

Date: 2.25.2026

**Jean-Charles Renaud**  
**Planner III**

Development Review, Central  
 Planning, Development and Building Services Department (PDBS)  
 City of Ottawa  
 110 Lauier Avenue West  
 Ottawa, Ontario K1P 1J1

**Re: 131, 139, Parkdale Ave and 128 Forward Ave – Urban Design Review Panel Recommendation**

Dear Jean-Charles Renaud,

On January 9<sup>th</sup>, 2026 at 9:00am we presented our proposal for a new development located at 131, 139 Parkdale Ave, and 128 Forward Ave. on behalf of our client 11034936 Canada Inc. (Brigil). Included below are our responses to the recommendations made by the City of Ottawa Urban Design Review Panel, dated January 9<sup>th</sup>, 2026.

|  | Responses  |
|--|--|
| <b>Key Recommendations</b>   |  |
| The Panel expresses strong support for the overall direction of the project and commends the team for a comprehensive and thoughtful presentation. The project is widely recognized as appropriate for a tall building typology, with broad support for the proposed height, floor plate size, and overall massing strategy.   | Noted. No further action required.   |
| The Panel consistently identifies the mid-block connection and passageway as the heart of the project and encourages further amplification of its pedestrian character, extending this treatment clearly and legibly to the passageway.<br><br><i>There is support for the proportions of this passageway, with encouragement to continue refining its edge conditions, materiality, and entry cues to reinforce its role as a pedestrian-first environment.</i> | As part of the development of the design the east-west passway at the south end of the project has been removed as the design and location of the lobby has been refined. The configuration of the lobby facilitates a thorough block connection, connecting Parkdale and the laneway. The laneway is still envisioned as an open, pedestrian friendly public space as reflected in the design.. |
| The Panel supports the architectural language of both the tower and the lower building, including the  | Noted. The exterior expression will continue to be refined while maintaining the overall intent. Of example, additional articulation has been  |

**Date:** 2.25.2026

**Re:** 131, 139, Parkdale Ave and  
128 Forward Ave – Urban  
Design Review Panel  
Recommendation

|   |  |
|---|--|
| <p>scalloped façade treatment, masonry expression, and subtle differentiation between building components.</p>  | <p>included within the podium to break down the overall scale of the building and create a more residential expression through the introduction of horizontal elements at each floor.</p>  |
| <p>The Panel encourages further exploration of the lobby placement along Parkdale Avenue to create a more active street edge and advises that back-of-house such as mail room, not present as a public-facing, ensuring a clear and civic expression.</p>   | <p>The location of the lobby has moved further to the south, in the centre of the Building B. The lobby extends through the ground floor and connects directly to the laneway. Amenity at grade is envisioned to extend into the lobby creating a third space for residents and potentially the community at large. “Back-of-house” functions, such as the mail room have been pulled back from the exterior, while space such as the bike room are celebrated towards the laneway with vision glass showing off this active transportation space.</p>   |
| <p>The Panel supports the overall form and balcony strategy for tower subject to the comments below, alongside discussion about strengthening the vertical expression and exploring a more expressive lantern element at the top to enhance the tower’s skyline presence.</p>   | <p>Noted.</p> <p>We have studied the removal of the horizontals within the tower and ultimately feel that the gradient of horizontal bands helps to transition from the podium into the tower expression and helps to elongate the tower.</p> <p>At the top of the tower, we have extended mass to further create a lantern element, consolidating windows at this level to create a three-storey expression. We envision these windows either being transparent with the penthouse space being illuminated or creating a light box behind clear glazing. This element will be further refined so as to not over illuminate the night sky unnecessary.</p> |
| <p><b>Site Design &amp; Public Realm</b></p>  |  |
| <p>The Panel supports the careful organization of the site and identifies the passageway between the two buildings as the heart of the project. Its design should clearly prioritize pedestrians, enhance legibility, and establish a strong sense of place.</p> <p><i>The Panel encourages further articulation through material refinement, pedestrian-scaled elements, canopy or liner projections, bollards, and integrated art to reinforce its pedestrian character and distinguish it from vehicular access.</i></p> | <p>The laneway between Building A and Building B will be designed in a way that feels pedestrian and creates a place on the site with opportunities for activities from with the building to spill out.</p>  |

**Date:** 2.25.2026

**Re:** 131, 139, Parkdale Ave and  
128 Forward Ave – Urban  
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|  |   |
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| <p>The Panel values the programming of the ground floor, particularly within the smaller Burnside building, noting that retail and café uses ensure it responds to the neighbourhood scale and does not feel secondary. The bridge connection between buildings and the space beneath it is also supported and should be further refined.</p>  | <p>Noted. The amenity and retail offerings at grade will continue to be refined while creating an active public realm.</p>  |
| <p>The Panel encourages exploration of the bike rooms along the laneway as more than utilitarian spaces, suggesting glazing, visibility, or active uses such as bike repair to animate this central pedestrian corridor.</p>   | <p>Noted. The project will prioritize access or cycling and other modes of active transportation. Bicycle rooms will be design as more than utilitarian space, celebrating bicycling and provide windows to the laneway creating a visual connection between the two spaces. Opportunities for glazing between the bike room and the interior will also be explored.</p>            |
| <p>The Panel expressed some concern that part of the passageway may be need for vehicular maneuvering.</p>   | <p>The passageway has been removed. Vehicle movements will take place within the laneway only.</p>  |
| <p><b>Sustainability</b></p>   |   |
| <p>The Panel encourages a strengthened sustainability agenda across the site, integrating building and landscape strategies that address climate, resilience, and long-term durability.</p> <p><i>Opportunities include incorporating green infrastructure within planters to manage stormwater, prioritizing low-embodied-carbon materials from local suppliers, and carefully selecting planting to ensure resilience to winter conditions.</i></p> <p><i>The Panel also supports subtle design integration of building motifs, such as scallops, into landscape elements to reinforce cohesion between architecture and public realm.</i></p> | <p>Please see attached memo from the Landscape Architect for sustainability strategies utilized within the landscape.</p> <p>As the project develops, we will also explore ways to tie the site design and building architecture together such as by using similar colours on metal elements in the podium and the landscape and incorporating scallops into concrete planters.</p> |
| <p><b>Built Form &amp; Architecture</b></p>  |   |
| <p>The Panel strongly supports the overall massing strategy and recognizes the project’s sensitivity to its multiple conditions, including its gateway role, relationship to Tunney’s Pasture, and transition to lower-scale neighbourhood fabric. The effort to break down larger</p>   | <p>Noted. No further action required.</p>   |

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|   |  |
|---|--|
| <p>masses into more legible components is appreciated.</p>  |  |
| <p>The Panel commends the elegant scalloped vertical elements on the podium and tower and encourages continued exploration of this vertical language.</p> <p><i>The current 1.6-metre shift may not sufficiently read as two slender towers, a complementary vertical reveal and strategic balcony placement are recommended. Precedents such as CIBC Square (even though that is an office building) in Toronto are worth studying.</i></p> <p><i>The Panel also questions the necessity of horizontal elements, suggesting the design could more clearly celebrate verticality and enhance the base-to-sky expression.</i></p> <p>The Panel encourages further development of the tower top, supporting a lantern-like treatment to screen mechanical areas that enhance the building's visibility and presence on the Ottawa skyline.</p> <p><i>The Panel appreciates the reveal floor and banding strategy, and encourages continued refinement of corner conditions, material transitions, and base proportions to reduce perceived heaviness and improve the pedestrian experience at grade. The transition between the tower, podium, and lower building is generally well handled, with continued fine-tuning encouraged.</i></p> <p><i>The Panel supports the direction of the smaller midrise building in the composition, siting it as a potential transition approach for similar tower sites in the Tunney's Pasture district.</i></p> | <p>Noted. As part of the development of the massing a reveal between the two masses of the tower was explored. As presented, the two masses are of equal width and length in plan with the same number of windows and vertical panels. Two strategies were explored to create a reveal while maintaining the integrity of each mass for the height of the tower.</p> <ol style="list-style-type: none"> <li>1) We explored shifting the south mass further to the south to introduce a reveal between the volumes. This increased the floor area of the tower and reduced the tower separation to the south.</li> <li>2) We explored pushing part of the southern volume in to create a reveal between two unequal masses. In elevation this resulted in an unequal number of windows and solid vertical panels which we felt undermined the clarity and elegance of the composition.</li> </ol> <p>In both strategies, while the masses were expressed as more separated in elevation, the reveal had the unintended consequence of reducing the difference of the facade alignment between the buildings in perspective, especially as one approached the building from the north. For this reason, we have chosen not to incorporate a reveal between the volumes of the tower.</p> <p>As noted previously, we have continued to refine the exterior, including</p> <ol style="list-style-type: none"> <li>1) incorporating horizontal brick bands within the podium to create a more residentially scaled expression,</li> <li>2) shifting the larger horizontal datum within Building B that separated level 2 and 3 down to level 1 and level 2, bringing the scale of the building down and in greater alignment with the existing residential fabric particularly the MURB at the south-east corner of Burnside and Forward,</li> <li>3) the introduction of Juliette and inset balconies within the podium, including metal picket guard,</li> <li>4) the introduction of additional canopies along Parkdale to align with</li> </ol> |

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|  |  |
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|  | <p>the amenity spaces, lobby, and bicycle parking entries,</p> <p>5) adjusting the floor to floor to align with proposed brick modules</p> <p>6) the introduction of steps and small front terraces at the at-grade units along Forward Ave.</p>   |
| <p>The Panel supports the reveal floor and the material treatment of the podium and appreciates the study of the scallops to ensure their legibility and as a strong character defining element of the design.</p>           | <p>Noted. As the design evolves and is refined, we will seek ways to make the scallop expression legible.</p>  |
| <p>The Panel encourages the proponent to explore making the bicycle rooms on both buildings more activated to contribute to the streetscape design of the mid-block connection rather than inward facing storage spaces.</p> | <p>As noted above, the bicycle rooms are envisioned as daylight spaces that contribute to the experience of the public realm and put active transportation on display. We are exploring ways to create connections between these spaces and the exterior as well as putting this amenity on display to the interior of the building.</p> |

Please see Appendix 1 for updated drawings and Appendix 2 for the presentation as presented to the Urban Design Review Plan on January 9, 2026.

Should you require any further information or clarification, please do not hesitate to contact me directly.

Sincerely,



**Dan McTavish, OAA**  
Design Principal  
Perkins&Will

dan.mctavish@perkinswill.com

# siteform

February 25, 2026

Jean-Charles (JC) Renaud, MCIP/MICU, RPP/UPC  
Planner III  
Development Review, Central  
Planning, Development and Building Services Department (PDBS)  
City of Ottawa  
110 Laurier Avenue West. Ottawa, ON

Dear Jean-Charles,

## **Re: 131 Parkdale Avenue - UDRP Comment Response to Landscape Items**

Please receive this letter as summary of response to items shared by the UDRP (Urban Design Review Panel). Thank you for your on-going coordination on this proposed development.

### Comment:

*The Panel encourages a strengthened sustainability agenda across the site, integrating building and landscape strategies that address climate, resilience, and long-term durability.*

*Opportunities include incorporating green infrastructure within planters to manage stormwater, prioritizing low-embodied-carbon materials from local suppliers, and carefully selecting planting to ensure resilience to winter conditions.*

*The Panel also supports subtle design integration of building motifs, such as scallops, into landscape elements to reinforce cohesion between architecture and [the] public realm.*

### Response:

The proposed landscape will address sustainability, climate and resilience with robust long-term durability expressed in a motif that integrates building and site. *Climate Positive Design* will guide detailed design decisions and support capital decision-making within the public realm.

#### Climate

Trees within the public right-of-way along Parkdale and Burnside Avenues will offer protection from the afternoon sun and mitigate microclimatic downdrafts. Seasonal landscaping and vertical elements at the northeast corner of Building 'A' will mitigate pedestrian-level winds traveling from Burnside Avenue. Permeable pavement surfacing at the private landscape space will be locally sourced and of natural material (e.g. limestone screenings) where appropriate. Native seed stock and species are proposed for all plantings. Concrete products where used, including specialty unit paving, will consider low-embodied carbon options and high albedo surfacing.

### Resilience

Structured planting pits with integrated stormwater management and utility locations are proposed (Parkdale and Burnside Avenues). The spatial provision for plantings will support vital plant health by creating shared soil volumes. The raised planters will offer protection from winter maintenance practices including salt and create horizontal separation from the roadway for pedestrians.

Spring maintenance will consider watering the canopy of young plants to alleviate aerosol salts accumulated over the winter. No lawn surfaces are proposed. Energy efficient site lighting will be used where practical and to promote the perception of site safety and visual comfort. Visual and non-visual effects of lighting are considered as well as bird-friendly design principles.

### Long-term durability

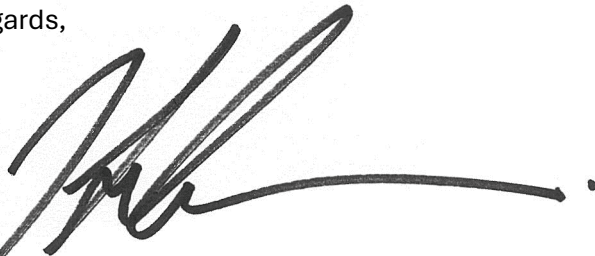
Durable and city-standard materials proposed. Locally sourced and manufactured, thermally treated site lumber is considered for all seating elements. Base materials for plinth-style seating will consider regionally sourced natural stone. Robust formwork and curb detailing within the right-of-way will be of detectable curb heights and snow-clearing markers will be considered to support winter operations and to minimize site damage caused by ploughs and heavy-use.

### Site Motif

Horizontal site geometry that mimics the vertical scallop forms of architecture will be explored during detailed design and with City staff. Proposed seating will complement building architecture and form (for example, scalloped benchworks and formwork shaping). Semi-public landscape spaces will be of a naturalized character and offer a 'rewilding' aesthetic in contrast to 'clean' architectural lines of the buildings. The detailed design of specialty unit paving areas of the laneway will consider gentle geometry and lines that complement building architecture.

Thank you for your on-going coordination on this proposed development – we look forward to continuing collaboration with you and to the successful realization of the project. Please reach out with any specific needs unaddressed.

Kind regards,



Jonathan Loschmann, OALA, CSLA, LEED® AP

Principal

# Appendix 1

# 131 Parkdale

February 2026

Perkins&Will





# Contents

**01 Architectural Drawings 32**

**02 Design Exploration 48**

- Building Massing
- Exterior Expression

This document was prepared for submission to the City of Ottawa in support of the planning application for project know as 131 Parkdale. The document was prepared by Perkins&Will for the sole purpose of presenting the design intent of the development.

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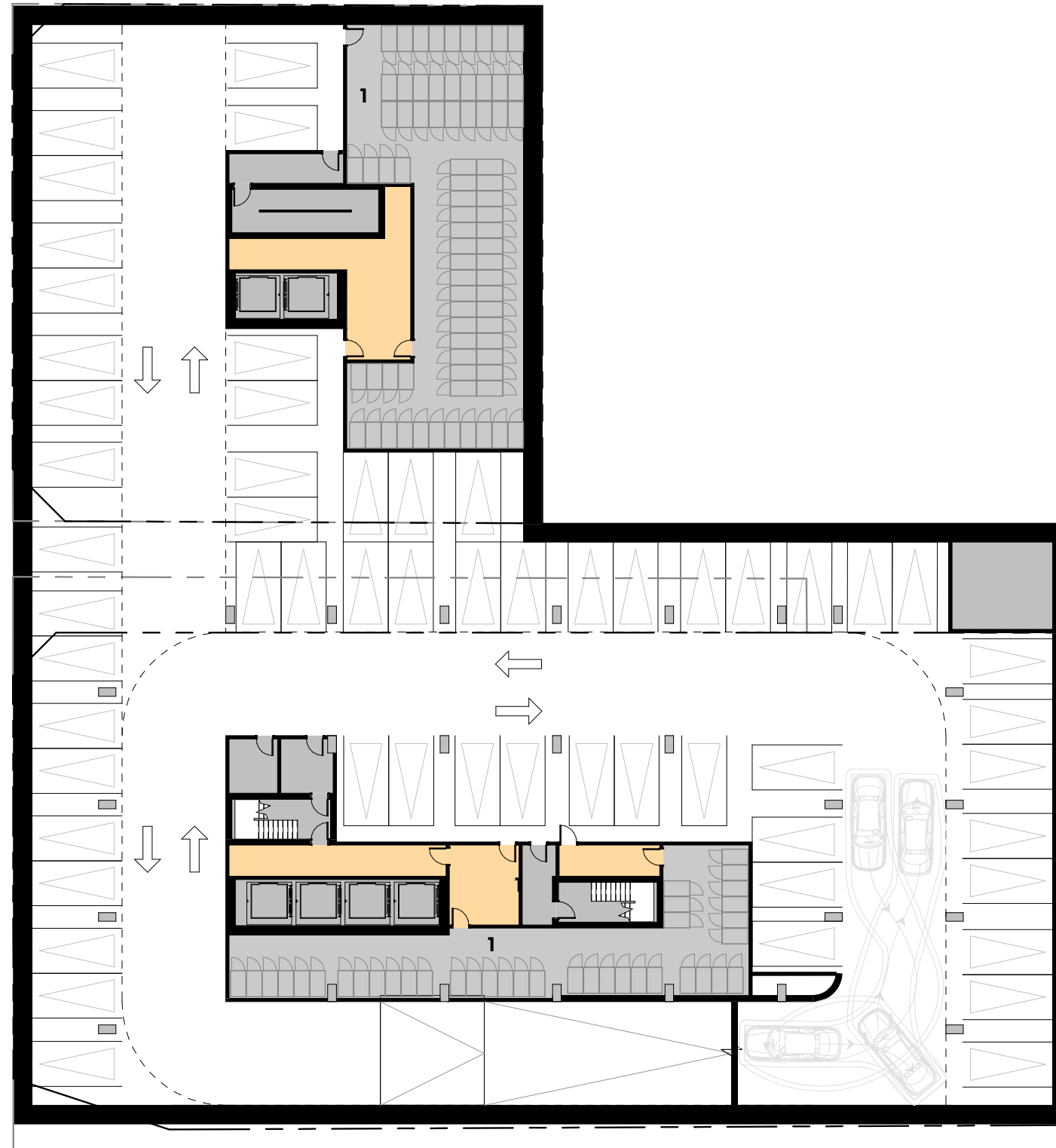


Dan McTavish, OAA  
Design Principal, Associate Principal

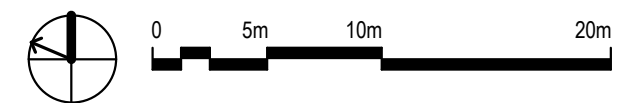
# Section 01.

## Architectural Drawings

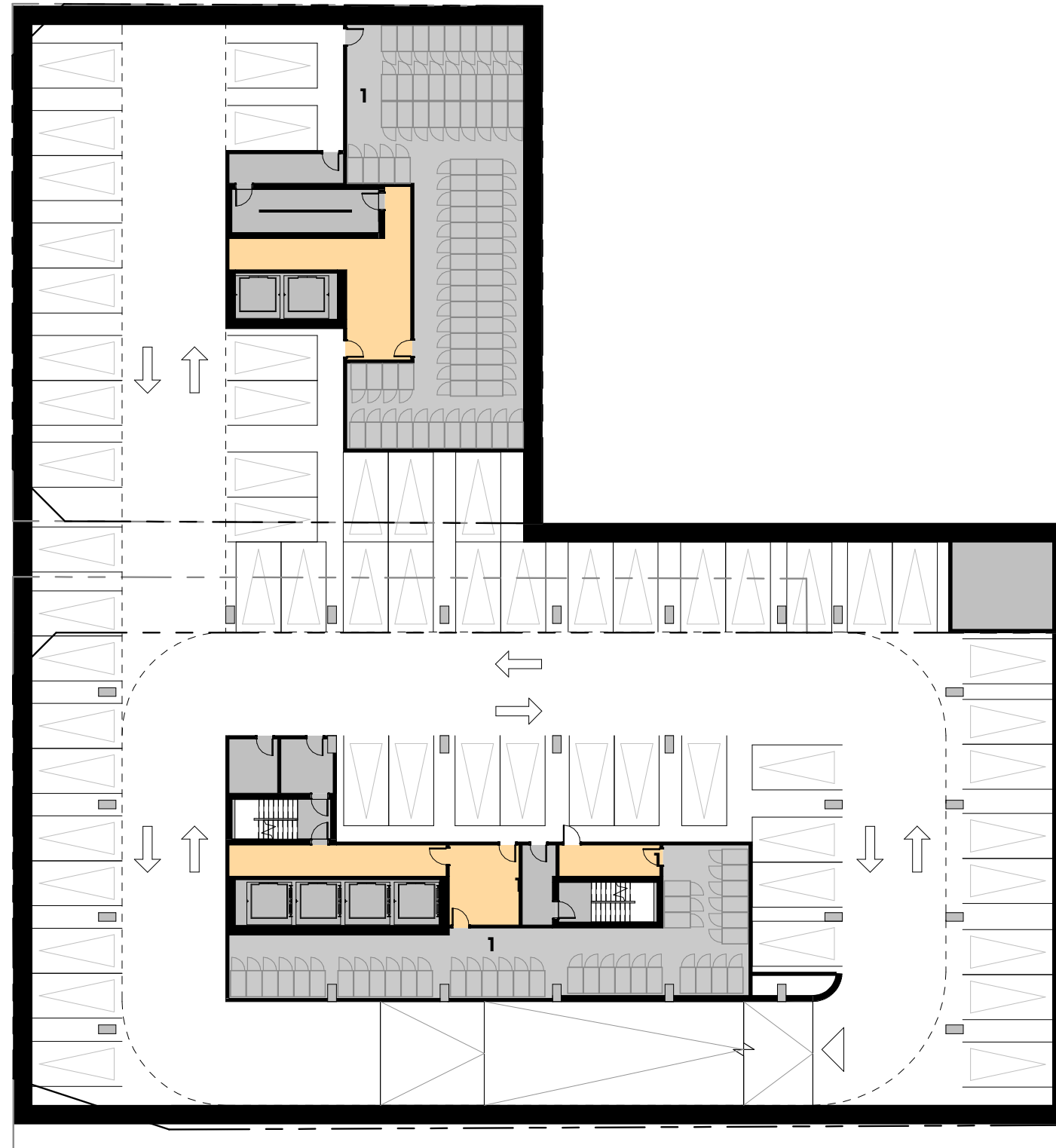
# Level P4 Floor Plan



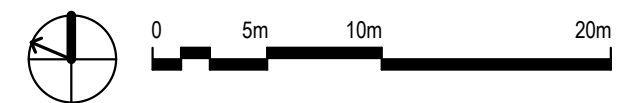
1 Lockers



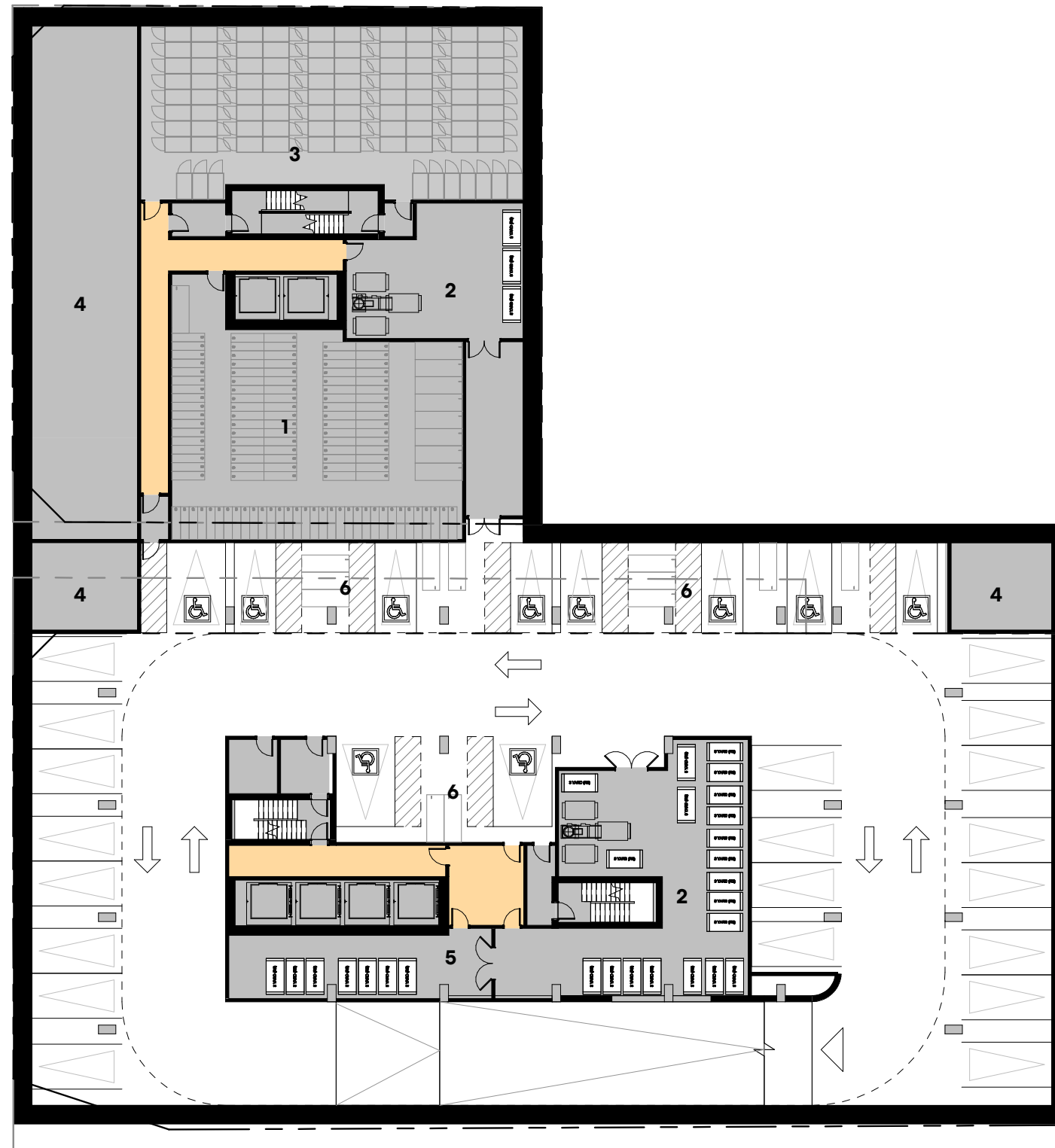
### Level P2-P3 Floor Plan



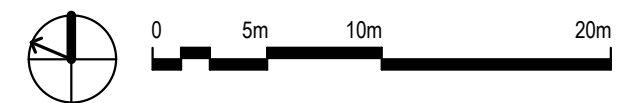
1 Lockers



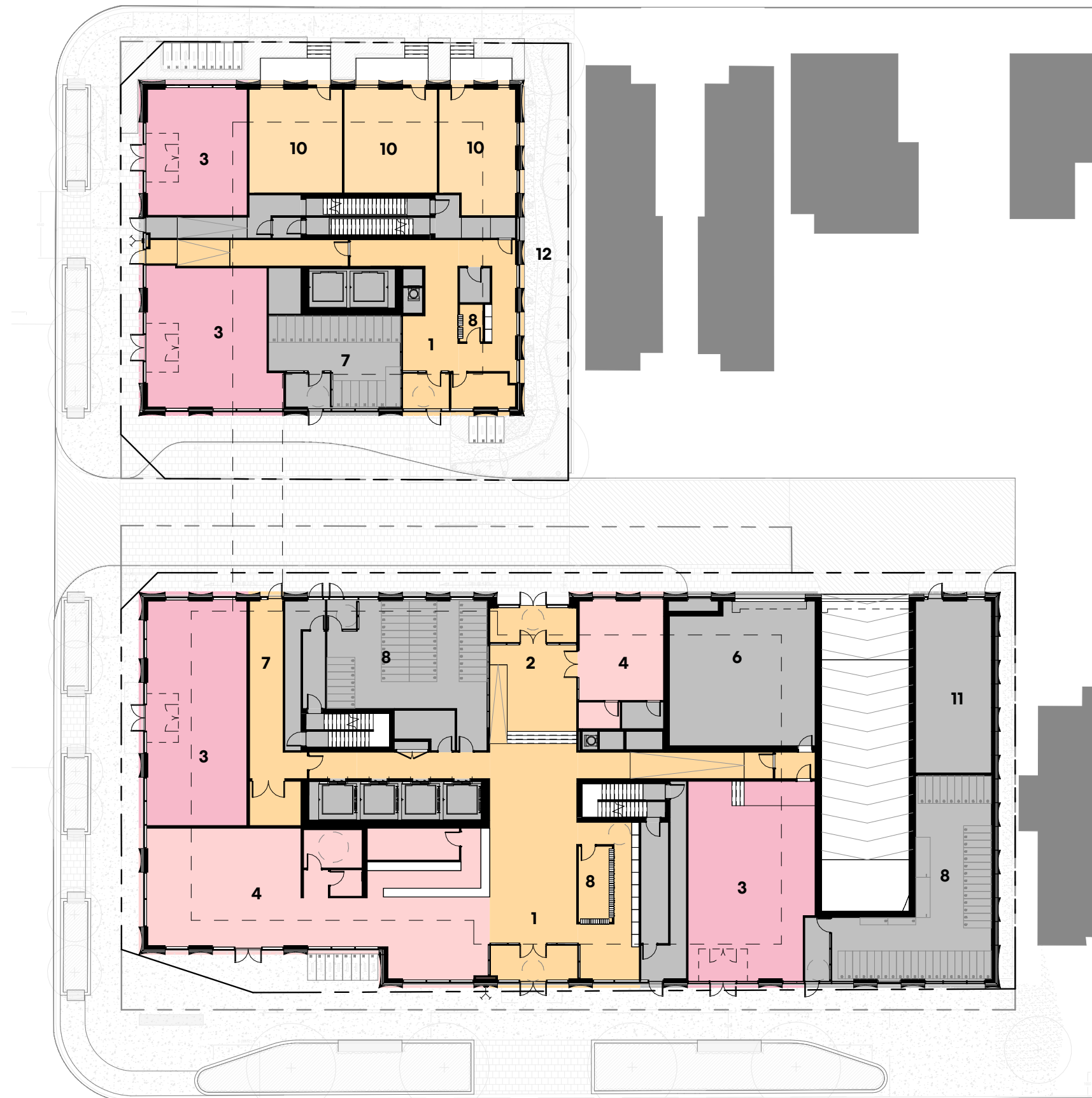
# Level P1 Floor Plan



- 1 Bike Parking
- 2 Garbage
- 3 Lockers
- 4 Mechanical
- 5 Fibre & Organics
- 6 Accessible Parking



# Level 01 Floor Plan

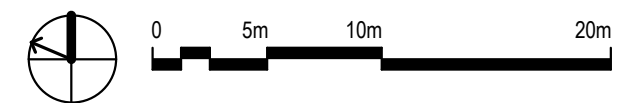


- 1 Lobby
- 2 Private Entry
- 3 Retail
- 4 Amenity
- 5 Mail Room
- 6 Loading
- 7 Move-In
- 8 Bike Parking
- 9 Parking Garage Entrance
- 10 At-Grade Unit
- 11 Hydro Vault
- 12 Exterior Pathway

### Level 02 Floor Plan



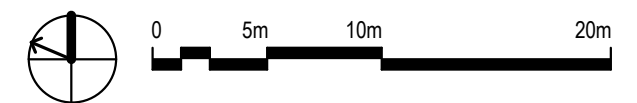
- 1 1 Bed + Den
- 2 2 Bed
- 3 1 Bed
- 4 Studio
- 5 Lockers



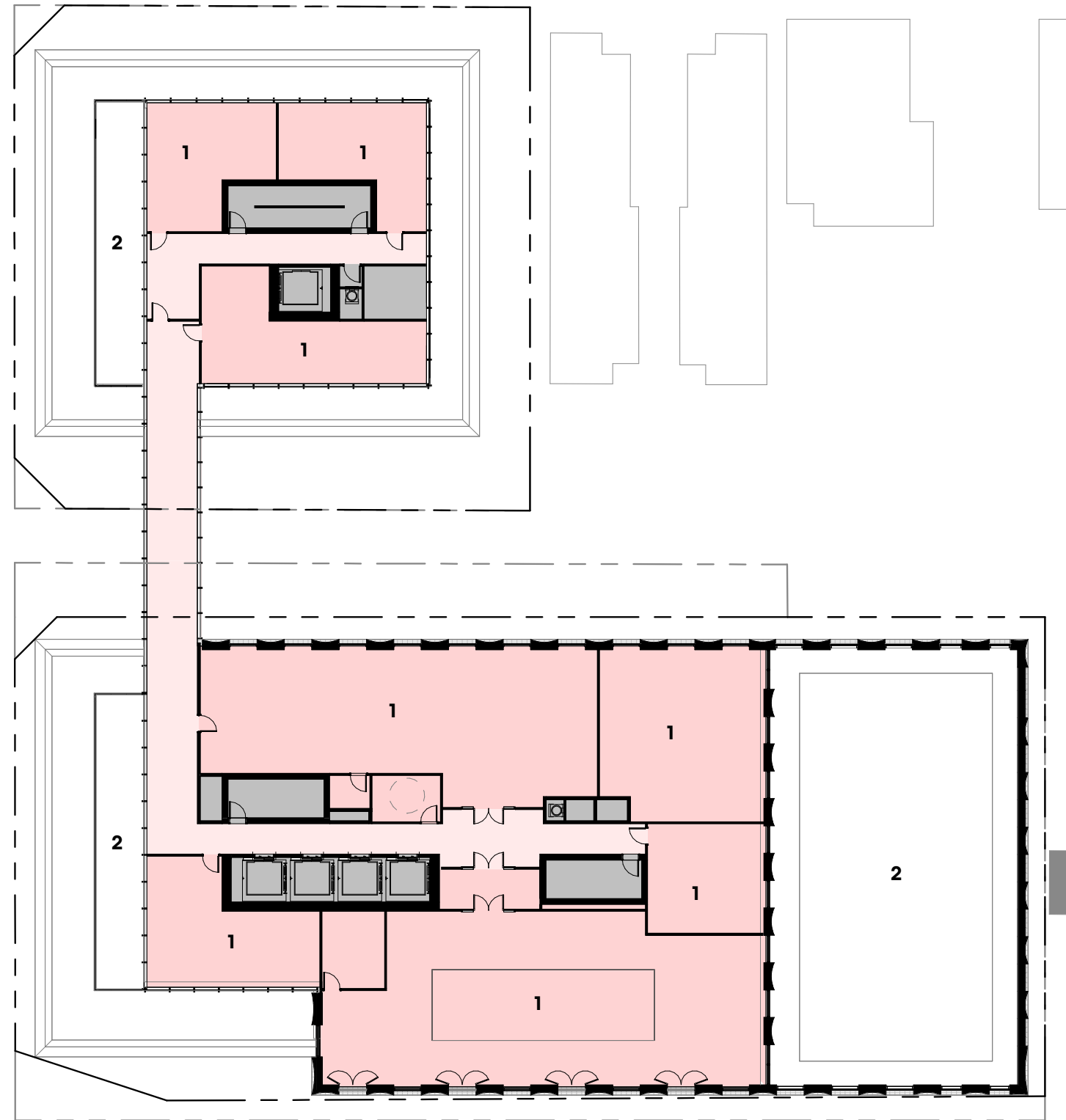
### Level 03-05 Floor Plan



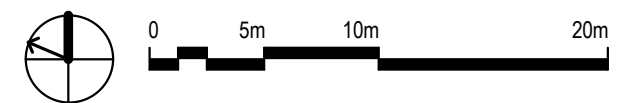
- 1 1 Bed + Den
- 2 2 Bed
- 3 1 Bed
- 4 Studio
- 5 Lockers



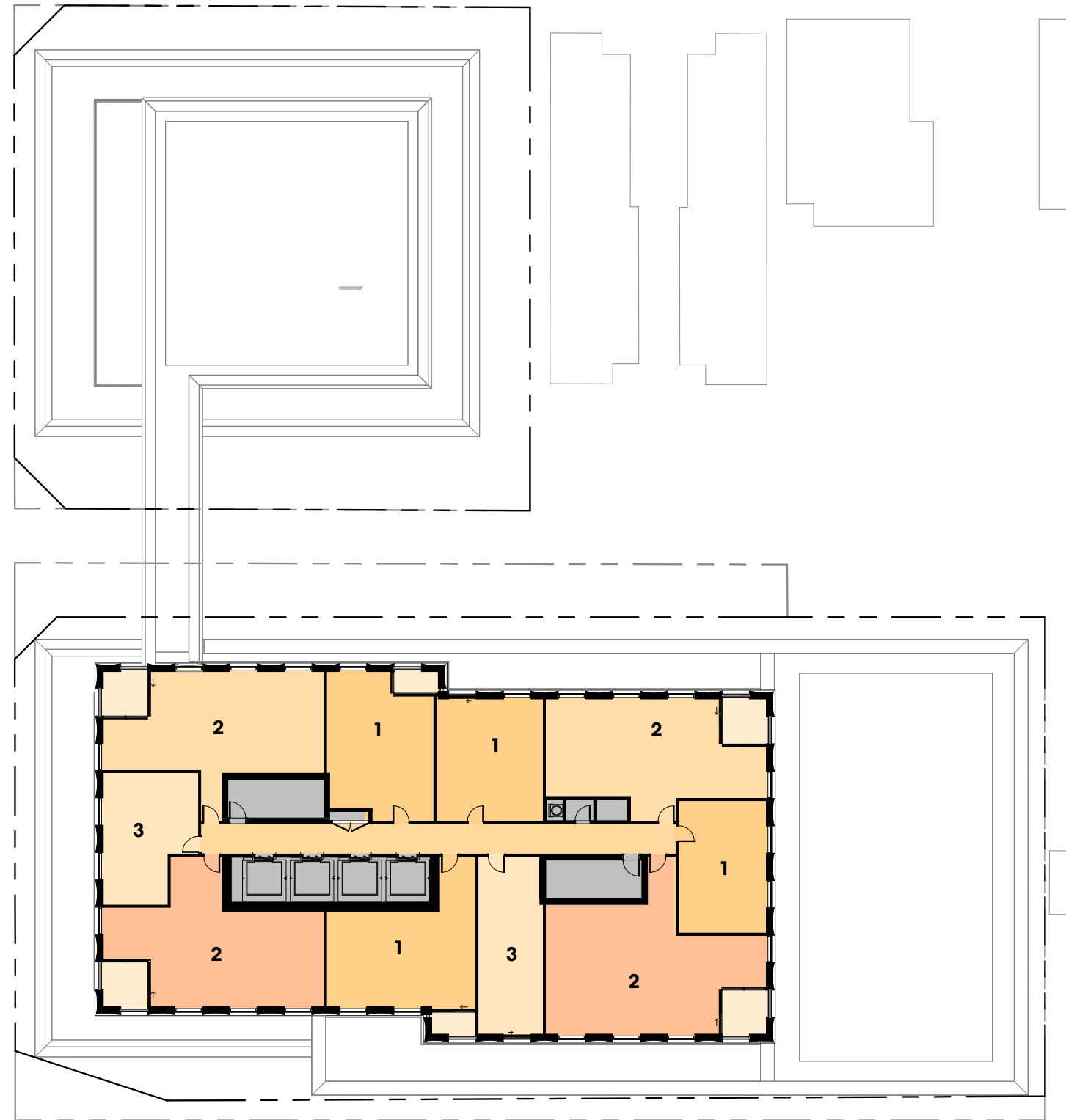
### Level 06 Amenities Floor Plan



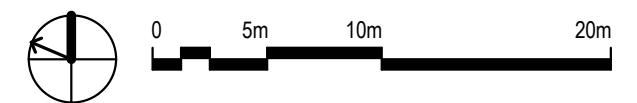
- 1 Indoor Amenity
- 2 Outdoor Amenity



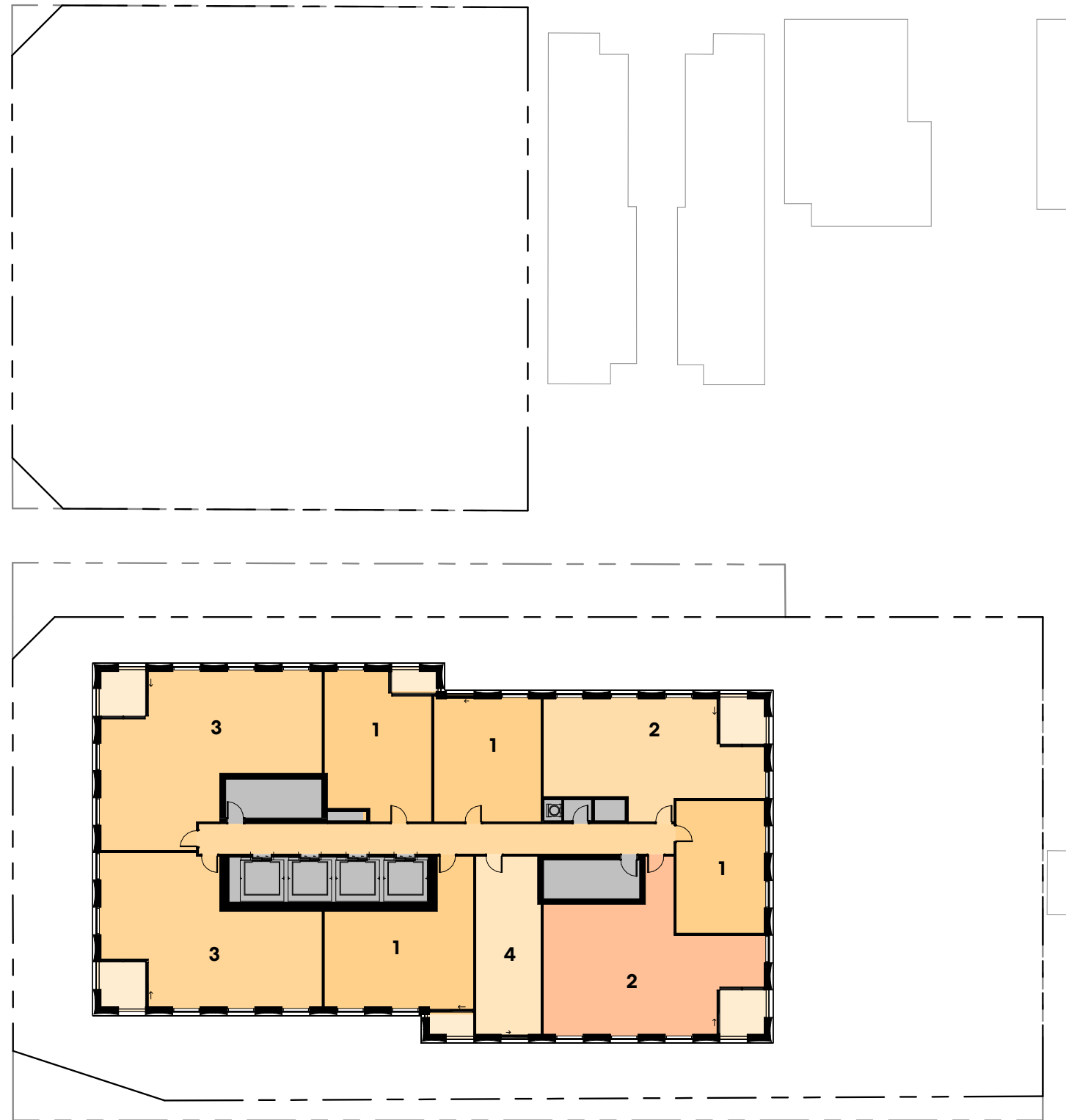
### Level 07-30 Floor Plan



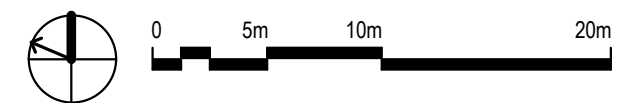
- 1 1 Bed
- 2 2 Bed
- 3 Studio



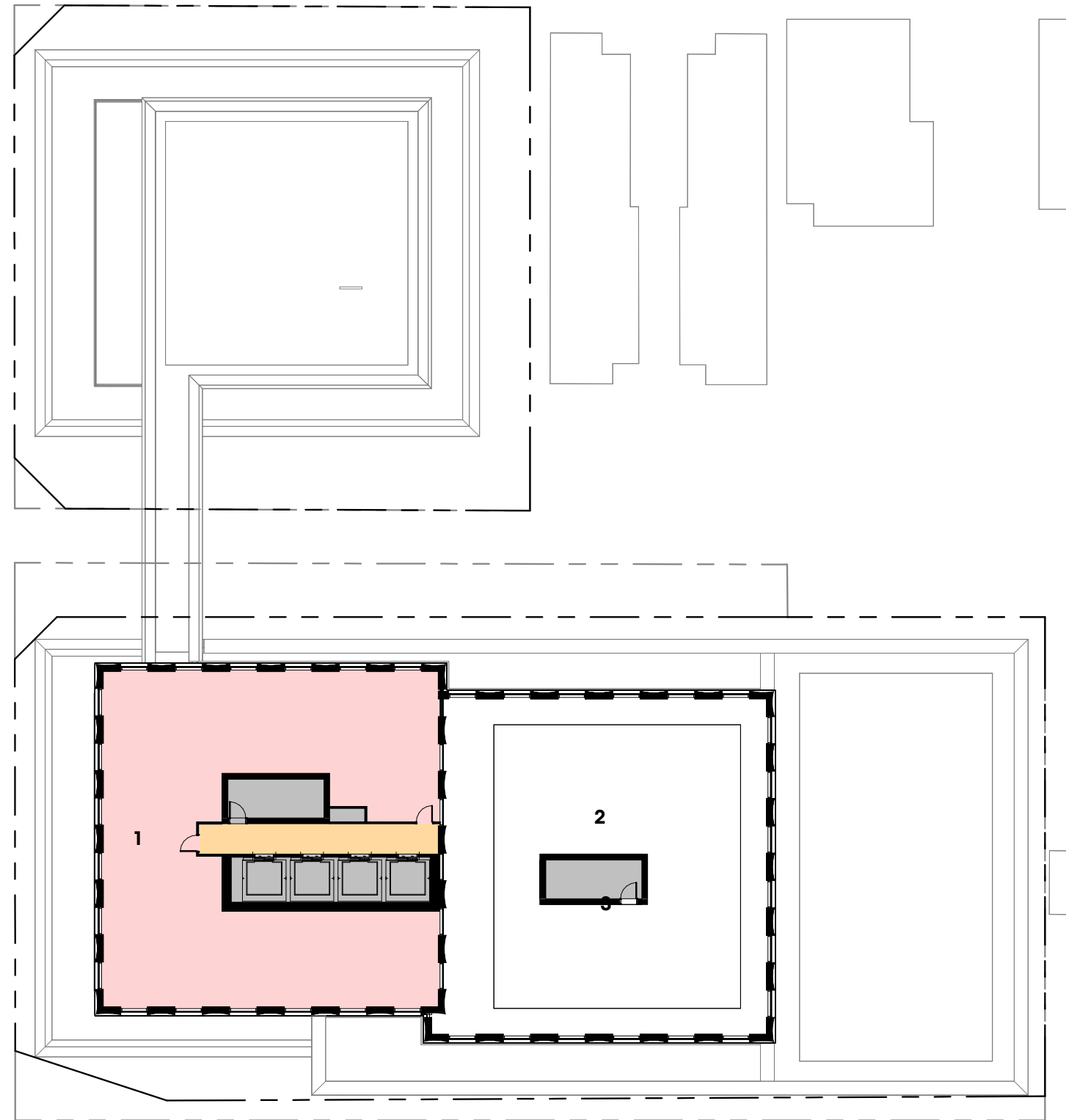
### Level 31-40 Floor Plan



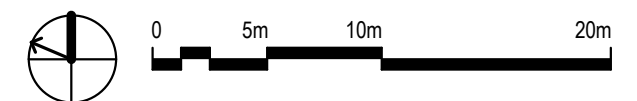
- 1 1 Bed
- 2 2 Bed
- 3 2 Bed + Den
- 4 Studio



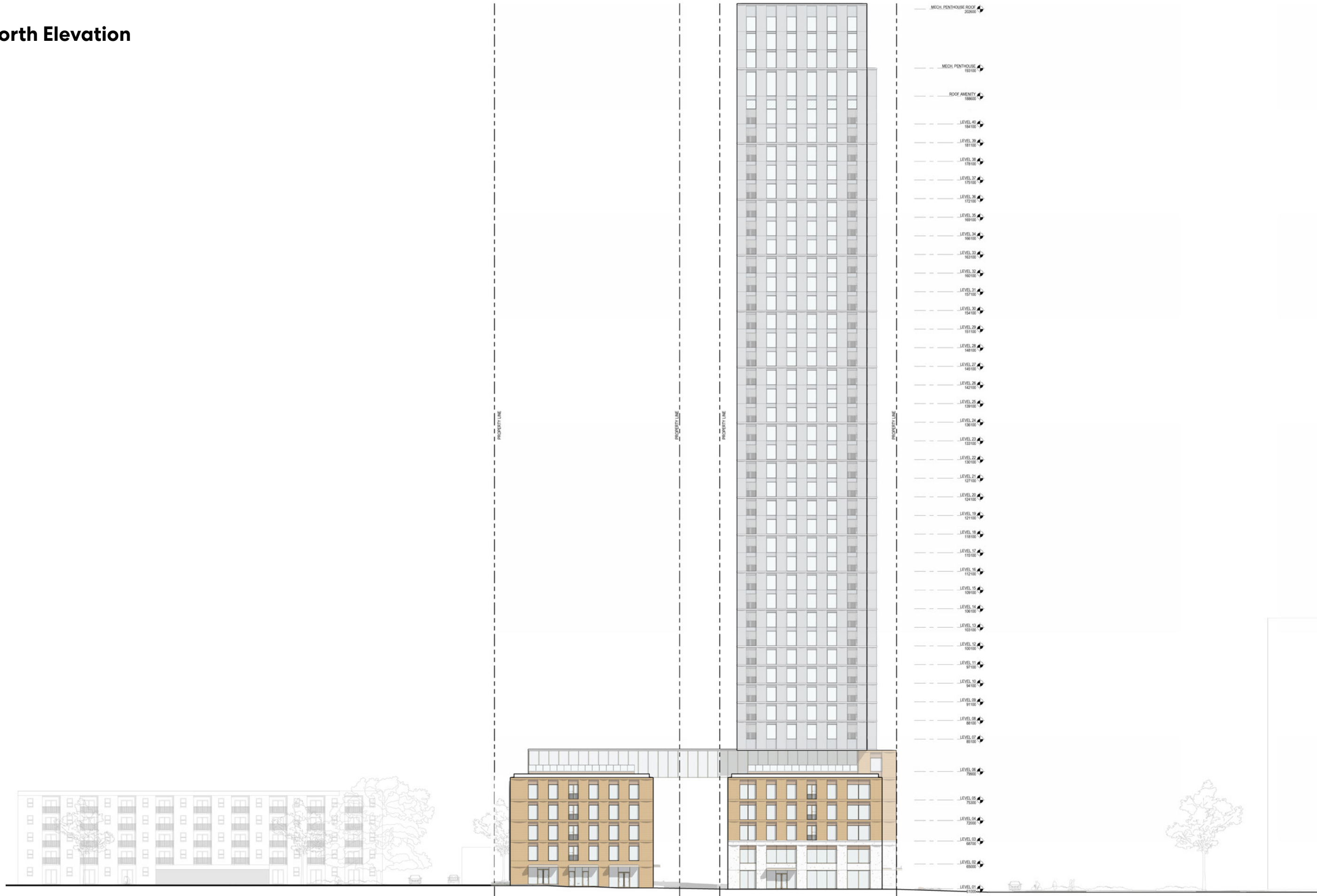
# Level 40 Floor Plan



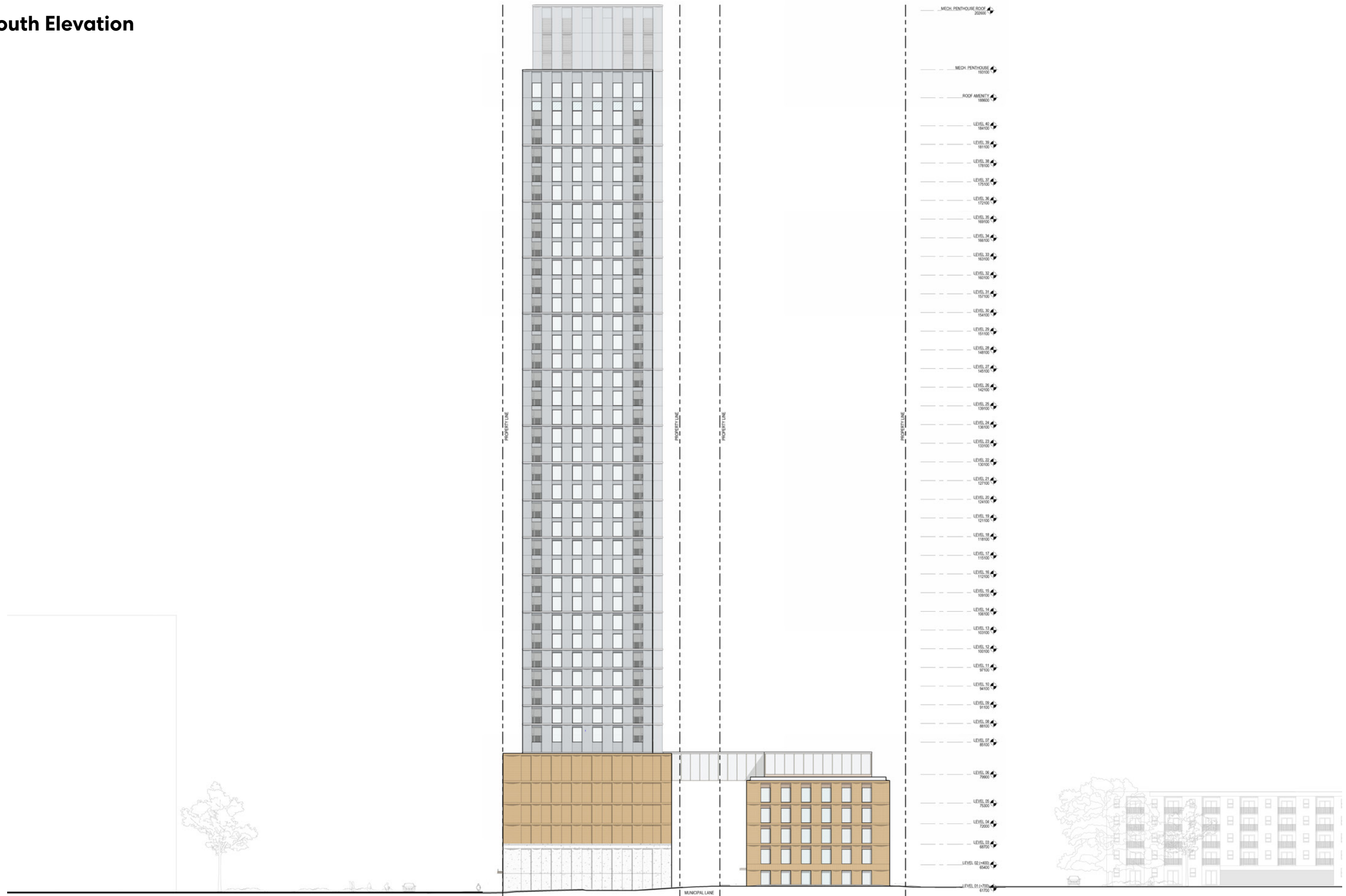
- 1 Indoor Amenity
- 2 Rooftop Amenity



North Elevation



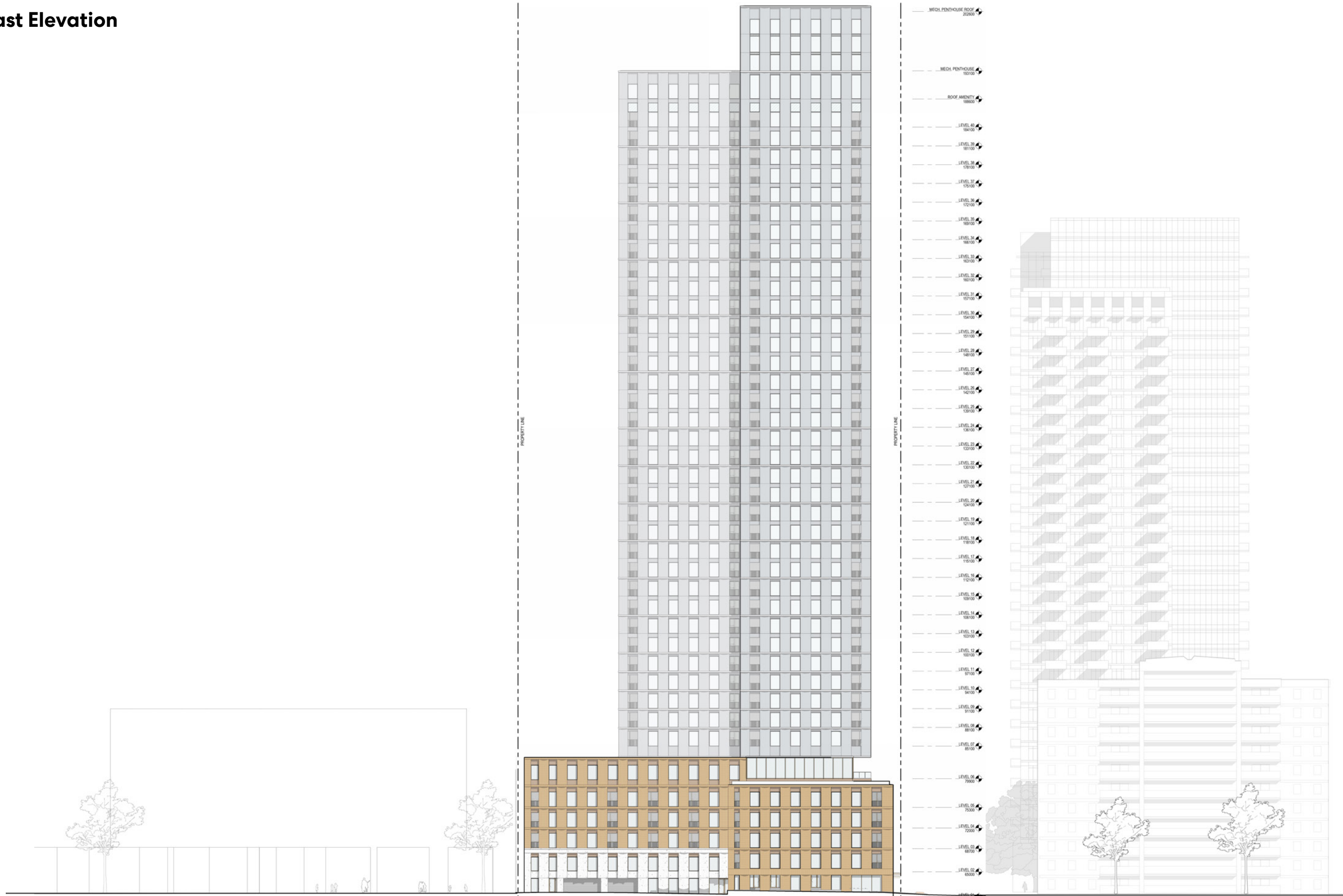
South Elevation



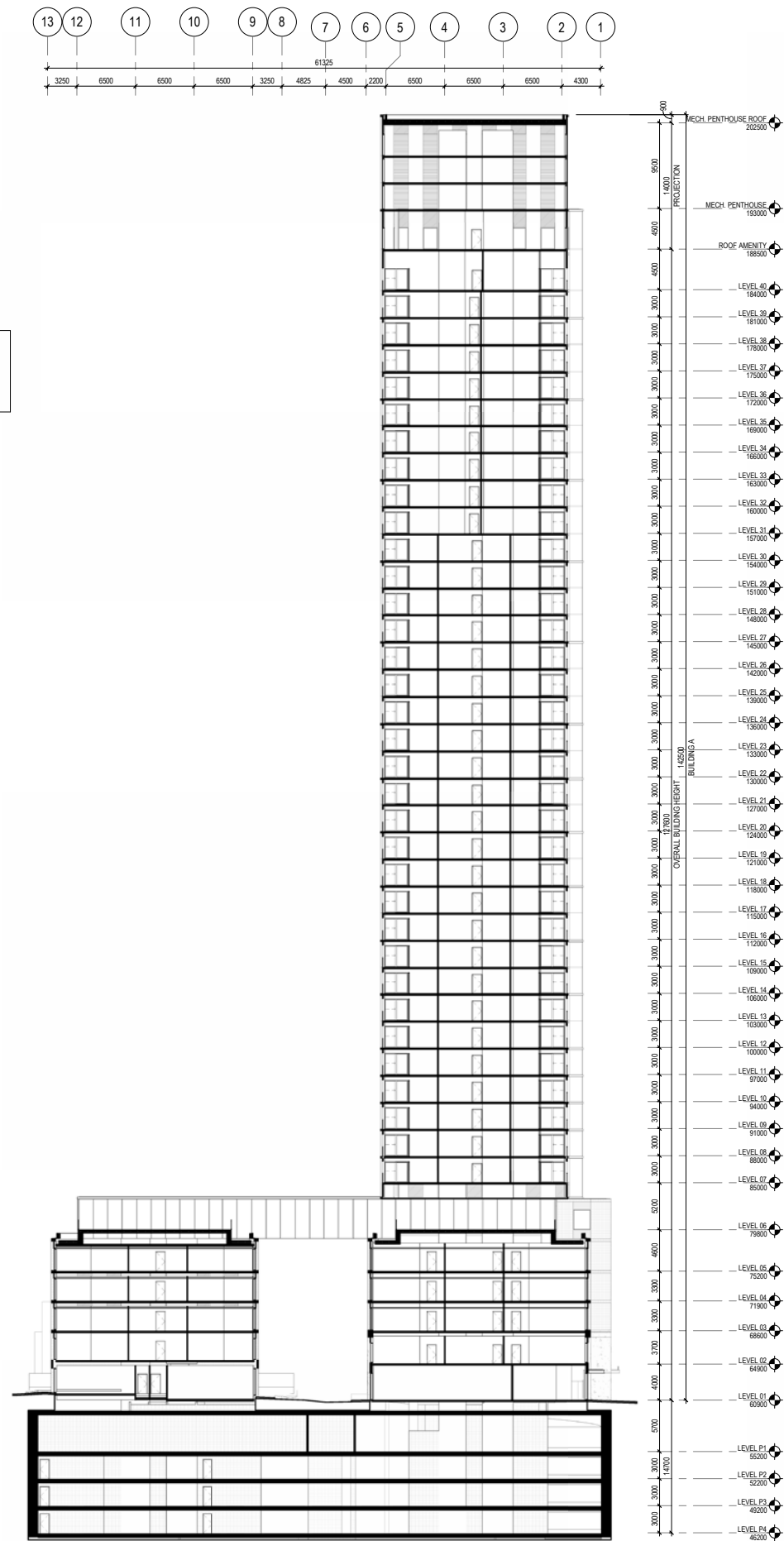
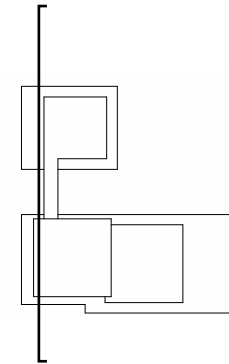
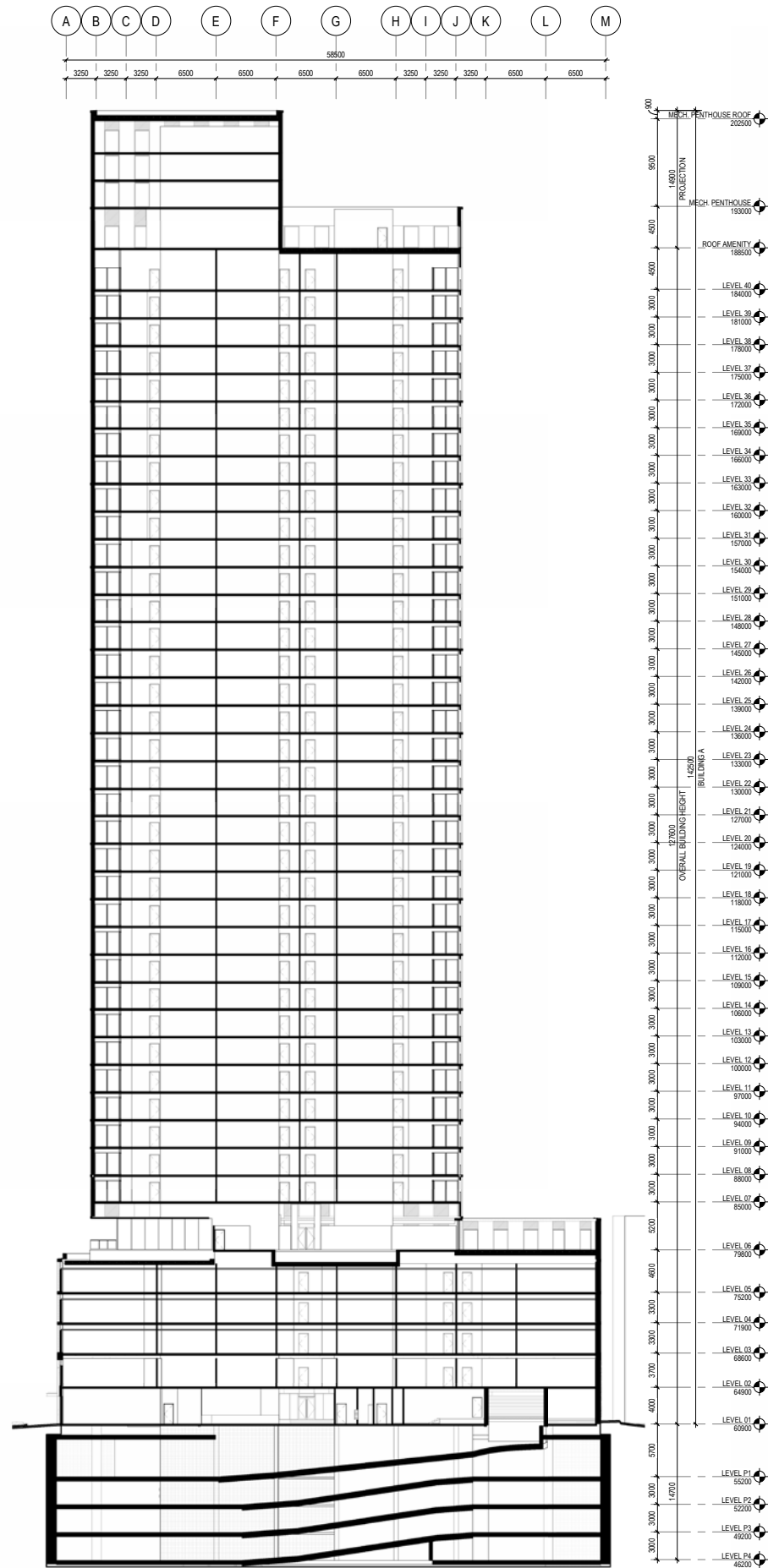
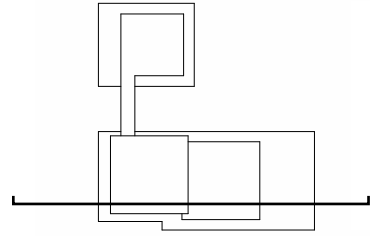
# West Elevation



East Elevation



# Building Section



# Section 02.

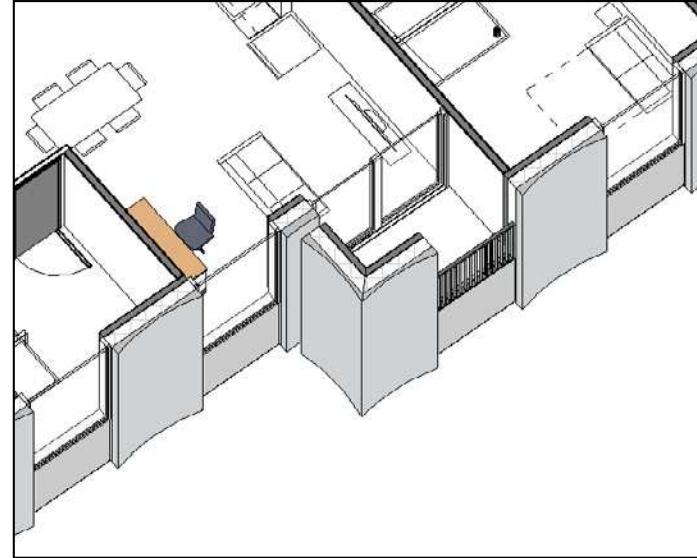
## Design Explorations

## Building Massing

Original Massing vs. Reveal at Tower



Tower View



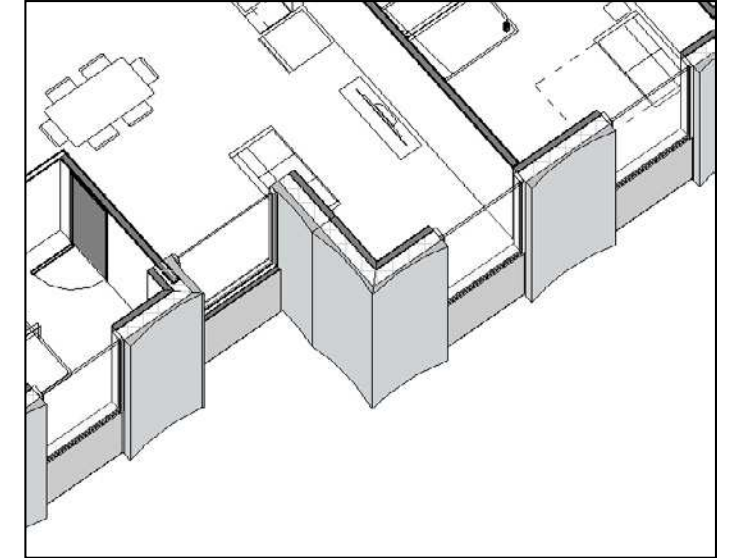
Massing Impact on Units



At-Grade View



Tower View



Massing Impact on Units



At-Grade View

**Exterior Expression**  
Original Massing



Horizontal Datum at Tower  
Single Scallop Panel at Ground Floor



Horizontal Datum at Tower  
Double Scallop Panel at Ground Floor



No Horizontal Datum at Tower  
Double Scallop Panel at Ground Floor

## Exterior Expression

Reveal at Tower



Horizontal Datum at Tower  
Single Scallop Panel at Ground Floor



Horizontal Datum at Tower  
Double Scallop Panel at Ground Floor



No Horizontal Datum at Tower  
Double Scallop Panel at Ground Floor

# Appendix 2

# 131 Parkdale

UDRP Formal Review

December 2025

Perkins&Will





# Contents

|           |   |           |
|-----------|---|-----------|
| <b>01</b> | <b>Site Context</b>   | <b>4</b>  |
| <b>02</b> | <b>The Proposal</b>   | <b>10</b> |
| <b>03</b> | <b>Architectural Drawings</b>   | <b>32</b> |
| <b>04</b> | <b>Appendix</b>   | <b>48</b> |
|           | <ul style="list-style-type: none"><li>• Pre-consultation Comment Responses</li><li>• Sun Shadow Analysis</li><li>• Design Evolution</li></ul> |           |

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Dan McTavish, OAA  
Design Principal, Associate Principal

# Section 01.

## Site Context

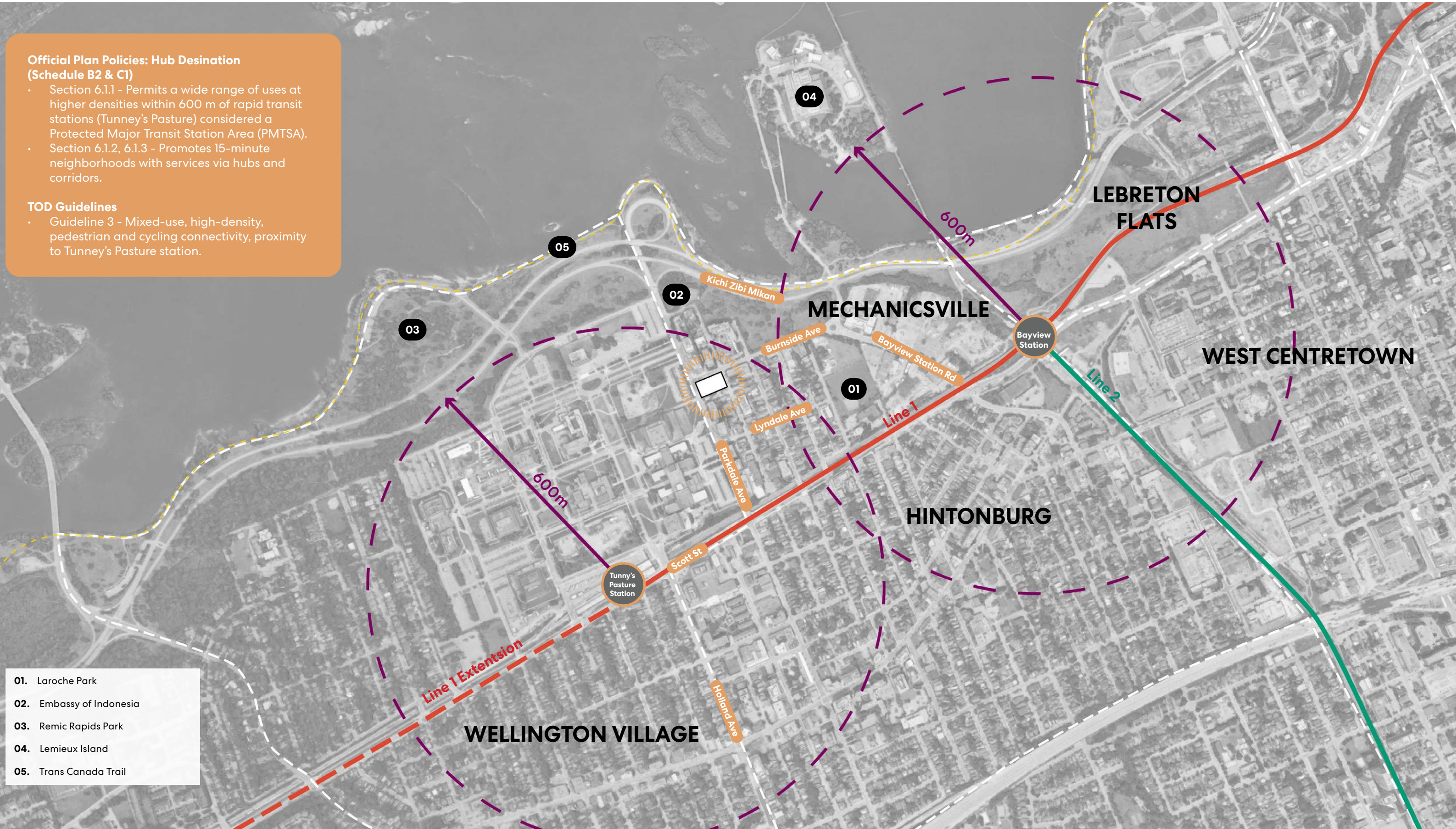
## Neighbourhood Context

### Official Plan Policies: Hub Desination (Schedule B2 & C1)

- Section 6.1.1 - Permits a wide range of uses at higher densities within 600 m of rapid transit stations (Tunney's Pasture) considered a Protected Major Transit Station Area (PMTSA).
- Section 6.1.2, 6.1.3 - Promotes 15-minute neighborhoods with services via hubs and corridors.

### TOD Guidelines

- Guideline 3 - Mixed-use, high-density, pedestrian and cycling connectivity, proximity to Tunney's Pasture station.



- 01. Laroche Park
- 02. Embassy of Indonesia
- 03. Remic Rapids Park
- 04. Lemieux Island
- 05. Trans Canada Trail

## Immediate Context

### Scott Street Secondary Plan

- West (131& 139 Parkdale): Hub (height limit per existing zoning: 37m).
- East (129 Forward): Burnside Corridor (up to 6 storeys; conforms to zoning).
- Schedule B states that for the west part of the site “the height limit varies as per existing zoning”. The existing zoning is Residential Fifth Density, subzone B, maximum height 37 metres (R5B H(37)).
- Schedule B shows the east part of the property is permitted up to 6 storeys. The zoning for this property is Residential Fifth Density, subzone L, maximum height 19 metres (R5L H(19)).

### Official Plan

- Proposed: 40-storey tower (requires Official Plan Amendment per Section 4.1)

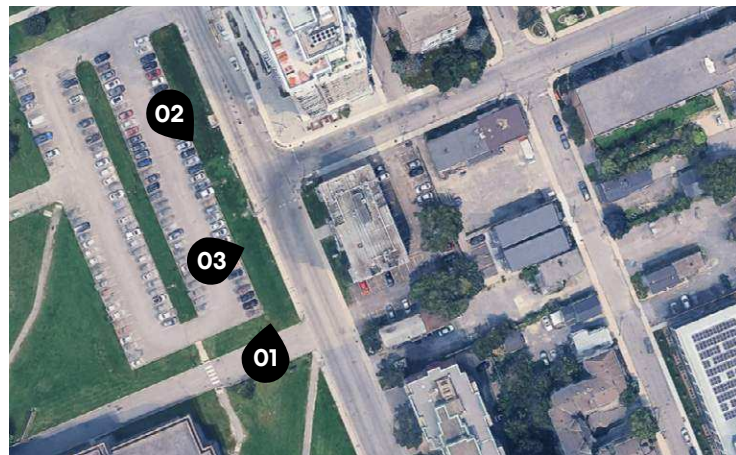


- 01. Tunney's Pasture
- 02. Laroche Park
- 03. Embassy of Indonesia
- 04. New Development of Embassies

## Site Photos

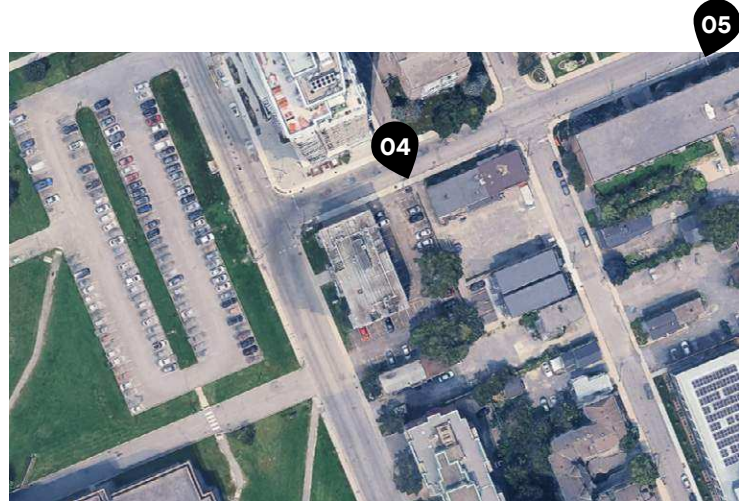
### Official Plan Minor Corridor & Evolving Neighbourhood Overlay

- Section 6.2.1.2 and Section 5.6.1 - New development shall consider appropriate transitions in height, site design and character of adjacent sites to appropriately integrate into the urban fabric.



- 1 Looking North-East from Parkdale Ave
- 2 Looking South-East from Parkdale Ave
- 3 Looking East from Parkdale Ave

Site Photos



4 Looking South on Burnside Ave

5 Looking South-West from Burnside Ave

## Development Context

### Official Plan - Inner Urban Transect

- Section 5.2.1.3 - Supports high-density development and increased residential densities.
- Section 5.2.1.4 - Promotes 15-minute neighborhoods with services via hubs and corridors.
- Section 5.2.2 - Prioritizes transit proximity, eliminates surface parking, and requires active street-facing entrances.

### Official Plan - Minor Corridor & Evolving

- Section 6.2.2.2 - Allows mixed-use and residential-only buildings.
- Section 6.2.1.2 - Requires tallest heights near corridors, stepbacks, and transitions to adjacent sites.
- Section 5.6.1 - New development shall consider appropriate transitions in height, site design and character of adjacent sites to appropriately integrate into the urban fabric.



**The Dale:**  
99 Parkdale - 29 Floors. 121 Parkdale - 33 Floors.



**Odenak:**  
36 floor residential rental community.



**Tunney's Pasture Redevelopment:**  
49-hectare federal employment site opportunistically situated to develop as a vibrant, mixed-use and transit-supportive environment.



|        |                    |
|--------|--------------------|
| Yellow | 6 storeys/ étages  |
| Green  | 12 storeys/ étages |
| Blue   | 20 storeys/ étages |
| Pink   | 30 storeys/ étages |

**Bayview Station District:**  
Future development and community design plan.

**900 Albert Street:**  
65 storey mixed use development, which will feature 3 residential towers and a mix of retail spaces.

**Parkdale Collective:**  
31 floor rental community.



**1546 Scott Street:**  
25-storey mixed-use apartment building.

**1560 Scott Street (Holland Cross):**  
25-storey mixed use apartment tower.



**274 Parkdale Ave:**  
499 units, 25 floors.

# Section 02.

## The Proposal

# The Park will help define the quality and character of Mechanicsville, bringing the neighbourhood to life alongside upcoming developments in the area.

The project site is located in the Mechanicsville neighbourhood of Ottawa, between Tunney's Pasture to the west and LeBreton Flats to the east. Both areas are expected to undergo significant transformation in the coming years and decades as outlined in plans by the Canada Lands Company and National Capital Commission, respectively. The Park will help define the quality and character of Mechanicsville, bringing the neighbourhood to life alongside upcoming developments in the area. To the south the site is the Hintonburg neighbourhood, giving future residents of the development access to many boutiques, cafes, and shops. To the east lies Laroche Park, a cherished green space that has served the community for 95 years. The site is well served by transit, with Tunney's Pasture and Bayview station within a short walking distance. Bike lanes are located to the north along Parkdale Avenue and connects the site to the wider Ottawa River Pathway/Trans Canada Trail. The site also has good connections to local and regional roadways, with access to Kichi Zibi Mikan to the north via Parkdale Avenue.



Rendering from design competition.  
Please refer to architectural drawings for updates to tower  
including tower footprint and the inclusion of balconies.

## Approach

### Massing and Site

Our proposal looks carefully at the surrounding neighborhood and 99 and 121 Parkdale Ave to come up with a contextual, yet distinct approach that compliments its surroundings while creating a distinguished building and identity.

The proposal starts with the experience at grade, contributing to the emergent streetscape along Parkdale Avenue. The building picks up the 8m datum of the lower levels of 99 and 121 Parkdale Ave and 159 Parkdale Ave., creating a rhythm and scale that ties the design into street and creates a pedestrian- scaled experience. Canopies highlight the residential and commercial entries along Burnside and Parkdale.

Above this 8m, 2-storey datum, a three-storey mass (for a total of 5-storeys) sits at the corner of Parkdale Avenue and Burnside Avenue. A stepped back at sixth floor creates a reveal between the podium and tower. The podium steps up to 6-storeys at the south, aligning approximately with the building to the south at 151 Parkdale Avenue. This step helps to break down the mass along Parkdale Avenue, creating a reading of two volumes. The lower levels of the building on Building B pick up on the 8m datum and 6-storey height of Building A, knitting the two sites together. The buildings frame a shared laneway where drop-off, loading, and waste removal happens.

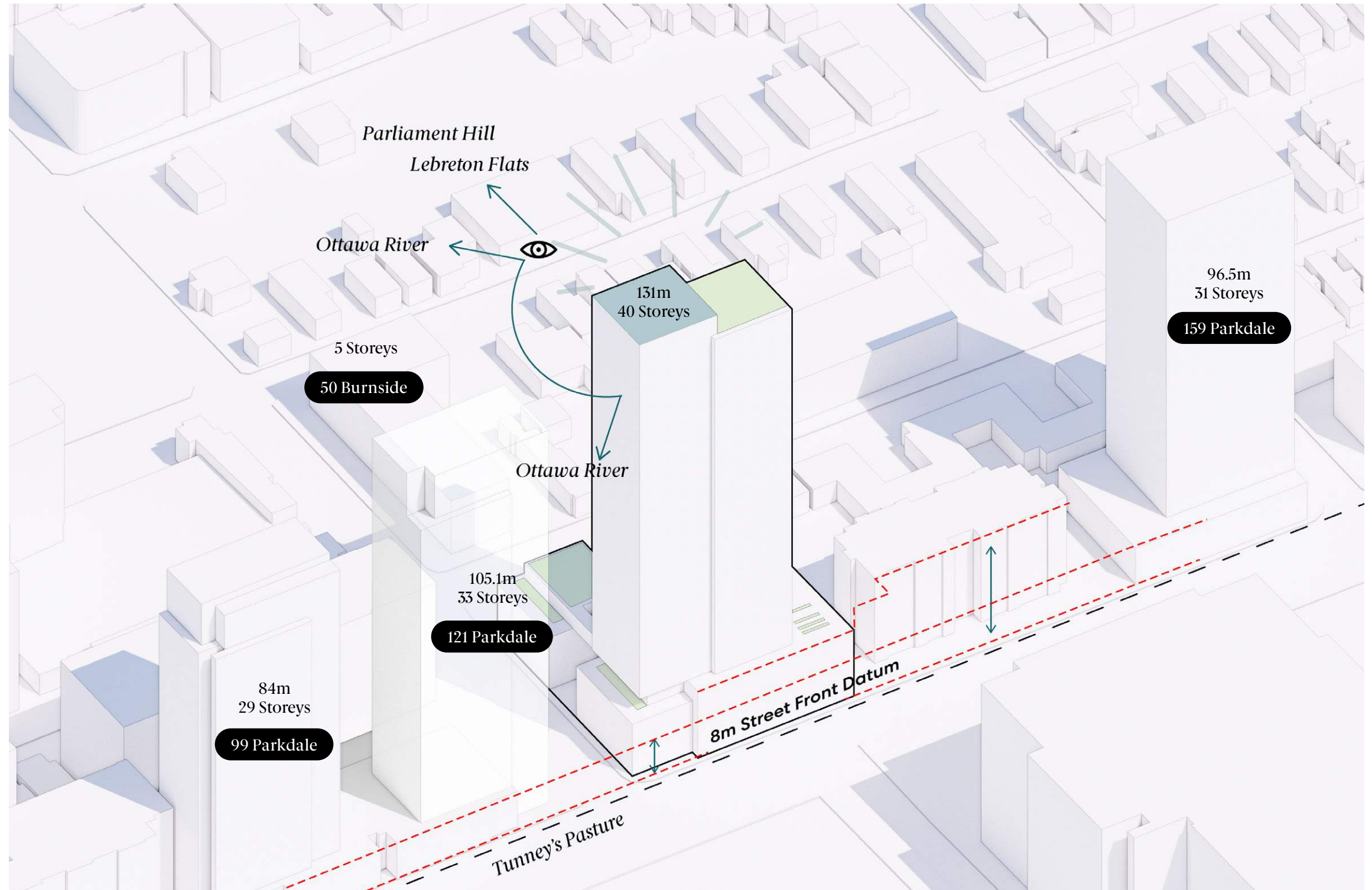
The tower sits atop the amenity level and podium. Its mass is shifted to breakdown the tower length, creating the expression of two thinner plates. The offsetting towers align with the change in level within the podium, visually connecting the upper and lower masses, while creating two distinct volumes and creating a distinct top that contributes to the skyline..

#### Urban Design Guidelines

- Guideline 2.3 - High-rise buildings are over 9 storeys and include three-part composition: podium, tower, top.
- Guideline 1.9 - Proposed development is considered a “background building”.
- Guideline 2.18 - Aligns with surrounding context and reinforces streetscape datum.

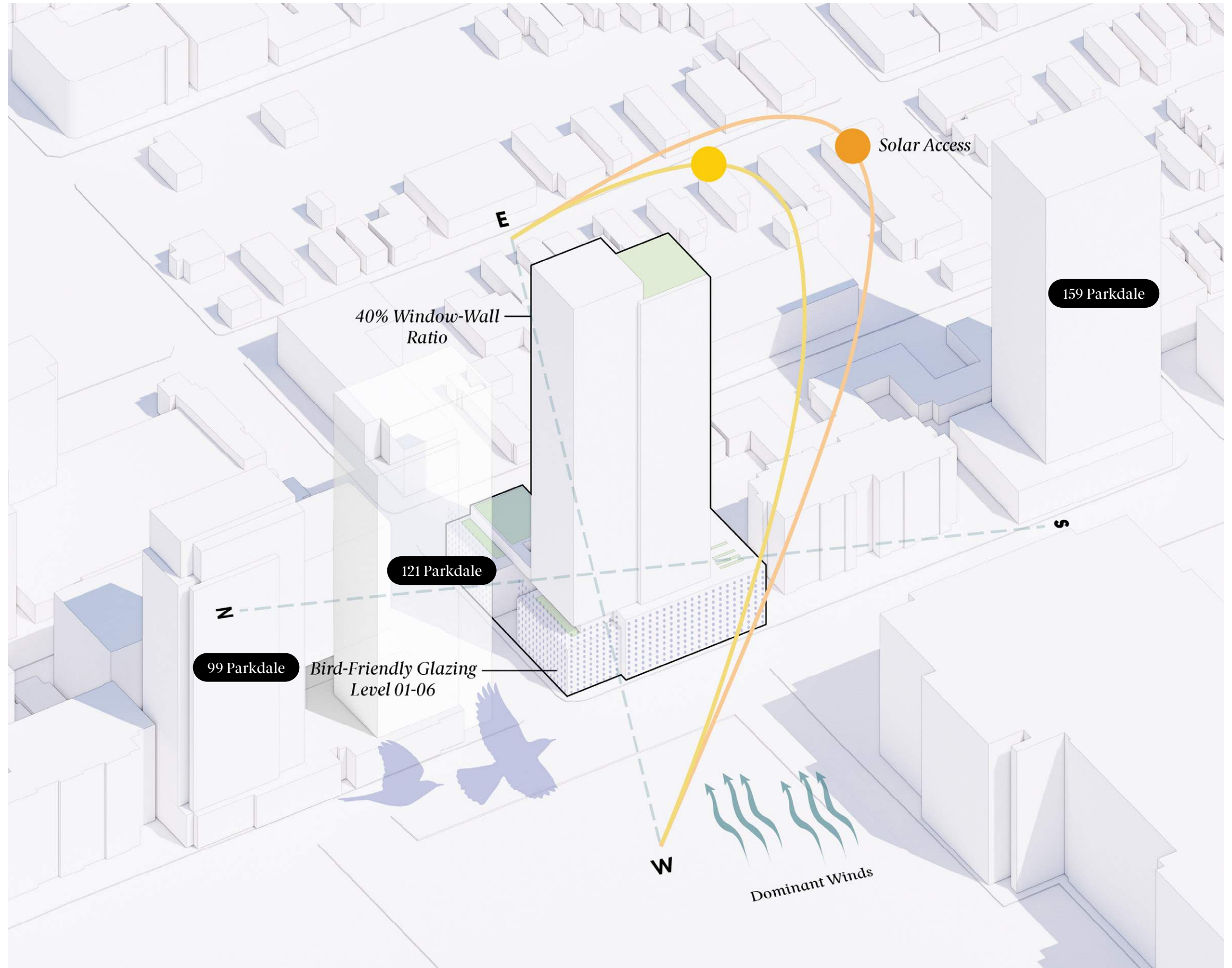
#### Scott Street Secondary Plan - Hub High Rise Criteria (Section 4)

- Section 4.1.8 - High-rise to include podium and tower form; podium max 6 storeys.
- Section 4.1.2 - Minimum density: 2x lot area



## Approach

Sustainability



### Bird Safe Design

- Glass treatments and lighting strategies to reduce bird collisions.
- Treatments will be applied to a minimum of 90% of the glass within the first 16 metres of height as measured from the finished grade, or to the height of the adjacent mature tree canopy, whichever is greater.

### Urban Design Guidelines

- Guideline 3.12 - Ground floor retail with bird-friendly glazing and generous pedestrian realm.

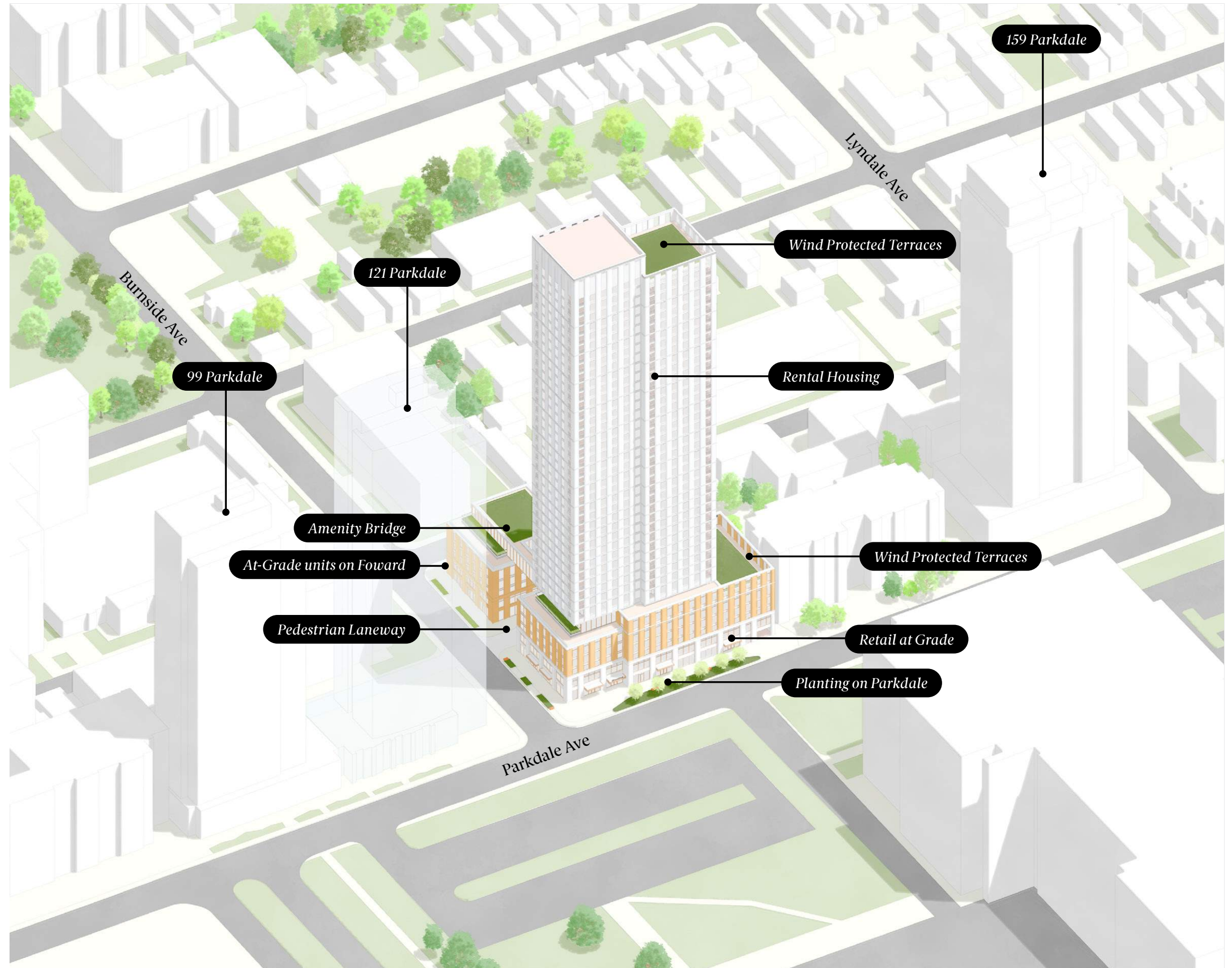
## Concept

### Welcome to the Park

The pedestrian experience is human scaled, and ties the building into the adjacent fabric. Active programs such as a cafe, co-working space, bicycle parking, a makerspace/workshop, and residential lobbies on Parkdale and Burnside animate the street.

An enclosed bridge is proposed at an amenity level located at the sixth floor, connecting Building A and Building B, creating a common communal area where large amenity spaces are located – a gym facility, a multipurpose room, and a party room. This creates the ability to share amenity spaces between the two sites and creates a moment that celebrates community.

Taken together, this approach helps to reinforce the street façade of Parkdale and complements the existing architecture and build form of the surrounding neighbourhood, integrating the project into the community. At the same time, it creates a distinct building presence at grade and a striking silhouette when viewed from afar.

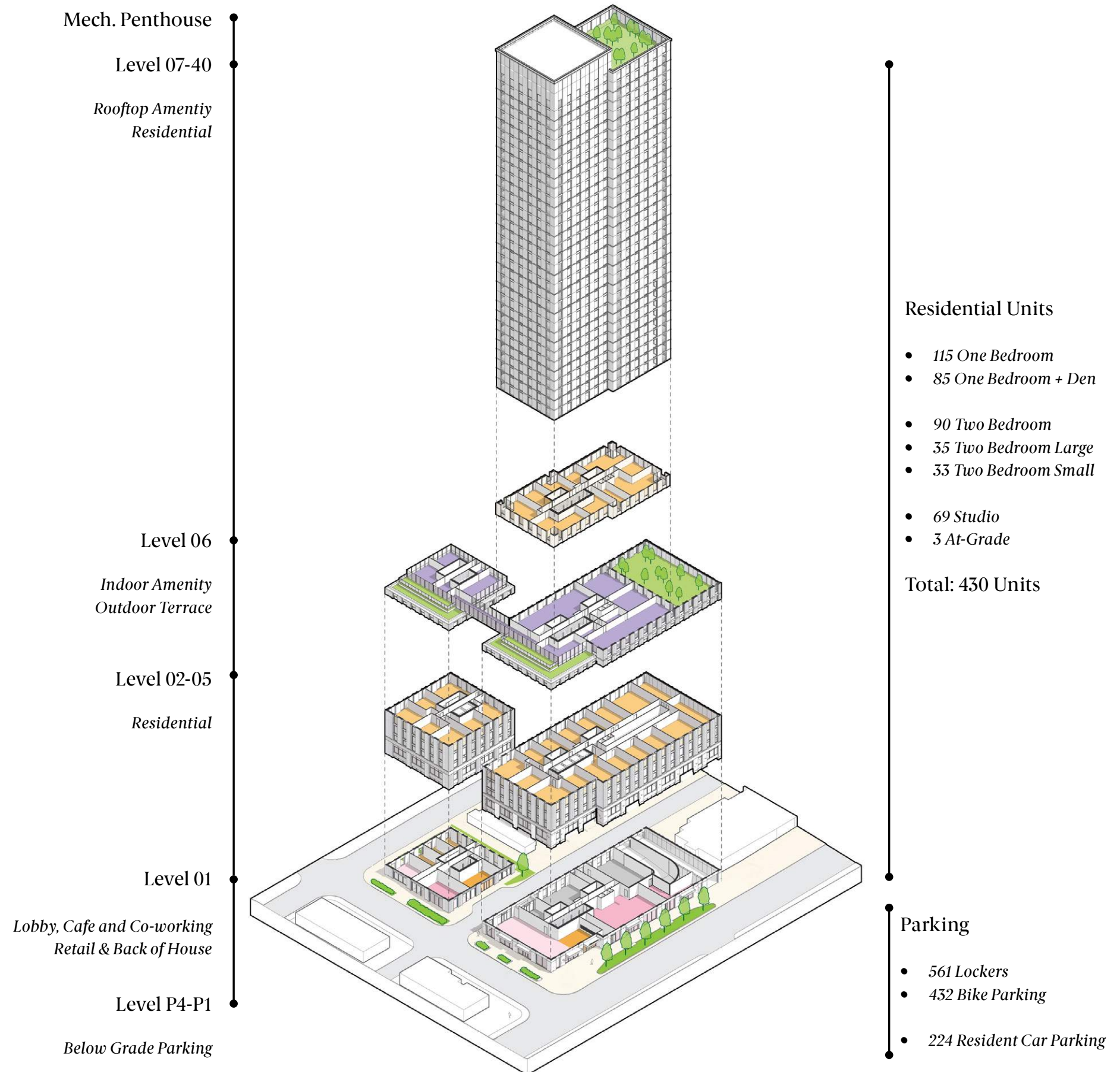


### Official Plan - Hub Designation

- Section 6.1.1.3 - Emphasizes pedestrian, cyclist, and transit-oriented design with a high-quality public realm.

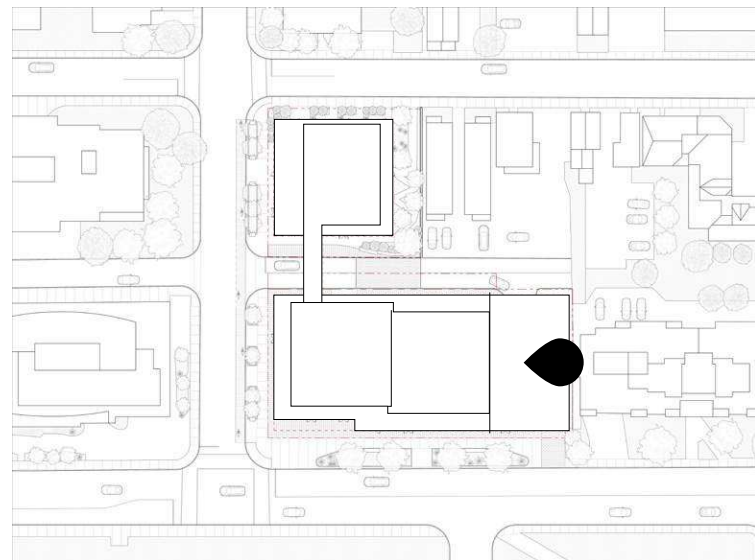
## Project Stats & Program Stacking

|   |                       |
|---|-----------------------|
| <b>Site Area</b>  | 2,746 m <sup>2</sup>  |
| <b>Lot Coverage</b>   | 76.4 %                |
| <b>Landscape and Vegetated Area</b>   | 23.6 % (Ground Floor) |
| <b>Building Height</b>  | 130.3 m               |
| <b>Floor Space Index</b>  | 11.21                 |
| <b>Total Floor Area</b><br>By Urban Exception 2509 definition<br>“full building enveloped with no exclusions”   | 52,301 m <sup>2</sup> |
| <b>Total GFA</b><br>Deductions as per City of Ottawa<br>Zoning Bylaw 2008-250 definition<br>of Gross Floor Area | 30,802 m <sup>2</sup> |
| <b>Total Non-Residential GFA</b>  | 448 m <sup>2</sup>    |
| <b>Indoor Amenity Space</b><br>(communal)   | 1,426 m <sup>2</sup>  |
| <b>Outdoor Amenity Space</b><br>(communal)  | 1,195 m <sup>2</sup>  |
| <b>Outdoor Amenity Space</b><br>(private)   | 1,632 m <sup>2</sup>  |
| <b>Total Units</b><br>(see diagram for breakdown)   | 430                   |
| <b>Total Bicycle Parking</b>  | 432 spaces            |
| <b>Total Vehicle Parking</b>  | 224 spaces            |



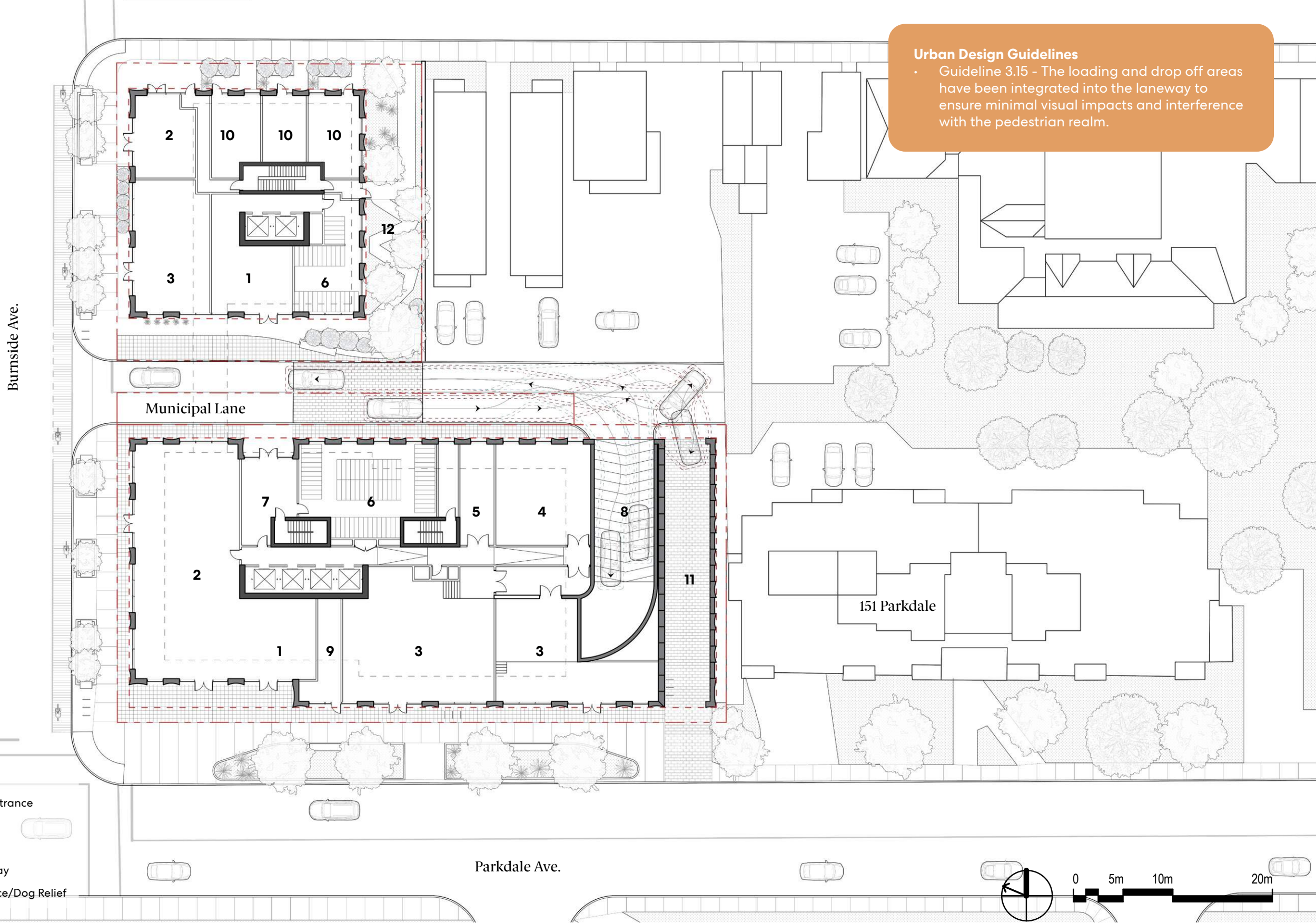
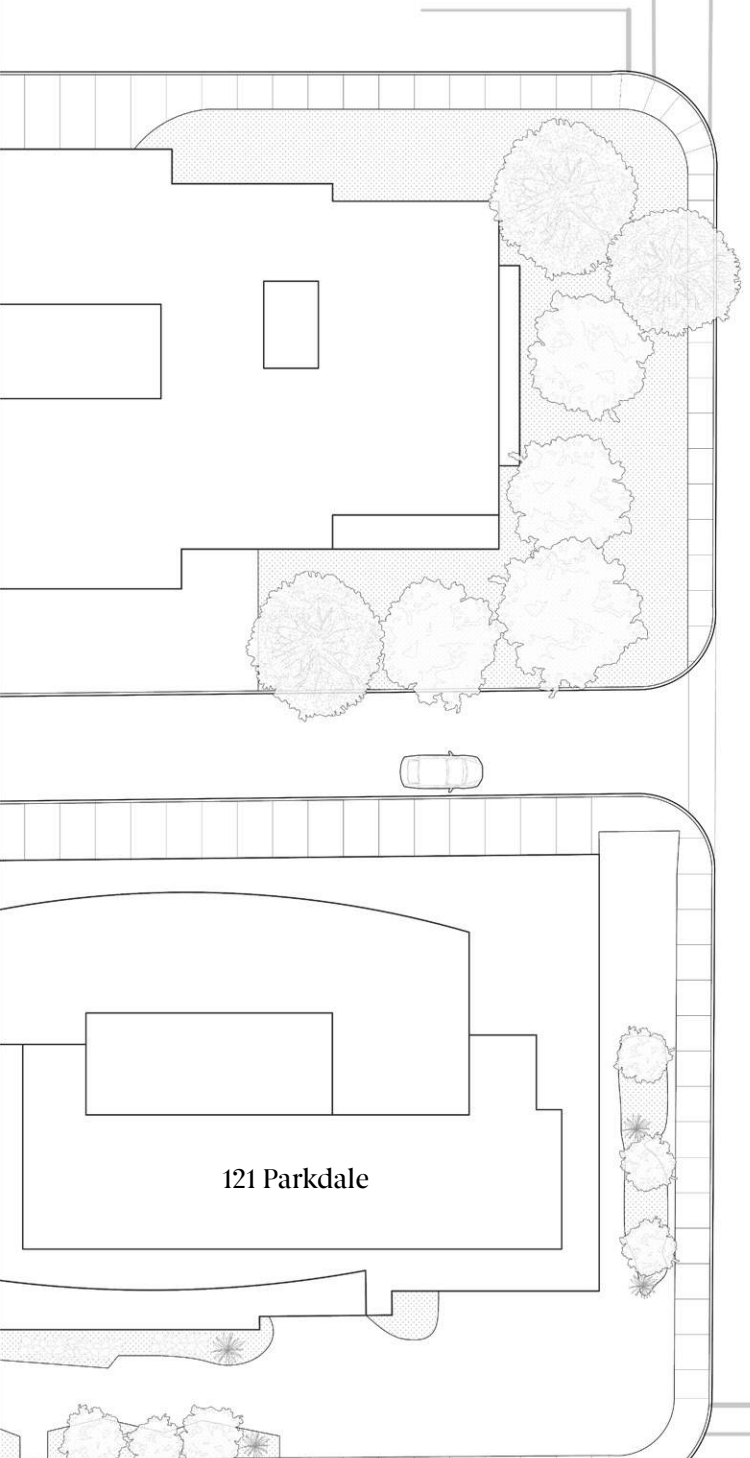
## Level 06 Terrace

Outdoor amenity space to the south takes advantage of the solar exposure and shelter created by the tower, allowing in the interior space to extend outside. Rooftop planters allow for a mix of garden plots and rooftop trees creating a desirable oasis in an urban environment.



Rendering from design competition.  
Please refer to architectural drawings for updates to tower  
including tower footprint and the inclusion of balconies.

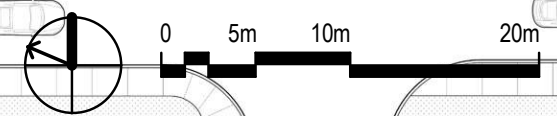
Site Plan



**Urban Design Guidelines**

- Guideline 3.15 - The loading and drop off areas have been integrated into the laneway to ensure minimal visual impacts and interference with the pedestrian realm.

- 1 Lobby
- 2 Cafe
- 3 Retail
- 4 Loading
- 5 Move-In
- 6 Bike Room
- 7 Private Entry
- 8 Parking Garage Entrance
- 9 Mail Room
- 10 At-Grade Units
- 11 Exterior Passageway
- 12 Exterior Open Space/Dog Relief



## Landscape Plan

The landscape of 131 Parkdale Avenue will enhance the public realm and the community of Hintonburg-Mechanicsville. New street-tree plantings and high-performance ground-oriented development features will offer health-supportive amenities such as a restorative garden, shaded outdoor seating, public art, exterior naturalized space, and outdoor amenity. All surfacing and grades will be universally accessible. Planters will be raised with robust edge protection and markers for ease of winter maintenance. Plantings will be urban tolerant. The integration of stormwater will be considered and all plantings coordinated with proposed utilities. Ground-level bike parking is provided throughout the site.

### Parkdale Ave.

Large canopy shade trees along Parkdale will mitigate adverse microclimatic design considerations and create pedestrian scale and comfort. The trees will offer protection from north-westerly winds and afternoon ground-level shade. Street-frontage will buffer vehicular activity along Parkdale with raised planters and understory shrub plantings.

### Burnside Ave.

Plantings along Burnside will create a pleasant buffer between vehicles, active transportation users and pedestrians. The proposed laneway (access from Burnside) will animate and illuminate pedestrian street-level activity with – an ‘urban carpet’ of varied surface paving. This multi-purpose space will prioritize pedestrians, while accommodating move-in/out needs, waste management maneuvering, and day-to-day vehicular access to below-grade parking. Permeable pavement and integrated stormwater management strategies are also considered.

### Forward Ave.

The semi-public landscape on Forward Avenue will enhance community greenspace and the public realm, providing access to a restorative ‘pocket’ garden. Well-articulated private gardens of at-grade units will express civic pride. The restorative garden will consider integrating stormwater management while supporting urban biodiversity. The area will also serve resident four-legged friends with a small outdoor relief area.

### Passageway

An open-air passageway will provide pedestrian access between Parkdale and the laneway, offering full perimeter access around 131 Parkdale. Integrated public art will complement the Parkdale streetscape and support CPTED (Crime Prevention Through Environmental Design) principles. Opportunities to include City of Ottawa Public Art programming are also considered.



Lees Artwork : Amy Thompson



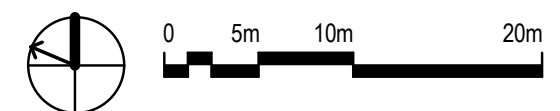
The Well : CCXA



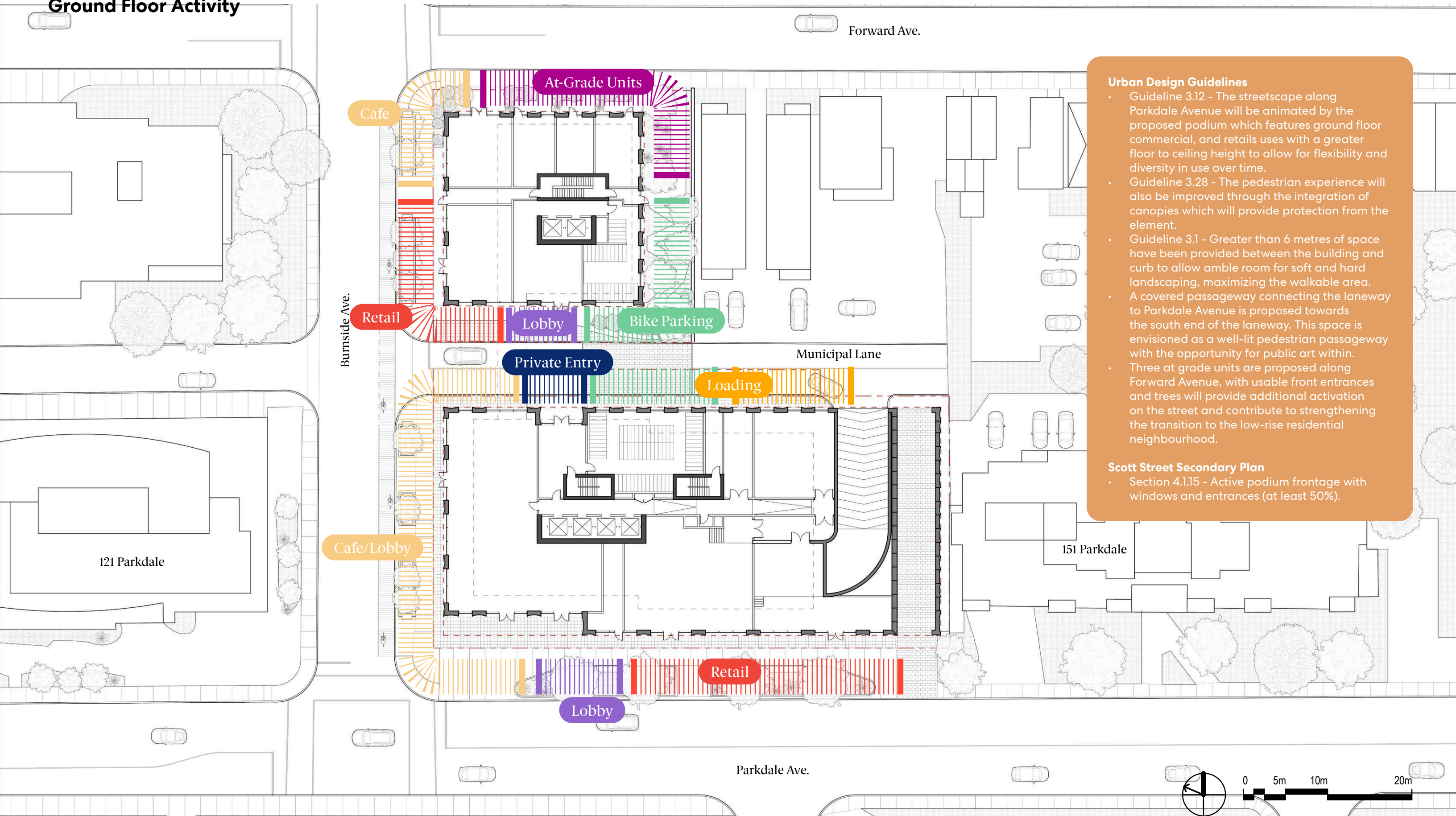
Sidewalk Snowplough : Ombudsman Toronto



Permeable Pavement : Ernest Maier



Ground Floor Activity



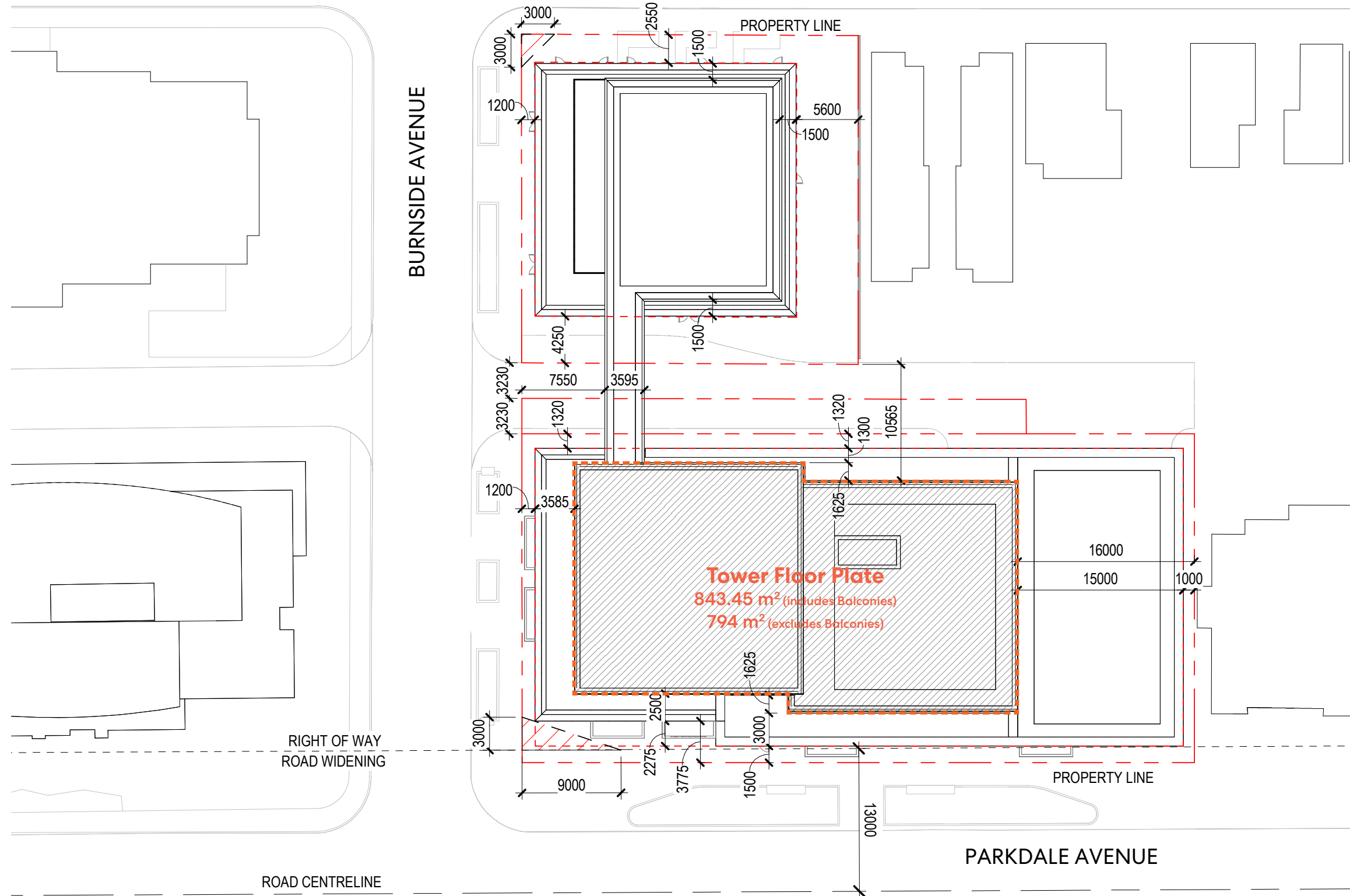
**Urban Design Guidelines**

- Guideline 3.12 - The streetscape along Parkdale Avenue will be animated by the proposed podium which features ground floor commercial, and retails uses with a greater floor to ceiling height to allow for flexibility and diversity in use over time.
- Guideline 3.28 - The pedestrian experience will also be improved through the integration of canopies which will provide protection from the element.
- Guideline 3.1 - Greater than 6 metres of space have been provided between the building and curb to allow ample room for soft and hard landscaping, maximizing the walkable area.
- A covered passageway connecting the laneway to Parkdale Avenue is proposed towards the south end of the laneway. This space is envisioned as a well-lit pedestrian passageway with the opportunity for public art within.
- Three at grade units are proposed along Forward Avenue, with usable front entrances and trees will provide additional activation on the street and contribute to strengthening the transition to the low-rise residential neighbourhood.

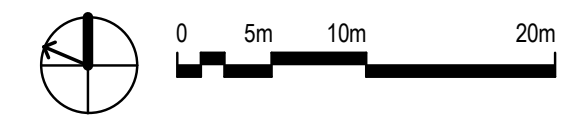
**Scott Street Secondary Plan**

- Section 4.1.15 - Active podium frontage with windows and entrances (at least 50%).

Roof Plan



- Urban Design Guidelines**
- Guideline 2.24 - Tower floor plate with balconies represents 843 m<sup>2</sup> which is slightly above the 750 m<sup>2</sup>.
  - Minimum tower setback from podium is 1.5m
  - The mass of the tower is shifted to break down the tower length, creating the expression of two thinner plates and also a distinct top that contributes to the skyline.
- Scott Street Secondary Plan**
- Section 4.1.11 - Tower separation: 23m minimum between residential towers.
  - Section 4.1.10 - Tower portions of high-rise buildings will generally have minimum setbacks from rear and interior lot lines of 11.5 metres.
- Official Plan**
- Section 4.1.13 - High-rise buildings fronting onto Parkdale Avenue, the tower portion of the high-rise building will be set back a minimum of 3.5 metres from the face of the podium along Parkdale Avenue. (requires Official Plan Amendment per Section 4.1)



Sun Shadow - December 22nd



9:00am



11:00am



1:00pm



3:00pm



5:00pm (Sun has set)



7:00pm (Sun has set)

Shadow Study - March 22nd



9:00am



11:00am



1:00pm



3:00pm

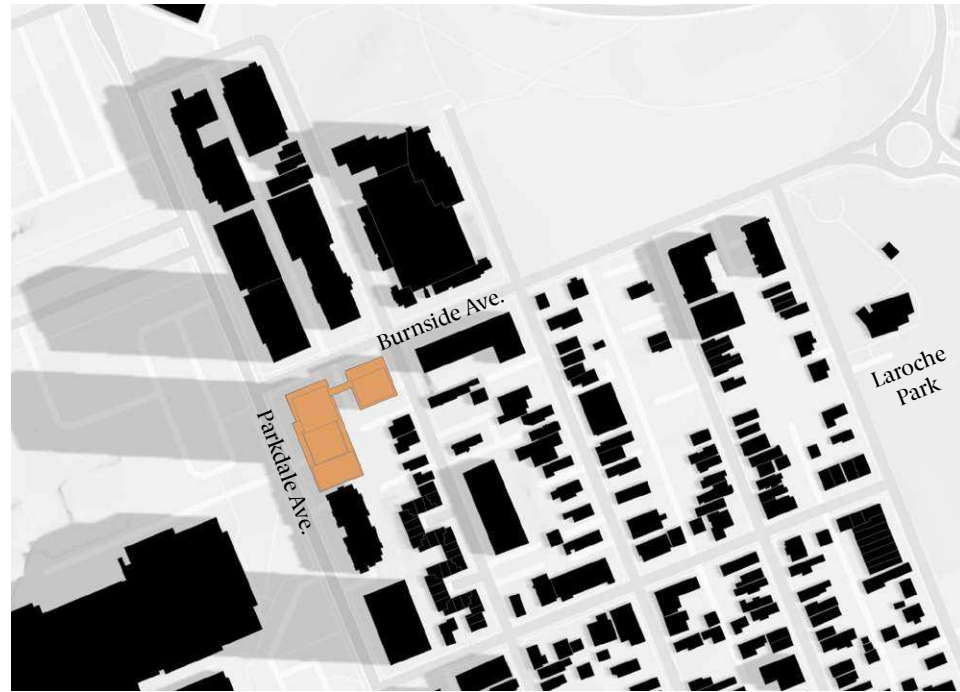


5:00pm



7:00pm (Sun has set)

Shadow Study - June 22nd



9:00am



11:00am



1:00pm



3:00pm



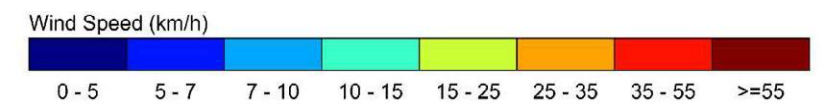
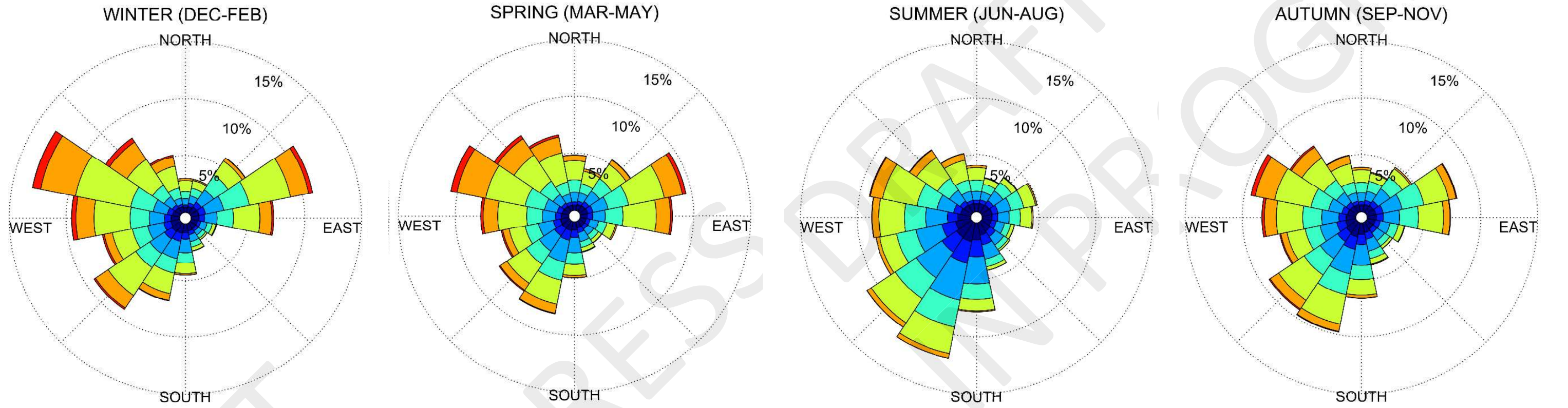
5:00pm



7:00pm

## Wind Analysis

(prepared by Gadrient Wind)



# Wind Analysis

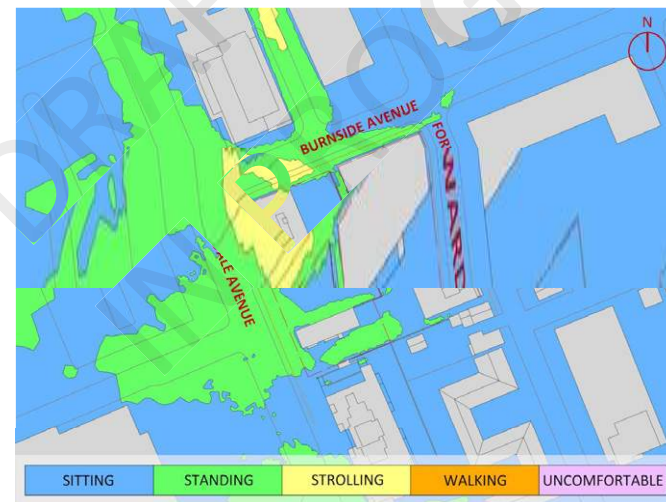
(prepared by Gadrient Wind)

PEDESTRIAN WIND COMFORT CLASS DEFINITIONS

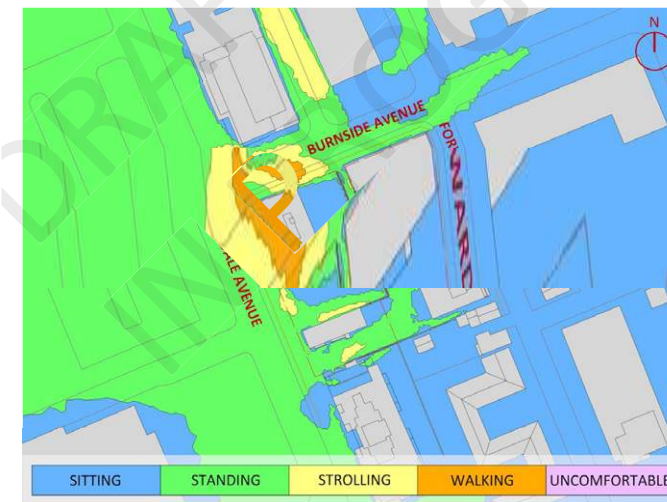
| Wind Comfort Class | Mean Speed (km/h) | Description   |
|--------------------|-------------------|---|
| SITTING            | ≤ 10              | Mean wind speeds no greater than 10 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 16 km/h.   |
| STANDING   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



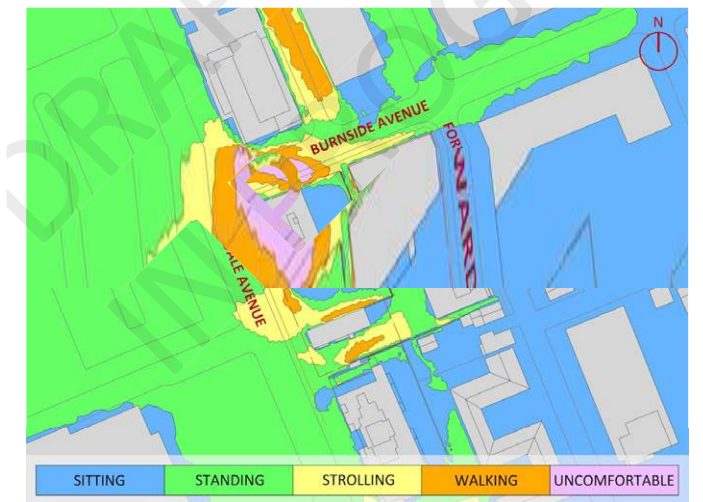
Existing - Spring



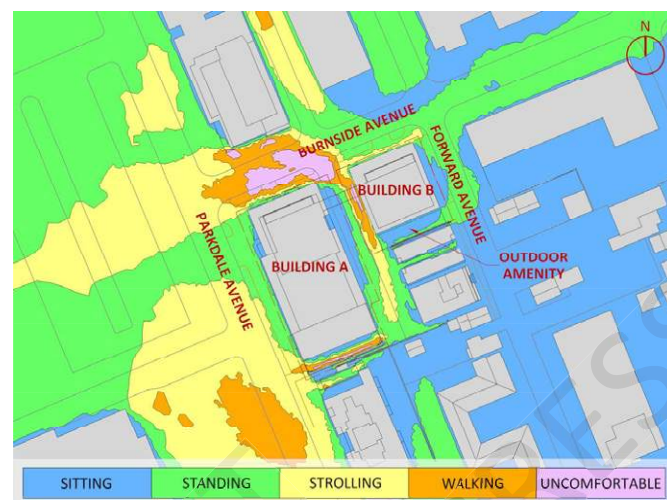
Existing - Summer



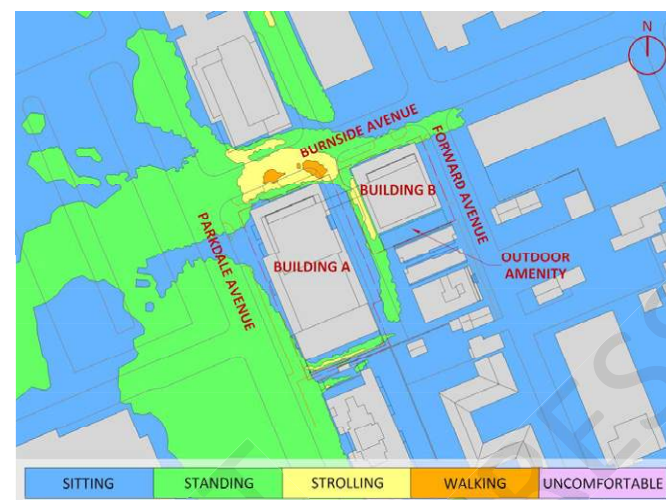
Existing - Autumn



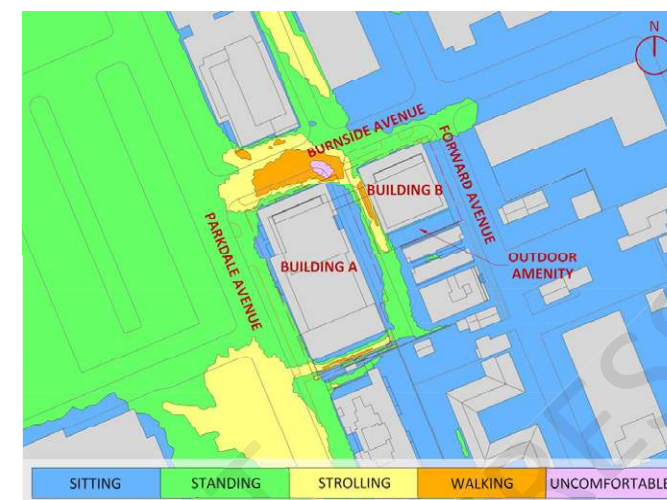
Existing - Winter



Proposed - Spring



Proposed - Summer



Proposed - Autumn



Proposed - Winter

## Podium Corner Render

(Design Competition)



## Podium Corner Render

(Revised in collaboration with City Staff)



Balconies provided at tower corners

Stepback at articulate tower from podium

Reduced podium height from 7 to 6 storeys

Parkdale and Burnside corner setback to allow for site triangles

Ground floor at Foward and Burnside changed to Brick Cladding

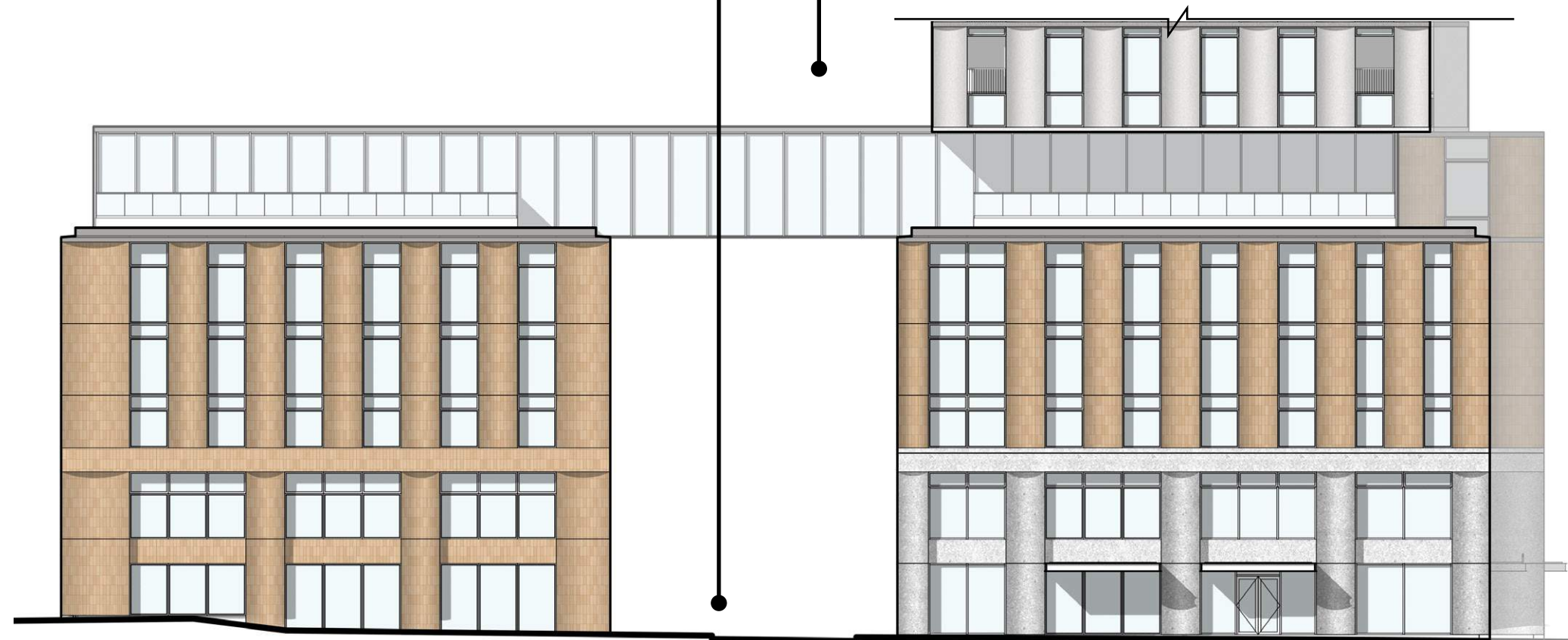
Canopies at entries

## Burnside Elevation (Bridge at L06)

Character & Precedents



We imagine that the laneway space can be shared for events or other community programming. The adjacency of the bike storage and bike workshop means this activity could spill into the laneway for community bike events supported by the café on the ground floor.

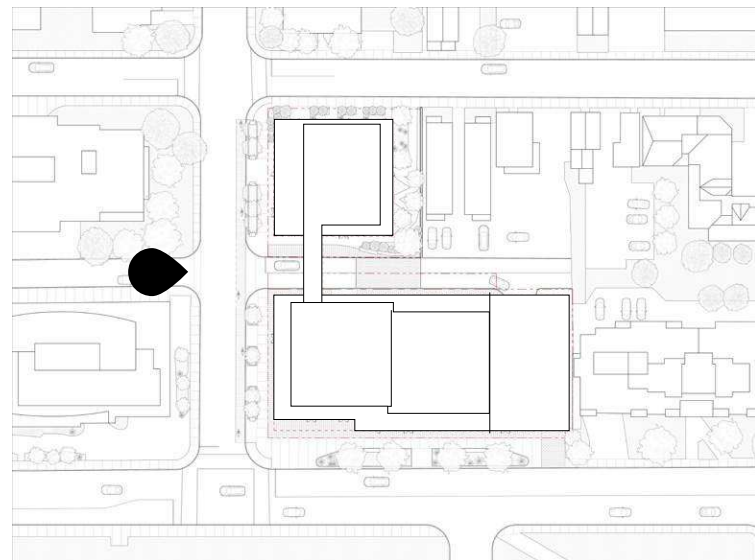


## Burnside Elevation (Bridge at L06)

### Character & Precedents

#### Urban Design Guidelines

- Guideline 2.9 - A harmonious relationship with the surrounding buildings has been maintained through the colour and materials of the podium, alignment of windows, the transition of height between the west and east portions of the street, and built form design.



## Parkdale Elevation (Pathway)

Character & Precedents

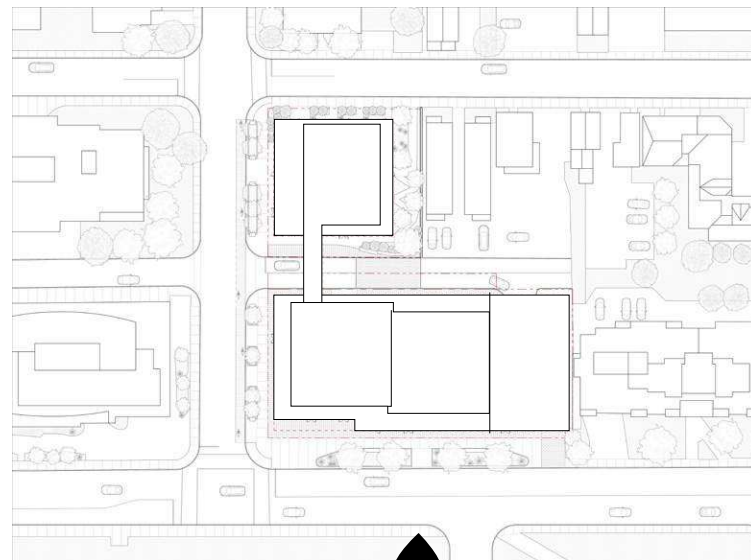


## Parkdale Elevation (Pathway)

### Character & Precedents

#### Urban Design Guidelines

- Guideline 2.13 - The placement of the proposed tower is aligned to form a continuous edge with the neighbouring buildings along Parkdale Avenue.
- Guideline 2.2 - The proposed tower enriches the existing urban fabric.
- The proposed 6 storey podium enhances the pedestrian experience by fitting into the existing urban fabric, reinforcing the 8m datum by using different materials to further animate the street frontage along Parkdale Avenue.



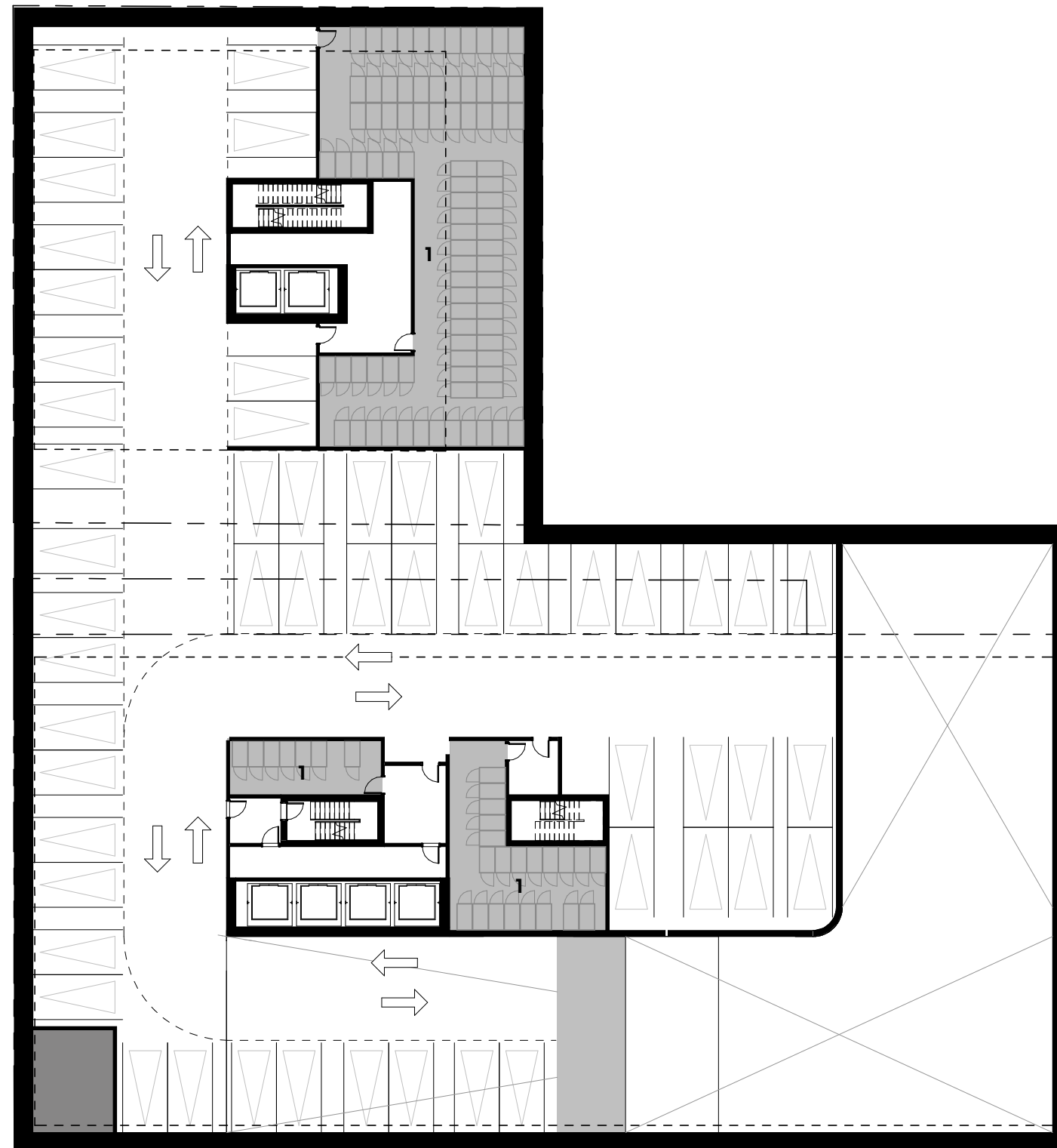
# Section 03.

## Architectural Drawings

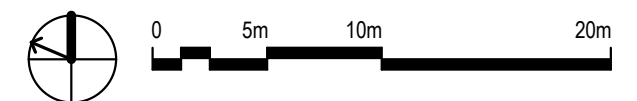
## Level P4 Floor Plan

### Urban Design Guidelines

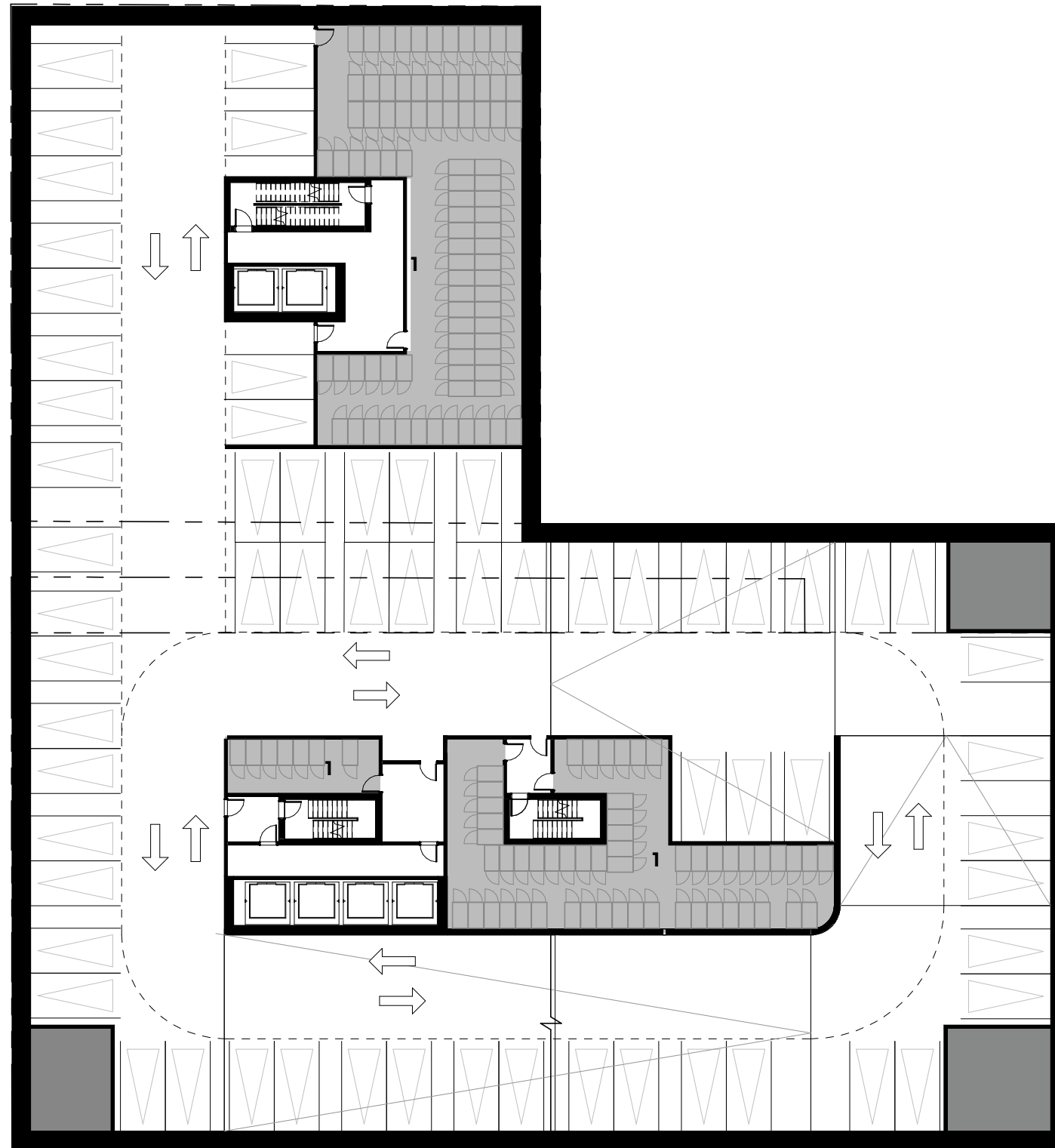
- Guideline 3.14 - Underground parking is proposed for this development, which eliminates any surface parking, leaving room for additional activation of the streetscape and an improved pedestrian experience.



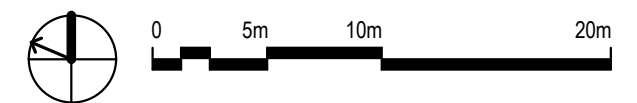
1 Lockers



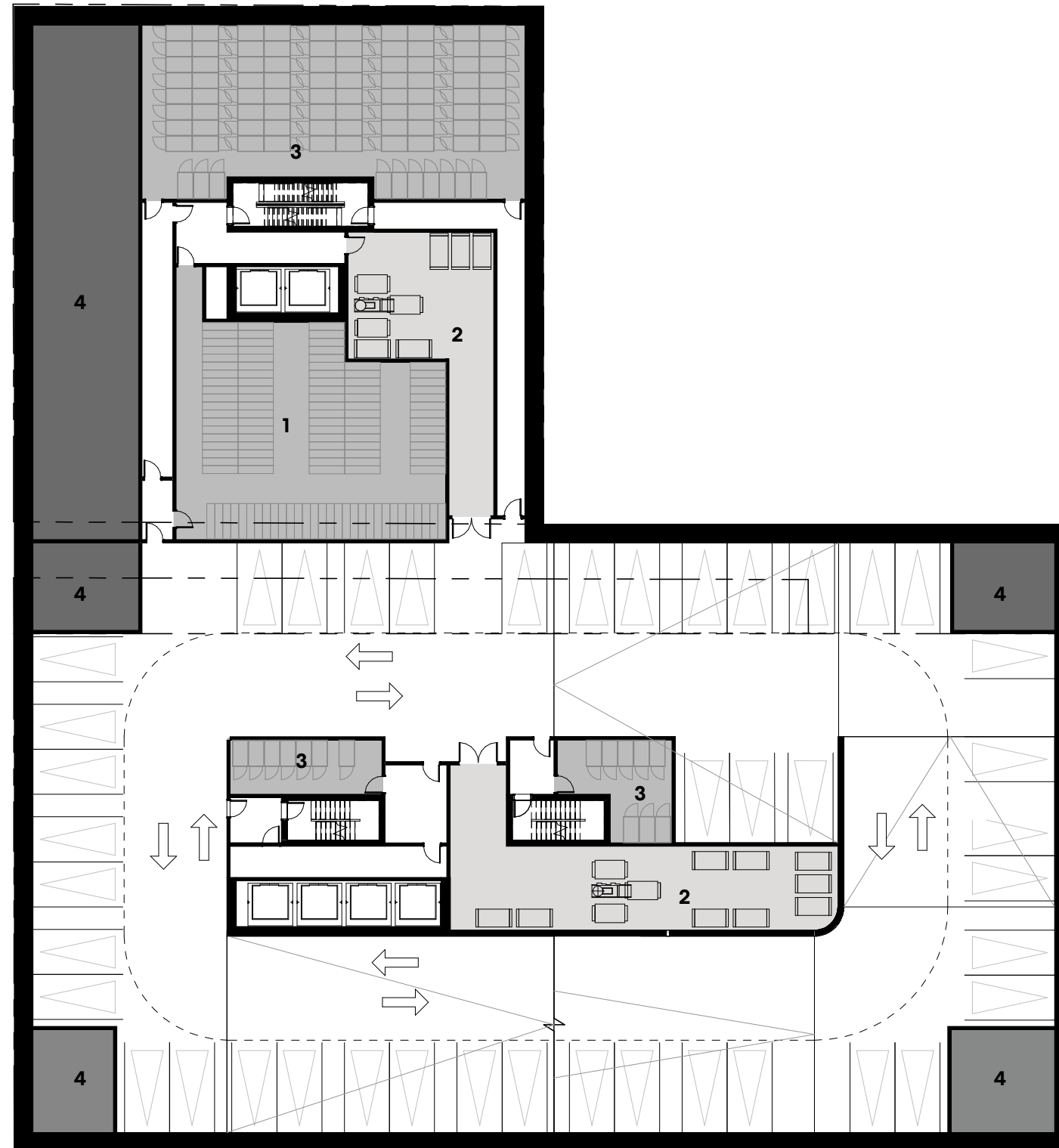
# Level P2-P3 Floor Plan



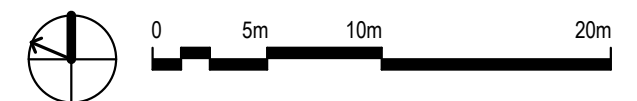
1 Lockers



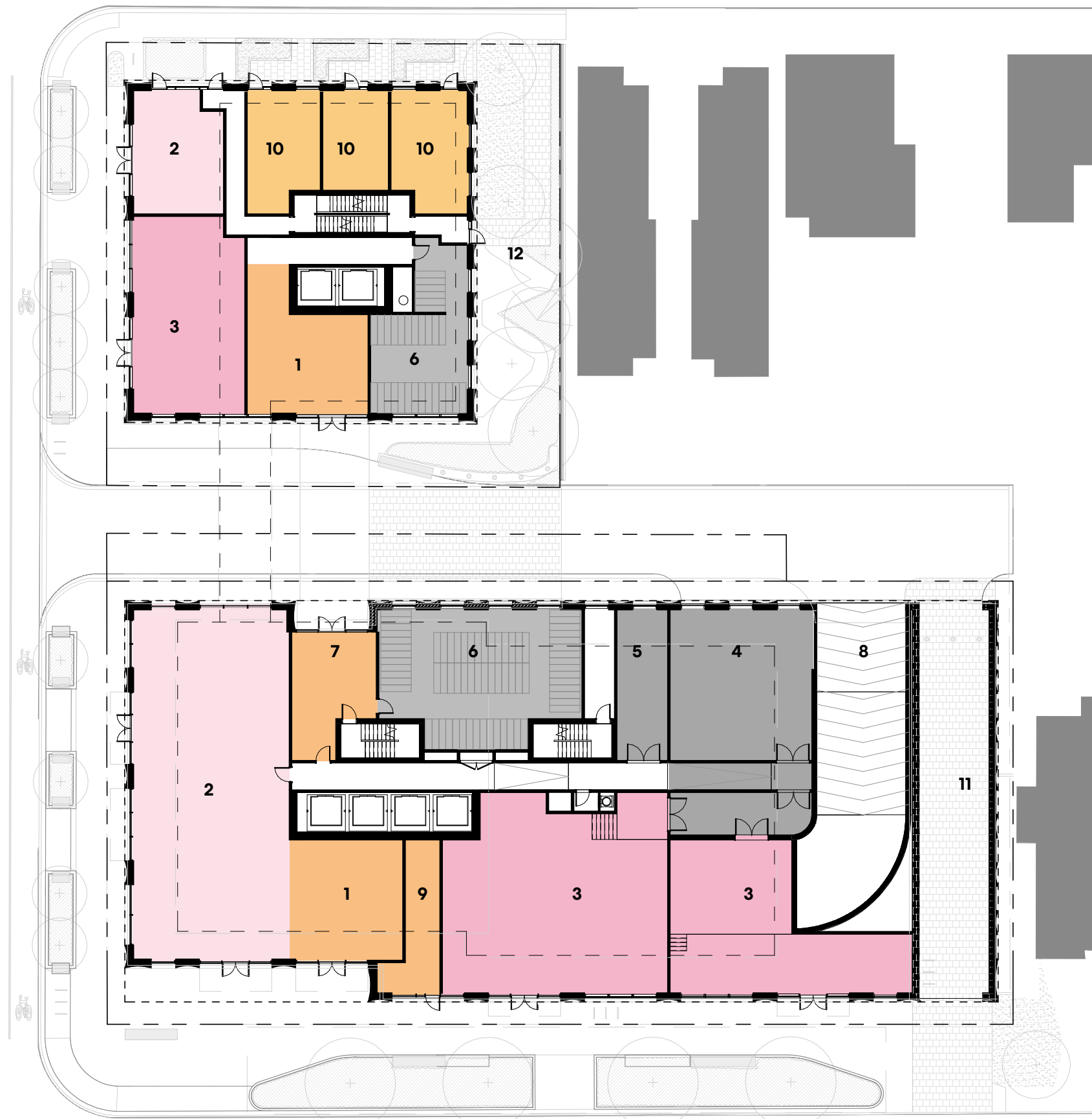
# Level P1 Floor Plan



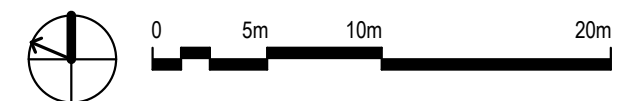
- 1 Bike Parking
- 2 Garbage
- 3 Lockers
- 4 Mechanical



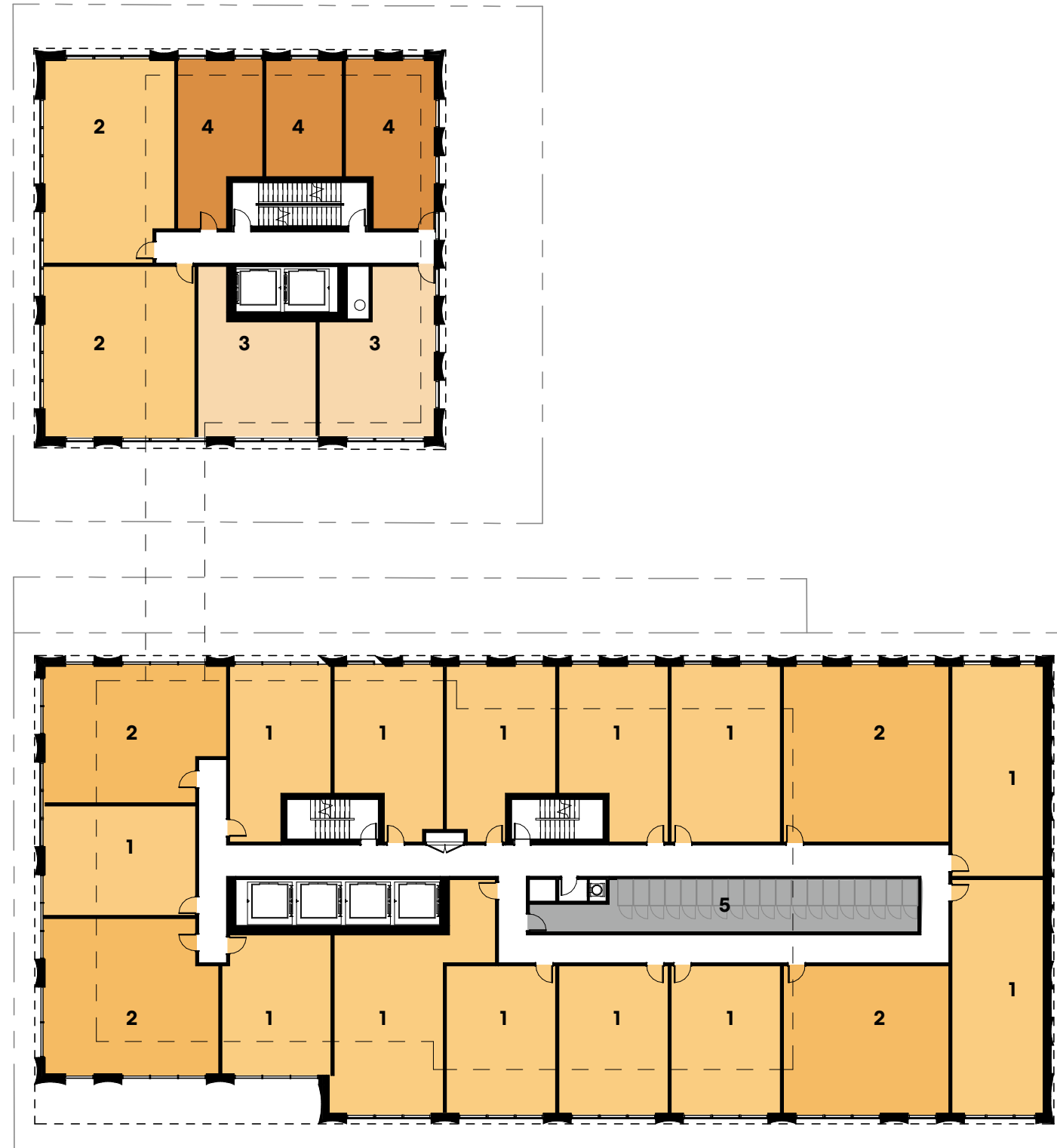
Level 01 Floor Plan



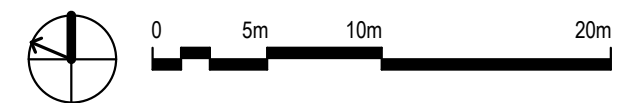
- 1 Lobby
- 2 Cafe
- 3 Retail
- 4 Loading
- 5 Move-In
- 6 Bike Room
- 7 Private Entry
- 8 Parking Garage Entrance
- 9 Mail Room
- 10 Ground Related Studio
- 11 Exterior Passageway
- 12 Exterior Open Space / Dog Relief



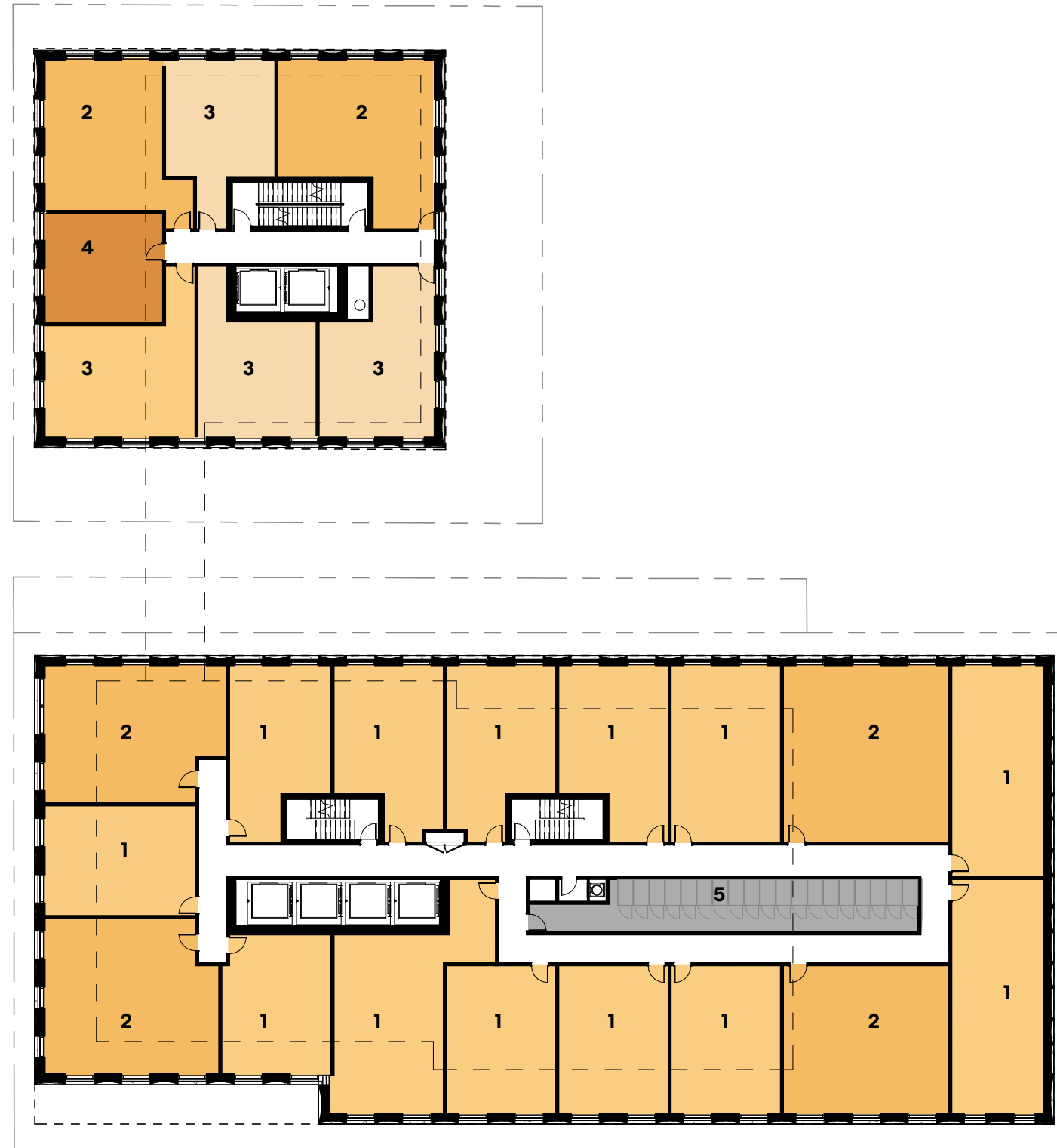
# Level 02 Floor Plan



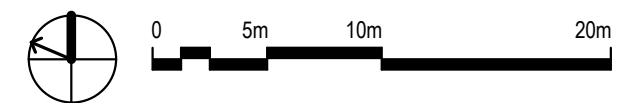
- 1 1 Bed + Den
- 2 2 Beds
- 3 1 Bed
- 4 Studio
- 5 Lockers



### Level 03-05 Floor Plan



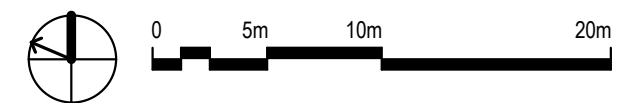
- 1 1 Bed + Den
- 2 2 Beds
- 3 1 Bed
- 4 Studio
- 5 Lockers



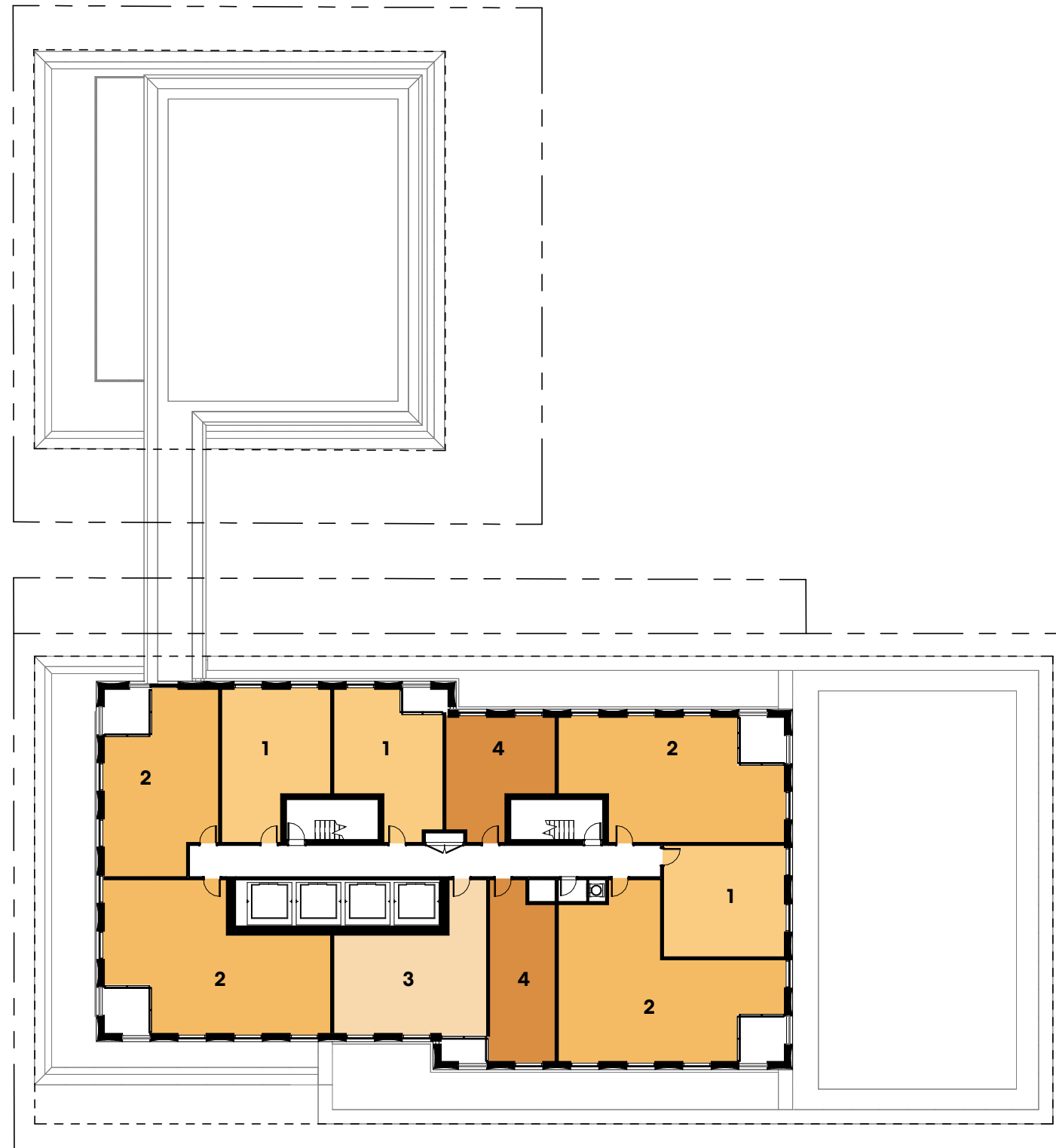
# Level 06 Amenities Floor Plan



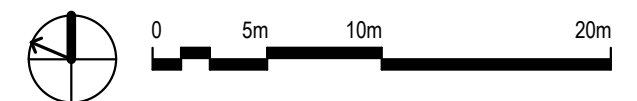
- 1 Gym
- 2 Bar
- 3 Pool
- 4 Lounge
- 5 Party Room
- 6 Changerooms
- 7 Co-Working
- 8 Media Room
- 9 Kids Room



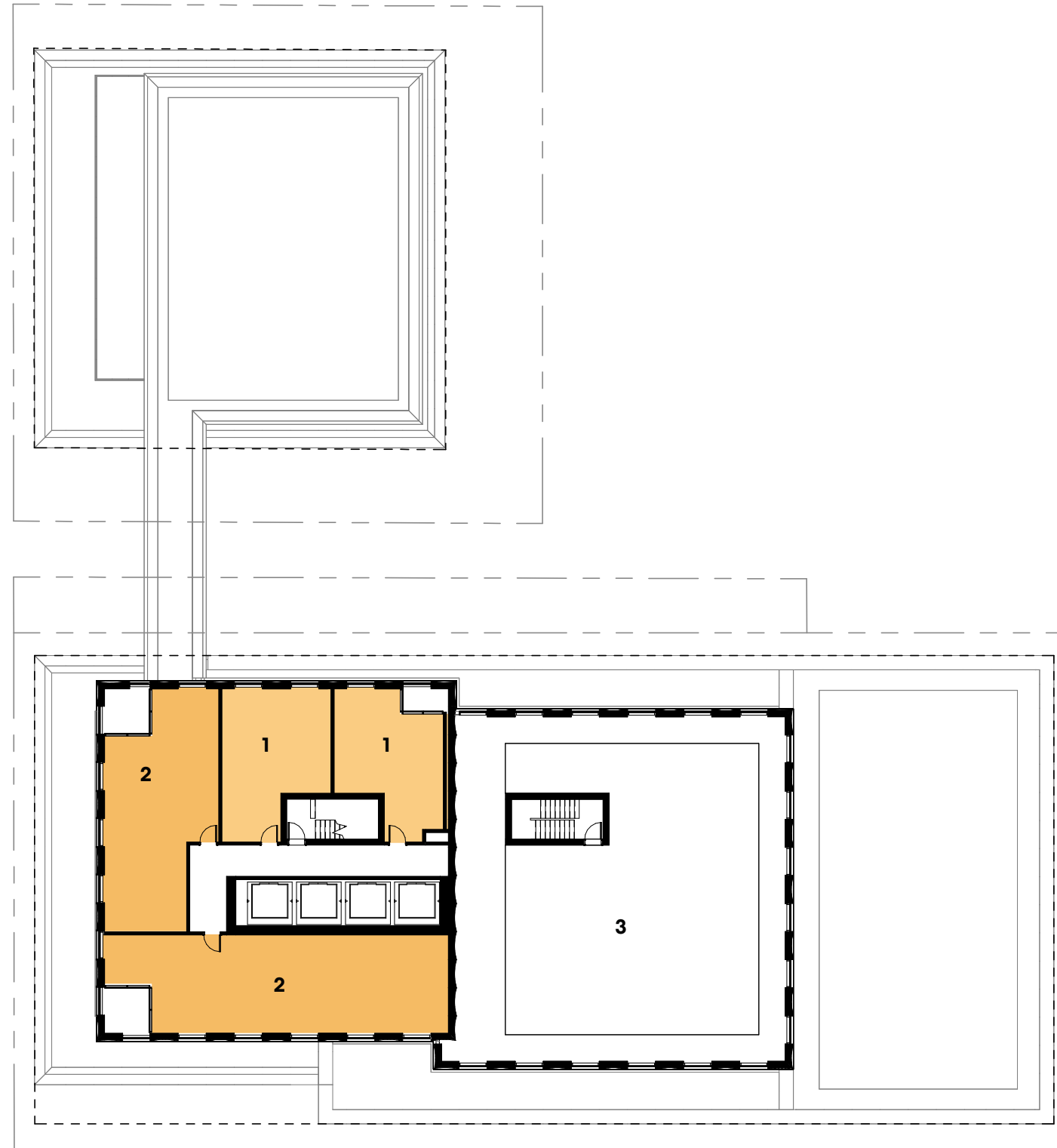
Level 07-39 Floor Plan



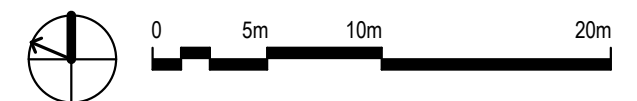
- 1 1 Bed
- 2 2 Beds
- 3 1 Bed + Den
- 4 Studio



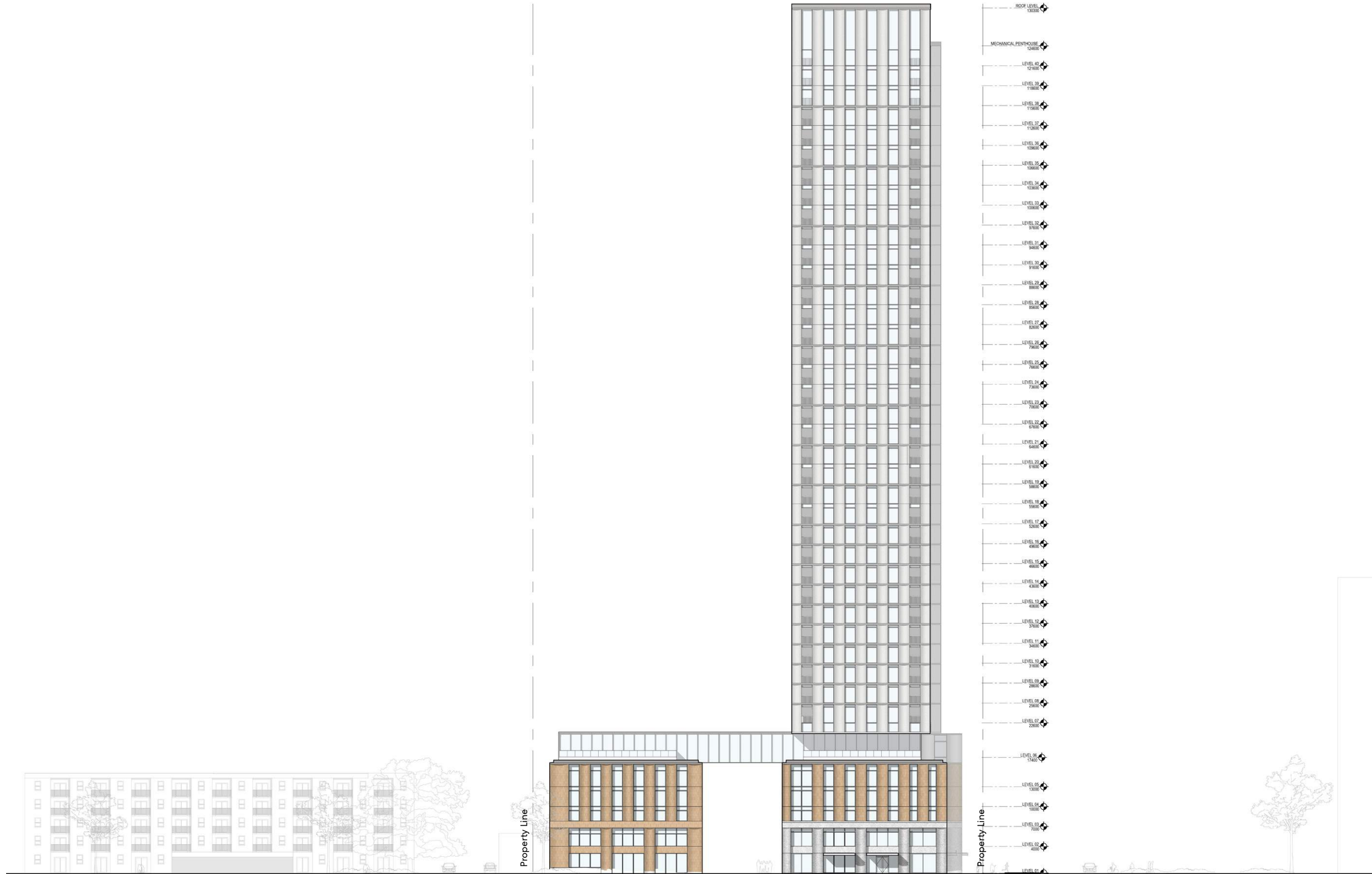
# Level 40 Floor Plan



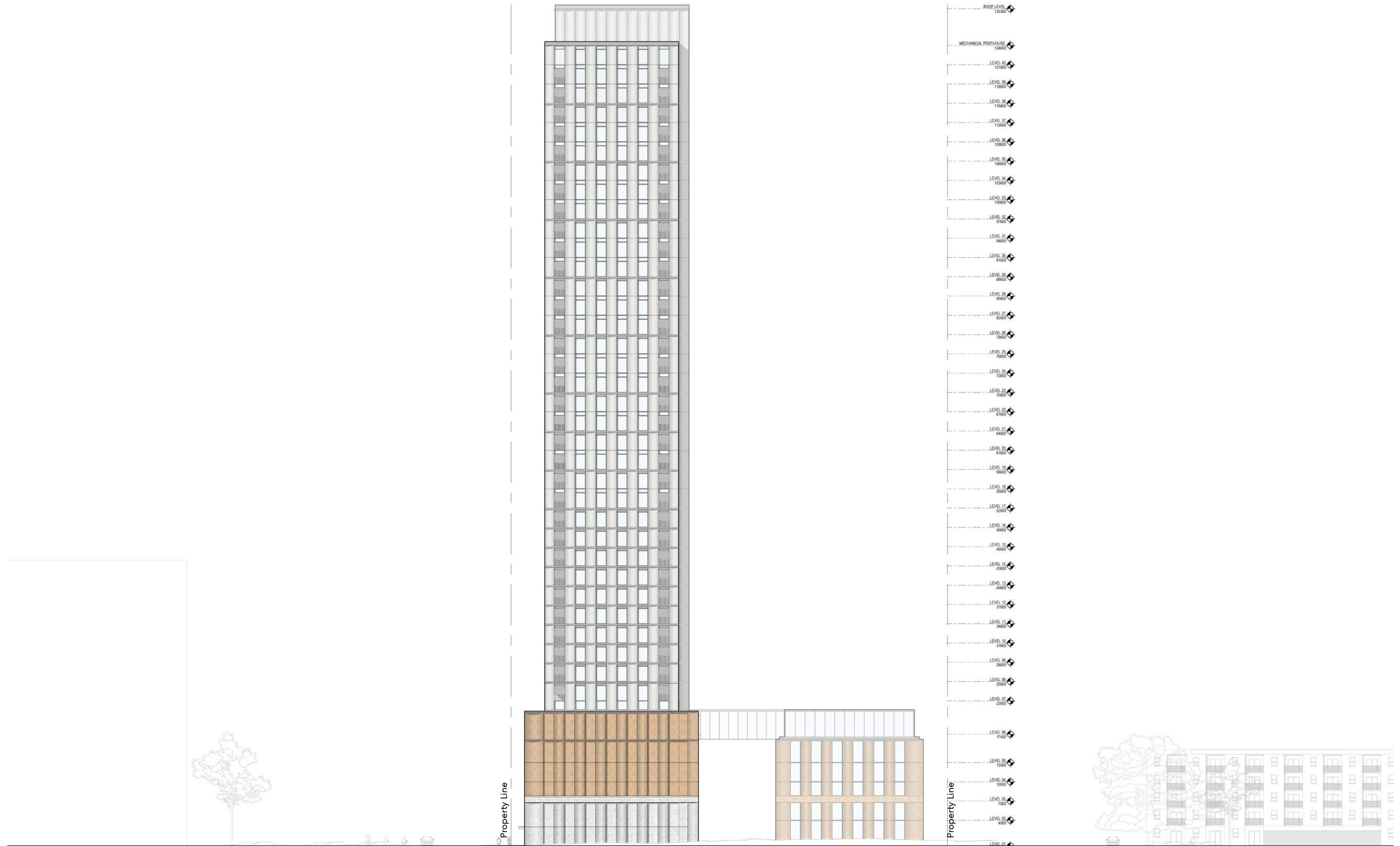
- 1 1 Bed
- 2 2 Beds
- 3 Rooftop Terrace



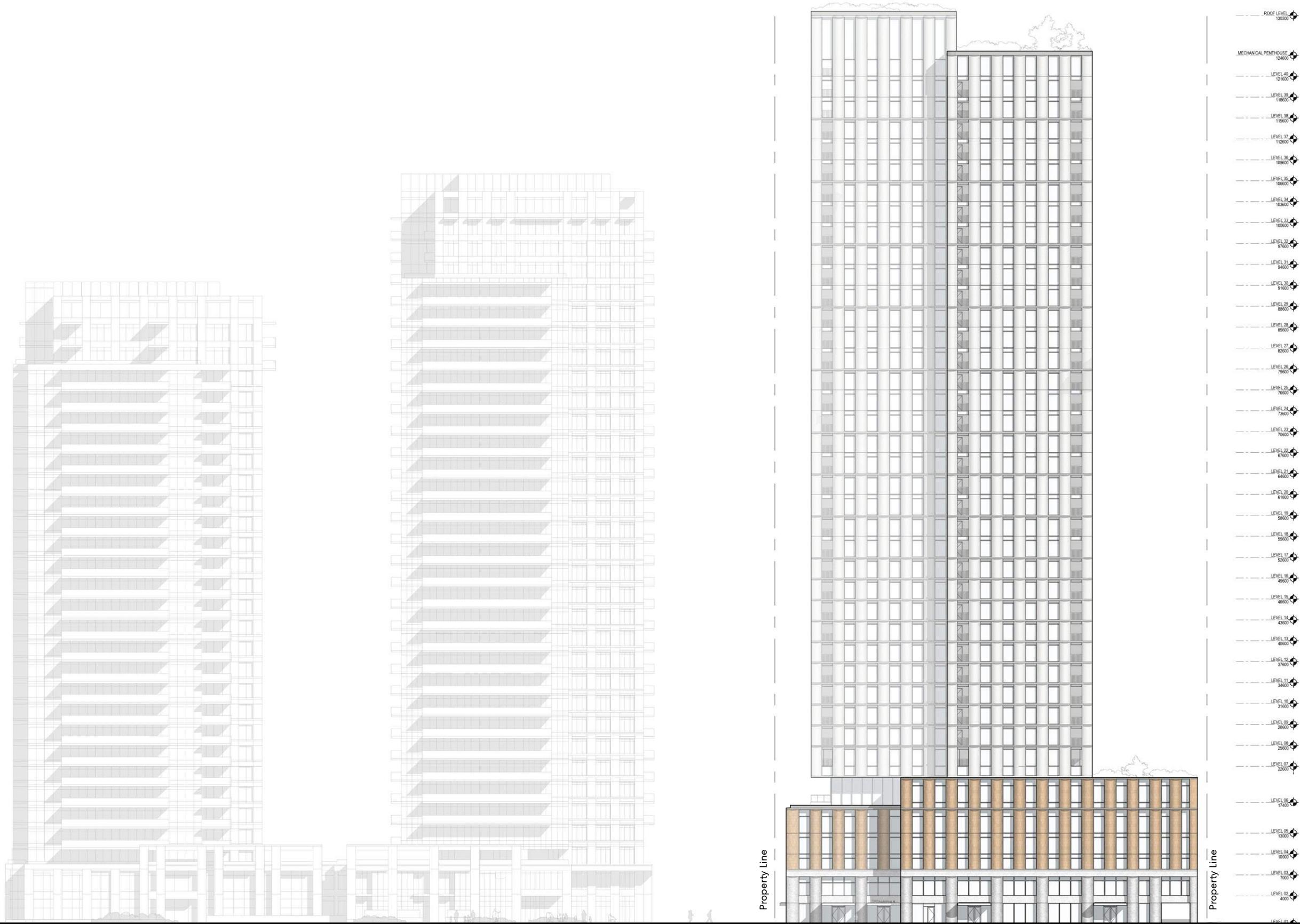
North Elevation



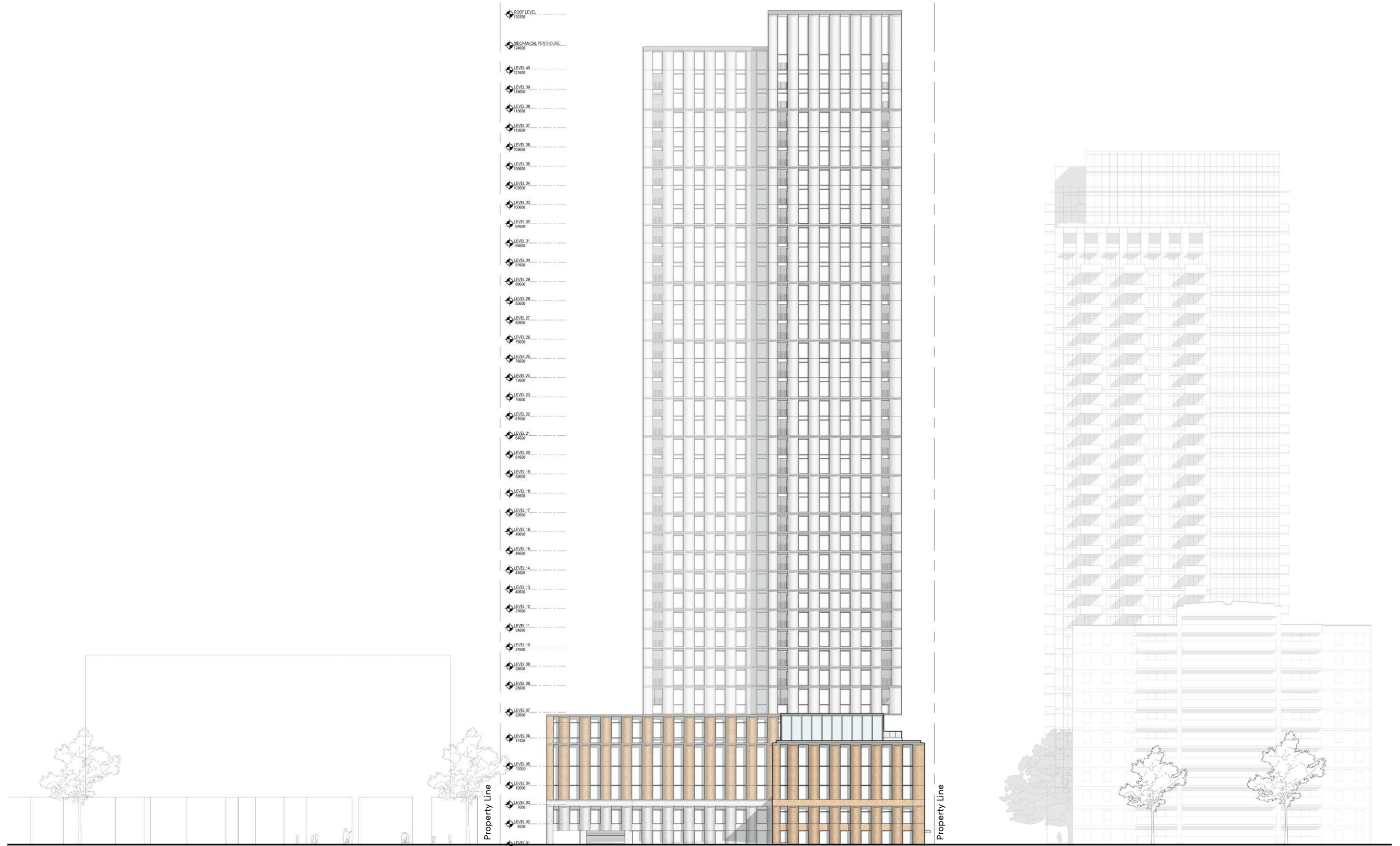
South Elevation



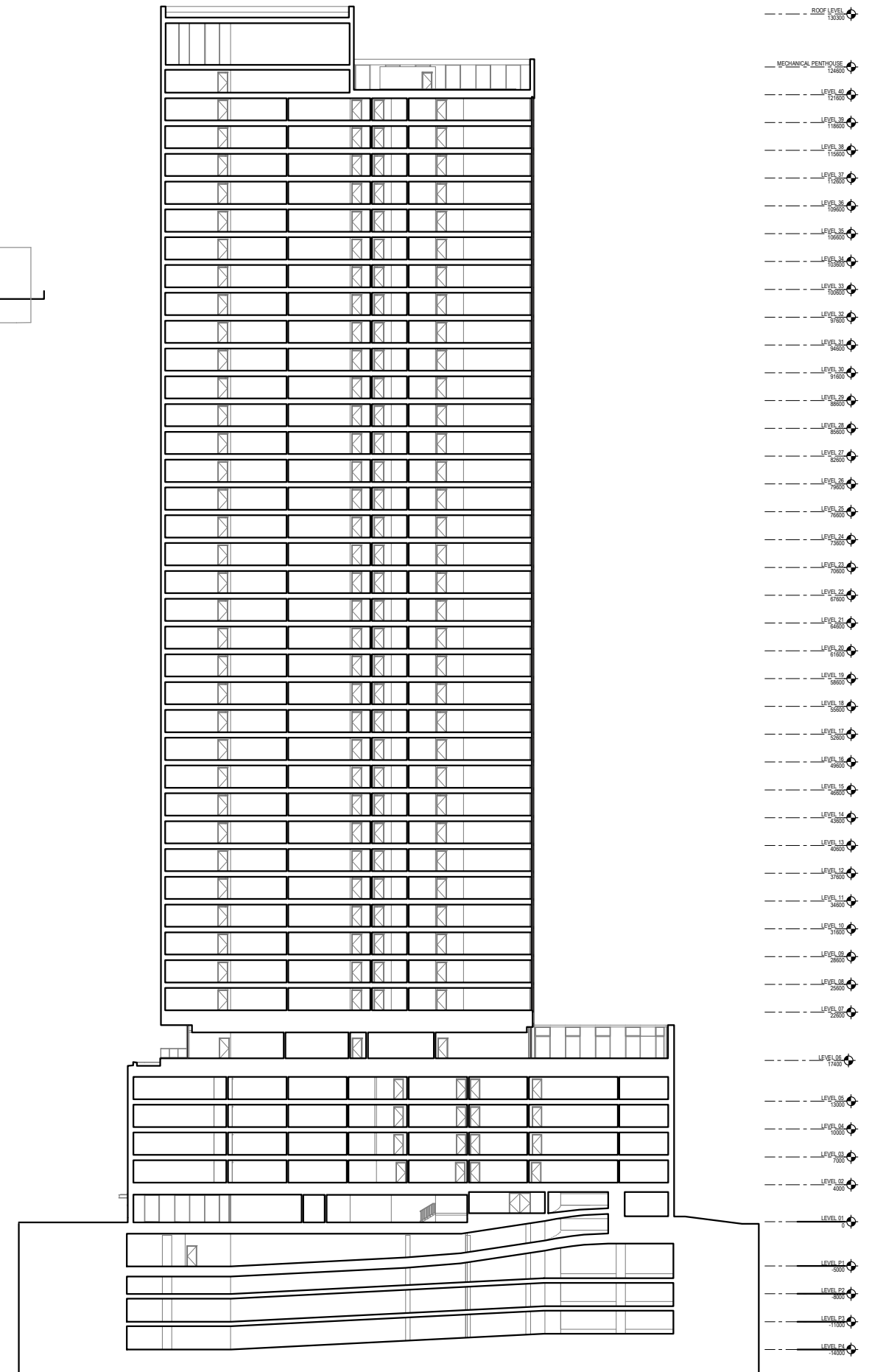
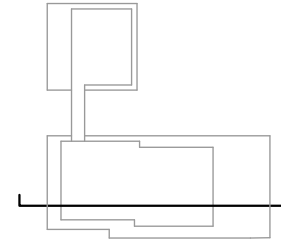
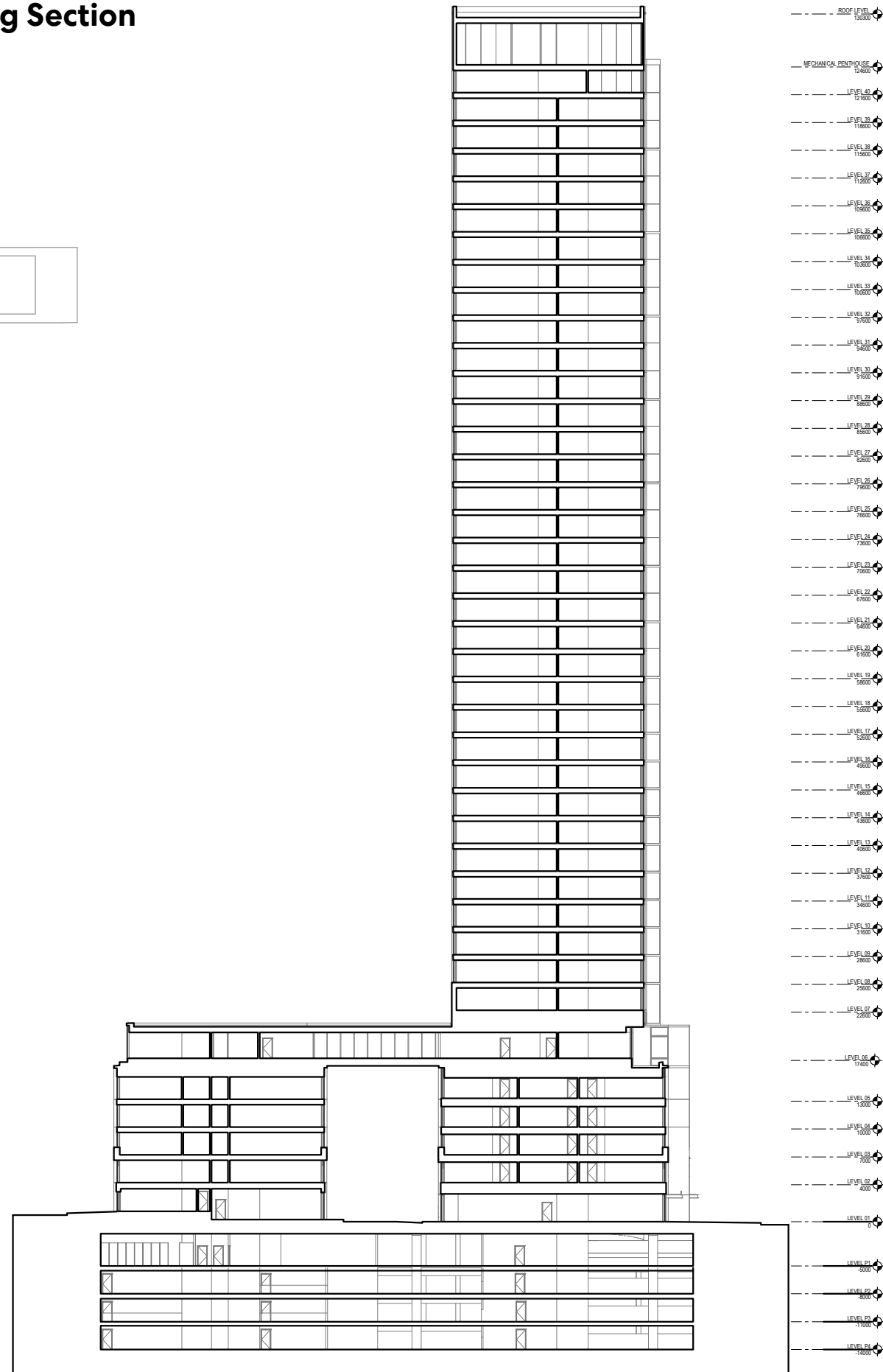
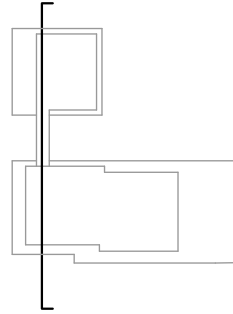
# West Elevation



East Elevation



# Building Section





# Section 04.

## Appendix

| Category          | Preconsultation Comments   | Applicant Response   | Page        |
|-------------------|--|--|-------------|
| <b>Building A</b> | <p>Staff determined that an Official Plan Amendment would be required to facilitate the 40-storey tower, as the existing zoning at 37m would only permit 12 storeys.<br/>Policy 1 under Section 4 of the Secondary Plan says:</p> <p>a. The areas identified with height limits as per existing zoning are anticipated to evolve over time. Minor modifications to the existing zoning may be required to facilitate changes to these areas. However, modifications to the maximum building heights currently permitted in the existing zoning, that result in an increase to the number of storeys, will require an amendment to this secondary plan.</p> | <p><i>The project site is located within the Tunney's PMTSA as identified in Schedule C1 of the Official Plan. The strategic purpose of these areas are set out in the Official plan and include focusing major residential development within easy walking access of rapid transit and to establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians as well as excellent urban design.</i></p> <p><i>The proposed tower enriches the existing urban fabric. The mass of the tower is shifted to break down the tower length, creating the expression of two thinner plates and also a distinct top that contributes to the skyline.</i></p> <p><i>The 40-storey tower height is in line with and compliments the adjacent developments to the north and to the south. The tower height steps to high point at the corner of Burnside and Parkdale. The building is design to support and promote active transportation uses by prioritizing cycling and pedestrian connections from both Bayview and Tunney's Stations to the project's residential addresses.</i></p> | See page 5  |
|                   | <p>A rationale should be provided to justify the tower height being proposed, considering its location within the Hub designation, but also looking at tower separation, appropriate transition to the low-rise neighbourhood, wind and shadow impact, etc., while also being cognizant that the Secondary Plan anticipates the highest density and height to be located closest to Tunney's O-Train Station.</p>  | See above.   |             |
|                   | <p>Consider stepping back the podium abutting the low-rise neighbourhood in order to soften the massing impact on the surrounding low-rise typology and help transition to the neighbourhood line. Section 4.1 of the Secondary Plan encourages built form transition within the Hub to ensure privacy, sunlight penetration and sky views.</p>  | <p><i>The podium height has been revised from 7-storeys to 6-storeys per feedback from City staff. The articulation of level 6, which is stepped back from the corner of Burnside Ave. and Parkdale Ave., as well as from Burnside and Forward creates an expression of 5-storeys for a majority of the podium. This 5-storey expression aligns with the Multi-family Residential Building located at the south-east corner of Burnside Ave. and Forward Ave. This articulation supports a transition to the existing neighbourhood.</i></p>   | See page 31 |
|                   | <p>Staff are concerned about the massing impact of the eight-storey portion of the podium on Parkdale and encourage the applicant to use articulation and architectural treatment to minimize adverse impacts on the public realm.</p>   | See above.   |             |

| Category                     | Preconsultation Comments   | Applicant Response   | Page               |
|------------------------------|--|--|--------------------|
| <b>Building A</b>            | Setbacks and step backs – Please refer to the Secondary Plan, Community Design Plan, and Urban Design Guidelines for direction. See below some examples:<br>Secondary Plan:  | <i>Burnside Ave. is considered the front yard.</i>   |                    |
|                              | a. Section 4.1 Policy 10 notes that Tower Portions of high-rise buildings will generally have minimum setbacks from rear and interior lot lines of 11.5m.  | <i>The rear yard setback of the tower portion of the building is 16m.</i>  |                    |
|                              | b. Section 4.1 Policy 11 stipulates a minimum tower separation distance of 23m.  | <i>The east elevation of the tower fronts a laneway connection to the east. The tower setback from this interior lot line is 4.32m and 2.77m as the building is shifted in plan.</i>   |                    |
|                              | c. Section 4.1 Policy 13 notes that podiums of high-rise buildings will generally have a maximum height of six-storeys, with the tower portion being set back a minimum of 3.5m from the face of the podium along Parkdale Avenue. | <i>The tower separation between the existing tower to the north and the proposed tower is 26.5m. The setback of the proposed tower from the centreline of Burnside Ave. of 13.4m and the centreline of Parkdale Ave of 16.3m.</i>  |                    |
|                              | d. Section 4.2.1 Mixed-Use Centre Areas advises a 45-degree angular plane as a common tool to regulate height transitions to ensure tall buildings have minimal adverse impacts on adjacent low-rise portions of Hintonburg.       | <i>The podium is 6-storeys with the tower set back a minimum of 1.5m per the Urban Design Guidelines for High-rise Buildings 2.29 Step back from base.</i>   |                    |
|                              | e. Section 4.2.1 Mixed-Use Centre Areas Density and Built Form – General Guidelines (b) supports a 1.0m front yard setback.  | <i>The front yard setback along Burnside Ave. is 1.2m for both Building A and Building B.</i>  |                    |
| <b>Community Design Plan</b> | f. Section 4.2.1 Mixed-Use Centre Areas Tall Buildings (a) notes that the fifth and sixth storeys of the podium should be set back a minimum of 1.5m from the façades facing a street.   | <i>The podium of Building A is 6-storeys. At the south end of Building A this is expressed as a complete 6-storeys with no step back for approximately the last 42.5m of the building to better align with the existing 8-storey height of 151 Parkdale Ave. Level 6 of Building A is set back from the podium 3.95m on the west and 6.4m on the north.</i>  | <b>See page 20</b> |
|                              | Demonstrate how the ground floor uses will activate the street and public realm.   | <i>The ground floor contains residential lobbies for both buildings with Building A lobby being accessed from both Parkdale Ave. and the laneway. Building B is accessed from the laneway. Along Parkdale Ave. there are retail units planned along the whole length, except for a through block connection at the south. This through-block connection will be well lit with the opportunity for public art within it.</i>  |                    |
|                              |  | <i>Along Burnside there will be a range of uses. In Building A there is a café/ bar envisioned, which would complement the residential lobby, and be the main point of entry. This is imagined having more of a hospitality character, creating an active lobby space where residents and the community can mix. In Building B there are two smaller community-scale retail units, with the space at the corner of Burnside Ave. and Forward Ave. envisioned as a community-oriented café space.</i> | <b>See page 19</b> |
|                              |  | <i>Access to the parking garage and loading is from the laneway. Bike parking is also provided at grade and accessed from the laneway.</i>   |                    |

| Category  | Preconsultation Comments  | Applicant Response  | Page        |
|---|---|---|-------------|
| <b>Community Design Plan</b>  | The Community Design Plan and Urban Design Guidelines for High-rise buildings support a maximum 750 square metre floorplate for the tower. Please include rationale for larger floorplates.   | <i>The tower floor plate is 843 square metres inclusive of balconies and 794 square metres without. The larger floorplate allows for larger units to be provided, addressing more diversity in housing needs. 84.3 gross construction square meters per unit on average is provided compared to 75 gross square meters.</i>   | See page 20 |
|   | The building fronting Forward and Burnside is identified as being seven storeys in height, whereas the Secondary Plan allows heights up to six storeys. Please identify in the submission if the seventh-storey amenity floor will be addressed via the Zoning By-law Amendment or the Official Plan Amendment. | <i>The building has been reduced to 6-storeys to conform with the Secondary Plan and comply with the Zoning By-law.</i>   | See page 29 |
| <b>Building B</b>   | Please ensure the Site Plan and Landscape plan make clear the landscaping and functionality of the space to the south behind Building B. Consider the use of trees in order to help transition to the abutting low-rise typology and neighbourhood line.  | <i>Noted. This area has been revised to be a covered passageway connecting the laneway to Parkdale Ave. This space is envisioned as a well-lit pedestrian passageway with the opportunity for public art within. Where the passageway is adjacent to retail, windows into the passageway will be provided.</i>  | See page 30 |
|   | Setbacks and step backs – Please refer to the Secondary Plan and Community Design Plan for direction. See below some examples: Community Design Plan:   | <i>The rear yard setback for Building B is 5.6m. The adjacent property to the south has a zero-lot line condition. Landscaping within this space creates a buffer between the two properties.</i>   | See page 20 |
|   | a. Section 4.2.3 Apartment Neighbourhoods Built Form – General Guidelines (a) notes that new buildings should be built close to and address the street.   | <i>The set back from Forward Ave. is 2.55m<br/>Level 6 of Building B is set back 6.4m on the north and 1.5m on the east, south and west sides from the podium below.</i>  |             |
| b. Section 4.2.3 Apartment Neighbourhoods Mid-rise and Tall Buildings (d) says mid-rise buildings generally should have a minimum setback at the rear of 7.5m | <i>Small format retail and at-grade units occupy the ground floor of Building B along with a residential lobby. Landscaping along Forward Ave. will be of a residential scale, creating front porches related to the at-grade units.</i>  |   |             |
| <b>Lane</b>   | See the comments under the Housing Solutions, Real Estate, and Investment Services section, below, regarding the ownership of the lane.   | <i>Noted. The below grade parking garage is located completely under the lane for the full length of the development, aligning with the south property line. At level 6 there is an enclosed bridge that connects Building A and Building B at a shared amenity level.</i>  | See page 33 |
|   | The lane will be widened to 6m via a condition of SPC, similar to the road widening.  | <i>Noted. This lane widening is shown on the drawings along with the anticipated road widening along Parkdale Ave.</i>  | See page 17 |
|   | If the parking garage entrance is proposed from the City lane, please provide turning radii diagrams.   | <i>Noted. Turning diagrams have been provided as a parking garage entrance is proposed from the lane.</i>   | See page 17 |
|   | Staff support waste management and loading being relegated to the lane at the rear. Please note that if the site will receive City waste collection, a turn-around on site will be required.  | <i>Per discussions with City staff and email confirmation on December 3, 2025, waste collection will be staged in the lane and within an adjacent loading area. Garbage trucks will drive into the lane to collect garbage and will reserve out of the lane after collection. In the event that the truck drivers have an issue with backing out, they may require pulling the bins to Burnside Ave. and charging a winching fee.</i> | See page 17 |

| Category | Preconsultation Comments   | Applicant Response   | Page        |
|----------|--|--|-------------|
| Lane     | Staff support the thought of this space also being activated to accommodate events or community programming and will be looking for details on how this can be achieved and how the space can be both “back of house” and programmable space.  | <i>Retail spaces, access to residential lobbies, and bike parking front the northern portion of the laneway. It is envisioned that the area adjacent to these more active frontages could be programmed. More “back of house” functions are located further south.</i> | See page 36 |
| General  | Staff appreciate the provision of 1:1 bicycle parking proposed.  | <i>Noted. The current plan shows 368 spaces in two-tier storage racks, or 0.85:1. Brigil has expressed a desire to increase the number of bicycle parking spaces within the building and as the interior planning is refined, additional spaces will be provided.</i>  | See page 15 |
| General  | Please consider more family-sized units including three-bedroom units in accordance with Section 3 of the Official Plan.   | <i>Currently Studio, 1-bedroom and 2-bedroom homes are contemplated in the project. Larger and more economical sized 2-bedroom homes are in line with what Brigil is seeing demand for in the market.</i>  | See page 15 |
| Comments | An Urban Design Brief is required. Please see attached customized Terms of Reference to guide the preparation.   | <i>Noted.</i>  |             |
| Comments | The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference.  | <i>Noted.</i>  |             |
| Comments | The site is located within a Design Priority Area, as such, a visit to the UDRP, and a UDRP Report is required as part of a complete submission.   | <i>Noted.</i>  |             |
| Comments | Additional drawings and studies are required as shown on the SPIL. Please follow the terms of references (Planning application submission information and materials   City of Ottawa) to prepare these drawings and studies. These include:<br><br>a. Site Plan<br>b. Landscape Plan<br>c. Building Elevations<br>d. Conceptual Floorplans<br>e. Sun Shadow Analysis<br>f. Wind Analysis | <i>Noted.</i>  |             |

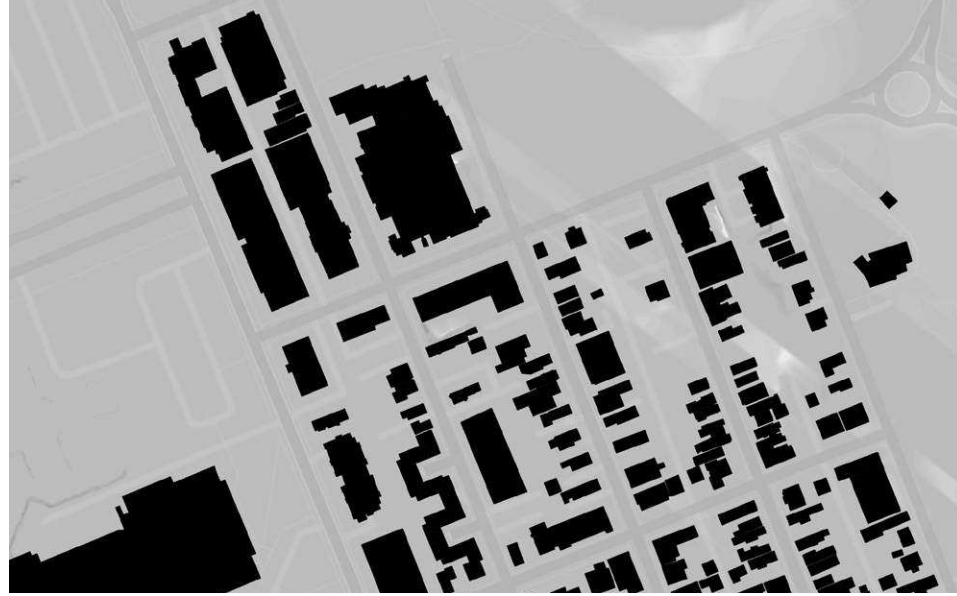
| Category                    | Preconsultation Comments  | Applicant Response   | Page        |
|-----------------------------|---|--|-------------|
| Preliminary Design Comments | Staff were disappointed to hear that significant built form modifications would be made to the package that was shared with staff.  | <p>After the preapplication consultation, the design team met with City Staff to address their concerns around the design, and present modifications to bring the design back into alignment within the original concept. This included reducing the tower floorplate, simplifying the articulation of the tower into two shifted boxes to make the tower appear more slender, and a reduction to the height of the podium to 6-storeys.</p>   | See page 20 |
|                             | The project will need to respect the built form criteria within Section 4.6 of the Official Plan and have consideration for the City of Ottawa Urban Design Guidelines for High Rise Buildings  | <p>The design for the site was selected as part of an invited design competition which solicited design from three established and reputable firms. This aligns with 4.6.1 (6) of the Official Plan.</p> <p>The building materials for the proposed development align with materials found within the neighbourhood, in particular the masonry within many of the established buildings to the east and south. The project takes strong cues from the materiality of 99 and 121 Parkdale (The Dale) but reinterprets how the materials are used to create a complimentary building to existing developments. Specifically, the 8m limestone coloured podium visible in The Dale is extended into the proposed development, picking up this datum and using architectural precast concrete panels. The masonry that is found in the neighbourhood and in The Dale is used above this datum in Building A and laid in a scalloped form. This subtle scalloping reflects the convex curvature of the balconies at The Dale. The tower is light coloured and made of painted metal formed in a similar scallop to the podium. The tower is light and its height elongated, relating to the sky, while the material of the podium relate to the ground.</p> <p>In Building B the same brick and scalloped form are used throughout. This strategy builds on the materiality of established multi-unit residential buildings in the neighbourhood, especially the building at 50 Burnside Ave. Brick tones in both Building A and Building B will be similar and will compliment 50 Burnside Ave and The Dale in colour.</p> <p>At the south end of the site through the proposed midblock connection there is an opportunity for public art.</p> <p>Private amenity spaces have been planned to be south facing, and designed in a way to as to mitigate westerly winds across Tunney's Pasture with full height screens.</p> | See page 31 |
|                             | Staff have concerns with the size of the floorplate shown at the meeting (approx. 950 sq m with balconies). Given the size of the floorplate proposed, staff would encourage the applicant to reduce the number of private balconies and to consider additional shared amenity space (rentable terraces). | <p>Following our initial preapplication consultation, the footprint of the tower was revised. Currently, the tower floor plate is 843 square metres inclusive of balconies and 794 square metres without. The larger floorplate allows for larger units to be provided, addressing more diversity in housing needs. 84.3 gross construction square meters per unit on average is provided compared to 75 gross square meters. This change was presented to City staff on November 24, and in their comments from December 3rd they were pleased with the modifications as well as the incorporation of balconies into the tower design.</p>  | See page 20 |

| Category   | Preconsultation Comments   | Applicant Response   | Page           |  |
|--|--|--|----------------|--|
| Preliminary Design Comments  | Built form (including height) will need to be studied relative to scale, transition, and wind and shadow as it relates to the potential impact on the public realm and adjacent properties including the recently upgraded Laroche Park.   | <i>Noted. This is being studied and is presented in the report.</i>  | See page 21-25 |  |
|  | Staff are generally supportive of the proposed site organization, with back of house functions coming off the shared lane.   | <i>Noted.</i>  |                |  |
|  | Ground floor animation along public frontages important.   | <p><i>The ground floor contains residential lobbies for both buildings with Building A lobby being accessed from both Parkdale Ave. and the laneway. Building B is accessed from the laneway. Along Parkdale Ave. there are retail units planned along the whole length, except for a through block connection at the south. This through-block connection will be well lit with the opportunity for public art within it.</i></p> <p><i>Along Burnside Ave. there will be a range of uses. In Building A there is a café/bar envisioned, which would complement the residential lobby, and be the main point of entry. This is imagined as having more of a hospitality character, creating an active lobby space where residents and the community can mix. In Building B there are two smaller community-scale retail units, with the space at the corner of Burnside Ave. and Forward Ave. envisioned as a community-oriented café space.</i></p> <p><i>Access to the parking garage and loading is from the laneway. Bike parking is also provided at grade and accessed from the laneway</i></p> | See page 17    |  |
|  | Staff are supportive of a 6-storey podium. The portions of the podium shown up to 8-storeys will need to be stepped back so that podium continues to read at the 6-storey scale.   | <p><i>The podium height has been revised from 7-storeys to 6-storeys per feedback from City staff. The articulation of level 6, which is stepped back from the corner of Burnside Ave. and Parkdale Ave., as well as from Burnside and Forward creates an expression of 5-storeys for a majority of the podium. This 5-storey expression aligns with the Multi-family Residential Building located at the south-east corner of Burnside Ave. and Forward Ave. This articulation supports a transition to the existing neighbourhood.</i></p>   | See page 29    |  |
| Staff would like to see a 3m step back above the podium for the tower component. Staff appreciate the further articulation of the lower portions of the tower to create a stronger distinction between the podium and tower. | <p><i>The tower set back a minimum of 1.5m per the Urban Design Guidelines for High-rise Buildings 2.29 Step back from base. Along Parkdale Ave. the tower set back ranges from 3m at the south, to 4.625m midblock, and 1.625m where the podium steps back to accommodate the corner triangles.</i></p> <p><i>Along Burnside Ave. the tower is set back 3.585m from the podium and along the Laneway the tower is set back 2.925m at the south and 1.3 at the north. The entry to Building A is set into the building to help mitigate any wind shear due to the reduced setback.</i></p> | See page 20  |                |  |

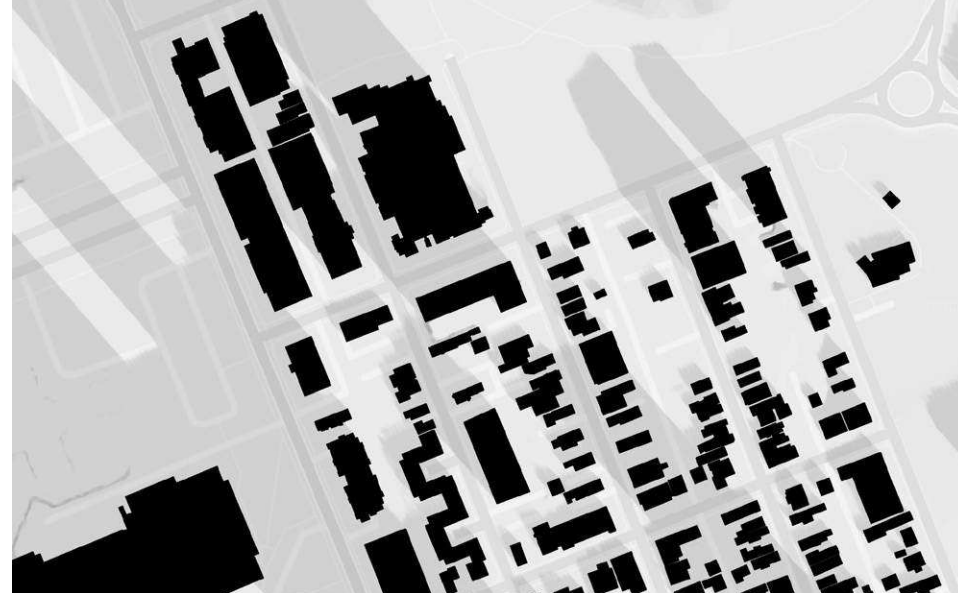
| Category                    | Preconsultation Comments  | Applicant Response  | Page        |
|-----------------------------|---|---|-------------|
| Preliminary Design Comments | Staff are supportive of the overall architectural expression and material selections as they relate to context.         | <p>The building materials for the proposed development align with materials found within the neighbourhood, in particular the masonry within many of the established buildings to the east and south. The project takes strong cues from the materiality of 99 and 121 Parkdale (The Dale) but reinterprets how the materials are used to create a complimentary building to existing developments. Specifically, the 8m limestone coloured podium visible in The Dale is extended into the proposed development, picking up this datum and using architectural precast concrete panels. The masonry that is found in the neighbourhood and in The Dale is used above this datum in Building A and laid in a scalloped form. This subtle scalloping reflects the convex curvature of the balconies at The Dale. The tower is light coloured and made of painted metal formed in a similar scallop to the podium. The tower is light and its height elongated, relating to the sky, while the material of the podium relate to the ground.</p> <p>In Building B the same brick and scalloped form are used throughout. This strategy builds on the materiality of established multi-unit residential buildings in the neighbourhood, especially the building at 50 Burnside Ave. Brick tones in both Building A and Building B will be similar and will compliment 50 Burnside Ave and The Dale in colour.</p> | See page 31 |
|                             | Staff understand that there will be additional revisions. Additional comments will be provided upon updated submission. | Revisions to the design were presented to City staff on November 24, and additional comments were received on December 3rd. In general, they were pleased with the modifications as well as the incorporation of balconies into the tower design.   | See page 20 |

## Shadow Study - December 22nd

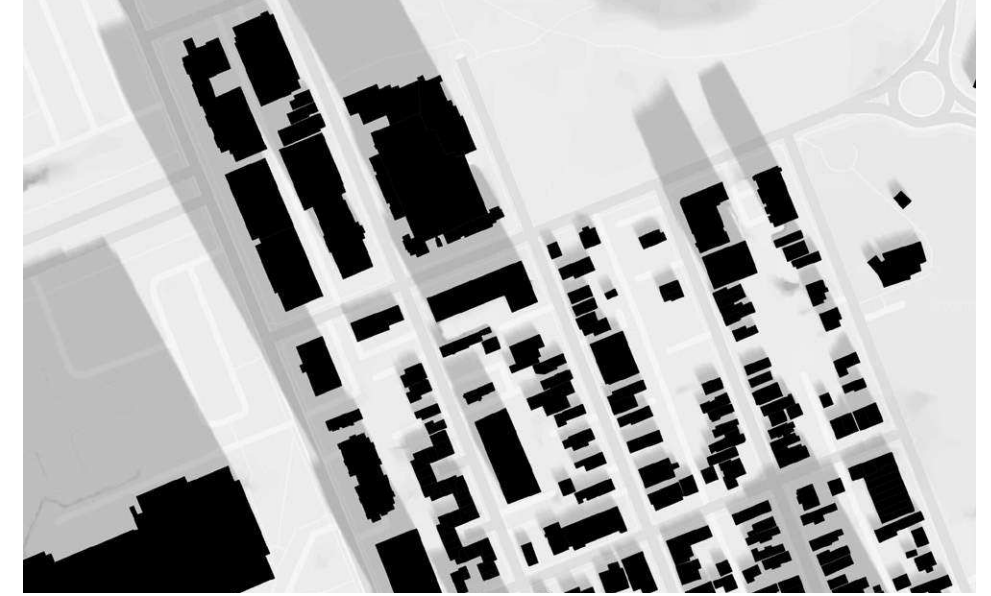
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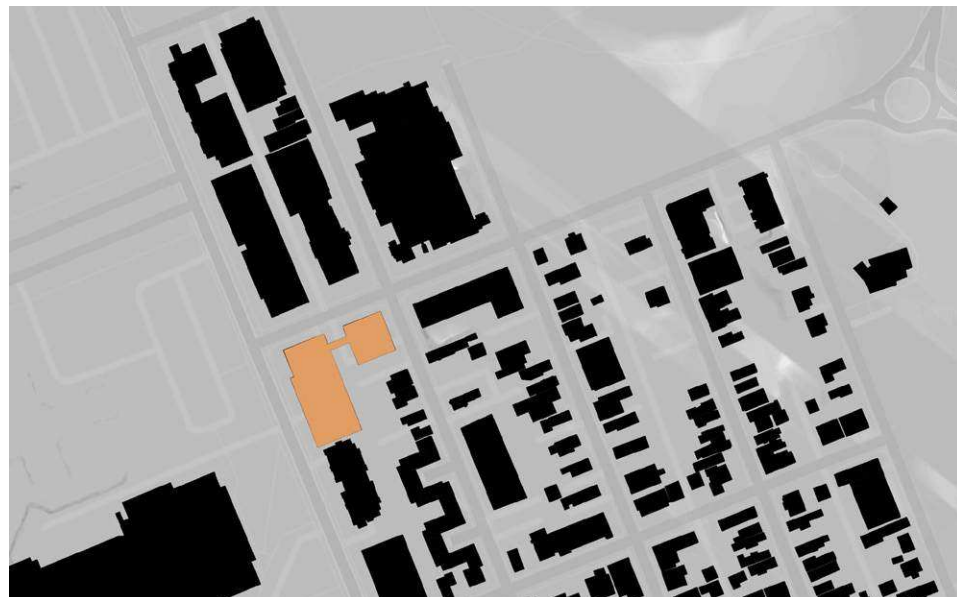


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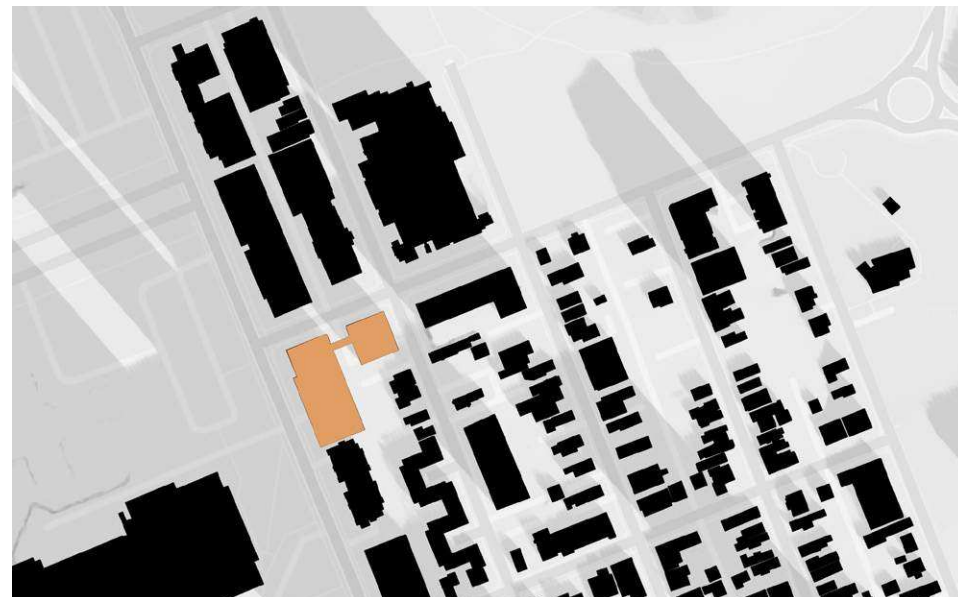


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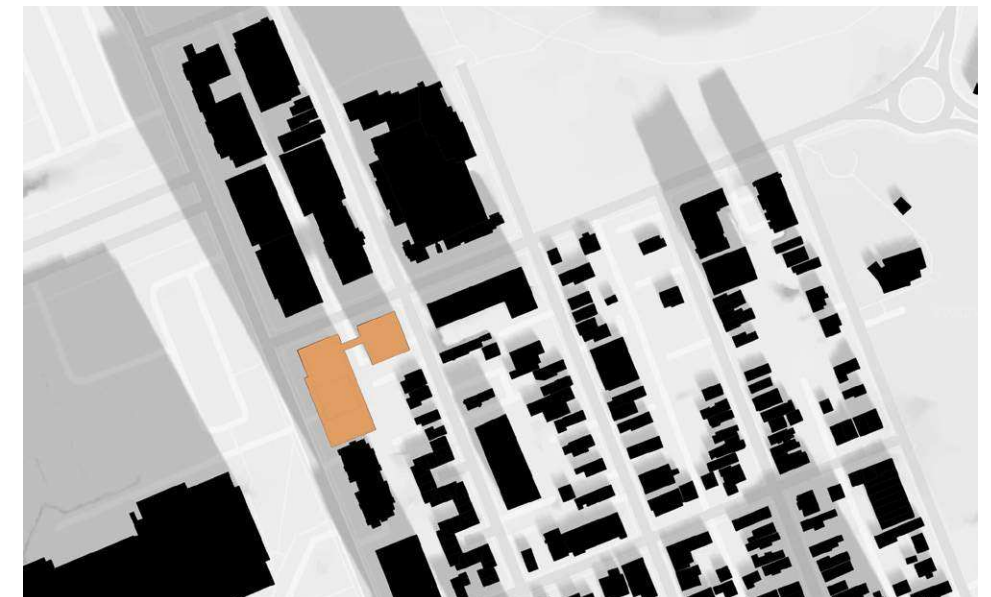
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## Shadow Study - December 22nd

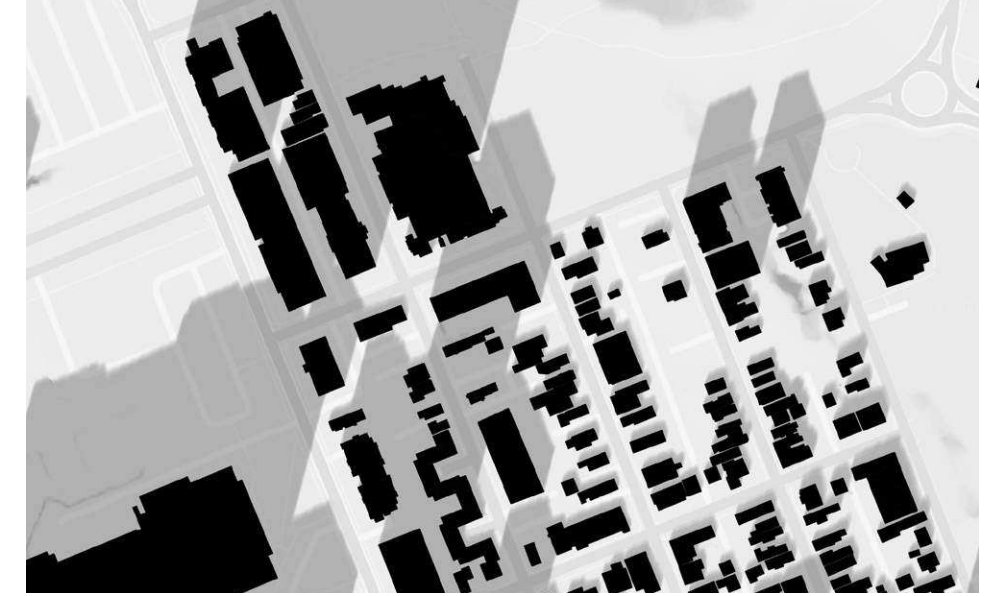
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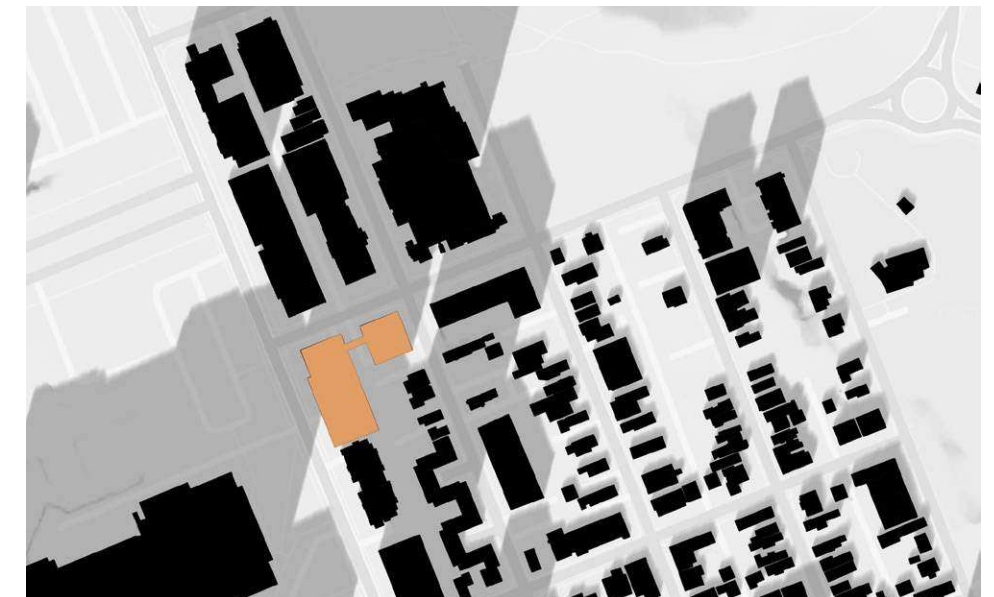
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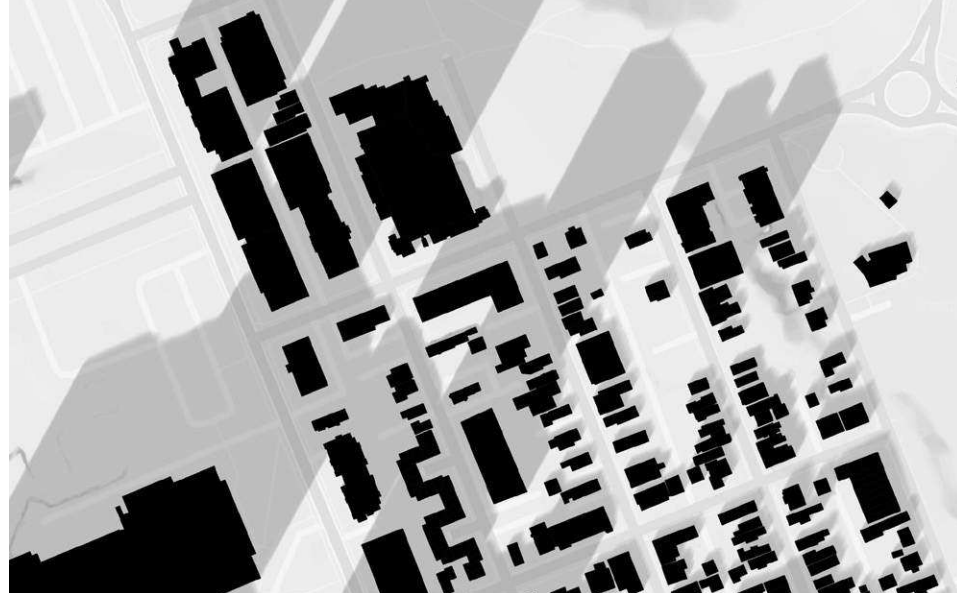
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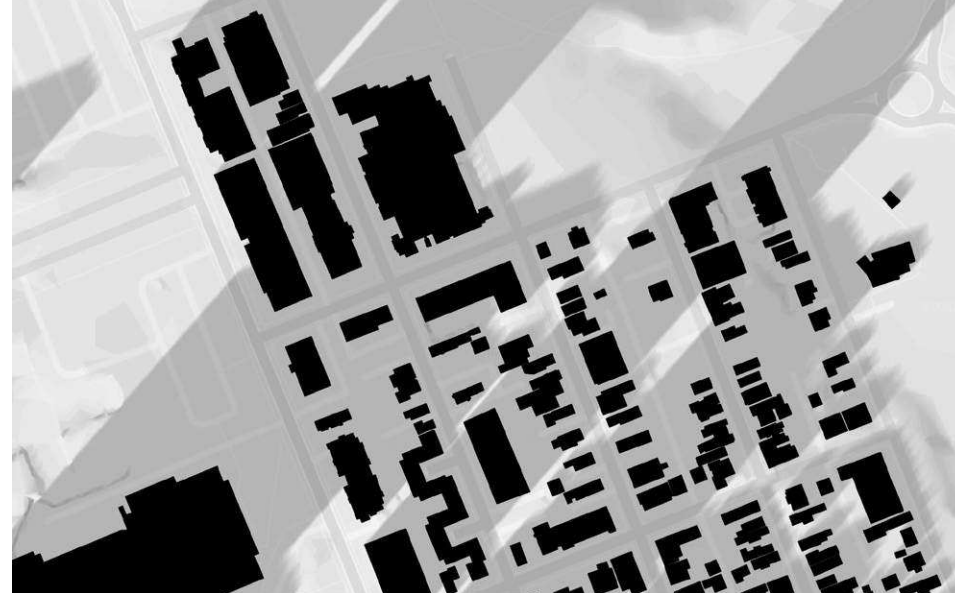
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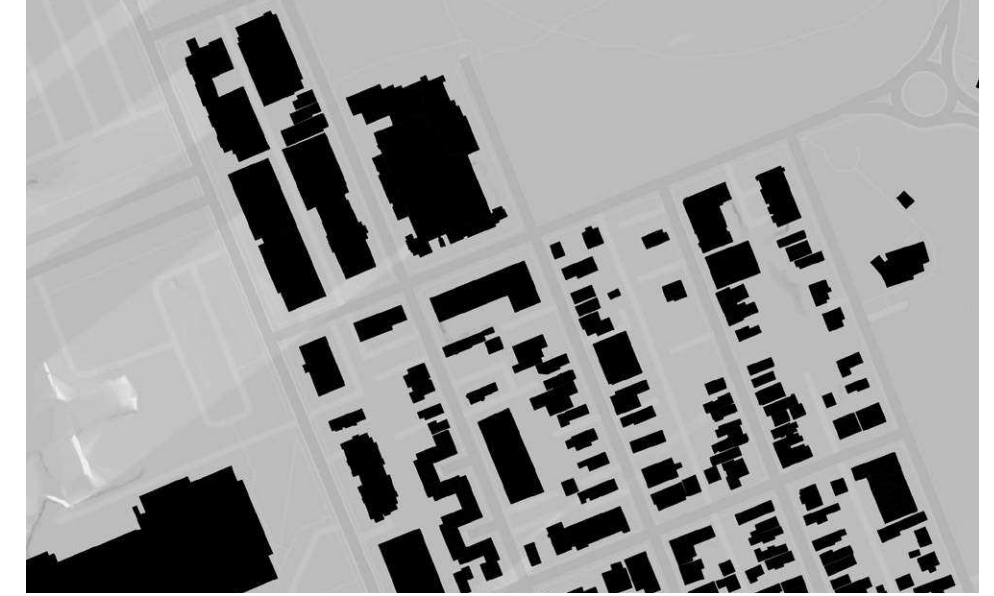
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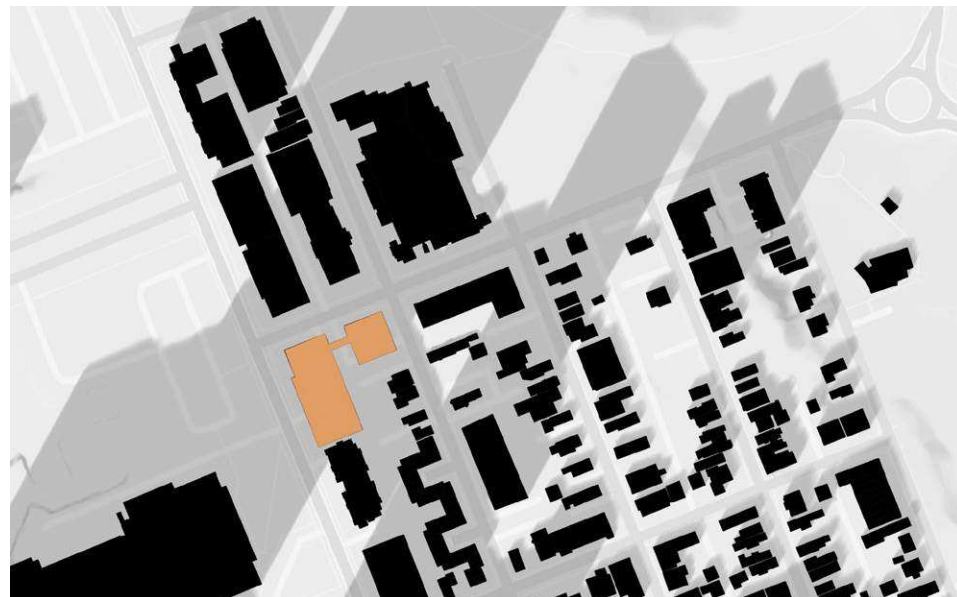


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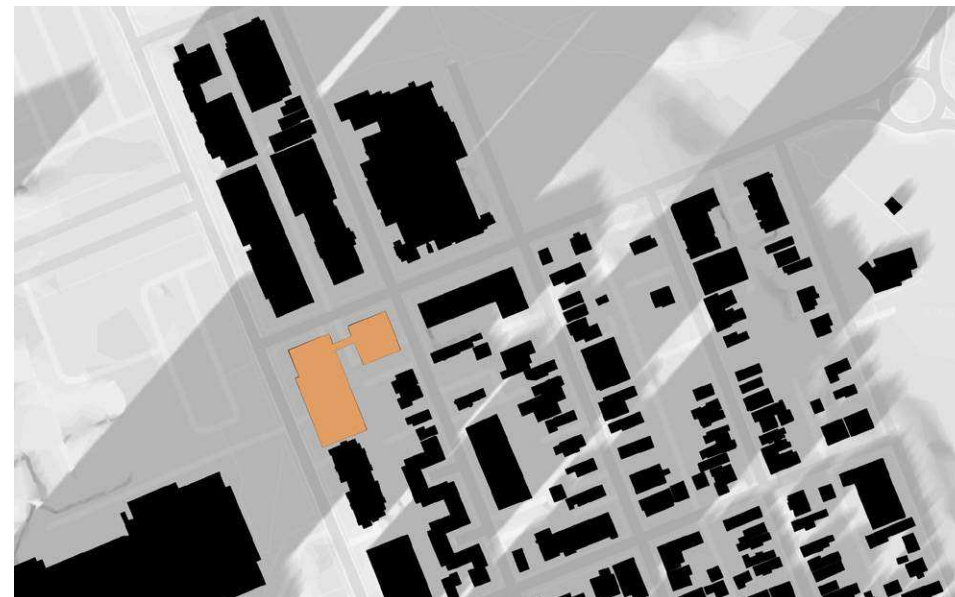


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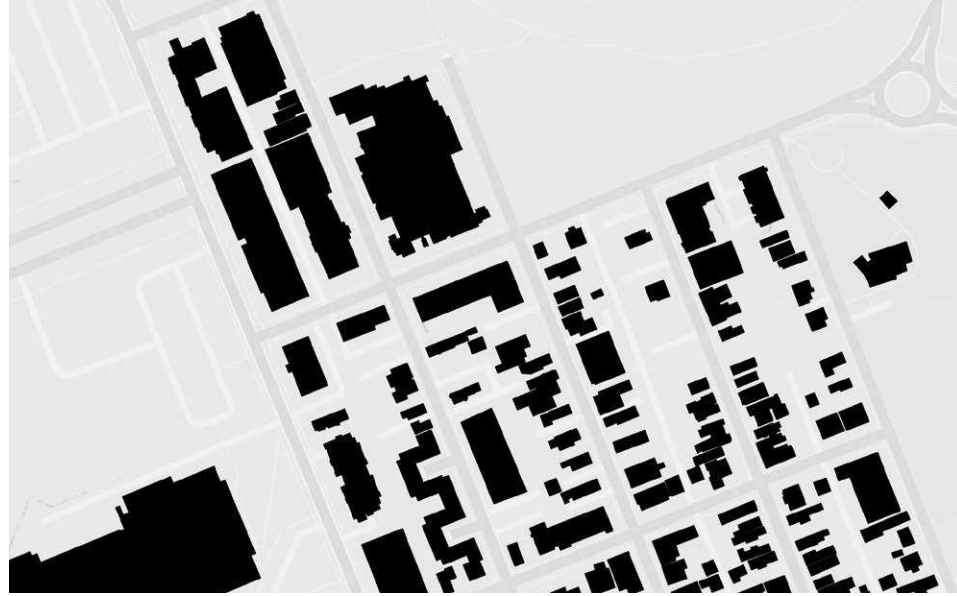
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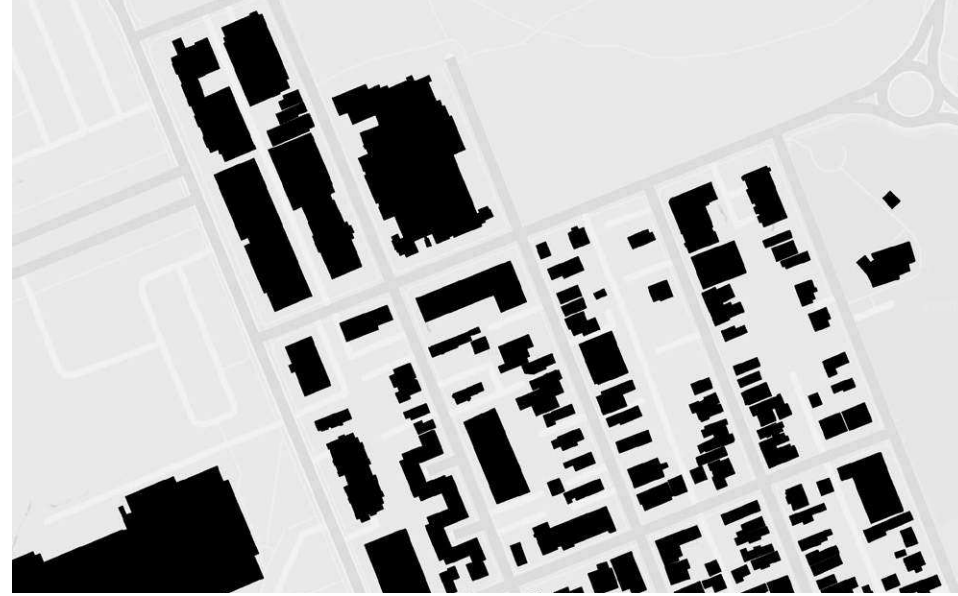
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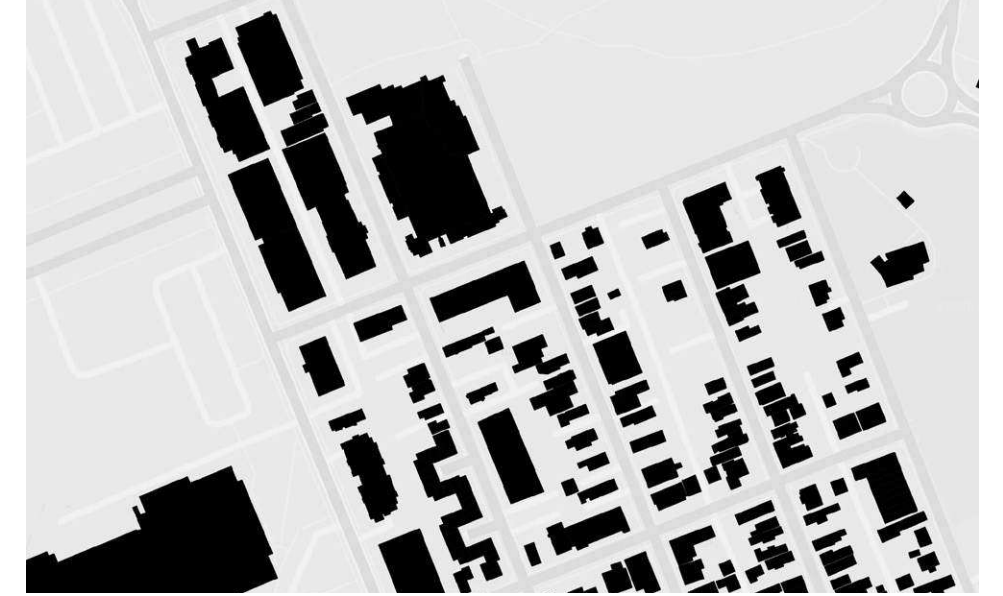
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Proposed



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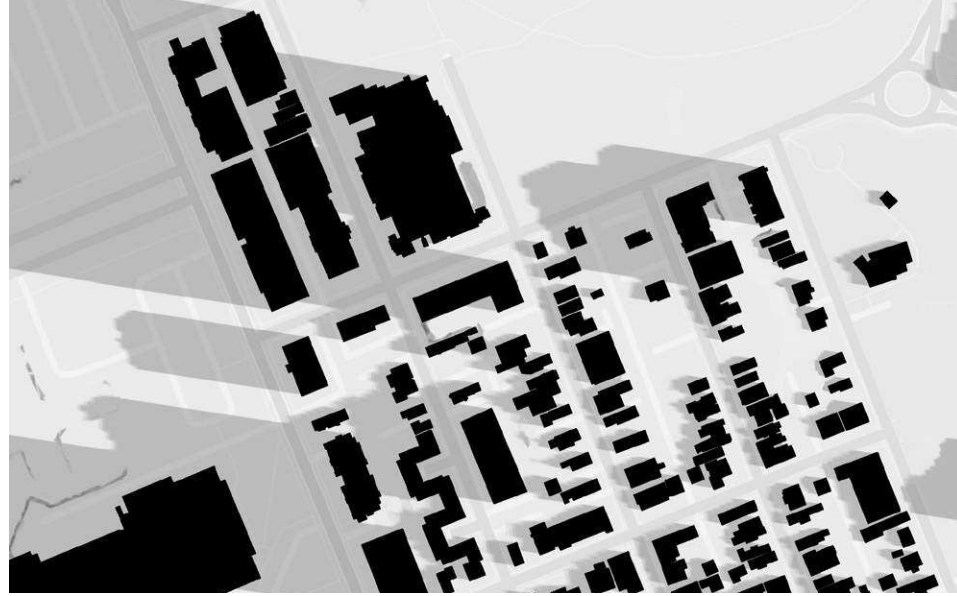
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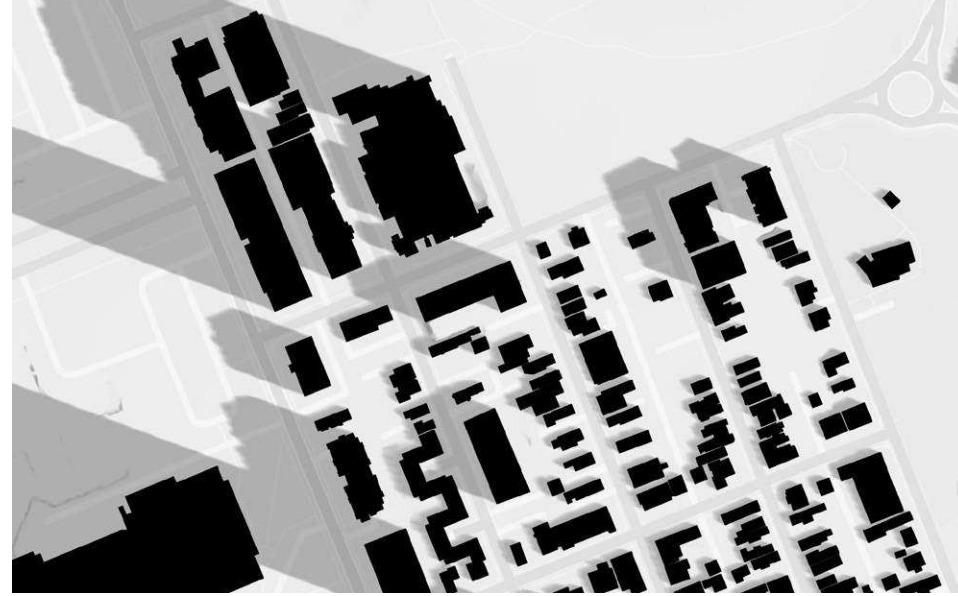
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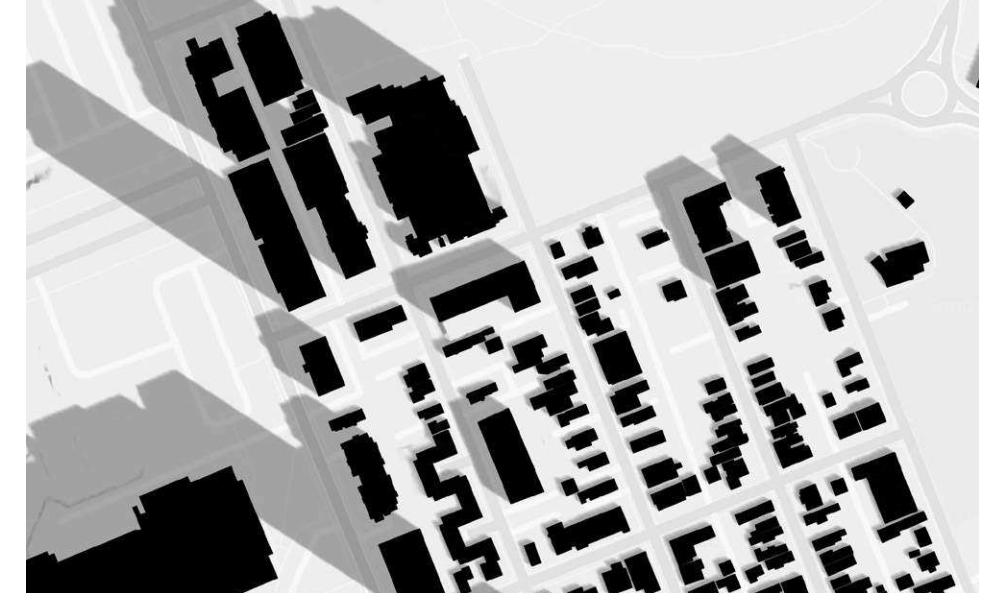
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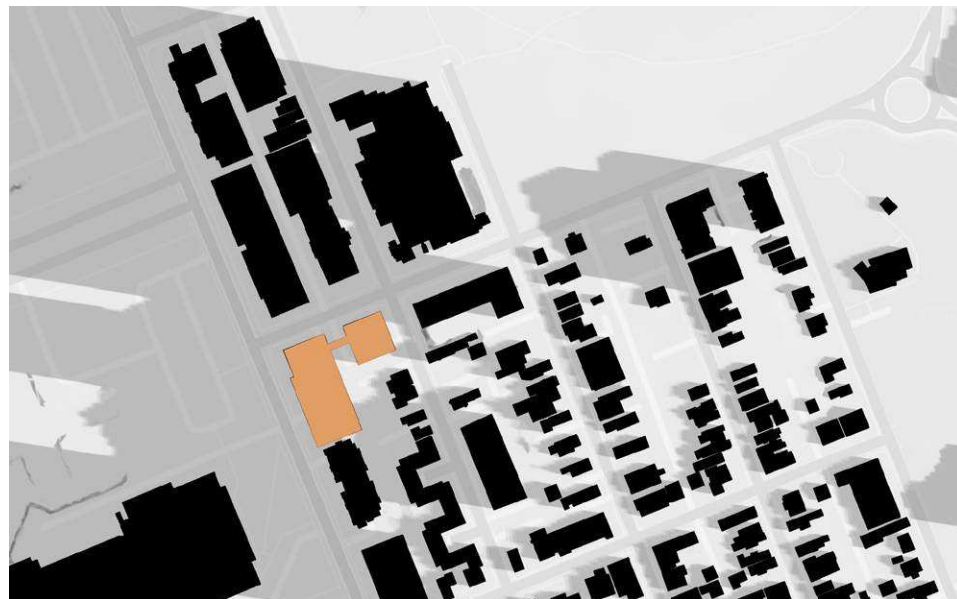


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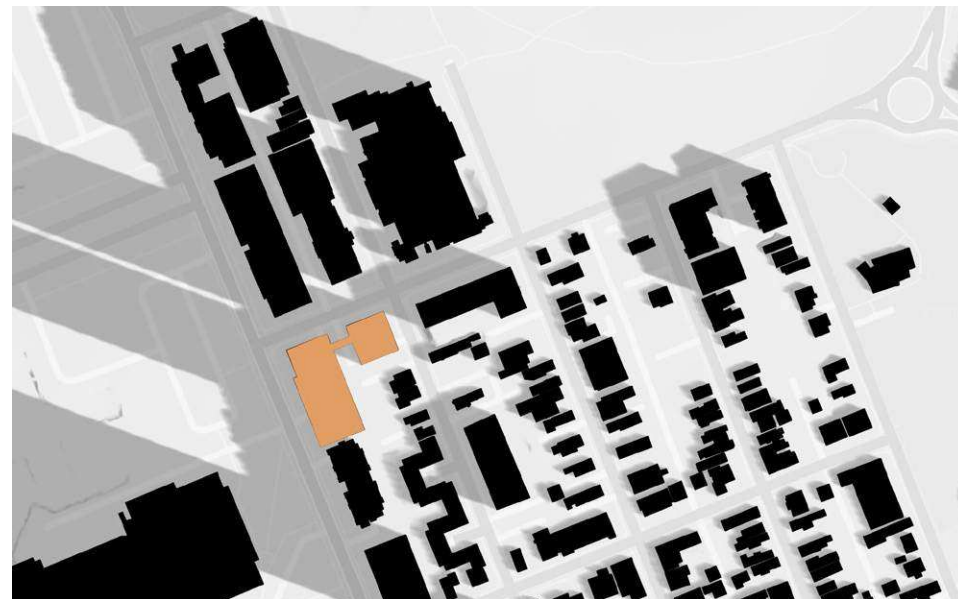


10:00am

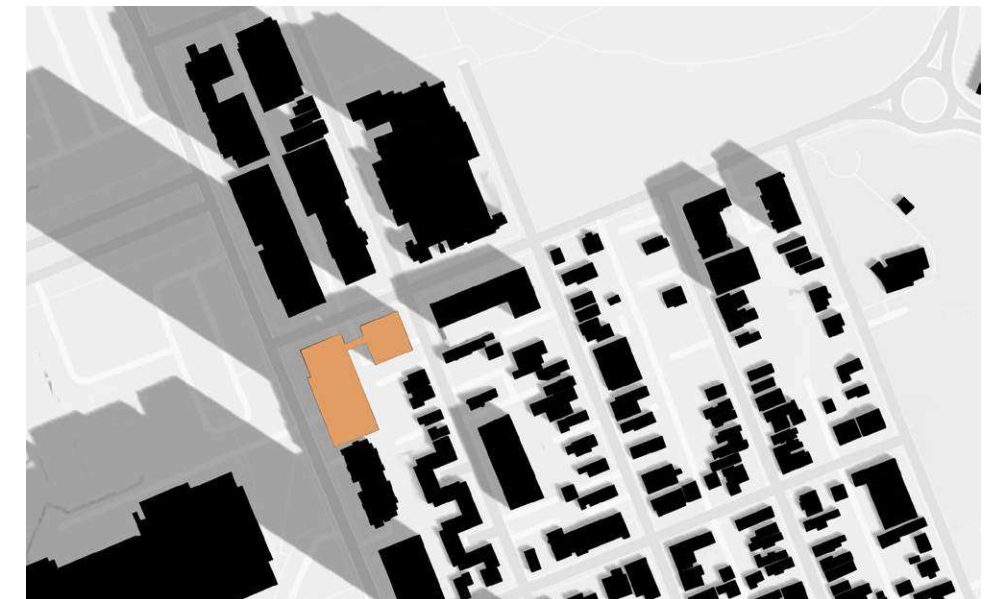
Proposed



8:00am



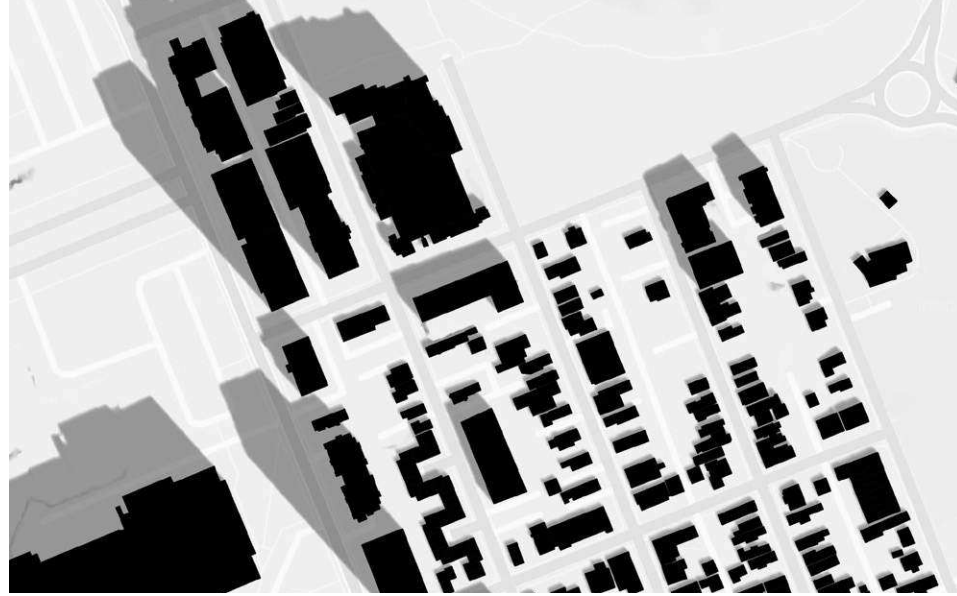
9:00am



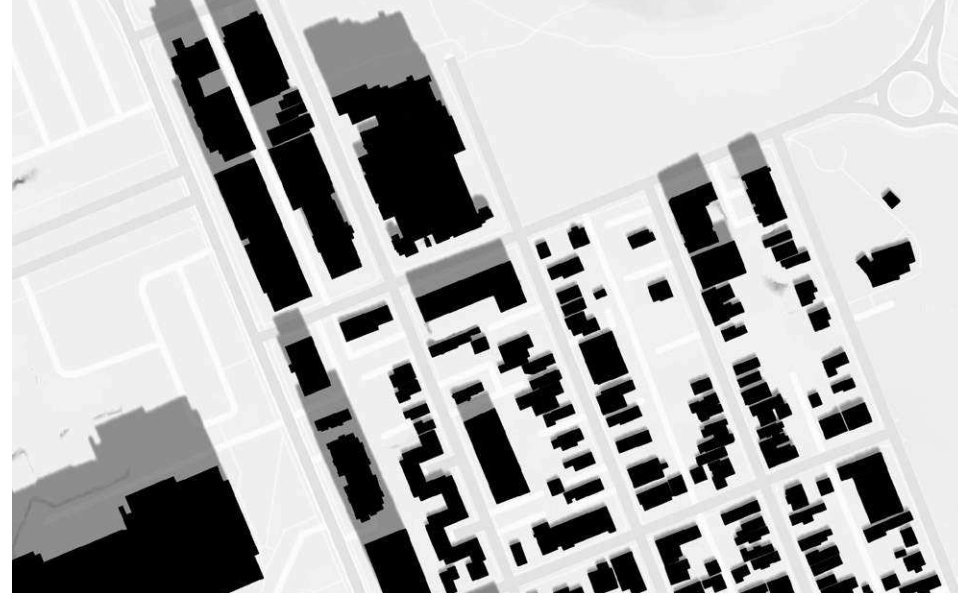
10:00am

## Shadow Study - March 22nd

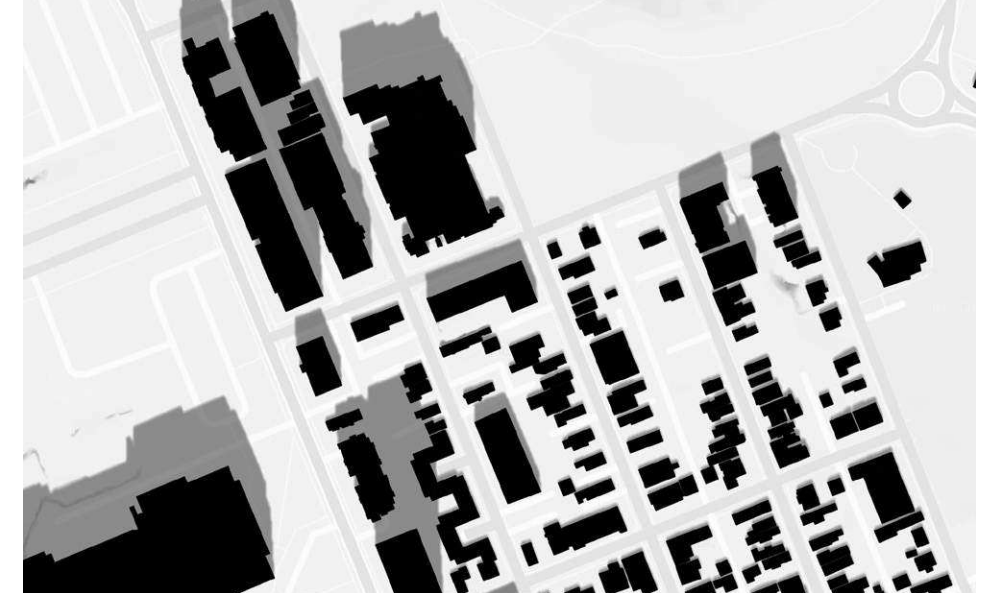
Existing



11:00am



12:00pm



1:00pm

Proposed



11:00am



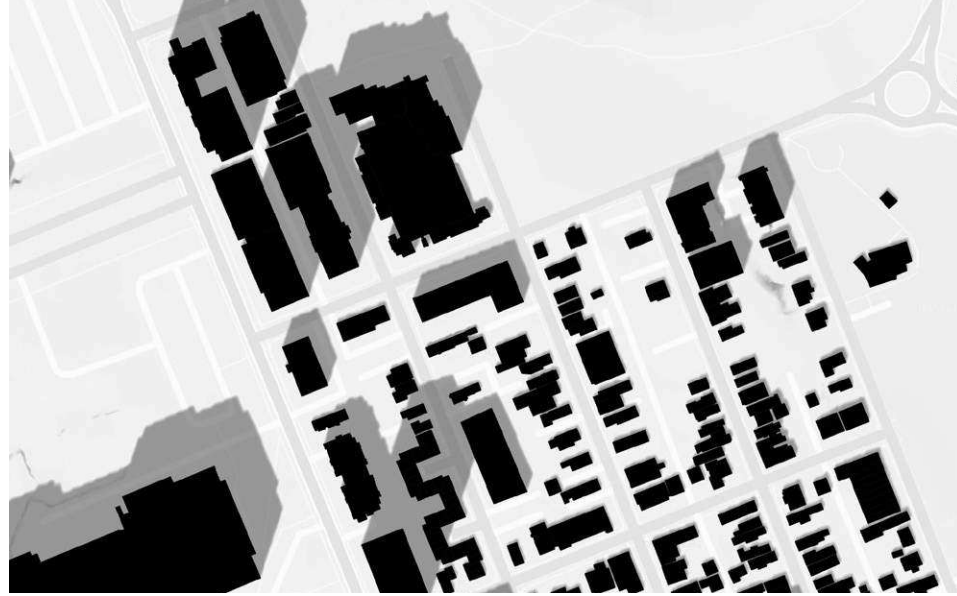
12:00pm



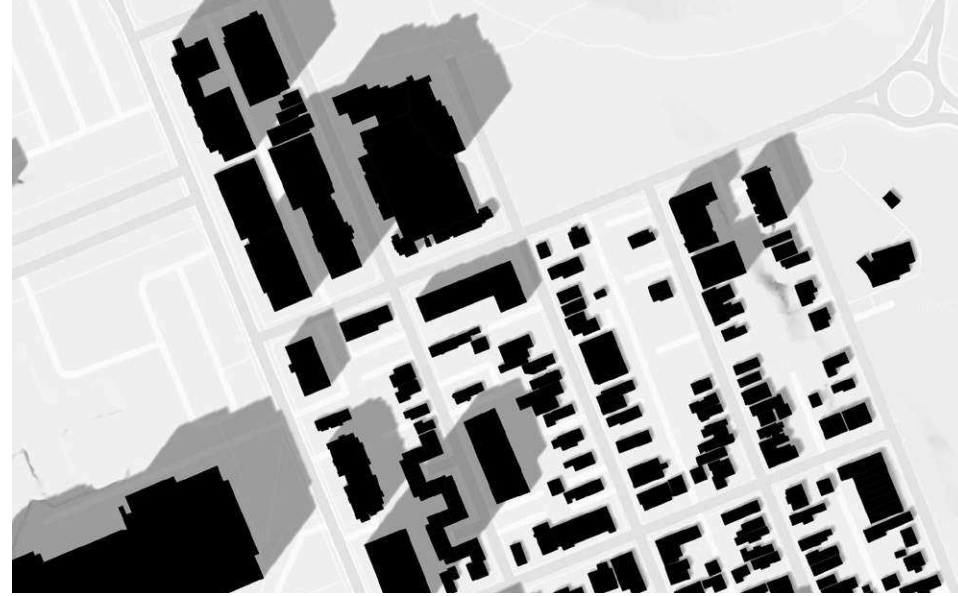
1:00pm

## Shadow Study - March 22nd

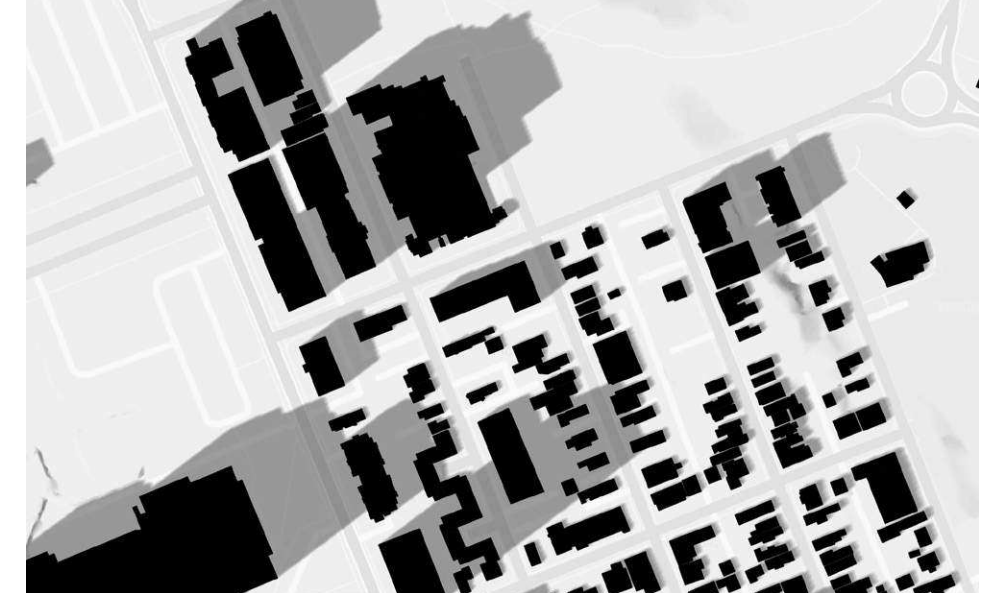
Existing



2:00pm



3:00pm

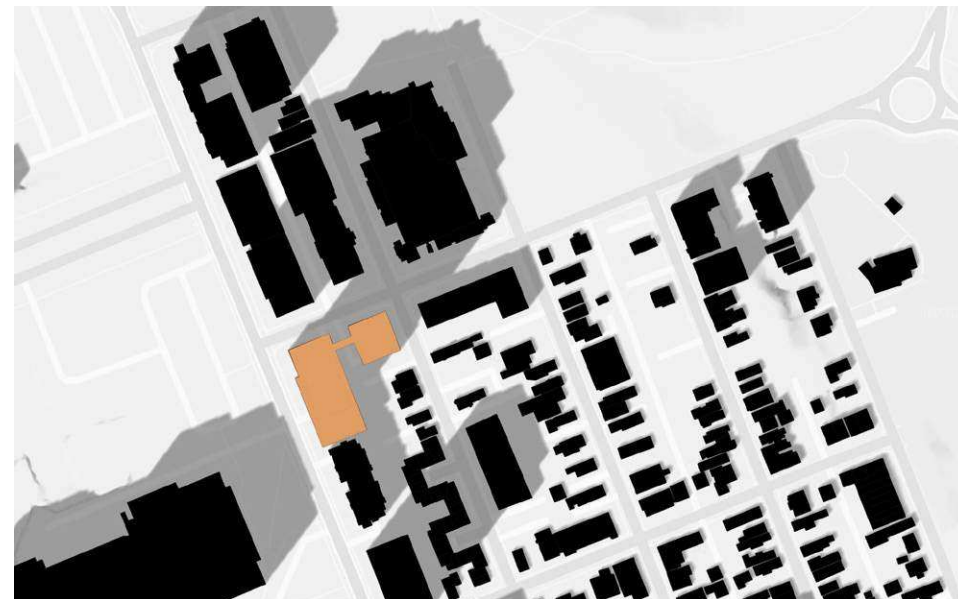


4:00pm

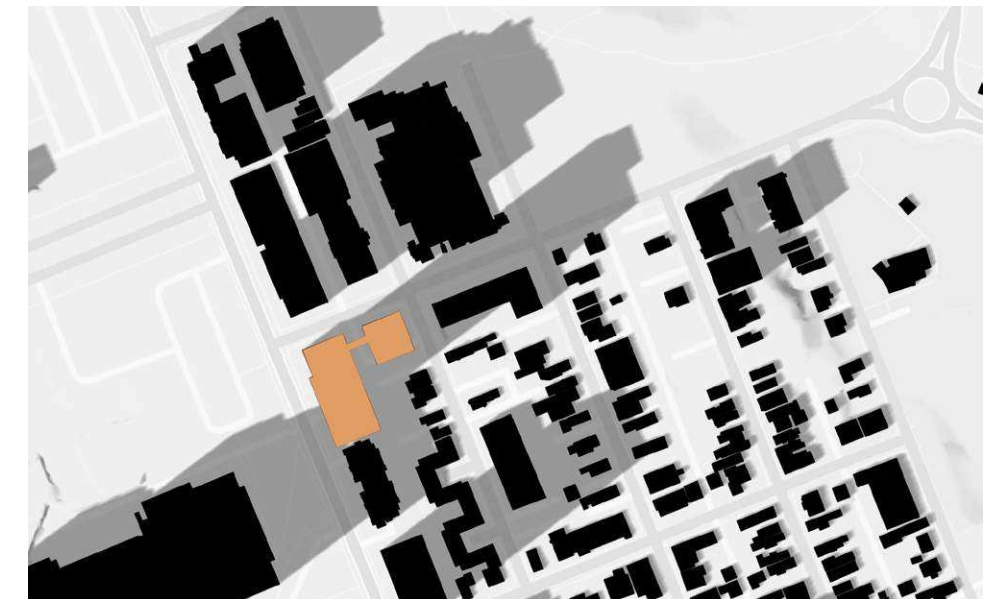
Proposed



2:00pm



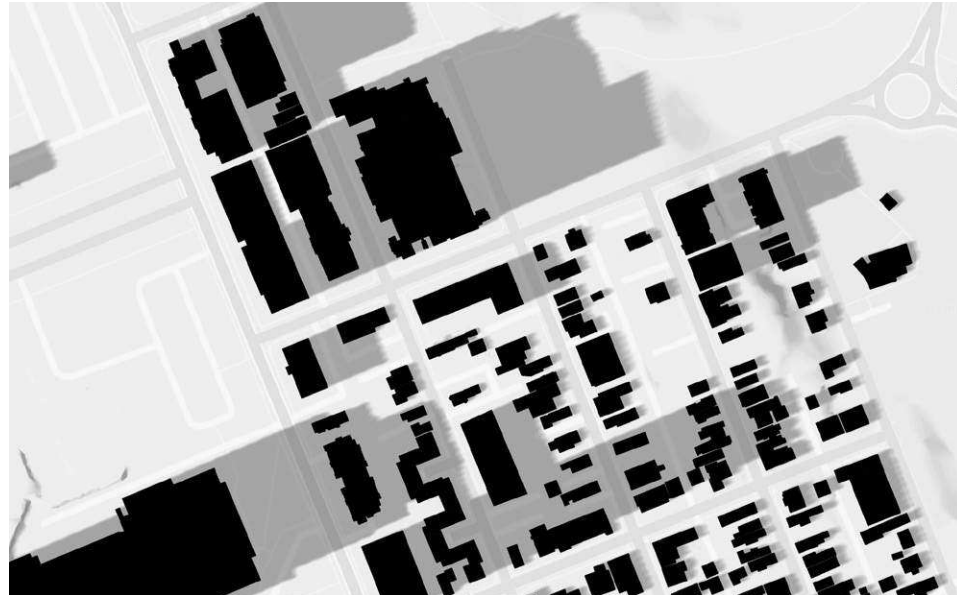
3:00pm



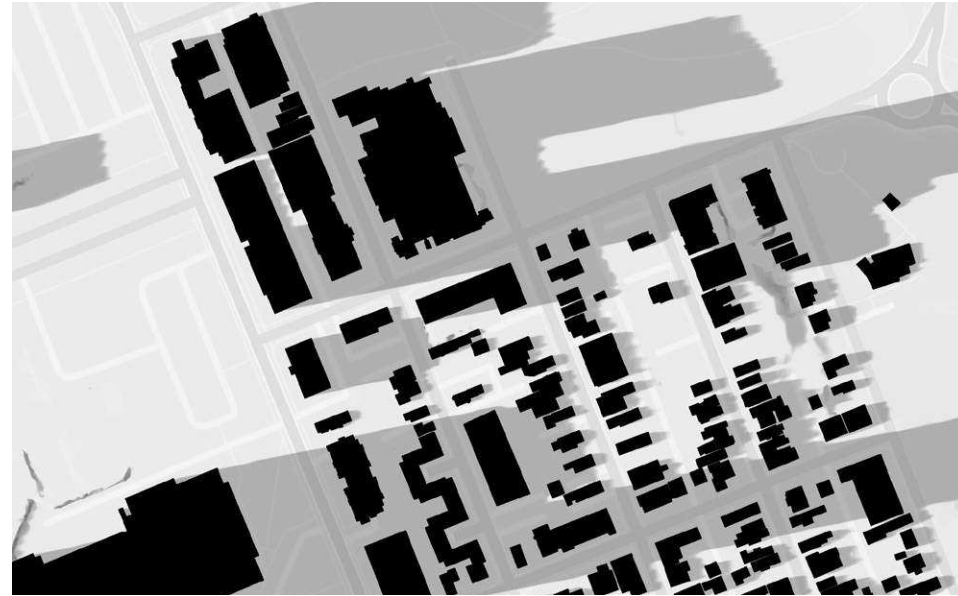
4:00pm

## Shadow Study - March 22nd

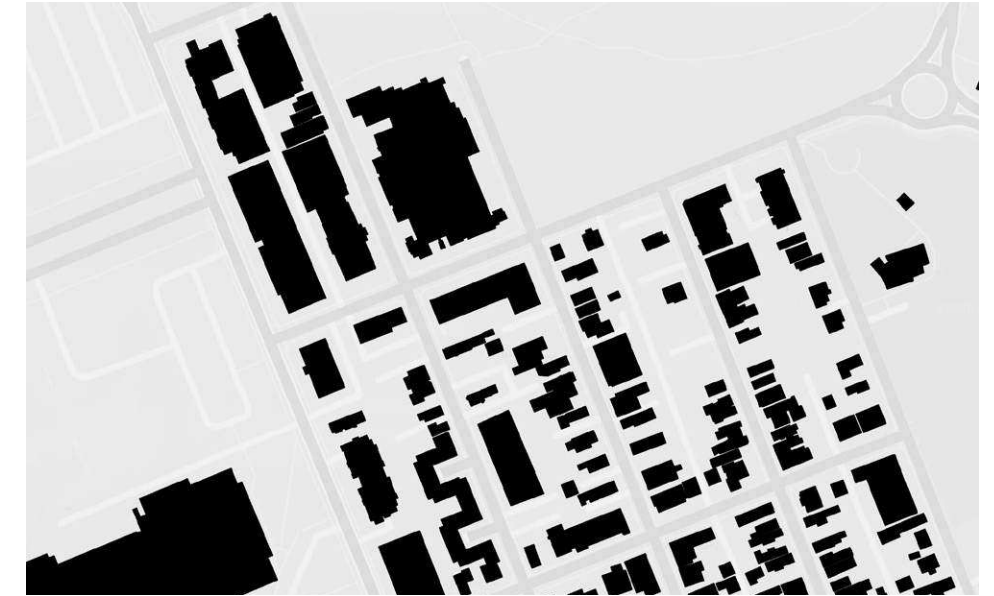
Existing



5:00pm



6:00pm

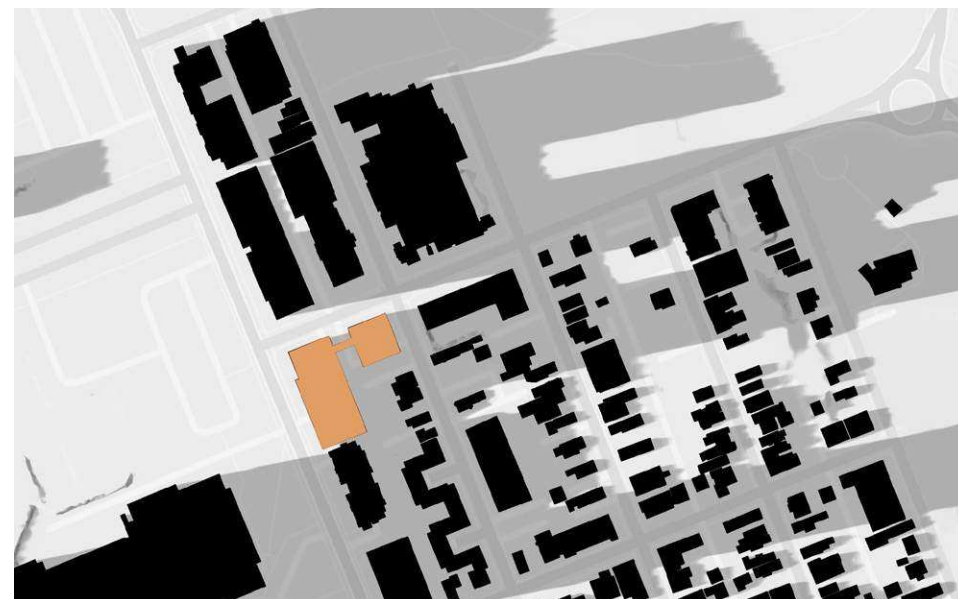


7:00pm

Proposed



5:00pm



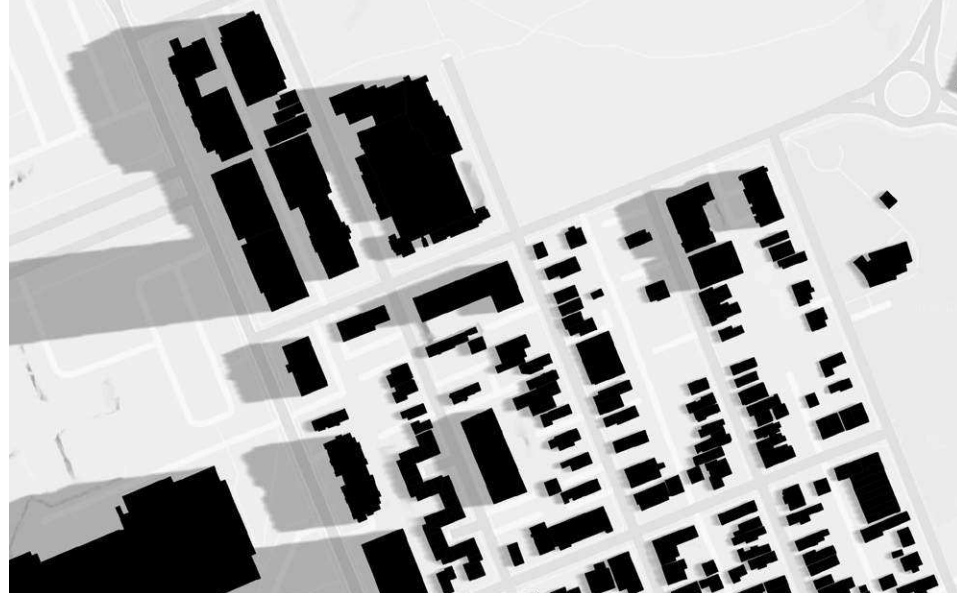
6:00pm



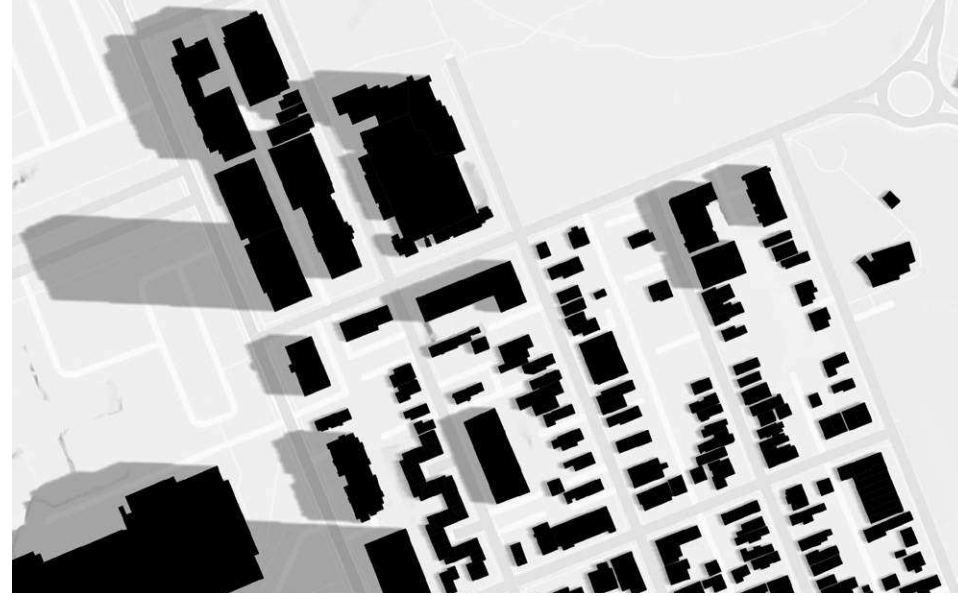
7:00pm

## Shadow Study - June 22nd

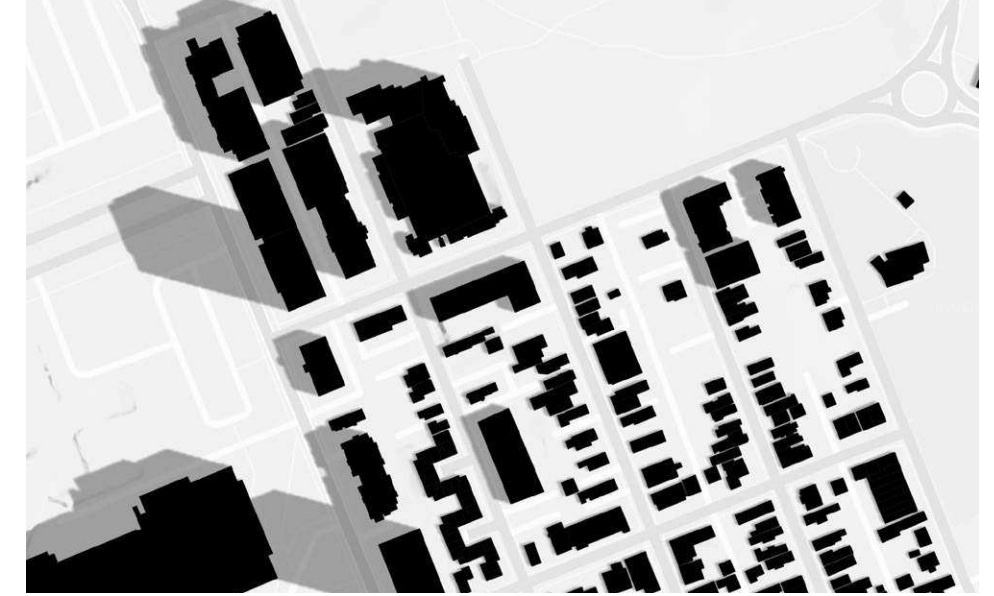
Existing



8:00am



9:00am

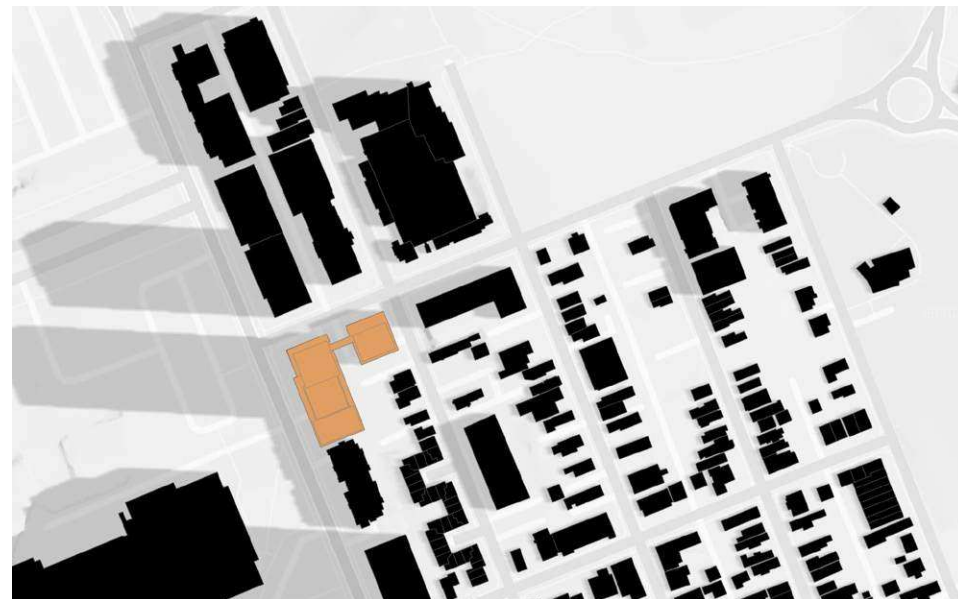


10:00am

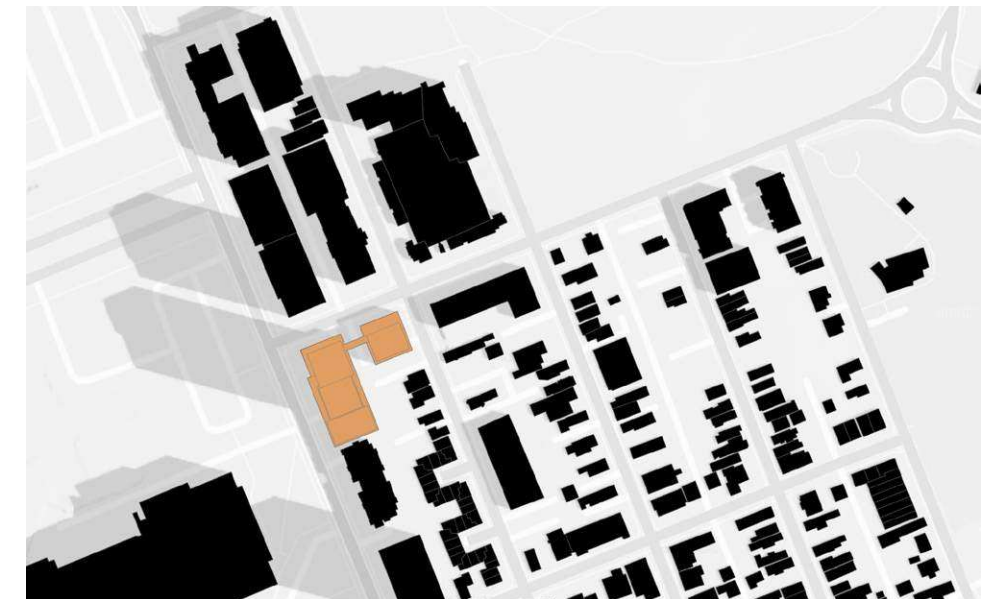
Proposed



8:00am



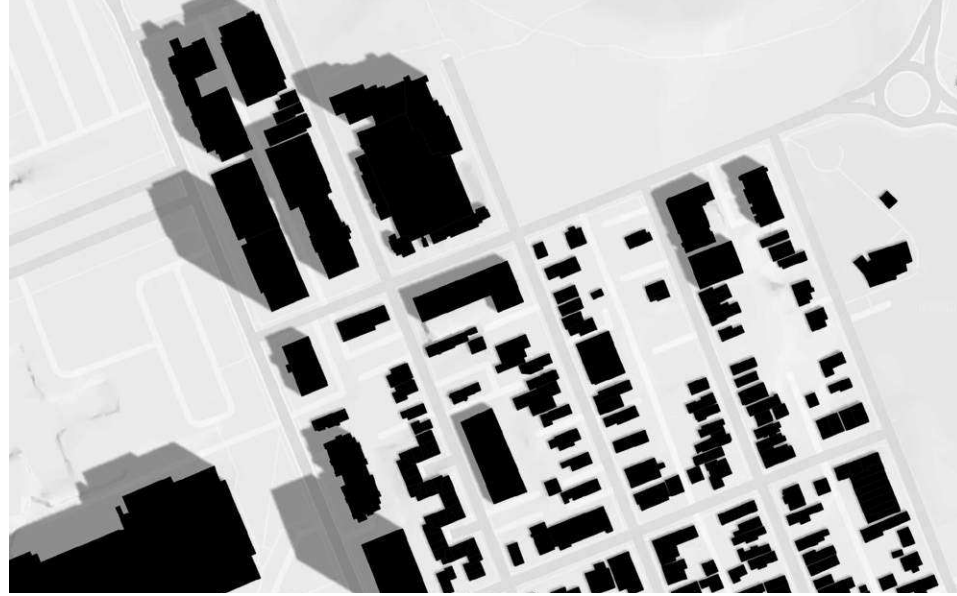
9:00am



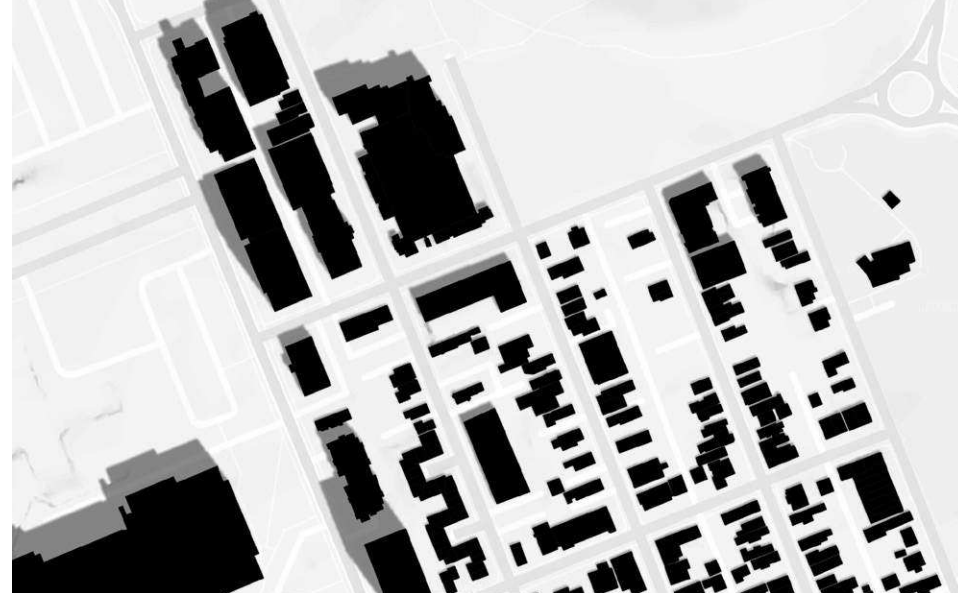
10:00am

## Shadow Study - June 22nd

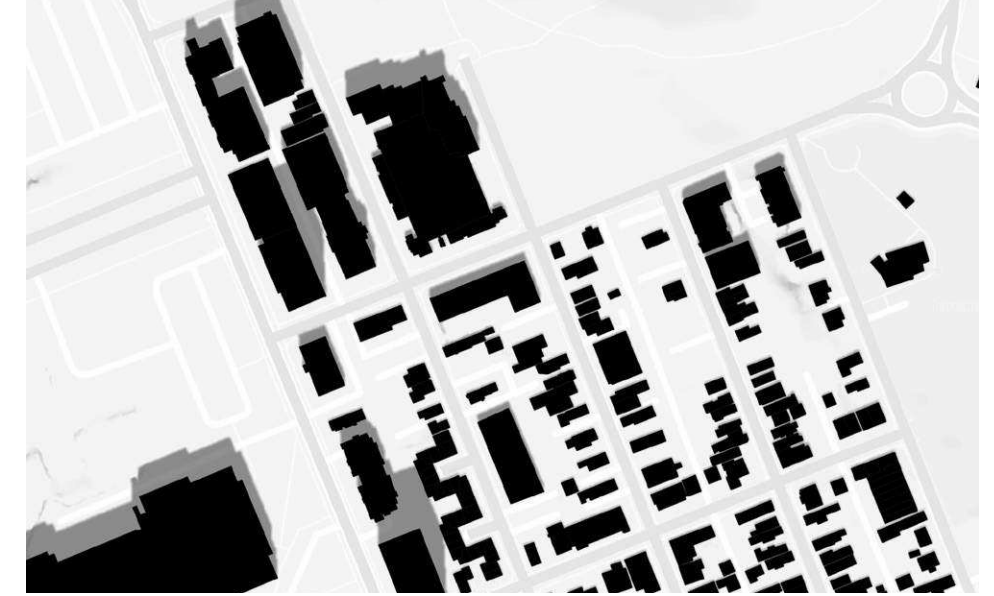
Existing



11:00am

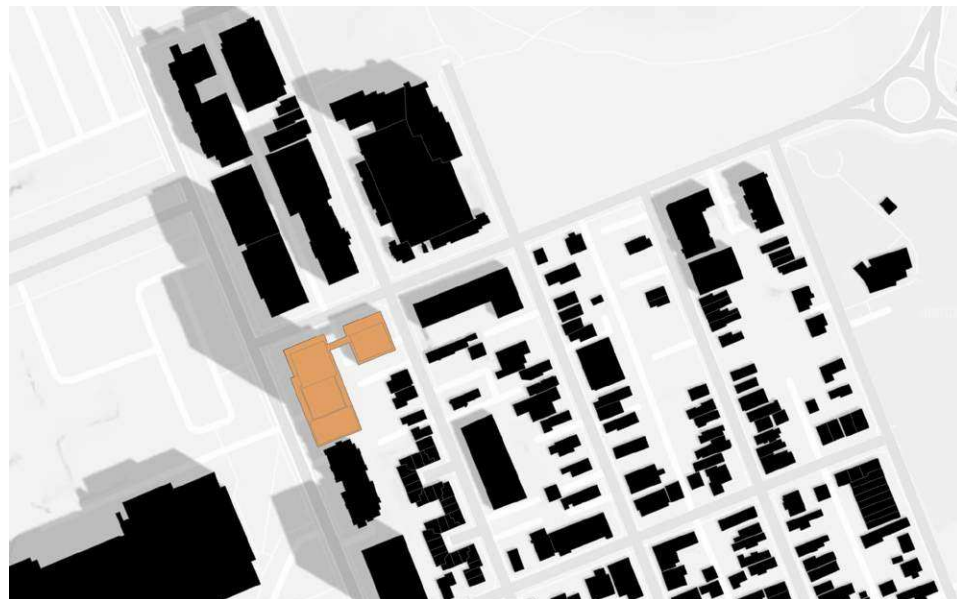


12:00pm



1:00pm

Proposed



11:00am



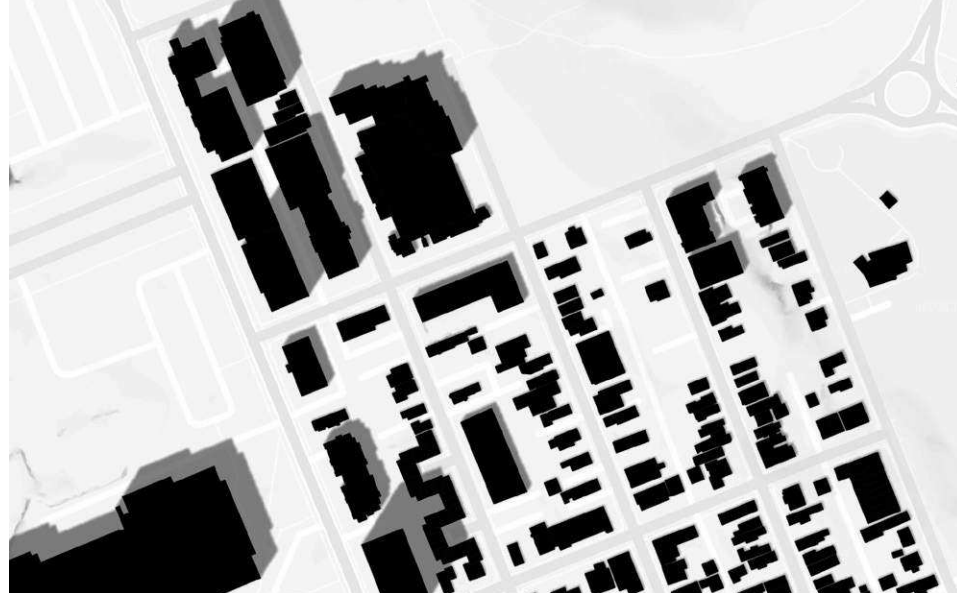
12:00pm



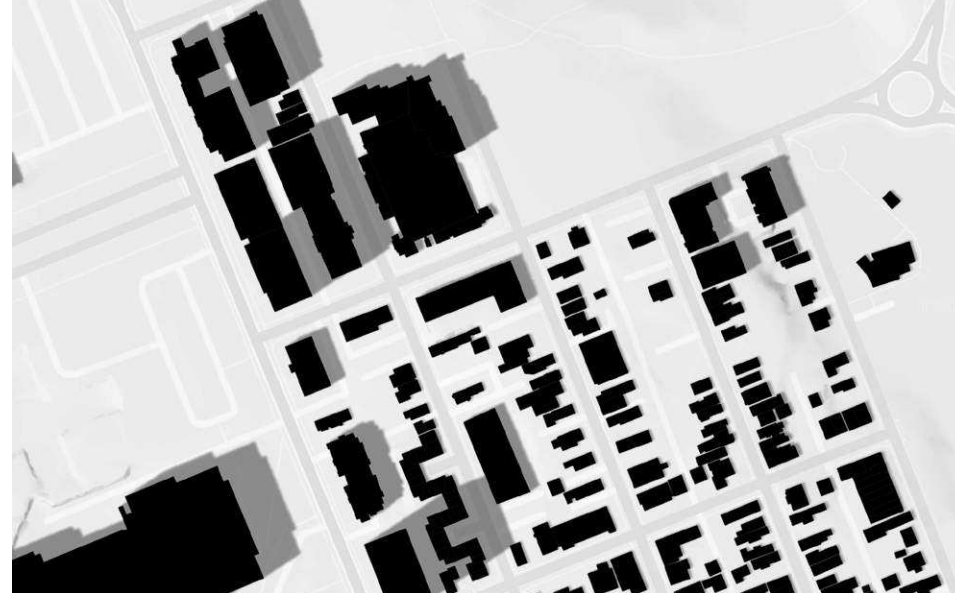
1:00pm

## Shadow Study - June 22nd

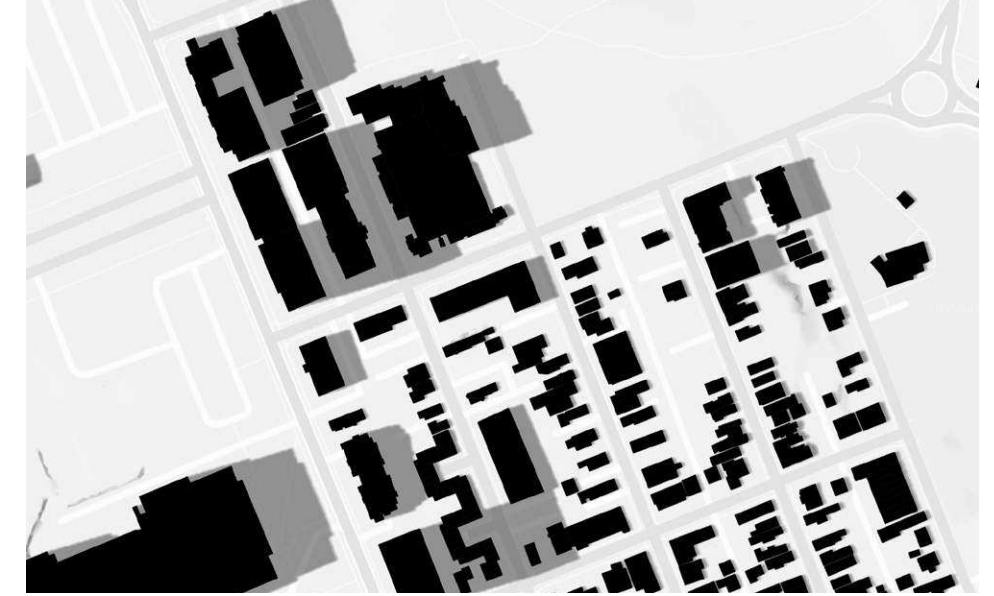
Existing



2:00pm

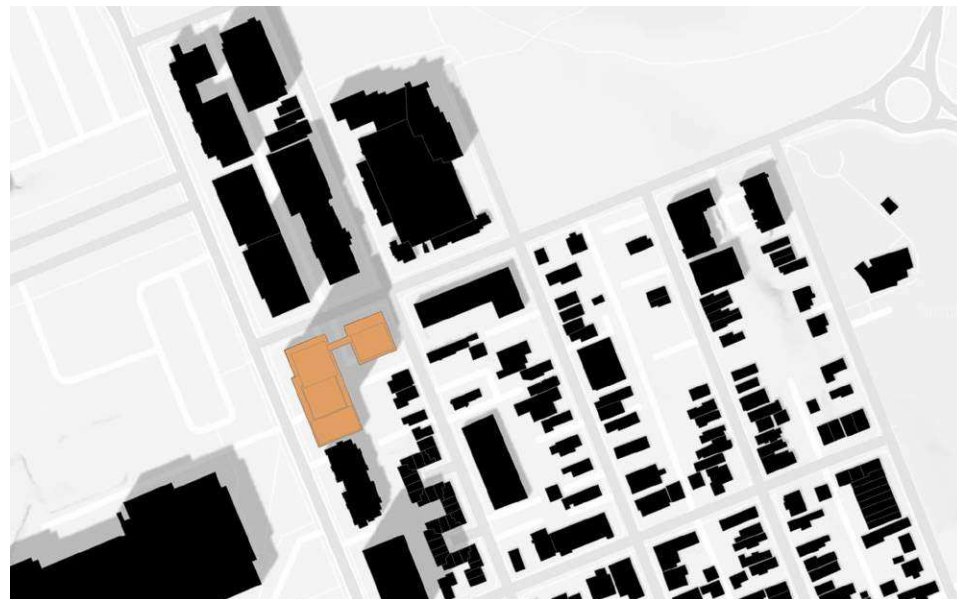


3:00pm

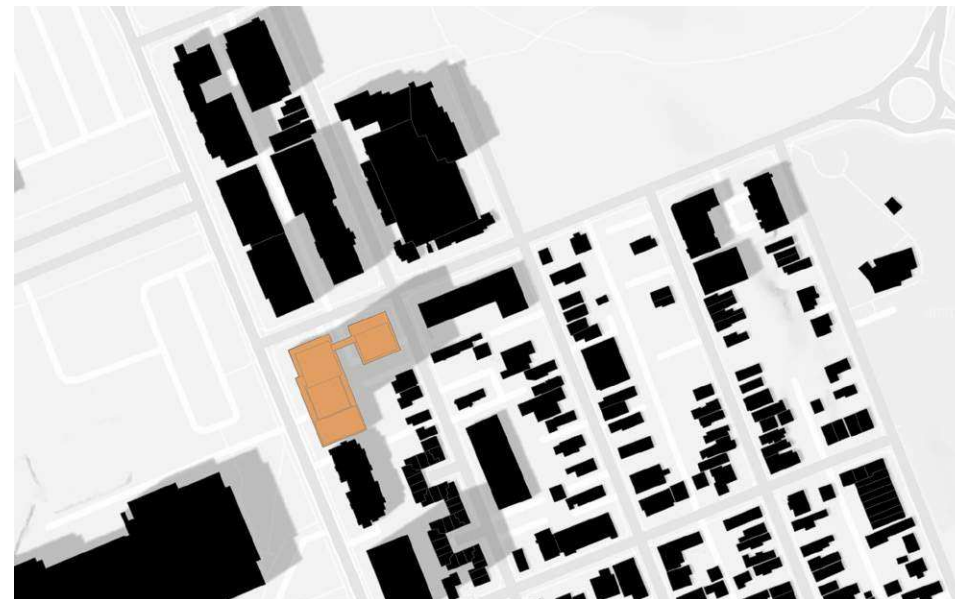


4:00pm

Proposed



2:00pm



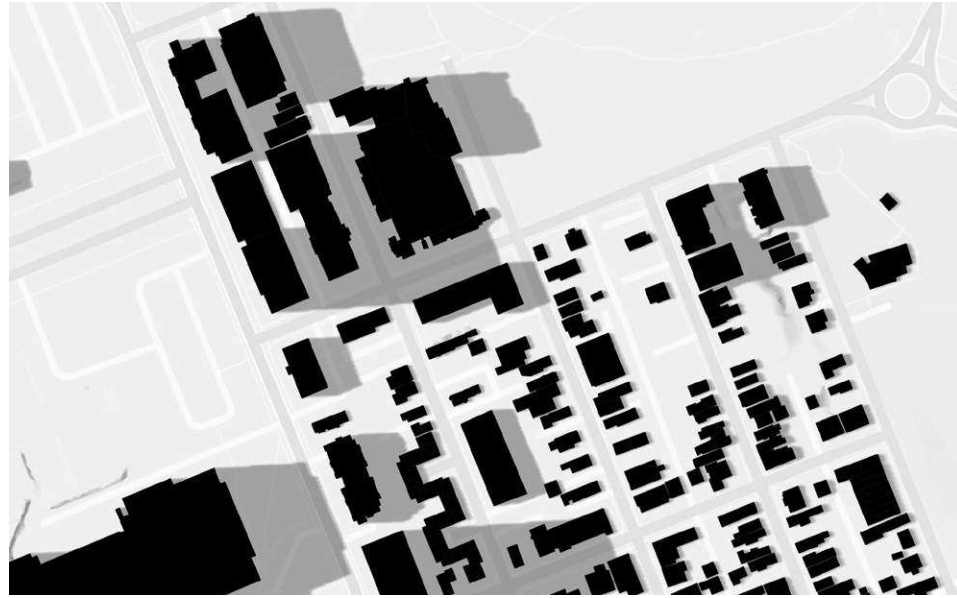
3:00pm



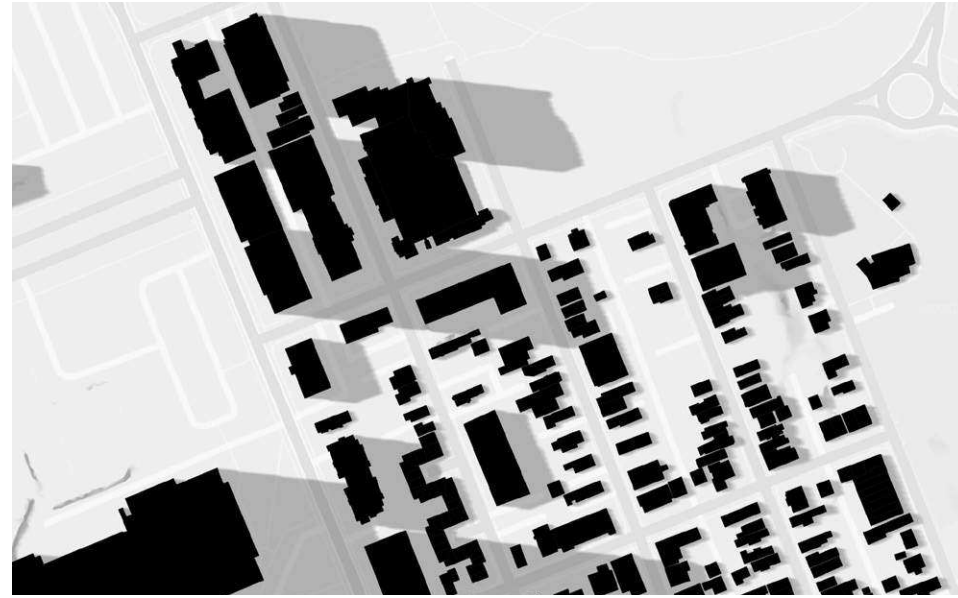
4:00pm

## Shadow Study - December 22nd

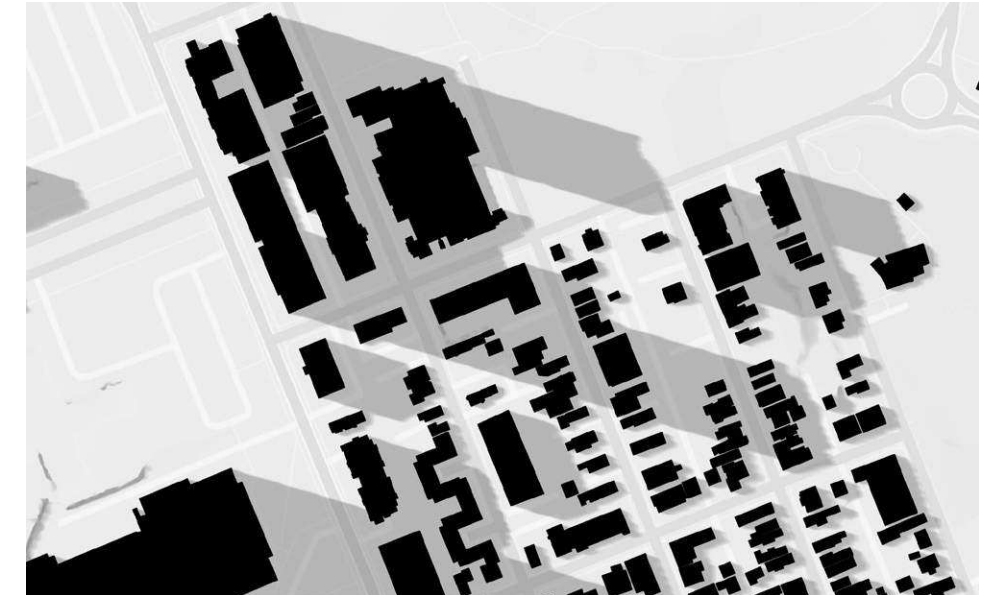
Existing



5:00pm



6:00pm

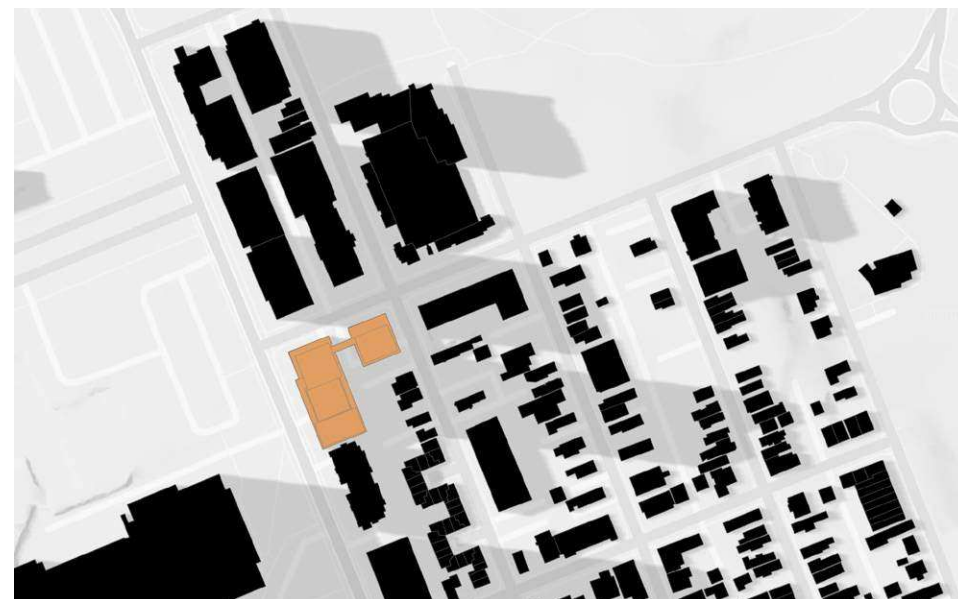


7:00pm

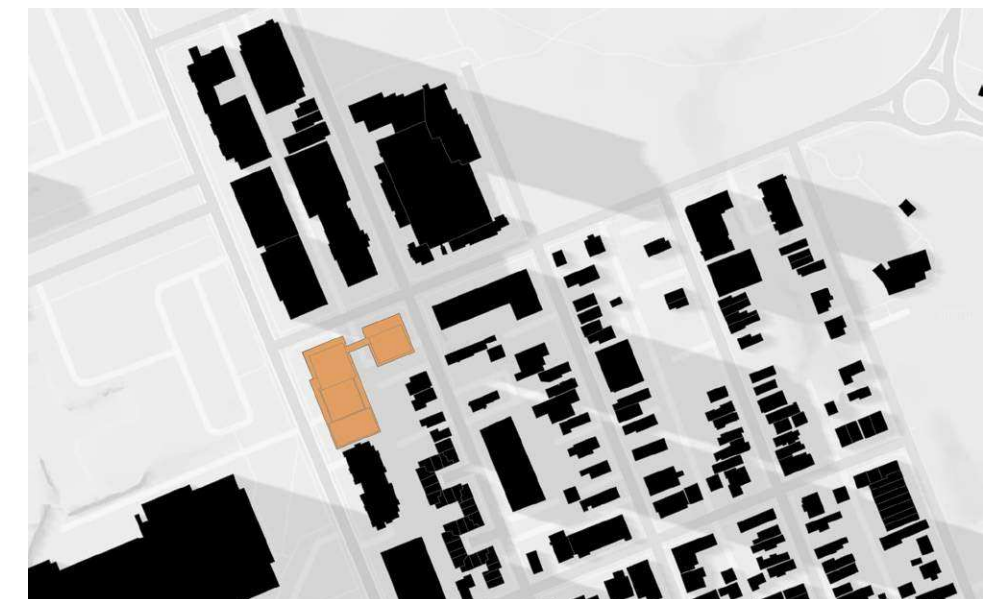
Proposed



5:00pm



6:00pm



7:00pm

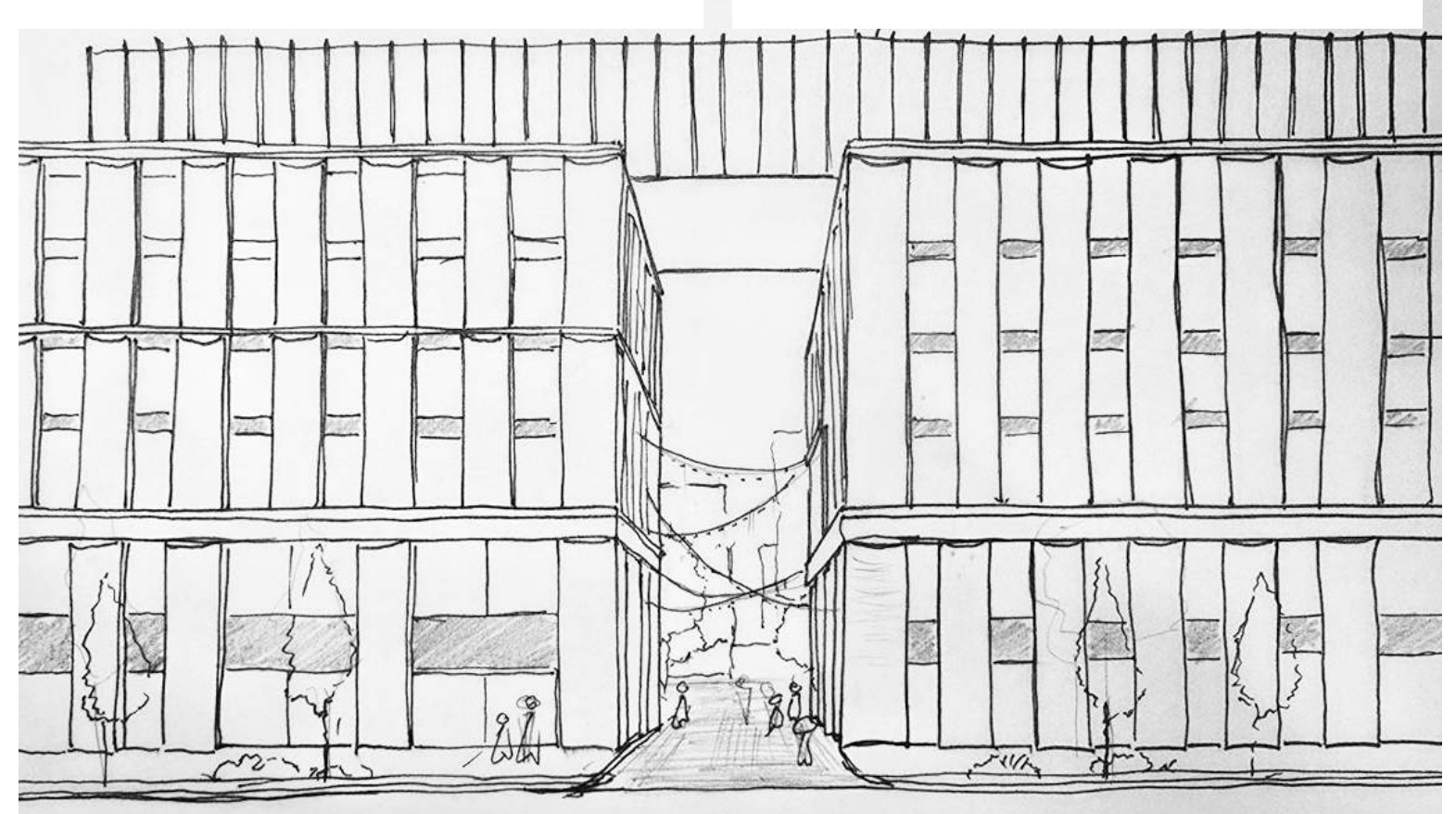
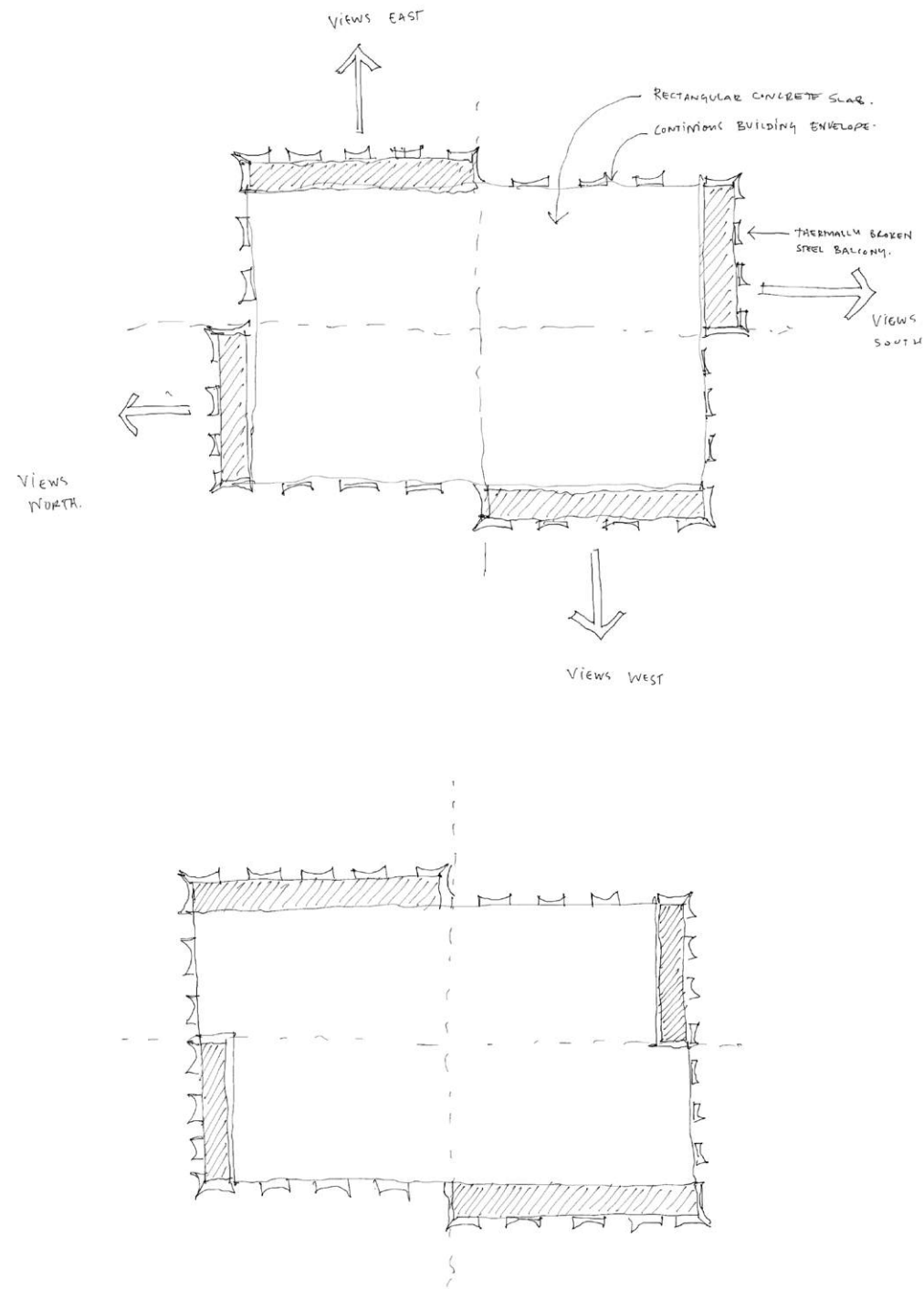
## Design Evolution

Physical Model (Competition Design)



# Design Evolution

## Conceptual Sketches



## Design Evolution

Tower Floor Plate & Balcony  
(Design Iteration)

