



1767 and 1773 Baseline Road

Planning Rationale
Zoning By-law Amendment and Site Plan Control
December 23, 2025



Prepared for DCR Phoenix

Prepared by Fotenn Planning + Design
420 O'Connor Street
Ottawa, ON K2P 1W4

December 2025

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0	Introduction	2
1.1	Required Applications	2
1.2	Public Consultation Strategy	2
2.0	Subject Site & Surrounding Context	4
2.1	Subject Site	4
2.2	Surrounding Context	4
2.3	Road Network	6
2.4	Transit Network	7
3.0	Proposed Development	8
3.1	Project Overview	8
3.2	Massing and Scale	9
3.3	Building Design	10
3.4	Sustainability	12
4.0	Policy & Regulatory Review	13
4.1	Provincial Planning Statement (2024)	13
4.2	City of Ottawa Official Plan	14
4.2.1	Outer Urban Transect	14
4.2.2	Mainstreet Corridor Designation	15
4.2.3	Growth Management Framework	16
4.2.4	Evolving Overlay	16
4.2.5	Urban Design	16
4.2.6	Right-of-Way Requirements	18
4.2.7	Airport Implications and Approvals	19
4.3	Urban Design Guidelines for Development Along Arterial Mainstreets (2006)	19
4.4	City of Ottawa Zoning By-law (2008-250)	20
4.5	City of Ottawa Draft Zoning By-law	23
4.6	Relief Required	25
5.0	Supporting Studies	27
5.1	Functional Design Brief	27
5.2	Phase I Environmental Site Assessment	27
5.3	Geotechnical Investigation	27
5.4	Tree Conservation Report	28
5.5	Noise Control Study	28
6.0	Conclusion	29

1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by DCR Phoenix to prepare this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development on the properties municipally known as 1767 and 1773 Baseline Road in the City of Ottawa (the “subject site”).

The subject site is comprised of two rectangular shaped lots: 1767 Baseline Road and 1773 Baseline Road, with a combined lot area of 1,087.02 square metres, and frontage of 38.3 metres on Baseline Road. 1767 Baseline Road is currently developed with a duplex dwelling, and 1773 Baseline Road contains a two-storey single-detached dwelling with an attached garage. The proposed redevelopment includes the demolition of the existing buildings on-site, and the construction of a mid-rise, five (5) storey residential apartment building with a total of 40 units, a below-grade parking lot level with 14 parking spaces, a 1:1 bicycle parking ratio and 168 square metres of communal amenity space within the rear yard.

1.1 Required Applications

To facilitate the proposed development, Zoning By-law Amendment and Site Plan Control applications are being submitted to amend the zoning of the subject site to “Residential Fifth Density, Subzone B, Exception XXXX, with a maximum height of 18 metres (R5B[XXXX]H(18)”. A new site-specific exception will establish the required setbacks and other site-specific provisions. The Site Plan Control process will address the detailed design of the site and buildings, including such aspects as site servicing, landscaping and building materiality.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale should be read in conjunction with the drawings and reports prepared by the architecture and engineering consultants and other specialists as required by the City of Ottawa planning approval process.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on March 5, 2025.
- / Notification of the Bel Air Community Association
 - A ‘heads up’ notification to local registered community association(s) will be completed by the City of Ottawa during the application circulation process.
- / Notification of Ward Councillor, Councillor Laine Johnson
 - The Ward Councillor will be notified of the submission once completed.
- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and/or X (Twitter).

- It is anticipated that the community information session may be held via an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

2.0 Subject Site & Surrounding Context

2.1 Subject Site

The subject site is located on the north side of Baseline Road in the Nepean neighbourhood of Ottawa, and comprised of two rectangular shaped lots: 1767 Baseline Road and 1773 Baseline Road, with a combined lot area of 1,087.02 square metres, and 38.3 metres of frontage on Baseline Road (Figure 1). 1767 Baseline Road is currently developed with a duplex dwelling, each unit having its own driveway and entrance. The adjacent property at 1773 Baseline Road contains a two-storey single-detached dwelling with an attached garage and driveway. A mature tree and a fire hydrant are located within the front yard of 1773 Baseline Road, with sidewalks located along both sides of Baseline Road and across both site frontages. Overhead hydro wires and a hydro pole run north-south along the western property line, with a light standard located across the site within the Baseline Road median.

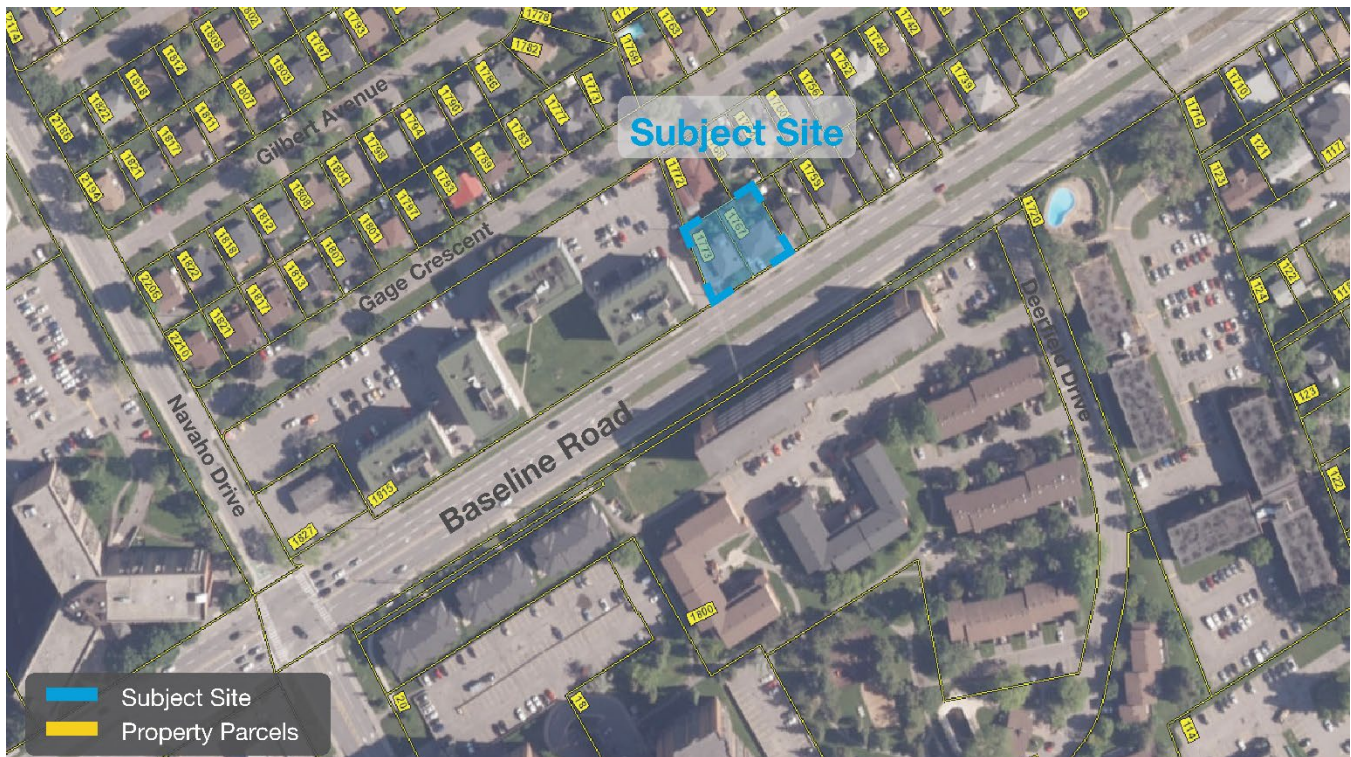


Figure 1: Subject Site and Surrounding Context

2.2 Surrounding Context

The surrounding land uses are described as follows:

North: To the north of the subject site are the low-rise residential neighbourhoods of Braemar Park, Bel-Air Heights, and Copeland Park, accessible via Navaho Drive and Iris Street. The Experimental Farm Pathway, a multi-use pathway, crosses through these neighbourhoods, providing pedestrian and cycling connections across Ottawa. Beyond these communities lies Highway 417, a Provincial Highway. North of this is the Glabar Park neighbourhood, the Carlingwood Shopping Centre, and various commercial uses along Carling Avenue.

East: Immediately east of the subject site along Baseline Road are low-rise residential dwellings. This low-rise built form continues east towards the intersection of Baseline Road and Clyde Avenue, where building heights increase with a 12-storey apartment building and a 15-storey apartment complex currently under construction. East of Clyde Avenue, the area is characterized by low-rise commercial plazas, larger-format retail stores, and a Government of Canada building. The commercial and institutional character continues to Merivale Road, beyond which lies the Central Experimental Farm.

South: South of the subject site, across Baseline Road, is an eight-storey apartment building and a low-rise residential community accessible via Deerfield Drive. Further south is Algonquin College, the Algonquin College Dome and associated parking facilities, followed by the low-rise residential neighbourhoods of St. Claire Gardens, Ryan Farm, and Meadowlands. These communities are bounded to the south by a hydro corridor, beyond which lie the Tanglewood neighbourhood and Hunt Club Road. The Nepean Sportsplex and Pinhey Forest are located further south on Hunt Club Road.

West: Immediately west of the site is a residential complex consisting of four (4) five-storey apartment buildings. A convenience store is located at the corner of Baseline Road and Navaho Drive, with a nine-storey apartment building situated across Navaho Drive. Low-rise commercial uses extend along the north side of Baseline Road to Woodroffe Avenue, while large-format retail is located to the south within the College Square shopping plaza. A stormwater management pond is situated northwest of the site, which connects to the Experimental Farm Pathway further north.



Figure 2: Subject site and surrounding context, looking North, East, South and West

2.3 Road Network

Per Schedule C4 – Urban Road Network of the City of Ottawa Official Plan (Figure 3), the subject site is in an area of Ottawa that is well connected to multiple major road networks. The subject site has frontage on Baseline Road, designated an Arterial road. The subject site is also in proximity to several planned and existing arterial and collector roads.

Arterial roads are roads that serve through travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands. Arterial roads in proximity to the subject site include Woodroffe Avenue, Clyde Avenue, and Maitland Avenue.

Major Collector roads are roads that serve neighbourhood travel between Collector and Arterial roads and may provide direct access to adjacent lands. Major Collector roads in proximity to the subject site include Iris Street and Meadowlands Drive. Collector roads near the site include Navaho Drive, Cordova Street and Withrow Avenue.

The subject site is also in proximity to Highway 417 to the north, designated a Provincial Highway.

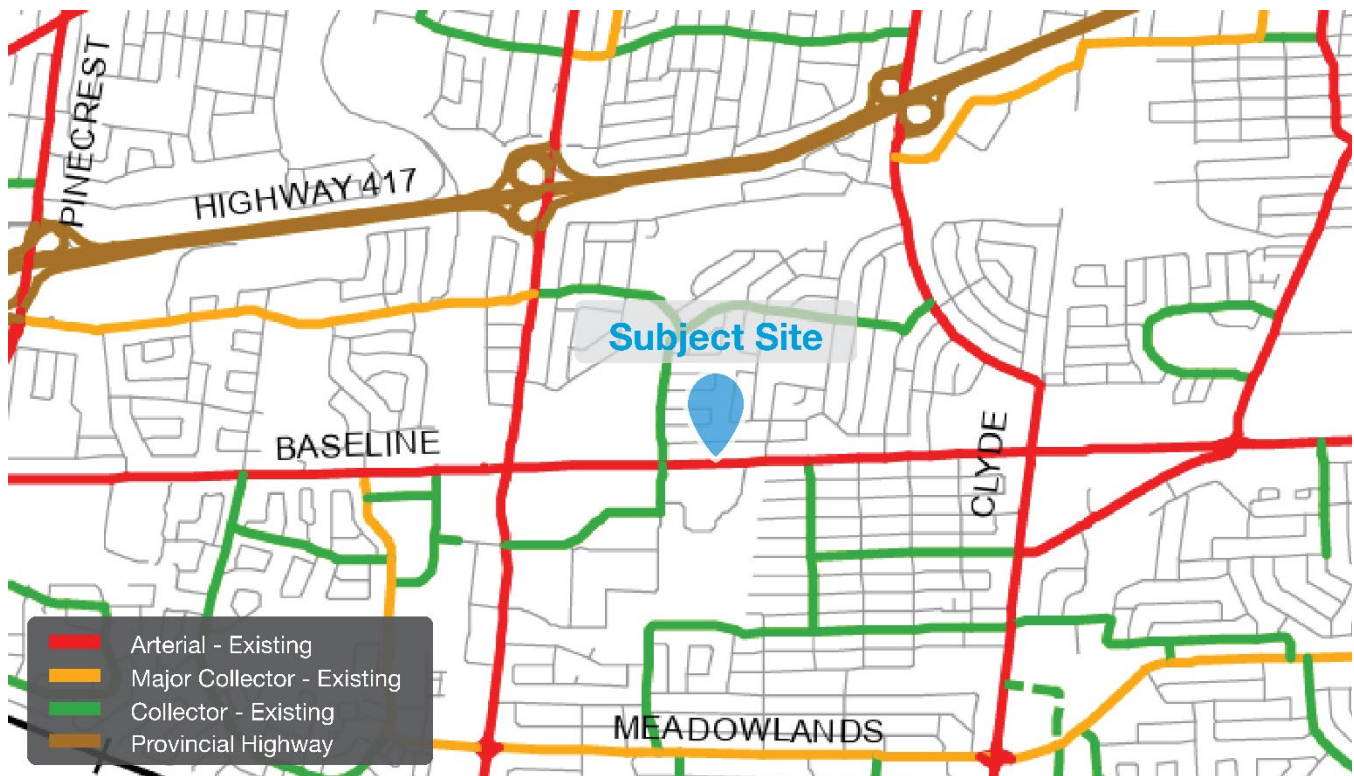


Figure 3: City of Ottawa Official Plan, Schedule C4 - Urban Road Network, Subject site indicated.

2.4 Transit Network

Per Schedule C2 – Transit Network of the Official Plan (Figure 4), Baseline Road is identified as a Transitway with At-Grade Crossings, with a bus stop located within 150 metres east of the site, served by a Frequent bus route (Route 88). The east-west Transitway provides bus transit connectivity between Hurdman Station to the east and Bayshore Station to the west. Meadowlands Drive, located south of the site, is designated as a Transit Priority Corridor. Further, Baseline Station / Algonquin Station is located 1.4 kilometres west of the site. A current Bus Rapid Transit (BRT) station, Baseline Station will be replaced with Algonquin Station once Line 1 of the O-Train is operational, and will be the terminus for Line 1 until such a time as the O-Train is extended to Barrhaven.

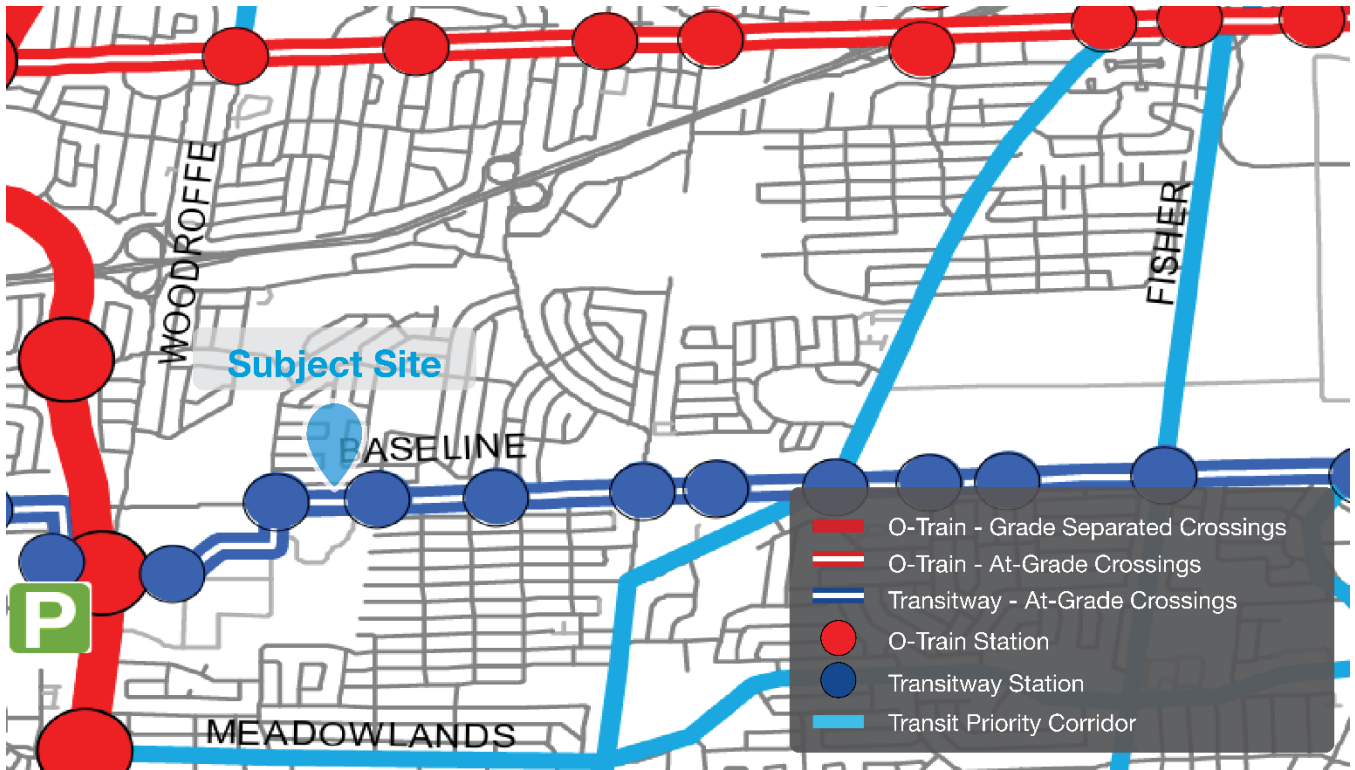


Figure 4: City of Ottawa Official Plan, Schedule C2 - Transit Network, Subject site indicated.

3.0 Proposed Development

3.1 Project Overview

The proposed development seeks to redevelop the subject site with a five-storey, mid-rise apartment building in close proximity to transit, existing services and amenities. As shown in the proposed site plan below, 40 units are proposed, with a mix of one- to three-bedroom units.

As part of the proposal, 14 parking spaces (12 residential and two visitor spaces) are proposed to be located within a below-grade parking lot accessible from Baseline Road to a ramp at the western edge of the building. There are 27 bicycle parking spaces located within underground parking lot, with a further 13 covered bicycle parking spaces in the rear yard, for a total of 40 spaces, or 1 space per dwelling unit.

An outdoor amenity area is proposed in the rear yard, accessible via a concrete walkway extending from the front of the site along the eastern property line. The rear yard amenity area, totaling 168 square metres, provides additional landscaped open space for residents and visitors to enjoy. An additional 116 square metres of private amenity space is provided through the units' balconies and terraces.

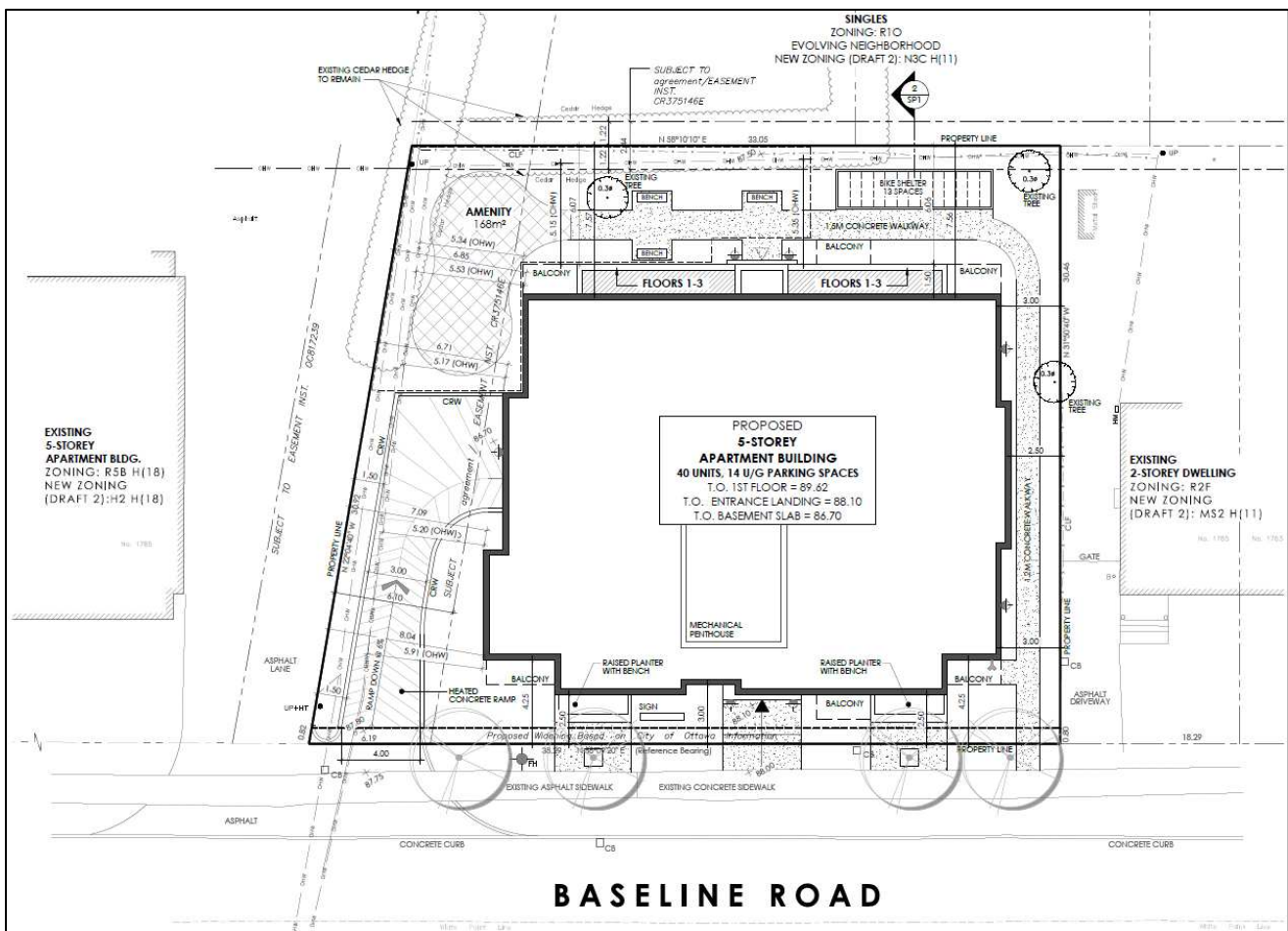


Figure 5: Site Plan of proposed development.

3.2 Massing and Scale

Figure 6, below, illustrates the relationship between the proposed five-storey apartment building and the City of Ottawa's planned cross-section for Baseline Road. The transition shows the existing eight (8) storey apartment building located across the future widened Baseline Road corridor, to the proposed five-storey building on the subject site to the low-rise residential uses to the north (rear) of the site. The proposed massing further aligns with the scale of the existing five-storey apartment building to the west of the site, which is separated by a two-way drive aisle between the properties.

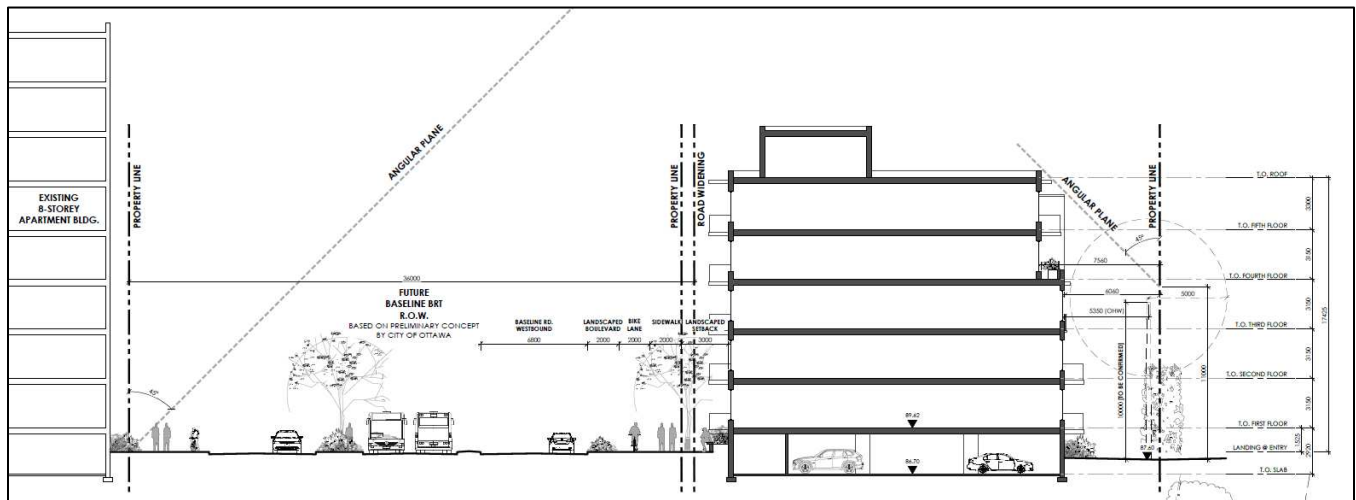


Figure 6: Site Section (looking west) and transition to abutting properties.

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

The proposal provides direct pedestrian access at-grade, with front yard landscaping aimed at enhancing the Baseline Road public realm. Parking is accommodated below grade and fully screened within the building footprint, with ramp access located to the west side of the site, minimizing curb cuts and potential conflict with pedestrians, cyclists and vehicles.

3.3 Building Design



Figure 7: Rendering of proposed development, looking northwest

As illustrated in Figure 7, the proposed six-storey mid-rise residential building features a mix of light-toned brick at the lower levels and modern dark panel materials above. Façade details include projected balconies along the Baseline Road frontage, large windows, and a clearly defined main entrance. These architectural details along with soft landscaping and street tree planting enhances the streetscape presence and pedestrian interface.

Figure 8, below, illustrates the proposed below-grade parking level, with 14 residential vehicle parking spaces proposed, mechanical and electrical rooms, and a dedicated bicycle storage room for 21 bikes with a further 6 spaces located internal to the parking lot. Figure 9, illustrates the proposed layout for Floors 1-3, which propose a mix of one- and two-bedroom units, and Floors 4 & 5, which propose one-, two-, and three-bedroom units.



Figure 8: Basement Plan for proposed development.

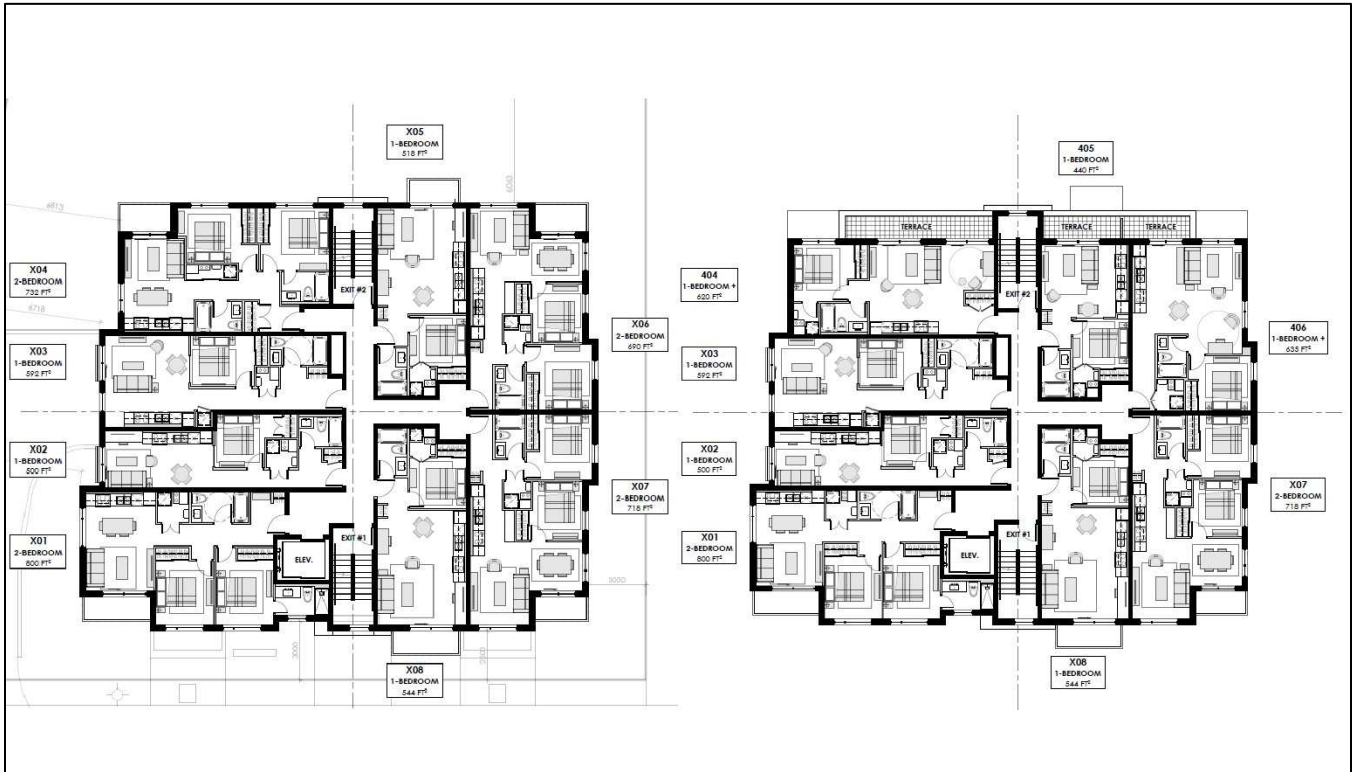


Figure 9: Left: Proposed development Floors 1-3; Right: Proposed development Floors 4 & 5

3.4 Sustainability

A Landscape Plan and Tree Conservation Report was prepared for this application, as indicated below. The proposed construction will result in the removal of six (6) existing trees due to conflicts with the layout of the proposed development, site servicing and construction access near a busy intersection. Two (2) trees are to be retained, and five (5) trees are proposed to be planted, along with a mix of shrubs and grasses for landscaping features.

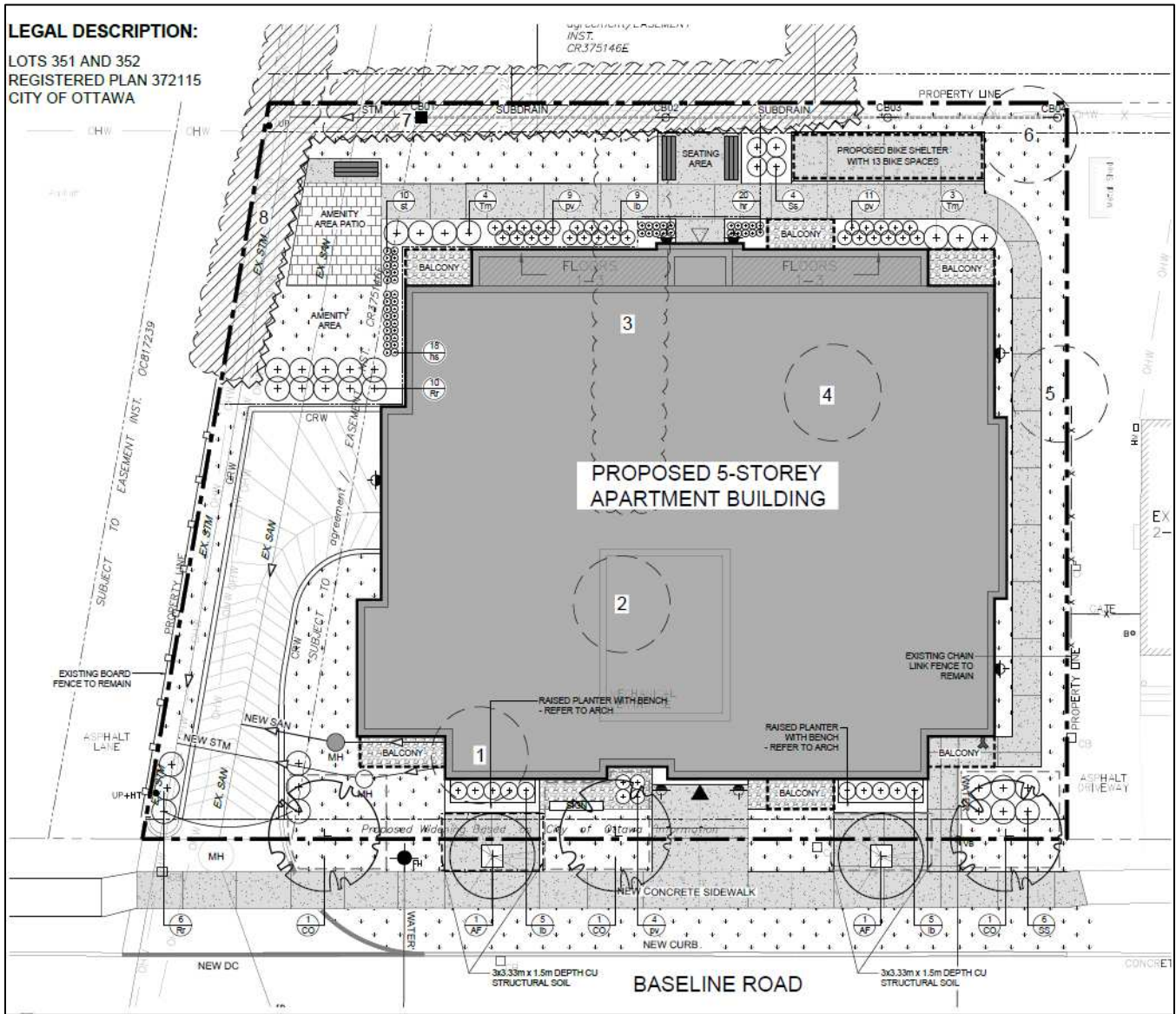


Figure 10: Landscape Plan of proposed development.

Hard surfaces have been minimized, with permeable landscaped areas preferred over hard asphalt where possible. This approach is further reinforced by the internalizing of parking, which eliminates the need for parking spaces and drive aisles at-grade. To support the site's proximity to rapid transit and bus rapid transit, a 1 to 1 bicycle parking ratio is proposed with 40 bicycle parking spaces provided within the building and within a covered shelter in the rear yard.

4.0 Policy & Regulatory Review

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents. Policy 6 further requires planning authorities to support the achievement of complete communities by, among others, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open spaces, and other uses to meet long-term needs.

Policy 1 of Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Permitting and facilitating all types of residential intensification, including redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.
- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Policy 1 of Section 2.3.1 (General Policies for Settlement Areas) continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along corridors with frequent transit service. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

Policy 1 of Section 2.4.3 (Frequent Transit Corridors) requires that planning authorities plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

Policy 2 of Section 3.6 (Sewage, Water and Stormwater) states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. **Policy 8** states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

The proposed development is consistent with the above noted policies of the PPS (2024). More specifically, the proposal seeks to develop an area that is located within the City of Ottawa’s urban area, within an existing built-up area, allowing for the logical and efficient use of existing services and roads. The proposal provides increased density on Baseline Road,

designed a Transitway and characterized by frequent Bus transit, and in close proximity to Baseline Station / the future Algonquin Rapid Transit Station. By providing more bicycle parking spaces than what is required in the Zoning By-law, and through the removal of parking spaces, the proposed development supports multi-modal, active transportation. As the site is situated in a well-established, urban neighbourhood, and within close proximity to multi-modal transportation options, the proposed redevelopment advances provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types, and supports transit use.

4.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa came into effect on November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City’s population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

4.2.1 Outer Urban Transect

The subject site is located within the “Outer Urban Transect” on Schedule B3 of the Official Plan (Figure 8). The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Over the medium to long-term, the Outer Urban Transect is intended to evolve toward an urban (15-minute) model with the change to happen gradually (Policy 1, Section 5.3.1).

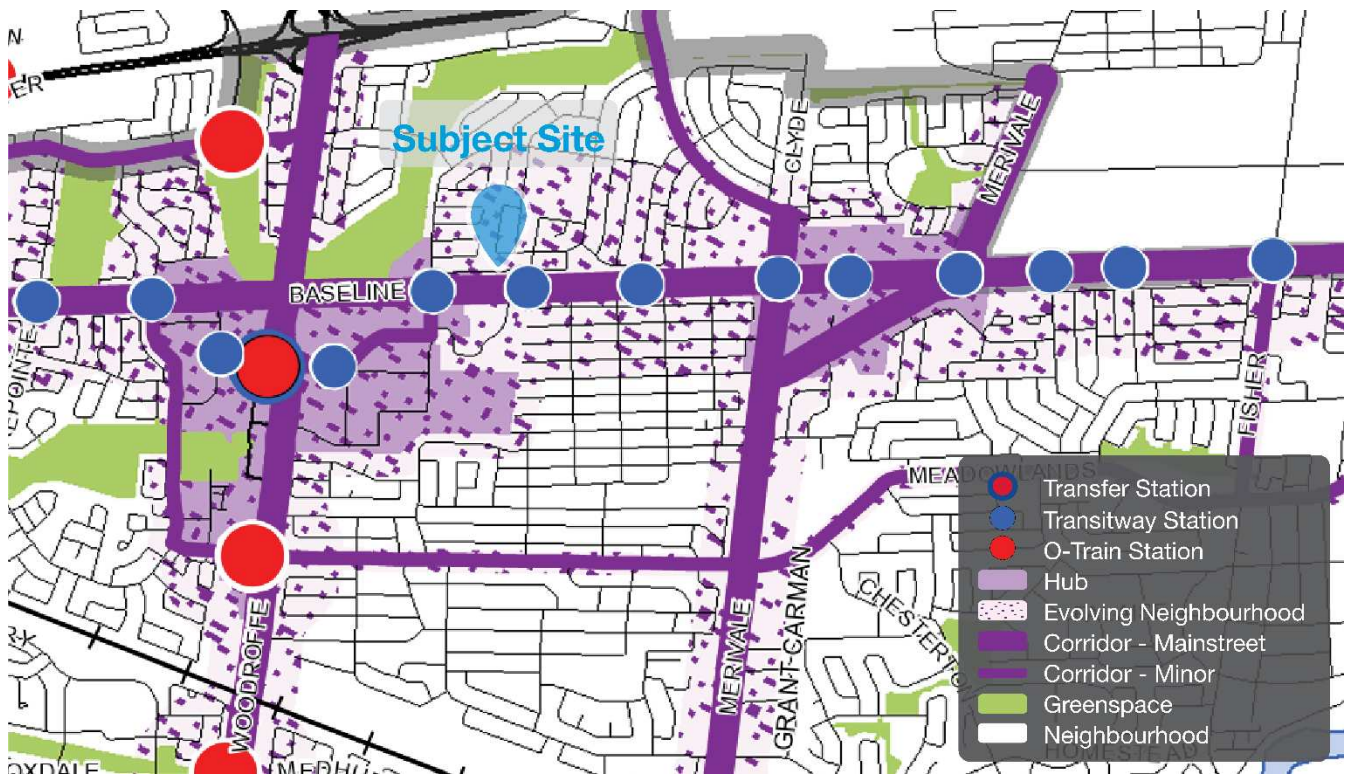


Figure 11: Schedule B3 – Outer Urban Transect, City of Ottawa Official Plan, subject site indicated

The proposed development supports the evolution of Baseline Road towards a 15-minute neighbourhood through the redevelopment of two underutilized residential lots with a compact built form, and introducing 40 new residential units which contribute to a broader mix of housing options within the community.

The Outer Urban Transect is generally characterized by low- to mid-density development. Development is to be generally mid- or high-rise along Mainstreets and within Hubs, provided the lot is appropriately sized to provide a suitable transition to abutting low-rise areas (Policy 2, Section 5.3.1).

The subject site is appropriately sized to provide a suitable transition to the adjacent low-rise residential area. This is achieved through a rear yard setback of 6.06 metres, combined with a building setback above the third storey, resulting in a 7.5-metre setback from the rear lot line to the mid-rise portion of the building, consistent with the requirements of the abutting R10 zone. The setback and landscape buffering together ensure a gradual transition in scale and help minimize overlook and shadow impacts on neighbouring properties.

In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of the Plan, by supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern (Policy 3, Section 5.3.1).

Baseline Station is located 1.4 kilometres west of the site. Baseline Station, a current Bus Rapid Transit (BRT) station will be replaced with Algonquin Station once Line 1 of the O-Train is operational. As the site is in close proximity to multi-use pathways, the proposed development will encourage both active transportation and transit use.

Further, within the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in multi-unit dwellings in Hubs and on Corridors (Policy 4, Section 5.3.1).

The proposed development leverages underutilized lands on two existing, serviced properties to provide a multi-unit dwelling on Baseline Road.

4.2.2 Mainstreet Corridor Designation

The subject site is designated “Corridor – Mainstreet” on Schedule B3 of the Official Plan. This designation applies to specified streets whose planned function combines a higher density of development, a greater degree of mixed uses, and a higher level of street transit service than abutting Neighbourhoods, but lower density than Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also called “Mainstreets”) and Minor Corridors.

Per Policy 1 of Section 6.2.1, the Corridor designation generally applies for a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor.

Per Policy 2, development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations.

Through the application of a 45-degree angular plane, the proposed Baseline Road development achieves an appropriate transition in height and land use, providing a buffer and separation to the low-rise residential neighbourhood to the north and east of the site. A setback above the third storey creates a 7.5-metre setback from the rear lot line to the mid-rise portion of the building, which further ensures compatibility with the surrounding neighbourhood.

Policy 4 states that development shall address the Corridor and that vehicular access shall generally be provided from the parallel or side street.

Vehicular access to the underground parking lot is located at the southwestern corner of the site and access from Baseline Road, minimizing curb cuts on Baseline Road and potential conflict with pedestrians.

4.2.3 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Per Policy 3.2.3, the majority of residential intensification shall focus within 15-minute neighbourhoods comprised of Hubs, Corridors and lands within the Neighbourhood designation that are adjacent to them. The Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services, as well as accommodating significant residential opportunities.

Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services (Policy 3.2.4).

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (Policy 3.2.8). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Table 3a of the Official Plan sets out minimum densities and large dwellings requirements for Mainstreets setting the minimum "area-wide" density requirement as 120 people and jobs per gross hectare and the minimum residential density requirement for intensification as 120 dwellings per net hectare. The minimum requirement of large dwellings is 5%, with a target of 10%.

The proposal is supported by Official Plan policies related to growth management and intensification policies which direct higher densities to rapid transit stations, Mainstreets, and major neighbourhood amenities. The proposed development seeks to permit 40 units on a site fronting on Baseline Road (designated a Transitway in the Official Plan) and in close proximity to Baseline Station and the future Algonquin Station.

The proposed development will redevelop two underutilized residential properties in proximity to transit with a compact built form on full municipal services, expanding the housing type available in the neighbourhood.

4.2.4 Evolving Overlay

An Evolving Overlay is applied to the subject site and surrounding area, indicating that the area is intended to evolve to create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies.

New residential densities are introduced that support the Official Plan's directions relating to 15-minute neighbourhoods and intensification in proximity to transit.

4.2.5 Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject site is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is on a Mainstreet Corridor, outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local

image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Applicable urban design policies are outlined below:

- 4.6.1.5** Development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
- a. The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
 - b. Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
 - c. Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

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

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

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

- 4.6.5.2** Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

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

- 4.6.5.3** Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

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

- 4.6.6.1** To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
- a) Between existing buildings of different heights;
 - b) Where the planned context anticipates the adjacency of buildings of different heights;
 - c) Within a designation that is the target for intensification, specifically:
 - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and

- ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

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

Consistent with the policies of the Official Plan, the proposed development provides an appropriate transition to the adjacent low-rise residential community to the north and east along Baseline Road. Transition is achieved through a stepback above the third storey which allows for a 45-degree angular plane to be applied, a 7.5-metre setback from the rear lot line to the mid-rise portion of the building, and a rear yard landscape buffer that retains the existing cedar hedge along the shared property line.

Collectively, these measures create a compatible built form with the neighbouring low-rise context while also acknowledging the site's proximity to the transit station west of the site.

4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

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

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

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, and
- d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.

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

4.2.6 Right-of-Way Requirements

The Official Plan places the right-of-way requirements in Schedule C16. The protected width for Baseline Road, adjacent to the subject site, is subject to unequal road widening, with a ROW of 40.2 metres between Navaho Drive and Clyde Avenue.

The existing right-of-way abutting the subject site is 15 metres from the centreline of Baseline Road. The proposed additional widening has been indicated on the Site Plan, from 0.8 metres to 0.81 metres across the site's Baseline Road frontage.

4.2.7 Airport Implications and Approvals

Section 10.2.2 of the Official Plan outlines policies to ensure the protection of airport and aircraft operations. The subject property is located just north of the Airport Vicinity Development Zone (AVDZ) as shown on Schedule C14 of the Official Plan (Figure 12).



Figure 12: Schedule C14 – Land Use Constraints Due to Aircraft Noise

The Ottawa Macdonald-Cartier International Airport Zoning Regulations also apply to lands outside of the AVDZ where these are within the runway approach surfaces. Policy 10.2.2.10 notes that development within runway approach surfaces is subject to the overall building height provisions of the approved Ottawa Macdonald-Cartier International Airport Zoning Regulations.

Prior to proceeding with future development applications, the development team will consult with the Ottawa Airport Authority (OAA) and NAV Canada to confirm that the subject properties lie outside their regulatory boundaries, that the proposed building height is acceptable, and to identify any requirements for next steps.

4.3 Urban Design Guidelines for Development Along Arterial Mainstreets (2006)

The Urban Design Guidelines for Development Along Arterial Mainstreets are applicable to all development sites designated Arterial Mainstreet by the City of Ottawa Official Plan.

The proposed development meets the following applicable design guidelines:

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

The proposed development has appropriate regard for many of the Urban Design Guidelines for Development along Arterial Mainstreets

4.4 City of Ottawa Zoning By-law (2008-250)

The subject site is comprised of two parcels – 1773 Baseline Road is zoned “Residential Second Density Zone, Subzone A (R2A)” and 1767 Baseline Road is zoned “Residential Second Density Zone, Subzone F, Urban Exception 555 (R2F[555])” in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 13). The R2 zone does not permit Apartment Dwelling - Mid-rise. Further, Urban Exception 555 limits the built form to a maximum of 4 dwelling units on site.

Considering the applicable policies related to permitted heights and built form in the current Official Plan as they relate to Mainstreet Corridors within the Outer Urban Transect, and to permit the mid-rise apartment building as proposed, a Zoning By-law Amendment application to rezone both parcels to “Residential Fifth Density, Subzone B, Exception XXXX, with a maximum height of 18 metres (R5B[XXXX] H(18))” is proposed. The proposed R5B zone is an appropriate parent zone given its surrounding context, as the neighbouring property to the immediate west is zoned R5B.

The purpose of the R5 – Residential Fifth Density Zone is to:

- / allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;

- / permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- / ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses; and,
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.



Figure 13: Zoning Map of the Subject site and surrounding area

Table 1 below describes the proposed R5B base zoning provisions applicable to the subject site and indicates the compliance of the proposed development to these provisions.

Table 1: Zoning Provisions, Requirements, and Compliance for R5B zoning

Zoning Mechanism	Required	Provided	Compliance
Minimum Lot Width (Table 164A)	22.5 metres	38.29 metres	Yes
Minimum Lot Area (Table 164A)	675 m ²	1,086.92 m ²	Yes
Maximum Building Height	Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule or in the exception zone.	17.5 metres	To be implemented through 18-metre Height Suffix
Minimum Front Yard Setback (Table 164A)	3 metres	2.5 metres	No

Zoning Mechanism	Required	Provided	Compliance
Minimum Rear Yard Setback (Table 164B(4))	The minimum required rear yard setback is equal to 25% of the lot depth but need not exceed 7.5 metres. Lot depth: 30.46 metres x 25% =7.5 metres required	6.06 metres	No
Minimum Interior Side Yard Setback (Table 164B(4))	Where the side lot line abuts a lot in an R1, R2, R3 or R4 zone the minimum required interior side yard setback is 7.5 metres	2.5 metres	No
Amenity Space (S. 137)	Total: 6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit 40 x 6 m ² = 240 m ² Communal: A minimum of 50% of the required total amenity area shall be communal 240 m ² x 50% = 120 m ²	Private (balconies and terraces): 116 m ² Communal: 168 m ² Total: 284 m ²	Yes
Minimum Required Landscaped Area (S. 163(9))	30% of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, mid rise. Lot area: 1,086.92 m ² x 30% = 326.07 m ²	472.21 m ² (43.33%)	Yes
Minimum Residential Parking (Table 101)	0.5 spaces per dwelling unit 40 units = 20 residential spaces	12 spaces	No
Minimum Visitor Parking (Table 102)	0.2 spaces per dwelling unit 40 spaces = 8 visitor spaces	2 spaces	No
Minimum Parking Space Dimensions (S.106)	2.6m wide x 5.2m long Up to 40% may be reduced to 2.4m wide and 4.6m long	12 regular spaces 2 spaces 4.6m long Complies	Yes
Bicycle Parking (Table 111A)	0.5 spaces per dwelling unit 40 units = 20 spaces required	21 bike storage area 6 bike storage in parking stalls 2-7 13 exterior spaces within a shelter Total proposed: 40	Yes
Bicycle Parking Space Dimensions (S.111)	Horizontal: 0.6m x 1.8m Vertical: 0.6m x 1.5m	Complies	Yes

Zoning Mechanism	Required	Provided	Compliance
	Minimum 50% horizontal at floor level Minimum 25% interior spaces		
Drive Aisle Width (S.107(1))	(a) A driveway providing access to a parking lot or parking garage must have a minimum width of; (i) three metres for a single traffic lane	4 metres	Yes

4.5 City of Ottawa Draft Zoning By-law

The subject site is proposed to be zoned “Mainstreet Zone 2, with a maximum height of 11 metres (MS2 H(11))” in the City of Ottawa’s draft Comprehensive Zoning By-law. The purpose of Mainstreet Zone 2 is to permit a broad range of mixed-use development along wider mainstreets with larger lot fabric, including high-rise development where street context and lot fabric can support it, in accordance with Official Plan policies for Mainstreet Corridors.

The Mainstreet Zone 2 permits dwelling units and a number of non-residential uses.

Table 2, below, describes the draft by-law provisions for the subject site:

Table 2: Draft MS2 Zoning Provisions

MS2 Zone	Requirement	Provided	Compliance
Minimum Lot Area Table 905	No minimum	1,086.92 m ²	Yes
Minimum Lot Width Table 905	No minimum	38.29 metres	Yes
Minimum Building Height Table 905	7.5 metres	17.5 metres	Yes
Maximum Building Height Table 905	As per subsections (9), (10), (11) and (12)	17.5 metres	To be implemented through 18-metre Height Suffix
Minimum Front and Exterior Side Yard Setback Table 905	(i) For any part of the building 15 metres or less above grade	No minimum 3 metres	Yes
	(ii) For any part of the building greater than 15m above grade	1.5 metres FY: 2.5 metres for the entire height of the building. (Building height = 17.5 metres) Exterior side yard: N/A.	Yes
Minimum Interior Side Yard Setback Table 905	(ii) All other cases	No minimum 2.5 metres	Yes

Minimum Rear Yard Setback Table 905	(ii) Where abutting an N1, N2, N3, N4, N5 or N6 Zone	7.5 metres	6 metres for floors 1-3 7.5 metres for floors 4 and 5	No
Ground Floors and Active Entrances Sec.905	(4) For a mid-rise or high-rise building, the minimum height of the ground floor is 4 metres	4.67 metres		Yes
	(5) Exterior building walls located on the ground floor and located within 6 metres of a front or exterior side lot line must: <ul style="list-style-type: none"> (b) provide a minimum of one active entrance in the case of a residential use building; and (c) a minimum of 40 per cent of the surface area of the ground floor façade, measured from the average grade up to a height of 4 metres, must be comprised of transparent glazing and active customer or resident entrance access doors. 	(b) Complies (c) Complies		Yes
Site Layout and Landscaping Sec.905	(6) Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain any of the following: <ul style="list-style-type: none"> (a) an outdoor commercial patio; (b) bicycle parking; (c) soft landscaping; or (d) benches, street furniture, or other similar features. 	Front Yard: Soft landscaping and raised planters with benches proposed.		Yes
	(8) A soft landscaped buffer of a minimum of 3 metres must be provided abutting any lot line shared with lands in the N1, N2, N3, N4, N5 or N6 – Neighbourhood Zone, or <ul style="list-style-type: none"> (a) where an opaque screen with a minimum height of 1.5 metres is provided, the soft landscaping buffer may be reduced to 1 metre 	Cedar hedge to remain in Rear Yard abutting N3 zone.		Yes
Height and Built Form Transition Sec.905	(11) Maximum building height in Area B - Inner Urban Transect: <ul style="list-style-type: none"> (a) on a lot abutting a Mainstreet with a protected right-of-way width less than 30 metres as identified on Schedule C16 of the Official Plan: 30 metres 	17.5 metres		Yes

	(b) on a lot abutting a Mainstreet with a protected right-of-way width of 30 m or greater as identified on Schedule C16 of the Official Plan: 100 metres		
Minimum Residential Parking Requirement	No minimum	12 spaces	Yes
Minimum Visitor Parking Requirement	0 for the first 24 units, then 0.1 per dwelling unit 40-24 = 16 (0.1) = 1.6 spaces	2 spaces	Yes
Bicycle Parking Space Requirements Table 613B	(v) Building with 13 or more residential units: 1 space per unit for Long-Term Spaces =40 spaces 2 spaces + 0.1 space per unit above 20 units for Short-Term Spaces = 4 spaces 44 total spaces required	21 bike storage area 6 bike storage in parking stalls 2-7 13 exterior spaces within a shelter Total proposed: 40	No

4.6 Relief Required

To facilitate the proposed development, relief from the **current Zoning By-law (2008-250)** is requested as follows:

Front Yard Setback

The intent of the front yard setback is to create a safe distance between a building and the street. While the R5B zone requires a 3-metre front yard setback, the proposed development will instead provide a 2.5-metre front yard setback to incorporate the provision of the right-of-way dedication for Baseline Road. The proposed setback still maintains transition between the built form and Baseline Road, while also accommodating for streetscaping elements such as trees, planters and benches.

Further to this, Baseline Road is envisioned to develop into a more compact built form that includes smaller front yard setbacks with landscaping to create a better streetscape experience. Despite this reduced setback, the proposed development provides an improved public realm along the Baseline Road right-of-way by introducing a pedestrian-friendly built form and active street frontage.

Interior Side Yard Setback

The R5B zone requires a minimum interior yard setback of 7.5 metres where it abuts a Residential zone. To accommodate the proposed 5-storey mid-rise building, relief from this provision is requested to accommodate a 2.5 metre setback along the eastern property line. The proposed setback reduction is appropriate as the nearest portion of the abutting development is occupied by a driveway, limiting potential impacts on adjacent residential uses.

The reduced setback allows the site to efficiently accommodate the proposed building while maintaining a pedestrian pathway to the rear yard amenity space and covered bicycle parking. Further, reducing the interior side yard setback also avoids unnecessary gaps between buildings and contributes, over time, to a continuous and well-defined street edge.

Rear Yard Setback

The Zoning By-law requires a minimum rear yard setback equal to 25% of the lot depth but need not exceed 7.5 metres. As the lot depth is 30.46 metres, a 7.5-metre setback is required, whereas a reduced 6.06-metre rear yard setback is proposed.

When combined with the building setback above the third storey, a setback of 7.5 metres is achieved from the rear lot line to the mid-rise portion of the building. The taller portion of the building is set back 7.5 metres from the rear lot line, while the lower three storeys are set back 6.06 metres; this condition is anticipated to have minimal impact on the rear yard given the existing built form and at-grade landscaping and hedge, both of which are proposed to be retained.

This approach is consistent with the intent of the abutting R1O zone, ensuring a gradual transition in scale and minimizes overlook and shadow impacts on neighbouring properties.

Minimum Parking Requirements

The general intent of parking minimums is to ensure adequate parking availability for various land uses, while also encouraging alternative transportation modes. The request to reduce the number of residential parking spaces on-site from 20 spaces to 12 spaces, and a reduction in visitor parking from 8 spaces to 2 spaces will not have significant impacts on the traffic and parking patterns in this area. Parking has also been reduced to comply with the minimum parking rates established in the new Zoning By-law, which prioritizes transit and active modes of transportation over personal vehicle trips.

The development takes advantage of its location along Baseline Road, a Transitway in the Official Plan, as well as proximity to a transit station, local bus routes, and other local amenities and active transportation routes, reducing the need for personal vehicle trips. Further, there is a 1:1 bicycle parking space ratio proposed to promote sustainable modes of transportation.

The proposed Zoning By-law Amendment aligns the subject site with the applicable policy direction provided in the Official Plan (2022) and the Provincial Policy Statement (2024) and would allow for the orderly development of a 5-storey mid-rise apartment building.

5.0 Supporting Studies

The following reports and studies have been prepared in support of the Zoning By-law Amendment and Site Plan Control applications:

5.1 Functional Design Brief

A Functional Design Brief was prepared by Arcadis and dated December 2025. This report and the accompanying working drawings indicate that the proposed development meets the requirements of the stakeholder regulators, including the City of Ottawa. There is a reliable water supply available adjacent to the proposed development; a wastewater outlet is available adjacent to the site; local storm sewers have been installed adjacent to the site.

5.2 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group, dated October 7, 2025. The purpose of the Phase I ESA is to research the past and current use of the subject site and area to identify any environmental concerns with the potential to have impacted the subject site.

The Phase I ESA report was prepared under Ontario Regulation (O.Reg.) 153/04, and based on the findings of the assessment, it is Paterson Group's opinion that a Phase II Environmental Site Assessment is not required for the Phase I Property.

Based on the approximate age of the subject buildings, asbestos containing building materials, lead based paints, and other designated substances may be present within the structures. Potential ACMs observed at the time of the site inspection includes linoleum, drywall joint compound, window caulking, suspended ceiling tiles, and stipple finish ceilings. These potential ACMs were noted to be in good condition with the exception of drywall joint compound located in the garage of 1773 Baseline Road. Painted surfaces were also observed to be in good condition.

Prior to any demolition activities, a designated substance survey (DSS) must be conducted for the existing structures, in accordance with Ontario Regulation 490/09 under the Occupational Health and Safety Act if one has not yet been completed.

5.3 Geotechnical Investigation

Paterson Group has conducted a Geotechnical Investigation of the subject property, dated June 19, 2022, to assess the appropriateness of the proposed multi-storey building. The objectives of the geotechnical investigation were to:

- / Determine the subsoil and groundwater conditions at this site by means of boreholes.
- / Provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design.

From a geotechnical perspective, the subject site is considered suitable for the proposed development. Given the anticipated structural loads, it is expected that conventional spread footings bearing on the firm silty clay will not provide sufficient bearing for support of the proposed building. Accordingly, it is recommended that foundation support for the proposed building consist of one of the following:

- / a raft foundation placed on the undisturbed, firm to stiff grey silty clay, or
- / conventional spread footings bearing on lean concrete filled trenches which extend to the undisturbed, compact glacial till.

The report also provides a number of considerations and recommendations relating to the design and construction of proposed development.

5.4 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by James B. Lennox & Associates Inc. and dated December 19, 2025. The report indicates there are eight (8) existing trees on the subject property, with six (6) trees proposed to be removed due to tree health or due to construction impacts, and two (2) trees to remain. Five (5) trees are proposed to be planted, along with a mix of shrubs and grasses for landscaping features.

5.5 Noise Control Study

An Environmental Noise Impact Assessment was prepared by Arcadis and dated December 2025. This report outlines the impact of roadway noise on the proposed residential development, located at 1773 & 1769 Baseline Road. As indicated through the analysis conducted for this study, it is anticipated that noise levels will remain within the standards established by the City of Ottawa and Ministry of the Environment (MOE) with the exception of select units as indicated on Drawing No. C-N. For these dwelling units, appropriate warning clauses and associated noise abatement measures must be provided on the Agreement of Purchase and Sale.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to redevelop the subject site with the proposed 5-storey mid-rise residential building constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Planning Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed development conforms to the policies within the City of Ottawa Official Plan by providing an urban built form within the Outer Urban Transect and Mainstreet Corridor designation. The proposed development is supported by its proximity to existing and planned multi-modal transit options, providing a built form consistent with the planned context of the neighbourhood and provides necessary housing options for the surrounding area.
- / The proposed Zoning By-law Amendment is appropriate in accommodating the development and does not result in undue negative impacts to the subject site or surrounding properties. The amended provisions maintain the overall intent of the Residential Fifth Density zoning in establishing a mid-rise built form with increased residential density in close proximity to rapid transit, improving the public realm and contributing to the residential typologies in the immediate area.
- / The proposed development has appropriate regard for the City's Urban Design Guidelines for Arterial Mainstreets.
- / The proposed development and amendments are supported by technical studies and plans submitted as part of this application.

Sincerely,



Jillian Simpson, MCIP RPP
Planner



Matthew McElligott, MCIP RPP
Principal, Planning + Policy