Level 1B
O-Train Network Proximity Study

The Ottawa Hospital – Riverside Campus

1967 Riverside Drive

Site Plan Control Application

The Ottawa Hospital

December 2024

1967 Riverside Drive

O-Train Network Proximity Study

Prepared for:

The Ottawa Hospital

prepared by:

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1.0 Introduction

Parsons has been retained by The Ottawa Hospital (TOH) to complete an O-Train Network Proximity Study in support of a Site Plan Control application for two proposed surface parking lots and associated site modifications. A pre-consultation for the proposal was held on July 31, 2024. The subsequent pre-consultation notes received from City Staff called for a Rail Proximity Study due to the location of the site in relation to a City of Ottawa Protected Transportation Corridor (VIA Beachburg Subdivision), which has the future potential to form part of the City's O-Train network.

1.1 Proposed Development

The current development proposal is to construct two surface parking lots, Lot C and D. Lot C is located on the southeast corner of the Riverside Campus property boundary, with 44 parking spaces over an area of 0.22 ha, and access from Riverside Drive. Lot D is located on the northwest corner of the Riverside Campus property boundary, with 126 total parking spaces, of which 60 are designated as small car parking, over an area of 0.63 ha and access from Riverside Drive.

1.2 Site Plan Control Application

The Site Plan Control application package includes the following plans and reports which have been reviewed to complete this O-Train Network Proximity Study report:

- Transportation Review Memo, prepared by Parsons.
- Site Plan, prepared by Parsons.
- Site Grading and Servicing Drawings, prepared by Parsons.

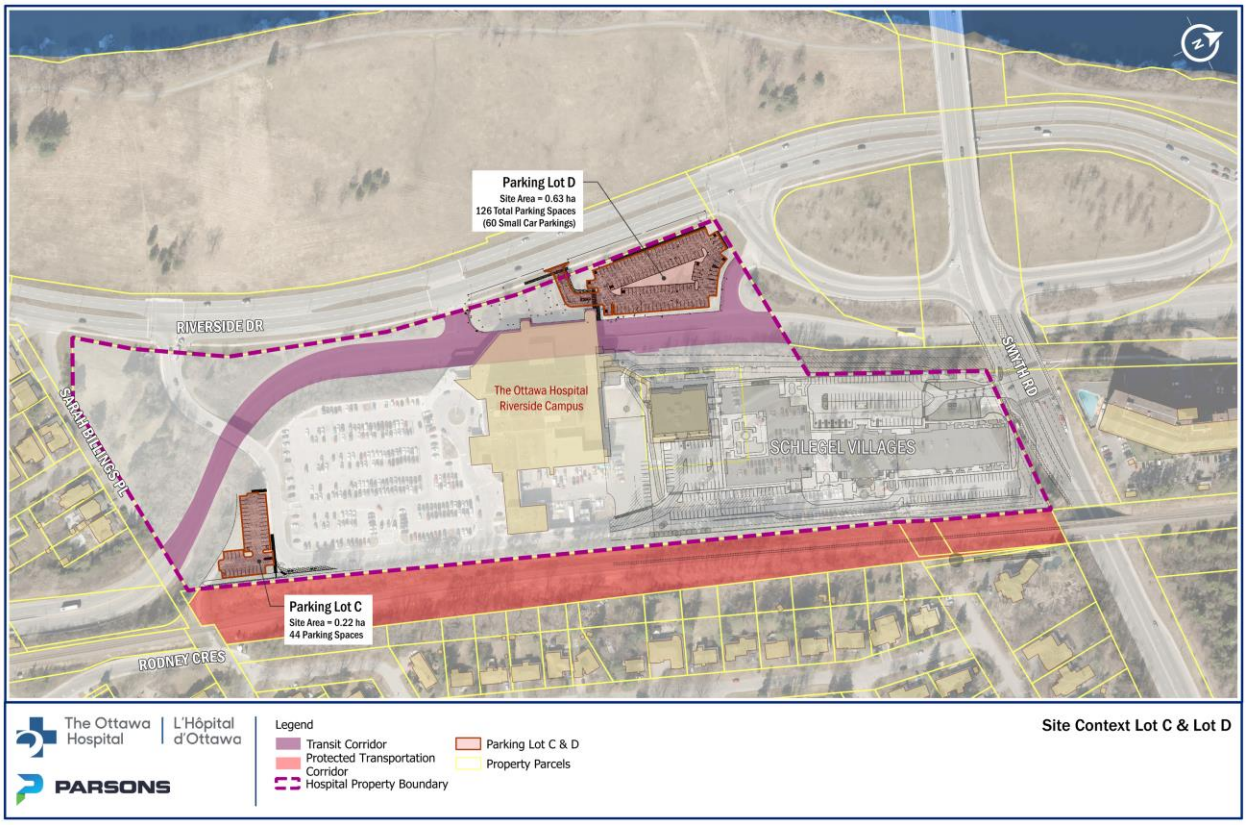
1.3 O-Train Network Proximity Study

A Proximity Study involves the comprehensive review of the development proposal and how it relates to the City O-Train system's assets, infrastructure, utilities and operations. This report presents a Level 1B Proximity Study according to the City's 2024 O-Train Network Proximity Study Guidelines.

A Level 1B Proximity Study is applied to development applications within the Development Zone of Influence (DZI) which the City has established around the existing and future O-Train network, *and lands wholly or partially within twenty (20) metres of a property line abutting a Protected Transportation Corridor*.

As outlined in **Figure 1** below, the proposed surface parking lots are located on lands abutting a Protected Transportation Corridor (VIA Rail Beachburg Subdivison). The City has not identified this corridor for future O-Train service at this time.

Figure 1: Proposed Site Plans for TOH Riverside Campus relative to the Protected Transportation Corridor (Parsons, 2024).



2.0 Level 1B Proximity Study

2.1 Site Context

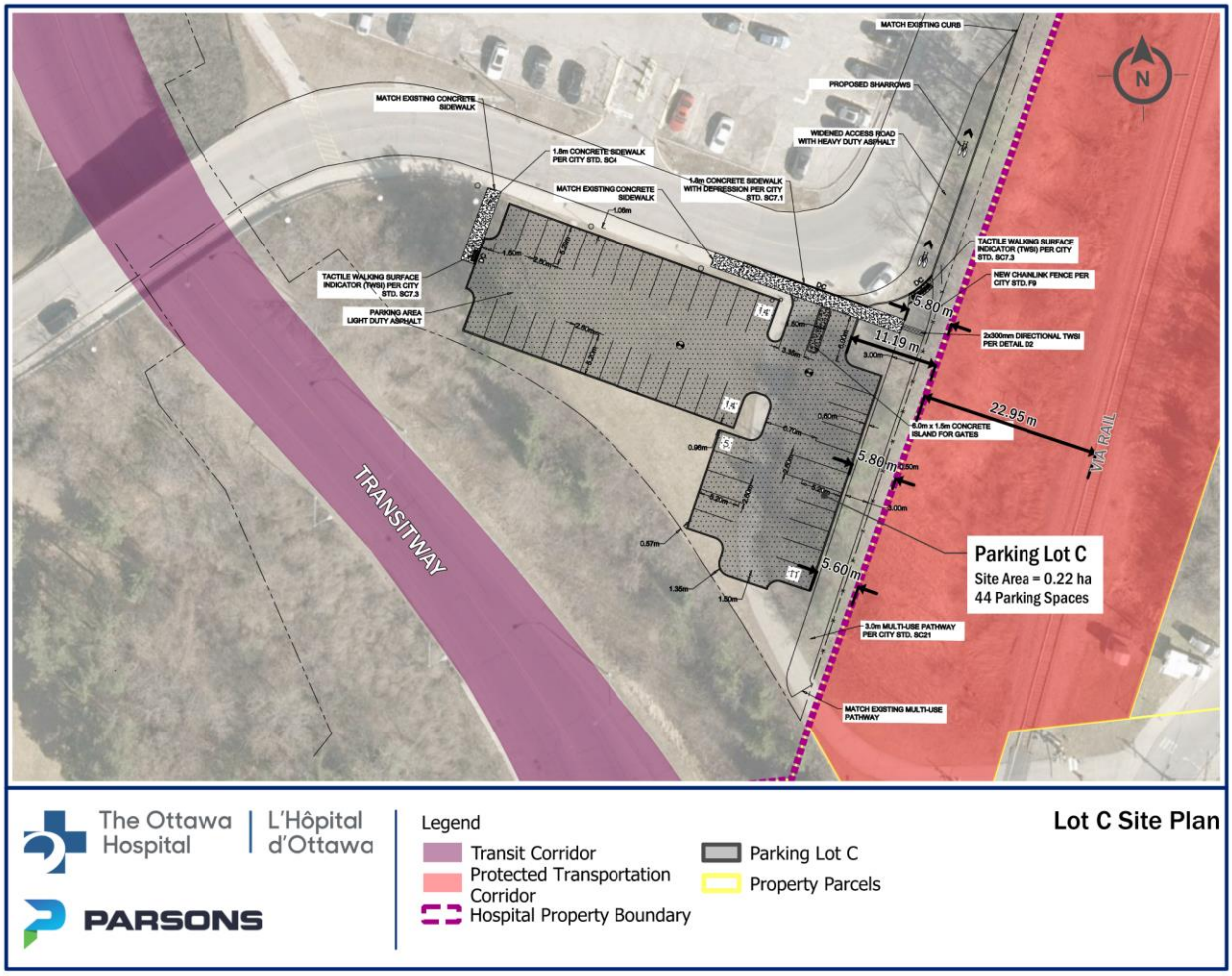
The two sites are located on The Ottawa Hospital's (TOH) Riverside Campus property, known municipally as 1967 Riverside Drive. Lot D is located directly adjacent to Riverside Drive, between Riverside Drive and the existing hospital building, which contains the Riverside Transitway Station. Lot C is located on the east side of the Southeast Transitway, immediately adjacent to the Protected Transportation Corridor.

2.2 Site Clearances

Lot C is located in the southeastern corner of the Riverside Campus and accessed from the main internal site driveway. As shown in **Figure 2**, the existing Southeast Transitway bisects the TOH property and runs along the southwest side of Lot C, while the eastern boundary is the Protected Transportation Corridor. See **Appendices** for full size image of **Figure 2**.

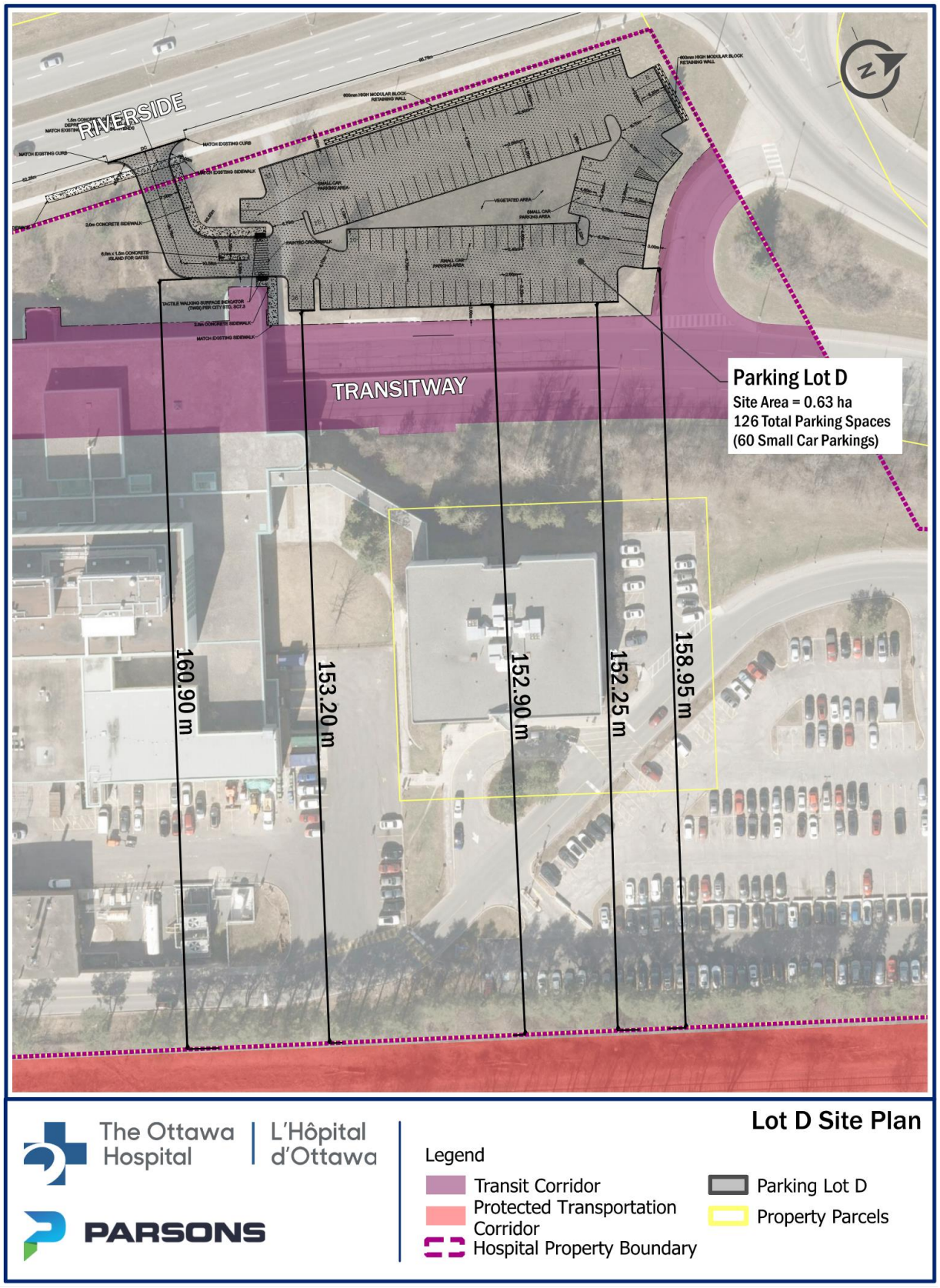
Clearance from the proposed parking Lot C to the existing Protected Transportation Corridor is approximately 5.6 m (**Figure 2**), however the existing multi-use pathway (MUP) located in this area is proposed to be relocated and run directly adjacent to the property line, with a new chainlink fence to be provided. Grading elevations provided in the Site Plan drawings indicate that drainage will flow away from the adjacent Protected Transportation Corridor and into the proposed parking lot where it will be collected and directed to the storm water sewer system.

Figure 2: Proposed Site Plan Clearances for Lot C in relation to Protected Transportation Corridor (Parsons, 2024).



Lot D is oriented along Riverside Drive, with a new right-in/right-out driveway connection to Riverside Drive. The existing Transitway bisects the TOH property and runs along the east side of Lot D, as shown in **Figure 3** below. This site is located approximately 152 m from the Protected Transportation Corridor.

Figure 3: Proposed Site Plan Clearances for Lot D in relation to Protected Transportation Corridor (Parsons, 2024).



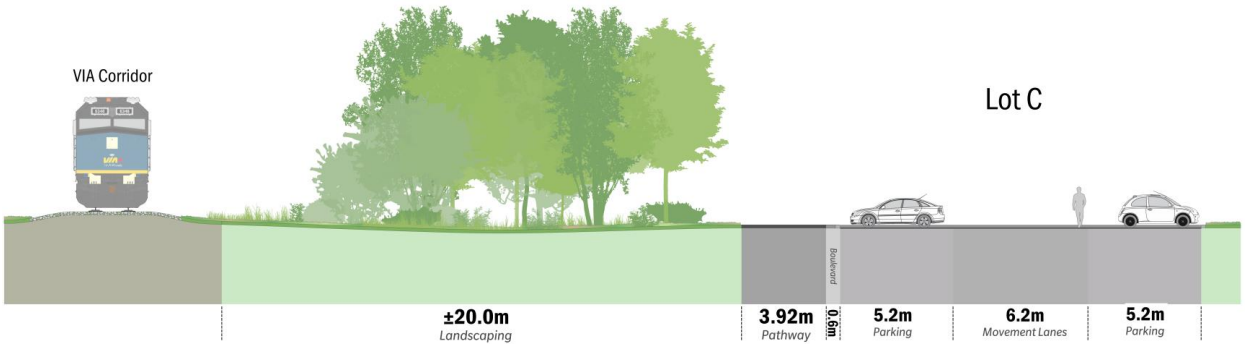
2.3 Level 1B Requirements

As indicated previously, A Level 1B O-Train Network Proximity Study addresses development on lands wholly or partially within twenty (20) metres of a property line adjacent to a Protected Transportation Corridor.

Level 1B references the fact that the Protected Transportation Corridors have the potential to support O-Train operations in the vicinity of the proposed development, but that no plans for such service are currently contemplated and no designs or studies have been prepared. The objective is merely to ensure that the proposed development will not have a potentially negative impact on the ability of the City to implement O-Train service in the corridor at some future time. Requirements are limited to providing plans which illustrate the relationship between the proposed development and the Protected Transportation Corridor.

As required by the 2024 O-Train Proximity Guidelines, a development cross-section for the Site Plan Application is presented below in **Figure 4**. Given that only proposed Lot C is located adjacent to the Protected Transportation Corridor only a cross-section has been provided as it relates to the proposed Lot C surface parking lot. As stated previously, the proposed lot D is located approximately 152 m from the Protected Transportation Corridor.

Figure 4: Development Cross-Section of Lot C facing South (Parsons, 2024).



3.0 Conclusion

Overall, there is minimal risk to the future O-Train Network associated with this development. The proposed development is a surface parking lot, with site drainage flowing away from the Protected Transportation Corridor. Site alterations needed to accommodate the proposed development (e.g. minor excavation/grading for curbs and parking lot) will not present any new challenges or conditions if the existing rail corridor is expanded to support O-Train operation.

Respectfully Submitted,

B. Paul Croft

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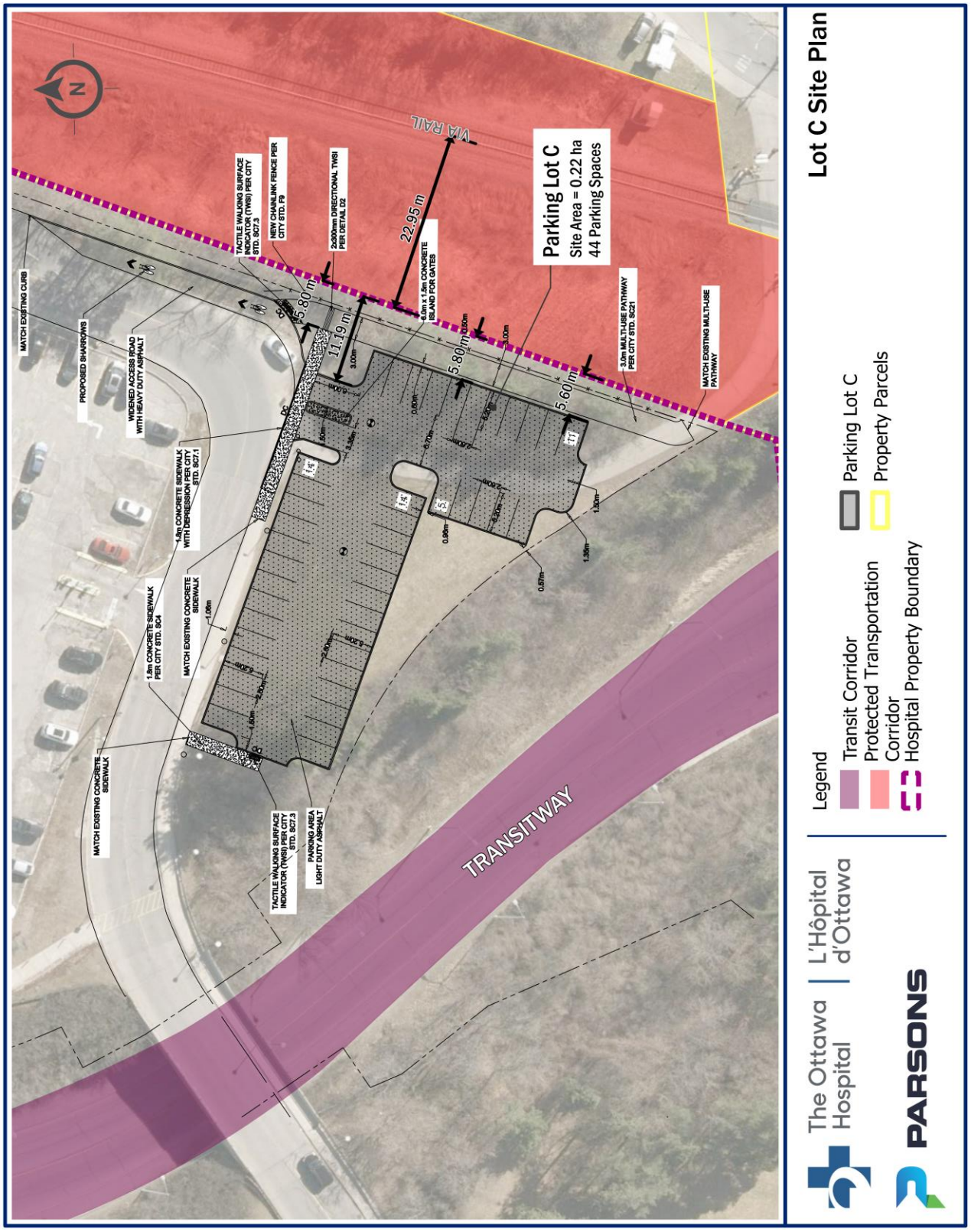
Mike Carrier
Urban Planner

4.0 Appendices

4.1 Clearances of Lot C from existing Protected Transportation Corridor (full page Figure 2)



4.2 Development Cross-Section (full page Figure 4)