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March 9, 2026

Planning Rationale for an Official Plan and Zoning By-law Amendment

131, 139 Parkdale Avenue and 122 Forward Avenue

J.L.Richards
ENGINEERS · ARCHITECTS · PLANNERS

Value through service and commitment

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1.0 Executive Summary

This Planning Rationale has been prepared in support of an Official Plan Amendment and Zoning By-law Amendment for the lands known as 131 Parkdale Avenue, 139 Parkdale Avenue, and 122 Forward Avenue. A concurrent Site Plan Control application is being submitted for the development. The proposal is designed to intensify an underutilized urban site in a manner that supports transit-oriented growth with a high-quality public realm and pedestrian experience.

The development concept includes a 40-storey tower with a six-storey podium, commercial uses at grade proposed and underground parking. Another six-storey apartment building with commercial uses at grade is proposed at 122 Forward Ave. The two buildings are connected by a pedestrian bridge on the sixth floor, which crosses over a municipal laneway accessed from Burnside Ave. The proposal also includes ground-oriented residential units along Forward Ave with functional front entrances to increase street animation and support an appropriate transition to the lower-rise residential context. The proposed development includes 429 purpose-built rental units.

The Planning Rationale evaluates the proposal within the applicable policy framework, including the City's Official Plan direction for intensification in the Inner Urban area, with emphasis on mixed use, transit supportive development and a public realm that prioritizes a pedestrian-oriented public realm. The proposed development is also supported by the policies of the Hub designation which encourage 15-minute communities in Protected Major Transit Station Areas.

The Scott Street Secondary Plan is supportive of dense mixed-use development at the subject site, however, an Official Plan Amendment is required to the Scott Street Secondary Plan to permit an increase in height and to reduce the required Parkdale podium-to-tower step back from 3.5 m to 3.0m

A Zoning By-law Amendment is required to rezone the subject site to Mixed-Use Centre Zone Schedule XXX Special Exception XXXX (MC [XXXX] SXXX) or alternatively Hub Zone 2 Special Exception XXXX Schedule XXX (H2 [XXXX] SXXX) in the New Zoning By-law. This rezoning will enable the proposed setbacks, stepbacks, height and uses. The entirety of the subject site is to be treated as one lot for zoning purposes. Given the complexity of the site and the proposed development, it is anticipated that a site-specific schedule to address yard setbacks, stepbacks and height will be implemented. A draft of the zoning schedule is included in this planning rationale.

The development proposal represents an appropriate form of urban intensification that improves the public realm, provides active street edges, and organizes servicing in a way that minimizes conflicts with pedestrians, while advancing the City's broader objectives for growth and 15-minute communities in transit-supportive areas and overall represents good land-use planning.

2.0 Introduction

J.L. Richards & Associates Limited (JLR) has been retained by 11414801 Canada Inc. (Brigil) "the Client", to provide a Planning Rationale in support of an Official Plan Amendment and Zoning By-law Amendment for the lands known as 131 Parkdale Ave, 139 Parkdale Ave, and 122 Forward Ave. A concurrent Site Plan Control application is being submitted for the development as detailed within the Urban Design Brief prepared by Perkins and Will. The proposed development is a 40-storey tower with a six-storey podium, commercial uses at grade proposed at grade, and underground parking. Another six-storey apartment building is also proposed at 122 Forward Ave. The proposed development includes 429 purpose-built rental units.

The design for the site was selected as part of an invited design competition which solicited design from three established and reputable firms. The winning design was from Perkins and Will, who are now the lead architects on the project.

The vision for this project is to weave a vibrant tapestry of high-density living into the heart of a major transit station area, opening doors to a multitude of housing options for both current and future residents. At street level, new commercial spaces will help enhance Parkdale Ave's emergent streetscape, supporting a lively and welcoming environment. Through thoughtful design and planning, development will contribute to the evolving character of Mechanicsville, complementing other new projects in the neighbourhood and fostering a sense of community as the area flourishes.

In October 2025, JLR, along with Brigil, attended a pre-consultation with City Staff, which outlined the required plans and studies for the project approvals required for this project: Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control. In January 2026, Brigil and the project team presented at the Urban Design Review Panel as a pre-requisite to submitting a complete application.

Staff were generally supportive of the project, including the high-rise tower and the proposed bridge to connect the buildings. In consideration of the comments received from the pre-consultation, the podium was reduced from eight to six storeys, and the tower floorplate including balconies was reduced from 943 square metres to 843 square metres.

This Planning Rationale will demonstrate that the proposed Official Plan Amendment and Zoning By-law Amendment:

- Complies with the Planning Act R.S.O 1990 c. P.13.
- Consistent with the policies of the Provincial Planning Statement (2024);
- Conforms to the policies of the City of Ottawa Official Plan (2022);
- Conforms to the intent of the policies of the Scott Street Secondary Plan
- Complies with of the City of Ottawa Comprehensive Zoning By-law 2026-50.

- Compatible with the surrounding uses and community context.

It is our professional opinion that the proposed application is appropriate for the subject site and represents good land use planning.

3.0 Subject Site and Community Context

Section 3 of this Planning Rationale outlines the subject site and community context in which the site is found in. This includes the existing residential uses and commercial uses that are in the vicinity of the subject site. A review of the Planning and Regulatory framework is provided for the subject site.

3.1 Subject Site

The subject site is located in the Mechanicsville neighbourhood of the City of Ottawa and known municipally as 131 Parkdale Ave, 139 Parkdale Ave, and 122 Forward Ave. The subject site has an area of approximately 0.15 hectares with lot frontage of approximately 61.2 metres along Parkdale Ave, 33.1 metres along Burnside Ave, and 30.6 metres along Forward Ave. The subject site is inclusive of a municipal laneway with access from Burnside Ave, between the parcels at 131 Parkdale Ave and 122 Forward Ave. Ownership of the laneway will remain with the City. The site is located northeast of the Tunney's Pasture Light Rail Station and west of the Bayview Light Rail Station. The site is also within 600 metres of the Ottawa River.

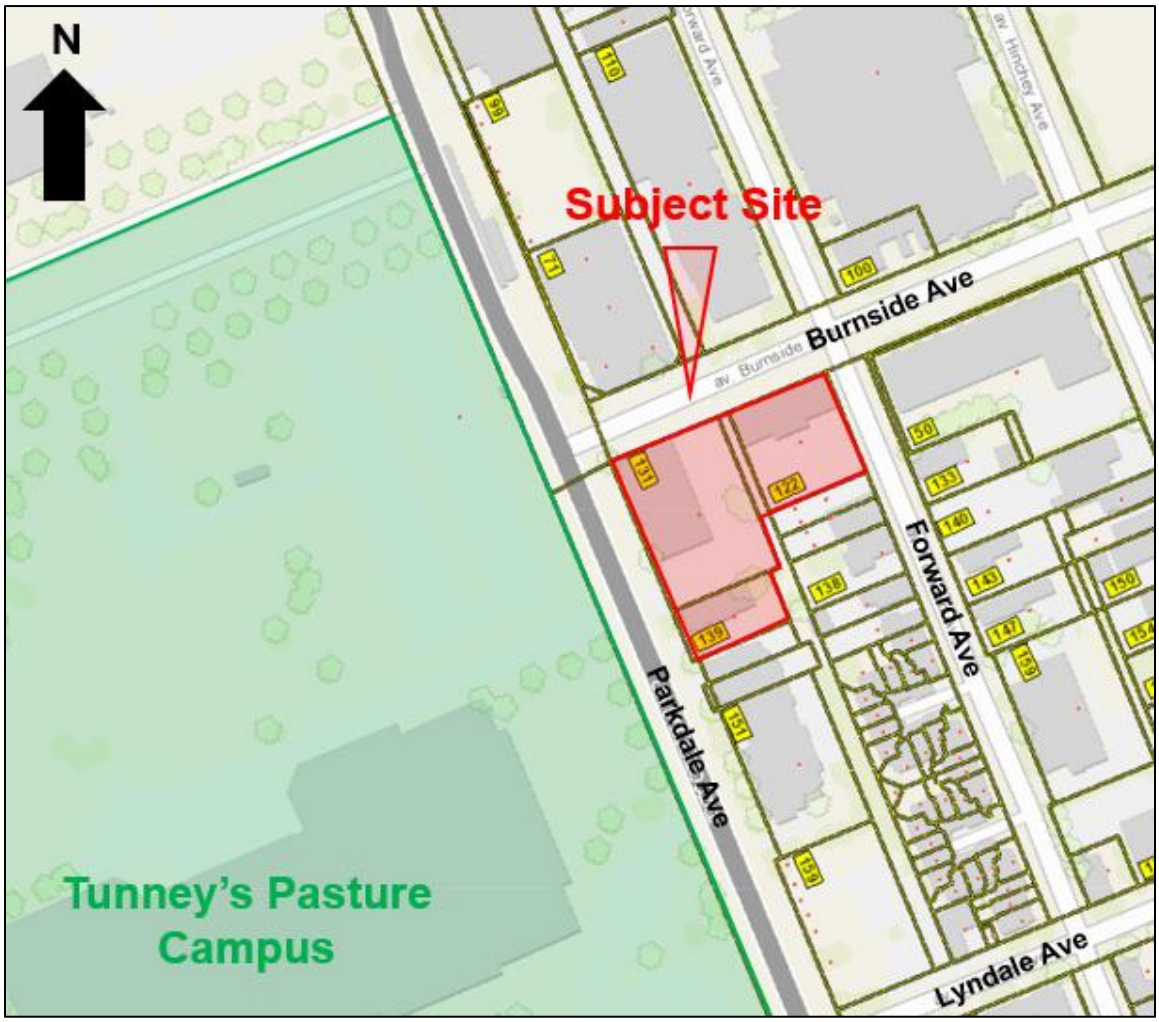

Figure 1 Location of Subject Site

The subject site consists of three distinct lots that are currently occupied by three different low-rise residential buildings, with surface parking as follows:

- The site municipally known as 131 Parkdale Ave is occupied by a six-storey apartment building.
- The site municipally known as 139 Parkdale Ave is occupied by a two-storey residential building.
- The site municipally known as 122 Forward Ave is occupied by a two-storey residential building.

All three of these structures will be demolished as part of the proposed re-development of the subject site.

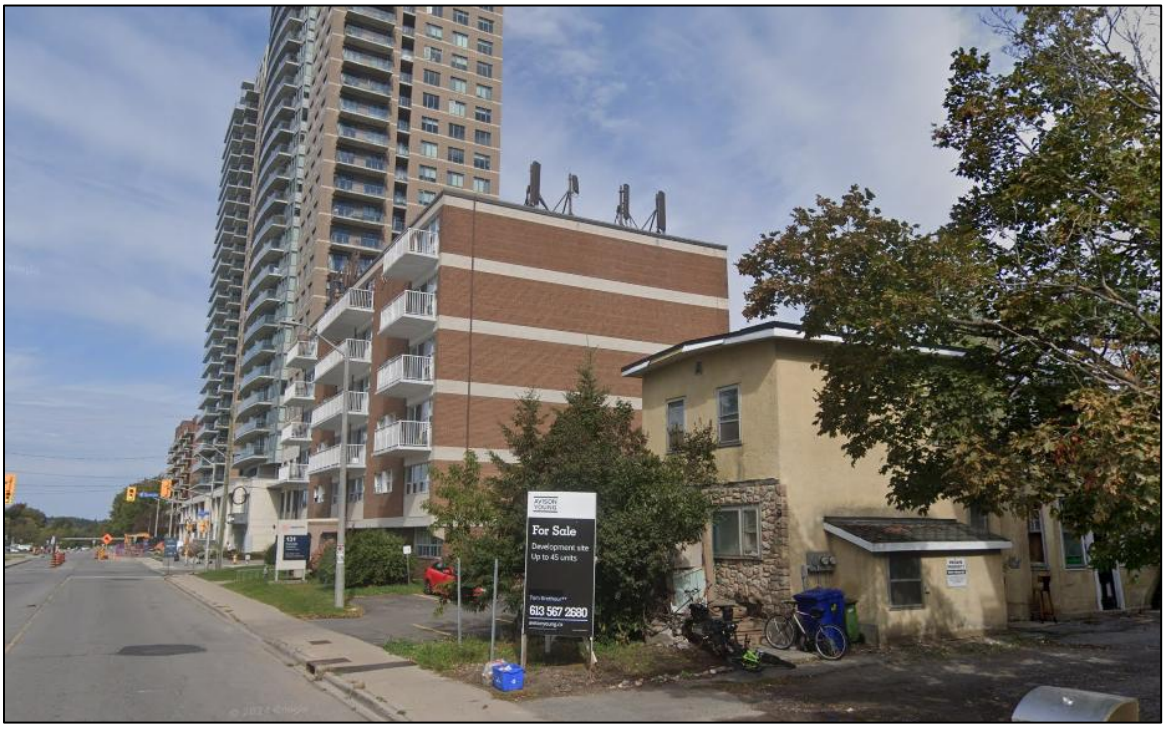

Figure 2 Views of the existing apartment buildings at 131 and 139 Parkdale Ave facing northeast from Parkdale Ave.

Figure 3 Existing apartment building at 122 Forward Ave looking south from Burnside Ave.

3.2 Surrounding Context

The site is located along Parkdale Ave, directly across from the Tunney's Pasture employment complex, which is one of the largest nodes of federal government employment outside of the downtown core. These lands encompass some 58 hectares (143 acres) that have been developed over the past 60 years and include over a dozen large offices and laboratories. The site has substantial undeveloped lands that can add more employment for this mixed-use centre, as outlined in the Tunney's Pasture Campus Master Plan.

The Mechanicsville Community is generally one that is residential in nature, with mid and high-rise buildings that stretch along Parkdale Ave and a mix of low-rise residential buildings between Parkdale Ave and Laroche Park. These buildings have traditionally been only residential, however more new developments are adding commercial spaces to better serve this community such as 121 Parkdale Ave and 159 Parkdale Ave. Other current commercial uses that service this area found along Lyndale Ave, south of the subject site include Lyndale Corner Food Mart and Sharpfle Waffle.

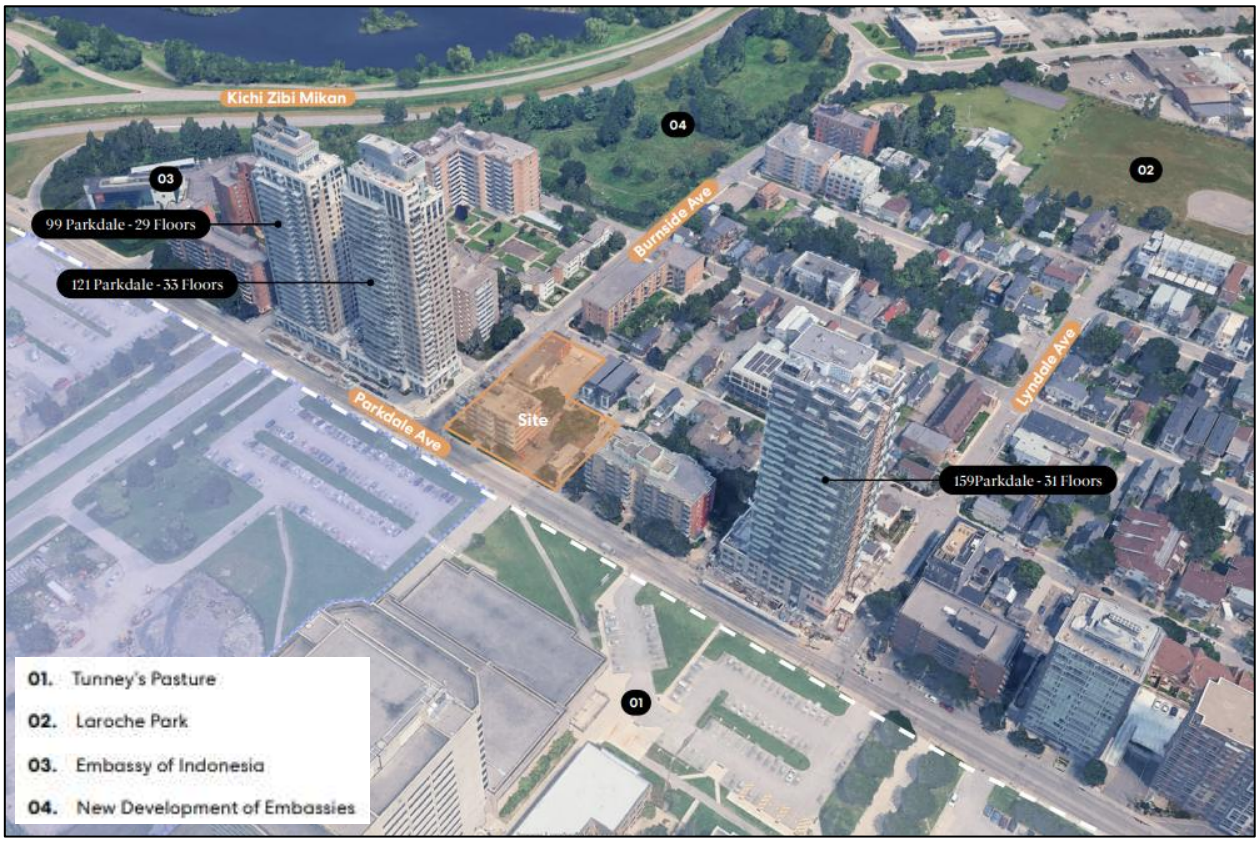

Figure 4 Context of Subject Site

Immediately to the north of the subject site is 121 Parkdale Ave, a mixed-use high-rise building also owned by Brigil. This building is 32 storeys and has commercial space on the ground floor. This building is connected via a shared podium to 99 Parkdale Ave, another Brigil owned mixed-use high-rise building at 29 storeys. Also, there is an 11-storey residential building located at the northwest corner of Burnside Ave and Forward Ave. Further north are two more 11 storey apartment buildings, two single detached dwellings, a café, and the Embassy of Indonesia.

To the east of the subject site includes apartment buildings, including a three-storey building at 89 Forward Ave and a five-storey building at Burnside Ave. Further to the east are a combination of single detached dwellings, small low-rise apartment buildings, and Laroche Park.

Immediately to the south of the subject side is an eight-storey residential condominium. Further south at the corner of Parkdale Ave and Lyndale Ave is a 31-storey residential condominium building known as Parkdale Collective, which has commercial uses at grade. Other uses to the south include high-rise residential buildings such as the SoHo (15 storeys) and the Parkdale Terrace (13 storeys) and low rise residential dwellings including single detached, row houses, and stacked townhouses. There are some small commercial uses in the surrounding area.

To the west of the subject site is Tunney's Pasture. While significant redevelopment is intended for the area, it is presently occupied by several federal government buildings and large surface parking lots

Generally, the surrounding area is characterized by mid and high-rise residential developments immediately along Parkdale Ave, with some of these high-rise buildings being mixed-use. Parkdale Ave is an effective dividing line between the residential intensification of Mechanicsville, and the employment uses envisioned for Tunney's Pasture. The campus provides a significant opportunity to increase the mixed-use nature of the site and continue to activate the frontage of Parkdale Ave as proposed by this application.

3.3 Planning and Regulatory Framework

The subject site is located within the Inner Urban Transect Policy Area and carries two different designations as per Schedule B2 in the City of Ottawa Official Plan 2022. This Schedule demonstrates that 131 and 139 Parkdale Ave are designated as "Hub" and 122 Forward Ave is designated as "Neighbourhood" with the Evolving Neighborhood Overlay.

Annex 6 of the Official Plan shows that the subject site is subject to the Scott Street Secondary Plan. As per Schedule A of the Secondary Plan, the west portion of the subject site (131 and 139 Parkdale Ave) is designated Hub and the east portion (122 Forward Ave) is designated Burnside Corridor.

The subject site is within 600m of the LRT station at Tunney's Pasture as seen on Schedule C2. It is also located within a Protected Major Transit Station Area as outlined on Schedule C1.

The subject site is abutting an arterial road, Parkdale Ave, as shown in Schedule C4 of the Official Plan (see Figure 5). The Kichi Zibi Mikan (previously known as the Sir John A. Macdonald Parkway) is a federally owned road located north of the subject property.

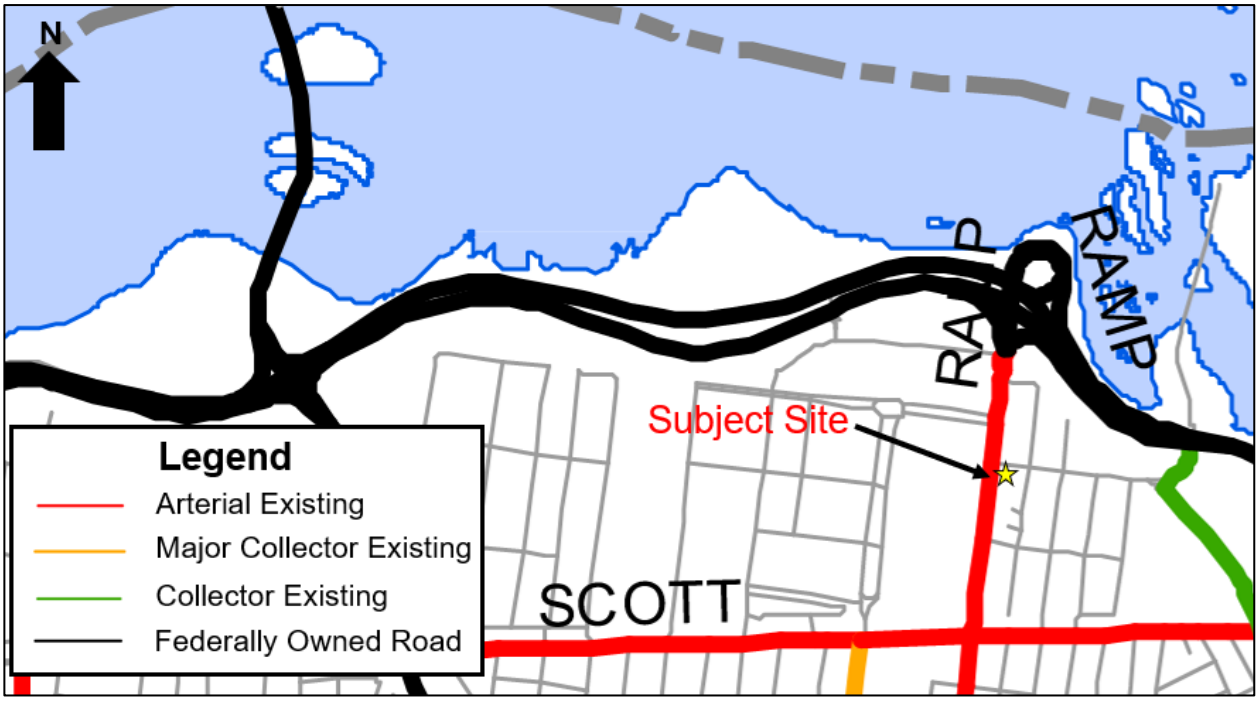

Figure 5 Excerpt of Official Plan Schedule C4

4.0 Development Proposal

The applicant, Brigil, is proposing a transformative redevelopment of the subject site with a mixed-use, purpose-built rental community. The plan includes a 40-storey high-rise apartment tower at 131 and 139 Parkdale Ave. A complementary six-storey apartment building is proposed at 122 Forward Ave. These two buildings will be seamlessly connected by a pedestrian bridge at the sixth floor, over a municipal laneway accessed from Burnside Ave. The municipal laneway is envisioned as a multi-purpose space with pedestrian activation and back of house functions. The proposed development also includes 207 vehicle parking spaces and 472 bicycle parking spaces for residents and visitors.

In total, the development will provide 429 residential units consisting of:

- 72 studios,
- 142 1-bedroom units,
- 52 1-bedroom unit+den,
- 132 2-bedroom units,
- 28 2-bedroom units+den
- 3 at grade studio units (with access from Forward Ave).

The proposed unit count provides a generous mix of unit types and sizes to accommodate a range of family sizes. Several of the 2-bedroom units are generous in size and could function as rental housing for smaller families.

The proposed tower, with its two narrower sections and distinctive top, adds a distinct element to the city skyline. Its six-storey podium serves as the main street-level interface, continuing the active street frontage along Parkdale Ave and creating an inviting space for pedestrians. The tower portion of the building is consciously set back at the sixth floor to reduce visual mass and frame the streetscape.

The building offers 2,118.23 square metres of private balconies providing spacious residential units that accommodate a range of living preferences. It also offers 2651.16 square metres of communal amenity space between the proposed indoor and outdoor spaces. Outdoor amenity spaces are proposed at the sixth and 40th floors. Shared indoor amenities are proposed at these levels.

Significant consideration has been given to how the building integrates with the surrounding neighbourhood. Podium materials and colors are selected to harmonize with adjacent buildings, while window alignments and the transition in height between the western and eastern portions of the site reinforces a cohesive streetscape.

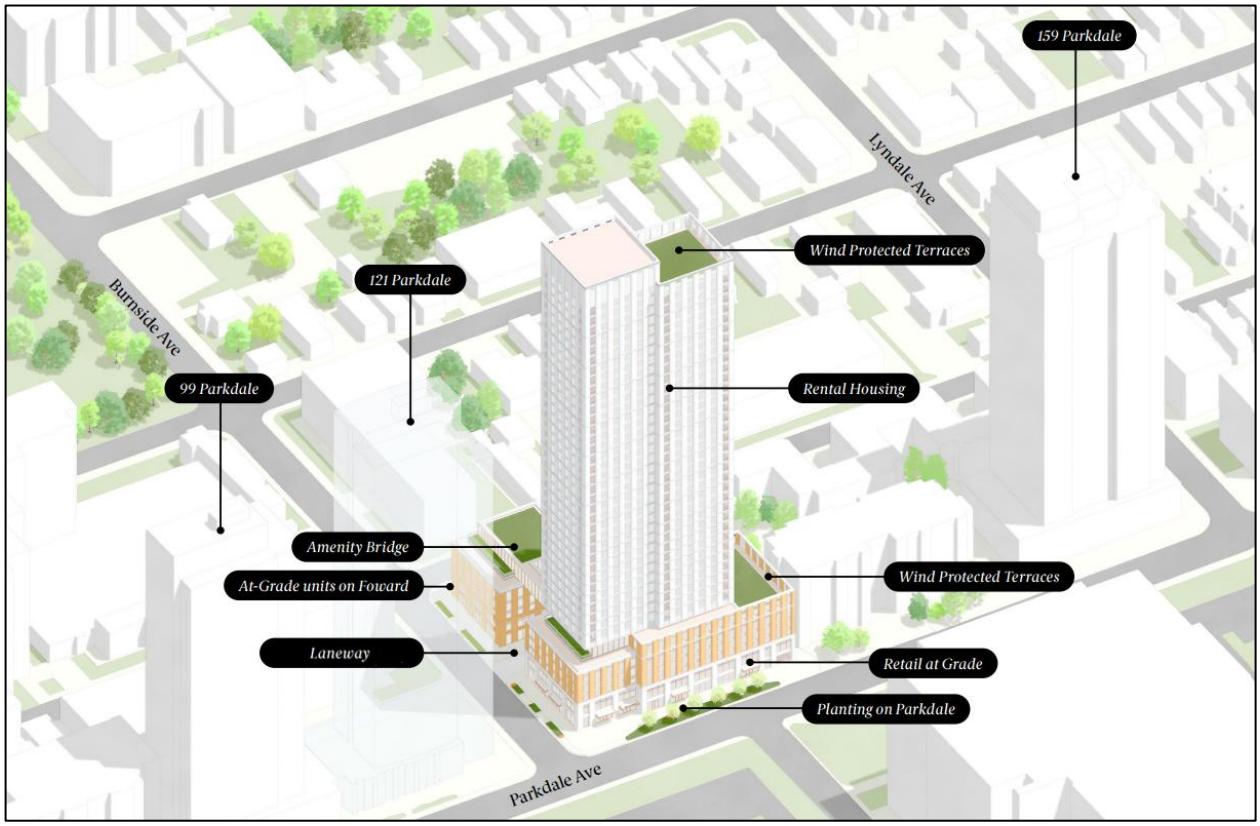

Figure 6 Development concept showing the 40-storey building with podium

Figure 7 Rendering of the development proposal at the subject site at the corner of Burnside Ave and Parkdale Ave.

4.1.1 Vehicular Access and Parking

Vehicular access to the site will be provided through the municipal laneway, ensuring that the pedestrian experience around the building and landscaping is uninterrupted. The access to the underground parking garage is also through the laneway. The underground parking garage, which will consist of four levels, will provide 207 parking spaces: 201 for residents and 6 for retail uses. On parking level 1, there is also room for garbage storage, mechanical, bicycle parking, and lockers.

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. The exact movement of the garbage trucks will be confirmed as part of the Site Plan Approval.

4.1.2 Ground Floor Activation

The proposed development puts a priority on ground floor activation, with the lot fabric fronting three different streets and a municipal laneway bisects the subject site. The main building, Building A, includes 245 square metres of commercial spaces on the ground floor with two different retail spaces. Each space has direct access to Parkdale Ave and Burnside Ave respectively.

The ground floor will also include room for an entrance lobby, mail and parcel rooms, bicycle parking, a loading area, utility space and two different amenity areas. The main amenity area on the ground floor will be located at the corner of Parkdale Ave and Forward Ave, flanked by the two commercial spaces, ensuring both street frontages are activated and engaging for pedestrians.

The entrance lobby has been designed as a through connection perpendicular to the long side of the building along Parkdale Avenue, permitting residents to access the building from Parkdale Ave or the municipal laneway, creating an inviting and active space on both fronts. Two different bicycle parking areas also enable access from Parkdale Ave or the laneway, further animating this space.

Building B also has two retail spaces for a total of 164.5 square metres of commercial spaces on the ground floor fronting Burnside Ave. The lobby of this building has also been designed as a pedestrian connection for residents with access from Burnside Ave or the municipal laneway. Mail and parcel rooms and bicycle parking are located on the ground floor here. Unique to Building B are three ground floor units that have access from Forward Ave. These units will match the existing context of residential uses located on Forward Ave. The building will also contain public access to an elevator which is intended to be used to access retail visitor parking and for bicycles.

Figure 8 Site Plan of Proposed Ground Floor

4.1.3 Municipal Laneway

The City of Ottawa currently owns the municipal laneway between the two proposed buildings, with access from Burnside Ave. The laneway is proposed to be animated and illuminated for pedestrian street level activity. The secondary residential entrance for Building A will be located in the laneway, with the primary residential entrance of Building B accessed from the laneway. Bicycle parking will also be able to be accessed from the laneway. The laneway may also be used for events or other community programming.

Additionally, the municipal laneway will be a multi-purpose space that prioritizes pedestrians but is also organized for a number of functions such as the entrance to the underground parking garage, loading, and waste removal. These functions have been integrated into the laneway to ensure minimal visual impacts and interference with the pedestrian realm.

The laneway will continue to be owned by the City and will be widened to 6 metres through a condition of Site Plan Control. The City will sell the subterranean rights purchase and sell agreement will be required to permit the below ground parking garage and utilities beneath the entire length of the laneway. A license of occupation agreement will be required to permit the pedestrian overpass between both buildings. It is anticipated that in the long-term future, the municipal laneway is fully connected between Burnside Ave and Lyndale Ave.

4.1.4 Pedestrian Connections

There is a connecting pedestrian bridge proposed at the sixth floor. This creates the ability to share amenity spaces between the two sites and creates a moment that celebrates community (see Figure 9). The sixth floor features an outdoor amenity space, which takes advantage of the solar exposure and shelter created by the tower, allowing the interior space to extend outside.

Figure 9 Rendering of the proposed bridge connection and municipal laneway.

4.1.5 Materiality

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 the proposed building along Parkdale Ave 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 relates to the ground.

Figure 10 Enlarged Exterior Elevation from Parkdale Ave

In the proposed building along Forward Ave, 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 complement 50 Burnside Ave and The Dale in colour.

4.2 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings help promote excellent and context sensitive design throughout the City, ensuring compatibility with all built forms. The proposed development is a high-rise building as the proposed height is over nine storeys and contains the three components of a high-rise building: a base or podium; a middle or tower, and a top. Specific consideration has been given to each of these three components of the proposed development, in relation to the surrounding context. Its six-storey podium serves as the main street-level interface, with the tower set back at the sixth floor to reduce visual mass and frame the streetscape. Outdoor amenity space is proposed at the south and east sides of the sixth floor which takes advantage of the solar exposure and shelter created by the tower.

The proposed development is considered a “background building” in the context of the Urban Design Guidelines. A “background building” is defined as quality development that joins the neighbouring buildings to form the built form and architectural character of a street and a public space and enhances the established urban fabric of a neighbourhood. A background building does not stand out from its surroundings, unlike a landmark building, which is highly distinctive relative to its surrounding environment.

The proposed development will join with the existing high-rise and mid-rise buildings along Parkdale Ave to create a harmonious relationship. The tower enhances the established urban fabric of Parkdale Ave 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.

The proposed six-storey podium enhances the pedestrian experience by fitting into the existing urban fabric. Different materials are used for the first two storeys of the podium to further animate the street frontage along Parkdale Ave and reinforce the 8m datum from 99 and 121 Parkdale Ave. The remaining floors of the podium with the proposed brick façade create a distinct portion of the building, between the tower and pedestrian portion, properly scaling the development.

The north portion of the podium proposes a window wall on the 6th floor where the amenity area and pedestrian walkway are located, which adds a unique element to the building, while contributing to the existing built form. The chosen materials along with specific setbacks and stepbacks help create distinct volumes within the structure.

The height and scale of the proposed tower have been designed in consideration to the massing of the surrounding buildings, especially the two other Brigil high-rise towers at 99 and 121 Parkdale Ave, to enrich the existing urban fabric. The mass of the tower is shifted to break down the tower length, creating the expression of two thinner plates. The amenity area at the top of the tower contributes to the skyline with a distinct top. Enhancing the top of the tower is further being explored with the possibility of a lighting feature between the client and project architect, as suggested by the UDRP.

The proposed tower provides sufficient separation distances from the existing tower to the north to minimize shadow and wind impacts, and loss of sky views, and allow for natural light into interior spaces. There is a 25.5 metre setback between the proposed tower and the tower to the north at 121 Parkdale Ave.

The streetscape along Parkdale Ave will be animated by the proposed podium through ground floor commercial uses and amenity area, with a greater floor to ceiling height to allow for flexibility and diversity in use over time. The ground floor facing the public realm also provides clear bird-friendly glazing which contributes to an inviting public realm experience.

Bird-friendly treatment on the windows will be applied on the podium of Building A and full height of Building B. The pedestrian experience will also be improved through the integration of canopies which will provide protection from the elements. Greater than 7 metres of space has been provided between the building and curb along Parkdale Ave to allow ample room for soft and hard landscaping, maximizing the walkable area.

Four levels of underground parking are proposed for this development, which eliminates any surface parking, leaving room for additional activation of the streetscape and an improved pedestrian experience. The loading and drop off areas have been integrated into the laneway to ensure minimal visual impacts and interference with the pedestrian realm.

The key guideline that is not being met through the proposed development is Guideline 2.4:

2.24: Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces: a. the maximum tower floor plate for a high-rise residential building should be 750 square meters.

The tower floor plate proposed to be 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. The floorplate has been reduced since the proposed development was presented to UDRP and aligns further with the guideline of 750 square meters. The larger floor plate allows for 84.3 gross construction square meters per unit on average compared to 75 gross square meters.

4.3 Parkland Dedication By-law, 2022-280

The proposed development is subject to parkland dedication as per the Parkland Dedication By-law 2022-280. Cash-in-lieu of parkland is anticipated as a condition of site plan approval as no parkland will be available for dedication at the subject site. The value of the land shall be determined by market appraisal approved by the City.

4.4 Supporting Studies

Site Servicing Report, prepared by J.L. Richards & Associates Ltd, dated March 2, 2026

J.L. Richards & Associates Limited was engaged by Brigil, herein referred to as the Owner, to prepare a detailed municipal servicing design for the proposed development at 131 Parkdale Avenue. This report outlines the design objectives, governing criteria, site constraints, and overall servicing approach for the water, wastewater, storm, and stormwater management systems required to support the proposed development. The design has been prepared in accordance with relevant background servicing studies for the area and the *Servicing Study Guidelines for Development Applications* issued by the City of Ottawa.

The servicing for the site is proposed to be serviced by connecting to existing water, sanitary and stormwater services along Parkdale Ave and Burnside Ave. Water will be supplied to the building by a 203 mm diameter water service that will connect to the 203 mm diameter watermain at Burnside Avenue. Sanitary capacity will be provided via a 200m diameter service lateral via Burnside Ave. Stormwater servicing will be control via two different strategies; Roof runoff will be controlled by on-site cistern storage and limited to the allowable 2-year pre-development release rate of 28.06 L/s and remaining site runoff, including from the municipal laneway, will drain into the existing municipal storm sewer system

Transportation Impact Assessment (Brief), prepared by J.L. Richards & Associates Ltd, dated February 26, 2026

J.L. Richards & Associates Limited (JLR) has been retained by Brigil to undertake a Transportation Impact Assessment for the proposed high-rise residential development to be located at the subject site. A scoped TIA (brief) was prepared to support the proposed development as a comprehensive review of the existing and future transportation network was completed for the recently submitted Draft Plan of Subdivision application for the proposed redevelopment of the Tunney's Pasture federal government campus. Based on a review of this TIA prepared by Acradis, there is sufficient capacity to accommodate the minimal volume of new vehicle trips likely to be generated by the proposed 131 Parkdale development.

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. The majority of these trips, 77%, are expected to be non-vehicle trips based on the infill nature and location of the proposed development. It was 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 this context, the proposed development can be safely accommodated by the adjacent transportation network.

Geotechnical Investigation, prepared by Paterson Group, dated February 12, 2026

Paterson Group (Paterson) was commissioned by Brigil to conduct a geotechnical investigation for the proposed mixed-use development at the subject site. The objectives of the geotechnical investigation were twofold; determine the subsoil and groundwater conditions at this site by means of boreholes and provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design. From a geotechnical perspective, the report concluded that the subject site is suitable for the proposed development. The proposed building is recommended to be founded on conventional spread footings placed on clean, surface sounded bedrock. The geotechnical report also provided design and construction precautions for the proposed development, which will be considered by Brigil at the time of construction.

Phase One Environmental Site Assessment, prepared by Lopers & Associates, dated February 9, 2026

Lopers & Associates was retained by Brigil to complete a Phase One Environmental Site Assessment (ESA) on the subject site. The properties were historically used for residential uses from at least 1912 to 1958, with these structures demolished prior to redevelopment of the properties in the 1960s, including the clearing of the southeast portion of the subject site in the 1980s. Historical demolition and backfilling practices have include backfilling foundations and grading with demolition debris and other fill materials of unknown environmental quality. In addition, other potential contamination sources were identified at the time of site investigation at several neighbouring properties, including active and historical automative garages, autobody shops and fuel storage tanks. Based on these historical uses, it was recommended a Phase two ESA be completed to assess the soil and/or groundwater quality of the subject site.

Phase Two Environmental Site Assessment, prepared by Lopers & Associates, dated February 9, 2026

Lopers & Associates was retained by Brigil to complete a Phase Two Environmental Site Assessment (ESA) on the subject site. A Phase One ESA was completed for the subject site and identified a potential contamination source of backfilling with fill materials of unknown environmental quality. In addition, other potential contamination sources were identified at the time of site investigation at several neighbouring properties, of which two were noted of higher concern, including at 151 Parkdale Ave and 120 & 150 Parkdale Ave.

As part of the Phase Two ESA, the scope of the work included drilling 11 boreholes, including four groundwater monitoring wells were installed. A total of 14 soil samples and 3 groundwater samples were taken and analyzed for a variety of chemicals. The analysis noted a high level of several chemicals in the soil; all groundwater samples complied with the required levels.

An environmental remediation program is recommended which includes the bulk removal of on-site disposable of soil in excess of the standard site conditions. Given the proposed redevelopment, and requirements for the specialization construction techniques to complete the remediation meet the site condition standards, it is recommended that a remediation be completed in conjunction with redevelopment of the property. As the proposed development includes four levels of underground parking, this is expected to remove the impacted soil.

Tree Conservation Report, prepared by CIMA+, dated December 17, 2025

CIMA+ was retained by Brigil to prepare a Tree Conservation Report (TCR) for the proposed mixed-use development at the subject site. The purpose of this TCR is to determine what woody vegetation would be retained and protected on the subject site. In addition, this report will help determine the proposed work's potential impacts and provide general recommendations to avoid and/or mitigate tree loss and injury.

Upon a site visit, six (6) trees were inventoried on the Site and adjacent lands, and all are proposed for removal. Two individuals are on City-owned lands, and both are recommended for removal due to its poor condition or being located within the excavation limits. Prior to any removal of trees, associated tree permits are required, with trees being removed in the appropriate timing windows for clearing of vegetation to protect SAR, general wildlife, and birds.

Transportation Noise Study, prepared by Gradient Wind, dated February 18, 2026

Gradient Wind was retained by Brigil to prepare a Transportation Noise Study for the proposed mixed-use development at the subject site. The purpose of this report is twofold; calculate the future noise levels on the study building produced by local roadway traffic and ensure that interior and exterior noise levels do not exceed the allowable limits specified by the City of Ottawa's Environmental Noise Control Guidelines.

The results of the analysis indicate that noise levels will range between 50 and 67 dBA during the daytime period (07:00-23:00) and between 46 and 59 dBA during the nighttime period (23:00-07:00). The highest noise level (i.e. 67 dBA) occurs along the west façade of Building A which is nearest and most exposed to Parkdale Avenue. As the noise levels exceed the maximum threshold of 65 dBa, upgraded building components, including STC rated glazing elements and exterior walls will be required along with air conditioning for each unit and Type D Warning Clauses.

5.0 Policy Justification

Section 5 of the Planning Rationale provides the planning policy justification on the proposed Official Plan Amendment and Zoning By-law Amendment for the subject site. This section will outline how the proposed development is consistent with and conforms to the policy framework.

5.1 Planning Act, R.S.O. 1990, c. P. 13

The Planning Act sets the regulatory framework for planning in Ontario. It regulates local planning administration, the development, approval and amendment of official plans, community improvement, and zoning by-laws along with various other statutory planning tools. The regulations detail application procedures, notice requirements, and public participation requirements among other matters. This application is in accordance with Sections 16 and 34, and all other applicable sections of the Act.

5.2 Provincial Planning Statement 2024

The Provincial Planning Statement 2024 (PPS), issued under the authority of Section 3 of the Planning Act and provides direction on matters of provincial interest related to land use planning and development. PPS 2024 came into effect on October 20th, 2024. The Planning Act requires that decisions affecting planning matters “shall be consistent with” such policy statements issued under the Act and implemented by the PPS.

Upon our review of the PPS 2024, several relevant policies are found within Chapter 2.0 and 3.0, which include policies for development in settlement areas, facilitating a range of housing options, residential intensification, sustaining strong and competitive communities, and encouraging efficient development patterns which optimize the use of the land and servicing.

The proposed development meets the following policies of the PPS among others:

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

2.3.1. General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;
b) optimize existing and planned infrastructure and public service facilities;
c) support active transportation;
d) are transit-supportive, as appropriate; and

3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.4.2. Major Transit Station Areas

3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

a) planning for land uses and built form that supports the achievement of minimum density targets; and
b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

2.8.1. Supporting a Modern Economy

1. Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) support the achievement of compact, transit-supportive, and complete communities;

The subject site is located within the settlement boundary of the City of Ottawa, where land use patterns are proposed based on a mix of densities and land uses. This makes efficient use of the land and resources, while optimizing existing and planned infrastructure and public service facilities that support active transportation. General intensification and redevelopment are supported in the settlement area to achieve complete communities, including by accommodating for a mix of uses, including residential and non-residential uses. Major Transit Station Areas are to support land uses and built form that promote intensification and a mix of land uses, supportive of active transportation adjacent to higher order transit.

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. The proposed development and zoning by-law amendment are consistent with the policies in Chapter 2.0 and 3.0 of the PPS 2024.

Our review of the PPS 2024 confirmed the subject site has no features that need to be addressed by Chapters 4.0 and 5.0 and therefore the proposed application does not conflict with these sections. Therefore, based on our review, the proposed development is consistent with the policies of the PPS 2024.

5.3 City of Ottawa Official Plan, 2022

In November 2022, the Minister of Municipal Affairs and Housing approved the new City of Ottawa Official Plan, with 30 modifications to the Plan that was approved by Council in November 2021. The approval of City of Ottawa's new Official Plan, as modified, repeals and replaces the in-effect official plan adopted by the city in 2003 and all amendments thereto.

The subject site is located within the Inner Urban Transect Policy Area as per Schedule B2 in the City of Ottawa Official Plan 2022. This Schedule demonstrates that 131 and 139 Parkdale Ave are designated as "Hub" and 122 Forward Ave is designated as "Neighbourhood" with the Evolving Neighborhood Overlay.

5.3.1 Strategic Directions

The Official Plan outlines a comprehensive land use policy framework to guide growth and development within the city to the year 2046. Section 2 of the Official Plan identifies 5 Big Policy Moves which set the foundation to become the most liveable mid-sized city in North America over the next century. The proposed development meets with these policy directions:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

The proposed development is an urban infill project which supports the City's goals of growth by intensification.

2. By 2046, the majority of trips in the city will be made by sustainable transportation.

The proposed development includes 429 residential units and is located close to a major employment hub and two LRT stations, increasing the opportunity for sustainable transportation by residents.

3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

The proposed development considers the surrounding area and has proposed the tallest heights along Parkdale Ave, complementing the existing high-rise towers, and a reduced height along Forward Ave, to fit within the neighbourhood scale.

4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The proposed development is a compact and connected development that enhances the urban tree canopy, prioritizes the orientation of the sun for outdoor amenity spaces, and promotes opportunities for active transportation. The landscaping strategy will explore LID strategies to enable climate resilient development.

5. Embed economic development into the framework of our planning policies.

The proposed development is mixed-use, featuring commercial services at grade that support the evolution towards a 15-minute neighbourhood. By promoting small-businesses and enhancing land use permissions, this project integrates seamlessly with nearby residential and employment hubs, improving transportation options and animating the public realm.

5.3.2 Growth Management Framework

Section 3 of the Official Plan provides the framework for the City to manage new growth of residential and non-residential uses in all areas of the City. It is the intent of the City that the majority of new growth will occur within the built-up area through intensification, increasing over time during the planning horizon.

3.2 Designated Sufficient Land for Growth

4. The City will allocate household growth targets as follows: a) 93 per cent within the urban area where:

i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018;

3.2 Support Intensification

1. The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent.

3. The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

The proposed development conforms to the policies of Section 3.1 and 3.2 as it is a compact, mixed-use development within a Hub. The proposed development is an infill project with a significant increase in density from the existing buildings and uses, and it is in a location where is can be supported by employment and transit. The proposed development contributes to the diverse concentration of uses intended for Hubs and Neighbourhood designations.

5.3.3 Inner Urban Transect Policies

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different typology of urban form that is found in the City, starting with the downtown area and going outwards towards the rural areas. Further to Schedule A, Schedule B2 shows the subject site is located in the Inner Urban Transect. This includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, these neighbourhoods have a mix of both urban and suburban built form characteristics, depending on their location and proximity the Downtown Core.

The focus of the Inner Urban Transect is to continue to develop into a more urban, higher density-built form, through the development of the remaining large parcels and integrating them into the existing Hubs, Corridors and Neighbourhoods. Furthermore, the Inner Urban Transect is to continue to develop as a mixed-used environment, where the City can achieve its goals of 15-minute neighbourhoods through the City. This includes a full range of services located in areas that are designated as Hubs and Corridors in the Official Plan.

5.2.1 Enhance or establish an urban pattern of built form, site design and mix of uses

3. The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

a) Proximity and access to frequent street transit or rapid transit;

b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
c) Resolution of any constraints in water, sewer and stormwater capacity

4. The Inner Urban Transect shall continue to develop as a mixed-use environment, where:
a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a)

The proposed development is a high-density development in proximity to the Tunney's Pasture LRT. The proposed development is on full municipal services. The proposed development includes commercial uses at grade, which provides residents with a full range of services within walking distance from home, in order to support the growth of 15-minute neighbourhoods. Policy 5.2.1.4.e supports increases in existing residential densities in Hubs within the Inner Urban Transect.

5.2.3 Provide direction to the Hubs and Corridors located within the Inner Urban Transect

1. Within Hubs, permitted building heights, are as follows:
a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;
b) High-rise 41+ where permitted by a secondary plan;
c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and
d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

The above policies provide direction for proposed development in areas that are designated as "Hub" in the City's Official Plan. As the subject site is located in the Scott Street Secondary Plan these policies also apply and due to the height limit set out, the proposed development requires an Official Plan Amendment to the Secondary Plan to permit the proposed 40-storey height.

The policies of the Official Plan are supportive of a 40-storey high-rise building on the subject site as per policies c) and d) above. The amendment to the Official Plan is a result of the Scott Street Secondary Plan, which has policies that are more restrictive than the Official Plan.

The intent of Policy 5.2.3.1 is to direct the highest densities in the Inner Urban Transect close to rapid transit stations for lands that are not located in a Secondary Plan Area. Specifically, Section 5.2.3.1.c states that for areas within a Hub but outside of a 400-metre walking distance from a rapid transit station, up to high rise is permitted where is parcel is of sufficient size to allow for transition.

Even though the subject site is outside of the 400-metre radius, it is still within 600 metres to the Tunney's Pasture LRT station, which is about a 10-minute walk. The proximity to transit makes the subject site an excellent location for higher residential densities. Furthermore, the subject site is large enough to facilitate a transition to the surrounding mid and low rise-built forms by proposing a six-storey building on the east side of the subject site.

Likewise, Policy 5.2.3.1.d indicates that the tallest built form shall be at the centre of the Hub. However, Parkdale Ave, and the buildings to the north and south of the subject site already support high rise buildings, ranging from 10 to 32 storeys. The age of the existing buildings varies, however the tallest buildings along Parkdale Ave have been developed within the last six years, exhibiting a shift in the urban built form within this neighbourhood. As such, the proposed high-rise mixed-use building is suitable for Parkdale Ave as it fits within the local context and is near higher order transit.

The proposal development conforms to the intent of the policies of the Inner Urban Transect by providing a full range of services in an area that is designated a Hub. It will support the growth of the 15-minute neighbourhood by providing new residential and commercial options for residents in the Mechanicsville neighbourhood.

5.3.4 Hub Designation Policies

Section 6 of the Official Plan provides policies on land uses designations throughout the City of Ottawa. The subject site is shown on Schedule B2; the west part of the site is designated as a Hub and the parcel at 122 Forward Ave is designated as Neighbourhood (see Figure 8). The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

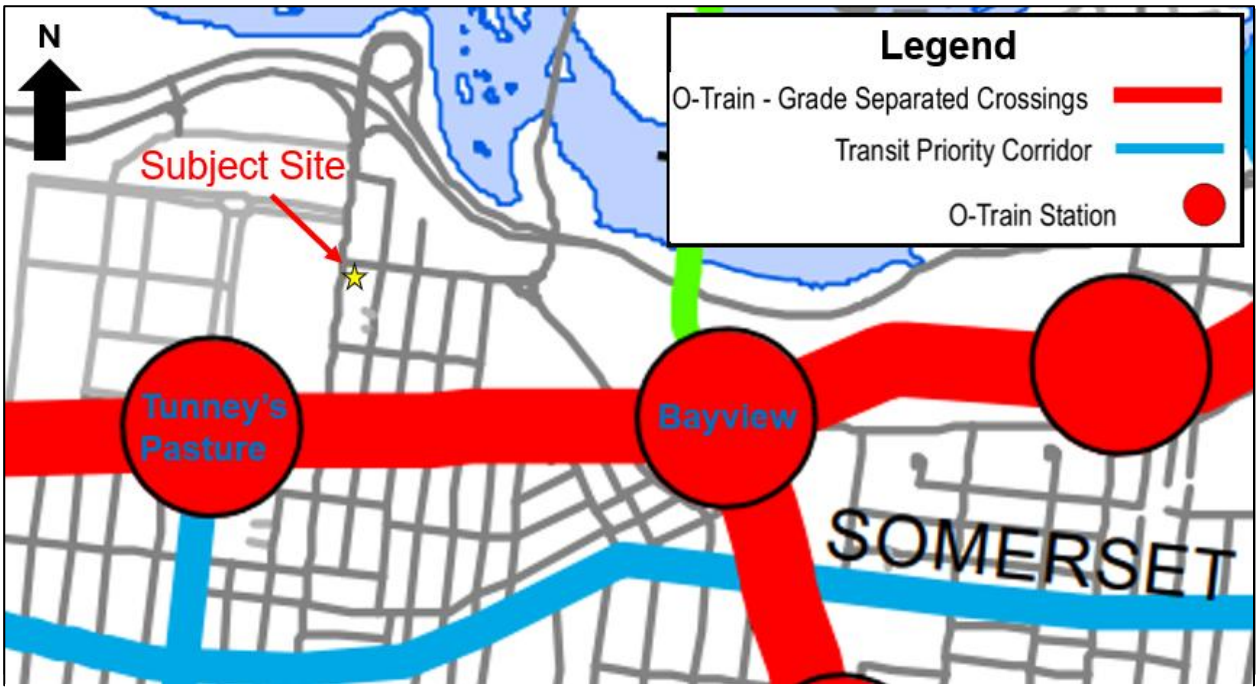

Figure 11 Excerpt of Official Plan Schedule C2

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement. The subject site is within a PMTSA as it is within 600m of the LRT station at Tunney's Pasture as seen on Schedule C2 (see Figure 9).

6.1.1. Define the Hubs and set the stage for the function and change over the life of this Plan

2. The strategic purpose of Hubs is to:

a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;

b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;

c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and

d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

3. Development within a Hub:

a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;

d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;

e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;

f) Shall establish buildings that:

i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;

ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and

iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.

4. Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:

6.1.2 Set out the direction for Protected Major Transit Station Areas (PMTSAs)

3. Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.

4. The minimum building heights within PMTSAs except as specified by a Secondary Plan, are as follows:

a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys and [Amendment 34, By-law 2024-506, Omnibus 2 item 25, November 13, 2024]

b) Outside the area described by a) not less than 2 storeys. [Amendment 34, By-law 2024-506, Omnibus 2 item 25, November 13, 2024]

The proposed development is of high density and includes residential and non-residential uses, which contributes to the goal of 15-minute neighbourhoods. The subject site is located on Parkdale Ave, close to existing areas designated as Corridors and Neighbourhoods in the Official Plan. This will build on the current established network of residential, commercial, employment

and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs.

The site is designed with transit users, cyclists and pedestrians in mind. The subject site is located within 600 metres, or a 10-minute walk, from Tunney's Pasture LRT station. The proposed development is of significant density which will contribute to increased ridership of the transit system. The proposed development included a 1:1 ratio of bicycle parking, which supports 472 bicycle parking spots.

Along Parkdale Ave, canopies are proposed to delineate the entrance to Building A and to provide pedestrians protection from the elements. The municipal laneway will provide pedestrians entrances to lobbies and the main entrance to Building B, in addition to an opportunity for public art and programming. It will also provide service functions such as access to parking, loading, and waste disposal, to minimize their impact on the public realm.

Landscaping is proposed in the form of large canopy shade trees along Parkdale Ave which 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 also buffer vehicular activity along Parkdale with raised planters and understory shrub plantings. Plantings are also proposed along Burnside Ave and Forward Ave to ensure buffering between vehicles and active transportation users.

The municipal laneway is intended to be used as a pedestrian connection and the City wishes to retain this right of way for a future connection between Burnside Ave and Lyndale Ave. It will also be used for the entrance to the underground parking garage. The proposed pedestrian bridge proposed at the sixth floor will connect both buildings and their shared amenity spaces.

The proposed development conforms to the policies in Section 6 of the Official Plan.

5.3.5 Neighbourhood Designation Policies

In addition to the west portion of the subject site being designated as Hub on Schedule B2, the parcel at 122 Forward Ave is designated Neighbourhood.

6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan

2. Permitted building heights in Neighbourhoods shall be Low-rise, except:
a) Where existing zoning or secondary plans allow for greater building heights

4. The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance

The Official Plan permits up to low-rise which is up to four-storeys; greater building heights can be permitted through a secondary plan. This portion of the subject site is designated in the Scott Street Secondary Plan as Burnside Corridor, which is permitted six-storeys as per Schedule B of the Secondary Plan. As such, the six-storey building proposed at the east portion of the site where the Neighbourhood designation applies is conforming.

The six-storey building proposed along Forward Ave is intended for purpose-built rental which will increase the number of housing options available in the area. The building also includes 3 ground-oriented units along Forward Ave, which will add a unique unit type to the proposed development and increase the amount of missing middle housing.

Commercial uses are also proposed at the ground floor which strengthens the area as a 15-minute neighbourhood, as it will allow residents to access services within walking distance.

5.3.6 Evolving Neighbourhood Overlay

The Evolving Neighbourhood Overlay applies to the east part of the subject site, the parcel at 122 Forward Ave. The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood Designation in proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form.

5.6.1.1. The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:
a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,

b) Allowance for new building forms and typologies, such as missing middle housing;
c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
d) Direction to govern the evaluation of development

The proposed intensification of the subject site fits well into the already changing character of Mechanicsville and along Parkdale Ave. The proposed development includes a six-storey building within the parcel at 122 Forward Ave, which is where the Evolving Neighbourhood Overlay is applicable. The building provides sufficient transition from the proposed tower and is suitable for the neighbourhood character along Forward Ave.

The proposed development is diversifying the land use from only residential to including commercial uses. The absence of surface parking and proximity to Tunney's Pasture LRT station encourages active transportation patterns more suitable for urban environments. Three ground-oriented units are proposed along Forward Ave, which is a newer building typology to this area, however it is one that is helpful in achieving a gradual transition between the suburban and urban building typologies.

5.4 Scott Street Secondary Plan

The subject site is located within the Scott Street Secondary Plan, as per Annex 6 of the Official Plan. The Secondary Plan was originally adopted in 2015 based on the Scott Street Community Design Plan. It has been carried forward into the City's Official Plan that was approved by the Minister in November 2022. The goal of the Secondary Plan is to provide a vision for the Scott Street area that allows for intensification in strategic locations that is public transit supportive and contributes to a 15-minute walkable community. This plan recognizes the relationship between the areas where change is anticipated in comparison to the existing neighbourhood areas.

5.4.1 Designation and Permitted Uses (Schedule A)

As per Schedule A of the Secondary Plan, the west portion of the subject site (131 and 139 Parkdale Ave) is designated Hub and the east portion (122 Forward Ave) is designated Burnside Corridor. The uses permitted in the Hub designation in the Official Plan are permitted in the Hub designation of this secondary plan. The Burnside Corridor designation is intended for mostly mid-rise and lower end high-rise residential buildings with some commercial uses. The proposed development conforms with the permitted uses.

Figure 12 Excerpt of Scott Street Secondary Plan Schedule A

5.4.2 Permitted Building Height (Schedule B)

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)). The proposed development is for a 40-storey building, which does not comply with the existing zoning, and therefore does not conform to the Secondary Plan and Official Plan. Section 4 Policy 1 provides support for an Official Plan Amendment to increase the number of storeys at this location:

> *1. 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.*

Additionally, this Secondary Plan predates the latest version of the Provincial Policy Statement which came into effect in 2024. The PPS 2024 introduces policies promoting and encouraging development and intensification within major transit station areas. As such, an Official Plan Amendment to the Secondary Plan to permit an increase in height is consistent with the guidance from the PPS.

Schedule B shows the east part of the property is permitted up to six-storeys. The zoning for this property is Residential Fifth Density, subzone L, maximum height 19 metres (R5L H(19)). The proposed development on this portion of the property is for a six-storey building, which conforms to the Secondary Plan.

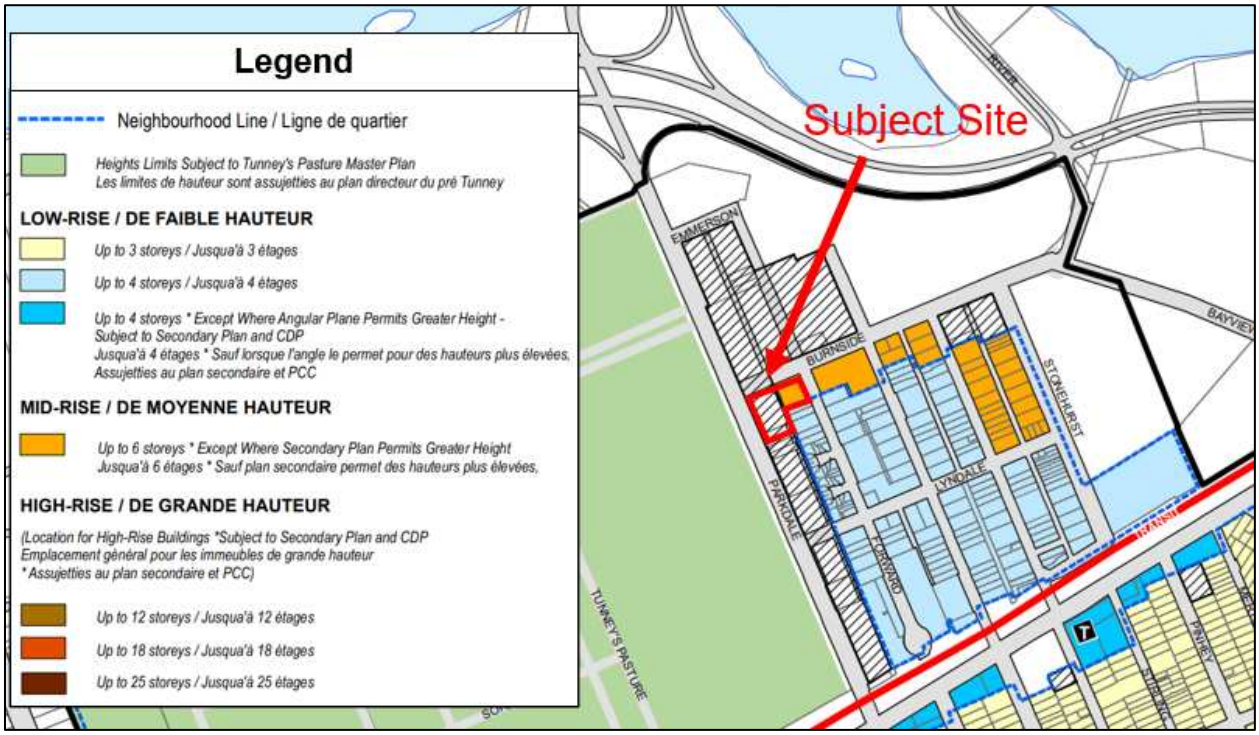

Figure 13 Excerpt of Scott Street Secondary Plan Schedule B

5.4.3 Locations and Heights – High Rise Buildings

The Secondary Plan sets out objectives for high-rise development within the Hub. An Official Plan Amendment for the proposed development in order to address deviations from criteria listed in Policy 13.

> *13) The design of the podiums of high-rise buildings will meet the building guidelines contained in the Official Plan and the CDP. Generally, the podiums of high-rise buildings will have a minimum height of three storeys and a maximum height of six-storeys. For those high-rise buildings on lots fronting onto Parkdale Ave, 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 Ave.*

The podium conforms to the minimum height of three storeys and a maximum height of six storeys. An Official Plan Amendment is required to reduce the setback of the tower portion of the high-rise building from the face of the podium along Parkdale Ave from 3.5 metres to 3.0 metres.

A road widening is required for the right of way and the site triangle at the corner of Parkdale Ave and Burnside Ave. The entry to the proposed building at 131 Parkdale Ave is set into the building to help mitigate any wind shear due to the reduced setback.

To maintain the shifted tower floorplate of the proposed development and required corner site triangle, the podium width is smaller at the north part of the building. The northern portion of the podium is setback 2.27m, with a tower setback of 4.62. The southern portion of the podium is setback 0m from Parkdale Ave, with the tower portion of the building setback 3m from Parkdale Ave.

The Urban Design Guidelines for High-Rise Buildings encourage a setback of 3 metres or greater, however it states that the minimum step back should be 1.5 metres. The proposed reductions meet this minimum outlined in Guideline 2.29.

A detailed response to the rest of the applicable criteria related to high-rise development is provided below.

2) Development shall have a minimum density of two times the lot area. The highest development in density and height will be located closest to Tunney's Pasture O-Train Station.

The proposed development exceeds the minimum density requirement of two times the lot area. The proposed floor space index is 11.21.

Parkdale Ave and its adjacent areas already feature high-rises between 10 and 32 storeys, with many of the tallest built in the past six years. This trend reflects a changing urban landscape, making the proposed high-rise mixed-use building appropriate for the area and well-located near higher order transit.

8) High-rise buildings will take a podium and tower form, as generally described in the Scott Street CDP. A high-rise building that deviates from a podium and tower form must be supported by a focused design review with members of the City's Urban Design Review Panel and will only be permitted subject to building and site design that meets the applicable policies below.

The proposed development takes a podium and tower form. The podium is six-storeys, and the tower portion is 34 storeys for a building with 40 storeys in total.

10) Tower portions of high-rise buildings will generally have minimum setbacks from rear and interior lot lines of 11.5 metres except where the high-rise building abuts a mid-block connection, in which case the setback may be reduced to 3.5 metres. Reductions in these setbacks may be permitted if Section 4.1 - Hub Designation, Policy 11) can be met.

As confirmed with Staff, the subject site will be treated as one for zoning purposes, therefore it is understood that there are no applicable interior side yards to the municipal laneway. The tower portion of the proposed development has provided a setback of 10.6 metres from the tower to the eastern lot line of the municipal laneway. Policy 10 seeks for minimum setbacks to generally have a setback of 11.5m. In addition, the proposed development meets the setbacks outlined by Section 4.1 - Hub Designation, Policy 11). By providing a setback of 10.6m, the proposed development conforms to the policy and no Official Plan Amendment is required.

11) Tower portions of high-rise buildings will be staggered from each other. Non-residential towers facing one another will have minimum separation distances of 12.0 metres. Residential towers will have minimum separation distances of 23.0 metres. A reduced separation distance of no less than 18.0 metres may be permitted for residential towers fully offset from one another or for proposals where a residential tower faces a non-residential tower.

The tower separation between the existing tower to the north and the proposed tower is 25.5 metres.

12) The proposed high-rise building reflects the planned context of the secondary plan's planning area.

The proposed high-rise fits within the context of the area as it compliments the towers at 99, 121, and 159 Parkdale Ave, contributing to a consistent and attractive street edge, designed with the pedestrian experience in mind.

15) The tower portions of high-rise buildings will not have blank facades. The podium portions of high-rise buildings facing the street will have window and door entrances that will occupy at least 50% of the building façade.

A significant number of windows have been proposed for the tower portion of the proposed development. The podium features several entrances, highlighted with canopies, many windows, and an architectural expression that differentiates it from the tower, with at least 50% occupying the podium and maintaining the 8m datum of the neighbouring buildings which forms an emergent streetscape.

The proposed development is mixed-use and conforms to the permitted uses set out by the Scott Street Secondary Plan. The proposed development conforms to the maximum height permitted at 122 Forward Ave. The overall height proposed for the development meets with the intent of the policies and criteria outlined for high-rise development within Hubs. An Official Plan Amendment is needed to the Secondary Plan to permit an increase in height and reduced setbacks from podium along Parkdale Ave. The proposed development conforms to the intent of the policies of the Scott Street Secondary Plan and represents good land use planning.

5.5 City of Ottawa Comprehensive Zoning By-law, 2008-250

The west part of the subject site at 131 and 139 Parkdale Ave is currently zoned as Residential Fifth Density, Subzone B, Maximum Height 37m (R5B H(37)) within the City of Ottawa Comprehensive Zoning By-law 2008-250. The east part of the subject site at 122 Forward Ave is currently zoned as Residential Fifth Density, Subzone L, Maximum Height 19m (R5L H(19)).

The purpose of the Residential Fifth Density Zone is as follows:

1. *Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan*
2. *Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas*
3. *Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size*
4. *Ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses*
5. *Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and (By-law 2009-392) (6) permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches*

The Residential Fifth Density Zone currently does not permit any commercial uses and as described in the purpose above is for residential uses only. As described in Section 4.0, the current property was rezoned in 2012, which predated the Scott Street Secondary Plan. If the proposed development proceeds under the old Zoning By-law, we proposed to rezone the subject site to Mixed-Use Centre Special Exception XXXX Schedule XXX (MC [XXXX] SXXX).

The following table provides a zoning review of the applicable provisions to the subject site. Section 6 of this report describes the required exceptions for the proposed development to Zoning By-law 2008-250.

Zoning Provision	Appliable Section, Exception or Schedule Reference	Required	Provided	Compliant (Y- Yes N- No)
Principal Land Uses	Section 191 (1)	Apartment Dwelling, High-Rise	Apartment Dwelling, High-Rise	Y
Minimum Lot Width (m)	Section 191 (2)	No Minimum	30.64m	Y
Minimum Lot Area (m^2)	Section 191 (2)	No Minimum	2,745.6 m^2	Y
Maximum Building Height (m)	Section 191 (2)	H37 & H(19)	127.6m	N
Maximum Floor Space Index	Section 191 (2)	No Maximum	11.25	Y
Minimum Front Yard Setback	Section 191 (2)	3m	2.55m	N
Minimum Corner Side Yard Setback	Section 191 (2)	3m	1.2m	N
Minimum Interior Side Yard Setback	Section 191 (2)	3m	1m	N
Minimum Rear Side Yard Setback	Section 191 (2)	6m	0m	N
Permitted Projections Above the Height Limit	Section 64	Mechanical and service equipment penthouse, elevator or stairway penthouses allowed to project	Projection of 14.9m above 127.6m, No maximum height	Y
Permitted Projections Above the Height Limit	Section 64	Amenity Area	Projection of 4.5m above 127.6m Not permitted to project above the maximum height	N
Permitted Projections into Yards	Section 65, Table 65, (4) Canopies and awnings	1.8 m, but not closer than 0.6 m to a lot line	0m	N

Amenity Area	Section 137, Table 137	Total: 6m2 per dwelling unit 429*6=2575m^2 Communal: A minimum of 50% of the required total amenity area 2574m^2*0.50=1287m^2	Private Balconies: 2118.23m^2 Indoor Communal Space: 1753.22m^2 Outdoor Communal Space: 897.94m^2 Total:4769.39m^2	Y
Waste Management	Section 110, (3)	9 m from public street, 3 m from other lot line, with screening	Integrated into the building	Y
Residential Vehicle Parking	Section 101 (2)	No parking required	201	Y
Visitor Vehicle Parking	Section 102	Table 102 0.1 spaces per dwelling unit, 102(2) no visitor parking spaces are required for the first twelve dwelling units on a lot. 102(3) within Area Z, no more than thirty visitor parking spaces are required per building, (429-12) * 0.1=42	30 visitor parking spaces are required to be provided	N
Non-Residential Vehicle Parking	Section 101 (2)	No parking required	6	Y
Parking Space Dimensions	Section 106	2.6m by 5.2m	2.6m by 5.2m	Y
Driveway Width	Section 107 (1) (a)	6.0m for a double traffic lane	6.0m	Y

Residential Bicycle Parking	Section 111, Table 111A	0.50 per dwelling unit 0.5*429=215	430	Y
Non-Residential Bicycle Parking	Section 111, Table 111A	1 per 1500 m2 of gross floor area 434.25m^2 of retail GRA, no bicycle parking needed	0	Y

5.6 New City of Ottawa Comprehensive Zoning By-law, 2026-50

The new Zoning By-law 2026-50 was approved by Council on January 28, 2026. The new Zoning By-law is not yet in effect, but it was agreed upon with City Staff that it was reasonable to consider the subject site and the proposed development within the context of the new Zoning By-law 2026-50.

The west part of the subject site is zoned Neighbourhood Zone 6, Subzone C, Maximum Height 37m (N6C H(37)) within the City of Ottawa Comprehensive Zoning By-law 2026-50. The east part of the subject site at 122 Forward Ave is zoned Neighbourhood Zone 5, Subzone B, Maximum Height 19m (N5B H(19)).

The purpose of the Neighbourhood Zones is to permit a full range of housing options while regulating density, maximum building height, and residential character. In consideration of the zoning for the properties with high rises at 121 Parkdale Ave and 159 Parkdale Ave, we are requesting to rezone the subject site to Hub Zone 2 Special Exception XXXX Schedule XXX (H2 [XXXX] SXXX). The entirety of the subject site, including 131 Parkdale Ave, 139 Parkdale Ave, and 122 Forward Ave, is to be treated as one for zoning purposes.

5.6.1 Hub Zone 2 (H2)

The purpose of the Hub Zone 2 is to permit a broad range of uses and promote an urban form in mixed-used nodes throughout the city. Lands in this zone will accommodate a mid- to high-density built environment and mixed-use neighbourhoods that provide a full range of services to residents. No special exception for permitted uses is required for the proposed development.

Section 902 provides provisions for the H2 Zone. The proposed development is compliant with Subsections 2 to 8 relating to ground floors and active entrances, site layout and landscaping, and height and built form transition.

Table 902 provides provisions related to yard setbacks and stepbacks. Given the complexity of subject site as it has frontage on three streets, multiple property lines, and the proposed

development is comprised of two structures, including a tower, it is anticipated that a site-specific schedule to address yard setback and stepbacks will be implemented accordingly to capture these performance standards.

Provision 902 (6) outlines that a soft landscape buffer of a minimum of 3 metres must be provided abutting any lot line shared with lands in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones. The subject site does share a lot line with properties zoned as N5 and to the south, Building B is providing this 3m buffer and Building A is providing a 1m buffer. Where the buffer is only 1m, an opaque screen with a minimum height of 1.5 metres must be provided. As the proposed development will be located adjacent to the existing building wall at 151 Parkdale, there is no additional benefit to this screen in terms of privacy or views.

5.6.2 Projections

Section 203: Projections into Height – for Amenity Area

(j) indoor amenity area on a building five storeys or higher:
(i) maximum floor area: 50 per cent of the area of the roof, but in no case greater than 300 square metres;
(ii) maximum projection: 5 metres above the height limit; and
(iii) minimum setback from an exterior wall: 2 metres

Section 203 provides performance standards for projections above the height limit. Specifically, subsection (j) outlines requirements for an indoor amenity area on a building five storeys or higher. An indoor amenity area is proposed above the 40th storey of the tower which will project 4.5m above the height and include 342.5 square metres of floor area.

Section 204: Projections into Yards

Section 204 provides provisions for projections into yard, namely subsection 7 details requirements for awning or canopies.

7. For awnings or canopies:
(a) the minimum setback from a lot line is 0.6 metres; and
(b) the maximum projection into:
(i) interior side yards is two metres; and
(ii) front, rear, or exterior side yards is half the depth of the yard.

Along Burnside Ave, the proposed building setback is 1.2 metres, so the permitted projection for an exterior yard is half the depth which is 0.6 metres. The canopies are proposed at 0m from the lot line, as such a special exception is needed to permit the canopies at a 0-metre setback.

5.6.3 Section 208: Amenity Area

Section 208 states that an amenity area must be provided for a residential high-rise building at a rate of 6 square metres per dwelling unit. At 429 dwelling units, the proposed development must provide 2,574 square metres of amenity area. The proposed development includes:

- 1,753.22 square metres of combine indoor communal amenity space
- 897.94 square metres of combine communal outdoor amenity space
- 2118.23 square metres of private outdoor amenity space (balconies)

The total amenity space provided by the development is 4,769.39 square metres, which is compliant and far exceeds the minimum requirement. The proposed development is compliant with the remaining subsections of Section 208.

5.6.4 Parking

The proposed development is compliant with Part 6 of the Zoning By-law which outlines provisions for parking. Additional detail and discussion is included for some specific sections below.

Section 602: Maximum Parking Space Rates

Section 602 describes parking maximums for lands within 600m of a transit station, as such the provisions are applicable to the proposed development. Table 602 notes the maximum parking space rates by transect area and land use. Within the Inner Urban Transect (Area B of Schedule A1) the following applies:

- *Dwelling unit in a building with 11 or more dwelling units – 1.25 per dwelling unit*
- *Office, research and development centre – 2.2 per 100sqm of GFA*
- *Personal service business, retail store, restaurant, shopping centre – 3.6 per 100sqm of GFA*

The proposed development is providing residential parking at a rate of 0.47 spaces per dwelling unit for a total of 201 parking spaces. A parking ratio 3.6 parking spaces per 100 square metres of gross floor area for retail uses is provided for a total of 6 parking spaces. The proposed development is compliant with Section 602.

Section 603: Visitor Parking Space Rates

As per Section 603, subsection 2, no visitor parking is required based on the subject site being located in Area A on Schedule A3. At this time, parking allocation has not been finalized between visitor and resident, with both having no minimums. As the application progress, parking allocation will be review with our client and the transportation engineer.

Section 613: Bicycle Parking

As per Table 613B, the proposed development is more than 13 residential units, as such short-term and long-term bicycle parking is required. The proposed development is providing one long term bicycle parking space per dwelling unit, which is compliant with the Zoning By-law.

Short term bicycle parking is required for visitors. The required rate is a minimum 2 spaces with an additional 0.1 spaces per unit above 20 residential units. The proposed development requires 43 short-term parking spaces.

In addition, inclusive bicycle parking spaces are required, which are spaces designed for cargo and e-bicycles. Section 613 (24) outlines that where more than 20 bicycle parking spaces are required, a minimum of 5 per cent of spaces must be inclusive spaces, rounded up to the nearest even whole number. The proposed development has provided the 24 required inclusive bicycle parking spaces.

For non-residential uses, the proposed development requires no additional bicycle parking as none is required for non-residential uses under 500 square metres that are located in Inner Urban Transect on where the required front yard setback is 3 metres or less as per Section 613 (19) of the New Zoning By-law

The following table provides a zoning review of the applicable provisions to the subject site. Section 6 of this report describes the required exceptions for the proposed development to Zoning By-law 2026-50.

Zoning Provision	Appliable Section, Exception or Schedule Reference	Required	Provided	Compliant (Y- Yes N- No)
Principal Land Uses	Section 902	Dwelling Unit	Dwelling Unit	Y
Minimum Lot Width (m)	Section 902, Table 902	No Minimum	30.64m	Y
Minimum Lot Area (m^2)	Section 902, Table 902	No Minimum	2,745.6 m^2	Y
Maximum Building Height (m)	Section 902 (8)	H(37) & H(19)	127.6m	N
Minimum Front Yard Setback (m)	Section 902, Table 902	(i) For any part of the building 15 metres or less above grade: No Minimum	0m 0m 3.2m	N N Y

		(ii) For any part of the building greater than 15m above grade: 1.5m (iii) For any part of the building greater than 30m above grade: 3.0m		
Minimum Exterior Side Yard Setback (m)	Section 902, Table 902	(i) For any part of the building 15 metres or less above grade: No Minimum (ii) For any part of the building greater than 15m above grade: 1.5m (iii) For any part of the building greater than 30m above grade: 3.0m	1.2m 1.2m 4.7m	Y Y Y
Minimum Interior Yard Setback (m)	Section 902, Table 902	3m	1m	N
Minimum Rear Side Yard Setback (m)	Section 902, Table 902	6m	0m	N
Ground Floor and Active Entrances	Section 902 (2)	For high-rise buildings, the minimum height of the ground floor is 4 metres.	4m	Y
	Section 902 (3)	Exterior building walls located on the ground floor and located within 4.5 metres 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 per cent of the surface area of the ground floor façade acing a public street must be comprised of transparent glazing and active	Each retail and residential use has an active entrance Ground floor façade 50% of transparent glazing	Y Y

		customer or resident entrance access doors.		
Site Layout and Landscaping	Section 902 (4)	Where a front or exterior side yard is provided that is 1 metre or greater in depth, that yard must contain any of the following: (a) an outdoor commercial patio; (b) bicycle parking; (c) soft landscaping; or (d) benches, street furniture or other similar features.	Provided	Y
	Section 902 (6)	A soft landscaped buffer of a minimum of 3 metres must be provided abutting any lot line shared with lands in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones, or (a) where an opaque screen with a minimum height of 1.5 metres is provided, the soft landscaping buffer may be reduced to 1 metre;	1m with no opaque screen	N
Permitted Projections Above the Height Limit	Section 203 (3) (g)	Elevator, mechanical and service equipment, or a stairway allowed to project	Projection of 14.9m above height limit of 127.6m	Y
	Section 203 (3) (j)	(j) indoor amenity area on a building five storeys or higher: (i) maximum floor area: 50 per cent of the area of the roof, but in no case greater than 300 square metres; (ii) maximum projection: 5 metres above the height limit; and (iii) minimum setback from an exterior wall: 2 metres.	Projection of 4.5m above 127.6m Floor Area: 342.5m^2 0m setback from an exterior wall	Y N N

	Section 203 (3) (o)	rooftop landscaped area, garden, or terrace: (i) must be setback a minimum of 1.5 metres from any exterior wall of the building when the feature is located on the roof of the uppermost storey; and (ii) a 1.5 metre high opaque screen must be provided facing an interior side yard, or facing the interior side yard of an abutting lot.	0m setback from an exterior wall No opaque screen provided facing an interior yard	N N
Permitted Projections into Yards	Section 204 (7) (a)	(7) For awnings or canopies: (a) the minimum setback from a lot line is 0.6 metres; and (b) the maximum projection into: (i) interior side yards is two metres; and (ii) front, rear, or exterior side yards is half the depth of the yard.	0m	N
Provisions for High-Rise Buildings	Section 207 (6) (a)	The minimum separation distance between residential towers is 23 metres;	25m	Y
Amenity Area	Section 208	Total: 6m2 per dwelling unit 429*6=2575m^2 Communal: A minimum of 50% of the required total amenity area 2574m^2*0.50=1287m^2	Private Balconies: 2118.23m^2 Indoor Communal Space: 1753.22m^2 Outdoor Communal Space: 897.94m^2 Total:4769.39m^2	Y

Waste Management	Section 217	Size of Storage Area Required 10m^2	160.5m^2	Y
Residential Vehicle Parking	Section 602	Buildings with 11 or more dwelling units: Maximum of 1.25 spaces per dwelling unit 1.25*429= 537	201 vehicle parking spaces required	Y
Visitor Vehicle Parking	Section 603 (1) (a)	No visitor parking is required in Area A on Schedule A3 – Areas for Visitor Parking Requirements.	0 spaces	Y
Parking Space Dimensions	Section 605	2.6m by 5.2m	2.6m by 5.2m	Y
Parking Garage Provisions	Section 608	6.0m for a double traffic lane	6.0m	Y
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 per cent of the spaces provided or an equivalent, must be designed as electric vehicle parking spaces capable of supporting level 2 charging	201*0.25= 51 53 EV spaces provided	Y
Residential Bicycle Parking	Section 613	Long Term Bicycle Parking: 1 space per unit Short Term Bicycle Parking: minimum 2 spaces with an additional 0.1 spaces per unit above 20 residential units Inclusive Bicycle Parking Spaces: 5% of total required 472*0.05=24	430 43 24	Y Y Y

6.0 Proposed Official Plan and Zoning By-law Amendments

Section 6 of this Planning Rationale summarizes the proposed Official Plan Amendment and Zoning By-law amendment. Information on the requested relief from the New Zoning By-law has been provided as well.

An Official Plan Amendment is required to the following policies of the Scott Street Secondary Plan:

- Section 4, Policy 1: in order to permit an increase in height.
- Section 4, Policy 13: in order to reduce the setback of the tower portion of the high-rise building from the face of the podium along Parkdale Ave from 3.5 metres to 3.0 metres.

A Zoning By-law Amendment is required to rezone the subject site to Hub Zone 2 Schedule XXX Special Exception XXXX (H2 [XXXX] SXXX). The entirety of the subject site, including 131 Parkdale Ave, 139 Parkdale Ave, and 122 Forward Ave, is to be treated as one for zoning purposes. Given the complexity of the site and the proposed development, a site-specific schedule to address yard setbacks stepbacks will be implemented and building height will be implemented.

A draft Zoning Schedule has been prepared by the architect as outlined below:

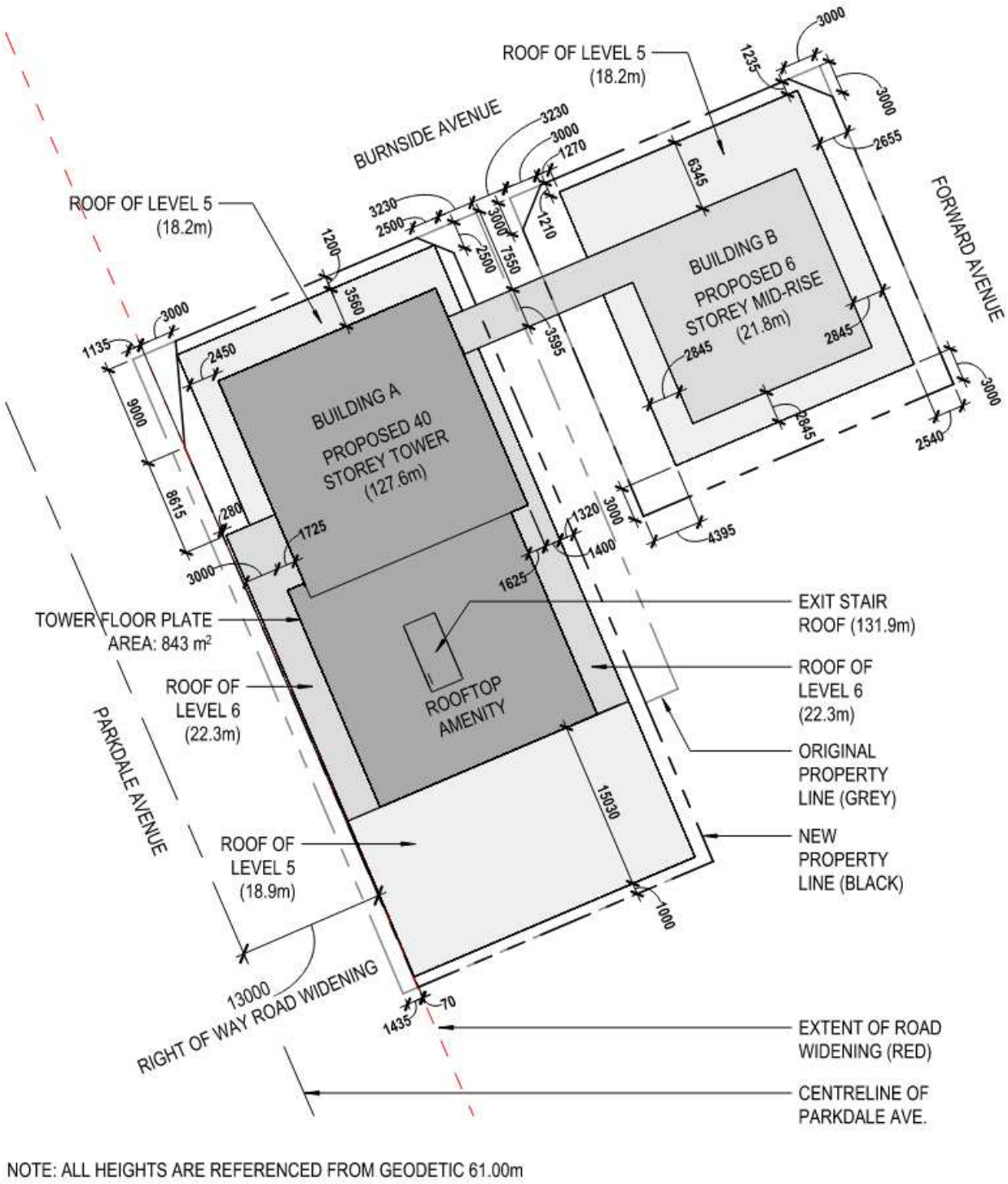

Figure 14 Proposed Draft Zoning Schedule

In addition, the following special exceptions are required from the Zoning By-law 2026-50:

Appliable Section	By-law Provision 2026-50	Required/ Permitted	Provided
Section 902 (6)	Minimum Soft landscaped buffer	1m with Opaque Screen	1m, no opaque screen
Section 203 (3) (j)	Permitted Projections Above the Height Limit	i) maximum floor area: 50 per cent of the area of the roof, but in no case greater than 300 square metres; (iii) minimum setback from an exterior wall: 2 metres	Floor Area: 342.5m^2 0m
Section 204 (7) (a)	Permitted Projections into Yards	(7) For awnings or canopies: (a) the minimum setback from a lot line is 0.6 metres; and (b) the maximum projection into: (i) interior side yards is two metres; and (ii) front, rear, or exterior side yards is half the depth of the yard.	0m
Section 203 (3) (o)	Permitted Projections Above the Height Limit	rooftop landscaped area, garden, or terrace: (i) must be setback a minimum of 1.5 metres from any exterior wall of the building when the feature is located on the roof of the uppermost storey; and (ii) a 1.5 metre high opaque screen must be provided facing an interior side yard, or facing the interior side yard of an abutting lot.	0m setback from an exterior wall No opaque screen provided facing an interior yard

Should application proceed under the current Zoning By-law 2008-250, the proposed exceptions that would be required to the By-law are outlined in the table below. The draft zoning schedule is applicable to either by-law as changes to the height and setbacks is required under by-laws.

Applicable Section	By-law Provision 2008-250	Required/Permitted	Provided
Section 191 (2)	Maximum Building Height (m)	H(37) & H(19)	
Section 191 (2)	Minimum Front Yard Setback (m)	3m	

Section 191 (2)	Minimum Corner Side Yard Setback (m)	3m	See Proposed Zoning Schedule
Section 191 (2)	Minimum Interior Side Yard Setback (m)	3m	
Section 191 (2)	Minimum Rear Yard Setback (m)	6m	
Section 64	Permitted Projections Above the Height Limit (m)	0m	4.5m
Section 64	Permitted Projections into Yards	1.8 m, but not closer than 0.6 m to a lot line	0m to a lot line
Section 102	Visitor Vehicle Parking	30 spaces	0 spaces

7.0 Conclusion

This Planning Rationale has been prepared by JLR on behalf of 11414801 Canada Inc. (Brigil) in support of an Official Plan Amendment to the Scott Street Secondary Plan and a Zoning By-law Amendment for the site known as 131 and 139 Parkdale Ave and 122 Forward Ave.

The development proposal of a mixed-used high-rise building and associated mid-rise building on Forward Ave represents an appropriate form of urban intensification that improves the public realm, providing active street edges and promotes different modes of active transportation. The redevelopment will advance the City's broader objectives for growth and 15-minute communities in transit-supportive areas.

This Planning Rationale has demonstrated that the proposed development is consistent with the policies of the Provincial Planning Statement, 2024 and conforms to the intent of the policies of the City of Ottawa Official Plan, 2022. It demonstrates conformity to the intent of the policies of the Scott Street Secondary Plan. Lastly, discusses the proposed development in the context of the existing and new Zoning By-laws.

It is our professional opinion that the proposed application is appropriate for the subject site and represents good land use planning.

This Planning Rationale has been prepared in accordance with the City's current Terms of Reference to organize and validate the planning justification in support of the Official Plan Amendment and Zoning By-law Amendment and to assist staff and the public in the review of the proposal.

This report has been prepared by J.L. Richards & Associates Limited for Brigil's exclusive use. Its discussions and conclusions are summary in nature and cannot properly be used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report is based on information, drawings, data, or reports provided by the named client, its agents, and certain other suppliers or third parties, as applicable, and relies upon the accuracy and completeness of such information. Any inaccuracy or omissions in information provided, or changes to applications, designs, or materials may have a significant impact on the accuracy, reliability, findings, or conclusions of this report.

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J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:

Nikita Jariwala, RPP, MCIP
Planner

Reviewed by:

Marc Rivet, RPP, MCIP
Associate
Manager, Ottawa Planning Department
Senior Planner

Ottawa
343 Preston Street
Tower II, Suite 1000
Ottawa ON Canada
K1S 1N4
613-728-3571
ottawa@jlrichards.ca

Kingston
203-863 Princess Street
Kingston ON Canada
K7L 5N4
613-544-1424
kingston@jlrichards.ca

Sudbury
314 Countryside Drive
Sudbury ON Canada
P3E 6G2
705-522-8174
sudbury@jlrichards.ca

Timmins
834 Mountjoy Street South
Timmins ON Canada
P4N 7C5
705-360-1899
timmins@jlrichards.ca

North Bay
122 Main Street West, Suite 3
North Bay ON Canada
P1B 2T5
705-495-7597
northbay@jlrichards.ca

Guelph
107-450 Speedvale Ave West
Guelph ON Canada
N1H 7Y6
519-763-0713
guelph@jlrichards.ca

London
380 Wellington Street
Tower B, 7th Floor
London ON Canada
N6A 5B5
226-700-5127
london@jlrichards.ca

J.L.Richards
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