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3045 Baseline Road (Queensway Carleton Hospital)

Planning Rationale

Prepared for: Parkin Architects Ltd.

Engineering excellence. Planning progress. Liveable landscapes.

3045 Baseline Road

Ottawa, Ontario

Planning Rationale

in support of

Minor Zoning By-law Amendment &

Site Plan Control Applications

Prepared for:

Parkin Architects Ltd.

Prepared By:

NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
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November / 28 / 2025
Revision 1: September 8, 2026

Novatech File: 123089
Ref: R-2025-118

NOVATECH
Engineers, Planners & Landscape Architects

September 8, 2026

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Amanda Davidson, Planner II, Development Review West

Reference: Minor Zoning By-law Amendment and Site Plan Control Applications
3045 Baseline Road (Queensway Carleton Hospital)
Our File No.: 123089

The following Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the expansion of the Queensway Carleton Hospital at 3045 Baseline Road (the "Subject Site").

The Subject Site is designated Greenbelt Facility, Greenbelt Rural, and Greenspace within the Greenbelt Transect of the City of Ottawa Official Plan (2022). The property is zoned Rural Institutional, Rural Exception 307, with a Height Suffix of 20 metres (RI[307r] H(20)) and Parks and Open Space, Rural Exception 434 (O1[434r]) in the City of Ottawa Zoning By-law 2008-250. The property is zoned Greenbelt Facility, Rural Exception 307, with a Height Suffix of 20 metres (GBF[307r] H(20)) in the new City of Ottawa Zoning By-law 2026-50.

It is proposed to expand the existing hospital use on the Subject Site. The proposed expansions include additions to the Inpatient Tower, Transitional Care Tower, and Emergency Department. A Minor Zoning By-law Amendment is required to permit an increased building height for the Impatient and Transitional Care towers on the Subject Site, as well as an increased height for the accessory parking structure and a reduced aisle width of 6 metres. Under the new Zoning By-law 2026-50, relief will also be required to reduce the minimum number of long-term bicycle parking spaces and short-term bicycle parking spaces.

This Planning Rationale examines the location and context of the Subject Site, provides a description of the proposed development, sets out the planning policy and regulatory framework of the Subject Site, and makes a recommendation on the Minor Zoning By-law Amendment and proposed development.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

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Yours truly,

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Table of Contents

EXECUTIVE SUMMARY **1**
1.0 INTRODUCTION **3**
1.1 Site Location and Description 3
1.2 Community Context and Connectivity 6
1.2.1 Community Context *6*
1.2.2 Connectivity *8*
1.3 Planning and Regulatory Context 8
2.0 DEVELOPMENT PROPOSAL **14**
2.1 Description of Development Proposal 14
2.2 Details of Proposed Zoning By-law Amendment 16
2.3 Previous Consultations, Applications and Approvals 17
3.0 PLANNING POLICY JUSTIFICATION **17**
3.1 Canada's Capital Greenbelt Master Plan (2013) 17
3.1.1 Land Use Concept *17*
3.1.2 Vision and Goals *18*
3.1.3 Greenbelt Land Designations *19*
3.1.4 Greenbelt Policies *20*
3.1.5 Sector Plans *21*
3.2 Provincial Planning Statement 23
3.3 City of Ottawa Official Plan 25
3.3.1 Strategic Directions & Cross Cutting Issues *26*
3.3.2 Growth Management Framework *27*
3.3.3 City-wide Policies *27*
3.3.4 Greenbelt Transect *33*
3.3.5 Greenbelt Designations *34*
3.3.6 Protection of Health and Safety *36*
3.4 City of Ottawa Zoning By-law 2008-250 37
3.4.1 Proposed Zoning for the Subject Site *39*
3.5 City of Ottawa Zoning By-law 2026-50 40
3.5.1 Proposed Zoning for the Subject Site *42*
4.0 REVIEW OF SUPPORTING STUDIES **43**
5.0 PUBLIC CONSULTATION STRATEGY **45**

6.0 CONCLUSION 46

Appendices

Appendix A: Site Plan

Tables

Table 1. Zoning Provisions for the Subject Site under Zoning By-law 2008-250 37
Table 2. Zoning Provisions for the O1 Zone 38
Table 3. Zoning Provisions for the Subject Site under Zoning By-law 2026-50 41

Figures

Figure 1. Aerial Photo of the Subject Site 4
Figure 2. Subject Site from Baseline Road 4
Figure 3. Subject Site from Intersection of Richmond Road and John Sutherland Drive 5
Figure 4. Subject Site from John Sutherland Drive 5
Figure 5. Land uses to the north of the Subject Site 6
Figure 6. Land uses to the south of the Subject Site 7
Figure 7. Land uses to the west of the Subject Site 7
Figure 8. Land uses to the east of the Subject Site 8
Figure 9. Greenbelt Land Designations 9
Figure 10. Southern Farm/Pinhey Forest Sector Map 9
Figure 11. Official Plan Designation for the Subject Site 10
Figure 12. Official Plan Schedule C4 Excerpt 11
Figure 13. Official Plan Schedule C2 Excerpt 11
Figure 14. Official Plan Schedule C3 Excerpt 12
Figure 15. Official Plan Schedule C12 Excerpt 12
Figure 16. Official Plan Schedule C13 Excerpt 13
Figure 17. Official Plan Schedule C11-C Excerpt 13
Figure 18. Zoning for the Subject Site 14
Figure 19. Site Plan Excerpt 15
Figure 20. North Elevations 15
Figure 21. South Elevations 16
Figure 22. East Elevations 16
Figure 23. West Elevations 16
Figure 24. South Elevation of Parking Garage 16
Figure 25. Greenbelt Sectors Map 22
Figure 26. Cross Section Showing Views from Scenic Capital Entry Route to Proposed Addition 30
Figure 27. Rendering of Proposal Looking West 31
Figure 28. Rendering of Proposal Showing Height Transition from West to East 32
Figure 29. Rendering Demonstrating Height Transitions and Articulation 33

EXECUTIVE SUMMARY

Novatech has been retained by Parkin Architects Ltd. to prepare this Planning Rationale in support of a Minor Zoning By-law Amendment and Site Plan Control application to facilitate the expansion of the Queensway Carleton Hospital on the Subject Site.

The Subject Site is located on the north side of Baseline Road in the College Ward (Ward 8). The Subject Site currently contains the Queensway Carleton Hospital which is proposed to be expanded as part of the proposed development. The Subject Site has approximately 419 metres of frontage along Baseline Road, 342 metres of frontage along Highway 416, and 115 metres of frontage along Richmond Road. The Subject Site has an approximate area of 31.8 hectares.

The Subject Site is located in an area comprised of residential uses, rural uses, and greenspace. The Subject Site is primarily surrounded by the Greenbelt with some residential uses located to the east. There are several bus transit route options available in the immediate area around the Subject Site. Bicycle lanes are also located along Baseline Road as well as throughout the Subject Site.

It is proposed to expand the existing hospital use on the Subject Site. The proposed expansions include additions to the Inpatient Tower, Transitional Care Tower, Ambulatory Care Unit, and Emergency Department. A parking garage with more than 553 parking spaces is proposed on the Subject Site. The existing greenspace on the Subject Site, including the pathways to the west of the Subject Site, will be maintained. In order to facilitate the proposal, site-specific relief is required to increase the maximum building height from 20 metres to 32.5 metres, increase the height of the accessory parking structure from 6 metres to 22.5 metres, and reduce the minimum aisle width from 6.7 metres to 6 metres. Site-specific relief will also be required under the new Zoning By-law 2026-50 to reduce the minimum number of long-term bicycle parking from 290.4 spaces to 120 spaces and to reduce the minimum number of short term bicycle parking spaces from 150 spaces to 126 spaces.

The proposed development is consistent with the policies of the NCC's Greenbelt Master Plan as it will allow for the expansion of the hospital while minimizing impact on the character of the Greenbelt. The majority of the proposed expansions will take place within the built-up area of the Subject Site. The proposal will maintain large setbacks and soft landscaping which will link to other pathways and greenspaces within the Greenbelt. The character of the Greenbelt will be minimally impacted by the proposed expansion.

The proposed development is consistent with the policies of the PPS as it will support the development and expansion of necessary public service facilities within a settlement area. The proposal will also prioritize the expansion of a public service facility in proximity to existing and future transit. The Subject Site is located near a highway and two arterial roads and is appropriately located to support a public service facility.

The Subject Site is designated Greenbelt Facility, Greenbelt Rural, and Greenspace within the Greenbelt Transect in the City of Ottawa Official Plan (2022). The proposed Zoning By-law Amendment will facilitate the expansion of the Queensway Carleton Hospital, which is an employment use within the urban area. The proposal will support employment growth in the City. The proposal is in proximity to existing and future transit connections along Baseline Road. The proposed expansion has been designed with height transitions and large landscaped setbacks to minimize impacts on neighbouring uses and the Scenic Capital Entry Route. The proposed

increase in building height will remain within the mid-rise height category, which is permitted in the Official Plan.

The Subject Site is zoned Rural Institutional, Rural Exception 307, with a Height Suffix of 20 metres (RI[307r] H(20)) and Parks and Open Space, Rural Exception 434 (O1[434r]). The existing site-specific exception 307 is proposed to be amended to permit an increased maximum building height of 32.5 metres, to permit an accessory parking structure with a height of 22.5 metres, and to permit a reduced aisle width of 6 metres. The proposed site-specific exception is appropriate for the Subject Site as it will accommodate two seven storey towers rather than the approximately six storeys that is permitted as-of-right. The proposed height is within the same height category (mid-rise) as what is already permitted on the Subject Site as-of-right. The proposed increase in building height will also have a minimal impact on the neighbouring residential uses. The portion of the building closest to the residential uses will be two storeys and will provide a transition between the seven storey tower and these residential uses. The proposal also exceeds the required interior side yard setback and will provide landscape buffering between the two uses. The site-specific exception to permit an increased height for the parking structure is appropriate for the Subject Site, which already contains a parking structure with a similar height. The parking structure will provide vehicle parking in a more compact form and will allow for more space for soft landscaping on the Subject Site. The reduced aisle width exception will not negatively impact the functionality of the parking areas as it will primarily apply to one-way drive aisles where less space is required to navigate through the parking lot and into or out of parking spaces. The reduced aisle width also aligns with the permitted aisle width for residential uses and is an appropriate size to allow for the functional use of the parking spaces.

The Subject Site is zoned Greenbelt Facility, Rural Exception 307, with a Height Suffix of 20 metres (GBF[307r] H(20)) in the new Zoning By-law 2026-50. Under the new Zoning By-law 2026-50, the provisions of the proposed Zoning By-law Amendment under Zoning By-law 2008-250 would need to be carried over, with the addition of an amendment for a reduced minimum number of long-term bicycle parking of 120 spaces and a reduced minimum number of short-term bicycle parking spaces of 126 spaces. The proposed reduction in the number of long-term and short-term bicycle parking spaces is appropriate as it will minimally impact the ability for visitors and employees to access the Subject Site through alternative modes of transportation. The Subject Site is located in proximity to public transit along John Sutherland Drive which will allow employees and visitors to access the Subject Site without driving. In addition, the proposed development will increase the number of bicycle parking spaces provided by 188 spaces and improve the bicycle parking rate on the Subject Site from approximately 1 space per 730 square metres of gross floor area to approximately 1 space per 296 square metres. This will provide an improvement over the existing condition and will support multi-modal transportation.

The Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Site and represent good land use planning.

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications to permit the expansion of the Queensway Carleton Hospital on the property municipally known as 3045 Baseline Road (the "Subject Site"). The proposed development includes expansions of the Inpatient Tower, the Transitional Care Tower, and the Emergency Department, as well as changes to the parking on the Subject Site.

The Subject Site is designated as a Non-Federal Facility & Operations and a Natural Link in the NCC's Greenbelt Master Plan (2013). The Subject Site is designated Greenbelt Facility, Greenbelt Rural, and Greenspace in the Greenbelt Transect of the City of Ottawa Official Plan (2022). The property is zoned Rural Institutional, Rural Exception 307, with a 20 metre Height Suffix and Parks & Open Space, Rural Exception 434 in the City of Ottawa Zoning By-law 2008-250. The property is zoned Greenbelt Facility, Rural Exception 307, with a 20 metre Height Suffix in the City of Ottawa Zoning By-law 2026-50.

This Planning Rationale will demonstrate that the proposed Minor Zoning By-law Amendment and Site Plan Control applications will:

- Align with Federal and NCC policy direction;
- Be consistent with the policies of the Provincial Planning Statement (2024);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Establish appropriate Zoning standards for the Subject Site; and
- Maintain compatibility with the surrounding uses and community context.

1.1 Site Location and Description

The Subject Site is located on the north side of Baseline Road in the College Ward (Ward 8) in the City of Ottawa. The Subject Site is bounded by Highway 416 to the west and Richmond Road to the north. John Sutherland Drive runs through the Subject Site. The Subject Site currently contains the Queensway Carleton Hospital, which is proposed to be expanded as part of the proposed development. The Subject Site has approximately 419 metres of frontage along Baseline Road, 342 metres of frontage along Highway 416, and 115 metres of frontage along Richmond Road. The Subject Site has an approximate area of 31.8 hectares.

Figure 1: Aerial Photo of the Subject Site

Figure 2: Subject Site from Baseline Road (June 2021)

Figure 3: Subject Site from Intersection of Richmond Road and John Sutherland Drive (Nov 2020)

Figure 4: Subject Site from John Sutherland Drive (Sept 2019)

1.2 Community Context and Connectivity

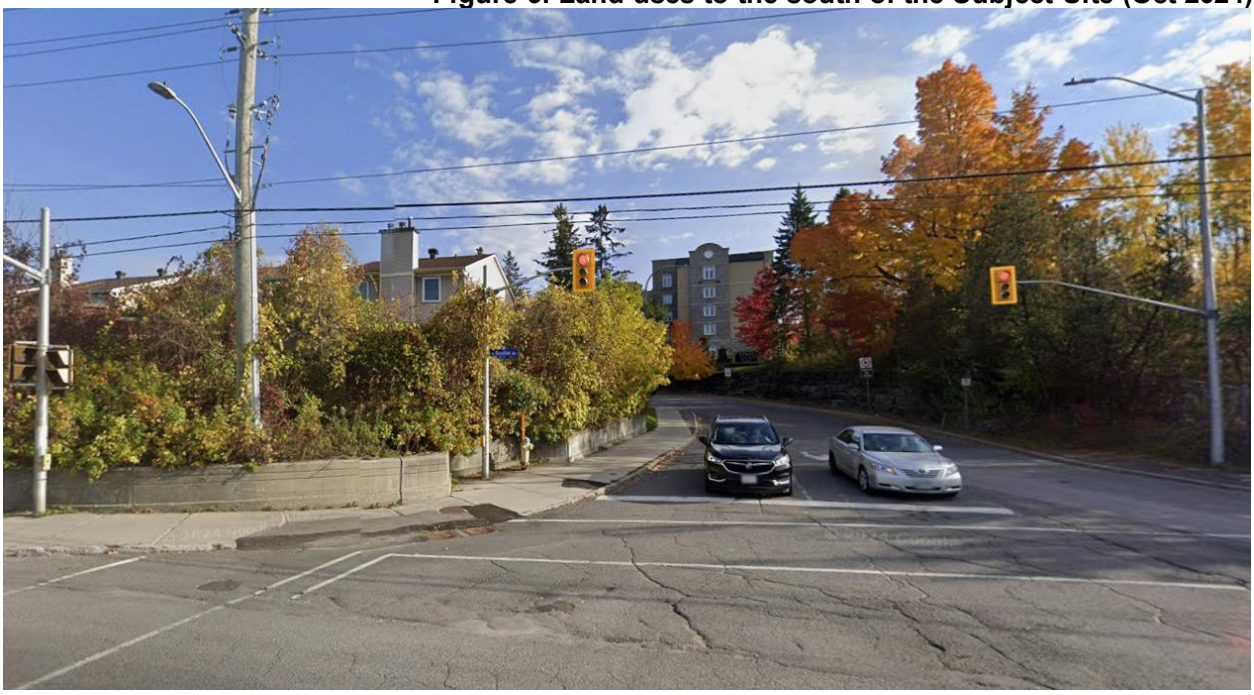
1.2.1 Community Context

The Subject Site is located in an area comprised of residential uses, rural uses, and greenspace. The Subject Site is primarily surrounded by the Greenbelt, with some residential uses located to the east. To the southwest of the Subject Site is Bells Corner, where there are a number of residential and commercial uses. Directly to the north of the Subject Site, there is a funeral home, Valleystream Pickleball Club, Valleystream Soccer Field, and Shouldice Farms. Directly to the west of the Subject Site is Highway 416. Further to the west is Silver Spring Farm. Directly to the south of the Subject Site is the Greenbelt lands, as well as residential uses consisting of a mix of detached dwellings, townhouse dwellings, two mid-rise apartment buildings, and a 12-storey apartment building. Further to the south, there are residential uses, commercial uses along Robertson Road, and NCC Greenbelt trails. Directly to the east of the Subject Site, there are low-rise residential uses that primarily consist of detached dwellings.

Figure 5: Land uses to the north of the Subject Site (Oct 2024)

North: Immediately north of the Subject Property is Shouldice Farms.

Figure 6: Land uses to the south of the Subject Site (Oct 2024)



South: Immediately south of the Subject Site across Baseline Road are a variety of residential uses.

Figure 7: Land uses to the west of the Subject Site (June 2021)

West: Immediately west of the Subject Site (right) is Highway 416).

Figure 8: Land uses to the east of the Subject Site (Oct 2024)

East: Immediately east of the Subject Property are low-rise residential dwellings.

1.2.2 Connectivity

The Subject Site has frontage on Baseline Road and Richmond Road. The Subject Site is located alongside Highway 416 but does not have direct access to the freeway. The Subject Site is connected to Baseline Road and Richmond Road through John Sutherland Drive, which runs through the Subject Site. Both Baseline Road and Richmond Road are designated as arterial roads on *Schedule C4 – Urban Road Network* of the Official Plan, while Highway 416 is designated as a Provincial Highway.

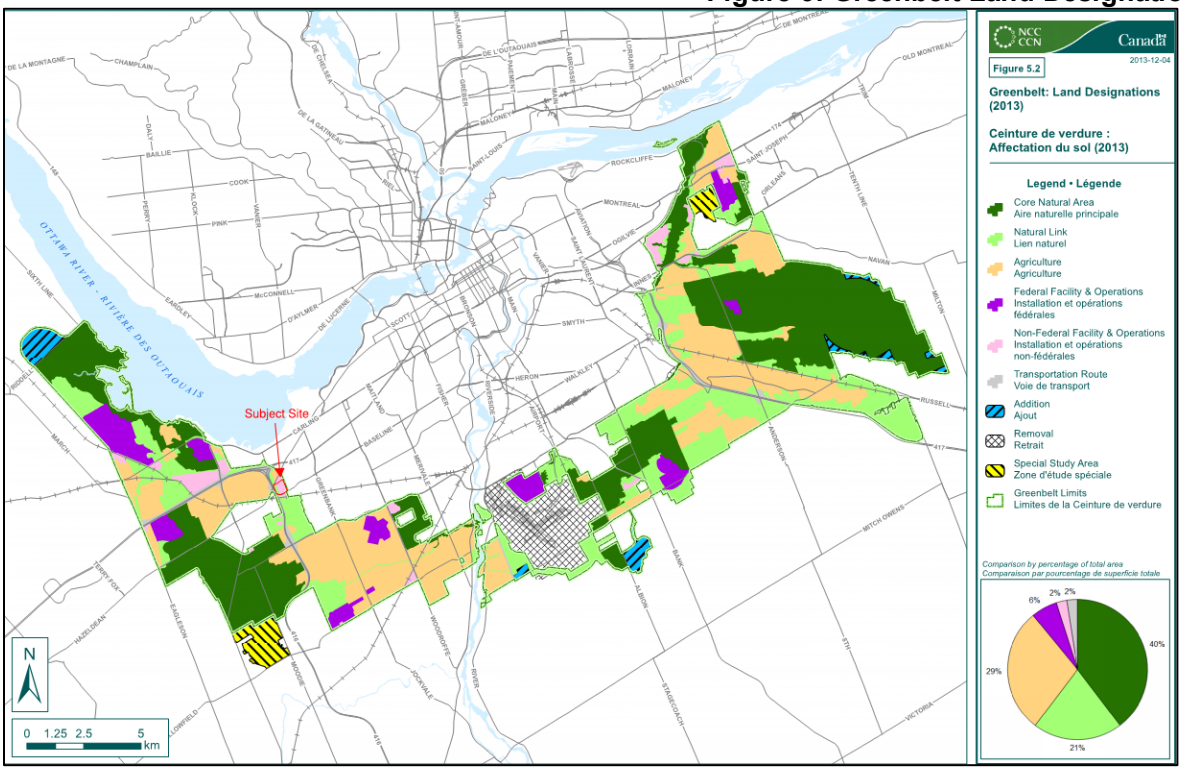
Several bus transit route options are available in the immediate area. Bus routes 57, 68, and 88 service the Subject Site with bus stops on both sides of Baseline Road and John Sutherland Drive. These routes provide frequent service (every 15 minutes) across the City, providing connections to Kanata Centrum, Bayshore Station and Shopping Centre, Tunney's Pasture LRT Station, Mooney's Bay LRT Station, and Hurdman LRT Station.

Bicycle lanes are located along Baseline Road as well as throughout the Subject Site.

1.3 Planning and Regulatory Context

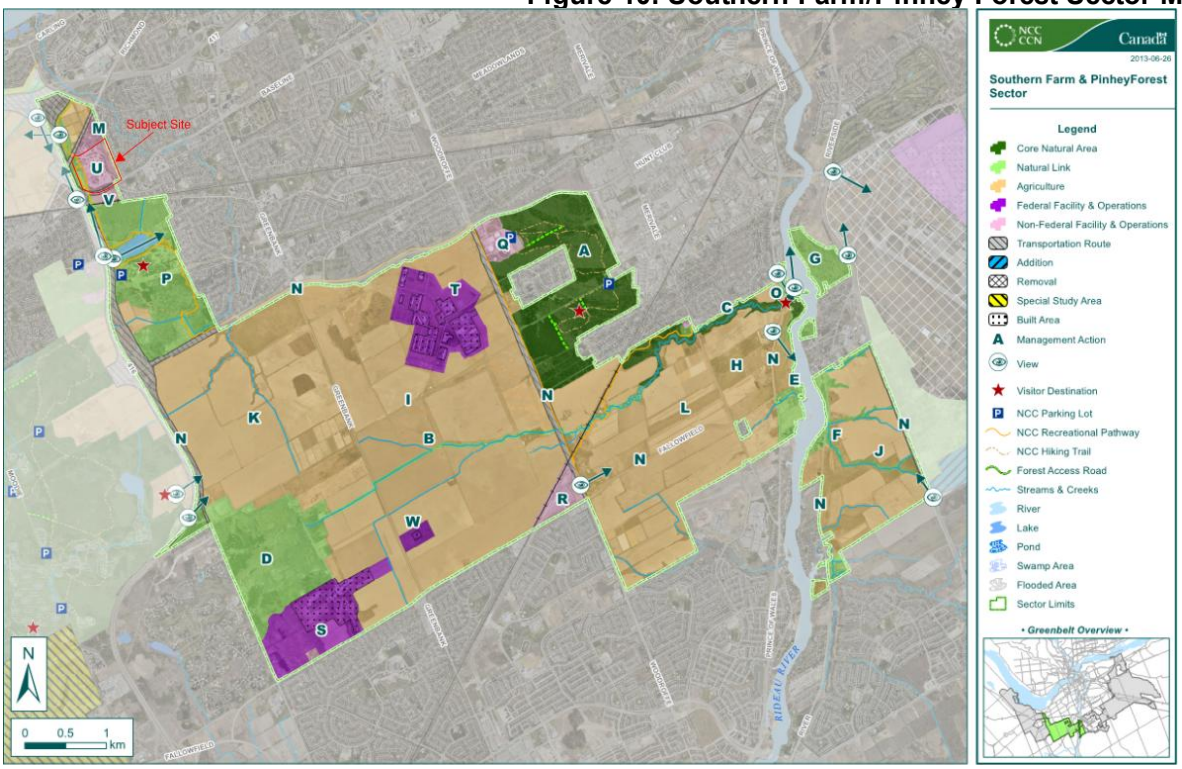
The Subject Site is located on National Capital Commission (NCC) lands within the City of Ottawa's Greenbelt. The Subject Site is designated as a Non-Federal Facility & Operation on *Figure 5.2 – Greenbelt Land Designations* of the NCC's Greenbelt Master Plan (2013). A portion of the Subject Site is also designated Natural Link.

Figure 9: Greenbelt Land Designations



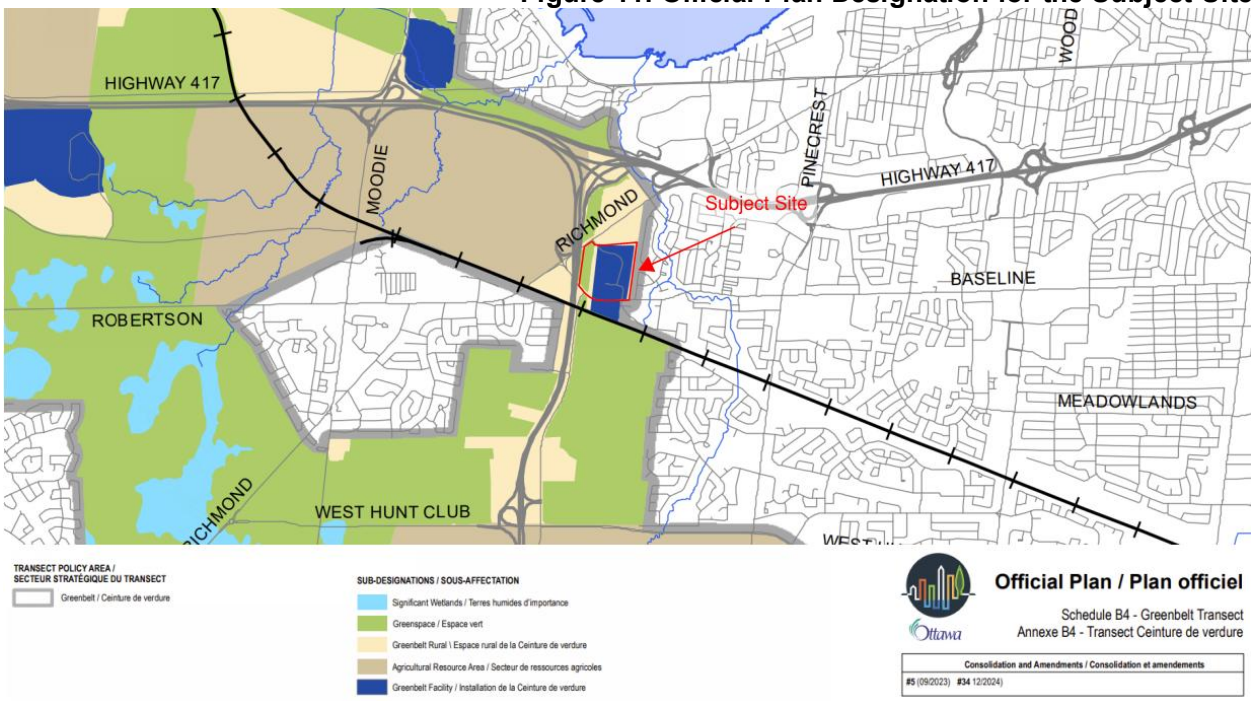
The Subject Site is also within the Southern Farm/Pinhey Forest Sector of the Greenbelt.

Figure 10: Southern Farm/Pinhey Forest Sector Map



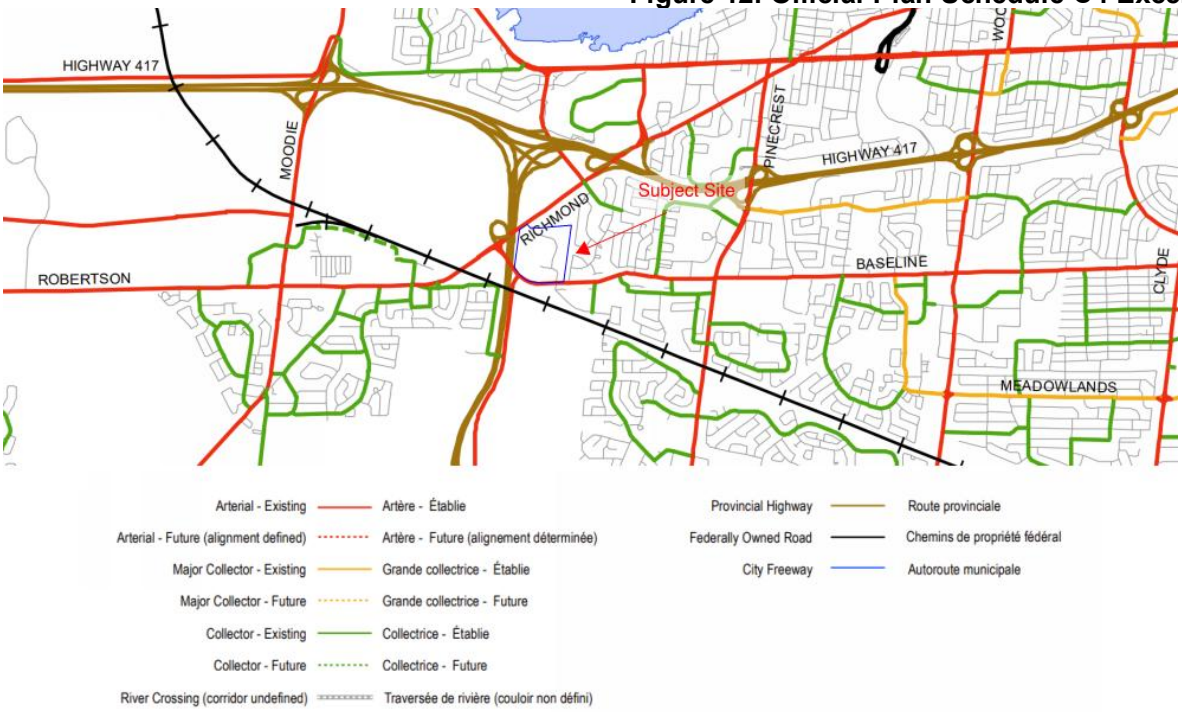
The Subject Site is designated Greenbelt Facility, Greenbelt Rural, and Greenspace in the Greenbelt Transect on *Schedule B4 – Greenbelt Transect* of the City of Ottawa Official Plan (2022) (see Figure 11).

Figure 11: Official Plan Designation for the Subject Site



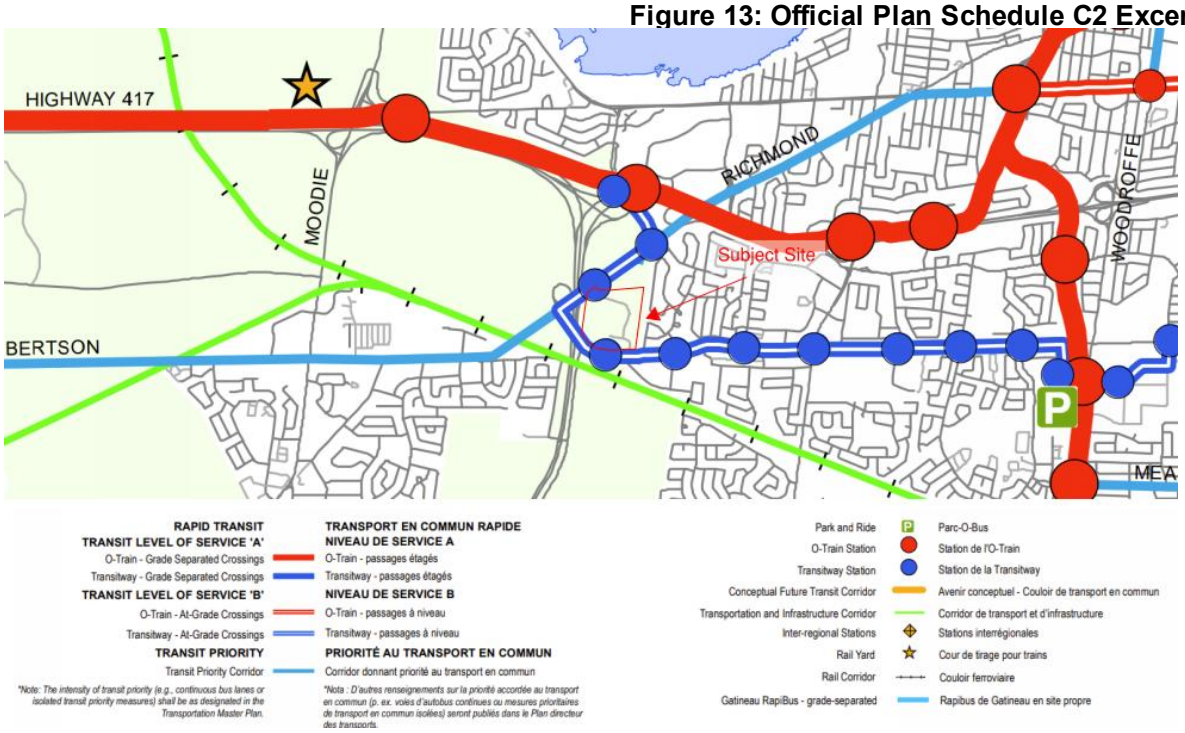
The Subject Site is located to the north of Baseline Road, which is designated as an arterial road on *Schedule C4 – Urban Road Network* of the Official Plan. The Subject Site is to the south of Richmond Road, which is designated as an arterial road, and is to the east of Highway 416, which is designated as a Provincial Highway.

Figure 12: Official Plan Schedule C4 Excerpt



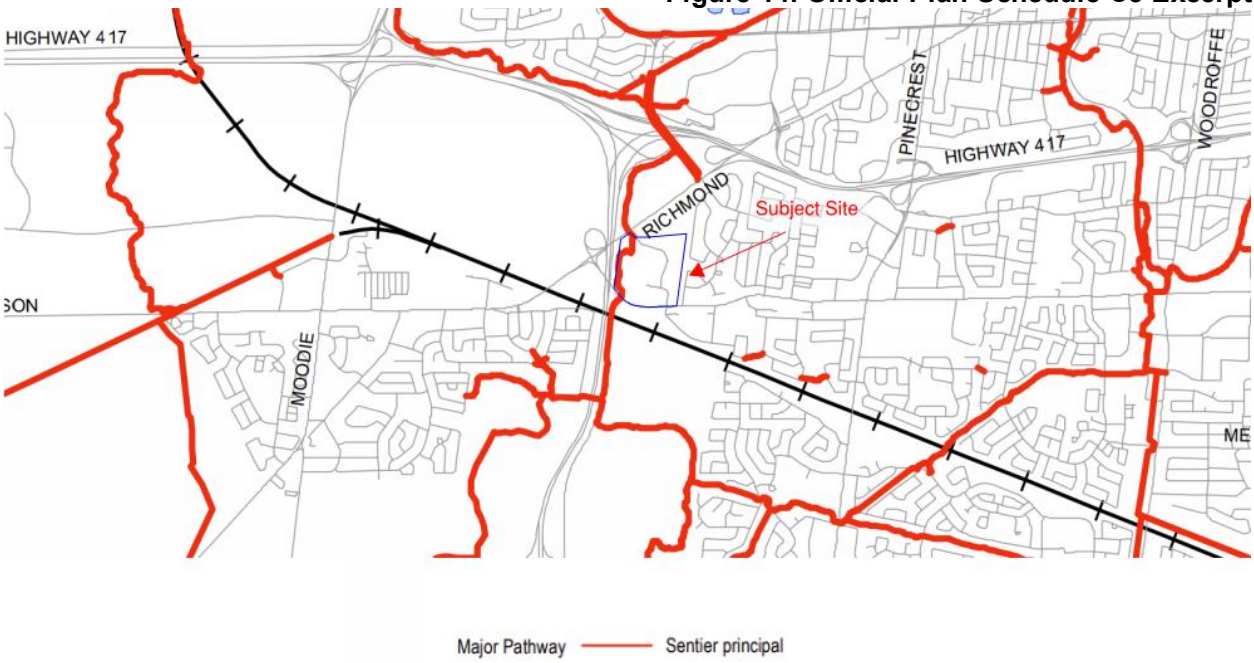
Baseline Road is designated for an at-grade Transitway connection on *Schedule C2 – Transit Network* of the Official Plan (see Figure 13). Richmond Road is designated as a Transit Priority Corridor on Schedule C2 of the Official Plan. There is a Transportation and Infrastructure Corridor located to the south of Baseline Road.

Figure 13: Official Plan Schedule C2 Excerpt



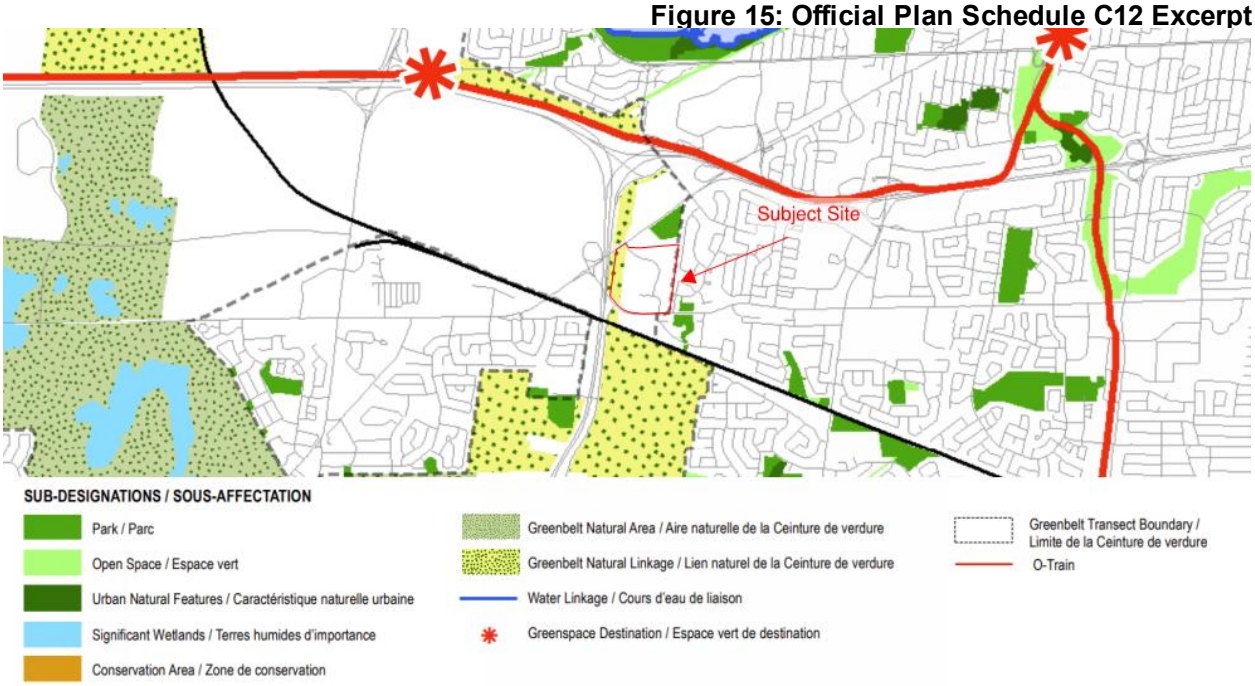
A Major Pathway is shown on the Subject Site on *Schedule C3 – Active Transportation Network* of the Official Plan.

Figure 14: Official Plan Schedule C3 Excerpt



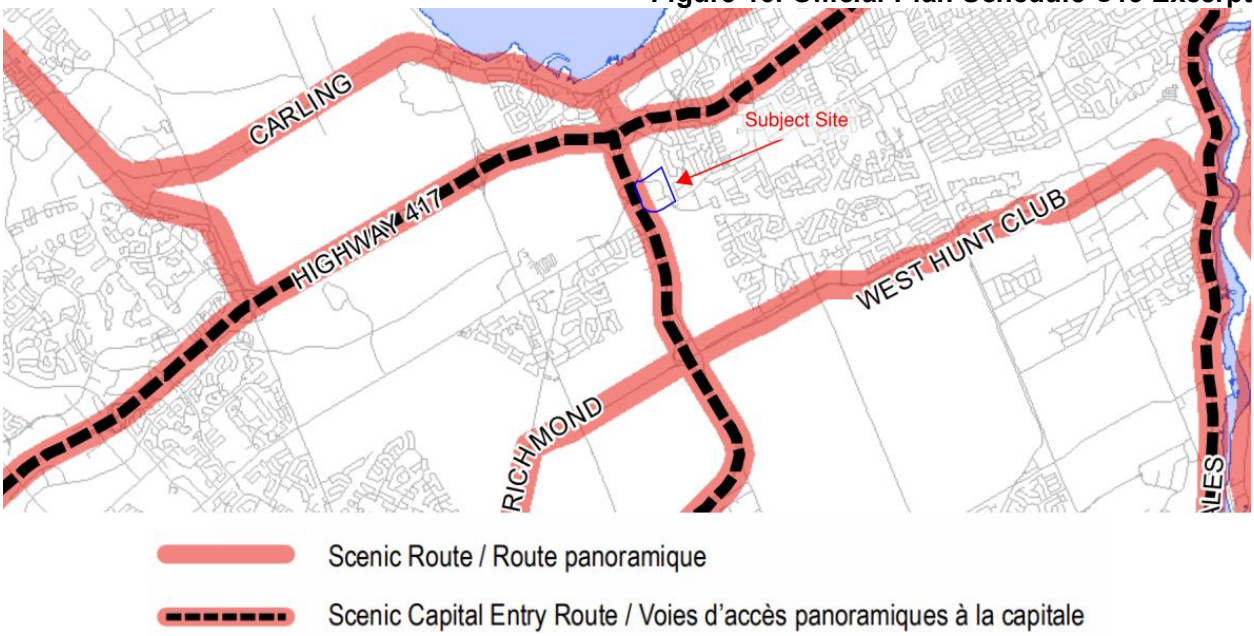
A Greenbelt Natural Linkage is shown on the Subject Site on *Schedule C12 – Urban Greenspace* of the Official Plan.

Figure 15: Official Plan Schedule C12 Excerpt



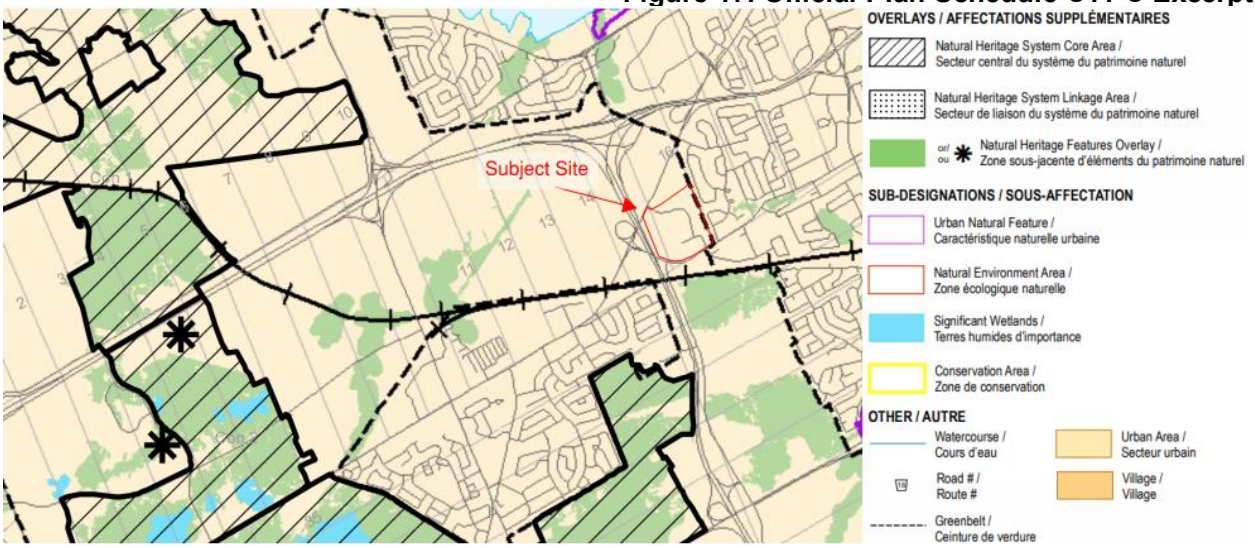
The Subject Site is adjacent to Highway 416, which is identified as a Scenic Capital Entry Route on *Schedule C13 – Scenic Routes* of the Official Plan.

Figure 16: Official Plan Schedule C13 Excerpt



Schedule C11A – Natural Heritage System (west) identifies the Subject Site as an Urban Area with no Natural Heritage designations. *Schedule C15 – Environmental Constraints* does not identify any environmental constraints on the Subject Site. The Subject Site is not within a protected viewshed as identified on *Schedule C6A – Views, Viewsheds, and View Sequences of the Parliament and other National Symbols*.

Figure 17: Official Plan Schedule C11-C Excerpt



The Subject Site is not located within a Secondary Plan Area.

The Subject Site is zoned Rural Institutional, Rural Exception 307, with a 20 metre Height Suffix and Parks & Open Space, Rural Exception 434 in the City of Ottawa Zoning By-law.

Figure 18: Zoning for the Subject Site

The Subject Site is zoned Greenbelt Facility, Rural Exception 307, with a Height Suffix of 20 metres (GBF[307r] H(20)) in the new City of Ottawa Zoning By-law 2026-50.

2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

It is proposed to expand the existing hospital use on the Subject Site. The proposed expansions include additions to the Inpatient Tower, Transitional Care Tower, Ambulatory Care Unit, and Emergency Department. A new parking garage with 553 vehicle parking spaces is proposed on the Subject Site. Along with proposed changes to the existing parking layout, this will bring the total number of parking spaces on the Subject Site to 1,714 parking spaces. The existing greenspace on the Subject Site, including the pathways to the west of the Subject Site, will be maintained.

Figure 19: Site Plan Excerpt

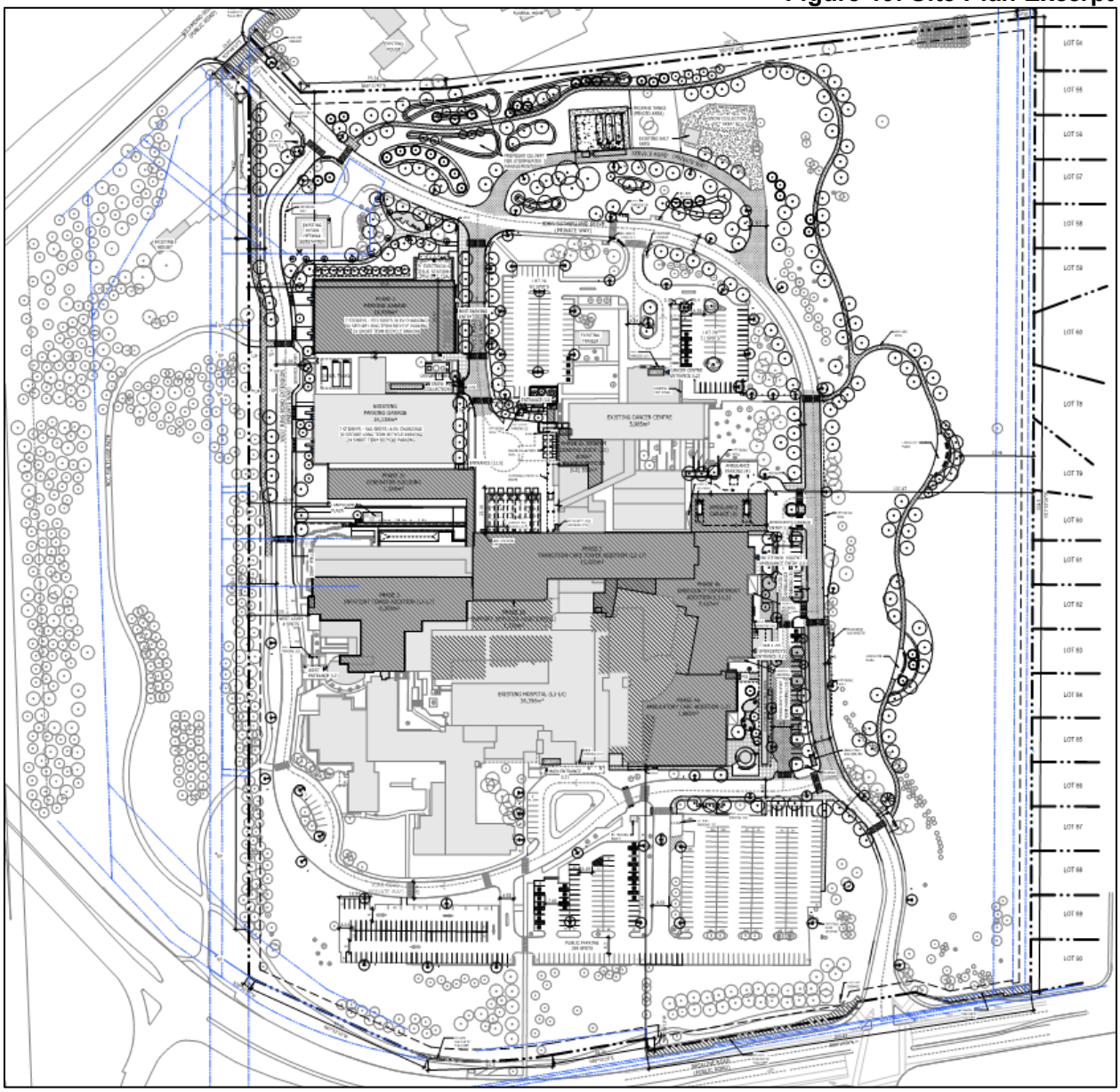


Figure 20: North Elevations

Figure 21: South Elevations

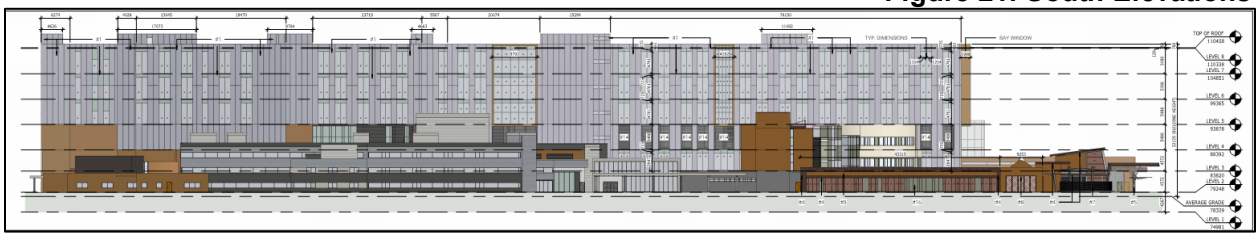
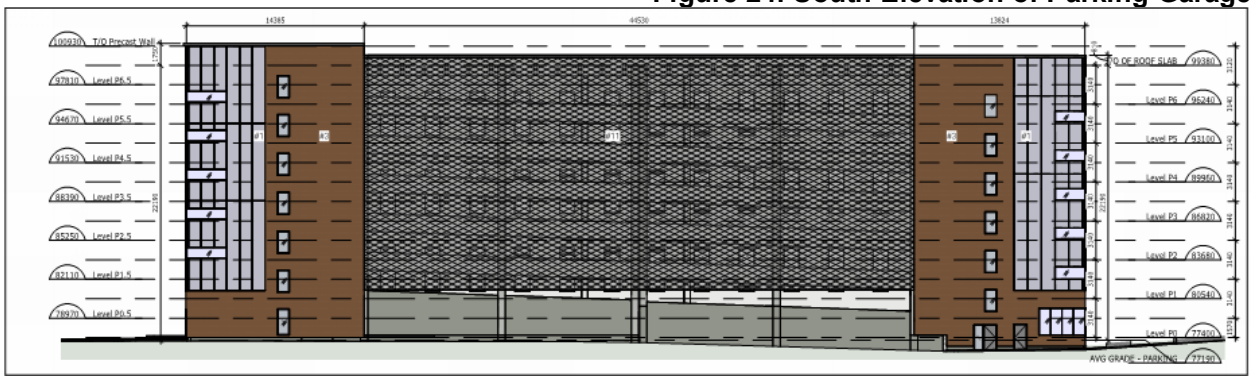


Figure 22: East Elevation

Figure 23: West Elevation

Figure 24: South Elevation of Parking Garage



2.2 Details of Proposed Zoning By-law Amendment

3045 Baseline Road is currently zoned Rural Institutional, Rural Exception 307, with a 20 metre Height Suffix and Parks & Open Space, Rural Exception 434 in the City of Ottawa Zoning By-law 2008-250. The proposed expansion will not be in conformity with the Height Suffix for the Subject Site, the maximum building height provisions for the accessory parking structure, and the minimum aisle width provision. The Zoning By-law Amendment proposes to amend the Height Suffix from 20 metres to 32.5 metres and add the following site-specific exceptions.

- To permit a 22.5 metre accessory parking structure where the maximum permitted height for an accessory building is 6 metres
- To permit an aisle width of 6 metres where the minimum aisle width is 6.7 metres

Under the new Zoning By-law 2026-50, the following site-specific exceptions will be required in addition to those required under Zoning By-law 2008-250.

- To permit a long-term bicycle parking rate of 1 space per 250 square metres of gross floor area, to a maximum of 120 spaces where the minimum long-term bicycle parking rate is 1 space per 250 square metres of gross floor area, to a maximum of 500 spaces.
- To permit a short-term bicycle parking rate of 10 spaces with an additional 1 space per 250 square metres of gross floor area above 2000 square metres, to a maximum of 126 spaces where the minimum short-term bicycle parking rate is 10 spaces with an additional 1 space per 250 square metres of gross floor area above 2000 square metres, to a maximum of 150 spaces.

2.3 Previous Consultations, Applications and Approvals

A pre-consultation meeting for the proposed expansion was held on May 23, 2024.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Canada's Capital Greenbelt Master Plan (2013)

The Canada's Capital Greenbelt Master Plan is a plan for Ottawa's Greenbelt produced by the National Capital Commission (NCC) in November 2013. The NCC is a federal Crown Corporation that plans and regulates the development and conservation of federal lands within the Capital Region. This includes the federally owned Greenbelt lands.

The Subject Site is shown as a Facility on *Figure 3.3 Greenbelt Planning Concept* in the Greenbelt Master Plan. The Subject Site is designated Non-Federal Facility & Operations on *Figure 5.2 Greenbelt Land Use Designations* in the Greenbelt Master Plan.

3.1.1 Land Use Concept

Chapter 3 of the Greenbelt Master Plan provides direction related to the Land Use Concept for the Greenbelt.

Section 3.3(2) of the Greenbelt Master Plan states the following regarding the concept for the future Greenbelt:

> "*Strengthened, through focus on Four Greenbelt Roles – Natural Environment, Sustainable Agriculture, Capital Experiences and Recreation, and Facilities, through the following:*
>
> > *Retention of existing Facilities within the Greenbelt, with a focus on federal facilities requiring isolation and location within the Capital. All facilities,*

> *federal and non-federal, will be encouraged to not exceed and, where possible, reduce the land footprint that supports built structures.*"

The proposed Zoning By-law Amendment will allow for the expansion of the Queensway Carleton Hospital. The majority of the expansion will take place within the built-up area of the Subject Site. In addition, the increased building height for the Inpatient Tower and Transitional Care Tower will allow for an expansion of the existing hospital without resulting in a significant increase in the land footprint.

3.1.2 Vision and Goals

Chapter 4 of the Greenbelt Master Plan provides a vision and goals for the Greenbelt.

The 2067 Greenbelt Vision Statement is:

"*The Greenbelt will forever protect natural systems, agriculture and opportunities for outdoor recreation and education that will inspire Canadians and contribute to the sustainability and quality of life in Canada's Capital Region.*"

The roles and goals for Facilities states:

> "*Supports a range of federal facilities with seclusion requirements and maintain existing community facilities, limiting new facility development to current built areas. Minimize infrastructure intrusions in the Greenbelt.*
>
> 1. ***Federal Facilities:*** *Support environmentally sound built federal facilities of national significance that require space, seclusion and location within the Capital and which align with the other Greenbelt roles; phase out existing federal facilities over time.*
> 2. ***Non-Federal Facilities:*** *Encourage existing built facilities to be environmentally sound and to adapt their structure and operations to support the other Greenbelt roles; do not allow new non-federal facilities and phase out existing facilities over time.*
> 3. ***Sustainable Transportation and Infrastructure:*** *Ensure that environmental best management practices are applied in the design, operation and maintenance of existing infrastructure. Do not permit new infrastructure unless there is demonstration that there are no alternatives outside of the Greenbelt and no net loss will result to ecological or overall Greenbelt integrity.*"

Section 4.4 provides further details on the role of Facilities and states:

> "*One of the original roles of the Greenbelt was to host federal facilities that require physical separation from the urban population due to the nature of their operations. Examples of these national interest institutions include Department of National Defence, Natural Resources' Canada Centre for Mineral and Energy Technology (CANMET), Royal Canadian Mounted Police (RCMP), Industry Canada, Canadian Food Inspection Agency, and Agriculture Canada.*

Acquisition of Greenbelt lands through the late 1950s and early 1960s meant corresponding acquisition of buildings and infrastructure. These include houses, institutions (e.g. churches, schools, the Regional Detention Centre) and existing municipal and regional infrastructure (e.g. roads, sanitary and storm sewer systems, water pipes, hydro lines, gas pipelines). Other non-federal buildings and infrastructure have been added to the Greenbelt over time, and include the former Nortel Carling Campus, the Queensway-Carleton Hospital, and transportation infrastructure (e.g. Highways 416 and 417, Transitways and Park & Ride facilities). Together, these constitute the "non-federal facilities" of the Greenbelt.

Looking forward, all facilities – federal and non-federal - will be carefully managed to control their footprint and ecological impact."

The proposed expansion will support the functionality of the Queensway Carleton Hospital, a non-federal building and a key healthcare facility within the Capital Region. The proposed expansion will maintain large setbacks and greenspace, which will support the other roles of the Greenbelt by maintaining soft landscaping and recreational pathway connections. The increased building height will ensure that the impacts from the building footprint are minimized. The increased height for the accessory parking structure will minimize the amount of area required for vehicle parking.

3.1.3 Greenbelt Land Designations

Chapter 5 of the Greenbelt Master Plan contains policies for the Land Use Designations. The Subject Site is designated Non-Federal Facility and Operations.

Section 5.4 provides policy direction for Facilities. The primary objectives and main supporting policies for Non-Federal Facility and Operations can be found in Table 5.5. The primary objectives for the Non-Federal Facility and Operations designation are:

- *"Permit existing non-federal facilities, encouraging them to complement the Natural Environment, Agriculture, and Capital Experiences & Recreation roles of the Greenbelt*
- *Enhance Canada's Capital by ensuring that Non-Federal Facilities in the Greenbelt contribute positively to the Greenbelt's visual landscapes.*
- *Provide specific direction for sustainable design for edge facilities that interact with urban and Greenbelt landscapes, such as the Queensway-Carleton Hospital and the Nepean Sportsplex.*"

The proposed expansion of the Queensway-Carleton Hospital will contribute positively to the Greenbelt's visual landscapes and will complement the Greenbelt functions. The proposed additions have been designed to complement the design of the existing building. Soft landscaping, plentiful trees, and pathway connections will be provided throughout the hospital campus, with a landscape buffer provided between the hospital and both Highway 416 to the west and the residential uses to the east. The proposed hospital expansion will not impact the interaction of this edge facilities with the urban and Greenbelt landscapes.

Policy 1 states:

> "*Limit non-federal facilities to those currently existing within the Greenbelt and prohibit new facilities on new sites.*"

The proposed development does not propose a new facility. Instead, the proposed development proposes to expand an existing facility, which will allow for the improved functionality of the hospital.

Policy 3 states:

> "*Allow minor expansion of existing non-federal facilities on the condition that the other Greenbelt roles (Natural Environment, Agriculture, or Capital Experiences & Recreation) are not negatively impacted (neutral effect), and/or the minor expansion contributes positively to these Greenbelt roles.*"

The proposed expansion of the Queensway Carleton Hospital is not anticipated to have any negative impacts on the other Greenbelt roles. The proposed expansions will take place on the built-up portions of the Subject Site and will not expand into the greenspace on the site. The pathway system on the west side of the Subject Site will be maintained with the proposed expansion. In addition, the proposed increases in height will reduce the amount of lot area needed to accommodate the proposed expansion. The location of the Subject Site at the edge of the Greenbelt means that the proposed expansions will not impact the integrity of the natural functions of the Greenbelt.

3.1.4 Greenbelt Policies

Chapter 6 of the Greenbelt Master Plan provides Greenbelt policies that apply to all lands within the Greenbelt.

Table 6.1 details the objectives and policies for Capital Experiences and Recreation. Policy 1 states:

> "*Allow and facilitate a diverse mix of low-impact outdoor activities and experiences that minimize impacts on the natural environment (for example: walking, cycling, cross-country skiing, in-line skating, snow-shoeing, bird watching, geocaching and orienteering).*

The proposed expansion of the Queensway-Carleton Hospital will not impact the existing NCC pathways on the west side of the Subject Site and will allow low-impact outdoor recreational uses to continue.

Table 6.2 details the objectives and policies for Visual Resources & Landscapes. Policy 1 states:

> "*Rationalize the Greenbelt trail network so as to provide connections to the Greenbelt Pathway and Capital Pathways, a range of experiences, and access to Greenbelt Visitor Destinations and Views, and to avoid sensitive natural areas.*"

The west side of the Subject Site includes pathways that connect to the Greenbelt Pathway system. The proposed development will not impact these pathways and will continue to provide low-impact recreational amenities on the site.

Policy 6 states:

> "*Maintain and enhance the visual character of landscape views from roadways, working in partnerships and using a variety of approaches. Employ measures such as strategic roadside tree planting, increased hedgerows, establishment of shelterbelts, woodlot and ravine restoration, compensation of tree canopy losses, vegetative screening, minimization of urban lighting, and infrastructure design. Assess each situation on its own merits to determine the most appropriate approach.*"

Policy 8 states:

> "*Maintain and enhance the edges of the Greenbelt to demonstrate best management practices and to delineate the Greenbelt. Encourage neighbouring owners to emulate such practices. Reinforce a distinct Greenbelt edge through such means as roadside plantings and shielded lighting.*"

The Subject Site is located along Highway 416, which is identified as a Capital Arrival Route. The proposed development will maintain tree planting and soft landscaping on the west side of the property which is closest to the Capital Arrival Route. This landscaping and tree cover will provide buffering between the highway and the hospital buildings with the proposed increase in building height. The proposed expansion is not anticipated to impact the visual character of landscape views from the roadway and will maintain the edges of the Greenbelt.

Section 6.3.1 provides policy direction for the Natural Environment. Section 6.3.1.2 contains the following relevant policies regarding Land Resources:

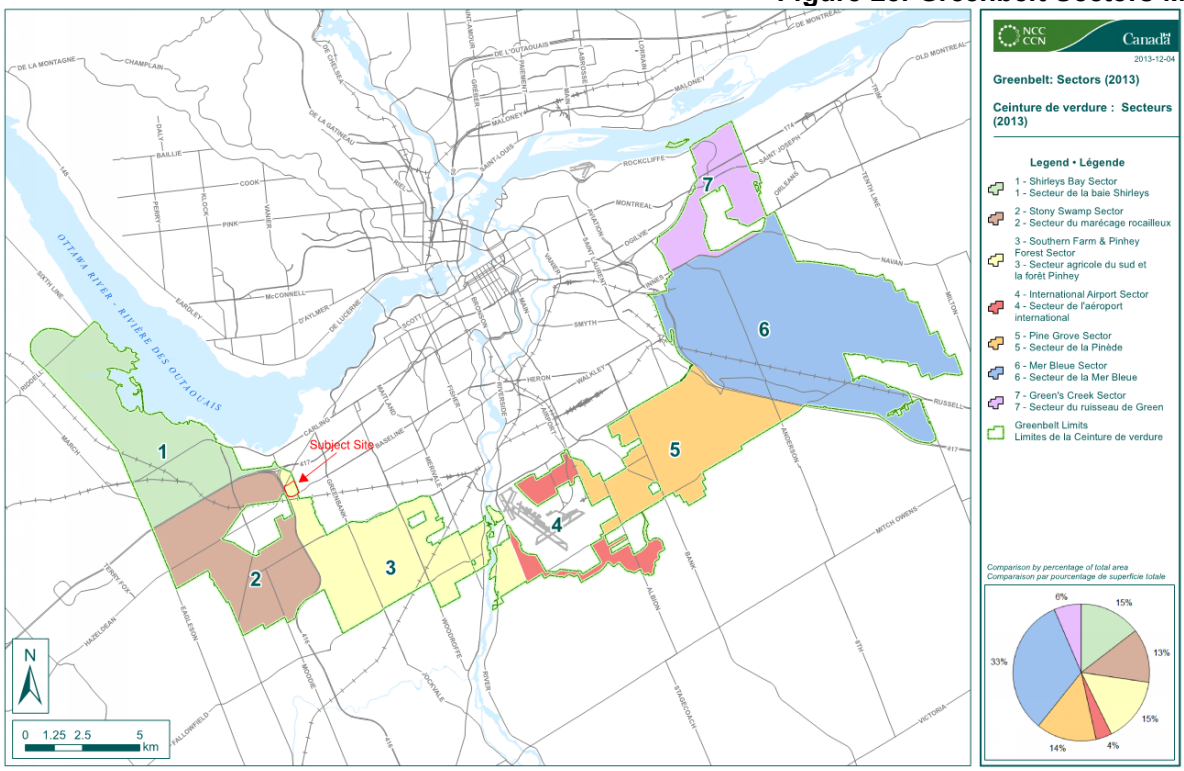
> *f.* "*Require that all projects completed within the Greenbelt are conducted in a sustainable manner to maintain the integrity of landforms*."

The proposed development will have minimal impacts on the landforms and land resources of the Greenbelt. The expansion will result in an increase in building height and will be primarily contained within the built-up area of the Subject Site. The greenspace and pathway network on the Subject Site will be maintained. The proposal will also support sustainability by providing access to transit and bicycle infrastructure. EV charging stations and bicycle parking will be provided and the proposed expansions will be constructed using durable low carbon construction materials. The proposal will also meet Tier 1 of the City of Ottawa's High Performance Development Standards, despite these measures not being in force.

3.1.5 Sector Plans

Chapter 7 of the Greenbelt Master Plan outlines Sector Plans for each of the seven distinct sectors that comprise the Greenbelt. The Subject Site is shown in Sector 3 – Southern Farm & Pinhey Forest Sector on the map (see Figure 25).

Figure 25: Greenbelt Sectors Map



Within Sector 3, the Subject Site is shown as a Non-Federal Facility & Operation and U – Queensway Carleton Hospital (QCH) (see Figure 10).

The Guidelines and Actions for U – Queensway Carleton Hospital state:

- "*Permit a more intensive site use for this edge facility in accordance with the QCH Master Plan and which will be balanced with maintaining Greenbelt landscapes that are compatible with other Greenbelt roles.*
- *Continue to work with the hospital on creation of an overall naturalized site and Greenbelt edge and on enhanced site sustainability over time.*
- *Remove temporary parking lot north of Sutherland Drive as soon as second parking garage is constructed.*"

The proposed expansion of the Queensway Carleton Hospital will permit a more intensive use of the Subject Site while limiting the expansion of the built-up area of the site. The proposed increase in the building height will allow for an appropriate expansion of the hospital while limiting reductions to the naturalized area of the Subject Site. The expansions and changes to the parking layout will include a new parking garage, which will allow some of the parking to the north of Sutherland Drive to be removed, as directed in the Guidelines.

The proposed development is consistent with the policies of the NCC's Greenbelt Master Plan.

3.2 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must be consistent with the policies of the PPS.

Policy 6 of Section 2.1 of the PPS states:

> "*Planning authorities should support the achievement of complete communities by:*
> *a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
> *b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
> *c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed Zoning By-law Amendment and Site Plan Control applications will accommodate the expansion of the Queensway Carleton Hospital. This expansion will support the healthcare functions of the hospital and support the long-term needs of the community and City.

Section 2.3 of the PPS provides policy direction for Settlement Areas. Policy 3 of Section 2.3.1 states:

> "*Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*"

The proposed development will support the development of necessary public service facilities within a settlement area. The proposed Zoning By-law Amendment will facilitate the expansion of a hospital, which will support complete communities and will serve the City as a whole.

Section 2.4 of the PPS provides policy direction for Strategic Growth Areas. Policy 3 of Section 2.4.1 states:

> "*Planning authorities should:*
> *a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
> *b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
> *c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
> *d) consider a student housing strategy when planning for strategic growth areas; and*

> e) *support redevelopment of commercially-designated retails lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*"

The proposed development will prioritize the expansion of a public service facility in proximity to a future Transitway, as identified on Schedule C2 of the City of Ottawa Official Plan.

Section 2.8 of the PPS provides policy direction for Employment. Policy 1 of Section 2.8.1 states:

> "*Planning authorities shall promote economic development and competitiveness by:*
>
> a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
> b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
> c) *identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
> d) *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
> e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*"

The proposed development will support economic development and employment within the City. The proposed expansion will provide more space for health care facilities and support employment within this sector, while supporting the long-term needs of the City of Ottawa. Landscaping and tree buffering will be provided between the hospital building and the residential neighbourhood to the east. This buffering will reduce the potential impacts of the increased building height that is proposed as part of the Zoning By-law Amendment.

Section 3.1 of the PPS provides General Policies for Infrastructure and Public Service Facilities. Policy 2 of Section 3.1 states:

> "*Before consideration is given to developing new infrastructure and public service facilities:*
>
> a) *the use of existing infrastructure and public service facilities should be optimized; and*
> b) *opportunities for adaptive re-use should be considered, wherever feasible.*"

The proposed Zoning By-law Amendment and Site Plan Control applications will facilitate the expansion of the Queensway Carleton Hospital. This expansion will provide more space for the hospital use and will better utilize an existing public service facility rather than development a new public service facility. The proposal in consistent with Policy 2 of Section 3.1.

Policy 3 of Section 3.1 states:

> "*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 Chapter 5: Protecting Public Health and Safety.*"

Policy 4 of Section 3.1 states:

> "*Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.*"

The Queensway Carleton Hospital is located in proximity to a Provincial Freeway and two arterial roads. A future transitway is also proposed along Baseline Road to the south of the Subject Site. This transportation infrastructure supports the hospital use and provides access to the public. An open space with pathway connections is located to the west of the Subject Site, which helps buffer the hospital buildings and provides active transportation connections to the site. The Subject Site is ideally located to support a public service facility such as a hospital.

Section 3.9 of the PPS provides policy direction for Public Spaces, Recreation, Parks, Trails, and Open Space. Policy 1 states:

> "*Healthy, active, and inclusive communities should be promoted by:*
> *a) planning public streets, spaces ad facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
> *b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
> *c) providing opportunities for public access to shorelines; and*
> *d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*"

The proposed expansion of the Queensway Carleton Hospital will maintain the greenspace and pathways to the west of the Subject Site. The proposed expansion will have minimal adverse impacts on the surrounding Greenbelt.

The Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Planning Statement.

3.3 City of Ottawa Official Plan

The Subject Site is designated Greenbelt Facility, Greenbelt Rural, and Greenspace within the Greenbelt Transect in the City of Ottawa Official Plan (2022)

3.3.1 Strategic Directions & Cross Cutting Issues

Section 2 of the Official Plan (2022) provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

The five Big Policy Moves provide broad policy directions and are the foundation of the Official Plan. The Big Policy Moves are:

1. *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
2. *By 2046, the majority of trips in the city will be made by sustainable transportation.*
3. *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
4. *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
5. *Embed economic development into the framework of our planning policies.*

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Zoning By-law Amendment and Site Plan Control applications address the objectives of the following Cross-Cutting Issues:

3.3.1.1 Intensification and Diversifying Housing Options

The Subject Site is located within the urban area. The proposed Zoning By-law Amendment and Site Plan Control applications do not propose residential uses on the Subject Site.

3.3.1.2 Economic Development

The proposed Zoning By-law Amendment and Site Plan Control applications will allow for the expansion of the existing hospital use on the Subject Site. This will support employment growth and economic development in the City while improving a public service for residents of the City.

3.3.1.3 Energy and Climate Change

The proposed additions will efficiently use the available space on the Subject Site while minimally impacting soft landscaping on the site. The proposed increase in the maximum permitted height will allow for the expansion of the hospital with minimal reductions to the soft landscaping on the Subject Site. Transit service is also available along Baseline Road, Richmond Road, and John

Sutherland Drive, with a future transitway proposed along Baseline Road. This will support access to the Subject Site through alternative modes of transportation.

3.3.1.4 Healthy and Inclusive Communities

The proposed Zoning By-law Amendment and Site Plan Control will allow for the expansion of a hospital use which will improve the functionality of a health care use for residents across the City. The Subject Site is also located in proximity to existing and future transit which will support alternative modes of transportation. The soft landscape buffer to the west of the Subject Site includes bicycle pathways which will support active transportation.

3.3.1.5 Gender and Racial Equality

The proposed expansion of the Queensway Carleton Hospital will allow for the improved functionality of the hospital. This will improve health care services for residents across the City, including women and racialized communities.

3.3.1.6 Culture

The proposed development will retain large areas of soft landscaping throughout the Subject Site. The proposal will have a minimal impact on the character of the Greenbelt, which is an important part of the City's identity.

3.3.2 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa. Section 3 states:

> *"Most of the employment growth will occur within the built-up portion of the urban area."*

Policy 3 of Section 3.1 states:

> "*The urban area and villages shall be the focus of growth and development.*"

The proposed Zoning By-law Amendment will facilitate the expansion of the Queensway Carleton Hospital, which is an employment use located within the urban area. The proposal will help support employment growth in the City.

3.3.3 City-wide Policies

Section 4 of the Official Plan (2022) provides City-Wide policy direction.

3.3.3.1 Section 4.3: Large-scale Institutions and Facilities

Section 4.3 of the Official Plan provides policy direction related to large-scale institutions and facilities.

Policy 2 of Section 4.3.1 states:

> "*For facilities with a sub-regional catchment area, such as major employers, major public facilities like hospitals or stadia, or post-secondary institutions, the preferred location is within a 400 meters walking distance of a rapid transit station, and the City shall work with proponents to provide safe and convenient access by sustainable transportation modes. Where feasible, the City will negotiate agreements to provide direct connections.*"

The Subject Site has frontage on Baseline Road and Richmond Road. Baseline Road is shown as the location of a future transitway on Schedule C2 of the Official Plan while Richmond Road is identified as a Transit Priority Corridor. The Subject Site will have adequate access to transit.

Policy 1 of Section 4.3.2 states:

> *Development that will establish a new or expand an existing large-scale institution or facility shall be evaluated on the basis of all of the policies below:*
>
> *a) Downtown Core, Inner Urban, Outer Urban or Suburban Transect policies and overlay policies where applicable, shall apply to the built form and site plan;*
>
> *b) Institutions and facilities of this scale are about city-building and shall enhance quality of life for the surrounding neighbourhood and the city as a whole through means such as:*
>
> *i) Providing public parks and privately-owned public spaces, tree planting and enhanced landscaping;*
>
> *ii) Large buildings are recognized as priority locations in support of their rooftop photovoltaic electricity potential to generate local renewable energy while reducing greenhouse gas emissions;*
>
> *iii) Consistent with the City's Public Art Policy, one percent of eligible municipal or public-private partnership construction budgets, including for new large-scale institutions and facilities, shall be for public art commissions. For large-scale institutions and facilities not subject to this requirement, an equivalent contribution to public art commissions will be encouraged; and*
>
> *iv) Heritage assets and natural features shall be identified to be conserved and integrated, where possible.*
>
> *c) Co-locating or providing a mix of land uses at a density that is transit supportive may be required;*
>
> *d) Sites shall be designed in a way that makes pedestrian access the most convenient option from the surrounding neighbourhood, transit stations/stops and from existing public streets. New development shall integrate into and extend throughout its site a street grid pattern from the existing surrounding pattern of public streets and sidewalks. Sites shall be organized to create walkable blocks that support permeability through the site. Where appropriate, the street network may include private internal streets and pathways to provide more connections. All private and new public streets are required to have sidewalks on both sides, and a right of way width that accommodates cycling and trees. Any private street shall have the look and feel of a public street and be equally accessible to the*

public, other than in exceptional circumstances where fully demonstrated security requirements may entail access control;

e) A transportation impact assessment and a transportation demand management strategy that demonstrates actions to reduce automobile dependency;

f) The adequacy of public water, wastewater and stormwater services; and

g) Service and loading areas should be internalized for facilities over four storeys. For low-rise facilities, the service and loading areas shall be visually screened from the streets, sidewalks and parks and from abutting residential properties through building and site design in accordance with transect and overlay policies.

The proposed development is consistent with the policies of the Greenbelt Transect, as detailed in Section 3.3.4 of this Planning Rationale. The proposed development will include large areas of soft landscaping to the west and east of the hospital buildings. This will provide a buffer between the hospital and Highway 416 to the west and the residential uses to the east. These landscaped areas will include tree plantings and pathway connections which will support pedestrian access to and throughout the hospital campus. Transit access to the hospital is available along John Sutherland Drive. The service and loading areas will generally be located away from the street.

3.3.3.2 Section 4.6: Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 4 in Section 4.6.2 states:

"Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

a) Protecting the opportunity to view natural and cultural heritage features;

b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;

c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and

d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and

e) Managing the intensity and spill-over of lighting on adjacent parcels."

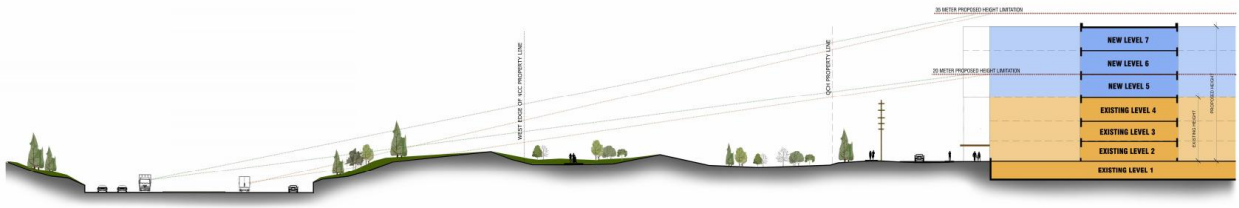
The Subject Site is adjacent to Highway 416 which is identified as a Scenic Capital Entry Route on Schedule C13. The proposed development and Zoning By-law Amendment to increase the permitted height will not impact the opportunity to view natural and cultural heritage features. The proposal will maintain a large soft landscape area between the hospital and the Scenic Capital Entry Route which will retain a natural setting through this portion of the Greenbelt. Despite the increase in height, the hospital building and accessory parking structure will have minimal visual impacts on the highway and will be buffered by trees and soft landscaping. A portion of the hospital is currently visible from the highway. This is primarily due to the elevation of the highway on-ramp and the proximity of the hospital to the road cut rather than the height of the building itself. The proposal will preserve landscaping adjacent to Highway 416 and across the Subject Site. Direct pedestrian access to Highway 416 would not be appropriate.

Policy 5 of Section 4.6.2 states:

> *"Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:*
> *a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and*
> *b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible."*

The proposed development will not negatively impact views of national symbols and will contribute to views of the Greenbelt by ensuring a treed landscape buffer is provided between the hospital and Scenic Capital Entry Route. Figure 26 below shows a cross section of Highway 416 and the proposed height addition. As demonstrated in the cross section, the height addition to the hospital will not be visible from the highway. The proposal will have a limited impact on the Scenic Capital Entry Route and will contribute to the image of Ottawa as an aesthetically beautiful Capital city.

Figure 26: Cross Section Showing Views from Scenic Capital Entry Route to Proposed Addition



Policy 3 of Section 4.6.5 states:

> "*Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.*"

The proposed development will generally locate servicing, loading areas, and mechanical equipment within internal areas of the Subject Site, including a mechanical room located in proximity to the new parking garage. Parking areas are located throughout the Subject Site and are visually screened by landscape buffers and trees.

Policy 4 of Section 4.6.5 states:

> "*Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the need of diverse users and provides a healthy, equitable and inclusive environment.*"

The proposed expansion of the Queensway Carleton Hospital is expected to enhance the accessibility of the hospital. This includes providing accessible parking spaces throughout all parking areas as per the City's Accessibility Design Standards.

Policy 2 of Section 4.6.6 states:

> "*Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-ruse properties, generally guided by the application of angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.*"

The proposed development with the increased building height will provide appropriate transitions to the neighbouring low-rise residential uses to the east. The proposed mid-rise expansions are located away from the low-rise residential uses to the east, with the proposal well exceeding the required setback from the eastern lot line. The proposed building has been designed with a gradual height transition, from seven storeys for the transitional care tower down to two storeys for the emergency department. A large landscape buffer will be provided between the building and the residential uses to the east to reduce potential impacts on the neighbouring residential uses. These measures will ensure that there is minimal impact from the proposed increase in height on neighbouring residential uses.

Figure 27: Rendering of Proposal Looking West

Figure 28: Rendering of Proposal Showing Height Transition from West to East (looking north)

Policy 7 in Section 4.6.6 states:

> *"Mid-rise buildings shall be designed to respond to context, and transect area policies, and should":*
> *a) Frame the street block and provide mid-block connections to break up large blocks;*
> *b) Include a base with active frontages, and a middle portion that relates to the scale and character of surrounding buildings, or, planned context;*
> *c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
> *d) Provide sufficient setbacks and step backs to:*
> *i) Provide landscaping and adequate space for tree planting;*
> *ii) Avoid a street canyon effect; and*
> *iii) Minimize microclimate impacts on the public realm and private amenity areas."*

The proposed expansion will utilize façade articulation, materiality, and glazing to break up the building massing. The mid-rise tower portions will be situated on a two storey base that is consistent with the heights in the neighbouring areas. The proposed setbacks will exceed the minimum setbacks in the Zoning By-law which will reduce potential impacts on neighbouring properties. The road and pedestrian pathways throughout the Subject Site have been designed to allow for effective site circulation.

Figure 29: Rendering Demonstrating Height Transitions and Articulation (looking northwest)

3.3.4 Greenbelt Transect

Section 5.5 of the Official Plan (2022) sets out general policies and guidance for the Greenbelt and Rural Transects.

Policy 1 of Section 5.5.1 states:

> *"Built form in the Greenbelt and Rural Transect areas, where development is permitted shall be low-rise. Mid-Rise building may be permitted within the Greenbelt Transect area identified by the Zoning By-law and within Villages as identified in a secondary plan.*
>
> *a) Within Villages, development will be context sensitive and characteristic of the Rural area. Secondary plans will guide the evolution of Villages to become 15-minute neighbourhoods with vibrant core areas. Within Villages, secondary plans will generally support urban built form development within the Village Cores, as described in Table 6, and both urban and sustainable suburban forms elsewhere, in accordance with context;*
>
> *b) Outside Villages, where development is permitted, built form and site design shall be premised on maintaining the rural character, image and identity; and*
>
> *c) Outside of Villages, sites shall be designed to locate surface parking, storage and paved areas far from the road frontage, and access to such areas shall be designed to maintain rural character. The frontage along the road shall be landscaped and treed in a way that respects the rural landscape and enhances the green edge of rural roads. Elements such as*

> *low fences, hedges or landscape-based ornaments may be used to enhance the site frontage."*

The proposed development will have a mid-rise height. The Zoning By-law permits a height of 20 metres on the Subject Site. Mid-rise development is permitted on the Subject Site. The Subject Site has been designed to locate surface parking and paved areas away from the road frontage. All surface parking areas have been buffered with trees and soft landscaping to maintain the Greenbelt character and the green edge of the roads.

Policy 2 of Section 5.5.1 states:

> "*Development in the Greenbelt and Rural Transect areas shall:*
> *a) Be of low density throughout, with the majority of residential uses and commercial and institutional uses concentrated within Villages;*
> *b) Allow for higher densities within serviced Villages;*
> *c) Allow for uses that integrate well with the natural environment and rural area;*
> *d) Direct high-intensity rural industrial uses to locations near highway interchanges;*
> *e) Be adequately serviced and not create any risk that cannot be adequately mitigated, to the quality and quantity of groundwater for the surrounding area; and*
> *f) Within the Greenbelt, allow for higher institutional or employment uses where the use can be supported by the available transportation network, including consideration for the availability of public transit service."*

The proposed development is an institutional use. The Subject Site is located in proximity to a highway and two arterial roads. Future higher order transit along Baseline Road is anticipated and there is existing transit service along Baseline Road, Richmond Road, and John Sutherland Drive. The proposal meets policy 2(f) of Section 5.5.1.

Policy 4 of Section 5.5.1 states:

> *"The designations applied to lands in the Greenbelt Transect area are intended to reflect the goals of the National Capital Commission's Greenbelt Master Plan. Proponents of any land use shall conform to both the policies of this Official Plan and the National Capital Commission's Greenbelt Master Plan where applicable."*

The proposed development conforms to the policies of the National Capital Commission's Greenbelt Master Plan. A further analysis of the Greenbelt Master Plan policies can be found in Section 3.1 of this Planning Rationale.

3.3.5 Greenbelt Designations

Section 8 of the Official Plan provides policy direction for the designations within the Greenbelt Transect.

Policy 2 of Section 8.4 states:

> *"On lands designated as Greenbelt Rural, the following policies apply:*
> *a) Permitted uses include forestry, recreation, agriculture, tourism and small-scale commercial uses;*
> *b) Lands located adjacent to lands designated Greenbelt Facility may also be used for operational uses ancillary to the main permitted uses in the Greenbelt Facility designation, provided the ancillary uses have limited employment associated with them; and*
> *c) Lot creation is not permitted, expect where those lands are public-owned, unless the lands are in a historical settlement where the new lot or lot line adjustments do not extent the existing settlements in length, width or depth, and will be of a size similar to the adjacent lot but not less than 0.8 hectares."*

A portion of the Subject Site is designated Greenbelt Rural. This area is located adjacent to lands designated Greenbelt Facility. The uses on these portions of the Subject Site support the existing hospital uses. These uses include parking and open space uses that provide buffering between the building and neighbouring properties.

Policy 3 of Section 8.4 states:

> *"On lands designated as Greenbelt Facility, the following policies apply:*
> *a) Permitted uses include institutional, cultural and creative industries, recreation, tourism, office and research;*
> *b) The buildings and structures, site design and programs respect the Greenbelt's natural and rural character;*
> *c) The grounds surrounding facilities are used for farming, forestry, conservation, recreation, resource management or other uses compatible with the rural character of the Greenbelt; and*
> *d) For the existing Greenbelt Facilities listed below the City does not plan for further transit, road, transportation or municipal water and waste water upgrades at these locations, Expansion of existing facilities that would require improvement to the above infrastructure may need to be funded substantially or entirely by the proponent, separately from eligible PILT or Development Charge contributions.*
> *i) Carling Campus, 3500 Carling Avenue;*
> *ii) Shirley's Bay Campus, 3701 Carling Avenue;*
> *iii) Connaught Range and Primary Training Centre, 11 Shirley Boulevard;*
> *iv) Ottawa Soundstage Complex, 1740 Woodroffe Avenue; and*
> *v) RCMP Technical Protective and Operations Facility (TPOF), 1426 St. Joseph Boulevard."*

The Subject Site contains a hospital use, which is a permitted institutional use. The proposal will maintain the soft landscaping around the Subject Site which will maintain a natural setting and support the Greenbelt's natural character. A landscaped open space is located to the west of the Subject Site which is compatible with the character of the Greenbelt and will support passive recreation. The Subject Site is not listed in Policy 3(d) and this policy does not apply to the Subject Site.

3.3.6 Protection of Health and Safety

Section 10 of the Official Plan provides policy direction for the protection of health and safety.

Sections 10.1.1 to 10.1.5 speak to natural hazards such as flooding, unstable soils or bedrock, and wildfires. The Subject Site is not within the floodplain and does not have unstable soils or bedrock.

Section 10.1.6 speaks to contaminated sites and requires development to only take place on sites where the environmental conditions are suitable for the proposed use. Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase 1 Environmental Assessment to be completed as part of the application. A Phase 1 ESA has been completed by Cambium Inc, dated October 24, 2025. The report concludes that a Phase Two ESA is required. A Phase Two ESA will be provided at a future time in order to clear conditions of Site Plan Approval.

Section 10.2.1 speaks to environmental noise control. Policy 2 of Section 10.2.1 requires a Noise Study to be prepared as part of a complete application. A Transportation Noise Analysis has been prepared by RWDI, dated November 25, 2025. The report concludes that "*central air conditioning is recommended in patient areas, and consideration may be given to installing inoperable windows to prevent noise exposure*". The report goes on to say that "*it is predicted that the required noise levels will be achieved with typical Ontario Building Code construction*".

Section 10.3 speaks to building resiliency to the impacts of extreme heat. Policy 1 of Section 10.3 states:

> "*Trees will be retained and planted to provide shade and cooling by:*
> *a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan;*
> *b) Prioritizing them in the design, and operation of parks and the pedestrian and cycling networks and at transit stops and stations for users wherever possible; and*
> c) *Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property*."

Policy 3 of Section 10.3 states:

> "*Office buildings, commercial shopping centres, large-format retailers, industrial uses and large-scale institutions and facilities, shall incorporate heat mitigation measures.*"

The proposed development will include large areas of soft landscaping and trees to the west and to the east of the hospital building. These areas will include pathways for pedestrians and cyclists. The retention of these trees and soft landscaping will support heat mitigation on the Subject Site. More details on the proposed landscaping and trees can be found on the Landscape Plan and Tree Conservation Report provided with the submission package.

The proposed Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan.

3.4 City of Ottawa Zoning By-law 2008-250

The Subject Site is zoned Rural Institutional, Rural Exception 307, with a Height Limit of 20 metres (RI[307r] H(20)) in the City of Ottawa Zoning By-law 2008-250.

The purpose of the RI zone is to:

1. *permit a range of community-oriented and emergency service uses which serve the needs of the rural population in areas designated primarily as Village in the Official Plan;*
2. *permit a limited range of educational and religious-related institutional uses where they exist in areas designated General Rural Area and Agricultural Resource Area in the Official Plan, and,*
3. *ensure that future development will have a minimal impact on adjacent land uses and will respect the character of the surrounding village or rural areas.*

An expansion of the existing hospital use is proposed for the Subject Site. The proposal will provide the hospital with more space and will allow for better functionality for the hospital. The proposal will support an emergency service that serves the needs of residents across the City. The proposal has been designed to have a minimal impact on the character of the surrounding neighbourhoods, with large setbacks and buffers provided between the hospital and neighbouring residential uses. The proposed development is consistent with the purpose of the RI zone.

Section 223(1)(d) lists "*emergency service*" as a permitted use in the RI zone. Rural Exception 307 lists "*hospital*" as a permitted use. The existing hospital use is permitted on the Subject Site.

Table 1 below summarizes the applicable zoning provisions for the Subject Site.

Table 1: Zoning Provisions for the Subject Site under Zoning By-law 2008-250

Zoning Provision	Required	Provided
Minimum Lot Width (m)	30 m	115 m (Richmond Road)
Minimum Lot Area (m^2)	2000 m^2	318,391.6 m^2 (31.84 ha)
Minimum Front Yard Setback (m)	6 m	205 m
Minimum Corner Yard Setback (m)	6 m	N/A
Minimum Rear Yard Setback (m)	7.5 m	104.9 m
Minimum Interior Side Yard Setback (m)	6 m	30 m / 137.5 m
Maximum Building Height (m)	20 m	32.2 m
Maximum Lot Coverage	30%	19.1%
Minimum Landscaped Area	20%	62.9%
Accessory Buildings (Parking Structure)		
Minimum Setbacks (m)	Same as principal building (6 m	113 m / 33 m

Minimum Distance from Any Other Building (m)	1.2 m	21 m
Maximum Height (m)	6 m	22.2 m
Maximum Size	Greater of 5% of the lot area of 150 m^2 (15,919.5 m^2)	0.9% of lot area
Parking Requirements		
Minimum Parking Spaces	1,018.2 spaces (1.4 spaces per 100 m^2 of gross floor area)	1,714 parking spaces
Minimum Bicycle Parking Spaces	72.7 spaces (1 space per 1000 m^2 of gross floor area)	246 spaces
Minimum Width of Landscape Buffer for Parking Lot	3 m	115.7 m
Minimum Landscaping Within a Parking Lot	15% of parking area (3,116 m^2)	276% of parking area (61,396 m^2)
Minimum Aisle Width	6.7 m	6 m

The proposed expansion will exceed the minimum required front yard, interior side yard, and rear yard setbacks. The proposal complies with the maximum lot coverage and minimum landscaping requirements. The proposed expansion requires relief from the Zoning By-law to permit an increased building height, an increased height for the accessory parking structure, and a reduced minimum aisle width.

A portion of the Subject Site is zoned O1[434r]. The purpose of the O1 zone is to:

1. *permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and*
2. *ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands*

The portion of the Subject Site zoned O1[434r] will not be developed on and will remain as open space. This is consistent with the purpose of the O1 zone.

Table 2 summarizes the applicable zoning provisions.

Table 2: Zoning Provisions for the O1 Zone

Zoning Provision – O1	Required
Minimum Lot Width (m)	No minimum
Minimum Lot Area (m^2)	No minimum
Maximum Height (m)	11 m
Minimum Front Yard Setback (m)	7.5 m
Minimum Corner Side Yard Setback (m)	7.5 m
Minimum Rear Yard Setback (m)	7.5 m
Minimum Interior Side Yard Setback (m)	7.5 m

No development is proposed within the O1[434r] designated area of the Subject Site.

3.4.1 Proposed Zoning for the Subject Site

It is suggested that the existing site-specific exception be modified to address the requested relief. The following site-specific is proposed to be added.

- Maximum building height – 32.5 m
- Maximum height for an accessory structure – 22.5 m
- Minimum aisle width – 6 m

Increased Building Height

The Subject Site is subject to a Height Suffix which permits a maximum building height of 20 metres. The proposed expansion of the hospital will have a building height of 32.2 metres. This is 12.2 metres greater than what is permitted in the Zoning By-law.

The increased building height will accommodate a three storey addition for the inpatient tower and a five storey addition for the transitional care tower. The two towers are proposed to both be seven storeys rather than the approximately six storeys that is permitted as-of-right in the Zoning By-law. The proposed building height would permit a height that is within the same height category (mid-rise) as what is already permitted on the site as-of-right. A mid-rise building height is also in line with the Official Plan policies for the Subject Site.

The proposed increase in building height will have minimal impact on neighbouring residential uses. The portion of the building closest to the neighbouring residential uses to the east will be two storeys and will provide a transition between the seven storey tower and neighbouring residential uses. In addition, the proposal well exceeds the required interior side yard setback and will include trees and soft landscaping between the hospital building and neighbouring residential uses. These measures will reduce the visual impact of the increased building height and ensure it is compatible with the neighbouring uses.

Increased Height of an Accessory Parking Structure

The maximum height for an accessory structure on the Subject Site is 6 metres. The proposed parking structure will have a height of 22.2 metres. This is 16.2 metres greater than what is permitted in the Zoning By-law.

The increased height for an accessory building will accommodate the new parking structure that is proposed as part of the expansion. This parking structure will be located next to an existing parking structure with a height of approximately 20 metres, which was built in 2008. The proposed parking structure will have no more impact on neighbouring properties than the existing parking structure. In addition, the parking structure will provide parking in a more compact form and will reduce how much of the lot area is used for surface parking. This means that more of the Subject Site can be used for soft landscaping rather than vehicle parking.

Reduced Aisle Width

The minimum aisle width for a parking lot is 6.7 metres. The proposal will include drive aisles with a minimum width of 6 metres. This is 0.7 metres less than what is required in the Zoning By-law. Despite the reduced aisle width, there will still be adequate space for vehicles to enter or exit the proposed parking spaces. The reduced aisle widths are primarily proposed for one-way drive aisles rather than two-way drive aisles. With a one-way drive aisle, vehicles would require less space to navigate the parking lot compared to a two-way drive aisle.

In addition, the Zoning By-law permits a driveway width of 3 metres for a single wide driveway rather than the 6 metre width required for a double wide driveway. The driveway provisions of the Zoning By-law acknowledge that less space is required to access parking from a single traffic lane than a double traffic lane. However, the aisle width provisions do not contemplate reduced aisle widths for single traffic lanes. The proposed reduction of 0.7 metres in the aisle width would allow for a reasonably sized single traffic aisle that will still be functional for accessing parking spaces.

The Zoning By-law also permits a drive aisle width of 6 metres to be provided for residential uses. The proposed 6 metre aisle width on the Subject Site is not inconsistent with the aisle widths that are already permitted in the Zoning By-law and is an appropriate size for vehicles to enter and exit the parking spaces.

The requested Zoning By-law Amendment is appropriate to facilitate the expansion of the existing hospital use on the Subject Site.

The proposed Zoning By-law Amendment and Site Plan Control applications are consistent with the purpose of the Rural Institutional zone and are generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2008-250. The Zoning By-law Amendment is appropriate for the Subject Site.

3.5 City of Ottawa Zoning By-law 2026-50

The Subject Site is zoned Greenbelt Facility, Rural Exception 307, with a Height Limit of 20 metres (GBF[307r] H(20)) in the new City of Ottawa Zoning By-law 2026-50.

The purpose of the GBF zone is to:

- *Protect the natural features of the National Capital Commission Greenbelt by limiting development to strategic areas as identified in the Official Plan.*
- *Permit institutional, cultural, creative, recreation, tourism, office and research uses as outlined in the Official Plan.*

An expansion of the existing hospital use is proposed for the Subject Site. The proposal will provide the hospital with more space and will allow for better functionality for the hospital. The proposal will support an emergency service that serves the needs of residents across the City while respecting the natural features of the Greenbelt. The proposed development is consistent with the purpose of the GBF zone.

Rural Exception 307 lists "*hospital*" as a permitted use. The existing hospital use is permitted on the Subject Site.

Table 3 below summarizes the applicable zoning provisions for the Subject Site.

Table 3: Zoning Provisions for the Subject Site under Zoning By-law 2026-50

Zoning Provision	Required	Provided
Minimum Lot Width (m)	75 m	115 m (Richmond Road)
Minimum Lot Area (ha)	1 ha	31.84 ha
Minimum Front Yard Setback (m)	10 m	205 m
Minimum Exterior Side Yard Setback (m)	10 m	N/A
Minimum Rear Yard Setback (m)	10 m	104.9 m
Minimum Interior Side Yard Setback (m)	10 m	30 m / 137.5 m
Maximum Building Height (m)	20 m	32.2 m
Maximum Lot Coverage	30%	19.1%
Accessory Buildings (Parking Structure)		
Minimum Setbacks (m)	0.6 m (where abutting Neighbourhood zone)	113 m / 33 m
Minimum Distance from Any Other Building (m)	0 m	21 m
Maximum Height (m)	6 m	22.2 m
Maximum Size	No maximum	0.9% of lot area
Parking Requirements		
Minimum Long-Term Bicycle Parking Spaces	290.4 spaces (1 space per 250 m^2 of gross floor area to a maximum of 500 spaces)	120 spaces
Minimum Short-Term Bicycle Parking Spaces	150 spaces (10 spaces with an additional 1 space per 250 m^2 of gross floor area above 2000 m^2 to a maximum of 150 spaces)	126 spaces
Minimum Width of Landscape Buffer for Parking Lot	3 m	115.7 m
Minimum Landscaping Within a Parking Lot	20% of parking area (4,449 m^2)	276% of parking area (61,396 m^2)
Minimum Landscape Buffer Around a Parking Lot	5 m	115.7 m / 26.7 m
Minimum Aisle Width	6.7 m	6 m
Minimum Number of Loading Spaces	3 spaces for GFA above 25,000 m^2	6 loading spaces
Minimum Size of Loading Spaces	3.5 m wide and 7 m long	4.5 m wide and 16.5 m long

The proposed expansion will exceed the minimum required front yard, interior side yard, and rear yard setbacks. The proposed expansion will require the relief for an increased building height, an

increased height for the accessory parking structure, and a reduced minimum aisle width to be carried over from Zoning By-law 2008-250. The proposal will require additional relief for the number of long-term and short-term bicycle parking spaces.

3.5.1 Proposed Zoning for the Subject Site

It is suggested that the existing site-specific exception be modified to address the requested relief. The following site-specific is proposed to be added.

- Maximum building height – 32.5 m
- Maximum height for an accessory structure – 22.5 m
- Minimum aisle width – 6 m
- Minimum number of long-term bicycle parking spaces – 120 spaces
- Minimum number of short-term bicycle parking spaces – 126 spaces

Reduced Number of Bicycle Parking Spaces

The long-term bicycle parking space rate that applies to the Subject Site is 1 space per 250 square metres of gross floor area, to a maximum of 500 spaces. The proposed Zoning By-law Amendment will revise the upper limit of the long-term bicycle parking rate from 500 spaces to 120 spaces.

The short-term bicycle parking space rate that applies to the Subject Site is 10 spaces with an additional 1 space per 250 square metres of gross floor area above 2000 square metres, to a maximum of 150 spaces. The proposed Zoning By-law Amendment will revise the upper limit of the short-term bicycle parking rate from 150 spaces to 126 spaces.

The proposed reduction in the number of long-term and short-term bicycle parking spaces is appropriate as it will minimally impact the ability for visitors and employees to access the Subject Site through alternative modes of transportation. The Subject Site is located in proximity to public transit along John Sutherland Drive which will allow employees and visitors to access the Subject Site without driving.

In addition, the proposed development will increase the number of bicycle parking spaces provided by 188 spaces and improve the bicycle parking rate on the Subject Site from approximately 1 space per 730 square metres of gross floor area to approximately 1 space per 296 square metres. This will provide an improvement over the existing condition and will support multi-modal transportation.

The proposed bicycle parking rate also meets the bicycle parking rate under Zoning By-law 2008-250, which is 1 space per 1000 square metres of gross floor area. The proposed Zoning By-law Amendment was submitted under Zoning By-law 2008-250 and should be evaluated under the provisions of this By-law. An amendment to Zoning By-law 2026-50 is being requested in an abundance of caution.

The proposed Zoning By-law Amendment and Site Plan Control applications are consistent with the purpose of the Greenbelt Facility zone and are generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2026-50. The Zoning By-law Amendment is appropriate for the Subject Site.

4.0 REVIEW OF SUPPORTING STUDIES

Phase 1 & Phase 2 ESA

A Phase 1 ESA for the proposed development has been prepared by Cambium, dated October 24, 2025. The Phase 1 ESA concludes that "*a Phase Two ESA is required for the Site to support the SPA application*". A Phase Two ESA will be provided at a future time in order to clear conditions of Site Plan Approval.

Geotechnical Report

A Geotechnical Investigation for the Subject Site has been prepared by WSP, dated April 10, 2025. The report provides a number of geotechnical recommendations for the proposed construction, including removing soil containing organic materials from the proposed paved areas, appropriate insulation for frost protection, driven or bored pile options for the foundation design, and foundation wall backfill. More details on these recommendations can be found in the Geotechnical Investigation Report.

Noise Control Study

A Transportation Noise Analysis has been prepared by RWDI, dated November 25, 2025. The report concludes that "*central air conditioning is recommended in patient areas, and consideration may be given to installing inoperable windows to prevent noise exposure*". The report goes on to say that "*it is predicted that the required noise levels will be achieved with typical Ontario Building Code construction*". More details can be found in the Transportation Noise Analysis.

Noise Design Review

A Noise Design Review has been completed by RWDI, dated October 10, 2025. The report concludes that the "*future additions will require the procurement of equipment with specific sounds power levels, which are likely to be restrictive*" and that "*it is recommended that a revised study and review be completed once mechanical selections have been made*". More details can be found in the report included with the submission package.

Site Servicing Report

A Site Servicing Report has been prepared by Novatech, dated November 28, 2025. The report concludes that:

- *"Sanitary sewage flows will continue to be divided between the two sewer outlets (Graham Creek Trunk Sewer and Lynwood Collector Sewer via on-site Pump Station). Portions of the gravity sanitary sewer systems will need to be removed, re-aligned or extended to accommodate the Part 4 Expansion*.
- *Water supply for domestic and fire flow purposes will continue to be supplied by the private looped watermain network. Portions of the existing private watermain will need to be removed, realigned, or extended to accommodate the Part 4 Expansion. Adequate water and system pressures will exist throughout the watermain network under the specified*

"Max Day + Fire Flow" and "Peak Hour" conditions as indicated by the hydraulic modelling results.

- *The proposed Part 4 expansion buildings, excluding the new multi-level parking structure, will be fully sprinklered.*"

More details can be found in the Site Servicing Report included with the submission package.

Stormwater Management Report

A Stormwater Management Report has been prepared by Novatech, dated November 28, 2025. The report concludes that:

- *"A dual drainage system consisting of storm sewers (minor system) and an overland flow path (major system) has been provided to control and convey peak flows from the hospital campus."*
- *"On site stormwater quantity control measures have been provided, where possible, using control flow roof drains and ICDs."*
- *"Campus flows will continue to be directed into the existing outlets including the drainage ditch adjacent to the Richmond Road entrance, near the northeast corner of the campus, and the southeast outlet to the municipal storm sewer in Baseline Road."*
- *"No surface ponding will occur on the paved surfaces (parking lots and drive aisles) during the 2-year storm event."*
- *"On-site stormwater quality control equivalent to a "Normal" level of protection (minimum 70% long-term TSS removal) has been provided via two new water quality treatment units (Stormceptor EF5 and Stormceptor EF10) prior to releasing flows from the site."*

More details can be found in the Stormwater Management report included with the submission.

Transportation Impact Assessment

A Transportation Impact Assessment has been prepared by Novatech, dated November 28, 2025. The report details the proposed development transportation design, including the realignment of John Sutherland Drive, modifications to the parking areas, and the reconfiguration of some pedestrian facilities. The report concludes that "*the proposed development is recommended from transportation perspective*". More details can be found in the TIA included with the submission package.

Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment has been prepared by True North Archaeological Services, dated September 30, 2025. The report concludes that "*no further archaeological assessment is recommended for portions of the study area that are not identified in this report as possessing archaeological potential*" and that "*areas identified as retaining archaeological potential should be assessed during a Stage 2 archaeological assessment prior to any landscape disturbance activities in these areas*". The areas identified as having archaeological potential include the landscaped area to the east of John Sutherland Drive and a small area of the northern portion of the Subject Site.

Stage 2 Archaeological Assessment

A Stage 2 Archaeological Assessment has been prepared by True North Archaeological Services, dated November 2025. The report concludes that "*as the Stage 2 archaeological assessment did not identify evidence of archaeological materials retaining Cultural Heritage Value or Interest (CHVI), no further archaeological assessment is recommended for the Stage 2 assessed areas*." More details can be found in the Stage 2 Archaeological Assessment included with the submission package.

Scoped Environmental Impact Study

A Scoped Environmental Impact Study has been prepared by Cambium Inc., dated November 7, 2025. The report provides a number of recommendations for the proposal which includes providing a 30 metre setback from the adjacent wetland, maintaining site drainage through channel preservation or realignment, increasing infiltration of run-off, and timing construction activities to minimize impacts on the natural environment. The report concludes that "*potential negative impacts associated with the proposed development and site alteration can be appropriately minimized, provided that the recommendations outlined in Section 7.4 are followed. The information presented herein demonstrates that the proposed development can be carried out in a way that will not adversely impact natural heritage and hydrologic features and function identified on or adjacent to the subject Site*". More details can be found in the Scoped EIS included with the submission package.

Tree Conservation Report

A Tree Conservation Report has been prepared by Dendron Forestry Services, dated January 2, 2025. The report indicates that "*tree preservation may be difficult during many of the phases*" while noting that the "*Queensway Carleton Hospital campus includes many open spaces that could be planted with trees*." The report recommends that a tree planting plan be created and concludes that "*given that the majority of the facility upgrades will be contained within the already-developed section of the property, it is unlikely it will have significant impacts on wildlife*". More details can be found in the Tree Conservation Report included with the submission package.

5.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A formal pre-application consultation meeting was held with City staff on May 23, 2024.

Upon Submission

The public will be consulted regarding the proposed Minor Zoning By-law Amendment through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

Immediately following the filing of the application, an information meeting will be coordinated with the Councillor's office. If necessary, a second public meeting will take place to discuss this development application with the community.

Virtual Open House (optional)

Who:	Residents of the community
Where:	The Open House will be held electronically via Zoom, subject to coordination with the Community Association and Councillor's office.
When:	Soon after the City's circulation. This is to ensure that members of the public are aware of the project well in advance of any public meeting of Planning and Housing Committee.
City rep:	The File Lead may wish to attend, depending on the level of interest from the public. This meeting will be coordinated with the Ward Councillor.
Follow up:	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be considered by Planning and Housing Committee.

Community Heads Up

A "Community Heads Up" notice will be circulated to the local Community Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

Statutory Public Meeting (Planning and Housing Committee)

Who:	Members of Planning and Housing Committee, registered delegations
Where:	The Planning and Housing Committee meeting will be held in hybrid format (in-person and electronically via Zoom), subject to coordination with Committee staff.
When:	After staff review and comment on first submission, issue resolution and resubmission (if required) and final submission.
City rep:	The File Lead(s) will be in attendance. This meeting will be coordinated with Committee staff.
Follow up:	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the expansion of the Queensway Carleton Hospital at 3045 Baseline Road. The proposal includes an expansion of the Inpatient Tower, Transitional Care Tower, and Emergency Department, as well as a new mechanical room and parking garage.

The Subject Site is located on NCC lands within the City of Ottawa's Greenbelt. The Subject Site is designated Non-Federal Facility & Operation in the NCC's Greenbelt Master Plan (2013). The Subject Site is designated Greenbelt Facility, Greenbelt Rural, and Greenspace in the Greenbelt Transect in the City of Ottawa Official Plan (2022). The Subject Site is zoned Rural Institutional, Rural Exception 307, with a Height Suffix of 20 metres (RI[307r] H(20)) in the City of Ottawa

Zoning By-law 2008-250. The Subject Site is zoned Greenbelt Facility, Rural Exception 307, with a Height Suffix of 20 metres (GBF[307r] H(20)) in the new City of Ottawa Zoning By-law 2026-50.

The proposed expansion will allow for the improved functionality of the hospital, which provides regional health care services. The proposed height increases will allow for a greater amount of landscaping on the Subject Site to be retained. The proposal will have limited impacts on Greenbelt functions. The requested Minor Zoning By-law Amendment and proposed development are consistent with the policies of the Greenbelt Master Plan.

The proposed expansion will support the growth of employment uses and will improve the functionality of a necessary public service facility within the settlement area. The Subject Site is well located near appropriate transportation infrastructure, including a highway and two arterial roads. The Subject Site has access to existing and future transit infrastructure. The requested Minor Zoning By-law Amendment and proposed development area consistent with the policies of the Provincial Planning Statement.

The Minor Zoning By-law Amendment and proposed development conform with the policies of the City of Ottawa Official Plan (2022). The proposal conforms with the Greenbelt Facility designation and the City's policies regarding large-scale institutions by locating a large-scale institution near existing and future transit and by providing appropriate soft landscaping and transitions to neighbouring residential uses. The proposed expansion will provide a mid-rise built form which is supported by the policies of the Official Plan. The requested Minor Zoning By-law Amendment establishes appropriate zoning provisions for the proposed expansion and permits development that is compatible with the surrounding uses.

The Minor Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Property and represent good land use planning.

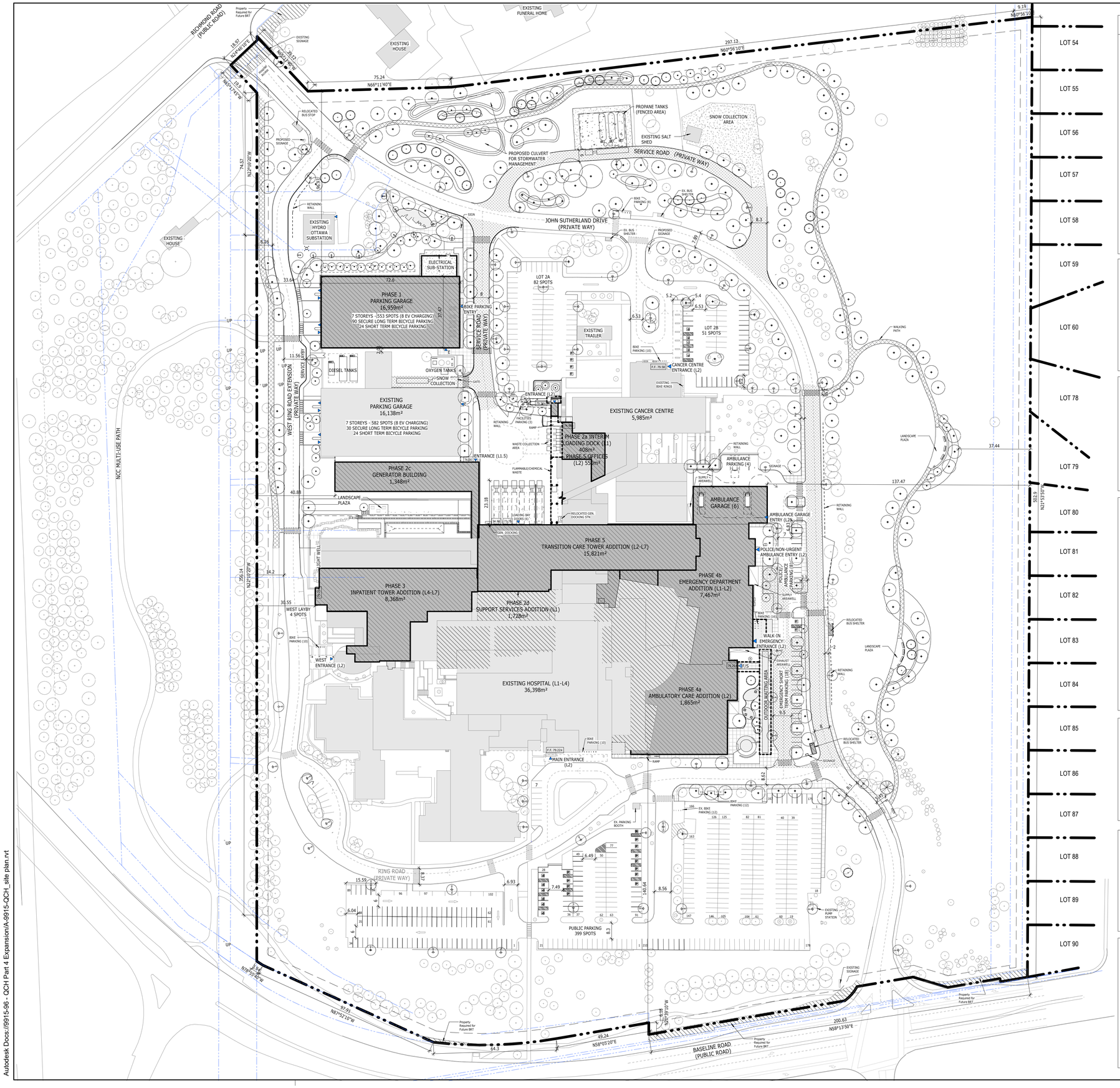
Yours truly,

NOVATECH

Prepared by:

Simran Soor, MCIP, RPP
Project Planner | Planning & Development

Appendix A



SITE LEGEND

- PROPERTY LINE
- SETBACK LINE
- EASEMENT LINE
- FIRE ROUTE
- MATERIALS ACCESS ROUTE
- CHAIN-LINK FENCE
- CONTRACTOR'S STAGING AREA
- EXISTING BUILDING
- NEW BUILDING ADDITION
- INTERIOR RENOVATION
- P PUBLIC ENTRANCE
- E EXIT
- S STAFF ENTRANCE
- F-S FIREFIGHTER/STAFF ENTRANCE
- CONCRETE CURB
- PAINTED PARKING LINES
- PAVING
- NEW SIDEWALK/ PEDESTRIAN PATHS
- GRAVEL SURFACE
- CAST IRON TACTILE WALKING SURFACE INDICATOR
- ASPHALT PAVING PEDESTRIAN TRAIL/BIKE PATH
- ASPHALT
- EXISTING TREES
- NEW TREES
- BENCH
- EXISTING FIRE HYDRANT
- NEW FIRE HYDRANT
- BIKE RACK
- 79.25± ELEVATIONS

GROSS FLOOR AREA (m²)

	EXISTING	PHASE 2	PHASE 3	PHASE 4	PHASE 5	TOTAL
LEVEL 1	13,127	2,264	-	-	1,555	16,946
LEVEL 2	15,316	-	-	6,243	2,753	24,312
LEVEL 3	8,947	-	-	-	2,724	11,671
LEVEL 4	4,996	-	-	-	-	4,996
LEVEL 5	-	-	2,188	-	2,728	4,916
LEVEL 6	-	-	2,188	-	2,728	4,916
LEVEL 7	-	-	2,188	-	2,728	4,916
TOTAL	42,386	2,264	6,564	6,243	15,216	**72,731.2**

PARKING TYPES

3400 x 5200 mm TYPE A ACCESSIBLE PARKING SPACE C/W 1500 mm WIDE AISLE

2,600 x 5,200 mm STANDARD PARKING SPACE

2400 x 5200 mm TYPE B ACCESSIBLE PARKING SPACE C/W 1500 mm WIDE AISLE

1800mm x 600mm BICYCLE PARKING SPACE

PARKING SUMMARY

VEHICULAR PARKING COUNT

PHASE	STANDARD	ACCESSIBLE
EXISTING	1248	35
PHASE 1	+609	+8
PHASE 2	-200	-2
PHASE 3	0	0
PHASE 4	+13	0
PHASE 5	-5	0
TOTAL:	**1665**	**49**

BICYCLE PARKING COUNT

PHASE	LONG-TERM	SHORT-TERM	COUNT
EXISTING	30	28	44
PHASE 1	+90	+66	+156
PHASE 2	0	0	0
PHASE 3	0	+10	+10
PHASE 4	0	+22	+38
PHASE 5	0	0	0
TOTAL:	**120**	**126**	**246**

ACCESSIBLE PARKING COUNT

PHASES	TYPE A	TYPE B	SUB-TOTAL
EXISTING	-	-	37
PHASE 1	20	18	52
PHASE 2	-	-	50
PHASE 3	-	-	50
PHASE 4	1	1	50
PHASE 5	-	-	50
TOTAL	**21**	**19**	**50**

LOT COVERAGE

PHASE	PROPOSED FOOTPRINT	TOTAL FOOTPRINT	LOT COVERAGE
EXISTING	N/A	26,247.8 m²	13.0 %
PHASE 1	+2736.3 m²	28,984.1 m²	14.4%
PHASE 2	+2361.3 m²	31,345.4 m²	15.5 %
PHASE 3	-	31,345.4 m²	15.5 %
PHASE 4	+6155.7 m²	37,501.1 m²	18.6 %
PHASE 5	+1106.6 m²	38,607.7 m²	19.1 %

NOTES:

1. SURVEY INFORMATION TAKEN FROM SURVEYS AND TOPOGRAPHICAL PLAN DRAWING NO. "161611160v-111-QCH-Rev16-TOPO 36X48 e - signed", PREPARED BY STANTEC GEOMATICS LTD, DATED SEPTEMBER 2, 2026.
2. REFER TO CIVIL DRAWINGS FOR FINISHED GRADING, SITE SERVICES, CURBS, CONCRETE AND EXTENT OF ASPHALT PAVING.
3. REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPE AND SIDEWALK LAYOUT AND DETAILS
4. REFER TO ELECTRICAL DRAWINGS FOR SITE LIGHTING AND POWER DISTRIBUTION.
5. ALL DIMENSIONS ARE IN MILLIMETRES
6. PROPERTY BOUNDARIES AND EASEMENTS SHOWN ARE BASED ON THE REFERENCED SURVEY AND REGISTERED PLANS. REFER TO SURVEY AND LEGAL DOCUMENTS FOR EXACT DESCRIPTIONS.
7. BUILDING AREAS ON PLAN ARE PRESENTED AS BUILDING GROSS SQUARE FOOT/AREA. FOR GROSS FLOOR AREA FIGURES, REFER TO TABLE GROSS FLOOR AREA (m²).

PIN: 04698 - 0083

SITE AREA:

CALCULATED LOT AREA : **201,975m² (2174041 ft²) (20.19 ha)**

Owner:
Queensway Carleton Hospital
3045 BASELINE RD, OTTAWA, ON, K2H 8P4, 613-721-2000

Architect:
PARKIN
PARKIN ARCHITECTS LIMITED
200 LAURIER ST W, SUITE 300, OTTAWA, ON, K1P 6M7, 613-739-7700

Civil Engineer:
NOVATECH ENGINEERING CONSULTANTS LTD
NOVATECH ENGINEERING CONSULTANTS
240 MICHAEL COWPLAND DR, OTTAWA, ON, K2M 1P6, 613-254-9643

Surveyor:
Stantec
STANTEC GEOMATICS LTD.
1331 CLYDE AVE, OTTAWA, ON, K2C 3G4, 613-722-4420

Landscape Architect:
CSW
CORUSH SUNDERLAND WRIGHT
319 McRAE AVE, OTTAWA, ON, K1Z 0B9, 613-729-4536

Mechanical/Electrical Engineers:
VR ENGINEERING FORWARD
VANDERWESTEN & RUTHERFORD ASSOCIATES INC.
1130 MORRISON DR, OTTAWA, ON, K2H 9N6, 613-563-2100

Norths:

TRUE NORTH

PROJECT NORTH

NO.	ISSUED	DATE
4	Issued for SPA Resubmission 1	2026-09-04
3	Issued for Siteplan Application	2025-11-28
2	Stage 2.1 Submission Block Schematic	2025-10-31
1	Issued for Costing	2025-02-28

Issues

All measurements are to be checked and verified on site by the contractor before proceeding with work

Do not scale drawings

Drawn by: DB/RR
Checked by: DJ
Project No: 9915-96
Scale: 1 : 1000

First issued: 2025-11-28
Current issue: 4
Issue date: 2026-09-04

Project Name:

QUEENSWAY CARLETON HOSPITAL PART 4 EXPANSION

Project Adress:
3045 BASELINE ROAD, OTTAWA, ON, K2H 8P4 613-721-2000
PROPERTY IDENTIFICATION NO. 04698-0083 (LT)

Sheet Title:

Site Plan, Part 4, Complete (Phases 1-5)

Drawing No.:

A037

2026-09-04 11:51:27 AM
Autodesk Docs://9915-96 - QCH Part 4 Expansion/A-9915-QCH_site plan.rvt