Proposed Warehouse and Office
Level 1B
O-Train Network Proximity Study

295 Roger Neilson Way

Application for Site Plan Control

Draft March 2026

Proposed Warehouse and Office
Level 1B O-Train Network Proximity Study

295 Roger Neilson Way

Ottawa, On

Prepared for:

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1.0 Introduction

Parsons has been retained by 1850591 Ontario Ltd. to complete an O-Train Network Proximity Study in support of an application for Site Plan Control Approval for a warehouse, office, employee parking, and associated site modifications at the municipal address of 295 Roger Neilson Way. A pre-consultation for the proposal was held on August 18, 2025. A Rail Proximity Study is being requested due to the location of the site along the south side of a future O-Train corridor (Kanata LRT Extension), which is identified in the City of Ottawa's Official Plan.

1.1 Proposed Development

The current development proposal is to construct a two-unit, single-story warehouse and office building, with associated employee parking, and freight loading bays. The building will be constructed along the south-east side of the site with a building footprint of approximately 3,252 m². and 10.6 m in height. Sidewalks are provided along the north-east and south-east building frontage and along the south side of the property boundary. A staff parking lot will be provided along the north-east and south-east sides of the building (between the building and the privately owned parcel to the south-east of the property) and will supply a total of 35 standard spaces and four (4) barrier-free parking spaces, for a total of 39 vehicle parking spaces. A minimum of five (5) bicycle parking spaces will be provided on the east corner of the building frontage sidewalk. A loading bay will be provided to the north-west side of the building with access via a 5.0 to 8.0 m driveway from Roger Neilson Way. Storage for refuse bins and snow storage will be located in the north-west corner of the property boundary.

1.2 Application for Site Plan Control Approval

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:

- Site Plan dated January 2026, prepared by Deimling Architecture and Interior Design.
- Site Grading, dated March 2026, prepared by EGIS.

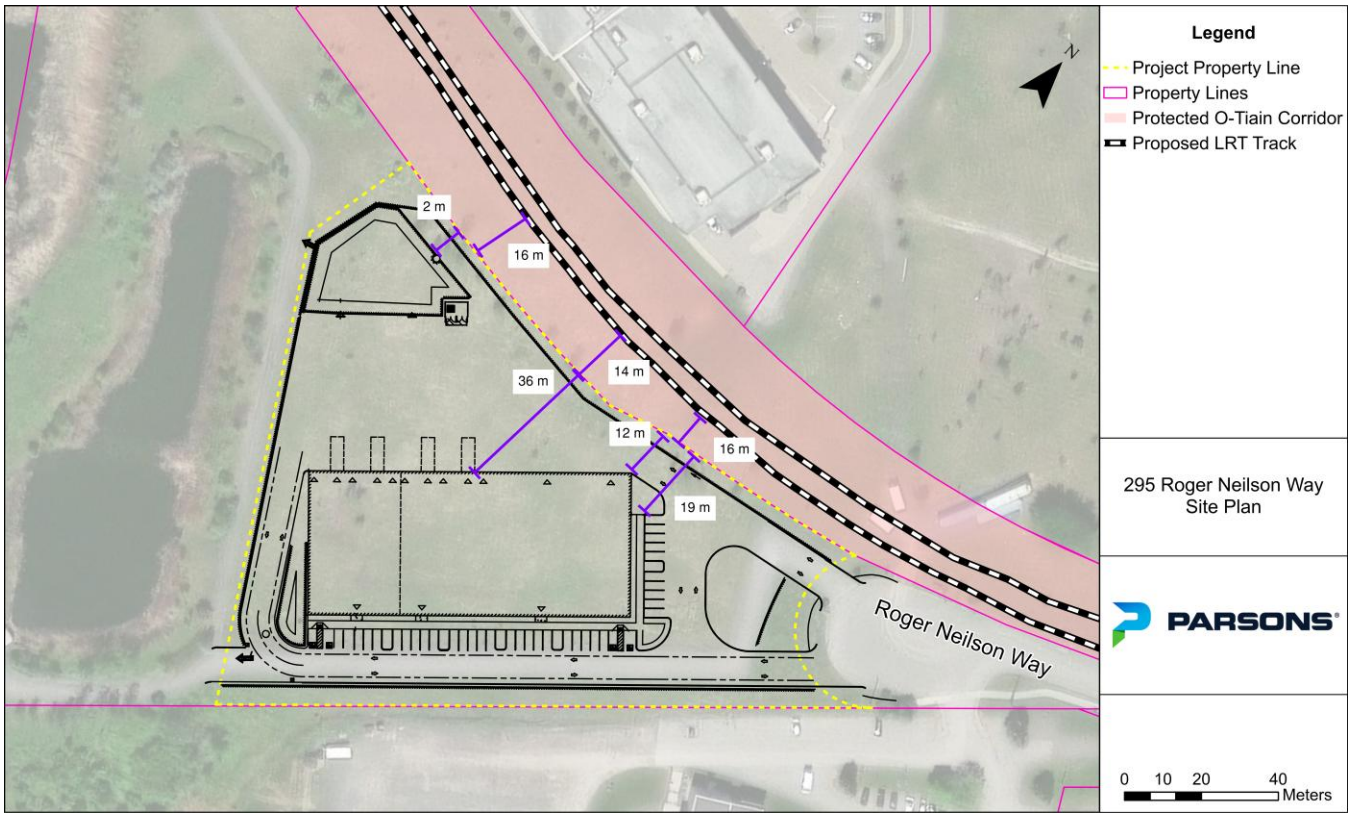
1.3 O-Train Network Proximity Study

An O-Train Network Proximity Study includes a comprehensive review of the development proposal and how it relates to the City's 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 development is located on land abutting a Protected Transportation Corridor. See **Appendices** for full size image of **Figure 1**.

Figure 1: Clearances of 295 Roger Neilson Way from existing Protected Transportation Corridor (Deimling Architecture and Interior Design, 2025).



2.0 Level 1B Proximity Study

2.1 Site Context

The proposed development Site is located at 295 Roger Neilson way, immediately adjacent to the Protected Transportation Corridor as indicated in **Figure 1**.

2.2 Site Clearances

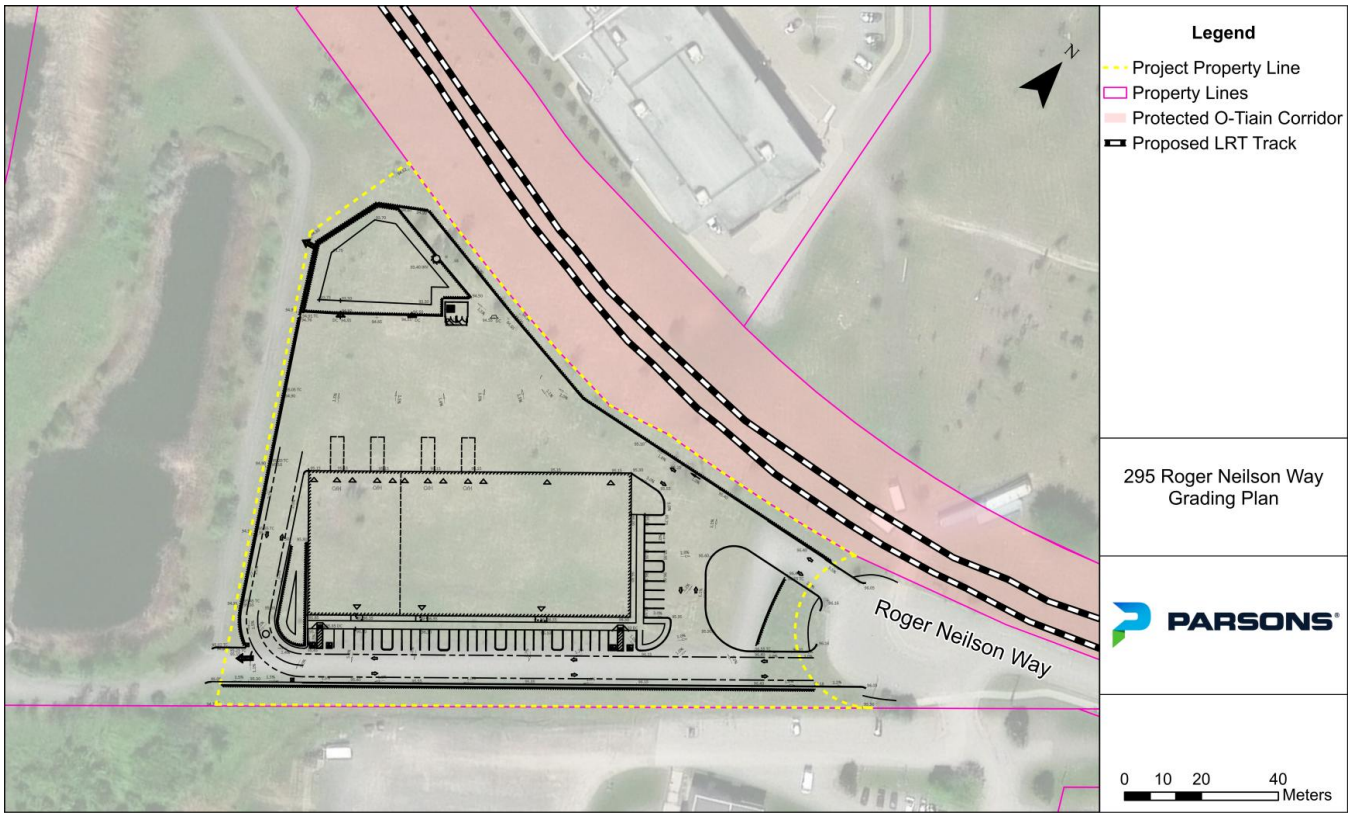
As shown in **Figure 1**, the proposed warehouse and office building is located along the south-east and south-west side of the site and is accessible from the main site driveway connected to Roger Neilson Way. Grading elevations provided in the Grading Plan drawings, indicate that drainage will flow away from the adjacent Protected Transportation Corridor and into catch basins in the proposed driveway and the loading bay where it will be collected and directed to the stormwater sewer system (**Figure 2**). See **Appendices** for full size image of **Figure 2**. Clearance from the proposed warehouse and office building to the existing Protected Transportation Corridor is approximately 12 m (**Figure 4**). See **Appendices** for full size image of **Figure 4.**

The proposed employee parking lot located along the north-east and south-east side of the building frontage and is accessible from the main site driveway connected to Roger Neilson Way and the pedestrian sidewalk along the building frontage. Grading elevations provided in the Grading Plan drawings, indicate that drainage will flow away from the adjacent Protected Transportation Corridor and into catch basins in the proposed driveway where it will be collected and directed to the stormwater sewer system (**Figure 2**). See **Appendices** for full size image of **Figure 2.** Clearance from the employee parking to the existing Protected Transportation Corridor is approximately 19 m (**Figure 3**). See **Appendices** for full size image of **Figure 4.**

The proposed loading bay is located to the north of the building and is accessible from the main internal site driveway. Grading elevations provided in the Grading Plan drawings indicate that drainage will flow away from the adjacent Protected Transportation Corridor and into catch basins in the proposed loading bay where it will be collected and directed to the stormwater sewer system (**Figure 2**). See **Appendices** for full size image of **Figure 2**. Clearance from the proposed loading bay to the existing Protected Transportation Corridor is approximately 8 m (**Figure 5**). See **Appendices** for full size image of **Figure 5.**

The proposed stormwater ponding areas are located in the north-west corner of the site and along the south-west side of the building. Both are accessible from the main internal site driveway. Grading elevations provided in the Grading Plan drawings, indicate that drainage will flow away from the adjacent Protected Transportation Corridor and into stormwater ponding area, designed for 5-year and 100-year rainfall events. (**Figure 2**). See **Appendices** for full size image of **Figure 2**. Clearance from the proposed waste bin and snow storages area to the existing Protected Transportation Corridor are approximately 8 m and 17 m respectively (**Figure 4**). See **Appendices** for full size image of **Figure 4.**

Figure 2: Proposed Grading Plan for Proposed Works at 295 Roger Nelson Way (EGIS, 2026).



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) m 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, there has been an EA and functional design completed for the Kanata LRT extension, but implementation timing is still to be determined. The objective is merely to ensure that the proposed development will not have the potential to negatively impact the ability of the City of Ottawa 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 cross-section of the proposed development to the rail line are presented below, with **Figure 3**. These include the warehouse and office building and employee parking area (**Figure 4**), the loading bay (**Figure 5**), and stormwater ponding area (**Figure 6**).

Figure 3: Development Cross-Section Locations (Deimling Architecture and Interior Design, 2025)

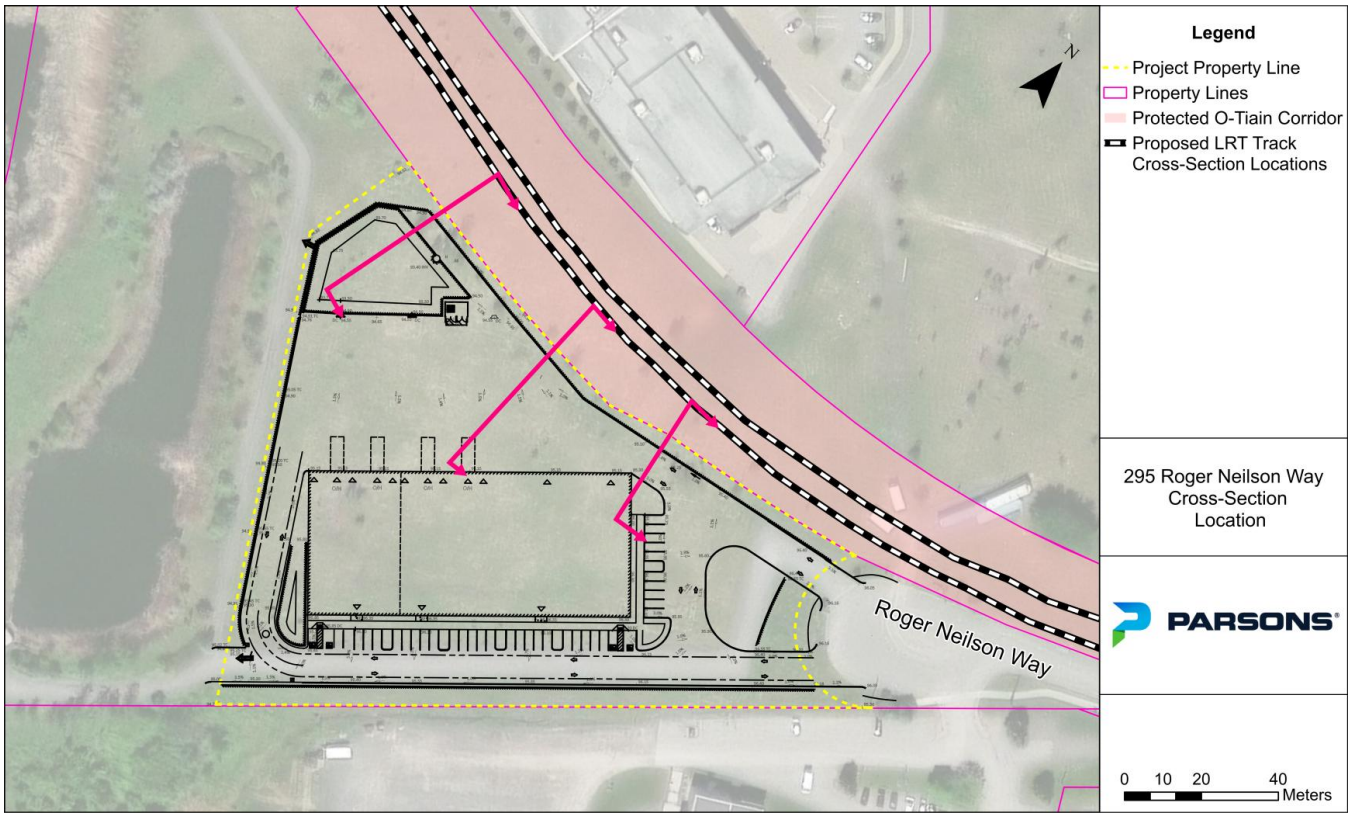


Figure 4: Development Cross-Section of the Proposed Warehouse and Office Building and Employee Parking Area (Parsons, 2026).

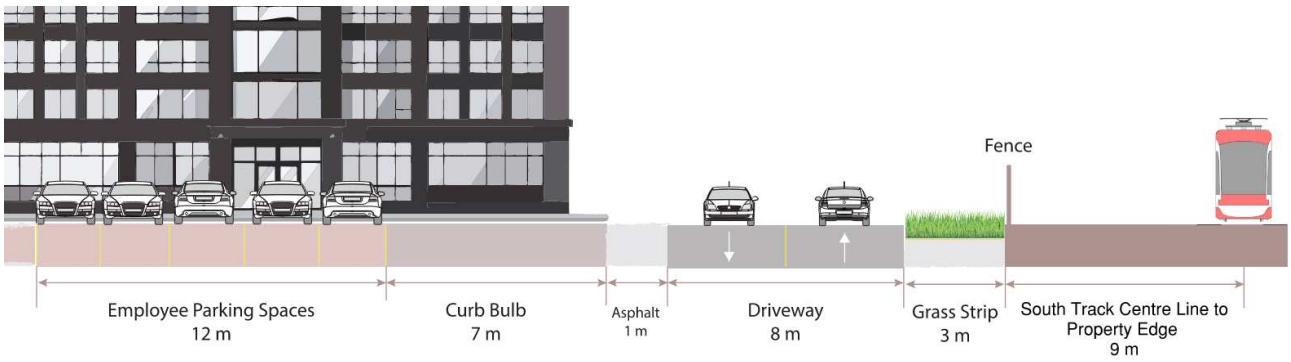


Figure 5: Development Cross-Section of the Proposed Loading Bay Area (Parsons, 2026).

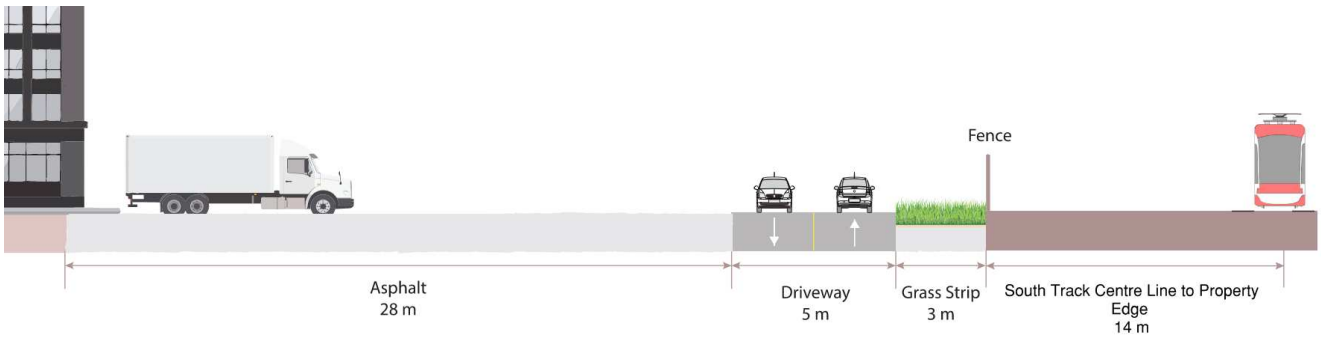
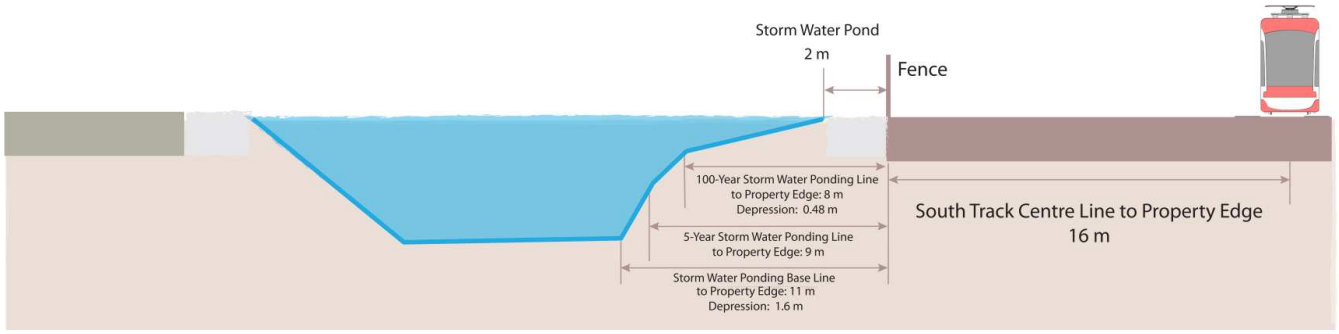


Figure 6: Development Cross-Section of the Proposed Stormwater Ponding Area (Parsons, 2026).



3.0 Conclusion

Overall, it is our opinion that there is minimal risk to the future O-Train Network associated with this development. The proposed development includes for a warehouse, office, employee parking, loading bay, stormwater ponding area, and associated site modifications, 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 with implementation of the future Kanata LRT extension.

Respectfully Submitted,

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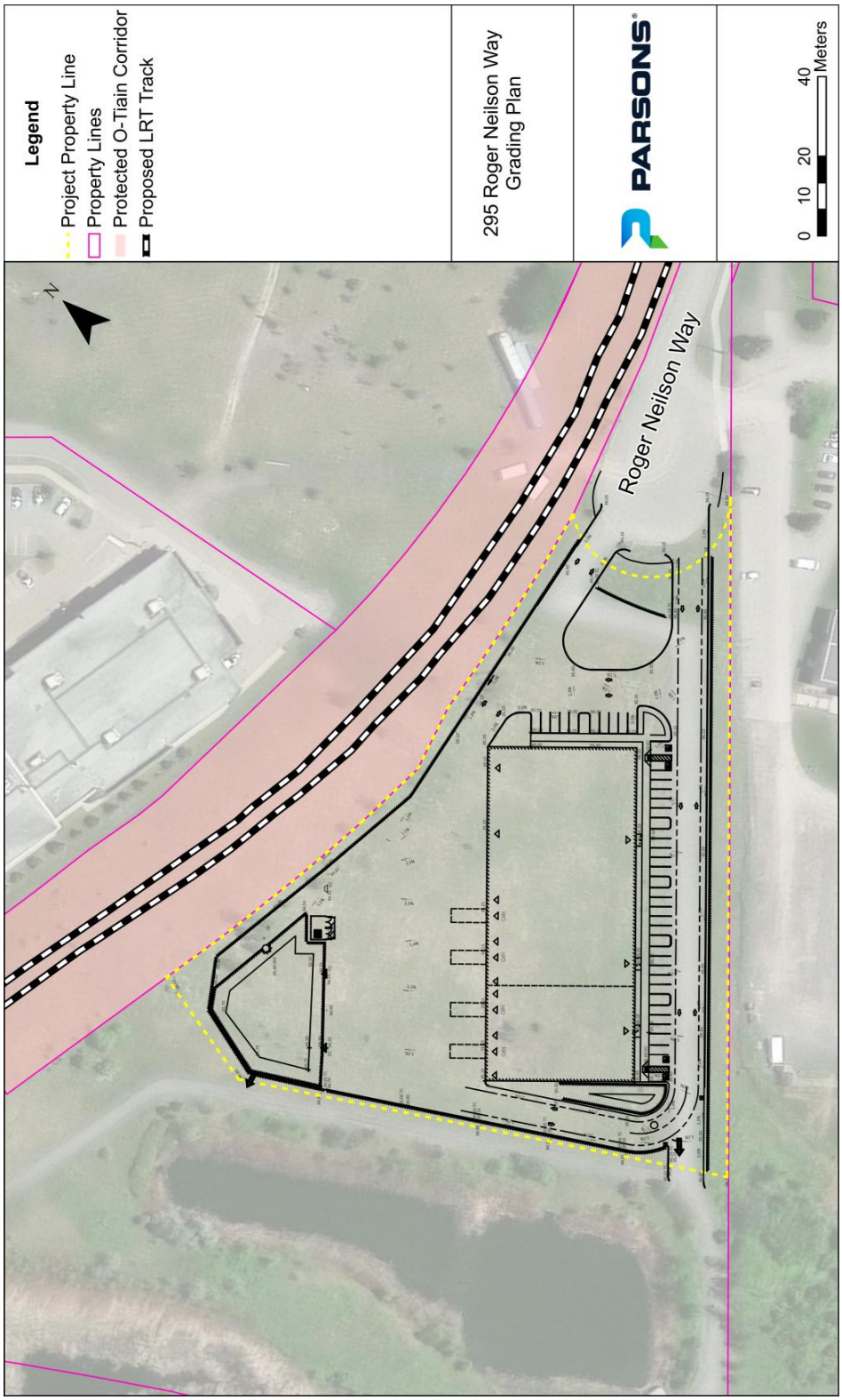
Senior Project Manager, Transportation

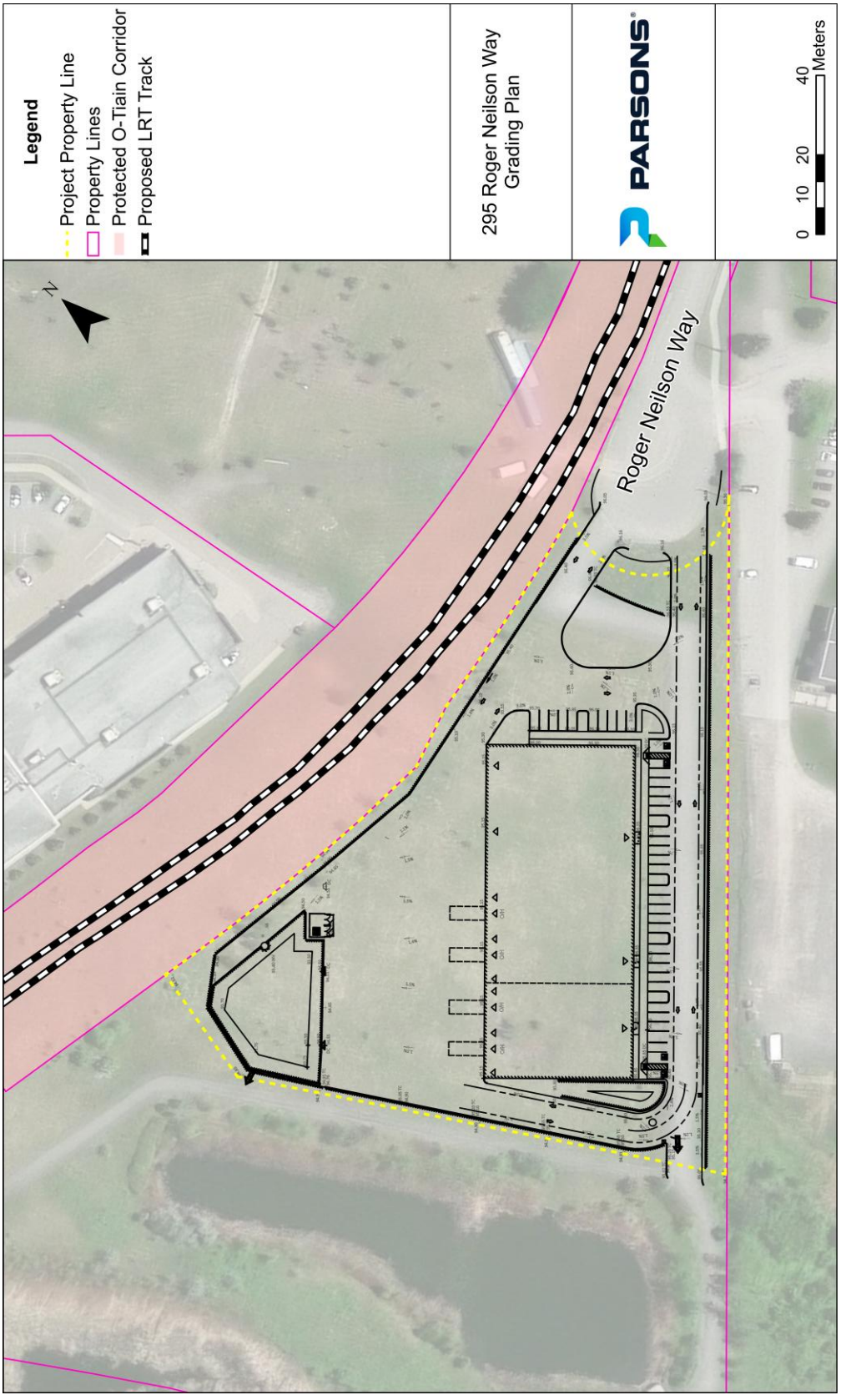
Mike Carrier
Urban Planner

4.0 Appendices

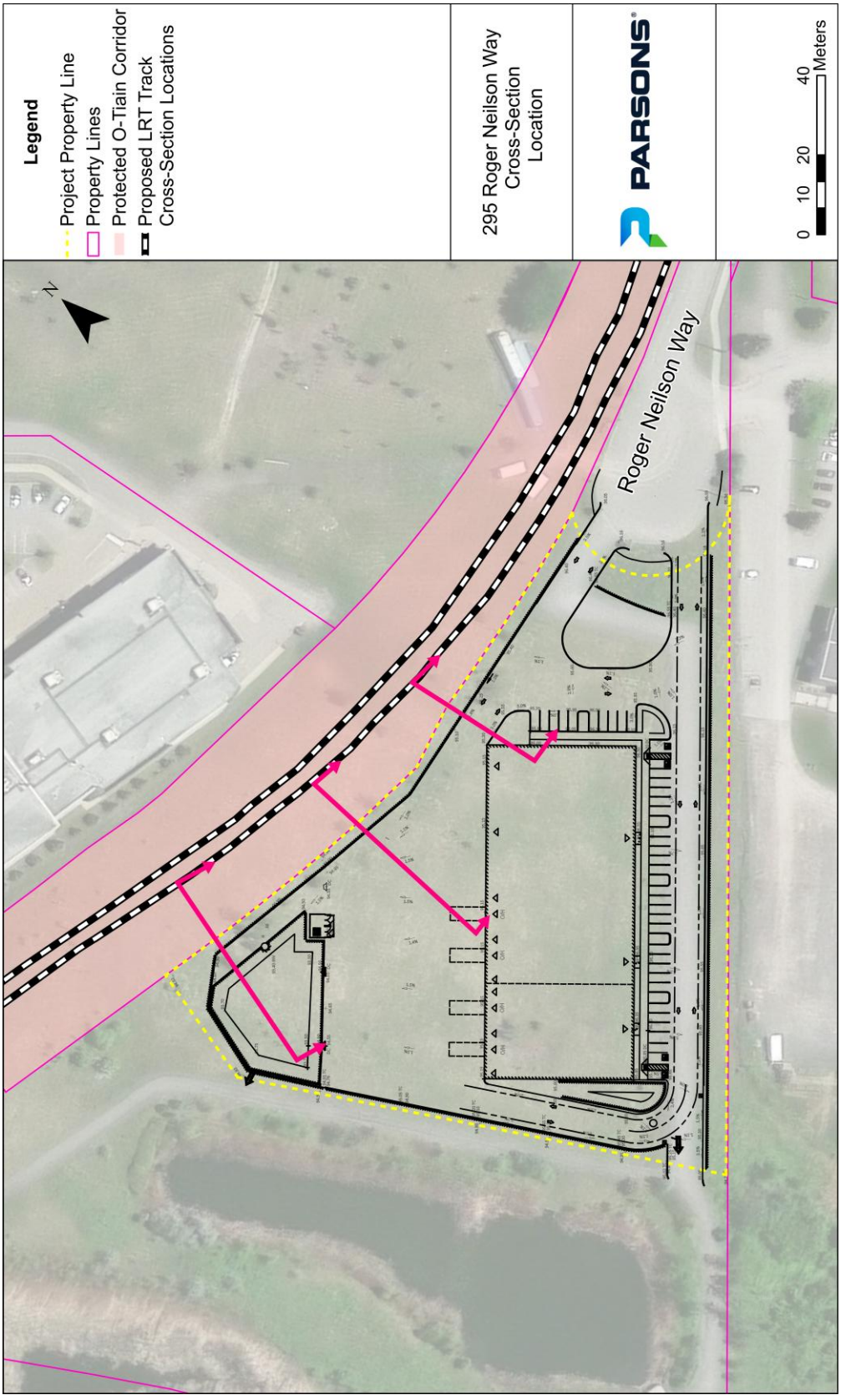
4.1 Clearances of 295 Roger Neilson Way from existing Protected Transportation Corridor (full page Figure 1)



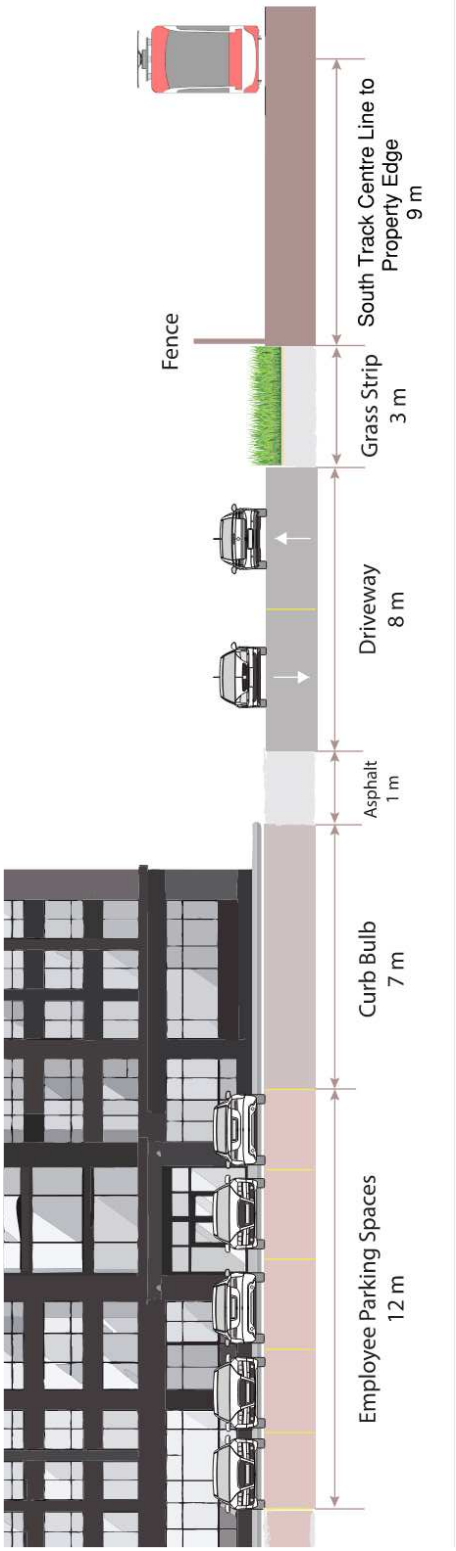
4.2 Proposed Grading Plan for Proposed Works at 295 Roger Neilson Way (full page Figure 2)



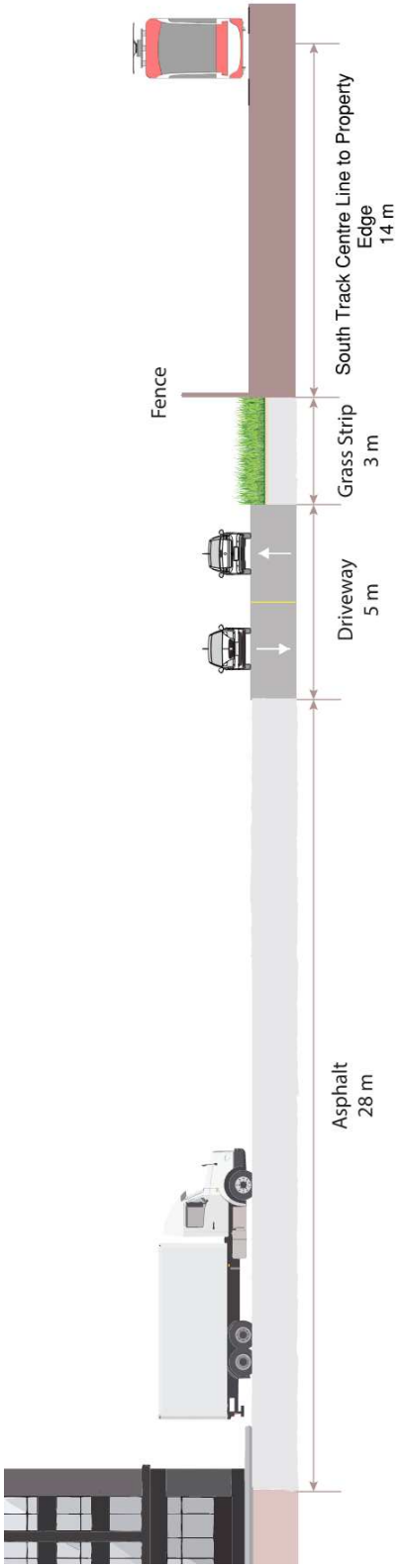
4.3 Development Cross-Section Locations (full page of Figure 3)



4.4 Development Cross-Section of the Proposed Warehouse and Office Building and Employee Parking Area (full page Figure 4)



4.5 Development Cross-Section of the Proposed Loading Bay Area (full page Figure 5)



4.6 Development Cross-Section of the Proposed Stormwater Ponding Area (full page Figure 6)