

May 5, 2026

BY EMAIL

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

**Attention: Mr. Mike Giampa**  
**Transportation Project Manager, Development Review**

Dear Mr. Giampa:

**Reference: CHEO Integrated Treatment Centre, 401 Smyth Road**  
**Response to March 19<sup>th</sup> and February 18<sup>th</sup> Traffic Comments**  
**Novatech File No. 122210**

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Please see the following responses to the municipality's traffic related 1<sup>st</sup> Review comments dated March 19, 2025 and February 18, 2025, regarding the Site Plan application for the new 'Integrated Treatment Centre' building within the campus of the Children's Hospital of Eastern Ontario (CHEO).

### **Transportation Engineering Services (TES)**

#### **Section 2.1.4 [Existing] Pedestrian and Cycling Facilities:**

*Unresolved comment: Please manually add the following existing asphalt sidewalk/pathway to Figure 4:*

- *On the east side of Ring Road (N-S) between the Roger Neilson House / Ronald McDonald House access and Hospital Link Road.*
- *On the south side of Ring Road between Hospital Link Road and the University of Ottawa / Rehabilitation Centre access.*

**Response:** This has been updated in the TIA report.

#### **Section 2.4 Access Design:**

*Unresolved comment: It is stated in Section 4.1.1 that the one-way conversion of the main CHEO access has been mandated by Infrastructure Ontario. This mandated conversion is ill-conceived. Note: the full rationale for why we believe the one-way conversion should be reconsidered is included in the previous November 2024 memo.*

**Response:** The one-way conversion will remain as planned.

#### **Section 4.1.1 Design for Sustainable Modes:**

*Transportation Engineering Services disagrees with the new proposal to move the PXO Type D on Ring Road (N-S) further north by approximately 5m for the following reasons:*

- *The conflict with the "tail" southbound left-turn lane in its current location is minimal.*

- *The new location would misalign the PXO with the pathway to Freedom Private, which is more inconvenient for pedestrians and could potentially resulting in pedestrians crossing outside of the PXO markings.*
- *Relocating the PXO further north places the southbound yield markings within the egress of the New Integrated Treatment Centre Loop.*

**Response:** The location of the PXO Type D on Ring Road will be moved back to be aligned with the pathway to Freedom Private.

*Referring to the proposed pavement marking and signage drawing submission, the attention TWSIs should be inset in concrete per City of Ottawa standard drawing SC7.3.*

**Response:** This is addressed on the revised drawings.

*Consider the addition of stairs, where appropriate and in tandem with accessible ramps/slopes:*

- *Between Ring Road (E-W) and the staff entrance to 1Door4Care*
- *Between Parking Lot A and the CHEO main entrance:*
- *To supplement the new serpentine path on the north side of the CHEO Non-Emergency Access:*

*Note: Illustrations of the above three locations for consideration are included in the November 2024 memo.*

**Response:** Stairs will be provided in tandem with accessible ramps/slopes between Ring Road (E-W) and the staff entrance to 1Door4Care. An accessible pedestrian connection is now provided between Parking Lot A and the CHEO main entrance. Stairs will not be provided at the new serpentine path on the north side of the CHEO Non-Emergency Access

#### **Section 4.4.3 TDM Program:**

*Unresolved comment: Confirm whether CHEO and 1Door4Care will charge for parking, both for staff/long-term (TDM measure 6.1.1) and for short-term visitors (TDM measure 6.1.3).*

**Response:** Staff and visitors will be charged for parking. This has been updated within the TIA report.

*Unresolved comment: The TDM program proposed is minimal for such a large institution. Consider “basic” measures such as providing a TDM program coordinator (1.1.1). Also consider “better” measures such as providing real-time transit arrival information (3.1.3), subsidizing monthly transit passes for employees (3.2.2), and/or providing a mode-neutral commuting allowance (8.4.1).*

**Response:** Additional TDM measures have been included in the updated TIA report. In addition to the TDM measures that have been identified the client will maintain existing relationships with Travel Wise and OC Transpo to increase non-auto mode share. Additional funding for TDM measures beyond those that have identified within the report will not be provided as CHEO is a provincially funded organization.

*Unresolved comment: Provision of an effective TDM program may reduce the future need for costly parking expansion, as well as delay the need to construct on-site intersection improvements.*

**Response:** Acknowledged.

#### **Section 4.5 Transit:**

*Unresolved comment: Complete Element 4.7.2 of the TIA Guidelines.*

**Response:** This is included in the revised TIA.

#### **Section 4.6 Intersection Design:**

*Ring-Road (N-S) and Ring Road (E-W):*

- *Unaddressed comment: The southbound queues at the Smyth Road and Ring Road (N-S) / South Place intersection are expected to block the westbound left-turn movement at the Ring Road (N-S) and Ring Road (E-W) intersection. Figure 11 and Figure 15 illustrate that the proposal will increase the westbound left-turn volume by 131 and 214 in the AM and PM peak hours, respectively. TES is concerned that the operations at the Ring Road (N-S) and Ring Road (E-W) intersection may be severely impacted by these queuing issues combined with the additional traffic volume. Consider evaluating the impacts queue spillback has on intersection operations.*

**Response:** This is included in the revised TIA.

- *Unaddressed comment: Recommendations to improve the Ring Road (N-S) and Ring Road (E-W) intersection are provided in Section 4.6.2. Clarify whether the traffic operational improvements resulting from these modifications have been evaluated.*

**Response:** The recommendations to improve the Ring Road (N-S) and Ring Road (E-W) intersection have been implemented in the analysis in the revised TIA.

- *Section 4.6.2 states that the east leg of the Ring Road (N-S) and Ring Road (E-W) intersection will be widened to 10.5m to accommodate three 3.5m lanes. However, the pavement marking and signage plan shows this east leg as 10.0m wide with a 3.0m-wide westbound left-turn lane. The westbound left-turn lane should be widened to 3.5m-wide to accommodate OC Transpo vehicles (Route 55, Route 5 after New Ways to Bus) making the westbound left-turn movement at this intersection.*

**Response:** The site plan has been updated to accommodate three 3.5m wide lanes.

- *On the east leg of the intersection, consider re-painting the “MAX 40 KM/H” stencil.*

**Response:** This has been updated within the revised pavement marking and signage plans.

- *Adjust the crosswalk on the east leg of the intersection to match the new curb depression on the northeast corner.*

**Response:** This has been updated within the revised pavement marking and signage plans.

*Ring Road (E-W) and General Hospital Access Road:*

- *Unaddressed comment: The addition of a second westbound left-turn lane is suggested as mitigation for poor operations the Ring Road (E-W) and General Hospital Access Road intersection. Comment on the safety implications of such a modification for a three-way stop-controlled intersection.*
- *Unaddressed comment: Monitoring of the Ring Road (E-W) and General Hospital Access Road is recommended within the TIA. Provide a monitoring plan.*

**Response:** This has been addressed in the revised TIA

**Pavement Marking & Signage – Other:**

*Consider providing Rb-19 Do Not Enter and Rb-21 One Way signage at the egress of the CHEO Non-Emergency Access where it intersects with Ring Road (E-W).*

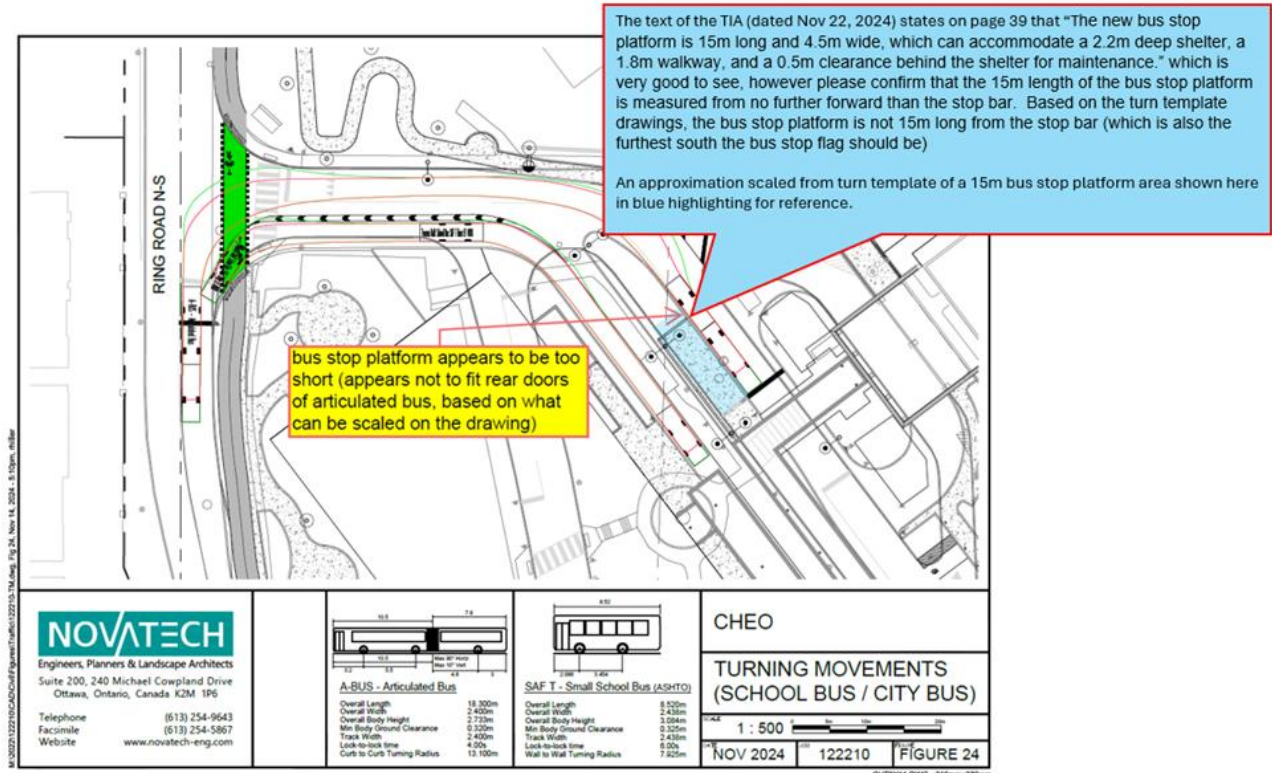
**Response:** These are shown in the updated drawings.

*Consider providing Rb-19 Do Not Enter signage at the egress of the New Integrated Treatment Centre Loop where it intersects with Ring Road (N-S).*

**Response:** This is shown in the updated drawings.

*With the change to the CHEO Non-Emergency Access to be one-way, consider relocating the northbound stop bar / stop sign on Ring Road (N-S) northwards to the 'Rotel' access to normalize the all-way stop control. Relocate the northbound Wb-1 Stop Ahead sign to match. Also recommend removing the redundant PXO pavement marking and signage at this all way stop control. Finally, remove the proposed Rb-84a and Rb85t signage. Refer to markup below:*

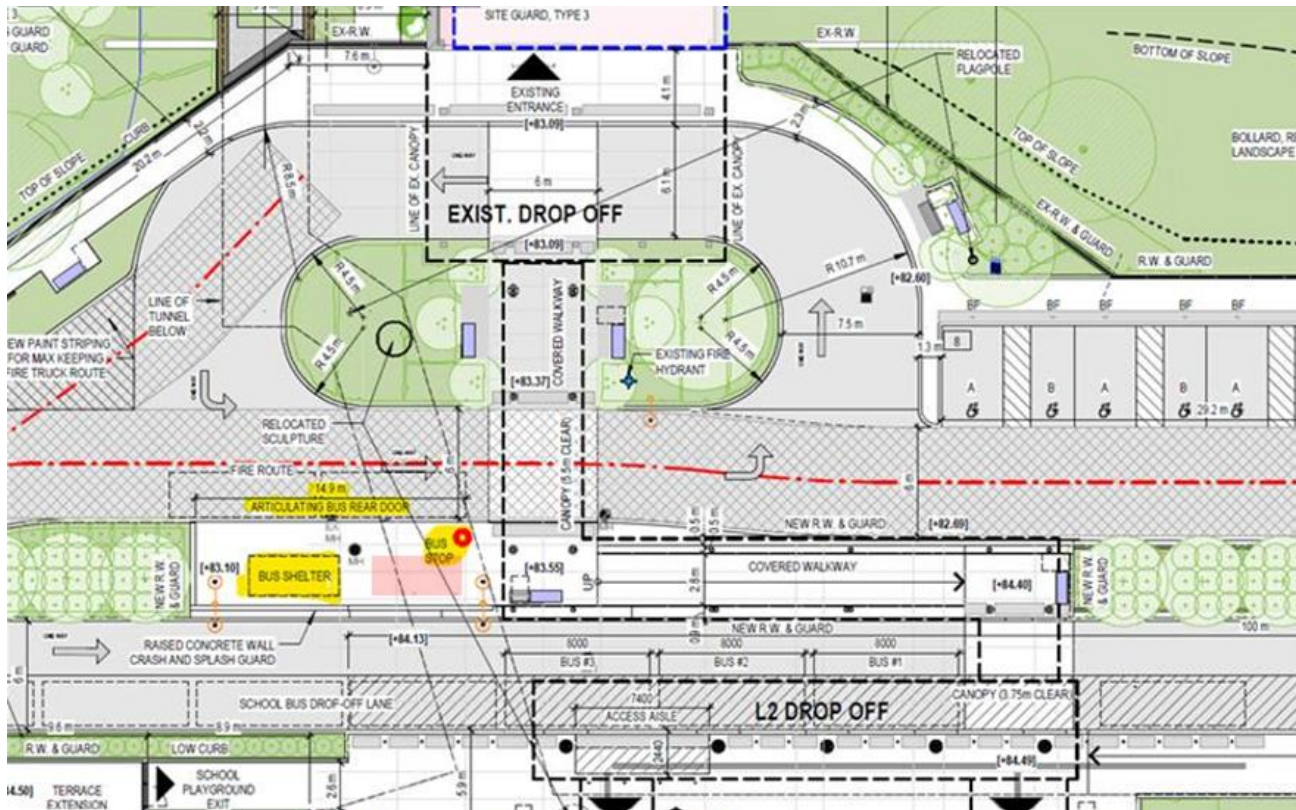




Please confirm that the 15m length of the bus stop platform is measured from no further forward / south than the stop bar.

**Response:** The 15m bus stop platform has been provided, and the stop bar has been relocated so that the bus stop platform begins at the stop bar. This is shown in the revised Pavement Markings and Signage Drawings.

The bus stop shelter is shown in the TIA Site Plan is shown positioned further away from the bus stop flag (at the stop bar) than would be typical. Can the shelter be positioned closer to the bus stop sign in order to minimize walking distance for customers waiting for the bus? Although there is a planned maintenance hole (MH) within the bus stop platform area, it would appear that the bus stop shelter footprint on the site plan could be adjusted to the south (closer to the crosswalk) without impacting the MH. Mock-up in red highlighting below.



**Response:** The bus shelter has been relocated and placed as close as possible to the bus stop flag.

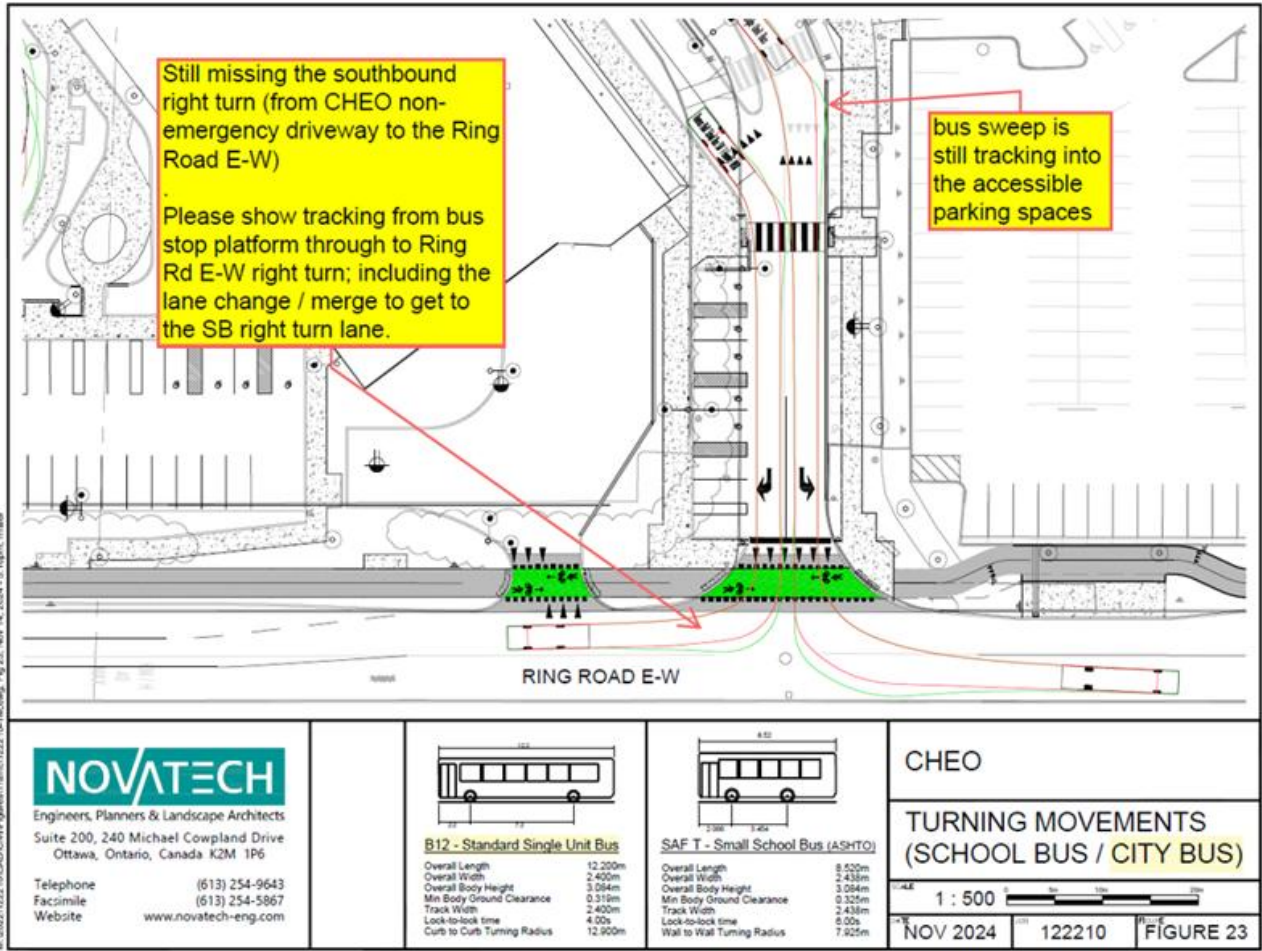
### Turning Movement Templates

*Turning movement templates are still missing for all bus types (B-12, A-bus, Para) for the southbound right turn movement from the CHEO non-emergency entrance driveway onto the Ring Road (E-W). This southbound right turn movement will be one of the most frequently used turn movements by conventional buses and includes the need to change lanes / merge with the vehicles exiting the CHEO 1Door4Care / Integrated Treatment Centre drop-off lane in order to access the marked right turn lane.*

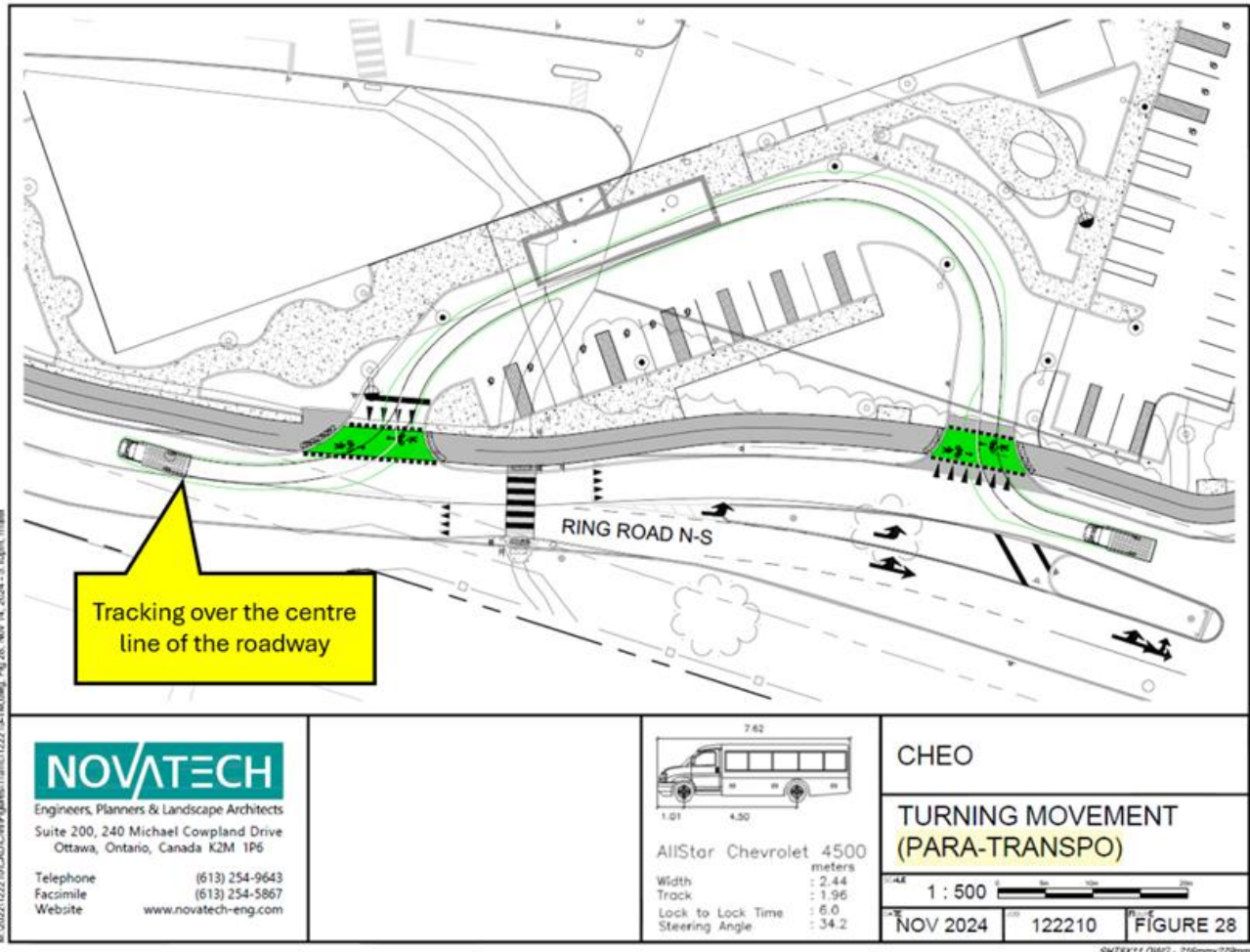
**Response:** Updated turning movements have been provided in the updated TIA report.

*Also noted with the turning templates, there are still a few places where the bus is tracking outside of its lane:*

- *The conventional buses are tracking over the accessible parking spaces along the CHEO driveway*



- The Para Transpo bus is shown tracking over the centre line of the Ring Road (N-S)



**Response:** Updated turning movements have been provided in the updated TIA report.

**Traffic Stop Sign(s)**

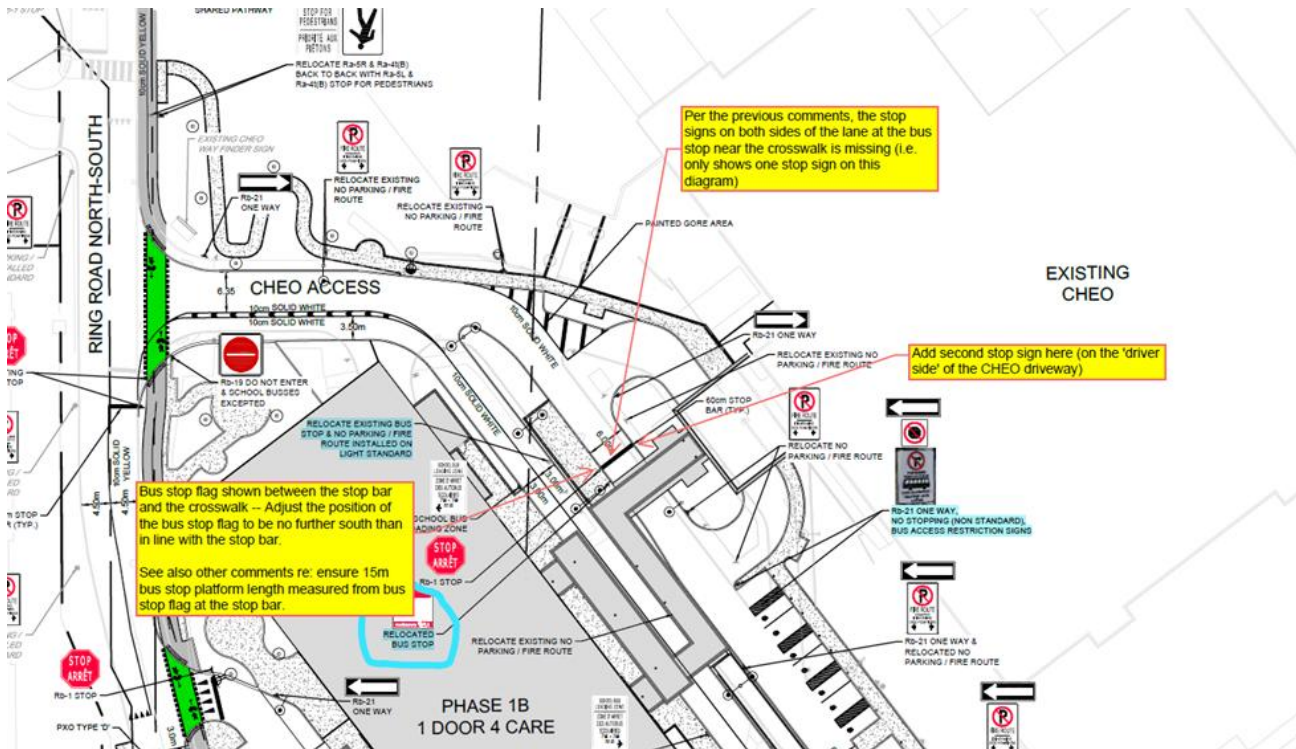
*In the Proposed Pavement and Markings drawing the requested second stop sign is missing. Add the requested second stop sign to have stop signs on both sides of the CHEO driveway roadway at the stop bar before the cross walk (one on driver side, one on passenger side). The goal for the dual stop signs is to ensure that no vehicles try to pass any vehicle, but in particular a stopped transit bus, near the crosswalk.*

**Response:** Stop signs have been provided on both sides of the CHEO driveway roadway at the stop bar in the revised Pavement Marking and Signage drawings.

**Bus stop sign:**

*In the Proposed Pavement and Markings drawing it shows the bus stop flag placed between the stop bar and the crosswalk. The position of the bus stop flag needs to be adjusted to be no further south than the stop bar; while ensuring that the full 15m length of the bus stop platform can still be achieved so that a bus stopped at the stop bar can still allow*

passengers to board and alight from the rear doors of an articulated bus. (see also comments above re: bus stop platform length).

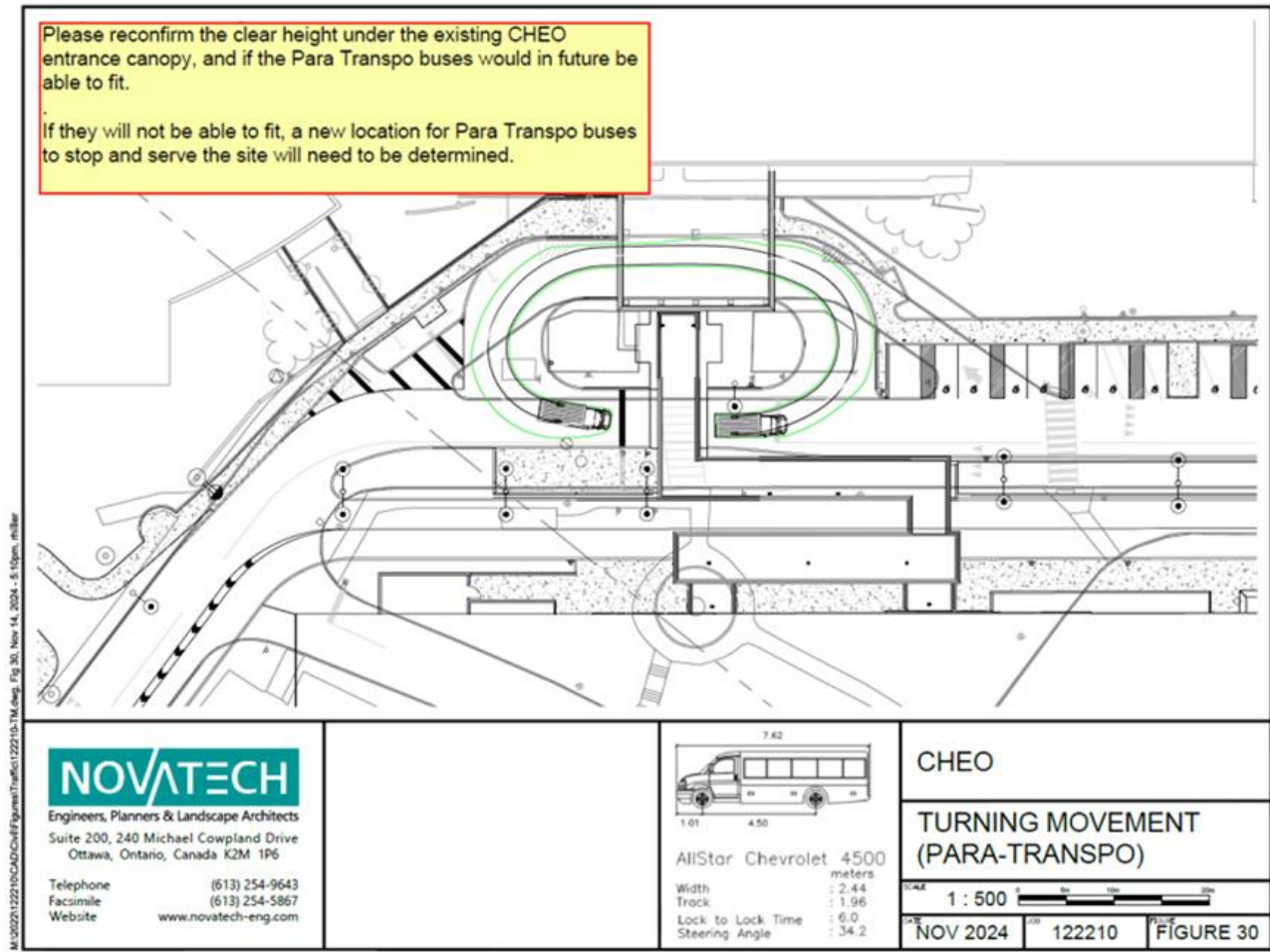


**Response:** The stop bar has been relocated to allow passengers to board and alight from the rear access.

**Para Transpo at CHEO non-emergency entrance canopy:**

*Previous comments still apply:*

- As a part of conversations with the constructor during the current tunnel construction works, it was confirmed that the existing CHEO canopy is not tall enough to accommodate the Para Transpo buses. Subsequent to this we were also able to get internal clarification that there is one named stop for Para at CHEO, but functionally it is two stops – with the Para buses (prior to construction detour) staying on the driveway northbound and stopping near / at the stop sign before the conventional bus stop, and for the contracted taxis and vans for Para Transpo being shorter in height were able to use the area under the existing CHEO canopy.
- Please reconfirm the clear height under the existing CHEO entrance canopy, and if the Para Transpo buses would in future be able to fit. If they will not be able to fit, a new location for Para Transpo buses to stop and serve the site will need to be determined.



*With current information we likely need to determine a secondary Para Transpo stop location for use of our Para Transpo Buses (contracted taxi sedans and vans may still be able to use the existing CHEO canopy depending on the logistics of the stop for the Para Transpo buses). This secondary Para Transpo stop may impact overall operations for transit and for the hospital traffic flow, so we would like to discuss this soon.*

**Response:** As the canopy will not be altered as part of this development it is agreed that the Para Transpo stop needs to be relocated. The Para Transpo stop will be re-located. As shown in the updated drawings the Para Transpo stop will be relocated to the accessibility parking spots east of the drop-off loop.

We trust that the above responses adequately address the municipality's traffic related review comments. Please call to discuss any further questions or comments.

Yours truly,

**NOVATECH**

Prepared by:



Trevor Van Wiechen, P.Eng.  
Project Engineer | Transportation