

222 Baseline Road

Cover Letter – Public Consultation Strategy and Urban Design Brief

Prepared in collaboration by



Public Consultation

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will/have been undertaken in anticipation of the application being submitted:

- Notification of Ward Councillor, Councillor Riley Brockington
- Notification to residents and local registered Community Association(s) – this will be undertaken by the City of Ottawa pursuant to the Planning Act and the [City of Ottawa's Public Notification Policy](#)
- Public Consultation Meeting(s) - Should either the Ward Councillor, Community Association, or City Staff request a public consultation meeting, an agreed upon date and meeting format will be accommodated

Urban Design Brief

DESIGN DIRECTIVES

A concise summary and response to the applicable City's design policies, including from the Official Plan, and City urban design guidelines. A more detailed response shall be provided for any applicable urban design criteria that are not being met by the proposal.

The proposed four-storey apartment building contributes to housing variety by introducing mid-density "missing middle" units in a predominately low-rise area. It promotes sustainable mobility with no resident parking spaces, replacing car reliance with 2 secure indoor and 6 outdoor bicycle parking spaces. Two indoor visitor parking spaces are provided at-grade, accessed from Lexington Avenue, ensuring functional convenience without compromising pedestrian experience. Pedestrian connectivity is reinforced by an at-grade, street-facing entrance along Baseline Road and active frontage along Lexington Avenue, aligning with the TOD and Low-Rise Infill Guidelines. These measures support intensification goals while enhancing the public realm and contributing to a more walkable urban environment.

The proposed development aligns with several key City of Ottawa policies and guidelines:

Official Plan (2022):

- The proposed development aligns with the Official Plan's goals for intensification along transit-supportive corridors and contributes to the 15-minute neighbourhood model.

Mainstreet Corridor Designation and Evolving Neighbourhood Overlay:

- Encouraging compact, mixed-use urban form.
- Enhancing street animation through active frontage and pedestrian access.
- Providing housing diversity via mid-density, missing-middle housing.

Urban Design Guidelines for Low-Rise Infill Housing:

- Direct sidewalk access and glazing at-grade to activate the street.
- Enhanced public realm design along Lexington Avenue.
- Recessed blank walls, façade articulation, and rear yard landscape buffer.

Transit-Oriented Development (TOD) Guidelines:

- These are addressed by minimizing car parking (none provided for residents) and supplying indoor bike storage, supporting sustainable mobility near the future Baseline BRT.

While the overall proposal meets design policy intent and zoning, two exceptions are identified:

1. A front yard setback reduction from 4.5 metres to 4.0 metres facilitates a stronger street presence while allowing more generous rear yard separation to neighbouring low-rise dwellings.
2. The elimination of required resident vehicle parking further encourages use of nearby transit infrastructure.

Both variations are minor, and reflect the evolving urban form envisioned for Mainstreet Corridors within the Outer Urban Transect.

- **A response to urban design directions provided at the various pre-consultation meetings with City staff.**

7) This proposal does not run along or does not meet the threshold in one of the City's Design Priority Areas and need not attend the City's UDRP. Staff will be responsible for evaluating the Urban Design Brief and providing design direction.

Response:

Acknowledged. Staff-led evaluation of the Urban Design Brief will be considered for further design direction.

8) Materiality: As the first redevelopment project to the block and of such a change in scale we recommend the design attempt to 'fit' into the neighbourhood by employing similar materials found within the community. We recommend the use of corrugated metal be restricted to facades NOT facing any public right of ways.

Response:

Elevations and materials are currently under development; the recommendation regarding corrugated metal use will be taken into consideration.

9) We will provide additional design comments as the design develops.

Response:

Noted. Additional design comments will be reviewed and responded to as they will be provided.

10) An Urban Design Brief is a required submittal. The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference. Please see the Urban Design Brief Terms of Reference provided.

Note. The Urban Design Brief submittal should have a section which addresses these pre-consultation comments.

Response:

Noted.

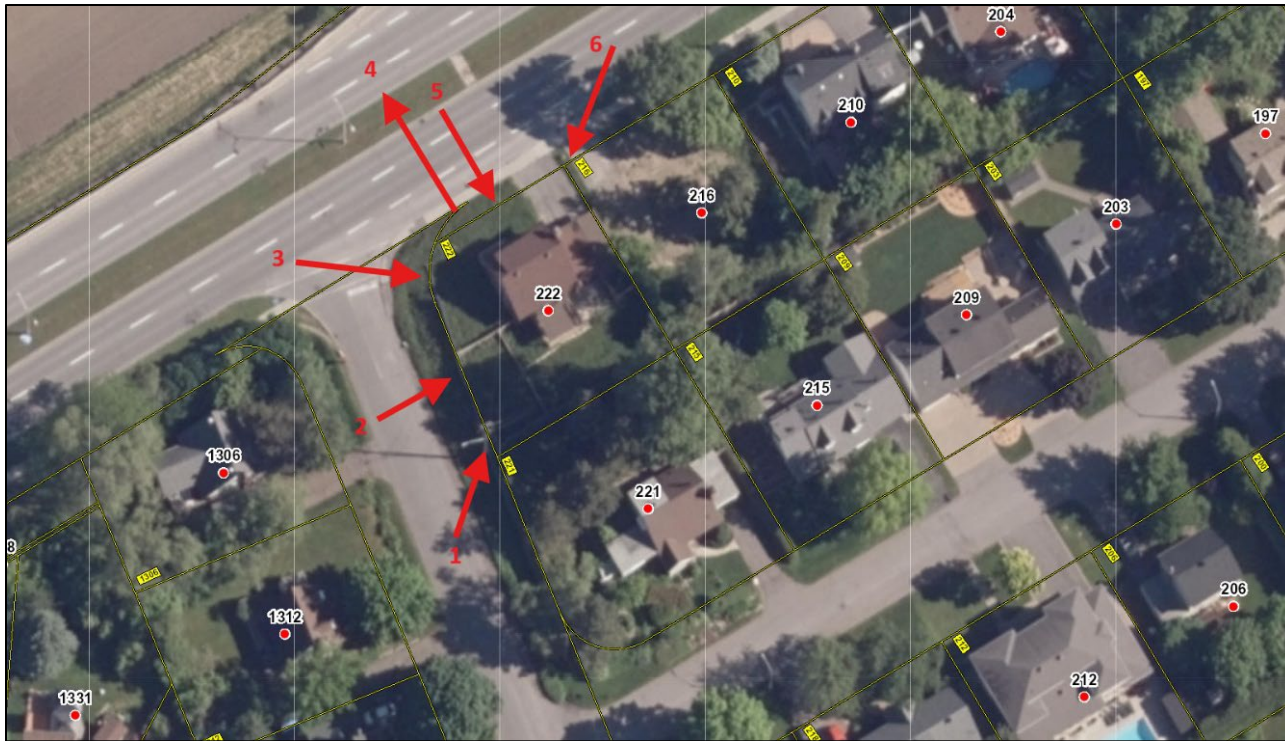
11) This is an exciting project in an area full of potential. We look forward to helping you achieve its goals with the highest level of design resolution. We are happy to assist and answer any questions regarding the above. Good luck.

Response:

Constructive feedback and ongoing support for this project is highly appreciated.

SITE, CONTEXT, AND ANALYSIS

- **Photographs of existing site conditions and surrounding area, including a numbered map pinpointing where each photo is taken. Correspond these numbers with the site photos and include arrows illustrating the direction of the photograph.**



Numbered Map pinpointing where the photos below are captured from.

1 – view looking Northeast at the subject property while standing on Lexington Street



November 2025

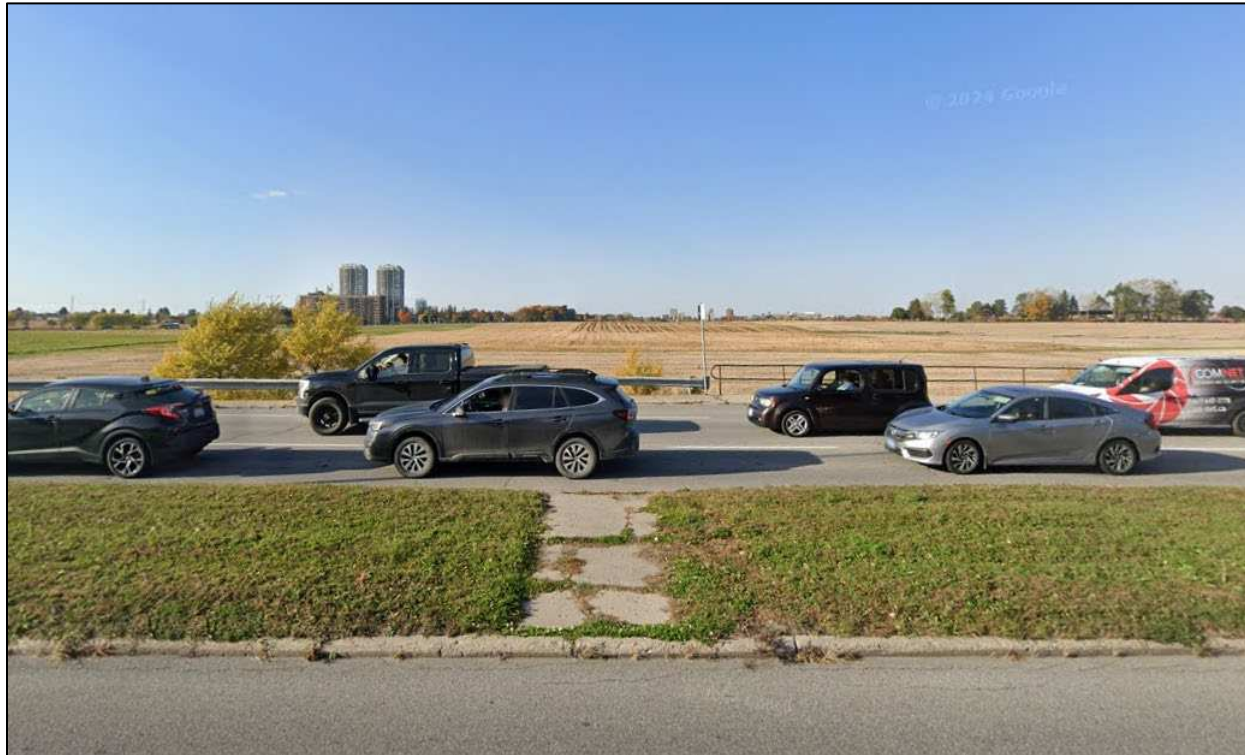
2 – View looking East at the subject property while standing on Lexington Street



3 – View looking Southeast at the subject property while standing on Baseline Road



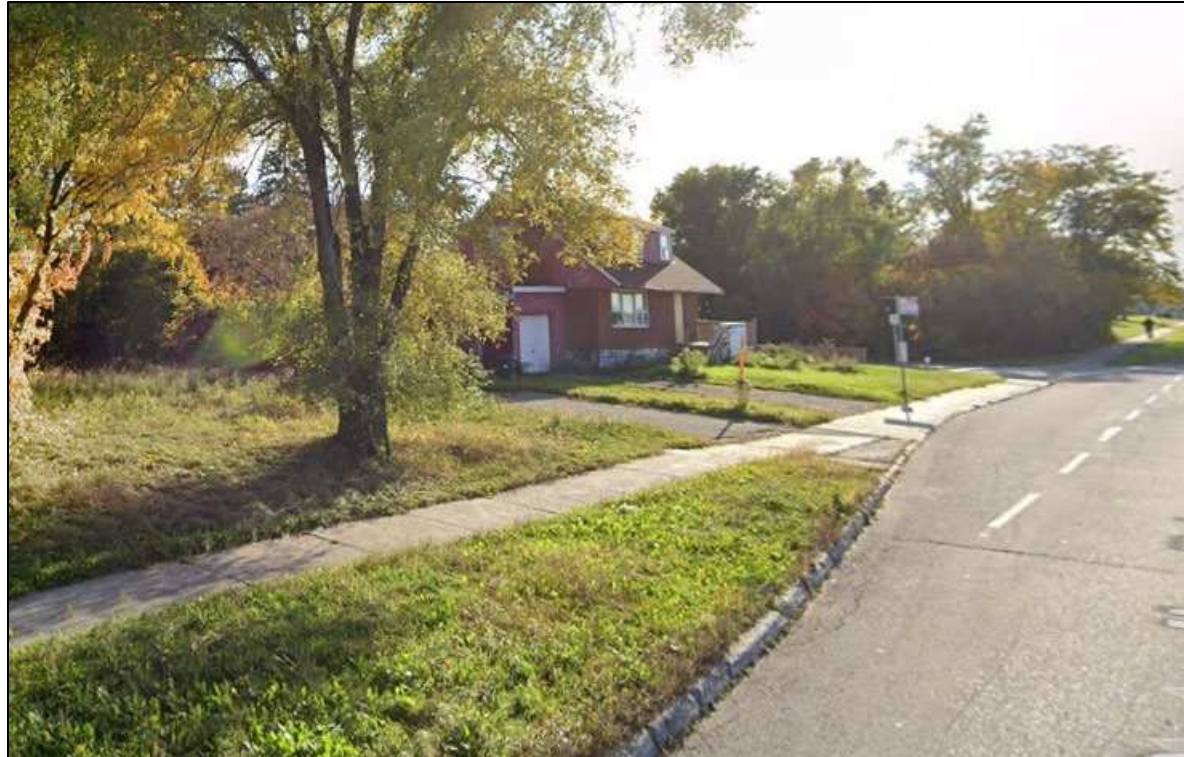
4 – View looking North while standing on the Subject property at 222 Baseline Road. Noted is the Experimental Farm on the North side of Baseline Road.



5 – View looking South at the subject property from Baseline Road



6 – View looking Southwest at the subject property from Baseline Road



- Perspective images to and / or from the site.

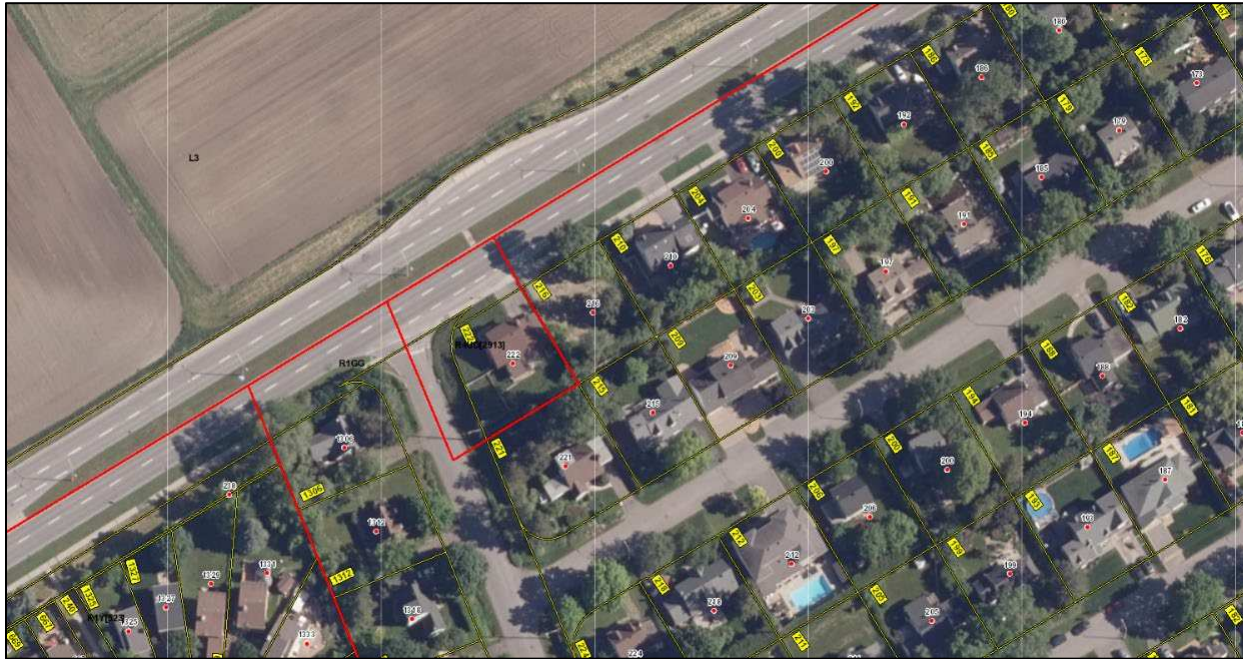


Approaching the subject site while travelling west down Baseline Road



Departing the subject site looking West down Baseline Road

- The planned functions of the adjacent properties, such as the permitted building envelope under current zoning.



Existing Zoning on the surrounding properties shown

As noted in the above photograph, all properties surrounding the subject site are zoned Residential First Density, Subzone GG (R1GG). As such, the permitted development on these lots would be low-rise residential uses limited to 8m in height. That said, all properties with frontage along Baseline Road, such as the subject property, are designated Mainstreet Corridor in the City of Ottawa Official Plan (2022) and as such, mid-rise heights in the form of apartment buildings are contemplated for these properties.

The New City of Ottawa Zoning By-law, while in Draft form, is intended to implement the policies of the City of Ottawa Official Plan (2022). While not yet finalized by Staff or approved by City Council, the new Zoning By-law contemplates a height limit of 13.5m for the properties with frontage along Baseline Road. Of note, the proposed height of the development at 222 Baseline Road is 13.1m.

- **Massing of the proposed development in the planned context. The planned context may be represented by the current zoning permissions OR policy criteria if zoning is not in keeping with Official Plan direction.**

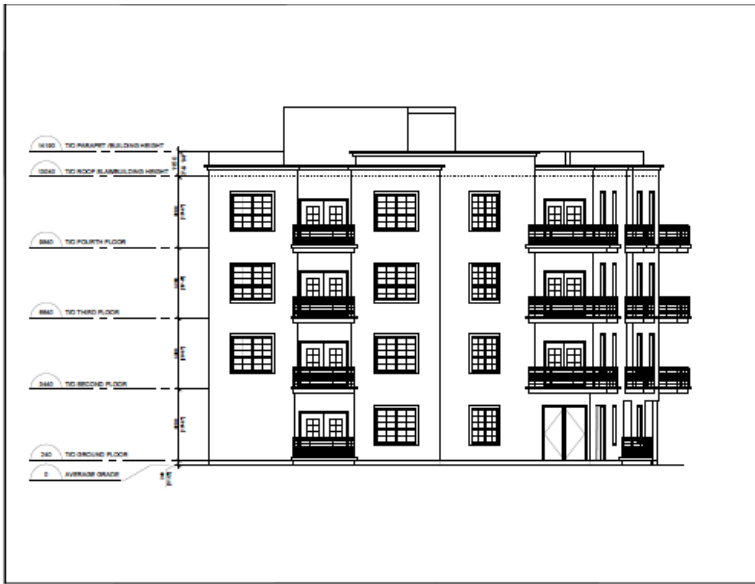
The massing of the proposed four-storey building is consistent with Official Plan policies that encourage intensification along designated corridors such as Baseline Road. While the current zoning (R1GG) permits only single-detached dwellings, the requested zoning amendment to R4-UD reflects the planned context supported by Mainstreet Corridor and Evolving Overlay policies. These frameworks encourage compact, mid-density development near major transit routes and large rights-of-way (Baseline = 30m), creating more efficient land use patterns.

The 13.1m of proposed building falls within the allowable height for low-rise development under the amended zoning. It also complies with the Carleton Heights Secondary Plan, which permits up to four storeys along Mainstreets. The massing strategy takes full advantage of the site's depth and corner location while ensuring compatibility with the existing built form through setbacks, orientation, and scale transitions.

- **Built form transition between the proposed development and the surrounding area**

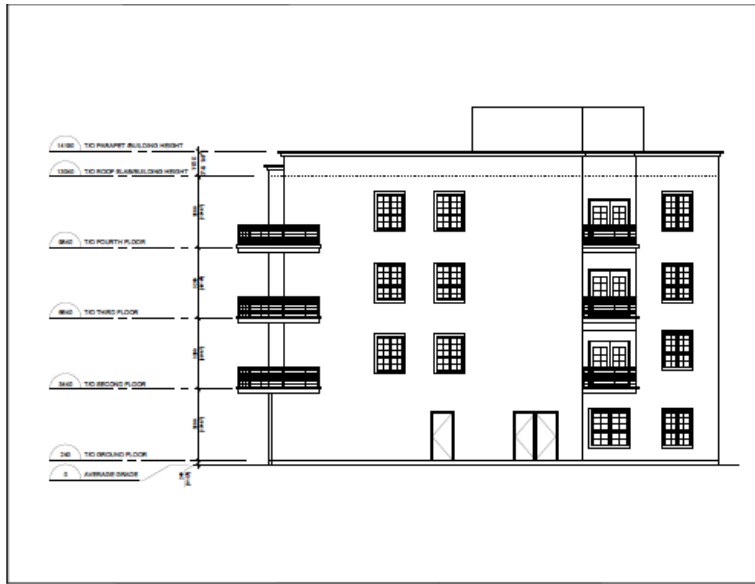
The proposed development incorporates a series of design strategies to ensure a thoughtful transition in built form between the new four-storey apartment and the existing low-rise residential surroundings. On the street-facing sides, the inclusion of ground-floor units with semi-private terraces/balconies contributes to a human-scaled streetscape that complements the established residential character. The building is intentionally shifted 0.5 metres north, increasing the rear yard setback and ensuring greater separation from the adjacent single-detached home to the south. All these elements ensure that the proposed massing integrates respectfully and coherently with the surrounding built form.

Proposed Elevations



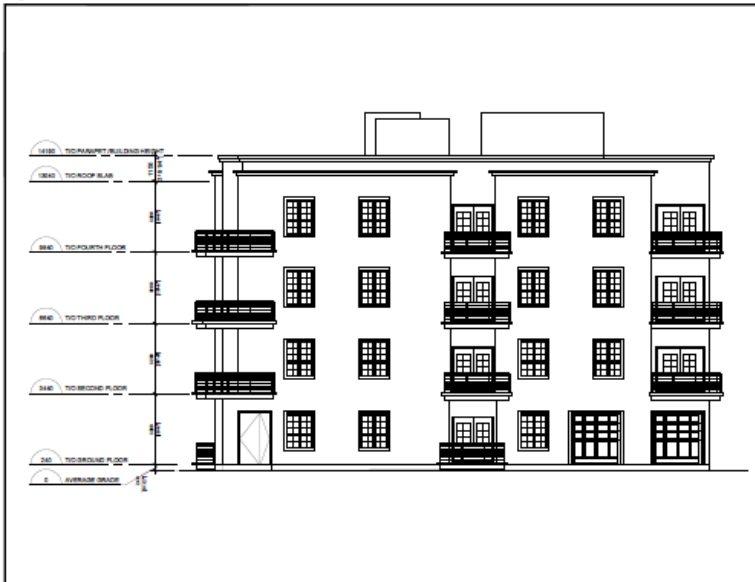
1 North Side Elevation (Facing Baseline Road)

A3 Scale = 1:100



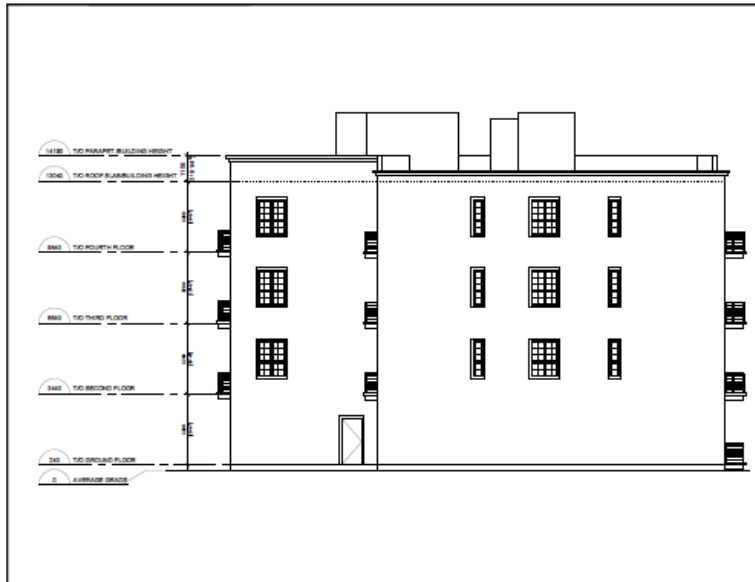
2 South Side Elevation (Back Side)

A3 Scale = 1:100



3 West Side Elevation (Facing Lexington Road)

A3 Scale = 1:100



4 East Side Elevation (Facing Lexington Road)

A3 Scale = 1:100

