

May 14, 2025

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Katie O'Callaghan

Planner I, Development Review – South
City of Ottawa
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Subject: Development Viability Assessment – 3210 Albion Road South, Ottawa, ON

Dear Ms. O'Callaghan,

As part of our Site Plan Control submission for the proposed light industrial development at 3210 Albion Road South, please accept this Development Viability Assessment (DVA), prepared in accordance with the FCM/RAC *Guidelines for New Development in Proximity to Railway Operations*.

1. Project Overview

The site is currently used as a vehicle storage yard with an existing residential building at the front of the lot, which is functioning as an office. The proposal involves the phased construction of two 6,000 sq.ft. light industrial/warehouse buildings, with a potential future 6,000 sq.ft. expansion towards the Albion Road frontage. The site is zoned IL – Light Industrial and complies with applicable zoning regulations.

2. Proximity to Railway Operations

The site is located approximately 200 metres south of the Walkley Yard corridor, which is classified as a Secondary Main Line used for freight operations. The rail corridor is not directly adjacent, and there is no shared property line or encroachment.

No crossings, signalized intersections, or rail sidings influence site access or function.

3. Setback, Orientation & Design

The development is entirely outside the minimum 30 m setback area applicable to Secondary Main Lines. Buildings are oriented internally with no sensitive land uses or public amenities facing the rail corridor. No crash walls, berms, or security fencing adjacent to the rail corridor are required.

4. Noise and Vibration

Due to the industrial land use and the separation distance from rail infrastructure, noise and vibration impacts are not expected to impair building function or tenant use. No further studies or mitigation measures are warranted. The City's TIA screening did not trigger any rail-related or modal conflicts requiring review.

5. Stormwater Management

Drainage is proposed to City infrastructure along Albion and Johnston Roads. Stormwater will be managed on-site through LID measures and conveyed via City-approved connections. There is no discharge toward or across the rail corridor. This will be documented under separate cover in the supporting Servicing and Stormwater Management Report being prepared by EFI Engineering.

6. Construction Considerations

All construction activities will be confined to the subject lands. No encroachment, hoisting over, or rail-adjacent staging is proposed. No access or permits under the Railway Safety Act or Canada Transportation Act are required.

7. Hazard and Risk Summary

RISK TYPE	LEVEL	MITIGATION
DERAILMENT RISK	Low	>200 m from rail; no interface
NOISE/VIBRATION	Low	Industrial use, non-sensitive
DRAINAGE IMPACTS	Low	Drains away from corridor
TRESPASS/SECURITY	Very Low	No corridor boundary
CONSTRUCTION INTERFERENCE	Low	No impact on rail operations

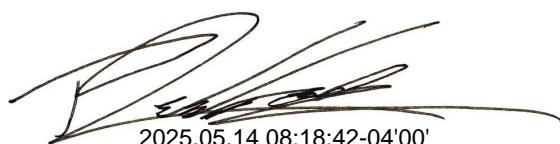
8. Conclusion

Given the industrial nature of the proposal and the significant buffer from rail operations, the proposed development does not present a conflict with existing or future rail operations. The site design respects land use compatibility principles and requires no exceptional mitigation.

Please do not hesitate to contact the undersigned should you require any clarification.

Sincerely,

EFI ENGINEERING



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