



**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.: D07-12-21-0159

Date of Application: October 7, 2021

This SITE PLAN CONTROL for Phase 2 of the new Civic development, Parking Garage and Green Roof application submitted by Parsons (attn.: Pam Whyte) on behalf of The Ottawa Hospital is APPROVED as shown on the following plan(s):

Engineering Plans

1. **Erosion and Sediment Control Plan Phase 2 Site Plan**, C-001, prepared by Parsons, dated June 3, 2022, Rev 5.
2. **Removals New Civic Development for The Ottawa Hospital Phase 2 – Parking Garage**, C-002, prepared by Parsons, dated June 3, 2022, Rev 5.
3. **Site Servicing Phase 2 Site Plan**, C-003, prepared by Parsons, dated June 3, 2022, Rev 7.
4. **Site Grading 1 of 3 Phase 2 Site Plan**, C004, prepared by Parsons, dated June 3, 2022, Rev 7.
5. **Site Grading 2 of 3 Phase 2 Site Plan**, C005, prepared by Parsons, dated June 3, 2022, Rev 7.
6. **Site Grading 3 of 3 Phase 2 Site Plan**, C006, prepared by Parsons, dated June 3, 2022, Rev 6.
7. **Pavement Markings & Signage Plan Phase 2 Site Plan**, C007, prepared by Parsons, dated June 3, 2022, Rev 3.

8. **Typical Sections Phase 2 Site Plan**, C008, prepared by Parsons, dated June 3, 2022, Rev 3.
9. **Details Phase 2 Site Plan**, C009, prepared by Parsons, dated June 3, 2022, Rev 4.
10. **Details Phase 2 Site Plan**, C010, prepared by Parsons, dated June 3, 2022, Rev 4.
11. **Details Servicing Tables**, C011, prepared by Parsons, dated June 3, 2022, Rev 3.
12. **Non Standard Details Phase 2 Site Plan**, C012, prepared by Parsons, dated June 3, 2022, Rev 3.
13. **Existing Grading Plan**, LG-001 prepared by HDR, dated June 3, 2022, Rev 10.
14. **Ground Plane Grading Plan**, LG-101 prepared by HDR, dated June 3, 2022, Rev 10.
15. **Public Realm Ground Plan Grading Plan Enlargement**, LG-102 prepared by HDR, dated June 3, 2022, Rev 10.
16. **Realm Ground Plan Grading Plan Enlargement**, LG-103 prepared by HDR, dated June 3, 2022, Rev 10.
17. **Realm Ground Plan Grading Plan Enlargement**, LG-104 prepared by HDR, dated June 3, 2022, Rev 10.
18. **Green Roof Grading Plan Enlargement**, LG-201 prepared by HDR, dated June 3, 2022, Rev 10.

Site Design Plans

19. **Overall Site Plan**, LL-101 prepared by HDR, dated June 3, 2022, Rev 10.
20. **Streetscape Materials Enlargements**, LM-102 prepared by HDR, dated June 3, 2022, Rev 10.
21. **Streetscape Materials Enlargements**, LM-103 prepared by HDR, dated June 3, 2022, Rev 10.
22. **Site Details**, LS-501 prepared by HDR, dated June 3, 2022, Rev 10.

23. **Site Details**, LS-502 prepared by HDR, dated June 3, 2022, Rev 10.
24. **Street Sections**, LS-301 prepared by HDR, dated June 3, 2022, Rev 10.
25. **Street Sections**, LS-302 prepared by HDR, dated June 3, 2022, Rev 10.
26. **Street Sections**, LS-303 prepared by HDR, dated June 3, 2022, Rev 10.
27. **Street Sections**, LS-304 prepared by HDR, dated June 3, 2022, Rev 10.

Construction Management Plans

28. **New Civic Development for the Ottawa Hospital Parking Garage: Construction Management and Logistics Plan – Enabling Works – Interim MUP – Stage 1**, prepared by HDR, dated February 28, 2022.
29. **New Civic Development for the Ottawa Hospital Parking Garage: Construction Management and Logistics Plan – Road Work Site Fencing/Hoarding – Stage 2**, prepared by HDR, dated February 28, 2022.
30. **New Civic Development for the Ottawa Hospital Parking Garage: Construction Management and Logistics Plan – Stage 3**, prepared by HDR, dated February 28, 2022.
31. **New Civic Development for the Ottawa Hospital Parking Garage: Construction Management and Logistics Plan**, prepared by HDR, dated February 28, 2022.

Canopy Cover Plans

32. **New Civic Development for the Ottawa Hospital Master Canopy Cover Plan**, prepared by HDR, dated March 2, 2022.
33. **New Civic Development for the Ottawa Hospital Interim Tree Canopy Cover Plan Showing 1 Tree Per 5 Surface Parking Spaces**, prepared by HDR, dated March 2, 2022.
34. **New Civic Development for the Ottawa Hospital Detailed Master Canopy Cover Plan: Phase 2**, prepared by HDR, dated March 2, 2022.
35. **New Civic Development for the Ottawa Hospital Detailed Master Canopy Cover Plan: Phase 2A Parking Garage Roof**, prepared by HDR, dated March 2, 2022.

36. **New Civic Development for the Ottawa Hospital Composite Phase 2 Canopy Cover Plan**, prepared by HDR, dated March 2, 2022

Parking Plans

37. **Overall Plan – P1**, A-101, prepared by HDR, dated February 28, 2022.
38. **Overall Plan – P2**, A-102, prepared by HDR, dated February 28, 2022.
39. **Overall Plan – P3**, A-103, prepared by HDR, dated February 28, 2022.
40. **Overall Plan – P4**, A-104, prepared by HDR, dated February 28, 2022.
41. **Overall Plan – Green Roof**, A-105, prepared by HDR, dated February 28, 2022.
42. **Roof Plan**, A-106, prepared by HDR, dated February 28, 2022.
43. **Ground and Roof Signage Plan**, LM-301 prepared by HDR, dated June 3, 2022, Rev 10.

Elevation Plans

44. **Exterior Elevations**, A-300, prepared by HDR, dated February 28, 2022.
45. **Exterior Elevations - Planting**, A-301, prepared by HDR, dated February 28, 2022.

Landscape Plans

46. **Orientation Plan**, L-001 prepared by HDR, dated June 3, 2022, Rev 10.
47. **General, Demo and Landscape Notes**, L-002 prepared by HDR, dated June 3, 2022, Rev 10.
48. **Landscape Tree Preservation & Removal Plan**, LD-101 prepared by HDR, dated June 3, 2022, Rev 11.
49. **Landscape Tree Preservation Detail**, LD-102 prepared by HDR, dated June 3, 2022, Rev 11.
50. **Ground Plane Planting Details**, LP-501 prepared by HDR, dated June 3, 2022, Rev 10.
51. **Clean Equipment Protocol**, LD-103 prepared by HDR, dated June 3, 2022, Rev 11.

52. **Tree Inventory Data**, LD-104 prepared by HDR, dated June 3, 2022, Rev 11.
53. **Streetscape Landscape Enlargements**, LL-102 prepared by HDR, dated June 3, 2022, Rev 10.
54. **Streetscape Landscape Enlargements**, LL-103 prepared by HDR, dated June 3, 2022, Rev 10.
55. **Overall Materials Plan Ground Plane**, LM-101 prepared by HDR, dated June 3, 2022, Rev 10.
56. **Planting Schedule**, LP-100 prepared by HDR, dated June 3, 2022, Rev 10.
57. **Ground Plane Overstory Planting Plan**, LP-101 prepared by HDR, dated June 3, 2022, Rev 10.
58. **Public Realm Ground Plane Overstory Landscape Planting Plan Enlargements**, LP-102 prepared by HDR, dated June 3, 2022, Rev 10.
59. **Public Realm Ground Plane Overstory Landscape Planting Plan Enlargements**, LP-103 prepared by HDR, dated June 3, 2022, Rev 10.
60. **Public Realm Ground Plane Overstory Landscape Planting Plan Enlargements**, LP-104 prepared by HDR, dated June 3, 2022, Rev 10.
61. **Ground Plane Understory Landscape Planting Plan**, LP-201 prepared by HDR, dated June 3, 2022, Rev 10.
62. **Public Realm Ground Plane Understory Landscape Planting Plan Enlargements**, LP-202 prepared by HDR, dated June 3, 2022, Rev 10.
63. **Public Realm Ground Plane Understory Landscape Planting Plan Enlargements**, LP-203 prepared by HDR, dated June 3, 2022, Rev 10.
64. **Public Realm Ground Plane Understory Landscape Planting Plan Enlargements**, LP-204 prepared by HDR, dated June 3, 2022, Rev 10.

Green Roof Landscape Plans

65. **P4 Landscape Enlargements**, LL-201 prepared by HDR, dated June 3, 2022, Rev 10.
66. **Tennis Enlargement**, LL-202 prepared by HDR, dated June 3, 2022, Rev 10.

67. **Indigenous Garden Enlargement**, LL-203 prepared by HDR, dated June 3, 2022, Rev 10.
68. **Indigenous Garden Enlargement**, LL-204 prepared by HDR, dated June 3, 2022, Rev 10.
69. **Accessible Playground Enlargement**, LL-205 prepared by HDR, dated June 3, 2022, Rev 10.
70. **Overall Materials Plan Green Roof**, LM-201 prepared by HDR, dated June 3, 2022, Rev 10.
71. **P4 Materials Enlargements**, LM-202 prepared by HDR, dated June 3, 2022, Rev 10.
72. **Overall Roof Sections**, LS-401 prepared by HDR, dated June 3, 2022, Rev 10.
73. **Detail Roof Sections**, LS-402 prepared by HDR, dated June 3, 2022, Rev 10.
74. **Detail Roof Sections**, LS-403 prepared by HDR, dated June 3, 2022, Rev 10.
75. **Green Roof Details**, LS-601 prepared by HDR, dated June 3, 2022, Rev 10.
76. **Green Roof Details**, LS-602 prepared by HDR, dated June 3, 2022, Rev 10.
77. **Ground Plane Soil Volume Plan**, LP-002 prepared by HDR, dated June 3, 2022, Rev 10.
78. **Green Roof Soil Volume Plan**, LP-003 prepared by HDR, dated June 3, 2022, Rev 10.
79. **Green Roof Overstory Planting Plan**, LP-301 prepared by HDR, dated June 3, 2022, Rev 10.
80. **P4 Overstory Landscape Planting Plan Enlargements**, LP-302 prepared by HDR, dated June 3, 2022, Rev 10.
81. **Green Roof Understory Planting Plan**, LP-401 prepared by HDR, dated June 3, 2022, Rev 10.
82. **P4 Understory Landscape Planting Plan Enlargements**, LP-402 prepared by HDR, dated June 3, 2022, Rev 10.
83. **Green Roof Details**, LP-601 prepared by HDR, dated June 3, 2022, Rev 10.

Reports:

1. **Preliminary LRT Proximity Study Phase 2: Parking Garage and Green Roof**, prepared by Parsons Inc., dated October 2021.
2. **Design Brief and Planning Rationale Phase 2: Parking Garage and Green Roof**, prepared by Parsons Inc., dated February 2022.
3. **Phase 2 Project: Parking Garage and Green Roof Transportation Impact Assessment Addendum #1**, prepared by Parsons Inc., dated January 2022.
4. **Vegetation Management/Conservation Strategy and Contractor Education Program**, prepared by Parsons Inc., dated March 2022.
5. **Environmental Effects Analysis/Environmental Impact Statement and Tree Conservation Report Update**, prepared by Parsons Inc., dated March 2022.
6. **Site Servicing and Stormwater Management Report Phase 2: Parking Garage and Green Roof**, prepared by Parson's Inc., dated June 2022.
7. **Phase Two Environmental Site Assessment**, prepared by Golder Associates Ltd., dated July 23, 2021, revision 1 September 16, 2021.
8. **Addendum: Cultural Heritage Impact Statement for New Civic Development**, prepared by Golder Associates Ltd., dated November 16, 2021.
9. **Geotechnical and Hydrogeological Investigation**, prepared by Golder Associates Ltd., June 2022.
10. **Stage 2 Archaeological Assessment**, prepared by Golder Associates Ltd., dated July 2019, 2021.

And subject to the following Standard and Special Conditions:

Standard Conditions

1. The Owner shall enter into a standard site development agreement consisting of the following conditions. In the event the Owner fails to enter into such agreement within one year, this approval shall lapse.
2. The Owner shall submit a certificate of insurance in a form satisfactory to the City. The certificate of insurance must be issued in favor of the City of Ottawa in an

amount not less than five million dollars per occurrence, must contain an endorsement naming the City as an additional insured and an unconditional 30 days' notice of any material change or cancellation of the policy.

3. The Owner shall obtain such permits/approvals as may be required from Municipal Provincial or Federal authorities and shall file copies thereof with the General Manager, Planning, Real Estate and Economic Development Department.
4. The Owner shall design and construct sidewalk(s) within public rights of way or on other City-owned lands to provide a pedestrian connection from or to the site as may be determined by the General Manager, Planning, Real Estate and Economic Development Department. Such sidewalk(s) shall be constructed to City Standards.
5. The Owner shall reinstate, at its expense and to the satisfaction of the General Manager, Planning, Real Estate and Economic Development Department, any property of the City, including, but not limited to, sidewalks, curbs and boulevards, which is damaged as a result of the subject development.
6. The Owner acknowledges and agrees to install construction fencing, at its expense, in such a location as may be determined by the General Manager, Planning, Real Estate and Economic Development Department.
7. The Owner acknowledges and agrees, prior to the issuance of a building permit, to provide the City with a certificate from an acceptable professional engineer, licensed in the Province of Ontario, which certificate shall state that the exterior site lighting has been designed to meet the following criteria:
 - i. It must be designed using only fixtures that meet the criteria for full cut-off (sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America (IESNA or IES); and
 - ii. It must result in minimal light spillage onto adjacent properties. As a guideline, 0.5 fc is normally the maximum allowable spillage.
8. The Owner acknowledges and agrees that, upon completion of the lighting Works and prior to the City releasing any associated securities, the Owner shall provide certification satisfactory to the General Manager, Planning, Real Estate and Economic Development Department, from a Professional Engineer, licensed in the Province of Ontario, that the site lighting has been constructed in accordance with the Owner's approved design plan.

9. Any portion of the lands which is intended to be used for snow storage shall be shown on the approved Site Plan or as otherwise approved by the General Manager, Planning, Real Estate and Economic Development Department. The grading and drainage patterns and/or servicing of the site shall not be compromised by the storage of snow. Snow storage areas shall be set back from property lines, foundations, fencing or landscaping a minimum of 1.5 metres. Snow storage areas shall not occupy driveways, aisles, required parking spaces or any portion of a road allowance.

Special Conditions

Master Site Plan Control Approval

1. The Owner acknowledges and agrees that this Site Plan Agreement Approval D07-12-21-0159 is subject to the conditions of the Master Site Plan approval, file No. D07-12-21-0059, which details the general location of buildings, parks, public realm and private streets.

Commencement of Work

2. The Owner acknowledges and agrees that the submission of the securities and fees will be required prior to the commencement of any Works, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

Site Servicing

3. The Owner acknowledges and agrees to implement all recommendations, design parameters and controls in accordance with the approved **Site Servicing and Stormwater Management Report Phase 2: Parking Garage and Green Roof, prepared by Parsons dated June 2022**
4. Upon completion of all stormwater management Works, the Owner acknowledges and agrees to retain the services of a Professional Engineer, licensed in the Province of Ontario, to ensure that all measures have been implemented in conformity with the approved Plans and Reports, referenced in Schedule "E" herein. The Owner further acknowledges and agrees to provide the General Manager, Planning, Real Estate and Economic Development Department with certificates of compliance issued by a Professional Engineer, licensed in the Province of Ontario, confirming that all recommendations and provisions have been implemented in accordance with the approved Plans and Reports referenced in Schedule "E" herein.

5. The Owner acknowledges and agrees that while the site is under construction, any water discharged to the sanitary sewer due to dewatering shall meet the requirements of the City's Sewer Use By-law No. 2003-514, as amended.
6. The Owner acknowledges and agrees to obtain all necessary approvals, easements, and/or permits from the applicable landowners, 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 and must be completed within 12 months of completion of the associated works.

Heritage

7. The Owner acknowledges and agrees to follow the recommendations of the approved **Addendum: Cultural Heritage Impact Statement (CHIS) for the New Civic Development for the Ottawa Hospital, Technical Memorandum, dated November 16, 2021, prepared by Golder**. The recommendations specific to the approved Site Plan are the appropriate plant material to screen the parking garage and help integrate it into the broader landscape. As noted in the approved plans and the approved CHIS this should include a mix of deciduous and coniferous trees and vegetation that link the garage to the broader cultural landscape.

Geotechnical Investigation

8. The Owner acknowledges and agrees that it shall retain the services of a geotechnical engineer, licensed in the Province of Ontario, to ensure that the recommendations of the final Geotechnical Investigation Report, to be submitted prior to registration, are fully implemented. The Owner further acknowledges and agrees that it shall provide the General Manager, Planning, Real Estate and Economic Development Department with confirmation issued by the geotechnical engineer that the Owner has complied with all recommendations and provisions of the Report, prior to construction of the foundation and at the completion of the Works, which confirmation shall be to the satisfaction of the General Manager, Planning, Real Estate and Economic Development Department.

Site Lighting

9. 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.

Roadway Modification Approval

10. Prior to registration, the Owner shall enter into a Roadway Modification Approval process for the works at the Preston Street and Prince of Wales Drive intersection, and the Prince of Wales Drive and Road B intersection, and the Carling Avenue and Road A intersection (in accordance with the drawings listed below). The Owner further acknowledges and agrees it shall be responsible for the cost of all roadway modifications identified in the Roadway Modification Approval Report, as approved by the Manager, Development Review (South Unit).

RMA Drawings:

- A. The Ottawa Hospital New Civic Development Parking Garage, Carling Avenue and Road B, RMA-2021-TPD-XXX, prepared by Parsons, dated July 2022
- B. The Ottawa Hospital New Civic Development Parking Garage, Road B and Prince of Wales Drive, RMA-2021-TPD-XXX, prepared by Parsons, dated July 2022
- C. The Ottawa Hospital New Civic Development Parking Garage, Preston Street and Service Road, RMA-2021-TPD-XXX, prepared by Parsons, dated July 2022
- D. The Ottawa Hospital New Civic Development Parking Garage, Preston Street and Prince of Wales Drive, RMA-2021-TPD-XXX, prepared by Parsons, dated July 2022

Transportation

11. The Owner acknowledges and agrees that the design of the internal road network (Road A and Road B) have been designed such that it is capable of accommodating local transit services with a minimum 3.5-metre curbside lane, 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, Real Estate and Economic Development Department.

12. The Owner, if applicable, 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 operations of the roadways for the public, to the satisfaction of the City Clerk and Solicitor.

- 13.** Following the Federal Land Use and Transaction Approval by the National Capital Commission (NCC) on behalf of the federal landowner Public Services and Procurement Canada (PSPC), the Owner acknowledges and agrees to convey to the City, at a cost determined by the federal land use approval, an unencumbered road widening across the complete Carling Avenue, measuring 22.25 metres from the existing centreline of pavement/the abutting right of way. The exact widening must be determined by legal survey.
- 14.** Following the Federal Land Use and Transaction Approval by the National Capital Commission (NCC) on behalf of the federal landowner Public Services and Procurement Canada (PSPC), the Owner acknowledges and agrees to convey, at a cost determined by the federal land use approval, an unencumbered road widening across the complete Prince of Wales Drive, measuring 13.0 metres from the existing centreline of pavement/the abutting right of way. The exact widening must be determined by legal survey.
- 15.** The Owner shall provide a reference plan for registration, indicating the widening, to the City Surveyor for review and approval prior to its deposit in the Land Registry Office. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys. The Owner acknowledges and agrees to provide an electronic copy of the Transfer and a copy of the deposited reference plan to the City Clerk and Solicitor prior to the execution of this Agreement by the City. All costs shall be borne by the Owner.

Prince of Wales Drive Landscaping

- 16.** The Owner acknowledges and agrees to complete the Prince of Wales Drive berming and landscaping over the LRT O-train trench in accordance with the approved Master Site Plan Drawings (D07-12-21-0059). The final landscape design shall be completed and approved as part of the Phase 3-4 main hospital site plan control application and implemented after excavation of the O-train trench is completed to Prince of Wales Drive, including the bridge replacement at Prince of Wales Drive, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development Department.
- 17.** The Owner acknowledges and agrees that prior to registration of the Site Plan Agreement they shall submit revised elevation drawings for the Prince of Wales Drive façade demonstrating how the interim condition of the exposed parking garage

wall over the open O-Train trench can be mitigated through design/landscape measures, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development Department.

Pathway and Pedestrian Linkages

18. Within 12 months of completion of the works, 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, Real Estate and Economic Development.

19. The Owner acknowledges and agrees to submit draft reference plans, at the sole cost of the Owner, for registration for the required pedestrian access easements over the following elements of the approved Site Plan:

- i) Sidewalks and cycling facilities on Roads A and B
- ii) Sidewalks and cycling facilities on Preston Street (where applicable)
- iii) Sidewalks and cycling facilities on Carling Avenue (where applicable)
- iv) Sidewalks and cycling facilities on Prince of Wales Drive (where applicable)
- v) The access ramp and applicable staircases to the top of the parking garage
- vi) The top of the parking garage

All to the satisfaction of the City Surveyor, and the General Manager, Planning Real Estate and Economic Development Department.

Interim Trillium Multi-Use Pathway

20. The Owner acknowledges and agrees that the relocation of the Trillium Multi-Use Pathway in order to complete the Works for the Phase 2 Parking Garage, as an alternative route for cyclists and pedestrians shall be provided and in place prior to closure of the current alignment of the Trillium Multi-Use Pathway, as shown on the approved plans. The Owner further acknowledges and agrees that any costs related

to the closing of the Trillium Multi-Use Pathway and the alternative route for public transportation shall be borne entirely by the Owner.

Construction and Traffic Management Plan

21. The Owner acknowledges and agrees, in collaboration with the contractor to hold a pre-construction meeting with local Community Associations comprising those affected in Wards, 14, 15, 16 and 17, including the following:

- i. Dow's Lake Residents Association;
- ii. Civic Hospital Neighborhood Association;
- iii. Carleton Community Association;
- iv. Glebe Annex Community Association;
- v. Dalhousie Community Association; and
- vi. Dows Lake Community Association.

To the satisfaction of the General Manager, Planning, Real Estate and Economic Development Department.

22. The Owner acknowledges and agrees to submit a final Construction Management and Logistics Plan, integrated into the Contractors site obligations, prior to the issuance of a building permit, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development, including:

- i. Confirming areas for contractor parking and limiting of-site parking impacts
- j. Confirming compliance with the Urban Truck Route By-law
- k. Encouraging The Ottawa Hospital and the Contractor to consider transit and rideshare/carpooling incentives to reduce automobile usage where possible.

Environmental Impact Statement and Tree Conservation Report Updating

23. The Owner acknowledges and agrees to follow the approved Vegetation Management/Conservation Strategy and Contractor Education Program, to the

satisfaction of the General Manager, Planning, Real Estate and Economic Development.

- 24.** The Owner acknowledges and agrees to evaluate the transplanting of the 13 trees identified on Figure 3 of Attachment A (Phase 2 Tree Inventory Results) of the Environmental Effects Analysis/Environmental Impact Statement and Tree Conservation Report Update or if transplant is proven not possible, plant replacement trees in lieu as a means of fulfilling Council direction to identify opportunities for upfront tree planting outside of any impacts of future development phases, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development.
- 25.** The Owner acknowledges and agrees to implement any mitigation measures recommended by the required final Environmental Effects Analysis / Environmental Impact Statement and Tree Conservation Report Update, prepared by Parsons Inc., dated March 2022, referenced in Schedule 'E' herein, or subsequent addendums, for the Parking Garage to the satisfaction of the General Manager, Planning, Real Estate and Economic Development.

Easements in Favour of the City

- 26.** 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 and pedestrian facilities, bus lanes and 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, Real Estate and Economic Development.

Conditions and Easements from Utilities

- 27.** 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.

License of Occupation and Easements on City Lands

- 28.** The Owner acknowledges and agrees that, prior to the registration, 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 coordinate with the City on elements such as tunnel ventilation, 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, to the satisfaction of the Rail Construction Program. 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 Stage 2 LRT Trillium Line Design Build Finance Maintain (DBFM) contractor, and to address as required any impacts on City utilities and/or third-party utilities in the rail corridor.
- 29.** The Owner acknowledges and agrees to provide a Composite Utility Plan as part of the application for the required License of Occupation, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development.
- 30.** 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 permanently registered easements from the City’s Corporate Real Estate Office. The Owner shall provide copies of the registered easements to the General Manager, Planning, Real Estate and Economic Development and Office of the City Clerk.

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

- 31.** 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.

- 32.** 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 the said claim or any loss or liability thereunder.
- 33.** 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.
- 34.** Upon default, the Owner further agrees to pay all reasonable attorneys' fees necessary to enforce the requirements as set out in Condition 36.

Trillium Line Impacts

- 35.** The Owner acknowledges and agrees they shall be fully responsible, including costs, for rectifying any deleterious effects that their construction has on existing infrastructure within the Trillium Line ROW, including but not limited to drilling, cutting and/or blasting rock that will induce appreciable magnitudes of vibrations that may be detrimental to the track, to the satisfaction of the Director of Rail Construction Program.
- 36.** The Owner acknowledges and agrees they shall build the Parking Garage in a manner that will not preclude the future widening of the rail corridor for double tracking and/or to include widening of the corridor within the hospital site, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development and the Director of Rail Construction Program.
- 37.** The Owner acknowledges and agrees they shall be required to coordinate with the City on elements such as tunnel ventilation systems, 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, to the satisfaction of the Director of Rail Construction Program.

- 38.** The Owner acknowledges and agrees they shall be responsible for addressing 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, to the satisfaction of the Director of Rail Construction Program.
- 39.** The Owner acknowledges and agrees they shall construct the Parking Garage to not preclude future electrification of the Trillium Line (double tracks). This includes possibly supporting overhead electrification on the parking garage, to the satisfaction of the Director of Rail Construction Program.
- 40.** The Owner acknowledges and agrees to design their facilities to prevent any deleterious effects caused by future electrification. Their design should not pose any restrictions on the electrification, to the satisfaction of the Director of Rail Construction Program
- 41.** The Owner acknowledges and agrees to consider the effects of trains through the corridor (noise, vibration, etc.) on their design. Their design should not pose any restrictions on the Trillium Line operations, to the satisfaction of the Director of Rail Construction Program.
- 42.** The Owner shall enter into a Crane Swing Agreement with the City for the use of a tower crane or equipment (including cement truck with extension) with booms that have the chance to enter into the rail corridor property, as required, to the satisfaction of the Director of Rail Construction Program.
- 43.** The Owner acknowledges and agrees that construction methodology, timing, and scheduling must be submitted for review and approval by the Rail Construction Project Office, to ensure that there are no impacts on the Stage 2 Ottawa Light Rail Transit (OLRT) project thirty (30) days prior to the commence work of any site works and/or building permits being issued, including conditional permits. The Owner agrees to provide the following documents, to the satisfaction of the Director, Rail Construction Program:
 - a. Structural drawings
 - b. Foundation drawings
 - c. Excavation methods and drawings
 - d. Shoring methods and drawings

- e. Crane locations
 - f. Staging of operations
 - g. Traffic management plan
 - h. Assessment of potential changes, due to blasting, in the soil and rock characteristics and strength and the groundwater regime.
 - i. Construction schedule (including anticipated dates, type of construction activity and contact person for coordination)
- 44.** The Owner acknowledges and agrees to enter into the following agreements with the City with respect to construction on the City owned LRT land:
- a. **Memorandum of Understanding** – for the construction of the garage as it impacts the rail corridor and operations of the rail corridor. The “Memorandum of Understanding” shall be entered into prior to the issuance of a building permit for the parking garage, including excavation.
 - b. **Construction Agreement** – for the scope and terms of work for the construction impacts on the rail corridor. The “Construction Agreement” shall be entered into prior to issuance of a building permit for the parking garage structure including excavation.
 - c. **Operation and Maintenance Agreement** – for the operation and maintenance of the parking garage components (such as ventilation systems, soffit elements, access, etc.) that impact the rail corridor. The “Operation and Maintenance Agreement” shall be entered into within 12 months after building permit issuance
 - d. **Land Occupancy Agreement** - for the agreement of the Owner to occupy City owned land, including air rights over the rail corridor. The “Land Occupancy Agreement” shall be entered into prior to the issuance of a building permit for the parking garage including excavation.
 - e. **Crossing Agreement/License** – for the purpose of entering into or adjacent to the LRT corridor over the long term. The “Crossing Agreement/License” shall be entered into prior to the issuance of a building permit for the parking garage or excavation.

All to the satisfaction of the General Manager, Planning, Real Estate and Economic Development Department and the Director of Rail Construction Program.

Use of Explosives and Pre-Blast Survey

45. 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.

National Capital Commission (NCC)

46. The Owner acknowledges and agrees the granting of a Federal Land Use Approval for any works associated with the Phase 2 Site Plan by the National Capital Commission will be required prior to registration.

47. The Owner acknowledges and agrees a strategy is required to address Dow's Lake parking and tour bus parking during and post construction of the Parking Garage will be required prior to construction works that would impact existing parking.

Development Charges

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

Revisions

49. The Owner acknowledges and agrees that prior to the registration of Phase 2 (the subject Parking Garage Site Plan), to submit the following revised plans:

- a. All final plans approved by the National Capital Commission

50. The Owner acknowledges and agrees that prior to the registration of Phases 3 and 4 Site Plan Agreement (being the Central Utility Plan and the Main Hospital Building), to submit the following revised plans:

- a. Landscape Plans for the covered LRT corridor along Prince of Wales Drive

Parkland Dedication

51. The Owner acknowledges that parkland dedication is not required for the Phase 2 site plan control application under subsection 14(1)(g) of the Parkland Dedication By-law, which states that no conveyance of land or payment of money-in-lieu is required in the case of development or redevelopment of a municipal or other government use.

Greenspace Conditions from Planning Committee February 10, 2022

52. The Owner acknowledges and agrees to commit to adequately fund a Long- Term Landscape Maintenance plan that ensures the ongoing health of the vegetation throughout the entire lifecycle of the proposal.

53. The Owner agrees to provide a Landscape Architect’s (licensed in Ontario) review and approval of the proposed plantings (species, soil depths, and space provided at each location for the chosen species), to the satisfaction of the General Manager, Planning, Real Estate and Economic Development.

54. The Owner agrees to provide to City Staff Winter Maintenance Guidelines and Safety Plans for the rooftop and the pedestrian and cycling access to the rooftop to ensure year-round safe access, prior to opening of those facilities to the public.

September 27, 2022



Date

Lily Xu
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: D07-12-21-0159

SITE LOCATION

The proposed New Campus Development (NCD) for The Ottawa Hospital 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 site plan application is for a 4-storey proposed parking structure which represents Phase 2 of the overall Master Site Plan (with the Master Site Plan being Phase 1) application for the development of a 2.5 million square metre hospital development, developed over 10 phases past the year 2048.

The parking structure proposes to accommodate approximately 2,500 parking spaces and approximately 310 indoor secure bicycle parking spaces, and 228 outdoor bicycle racks. The parking garage will include a publicly accessible green roof and programable open space, which will include a pedestrian connection from the main hospital building to the City's LRT station on the north side of Carling Avenue.

SITE PLAN ANALYSIS

Cycling

- The Site Plan illustrates the provision of two main cycling networks. The first is east on Carling Avenue, south on Preston Street and west on Prince of Wales Drive. The second route is through the internal Roads A and B from Carling Avenue 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, having a three-metre-wide bi-directional cycle track.
 - 3.0 metre asphalt bi-directional cycle track through Road A and B
 - 3.0 metre asphalt bi-directional cycle track along Carling Avenue and Preston Street (widening to 3.5 metres along Preston Street were space permits),
- The Prince of Wales Drive route will have a 1.8 metre uni-directional cycle track along its northern edge.
- 310 secure bike spaces are proposed (indoor), and 228 outdoor bike racks are proposed (50 along Road A and 170 along Road B)

Pedestrians

- The Carling Avenue sidewalk is to remain as is during the Parking Garage Site Plan Phase
- A 3.0 metre concrete sidewalk along Preston Street is proposed, separate from the 3.0 metre cycle track
- Internal Road A and B will have 2.0 metre concrete sidewalks with 2.0 metre concrete
- A 1.8 metre concrete sidewalk is proposed along Prince of Wales Drive, separate from the 1.8 metre uni-directional cycle track
- A pedestrian plaza is proposed at the southeast corner of Road A and B, for pedestrians to gather and be separate from the sidewalk and cycle tracks.
- A pedestrian ramp accesses the top of the garage to privately owned publicly accessible open space. The 'ramp' has two pedestrian entrances; one on the north end of Preston Street and the second on the south end of Preston Street at Prince of Wales Drive. Elevators are available at the south entrance of the ramp and garage, to provide an alternative access to the top of the garage.

LRT Connectivity

- The TOH leased site is fully within 670 metres of transit and will be approximately 250 metres from the south side of Carling Avenue transit station portal to the first entry point of the hospital building (or approximately 400 metres from the south side portal to the main hospital entry).
- An Environmental Assessment (EA) study will assess options for a tunnel and overpass connection between the Hospital parking garage and Dow's Lake Station. The general scope includes, developing, assessing and evaluating alignment options for the connection leading to a preferred solution, assessing the environmental impacts of the preferred solution, and developing mitigation measures. The functional design will be developed and will be weather protected and fully accessible for both pedestrians and cyclists. Consultation will include Consultation Group meetings with technical agencies, Indigenous Peoples, community groups, special interest groups, advisory committees, landowners and business owners. Individual meetings will also be held with stakeholders such as the Ottawa Hospital and others as required. There are 2 open houses also planned for this project.
- TOH is working with the NCC and City staff currently on the highline design, which is to include animated spaces, and possible people movers such as moving sidewalks to shorten the walk time. The highline also serves a connection from the LRT station to the main hospital building.
- The proposed parking garage parking spaces (approximately 2,500) are at a minimum requirement in the Zoning By-law for the hospital use for the purpose of focusing on Transportation Demand Management strategies to shift the mode of transportation for auto-oriented to multi-modal (pedestrian, cycling, bus, LRT). The Carling Avenue priority bus route is also a major factor in supporting the hospital as a transit-oriented development, where there is not only the Trillium Line, but a priority bus route along Carling Avenue.

Open Space

- The rooftop open space will provide over 5 acres of publicly accessible space
- The programming will include an Indigenous garden, passive open space, and actively programmed spaces
- A main programable anchor will be the DARA Tennis Club
- Passive areas will include turf areas for 'free play' as well as intensive roof plantings
- Overall, the tree plantings on the roof are to represent approximately 10% canopy coverage of the parking garage site plan target of 40%.
- A central promenade forming a clear wayfinding route on the roof and leading to the 'highline'.

Landscaping Design

- One of the biodiversity design principles established for the New Civic Development, The Ottawa Hospital Parking Garage and Green Roof, is to "ensure a context sensitive design."
- The planting design is rooted in the cultural history and regional and local ecologies of Ottawa.

Trees

- 33 new tree removals over 10cm DBH were identified as a result of the garage site plan, however 20 of the 33 trees were identified as dead trees
- Of the 13 viable trees 8 are invasive buckthorn (invasive shrub), 1 is an Apple tree, 1 is an Amur Maple, 2 are invasive Manitoba Maples, 1 is a Mountain Ash.
- A majority of existing trees are planned to be protected as part of the Parking Garage Project along Carling Avenue for the purposes of visual screening, until the Carling Village Towers are constructed. Some new trees will be planted to fill in the visual gaps between existing trees between Carling Avenue and the Parking Garage. New street trees are proposed along Preston Street in front of the garage and pedestrian path and along Roads A and B. Additional trees are proposed on the green roof as shown, in coordination with structural engineering requirements. The landscaping provided with the site plan will contribute to the overall Site target for canopy cover as well as provide other opportunities for ground and mid-level planting for seasonal variety, varied textures and colors and visual screening purposes.

Accessibility

- Accessible parking spaces proposed exceed what is required by the AODA, for both van accessible and car accessible parking, particularly in the parking structure.
- The parking structure will provide van and car accessible parking stalls, and limited mobility parking spaces immediately adjacent to or nearby the main elevator block enabling people to easily reach the highline to cross over into the hospital.

- The distance from the proposed accessible parking spaces in the parking structure to the hospital entrance is comparable to, or shorter than, what is provided at other hospitals in Ottawa and throughout Ontario - and is shorter than the distance currently provided at the existing Civic Campus. In addition to an abundance of accessible parking, there will also be seating, and rest opportunities provided a maximum of 30 m apart.

Architectural Elevations

- Significant earthen embankments are proposed along Preston Street and Prince of Wales Drive garage facades with the intention of providing pedestrian access (up from the intersection of Preston Street and Prince of Wales Drive), but also to provide elevated ground on which to plant screening vegetation to visually screen the garage to reduce its overall visual presence throughout the year
- The mixed species planting provides a natural element into the facades of the garage, as well as referencing the areas landscaped history
- The garage paneling is introduced to add warm tones to the garage and further enhance the natural look of the garage façade.

Vehicular Information

- 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 one lane heading upwards to the main entrance, and a single lane proceeding to a below-grade emergency drop-off area.
- Access to the service and loading area will be from internal Road B off Prince of Wales Drive and screened from view with landscaping.
- On street parking for drop off on Road B along the Parking Garage structure
- An internal one-way service lane will be accessed off of Road A, directly north of the garage to service the future towers along Carling Avenue and Preston Street.
- The outside lanes of both Roads A and B will be 3.5 metres in width and can accommodate OC Transpo bus service.
- 25 EV charging stations will be provided in the garage, and the ability to extend charging to every space in the future will be made available.
- City Emergency Services (Fire Services and Paramedic Services) support the access to the Parking Garage through the internal road network design.

THE MASTER SITE PLAN

Due to the size of the project, the New Campus Development (NCD) will be completed in phases. The Master Site Plan currently outlines 10 phases, where the first phases will prepare the site for the Hospital's construction which is set to begin in 2024-2028. Phase 1 comprises the overall master site plan, where Phase 2 is the subject site plan control application seeking to widen the O-Train trench and the approval and construction of a parking garage.

The rationale for the above-ground parking garage 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. Otherwise, the cost of an underground structure at 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 any additional costs would in effect take budget dollars away from hospital development and health care possibilities. The option of locating the garage 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.

Subsequent phases of the NCD, which are independent of this garage application, will be assessed at the time of their application. This will include the main hospital building and its central utility plant; connection to LRT; a main pedestrian plaza at Champagne Avenue and Carling Avenue; a hospital research building on Carling Avenue west of Champagne Avenue; mixed use towers east of Champagne Avenue; a hospital vertical expansion and the University of Ottawa Heart Institute – bringing the project full build-out to 2045-2048.

RELATED MASTER PLAN 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. Joint Built Heritage Sub Committee and Planning Committee heard from over 40 public delegations.
- The NCC's Board of Directors approved the Master Site Plan on October 5th, 2021.
- The City held its Urban Design Review Panel meeting on November 5th 2021, for the design review of the Parking Garage site plan.
- The NCC held their Advisory Committee on Planning, Design and Realty November 26, 2021, for the design review of the Parking Garage site plan.
- The NCC's Board of Directors approved the Schematic design for the Parking Garage Site plan on January 20, 2022.
- The City's Planning Committee endorsed the Parking Garage site plan February 10th, 2022.
- A Federal Land Use Design Approval was granted by the NCC to enable Early Works on March 15, 2022 which includes site mobilization, site hoarding, tree

protection and clearing, a construction road in the alignment of Road A and Road B, and detour for the Trillium Pathway.

- A final Urban Design Review focused review was held May 10th, 2022 as a condition of Planning Committee endorsement on February 10th, 2022

SERVICING

The New Campus Development (NCD) will be serviced by a looped private watermain with two connections to the existing 406 mm diameter public watermain on Carling Avenue. The existing private sanitary sewers within the development area will be relocated to suit the proposed NCD with five new sanitary sewer connections to the existing 300mm diameter public sanitary sewer on Carling Avenue. The storm water servicing will consist of a connection to the existing 1200mm diameter private storm sewer at Prince of Wales Drive which outlets to Dows Lake and another three connections to the public storm sewers on Carling Avenue.

TRANSPORTATION RELATED TO CONSTRUCTION

Cycling

The Trillium Pathway will be realigned prior to construction of the parking garage. An interim asphalt Multi-Use Pathway will be provided on south side of Carling Avenue and west side of Preston Street, between the existing Trillium Pathway and Prince of Wales Drive. Full build-out of the ultimate sidewalk and bi-directional cycling facility will be coordinated with associated road modifications to the Preston Street and Prince of Wales intersection..

The Queen Juliana Multi-Use Pathway between Sherwood Drive/Carling Avenue and Prince of Wales Drive will be discontinued once construction of the parking garage commences. Users may travel east to the realigned Trillium Pathway or west to Maple Drive within the Experimental Farm to navigate around the site during the parking garage and main hospital building construction.

Parking

The contractor parking area for workers will be located at the southwest quadrant of the Road A / Champagne Avenue/Carling Avenue intersection.

Access

Four construction accesses will be provided during construction of the parking garage:

- A right-in only entry access at Road A/Champagne Avenue/Carling Avenue with egress at Road B / Prince of Wales Drive.
- Entry access at Garage Access/Navy Private/Prince of Wales Drive with a right-out only egress at Preston Street approximately 40m south of Carling Avenue.

Two separate construction vehicle paths have been provided on each side of the Trillium Line. These two hemispheres will be connected by a minor access for light vehicles (assumed to accommodate two-way travel) at the north end of the construction area.

Intersection Performance

During construction of the parking garage, the wider study area intersections (i.e. not located along the new Civic development frontage) are expected to operate similar to existing conditions during the construction of the parking garage. Overall, all proposed gates (i.e. site accesses) are anticipated to operate well during construction, although Gate 2 (Prince of Wales and Road B intersection) may encounter some delays and queues on the hospital approach during the PM peak period. Possible interventions such as flag people or temporary signals will be confirmed in the future Construction Management Plan to be prepared by the Contractor.

Transportation Demand Measures

Implementation of potential Transportation Demand Management measures during the construction phases will be limited given the primary workforce are trades people/construction workers that historically have high auto-usage. However, conditions of approval encourage The Ottawa Hospital and the Contractor to consider transit and rideshare/carpooling incentives to reduce auto-usage where possible.

DECISION AND RATIONALE

This application is approved for the following reasons:

- The City's Planning Committee endorsed the Parking Garage site plan on February 10th, 2022.
- The Site Plan complies with the Provincial Policy Statement (2020)
- The Site Plan complies with the 'General Urban Area', 'Arterial Mainstreet' and 'Mixed Use Centre' designations of the City's Official Plan.
- The Site Plan complies with the 'Downtown Core Transect', 'Hub Designation' and 'Evolving Neighbourhood Overlay' of the City's New Official Plan
- The Site Plan complies with the Preston-Carling District Secondary Plan, including the 'Hospital Area' designation.
- The Site Plan meets the criteria of a 'Major Urban Facility' and provides services to the entire city and beyond the boundaries of Ottawa.
- The Site Plan complies with the zoning performance standards of the Major Institutional Zone (I2[2491]).
- The Site Plan is in accordance with the approved Master Plan endorsed by City Council on October 13, 2021 and approved by Staff on October 27, 2021.

FEBRUARY 10, 2022 PLANNING COMMITTEE MOTIONS AND DIRECTIONS

Motions

1. Cycling connectivity improvements to Main Hospital Building (Motion No PLC 2022-56/2)
 - Staff will be working on this motion during the Phase 3 and 4 site plans forthcoming for the main hospital building.
2. Staff to engage in discussions on accessibility including improved connections between the Dow's Lake LRT Station and the Hospital (Motion No PLC 2022-56/3)
 - The Ottawa Hospital hosted a virtual information session on June 15, 2022 regarding accessibility at the new Campus development, with the goal of updating the public on the project as well as a presentation on designing for accessibility at the new campus followed by a Q&A session.
 - TOH will present to the Accessibility Advisory Committee in September of 2022 for the main hospital building design
3. Improvements be made to the Preston Street Cycling facility (Motion No PLC 2022-56/4)
 - The public realm along Preston Street has been extended into the right-of-way as a means to increase the cycling facility's separation from the vehicular travel lane.
 - A fully protected intersection design is proposed for Preston Street and Prince of Wales Drive intersection with a combination of bi-directional and uni-directional crossings
4. In addition to a Neighbourhood Traffic Study, Staff work with The Ottawa Hospital to effectively engage with local communities, local community associations and appropriate citizen advocacy groups on the Transportation Demand Management Study prior to the submission of the main hospital building (Motion No PLC 2022-56/6)
 - TOH has created a 'New Campus Development Community Advisory Council Transportation Subcommittee' to provide feedback to TOH on transportation to the New Campus Development from across the region, and to inform a neighbourhood traffic calming study, off-site parking strategy, and a transportation monitoring program. Meetings are on-going.

Directions

Construction Management

1. Work with TOH on a Construction Management Plan that addresses on-site contractor parking, including limiting off-site parking impacts from the first day of construction.
 - Added to the conditions of approval herein
2. Work with TOH on having the Construction Management Plan address enforcement of on-site parking standard as well as the urban truck route by-law.

- Added to the conditions of approval herein
- 3. Work with TOH on having the Construction Management Plan form part of the contractors construction site orientation.
 - Added to the conditions of approval herein

Greenspace Conditions

1. The owner acknowledges and agrees to commit to adequately fund a Long- Term Landscape Maintenance plan that ensures the ongoing health of the vegetation throughout the entire lifecycle of the proposal.
 - Added to the conditions of approval herein
2. The owner agrees to provide a Landscape Architect's (licensed in Ontario) review and approval of the proposed plantings (species, soil depths, and space provided at each location for the chosen species), to the satisfaction of the General Manager, Planning, Real Estate and Economic Development.
 - Added to the conditions of approval herein
3. The owner agrees to provide to City Staff Winter Maintenance Guidelines and Safety Plans for the rooftop and the pedestrian and cycling access to the rooftop to ensure year-round safe access, prior to opening of those facilities to the public.
 - Added to the conditions of approval herein

Other Directions

1. Staff to investigate the feasibility of a raised cross-walk and cross-ride at the south-west leg of the Prince of Wales Drive and Preston Street intersection, which connects to the NCC pathway on the south side of Prince of Wales Drive.
 - The Functional Road Modification for the Prince of Wales Drive and Preston Street intersection has explored this raised cross-walk and will address the intent of it in its final design through bi-directional crossings, however the raised cross-walk would interfere with the volume of traffic and truck route traffic required at this intersection.
2. Staff be directed to work with the Ottawa Hospital and the National Capital Commission, in consultation with the area Councillors to review the placement of buildings along the corner of Preston and Carling for future consideration.
 - Staff will work with TOH and the NCC on this direction during future applicable phases.

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.

A virtual Community Association Meeting was held through an online video conferencing tool, ZOOM, on October 6, 2021. Representatives from The Ottawa Hospital were present, and approximately 4 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 Public Information Session was held through an online video conferencing tool, ZOOM, on November 24, 2021. Residents, representatives from TOH and the Ward Councillors' offices were present, and over 140 residents attended this information session.

Virtual Community Association Workshop Meetings were held on January 11 and January 13, 2022. The January 11 meeting was for the purpose of discussing mobility on and around the site, while the January 13 meeting was for the purpose of discussing tree retention, tree removal and landscape design (including programming of the roof top amenity space).

This item was heard at the February 10, 2022 Planning Committee and had 34 public delegations and 15 submissions.

PUBLIC COMMENTS

A summary of public comments and Staff responses can be viewed in the February 10, 2022 Planning Committee Report.

Link:

<https://app05.ottawa.ca/sirepub/mtgviewer.aspx?meetid=8503&doctype=MINUTES>






APPLICATION PROCESS TIMELINE STATUS

This Site Plan application was not processed by the On-Time Decision Date established for the processing of an application that has Manager Delegated Authority due to the high complexity of the project and its approval process.

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

Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION SITE PLAN / PLAN D'EMPLACEMENT	
D07-12-21-0159	21-1315-L	 850, 930, av. Carling Ave. & 520 rue Preston St.  Phase 1  O-Train	
I:\CO\2021\Site_Plan\Carling_850_930			
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REVISION / RÉVISION - 2021 / 10 / 14			