



**MASTER SITE PLAN CONTROL APPROVAL APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW**

Site Location: Part of 930 Carling Avenue, 850 Carling Avenue and 520 Preston Street

File No.: D07-12-21-0059

Date of Application: May 7, 2021

This MASTER SITE PLAN CONTROL application submitted by Parsons (attn.: Pam Whyte) on behalf of The Ottawa Hospital is APPROVED as shown on the following plan(s):

1. **Existing Site Conditions and Surrounding Contexts, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
2. **Context Plan, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
3. **Master Site Plan, New Civic Development for The Ottawa Hospital**, prepared by HDR, dated August 4, 2021.
4. **Master Phasing Plan, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021.
5. **Open Space, Landscape, and Grading Concept, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
6. **Canopy Cover Plan, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021.
7. **Parking Garage: Before Carling Avenue Tower Construction, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021.

8. **Parking Garage: Illustrative Plan, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021.
9. **Parking Garage: Floor Plans, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021.
10. **Building Elevations, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
11. **Building Elevations, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
12. **Building Cross-Sections (Section Through Towers and Central Podium), New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
13. **Building Cross-Sections (Section Through Central Utility Plant and Central Hospital Podium), New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
14. **Building Interface and Public Realm: Plan & Typical Sections, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
15. **Building Interface and Public Realm: Plan & Typical Sections, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
16. **Building Interface and Public Realm: Urban Plaza (Plan at Carling and Champagne Avenues), New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
17. **Building Interface and Public Realm: Preliminary Landscape Concepts (Urban Plaza at Carling and Champagne Avenues, Conceptual Green Roof Interface with Lightwell and Highline), New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
18. **Building Interface and Public Realm: Garden Path Precedents, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
19. **Building Interface and Public Realm: Streetscape Precedents, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021

20. **Building Interface and Public Realm: Garage Green Roof Precedents, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
21. **Massing Model Against Capacity, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
22. **Views Analysis and Conceptual Renderings, New Civic Development for The Ottawa Hospital** prepared by HDR, dated August 4, 2021
23. **Hospital Floor Plates, New Civic Development for The Ottawa Hospital**, prepared by HDR, dated August 4, 2021
24. **Topographical and Boundary Survey, New Civic Development for The Ottawa Hospital**, prepared by HDR, dated August 4, 2021
25. **Shadow Studies: March, New Civic Development for The Ottawa Hospital**, prepared by HDR, dated August 4, 2021
26. **Shadow Studies: June, New Civic Development for The Ottawa Hospital**, prepared by HDR, dated August 4, 2021
27. **Shadow Studies: September, New Civic Development for The Ottawa Hospital**, prepared by HDR, dated August 4, 2021
28. **Shadow Studies: December, New Civic Development for The Ottawa Hospital**, prepared by HDR, dated August 4, 2021

Reports:

1. **New Civic Development for The Ottawa Hospital Environmental Impact Statement and Tree Conservation Report** , prepared by Parsons Inc., dated September 2021.
2. **New Civic Development for The Ottawa Hospital, Master Servicing Plan**, , prepared by Parsons Inc., dated July 2021.
3. **Cultural Heritage Impact Statement, New Civic Development for The Ottawa Hospital, Carling Avenue at Prince of Wales Drive and Preston Street**, prepared by Golder Associates Ltd., dated July 22, 2021.
4. **Preliminary Geotechnical Review Ottawa Hospital**, prepared by Golder Associates Ltd., dated March 2021.

5. **Environmental Noise & Vibration Assessment, 930 Carling Avenue and 520 Preston Street Ottawa, Ontario**, prepared by Gradient Wind, dated May 7, 2021.
6. **Pedestrian Level Wind Study, The Ottawa Hospital New Civic Development Ottawa, Ontario**, prepared by Gradient Wind, dated April 15, 2021.
7. **Stage 1 Archaeological Assessment, Ottawa Hospital, Part of Lots I & K, Broken Front B, Geographic Township of Nepean, City of Ottawa, Ontario**, prepared by Golder Associates Ltd., dated November 17, 2020.
8. **Stage 2 Archaeological Assessment, Ottawa Hospital, Part of Lots I & K, Broken Front B, Geographic Township of Nepean, City of Ottawa, Ontario**, prepared by Golder Associates Ltd., dated July 19, 2021.
9. **Phase One Environmental Site Assessment, The Ottawa Hospital- New Civic Campus**, prepared by Golder Associates Ltd., dated March 2021.
10. **Transportation Impact Assessment and Mobility Study**, prepared by Parsons Inc., dated July 2021.
11. **New Civic Development for The Ottawa Hospital, Design Brief and Planning Rationale**, , prepared by Parsons Inc., dated September 2021.

And subject to the following Standard and Special Conditions:

1. Execution of Agreement Within One Year

The Owner shall enter into this Master Site Plan Agreement, including all standard and special conditions, financial and otherwise, as required by the City. The Owner acknowledges and agrees that the approval for the Master Site Plan Agreement shall lapse within one (1) year of Site Plan Control Approval D07-12-21-0059 if the Owner has not executed this Agreement and has not completed the conditions required to be satisfied prior to execution of this Master Site Plan Agreement.

2. Master Site Plan Control Approval

The Owner acknowledges and agrees that this Master Site Plan Agreement Approval D07-12-21-0059 is based on the Master Plan ("Master Plan") referenced in Schedule "E" (list of Plans and Reports) herein, which details the general location of buildings, parks, public realm and private streets, as shown in the approved plans and reports referenced in Schedule "E" herein.

3. Phased Development

- (a) The Owner acknowledges and agrees that The Ottawa Hospital shall be generally developed in accordance with the phasing as shown on the approved Master Plan referenced in Schedule “E” herein.
- (b) Except as otherwise provided herein, the City acknowledges and agrees that the approved Master Site Plan, may be amended, at the request of the Owner and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development, without the requirement to amend Site Plan Control Approval D07-12-21-0059 and this Agreement.
- (c) The Owner further acknowledges and agrees that should the Master Site Plan be revised, it will be required at the time of individual Site Plan Control Applications for any of the proposed individual development phases, to be approved by the General Manager, Planning, Infrastructure and Economic Development and said revised Master Site Plan be included in the list of approved Plans in any of the individual Site Plan Agreements going forth.
- (d) The Owner acknowledges and agrees that any proposed individual development phase of The Ottawa Hospital development shall be subject to individual Site Plan Control Approval applications.
- (e) The Owner acknowledges and agrees that, upon Approval of 2(c) by the General Manager, Planning, Infrastructure and Economic Development, the Owner is required to enter into an individual Site Plan Agreement or Amending Site Plan Agreement with the City, for any of the proposed individual development phases.
- (f) The Owner acknowledges and agrees that the individual Site Plan Agreement(s) or Amending Site Plan Agreement(s) will not be registered on the subject lands until such time as this Master Site Plan Agreement has been registered on title of all The Ottawa Hospital lands.

4. Phased Development Construction

- (a) The Owner acknowledges and agrees that Master Site Plan Control Approval D07-12-21-0059 and this Master Site Plan Agreement are not for construction purposes.
- (b) The Owner acknowledges and agrees that clearance for construction, building permits and commence work notifications will be issued subject to the conditions and requirements of any of the proposed individual development phase Site Plan

Control Approval and subsequent registration of the associated Site Plan Agreement(s).

- (c) The Owner acknowledges and agrees that securities and fees will be calculated in accordance with each proposed individual phase. The Owner further acknowledges and agrees that the submission of the securities and fees will be required prior to the commencement of any Works for each proposed individual development phase, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

5. Urban Design Review Panel

The Owner acknowledges and agrees that any of the proposed individual development phase Site Plan Control Applications are subject to a review by the Urban Design Review Panel.

6. Master Servicing Plan

- (a) The Owner acknowledges and agrees that the, New Civic Development, Master Servicing Plan, prepared by Parsons Inc., dated July 2021 referenced in Schedule "E" herein, shall form the basis for the site servicing for the entirety of The Ottawa Hospital lands as shown on the approved Master Site Plan.
- (b) The Owner acknowledges and agrees that any easements and/or private agreements that are required to address ownership of the infrastructure and to ensure adequate maintenance, operation and liability coverage for all components of the servicing Works, as detailed in the Site Servicing Plans referenced in Schedule "E" herein, shall be registered on title of the subject lands, at the time of any individual Site Plan Control Application as they may apply. The Owner shall provide copies of the registered documents to the General Manager, Planning, Infrastructure and Economic Development.
- (c) The Owner acknowledges and agrees that, prior to Site Plan Control Approval of any of the associated proposed individual development phases, where the Site Servicing Plans are to be implemented, including implementation on a phased basis, the Owner shall obtain all necessary approvals, easements, and/or permits from the applicable land owners, authorities and provincial, federal and/or municipal bodies. The Owner acknowledges and agrees that obtaining said approvals, easements, and/or permits is the sole responsibility of the Owner.

- (d) The Owner acknowledges and agrees that conditions 6(a), 6(b), and 6(c) shall be to the satisfaction of and the approval of the General Manager, Planning, Infrastructure and Economic Development and the General Manager, Public Works and Environmental Service.

7. Wind Study

A Pedestrian Level Wind Study, prepared by Gradient Wind Engineering, dated April 2021 has been prepared in support of the Master Site Plan Application. The Owner acknowledges and agrees that a Wind Study shall be submitted at the time of the Site Plan Control Application for any of the proposed individual development phase that includes a building of ten (10) storeys or higher. The Owner acknowledges and agrees that a Wind Study shall be prepared in accordance with the City's Terms of Reference: Wind Analysis, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

8. Heritage

- (a) The Owner acknowledges and agrees that for any of the proposed individual development phase Site Plan Control Application, it shall include addendums to the approved Cultural Heritage Impact Statement addressing how the proposed individual development phase respects and implements the final approved Cultural Heritage Impact Statement, New Civic Development for The Ottawa Hospital, Carling Avenue at Prince of Wales Drive and Preston Street, prepared by Golder Associates Ltd., dated July 22, 2021, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (b) The Owner acknowledges and agrees that prior to registration of the Master Site Plan Agreement for the Hospital Building a final Cultural Heritage Impact Statement or an addendum to the approved Cultural Heritage Impact Statement shall be submitted to the City to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development. It is recognized that the Federal Government is also an Approval Authority and the Cultural Heritage Impact Statement may be updated/amended, to reflect additional comments received from the federal authorities and the changes shall also be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (c) The Owner acknowledges and agrees that subsequent implementing Site Plan Control Applications for the phased development of the New Civic Development shall demonstrate through a revised Cultural Heritage Impact Statement or an

addendum to the approved Cultural Heritage Impact Statement how the development protects the Central Experimental Farm's (CEF) rural picturesque character and value as a 'farm within the city' through its landscaping on its east, west and south borders using trees or other landscape features to reduce the impact to existing views of the CEF National Historic Site of Canada (NHSC) from the Rideau Canal NHSC and World Heritage Site (WHS), Prince of Wales Drive section of the Queen Elizabeth Driveway cultural landscape, and the William Saunders Building Recognized Federal Heritage Building, as it may apply to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

- (d) The Owner acknowledges and agrees that to work with Agriculture and Agri-Food Canada (AAFC) to remove the risk for construction related-impacts on Federal Heritage Buildings adjacent to the New Civic Development by following the steps in accordance with the Cultural Heritage Impact Statement, New Civic Development for The Ottawa Hospital, Carling Avenue at Prince of Wales Drive and Preston Street, prepared by Golder Associates Ltd., dated July 22, 2021:
 - i. Conduct precondition surveys of all Federal Heritage Buildings adjacent to The Ottawa Hospital Development
 - ii. Implement site control and communication
 - iii. Create physical buffers
 - iv. Manage fugitive dust emissions
 - v. Monitor for vibration impacts during adjacent construction
- (e) The Owner acknowledges and agrees to work with Agriculture and Agri-Food Canada (AAFC) and their tenants on installing non-visually intrusive bollards on the northwest, west, and southwest sides of the South Azimuth Building to remove the risk of collision by an emergency vehicle, at the discretion of AAFC.
- (f) The Owner acknowledges and agrees to work with Agriculture and Agri-Food Canada (AAFC) and their tenants on limiting the use of de-icing salts in the vicinity of the South Azimuth Building and to ensure there is there is periodic monitoring of the condition of the building's masonry for impact from salt damage. In the event damage is noted, immediate action shall be taken, such as treating the masonry with a salt repellent or switching to a calcium or magnesium chloride product. This shall be coordinated and approved by Agriculture and Agri-Food Canada in review of existing practices.

9. Sediment and Erosion Control Plan

The Owner acknowledges and agrees to prepare and submit, for any of the proposed individual development phases, a Sediment Erosion Control Plan, prepared by a qualified engineer licensed in the Province of Ontario, including but not limited to, a construction monitoring component, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

10. Geotechnical Investigation

The Owner acknowledges and agrees that the Preliminary Geotechnical Investigation, referenced in Schedule “E” herein, is preliminary in nature and that detailed investigations and reports shall be prepared by a Geotechnical Engineer, licensed in the Province of Ontario and submitted at the time of Site Plan Control Application for any of the proposed individual development phase, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

11. Noise, Vibration and Site Lighting

- (a) The Owner acknowledges and agrees that a Noise and Vibration Study shall be prepared by a Professional Engineer, licensed in the Province of Ontario with expertise in the subject of acoustics related to land use planning, and submitted at the time of Site Plan Control Application for any of the proposed individual development phases as it applies, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (b) The Owner acknowledges and agrees the site lighting shall be in accordance with Council approved lighting conditions, that include designing with only fixtures that meet the criteria for full cut-off (sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America; and meeting minimal light spillage onto adjacent properties. The Owner further acknowledges and agrees that potential impacts of the site lighting on the Dominion Observatory Complex are considered through addendums to the Cultural Heritage Impact Statement, with consideration of guidelines prepared by the International Dark Sky Association and direct/open communication with the Dominion Observatory, all to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

12. Site Remediation and Record of Site Condition

- (a) The Owner acknowledges and agrees that, in accordance with the Phase One Environmental Site Assessment (hereinafter “ESA”) referenced herein, The Ottawa Hospital lands are subject to a Phase Two Environmental Site Assessment, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

- (b) The Owner acknowledges and agrees that, prior to the issuance of a building permit for any of the proposed individual development phase, as it may apply, the Owner shall submit to the General Manager, Planning, Infrastructure and Economic Development, and the Chief Building Official, Building Code Services, a Record of Site Condition (RSC) completed in accordance with the *Environmental Protection Act*, R.S.O. 1990, c. E.19, O.Reg. 153/04, as amended (“O.Reg. 153/04”), and acknowledged by the Ministry of the Environment, Conservation and Parks. The Owner further acknowledges and agrees that the RSC shall confirm that all, or part of, The Ottawa Hospital lands will be suitable for the proposed use in accordance with O. Reg. 153/04.
- (c) The Owner acknowledges and agrees that the City may issue a building permit on a phased basis to allow for site investigation and remediation activities if permitted by O.Reg. 153/04. No further Works will be permitted until the RSC, as it may apply to individual phases, is submitted to the City.

13. Roadway Modification Approval

- (a) The Owner acknowledges and agrees to complete all roadway modifications identified as part of the Transportation Impact Assessment and Mobility Study or as further refined in subsequent Site Plan Control Applications that are required to accommodate The New Civic Development, and further acknowledges and agrees that it is solely responsible for all costs associated with the public roadway modifications.
- (b) The Owner further acknowledges and agrees to submit a separate supplementary Roadway Modification Approval (RMA) with the City, prior to the registration of the associated Site Plan Agreement for any of the proposed individual development phases, for any required roadway modifications as identified in the supplementary RMA for each development phase. All fees associated with the supplementary Roadway Modification Approval(s) are to be paid by the Owner.

14. Transportation

- (a) The Owner acknowledges and agrees that a Transportation Impact Assessment Addendum (hereinafter “TIA”) shall be prepared and submitted at the time of Site Plan Control Application for any of the proposed individual development phases, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

- (b) The Owner acknowledges and agrees that an Off-Site Parking Strategy is required prior to registration of the Site Plan Agreement for the Hospital Building. The Off-Site Parking Strategy shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (c) The Owner acknowledges and agrees that a Neighborhood Traffic Calming Study is required prior to registration of The Hospital Building Site Plan Agreement. The Study will include within its terms of reference the expected traffic patterns and impacts to volume, speed and parking within 1500 metres of the Hospital site and mitigation options. The Study shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (d) The Owner acknowledges and agrees that it bears responsibility for funding mitigations identified in the Neighbourhood Traffic Calming Study, where those are recommended for implementation by the City.
- (e) The Owner acknowledges and agrees to design the internal road network (Road A and Road B) such that it is capable of accommodating local transit services, should the city assess that local transit services should utilize these roads to complement the other transit facilities surrounding the site, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.
- (f) The Owner acknowledges and agrees to make an application to the Head, Regional Traffic Office of the Ministry of Transportation (Application for Hospital Markers), for the relocation of the Highway 417 hospital marker sign from the eastbound Parkdale Avenue off-ramp, in consultation with the General Manager, Planning, Infrastructure and Economic Development.

15. Transportation Monitoring Program

The Owner acknowledges and agrees that a Transportation Monitoring Program, including but not limited to, phasing plan(s) and reporting mechanisms, shall be prepared and submitted prior to registration of the associated individual development Site Plan Application for the Hospital Building, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

16. Transportation Demand Management (TDM)

The Owner acknowledges and agrees that prior to registration of the Hospital Building Site Plan Agreement, a Transportation Demand Management strategy shall be developed, and the recommendations of the approved Transportation Impact

Assessment and Mobility Study implemented, including but not limited to the modal shift recommendations, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

17. Pathway and Pedestrian Linkages

- (a) The Owner acknowledges and agrees that the pathway connections and pedestrian linkages shall be developed generally in accordance with the proposed phasing, as shown on the Master Site Plan referenced in Schedule “E” herein, at no cost to the City, and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (b) The Owner acknowledges and agrees to grant, at no cost to the City, pedestrian access easements in favour of the City of Ottawa over the pathway connections and pathway linkages, and any applicable areas of the New Civic Development that provides public access to parks, parkland areas, and public areas, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (c) The Owner acknowledges and agrees that, as a condition of any of the proposed individual development phase Site Plan Control Approval(s), the Owner shall be required to submit a draft reference plan for registration of any required pedestrian access easement(s) to the City Surveyor for review and approval prior to its deposit and subsequent registration, at the sole cost of the Owner.
- (d) The Owner acknowledges and agrees that the required pedestrian access easement(s) must be registered on title within 12 months of completion of construction for any of the proposed individual development phases, at the sole cost of the Owner.
- (e) The Owner acknowledges and agrees that cycling connections shall be developed to the main entrance of the Hospital Building and implemented through the implementing site plan for the main Hospital Building, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

18. Interim Trillium Bike Pathway

- a) The Owner acknowledges the relocation of the Trillium Bike Pathway shall have dedicated cycling facilities, designed to City standards, to the satisfaction of the

General Manager, Planning, Infrastructure and Economic Development Department.

- b) The Owner acknowledges and agrees that during the closure of the Trillium Bike Pathway in order to complete the Works for the Phase 2 Parking Garage, an alternative route for cyclists shall be provided, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development. The Owner further acknowledges and agrees it shall enter into any agreements as may be required by the General Manager, Planning, Infrastructure and Economic Development. It is further acknowledged and agreed that any costs related to the closing of the Trillium Bike Pathway and the alternative route for public transportation shall be borne entirely by the Owner.

19. Parkland

- (a) The Owner acknowledges and agrees that cash-in-lieu of parkland shall be provided to the City in accordance with City's Parkland Dedication By-law, being By-law No. 2009-95, as amended, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (b) The Owner acknowledges and agrees that the timing of cash-in-lieu of parkland shall be provided at any of the proposed individual development phases in association with a Site Plan Control Application, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (c) The Owner acknowledges and agrees that if cash-in-lieu of parkland is to be provided on a phased basis, the required parkland dedication will be calculated in accordance with the City's Parkland Dedication By-law, being By-law No. 2009-95, as amended.

20. Wildlife Mitigation and Monitoring Plan

- (a) The Owner acknowledges and agrees to prepare and submit a Wildlife Mitigation and Monitoring Plan, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development and updated for any of the proposed individual development phase Site Plan Control Application as required prior to the issuance of any Commence Work Order.
- (b) The Owner acknowledges and agrees that the monitoring program will be based on existing protocols for birds, mammals, invasive species and endangered species. Species at Risk, monitoring, if required, will be in accordance with the

Federal Species at Risk Act (S.C. 2002, c29), as well as the *Endangered Species Act*, 2007, S.O. 2007, c.6, O.Reg. 230/08, entitled “Species at Risk in Ontario”, and will be established post-construction to ensure the goals and objectives of the New Civic Development are met and/or exceeded.

(c) The Owner acknowledges and agrees:

- i. To monitor the development area post-construction of each phase of the New Civic Development to ensure habitats for any Species at Risk that have been identified in the required Wildlife Mitigation and Monitoring Plan for any of the proposed Site Plan Control Applications, have made a positive contribution to the maintenance of the population.
- ii. That the presence of invasive plant species will be monitored and specimen removal completed, as required.

21. Mitigation Measures and Buffers for General Construction

The Owner acknowledges and agrees to implement any mitigation measures and buffers recommended by the required final Environmental Impact Statement and Tree Conservation Report, prepared by Parsons Inc., dated September, 2021, referenced in Schedule ‘E’ herein, for any of the proposed individual phases to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

22. Construction and Post-Construction Environmental Monitoring Plan

The Owner acknowledges and agrees to submit a Construction and Post-Construction Environmental Monitoring Plan as they apply to the New Civic Development site, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development, prior to the issuance of a Commence Work Order for any of the proposed individual development phase Site Plan Control Application.

23. Environmental Impact Statement and Tree Conservation Report Updating

(a) The Owner acknowledges and agrees compensation for the loss of trees identified in the Environmental Impact Statement and Tree Conservation Report, New Civic Development for The Ottawa Hospital, prepared by Parsons Inc., dated September 2021 in the form of contributing to a target of 40 per cent tree canopy at maturity (assuming 40 years) for the overall Master Site Plan. An overall master Tree Canopy Plan shall be prepared demonstrating how the 40 per cent tree canopy cover target can be achieved, to the satisfaction of the

General Manager, Planning, Infrastructure and Economic Development Department.

- (b) The Owner acknowledges and agrees that at each phased implementing Site Plan Control Application they shall submit a 'Tree Canopy Plan' demonstrating how it contributes towards the 40 per cent target as shown on the overall master Landscape Plan. Each Tree Canopy Plan in each phase need not to achieve 40 per cent on an individual phased basis. Consideration will be given for the compensation of trees provided off-site as contributing to the 40 per cent target, all to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (c) The Owner acknowledges and agrees that prior to approval of any individual phased Site Plan Control Application of the Master Site Plan, a Vegetation Management/Conservation Strategy and Education Program shall be developed to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (d) The Owner acknowledges and agrees to identify opportunities for upfront tree planting outside of any impacts of future development phases, thus allowing tree planting compensation to occur on the site at the early stages of the Master Site Plan development, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (e) The Owner acknowledges and agrees that a revision or addendum to the Environmental Impact Statement and Tree Conservation Report, as referenced in Schedule "E" herein, shall be submitted at the time of any of the proposed individual development phase Site Plan Control application, and that it shall reflect the Master Site Plan, approved herein or otherwise amended. The Owner further acknowledges and agrees that the Environmental Impact Statement and Tree Conservation Report shall address any changes to the anticipated impacts and recommended mitigation measures that may be required by revisions to the Master Site Plan, as a result of any changes in the known environmental context of the subject lands, or as a result of any changes to planning policies or relevant legislation.
- (f) The Owner acknowledges and agrees that the revision or addendum of the Environmental Impact Statement and Tree Conservation Report, shall be to the

satisfaction of the General Manager, Planning, Infrastructure and Economic Development, and shall include, but not be limited to, the following:

- i. A review of the current list of Species At Risk in Ontario, the most recent species occurrence data available from the Natural Heritage Information Centre, and the associated regulatory lists at the provincial and national level, all in comparison with the species list compiled for the subject lands to-date, in order to ensure that any Species At Risk added to the regulations or discovered in the vicinity of the subject lands since the submission of the approved Environmental Impact Statement and Tree Conservation Report, referenced herein, are not overlooked;
- ii. Reassessment of the anticipated impacts, based on the final Master Site Plan (if changes have occurred since the submission of the Environmental Impact Statement and Tree Conservation Report) and on any new information or additional details about the proposed New Civic Development that may be available;
- iii. Confirmation that the significant features and ecological functions are protected from significant negative impacts, with any necessary adjustments to the recommended mitigation measures to reflect changes in the Master Site Plan, or recommendation of additional mitigation measures if warranted; and
- iv. A review and incorporation of best wildlife mitigation practices from the City of Ottawa's "Protocol for Wildlife Protection during Construction", dated August 2015 or as updated from time to time.
- v. A review and incorporation of applicable best design elements from the City of Ottawa "Bird-Safe Design Guidelines", dated September 2020.

24. Species at Risk and the *Endangered Species Act*

The Owner acknowledges and agrees that, prior to the registration of a Site Plan Agreement or Commence Work Notification associated with any of the proposed individual development phase Site Plan Control applications, the Owner shall obtain all necessary approval(s), written confirmation(s) or registrations, and/or permit(s) required for any development or development-related activities on the New Civic Development under the regulations of the *Species at Risk Act*, 2007, S.O. 2007, c.6.

25. Private Road Agreement

The Owner shall make an application to the Planning, Infrastructure and Economic Department, Building Code Services Branch for the approval of the private road(s) name and once approved, the Owner shall enter into Private Road Agreement(s) with the City to be registered on title prior to the registration of the first individual phase Site Plan Agreement, to the satisfaction of the City Clerk and Solicitor.

26. Easements in Favour of the City

The Owner acknowledges and agrees that it shall grant any easements, including but not limited to, access to rooftop open space, light rail facilities, cycling facilities, bus shelters, watermains, sanitary and storm sewer, traffic signal loops, retaining walls and/or streetlighting as deemed required by the City. The Owner further acknowledges and agrees the easement requirements will be detailed further as conditions of any of the individual development Site Plan Control applications and all costs associated with the required easements shall be at the Owner's sole expense, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

27. Conditions and Easements from Utilities

The Owner acknowledges and agrees that the utility company, including but not limited to Rogers Communications Inc., Bell Canada, Hydro Ottawa Limited and Enbridge Gas Distribution Inc., reserve the rights to add conditions and/or obtain easements, as may be required, to service the New Civic Development, at no cost to the utility company, at the time of any of the proposed individual development phase Site Plan Control Application.

28. License of Occupation and Easements on City Lands

- (a) The Owner acknowledges and agrees that, prior to the registration of Phase 2 (Parking Garage) Site Plan Agreement, it shall enter into an agreement with the City's Right of Way Branch for a License of Occupation in respect of the Works within the City's property, which shall include, but not be limited to the construction of the private parking garage and related works, as shown on the approved Master Site and Servicing Plans. Such License of Occupation shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- (b) The Owner acknowledges and agrees to provide a Composite Utility Plan as part of the application for the License of Occupation.

- (c) The Owner acknowledges and agrees that, prior to the registration of the Phase 2 (The Parking Garage) Site Plan Agreement, it shall enter into an agreement with the City for a License of Occupation, in respect of access to City land for the purpose of constructing through/over the Light Rail Transit right of way and other City-owned lands, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development. The Owner acknowledges that the License of Occupation (“LOO”) will include a requirement to build The Parking Garage in a manner so as to not preclude future widening of the alignment for double tracking and/or to include widening of the alignment as part of the Owner’s work. Further, the Owner acknowledges that the LOO will include the requirement to engage a team to design, build, and commission any new and additional rail systems such as tunnel ventilations, life safety systems, and/or other City required infrastructure that are otherwise required if the construction of The Parking Garage were undertaken in a manner that encloses the light rail guideway. Lastly, the Owner acknowledges the LOO will include a requirement to address all rail regulatory matters, minimize interference with rail operations, minimize interference with rail maintenance including the current DBFM contractor, and to address as required any impacts on City utilities and/or third-party utilities in the rail corridor.
- (d) The Owner acknowledges and agrees that it shall, within six months from completion of the Works of the Parking Garage within the City-owned lands, acquire permanent registered easements from the City’s Corporate Real Estate Office. The Owner shall provide copies of the registered easements to the General Manager, Planning, Infrastructure and Economic Development and Office of the City Clerk.

29. Indemnification of the City from Future Claims Associated with The Parking Garage, and related infrastructure

- (a) The Owner, on behalf of himself, his heirs, successors, administrators and assigns agrees to hold harmless and indemnify the City of Ottawa and its current and former employees, consultants, Council members, agents, successors and/or assigns from any and all actions, cause of action, grievances, applications, complaints, claims, demands and proceedings of any other remedy which may arise now or may arise in the future with respect to the privately owned parking garage, watermains, sanitary sewers, and storm sewers.

- (b) In the event of any actions, cause of action, grievances, applications, complaints, claims, demands and proceedings of any other remedy arising out of issues with the privately owned parking garage, watermains, the Owner shall provide the City of Ottawa reasonable timely written notice of same, and thereafter the Owner shall, at their sole expense, defend, protect and save harmless the City of Ottawa against said claim or any loss or liability thereunder.
- (c) In the further event the Owner fails to defend and/or indemnify and save harmless the City of Ottawa, then in such instance the City of Ottawa shall have full rights to defend, pay or settle said actions, cause of action, grievances, applications, complaints, claims, demands and proceedings of any other remedy, on its behalf without notice to the Owner and with full rights to recourse against the Owner for all fees, costs, expense and payments made or agreed to be made in order to discharge said claim.
- (d) Upon default, the Owner further agrees to pay all reasonable attorneys' fees necessary to enforce the requirements as set out in 30(c).

30. Use of Explosives and Pre-Blast Survey

The Owner acknowledges and agrees that all blasting activities will conform to the City's Standard S.P. No. F-1201 entitled Use of Explosives, as amended. Prior to any blasting activities, a pre-blast survey shall be prepared as per S.P. No. F-1201, at the Owner's expense, for all buildings, utilities, structure, water wells and facilities likely to be affected by the blast those within seventy-five (75) metres of the location where explosives are to be used. The standard inspection procedure shall include the provision of an explanatory letter to the owner or occupant and owner with a formal request for permission to carry out an inspection.

31. Light Rail Station Integration

- a) The Owner acknowledges and agrees, unless otherwise negotiated with the City, it will be financially responsible for replacement bus service if Line 2 is required to be shut down to permit construction, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development
- b) The Owner acknowledges and agrees, unless otherwise negotiated with the City, it will be financially responsible for any additional costs if bus service is required to be detoured to permit construction, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
- c) Prior to occupancy of the main Hospital Building, the Owner acknowledges and

agrees to integrate the Carling Light Rail Transit Station (future Dows LRT Station) into the Master Site Plan and future implementing phases in the following ways:

- i. Direct connection
- ii. Accessible connection
- iii. Weather protected connection
- iv. Provide adequate, secure and highly visible bicycle parking
- v. Provide adequate wayfinding throughout the site to the O-Train Station

32. National Capital Commission (NCC)

- a) The Owner acknowledges and agrees that prior to registration of the Master Site Plan Agreement the granting of a Federal Approval for the Master Site Plan by the NCC Board of Directors will be required.
- b) The Owner acknowledges and agrees that any proposed individual development phase of the new Civic Development shall be subject to individual applications for Federal Approval including presentations to the NCC's Advisory Committee on Planning, Design, and Realty for comments, prior to the initiation of any associated construction activities.
- c) The Owner acknowledges, prior to registration of the Master Site Plan Agreement the use of Maple Drive will require written confirmation/approval for its use by AAFC.

33. Indigenous Peoples

- a) The Owner acknowledges and agrees that, located on unceded territory of the Algonquin Anishinabe Host Nation, they shall continue to work with First Nations leaders, such as the Algonquins of Pikwakanagan First Nation; the Algonquins of Ontario; Metis Nation of Ontario and Kitigan Zibi Anishinabeg.
- b) The Owner agrees to establish an Indigenous Peoples Advisory Circle to provide advice on Indigenous health and healing in building design, green space, growing traditional medicines and programs to the new Civic Development
- c) The Owner acknowledges and agrees to work with the Algonquins of Pikwakanagan First Nation on the Kichi Sibi Trails project.

34. Development Charges

The Owner shall pay development charges to the City in accordance with the by-laws of the City.

October 27, 2021



Date

Sean Moore
(A)Manager, Development Review
Development Review, South
Planning, Infrastructure and Economic Development
Department

Enclosure: Site Plan Control Application approval – Supporting Information

MASTER SITE PLAN CONTROL APPROVAL APPLICATION SUPPORTING INFORMATION

File Number: D07-12-21-0059

SITE LOCATION

The proposed new Civic development is located at part of 930 Carling Avenue, 850 Carling Avenue and 520 Preston Street that is approximately 21 hectares in size within Wards 16 and 17 and adjacent to Wards 14 and 15 (see Document 1).

The site is irregularly shaped and bound by Carling Avenue to the north, Prince of Wales Drive to the south and Preston Street to the east and is loosely bound by the Maple Drive/Birch Drive and the Central Experimental Farm to the west.

SYNOPSIS OF APPLICATION

The subject Master Site Plan application is for the development of a 2.5 million square metre hospital development, to be developed over 10 phases past the year 2048. The main hospital building will have two main wings (12 and 7 storeys high), with a central multi-story podium. A 4-storey parking garage is proposed that will allow connectivity over its accessible green roof from the Carling LRT station to the main hospital building. Future phases will include research and development and office towers along Carling Avenue and Preston Street as well as the relocation of the the University of Ottawa Heart Institute.

BACKGROUND

Between 2009 and 2013, The Ottawa Hospital (TOH) was in discussions with the Government of Canada related to master planning for a new Ottawa Hospital campus and land requirements. In 2014, the Government of Canada commissioned the National Capital Commission to assist in the land transfer process to TOH. In December of 2015 the federal government requested a further review of the land options for the new campus and four sites were examined, including the Sir John Carling site.

In December of 2016, the Minister of Canadian Heritage requested that the federal government undertake the necessary preparations to make the Sir John Carling site available as the future location of the new campus of TOH. The location of the site offered to TOH was a federal decision as it involved the commitment of federal land. As a result, the City's Planning Committee (May 9, 2017) recommended that staff initiate Official Plan and Zoning By-law amendment applications to bring the City's planning documents into alignment with this federal land use decision.

In moving forward on Planning Committee's direction, City staff and TOH developed a public engagement strategy that included nine open house meetings from September 2017 to January 2018. This included a public open house at the Horticulture Building at

Lansdowne Park, with over 200 attendees, including municipal, provincial and federal members. The staff-initiated Official Plan and Zoning By-law amendments also involved the City's Urban Design Review Panel in two separate design sessions in December 2017 and March 2018. The public engagement and design work culminated in a report to Planning Committee on May 22, 2018, and Council on June 13, 2018, where the Official Plan and Zoning By-law Amendments were approved to facilitate the hospital land-use.

As a result of Council approval, By-law 2018-198 was enacted to rezone the site into a new Major Institutional (I2) Zone, which will permit hospital, office, research and development centre uses and allow related ancillary uses. A holding provision 'h' was established to ensure a Master Site Plan, Transportation Impact Assessment and Mobility Study, Cultural Heritage Impact Study and Master Servicing Study to be approved by Planning Committee and Council. By-law 2018-197 amended the Official Plan Volume 1, to re-designate the five-hectare parcel of land from 'Agricultural Research Area' to 'General Urban Area'. It also amended the Preston-Carling District Secondary Plan to include the hospital site and re-designated a portion of the hospital site from 'Station Area' to a new 'Hospital Area' designation.

New Ottawa Hospital Proposal

The Ottawa Civic Hospital, now TOH's Civic Campus, first opened in 1924, on the edge of the city. Today, it is the trauma centre for eastern Ontario as well as the largest adult acute care hospital in Canada. It is also the regional centre for cardiac and stroke care, the site for many complex surgeries, and a major hub for research and innovation. The New Civic Development (NCD) will function as the hub of a coordinated health care system featuring a state-of-the-art contemporary hospital for Ottawa, Eastern Ontario, and Eastern Nunavut. As the main referral centre for specialized health services in the region, the NCD will integrate its tertiary role with the needs of other hospitals, agencies, and the diverse communities it serves. As one of Canada's largest acute care learning and research hospitals, the new campus will provide a full range of specialized services, research, and education for those with the most complex injuries and illness, in partnership with the University of Ottawa. The NCD will integrate clinical and basic research as well as training and education of the next generation of health care scientists and health workers.

In 2007 TOH convened a Steering Committee to develop a Master Plan which identified the needs of the future community it serves in 2020 and beyond. The Steering Committee's Master Plan concluded the current Civic Campus is too old and would be too difficult and costly to rebuild. A third-party engineering consultant determined such a replacement project on the existing site would cost at least \$1 billion more and take 20 years longer than building an entirely new facility. The Sir John Carling site was ultimately selected through the Government of Canada process, as described above, and will facilitate the development of a new campus. On February 23, 2018, Public Services and Procurement Canada (PSPC) announced a 99-year lease between the Federal Government and TOH for the development of a new campus. The lease with

the Hospital includes important requirements, such as maintaining 200 parking spaces for the Dow's Lake Pavilion and surrounding area, environmental remediation, and obtaining necessary approvals from the City of Ottawa and the National Capital Commission.

The new hospital replaces antiquated facilities that cannot be renovated to modern clinical needs. It is a crucial public facility servicing City-wide as well as regional needs, essential for a city of over a million residents.

The Master Site Plan

Due to the size of the project, the new Civic development will be completed in phases. The Master Site Plan currently outlines 10 phases, where the first three phases will prepare the site for the Hospital's construction set to begin in Phase 4 (2024-2028). Phase 1 and 2 are planned for Fall 2021 and will seek to widen the O-Train trench and seek the approval and construction of a parking garage (Document 4).

The rationale for the above ground parking structure is based on its ability to allow a roof top connection to 'bridge' the elevation of the main hospital building on the upper portion of the site, while enabling infrastructure elements of the Mooney's Bay Trunk Sewer and O-Train trench to be avoided by the main hospital building. Further the cost of an underground structure on the same location would be in the excess of \$300 million, and delay construction by over two years. Parking is not an element of a hospital that is funded by the Province, thus taking significant dollars away from hospital development and health care possibilities. The location adjacent to the O-Train trench would require significant construction costs and logistical issues with proximity of Dow's Lake due to a high water table, translating into long-term maintenance costs.

The parking garage is planned to open in 2024, allowing trades people and contractors working on the site to park their vehicles, minimizing the impact on parking in the area. The garage will be located south of Carling Avenue and west of Preston Street. The proposed parking structure will be four storeys and will accommodate approximately 2,400 parking spaces. Phase 2 will also include building a connection from the proposed publicly accessible green roof on the parking garage to the ground level to accommodate the pedestrian connection to the hospital in Phase 4.

Phase 3 will establish the services and utilities to the site before the Phase 4 Hospital Construction begins. In Phase 4 the focus will be on building the main hospital, which is located on the top of the escarpment. The New Hospital Building includes a Central Podium, which will be three storeys, supporting the 2.5 million square feet of hospital space. The Central Podium has two entrance points, visitors and patients will primarily access the hospital from the parking garage, rapid transit along Carling Avenue and the Carling LRT Station, with access via a pedestrian bridge from the parking facility to the main hospital building. A covered Emergency Department ambulatory drop-off will also be available on the east side of the building for visitor and patient access. First responders and ambulance transfer services, including the ambulance garage, will

access the hospital from auxiliary entrances facing west. Materials management (loading docks) will be accessed from the south, from Prince of Wales Drive. The Central Utility Plant (CUP) is located adjacent to ambulance garage; this location minimizes the visual impact of the CUP, while ensuring efficient infrastructure connectivity for the new Civic development. Flanking the Central Podium on the north and south sides will be two patient care towers, with the South Tower intended to be 12 storeys and will include a Helipad on the 12th floor, and the North Tower intended to be seven storeys. The proposed seven-storey North Tower is anticipated to be expanded vertically in Phase 8, which is set to begin in the late 2020s.

Phase 4 will also include developing the Main Plaza, which connects the Central Podium to the entrance from Champagne Avenue and Carling Avenue. The Main Plaza will provide vehicular, pedestrian and transit-user access to the Main Entrance. In Phase 5 (2025-2027), the transit connection to TOH Campus will be improved with the opening of Dow's Lake Light Rail Transit (LRT) Station entrance. Dow's Lake Station entrance will have a connection integrated into the parking garage structure to ensure direct, weather protected, accessible access to and from the station. The Hospital's Research Building (Phase 6 – 2024-2029) on Carling Avenue west of Champagne Avenue and mixed-use towers east of Champagne Avenue (Phase 7 – 2029-2039) will animate the Site's frontage on Carling Avenue and will be designed to integrate with the Dows Lake LRT Station entrance more fully. The Carling Avenue right of way on the Hospital's frontage will be modified to include a bi-directional bikeway abutting the road, street trees or planting zone, and separate sidewalk. A similar streetscape design is proposed along the Site's frontage on Preston Street and Prince of Wales Drive.

Phases 8, 9 and 10 will be hospital expansions including the new University of Ottawa Heart Institute and are projected for 2045-2048.

Access and Circulation

The primary access for staff and visitors is off both Carling Avenue (across from Champagne Avenue) and Prince of Wales Drive, accessing the new four-storey parking structure. The main entrance from Carling Avenue will diverge, with two lanes heading upwards to the main entrance, and a single lane proceeding to a below-grade emergency drop-off area. Ambulatory vehicles are not intended to use the Carling Avenue access across from Champagne Avenue but would access the main hospital from either Prince of Wales Drive or Carling Avenue through Maple Drive.

In terms of cycling, the Master Plan illustrates the provision of two main cycling networks. The first is around Carling Avenue, Preston Street to Prince of Wales Drive, and the second is through the campus site to Prince of Wales Drive from the Carling Avenue LRT station. Both cycling routes will be dedicated cycling facilities, separate from pedestrians and other users, with the Carling Avenue to Prince of Wales Drive route having a three-metre-wide bi-directional bikeway.

Access to the service and loading area will be from Prince of Wales Drive and screened from view with landscaping.

A one-way (westbound) laneway, with access through the hospital road network and with right-in only access at Preston Street. This laneway will be six metres in width and predominantly designed for commercial truck delivery to the future Phase 7 buildings fronting onto both Preston Street and Carling Avenue.

An additional 599 surface parking spaces, in addition to the 2,500-space parking garage, will be provided for staff, with most of those spaces located adjacent the Central Utility Plant at the rear (or west) of the main hospital building. The Trillium LRT Line bisects the eastern part of the site.

Surrounding the site are a number of agricultural land-uses as well as a variety of buildings, including federally designated and other heritage buildings, which are owned and operated by Agriculture and Agri-Food Canada as part of the Central Experimental Farm (CEF). These buildings include the Dominion Observatory, the Seismology Survey Lab, and the Observatory House.

RELATED REVIEW AND APPROVALS

The Master Site Plan application (City File D07-12-21-0059) was formally reviewed at the City's Urban Design Review Panel on June 4, 2021 and the National Capital Commission's Advisory Committee on Planning, Design and Realty on May 21st, 2021.

The City's October 1, 2021 Joint Built Heritage Sub Committee and Planning Committee recommended approval, with City Council endorsing the Master Site Plan and Lifting the Holding Provision on October 13th 2021.

The NCC's Board of Directors approved the Master Site Plan on October 5th, 2021.

Servicing

The Master Servicing Plan has demonstrated the serviceability of the overall Master Plan. The Master Servicing Plan concludes that some modifications and improvements over time are required to serve the site and the future implementing phases.

Transportation

The Traffic Impact Assessment and Mobility Study identifies that the hospital project will have target mode shares at opening day (2028) of 50 per cent auto-driver, 15 per cent auto-passenger, 30 per cent transit, five per cent active transportation. The target is to shift this to full build-out in 2048 to 35 per cent auto-driver, 12 per cent auto-passenger, 45 per cent transit, eight per cent active transportation. At full build-out this means that the estimated peak hour transportation trips could see 300 active transportation trips: 1,770 transit trips and 1,340 personal vehicle trips. The implementation of the Carling

Avenue Transit Priority measures and citywide initiatives supporting sustainable transportation are expected to reduce background traffic volumes in the master plan study area, and the weighted reliance on Transportation Demand Measures to push modal shares towards sustainable transportation modes will ensure offsite transportation impacts are mitigated.

The site is located near and has direct access to, three arterial roads, and the Trillium LRT Line as well as the future Dows Lake LRT Station entrance on Carling Avenue. On the site, separated sidewalk and cycling facilities will be provided, including a bi-directional bikeway connecting the hospital to the existing Trillium Multi-Use Pathway and beyond. Traffic demand management measures to help achieve the hospital's mode share targets will also be considered as part of each phase that goes through Site Plan Approval, including master plan conditions requiring an overall Transportation Demand Strategy.

DECISION AND RATIONALE

This application is approved for the following reasons:

- The Master Site Plan complies with the Provincial Policy Statement (2020)
- The Master Site Plan complies with the 'General Urban Area', 'Arterial Mainstreet' and 'Mixed Use Centre' designations of the City's Official Plan.
- The Master Site Plan complies with the Preston-Carling District Secondary Plan, including the 'Hospital Area' designation.
- The Master Site Plan meets the criteria of a 'Major Urban Facility' and provides services to the entire city and beyond the boundaries of Ottawa.
- The Master Site Plan complies with the zoning performance standards of the Major Institutional Zone (I2[2491].
- The City's Joint Built Heritage Sub Committee and Planning Committee recommended approval on October 1st, 2021
- City Council endorsed the Master Site Plan and approved the Lifting the Holding Provision on October 13th, 2021.

The 'holding provision' of the Major Institutional Zone (I2[2491] was removed by Council on October 13th, 2021. The Master Site Plan fulfilled the conditions of the 'holding provision' in the following ways:

1. Publicly accessible open space has been demonstrated through a public urban square along Carling Avenue and an extensive roof top open space that can be programmed and landscaped;
2. Pedestrian and cycling connectivity has been demonstrated through both onsite and public pedestrian connections, and through the provision of two main cycling networks – a) around Carling Avenue, Preston Street to Prince of Wales Drive,

and b) through the campus site to Prince of Wales Drive from the Carling Avenue LRT station.

3. Architectural and urban design analysis will be achieved through Master Plan conditions requiring future site plan control applications and Urban Design Review requirements and review by the City's Urban Design Review Panel and the National Capital Commissions' Advisory Committee on Planning, Design and Realty review.
4. A Trillium Line (LRT) station connection has been satisfied by demonstrating that the connection to the existing Carling LRT station can be made in three possible ways: above ground pedestrian bridge connection; below ground connection to the existing station; and below ground connection to extended platforms under Carling Avenue to the south side of Carling Avenue.
5. The approved Transportation Impact Assessment and Mobility Plan, including a parking strategy addressing underground, and off-site parking impacts and a Transportation Demand Management Strategy has met the Transportation Impact Assessment (TIA) benchmark, with conditions of the Master Plan requiring further work and study at various phases of implementation, including monitoring and a Transportation Demand Management strategy prior to approval for the main Hospital building.
6. The approved Cultural Heritage Impact Statement has demonstrated that further refinement in design, landscaping and transportation can mitigate cultural heritage impacts, and conditions will be imposed on the Master Site Plan to detail those mitigation measures and requirements for implementing phases.
7. An approved Master Servicing Plan has demonstrated the serviceability of the overall Master Plan proposal.

CONSULTATION DETAILS

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Site Plan Control and Zoning By-law Amendment - Lifting of Holding.

A virtual Community Association Meeting was held through an online video conferencing tool, ZOOM, on May 19, 2021. Representatives from The Ottawa Hospital were present, and approximately 15 members of community associations attended the meeting. Community Associations at the meeting included Dows Lake Residents

Association, Civic Hospital Neighborhood Association, Carleton Community Association, Glebe Annex Community Association, Dalhousie Community Association, and the Dows Lake Community Association.

A virtual Community Engagement Group (CEG) Information Session was held through an online video conferencing tool, ZOOM, on June 7, 2021. Residents who are members of the CEG, and representatives from The Ottawa Hospital were present, over 15 residents attended the meeting.

A virtual Public Information Session was held through an online video conferencing tool, ZOOM, on June 29, 2021. Residents, representatives from TOH and the Ward Councillors' offices were present, and over 200 residents attended this information session.

Joint Built Heritage Sub Committee and Planning Committee heard from over 40 public delegations on October 1st, 2021.

PUBLIC COMMENTS

As We Heard It

General

1. Concerns were raised with respect to not enough time provided to comment on the proposed development.
2. Concern was raised with respect to the site being chosen over others in the City, particularly Tunney's Pasture.
3. Concerns were raised with respect to the proposal being for one large hospital site as opposed to satellite hospitals.
4. Concerns were raised with respect to the site selection.

Transportation

5. Concerns were raised with respect to the impact of increased traffic volume on surrounding residential neighbourhoods, both after the completion of The Ottawa Hospital Project and during construction (Sherwood Drive, Old Irving Place, Fairmont, Bayswater, Parkdale etc.).
6. Concerns were raised with respect to connections between the 417 Highway and the proposed development.

7. Concerns were raised with respect to if the traffic studies take into account new developments planned in the Preston/Carling area.

LRT

8. Concerns were raised with respect to the connection between the proposed development and the LRT, particularly the distance between the proposed development and the LRT and the need for the connection to be quick, safe and weather protected.
9. Concerns were raised with respect to the proposed development serving bus users in addition to LRT.

Parking

1. Concerns were raised with respect to the parking provided on the site not being adequate. (ex: for the expected number of visitors and employees, and based on a modal split that may be unachievable)
2. Concerns were raised with respect to too much parking provided on the site, and if it could be reduced. (ex: reduce the number of levels in the parking garage, and concerns over this much parking despite climate change).
3. Concerns were raised with respect to potential spillover of parking into surrounding residential neighborhoods.
4. Concerns were raised over if there will be electrical vehicle parking spaces available within the parking garage.
5. Concerns were raised with respect to the parking garage, particularly why it will not be located underground despite previous discussions.
6. Concerns were raised with respect to the loss of the NCC surface parking lot spaces, particularly if the spaces will be included in the new site.
7. Concerns were raised with respect to why an off-site shuttle was not considered instead of the amount of parking directly on the site.

Central Experimental Farm

8. Concerns were raised with respect to loss of Central Experimental Farmland.

9. Concerns were raised with respect to the boundary between the proposed development and the Central Experimental Farm, particularly the location of the large, proposed buildings and servicing equipment, such as the cooling towers on the site boundary, and a need for a buffer between the two sites.
10. Concern was raised with respect to traffic volume on Birch, Maple Drive and Prince of Wales changing the quiet pastoral street character of the roadways.

Noise

11. Concerns were raised with respect to the noise impacts of the helicopter pad on the roof of the proposed development.
12. Concerns were raised with respect to impacts of the Central Utility Plant and loading of the hospital on the Central Experimental Farm and arboretum.
13. Concerns were raised with respect to the noise of ambulances on Prince of Wales and Maple Lane.

Recreation and Open Space

14. Concern was raised with respect to the plans for Queen Juliana Park on top of the parking garage, particularly if it will be completed and if it will be turned into more parking in the future.
15. Concerns were raised with respect to who will maintain the greenspace on the site, especially Queen Juliana Park.
16. Concerns were raised with respect to a need for greenery to buffer and coverup parking lots, industrial back roads, and other infrastructure on the site.
17. Concerns were raised with respect to the loss of vegetation on the site, particularly the loss of distinctive trees (ex: will there be compensation given and replacements planted for the trees removed on the site? how will existing trees will be protected before, during and after construction of the hospital complex? What trees (distinctive) and how many will be cut? Why do so many trees have to be removed?)
18. Concerns were raised with respect to changes to the escarpment.
19. Concern was raised with respect to too much hardscaping and not enough greenspace on the site.

20. Concerns were raised with respect to how to incorporate the existing tennis club into the proposed development.

Accessibility

21. Concerns were raised with respect to direct and safe access to the hospital for pedestrians.

22. Concerns were raised with respect to distance to the hospital from arrival points being too long for people with disabilities. (ex: Where is the accessible parking located? How far is the distance to the main entrance to the hospital?)

23. Concerns were raised with respect to grades of access to the hospital.

24. Concerns were raised with respect to not enough entrances to Queen Juliana Park.

25. Concerns were raised with respect to the sloped access to Queen Juliana Park causing accessibility problems for those with mobility issues.

Cycling

26. Concern was raised with respect to the loss of cycling routes, specifically the Trillium Multi Use Pathway and Queen Juliana Pathway.

27. Concerns were raised with respect to not enough cycling connections being provided on the site, particularly no cycling connections being provided on the western portion of the site.

28. Concerns were raised with respect to where and if enough bicycle infrastructure is being provided on the site, particularly the need for covered and secure bicycle parking.

Design

29. Concerns were raised with respect to the location of the Urban Square, particularly that it would be better served at the corner of Carling and Preston Street.

30. Concerns were raised with respect to the shape of the buildings and the wind effects.

31. Concerns were raised with respect to the design of the buildings for bird safety (ex: concerns about bird strikes on glass and the materials and landscaping used to mitigate this, adherence to the City of Ottawa's new Bird-Safe Design Guidelines needed and the National Capital Commission's guidelines).
32. Concerns were raised with respect to how the proposed development will function in the winter.
33. Concerns with the incorporation of sustainability into the project.
34. Concerns were raised with respect to light pollution from the proposed development.
35. Concerns were raised with respect to if scale models could be provided to illustrate the size and massing of the buildings in the proposed development.

Heritage

36. Concerns were raised with respect to impacts on the Domain Observatory (site lines from the 16-inch refractor telescope; lighting from the hospital and hospital grounds; traffic use of Maple Lane and concerns with the impacts on the South Azimuth Building; construction and vibration on the dominion observatory grounds with the pier mounted telescope and seismometers and the underground rooms; parking for the national observatory and concerns about the loss of the 200 NCC spaces, concern of site lines affected by building 20 storeys in front of observatory).
37. Concerns were raised with respect to the impact of construction (vibration, etc.) on the foundations of the nearby historic/heritage buildings.

Indigenous Peoples

38. How were Indigenous Peoples consulted and involved.
39. Concerns were raised with respect to how Indigenous culture and landmarks will be incorporated into the site. (ex: murals, and the inclusion of the Indigenous trail from Dows Lake to the Remic Rapids to be included in the Plan, etc.).

APPLICATION PROCESS TIMELINE STATUS

This Site Plan application was processed by the On-Time Decision Date established for the processing of an application that has Manager Delegated Authority.

Contact: Sean Moore - Tel: 613-580-2424, Ext. 16481; Fax: 613-580-2576; or E-mail: sean.moore@ottawa.ca

