

1767 and 1773 Baseline Road

Urban Design Brief
December 2025

Table of Contents

01 Introduction	
Introduction	3
02 Site Context & Analysis	
Site Context	5
Surrounding Area	6
Site Photos	7
03 Project Description	
Design Intent	9
Renderings	10
04 Design Directives	
Response to Urban Design Comments Received Through Pre-Consultation	13
Official Plan Design Directives	14
03 Design Research	
Alternative Site Plan	16
Built Form Transition	17
Applicable Design Guidelines	18

INTRODUCTION

01

Introduction

This Urban Design Brief has been prepared to satisfy the requirements of a Zoning By-law Amendment application to facilitate the proposed development at 1767 and 1773 Baseline Road. This Urban Design Brief has been prepared by Fotenn Planning + Design, with architectural graphics provided by M. David Blakely Architect Inc.

We trust that the contents of this Urban Design Brief are satisfactory.

Sincerely,



Jillian Simpson, MCIP RPP
Planner

SITE CONTEXT & ANALYSIS

02

Site Context

The subject site is located on the north side of Baseline Road in the Nepean neighbourhood of Ottawa. Comprised of two rectangular shaped lots, 1767 Baseline Road has a lot area of 557.34 square metres and lot width of 18.29 metres, and 1773 Baseline Road has a lot area of 529.68 square metres and lot width of 20.01 metres. Combined, the development parcel has a lot area of 1,087.02 square metres, and 38.3 metres of frontage on Baseline Road.

1767 Baseline Road is currently developed with a duplex dwelling, each unit having its own driveway. The adjacent property at 1773 Baseline Road contains a two-storey single-detached dwelling with an attached garage and driveway. A mature tree and a fire hydrant are located within the front yard of 1773 Baseline Road, with sidewalks located along both sides of Baseline Road and across both site frontages. Overhead hydro wires and a hydro pole run north-south along the western property line, with a light standard located across the site within the Baseline Road median.

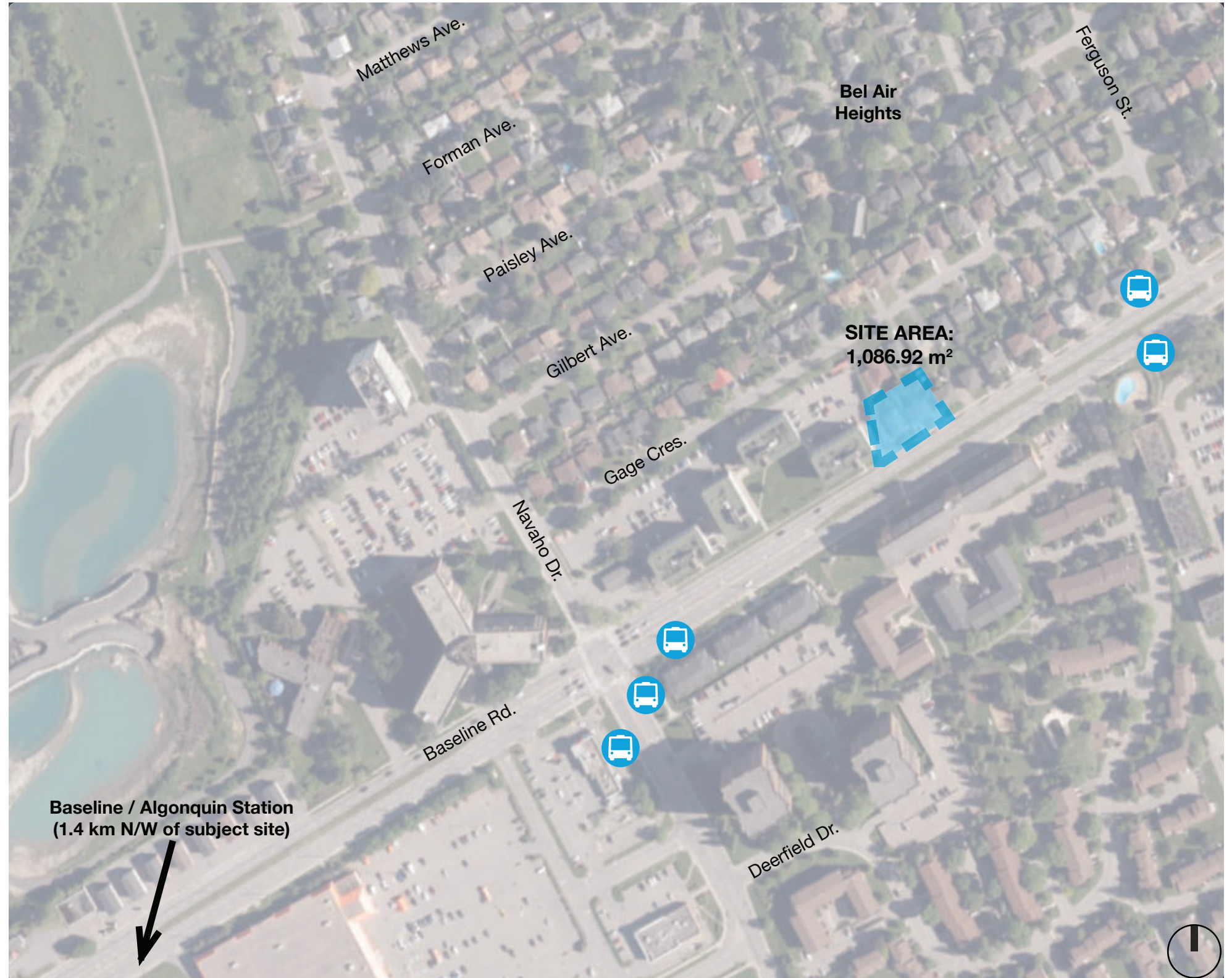
The subject site abuts the low-rise residential community of Bel Air Heights to the north and east of the site, with a five-storey residential apartment building located immediately to the east of the site. A four-storey apartment building is located across Baseline Road.

Baseline Road is designated an Arterial road. The subject site is in proximity to several other existing arterial and collector roads (Woodroffe Avenue, Iris Road, Navaho Drive, Clyde Avenue, Maitland Avenue, Meadowlands Drive).

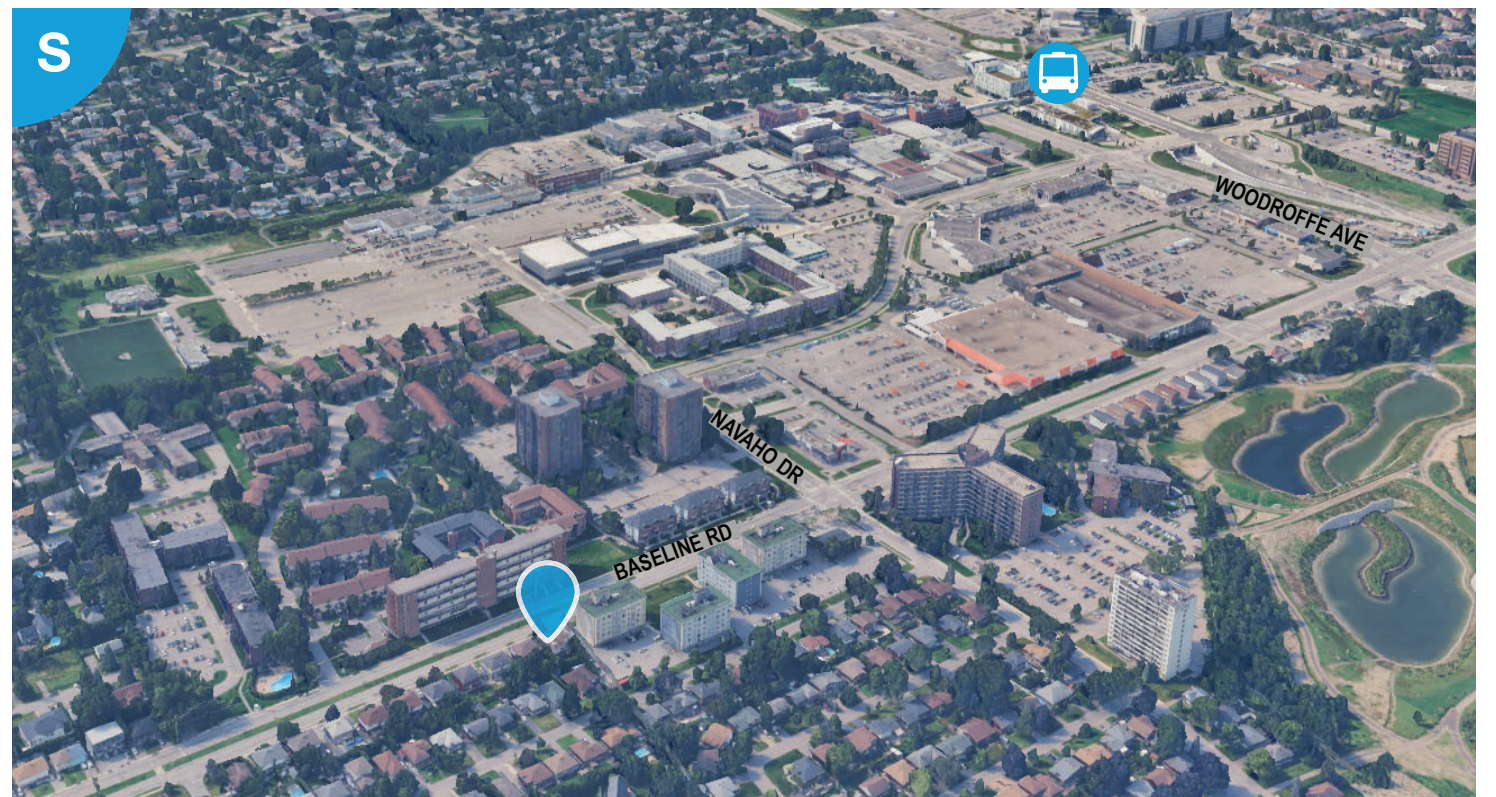
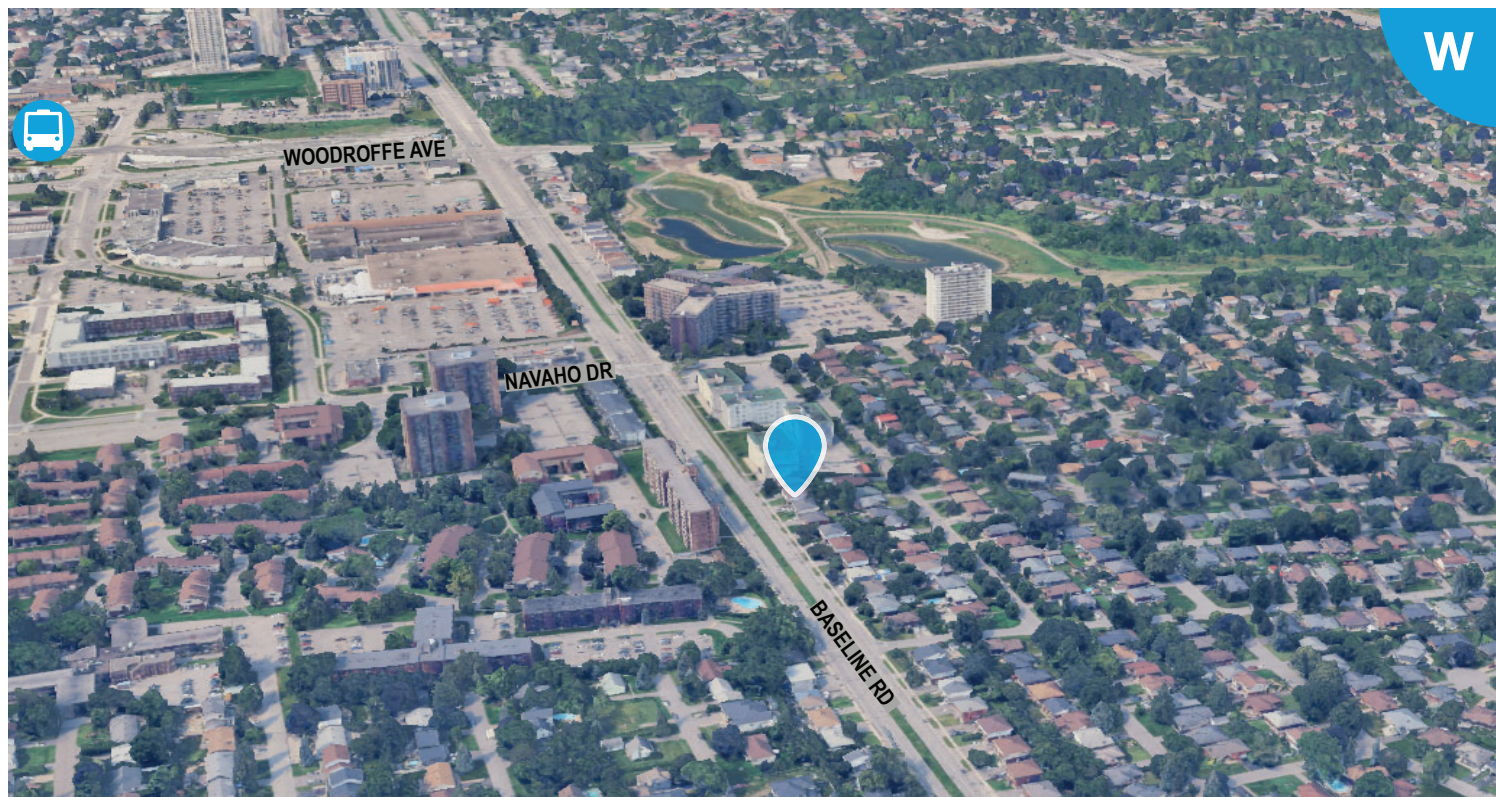
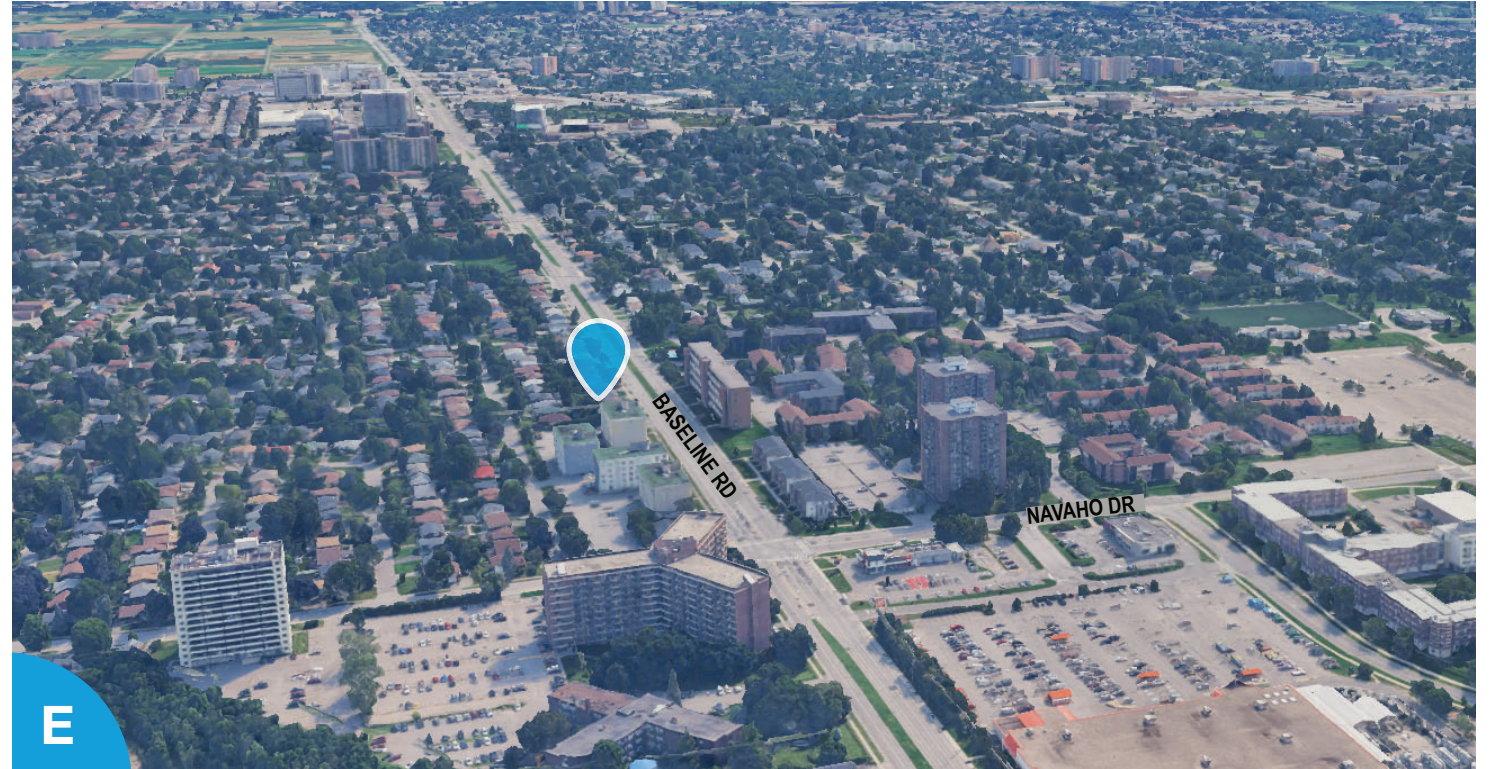
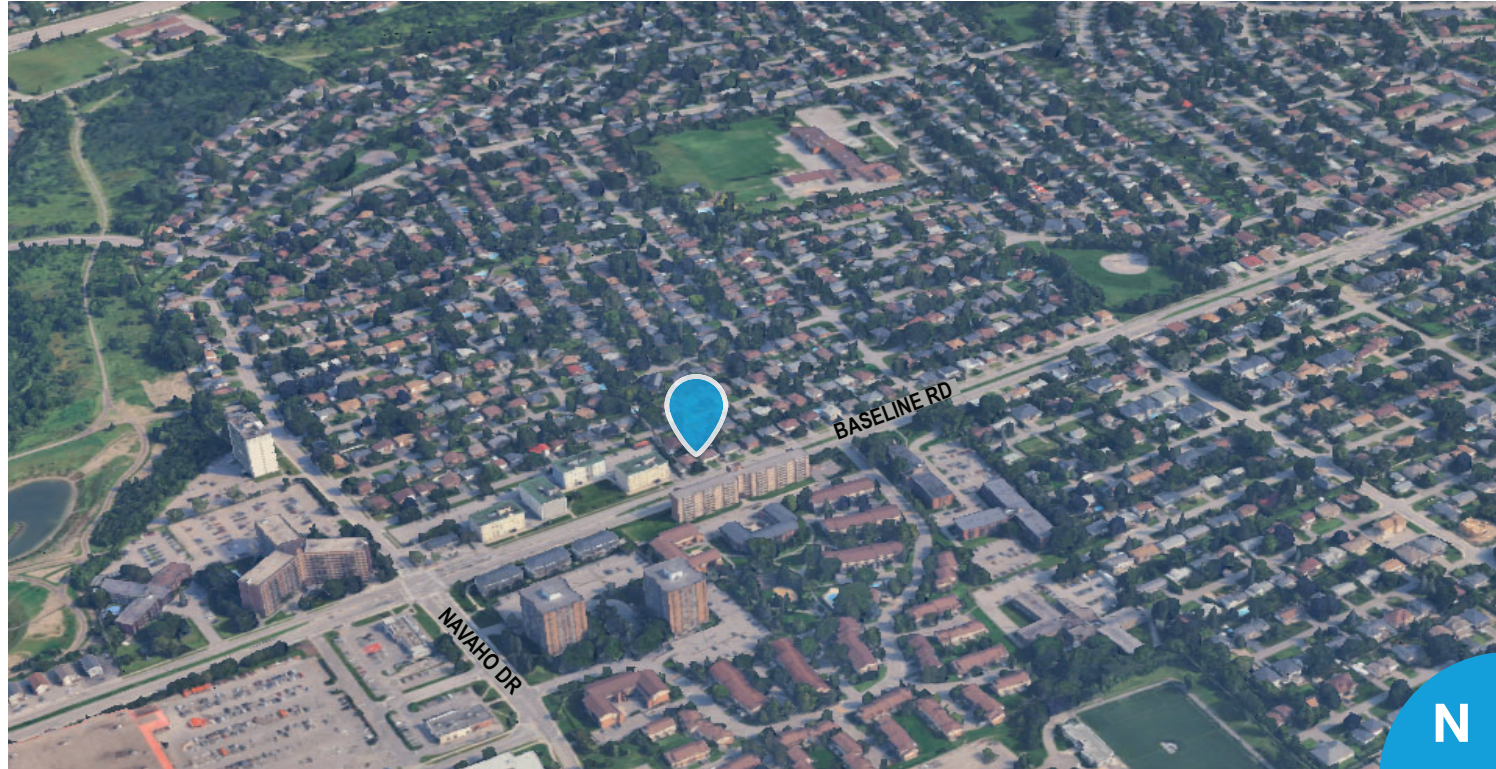
Baseline Road is designated a Transitway (At-Grade Crossings), with a bus stop located within 150 metres east of the site, served by a Frequent bus route, Route 88.

Baseline Station / Algonquin Station is located 1.4 kilometres west of the site. Baseline Station, a current Bus Rapid Transit (BRT) station will be replaced with Algonquin Station once Line 1 of the O-Train is operational.

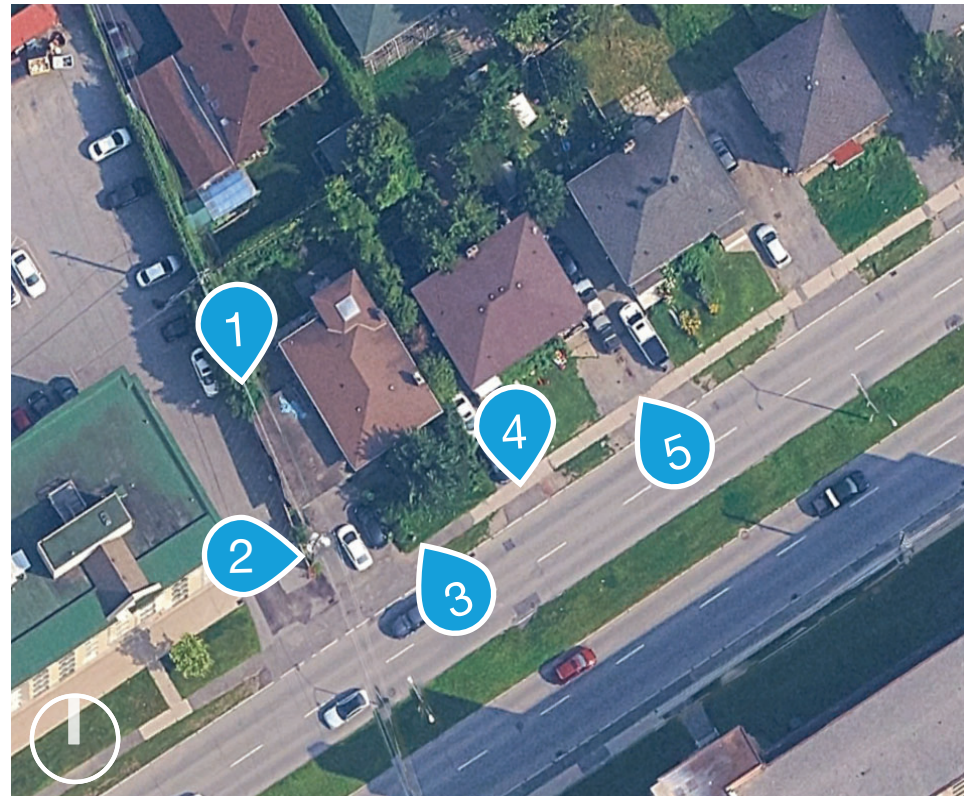
The site is also within close proximity to the Experimental Farm Pathway, a multi-use pathway which provides active transportation connections across the City.



Surrounding Area



Site Photos



PROJECT DESCRIPTION

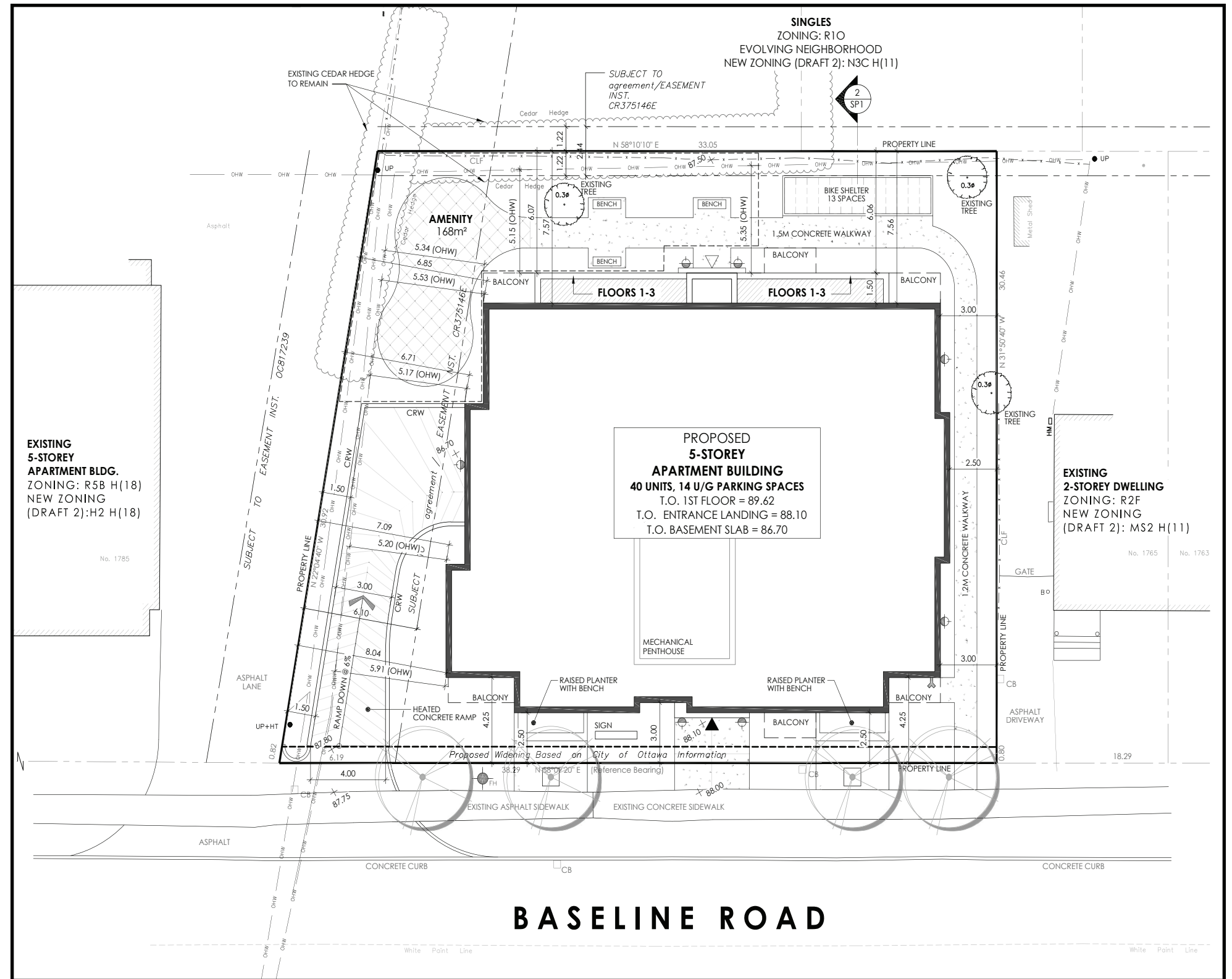
03

Design Intent

The proposed development seeks to intensify a site within Ottawa's urban area, leveraging its position in an established neighbourhood with convenient access to existing services, road networks, and transit along Baseline Road and nearby Baseline Station and Algonquin Rapid Transit Station. By introducing a five-storey mid-rise apartment building with 40 residential units ranging from one to three bedrooms, the project contributes to a broader mix of housing options in a transit-supportive location.

The development promotes multi-modal and active transportation through the provision of 40 bicycle parking spaces and by limiting vehicular parking to 14 below-grade spaces.

Outdoor amenity areas include a 168 square-metre landscaped rear yard and an additional 116 square metres of balcony and terrace space. Overall, the proposal supports provincial and City objectives for healthy, complete, and efficient communities by optimizing existing infrastructure, encouraging transit use, and providing a thoughtfully designed residential infill development.







DESIGN DIRECTIVES

04

Response to Urban Design Comments Received During Pre-Consultation

A Pre-Consultation (PC2025-0045) meeting was held on March 14, 2025, with the following Urban Design comments provided:

Please ensure that the design brief addresses the buildings relationship with the proposed Baseline cross section. The Baseline cross section does not include space for trees or landscaping.

- a. Provide 'street' trees along the Baseline frontage.

Response: Street trees are now proposed along the Baseline Road frontage.

- b. Please ensure that ground floor units are well buffered with landscaping and screening to provide some relief and privacy from the street

Response: The planting of street trees along Baseline Road along with the introduction of raised planters and benches help to provide screening and privacy to the ground floor units.

Staff have concern with the interface/transition with surrounding properties.

- a. Staff have concern with the interface with the property to the east as principal windows and balconies face this interior side yard creating significant overlook onto surrounding properties in the existing condition and limiting access to views and light for residents in the planned mid/high-rise condition. Please increase the setback or reorient units in a north-south orientation with principal windows and balconies facing the front or rear of the property.

Response: Comment acknowledged. To address overlook concerns to neighbouring properties to the east, residential units have been reoriented with principal windows and balconies now facing the front and rear of the property.

- b. Staff have concern with the reduced rear yard proposed. Please ensure that the rear yard is sufficient to accommodate transition within the corridor and provide tree planting within the rear yard. Please provide an angular plane diagram. It is recommended that the rear yard be increased to 7.5m as consistent with the AM zones.

Response: Rear yard transition to the neighbouring properties is achieved through a 7.5-metre setback from the rear lot line to the mid-rise portion of the building, a rear yard landscape buffer that retains the existing cedar hedge along the shared property line, and a stepback above the third storey, allowing for a 45-degree angular plane to be applied. An angular plane diagram has been prepared and is included in the submission package.

Minimize the parking garage ramp's impact on the streetscape

- a. Please consider integrating the parking ramp within the building.

Response: Comment acknowledged; at this time the parking ramp will remain flush against the western side of the building. Reorientation may be further explored at Site Plan Control.

- b. Separate curb cuts with the adjacent apartment property and provide additional opportunity for landscaping. Please consider locating the ramp on the eastern edge of the site.

Response: Acknowledged. The ramp is best located at the southwestern corner of the site, where an existing curb cut serves the neighbouring apartment building and where a servicing easement is present. This placement minimizes potential conflicts with the low-rise residential uses to the east. A 1.5-metre landscaped buffer is proposed to provide separation between the ramp and the adjacent laneway.

The site is subject to Urban Design policies located in Section 4.6 of the Official Plan, as summarized below:

4.6.1.5: Development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest:

The proposed development has been designed to respond to the expectations for design priority areas, including consideration of micro-climate impacts through the rear yard amenity area and a landscaping program the site's frontage.

4.6.5.1: Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met:

The proposed development is compatible with the intent of the Official Plan's Outer Urban Transect and Corridor designation policies.

4.6.5.2: Development in Hubs and along Corridors shall respond to context, transect area and overlay policies:

The proposed development frames Baseline Road with a built form and landscaping designed to enhance and activate the streetscape. The main building entrance fronts the Mainstreet, and utilities have been internalized to minimize visual impact on the public realm.

4.6.5.3: Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm:

The proposed development has been arranged to minimize conflicts between vehicles and pedestrians. The ramp to the underground parking level is located at the southwestern corner of the site and access from Baseline Road. Servicing is proposed to be internalized and screened from the public realm.

4.6.6.1: To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

Comment acknowledged. Transition measures have been implemented as discussed in this report and the accompanying Planning Rationale included in the submission package.

4.6.6.2: Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

Consistent with the policies of the Official Plan, the proposed development provides an appropriate transition to the adjacent low-rise residential community to the north and east along Baseline Road. Transition is achieved through a stepback above the third storey which allows for a 45-degree angular plane, a 7.5-metre setback from the rear lot line to the mid-rise portion of the building, and a rear yard landscape buffer that retains the existing cedar hedge along the shared property line. Collectively, these measures create a compatible built form with the neighbouring low-rise context while also acknowledging the site's proximity to the transit station west of the site.

4.6.6.4: Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines:

A communal outdoor amenity area of 168 square metres is proposed within the rear yard, with a further 116 square metres of private amenity area provided in the form of covered balconies/terraces, allowing for year-round residential amenity access regardless of external conditions.

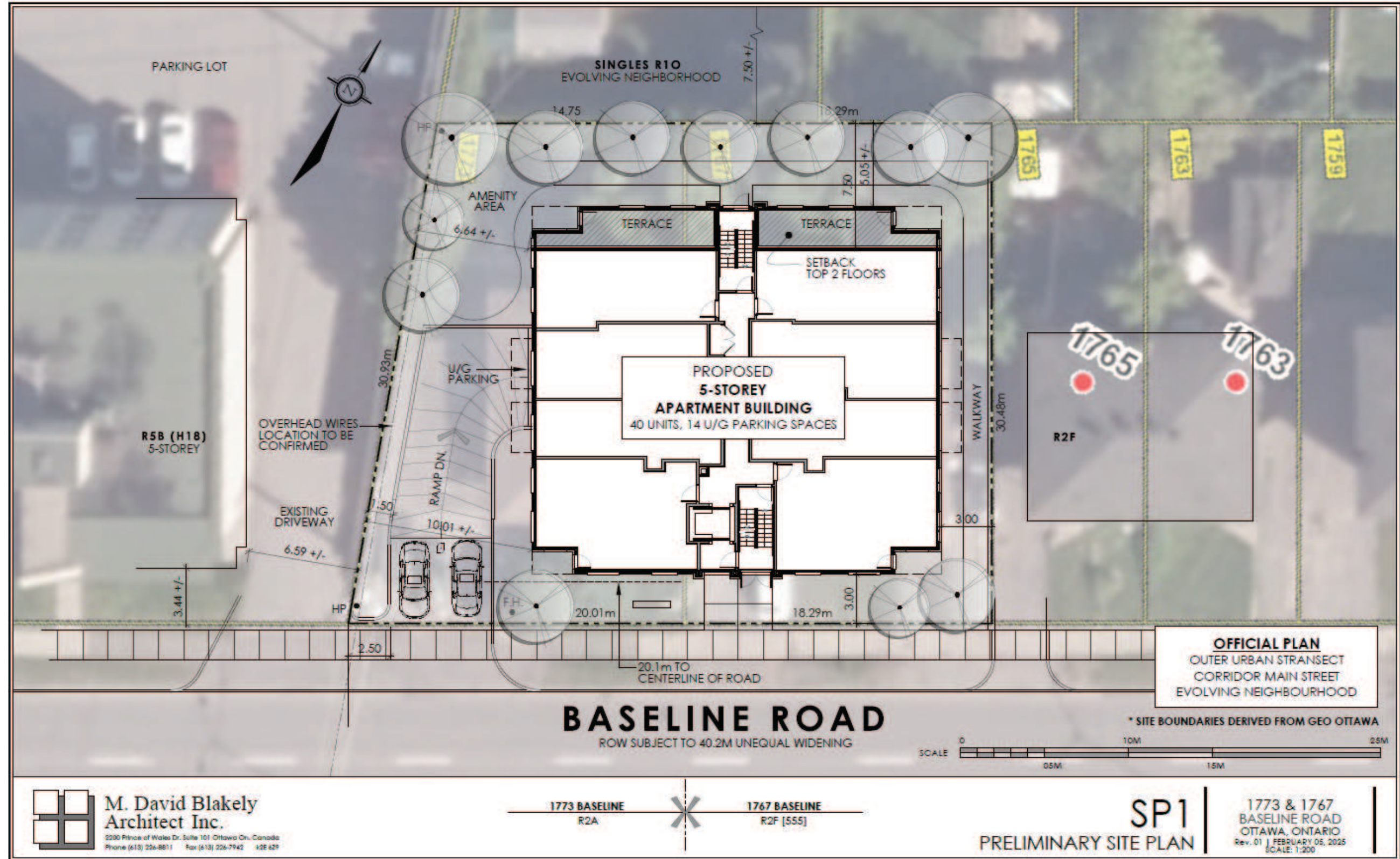
4.6.6.7: Mid-rise buildings shall be designed to respond to context, and transect area policies:

The proposed mid-rise development frames the Mainstreet, featuring a main entrance that is directly accessible from Baseline Road. Landscaping is designed to enhance and activate the streetscape and includes street trees, planters, benches and hard landscaping between the building and the curb.

DESIGN RESEARCH

05

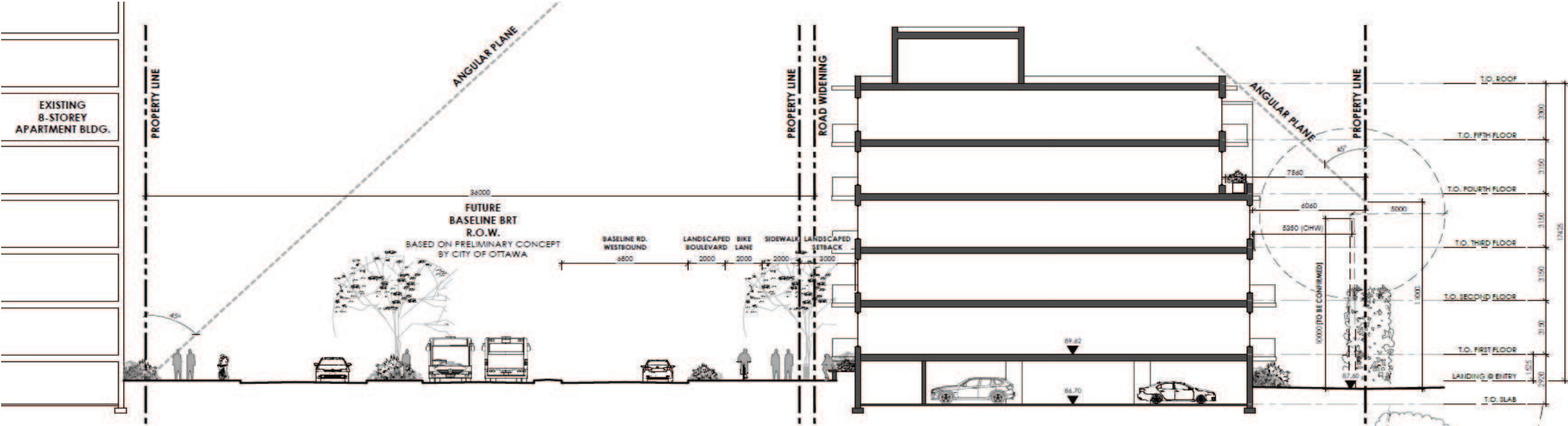
Alternative Site Plan



Built Form Transition

The below figure illustrates the relationship between the proposed five-storey apartment building and the City of Ottawa’s planned cross-section for Baseline Road. The transition shows the existing eight-storey apartment building located across the future widened Baseline Road corridor, to the proposed five-storey building on the subject site to the low-rise residential uses to the north of the site. The proposed massing further aligns with the scale of the existing five-storey apartment building to the west of the site, separated by a two-way drive aisle between the properties.

The section highlights the proposed active frontage along Baseline Road, including a landscaped boulevard, separated cycling lane, and widened pedestrian realm. The proposed building is set back to accommodate these public realm improvements while maintaining a strong street edge and human scale. The application of a 45-degree angular plane demonstrates that the building massing respects adjacent properties and ensures adequate space and sunlight access.



Bird Safe Design Guidelines

In keeping with Ottawa's Bird-Safe Design Guidelines, the proposal has been designed in a way to eliminate design traps such as glass passageways or corners that are invisible to birds. Through continued design through the future Site Plan Control application, we will adopt further measures to reduce the risk of bird collisions. Our current considerations of each design guideline are listed below:

Guideline 1: Consider the environmental context

Based on the project's environmental context:

- / An environmental impact study is not required,
- / Our site does not fall adjacent to major waterways or migration corridors, reducing the risk of collision during spring and fall migration.

Guideline 2: Minimize the transparency and reflectivity of glazing

The building design has considered the reduction of transparent and reflective materials including:

- / Avoiding monolithic, undistinguished expanses of glazing.
- / Incorporating differentiation of material, texture, and colour of façade.

Guideline 3: Avoid or mitigate design traps

The building has been designed in a way to minimize design traps as follows:

- / The design does not include courtyards or glass in parallel settings and minimizes glass in perpendicular settings.

Guideline 4: Consider other structural features

To minimize the risks of birds colliding with other building features or getting trapped in features such as vents:

- / Exterior antennas will be minimized and grouped where possible,
- / Landscaping avoids locating ornamental features and related infrastructure near glass façades or windows.



Urban Design Guidelines for Development Along Arterial Mainstreets

These guidelines applicable to all development sites designated Arterial Mainstreet by the City of Ottawa Official Plan.

The proposed development meets the following applicable design guidelines:

- / Locates the new building along the public street edge (**Guideline 1**);
- / Maintains the 2.0 metre unobstructed concrete sidewalk (**Guideline 2**);
- / Uses landscaping to create a continuous streetscape along Baseline Road (**Guideline 4**);
- / Provides streetscaping elements such as trees, planters and benches and hard landscaping between the building and the curb (**Guideline 5**);
- / New buildings are set back 2.5 metres from the front property line to define the street edge (**Guideline 6**);
- / New development is compatible with the general physical character of adjacent neighbourhood, and protects the positive elements of the existing fabric (**Guideline 7**);
- / The building occupies the majority of the lot frontage (**Guideline 13**);
- / Provides a transition in the scale and density of the built form on the site due to its location next to lower density neighbourhoods (**Guideline 14**);
- / Landscaping is proposed in the areas in front of the building (**Guideline 15**);
- / Building has been designed to create visual interest, and a sense of human scale along Baseline Road (**Guideline 16**);
- / Front façades have been oriented to face the public street, with the main residential entrance visible, and directly accessible, from Baseline Road (**Guideline 17**);
- / Provides benches and bike racks at the building entrances and amenity area (**Guideline 23**);
- / Surface parking spaces are located internal to the site (**Guideline 24**);
- / Provides a consistent width of landscape and pedestrian area across the front of the site (**Guideline 30**);
- / Provides a landscape area buffer in the rear yard through the retention of the cedar hedge adjacent to the low-rise residential neighbourhood (**Guideline 35**);
- / Landscaping of areas between the building and the sidewalk (**Guideline 40**);
- / Provides a minimum 2.5-metre-wide landscape area along the site's side and rear yards (**Guideline 41**);
- / Street trees are proposed between 7.0 and 10.0 metres apart along the public streets and internal pedestrian walkways (**Guideline 42**);
- / Encloses all utility equipment within building, screening from both the arterial mainstreet and private properties to the rear of the site (**Guideline 50**).

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