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6600 Carrière Street

Parking Utilization Study

6600 Carrière Street Parking Utilization Study

Prepared By:

NOVATECH Suite 200, 240 Michael Cowpland Drive Ottawa, Ontario K2M 1P6

January 2025

Novatech File: 122138 Ref: R-2025-001



January 17, 2025

City of Ottawa Planning and Growth Management Department 110 Laurier Ave. W., 4th Floor, Ottawa, Ontario K1P 1J1

Attention: Ms. Josiane Gervais Project Manager, Infrastructure Approvals

Dear Ms. Gervais:

Reference: 6600 Carrière Street Parking Utilization Study Novatech File No. 122138

We are pleased to submit the following Parking Utilization Study for the redevelopment of the existing 1,455m² Mouvement d'Implication Francophone d'Orléans (MIFO) facility at 6600 Carrière Street with a new approximately 5,080m² MIFO facility. MIFO is a recreational community centre mainly serving the francophone community in Orléans.

If you have any questions or comments regarding this report, please feel free to contact the undersigned, or Jennifer Luong.

Yours truly,

NOVATECH

to VanWich

Trevor Van Wiechen, M.Eng. E.I.T. | Transportation

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1.0 INTRODUCTION

This report has been prepared in support of Minor Variance and Site Plan applications for the expanded Mouvement d'implication francophone d'Orléans (MIFO) facility at 6600 Carrière Street in Orléans. The proposed project will replace the existing 1,455m² facility with a 5,080m² facility. The existing 53 on-site parking lot will be replaced with an 86 on-site parking lot. A site plan for the proposed MIFO redevelopment is shown in **Appendix A**.

The proposed redevelopment will require a minimum of 131 parking spaces based on the City of Ottawa's *Zoning By-law* (ZBL). A total of 86 parking spaces are proposed to be provided for the redevelopment.

This report will investigate the existing on-site parking utilization, on-street parking availability along Carrière Street and parking utilization of the adjacent schools and Carrière Park.

2.0 OTHER AREA DEVELOPMENTS

A review of the City's Development Application search tool identifies the following developments in proximity of the subject site that are under construction, approved, or in the approval process.

<u>1994 St. Joseph Boulevard</u>

A TIA was prepared by Stantec in January 2021 in support of a development of a 718m² (GFA) Physiotherapist office. The TIA identified a buildout year of 2021.

6588 Carrière Street

Site Plan Control has been granted for the construction of a new sports dome at École secondaire catholique Garneau. A TIA Screening form was submitted with this application. As the Trip Generation Trigger was not met, it is assumed that site traffic generated by this development will be negligible. The new sports dome construction has been completed.

3.0 STUDY AREA

For the purposes of this report, parking was surveyed at the existing MIFO site, as well as the following roadways and parking lots in the vicinity of the site:

- North side of Carrière Street, from Belcourt Boulevard to Michaelsem Street;
- North side of Carrière Street, from Michaelsem Street to the east Laurier Carrière Park access;
- North side of Carrière Street, from the east Laurier Carrière Park access to the west Laurier Carrière Park access;
- North side of Carrière Street, from the west Laurier Carrière Park access to Orléans Boulevard;
- École élémentaire catholique Saint-Joseph d'Orléans; and
- École secondaire catholique Garneau; and
- Laurier Carrière Park parking lot.

Carrière Street is a two-lane undivided collector roadway with a posted speed limit of 40km/h that travels between Orléans Boulevard in the west and Belcourt Boulevard in the east. Carrière Street is not a truck route. Parking is generally allowed on the north side of the road. Parking is banned on the north side of the road in proximity to the pedestrian crossover east of École secondaire

catholique Garneau and between the hours of 7:30AM-8:30AM and 2PM-3PM Monday to Friday between November 15th and April 1st east of Michaelsem Street. The OP does not identify a right-of-way (ROW) protection for Carrière Street and the existing ROW is approximately 21.5m fronting the site.

The study area for this report is shown in **Figure 1** and is roughly equivalent to a maximum walking distance of five minutes (400m) from the subject site. A five-minute walk is considered a reasonable distance for visitors to walk from their vehicles to the subject site.



Figure 1: Study Area

4.0 METHODOLOGY

To conduct the parking utilization survey, an assessment of on-site and on-street parking supply within the defined study limits was undertaken. The MIFO site currently contains 53 parking spaces. The École élémentaire catholique Saint-Joseph d'Orléans site currently contains 70 parking spaces. The École secondaire catholique Garneau site currently contains 205 parking spaces. The Laurier Carrière Park parking lot contains approximately 27 parking spaces. The supply of legal on-street parking spaces in the vicinity of the MIFO site was determined based on a parking space length of 5.5m and in accordance with the following criteria from the City of Ottawa's *Traffic and Parking By-law*:

Distance From:

Fire Hydrant:	3.0 metres
Private Driveway:	1.5 metres
Intersection:	9.0 metres
Bus Stop (approaching)	34.0 metres
Bus Stop (departing)	18.0 metres

With the above defined guidelines, a quantification of the existing on-street parking supply within the study area limits was then made. The available parking spaces within the study are summarized in **Table 1**.

Table 1: Existing Parking Supply

Street/Location	Available Spaces
On-Street between Belcourt Boulevard and Michaelsem Street	10
On-Street between Michaelsem Street and Laurier Carrière Park East access	21
On-Street between Laurier Carrière Park East access and Laurier Carrière Park West access	16
On-Street between Laurier Carrière Park West access and Orléans Boulevard	45
MIFO	53
Ecole Catholique Saint-Joseph	70
École secondaire catholique Garneau	205
Laurier Carrière Park	27
TOTAL	447

Parking counts were performed throughout the study area on Wednesday December 11th, 2024 at 6:00PM, Saturday December 14th, 2024 at 10:00AM and 3:00PM, and Tuesday December 17th, 2024 at 9:00AM and 1:30PM. These times were chosen to be representative of weekday and weekend peak hours of traffic based on planned events at the adjacent schools and the MIFO site.

Results of the parking surveys are summarized in Table 2.

Table 2: Parked Vehicle Volumes

	Data Collection Date and Time								
Location	December 11 th at 6PM	December 14 th at 10AM	December 14 th at 3PM	December 17 th at 9AM	December 17 th at 1:30PM				
Belcourt Boulevard to Michaelsem Street	0	0	1	0	0				
Michaelsem Street to Laurier Carrière Park East access	0	0	0	0	0				
Laurier Carrière Park East access to Laurier Carrière Park West access	0	0	0	0	0				

	Data Collection Date and Time							
Location	December 11 th at 6PM	December 14 th at 10AM	December 14 th at 3PM	December 17 th at 9AM	December 17 th at 1:30PM			
Laurier Carrière Park West access to Orléans Boulevard	16	30	7	0	0			
MIFO	33	46	7	14	21			
Ecole Élémentaire Catholique Saint-Joseph	1	1	0	55	45			
École secondaire catholique Garneau	102	146	70	134	129			
Laurier Carrière Park Parking Lot	9	26	9	13	9			
TOTAL	161	249	94	216	204			

5.0 PARKING ANALYSIS

5.1 On-Street Parking

A review of the on-street parking utilization in the vicinity of MIFO suggests there is currently more than sufficient parking to accommodate spillover parking for the proposed redevelopment. A maximum of 30 vehicles (Saturday AM) were observed along all on-street Carrière Street parking areas during the parking surveys. This equates to a parking utilization rate of 33% (30 vehicles / 92 parking spaces = 0.326).

5.2 MIFO Site

A maximum of 46 vehicles (Saturday AM) were observed in the existing MIFO parking area during the on-site parking surveys. This equates to a parking utilization rate of 87% (46 vehicles / 53 parking spaces = 0.868).

5.3 École Élémentaire Catholique Saint-Joseph d'Orléans

A maximum of 55 vehicles (Tuesday AM) were observed at the École Élémentaire Catholique Saint-Joseph d'Orléans parking areas during the on-site parking surveys. This equates to a parking utilization rate of 79% (55 vehicles / 70 parking spaces = 0.786).

5.4 École Secondaire Catholique Garneau

Parking surveys at this location included the main parking areas to the east and south of the school which includes 174 parking spaces and the newly constructed parking area within the school's bus loop that was constructed as part of the new sports dome. The new sports dome includes 31 additional parking spaces provided within the existing bus loop. Based on the existing 174 parking spaces and the newly constructed 31 parking spaces, École secondaire catholique Garneau provides 205 total parking spaces. It should be noted that there were generally 2-7 cars parked on the curb past the southern pedestrian sidewalk within the bus loop area during most time periods that were not included within the parking numbers. These cars were assumed to be part of the automobile vocational shop located within the school.

A maximum of 146 vehicles (Saturday AM) were observed in the École secondaire catholique Garneau parking areas during the on-site parking surveys. This equates to a parking utilization rate of 71% (146 vehicles / 205 parking spaces = 0.712).

5.5 Laurier Carrière Park Parking Lot

A maximum of 26 vehicles (Saturday AM) were observed in the Laurier Carrière Park Parking Lot during the on-site parking surveys. This equates to a parking utilization rate of 96% (26 vehicles / 27 parking spaces = 0.963).

6.0 FINDINGS

MIFO Site Parking

Based on the on-site parking surveys there were no time periods where the existing parking lot had 100% occupancy within the parking lot. Based on the on-site parking surveys the existing 1,455m² MIFO facility had a maximum of 46 parked cars during operating hours. Based on the existing parking rate of roughly 3.2 parked cars per 100m² of GFA it is assumed that the planned 5,080m² facility may have 163 parked cars during peak operation periods. Based on the planned 86 space parking lot proposed as part of the proposed development an additional 77 spaces may be required. The on-site parking surveys suggest an additional 60 parking spaces would be available on-street along Carrière Street and an additional 130 parking spaces would be available at the adjacent schools.

Study Area Parking

Based on the on-site parking surveys, the busiest parking period was observed at 10AM on December 14th, 2024. During this period 249 parked cars were observed throughout the study area. As there are roughly 447 parking spaces available throughout the study area the highest parking utilization rate observed throughout the study area was 56% (249 vehicles / 447 parking spaces = 0.557).

With the proposed MIFO redevelopment there is expected to be sufficient parking available throughout the study area. The City's ZBL requires 131 parking spaces or 45 additional parking spaces in addition to the 86 parking spaces proposed. The 45 additional parking spaces are expected to be available throughout the study area on-street along Carrière Street or within the parking lots surrounding the MIFO site. As MIFO already has parking agreements with the nearby schools it is acceptable that surplus parking from MIFO use the adjacent parking lots.

7.0 CONCLUSIONS

Based on the results of the foregoing analysis, the main conclusions and recommendations of this report are as follows:

- The proposed redevelopment will require a minimum of 131 parking spaces based on the City of Ottawa's *Zoning By-law* (ZBL). A total of 86 parking spaces are proposed to be provided for the redevelopment.
- Based on the existing parking rate of roughly 3.2 parked cars per 100m² of GFA it is assumed that the planned 5,080m² facility may require an additional 77 spaces. The onsite parking surveys suggest an additional 60 parking spaces would be available on-street along Carrière Street and an additional 130 parking spaces would be available at the adjacent schools.

Based on the foregoing, the proposed 86 space parking lot is considered adequate for the proposed development. This is due to the availability of parking throughout the study area during peak parking usage and the existing parking rate within the existing site.

NOVATECH

Prepared by:

Reviewed by:



Jennifer Luong, P.Eng. Senior Project Manager | Transportation

to VanWich

Trevor Van Wiechen, M.Eng. E.I.T. | Transportation

APPENDIX A

Site Plan

RÈGLEMENT DE ZONAGE / ZONING BY-LAW

SECTEUR ET SOUS-ZONE / AREA AND SUBZONE	SECTEUR C (SUBURBAIN), SOUS ZONE I1E (ZONE DE PETITE INSTITUTIONS) / AREA C (SUBURBAN), SUBZONE I1E (MINOR INSTITUTIONAL ZONE					
USAGES PERMIS / PERMITTED USES	CENTRE COMMUNAUTAIRE, INSTALLATIONS RÉCRÉATIVES ET SPORTIVES / COMMUNITY CENTER, RECREATIONAL AND ATHLETIC FACILITIES					
	REQUIS / REQUIRED	FOURNI / PROVIDED				
SUPERFICIE DE TERRAIN / LOT AREA	400m² (MIN.)	8180,33m ²				
MESURE FRONTALE DU LOT / LOT FRONTAGE	15m (MIN.)	122,01m				
MARGE DE RECUL AVANT / FRONT SETBACK	1m (MIN.)	6,25m				
MARGE DE RECUL LATÉRALE / SIDE SETBACK	1m (MIN.)	1,52m				
MARGE DE RECUL ARRIÈRE / REAR SETBACK	1m (MIN.)	3,66m				
MARGE DE RECUL HYDRO OTTAWA / HYDRO OTTAWA SETBACK	5m (MIN.)	8,8m				
HAUTEUR DE BÂTIMENT / BUILDING HEIGHT	18m (MAX.)	14,14m				
AIRE DE BÂTIMENT / BUILDING AREA	N/D / N/A	2700m ²				
SUPERFICIE TOTALE DU BÂTIMENT / TOTAL BUILDING AREA	N/D / N/A	5081m ²				
CASES DE STATIONNEMENT / PARKING SPOTS	131 (VOIR « STATIONNEMENTS REQUIS » / SEE « REQUIRED PARKING SPOTS »)	86				
CASES DE STATIONNEMENT ACCESSIBLES / ACCESSIBLE PARKING SPOTS	5 (AODA STANDARDS)	5 (AODA STANDARDS)				
STATIONNEMENTS POUR VÉLO / BIKE RACK	8	28				
LARGEUR DE L'ALLÉE (PARC DE STATIONNEMENT) / AISLE WIDTH (PARKING LOT)	6,7m (MIN.)	6,7m (MIN.)				
LARGEUR DE L'ENTRÉE CHARRETIÈRE / DRIVEWAY ENTRANCE WIDTH	6m (MIN.)	8,2m				
AIRE D'AGRÉMENT / AMENITY AREA	0m ²	±600m ²				
SUPERFICIE AMÉNAGÉE STATIONNEMENT / LANDSCAPING AREA PARKING LOT	15%	18%				
PLACES DE CHARGEMENT, USAGE d) - TABLEAU 113A / LOADING SPACES, LAND USE d) - TABLE 113A	2	2 (LOADING DOCK + MAIN ENTRANCE DROP ZONE)				



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Usage communautaire	40,00% 40,00%		5,00% 40,00%		80,00%	100,00%					
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••••••••••••••••••••••••••••••••••••••	<ul> <li>/ PARKING TER</li> <li>PLAQUE PODO</li> <li>DETECTABLE V</li> <li>MUR DE SOUTÉ</li> <li>PRECAST CON</li> <li>BANC EN BÉTO</li> <li>TABLE À PIQUE</li> <li>MAT DE DRAPE</li> <li>BOLLARD DE P</li> <li>BOLLARD</li> <li>PLAQUE COMM</li> <li>PLAQUE COMM</li></ul>	RMOPLASTIC MAT TACTILE / WARNING PLATES ÈNEMENT EN BLO CRETE RETAININ DN / CONCRETE B E-NIQUE / PICNIC EAU / FLAG POLE PROTECTION/PRC MÉMORATIVE / ME TRIQUE EXISTAN E LAMP POST INEUX / LIGHTING UTS ET RECYCLA ECYCLING AN ESPACE POUE	TERIAL S OC BÉTON / NG WALL BENCH TABLE TABLE E DTECTION EMORIAL IT / EXISTING G BOLLARD AGE IBELLE ET WASTE AND								
••••••••••••••••••••••••••••••••••••••	<ul> <li>/ PARKING TER</li> <li>PLAQUE PODO</li> <li>DETECTABLE V</li> <li>MUR DE SOUTÉ</li> <li>PRECAST CON</li> <li>BANC EN BÉTO</li> <li>TABLE À PIQUE</li> <li>MAT DE DRAPE</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>PLAQUE COMM</li> <li>PLAQUE CO</li></ul>	RMOPLASTIC MAT TACTILE / WARNING PLATES ÈNEMENT EN BLC CRETE RETAININ ON / CONCRETE B E-NIQUE / PICNIC EAU / FLAG POLE PROTECTION/PRC MÉMORATIVE / ME TRIQUE EXISTAN E LAMP POST INEUX / LIGHTING UTS ET RECYCLA ECYCLING AN ESPACE POUE FENCE/SCREEN V EA SLO / BIKE RACK	TERIAL S OC BÉTON / NG WALL BENCH TABLE TABLE TABLE MORIAL MI / EXISTING G BOLLARD AGE IBELLE ET WASTE AND (14X2)				dessin				
	<ul> <li>/ PARKING TER</li> <li>PLAQUE PODO</li> <li>DETECTABLE V</li> <li>MUR DE SOUTÉ</li> <li>PRECAST CON</li> <li>BANC EN BÉTO</li> <li>TABLE À PIQUE</li> <li>MAT DE DRAPE</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>POTEAU ÉLECT</li> <li>ELECTRIC POL</li> <li>LAMPADAIRE /</li> <li>BOLLARD LUMI</li> <li>PANIER À REBU</li> <li>WASTE AND RE</li> <li>CLÔTURE/ÉCR/</li> <li>RECYCLING AR</li> <li>SUPPORT À VÉ</li> <li>ARBRES EXIST.</li> </ul>	RMOPLASTIC MAT TACTILE / WARNING PLATES ÈNEMENT EN BLO CRETE RETAININ DN / CONCRETE B E-NIQUE / PICNIC EAU / FLAG POLE ROTECTION/PRO MÉMORATIVE / ME TRIQUE EXISTANTE LAMP POST INEUX / LIGHTING UTS ET RECYCLA ECYCLING AN ESPACE POUR FENCE/SCREEN V REA ELO / BIKE RACK O	TERIAL S OC BÉTON / NG WALL BENCH TABLE TABLE COTECTION EMORIAL NT / EXISTING G BOLLARD AGE BELLE ET WASTE AND (14X2) G TREES								
	<ul> <li>/ PARKING TER</li> <li>PLAQUE PODO</li> <li>DETECTABLE V</li> <li>MUR DE SOUTÉ</li> <li>PRECAST CON</li> <li>BANC EN BÉTO</li> <li>TABLE À PIQUE</li> <li>MAT DE DRAPE</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>POTEAU ÉLECT</li> <li>ELECTRIC POL</li> <li>LAMPADAIRE /</li> <li>BOLLARD LUMI</li> <li>PANIER À REBU</li> <li>WASTE AND RE</li> <li>CLÔTURE/ÉCR/</li> <li>RECYCLING AR</li> <li>SUPPORT À VÉ</li> <li>ARBRES EXIST.</li> </ul>	RMOPLASTIC MAT TACTILE / WARNING PLATES ÈNEMENT EN BLC CRETE RETAININ ON / CONCRETE B E-NIQUE / PICNIC EAU / FLAG POLE PROTECTION/PRC MÉMORATIVE / ME TRIQUE EXISTAN E LAMP POST INEUX / LIGHTING UTS ET RECYCLA ECYCLING AN ESPACE POUE FENCE/SCREEN V EA SLO / BIKE RACK	TERIAL S OC BÉTON / NG WALL BENCH TABLE TABLE COTECTION EMORIAL NT / EXISTING G BOLLARD AGE BELLE ET WASTE AND (14X2) G TREES					N D'IMP	LANTATI(		
	<ul> <li>/ PARKING TER</li> <li>PLAQUE PODO</li> <li>DETECTABLE V</li> <li>MUR DE SOUTÉ</li> <li>PRECAST CON</li> <li>BANC EN BÉTO</li> <li>TABLE À PIQUE</li> <li>MAT DE DRAPE</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>POTEAU ÉLECT</li> <li>ELECTRIC POL</li> <li>LAMPADAIRE /</li> <li>BOLLARD LUMI</li> <li>PANIER À REBU</li> <li>WASTE AND RE</li> <li>CLÔTURE/ÉCR/</li> <li>RECYCLING AR</li> <li>SUPPORT À VÉ</li> <li>ARBRES EXIST.</li> </ul>	RMOPLASTIC MAT TACTILE / WARNING PLATES ÈNEMENT EN BLO CRETE RETAININ DN / CONCRETE B E-NIQUE / PICNIC EAU / FLAG POLE ROTECTION/PRO MÉMORATIVE / ME TRIQUE EXISTANTE LAMP POST INEUX / LIGHTING UTS ET RECYCLA ECYCLING AN ESPACE POUR FENCE/SCREEN V REA ELO / BIKE RACK O	TERIAL S OC BÉTON / NG WALL BENCH TABLE TABLE E DTECTION EMORIAL IT / EXISTING G BOLLARD AGE ///////////////////////////////////				PLAN	N D'IMP PLAN	LANTATIO	N	
	<ul> <li>/ PARKING TER</li> <li>PLAQUE PODO</li> <li>DETECTABLE V</li> <li>MUR DE SOUTÉ</li> <li>PRECAST CON</li> <li>BANC EN BÉTO</li> <li>TABLE À PIQUE</li> <li>MAT DE DRAPE</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>POTEAU ÉLECT</li> <li>ELECTRIC POL</li> <li>LAMPADAIRE /</li> <li>BOLLARD LUMI</li> <li>PANIER À REBI</li> <li>WASTE AND RE</li> <li>CLÔTURE/ÉCR/</li> <li>RECYCLING AR</li> <li>SUPPORT À VÉ</li> <li>ARBRES FEUILI</li> </ul>	RMOPLASTIC MAT TACTILE / VARNING PLATES ÈNEMENT EN BLO CRETE RETAININ DN / CONCRETE B E-NIQUE / PICNIC EAU / FLAG POLE ROTECTION/PRC MÉMORATIVE / ME TRIQUE EXISTANTE LAMP POST INEUX / LIGHTING UTS ET RECYCLA ECYCLING AN ESPACE POUR FENCE/SCREEN V REA SLO / BIKE RACK	TERIAL S OC BÉTON / NG WALL BENCH CTABLE COTECTION EMORIAL IT / EXISTING G BOLLARD AGE IBELLE ET WASTE AND (14X2) C TREES ING SHRUBS				PLAN SITE échelle 1:250		dessiné par MS	NC	
	<ul> <li>/ PARKING TER</li> <li>PLAQUE PODO</li> <li>DETECTABLE V</li> <li>MUR DE SOUTÉ</li> <li>PRECAST CON</li> <li>BANC EN BÉTO</li> <li>TABLE À PIQUE</li> <li>MAT DE DRAPE</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>POTEAU ÉLECT</li> <li>ELECTRIC POL</li> <li>LAMPADAIRE /</li> <li>BOLLARD LUMI</li> <li>PANIER À REBI</li> <li>WASTE AND RE</li> <li>CLÔTURE/ÉCR/</li> <li>RECYCLING AR</li> <li>SUPPORT À VÉ</li> <li>ARBRES FEUILI</li> </ul>	RMOPLASTIC MAT TACTILE / VARNING PLATES ÈNEMENT EN BLO CRETE RETAININ DN / CONCRETE B E-NIQUE / PICNIC EAU / FLAG POLE ROTECTION/PRO MÉMORATIVE / ME TRIQUE EXISTANTE LAMP POST INEUX / LIGHTING UTS ET RECYCLA ECYCLING AN ESPACE POUF FENCE/SCREEN V EA SLO / BIKE RACK ANTS / EXISTING STANTS / EXISTING STANTS / EXISTING STANTS / EXISTING STANTS / EXISTING	TERIAL S OC BÉTON / NG WALL BENCH CTABLE COTECTION EMORIAL IT / EXISTING G BOLLARD AGE IBELLE ET WASTE AND (14X2) C TREES ING SHRUBS				PLAN SITE échelle	PLAN	dessiné par		
	<ul> <li>/ PARKING TER</li> <li>PLAQUE PODO</li> <li>DETECTABLE V</li> <li>MUR DE SOUTÉ</li> <li>PRECAST CON</li> <li>BANC EN BÉTO</li> <li>TABLE À PIQUE</li> <li>MAT DE DRAPE</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>BOLLARD DE P</li> <li>POTEAU ÉLECT</li> <li>ELECTRIC POL</li> <li>LAMPADAIRE /</li> <li>BOLLARD LUMI</li> <li>PANIER À REBU</li> <li>WASTE AND RE</li> <li>CLÔTURE/ÉCR/</li> <li>RECYCLING AR</li> <li>SUPPORT À VÉ</li> <li>ARBRES EXIST</li> <li>ARBRES FEUILI</li> <li>ARBRES FEUILI</li> </ul>	RMOPLASTIC MAT TACTILE / VARNING PLATES ÈNEMENT EN BLO CRETE RETAININ DN / CONCRETE B E-NIQUE / PICNIC EAU / FLAG POLE ROTECTION/PRO MÉMORATIVE / ME TRIQUE EXISTANTE LAMP POST INEUX / LIGHTING UTS ET RECYCLA ECYCLING AN ESPACE POUF FENCE/SCREEN V EA SLO / BIKE RACK ANTS / EXISTING STANTS / EXISTING STANTS / EXISTING STANTS / EXISTING STANTS / EXISTING	TERIAL S OC BÉTON / NG WALL BENCH CTABLE COTECTION EMORIAL IT / EXISTING G BOLLARD AGE IBELLE ET WASTE AND (14X2) C TREES ING SHRUBS				PLAN SITE échelle 1:250 date 2022-09 numéro du	PLAN	dessiné par MS approuvé par	n	révision

			projet			
Usages Espaces publics/partagés Café/bar Salles de spectacle Gymnase (terrain+piste de course) Gymnase (tepace commun)	Superficie nette (m²)         Proportion p/r au total (%)         Superficie brute (m²)         Taux station           365.7         12,17%         610,39         155,8         5,19%         263,45           826,4         27,50%         1397,41         1038,8         34,57%         1756,57         4 places fixes           95,3         3,17%         161,15         4         4         4	superficie         (rangee)           4,00%         25         N24           5,00%         13         N77           4,00%         56         N24			ULTUREL_N prléans, on k1c 1j4	/IFO
École de musique MIFO administration Total	82,5 2,75% 139,50 8 classes x 1 440,3 14,65% 744,53 3004,8 100,00% 5081,00 ge du stationnement requis qu'il est permis de p	2,40% 18 №59 Total 148	plan clé			
Bureau   10     Restaurant   30     Usage communautaire   40	0,00%         90,00%         60,00%         100,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%         30,00%<	Samedi           Midi         Après-midi         Soir           20,00%         10,00%         5,00%           80,00%         50,00%         100,00%           70,00%         80,00%         100,00%           100,00%         100,00%         100,00%				
	Office     MIFO administration     1 pe       School     Music School     1 pe       All other non- residential uses     Public Space Theatre/ Performance Space Gymnasium     1 pe 150 (common space)       Gymnasium     STATION	Samedi         Soir           Midi         Après-midi         Soir           17         20         25           11         7         13           39         45         56           17         19         24           8         10         12           4         2         1           0         0         0           96         102         131           r 250m²         745m²         3           r 100m²         140m²         1           618m²         1         3           161m²         3         3           161m²         3         3           161m²         3         3           100m² of GFA         161m²         3           100m² of GFA         18         3           101m²         3         3           101m²	dimens imméc confor • Ne jarr • Ce des	sions et les con liatement l'archit mes aux plans e nais prendre de ssin peut être ut	ravaux, l'entrepreneur do ditions de chantier et avis recte de toutes les situatio et devis. mesures à l'échelle sur le lisé pour la construction ÉMIS POUR CONSTRUC	er ons non s dessins. seulement et
	/ LEGEND LIGNE DE LOT / LOT LINE MARGE DE RECUL (1m) / VOIE POMPIER / FIRE ROUTE MÉLANGE DE VIVACES/ PERRENIALS MIX Echinacea purpera Deschampsia cespisota		01 00 révision sceau	émis pour	PERMIS PERMIS	2022-09-30 2022-03-31 date
	Sporobulus heterolepis Carex appalachica Tiarella cordifolia Trillium grandiflorum Cornus Canadensis Verbena stricta Penstemon hirsutuss Symphyotrichum cordifolium Plante grimpante/Climbing plant GAZON EN PLAQUE / GRASS MÉLANGE DE VIVACES ET ARBUSTES GAZON MIXTE / MIX SOD		PROVENO 276, RUE	OVEN CHER ROY ASSOCIÉS A SAINT-JACQUES, BURE AL, QUÉBEC, CANADA H	AU 700 F 514 844.6	3938 5526
	ENSEMENCEMENT / SEEDING JARDIN DE PLUIE / RAIN GARDEN BÉTON COULÉ AGRÉGAT EXPOSÉ/ EXPOSED ADDREDATE PORED CONCRETE BÉTON COULÉ / CAST CONCRETE PAREMENT DE BÉTON RÉUTILISÉ / REUSED CONCRETE CLADDING CRIBLURE DE PIERRE / STONE SCREENING TERMOPLASTIQUE POUR STATIONNEMENT / PARKING TERMOPLASTIC MATERIAL PLAQUE PODOTACTILE / DETECTABLE WARNING PLATES MUR DE SOUTÈNEMENT EN BLOC BÉTON / PRECAST CONCRETE RETAINING WALL BANC EN BÉTON / CONCRETE BENCH					
• • • • • • • • • • • •	TABLE À PIQUE-NIQUE / PICNIC TABLE MAT DE DRAPEAU / FLAG POLE BOLLARD DE PROTECTION/PROTECTION BOLLARD PLAQUE COMMÉMORATIVE / MEMORIAL PLAQUE POTEAU ÉLECTRIQUE EXISTANT / EXISTING ELECTRIC POLE LAMPADAIRE / LAMP POST BOLLARD LUMINEUX / LIGHTING BOLLARD PANIER À REBUTS ET RECYCLAGE WASTE AND RECYCLING CLÔTURE/ÉCRAN ESPACE POUBELLE ET RECYCLAGE / FENCE/SCREEN WASTE AND RECYCLING AREA					
	RECYCLING AREA SUPPORT À VÉLO / BIKE RACK (14X2) ARBRES EXISTANTS / EXISTING TREES ARBUSTES EXISTANTS / EXISTING SHRUBS ARBRES FEUILLUS / DECIDUOUS TREES		SITE	N D'IMP PLAN	LANTATION	
•	ARBRES CONIFÈRES / EVERGREEN TREES ARBUSTES / SHRUBS		échelle 1:250 date 2022-09 numéro du		dessiné par MS approuvé par JLF numéro du dessin <b>Δ_∩∩1</b>	révision

TRANSFORMATEUR SUR SOCLE / PAD-MOUNTED TRANSFORMER