

Date: February 26, 2026 JLR No.: 33433-000
To: Mike Giampa, P.Eng., City of Ottawa From: Rani Nahas, P.Eng., JLR
David Hook, P.Eng., JLR
CC: Jean-Luc Rivard, Brigil
Brandon Lind, Brigil
Subject: 131 Parkdale – Transportation Impact Assessment (Brief)

Introduction

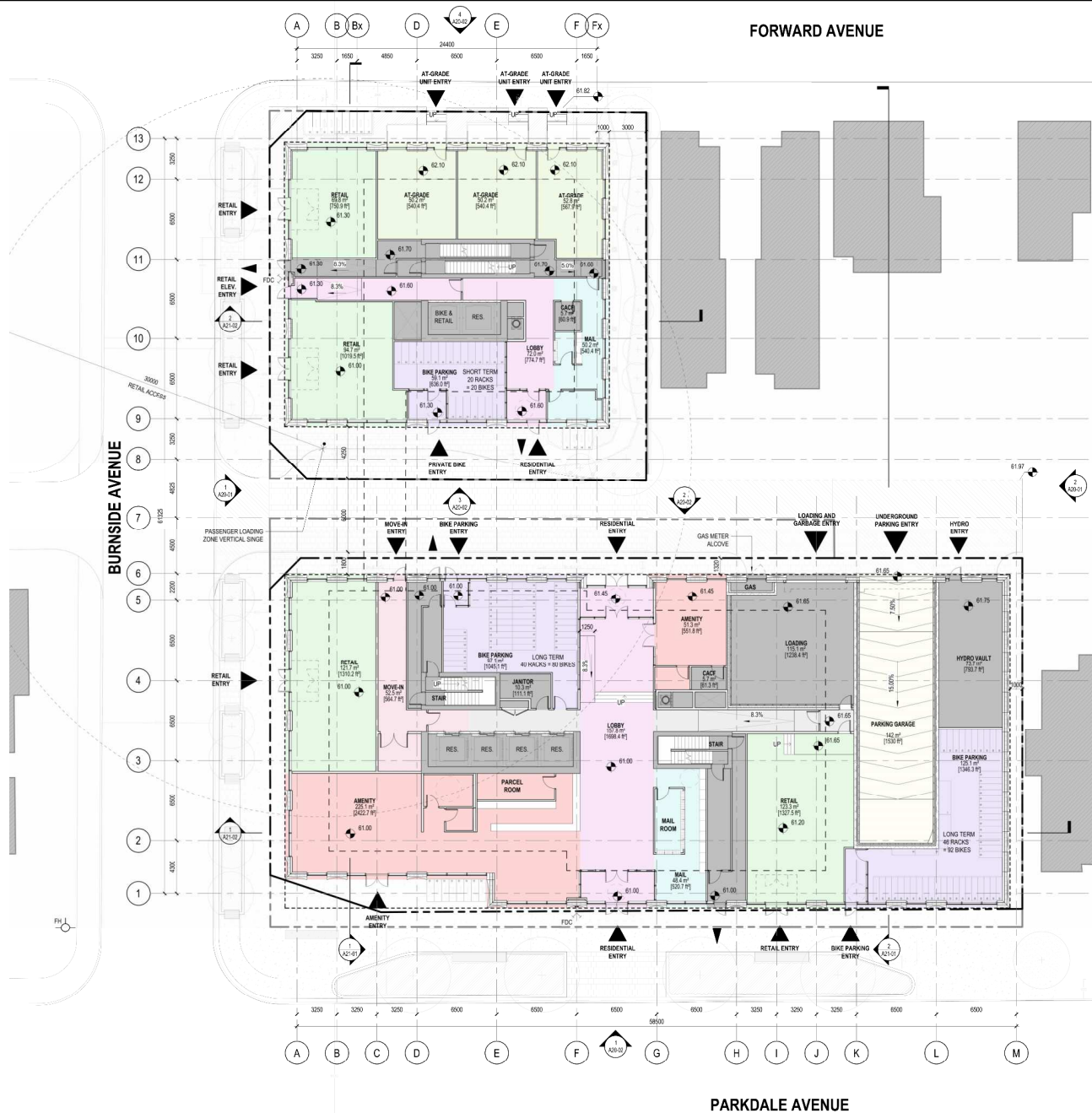
J.L. Richards & Associates Limited (JLR) has been retained by Brigil to undertake a Transportation Impact Assessment in support of both a Zoning By-Law Amendment (ZBLA), Official Plan Amendment (OPA), and a Site Plan Control Application (SPCA) for a proposed high-rise residential development to be located at 131 Parkdale Avenue. The proposed development comprises a 40-storey residential building to be located in the southeast quadrant of the Parkdale/Burnside intersection, as well as a 6-storey residential building in the southwest quadrant of the Burnside/Forward intersection. Each building will have a rooftop amenity area. The two buildings will be connected by an enclosed pedestrian bridge on the sixth floor, spanning over land designated for a future municipal lane.

Combined, the development will include 429 apartment units, and approximately 409 square meters of commercial floor area divided between the two building podiums as four individual retail units. Vehicular access to the site will be exclusively from the municipal lane that will be established through this development application. The site will include approximately 201 vehicular parking spaces for residents at a rate of 0.47 spaces/unit, and 6 additional vehicle parking spaces for the non-residential uses at a rate of 1.25 spaces per 100 sq. m of GFA. A total of 472 bicycle parking spaces are proposed at a rate exceeding 1 space/unit.

The development's context with regards to the adjacent transportation network is provided in **Figure 1**, and the proposed site plan is illustrated in **Figure 2** with site plan details provided in **Attachment A**.

Figure 1: Local Area Context





FORWARD AVENUE

BURNSIDE AVENUE

PARKDALE AVENUE

Figure 2: Proposed Site Plan

Background Study Review

Tunney's Pasture

131 Parkdale Avenue is located in close proximity to the Tunney's Pasture LRT station, and thus within a transit-oriented development zone. This zone is expected to experience a significant amount of infill development over the next 20 years. In June 2025, Canada Lands Company (CLC) and Public Services and Procurement Canada (PSPC) submitted a Draft Plan of Subdivision application to the City of Ottawa for a proposed mixed-use redevelopment of the Tunney's Pasture federal government campus. Located immediately to the west of the subject development site, the Campus is approximately 49 hectares in overall land area and is generally bound by Kichi Zibi Mikan to the north, Parkdale Avenue to the east, Scott Street and the O-Train Line 1 corridor/Tunney's Pasture Station to the south, as well as the Champlain Park community to the west. The Tunney's Pasture redevelopment is expected to include up to 9,000 residential units, approximately 85,000 sq. ft. of commercial space, and approximately a third of the existing office space (currently 3.5 million sq. ft.). It is expected that the redevelopment will be completed in three phases: Phase 1 (2038), Phase 2 (2042) and Phase 3 (2046). A Transportation Impact Assessment (Arcadis, 2025) was completed in support of this Plan of Subdivision application and evaluated the projected traffic conditions in the local area at each phase of completion. The TIA took into account all known development applications at that time, however the subject development at 131 Parkdale Avenue was not considered.

Prior to the COVID-19 pandemic, the Tunney's Pasture site generated about 4,000–5,000 person-trips, including roughly 2,000 vehicles per hour during peak periods. As redevelopment progresses, person-trips are expected to rise to 8,000 during peak hours, especially by the completion of Phase 1, when traffic impacts are expected to be highest. Over time, as office space is replaced by residential units, vehicular traffic is projected to decrease, with two-way trip estimates of 2,500 in 2038, 1,900 in 2042, and 1,340 in 2046. Initial development will increase peak hour trips, but future phases will result in net decreases, ultimately generating less vehicular traffic than before the pandemic.

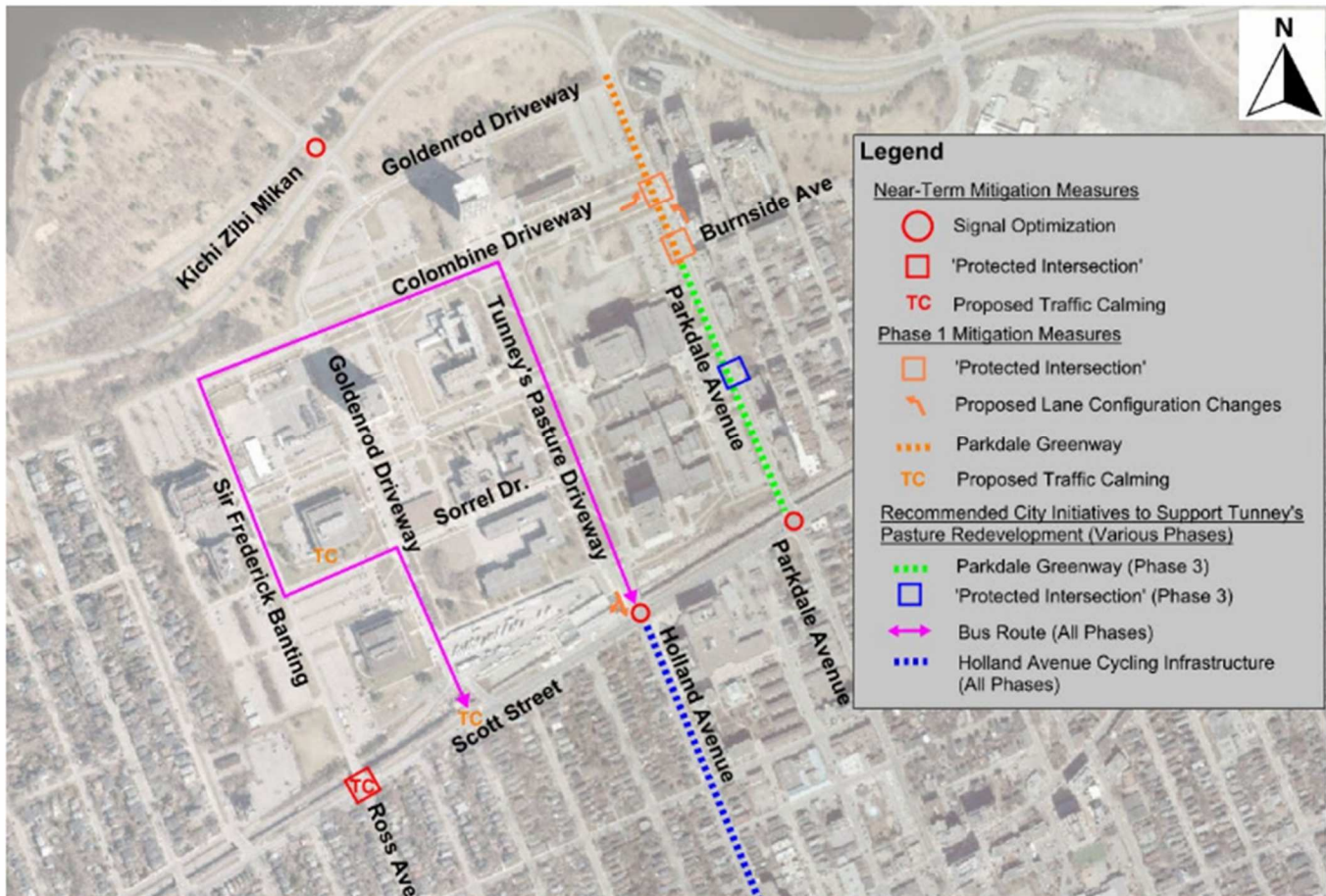
The 2025 TIA recommended several measures to support redevelopment at Tunney's Pasture:

- **Near-Term Actions**
 - Optimize traffic signal timings at key intersections such as the Kichi Zibi Mikan/Remic Rapids-Tunney's Pasture and Parkdale/Scott intersections, to reduce queues and improve transit reliability.
 - Upgrade the Scott/Sir Frederick Banting-Ross intersection to a protected design for safer crossings.
 - Implement the Parkdale Greenway (a multi-use trail corridor) and improve internal active transportation routes.
 - Reintroduce local OC Transpo bus service within the campus.
- **Phase 1 Measures**
 - Convert unsignalized intersections such as the Parkdale/Colombine intersection to protected configuration.
 - Remove the northbound right-turn lane and add a protected bike lane at the Scott/Holland intersection.
 - Add traffic calming features to the Scott/Goldenrod-Smirle intersection.
 - Upgrade all major intersections on Scott Street and Parkdale Avenue to protected intersections, as needed.
 - Expand Holland Avenue's cycling infrastructure to encourage active transport.
 - Establish new active transportation connections between Eglantine, Parkdale, Colombine, Goldenrod, and other key points within the Tunney's Pasture limits.
- **Phase 2 Measures**
 - No additional vehicular mitigation strategies were noted other than plans to continue developing active transportation connections such as east-west links from Goldenrod to Sir Frederick Banting and to Yarrow Driveway.
- **Full Build-out**
 - Maintain Phase 1 measures with minor updates.
 - Complete the Parkdale Greenway and upgrade existing pathways for safe pedestrian and cyclist movement.
 - Formalize the Kichi Sibi Winter Trail/Scott Street Connector for improved site access.

The measures proposed in the Tunney's Pasture TIA are illustrated below in **Figure 3**.

Figure 3: Recommended Mitigation Measures for Tunney's Pasture Redevelopment

Recommended Mitigation Measures



Source: Site Servicing & Public Road Redevelopment - Transportation Impact Assessment - Step 4 (Arcadis, 2025)

Scott Street Community Design Plan

The 2014 Scott Street Community Design Plan (CDP) was established to provide strategic direction for future development around the Tunney's Pasture campus. Concerning Burnside Drive, the CDP outlines objectives to enhance mobility along the corridor between Parkdale Avenue and Slidell Street/Kichi Zibi Mikan Parkway. The plan includes suggestions such as implementing curbside bike lanes and introducing landscaped boulevards or expanded sidewalks on both sides of the roadway. These initiatives align with the Scott Street Secondary Plan, which offers policy guidance towards strengthening pedestrian and cyclist connections along Burnside Avenue between Slidell Street and Parkdale Avenue.

Study Area

With consideration that the Tunney's Pasture TIA provides a comprehensive operational analysis of the local area's transportation network, the study area for 131 Parkdale development can be reduced to the following three intersections:

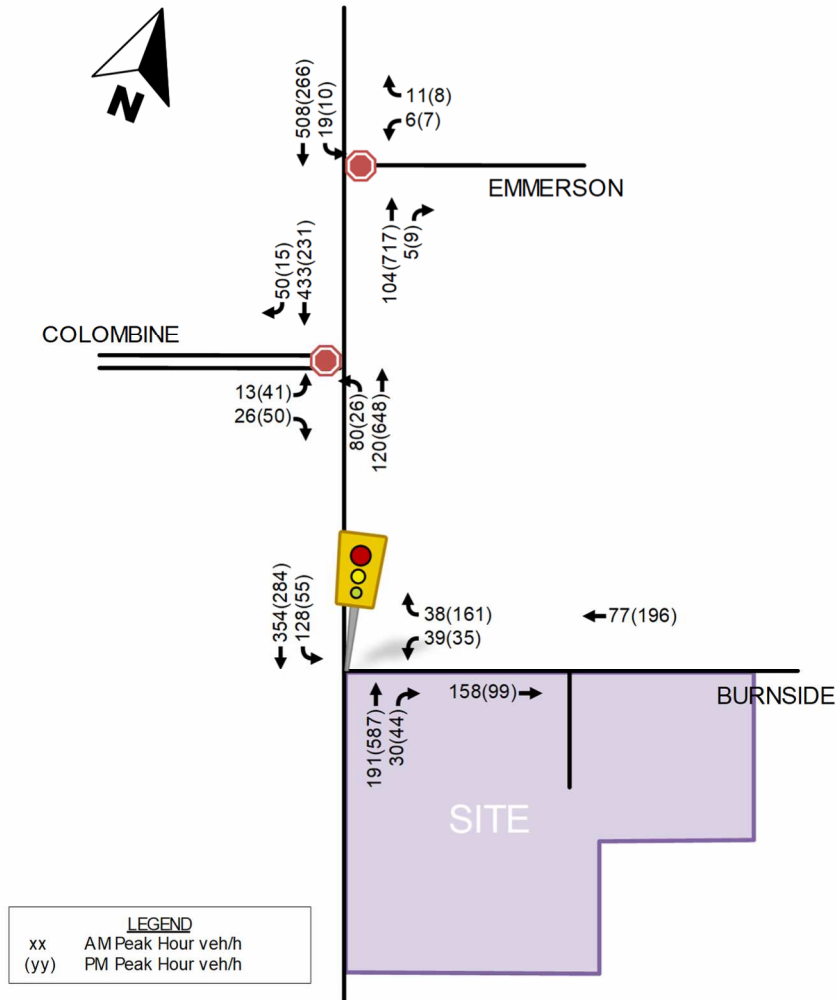
- Parkdale & Columbine (unsignalized)
- Parkdale & Burnside (signalized)

- Parkdale & Emmerson (signalized)

This study area is also consistent with the study area analyzed for the 99 Parkdale development previously approved by the City of Ottawa.

Historical traffic volumes from April 2023 were sourced from the Tunney’s Pasture TIA report and are illustrated in **Figure 4**.

Figure 4: Existing Peak Hour Traffic Volumes



Development Phasing

The proposed development is planned to be constructed in a single phase with full occupancy achieved by 2028.

Analysis Years and Time Periods

Given the uncertainty with regards to the rate of development within Tunney’s Pasture, which has significant influence on the local transportation network’s operations, this study will document existing operating conditions at the study area intersections during the weekday morning and afternoon peak hours but will not evaluate the typical buildout year and buildout year plus five. Instead, the study will determine the net impact of site-generated traffic at these same intersections

at the anticipated completion of Phase 1 of the Tunney’s Pasture development in 2038 to determine what the incremental impact of the subject development may be as a supplement to the broader network analysis already undertaken. Though ten years beyond the anticipated date of occupancy, this represents the time in which the local transportation network will be most constrained, before ultimately improving with the dissolution of significant amounts of federal office space within Tunney’s Pasture. This methodology is intended to address City and community concerns through the ZBLA process relating to traffic as the subject site was not considered in the Tunney’s Pasture TIA future conditions analysis, nor was there any consideration for future background growth beyond known developments at that time.

Trip Generation

As previously discussed, the proposed development will include 429 high-rise residential units and approximately 409 square metres of mixed-use commercial space on the ground floor, distributed between the two towers. Given that the proposed retail space will be split between 4 individual units, vehicular traffic generation associated with each business is expected to be negligible with the vast majority of trips expected to be local and by active modes.

Consistent with the City’s TIA guidelines, projected site-generated traffic was estimated using appropriate trip generation rates from the 2020 TRANS Trip Generation Manual Summary Report for the residential land use. Based on the site’s location and land use details, the following trip generation rates have been referenced in

Table 1:

Table 1: Peak Hour Trip Generation Rates

Land Use	Source	AM Peak Hour	PM Peak Hour
Multifamily Housing (High-Rise)	2020 TRANS Trip Generation Manual (Tables 3 & 4) <u>Person Trips</u>	$T_P = 0.80(U) \times 0.50$	$T_P = 0.90(U) \times 0.44$
<i>Notes: T_P = Average Person Trips U = Number of Units</i>			

Based on the above, the projected weekday morning and afternoon peak hour person-trip generation for the proposed development is summarized in **Table 2**.

Table 2: Peak Hour Person Trips

Land Use	Supply	AM Peak Hour (Person Trips/h)			PM Peak Hour (Person Trips/h)		
		In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise)	429 units	53	119	172	98	72	170

As summarized in **Table 2**, the proposed development is projected to generate an approximate two-way total of 172 and 170 person trips during the weekday morning and afternoon peak hours, respectively. Directional splits (i.e., inbound vs outbound trips) were obtained from TRANS Trip Generation Manual Summary Report.

Mode Shares

For consistency with the 2025 Tunney’s Pasture TIA, similar mode share targets were referenced and are summarized in **Table 3**.

Table 3: Target Modal Share (2038)

Mode	Target
Auto Driver	19%
Auto Passenger	5%
Transit	43%
Non-motorized	33%

Based on the above, the projected site-generated person trips were subdivided by travel mode. The total trips for the proposed development are summarized in the following **Table 4**.

Given the nature of the proposed land uses, pass-by and internal capture trip reductions have not been applied for this assessment. While there is commercial land-use proposed, based on its size and location within the building, it is not expected to generate a significant amount of pass-by trips, though it may draw a small number of trips from the residential component of the site.

Table 4: Total Projected Site Generated Trips

Travel Mode	AM Peak Hour (Person Trips/h)			PM Peak Hour (Person Trips/h)		
	In	Out	Total	In	Out	Total
Auto Driver	11	23	34	19	14	33
Auto Passenger	3	6	9	5	4	9
Transit	22	51	73	42	31	73
Active Modes	17	39	56	32	23	55
Total Person Trips	53	119	172	98	72	170
Total ‘New’ Auto Trips	11	23	34	19	14	33

As shown in **Table 4**, the site is expected to generate approximately 35 new two-way vehicular trips during weekday morning and afternoon peak hours. This is approximately one new vehicle trip every 1.7 minutes and therefore is expected to have a negligible impact on the operation of study area intersections.

With regard to active modes, the proposed development is projected to generate approximately 55 walking or cycling trips during the weekday morning and afternoon peak hours, while transit trips are projected to increase by 73 person-trips, during those same peak hours. As there are multiple controlled crossings of Parkdale Avenue between the proposed development and the Tunney's Pasture LRT station, impacts to intersection capacity as a direct result of increased pedestrian crossing demand is indeterminate.

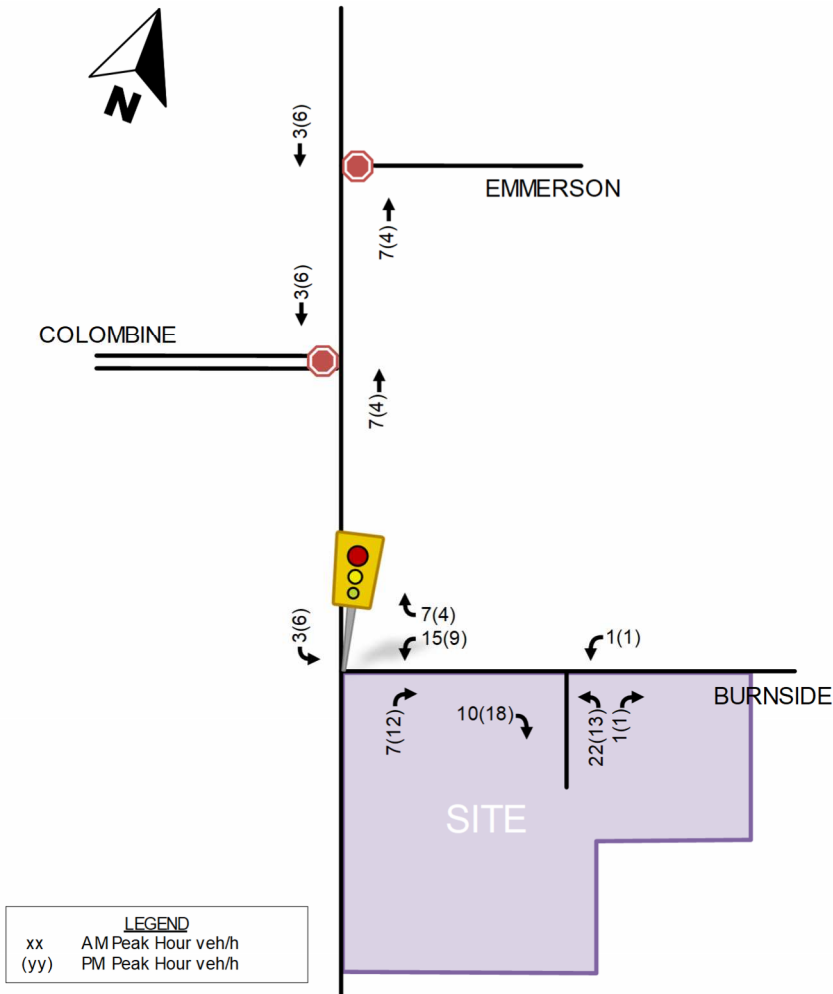
Trip Assignment and Distribution

The projected distribution of site-generated traffic was based on residential trip distribution and assignment outlined in Section 3.10.7 of the Tunney's Pasture TIA. For analysis purposes and to be consistent with other approved studies, the following distribution of site-generated traffic was assumed:

- 45% to/from the south via Holland Avenue, Parkdale Avenue, and Island Park Drive;
- 35% to/from the east via Kichi Zibi Mikan Parkway, Scott Street, and Parkdale Avenue via Highway 417
- +20% to/from the west via Kichi Zibi Mikan Parkway, Scott Street, and Parkdale Avenue via Highway 417
- 100%

Based on the assumed distribution noted above, projected 'future' site-generated traffic as outlined in **Table 4** was assigned to the study area network and is depicted in **Figure 5** below.

Figure 5: 'Future' Projected Site-Generated Traffic



Projected Operations

Based on a review of the projected operations of study area in the 2025 Tunney's Pasture TIA, there is sufficient capacity to accommodate the minimal volume of new vehicle trips likely to be generated by the proposed 131 Parkdale development. Most study area intersections are projected to operate with an overall LOS 'D' or better at the 2038 horizon year, as summarized in Table 4-8 of the Tunney's Pasture TIA. The exception is the Colombine/Parkdale intersection which is projected to operate with an overall LOS 'F' as a result of Phase 1 infill development, should it remain unsignalized in the future. It is important to note, however, that this intersection is recommended to be signalized in conjunction with development within Tunney's Pasture.

Site Access & Circulation

As illustrated in **Figure 2**, site access will be provided via the establishment of a public lane midway between Parkdale Avenue and Forward Avenue. As the proposed development is transit-oriented and the vast majority of traffic generation will be by non-auto modes, vehicular access to the below-grade parking structure will be internal to the site and accessed via this lane.

It is envisioned that this lane will ultimately be continuous from Burnside Avenue to Lyndale Avenue, however the completion of this lane is beyond the control of the Applicant. In consultation with City staff, it is acknowledged that heavy vehicles using this lane (such as moving trucks and waste collection vehicles) will be required to either reverse into or out of the municipal laneway via Burnside Drive in the interim, and that any permanent provision for heavy vehicle turnarounds within the site limits would be impractical and impose permanent limitations on the optimal development of the site. In this interim state, the vast majority of traffic utilizing the laneway would be the site's own traffic generation (estimated at approximately 35 two-way trips during the weekday peak hours), though the laneway will provide rear-yard access to a small number of low-density residential properties as well. The lane will provide a standard 6.0m ROW and thus sufficient for two-way traffic. As loading activity is undesirable on the site's other boundary streets and that a dedicated loading dock is not required for residential developments, this activity will occur within the lane. Given the low vehicular volumes projected and the function of this lane being a service corridor, it is not expected that this will have a negative impact to traffic flow to or from the site.

Waste collection is also planned to occur within the municipal lane. Bins will be mechanically carted from the P1 level of the parking garage up the ramp to a holding room at-grade, similar to the development located at 159 Parkdale Avenue.

As the site's primary traffic generation is by non-auto modes, pedestrian connections to both Forward Avenue via an external private lane, and to Parkdale Avenue through the tower have been provided.

Parking Review

As outlined in **Table 5**, the current proposal includes 207 vehicle parking spaces located in a four-level underground structure. Of the 207 vehicle parking spaces, 6 will be located on P1 for commercial use. In total, 9 accessible parking spaces are planned and located on Level P1 and 53 total EV spaces are provided throughout all levels. The drive aisles are noted to be 6.0 m in width.

Three secure bicycle storage rooms are located within the podium levels of each building providing both short-term and long-term bicycle parking that is highly visible from the exterior of the building and nearby building entrances. Additional short-term bicycle racks are also proposed on-site around the outer edges of the site as well as centrally. The remainder of the required bicycle parking is provided in Parking Level P1 and accessed via elevator in Building B.

In total, the development proactively provides long-term bicycle parking at a ratio of 1:1 per unit for residents (429 spaces), plus an additional 10% for short-term use (43 spaces) in conformance with the new 2026 zoning by-law that has yet to come into full effect. This supply of bicycle parking supports the development's non-reliance on private automobile transportation and leverages the extensive network of both existing and planned bicycle infrastructure in the area. The vast majority of

bicycle parking spaces are stacked (406), with the remaining 23 bicycle parking spaces provided as inclusive. Short-term bike parking is mainly horizontal with 1 inclusive space provided.

It is important to note that, Ottawa City Council had approved an update the City's zoning-by-law in January 2026 which have significant impacts to parking requirements, though the bylaw is not yet in effect. **Table 5** below compares the site's parking requirements under the current by-law and new by-law requirements, with the proposed statistics.

Table 5: Parking Requirements (131 Parkdale Avenue) – 429 units

Parking Type	Existing By-Law Requirements	New By-Law Requirements	Current Proposal
Vehicle Parking Minimum – Total ¹	Residential: 0 Visitor: Maximum 30 per tower Commercial: 6	0	207
Vehicle Parking Minimum – Visitor	30 (maximum)	0	6
Vehicle Parking – Maximum ¹	627	429	207
Bicycle Parking – Short Term	N/A	43 minimum	43
Bicycle Parking – Long Term	215 ²	429 minimum	429

1 – This number includes all parking spaces provided on site (e.g., residential spots, accessible, visitor, etc.)
2 – Note that the existing Zoning By-law does not differentiate between long-term and short-term bicycle parking and as such, this is the minimum number required for the entirety of the proposed site.

Transportation Demand Management (TDM)

TDM measures associated with this development relate to the development design and its interface with municipal infrastructure, as well post-occupancy measures to incentivize and promote the use of sustainable travel modes. These post-occupancy measures are aimed at attracting residents who will support the use of sustainable modes and who are less reliant on private automobiles for their daily mobility needs. Two TDM checklists have therefore been provided (see **Attachment B**) which describe the specific measures planned for this development.

The updated *TDM Infrastructure* and *TDM Measures* checklists include the following measures:

- Confirmation that there are convenient and direct connections to adjacent sidewalks, cycling facilities, and transit facilities.
- Bicycle parking is provided in a secure location and the number of spaces provided exceeds the minimum number of required spaces.
- A bicycle repair station will be provided.
- A designated area for pick-ups/drop-offs has been provided to facilitate carpooling.
- There are spaces provided for both long-term and short-term parking.
- A designated TDM internal coordinator, or contract with an external TDM coordinator will be provided.
- Displays of local area maps with walking/cycling access routes, key destinations, and relevant transit routes and schedules will be located at major entrances
- PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit will be provided
- Contract with provider to install on-site bikeshare station will be considered
- Contract with provider to install on-site carshare vehicles and promote their use by residents will be considered
- Parking costs will be unbundled from monthly rent

Multi-modal Level of Service (MMLOS) Analysis

In support of this development application, a Multi-Modal Level of Service (MMLOS) analysis was conducted only for Burnside Avenue as Parkdale Avenue and all study area intersections were analyzed within the Tunney’s Pasture TIA. With respect to the City of Ottawa’s 2025 MMLOS guidelines, target MMLOS values were obtained from Exhibit 2 of the Guidelines. Note that the transit level of service has not been included as there is no transit service provided on Burnside Avenue. The detailed MMLOS assessment is included as **Attachment C**.

Burnside Avenue is a local road that consists of the following features within the study area:

- Two-lane roadway (i.e., one travel lane per direction)
- 1.8 m sidewalk on both sides of the road
- On-street parking provided on the north side of the roadway
- 3.5 m wide lanes (total pavement width of 9.0 metres)
- Posted speed limit of 40 km/h
- Less than 3000 average daily curb lane traffic

The following **Table 6** summarizes the existing levels of service for non-auto modes and the public realm. As shown, the target PLOS is met for the north side of Burnside Avenue, the target BLOS is met for both sides of the roadway, and the target PRLOS is met. The deviation from the target PLOS on the south side of the roadway is -1, however, as illustrated in **Figure 2**, the proposed development provides planters along Burnside Avenue, increasing the boulevard width to 2.5 m. This improvement along the site’s frontage results in a PLOS ‘A’ thus meeting the target MMLOS.

Table 6: Segment MMLOS – Existing LOS (Target LOS)

Road Segment	Travel Mode	Side	Overall LOS	Target LOS	Deviation
Burnside Avenue	Pedestrian (PLOS)	North	A	A	0
		South	B		-1
	Bicycle (BLOS)	North	B	B	0
		South	B		0
	Public Realm (PRLOS)	Both sides	B	B	0

Conclusions and Recommendations

Based on the information contained in this report, it can be concluded that the proposed development will not have a significant impact on the safe operation of the adjacent transportation network and that the overall results of the 2025 Tunney’s Pasture Study remain valid in the context of this development application. It is therefore professional opinion of J.L. Richards & Associates Limited that the proposed development can be safely accommodated by the adjacent transportation network.

J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:



Rani Nahas, P.Eng.
Transportation Engineer

Reviewed by:

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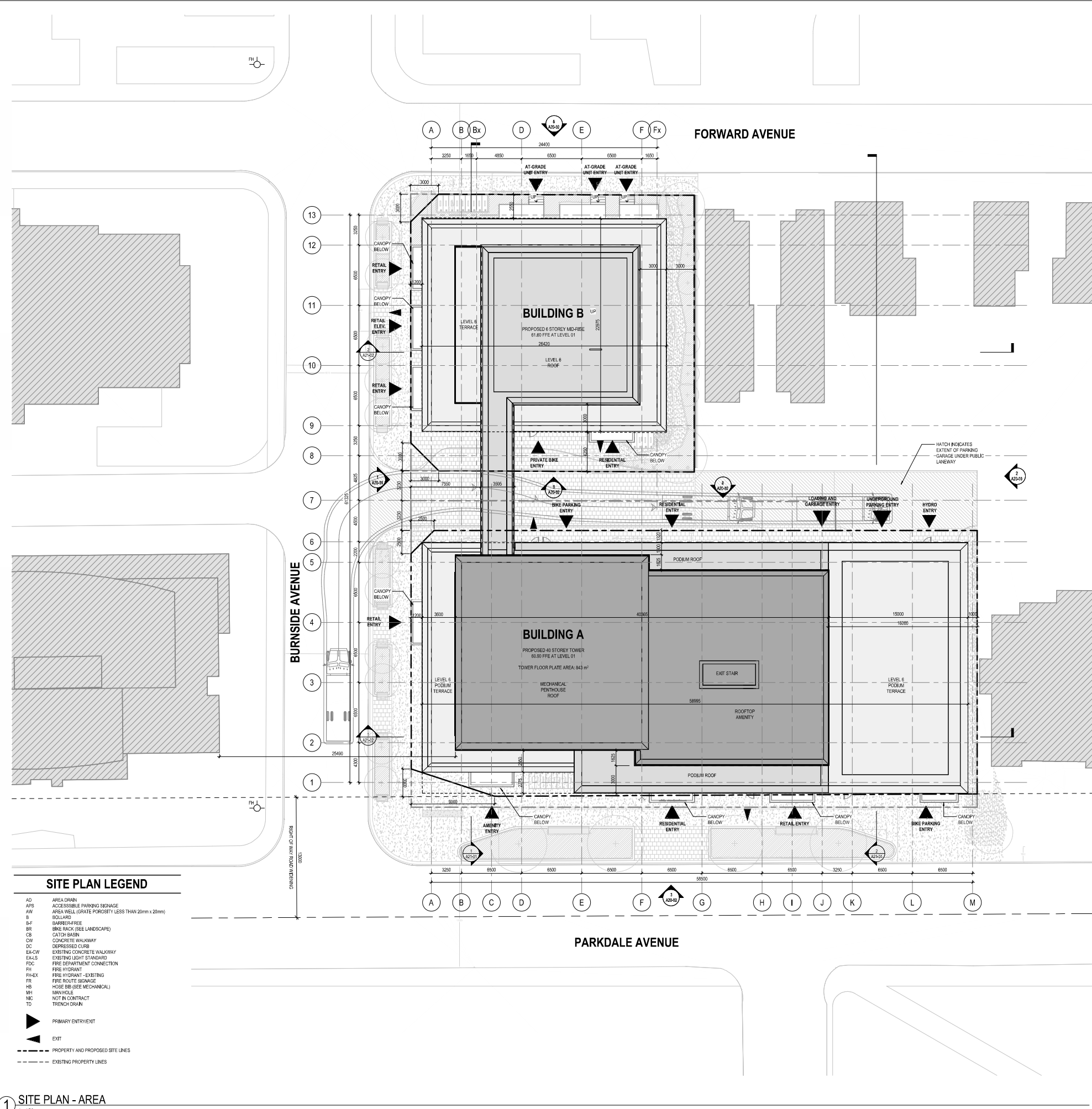
David Hook, P.Eng.
Senior Transportation Engineer
Practice Lead

Attachment A – Site Plan
Attachment B – TDM Checklists
Attachment C – MMLOS Segment Analysis

DH:rn

Attachment A

Site Plan



SITE PLAN LEGEND

AD	AREA DRAIN
APS	ACCESSIBLE PARKING SIGNAGE
AW	AREA WELL (GRATE POROSITY LESS THAN 20mm x 20mm)
B	BOLLARD
B-F	BARRIER-FREE
BR	BIKE RACK (SEE LANDSCAPE)
CB	CATCH BASIN
CW	CONCRETE WALKWAY
DC	DEPRESSED CURB
EK-CW	EXISTING CONCRETE WALKWAY
EKLS	EXISTING LIGHT STANDARD
FDX	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
FH-EX	FIRE HYDRANT - EXISTING
FR	FIRE ROUTE SIGNAGE
HC	HOSE BIB (SEE MECHANICAL)
MH	MANHOLE
NIC	NOT IN CONTRACT
TD	TRENCH DRAIN

	PRIMARY ENTRY/EXIT
	EXIT
	PROPERTY AND PROPOSED SITE LINES
	EXISTING PROPERTY LINES

1 SITE PLAN - AREA
1:150

NOTES

SITE PLAN BASED ON TOPOGRAPHIC PLAN OF SURVEY: LOTS 1, 2, 3 & 4, EAST PARKDALE AVENUE, LOTS 1 & 2, WEST FORWARD AVENUE AND PART OF LANE, (CLOSED BY ADDRESS ORDER INST. N719490, AMENDED BY JUDGE'S ORDERS INST. N72887 & N723202), REGISTERED PLAN 99, CITY OF OTTAWA, SURVEYED BY ANNIS, O'SULLIVAN, VOLLEBECK LTD., DATE: JULY 21, 2025.

ZONING MATRIX

*PROJECTIONS AND SETBACKS MEASURED IF 131-139 PARKDALE AND 122 FORWARD AVE ARE CONSIDERED ONE LOT FOR ZONING PURPOSES, WITH FORWARD AVE BEING THE FRONT LOT LINE, BURNSIDE AVE BEING THE CORNER LOT LINE AND PARKDALE AVE BEING THE REAR LOT LINE IN THE TABLE BELOW.
** REFER TO DRAFT ZONING SCHEDULE

PROVISION OLD BY-LAW 2008-250	REQUIRED R5B	REQUIRED R5L	PROVIDED*
MIN. LOT WIDTH (m)	22.5m	18m	30.54m
MIN. LOT AREA (m ²)	1,400m ²	540m ²	2,745.6m ²
MAX. BUILDING HEIGHT (m)	37m	18m	137.6m**
MIN. FRONT YARD SETBACK (m)	3m	3m	2.5m**
MIN. CORNER SIDE YARD SETBACK (m)	1m	3m	1.2m**
MIN. INTERIOR SIDE YARD SETBACK (m)	1.5m-6m	1.5m-6m	1.0m**
MIN. REAR SIDE YARD SETBACK (m)	DEPENDING ON LOCATION ON LOT DEPTH	DEPENDING ON LOCATION ON LOT DEPTH	0m**
MIN. LANDSCAPED AREA	30%	30%	30%

OLD BY-LAW 2008-250	PROVISION / REQUIRED	PROVIDED*
PERMITTED PROJECTIONS ABOVE THE HEIGHT LIMIT SECTION 64	AMENITY AREA NOT PERMITTED TO PROJECT ABOVE THE MAX HEIGHT	4.5m ABOVE THE MAX HEIGHT EXCEPTION REQUIRED TO PERMIT AMENITY AREA TO PROJECT ABOVE THE MAXIMUM HEIGHT
PERMITTED PROJECTIONS INTO YARD SECTION 65, TABLE 65, (4)	CANOPES AND AWNINGS: 1.8m, BUT NOT CLOSER THAN 0.6m TO A LOT LINE	CANOPES LOCATED AT 0.0m LOT LINE EXCEPTION REQUIRED TO PERMIT CANOPES AND AWNINGS ON TO ALL LOT LINES.
VISITOR VEHICLE PARKING SECTION 102	0.1 SPACES PER DWELLING UNIT; 100% NO VISITOR PARKING SPACES ARE REQUIRED FOR THE FIRST 12 DWELLING UNITS ON A LOT 100% WITHIN AREA Z, NO MORE THAN 30 VISITOR PARKING SPACES ARE REQUIRED PER BUILDING.	429 UNITS - 12 = 417 417 X 0.1 = 41.7 SUBJECT LANDS ARE WITHIN AREA Z, THEREFORE 30 SPACES. EXCEPTION REQUIRED TO PERMIT 0 VISITOR VEHICLE PARKING SPACES

NEW BY-LAW 2024-50	PROVISION / REQUIRED	PROVIDED*
PROJECTIONS ABOVE THE HEIGHT LIMIT SECTION 203 (3)(i)(i) and (ii)	(i) INDOOR AMENITY AREA ON A BUILDING FIVE STOREYS OR HIGHER; (ii) MAXIMUM FLOOR AREA: 50% OF THE AREA OF THE ROOF, BUT IN NO CASE GREATER THAN 300m ² ; (iii) MAXIMUM PROJECTION: 5m ABOVE THE HEIGHT LIMIT; AND (iv) MINIMUM SETBACK FROM AN EXTERIOR WALL: 2m	MAXIMUM PROJECTION LESS THAN 5m IN HEIGHT. EXCEPTION REQUIRED TO PERMIT AN INDOOR AMENITY AREA ON THE ROOF OF 342.5m ² AND NO MINIMUM SETBACK FROM (TOWER) EXTERIOR WALL.
PROJECTIONS ABOVE THE HEIGHT LIMIT SECTION 203 (3)(iv)(i) and (ii)	ROOFTOP LANDSCAPED AREA, GARDEN, OR TERRACE: (i) MUST BE SETBACK A MINIMUM OF 1.5m FROM ANY EXTERIOR WALL OF THE BUILDING WHEN THE FEATURE IS LOCATED ON THE ROOF OF THE UPPERMOST STOREY; AND (ii) 1.5m HIGH OPAQUE SCREEN MUST BE PROVIDED FACING AN INTERIOR SIDE YARD, OR FACING THE INTERIOR SIDE YARD OF AN ABUTTING LOT.	EXCEPTION REQUIRED TO PERMIT A ROOFTOP LANDSCAPED AREA, OR TERRACE SETBACK 0m FROM ANY EXTERIOR WALL AND NO OPAQUE SCREEN IS REQUIRED.
GROUND FLOOR AND ACTIVE ENTRANCES SECTION 902 (2)	FOR HIGH-RISE BUILDINGS, THE MINIMUM HEIGHT OF THE GROUND FLOOR IS 4m.	4m
GROUND FLOOR AND ACTIVE ENTRANCES SECTION 902 (3)	GROUND FLOOR AND LOCATED WITHIN 4.5m OF A FRONT OR EXTERIOR SIDE LOT LINE MUST: PROVIDE A MINIMUM OF ONE ACTIVE ENTRANCE FOR EACH NON-RESIDENTIAL USE AND RESIDENTIAL. A MINIMUM OF 40% OF THE SURFACE AREA OF THE GROUND FLOOR FACADE ADJACENT A PUBLIC STREET MUST BE COMPOSED OF TRANSPARENT GLAZING AND ACTIVE CUSTOMER OR RESIDENT ENTRANCE ACCESS DOORS.	EACH RETAIL AND RESIDENTIAL USE HAS AN ACTIVE ENTRANCE GROUND FLOOR FACADE 49.8% OF TRANSPARENT GLAZING
SITE LAYOUT AND LANDSCAPING SECTION 902 (4)	WHERE A FRONT OR EXTERIOR SIDE YARD IS PROVIDED THAT IS 1m OR GREATER IN DEPTH, THAT YARD MUST CONTAIN ANY OF THE FOLLOWING: (i) AN OUTDOOR COMMERCIAL PATIO; (ii) BICYCLE PARKING; (iii) SOFT LANDSCAPING, OR (iv) BENCHES, STREET FURNITURE OR OTHER SIMILAR FEATURES.	PROVIDED
SITE LAYOUT AND LANDSCAPING SECTION 902 (5)	A SOFT LANDSCAPED BUFFER OF A MINIMUM OF 3m MUST BE PROVIDED ADJUTING ANY LOT LINE SHARED WITH LANDS IN THE M1, N1, N1, N4, N6 AND N6- NEIGHBOURHOOD ZONES, OR (A) WHERE AN OPAQUE SCREEN WITH A MINIMUM HEIGHT OF 1.5m IS PROVIDED, THE SOFT LANDSCAPING BUFFER MAY BE REDUCED TO 1m	EXCEPTION REQUIRED TO ELIMINATE NEED FOR 1.5m OPAQUE SCREEN, 1m SETBACK PROVIDED TO ADJUTING N6 ZONE.
PROVISIONS FOR HIGH-RISE BUILDINGS SECTION 207 (5)(a)	THE MINIMUM SEPARATION DISTANCE BETWEEN RESIDENTIAL TOWERS IS 23m.	23m
WASTE MANAGEMENT SECTION 217	SIZE OF STORAGE ARE REQUIRED 10m ²	100.5m ²
ELECTRIC VEHICLE (EV) PARKING SPACE PROVISIONS SECTION 611	WHERE PARKING SPACES ARE PROVIDED ACCESSORY TO A MID-RISE OR HIGH-RISE RESIDENTIAL OR MIXED-USE BUILDING, 25% OF THE SPACES PROVIDED OR AN EQUIVALENT, MUST BE DESIGNATED AS ELECTRIC VEHICLE PARKING SPACES CAPABLE OF SUPPORTING LEVEL 2 CHARGING	201 X 0.25 = 51 53 EV SPACES PROVIDED
RESIDENTIAL BICYCLE PARKING SECTION 613, TABLE 613B	LONG TERM BIKE PARKING: 1 SPACE PER UNIT 429 LONG TERM BIKE REQUIRED SHORT TERM BIKE PARKING: MINIMUM 2 SPACES WITH AN ADDITIONAL 0.1 SPACES PER UNIT ABOVE 20 RESIDENTIAL UNITS 43 SHORT TERM BIKE SPACES REQUIRED (HORIZONTAL) INCLUSIVE BIKE PARKING SPACES: 5% OF TOTAL REQUIRED = 472 X 0.05 = 24	429 LONG TERM SPACES 429 UNITS - 20 = 409 409 X 0.1 + 43 = 85 = 43 SHORT TERM SPACES 24 SPACES PROVIDED WITHIN TOTAL OF 472
NON-RESIDENTIAL BIKE PARKING SECTION 613, TABLE 613C	RETAIL: STORE UP TO 999m ² 2 SPACES WITH AN ADDITIONAL 1 SPACE PER 100m ² ABOVE 200m ² RETAIL SPACES 2 X 4 = 8 REQUIRED	201 X 0.25 = 51 53 EV SPACES PROVIDED

BOTH BY-LAWS (PROVISIONS ARE THE SAME)	PROVISION / REQUIRED	PROVIDED*
PERMITTED PROJECTIONS ABOVE THE HEIGHT LIMIT	MECHANICAL AND SERVICE EQUIPMENT PENTHOUSE, ELEVATOR OR STAIRWAY PENTHOUSES: NO MAXIMUM PROJECTION	14.9m
AMENITY AREA	6m ² PER DWELLING UNIT A MINIMUM OF 50% OF THE REQUIRED TOTAL AMENITY AREA	PRIVATE BALCONIES: 219.23m ² INDOOR COMMUNAL SPACE: 1,753.22m ² OUTDOOR COMMUNAL SPACE: 897.94m ² TOTAL: 4,790.39m ²
RESIDENTIAL VEHICLE PARKING MAXIMUMS	BUILDINGS WITH 11 OR MORE DWELLING UNITS: MAXIMUM OF 1.25 SPACES PER DWELLING UNIT	201 SPACES
NON-RESIDENTIAL VEHICLE PARKING	NO PARKING REQUIRED	201 SPACES
PARKING SPACE DIMENSIONS	2.6m X 5.2m	2.6m X 5.2m
DRIVEWAY WIDTH	6.0m FOR A DOUBLE TRAFFIC LANE	6.0m

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1 (613) 563-7281
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PROJECT
131-139 PARKDALE AND 122 FORWARD AVE.
131 Parkdale Ave.
Ottawa, Ontario
K1Y 2M3

brigit
Brigit
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KEYPLAN

ISSUE CHART
1 ISSUED FOR OP4ZBA/SPA 2025/02/27
2
3

ISSUED FOR OP4ZBA/SPA 02/27/2025

Job Number 442522.00
TITLE
SITE PLAN
SHEET NUMBER
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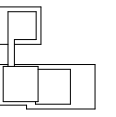
PROJECT

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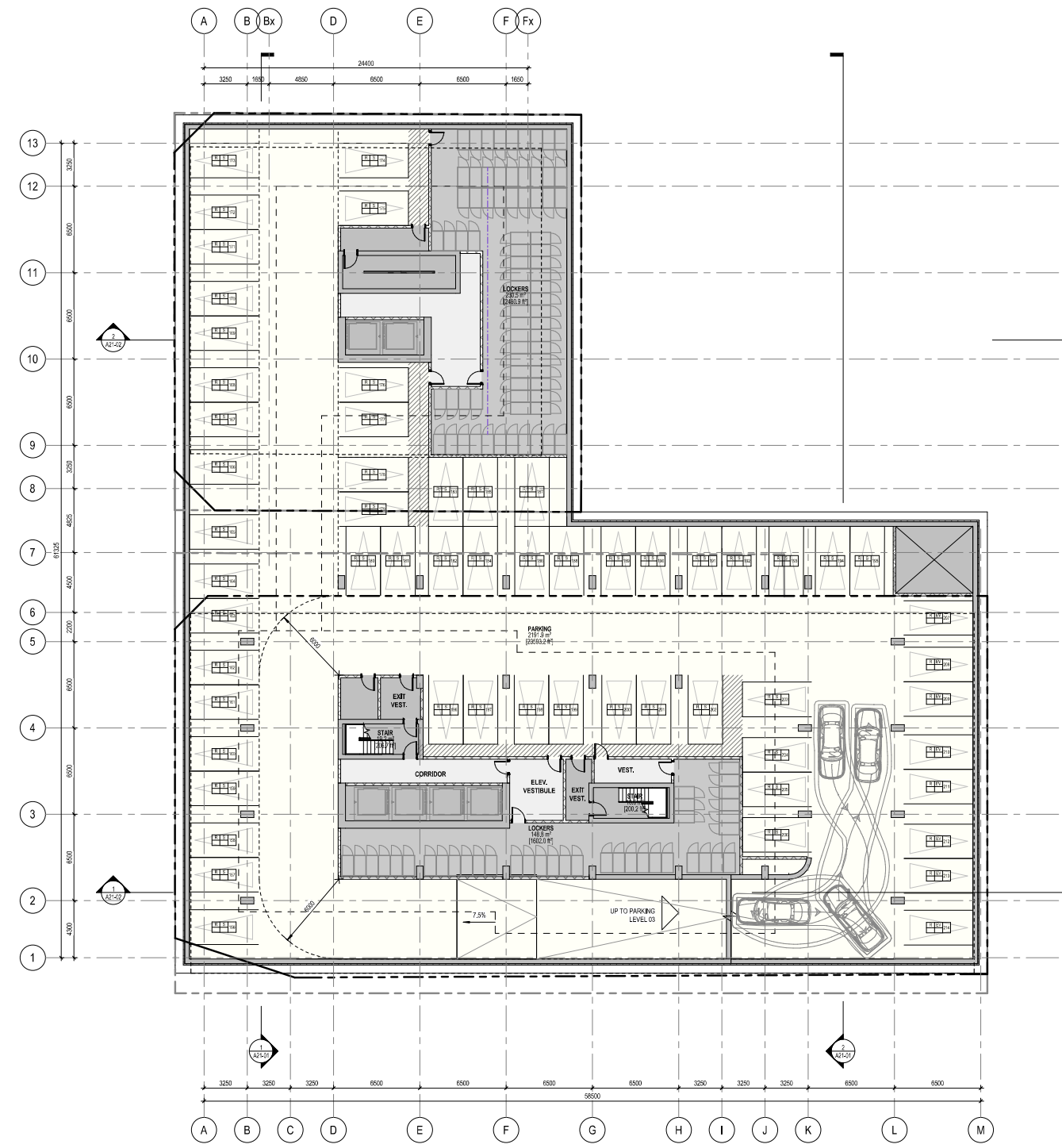
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NO.	ISSUED FOR	DATE	BY
1	ISSUED FOR OPAZBA/SPA	2023/02/27	BRIGIL

ISSUED FOR OPAZBA/SPA 02/27/2026



AREA BY LEVEL

PGM Room Type	Area
LEVEL P4	
CIRCULATION	11.16 m ²
CORE	178.14 m ²
MECHANICAL	37.32 m ²
PARKING	2193.88 m ²
RESIDENTIAL	67.80 m ²
STORAGE	378.31 m ²
Grand total	2888.32 m ²

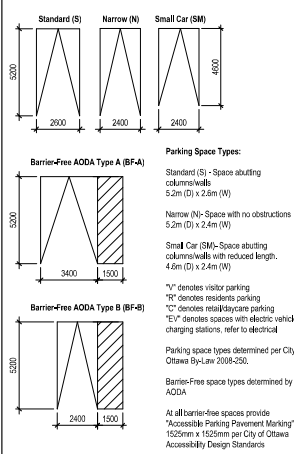
LOCKER COUNT

Level	Count
LEVEL P1	90
LEVEL P2	113
LEVEL P3	113
LEVEL P4	113
GRAND TOTAL: 429	

PARKING COUNT

PARKING TYPE	COUNT
RESIDENT CAR PARKING	
BF-A	3
BF-B	6
EV	53
S	145
TOTAL: 207	

PARKING LEGEND



1 LEVEL P4 FLOOR PLAN - AREA Copy 1
1:150

LEVEL P4 FLOOR PLAN

SHEET NUMBER

A10-00A



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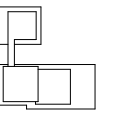
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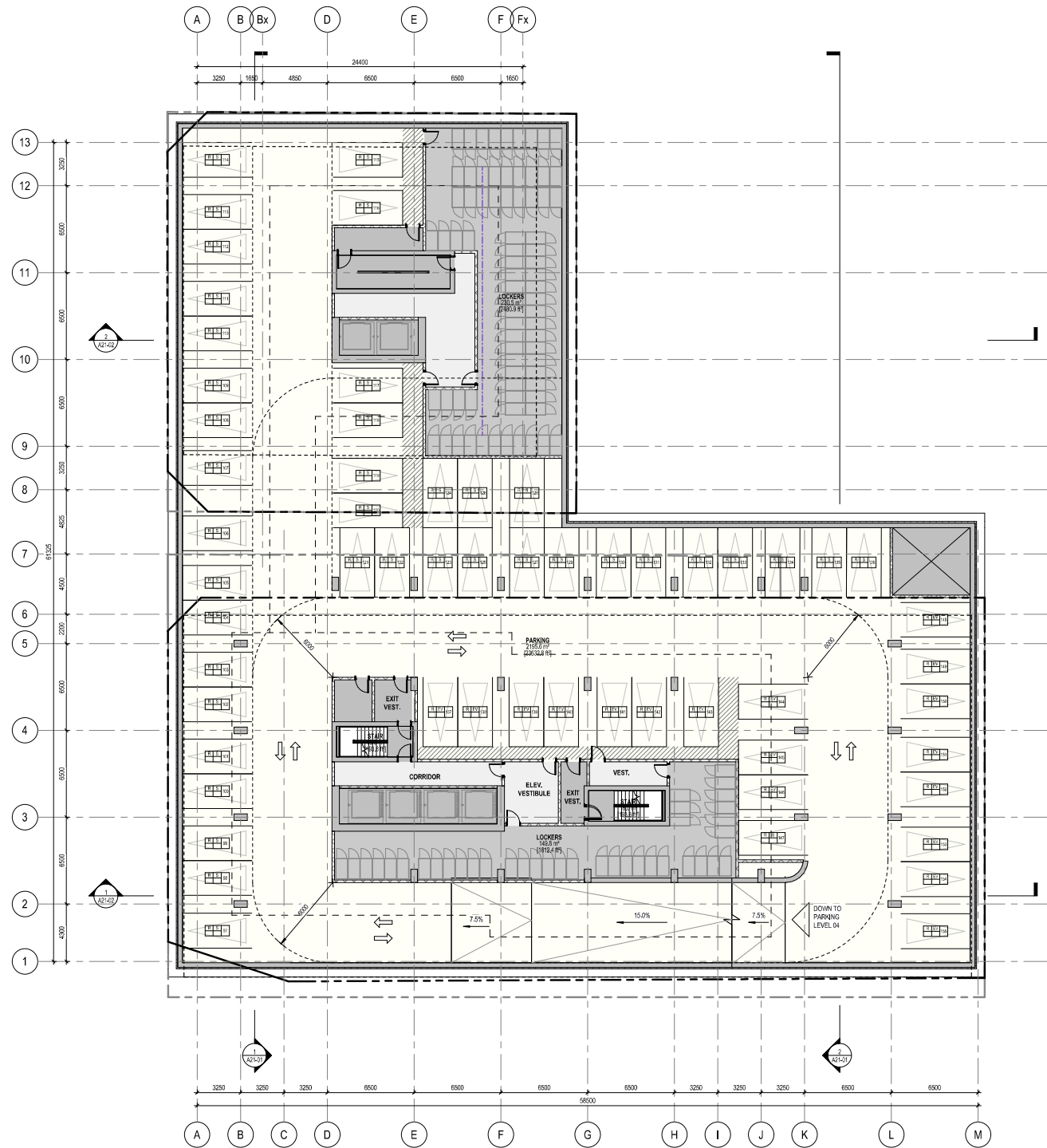
KEYPLAN



ISSUE CHART

1	ISSUED FOR OPAZBA/SPA	2023/02/27
2	REVISION	DATE

ISSUED FOR OPAZBA/SPA 02/27/2026



AREA BY LEVEL

PGM Room Type	Area
LEVEL P3	
CIRCULATION	18.80 m ²
CORE	175.35 m ²
MECHANICAL	37.00 m ²
PARKING	2155.95 m ²
RESIDENTIAL	87.80 m ²
STORAGE	382.27 m ²
	2066.75 m ²
Grand total	2888.78 m ²

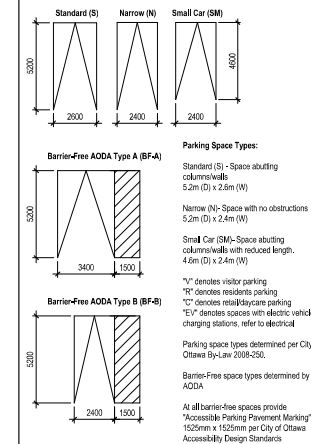
LOCKER COUNT

Level	Count
LEVEL P1	90
LEVEL P2	113
LEVEL P3	113
LEVEL P4	113
GRAND TOTAL:	429

PARKING COUNT

PARKING TYPE	COUNT
RESIDENT CAR PARKING	
BF-A	3
BF-B	6
EV	53
S	145
TOTAL:	207

PARKING LEGEND



1 LEVEL P3 FLOOR PLAN - AREA
1:150

LEVEL P3 FLOOR PLAN

SHEET NUMBER

A10-00B

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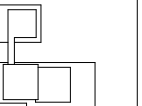
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ISSUED FOR OPAZBA/SPA 02/27/2026

AREA BY LEVEL

PGM Room Type	Area
LEVEL P2	
BUILDING OPS	37.00 m ²
CIRCULATION	11.55 m ²
CORE	178.48 m ²
PARKING	2180.33 m ²
RESIDENTIAL	87.80 m ²
STORAGE	375.31 m ²
Grand Total	2888.78 m ²
	2888.78 m ²

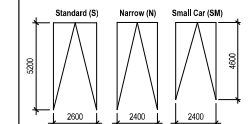
LOCKER COUNT

Level	Count
LEVEL P1	60
LEVEL P2	113
LEVEL P3	113
LEVEL P4	113
GRAND TOTAL:	429

PARKING COUNT

PARKING TYPE	COUNT
RESIDENT CAR PARKING	
BF-A	3
BF-B	6
EV	63
S	145
TOTAL:	217

PARKING LEGEND



Parking Space Types:

Standard (S) - Space abutting column/walls
5.2m (D) x 2.5m (W)

Narrow (N) - Space with no obstructions
5.2m (D) x 2.4m (W)

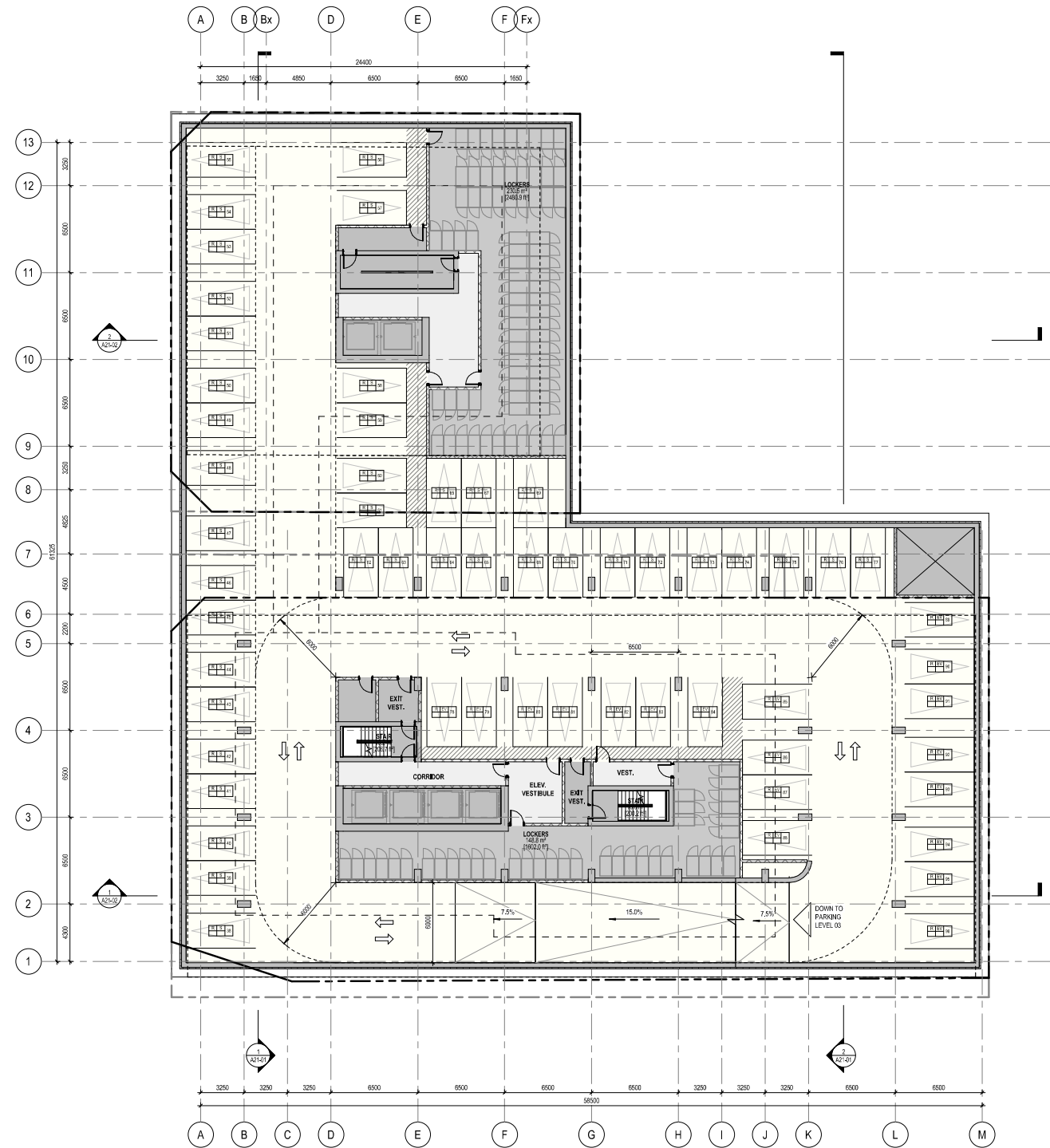
Small Car (SM) - Space abutting column/walls with reduced length
4.6m (D) x 2.4m (W)

"V" denotes visitor parking
"R" denotes residents parking
"EV" denotes electric vehicle charging stations, refer to electrical

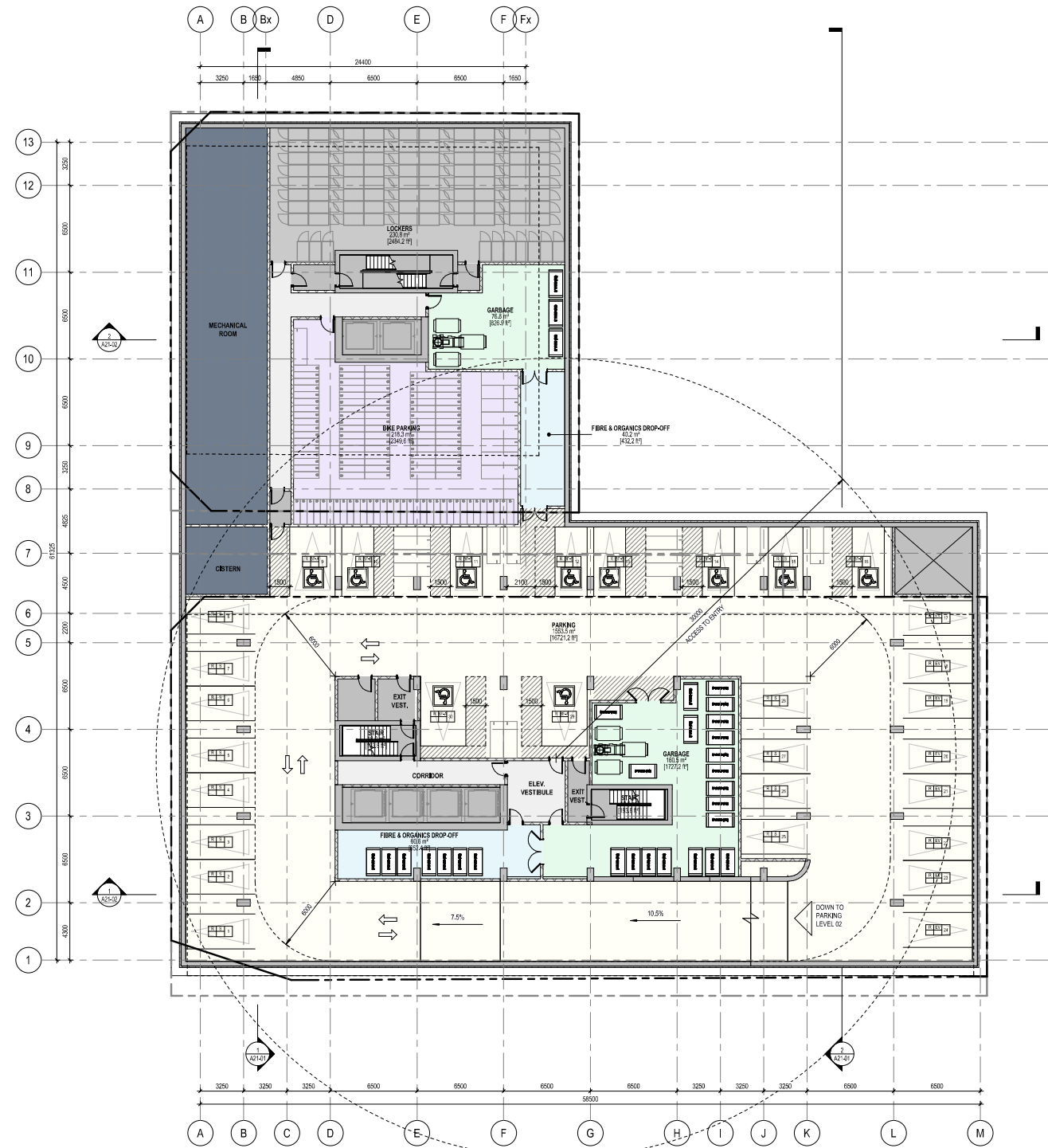
Parking space types determined per City of Ottawa By-Law 2008-256.

Barrier-Free space types determined by AODA.

All barrier-free spaces provide "Accessible Parking Placement Marking" 1525mm x 1525mm per City of Ottawa Accessibility Design Standards.



1 LEVEL P2 FLOOR PLAN - AREA
1:150



AREA BY LEVEL

PGM Room Type	Area
LEVEL P1	
BKE PARKING	218.28 m ²
BUILDING OPS	378.87 m ²
CORE	172.89 m ²
MECHANICAL	241.06 m ²
PARKING	1552.45 m ²
RESIDENTIAL	98.42 m ²
STORAGE	238.79 m ²
Grand total	2868.78 m ²

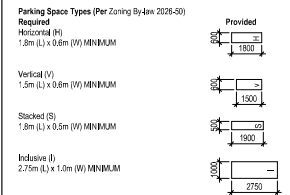
LOCKER COUNT

Level	Count
LEVEL P1	90
LEVEL P2	113
LEVEL P3	113
LEVEL P4	113
GRAND TOTAL: 429	

PARKING COUNT

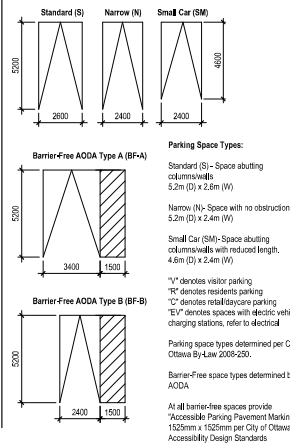
PARKING TYPE	COUNT
RESIDENT CAR PARKING	
BF-A	3
BF-B	4
EY	53
S	145
TOTAL: 207	

BIKE PARKING LEGEND



TYPE	SPACES
LONG TERM	
INCLUSIVE BIKE PARKING	23
STACKED BIKE PARKING	406
	429
SHORT TERM EXTERIOR	
HORIZONTAL BIKE PARKING	21
SHORT TERM INTERIOR	
HORIZONTAL BIKE PARKING	21
INCLUSIVE BIKE PARKING	1
	22
	432

PARKING LEGEND



SEAL



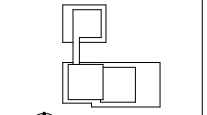
PROJECT

**131-139 PARKDALE AND
122 FORWARD AVE.**
131 Parkdale Ave.
Ottawa, Ontario
K1Y 2M3

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NO.	DESCRIPTION	DATE
1	ISSUED FOR OPAZBA/SPA	2023/02/27
2	REVISION	

ISSUED FOR OPAZBA/SPA 02/27/2023

LEVEL P1 FLOOR PLAN

SHEET NUMBER

A10-00D

Job Number 442522.00

TITLE

LEVEL P1 FLOOR PLAN

SHEET NUMBER

A10-00D

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1 LEVEL P1 FLOOR PLAN - AREA
1:150

AREA LEGEND

AMENITY	MAIL
AT-GRADE	MOVE-IN
BIKE PARKING	PARKING GARAGE
CACF	RETAIL
ELEC CLOSET	ELEVATOR
CORRIDOR	SHAFT
HYDRO VAULT	STAIR
JANITOR	
LOADING	
LOBBY	

UNIT COUNT BY TYPE

UNIT TYPE	COUNT
1BD	144
1BD+DEN	52
2BD	90
2BD+LUG	58
2BD+DEN	20
AT-GRADE	3
STUDIO	62
	429

AREA BY LEVEL

PGM Room Type	Area
A POOLUM	222.17 m ²
BIKE PARKING	199.11 m ²
BUILDING OPS	29.61 m ²
CIRCULATION	196.67 m ²
CORE	276.34 m ²
INDOOR AMENITY	142.17 m ²
PARKING	274.98 m ²
RESIDENTIAL	245.05 m ²
RETAIL	1555.09 m ²
B POOLUM	95.09 m ²
BIKE PARKING	107.63 m ²
CORE	275.35 m ²
RESIDENTIAL	144.48 m ²
RETAIL	606.55 m ²
Grand total	2162.64 m ²

LOCKER COUNT

Level	Count
LEVEL P1	90
LEVEL P2	113
LEVEL P3	113
LEVEL P4	113
GRAND TOTAL	429

PARKING COUNT

PARKING TYPE	COUNT
RESIDENT CAR PARKING	3
BE-A	6
BE-B	53
BE	145
TOTAL	207

BIKE PARKING LEGEND

Parking Space Types (Per Zoning By-law 2026-00)

Required	Provided
Horizontal (H) 1.5m (L) x 0.6m (W) MINIMUM	
Vertical (V) 1.5m (L) x 0.6m (W) MINIMUM	
Stacked (S) 1.5m (L) x 0.5m (W) MINIMUM	
Inclusion (I) 2.75m (S) x 1.0m (W) MINIMUM	

TYPE	SPACES
LONG TERM	
INCLUSIVE BIKE PARKING	23
STACKED BIKE PARKING	406
	429
SHORT TERM EXTERIOR	
HORIZONTAL BIKE PARKING	21
SHORT TERM INTERIOR	
HORIZONTAL BIKE PARKING	21
INCLUSIVE BIKE PARKING	11
	22
	472

SEAL



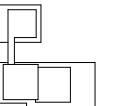
PROJECT

131-139 PARKDALE AND
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Ottawa, Ontario
K1Y 2M3

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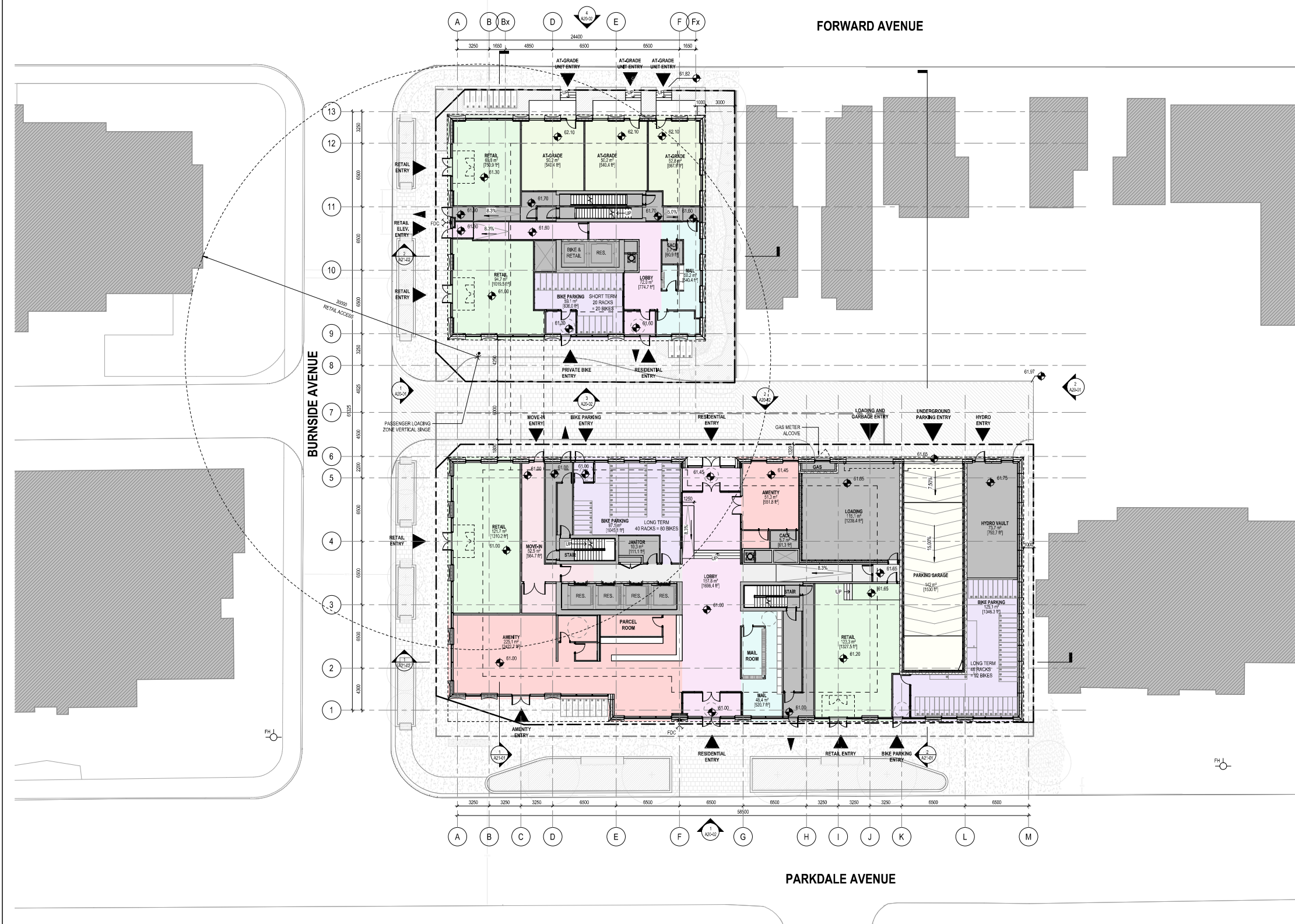
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ISSUE CHART

NO.	ISSUED FOR	DATE	BY
1	ISSUED FOR OPAZBA/SPA	2026/02/27	301

ISSUED FOR OPAZBA/SPA 02/27/2026



1 LEVEL 01 FLOOR PLAN - AREA
1:150

Attachment B

TDM Checklists

TDM-Supportive Development Design and Infrastructure Checklist:				
<i>Residential Developments (multi-family or condominium)</i>				
			If completed	Description, explanation or plan/drawing references
	1.0	WALKING & CYCLING: ROUTES		
	1.1	Building location & access points		
Basic	1.1.1	Locate building close to the street, and do not locate parking areas between the street and building entrances.	Provided	Refer to A01-01
Basic	1.1.2	Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations.	Provided	Refer to A01-01 and A10-01
Basic	1.1.3	Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort.	Provided	Refer to A10-01
	1.2	Facilities for walking & cycling		
Required	1.2.1	Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations (see Official Plan policy 4.3.3)	Provided	Refer to planning rationale. Building entries are positioned to facilitate pedestrian access from routes that connect the site to both Bayview and Tunney's Pasture stations.
Required	1.2.2	Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible (see Official Plan policy 4.3.12)	Provided	Refer to A10-01
Required	1.2.3	Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (see Official Plan policy 4.3.10)	Provided	City standard sidewalk, 2,000mm minimum clear space will be provided along Parkdale and Burnside. The new sidewalk proposed along Forward will taper to meet existing sidewalk width of 1,650-mm. Contrasting pre-cast unit paving will be provided within the laneway between Building 'A' and 'B', designed with visual contrast to City standard concrete sidewalk. All paved surfaces will be accessible and well-drained. Intersection design is understood to be completed by the City as/if required.
Required	1.2.4	Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (see Official Plan policy 4.3.10)	Provided	Where horizontal geometry of proposed walking surfaces is provided along Parkdale, a gradual transition of 3:1 is provided, delineated by a raised planter curb. Depressed curbs are proposed at street corners and pedestrian crossings. The proposed laneway will prioritize 'flush' grade transitions offering perceptions of pedestrian priority.
Required	1.2.5	Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (see Official Plan policy 4.3.11)	Provided	Bike parking and bike access to the proposed development is prioritized. On-road cycling connections will be provided via shared-road principles along Burnside, connecting the planned development of Tunney's Pasture to the existing parking and Capital Pathway connection through to Bayview Yards and Laroche Park.
Basic	1.2.6	Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	N/A	
Basic	1.2.7	Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible.	N/A	
Basic	1.2.8	Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility.	N/A	
	1.3	Amenities for walking & cycling		
Basic	1.3.1	Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails.	Provided	Street lighting along Parkdale will be coordinated with the City. Landscape-level lighting is proposed in private exterior spaces, including the proposed garden space south connecting Forward Avenue to the proposed laneway.
Basic	1.3.2	Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious).	Provided	Brigil will provide building signage to clearly identify each building's entrances, garbage rooms, bike parking access, vehicle parking access, etc.
	2.0	WALKING & CYCLING: END-OF-TRIP FACILITIES		
	2.1	Bicycle parking		
Required	2.1.1	Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see Official Plan policy 4.3.6)	Provided	Refer to A10-01. Both long-term and short-term bicycle parking is provided in the proposed development. Long term bicycle parking is provided for on the ground floor (refer to A10-01) and within the first floor of the parking

				garage via elevator (refer to A10-00D). Short-term bicycle parking is located on the ground floor of Building B as well as within the public realm (refer to A10-01).
Required	2.1.2	Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see Zoning By-law Section 111)	Provided	429 long-term bicycle parking spaces are being provided within the proposed developed, for a ratio of 1:1. Stacked or horizontal/inclusive space are provided – there are no vertical spaces. An additional 43 short-term spaces are being provided with 20 located within the interior of Building B and the remaining located within the public realm.
Required	2.1.3	Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see Zoning By-law Section 111)	Provided	429 long-term bicycle parking spaces are being provided within the proposed developed, for a ratio of 1:1. Stacked or horizontal/inclusive space are provided – there are no vertical spaces. An additional 43 short-term spaces are being provided with 20 located within the interior of Building B and the remaining located within the public realm.
Basic	2.1.4	Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	Provided	429 long-term bicycle parking spaces are being provided within the proposed developed, for a ratio of 1:1. Stacked or horizontal/inclusive space are provided – there are no vertical spaces. An additional 43 short-term spaces are being provided with 20 located within the interior of Building B and the remaining located within the public realm.
	2.2	Secure bicycle parking		
Required	2.2.1	Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see Zoning By-law Section 111)	Provided	429 long-term bicycle parking spaces are being provided within the proposed developed, for a ratio of 1:1. Stacked or horizontal/inclusive space are provided – there are no vertical spaces. All spaces are securely located within the building. An additional 43 short-term spaces are being provided with 20 located within the interior of Building B and the remaining located within the public realm.
Better	2.2.2	Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	Provided	429 long-term bicycle parking spaces are being provided within the proposed developed, for a ratio of 1:1. Stacked or horizontal/inclusive space are provided – there are no vertical spaces. All spaces are securely located within the building.
	2.3	Bicycle repair station		
Better	2.3.1	Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	Provided	Brigil will provide a bike repair station with air pump located within one of the bicycle parking areas.
	3.0	TRANSIT		
	3.1	Customer amenities		
Basic	3.1.1	Provide shelters, lighting and benches at any on-site transit stops	N/A	There is no on-site transit stop.
Basic	3.1.2	Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	N/A	There is no immediately adjacent off-site transit stop.
Better	3.1.3	Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building.	N/A	There is no immediately adjacent on-site transit stop that could be integrated into the building.
	4.0	RIDESHARE		
	4.1	Pick-up & drop-off facilities		
Basic	4.1.1	Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones.	Provided	A designated area is planned on the east side of the municipal lane between Building A and Building B. Turnaround within the lane is facilitated at the south end of the site, however Brigil is in discussion with the City about the possibility of connecting the laneway through the entire block.
	5.0	CARSHARING & BIKESHARING		
	5.1	Carsharing parking spaces		
Better	5.1.1	Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses (see Zoning By-law Section 94)		
	5.2	Bikeshare station location		
Better	5.2.1	Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection		
	6.0	PARKING		
	6.1	Number of parking spaces		
Required	6.1.1	Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	Provided	The proposed development is located within the Inner Urban Transect. The maximum amount of parking that can be provided is 1.25 spaces per dwelling or 536 spaces. The proposed development has 207 spaces (0.48 spaces per dwelling) and does not exceed the maximum.
Basic	6.1.2	Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking		
Basic	6.1.3	Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (see Zoning By-law Section 104)		
Better	6.1.4	Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms,		

Transportation Demand Management Checklist

131 and 139 Parkdale Avenue & 128 Forward Avenue

File Number: PC2025-0267

February 27, 2026

		change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (see Zoning By-law Section 111)		
	6.2	Seperate long-term & short-term parking areas		
Better	6.2.1	Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	Provided	Short-term visitor parking spaces will be located at the first underground level. Access control will restrict visitors to that level while residents will have dedicated parking on the lower levels. All spaces will be clearly identified via signage.

TDM Measures Checklist:				
<i>Residential Developments (multi-family, condominium or subdivision)</i>				
	1.0	TDM PROGRAM MANAGEMENT		
	1.1	Program coordinator		
Basic*	1.1.1	Designate an internal coordinator, or contract with an external coordinator	Proposed	
	1.2	Travel Surveys		
Better	1.2.1	Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress		
	2.0	WALKING AND CYCLING		
	2.1	Information on walking/cycling routes & destinations		
Basic	2.1.1	Display local area maps with walking/cycling access routes and key destinations at major entrances (multi-family, condominium)	Proposed	
	2.2	Bicycle skills training		
Better	2.2.1	Offer on-site cycling courses for residents, or subsidize off-site courses		
	3.0	TRANSIT		
	3.1	Transit information		
Basic	3.1.1	Display relevant transit schedules and route maps at entrances (multi-family, condominium)	Proposed	
Better	3.1.2	Provide real-time arrival information display at entrances (multi-family, condominium)		
	3.2	Transit fare incentives		
Basic*	3.2.1	Offer PRESTO cards preloaded with on monthly transit pass on residence purchase/move-in, to encourage residents to use transit	Proposed	
Better	3.2.2	Offer at least one year of free monthly transit passes on residence purchase/move-in		
	3.3	Enhanced public transit services		
Better*	3.3.1	Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels (subdivision)		
	3.4	Private transit service		
Better	3.4.1	Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)		
	4.0	CARSHARING & BIKESHARING		
	4.1	Bikeshare stations & memberships		
Better	4.1.1	Contract with provider to install on-site bikeshare station (multi-family)	Proposed	
Better	4.1.2	Provide residents with bikeshare memberships, either free or subsidized (multi-family)		
	4.2	Carshare vehicles & memberships		
Better	4.2.1	Contract with provider to install on-site carshare vehicles and promote their use by residents	Proposed	
Better	4.2.2	Provide residents with carshare memberships, either free or subsidized		
	5.0	PARKING		
	5.1	Priced parking		
Basic*	5.1.1	Unbundle parking cost from purchase price (condominium)		
Basic*	5.1.2	Unbundle parking cost from monthly rent (multi-family)	Proposed	
	6.0	TDM MARKETING & COMMUNICATIONS		
	6.1	Multimodal travel information		
Basic*	6.1.1	Provide a multimodal travel option information package to new residents		
	6.2	Personalized trip planning		
Better*	6.2.1	Offer personalized trip planning to new residents		

Attachment C

MMLOS Segment Analysis

Multi-Modal Level of Service - Segments Form

Project: 131 Parkdale TIA Brief
Consultant: R. Nahas; JLR
Date: Jan 21, 2026
Scenario: Existing Conditions

Segment Name		Burnside Avenue			
OP Transect / Policy Area		Within 600m of a rapid transit station			
Segment Component		Majority (>50%)		Critical	
Side of Street		N	S	N	S
Pedestrian	PLOS Inputs				
	Posted Speed (km/h)	40 km/h		40 km/h	
	Two-Way ADT	2,950		2,950	
	Pedestrian Facility	Sidewalk	Sidewalk		
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes	Yes		
	Facility Width (m)	1.80m	1.80m		
	Offset from Motor Vehicle Travel Lanes (m)	≥ 3.0m	< 0.5m		
	Presence of Adjacent Parking?	Yes	-		
	General Purpose Curb Lane ADT	≤ 3000	≤ 3000		
	Max. Distance between Controlled Crossings (m)	≤ 200m	≤ 200m		
Score	5.00	3.50	-	-	
PLOS	A	B	-	-	
Target PLOS	A				
Bicycle	BLOS Inputs				
	Cycling Route Classification	Elsewhere			
	Cycling Facility	Shared Operating Space	Shared Operating Space	Input PLOS First	Input PLOS First
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection, Nomograph - Rural Context (Figure 5.6)7 (for paved shoulders)	-	-		
	Facility Operation	-	-		
	Pedestrian/Cyclist Volume	-	-		
	Facility Width	-	-		
	Boulevard/Buffer Width (excluding curb)	-	-		
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	Cross-Street	Cross-Street		
	Number of Travel Lanes at Crossing	≤ 2	≤ 2		
Crossing includes Median Refuge (≥ 2.7m)	No	No			
Cross-street Posted Speed (km/h)	≤ 30 km/h	≤ 30 km/h			
Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare			
Score	3.60	3.60	-	-	
BLOS	B	B	-	-	
Target BLOS	B				
Transit	TLOS Inputs				
	Transit Facility				
	Facility Type				
	Expected Transit Running Time				
	Transit Travel Speed (if available)				
TLOS	-	-			
Target TLOS	-				
Public Realm	PRLOS Inputs				
	Context	Other Streets	Other Streets		
	Inner Boulevard Width	2.0-3.99m	≤ 0.6m		
	Middle Boulevard Width	≤ 0.5m	≤ 0.5m		
	Outer Boulevard (Frontage) Width	≤ 0.5m	1.5-1.99m		
	Transit Route on Segment?	No	No		
	Bus Stop Elements	-	-		
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2			
Score	23.10	22.20			
PRLOS	B	B			
Target PRLOS	B				