

October 24, 2022

David Constable, Principal

KPMB Architects
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RE: REVISED 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 m² GFA of assembly area), and the construction of 81 residential rental units, inclusive of 21 townhomes and 60 stacked dwelling 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 m² of GFA) are being proposed for the site.

This updated memo addresses the City's May 20th, 2022 comments and 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 attached parking justification is 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 stacked dwelling units. A total of 85 vehicle parking spaces and 92 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
		Stacked Dwellings	60
		Total	81 units
	Church (existing to remain)	Total GFA of assembly area	92 m²
	Vehicle Parking Spaces	Resident	61
		Residential Visitor	15
		Church	9
		Total	85
	Bicycle Parking Spaces	Resident (Secure)	56
		Visitor	36
		Total	92

Notes:

1. Site statistics based on site plans provided by KPMB Architects on September 21, 2022.



FIGURE 1 EXISTING SITE CONTEXT

QUEENSWOOD UNITED CHURCH

BA GROUP 6126-18



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FIGURE 2 PROPOSED DEVELOPMENT

QUEENSWOOD UNITED CHURCH

BA GROUP 6126-18

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

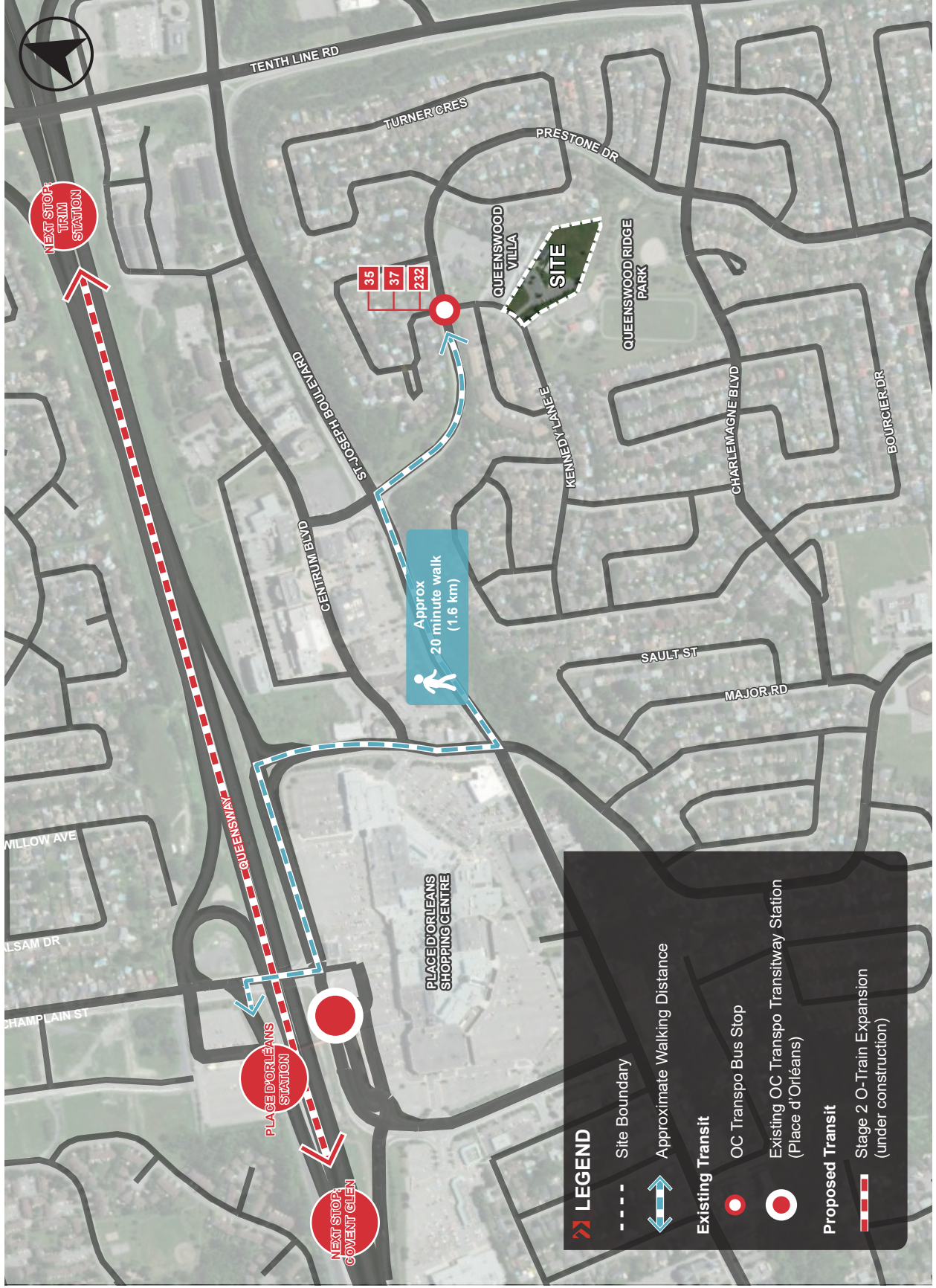
The existing O-Train currently provides 12.5 km of LRT service with peak service of 5 minutes or less and frequent service throughout the day of 15 minutes or less. Public transit provisions in Orleans (and within the Site vicinity) are set to vastly improve given the ongoing Stage 2 O-Train Light Rail 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 existing and proposed 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.



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FIGURE 3 EXISTING AND PROPOSED TRANSIT

QUEENSWOOD UNITED CHURCH

BA GROUP 6126-18

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
Cycling		
Provision of bicycle parking	92 bicycle parking spaces will be provided on the site which 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.
Transit		
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.
Automobile Infrastructure		
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 stacked dwelling 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 118 vehicle parking spaces, inclusive of 93 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 ²)	Zoning By-Law Parking Rate		Required Minimum Number of Parking Spaces
		Residents	Visitors	
Stacked Dwellings	60 units	Residents	1.2 spaces/unit	72
		Visitors	0.2 spaces/ unit	12
Townhouses	21 units	Residents	1 space/unit	21
		Visitors	0.2 spaces/ unit	4
Total Resident Spaces				93
Total Resident Visitor Spaces				16
Place of Worship (Existing Church)	92 m ²	10 spaces per 100 m ² of GFA of assembly area		9
SITE TOTAL				118

Notes:

1. Site statistics based on site plans provided by KPMB Architects on September 21, 2022.
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 prorated 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 ²)	Proposed Parking Rate		Proposed Number of Parking Spaces
Stacked Dwellings & Townhouses	81 units	Residents	0.75 spaces/ unit	61
		Visitors	0.19 spaces/ unit	15
Place of Worship (Existing Church)	92 m ²	10 spaces per 100 m ² of GFA of assembly area		9
Total				85

Notes:

1. Site statistics based on site plans provided by KPMB Architects on September 21, 2022.

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 26th 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 ²)	Parking Rate	Minimum Parking Spaces Required
Stacked Dwellings & Townhouses	81 units	0.5 spaces per unit	41 spaces
Place of Worship (Church)	92 m ²	1 space per 1500 m ² of GFA (all other non-residential uses)	-
Total			41 spaces

Notes:

1. Site statistics based on site plans provided by KPMB Architects on September 21, 2022.
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 92 bicycle parking spaces are proposed to be provided on-site including 56 resident spaces and 36 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 stacked dwelling 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 m² of GFA) is 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, Stacked Dwellings	72 spaces (1.2 spaces per unit)	93 spaces	61 spaces (0.75 spaces per unit)	-32 spaces
Resident, Townhouses	21 spaces (1.0 spaces per unit)			
Resident 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 ² of GFA)		9 spaces (10 spaces per 100 m ² of GFA)	0 spaces
Total	118 spaces		85 spaces	-33 spaces

The proposed parking supply reductions on the site are considered appropriate based on the following key considerations noted below.

- 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);
- Existing area travel characteristics being supportive of lower automobile use; and
- Resident and resident visitor parking at the adjacent park will be strongly discouraged.

APPENDIX A: REDUCED SCALE ARCHITECTURAL PLANS

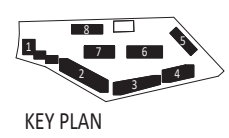


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- GENERAL NOTES:**
- Drawings are not to be scaled. Contractor will verify all existing conditions and dimensions required to perform the Work and will report any discrepancies with the Contract Documents to the Architect before commencing work.
 - 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 cases of difference between the Contract Documents with respect to the quantity, size or scope of work, the greater shall apply.
 - Positions of exposed or finished Mechanical or Electrical devices, fittings and fixtures are indicated on the Architectural Drawings. Locations shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
 - Dimensions indicated are taken between the faces of finished surfaces unless otherwise noted.
 - The architect has not been retained for supervision of construction and assumes no responsibility for means, methods and techniques of construction.
 - These documents are not to be used for construction unless specifically noted for such purpose.

LEGEND

- PROPERTY LINE
- SETBACK BOUNDARY
- VISUAL BARRIER
- PEDESTRIAN FRIENDLY
- VEHICULAR ROADWAY
- SNOW STORAGE
- PARKING TURNAROUND SPACE
- STAGING AREA FOR GARBAGE BINS
- PROPOSED TREE
- EXISTING TREE
- BIKE PARKING/WASTE STORAGE
- BIKE PARKING



1	08/20/22	ISSUED FOR BIA/SPA
2	12/12/22	ISSUED FOR BIA/SPA

Rev. Date Issued

KPMB Architects
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 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 09/21/22

SITE PLAN

RESIDENTIAL: 142 Spaces
 PUBLIC: 18 Spaces
 TOTAL: 160 Spaces

A1.03



1 SITE PLAN

1 : 300

Site Area: 12,208 m²
 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 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)

GFA (Ottawa) Schedule		
Level	GFA	Comments
Block 1 (2 Stacked Dwellings, 2 Townhouses)		
BASEMENT	68.97 m ²	
LEVEL 1	213.61 m ²	
LEVEL 2	222.27 m ²	
LEVEL 3	133.18 m ²	
	638.04 m ²	
Block 2 (3 Stacked Dwellings, 4 Townhouses)		
BASEMENT	68.97 m ²	
LEVEL 1	376.03 m ²	
LEVEL 2	390.42 m ²	
LEVEL 3	360.96 m ²	
	1196.38 m ²	
Block 3 (2 Stacked Dwellings, 5 Townhouses)		
BASEMENT	68.97 m ²	
LEVEL 1	366.35 m ²	
LEVEL 2	375.66 m ²	
LEVEL 3	334.61 m ²	
	1145.58 m ²	

GFA (Ottawa) Schedule		
Level	GFA	Comments
Block 4 (4 Stacked Dwellings)		
BASEMENT	68.97 m ²	
LEVEL 1	278.24 m ²	
LEVEL 2	292.04 m ²	
LEVEL 3	282.92 m ²	
	922.17 m ²	
Block 5 (4 Townhouses)		
BASEMENT	36.54 m ²	
LEVEL 1	151.29 m ²	
LEVEL 2	156.77 m ²	
LEVEL 3	344.59 m ²	
	689.19 m ²	
Block 6 (5 Stacked Dwellings)		
BASEMENT	68.97 m ²	
LEVEL 1	355.34 m ²	
LEVEL 2	368.95 m ²	
LEVEL 3	359.80 m ²	
	1153.06 m ²	

GFA (Ottawa) Schedule		
Level	GFA	Comments
Block 7 (4 Stacked Dwellings)		
BASEMENT	68.97 m ²	
LEVEL 1	282.09 m ²	
LEVEL 2	293.55 m ²	
LEVEL 3	284.41 m ²	
	929.02 m ²	
Block 8 (6 Townhouses)		
BASEMENT	36.54 m ²	
LEVEL 1	231.74 m ²	
LEVEL 2	235.96 m ²	
LEVEL 3	504.25 m ²	
	1008.49 m ²	
Grand total	6833.09 m ²	

RESIDENTIAL UNITS
 TOWNHOUSE: 21 Units
 STACKED DWELLINGS: (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

CITY FILE #D07-12-22-0002
 DWG # 18692