

November 26, 2021

**David Constable, Principal**

KPMB Architects  
351 King Street East, Suite 1200  
Toronto, Ontario M5A 0L6  
dconstable@kpmbarchitects.com  
(416) 977-5104

**RE: Appropriateness of Parking Supply – Queenswood United Church Redevelopment Proposal, 360 Kennedy Lane East, Ottawa**

BA Group has been retained by KPMB Architects to provide transportation consulting services related to a proposed residential redevelopment located at 360 Kennedy Lane East in Ottawa. The site is currently occupied by the Queenswood United Church and related surface parking. The proposed redevelopment includes the retention of the existing church (92 m<sup>2</sup> GFA of assembly area), and the construction of 81 residential rental units, inclusive of 21 townhomes and 60 walk-up units.

A total parking supply of 85 spaces, inclusive of 61 resident spaces (0.75 spaces/ unit), 15 resident visitor spaces (0.19 spaces/ unit) and 9 church spaces (10 spaces per 100 m<sup>2</sup> of GFA) are being proposed for the site.

This memo provides a summary of parking considerations and justifications related to the proposed reduction of the required parking supply for the site.

We trust that the foregoing justification satisfactory.

Sincerely,



Deanna Green, MSc.P.Eng.  
Senior Transportation Engineer



Kristie Ellis, MCIP, RPP  
Transportation Planner

## 1.0 INTRODUCTION

BA Group was retained by KPMB Architects to provide transportation advisory services related to a residential infill development proposed on the existing Queenswood United Church lands at 360 Kennedy Lane East (herein referred to as “the site”). The site is bounded by Queenswood Ridge Park to the south, single-family residential dwelling units to the east, the Queenswood Villa retirement community to the north and Kennedy Lane East to the west.





The site is currently occupied by the Queenswood United Church and a surface parking lot with approximately 53 parking spaces. The existing site context is illustrated in **Figure 1**.

The proposed development includes the retention of the existing church and the construction of 81 residential rental units, inclusive of 21 townhomes and 60 walk-up units. A total of 85 parking spaces and 160 bicycle parking spaces are proposed on the site.

Access to the site will be maintained via the existing church driveway at Kennedy Lane East but the proposed driveway will be shifted slightly north and aligned perpendicular to Kennedy Lane East.

The proposed development plan is summarized in **Table 1** and the site plan is illustrated in **Figure 2**. Architectural plans are provided in **Appendix A**.

**TABLE 1 DEVELOPMENT PROPOSAL**

Use		Proposed Statistics	
	Residential Units	Townhomes	21
		Walk-up units	60
		<b>Total</b>	<b>81 units</b>
	Church (existing to remain)	<b>Total GFA of assembly area</b>	<b>92 m<sup>2</sup></b>
	Vehicle Parking Spaces	Resident	61
		Residential Visitor	15
		Church	9
		<b>Total</b>	<b>85</b>
	Bicycle Parking Spaces	Resident (Secure)	142
		Visitor	18
		<b>Total</b>	<b>160</b>

Notes:

1. Site statistics based on site plans prepared by KPMB Architects dated November 26, 2021.



**FIGURE 1 EXISTING SITE CONTEXT**



P:\612618\Graphics\Adobe\Ds\6126-18\_Figures for Review\_November 2021.indd

**FIGURE 2 PROPOSED DEVELOPMENT**

## 2.0 AREA TRANSPORTATION CONTEXT

### 2.1 AREA TRAVEL CHARACTERISTICS

BA Group has reviewed the prevailing travel characteristics within the vicinity of the site based on the 2011 National Capital Region Origin-Destination survey (2011 TRANS O-D Survey). The site falls in the Orleans district (Traffic Assessment Zone 300) and provides information on the area's demographics, trip origin / destination and mode share.

A summary of the mode share within the Orleans district is provided in **Table 2**. For the AM Peak it was assumed that the site would generate primarily external trips from the district while in the PM peak it was assumed that most trips would be going to the district.

**TABLE 2 2011 ORLEANS MODE SHARE**

Mode Choice	AM Peak	PM Peak	24 Hour
Auto	55%	56%	61%
Auto Passenger	8%	11%	15%
Transit	35%	32%	22%
Bicycle	1%	1%	0%
Pedestrian	0%	0%	0%
Other	2%	1%	2%

From the above table, travel to/from residential households in this area of the City consist primarily of auto or transit modes. Trips made using public transit account for approximately 32% to 35%, while automobile trips (including auto driver and auto passenger) account for approximately 63% to 67%.

## 2.2 AREA TRANSIT SERVICES

### 2.2.1 Existing Transit Context

The site is located approximately 100 metres from the Prestone Drive / Kennedy Lane East bus stop which provides access to multiple surface transit routes with connections major transit hubs including Blair Station (current OC Transpo transitway and O-Train LRT Line 1 (Confederation Line) station) and Place d'Orleans (current OC Transpo transitway station and future O-Train LRT Line 1 station).

**Route 35 – Blair / Esprit:** operates between Blair Station in the west and Tenth Line Road / Brain Coburn Boulevard East in the east with 30 minute headways in the morning and afternoon peak periods.

**Route 37 – Queenswood Heights / Place d'Orleans:** operates as a loop to/from Place d'Orleans southbound into the Queenswood Heights neighbourhood (Jeanne d'Arc Boulevard and Innes Road) with 30 minute headways in the morning and afternoon peak periods.

**Route 232 Blair / Queenswood Heights:** operates as a peak-period route between the Queenswood Heights residential community in Orleans (Jeanne d’Arc Boulevard and Innes Road) and Blair Station (LRT Line 1). This route operates with 30 minute headways northbound to Blair Station in the morning peak period and 30 minute headways southbound from Blair Station in the afternoon peak period.

## 2.2.2 Evolving Transit Context

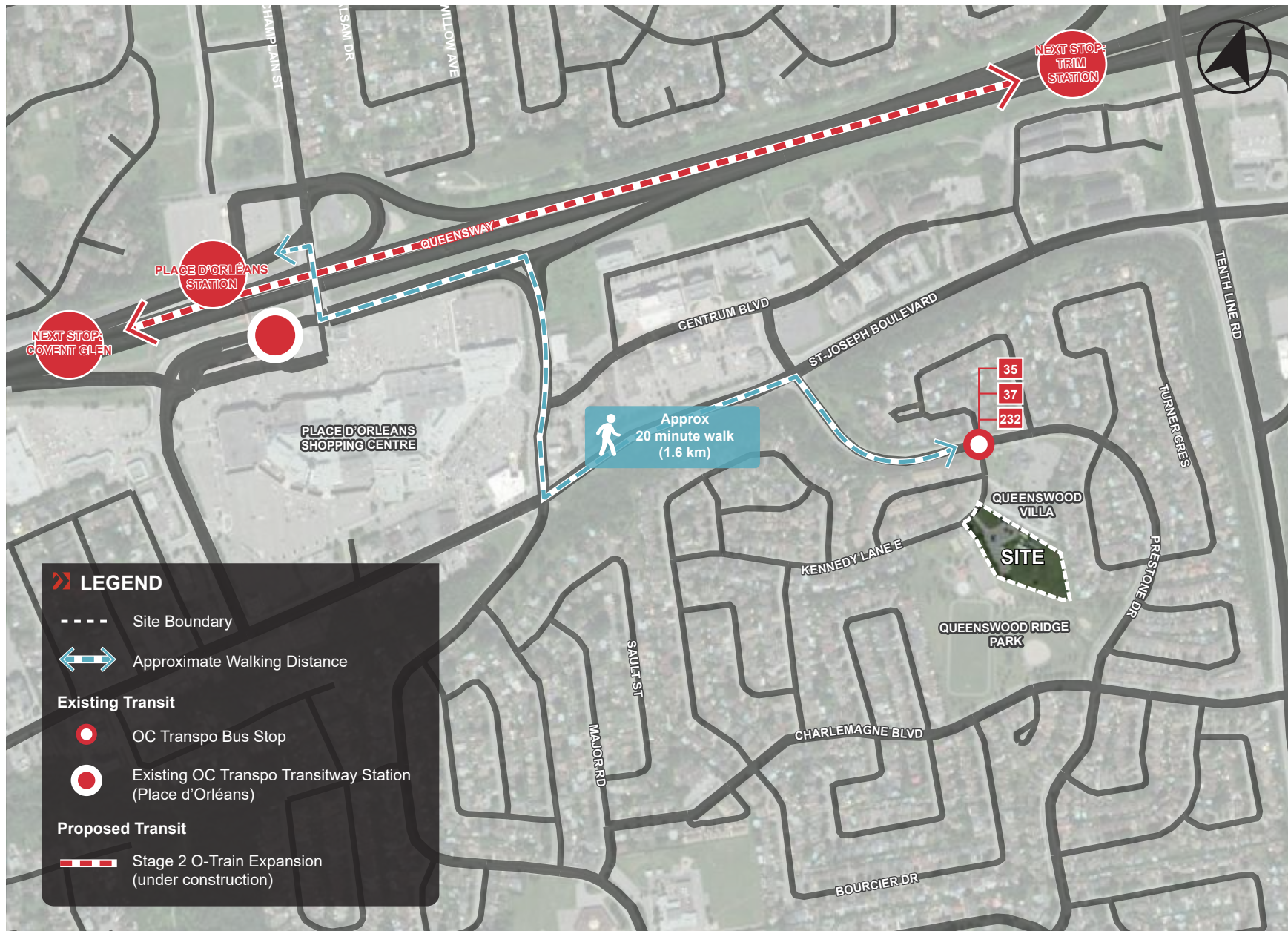
The existing O-Train currently provides 12.5 km of LRT service with peak service of 5 minutes or less and frequent service throughout the day of 15 minutes or less. Public transit provisions in Orleans (and within the Site vicinity) are set to vastly improve given the ongoing Stage 2 O-Train Light Rail Transit (LRT) Extension. Stage 2 LRT construction includes extensions east, west and south to the existing O-Train LRT and the addition of 24 new stations across the City. In the east, the LRT will be extended from the existing Blair Station (current LRT eastern terminus) to the planned Trim Station in Orleans. Place d’Orleans station (part of the Stage 2 LRT ongoing construction) is located approximately 1.6 km northwest of the site (~20 minute walk or 12 minute bus ride). The ongoing construction of the Stage 2 LRT will provide faster and more convenient east-west transit access across the City for residents and visitors of the site.

**Figure 3** illustrates the area transportation context.

## 2.3 AREA CYCLING NETWORK

While there are no existing dedicated cycling facilities within the immediate vicinity of the site there are a number of on-street bicycle lanes and off-street trails located in proximity to the site (1.5 – 2.0 km) that provide significant east-west and north-south connections across the City including the Ottawa River Pathway (off-road trails), and on-street bike lanes along St. Joseph Boulevard (east of Tenth Line Road) and Innes Road (among others).

Additional planned cycling network improvements are identified in Ottawa’s Transportation Master Plan (TMP) (2013) that include a number of routes (major pathways of cross-town bikeways) within proximity to the site (including extensions to the Tenth Line Road and St. Joseph Boulevard on-street bike lanes) that will enhance the area’s cycling connectivity.



**FIGURE 3 EXISTING AND PROPOSED TRANSIT**

### 3.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

A suite of Transportation Demand Management (TDM) measures are proposed as part of a TDM Plan that will attempt to influence the way people travel to and from the site. Specifically, the primary goal is to reduce the overall reliance on single-occupant vehicles (SOV) while promoting the use of more active and sustainable modes of transportation.

Generally, this TDM Plan has three primary objectives:

1. Reduce car dependence and the need for travel by motor vehicle, especially SOV trips;
2. Make it easy and attractive for people to walk and cycle; and
3. Promote transit and low-carbon alternatives in comparison to car ownership and SOV travel.

This plan is intended to support the development proposal in general and in particular, the requested reduced vehicle parking supply, in comparison to Zoning By-law requirements. The suite of TDM strategies under consideration will promote the use of more active and sustainable transportation modes, respond to the mobility needs of residents and visitors to the site and reduce dependence on the private automobile.

A number of significant transportation network improvements are planned or underway in the area surrounding the site that will significantly alter the way area residents and visitors are able to travel. Most significantly, these improvements will facilitate a shift in travel modes from predominantly automobile-based travel to predominantly non-automobile based travel, including transit, cycling and walking. Specific TDM initiatives proposed by the developer as part of the mobility strategy to support the site and facilitate use of alternatives to car ownership are outlined in **Table 3**.

The combination of the proposed TDM measures will serve to make travel by transit, walking and cycling efficient and convenient, and will provide alternatives that would not require on-site parking for an automobile.





**TABLE 3 POTENTIAL AND RECOMMENDED SITE TDM MEASURES**

TDM Measure	Overview	Impact
<b>Cycling</b>		
Provision of bicycle parking	160 bicycle parking spaces will be provided on the site which significantly exceeds the minimum Zoning By-law requirement.	Improved cycling convenience.
Bicycle Repair Station	A bike repair station will be provided on the site to allow residents and visitors of the site to change tires, inflate tires, adjust seat, etc.	Improved cycling convenience.
<b>Transit</b>		
Provision of Transit Passes	Provide a one-time pre-loaded PRESTO card to each rental unit upon completion of the development. A suitable card value is to be determined.	Promotes transit use.
Travel Information Brochures	Provide a travel information brochure to residents providing an overview of transportation (walk, cycle, car-share, transit) in the area.	Identifies mobility choices in the area.
<b>Automobile Infrastructure</b>		
Reduced Parking Supply	Reduced parking rates (slightly lower than the Zoning By-Law requirements) are proposed for the site.	Lower vehicle ownership rate and less traffic generated by the site.
Unbundled Parking	Provide unbundled parking for all walk-up rental units on the site, allowing renters to only pay for the parking they require.	Reduce car dependence and the need for everyday travel.
Car-share	Explore opportunities to offer car-share service on the site.	Reduce car dependence and the need for everyday travel.



## 4.0 VEHICLE PARKING CONSIDERATIONS

### 4.1 ZONING BY-LAW REQUIREMENTS

The site is subject to the City of Ottawa's Zoning By-law 2008-250. The parking requirements for the proposed development are outlined in **Table 4**. Application of Zoning By-law 2008-250 to the proposed development results in a requirement of 106 vehicle parking spaces, inclusive of 81 resident spaces, 16 spaces for resident visitors and 9 spaces for the church.

Consistent with the requirements in Section 86 of the Zoning By-law, 3 of the required 9 church parking spaces (35%) will be reserved at all times for the sole use of the church. These spaces are indicated on the Architectural Plans provided in Appendix A.

**TABLE 4 ZONING BY-LAW 2008-250 PARKING REQUIREMENTS (AREA "C")**

Use	Number Units / GFA (m <sup>2</sup> )	Zoning By-Law Parking Rate		Required Minimum Number of Parking Spaces
Residential Dwelling, Townhouse	81 units	Residents	1 space/unit	81
		Visitors	0.2 spaces/ unit	16
Place of Worship (Existing Church)	92 m <sup>2</sup>	10 spaces per 100 m <sup>2</sup> of GFA of assembly area		9
<b>Total</b>				<b>106</b>

Notes:

1. Site statistics based on site plans provided by KPMB Architects dated November 26, 2021.
2. As per City of Ottawa Zoning By-law 2008-250, calculations of the minimum required or maximum permitted number of parking spaces are to be pro-rated and rounded to the nearest whole number.
3. Section 86 (4) of the Zoning By-law further stipulates that "A minimum of 35% of the number of parking spaces required by Section 101 for the place of worship must be reserved at all times for the sole use of the place of worship".

## 4.2 PROPOSED VEHICLE PARKING SUPPLY

The prevailing Zoning By-law parking standards are considered to overstate the residential parking supply needs of contemporary developments in transit accessible areas of the City. As such, it is proposed to adopt the following reduced minimum parking standards for the site as outlined in **Table 5**.

**TABLE 5 PROPOSED PARKING SUPPLY**

Use	Number Units / GFA (m <sup>2</sup> )	Proposed Parking Rate		Proposed Number of Parking Spaces
Residential Dwelling, Townhouse	81 units	Residents	0.75 spaces/ unit	61
		Visitors	0.19 spaces/ unit	15
Place of Worship (Existing Church)	92 m <sup>2</sup>	10 spaces per 100 m <sup>2</sup> of GFA of assembly area		9
<b>Total</b>				<b>85</b>

Notes:

1. Site statistics based on site plans provided by KPMB Architects dated November 26, 2021.

Consistent with the City of Ottawa Accessibility Design Standards, the proposed parking supply for the site is inclusive of 4 accessible parking spaces for residents and visitors.

## 4.3 APPROPRIATENESS OF PARKING SUPPLY

Parking is a powerful tool that can be used to achieve a variety of community objectives. It is intended that the proposed parking provisions for the site meet projected demands such that residents and visitors will be less likely to park off-site on roadways and nearby parking areas, but not provide so much parking as to discourage achievement of the City of Ottawa multi-modal objectives.

The proposed parking requirements are considered appropriate given the site's existing travel characteristics, proximity to existing surface transit and planned higher order transit. Transportation Demand Management measures (discussed in **Section 3.0**), such as reduced parking standards, enhanced bicycle parking and the provision of pre-loaded transit passes, will support the increased use of non-automobile travel and reduce the need for car ownership for residents and visitors to the site.

A discussion and rationale is provided within the following sections regarding the appropriateness of the reduced resident and visitor parking supply.

### 4.3.1 Resident Parking

Adoption of the proposed reduced parking standards is considered to be appropriate based upon the following considerations:

- Transportation planning principles supporting a reduced parking supply to change travel behaviour;

- The site is in proximity to significant existing and planned transit services and bicycle route facilities that provide non-automobile dependent travel connections across the City;
- A series of Transportation Demand Management measures proposed to be incorporated in the development to support the use of non-automobile travel modes; and
- The existing area travel characteristics being supportive of lower automobile use.

The following provides an overview of the contextual factors influencing the parking demand at residential buildings in the site area, and the adequacy of the proposed parking rate of 0.75 spaces per residential unit.

#### 4.3.1.1 Transportation Planning Principles

##### City of Ottawa Official Plan

The City of Ottawa's Draft Official Plan (OP) was approved by City Council on October 26<sup>th</sup> 2021. The OP emphasizes that growth is to be focused on intensification and infill rather than greenfield development and the overarching mobility goal is to see more than half of all trips be made by sustainable modes of travel (walking, cycling, transit) by 2046. Achieving this mobility goal will rely on leveraging the City's investments in transit infrastructure, particularly the ongoing LRT expansion (Phase 2) and future phases that further expand the network's reach across the City. The OP also recognizes the need to use a variety of TDM strategies to help encourage the shift in sustainable modes of travel and that, in the future, minimum parking requirements may be reduced or eliminated in key hubs and areas surrounding rapid transit or transit priority corridors.

The site's proposed infill development and the location (in proximity to the LRT expansion) are consistent with the OP's growth vision for the City. The site's proposed parking supply is lower than the requirements of the Zoning By-law but is consistent with the OP's mobility goal of encouraging sustainable modes of travel and reduced parking standards in areas in proximity to rapid transit.

##### City of Ottawa Transportation Master Plan (TMP) (2013)

The City of Ottawa's Transportation Master Plan, prepared in 2013, supports municipal objectives for compact development and sustainable travel choices. It recognizes that surface parking is an inefficient use of land, reduces the density of development and, when oversupplied, can prioritize driving over sustainable modes of travel. The TMP includes mode shares targets for 2031 that aim to achieve an increase in sustainable modes of travel (5% cycling, 10% walking, 26% transit and 9% auto passenger) and a reduction in auto driver travel to 50%.

The City of Ottawa is in the process of updating their TMP however, due to impacts of the COVID-19 pandemic, the timeline for completion of the TMP, including an update to the National Capital Region Origin-Destination survey, has been postponed to 2022 (TMP Policy Document) and 2024 (Capital Infrastructure Plan).

#### 4.3.1.2 Area Transportation Context

The site is located in an area that is well served by transit, cycling routes and is within walking distance of a number of employment, retail, entertainment and recreation centres. The existing transit service and cycling routes that are in proximity to the site were previously discussed in **Section 2.0**. Additionally, planned transit



(i.e. Phase 2 LRT) and cycling infrastructure, will further improve the accessibility of the site via alternative transportation modes.

The site's location relative to the above-noted non-automobile transportation infrastructure is highly supportive of the adoption of parking standards that are lower than the prevailing Zoning By-law requirements.

#### 4.3.1.3 TDM Measures

As discussed in **Section 3.0**, a TDM Plan is proposed for the site, both as a method to reduce vehicle traffic but also to reduce parking demand. Included among the measures are “hard” infrastructure elements, integrated within the site plan and “soft” strategies intended to promote sustainable transportation behaviour.

Highlights of the Plan, in addition to the proposed parking supply reductions, are provided below:

- Provision of a one-time pre-loaded PRESTO card to each rental unit upon completion of the development to promote transit use;
- Implementation of a bike repair station;
- Significantly exceeding bicycle parking minimum requirements on site; and
- Willingness to explore car-share opportunities on site.

#### 4.3.1.4 Area Travel Characteristics

As discussed in **Section 2.1**, a review of the travel characteristics information provided by the 2011 TRANS O-D Survey was undertaken to establish mode share characteristics for residents living in the area surrounding the site. The 2011 TRANS O-D Survey indicates that the majority of peak hour trips to/from the site consist primarily of auto or transit modes. Trips made using public transit account for approximately 32% to 35%, while automobile trips (including auto driver and auto passenger) account for approximately 63% to 67%. This demonstrates that a significant amount of current travel behaviours for residents of the area already do not rely on a private automobile for peak hour travel.

The proposed residential parking supply of 0.75 spaces per unit exceeds the existing (2011) auto driver mode share for the area (63 to 67%) and is therefore considered appropriate to meet the site's resident parking demands.

#### 4.3.1.5 Resident Parking Assessment Summary

In summary, the proposed resident parking supply ratio of 0.75 spaces per unit, will meet the resident parking demands of the site and are considered to be appropriate based on the following:

- Supports mode share targets in Ottawa's Official Plan and TDM (a minimum of 50% trips made by sustainable modes of travel by 2046) and the City's investments in transit infrastructure (LRT);
- The site is adjacent to significant existing and planned transit services and bicycle route facilities that provide non-automobile dependent travel connections across the City;
- Provision of TDM measures to help encourage the shift to sustainable modes of travel;
- The proposed resident parking supply of 0.75 spaces per unit exceeds the existing peak hour auto mode share travel characteristics (63% to 67%).

### 4.3.2 Resident Visitor Parking

It is proposed to provide a resident visitor parking rate of 0.19 spaces per residential unit for the site, which results in a supply of 15 parking spaces. This proposed parking supply is only 1 space less than the Zoning By-law requirement of 16 spaces (0.20 spaces per residential unit). Since it is reasonable to expect that resident visitors could share a portion of the church parking as available, the proposed supply of 15 parking spaces for resident visitors is deemed sufficient.

As with resident parking, a reduced resident visitor parking standard is consistent with the City's transportation planning principles and encourages the use of alternative modes of travel to the site. Furthermore, the City of Ottawa's Zoning By-law recognizes lower resident visitor parking requirements for sites in proximity to major LRT stations (0.10 spaces per residential unit). Given the ongoing construction of the LRT expansion and the site's proximity to the Place d'Orleans Station, a reduced resident visitor parking rate for the proposed development is considered appropriate.



## 5.0 BICYCLE PARKING CONSIDERATIONS

### 5.1 ZONING BY-LAW REQUIREMENTS

The site is subject to the City of Ottawa's Zoning By-law 2008-250. A total of 41 bicycle parking spaces are required for the proposed development, as outlined in **Table 6**.

**TABLE 6 ZONING BY-LAW 2008-250 BICYCLE PARKING REQUIREMENTS (AREA "C")**

	Number Units / GFA (m <sup>2</sup> )	Parking Rate	Minimum Parking Spaces Required
Residential Dwelling, Townhouse	81 units	0.5 spaces per unit	41 spaces
Place of Worship (Church)	92 m <sup>2</sup>	1 space per 1500 m <sup>2</sup> of GFA (all other non-residential uses)	-
<b>Total</b>			<b>41 spaces</b>

Notes:

1. Site statistics based on site plans provided by KPMB Architects dated November 26, 2021.
2. GFA = Gross Floor Area

### 5.2 PROPOSED BICYCLE PARKING SUPPLY

It is proposed to exceed the bicycle parking requirements of Zoning By-law 2008-250 for the site. A total of 160 bicycle parking spaces are proposed to be provided on-site including 142 resident spaces and 18 visitor spaces.

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

BA Group was retained by KPMB Architects to provide transportation advisory services related to a residential infill development proposed on the existing Queenswood United Church lands at 360 Kennedy Lane East.

The proposed development includes the retention of the existing church and the construction of 81 residential rental units, inclusive of 21 townhomes and 60 walk-up units. A total parking supply of 85 spaces, inclusive of 61 resident spaces (0.75 spaces/ unit), 15 resident visitor spaces (0.19 spaces/ unit) and 9 church spaces (10 spaces per 100 m<sup>2</sup> of GFA) are being proposed for the site.

While it is proposed to meet the City of Ottawa Zoning By-law parking requirement for the place of worship use being retained on the site, parking reductions are being sought for the proposed resident and resident visitor uses as summarized in **Table 7**.

**TABLE 7 SUMMARY OF PROPOSED PARKING SUPPLY**

Use	Zoning By-Law Minimum Parking Requirement	Proposed Parking Supply	Net Difference
Resident	81 spaces (1 space per unit)	61 spaces (0.75 spaces per unit)	-20 spaces
Visitor	16 spaces (0.20 spaces per unit)	15 spaces (0.19 spaces per unit)	-1 space
Place of Worship	9 spaces (10 spaces per 100 m <sup>2</sup> of GFA)	9 spaces (10 spaces per 100 m <sup>2</sup> of GFA)	0 spaces

The proposed parking supply reductions on the site are considered appropriate based on the following key considerations:

- A number of transportation planning principles and mode share targets that support a reduced parking supply to change travel behaviour;
- The site's proximity to significant existing and planned transit services and cycling facilities that provide non-automobile dependent travel connections across the City;
- The suite of TDM measures that have been incorporated to reduce single-occupant trips made to and from the site by encouraging and supporting alternative modes of travel (e.g. enhanced bicycle parking and the provision of pre-loaded transit passes); and
- Existing area travel characteristics being supportive of lower automobile use.



## **APPENDIX A: Reduced Scale Architectural Plans**

# QUEENSWOOD UNITED CHURCH

## ZONING BY-LAW AMENDMENT & SITE PLAN APPROVAL

NOVEMBER 26, 2021



### PROJECT TEAM

#### OWNERS

United Property Resource Corp.  
3250 Bloor St W, Suite 200  
Toronto, ON  
M8X 2Y4  
T: 416-618-2097

#### ARCHITECT

KPMB Architects Inc.  
351 King St E, Suite 1200  
Toronto, ON  
M5A 0L6  
T: 416-977-5104

#### STRUCTURAL ENGINEERS

Aspect Structural Engineers  
53 Jarvis St, Suite 200  
Toronto, ON  
M5C 2H2  
T: 647-954-4004

#### MECHANICAL ENGINEERS

Hammerschlag & Joffe Inc  
43 Lesmill Rd  
North York, ON  
M3B 2T8  
T: 647-352-1166

#### ELECTRICAL ENGINEERS

Mulvey & Banani International Inc.  
90 Sheppard Ave E, Suite 500  
Toronto, ON  
M2N 3A1  
T: 416-751-2520

#### TRANSPORTATION, PARKING & WASTE MANAGEMENT

BA Consulting Group Ltd  
45 St Clair Ave W, Suite 300  
Toronto, ON  
M4V 1K9  
T: 416-961-7110

#### LANDSCAPE ARCHITECT

Janet Rosenberg & Studio14  
148 Kenwood Ave  
Toronto, ON  
M6C 2S3  
T: 416-656-6665

#### ENVIRONMENTAL

Pinchin Ltd.  
50 Wellington St E #200  
Toronto, ON  
M5E 1C8  
T: 416-368-6555

#### PASSIVE HOUSE

JMV Consulting  
XXXXXXX  
Toronto, ON  
XXX XXX  
T: 819-230-0369

#### GEOTECH

Terraprobe Inc.  
11 Indell Lane  
Brampton, ON  
L6T 3Y3  
T: 905-796-2650

#### CIVIL ENGINEERS

WSP Global Inc.  
500 -119 Spadina Ave  
Toronto, ON  
M5V 2L1  
T: 416-260-1560

#### PLANNING

MHBC  
442 Brant St, Suite 204  
Burlington, ON  
L7R 2G4  
T: 905-639-8686

### DRAWING LIST

A0.00	COVER SHEET
A0.01	STATISTICS SUMMARY
A0.02	RENDERS
A1.01	SITE SURVEY
A1.02	CONCEPT PLAN
A1.03	SITE PLAN
A1.04	FRONT YARD STRATEGY
A5.01	GROUP 1 - ELEVATIONS
A5.02	GROUP 2 - NORTH & SOUTH ELEVATIONS
A5.03	GROUP 2 - EAST & WEST ELEVATIONS
A5.04	GROUP 3 - ELEVATIONS
A5.05	GROUP 4 - ELEVATIONS
A5.06	GROUP 5 - ELEVATIONS
A5.07	GROUP 6 - ELEVATIONS
A5.08	GROUP 7 - ELEVATIONS
A5.09	GROUP 8 - ELEVATIONS
A6.01	SITE SECTION

Copyright © 2021 KPMB Architects Inc.  
No portion of this drawing may be reproduced or transmitted in any form or by any means, without prior written approval of the Architect to be used for information only.  
The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**  
1. The Architect shall be retained. Contractor will verify all existing conditions and dimensions required to perform the Work and will report any discrepancies with the Contract Documents to the Architect before commencing work.  
2. The Architect's Drawings are to be read in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.  
3. Trades or equipment (Mechanical, Electrical, Plumbing, Fire) and fixtures are indicated on the Architectural Drawings. Trades and fixtures 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.  
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.  
5. The Architect has not been retained for registration of construction and assumes no responsibility for means, methods and techniques of construction.  
6. These measures are not to be used for construction unless specifically noted for such purpose.

Rev. Date Issued

**KPMB Architects**  
351 King St E, Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
Scale  
Plot Date 11/26/21

**COVER SHEET**

**A0.00**

**353 SHERBOURNE STREET : STATISTICAL SUMMARY**

1 Legal Address	Pcl 8-3, Sec 50m-77 ; Pt BLK 8, Pt 50m-77, Part 3, 50r5659 ; Cumberland
2 Municipal Address	360 Kennedy Ln E, Orléans, ON K1E 3P3
3 Applicable Zoning By-Laws	City of Ottawa Zoning By-Law No. 2008-250 (11B)
4 Zoning Designation	Minor Institutional Zone (11B)
5 Lot Area (m <sup>2</sup> )	12,208.18 m <sup>2</sup>
6 Total Building GFA (m <sup>2</sup> )	8,665.27 m <sup>2</sup>
7 Coverage (Area at Grade, m <sup>2</sup> )	2,783.02 m <sup>2</sup>
8 Sustainability Target	Passive House
9 Grade	Geodetic el. 87.70m
10 Total Area of Renovated Space (m <sup>2</sup> )	0 m <sup>2</sup>

**Proposed Building Heights (m)** **13.8m**

- 1 Building Height is measured from Grade as defined above
- 2 Floor Heights are measured from grade at private road (geodetic el. 87.70m) to top of floor levels

Project Area Breakdown (m <sup>2</sup> )																					
Level	Gross Constructed Area (GCA)									Gross Floor Area (GFA) as per 2008-250											
	Group 1 GCA	Group 2 GCA	Group 3 GCA	Group 4 GCA	Group 5 GCA	Group 6 GCA	Group 7 GCA	Group 8 GCA	Total	Existing Community	Community	Existing Residential	Residential Group 1	Residential Group 2	Residential Group 3	Residential Group 4	Residential Group 5	Residential Group 6	Residential Group 7	Residential Group 8	Total
Basement	346.86 m2	461.62 m2	424.39 m2	348.73 m2	252.70 m2	361.62 m2	348.69 cm2	252.45 m2	2797.06 m2	0 m2	0 m2	0 m2	276.70 m2	355.84 m2	333.49 m2	289.24 m2	191.08 m2	297.84 m2	292.80 m2	191.98 m2	2228.97 m2
Level 1	341.78 m2	464.98 m2	429.37 m2	342.78 m2	237.14 m2	351.83 m2	343.03 m2	237.19 m2	2748.10 m2	186.62 m2	0 m2	0 m2	257.75 m2	355.80 m2	336.81 m2	276.72 m2	177.79 m2	281.92 m2	281.55 m2	178.32 m2	2155.51 m2
Level 2	346.86 m2	474.12 m2	440.09 m2	348.69 m2	265.63 m2	367.77 m2	348.71 m2	265.63 m2	2857.50 m2	0 m2	0 m2	0 m2	256.13 m2	345.48 m2	337.29 m2	265.31 m2	200.57 m2	283.75 m2	267.51 m2	202.03 m2	2158.07 m2
Level 3	325.98 m2	458.38 m2	429.49 m2	326.75 m2	265.63 m2	352.03 m2	328.14 m2	265.63 m2	2652.03 m2	0 m2	0 m2	0 m2	245.23 m2	347.38 m2	338.31 m2	258.31 m2	203.14 m2	279.56 m2	256.16 m2	203.66 m2	1931.75 m2
Total	1361.49 m2	1859.11 m2	1723.34 m2	1366.96 m2	1021.10 m2	1433.24 m2	1366.57 m2	1020.88 m2	11154.69 m2				1035.81 m2	1404.51 m2	1345.69 m2	1089.58 m2	772.58 m2	1143.08 m2	1098.02 m2	775.99 m2	8665.27 m2
<b>Grand Total</b>									<b>11154.69 m2</b>												<b>8665.27 m2</b>
<b>FSI</b>																					<b>0.68</b>

Gross Floor Area is defined by the total area of each floor whether located above, at or below grade, measured from the interiors of outside walls and including floor area occupied by interior walls and floor area created by bay windows, but excluding:

1. floor area occupied by shared mechanical, service and electrical equipment that serve the building (By-law 2008-326)
2. common hallways, corridors, stairwells, elevator shafts and other voids, steps and landings; (By-law 2008-326) (By-law 2017-302)
3. bicycle parking, motor vehicle parking or loading facilities;
4. common laundry, storage and washroom facilities that serve the building or tenants;
5. common storage areas that are accessory to the principal use of the building; (By-law 2008-326)
6. common amenity area and play areas accessory to a principal use on the lot; and (By-law 2008-326)
7. living quarters for a caretaker of the building. (surface de plancher hors oeuvre brute)

Gross Construction Area is defined by the total area of each floor located above, at or below grade, measured from the outside edge of exterior walls. There are no exclusions from the calculation other than exterior covered balconies.

Residential Suite Mix	Standard Town	Overhang Town	Standard Walk Up	Side Entrance Walk Up	Total Bldgs Per Group
<b>Group</b>					
1	0	0	2	2	4
2	4	0	1	2	7
3	5	0	1	1	7
4	0	0	2	2	4
5	0	5	0	0	5
6	0	2	2	1	5
7	0	0	2	2	4
8	0	5	0	0	5
<b>Total</b>	<b>9</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>41</b>
Number of Barrier Free Units (15%) OBC 3.8.2.1.(5)			10	10	

Bedroom Mix	1 Bed	2 Bed	3 Bed	Total
	No. of Units	20	40	21
% of Total	25%	49%	26%	100%

Residential Amenity Spaces (Zoning By-Law 2008-250)					
Total Area (81 units)	Req. Indoor Amenity (m <sup>2</sup> )	Provided Indoor Amenity	Provided Outdoor Amenity	Overall Rate Required (m <sup>2</sup> )	Overall Rate Provided (m <sup>2</sup> )
		0	0	400 m <sup>2</sup>	0

No amenity required per Table 137 - Amenity Area (By-Law 2014-189) (OMB Order File #PL150797 Issues July 25, 2016 - By-Law 2015-228) - Row 2

Car Parking Provided		
	Spaces Provided	Notes
Residential	76	provided at a rate of 0.75 per unit (resident) & 0.19 per unit (visitor)
Place of Worship	9	10 spaces per 100m2 of GFA of assembly area
<b>Total</b>	<b>85</b>	

Car Parking as per Zoning By-Law 2008-250			
Land Use	Units / GFA	Standard	Parking Requirements
<b>Resident</b>			
Townhome	21 units	1 spaces per unit	21 Spaces
Walk Up	60 units	1 spaces per unit	60 spaces
<b>Sub-total</b>			<b>81 spaces</b>
<b>Non-Resident</b>			
Resident Visitors	81 Units	0.2 spaces per unit	16 spaces
Place of Worship	92m2	10 spaces per 100m2	9 spaces
<b>Sub-total</b>			<b>25 spaces</b>
<b>Total</b>			<b>106 spaces</b>

1 Number of spaces ending in a fraction are rounded up to the nearest whole number

Bicycle Parking (Zoning By-Law 2008-250 Bicycle Requirements)				
	Units / GFA	Rate	Spaces Required	Spaces Provided / Notes
Residential	81 units	0.5 spaces / unit	41	Bike Boxes (Townhomes) - 42 Basement (Walk up's) - 100
All Other Non-Residential Uses	92 m2	1 space per 1500m2 GFA	0	Bike Rings (Public) - 18
<b>Total Bicycle Parking</b>			41	160 Spaces

Copyright © 2016 by the Architect. Any portion of this drawing reproduced by any means from any media without prior written approval of the Architect is to be held for information only. The Architect is not liable for any loss or distortion of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**

1. Consultant shall be issued Contractor will verify all existing conditions of the site and provide the client with all report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architectural Drawings are to be used in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, site or scope of work, the greater shall apply.
3. Portion of proposed Project Mechanical or Electrical Drawings, Notes and Details are indicated on the Architectural Drawings. Sections Approved on the Architectural Drawings will govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
4. Dimensions indicated are clear between the faces of finished surfaces unless otherwise noted.
5. The Architect has not been retained to register or install and assumes no responsibility for means, methods and sequencing of construction.
6. These resources are not to be used for construction unless specifically noted for such purpose.

Rev. Date Issue

**KPMB Architects**  
351 King St E, Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
Scale  
Plot Date 11/26/21

**STATISTICS SUMMARY**



IMAGE 1 - SITE ENTRY



IMAGE 2 - GROUP 5 TOWNHOUSES



IMAGE 3 - NORTH EAST CORNER VIEW



IMAGE 4 - GROUP 2 UNITS



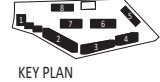
IMAGE 5 - CENTRAL PATH VIEW (LANDSCAPE TBD)



IMAGE 6 - SOUTH EAST VIEW

Copyright © 2014 KPMB Architects  
 Any portion of this drawing reproduced by any means, in any form, without prior written approval of the Architect is to be held for information only.  
 The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**DISCLAIMER:**  
 1. The Architect and the Client/Contractor will verify all existing conditions and dimensions required prior to the start and will report any discrepancies with the Contract Documents to the Architect before commencing work.  
 2. The Architect's Drawings are to be used in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.  
 3. Conditions imposed by Third Parties (Municipal or Electrical Utilities, Regs and Orders) are indicated on the Architectural Drawings. Conditions imposed by the Architectural Drawings will govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.  
 4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.  
 5. The Architect has not been retained for registration of construction and assumes no responsibility for means, methods and sequencing of construction.  
 6. These documents are not to be used for construction unless specifically noted for such purpose.



KEY PLAN

Rev. Date Issued

**KPMB Architects**  
 351 King St E, Suite 1200  
 Toronto, ON, Canada M5A 0L6  
 416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

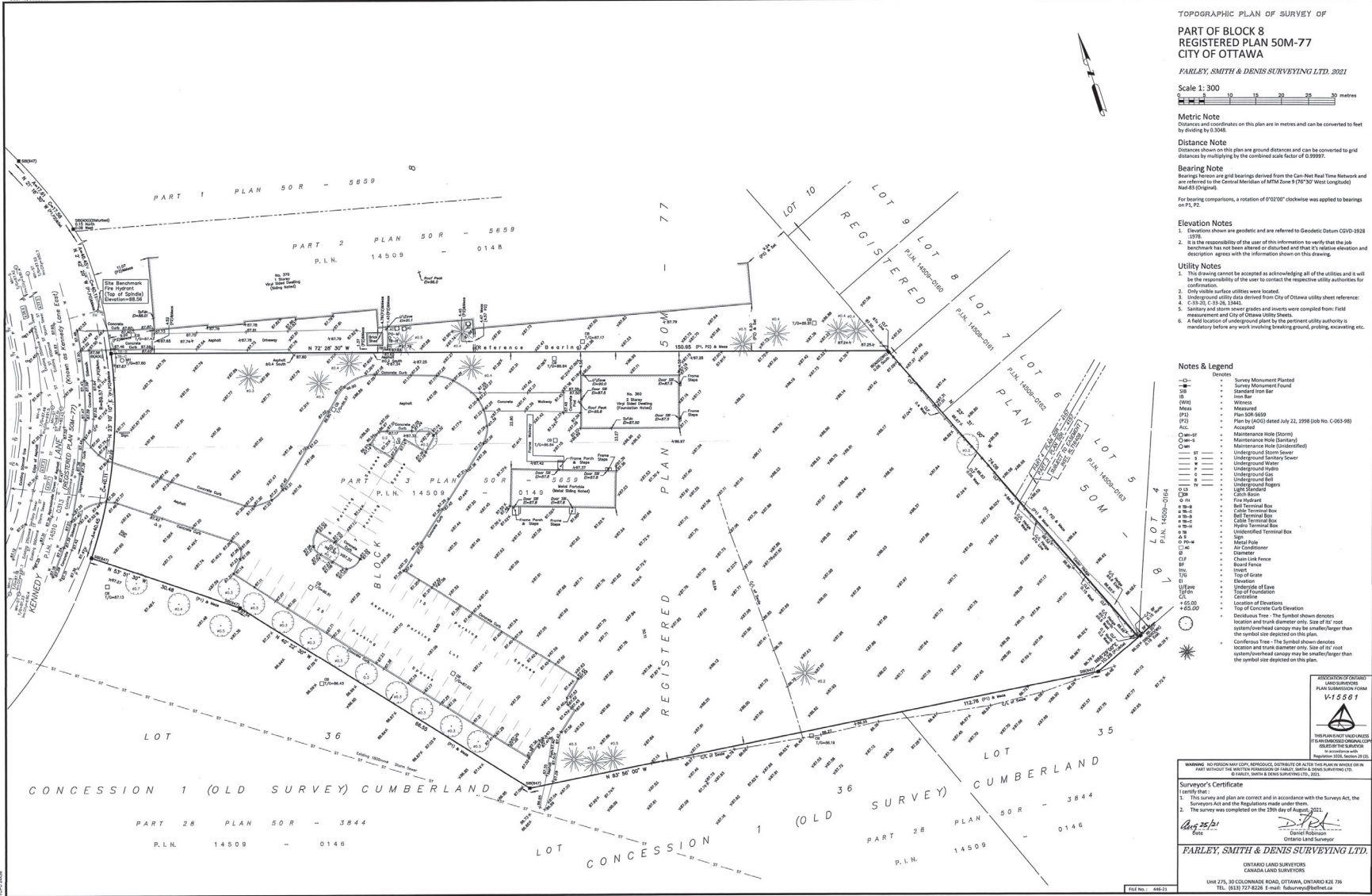


Project North True North

Project No. 2103  
 Scale  
 Plot Date 11/26/21

**RENDERS**

352745, 508565



50M-77

TOPOGRAPHIC PLAN OF SURVEY OF

PART OF BLOCK 8  
REGISTERED PLAN 50M-77  
CITY OF OTTAWA

FARLEY, SMITH & DENIS SURVEYING LTD. 2021

Scale 1:300

0 5 10 15 20 25 30 metres

Metric Note  
Distances and coordinates on this plan are in metres and can be converted to feet by dividing by 0.3048.

Distance Note  
Distances shown on this plan are ground distances and can be converted to grid distances by multiplying by the combined scale factor of 0.99997.

Bearing Note  
Bearing, true and grid bearings derived from the Can-Net Real Time Network and are referred to the Central Meridian of MTM Zone 9 (79°30' West Longitude) and 45 (Original).

Elevation Notes  
1. Elevations shown are geodetic and are referred to Geoidetic Datum CGVD 1928.

Utility Notes  
1. This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.

Notes & Legend

**Denotes**

☐	Survey Monument Planted
☐	Survey Monument Found
☐	Survey Monument
☐	Iron Bar
☐	Witness
☐	Measure
☐	Plan 50M-5699
☐	Plan by (AOC) dated July 22, 1998 (Job No. C-053-98)
☐	Access
☐	Maintenance Hole (Storm)
☐	Maintenance Hole (Sanitary)
☐	Maintenance Hole (Undersized)
☐	Underground Storm Sewer
☐	Underground Water
☐	Underground Gas
☐	Underground Field
☐	Underground Fingers
☐	Light Pole
☐	Fire Hydrant
☐	Water Meter Box
☐	Cable Terminal Box
☐	Ball Terminal Box
☐	Cable Terminal Box
☐	Hydro Terminal Box
☐	Undersized Terminal Box
☐	Sign
☐	Manhole
☐	Air Conditioner
☐	Chimney
☐	Chain Link Fence
☐	Board Fence
☐	Top of Gate
☐	Elevation
☐	Undergrade of Eave
☐	Top of Foundation
☐	Foundation
☐	Location of Elevations
☐	Top of Concrete Curb Elevation
☐	Deciduous Tree - The Symbol shown denotes location and trunk diameter only. Size of tree canopy/overhead canopy may be smaller/larger than the symbol size depicted on this plan.
☐	Coniferous Tree - The Symbol shown denotes location and trunk diameter only. Size of tree canopy/overhead canopy may be smaller/larger than the symbol size depicted on this plan.

**ASSOCIATION OF DISTRICT SURVEYORS**  
PLAN SUBMISSION FORM  
VF556T

**WARNING:** NO PERSON MAY COPY, REPRODUCE, DISTRIBUTE OR ACT IN THIS PLAN IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF FARLEY, SMITH & DENIS SURVEYING LTD.

Surveyor's Certificate  
I certify that:  
1. This survey and plan are correct and in accordance with the Survey Act, the Surveyors Act and the Regulations made under them, 2021.  
The survey was completed on the 25th day of August, 2021.  
*[Signature]*  
Farley, Smith & Denis  
Ontario Land Surveyor

FARLEY, SMITH & DENIS SURVEYING LTD.  
ONTARIO LAND SURVEYORS  
CANADIAN LAND SURVEYORS  
UNIT 275, 80 CLOUWADE ROAD, OTTAWA, ONTARIO K2H 7H8  
TEL. 644-733-8228 E-MAIL: farsurvey@fswltd.com  
FILE NO.: 688-21

20221146-21\_300 Kennedy Ln Con\_Church\_300P964846-21 300 Kennedy Ln\_E 80 P956-71.3 King

Copyright in this drawing...  
The Architect is not liable for any loss or distortion of information resulting from subsequent reproduction of the original drawing.

- 1. The Architect will be advised by the Client that the Client will accept any responsibility with the Contract Documents to the Architect before commencing work.
- 2. The Architect's drawings are to be used in conjunction with other Contract Documents including the Schedule of Work and the Technical Specifications and the Consultant's agreement with respect to the quality, time, scope of work, the price and all other.
- 3. The Client is responsible for the correct location of the Architect and the Architect's drawings. The Client is responsible for the location, location and dimensions of the Architect's drawings. The Client is responsible for the location, location and dimensions of the Architect's drawings. The Client is responsible for the location, location and dimensions of the Architect's drawings.

KPMB Architects  
351 King St E, Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.977.5104

United Church Canada  
Queenswood United Church

360 Kennedy Lane East, Ottawa Ontario

Project North True North

Project No.: 2103  
Scale: NTS  
Plot Date: 11/26/21

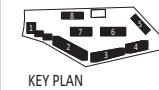
SITE SURVEY

A1.01



Copyright © 2013 of the Architect.  
 No portion of this drawing may be reproduced by any means without the prior written approval of the Architect to be used for information only.  
 The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**DISCLAIMER:**  
 1. The Architect will not be liable for any errors or omissions in this drawing unless they are shown to be the result of negligence on the part of the Architect.  
 2. The Architect's drawings are to be used in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.  
 3. The Architect is not responsible for field measurements, field notes, maps and fixtures as indicated on the Architectural Drawings. Location markers on the Architectural Drawings will govern over field notes and drawings. Mechanical and Electrical items not clearly located will be located as shown by the Architect.  
 4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.  
 5. The Architect has not been retained to provide or assume any responsibility for means, methods and sequencing of construction.  
 6. These drawings are not to be used for construction unless specifically noted for such purpose.



Rev. Date Issued

**KPMB Architects**  
 351 King St. E., Suite 1200  
 Toronto, ON, Canada M5A 0L6  
 416.977.5104

United Church Canada  
**Queenswood United Church**

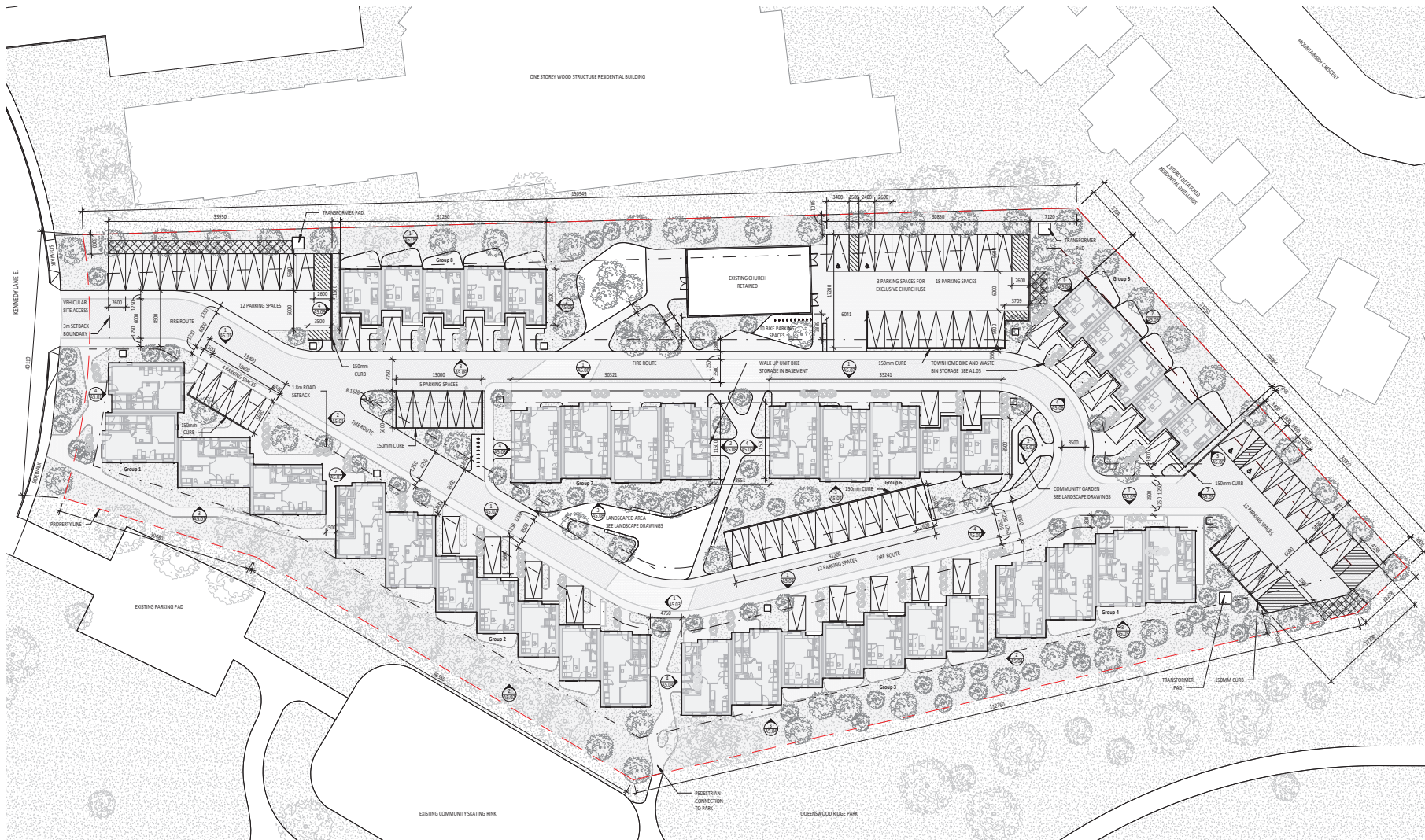
360 Kennedy Lane East, Ottawa Ontario



Project No. 2103  
 Scale 1:300  
 Plot Date 11/26/21

**CONCEPT PLAN**

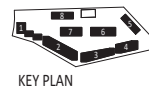
**A1.02**



Copyright © 2014 by the Architect.  
 Any portion of this drawing reproduced by any means from any media without prior written approval of the Architect is to be held for reference only.  
 The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**

1. Contractor shall be required. Contractor will verify all existing conditions and dimensions reported on the site plan and will report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architect's Drawings are to be read in conjunction with all other Contract Documents including the Schedule of Work, the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.
3. Conditions imposed by Provincial, Municipal or Electrical codes, Bylaws and Ordinances are indicated on the Architect's Drawings. Conditions imposed by the Architect's Drawings will govern over Provincial and Electrical codes. Mechanical and Electrical items not shown by location will be located as directed by the Architect.
4. Dimensions indicated are clear between faces of finished surfaces unless otherwise noted.
5. The Architect has not been consulted regarding the structural or other matters in respect to any existing structures or other structures on the site. The Contractor is responsible for means, methods and sequencing of construction.
6. These drawings are not to be used for construction unless specifically noted for such purpose.



Rev. Date Issued

**KPMB Architects**  
 351 King St E, Suite 1200  
 Toronto, ON, Canada M5A 0L6  
 416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario



Project No. 2103  
 Scale As Indicated  
 Plot Date 11/26/21

**SITE PLAN**

**A1.03**

**1 SITE PLAN**  
 1:300

Site Area: 12,208 m<sup>2</sup>  
 Property Identification Number:  
 Property Boundary Information From: Site Survey by Farley, Smith & Denis Surveying LTD.

Gross Floor Area (GFA) = the total area of each floor whether located above, at or below grade, measured from the interiors of outside walls and including floor area occupied by interior walls and floor area created by bay windows, but excluding;

1. floor area occupied by shared mechanical, service and electrical equipment that serve the building (By-law 2008-326)
2. common hallway, corridors; stairwells, elevator shafts and other voids, steps and landings; (By-law 2008-326) (By-law 2017-302)
3. bicycle parking; motor vehicle parking or loading facilities;
4. common laundry, storage and washroom facilities that serve the building or tenants;
5. common storage areas that are accessory to the principal use of the building; (By-law 2008-326)
6. common amenity area and play areas accessory to a principal use on the lot; and (By-law 2008-326)
7. living quarters for a caretaker of the building. (surface de plancher hors oeuvre brute)

GFA (Ottawa) Schedule		
Level	GFA	Comments
<b>Group 1 (4 Walk Up Units)</b>		
Basement	276.70 m <sup>2</sup>	
Level 1	257.75 m <sup>2</sup>	
Level 2	256.13 m <sup>2</sup>	
Level 3	245.23 m <sup>2</sup>	
	1035.81 m <sup>2</sup>	
<b>Group 2 (3 Walk Up Units, 4 Townhouses)</b>		
Not Faced	0.00 m <sup>2</sup>	
Basement	355.84 m <sup>2</sup>	
Level 1	355.80 m <sup>2</sup>	
Level 2	345.48 m <sup>2</sup>	
Level 3	347.38 m <sup>2</sup>	
	1404.51 m <sup>2</sup>	
<b>Group 3 (2 Walk Up Units, 5 Townhouses)</b>		
Basement	333.49 m <sup>2</sup>	
Level 1	336.61 m <sup>2</sup>	
Level 2	337.29 m <sup>2</sup>	
Level 3	338.31 m <sup>2</sup>	

GFA (Ottawa) Schedule		
Level	GFA	Comments
<b>1345.69 m<sup>2</sup></b>		
<b>Group 4 (4 Walk Up Units)</b>		
Basement	289.24 m <sup>2</sup>	
Level 1	276.72 m <sup>2</sup>	
Level 2	265.31 m <sup>2</sup>	
Level 3	258.31 m <sup>2</sup>	
	1089.58 m <sup>2</sup>	
<b>Group 5 (5 Townhouses)</b>		
Basement	191.08 m <sup>2</sup>	
Level 1	177.79 m <sup>2</sup>	
Level 2	200.57 m <sup>2</sup>	
Level 3	203.14 m <sup>2</sup>	
	772.58 m <sup>2</sup>	
<b>Group 6 (3 Walk Up Units, 2 Townhouses)</b>		
Basement	297.84 m <sup>2</sup>	
Level 1	281.92 m <sup>2</sup>	
Level 2	283.75 m <sup>2</sup>	
Level 3	279.56 m <sup>2</sup>	

GFA (Ottawa) Schedule		
Level	GFA	Comments
<b>1143.08 m<sup>2</sup></b>		
<b>Group 7 (4 Walk Up Units)</b>		
Basement	292.80 m <sup>2</sup>	
Level 1	281.55 m <sup>2</sup>	
Level 2	287.51 m <sup>2</sup>	
Level 3	256.16 m <sup>2</sup>	
	1098.02 m <sup>2</sup>	
<b>Group 8 (5 Townhouses)</b>		
Basement	191.98 m <sup>2</sup>	
Level 1	178.32 m <sup>2</sup>	
Level 2	202.03 m <sup>2</sup>	
Level 3	203.66 m <sup>2</sup>	
	775.99 m <sup>2</sup>	
Grand total	8665.27 m <sup>2</sup>	

**RESIDENTIAL UNITS**  
**TOWNHOUSE: 21 Units**  
**WALK UP: (20x3) 60 Units**  
**TOTAL UNITS: 81**

**PARKING**  
**CHURCH PARKING: 9 Spaces**  
**RESIDENTIAL: 76 Spaces**  
**TOTAL: 85 Spaces**

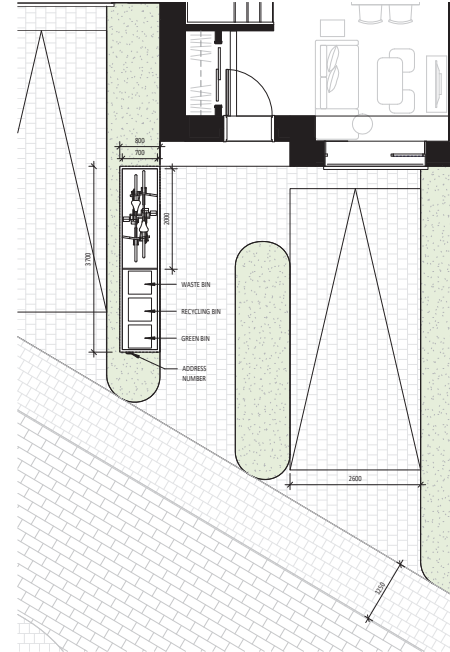
**BIKE PARKING**  
**RESIDENTIAL: 142 Spaces**  
**PUBLIC: 18 Spaces**  
**TOTAL: 160 Spaces**



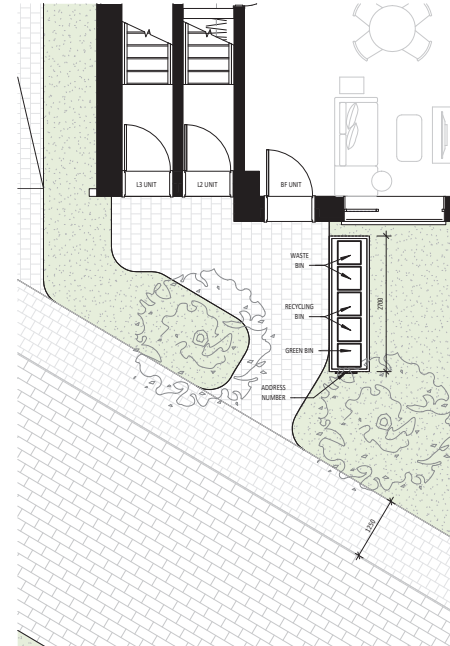
IMAGE 1 - FRONT VIEW OF THE TYP. TOWNHOUSE



IMAGE 2 - FRONT VIEW OF THE TYP. WALK-UP UNITS



TYP. TOWNHOUSE UNIT FRONT YARD STRATEGY



TYP. WALK-UP UNIT FRONT YARD STRATEGY

Copyright © 2021 of the Architect.  
 No portion of this drawing shall be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written approval of the Architect to be made for information only.  
 The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**

1. Contractor shall be required. Contractor will verify all existing conditions and dimensions before performing the work and will report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architect's Drawings are to be used in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, size or scope of work, the greater shall apply.
3. Details and material finishes (Mechanical, Electrical, Plumbing and Fire) are indicated on the Architectural Drawings. Locations and/or details 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.
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
5. The Architect has been retained to provide design and technical services only and is not responsible for means, methods and sequencing of construction.
6. These drawings are not to be used for construction unless specifically noted for such purpose.

Rev. Date Issued

**KPMB Architects**  
 351 King St. E., Suite 1200  
 Toronto, ON, Canada M5A 0L6  
 416.977.5104

United Church Canada  
**Queenswood United Church**

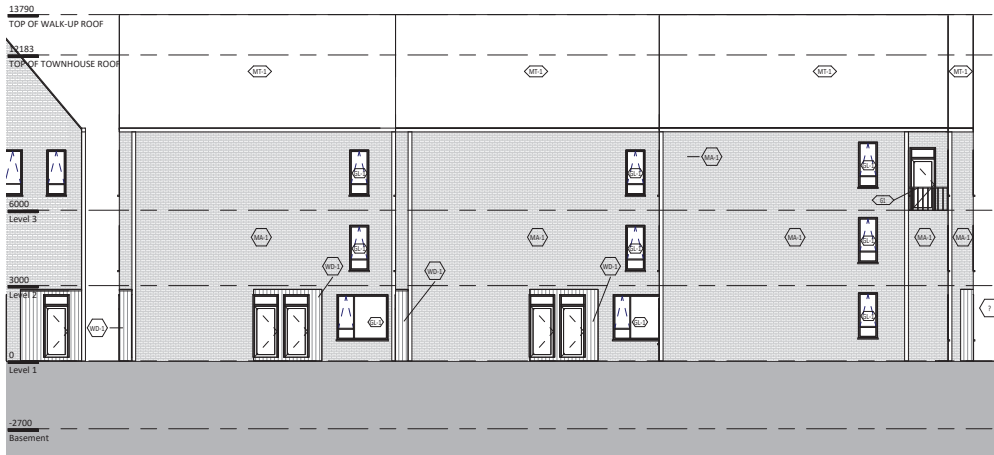
360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
 Scale 1:50  
 Plot Date 11/26/21

**FRONT YARD STRATEGY**

**A1.04**

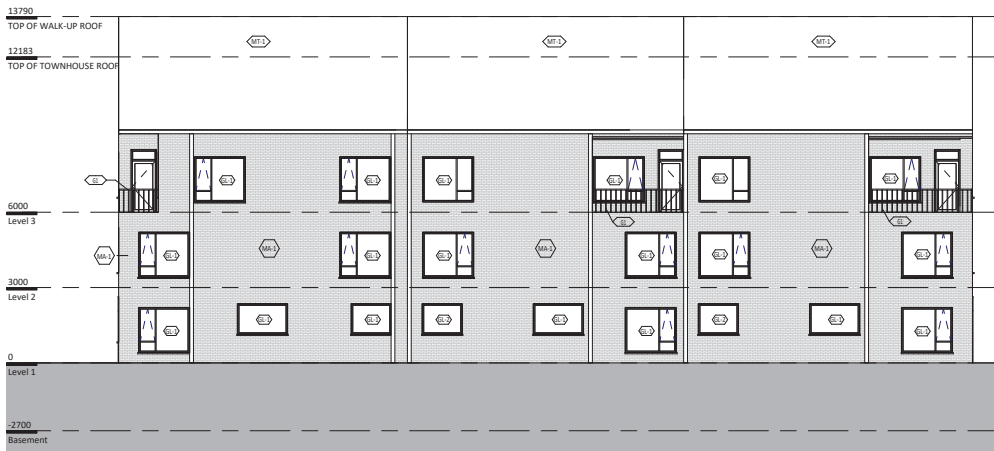




1 GROUP 1 - NORTH ELEVATION  
1:100



2 GROUP 1 - EAST ELEVATION  
1:100



3 GROUP 1 - SOUTH ELEVATION  
1:100



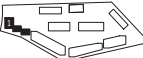
4 GROUP 1 - WEST ELEVATION  
1:100

Copyright © 2021 of the Architect.  
Any portion of this drawing reproduced by any means from any media without prior written approval of the Architect is to be held for information only.  
The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**

1. Contractor shall be required to verify all existing conditions and dimensions required prior to the start and shall report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architectural Drawings are to be read in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.
3. Details of proposed finished Mechanical, Electrical, Plumbing and Firework 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 shall be located as directed by the Architect.
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
5. The Architect has been furnished with reports of geotechnical and environmental investigations for means, methods and sequencing of construction.
6. These documents are not to be used for construction unless specifically noted for such purpose.

LEGEND	
MA-2	MASONRY
WD-2	WOOD FINISH
MT-1	METAL ROOF
GL-1	CLEAR GLAZING
GL-2	TRANSLUCENT GLAZING
PM	PAINTED METAL
BP	BALCONY POCKET
GR	GUARD RAIL



KEY PLAN

Rev. Date Issued

**KPMB Architects**  
351 King St E, Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
Scale As indicated  
Plot Date 11/26/21

**GROUP 1 - ELEVATIONS**



1 GROUP 2 - NORTH ELEVATION  
1:100



2 GROUP 2 - SOUTH ELEVATION  
1:100

The client or user of this drawing shall be responsible for obtaining all necessary permits and approvals without prior written approval of the architect. The architect is not liable for any loss or disturbance of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES**

1. Drawings are to be used for construction and shall not be used for any other purpose without the written approval of the architect.
2. The architect's drawings are to be used in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, size or scope of work, the greater shall apply.
3. Portions of support or framed Mechanical or Electrical ducts, Rerigs and Flues are indicated on the Mechanical Drawings. Locations shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not shown located shall be located as directed by the Architect.
4. Construction materials or items between the lines of finished surfaces shall be indicated.
5. The architect has not been retained for supervision of construction and assumes no responsibility for items, methods and workmanship of construction.
6. These documents are not to be used for construction unless specifically noted for such purposes.

LEGEND	
MA-1	MASONRY
WF-1	WOOD FINISH
MT-1	METAL ROOF
GL-1	CLEAR GLAZING
GL-2	TRANSLUCENT GLAZING
GI	PAINTED METAL BALCONY PICKET GUARD RAIL



KEY PLAN

Rev. Date Issued

**KPMB Architects**  
351 King St. E., Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.977.5104

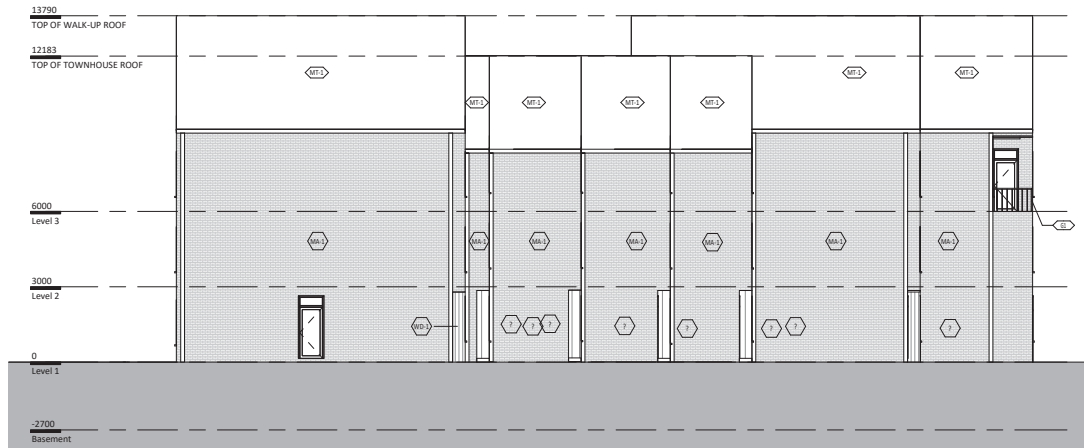
United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

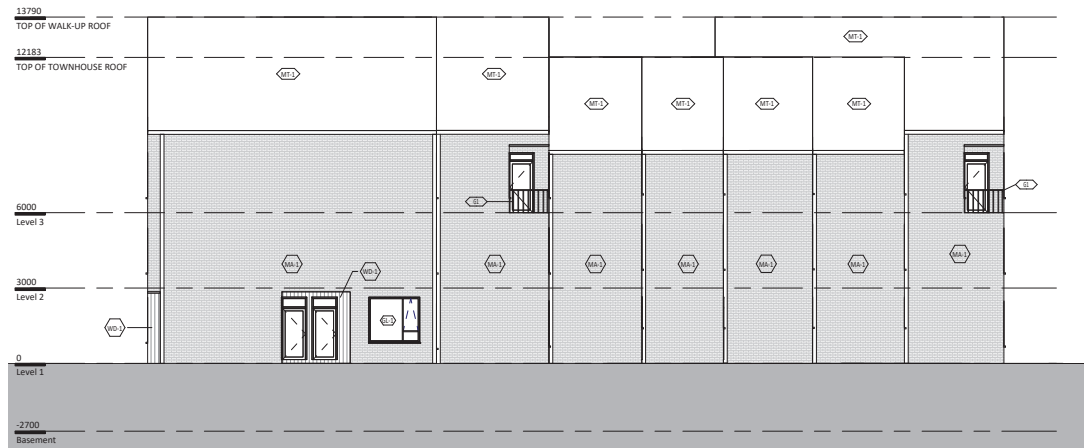
Project No. 2103  
Scale As indicated  
Plot Date 11/26/21

**GROUP 2 - NORTH & SOUTH ELEVATIONS**

**A5.02**



1 GROUP 2 - EAST ELEVATION  
1:100



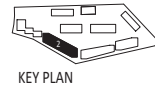
2 GROUP 2 - WEST ELEVATION  
1:100

Copyright © 2014 by KPMB Architects  
 Any portion of this drawing reproduced by any means, in any medium, without prior written approval of the Architect is to be used for informational only.  
 The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**

1. Contractor shall be required to verify all existing conditions and dimensions required prior to the start and will report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architectural Drawings are to be read in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.
3. Details of proposed finished Mechanical or Electrical devices, Ropes 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 Installer.
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
5. The Architect has not been retained to register or certify and does not assume any responsibility for means, methods and techniques of construction.
6. These documents are not to be used for construction unless specifically noted for such purpose.

LEGEND	
MA-2	MASONRY
WD-1	WOOD FINISH
MT-1	METAL ROOF
GL-1	CLEAR GLAZING
GL-2	TRANSLUCENT GLAZING
PM	PAINTED METAL
BP	BALCONY POCKET
GR	GUARD RAIL



Rev. Date Issued

**KPMB Architects**  
 351 King St E, Suite 1200  
 Toronto, ON, Canada M5A 0L6  
 416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
 Scale As indicated  
 Plot Date 11/26/21

**GROUP 2 - EAST & WEST ELEVATIONS**

**A5.03**



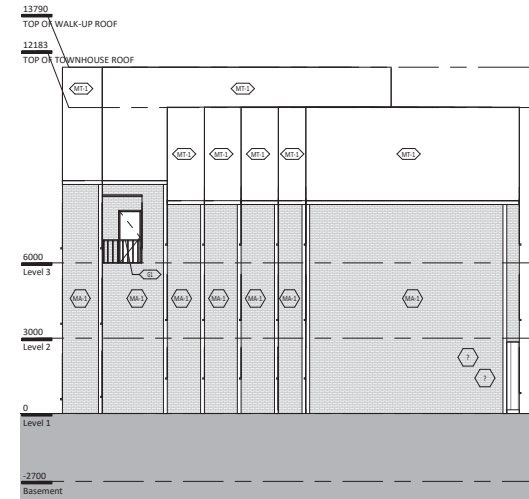
1 GROUP 3 - NORTH ELEVATION

1:100



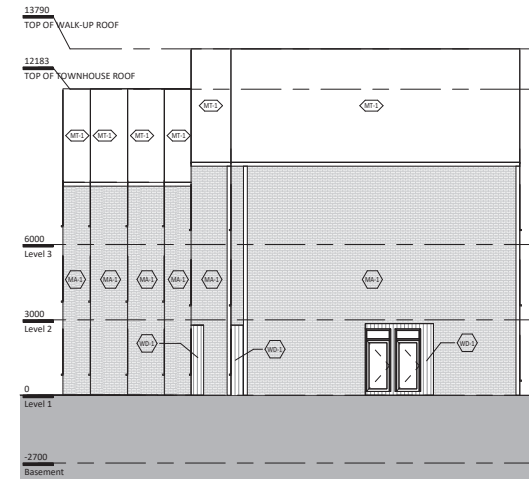
3 GROUP 3 - SOUTH ELEVATION

1:100



2 GROUP 3 - EAST ELEVATION

1:100



4 GROUP 3 - WEST ELEVATIONS

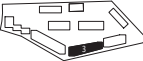
1:100

Copyright © 2021 of the Architect. Any portion of this drawing reproduced by any means without the prior written approval of the Architect is to be used for informational only. The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**

1. Contractor shall be advised Contractor will verify all existing conditions and dimensions required prior to the start and will report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architectural Drawings are to be used in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.
3. Dimensions are indicated on the Architectural Drawings, Sections and Details are indicated on the Architectural Drawings, Sections and Details on the Architectural Drawings and Electrical and Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
5. The Architect has been retained to register and seal drawings and assumes no responsibility for means, methods and techniques of construction.
6. These drawings are not to be used for construction unless specifically noted for that purpose.

LEGEND	
MA-1	MASONRY
WD-1	WOOD FINISH
MT-1	METAL ROOF
GL-1	CLEAR GLAZING
GL-2	TRANSLUCENT GLAZING
GL	PAINTED METAL BALCONY PICKET GLAZED RAIL



KEY PLAN

Rev. Date Issued

**KPMB Architects**  
351 King St E, Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.977.6104

United Church Canada  
**Queenswood United Church**

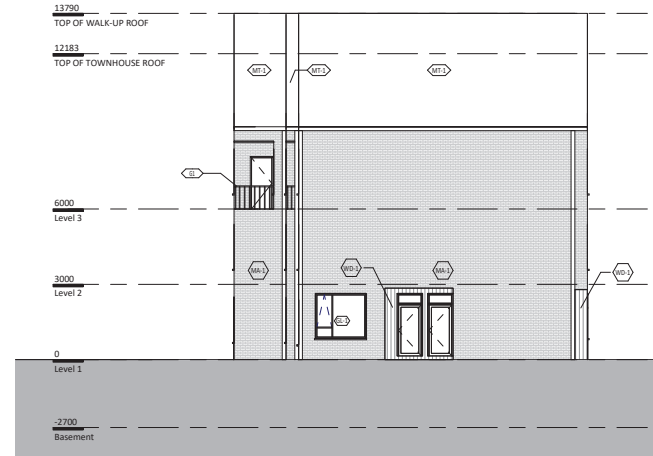
360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
Scale As indicated  
Plot Date 11/26/21

**GROUP 3 - ELEVATIONS**



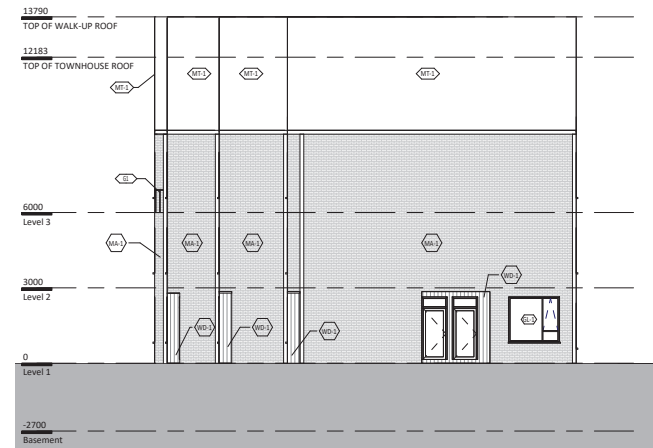
1 GROUP 4 - NORTH ELEVATION  
1:100



2 GROUP 4 - EAST ELEVATION  
1:100



3 GROUP 4 - SOUTH ELEVATION  
1:100



4 GROUP 4 - WEST ELEVATION  
1:100

Copyright © 2014 by KPMB Architects. Any portion of this drawing reproduced by any means without the prior written approval of the Architect is to be held for informational only. The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**

1. Contractor shall be required to verify all existing conditions and dimensions required prior to the start and will report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architectural Drawings are to be read in conjunction with all other Contract Documents including but not limited to the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, size or scope of work, the greater shall apply.
3. Dimensions of equipment (Mechanical, Electrical or Plumbing) 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 shall be located as directed by the Engineer.
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
5. The Architect has not been consulted regarding code compliance and assumes no responsibility for means, methods and sequencing of construction.
6. These drawings are not to be used for construction unless specifically noted for such purpose.

**LEGEND**

MA-1	MASONRY
WD-1	WOOD FINISH
ME-1	METAL ROOF
GL-1	CLEAR GLAZING
GL-2	TRANSLUCENT GLAZING
GI	PAINTED METAL BALCONY POCKET GUARD RAIL



KEY PLAN

Rev. Date Issued

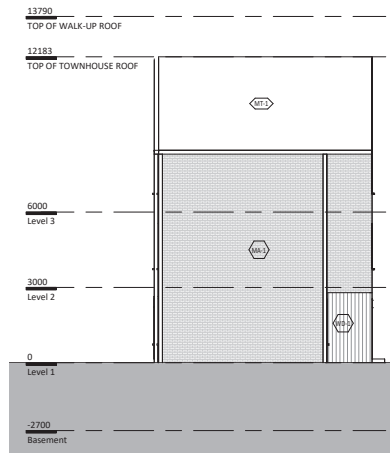
**KPMB Architects**  
351 King St. E., Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.377.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
Scale As indicated  
Plot Date 11/26/21

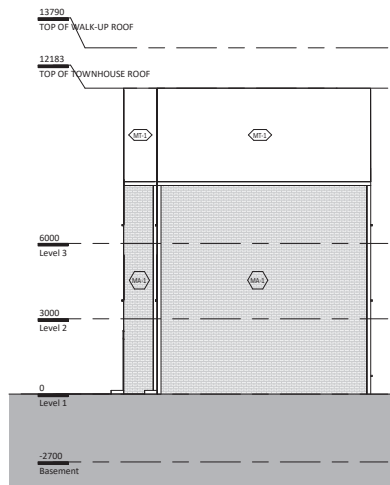
**GROUP 4 - ELEVATIONS**



1 GROUP 5 - NORTH ELEVATION  
1:100



2 GROUP 5 - EAST ELEVATION  
1:100



3 GROUP 5 - SOUTH ELEVATION  
1:100



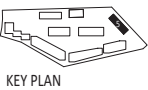
4 GROUP 5 - WEST ELEVATION  
1:100

Copyright © 2021 of the Architect.  
Any portion of this drawing reproduced by any means, in whole or in part, without prior written approval of the Architect is to be held for information only.  
The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**

1. Contractor shall be required to verify all existing conditions and dimensions reported prior to the start and will report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architect's Drawings are to be read in conjunction with other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.
3. Details of proposed finish (Architectural or Electrical Drawings, Notes and Tables are indicated on the Architectural Drawings. Locations shown on the Architectural Drawings will govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
5. The Architect has been retained to prepare the contract and assumes no responsibility for means, methods and sequencing of construction.
6. These documents are not to be used for construction unless specifically noted for such purpose.

LEGEND	
MA-1	MASONRY
WD-1	WOOD FINISH
MT-1	METAL ROOF
GL-1	CLEAR GLAZING
GL-2	TRANSLUCENT GLAZING
GI	PAINTED METAL BALCONY POCKET GUARD RAIL



Rev. Date Issued

**KPMB Architects**  
351 King St. E., Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

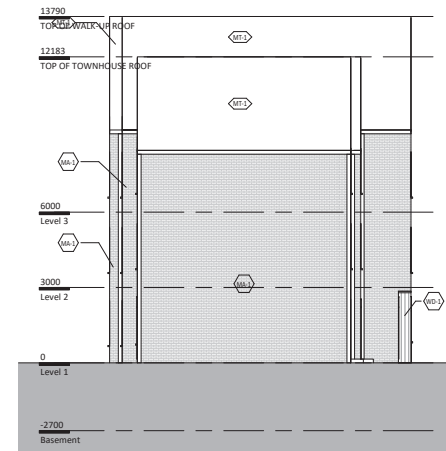
Project No. 2103  
Scale As indicated  
Plot Date 11/26/21

**GROUP 5 - ELEVATIONS**

**A5.06**



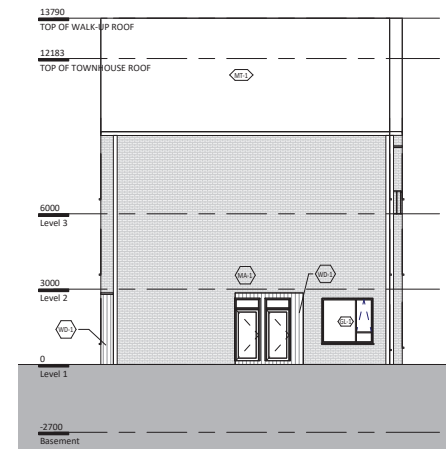
1 GROUP 6 - NORTH ELEVATION  
1:100



2 GROUP 6 - EAST ELEVATION  
1:100



3 GROUP 6 - SOUTH ELEVATION  
1:100



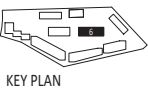
4 GROUP 6 - WEST ELEVATION  
1:100

Copyright © 2021 of the Architect.  
No portion of this drawing may be reproduced by any means, in any form, without prior written approval of the Architect to be used for information only.  
The Architect is not liable for any loss or distortion of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**  
1. Contractor shall be required to verify all existing conditions and dimensions before performing the work and shall report any discrepancies with the Contract Documents to the Architect before commencing work.  
2. The Architect's Drawings are to be read in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.  
3. Conditions imposed by Provincial, Municipal or District, Codes, Bylaws and Ordinances are indicated on the Architectural Drawings. Conditions imposed on the Architectural Drawings shall govern over Provincial and District Codes, Mechanical and Electrical Codes and other laws located and to be followed as directed by the Architect.  
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.  
5. The Architect has not been retained to register or approve and assumes no responsibility for means, methods and techniques of construction.  
6. These documents are not to be used for construction unless specifically noted for such purpose.

**LEGEND**

MB-1	MASONRY
MB-2	WOOD FINISH
MB-3	METAL ROOF
GL-1	CLEAR GLAZING
GL-2	TRANSLUCENT GLAZING
GI	PAINTED METAL BALCONY POCKET GUARD RAIL



Rev. Date Issued

**KPMB Architects**  
351 King St E, Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
Scale As indicated  
Plot Date 11/26/21

**GROUP 6 - ELEVATIONS**

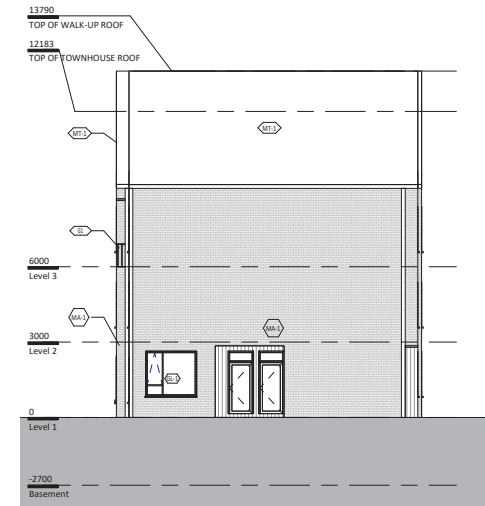
**A5.07**



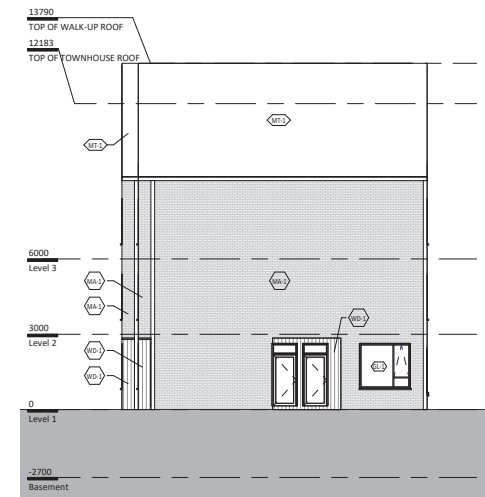
1 GROUP 7 - NORTH ELEVATION  
1:100



3 GROUP 7 - SOUTH ELEVATION  
1:100



2 GROUP 7 - EAST ELEVATION  
1:100

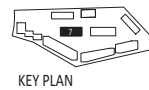


4 GROUP 7 - WEST ELEVATION  
1:100

Copyright is that of the Architect. Any portion of this drawing reproduced by any means, from any media, without prior written approval of the Architect is to be held for information only. The Architect is not liable for any loss or distortion of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**  
1. Contractor shall verify all existing conditions and dimensions against prior drawings and shall report any discrepancies with the Contract Documents to the Architect before commencing work.  
2. The Architect's Drawings are to be read in conjunction with all other Contract Documents including but not limited to the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, size or scope of work, the greater shall apply.  
3. Dimensions of equipment (Mechanical, Electrical, Plumbing, Fire and Alarm) are indicated on the Architect's Drawings. Locations shown on the Architect's Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not shown located shall be located as directed by the Engineer.  
4. Dimensions indicated are clear between the faces of finished surfaces unless otherwise noted.  
5. The Architect has been retained to provide professional services and assumes no responsibility for means, methods and sequencing of construction.  
6. These drawings are not to be used for construction unless specifically noted for such purpose.

LEGEND	
Ma-1	MASONRY
Wo-1	WOOD FINISH
Mt-1	METAL ROOF
Gl-1	CLEAR GLAZING
Gl-2	TRANSLUCENT GLAZING
Gl-3	PAINTED METAL BALCONY POCKET GUARD RAIL



Rev. Date Issued

**KPMB Architects**  
351 King St. E., Suite 1200  
Toronto, ON, Canada M5A 0L6  
416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
Scale As indicated  
Plot Date 11/26/21

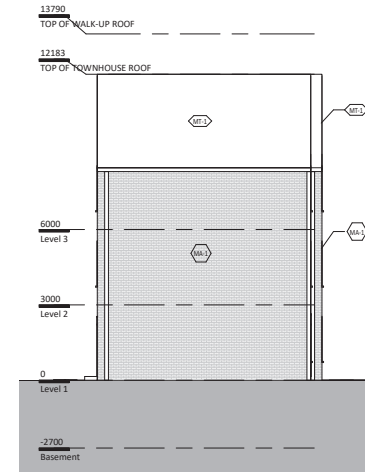
**GROUP 7 - ELEVATIONS**

**A5.08**





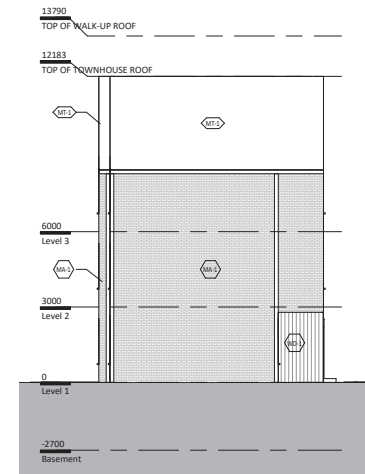
1 GROUP 8 - NORTH ELEVATION  
1:100



2 GROUP 8 - EAST ELEVATION  
1:100



3 GROUP 8 - SOUTH ELEVATION  
1:100

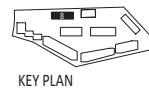


4 GROUP 8 - WEST ELEVATION  
1:100

Copyright © 2021 KPMB Architects  
 Any portion of this drawing reproduced by any means, in any medium, without prior written approval of the Architect is to be held for information only.  
 The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**  
 1. Contractor shall be required to verify all existing conditions and dimensions before performing the work and shall report any discrepancies with the Contract Documents to the Architect before commencing work.  
 2. The Architect's Drawings are to be read in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.  
 3. Dimensions are indicated on the Architectural Drawings, Sections and Details on the Architectural Drawings and Electrical Drawings, Sections and Details on the Architectural Drawings and Electrical Drawings and shall be used as shown by the Architect.  
 4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.  
 5. The Architect has been consulted regarding the construction of the work and assumes no responsibility for means, methods and sequencing of construction.  
 6. These documents are not to be used for construction unless specifically noted for such purpose.

LEGEND	
MA-1	MASONRY
WD-1	WOOD FINISH
MR-1	METAL ROOF
GL-1	CLEAR GLAZING
GL-2	TRANSLUCENT GLAZING
GL	PAINTED METAL BALCONY POCKET GUARD RAIL



Rev. Date Issued

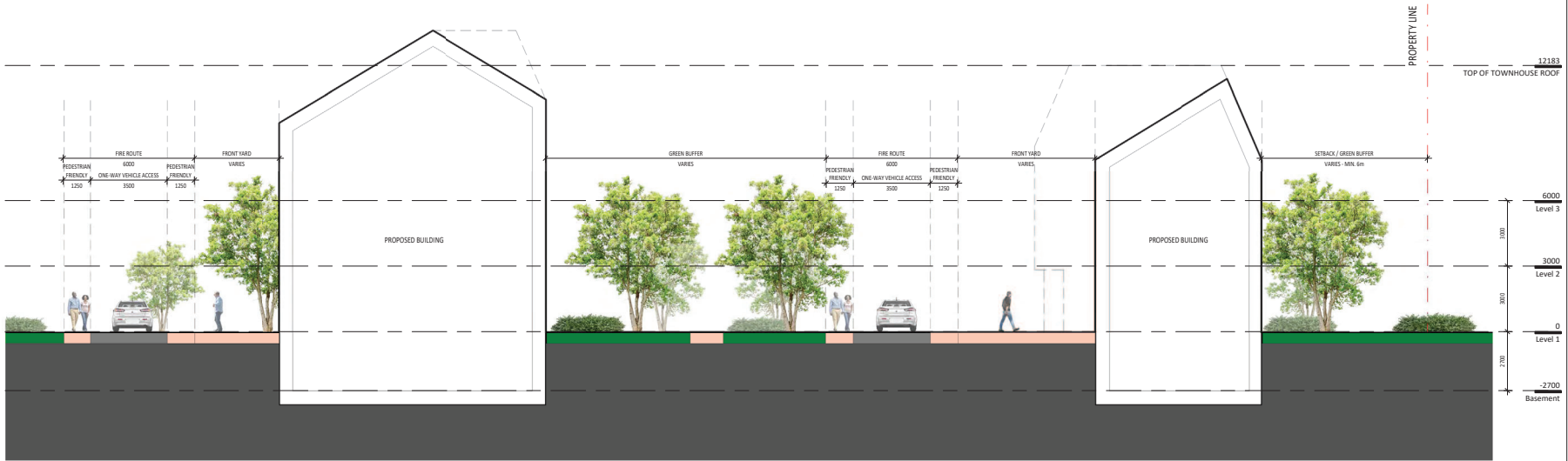
**KPMB Architects**  
 351 King St. E., Suite 1200  
 Toronto, ON, Canada M5A 0L6  
 416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario

Project No. 2103  
 Scale As indicated  
 Plot Date 11/26/21

**GROUP 8 - ELEVATIONS**



Copyright © 2014 by the Architect.  
 Any portion of this drawing reproduced by any means, in any form, without prior written approval of the Architect is to be held for information only.  
 The Architect is not liable for any loss or alteration of information resulting from subsequent reproduction of the original drawing.

**GENERAL NOTES:**

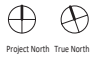
1. Contractor shall verify all existing conditions and dimensions reported prior to the start and will report any discrepancies with the Contract Documents to the Architect before commencing work.
2. The Architect's Drawings are to be used in conjunction with all other Contract Documents including the Project Manual and the Structural, Mechanical and Electrical Drawings. In case of difference between the Contract Documents with respect to the quantity, time or scope of work, the greater shall apply.
3. Positions proposed for Structural, Mechanical or Electrical devices, Ropes 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 shall be located as directed by the Architect.
4. Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
5. The Architect has not been retained for registration of construction and assumes no responsibility for means, methods and techniques of construction.
6. These dimensions are not to be used for construction unless specifically noted for such purpose.

Rev. Date Issued

**KPMB Architects**  
 351 King St. E., Suite 1200  
 Toronto, ON, Canada M5A 0L6  
 416.977.5104

United Church Canada  
**Queenswood United Church**

360 Kennedy Lane East, Ottawa Ontario



Project No. 2103  
 Scale 1:100  
 Plot Date 11/26/21

**SITE SECTION**