URBAN DESIGN REVIEW PANEL REPORT

URBAN DESIGN REVIEW PANEL PRESENTATION
PRESENTED: **DECEMBER 5, 2025, 9:45AM EST**

DEVELOPERS/OWNERS: **MYERS GROUP**
ARCHITECTS: **HOBIN ARCHITECTURE INC.**

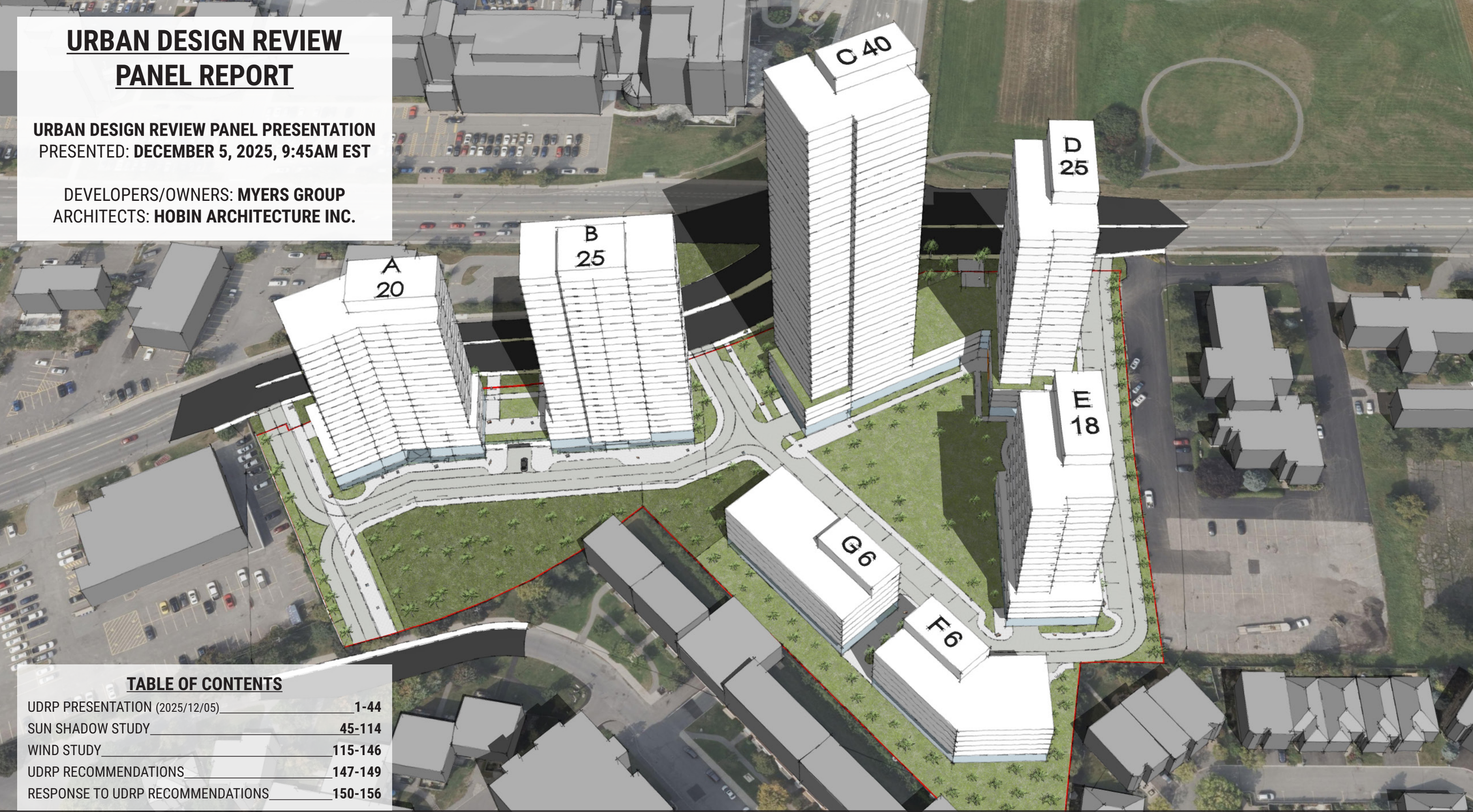


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1200 BASELINE RD, OTTAWA, ON

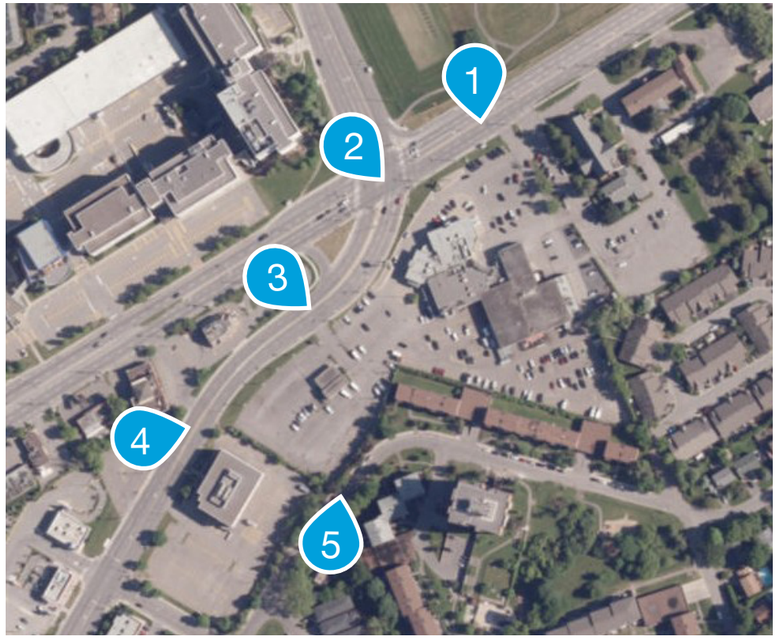
UDRP PRESENTATION | DECEMBER 5, 2025

FOTENN Planning + Design
HOBIN ARCHITECTURE

PROJECT SITE | AERIAL MAP



SITE PHOTOS





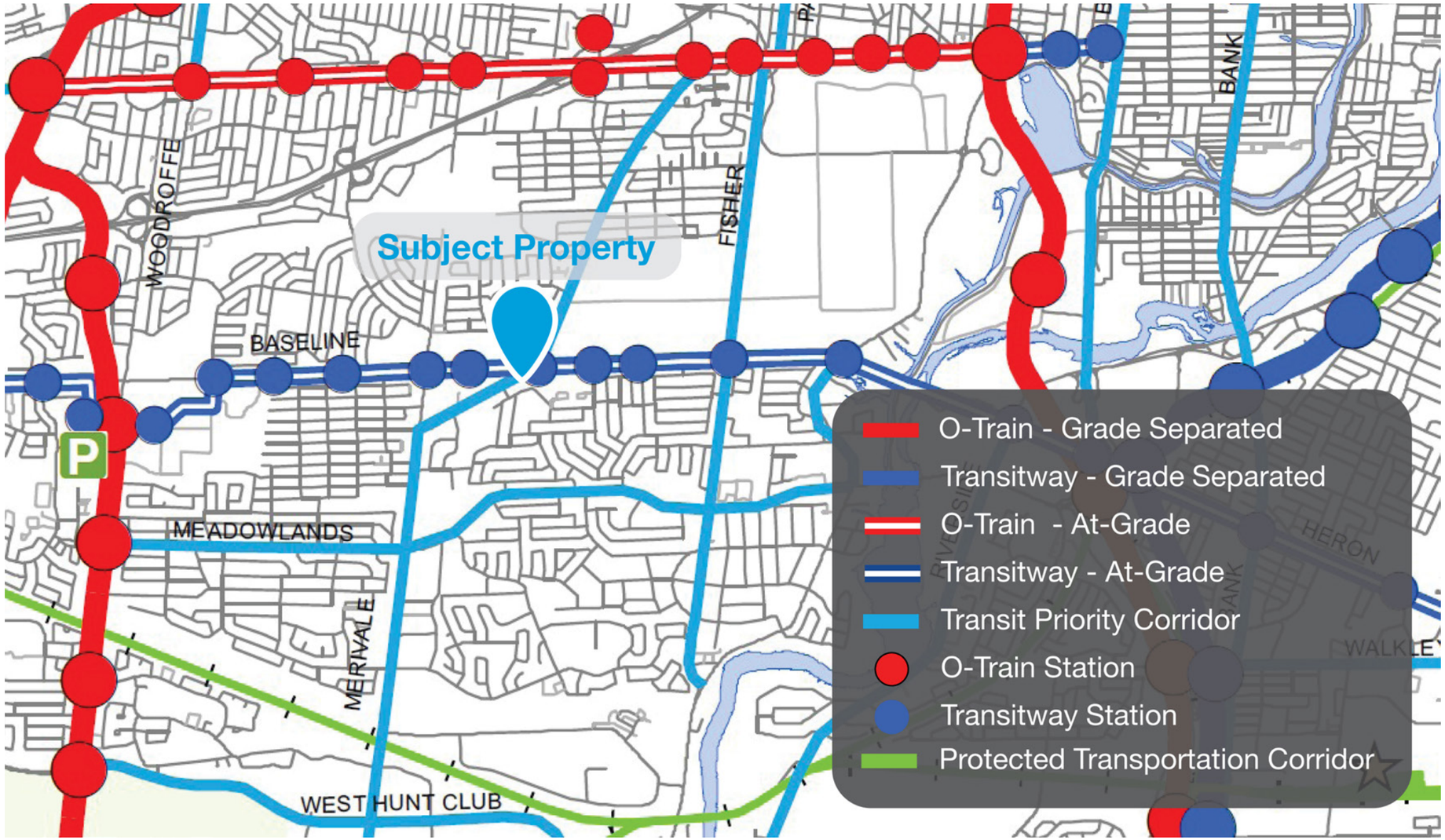








SITE ANALYSIS | TRANSIT NETWORK



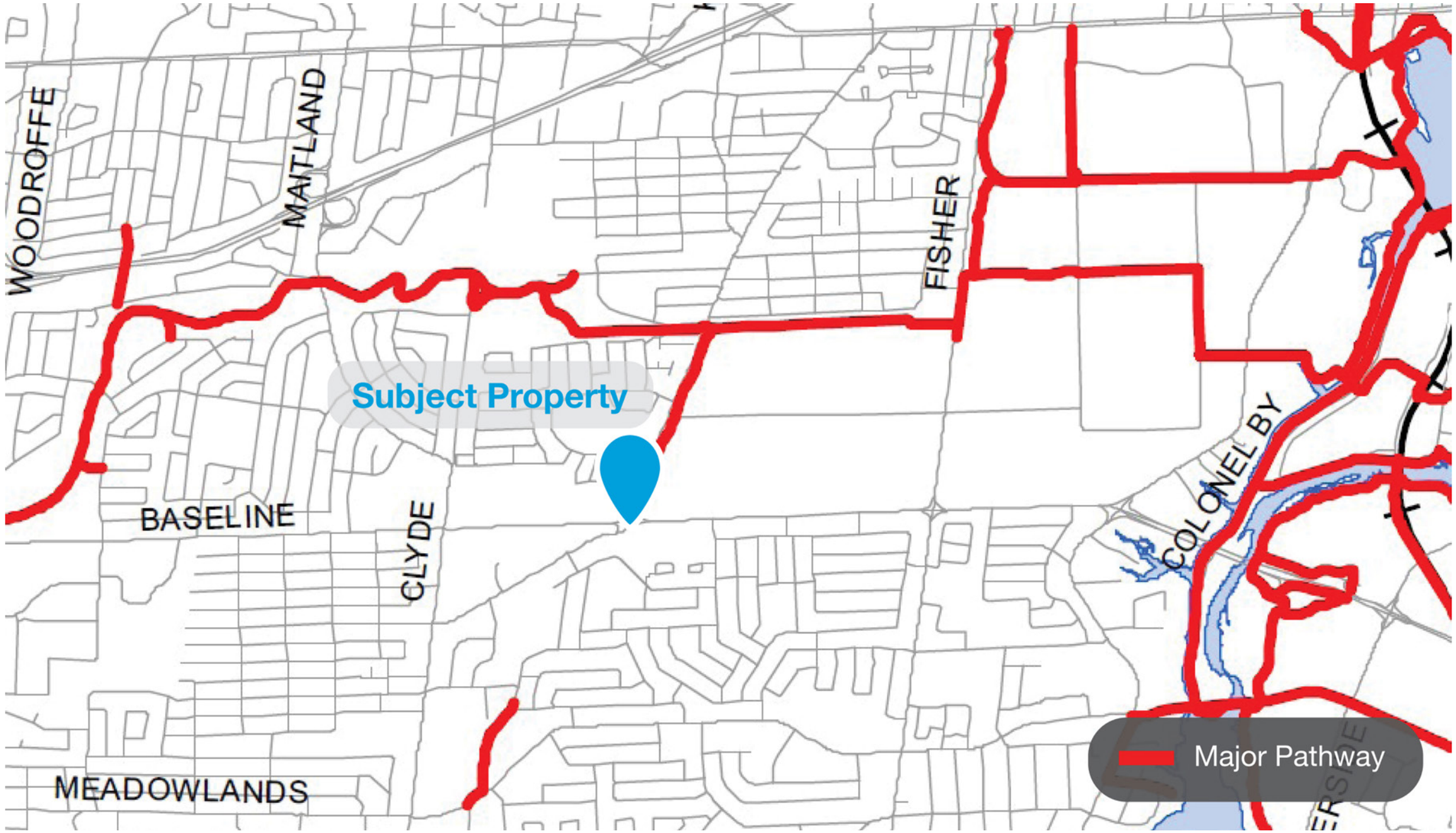
The subject property has frontage along Baseline Road and Merivale Road, a future transitway coordidor and transit priority corridor, respectively.

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.

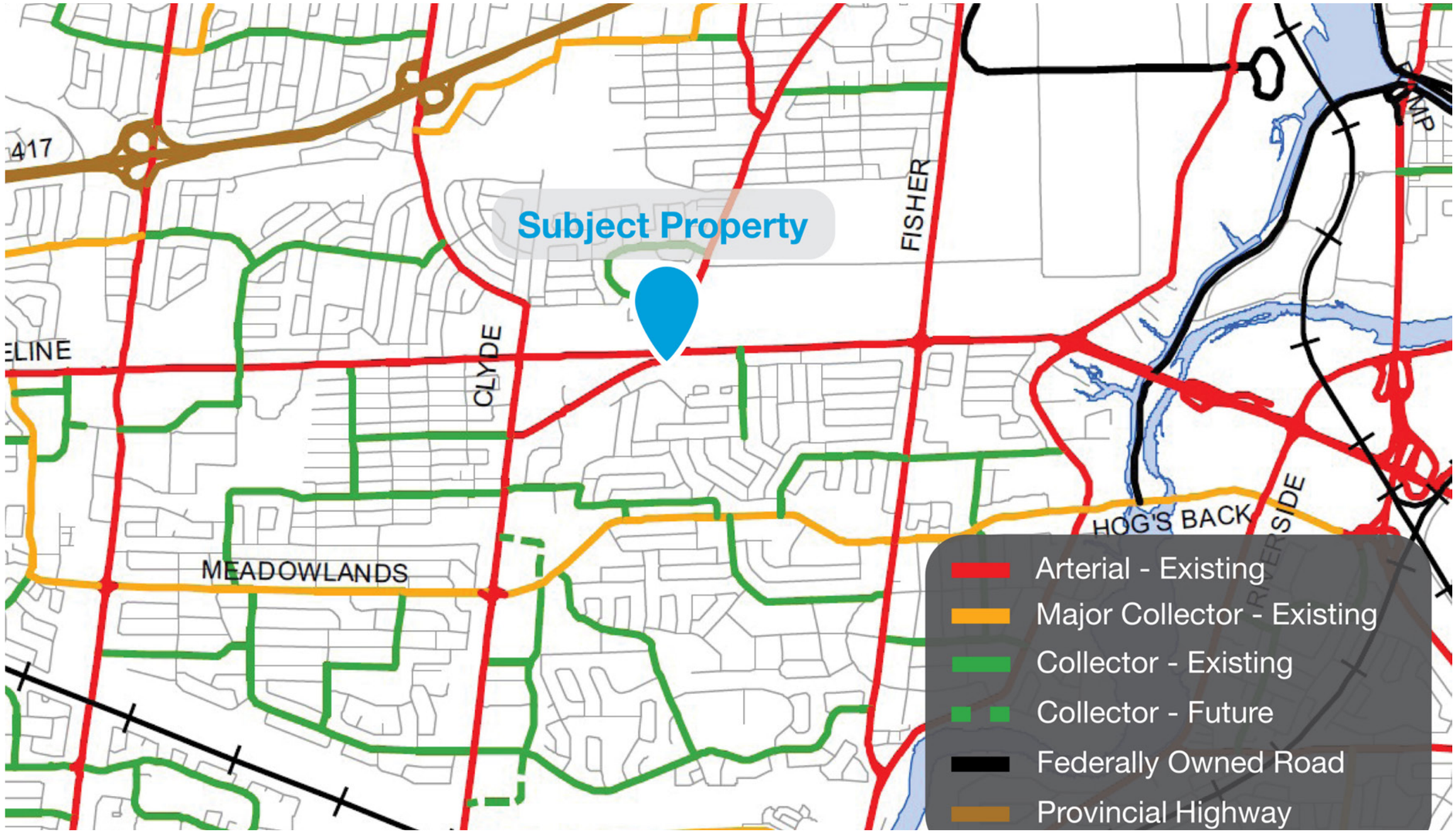
SITE ANALYSIS | ACTIVE TRANSPORTATION



Bike lanes along Merivale Road offer north cycling connectivity from the site, tieing 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

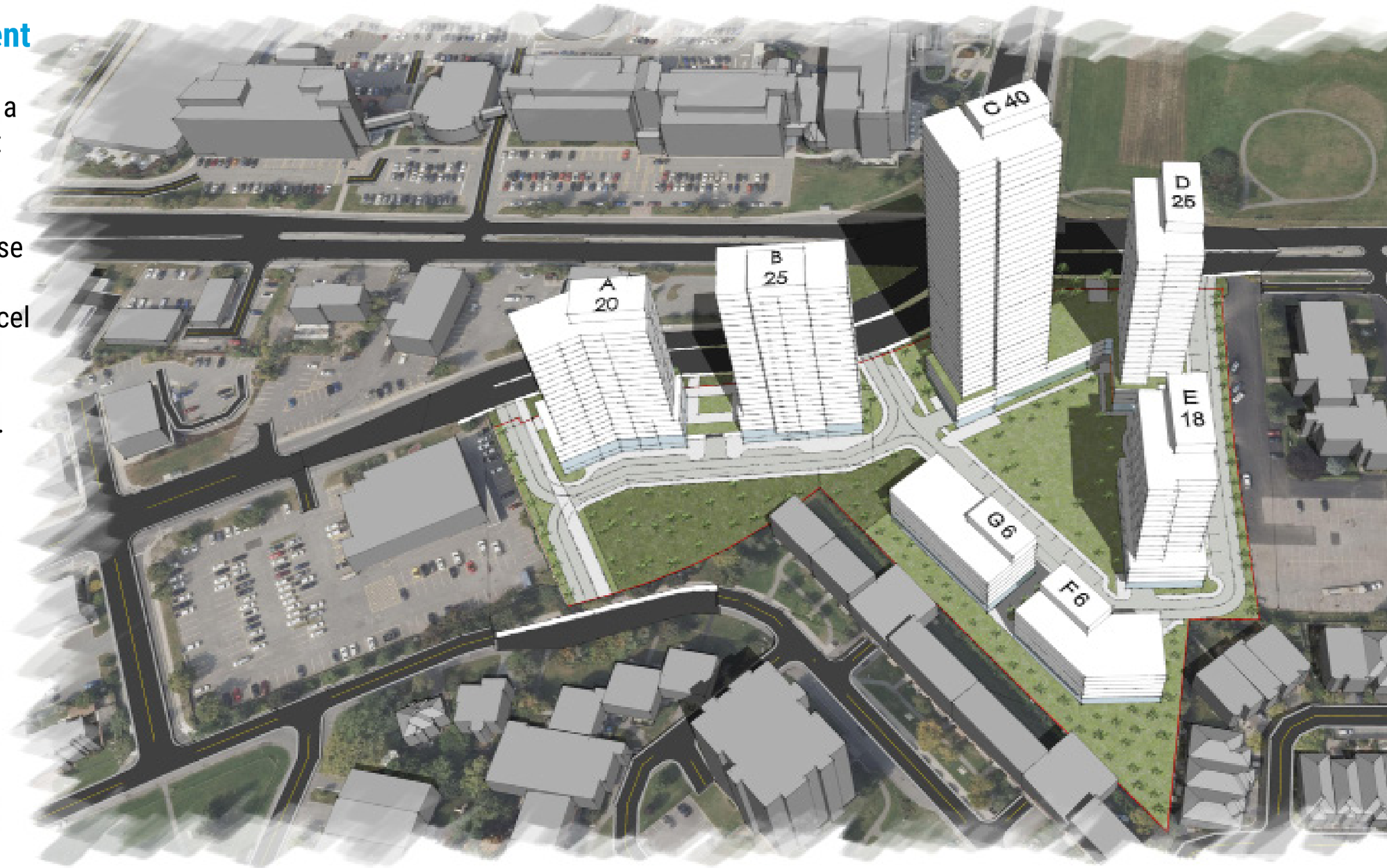


Schedule C4-Urban Road Network identified Baseline Road and Merivale Road as arterial roads and Eleanor Drive as a local road.

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.

Zoning By-law Amendment

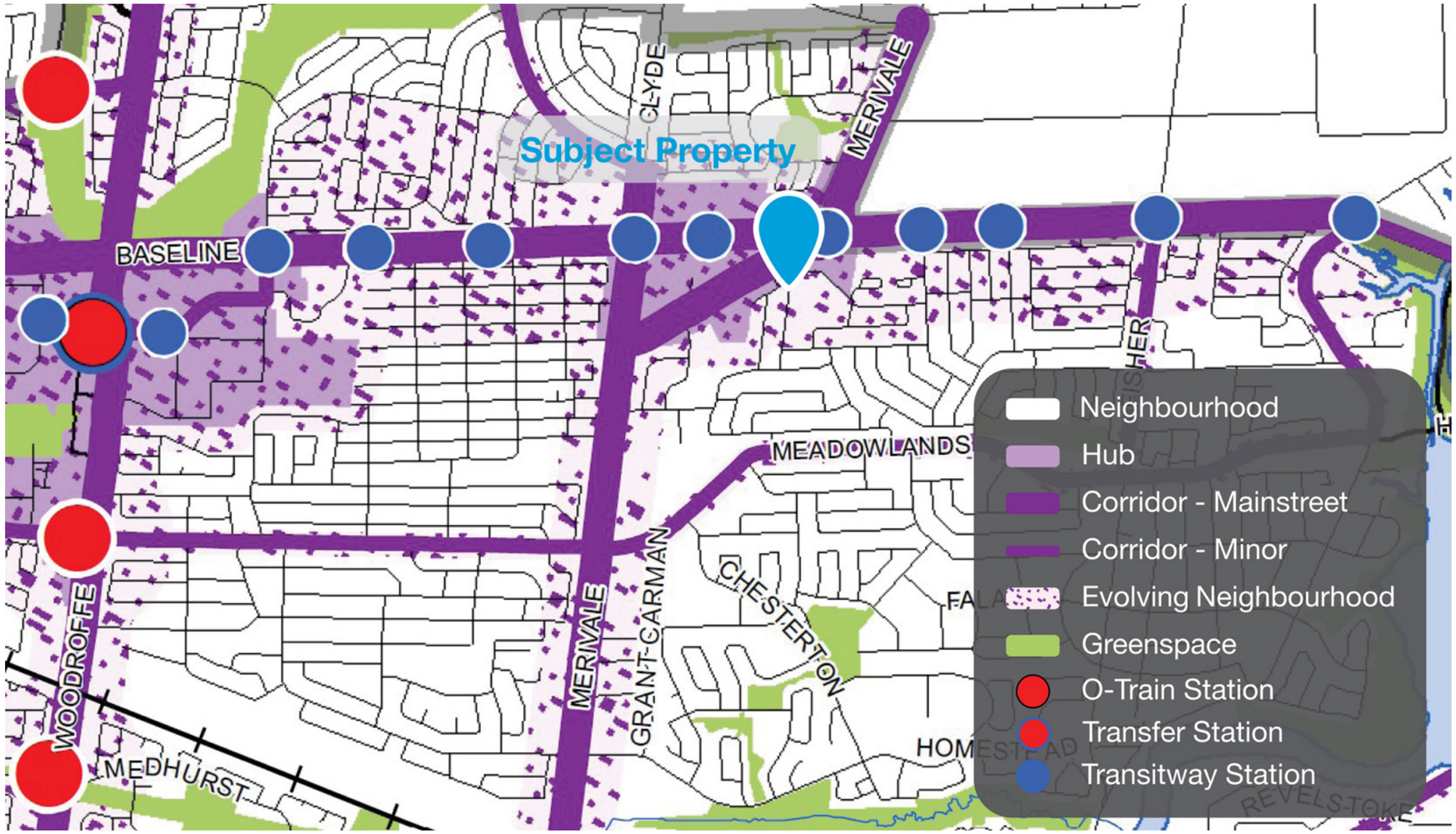
The proposed Zoning By-law Amendment would implement a new urban exception to permit the development of the seven buildings across the site with amendments sought to increase building height and address setbacks given the unique parcel geometry. The Arterial Mainstreet Zone, Subzone 10 (AM10) is proposed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



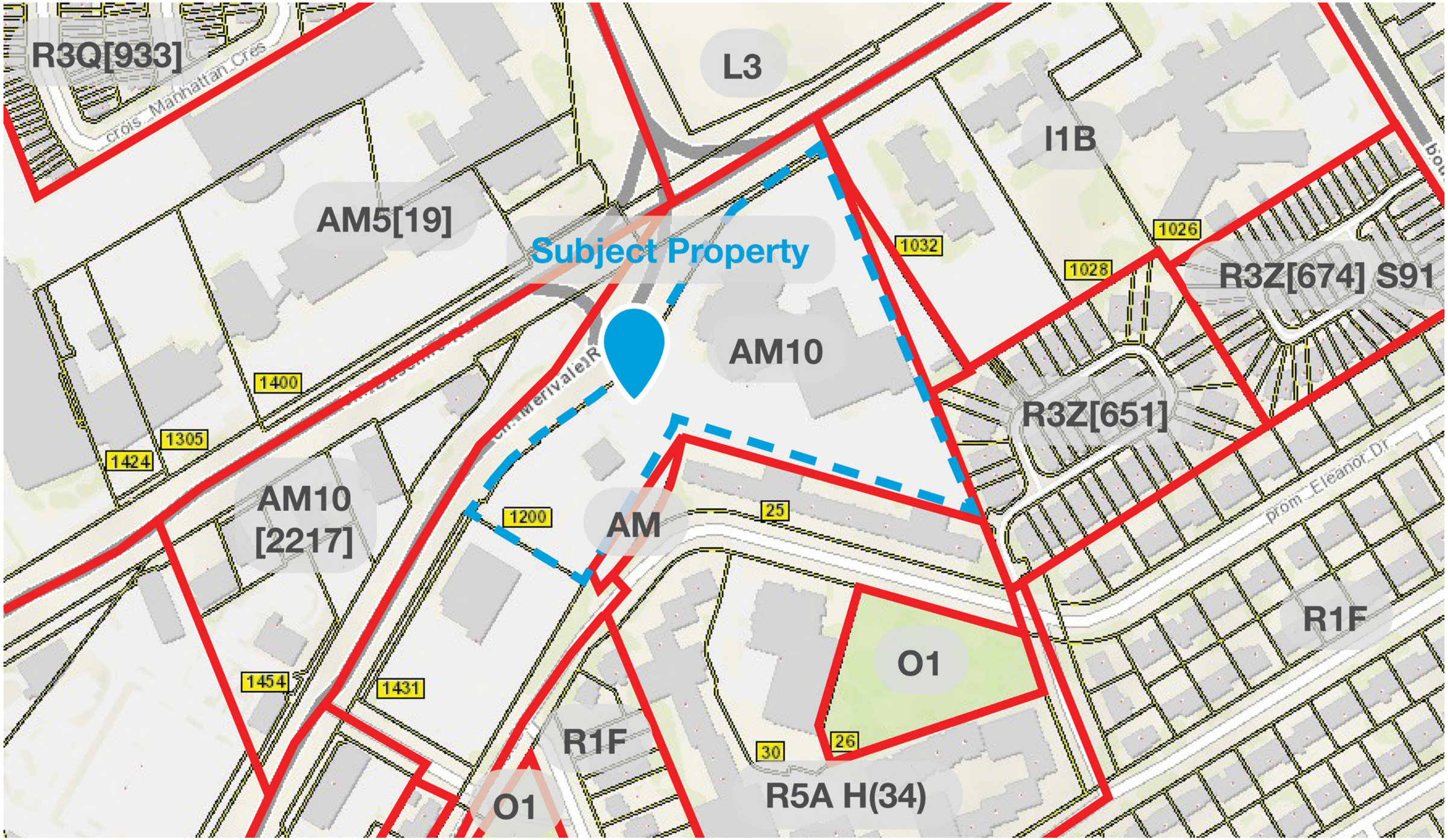
POLICY CONTEXT | OFFICIAL PLAN DESIGNATION

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 buidling 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 neaby 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 agular 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 rquired 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, shurubs 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 transition 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 contiue to use these guidelines to inform and modifications to the proposal throughout the development applicaiton process.

CONTEXT MAP



N



E



W

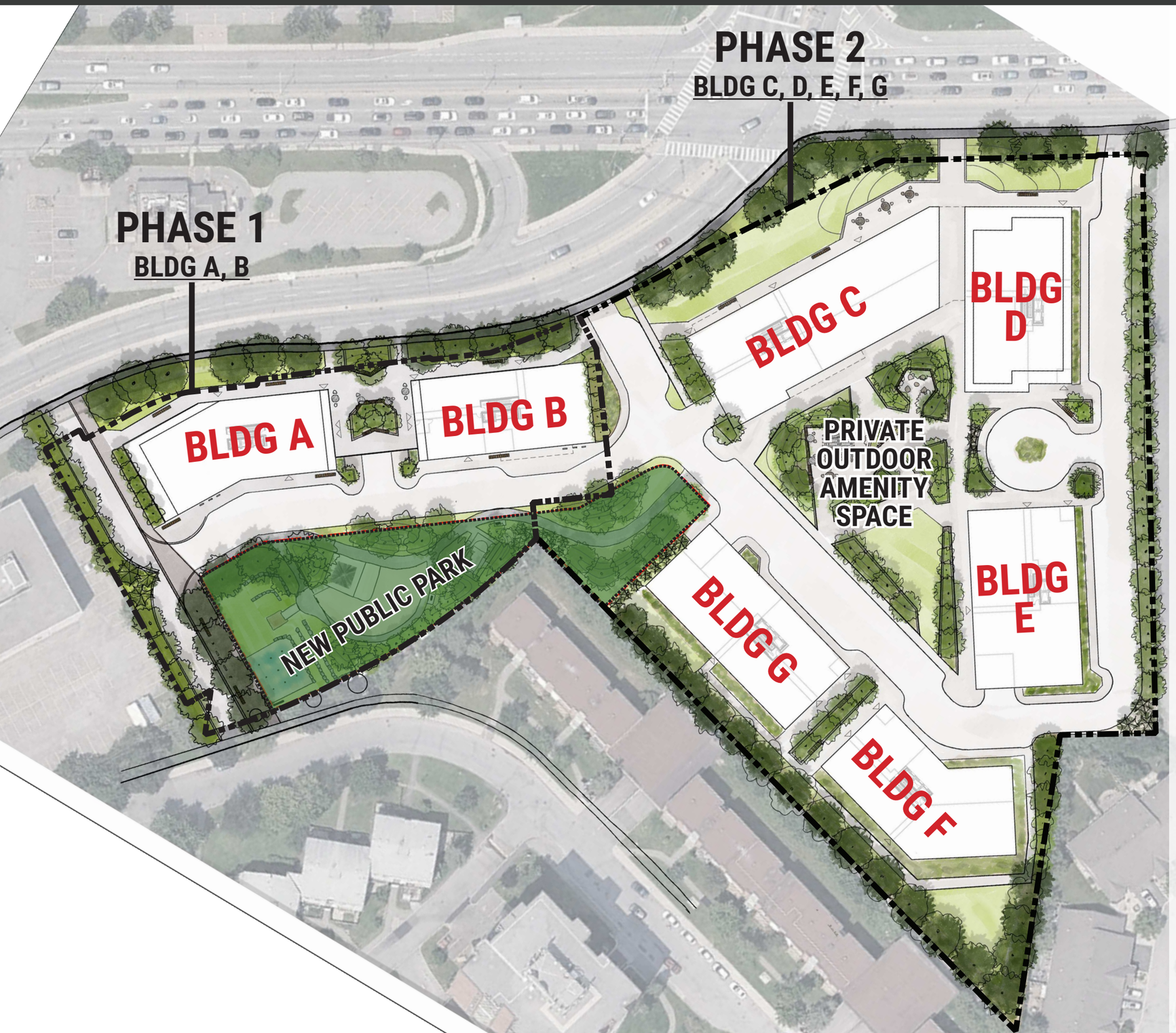


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CONTEXT MAP


Low-rise Residential
MERIVALE RD.
Central Experimental Farm
BASELINE RD.
Commercial
Future BRT Transit Station
St Augustine Church
Low-rise Residential
Walmart
Sushi Kan
PROJECT SITE
1200 BASELINE RD.
ELEANOR DR.
BASELINE RD.
BURRIS LN.
MERIVALE RD.
Dymon Storage
Food Basics

SITE PLAN / GROUND FLOOR - PHASE 2



Project Stats

BUILDING A:		
P1 (AMENITY/LOBBY)	= 3,492 ft² (x1)	= 3,492 ft²
P1 (PARKING)	= 8,123 ft² (x1)	= 8,123 ft²
PODIUM A LEV 1-4	= 9,944 ft² (x4)	= 39,776 ft²
TOWER A LEV 5-20	= 8,365 ft² (x16)	= 133,840 ft²
TOTAL		**= 185,231 ft²**
BUILDING B:		
P1 (AMENITY/LOBBY)	= 3,365 ft² (x1)	= 3,365 ft²
P1 (PARKING)	= 6,793 ft² (x1)	= 6,793 ft²
PODIUM B LEV 1	= 8,487 ft² (x1)	= 8,487 ft²
PODIUM B LEV 2-4	= 8,853 ft² (x3)	= 26,559 ft²
TOWER B LEV 5-25	= 8,444 ft² (x21)	= 177,324 ft²
TOTAL		**= 222,528 ft²**
BUILDING C-D:		
PODIUM C LEV 1	= 14,931 ft² (x1)	= 14,931 ft²
PODIUM D LEV 1	= 13,938 ft² (x1)	= 13,938 ft²
PODIUM CD LEV 2-4	= 27,875 ft² (x3)	= 83,625 ft²
TOWER C LEV 5-40	= 8,073 ft² (x36)	= 290,628 ft²
TOWER D LEV 5-25	= 8,138 ft² (x21)	= 170,898 ft²
TOTAL		**= 571,573 ft²**
BUILDING E:		
PODIUM E LEV 1-4	= 11,302 ft² (x4)	= 45,208 ft²
TOWER E LEV 5-18	= 8,138 ft² (x14)	= 113,932 ft²
TOTAL		**= 159,140 ft²**
BUILDING F:		
BLDG F LEV 1-6	= 10,278 ft² (x6)	= 61,668 ft²
TOTAL		**= 61,668 ft²**
BUILDING G:		
BLDG G LEV 1-6	= 10,624 ft² (x6)	= 63,744 ft²
TOTAL		**= 63,744 ft²**
TOTAL GFA	**= 1,263,884 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 BUILDING FORM

2 BUILDING SETBACKS & SEPARATION

3 10% PARKLAND DEDICATION

4 LANDSCAPE INTERFACES

5 PRIVATE OUTDOOR AMENITY SPACE

6 ENTRANCE EXPERIENCE

7 MERIVALE & BASELINE RD ANIMATION

8 SITE ACCESS & LOADING

PRECEDENT IMAGES













PRECEDENT IMAGES





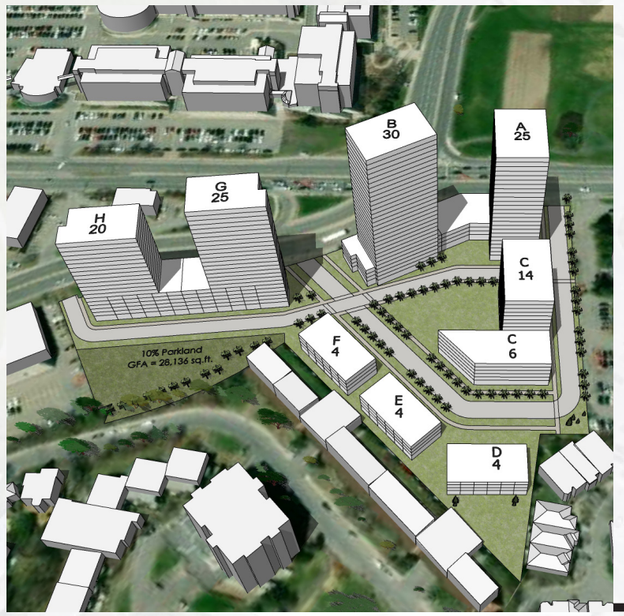








MASSING STUDY OPTIONS



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

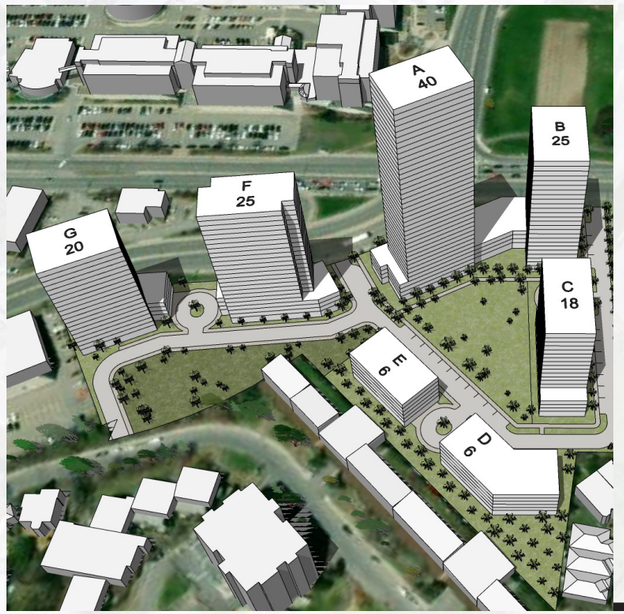
South Parkland



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

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

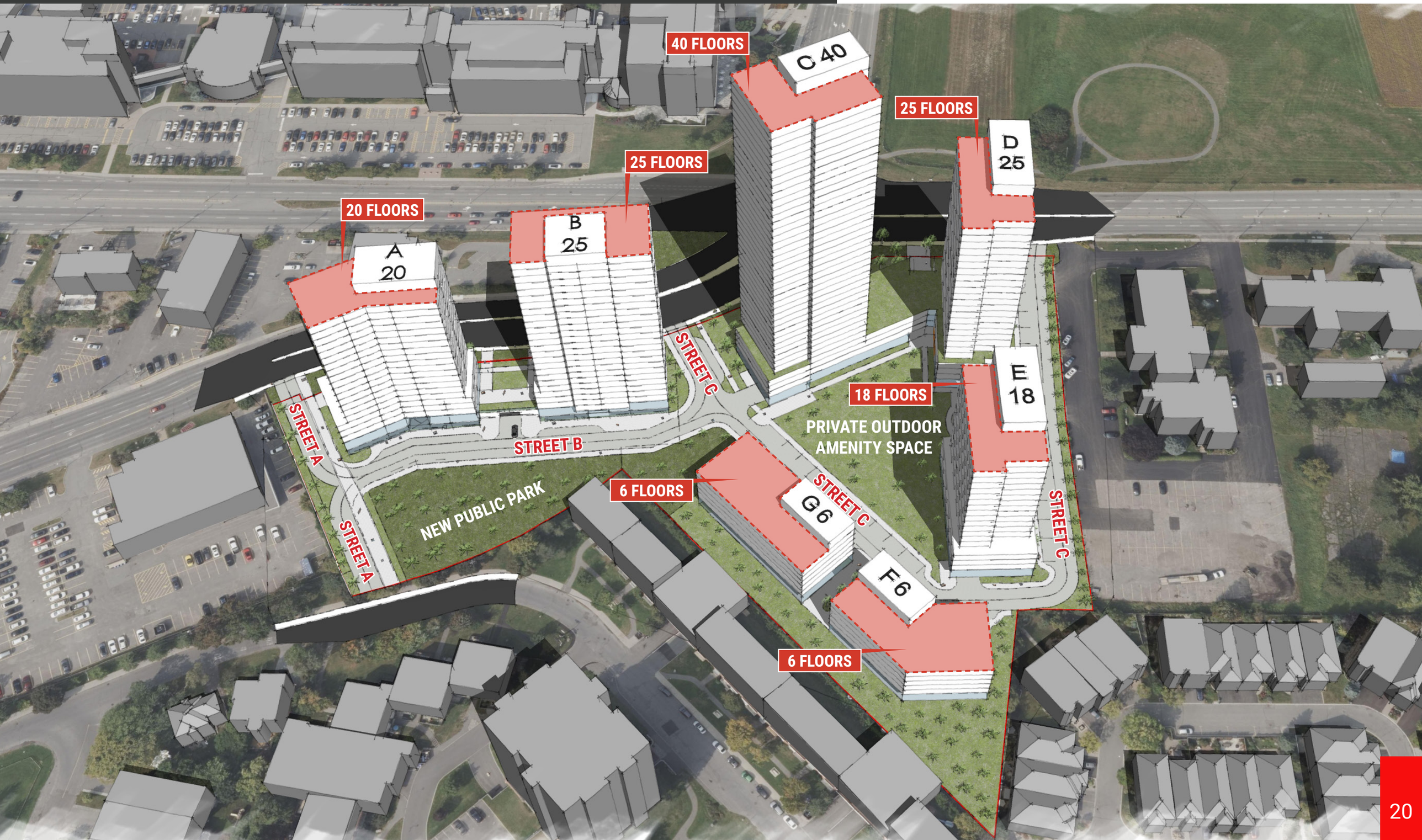
1 BUILDING FORM - PHASE 1

BLDG HEIGHTS - AERIAL VIEW - N



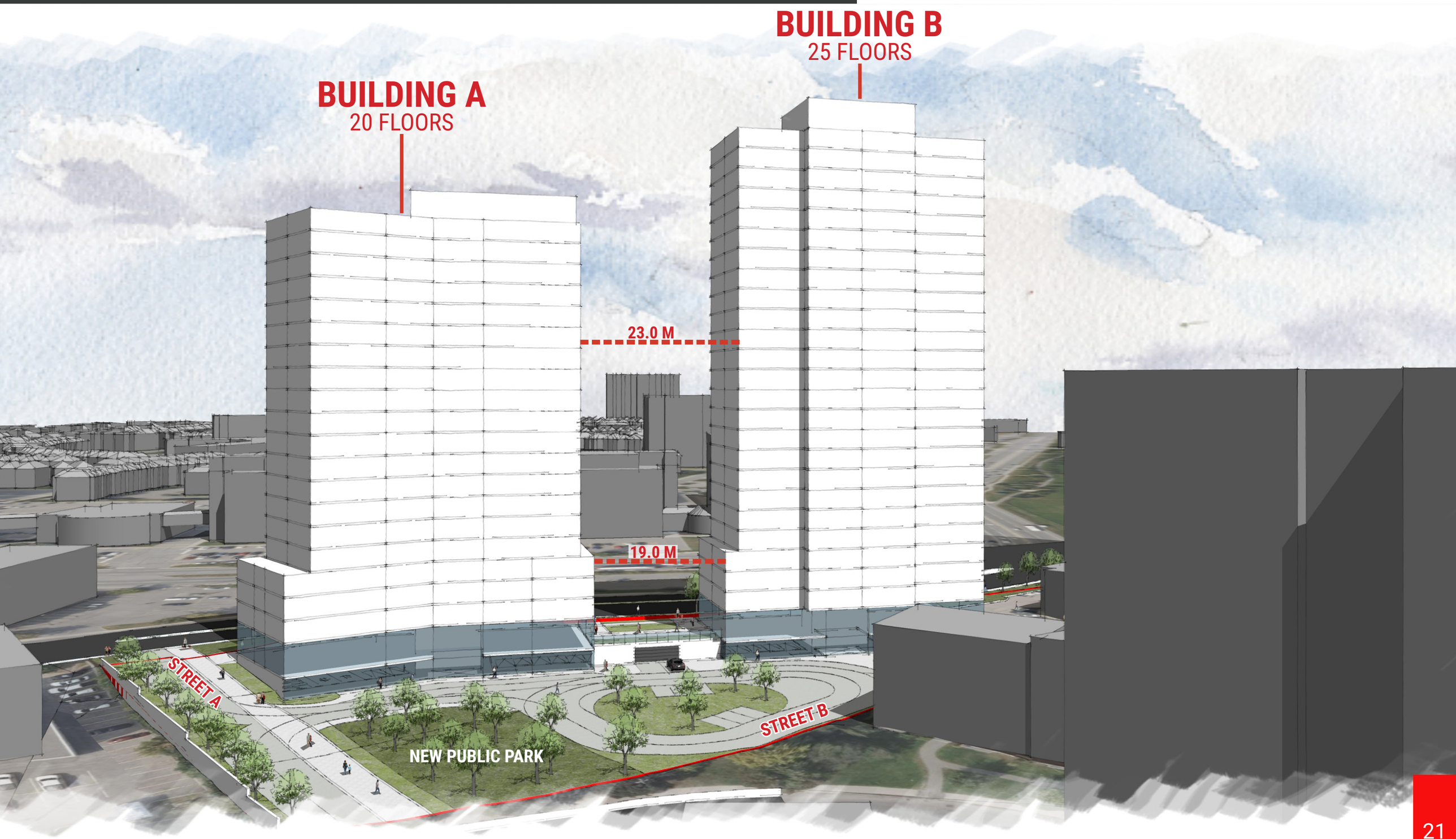
1 BUILDING FORM - PHASE 2

BLDG HEIGHTS - AERIAL VIEW - N



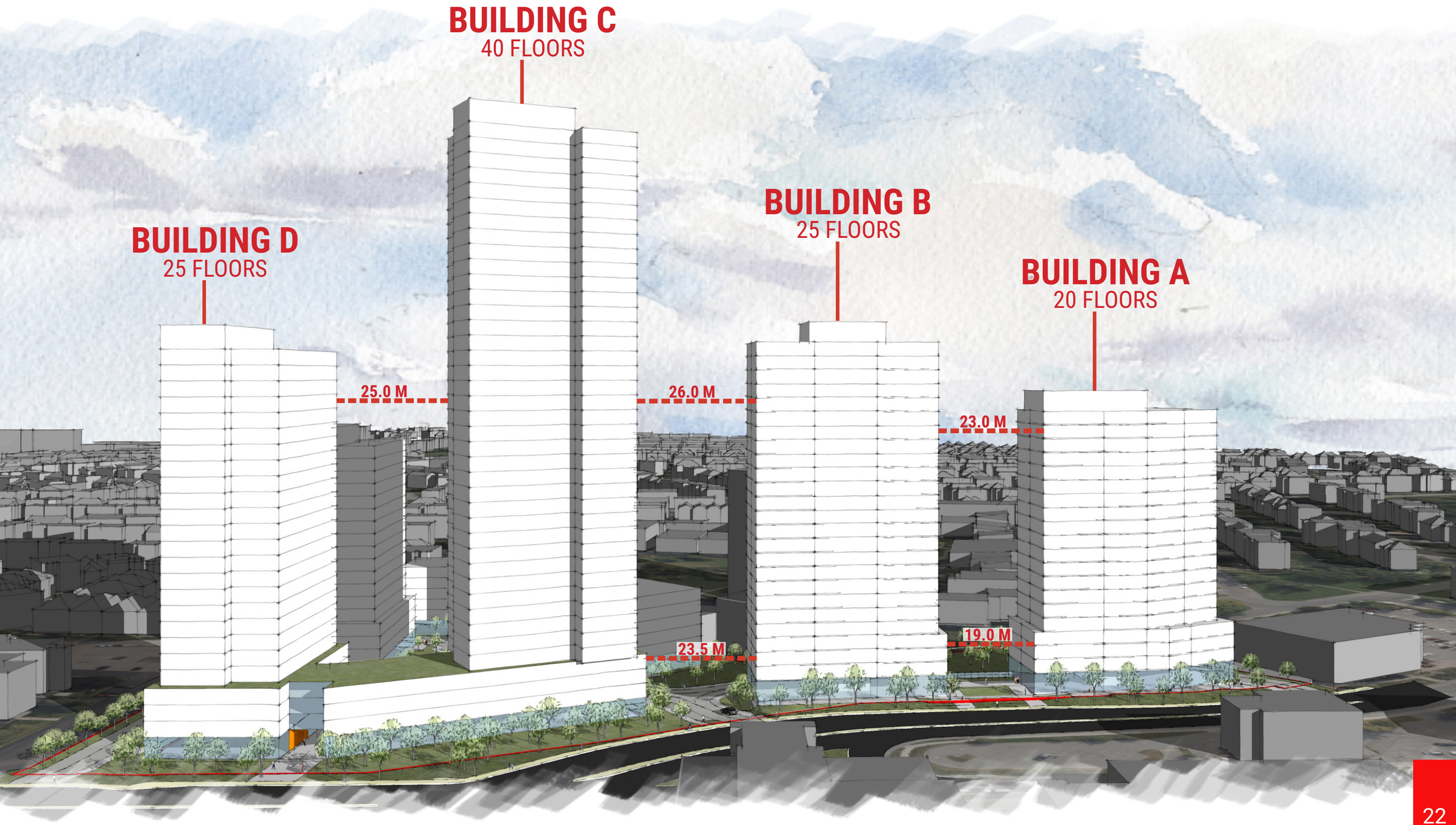
BUILDING SETBACKS & SEPARATION - PHASE 1

SOUTH ELEVATION - BLDG A & B



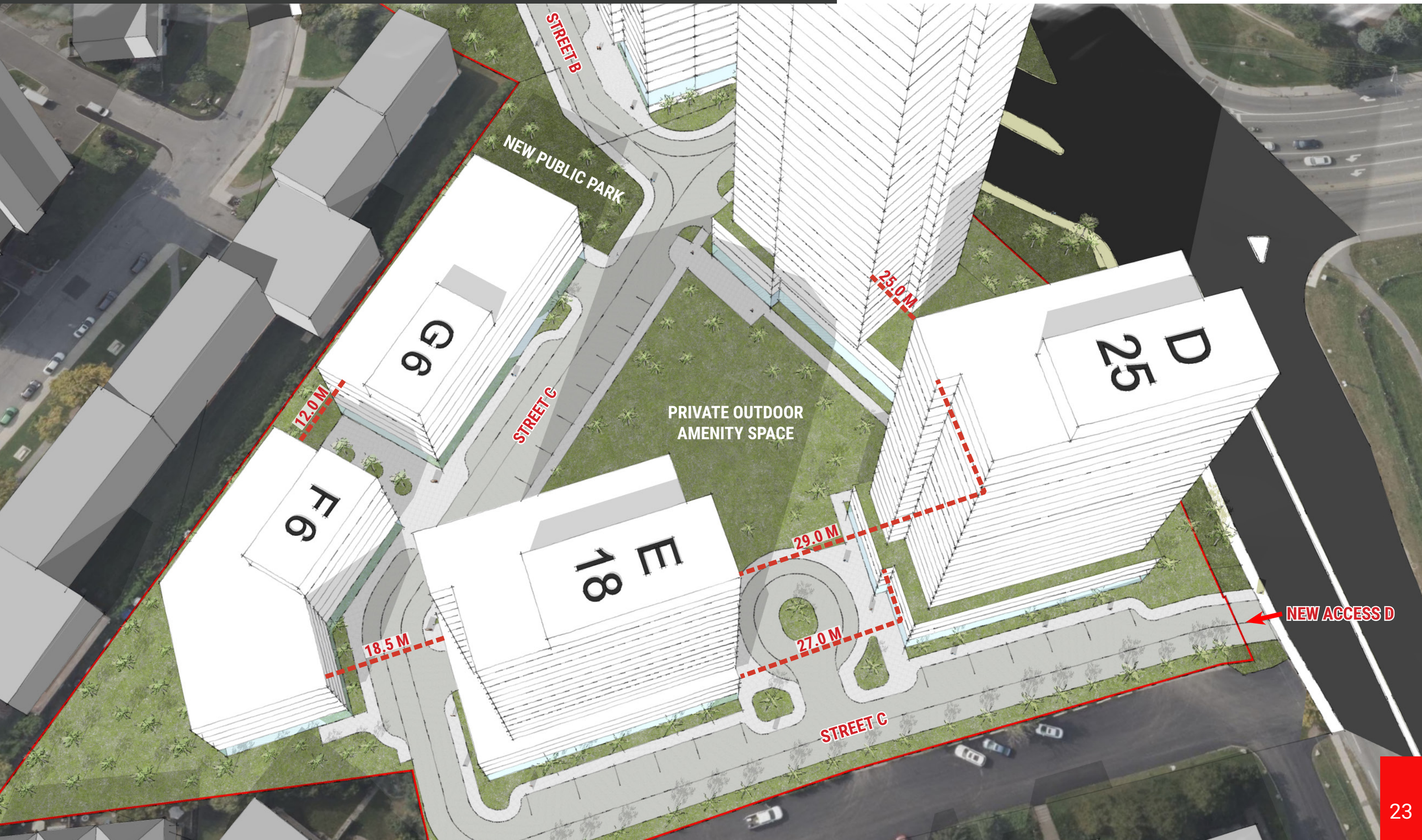
2 BUILDING SETBACKS & SEPARATION - PHASE 2

NORTH ELEVATION - BLDG A, B, C, D



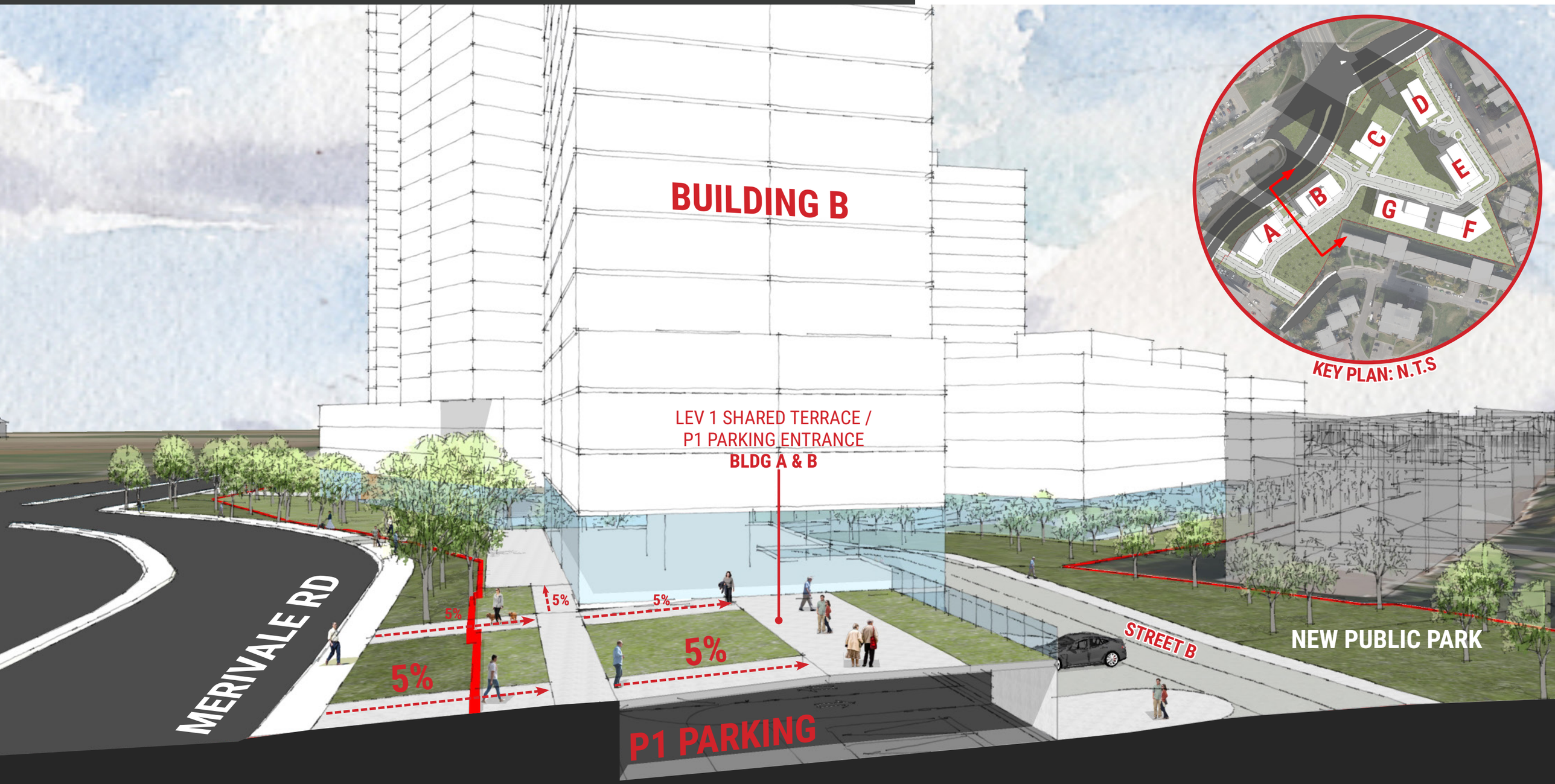
2 BUILDING SETBACKS & SEPARATION - PHASE 2

AERIAL - BLDG D, E, F, G



2 BUILDING SETBACKS & SEPARATION - PHASE 2

SECTION BLDG A-B

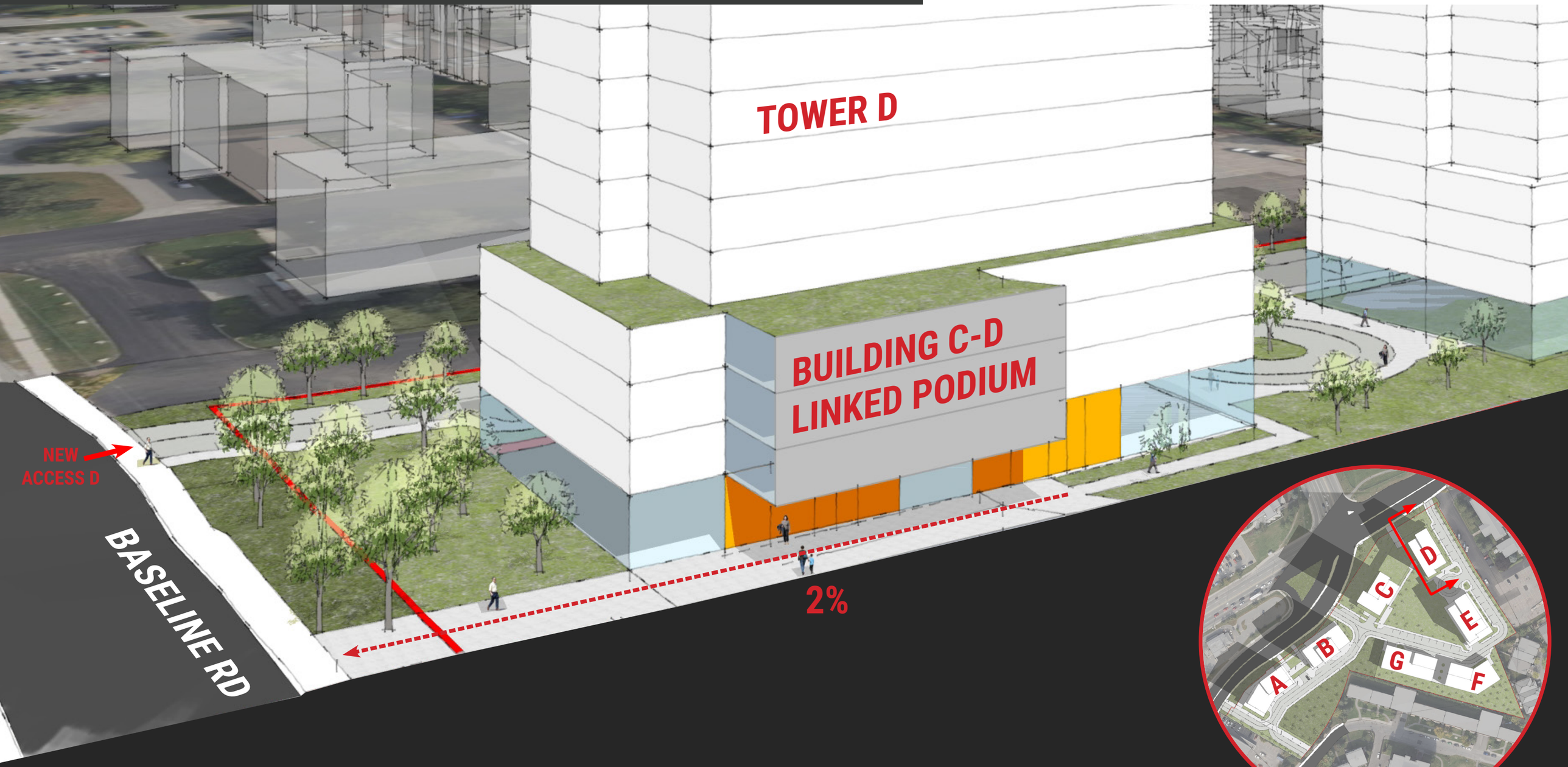


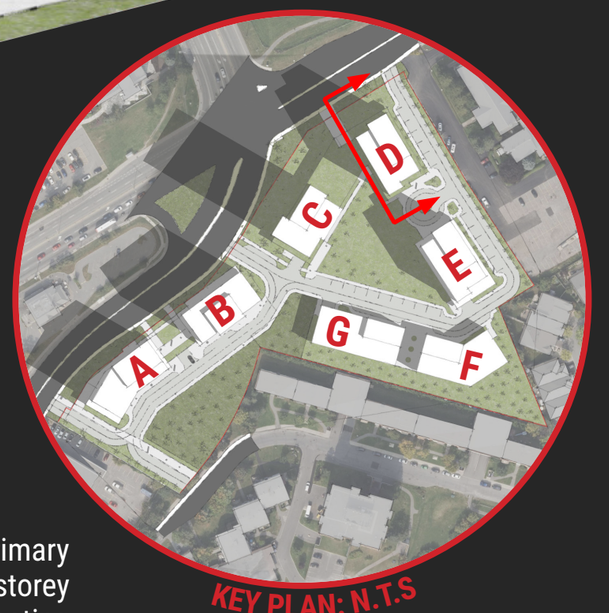
KEY PLAN: N.T.S

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.

2 BUILDING SETBACKS & SEPARATION - PHASE 2

SECTION BLDG C-D





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.

2 BUILDING SETBACKS & SEPARATION - PHASE 1-2

TRANSITION IN SCALE - BLDG A-B

BUILDING A

BUILDING B

45° ANGULAR PLANE

45° ANGULAR PLANE

34 M

34 M

34 M

STREET A

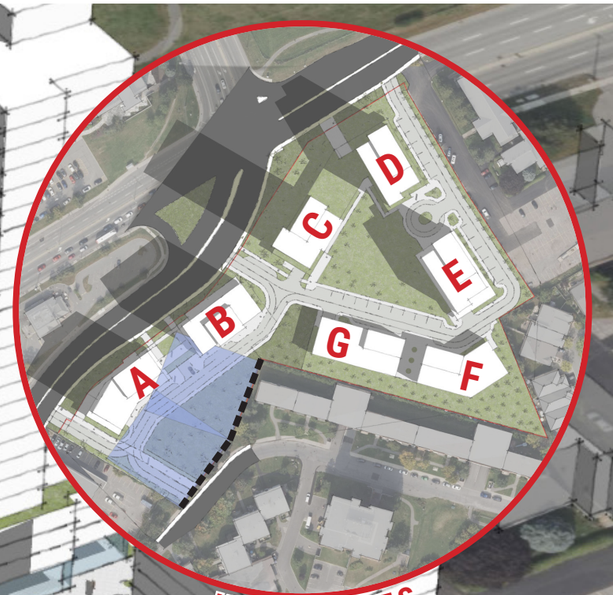
STREET B

STREET A

STREET C

NEW PUBLIC PARK

PRIVATE OUTDOOR AMENITY SPACE



KEY PLAN: N.T.S

NEIGHBOURING PROPERTY ZONE:
R5A H(34)

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.

2 BUILDING SETBACKS & SEPARATION - PHASE 2

TRANSITION IN SCALE - BLDG C-D

TOWER C

BUILDING B

BUILDING A

TOWER D

BUILDING E

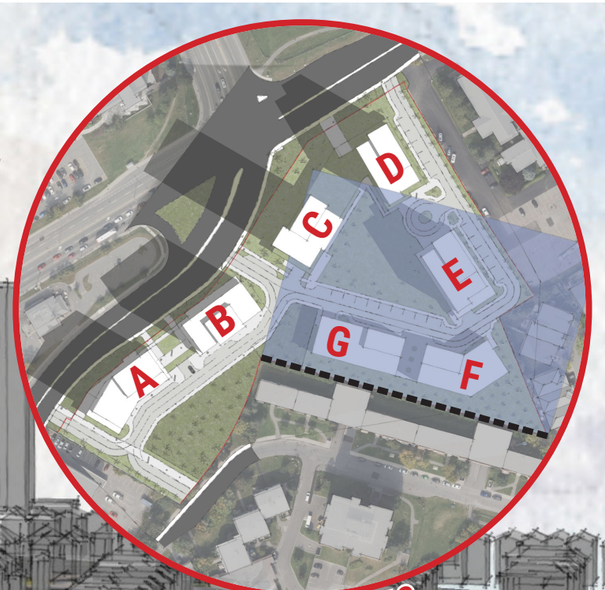
BUILDING G

BUILDING F

45° ANGULAR PLANE

34 M

NEIGHBOURING PROPERTY ZONE:
R5A H(34)

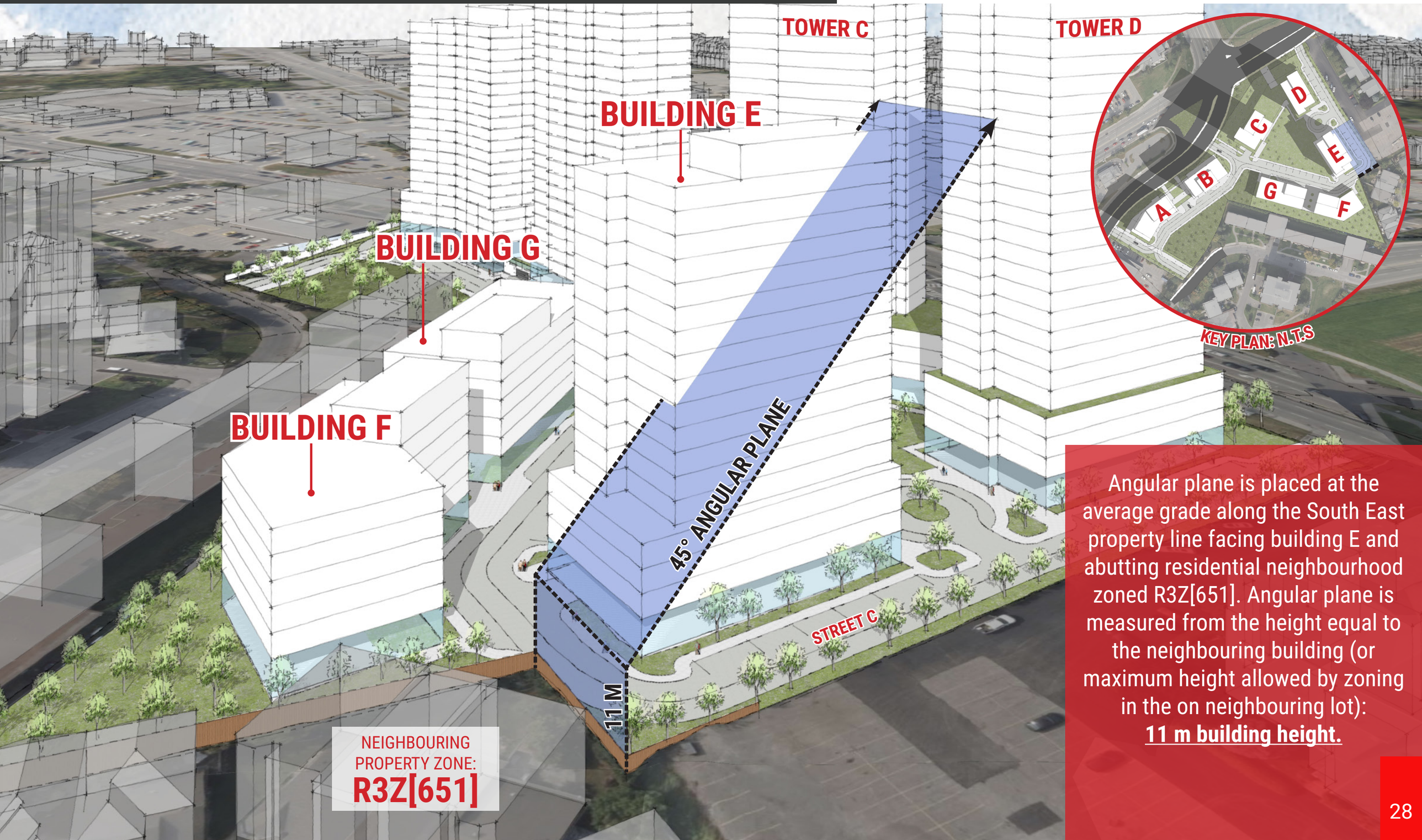


KEY PLAN: N.T.S

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.

2 BUILDING SETBACKS & SEPARATION - PHASE 2

TRANSITION IN SCALE - BLDG E



Angular plane is placed at the average grade along the South East property line facing building E 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.

2 BUILDING SETBACKS & SEPARATION - PHASE 2

TRANSITION IN SCALE - BLDG F

TOWER B

TOWER C

BUILDING E

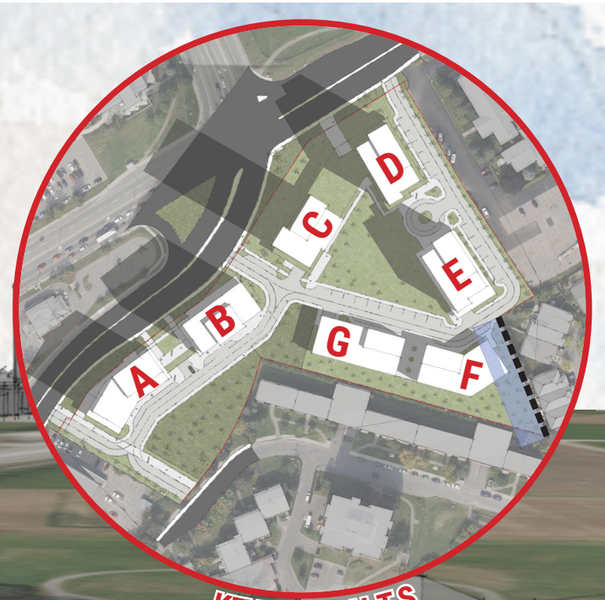
BUILDING G

BUILDING F

45° ANGULAR PLANE

11 M

STREET C



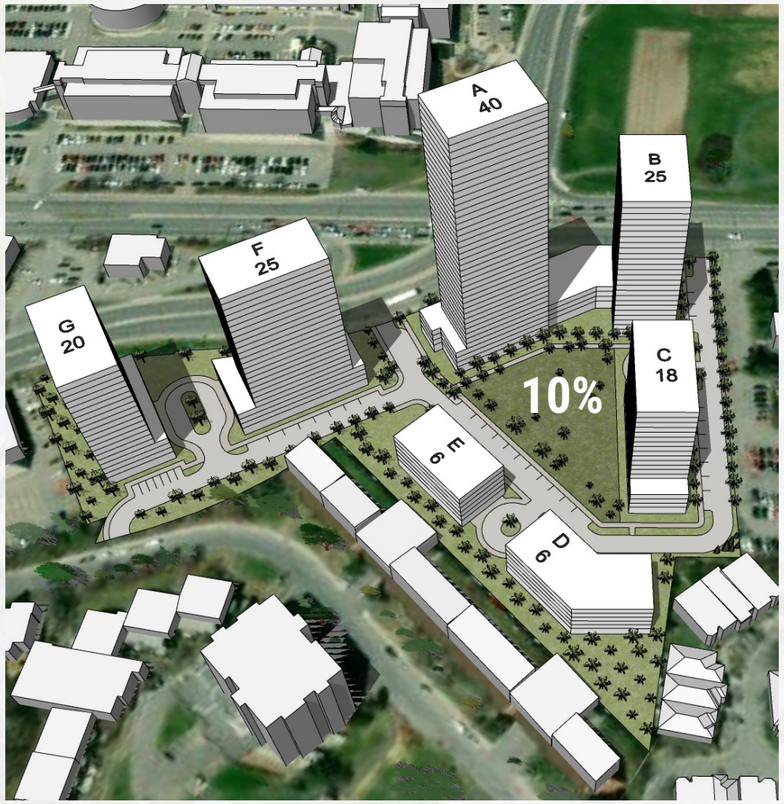
KEY PLAN: N.T.S

NEIGHBOURING PROPERTY ZONE:
R3Z[651]

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.

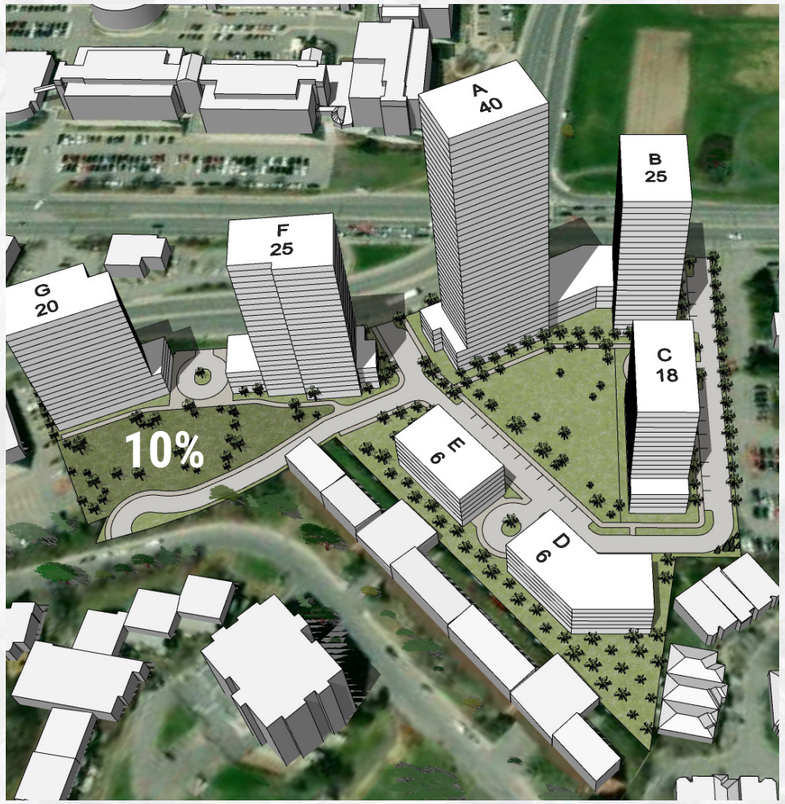
3 10% PARKLAND DEDICATION

PARKLAND LOCATION STUDY



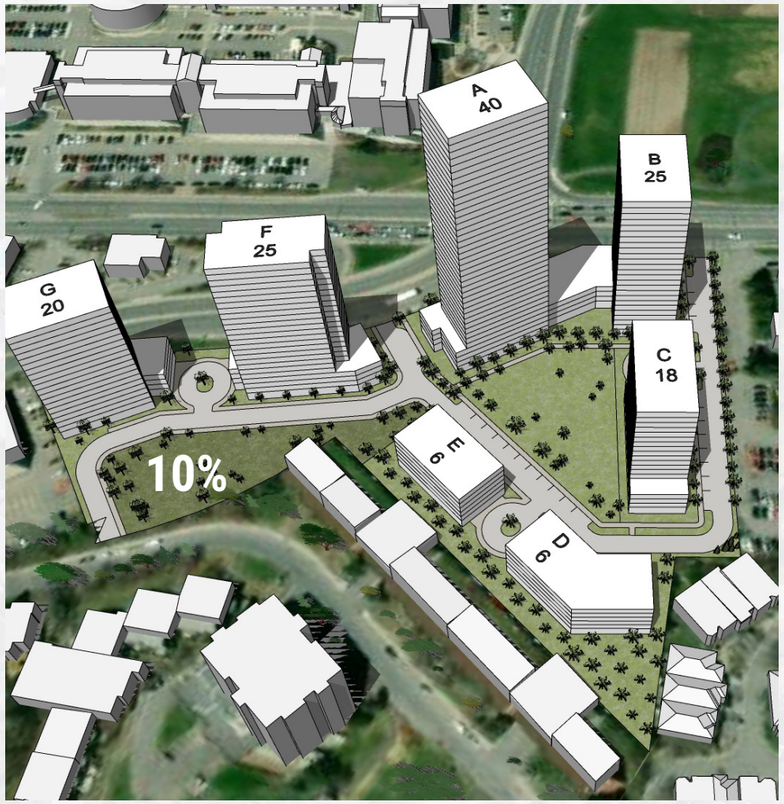
2024 - Past Option 1

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.

3 10% PARKLAND DEDICATION - PHASE 2



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

SCALE 1:500
0 5 10 25

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

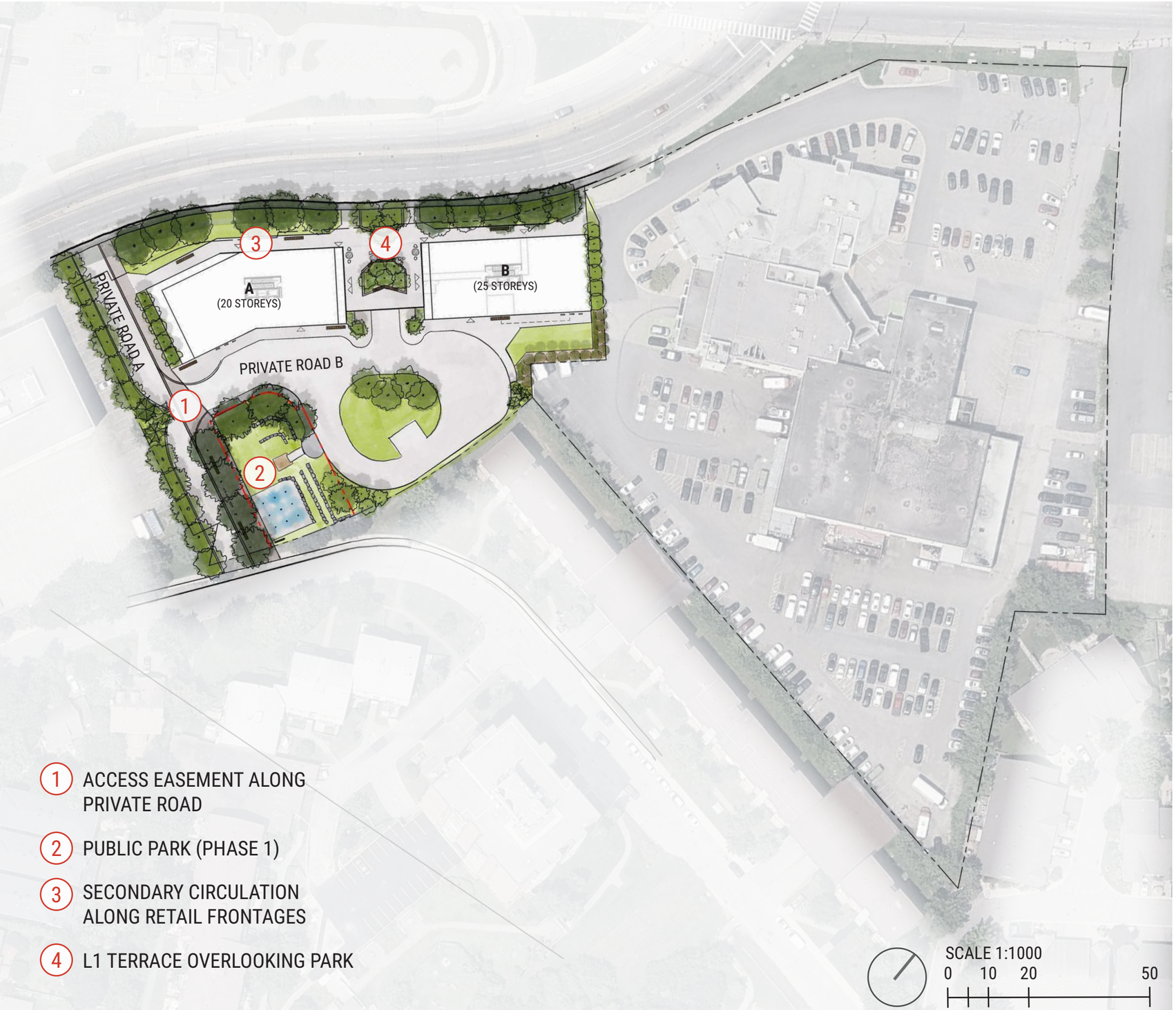


SPLASHPAD



PLAY EQUIPMENT

4 LANDSCAPE INTERFACE - PHASE 1



1. ACCESS EASEMENT ALONG PRIVATE ROAD
2. PUBLIC PARK (PHASE 1)
3. SECONDARY CIRCULATION ALONG RETAIL FRONTAGES
4. L1 TERRACE OVERLOOKING PARK

SCALE 1:1000
0 10 20 50

PHASE 1 LANDSCAPE CONCEPT

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.





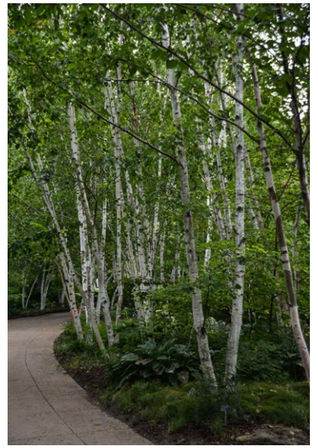
4 LANDSCAPE INTERFACE - PHASE 2



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

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.









5 PRIVATE OUTDOOR AMENITY SPACE



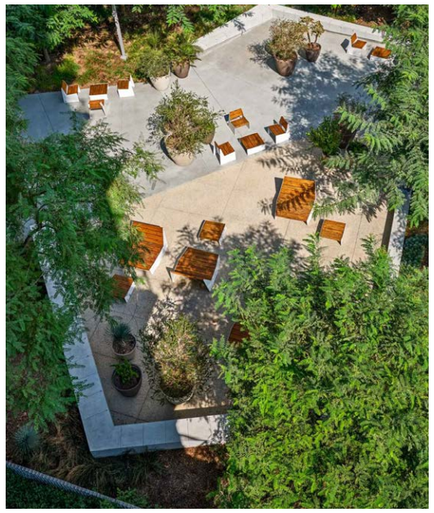
DESIGN ELEMENTS

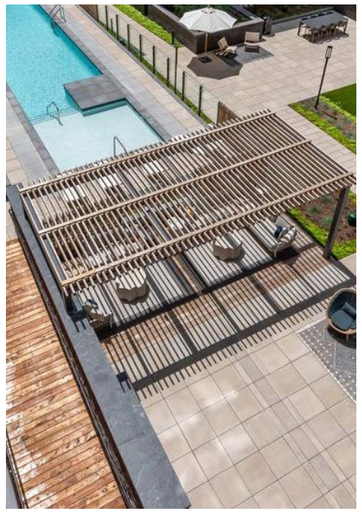
Berms and dense plantings transition from the park's soft curves to angular forms on private lands. Raised beds support tree growth over the parking slab, and angled edges function as seating and outdoor room definitions.





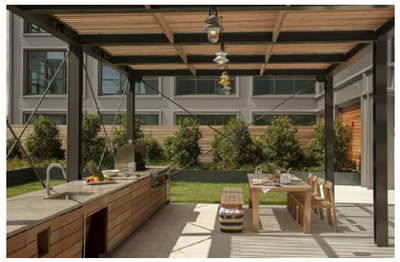
Vertical elements (site furnishings, planting) create the sense of privacy around spaces that are shielded from view from the towers above.





PROGRAM OPTION PRECEDENTS

1 OUTDOOR DINING AND GATHERING SPACES





2 PRIVATE NOOKS



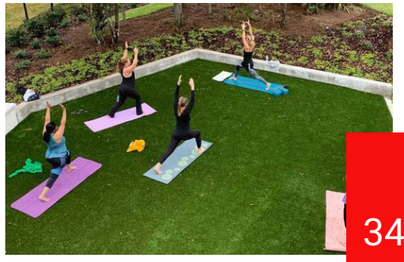


3 MULTIPURPOSE OPEN SPACE AMENITY OPTIONS









6 ENTRANCE EXPERIENCE - PHASE 1

New Site Access A - Merivale Rd.

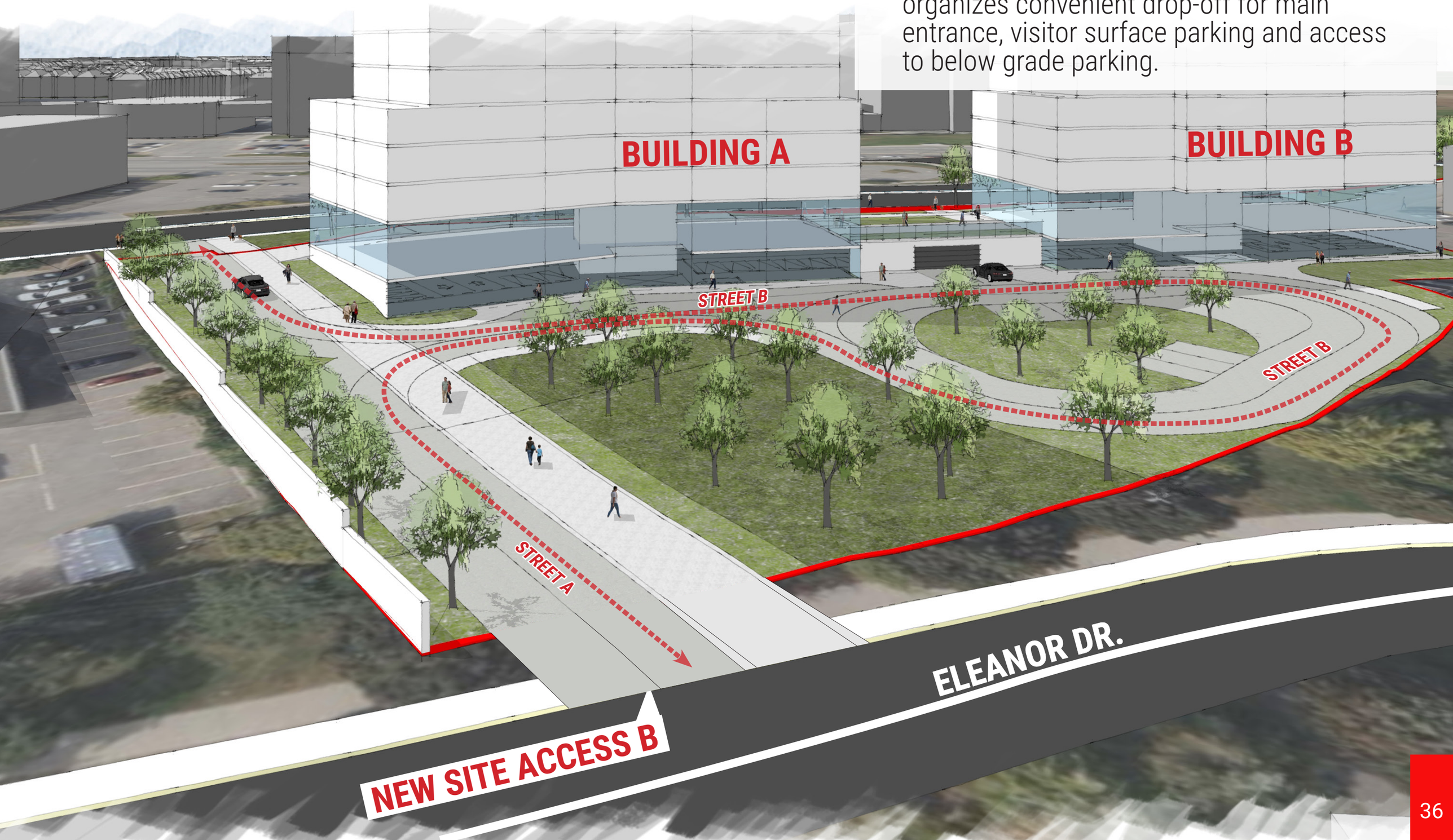
Primary site access for building A & B organizes convenient drop-off for main entrance, visitor surface parking and access to below grade parking.



6 ENTRANCE EXPERIENCE - PHASE 1

New Site Access B - Eleanor Dr.

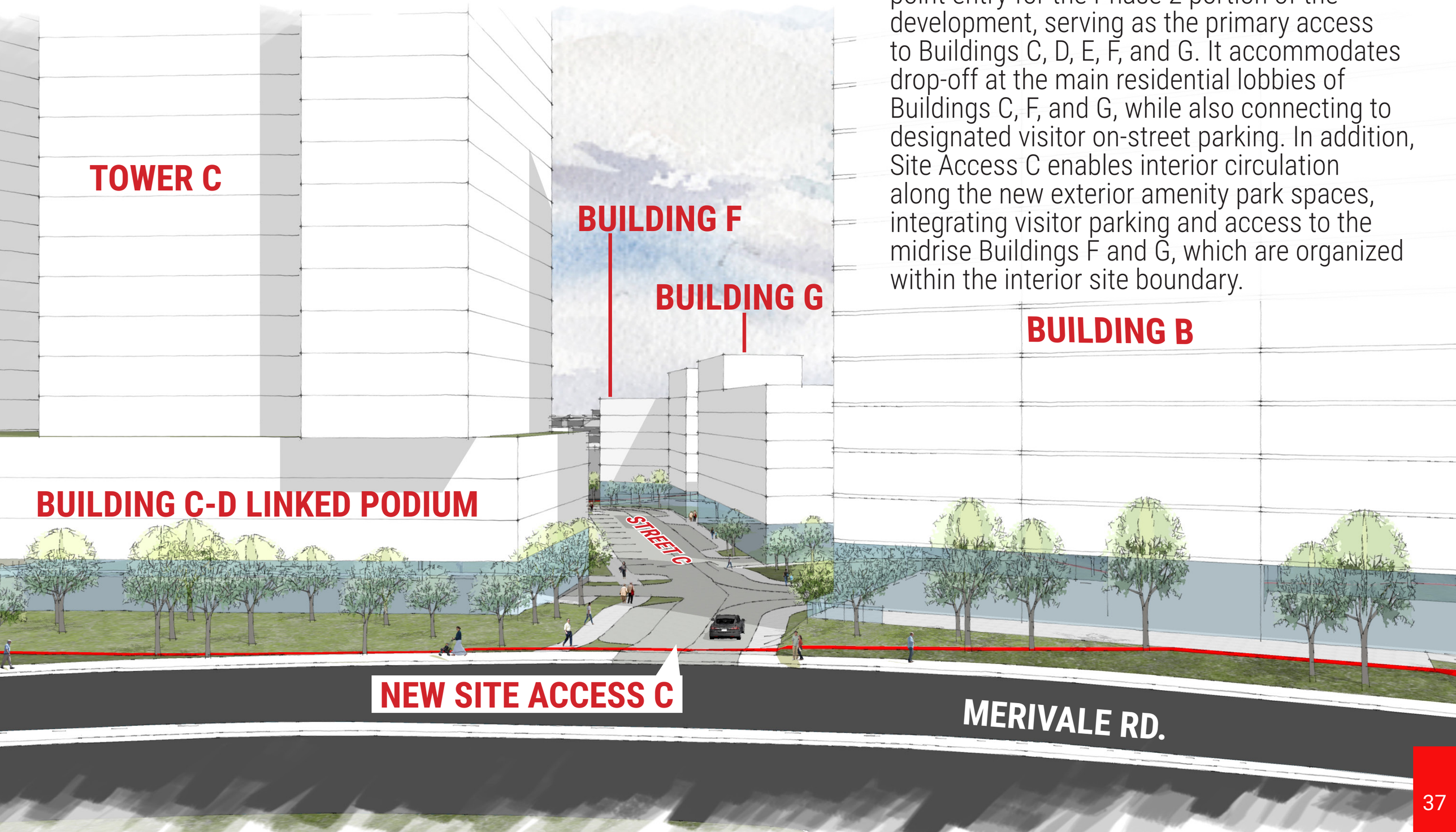
Primary site access for building A & B organizes convenient drop-off for main entrance, visitor surface parking and access to below grade parking.



6 ENTRANCE EXPERIENCE - PHASE 2

New Site Access C - Merivale Rd.

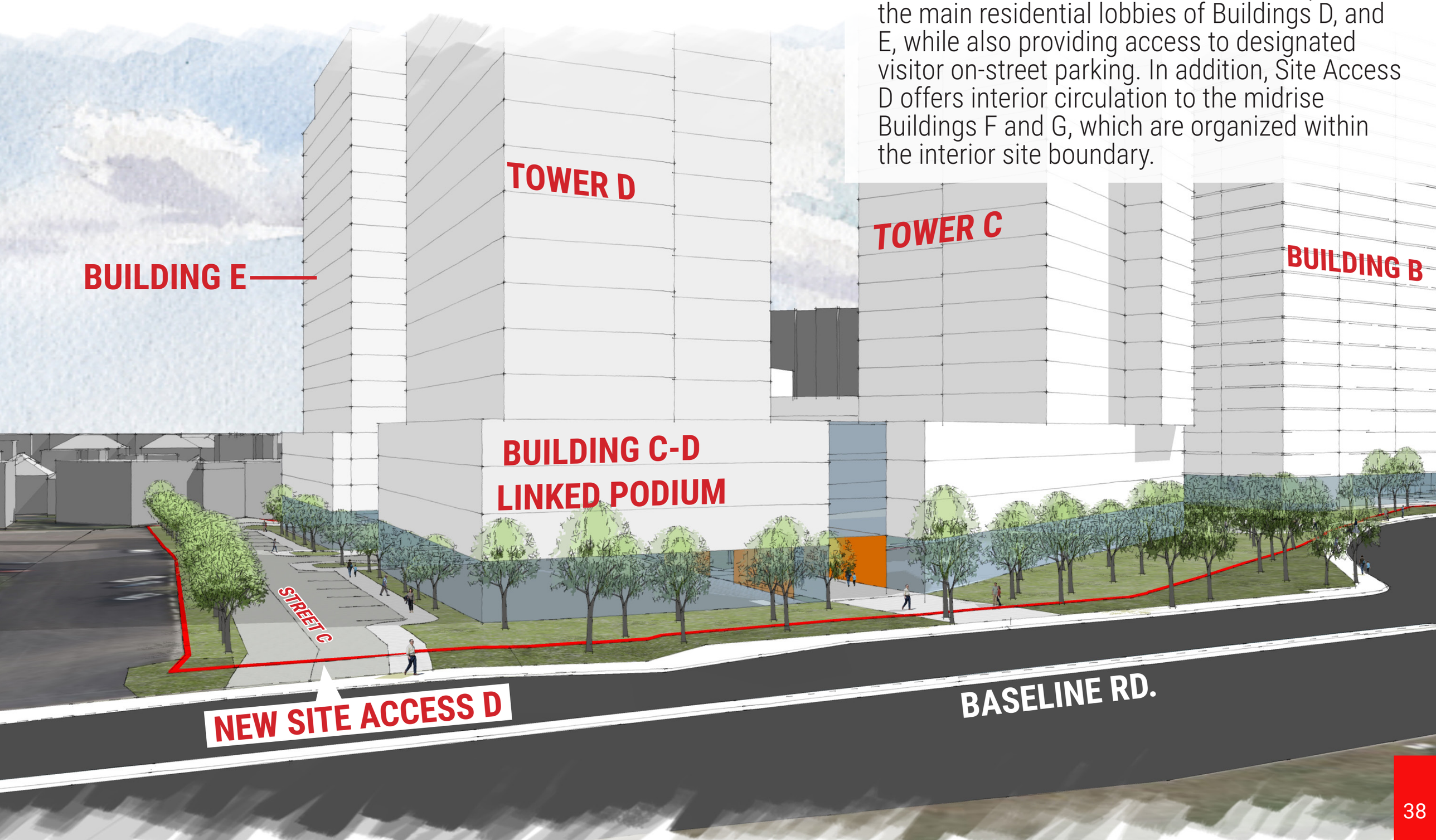
Site Access C provides a convenient mid-point entry for the Phase 2 portion of the development, serving as the primary access to Buildings C, D, E, F, and G. It accommodates drop-off at the main residential lobbies of Buildings C, F, and G, while also connecting to designated visitor on-street parking. 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.



6 ENTRANCE EXPERIENCE - PHASE 2

New Site Access D - Baseline Rd.

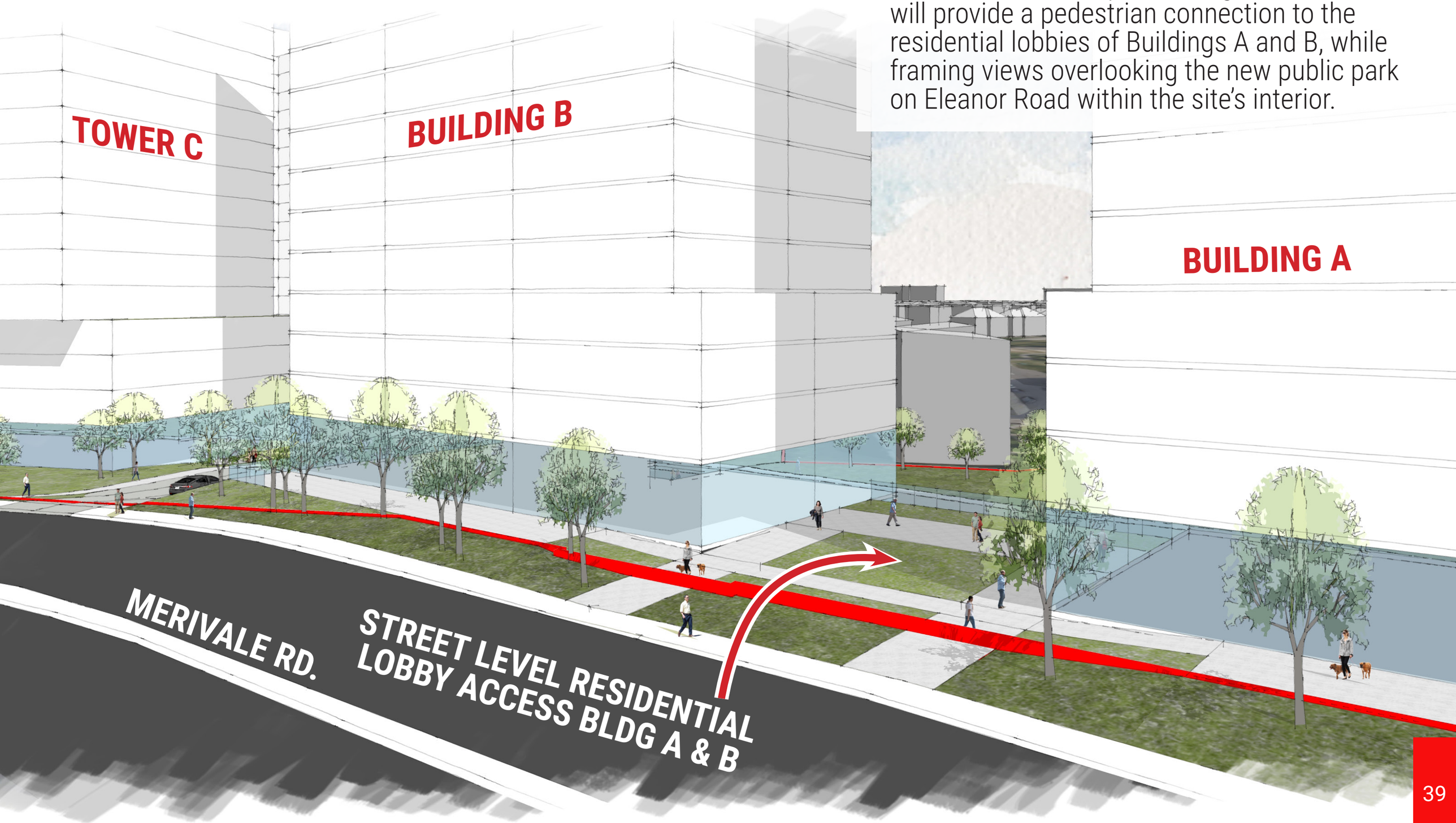
Site Access D facilitates convenient drop-off at the main residential lobbies of Buildings D, and E, while also providing access to designated visitor on-street parking. In addition, Site Access D offers interior circulation to the midrise Buildings F and G, which are organized within the interior site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



7 MERIVALE & BASELINE RD ANIMATION - PHASE 1-2

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

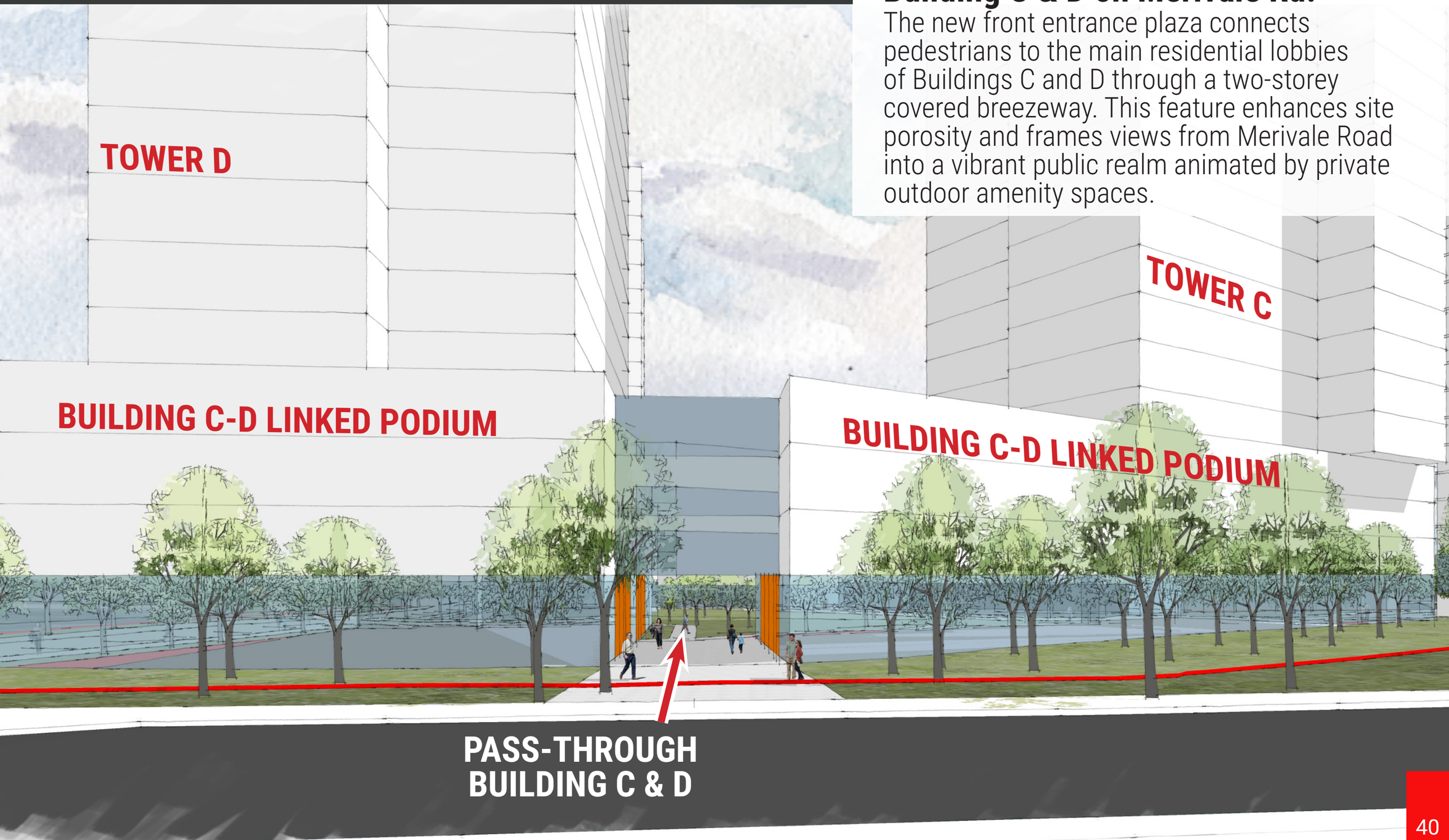
New front entrance plaza along Merivale Street will provide a pedestrian connection to the residential lobbies of Buildings A and B, while framing views overlooking the new public park on Eleanor Road within the site's interior.



7 MERIVALE & BASELINE RD ANIMATION - PHASE 2

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.



8 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.



8 SITE ACCESS & LOADING - PHASE 2

New Site Access A.C.D

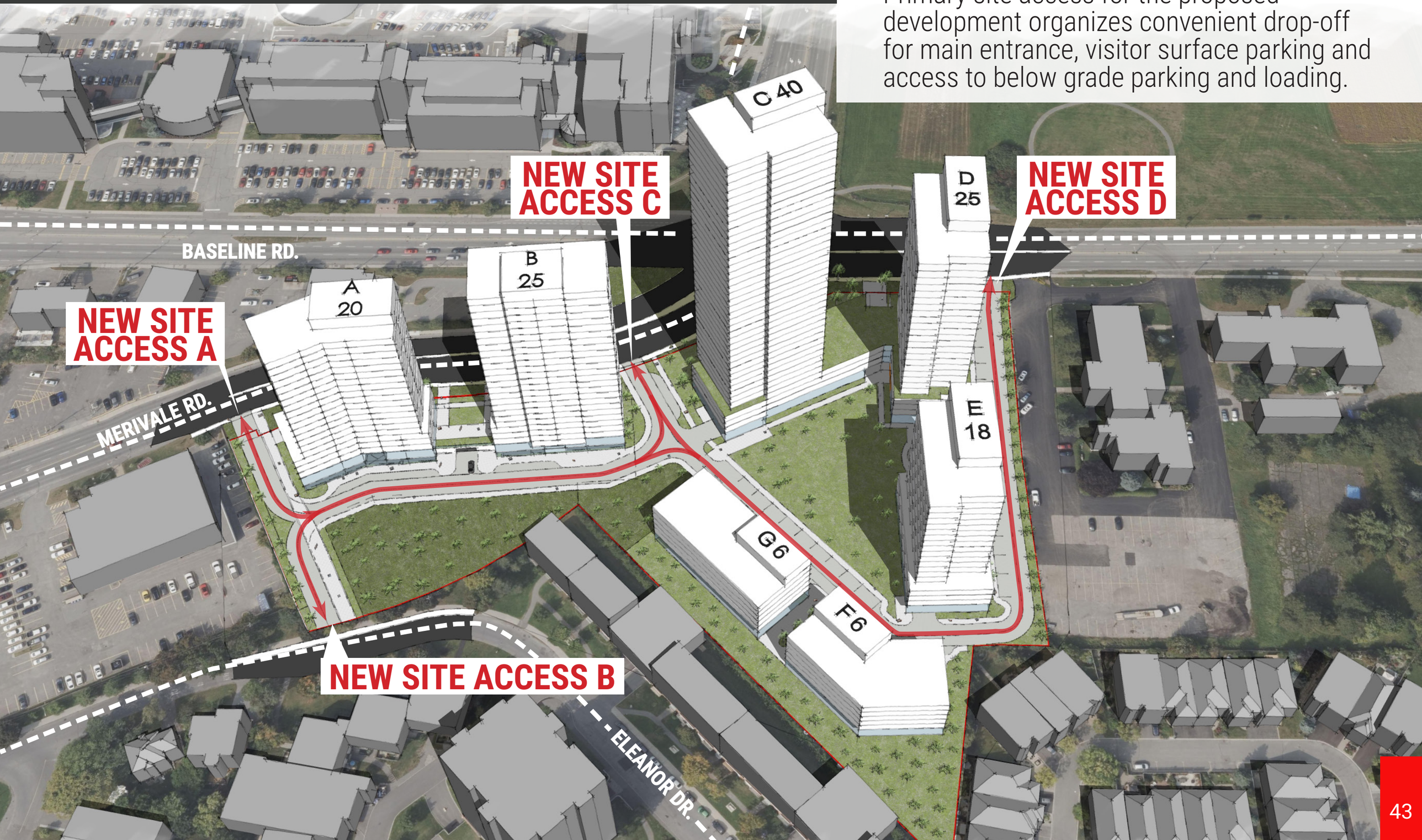
Primary site access for for the proposed development organizes convenient drop-off for main entrance, visitor surface parking and access to below grade parking and loading.



8 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.



Thank You

FOTENN
Planning + Design

HOBIN
ARCHITECTURE

Sun Shadow Analysis Written Summary

Shadow impacts:

Sensitive areas within the sun shadow analysis' study area include mainsteet corridors (Merivale Rd and Baseline Rd), public spaces (parks and capital greenspaces), and a communal amenity area (daycare outdoor play area). This sun shadow study represents mainsteet corridors as a blue dotted line, the park spaces as a light green hatch, capital greenspaces as a dark green hatch, and the communal amenity area as a pink hatch (please refer to sensitive areas legend).

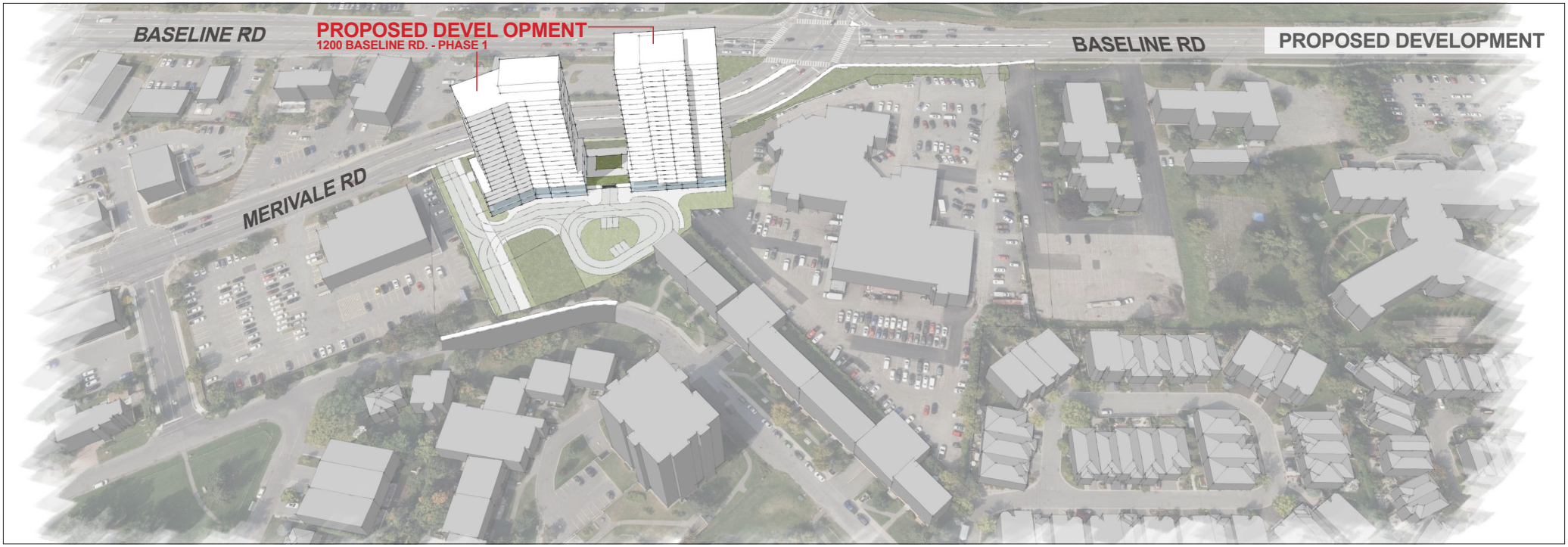
The public spaces including parks and capital greenspaces (Experimental Farm) are **not** impacted by the criteria: the new net shadow must not result in an average of 50 per cent of any public space being cast in shadow for 5 or more hourly interval times during the September test date.

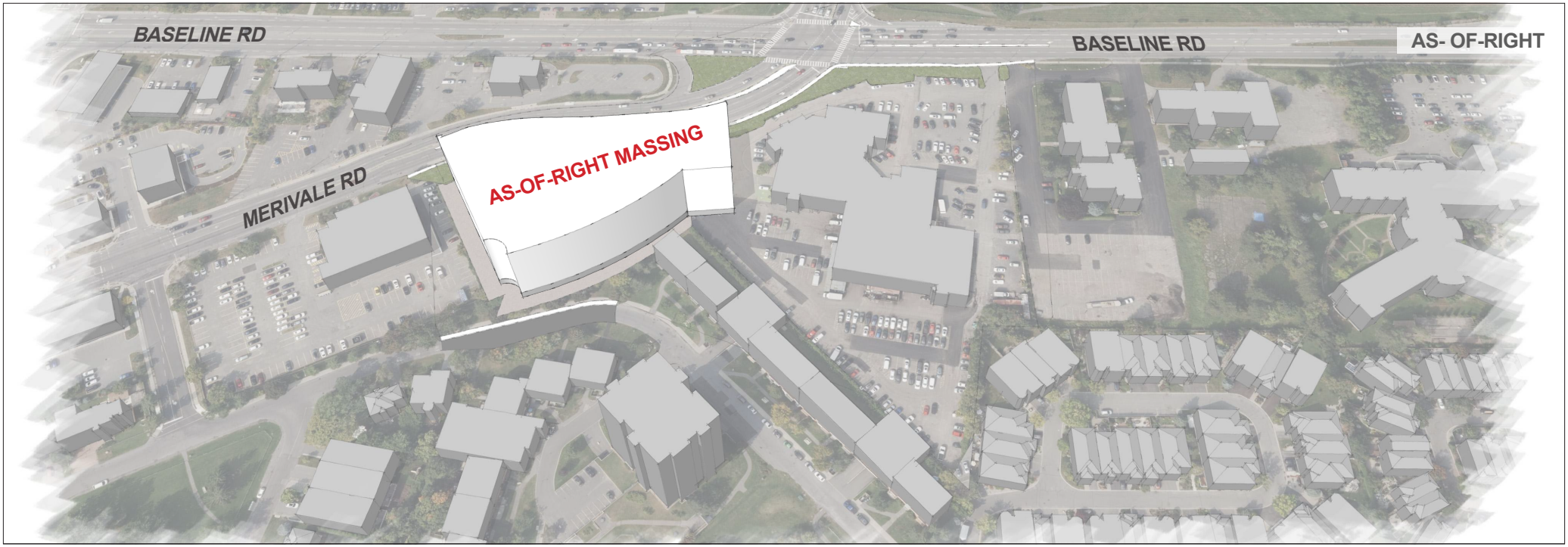
The arterial mainstreets (Merivale Rd and Baseline Rd) are **not** impacted by the criteria: no new net shadow in any one spot for more than 3 consecutive hourly test times of the sidewalk on the opposite side of the street, being cast in shadow during the September test date.

The communal area (a daycare outdoor play area) is **not** impacted by the criteria of: the new net shadow must allow for an average of 50 per cent of any communal amenity area being exposed to sun light during two consecutive hourly interval times per day between 11 am and 3 pm (both are inclusive) during all three test dates.

Latitude and Longitude of Site:

Lat: 45.364748892761035
Lng: -75.72991538219897





1200 BASELINE RD,

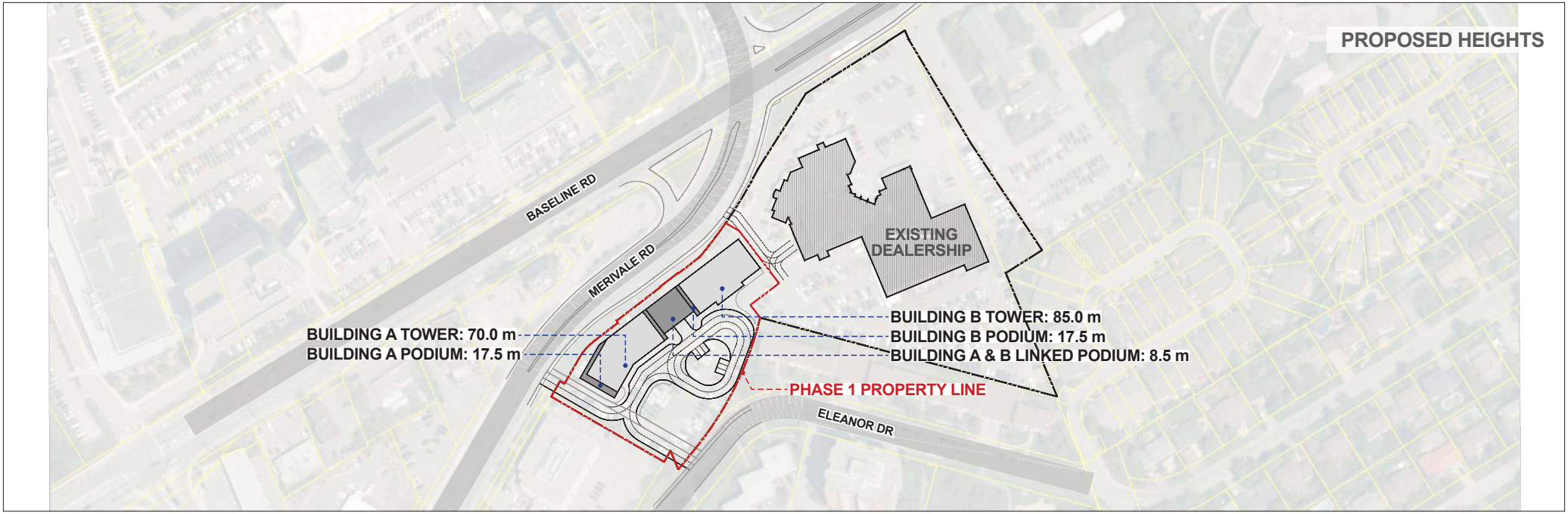
OTTAWA, ON K2C 0A6

3D Massing - Looking North West_**PHASE 1**

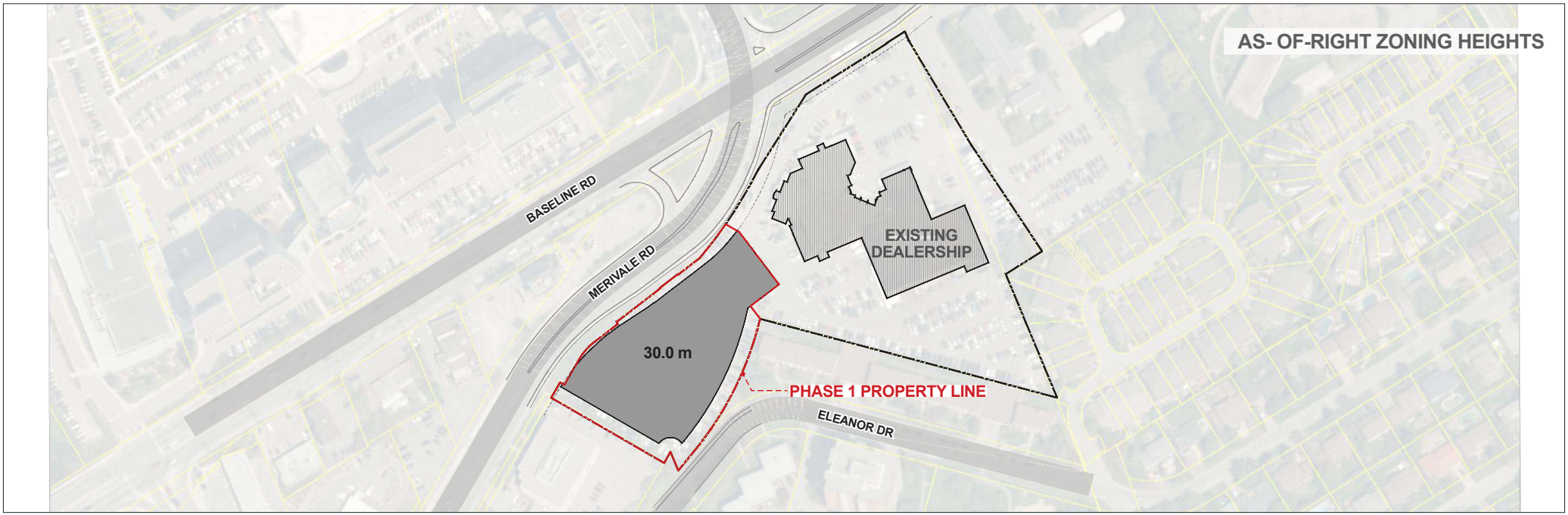
Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025

Application No.:	
Application Type:	ZBA Submission - UD Brief

PROPOSED HEIGHTS



AS- OF-RIGHT ZONING HEIGHTS



1:3000

0 m 10 m 20 m 50 m 100 m

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Height and Massing_**PHASE 1**

HOBIN

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:3000

As-Of-Right & Proposed
HEIGHT & MASSING

JUNE 21


8:00 AM


9:00 AM


10:00 AM


11:00 AM


12:00 PM


1:00 PM

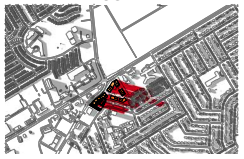

2:00 PM


3:00 PM


4:00 PM

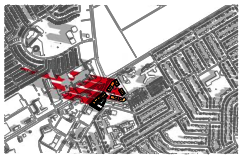

5:00 PM


6:00 PM


7:00 PM


8:00 PM

SEPTEMBER 21


8:00 AM


9:00 AM

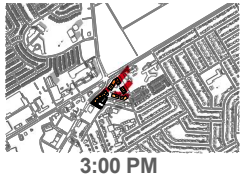

10:00 AM


11:00 AM


12:00 PM


1:00 PM


2:00 PM


3:00 PM


4:00 PM


5:00 PM


6:00 PM

DECEMBER 21

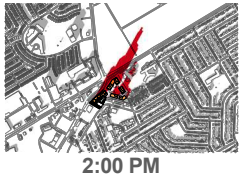

9:00 AM


10:00 AM


11:00 AM


12:00 PM


1:00 PM


2:00 PM


3:00 PM

1:50,000

0 m 500 m 1,000 m 2,000 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis Summary_**PHASE 1**

Company:	Hobin Architecture	**Application No.:**	
Prepared by:	Cristina Hoang	**Application Type:**	ZBA Submission - UD Brief
Date:	NOV 20, 2025	**Scale:**	1:50,000



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 8:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 9:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
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- New Net Shadow
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- Park Spaces
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
JUNE 21 10:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
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- Property Line

SENSITIVE AREAS:

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- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

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AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

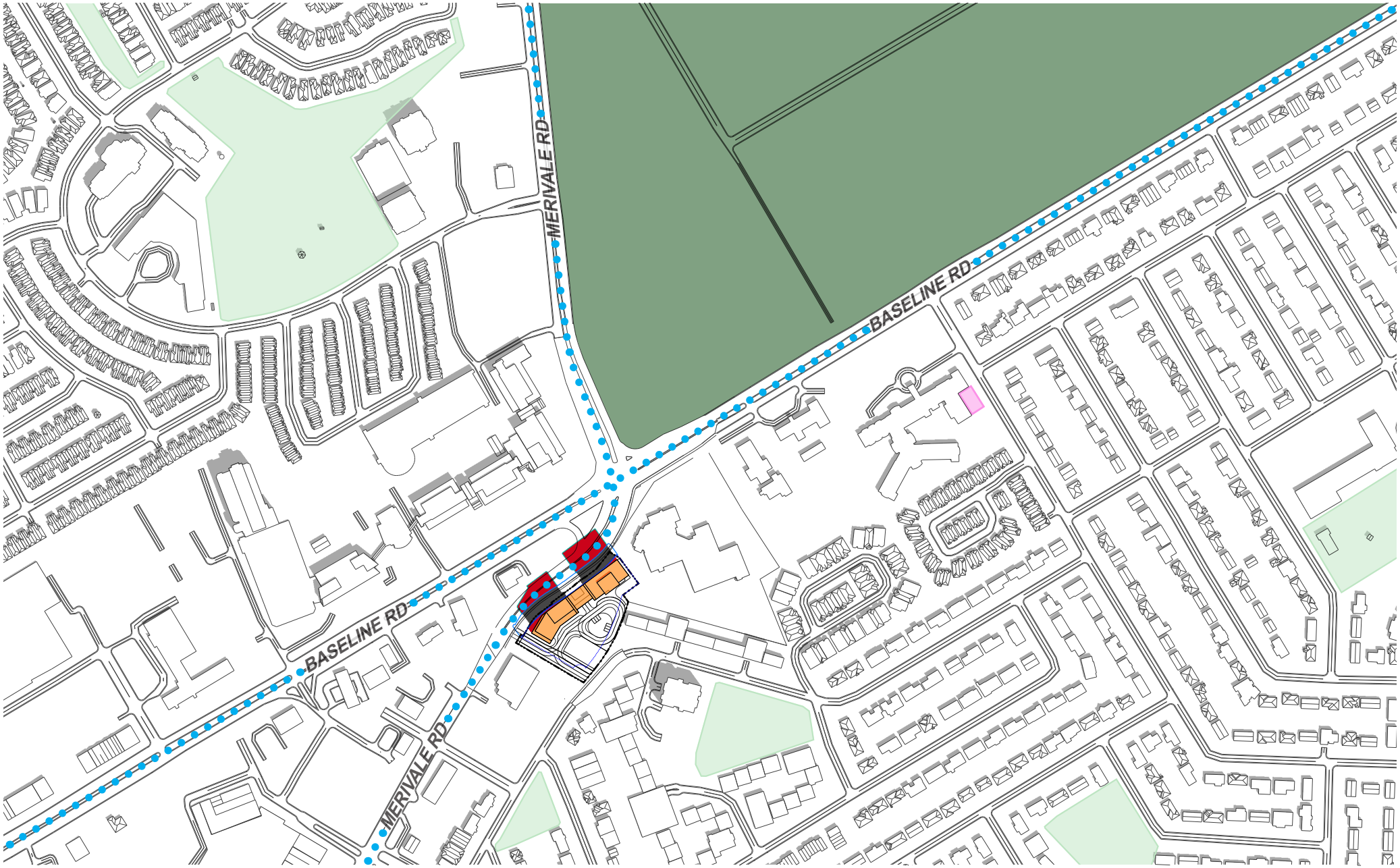
1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 11:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
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SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

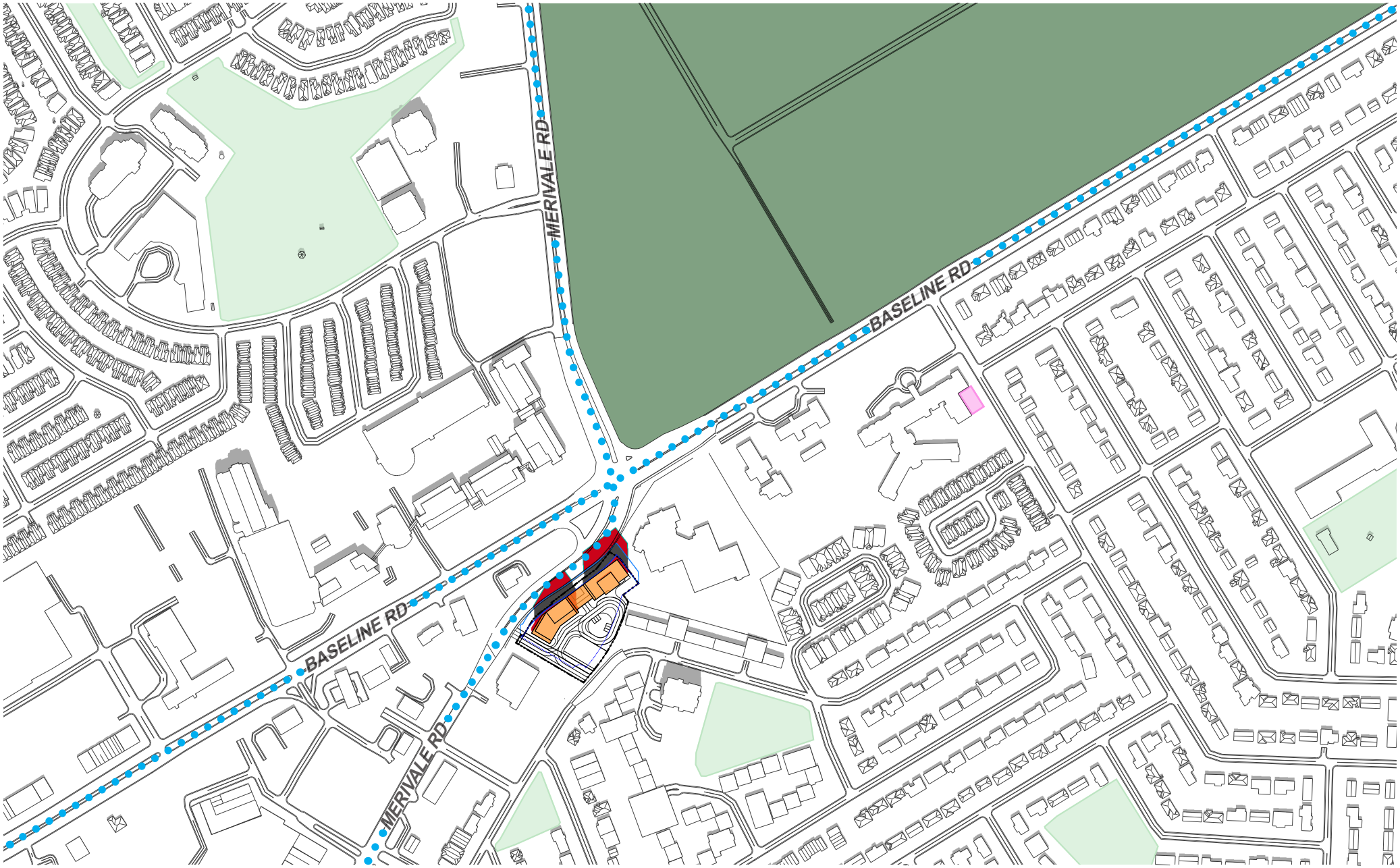
1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 12:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

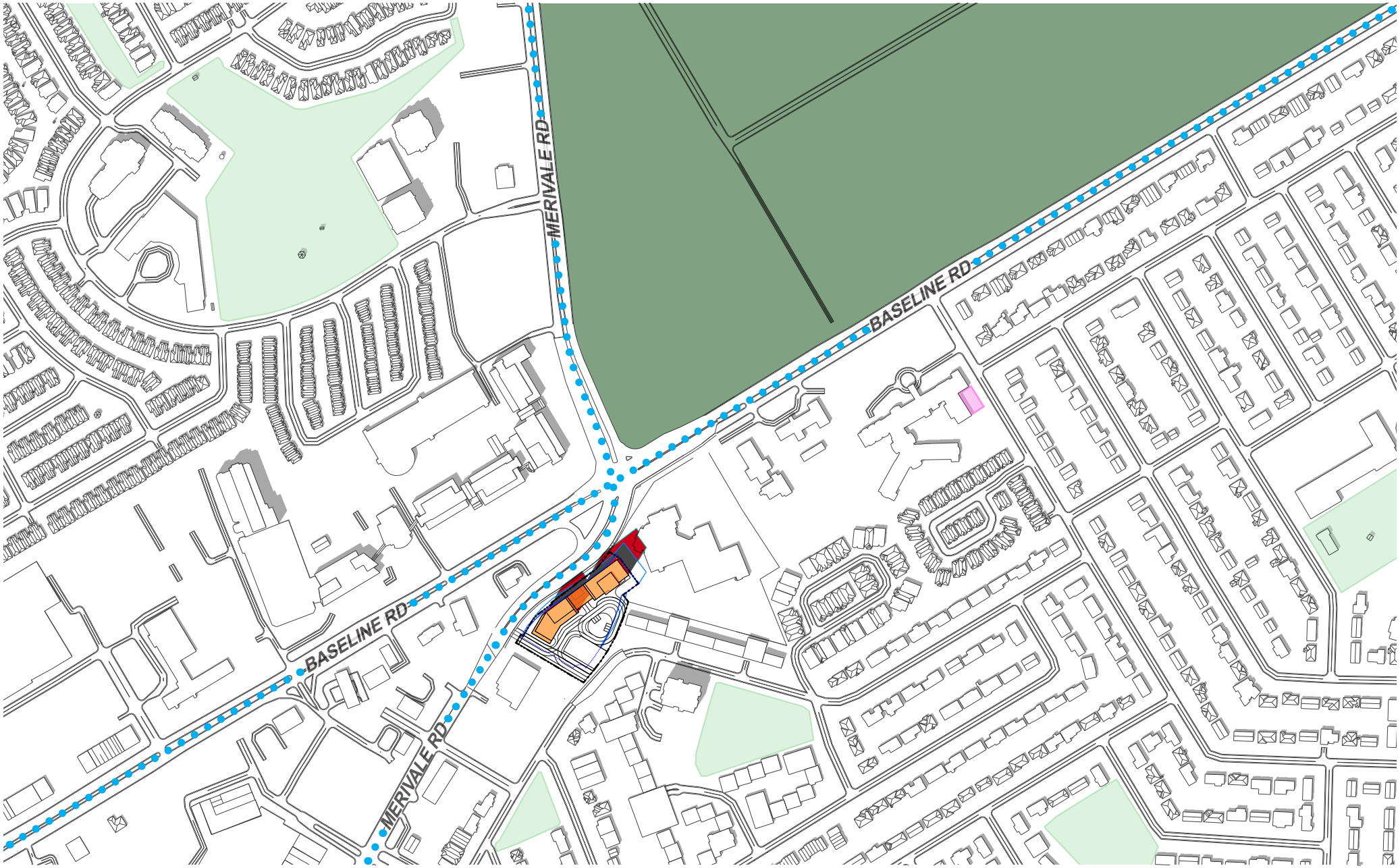
1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 1:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

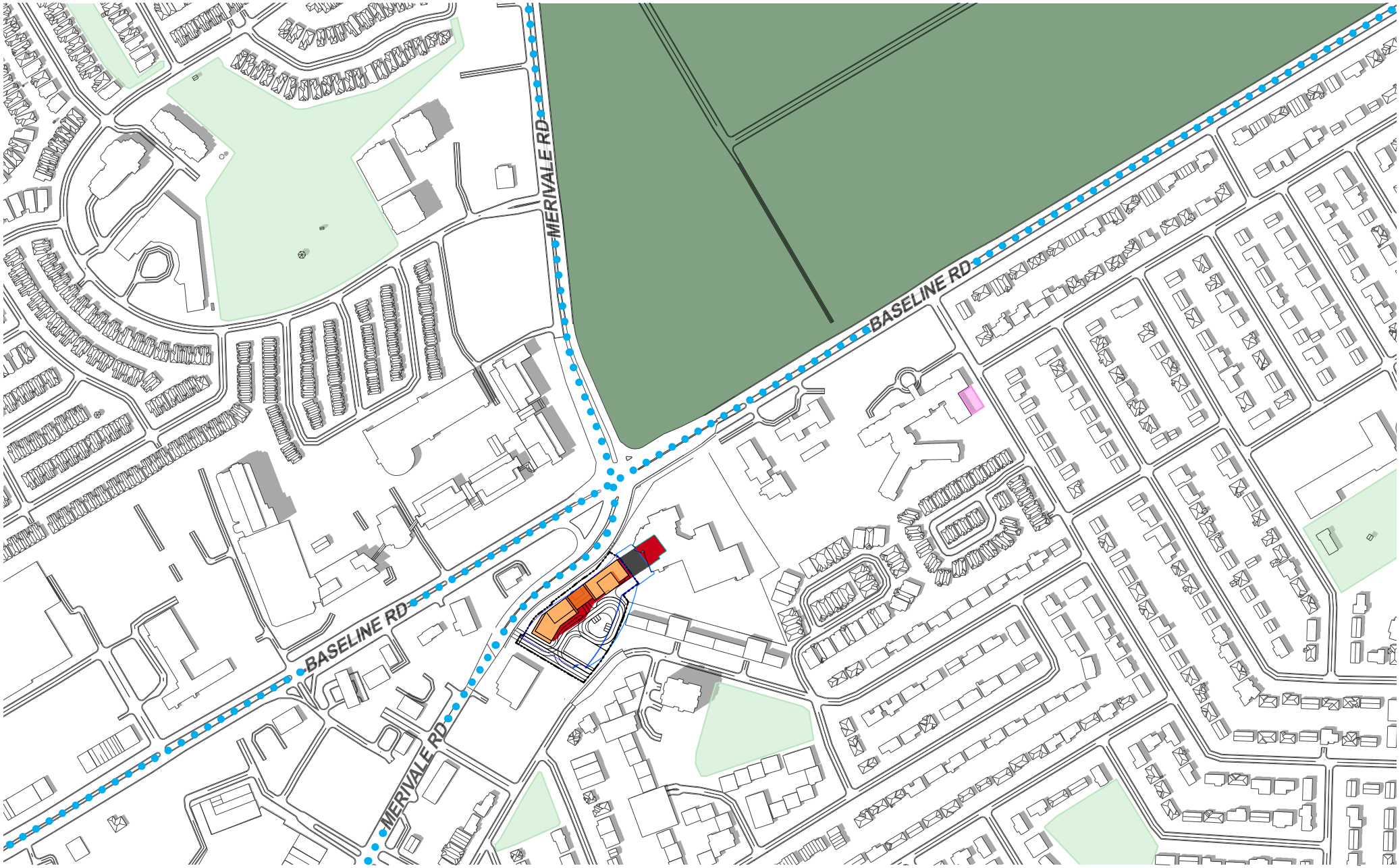
1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 2:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 3:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

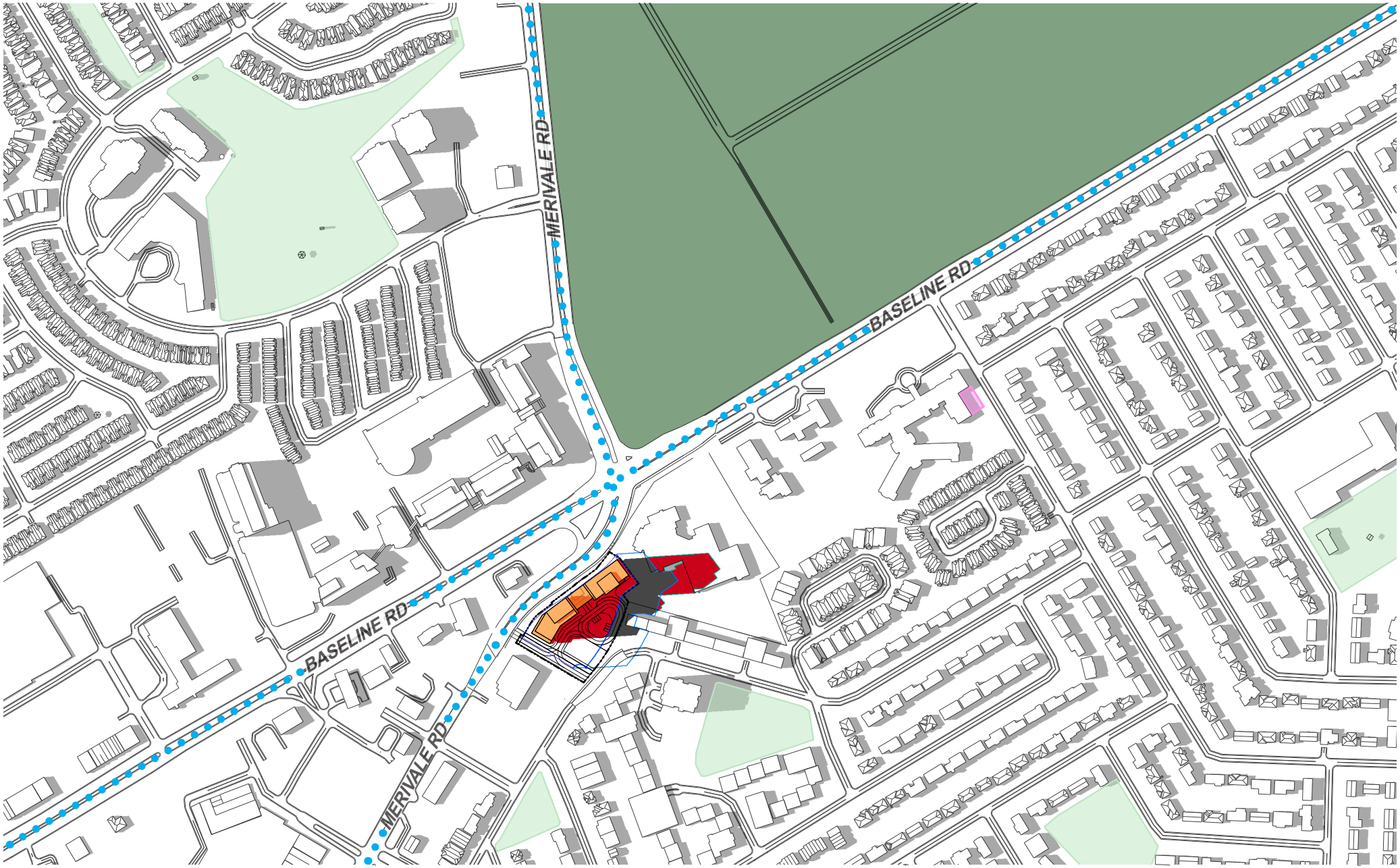
OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
JUNE 21 4:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

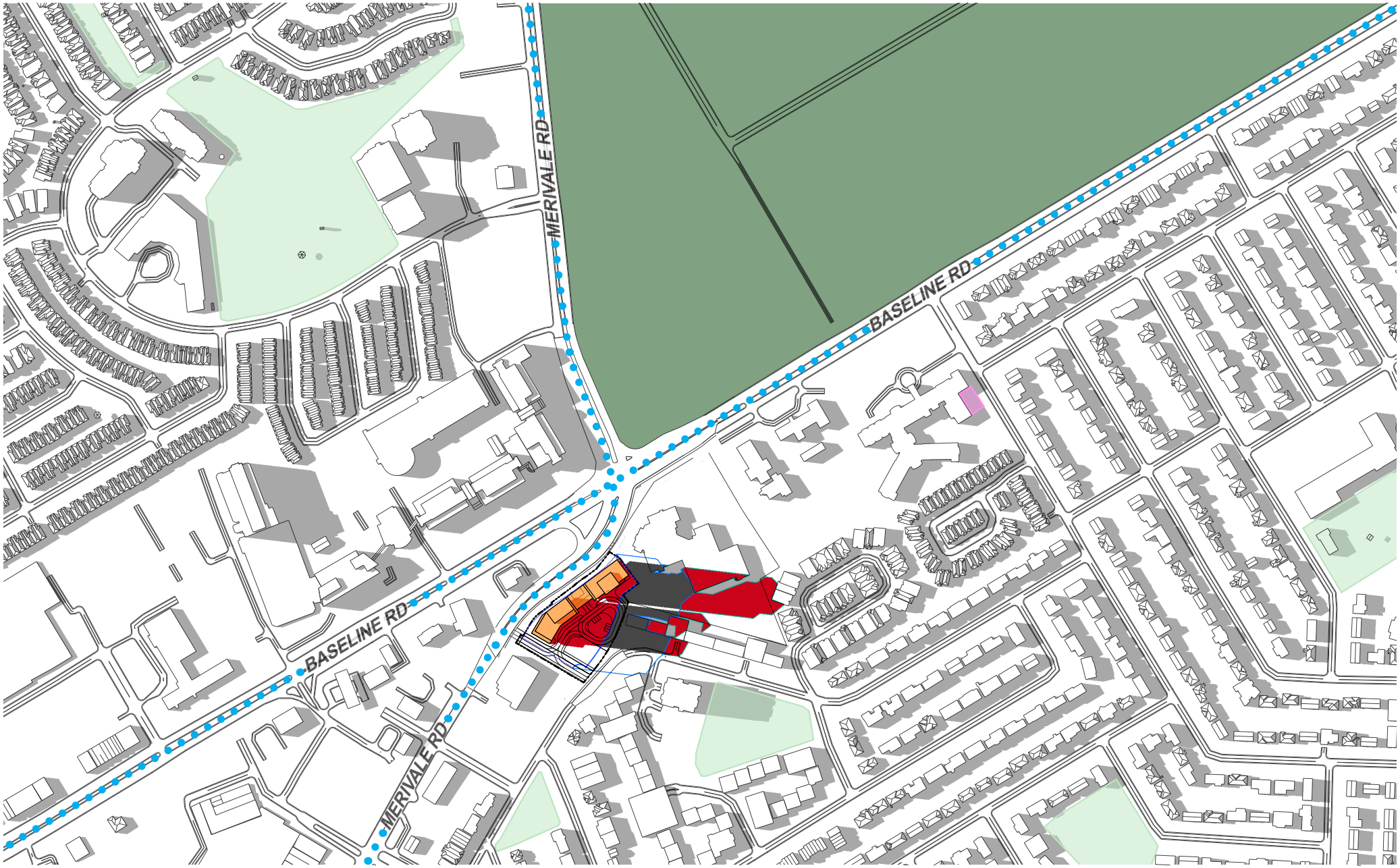
OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
JUNE 21 5:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 6:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

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AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
JUNE 21 7:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
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AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 8:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 8:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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- Overlap of AOR & New Shadow
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HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 9:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

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New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

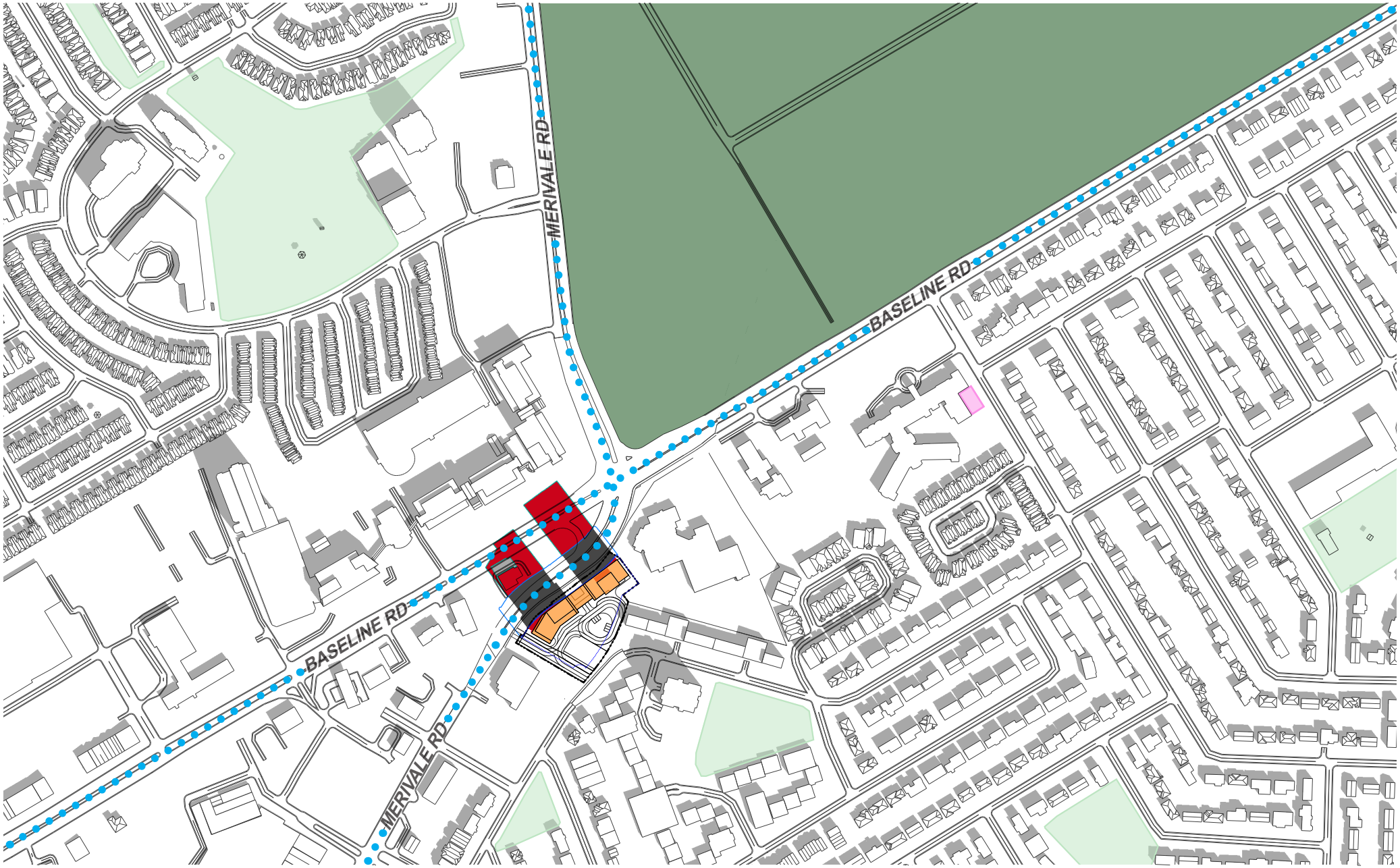
OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 10:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
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- New Development
- AOR Footprint
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HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 11:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



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HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 12:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

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- Traditional / Arterial Mainstreets

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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

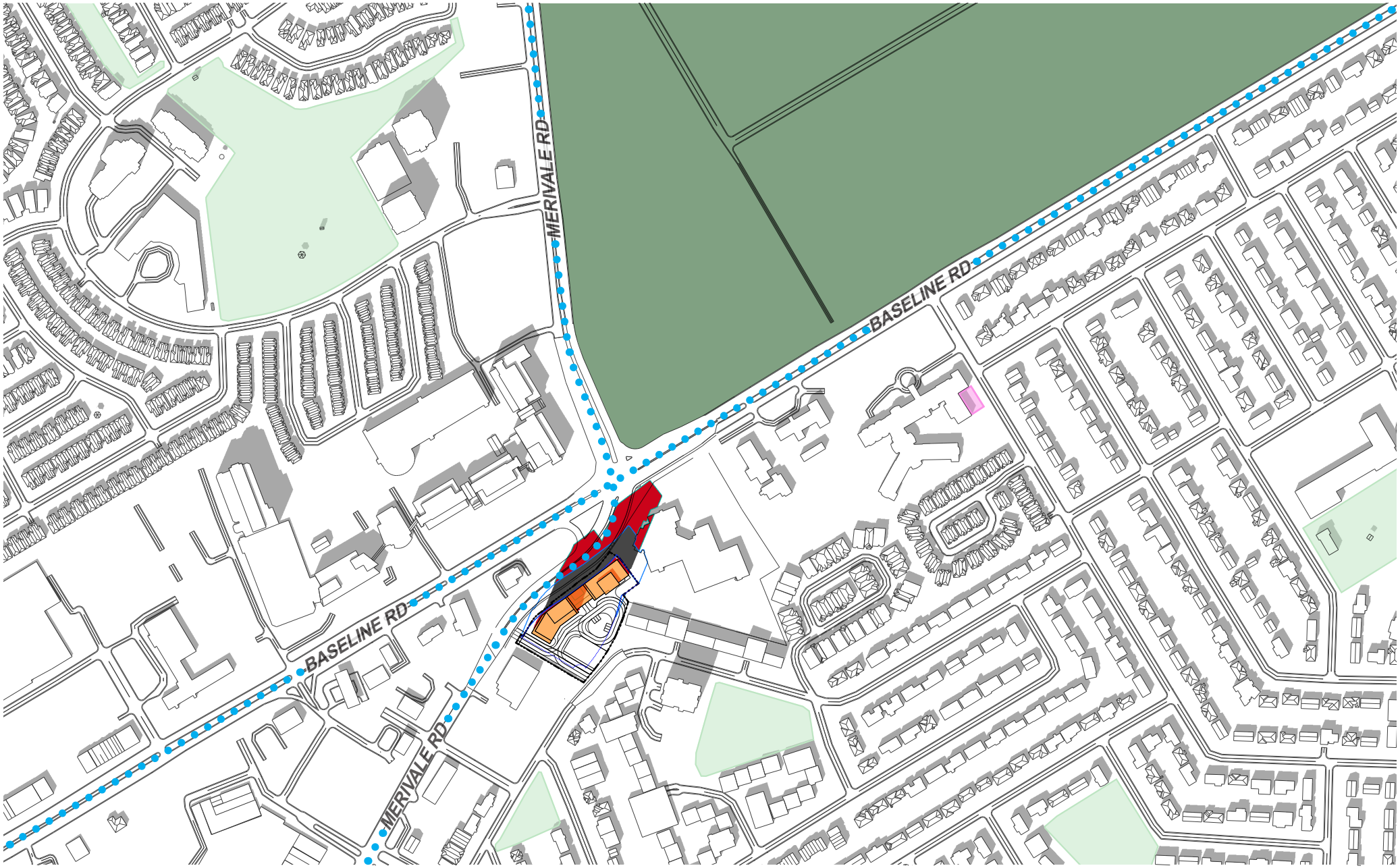
1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
SEPTEMBER 21 1:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
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0m 25 m 50 m 100 m 200 m

HOBIN

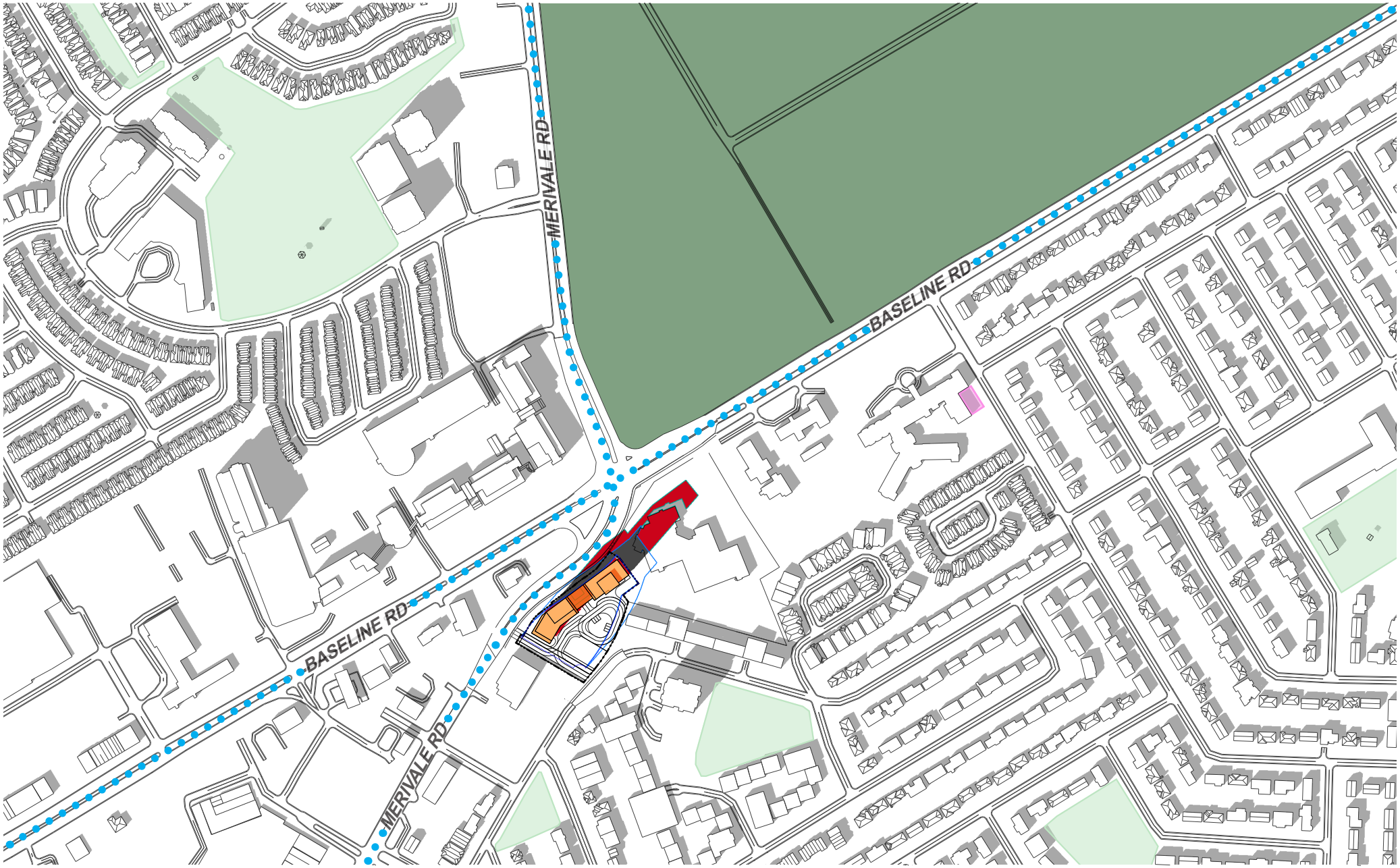
1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
SEPTEMBER 21 2:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 3:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
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HOBIN

1200 BASELINE RD,

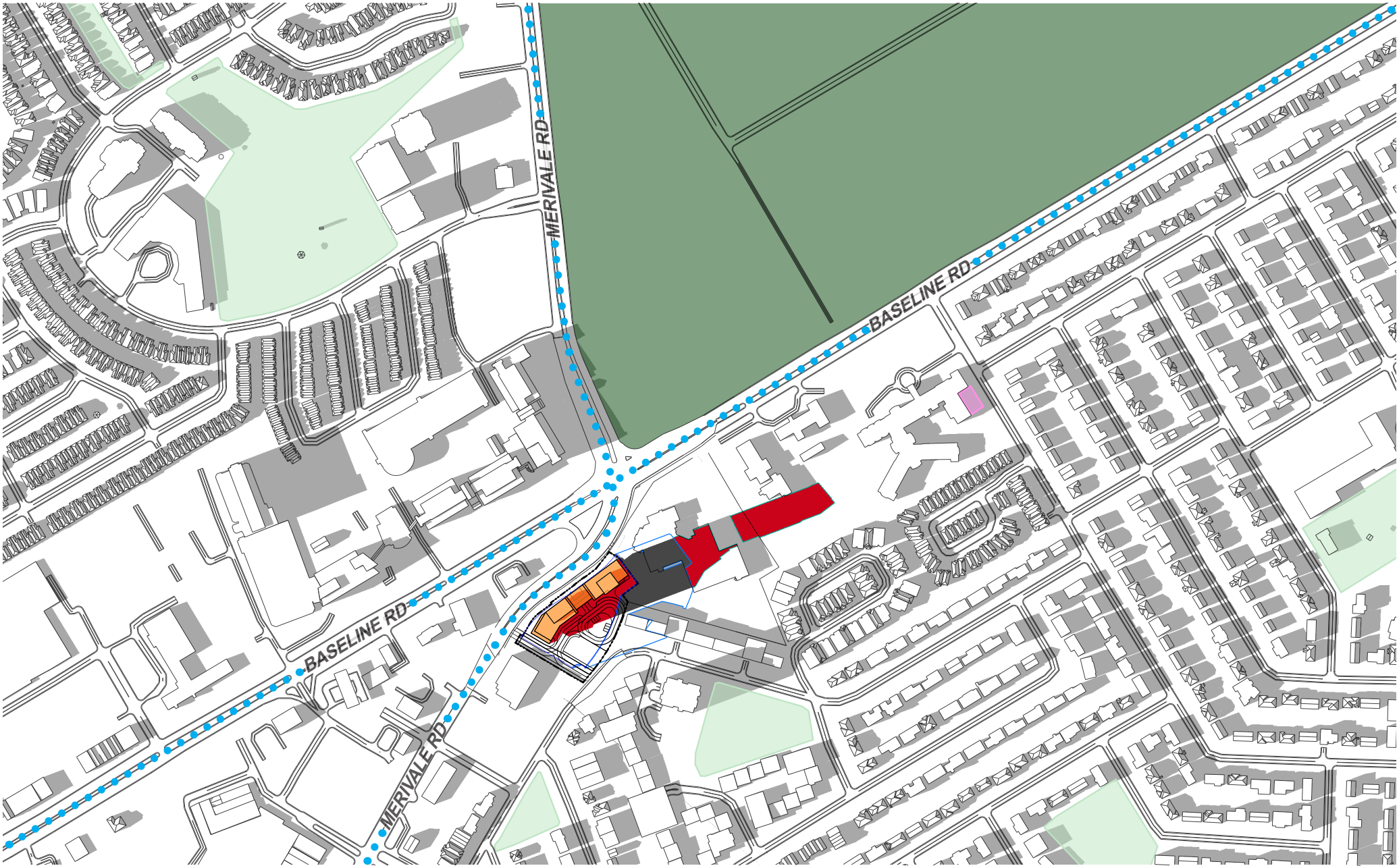
OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 4:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 5:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
SEPTEMBER 21 6:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 9:00am
Eastern Standard Time (EST) = Universal Time, 5 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
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SENSITIVE AREAS:

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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 10:00am
Eastern Standard Time (EST) = Universal Time, 5 hours



LEGEND:

- New Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 11:00am
Eastern Standard Time (EST) = Universal Time, 5 hours



LEGEND:

- New Shadow Outline
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HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 12:00pm
Eastern Standard Time (EST) = Universal Time, 5 hours



LEGEND:

- New Shadow Outline
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OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
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Figure test time:
DECEMBER 21 1:00pm
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HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 1**

Company: Hobin Architecture
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Scale: 1:5000

Figure test time:
DECEMBER 21 2:00pm
Eastern Standard Time (EST) = Universal Time, 5 hours



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HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

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Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 3:00pm
Eastern Standard Time (EST) = Universal Time, 5 hours

Sun Shadow Analysis Written Summary

Shadow impacts:

Sensitive areas within the sun shadow analysis' study area include mainsteet corridors (Merivale Rd and Baseline Rd), public spaces (parks and capital greenspaces), and a communal amenity area (daycare outdoor play area). This sun shadow study represents mainsteet corridors as a blue dotted line, the park spaces as a light green hatch, capital greenspaces as a dark green hatch, and the communal amenity area as a pink hatch (please refer to sensitive areas legend).

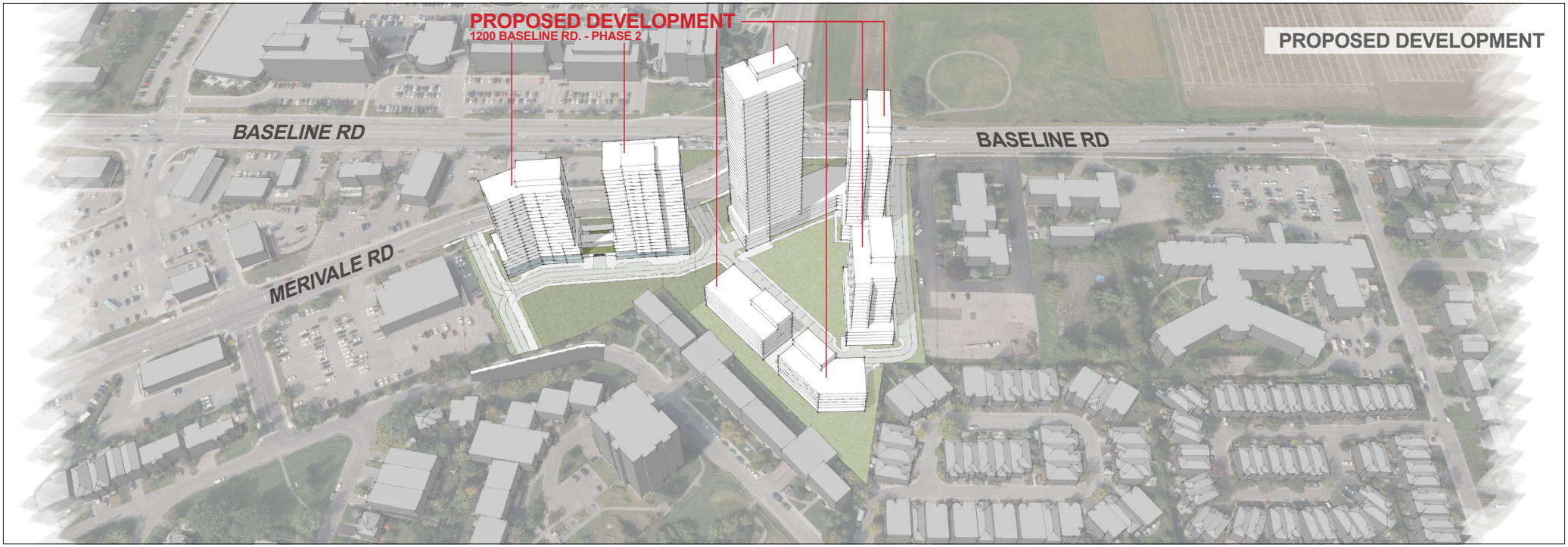
The public spaces including parks and capital greenspaces (Experimental Farm) are **not** impacted by the criteria: the new net shadow must not result in an average of 50 per cent of any public space being cast in shadow for 5 or more hourly interval times during the September test date.

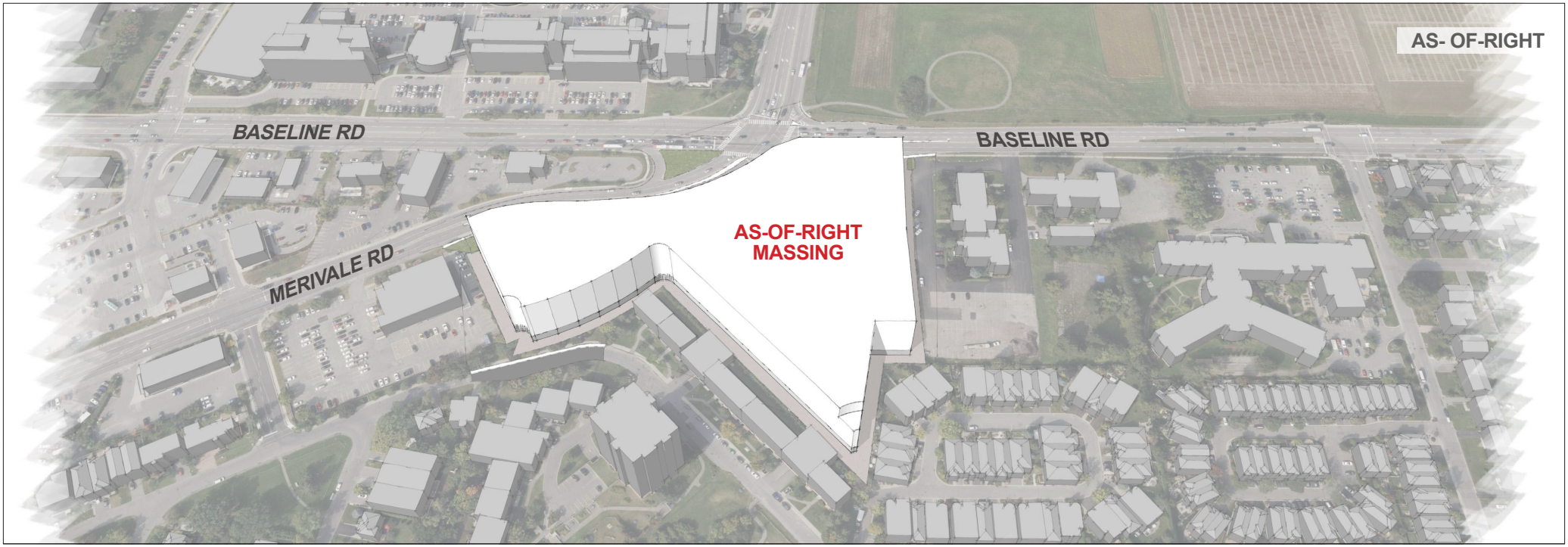
The arterial mainstreets (Merivale Rd and Baseline Rd) are **not** impacted by the criteria: no new net shadow in any one spot for more than 3 consecutive hourly test times of the sidewalk on the opposite side of the street, being cast in shadow during the September test date.

The communal area (a daycare outdoor play area) is **not** impacted by the criteria of: the new net shadow must allow for an average of 50 per cent of any communal amenity area being exposed to sun light during two consecutive hourly interval times per day between 11 am and 3 pm (both are inclusive) during all three test dates.

Latitude and Longitude of Site:

Lat: 45.364748892761035
Lng: -75.72991538219897





HOBIN

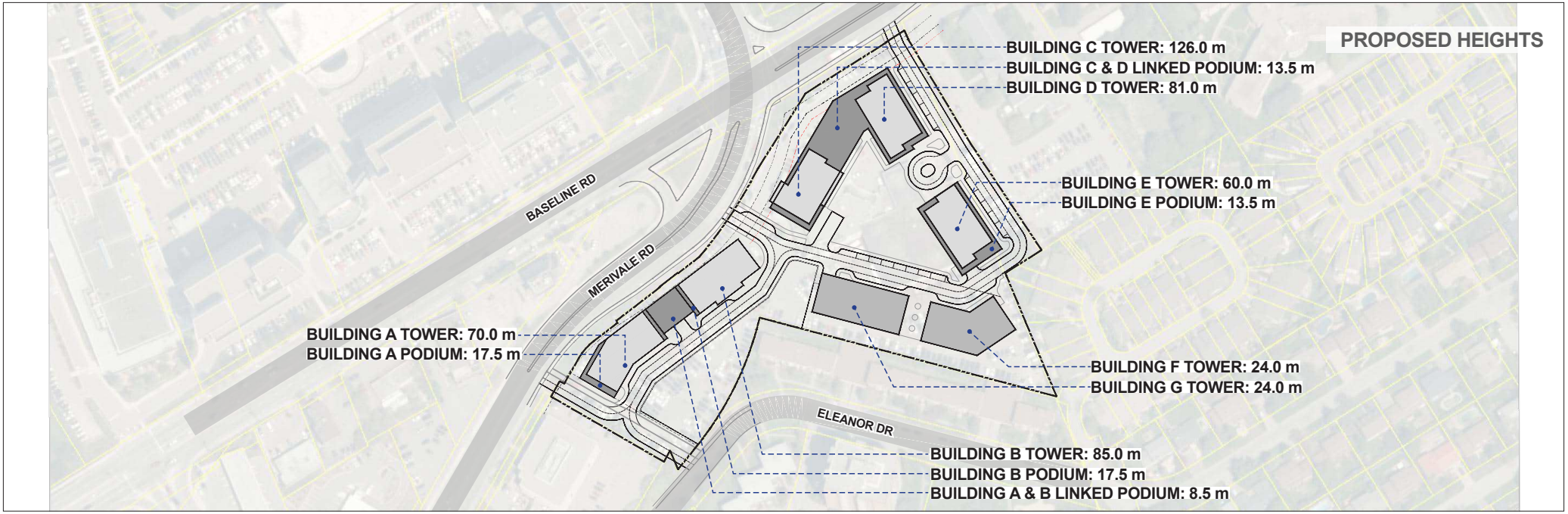
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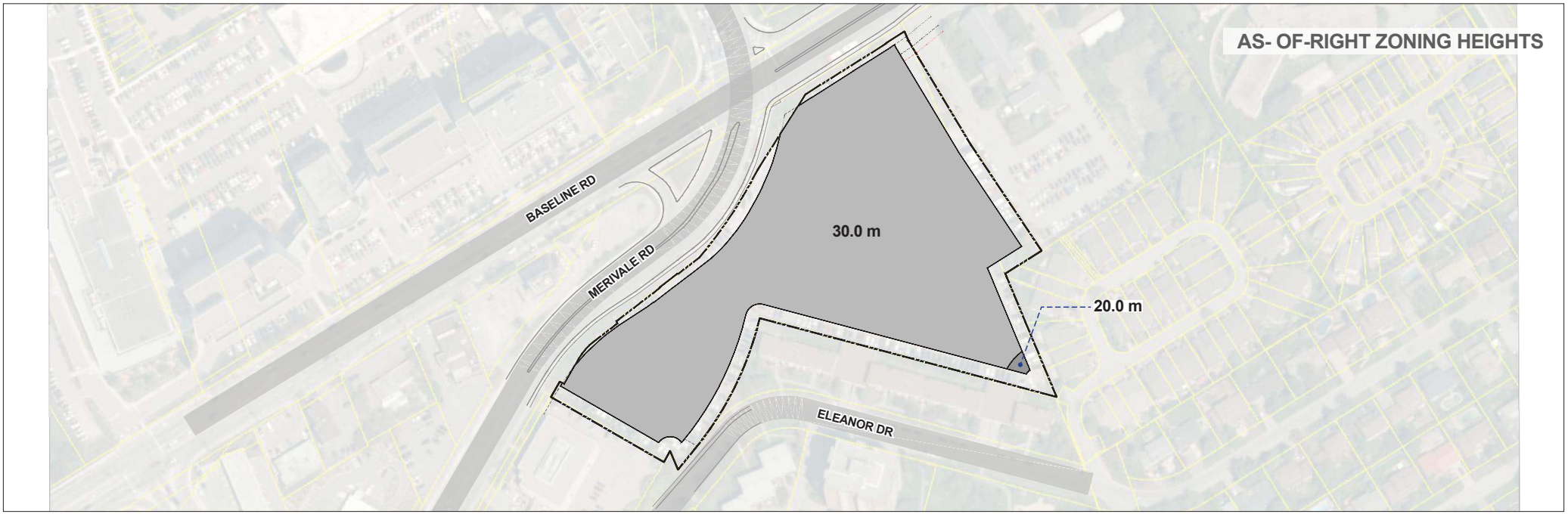
OTTAWA, ON K2C 0A6

3D Massing - Looking North West_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025

Application No.:	
Application Type:	ZBA Submission - UD Brief





1:3000

0 m 10 m 20 m 50 m 100 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Height and Massing_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:3000

As-Of-Right & Proposed
HEIGHT & MASSING

JUNE 21


8:00 AM


9:00 AM


10:00 AM


11:00 AM


12:00 PM


1:00 PM

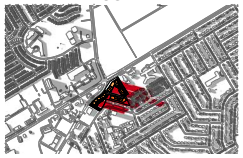

2:00 PM

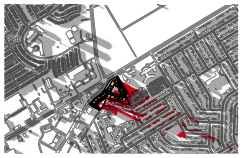

3:00 PM


4:00 PM

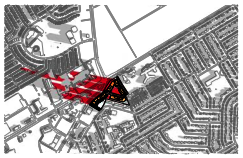

5:00 PM


6:00 PM


7:00 PM


8:00 PM

SEPTEMBER 21


8:00 AM


9:00 AM


10:00 AM


11:00 AM


12:00 PM

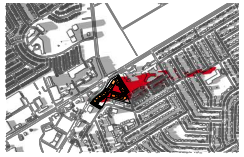

1:00 PM


2:00 PM

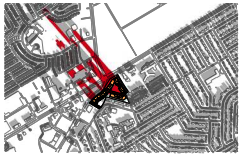

3:00 PM

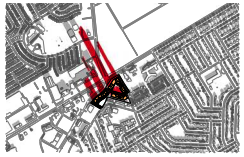

4:00 PM


5:00 PM


6:00 PM

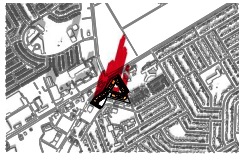
DECEMBER 21

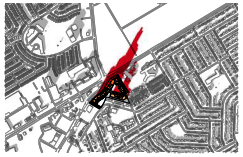

9:00 AM

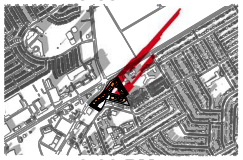

10:00 AM


11:00 AM


12:00 PM


1:00 PM


2:00 PM


3:00 PM

1:50,000

0 m 500 m 1,000 m 2,000 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis Summary_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:50,000



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 8:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
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- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 9:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 10:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
JUNE 21 11:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 12:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
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SENSITIVE AREAS:

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0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 1:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 2:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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- AOR Footprint
- New Net Shadow
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 3:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 4:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 5:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 6:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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- New Net Shadow
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SENSITIVE AREAS:

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AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

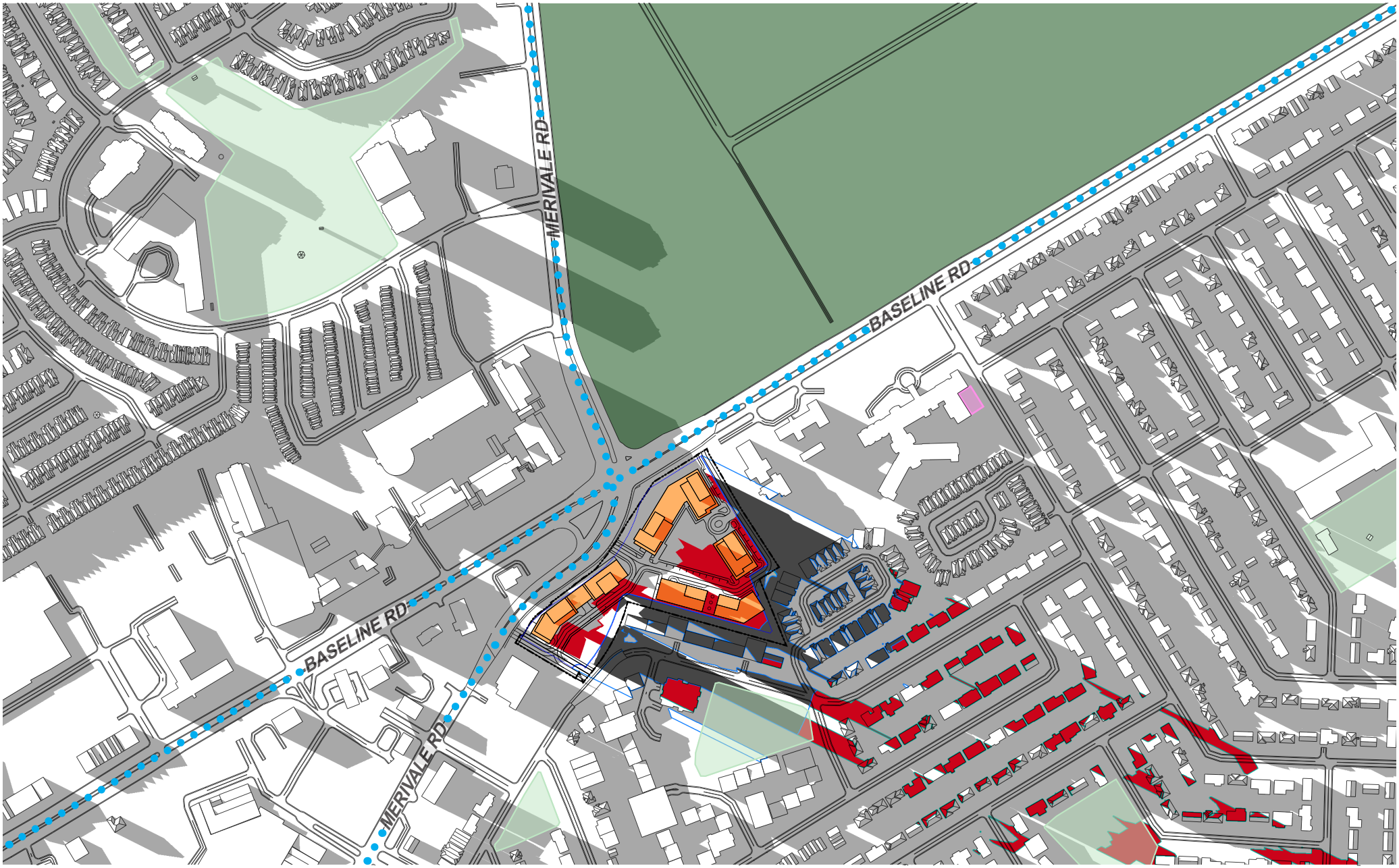
OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
JUNE 21 7:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
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SENSITIVE AREAS:

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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

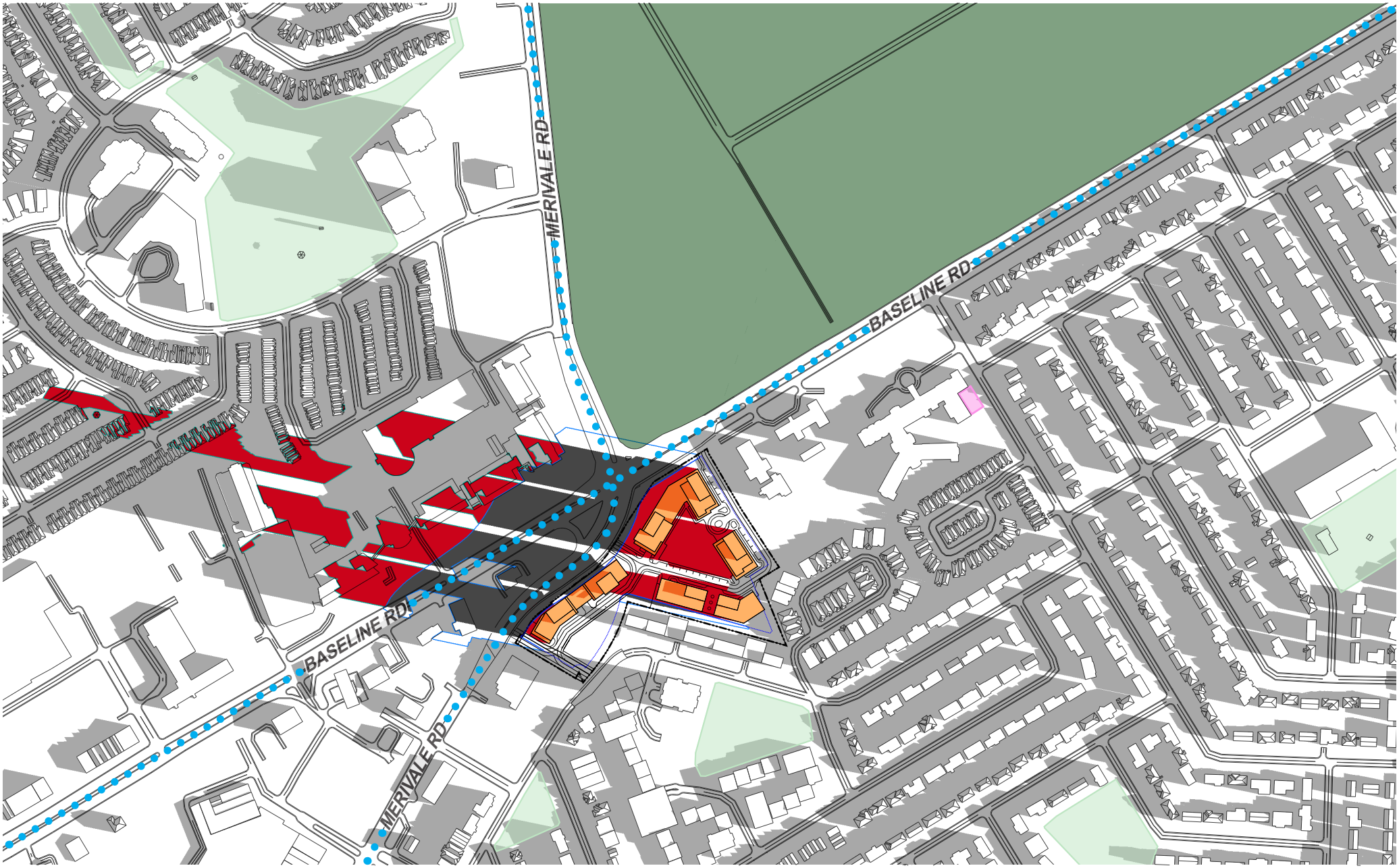
1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
JUNE 21 8:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 8:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 9:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 10:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 11:00am
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 12:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
SEPTEMBER 21 1:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
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HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
SEPTEMBER 21 2:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 3:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 4:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company:	Hobin Architecture
Prepared by:	Cristina Hoang
Date:	NOV 20, 2025
Application No.:	
Application Type:	ZBA Submission - UD Brief
Scale:	1:5000

Figure test time:
SEPTEMBER 21 5:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
SEPTEMBER 21 6:00pm
Eastern Daylight Time (EDT) = Universal Time, 4 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 9:00am
Eastern Standard Time (EST) = Universal Time, 5 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
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SENSITIVE AREAS:

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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 10:00am
Eastern Standard Time (EST) = Universal Time, 5 hours



LEGEND:

- New Shadow Outline
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1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 11:00am
Eastern Standard Time (EST) = Universal Time, 5 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
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SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
AOR = As-Of-Right

1:5000
0m 25 m 50 m 100 m 200 m

HOBIN

1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 12:00pm
Eastern Standard Time (EST) = Universal Time, 5 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
- New Net Shadow
- Overlap of AOR & New Shadow
- Property Line

SENSITIVE AREAS:

- Capital Greenspaces
- Park Spaces
- Daycare Outdoor Play Area
- Traditional / Arterial Mainstreets

New = Proposed Development
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1:5000
0m 25 m 50 m 100 m 200 m

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1200 BASELINE RD,

OTTAWA, ON K2C 0A6

Top-View Shadow Analysis_**PHASE 2**

Company: Hobin Architecture
Prepared by: Cristina Hoang
Date: NOV 20, 2025

Application No.:
Application Type: ZBA Submission - UD Brief
Scale: 1:5000

Figure test time:
DECEMBER 21 2:00pm
Eastern Standard Time (EST) = Universal Time, 5 hours



LEGEND:

- New Shadow Outline
- AOR Shadow Outline
- New Development
- AOR Footprint
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0m 25 m 50 m 100 m 200 m

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1200 BASELINE RD,

OTTAWA, ON K2C 0A6

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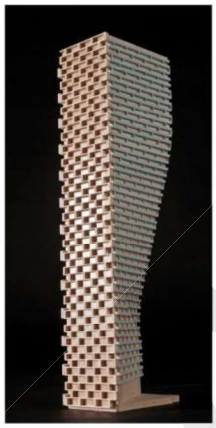
Figure test time:
DECEMBER 21 3:00pm
Eastern Standard Time (EST) = Universal Time, 5 hours

GRADIENTWIND
ENGINEERS & SCIENTISTS

PEDESTRIAN LEVEL WIND STUDY

1200 Baseline Road – Phase 1
Ottawa, Ontario

Report: 24-249-PLW







October 31, 2025

DRAFT

PREPARED FOR

Myers Automotive Group
1200 Baseline Road
Ottawa, ON K2C 0A6

PREPARED BY

Omar Rioseco, B.Eng., Junior Wind Scientist
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EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study undertaken to satisfy Zoning By-Law Amendment application submission requirements for Phase 1 of the proposed residential development located at 1200 Baseline Road in Ottawa, Ontario (hereinafter referred to as "subject site" or "proposed development"). Our mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are detailed in the main body of the report (Section 5), illustrated in Figures 3A-7, and summarized as follows:

1) Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, neighbouring surface parking lots, proposed streets, and in the vicinity of most building access points, are considered acceptable.

    a. The walking comfort threshold is exceeded during the spring and winter seasons to the northeast of Building B, affecting a limited area of the public sidewalk along Merivale Road to the northeast of Building B. The predicted impact to pedestrian-accessible areas is limited, with most of the conditions isolated over vehicular or landscaped areas, and the conditions along the sidewalks along Merivale Road may be considered satisfactory.

    b. If the retail units will include entrances providing access to the shared terrace, it is recommended to recess these entrances into the building façades by at least 1.5 m.

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2) During the typical use period (May to October, inclusive), conditions over the proposed parkland are predicted to be suitable for a mix of sitting and standing, while conditions over the shared terrace between Buildings A and B are predicted to be suitable for a mix of standing and strolling.

    a. As required by programming, recommendations regarding mitigation are provided in Section 5.1, comprising landscaping elements along the west elevation of the parkland, canopies along the north elevations of Buildings A and B that wrap around the corners fronting the terrace, and targeted mitigation within the terrace around and above seating areas.

3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

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1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Myers Automotive Group to undertake a pedestrian level wind (PLW) study to satisfy Zoning By-Law Amendment application submission requirements for Phase 1 of the proposed mixed-use residential development located at 1200 Baseline Road Ottawa, Ontario (hereinafter referred to as "subject site" or "proposed development"). Our mandate within the current study is to investigate pedestrian wind conditions within and surrounding the subject site for the revised architectural massing design, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

Our work is based on industry standard computer simulations using the computational fluid dynamics (CFD) technique and data analysis procedures, City of Ottawa wind comfort and safety criteria, architectural drawings prepared by Hobin Architecture in October 2025, surrounding street layouts and existing and approved future building massing information obtained from the City of Ottawa, as well as recent satellite imagery.

2. TERMS OF REFERENCE

The subject site is located at 1200 Baseline Road in Ottawa, situated to the south of the intersection of Baseline Road and Merivale Road on a parcel of land bordered by Merivale Road to the northwest, Baseline Road to the north, Eleanor Drive and existing low-rise residential buildings to the south, a low-rise church to the east, and a low-rise commercial building to the southwest. Phase 1 is located on the western portion of the parcel, while an existing car dealership on the eastern portion will be retained during this phase of the redevelopment. Throughout this report, Merivale Road is referred to as project north.

The proposed development comprises two rectangular buildings, Building A to the west and Building B to east, rising to 20- and 25-storeys, respectively, each topped with a mechanical penthouse (MPH). Above two underground parking levels, Level P1 is approximately one storey below Merivale Road, and includes lobby and amenity spaces to the south, and indoor parking space to the north. Street A provides vehicular access from the northwest and southwest corners of the site, connecting Merivale Road with Eleanor

Drive and Street B, which provides access to the drop-off areas for Buildings A and B and underground parking entrance, located centrally at the rear proposed development.

A parkland is proposed to the southwest of the subject site. At Level 1, Building A includes retail space to the northeast, a lobby to the southeast and amenity space to the west, while Building B includes retail space to the northwest, a lobby to the southwest, and amenity space to the east. A shared terrace is located between the two buildings. The remaining levels are reserved for residential occupancy.

Considering true north, the near-field surroundings (defined as an area within 200 metres (m) of the subject site) include low-rise commercial buildings to the southwest and west, low- and mid-rise buildings to the northwest, the Central Experimental Farm to the northeast, a low-rise church to the east, and mostly low-rise residential dwellings to the south. The far-field surroundings (defined as an area beyond the near-field but within a 2-kilometre (km) radius of the subject site) are characterized by low-rise suburban massing in all directions with the open fields of the Central Experimental Farm to the northeast, Carlington Park to the northwest, and isolated mid- and high-rise buildings in all directions, particularly clustered near the intersection of Clyde Avenue and Baseline Road.

Site plans for the proposed and existing massing scenarios are illustrated in Figures 1A and 1B, while Figures 2A-2H illustrate the computational models used to conduct the study. The existing massing scenario includes the existing massing and any developments approved by the City of Ottawa.

3. OBJECTIVES

The principal objectives of this study are to (i) determine pedestrian level wind conditions at key areas within and surrounding the development site; (ii) identify areas where wind conditions may interfere with the intended uses of outdoor spaces; and (iii) recommend suitable mitigation measures, where required.

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4. METHODOLOGY

The approach followed to quantify pedestrian wind conditions over the site is based on CFD simulations of wind speeds across the subject site within a virtual environment, meteorological analysis of the Ottawa area wind climate, and synthesis of computational data with City of Ottawa wind comfort and safety criteria[1]. The following sections describe the analysis procedures, including a discussion of the noted pedestrian wind criteria.

4.1 Computer-Based Context Modelling

A computer based PLW study was performed to determine the influence of the wind environment on pedestrian comfort over the proposed development site. Pedestrian comfort predictions, based on the mechanical effects of wind, were determined by combining measured wind speed data from CFD simulations with statistical weather data obtained from Ottawa Macdonald-Cartier International Airport. The general concept and approach to CFD modelling is to represent building and topographic details in the immediate vicinity of the subject site on the surrounding model, and to create suitable atmospheric wind profiles at the model boundary. The wind profiles are designed to have similar mean and turbulent wind properties consistent with actual site exposures.

An industry standard practice is to omit trees, vegetation, and other existing and planned landscape elements from the model due to the difficulty of providing accurate seasonal representation of vegetation. The omission of trees and other landscaping elements produces slightly stronger wind speeds.

4.2 Wind Speed Measurements

The PLW analysis was performed by simulating wind flows and gathering velocity data over a CFD model of the site for 16 wind directions. The CFD simulation model was centered on the proposed development, complete with surrounding massing within a radius of 500 m. The process was performed for two context massing scenarios, as noted in Section 2.

[1] City of Ottawa Terms of References: Wind Analysis
https://documents.ottawa.ca/sites/documents/files/wind_analysis_tor_en.pdf

Mean and peak wind speed data obtained over the subject site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade were referenced to the wind speed at gradient height to generate mean and peak velocity ratios, which were used to calculate full-scale values. Gradient height represents the theoretical depth of the boundary layer of the earth's atmosphere, above which the mean wind speed remains constant. Further details of the wind flow simulation technique are presented in Appendix A.

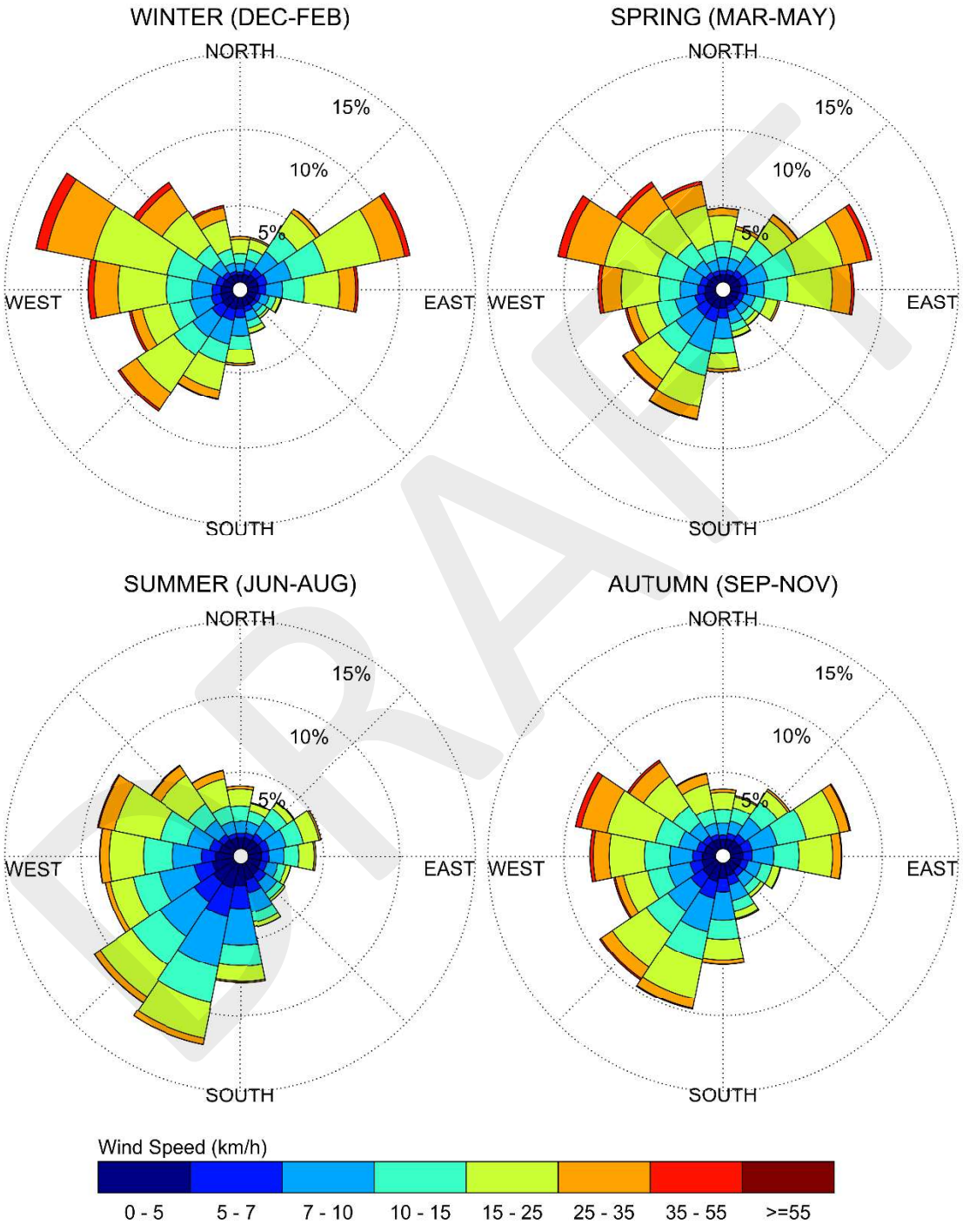
4.3 Historical Wind Speed and Direction Data

A statistical model for winds in Ottawa was developed from approximately 40 years of hourly meteorological wind data recorded at Ottawa Macdonald-Cartier International Airport and obtained from Environment and Climate Change Canada. Wind speed and direction data were analyzed during the appropriate hours of pedestrian usage (that is, between 06:00 and 23:00) and divided into four distinct seasons, as stipulated in the wind criteria. Specifically, the spring season is defined as March through May, the summer season is defined as June through August, the autumn season is defined as September through November, and the winter season is defined as December through February, inclusive.

The statistical model of the Ottawa area wind climate, which indicates the directional character of local winds on a seasonal basis, is illustrated on the following page. The plots illustrate seasonal distribution of measured wind speeds and directions in kilometers per hour (km/h). Probabilities of occurrence of different wind speeds are represented as stacked polar bars in sixteen azimuth divisions. The radial direction represents the percentage of time for various wind speed ranges per wind direction during the measurement period. The prominent wind speeds and directions can be identified by the longer length of the bars. For Ottawa, the most common winds occur for westerly wind directions, followed by those from the east, while the most common wind speeds are below 36 km/h. The directional prominence and relative magnitude of wind speed changes somewhat from season to season.

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SEASONAL DISTRIBUTION OF WIND
OTTAWA MACDONALD-CARTIER INTERNATIONAL AIRPORT



Notes:

1. Radial distances indicate percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10 m above the ground.

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4.4 Pedestrian Wind Comfort and Safety Criteria – City of Ottawa

Pedestrian wind comfort and safety criteria are based on the mechanical effects of wind without consideration of other meteorological conditions (that is, temperature and relative humidity). The comfort criteria assume that pedestrians are appropriately dressed for a specified outdoor activity during any given season. Five pedestrian comfort classes based on 20% non-exceedance mean wind speed ranges are used to assess pedestrian comfort: (1) Sitting; (2) Standing; (3) Strolling; (4) Walking; and (5) Uncomfortable. The gust speeds, and equivalent mean speeds, are selected based on the Beaufort scale, which describes the effects of forces produced by varying wind speed levels on objects. Wind conditions suitable for sitting are represented by the colour blue, standing by green, strolling by yellow, and walking by orange; uncomfortable conditions are represented by the colour magenta. Specifically, the comfort classes, associated wind speed ranges, and limiting criteria are summarized as follows:

PEDESTRIAN WIND COMFORT CLASS DEFINITIONS

Wind Comfort Class	Mean Speed (km/h)	Description
SITTING	≤ 10	Mean wind speeds no greater than 10 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 16 km/h.
STANDING	≤ 14	Mean wind speeds no greater than 14 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 22 km/h.
STROLLING	≤ 17	Mean wind speeds no greater than 17 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 27 km/h.
WALKING	≤ 20	Mean wind speeds no greater than 20 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 32 km/h.
UNCOMFORTABLE	> 20	Uncomfortable conditions are characterized by predicted values that fall below the 80% target for walking. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.

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Regarding wind safety, the pedestrian safety wind speed criterion is based on the approximate threshold that would cause a vulnerable member of the population to fall. A 0.1% exceedance gust wind speed of 90 km/h is classified as dangerous. From calculations of stability, it can be shown that gust wind speeds of 90 km/h would be the approximate threshold wind speed that would cause an average elderly person in good health to fall. Notably, pedestrians tend to be more sensitive to wind gusts than to steady winds for lower wind speed ranges. For strong winds approaching dangerous levels, this effect is less important because the mean wind can also create problems for pedestrians.

Experience and research on people's perception of mechanical wind effects has shown that if the wind speed levels are exceeded for more than 20% of the time, the activity level would be judged to be uncomfortable by most people. For instance, if a mean wind speed of 10 km/h (equivalent gust wind speed of approximately 16 km/h) were exceeded for more than 20% of the time most pedestrians would judge that location to be too windy for sitting. Similarly, if mean wind speed of 20 km/h (equivalent gust wind speed of approximately 32 km/h) at a location were exceeded for more than 20% of the time, walking or less vigorous activities would be considered uncomfortable. As these criteria are based on subjective reactions of a population to wind forces, their application is partly based on experience and judgment.

Once the pedestrian wind speed predictions have been established throughout the subject site, the assessment of pedestrian comfort involves determining the suitability of the predicted wind conditions for discrete regions within and surrounding the subject site. This step involves comparing the predicted comfort classes to the target comfort classes, which are dictated by the location type for each region (that is, a sidewalk, building entrance, amenity space, or other). An overview of common pedestrian location types and their typical windiest target comfort classes are summarized on the following page. Depending on the programming of a space, the desired comfort class may differ from this table.

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TARGET PEDESTRIAN WIND COMFORT CLASSES FOR VARIOUS LOCATION TYPES

Location Types	Target Comfort Classes
Primary Building Entrance	Standing
Secondary Building Access Point	Walking
Public Sidewalk / Bicycle Path	Walking
Outdoor Amenity Space	Sitting / Standing
Café / Patio / Bench / Garden	Sitting / Standing
Transit Stop (Without Shelter)	Standing
Transit Stop (With Shelter)	Walking
Public Park / Plaza	Sitting / Standing
Garage / Service Entrance	Walking
Parking Lot	Walking
Vehicular Drop-Off Zone	Walking

5. RESULTS AND DISCUSSION

The following discussion of the predicted pedestrian wind conditions for the subject site is accompanied by Figures 3A-6B, which illustrate wind conditions at grade level for the proposed and existing massing scenarios. Conditions are presented as continuous contours of wind comfort throughout the subject site and correspond to the comfort classes presented in Section 4.4.

Wind comfort conditions are also reported for the typical use period, which is defined as May to October, inclusive. Figure 7 illustrates winds comfort conditions at grade level during this period, consistent with the comfort classes illustrated in Section 4.4.-

The details of these conditions are summarized in the following pages for each area of interest.

5.1 Wind Comfort Conditions – Grade Level

Sidewalks along Merivale Road: Wind comfort conditions over the nearby public sidewalks along Merivale Road under the existing massing are predicted to be suitable for standing, or better, throughout the year.

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Following the introduction of the proposed development, wind comfort conditions over the nearby public sidewalks along Merivale Road are predicted to be suitable for strolling, or better, during the summer and autumn, becoming suitable for mostly walking, or better, during the winter and spring, with the exception of an isolated area to the northeast of Building B, where conditions may be considered occasionally uncomfortable for walking during the spring. Specifically, wind conditions over the noted area are predicted to be suitable for walking for approximately 77% of the time during the spring, representing a 3% exceedance of the walking threshold. The windiest conditions are predominantly situated over vehicular areas or landscaped areas at the northeast corner of Building B, where pedestrians are not expected to linger during the spring season. Given this, and the mostly marginal exceedance, the noted conditions may be considered as satisfactory.

Transit Stop along Merivale Road: Following the introduction of the proposed development, wind comfort conditions in the vicinity of the transit stop along Merivale Road are predicted to be suitable for standing during the summer and autumn, becoming suitable for strolling during the winter and spring. Conditions in the vicinity of the noted transit stop under the existing massing are predicted to be suitable for standing, or better, throughout the year. It is recommended to implement a typical transit shelter for the noted transit stop to provide pedestrians with a means of relief from the elements, including during periods of strong wind activity.

Sidewalks along Eleanor Drive: Prior to and following the introduction of the proposed development, wind conditions over the public sidewalks along Eleanor Drive are predicted to be suitable for standing, or better, during the summer and autumn, becoming suitable for strolling, or better, during the winter and spring. The noted conditions are considered acceptable.

Neighbouring Surface Parking Lots: Following the introduction of the proposed development, conditions over the existing neighbouring surface parking lots located to the west, northwest, north, and east of the proposed development are predicted to be suitable for strolling, or better, throughout the year, which is considered acceptable.

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Conditions over the noted neighbouring surface parking lots under the existing massing are predicted to be suitable for standing, or better, throughout the year. While the introduction of the proposed development produces slightly windier conditions in comparison to existing conditions over the neighbouring surface parking lots, wind conditions with the proposed development are nevertheless considered acceptable for surface parking lots.

Proposed Parkland: During the typical use period, conditions over the proposed parkland are predicted to be suitable for a mix of sitting and standing. Specifically, sitting conditions are located to the east of the parkland, while standing conditions are predicted to the west. Where conditions are predicted to be suitable for standing, they are also predicted to be suitable for sitting for at least 75% of the same period, where the target is 80% to achieve the sitting comfort class.

Depending on programming, the noted conditions may be considered acceptable. Specifically, if the areas suitable for standing during the typical use period will not accommodate designated seating or lounging areas, the noted conditions may be considered acceptable. If required by programming, mitigation may be implemented along the west elevation of the parkland in the form of landscaping elements such as dense arrangements of tree plantings, raised wind barriers or a landscape berm, or other similar typical landscape elements for wind mitigation.

Shared Terrace: Wind conditions over the shared terrace between Buildings A and B are predicted to be suitable for a mix of strolling and standing during the typical use period, with strolling conditions located centrally over the terrace and standing conditions elsewhere.

Comfort levels within the shared terrace may be improved by implementing canopies along the north elevations of Buildings A and B that wrap around the corners fronting the shared terrace, in combination with targeted landscaping elements adjacent to sensitive-use areas such as tall wind screens, raised planters and planting beds, in combination with strategically placed seating with high-back benches or other local wind mitigation.

Proposed Streets A, B, and Drop-Off Areas: Wind conditions over Street B and the drop-off areas are predicted to be suitable for standing, or better, throughout the year, while conditions over Street A are predicted to be suitable for walking, or better, throughout the year. The noted conditions are considered acceptable.

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Building Access Points: Wind conditions in the vicinity of most building access points serving the proposed development are predicted to be suitable for standing, or better, throughout the year. If the retail units will include access points to the shared terrace, it is recommended that these access points be recessed into the façades by at least 1.5 m.

5.2 Wind Safety

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within or surrounding the subject site are expected to experience conditions that could be considered dangerous, as defined in Section 4.4.

5.3 Applicability of Results

Pedestrian wind comfort and safety have been quantified for the specific configuration of existing and foreseeable construction around the subject site. Future changes (that is, construction or demolition) of these surroundings may cause changes to the wind effects in two ways, namely: (i) changes beyond the immediate vicinity of the subject site would alter the wind profile approaching the subject site; and (ii) development in proximity to the subject site would cause changes to local flow patterns.

6. CONCLUSIONS AND RECOMMENDATIONS

A complete summary of the predicted wind conditions is provided in Section 5 and illustrated in Figures 3A-7. Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with numerous similar developments, the study concludes the following:

1) Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, neighbouring surface parking lots, proposed streets, and in the vicinity of most building access points, are considered acceptable.

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a. The walking comfort threshold is exceeded during the spring and winter seasons to the northeast of Building B, affecting a limited area of the public sidewalk along Merivale Road to the northeast of Building B. The predicted impact to pedestrian-accessible areas is limited, with most of the conditions isolated over vehicular or landscaped areas, and the conditions along the sidewalks along Merivale Road may be considered satisfactory.

b. If the retail units will include entrances providing access to the shared terrace, it is recommended to recess these entrances into the building façades by at least 1.5 m.

2) During the typical use period (May to October, inclusive), conditions over the proposed parkland are predicted to be suitable for a mix of sitting and standing, while conditions over the shared terrace between Buildings A and B are predicted to be suitable for a mix of standing and strolling.

a. As required by programming, recommendations regarding mitigation are provided in Section 5.1, comprising landscaping elements along the west elevation of the parkland, canopies along the north elevations of Buildings A and B that wrap around the corners fronting the terrace, and targeted mitigation within the terrace around and above seating areas.

3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

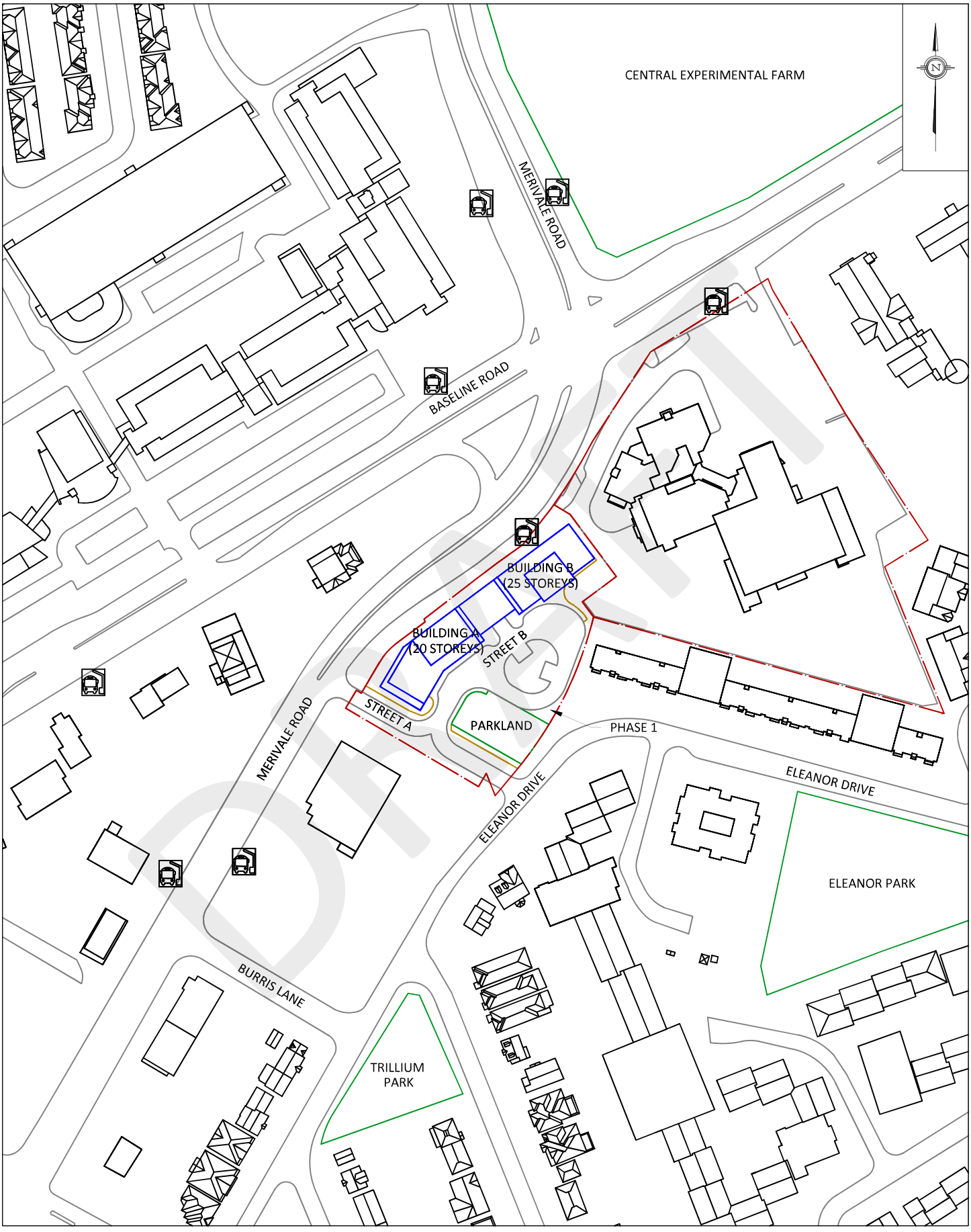
Sincerely,

Gradient Wind Engineering Inc.

Omar Rioseco, B.Eng.
Junior Wind Scientist

David Huitema, M.Eng., P.Eng.
CFD Lead Engineer

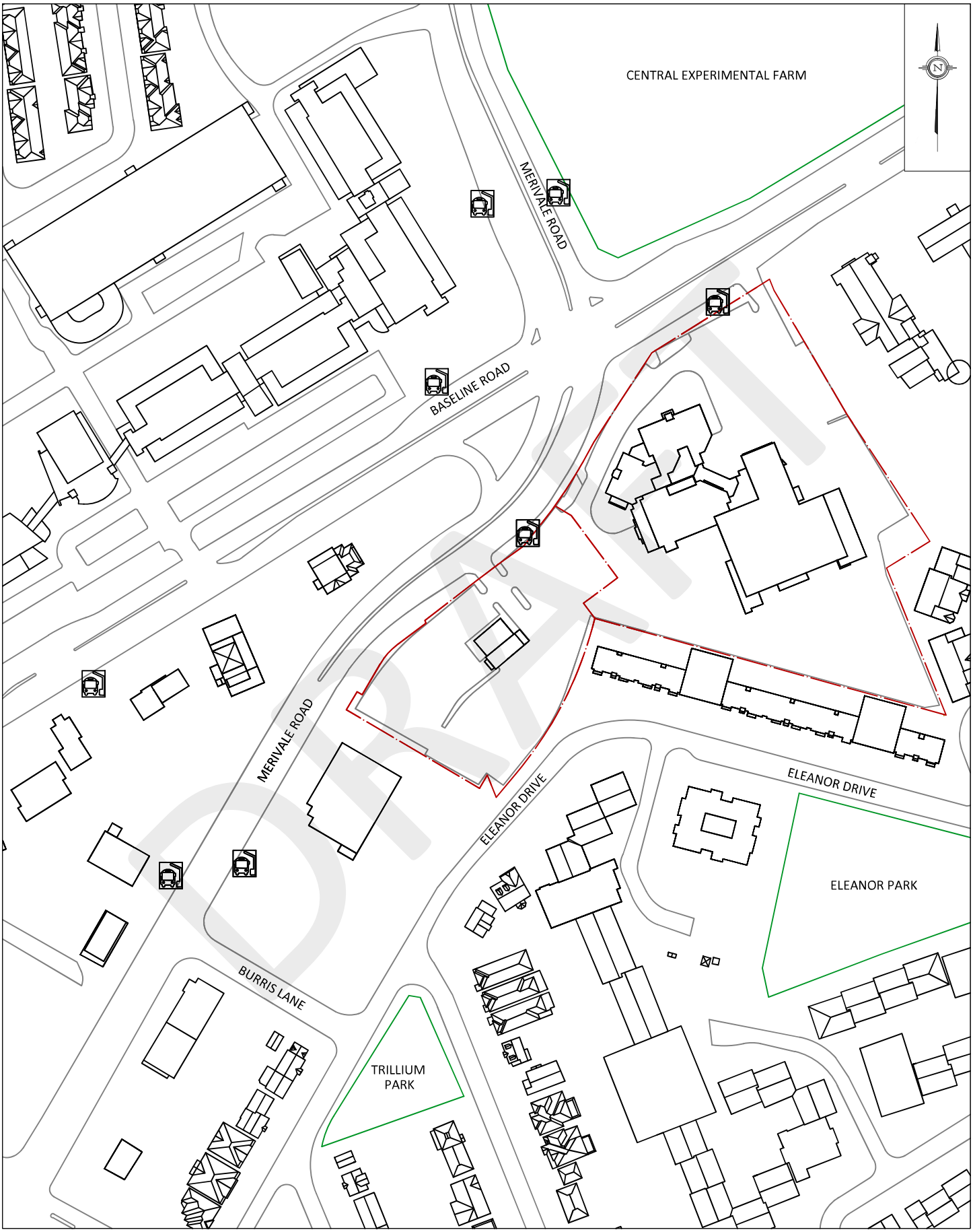
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613 836 0934 • GRADIENTWIND.COM

PROJECT	1200 BASELINE ROAD – PHASE 1, OTTAWA PEDESTRIAN LEVEL WIND STUDY
SCALE	1:2250
DRAWING NO.	24-249-PLW-1A
DATE	OCTOBER 31, 2025
DRAWN BY	N.M.P.
DESCRIPTION	FIGURE 1A: PROPOSED SITE PLAN AND SURROUNDING CONTEXT



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PROJECT	1200 BASELINE ROAD – PHASE 1, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION
SCALE	1:2250	DRAWING NO. 24-249-PLW-1B	FIGURE 1B: EXISTING SITE PLAN AND SURROUNDING CONTEXT
DATE	OCTOBER 31, 2025	DRAWN BY N.M.P.	



FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTH PERSPECTIVE

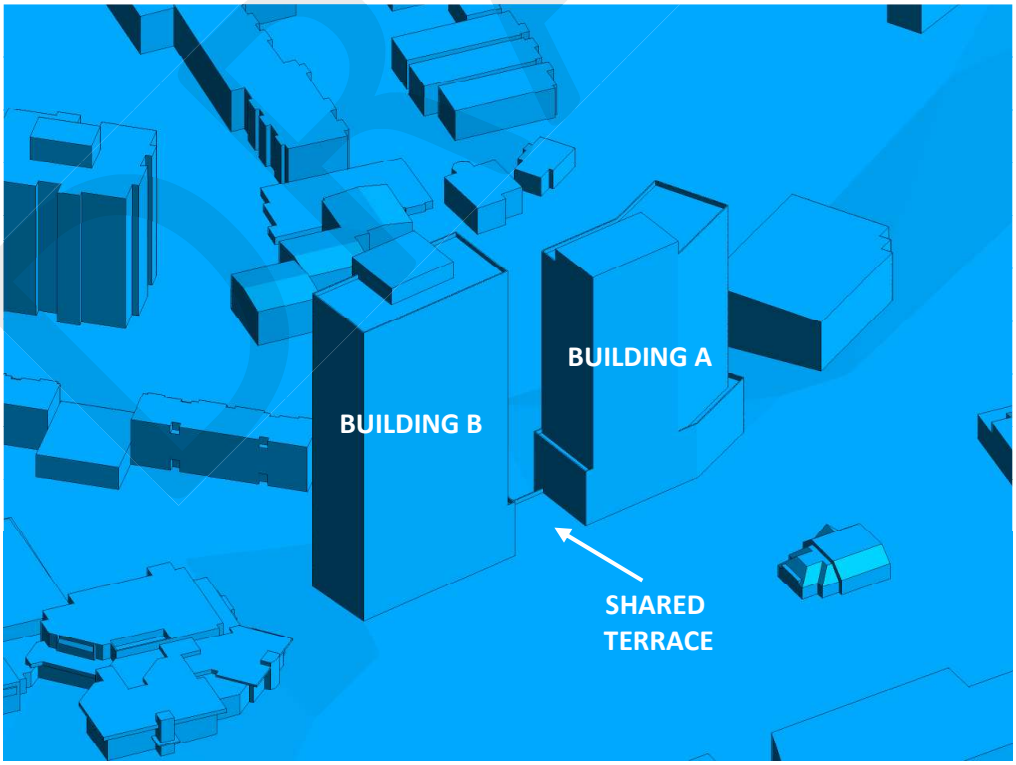


FIGURE 2B: CLOSE UP OF FIGURE 2A

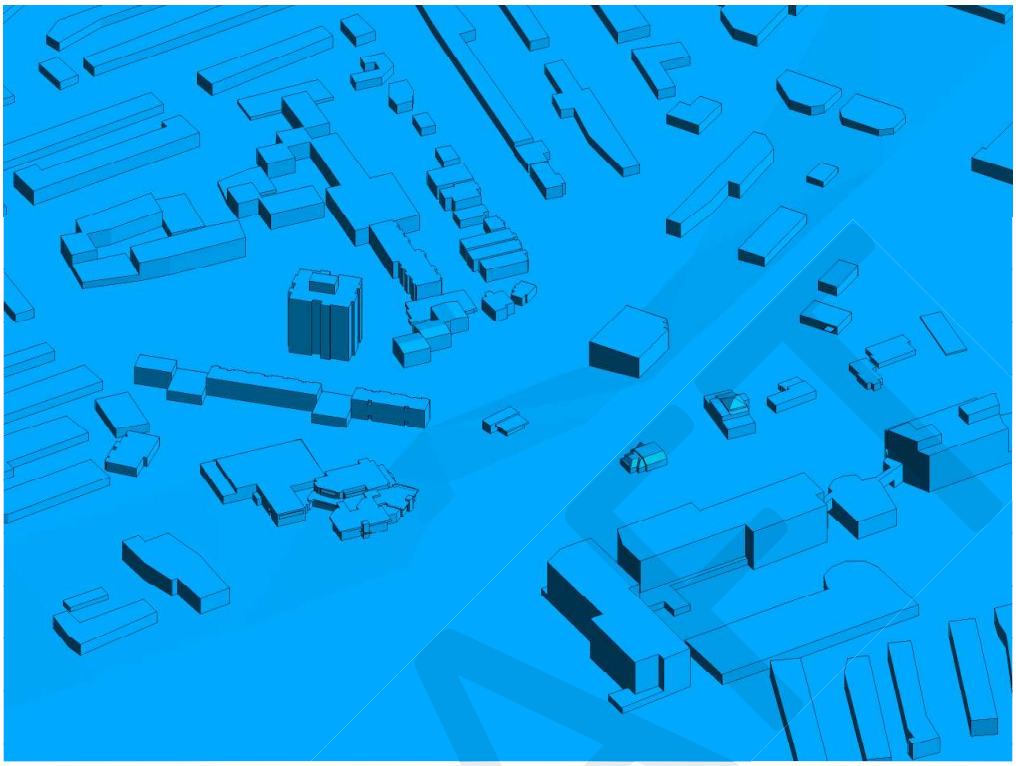


FIGURE 2C: COMPUTATIONAL MODEL, EXISTING MASSING, NORTH PERSPECTIVE

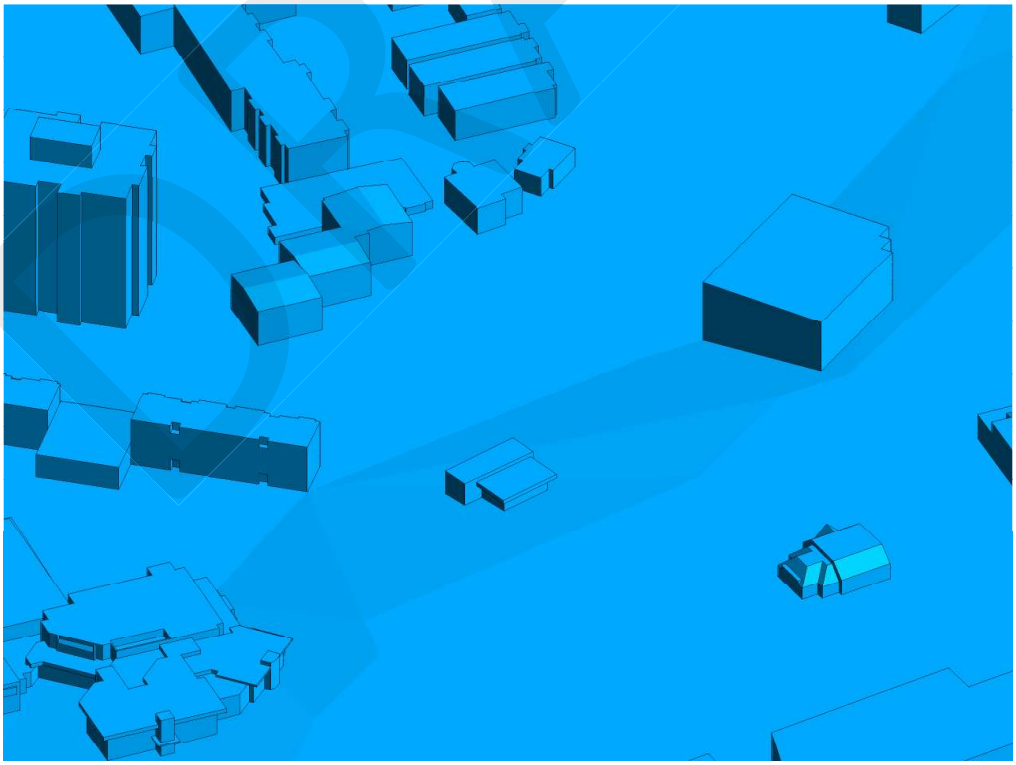


FIGURE 2D: CLOSE UP OF FIGURE 2C

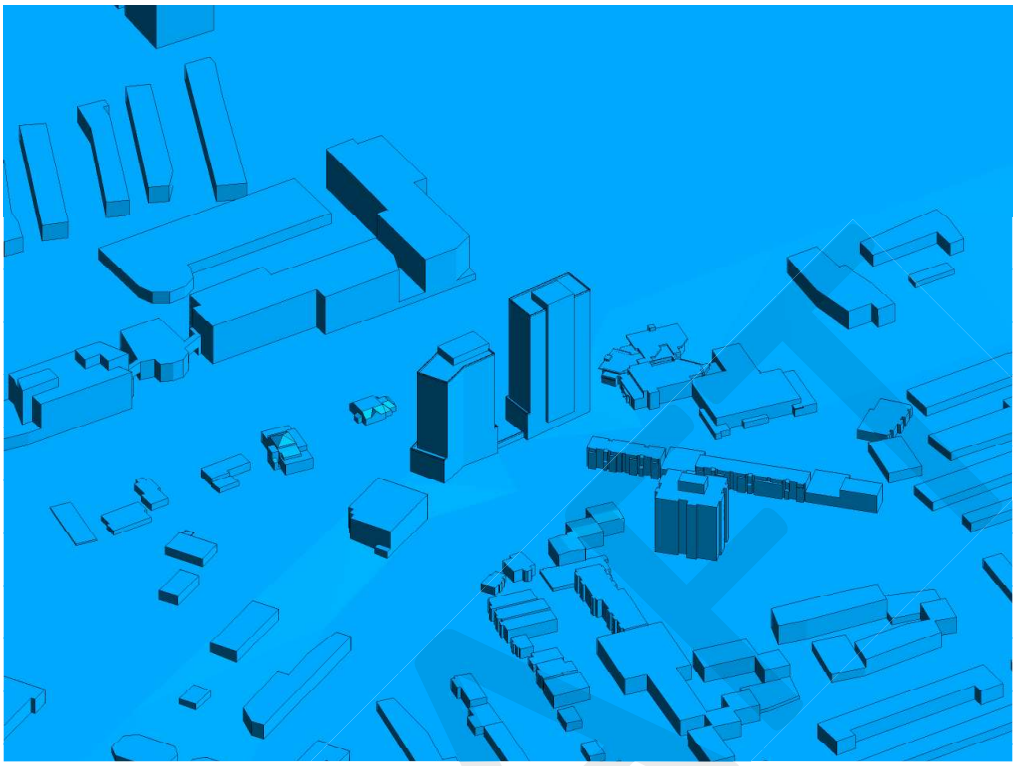


FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTH PERSPECTIVE

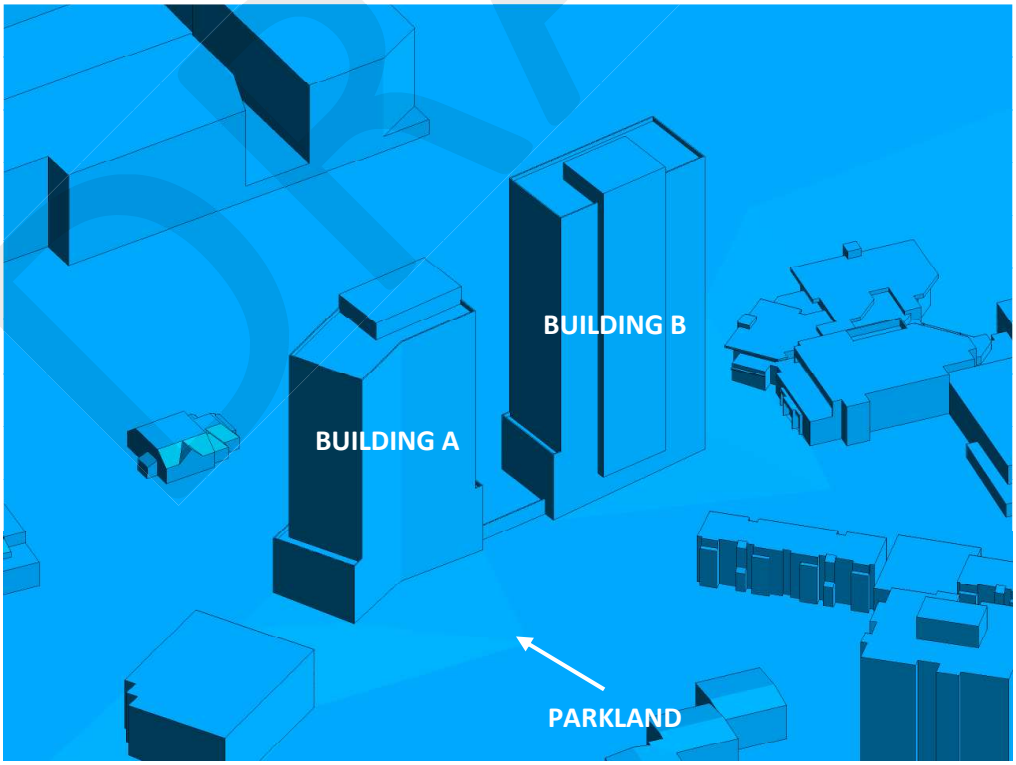


FIGURE 2F: CLOSE UP OF FIGURE 2E

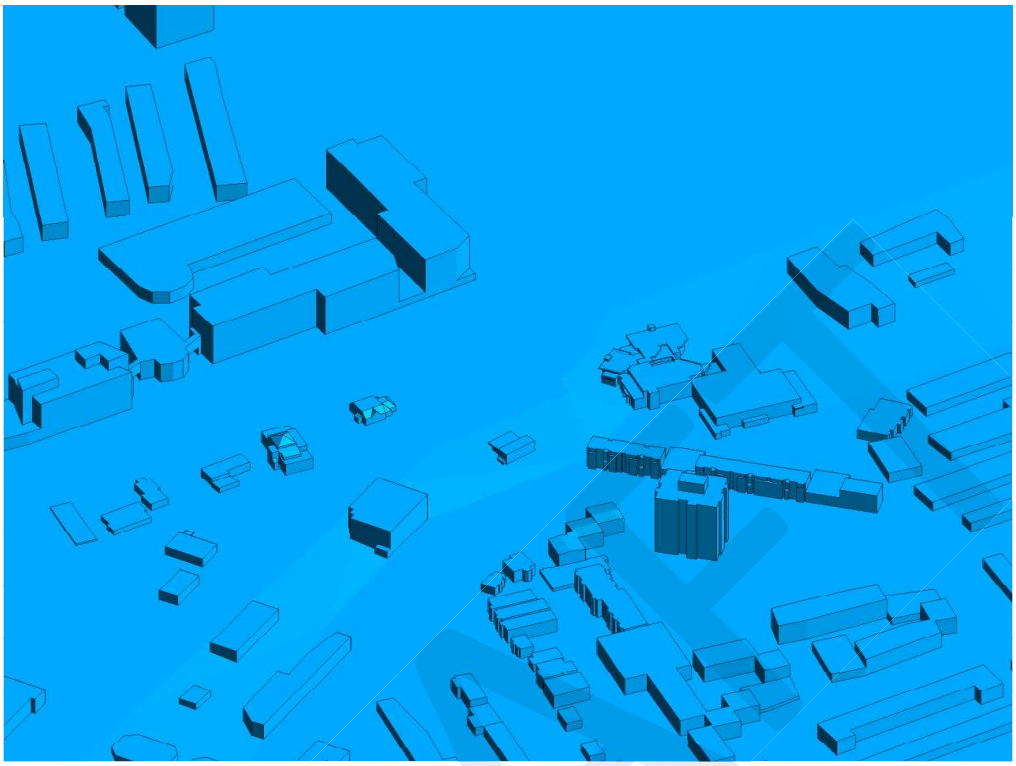


FIGURE 2G: COMPUTATIONAL MODEL, EXISTING MASSING, SOUTH PERSPECTIVE

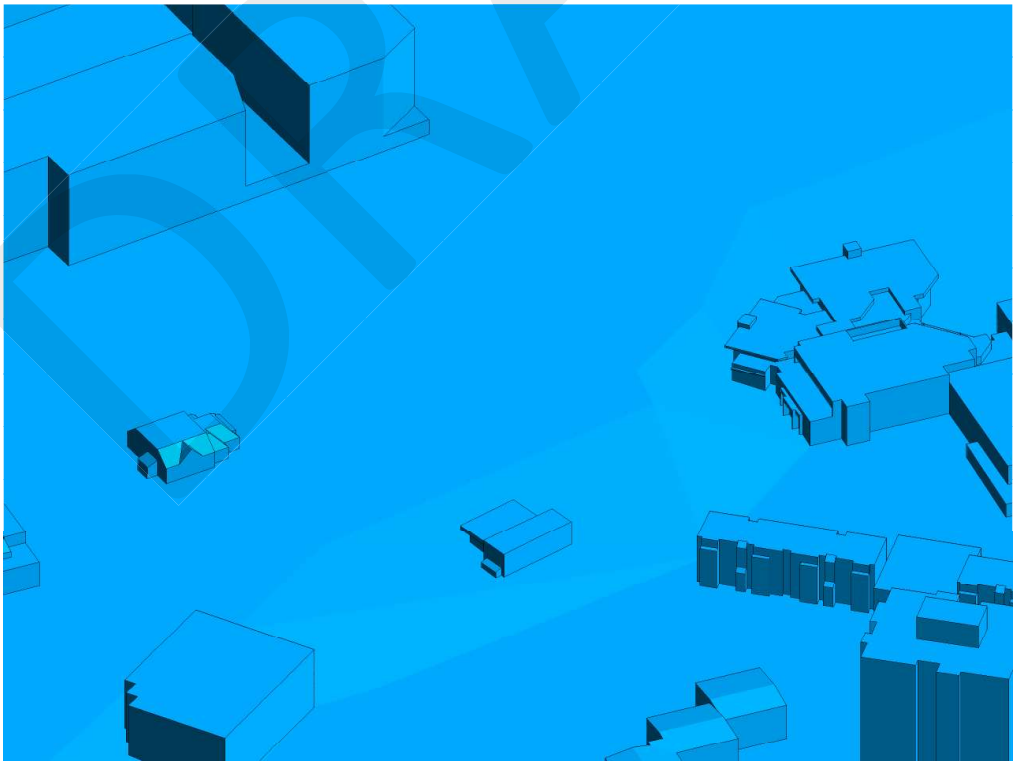


FIGURE 2H: CLOSE UP OF FIGURE 2G

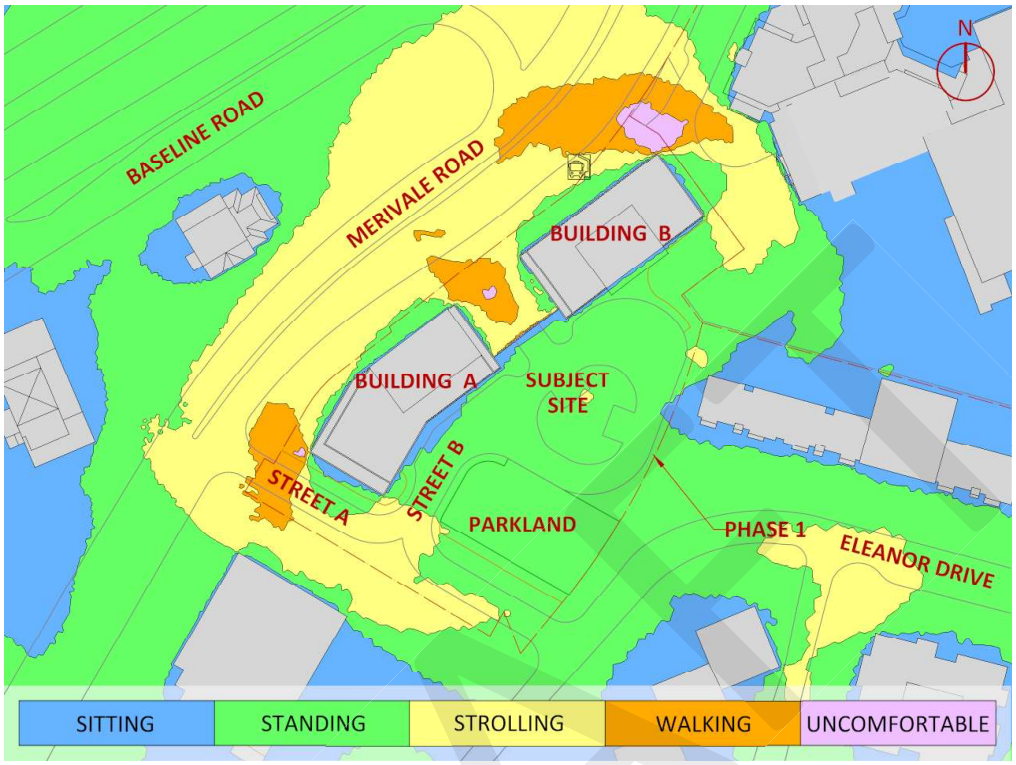


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

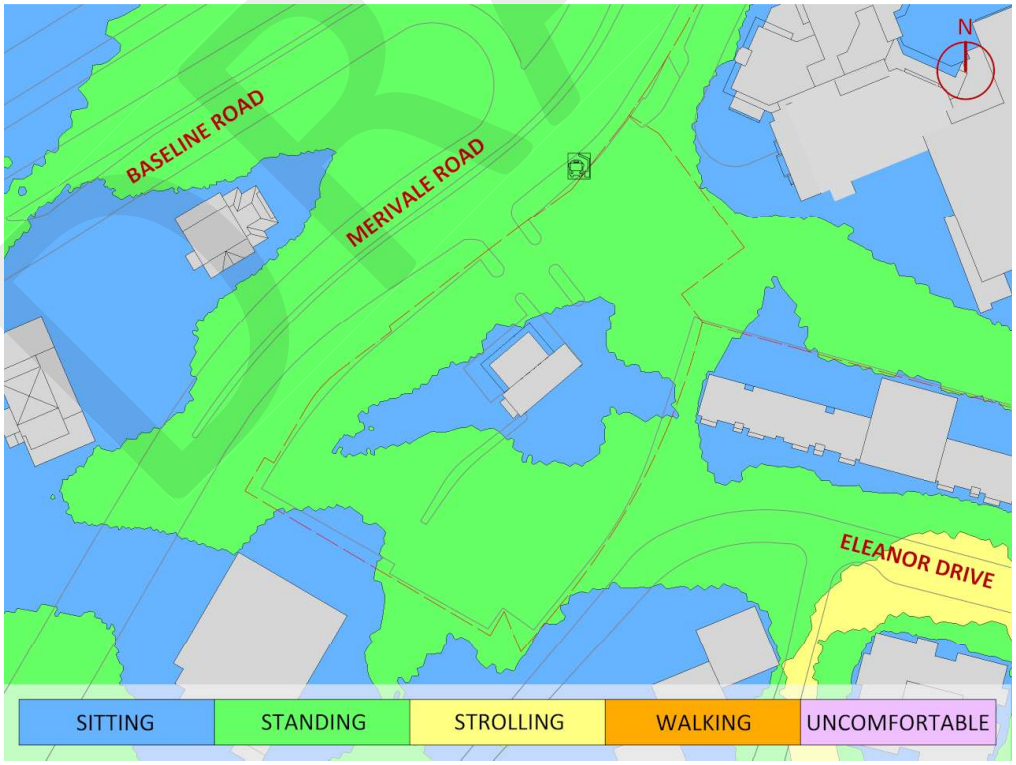


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

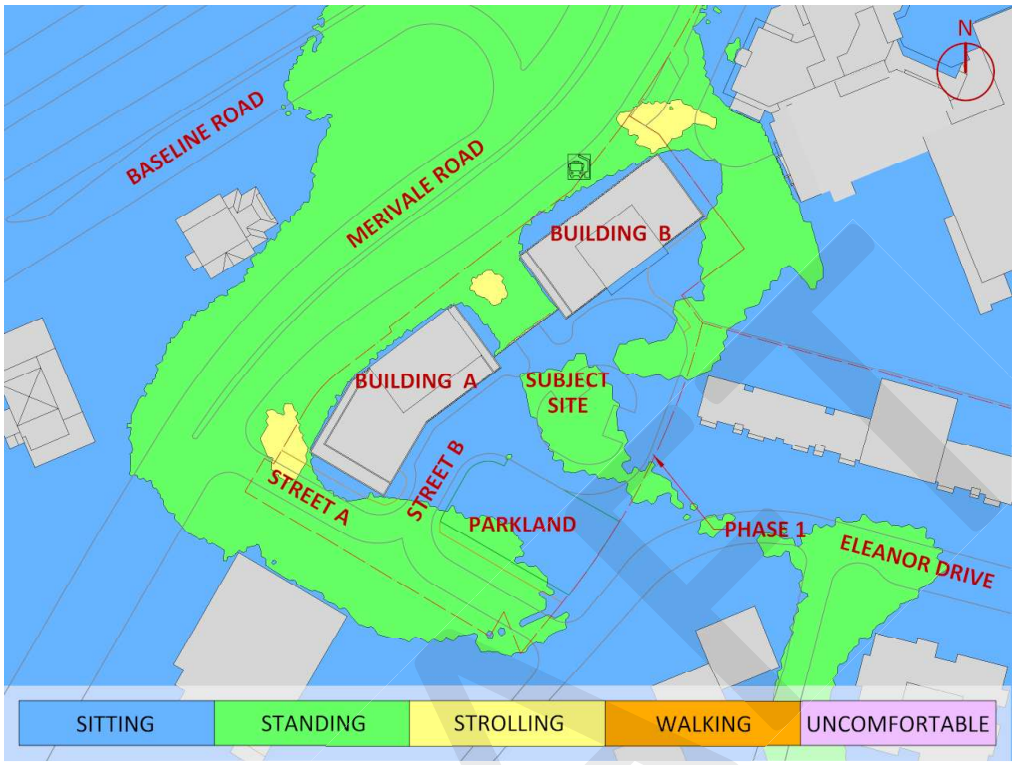


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

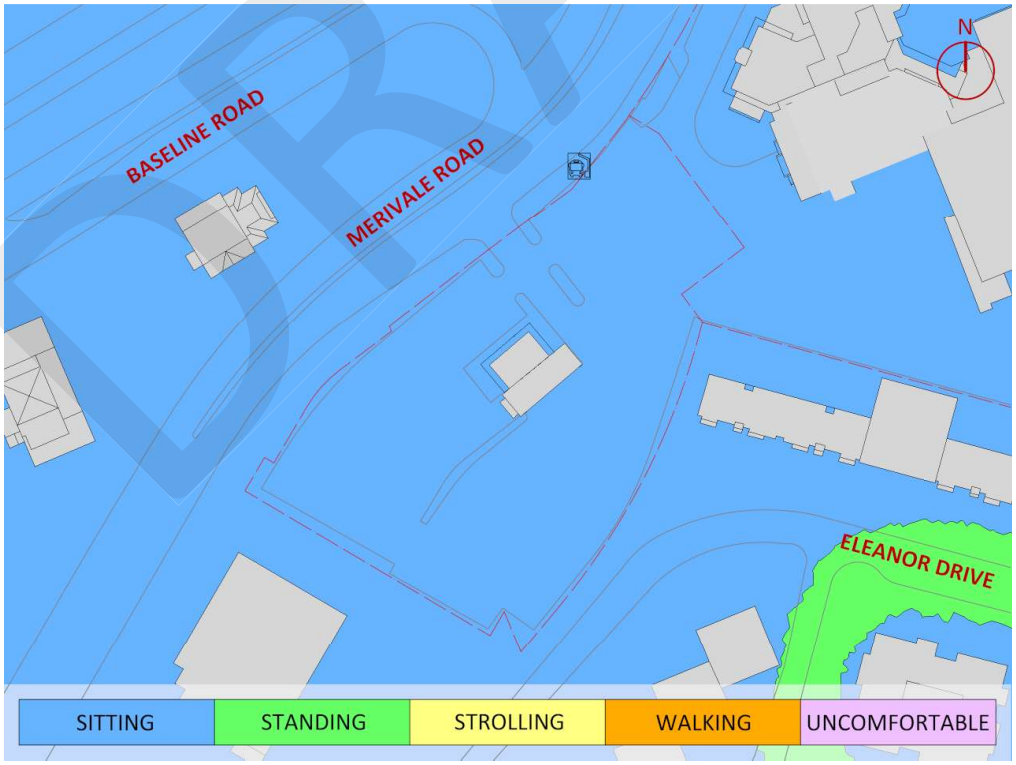


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

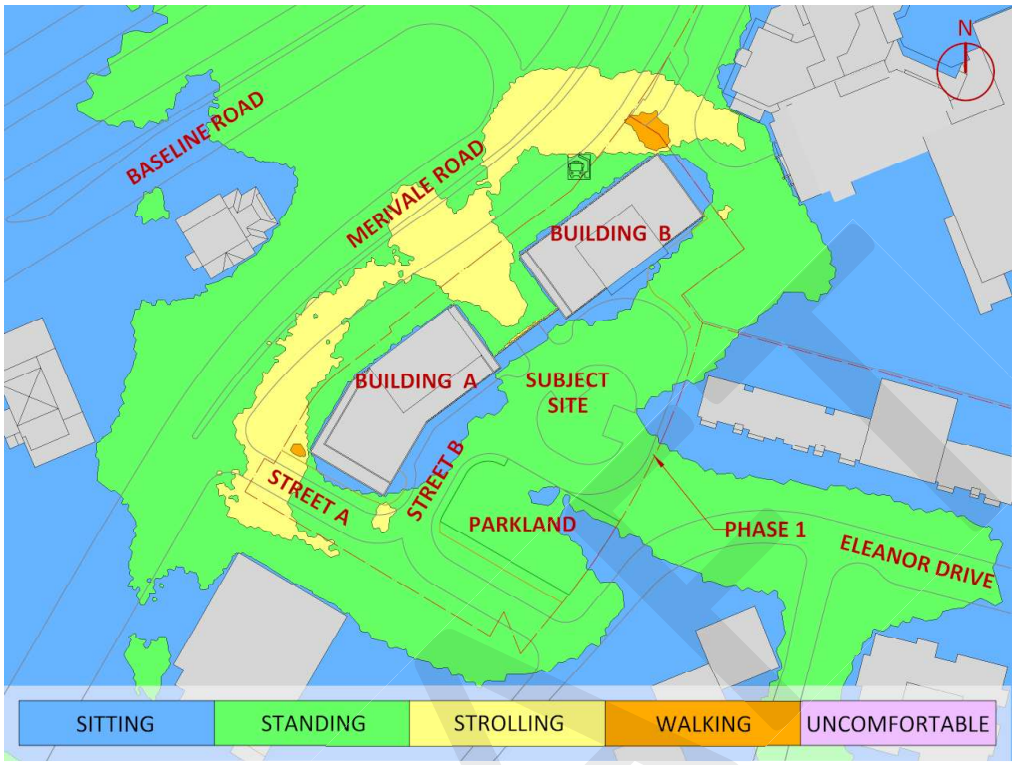


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

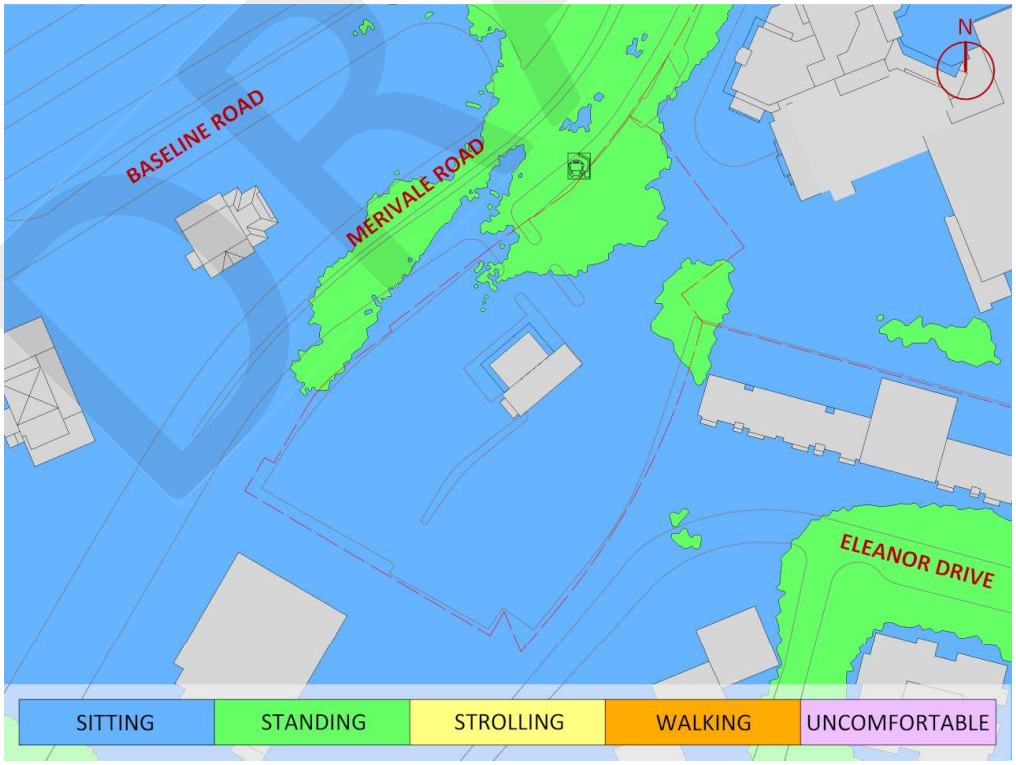


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

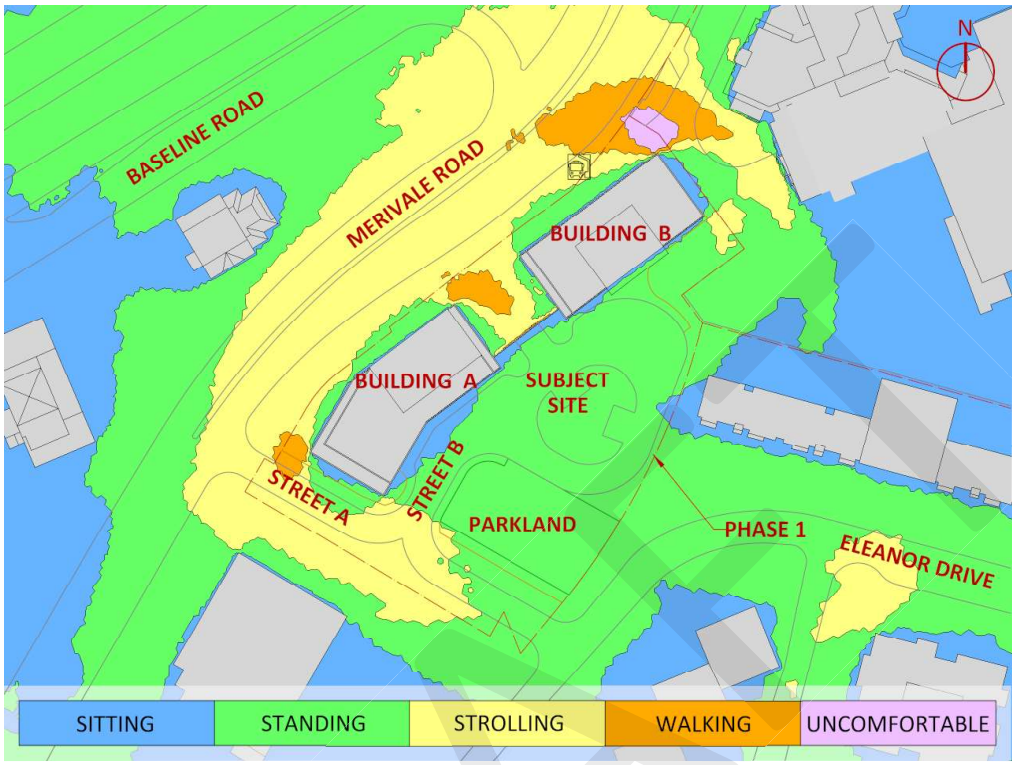


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

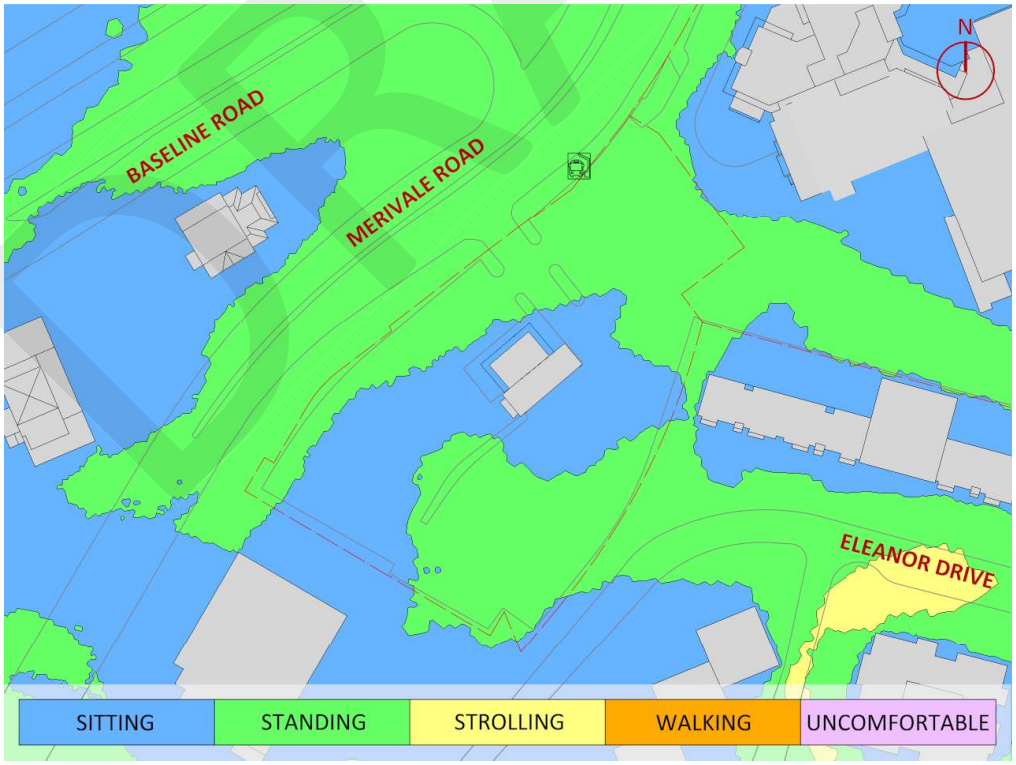


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

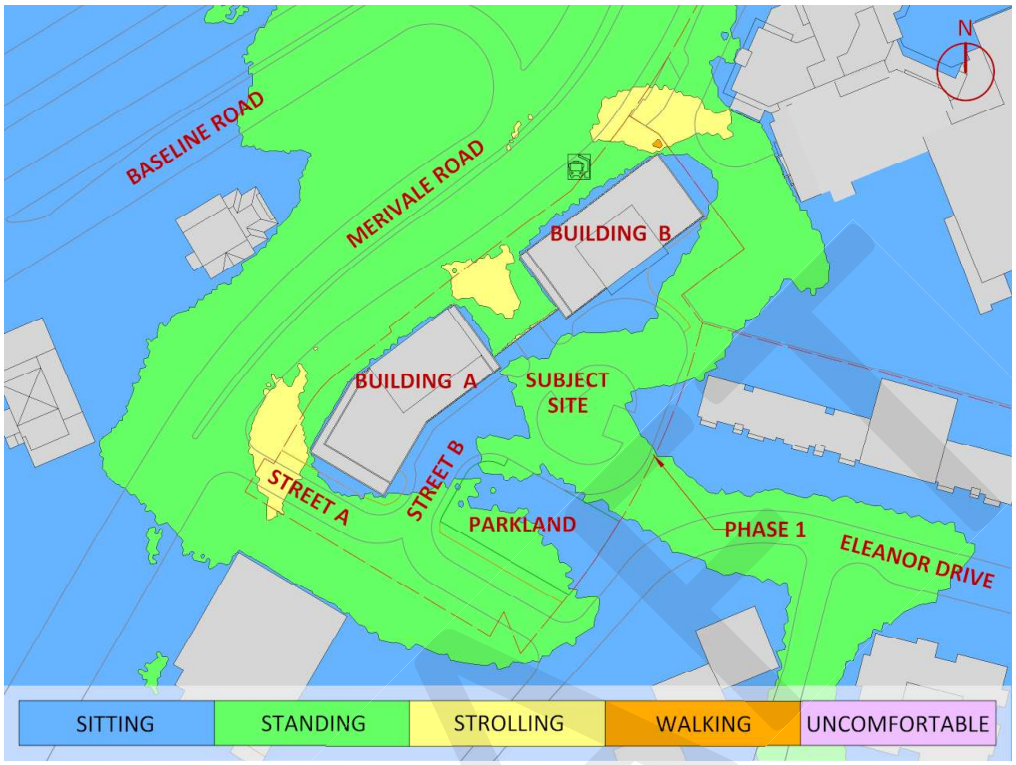


FIGURE 7: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

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APPENDIX A

SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER

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SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER

The atmospheric boundary layer (ABL) is defined by the velocity and turbulence profiles according to industry standard practices. The mean wind profile can be represented, to a good approximation, by a power law relation, Equation (1), giving height above ground versus wind speed (1), (2).

$$U = U_g \left(\frac{Z}{Z_g}\right)^{\alpha} \qquad \text{Equation (1)}$$

where $\boldsymbol{U}$ = mean wind speed, $\boldsymbol{U_g}$ = gradient wind speed, $\boldsymbol{Z}$ = height above ground, $\boldsymbol{Z_g}$ = depth of the boundary layer (gradient height), and α is the power law exponent.

For the model, U_g is set to 6.5 metres per second (m/s), which approximately corresponds to the 60% mean wind speed for Ottawa based on historical climate data and statistical analyses. When the results are normalized by this velocity, they are relatively insensitive to the selection of gradient wind speed.

Z_g is set to 540 m. The selection of gradient height is relatively unimportant, so long as it exceeds the building heights surrounding the subject site. The value has been selected to correspond to our physical wind tunnel reference value.

α is determined based on the upstream exposure of the far-field surroundings (that is, the area that is not captured within the simulation model).

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Table 1 presents the values of α used in this study, while Table 2 presents several reference values of α. When the upstream exposure of the far-field surroundings is a mixture of multiple types of terrain, the α values are a weighted average with terrain that is closer to the subject site given greater weight.

TABLE 1: UPSTREAM EXPOSURE (ALPHA VALUE) VS TRUE WIND DIRECTION

Wind Direction (Degrees True)	Alpha Value (α)
0	0.21
22.5	0.19
45	0.20
67.5	0.23
90	0.24
112.5	0.24
135	0.24
157.5	0.25
180	0.25
202.5	0.24
225	0.23
247.5	0.25
270	0.25
292.5	0.25
315	0.24
337.5	0.24

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TABLE 2: DEFINITION OF UPSTREAM EXPOSURE (ALPHA VALUE)

Upstream Exposure Type	Alpha Value (α)
Open Water	0.14-0.15
Open Field	0.16-0.19
Light Suburban	0.21-0.24
Heavy Suburban	0.24-0.27
Light Urban	0.28-0.30
Heavy Urban	0.31-0.33

The turbulence model in the computational fluid dynamics (CFD) simulations is a two-equation shear-stress transport (SST) model, and thus the ABL turbulence profile requires that two parameters be defined at the inlet of the domain. The turbulence profile is defined following the recommendations of the Architectural Institute of Japan for flat terrain (3).

$$I(Z) = \begin{cases} 0.1\left(\frac{Z}{Z_g}\right)^{-\alpha-0.05}, & Z > 10\ \text{m} \\ 0.1\left(\frac{10}{Z_g}\right)^{-\alpha-0.05}, & Z \leq 10\ \text{m} \end{cases} \qquad \text{Equation (2)}$$

$$L_t(Z) = \begin{cases} 100\ \text{m}\sqrt{\frac{Z}{30}}, & Z > 30\ \text{m} \\ 100\ \text{m}, & Z \leq 30\ \text{m} \end{cases} \qquad \text{Equation (3)}$$

where I = turbulence intensity, L_t = turbulence length scale, Z = height above ground, and α is the power law exponent used for the velocity profile in Equation (1).

Boundary conditions on all other domain boundaries are defined as follows: the ground is a no-slip surface; the side walls of the domain have a symmetry boundary condition; the top of the domain has a specified shear, which maintains a constant wind speed at gradient height; and the outlet has a static pressure boundary condition.

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REFERENCES

[1] P. Arya, "Chapter 10: Near-neutral Boundary Layers," in *Introduction to Micrometeorology*, San Diego, California, Academic Press, 2001.

[2] S. A. Hsu, E. A. Meindl and D. B. Gilhousen, "Determining the Power-Law Wind Profile Exponent under Near-neutral Stability Conditions at Sea," vol. 33, no. 6, 1994.

[3] Y. Tamura, H. Kawai, Y. Uematsu, K. Kondo, and T. Okhuma, "Revision of AIJ Recommendations for Wind Loads on Buildings," in *The International Wind Engineering Symposium, IWES 2003*, Taiwan, 2003.

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URBAN DESIGN REVIEW PANEL RECOMMENDATIONS
December 5th, 2025

1200 Baseline Road | Informal Pre-Consultation Review | Zoning By-law Amendment | HOBIN Architecture, Fotenn Planning + Design |

Panel Members in Attendance: David Leinster | James Parakh | Heather Rolleston | Colin Berman | Alex Taranu |



Key Recommendations

- The Panel appreciates the early engagement and supports the overall site organization and suggests further exploration on the massing distribution.
- The Panel encourages the applicant to further explore the redistribution of density westward to help address shadow concerns on the Experimental Farm and enhance transitions to the low-rise neighbourhood.
- The Panel recommends minimizing vehicular movement across the site and emphasizes the importance of creating a direct connection to the proposed parkland.
- The Panel highlights the potential for the site's grade changes to create a dynamic, well-connected public realm, particularly where terraces and pedestrian routes interface with the park.
- The Panel appreciates the strategy of locating structured parking beneath buildings to preserve unencumbered open space.
- The Panel encourages additional study of the Merivale Road frontage, including the potential for a stronger podium presence and a more urban interface along this edge.
- The Panel notes potential opportunities to refine building transitions along the southern and eastern edges, particularly around Buildings E, F, and G by shifting or redistributing height to improve compatibility with existing residential homes.

Site Design & Public Realm

- The Panel strongly encourages reducing the number of internal streets, noting that the site can function successfully with two primary access points. Eliminating Street A or B particularly in Phase 1 may significantly improve overall organization and efficiency.
- The Panel recommends removing Street B behind the Phase 1 towers to allow the new public park to expand and directly connect to buildings and grade-related units.
- The Panel encourages consolidating the irregular park block to create more usable, functional green space and to strengthen the relationship with adjacent terraces and entrances.
- The Panel highlights the need to clearly illustrate pedestrian and cycling movement networks, ensuring that walking routes are considered to structure the organization of the site.
- The Panel supports early coordination or block planning with adjacent landowners to optimize future connectivity, rationalize access, grading, and servicing, and enhance multi-phase integration.
- The Panel suggests enhancing the Merivale Road edge with a continuous podium and building alignment that follows the street's curvature, improving the urban interface and pedestrian experience.
- The Panel recommends reducing asphalt wherever possible in early phases and maximizing usable open space for residents of Phase 1.

Sustainability

- The Panel encourages broadening sustainability strategies beyond landscape, including stormwater management, microclimate considerations, grading, and long-term ecological resilience.
- The Panel supports efforts to maximize unencumbered planting areas, by minimizing underground structures beneath parks and open spaces, ensuring long-term tree health and biodiversity.
- The Panel encourages early adoption of sustainable technologies, such as LED lighting, integration with natural systems, and exploration of wind-energy opportunities.

Built Form & Architecture

- The Panel appreciates the overall massing but encourages refinement of tower heights, particularly in Phase 1, to enable lower building forms along sensitive edges to the south and east.

- The Panel notes that increasing heights of the Phase 1 towers may allow Buildings C, D, and E to be reduced in height, including the possibility of lowering Building E and decreasing Buildings F and G by a couple of floors to improve shadow conditions and transitions to the adjacent low-rise neighbourhood.
- The Panel encourages careful tower placement to reinforce the amenity terrace between the first two towers as a strong focal point overlooking an expanded park.
- The Panel recommends further defining the podiums, especially along Merivale Road, where a more robust built form would enhance the street condition and improve pedestrian comfort.
    - The Panel further encourages the podium along Merivale “hug” the curvature of the street to create a stronger urban edge and to help mitigate wind impacts at the critical corners of Towers A and B.
    - The Panel notes that the worst wind conditions occur at the northwest corner of Towers A and the northeast corner of tower B and within the amenity terrace and suggests adjusting building alignment and frontage conditions may help alleviate these microclimatic issues.
- The Panel suggests eliminating the internal driveway and extending the park closer to the towers, reinforcing the intended architectural concept and strengthening the relationship between grade-level entries, the amenity terrace, and the park.
- The Panel advises simplifying and clarifying the architectural framework as the project evolves, ensuring the built form remains legible across phases.
- The Panel emphasizes establishing the fundamental “bones” of the architectural concept early to ensure clarity and coherence as density and height shift across the site.
- The Panel acknowledges that ongoing discussions with federal partners regarding shadow impacts on the Central Experimental Farm may directly influence the ultimate disposition, arrangement, and height distribution of the buildings.

1200 Baseline Road
Response to UDRP Panel Recommendations

	Panel Recommendation	Response
Key Recommendations		
1	The Panel appreciates the early engagement and supports the overall site organization and suggests further exploration on the massing distribution.	Building heights revised to minimize shadowing impacts on surrounding neighbourhood context and experimental farm. Also, the revised massing distribution provides a better transition for the lowrise neighbourhood to the south. Existing New A=20 floors 30 floors (+10floors) B=25 floors 25 floors C=40 floors 34 floors (-6floors) D=25 floors 25 floors E=18 floors 14 floors (-4floors) F=6 floors 6 floors G=6 floors 6 floors
2	The Panel encourages the applicant to further explore the redistribution of density westward to help address shadow concerns on the Experimental Farm and enhance transitions to the low-rise neighbourhood.	Massing distribution revised to address theses concerns. Refer to response for item 1 for more detail.
3	The Panel recommends minimizing vehicular movement across the site and emphasizes the importance of creating a direct connection to the proposed parkland.	The driveway design has been updated to remove the additional lay-by lanes and reduce the overall driveway width, thereby decreasing hardscape. A curbless, pedestrian-priority design (with integrated pavers) further minimizes the visual emphasis on vehicles and strengthens the direct connection between the buildings and both the public and private park spaces.
4	The Panel highlights the potential for the site's grade changes to create a dynamic, well-connected public realm, particularly where terraces and pedestrian routes interface with the park.	Along the Merivale retail frontage, an addition of an infiltration gallery to the softscape area leverages the site grading to direct tower runoff toward the street trees while providing pre-treatment and infiltration to support tree health and overall site resilience. The armour stone terracing in the park is designed to function both as a retaining solution and as informal park seating,

	Panel Recommendation	Response
		allowing the grade transitions to enhance the public realm experience.
5	The Panel appreciates the strategy of locating structured parking beneath buildings to preserve unencumbered open space.	Noted.
6	The Panel encourages additional study of the Merivale Road frontage, including the potential for a stronger podium presence and a more urban interface along this edge.	The building position and articulation of podium levels for Buildings A and B have been revised to enhance and articulate a continuous podium edge and urban interface along Merivale Road.
7	The Panel notes potential opportunities to refine building transitions along the southern and eastern edges, particularly around Buildings E, F, and G by shifting or redistributing height to improve compatibility with existing residential homes.	The height of Building E has been reduced to 14 storeys, with the redistributed height added to Building A to improve and refine the building massing transitions along both the southern and eastern edges of the site. The design team maintains that the 6-storey mid-rise Buildings G and F (approximately 21 to 24 m in height) provide an appropriate transition to the neighbouring zone along the southern edge, where the zoning allows building heights of up to 34 m. While the existing 3.5-storey apartment complex at 29,31,33,35 Eleanor is estimated to be approximately 11 m in height, the permitted height on that property also allows development up to 34 m.
Site Design & Public Realm		
8	The Panel strongly encourages reducing the number of internal streets, noting that the site can function successfully with two primary access points. Eliminating Street A or B particularly in Phase 1 may significantly improve overall organization and efficiency.	The design team appreciates the comment. We note that the development relies on Street A and B to sustain vehicular connections to a minimum of 1 full turn intersection located Southwest of the property along Merivale at Burris Lane. To promote pedestrian priority and enhance the connection between buildings and park frontages, the revised site plan reduces the driveway width from 7 m to 6 m and removes the long lay-by lanes, replacing them with a combination of landscaped bioswales, street trees, and planting.

	Panel Recommendation	Response
		The introduction of pavers and a curbless driveway helps establish a pedestrian-priority environment and reduces the emphasis on vehicles, strengthening the connection between the park and Buildings A and B. A similar approach has been applied to Driveway Road C along the frontage of Buildings G and F, enhancing pedestrian connectivity to the private park amenity located south of Buildings C, D, and E.
9	The Panel recommends removing Street B behind the Phase 1 towers to allow the new public park to expand and directly connect to buildings and grade-related units.	The design team appreciates the comment. We note that the development relies on Street A and B to sustain vehicular connections to a minimum of 1 full turn intersection located Southwest of the property along Merivale at Burris Lane. To promote pedestrian priority and enhance the connection between buildings and park frontages, the revised site plan reduces the driveway width from 7 m to 6 m and removes the long lay-by lanes, replacing them with a combination of landscaped bioswales, street trees, and planting. The introduction of pavers and a curbless driveway helps establish a pedestrian-priority environment and reduces the emphasis on vehicles, strengthening the connection between the park and Buildings A and B.
10	The Panel encourages consolidating the irregular park block to create more usable, functional green space and to strengthen the relationship with adjacent terraces and entrances.	The design team has collaborated with the City's Parks department to develop an appropriate parkland configuration for Phase 1 that provides a sizable, rectangular park space, accommodating a broad range of active and passive recreation opportunities. The remaining portion of the required parkland, to be delivered in Phase 2, is configured as a more linear, organically shaped parcel that extends the internal park experience and strengthens connections to the surrounding buildings included in the later phase of development.

	Panel Recommendation	Response
		A facilities fit plan has been prepared to illustrate the quality, functionality, and flexibility of the proposed outdoor spaces. It demonstrates how smaller program elements can be incorporated within the linear park format, supporting connections to neighbouring parcels while establishing a continuous park network that links to future phases, including the planned private outdoor amenity park. Importantly, this parkland configuration ensures that all buildings in Phases 1 and 2 are oriented to front onto both public and private open spaces, preserving a sense of openness and supporting an active, community-focused living environment for all residents.
11	The Panel highlights the need to clearly illustrate pedestrian and cycling movement networks, ensuring that walking routes are considered to structure the organization of the site.	In the revised site plan, the interior roads have been further refined prioritizing pedestrian and cycling movement while accommodating slow vehicular access. Additional pedestrian connections along the Merivale frontage improve permeability and strengthen links to the broader public realm. Locating the parkland along Eleanor Drive provides direct and intuitive access to the new park from the existing neighbourhood, reinforcing connectivity at the community scale.
12	The Panel supports early coordination or block planning with adjacent landowners to optimize future connectivity, rationalize access, grading, and servicing, and enhance multi-phase integration.	Noted. As the project advances, the team will consider opportunities to engage neighbouring landowners and City staff to align development interfaces, reinforce a cohesive multi-phase framework, and support a well-connected public realm that functions effectively across the broader block.
13	The Panel suggests enhancing the Merivale Road edge with a continuous podium and building alignment that follows the street's curvature, improving the urban interface and pedestrian experience.	The building position and articulation of podium levels for Buildings A and B have been revised to enhance and articulate a continuous podium edge and urban interface along Merivale Road.
14	The Panel recommends reducing asphalt wherever possible in early phases and maximizing usable open space for residents of Phase 1.	To promote pedestrian priority and enhance the connection between buildings and park frontages, the revised site plan reduces the driveway width from 7 m to 6 m and removes the long lay-by lanes, replacing them with a combination of landscaped bioswales, street trees, and planting.

	Panel Recommendation	Response
		The introduction of pavers and a curbless driveway helps establish a pedestrian-priority environment and reduces the emphasis on vehicles, strengthening the connection between the park and Buildings A and B.
Sustainability		
15	The Panel encourages broadening sustainability strategies beyond landscape, including stormwater management, microclimate considerations, grading, and long-term ecological resilience.	Noted. As the project advances, the team will consider opportunities to implements sustainability strategies including stormwater management, microclimate considerations, grading, and long-term ecological resilience.
16	The Panel supports efforts to maximize unencumbered planting areas, by minimizing underground structures beneath parks and open spaces, ensuring long-term tree health and biodiversity.	Noted.
17	The Panel encourages early adoption of sustainable technologies, such as LED lighting, integration with natural systems, and exploration of wind-energy opportunities.	Noted. As the project advances, the team will consider opportunities to implements these sustainability technologies
Built Form & Architecture		
18	The Panel appreciates the overall massing but encourages refinement of tower heights, particularly in Phase 1, to enable lower building forms along sensitive edges to the south and east.	Please refer to response to item 1.
19	The Panel notes that increasing heights of the Phase 1 towers may allow Buildings C, D, and E to be reduced in height, including the possibility of lowering Building E and decreasing Buildings F and G by a couple of floors to improve shadow conditions and transitions to the adjacent low-rise neighbourhood.	Please refer to response to item 1.

	Panel Recommendation	Response
20	The Panel encourages careful tower placement to reinforce the amenity terrace between the first two towers as a strong focal point overlooking an expanded park.	The design of the first two towers, Buildings A and B, has been refined to establish a continuous and well-articulated podium edge along Merivale Road, as well as around the public amenity terrace situated between the towers. This strengthens the urban interface and creates a cohesive, pedestrian scale frontage.
21	The Panel recommends further defining the podiums, especially along Merivale Road, where a more robust built form would enhance the street condition and improve pedestrian comfort. • The Panel further encourages the podium along Merivale "hug" the curvature of the street to create a stronger urban edge and to help mitigate wind impacts at the critical corners of Towers A and B. • The Panel notes that the worst wind conditions occur at the northwest corner of Towers A and the northeast corner of tower B and within the amenity terrace and suggests adjusting building alignment and frontage conditions may help alleviate these microclimatic issues.	The podiums have been refined to articulate a continuous podium edge along Merivale road to enhance the street condition and improve pedestrian comfort. we note that a greater setback from the Merivale and Baseline intersection was required for buildings C and D to accommodate storm and sanitary services which extend from Baseline to the site to service Phase 1 and 2 of the development. Outside of the service easements…..the landscape architect is proposing a significant tree canopy along Baseline and Merivale to help mitigate wind conditions and improve pedestrian comfort around these outdoor terraces that extend along the street frontage.
22	The Panel suggests eliminating the internal driveway and extending the park closer to the towers, reinforcing the intended architectural concept and strengthening the relationship between grade-level entries, the amenity terrace, and the park.	Please refer to response to item 9.
23	The Panel advises simplifying and clarifying the architectural framework as the project evolves, ensuring the built form remains legible across phases.	Noted.
24	The Panel emphasizes establishing the fundamental "bones" of the architectural concept early to ensure clarity and coherence as density and height shift across the site.	Noted.

	Panel Recommendation	Response
25	The Panel acknowledges that ongoing discussions with federal partners regarding shadow impacts on the Central Experimental Farm may directly influence the ultimate disposition, arrangement, and height distribution of the buildings.	Noted. Adjustments to building heights and massing noted in response above.