

Date: January 30, 2026  
 To: Mike Giampa, P.Eng. - City of Ottawa  
 From: Rani Nahas, P.Eng.  
 David Hook, P.Eng.  
 CC: Kevin Harper – Minto Group  
 Subject: 200 Isabella Street – Transportation Impact Assessment (Addendum #1)  
 JLR No.: 33938-000

## Background

J.L. Richards & Associated Limited (JLR) was retained by Isatoria Limited Partnership (Minto) to undertake a Transportation Impact Assessment (TIA) in support of a Site Plan Control application to the City of Ottawa in support a high-rise residential building proposed at 200 Isabella Street.

The subject site received zoning approval in 2023. As part of the Zoning By-Law Amendment process, a complete Transportation Impact Assessment (TIA) was submitted by IBI Group on April 30, 2021. A total of six (6) resubmissions took place between the time of this report and the resulting approval to resolve issues relating to various aspects of the site design, including but not limited to, the City’s planned reconfiguration of Isabella Street.

The proposed development is now being applied for under a Site Plan Control application. This purpose of this TIA Addendum #1 serves as an update to the original report, while acknowledging any refinements to the site’s design and development statistics that occurred since the publication of the study, both before and after the zoning approval. The site plan is included in **Attachment A**.

Since the completion of the 2021 TIA, the City has updated both the Official Plan and Transportation Master Plan. The main change between the previous policy documents and the updated documents is that Isabella Street is now classified as a Transit Priority Corridor and included in the Crosstown Bikeway network. There are no new roadway projects identified in either document within the study area.

## Land Use Details

**Table 1** below compares the site statistics at the various stages of the development approvals process.

Table 1: Site Statistic Comparison

Site Statistic	TIA (April 2021)	As Approved (ZBLA)	Current Proposal (SPC)	Net Change <sup>1</sup>
Building Height (Floors)	16	19	19	+ 3
Residential Units	260	234	229	- 31
Below-Grade Parking	172	129	99	- 73
Surface-Parking	3	3	3	0
Bicycle Parking	274	242	242	- 32
Loading Docks	1	1	1	0

<sup>1</sup> – The net change is between the April 2021 TIA and Current Proposal

As shown in **Table 1**, although the current site plan now has three more stories than indicated in the 2021 TIA submission, there are 31 fewer units overall. Regarding vehicle parking, there are only 99 underground vehicle parking spaces now proposed compared to the previous 172 underground vehicle parking spaces assumed in the 2021 TIA or 129 approved under the current zoning. Regarding bicycle parking, the new plan shows 32 fewer spaces than previous TIA however is equal to the approved zoning and exceeds a 1:1 ratio of spaces to dwelling units.

Comparing the current proposal to the approved zoning statistics, the current proposal has 5 fewer units. The proposed vehicle parking is lower than the approved zoning rates.

### Trip Generation

The previous 2021 TIA utilized the 2009 TRANS Trip Generation Residential Trip Rates report and the 2011 National Capital Origin-Destination Survey Report. Since that time, the City has released a new TRANS Report in 2020 further refining residential trip generation rates and mode shares. As shown in **Table 2** and **Table 3**, the trip generation rate for high-rise residential buildings and the auto mode share for the Ottawa Inner Area has since decreased.

Table 2: TRANS Residential Trip Generation Rate – High-Rise Apartments

Source	Person Trip Rate	
	AM Peak Hour	PM Peak Hour
2009 TRANS <sup>1</sup>	0.48	0.45
2020 TRANS <sup>2</sup>	0.40	0.40

*1 – From Table 3.12 of the report*  
*2 – From Table 3 and Table 4 of the report*

Table 3: Mode Share Target – Ottawa Inner Area

Mode Shares	2011 O-D Survey <sup>1</sup>	2020 TRANS <sup>2</sup>
Auto Driver	33%	25%
Auto Passenger	9%	7%
Transit	19%	25%
Cycling	7%	6%
Walking	30%	37%
Other	3%	-

*1 – Mode shares used in the 2018 TIA, from the 2011 O-D Survey*  
*2 – The reported mode shares are an average of the AM peak and PM peak mode shares outlined in Table 8 of the 2020 TRANS report*

Using the updated 2020 TRANS Report trip generation rates and mode shares, **Table 4** compares the projected new trips from the previous unit count in the 2021 TIA report (260 units) and the new unit count in the updated plan (229 units). As illustrated, the current proposal results in fewer person-trips overall and approximately 11% fewer auto trips. The current proposal projects that the site will generate 23 new auto trips during the weekday morning and afternoon peak hour. This results in one new vehicle approximately every 2.5 minutes and can be considered negligible in terms of impacts to the adjacent road network.

Table 4: Trip Generation Comparison – 2018 TIA & Current Proposal

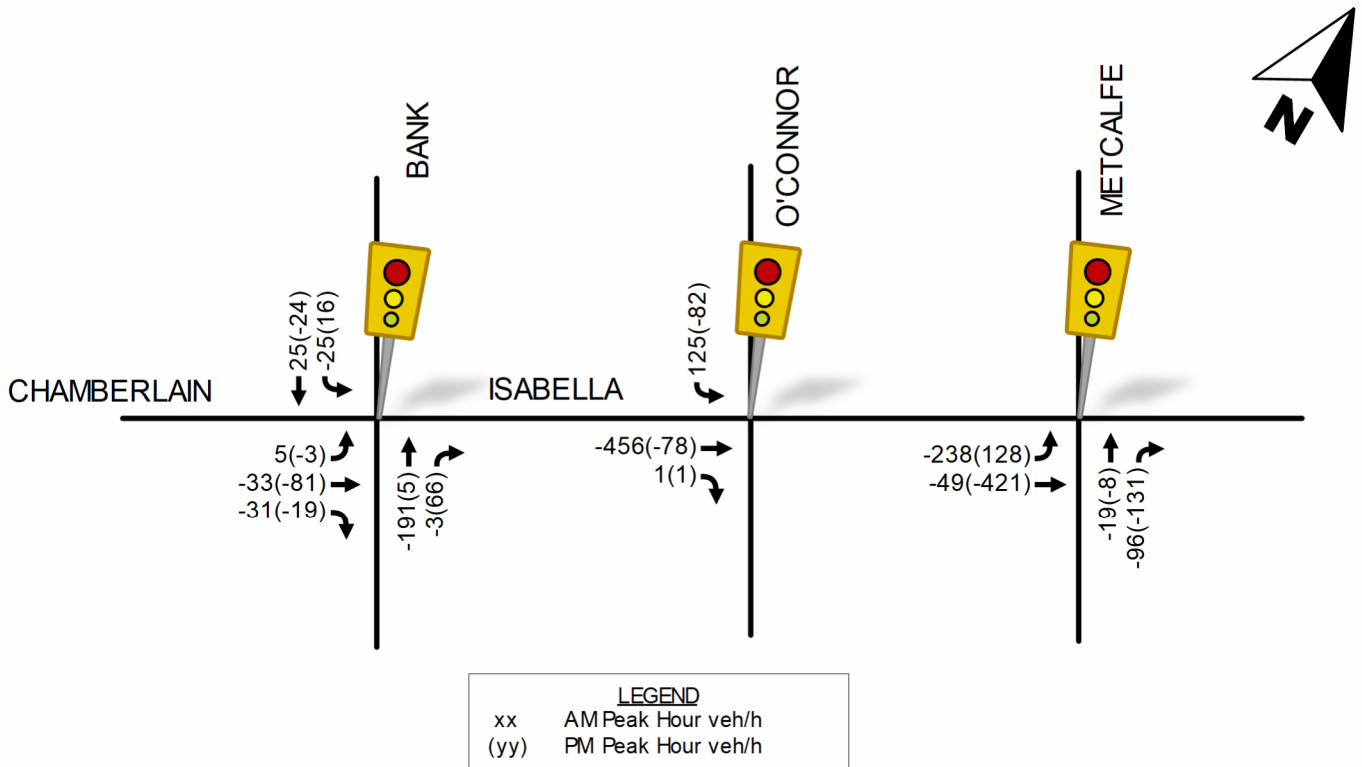
Travel Mode	2018 TIA			Current Proposal		
	AM Peak (PM Peak) Person Trips/hr			AM Peak (PM Peak) Person Trips/hr		
	In	Out	Total	In	Out	Total
Auto Driver	8 (15)	18 (11)	26 (26)	7 (13)	16 (10)	23 (23)
Auto Passenger	3 (5)	6 (4)	9 (9)	2 (4)	5 (3)	7 (7)
Transit	8 (14)	18 (11)	26 (25)	7 (13)	16 (10)	23 (23)
Non-motorized	13 (25)	30 (18)	43 (43)	12 (22)	27 (16)	39 (38)
<b>Total Person Trips</b>	<b>32 (59)</b>	<b>72 (44)</b>	<b>104 (103)</b>	<b>28 (52)</b>	<b>64 (39)</b>	<b>92 (91)</b>
<b>Total 'New' Auto Trips</b>	<b>8 (15)</b>	<b>18 (11)</b>	<b>26 (26)</b>	<b>7 (13)</b>	<b>16 (10)</b>	<b>23 (23)</b>

**Transportation Network Performance**

Traffic Volumes

The 2021 TIA included the following intersections as part of the study area: Chamberlain Street & Bank Street, Isabella Street & O'Connor Street, and Isabella Street & Metcalfe Street. This study utilized traffic counts from 2018 with a growth rate applied to approximate 2020 existing traffic conditions at the study area intersections. Since that time, new traffic volume data was collected in 2024 at the Chamberlain/Bank and Isabella/Metcalfe intersections, and in 2025 at the Isabella/O'Connor intersection. **Figure 1** below illustrates the changes between the approximated 2020 volumes and the new data.

Figure 1: Traffic Volume Change between 2021 TIA and 2024/2025 Volumes



As illustrated in **Figure 1**, the traffic volumes have generally decreased at all three intersections with the exception of some movements – most notably in and out of the downtown core. It is noted that there has been a decline in through-traffic on Isabella Street. Notable volume increases include the northbound right-turn movement at the Chamberlain/Bank intersection during the morning peak hour, the southbound right-turn movement at the Isabella/O'Connor movement during the morning peak hour, and the eastbound left-turn movement at the Isabella/Metcalf intersection during the afternoon peak hour. These movements were noted to have increased approximately 69%, 22%, and 69%, respectively, compared to the approximated 2020 volumes based on pre-pandemic data. This volume difference is suspected to be a result of new development downtown. A review of the operational analysis for existing conditions from the 2021 TIA (Appendix J of the report) indicates that these movements are not critical and that there is spare capacity to accommodate the observed increase in background traffic. The northbound movement at the Chamberlain/Bank intersection was noted to be operating with an LOS 'B' during the morning peak hour, the southbound left-turn movement at the Isabella/O'Connor intersection was noted to be operating with an LOS 'A', and the eastbound left-turn movement at the Isabella/Metcalf intersection was noted to be operating with an LOS 'A' during the afternoon peak hour.

Projected Operations

The previous 2021 TIA reported that there are generally no issues with overall intersection performance during both the morning and afternoon peak hour for the 2030 horizon year. The exception is the Isabella/Metcalf intersection which is projected to operate with an overall LOS 'E' in the afternoon peak hour, with the critical movement being the northbound right-turn. A snip of the intersection results is illustrated in **Figure 2** below.

Additionally, there has been a reduction in traffic volumes generally experienced at the Isabella/Metcalf intersection as illustrated in **Figure 1** which results in improved intersection performance. The net decrease in site-generated traffic is not expected to exacerbate the projected intersection operations.

As such, the overall conclusions of the previous study are still valid and that the proposed development can be safely accommodated by the adjacent road network.

Figure 2: Total Projected Traffic Operations, 2021 TIA

Table 15 - Intersection Capacity Analysis: 2030 Total Traffic

INTERSECTION	TRAFFIC CONTROL	AM PEAK HOUR		PM PEAK HOUR	
		OVERALL LOS (V/C OR DELAY)	CRITICAL MOVEMENTS (V/C OR DELAY)	OVERALL LOS (V/C OR DELAY)	CRITICAL MOVEMENTS (V/C OR DELAY)
Bank & Isabella / Chamberlain	Signalized	B (0.63)	EBT (0.73)	C (0.80)	SBTL (0.81)
Isabella & O'Connor/ Highway 417 EB Off-Ramp	Signalized	D (0.90)	EBTR (0.90)	B (0.64)	EBTR (0.76)
Isabella & Metcalfe/ Highway 417 EB On-Ramp	Signalized	B (0.70)	NBR (0.80)	<b>E (0.97)</b>	<b>NBR (1.04)</b>
Isabella & Site Access	Unsignalized	B (12.9s)	NBR (12.9s)	B (13.1s)	NBR (13.1s)

### **Catherine, Chamberlain & Isabella Street Functional Design Study**

Through the re-zoning process, significant coordination with City staff had taken place to ensure that the functional design of Isabella Street immediately adjacent to the subject site could be accommodated. This included the provision for a 3.0-metre multi-use path (MUP), and a 1.9-metre boulevard area. In addition to this, a 2.0-metre pedestrian easement was provided immediately adjacent the planned MUP and was to be located within the limits of the subject property. With the recent Transportation Master Plan designation of Isabella Street as being a Cross-Town Bikeway, it is now the intention of the City to establish a bi-directional cycle track in lieu of a MUP, and formal sidewalk with the easement area, however there were no confirmed design drawings available at the time of this report.

It is understood that there have been no subsequent changes to the Functional Design as it relates to the proposed development, however it is understood that the City will proceed to detailed design of this corridor project by mid-2026.

The proposed development at 200 Isabella Street is tentatively scheduled for construction in 2028 with full occupancy targeted for 2030. This timing coincides with the City's plans to reconstruct Isabella Street. It is expected that the existing sidewalk will remain along the site frontage until such time the City reconfigures the roadway boulevard. Coordination of these two projects will be essential as both the roadway design and development design is advanced.

### **Site Access & Loading**

Two major influencing factors to the configuration of the site were site's sole access to a roadway that is designated as an Emergency Detour Route to the Provincial highway system and the relatively shallow lot depth. These two factors significantly limit the placement of the access to underground parking and required that the site provide adequate space for moving trucks and waste collection vehicles to both enter and exit the site in a forward motion. For practicality, space at the ground level also needed to accommodate pick-up/drop-off activity as well as short-term (15-minute) parking.

Acknowledging the planned presence of a MUP (or Cycle Track) along the site's frontage, the current site plan proposal includes a reduced curb radii and a throat length of approximately 5 metres (from the curb return radius to the pick-up/drop-off area). Governed by the minimum turning radii of the site's design vehicles and the need for structural elements of the building overhead, two one-way private approaches of 4.5 m in width, divided by a 2.6 m median is proposed. Note that as there is a designated space for the pick-up/drop-off activity, there is a clear lane to the rear of the site, effectively providing an 18 m throat length from Isabella Street to the parking garage access.

As Isabella Street is an emergency detour route, loading/unloading for residents as well as garbage pick-up must occur on-site. As such, separation of the site access into two one-way private approaches is necessary to minimize the total width of the access and its curb radii. The site access was carefully designed to permit the various design vehicles to turn around within the site and not reverse into the MUP or onto Isabella Street. Waste collection will involve bins being rolled-out to the southeast corner of the site by building management and picked up by a front-loading waste collection vehicle. Swept-path analyses were completed to confirm the current configuration can support these movements and is included in **Attachment B**. Analysis of the waste collection requirements was completed with a Wayne Titan front-loading refuse collection vehicle, while the moving truck analysis was completed using a Chevy Express 4500 Extended as the design vehicle. The Wayne Titan is a front-loading private waste collection vehicle and has been previously approved for use by the City's Waste Management group, while the Chevy Express is an appropriately sized cube truck for a 3-bedroom apartment.

### **Parking**

As outlined in **Table 5**, the current proposal includes 102 vehicle parking spaces and 242 bicycle parking spaces. Of the 102 vehicle parking spaces, 3 will be located at-grade for short-term use, with the remaining located in a two-level underground parking garage. In total, 4 accessible parking spaces are planned (2 located on each underground parking level) and 51 spaces with a reduced length (2.6 m x 4.6 m) or reduced width (2.4 m x 5.2 m). The drive aisles are noted to be 6.0 m in width. The parallel parking spaces at-grade are noted to be 2.6 m x 6.7 m per City requirements.

With regard to bicycle parking spaces, 234 spaces are located in the underground parking garage in a bicycle storage room on the first level of the parking garage with an additional 8 spaces available at street-level. Bicycle parking is provided at a ratio exceeding 1:1 spaces per unit and exceeds the minimum zoning requirement of 115 bicycle parking spaces. The majority of bicycle parking spaces are stacked, with only 10 horizontal bicycle parking spaces.

It is important to note that City Council has recently approved an update the City's zoning-by-law on January 28, 2026, though has not yet been enacted as of the date of this report. **Table 5** below summarizes parking requirements as approved through the previous zoning process, existing by-law requirements, new by-law requirements, and the current proposal for reference.

Table 5: Parking Requirements

Parking Type	As Approved (ZBLA)	Existing By-Law Requirements	New By-Law Requirements	Current Proposal
Vehicle Parking Minimum – Total <sup>1</sup>	234	108	0	99
Vehicle Parking Minimum – Visitor	22	23	0	20
Bicycle Parking – Short Term	N/A	N/A	25	8
Bicycle Parking – Long Term	242	115	229	234

*1 - This number includes accessible spaces and visitor spaces*

**Transportation Demand Management (TDM)**

The proposed development design leverages its location along a designated Cross-Town Bikeway and supports the planned pedestrian and cycling infrastructure along Isabella Street, while also recognizing its proximity to a wide variety of businesses and services located within a 500-metre walking distance (including a pharmacy and grocery store). The proposed supply of bicycle parking will exceed a 1:1 ratio such that all units will have secure storage space within the building for at least one bicycle. There are six bus stops located within a 150-metre walking distance of the site. To further encourage the use of sustainable transportation modes by residents, a reduced parking supply is proposed.

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

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

- Confirmation that there are convenient and direct connections to adjacent sidewalks and cycling facilities.
- Horizontal bicycle parking is provided in a secure location and the number of spaces provided exceeds the minimum number of required spaces.
- A bicycle repair station will be provided
- A designated area for pick-ups/drop-offs will be provided to facilitate carpooling
- The provided parking is less than the zoning minimum. There are spaces provided for both long-term and short-term parking.
- PRESTO cards with one monthly pass will be provided to new residents for the first year of occupancy.
- Parking costs will be unbundled from rent.
- New residents will be provided with a multimodal travel information package.

**Conclusion**

Based on the most current information relating to the proposed development statistics and its context, the overall results of the 2021 Transportation Impact Study are still valid and it is the professional opinion of J.L. Richards & Associates Limited that the proposed development can be safely accommodated by the adjacent transportation network.

J.L. RICHARDS & ASSOCIATES LIMITED

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Reviewed by:

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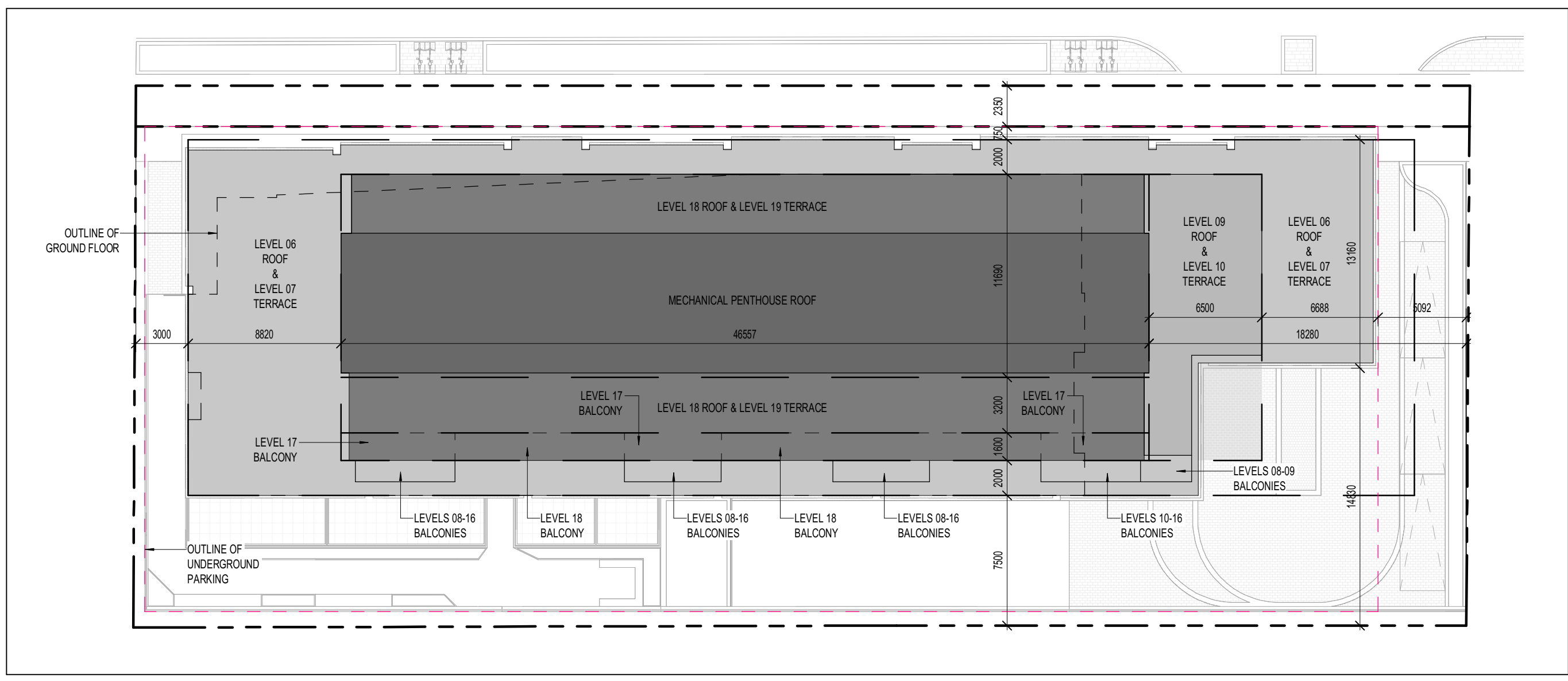
Attachment A – Site Plan  
Attachment B – Swept-path Analysis  
Attachment C – TDM Checklists

DH:rn

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**Attachment A**

Site Plan



3 ZONING SETBACK PLAN  
SP-01 SCALE: 1 : 250

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

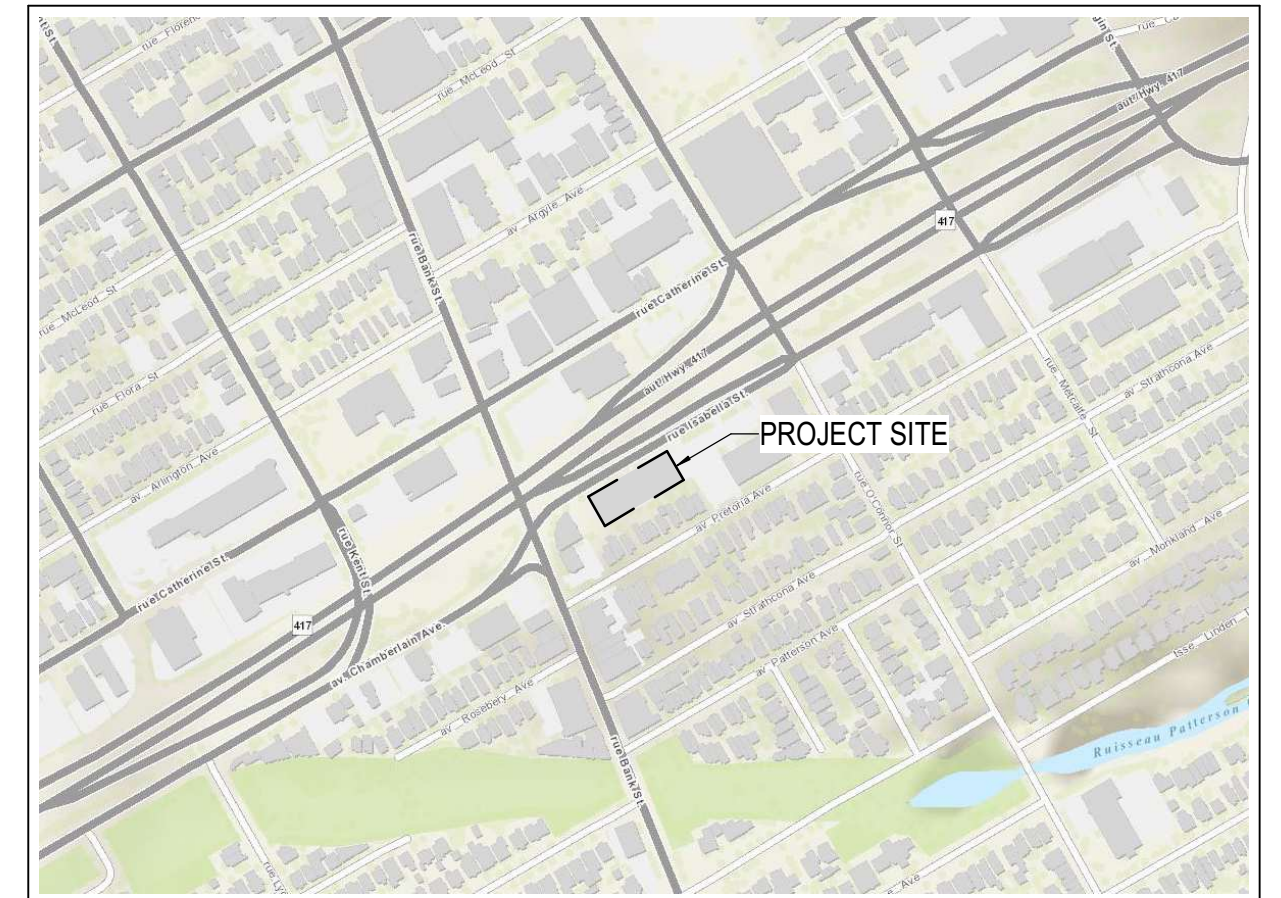
BICYCLE PARKING		
LEVEL	COUNT	
LEVEL 01	8	
LEVEL P1	234	
TOTAL	242	

GROSS BUILDING AREA		
LEVEL	AREA	AREA (SF)
LEVEL 01	916.0 m <sup>2</sup>	9,859 SF
LEVEL 02	1,032.4 m <sup>2</sup>	11,113 SF
LEVEL 03	1,307.2 m <sup>2</sup>	14,071 SF
LEVEL 04	1,307.2 m <sup>2</sup>	14,070 SF
LEVEL 05	1,307.2 m <sup>2</sup>	14,070 SF
LEVEL 06	1,307.2 m <sup>2</sup>	14,070 SF
LEVEL 07	846.0 m <sup>2</sup>	9,106 SF
LEVEL 08	846.0 m <sup>2</sup>	9,106 SF
LEVEL 09	846.0 m <sup>2</sup>	9,106 SF
LEVEL 10	761.0 m <sup>2</sup>	8,191 SF
LEVEL 11	761.0 m <sup>2</sup>	8,191 SF
LEVEL 12	761.0 m <sup>2</sup>	8,191 SF
LEVEL 13	761.0 m <sup>2</sup>	8,191 SF
LEVEL 14	761.0 m <sup>2</sup>	8,191 SF
LEVEL 15	761.0 m <sup>2</sup>	8,191 SF
LEVEL 16	761.0 m <sup>2</sup>	8,191 SF
LEVEL 17	724.1 m <sup>2</sup>	7,794 SF
LEVEL 18	676.9 m <sup>2</sup>	7,286 SF
LEVEL 19	349.9 m <sup>2</sup>	3,767 SF
TOTAL	16,793.1 m <sup>2</sup>	180,760 SF
LEVEL P1	1,978.6 m <sup>2</sup>	21,297 SF
LEVEL P2	1,939.6 m <sup>2</sup>	20,878 SF
TOTAL	3,918.2 m <sup>2</sup>	42,175 SF
TOTAL	20,711.2 m <sup>2</sup>	222,935 SF

GFA (CITY OF OTTAWA)		
LEVEL	AREA	AREA (SF)
LEVEL 01	293.5 m <sup>2</sup>	3,159 SF
LEVEL 02	837.8 m <sup>2</sup>	9,018 SF
LEVEL 03	1,141.3 m <sup>2</sup>	12,284 SF
LEVEL 04	1,141.3 m <sup>2</sup>	12,284 SF
LEVEL 05	1,141.3 m <sup>2</sup>	12,284 SF
LEVEL 06	1,141.3 m <sup>2</sup>	12,284 SF
LEVEL 07	726.2 m <sup>2</sup>	7,839 SF
LEVEL 08	726.2 m <sup>2</sup>	7,839 SF
LEVEL 09	726.2 m <sup>2</sup>	7,839 SF
LEVEL 10	659.9 m <sup>2</sup>	7,103 SF
LEVEL 11	659.9 m <sup>2</sup>	7,103 SF
LEVEL 12	659.9 m <sup>2</sup>	7,103 SF
LEVEL 13	659.9 m <sup>2</sup>	7,103 SF
LEVEL 14	659.9 m <sup>2</sup>	7,103 SF
LEVEL 15	659.9 m <sup>2</sup>	7,103 SF
LEVEL 16	659.9 m <sup>2</sup>	7,103 SF
LEVEL 17	622.1 m <sup>2</sup>	6,696 SF
LEVEL 18	575.7 m <sup>2</sup>	6,197 SF
TOTAL	13,697.8 m <sup>2</sup>	147,442 SF

PRIVATE AMENITY		
LEVEL	AREA	AREA (SF)
LEVEL 01	77.3 m <sup>2</sup>	832 SF
LEVEL 07	227.0 m <sup>2</sup>	2,443 SF
LEVEL 08	24.0 m <sup>2</sup>	258 SF
LEVEL 09	24.0 m <sup>2</sup>	258 SF
LEVEL 10	24.0 m <sup>2</sup>	258 SF
LEVEL 11	24.0 m <sup>2</sup>	258 SF
LEVEL 12	24.0 m <sup>2</sup>	258 SF
LEVEL 13	24.0 m <sup>2</sup>	258 SF
LEVEL 14	24.0 m <sup>2</sup>	258 SF
LEVEL 15	24.0 m <sup>2</sup>	258 SF
LEVEL 16	24.0 m <sup>2</sup>	258 SF
LEVEL 17	31.7 m <sup>2</sup>	341 SF
LEVEL 18	49.9 m <sup>2</sup>	537 SF
TOTAL	632.8 m <sup>2</sup>	6,812 SF

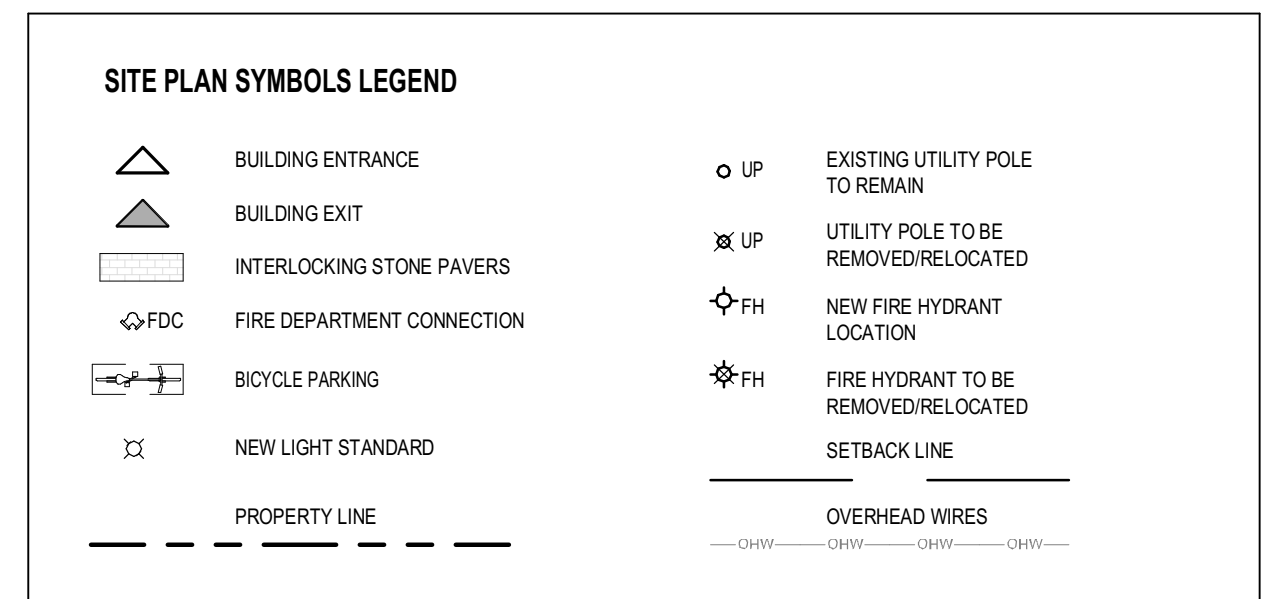
COMMUNAL AMENITY		
LEVEL	AREA	AREA (SF)
LEVEL 01	407.0 m <sup>2</sup>	4,381 SF
LEVEL 19	554.3 m <sup>2</sup>	5,969 SF
TOTAL	961.5 m <sup>2</sup>	10,350 SF



2 LOCATION PLAN  
SP-01 SCALE: NTS

SITE STATISTICS	
Current Zoning Designation:	GMA(2012) S466
Lot Width:	76.65 m
Total Lot Area:	2,391.05 m <sup>2</sup>
Average Existing Grade:	68.04 m

Proposed Development - 19 Storey High-Rise Apartment Building		
Zoning Mechanism	Required	Provided
No. of Units	229 Units	
Minimum Lot Width Table 187(b)	No Minimum	76.65 m
Minimum Lot Area Table 187(a)	No Minimum	2,388.61 m <sup>2</sup>
Min. Front Yard Setback Schedule 466	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 466	3 m for the first 6 storeys 11.78 m at 7-9 storeys 18.28 m at 10+ storeys	3 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 466	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 466	7.5 m for the first 6 storeys 9.5 m at 7-17 storeys 14.3 m at 18 storeys	7.5 m for the first 6 storeys 9.5 m at 7-17 storeys 14.5 m at 18 storeys
Maximum Building Height Schedule 466	60 m or 19 storeys	60 m / 19 storeys
Parking Space Rates (Residents) 101 (Sch. 1A - Area X), Section 101(6)	83 Spaces 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(1)(i) (Sch. 1 - Area X)	115 Spaces 0.5 spaces / unit for 229 units	242 Spaces
Total Amenity Area Table 137A(1)(i)	1,374 m <sup>2</sup> 6 m <sup>2</sup> / unit for 229 units	1,594.3 m <sup>2</sup>
Communal Amenity Area Table 137A(1)(i)	687 m <sup>2</sup> Min. 50% of Total Amenity Area	961.5 m <sup>2</sup>



PLAN OF SURVEY OF LOTS 11, 12, 13, 14, 15, 16, & 17 AND PART OF THE 10 FOOT LANE SOUTH ISABELLA STREET REGISTERED PLAN S4265 CITY OF OTTAWA STANTEC GEOMATICS LTD. 2019

1 SURVEY INFO  
SP-01 SCALE: 1 : 1

- 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 IDENTIFY 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 UPSHANK
  - S21 GAS PIPING, 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

- GENERAL ARCHITECTURAL NOTES**
- This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect.
  - Drawings are not to be scaled. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.
  - Upon notice in writing, the Architect will provide written/verbal clarification or supplementary information regarding the intent of the Contract Documents.
  - The Architectural Drawings are to be read in conjunction with all other Contract Documents including Project Manuals and the Structural, Mechanical and Electrical Drawings.
  - Positions of proposed or finished Mechanical or Electrical devices, fittings and fixtures are indicated on the Architectural Drawings. Locations shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
  - These documents are not to be used for construction unless specifically noted for such purpose.

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| 7 ISSUED FOR COORDINATION | 2026-01-30 |
| 6 ISSUED FOR COORDINATION | 2026-01-28 |
| 5 ISSUED FOR COORDINATION | 2026-01-14 |
| 4 ISSUED FOR COORDINATION | 2026-01-09 |
| 3 ISSUED FOR COORDINATION | 2025-12-09 |
| 2 ISSUED FOR COORDINATION | 2025-11-07 |
| 1 ISSUED FOR COORDINATION | 2025-11-04 |

**ISSUE RECORD**



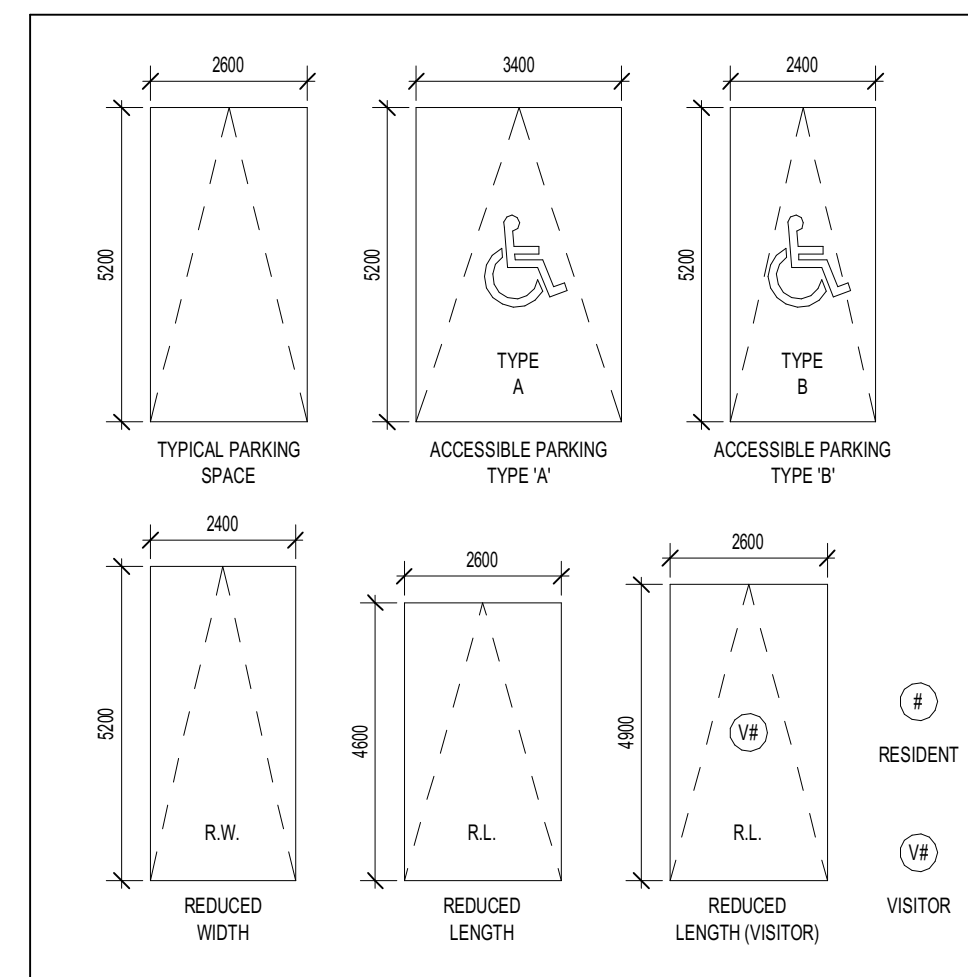
**200 ISABELLA STREET**  
200 Isabella Street  
Ottawa, ON  
K1S 1V7

PROJ	SCALE	DRAWN	REVIEWED
2516	NOTED	BH/SDL	RMK

**SITE PLAN**

**SP-01**

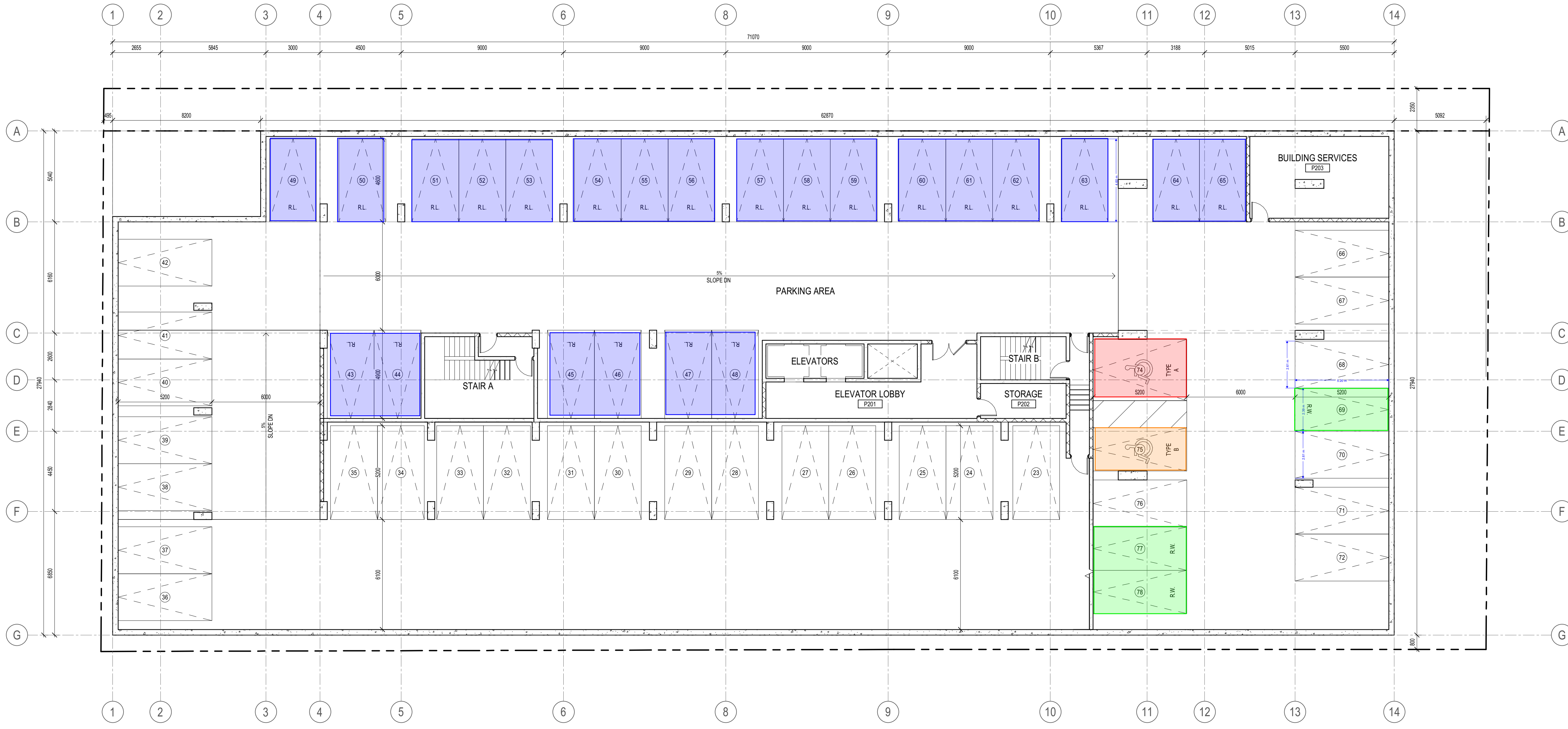
1 SITE PLAN  
SP-01 SCALE: 1 : 150



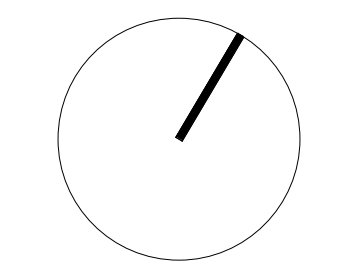
**FLOOR/ROOF PLAN NOTES**

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**PARKING LEGEND**  
SCALE: 1 : 125



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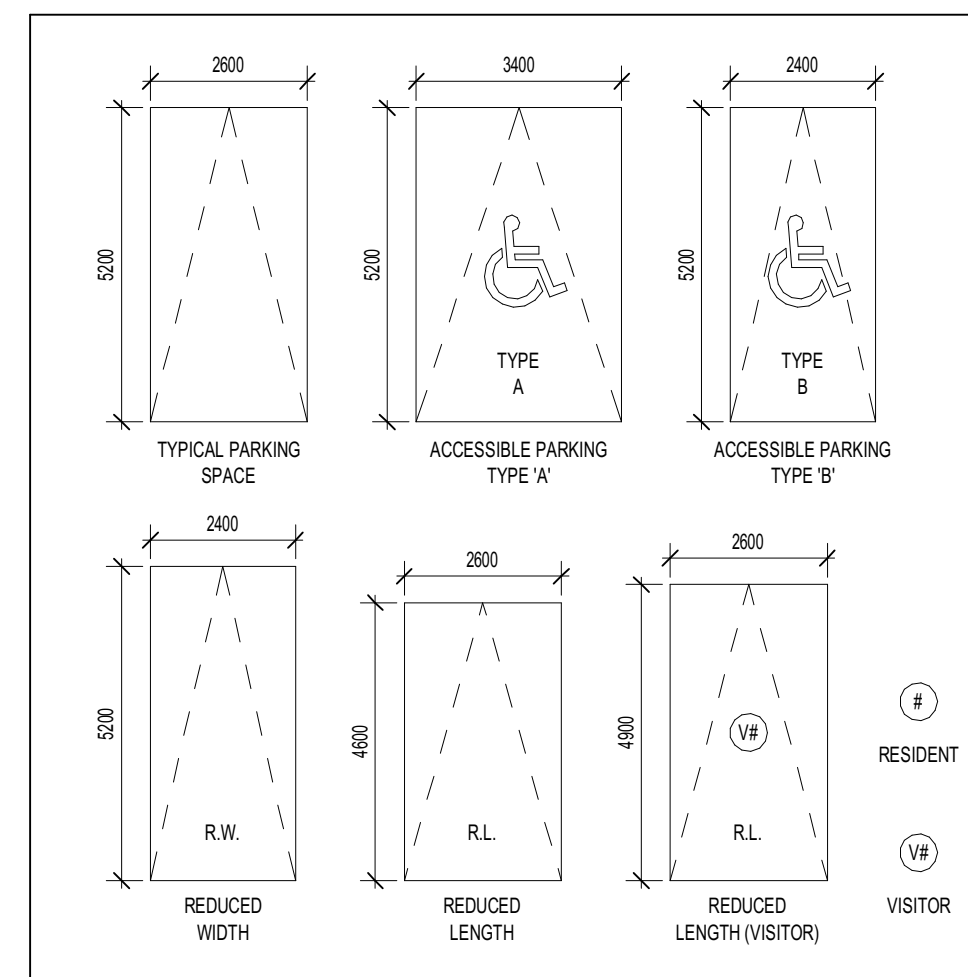
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2516	NOTED	BH	RMK

**PARKING LEVEL P2 FLOOR PLAN**

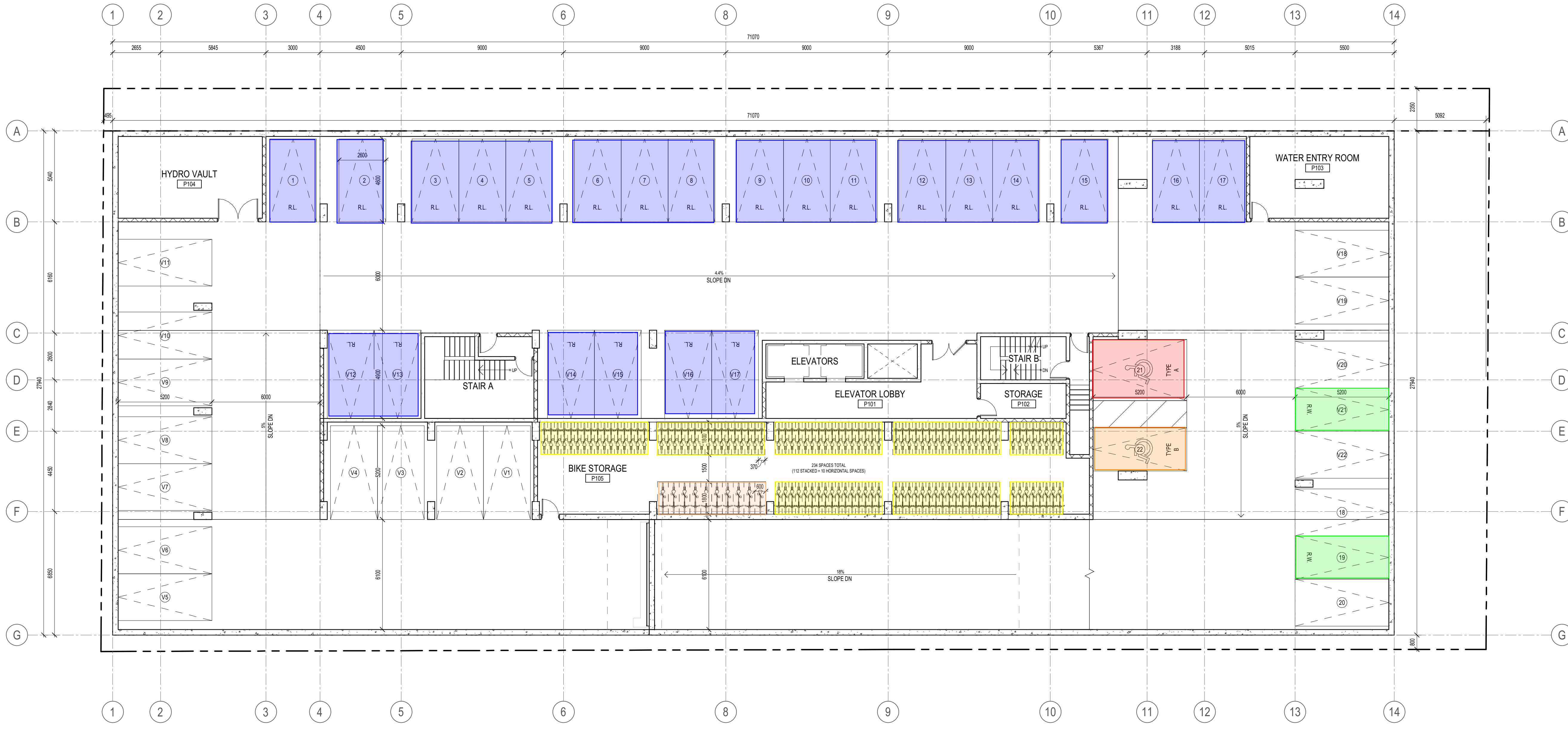
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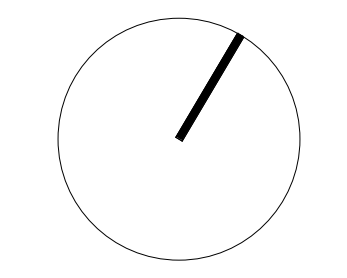
**FLOOR/ROOF PLAN NOTES**

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**PARKING LEGEND**  
SCALE: 1 : 125



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2516	NOTED	BH	RMK

**PARKING LEVEL P1 FLOOR PLAN**

**A100b**

**1 PARKING LEVEL P1 FLOOR PLAN**  
A100b SCALE: 1 : 125

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# **Attachment B**

Swept-path Analysis







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# **Attachment C**

TDM Checklists

## TDM-Supportive Development Design and Infrastructure Checklist: *Residential Developments (multi-family or condominium)*

<b>Legend</b>	
<b>REQUIRED</b>	The Official Plan or Zoning By-law provides related guidance that must be followed
<b>BASIC</b>	The measure is generally feasible and effective, and in most cases would benefit the development and its users
<b>BETTER</b>	The measure could maximize support for users of sustainable modes, and optimize development performance

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>1. WALKING &amp; CYCLING: ROUTES</b>		
<b>1.1 Building location &amp; access points</b>		
BASIC	1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances	<input checked="" type="checkbox"/> Urban Design Brief p.20 & 26
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	<input checked="" type="checkbox"/> Urban Design Brief p.20 & 26
BASIC	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	<input checked="" type="checkbox"/> Urban Design Brief p.20 & 26
<b>1.2 Facilities for walking &amp; cycling</b>		
REQUIRED	1.2.1 Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations (see <i>Official Plan policy 4.3.3</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.3, 5, 9, 10, 18-21
REQUIRED	1.2.2 Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible (see <i>Official Plan policy 4.3.12</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.3, 5, 9, 10, 18-21

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3 Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (see <i>Official Plan policy 4.3.10</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.21
REQUIRED	1.2.4 Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (see <i>Official Plan policy 4.3.10</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.21
REQUIRED	1.2.5 Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (see <i>Official Plan policy 4.3.11</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.21
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input checked="" type="checkbox"/> Urban Design Brief p.21
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	<input checked="" type="checkbox"/> Urban Design Brief p.3, 5, 9, 10, 18-21
BASIC	1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	<input checked="" type="checkbox"/> Urban Design Brief p.3, 5, 9, 10, 18-21
<b>1.3 Amenities for walking &amp; cycling</b>		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input checked="" type="checkbox"/> Urban Design Brief p.21
BASIC	1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	<input checked="" type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>2. WALKING &amp; CYCLING: END-OF-TRIP FACILITIES</b>		
<b>2.1 Bicycle parking</b>		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan policy 4.3.6</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.21, 23, 25
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.21, 23, 25
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.21, 23, 25
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	<input checked="" type="checkbox"/> Urban Design Brief p.21, 23, 25 (Additional bicycle parking to be added to underground parking)
<b>2.2 Secure bicycle parking</b>		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.25
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	<input checked="" type="checkbox"/> Urban Design Brief p.25
<b>2.3 Bicycle repair station</b>		
BETTER	2.3.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input checked="" type="checkbox"/>
<b>3. TRANSIT</b>		
<b>3.1 Customer amenities</b>		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>

No on-site transit stops.

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>4. RIDESHARING</b>		
<b>4.1 Pick-up &amp; drop-off facilities</b>		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	<input checked="" type="checkbox"/> Urban Design Brief p.21, 23, 25
<b>5. CARSHARING &amp; BIKESHARING</b>		
<b>5.1 Carshare parking spaces</b>		
BETTER	5.1.1 Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses (see <i>Zoning By-law Section 94</i> )	<input type="checkbox"/>
<b>5.2 Bikeshare station location</b>		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	<input type="checkbox"/>
<b>6. PARKING</b>		
<b>6.1 Number of parking spaces</b>		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	<input checked="" type="checkbox"/> Urban Design Brief p.4
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	<input checked="" type="checkbox"/> Urban Design Brief p.4
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (see <i>Zoning By-law Section 104</i> )	<input checked="" type="checkbox"/> Urban Design Brief p.4
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (see <i>Zoning By-law Section 111</i> )	<input type="checkbox"/>
<b>6.2 Separate long-term &amp; short-term parking areas</b>		
BETTER	6.2.1 Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	<input checked="" type="checkbox"/> Urban Design Brief p.4, 25

**TDM Measures Checklist:**  
*Residential Developments (multi-family, condominium or subdivision)*

<b>Legend</b>	
<b>BASIC</b>	The measure is generally feasible and effective, and in most cases would benefit the development and its users
<b>BETTER</b>	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage the use of sustainable modes

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
<b>1. TDM PROGRAM MANAGEMENT</b>		
<b>1.1 Program coordinator</b>		
BASIC	★	1.1.1 Designate an internal coordinator, or contract with an external coordinator <input type="checkbox"/>
<b>1.2 Travel surveys</b>		
BETTER		1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress <input type="checkbox"/>
<b>2. WALKING AND CYCLING</b>		
<b>2.1 Information on walking/cycling routes &amp; destinations</b>		
BASIC		2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances ( <i>multi-family, condominium</i> ) <input type="checkbox"/>
<b>2.2 Bicycle skills training</b>		
BETTER		2.2.1 Offer on-site cycling courses for residents, or subsidize off-site courses <input type="checkbox"/>

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
<b>3. TRANSIT</b>		
<b>3.1 Transit information</b>		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances ( <i>multi-family, condominium</i> )	<input type="checkbox"/>
BETTER	3.1.2 Provide real-time arrival information display at entrances ( <i>multi-family, condominium</i> )	<input type="checkbox"/>
<b>3.2 Transit fare incentives</b>		
BASIC ★	3.2.1 Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit	<input checked="" type="checkbox"/>
BETTER	3.2.2 Offer at least one year of free monthly transit passes on residence purchase/move-in	<input type="checkbox"/>
<b>3.3 Enhanced public transit service</b>		
BETTER ★	3.3.1 Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels ( <i>subdivision</i> )	<input type="checkbox"/>
<b>3.4 Private transit service</b>		
BETTER	3.4.1 Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)	<input type="checkbox"/>
<b>4. CARSHARING &amp; BIKESHARING</b>		
<b>4.1 Bikeshare stations &amp; memberships</b>		
BETTER	4.1.1 Contract with provider to install on-site bikeshare station ( <i>multi-family</i> )	<input type="checkbox"/>
BETTER	4.1.2 Provide residents with bikeshare memberships, either free or subsidized ( <i>multi-family</i> )	<input type="checkbox"/>
<b>4.2 Carshare vehicles &amp; memberships</b>		
BETTER	4.2.1 Contract with provider to install on-site carshare vehicles and promote their use by residents	<input type="checkbox"/>
BETTER	4.2.2 Provide residents with carshare memberships, either free or subsidized	<input type="checkbox"/>
<b>5. PARKING</b>		
<b>5.1 Priced parking</b>		
BASIC ★	5.1.1 Unbundle parking cost from purchase price ( <i>condominium</i> )	<input type="checkbox"/>
BASIC ★	5.1.2 Unbundle parking cost from monthly rent ( <i>multi-family</i> )	<input checked="" type="checkbox"/>

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
<b>6. TDM MARKETING &amp; COMMUNICATIONS</b>		
<b>6.1 Multimodal travel information</b>		
<b>BASIC</b> ★	6.1.1 Provide a multimodal travel option information package to new residents	<input checked="" type="checkbox"/>
<b>6.2 Personalized trip planning</b>		
<b>BETTER</b> ★	6.2.1 Offer personalized trip planning to new residents	<input type="checkbox"/>