The Ottawa Hospital | L'Hôpital d'Ottawa

New Civic Development for The Ottawa Hospital

Design Brief and Planning Rationale
Phase 2: Parking Garage and Green Roof

October 2021

PARSONS

New Civic Development for The Ottawa Hospital

Application for:

Site Plan Control – Phase 2 Project: Parking Garage and Green Roof

Design Brief and Planning Rationale

Preliminary Draft – October 2021

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1.0 INTRODUCTION

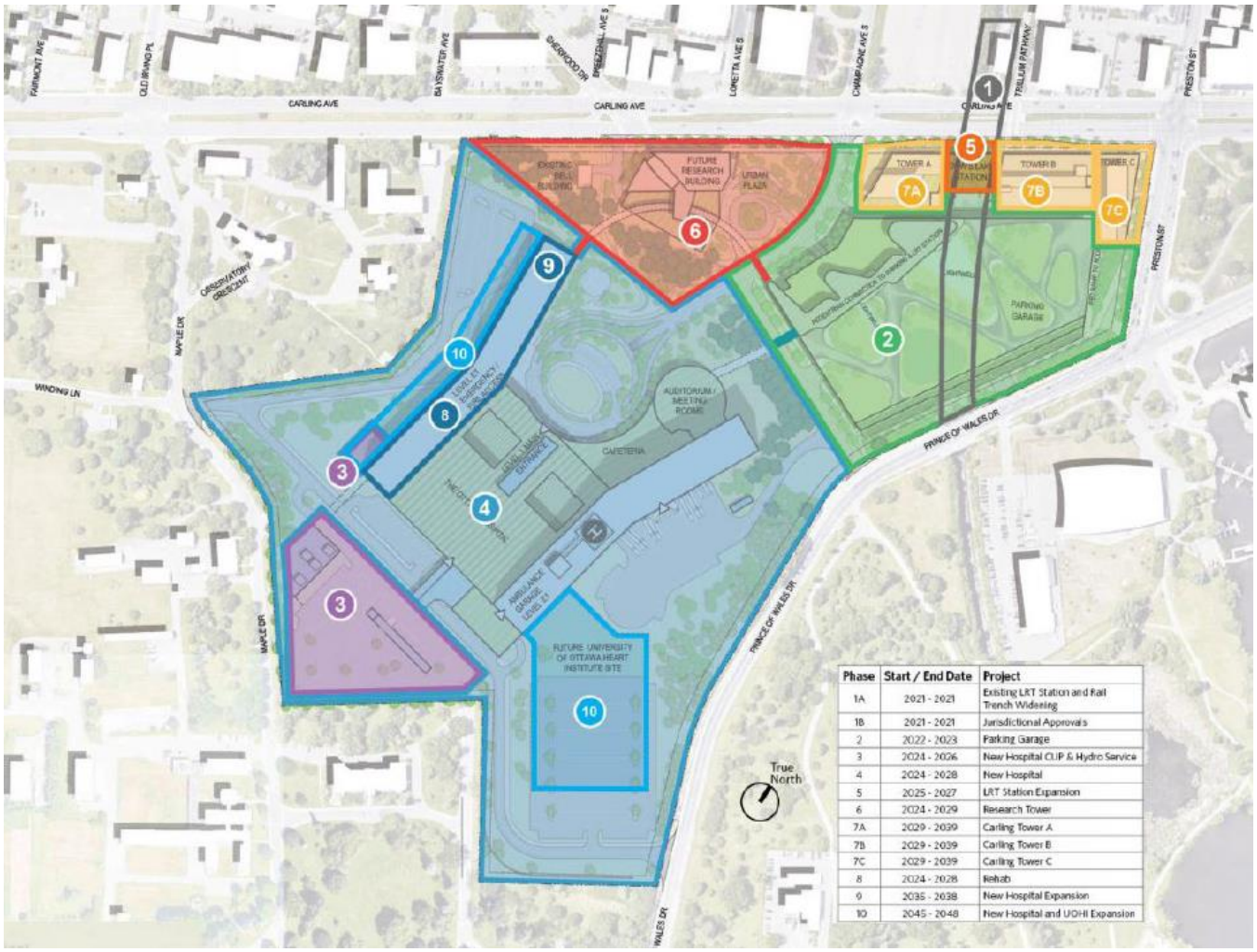
In June 2017 a Federal Land Use Design and Transaction Approval was granted making an approximately 20-hectare property of federal land available for a new Civic Campus of The Ottawa Hospital (**Figure 1**). The project is referred to as the new Civic development (NCD) for The Ottawa Hospital. Further in 2018, the City of Ottawa passed Official Plan and Zoning By-law Amendments to bring the City's land use planning policy documents into alignment with the federal land use decision. The amendments resulted in redesignating a portion of the Central Experimental Farm to General Urban Area and recognize the future use of the new campus within the boundary of the farm. The Preston-Carling District Secondary Plan was also amended at that time and introduced a new "Hospital Area" character area policy to specifically guide development of the hospital and its related uses. The associated Zoning By-law Amendment rezoned the lands to Major Institutional Zone and enacted holding provisions to prevent development until such time as a Master Site Plan and supporting plans and reports that addressed servicing requirements, multi-modal transportation options, and cultural heritage impacts have been completed and approved by Council.

Figure 1: New Civic Development for The Ottawa Hospital

In May 2021, complete applications to approve a Master Site Plan and Lift the Holding Zone were submitted to the City of Ottawa as well as an application to the National Capital Commission for approval of the Master Site Plan. At the time of this report, applications that relate to the Master Site Plan are still pending approval, however, decisions on those would be made prior to approval of any additional applications. The Master Site Plan and its supporting studies guide the future development of a new campus for The Ottawa Hospital.

The new Civic development is to be implemented in Phases as illustrated in **Figure 2**. The first phase of implementation is anticipated to include widening of the Trillium LRT trench to accommodate a second LRT track that would be constructed in the future. This Design Brief and Planning Rationale has been prepared in support of a Site Plan Control Application for the Phase 2 Project which includes the Parking Garage proposed at the corner of Preston Street and Prince of Wales Drive, the internal road network (portions of Road A and B) that would provide access to the Parking Garage, and a realignment of the Trillium Pathway along Carling Avenue, Preston Street and Prince of Wales Drive. This phase would also include development of a large portion of the proposed relocated Queen Juliana Park. This Phase 2 Project is an enabling phase to the future Hospital Building, required to facilitate its construction.

Figure 2: New Civic Development Project Phasing



Phase	Start / End Date	Project
1A	2021 - 2021	Existing LRT Station and Rail Trench Widening
1B	2021 - 2021	Jurisdictional Approvals
2	2022 - 2023	Parking Garage
3	2024 - 2026	New Hospital CUP & Hydro Service
4	2024 - 2028	New Hospital
5	2025 - 2027	LRT Station Expansion
6	2024 - 2029	Research Tower
7A	2029 - 2039	Carling Tower A
7B	2029 - 2039	Carling Tower B
7C	2029 - 2039	Carling Tower C
8	2024 - 2028	Rehab
9	2035 - 2038	New Hospital Expansion
10	2045 - 2048	New Hospital and UOHI Expansion

This Planning Rationale describes how the Phase 2 Project Site Plan enables the future and ultimate phases of The Ottawa Hospital new Civic development Master Site Plan, but also how it accommodates residents and visitors to a relocated Queen Juliana Park and the Hospital building and conforms to municipal and federal plans, policies, and design guidelines.

This application also includes the following supporting studies:

- Transportation Impact Assessment Addendum (Addendum #1)
- Preliminary LRT Proximity Study
- Site Servicing and Stormwater Management Report and supporting drawings
- Geotechnical and Hydrogeological Investigation
- Phase II Environmental Site Assessment
- Stage 2 Archaeological Assessment
- Environmental Effects Analysis (including Environmental Impact Statement and Tree Conservation Report Update)
- Phase 2 Drawings Package

1.1 Local Context

The new Site for The Ottawa Hospital is located northeast of the Central Experimental Farm, extended north and east towards Carling Avenue, Preston Street, Dow's Lake and the Rideau Canal (**Figure 1**). The Phase 2 Project is located in the northeast corner of the Site that includes lands on either side of the Trillium LRT corridor, on lands south of the escarpment area.

The eastern portion of the Site (Carling Avenue at Preston Street and Prince of Wales Drive) currently contains a surface parking lot that provides access to visitors to Commissioners Park, Dow's Lake and the Dow's Lake Pavilion (**Photo 1**). A Public Open Space, known to residents as "Queen Juliana Park", is immediately to the west of the Trillium LRT corridor and contains a series of walking and cycling paths connecting Carling Avenue to Prince of Wales Drive.

The Site is situated across Carling Avenue from the existing Trillium Line LRT Station. The Trillium Line is currently out of service as updates and extensions to the line are made to connect Confederation Line 1 at Bayview Station in the north to the growth community of Riverside South, south of Ottawa International Airport, and to the Airport itself. The planned re-opening of the line is anticipated to occur in 2022.

The Site is surrounded by the open space network of Dow's Lake and the Rideau Canal, the transitioning mixed-use neighbourhood within the Preston-Carling District, and the current escarpment that bisects the Site. More specifically, the lands east of the Site are occupied by Commissioners Park, Dow's Lake, and the Rideau Canal (**Photo 1**). The Department of Natural Defense HMCS Carleton property is located adjacent to Dow's Lake on the south side of Prince of Wales Drive (**Photo 2**). The existing Queen Juliana Park bordered by a treed escarpment is located on the west and south side the Phase 2 Project Site. An existing Bell Canada structure, with its own access to Carling Avenue is located adjacent to the escarpment and the Site to the northwest (**Photo 3**).

Photo 1 : Commissioners Park and Dow's Lake from Preston Street (looking southeast)

Photo 2: HMCS Carleton from Site across Prince of Wales Drive (looking southeast)

Photo 3: Public Open Space known as 'Queen Juliana Park' and Escarpment from Carling Avenue (looking southwest)

Lands to the north of the Site include historical low-rise commercial and mid-rise institutional buildings associated with the Natural Resource Canada Booth Street Campus. Redevelopment of these lands include high-rise residential and Mixed-Use buildings (**Photo 4** and **Photo 5**).

Photo 4: Low-Rise Commercial and Mid- and High-Rise Residential and Mixed-Use east of Sherwood (looking northeast)

Photo 5: Mid-Rise Institutional and High-Rise Residential west of Rochester Street (looking northwest)

1.2 Site Significance

The Site has a rich history of federal uses within Ottawa and has historically gone through several redevelopments. During the Second World War era, the federal government established a campus to accommodate office space with a series of temporary buildings located on the portion of the Site between the Trillium Line and an escarpment that divides the Site into upper and lower portions. When these buildings were demolished in the late 1960s and early 1970s, the upper portion of the Site was built as a new campus to contain the headquarters for Agriculture and Agri-Food Canada. The campus was made up of an 11-storey office tower and two low-rise wings, known as the Sir John Carling Building. The Sir John Carling Building was demolished in 2012, leaving just one of the low-rise wings, used as the cafeteria (the Annex), which has now being demolished.

The Central Experimental Farm (CEF) was designated a Natural Historic Site of Canada in 1997. The Farm was established by the Government of Canada in 1886 to support Canadian agriculture through research and development of good farming methods. The Farm has three clearly defined zones: a central core consisting of administrative and scientific buildings; experimental fields; and an Arboretum, ornamental gardens and experimental hedges. The CEF also includes a number of federally recognized and classified heritage buildings. The Site occupies a portion of the land that included administrative offices and scientific research buildings. The Hospital Land Lease authorized the use of this portion of the Experimental Farm property for the development of the new Campus. Approximately 50 metres to the east of the Site, and separated by Prince of Wales Drive, is the Rideau Canal (of which Dow's Lake is a component), a World Heritage Site and National Historic Site of Canada. The Rideau Canal traverses over 200 kilometres of the Rideau and Cataraqui River systems stretching from Ottawa South to Kingston's harbor on Lake Ontario. In 2007, UNESCO added the Rideau Canal to its family of World Heritage Sites (Plan for Canada's Capital, 2017).

1.3 Existing Transportation Network and Site Access

The Site is ideally located to take advantage of the area's existing transportation network having frontage along Carling Avenue, Preston Street and Prince of Wales Drive which are part of the City's arterial road network. Direct access to the Site today is provided by an existing all-movement access to Prince of Wales Drive.

Facilities for pedestrians and cyclists include sidewalks on both sides of the road along Carling Avenue and Preston Street, and a sidewalk on the north side of Prince of Wales Drive save for a small section of multi-use pathway between Preston Street and the O-Train corridor. There are several multi-use pathways on or connecting to the Site including the Trillium Pathway on the east side of the O-Train corridor, the Rideau Canal Western Pathway connecting to Dow's Lake,

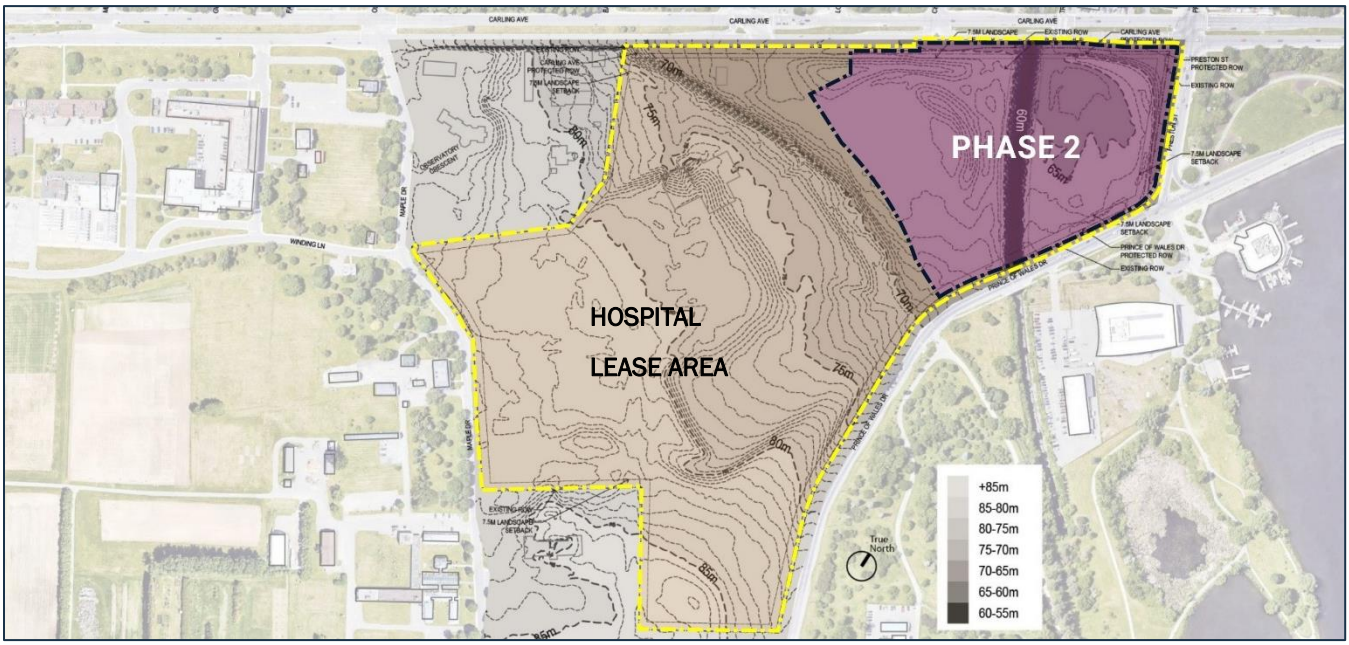
and a network of pathways within the existing Queen Juliana Park. Prince of Wales Drive is part of the City's cross-town bikeway with paved shoulder cycling lanes. The designated Carling Avenue Transit Priority Corridor proposes a reconstruction of the right-of-way to provide bus transit priority measures and active transportation infrastructure including parallel separate sidewalk and cycling facilities. The Site also has access to high-order and local transit service. The Site itself is bisected by the Trillium LRT line with access today provided through the existing Carling Transit Station. Local bus routes also operate on the adjacent road network.

1.4 Site Topography and Open Space

The topography of the Site is quite variable. A treed ridge ("escarpment") cuts diagonally across the Site immediately to the west. The southwest corner of the Site includes a portion of this treed escarpment. The Site is situated on a lower, relatively flat eastern plateau which slopes gently towards Dow's Lake.

The majority of the Site is comprised of manicured lawn interspersed with mature planted trees with separated canopies. The predominant vegetation includes a wide variety of introduced and native species of planted deciduous and coniferous trees. Naturalized landscape features within or adjacent to the Site are limited to a narrow remnant woodlot associated with the escarpment. The majority of trees on the Site are introduced species or cultivars. No portion of the Site is identified within the City's Natural Heritage System.

Figure 3: Site Topography



2.0 DESIGN BRIEF

This section of the report has been prepared by HDR as a requirement for Site Plan Control applications and for the purposes of informing the Planning Rationale for the new Civic development Phase 2 Project. As per instructions from the National Capital Commission (NCC) and the City, the Master Site Plan Design Brief was amended by providing additional detailed information on the Phase 2 Project so that readers generally do not have to go back-and-forth between two design briefs. Some specific detail about the Hospital has been removed from the Phase 2 Design Brief that is not germane to the Phase 2 Project.

- **Section 2.1** presents the design principles for the new Civic development for The Ottawa Hospital.
- **Section 2.2** presents Master Site Plan information as submitted and relevant to the Phase 2 Project.
- **Section 2.3** presents the Phase 2 Parking Garage Project for this application for Site Plan Control and Federal Land Use and Design Approval. Please refer to this Section 2.3 for specific, updated and detailed information on the Parking Garage.

Figure 4: New Civic Development Project Boundary (Existing Context)

2.1 Design Vision and Design Principles

A Design Vision and set of Design Principles were established for the new Civic development, drawing from the Site's rich history, land use policy direction from federal and municipal plans, and the Capital Realm Design Principles established specifically for the Site at the time of the Hospital Land Lease. These, along with the Master Site Plan design response are included below and carry forward to the Phase 2 Project.

Achieve Design Excellence in Urban Design: *Demonstrate exceptional architectural and urban design by respecting the historical, cultural, and physical environment within and adjacent to the Site. Urban design and architecture should address the urban edge of Carling Avenue and Preston Street; the cultural heritage of the Central Experimental Farm and its national historic value; Dow's Lake and the Rideau Canal as a UNESCO World Heritage Site; and the scenic edge of Prince of Wales Drive.*

Design Response: The Site is uniquely situated to bridge the rich historical, cultural and physical attributes of the Preston-Carling District, The Central Experimental Farm (CEF) and the Dow's Lake and the Rideau Canal UNESCO World Heritage Site. The approximate 20-hectare Site will facilitate a transition in land use from the dense urban street grid north of Carling Avenue to the picturesque and agrarian landscapes of the Central Experimental Farm, through its health, wellness and research campus. Refer to **Figure 5.**

Design excellence will address the central tenets of urban design in the public realm as outlined in the Preston-Carling District Secondary Plan, whose vision is to be "greener and more urban", providing an expanded network of improved public squares and plazas. To that end, the design includes:

- Tree lined streets for shade and pedestrian scale, urban plazas, squares and healing gardens, overlooks to the Central Experimental Farm and Dow's Lake, opportunities for active and passive recreation with pleasant places to sit, relax and congregate;
- A conceptual architectural language for the research and mixed-use components of the development below the escarpment that addresses the urban edge of Carling Avenue and Preston Street by framing retail and commercial frontages, wide sidewalks, seating areas within a linear landscape zone, a bi-directional multi-use path, diminished setbacks and graduated building massing to reduce the urban canyon effect;
- The integration of the Parking Garage into the Site such that the mass of the southeastern edge facing Prince of Wales Drive is diminished in height relative to the location of the uni-directional cycle track along the north side of Prince of Wales Drive. The development of landscape features such as a ramp/pathway that connects from the intersection of Preston Street and Prince of Wales Drive up to the Queen Juliana Park area of the Parking Roof. Additionally, roof top elements avail the amazing views toward Dow's Lake and provide shelter and access for pedestrians moving from the LRT Station and parking areas through to the Hospital;
- The Hospital building, due to the nature of its operational and safety imperatives, have clear on-stage, off-stage use zones. The public are welcomed into the on-stage zones at levels 1 and E1 for the main entrance and emergency department respectively. These on-stage zones will take on similar urban design character with outdoor use zones, access to healing gardens, walking paths, and green roofs. However, the public will not be encouraged to walk to the back of the Hospital for purposes of safety and security;
- A Hospital facility that embraces the natural elements of the Site at the top of the escarpment and includes a protected central "Main Plaza" to act as a central wayfinding element both external and internal to the overall facility. Key elements of the Hospital facility that interface with the adjacent landscape (such as the Patient Care Area along the west as well as the loading area to the southeast) such that each of these areas is highly functional yet discrete relative to the overall development;
- A Central Utility Plant inclusive of a significant effort to minimize the mass relative to the Central Experimental Farm to allow for view sheds and view corridors to be maintained between the existing Saunders Building and the Dominion Observatory Buildings; and
- The Central Experimental Farm Master Plan and National Historic Site Management Plan guide the more scientific and research-based landscapes within the Farm and the interface with the adjacent UNESCO World Heritage Site that can be brought into the programming of the Site.

Protect and Enhance Views: *Protect and enhance views and visual quality from the important capital landscapes (the Central Experimental Farm National Historic Site, Dow's Lake and the Rideau Canal UNESCO World Heritage Site, Commissioners Park, and the Prince of Wales Scenic Entry).*

Design Response: The existing landscape within the Central Experimental Farm is comprised of agricultural fields, arboreta and ornamental gardens with continuous lawn. Together, they provide an orderly visual character to the Core

area of the Farm. However, the hard landscape is less organized, a combination of architectural features, roads and parking lots, buildings, fences and signs. The new Civic development will build upon the areas left from the original Sir John Carling Building at the top of the escarpment to help to organize the hard and soft landscapes into a coherent whole while providing an urban and re-naturalized area to the lower escarpment. It will provide a visual transition from urban to agrarian, from ordered monoculture to a naturalistic ecology, in a contemporary interpretation of an evolved landscape within the context of the Central Experimental Farm. Specifically,

- A proposed vegetated environment on the Parking Garage will foster new vantage points and enhanced views toward the Central Experimental Farm and Dow's Lake;
- Ground-level short views identified in the Central Experimental Farm's Commemorative Integrity Statement around the perimeter of the Site (particularly Queen Elizabeth Drive and Prince of Wales Drive) as well as along Maple Drive will be largely unchanged because of the proximity of these vantage points to existing and newly planted trees used to screen certain views and ensconce the new Hospital into the existing topography and landscape; and
- Longer views to the Hospital Site from the Central Experimental Farm and Dow's Lake will receive an architectural overlay, framed by an urban canopy of foreground trees, a mid-range view of the new Hospital towers and backed by new mixed-use towers characteristic of the growth and densification of the Preston-Carling District and beyond.

Respect and Enhance the Cultural Experience: *Explore opportunities to create cultural experiences based on agricultural, archaeological, historical and other cultural resources and landscapes to be enjoyed and integrated with the heritage features surrounding the Site.*

Design Response: The Central Experimental Farm was created in 1886, designed as a North American scientific and agricultural showpiece. Agricultural fields marked the first landscape form of the Farm. They were visually identifiable and accessible to the public. According to the CEF National Historic Site Management Plan, this landscape form should be preserved, as designed, to commemorate the founding of the Farm and its historical roots.

The landscape character of the farm has evolved over the years with the additions of the Arboretum, ornamental gardens, research buildings and scenic byways that stitch these research components together. The raison d'être is still research, however now more research is being conducted indoors, out of the public view, than when the Farm was founded.

The Central Experimental Farm faces a new opportunity, the development of a new health, wellness and research campus housing a host of indoor healthcare and research activities. While this function will bring thousands of people to the Site on a daily basis, the architectural and landscape design play important roles in defining the public realm, pairing the romantic and picturesque notions of the agrarian farmland to the contemporary urban expansion in the Preston-Carling District. The question of how to interpret this contemporary landscape will evolve as the detailed design continues from the Master Plan, in consultation with multiple stakeholders.

Create a Sense of Place: *Create a quality visitor experience, and sense of place for the public realm encouraging active mobility and taking advantage of the proximity to the Trillium Line.*

Design Response: The quality of the user experience will be the result of the urban design vision and its successful execution. Residing within the Carling/Dow's Lake LRT transit-oriented development zone of influence, the creation of a quality multi-modal environment will be a top priority; providing appropriate pedestrian scale through landscape interventions, activated outdoor spaces in the public realm for congregating, retail and commercial frontages in new mixed-use buildings, shade and sun for seasonal outdoor use, a winding garden path, and healing and community gardens. Active and passive recreational opportunities will contribute to the sense of a "wellness environment" with the potential for tennis, gardening and perambulating a garden path on the rooftop of the Parking Garage. New and improved views to Dow's Lake and the Central Experimental Farm will provide exciting opportunities for event spaces, yoga, and botanical hobbies from this elevated vantage point.

The experience of place will be the result of a well-integrated agrarian and horticultural research environment in the romantic tradition that transitions to a burgeoning, dynamic and activated urban Preston-Carling District. The transition between these two land uses will occur across the 20-hectare Hospital Site, with an opportunity to highlight a

contemporary version of an "evolved" historical landscape and changes in scientific understanding and methods over time.

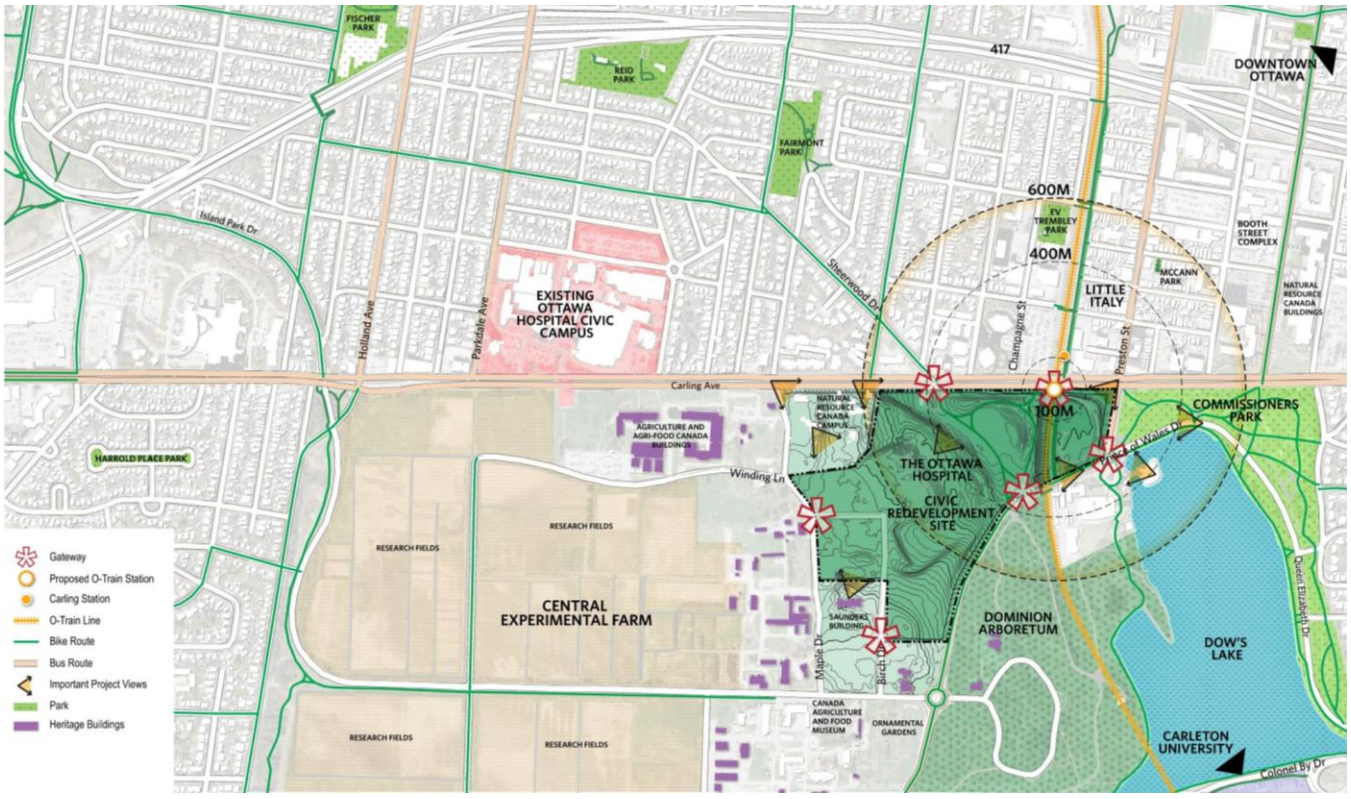
The Site offers an unparalleled opportunity to reimagine the design and integration of tertiary healthcare into the landscape to foster a stronger tie to the community while developing a place for wellness, healing, education and activity.

Ensure Accessibility and Connectivity for All Modes: *Provide a high level of pedestrian and cycling connectivity within the surrounding area with full accessibility for all modes of mobility.*

Design Response: Residing within the Carling/Dow's Lake LRT transit-oriented development zone, the creation of a quality multi-modal environment will be a top priority; providing appropriate pedestrian and cycling facilities along Carling Avenue and Preston Street as the extension of the Trillium Multi-Use Pathway to Dow's Lake, Prince of Wales Drive and beyond. Maintaining the existing Trillium MUP crossing on Carling Avenue, which will connect to the future Dow's Lake Station on the south side of the street; Specifics include:

- Connecting this crossing to the existing trail network at the corner of Prince of Wales Drive and Preston Street with a 3 metre-wide bi-directional pathway along the south side of Carling Avenue and the west side of Preston Street;
- Providing localized multi-use pathway access to the Site along the south and east side of Champagne Avenue as it enters the Site and along the east side of Road B, connecting to Prince of Wales Drive; and
- Additionally, all sidewalks, and especially those connecting Carling Avenue to the main Hospital entrance on Level 1 are envisioned to be less than 5% for full accessibility.

Figure 5: Master Site Plan - Context Plan



Provide Context Sensitive Landscape Design: *Ensure a context sensitive landscape design that takes advantage of existing Site features and design imperatives ranging from agriculture, science and research of the Central Experimental Farm to urban growth, densification and transit-oriented development characteristic of the Preston-Carling District.*

Design Response: The Site, occupying both the Preston-Carling District and the Central Experimental Farm (refer to **Figure 3**), and adjacent to the Rideau Canal, enjoys a diverse set of historical, cultural, scientific and urban contexts from which to derive inspiration. Working within these contextual themes, overarching priorities for context sensitive landscape design include:

- Recognition, preservation and enhancement of the 1886 "designed" landscape of the Central Experimental Farm and its romantic, picturesque and agrarian landscapes within the federal realm;
- Understanding how the landscape of the Central Experimental Farm has "evolved" over the last 135 years to include ornamental gardens, arboreta, modern research buildings and the influence of tourism and urban life with the realization that scientific research is still the raison d'être;
- Establish a contemporary evolution of these design influences that respond to today's challenges of sustainability, resiliency and climate change. Climate positive design approaches will include preserving existing trees along the escarpment; creation of carbon sinks through reforestation and the development of new shelter belts; utilizing sustainable stormwater management techniques and green infrastructure to encourage infiltration; and reduction of the urban heat island effect with the use of high albedo pavements, shade trees and green and blue roofs;
- Illustrate how landscapes are both dynamic and static; and that the scientific landscape can also be dynamic, illustrating the ecological process of succession and the influence of change over time;
- Understanding that people from different cultural backgrounds may attribute different values to these physical landscapes, an associative interpretation. Additional research is required to incorporate the "associative" perspectives of diverse populations;
- While buildings in the Central Experimental Farm have traditionally fronted onto internal roadways, the urban influences of the Preston-Carling District necessitate that the Hospital Site address both the Preston-Carling urban edge and the scenic edges of the property along Prince of Wales Drive and Maple Drive; and
- Respect and enhance the scenic edge of Prince of Wales Drive through the reduction of building mass and vegetative visual screening to continue the romantic landscape aesthetic and to facilitate safe wayfinding.

Figure 6: Artist's Illustration of Potential Landscape Character Around the Edges of the New Civic Development

Figure 7: Site of the Future New Civic Development for The Ottawa Hospital

2.2 Master Site Plan for the New Civic Development of The Ottawa Hospital

2.2.1 Major Project Components

The new Civic development (NCD) project is comprised of the following major components: Parking Garage and green roof, Hospital and central utility plant (CUP), research tower, mixed use towers on Carling Avenue and a potential new Dow's Lake LRT station on the south side of Carling Avenue.

Hospital

The Hospital program includes approximately 2.5 million square feet of space to accommodate the tertiary trauma facility as a replacement for the existing Civic Campus. It will include outpatient, inpatient, diagnostic and treatment facilities as well as the integration of research and education.

Research Tower

The future research tower is designed to be adjacent to the North Tower of the Hospital and will have an overhead connection to both the North Tower and the Parking Garage. It will serve as a fulcrum at the entrance of the Site at Carling and Champagne Avenues.

Carling Avenue Towers

Three towers A, B and C will be constructed between Road A (across from Champagne Avenue) and Preston Street as shown in the Master Site Plan (**Figure 9**). The intentional placement of these towers along Carling Avenue helps to transition the Site from urban to rural, from north to south. Refer to the **Section 2.2.8 Public Realm** of this report for more detailed information on this mixed-use development.

Parking Garage and Green Roof

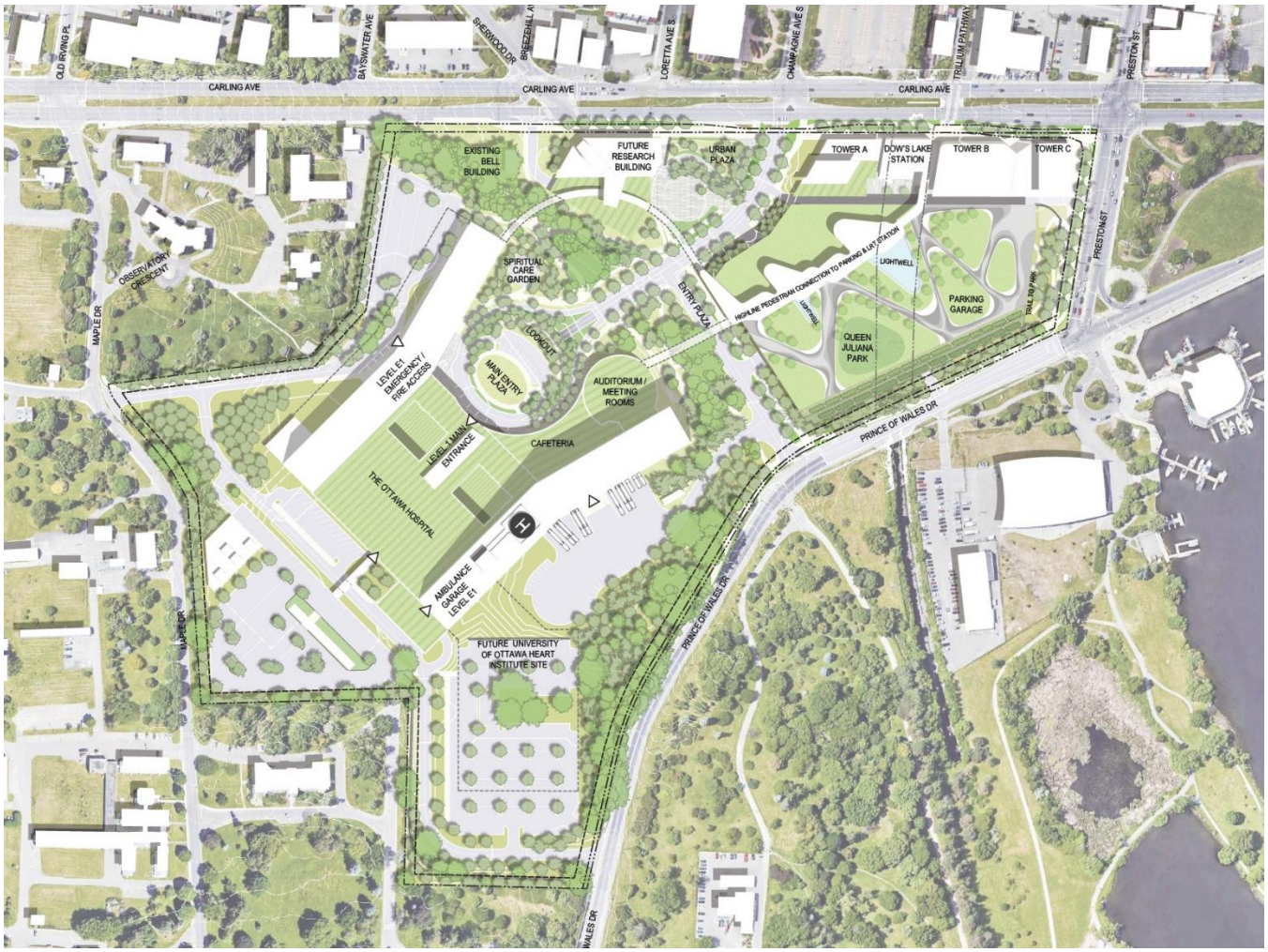
The Parking Garage and Green Roof is the topic of this Design Brief. It will connect directly to the Hospital's corporate education, auditorium and cafeteria / retail facilities via a pedestrian bridge over the escarpment and through the trees; about 66 metres in length. This pedestrian connection will then continue north and east over the green roof of the garage to make an important connection to the potential future Dow's Lake LRT station on the Trillium Line on the south side of Carling Avenue.

The Parking Garage fronts on Road A so that patients and visitors have clear wayfinding cues upon entering the Site from the primary public Site access point on Carling Avenue. In addition, the Parking Garage will have vehicular and bicycle access from Road B and Prince of Wales Drive.

A 5-acre green roof called Queen Juliana Park is proposed for use by the public and will be accessible from Preston Street, Carling Avenue, the intersection of Roads A and B, Dow's Lake Station and the future Research Building and Hospital.

A Design Brief was prepared for the Master Site Plan Control Application that provides a detailed description of the Master Site Plan and its design elements in Section 2.2. Section 2.3 provides the detailed description of the Phase 2 Parking Garage Project.

Figure 8: Proposed Master Site Plan - Illustrative



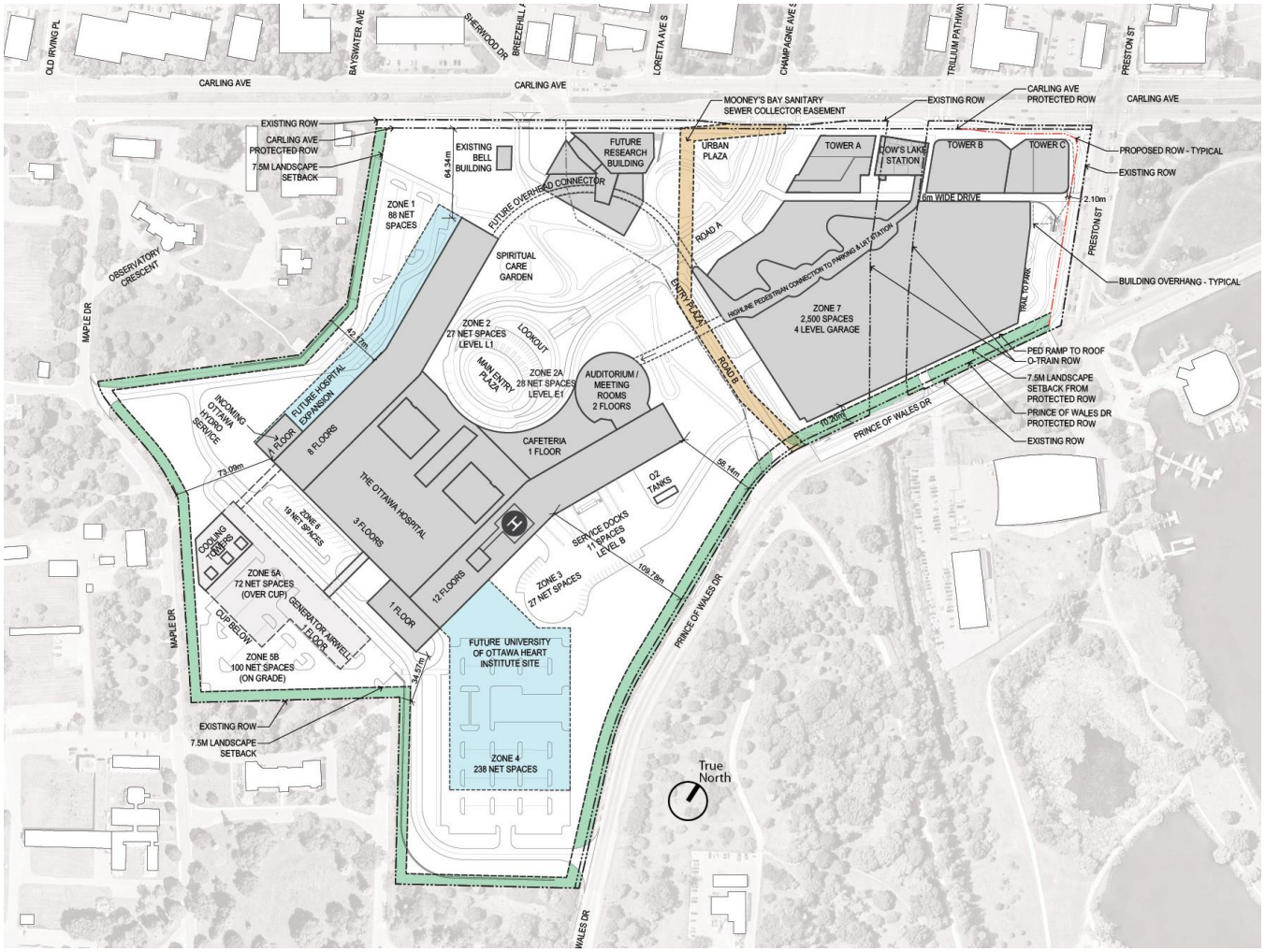
2.2.2 Master Site Plan in Support of the Parking Garage Site Plan Control Application

The evolution of the Master Site Plan for the NCD has been guided by the substantial efforts undertaken to understand the physical and regulatory factors that have influenced the form of the buildings and the Master Site Plan. Specific influential factors include property size, shape and topography, the functional needs of the Hospital and project phasing and the location of the Trillium LRT Line, transportation planning and municipal servicing. Also integral to the Master Site Plan design process is developing a plan that is efficient and cost-effective. These influences leading to the proposed Master Site Plan are outlined below.

The Site is approximately 20-hectares in size, bounded by Carling Avenue on the north (plan north), Preston Street to the east, Prince of Wales Drive to the south and Birch / Maple Drives to the west. The primary public entrance to the Site is from the north at Carling Avenue, aligned with Champagne Avenue. The secondary entrance from the southeast is from an existing curb cut on Prince of Wales Drive. Tertiary vehicular entrances exist to the south and west of the Site, primarily for emergency services, authorized staff, non-urgent patient transfers and dignitary use.

As previously presented, the Site is topographically divided. The upper plateau is for Hospital use and the lower area of the Site, divided by the LRT Trillium Line, is intended to provide mixed-use commercial services, transit, research, recreational open space, multi-modal access and parking for the Hospital, surrounding village, Central Experimental Farm, Dow's Lake and the Rideau Canal and Commissioners Park.

Figure 9: Master Site Plan - Diagram



Refer to Section 3.3.3, City of Ottawa Comprehensive Zoning By-Law, in the Planning Rationale portion of this report for Development Program Areas as part of the Master Site Plan.

The new Hospital sits to the west of the escarpment and an existing sanitary sewer easement. Despite its size, the building fits into the existing topography utilizing high and low points to service various levels of the Hospital. Views to and from the Site are important to preserve and enhance or further screen. As subsequent design processes proceed, those will be priorities, as outlined in the balance of this report. A 7.5 metre landscape setback proposed along the south and west perimeters of the Site will take advantage of existing vegetation that helps to screen the Hospital development from Prince of Wales Drive and Birch and Maple Drives. These strips of green will be additionally planted as shelter belts to augment a visual buffer of the lower levels of the Hospital and Parking Garage, as viewed from Prince of Wales Drive and Maple and Birch Drives.

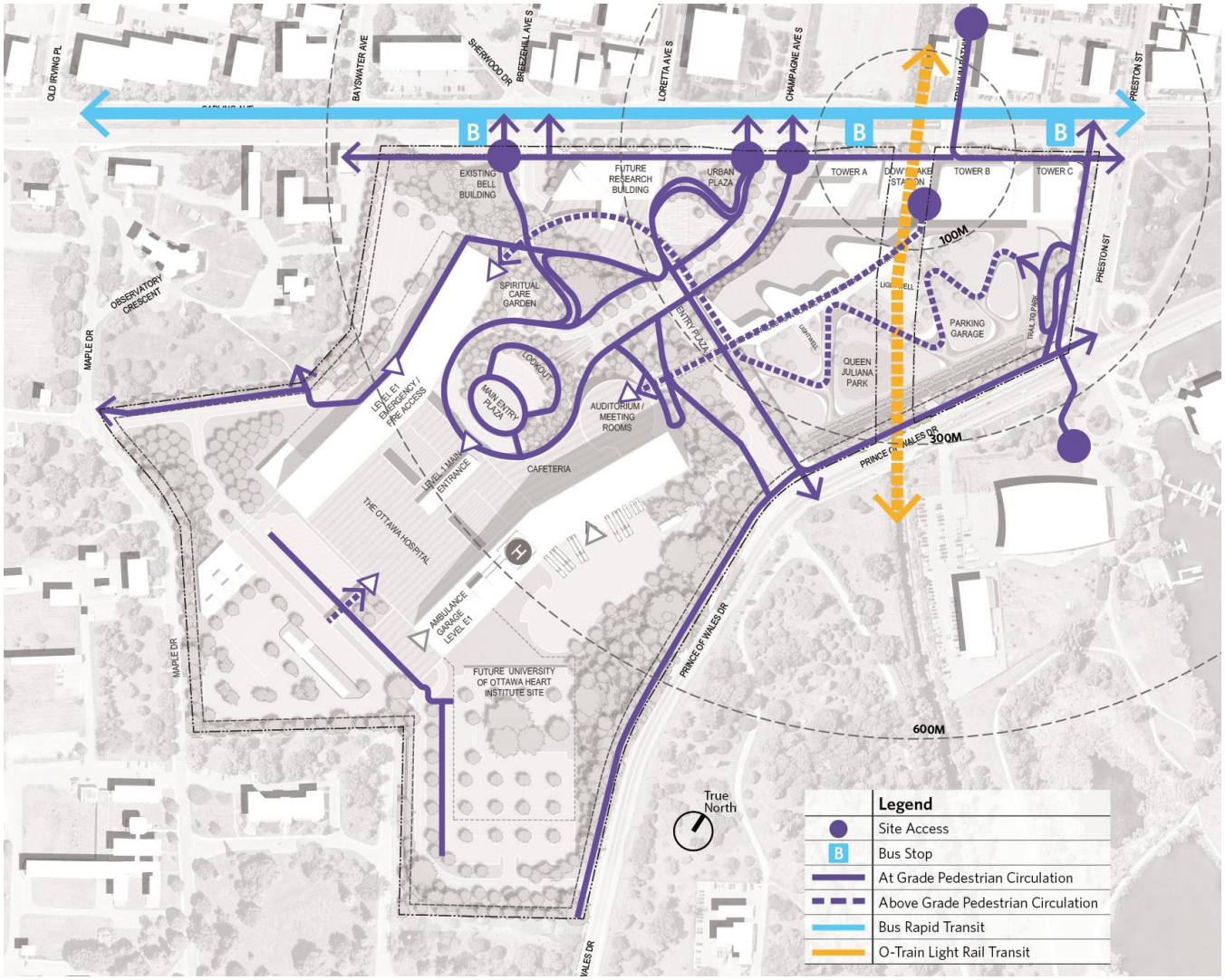
Conversely, a reduced lot line is proposed at Carling Avenue and Preston Street for the potential for future commercial buildings to create a street wall and contribute to the growing urban animation of the Preston-Carling District.

2.2.3 Site Access and Circulation

Hospitals are unique facilities; like cities unto themselves. They require nearly all the modes of transportation of a typical city. Similar to the public health benefits resulting from the enactment of zoning by-laws, separating a Hospital Site into on-stage and off-stage zones, and separating disparate modes of transportation, are no less important to an efficient and safely functioning campus. The goal of this plan is to provide safe and efficient multi-modal access to and throughout the new Civic development by accommodating transit, pedestrians, shuttle services, buses, ride-hailing services and

carpools, private vehicles for public and staff, service vehicles to all buildings, ambulances to the emergency department and Hospital patient transfer vehicles; not to mention a future of automated vehicles. The following diagrams (**Figure 10** through **Figure 16**) outline the various modes of transportation proposed to connect the NCD to the surrounding community.

Figure 10: Master Site Plan - Transit and Pedestrian Circulation



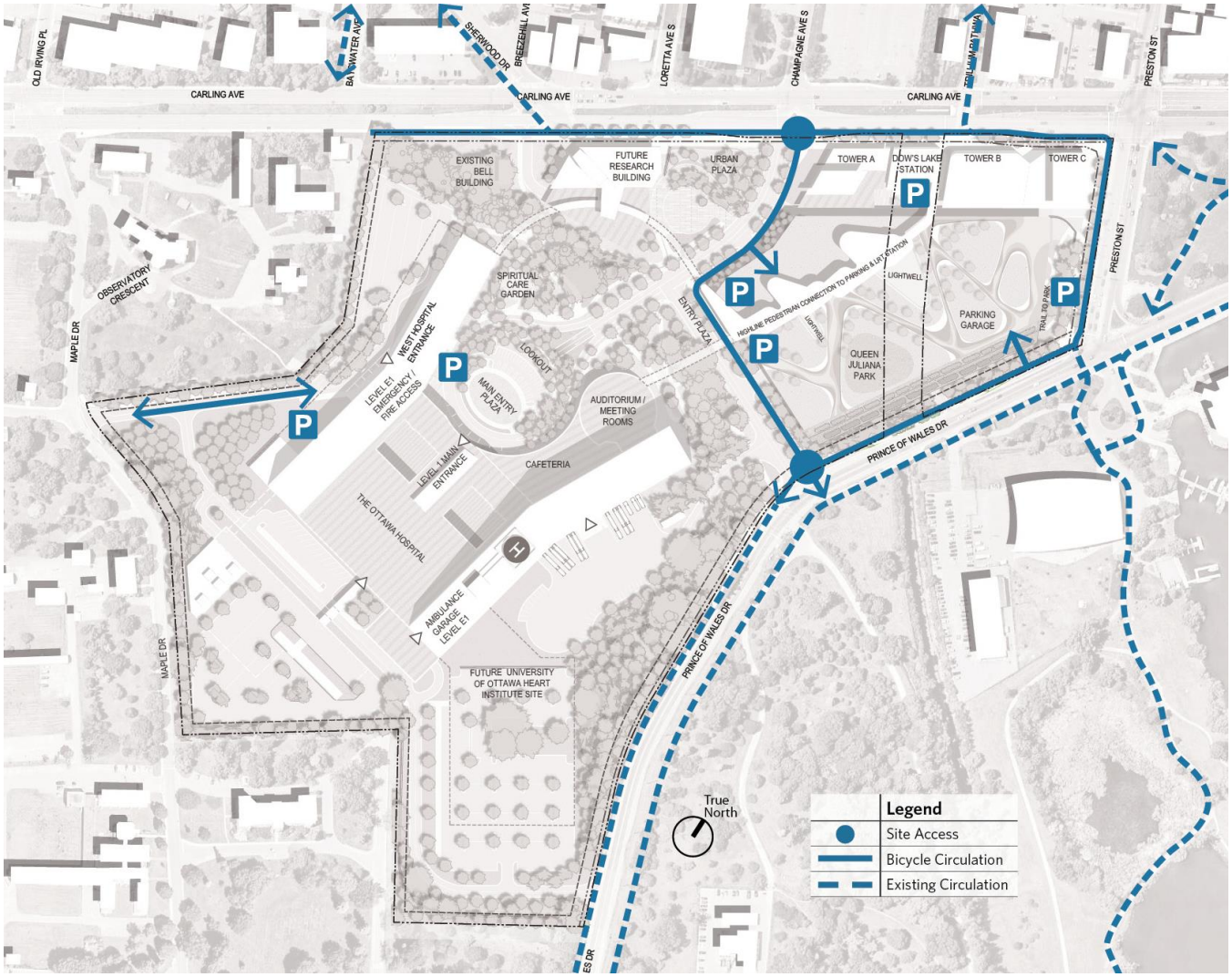
The first, and arguably most important accommodation is for pedestrians, largely based on their vulnerabilities and exposure to the elements. Thousands of pedestrians will access the Hospital each day either by LRT transit at the new Dow's Lake Station entrance, bus transit on Carling Avenue, on-foot from the surrounding district, or by parking their bikes and cars in the garage.

As the Parking Garage design progresses, a contemporary approach is envisioned to a picturesque pathway across the top of the garage to the main Hospital entrance, with direct connections to passive and actively programmed spaces on its vegetated roof top. Above-grade pedestrian routes are shown on **Figure 10** as dashed lines.

At-grade pedestrian routes are shown with continuous lines on **Figure 10** and include full access throughout the site. Of special note is the winding garden path connecting Carling Avenue in two locations to the main Hospital plaza. That style of pathway is mirrored on the south side of Road A to connect the Main Plaza at the Hospital to Prince of Wales Drive, through the trees on the escarpment. In this way, Carling Avenue is connected to Prince of Wales Drive, through the site. The winding path is intended to reduce walking slopes for universal accessibility through the campus. However, it will be an experience-based pedestrian amenity, providing sun and shade, color and texture and seating areas for pedestrian scale, a respite for nearby Hospital workers, patients and visitors and neighbourhood residents.

The walking distance from the future Dow's Lake LRT Station entrance (south side of Carling Avenue) to the Hospital is approximately 235 metres, and the walking distance from the barrier-free parking spaces on the west side of the Parking Garage is approximately 67 metres. These distances equate to a 3-minute and one-minute walk respectively. Both routes utilize an elevated pedestrian connector across the green roof of the garage.

Figure 11: Master Site Plan - Bicycle Circulation on Multi-Use Pathways or Bi-Directional Bikeway and Sidewalk



This plan proposes a bi-directional bikeway and sidewalk around the perimeter of the lower part of the site with two specific functions. The first is the continuation of the Trillium Pathway from north to south, which currently runs along the east side of the O-Train right-of-way. The eastward extension shown on **Figure 11** runs in a bi-directional, 3-metre wide bikeway and sidewalk along the south side of Carling Avenue and the west side of Preston Street, connecting to the Trillium Pathway at the corner of Preston Street and Prince of Wales Drive. The second function is to provide direct access for cyclists to the lower section of the NCD and bike parking in the garage. The Master Site Plan intentionally keeps bikes away from the main Hospital entrance and off the pedestrian sidewalks leading to it, which should always be reserved for pedestrians. However, the Hospital provides shower facilities for staff with access to the west side of the Hospital. As a result of on-going communication with the public, City and National Capital Commission, a multi-use path has been added to this plan, connecting the west Hospital entrance to Maple Drive.

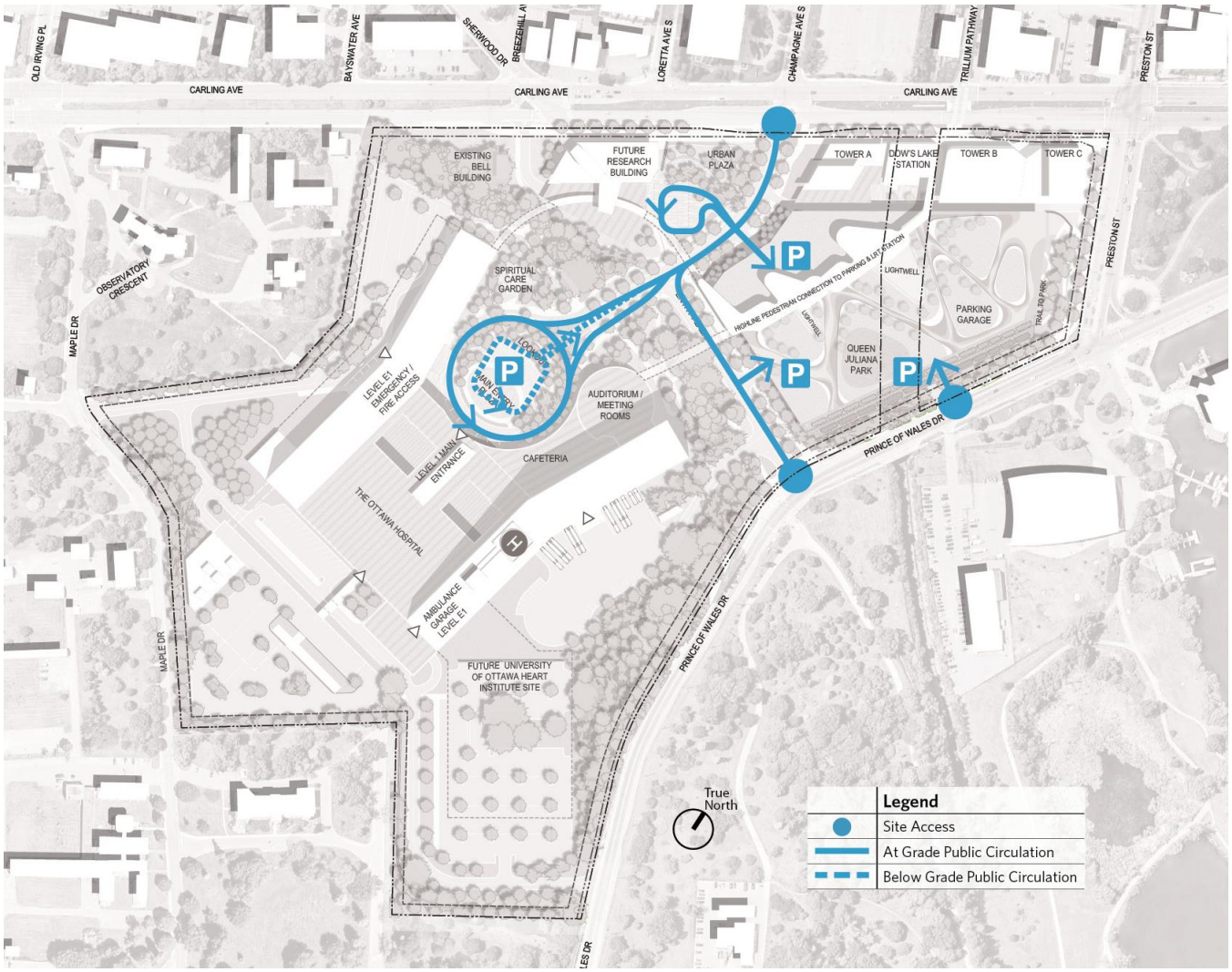
2.2.4 Transportation Planning and Parking

Vehicular access to the Site is limited, with few existing points of access from the surrounding arterial road network, the need for Prince of Wales Drive to remain a Scenic Entry Route, and the importance of line-of-sight views considering the Site's variable topography.

Best practices for public safety and patient experience requires largely separated public and service access. The Site was carefully laid out so that all modes including pedestrians, cyclists, and vehicles including emergency and service vehicles, shuttle services, ride-hailing services and carpools and customer transfer vehicles, could be accommodated. Important aspects of vehicular Site access and circulation are as follows:

- An intersection at Champagne Avenue provides a direct route for the public, bringing patients and visitors safely and efficiently to the Hospital. Note that the Stage 1 submission to the Ministry of Health and Long-Term Care for the new Civic development envisioned Site access at Sherwood Avenue, while the Master Site Plan shifts this access in an effort to also prevent cut-through traffic from the adjacent residential neighbourhood.
- A separate access route for ambulance access, authorized staff and administrators directly from Maple Drive and Prince of Wales. The Master Site Plan makes use of Maple Drive for a short distance, quickly transferring Hospital traffic onto the Site that will be distinctly separate from public access.
- The Master Site Plan allows for the loading docks to be located at the Hospital's lowest elevation, set into the landscape, and away from public view, with direct access, by Road B, to Prince of Wales Drive, which is a designated Urban Truck Route.
- The Master Site Plan design process determined the need for a 2,500-space parking structure to meet the needs of the new Civic development. The structure itself changed from underground in the Stage 1 submission to above-ground in the Master Site Plan at a substantial cost reduction, while at the same time improving the user experience by providing day light into the depths of the garage and connecting the garage to the Hospital via Queen Juliana Park.
- The Parking Garage will be the first phase of development to provide space for contractor parking and staging during the construction of the first phase of the Hospital (referred to as Phase 2 in **Figure 17 Master Site Phasing Plan** and in this report to reflect that Phase 1 is separate construction associated with the existing LRT station and rail trench widening). The Parking Garage will also provide 200 spaces for visitors to Dow's Lake and Preston-Carling District.

Figure 12: Master Site Plan - Public / Patient / Visitor Vehicular Circulation

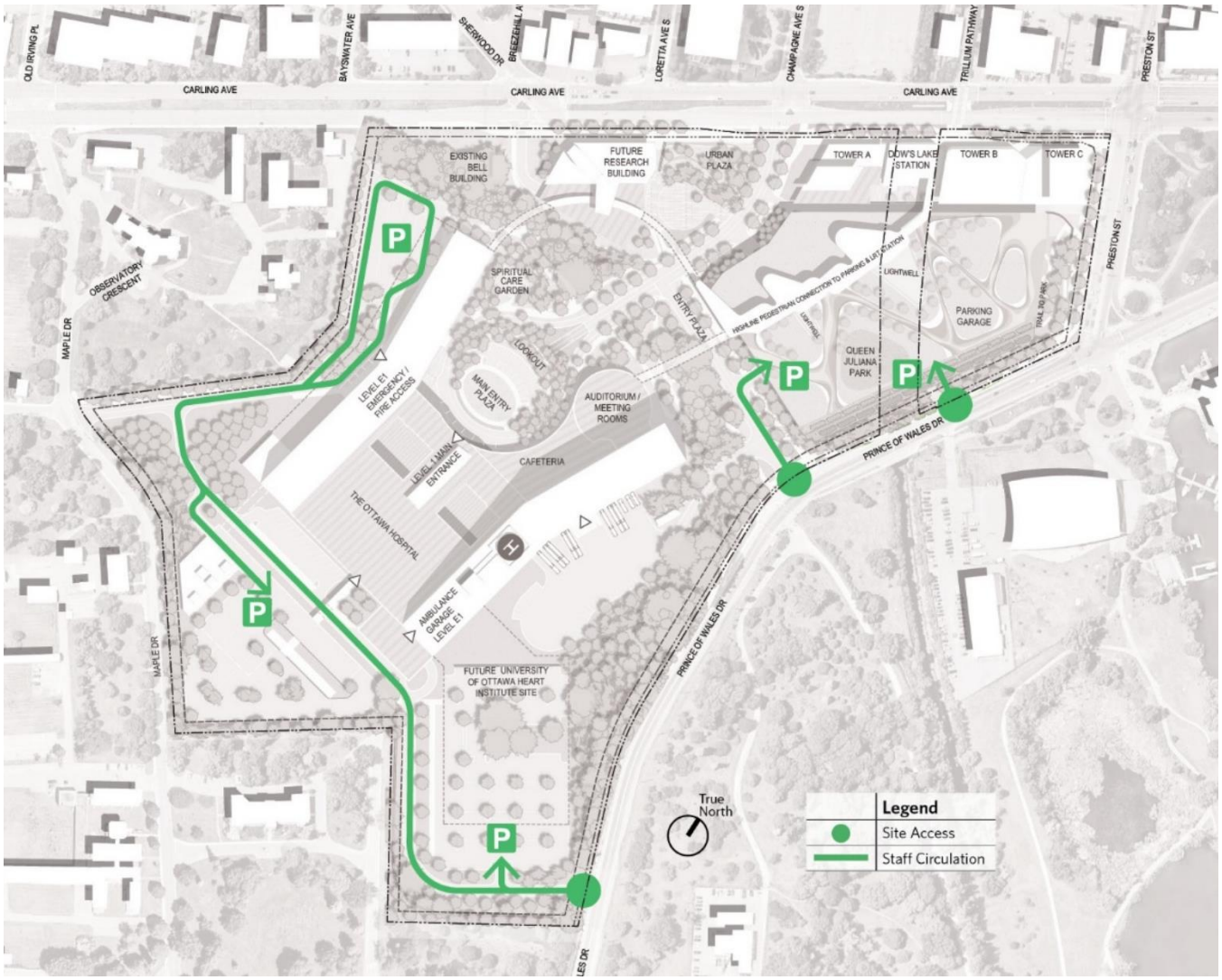


Public vehicular access is also a top priority in getting patients and visitors safely and efficiently to the Hospital. Champagne Avenue provides that direct route such that patients can arrive to the Emergency Department without having to make too many decisions on the way. The vehicular route from Carling Avenue is direct, intuitive and unencumbered. For safety purposes and to manage a positive patient experience, the plan is to guide patients to the Hospital without crossing paths with an ambulance and to minimize interaction with service vehicles. Redundant access is also a critical feature of the mobility plan. In **Figure 12**, it is evident that the public has access to the "on-stage" zone of the Site arriving at the Main Plaza at the top of the escarpment. This "on-stage" area spans from the main Hospital entrance out to Carling Avenue and down to Prince of Wales Drive.

While this health campus resides within an urban, transit-oriented development area with increasing transit ridership, it also likely will continue to receive patients from the region without immediate access to transit, who will utilize their private or pool vehicles to get to the Hospital. Health campuses, and cities in general are experiencing increased demand for pick-up and drop-off curb space with the growth of ride hailing services like Uber and Lyft. Managing the curb lanes and lay-by lanes will be a critical part of the mobility plan for the Site. The Master Site Plan proposes that Uber, Lyft and taxis can queue up northbound along Road B adjacent to the Parking Garage and have convenient vertical circulation to the overhead pedestrian connector to the Hospital.

Parking Garage access is provided in three locations to maximize flexibility in operations and traffic management. The garage access point along Prince of Wales Drive is at the same location as the curb cut to the existing NCC parking lot. 200 spaces will be provided for the NCC and public events on the first level (P1) of the garage near this access point.

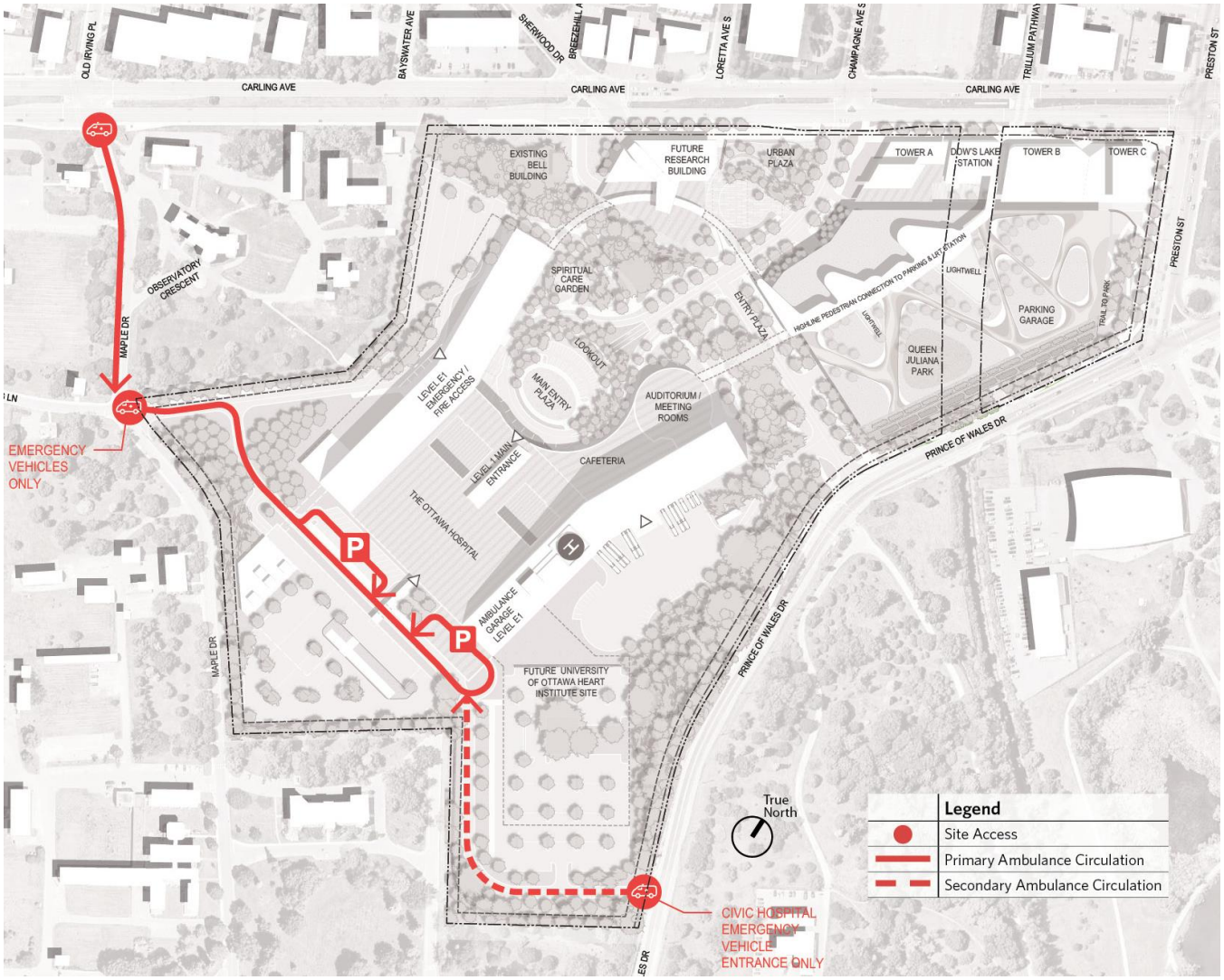
Figure 13: Master Site Plan - Hospital Staff Vehicular Circulation



In the staff circulation diagram provided in **Figure 13**, authorized staff and administrators will have limited access to the west side of the Hospital from Prince of Wales Drive, which is the "off-stage" zone where the Central Utility Plant and ambulance garage are located. This area of the Site is depressed into the landscape and / or visually screened with vegetation so as to be predominantly out of the viewsheds from the Central Experimental Farm. It will be largely limited to staff and emergency services vehicles. For security, wayfinding and operational purposes, there will not be a public drop-off entrance on the west side of the Hospital.

Staff will also be encouraged to utilize the Road B (west) and Prince of Wales Drive (south) Parking Garage entrances for staff parking during the workday.

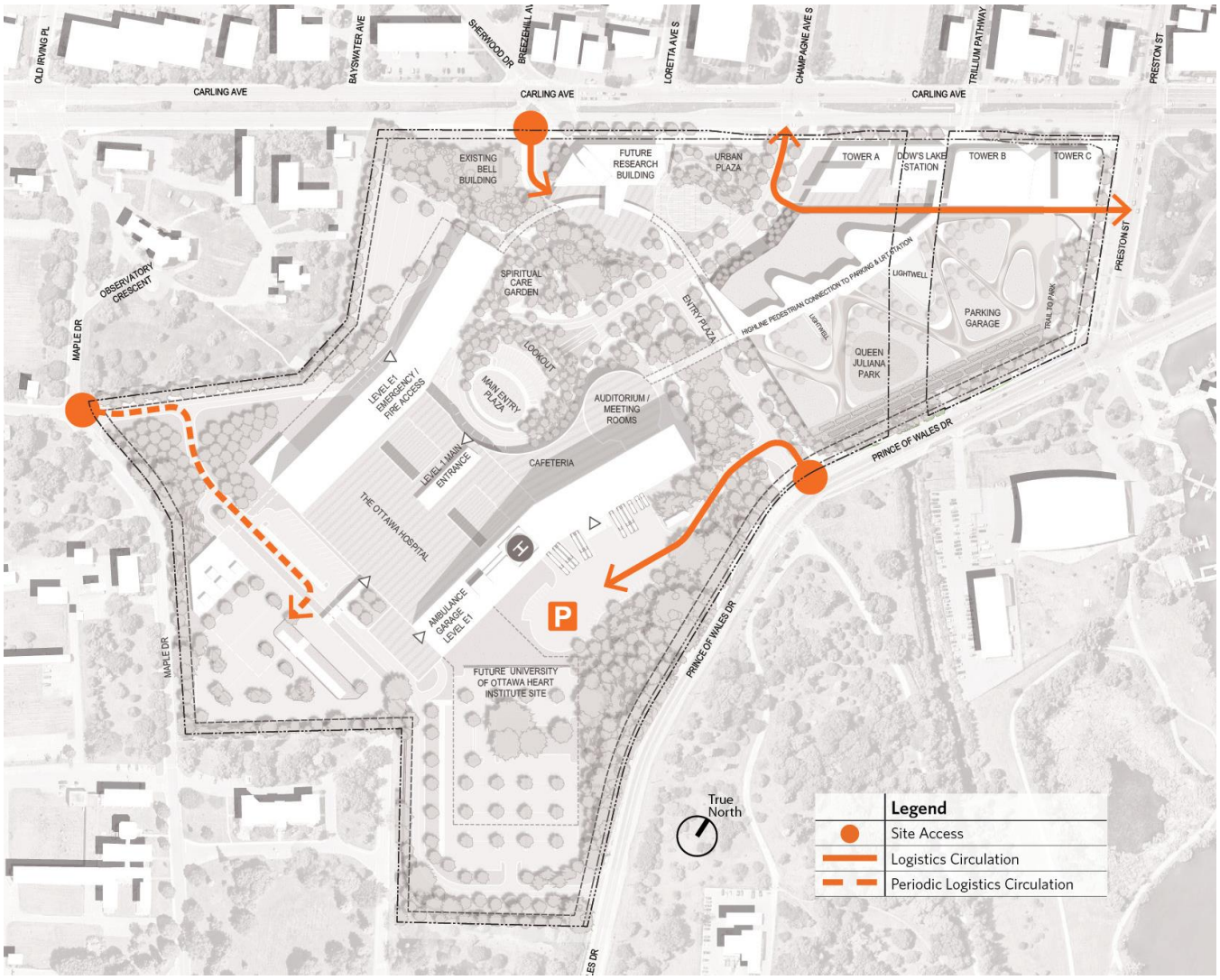
Figure 14: Master Site Plan - Primary and Secondary Ambulance Circulation



In the ambulance circulation diagram in **Figure 14**, primary ambulance access is designed to come from Carling Avenue with unencumbered circulation via Maple Drive and through the Site to the ambulance garage on the west side of the Hospital. The ambulance garage is one level below the elevation of Maple Drive to the west. The ambulance must access this floor (E1) of the Hospital and this is the only location to make this marriage between the Site and building functionality successful, based on access restrictions and topography.

Secondary ambulance access is from Prince of Wales Drive. This is for purposes of redundancy mostly. It can be used if there is an accident or road construction on the primary access route. “Emergency Vehicles Only” signs will be posted at the Maple Drive Site access point and at the Prince of Wales Drive entrance.

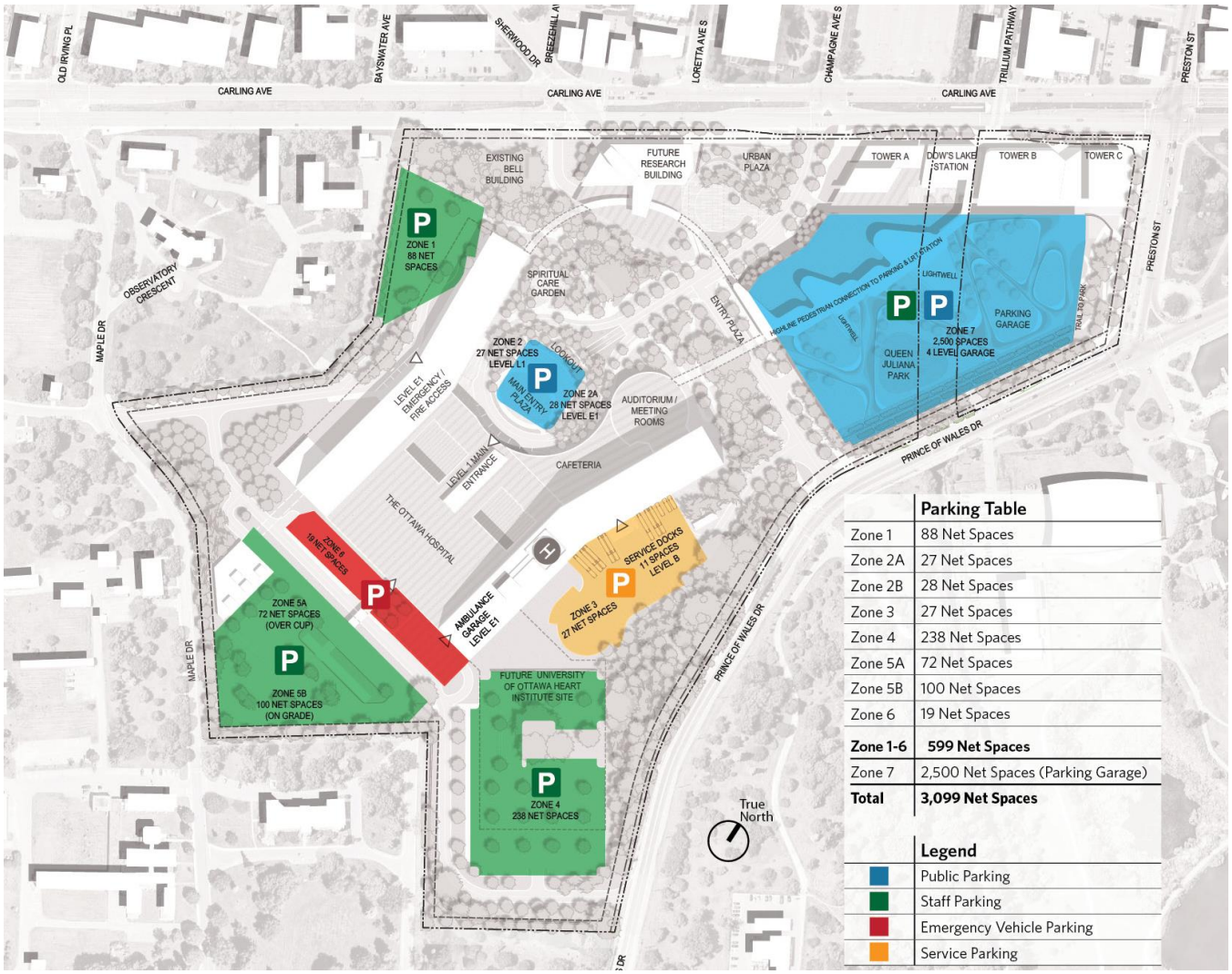
Figure 15: Master Site Plan - Logistics Circulation for Hospital, Commercial and Research Buildings



Loading docks (see access routes in **Figure 15**) are the Hospital's lifeline and need to access the lowest level of the Hospital to move logistical materials throughout the building safely and efficiently. This is one of the primary reasons the loading docks are on the south side of the Hospital as it is also the lowest elevation and Site access point available. Prince of Wales Drive provides Site access for service vehicles and is a formal City-designated trucking route. Moreover, the Carling Avenue access point to the NCD at Champagne Avenue is the only permitted Site access from the north, which needs to be reserved for public access as the main Hospital Site entrance.

Best practice for public safety and patient experience requires that the plan largely separate public and service access into on-stage and off-stage routes respectively. Other logistics routes on-site include a two-way driveway behind the Carling Avenue towers to provide service and access to the first floor of those mixed-use buildings. Additionally, the research building will require a loading dock out of public view, accessible from Carling Avenue. Finally, service vehicles will need to access the Central Utility Plant (CUP) at the Hospital on an intermittent basis.

Figure 16: Master Site Plan - Parking Plan



The Parking Plan (see **Figure 16**) for the NCD includes structured and surface parking options for six surface parking zones plus the Zone 7, 2,500 space Parking Garage, for a total of 3,099 spaces. As outlined in the circulation diagrams, public patients and visitors to the Hospital will park in blue zones, which include the main Hospital and emergency department entrances and the Parking Garage. Upon entering the Site, it is important for this cohort to easily identify and access the parking facility in order to avoid entering the main Hospital drop-off loop if not required. This helps to manage traffic and patient flows at the Hospital entrances and contributes to a better healing experience at the Hospital's front doors.

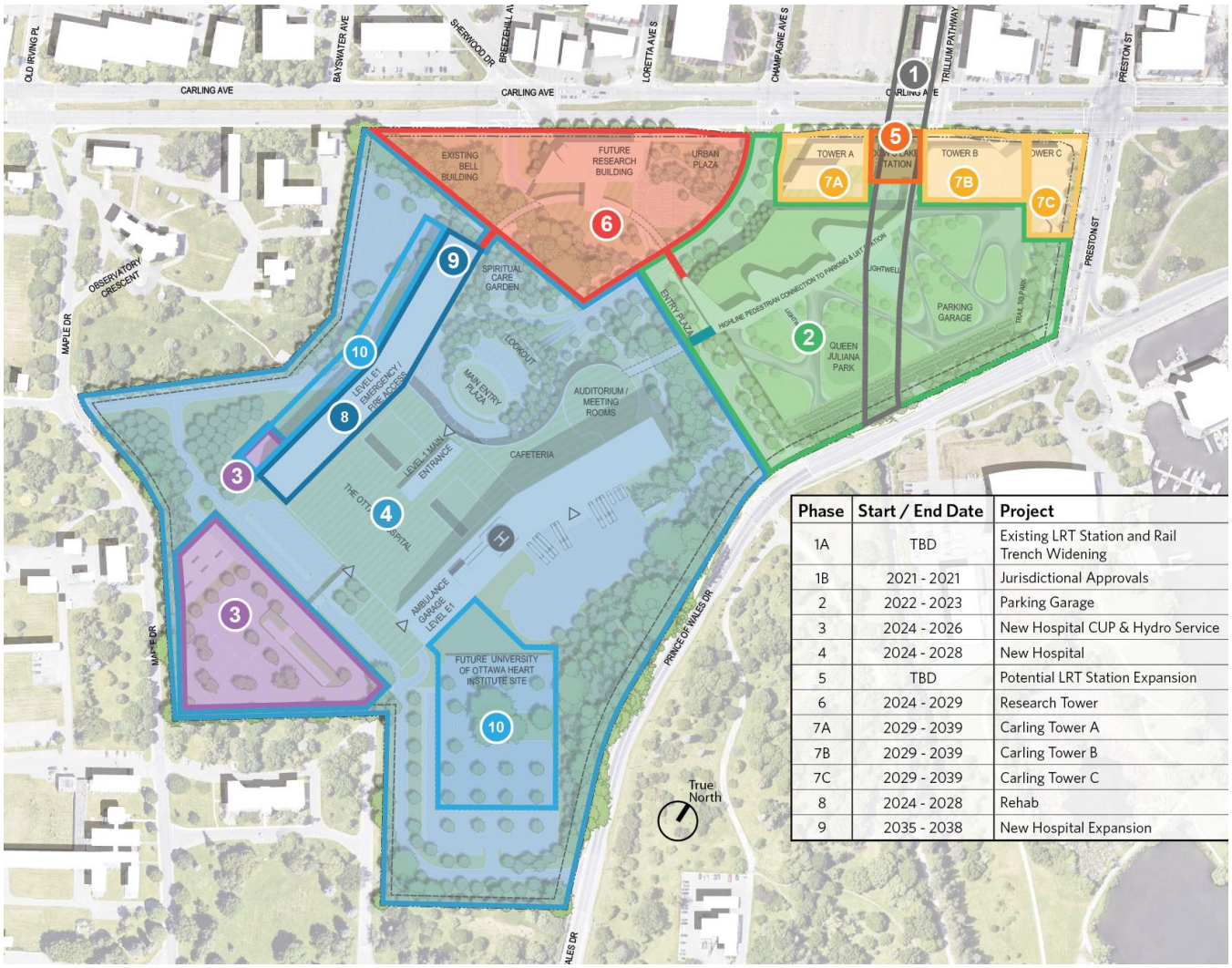
The Parking Garage is planned to have approximately 2,500 parking spaces and additional bike parking capacity. It will also provide parking for nearby commercial and retail services and 200 public parking spaces for NCC activities associated with Commissioners Park, the Arboretum, Dow's Lake and seasonal festivals. Considering the grade changes between Carling Avenue and Prince of Wales Drive, the ability to add an additional half-level of subsurface parking spaces to the parking garage on the west side of the LRT trench is currently being analyzed.

Authorized Hospital staff will park in green zones west and south of the Hospital and in the Parking Garage. Ambulance vehicles will park in and adjacent to the Hospital ambulance garage as shown in red. Service vehicles will park in the orange zone south of the Hospital and provide deliveries and contractor parking.

2.2.5 Master Phasing Plan

The new Civic development will be built gradually, with some years assumed as major landmarks for construction. The opening day for the first phase of the Hospital itself is anticipated to be 2028 with additions anticipated in 2037 and 2047. To support construction activities, the first physical phases of the Site development will be the Site's Parking Garage and Central Utility Plant (CUP). The research building and the uses surrounding the transit station are anticipated in later stages. The relocation of the University of Ottawa Heart Institute to the Site is anticipated as the last phase of the Site's development. A phasing plan for build-out of the Site is shown in **Figure 17** (and **Figure 2**).

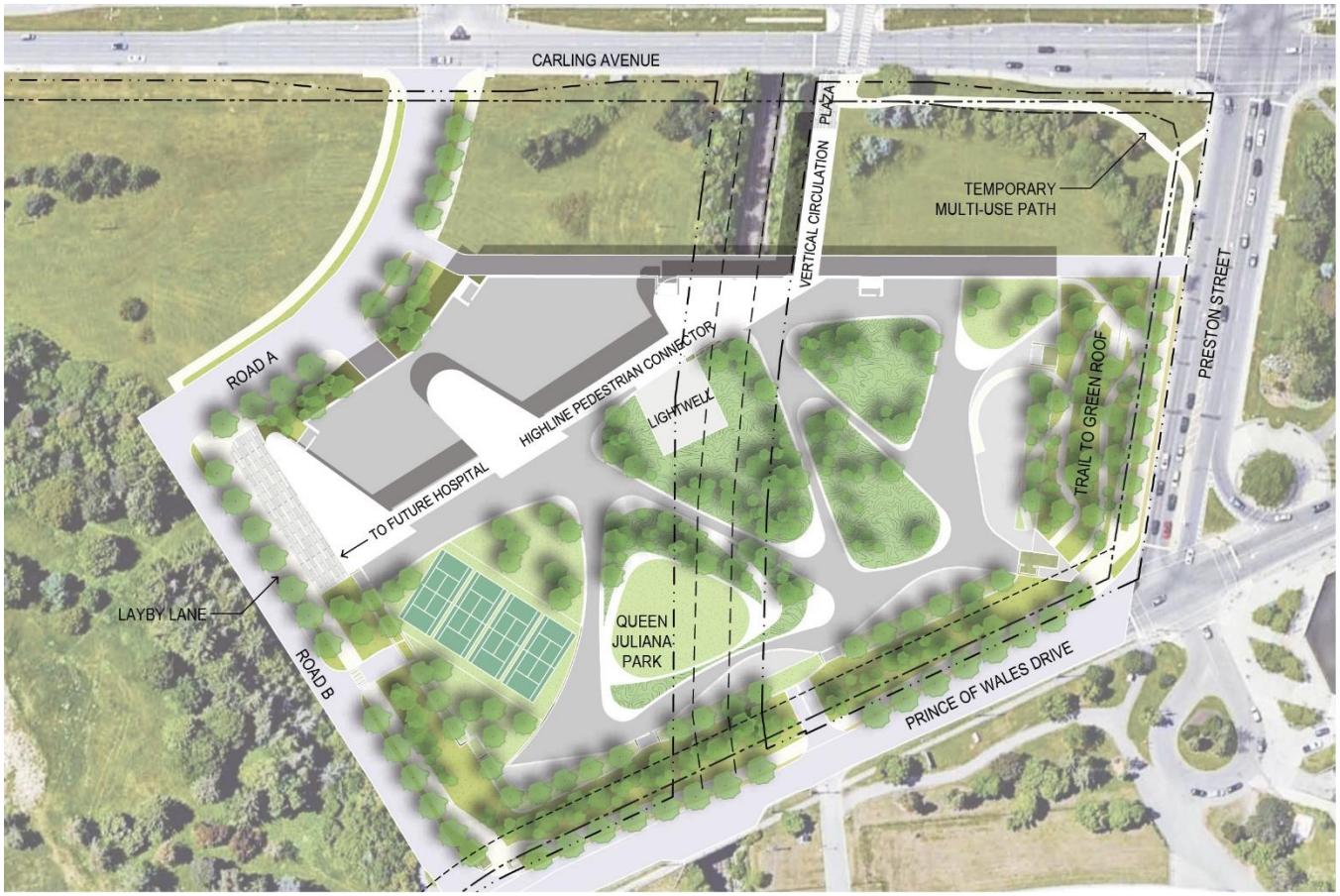
Figure 17: Master Site Phasing Plan



Phase	Start / End Date	Project
1A	TBD	Existing LRT Station and Rail Trench Widening
1B	2021 - 2021	Jurisdictional Approvals
2	2022 - 2023	Parking Garage
3	2024 - 2026	New Hospital CUP & Hydro Service
4	2024 - 2028	New Hospital
5	TBD	Potential LRT Station Expansion
6	2024 - 2029	Research Tower
7A	2029 - 2039	Carling Tower A
7B	2029 - 2039	Carling Tower B
7C	2029 - 2039	Carling Tower C
8	2024 - 2028	Rehab
9	2035 - 2038	New Hospital Expansion

The Master Phasing Plan runs from 2021 to approximately 2048 over the course of 10 identified phases, above. The first three phases represent enabling projects for the Phase 4 Hospital development. One phase identifies the widening of the O-Train trench to enable the construction of a Phase 2 Parking Garage for the Hospital and surrounding uses. The Parking Garage is planned to open in 2024, in part to provide contractor parking for construction workers on the Hospital project. The garage will sit within the existing landscape approximately 57 metres south of Carling Avenue and 34 metres west of Preston Street until the towers are constructed at Carling Avenue and Preston Street.

Figure 18: Phase 2 Parking Garage Site Concept



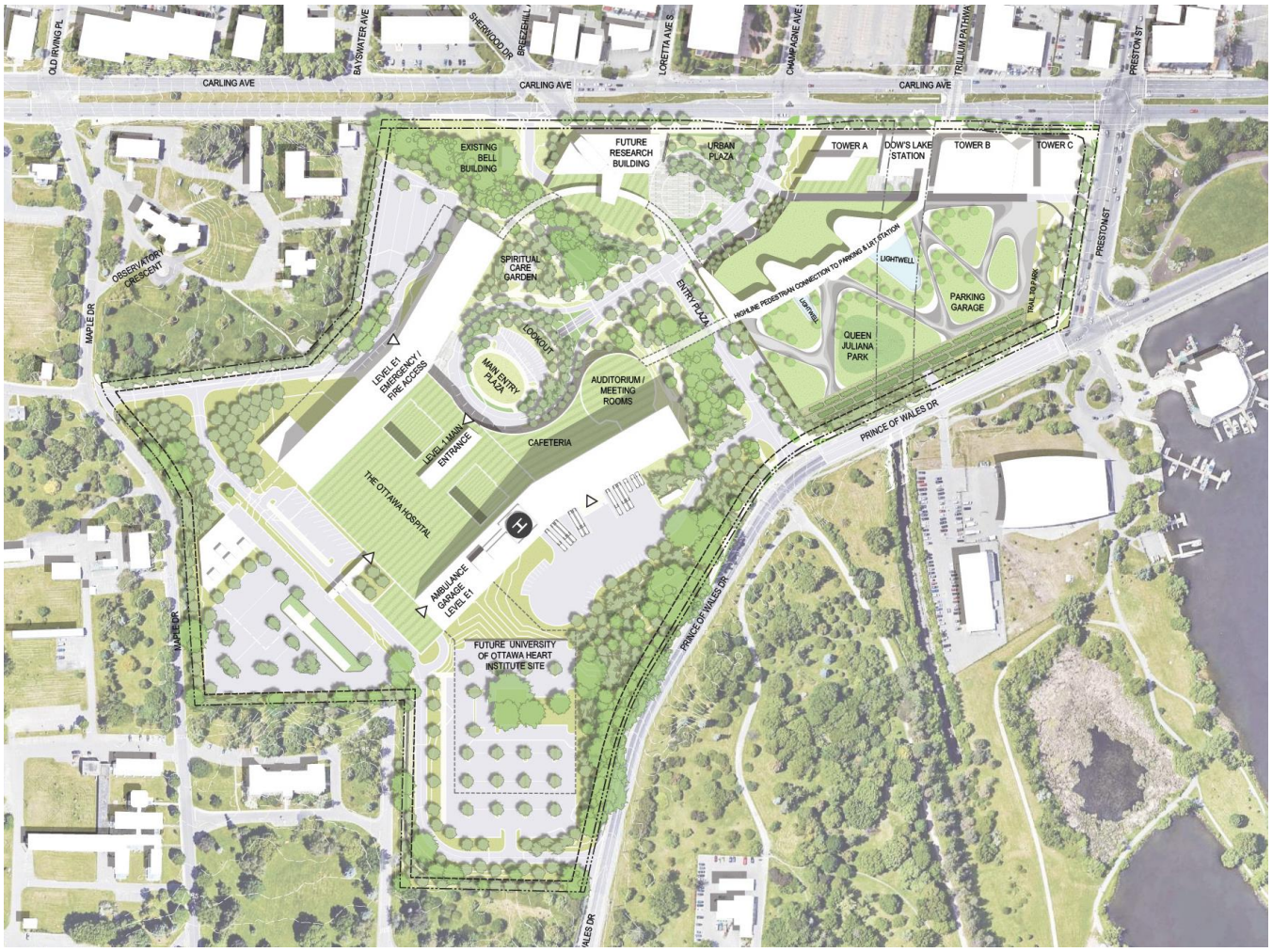
The Phase 2 Parking Garage and Green Roof development program (Phase 2 Project) also includes a vertical circulation facility connecting existing grade near Carling Avenue to a green roof on the garage to facilitate the pedestrian connection to the Hospital in Phase 4. It also includes required modification to the bounding roadways providing access to the garage and new landscape installation along Prince of Wales Drive and the lower part of Preston Street.

2.2.6 Open Space, Landscape, and Grading Concept Plan

The Master Site Plan proposes a diversity of open spaces to support active and passive recreation opportunities on-site. Illustrations that present open space, landscape, and grading concepts are provided in **Figure 19** to **Figure 25**. They include urban plazas at Carling and Champagne Avenues and a garden walk through trees and tulips winding past a spiritual care garden to the Hospital's main entrance plaza. Additionally, a proposed green roof on the Parking Garage champions approximately 5-acres of open space for public use. Termed "Queen Juliana Park", program opportunities include tennis and other malleable outdoor spaces for yoga, tai chi, frisbee and pick-up soccer. Tennis courts and perhaps pickleball, children's playground and splash pad are also considerations. Passive opportunities include a walking loop with frequent rest areas and horticultural displays.

Health and wellness activities could include a healing or therapy garden that are responsive to mental health and rehabilitation populations, and open space for event tents. From the vantage point of this vegetated rooftop, there are opportunities for new vistas of the Central Experimental Farm, Arboretum and Dow's Lake. The existing, surrounding context is rich enough to be commemorated with interpretive signage of these views. Curated fine and performing arts installations offer opportunities to partner with local organizations. Finally, pop-up retailing can provide a cup of coffee or hot chocolate on a cool spring day during the tulip festival or walk to work.

Figure 19: Master Site Plan - Open Space, Landscape and Grading Concept Plan



The conceptual layout of the buildings and circulation on-site responds to existing topography, access opportunities and requirements, the Mooney's Bay sanitary sewer easement, and the wooded escarpment that runs diagonally through the Site. Within these parameters, the intention is to save as many trees as possible on the escarpment, but also to provide new trees in naturalistic drifts, augmented shelter belts and more formally in urban streetscapes throughout.

Carling Avenue and Preston Tower Entrance Elevations

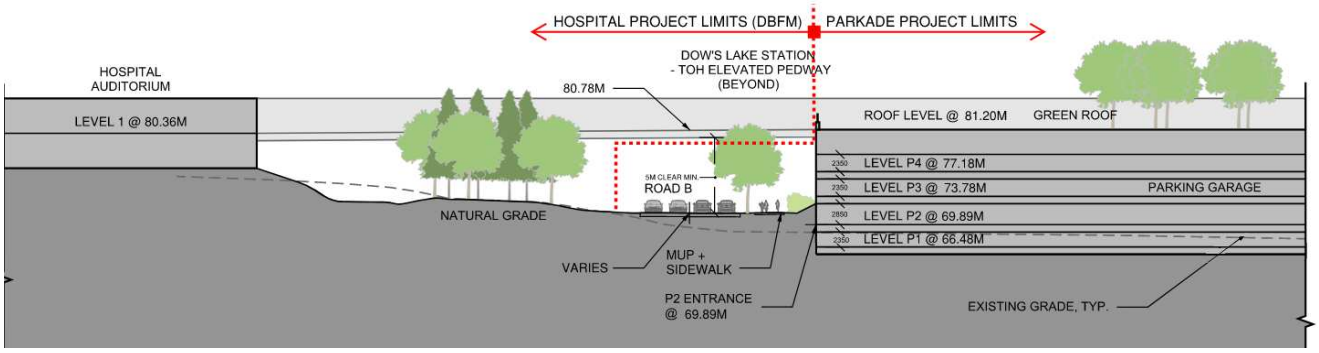
The proposed research building is envisioned as part of a new Carling Avenue Streetscape, which extends the street edge from new towers proposed to the east at Preston Street. This building will be accessed from Carling Avenue and is envisioned to have a drop-off loop at ½ to 1 level above Carling Avenue behind the building.

Carling Avenue Towers A, B and C (refer to public realm plans and sections in **Figure 26 to Figure 28**) are all intended to provide a strong urban presence on Carling Avenue and Preston Street with at-grade building entrances at approximately 64 metres in elevation, along with a variety of access opportunities to the Parking Garage green roof to the south.

A service driveway is envisioned to provide light service access to these towers and access for tenants and residents to temporary parking and loading, in woonerf fashion. This will be a two-way woonerf design that can be flexible enough to provide access to a circulator shuttle or automated vehicle in the future.

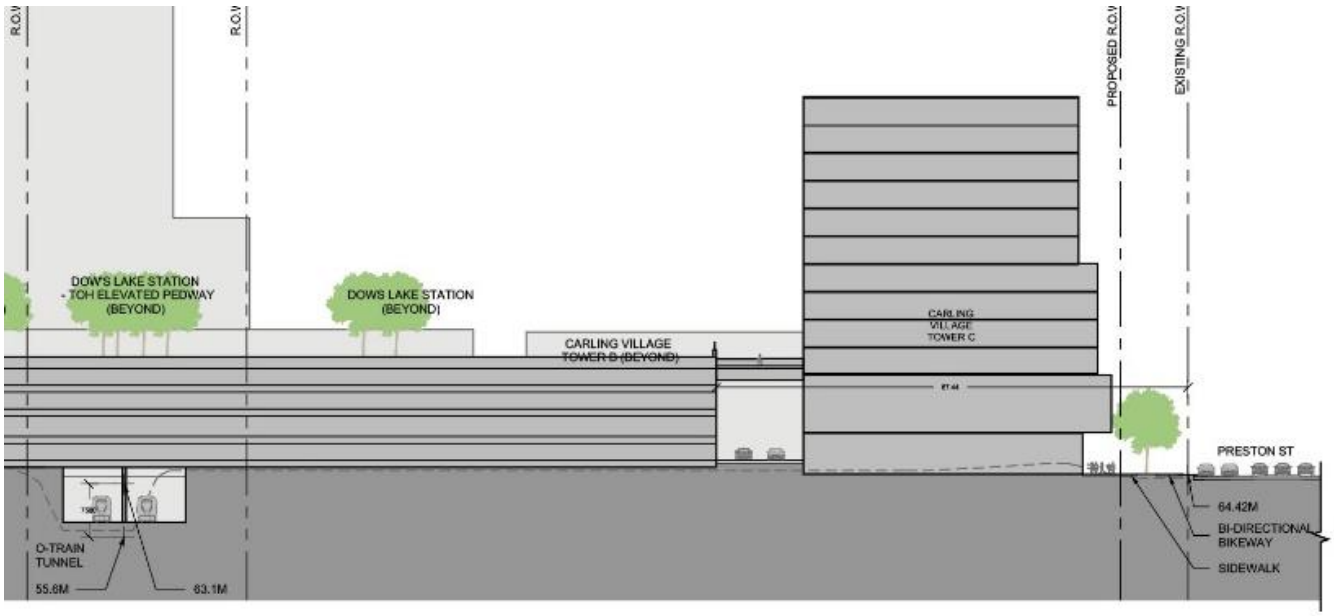
Road B in **Figure 20** provides vehicular and bicycle access to level P2 of the Parking Garage and connects Prince of Wales Drive to Road A. The green roof conveys the highline pedestrian connection, up from Carling Avenue, across the garage green roof and the pedestrian bridge to the cafeteria and other public space within the Hospital building.

Figure 20: Master Site Plan - Looking Northwest at Road B



The section in **Figure 21** shows a site transect from Preston Street west to the LRT tracks. Of note is Tower C and the proposed upper-level connection to the Parking Garage green roof. The Parking Garage is planned to span the LRT tracks as shown with structural design solutions currently being coordinated with the City of Ottawa as part of the Site Plan Control application process.

Figure 21: Master Site Plan - Section B Looking Northwest at Preston Street



2.2.7 Building Elevations

The elevations on **Figure 22** are meant to depict the mass of the proposed elements along Carling Avenue and Preston Street. Further detailed study is required to respond to both the programmatic requirements as well as sustainability and building science elements. The north elevation (1) provides an early sense of the desire to create building mass adjacent to Carling Avenue that acts to step down the density of the future Preston-Carling District toward the south. This includes elements to promote street level activation adjacent to the updated Multi-Use Pathway, the future LRT Station south of Carling Avenue as well as urban park areas at the entrance of the Site to the Hospital.

The east elevation (2) (**Figure 22**) reconciles the desire to balance a higher density at the corner of Preston Street and Carling Avenue while “folding” the landscape of Commissioners Park up toward the newly relocated Queen Juliana Park with a green roof on the Parking Garage. This elevation also considers how pedestrian movement south along Preston Street can continue towards Dow’s Lake as well as naturally permit access to the Queen Juliana Park on the Parking Garage. The south / west elevation (3) (**Figure 22**) describes early studies to include the cycle track along the north of Prince of Wales Drive, the Parking Garage access point as well as the walkway up to the corner belvedere to access Queen Juliana Park above the Parking Garage.

Figure 22: Master Site Plan - Elevations of Carling Avenue Towers and Parking Garage

1 - NORTH ELEVATION

2 - EAST ELEVATION

3 - SOUTH ELEVATION

2.2.8 Public Realm

The new Civic development forms part of one of the most important re-urbanization areas of the city in recent years inclusive of the broader Preston-Carling District Secondary Plan. The northern edge of the Hospital Site faces Carling Avenue and the adjacent Station Land Use Character Areas. The Carling Avenue street front portion of the new Civic development Site between the Preston Street and Sherwood Drive intersections is proposed to include a series of mixed-use buildings, open spaces and public infrastructure that will offer a gradual transition in height and density between the larger mixed-use development north of Carling Avenue and the lower escarpment area south of Carling Avenue, including the existing NCC lands, Central Experimental Farm and Dow's Lake. The entire assembly of new buildings along the south face of Carling Avenue will frame the enhanced tree-lined avenue with generous sidewalks and bi-directional bikeways to make a "pedestrian first" environment while including safe and convenient cycling infrastructure linked to the broader city network. The typical public realm cross-section includes a 1.2-metre minimum wide snow piling zone back-of-curb, a 3-metre-wide bi-directional bikeway, a 2.5-metre wide landscape / activation zone, and pedestrian sidewalks against the building street walls ranging in width from approximately 6 and 7-metres. Refer to **Figure 23** through **Figure 33** for public realm street sections and plans. These cross-sectional dimensions provide adequate horizontal distance to convey large groups of pedestrians and accommodate the full branching of street trees while safely separating pedestrian-only sidewalks and a bi-directional bikeway.

Proposed Buildings for the new Civic development along Carling Avenue, from west to east include:

1. The Research Building, between Road A and the existing intersection with Sherwood Drive and Carling Avenue
2. Tower 'A' at the southeast corner of the Road A and Carling Avenue
3. The proposed Dow's Lake OLRT Station south entrance
4. Tower 'B' between the future Dow's Lake Station and Tower 'C'
5. Tower 'C' at the southwest corner of Carling Avenue and Preston Street

Figure 23: Master Site Plan - Key Map of Carling Avenue Towers

Research Building

A research building will be located west of the Urban Plaza and south of the Sherwood Drive intersection to act as a gateway onto the Site from Carling Avenue signaling the strong research focus of The Ottawa Hospital as an Academic Health Sciences Center. The massing will include a lower podium as well as a mid-rise tower that will allow for modular vertical expansion in the future. The podium will be scaled to relate to the adjacent streetscape and will develop a transition between the grade at the sidewalk facing Carling Avenue with the increased grade along the primary entrance roadway (Road A) to the Hospital to the south. The Tower will include articulations to minimize impacts to the streetscape, adjacent public realm and Hospital areas. The architectural vocabulary is anticipated to exude a state-of-the-art image relative to contemporary translational research practice as well as a focus on sustainability and resiliency. The building will be linked to the main Hospital through an enclosed pedestrian link ensuring that key adjacencies and functionalities are interlinked.

To the east of the research building is a supporting urban plaza (**Figure 24** and **Figure 25**) designed to broaden the entrance to the NCD with a clear dedication to open space in the Public Realm. This open space will allow for a gradual transition in grade from the southern edge of Carling Avenue up to and through the existing wooded escarpment and to the main entrance of the Hospital. It will include areas of respite, seating, planting as well as pedestrian pathways.

Figure 24: Master Site Plan - Urban Plaza Plan at the Corner of Carling and Champagne Avenues

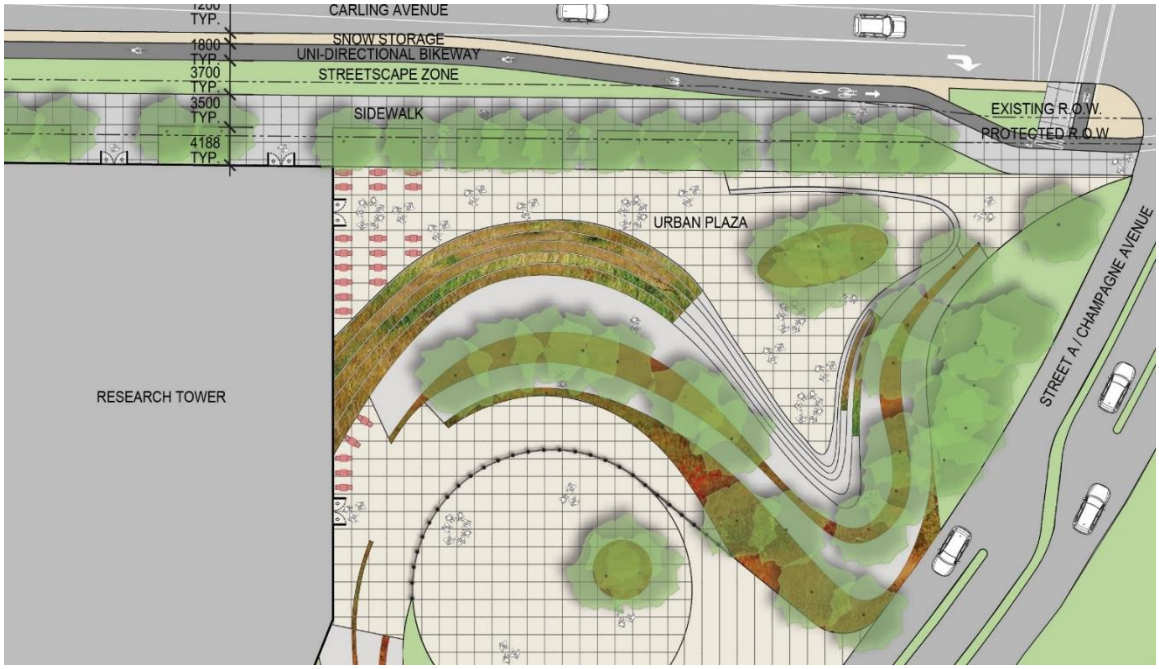


Figure 25: Master Site Plan - Urban Plaza Concept at the Corner of Carling and Champagne Avenues

Tower 'A'

Tower 'A' is anticipated to be a mixed-use, mid-rise building that will frame the eastern edge of the main entrance to the Site to the west of the proposed Dow's Lake Station south access. This tower will include retail facing Carling Avenue as well as the main entrance access to the Hospital (Road A) complementing and activating the urban street edge.

The building will include a podium that will act to diminish the scale along Carling with both setbacks and potential minor cantilevers for balanced massing. The roof of the podium will also align with the Parking Garage green roof to allow for potential access to the south along this new datum level.

Figure 26: Master Site Plan - Public Realm Plan at Carling Avenue West of the LRT Trillium Line

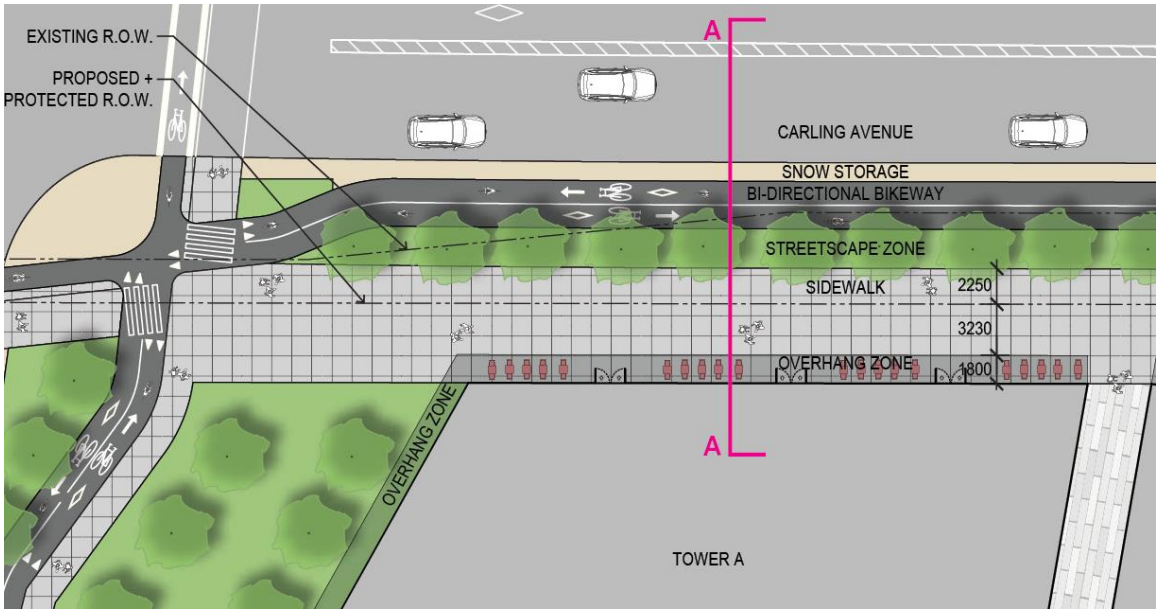
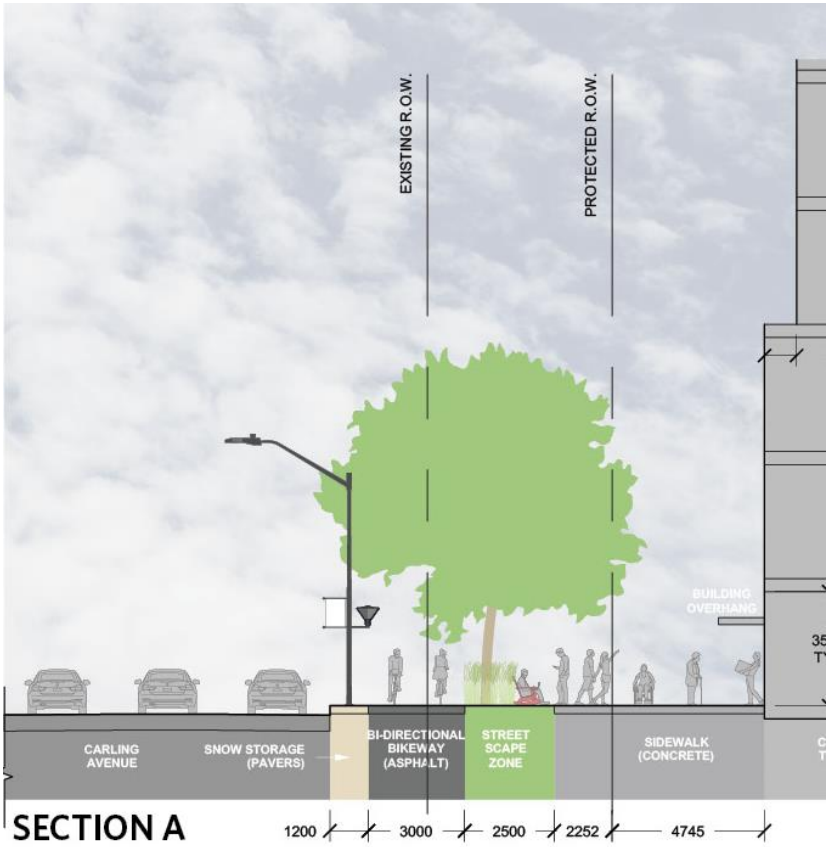


Figure 27: Master Site Plan - Public Realm Section at Tower 'A', Carling Avenue



Future Dow's Lake LRT Station

East of Tower A is the location of the proposed Dow's Lake Station south access. This building is expected to reconcile access to the existing north LRT station from a pedestrian tunnel under Carling Avenue, access at grade as well as access through to the enclosed pedestrian connection over the Parking Garage to the Hospital. Envisaged as an open glazed beacon, the south station entrance seeks to create a safe and protected area with ease of wayfinding to invite the public up to Queen Juliana Park on the roof of the Parking Garage and the pathway to the Hospital. The architectural vocabulary is being explored to complement the low-carbon (mass timber) strategy of Towers B and C. The covered pedestrian walkway to the Hospital and other public access points of the campus are also conceived as framed in mass timber to create a unified and warm series of activated interior human scaled spaces that complement the exterior public realm in a manner that accounts for activation throughout all four seasons.

Tower 'B'

Towers B and Tower C are being schematically developed as wings tied to a common central core and as such Tower B is intended to extend the design vocabulary of Tower C westward along Carling Avenue at a podium scale and mid-level height that offers retail facing Carling Avenue as well as the main entrance access to the Hospital (Road A) complimenting and activating the urban street edge.

Tower B will be built to align with a service road along the south, adjacent to the Parking Garage. The building will include a podium that will act to diminish the scale along Carling through both setbacks and potential minor cantilevers for balanced massing. The podium roof will also align with the Roof Garden of the Parking Garage to allow for potential access to the south at this new datum level.

Tower 'C'

Tower C is located at the southwestern corner of Carling Avenue and Preston Street. The opportunity to create a nationally significant building on NCC land is being explored through the development of The Ottawa Hospital Innovation Center at this location.

This corner faces the urban, southern edge of Little Italy and flanks Commissioners Park. It provides the opportunity to create an exceptional architectural solution that symbolizes the southwestern gateway of the future expanded district while redefining the civic importance of contemporary healthcare and research at the regional, national and international scale.

The building is conceived as a mid-to-high rise tower that reconciles the non-orthogonal geometry of the Southwestern corner of the intersection to the benefit of the public realm through increased area at the ground plane at the corner to safely and comfortably handle the loading of pedestrians and cyclists anticipated in the area. The ground floor is pulled back to permit retail frontage and seating along with required pedestrian sidewalks, planting, snow storage, bi-directional bikeways and parallel sidewalk uses adjacent to both Carling Avenue and Preston Street. See **Figure 28** and **Figure 29** below.

The Innovation Center planned for Tower C is being programmed to include innovative post-pandemic virtual care for The Ottawa Hospital. The design strategy includes structural and sustainable approaches exploring groundbreaking strategies that can promote new ways of building.

The consideration of mass timber as a primary structural assembly permits a more positive balance of the overall new Civic development carbon footprint while simultaneously creating free-span floor plates allowing for extended resiliency and futureproofing at a programmatic level. This also offers flexibility for open academic and learning areas to be integrated into the design. Assembly areas are conceived as glazed double height spaces on the third and fourth floors and visible from the intersection to offer a strong sense of activation not only at the ground plane but also programmatically as the building rises and is seen from both the urban edge as well as Commissioners Park.

Tower C includes a series of cantilevers for the assembly volume of the third and fourth floors that allow the ground plane to be more open along Preston Street and Carling Avenue while creating a strong identity for upper storeys before they recede back to the general building line along Preston Street.

Figure 28: Master Site Plan - Public Realm Plan at Carling Avenue and Preston Street

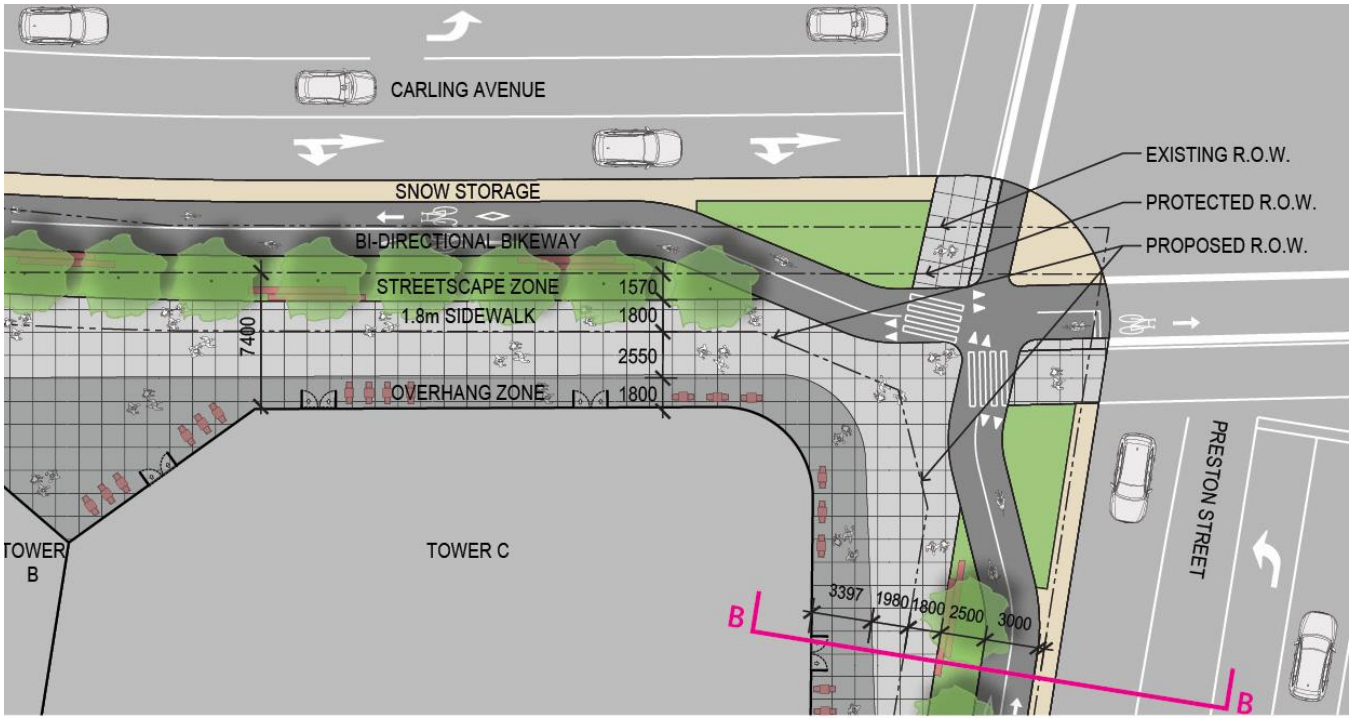
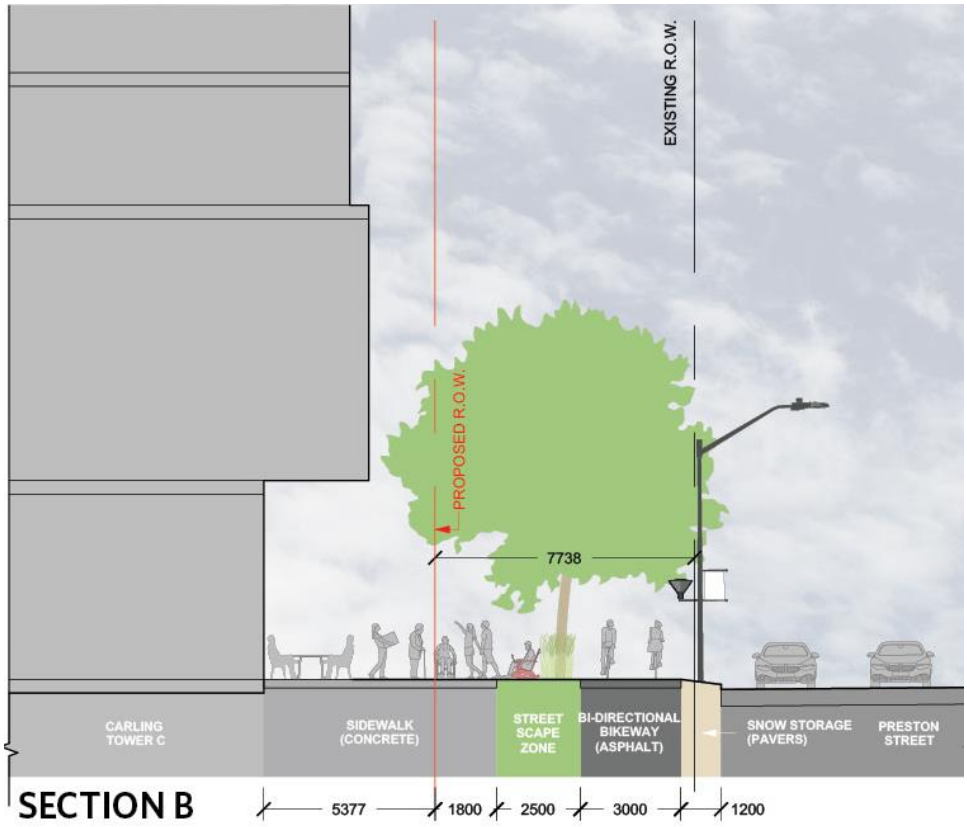


Figure 29: Master Site Plan - Public Realm Section at Preston Street

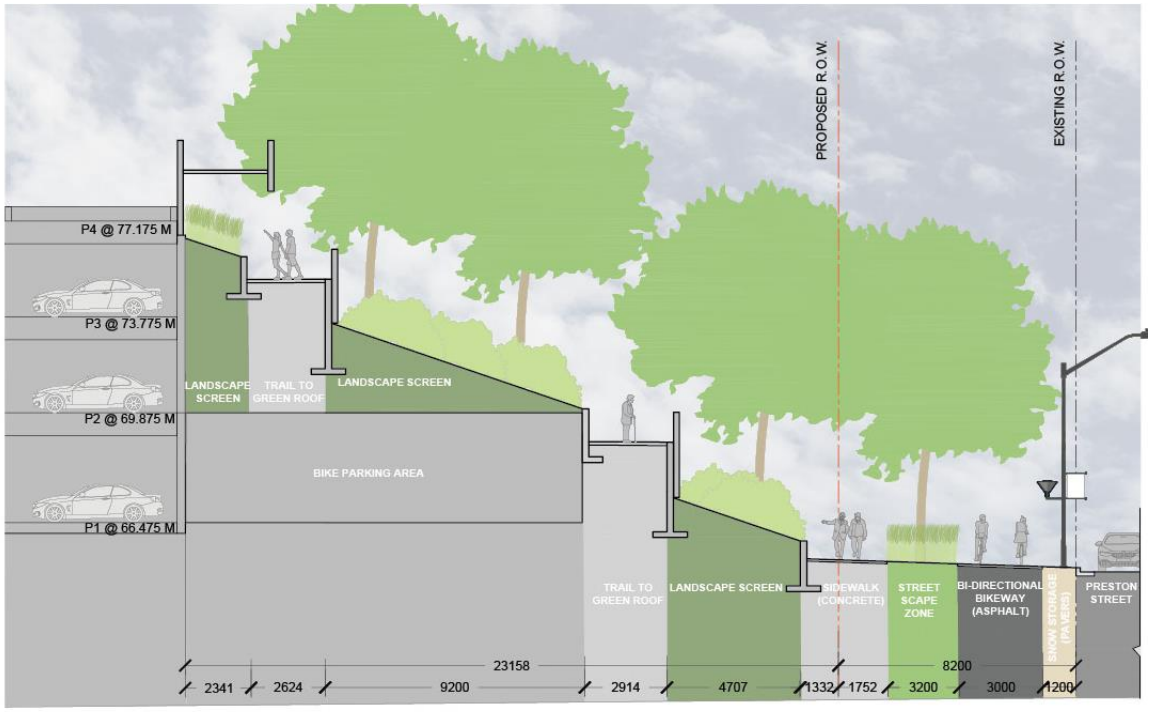


Folding Landscape as Extension of Commissioners Park

The plan enlargement below supports Section C, detailing the general approach to the ramp leading from the intersection of Prince of Wales Drive and Preston Street up to the Parking Garage green roof. The ramp is envisioned as a trail within a folding landscape that visually screens the Parking Garage while continuing the experience from Commissioners Park to the top of the garage, with resting spots and lookouts along the way.

Figure 30: Master Site Plan - Public Realm Plan at Ramp on Preston Street

Figure 31: Master Site Plan - Public Realm Section Highlights Folding Landscape Along Preston Street



SECTION C

Visual Screening Along Prince of Wales Drive

The plan enlargement below supports Section D and illustrates a landscape design giving priority to visual screening of the Prince of Wales Drive façade. A mixture of screening methods will be employed to visually screen and reduce its overall mass; including the mounding of earth at the base of the garage, low retaining walls and ground cover, shrubs and evergreen and deciduous trees. Stepping back the top level of the garage helps to reduce its visual mass. It reduces the requirement for high guards along the perimeter to maintain safety and promotes views to Dow's Lake.

Figure 32: Master Site Plan - Public Realm Plan at Prince of Wales Drive

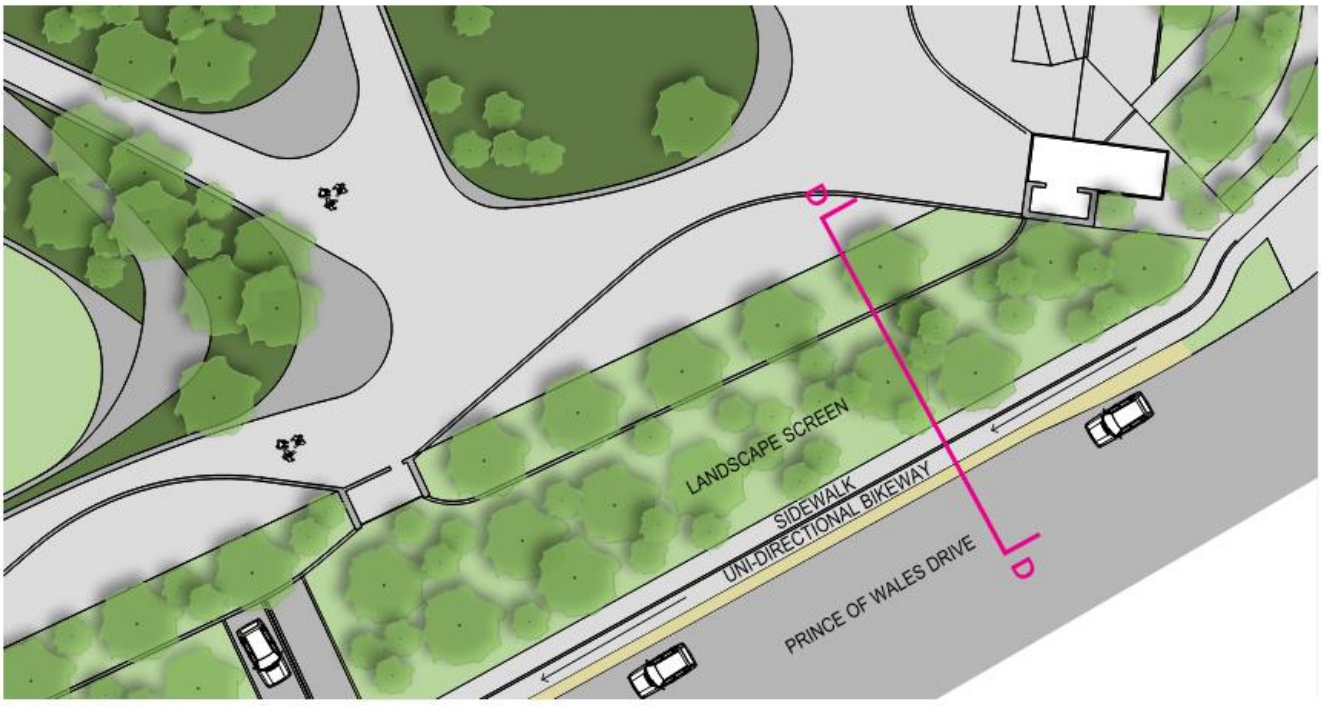
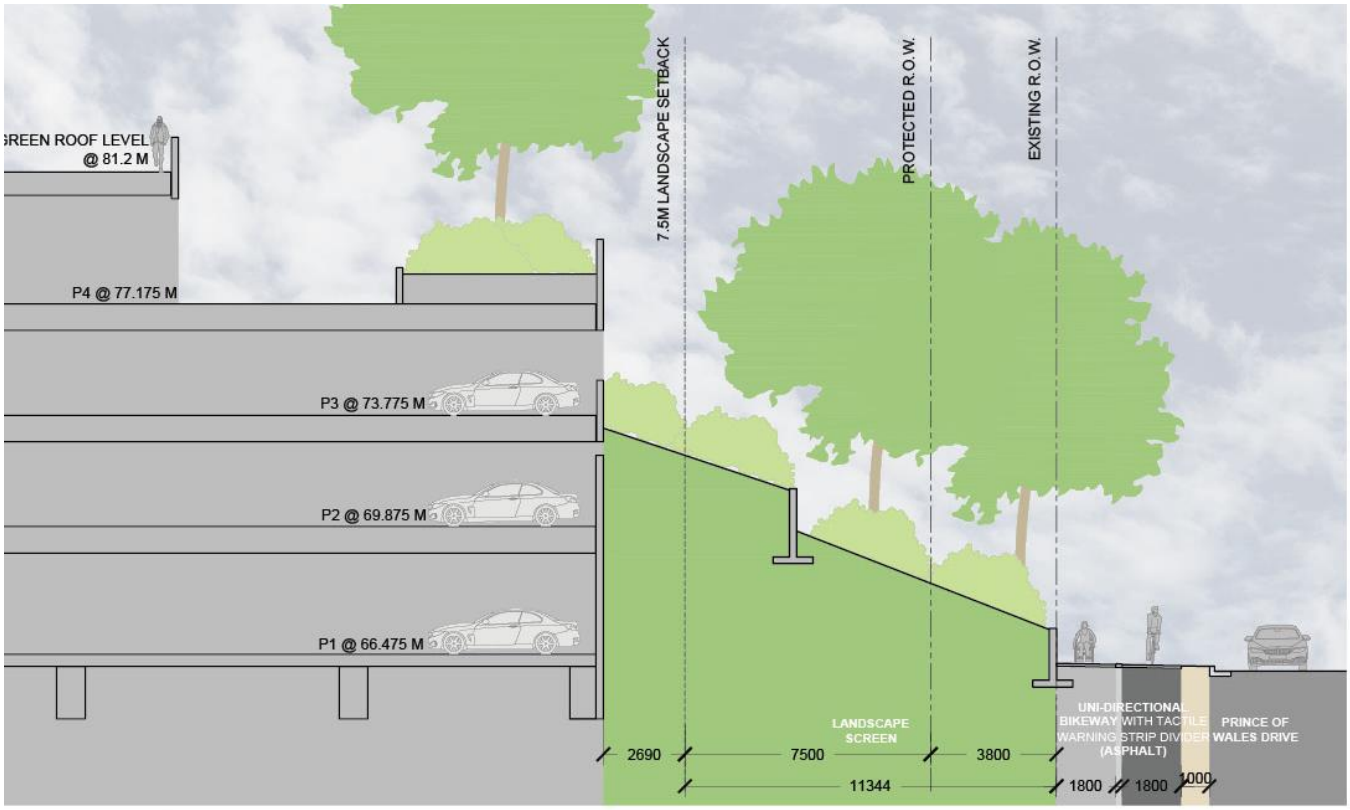


Figure 33: Master Site Plan - Public Realm Section at Prince of Wales Drive Looking East



SECTION D

The Master Site Plan proposes a Parking Garage setback of approximately 14 metres from the existing right-of-way on Prince of Wales Drive to accommodate a snow storage, a uni-directional, westbound cycle track, an adjacent pedestrian sidewalk and vegetated earthen embankments to screen the Parking Garage. The setback includes a proposed 7.5m landscape setback. These specific design proposals of the Parking Garage are considered pending until submission of the Site Plan Control application for the Parking Garage and associated Phase 2 NCD development projects.

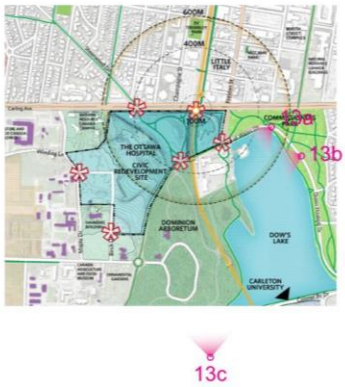
2.2.9 Views Analysis

The following views analyses incorporate both the Hospital building massing and the speculative development on the Site adjacent to Carling Avenue. The general tree cover adjacent to each vantage point is included as well as known future development of significant height in the Preston-Carling District to provide a sense of scale in both the foreground and background.

Figure 34: Master Site Plan - Views Analysis – Referenced Views #13

view # 13a

view # 13b



view # 13c

Figure 35: Master Site Plan - Referenced Views #4

view # 4a

view # 4b

view # 4c

view # 4d

The detailed design of each element will follow in subsequent phases, however the desire is to dematerialize the mass of the overall program while maintaining the functional and programmatic elements configured as required for the Hospital. The architecture above the roof of the Parking Garage, along the retail, cafeteria and conference areas of the Hospital is seen as warm, inviting, and transparent.

2.2.10 Heritage

The mid-century modern era has inspired key components of the building design, most notably, the Sir John Carling Building and the West Annex, fine examples of the modernist architectural style of the middle part of the 20th century. In its construction and design aesthetic, it is a transitional design influenced by the refined steel and glass curtain wall buildings of the 1950s International Style and the more robust, concrete buildings of the mid-1960s.

Its make-up consisted of three distinct components arranged to create a simple, asymmetrical composition. Inter-connected by single-storey links, the three components include a central eleven-storey office tower flanked to the east by a three-storey wing designed for shipping and receiving, and to the west, by a one-storey cafeteria wing with a distinctive arched roof.

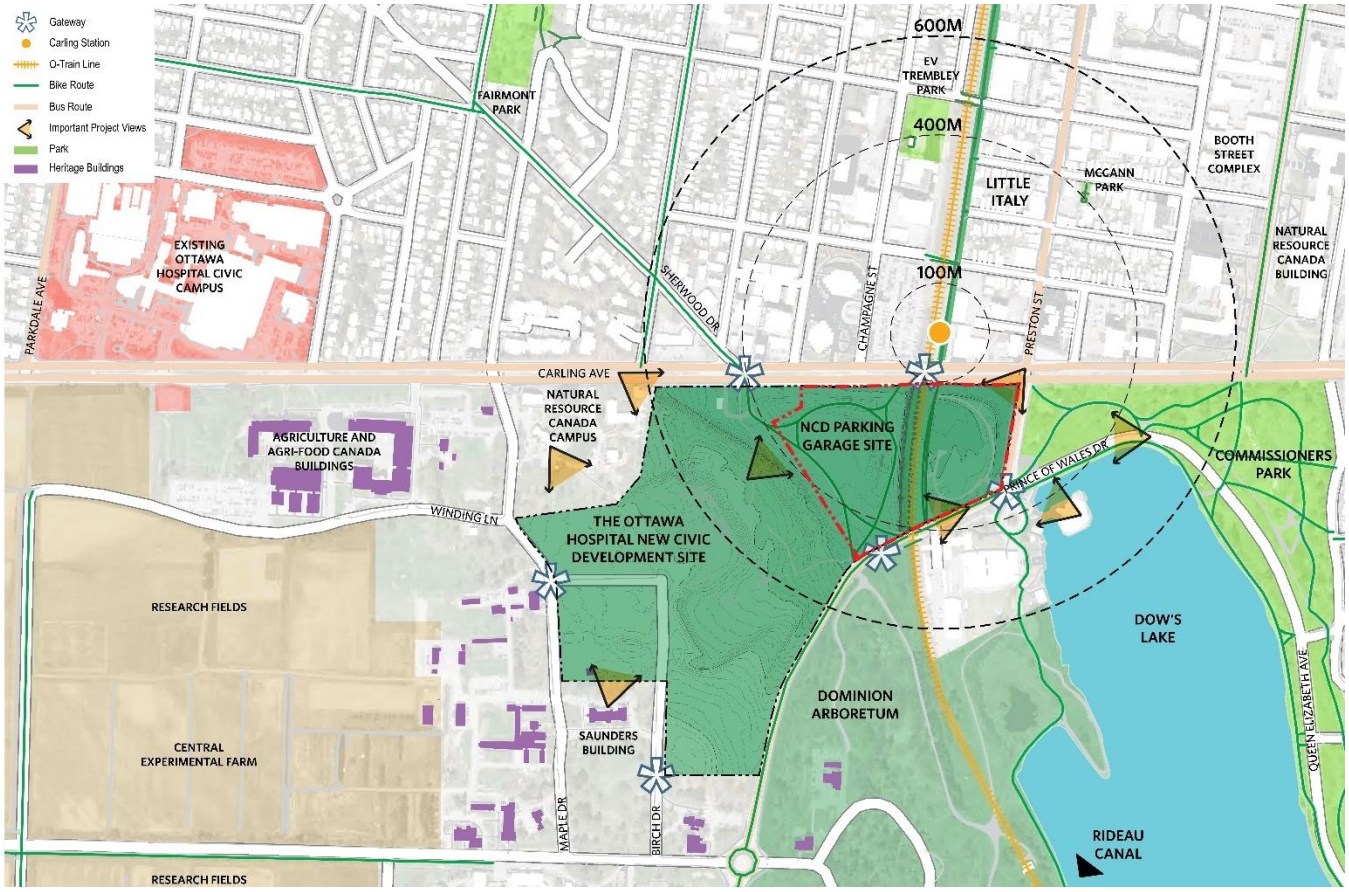
The rounded forms of the cafeteria and vehicular drop-off have provided inspiration for the Site and building design; attempting to carry through this design legacy in a celebratory way.

2.3 Phase 2 Project: Parking Garage and Green Roof for Site Plan Control

2.3.1 Phase 2 Project Context Plan

The Parking Garage and Green Roof Project site is generally bounded by the curb lines of Carling Avenue, Preston Street, Prince of Wales Drive and the west curb line of Road B and a line that extends from the intersection of Roads A and B perpendicular to Carling Avenue. Some construction work will be required outside of this boundary for roadway and signal improvements and utility connections. Additionally, the majority of the trees between the proposed Parking Garage and Carling Avenue will be protected through this Phase of development.

Figure 36: Parking Garage Context Plan



2.3.2 Major Project Components

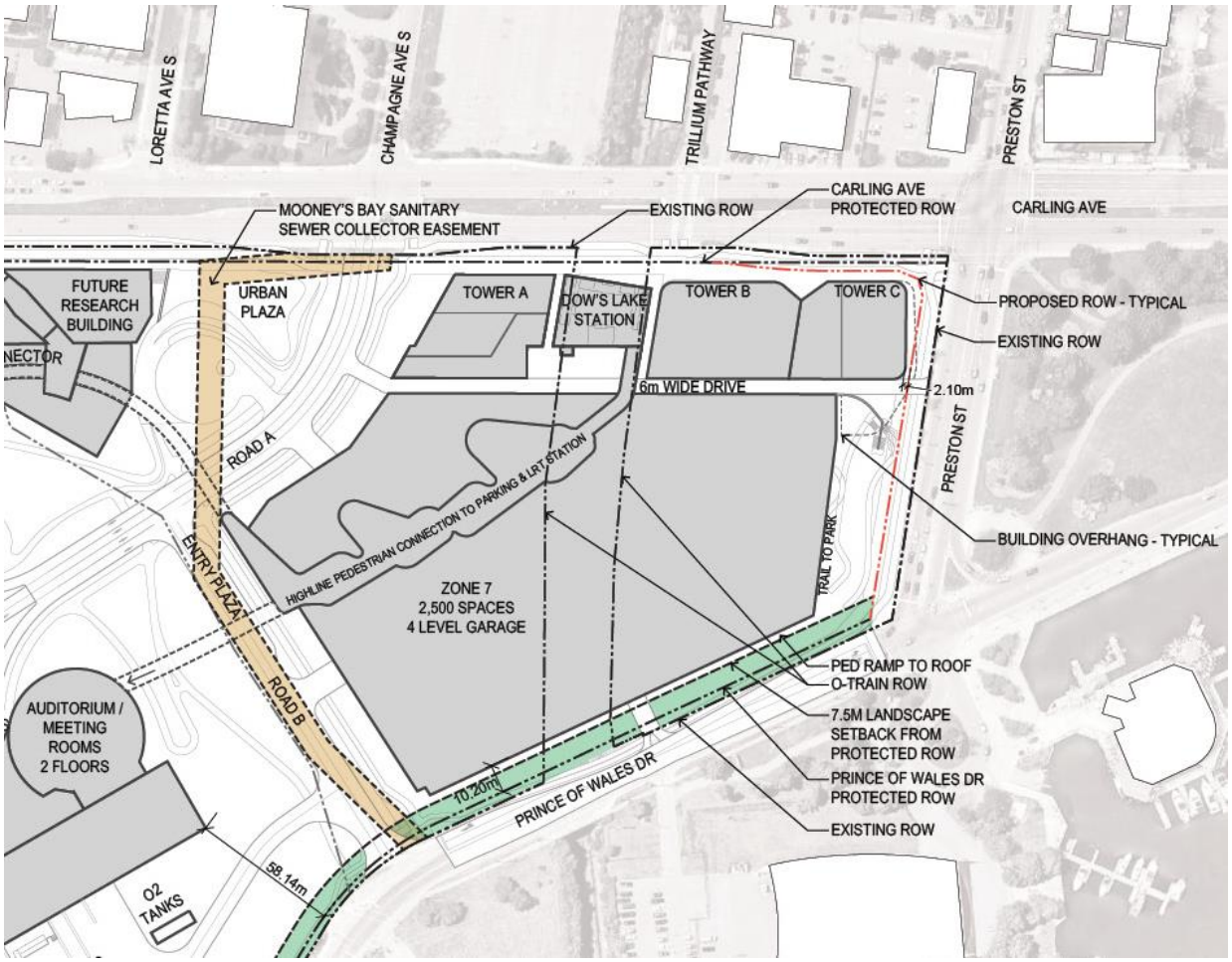
The major project components for the Parking Garage project include the following:

1. **Parking Garage:** The Parking Garage is the reason for this phase of development. It anchors the public realm and important connections across the site identified below. It houses standard parking spaces and ones suited for limited mobility and accessibility. It will provide electric vehicle charging infrastructure and indoor and outdoor bicycle parking.
2. **Public Realm:** These are the site and landscape improvements surrounding the garage and within the public rights-of-way of Carling Avenue, Preston Street and Prince of Wales Drive. The public realm extends to the same areas along proposed Roads 'A' and 'B' that provide vehicular, pedestrian and bicycle access to the Parking Garage. It includes the publicly accessible park on top of the garage as well, termed Queen Juliana Park.
3. **Connections:** There are two important pedestrian connections to the Parking Garage. The first is a public connection from Carling Avenue and the LRT transit station to the garage green roof. The second is a pedestrian ramp that starts at the corner of Preston Street and Prince of Wales Drive and ramps like a winding trail up to the green roof. There is a third connection across the top of the green roof to the hospital, a "highline" pedestrian connection, which will be constructed as part of the hospital project.

2.3.3 Parking Garage Site Diagram

The following diagram shows the proposed Parking Garage nestled into the Site with future mixed-use and medical frontage buildings planned along Carling Avenue. These buildings are envisioned as visual screens for the Parking Garage, but also as a way to provide access to the green roof on the Parking Garage. The diagram shows new roads A and B which will provide vehicular and pedestrian and bike access to the Parking Garage along these corridors, along with Prince of Wales Drive.

Figure 37: Parking Garage Site Plan

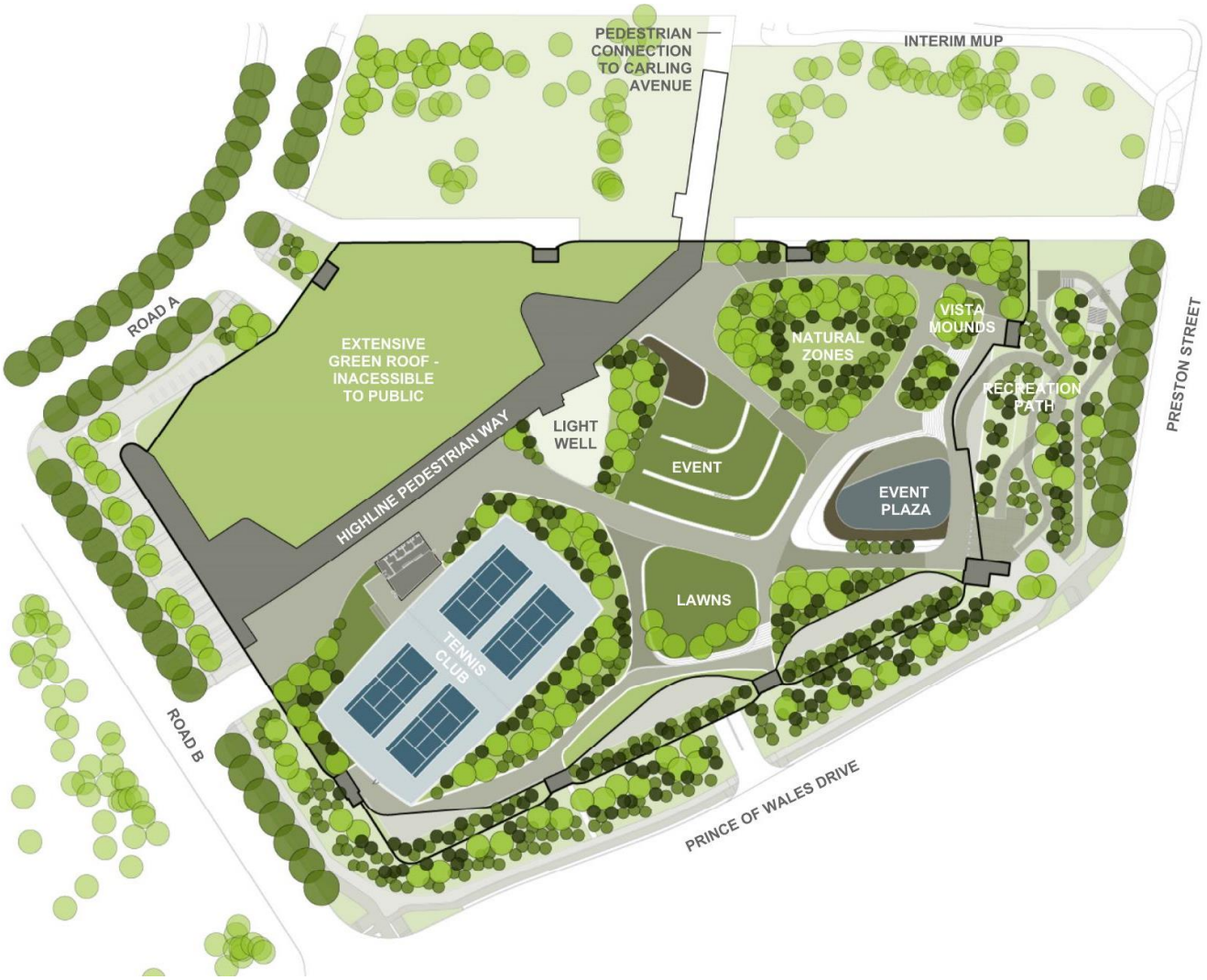


2.3.4 Landscape Plan

The overall Phase 2 Project area is approximately 4.4 hectares (10.8-acres) as shown in **Figure 38**. The landscape precedents and concepts utilized in the Parking Garage project are outlined below. Refer to the Parking Garage Open Space and Landscape Concept Plan in **Figure 38**. Please refer to the Phase 2 Drawings Package for larger format drawings and illustratives that further describe the landscape concept for the Phase 2 Parking Garage Project.

Local Ecology: An understanding of the existing ecozones in Ontario and surrounding the Ottawa River describes how the forest along the southern stretches of the Ottawa River is composed of a mix of deciduous and coniferous trees. The dominant species of this mixed forest are Maples, White Pine, Red Pine, Eastern White Cedar, Tamarack, White Spruce, Red Oak, Basswood, Ash, Poplar, Yellow Birch, and White Birch. The deciduous Butternut tree, which exists along the shoreline of the Ottawa River, has recently been added to Canada's list of endangered species (COSEWIC: "Species Database"). Along the northern stretches of the river, coniferous trees dominate, including Jack Pine, Black Spruce, White Spruce, Balsam Fir, Trembling Aspen, White Birch, and Balsam Poplar. The forest floor associated with the boreal forest is made up of lichens and mosses.

Figure 38: Parking Garage - Open Space and Landscape Plan



Mixed Wood: As a response, the Parking Garage landscape concept provides large planting areas where native *mixed wood plains* species are used in combination with lawn, plaza and paths to create habitat, ornament and place. The planting areas typically frame and shape people spaces while providing multiple seasons of visual interest. Small birch trees drift across a meadow of native grasses and forbs edge an event lawn. Birch thickets edge a meadow of native grasses and forbs. The turfgrass event lawn has a gentle rise in elevation relative to the surrounding walkways.

Natural Beauty of Four Seasons: In addition to being native the Parking Garage plant pallet includes species with striking textures, colors and movement. As such, the natural beauty of winter will be on display making way for colourful tulips that emerge from a birch thicket in spring to honour of Queen Julianna.

Timber and Riverwood: Timber benches, of reclaimed "riverwood" arranged in "log boom" patterns within a grove of birch, provide a range of functions within the park. First, they provide a more biophilic or "wild" feeling of the park. Second, they reference the Ottawa River and the history floating "square" timber from Ottawa to Quebec City. Finally, they offer places of rest and respite around an on top of the Parking Garage itself.

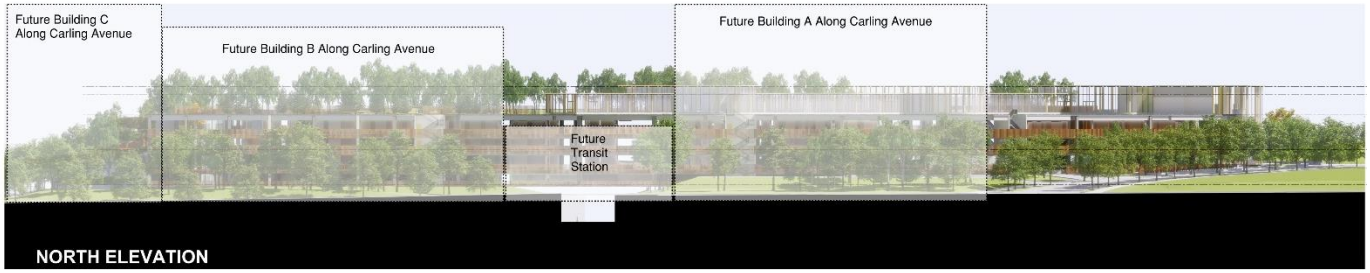
Existing and Proposed Trees: A majority of existing trees are planned to be protected as part of the Phase 2 Project along Carling Avenue for the purposes of visual screening, until the Carling Village Towers are constructed. Some new trees will be planted to fill in the visual gaps between existing 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 Phase 2 Project 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.

Reducing the Visual Scale of the Garage: 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

2.3.5 Architectural Elevations

Figure 39 below depicts the proposed architectural elevations in the general context of street trees and screening trees, earthen embankments and future buildings. The north elevation below is as seen from Carling Avenue. It shows how the future mixed-use towers and transit station are planned to be located between Carling Avenue and the parking garage, creating a visual and physical buffer and an appropriate commercial land use along Carling Avenue per the Preston-Carling Secondary Plan. Likewise, the south elevation is from Prince of Wales Drive; the east elevation from Preston Street and the west elevation from Road B. Please refer to the Landscape Plan for current placements and tree types. Please refer to the Landscape Plan for current placements and tree types. Refer to the Phase 2 Drawings Package for larger format elevations.

Figure 39: Architectural Elevations



2.3.6 Bird-Friendly Design

The design team has consulted with the City of Ottawa's September 2020 Bird Safe Guidelines and the Safe Wings Ottawa Major Projects recommendations. The June 2019 edition of the CSA Standard A460:19 *Bird-friendly Building Design* provides additional guidance. This project will adopt the most stringent requirements among these standards.

In Section A.3 Glass in the Urban Environment, this CSA Standard points out that "untreated glass is responsible for most bird collisions with buildings. Unlike humans, birds cannot perceive images reflected in glass as reflections and will fly into windows that appear to them to be trees or sky." Section A.5 states that "Nighttime collisions occur because the illumination of buildings creates a beacon effect for night-migrating birds." Other non-glazing bird collision mitigation

strategies are presented as well to reduce fly-through conditions, the black hole / passage effect, design traps and lighting.

The following design guidelines and strategies are an integral part of this Site Plan Control Application. The following responses are intended to inform more detailed building, lighting and landscape design moving forward.

Guideline 1: Environmental context

The location of the Parking Garage adjacent to both the Central Experimental Farm, the Dominion Arboretum, Commissioners Park and Dow's Lake poses some risk in terms of the increase in diversity of birds in this area. Balancing the livability of the City as well as key access to vital life-saving services requires an enhances approach to Bird Safe Design in this context. Specific adjacent Identified Natural Heritage System Features as identified in Schedule L3 of the City of Ottawa Official Plan include the Dominion Arboretum and Commissioners Park.

The Parking Garage is intended to be integrated into the landscape with glazing elements focused along a covered and protected walkway along the roof park area with glazed vertical staircases. The goal is to minimize the amount of glazing where possible on the broader structure.

The submitted Environmental Impact Statement (as part of the Environmental Effects Analysis and Tree Conservation Update Report) also includes references to the NCC Bird-Safe Guidelines (NCC 2021) in addition to the above.

Guideline 2: Minimize the transparency and reflectivity of glazing

For the purposes of the application of bird-safe glass, the roofscape of the Parking Garage is considered similar to grade given the intent to plant green roofs and other vegetation at this level. All areas including glazing at the roofscape (predominantly the highline and connected pavilions which fall within a 4m vertical distance from the surface of the roof) are to include integrated protective measures.

In addition – stair towers and vestibules clad in glass from grade up to the roof area are to include integrated protective measures as well.

The proposed integrated protective measure for the glazed areas is to include a high colour contrast to the glass surface (white), application on the first surface of the glass (exterior) and in a pattern that will include a maximum spacing of 50mm x 50mm. Markers will be no less than 4mm in diameter.

Guideline 3: Avoidance/mitigation of design traps

Courtyards and open top atria have largely been avoided in the overall design with the exception of the central light well in the Parking Garage. The central light well is open to lower floor allowing birds to freely move through the overall structure to reduce/eliminate entrapment.

Alcoves including "black hole" effects are minimized if not eliminated throughout the facility design and where particular parallel or perpendicular glazed areas and glazed railings exist, bird-safe integrated protection measures as described in Guideline 2 above.

Guideline 4: Other structural feature consideration

The overall design minimizes the use of guy-wires, grating and other elements that can otherwise entrap birds.

Guideline 5: Create safe, bird friendly landscaping

The intent of the landscape design is to provide a forested environment between adjacent roadways and the Parking Garage façade, in part to screen the façade and mass from view, but also to eliminate direct and open flight paths toward the Parking Garage that could be created by rows of trees. When trees are planted near glazing, Guideline 2 will be employed (referenced above). And, in the same instance, fruiting and flowering trees that are attractive to birds will not be planted near glazed facades. Additionally, indoor landscaping will not be provided in this project to reduce bird collisions with the glazing. Any proposed water features will be sufficiently removed from glazed facades on the building for bird safety.

Guideline 6: Design exterior lighting to minimize light trespass at night

The Parking Garage project will employ exterior lighting sources with full cut-offs to reduce light trespass around perimeters, with the use of minimum wattage fixtures per the Ontario Building Code. Up-lighting will not be specified. As per this guideline, motion detectors will be considered to trigger exterior lighting between the hours of 11:00 pm and 6:00 am.

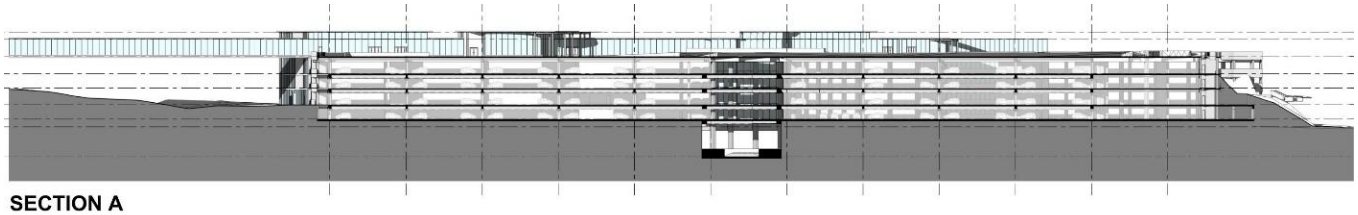
Guideline 7: Avoid nighttime light trespass from the building's interior

In order to address this guideline and prioritize safe lighting levels within the garage, light fixtures will be fitted with an array of cut-offs to reduce light trespass around the perimeter of the garage, and the site.

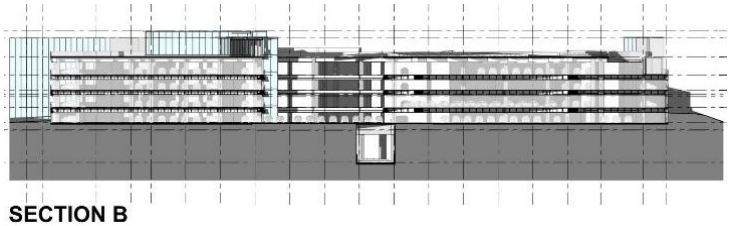
2.3.7 Architectural Sections

Figure 40 depicts two architectural sections A and B, within the Site context. Please refer to larger format sections in the Drawings Package.

Figure 40: Architectural Sections A and B



SECTION A



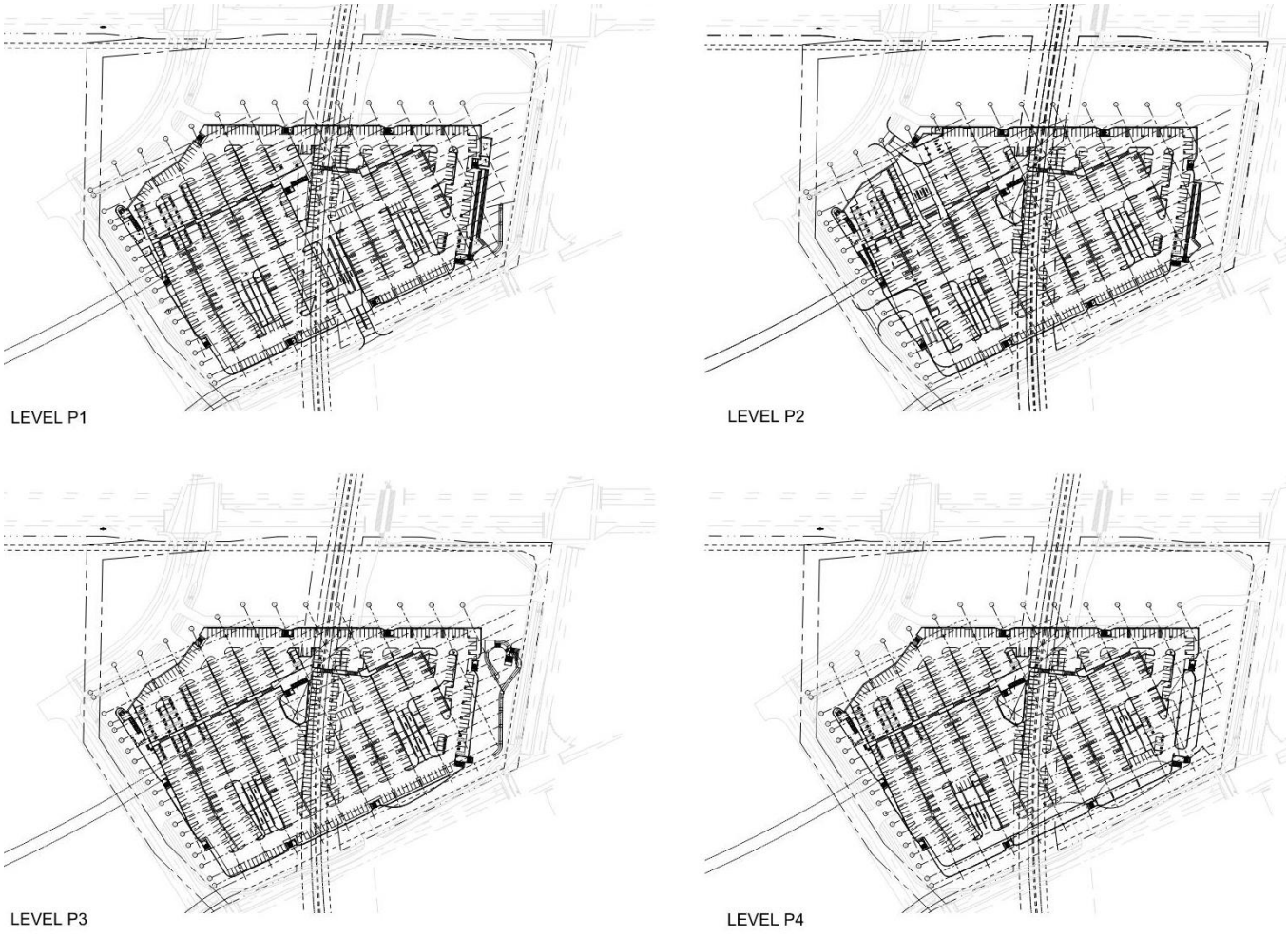
SECTION B

PARKING GARAGE KEY PLAN

2.3.8 Parking Garage Layout Plans

Figure 41 illustrates the Parking Garage layout plans for parking levels P1, P2, P3 and P4. Refer to the Phase 2 Drawings Package for larger format layout plans.

Figure 41: Garage Layout Plans



PARKING SUPPLY SUMMARY

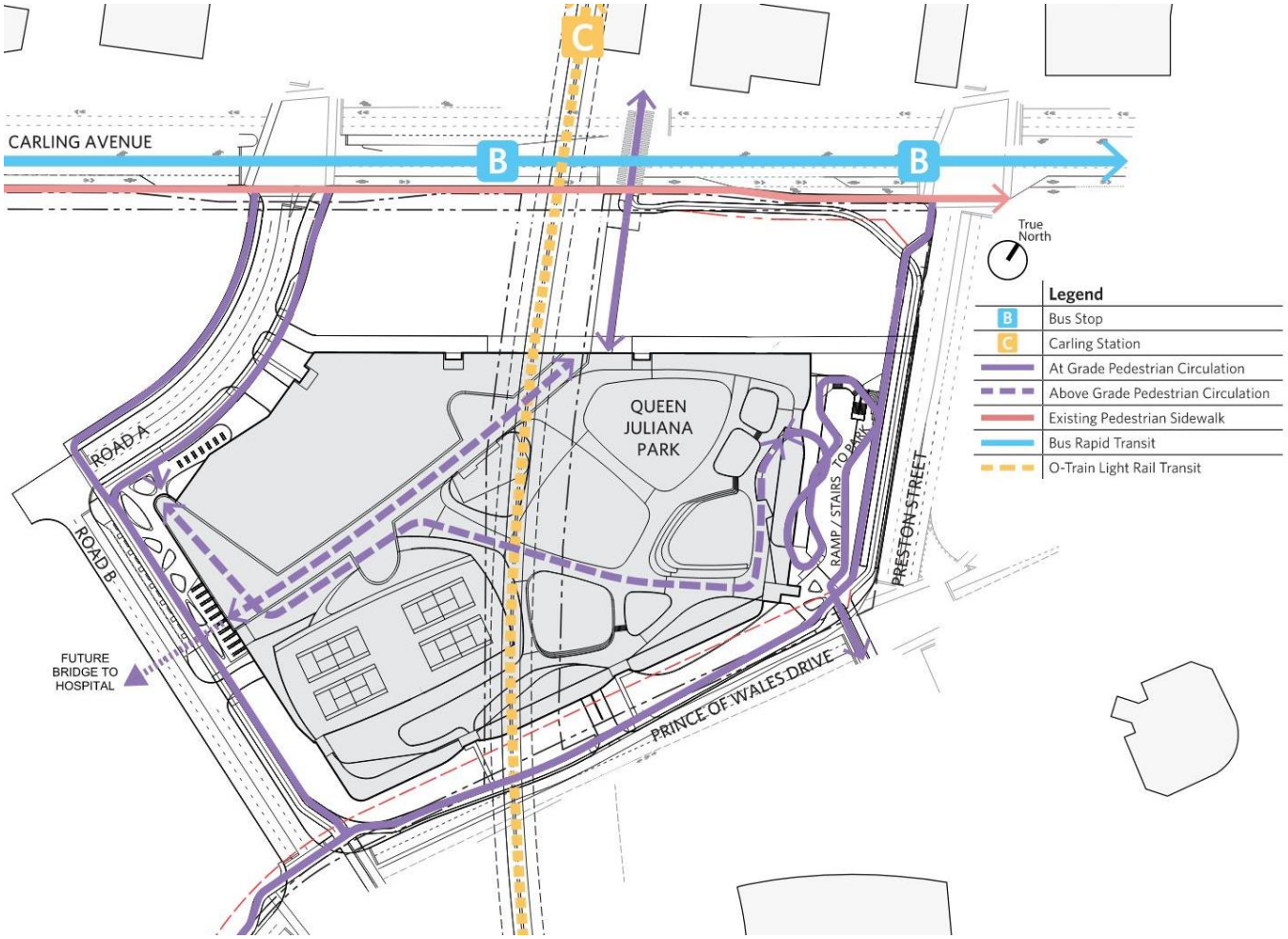
LEVEL	SPACES	ACCESSIBLE	LIMITED MOBILITY	SMALL CARS	BIKE (SECURE)
P4	620	18	36	111	0
P3	673	18	36	117	0
P2	578	18	36	106	183
P1	652	18	36	107	164
TOTAL	2,523	72	144	441	347

Considering the grade changes between Carling Avenue and Prince of Wales Drive, the ability to add an additional half-level of subsurface parking spaces to the parking garage on the west side of the LRT trench is currently being analyzed.

2.3.9 Circulation Plans

Detailed circulation and parking plans are provided below for the Parking Garage Project. All mobility means are consistent with the Master Site Plan Site and garage access and circulation.

Figure 42: Parking Garage - Pedestrian and Transit Circulation



Pedestrian access is planned on all sides of the Parking Garage, including opportunities to connect to the green roof from 1) trail access from the intersection of Prince of Wales Drive and Preston Street as a means to connect to Commissioners Park; 2) from near the intersection of Roads A and B via stair and elevators; and 3) from Carling Avenue via stair / escalators alongside the LRT rail tracks. Once up on the green roof, pedestrians have a range of walking or rolling options, leading from the southeast corner of the garage to the highline; either direct or exploratory routes.

Transit is and will continue to be a driving factor in the development of the new Civic development for the Ottawa Hospital. The LRT Trillium Line is shown in yellow in **Figure 42**. A planned LRT access point on the south side of Carling Avenue, opposite the current station, is planned to be constructed in the future which will provide direct access for transit riders to the garage green roof and on to the hospital via an enclosed highline and overhead pedestrian bridge.

Figure 43 illustrates that vehicular staff access and circulation is planned from Prince of Wales Drive to Level P1, or from Road B to Level P2. Garage access from Road A is reserved for public, patients and visitors as a way to give precedent and to manage congestion into and out of the Parking Garage on Road A.

Figure 43: Parking Garage - Staff Vehicular Garage Access

Figure 44 shows that all garage access points from Roads A and B and Prince of Wales Drive are suitable for use by the public, patients and visitors. Vehicular access from Road A is the first and most prominent garage entrance upon entering the hospital site. This access point connects to Level P2.

Figure 44: Parking Garage - Public Vehicular Circulation

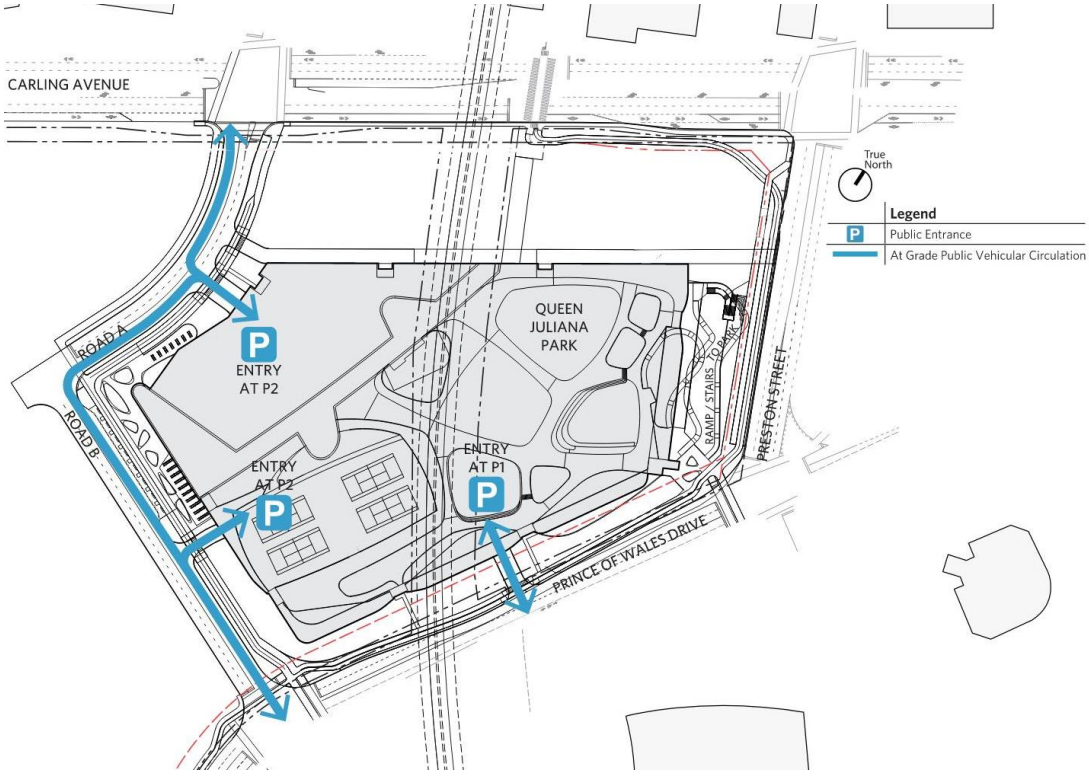


Figure 44 shows that all garage access points from Roads A and B and Prince of Wales Drive are suitable for use by the public, patients and visitors. Vehicular access from Road A is the first and most prominent garage entrance upon entering the hospital site. This access point connects to Level P2.

As an alternative and secondary option, vehicles can also utilize Road B to access Level P2 of the garage from either Road A or Prince of Wales Drive.

The Prince of Wales Drive access point to the garage connects to Level P1. This access point is right-in-right-out for westbound traffic on Prince of Wales Drive.

Figure 45: Parking Garage - Bicycle Circulation

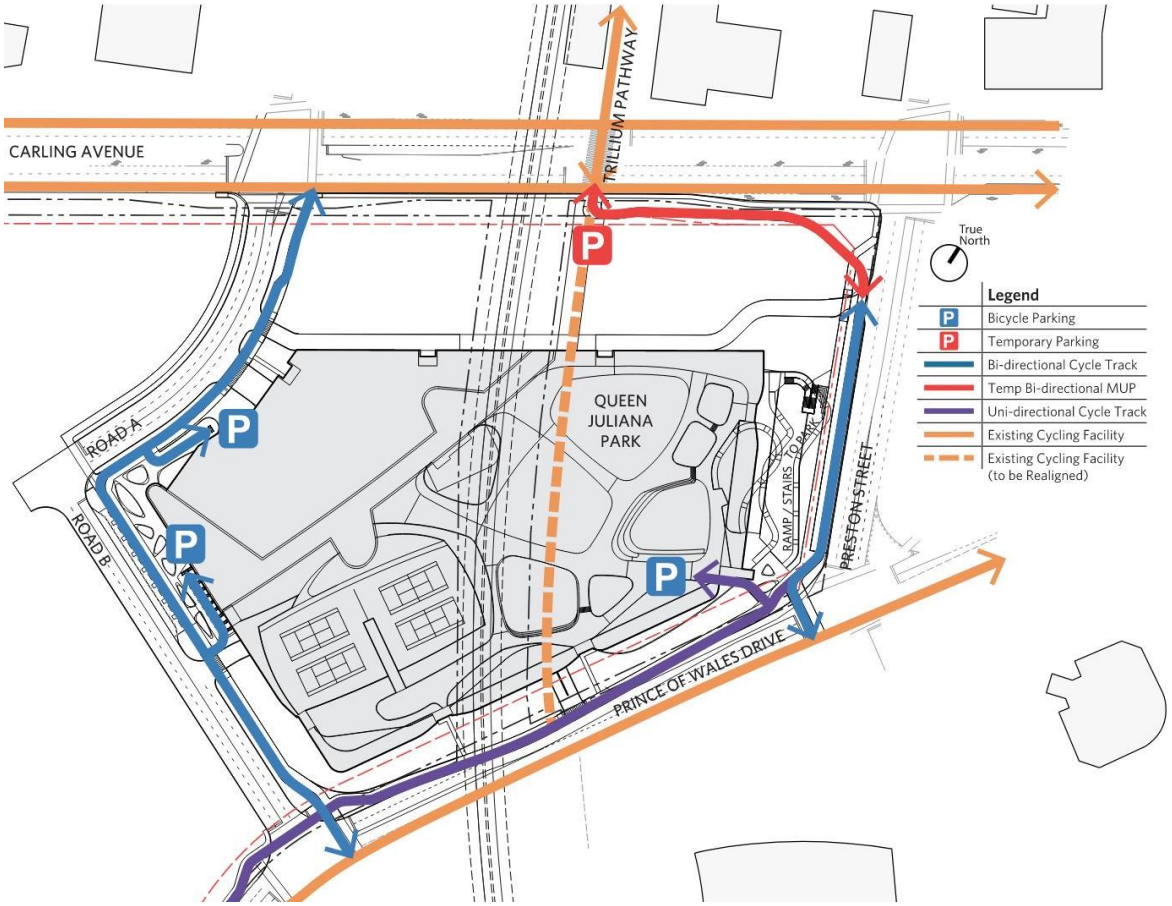


Figure 45 illustrates how the Parking Garage project will construct a temporary multi-use pathway from the existing crossing on Carling Avenue along the south side of Carling, connecting to a permanent bi-directional cycle track on the west site of Preston Street. This linkage amounts to a bypass of the Parking Garage Site for through bicycle traffic on the Trillium Path.

Additionally, the Phase 2 Project plans for localized bike traffic along bi-directional cycle tracks leading to the west side of the Parking Garage and entrance on Road B.

Finally, a uni-directional cycle track is planned back of curb on the north side of Prince of Wales Drive to serve westbound traffic and to complement the existing on-street bike lane for eastbound traffic.

Bicycle parking is planned at the SE corner of the garage, within the structure, along Road B both within and outside the structure, and along Road A outside the structure. Bike parking is envisioned as well on the north side of the project site at Carling Avenue, near the vertical transportation up to the Parking Garage green roof and highline to the hospital.

Universal Accessibility Strategy

For information on the current accessibility codes and standards that apply to this project, please refer to the September 19, 2021 memo titled Accessibility Legislation, Codes and Standards by Accessibility Simplified appended to this Design

Brief and Planning Rationale. The following sections outline the project approach to universal accessibility as it relates to parking, vehicular and pedestrian access.

Parking Accessibility

Several accessibility best practices, guidelines and requirements cover accessibility within parking facilities. The OBC and AODA have mandatory requirements for parking and access. CSA Standard B651 Accessibility for the Built Environment has both mandatory requirements and options for consideration. The City of Ottawa Accessibility Design Standard provides optional criterial as well. However, the CSA Standard B651 provides guidance and requirements for parking on federal land which is more stringent than what AODA requires. This project has adopted the most stringent criteria among these requirements and standards for the provision of barrier-free and limited mobility parking spaces within the Parking Garage, which equates to 72 accessible spaces (36 car and 36 van spaces) and 144 limited mobility spaces.

Refer to the Parking Garage floor plans within the drawing package for a tally of proposed accessible and limited mobility parking spaces that meet these requirements.

Vehicular Access

Vehicular access to the Parking Garage is provided on level P2 from Roads A and B and to level P1 from Prince of Wales Drive. Level P2 is designed to have a higher floor-to-floor dimension than the other parking levels in order to accommodate accessible vans that will utilize Type A parking spaces as identified by AODA. All required Type A parking spaces will be placed on level P2 as a result. AODA Type B and limited mobility parking spaces will be spread throughout all levels of the Parking Garage near elevators. The majority of these spaces are positioned on the west side of the garage to serve the future hospital and some are place in the southeast corner of the garage to service visitors to Dow's Lake, the Arboretum, etc.

Pedestrian Access

Exterior longitudinal slopes on pedestrian and bike routes around the Parking Garage, and on the green roof, are proposed to be accessible at less than 5%. One exception to this, and by design, is the recreational path providing pedestrian access to the green roof from the corner of Preston Street and Prince of Wales Drive. Slopes on this pathway range up to 1:15 and 1:12 between levels P4 and the green roof to meet accessibility requirements of AODA and OBC. This playful, recreational path to Queen Julianna Park on the roof of the garage is intended to be an extension of the pedestrian network in Commissioners Park. It will afford new views of Dow's Lake, the Arboretum and Central Experimental farm along the journey. Landings and rest areas will be provided along the route.

2.3.10 Public Realm

Figure 46 to Figure 55 illustrate the landscape treatment of the public realm along Carling Avenue, Preston Street and Prince of Wales Drive, but also along Roads A and B on-site. These public realm exhibits show plan view enlargements in support of section A, B, C, D, E and F.

Figure 46: Parking Garage - Plan Enlargement at Carling Avenue

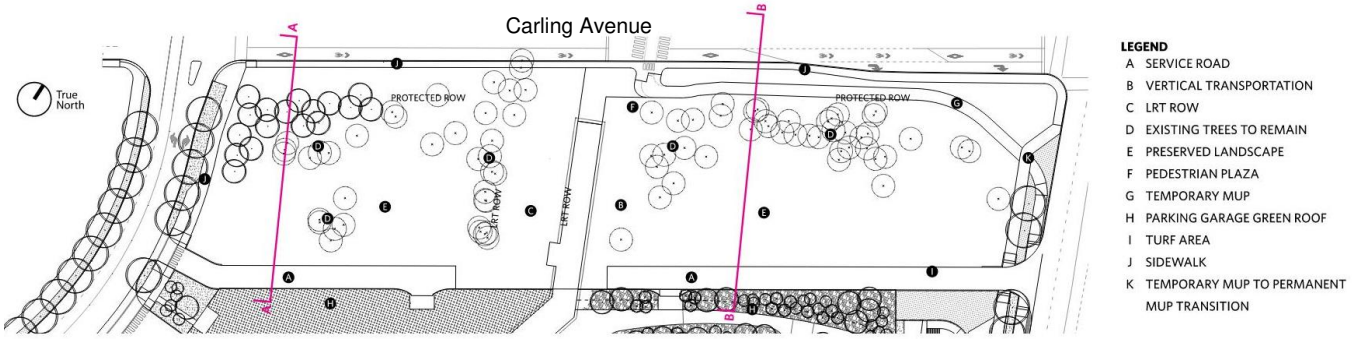
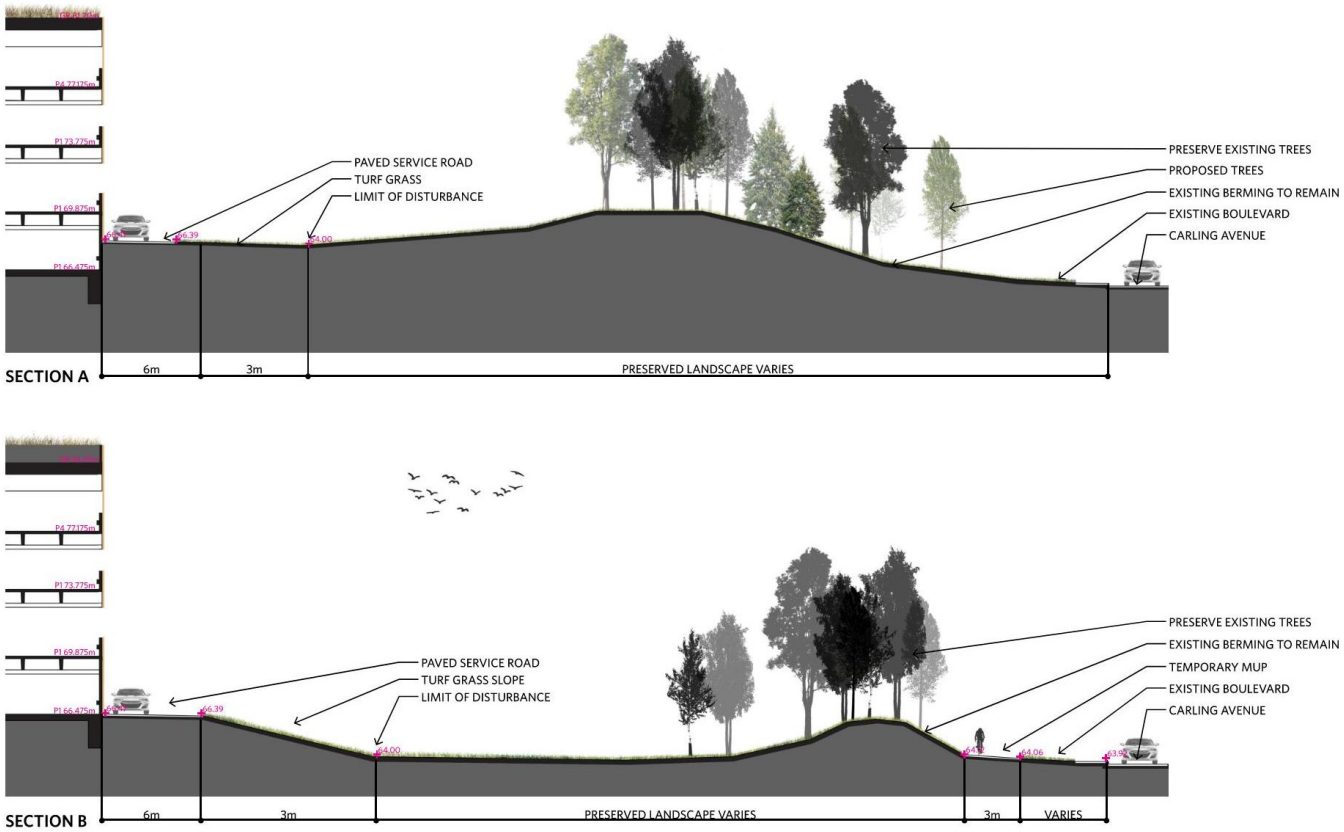


Figure 47: Parking Garage - Sections A and B at Carling Avenue



Sections A and B in **Figure 47** illustrate how the existing landscape will be retained and augmented between the Parking Garage and Carling Avenue. The existing mounding serves to screen lower level views of the Parking Garage and will largely remain in place. New trees will be planted only to fill in the visual gaps between existing trees so as to screen views of the Parking Garage from Carling Avenue.

Figure 48: Parking Garage - Plan Enlargement at Preston Street

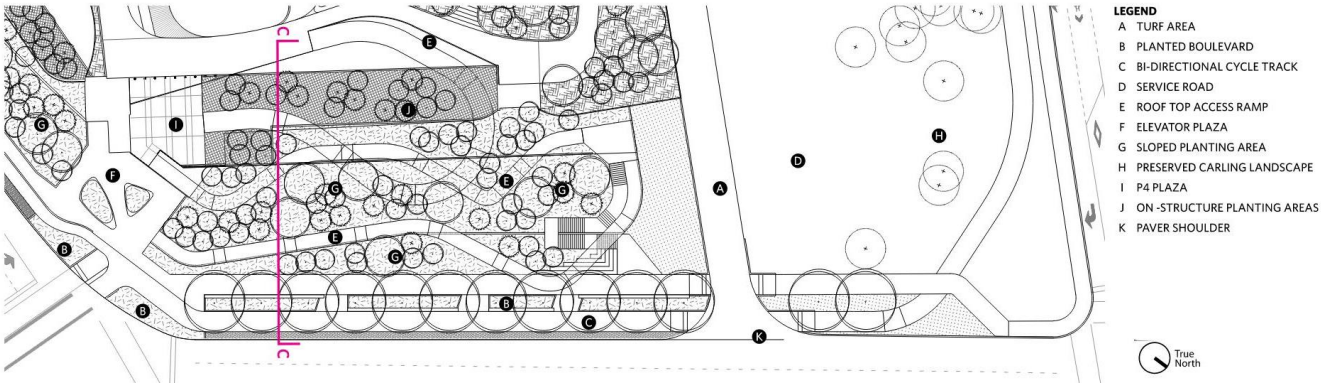


Figure 49 shows a plan view of the recreational path. Some of it is on grade and some on elevated structure for a playful, accessible path up to the green roof. The path begins at the southeastern Parking Garage plaza, with adjacent access to elevators if required. A large set of stairs on the northeast corner of the garage face the intersection of Carling Avenue and Preston Street. These stairs provide a shortcut to the recreational path for pedestrians walking down Preston Street. The recreational path is intended to continue the ambulatory experience from the winding path in Commissioners Park, providing access to the green roof of the garage and the future Hospital.

Figure 49: Parking Garage - Section C at Preston Street

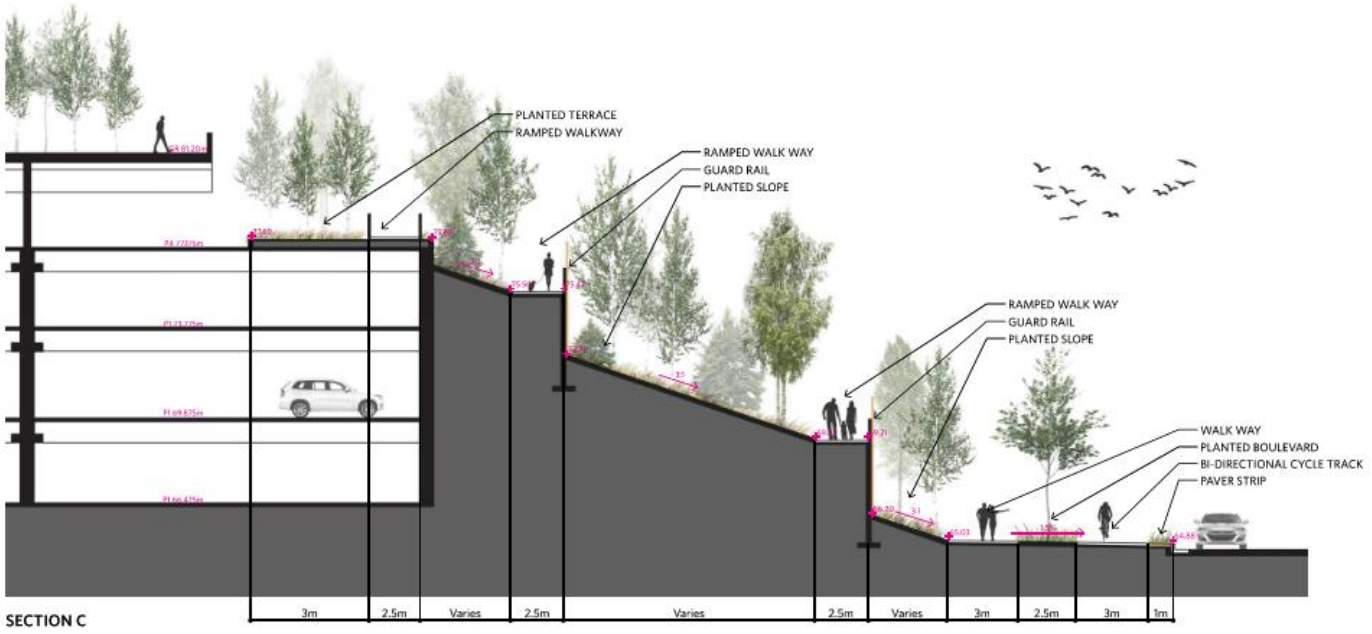


Figure 49 illustrates the folded landscape of the recreational path that connects Preston Street at the corner of Prince of Wales Drive with the Queen Juliana Park on the rooftop. This recreational path is sloped for universal accessibility and will have resting areas along the way up. The earthen embankments are designed to provide deep soil opportunities for trees to give them the best opportunity to thrive and visually screen the Parking Garage over time.

Figure 50: Parking Garage - Plan Enlargement at Prince of Wales Drive

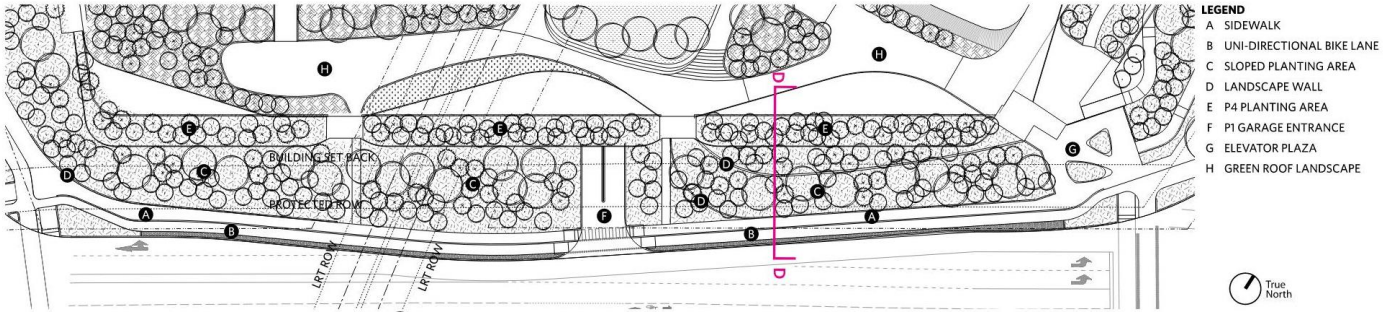
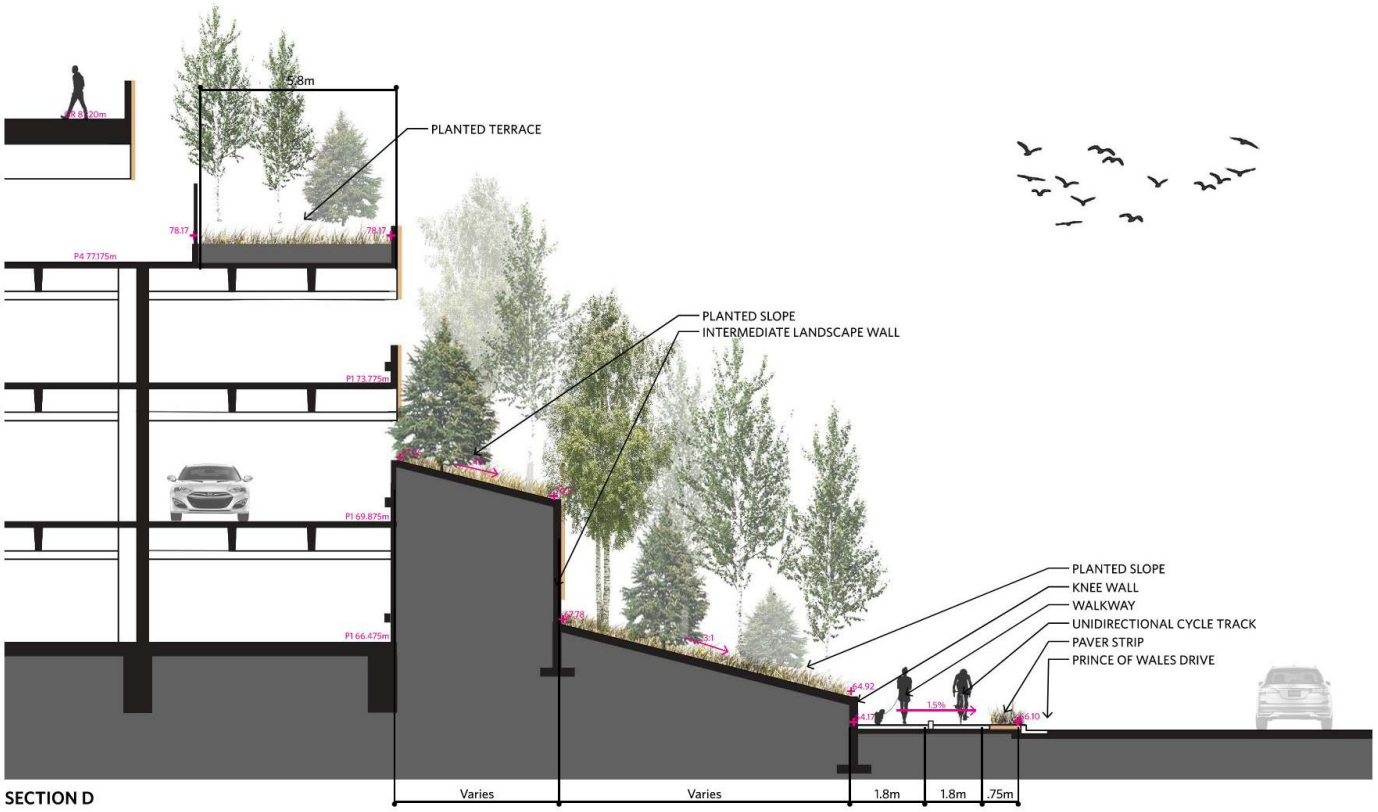


Figure 50 illustrates a plan view of the Prince of Wales Drive frontage. The priority of this landscape is to visually screen the garage. The design covers over the LRT trench north of Prince of Wales Drive in order to place mounded earth and screening vegetation. A unidirectional, southbound cycle track parallels a pedestrian sidewalk along Prince of Wales Drive.

Figure 51: Parking Garage - Section D at Prince of Wales Drive



Much like the folding landscape facing Preston Street, site retaining walls elevate the earth and provide ample opportunity to plan screening vegetation against the garage in an effort to reduce its overall visual mass. **Figure 51** shows how rebating the roof of the garage allows for the perimeter fall protection to be moved off the perimeter, which also helps to reduce the scale of the garage relative to Prince of Wales Drive.

Figure 52: Parking Garage - Plan Enlargement at Road A

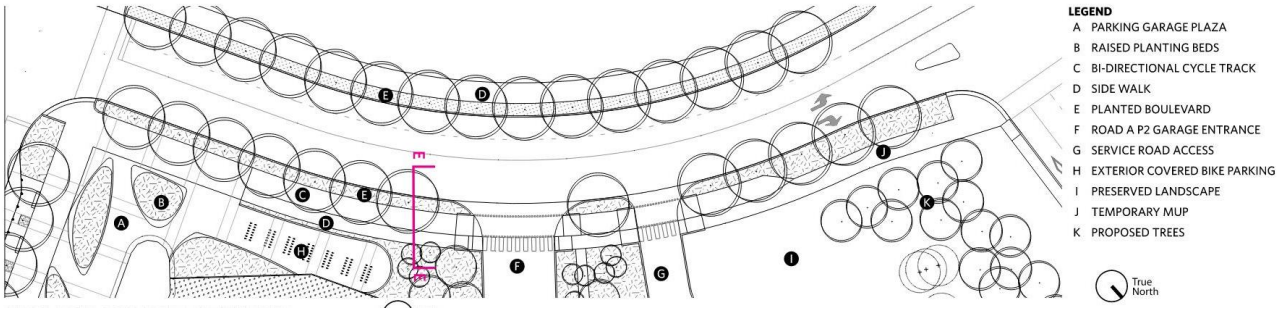


Figure 52 illustrates a plan view along Road A, the primary public entrance to the garage. Road A is intended to be a tree lined street. The street trees are planned to be installed at the same time on both sides of the street so they can mature at the same rate. Additional trees are proposed to fill in the visual gaps at the corner of Road A and Carling Avenue as a way to improve visual screening of the Parking Garage for eastbound traffic on Carling Avenue.

Figure 53: Parking Garage - Section E at Road A

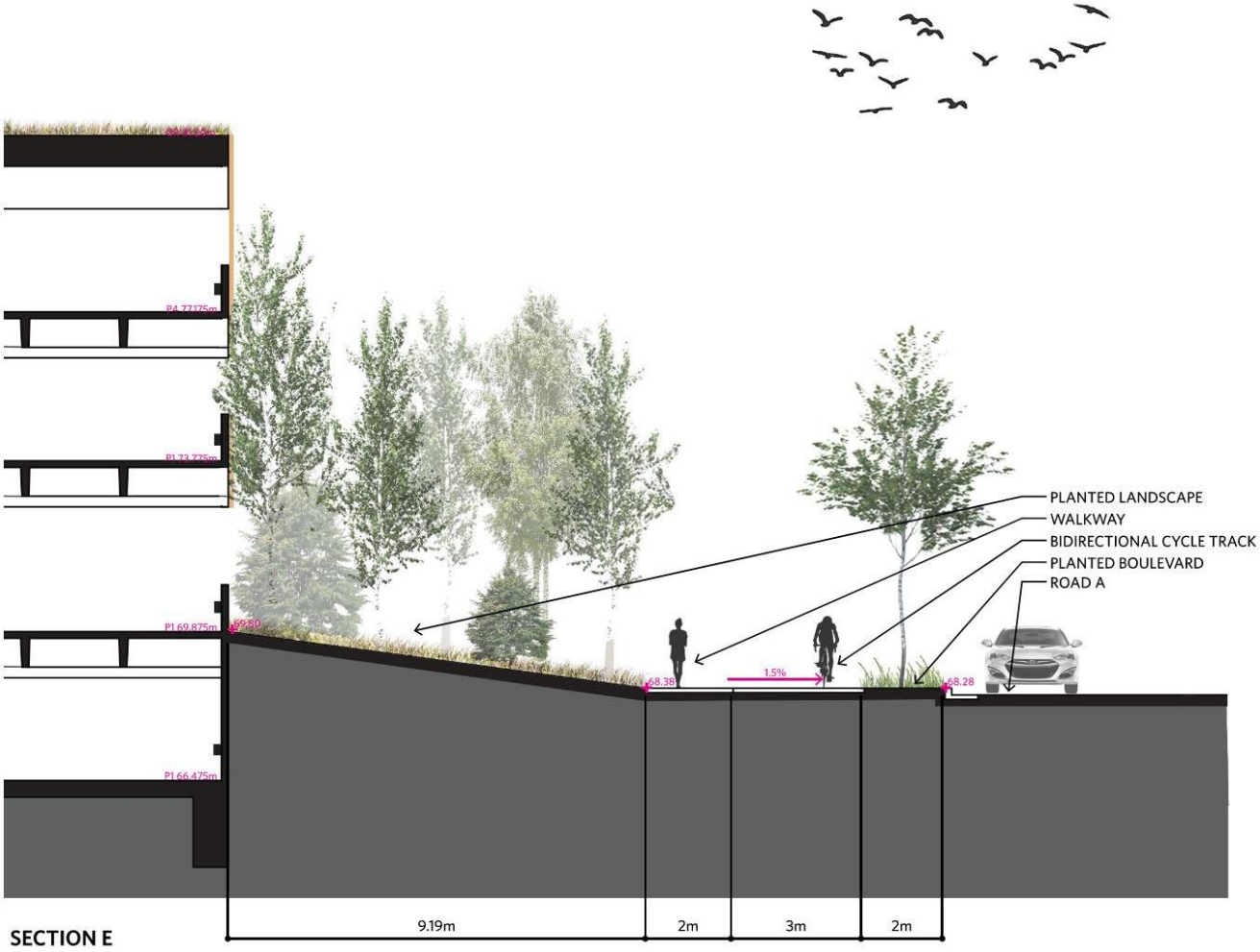


Figure 53 illustrates that on Road A, the Parking Garage is effectively one level below grade. Pedestrians and vehicles will enter the garage on Level P2

Figure 54: Parking Garage - Plan Enlargement at Road B

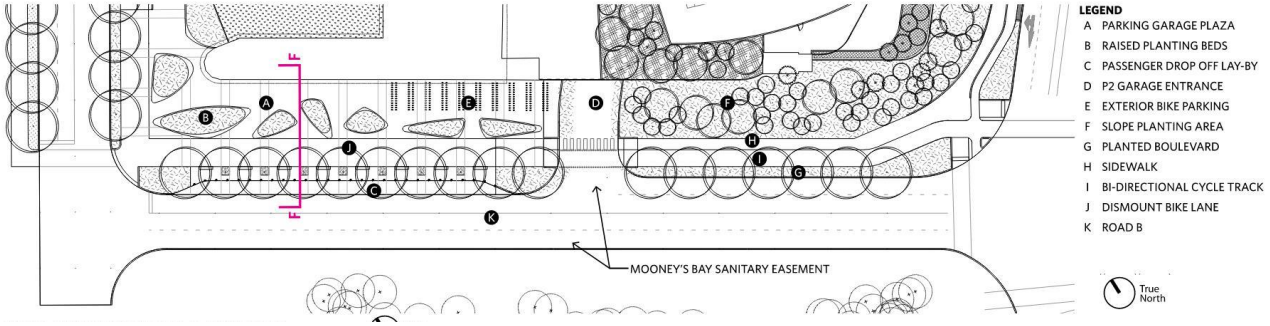


Figure 54 shows the landscape treatment between Road B and the Parking Garage. It includes a bike and pedestrian plaza at the intersection of Roads A and B, a pedestrian entrance at this plaza, a drop-off layby lane on Road B, a vehicular access to the garage from Road B. The plaza is intended to be an end point for cyclists on the multi-use path. To that end, signage will be posted for cyclists to dismount their bikes and walk them to the bike parking area within and alongside the Parking Garage.

Figure 55: Parking Garage - Section F at Road B

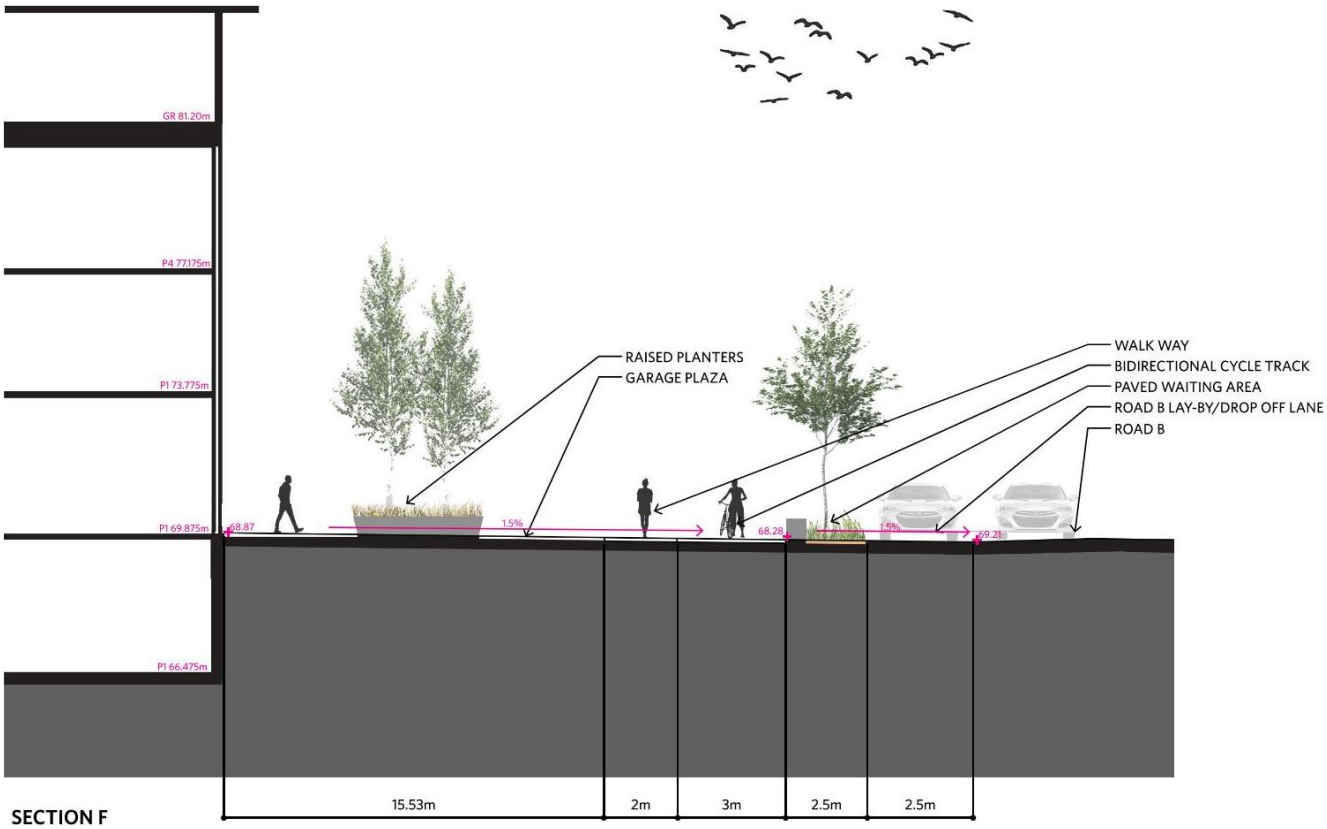


Figure 55 illustrates the Road B pedestrian and entry plaza adjacent to the garage's vertical Beacon, as described below. As with Road A, vehicular, pedestrian and bike access to the garage is on Level P2. A gently sloping plaza pavement is interspersed with raised planting beds and seatwalls.

Figure 56: Parking Garage - Bird's Eye View at Roads A and B

Road A, as the primary access to the main entrance of the Hospital is a tree lined street that is flanked to the east by the Parking Garage. The Beacon is placed at the intersection of Roads A and B and acts as a wayfinding element to promote vertical access to the "highline" through to the Parking Garage Green Roof as well as to the Hospital through the future pedestrian bridge. The Green Roof above the Parking Garage facing Road A is intended to be an extensive roof with a minimal parapet and only to be accessed for maintenance purposes – keeping the overall mass of the building lower along Road A.

Figure 57: Parking Garage - View of Pedestrian Entrance from Roads A and B

This view in **Figure 57** shows the "Beacon" at the corner of Roads A and B as a prominent element through the treescape. The glazed area of the "Beacon" includes a stair tower and areas adjacent include the elevator vestibules on all levels. A future pedestrian bridge continues southward to the Hospital over Road B, as shown at right.

Figure 58: Parking Garage - Elevation View from Road B

The Southern façade along Road B as shown in **Figure 58** includes glazing at grade along the elevator vestibule, entrance to the parking structure and secure bicycle parking beyond the treelined plaza.

Figure 59: Parking Garage - Bird's Eye View at Preston Street and Prince of Wales Drive

The view in **Figure 59** provides an overlook of the Parking Garage as well as the setbacks and terracing along both Prince of Wales Drive and Preston Street. The upper deck of the park is scalloped along both streets to reduce the mass of the building and develop a contemporary interpretation of the picturesque landscapes found in the Central Experimental Farm.

Figure 60: Parking Garage - View from Preston Street and Prince of Wales Drive

Figure 60 illustrates the corner of Preston Street and Prince of Wales Drive and includes access to a staircase, elevator lobby and accessible trail/ramp to the Parking Garage rooftop. This corner also includes an at-grade plaza offering access to the secure public bike storage along the extension of the Trillium Pathway in this location.

Figure 61: Parking Garage - View from Prince of Wales Drive at Road B

Figure 61 captures the setback along Prince of Wales Drive in the massing of the Parking Garage with extending berms offering the ability to plant trees in deep soil to provide for expansive growth and larger canopy maturity over time.

Figure 62: Parking Garage - Bird's Eye View at LRT Underpass on Prince of Wales Drive

Figure 62 demonstrates the intent to cover the LRT tracks area north of the existing Prince of Wales Drive vehicular and pedestrian bridge to provide extended planting on deep soil along the edge of the Parking Garage.

Figure 63: Parking Garage - Bird's Eye View of Proposed Queen Juliana Park (Green Roof)

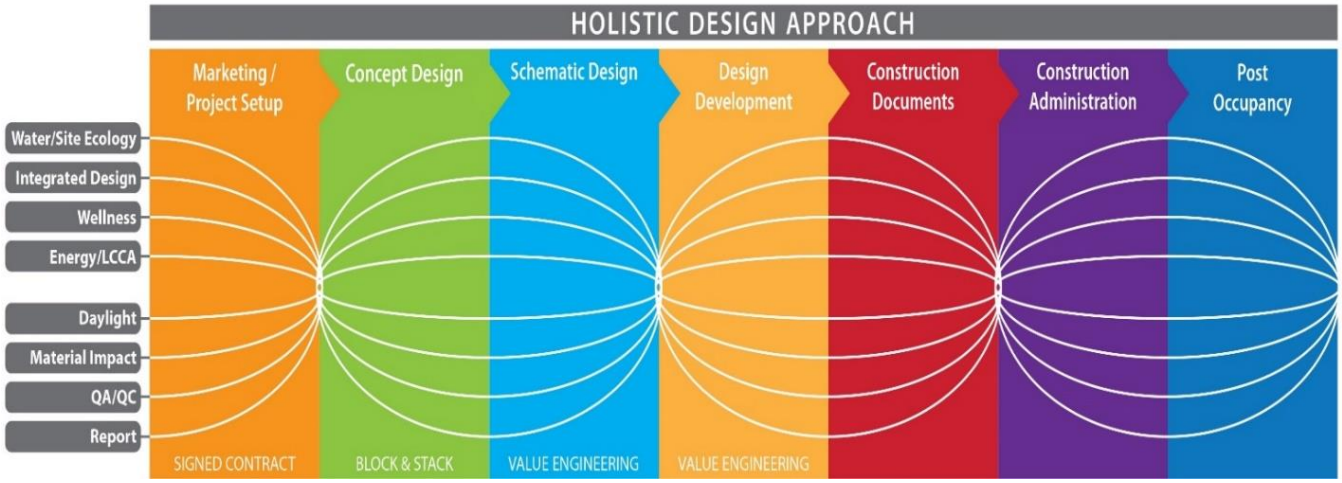
Figure 63 helps to identify the areas where the park roof is scalloped back along Prince of Wales Drive with an indication of the active areas of the roof landscape, including the tennis club.

2.3.11 Sustainability

As a leading healthcare provider, The Ottawa Hospital is in a position to develop a new paradigm for sustainability in Hospital design with the new Civic development. The first step is to create a vision balancing the highest quality of patient care woven within a building that has positive impacts for the environment, the community and the people who use it. To reach that goal, core sustainable design values and principles have been developed, around which a holistic sustainable design strategy will unfold. The process is important to the outcome and starting to plan sustainable principles early is critical.

The Ottawa Hospital, with its project architects, have already begun a holistic, sustainable design approach. The project team undertook a comparative analysis of relevant regulatory frameworks (Federal and NCC Sustainable Development Strategies), internationally recognized 3rd party certification systems (One-Planet Living, LEED and WELL), Owner priorities and benchmark projects and have developed a synthesized project framework, to act as an organizational scaffold for these core sustainable design values.

Figure 64: Sustainable Design Approach



Core principles that will drive the sustainability approach include:

1. The Patient and Staff Experience: The quality of the built environment has a profound impact on the overall patient experience as well as staff wellness and productivity. This principle seeks to build a health promoting, nourishing environment that supports our well-being and aids in maximizing the patient experiences. Potential strategies include:
    - Natural light and daylighting, access to views of nature and biophilic design, quality acoustics and patient privacy, thermal comfort, healthy materials, access to nature.
2. Building Performance: A high-performance building not only is less costly to operate and maintain but provides a myriad of environmental benefits in reduced demand for energy and water and reduced waste. Potential strategies include:
    - Early energy benchmarking, target setting and modeling to inform envelope and systems design, robust building envelope, passive design strategies to minimize peak solar loads, highly efficient comfort delivery systems and plant design, design for easy conversion to low-carbon technologies at the end of original plant equipment life cycle, operational performance optimization through energy metering and monitoring.
    - While The Ottawa Hospital has not yet committed to a LEED target, the Ministry of Health and Long Term Care will require a LEED Silver rating for the new Hospital development within a traditional public-private partnerships procurement model. However, parking garages are ineligible for LEED ratings or certifications.
3. Environmental and Community Benefits: A project of this scale, and on this unique Site, has the potential to have a major impact on the local and regional community and the environment. Upholding principles of social equity and restorative ecology, this project can not only mitigate negative impacts, but provide net benefits to the community and the biosphere. Potential strategies include:

- Low-impact development, habitat protection and restorations, water-course protection, reduced emissions, reduced waste, community amenities, preserved access / connection to arboretum, direct light rail and bicycle connections within a transit-oriented development area;
- Specifically, shade trees not only are carbon sinks, but when they shade paved surfaces, they help to reduce solar reflectivity, which in turn helps to reduce the urban heat island effect. The Master Site Plan intends to save large numbers of trees along the existing escarpment, running north-south through the Site, and plant more trees to aid in this pursuit. In similar fashion, the use of high albedo pavement and/or open celled pavers do the same, by reducing the amount of solar radiation reflected into the atmosphere.
- By providing low maintenance planting zones strategically around the perimeter of the new Civic campus, the overall maintenance regime can be reduced and a high quality, natural landscape aesthetic can be provided using native plants. Native plants typically also have the lowest irrigation requirement, a key factor in reducing water requirements campus-wide. Additionally, pollinator habitats are an integral part of native plant communities to provide habitat for bees and butterflies, among others.
- The project proposes green roofs and terraces on the Hospital and Parking Garage to help reduce storm water run-off and mitigate the heat island effect. They are intended to provide a variety of outdoor active and passive recreation opportunities on campus. The opportunity to utilize blue roofs where green roofs are proposed, a technology and system that stores a thin layer of water on a green roof below the vegetative layer, will be considered. This water storage can reduce the requirements for expensive underground storage tanks, and the water may potentially be used for irrigation; and
- Finally, the plan is to provide a series of bioswales and rain gardens on-site to assist with requirements for improving storm water quality before it is discharged. Both systems encourage infiltration and help to filter out impurities.
- Below is a breakdown impervious hardscape and buildings, pervious at-grade softscape and vegetated rooftops as indicated on the Master Site Plan Open Space, Landscape and Grading Concepts Plan.

Site Area Take-Offs	Square Metres	Percent of Total Site
Site Area	203,012	97%
O-Train ROW	5,760	3%
Total Site Area	208,772	100%
Impervious (Hardscape & Buildings)	92,074	44%
Pervious (At-Grade Softscape)	71,117	34%
Vegetated Rooftops	45,581	22%

2.3.12 Pre-Consultation Meeting Feedback

A pre-consultation meeting was held with the City of Ottawa and National Capital Commission Staff on July 13, 2021 to kick-off the Parking Garage Site Plan Control project. At this time, combined City and NCC submission requirements for the Parking Garage Site Plan Control application were provided to the project team.

Subsequent meetings were held with the City and NCC to review design progress for the garage architecture and landscape on July 20 and July 29, 2021. Comments from each of these meetings have been addressed in this Site Plan Control Design Brief and Drawings Package submittal, generally relating the following items:

- Preferred strategy of reducing the overall mass of the Parking Garage with the use of earthen embankments and four-season tree plantings for visual screening;
- Preference for organic building and landscape forms along Preston and Prince of Wales Drive;
- Maintenance;
- Accessibility and way finding;
- Integration of architectural and landscape;
- Façade treatments and ventilation; and
- Provision of look outs and resting areas along linear paths.

3.0 PLANNING RATIONALE

This Planning Rationale has been prepared to review the federal, provincial, and municipal land use planning policies and guidelines that guide development on the site. It provides our professional land use planning opinion on the compliance with policy of the Phase 2 Project. The findings are summarized in Section 6.0 with concluding statements.

3.1 Federal Policy Context

The federal policy framework includes the long-term plans of the National Capital Commission that guide the use, physical development, and management of federal lands in the National Capital Region. The NCC works in collaboration with its federal partners and landowners and stakeholders to enhance the natural and cultural character of the Capital. The framework includes the Plan for Canada's Capital, its supporting Master Plans, and individual Site Management Plans.

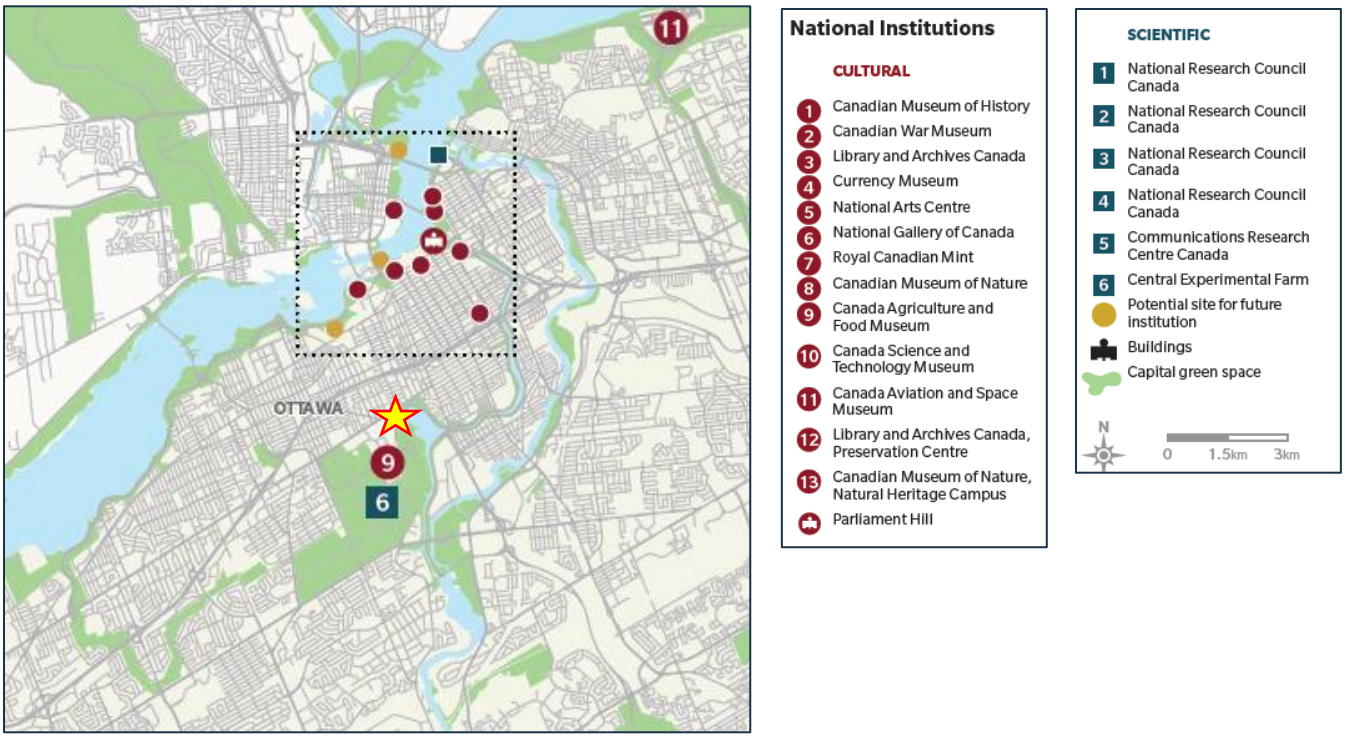
3.1.1 Plan for Canada's Capital

The Plan for Canada's Capital (PFCC) uses a tactical place-making strategy to ensure that *"the nature and character of the seat of the Government of Canada is in accordance with its national significance"*. As such, the PFCC has three strategic pillars: a Meaningful Capital, a Picturesque and Natural Capital, and a Thriving and Connected Capital. The NCC focuses on monuments and symbolic boulevards; public institutions; parks and open spaces; and public shorelines. Concentrating long-term planning efforts on these elements promotes the PFCC's vision of a Capital that is a symbol of Canada's values.

Specific to the Site, the PFCC describes the Central Experimental Farm (CEF) as a unique working farm; an active research facility; a 400-hectare National Historic Site; and a taste of rural Canada in the centre of an urban region (see **Figure 65**).

The PFCC's focus on scientific research as a feature and asset of the Central Experimental Farm suggests that the scientific and medical research capabilities of The Ottawa Hospital are in line with the PFCC's direction for the area. A revitalization of scientific research in the area as part of the new Civic development, and the subsequent dedicated Research Facility, can be seen as a reference to this traditional utilization of some areas of the CEF. The Phase 2 Project is an enabling project for the build out of the Master Site Plan.

Figure 65: National Institutions (Excerpt), Plan for Canada's Capital



The PFCC also emphasizes the biodiversity benefits and natural elements of the Experimental Farm. The PFCC refers to the Experimental Farm as a "green linkage" to other pathways in the Capital, together forming a discovery circuit. The Master Site Plan for the new Civic development recognizes this direction by planning for a multitude of green roofs including the top of the Phase 2 Parking Garage; recreational green space with public multi-use pathways; and a spiritual care garden – in line with and enhancing the NCC's longstanding vision of the Experimental Farm as a living landscape.

The Plan focuses on National Institutions (such as the National Gallery, the Canadian Museum of History, and more) and on these Institutions' impact on the identity, pride, and signature of the nation's Capital. The Ottawa Hospital, with its location at the intersection of main roads, near Dow's Lake, and adjacent to Carling Station providing access to a multimodal and scenic area, is an opportunity to showcase landmark architecture and to improve the place-making experience in the Dow's Lake/Preston-Carling area.

Planning Response: As a milestone project itself, and in keeping with the Master Site Plan, the Phase 2 Project is the first enabling project of the new Civic development. The Phase 2 Project is in line with the PFCC's essential goal of promoting symbolism and significance in the Capital which includes a landscape approach to fold the Parking Garage into the surrounding landscape, and a redevelopment of Queen Juliana Park on top of the structure that offers a variety of active and passive recreational opportunities as well as new views to Dow's Lake and the Rideau Canal. It is our opinion that the proposed Phase 2 Project is consistent with the Master Site Plan and the Plan for Canada's Capital.

3.1.2 Capital Urban Lands Plan

The Capital Urban Lands Plan (CULP) "*provides detailed direction and guidance for the use and stewardship of federal lands for which the NCC has jurisdiction*". The Urban Lands area refers to the federal lands inside the Greenbelt on the Ontario side and within the urban perimeter on the Québec side, excluding Gatineau Park. Occasionally, the CULP considers properties within this area but not under federal ownership, where they are significant to the experience and perception of the Capital.

The CULP is a land use plan providing detailed policy guidance; information on day-to-day property management; support of a shared, long-term vision; and long-range policy statements, "*to ensure that project proposals, land-use and activities are consistent with the vision for the future of Canada's Capital*".

The CULP outlines several land designations and corresponding descriptions, objectives, policies, and complementary uses. The site includes lands designated as *Other Federal Facility* (lands west of the Trillium LRT line) and *Capital Urban Greenspace* (lands east of the Trillium LRT line), as shown in **Figure 66**.

The relevant policies of the Other Federal Facility Land Designation are as follows:

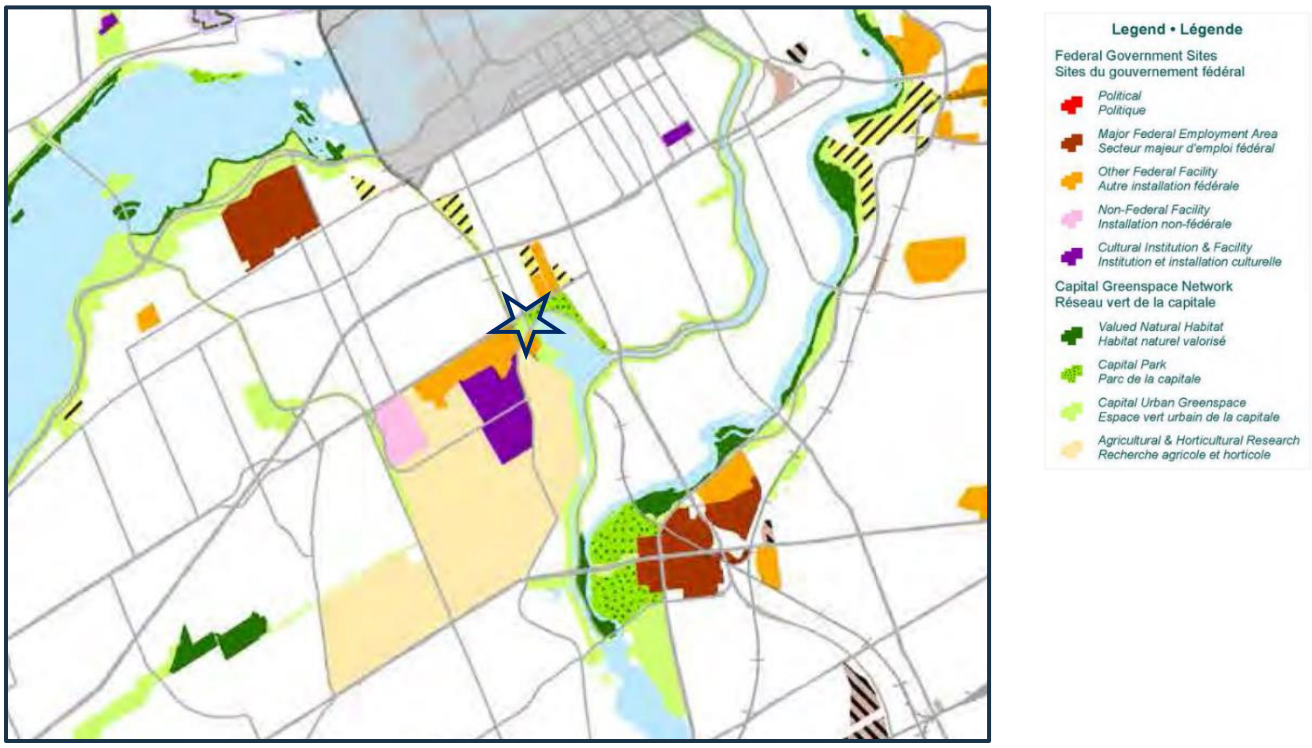
- *Locate facilities on sites served by transit and encourage sustainable and active mobility by prioritizing pedestrian, cycling and transit-supportive improvements;*
- *Foster design excellence appropriate to a facilities' location and relative visibility;*
- *Permit transactions associated with the disposal of federal sites declared surplus by a federal custodian that are not a part of the National Interest Land Mass*; *and*
- *Locate facilities on sites served by transit and encourage sustainable and active mobility by prioritizing pedestrian, cycling, and transit-supportive improvements*.

As a part of the Other Federal Facility designation, the CULP permits disposing of federal sites declared surplus under certain conditions.

On the east side of the Trillium Line, the site also includes the *Capital Urban Greenspace* land use designation. Capital Parks are the most prominent parks in the Capital and are often programed for events of national importance. Capital Urban Greenspace includes a broad range of open greenspaces "often understood as linear parks". While Capital Parks hold priority in terms of significance and symbolism, the combined network of Capital Urban Greenspace lands is crucial to the perception and renown of the Capital. Relevant policy statements include:

- Promote capital experience through designed verdant cultural landscapes; and
- Maintain vegetated buffers to protect sensitive ecological functions and features, as required.

Figure 66: Capital Urban Lands Plan (Excerpt)



Planning Response: The new Civic development will feature an integrated future LRT transit station; pedestrian connectivity from transit to medical facilities; and further pedestrian/cycling facilities through the planned passive recreation, active recreation, and community and wellness gardens northwest of Prince of Wales Drive and Preston Street at full build-out of the Master Site Plan. The Phase 2 Project has been carefully designed to fold into the landscape and offer exceptional new views of the Dow's Lake and the Rideau Canal and enables a direct weather protected connection from the LRT station to the remainder of the Site including the Research Building and Hospital Building.

While the new Civic development was not envisioned as part of Capital Urban Greenspace land use designation, the Master Site Plan takes care to ensure that the network connectivity function of the eastern portion of the Site is maintained and enhanced through green infrastructure including the relocation of Queen Juliana Park to the top of the Parking Garage and associated urban design and landscape architecture.

The federal decision to lease the lands to The Ottawa Hospital in 2017 was coupled with a requirement to amend the Capital Urban Lands Plan to allow for the hospital and its associated uses which would be completed by the NCC with approval of the Master Site Plan. At the time of writing this report, the Plan was in the process of being amended.

3.1.3 Federal Heritage Designations

Federal built heritage differs from National Historic Sites per the Government of Canada's designation processes. National Historic Sites are designated under the *Historic Sites and Monuments Act.* They may include Federal Heritage Buildings, but not necessarily. Federal Heritage Buildings (federal built heritage) are designated under the authority of the *Treasury Board Policy on Management of Real Property* since 2006. Based on buildings' historical, architectural, and environmental significance, federal buildings may be designated 'Classified' (highest level) or 'Recognized'. Under this Treasury Board policy, the Minister of the Environment, Parks Canada Agency, Federal Heritage Buildings Review Office (FHBRO) and Federal Heritage Buildings Committee and custodian departments all have respective heritage-related roles and responsibilities. There are no classified or recognized Federal Heritage Buildings on the Phase 2 Project Site.

3.1.4 Central Experimental Farm National Historic Site Management Plan

The Central Experimental Farm was designated as a National Historic Site in 1997. This designation confirmed and reinforced the historical and cultural significance of the Site. The Farm was designated in recognition of five key features:

- its cultural landscape distinctiveness;
- its reflection of 19th century agricultural philosophy in the heart of the Nation's Capital, with a range of facilities such as administrative headquarters, the Arboretum, and Ornamental Gardens, all in picturesque condition;
- its significant scientific contributions to agriculture;
- its rare exemplification of a farm within a city; and
- its symbolism of the central role agriculture played in shaping Canada.

The National Historic Site Management Plan (NHSMP) puts forward an historical overview of the Central Experimental Farm, its more recent history, and previous planning studies such as the Canada Agriculture Museum Master Plan and the Dominion Observatory Campus Master Plan. The NHSMP uses heritage, cultural identity, and cultural landscape frameworks and terminology from UNESCO and related organizations and puts forward a simplified version of the Central Experimental Farm's history. In a more future-oriented sense, The NHSMP describes the current conditions of the Central Experimental Farm, including the broad categories of challenges facing the Farm which require a refreshed/innovative Management Strategy and defines its purpose as understanding and strengthening the relationship between cultural landscape and cultural identity. The NHSMP aims to restore unity and states that *"a centralized vision to the site would be achieved by introducing more integrated research program across the site and into adjacent urban areas"*. The NHSMP's recommendation commits to a primary research identity for the Central Experimental Farm for the foreseeable future, which means "*reversing a long-standing tendency to reduce research activity on the Farm and to delay upgrades of equipment and facilities, that provided mixed signals to the public".* It also recommends that adjacent properties "*might be developed as compatible research parks for research not only in agriculture and agri-food but also in life sciences, health, and other related areas".*

3.1.4.1 Commemorative Integrity Statement

The conceptual framework of commemorative integrity was originally developed to help manage and report on the state of national historic sites administered by Parks Canada. Today, the concept has been successfully applied to national historic sites owned by others, to facilitate and focus the site's planning and decision-making.

The commemorative intent of the Central Experimental Farm includes the following historic values: its distinctiveness as a cultural landscape, the size of the site in heart of the Nation's Capital that includes an administrative core surrounded by the Arboretum, ornamental gardens, display beds and experimental fields in a picturesque composition, its scientific contributions to agriculture in Canada since its inception, the rare example of a farm in the heart of a city, and its symbolism of the role agriculture has played in shaping the country. In addition to describing the important features of the Farm, the Commemorative Integrity Statement also includes a number of important views to be considered that do not relate to the Phase 2 Project.

Planning Response: The Master Site Plan was developed in consideration of the Farm Management Plan. The Phase 2 Project is not contained with the current boundary of the Central Experimental Farm however the design includes landscaping elements that are complementary and supportive of this significant neighbour and partner. Responses to the Commemorative Integrity Statement are included in the Cultural Heritage Impact Statement with affected views not related to the Phase 2 Project.

3.1.5 National Capital Commission Capital Realm Design Principles for the New Civic Development

Attached to the 2017 Federal Land Use Design and Transaction Approval for the transfer of lands from the NCC and Agriculture and Agri-Food Canada to Public Services and Procurement Canada that enabled the long-term lease of the Site to The Ottawa Hospital, are a set of Capital Realm Planning and Design Principles specific to the new Civic development. The design principles are intended to guide the design and review of the new Site during subsequent federal approvals. The Capital Realm Design Principles include:

1. Capital Planning framework. *enhance the Capital's symbolism, dignity and prestige* and *protect nearby capital landscapes including Dow's Lake and UNESCO World Heritage Site, Commissioners Park, Prince of Wales scenic entry, and Central Experimental Farm National Historic Site;*
2. Design Excellence. *maintain a high level of quality, innovation, and design appropriate to the location and that reflect the best practices in urban planning, architecture, landscape architecture, urban design, sustainability, accessibility and heritage conservation*;

3. **Heritage Conservation.** *protect and enhance the character of the Site and its surroundings and explore opportunities to create cultural experiences based on agriculture, archaeological, historical, and other cultural resources to be enjoyed, while ensuring their protection for future generations;*
4. **User/Visitor Experience and Universal Accessibility.** *create the quality visitor experience, and the sense of place for the public realm; and*
5. **Environmental Sustainability.** *meet leading standards of sustainability.*

Planning Response: These design principles, which are also expressed through pre-consultation with all levels of the approval agencies for this Site, have been incorporated into the Design Vision and Design Principles as an enabling project of the Master Site Plan and carried through to the design of the Phase 2 Project as described in Section 2 (Design Brief) of this report.

3.2 Provincial Policy Context

The provincial policy framework as it applies to land use planning in the City of Ottawa includes those in the Provincial Policy Statement.

3.2.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act* (revised 2020), provides policy direction on matters of Provincial interest related to land use planning and development including public health and safety and the quality of the cultural, natural and built environment. The *Planning Act* requires that decisions affecting planning matters "shall be consistent with" policy statements. The underlying principles of the PPS relate to the province's long-term economic prosperity, environmental health and social well-being, which depend on the following:

- Promoting efficient development and land use patterns;
- Accommodating an appropriate range and mix of residential, employment, recreation and open space; and
- Avoiding development and land use patterns that may cause environmental or public health and safety concerns.

The Ottawa Hospital and its associated uses including research is considered a Public Service Facility in the context of the PPS. Section 1.0 – Building Strong and Health Communities aims to wisely manage change and promote efficient land use and development patterns. In sustaining healthy, livable and safe communities, the goal of the Province is in *"ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs"* of the province *(Policy 1.1.1 g).*

Within settlement areas (Section 1.1.3) it is recognized that vitality and regeneration is critical to the long-term prosperity of communities. The PPS recognizes that, *"it is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures."*

The PPS requires planning authorities to:

> *"…identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (policy 1.1.3.3)".*

Additionally, complete communities are achieved through planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including parkland, public spaces, and open space areas (Section 1.5).

Section 1.6 specifically speaks to the provision of Infrastructure and Public Service Facilities. The PPS requires that infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they can be available to meet the current and projected needs. With regard to the location of Public Service Facilities, policy 1.6.4 and 1.6.5 state:

"Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety"; and

"Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation".

Section 1.7 outlines the province's objectives in meeting long-term economic prosperity. The availability of public service facilities supports this objective. Further, economic prosperity is supported by:

"maintaining, and where possible enhancing the vitality and viability of downtowns and mainstreets (policy 1.7.1 d)";

"encouraging a sense of place, by promoting well-designed built form and cultural planning, and by preserving features that help define character (policy 1.7.1 e)";

"providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people";

"sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agri-food network (policy 1.7.1 i)";

"promoting energy conservation and providing opportunities for increased energy supply (policy 1.7.1 j)"; and

"minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature (policy 1.7.1 k)".

Planning Response: The Master Site Plan support the goals of the Provincial Policy Statement by coordinated Site Planning that includes the new Civic development of The Ottawa Hospital and its phased evolution to meet the long-term needs of the community it serves, providing a mix of land uses, at transit-supportive densities conveniently located on the Trillium Light Rail Transit Line, with the Phase 2 Project being the first enabling project of the Master Site Plan. The Site is located in an existing built-up area and will be accommodated within existing municipal servicing systems. The Phase 2 Project also considers the surrounding natural and cultural environmental contexts through tree retention and protection to the degree possible and incorporation of additional landscape features and expressions that complement the surrounding contexts. The Phase 2 Project also will contribute to the community greenspace network with a relocated Queen Juliana Park located on the roof of the Parking Garage. The Phase 2 Project is also transit-supportive as it enables a weather-protected pathway from the LRT Station to the rooftop park and further extensions to the Research Building and the Hospital Building. The "highline" as it has been described in the Design Brief section of this report, will also include service amenities along its length within the extent of the Parking Garage footprint. It is our opinion that the Phase 2 Project is consistent with the Provincial Policy Statement.

3.3 Municipal Policy Context

The municipal policy framework includes the City of Ottawa Official Plan and Secondary Plans, the City's Comprehensive Zoning By-law and Council-approved policies and guidelines.

3.3.1 City of Ottawa Official Plan

The City of Ottawa Official Plan (as amended) provides a vision for the future growth of the city and a policy framework to guide its physical development to the year 2036. The Official Plan is a legal document that addresses matters of Provincial Interest as defined by the Planning Act and the Provincial Policy Statement. Laid out in eight sections, Section 1 and 2 of the Official Plan outlined the City's broad policies to govern growth and change in Ottawa.

Section 2.5 – Building Livable Communities. All development applications are reviewed in accordance with Section 2.5.1 - Designing Ottawa and 4.11 – Urban Design and Compatibility. As noted in Section 2.5.1,

"In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' with the existing and planned function for the area. Nevertheless, a development can be designed to fit and work well in a certain existing context without being "same as" the existing development".

When evaluating compatibility of the proposed development, the Site's land use designation and urban design guidelines are to be considered. The planned function allows for areas to evolve over time towards the overall objective for the area.

The following is a summary of how the broad, city-wide design objectives have been considered and incorporated into the design of the Master Site Plan that includes the Parking Garage as part of the new Civic development. The response includes how the Master Site Plan responds to these objectives with additional information as it may apply to the Phase 2 Project.

Design Objective	Site Plan Response
1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*	The Master Site Plan considers the Site's key location within the city and the rich history of the adjacent Central Experimental Farm and Dow's Lake and the Rideau Canal. The Master Site Plan also takes advantage of the Site's topography and natural escarpment and creates a plan that is sympathetic to its surroundings through building placement, height transition and a network of connected urban plazas, parks and open spaces. The Phase 2 Project uses contemporary urban design and green infrastructure principles to create a distinctive green roof urban park with views to the iconic Dow's Lake.
2. *To define quality public and private spaces through development*	The Master Site Plan will create a quality public realm through wide, generous sidewalks offering outdoor space for ground floor uses and urban squares, rooftop parks and spiritual gardens that will be open to the public. The Phase 2 Project offers opportunity to create a quality public space through development, as the Site Plan design offers more activated public green space.
3. *To create places that are safe, accessible and are easy to get to and move through*	The Master Site Plan will ensure universal accessibility on all its outside sidewalks and pathways and within the building and provides choice for arrival to and through the Site including a fully protected walkway from a new access to Carling Station to the other buildings on the Site including the Hospital Building. The Phase 2 Project features a pedestrian ramp, starting at the corner of Preston Street and Prince of Wales Drive, that ramps like a winding trail up to the green roof and can accommodate wheeled accessible mobility devices. as Additionally, there are separate pedestrian and cycling facilities along Carling Avenue, Preston Street, Prince of Wales Drive and on the proposed internal roads to the site.
4. *To ensure that new development respects the character of existing areas*	The Master Site Plan is sympathetic to the rich cultural history that surrounds the Site including the pastoral nature of the Central Experimental Farm and historic Rideau Canal through its use of height, building orientation and transition and green roofs. The Master Site Plan also includes a rich urban edge along Carling Avenue, wrapping around Preston Street, to connect the Site to the urban built form within the redeveloping Preston-Carling District and the Trillium Line. The Phase 2 Project includes the winding trail folded landscape along Preston Street which serves as an extension of Commissioners Park. The Parking Garage building height is four storeys in an effort to keep with existing tree height and the green roof urban park design aims to improve upon the existing community Queen Juliana Park character and design.
5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*	The Master Site Plan will be a phased development that will begin its evolution with the Hospital use, and then evolve over time to include ancillary office, retail and service, and research uses and stay areas. The Master Site Plan also offers variety in its parks and open space for active and passive enjoyment opportunities. The Phase 2 Project offers adaptability in terms of the specificities of some of the plazas on the green roof park. These could be adapted to the needs of hospital patients and visitors (who could frequent the park on breaks) pending hospital operation and consultation with hospital patients and family members, the

		community and surrounding partners including the research functions of the Central Experimental Farm, and Indigenous Groups.
6.	*To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*	Core sustainable design values and principles have been developed for the new Civic development as described in Section 2 (Design Brief) of this report, around which a holistic sustainable design strategy will unfold through the phased implementation of the Master Site Plan. The Phase 2 Project uses a green roof and green infrastructure design which is a proven strategy to reduce the amount of impervious surfaces, decrease stormwater runoff throughout the Site and into the municipal system, and reduce the urban heat island effect.

Section 3: Designations and Land Use. Section 3 of the Official Plan (OP) provides more detailed direction for land use within specific areas of the City. Land use designations describes the area to which a specific set of policies apply. The first policy identifies the objective of the designation followed by a framework within which to make land use decisions within that designation.

Section 3.6.7 – Major Urban Facilities. The Ottawa Hospital is a *Major Urban Facility* sharing this designation with universities and community colleges, major sports, recreation and cultural facilities, and major shopping centres. Section 3.6.7 of the Official Plan outlines the land use objective and associated policies as it relates to these facilities. *Major Urban Facilities* are unique land uses in that,

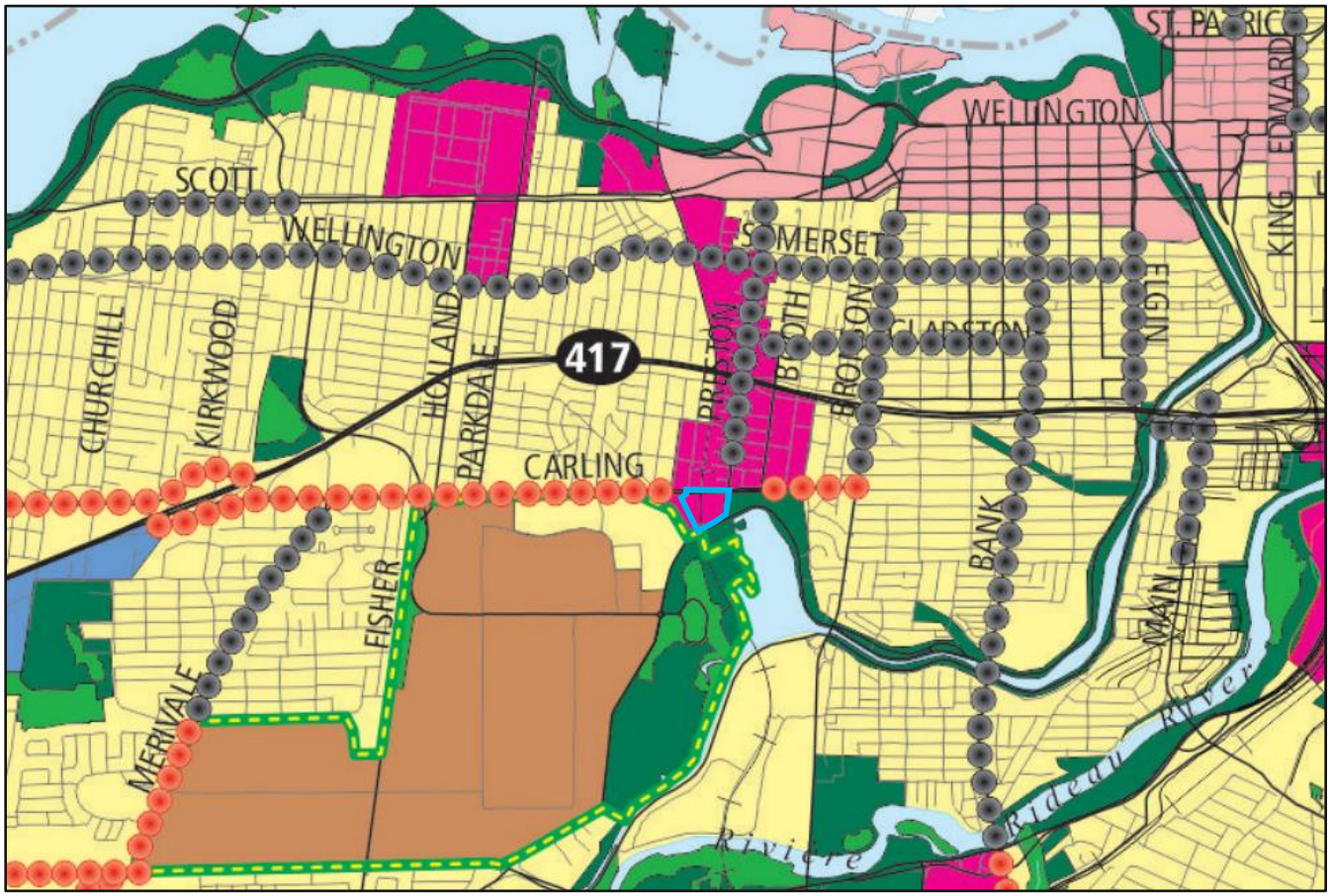
> *"…they usually service the entire city or large parts of it and may even draw from beyond the boundaries of Ottawa. Large numbers of people require convenient access to these facilities. Some exert a concentrated demand on the transportation, water and wastewater systems that may peak at particular "event" times while others [like The Ottawa Hospital] operate more or less continuously over a 24-hour period."*

Major Urban Facilities will have varying degrees of impacts on the neighbouring land uses and the Plan recognizes the merit in combining complementary ancillary uses on the same site "*in recognition of the potential for achieving mutually supportive relationships with the other parts of the community."*

In order to mitigate against potential transportation-related impacts, new *Major Urban Facilities* will be required to be located at a rapid transit station and have direct access to an arterial road. To minimize other potential site impacts, in approving new *Major Urban Facilities,* the City will consider such things as maximum density, building height and setback requirements, the provision of adequate on-site parking, traffic circulation including that for pedestrians, cyclists, transit and vehicles, the adequacy of water, wastewater and stormwater facilities, and the provision of landscaping and buffering.

Planning Response: In 2018, The site for The Ottawa Hospital was added by amendment to the Official Plan as a Major Urban Facility with the *Central Experimental Farm, General Urban Area, Mixed-Use Centre,* and *Arterial Mainstreet* land use designations. The supporting plans and studies including the Master Site Plan, Landscape Plan, Transportation Impact Assessment and Mobility Study, Master Servicing Plan, and the Cultural Heritage Impact Statement, outline how potential impacts can be mitigated through careful site planning. The Site Plan for the Phase 2 Project is the first step in fulfilling the Master Site Plan design for this Major Urban Facility. Supporting plans and studies for the Phase 2 Project include a Servicing and Stormwater Management Report, Environmental Effects Analysis (including Environmental Impact Statement and Tree Conservation Report Update), and a Transportation Impact Assessment Addendum (Addendum #1).

Figure 67: Ottawa Official Plan (Schedule B, Urban Policy Plan)



Section 3.6.2 – Mixed-Use Centres. The Phase 2 Project lands are designated *Mixed-Use Centre*. Section 3.6.2 outlines the land use objective and associated polices within the *Mixed-Use Centre* land use designation. Being located largely within 800 metres of a rapid transit station, the *Mixed-Use Centre* designation,

> *"…is a critical element of the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations. In the long term, the centres will become complete, livable communities that attract people for jobs, leisure, lifestyle, and business opportunities they provide."*

Mixed-Use Centres are priority areas for more detailed Secondary Plans that will provide for minimum and maximum heights, apply a target density that can be achieved over time and develop area-specific design considerations. *Mixed-Use Centres* allow a variety of land uses such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use developments. Major Urban Facilities are also permitted in the Mixed-Use Centre designation.

For developments within this designation, the City will work with developers to integrate rapid transit stations with building and site development and increase the capacity of transit service, water, stormwater and wastewater services to support development, invest in new facilities for pedestrian and cyclists, create a comprehensive traffic management plan to reduce the need for parking, and facilitate partnering to develop air-rights over rapid transit stations and other public infrastructure.

Planning Response: The new Civic development includes a range of transit-supportive uses including the hospital and its associated office, research, and retail and service uses conveniently located at a planned Carling Station entrance on the Trillium Line. The Master Site Plan provides a Mobility and Parking Strategy to balance the needs of the hospital while providing ridership potential for the Trillium Line and future at-grade system planned for Carling Avenue. The Phase 2

Project is planned to be built over the LRT Line and enables a direct link from Carling LRT Station and a proposed Dow's Lake Station entrance to the other buildings planned for the site including the Hospital Building. Implementation of the Master Site Plan requires relocation of the Trillium Pathway and provides for a bi-directional facility for cyclists and parallel sidewalk along Carling Avenue and Preston Street. Bicycle routes are also possible through the private roadway network of the hospital to provide connections to the area cycling and pedestrian networks and destinations including Commissioners Park, Dow's Lake and Rideau Canal. The Master Site Plan and implemented as part of the Phase 2 Project also includes a uni-directional cycle track and adjacent sidewalk along Prince of Wales Drive to connect to the area networks and attractions.

The Phase 2 Project will provide for a temporary multi-use pathway and adjacent sidewalk along Carling Avenue and construction of the ultimate pedestrian and cycling facilities along Preston Street (within the limits the Parking Garage extents, to Prince of Wales Drive) and through the Site as part of this project. It is our opinion that the Phase 2 Project, as an enabling project to the Master Site Plan, is consistent with the policies of the Mixed-Use Centre designation.

Section 4.0 – Review of Development Applications – This Section outlines the policies that the City uses to review development applications in order to meet the objectives contained in the OP. The accompanying complete applications of plans and studies were assembled in consideration of the policies noted below. The following section provides a summary of how the proposal has been designed to meet the policies of the OP and reduce the possibility of negative impacts on the surrounding environments.

Section 4.1- Site Specific Policies and Secondary Plan – The Site falls within the Preston-Carling District Secondary Plan. Compatibility with the Secondary Plan is provided in **Section 3.3.2** of this Planning Rationale.

Section 4.2 Adjacent to Land Use Designations -- The Site is not adjacent to or part of the Natural Heritage System as illustrated on Schedule L1 to the OP. The Site is also not adjacent to any *Natural Environment Area*, *Sand and Gravel Resource Area, Bedrock Resource Area, Significant Wetlands*, *Solid Waste Disposal Site* or the National Capital Greenbelt as illustrated on Schedule B of the OP. The Site is located within 120 metres of an *Urban Natural Feature* (portion of the lands in the Central Experimental Farms Arboretum). An Environmental Effects Analysis (including Environmental Impact Statement and Tree Conservation Report Update) and Landscape Plan have been prepared to support the Phase 2 Parking Garage project that identifies measures to mitigate potential impacts on the natural environment and protection measures for trees as well as replacement landscaping to promote canopy cover, habitat enhancements and an overall no net loss to the natural environment.

Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots – In reviewing development applications, the City considers the proposed development on the surrounding transportation network and its adequacy to accommodate it. As noted in Section 4.3, "*plans for large areas must be easy to get to and travel through on foot, by bicycle and transit, and by automobile"*. The Phase 2 Project will require the realignment of the Trillium Pathway and will include a temporary multi-use pathway along Carling Avenue and a portion of Preston Street as an interim condition prior to development of Carling Village and the roadworks associated with the Carling Avenue Transit Priority Corridor project. The existing sidewalk along Carling Avenue will remain in this interim state. The Phase 2 Project will also construct the bi-directional cycling facility and parallel sidewalk along Preston Street (within the extent of the Parking Garage footprint) and the uni-directional cycle track and adjacent sidewalk along Prince of Wales Drive as well as a bi-direction cycling and parallel sidewalk facilities through the private roadways on the Site (e.g Road A and Road B). The Parking Garage will provide essential parking for the Site during construction of the hospital building and once the new hospital is in operation, however, an overall minimum parking requirement is proposed in support of the modal share target established for the Master Site Plan in the Transportation Impact Assessment and Mobility Study in favor of active modes and transit. A Transportation Impact Assessment Addendum (Addendum #1) has been prepared in support of the Phase 2 Project to demonstrate that the Phase 2 Project will not result in negative impacts on the adjacent transportation network and identifies the required modifications to the adjacent road network to support the Project.

Section 4.4 – Water and Wastewater Servicing – The Official Plan contains policies that aim to ensure that there is reliable supply of good quality water and the safe disposal of wastewater. As such, proponents are required to demonstrate that the servicing proposed for the development is adequate and ensure that the development will not cause negative impacts on adjacent areas and the city's systems. The Master Servicing Plan for the Site concludes that the development can be accommodated on the existing public infrastructure with some modifications and improvements

over time required to serve the site and the anticipated redevelopment within the Preston-Carling District and adequate provision for on-site stormwater management. A Servicing and Stormwater Management Report has been prepared to demonstrate that the Phase 2 Project can be accommodated with existing municipal services with some requirements for relocation of existing services on the site.

Section 4.5 – Housing – The Master Site Plan does not propose to introduce or delete residential units in the Urban Area and as such is not subject to the policies of Section 4.5 of the Official Plan. The Phase 2 Project also does not introduce or delete residential units.

Section 4.6 – Cultural Heritage Resources – The Site is located adjacent to the Rideau Canal and the Central Experimental Farm and as such the application is to be accompanied by a Cultural Heritage Impact Statement (CHIS). Further, the Site contains areas that are identified as having Archaeological Potential and as such, are required to be accompanied by an Archaeological Resource Assessment. The Cultural Heritage Impact Statement was prepared to evaluate the potential impacts the new Civic development may have on the adjacent cultural heritage resources and landscapes including the Central Experimental Farm and associated Federal Built Heritage buildings and Dow's Lake and the Rideau Canal. The study evaluated the height and massing and potential for sun shadowing of the new Civic development Site and potential impacts to important views to and through these cultural resources and made recommendations for mitigation measures as it relates to the protection of adjacent cultural heritage resources and landscapes. One of the mitigation measures recommended in the CHIS is to screen the new Civic development on its east, west, and south borders using trees and other landscaped elements, in order to reduce impact to certain existing views including views of the CEF/new Civic development from the Prince of Wales Drive section of the Queen Elizabeth Driveway cultural landscape. The Phase 2 Project features an extensive landscaped area along Preston Street and Prince of Wales frontages. This landscaped area also wraps around the southwest corner of Road B of the site and includes a pedestrian ramp system with winding trails giving access to the rooftop urban park. These landscaped areas offer visual screening to the site when viewed from Prince of Wales Drive and from the Queen Elizabeth Driveway area to the east and folds the Parking Garage into the adjacent landscaped areas of Commissioners Park, Dow's Lake and the Rideau Canal.

A Stage 2 Archaeological Assessment was undertaken for the Master Site Plan area to determine whether the areas identified as having archaeological potential would require further clearance prior to implementation of the Master Site Plan. The report included test pit analysis in areas of archaeological potential. The report concluded that no further archaeological assessment was required for the Master Site Plan area, however, should landscape disturbance extend beyond the Master Site Plan area, areas along the edge of the Central Experimental Farm may require further analysis.

Section 4.7 – Environmental Protection – The Site is not in proximity to any identified environmental features. This development application is accompanied by a Servicing and Stormwater Management Report which demonstrates that the stormwater can be managed with existing facilities and on-site design solutions.

Section 4.8 – Protection of Health and Safety – The Site is not affected by the development constraints as identified in Schedule K of the Official Plan.

Section 4.8.3 – ***Unstable Soils or Bedrock*** – The Site is not located near or known to contain any unstable slopes as identified on Schedule K. The Site is underlain by limestone and shale of the Bobcaygeon and Lindsay formations. Both formations are typically sound rock and are generally favourable for construction of foundations, open-cut excavations, etc. The deepest soil deposits are indicated to be in the southwestern portion of the Site (along the southern and western Site boundaries). Bedrock is indicated to be relatively shallow in a central portion of the Site, becoming deeper again to the northeast. On the east side of the O-Train right of way, the bedrock is relatively shallow. A Geotechnical and Hydrogeological Investigation Report was completed to guide the design of the Phase 2 Project including recommendations for foundations, roads and infrastructure, as well as direction for site grading, slope stability, seismic considerations and management of groundwater.

Section 4.8.4 – ***Contaminated Sites*** outlines that "potentially contaminated sites are sites where the environmental condition of the property (soil and/or groundwater) may have potential for adverse effects on human health, ecological health or the natural environment." The City's objective is to ensure that "development takes place only on sites where the environmental conditions are suitable for the proposed use of the site". A Phase 2 Environmental Site Assessment (ESA), submitted as part of this application, indicates that certain soil impacts do not meet the Ministry of Environment,

Conservation and Parks (MECP) standards and some fill materials, not used on site, would need to be deposited at an approved facility, but that contaminant migration in groundwater is not expected to be an issue of concern for the Phase 2 Project Site.

Section 4.8.7 – ***Environmental Noise Control*** requires a Noise Study to be prepared that will ensure that the development will not negatively impact the surrounding uses and is consistent with the City's Environmental Noise Control Guidelines. Existing conditions for Noise, Vibration and Air Quality and Wind was prepared to inform the Master Site Plan development and identified the potential sources for impacts to be considered in the design. The Noise and Vibration Study prepared for the Master Site Plan submission, concluded that outside of temporary construction impacts, to be mitigated through standard best management practices during construction, that no additional impacts are anticipated on the surrounding environment. As the Parking Garage is not a noise sensitive land use, additional studies were not required for the Phase 2 Project.

Section 4.9 – Energy Conservation Through Design – The City requires that through the Site Plan Control process that development proponents consider and take advantage of energy conservation and design techniques. As such a Sustainability Approach has been developed for the project as outlined in Section 2 (Design Brief) of this report.

Section 4.10 – Greenspace Requirements – The City is committed to providing a range of greenspace throughout the city. Through the development approvals process, the City will require land for park purposes either through land dedication or through cash payment in-lieu. While the hospital is a use that does not require dedication of land for parks, the development does include land developed to a public park space on the roof of the associated Parking Garage, urban squares and wellness gardens. The Site is also located adjacent to the *Major Open Space* network associated with the Rideau Canal and is required to demonstrate how the design takes into consideration the site from the adjacent greenspaces and how the Site building design enhances the visibility of these adjacent uses. The Master Site Plan and Phase 2 Project have been informed by the cultural heritage of both the Rideau Canal and Central Experimental Farm and have been designed to minimize the scale of the buildings and structures on these features through the use of building siting, green roofs and landscaping treatments. Further, the Master Site Plan contributes to the area greenspace network by providing a tree lined bi-directional bikeway and sidewalks connecting the Trillium Pathway to Dow's Lake along Carling Avenue and Preston Street as well as through the Site's private road network. The Phase 2 Project will realign the Trillium Pathway and provide a rooftop park, relocating the existing Queen Juliana Park and offer both active and passive recreational opportunities on the Site resulting in an overall benefit in greenspace for the area. Further, the landscape design contributes to an overall tree canopy target for the Site by preserving trees as possible and planting new trees both at-grade along cycling and pedestrian facilities as well as on the green roof.

Planning Response: The supporting studies and plan describe and make recommendations for how the Master Site Plan can be accommodated on the Site without impacts to the surrounding land uses and communities as well as the adjacent cultural resources and natural features, taking into consideration the recommended mitigation measures. The supporting studies and plans also indicate how the Phase 2 Project reduces impact to surrounding communities.

Section 4.11 – Urban Design and Compatibility policies of the Official Plan provided further guidance on the optimal integration of the development into the urban fabric of the city. The table below includes the compatibility criteria considered for reviewing the development application by the City as well as a summary of the design response of the Phase 2 Site Plan.

Design Objective	Site Plan Response
Views	The Site is not located within the protected viewshed of any public monuments, bridges, civic spaces, landforms or any other known valued spaces. The new Civic development includes high-rise buildings along Carling Avenue surrounding the new entrance to Carling Station. The impact of these buildings is evaluated in a Cultural Heritage Impact Statement in consideration of their proximity to the Rideau Canal and the Central Experimental Farm and makes recommendations on any required mitigation measures to protect these referenced views. The Phase 2 Project will be four storeys in its ultimate design phase, roughly the same height as adjacent trees, and will not impact any protected viewsheds. Phase 2 creates new views to Dow's Lake and surrounding area. Further, the existing landscape area and buffers are to be protected to minimize impacts of this established landscaped area which will remain and offer a natural screening to the Parking Garage prior to the construction of the Carling Village towers.

Design Objective	Site Plan Response
Building Design	While the building façade and building design will be refined through subsequent Site Plan Control Applications, the Master Site Plan considers the desire to have buildings at the street edge along Carling and Preston Street and providing direct access to a proposed new entrance to Carling Station as part of the development. Further, investments in the public realm including a bi-directional multi-use pathway/bikeway and parallel sidewalk combined with street trees, landscape features and green roofs illustrates the understanding of the Site and location to the Preston-Carling District transit-oriented and mixed-use character and the pastoral and open space qualities of the Central Experimental Farm and Rideau Canal corridor. The Phase 2 Project uses a landscape approach to fold the Parking Garage structure into the surrounding environment as well as development of a rooftop park that will look over new views to Commissioners Park, Dow's Lake and the Rideau Canal.
Massing and Scale	The Master Site Plan and the Phase 2 Site Plan respect the proposed building heights for the property established in the Secondary Plan.
Outdoor Amenity Areas	While the Master Site Plan does not include private residential uses, due to the regional function of The Ottawa Hospital, associated uses including a research function may include uses for families to stay while undergoing or waiting for treatment or housing for medical residents or researchers. The Master Site Plan incorporates a combination of open spaces including urban plazas, gardens and a rooftop park to provide spaces for patients, employees, and visitors to appreciate the space and provide opportunities for passive and active recreation. The Phase 2 Site Plan includes the landscaping details and programming elements of the green roof that are to be enjoyed as an outdoor public area with views to Commissioners Park, Dow's Lake and the Rideau Canal.
Public Art	The Master Site Plan identifies areas for parks, an urban square and wellness garden as well as a robust sidewalk space along Carling Avenue and Preston Street. All these areas provide opportunities to incorporate Public Art on the site and within the Public Realm. The Phase 2 Project offers greater detail as to the green roof public amenity area including prime locations for public art such as rooftop plazas.
Design Priority Areas	The proposal is located within a Design Priority Area which includes development within Mixed-Use Centres and along Arterial Mainstreets to ensure the use of high-quality design elements. Guided by the design vision and principles presented in Section 2 (Design Brief) of this report and the Capital Design Principles, this provides a framework to ensure high quality design. The Phase 2 Project includes realigning the Trillium Pathway and offers parallel sidewalk facilities. The temporary multi-use pathway proposed along Carling Avenue has been designed to minimize impacts to the existing landscape areas/buffers that offer an established and mature landscape screening of the north side of the Parking Garage until the buildings of Carling Village are constructed and the ultimate pedestrian and cycling facilities are constructed along Carling Avenue.
First Nations Peoples Design Interests	The Ottawa Hospital's Board of Governors has established an Indigenous Peoples Advisory Circle for the new Civic development. The purpose of the group is to build meaningful partnerships with Indigenous peoples, establish trust and confidence in mutual efforts to build the best hospital, and to focus on Indigenous cultural elements, job creation, economic investment, education and training. The group includes national and local representation from Algonquin and Mohawk First Nations, Métis, Inuit and urban Indigenous peoples.

Planning Response: The project Design Vision and Principles outlined in **Section 2.1** of the Design Brief section of this report and in consideration of the Capital Realm Design Principles that apply to the site, supported by reviews from both the City's Urban Design Review Panel and the National Capital Commission's Advisory Committee on Planning, Design and Reality at each stage of development, will continue to ensure that the Master Site Plan and Phase 2 Project will respond to the context and be compatible with the surrounding land uses. Based on the foregoing analysis of the various sections of the Official Plan including Strategic Directions for Urban Design and Compatibility, specific policies related to each land use designation, and the requirements for supporting studies to ensure there will be no negative impacts on the surrounding environments, it is our opinion that the Phase 2 Project for the new Civic development conforms to the policies of the Official Plan.

3.3.2 Preston-Carling District Secondary Plan

The Preston-Carling District Secondary Plan (as amended) provides detailed area-based policy direction to guide public and private development and public realm investment within the Preston-Carling District over the next 20 years. Organized in nine sections with Sections 8 and 9 being interpretation and implementation, Sections 1 and 2 of the Plan provide context and the planning boundaries for the area (**Figure 68**).

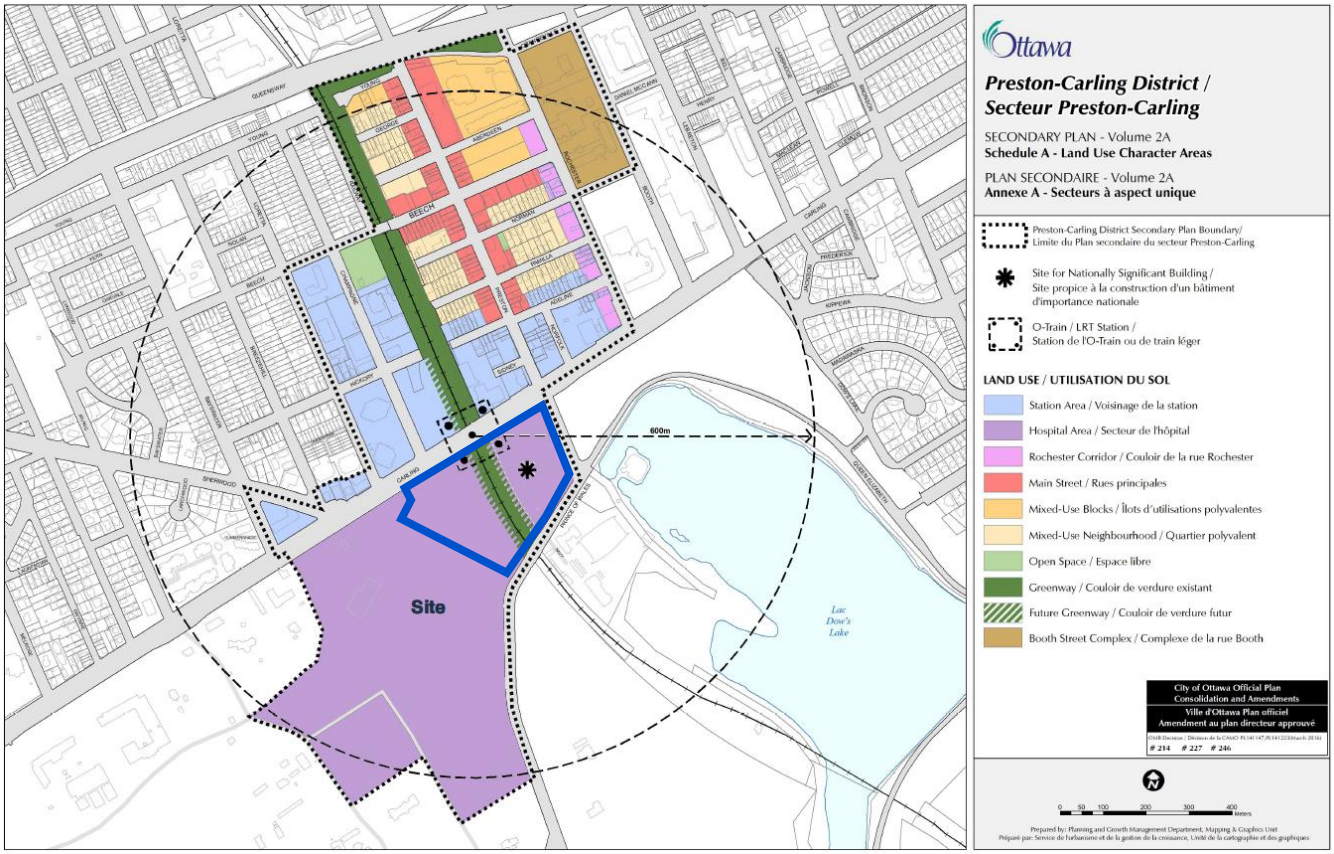
Section 3.0 – Vision. Section 3 of the Plan provides the overall vision for the area as well as the specific vision for the Hospital Area (the Site). The District, being mostly within the Official Plan-designated *Mixed-Use Centre*, is a design priority area and the target for intensification. The Plan envisions the Preston-Carling District as a place,

> *"…with unique history, people and culture, surrounded by federal government facilities, family-friendly neighbourhoods and an abundant supply of beautiful open spaces. It has become one of the most important re-urbanization areas in the city in recent years and will over time emerge as the south-western gateway to the city's larger future downtown. With enhanced vitality and quality, the District will continue to be home to a diverse group of people, and create new opportunities for business, tourism, employment and desirable services"; and*
>
> *"…tree-lined streets with generous sidewalks and dedicated bike lanes, multi-use pathways, new and enhanced crossings over the north-south O-Train/future LRT, mid-block passages, as well as conveniently located bicycle parking racks will make "pedestrian first" a reality and cycling a safe, convenient, efficient option for traveling".*

Related to the Site,

> *"The development of a new hospital south of Carling Avenue will make the District an important employment magnet and a centre for community care and research. The new hospital, surrounded by the Central Experimental Farm to the west and south and by a vibrant urban context to the north and east, will be an architectural anchor in the landscape".*

Figure 68: Preston-Carling District Secondary Plan Schedule A – Land Use Character Areas



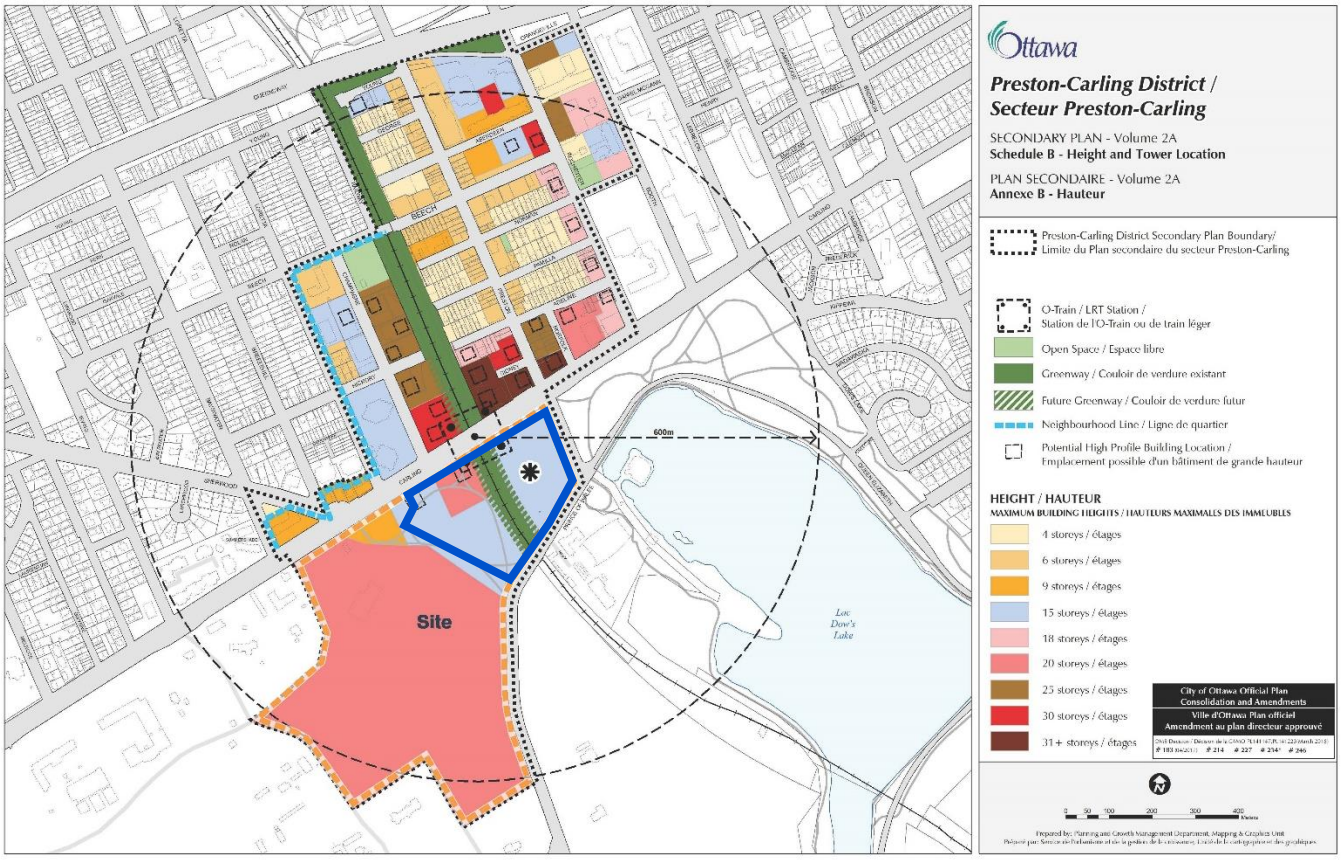
Section 4.0 – Land Use and Built Form. Section 4.0 of the Plan provides the detailed land use policies for each land use character area and establishes the criteria for the key built form elements that are important to the community in defining the quality and characteristics of the area's physical development. The Plan's Land Use Character Areas are shown on Schedule A to the Plan (**Figure 68** above). The Hospital Area and Greenway/Future Greenway lands uses are located within the Phase 2 area. The proposed Dow's Lake Station and notation for a Nationally Significant building are also indicated on the Plan.

Section 4.16 and **4.17** outline the Greenway Corridor and Open Space policies for the District with a focus on improving pedestrian and cycling connections and recognizing the increased demand on the provision of open spaces, including parks and urban squares. The Plan also recognizes the importance of the Trillium Pathway as a green corridor that also contributes to the area's open space system that serves both a transportation, recreation, community and urban ecological function.

Section 4.1.8 provides the policy direction for the Hospital Area that was added as an amendment to the plan in 2018. The Secondary Plan focuses on the Hospital Area as a "*diverse area*", recognizing its proximity and ties to the LRT station, Dow's Lake and Prince of Wales Drive, and the Central Experimental Farm. Policy direction is intended to support exceptional and excellent architectural and urban design. As such, this section of the Plan underscores collaboration with the National Capital Commission's Advisory Committee on Planning, Design and Realty (ACPDR) and the City's Urban Design Review Panel (UDRP).

Section 4.2 of the Plan describes the anticipated Built Form for the area including a mix of building heights, massing and typologies anticipated that are "*reflective of the history, vitality and dynamics of the place*". Schedule B – Height and Tower Locations, illustrates the planned heights within the District (**Figure 69**). The Plan provides for heights on the Phase 2 Site 15 storeys generally and up to 20 storeys on the east side of the LRT corridor.

Figure 69: Preston-Carling District Secondary Plan Schedule B – Height and Tower Locations



Section 4.2.4 includes policies to animate building edges that contribute to safe, pedestrian-friendly, and a successful urban environment. The policies that are applicable to the Site include:

- All development projects will be required to be oriented to the streets, pathways, and parks; and
- All development projects will be required to animate the public spaces they face through incorporating pedestrian-oriented uses and architecture features and details that will enhance pedestrian safety and provide visual interest to enrich pedestrian experience.

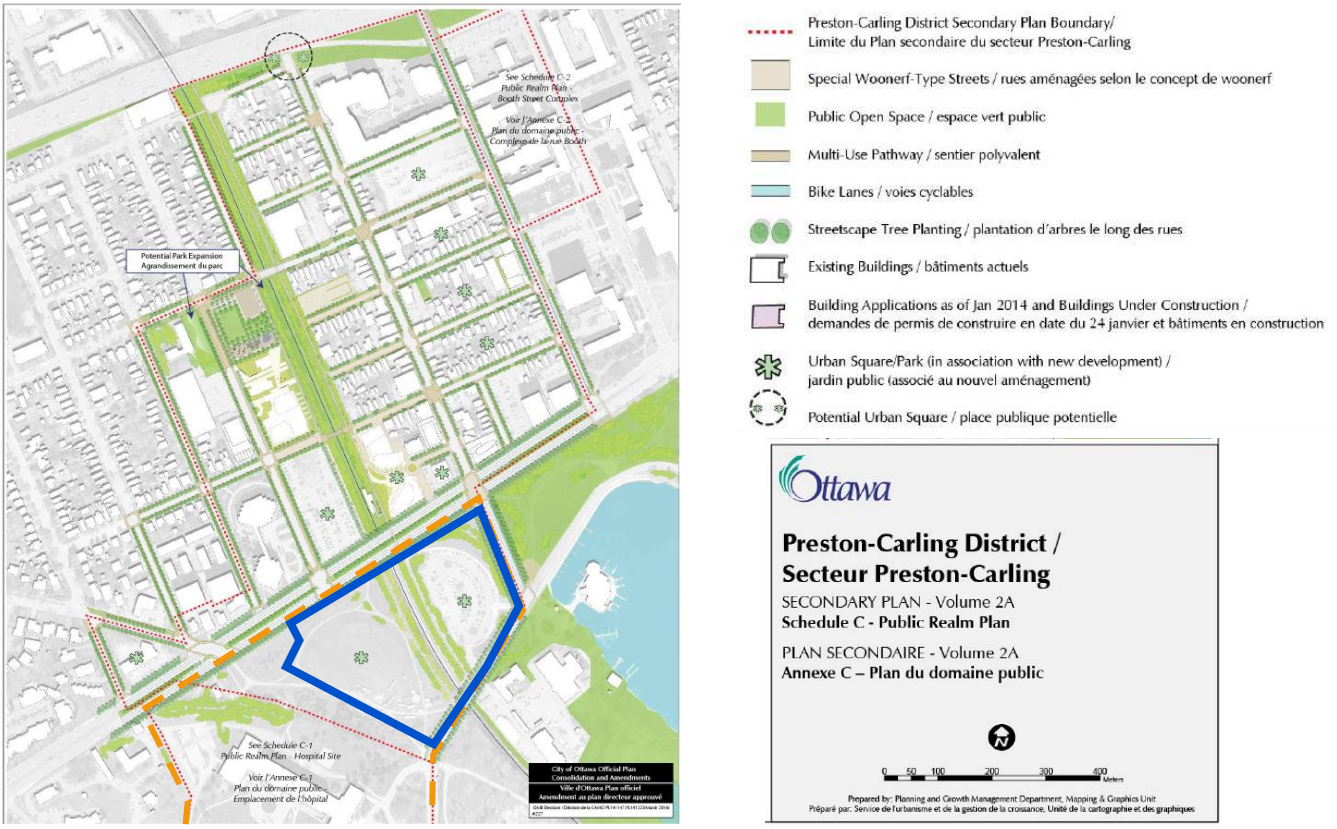
Section 4.2.5 provides direction on development to provide a gradual transition in height from the tallest buildings adjacent to Carling Avenue and the future station towards the surrounding low-profile neighbourhood as well as Dow's Lake and the Central Experimental Farm.

Planning Response: The Master Site Plan incorporates a range of uses with mixed-use buildings with retail and commercial uses at the ground-level along Carling Avenue and Preston Street and a transition in height from the Station Area to Dow's Lake and towards the Central Experimental Farm. The Master Site Plan incorporates urban plazas, wellness gardens, and other areas that are publicly accessible open spaces including an expansive roof top park as part of the Phase 2 Project that offers passive and active recreation areas. The Trillium Pathway is proposed to be realigned along Carling Avenue and Preston Street providing access to the Site as well as to Dow's Lake and beyond. The tree lined streets will recreate an important green corridor. The pedestrian ramps through the landscaped area on the east, south and western edges of the Parking Garage provide visual interest and enhances pedestrian experience. Parking is ancillary to the hospital and will facilitate its development. The height of the garage is lower-profile than that of the proposed Carling Village Towers providing a transition between the higher densities along Carling Avenue and Dow's Lake and Rideau Canal.

Section 5 – Public Realm and Mobility recognizes that the "*successful transformation*" of the District "*will require the provision of a generous and quality public realm that supports and attracts pedestrian movement and activities*". Developed through the Secondary Planning Process, the Preston-Carling District Public Realm and Mobility Study set out the key directions for improvements to "*rebalance the streets*" to ensure that adequate space is given to pedestrians and for improvements to the parks and open space network. The policies contained in the plan for public realm improvements as it relates to the Site is illustrated in Schedule C and C-1 (**Figure 70** and **Figure 71**). The Conceptual Public Realm Plans for the Site illustrates streetscaping (Carling Avenue, Preston Street and Prince of Wales Drive), and tree planting (escarpment area), an urban square located south and west of the escarpment and denotes the Central Experimental Farm Line as improvements related to the overall development of the Site. The following policies apply to the Site:

- 5.1.1 Parks and Urban Squares:
  - d. The Station Area and Hospital Area, particularly the properties immediately adjacent to the Carling Avenue O-Train/future LRT station will be a priority area for creating new urban squares on private lands oriented to the O-Train/future LRT station.
- 5.1.2 Greenway Corridors:
  - a. The existing Multi-Use Pathway along the east side of the O-Train/future LRT corridor shall be improved and extended across Carling Avenue with enhancement to the open space function of this corridor through careful management of the landscape from an urban forestry perspective; and
  - b. A new Multi-Use Pathway along the west side of the O-Train/future LRT corridor between Beech Street, Carling Avenue and Prince of Wales Drive shall be introduced in association with redevelopment to improve accessibility of the Carling Avenue O-Train/future LRT station as well as the broader community.
- 5.1.3 Streetscape Typologies and Enhancement:
  - a. Carling Avenue will be a prominent, beautiful, and comfortable multi modal "grand street" with wide sidewalks and bicycle lanes/tracks separated from vehicular movements as well as large street trees adjacent to the sidewalk and in the median east of Preston Street. The City's Transportation Master Plan calls for at-grade light rail transit services along Carling Avenue west of the O-Train/future LRT corridor in the long term. The implementation of this at-grade LRT may require a rebalancing of the street;
  - g. Preston Street south of Carling Avenue will be designed as a special green corridor with generous sidewalks, painted cycling lanes, and double rows of trees on each side of the street; and
  - h. Prince of Wales Drive will continue to be a scenic entry route with wide sidewalks, painted cycling lanes, large street trees and green boulevards.

Figure 70: Preston-Carling District Secondary Plan Schedule C - Public Realm Plan

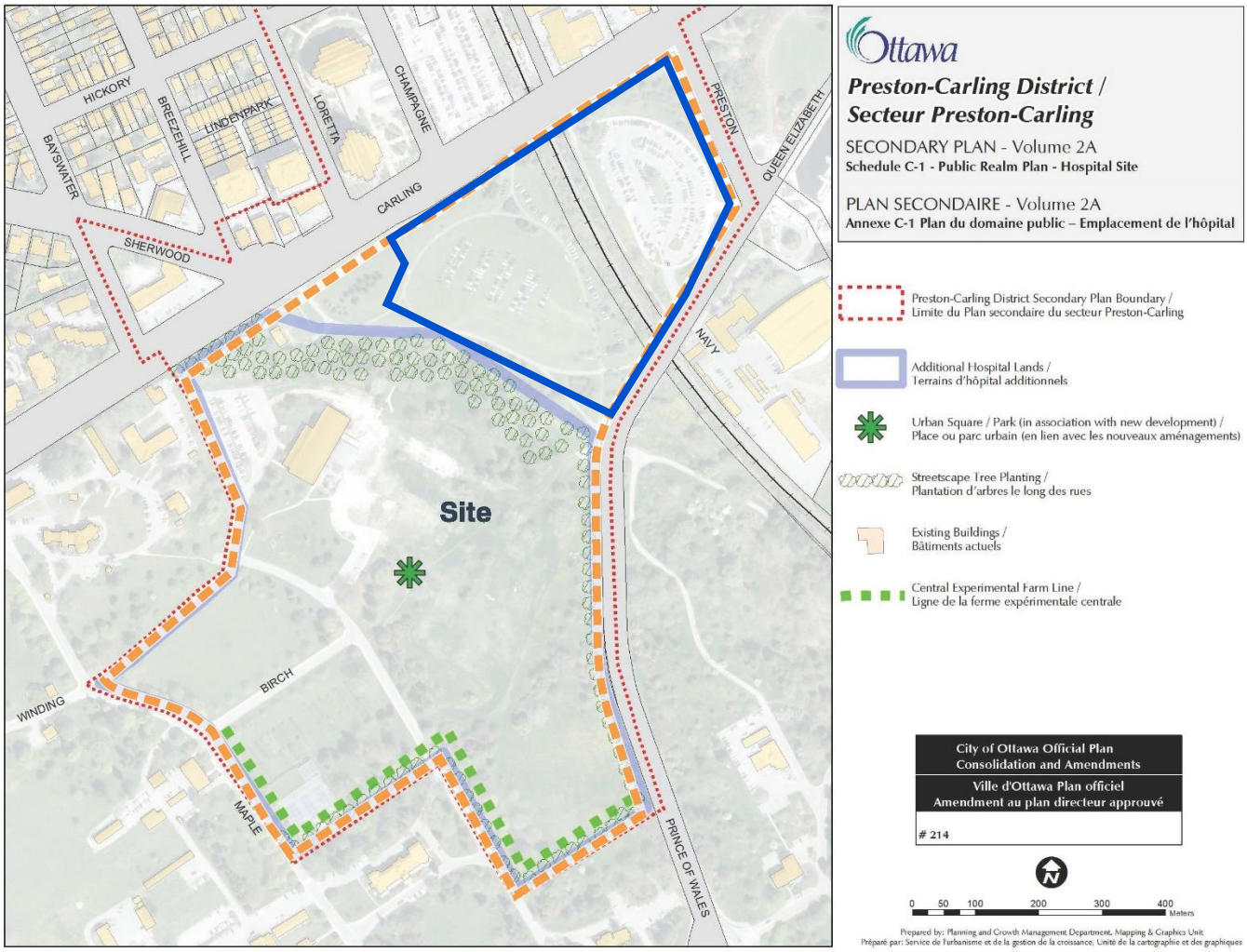


Section 5.2 Public Realm Strategies outlines the 16 public realm strategies for improvements to the pedestrian, cycling and transit amenities, parks and open spaces, and streetscapes viewed through the three lenses that enhance moving around, greening, and activating the public realm. The strategies and the associated guidelines are applicable to the design, construction and maintenance of all public and private projects. Some the strategies that apply to the Hospital Site include:

- ***5.2.1 Moving Around***: in seeking to improve accessibility, connectivity and movement through the Preston-Carling District through a pedestrians-first approach, completing the cycling network and enhancing the District as an important planning hub in the City's Transit Network are priorities. The Plan also calls for strategies to reduce the reliance on cars while accommodating efficient vehicle movements including those for emergency services. The Plan also recognizes the importance of an adequate supply of parking to serve the uses on site through the completion of a parking study;
- ***5.2.2 Greening***: in seeking to increase the urban tree canopy and ensure the health and longevity of natural and landscaped areas through street tree planning and creating an ecological corridor connecting the Ottawa River to Dow's Lake associated with the Trillium Multi-Use Pathway; and
- ***5.2.3 Activating:*** to foster a lively and engaging public realm by providing spaces for play and special events and improving the pedestrian experience with amenities including street furnishings and public art.

Section 9.0 Implementation describes the principal tools and actions the City intends to use to implement the objectives and policies of the Plan. ***Section 9.2.2 Public Realm Study for Site Plan Applications*** requires the completion of a Public Realm Network Study by proponents of development applications to ensure comprehensive planning of the public realm network has been completed. While more detailed public realm plans will be prepared at subsequent applications for Site Plan Control as part of the Master Site Plan's phased implementation, Section 4.0 of this report has provided a review of the public realm policies of the Secondary Plan and the guidance provided in the Preston-Carling District Public Realm and Mobility Study as they may apply to the Phase 2 Project.

Figure 71: Preston-Carling District Secondary Plan Schedule C-1 - Public Realm Plan



Planning Response: The Master Site Plan envisions a lively and connected Public Realm including a network of urban plazas, gardens and a rooftop park connected by multi-use pathways and sidewalks to the entrances of the buildings. Rooftop pedestrian routes as part of the Phase 2 Project offer direct or exploratory options throughout the park, leading to an activated public realm experience. The reimagined frontage of Carling Avenue and Preston Street includes extending the Trillium Pathway, tree-lined, along these frontages and through the Site's road network to Prince of Wales Drive and Dow's Lake. With the green roofs, tree-lined streets and pathways, parks, gardens and open spaces, the Site will provide space for events that will activate the Site and the adjacent streets. The Phase 2 Project includes a series of pedestrian ramps along the east of the Parking Garage Site, which blend in logically with the multi-use pathways to the east leading towards Dow's Lake and the Rideau Canal, acting as an extension of Commissioners Park. To the north of the site, the Phase 2 Project uses existing Carling Avenue conditions including an existing landscape area buffer as an interim condition prior to completion of the Carling Village Towers and proposed Dow's Lake Station entrance that will be directly connected to the other buildings on the site including the Parking Garage's rooftop park. This also allows Carling Avenue streetscape improvements to be paired with subsequent phases of the Master Site Plan that involve buildings directly abutting Carling Avenue.

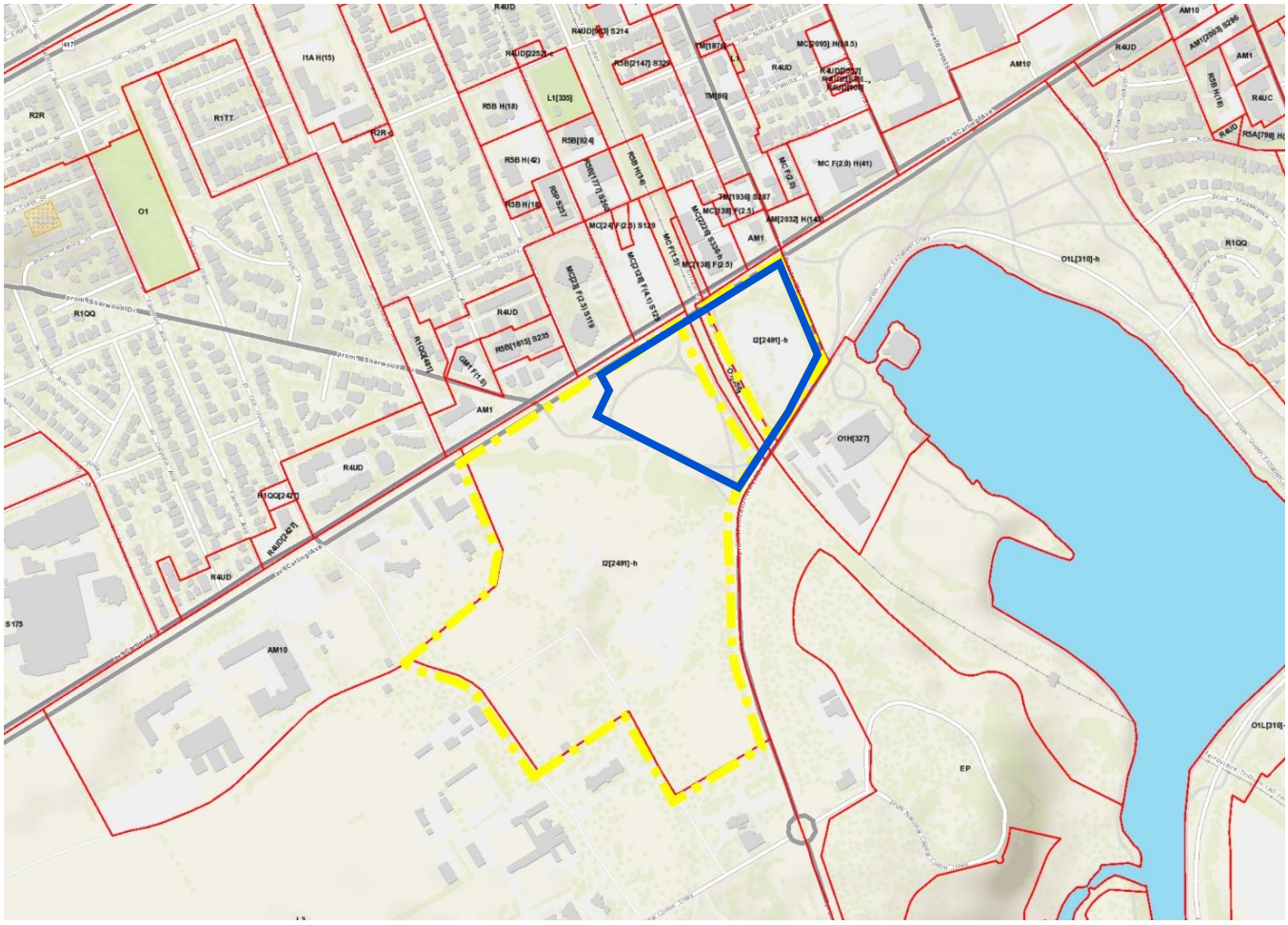
3.3.3 City of Ottawa Comprehensive Zoning By-Law (2008-250)

While the Official Plan outlines the general land use policies for the City, the Zoning By-Law regulates the location, scale, and specific land uses in accordance with the provisions of the Official Plan and Secondary Plan. The Site is currently zoned Major Institution Zone, Subzone 2, Urban Exception 2491, with a holding provision (I2 [2491]-h) as illustrated in **Figure 72**. An application to remove the holding on the property was submitted along with the Master Site Plan Control Approval. It is expected that the Master Site Plan Control Application will be approved and the holding on the property will be lifted prior to approval of the Phase 2 Project.

The objective of the I2 Zone is to:

1) *ensure that major institutional uses such as hospitals, colleges and universities are located at appropriate locations within areas designated as General Urban Area, Central Area and Mixed-Use Centre in the Official Plan;*
2) *ensure that these large scale, high traffic generating institutions locate only on large parcels of land, with direct access to an arterial road and near rapid transit stations;*
3) *impose regulations which ensure that the size and intensity of these uses is compatible with adjacent uses; and*
4) *permit minor institutional uses and provide for a range of ancillary service uses.*

Figure 72: Site Zoning, Comprehensive Zoning By-law 2008-250



The following primary permitted uses as it applies to the Site include:

- community centre
- community health and resource centre
- day care
- emergency service
- group home
- hospital
- library
- municipal service centre
- museum
- park
- parking garage
- parking lot
- place of assembly

- post-secondary educational institution
- recreational and athletic facility
- retail food store, limited to a farmers' market
- school
- sports arena
- training centre limited to job instruction/ training associated with a school
- urban agriculture

The following uses are also permitted provided they are on the same lot as and ancillary to a hospital or post-secondary education institution:

- dwelling unit
- office
- residential use building

The following uses are also permitted provided they are ancillary to the uses generally permitted and provided they do not occupy a cumulative gross floor area in excess of 10% of the floor area occupied by the generally permitted uses:

- bank
- bank machine
- bar
- convenience store
- medical facility
- personal service business
- research and development centre
- restaurant, full service
- restaurant, take-out
- retail store
- technology industry

The Site is subject to urban exception 2491 that includes the following:

Additional Permitted Uses: Retail Food Store, subject to being ancillary to a generally permitted use and being located on the same lot, and to be no greater than 10% of the cumulative gross floor area of the generally permitted uses; and

Prohibited Land Uses: Correctional facility, courthouse, one dwelling unit ancillary to a permitted use, retirement home, retirement home – converted, rooming house, rooming house – converted, shelter, sports area, payday loan establishment and all uses until such time as the holding is removed.

Development Standards for the Zone and compliance of the Phase 2 Project to these provisions include the following. The lot is considered one lot for by-law purposes in accordance with site specific zoning for the property as recently amended.

Zoning Mechanism	Provision	Phase 2 Site Plan Compliance
Minimum Lot Width (m)	No Minimum	N/A
Minimum Lot Area (m²)	No Minimum	N/A
Minimum Front Yard Setback (Preston Street)	0 m	12.6 m
Minimum Rear Yard Setback (Experimental Farm)	7.5 m	N/A
Minimum Corner Side Yard Setback (Prince of Wales Drive):	7.5 m	10.2 m
Maximum Building Height (m)	No Maximum*	Parking Garage 18.5 m Rooftop Pavilions 24.3 m
Minimum Width of Landscape Area along all the Lot Lines	3.0 m	> 3.0 m
Automobile Parking	N/A	2,523 spaces
Bicycle Parking	N/A	347 secure spaces

*note: Guidance on maximum building heights are provided in the Preston-Carling District Secondary Plan (See Section 3.3.2 of this Report) which allows a maximum height of 15 storeys (generally translates to approximately 60 metres).

While the Parking Garage could be a main use, as part of the new Civic development it is considered an ancillary use and provides a portion of the minimum parking required for the development.

Planning Response: By Omnibus Amendment, the zone standards for the Site were updated to implement the original intent of the Official Plan and Zoning By-law Amendments for the new Civic development as one lot for zoning purposes and apply a unified zoning across the site and reduce the yard setbacks along Carling Avenue and Preston Street to 0 m to allow for a more urban edge to development along these frontages. The Parking Garage is ancillary to the Hospital and an enabling project for the new Civic development. A Parking Garage is also permitted as a stand-along use. All other general and zone-specific provisions can be met. It is our opinion that the Phase 2 Project is in compliance with the Zoning By-law.

3.3.4 Council Approved Urban Design Guidelines

The City has developed a set of Council approved guidelines to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development depending on the site context and conditions. The following guidelines would apply to the Phase 2 Site Plan:

- Transit-Oriented Development Guidelines.

3.3.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines apply to all development within a 600-metre walking distance of a rapid transit stop or station. The Guidelines reflect an integrated approach that blends transit with urban planning, with the document underlining that this approach will be particularly important as Ottawa expands its rapid transit network. Transit-Oriented Development (TOD) is described as:

- a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use.

And opportunities for TOD are most suitable where:

- designated growth areas and rapid transit stations and stops coincide.

These Guidelines are sorted into six broad categories. The perspective of each has been integrated into The Ottawa Hospital Master Site Plan:

- Land Use -- Locating the “right” kinds of land uses close to transit that will generate/attract a high percentage of riders including employees;
- Layout -- The need to reduce circuitous routes to transit stations by providing direct connections.
- Built Form -- Emphasizing place-making, high quality urban design, and the public realm;
- Pedestrians and Cyclists -- Emphasizing access and mobility to/from the transit station;
- Vehicles and Parking -- Reducing conflict between pedestrians, vehicular movement, and parking space, as well as reducing the amount of surface parking overall; and
- Streetscape and Environment -- Emphasizing the experience of public sidewalks and pedestrian walkways.

Planning Response: While these guidelines were used to guide development of the Master Site Plan, they will also be applied at each subsequent phase of development during applications for more Site Plan Control approval. The Phase 2 Project leaves space for the eventual Carling Village Towers that will locate transit-supportive uses closest to the station and will also incorporate the beginnings of the planned connected and weather protected pathway (highline) from Carling/Dow’s Lake transit station to the future hospital and research buildings which will be completed in later phases. The Phase 2 Project stacks parking and visually screens the garage with landscaping along Prince of Wales Drive as well along Preston Street with the integrated trails and the redevelopment of Queen Juliana Park on the roof. Clear pedestrian and cycling facilities have also been introduced to minimize conflicts.

4.0 PUBLIC REALM NETWORK STUDY

As previously noted, Section 9.0 Implementation, of the Preston-Carling District Secondary Plan describes the principal tools and actions the City intends to use to implement the objectives and policies of the Plan. Section 9.2.2 Public Realm Study for Site Plan Applications requires the completion of a Public Realm Network Study by proponents of development applications for Site Plan Control to ensure comprehensive planning of the public realm network. While the Master Site Plan has considered the Public Realm policies of the Secondary Plan and the Public Realm and Mobility Study, the Phase 2 Project has considered these in greater detail.

The Public Realm and Mobility Network has been designed and described at the Master Site Plan stage and informed by the sites Transportation Impact Assessment and Mobility Plan. The key improvements and as part of the Phase 2 project and their conformance with the Master Site Plan are outlined below:

Guideline	Master Site Plan Response	Phase 2 Project Response
MOVING AROUND		
M1 Walking and M2 Cycling → Provide minimum 6 m wide pedestrian focused areas along Carling Avenue and Preston Street → A multi-use pathway connection is recommended for the west side of the O-Train corridor and should be 3 m to 4 m wide, given the proximity to the Transit Station and Dow's Lake → Separated/dedicated Bike Lane (or Cycle Tracks) on Carling Avenue and Preston Street	→ A 3.0 m wide bi-directional bikeway has been proposed along Carling Avenue and Preston Street and relocates the existing east-side multi-use pathway along the O-Train corridor to this high-level cycling facility. → A 3.5 m wide sidewalk and a 2.5 m streetscape zone together create a minimum 6.0 m pedestrian focused area, noting that these areas are partially on public and private lands. → A 3.0 m multi-use pathway is also planned on the east side of the private road network to provide a through connection from the Trillium Pathway to Prince of Wales Drive and to Dow's Lake. → Secondary sidewalk connections are also planned from Carling Avenue to the hospital main entrance.	→ The Trillium MUP will be required to be realigned as a result of this project. As such, an interim MUP is proposed during Phase 2 along Carling Avenue meeting up with an ultimate configuration of the pathway along Preston Street as a bi-directional bikeway and parallel sidewalk and uni-directional cycle track and sidewalk along Prince of Wales Drive. → A 3.0 m bi-directional bikeway and parallel sidewalk also provide connectivity on the west side of the Trillium Line along Roads A and B providing connection to Prince of Wales Drive through the Site.
M3 Transit → Adjacent new development sites should be designed with linkages (may be weather protected) to encourage pedestrians to walk through their sites to the transit station and multi-use paths.	→ A weather protected walkway is planned between the Carling/Dow's Lake Station Entrance and the Hospital and Research buildings located on the west side of the Trillium LRT corridor.	→ The Phase 2 Project will provide the foundation for the future weather protected walkway (highline) between Carling/Dow's Lake Station and the Hospital as well as the Research Building planned in the future.
M4 Driving → In addressing/resolving Site access requirements, consideration should be given to both a discontinuous and continuous link through the Site, connecting the Site to Prince of Wales Drive and Carling Avenue. → Provide extensions of the turn lanes at the Champagne Avenue and Carling Avenue intersection.	→ A private road network on the Site includes a new link that would connect Champagne Avenue/Carling Avenue to Prince of Wales Drive. This same road network also provides access to the main entrance of the hospital and emergency room drop-off for the public. A separate network provides access to a dedicated for ambulances from Maple Drive and Prince of Wales Drive. → New east and westbound turn lanes will be provided at the Carling Avenue/ Champagne Avenue intersection to provide access to the Site and for the community.	→ The Phase 2 Project includes construction of Road A which provides access/egress to the Parking Garage from Carling Avenue, and Road B which provides access/egress from Prince of Wales Drive. → Interim east and westbound turn lanes will be provided as part of the Phase 2 Project to serve the site until Carling Avenue is reconstructed as part of the Carling Avenue Transit Priority Corridor.
M5 Loading, Servicing and Emergency Medical Services → Accommodate loading requirements on-site to the extent possible. → On redevelopment sites adjacent to the Carling O-Train Station, give consideration to transit passenger drop-off/pick-up requirements that can be successfully integrated into the on-site circulation and the on-site public realm.	→ Loading and servicing for the new Civic development is accommodated entirely on-site with a separate access from Prince of Wales Drive. A lane for loading and servicing has been designed between the towers at Carling Avenue and Preston Street. → A lay-by area is envisioned on-site near the Parking Garage to provide an area for drop-off and pick up for private vehicles, taxis, Uber, Lyft, and other carsharing programs.	→ Loading and servicing is not included in this Phase of development. → The Phase 2 project includes construction of a layby area to be used in the future when the hospital and other uses are constructed on the Site.

Guideline	Master Site Plan Response	Phase 2 Project Response
M6 Parking → In approving plans for intensification and Site redevelopment, the City will need to find the appropriate balance between meeting on-site parking needs, minimizing parking spill-over, and maximizing the transit, walk, bike travel modes, all towards achieving community sustainability. → To ensure that the greening strategy can be achieved, front yard pad parking should be discontinued.	→ With a direct connection on Site to Carling Station with a proposed new entrance on the south side of Carling Avenue (proposed Dow's Lake Station entrance), the minimum number of required spaces is being proposed. A Transportation Demand Management and Parking Strategy will be required prior to approval of the Hospital Building to achieve a high modal share for transit, pedestrians and cyclists over private vehicles proposed as part of the Transportation Impact Assessment and Mobility Strategy. → Parking is provided mainly as part of a structured garage with some peripheral surface parking areas, well screened from the street by natural topography and proposed landscaping features.	→ The Parking Garage associated with the Stage 2 Project is intended to provide adequate vehicular and bicycle on-site parking during construction and throughout subsequent phases. → The design for the Parking Garage includes the incorporation of landscaped belvederes, lookouts and resting spots to fold the Parking Garage into the landscape.
GREENING		
G1 Parks, Urban Squares and Courtyards → The minimum size of a Park should be 3,000 m², with a minimum frontage of 75 m on a public street. This recognizes the need for a new standard for urban districts. → An Urban Square should be a minimum of 7% to a maximum of 15% of the net site area. There may be more than one Urban Square on a development site. → Parks, Urban Squares and Courtyards will be established adjacent to active frontages.	→ The Master Site Plan includes a number of green spaces including a park to be located on the roof of the Parking Garage with frontage along Preston Street and Prince of Wales Drive, an urban plaza along Carling Avenue at the future research building as well as wellness gardens at the north east corner of the north tower of the hospital.	→ The rooftop Queen Juliana Park associated with the Phase 2 Project is 15,400 m² with more than 200 metres of frontage on Preston Street and Prince of Wales Drive. → The towers proposed along Carling Avenue and Preston Street will provide adjacent active frontages and additional amenities to the roof top park.
G2 Street Trees → In association with street reconstruction, plant trees as per the cross sections demonstrating streetscape treatment on the various street types in the Preston-Carling District.	→ Street tree planning has been included along both Carling Avenue, Preston Street, Prince of Wales Drive, Maple Drive and along the private road network on Site.	→ The existing landscaping treatment along Carling Avenue south of the sidewalk is to be retained and enhanced. A tree planting zone has been designed and incorporated into the boulevard area along Preston Street, Prince of Wales Drive and Roads A and B in accordance with the Master Site Plan.
G4 Ecological Corridors → Prepare an Arborist Report and Vegetative Management Assessment for ecological corridors towards identifying healthy, desirable specimens, hazard specimens, and invasive species. → Remove hazard trees → Replant approved and recommended species within new spaces and opportunities as a consequence of this tree removal.	→ A Tree Conservation Report has been prepared to identify trees that might be impacted by the Master Site Plan and provide guidance on mitigation/protection measures. → Invasive species and hazard trees have also been identified for future consideration at each subsequent phase of development.	→ The Environmental Effects Analysis, Environmental Impact Statement, and Tree Conservation Update Report includes tree conservation and a landscape plan that identifies the removal of invasive species and dead trees as well as mitigation/protection measures for existing trees and a landscape plan to include new tree plantings and enhance existing treed areas.

Guideline	Master Site Plan Response	Phase 2 Project Response
ACTIVATING		
A1 Retail at the Edge → Locate retail establishments and other active uses (for example, restaurants, cafes, shops and services) on the ground floor of buildings to further animate the street and public open spaces onto which the building faces. → Create a visually continuous street wall by aligning infill buildings close to the setbacks of existing buildings.	→ The proposed buildings in proximity to the Carling Avenue and Preston Street intersection and in the vicinity of Carling/Dow's Lake Station have been planned to include active uses at-grade such as restaurants, retail and other service type uses. → The buildings have been planned to align to create a visually continuous streetscape.	→ The pedestrian link through Queen Juliana Park (to link the LRT station and hospital buildings in subsequent phases) will be activated and programmed as part of Phase 2 to enhance the pedestrian experience of the park in a "highline" style as well as provide additional amenities for the rooftop park. → The Parking Garage has been designed to visually fold into the landscape in-keeping with the surrounding open space and park areas.
A3 Play/Activities → Parks and urban squares should include facilities to accommodate formal and informal play. These facilities should be designed to accommodate children and youth of a wide range of ages and abilities. → Play areas should be accessible by walkways.	→ While the detailed design for the park and urban squares will be part of detailed Site Plan Control applications, the Master Site Plan anticipated that these facilities would include active and passive recreational opportunities for all ages and abilities. → Access to each of these areas will be designed to meet universally accessibility guidelines.	→ The rooftop park is intended to be accessible and accommodate visitors of all ages and abilities. A pedestrian ramp system folds into the landscape and provides access to the park in additional to elevators.
A4 Events → Consider creating a pedestrian central piazza as a focal point for the area, complete with a stage area for special events and framed by adjacent buildings. → Large open spaces, both paved and green, should be designed to accommodate temporary and recurring events. → Provide an inviting tree-lined promenade to connect Preston Street at Carling Avenue to the Dow's Lake activities and to foster synergies between the two cultural areas.	→ The Master Site Plan has identified parks, an urban plaza, and generous sidewalk space along Carling Avenue and Preston Street to allow for a range of activities and events to enliven the area. → The reconstruction of the Carling Avenue and Preston Street "street" edges shall include a tree-line sidewalk and multi-use pathway to take residents and visitors to and from Dow's Lake.	→ The Phase 2 Project extends the tree-lined sidewalk and multi-use pathway inwards and upwards into the pedestrian ramp system which leads into the rooftop Queen Juliana Park. With new views to Dow's Lake, the reimagined Queen Juliana park will include both passive and active recreational opportunities and both direct and exploratory routes. → Pedestrian and cycling facilities along Preston Street, Prince of Wales Drive and Roads A and B through the Site include tree lined facilities.
A5 Public Art → Public Art should be a priority and should be sought out in concert with the development of new buildings and public works projects in the Preston-Carling District.	→ The areas created for parks, plazas, street sidewalks and boulevard areas, provides opportunities for public art installations.	→ The reimagined Juliana Park associated with the Phase 2 Project is also an opportunity for public art installations that are harmonious with the views to Dow's Lake.

5.0 CONSULTATION STRATEGY

Extensive public consultation occurred in 2017 and into 2018 on the Zoning By-law and Official Plan Amendments to establish the new Civic Campus Site for The Ottawa Hospital. These reports were approved by City Council on June 13th, 2018. This has been followed by additional consultation undertaken as part of the Master Site Plan Control Application and Lifting of the Holding Zone Applications which included community meetings, meetings with City Councillors and individual stakeholder meetings as well as a Public Meeting.

As The Ottawa Hospital is now commencing the processes to move forward with the implementation of the project with the Phase 2 project, additional consultation opportunities will also take place. This Section of the report specifically speaks to the public consultation processes related to the approvals of the Site Plan Control Application for the Phase 2 Project. Additional engagement strategies will be prepared for each subsequent phase of the Site's 25-year implementation.

5.1 Engagement Process

The Ottawa Hospital has operated a website since the inception of the new Civic development. It will be continually refreshed to keep the public informed of progress and opportunities to engage. As well, The Ottawa Hospital produces a monthly newsletter – Checkpoint, to highlight aspects of the new hospital as it evolves (https://ohfoundation.ca/our-new-hospital/). A Campus Engagement Group (CEG) of community representatives and the Hospital's planning team had participated in dialogue during the pre-planning period of the Master Site Plan design process. Various meetings with staff of the City of Ottawa, NCC, and other government agencies were also conducted.

As previously noted, the Ottawa Hospital's Board of Governors has established an Indigenous Peoples Advisory Circle (IPAC) for the new Civic development. The purpose of the group is to build meaningful partnerships with Indigenous peoples, establish trust and confidence in mutual efforts to build the best hospital, and to focus on Indigenous cultural elements, job creation, economic investment, education and training. The group will include national and local representation from Algonquin and Mohawk First Nations, Métis, Inuit and urban Indigenous peoples.

The review and approvals processes are moving forward on a collaborative basis with the City of Ottawa and the National Capital Commission. Although they have separate specific approvals, the agency processes have been aligned to ensure this important city-building project undergoes a vigorous review, that leads to timely approvals.

A Pre-application Consultation Meeting took place on January 22, 2021. In attendance were participants from the new Civic development Project Team, the NCC, and the City of Ottawa. An outcome of the meeting was the confirmation of the reports/studies/assessments that will be required to accompany the applications. Additional meetings have been held with City Staff and the NCC to further refine the application requirements for the Phase 2 Project.

A meeting to discuss early concepts of the Phase 2 Project (as part of the Master Site Plan process) with the NCC's Advisory Committee of Planning, Design and Realty took place on May 21st, 2021. A similar meeting was held with the City's Urban Design Review Panel on June 4th, 2021. Additional meetings with the City of Ottawa's UDRP and the NCC's ACPDR is anticipated in Fall 2021 in advance of approval of the applications.

It is anticipated that a Public Information Session will be planned in the Fall of 2021 as part of the application circulation to provide the public an opportunity to ask questions of the City and the Project Team prior to approval of the application.

6.0 PLANNNG CONCLUSION

The preparation of this Design Brief and Planning Rationale has required a thorough understanding of the Site, The Master Site Plan and its supporting studies, as well as a thorough review of the land use planning policy framework of the federal, provincial and municipal level of government. Approval of the Site Plan Control for Phase 2 Project for the new Civic development for The Ottawa Hospital is recommended on the following basis:

IT CONFORMS TO THE FEDERAL GUIDEANCE DOCUMENTS

The selection of this Site for the new Civic development was approved in 2018 and is guided by the Capital Realm Design Principles developed for the Site. Guided by the policies of the Plan for Canada's Capital, the Capital Urban Lands Master Plan, and the Central Experimental Farm National Historic Site Management Plan, the federal government has provided approval for the new Civic development subject to subsequent Federal Land Use and Design Approval and review by the NCC's Advisory Committee of Planning, Design and Realty for each subsequent phase of development including the Phase 2 Project. The federal partners including the NCC (federal approval agency in the Capital), Public Services and Procurement Canada (the "landlord"), Agriculture and Agri-Food Canada (managers of the Central Experimental Farm) and Parks Canada (for review of development on or adjacent to National Historic Sites), will also help to ensure that the new Civic development is in accordance with federal policies and plans. The Master Plan provides a vision for creating a new symbolic place in the Capital, responding to the unique physical characteristics of the Site and its surrounding rich cultural history and open space network. The Phase 2 Project facilitates the phased build-out of this ultimate Master Site Plan vision. In itself, the Phase 2 Project includes an extensive rooftop park (a relocated and reimagined Queen Juliana Park), that includes an innovative folded landscape design as well as new passive and activated views to Dow's Lake and the Rideau Canal, creating a symbolic new place in the Capital in consideration of the rich cultural landscape within which the site is located.

IT IS CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT

The new Civic development supports the goals of the Provincial Policy Statement by coordinated site Planning. Its phased implementation can meet the long-term needs of the community it serves, providing a mix of land uses at transit-supportive densities, conveniently located on the Trillium Light Rail Transit Line. The Site is located in an existing built-up area and will be accommodated within existing municipal servicing systems with upgrades required in a phased manner to provide the necessary services to support redevelopment within the district as a whole. The Master Site Plan also considers the existing natural and cultural environmental contexts and supports the agricultural research function of the Central Experimental Farm. The Master Site Plan includes upgrades to the Carling Avenue and Preston Street environments through high-quality built form and provides separated pedestrian and cycling facilities along these streets, as well as along Prince of Wales Drive and through the Site connecting to area pathway and open space networks. The Phase 2 Project is an enabling project to the ultimate build out of the Master Site Plan and is supported by additional studies that demonstrate how it can serviced by existing networks, mitigate potential impacts on the natural and cultural environments and provide new pedestrian and cycling facilities, as well as an extensive rooftop park that will provide new active and passive recreational opportunities for the community.

IT CONFORMS TO THE CITY OF OTTAWA OFFICIAL PLAN

The new Civic development is a Major Urban Facility, added by amendment to the Official Plan in 2018, and is a permitted land use in the General Urban Area, Mixed-Use Centre, Arterial Mainstreet and Central Experimental Farm land use designations. The new Civic development is a mixed-use development that includes the Hospital and associated uses including research and education, office, and service and retail uses conveniently located, and planned around, a proposed new station entrance to Carling Station (proposed Dow's Lake Station entrance) on the Trillium Line and adjacent future Carling Avenue at-grade LRT system. The Master Site Plan has been designed to consider the surrounding context and its compatibility within the area that includes the rich cultural history of the Farm and the Rideau Canal as well as the City's extensive open space network including new pathway connections to and through the Site connecting to the Trillium Pathway and beyond. The Site also has access to three arterial roads and balances the parking requirements to ensure that parking needs can be accommodated on the Site and not spillover to the adjacent communities. The Phase 2 Project will facilitate the development of the new hospital and other buildings envisioned for the Site by providing parking to enable construction and for the future uses, provide new and realigned pedestrian and cycling routes for the area, and enhance the open spaces network for the community vis a vis the rooftop park. Further, the Phase 2 Project will begin to construct the highline connection from the Carling LRT Station to the hospital and research buildings which will be completed as these buildings are approved and constructed. Further the Master Site

Plan, and the Phase 2 Project respects the existing natural environment and topography of the Site and strives to protect trees through a phased implementation of the Master Site Plan and includes new planting at-grade and along new pedestrian and cycling facilities, along the edges of Site Plan area and on within the new rooftop park.

IT CONFORMS TO THE PRESTON-CARLING DISTRICT SECONDARY PLAN AND PUBLIC REALM AND MOBILITY PLAN

The new Civic development was added as a new Land Use Character Area in 2018. The Plan guides the Site's design and physical development including type of uses, height limitations, requirements for open space and contributions to the building form along Carling Avenue and Preston Street and the Public Realm with a pedestrian-first vision. The Master Site Plan envisions a lively and connected Public Realm including a network of urban plazas, gardens and a roof top park connected by multi-use pathways and sidewalks to the entrances of the buildings. The Master Site Plan includes extending the Trillium Pathway, as a tree-lined, separated pedestrian and cycling facility, along these frontages and through the Site's road network to Prince of Wales Drive and Dow's Lake. The Phase 2 Project will require the realignment of the Trillium Pathway and will build the ultimate design for this pathway along Preston Street and Prince of Wales Drive as well as through the site's internal road network as tree lined pathways. The Phase 2 Project provides a reimagined Queen Juliana Park, providing opportunity for community enjoyment for all ages and abilities and new views to Dow's Lake and Rideau Canal as well as opportunity for public events and art installations. The folded landscape design including pedestrian ramps in a winding trail style, resting spots, and lookouts will act as an extension of Commissioners Park.

IT CONFORMS TO THE PROVISIONS OF THE ZONING BY-LAW

The uses proposed within the new Civic development are within the list of permitted primary and ancillary uses allowed in the Zone including the Parking Garage. Additional amendments to the Zoning By-law further implemented the objective of the original Official Plan and Zoning Amendments for the Site to design the new Civic development as one site and ultimately allow for a rich urban edge along Carling Avenue and Preston Street once the Carling Village towers are implemented. The Phase 2 Project meets all other zone specific and general provisions and does not require amendments to the Zoning By-law to implement.

IT IS IN KEEPING WITH THE DESIGN GUIDANCE FOR THE SITE

In addition to the design guidance provided in the Official Plan, Secondary Plan and the Public Realm and Mobility Study, the Master Site Plan has been guided by the design guidance provided in Council-approved design guidelines including those for Transit-Oriented Developments. These guidelines continue to be reviewed at each subsequent phase of development to further inform detailed planning of the new Civic development. The Phase 2 Project implements the vision for reducing automobile trips by providing the minimum number of spaces required for the new Civic development, providing new pedestrian and cycling facilities along Carling Avenue and Preston Street and through the Site's internal road network, and providing space in the Parking Garage for secure bicycle storage. The Phase 2 Project also begins to construct the weather protected pedestrian highline connection from Carling LRT station to the future hospital and research buildings on the site. This phase will also construct the majority of the relocated Queen Juliana Park, providing a new park amenity for the community.

On this basis, it is our professional planning opinion that approval of the Phase 2 Project will result in good land use planning and is recommended for approval.

We would also like to further acknowledge the notable contributions to Section 2 and 5 of this report including:

- Jason-Emery Groen, Vice President & Design Director at HDR;
- Jeff Fahs, Vice President & Site Design Director at HDR; and
- John Moser, COO and Vice President – Planning at GBA.

Respectfully Submitted

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