

SUBJECT
1470 Hunt Club Road TIA – Addendum #2

TO
Melanie Gervais, City of Ottawa

DATE
July 23, 2024

OUR REF
N/A

DEPARTMENT
Transportation Planning

PROJECT NUMBER
126884

COPIES TO
Bill McCurdy, Creva Group
Michael Boucher, Phoenix Homes
Jacob Bolduc, FOTENN

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Eric McLaren
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This TIA addendum has been prepared in support of a Site Plan Control (SPC) application for the proposed Larga Baffin development at 1452, 1460 and 1470 Hunt Club Road and 1525, 1531 and 1545 Sieveright Avenue.

A TIA was originally submitted on October 12, 2021, in support of a combined Zoning By-law Amendment (ZBLA) and Official Plan Amendment (OPA) application for the proposed development. Subsequently, TIA Addendum #1 was issued on May 17, 2022, to address key comments received following the initial submission of the TIA. Since the TIA and Addendum #1 have been submitted, the combined ZBLA and OPA application has been approved.

Several minor changes have been made to the site plan to further address concerns raised by the public and detail critical transportation elements that had been discussed in the TIA but were not previously shown on the site plan. The purpose of this addendum is to summarize these changes and how they impact the conclusions of the TIA.

The following items are discussed in this TIA addendum:

1. Site Plan Statistics
2. Driveway Design
3. Pedestrian Facilities
4. Parking
5. Vehicle Circulation

City staff comments on the first version of this addendum report were received on May 27, 2024, and this report has since been updated to address these comments. The key updates to this report include an update to the site plan and some minor refinements to the driveway design discussion.

The refined site plan is provided in **Appendix A**.

Site Plan Statistics

Since the submission of the TIA and TIA Addendum #1, there have been several changes made to the site plan which have resulted in some minor changes to key statistics for the site, as summarized in **Table 1** below.

Table 1 Site Plan Statistics

Statistic	TIA and TIA Addendum #1	TIA Addendum #2	Relative Change
Building Height	6 storeys	5 storeys	-1 storey
Beds	350 beds	350 beds	-
Units	220 units	176 units	-44 units
Vehicle Parking	93 spaces	94 spaces	+1 space
Bicycle Parking	80 spaces	70 spaces	-10 spaces

As shown above, the number of storeys and units has decreased but the number of beds has been maintained by including a larger number of beds per unit. As the traffic generation of the site is correlated with the number of beds, the overall trip generation of the site is not impacted by the removal of the sixth floor. As such, there is no need to revisit the intersection capacity analysis completed as part of the TIA and TIA Addendum #1.

The vehicle parking demand of the site is also correlated with the number of beds and is therefore not impacted by the height reduction. The TIA previously demonstrated that the vehicle parking supply would be sufficient to accommodate the projected demand. As the vehicle parking supply is proposed to be increased while the demand remains the same, no parking spillover is projected.

The number of bicycle parking spaces has decreased from 80 to 70 spaces. A total of 69 bicycle parking spaces are required, therefore, despite the decrease in bicycle parking supply, the minimum requirements are still met.

Driveway Design

The original site plan submitted as part of the combined ZBLA and OPA application proposed a right-in/right-out driveway on Hunt Club Road at the western limits of the site, as well as a secondary site access driveway on Sieveright Avenue which would form the fourth leg to the Sieveright & Apple Hill intersection. The site plan has since been revised and the driveway on Sieveright Avenue is now proposed to follow the western boundary of the site, connecting to Sieveright Avenue approximately 110m west of the Sieveright & Apple Hill intersection. The driveway on Hunt Club Road has not changed location. It is anticipated that relocating the Sieveright Avenue driveway further to the west will ensure that commercial vehicle traffic associated with the site does not travel close to existing residences on Sieveright Avenue or the park. It also mitigates any potential cut-through traffic from Hunt Club Road to Apple Hill Drive.

As discussed in the TIA and shown in the site plan in **Appendix A**, the Sieveright Avenue driveway will be an outbound-only gate-controlled access. This outbound-only access will facilitate the movements of larger vehicles such as delivery trucks, waste collection vehicles and mini-buses to avoid the undesirable U-turn maneuver at the Hunt Club & Cahill intersection for larger vehicle types. The gate has been strategically positioned to accommodate vehicle turnarounds within the site, while being out of sight from the public right of way to

discourage residential cut-through traffic should the gate remain open for any reason. Both entrances to the site will include signage indicating 'Private Property – No Through Traffic' to discourage this driver behaviour by non-users of the site. The location of the private approach on Sieveright Avenue has also been positioned at a point of potential future severance to provision for conversion to two-way access for the southern portion of the site which is intended for future residential development through a shared access arrangement and to limit the number of private approaches along Sieveright Avenue in acknowledgment of this desire that was identified during the re-zoning stage.

The location and design of the two driveways is in conformance with the City of Ottawa Private Approach By-law 2003-447, with particular confirmation of the following items:

- **Width:** A private approach shall have a minimum width of 2.4m and a maximum width of 9.0m.
 - The two site access driveways will each be 6.7m wide. ✓
- **Quantity and Spacing of Private Approaches:** For sites with frontage between 46 and 150 metres, one (1) two-way private approach and two (2) one-way private approaches or two (2) two-way private approaches are permitted. Any two private approaches must be separated by at least 9.0m and can be reduced to 2.0m in the case of two one-way driveways. On lots that abut more than one roadway, these provisions apply to each frontage separately.
 - The frontage on Hunt Club Road and Sieveright Avenue is approximately 81m and 130m, respectively, therefore a single two-way approach on each roadway is compliant with the by-law. ✓
- **Distance from Property Line:** Private approaches must be at least 3.0m from the abutting property line, however this requirement can be reduced to 0.3m provided that the access is a safe distance from the access serving the adjacent property, sight lines are adequate, and the access does not create a traffic hazard.
 - The driveway on Sieveright Avenue is 3.0m from the property line. ✓
 - The driveway on Hunt Club Road is 2.5m from the property line, however, with consideration that the distance from the site driveway to the driveway on the adjacent 1450 Hunt Club Road property is approximately 16m, it is not anticipated that there will be any safety issues created as a result. ✓
- **Distance from Nearest Intersecting Street Line:** For a development with 20 to 99 parking spaces located on a parcel adjacent to or within 46m of an arterial or major collector, all private approaches must be a minimum of 18m from the nearest intersecting street line.
 - The distance from the edge of the driveway to the intersecting street line of the Hunt Club & Cahill intersection is approximately 170m. ✓
- **Distance from Any Other Private Approach:** For a development with 20 to 99 parking spaces located on a parcel adjacent to or within 46m of an arterial or major collector, all two-way private approaches must be a minimum of 15m from any other private approach.
 - The driveway on Hunt Club Road is approximately 16m from the driveway to the adjacent 1450 Hunt Club Road property to the west. ✓

Pedestrian Facilities

The on-site pedestrian network has been expanded in the latest iteration of the site plan. At the front of the building, two sets of sidewalks will connect the building's front entrances to the existing sidewalk on Hunt Club Road, while a pathway will connect these sidewalks to the front courtyard of the building. Another sidewalk will extend from the sidewalk on Hunt Club Road and follow the east side of the internal drive aisle, providing a

pedestrian connection to the main building entrance on the west side of the building. This sidewalk carries on to the south, providing a connection to the rear building entrances and vehicle/bicycle parking area, and terminates at Sieveright Avenue.

Along the site's frontage on Sieveright Avenue, a new public sidewalk will be provided which will be located within the 26-metre public road right-of-way, offset 2.0 metres from the existing curb line. This sidewalk is consistent with the long-term vision for Sieveright Avenue, as outlined in the Bank Street – South Keys to Blossom Park Community Design Plan (CDP). It is expected that additional segments will be constructed (by others) through the eventual redevelopment of the adjacent lands. In the interim, connectivity to the existing pedestrian network is proposed via designated pedestrian crossings at the Sieveright & Apple Hill intersection. As the intersection is already configured with all-way stop control, the addition of these pedestrian crossings will be limited to curb depressions and tactile indicators for AODA compliance. These off-site works are sufficiently minor that a Roadway Modification Application (RMA) is not contemplated and, instead, will be included with the site work.

As an institutional facility with public access, the City of Ottawa requires that the site be compliant with the Accessibility for Ontarians with Disabilities Act (AODA). As such, the site has incorporated features such as tactile delineation at designated pedestrian crossing points and pedestrian ramp slopes that do not exceed 5%.

Overall, the new pedestrian facilities identified above significantly improve the connectivity of the site to the existing pedestrian network and ensures that pedestrians can circulate throughout the site.

Refer to **Appendix A** for the revised site plan which illustrates the location of the above pedestrian facilities.

Parking

The site will have a total of 94 vehicle parking spaces, including 13 surface spaces and 81 underground parking spaces. The minimum parking supply required by the Zoning By-law (2008-250) is 44 vehicle parking spaces and therefore sufficient parking capacity has been proposed to meet the Zoning By-law requirements. This is based on the zoning requirement of 0.25 spaces/dwelling unit or rooming unit, in addition to 1 space/100m² of gross floor area (GFA).

As noted in Section 5.2.1 of the TIA, residents will not have access to a personal vehicle and will primarily use transit, private shuttles, taxis, walking and cycling to travel. Of the 13 surface parking spaces provided, nine will be designed to accommodate private shuttles. Seven of these spaces will be 6.0m long which is sufficient to fit van and minibus type vehicles capable of accommodating 7 to 15 passengers per vehicle, while two of the spaces will be 8.5m long which is sufficient to fit the largest vehicle type, a small bus with a capacity of 23 to 24 passengers.

Swept path analysis has been completed to demonstrate that the above private shuttle vehicles can enter and exit their parking spaces. The results of this analysis are shown in **Appendix B**.

Vehicle Circulation

The Zoning By-law specifies a minimum drive aisle width of 6.7m for parking lots/garages. The drive aisles of the surface parking lot and underground parking garage are 6.7m wide, meeting the Zoning By-law requirements.

Swept path analysis has been completed to demonstrate that fire trucks, delivery vehicles and waste collection vehicles can all circulate within the site. The fire route is shown on the site plan. Delivery and waste collection

vehicles are expected to enter the site via Hunt Club Road, reverse out of the loading area and then exit the site via Sieveright Avenue. The results of the swept path analysis are shown in **Appendix B**.

Conclusion

The TIA and TIA Addendum #1 were submitted on October 12, 2021, and May 17, 2022, respectively, in support of a combined ZBLA and OPA application. Since these reports were submitted, the combined ZBLA and OPA application has been approved by the City of Ottawa.

Minor changes have been made to the site plan since the previous planning application, including:

- A reduction in the height and number of units in the building;
- An increase in the number of vehicle parking spaces;
- A decrease in the number of bicycle parking spaces;
- The relocation of the Sieveright Avenue driveway to the western boundary of the site;
- The expansion and refinement of the on-site pedestrian network;
- Improvements to the off-site pedestrian network;
- Minor adjustments to drive aisle corner radii; and
- Adjustments to the surface parking spaces to accommodate private shuttle vehicles.

The relocated Sieveright Avenue driveway was reviewed for conformance with the City of Ottawa Private Approach By-law and no issues were identified. As was discussed in the TIA, the Sieveright Avenue driveway will be gate controlled to mitigate any potential for cut-through traffic.

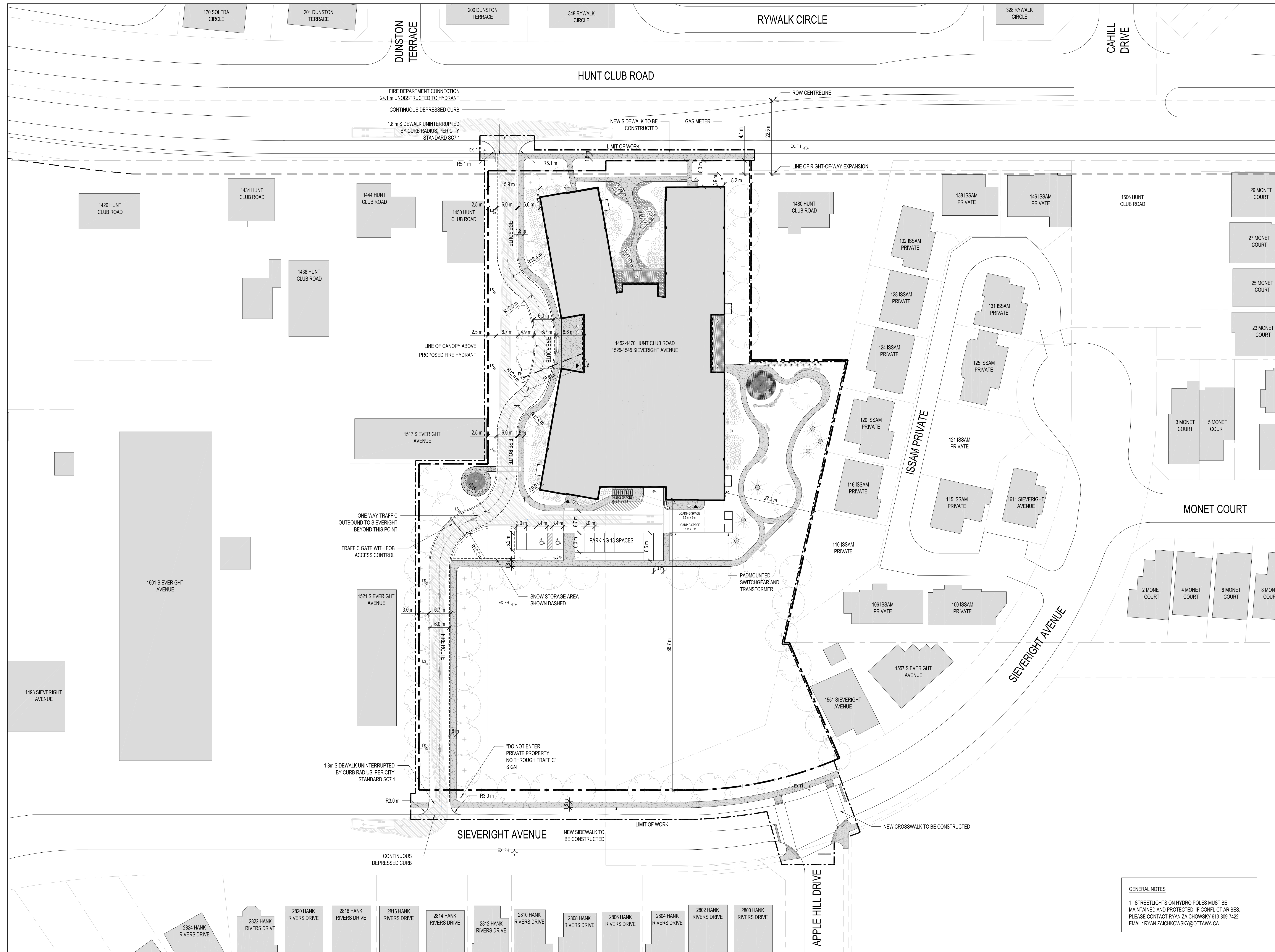
Swept path analysis has been completed to confirm that the private shuttle vehicles can enter and exit their parking spaces at the rear of the building and that waste collection vehicles, delivery vehicles and fire trucks can all circulate throughout the site. The results of the analysis confirm that there will be no vehicle circulation issues.

Based on the findings of this TIA addendum, it is the overall opinion of Arcadis that the proposed development will integrate well with and can be safely accommodated by the adjacent transportation network, with consideration of the recommendations made in the TIA.



1470 Hunt Club Road TIA – Addendum #2
Arcadis Professional Services (Canada) Inc.
July 23, 2024

Appendix A: Site Plan



LEGEND

- PROPERTY LINE
- LIMIT OF WORK LINE
- EX. FH EXISTING FIRE HYDRANT
- FH PROPOSED FIRE HYDRANT
- LS LIGHT STANDARD, REFER TO ELECTRICAL
- NEW CONCRETE SIDEWALK
- TWSI WITH CONTINUOUS DEPRESSED CURB
- BUILDING ENTRANCE
- BUILDING EXIT
- PARKING ENTRANCE

SURVEY CREDIT

LOT REFERENCE: PART OF LOTS 4 AND 5 REGISTERED PLAN 141 CITY OF OTTAWA

AS PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEK LTD.

14 CONCOURSE GATE
SUITE 500
NEPEAN, ON, K2E 7S6
PHONE: 613-727-0850
EMAIL: NEPEAN@AOVLTD.COM

DATED JULY 9th, 2021

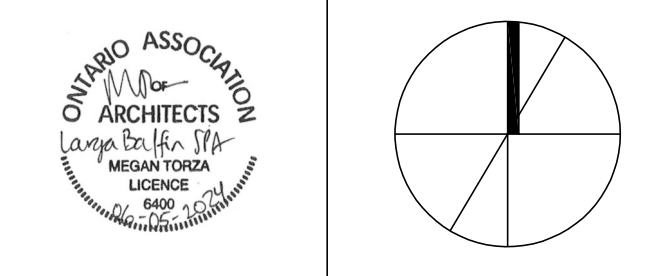
NO.	DATE	DESCRIPTION
7	2024-07-12	SPA PHASE 3 REVIEW
6	2024-04-24	SPA PHASE 3 REVIEW
5	2024-03-07	SPA PHASE 3 REVIEW
4	2023-10-06	COSTING - CLASS D 60%
3	2022-05-17	OPA / ZBLA FINAL

ISSUE RECORD

THE CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL INFORM THE ARCHITECTS IMMEDIATELY OF ANY DISCREPANCY OR VARIATION FROM THE DRAWINGS. DO NOT SCALE THE DRAWINGS.

ALL DRAWINGS, SPECIFICATIONS AND RELATED DOCUMENTS ARE THE COPYRIGHT PROPERTY OF THE ARCHITECT AND MUST BE RETURNED UPON REQUEST. REPRODUCTION OF DRAWINGS, SPECIFICATIONS AND RELATED DOCUMENTS IN PART OR IN WHOLE IS FORBIDDEN WITHOUT WRITTEN PERMISSION.

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Suite 600
Toronto, Ontario
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T 416 968 7908
F 416 968 0687
www.dtah.com



LARGA BAFFIN
1452-1470 Hunt Club Road
1525-1545 Sieveright Avenue
Ottawa, Ontario, Canada

DRAWING TITLE:
SITE PLAN

PRINT DATE: 2024-07-23
SCALE: 1:500
PROJECT NO. 17-029
DRAWN BY:
CHECKED BY: MT

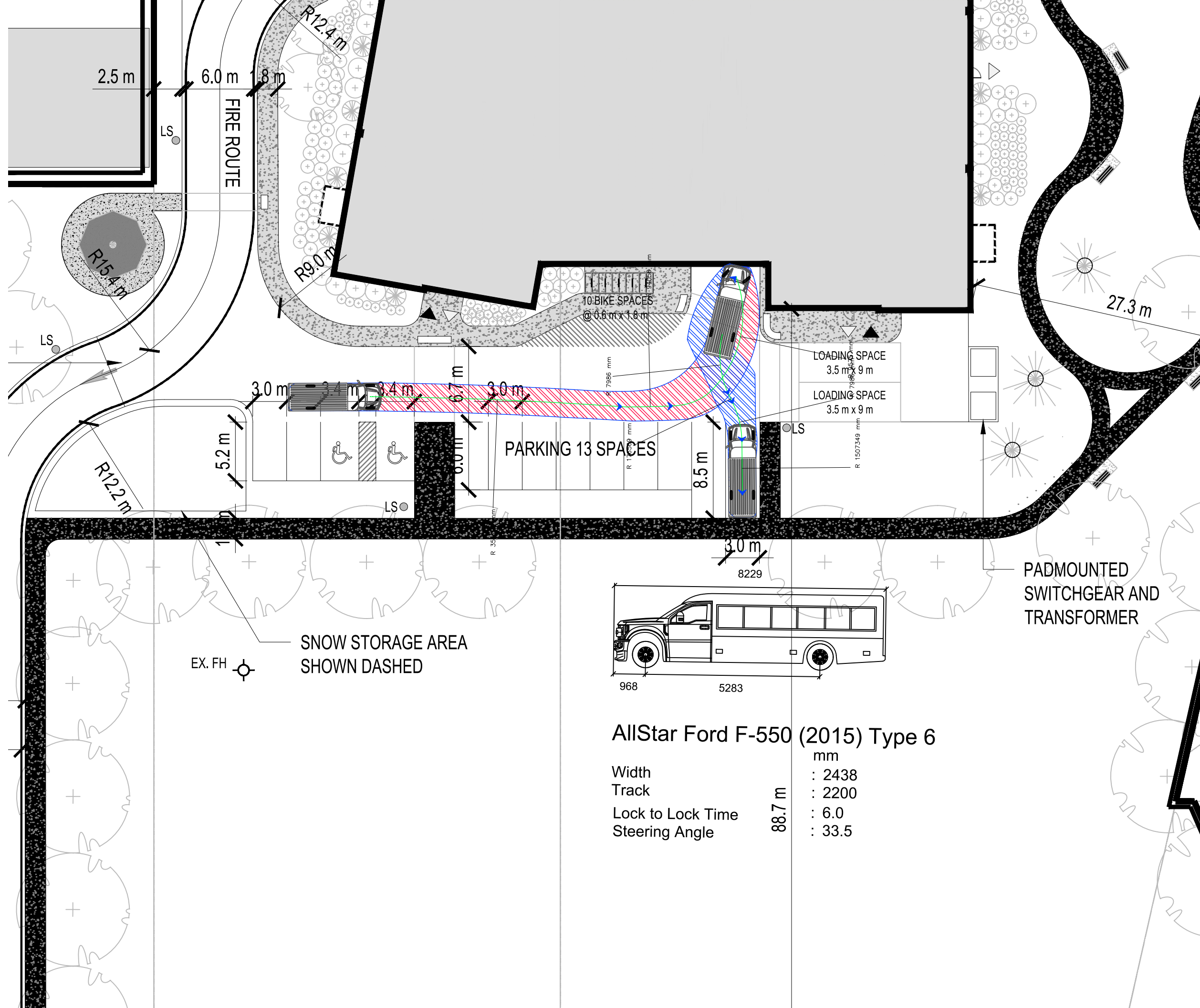
GENERAL NOTES

1. STREETLIGHTS ON HYDRO POLES MUST BE MAINTAINED AND PROTECTED. IF CONFLICT ARISES, PLEASE CONTACT RYAN ZAICHKOWSKY 613-809-7422 EMAIL: RYAN.ZAICHKOWSKY@OTTAWA.CA.

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1470 Hunt Club Road TIA – Addendum #2
Arcadis Professional Services (Canada) Inc.
July 23, 2024

Appendix B: Swept Path Analysis Results



2.5 m

6.0 m

1.8 m

FIRE ROUTE

LS

R15.4 m

LS

R12.4 m

R9.0 m

10 BIKE SPACES
@ 0.6 m x 1.8 m

LOADING SPACE
3.5 m x 9 m

LOADING SPACE
3.5 m x 9 m

PARKING 13 SPACES

3.0 m

2.4 m

3.4 m

6.7 m

3.0 m

5.2 m

R12.2 m

LS

8.5 m

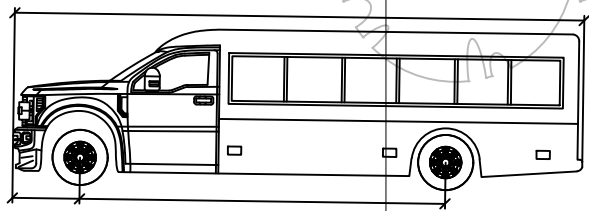
LS

27.3 m

EX. FH

SNOW STORAGE AREA
SHOWN DASHED

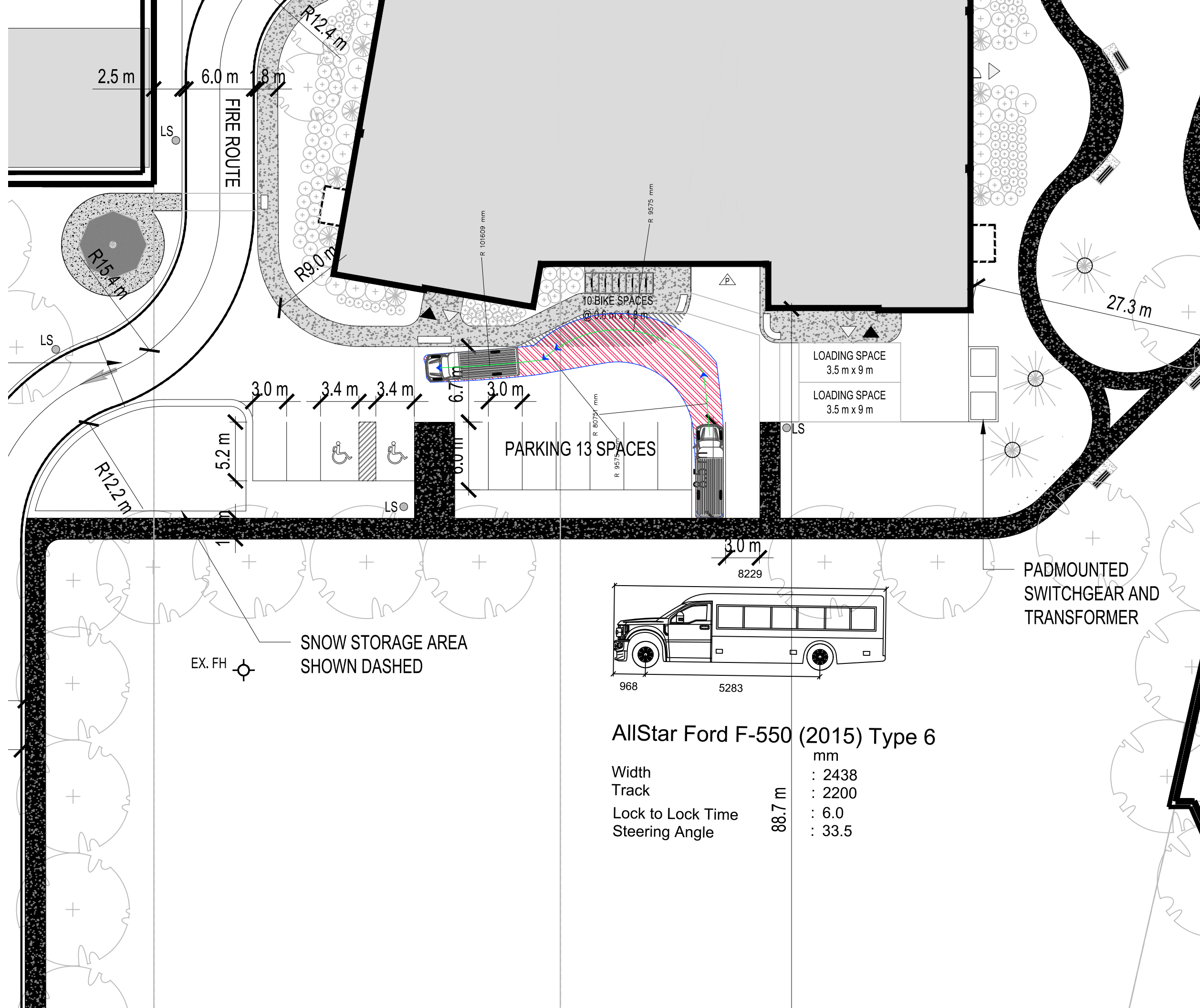
PADMOUNTED
SWITCHGEAR AND
TRANSFORMER



AllStar Ford F-550 (2015) Type 6

	mm
Width	: 2438
Track	: 2200
Lock to Lock Time	: 6.0
Steering Angle	: 33.5

88.7 m



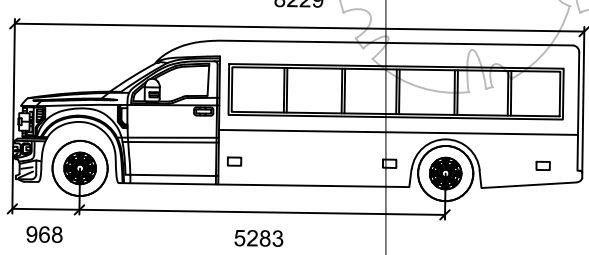
10 BIKE SPACES
@ 0.6m x 1.8m

LOADING SPACE
3.5 m x 9 m
LOADING SPACE
3.5 m x 9 m

PARKING 13 SPACES

PADMOUNTED
SWITCHGEAR AND
TRANSFORMER

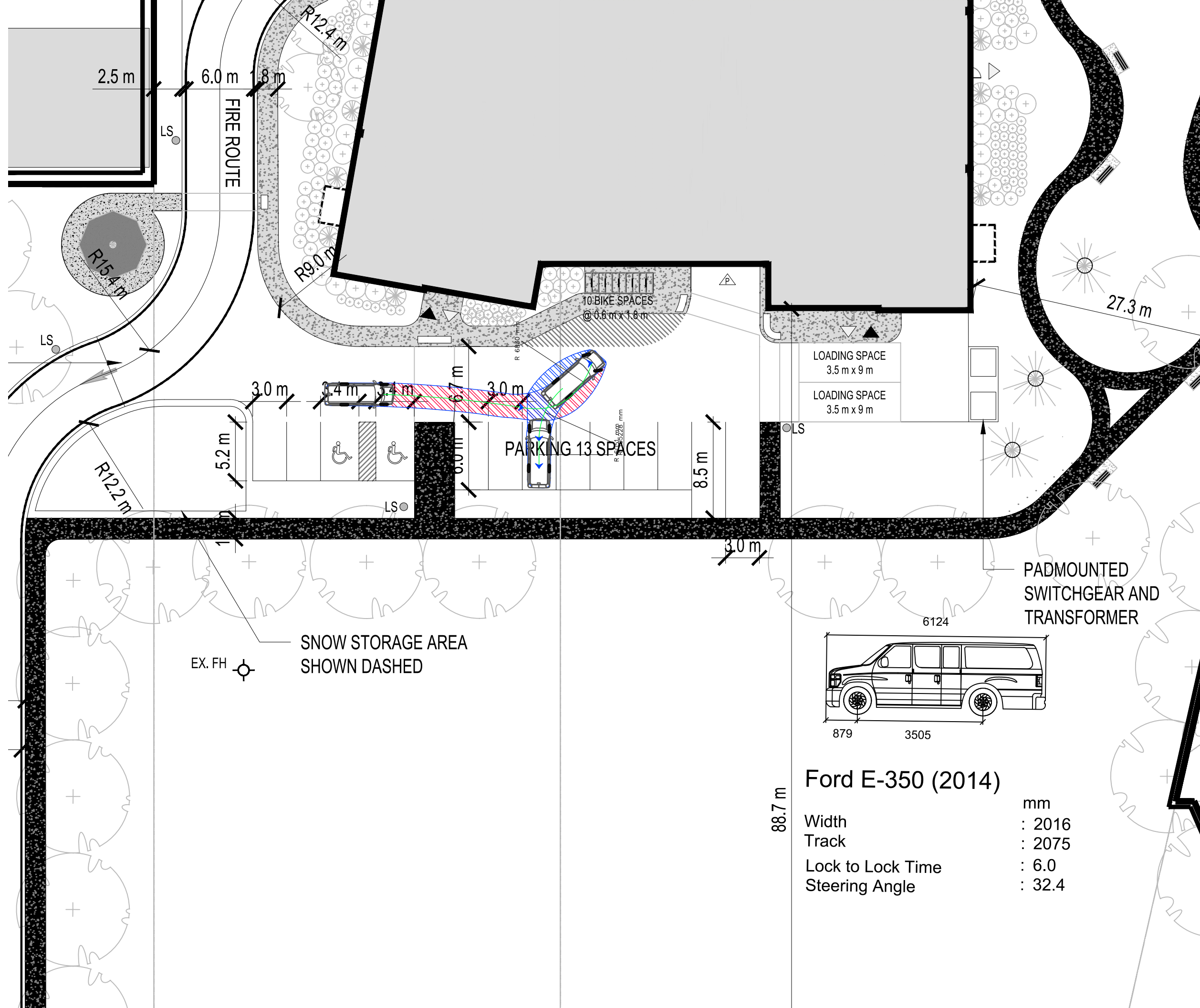
EX. FH ○ SNOW STORAGE AREA
SHOWN DASHED

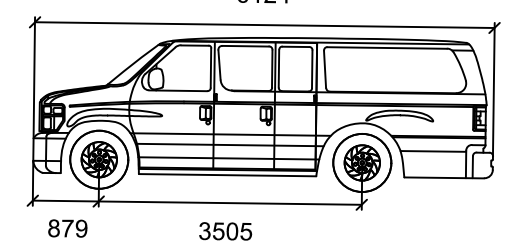
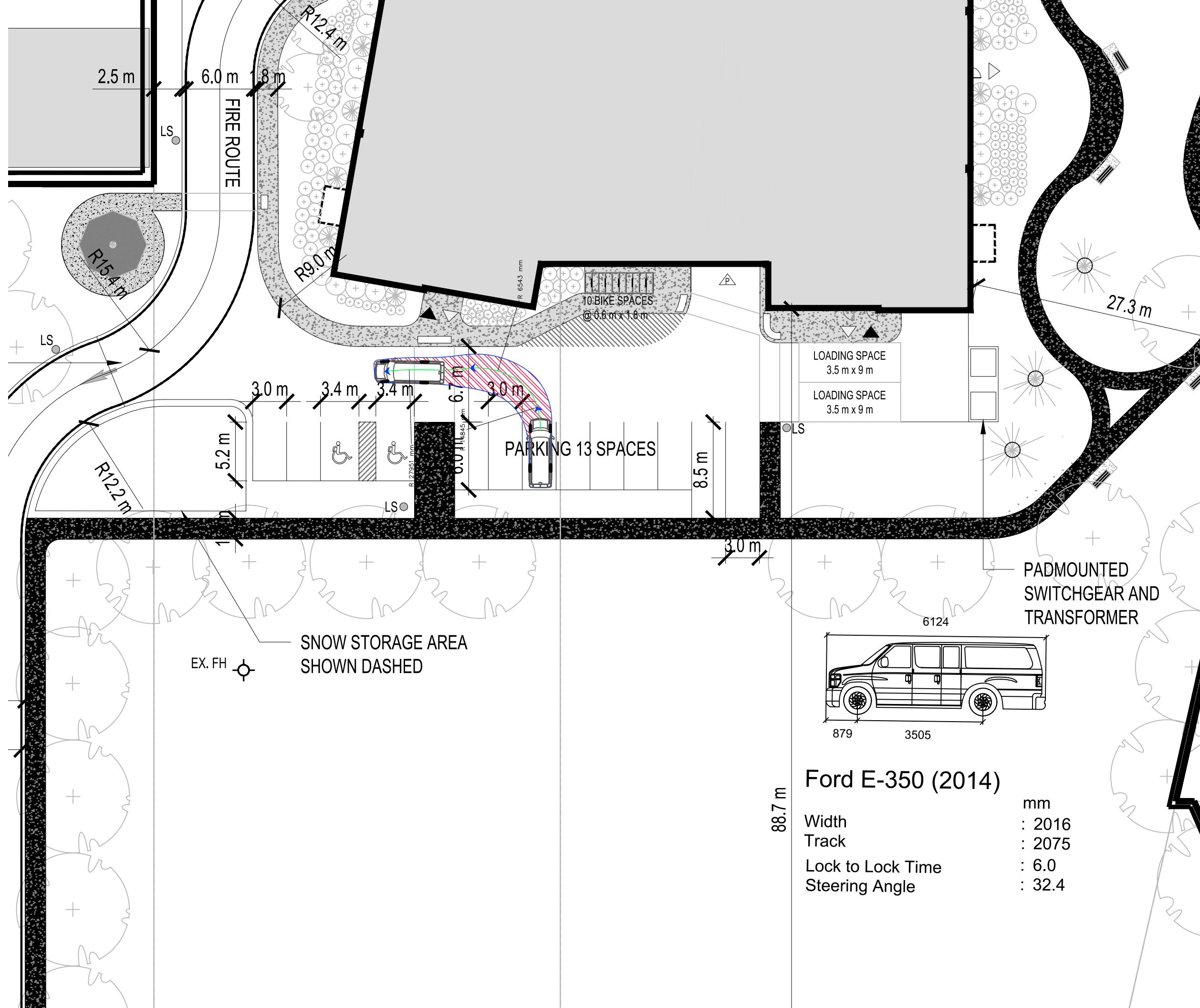


AllStar Ford F-550 (2015) Type 6

	mm
Width	: 2438
Track	: 2200
Lock to Lock Time	: 6.0
Steering Angle	: 33.5

88.7 m





Ford E-350 (2014)

	mm
Width	: 2016
Track	: 2075
Lock to Lock Time	: 6.0
Steering Angle	: 32.4

HUNT CLUB ROAD

FIRE DEPARTMENT CONNECTION
24.1 m UNOBSTRUCTED TO HYDRANT

CONTINUOUS DEPRESSED CURB

1.8 m SIDEWALK UNINTERRUPTED
BY CURB RADIUS, PER CITY
STANDARD SC7.1

NEW SIDEWALK TO BE
CONSTRUCTED

GAS METER

ROW CENTRELINE

LIMIT OF WORK

EX. FH

LINE OF RIGHT-OF-WAY EXPANSION

1444 HUNT CLUB ROAD

1450 HUNT CLUB ROAD

1480 HUNT CLUB ROAD

LINE OF CANOPY ABOVE
PROPOSED FIRE HYDRANT

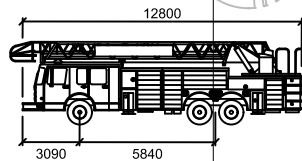
1452-1470 HUNT CLUB ROAD
1525-1545 SIEVERIGHT AVENUE

1517 SIEVERIGHT AVENUE

ONE-WAY TRAFFIC
OUTBOUND TO SIEVERIGHT
BEYOND THIS POINT

1521 SIEVERIGHT AVENUE

SNOW STORAGE AREA
SHOWN DASHED



Aerial Fire

- Width : 2540
- Track : 2540
- Lock to Lock Time : 6.0
- Steering Angle : 37.0

LOADING SPACE
3.5 m x 9 m

LOADING SPACE
3.5 m x 9 m

PARKING 13 SPACES

PADMOUNTED
SWITCHGEAR AND
TRANSFORMER

110 ISSAM PRIVATE

106 ISSAM PRIVATE

1551 SIEVERIGHT AVENUE

TRAFFIC GATE WITH FOB
ACCESS CONTROL

1.8m SIDEWALK UNINTERRUPTED
BY CURB RADIUS, PER CITY
STANDARD SC7.1

DO NOT ENTER SIGN

SIEVERIGHT AVENUE

NEW SIDEWALK TO
BE CONSTRUCTED

LIMIT OF WORK

CONTINUOUS
DEPRESSED CURB

EX. FH

HILL DRIVE

HUNT CLUB ROAD

FIRE DEPARTMENT CONNECTION
24.1 m UNOBSTRUCTED TO HYDRANT

CONTINUOUS DEPRESSED CURB

1.8 m SIDEWALK UNINTERRUPTED
BY CURB RADIUS, PER CITY
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NEW SIDEWALK TO BE
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GAS METER

ROW CENTRELINE

LIMIT OF WORK

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PROPOSED FIRE HYDRANT

1452-1470 HUNT CLUB ROAD
1525-1545 SIEVERIGHT AVENUE

1517 SIEVERIGHT AVENUE

ONE-WAY TRAFFIC
OUTBOUND TO SIEVERIGHT
BEYOND THIS POINT

1521 SIEVERIGHT AVENUE

SNOW STORAGE AREA
SHOWN DASHED

Wayne Titan

Width	: 2578
Track	: 2438
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

mm

TRAFFIC GATE WITH FOB
ACCESS CONTROL

1.8m SIDEWALK UNINTERRUPTED
BY CURB RADIUS, PER CITY
STANDARD SC7.1

DO NOT ENTER SIGN

SIEVERIGHT AVENUE

NEW SIDEWALK TO
BE CONSTRUCTED

LIMIT OF WORK

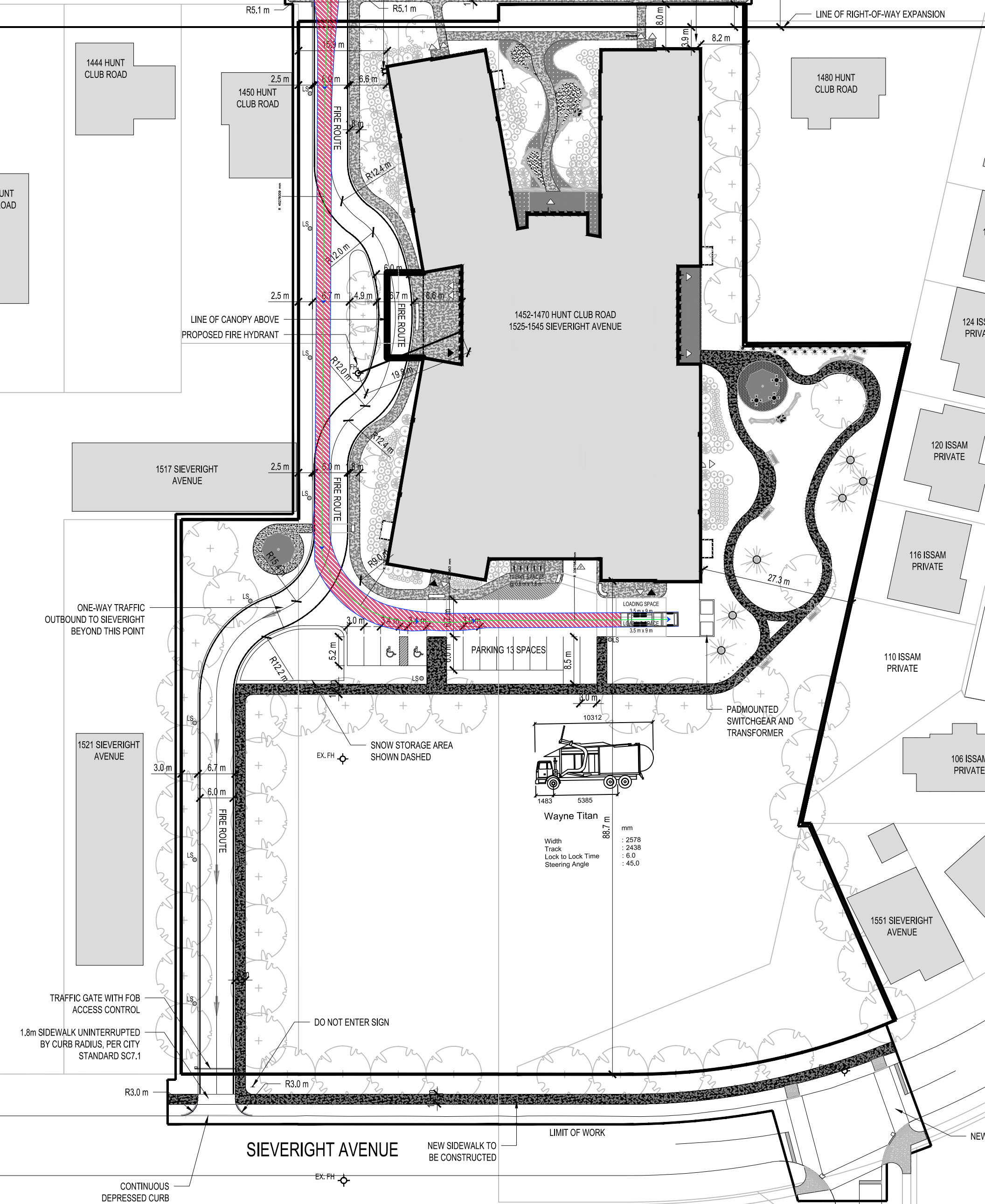
CONTINUOUS
DEPRESSED CURB

EX. FH

ILL DRIVE

2802 WALK

2800 WALK



HUNT CLUB ROAD

FIRE DEPARTMENT CONNECTION
24.1 m UNOBSTRUCTED TO HYDRANT

CONTINUOUS DEPRESSED CURB

1.8 m SIDEWALK UNINTERRUPTED
BY CURB RADIUS, PER CITY
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NEW SIDEWALK TO BE
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1452-1470 HUNT CLUB ROAD
1525-1545 SIEVERIGHT AVENUE

1517 SIEVERIGHT AVENUE

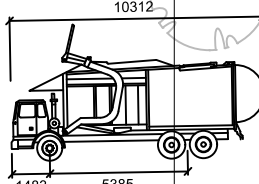
ONE-WAY TRAFFIC
OUTBOUND TO SIEVERIGHT
BEYOND THIS POINT

PARKING 13 SPACES

PADMOUNTED
SWITCHGEAR AND
TRANSFORMER

1521 SIEVERIGHT AVENUE

SNOW STORAGE AREA
SHOWN DASHED



Wayne Titan
Width : 2578 mm
Track : 2438 mm
Lock to Lock Time : 6.0
Steering Angle : 45.0

1551 SIEVERIGHT AVENUE

TRAFFIC GATE WITH FOB
ACCESS CONTROL

1.8m SIDEWALK UNINTERRUPTED
BY CURB RADIUS, PER CITY
STANDARD SC7.1

DO NOT ENTER SIGN

R3.0 m

SIEVERIGHT AVENUE

NEW SIDEWALK TO
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LIMIT OF WORK

CONTINUOUS
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EX. FH

ILL DRIVE

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1517 SIEVERIGHT AVENUE

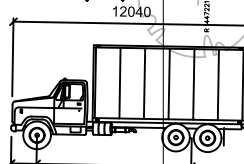
ONE-WAY TRAFFIC
OUTBOUND TO SIEVERIGHT
BEYOND THIS POINT

1521 SIEVERIGHT AVENUE

PARKING 13 SPACES

PADMOUNTED
SWITCHGEAR AND
TRANSFORMER

SNOW STORAGE AREA
SHOWN DASHED



SU-40

Width : 2438
Track : 2438
Lock to Lock Time : 6.0
Steering Angle : 31.8

110 ISSAM PRIVATE

116 ISSAM PRIVATE

120 ISSAM PRIVATE

124 ISSAM PRIVATE

130 ISSAM PRIVATE

136 ISSAM PRIVATE

142 ISSAM PRIVATE

1551 SIEVERIGHT AVENUE

SIEVERIGHT AVENUE

NEW SIDEWALK TO BE
CONSTRUCTED

LIMIT OF WORK

CONTINUOUS
DEPRESSED CURB

EX. FH

ILL DRIVE

2802 HANK

2800 HANK

HUNT CLUB ROAD

FIRE DEPARTMENT CONNECTION
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OUTBOUND TO SIEVERIGHT
BEYOND THIS POINT

1521 SIEVERIGHT AVENUE

SNOW STORAGE AREA
SHOWN DASHED

LOADING SPACE
3.5 m x 9 m

PARKING 13 SPACES

PADMOUNTED
SWITCHGEAR AND
TRANSFORMER

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106 ISSAM PRIVATE

1551 SIEVERIGHT AVENUE

TRAFFIC GATE WITH FOB
ACCESS CONTROL

1.8 m SIDEWALK UNINTERRUPTED
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STANDARD SC7.1

DO NOT ENTER SIGN

SIEVERIGHT AVENUE

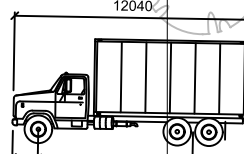
NEW SIDEWALK TO BE
CONSTRUCTED

LIMIT OF WORK

CONTINUOUS
DEPRESSED CURB

EX. FH

ILL DRIVE



SU-40

Width : 2438 mm
Track : 2438 mm
Lock to Lock Time : 6.0
Steering Angle : 31.8

