



HERITAGE IMPACT ASSESSMENT OF 441 ECHO DRIVE, OTTAWA

MAY 7, 2026 JUXTA
PROJECT NO. 2541



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Appendix 1: 441 Echo Drive, Issued for Site Plan Control, Project 1 Studio, April 30th, 2026

1. INTRODUCTION

1.1. REASON FOR THE HIA

Juxta Architects Inc. was retained in December 2025 by JBPA Developments Inc. to prepare a Heritage Impact Assessment (HIA) in support of a proposed development at 441 Echo Drive, Ottawa.

The proposed development consists of a 6-storey residential building, which is located across the street and within 30 metres of the Rideau Canal - a site designated as a National Historic Site of Canada, a UNESCO World Heritage Site, and a Canadian Heritage River.

In accordance with Section 4.5.2, Policy 2 of the City of Ottawa Official Plan, an HIA is required where development is proposed on, adjacent to, across the street from, or within 30 metres of a protected heritage property, where there is potential to adversely impact the heritage resource. The HIA must be completed in accordance with the Council-approved guidelines for HIAs, as amended from time to time.

1.2. SCOPE OF WORK

This Heritage Impact Assessment (HIA) examines the proposed development at 441 Echo Drive in relation to the Rideau Canal National Historic Site of Canada, a site recognized under the Historic Sites and Monuments Act. It documents existing conditions, reviews the history and cultural heritage value of the Rideau Canal within the "Ottawa Urban Section," assesses potential impacts of the development, and recommends mitigation strategies to ensure the proposal respects the Rideau Canal's heritage attributes.

1.3. BACKGROUND DOCUMENTS

In addition to a visit to the site and surrounding areas, the following documents were consulted during the preparation of this report:

- The City of Ottawa Heritage Impact Assessment guidelines.
- The City of Ottawa *Official Plan* and zoning by-law.
- Standards & Guidelines for the Conservation of Historic Places in Canada, Parks Canada.
- Rideau Canal: World Heritage Site Management Plan, Parks Canada, 2005
- Rideau Canal and Merrickville Blockhouse National Historic Sites of Canada Management Plan, 2023-2024 Implementation Report, Parks Canada.
- Rideau Corridor Landscape Strategy, Parks Canada and Dillon Consulting, 2013.
- 441 Echo Drive Revised Design Package by Project1 Studio, December 2, 2025
- 441 Echo Drive - Issued for Site Plan Control, Project 1 Studio, April 30th, 2026
- 441 Echo Drive Urban Design Brief, Project1 Studio, May 6, 2026

values and character-defining elements. Per this ongoing report, Echo Drive is considered to have significant influence on the canal and its cultural landscape.

The City of Ottawa Comprehensive Zoning By-law (2008-250) designates the area of the subject property as R4UD within the Mature Neighbourhoods Overlay and as N4B within the forthcoming New Zoning By-law. The UD subzone allows for a variety of residential configurations while regulating development to be compatible with existing land use patterns and maintaining the residential character of the neighbourhood.



Figure 2: View of the property, as seen from across the Rideau Canal, with the adjacent Flora Footbridge ramp on the right side. (Source: Juxta Architects).



Figure 3: Map of the Rideau Canal Cultural Landscape study area (Source: City of Ottawa)

3. BACKGROUND RESEARCH AND ANALYSIS

3.1. SITE HISTORY

The Rideau Canal was constructed between 1826 and 1832 by Lieutenant-Colonel John By for the British government. The canal is 202 kilometres long and extends from Ottawa to Kingston, connecting Canada's current capital to the former 1800s capital of the United Province of Canada.

The Rideau Canal is currently managed by Parks Canada and has been a National Historic Site of Canada since 1925. In 2000, the canal was designated a Canadian Heritage River and in 2007 it was designated a UNESCO World Heritage Site.

The Rideau Canal was constructed during a pivotal moment in Canada's history, following the war of 1812, when Great Britain and the United States were in conflict for control of the northern portion of the North American continent. Great Britain ascertained the key to the defence of Canada was in the transportation route between Montreal and Kingston, necessitating the creation of a course more secure and defensible than the St. Lawrence River. Built concurrently with a series of military fortifications, the canal enabled the British military to retain the colony of Canada from American forces. The success of the Rideau Canal and the British military defence strategy was instrumental to the growth of colonial Canada and its development as an independent nation. Ultimately, leading to the development of two distinct political and cultural identities across North America.

4. STATEMENT OF SIGNIFICANCE – THE RIDEAU CANAL NATIONAL HISTORIC SITE

4.1. CULTURAL HERITAGE VALUE

Apart from its defensive and military history, the Rideau canal is also recognized as an innovative and creative feat of human ingenuity with respect to its design and engineering. Parks Canada Statement of Outstanding Universal Value indicates:

“The Rideau Canal is the most outstanding surviving example of an early-19th century slackwater canal system in the world and one of the first canals designed specifically for steam-powered vessels. It is an exceptional example of the transfer of European transportation technology and its ingenious advancement in the North American environment.”

The canal system connects the existing watersheds of the Rideau and the Cataraqui with engineered channels, a distance and scale previously unattempted in North America or Europe. This allowed boats to bypass the falls, rapids, swamps and rocky shallows between Kingston and Ottawa through a series of canal locks and dams. Not only did the canal allow for unprecedented movement across North America, but it was also one of the first canals in the world to be designed specifically for steam-powered vessels, recognizing a critical change in human values and technology.

4.2. LANDSCAPE HERITAGE VALUE

Landscape character is defined by Parks Canada as the “*distinctive and recognizable pattern of elements in a landscape that give a locality its sense of place.*”

The Rideau Canal landscape is unique due to its combination of cultural, natural and recreational values. The canal corridor not only reflects early 19th century forms, materials and technologies but dynamic human and ecological relationships throughout its length.

Due to the diversity of landscape and environmental context along the canal’s path, it is divided into multiple sections. The section of the canal hosting the subject property is known as *Ottawa to Hartwell Locks* and is 6.4 kilometres in length. The longest stretch of excavated channel throughout the canal, this section is delineated on both sides by masonry or concrete walls with railings. Along this section, the canal weaves through modern and historic portions of Ottawa and extensive parkland. Cultural and civic structures reside in this section, such as Dows Lake, Carleton University and the Experimental Farm.

4.3. HERITAGE ATTRIBUTES

Contextual Elements

- The completeness of the cultural landscape as a longstanding system of transportations facilities, including: the waterways, locks, blockhouses, dams, weirs and lock stations, associated shore lands and communities, and extensive wetlands and lakes.
- Historic, ecological, and visual associations with shore lands and communities along the canal’s route, such as the pathways, view sheds from the locks and the channel, and the fortifications.
- Views to the Parliament buildings and the Chateau Laurier.
- Views from the bridges to the canal.

Architectural Elements

- The remnants of historic engineering design, including the canal route, walls, locks, weirs and bridges.
- The manual operation technologies to work the locks.
- The canal bed’s excavated channel and construction.
- The original built resource’s form, craftsmanship and materials, such as the ensemble of early blockhouses, lockmasters’ houses and canal walls.

These elements collectively show how the Rideau Canal embodies a cultural landscape of dynamic ecological and human relations, rooted in a pivotal moment in the history of North America and the colonial development of Canada.

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT

5.1. 441 ECHO DRIVE

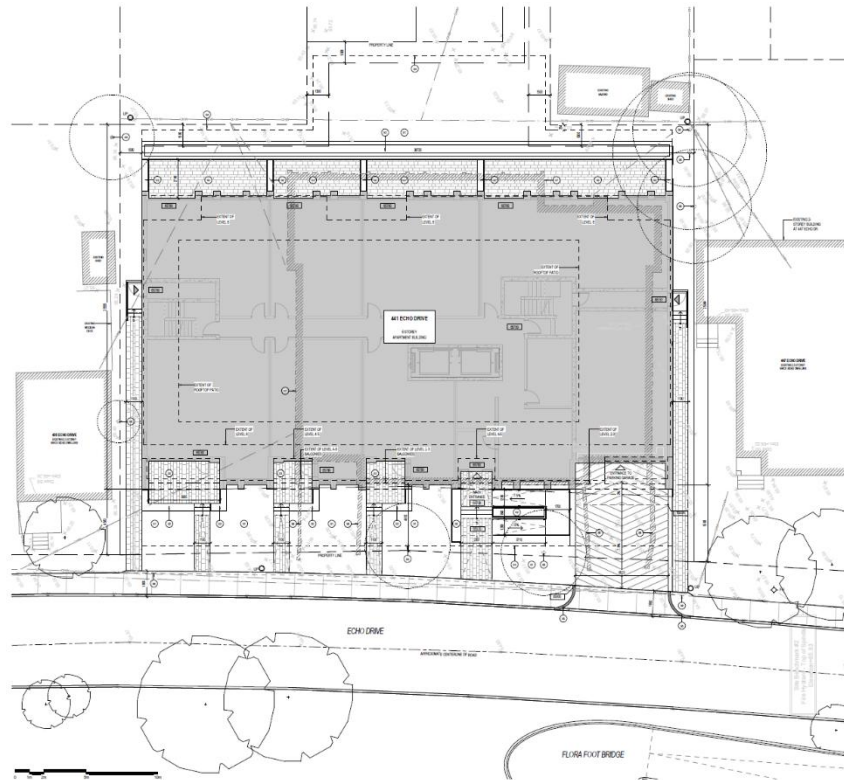


Figure 4: Site plan of 441 Echo Drive (Source: Project1 Studio)

The proposed development consists of a 6-storey residential building, located on Echo Drive adjacent to the Rideau Canal. The proposed development will reach 22.8 metres in height and has a footprint of approximately 755 square metres.

The project provides a total of 52 residential units. The unit mix includes 18 one-bedroom units, 10 one-bedroom plus den units, 21 two-bedroom units, 1 two-bedroom plus den unit, and 2 three-bedroom units.



Figure 5: 3D rendering of the proposed building in context of the Rideau Canal (Source: Project1 Studio).



Figure 6: West elevation of proposed residential building (Source: Project1 Studio).

6. IMPACT OF PROPOSED DEVELOPMENT

6.1. SIGHTLINE ANALYSIS

Juxta Architects visited 441 Echo Drive to conduct a sightline analysis of the existing conditions of the property and analyze the potential impacts of the proposed development on the canal in relation to the visual relationship, height, massing, scale and landscape character. The analysis adheres to Section 6.6.2.2: The Rideau Canal Special District, Policies 3) and 4) a). Policy 3 states:

“Working with partners, including the National Capital Commission and Parks Canada to respect the Rideau Canal UNESCO World Heritage Site and protect cultural heritage landscapes. The following will apply: a) Development and capital projects adjacent to the Rideau Canal may require a Heritage Impact Assessment. Mitigation measures may be required to conserve the cultural heritage landscape and the heritage values of the Rideau Canal as a World Heritage Site and National Historic site. The cultural heritage landscape of the Rideau Canal is comprised of, but not limited to, the physical canal and its landscape buffer, the pathways, the parkways, planting beds, mature forest, mowed grass and open lawns with trees; and b) All lighting and light fixtures, commercial and digital signage, including those located on private and institutional properties, must not overwhelm or detract the long-range views of the Rideau Canal, as identified in the Capital Illumination Plan, nor the experience along the federal parkways, pathways and the associated greenspaces, which are lined by the iconic light fixtures that provide nighttime lighting, and daytime visual interest.”

Policy 4) a) states:

“Where properties are within or on the edge of established Low-rise residential areas, development will be subject to all of the following: i) Development will respect the existing patterns of building footprints, height, massing, scale, setback and landscape character within the associated streetscape. The associated streetscape will be determined by the existing low-rise properties on one, or if applicable, both sides of the same street, on the same block as the subject property; ii) In order to be consistent with nearby low-rise residential development, anticipated Secondary Plan process for the area as references in Subsection 6.6.3, Policy 1) will consider if Site Plan Control By-Law may extend within the Rideau Canal Special District; and iii) Carefully consider the visual relationship between the site and the Canal, including the adjacent or nearby federal parkways and the preservation of mature trees by ensuring the continuity of the existing landscape patterns, orientation of buildings and preserving views to and from the Canal;”

Views were considered from a wide range of vantage points, including: the multi-use pathway, atop the Flora Footbridge and across the canal. The analysis was documented in February, offering the annual minimum of foliage and the most visual exposure.

- **Flora Footbridge**

The site is located at the base of the Flora Footbridge, with the building being highly obscured by the ramp and stairs when facing north along the multi-use pathway and across the canal (fig.8). Given the

additional 2-storeys of the proposed development, the building is expected to still be primarily obstructed in view.

- **Across the Canal**

View of the existing conditions are largely obstructed by the mature trees along the canal corridor (fig.9). These trees are planted along the multi-use path and will not be impacted by the proposed development, continuing their role in maintaining the ecological values of the corridor and buffering the canal from adjacent infrastructure.



Figure 7: Views of the existing property in relation to the Rideau Canal (Source: Juxta Architects).



Figure 8: Views of the existing property obscured by the Flora Footbridge, photographed from the East side of the Canal (Source: Juxta Architects)



Figure 9: Views of the existing property obscured by the Flora Footbridge, photographed from the West side of the Canal (Source: Juxta Architects).



Figure 10: Views of the existing property obscured by the Canal's trees, with foliage at annual minimum (Source: Juxta Architects).



Figure 11: Residential building located on the opposing side of the Flora Footbridge, featuring similar materiality and adjacencies to the canal (Source: Juxta Architects).

6.2. POTENTIAL ADVERSE IMPACTS

The proposed development has the potential to adversely affect the cultural heritage value of the Rideau Canal and landscape. Key concerns include:

- The building’s scale and contemporary materials, particularly on the west façade facing the Rideau Canal, may contrast sharply with the existing neighbouring buildings, reducing contextual integration.
- The increased building footprint may diminish the subject property’s existing landscaping, reducing contextual integration and contrasting the mature trees and vegetation within the canal’s 30 metre buffer zone.
- At 6-storeys, the height of the building is large for the low-rise community, creating visual intrusion and potentially casting shadows on neighbouring buildings and pathways.

6.3. POTENTIAL POSITIVE IMPACTS

The development also presents opportunities to benefit the local community:

- Eliminating the existing parking lot on site in favour of underground parking will increase visual density and make more efficient use of the property, creating a more pleasant pedestrian experience.
- While not in the scope of the Heritage Impact Assessment, the development will increase the density and availability of rental housing in central Ottawa, potentially contributing positively to the housing shortage across the city.

Through careful design and collaboration, these positive outcomes could be maximized, allowing the development to integrate sensitively with the heritage landscape of the Rideau Canal while supporting community needs and enhancing the overall character of the canal corridor.

7. MITIGATION STRATEGIES

7.1. RECOMMENDED MITIGATION STRATEGIES

To minimize potential adverse impacts on the Rideau Canal corridor, the following mitigation measures should be considered:

- **Preserving Trees and Vegetation**

Maintaining the mature trees on the site and/or planting new vegetation will help integrate the proposed development with the surrounding neighbourhood and preserve the ecological relationship between the canal and the multi-use pathway within the corridor. This strategy has already been implemented, since the public lands in front of the development will retain their mature trees and additional trees are to be planted on the site, as per the referenced site plan.

- **Contextual Architectural Design**

Using materials, colours and forms sympathetic to the surrounding neighbourhood character can help blend the development's additional height within its surroundings. This context driven design logic has already been implemented through the selection of brick as the façade material, as this is a common material along the corridor. The addition of the balconies also maintains the existing condition of the building and further activates the nearby pathway. The upper level being setback will help to reduce overshadowing.

- **Minimal Impact Signage and Lighting**

As per the Cultural Landscape Study of the urban section of the Rideau Canal draft guidelines, signage and visual clutter should be minimized to prevent obscuring heritage views. Current renderings do not indicate any signage or lighting conditions. Any future signage should be of minimal design as to not obscure the views and be reviewed after the design is finalized.

The designer has consulted with Juxta Architects during the design phase of the project, and has, in our opinion, already met the recommended mitigation strategies.

8. CONCLUSION & OPINION

The Rideau Canal Corridor is an important cultural heritage resource, notable for its engineering design, dynamic approach to human and ecological relationships, and historic role in the colonial development of Canada. Juxta Architects, in our role as conservation specialists, believe the proposed development at 441

Echo Drive is compatible with the historic place in its present form, as it balances opportunities and challenges in relation to these heritage values.

While the development will add height to the existing site, the building typology (apartment building), and materiality (predominantly brick) minimizes the change to the site. Our opinion is supported by the sightline analysis, the placement of the adjacent Flora Footbridge, the vegetation screening the building from view and the contextual architectural design of the proposal.

Many potentially adverse impacts have been mitigated through contextual architectural design and the existing site features; the new building will be largely screened from view by the footbridge and the mature trees along the corridor. The material selection speaks to the character of the neighbouring buildings while the balconies maintain the existing conditions while further activating the pathway.

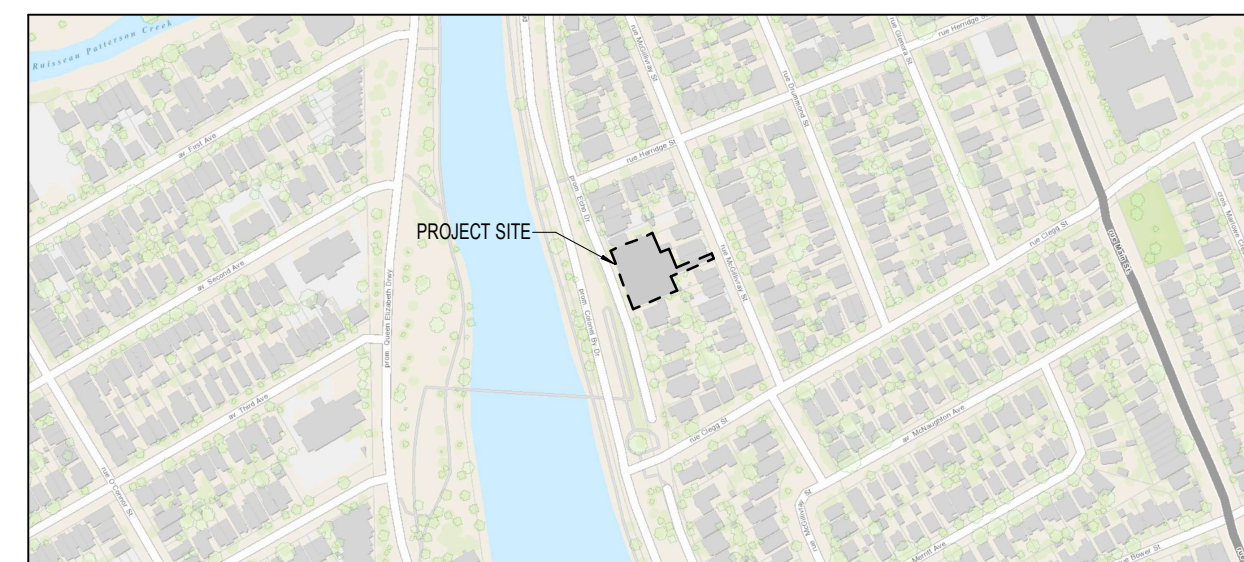
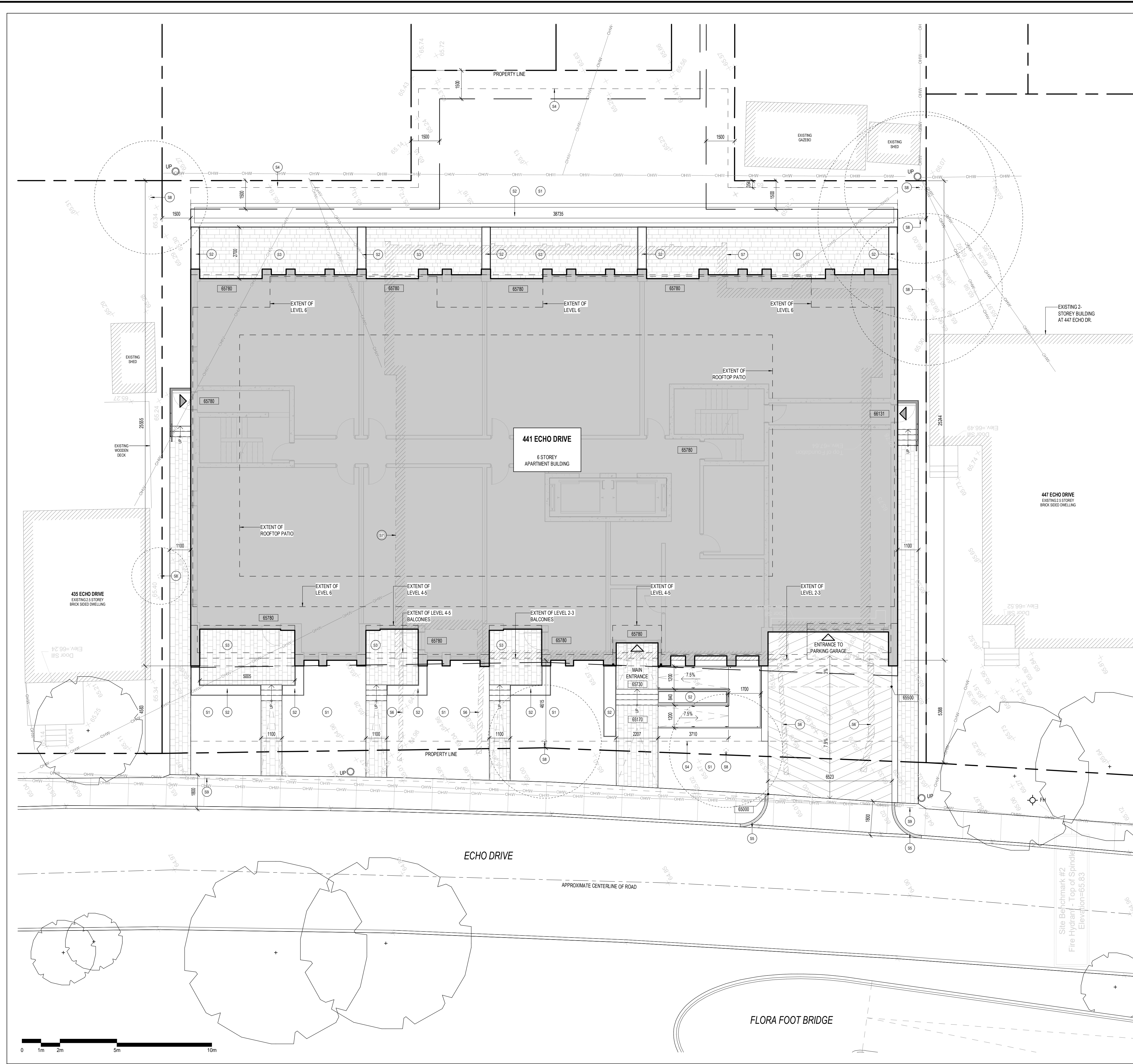
The increased density and additional units of the proposed development represent a significant positive impact. These benefits contribute to the need for additional housing across Ottawa and should be considered alongside heritage protections as part of a balanced evaluation of the project's overall value.

In the opinion of the consultant, the change to the historic place can be integrated with minimal negative impacts into the Rideau Canal's views and cultural landscape.

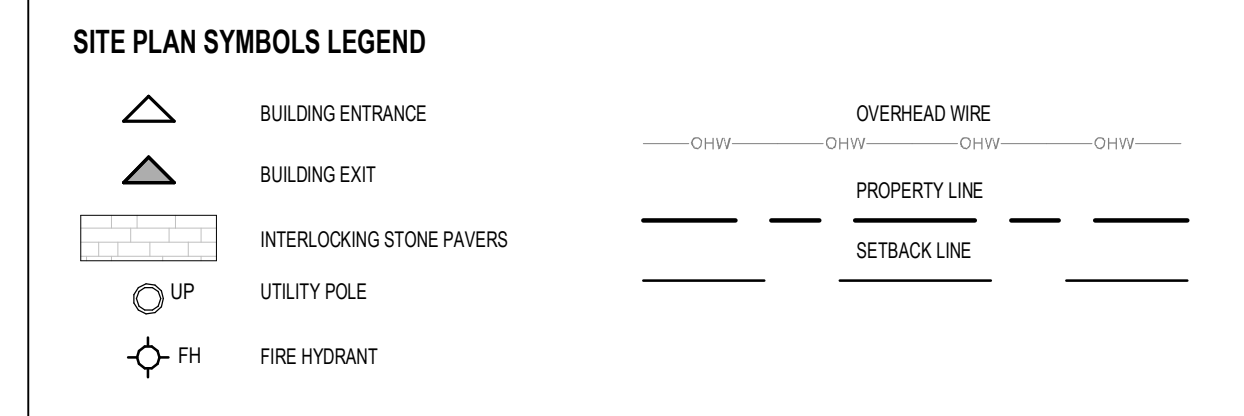
Sincerely,



Appendix 1



2 LOCATION PLAN
SP-01 SCALE: NTS



- SITE PLAN NOTES**
- S1 SOFT LANDSCAPING
 - S2 RAISED PLANTER
 - S3 PRIVATE RESIDENTIAL TERRACE
 - S4 LINE DENOTES EXTENT OF PARKING GARAGE BELOW
 - S5 DEPRESSED CURB
 - S6 EXISTING STONE RETAINING WALL TO BE DEMOLISHED
 - S7 EXTENT OF EXISTING 3 STOREY APARTMENT BUILDING TO BE DEMOLISHED
 - S8 EXISTING TREE TO BE REMOVED
 - S9 EXTENT OF EXISTING SIDEWALK

TOPOGRAPHIC PLAN OF SURVEY OF
PART OF LOTS 11 AND 12 AND PART OF
LOTS 3 AND 4
BLOCK 'X'
REGISTERED PLAN 102
CITY OF OTTAWA
ANNIS, O'SULLIVAN, VOLLBECK LTD. 2025

SURVEY INFO
SCALE: 1 : 100

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ISSUE RECORD

| | | |
|---|------------------------------|----------|
| 4 | ISSUED FOR SITE PLAN CONTROL | 26-04-30 |
| 3 | ISSUED FOR COORDINATION | 26-02-17 |
| 2 | ISSUED FOR COORDINATION | 26-01-20 |
| 1 | ISSUED FOR COORDINATION | 26-01-15 |



project1 studio
Project1 Studio Incorporated
[613.884.3939] [mail@project1studio.ca]

441 ECHO
441 Echo Drive
Ottawa, ON K1S 1N6

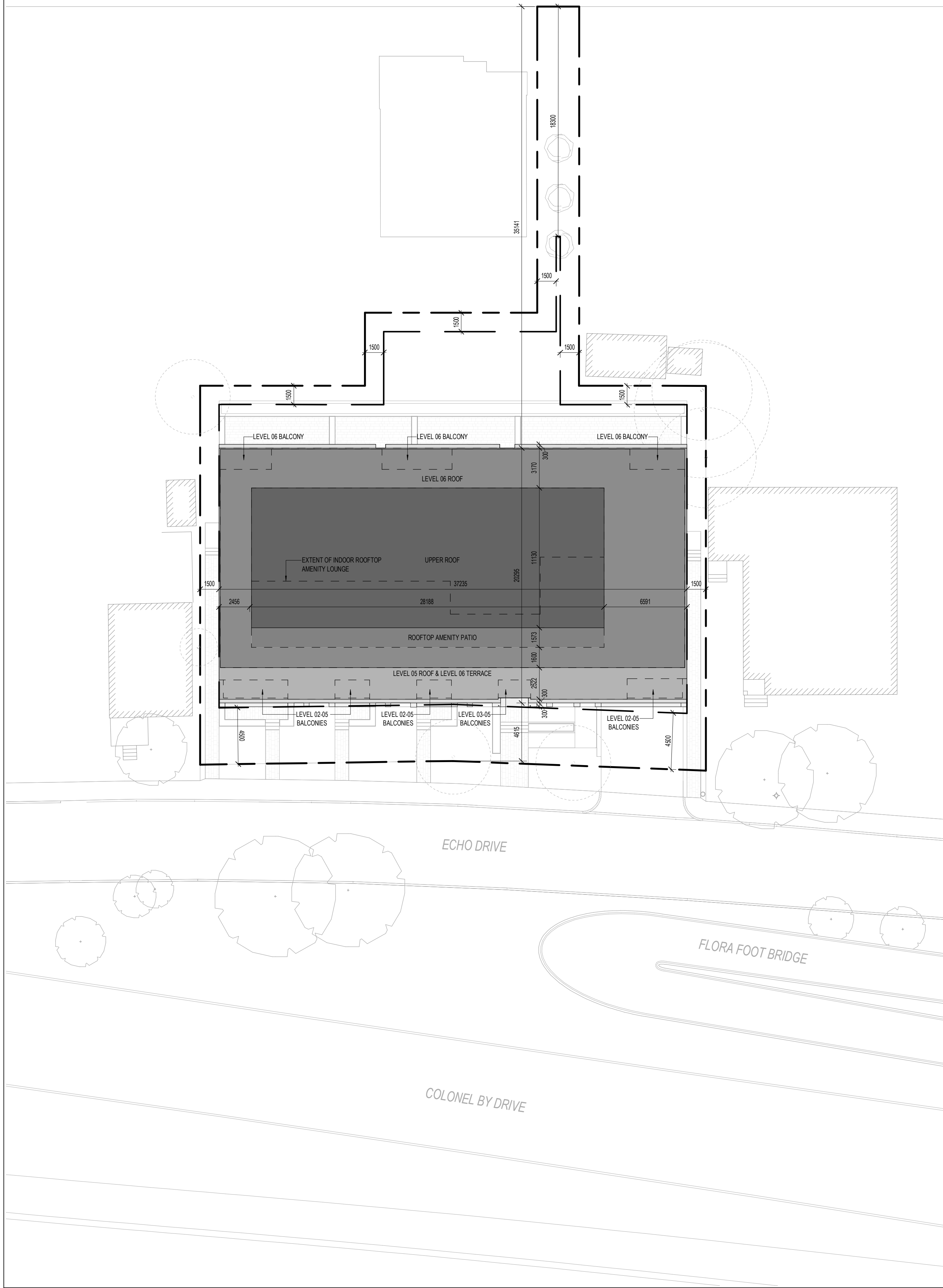
| | | | |
|------|-------|--------|----------|
| PROJ | SCALE | DRAWN | REVIEWED |
| 2514 | NOTED | SDL/BH | RMK |

SITE PLAN

SP-01

1 SITE PLAN
SP-01 SCALE: 1 : 100

MCGILLIVRAY STREET



| UNIT COUNT | | | | | | | | |
|--------------|----------|-----------|-----------|-----------|-----------|----------|-------------|-------------|
| NAME | LVL 01 | LVL 02 | LVL 03 | LVL 04 | LVL 05 | LVL 06 | TOTAL COUNT | PERCENTAGE |
| 1-BED | 2 | 5 | 5 | 5 | 5 | 0 | 22 | 42% |
| 1-BED + DEN | 3 | 1 | 1 | 1 | 1 | 1 | 8 | 15% |
| 2-BED | 2 | 4 | 4 | 4 | 4 | 1 | 19 | 37% |
| 2-BED + DEN | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2% |
| 3-BED | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4% |
| TOTAL | 7 | 10 | 10 | 10 | 10 | 2 | 52 | 100% |

| GROSS BUILDING AREA | | |
|---------------------|-------------------------------|------------------|
| LEVEL | AREA | AREA (SF) |
| LEVEL 1 | 722.24 m ² | 7,774 SF |
| LEVEL 2 | 794.46 m ² | 7,798 SF |
| LEVEL 3 | 722.19 m ² | 7,774 SF |
| LEVEL 4 | 712.53 m ² | 7,670 SF |
| LEVEL 5 | 712.53 m ² | 7,670 SF |
| LEVEL 6 | 616.33 m ² | 6,634 SF |
| ROOF | 217.55 m ² | 2,342 SF |
| TOTAL | 4,427.82 m² | 47,851 SF |

| | | |
|--------------|-------------------------------|------------------|
| LEVEL P1 | 1,170.54 m ² | 12,600 SF |
| LEVEL P2 | 1,170.54 m ² | 12,600 SF |
| LEVEL P3 | 566.86 m ² | 6,102 SF |
| TOTAL | 2,907.93 m² | 31,301 SF |

| | | |
|--------------|-------------------------------|------------------|
| TOTAL | 7,335.75 m² | 78,962 SF |
|--------------|-------------------------------|------------------|

| LEASABLE AREA (RESIDENTIAL) | | |
|-----------------------------|-------------------------------|------------------|
| LEVEL | AREA | AREA (SF) |
| LEVEL 1 | 481.08 m ² | 5,178 SF |
| LEVEL 2 | 646.81 m ² | 6,962 SF |
| LEVEL 3 | 646.89 m ² | 6,944 SF |
| LEVEL 4 | 633.83 m ² | 6,822 SF |
| LEVEL 5 | 633.83 m ² | 6,822 SF |
| LEVEL 6 | 539.76 m ² | 5,810 SF |
| TOTAL | 3,580.39 m² | 38,539 SF |

| PARKING SCH. (BICYCLE) | | |
|------------------------|---------|-----------|
| LEVEL | TYPE | COUNT |
| LEVEL P1 | STACKED | 56 |
| TOTAL | | 56 |

| COMMUNAL AMENITY | | | |
|------------------|-----------------|-----------------------------|-----------------|
| LEVEL | NAME | AREA | AREA (SF) |
| ROOF | AMENITY LOUNGE | 91.23 m ² | 982 SF |
| ROOF | AMENITY TERRACE | 138.99 m ² | 1,496 SF |
| TOTAL | | 230.22 m² | 2,478 SF |

| PRIVATE AMENITY | | |
|-----------------|-----------------------------|-----------------|
| LEVEL | AREA | AREA (SF) |
| LEVEL 1 | 120.15 m ² | 1,293 SF |
| LEVEL 2 | 21.64 m ² | 233 SF |
| LEVEL 3 | 25.41 m ² | 274 SF |
| LEVEL 4 | 25.97 m ² | 280 SF |
| LEVEL 5 | 26.52 m ² | 285 SF |
| LEVEL 6 | 99.57 m ² | 1,072 SF |
| TOTAL | 319.27 m² | 3,437 SF |

| PARKING SCH. (VEHICLE) | | |
|------------------------|---------------|-----------|
| LEVEL | TYPE | COUNT |
| LEVEL P1 | VISITOR | 4 |
| LEVEL P1 | RESIDENT | 16 |
| LEVEL P2 | RESIDENT - EV | 13 |
| LEVEL P2 | RESIDENT | 9 |
| LEVEL P3 | RESIDENT | 12 |
| TOTAL | | 54 |

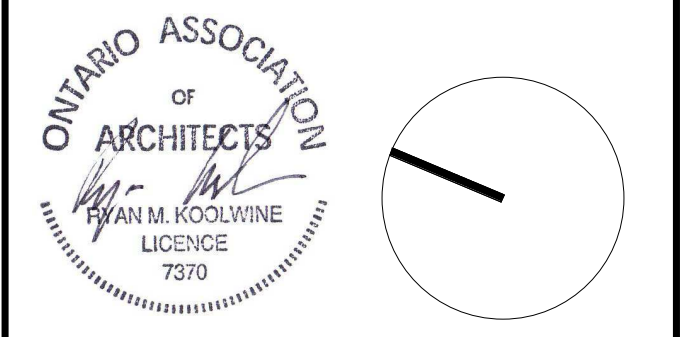
| SITE STATISTICS | | |
|-----------------------------|------------------------|--|
| Current Zoning Designation: | R4UD | |
| Lot Width: | 40.2m | |
| Total Lot Area: | 1,394.32m ² | |
| Average Existing Grade: | 65.49m | |

| Proposed Development - 6 Storey Mid-Rise Apartment Building | | |
|---|--|------------------------|
| No. of units | 52 Units | |
| Zoning Mechanism | Required | Provided |
| Minimum Lot Width | 15.0m | 40.2m |
| Table 152(a) | | |
| Minimum Lot Area | 450m ² | 1,394.32m ² |
| Table 152(a) | | |
| Min. Front Yard Setback | 4.5m | 4.6m |
| Table 152(a) | | |
| Min. Interior Side Yard Setback | 1.5m | 1.5m |
| Table 152(a) | | |
| Min. Rear Yard Setback | 18.3m | 35.1m |
| Table 144(a)(ii) | | |
| Maximum Building Height | 14.5m | 19.5m |
| Table 152(a) | | |
| Parking Space Rates (Residents) | 18 Spaces | 50 Spaces |
| 101 (Sch. 1A - Area X) | 0 spaces for the first 12 units - Section 101(2) | |
| | 0.5 spaces / unit for 40 units - Table 101(R15) | |
| | Minus 10% - Section 101(6) | |
| Minimum Visitor Parking Rates | 4 Spaces | 4 Spaces |
| 101 (Sch. 1A - Area X) | 0 spaces for first 12 units - Section 102(2) | |
| | 0.1 spaces / unit for 40 units - Table 102 | |
| Minimum Spaces Capable of Level 2 EV Charging | 13 Spaces | 13 Spaces |
| | 25% spaces / unit for 52 units | |
| Bicycle Parking Rates (Residents) | 26 Spaces | 56 Spaces |
| Table 111A (Sch. 1 - Area X) | 0.5 spaces / unit for 52 units [111A(b)(ii)] | |
| Total Amenity Area | 312m ² | 549.49m ² |
| Table 137(4)(i) | 6m ² / unit for 52 units | |
| Communal Amenity Area | 156m ² | 230.22m ² |
| Table 137(4)(ii) | Min. 50% of Total Amenity Area | |

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4 ISSUED FOR SITE PLAN CONTROL 26-04-30

ISSUE RECORD



project1 studio

Project1 Studio Incorporated
1(613) 884-3939 | mail@project1studio.ca

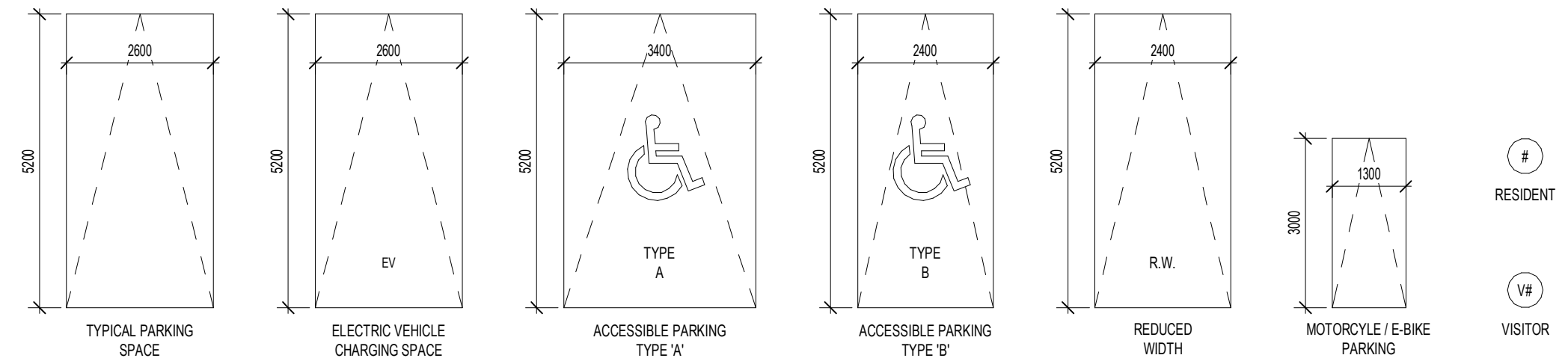
441 ECHO
441 Echo Drive
Ottawa, ON K1S 1N6

| PROJ | SCALE | DRAWN | REVIEWED |
|------|-------|-------|----------|
| 2514 | NOTED | BH | RMK |

PROJECT STATISTICS AND ZONING INFORMATION

SP-02

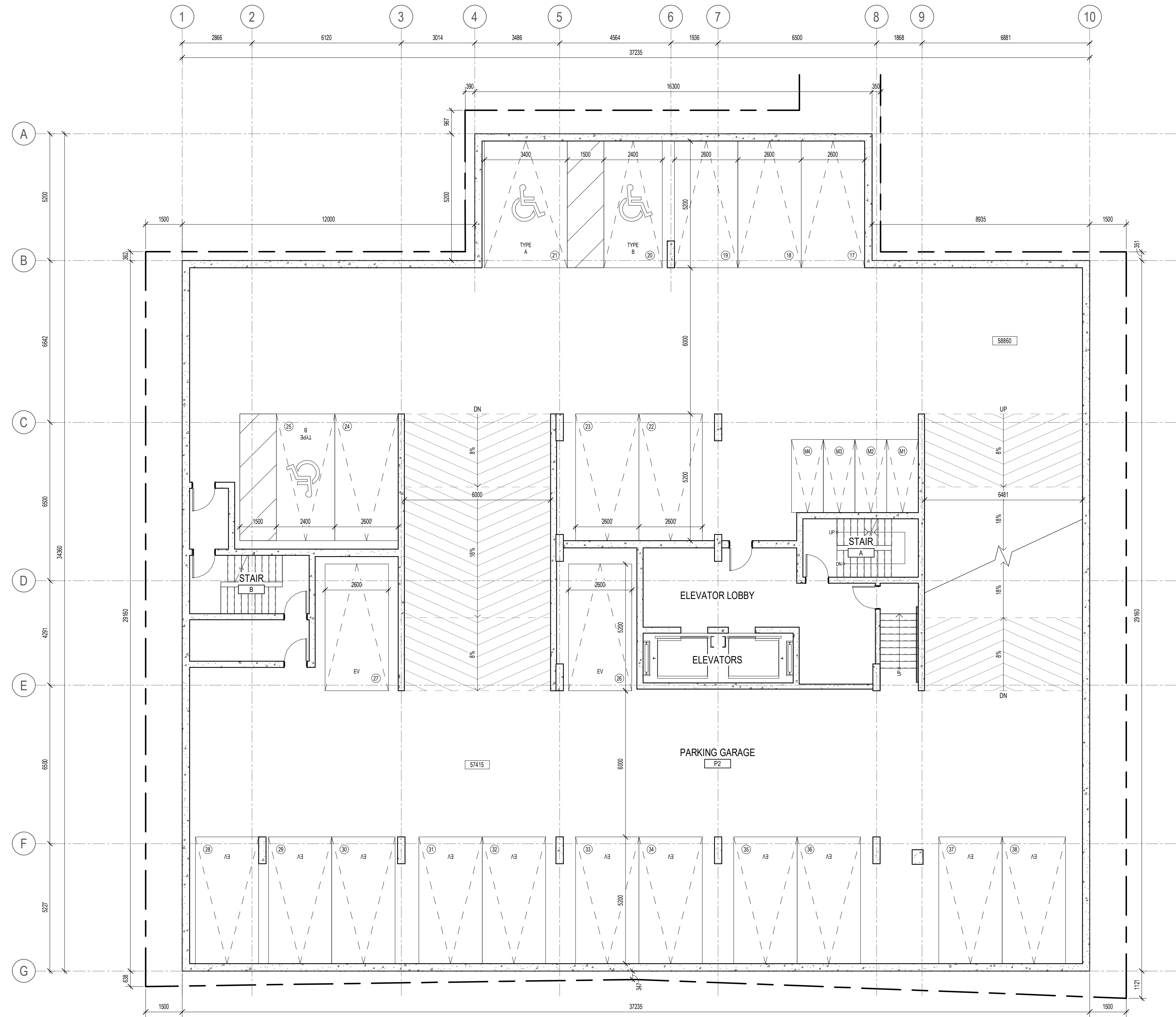
PARKING LEGEND



***NOTE**
FOR INFORMATION ONLY

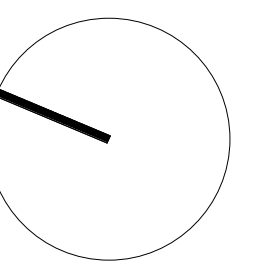
FLOOR/ROOF PLAN NOTES

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| 4 | ISSUED FOR SITE PLAN CONTROL | 26-04-30 |
| 3 | ISSUED FOR COORDINATION | 26-02-17 |
| 2 | ISSUED FOR COORDINATION | 26-01-20 |
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ISSUE RECORD



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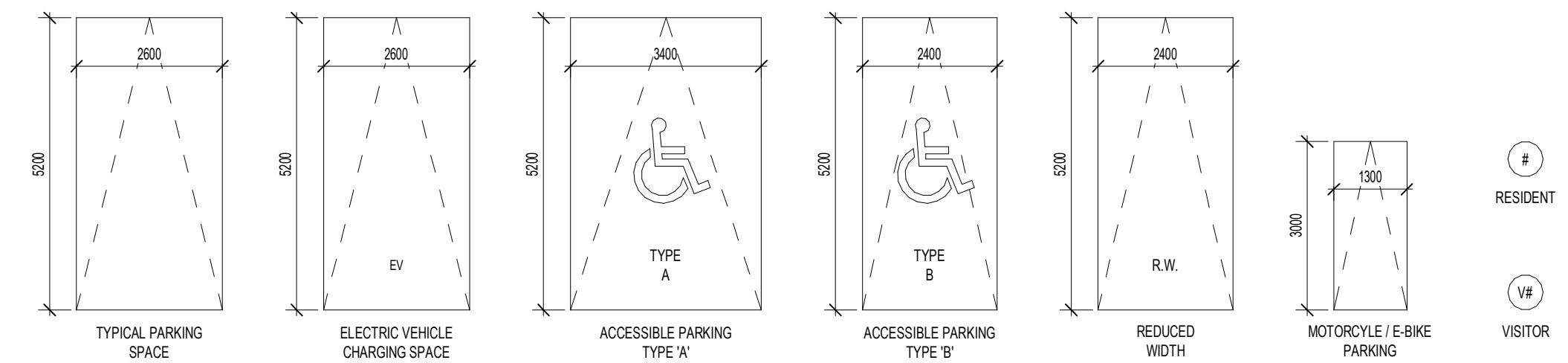
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|------|-------|--------|----------|
| PROJ | SCALE | DRAWN | REVIEWED |
| 2514 | NOTED | SDL/BH | RMK |

LEVEL P2 FLOOR PLAN

A100.2

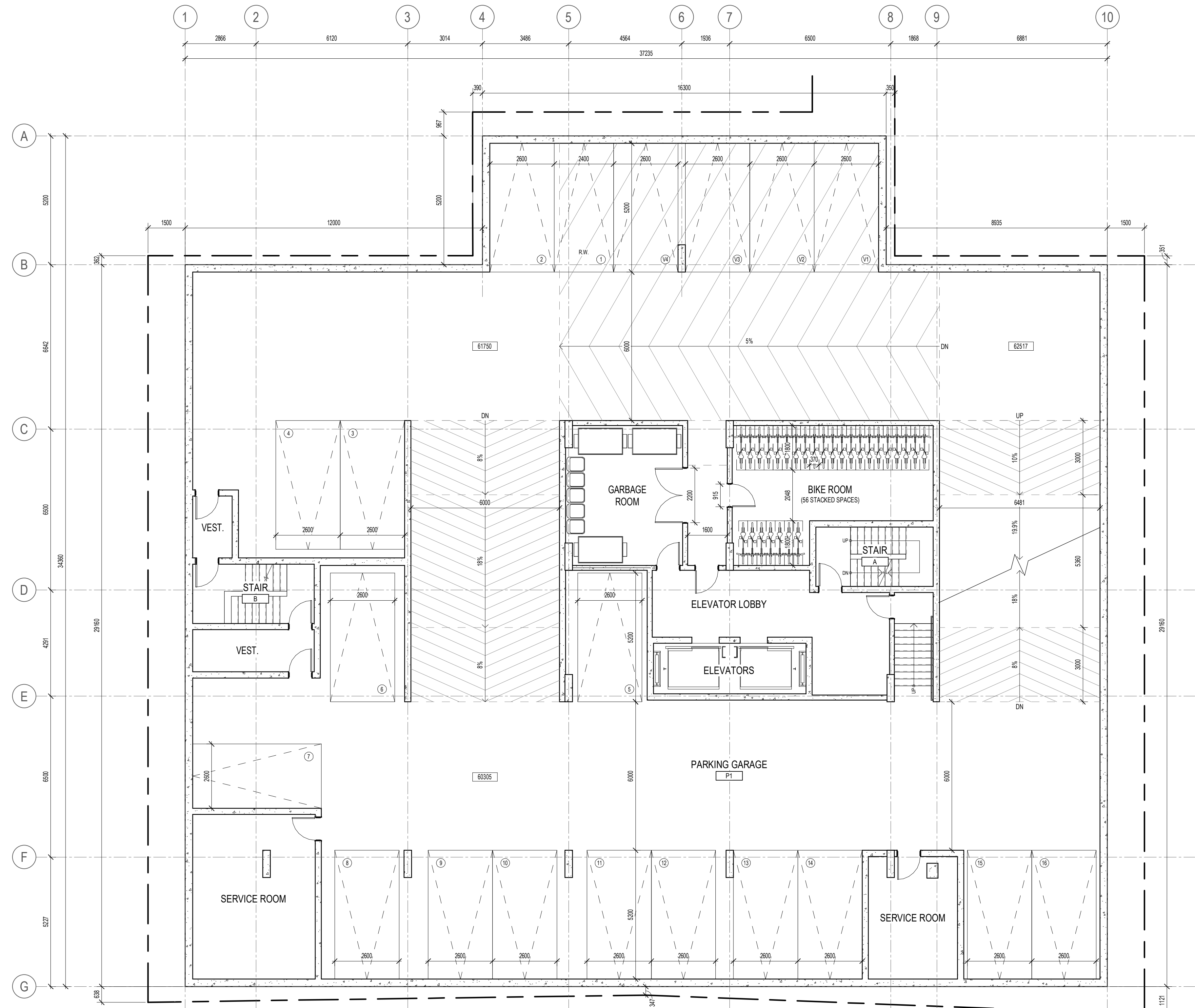
PARKING LEGEND



***NOTE**
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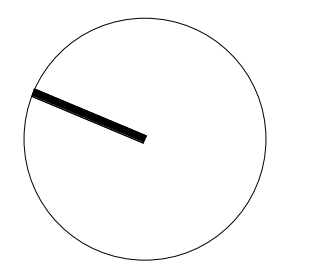
FLOOR/ROOF PLAN NOTES

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| PROJ | SCALE | DRAWN | REVIEWED |
| 2514 | NOTED | SDL/BH | RMK |

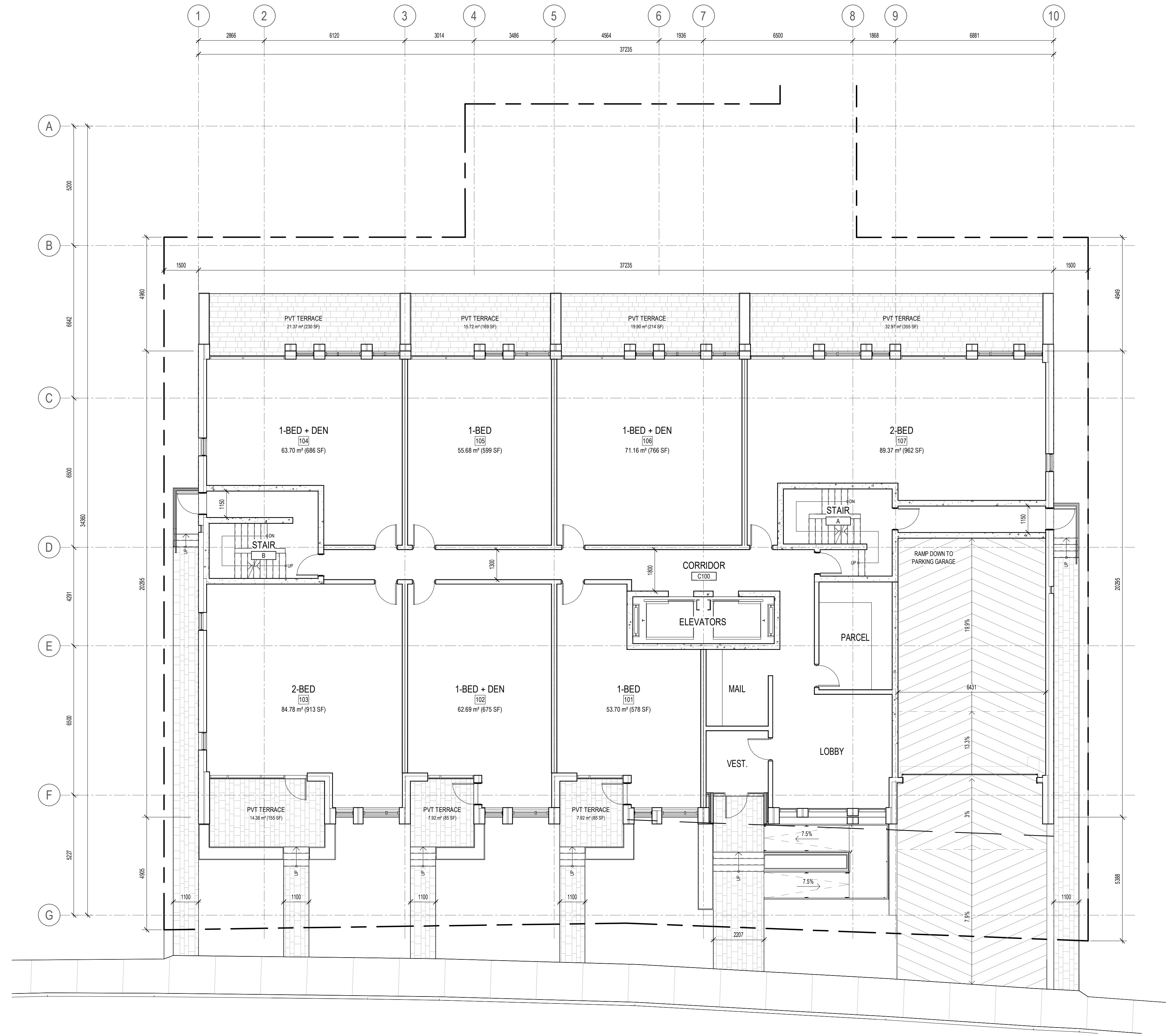
LEVEL P1 FLOOR PLAN

A100.3

***NOTE**
FOR INFORMATION ONLY

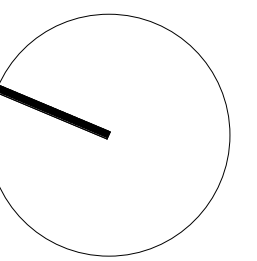
FLOOR/ROOF PLAN NOTES

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| 2514 | NOTED | SDL/BH | RMK |

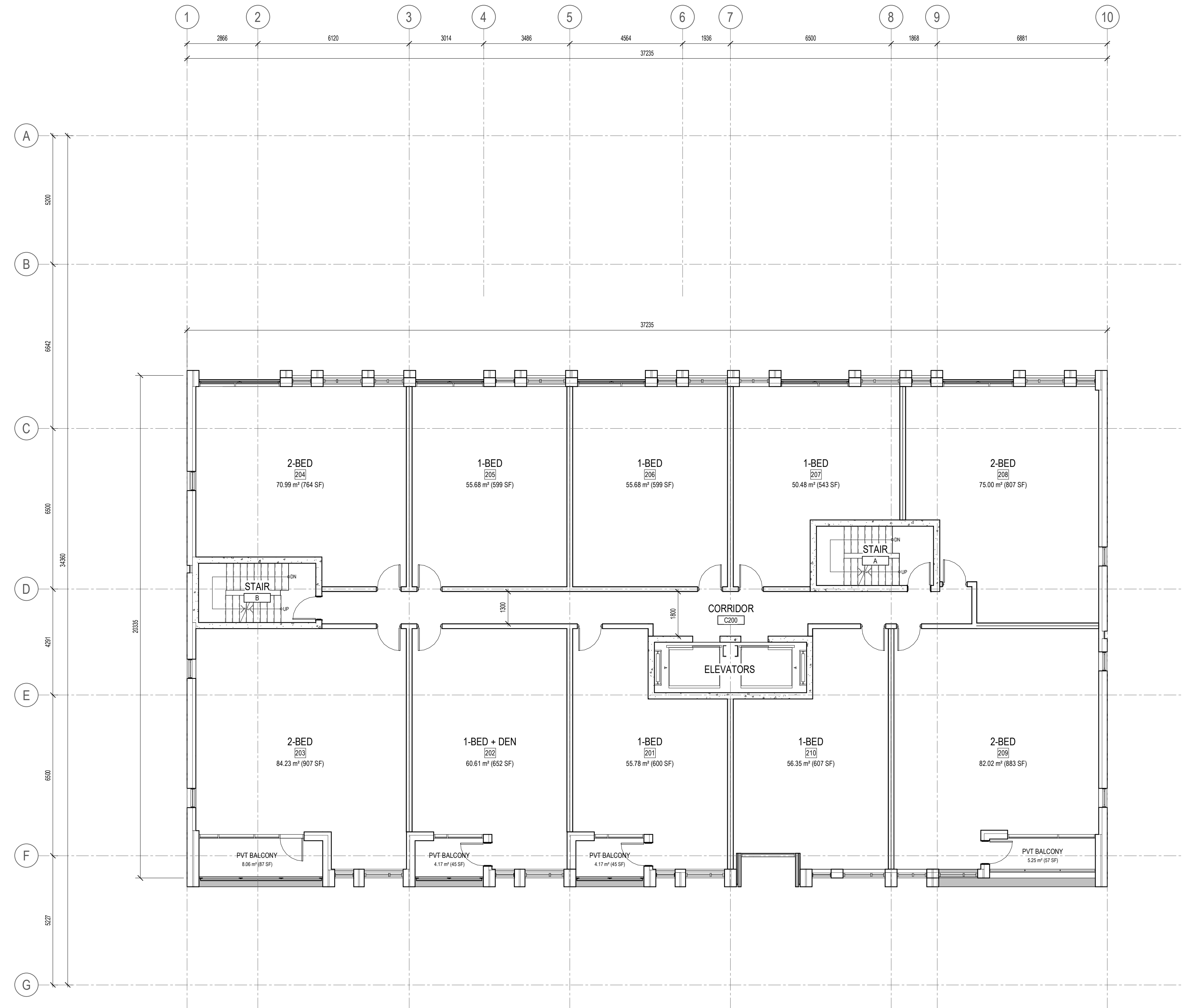
LEVEL 01 FLOOR PLAN

A101

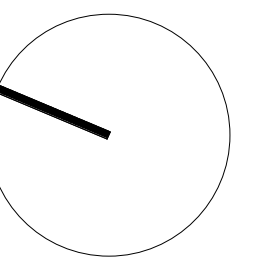
NOTE
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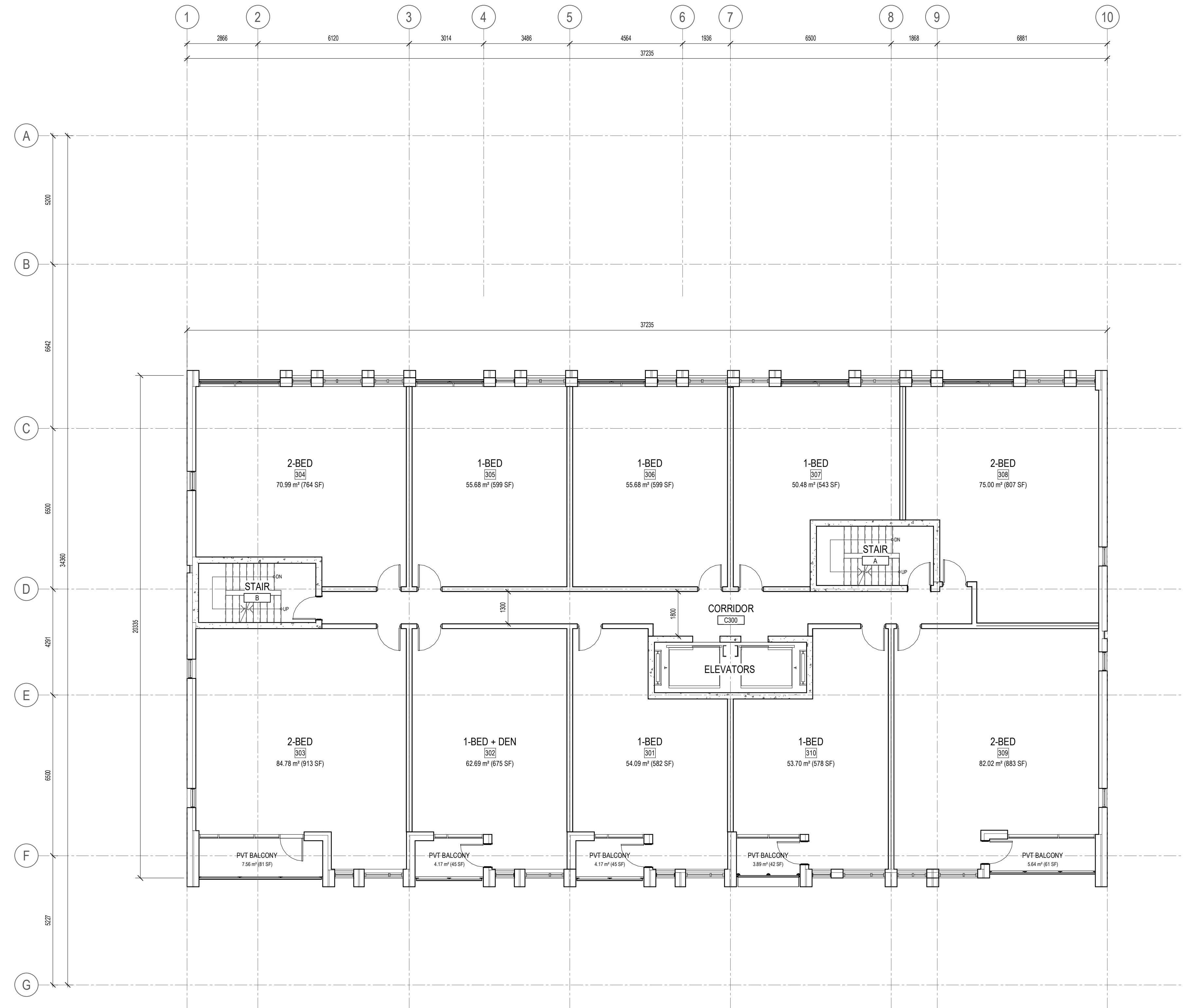
| PROJ | SCALE | DRAWN | REVIEWED |
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| 2514 | NOTED | SDL/BH | RMK |

LEVEL 02 FLOOR PLAN

***NOTE**
FOR INFORMATION ONLY

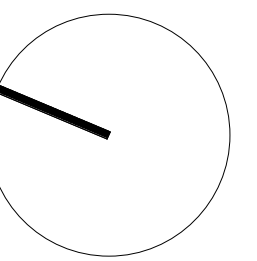
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| PROJ | SCALE | DRAWN | REVIEWED |
| 2514 | NOTED | SDL/BH | RMK |

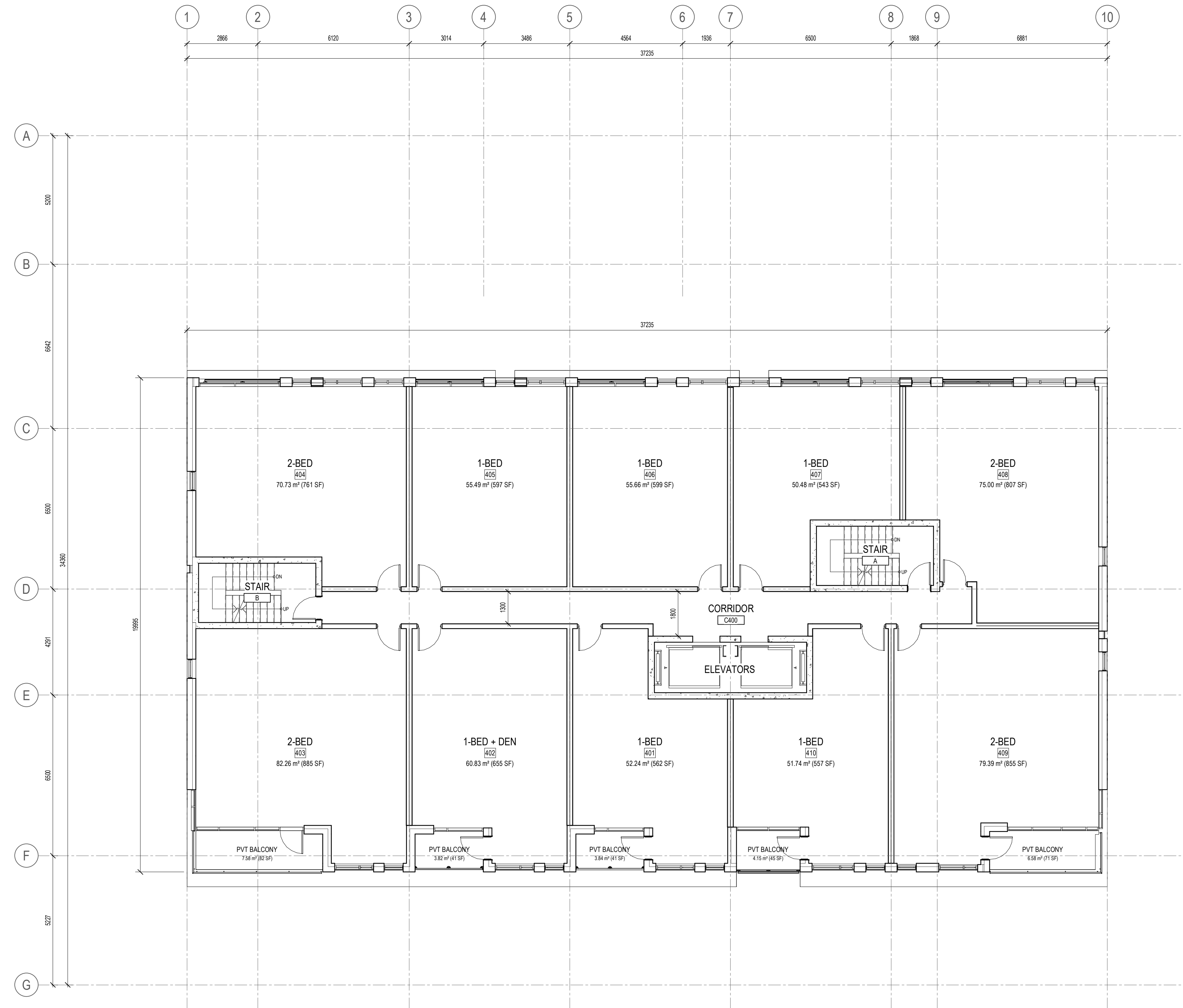
LEVEL 03 FLOOR PLAN

A103

***NOTE**
FOR INFORMATION ONLY

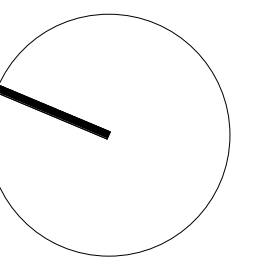
FLOOR/ROOF PLAN NOTES

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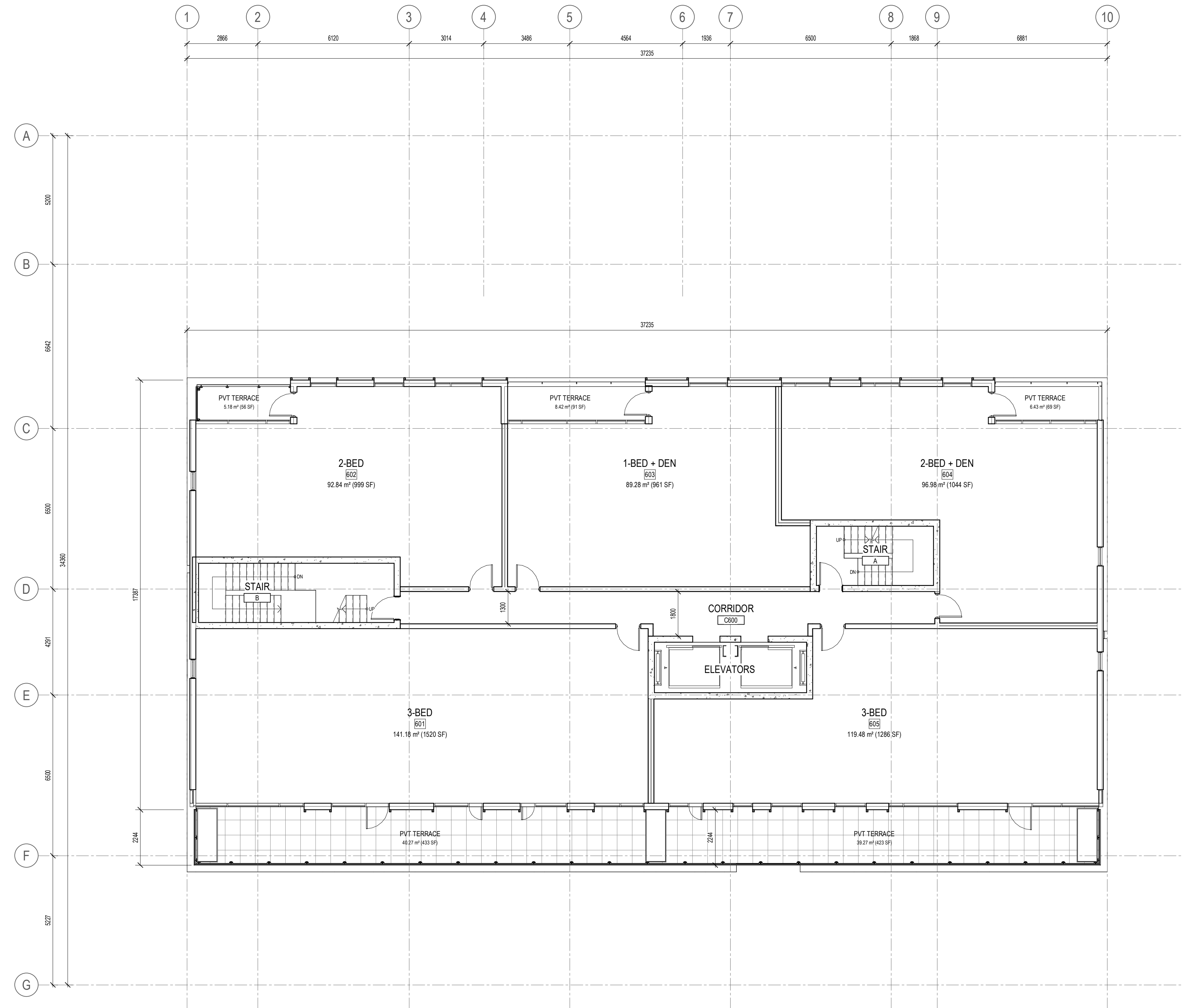
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| PROJ | SCALE | DRAWN | REVIEWED |
| 2514 | NOTED | SDL/BH | RMK |

LEVEL 04-05 FLOOR PLAN

***NOTE**
FOR INFORMATION ONLY

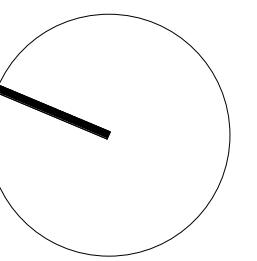
FLOOR/ROOF PLAN NOTES

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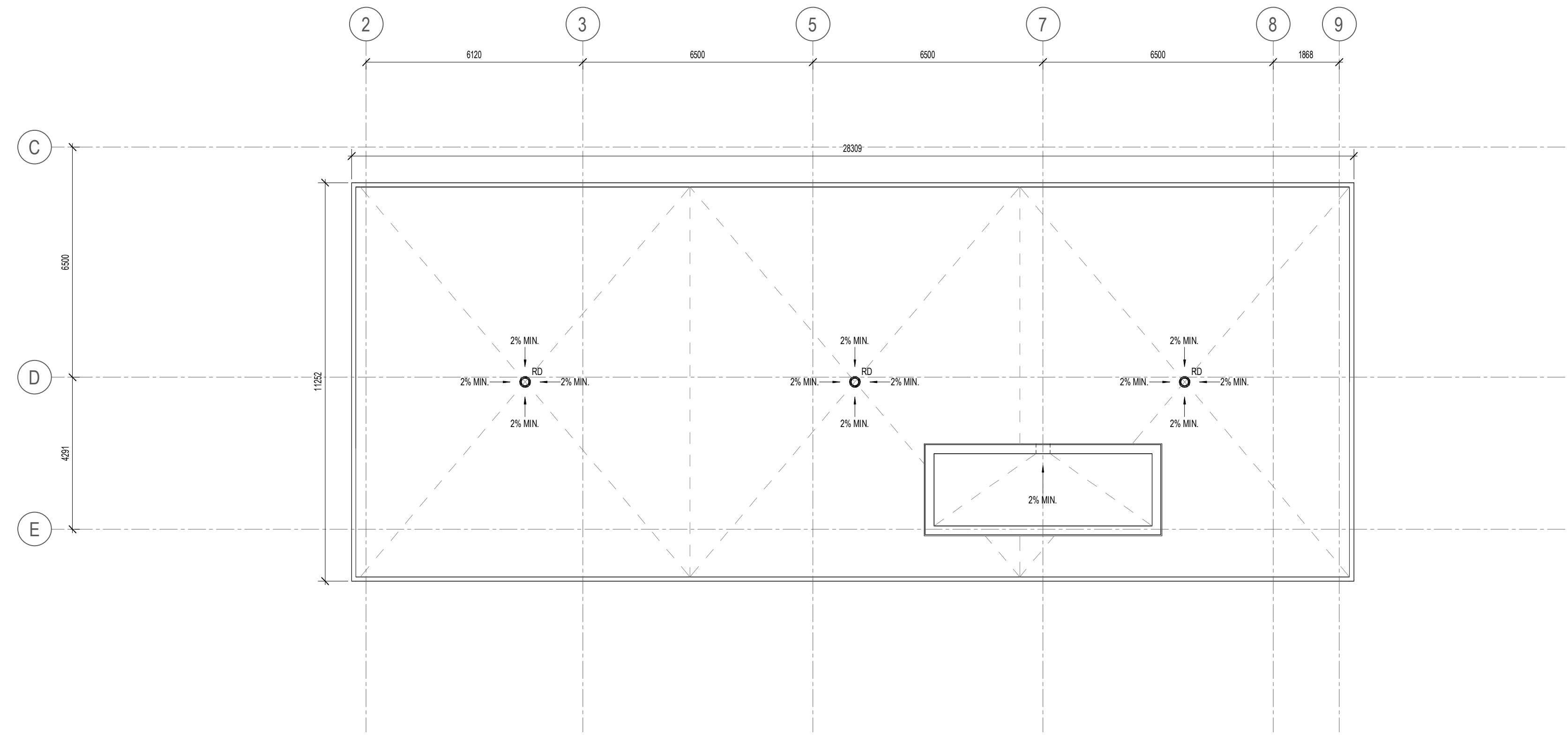
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| PROJ | SCALE | DRAWN | REVIEWED |
| 2514 | NOTED | SDL/BH | RMK |

LEVEL 06 FLOOR PLAN

A105

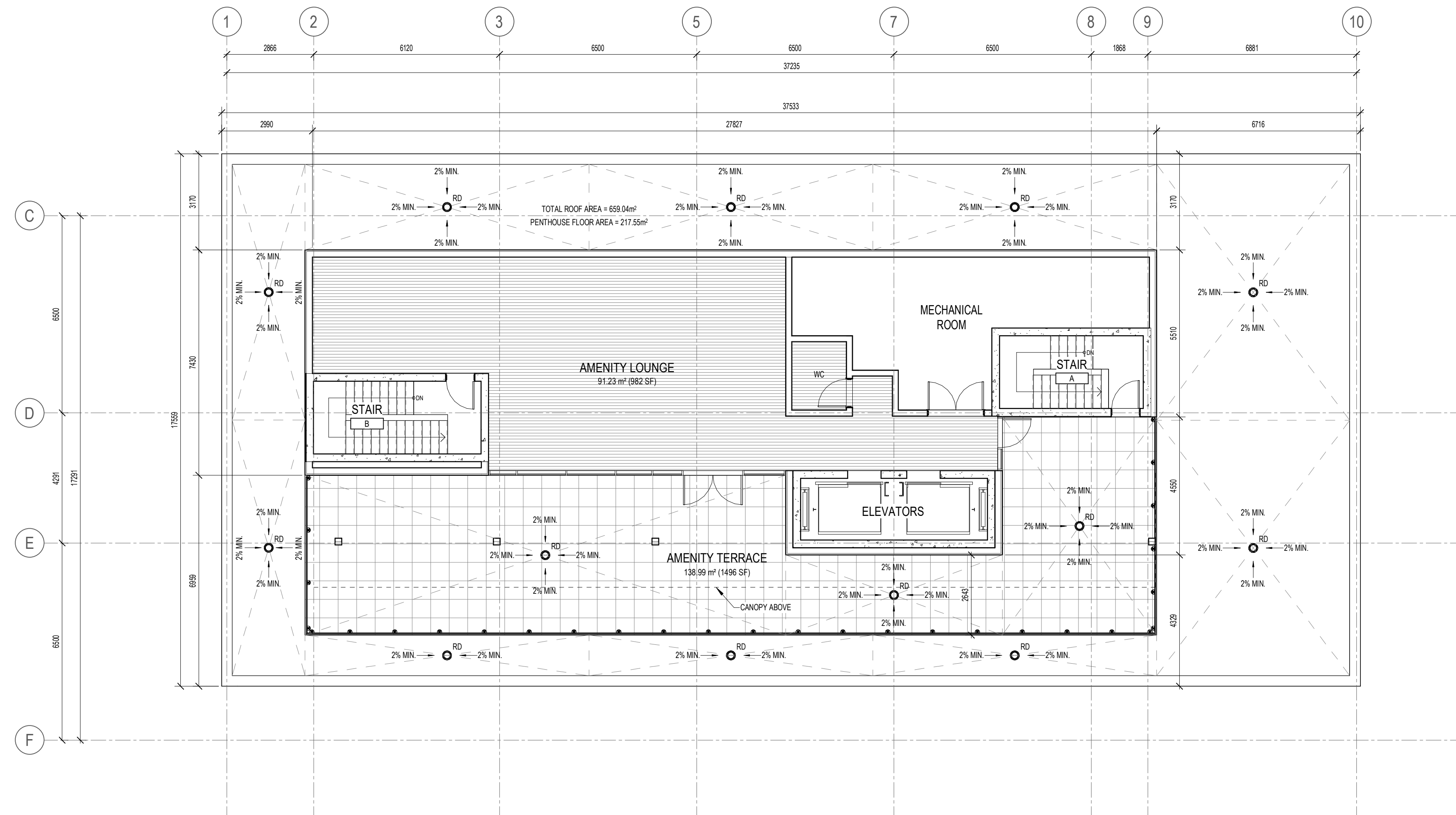


***NOTE**
FOR INFORMATION ONLY

FLOOR/ROOF PLAN NOTES

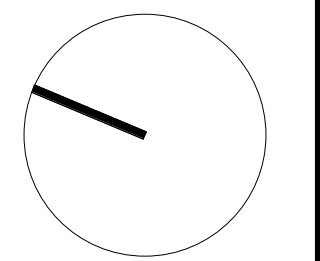
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2 UPPER ROOF PLAN
A106 SCALE: 1 : 100



1 ROOF PLAN
A106 SCALE: 1 : 100

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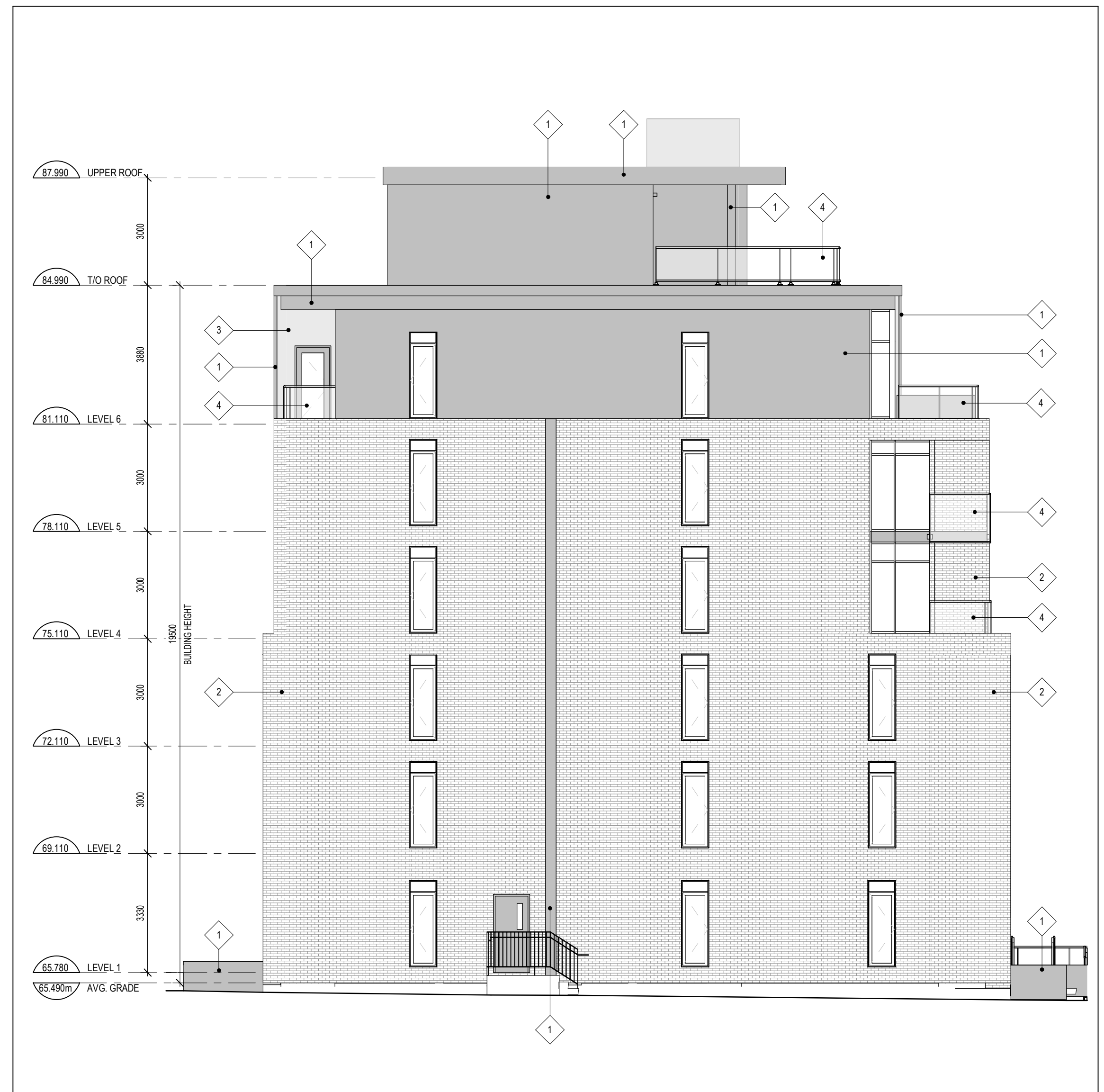
ROOF PLANS

A106

CLADDING LEGEND:

| | | |
|--|---|----------------------------|
| | 1 | ALUMINUM PANEL BLACK |
| | 2 | BRICK MASONRY RED |
| | 3 | ALUMINUM PANEL GREY |
| | 4 | ALUMINUM AND GLASS RAILING |

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1 NORTH ELEVATION
A200 SCALE: 1:100



2 WEST ELEVATION
A200 SCALE: 1:100

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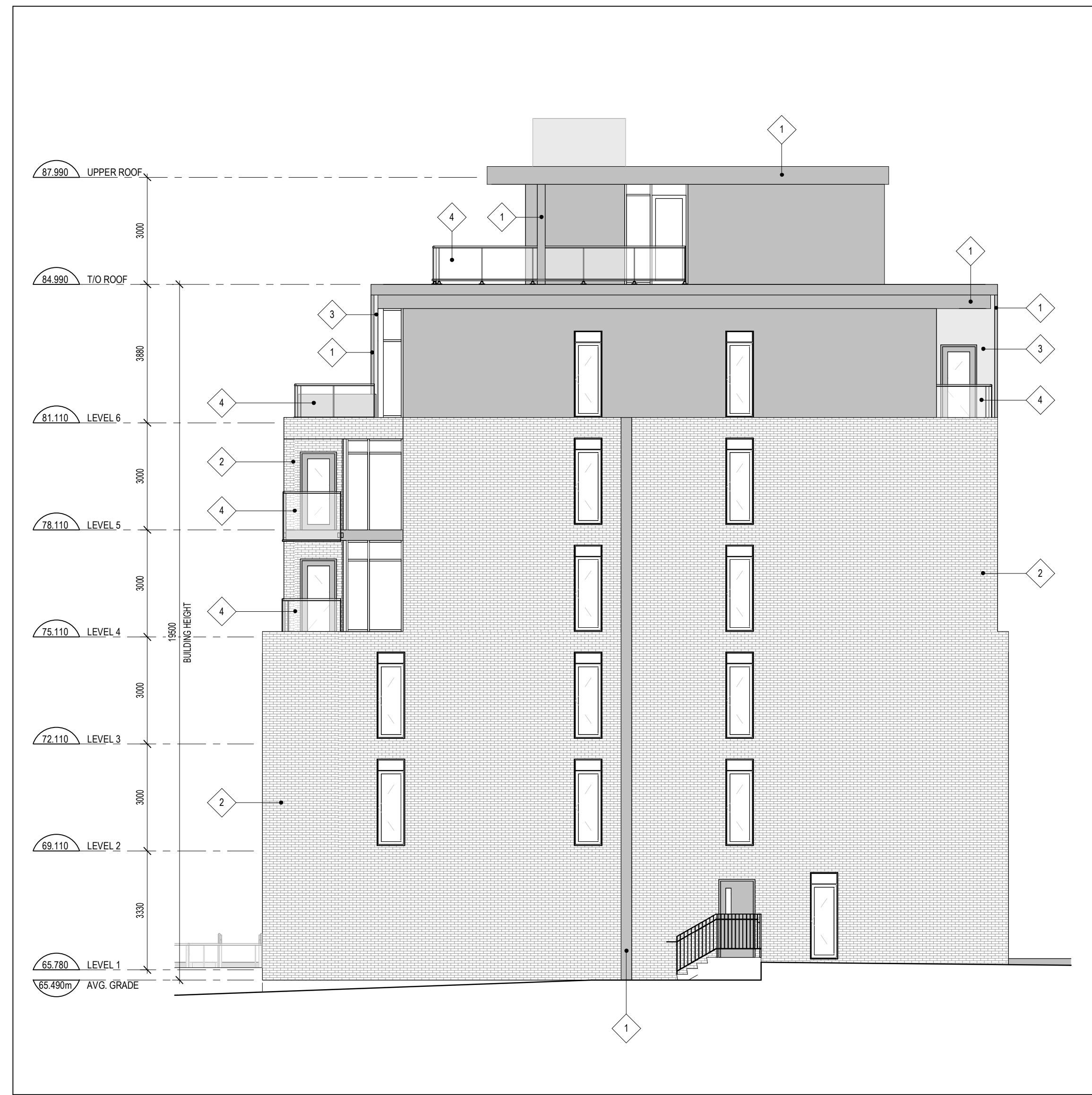
NORTH & WEST ELEVATION

A200

CLADDING LEGEND:

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|--|---|----------------------------|
| | 1 | ALUMINUM PANEL BLACK |
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| | 3 | ALUMINUM PANEL GREY |
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1 SOUTH ELEVATION
A201 SCALE: 1:100



2 EAST ELEVATION
A201 SCALE: 1:100

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SOUTH & EAST ELEVATION

A201