URBAN DESIGN BRIEF

200 ISABELLA STREET

5 FEBRUARY 2026

ONTARIO ASSOCIATION OF ARCHITECTS
RYAN M. KOOLWINE
LICENCE
7370

project1 studio

TABLE OF CONTENTS

1 PROPOSED DEVELOPMENT

2 DESIGN DRAWINGS

3 ANALYSIS

View of North Facade from Queensway

DESIGN INTENT

The site at 200 Isabella is challenging. It fronts onto a bleak pedestrian setting which includes both a major arterial road and a raised 400 series highway. That said, where there are challenges, we see opportunities. The project offers a response to three main elements, the pedestrian realm, the north side of the building which faces the highway, and the south side of the building which offers views over the Glebe and the Rideau Canal.

The pedestrian realm is an immediate challenge where the intent is to take what is currently a hostile pedestrian environment and to transform it into an engaging and welcoming pedestrian realm. The ground floor of the building will offer a highly glazed ground floor expression that offers views and connection with the adjacent pedestrian realm. In addition to this we have angled the wall of the ground floor away from the sidewalk as it moves to the west, offering more breathing room and allowing for the creation of a west entrance into the building. Articulated with high quality metal panels and engaging accent lighting, this entrance recognizes that the proximity to local amenities and offers between connection to and from the shops and restaurants along Bank Street. On the east side of the building, the vehicular entrance has been imagined in a way that creates spaces for both people and vehicles. The double height space features expressive columns that help in creating a grand sense of arrival. Designed and coordinated with our transportation engineer, the separate entrance and exit pathways offers enough space for planters and a woonerf feel for the space. Pedestrians will have enough room to comfortably move around the area, while vehicles understand that they are in borrowed space but still have access to underground parking and loading facilities.

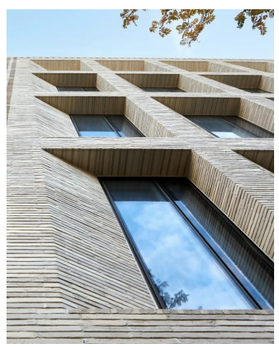
The podium levels provide the requisite separation in building mass between the ground level and the tower levels above. The brick cladding offers a nod to the primary cladding material found in the majority of the houses in the Glebe, and creates a mass on which the tower is situated. Given the length of the podium it was important to offer expressive articulation and architectural treatment in order to reduce the impact of is mass. The podium is divided vertically into a series of blocks, again making reference to the houses in the neighborhood to the south, and each of these blocks alternates a sits slightly closer of further away from the property line. As an additional measure, there is a horizontal expression through the podium that shifts vertically from block to block. The lower levels of the podium feature angled brick returns, giving the base of the podium a heavier and more dense expression. The upper levels feature slightly more glazing and open corners.

The tower levels of the north side were designed with cars in mind. Understanding the proximity of the site to the highway, and the fact that most people will experience this project from their cars made it important to us that the building respond to this condition and that it feel different for people travelling east bound versus west bound. This is achieved by using a panel system with an angled expression that staggers back and forth as it climbs the building. The angle of the panels change as they move across the elevation with the angled portion having a different colour and finish. This vocabulary is flipped and made narrower every few floors, allowing the building to feel lighter and more reflective as it climbs.

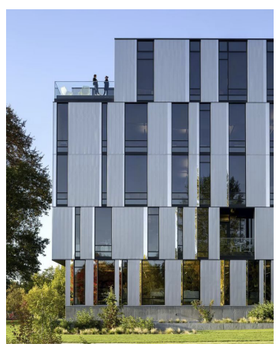
On the south side of the tower we have a completely different experience to the north side. Noise and traffic is replaced with quiet and views over the Glebe and the canal. Architecturally, the angled panel expression is flattened and expressed as a frame, with vertical elements staggering at the same levels as those on the north side of the tower. Also different is the use projecting balconies to offer a more residential feel to the building and to offer residents more opportunity to experience southerly views. On the 17th floor balconies become recessed and are designed as double height spaces with the cladding ‘frames’ projecting from the building face to become columns. These balconies will be grand spaces with commanding views.

Through careful consideration for the site and a deep understanding of its context, this project effectively responds to the challenges and constraints of the site. The design re-considers what are typically seen as hostile pedestrian environments and fosters an engaging public realm. The project makes a gesture towards major infrastructure in a playful way and as a result the building and skyline are made better because of it. This is a sophisticated design that provides a clear expression to a highly complex site.

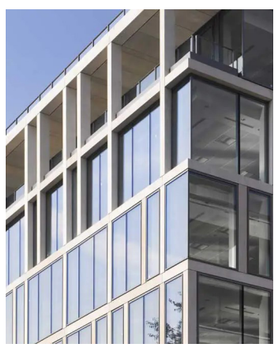
PRECEDENT IMAGES



7-15 Baker Street - Squire & Partners



Turnmill - Piercy & Company



First Tech Federal Credit Union - Hacker

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

SITE STATISTICS

Current Zoning Designation:	GM4[2912] S486
Lot Width:	76.85 m
Total Lot Area:	2,391.05 m²
Average Existing Grade:	68.04 m

Proposed Development - 19 Storey High-Rise Apartment Building

No. of units 229 Units

Zoning Mechanism	Required	Provided
Minimum Lot Width *Table 187(b)*	No Minimum	76.85 m
Minimum Lot Area *Table 187(a)*	No Minimum	2,388.61 m²
Min. Front Yard Setback *Schedule 486*	0.75 m for the first 6 storeys 2.75 m at 7+ storeys	0.75 m for the first 6 storeys 2.75 m at 7+ storeys
Min. Interior Side Yard Setback (East) *Schedule 486*	3 m for the first 6 storeys 11.78 m at 7-9 storeys 18.28 m at 10+ storeys	5.37 m for the first 6 storeys 11.78 m at 7-9 storeys 18.28 m at 10+ storeys
Min. Interior Side Yard Setback (West) *Schedule 486*	3 m for the first 6 storeys 11.82 m at 7+ storeys	3 m for the first 6 storeys 11.82 m at 7+ storeys
Min. Rear Yard Setback *Schedule 486*	7.5 m for the first 6 storeys 9.5 m at 7-17 storeys 11.1 m at 18 storeys 14.3 m at 19 storeys	7.5 m for the first 6 storeys 9.5 m at 7-17 storeys 11.1 m at 18 storeys 14.5 m at 19 storeys
Maximum Building Height *Schedule 486*	60 m or 19 storeys	60 m / 19 storeys
Parking Space Rates (Residents) *101 (Sch. 1A - Area X) | Section 101(3), Section 101(6)*	98 Spaces *0 spaces for the first 12 units* *0.5 spaces / unit for 217 units* *- 10% of required parking spaces*	77 Spaces
Minimum Visitor Parking Rates *101 (Sch. 1A - Area X) | Section 102(2)*	22 Spaces *0 spaces for first 12 units* *0.1 spaces / unit for 217 units*	22 Spaces
Bicycle Parking Rates (Residents) *Table 111A(b)(i) (Sch. 1 - Area X)*	115 Spaces *0.5 spaces / unit for 229 units*	242 Spaces
Total Amenity Area *Table 137(4)(II)*	1,374 m² *6 m² / unit for 229 units*	1,594.3 m²
Communal Amenity Area *Table 137(4)(II)*	687 m² *Min. 50% of Total Amenity Area*	961.5 m²

UNIT COUNT

NAME	L01	L02	L03	L04	L05	L06	L07	L08	L09	L10	L11	L12	L13	L14	L15	L16	L17	L18	TOTAL COUNT	PERCENTAGE
STUDIO	0	8	9	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	44	19%
1-BED	1	2	4	4	4	4	6	6	5	7	7	7	7	7	7	7	0	0	85	37%
1-BED + DEN	0	3	3	3	3	3	2	2	3	0	0	0	0	0	0	0	0	0	22	10%
2-BED	2	2	3	3	3	3	4	4	4	3	3	3	3	3	3	3	3	3	55	24%
3-BED	1	1	2	2	2	2	0	0	0	1	1	1	1	1	1	1	3	3	23	10%
TOTAL	4	16	21	21	21	21	12	12	12	11	11	11	11	11	11	11	6	6	229	100%

VEHICLE PARKING

LEVEL	TYPE	COUNT
ENTRY	SHORT-TERM PARKING	3
LEVEL P1	RESIDENTIAL	29
LEVEL P1	VISITOR	20
LEVEL P2	RESIDENTIAL	48
LEVEL P2	VISITOR	2
TOTAL		102

BICYCLE PARKING

LEVEL	COUNT
LEVEL 01	8
LEVEL P1	234
TOTAL	242

GROSS BUILDING AREA

LEVEL	AREA	AREA (SF)
LEVEL 01	916.0 m²	9,859 SF
LEVEL 02	1,032.4 m²	11,113 SF
LEVEL 03	1,307.2 m²	14,071 SF
LEVEL 04	1,307.2 m²	14,070 SF
LEVEL 05	1,307.2 m²	14,070 SF
LEVEL 06	1,307.2 m²	14,070 SF
LEVEL 07	846.0 m²	9,106 SF
LEVEL 08	846.0 m²	9,106 SF
LEVEL 09	846.0 m²	9,106 SF
LEVEL 10	761.0 m²	8,191 SF
LEVEL 11	761.0 m²	8,191 SF
LEVEL 12	761.0 m²	8,191 SF
LEVEL 13	761.0 m²	8,191 SF
LEVEL 14	761.0 m²	8,191 SF
LEVEL 15	761.0 m²	8,191 SF
LEVEL 16	761.0 m²	8,191 SF
LEVEL 17	724.1 m²	7,794 SF
LEVEL 18	676.9 m²	7,286 SF
LEVEL 19	349.9 m²	3,767 SF
TOTAL	16,793.1 m²	180,760 SF

LEVEL P1	1,978.6 m²	21,297 SF
LEVEL P2	1,939.6 m²	20,878 SF
TOTAL	3,918.2 m²	42,175 SF

TOTAL	**20,711.2 m²**	**222,933 SF**

GFA (CITY OF OTTAWA)

LEVEL	AREA	AREA (SF)
LEVEL 01	293.5 m²	3,159 SF
LEVEL 02	837.8 m²	9,018 SF
LEVEL 03	1,141.3 m²	12,284 SF
LEVEL 04	1,141.3 m²	12,284 SF
LEVEL 05	1,141.3 m²	12,284 SF
LEVEL 06	1,141.3 m²	12,284 SF
LEVEL 07	728.2 m²	7,839 SF
LEVEL 08	728.2 m²	7,839 SF
LEVEL 09	728.2 m²	7,839 SF
LEVEL 10	659.9 m²	7,103 SF
LEVEL 11	659.9 m²	7,103 SF
LEVEL 12	659.9 m²	7,103 SF
LEVEL 13	659.9 m²	7,103 SF
LEVEL 14	659.9 m²	7,103 SF
LEVEL 15	659.9 m²	7,103 SF
LEVEL 16	659.9 m²	7,103 SF
LEVEL 17	622.1 m²	6,696 SF
LEVEL 18	575.7 m²	6,197 SF
TOTAL	13,697.8 m²	147,442 SF

PRIVATE AMENITY

LEVEL	AREA	AREA (SF)
LEVEL 01	77.3 m²	832 SF
LEVEL 07	227.0 m²	2,443 SF
LEVEL 08	24.0 m²	258 SF
LEVEL 09	24.0 m²	258 SF
LEVEL 10	55.1 m²	593 SF
LEVEL 11	24.0 m²	258 SF
LEVEL 12	24.0 m²	258 SF
LEVEL 13	24.0 m²	258 SF
LEVEL 14	24.0 m²	258 SF
LEVEL 15	24.0 m²	258 SF
LEVEL 16	24.0 m²	258 SF
LEVEL 17	31.7 m²	341 SF
LEVEL 18	49.9 m²	537 SF
TOTAL	632.8 m²	6,812 SF

COMMUNAL AMENITY

LEVEL	AREA	AREA (SF)
LEVEL 01	407.0 m²	4,381 SF
LEVEL 19	554.5 m²	5,969 SF
TOTAL	961.5 m²	10,350 SF

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

View from Queensway at Night

URBAN DESIGN REVIEW PANEL

Key Recommendations

The Panel supports the overall direction of the project, noting strong progress in both massing and public realm organization.
Appreciated and noted.

The Panel recognizes the complexity of the site and appreciates the team's effort to prioritize the pedestrian realm and create meaningful buffers along Isabella.
Appreciated and noted.

The Panel expresses ongoing concerns with the detailing of the entrance area, particularly the height of the soffit and the perceived heaviness of the overhang and column expression. The Panel encourages continued refinement to ensure a comfortable and safe public realm at grade.
We are surprised by this comment as we see the east entrance as a focal point of the proposal that elevates the pedestrian experience at grade. This entrance is the main point of entry and exit for both vehicle and pedestrian traffic and while this has presented a challenge, we have responded with the following design elements:

1. This will be a double height space with clear heights in excess of 6m.
2. The space will include architectural features including accent panels, specialty lighting and engaging architectural form.
3. The space will also provide landscape features including extensive planting, raised planting beds, specialty pavers and interlocking stone treatments in addition to integrated furniture elements and benches.

The Panel notes that the architectural expression feels complex given the building's multiple conditions (highway, neighbourhood, gateway) and recommends simplification of the architectural treatment to strengthen the clarity and integrity of the composition and allow the building to read more comprehensively "in the round".
The design of the tower separates the north and south elevations via a continuous spine, as both of these façade expressions incorporate the context towards which they overlook. This recommendation has been considered and the south elevation of the tower has been further developed to better respond to the materiality and expression of the north tower face, heightening the tower's overall cohesion.

There is strong support for the "highway-speed architecture" concept, this could become the primary driver for unifying the expression on both the highway and potentially the facing elevation.
Noted, see above response.

The Panel expresses support for the unit mix including the number of three-bedroom units, the rooftop strategy, and the flexibility of future commercial conversion at grade.
Appreciated and noted.

Site Design & Public Realm

The Panel acknowledges the challenges of the site and appreciates the thoughtful approach taken to address the public realm within this constrained context. The strategy of placing amenity uses along the street edge and introducing landscape where possible is seen as appropriate and effective response.
Noted.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

The Panel emphasizes the importance of planters in establishing necessary buffers from the expressway, supporting pedestrian comfort, and improving the experience for potential ground-floor uses.
This is noted and the design team is commited to ensuring that this buffer is maintained. Improving the pedestrian realm is a critical component of the project.

The Panel recommends addressing the impacts of winter salt, splash, and vehicle speed when selecting species and establishing soil volumes to ensure long-term plant material resilience.
Noted and we are working with our landscape consultant on this.

The Panel notes that existing trees play a key role in the transition to the neighbourhood to the south and encourages maximizing their retention where feasible.
Transition measures are an important aspect of the project, and this applies to the ground plane as well as the tower massing. This being the case, the landscaping treatment has been carefully considered to ensure the private and welcoming spaces are maintained on both sides of the property line.

The Panel also highlights the need to carefully integrate utilities such as hydro vaults, meters, and service infrastructure, given the limited space and the importance of maintaining a cohesive public realm.
Noted. The coordination of utilities will be resolved through detailed design and maintaining an engaging pedestrian realm will be front of mind as we work through this.

The Panel encourages reconsideration of the bike path and pedestrian routing at the driveway exit to ensure safe sightlines, particularly given the column near the entrance.
The pathways crossing the private approach have gone through a rigorous series of revisions, redesigns, and provides a safe cycling environment.

The Panel recommends exploring stronger cues, such as paving definition, bollards, and winter-appropriate lighting to help guide drivers and support pedestrian safety in the plaza.
The updated project incorporates paver delineation between pedestrian and vehicular traffic (while also directing the flow of traffic), but must remain level to allow for moving and garbage truck turning radii. The 'plaza' will also include signage and is quite a small area, forcing vehicular traffic to keep speed reduced to a crawl. All of these elements will aid in the safety of pedestrians.

The Panel recommends careful detailing at grade to ensure the entrance area feels open and welcoming.
Noted, also note that the project's entrance has been meticulously designed to be open and welcoming.

The Panel supports the overall direction of the ground floor but stresses the value of softening the edges wherever possible. Opportunities for climbing vines, additional greenery, and improved screening will enhance both the microclimate and the privacy effect for adjacent units and outdoor areas.
The landscaping and greenery has increased and intensified throughout the site in this iteration of the project. Additionally, we have incorporated a feature wall that will include vines between the rear of the site and the residential properties to the south. Please refer to the rendered landscape plan included within this brief, as well as their updated landscape plans.

Sustainability

The Panel recommends strengthening planting performance with salt-tolerant species, deeper soils, irrigation, and appropriate drainage.
Noted.

The Panel encourages expanding rooftop greening with planters that will [house] shrubs, and grasses to reduce heat gain and visually soften the terraces.
Noted. Solar heat gain will also be addressed in our selection of paving materials for the roof terrace.

The Panel advises integrating hydro vaults, meters, and mechanical equipment seamlessly so they do not compromise the public realm or landscape.
Noted. The coordination of utilities will be resolved through detailed design and maintaining an engaging pedetrian realm will be front of mind as we work through this.

The Panel supports the sustainability intentions and encourages a continued focus on approaches that address microclimate, planting resilience, and long-term durability.
Noted.

Built Form & Architecture

The Panel appreciates the overall massing strategy and the project's sensitivity to its multiple conditions, its visibility at highway speeds, its frontage onto Isabella, and its relationship to the residential neighbourhood.
Appreciated and noted.

The Panel expresses strong concerns about the number of architectural expressions currently present and encourages simplification.

- *The building would benefit from a unified expression that strengthens its reading as a cohesive whole.*
- *The Panel recommends choosing one primary expression and applying it consistently across both the north and south elevations.*

This has been taken into consideration and several design changes have resulted in the north and south façade expressions aligning more while maintaining the response to the contextual dichotomy north and south of the site.

The Panel advises that the vertical articulation, which is successful in the tower, should be carried downward into the podium (maintain the material and colour change) to reinforce the base-middle-top composition.
Noted, however we see this differently. The podium is designed as a representation of the material and articulation that references back to the low-rise masonry structures and are historical elements throughout the Glebe. The tower breaks from this design language, introducing a separate contemporary design language meant to connect past and future, old and new.

The Panel provides precedent examples of buildings that acheive richness through simple vertical articulation, such as the Aga Khan Generations building in Toronto, SickKids Patient Support Building in Toronto, and the NBC Tower in Chicago.

- *The precedents demonstrate how verticals that narrow toward the top and subtle colour changes can create a coherent and elegant expression.*
- *The Panel encourages carrying the tower's vertical treatment down into the podium to strengthen the base-middle-top composition and unify the building's overall expression.*

Noted.

The Panel notes that the two-part expression created by the black spine is visually dividing the building. Having some horizontals connecting the north and south elevations should be explored. Extending the tower's treatment around the building would help support a uniform reading.
Noted. The vertical spine separating the north and south façades is an intentional feature, emphasizing the polarizing contexts the project is mediating.

The Panel expresses concern that the podium appears heavy on the neighbourhood side. A step-down or reduction in scale would help create a more comfortable transition, provided it does not undermine the clarity of the building's geometry.
Noted, however we do not share this concern.

The Panel also notes that the white framing elements feel busy and suggests that simplification such as removing horizontal brick bands may help the podium and tower work more cohesively together.
We agreed with elements of this comment and have refined the tower's south elevation, bringing greater overall cohesion to the project.

The Panel raises concerns about the compressed feel of the soffit and the heaviness of the column and canopy treatment.
The two story columns at the project's entrance are meant to feel heavy as they are supporting several stories of residential units. The canopy has been designed with linear lighting and high-quality materials that serve to make the entry experience engaging and inviting at the pedestrian level.

The Panel recommends increasing the soffit height, reducing canopy projection, and exploring ways to narrow the columns potentially through the use of architectural concrete instead of metal cladding to create a lighter and more welcoming public realm.
The canopy is intentionally located 2 storeys above the entry level, providing a 6.3 m clear height that creates a generous sense of openness at grade. The size of the columns has been coordinated with a structural engineer to be as narrow as possible utilizing a concrete core. A polished, reflective metal cladding has been selected to reduce the perceived visual mass of the columns, as this approach typically appears lighter than an exposed concrete finish.

The Panel appreciates the thoughtful unit layouts, including the wider, shallow plans and generous three-bedroom mix, and supports dedicating the uppermost level to shared amenity space.
Noted.

View from Queensway at Night

SUSTAINABILITY STATEMENT

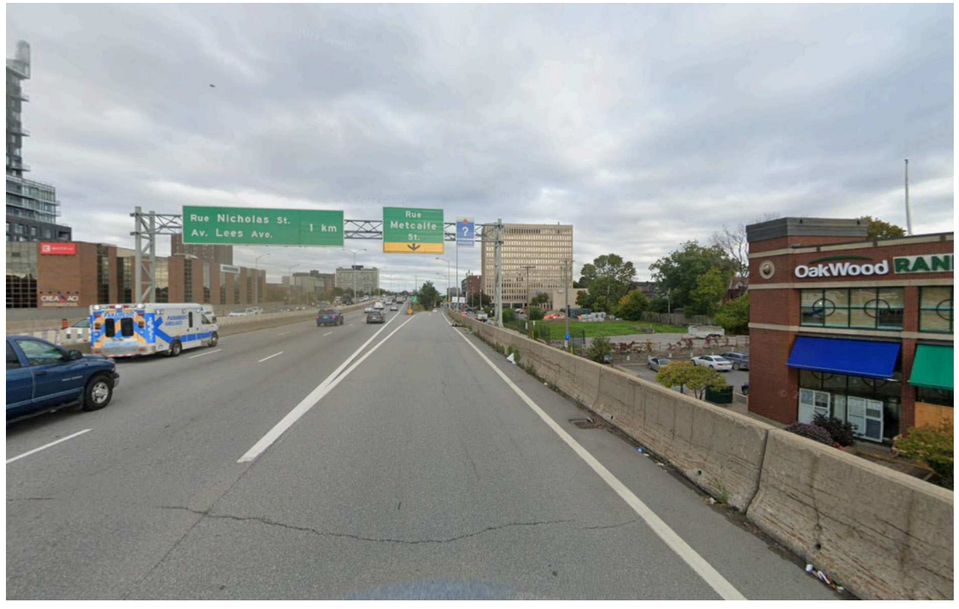
Minto is committed to reducing the environmental impact of our buildings and operations. Our long-standing commitment to collaboratively pursue green initiatives has delivered measurable, meaningful results for over a decade. To guide our efforts, Minto maintains an Environmental Policy which describes our intention, direction, and key commitments related to our environmental impacts and performance. To support the Environmental Policy, Minto sets measurable environmental targets to drive improvement of our environmental performance. Progress toward those targets is tracked and reported annually.

Specific to this project, Minto is pursuing certification under the Canada Green Building Council's Leadership in Energy and Environmental Design (LEED)v4.1 Building Design and Construction (BD+C) rating system. As such, the design and long-term operation of this building will consider not just overall energy performance, but explicitly the addition of carbon pollution to the atmosphere. Additional design considerations more typically incorporated include: construction and demolition waste management, indoor air quality, cooling tower water use, and urban heat island reduction. Finally, this project will be designed, constructed, and operated under Minto's new Environmental, Social, and Governance (ESG) Strategy.

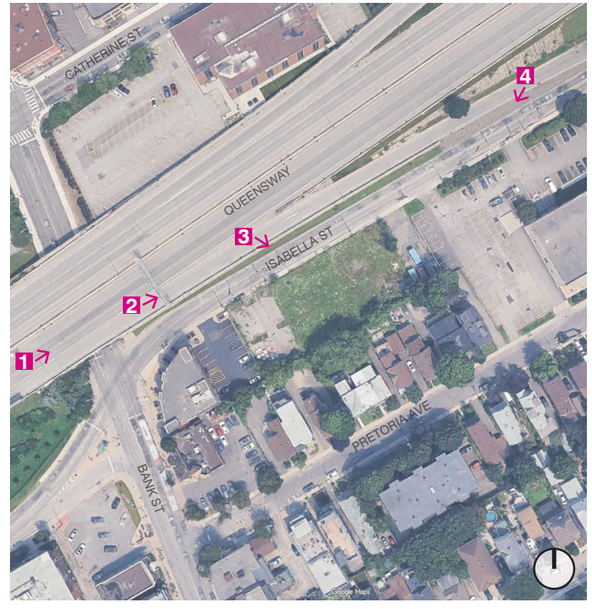
In alignment with these objectives, the project integrates a range of strategies that support improved environmental performance and long-term resilience. These include the use of native and climate-appropriate plant species, a geothermal heating and cooling system, on-site stormwater retention measures, and the selection of locally sourced materials where feasible. Interior water efficiency will be enhanced through low-flow fixtures, while in-suite heat recovery systems will contribute to reduced energy demand. The project also incorporates ample bicycle parking, comprehensive construction waste diversion, high-efficiency LED lighting in corridors and amenity spaces, and exterior lighting designed to minimize light pollution.

The building envelope will surpass applicable code requirements for both thermal insulation and glazing performance, supporting reduced heating and cooling loads. A high-reflectance roofing membrane will further mitigate urban heat island effects by improving solar reflectivity.

1. Looking East along Queensway



2. Looking East along Queensway



Key Plan

3. Looking Southeast along Queensway

4. Looking Southwest from Exit 119

200 ISABELLA STREET SITE PHOTOGRAPHS

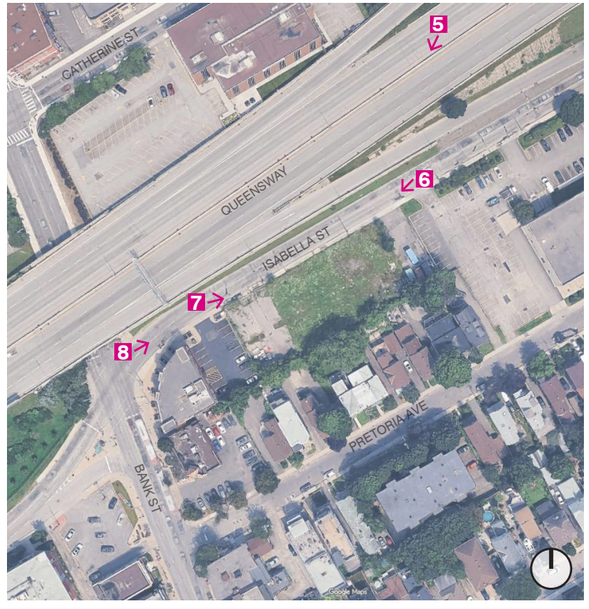
| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

5. Looking Southwest along Queensway

6. Looking West along Isabella Street



Key Plan

7. Looking East along Isabella Street

8. Looking East from Isabella / Bank Street Intersection

View Looking East

CHARACTERISTICS OF THE ADJACENT STREETS AND PUBLIC REALM

The project is located on the northern edge of the historic Glebe neighbourhood, occupying a highly visible site along Isabella Street just east of Bank Street. This area forms a distinct transitional zone between the pedestrian-oriented character of Bank Street and the transportation-dominated corridor shaped by the Queensway (ON-417) immediately to the north. Bank Street is a designated Traditional Mainstreet, defined by its continuous streetwall of low to mid-rise mixed-use buildings, active frontages, and strong pedestrian orientation. This established mainstreet condition provides a vibrant urban backdrop for the development and frames a key gateway into the Glebe.

To the north, Isabella Street serves as an important east-west connector linking Bank Street to the Queensway ramps, carrying higher traffic volumes and functioning in part as a frontage road along the highway corridor. The public realm here is more auto-oriented, with wider curb radii, intermittent tree planting, and limited active uses. Nonetheless, recent planning work for Bank Street identifies this stretch of Isabella as an area poised for renewal, where new development can help elevate the pedestrian environment through improved sidewalks, enhanced planting, and more engaging ground-floor uses. The proposed 19-storey building is positioned to contribute meaningfully to this evolution by reinforcing the street edge, activating the ground plane, and establishing a stronger urban presence along Isabella Street.

To the south, the site transitions into the established residential fabric of the Glebe, characterized by early to mid-20th century detached and semi-detached homes on tree-lined streets. At a broader scale, the public realm network benefits from proximate access to the Rideau Canal corridor and its multi-use pathways, which provide high-quality recreational and active-transportation connections within a short walking distance. Positioned at the intersection of a historic mainstreet, a major transportation corridor, and a well-established residential neighbourhood, the project has the opportunity to establish a strong urban anchor while contributing to the ongoing revitalization of this important gateway into the Glebe.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

View Looking South

RESPONSE TO THE ABUTTING PUBLIC REALM CONDITIONS BEYOND THE SITE

The proposed development responds directly to its location along the Queensway (ON-417) through a tower expression designed to be experienced in motion. The facade incorporates a series of angled vertical panels, matte white on one face and metallic bronze on the other, which alternate in orientation as they rise up the building. This creates a dynamic shifting appearance that causes the tower to read differently depending on the viewer's position and speed, offering a distinct visual identity for motorists traveling along the highway corridor.

Along Isabella Street, where pedestrian activity is concentrated, the ground floor has been set back to widen the public edge and improve comfort and visibility at grade. This setback allows for new street tree planting, low planting beds, and a softened transition between the building and the sidewalk. Together, these interventions help counterbalance the auto-oriented nature of Isabella Street to enhance walkability, and create a more welcoming pedestrian environment.

Landscaping plays a key role in addressing public realm conditions beyond the north frontage. Significant planting and green buffers are incorporated along the rear and side property lines to provide additional screening from adjacent properties.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

View Looking West

MICROCLIMATE CONDITIONS OF THE SITE

The microclimate conditions of the site have been carefully analyzed to ensure the proposed development harmonizes with the local environment, supports pedestrian comfort at grade, and provides a high standard of livability for future residents.

Wind Patterns
Given the site's proximity to Highway 417, where stronger, more channelized winds and prevailing west–northwest exposure affect the north side of the building, balconies are focused on the south façade. In addition, 1.8 m wind screens will be installed at the penthouse amenity terraces to maintain comfortable outdoor conditions.

Solar Exposure and Temperature Regulation
South-facing façade balances views and thermal performance through partially recessed balconies, light-coloured panels, and high-performance glazing. Precast concrete panels add thermal mass for temperature stability, supported by efficient HVAC systems and a well-insulated envelope for year-round comfort.

Precipitation and Drainage
Sustainable stormwater management includes permeable paving where practical and a stormwater cistern, reducing runoff and preventing flooding.

Vegetation and Landscaping
Native, drought-tolerant planting is used for resilience and low maintenance, while landscaping at grade and on terraces provides shade, improves comfort, and enhances the streetscape.

Noise Levels
Noise studies will be conducted to ensure occupant comfort in units and amenity areas, with mitigation measures implemented as needed.

Air Quality
Considering the highway to the north, good indoor air quality will be supported through low-emission building materials and a ventilation system that provides fresh air to all units, ensuring a healthy living environment.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

View Looking North

200 ISABELLA STREET PROJECT MASSING IN EXISTING CONTEXT

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

View looking West

View looking East

200 ISABELLA STREET VIEWS FROM THE QUEENSWAY

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

View from sidewalk

View looking South

200 ISABELLA STREET VIEWS OF FRONT FACADE

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

View looking West

View looking East

200 ISABELLA STREET VIEWS FROM ISABELLA STREET

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

View looking North

View looking West

200 ISABELLA STREET VIEWS OF REAR FACADE

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

200 ISABELLA STREET VIEW OF WEST ENTRANCE FROM SIDEWALK

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

200 ISABELLA STREET VIEW OF EAST ENTRANCE FROM SIDEWALK

| 2516 | SCALE: N.T.S.

200 ISABELLA STREET VIEW OF EAST ENTRANCE AT NIGHT

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

DESIGN EVOLUTION

This proposal has undergone several iterations to strengthen the pedestrian experience, improve resident access, and optimize vehicular circulation. In the early design, the primary entrance was located mid-block along Isabella, toward the northeast corner, with a secondary entrance carved into the southeast corner of the podium intended for residents arriving by vehicle. Although the ground floor has a generous floor-to-floor height of 4.5m, concerns were raised that this area would not provide the level of visibility, daylight, and welcoming presence desired.

As the design progressed, the primary entry sequence became a key focus. The main entrance has now been relocated to the northeast corner, closer to and more visible from Isabella Street, and expressed as a double-height space framed by prominent architectural columns supporting the podium above. This enhances presence along Isabella and strengthens the identity of the building at street level. The pedestrian entrance along Isabella has also shifted further west, closer to Bank Street, reducing the pedestrian travel distance for those approaching from the west.

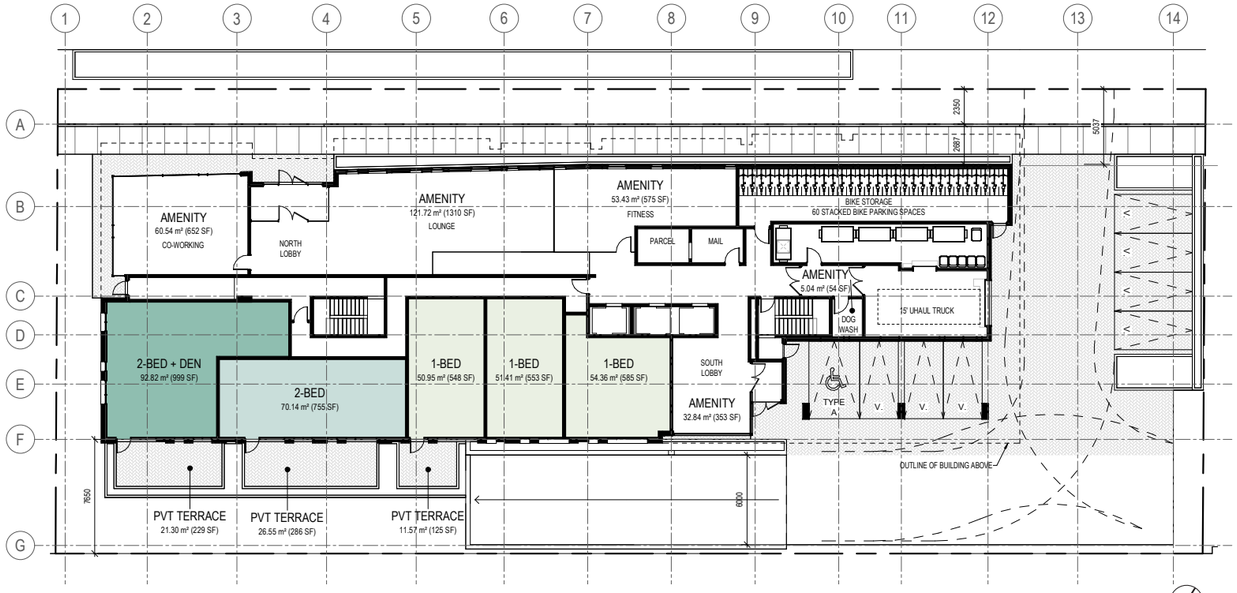
The vehicular access strategy has also evolved. The initial configuration consisted of a single 6.0m wide shared access point, which would have required service and drop-off vehicles to perform multi-point turns due to the limited depth of the site. The revised design introduces a dedicated pick-up drop-off loop configuration, consisting of two separate 4.5m access points—one for entry and one for exit. This allows vehicles to circulate around a central feature planter, improving manoeuvrability, reducing on-site congestion, and minimizing potential conflicts at the curb.

While shifting the primary entry to the northeast and enhancing the ground floor resulted in a reduction of interior floor area in earlier studies, this was compensated for through strategic extension of the podium and lower tower levels. This refinement not only retained lost units but achieved an increase in overall residential yield relative to previous iterations.

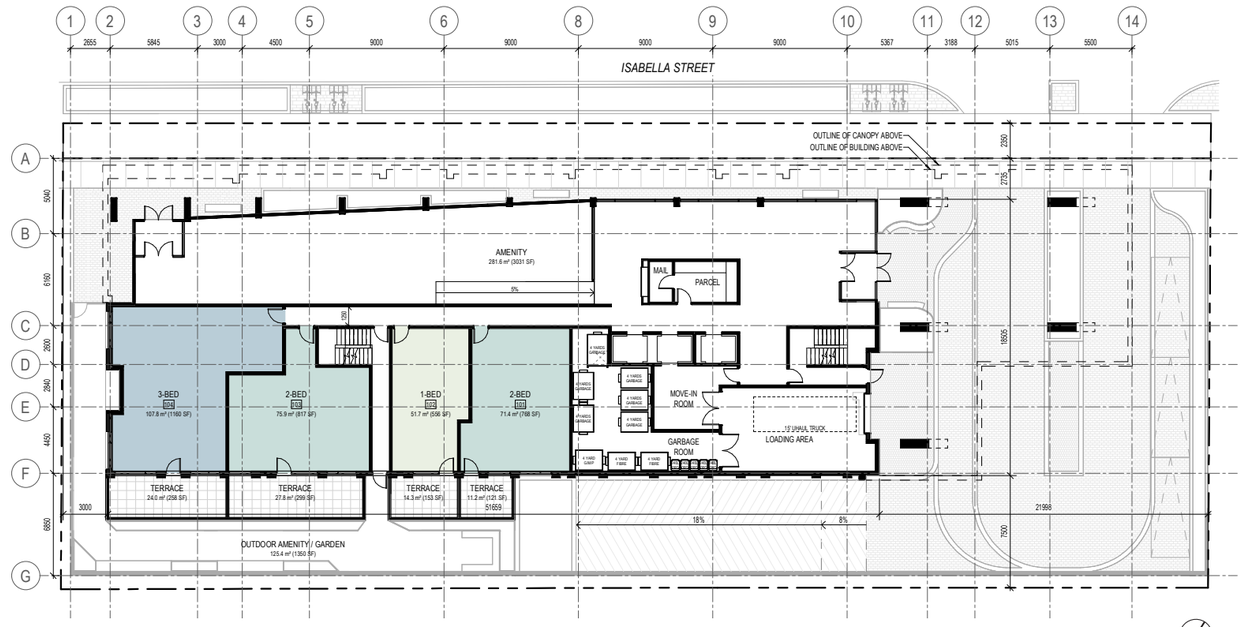
Through this iterative process, the current design significantly improves vehicular efficiency, relocates key residential entry points to the ends of the site where they are most advantageous, and meaningfully enhances the pedestrian experience along Isabella Street and Bank Street.

Previous Design

Current Design



Previous Site Plan

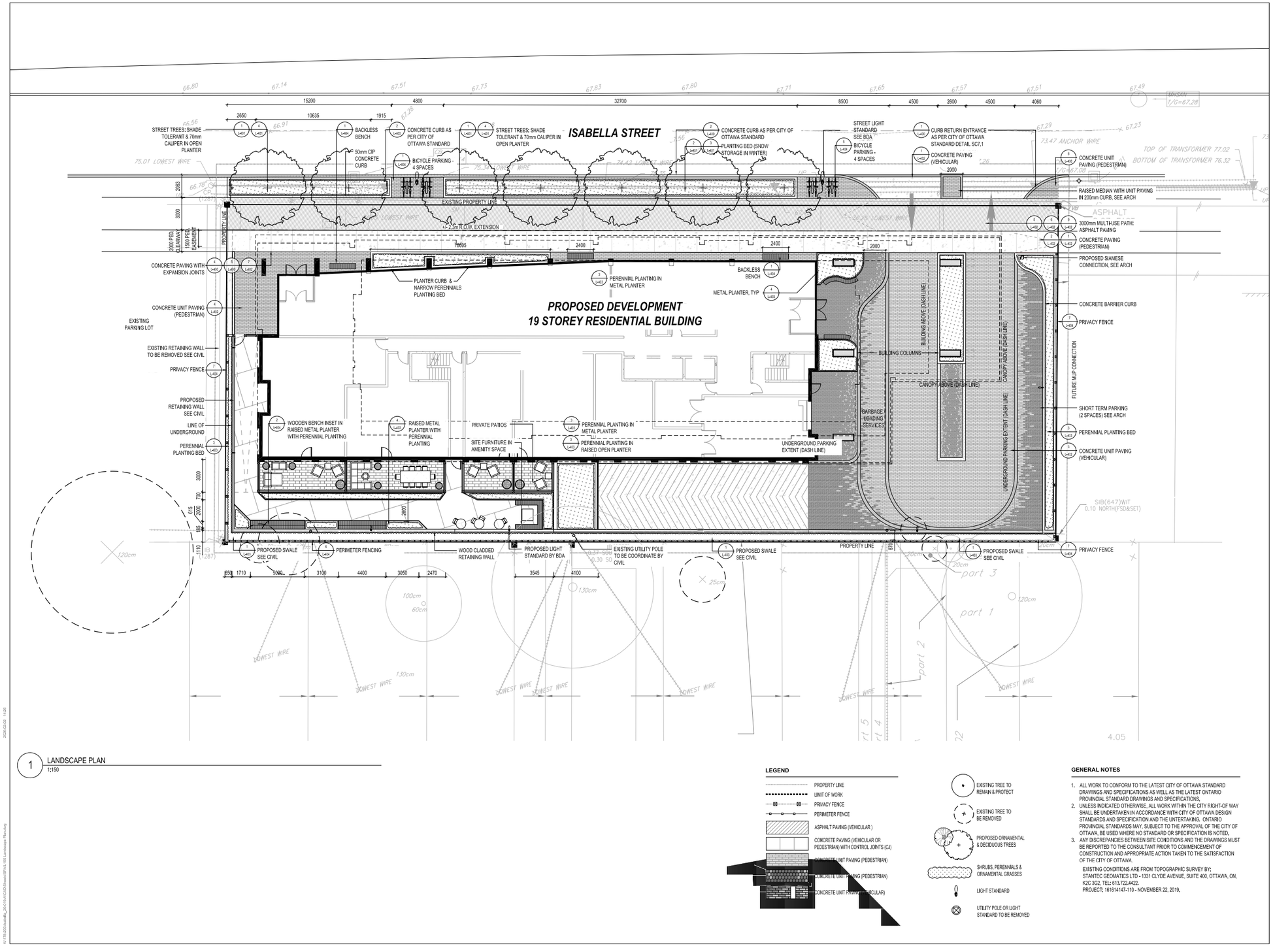


Current Site Plan

200 ISABELLA STREET DESIGN EVOLUTION

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca



1 LANDSCAPE PLAN
1:150

LEGEND

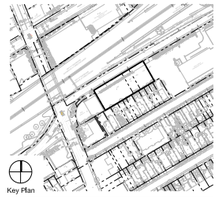
- PROPERTY LINE
- LIMIT OF WORK
- PRIVACY FENCE
- PERIMETER FENCE
- ASPHALT PAVING (VEHICULAR)
- CONCRETE PAVING (VEHICULAR OR PEDESTRIAN) WITH CONTROL JOINTS (CJ)
- CONCRETE UNIT PAVING (PEDESTRIAN)
- CONCRETE UNIT PAVING (PEDESTRIAN)
- CONCRETE UNIT PAVING (VEHICULAR)

- EXISTING TREE TO REMAIN & PROTECT
- EXISTING TREE TO BE REMOVED
- PROPOSED ORNAMENTAL & DECIDUOUS TREES
- SHRUBS, PERENNIALS & ORNAMENTAL GRASSES
- LIGHT STANDARD
- UTILITY POLE OR LIGHT STANDARD TO BE REMOVED

GENERAL NOTES

1. ALL WORK TO CONFORM TO THE LATEST CITY OF OTTAWA STANDARD DRAWINGS AND SPECIFICATIONS AS WELL AS THE LATEST ONTARIO PROVINCIAL STANDARD DRAWINGS AND SPECIFICATIONS.
2. UNLESS INDICATED OTHERWISE, ALL WORK WITHIN THE CITY RIGHT-OF WAY SHALL BE UNDERTAKEN IN ACCORDANCE WITH CITY OF OTTAWA DESIGN STANDARDS AND SPECIFICATION AND THE UNTERTAKING. ONTARIO PROVINCIAL STANDARDS MAY, SUBJECT TO THE APPROVAL OF THE CITY OF OTTAWA, BE USED WHERE NO STANDARD OR SPECIFICATION IS NOTED.
3. ANY DISCREPANCIES BETWEEN SITE CONDITIONS AND THE DRAWINGS MUST BE REPORTED TO THE CONSULTANT PRIOR TO COMMENCEMENT OF CONSTRUCTION AND APPROPRIATE ACTION TAKEN TO THE SATISFACTION OF THE CITY OF OTTAWA.

EXISTING CONDITIONS ARE FROM TOPOGRAPHIC SURVEY BY; STANTEC GEOMATICS LTD - 1331 CLYDE AVENUE, SUITE 400, OTTAWA, ON, K2C 3G2, TEL: 613.722.4422, PROJECT; 161614147-110 - NOVEMBER 22, 2019.



NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
03	2026-02-02	ISSUED FOR SPA
02	2025-11-25	ISSUED FOR URBAN DESIGN PANEL REVIEW
01	2023-09-28	REZONING #4

ISSUE RECORD

dtah

425 Adelaide St. W
Suite 600
Toronto, Ontario
M5V 3C1

T 416 968 7908
www.dtah.com

178-200 ISABELLA STREET

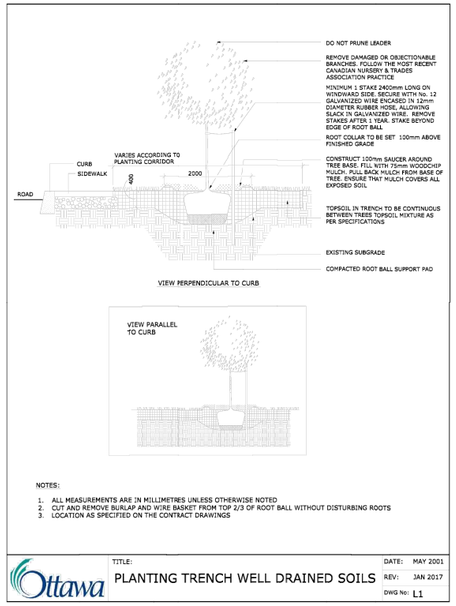
OTTAWA, ONTARIO

DRAWING TITLE:

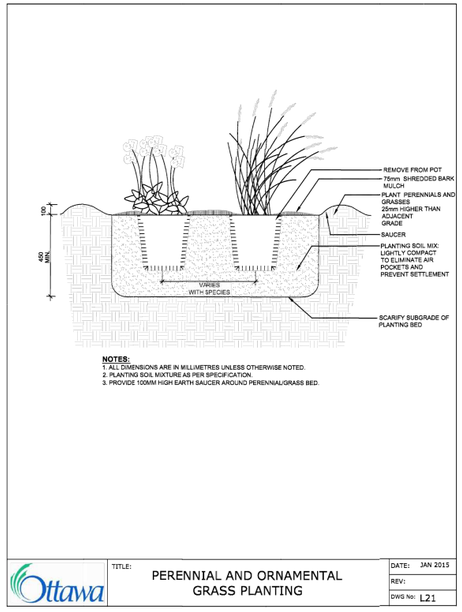
Landscape Plan

PRINT DATE: 2026-01-30
SCALE: AS SHOWN
PROJECT NO. 20-019
DRAWN BY: ND
CHECKED BY: LM/JR

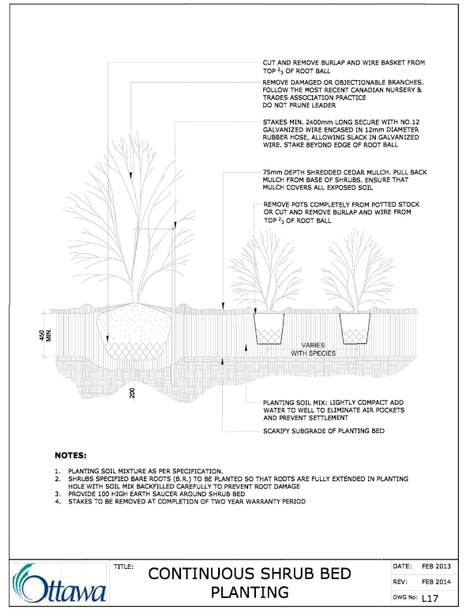
L-100



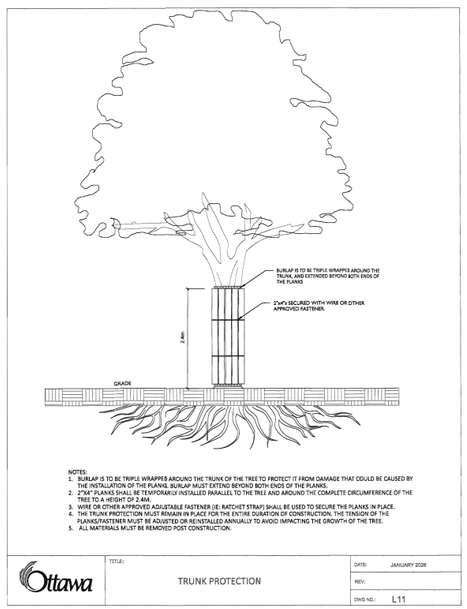
1 C of O PLANTING TRENCH
NTS



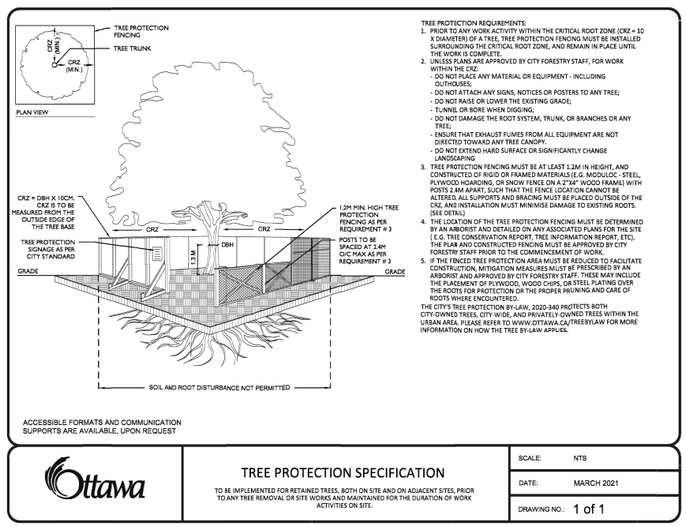
2 C of O PERENNIAL AND ORNAMENTAL GRASS
NTS



3 C of O SHRUB PLANTING
NTS



4 C of O TRUNK PROTECTION
NTS



5 TREE PROTECTION SPECIFICATION
NTS

NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
03	2026-02-02	ISSUED FOR SPA
02	2025-11-25	ISSUED FOR URBAN DESIGN PANEL REVIEW
01	2023-09-28	REZONING #4

ISSUE RECORD

dtah
425 Adelaide St. W
Suite 600
Toronto, Ontario
M5V 3C1
T 416 968 7908
www.dtah.com

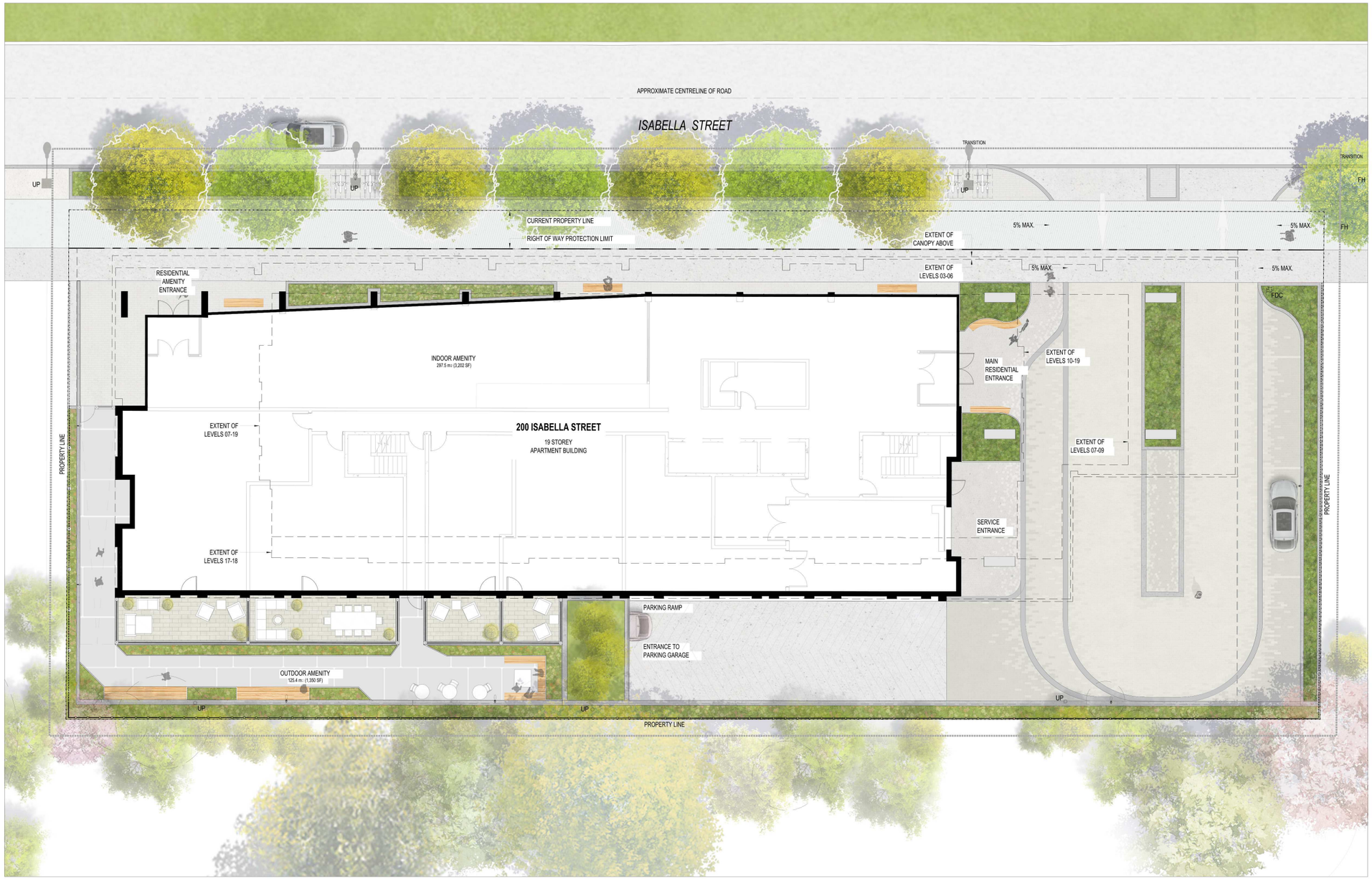
178-200 ISABELLA STREET

OTTAWA, ONTARIO

DRAWING TITLE:
City of Ottawa Standard Landscape Details

PRINT DATE: 2026-01-30
SCALE:
PROJECT NO. 20-019
DRAWN BY: ND
CHECKED BY: LM/JR

L-401



200 ISABELLA STREET RENDERED LANDSCAPE PLAN

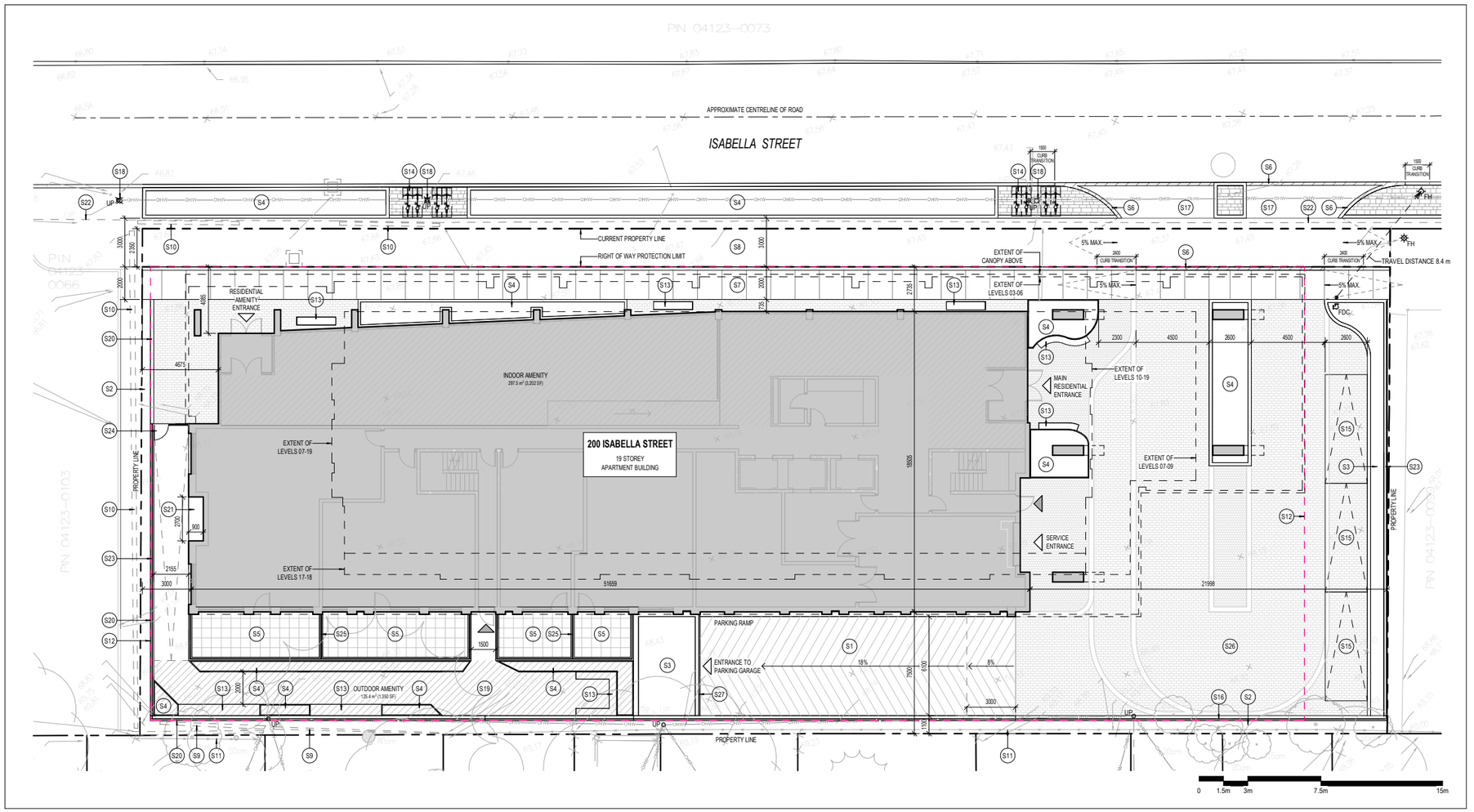
| 2516 | SCALE: N.T.S.

SITE PLAN SYMBOLS LEGEND

- BUILDING ENTRANCE
- BUILDING EXIT
- INTERLOCKING STONE PAVERS
- FDC — FIRE DEPARTMENT CONNECTION
- BICYCLE PARKING
- NEW LIGHT STANDARD
- PROPERTY LINE
- UP — EXISTING UTILITY POLE TO REMAIN
- UP — UTILITY POLE TO BE REMOVED/RELOCATED
- FH — NEW FIRE HYDRANT LOCATION
- FH — FIRE HYDRANT TO BE REMOVED/RELOCATED
- SETBACK LINE
- OHW — OVERHEAD WIRES

SITE PLAN NOTES

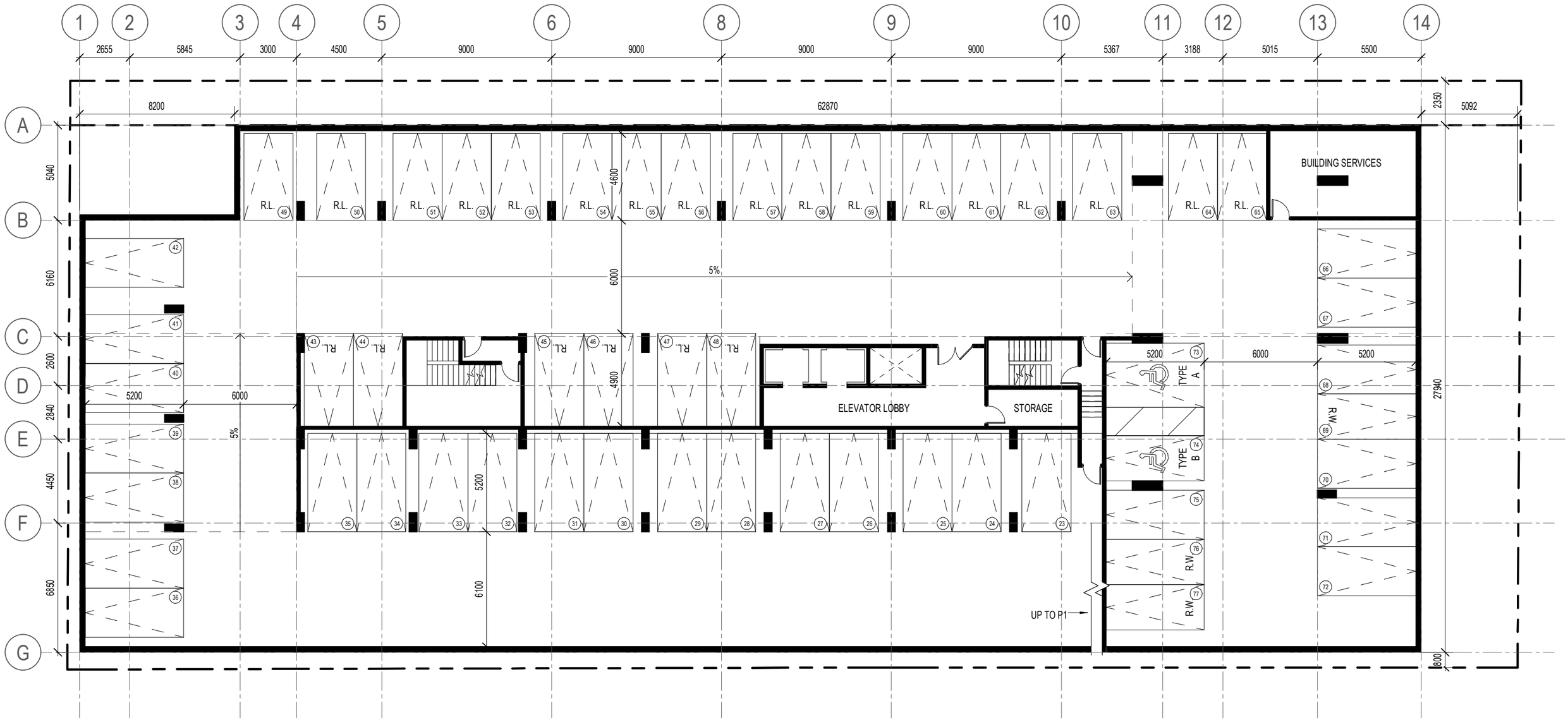
S1 CONCRETE SURFACE c/w HERRINGBONE SURFACE & INTEGRATED SNOWMELT
S2 SOFT LANDSCAPING, REFER TO LANDSCAPE
S3 RAISED PLANTER, REFER TO LANDSCAPE
S4 PLANTING BED, REFER TO LANDSCAPE
S5 PATIO c/w CONCRETE UNIT PAVING, REFER TO LANDSCAPE
S6 DEPRESSED CURB, REFER TO CIVIL
S7 PROPOSED SIDEWALK, REFER TO CIVIL
S8 PROPOSED MULTI-USE PATHWAY, REFER TO CIVIL
S9 EXISTING RETAINING WALL TO BE DEMOLISHED, REFER TO CIVIL
S10 EXISTING STONE RETAINING WALL w/ STEEL FENCE TO BE DEMOLISHED, REFER TO CIVIL
S11 EXISTING BOARD FENCE TO BE DEMOLISHED
S12 LINE DENOTES EXTENT OF PARKING LEVEL BELOW
S13 BENCH, REFER TO LANDSCAPE
S14 BICYCLE PARKING
S15 SHORT-TERM PARKING
S16 CAST-IN-PLACE CONCRETE RETAINING WALL, REFER TO CIVIL
S17 VEHICULAR CONCRETE PAVING, REFER TO CIVIL
S18 NEW LIGHT STANDARD AS PER CITY OF OTTAWA STANDARDS, REFER TO ELECTRICAL & CIVIL
S19 CONCRETE WALKWAY, REFER TO LANDSCAPE
S20 CONCRETE UPSTAND
S21 GAS PAD, REFER TO MECHANICAL
S22 EXISTING CONCRETE SIDEWALK TO BE REMOVED
S23 PRIVACY FEATURE SCREEN, REFER TO LANDSCAPE
S24 GATE, REFER TO LANDSCAPE
S25 PRIVACY SCREEN, REFER TO LANDSCAPE
S26 CONCRETE UNIT PAVING, REFER TO LANDSCAPE
S27 PAINTED STEEL GUARD



200 ISABELLA STREET SITE PLAN
| 2516 | SCALE: 1 : 300

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

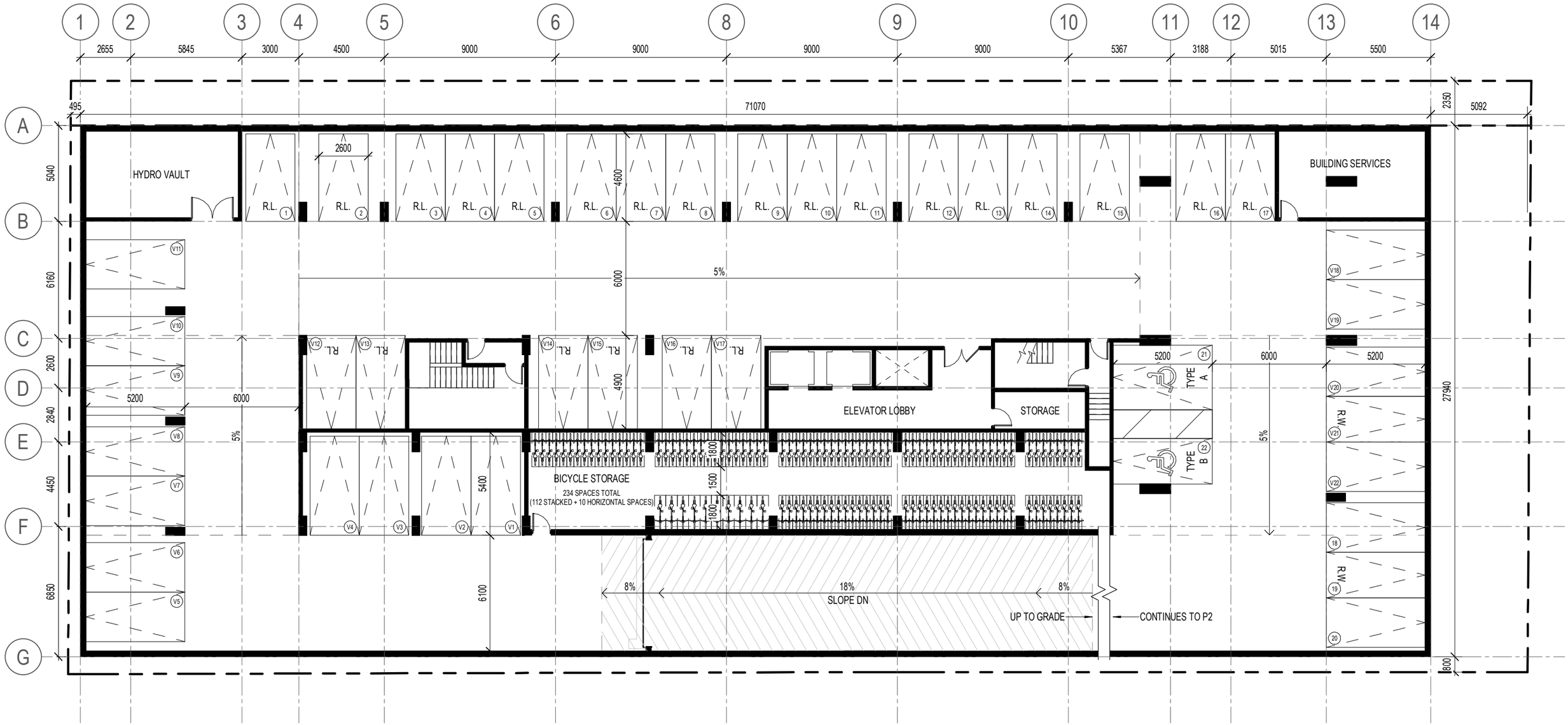
project1 studio



200 ISABELLA STREET FLOOR PLAN - PARKING LEVEL P2

| 2516 | SCALE: 1 : 200

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

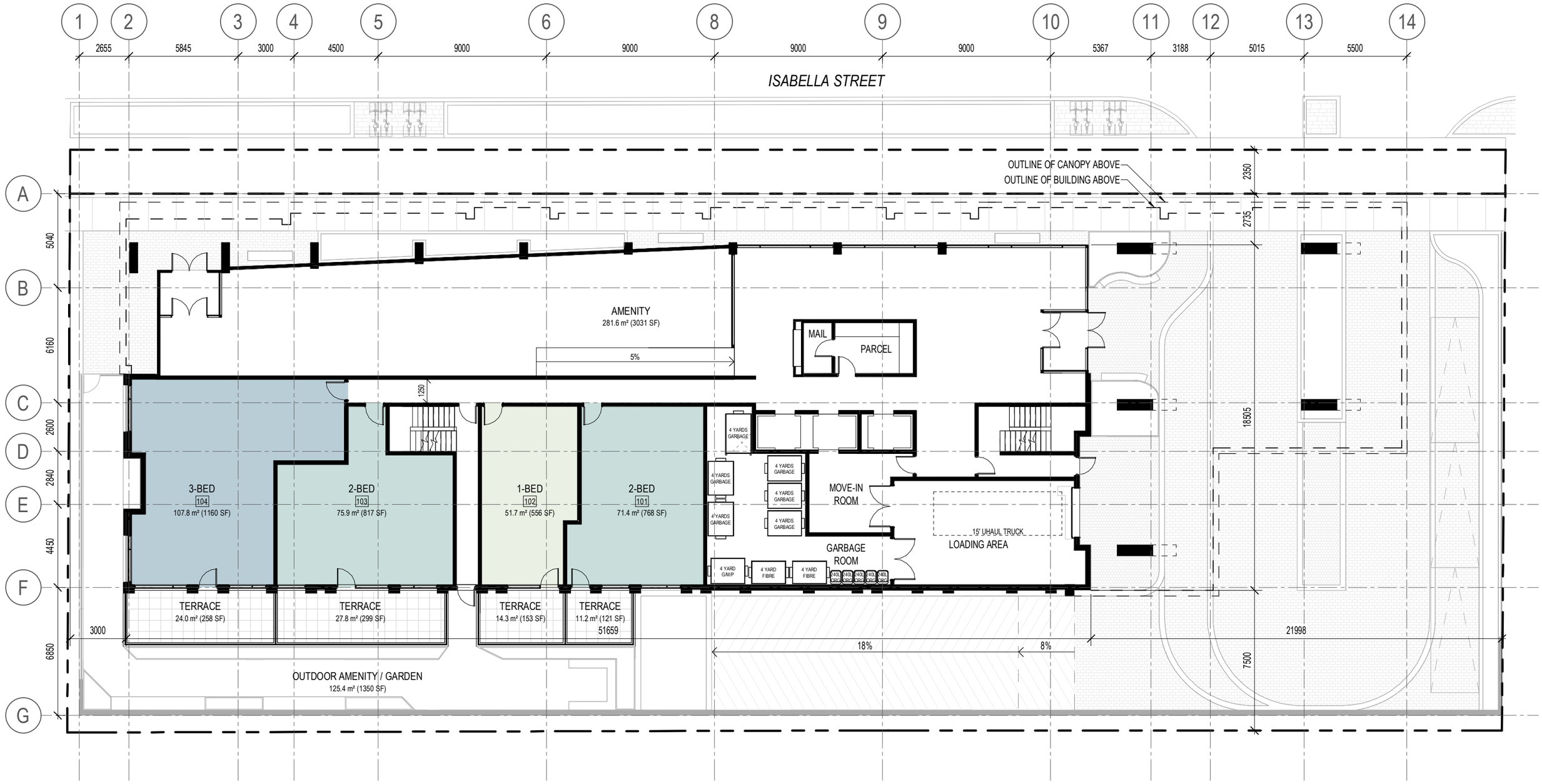


200 ISABELLA STREET FLOOR PLAN - PARKING LEVEL P1

| 2516 | SCALE: 1 : 200

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio



200 ISABELLA STREET FLOOR PLAN - GROUND FLOOR

| 2516 | SCALE: 1 : 200

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

200 ISABELLA STREET FLOOR PLAN - LEVEL 2

| 2516 | SCALE: 1 : 200

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

200 ISABELLA STREET FLOOR PLAN - LEVEL 3-6

| 2516 | SCALE: 1 : 200

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

200 ISABELLA STREET FLOOR PLAN - LEVEL 7

| 2516 | SCALE: 1 : 200

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

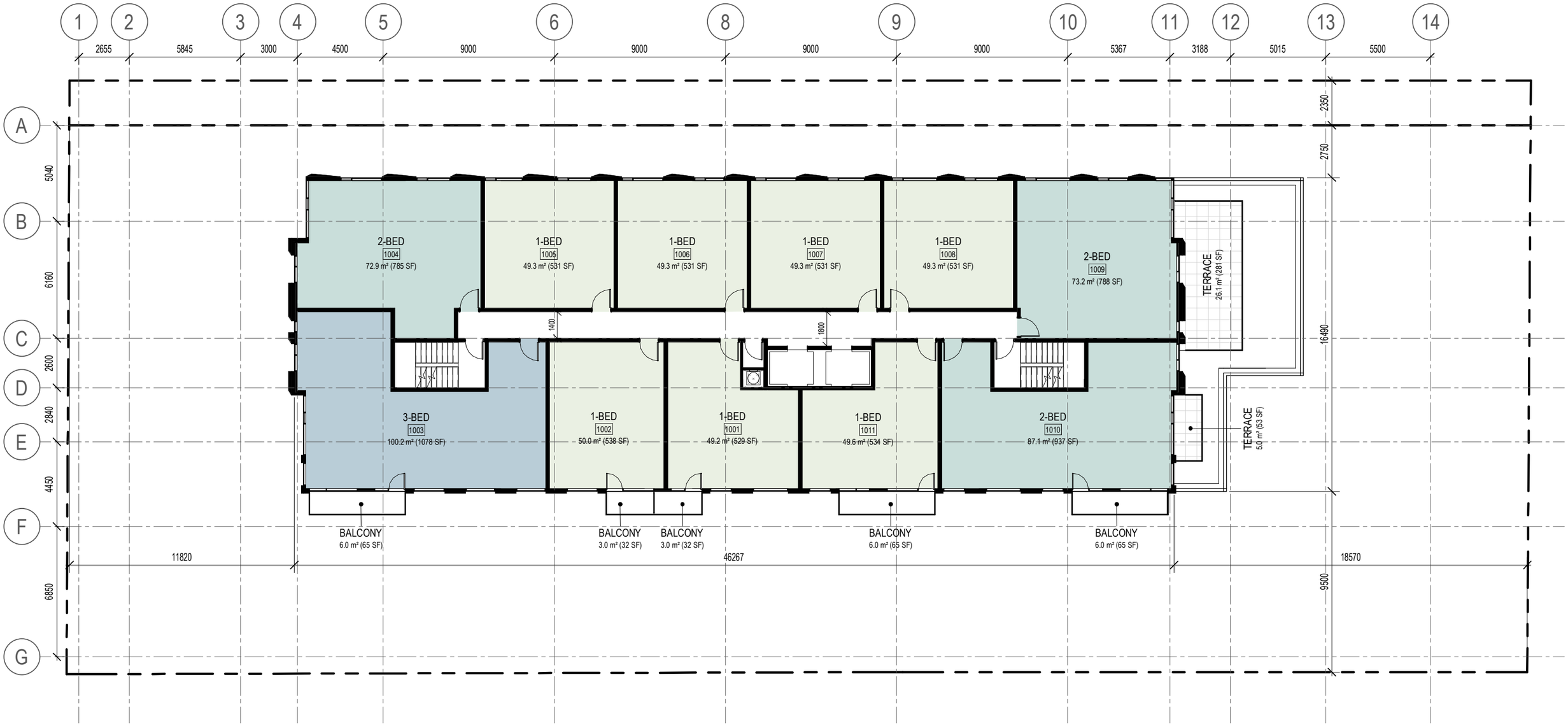
200 ISABELLA STREET FLOOR PLAN - LEVEL 8

| 2516 | SCALE: 1 : 200

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

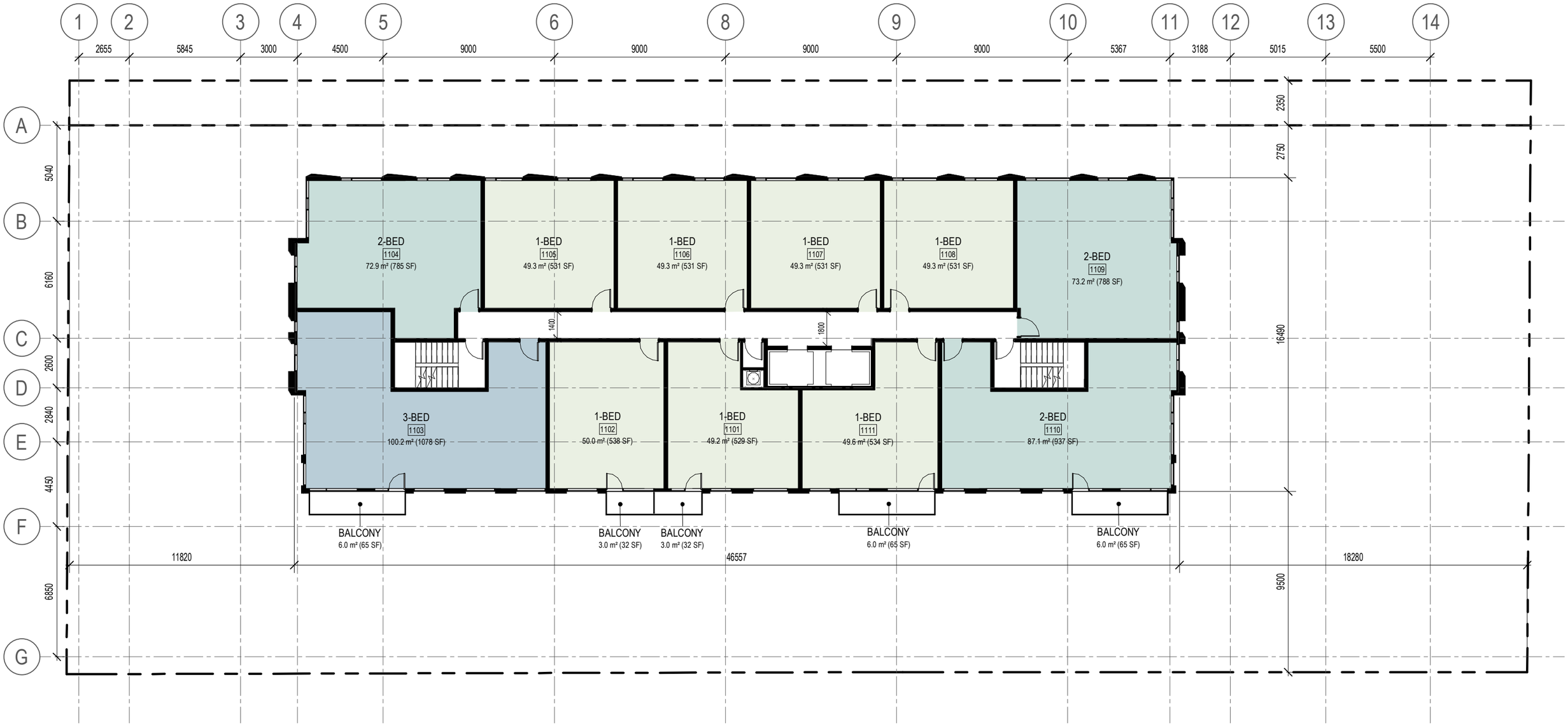
200 ISABELLA STREET FLOOR PLAN - LEVEL 9

| 2516 | SCALE: 1 : 200



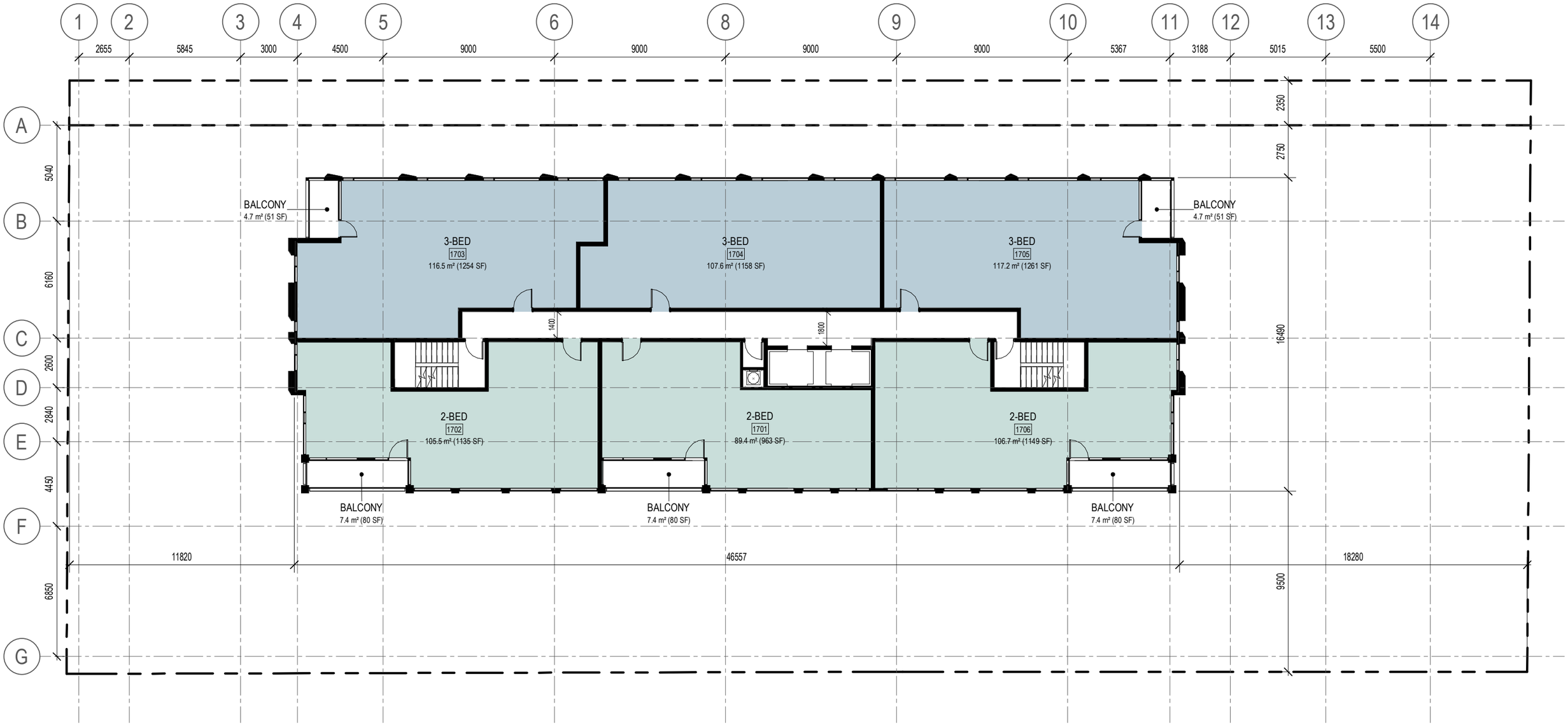
200 ISABELLA STREET FLOOR PLAN - LEVEL 10

| 2516 | SCALE: 1 : 200



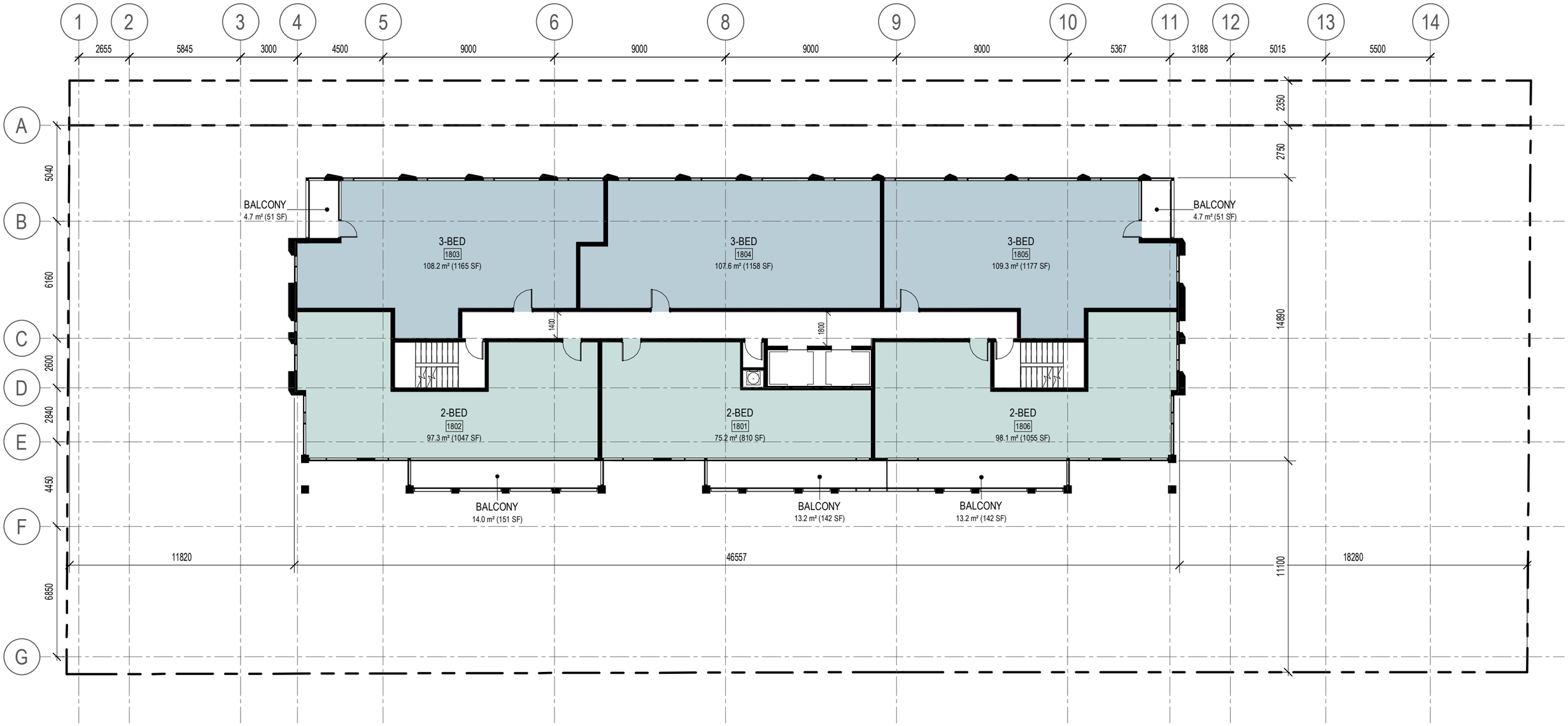
200 ISABELLA STREET FLOOR PLAN - LEVEL 11-16

| 2516 | SCALE: 1 : 200



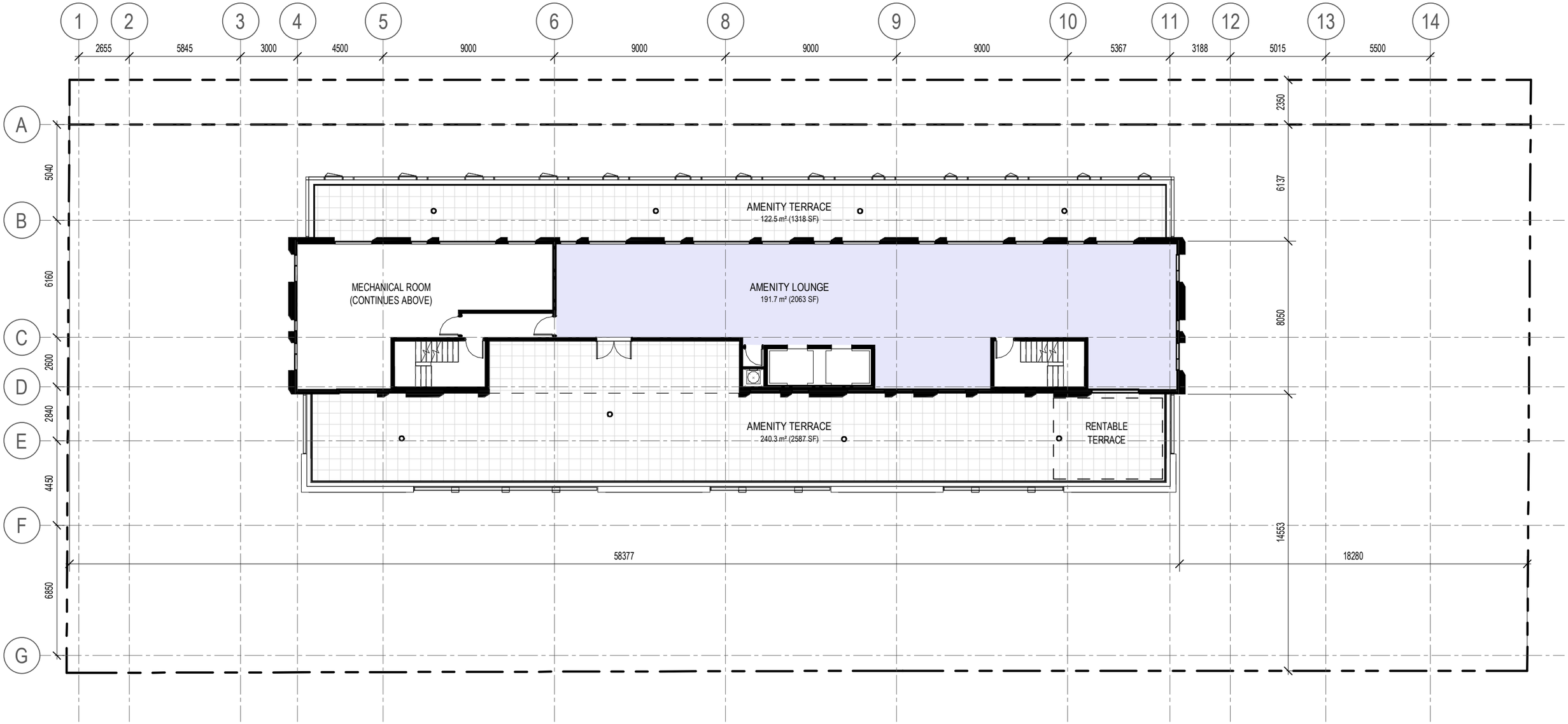
200 ISABELLA STREET FLOOR PLAN - LEVEL 17

| 2516 | SCALE: 1 : 200



200 ISABELLA STREET FLOOR PLAN - LEVEL 18

| 2516 | SCALE: 1 : 200



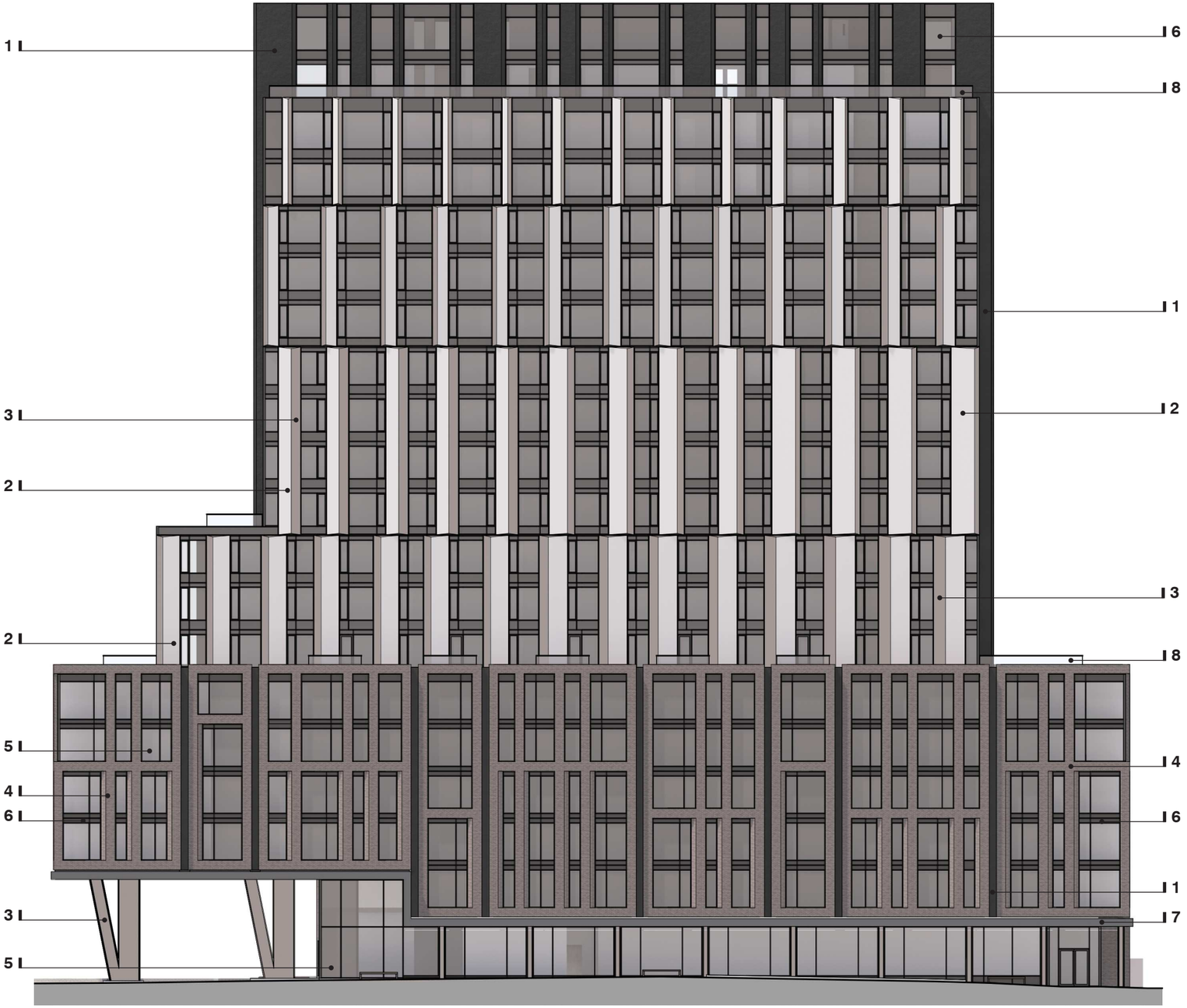
200 ISABELLA STREET FLOOR PLAN - LEVEL 19

| 2516 | SCALE: 1 : 200

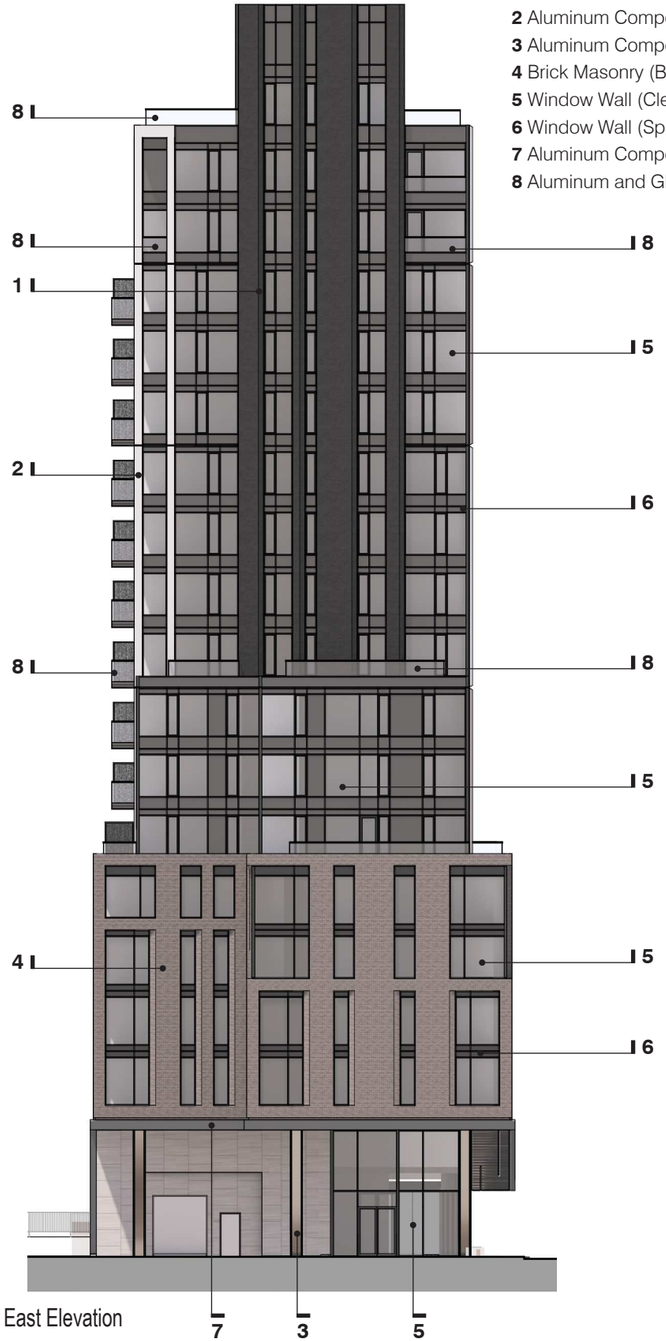
Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

LEGEND

1 Precast Concrete Panel (Charcoal)
2 Aluminum Composite Panel (White)
3 Aluminum Composite Panel (Bronze)
4 Brick Masonry (Brown)
5 Window Wall (Clear Glazing)
6 Window Wall (Spandrel Panel)
7 Aluminum Composite Panel (Dark Grey)
8 Aluminum and Glass Railing



North Elevation

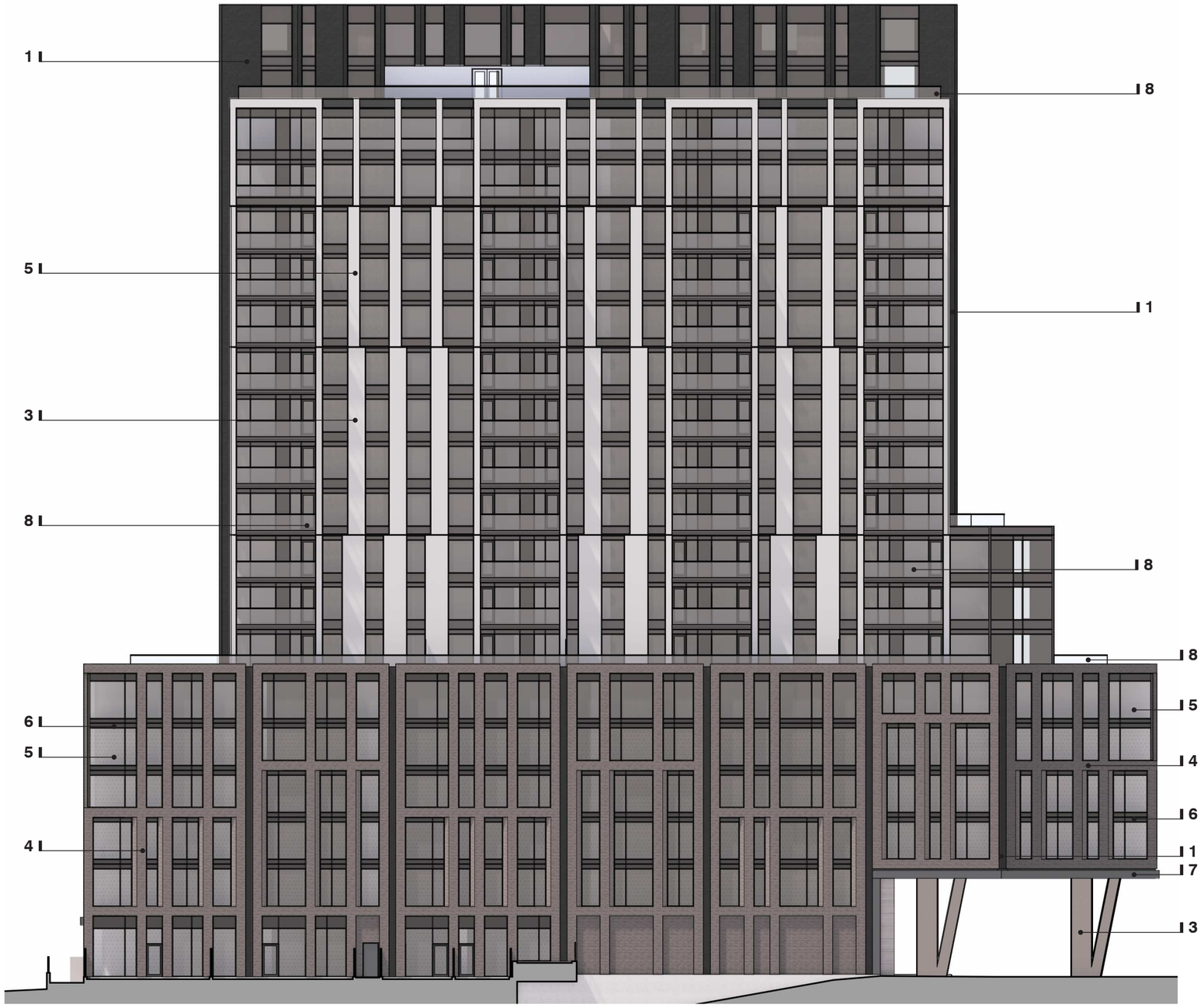


East Elevation

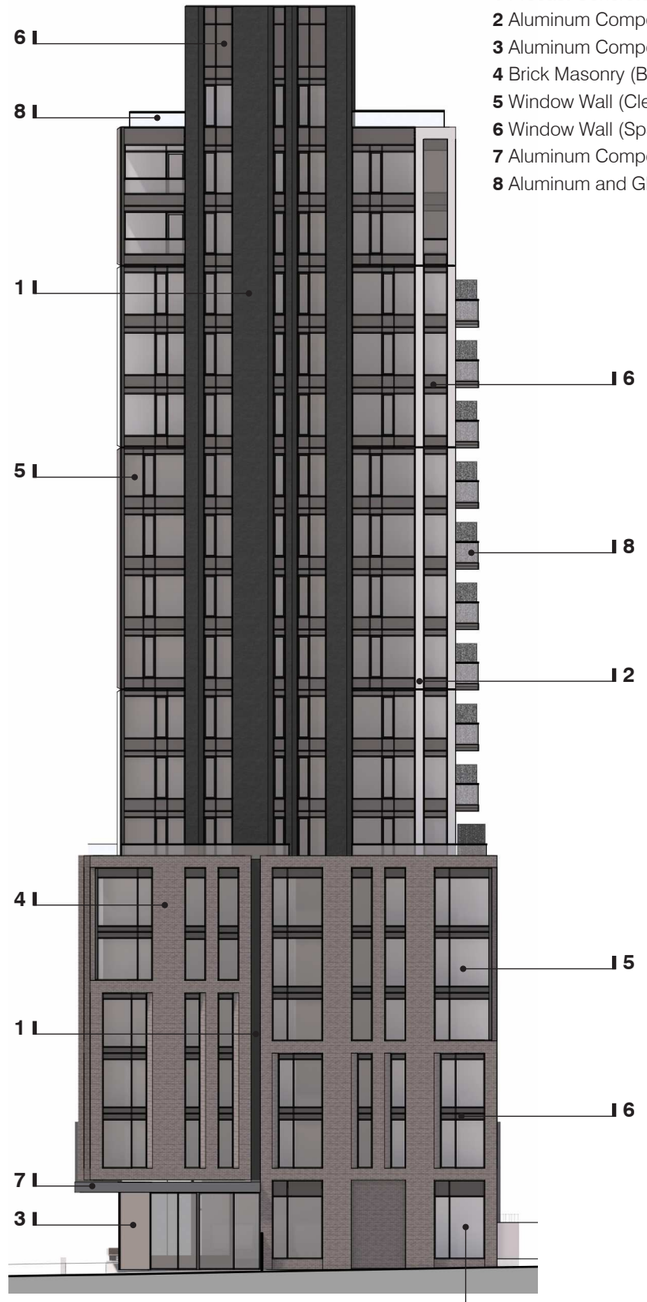
200 ISABELLA STREET BUILDING DESIGN - NORTH & EAST ELEVATION
| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio



South Elevation



West Elevation

LEGEND

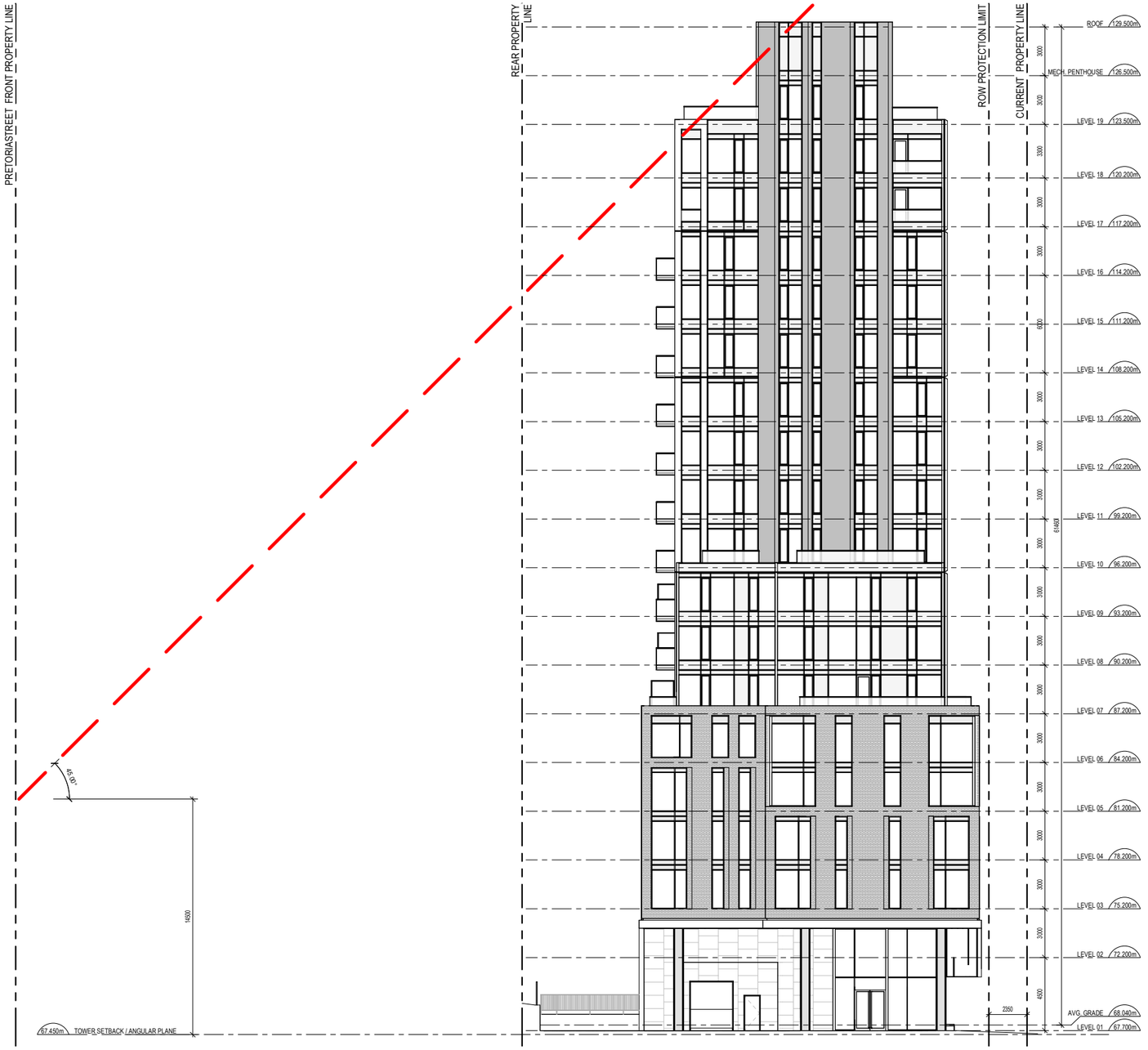
1 Precast Concrete Panel (Charcoal)
2 Aluminum Composite Panel (White)
3 Aluminum Composite Panel (Bronze)
4 Brick Masonry (Brown)
5 Window Wall (Clear Glazing)
6 Window Wall (Spandrel Panel)
7 Aluminum Composite Panel (Dark Grey)
8 Aluminum and Glass Railing

200 ISABELLA STREET BUILDING DESIGN - SOUTH & WEST ELEVATION

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

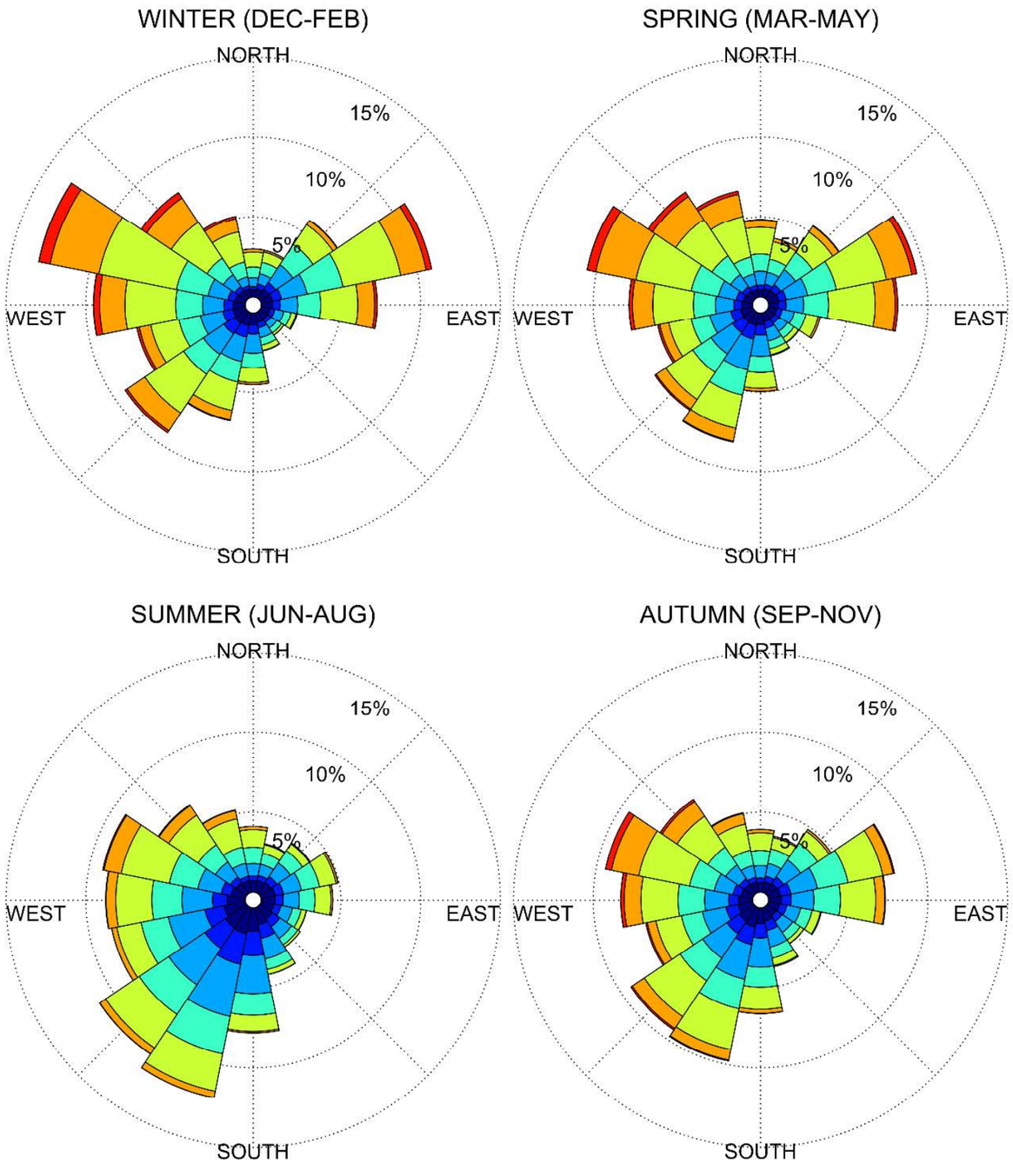
project1 studio



200 ISABELLA STREET ANGULAR PLANE DIAGRAM

| 2516 | SCALE: N.T.S.

SEASONAL DISTRIBUTION OF WIND
OTTAWA MACDONALD-CARTIER INTERNATIONAL AIRPORT



PEDESTRIAN WIND COMFORT CLASS DEFINITIONS

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

Notes:

1. Radial distances indicate percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10 m above the ground.

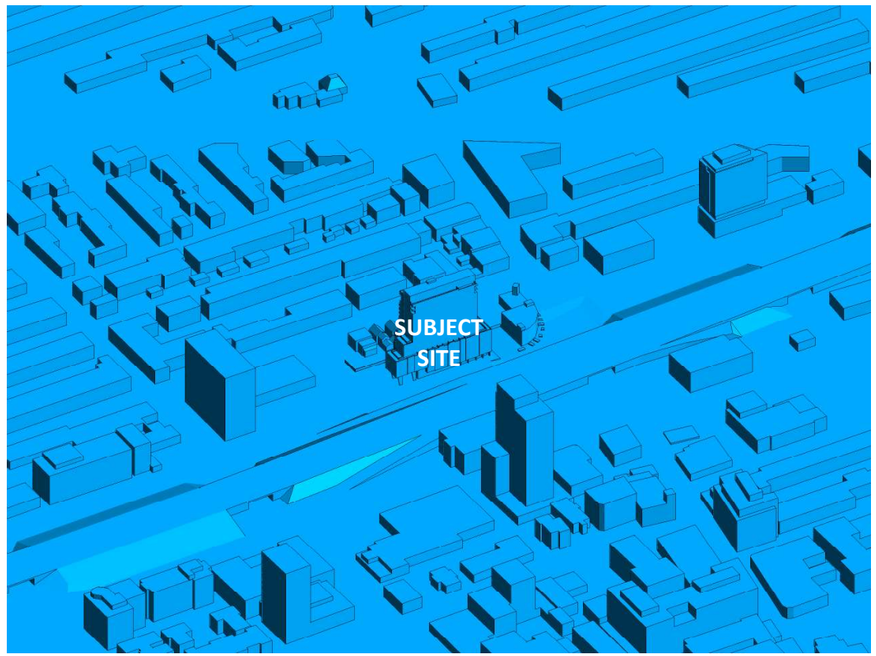


FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTH PERSPECTIVE

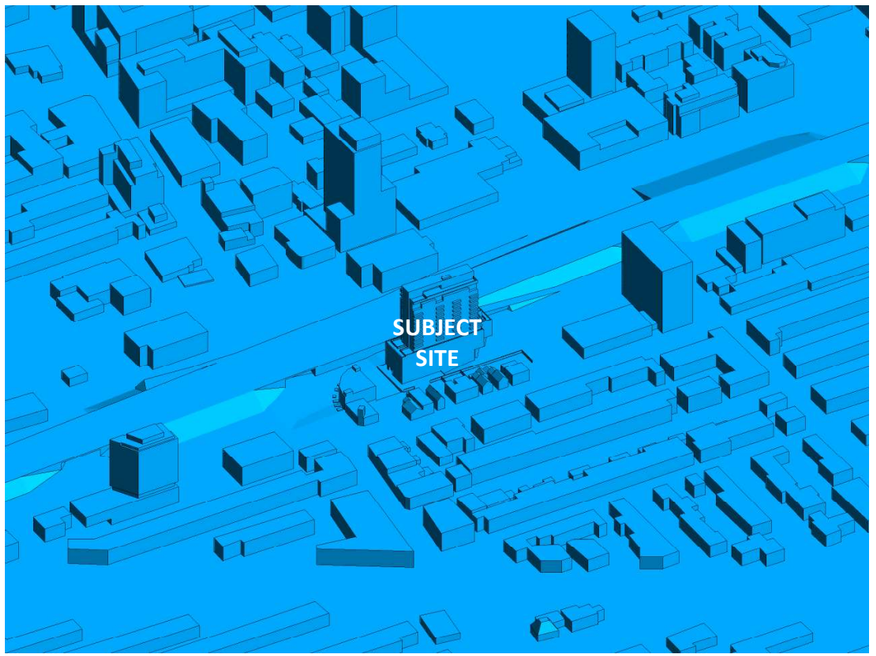


FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTH PERSPECTIVE

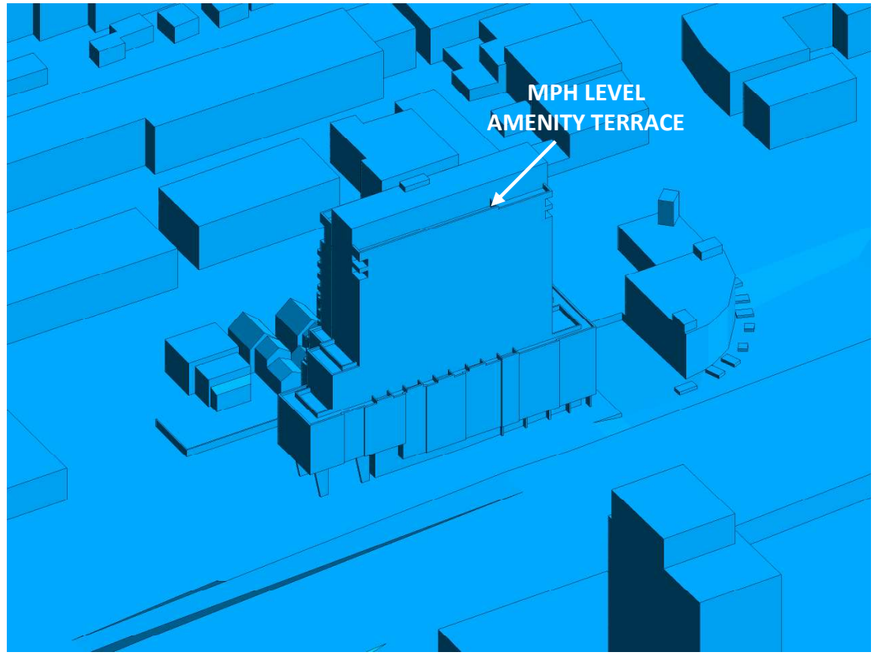


FIGURE 2B: CLOSE UP OF FIGURE 2A

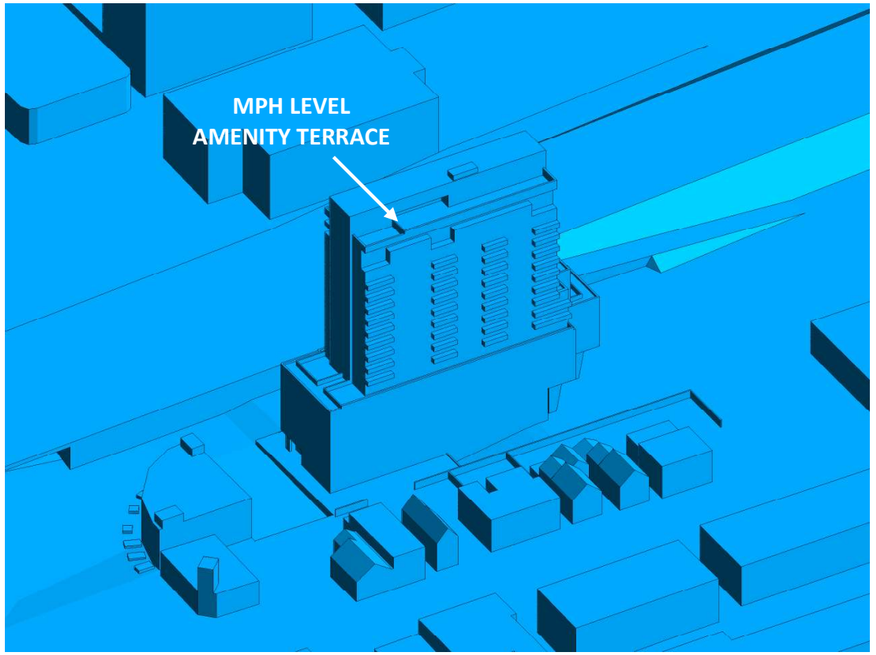


FIGURE 2F: CLOSE UP OF FIGURE 2E

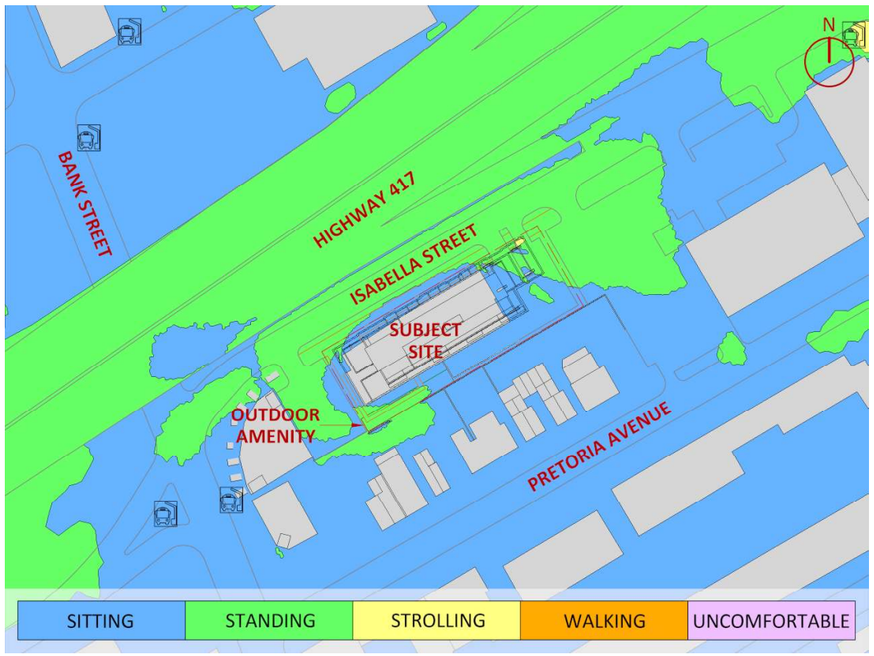


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

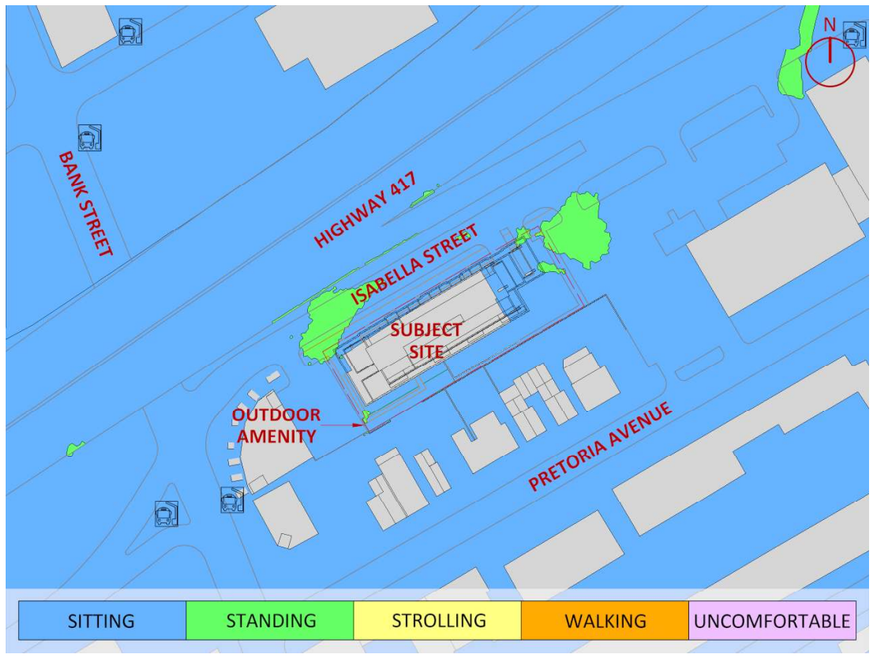


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

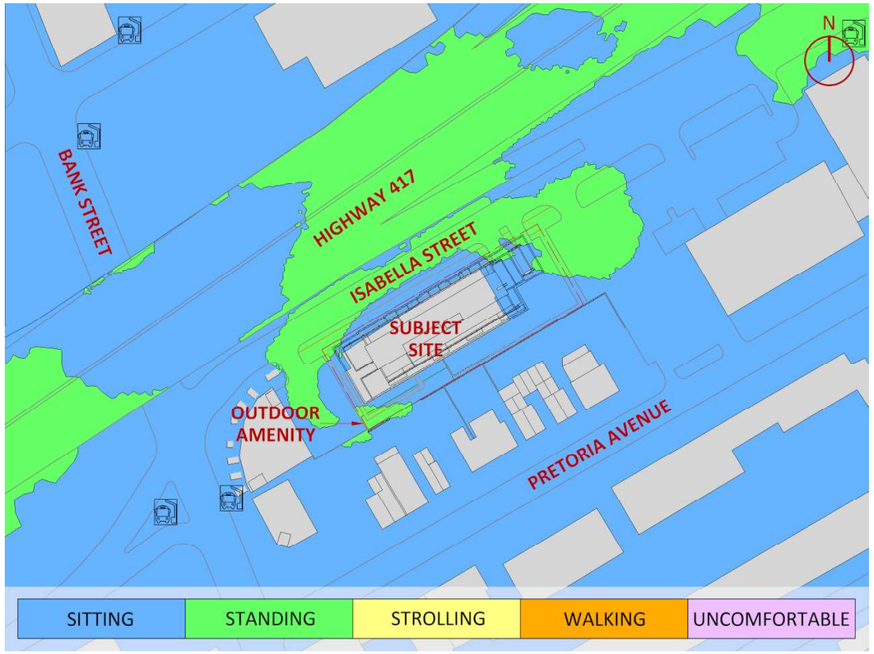


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

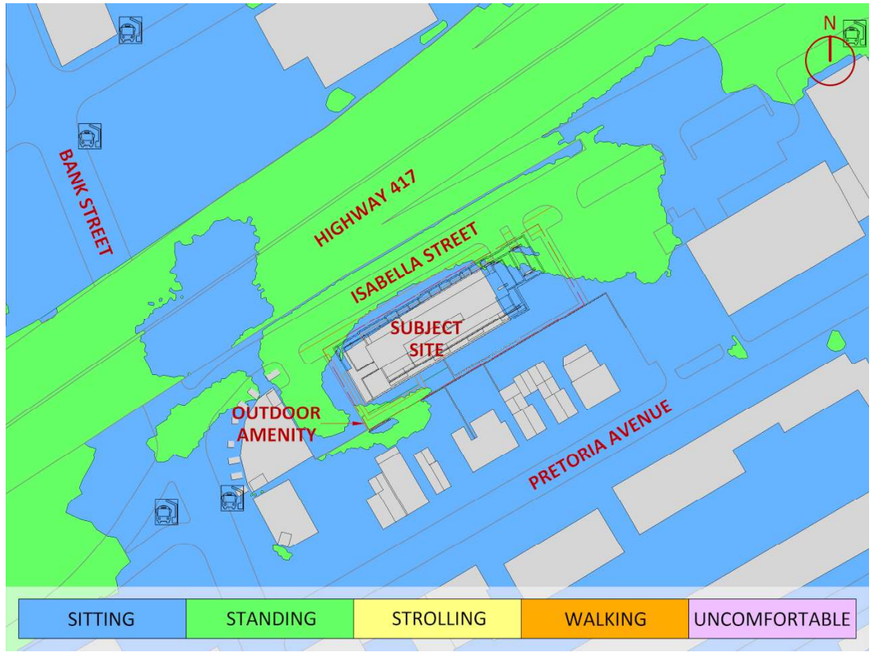


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

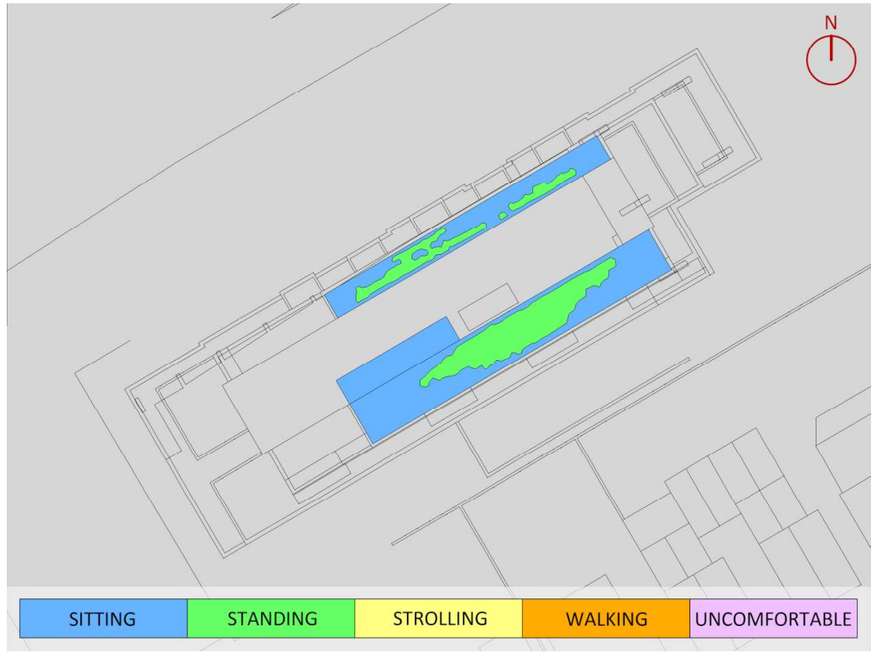


FIGURE 8A: SPRING – WIND COMFORT, MPH LEVEL AMENITY TERRACES

FIGURE 8C: AUTUMN – WIND COMFORT, MPH LEVEL AMENITY TERRACES

FIGURE 8B: SUMMER – WIND COMFORT, MPH LEVEL AMENITY TERRACES

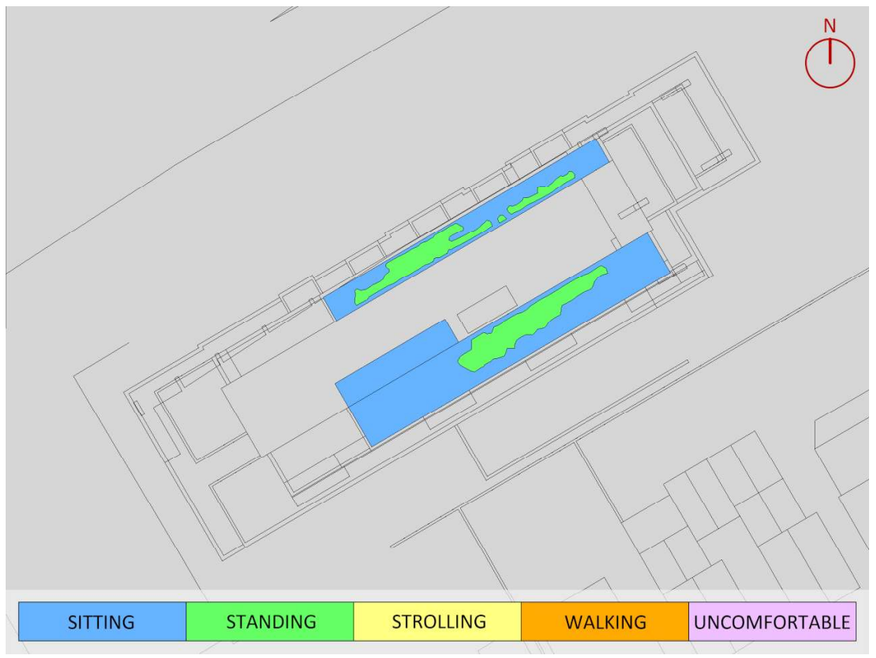


FIGURE 8D: WINTER – WIND COMFORT, MPH LEVEL AMENITY TERRACES

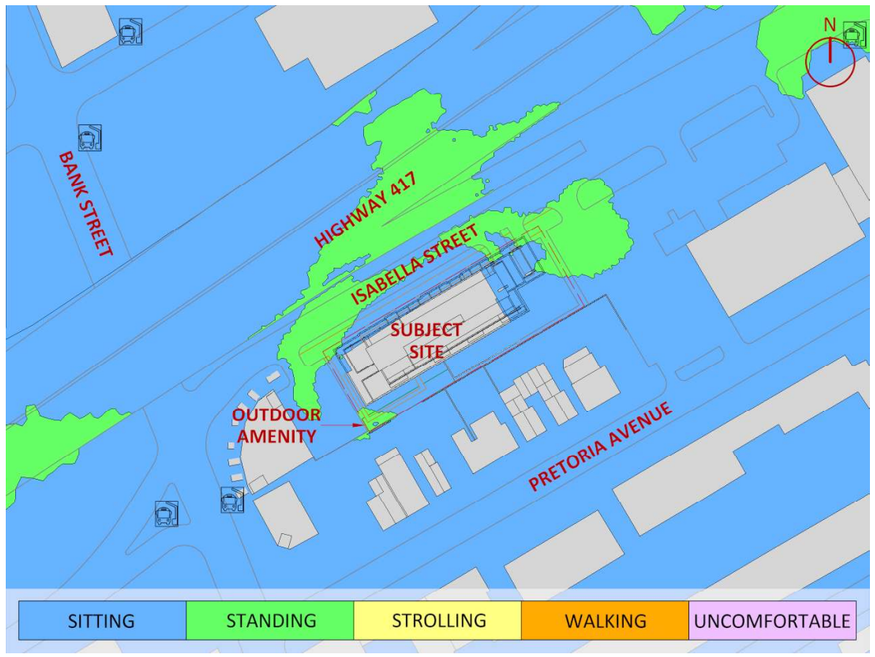


FIGURE 7: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

FIGURE 9: TYPICAL USE PERIOD – WIND COMFORT, MPH LEVEL AMENITY TERRACES

5.1 WIND COMFORT CONDITIONS

PUBLIC SIDEWALKS ALONG ISABELLA STREET, BANK STREET, AND PRETORIA AVENUE
Wind comfort conditions prior to and following the introduction of the proposed development over the nearby public sidewalks along Isabella Street, Bank Street, and Pretoria Avenue are predicted to be suitable for standing, or better, throughout the year. The noted conditions are considered acceptable.

TRANSIT STOPS ALONG BANK STREET AND ISABELLA STREET
Prior to and following the introduction of the proposed development, wind conditions in the vicinity of the nearby transit stops along Bank Street and Isabella Street to the west of the proposed development are predicted to be suitable for standing, or better, throughout the year, and are considered acceptable.

NEIGHBOURING SURFACE PARKING LOTS
Wind comfort conditions prior to and following the introduction of the proposed development over the neighbouring surface parking lots to the immediate east and west of the subject site are predicted to be suitable for standing, or better, throughout the year. The noted
conditions are considered acceptable.

PROPOSED OUTDOOR AMENITY/GARDEN
During the typical use period, conditions within the outdoor amenity/garden are predicted to be suitable for mostly sitting, with an isolated region of standing conditions to the west. The noted region is also predicted to be suitable for sitting at least 76% of the time during the typical use period, where the target is 80% to achieve the sitting comfort class. Given the programming of the area as a garden with limited seating at the southwest corner, the noted conditions may be considered acceptable.

PROPOSED DRIVE AISLE, WALKWAYS, SURFACE PARKING, AND LOADING AREA WITHIN THE SUBJECT SITE
Wind comfort condition over the proposed drive aisle, walkways, surface parking, and in vicinity of the loading area are predicted to be suitable for standing, or better, throughout the year. The noted conditions are considered acceptable for their intended pedestrian uses.

BUILDING ACCESS POINTS
Wind conditions in the vicinity of the building access points serving the proposed development are predicted to be suitable for standing, or better, throughout the year, which is considered acceptable.

MPH LEVEL COMMON AMENITY TERRACES
The common amenity terraces at the MPH Level were modelled using 1.8-m-tall wind screens around their full perimeters to block direct prevailing winds. During the typical use period, wind comfort conditions within the common amenity terraces with the noted wind screens are predicted to be suitable for sitting and are considered acceptable.

5.2 WIND SAFETY

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within or surrounding the subject site are expected to experience conditions that could be considered dangerous, as defined in Section 4.4.

5.2 APPLICABILITY OF RESULTS

Pedestrian wind comfort and safety have been quantified for the specific configuration of existing and foreseeable construction around the subject site. Future changes (that is, construction or demolition) of these surroundings may cause changes to the wind effects in two ways, namely: (i) changes beyond the immediate vicinity of the subject site would alter the wind profile approaching the subject site; and (ii) development in proximity to the subject site would cause changes to local flow patterns.

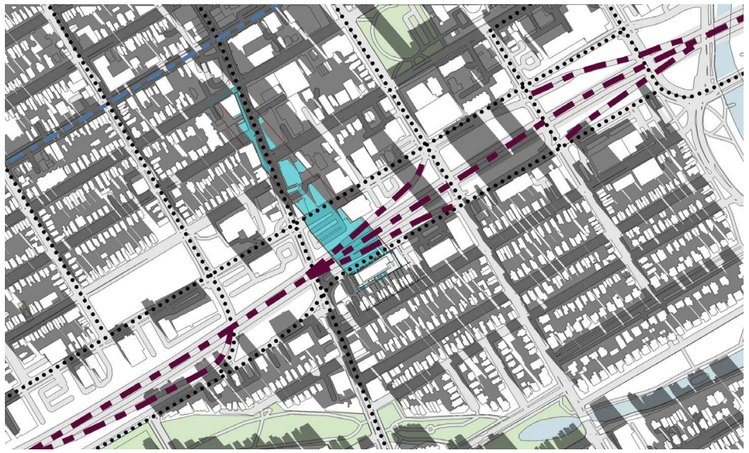
6. CONCLUSIONS AND RECOMMENDATIONS

A complete summary of the predicted wind conditions is provided in Section 5 and illustrated in Figures 3A-9. Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with numerous similar developments, the study concludes the following:

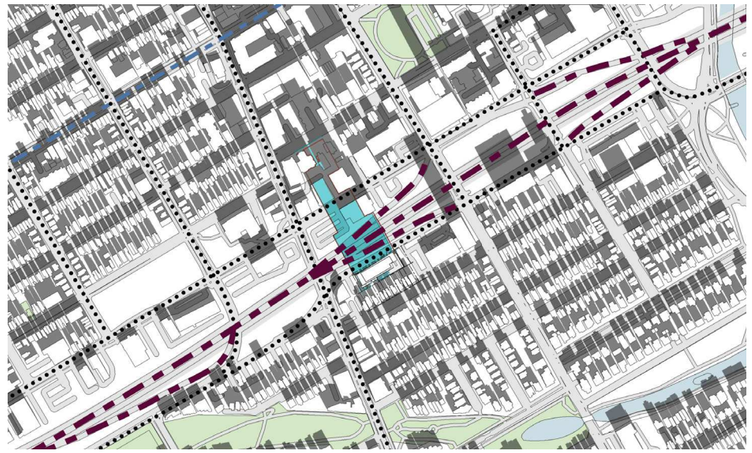
1) All areas at grade within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over nearby public sidewalks, transit stops, neighbouring surface parking lots, the proposed drive aisle, walkways, surface parking, and in the vicinity of the loading area and building access points, are considered acceptable. Conditions within the garden at grade are considered acceptable given the expected programming of the space.

2) It is recommended to implement 1.8-m-tall wind screens along the perimeters of the MPH Level amenity terraces to providing shielding against direct winds. With these screens, conditions are predicted to be calm and suitable for sitting during the typical use period (May to October, inclusive).

3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

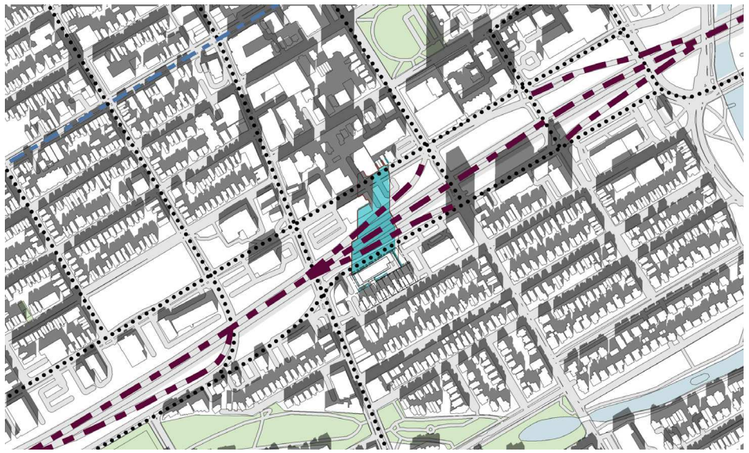


DEC 21 - 9:00 AM

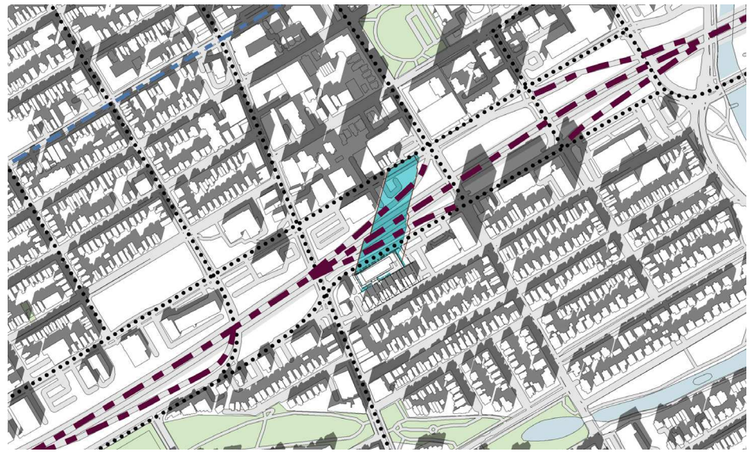


DEC 21 - 10:00 AM

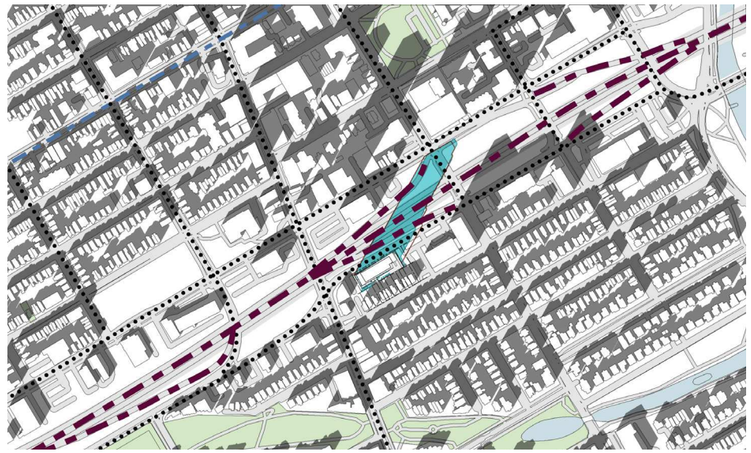
DEC 21 - 11:00 AM



DEC 21 - 12:00 PM



DEC 21 - 1:00 PM



DEC 21 - 2:00 PM

DEC 21 - 3:00 PM

LEGEND

- As-of-Right Shadow Outline
- Proposed Project Shadow/Outline
- Public Park
- Communal Area
- Arterial Mainstreet
- Major Collector Road
- Provincial Highway

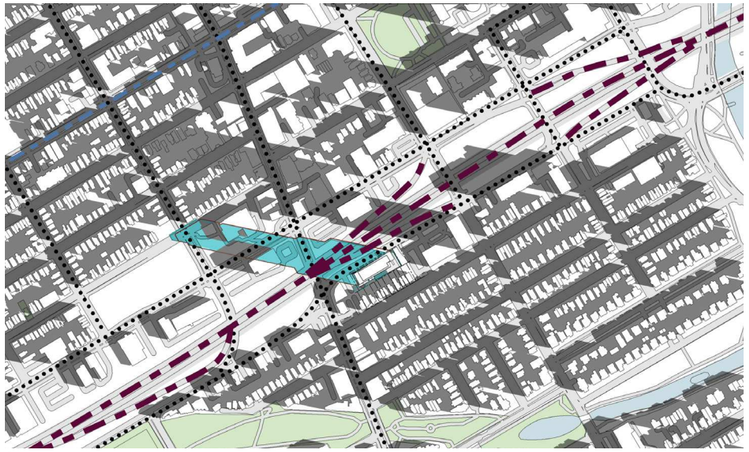
N

200 ISABELLA STREET SHADOW ANALYSIS - DECEMBER 21

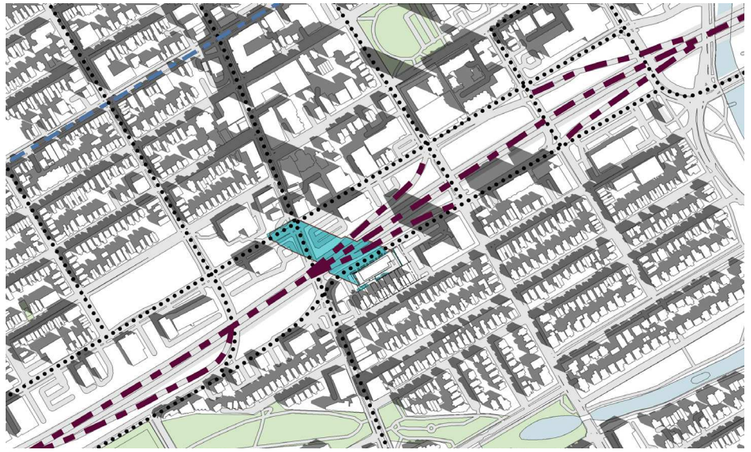
| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

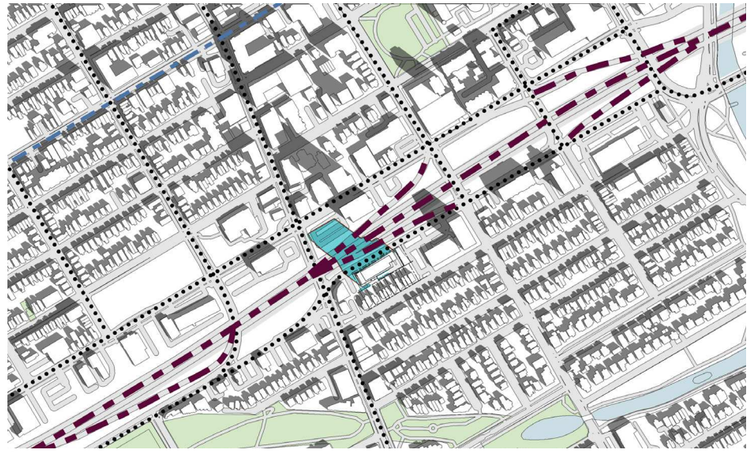
project1 studio



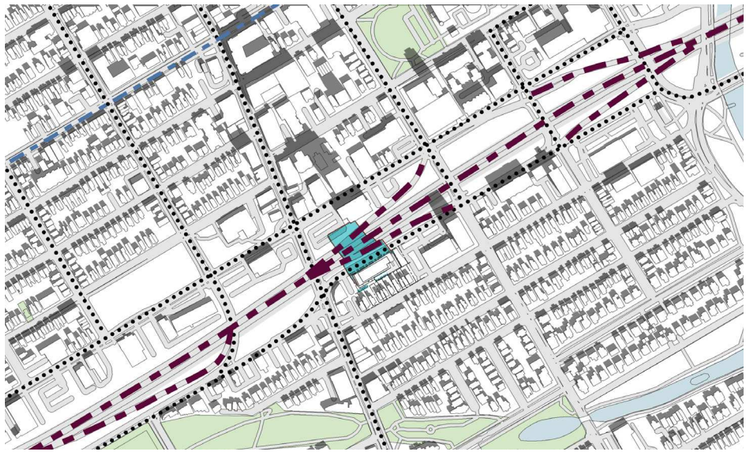
SEPT 21 - 8:00 AM



SEPT 21 - 9:00 AM



SEPT 21 - 10:00 AM



SEPT 21 - 11:00 AM

SEPT 21 - 12:00 PM

SEPT 21 - 1:00 PM

SEPT 21 - 2:00 PM

SEPT 21 - 3:00 PM

LEGEND

- As-of-Right Shadow Outline
- Proposed Project Shadow/Outline
- Public Park
- Communal Area
- Arterial Mainstreet
- Major Collector Road
- Provincial Highway

N

200 ISABELLA STREET SHADOW ANALYSIS - SEPTEMBER 21

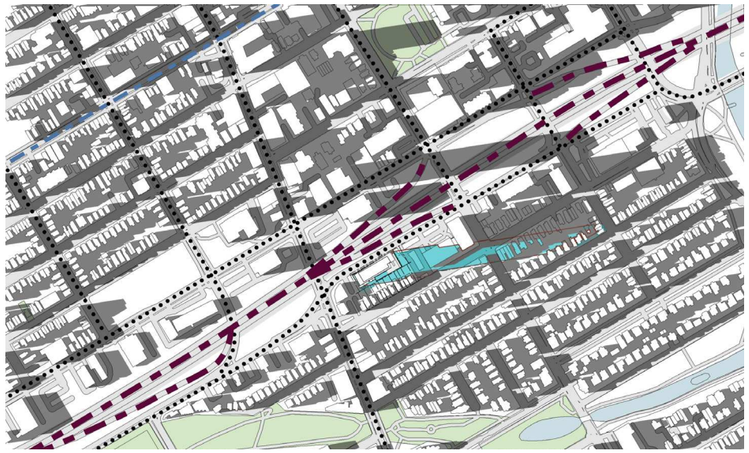
| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

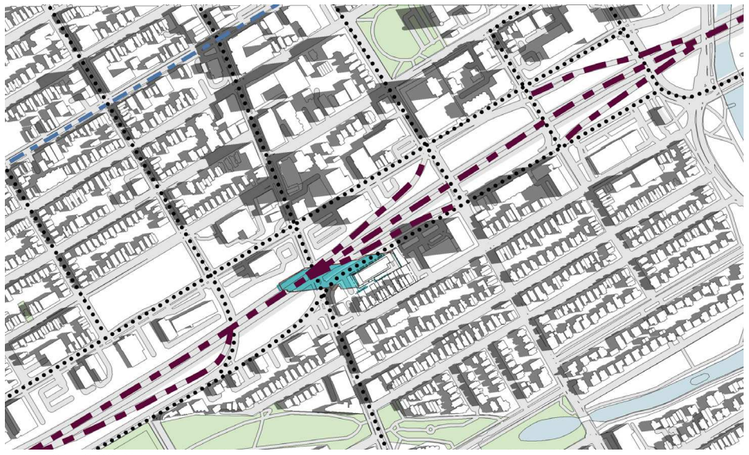
project1 studio

SEPT 21 - 4:00 PM

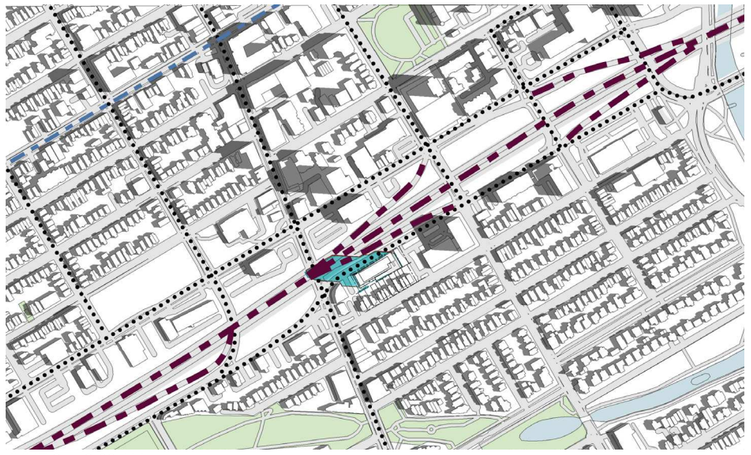
SEPT 21 - 5:00 PM



SEPT 21 - 6:00 PM



JUNE 21 - 8:00 AM



JUNE 21 - 9:00 AM

JUNE 21 - 10:00 AM

JUNE 21 - 11:00 AM

JUNE 21 - 12:00 PM

LEGEND

- As-of-Right Shadow Outline
- Proposed Project Shadow/Outline
- Public Park
- Communal Area
- Arterial Mainstreet
- Major Collector Road
- Provincial Highway

N

200 ISABELLA STREET SHADOW ANALYSIS - SEPTEMBER 21 / JUNE 21

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

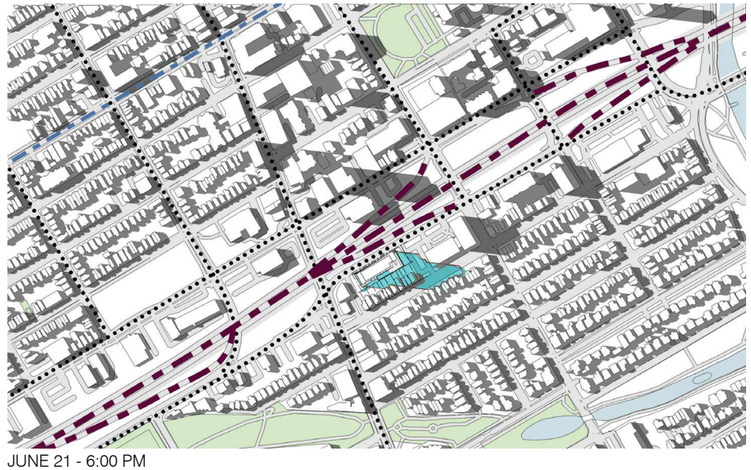
JUNE 21 - 1:00 PM

JUNE 21 - 2:00 PM

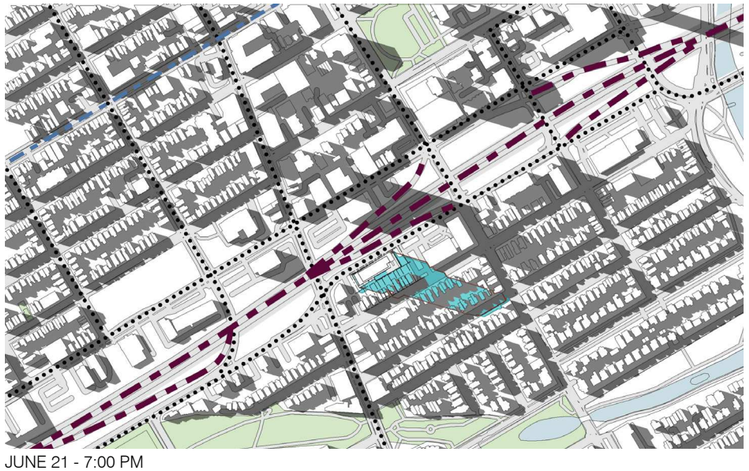
JUNE 21 - 3:00 PM

JUNE 21 - 4:00 PM

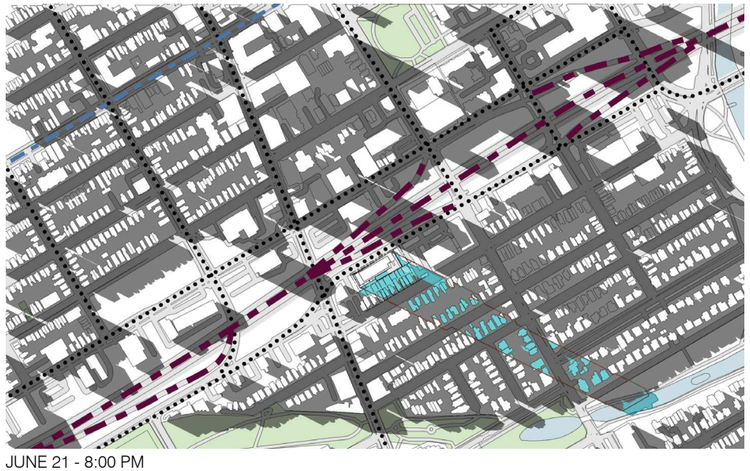
JUNE 21 - 5:00 PM



JUNE 21 - 6:00 PM



JUNE 21 - 7:00 PM



JUNE 21 - 8:00 PM

LEGEND

- As-of-Right Shadow Outline
- Proposed Project Shadow/Outline
- Public Park
- Communal Area
- Arterial Mainstreet
- Major Collector Road
- Provincial Highway

N

200 ISABELLA STREET SHADOW ANALYSIS - JUNE 21

| 2516 | SCALE: N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio