



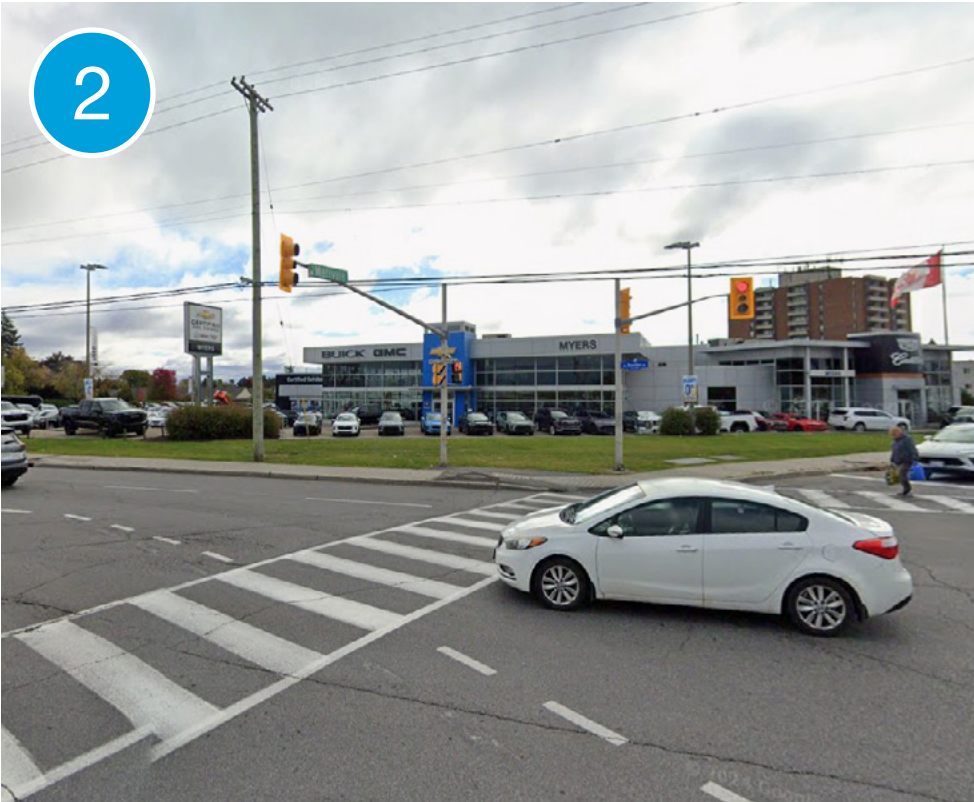
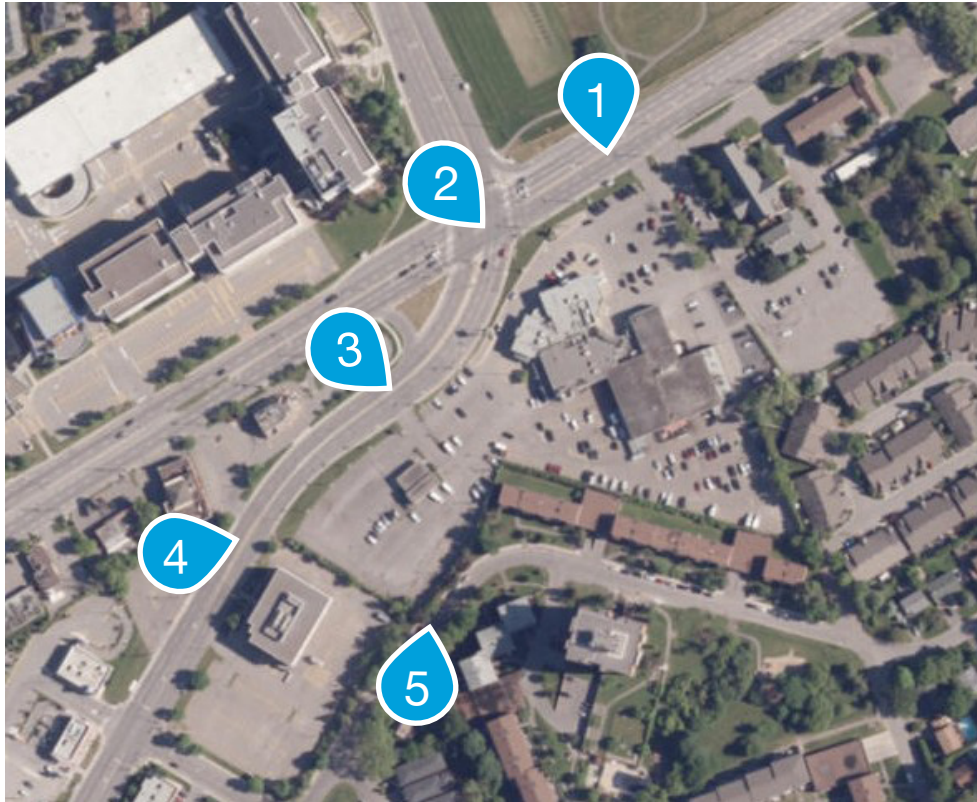
1200 BASELINE RD, OTTAWA, ON

URBAN DESIGN BRIEF | JUNE 15, 2026

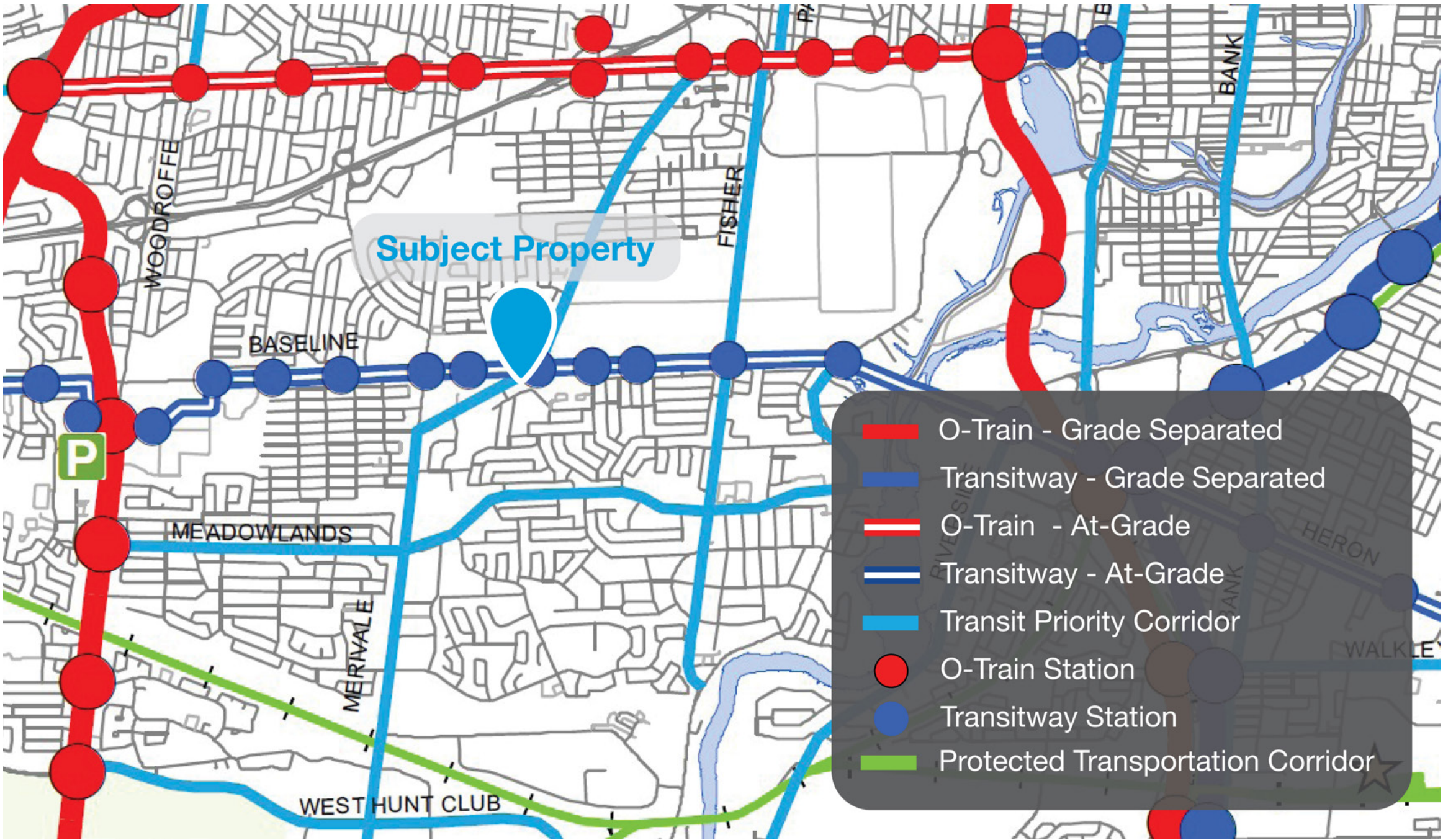
PROJECT SITE | AERIAL MAP



SITE PHOTOS



SITE ANALYSIS | TRANSIT NETWORK



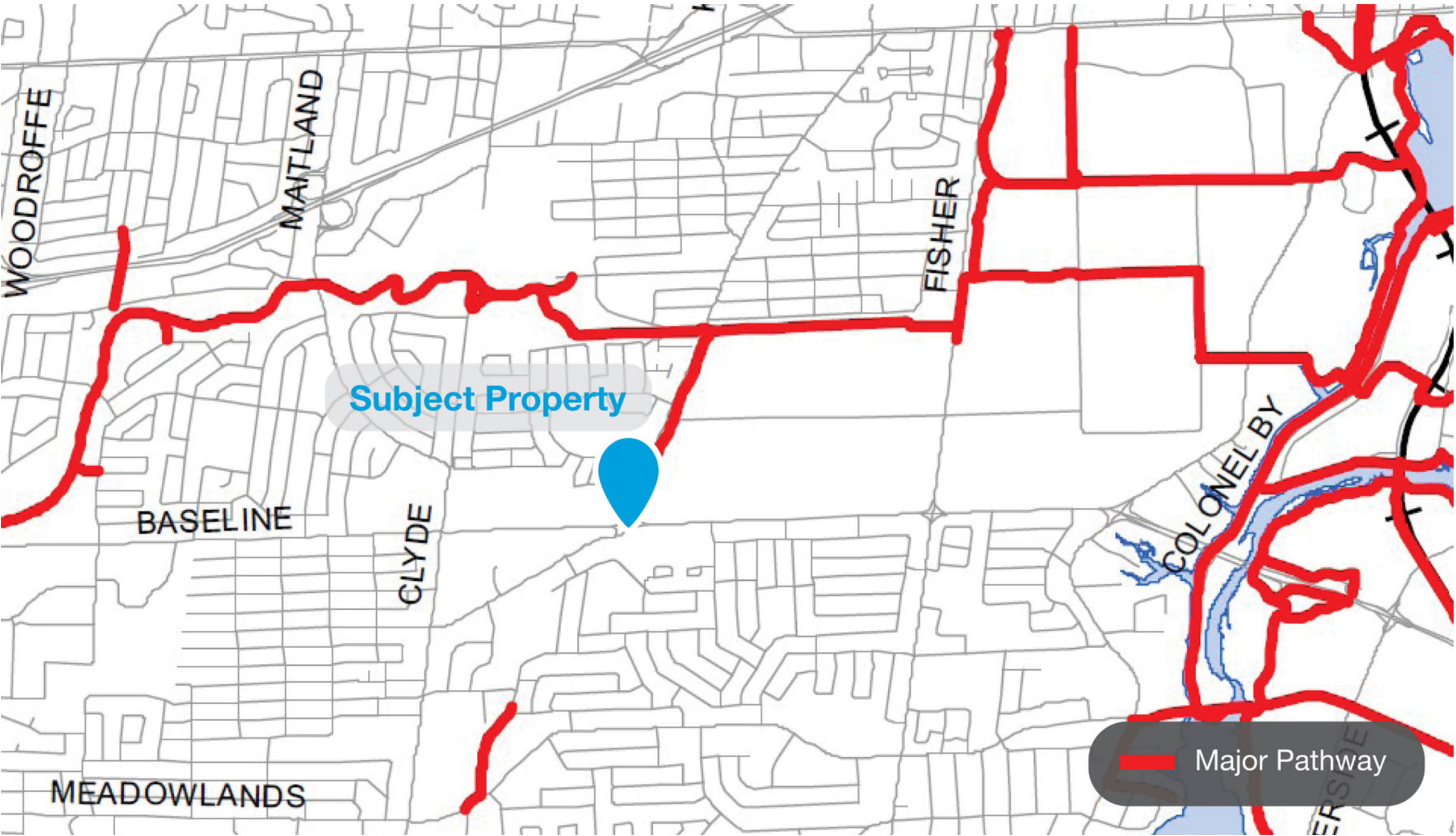
The subject property has frontage along Baseline Road and Merivale Road, a future transitway coordidor and transit priority corridor, respectively.

The future bus rapid transit (BRT) line along Baseline Road proposes to situate 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.

Exisiting transit stops are situated at along the Merivale Road and Baseline Road frontages servicing Routes 80, 88, and 646 by OC Transpo.

In proximity to the site, additional routes operate along Merivale Road and Clyde Avenue.

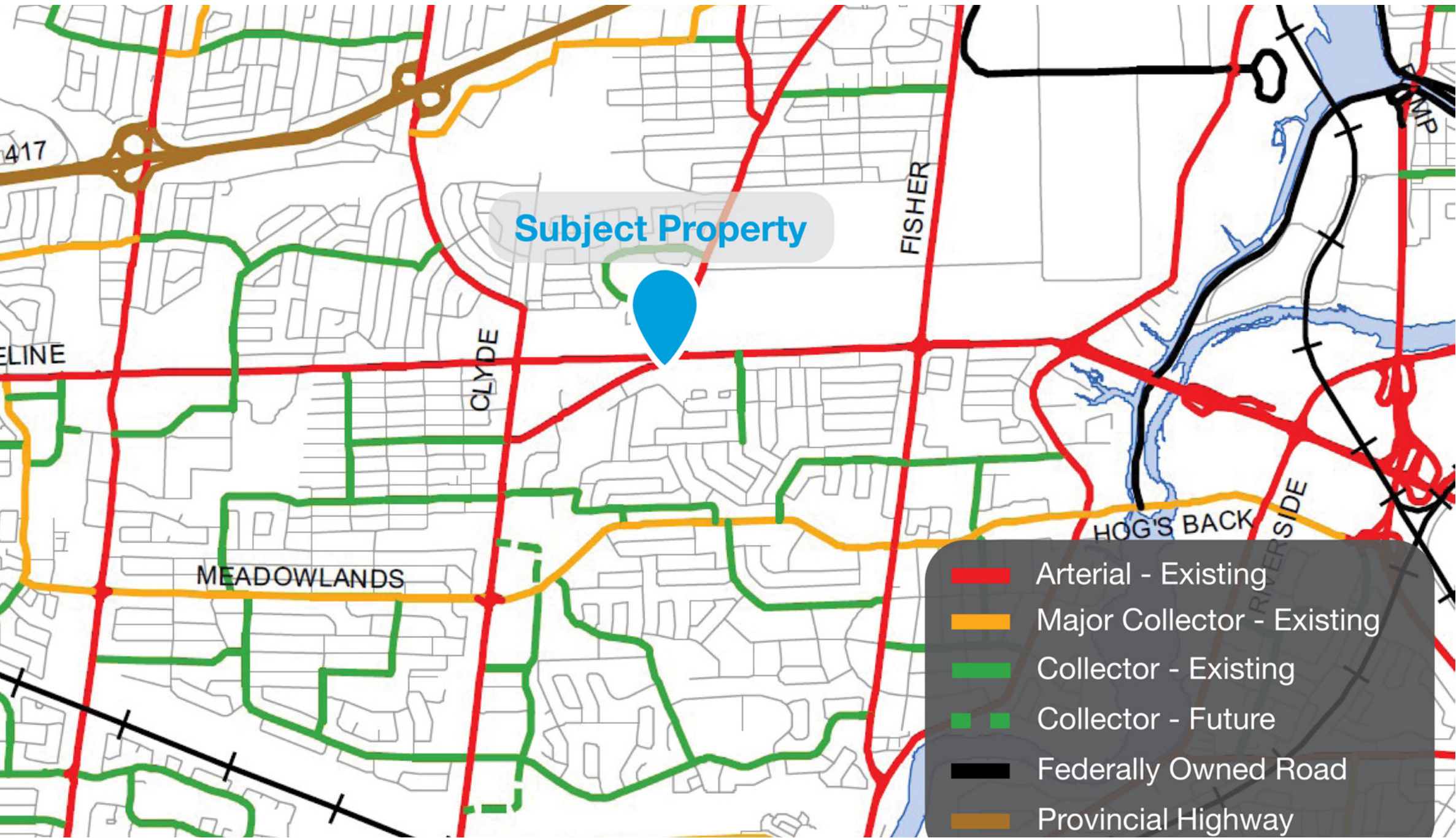
SITE ANALYSIS | ACTIVE TRANSPORTATION



Bike lanes along Merivale Road offer north cycling connectivity from the site, tying into the larger major pathway network across the City.

A network of multi-use pathways (MUP), not shown, intersect the Experimental Farm, providing seperated, safe, and enjoyable cycling infrastructure across the street from the subject property.

SITE ANALYSIS | ROAD NETWORK



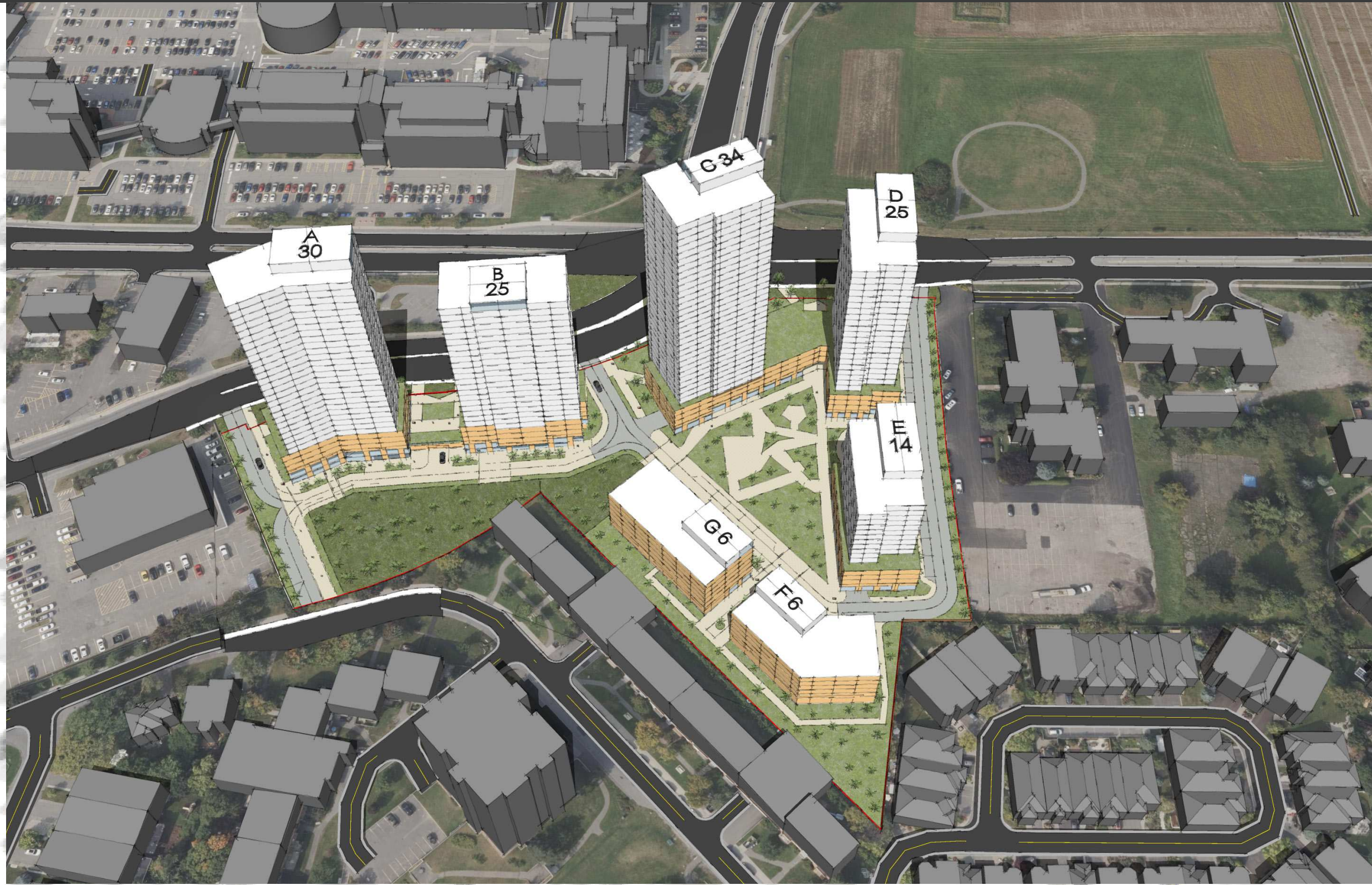
Schedule C4-Urban Road Network identified Baseline Road and Merivale Road as arterial roads and Eleanor Drive as a local road.

Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.

DEVELOPMENT APPLICATION | ZBA

Zoning By-law Amendment

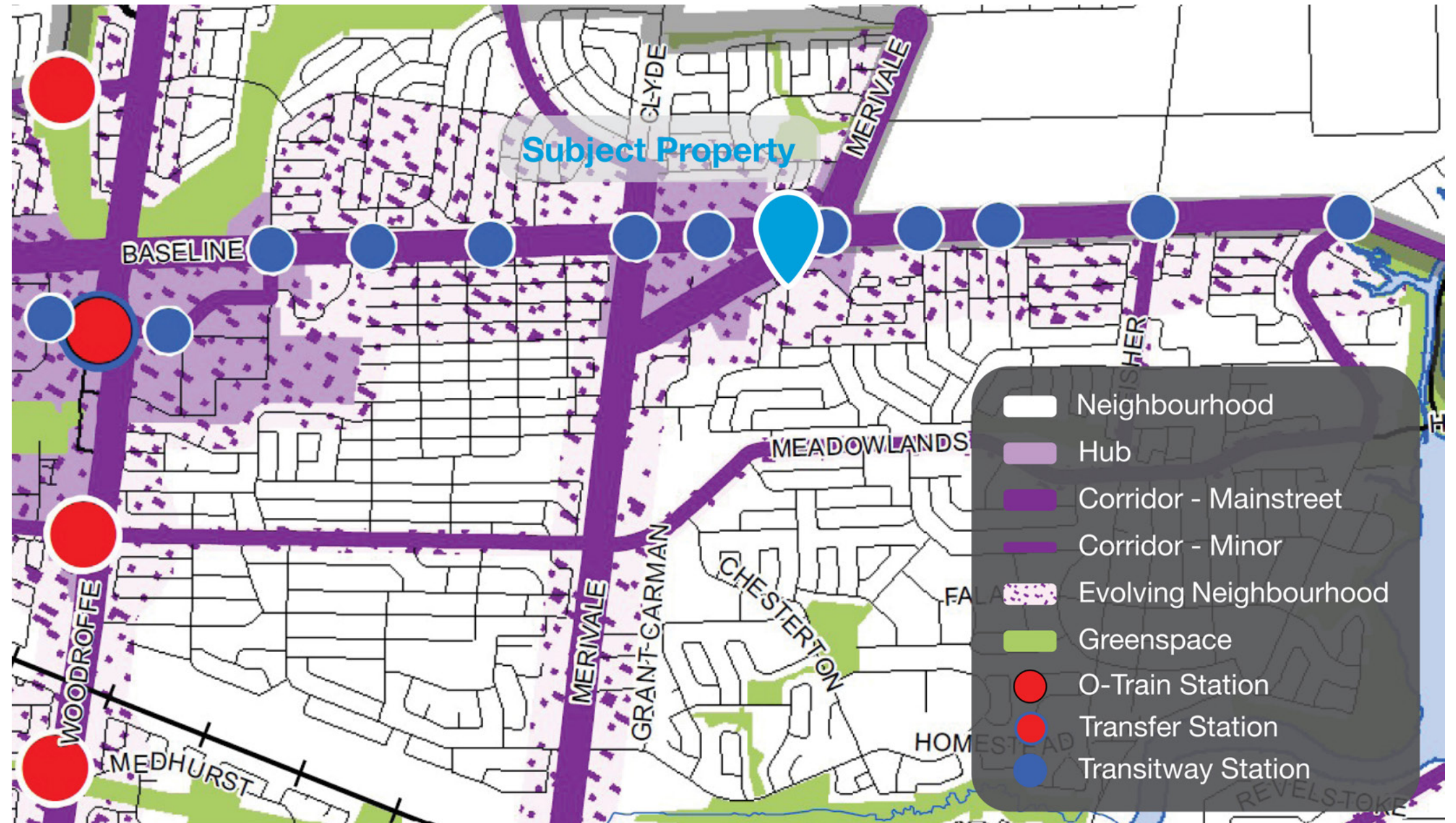
The proposed Zoning By-law Amendment would implement a new urban exception to permit the development of the seven buildings across the site with amendments sought to increase building height and address setbacks given the unique parcel geometry. The Arterial Mainstreet Zone, Subzone 10 (AM10) is proposed to remain.



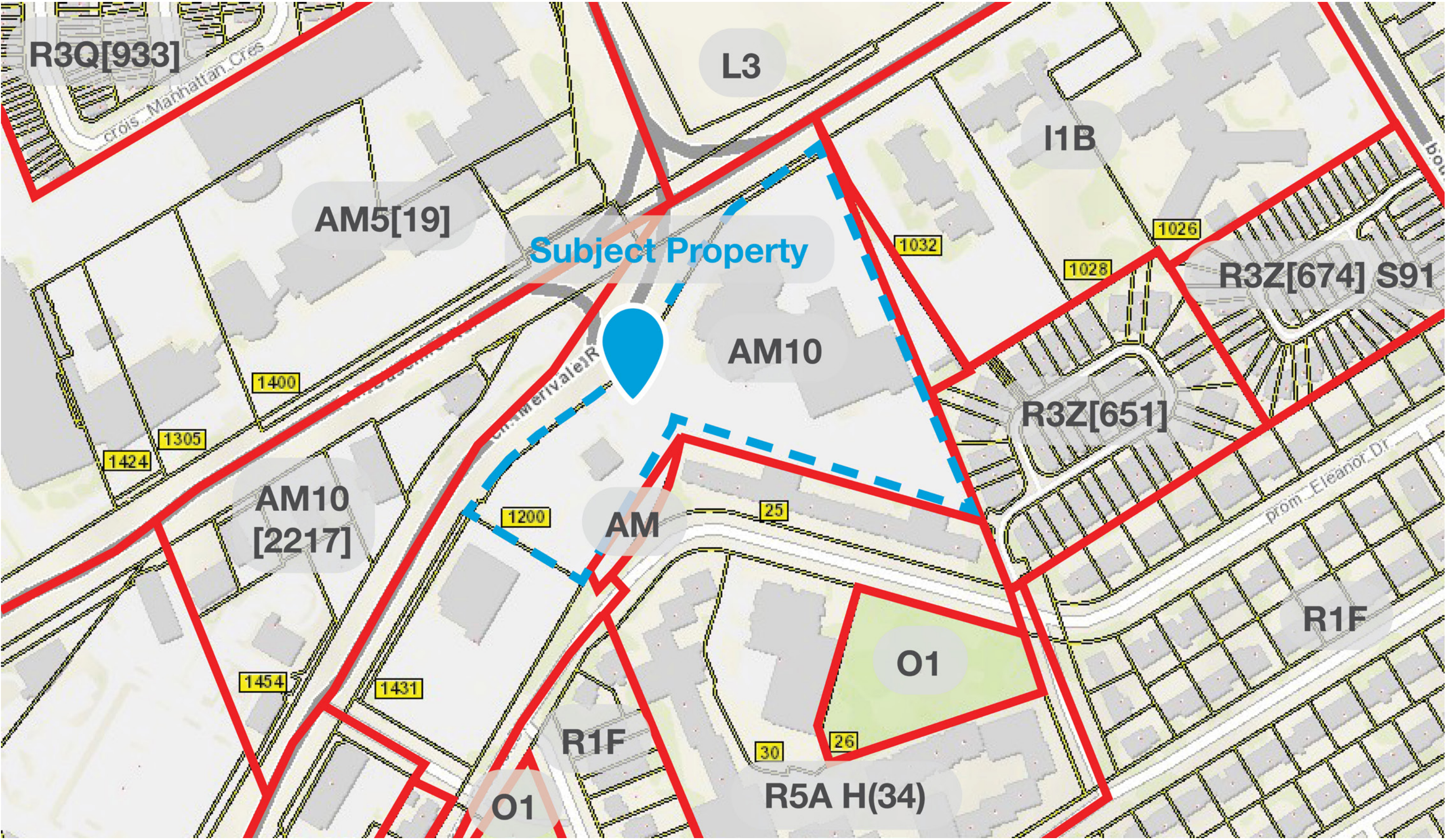
POLICY CONTEXT | OFFICIAL PLAN DESIGNATION

The subject property is located in the Outer Urban Transect of the City of Ottawa Official Plan. This area includes neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods typically reflect the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

The subject site is within the “Outer Urban Core” Transect and designated as “Mainstreet – Corridor” and “Hub”; it is additionally subject to an Evolving Neighbourhood Overlay per Schedule B3 – Outer Urban Transect. Hubs and Mainstreets in the Outer Urban Transect are targeted for mid-density and mixed-use development. Mainstreet Corridors generally have a higher level of transit service and permit higher densities than the surrounding Neighbourhood designations, but lower densities than nearby Hub designations.



REGULATORY CONTEXT | EXISTING ZONING



URBAN DESIGN GUIDELINES

Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines address the design of high-rise buildings (10+ storeys) in relation to their context, built form, and impact on the pedestrian realm. The following design guidelines are applicable to the development, among others:

- / The tower podiums are compatible heights with the lower density developments to the south of the subject property (Guideline 1.12);
- / The application of an angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas (Guideline 1.13);
- / The subject property is a sufficient lot area to accommodate high-rise buildings and orients the proposed 40 storey tower with significant setbacks to existing low-rise residential to the south (Guidelines 1.16 and 1.18);
- / The application of a base-middle-top approach (Guideline 2.3).
- / Encouragement of small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces (Guideline 2.24).
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces (Guideline 2.31).
- / Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk (Guideline 3.10).
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible (Guideline 3.16).

Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines address development along Arterial Mainstreets in relation to streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities. The following design guidelines are applicable to the development, among others:

- / Use buildings, landscaping and other streetscape elements to create continuous streetscapes (Guideline 4).
- / Create a transition in the scale and density of the built form on site when located next to lower density neighbourhoods to mitigate any potential impacts (Guideline 14).
- / Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law (Guideline 28).
- / Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability (Guideline 32).

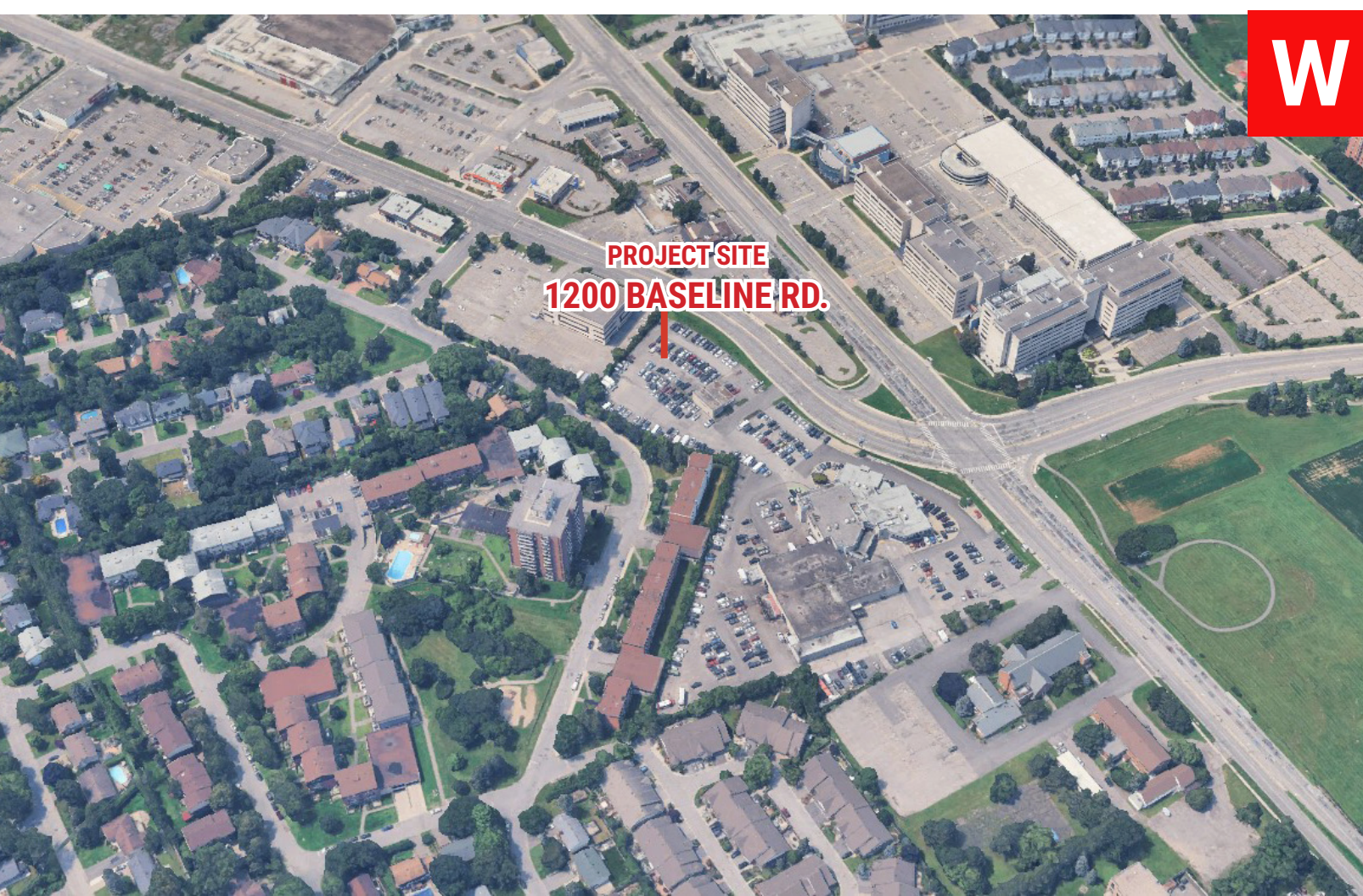
Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines are to be applied throughout Ottawa for all development within a 600 metre walking distance of a rapid transit station or stop. The development will be within 600 metres of the proposed

Merivale/Baseline Bus Rapid Transit (BRT) station for the Baseline BRT line providing east-west connectivity between the Confederation Line and the Trillium Line of the LRT. The following design guidelines are applicable to the development, among others:

- / The proposed development provides residential intensification on an underdeveloped lot along a transit priority corridor (Guideline 1);
- / The proposed development includes only transit-supportive land uses. With the exception of limited visitor parking spaces within the drop-off loop, all resident parking is located underground (Guideline 2);
- / The buildings are designed to be oriented on multiple arterial frontages to ensure residents and pedestrians are both connected to the future transit stations (Guideline 10);

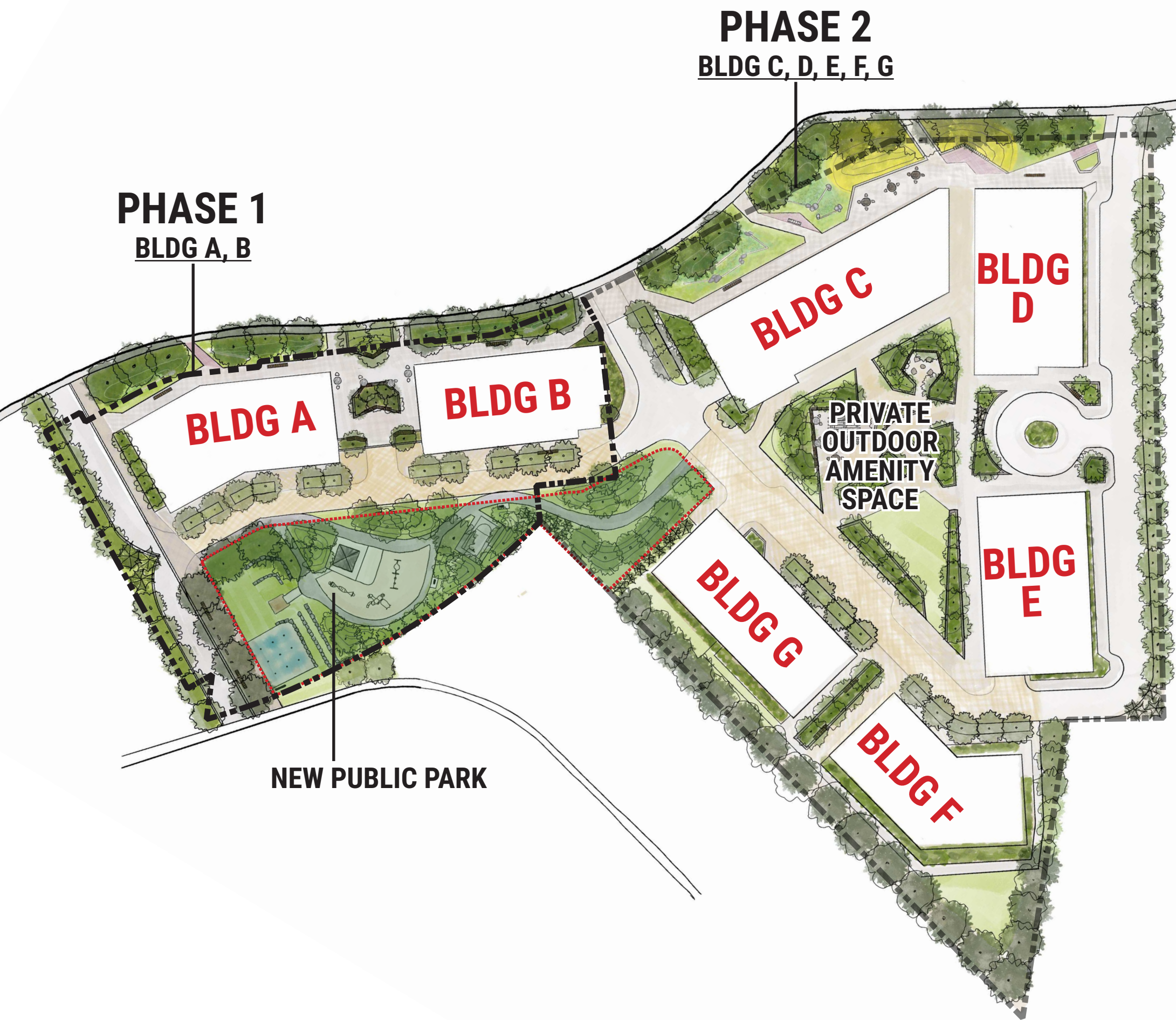
The proposed development has regard for the applicable Urban Design Guidelines and will continue to use these guidelines to inform and modifications to the proposal throughout the development application process.



CONTEXT MAP



SITE PLAN - PHASE 2



Project Stats

BUILDING A:			
P1 (AMENITY/LOBBY)	=	4,102 ft ² (x1)	= 4,102 ft ²
P1 (PARKING)	=	8,601 ft ² (x1)	= 8,601 ft ²
PODIUM A LEV 1-4	=	10,824 ft ² (x4)	= 43,296 ft ²
TOWER A LEV 5-30	=	8,365 ft ² (x26)	= 217,490 ft ²
TOTAL			= 273,489 ft ²

BUILDING B:			
P1 (AMENITY/LOBBY)	=	3,870 ft ² (x1)	= 3,870 ft ²
P1 (PARKING)	=	7,633 ft ² (x1)	= 7,633 ft ²
PODIUM B LEV 1	=	9,559 ft ² (x1)	= 9,559 ft ²
PODIUM B LEV 2-4	=	10,044 ft ² (x3)	= 30,132 ft ²
TOWER B LEV 5-25	=	8,444 ft ² (x21)	= 177,324 ft ²
TOTAL			= 228,518 ft ²

BUILDING C-D:			
PODIUM C LEV 1	=	14,338 ft ² (x1)	= 14,338 ft ²
PODIUM D LEV 1	=	11,490 ft ² (x1)	= 11,490 ft ²
PODIUM CD LEV 2-4	=	27,386 ft ² (x3)	= 82,158 ft ²
TOWER C LEV 5-34	=	8,073 ft ² (x30)	= 242,190 ft ²
TOWER D LEV 5-25	=	8,138 ft ² (x21)	= 170,898 ft ²
TOTAL			= 521,074 ft ²

BUILDING E:			
PODIUM E LEV 1-4	=	11,302 ft ² (x4)	= 45,208 ft ²
TOWER E LEV 5-14	=	8,138 ft ² (x10)	= 113,932 ft ²
TOTAL			= 126,588 ft ²

BUILDING F:			
BLDG F LEV 1-6	=	10,278 ft ² (x6)	= 61,668 ft ²
TOTAL			= 61,668 ft ²

BUILDING G:			
BLDG G LEV 1-6	=	10,624 ft ² (x6)	= 63,744 ft ²
TOTAL			= 63,744 ft ²

TOTAL GFA= 1,275,081 ft²

SUSTAINABILITY STATEMENT



THE PROPOSED DEVELOPMENT aims to provide a economically, socially, and environmentally sustainable place for future residents to live.

In addition to the site's proximity to walkable surrounding local retail amenities and various bus stations encouraging sustainable methods of transit, the project team is exploring design and construction methods to conserve energy, reduce greenhouse gas emissions, and provide an accessible, safe and inviting environment for residents and surrounding community.

SITE NARRATIVES

1 DESIGN INTENT

2 BUILDING FORM

3 BUILDING SETBACKS & SEPARATION

4 10% PARKLAND DEDICATION

5 LANDSCAPE INTERFACES

6 PRIVATE OUTDOOR AMENITY SPACE

7 ENTRANCE EXPERIENCE

8 MERIVALE & BASELINE RD ANIMATION

9 SITE ACCESS & LOADING

10 EXTERIOR MATERIALS



The redevelopment of 1200 Baseline Road envisions the transformation of an existing car dealership into a vibrant, transit supportive, mixed use residential community delivered in two phases. The master plan introduces a total of four high rise mixed use towers, one high rise residential building, and two mid rise residential buildings, organized around a new public park, a pedestrian first internal street network, and active, animated edges along Baseline Road and Merivale Road.

1. PHASING STRATEGY

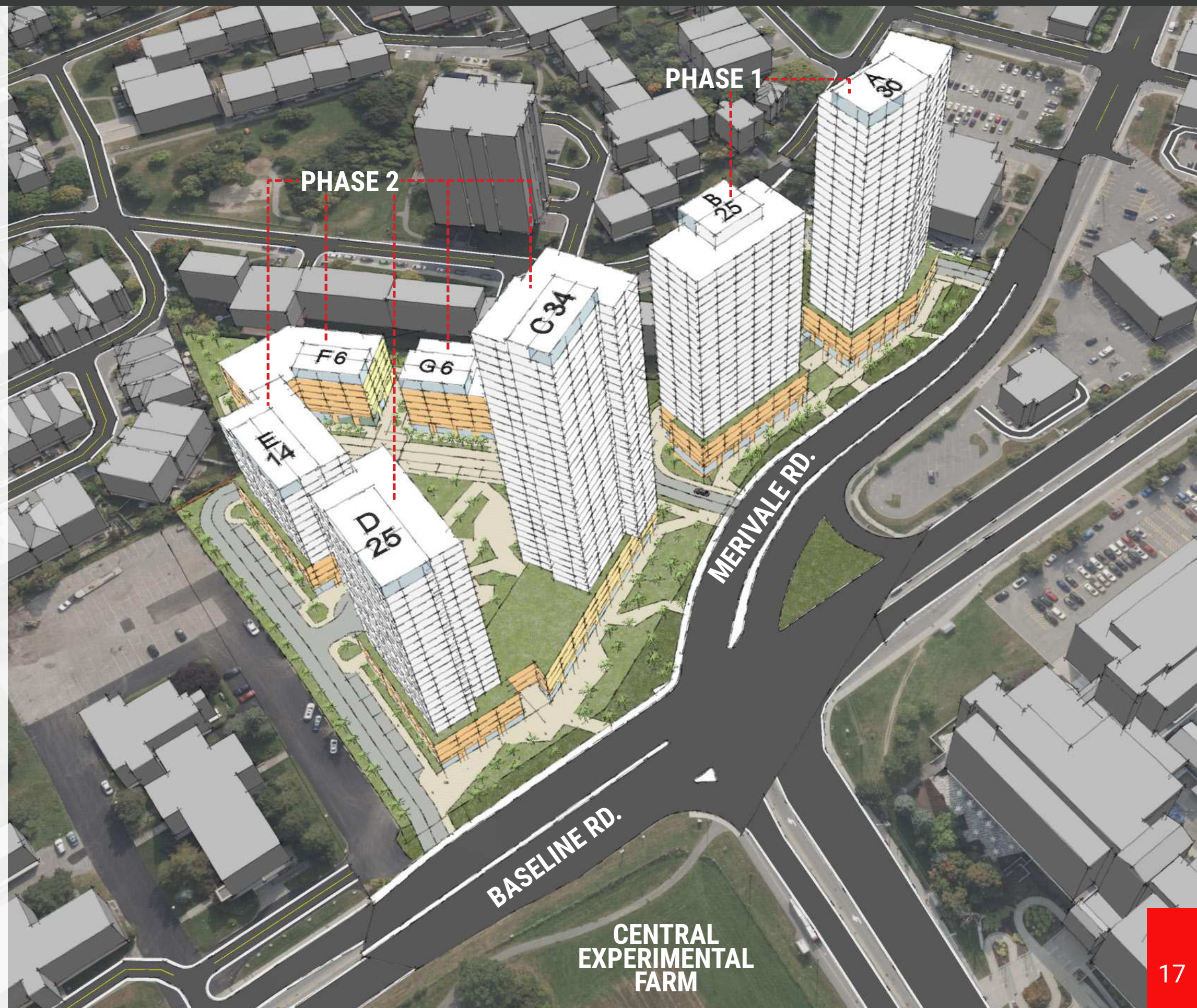
Phase 1 introduces two high rise mixed use towers of 30 and 25 storeys, designed to coexist with the existing dealership, which remains operational during this initial phase. The site layout, servicing, and circulation patterns are configured to maintain dealership access while establishing the first components of the new public realm.

Phase 2 completes the transformation by removing the dealership and introducing three additional towers (34, 25, and 14 storeys) along with two 6 storey mid rise buildings. This phase finalizes the internal street network, completes the public and private open space system, and delivers the full residential community envisioned in the master plan.

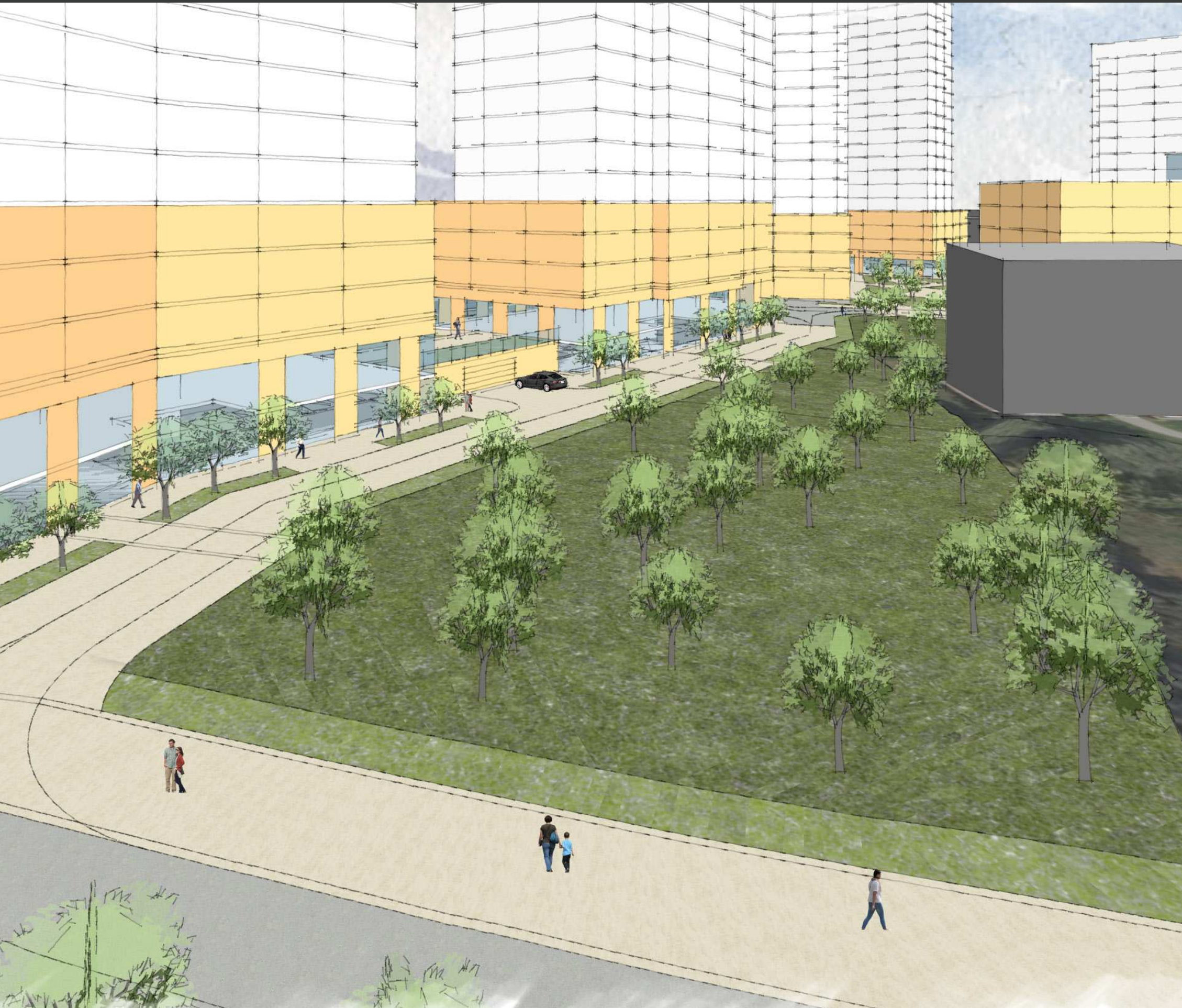
2. MASSING AND HEIGHT DISTRIBUTION

The massing strategy organizes the tallest buildings along the Baseline Road and Merivale Road frontages—two major arterial corridors—where height is most appropriate and transit access is strongest. This approach:

- Concentrates density along the arterial edges.
- Minimizes visual and shadow impacts on the Central Experimental Farm.
- Provides a graduated transition toward the adjacent low rise neighbourhood by stepping down to mid rise forms along the interior and eastern edges of the site.
- Ensures a coherent skyline that frames the intersection while respecting surrounding context.



CENTRAL
EXPERIMENTAL
FARM



3. PUBLIC REALM AND OPEN SPACE FRAMEWORK

A central principle of the design is the creation of a connected, accessible, and human scaled public realm.

Public Park

A new public park is located along Eleanor Drive, ensuring frontage on a public street and maintaining a clear visual and physical connection to the existing neighbourhood. The park is designed as an open, welcoming space that serves both current residents and the future community, offering:

- Clear sightlines and permeability
- Flexible programming
- Safe, universally accessible pathways
- A green buffer between new development and existing homes

Internal Open Spaces

Private and semi public courtyards, mid block connections, and landscaped pedestrian routes complement the public park, creating a layered open space network that supports daily life, recreation, and community gathering.

ELEANOR DR.

4. STREET NETWORK AND MOBILITY

The internal street system is conceived as a pedestrian first environment, prioritizing comfort, safety, and accessibility.

Key design elements include:

- Zero curb shared surface streets with continuous paving textures
- Integrated bioswales and green infrastructure for stormwater management
- Traffic calming geometry and narrow roadway widths to slow vehicles
- Direct pedestrian connections between building entrances, parks, and transit stops
- Below grade parking access from Merivale, Eleanor, and Baseline to reduce surface vehicular presence

This approach creates a calm, walkable environment that supports active transportation and reduces reliance on cars.

5. GROUND FLOOR ACTIVATION AND COMMUNITY INTERFACE

The master plan positions retail uses and residential lobbies along Baseline and Merivale to animate the public edges and contribute to a lively streetscape.

These active frontages:

- Reinforce the site's role as a gateway to the neighbourhood
- Support transit oriented development principles
- Provide daily conveniences for residents
- Enhance safety through increased visibility and activity.

Interior building frontages face the park and internal streets, with amenity spaces and transparent façades contributing to a cohesive, community oriented environment.



MERIVALE RD.



6. ARCHITECTURAL AND URBAN DESIGN VISION

The architectural character across the master plan is unified through a contemporary expression that emphasizes clarity of form, high quality materials, and a consistent approach to massing articulation. Each building follows a base-middle-top design strategy, ensuring a coherent skyline while reinforcing a strong pedestrian experience at grade.

The base, generally expressed as the first four storeys, uses warmer, tactile, and pedestrian scaled materials to define the public realm. Masonry, textured panels, and transparent glazing are used to articulate retail frontages, residential lobbies, and amenity interfaces, creating an active and welcoming streetscape along Baseline Road, Merivale Road, and the internal pedestrian network.

The middle portions of the towers introduce a shift in materiality and rhythm, using a combination of contrasting elements to break down the vertical massing and provide visual interest. This zone incorporates a balanced mix of solid and transparent surfaces, with articulated balcony patterns, vertical piers, and subtle material transitions that reinforce slender tower proportions.

The top of each tower is distinguished through lighter, contrasting materials such as glass, aluminum, and light coloured masonry, creating a refined and visually lighter skyline expression. This approach reduces perceived bulk, enhances daylight reflectivity, and contributes to a cohesive architectural identity across all phases of development.

Together, these strategies ensure that the buildings contribute positively to the evolving urban fabric, support a comfortable pedestrian environment, and maintain a harmonious relationship with the surrounding neighbourhood and the Central Experimental Farm.



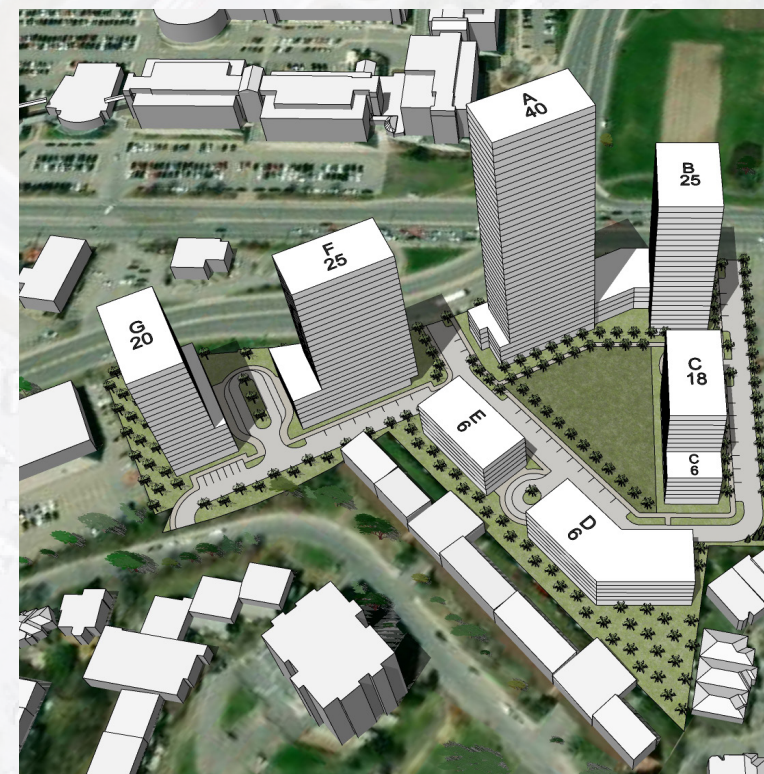




2024 - Past Option 1

- (1) tower: 30 floors
- (2) towers: 25 floors
- (1) tower: 20 floors
- (1) mid-rise: 14 floors
- (3) low-rise: 4 floors

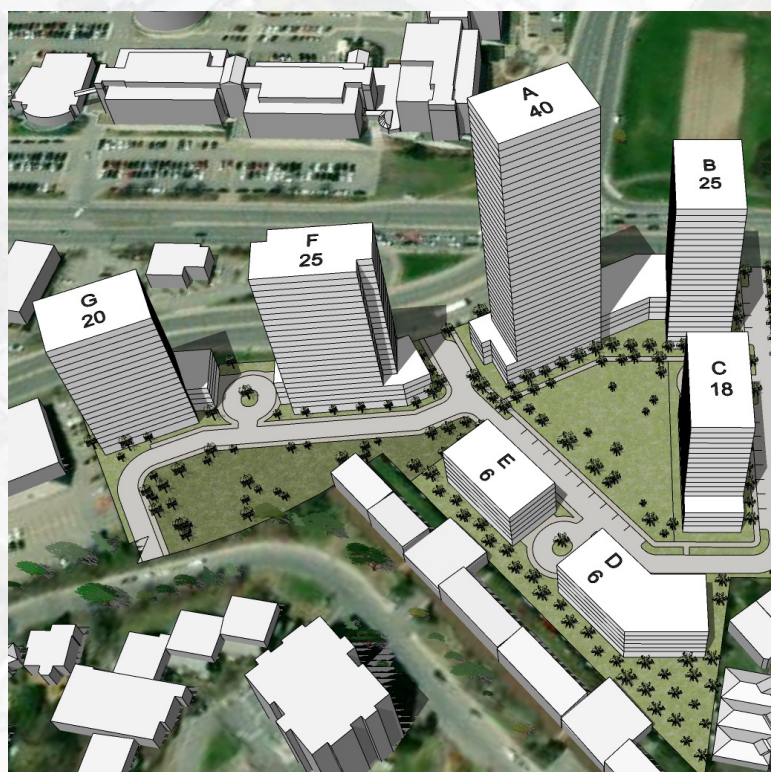
South Parkland



2024 - Past Option 2

- (1) tower: 40 floors
- (2) towers: 25 floors
- (1) tower: 20 floors
- (1) mid-rise: 18 floors
- (2) low-rise: 6 floors

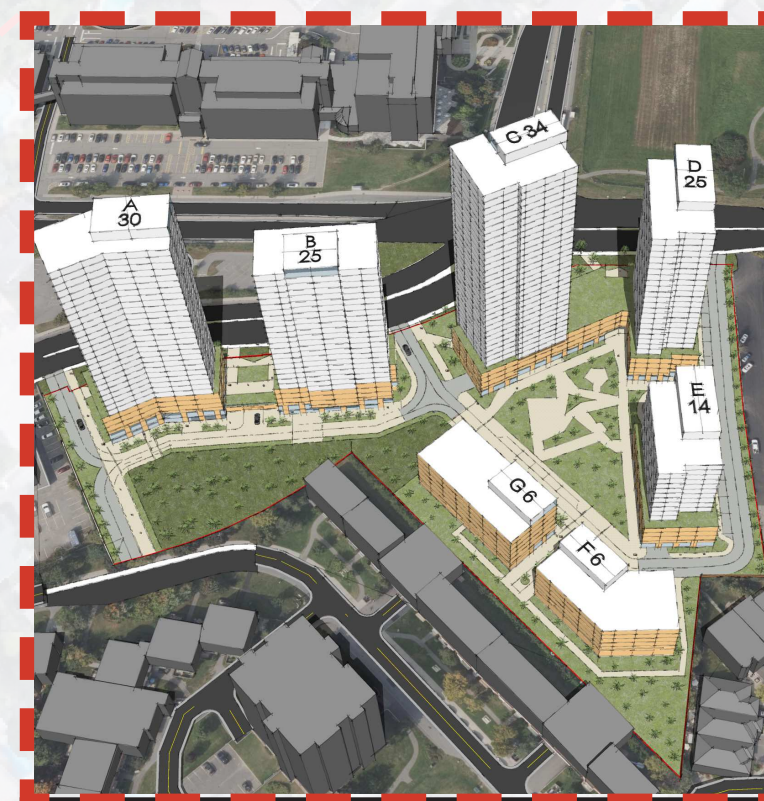
Internal Parkland



2024 - Past Option 3

- (1) tower: 40 floors
- (2) towers: 25 floors
- (1) tower: 20 floors
- (1) mid-rise: 18 floors
- (2) low-rise: 6 floors

South Parkland

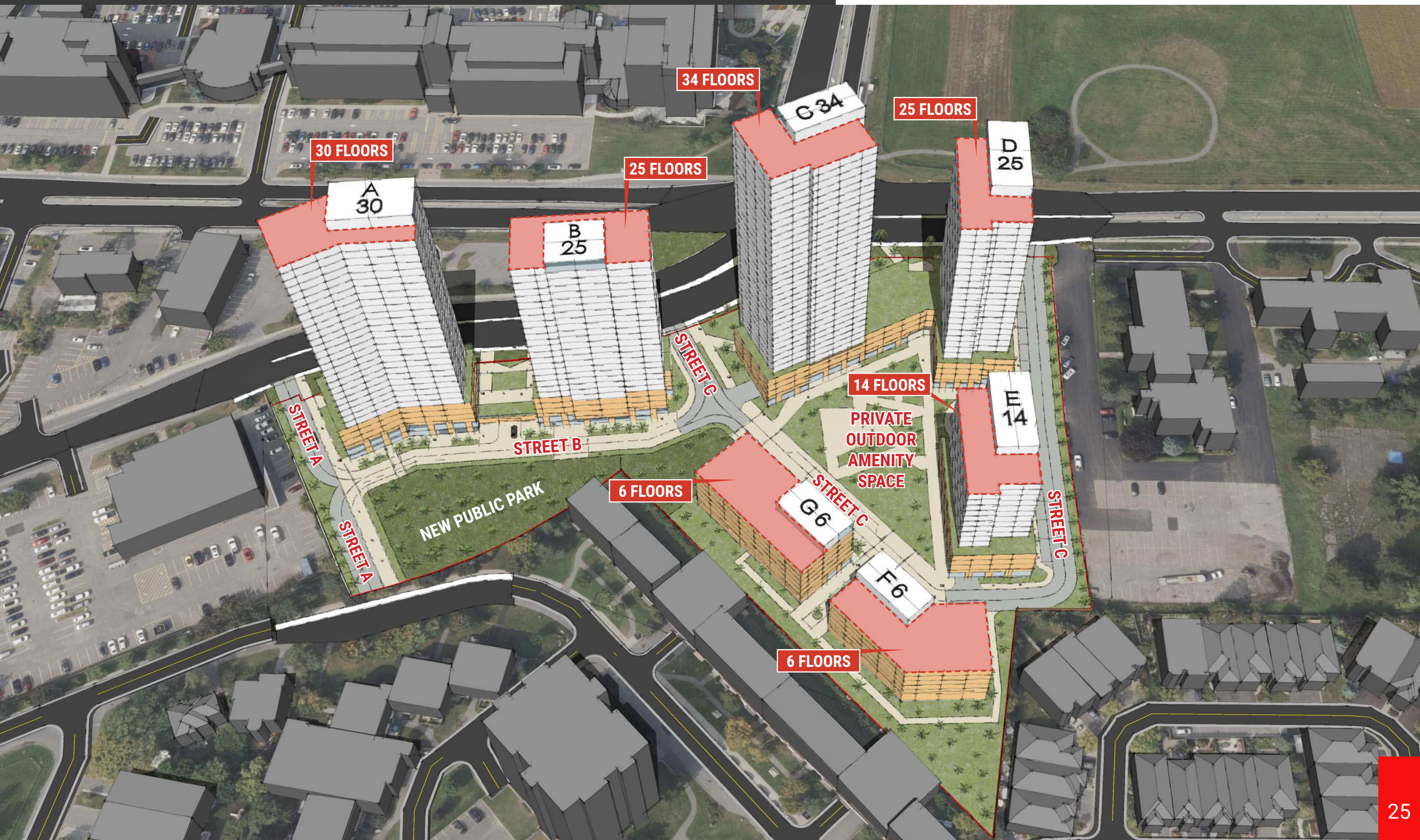


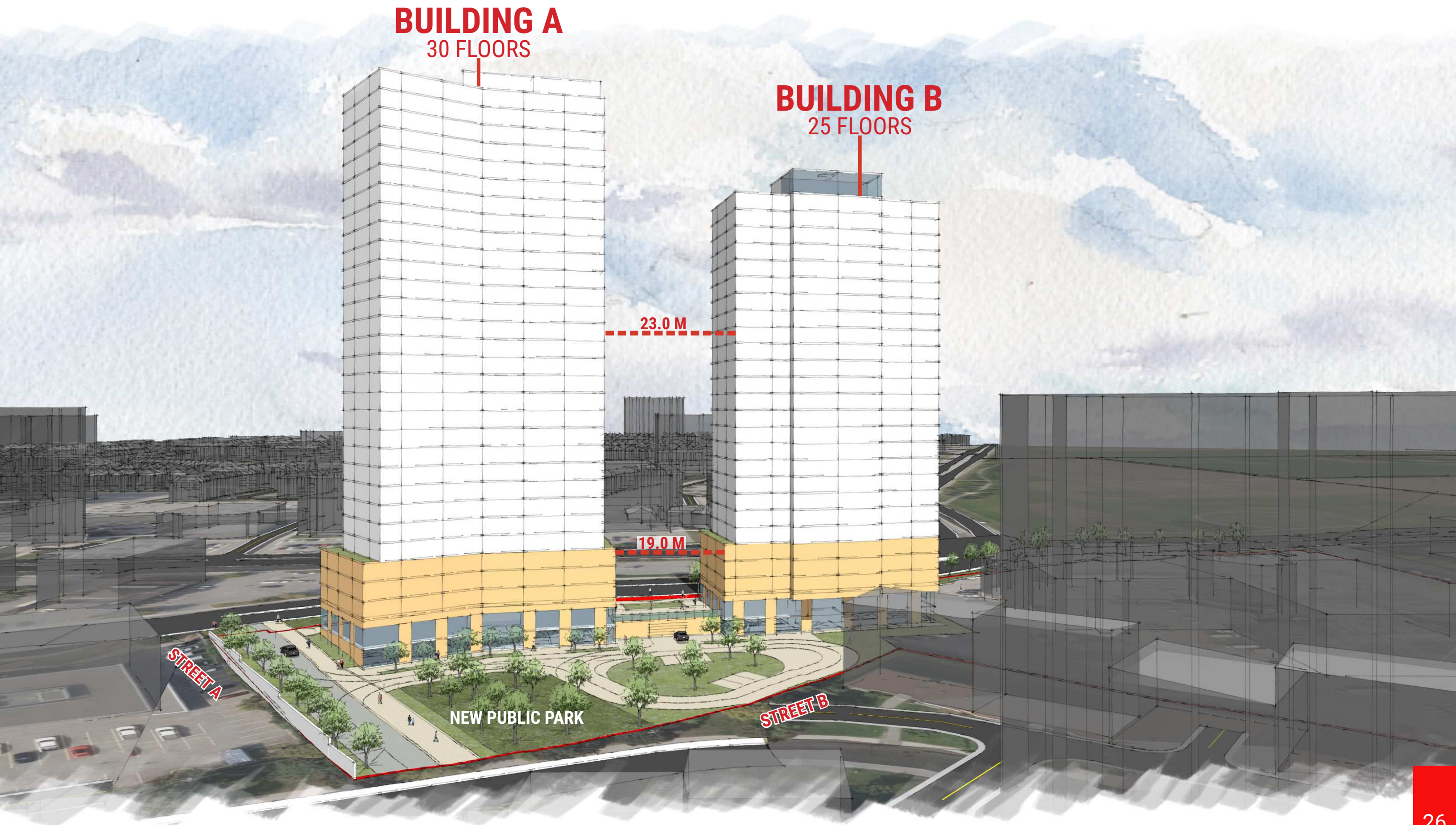
2025 - Current Option

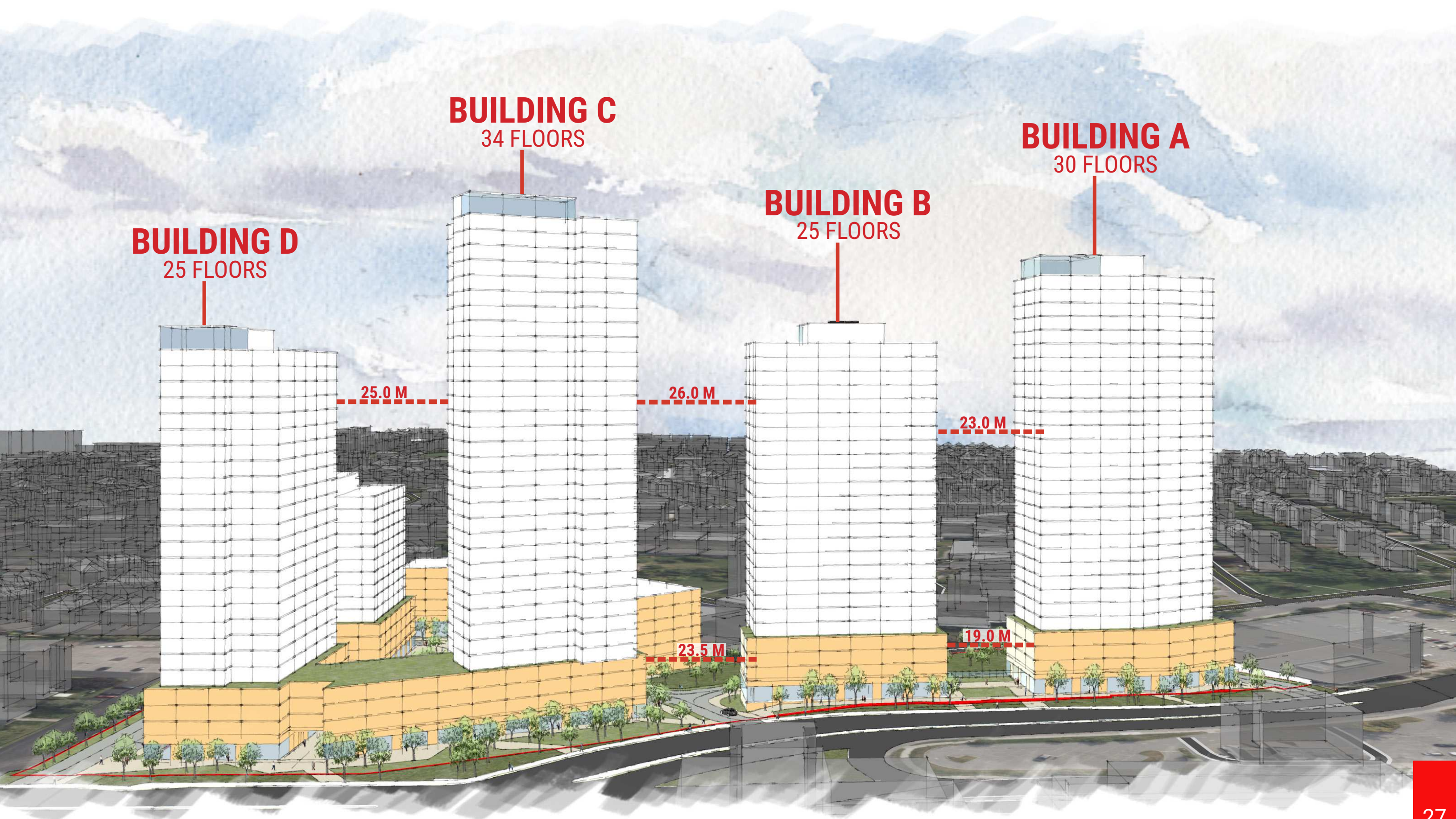
- (1) tower: 34 floors
- (1) tower: 30 floors
- (2) towers: 25 floors
- (1) mid-rise: 14 floors
- (2) low-rise: 6 floors

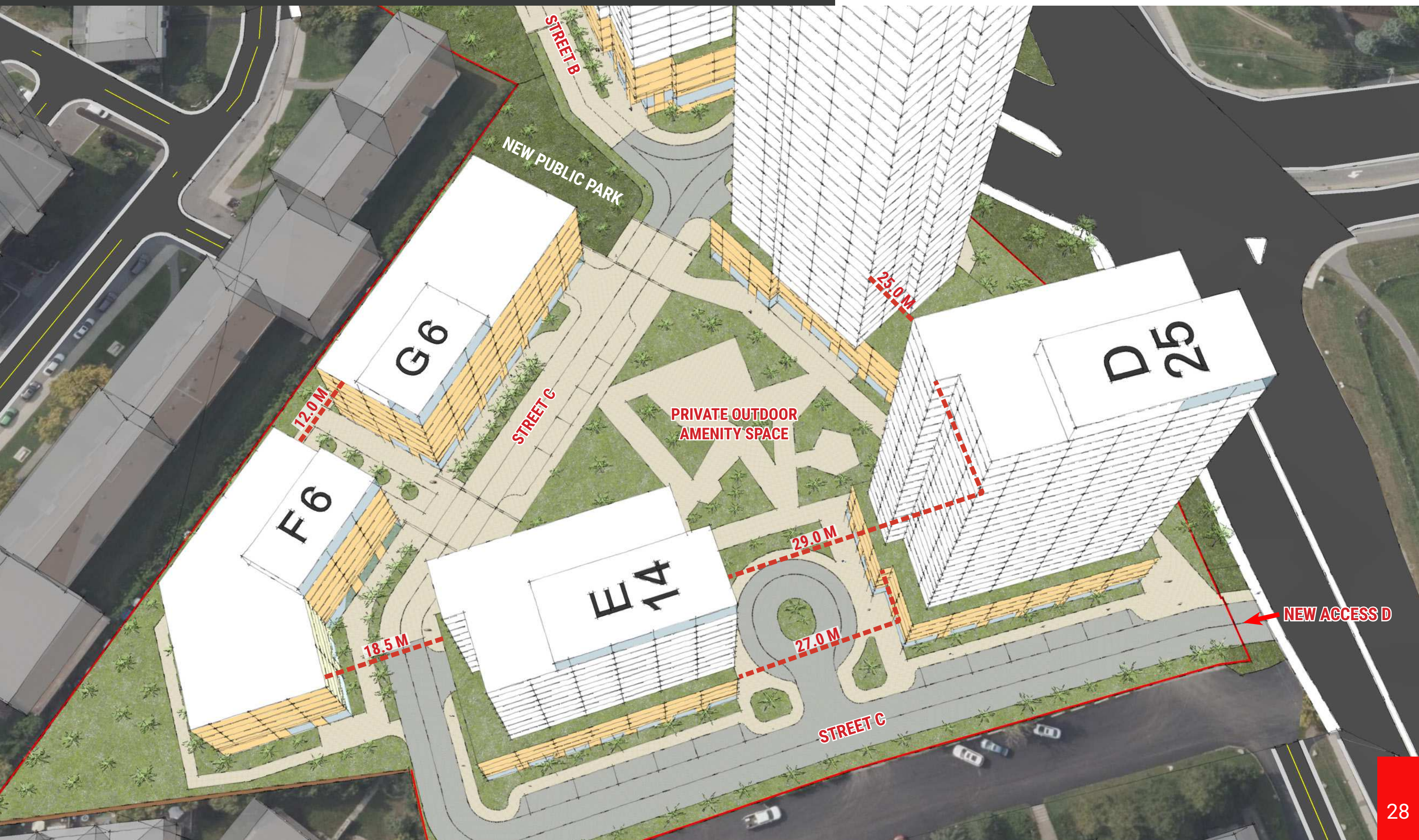
South Parkland with connecting street from Eleanor Dr to Merivale Rd.

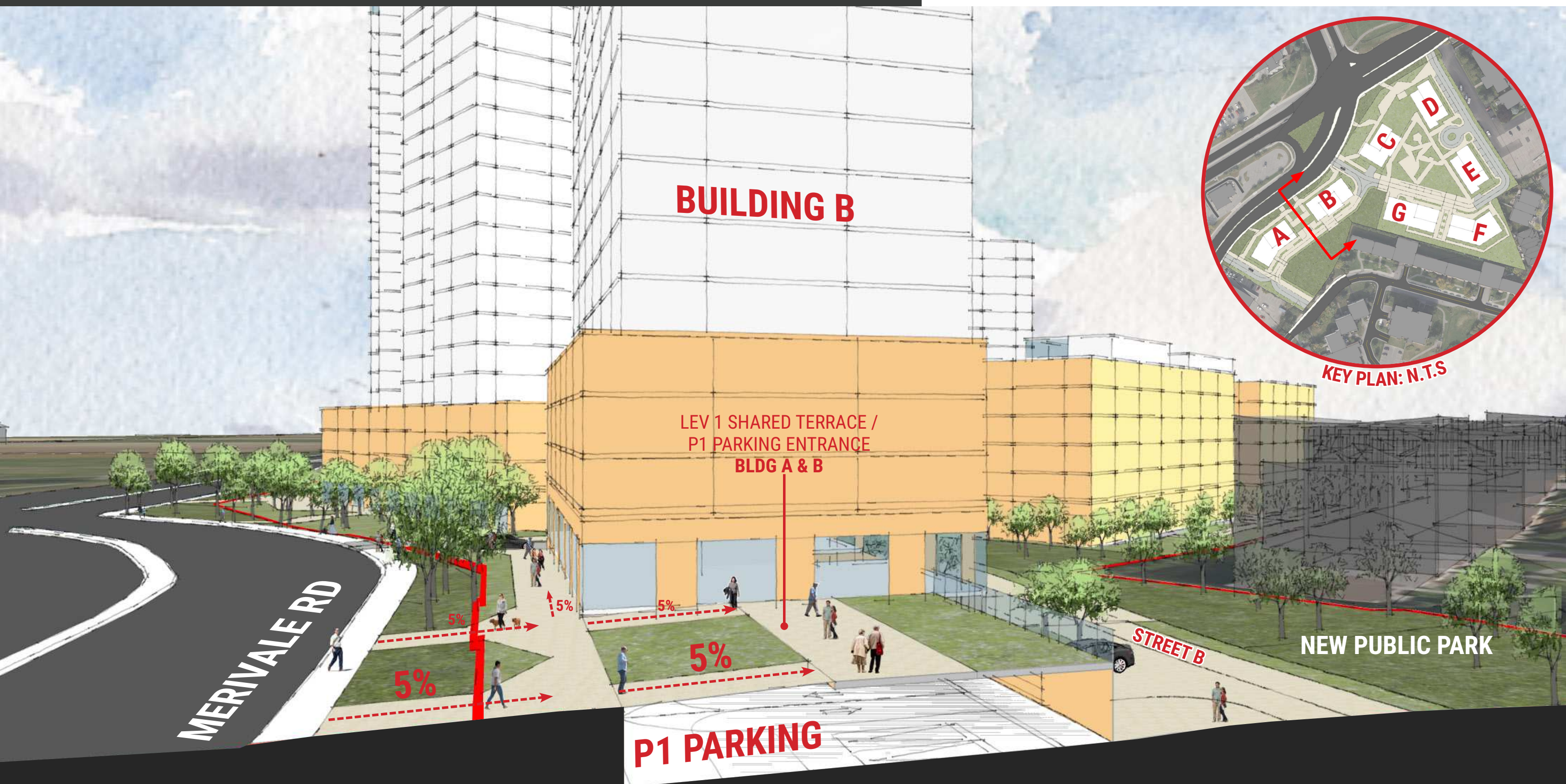








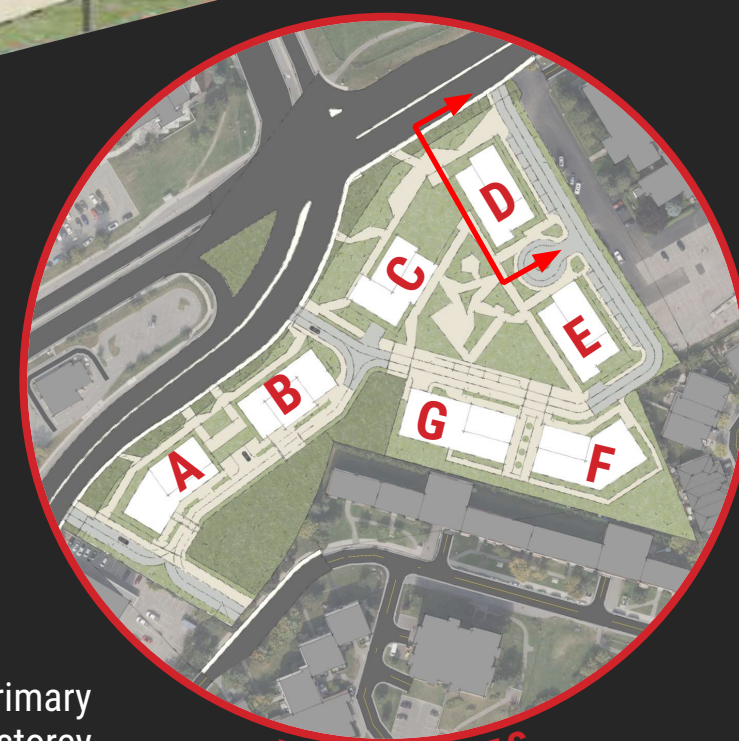




The building setbacks for Phase 1 - Buildings A and B are designed to align with the minimum required 10 m right-of-way, measured from the centerline of Merivale Road. The ground floor incorporates a mix of residential amenities including the main residential lobby and

retail spaces to activate both the streetscape and the interior park frontage, as well as the private street network. The primary building access is positioned between the two towers, where a central plaza frames the arrival experience from Merivale Rd. This space also

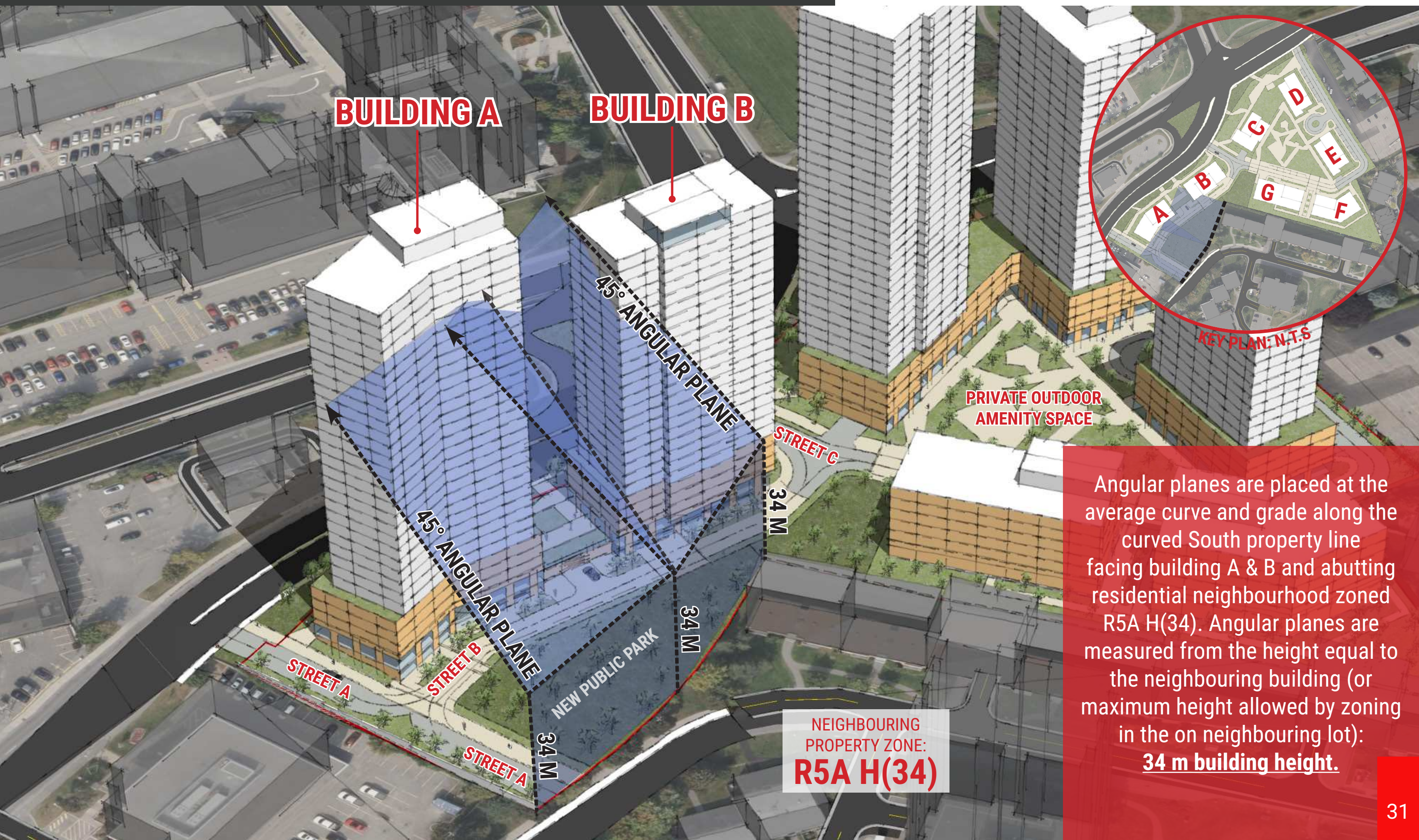
creates a unique elevated arrival sequence, as the site's topography drops toward the interior, offering an upper-terrace view that visually connects to the new public park located within the heart of the site.



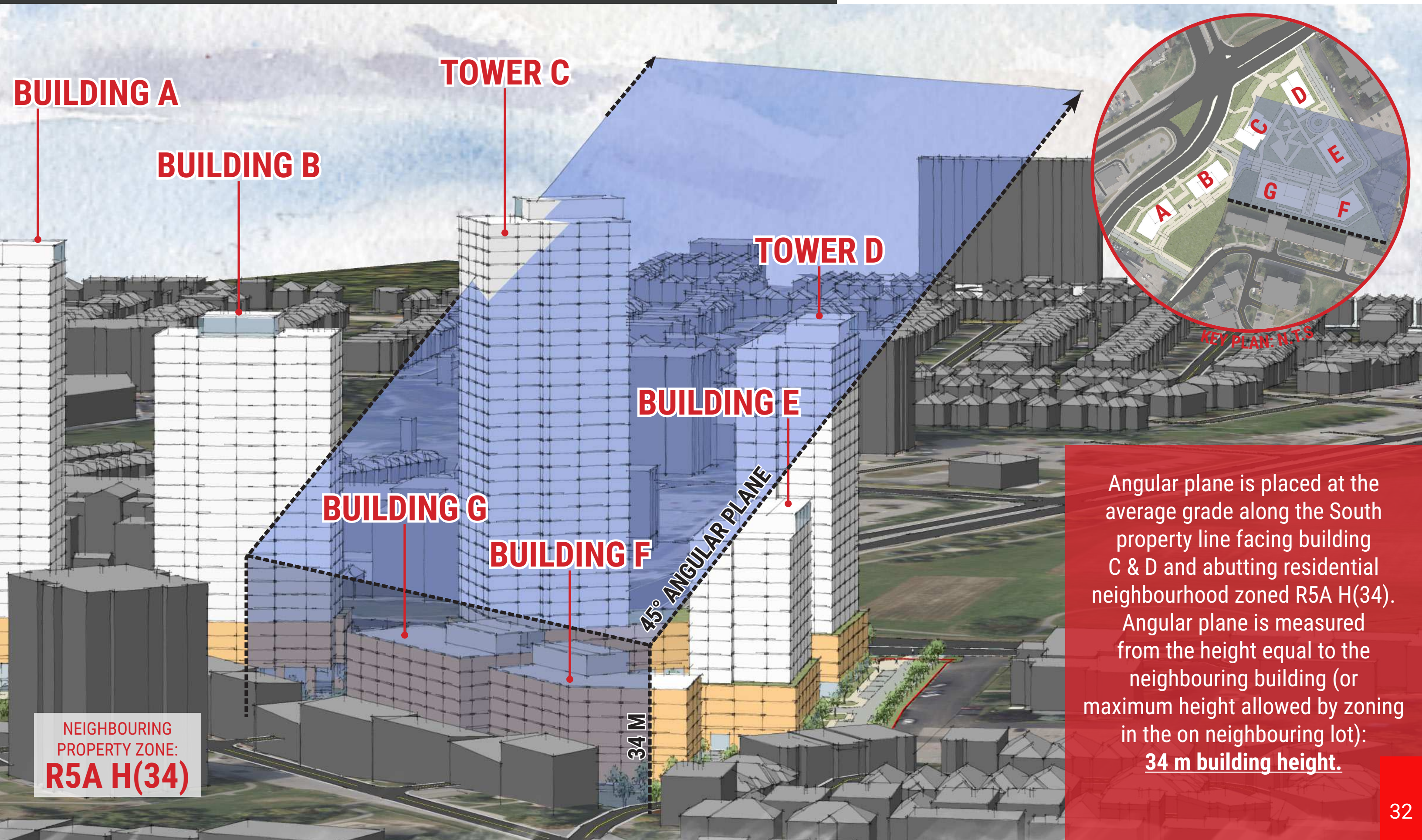
KEY PLAN: N.T.S

For Phase 2, Buildings C and D have been set back an additional 6 m beyond the minimum 10 m right-of-way measured from the centerline of Merivale Road. This adjustment accommodates the servicing strategy required for both Phase 1 and Phase 2 of the development. Similar to Buildings A and B, these mixed-use residential buildings feature ground-level amenities fronting Merivale Road, complemented by private residential amenities to maintain street-level animation

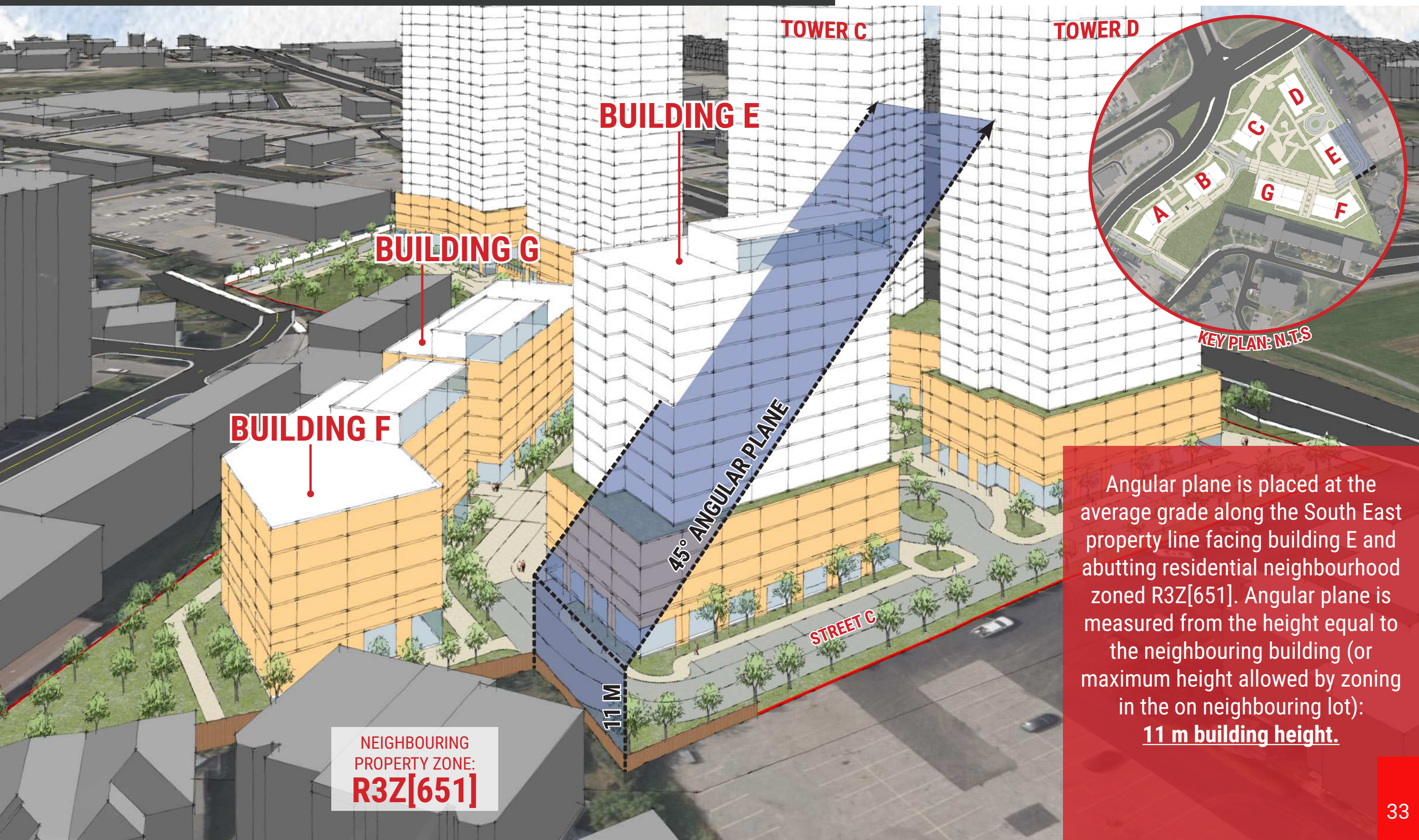
along the streetwalls and within the inner private courtyard. The primary residential lobbies for Buildings C and D are connected through a two-storey breezeway, introducing porosity along the Merivale frontage while creating a distinct sense of arrival that links residents to the interior courtyard upon arrival. The amenity program continues to activate the inner perimeter of the building, ensuring vibrant and engaging frontages throughout the public realm.

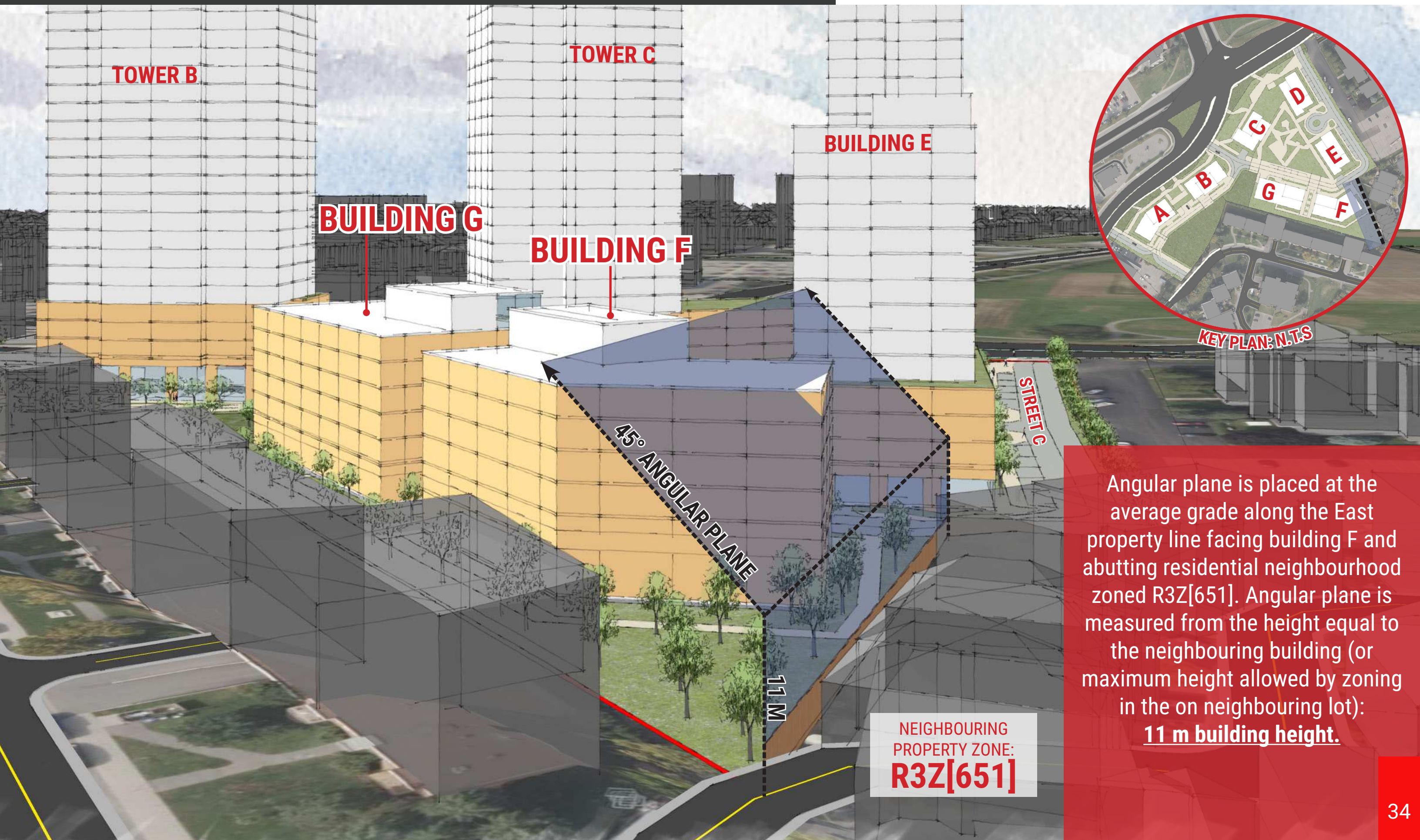


Angular planes are placed at the average curve and grade along the curved South property line facing building A & B and abutting residential neighbourhood zoned R5A H(34). Angular planes are measured from the height equal to the neighbouring building (or maximum height allowed by zoning in the on neighbouring lot): **34 m building height.**

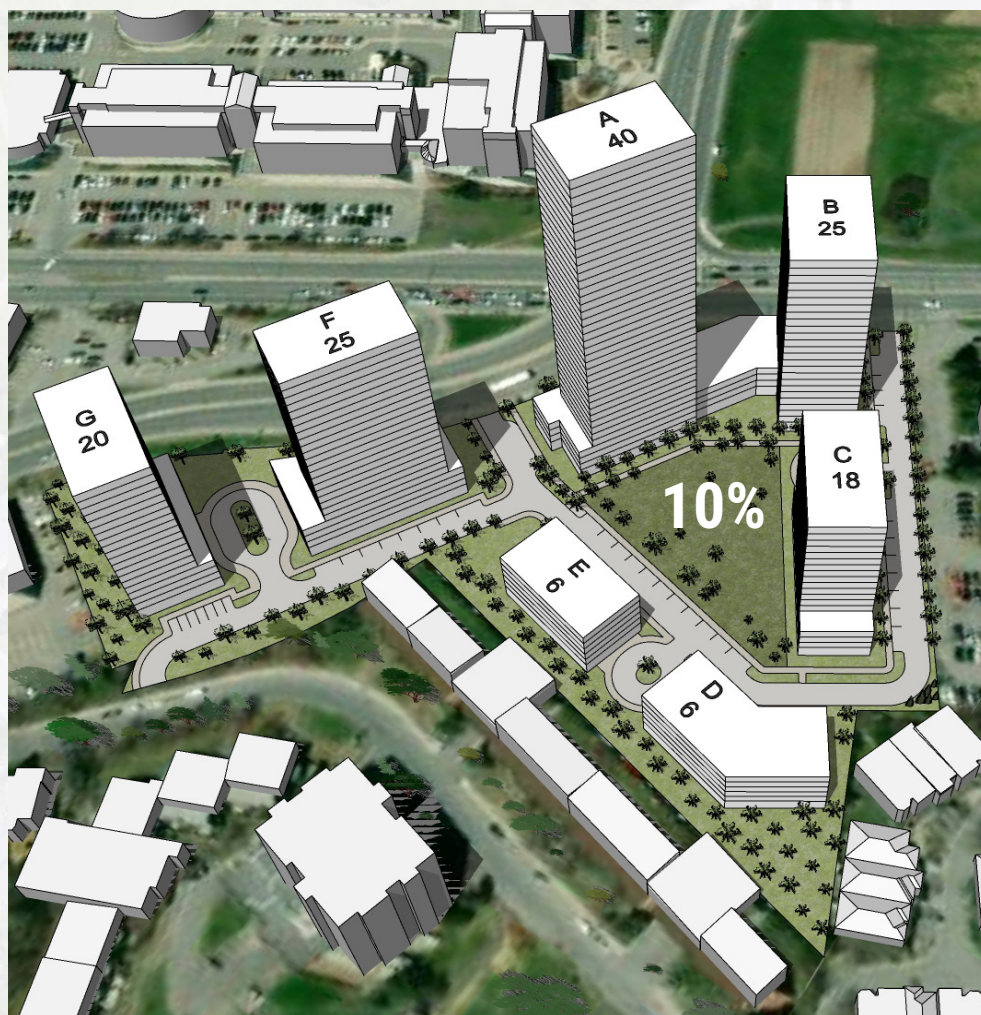


Angular plane is placed at the average grade along the South property line facing building C & D and abutting residential neighbourhood zoned R5A H(34). Angular plane is measured from the height equal to the neighbouring building (or maximum height allowed by zoning in the on neighbouring lot): **34 m building height.**



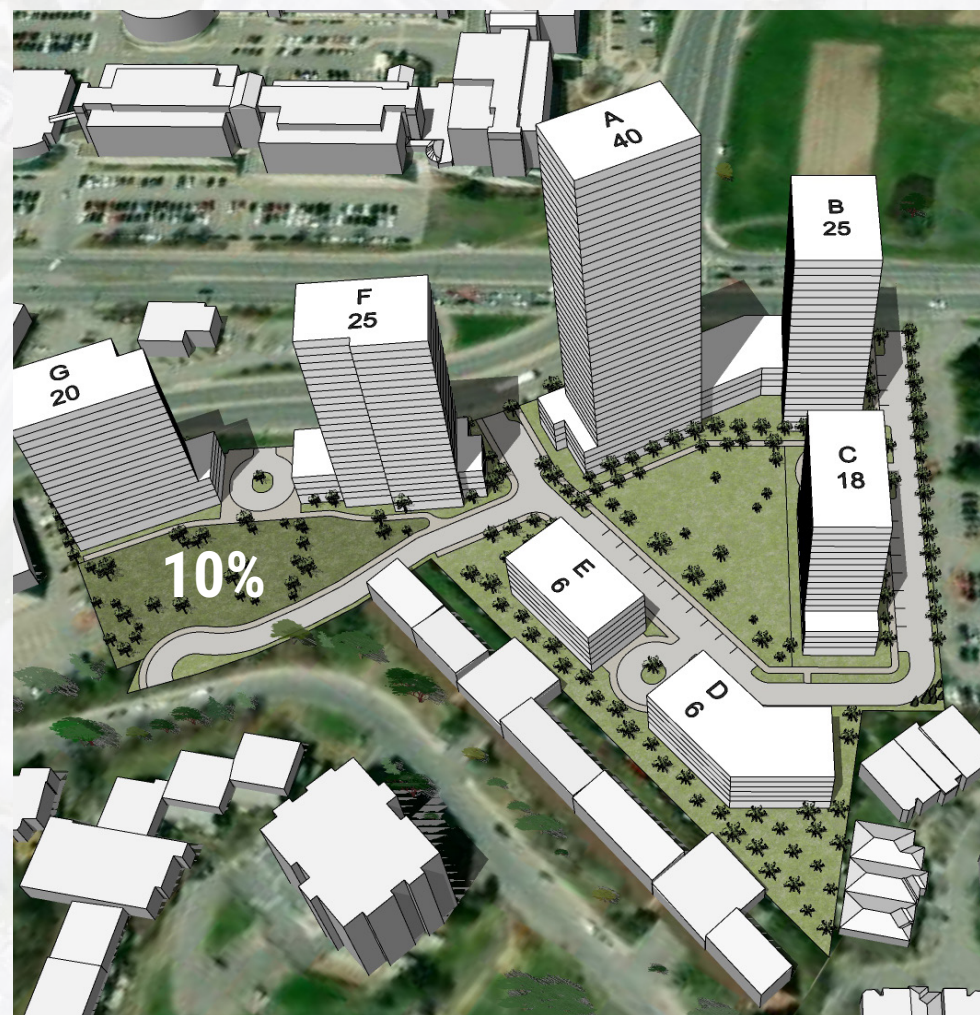


Angular plane is placed at the average grade along the East property line facing building F and abutting residential neighbourhood zoned R3Z[651]. Angular plane is measured from the height equal to the neighbouring building (or maximum height allowed by zoning in the on neighbouring lot): **11 m building height.**



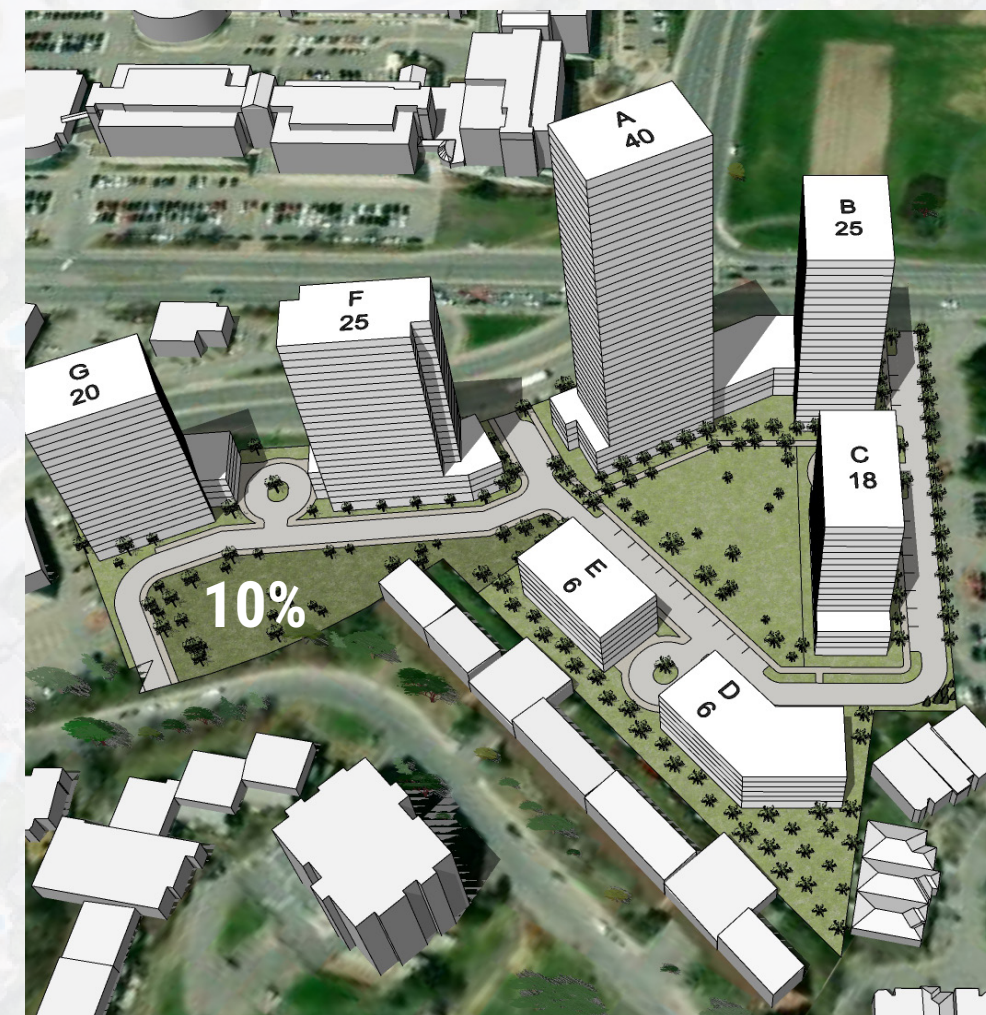
2024 - Past Option 1

10% Parkland located centrally within property fronting internal street.



2024 - Past Option 2

10% Parkland along internal street located South of property.



2024 - Past Option 3

10% Parkland located South in proximity to Eleanor St.

4 10% PARKLAND DEDICATION - PHASE 2

FACILITY FIT PLAN

The Facility Fit Plan establishes the foundation for a public park that serves both development residents and the wider community. The park design is informed by the tower architecture, site forms, grading, and materiality to create a cohesive site-wide pedestrian realm, while subtle shifts in form and finish delineate the transition between public and private spaces.

PRECEDENT IMAGES



ARMOUR STONE



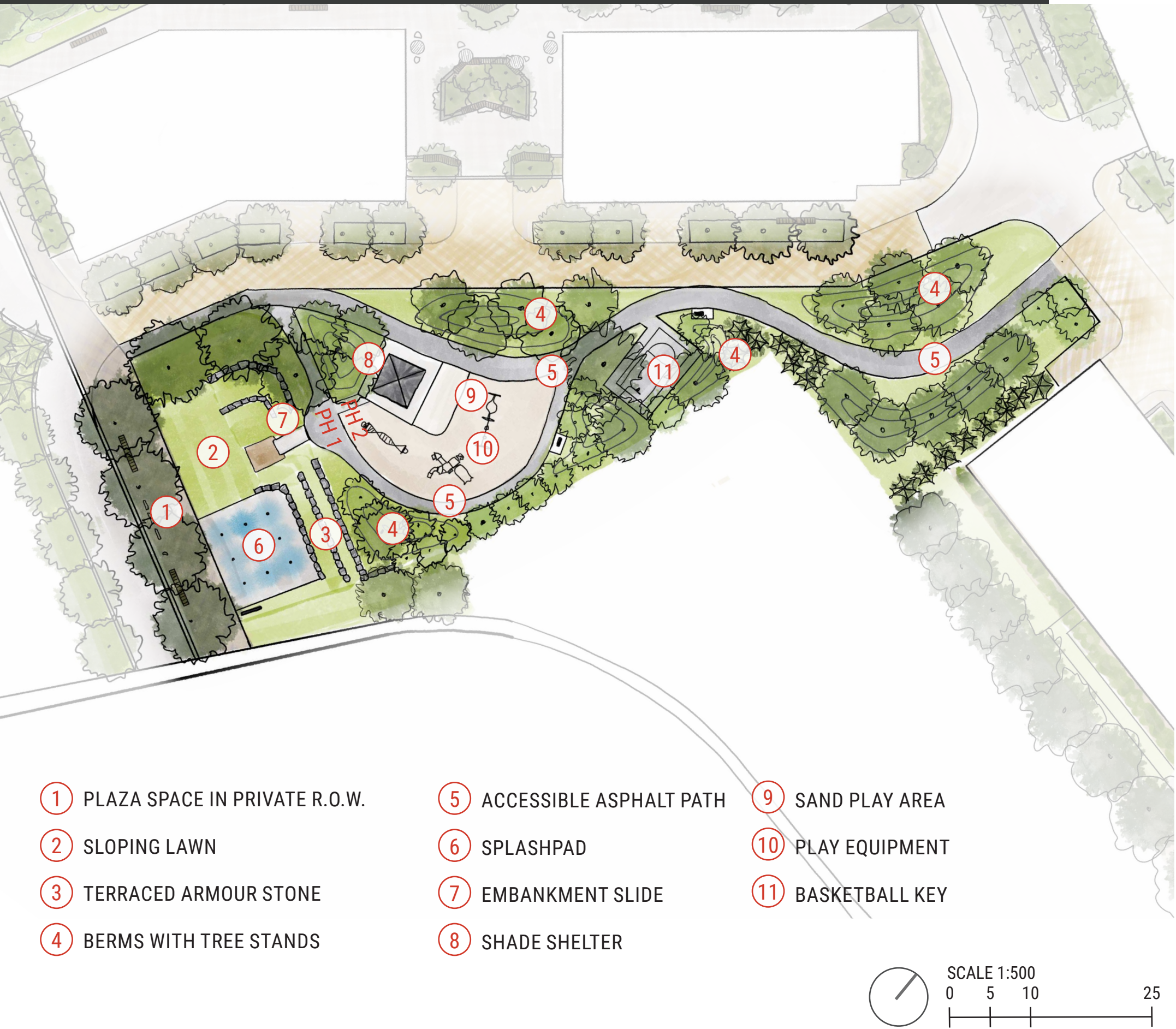
EMBANKMENT SLIDE



SPLASHPAD



PLAY EQUIPMENT



- 1

PLAZA SPACE IN PRIVATE R.O.W.
- 2

SLOPING LAWN
- 3

TERRACED ARMOUR STONE
- 4

BERMS WITH TREE STANDS
- 5

ACCESSIBLE ASPHALT PATH
- 6

SPLASHPAD
- 7

EMBANKMENT SLIDE
- 8

SHADE SHELTER
- 9

SAND PLAY AREA
- 10

PLAY EQUIPMENT
- 11

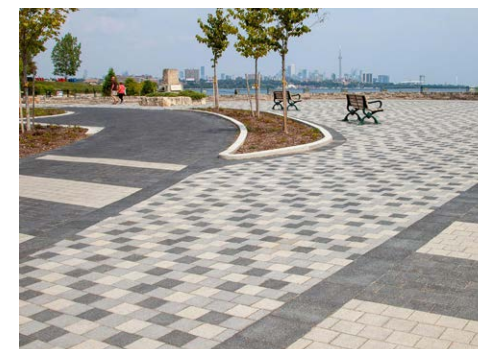
BASKETBALL KEY



- ① ACCESS EASEMENT ALONG PRIVATE ROAD
- ② PUBLIC PARK (PHASE 1)
- ③ SECONDARY CIRCULATION ALONG RETAIL FRONTAGES
- ④ L1 TERRACE OVERLOOKING PARK
- ⑤ SHARED ROAD WITH PERMEABLE UNIT PAVERS
- ⑥ ASPHALT ROAD

① 'PRIVATE ROAD A' DESIGN ELEMENTS

Two directional private roadway to allow for resident site access, with an inset jog to dissuade cut-through vehicle traffic. MUP with access easement cuts directly through the site to welcome cyclists and pedestrians from the community into the park and through from Eleanor St. to Merivale Rd.



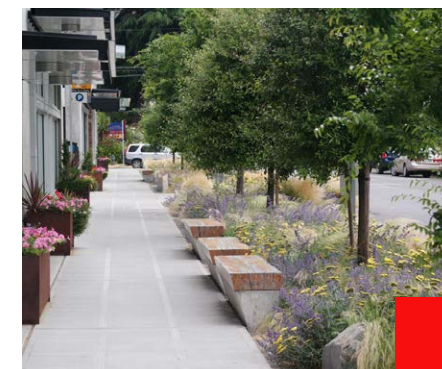
BARRIER FREE PAVING



RESIDENTIAL STYLE LIGHTING

③ SEPARATED RETAIL CIRCULATION

An alternate pedestrian space set behind the boulevard tree planting area offers a comfortable route and seating opportunities along the retail frontages. An infiltration gallery along the inside of the planting beds help manage stormwater on site.



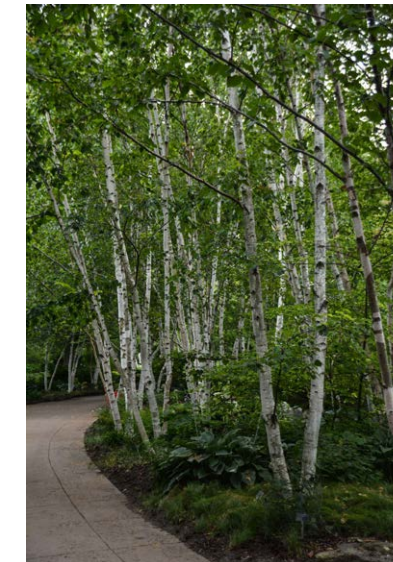
5 LANDSCAPE INTERFACE - PHASE 2

PHASE 1 & 2 LANDSCAPE CONCEPT

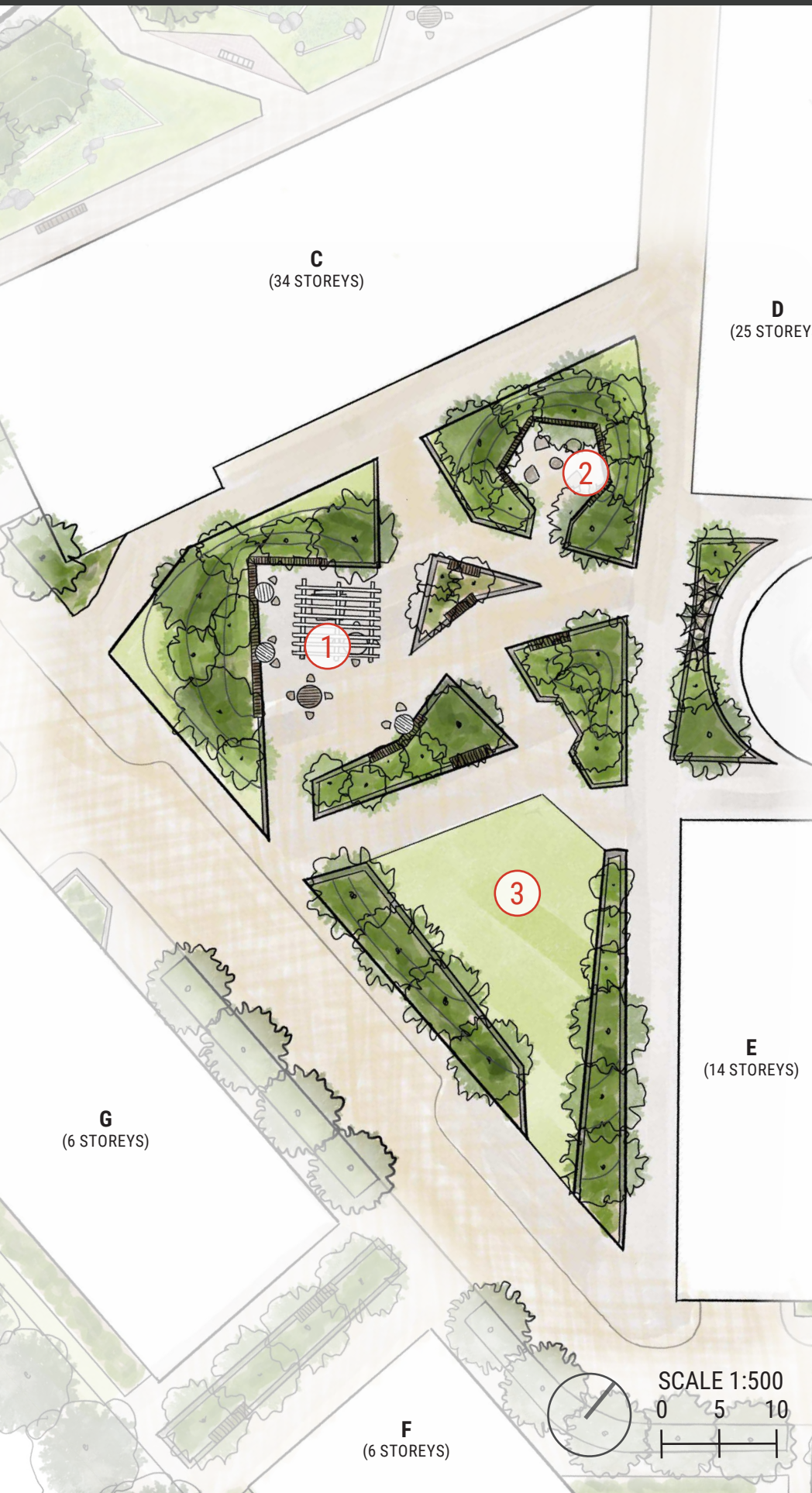
Using bermed landforms and dense tree plantings establishes a distinct, unified character across both public and private spaces. Landforms and planting are strategically placed to channel views, circulation, and delineate spaces without the need for formal barriers or fencing.



- ① ACCESS EASEMENT ALONG PRIVATE ROAD
- ② PUBLIC PARK
- ③ SECONDARY CIRCULATION ALONG RETAIL FRONTAGES
- ④ L1 TERRACE OVERLOOKING PARK
- ⑤ BREEZEWAY
- ⑥ PRIVATE OUTDOOR AMENITY SPACE
- ⑦ PLANTED BUFFER
- ⑧ PRIVATE OPEN SPACE
- ⑨ RETAIL AMENITY SPACE
- ⑩ SHARED ROAD WITH PERMEABLE PAVERS
- ⑪ ASPHALT ROAD

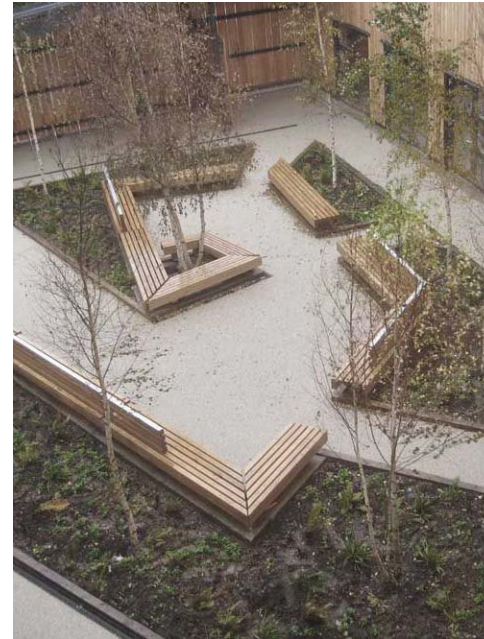


6 PRIVATE OUTDOOR AMENITY SPACE

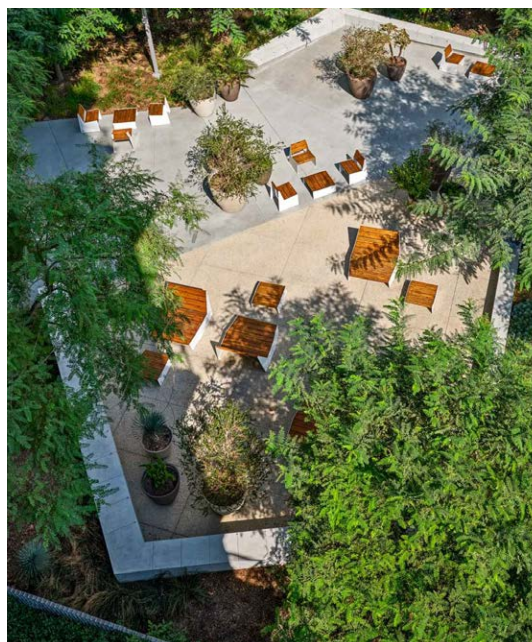


DESIGN ELEMENTS

Berms and dense plantings transition from the park's soft curves to angular forms on private lands. Raised beds support tree growth over the parking slab, and angled edges function as seating and outdoor room definitions.

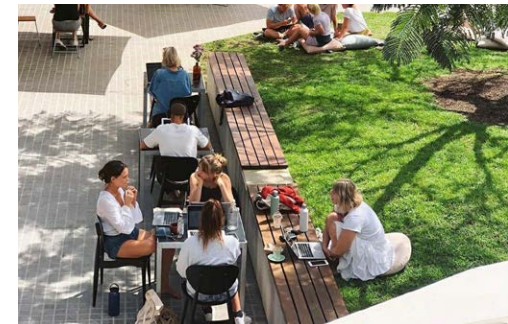
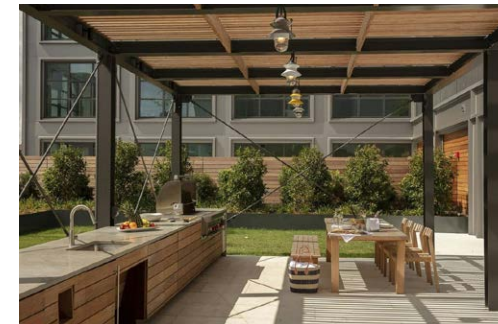


Vertical elements (site furnishings, planting) create the sense of privacy around spaces that are shielded from view from the towers above.



PROGRAM OPTION PRECEDENTS

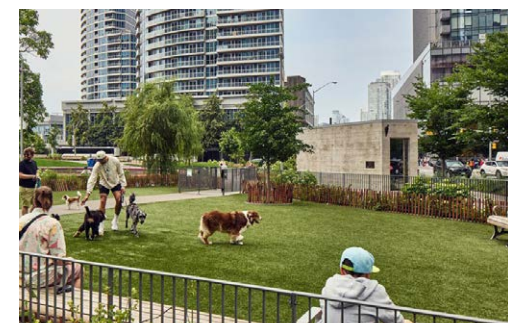
1 OUTDOOR DINING AND GATHERING SPACES



2 PRIVATE NOOKS



3 MULTIPURPOSE OPEN SPACE AMENITY OPTIONS

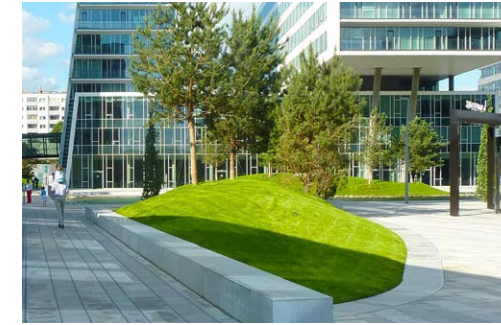




- ① BREEZEWAY WINDBREAK
- ② WATER QUALITY GARDEN
- ③ LIVING FILTRATION GALLERY
- ④ ACCENT PERMEABLE PAVERS

BREEZEWAY WINDBREAK

This outdoor space serves as both a spill-out from the pedestrian connection to the residential amenity area and a welcoming forecourt for adjacent retail. Sculpted berms form the primary view from the breezeway, buffering wind and providing relief from Baseline Road to create a comfortable, sheltered setting for gathering and circulation.

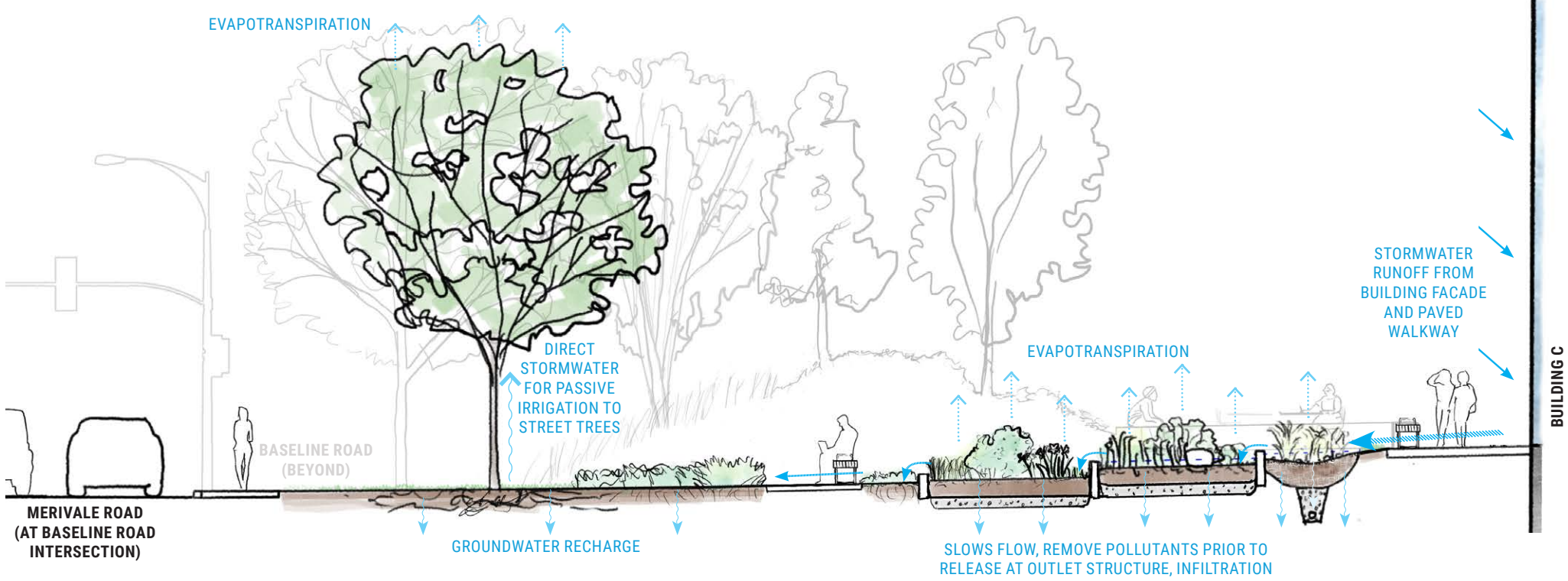


FILTRATION GALLERY AND GARDEN

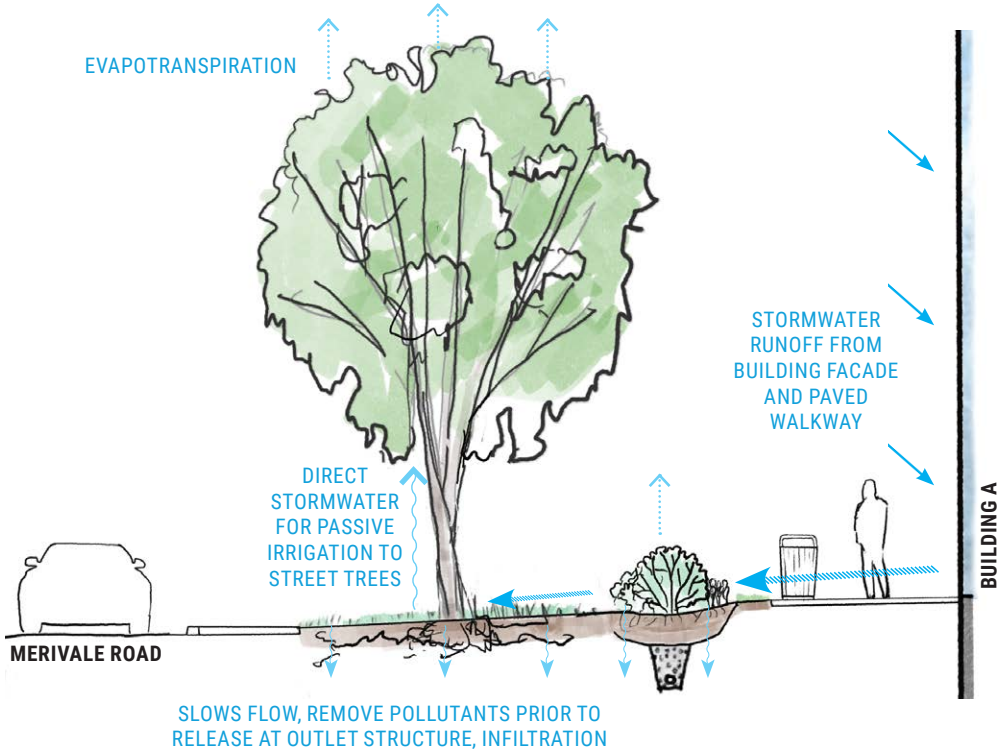
Along the Merivale frontage, the water quality garden and filtration gallery capture and pre-treat stormwater runoff while creating a planted edge that softens traffic impacts and provides separation between busy streets and adjacent retail and amenity spaces.



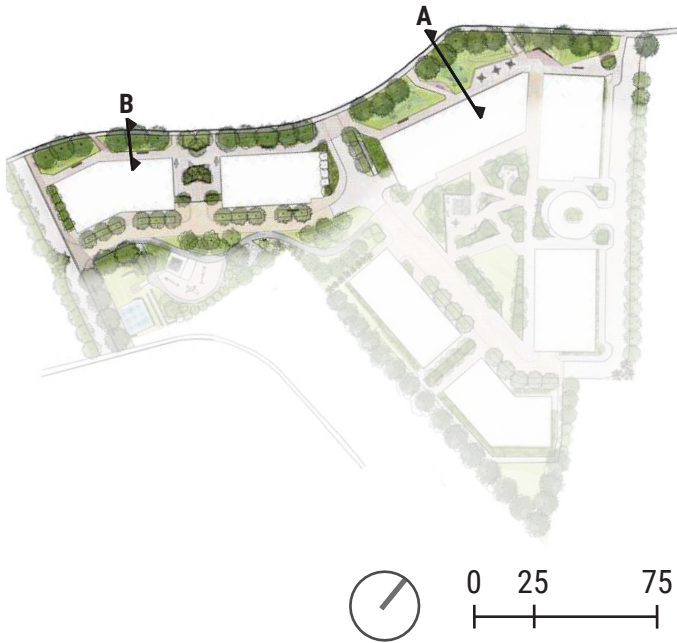
LANDSCAPE SUSTAINABILITY STATEMENT



SECTION A - MERIVAL RD. AND BASELINE R.D INTERSECTION



SECTION B - LIVING FILTRATION GALLERY

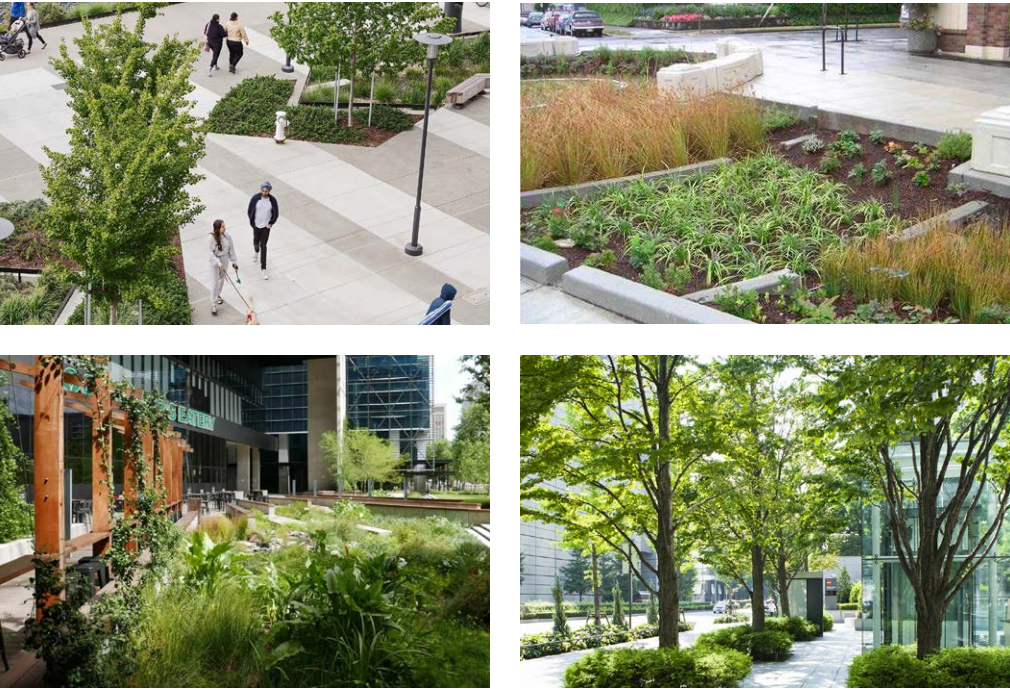


KEY PLAN (NTS)

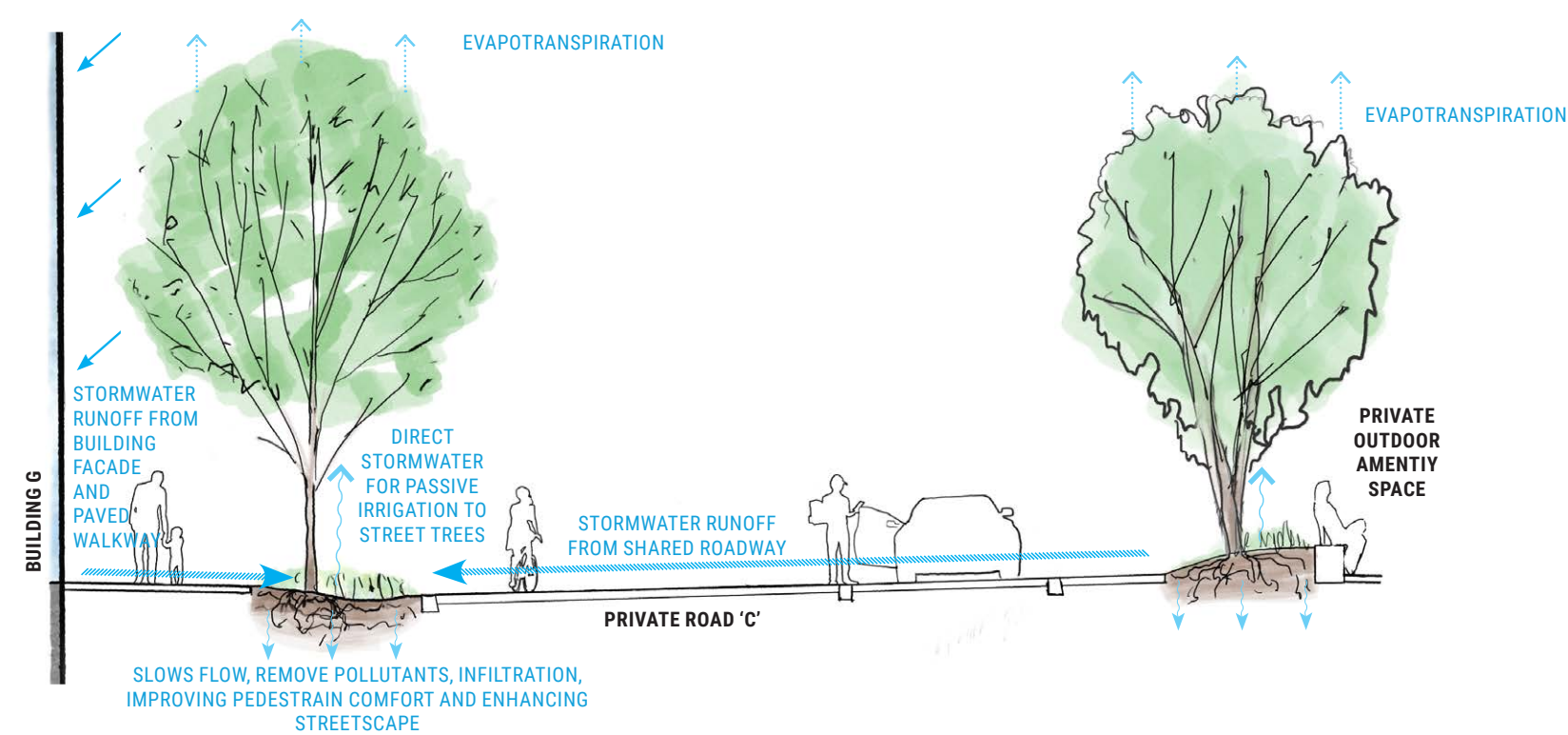
MERIVALE & BASELINE STREETScape

Along the Merivale and Baseline frontages, a continuous filtration gallery works in tandem with a larger water quality garden to receive, pre-treat, and slow stormwater from building faces and paved areas. These systems reduce pressure on municipal infrastructure while improving water quality and strengthening on-site climate resilience.

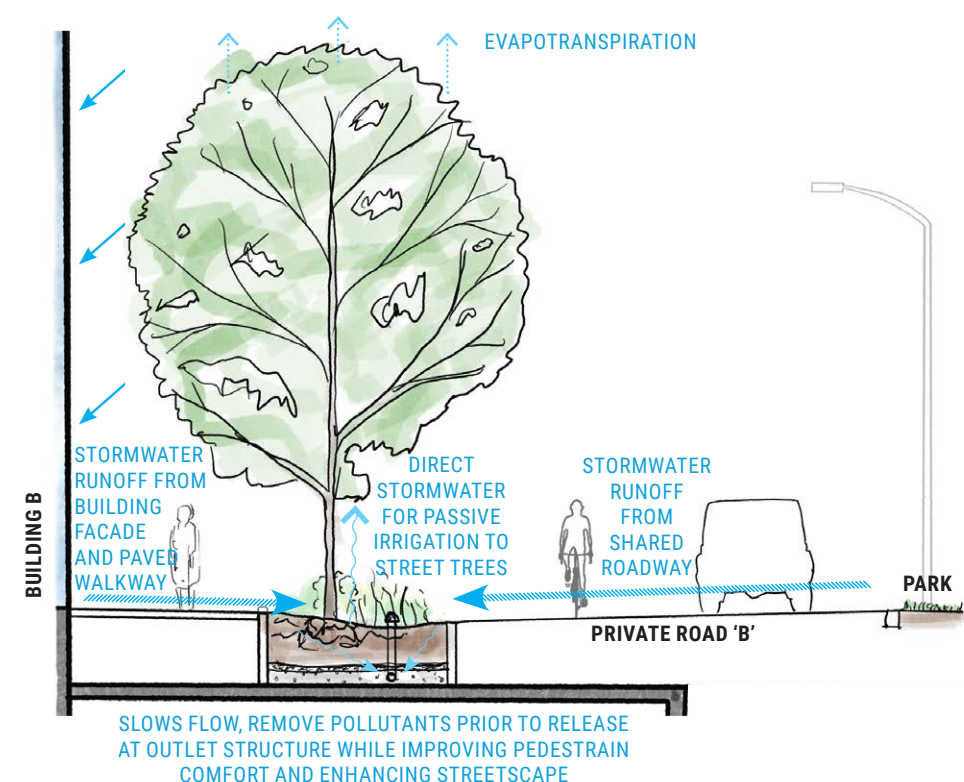
Generous soil volumes and dedicated space for large canopy trees are embedded across the site to expand urban tree cover, mitigate heat island effects, sequester carbon, and create shaded, comfortable pedestrian environments. Together, these landscape elements perform as both infrastructure and amenity supporting long-term environmental performance and everyday livability.



LANDSCAPE SUSTAINABILITY STATEMENT



SECTION C - BIOSWALE



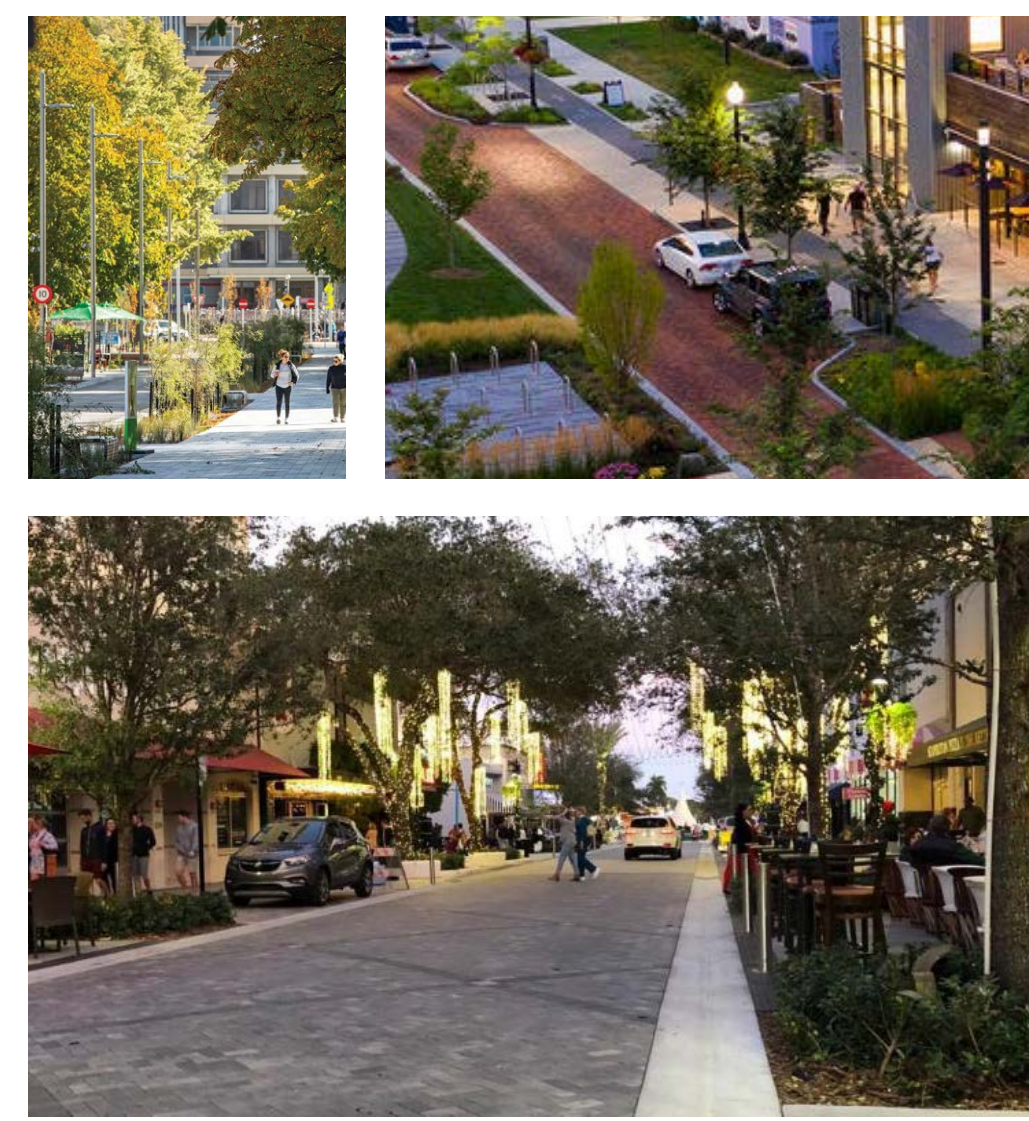
SECTION D - BIOFILTER



KEY PLAN (NTS)

INTERIOR SHARED STREETS

The landscape strategy builds on the project's sustainability goals by integrating green infrastructure throughout the public realm. Biofilters along the interior woonerf streets capture and convey runoff at the source, slowing flows and filtering pollutants prior to discharge in the storm system, and supporting large canopy tree planting. Bioswale also allow for infiltration and ground water recharge.



7 ENTRANCE EXPERIENCE - PHASE 1



New Site Access A - Merivale Rd.

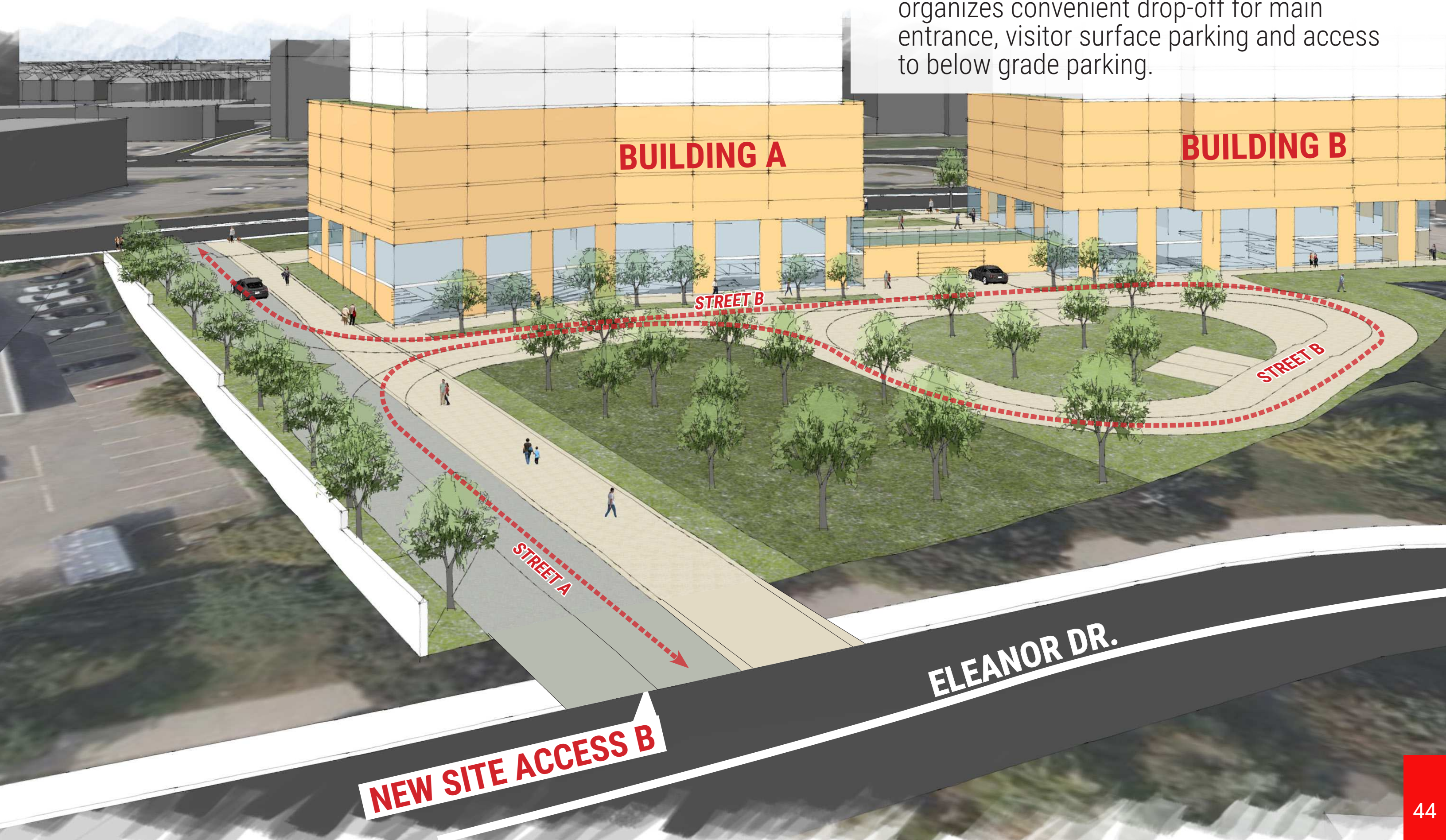
Primary site access for building A & B organizes convenient drop-off for main entrance, visitor surface parking and access to below grade parking.



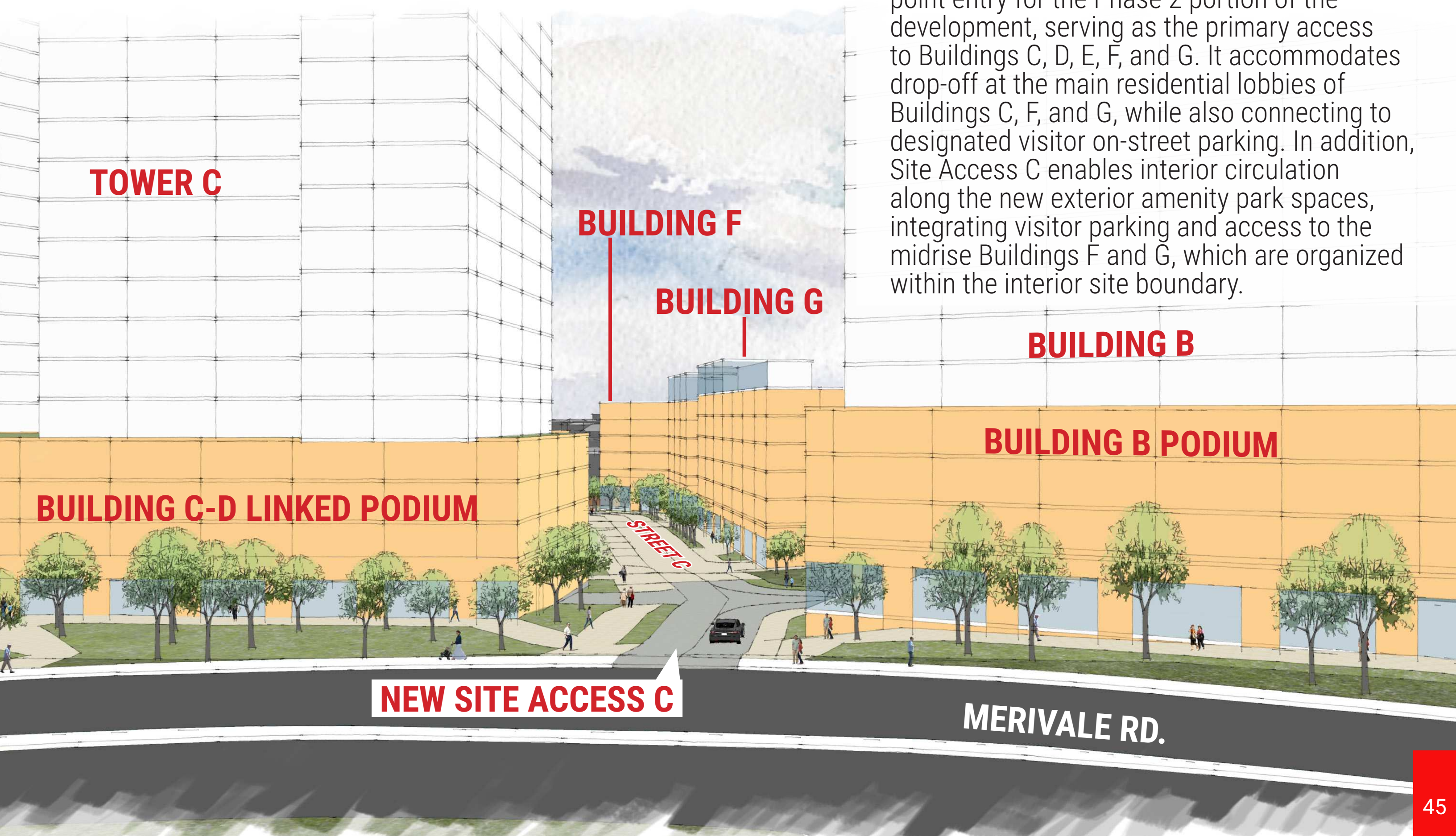
7 ENTRANCE EXPERIENCE - PHASE 1

New Site Access B - Eleanor Dr.

Primary site access for building A & B organizes convenient drop-off for main entrance, visitor surface parking and access to below grade parking.



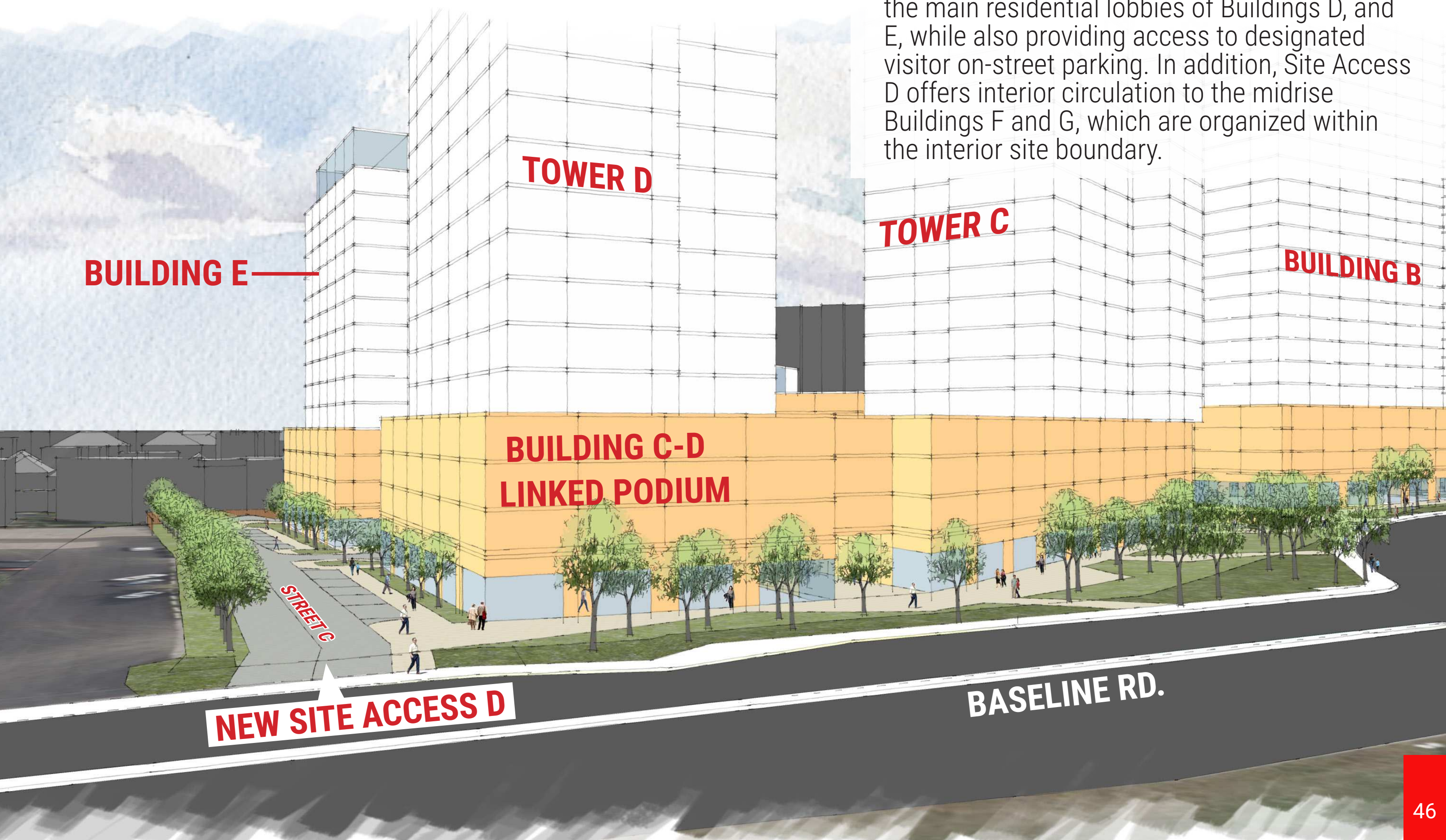
7 ENTRANCE EXPERIENCE - PHASE 2



New Site Access C - Merivale Rd.

Site Access C provides a convenient mid-point entry for the Phase 2 portion of the development, serving as the primary access to Buildings C, D, E, F, and G. It accommodates drop-off at the main residential lobbies of Buildings C, F, and G, while also connecting to designated visitor on-street parking. In addition, Site Access C enables interior circulation along the new exterior amenity park spaces, integrating visitor parking and access to the midrise Buildings F and G, which are organized within the interior site boundary.

7 ENTRANCE EXPERIENCE - PHASE 2



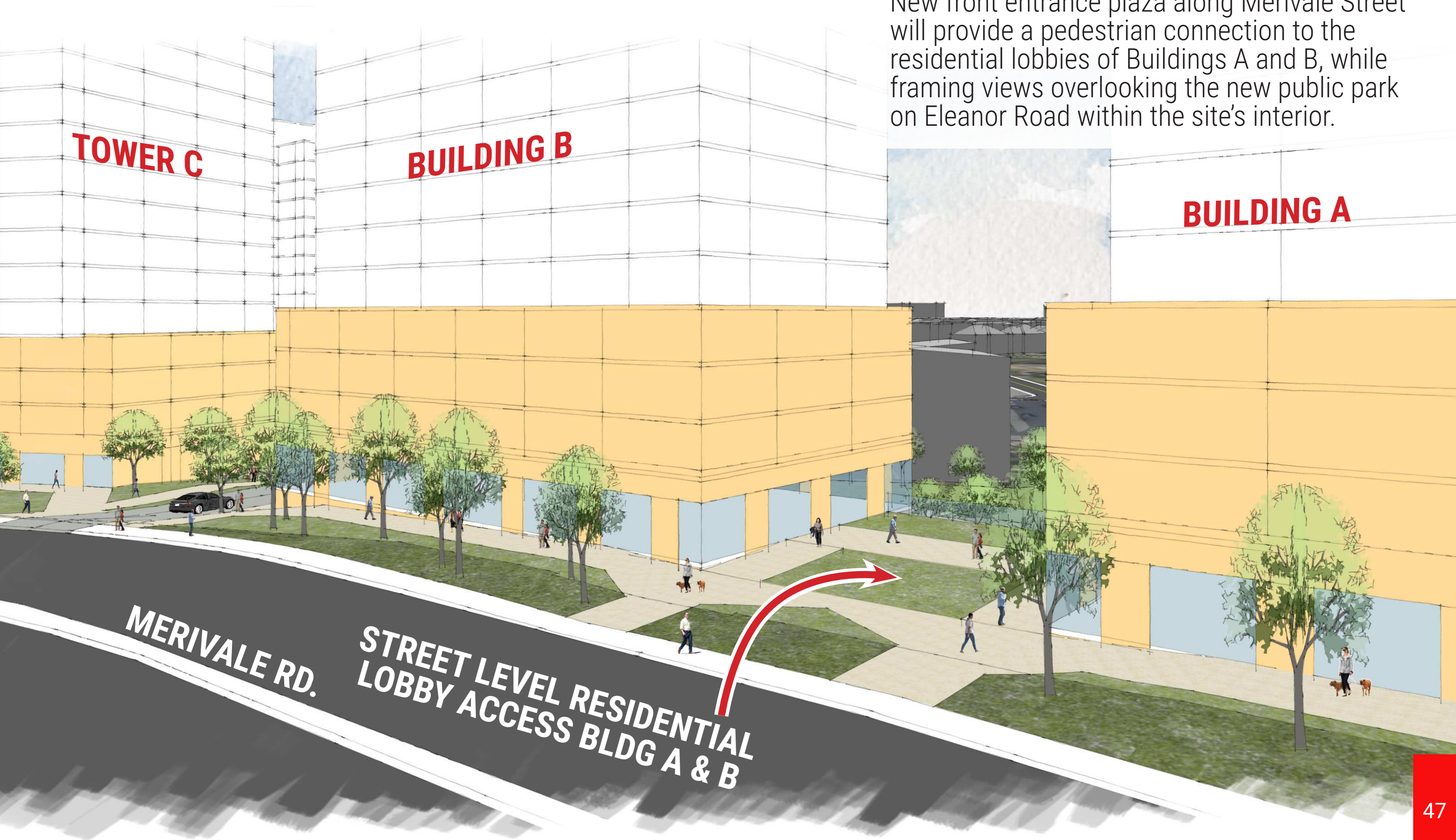
New Site Access D - Baseline Rd.

Site Access D facilitates convenient drop-off at the main residential lobbies of Buildings D, and E, while also providing access to designated visitor on-street parking. In addition, Site Access D offers interior circulation to the midrise Buildings F and G, which are organized within the interior site boundary.

8 MERIVALE & BASELINE RD ANIMATION - PHASE 1-2

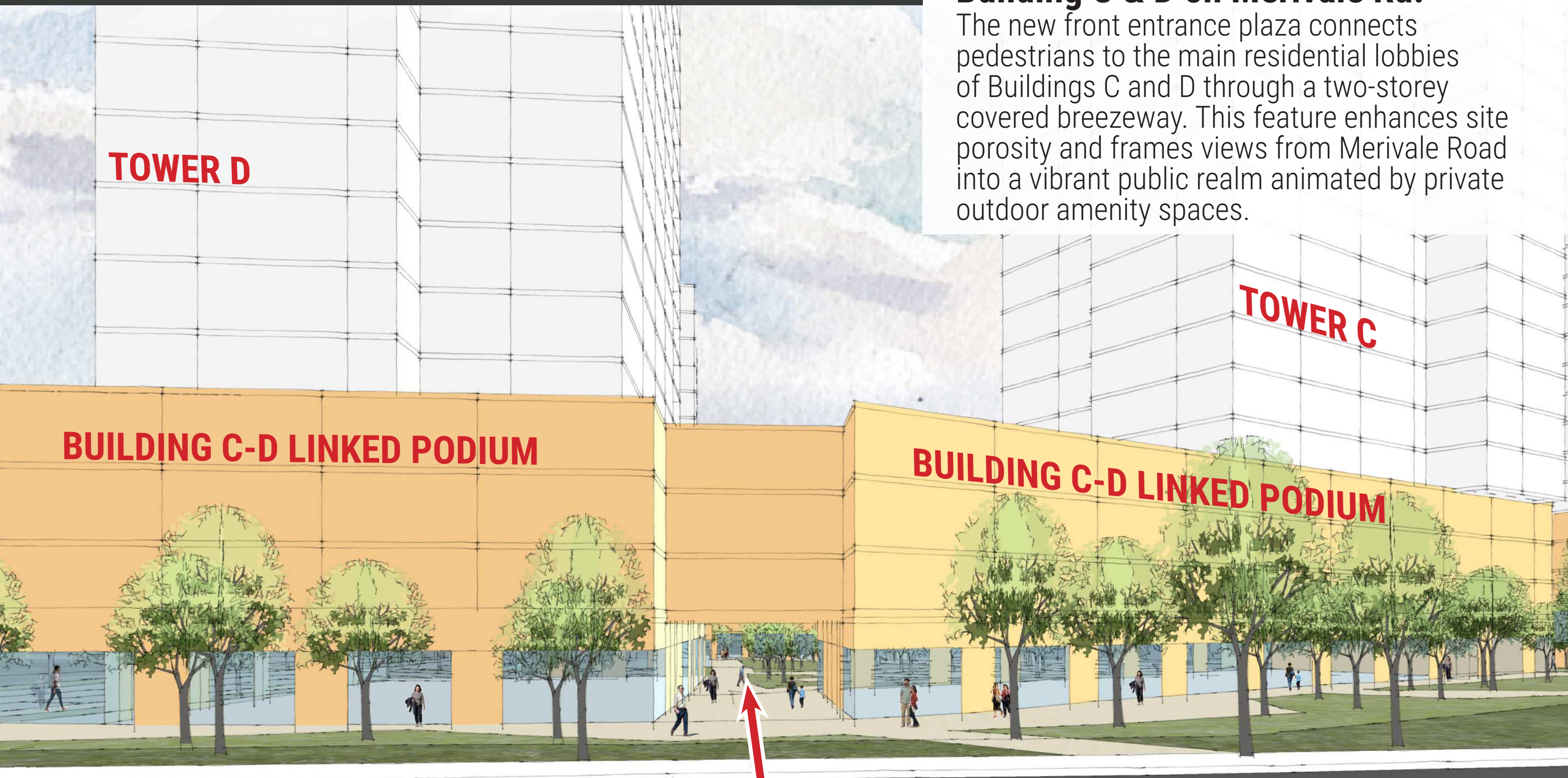
New Plaza + Front Entrance Building A & B on Merivale Rd.

New front entrance plaza along Merivale Street will provide a pedestrian connection to the residential lobbies of Buildings A and B, while framing views overlooking the new public park on Eleanor Road within the site's interior.



New Plaza + Front Entrance Building C & D on Merivale Rd.

The new front entrance plaza connects pedestrians to the main residential lobbies of Buildings C and D through a two-storey covered breezeway. This feature enhances site porosity and frames views from Merivale Road into a vibrant public realm animated by private outdoor amenity spaces.



PASS-THROUGH
BUILDING C & D

9 SITE ACCESS & LOADING - PHASE 1

New Site Access A & B - Merivale Rd.

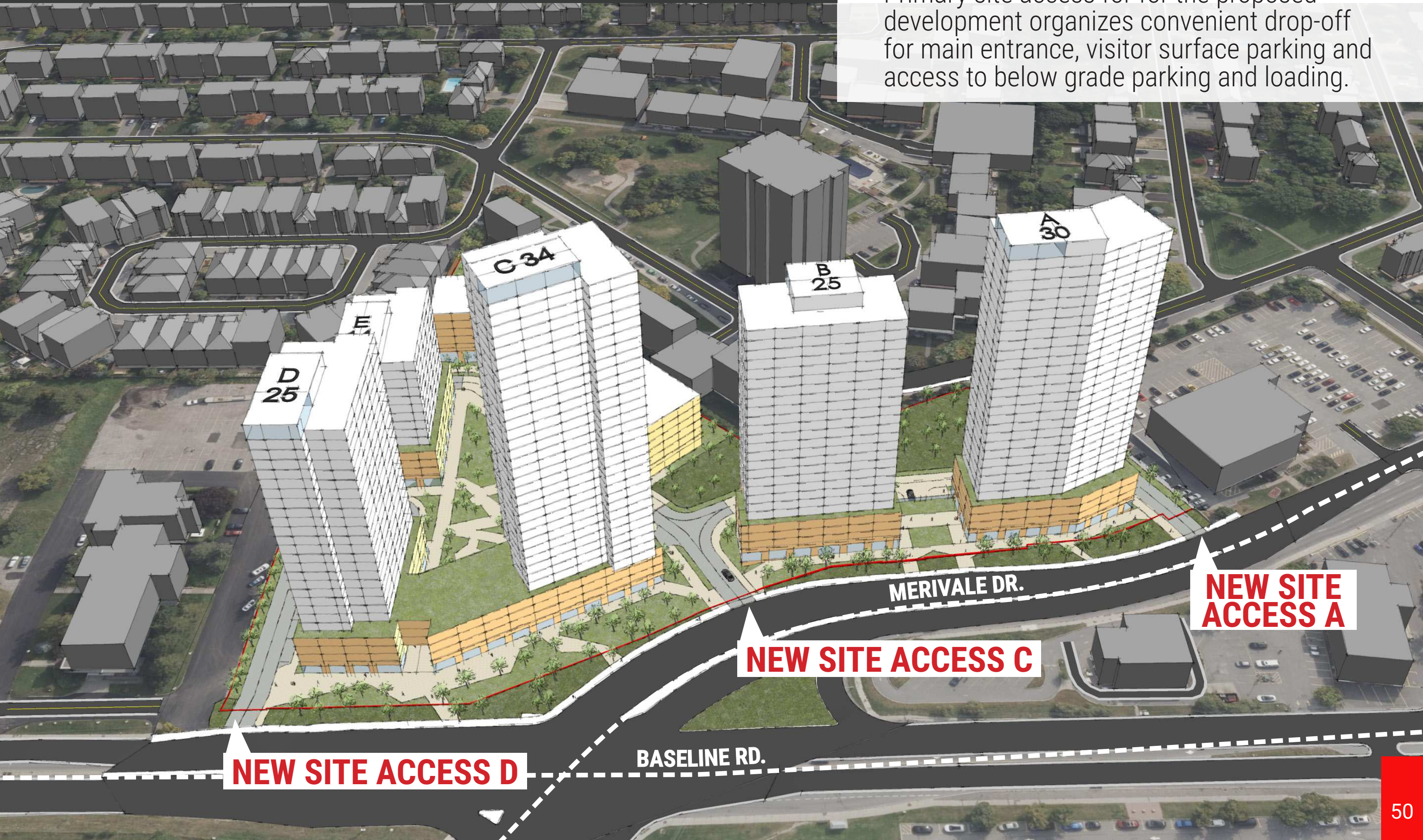
Primary site access for for the proposed development organizes convenient drop-off for main entrance, visitor surface parking and access to below grade parking and loading.



9 SITE ACCESS & LOADING - PHASE 2

New Site Access A.C.D

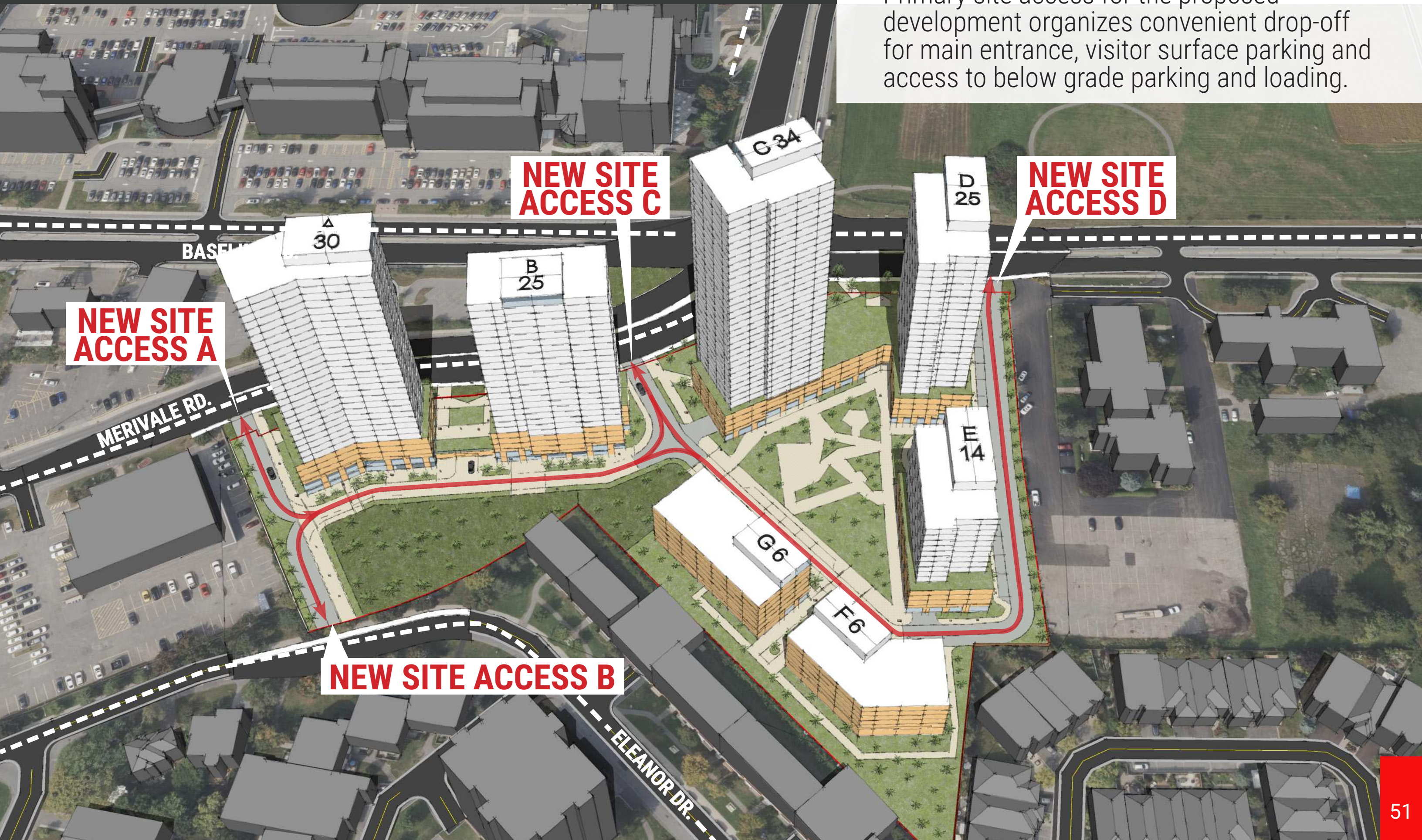
Primary site access for for the proposed development organizes convenient drop-off for main entrance, visitor surface parking and access to below grade parking and loading.



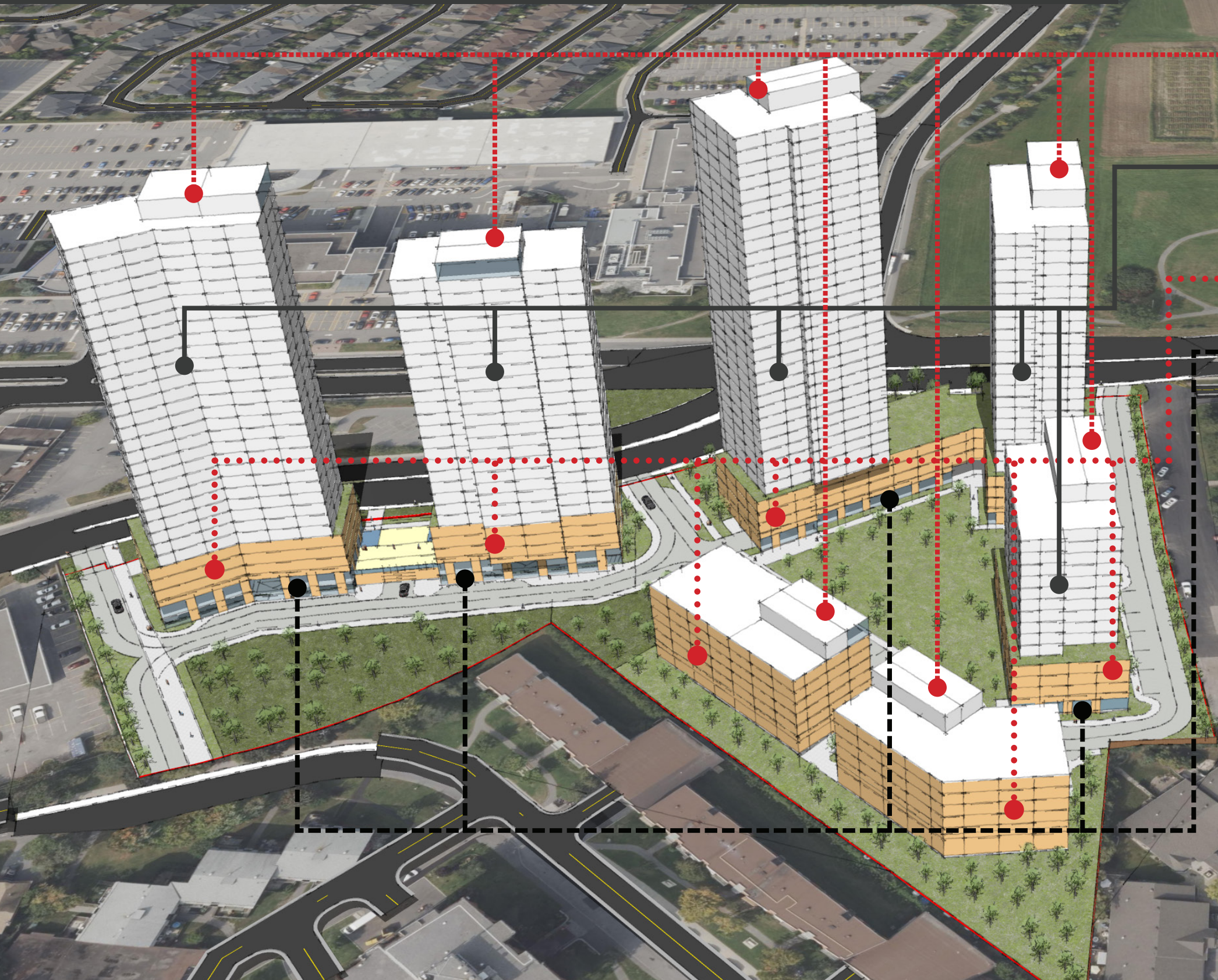
9 SITE ACCESS & LOADING - PHASE 2

New Site Access A.B.C.D

Primary site access for the proposed development organizes convenient drop-off for main entrance, visitor surface parking and access to below grade parking and loading.



Proposed Exterior Materials



- 1 Architectural metal / aluminum cladding & glass for rooftop amenity
- 2 Aluminum panels, window wall, punched windows & masonry with glass spandrel
- 3 Brick masonry & punched windows
- 4 Commercial Storefront Glazing & Masonry Piers



The project will consider mitigation measures aimed at reducing risks to birds in the built environment. Reference to the CSA Bird-Friendly Design Standards and Ottawa Bird Safe Design Guidelines will serve as a reference point.

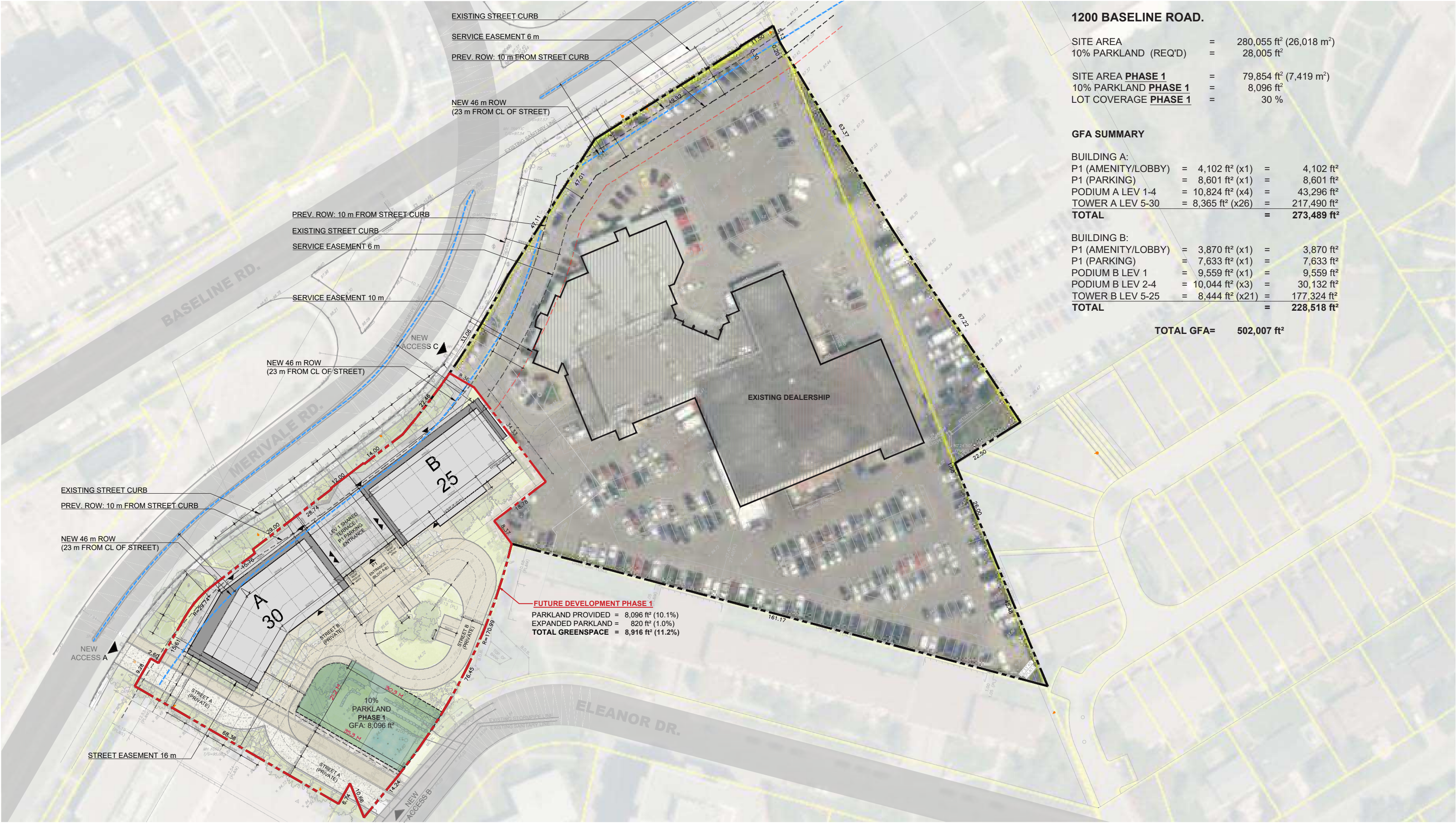
Provided the incorporation of bird safe measures into the design is economically viable” a variety of design options will be explored to mitigate bird strikes and provide a bird-friendly building.

Thank You

FOTENN
Planning + Design



HOBIN
ARCHITECTURE



1200 BASELINE ROAD.

SITE AREA	=	280,055 ft ² (26,018 m ²)
10% PARKLAND (REQ'D)	=	28,005 ft ²
SITE AREA PHASE 1	=	79,854 ft ² (7,419 m ²)
10% PARKLAND PHASE 1	=	8,096 ft ²
LOT COVERAGE PHASE 1	=	30 %

GFA SUMMARY

BUILDING A:			
P1 (AMENITY/LOBBY)	=	4,102 ft ² (x1)	= 4,102 ft ²
P1 (PARKING)	=	8,601 ft ² (x1)	= 8,601 ft ²
PODIUM A LEV 1-4	=	10,824 ft ² (x4)	= 43,296 ft ²
TOWER A LEV 5-30	=	8,365 ft ² (x26)	= 217,490 ft ²
TOTAL			= 273,489 ft²

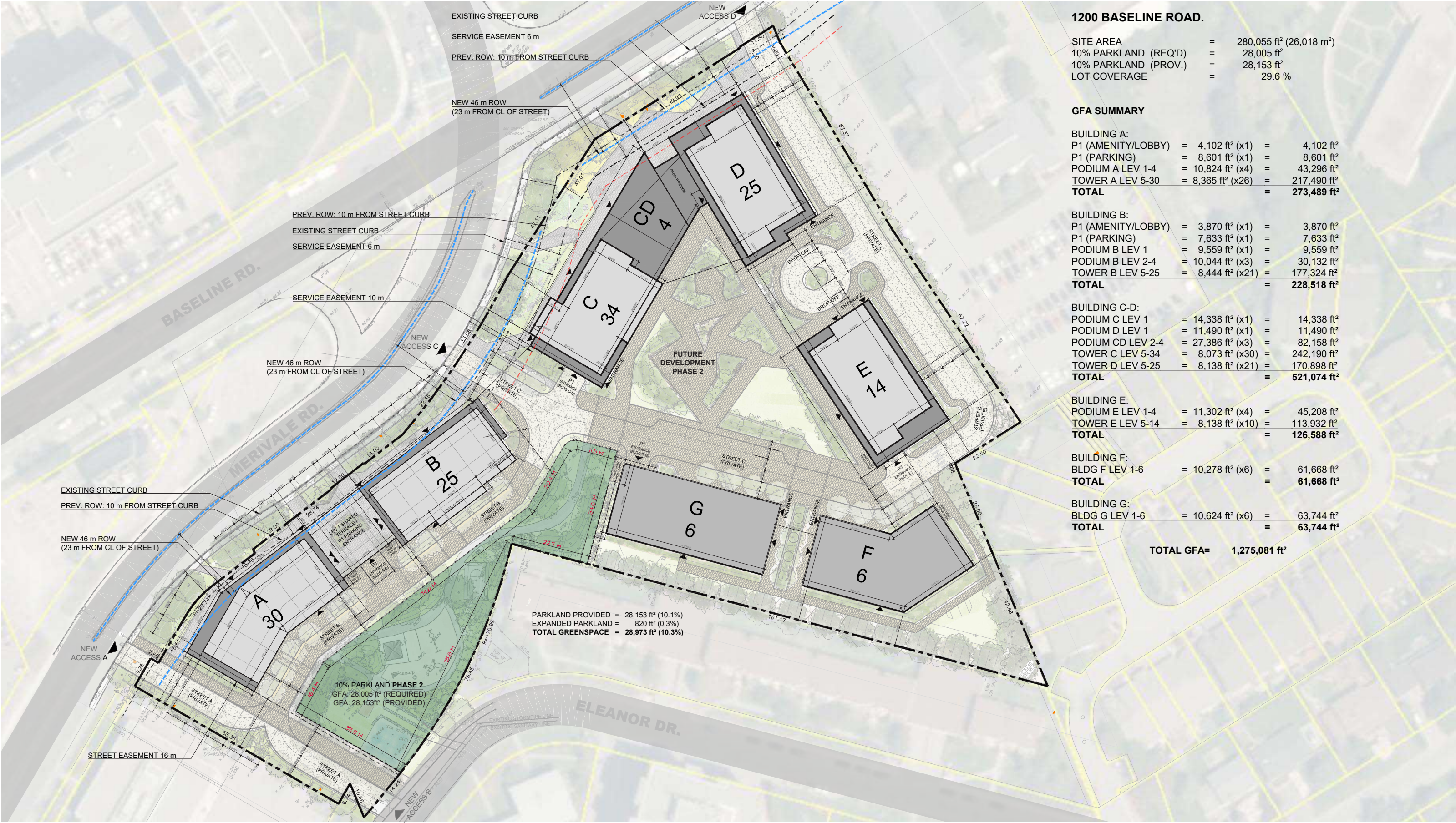
BUILDING B:			
P1 (AMENITY/LOBBY)	=	3,870 ft ² (x1)	= 3,870 ft ²
P1 (PARKING)	=	7,633 ft ² (x1)	= 7,633 ft ²
PODIUM B LEV 1	=	9,559 ft ² (x1)	= 9,559 ft ²
PODIUM B LEV 2-4	=	10,044 ft ² (x3)	= 30,132 ft ²
TOWER B LEV 5-25	=	8,444 ft ² (x21)	= 177,324 ft ²
TOTAL			= 228,518 ft²

TOTAL GFA= 502,007 ft²



1200 Baseline Rd.





1200 BASELINE ROAD.

SITE AREA	=	280,055 ft ² (26,018 m ²)
10% PARKLAND (REQ'D)	=	28,005 ft ²
10% PARKLAND (PROV.)	=	28,153 ft ²
LOT COVERAGE	=	29.6 %

GFA SUMMARY

BUILDING A:			
P1 (AMENITY/LOBBY)	=	4,102 ft ² (x1)	= 4,102 ft ²
P1 (PARKING)	=	8,601 ft ² (x1)	= 8,601 ft ²
PODIUM A LEV 1-4	=	10,824 ft ² (x4)	= 43,296 ft ²
TOWER A LEV 5-30	=	8,365 ft ² (x26)	= 217,490 ft ²
TOTAL			= 273,489 ft²

BUILDING B:			
P1 (AMENITY/LOBBY)	=	3,870 ft ² (x1)	= 3,870 ft ²
P1 (PARKING)	=	7,633 ft ² (x1)	= 7,633 ft ²
PODIUM B LEV 1	=	9,559 ft ² (x1)	= 9,559 ft ²
PODIUM B LEV 2-4	=	10,044 ft ² (x3)	= 30,132 ft ²
TOWER B LEV 5-25	=	8,444 ft ² (x21)	= 177,324 ft ²
TOTAL			= 228,518 ft²

BUILDING C-D:			
PODIUM C LEV 1	=	14,338 ft ² (x1)	= 14,338 ft ²
PODIUM D LEV 1	=	11,490 ft ² (x1)	= 11,490 ft ²
PODIUM CD LEV 2-4	=	27,386 ft ² (x3)	= 82,158 ft ²
TOWER C LEV 5-34	=	8,073 ft ² (x30)	= 242,190 ft ²
TOWER D LEV 5-25	=	8,138 ft ² (x21)	= 170,898 ft ²
TOTAL			= 521,074 ft²

BUILDING E:			
PODIUM E LEV 1-4	=	11,302 ft ² (x4)	= 45,208 ft ²
TOWER E LEV 5-14	=	8,138 ft ² (x10)	= 113,932 ft ²
TOTAL			= 126,588 ft²

BUILDING F:			
BLDG F LEV 1-6	=	10,278 ft ² (x6)	= 61,668 ft ²
TOTAL			= 61,668 ft²

BUILDING G:			
BLDG G LEV 1-6	=	10,624 ft ² (x6)	= 63,744 ft ²
TOTAL			= 63,744 ft²

TOTAL GFA= 1,275,081 ft²

PARKLAND PROVIDED = 28,153 ft² (10.1%)
EXPANDED PARKLAND = 820 ft² (0.3%)
TOTAL GREENSPACE = 28,973 ft² (10.3%)

10% PARKLAND PHASE 2
GFA: 28,005 ft² (REQUIRED)
GFA: 28,153ft² (PROVIDED)



1200 Baseline Rd.





1200 BASELINE ROAD.

SITE AREA	=	280,055 ft ² (26,018 m ²)
10% PARKLAND (REQ'D)	=	28,005 ft ²
10% PARKLAND (PROV.)	=	28,153 ft ²
LOT COVERAGE	=	29.6 %

GFA SUMMARY

BUILDING A:			
P1 (AMENITY/LOBBY)	=	4,102 ft ² (x1)	= 4,102 ft ²
P1 (PARKING)	=	8,601 ft ² (x1)	= 8,601 ft ²
PODIUM A LEV 1-4	=	10,824 ft ² (x4)	= 43,296 ft ²
TOWER A LEV 5-30	=	8,365 ft ² (x26)	= 217,490 ft ²
TOTAL			= 273,489 ft²

BUILDING B:			
P1 (AMENITY/LOBBY)	=	3,870 ft ² (x1)	= 3,870 ft ²
P1 (PARKING)	=	7,633 ft ² (x1)	= 7,633 ft ²
PODIUM B LEV 1	=	9,559 ft ² (x1)	= 9,559 ft ²
PODIUM B LEV 2-4	=	10,044 ft ² (x3)	= 30,132 ft ²
TOWER B LEV 5-25	=	8,444 ft ² (x21)	= 177,324 ft ²
TOTAL			= 228,518 ft²

BUILDING C-D:			
PODIUM C LEV 1	=	14,338 ft ² (x1)	= 14,338 ft ²
PODIUM D LEV 1	=	11,490 ft ² (x1)	= 11,490 ft ²
PODIUM CD LEV 2-4	=	27,386 ft ² (x3)	= 82,158 ft ²
TOWER C LEV 5-34	=	8,073 ft ² (x30)	= 242,190 ft ²
TOWER D LEV 5-25	=	8,138 ft ² (x21)	= 170,898 ft ²
TOTAL			= 521,074 ft²

BUILDING E:			
PODIUM E LEV 1-4	=	11,302 ft ² (x4)	= 45,208 ft ²
TOWER E LEV 5-14	=	8,138 ft ² (x10)	= 113,932 ft ²
TOTAL			= 126,588 ft²

BUILDING F:			
BLDG F LEV 1-6	=	10,278 ft ² (x6)	= 61,668 ft ²
TOTAL			= 61,668 ft²

BUILDING G:			
BLDG G LEV 1-6	=	10,624 ft ² (x6)	= 63,744 ft ²
TOTAL			= 63,744 ft²

TOTAL GFA= 1,275,081 ft²

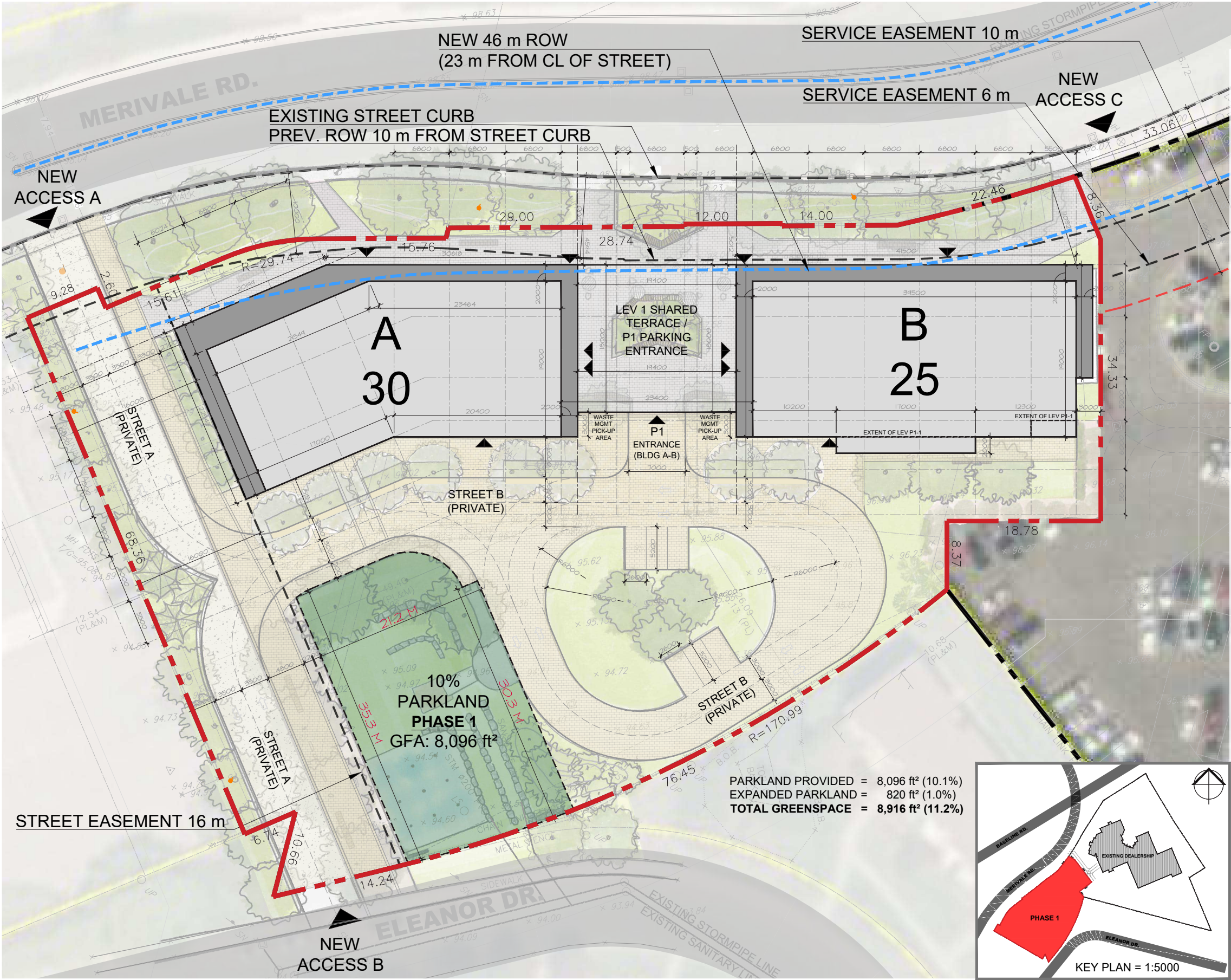
PARKLAND PROVIDED = 28,153 ft² (10.1%)
EXPANDED PARKLAND = 820 ft² (0.3%)
TOTAL GREENSPACE = 28,973 ft² (10.3%)

10% PARKLAND PHASE 2
GFA: 28,005 ft² (REQUIRED)
GFA: 28,153 ft² (PROVIDED)



1200 Baseline Rd.





1200 BASELINE ROAD.

SITE AREA TOTAL	= 280,055 ft ² (26,017 m ²)
SITE AREA PH. 1	= 79,854 ft ² (7,418 m ²)
PARKLAND PH.1 (REQ'D: 10.0%)	= 7,985 ft ²
PARKLAND PH. 1 (PROV: 10.6%)	= 8,096 ft ²
LOT COVERAGE PH.1	= 27.3 %

PROJECT SUMMARY PH.1:

BUILDING A	= 30 FLOORS
P1 (AMENITY/LOBBY)	= 4,102 ft ² (x1) = 4,102 ft ²
P1 (PARKING)	= 8,601 ft ² (x1) = 8,601 ft ²
PODIUM A LEV 1-4	= 10,824 ft ² (x4) = 43,296 ft ²
TOWER A LEV 5-30	= 8,365 ft ² (x26) = 217,490 ft ²
TOTAL	= 273,489 ft²

EXISTING DEALERSHIP

BUILDING B	= 25 FLOORS
P1 (AMENITY/LOBBY)	= 3,870 ft ² (x1) = 3,870 ft ²
P1 (PARKING)	= 7,633 ft ² (x1) = 7,633 ft ²
PODIUM B LEV 1	= 9,559 ft ² (x1) = 9,559 ft ²
PODIUM B LEV 2-4	= 10,044 ft ² (x3) = 30,132 ft ²
TOWER B LEV 5-25	= 8,444 ft ² (x21) = 177,324 ft ²
TOTAL	= 228,518 ft²

TOTAL GFA PH.1 BLDG A & B	= 502,007 ft²
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BUILDING A BELOW GRADE GFA:

P2-P3 (PARKING)	= 18,139 ft ² (x2) = 36,278 ft ²
TOTAL	= 36,278 ft²

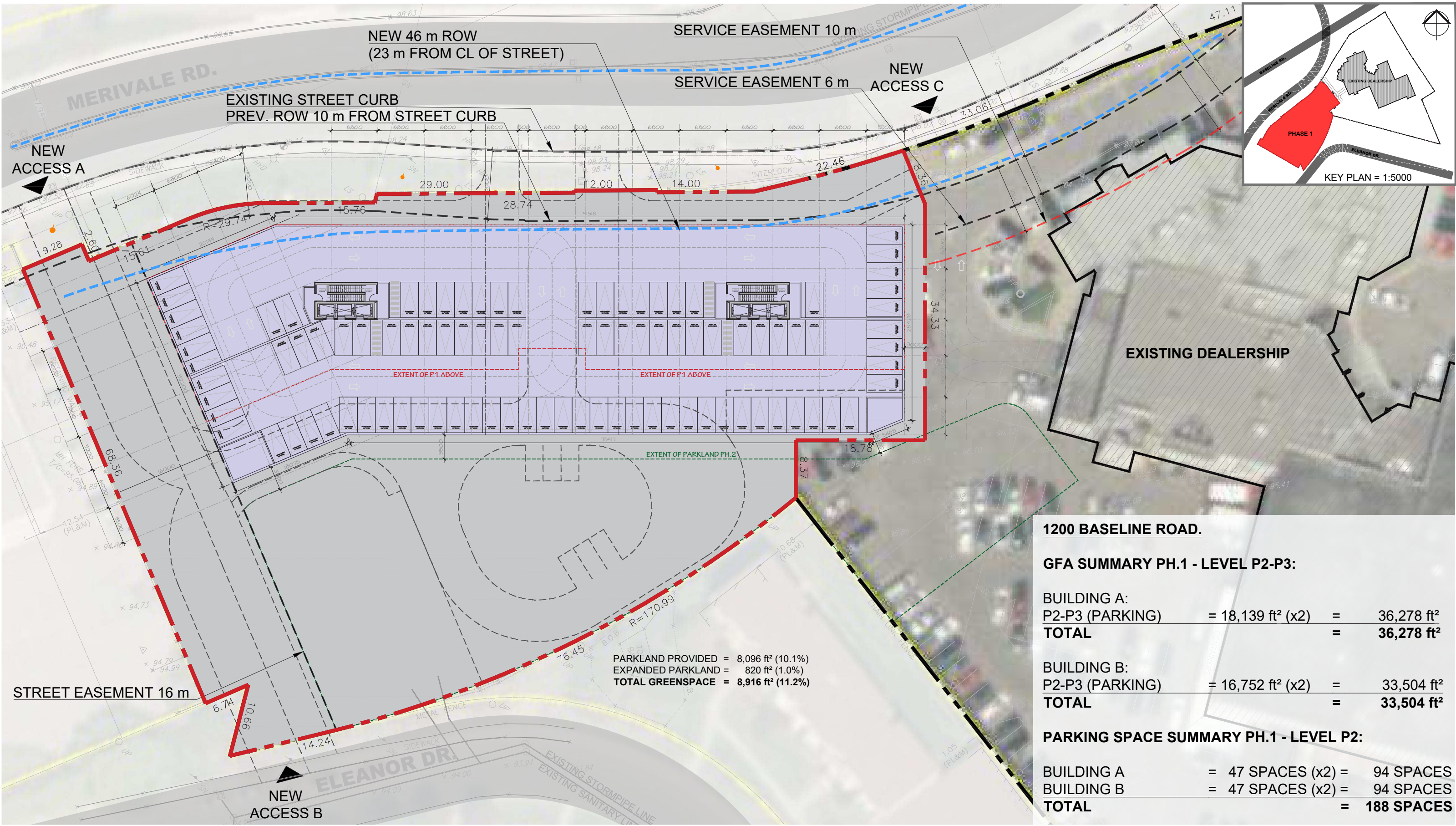
BUILDING B BELOW GRADE GFA:

P2-P3(PARKING)	= 16,752 ft ² (x2) = 33,504 ft ²
TOTAL	= 33,504 ft²

PARKING SPACE SUMMARY PH.1:

BUILDING A (P1)	= 15 SPACES (x1) = 15 SPACES
BUILDING A (P2-P3)	= 47 SPACES (x2) = 94 SPACES
BUILDING B (P1)	= 13 SPACES (x1) = 13 SPACES
BUILDING B (P2-P3)	= 47 SPACES (x2) = 94 SPACES
EXTERIOR	= 6 SPACES
TOTAL	= 222 SPACES





1200 BASELINE ROAD.

GFA SUMMARY PH.1 - LEVEL P2-P3:

BUILDING A:			
P2-P3 (PARKING)	= 18,139 ft² (x2)	=	36,278 ft²
TOTAL		=	36,278 ft²

BUILDING B:			
P2-P3 (PARKING)	= 16,752 ft² (x2)	=	33,504 ft²
TOTAL		=	33,504 ft²

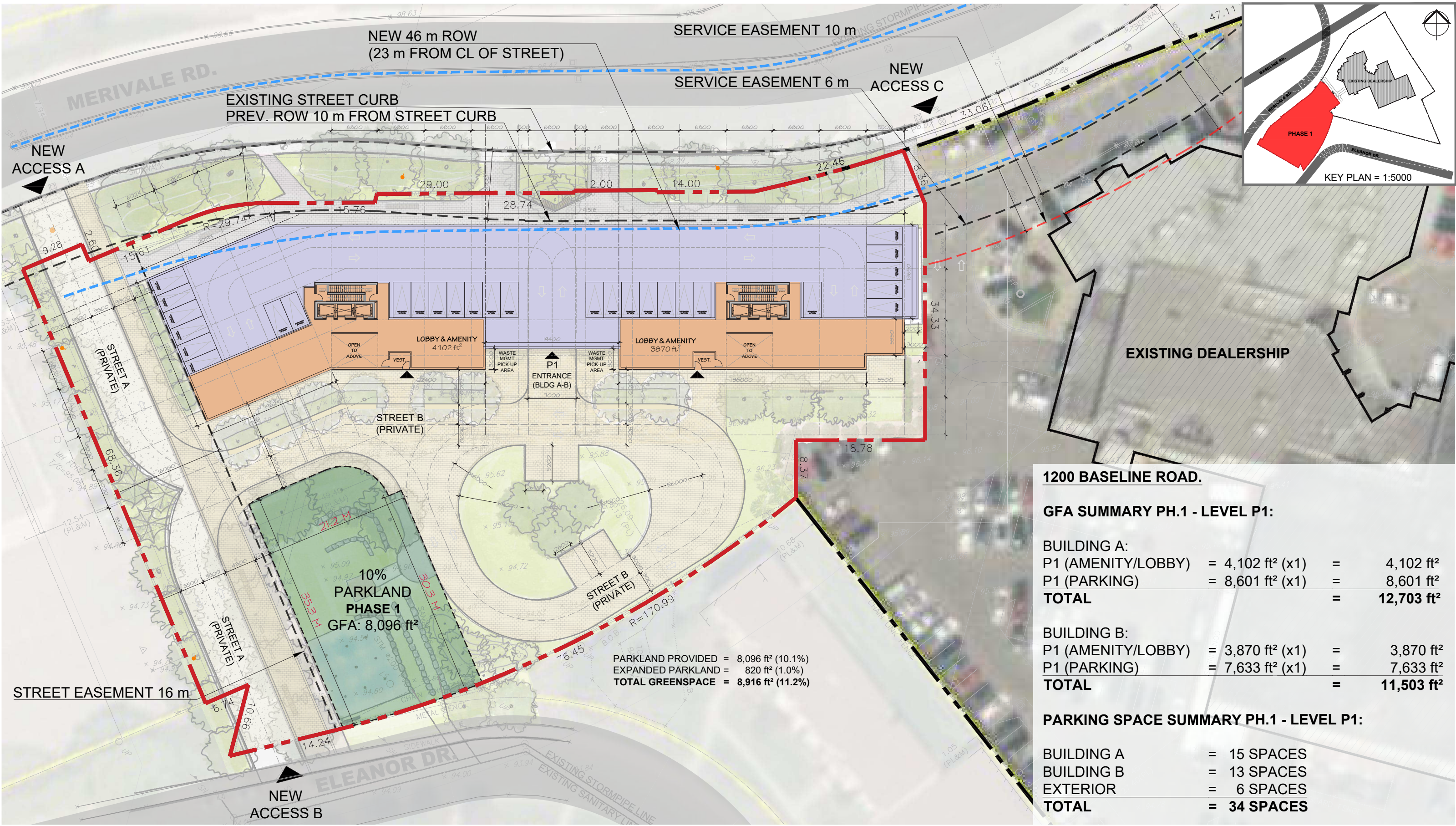
PARKING SPACE SUMMARY PH.1 - LEVEL P2:

BUILDING A	= 47 SPACES (x2)	=	94 SPACES
BUILDING B	= 47 SPACES (x2)	=	94 SPACES
TOTAL		=	188 SPACES



1200 Baseline Rd.





1200 BASELINE ROAD.

GFA SUMMARY PH.1 - LEVEL P1:

BUILDING A:			
P1 (AMENITY/LOBBY)	= 4,102 ft² (x1)	=	4,102 ft²
P1 (PARKING)	= 8,601 ft² (x1)	=	8,601 ft²
TOTAL		=	12,703 ft²

BUILDING B:			
P1 (AMENITY/LOBBY)	= 3,870 ft² (x1)	=	3,870 ft²
P1 (PARKING)	= 7,633 ft² (x1)	=	7,633 ft²
TOTAL		=	11,503 ft²

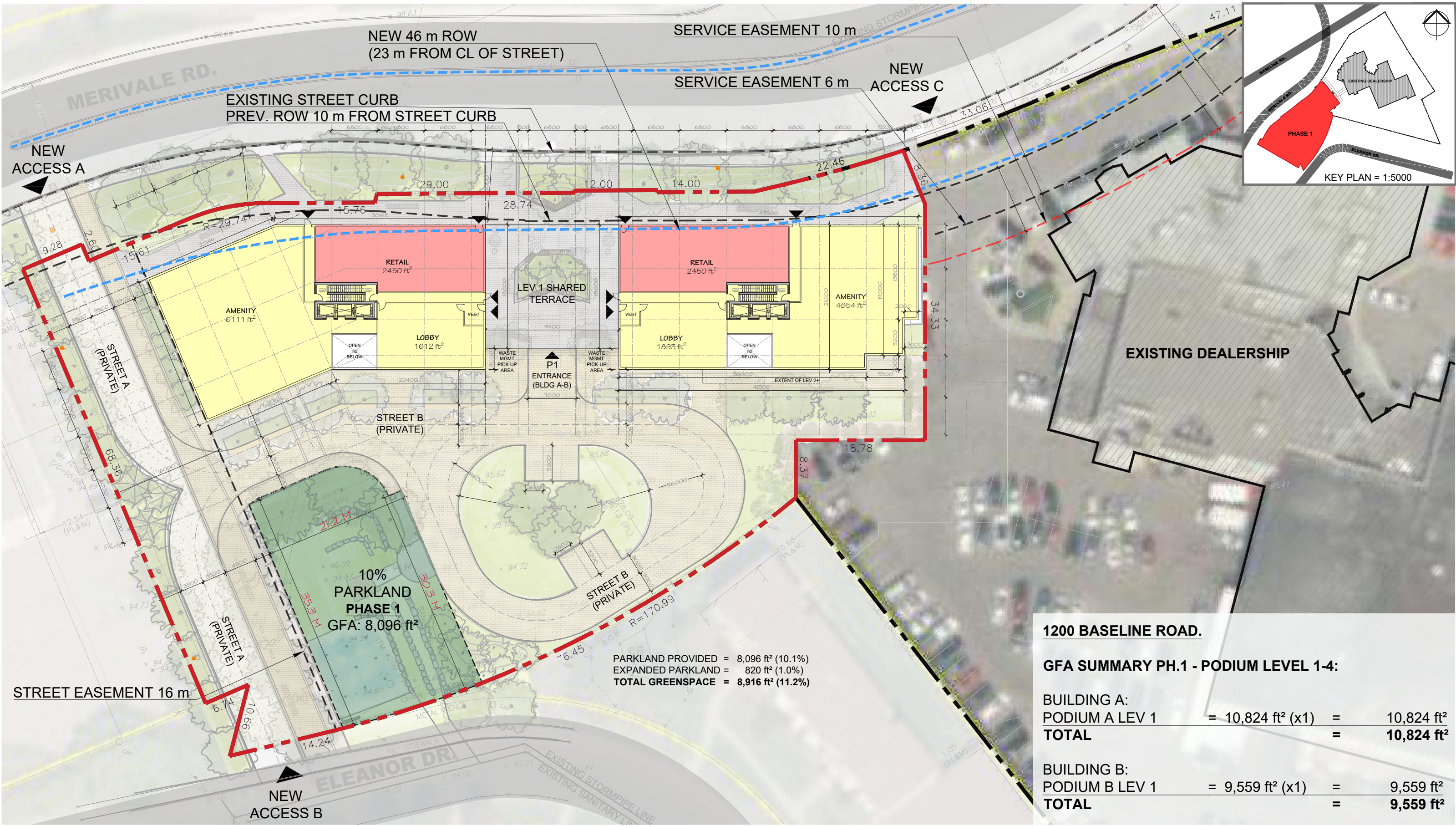
PARKING SPACE SUMMARY PH.1 - LEVEL P1:

BUILDING A	= 15 SPACES
BUILDING B	= 13 SPACES
EXTERIOR	= 6 SPACES
TOTAL	= 34 SPACES



1200 Baseline Rd.





1200 BASELINE ROAD.

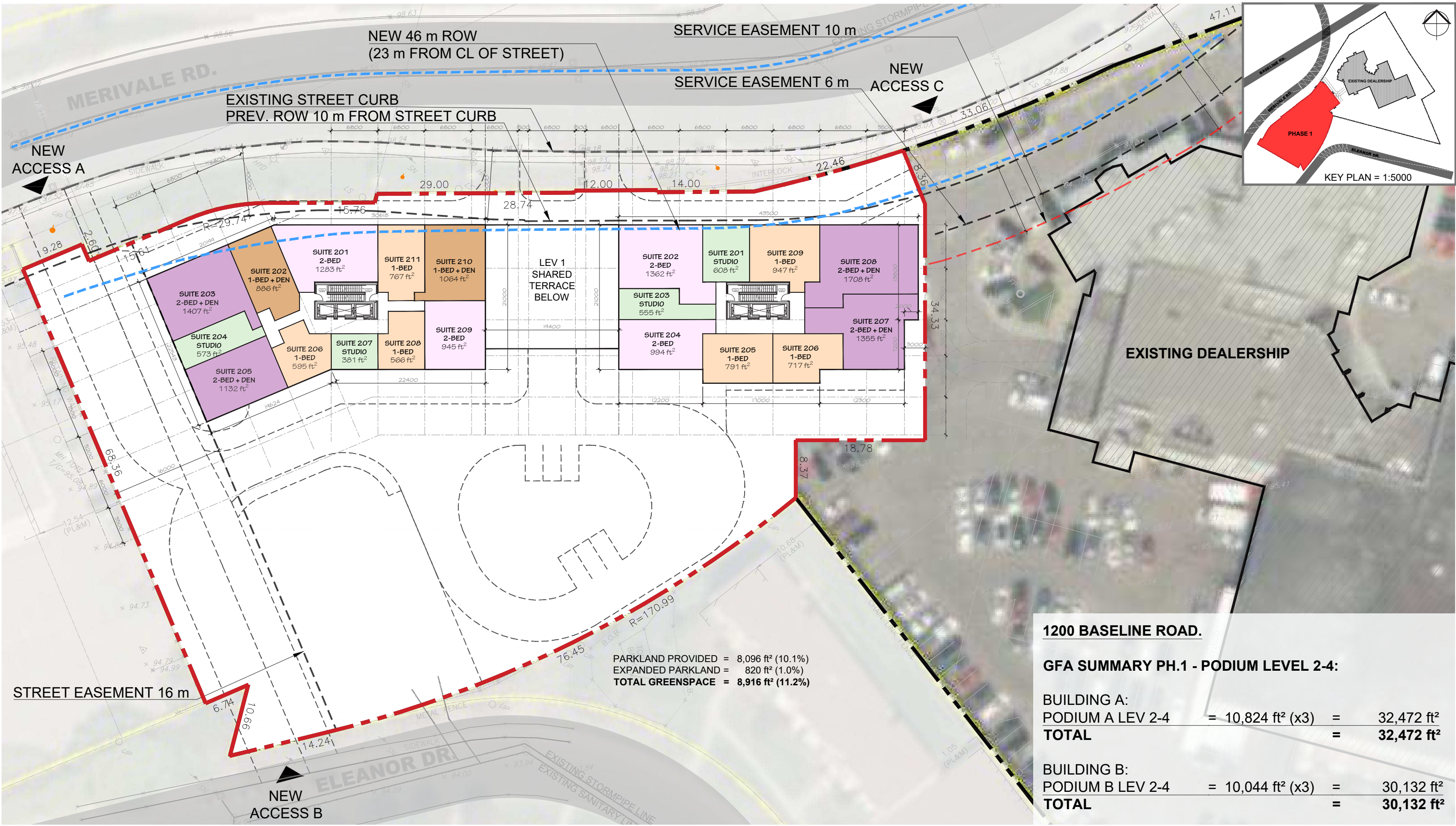
GFA SUMMARY PH.1 - PODIUM LEVEL 1-4:

BUILDING A:			
PODIUM A LEV 1	= 10,824 ft² (x1)	=	10,824 ft²
TOTAL		=	10,824 ft²
BUILDING B:			
PODIUM B LEV 1	= 9,559 ft² (x1)	=	9,559 ft²
TOTAL		=	9,559 ft²



1200 Baseline Rd.





1200 BASELINE ROAD.

GFA SUMMARY PH.1 - PODIUM LEVEL 2-4:

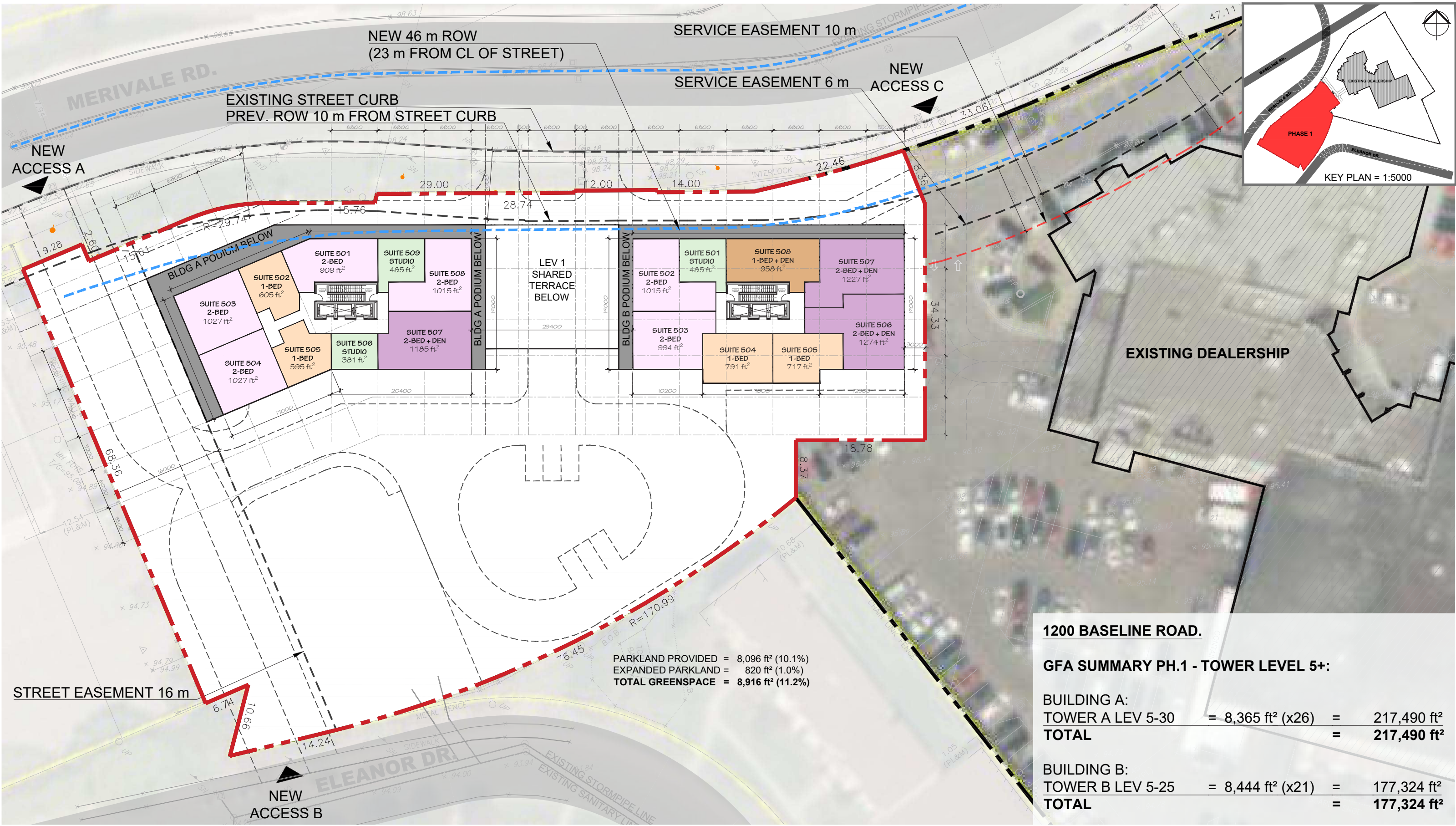
BUILDING A:			
PODIUM A LEV 2-4	= 10,824 ft ² (x3)	=	32,472 ft ²
TOTAL		=	32,472 ft²

BUILDING B:			
PODIUM B LEV 2-4	= 10,044 ft ² (x3)	=	30,132 ft ²
TOTAL		=	30,132 ft²



1200 Baseline Rd.





1200 Baseline Rd.

