streets, arterial roads, gateways, and areas adjacent to significant public spaces.

As a result, proposals in Design Priority Areas are typically subject to a more detailed design review, including attendance at the UDRP, and must more clearly demonstrate conformity with the Official Plan's urban design policies and guidelines.

Subject Site
Corridor - Mainstreet within Design Priority Area
Design Priority Area

Outer Urban Transect Network (Based on Ottawa Official Plan - Schedule B3)

Outer Urban Transect

As per Schedule B3 - Outer Urban Transect Network of the Official Plan, the subject property has frontage along a Mainstreet Corridor and is adjacent to a future transitway station. The site is also within a Hub designation and the Evolving Neighbourhood Overlay.

Intensification will be directed along these Corridors and within the Hub designation. Since the development is within a Hub, adjacent to the future bus rapid transit, and has a right-of-way width greater than 30 metres, it could permit high-rise development generally up to 40 storeys. Development within Hubs and along Mainstreet Corridors should also activate the public realm and frame the street.

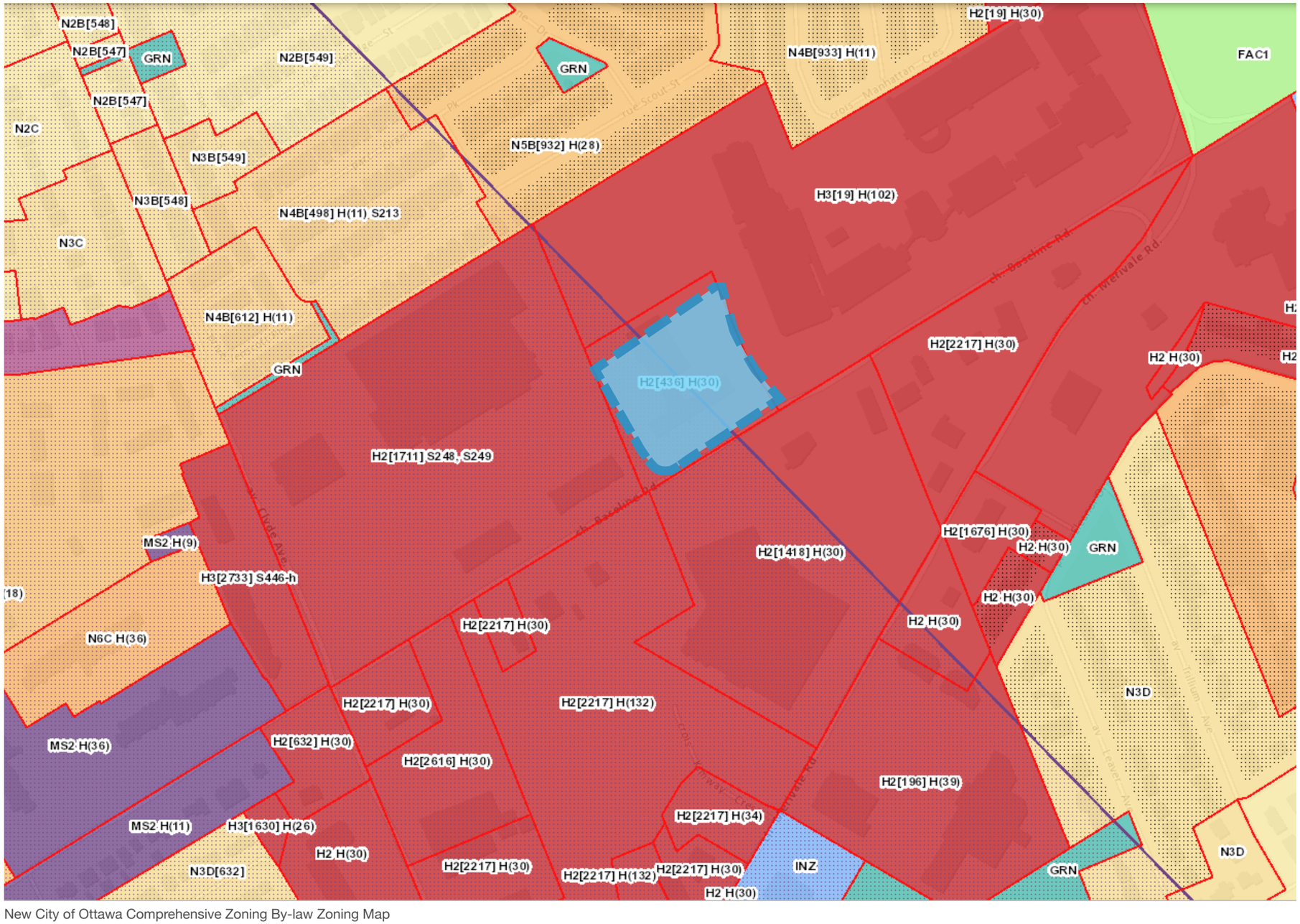
- Subject Site
- Corridor - Mainstreet
- Corridor - Minor
- Hub
- Evolving Neighbourhood
- Greenspace
- Transitway Station

POLICY CONTEXT

Proposed Development in Existing Context

POLICY CONTEXT

Proposed Development in Planned Context



New City of Ottawa Comprehensive Zoning By-law Zoning Map

Planned Context

The subject site is located within an evolving urban context characterized by existing and planned high-rise and mid-rise permissions under the City's New Zoning By-law. Surrounding lands are predominantly zoned Hub Zone 2 (H2) and Hub Zone 3 (H3), which are intended to accommodate mixed-use, mid- to high-density development in support of complete, transit-supportive communities.

Surrounding Zoning and Height Permissions

- **North:** lands are zoned H3[19] H(102), permitting building heights of up to 102 metres as-of-right.
- **East:** lands are zoned H3[19] H(102), permitting building heights of up to 102 metres as-of-right.
- **West:** lands are zoned H2[1711] S248, S249, which allow for significant height and density subject to site-specific provisions.
- **South:** lands are zoned H2[2217] H(132), permitting building heights of up to 132 metres as-of-right, as well as H2[1418] H(30), permitting more moderate heights and providing a transition toward lower-scale areas.

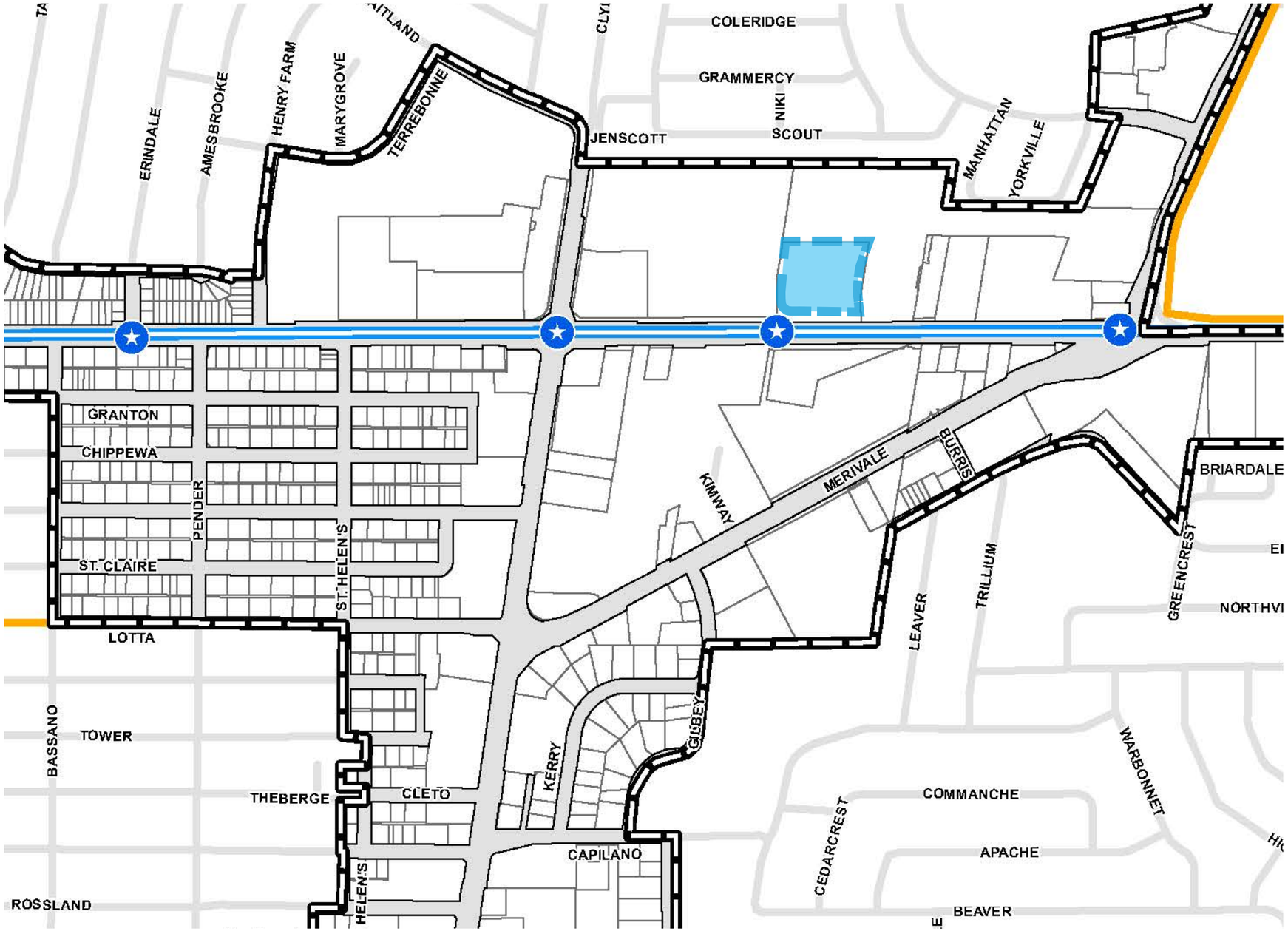
The Hub Zone framework is intended to accommodate a broad range of uses and promote a dense, mixed-use urban form, including mid- to high-density buildings that support complete, transit-oriented communities.

The proposed buildings ranging from 28 to 40 storeys are consistent with the planned function of the area.

Subject Site

POLICY CONTEXT

Baseline-Merivale Secondary Plan



Baseline-Merivale Secondary Plan - Draft Study Area

The Secondary Plan study is being undertaken to guide private development and public infrastructure investment in an area expected to experience significant growth in the coming decades. The study will establish a vision and planning framework to accommodate intensification while advancing the City's objectives related to housing, mobility, transit, health, climate resilience, and economic development.

The draft study area is generally centred around the intersection of Baseline Road and Clyde Road, extending approximately one kilometre east and west along Baseline Road, and south along Merivale Road to the Beachburg rail corridor. It primarily includes lands designated as Hub and Corridor, as well as select Neighbourhood-designated lands within the Evolving Neighbourhood Overlay.

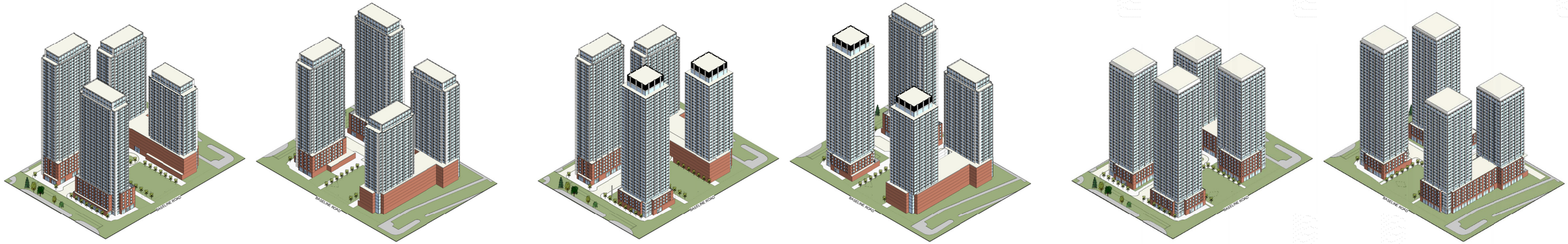
The subject site is located at the central-north end of the draft study area. The project team will continue to monitor and remain informed as the Secondary Plan process evolves to ensure ongoing alignment with emerging policy direction.

A Block Plan illustrating potential future development in the surrounding area was requested as part of the UDB Terms of Reference. However, the information typically conveyed through a Block Plan is already comprehensively addressed through the 3D massing visualizations and the Planned Context description slide. As such, the preparation of an additional Block Plan graphic would be redundant. This approach is also consistent with the City's recent efforts to reduce and streamline the Terms of Reference.

Subject Site

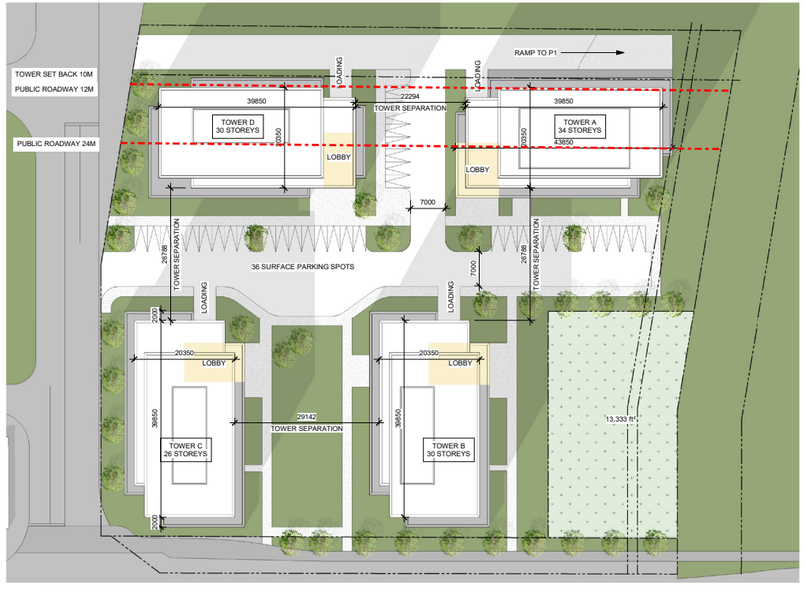
DESIGN DEVELOPMENT

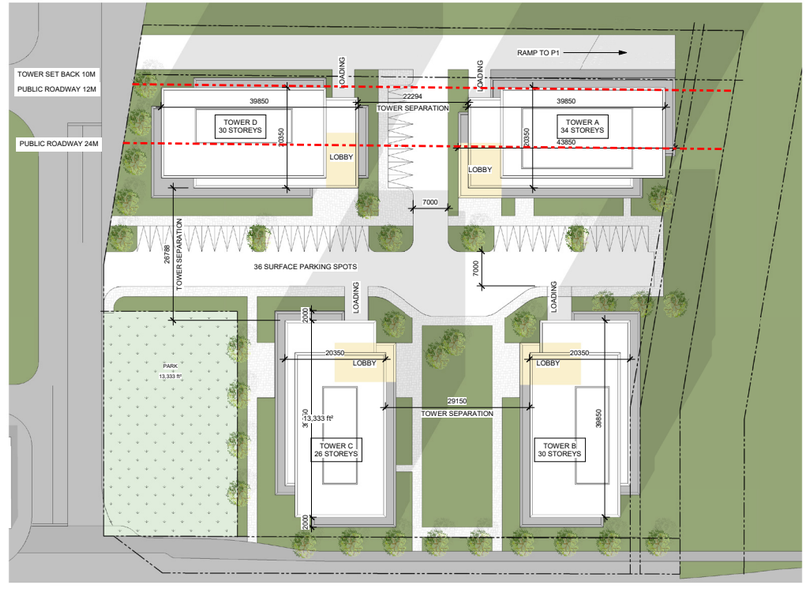
Design Evolution

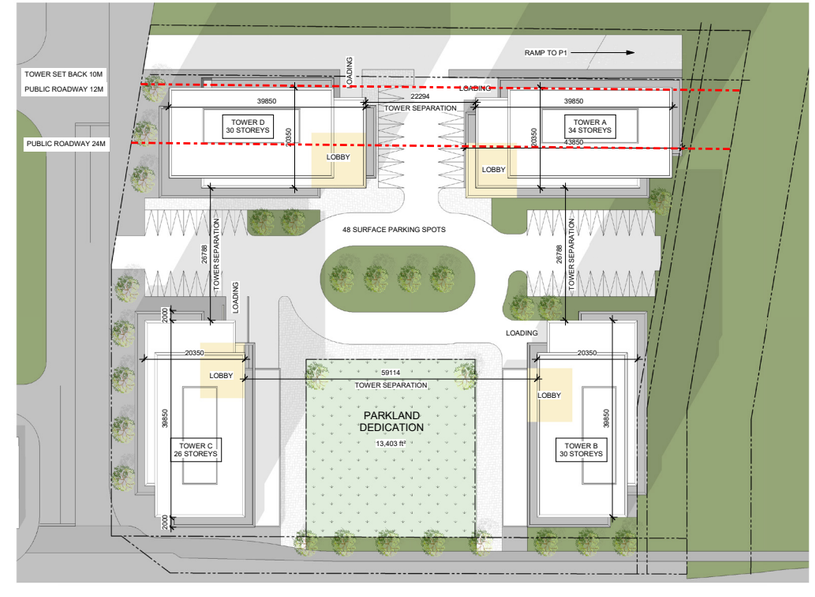


Massing Evolution:

We studied various different tower masses on this site, and ultimately decided that mixing point towers and slab towers was the most efficient configuration. This allowed us to place four towers, with ample separation, at the four corners of the site, the best separations for the central site uses, the municipal park and additional green space, the internal woonerf, and the fore-courts located on Baseline Road.





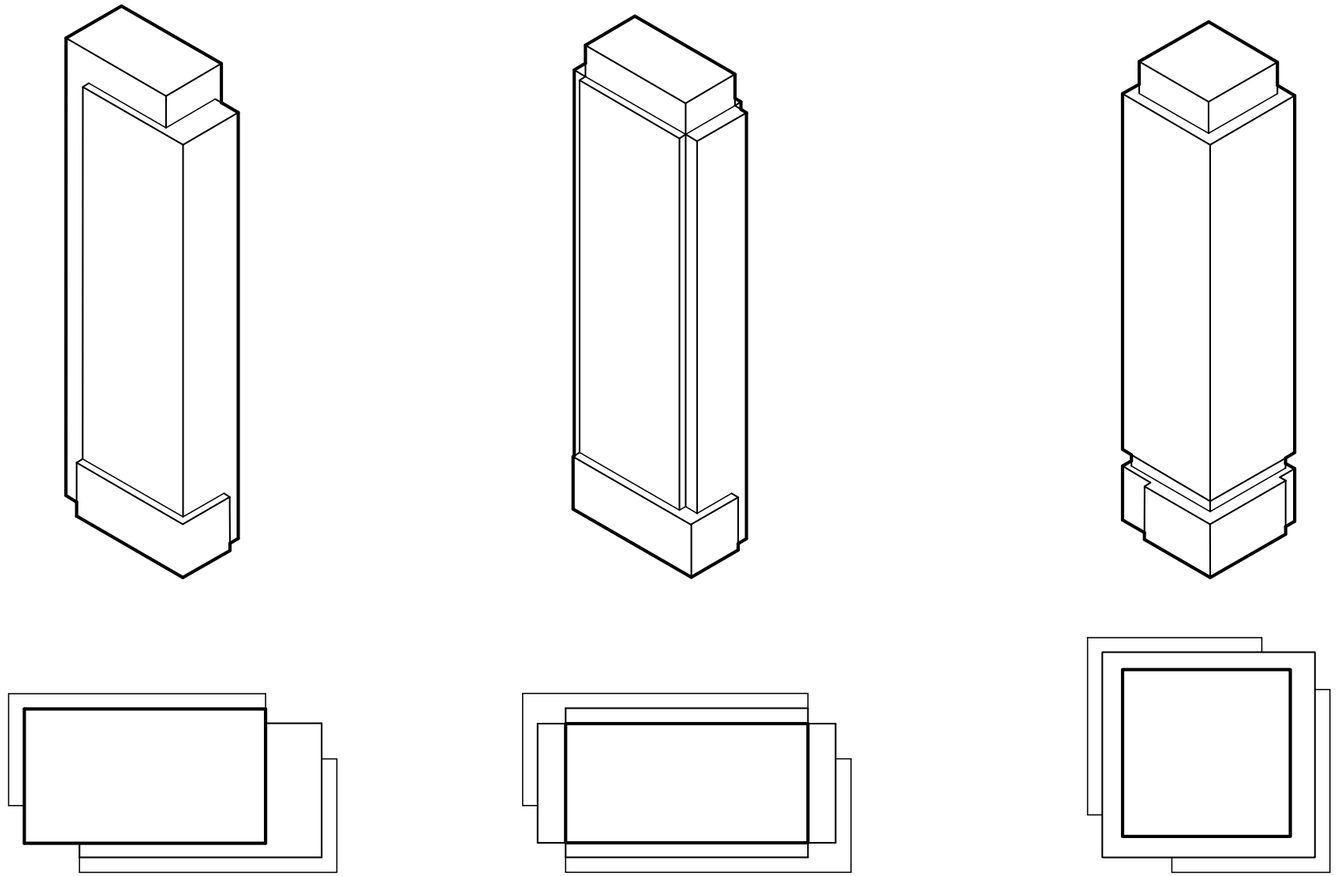


Park Placement:

We tried several different park placements along Baseline Road. We feel that the most successful of these schemes has the park located in the centre of the site, with towers on either side. This allows for a close connection between the commercial spaces located in buildings A and B with the existing commercial centre to the west, as well as allowing it to be protected from the busy intersection at the corner of the site. Having the park centralized allows it to be a feature of the site, and closely connected to all of the buildings. While it is located between two high rise buildings, there is ample sun exposure throughout the day as a result of the southern exposure and the towers that flank it being pulled away from the front edge of the site to allow for greater morning and evening sun exposure.

DESIGN DEVELOPMENT

Tower Massing



The proposed development takes advantage of the site's location along a major arterial road with a future proposed Bus Rapid Transit route. This type of intensification is consistent with the Official Plan's goals of intensifying along major transit and connectivity networks, as well as providing more density in the housing being built in the outer urban transects.

The proposed development has been designed in accordance with the City's High-rise guidelines, with ample tower separations, between 24m to 45m, with forms that have been chosen to reduce shadowing, and servicing removed from the streets and contained in the centre of the site. Each of the proposed towers is comprised of three distinct parts, the Base. The point towers feature a 4-storey podium; middle, a window wall clad tower that has been set back from the base; and Crown, with a lantern like party room and mechanical penthouse. Similarly, the slab towers feature a 4-storey podium; a slab tower above that with a predominantly precast tower with window wall features at both ends; and Crown, with a fully glass party room and mechanical penthouse above.

The proposed floor plate is slightly over the 750m2 area as recommended floor plate area in the guidelines. However, the increased tower separations will mitigate any perceived adverse impacts of the slight increase.
To add to the project's visual interest at a neighbourhood scale each of the four towers have been designed with different total building height. The tallest building, at 40 storeys, is located along Baseline Road, at the corner of Baseline and the shared access way, with the shortest, at 28 storeys, is located at the north east corner of the site. This height difference implies a transition to the north and east neighbourhoods that lie beyond the adjacent sites.

SITE PLAN
With Grading

1 SP-1 OVERALL SITE PLAN

SCALE = 1 : 250

0m 5 10 25

SCALE 1: 250

PROJECT INFORMATION

Zoning By-law: 2008-250 Consolidation AM5 [436]

SITE AREA (PURCHASED)	13,158.6 m²	141,638 ft²
ROW PROTECTION	829.3 m²	8,927 ft²
SITE AREA (DEVELOPABLE)	12,329.3 m²	132,711 ft²

ZONING		REQUIRED	PROVIDED
ZONING		AM5 [436]	
DENSITY : THE CUMULATIVE TOTAL GFA MUST NOT EXCEED (MAXIMUM)		1.26 = 15,550m²	7.20 = 86,363.2 m²
BUILDING HEIGHT	BUILDING 'A'	25.0m	40 STOREY'S / 125.0m
	BUILDING 'B'	25.0m	34 STOREY'S / 107.0m
	BUILDING 'C'	25.0m	28 STOREY'S / 89.0m
	BUILDING 'D'	25.0m	34 STOREY'S / 107.0m
TOWER FOOTPRINT (GUIDELINE ONLY) NOT INCLUDES BALCONIES		750m²	787m²
TOWER SEPARATION (GUIDELINE ONLY)		23.0m	23.2m²
FRONT YARD SETBACK		0.0m	17.2m
INTERIOR SIDE YARD SETBACK (WEST & EAST SIDE)		0.0m	1.8m / 6.5m
REAR YARD SETBACK (MIXED USE BUILDING)		7.5m	13.2m
PARKLAND SETBACK (ABOVE GRADE ONLY)		3.0m	5.0m
TOTAL RESIDENTIAL UNIT COUNT			1,251
PARKING - RESIDENTIAL (AFTER 12 UNITS PER BLDG.) - 0.5 PER UNIT		602	814
PARKING - VISITOR ONLY (AFTER 12 UNITS PER BLDG.) - 0.1 PER UNIT: MAX. 30 PER		113	113
PARKING - COMMERCIAL (VARIES WITH USE) - 1.25 to 10.0 PER 100m² GFA		12 - 80	24
PARKING - RESIDENTIAL MAXIMUM- 1.75 PER UNIT		2,189	n/a
PARKING - COMMERCIAL RETAIL ONLY MAXIMUM: 3.6 PER 100m² GFA		34	n/a
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT		631	631
BICYCLE PARKING - COMMERCIAL - 1 PER 250m² GFA		5	5
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH		6.0m / 6.7m	6.0m / 6.7m
AMENITY AREA - TOTAL PER UNIT - 6.0m²		7,506.0m²	10,640 m²
AMENITY AREA - 50% COMMUNAL PER UNIT - 3.0m²		3,753.0m²	6,940 m²
PARKLAND DEDICATION AREA: - 10% LOT AREA		1,232.0m²	1,148.0m²

CAR PARKING AREA 'X'

MINIMUM REQUIRED		
RESIDENCE (AFTER 12 UNITS)	- 0.5 PER DWELLING UNIT	602
VISITOR (AFTER 12 UNITS) MAX. 30 PER BLDG.	- 0.1 PER DWELLING UNIT	113
COMM. USE (UNITS OVER 350m²)	- 1.25 to 10 PER 100m² GFA	24
TOTAL		739
MAXIMUM PERMITTED		
RESIDENCE + VISITOR	- 1.75 PER DWELLING UNIT	2,189
COMM. USE	- 3.6 PER 100m² GFA	34
TOTAL		2,223
PROVIDED		
RESIDENCE	- 0.63 PER DWELLING UNIT	790
VISITOR	- 0.1 PER DWELLING UNIT	113
COMM. USE	- 2.5 to 10 PER 100m² GFA	24
TOTAL		927
LOCATION		
BUILDING "A" U/G GARAGE		270
BUILDING "B" U/G GARAGE		178
BUILDING "C" U/G GARAGE		205
BUILDING "D" U/G GARAGE		274
SURFACE PARKING		0
TOTAL		952

BICYCLE PARKING

REQUIRED		
RESIDENCE	- 0.5 PER UNIT	626
COMMERCIAL	- 1 PER 250m² GFA (938 m²)	5
TOTAL		631
PROVIDED		
RESIDENCE	- 0.5 PER UNIT	626
COMMERCIAL		10
SHORT TERM AT GRADE		14
TOTAL		650

AMENITY SPACE

PHASE 1 BUILDING "A" PRIVATE BALCONIES =	1,800 m²
PHASE 1 BUILDING "A" COMMUNAL INTERIOR =	1,000 m²
PHASE 2 BUILDING "C" PRIVATE BALCONIES =	200 m²
PHASE 2 BUILDING "C" COMMUNAL INTERIOR =	2,700 m²
PHASE 2 BUILDING "C" COMMUNAL EXTERIOR =	270 m²
PHASE 2 BUILDING "D" PRIVATE BALCONIES =	1,500 m²
PHASE 2 BUILDING "D" COMMUNAL INTERIOR =	1,300 m²
PHASE 2 BUILDING "D" COMMUNAL EXTERIOR =	270 m²
PHASE 3 BUILDING "B" PRIVATE BALCONIES =	200 m²
PHASE 3 BUILDING "B" COMMUNAL INTERIOR =	1,300 m²
PHASE 3 BUILDING "B" COMMUNAL EXTERIOR =	100 m²
TOTAL =	10,640 m²
TOTAL COMMUNAL =	6,940 m²
REQUIRED - 6.0m² PER UNIT (1,251) =	7,506 m²
REQUIRED COMMUNAL @ 50% =	3,753 m²

LOT COVERAGE

SITE AREA EXCLUDES ROW PROTECTION: 829.3m²

BUILDING FOOTPRINT "A" =	1,065.8 m²	8.65%
BUILDING FOOTPRINT "B" =	985.4 m²	8.00%
BUILDING FOOTPRINT "C" =	1,003.2 m²	8.14%
BUILDING FOOTPRINT "D" =	1,510.0 m²	12.26%
DRIVING SURFACE =	1,936.3 m²	15.72%
LANDSCAPE SURFACE =	4,518.6 m²	36.61%
POPS =	200.0 m²	1.62%
PARKLAND DEDICATION =	1,110.0 m²	9.00%
TOTAL =	12,329.3 m²	100.00%

LOT PHASING AREA

PHASE 1: BUILDING "A" =	2,970.1 m²	24.12%
PHASE 2: BUILDING "C & D" =	5,644.2 m²	45.80%
PHASE 3: BUILDING "B" =	2,604.7 m²	21.16%
PARKLAND DEDICATION =	1,110.0 m²	9.00%
TOTAL =	12,329.3 m²	100.00%

BUILDING STATISTICS

BUILDING 'A' - 40 Storey's

GROSS BUILDING AREA (GFA IS BASED ON 78% CONSTRUCTION AREA)	31,804.2 m² / 342,338 ft²	24,807.3 m² / 267,024 ft²
TOWER FOOTPRINT		787.0 m² / 8,467 ft²
UNIT COUNT		370
VEHICLE PARKING		270
BICYCLE PARKING		187
COMMERCIAL AREA		257.0 m² / 2,770 ft²

BUILDING 'B' - 34 Storey's

GROSS BUILDING AREA (GFA IS BASED ON 78% CONSTRUCTION AREA)	28,350.9 m² / 293,629 ft²	20,553.0 m² / 221,231 ft²
TOWER FOOTPRINT		768.0 m² / 8,267 ft²
UNIT COUNT		307
VEHICLE PARKING		178
BICYCLE PARKING		157
COMMERCIAL AREA		680.8 m² / 7,328 ft²

BUILDING 'C' - 28 Storey's

TOTAL BUILDING AREA (GFA IS BASED ON 78% CONSTRUCTION AREA)	21,929.4 m² / 236,046 ft²	17,104.9 m² / 184,116 ft²
TOWER FOOTPRINT		768.0 m² / 8,267 ft²
UNIT COUNT		244
VEHICLE PARKING - RESIDENTIAL ONLY		205
BICYCLE PARKING		122

BUILDING 'D' - 34 Storey's

TOTAL AREA (GFA IS BASED ON 78% CONSTRUCTION AREA)	30,638.4 m² / 329,799 ft²	23,898.0 m² / 257,235 ft²
TOWER FOOTPRINT		787.0 m² / 8,467 ft²
UNIT COUNT		330
VEHICLE PARKING - RESIDENTIAL ONLY		274
BICYCLE PARKING		165

BUILDING AREA

CITY OF OTTAWA ZONING AREA (GFA IS BASED ON 78% CONSTRUCTION AREA)

	CONSTRUCTION AREA	ZONING GFA AREA
BUILDING 'A'	31,804.2 m² / 342,338 ft²	24,807.3 m² / 267,024 ft²
BUILDING 'B'	28,350.9 m² / 293,629 ft²	20,553.0 m² / 221,231 ft²
BUILDING 'C'	21,929.4 m² / 236,046 ft²	17,104.9 m² / 184,116 ft²
BUILDING 'D'	30,638.4 m² / 329,799 ft²	23,898.0 m² / 257,235 ft²
TOTAL AREA ABOVE GRADE	110,722.9 m² / 1,191,812 ft²	86,363.2 m² / 929,606 ft²

UNIT MIX

	BLDG. A	BLDG. B	BLDG. C	BLDG. D	TOTAL %	TOTAL
STUDIO UNIT	0	28	22	0	4.0%	50
1 BEDROOM UNIT	68	59	50	54	18.5%	231
1 BEDROOM + UNIT	154	93	69	141	36.5%	457
2 BEDROOM UNIT	142	121	97	123	38.6%	483
2 BEDROOM + UNIT	6	6	6	12	2.4%	30
TOTAL UNITS	370	307	244	330		1,251

BLDG. "A" COMMERCIAL AREA 257.3 sq. m. / 2,770 sq. ft.

BLDG. "B" COMMERCIAL AREA 680.8 sq. m. / 7,328 sq. ft.

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

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- 04 — INDICATES ASSEMBLIE TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDUAL.
- 05 — INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A900 SERIES.
- 000 — INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A900 SERIES.
- 00 / 00 — DETAIL NUMBER / TITLE / SCALE / DETAIL REFERENCE PAGE / DETAIL CROSS REFERENCE PAGE

No.	DESCRIPTION	DATE
4		
3		
2		
1		
3	ISSUED FOR OWNER / CONSULTANT REVIEW	2026 05 08
2	ISSUED FOR OWNER / CONSULTANT REVIEW	2026 02 11
1	ISSUED FOR OWNER / CONSULTANT REVIEW	2025 08 18

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW:

SEAL DATE: STAMP DATE

CLIENT: BERTONE

ARCHITECT: rla/architecture — roderick lahey architect inc. — 56 beech street, ottawa, ontario K1S 3J6 t.613.724.9932 f.613.724.1209 rlaarchitecture.ca

PROJECT TITLE: 1345 BASELINE ROAD — OTTAWA ONTARIO

SHEET TITLE: SITE PLAN ULTIMATE CONDITION

DRAWN: R.V. | CHECKED: K.R.

SCALE: 1:250 | SHEET No. SP-1

PROJECT No. 2505

D07-12-25-____

LANDSCAPE ARCHITECT	GEOTECHNICAL ENGINEER	CIVIL ENGINEER	URBAN PLANNER	PROJECT DEVELOPER
FoTenn Consultants Inc. 420 O'Connor Street Ottawa, ON Canada, K2P 1W4 Tel.: (613) 730-5709 Fax: (613) 730-1136 E-Mail: fountain@fotenn.com E-Mail: mitchell@fotenn.com	**Paterson group** 9 Auriga Drive Ottawa, Ontario K2E 7T9 Tel: 613.226-7381 Email: sdennis@patersongroup.ca Email: npatey@patersongroup.ca	**Stantec** 300-1331 Clyde Avenue Nepean, ON K2C 3G4 Tel: (613) 722-4420 E-Mail: omar.elsafdi@stantec.com E-Mail: peter.moroz@stantec.com	**FoTenn Consultants Inc.** 420 O'Connor Street Ottawa, ON Canada, K2P 1W4 Tel.: (613) 730-5709 Fax: (613) 730-1136 E-Mail: tremblay@fotenn.com E-Mail: mitchell@fotenn.com	**Bertone Development Corporation** 1285 Rue Hodge, Suite 200 Saint-Laurent, Quebec, H4N 2B6 Tel: (514) 747-1696 Cell: (514) 952-3383 Email: mbertone@bertone.ca
WIND / SOUND ENGINEER	**TRANSPORTATION ENGINEER**	**SURVEYOR**	**LEGAL DESCRIPTION**	**CONSTRUCTION MANAGER**
Gradient Wind 127 Walgreen Road, Ottawa, ON, Canada K0A 1L0 Tel.:(613) 836-0934 ext. 116 Cell: (343) 643-0026 E-Mail: david.huitema@gradientwind.com E-Mail: joshua.foster@gradientwind.com	**Stantec Geomatics Ltd.** 400-1331 Clyde Avenue Nepean, ON K2C 3G4 Tel: 613 722-4420 E-Mail: ____stantec.com www.stantec.com	**Stantec Geomatics Ltd.** 400-1331 Clyde Avenue Nepean, ON K2C 3G4 Tel: 613 722-4420 E-Mail: ____stantec.com www.stantec.com	PLAN OF SURVEY OF PART OF LOT 'N' CONCESSION 'A' (GEOGRAPHIC TOWNSHIP OF NEPEAN) CITY OF OTTAWA Stantec Geomatics Ltd. ONTARIO LAND SURVEYORS	**Vuze Construction** Street, ___ City ___ Quebec, ### ### Tel: (819) 664-4195 Email: mchenier@vuzeconstruction.com

PAPER SIZE: ISO_B1_(707.00_x_1000.00_MM) | PLOT DATE: Friday, May 08, 2026 | PLOT SCALE: 1:1 | PEN STYLE: 0-RLA-MASTER-100%.ctb | F:\2025\2505 - 1345 Baseline (Scouts Canada)(prev 2202)\01 Design Development\01 Site Plan\2505 1345 Baseline SP-1 Site Plan.dwg

DWG # _____

PROJECT STATISTICS

TOWER A

Building Areas	Construction	Municipal	Residential	Common	Commercial	
	345, 973 SF	269,851 SF	268,086 SF	75,117 SF	4,053 SF	
Building Height	40 storeys					
Amenity area	Private	Public				
	10,880 SF	20,400 SF				
Parking	Residential	Visitor	Bicycle			
	250	30	190			
Unit Type	Studio	1 Bedroom	1 Bed + Study	2 Bedroom	2 Bed + Study	Total
	0	68	154	142	6	370

TOWER B

Building Areas	Construction	Municipal	Residential	Common	Commercial	
	327,932 SF	255,787 SF	250,524 SF	62,883 SF	7,328 SF	
Building Height	34 storeys					
Amenity area	Private	Public				
	0 SF	14,302 SF				
Parking	Residential	Visitor	Bicycle			
	148	30	175			
Unit Type	Studio	1 Bedroom	1 Bed + Study	2 Bedroom	2 Bed + Study	Total
	28	59	93	121	6	307

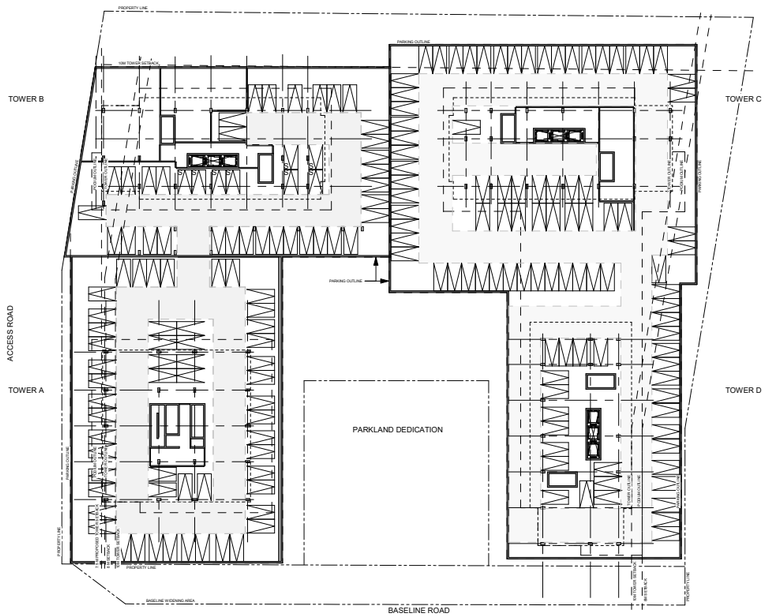
TOWER C

Building Areas	Construction	Municipal	Residential	Common	Commercial	
	233,467 SF	182,104 SF	170,331 SF	56,206 SF	0 SF	
Building Height	28 storeys					
Amenity area	Private	Public				
	0 SF	29,811 SF				
Parking	Residential	Visitor	Bicycle			
	459	30	125			
Unit Type	Studio	1 Bedroom	1 Bed + Study	2 Bedroom	2 Bed + Study	Total
	22	50	69	97	6	244

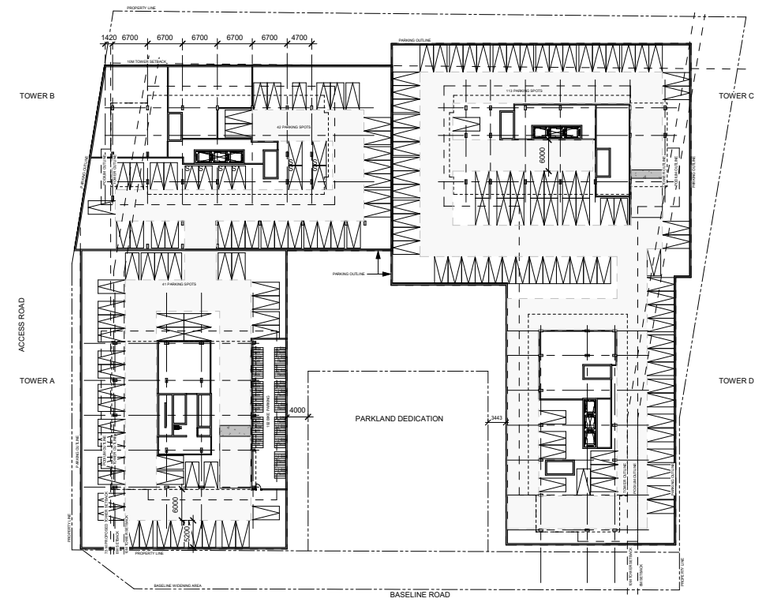
TOWER D

Building Areas	Construction	Municipal	Residential	Common	Commercial	
	303,229 SF	219,359 SF	231,137 SF	69,947 SF	0 SF	
Building Height	32 storeys					
Amenity area	Private	Public				
	16,200 SF	20,414 SF				
Parking	Residential	Visitor	Bicycle			
	Combined with tower C	Combined with Tower C	190			
Unit Type	Studio	1 Bedroom	1 Bed + Study	2 Bedroom	2 Bed + Study	Total
	0	54	141	123	12	330

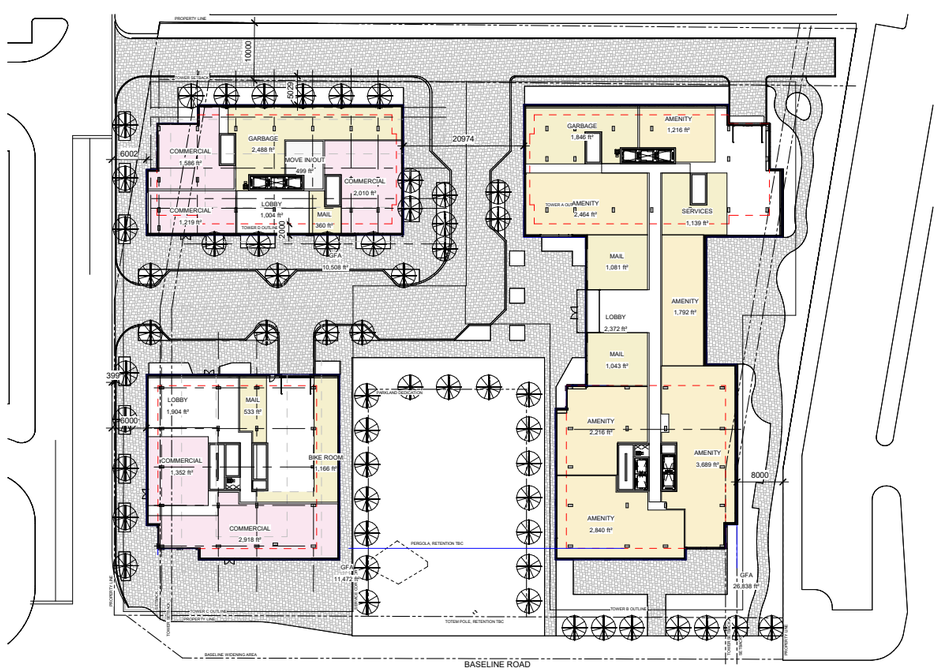
PLANS



P2 Plan



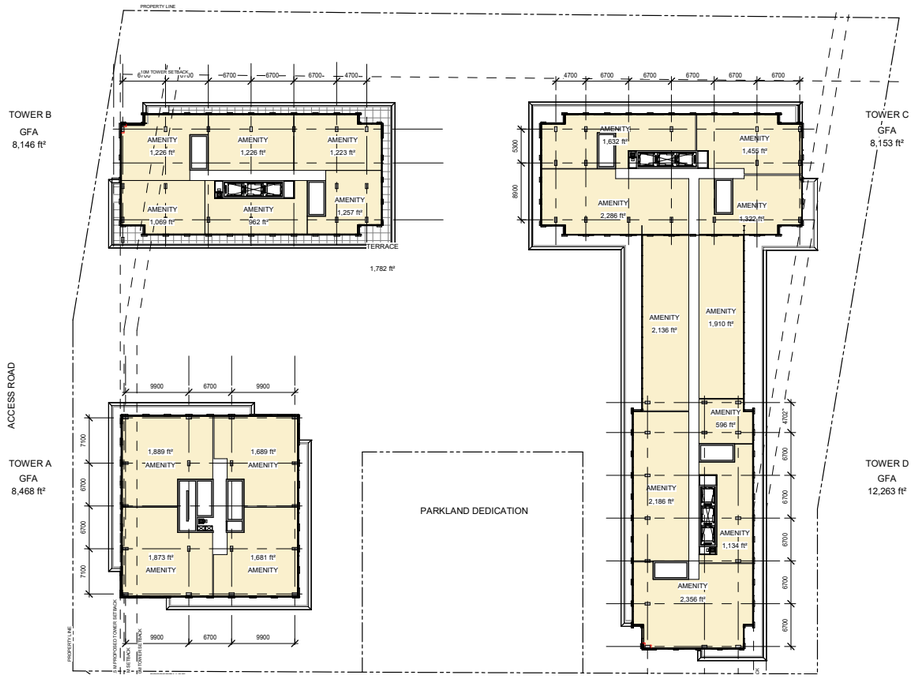
P1 Plan



Ground Floor Plan

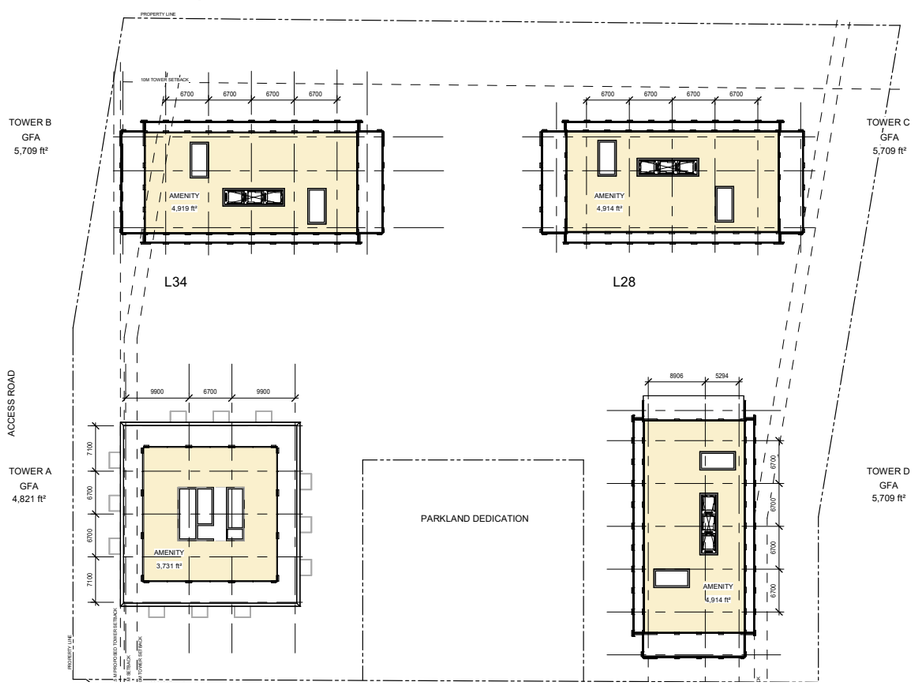
L 2-4 Plan - Typical Podium

PLANS

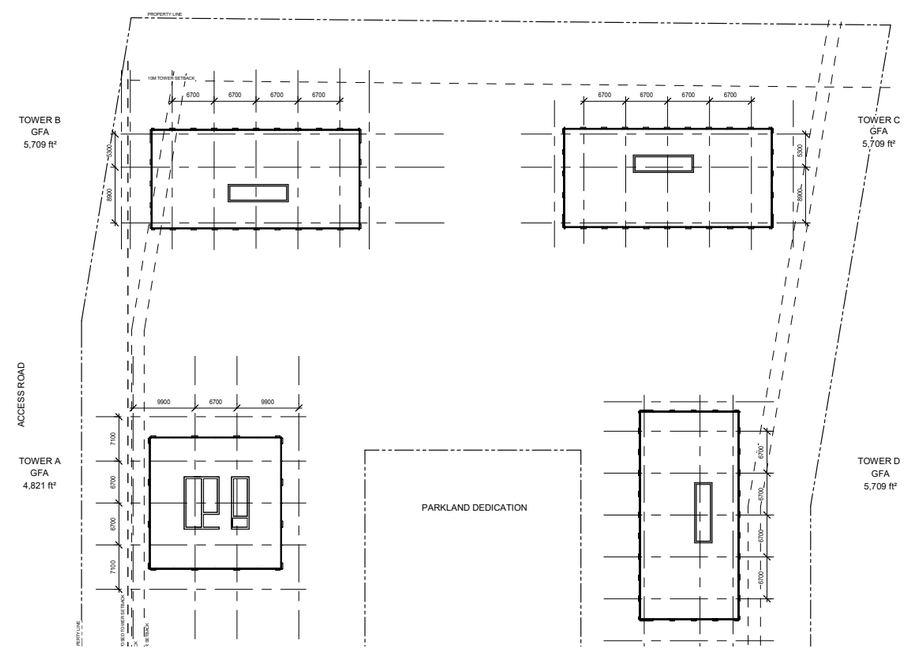


L5 Plan - Amenity Floor

Plan - Typical Tower



Plan - Penthouse Amenity Floor

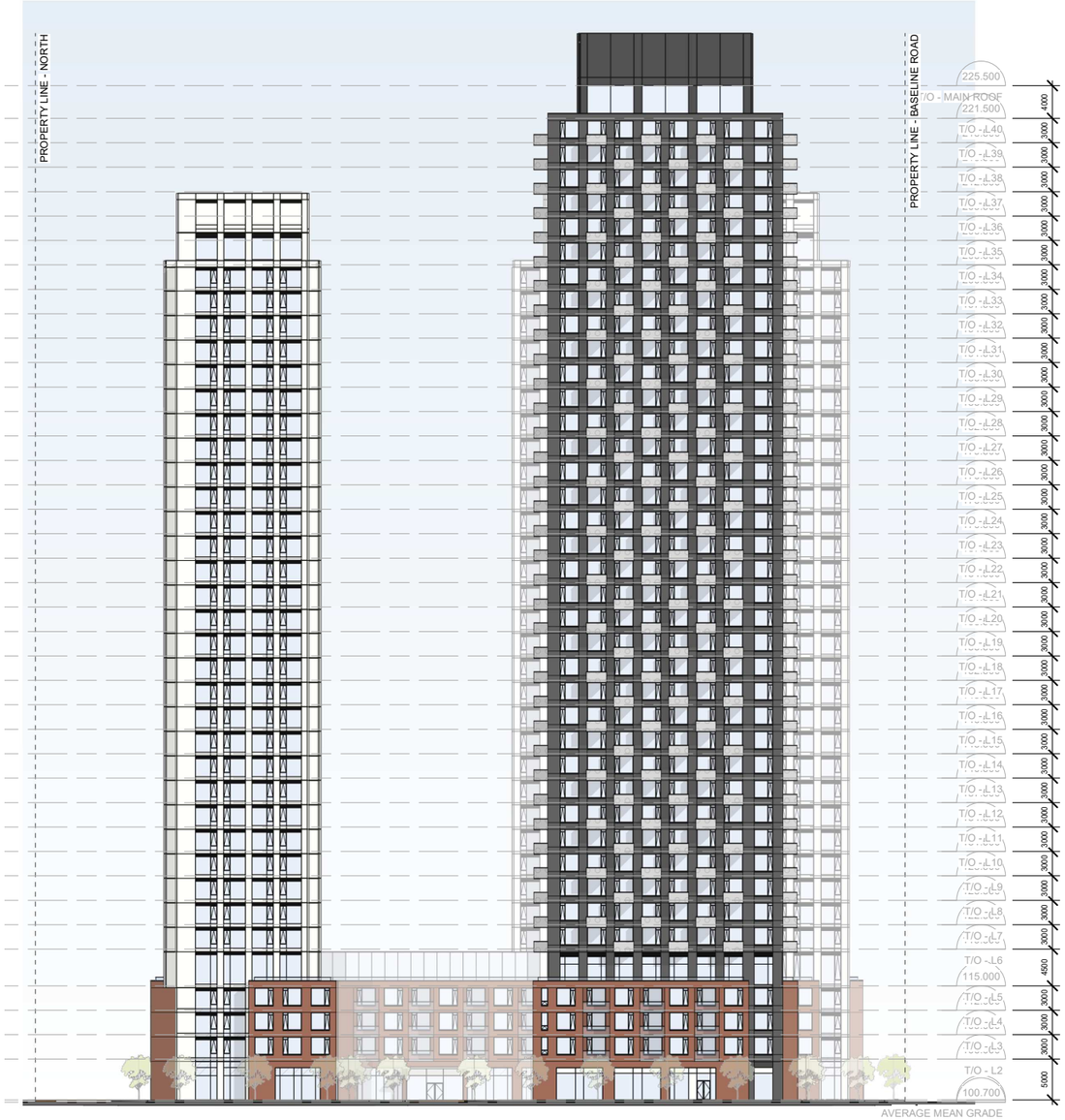


Mechanical Penthouse Plan

SITE ELEVATION

South and West Elevations

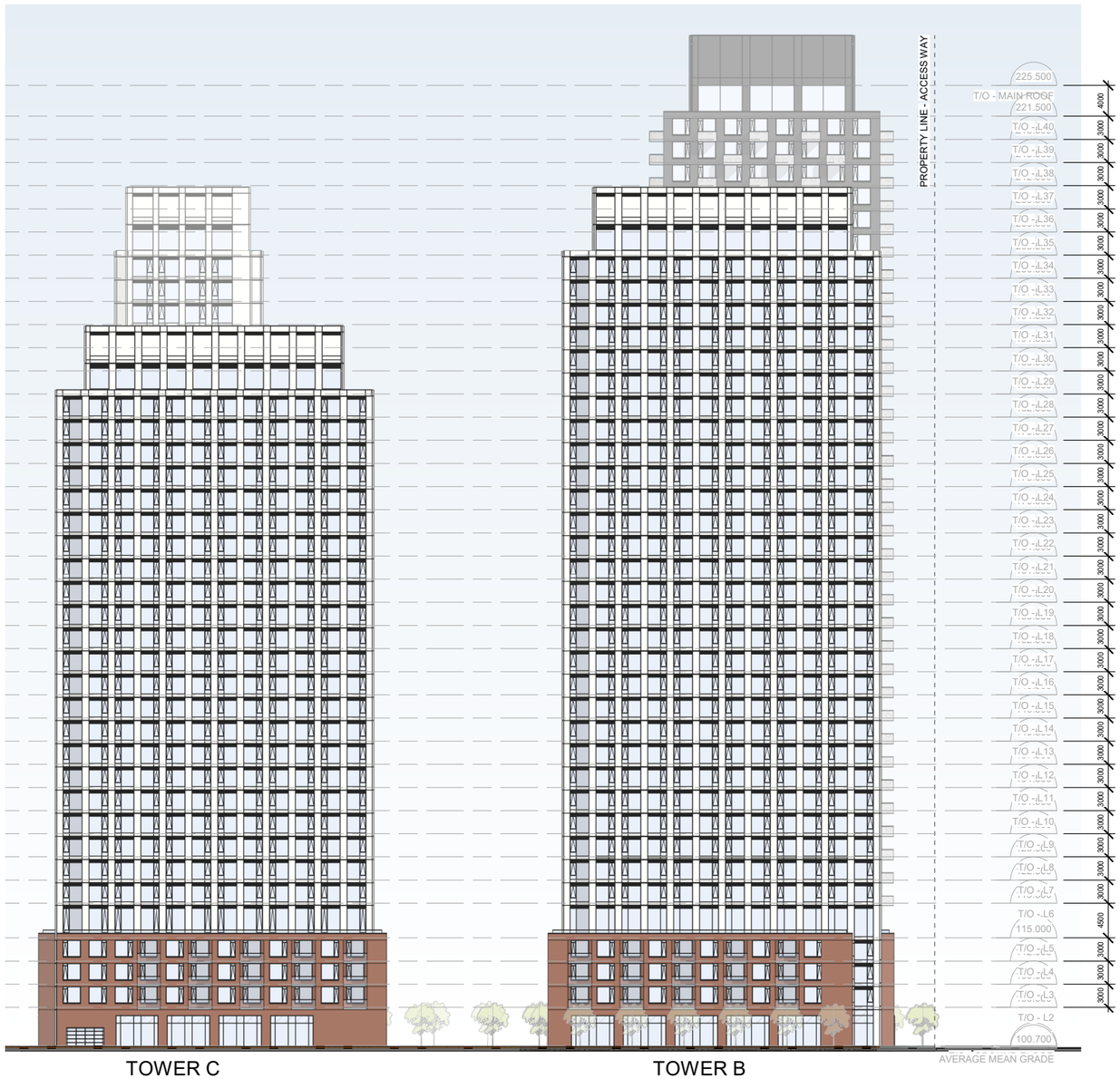
South Elevation



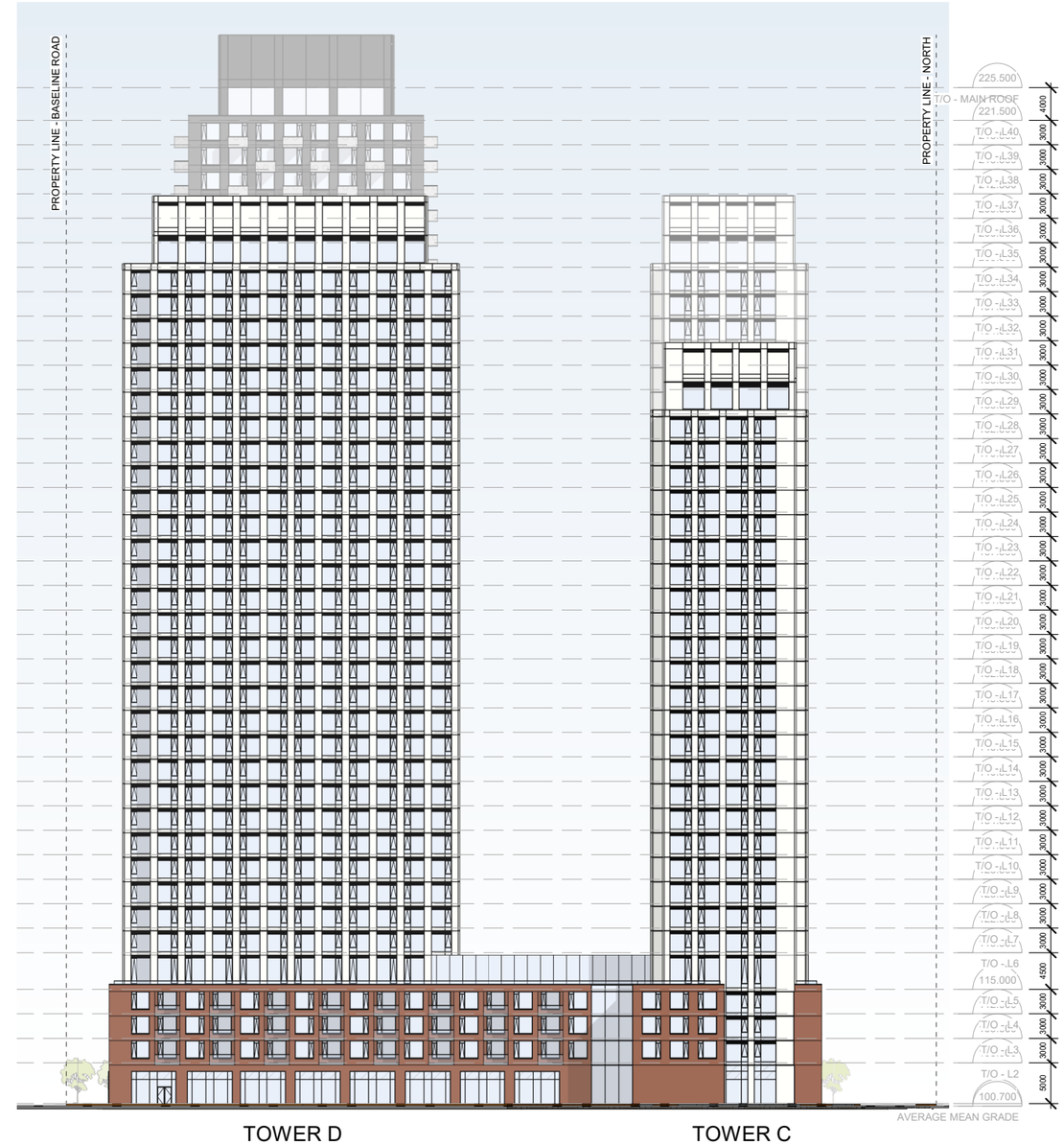
West Elevation

SITE ELEVATION

North and East Elevations



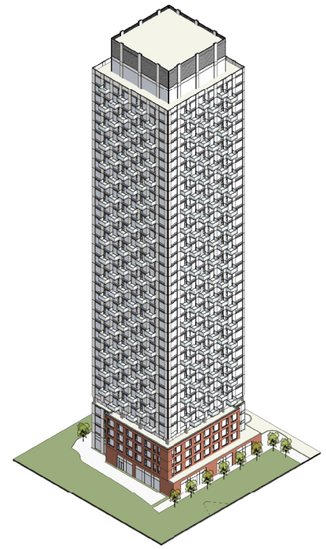
North Elevation

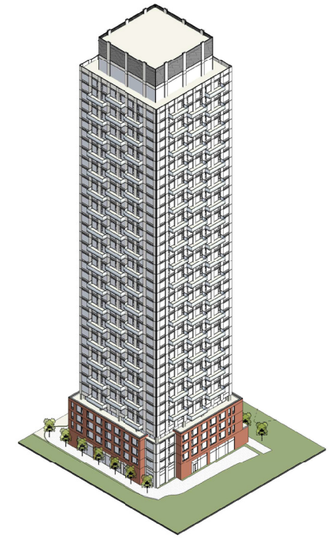


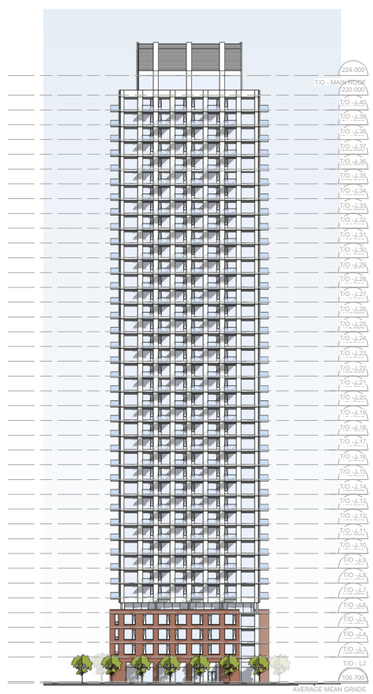
East Elevation

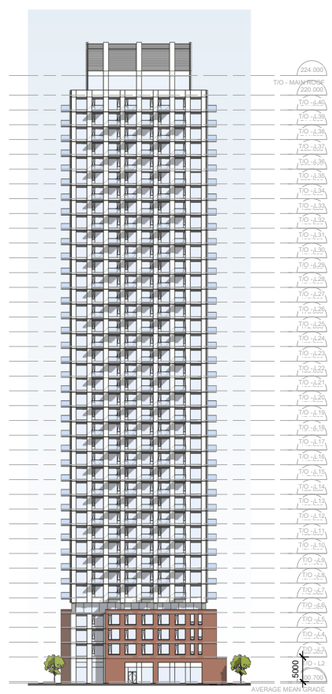
STUDIES

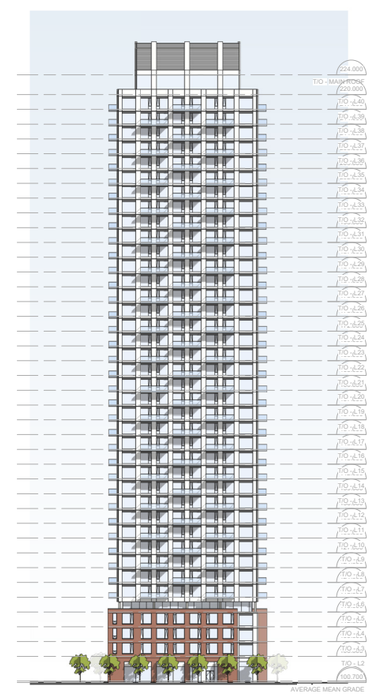
Balcony Options

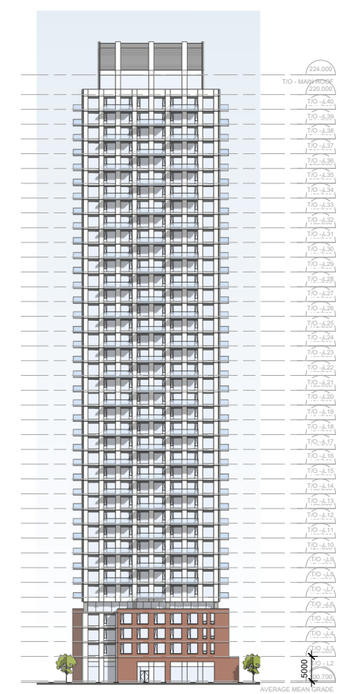












ELEVATION

Blow-up elevation with materials

Sustainable design features currently being contemplated:

- High Density developments in close proximity to public transit
- Higher use of public transit will reduce greenhouse gas emissions
- Reduction of heat island effect with use of cool roofs.
- All required parking located below grade maximizing landscape areas
- EV car charging
- EV car sharing
- Every parking stall will be EV ready
- Bike parking within the ground floor and parking garage
- Site Lighting will be Dark Star compliant
- Bird friendly design guidelines incorporated into the podium design.
- All internal and external communal spaces will be designed to accessible standards
- Incorporation of pedestrian pathways that are continuous and universally accessible into landscape design along all site frontages connecting to POPS and public park
- 15% of the residential units are proposed to be accessible barrier-free units.

SITE CONTEXT

Street Sections

Baseline Road

Access Road

SITE CONTEXT

Perspective Images - Park View

SITE CONTEXT

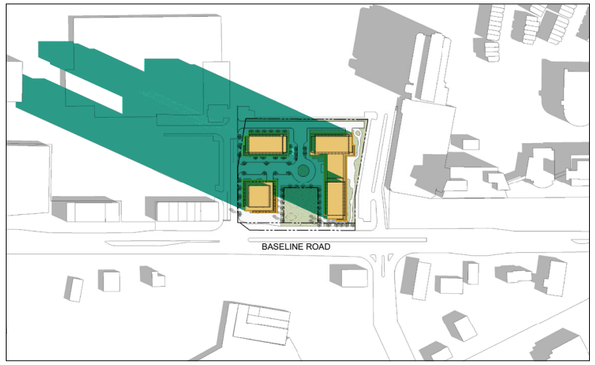
Perspective Images- Entry View

AERIAL VIEW

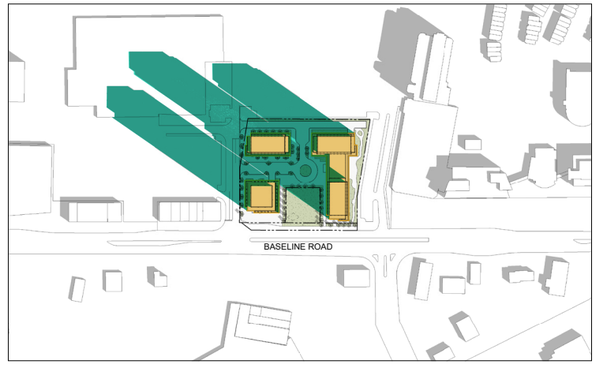
Axonometric View of the Full Site

SHADOW ANALYSIS

June 21st



1345 BASELINE ROAD SHADOW STUDY
JUNE 21ST - 8:00



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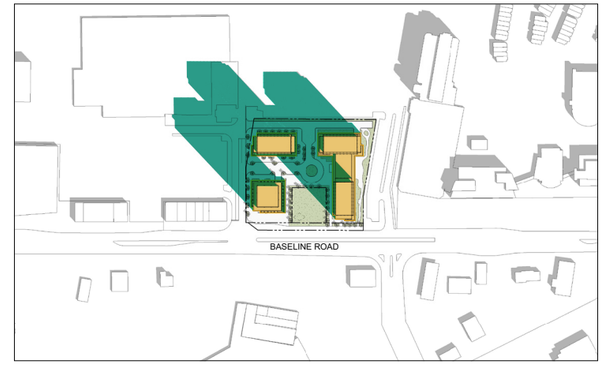

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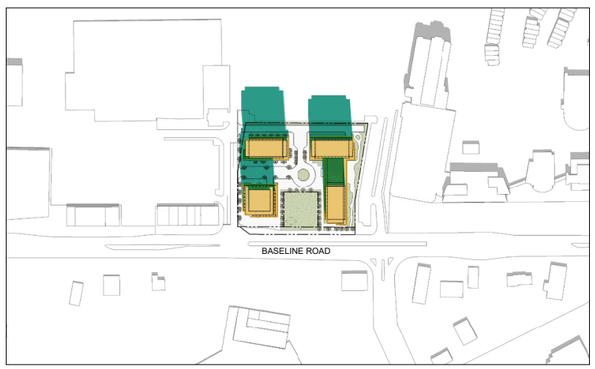
JUNE 21ST - 10:00

1345 BASELINE ROAD SHADOW STUDY
JUNE 21ST - 11:00



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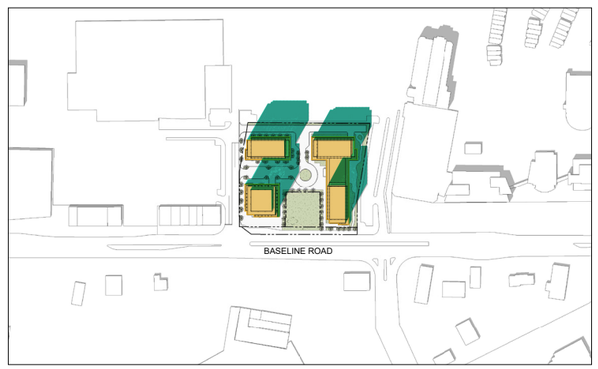

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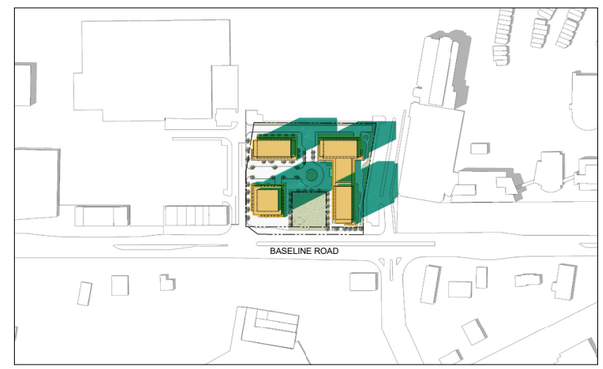

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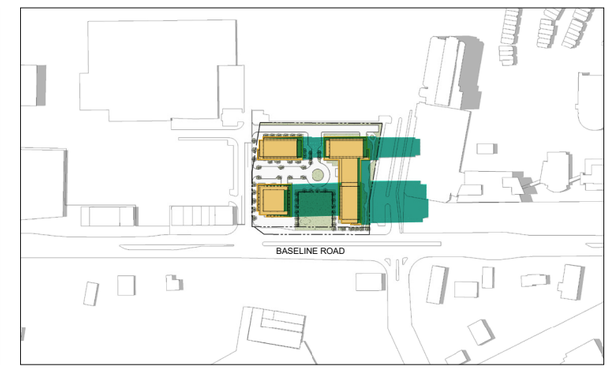

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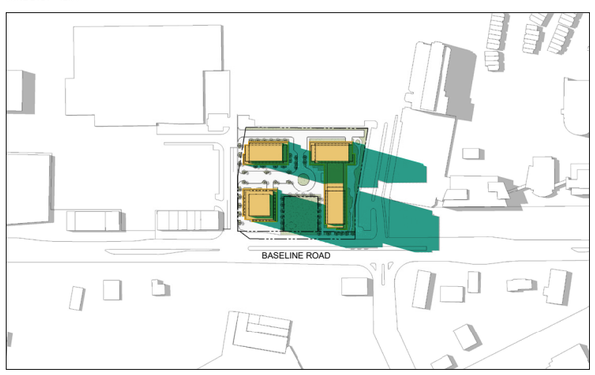

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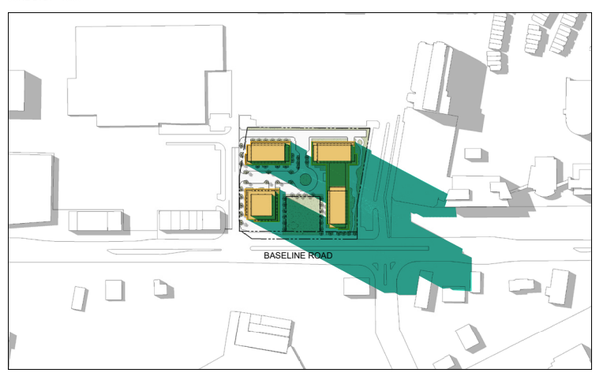

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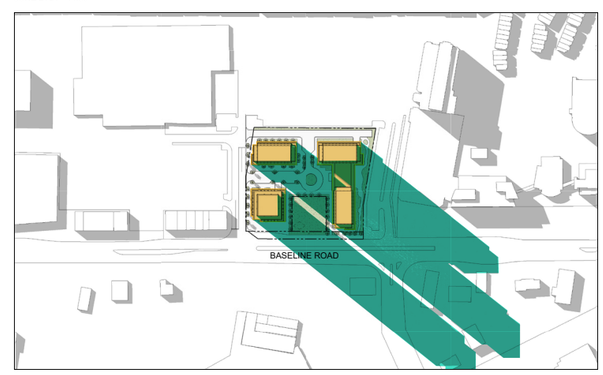

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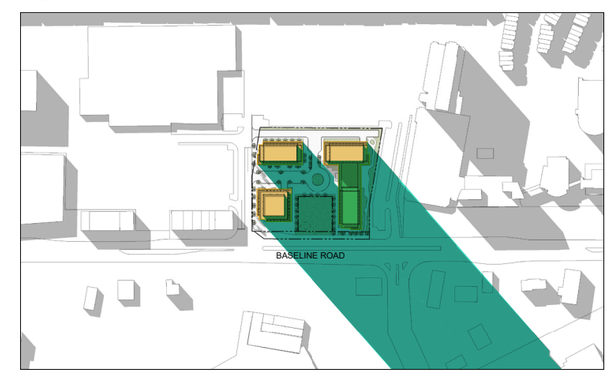

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JUNE 21ST - 19:00

SHADOW ANALYSIS

Sept/ Mar 21st

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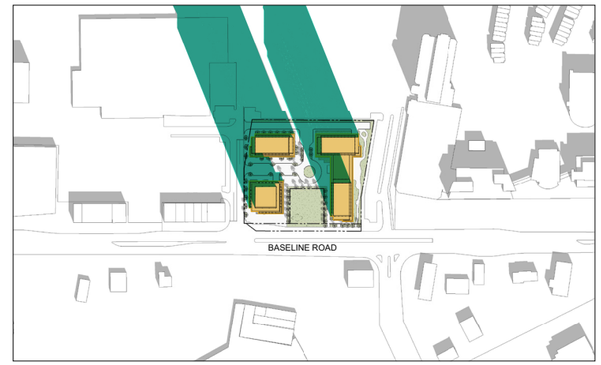
SEPTEMBER 21ST - 8:00

1345 BASELINE ROAD SHADOW STUDY
SEPTEMBER 21ST - 9:00



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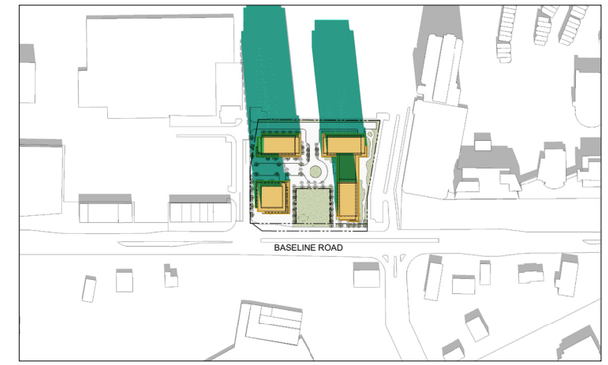

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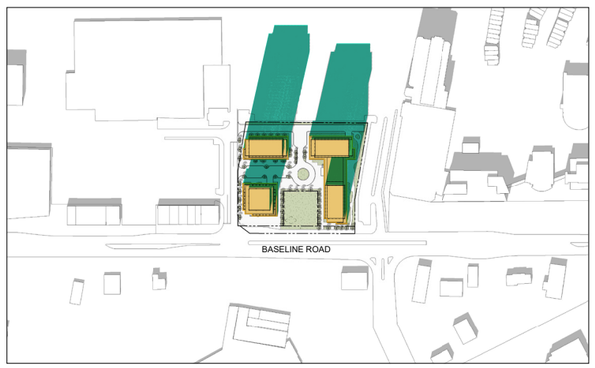

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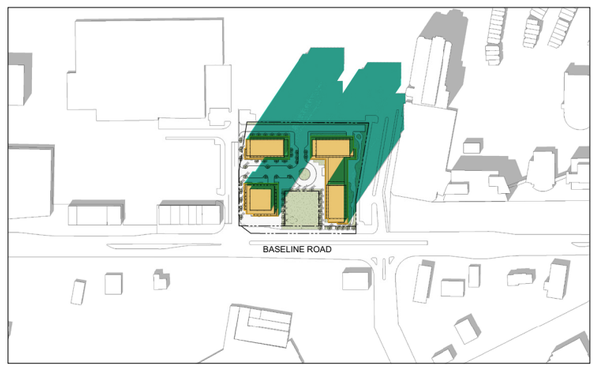

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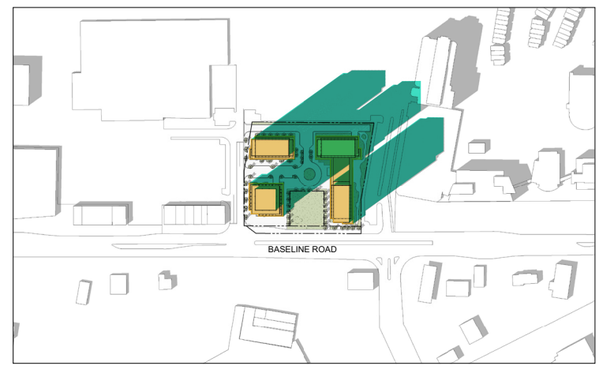

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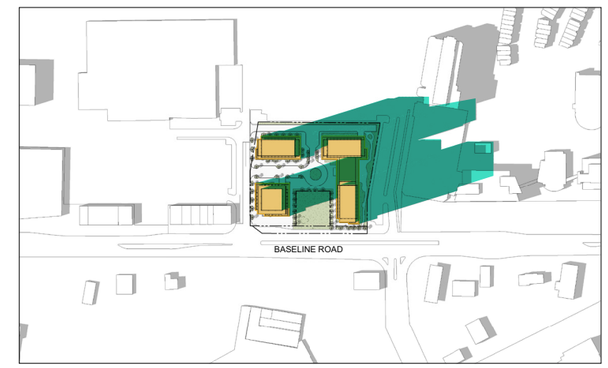

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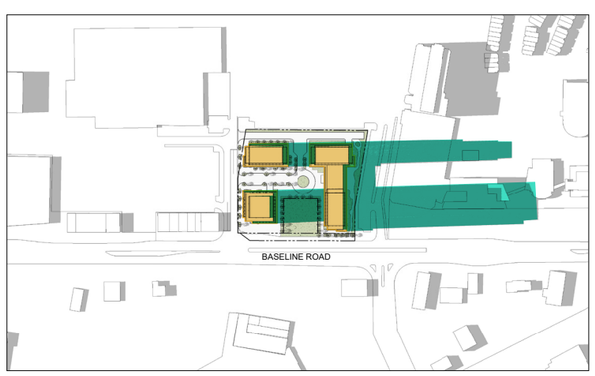

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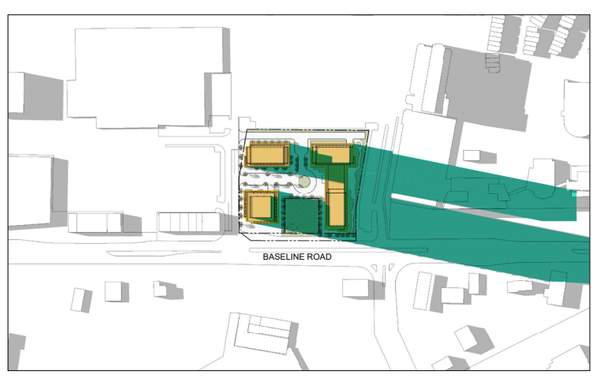

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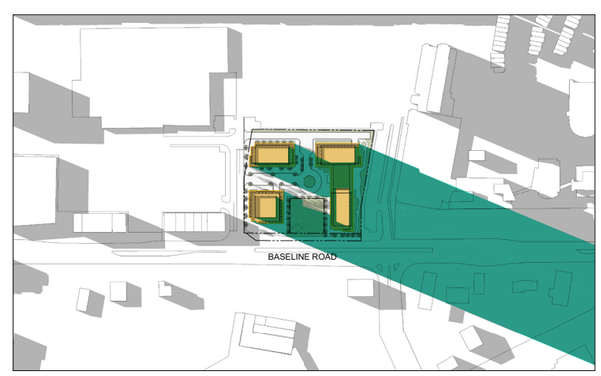

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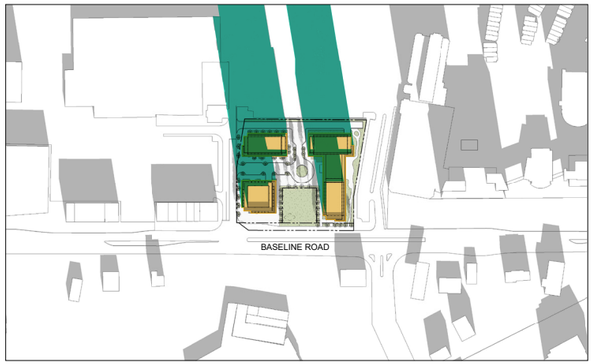
SEPTEMBER 21ST - 18:00

SHADOW ANALYSIS

Dec 21st



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DECEMBER 21ST - 9:00

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DECEMBER 21ST - 10:00

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DECEMBER 21ST - 11:00

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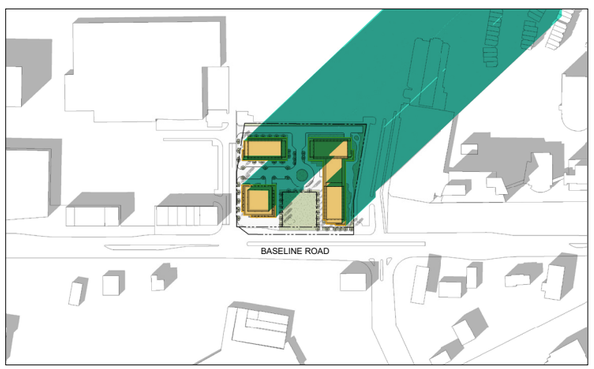
DECEMBER 21ST - 12:00



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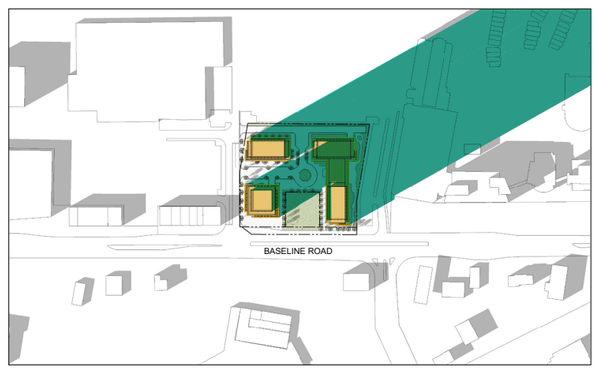

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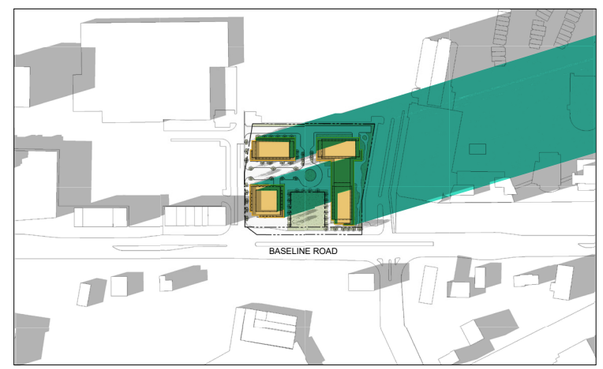

1345 BASELINE ROAD SHADOW STUDY
DECEMBER 21ST - 15:00

LANDSCAPE PLAN

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FOTENN Planning + Design
420 O'Connor Street
Ottawa, ON, CANADA K2P 1W4
613.730.5709
fotenn.com

legend / légende

- PROPERTY LINE
- EXTENT OF UNDERGROUND GARAGE
- EXTENT OF PARKLAND DEDICATION
- LIMIT OF P.O.P.S.
- EXISTING TREES AND VEGETATION
  ESTIMATED LOCATIONS PER GeoOTTAWA 2022 CANOPY COVER
- PROPOSED DECIDUOUS TREE PLANTING
- PROPOSED CONIFEROUS TREE PLANTING
- CIP CONCRETE
- UNIT PAVERS
- UNIT PAVERS - HEAVY DUTY
- ASPHALT PAVING
- GRANULAR PAVING
- LAWN
- PLANTING AREA
- ACCESSIBLE BENCH WITH THIRD ARMREST
- BIKE RACKS

rev'n	description / la description	yyyy/mm/dd
02	issue for ZBLA	2026/05/12
01	re-issue for coordination	2026/05/06
00	issue for UDRP	2026/02/19

north / le nord

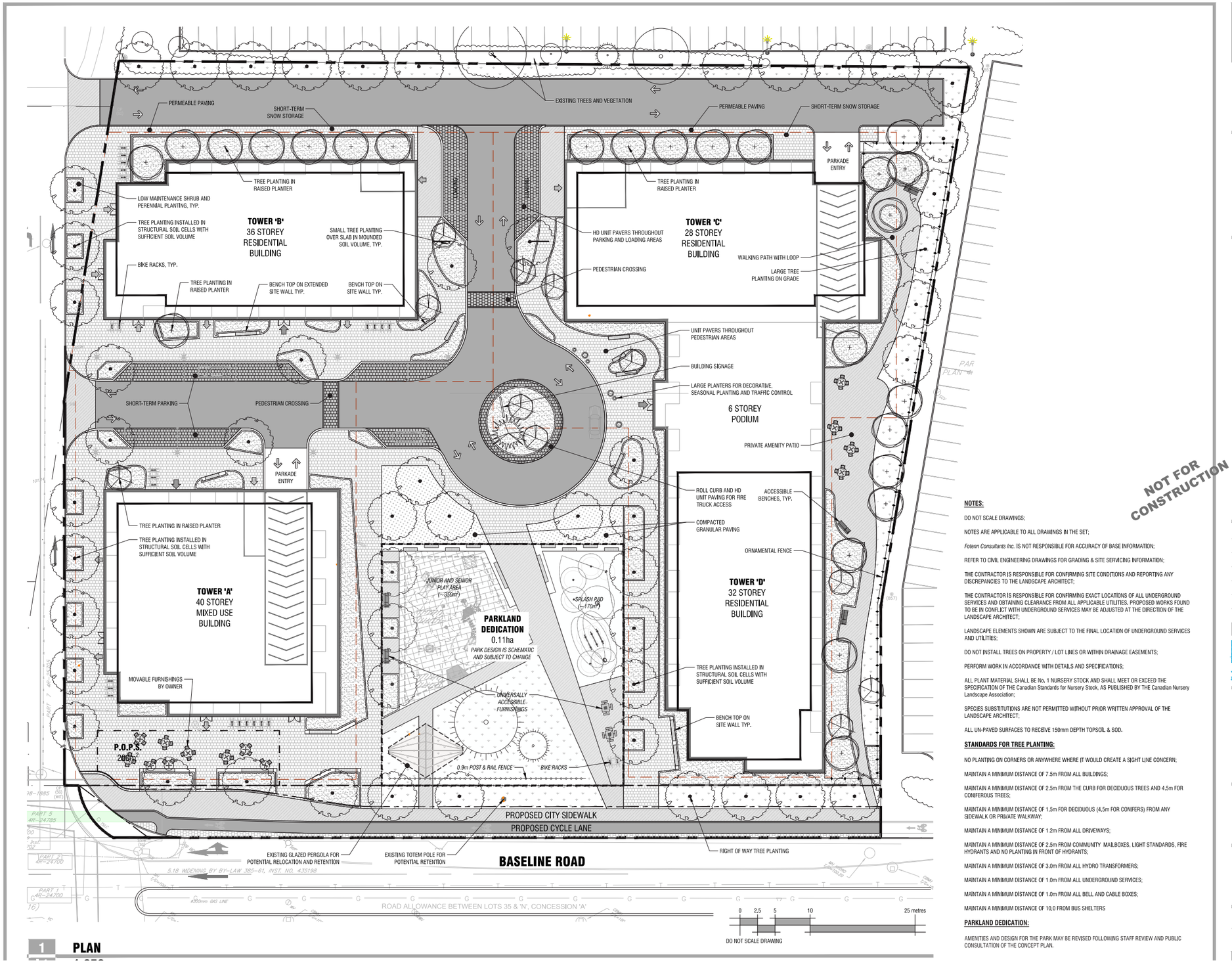
project / projet

1345 BASELINE

drawing / dessin

LANDSCAPE CONCEPT PLAN

LANDSCAPE PLAN



1 PLAN

NOT FOR CONSTRUCTION

NOTES:

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NOTES ARE APPLICABLE TO ALL DRAWINGS IN THE SET;

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REFER TO CIVIL ENGINEERING DRAWINGS FOR GRADING & SITE SERVICING INFORMATION;

THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING SITE CONDITIONS AND REPORTING ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT;

THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING EXACT LOCATIONS OF ALL UNDERGROUND SERVICES AND OBTAINING CLEARANCE FROM ALL APPLICABLE UTILITIES. PROPOSED WORKS FOUND TO BE IN CONFLICT WITH UNDERGROUND SERVICES MAY BE ADJUSTED AT THE DIRECTION OF THE LANDSCAPE ARCHITECT;

LANDSCAPE ELEMENTS SHOWN ARE SUBJECT TO THE FINAL LOCATION OF UNDERGROUND SERVICES AND UTILITIES;

DO NOT INSTALL TREES ON PROPERTY / LOT LINES OR WITHIN DRAINAGE EASEMENTS;

PERFORM WORK IN ACCORDANCE WITH DETAILS AND SPECIFICATIONS;

ALL PLANT MATERIAL SHALL BE No. 1 NURSERY STOCK AND SHALL MEET OR EXCEED THE SPECIFICATION OF THE Canadian Standards for Nursery Stock, AS PUBLISHED BY THE Canadian Nursery Landscape Association;

SPECIES SUBSTITUTIONS ARE NOT PERMITTED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT;

ALL UN-PAVED SURFACES TO RECEIVE 150mm DEPTH TOPSOIL & SOD.

STANDARDS FOR TREE PLANTING:

NO PLANTING ON CORNERS OR ANYWHERE WHERE IT WOULD CREATE A SIGHT LINE CONCERN;

MAINTAIN A MINIMUM DISTANCE OF 7.5m FROM ALL BUILDINGS;

MAINTAIN A MINIMUM DISTANCE OF 2.5m FROM THE CURB FOR DECIDUOUS TREES AND 4.5m FOR CONIFEROUS TREES;

MAINTAIN A MINIMUM DISTANCE OF 1.5m FOR DECIDUOUS (4.5m FOR CONIFERS) FROM ANY SIDEWALK OR PRIVATE WALKWAY;

MAINTAIN A MINIMUM DISTANCE OF 1.2m FROM ALL DRIVEWAYS;

MAINTAIN A MINIMUM DISTANCE OF 2.5m FROM COMMUNITY MAILBOXES, LIGHT STANDARDS, FIRE HYDRANTS AND NO PLANTING IN FRONT OF HYDRANTS;

MAINTAIN A MINIMUM DISTANCE OF 3.0m FROM ALL HYDRO TRANSFORMERS;

MAINTAIN A MINIMUM DISTANCE OF 1.0m FROM ALL UNDERGROUND SERVICES;

MAINTAIN A MINIMUM DISTANCE OF 1.0m FROM ALL BELL AND CABLE BOXES;

MAINTAIN A MINIMUM DISTANCE OF 10.0 FROM BUS SHELTERS

PARKLAND DEDICATION:

AMENITIES AND DESIGN FOR THE PARK MAY BE REVISED FOLLOWING STAFF REVIEW AND PUBLIC CONSULTATION OF THE CONCEPT PLAN.

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Client / Client

BERTONE DEVELOPMENT CORPORATION

key plan / plan repère

legend / légende

- PROPERTY LINE
- EXTENT OF UNDERGROUND GARAGE
- EXTENT OF PARKLAND DEDICATION
- LIMIT OF P.O.P.S.
- EXISTING TREES AND VEGETATION *ESTIMATED LOCATIONS PER GeoOTTAWA 2022 CANOPY COVER*
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rev'n	description / la description	yyyy/mm/dd
02	issue for coordination	2026/05/06
01	issue for coordination	2026/04/10
00	issue for UDRP coordination	2026/02/18

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fotenn.com

north / le nord

stamp / le cachet

project / projet

1345 BASELINE

drawing / dessin

LANDSCAPE CONCEPT PLAN

designed / conçu	drawn / dessiné	reviewed / examiné
BM / DF	BM	DF
date	project number / No. du projet	
August 2025	25001	

drawing number / No. du dessin

1345 Baseline Road

Architectural Design Report

ZBLA

2026