



Proposed Maintenance Facility

Miller Waste Services

Level 1B

O-Train Network Proximity Study

3145 Conroy Road
Application for Site Plan Control

Final August 2025

Proposed Maintenance Facility

Miller Waste Services

Level 1B O-Train Network Proximity Study

3145 Conroy Road

Ottawa, On

3145 Conroy Road

Prepared for:

WO MW Realty Limited
180 Renfrew Drive
Suite 230
Markham ON L3R9Z2

prepared by:



1223 Michael Street North
Suite 100
Ottawa, ON K1J 7T2

Final August 2025

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1.0 Introduction

Parsons has been retained by WO MW Realty Limited to complete an O-Train Network Proximity Study in support of an application for Site Plan Control Approval for a Miller Waste truck maintenance facility, office, parking for truck fleet, employee parking, a compressed natural gas fueling station, and associated site modifications at the municipal address of 3145 Conroy Road. A pre-consultation for the proposal was held on August 6, 2024. A Rail Proximity Study is being requested due to the location of the site along the south side of an existing rail corridor (CN Walkley Subdivision), which is identified in the City of Ottawa's Official Plan as a Protected Transportation Corridor.

1.1 Proposed Development

The current development proposal is to construct a two-story office and a one-story mechanical maintenance and servicing building, with associated employee and fleet vehicle parking and refueling, and outdoor storage areas. The building, containing offices and mechanical uses, will be constructed in the centre of the site with a building footprint of approximately 3,020.77 m², and 6.7 m in height. A staff parking lot will be provided to the west of the building (between the building and the municipally owned parcel to the west of the property) and will supply a total of 257 standard spaces and 8 barrier-free parking spaces for a total of 265 parking spaces. Fleet parking and refueling will be provided to the east of the building with access via a 6.0 m driveway through the municipally owned widening on Conroy Road for access to Conroy Road. A total of 135 fleet vehicle parking and refueling spaces will be provided with access from the internal driveway. Storage for Miller Waste refuse bins and snow storage will be located between the fleet parking lot and the eastern 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:

- Transportation Impact Assessment Strategy Report dated August 2025 prepared by Parsons.
- Site Plan dated August 2025, prepared by Deimling Architecture and Interior Design.
- Site Grading, dated July 2025, prepared by EGIS.

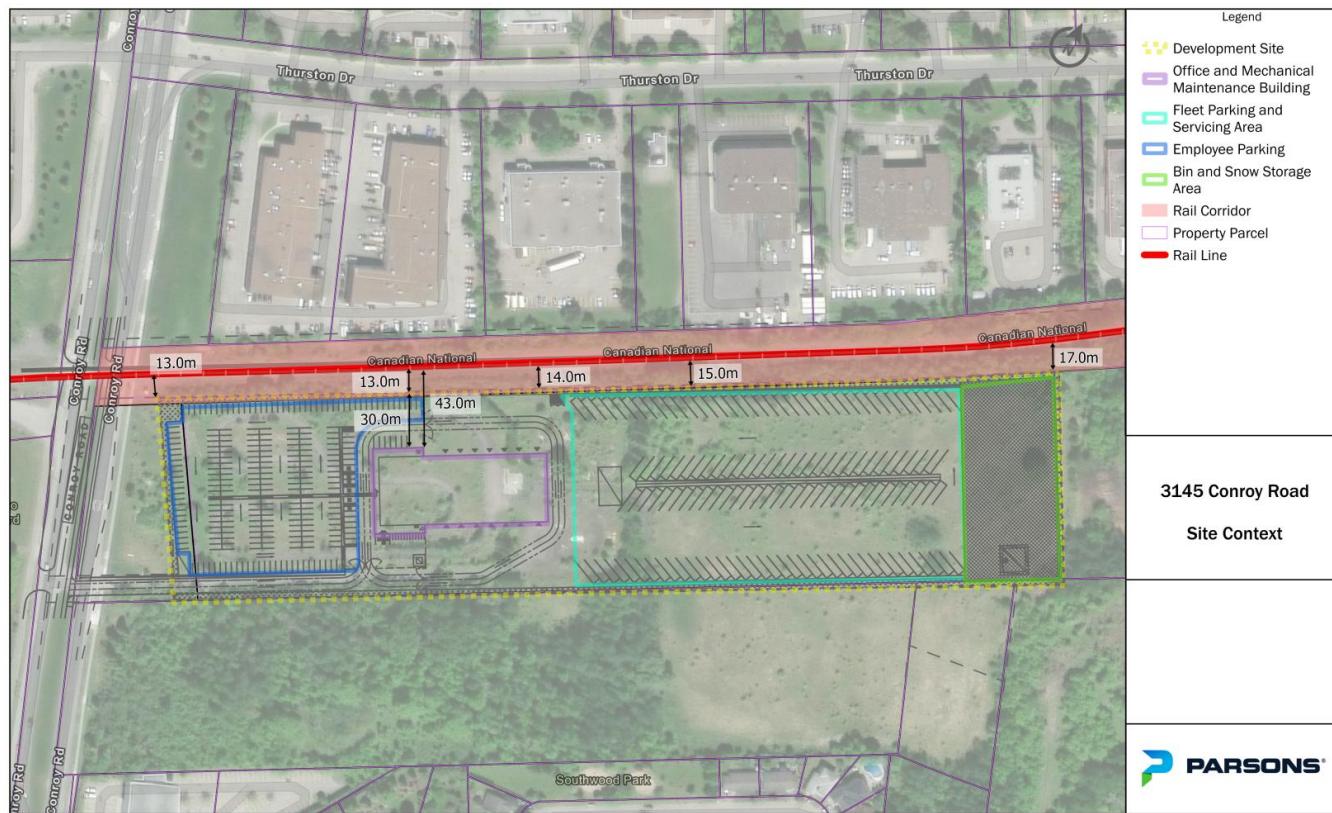
1.3 O-Train Network Proximity Study

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 (CN Walkley Subdivision). See **Appendices** for full size image of **Figure 1**.

Figure 1: Proposed Site Plan for 3145 Conroy Road relative to the 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 3145 Conroy Road, immediately adjacent to the Protected Transportation Corridor as indicated in **Figure 1**.

2.2 Site Clearances

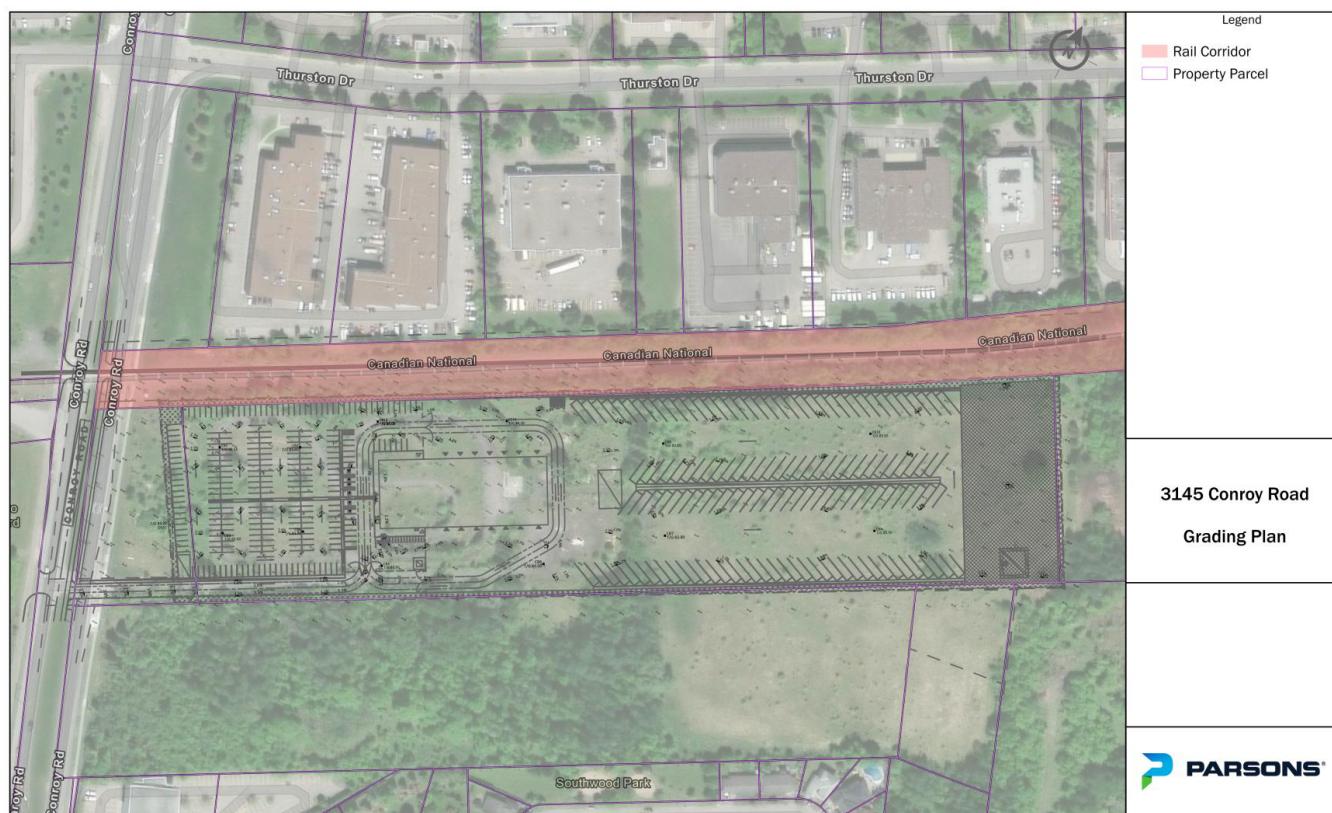
As shown in **Figure 1**, the proposed employee parking lot is located on the west side of the Site and is accessible from the main site driveway connected to the existing entrance from Conroy Road. This access traverses across a City of Ottawa owned parcel fronting on Conroy Road through an established right-of-way with the City of Ottawa. 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 employee parking lot 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 employee parking lot to the existing Protected Transportation Corridor is approximately 3.0 m (**Figure 3**). See **Appendices** for full size image of **Figure 3**.

The proposed building is located between the employee parking lot and the fleet parking and refueling area and is accessible from the main internal site sidewalk and driveway. Grading elevations provided in the Site Plan drawings indicate that drainage will flow away from the adjacent Protected Transportation Corridor and into the catch basins adjacent to the building where it will be collected and directed to the stormwater sewer system (**Figure 2**). Clearance from the proposed building to the existing Protected Transportation Corridor is approximately 30 m (**Figure 1**), with a 3.0 m grass buffer (**Figure 4**). See **Appendices** for full size image **Figure 4**.

The proposed fleet parking and refueling area is located between the building and outdoor storage area 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 fleet parking and servicing lot where it will be collected and directed to the stormwater sewer system (**Figure 2**). Clearance from the proposed fleet parking lot to the existing Protected Transportation Corridor is approximately 3.0 m (**Figure 5**). See **Appendices** for full size image **Figure 5**.

The proposed outdoor storage area is located on the east end of the site and is accessible from the main internal site driveway. Grading elevations provided in the Site Plan drawings indicate that drainage will flow away from the adjacent Protected Transportation Corridor and into catch basins in the proposed fleet parking area where it will be collected and directed to the stormwater sewer system (**Figure 2**). Clearance from the proposed storage area to the existing Protected Transportation Corridor is approximately 3.0 m (**Figure 6**). See **Appendices** for full size image **Figure 6**.

Figure 2: Proposed Grading Plan for Proposed Works at 3145 Conroy Road (EGIS, 2025).



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, 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 the potential to negative 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. These include the employee parking area (Figure 3), the main building (Figure 4), the fleet surface parking area (Figure 5), and the storage area (Figure 6). The cross-section locations can be seen in Figure 7. See Appendices for full size image Figure 7.

Figure 3: Development Cross-Section of the Proposed Employee Parking Area (Parsons, 2025).

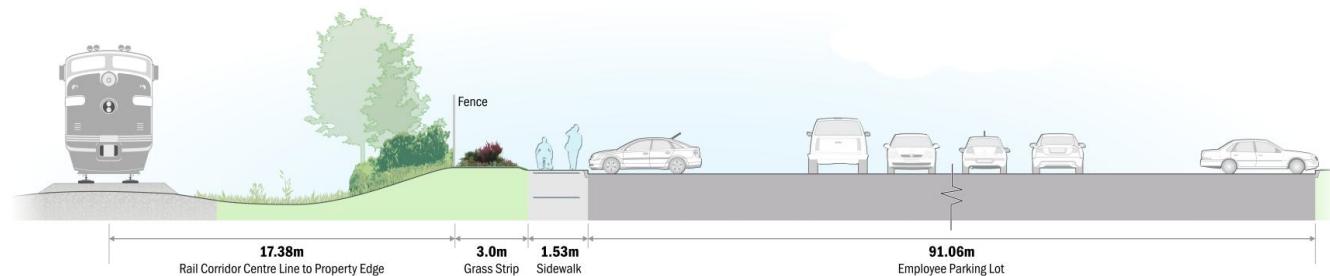


Figure 4: Development Cross-Section of the Proposed Main Building (Parsons, 2025).

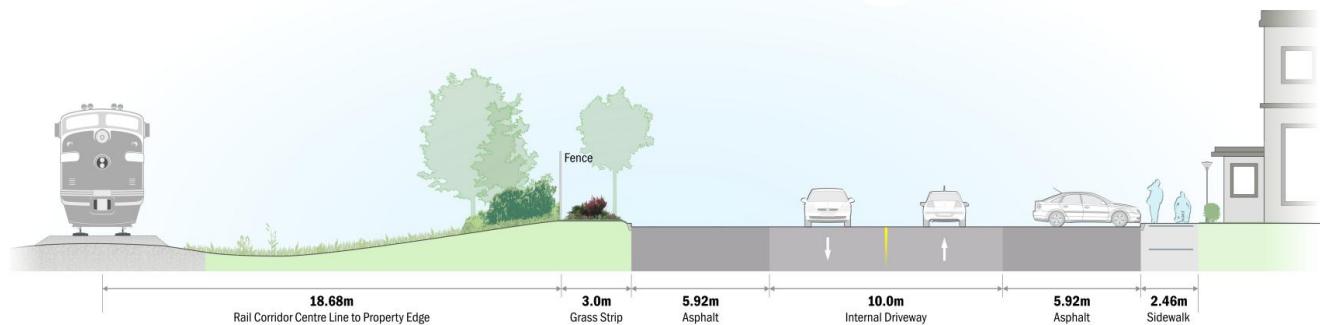


Figure 5: Development Cross-Section of the Proposed Fleet Parking Area (Parsons, 2025).

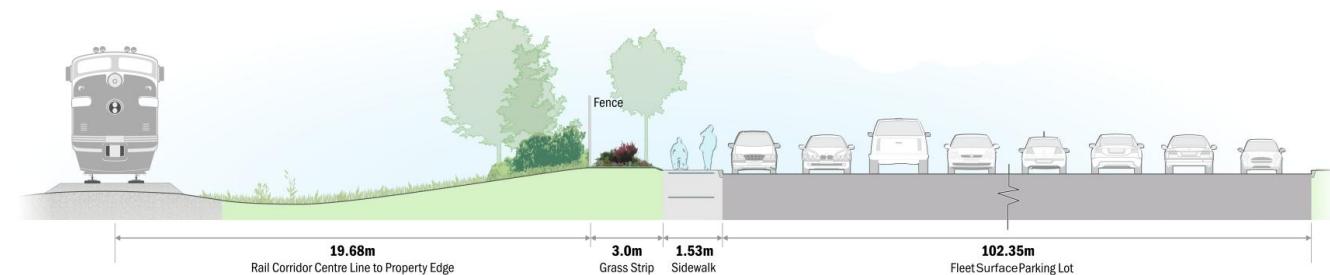


Figure 6: Development Cross-Section of the Proposed Storage Area (Parsons, 2025).

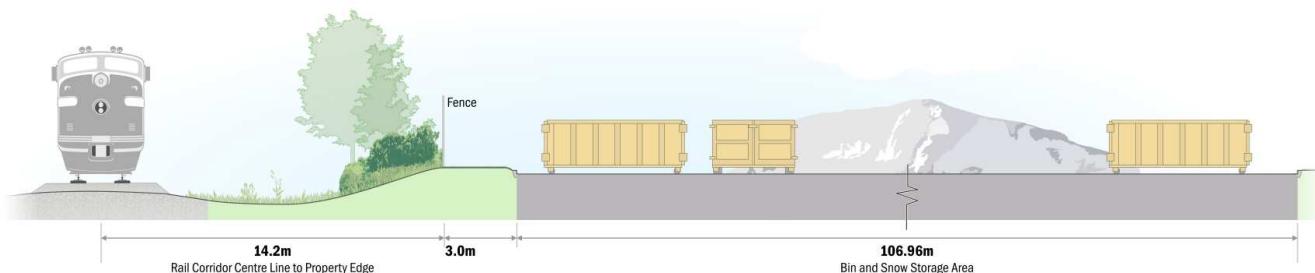
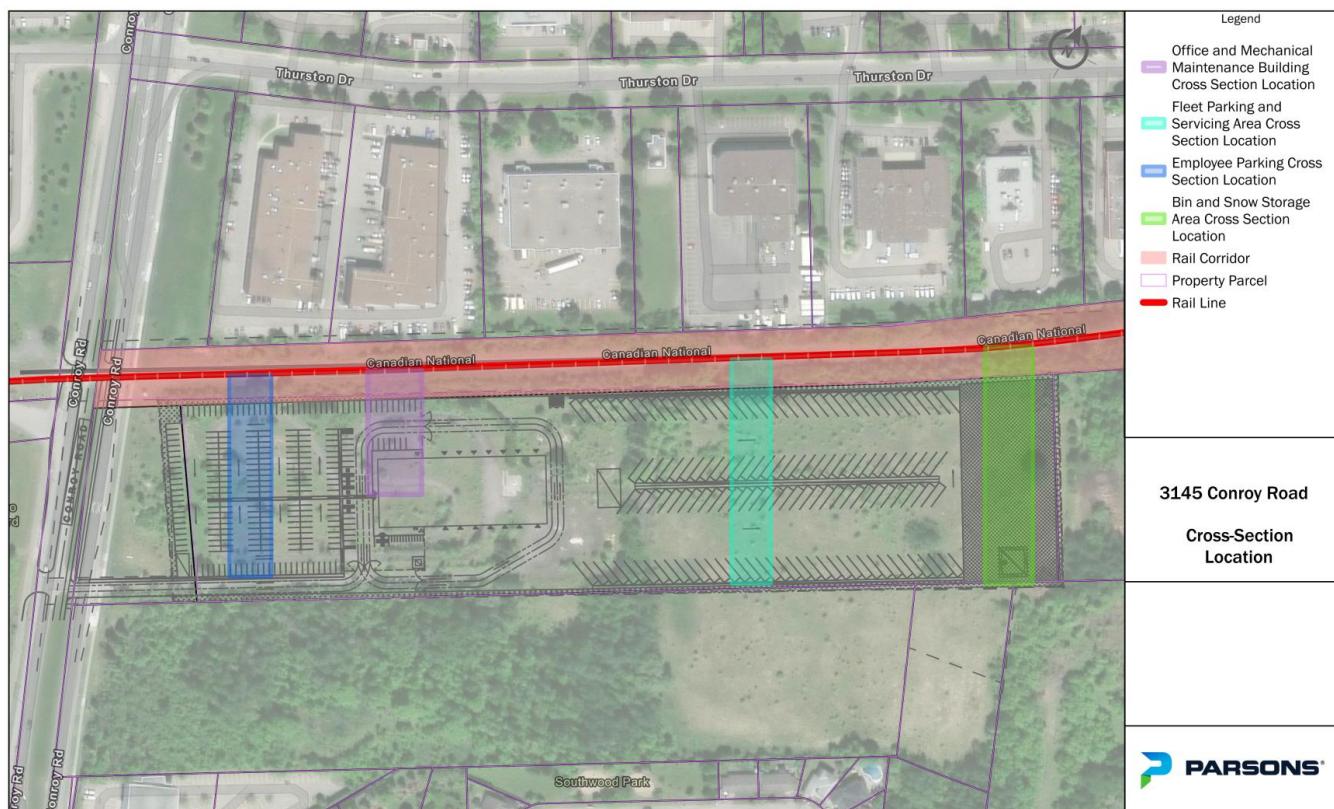


Figure 7: Cross-Section Locations (Parsons, 2025).



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 an employee surface parking area, the main building, the fleet parking area, and outdoor storage area, 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.

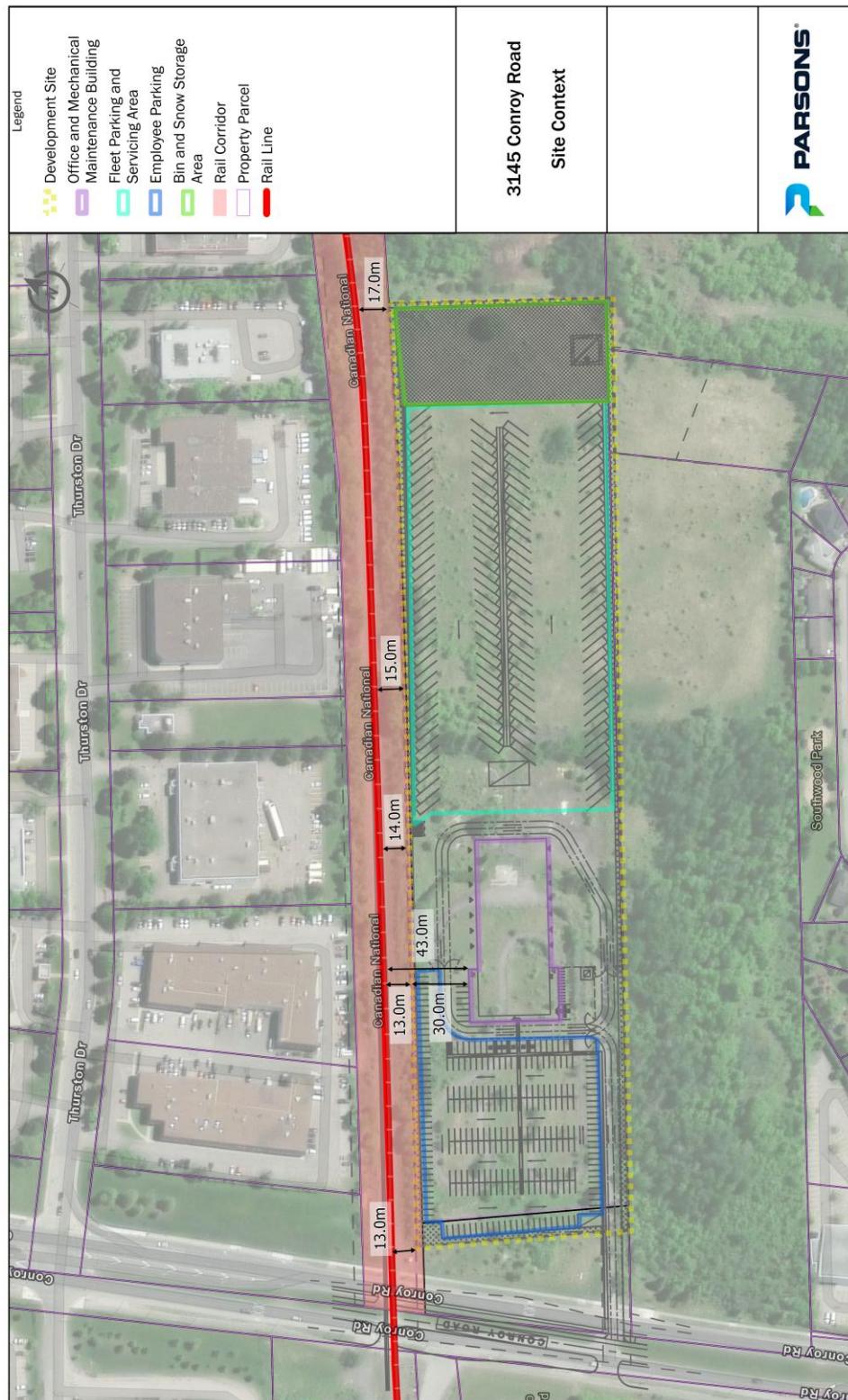
Respectfully Submitted,

Paul Croft, MCIP RPP
Senior Project Manager, Transportation

Mike Carrier
Urban Planner

4.0 Appendices

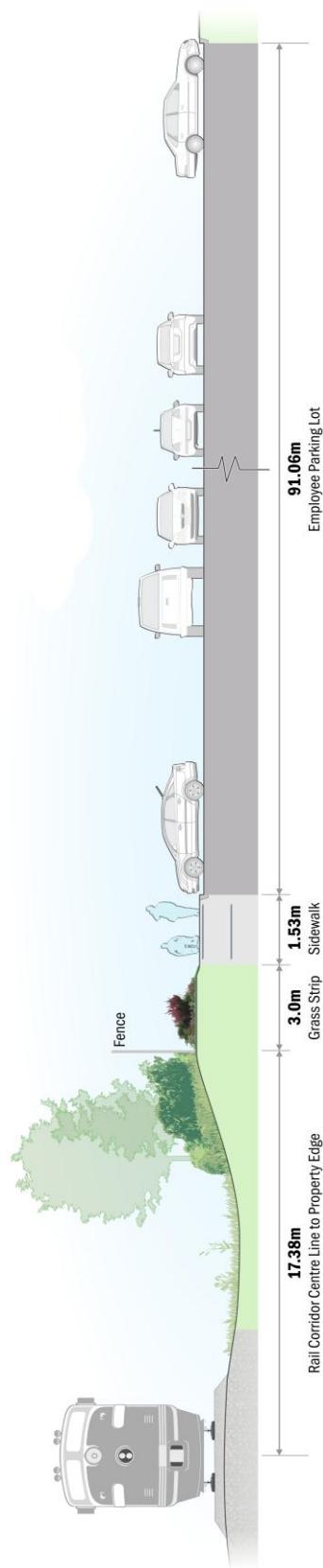
4.1 Clearances of 3145 Conroy Road from existing Protected Transportation Corridor (full page Figure 1)



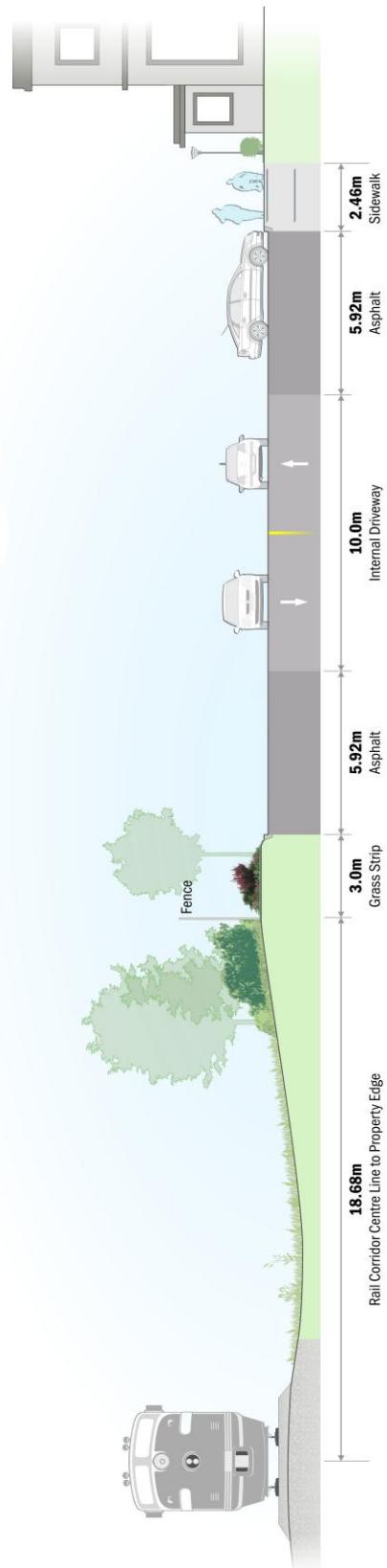
4.2 Proposed Grading Plan for Proposed Works at 3145 Conroy Road (full page Figure 2)



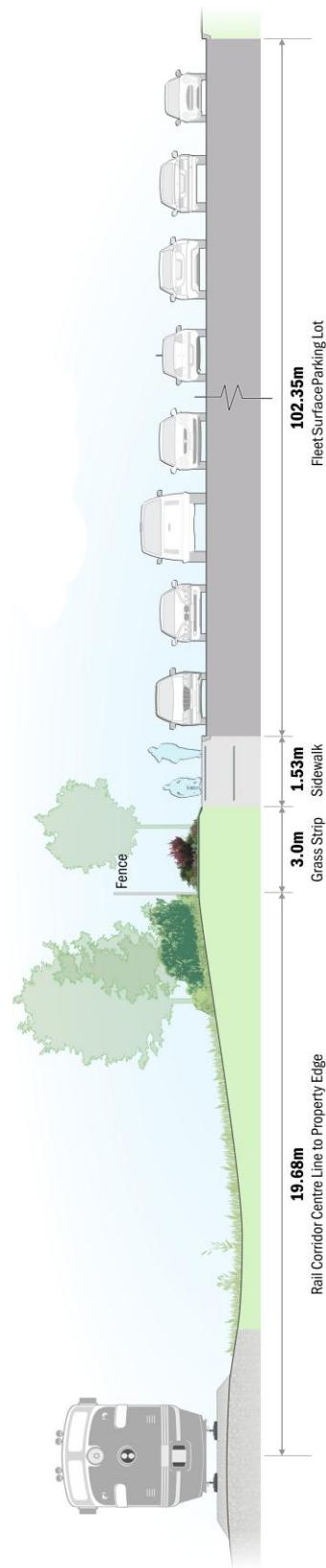
4.3 Development Cross-Section – Employee Surface Parking Lot (full page Figure 3)



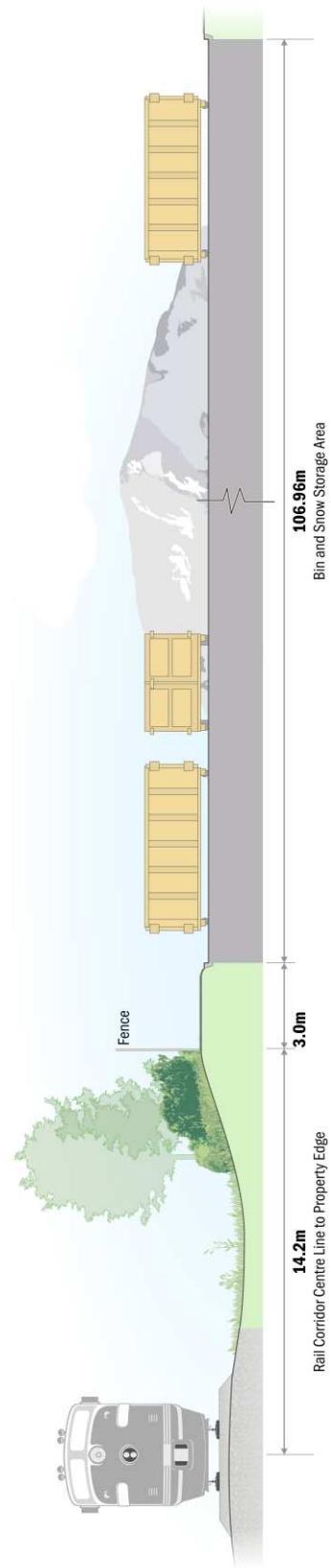
4.4 Development Cross-Section – Office and Mechanical Building (full page Figure 4)



4.5 Development Cross-Section – Fleet Parking and Servicing Lot (full page Figure 5)



4.6 Development Cross-Section – Bin and Snow Storage (full page Figure 6)



4.7 Cross-Section Locations (full page Figure 7)

