

April 1, 2022

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
Planning and Infrastructure Approvals  
Development Review, Central  
110 Laurier Street West, 4th Floor  
Ottawa, ON K1P 1J1

**Attention:** Alison Hamlin,  
Planner III

Dear Ms. Hamlin:

**Reference: 100 Argyle Avenue  
Site Plan Control Application  
Response to Transportation Comments  
Our File No.: 118116  
City File No.: D07-12-21-0130**

---

Please see the below responses to transportation comments provided on February 10, 2022. The proposed site plan has not changed since the previous submission dated December 2021.

**Transportation Engineering**

1. It is assumed that the site plan provided in Appendix A of the TIA is the latest version.

**Confirmed.**

2. The applicant revised the TIA to address the City's previous comment #2.2 regarding site accesses. In Section 6.4 of the TIA, it is stated that "the purpose for locating the loading access to abut the eastern property line is to maximize the distance between the two proposed accesses." This Section also provided rationale for having the underground parking access on the west side of the property at 2.4m from the shared access, instead of the east side close to the loading access. However, given that this Section mentioned earlier that a distance of 19m is being proposed between the loading access and the underground parking access (to meet the 15m PABL minimum), it seems that there is some leeway in terms of the accesses' proximities to each other - and it would therefore be better if the accesses were placed slightly closer to each other to help out with some of the other PABL clauses that are currently being contravened. Please provide an alternative where both accesses are shifted slightly 'inwards' at the street and curb lines.

The provisions of the PABL that are not met by the current configuration are:

- Section 25(a), which stipulates that when 20m to 34m of frontage is provided, a maximum of one two-way private approach or a maximum of two one-way private approach is permissible;
- Section 25(m), which stipulates that a minimum of 18m is required between a private approach and the nearest intersecting street line;
- Section 25(p), which stipulates that a minimum of 3m is required between a private approach and the nearest property line.

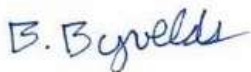
This comment suggests that at least one of the above provisions can be met through an alternative configuration of the proposed garage access and loading access, while maintaining a minimum separation of 15m between the two accesses. Effectively, this means shifting the loading access to the west or the garage access to the east, so that the loading access is a minimum of 3m from the eastern property line and 18m from Metcalfe Street, or the garage access is further separated from the shared access to the west and located closer to Metcalfe Street.

While the access separation measured at the right-of-way is 19m, it should be noted that the separation distance is reduced to 9.5m measured from the end of the radii at the street edge. Furthermore, shifting the garage access to the east is anticipated to reduce the number of parking spaces that can be provided within the garage. As it stands, the loss of any parking spaces will result in a deficiency. Shifting either access is also anticipated to reduce the amount of ground floor amenity space that can be provided. The proposed configuration as of the last submission continues to be recommended, as it allows for the proposed building to accommodate the minimum parking requirements, provides as much ground-floor amenity space as possible, and maximizes the distance between the two accesses to the subject property measured at the street edge.

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

**NOVATECH**



Brad Byvelds, P. Eng  
Project Manager | Transportation/Traffic