# Memorandum

To: Tess Peterman, City of Ottawa, Planner I

From: Mark Hudson, P. Eng.

#### Subject: 1967 Riverside Drive - Preliminary Construction Management Plan

#### 1.0 OVERVIEW

This memorandum has been prepared by Parsons Inc. on behalf of The Ottawa Hospital in support of a Site Plan Control application for the development of two surface parking areas on the property located at 1967 Riverside Drive. The intention of this memorandum is to provide a Preliminary Construction Management Plan (attached), which depicts the proposed development and identifies any potential impacts to modes of transportation and all elements in the Right of Way during construction.

Anticipated construction activity within or adjacent to the City Right of Way and a checklist evaluating the impacts of these activities are provided below.

### 2.0 CHECKLIST

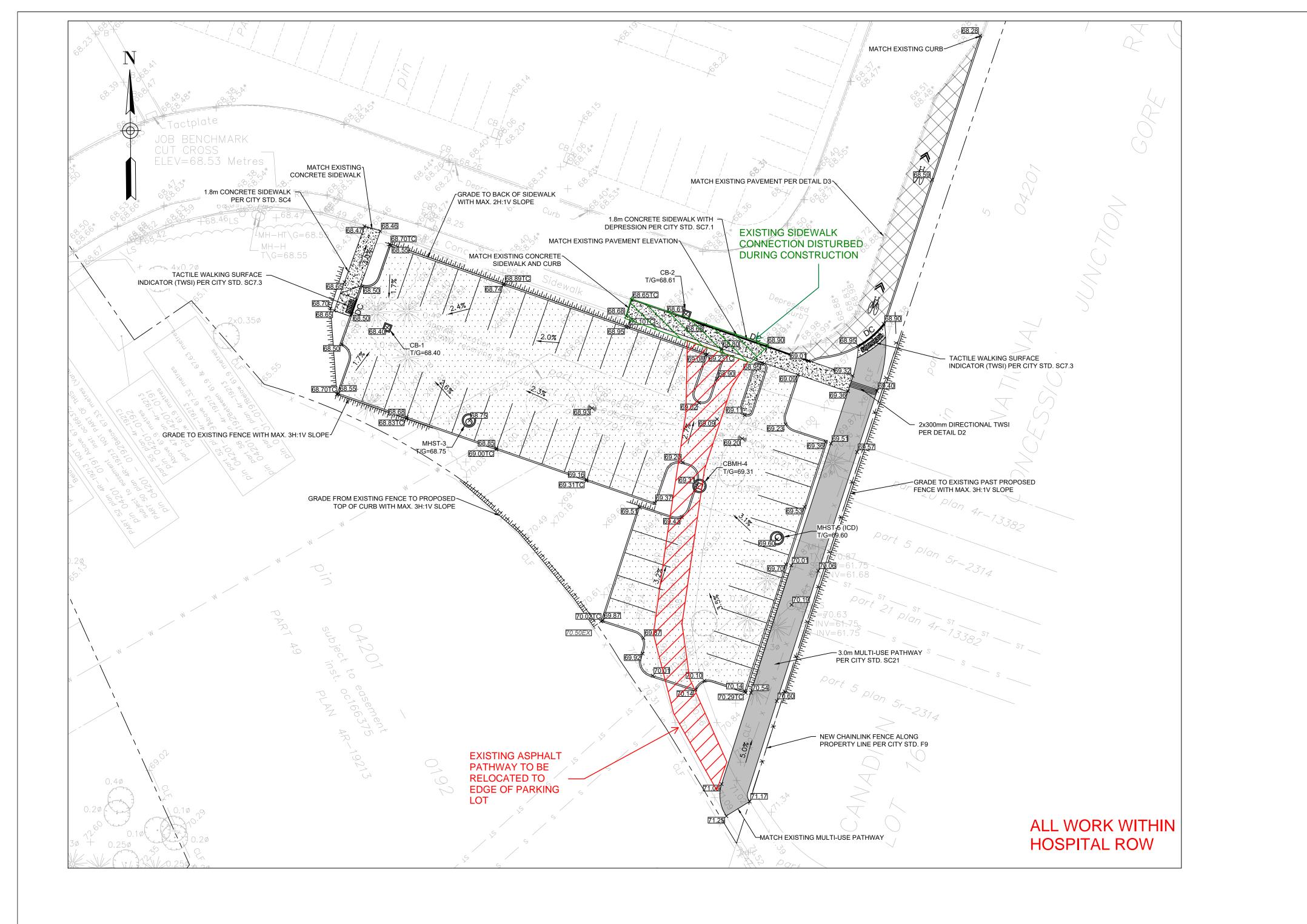
- 1) Will construction require a temporary detour of bus traffic?
  - a. No temporary detours for bus traffic are anticipated.
- 2) Will the work block a bike lane?
  - a. Work will not block a bike lane, although it was noted that a pathway from Rodney Crescent to the existing Riverside Parking Lot will be impact during construction of Parking Lot C.
- 3) Will this work block a sidewalk?
  - a. The sidewalk on the east side of Riverside will be blocked during the short period it is rebuilt for the new configuration. During the rest of the Parking Lot D construction construction traffic will be crossing over this sidewalk. A temporary pathway can be constructed to maintain this connection if required.
  - b. The sidewalk on the south side of the parking lot access will be disturbed when the access to the new Parking Lot C is constructed. A temporary pathway can be constructed to maintain this connection to the pathway from Rodney Crescent if required.
- 4) Will this work require a lane of traffic to be closed?
  - a. A short lane closure (~20m plus tapers) will be required when the new entrance to Parking Lot D is under construction (new curb, asphalt replacement). This work could be done outside of peak periods, and the lane could be re-opened when construction vehicles aren't active.

The undersigned may be contacted for clarification or other matters relating to this memo. Sincerely,

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## LEGEND:

|   | EXISTING PROPERTY LINE   |
|---|--|
| արդարդություն, որ | TERRACE (2:1 MAX)  |
| <sup>*</sup> 99.99                                    | EXISTING GRADE   |
| <del>ر99.99</del>                                     | PROPOSED GRADE   |
| <u>ر[99.99TC]</u>                                     | PROPOSED TOP OF CURB ELEVATION                                   |
| 2.0%  | PROPOSED SLOPE DIRECTION AND PERCENTAGE                          |
| $\bigcirc$  | PROPOSED STORM MAINTENANCE HOLE                                  |
| $\bigcirc$  | PROPOSED CATCH BASIN MAINTENANCE HOLE                            |
|   | PROPOSED CATCH BASIN   |
|   | PROPOSED LIGHT DUTY PAVEMENT                                     |
|   | PROPOSED HEAVY DUTY PAVEMENT                                     |
|   | PROPOSED CONCRETE  |
|   | PROPOSED MULTI-USE PATHWAY                                       |
|   | PROPOSED CONCRETE CURB PER CITY STD. SC1.1                       |
| DC  | PROPOSED DEPRESSED CONCRETE CURB WITH TWS<br>PER CITY STD. SC7.3 |
| X X X   | EXISTING CHAINLINK FENCE   |
| x x x   | PROPOSED CHAINLINK FENCE   |

