May 11, 2018 ACS2018-PIE-PS-0056

NOTICE OF PLANNING COMMITTEE

Dear Sir/Madam:

Re: **Official Plan and Zoning - Ottawa Hospital Civic Campus – Part of 930 Carling Avenue and 520 Preston Street**

This is to advise you that the above-noted matter will be considered by the City of Ottawa Planning Committee on **Tuesday, May 22, 2018.**

The Planning Committee meeting will begin at 9:30 a.m. in the Champlain Room, City Hall, 110 Laurier Avenue West, Ottawa. You are welcome to attend the meeting and present your views.

Attached is a copy of the report outlining the Departmental recommendations, including a copy of the proposed Official Plan Amendment.

The **Planning Committee** will consider any written submissions in respect to this matter if provided to the Committee Co-ordinator of the Planning Committee at 110 Laurier Avenue West, Ottawa, K1P 1J1 or by fax at 613-580-9609 or by e-mail at Melody.Duffenais@ottawa.ca.

If you wish to speak to the Committee please call the Committee Coordinator, Melanie Duffenais at 613-580-2424, extension 20113 in advance of the meeting and preferably, by at least 4:30 p.m. on the day before the meeting.

If you wish to listen to this meeting via audiocast on Ottawa.ca, you may do so by accessing the URL below when the meeting is underway:
http://app05.ottawa.ca/sirepub/agendaminutes/index_en.aspx

If you wish to be notified of the adoption of the proposed Official Plan Amendment, or of the refusal of the request to amend the official plan, you must make a written request to the City of Ottawa to the attention of Sean Moore, Planning, Infrastructure and Economic Development Department, 110 Laurier Avenue West, 4th floor, Ottawa, Ontario K1P 1J1 by facsimile at 613-580-2576, or e-mail at Sean.Moore@ottawa.ca.

If a person or public body does not make oral submissions at the public meeting or make written submissions to the City of Ottawa before the proposed official plan amendment is adopted or the zoning by-law is passed, the person or public body is not

entitled to appeal the decision of the Council of the City of Ottawa to the Local Planning Appeal Tribunal.

If a person or public body does not make oral submissions at the public meeting, or make written submissions to the City of Ottawa before the proposed official plan amendment is adopted or the zoning by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Board, there are reasonable grounds to add the person or public body as a party.

If you wish to be notified of the adoption of the proposed Official Plan Amendment, or of the refusal of the request to amend the official plan, you must make a written request to the City of Ottawa to the attention of Sean Moore, Planning, Infrastructure and Economic Development Department, 110 Laurier Avenue West, 4th floor, Ottawa, Ontario K1P 1J1 by facsimile at 613-580-2576, or e-mail at Sean.Moore@ottawa.ca.

For information on the item itself, please contact the undersigned at 613-580-2424, extension 16481 or e-mail at Sean.Moore@ottawa.ca

Yours truly,

Original signed by

Sean Moore, Planner
Planning, Infrastructure and Economic Development Department
Attach.

Le 11 mai 2018 ACS2018-PIE-PS-0056

AVIS DE RÉUNION DU COMITÉ DE L'URBANISME

Objet **Modification au Règlement de zonage et au Plan officiel – Partie de 930, avenue Carling et au 520, rue Preston**

Madame, Monsieur,

La présente vise à vous informer que le **Comité de l'urbanisme** de la Ville d'Ottawa étudiera l'article cité sous rubrique **le mardi 22 mai 2018**.

La réunion du Comité de l'urbanisme commencera à 9 h 30 dans la salle Champlain, hôtel de ville, 110, avenue Laurier Ouest, Ottawa. Nous vous invitons à assister à la réunion et à présenter votre point de vue.

Veuillez trouver ci-joint une copie du rapport comprenant la recommandation du Service et une copie de la modification proposée du Plan officiel.

La réunion du Comité de l'urbanisme étudiera les rapports écrits traitant de la question qui sont présentés à la coordinatrice du Comité de l'urbanisme, **110, avenue Laurier Ouest, Ottawa,** par télécopieur au 613-580-9609 ou par courrier électronique à Melanie.Duffenais@ottawa.ca.

Si vous souhaitez écouter la réunion à l'aide de la diffusion audio sur ottawa.ca, vous n'avez qu'à accéder au lien URL ci-dessous lorsque la réunion aura commencé : http://app05.ottawa.ca/sirepub/agendaminutes/index_fr.aspx

Si vous désirez être avisé de l'adoption de la modification proposée au Plan officiel ou du rejet de la demande de modification, vous devez présenter une demande par écrit en ce sens à la Ville d'Ottawa, à l'attention de Sean Moore, Directions générale de la planification, de l'infrastructure et du développement économique, 110, avenue Laurier Ouest, 4e étage, Ottawa (Ontario) K1P 1J1, par télécopieur au 613-580-2576, ou par courrier électronique à Sean.Moore@ottawa.ca.

Si une personne ou un organisme public ne présente pas d'exposé oral à la réunion publique ou ne présente pas d'exposé écrit à la Ville d'Ottawa avant l'adoption de la modification au Plan officiel ou du règlement de zonage, la personne ou l'organisme public ne pourra pas interjeter appel de la décision du Conseil de la Ville d'Ottawa devant la Tribunal d'appel de l'aménagement local.

Si une personne ou un organisme public ne présente pas d'exposé oral à la réunion publique ou ne présente pas d'exposé écrit à la Ville d'Ottawa avant l'adoption de la modification au Plan officiel ou du règlement de zonage, la personne ou l'organisme public ne pourra être joint en tant que partie à l'audition de l'appel devant la Tribunal d'appel de l'aménagement local à moins que, de l'avis de la Commission, il existe des motifs raisonnables de le faire.

Pour obtenir des renseignements sur l'article même, veuillez communiquer avec la personne soussignée, au 613-580-2424, poste 16481 ou par courriel à Sean.Moore@ottawa.ca.

Veuillez agréer, Madame, Monsieur, l'expression de mes sentiments les meilleurs.

Original signé par

Sean Moore, Urbaniste

Direction générale de la planification, de l'infrastructure et du développement économique

p.j.

ITEM Nº
*NUMÉRO DE L'ARTICLE*_____

REQUEST TO SPEAK FORM
FICHE DE DEMANDE D'INTERVENTION

Please complete the 'Request to Speak' form and give to the Committee Coordinator at the beginning of the meeting.

Veuillez remplir la fiche de « Demande d'intervention » et la remettre à la coordonnatrice / au coordonnateur du Comité au début de la réunion.

Committee and Meeting Date
Comité et date de la réunion _____

Subject / Objet _____

_____

Please indicate your position with respect to the REPORT RECOMMENDATION:

☐ I agree
☐ I oppose

Veuillez donner votre opinion sur la RECOMMANDATION DU RAPPORT :

☐ Je suis d'accord
☐ Je suis en désaccord

Name / Nom : _____

Company, Agency or Community Organization (if applicable):
Société, agence ou organisme communautaire (s'il y a lieu) : _____

_____

Street and / or e-mail address, Postal Code and Telephone / Adresse municipale et / ou courriel, code postal et numéro de téléphone :

_____

_____

Personal Information contained on this form is collected pursuant to s. 83 (5) of By-Law No. 2016-377 and s. 14 (4) of By-Law No. 2007-104, and will be used as a record of, and possible follow up to, participation in this meeting. Questions about this collection should be directed to the City Clerk, 110 Laurier Avenue, Ottawa, Ontario, K1P 1J1. Telephone (613) 580-2424, ext. 21215.

Les renseignements personnels contenus dans le présent formulaire sont recueillis en vertu du p. 83 (5) du Règlement municipal nº 377-2016 et du p. 14 (4) du Règlement municipal nº 104-2007, et seront utilisés à des fins de référence et de suivi éventuel à la participation à cette réunion. Toute question concernant cette collecte de renseignements doit être adressée au greffier, 110, avenue Laurier Ouest, Ottawa (Ontario) K1P 1J1. Téléphone (613) 580-2424, poste 21215.

Report to
Rapport au:

Planning Committee
Comité de l'urbanisme
22 May 2018 / 22 mai 2018

and Council
et au Conseil
13 June 2018 / 13 juin 2018

Submitted on May 8, 2018
Soumis le 8 mai 2018

Submitted by
Soumis par:
Lee Ann Snedden,
Director / Directrice
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction générale de la planification, de l'infrastructure et du développement économique

Contact Person / Personne ressource:
Sean Moore, Planner III / Urbaniste III, Development Review South / Examen des demandes d'aménagement sud
(613) 580-2424, 16481, Sean.Moore@ottawa.ca

Ward: RIVER (16) / RIVIÈRE (16)
CAPITAL (17) / CAPITALE (17)

File Number: ASC2018-PIE-PS-0056

SUBJECT: Zoning By-law Amendment and Official Plan Amendment – Part of 930 Carling Avenue and 520 Preston Street

OBJET: Modification au Règlement de zonage et au Plan officiel – Partie du 930, avenue Carling et du 520, rue Preston

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve:

a) An amendment to the Official Plan Volume 1, to re-designate the 5-hectare parcel of land designated 'Agricultural Research Area' to 'General Urban Area', as shown and detailed in Document 3.

b) An amendment to the Preston-Carling District Secondary Plan to expand the secondary plan boundary to include the hospital site into the plan, and to redesignate portion of the hospital site designated 'Station Area' to a new 'Hospital Area' designation, as shown and detailed in Document 3;

c) An amendment to Zoning By-law 2008-250 for 930 Carling Avenue and 520 Preston Street to rezone the lands from Arterial Mainstreet, subzone 10 (AM10), Arterial Mainstreet (AM), Mixed-Use Centre (MC F(1.5)), Central Experimental Farm subzone 3 (L3) and Parks and Open Space (O1[356]) to a Major Institutional Zone (I2[xxxx]-h) to permit a hospital and related ancillary uses, as shown in Document 2 and detailed in Document 4; and

2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 13 June 2018", subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver ce qui suit :

a) Une modification au volume 1 du Plan officiel, afin de faire passer la désignation de la parcelle de cinq hectares de « Secteur désigné pour la recherche agricole » à « Secteur général urbain », comme l'expose en détail le document 3.

b) Une modification au Plan secondaire du secteur Preston-Carling visant à étendre les limites du plan secondaire de manière à y inclure l'emplacement de l'hôpital et à faire passer la désignation d'une partie de cet emplacement de « secteur de la station » à « secteur de l'hôpital », comme l'expose en détail le document 3;

c) Une modification au Règlement de zonage 2008-250 visant le 930, avenue Carling et le 520, rue Preston, afin de faire passer la désignation de ces terrains de Zone d'artère principale, sous-zone 10 (AM10), Zone d'artère principale (AM), Zone de centres polyvalents MC F(1.5)), Zone de la Ferme expérimentale centrale, sous-zone 3 (L3) et Zone de parc et d'espace vert (O1[356]) à Zone de grandes institutions (I2[xxxx]-h) et ainsi permettre les utilisations d'hôpital et d'autres utilisations complémentaires connexes, comme l'illustre le document 2 et comme l'expose en détail le document 4;

2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et de l'avocat général et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73 », à la réunion du Conseil municipal prévue le 13 juin 2018, à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

The proposed site of the new campus for The Ottawa Hospital (TOH) is located at part of 930 Carling Avenue and 520 Preston Street. The site is approximately 21 hectares in size, and is bound by Carling Avenue to the north, Prince of Wales Drive and Preston Street to the east, and is loosely bound by the National Capital Commission Scenic Driveway to the south and Maple Drive to the west.

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

alignment with this federal land use decision. The 99 year lease between Public Service and Procurement Canada and The Ottawa Hospital was finalized on February 23, 2018 and TOH is currently in the initial phases of planning the new hospital campus and is undergoing processes set forth by the Ontario Ministry of Health and Long Term Care.

The City's Planning, Infrastructure and Economic Development Department is proposing to re-designate the five-hectare parcel of land designated 'Agricultural Research Area' to 'General Urban Area'. Further, language within Section 3.4 (Central Experimental Farm) would be amended to recognize the future use of a new campus for The Ottawa Hospital within the boundary of the farm.

The expansion of the boundary of the Preston-Carling District Secondary Plan to include the new hospital site is proposed, along with a new 'Hospital Area' character area policy to specifically guide hospital and related uses. This designation would replace the former 'Station Area' designation on the south Side of Carling Avenue where the new hospital site at part of 930 Carling Avenue and 520 Preston Street overlaps with the larger Station Area.

To implement the Official Plan changes, the City's Planning, Infrastructure and Economic Development Department is proposing to rezone the lands to Major Institutional zone (I2[xxxx]-h) over the entirety of the lands. The zoning will be subject to a holding provision ('h'), until such time as a Master Site Plan and its supporting plans and reports adequately address matters such as servicing, transportation impacts, multi-modal transportation options, cultural heritage impacts, and urban and architectural design excellence, to the satisfaction of staff, Planning Committee and Council.

The department is recommending approval of the application because it meets the City's Strategic Direction of the Official Plan and is consistent with criteria for locating a Major Urban Facility within the City's urban boundary. The proposed Secondary Plan expansion and new 'Hospital Area' policies meet the intent of the Preston-Carling District Secondary Plan, and will continue to support the vision for this district. Finally, through the proposed polices of the Secondary Plan and the use of a holding provision, the design of the future campus for The Ottawa Hospital will be held to highest standards with its interaction with the Central Experimental Farm, National Historic Site, Dows Lake, Dominion Arboretum, Prince of Wales Drive and the Rideau Canal UNESCO World Heritage Site.

RÉSUMÉ

L'emplacement proposé du nouveau campus de l'Hôpital d'Ottawa fait partie du bien-fonds situé au 930, avenue Carling et au 520, rue Preston. Il couvre une superficie d'environ 21 hectares et est délimité par l'avenue Carling au nord, la promenade Prince of Wales et la rue Preston à l'est, et est globalement ceinturé par la promenade panoramique de la Commission de la capitale nationale au sud et la promenade Maple à l'ouest.

En décembre 2016, le ministre du Patrimoine canadien demandait au gouvernement fédéral de procéder aux préparatifs nécessaires pour rendre disponible l'emplacement de l'édifice Sir John Carling, en vue d'aménager le nouveau campus de l'Hôpital d'Ottawa. Par conséquent, le Comité de l'urbanisme de la Ville (9 mai 2017) a recommandé au personnel de lui présenter des demandes de modification au Plan officiel et au Règlement de zonage pour que les documents d'urbanisme municipaux reflètent la décision d'utilisation du sol pour les terres fédérales. Le bail de location de 99 ans entre Services publics et Approvisionnement Canada et l'Hôpital d'Ottawa s'est terminé le 23 février 2018. L'Hôpital d'Ottawa a entamé les premières étapes de la planification du nouveau campus de l'hôpital et entreprend la procédure prévue par le ministère de la Santé et des Soins de longue durée de l'Ontario.

La Direction générale de la planification, de l'infrastructure et du développement économique de la Ville propose de faire passer la désignation de la parcelle de cinq hectares visée de « Secteur désigné pour la recherche agricole » à « Secteur général urbain ». De plus, la formulation de la section 3.4 (Ferme expérimentale centrale) serait modifiée de manière à tenir compte de l'utilisation future du nouveau campus de l'Hôpital d'Ottawa dans les limites de l'emplacement de la ferme.

Il est proposé de prolonger les limites du Plan secondaire du secteur Preston-Carling afin d'englober l'emplacement du nouvel hôpital, et d'inclure une nouvelle politique de secteur de caractère appelée « secteur de l'hôpital », qui régirait précisément l'utilisation d'hôpital et les utilisations connexes. Cette désignation remplacerait l'ancienne désignation de « secteur de la station » visant le côté sud de l'avenue Carling là où l'emplacement du nouvel hôpital chevauche des parties du 930, avenue Carling et du 520, rue Preston chevauche le « secteur de la station » élargi.

Pour mettre en œuvre les modifications au Plan officiel, la Direction générale de la planification, de l'infrastructure et du développement économique de la Ville propose d'attribuer à la totalité des terrains visés la désignation de Zone de grandes institutions (I2[xxxx]-h). Ce zonage serait assujetti à une disposition d'aménagement différé ('h')

jusqu'à ce qu'un plan directeur ainsi que les plans et les rapports qui l'accompagnent tiennent adéquatement compte de questions telles que la viabilisation, les répercussions sur le transport, les options de transport multimodal, les répercussions sur le patrimoine culturel ou encore l'excellence du design urbain et architectural, à la satisfaction du personnel, du Comité de l'urbanisme et du Conseil.

La Direction générale recommande d'approuver cette demande car elle est conforme à l'orientation stratégique du Plan officiel de la Ville et respecte les critères d'aménagement d'une grande installation urbaine dans les limites urbaines de la Ville. L'élargissement proposé des limites du plan secondaire et les nouvelles politiques de « secteur de l'hôpital » répondent aux objectifs du Plan secondaire du secteur Preston-Carling, et continueront de correspondre à la vision d'avenir de ce secteur. Enfin, par le biais des politiques proposées dans le Plan secondaire et de la disposition d'aménagement différé, la conception du futur campus de l'Hôpital d'Ottawa continuera de correspondre aux normes les plus élevées grâce à son interaction avec la Ferme expérimentale centrale, le lieu historique national, le lac Dow, l'Arboretum du Dominion, la promenade Prince of Wales et le site du patrimoine mondial de l'UNESCO du canal Rideau.

BACKGROUND

Learn more about **link to Development Application process - Zoning Amendment**

For all the supporting documents related to this application visit the **link to Development Application Search Tool**.

Site location

Part of 930 Carling Avenue and 520 Preston Street

Owner

Public Services and Procurement Canada

Applicant

City of Ottawa initiated application

Description of site and surroundings

The proposed hospital site is located at part of 930 Carling Avenue and 520 Preston Street within Wards 16 and 17 and adjacent to Wards 14 and 15 (see Document 1). It is approximately 21 hectares in size.

The site for the proposed hospital is bound by Carling Avenue to the north, Preston Street and Prince of Wales Drive to the east, and is loosely bound by the National Capital Commission Scenic Driveway to the south and Maple Drive to the west. The O-Train line bisects the eastern part of the site.

The site is irregularly shaped and currently has various land uses and existing buildings. The portion of the site to the east of the O-Train line and station is operated by the National Capital Commission as a commercial parking lot. The western portion of the site formerly contained the Sir John Carling building and includes several buildings and ancillary uses, but does not contain active areas of agricultural research.

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

Background

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

In December of 2016, the Minister of Canadian Heritage requested that the federal government undertake the necessary preparations to make the Carling Avenue (East) site, commonly referred to as the Sir John Carling site, available as the future location of the new campus of TOH.

The site has a rich history of federal uses and heritage within Ottawa and has historically gone through several redevelopments. During the Second World War era, the Federal government established a campus to accommodate office space with a

series of temporary buildings located on the portion of the site between the O-train and the escarpment. When these were demolished in the late 1960's and early 1970's, the site was built as a new campus to contain the headquarters for Agriculture and Agri-Food Canada. Designed by Hart Massey, the site was made up of an 11-storey office tower and two low-rise wings, known as Sir John Carling Building. The Sir John Carling Building was demolished in 2012, leaving one of the low-rise wings, used as a cafeteria, standing.

Currently, the eastern portion of the site contains a surface parking lot to accommodate visitors to Dows Lake and Dows Lake Pavilion. Undeveloped open space (known by residents as 'Queen Juliana Park') is immediately to the west of the O-Train corridor and contains open space and a series of cycling paths. Further to the west and south, the site also has a number of small low-rise buildings, which include the Observatory Crescent (currently used for the Canadian Hazards Information Services Office), a utility building owned by Bell Communications, and the DARA tennis courts and clubhouse. The Old Hedge Collection, part of the Ornamental Gardens, is situated on the south of the site and contains many different plant species, which date back to 1891.

The Ottawa Civic Hospital, now The Ottawa Hospital's Civic Campus, first opened in 1924 on the edge of the city. Today, it is the trauma centre for all of eastern Ontario as well as the largest adult acute care hospital in Canada. It is also the regional centre for cardiac and stroke care, the site for many complex surgeries, and a major hub for research and innovation.

In 2007, The Ottawa Hospital convened a Steering Committee to develop a Master Plan, which identified the needs of the future community it serves in 2020 and beyond. The Steering Committee's Master Plan concluded the current Civic Campus is too old and would be too difficult and costly to rebuild. A third party engineering consultant determined such a replacement project on the existing site would cost at least $1 billion more and take 20 years longer than building an entirely new facility. The Sir John Carling site was ultimately selected through the Government of Canada process, as described above, and will facilitate the development of a new hospital campus. As a result of this decision, the City's Planning Committee (May 9, 2017), directed that staff initiate Official Plan and Zoning By-law amendment applications to bring the City's planning documents into alignment with this federal land use decision.

On February 23, 2018, Public Works and Services Procurement Canada (PSPC) announced a 99 year lease between the Federal Government and TOH for the development of a new campus for The Ottawa Hospital. The lease with the hospital

includes important requirements, such as maintaining 207 parking spaces for the Dows Lake Pavilion and surrounding area, environmental remediation, and obtaining necessary approvals from the City of Ottawa and the National Capital Commission.

The hospital is currently in the initial phases of planning the new campus, and is currently undergoing processes set forth by the Ontario Ministry of Health and Long Term Care. The preliminary stage of this process is anticipated to be completed in 2018 and includes identifying the projected healthcare needs of the community and the facility size that is required to fulfill those needs. It is not until later stages of this process that the hospital is anticipated to formulate details regarding the built form and design of the new campus.

Existing Zoning

The City of Ottawa Zoning By-law 2008-250 zones the subject site multiple zones over its 21 hectare area, including Arterial Mainstreet, subzone 10 (AM10), Arterial Mainstreet (AM), Mixed-Use Centre (MC F(1.5)), Central Experimental Farm (L3) and Parks and Open Space (O1[356]).

The Mixed-Use Centre (MC) and Arterial Mainstreet zones (AM10 and AM) support a broad range of retail, service commercial, office, residential, and institutional uses in mixed-use buildings or side-by-side in separate buildings.

The Central Experimental Fam zone (L3) is intended to support and conserve the cultural, scientific, and historical value of the Central Experimental Farm. Land uses are restricted to agricultural uses, environmental preserve and educational use, museums, parks and related uses to agriculture such as research and development.

Currently, a ‘hospital’ land use is permitted over the majority of the subject site (approximately 13 hectares) within both the Mixed Use Centre zone and the Open Space Exception 356 zone.

Summary of Zoning By-law amendment proposal

The City’s Planning, Infrastructure and Economic Development Department is proposing to rezone the subject lands to align the City’s planning policies with the development of a new Ottawa Hospital through a new Institutional zone (I2[xxxx]-h) over the entirety of the lands (see Document 2). The purpose of the I2[xxxx]-h zone will be to permit the main uses of a hospital, office, research and development centre, and related ancillary uses. A holding provision (h) will be associated with the new zone to ensure specific criteria are fulfilled prior to any development proceeding.

1. Major Institutional Zone (I2[xxxx]-h):

The purpose is to rezone from the following existing zones to a **Major Institutional Exception Zone** (I2[xxxx]-h).:

- Parks and Open Space Exception 356 (O1[356])
- Arterial Mainstreet, Subzone 10 (AM10)
- Arterial Mainstreet (AM)
- Mixed-Use Centre (MC F(1.5))
- Central Experimental Farm (L3)

The new I2 exception zone would remove the following permitted uses found within the parent I2 zone:

- Correctional facility
- Court house
- One dwelling unit ancillary to a permitted use
- Retirement home
- Retirement home, converted, see Part 5, Section 122
- Rooming house
- Rooming house, converted, see Part 5, Section 122
- Shelter, see Part 5, Section 134
- Sports arena
- Payday loan establishment

The following use would be added to the new I2[xxxx]-h zone as ancillary:

- Research and Development Centre

The following uses would be added to the list of permitted ancillary uses not exceeding 10 per cent of the gross floor area:

- Retail food store

2. Proposed Holding Provision (h) criteria

The proposed Institutional Zone will have an associated holding provision (h) requiring demonstration of the following:

a. Approval of a Master Site Plan by Planning Committee and Council, including building placement and massing, publically accessible open space; demonstration of pedestrian and cycling connectivity; architectural and urban design analysis and demonstration of O-train/future LRT station connection;

b. Approved Transportation Impact Assessment, including a parking strategy addressing underground, off-site parking impacts, and a Transportation Demand Management Strategy;

c. Approved Cultural Heritage Impact Statement; and

d. Approved Master Servicing Plan.

Summary of Official Plan amendment proposal

The purpose of the amendment is to facilitate the use of the selected site for the new campus of The Ottawa Hospital. This requires an amendment to the City's Official Plan.

The land is currently identified as having four land-use designations: 'General Urban Area' (11 hectares) with frontage on Carling Avenue and is subject to the policies for 'Arterial Mainstreet', and 'Mixed-Use Centre' (five hectares). Part of the site is designated 'Agricultural Research Area' (five hectares). More than half the land is located within the current boundary of the Central Experimental Farm. The eastern portion of the site is subject to the Preston-Carling District Secondary Plan, where the Secondary Plan designates the lands abutting the O-Train line and station as 'Station Area'.

The proposal is to re-designate the five-hectare parcel of land designated 'Agricultural Research Area' to 'General Urban Area', as shown in Schedule 1 of Document 3. Further, the preamble to Section 3.4 (Central Experimental Farm) would be amended to recognize the future use of a new campus for The Ottawa Hospital within the boundary.

Preston-Carling District Secondary Plan

The proposal is to expand the boundary of the Preston-Carling District and create a new designation in the Secondary Plan south of Carling Avenue for the entire hospital site, termed 'Hospital Area' (see Schedules 2 and 3 of Document 3). The proposal would

remove the former ‘Station Area’ designation where the new ‘Hospital Area’ designation overlaps with it.

The effects of the above amendment would require text changes throughout the Secondary Plan (described in Document 3, Part B), but would also incorporate an amendment to Schedule B of the Secondary Plan (Height and Tower location) to introduce 20-storey height limits on the former Sir John Carling site and 15-storey height limits on the east side of the O-train line.

With the introduction of new land into the Secondary Plan, a new schedule is proposed to add an additional conceptual ‘Urban Square/Park’ and an ‘Central Experimental Farm Line” to ensure that new development is sympathetic to the CEF and to help guide the future location of open space and landscaping requirements.

Details of the proposed amendments are provided below:

New ‘Hospital Area’ designation (4.1.8) Policy

The Hospital Area is a diverse area, with strong ties to the Carling Avenue O-Train/future LRT station in the east; Dows Lake and Prince of Wales Drive to the south and the Central Experimental Farm to the west and south. Development of a hospital and related research centre will demonstrate exceptional architectural and urban design to ensure design respects the historical, cultural and physical environment with which it is situated in and adjacent to. Integration with the Carling O-train/future LRT station will be essential for the hospital and research buildings located at the O-Train line corridor, south of Carling Avenue.

a. Institutional uses and related ancillary uses, for the intent of locating a hospital shall be permitted.

b. The Ottawa Hospital shall work with the National Capital Commission’s Advisory Committee on Planning, Design and Realty (ACPDR) and the City’s Urban Design Review Panel (UDRP) to ensure urban design and architectural excellence of the hospital and related research facility.

c. The following criteria will apply to the development of The Ottawa Hospital including a Master Site Plan:

    - Inclusion of publicly accessible open spaces;

    - Integration of the Carling O-Train/future LRT station into the Hospital and research facility;

- Provision of high level pedestrian and cycling connectivity throughout the site and with the surrounding areas with full accessibility for all modes of mobility.
- Provision of parking on site, including underground;
- Implementation of a parking strategy for the purpose of the impacts of off-site parking;
- Completion of a Transportation Impact Assessment and mobility strategy; and
- Urban design and architecture addressing the urban edge of Carling Avenue and Preston Street; the cultural heritage of the Central Experimental Farm and its national historic value; and the scenic edge of Prince of Wales Drive.

Secondary Plan Schedule Changes

- Amend **Schedules A and B** to incorporate the hospital site into the Preston-Carling District (see Schedule 2 of Document 3).
- Amend **Schedule A** to create a new Hospital land use character area; retain existing Greenway designation and remove reference to a Site for a Nationally Significant Building (see Schedule 3 of Document 3).
- Amend **Schedule B** Height and Tower location to introduce 20 storeys on the former Sir John Carling site and 15 storeys on the east side of the O-train line (see Schedule 4 of Document 3).
- Add a new schedule (see Schedule 5 of Document 3) to add another conceptual “Urban Square/Park, a “Central Experimental Farm Line” and open space/streetscaping” within the hospital site.

DISCUSSION

Public Consultation

A public meeting was held in the community on September 25, 2017 at the Silver Street Community Centre (960 Silver Street). Residents, representatives from The Ottawa Hospital and the Ward Councillor’s office were present, and over 90 residents attended the meeting. Document 5 – Consultation Details provides a summary of comments that were received from members of the public during the circulation period and staff’s responses.

From November 22, to December 17, 2017, The Ottawa Hospital held seven information sessions across Ottawa (five meetings) and eastern Ontario (two meetings), the results of which are summarized in Appendix 1.

An open house was held on January 31, 2018 at Lansdowne Park (Horticulture Building) to present a draft architectural concept, as well as an update on planned hospital services. This was accompanied by a presentation to local Councillors, Provincial Members of Parliament and Federal Members of Parliament. Over 200 residents attended this open house session the results of which are summarized in Appendix 2.

Concerns have been raised on numerous issues, including the loss of Crown-owned open space; adverse impacts on the Central Experimental Farm; adverse impacts on Dows Lake and the Rideau Canal; traffic implications on Prince of Wales Drive, the Central Experimental Farm, and local neighbourhood streets; integration of the O-Train and future LRT Station at Carling Avenue into the project; design excellence; pedestrian/cycling connectivity; accessibility; certainty in how and what will be constructed.

For this proposal's consultation details, see Document 5 of this report.

Urban Design Review Panel

The site is located within the Arterial Mainstreet and Mixed Use Centre Design Priority Areas of the City's Official Plan. The Ottawa Hospital proposal was presented to the Urban Design Review Panel as an informal review on December 7, 2017. The proposal returned to the Panel for a formal review on March 1, 2018 and the following recommendations were made:

General Comments:

- The Panel is reviewing this proposal from the perspective of its impacts on the urban realm, and with respect to architectural design. The Panel does however acknowledge and appreciates the complexity and degree of effort that goes into a hospital project of this size, including long term operational and maintenance issues. The Panel understands that the full build out of the hospital, projected to be somewhere between 2.73 and 4.5 million square feet by 2047-2048, is dependent on a future needs assessment, as well as budgets and policy decisions at the provincial level.

- The Panel is concerned with the scale of the proposed development and finds that the project is of a completely different scale than the surrounding neighbourhood. As such, the Panel recommends key moves and further analysis to help preserve some of the existing character along the Prince of Wales Drive edge and to better integrate the hospital with the Experimental Farm context. Another important consideration of the Panel is the impact of the hospital on Carling Avenue, and the adjacent Carling-Preston neighbourhood to the north.

- The views, key distances, and analysis of how the project affects the Capital landscape and surrounding neighbourhood are needed in order for the UDRP to provide fulsome comments on the proposal. It is strongly recommended that the applicant return to the Panel as the project advances, with a submission that includes several renderings showing key views from a variety of perspectives, especially those with Capital significance.

Massing and Architectural Concept

- The Panel has concerns with the scale of the proposal presented; particularly considering the initial presentation eluded to a Scandinavian approach to a hospital complex – at a much more human scale. The size and massing of the proposed building has the potential to create a significant barrier in the form of a large wall that is disconnected and out of scale with the existing fabric nearby.

- The Panel has some concerns with the interpretation of the ‘Town and Crown’ approach to this proposal. For example, Parliament Hill opens itself up to the city whereas the current oval, circular building plan is insular and puts the existing neighbourhood to the north at the periphery, having negative implications for the urban realm. In addition to being highly visible, the entrances to the complex could also be surrounded by plazas, which are welcoming for people.

- The Panel recommends that key site priorities with respect to the urban realm, which reflect a more civic approach, are established and brought into the planning context going forward. The Panel is looking for public spaces around the facility.

- One suggestion is to consider flipping the oval so that it plays off the ridge. With the west oval flipped, the building works better with the topography of the land and improves the relationship with the street edge, articulating a clearer arrival point for the public.

Carling Avenue and Urban Integration

- The Panel suggests that the massing of the proposed oval structure is broken down to reduce impacts on the character along Carling Avenue.
- It is the opinion of the Panel that some land along Carling Avenue should be used for buildings facing Carling, ensuring this urban street has two sides, and the hospital complex has a friendlier edge toward the neighbourhood.
- The buildings would form an edge along the street to contribute to the urban fabric, rather than relate directly to the hospital site. These buildings could be as low as two storeys.
- The Panel suggests that buildings along Carling Avenue would allow for an interface with the surrounding city, and could accommodate a variety of services related to the hospital, such as chiropractic, practitioners, pharmacies, etc.

Experimental Farm and Prince of Wales Drive Context

- The massing as viewed from Prince of Wales Drive should be broken up to avoid significantly altering the character of this important Ottawa landscape; defined by the federal roadway, the Experimental Farm and Dows Lake.
- The Panel expressed serious concerns with the impacts of the proposed development on Prince of Wales Drive with respect to the entrances and the limited setback. The current proposal results in a strong built form edge along the Drive. The Panel recommends this impact be reduced by significantly increasing the setback and limiting vehicular access from Prince of Wales Drive.
- The Panel admires the attempt to preserve the treed ridge, but finds it likely impossible given the location and scale of the proposed oval building. Consider instead a reinterpretation of this feature elsewhere on the site.
- The Panel is appreciative of the gesture to include considerable greenspace and park like spaces within the development but is concerned that this approach compromises the public spaces surrounding the development.

Sustainability

- The Panel would appreciate more analysis on specific sustainability considerations, such as energy consumption, roof resilience, and linkages to transit. Very large hospital campuses often become car destinations, so smaller campuses are ideal in order to promote alternative transportation modes.

- The Panel suggests that variations in the height of the buildings are introduced to address the impacts of prevailing winds on the site.

- The Panel views the green roof favourably, but there are some concerns about whether the space will be designed in such a way that it is easily accessible and well used. An appropriate planting program is important.

Response:

The process to have The Ottawa Hospital present the social, economic and environmental site conditions of their leased site as well as their preliminary test concepts to the City's Urban Design Review Panel was an opportunity to establish principles in future design and the identification of key issues. The Panel has a breadth urban design experience, including hospital design that they bring to this multi-phased master planning approach. The comments from the formal design session highlight areas for the City and The Ottawa Hospital to focus on during the future master planning stages. These include but are not limited to: integration into the existing built fabric; creation of a human scale and massing; permeable edges and entrances along Carling Avenue; transitioning to and design treatment adjacent the Central Experimental Farm, Prince of Wales and the Federally designated heritage buildings; provision of publically accessible open space; and demonstration of a nationally significant building.

The Urban Design Review Panel's comments and analysis reinforce staff's approach to enshrine master planning requirements within the Preston-Carling District Secondary Plan and utilizing a holding provision (denoted by a lower case 'h') on the proposed Major Institutional Zone until such time as design of The Ottawa Hospital fulfills the requirements. Approval of the 'h' removal and Master Site Plan will be required through Planning Committee and Council.

Applicable Policies

Provincial Policy Statement (PPS) 2014

The PPS focuses on growth and development within the urban and rural settlement areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns.

Healthy liveable communities promote efficient development patterns through a range of employment and commercial opportunities, while providing for an appropriate range and mix of residential dwelling types, and institutional uses to meet long term needs. These communities are to be designed to minimize impacts on existing communities and are to be supported by a full range and equitable distribution of publicly accessible built and natural settings, such as parks, open space and linkages. Development should be directed towards locations where appropriate levels of infrastructure and public service facilities are or will be available and which efficiently use land and support the use of active transportation and transit.

Over the long term, economic prosperity of city building can be protected through encouraging well designed built form, providing for efficient and cost effective transportation systems, providing opportunities for energy conservation, protecting and enhancing cultural heritage landscapes and enhancing the vitality of mainstreets and planning.

Where multiple government jurisdictions overlap and share common interests, a coordinated, integrated and comprehensive approach should be used.

Existing Official Plan Policies

Official Plan Volume 1

The General Urban Area designation is intended to encourage the development of complete communities by permitting a broad range of land uses and building forms. This designation allows a wide range of housing, retail, service, cultural, leisure, entertainment, and institutional uses, including a hospital use.

The Arterial Mainstreet designation classifies streets which are intended for locating more compact forms of development, lively mixes of uses, and pedestrian friendly environments. Development along these streets is intended by Official Plan Policy 3.6.3

to maintain and incorporate the character of adjacent areas into new developments. A broad range of uses including retail and service commercial uses, offices, residential, and institutional uses are permitted on Arterial Mainstreets.

The Mixed-Use Centre Area designation identifies locations within the city to focus new growth into compact and mixed use developments. These areas are located due to their proximity to the rapid transit network, and are intended to achieve transit-supportive uses and densities.

The Central Experimental Farm is a National Historic Site and cultural landscape of national historic significance, and additionally has significant local heritage value that contributes to Ottawa's distinct identity. It is owned and operated by the federal government as an active and operating agricultural research station, containing a complex of laboratories, research fields, offices, greenhouses and farm buildings, an arboretum, public gardens and museums. Many of these buildings and sites also have local heritage value.

The boundaries of the Central Experimental Farm are identified on Schedule B of the City's Official Plan and the lands contained within the Central Experimental Farm boundary are subject to a number of land-use designations. The subject site (the new campus for The Ottawa Hospital) contain two land-use designations, and these are General Urban Area and Agricultural Research Area. The lands designated General Urban Area within the Central Experimental Farm are subject to the policies of that designation, and not the Agriculture Research Area.

The Agricultural Research Area Designation of the CEF is intended to permit farming and associated research uses, public gardens, agricultural museums, and other related uses. In addition, uses such as leisure, recreation and cultural activities and ancillary commercial uses may be permitted where they conserve the historic structures, historic landscape and open space character of the farm.

Preston-Carling District Secondary Plan

The Preston-Carling Secondary Plan provides policy direction, which targets the Preston-Carling District for intensification and development that is supportive of the Transit corridor. Within the Secondary Plan, the intent of the 'Station Area' land-use designation is to support a high-density node around the O-Train Station at Carling. The Station Area is intended to accommodate the highest density of the district, and the Secondary Plan policies focus on creating a desirable pedestrian environment and streetscape along Carling Avenue and Preston Street.

A portion of the TOH site is designated specifically Southeast and Southwest Quadrant of the Station Area. The Southeast Quadrant has been identified as a candidate site for a nationally significant cultural building, due to its location to Dows Lake, and its unique position of ownership (Federally owned). The Southwest Quadrant identifies high-rise and mid-rise mixed use development with heights ranging from 9 to 20 storeys.

Official Plan (Volume 1)

The federal government process and decision (2009-2016), initiated by The Ottawa Hospital (TOH) to master plan a new campus and associated land requirements, identified the 21 hectare 'Sir John Carling' site as the new site for TOH. The result of this decision will be to redesignate the portion of the site designated Agricultural Research Area to a 'General Urban Area' designation to permit a hospital land-use.

With respect to current permissions, a hospital use is permitted within both the General Urban Area and Mixed-Use Centre designations of the site. The redesignation of the Agricultural Research Area parcels would allow for the potential location of the hospital and associated uses within this five hectare non-farmed, leisure and natural setting portion of the CEF.

The CEF is made up of a variety of land use designations within Volume 1 (Schedule B) of the City's Official Plan, including Arterial Mainstreet, General Urban Area, Major Open Space, Urban Natural Feature and Agricultural Research Area. Expanding the existing General Urban Area within the CEF is not out of character with the land use designations the CEF comprises of, nor does it imply the character of the CEF within the General Urban Area cannot continue to represent and/or contribute to the natural landscape of this section of the CEF.

The implementation of the General Urban Area has the planning objective of aligning this designation into one uniform land-use designation. A 'ridge-line' separating open space and cycling paths adjacent to the O-Train Line from the former Sir John Carling Building forms a natural barrier between the General Urban Area on the higher portion of the site and the Mixed-Use Centre designation on the lower portion of the site. The Mixed-Use Centre policies below the 'ridge-line' will remain in place to implement goals of the City's Official Plan to locate a mix of uses, including a hospital, at appropriate densities and heights to support rapid transit adjacent to the O-Train station.

Redesignating the five-hectare portion of land from Agricultural Research Area to General Urban Area allows for the implementation of a uniform zone, the Major Institutional Zone, across the entire 21-hectare site. All major hospitals in Ottawa (TOH

Civic Campus, TOH General Campus, TOH Riverside Campus, Montfort, Queensway Carleton, Children's Hospital of Eastern Ontario, Elizabeth Bruyère and Saint Vincent) are zoned 'Institutional Zone'. This use is appropriate within both the General Urban Area and Mixed-Use Centre where the intent is to encourage the development of complete communities by permitting a broad range of land uses and building forms including institutional uses, such as a hospital.

The Ottawa Hospital site is also subject to the Arterial Mainstreet designation. This designation boundary applies to the portion of the parcel above the ridgeline in the area designated General Urban Area. The Arterial Mainstreet designation supports both Institutional uses and Major Urban Facilities, such as hospitals, with development being evaluated in the context of the policies set for in Section 2.5.1 (Design Objectives and Principles) and 4.11 (Urban Design and Compatibility policies). To optimize the use of land through intensification on Arterial Mainstreets, buildings are encouraged to define the street edge and provide direct pedestrian access to the sidewalk. Through the policies of Section 4.11, heights greater than nine storeys are permitted where it meets the criteria such as proximity to a transit station, where a Secondary Plan or similar Council-approved document identifies suitable locations for high-rise; and where appropriate transitions are established in built form.

The subject site is found within 600 metres of the Carling Transit Station and the accompanying Preston-Carling District Community Design Plan amendment will include these lands into the Secondary Plan, recognizing they are now one parcel of land leased by The Ottawa Hospital for hospital development. The overall parcel will have specific policy direction within the Secondary Plan for hospital development, including transit supportive policies.

The review and consideration of a new hospital site falls under Section 3.6.7 (Major Urban Facilities). Major Urban Facility, which includes a hospital use, share characteristics that require special land-use considerations. These uses are considered appropriate in only a limited number of urban designations (General Urban Area, Central Area, Mixed Use Centre and Arterial Mainstreet). They service the entire city or large parts of the city and draw from beyond the boundaries of Ottawa. Redesignating the Agriculture Research Area to General Urban Area allows for compliance with Section 3.6.7. The Ottawa Hospital site is also in compliance with the requirement of Section 3.6.7 by being located on both a Transit Priority Corridor and an Arterial Road. Further, the northeast corner of the site is located adjacent to the Rapid Transit Station (O-Train station).

To meet the Official Plan objectives and requirements of Section 3.6.7 (Major Urban Facilities), the implementing zoning will use a Holding Provision ('h') to require appropriate plans and studies to support and provide guidance on the proposed overall design prior to site plan approval. Section 3.6.7 requires the following in order to properly locate a major urban facility, and these types of items will be required in order for the 'h' to be removed and a future site plan application approved:

- Definition of a minimum and maximum site area required for the use.
- Identification of a maximum density, building height and setback requirements based on the hospital use.
- Identification and provision of adequate on-site parking.
- Identification and study of traffic circulation patterns, including pedestrian, cycling, transit and vehicles.
- Adequacy of services (water, wastewater, stormwater).
- Provision of landscaping and buffering based on adjacent land-uses and important features.
- Demonstration of achieving transit-orientated development goals and policies.
- Demonstration that adverse impacts on surrounding communities and natural features are mitigated.
- An image analysis to address contextual relationships of the proposed development to adjacent buildings, streets, natural features or built areas. This would demonstrate the new development will not jeopardize the integrity of features such as heritage buildings, environmental resources, etc.; and will recommend appropriate solutions.

Other Policy Considerations

Section 2.2.2 (Managing Growth) identifies employment intensification to be directed towards major elements of the rapid transit network, including Mixed Use Centres, Arterial Mainstreets and Mainstreets. The prospect of up to 6,000 to 7,000 jobs created by the new campus of TOH would position the site as an employment anchor to the Preston-Carling District, with accessible rapid transit and multi-modal opportunities through on- and off-road cycling connections and reliable bus service on Carling Avenue.

Section 2.5.1 provides a set of qualitative design statements regarding how the City wants to influence the built environment as it matures and evolves. These statements include creating distinct identities for communities; defining quality public and private spaces through development; creating safe and accessible spaces; respecting existing character areas; providing for adaptability and diversity; respecting natural processes and features in development; and maximizing energy efficiencies and sustainability in the built environment. The integration of the new campus for The Ottawa Hospital into the Preston-Carling District Secondary Plan enables the future master site plan to not only require response to Section 2.5.1, but require specific thought in response to the site context in the Preston-Carling Secondary District. It must adhere to Sections 4.2.1 High-rise Buildings (10-30), 4.2.3 Mid-rise buildings, 4.2.4 Animated Building Edge, 4.2.5 Transitions and Neighbourhood Line and 5.0 Public Realm and Mobility Plan. These policies set forth specific criteria, which will be tied to the proposed holding provision (h) as the proponent moves through their required plan and studies, and presentations to the City's UDRP and the NCC's ACPDR review committees.

Committed to the Policies of Section 2.5.5 (Cultural Heritage Resources), the cultural heritage aspect of the future campus of The Ottawa Hospital and its adjacent built resources and cultural landscapes are significant. The need to master plan the site with specific regard for the resources such as Dows Lake, the Rideau Canal World Heritage Site, Federally recognized heritage buildings, pastoral landscape of the Central Experimental Farm, will be a key element. Approvals must be contingent upon the careful consideration of the hospital design as they relate to these local and nationally significant features.

Prince of Wales Drive is designated as a Scenic Entry Route, as per Schedule I of the City's Official Plan. The policies speak to aesthetically pleasing design that invites buildings and streetscaping to make for a safe attractive environment for travellers. The design principles of the Preston-Carling District Secondary Plan, and Sections 2.5.1 and 4.11 of the City's Official Plan, will be used to direct sensitive design for the Scenic Entry Route. The City's Urban Design Review Panel has provided specific observations with respect to Prince of Wales Drive, and those comments will be reinforced at the Master Site Planning stage.

Official Plan (OPA150)

Official Plan Amendment 150 (OPA 150) was approved by the Minister of Municipal Affairs and Housing on April 24, 2014. Notice of the Approval was given on April 30,

2014, and appeals to all and to parts of the amendment were received with portions of the amendment only coming into force on December 21, 2017.

The Arterial Mainstreet policies of OPA 150 differentiates from the Arterial Mainstreet policies of OPA 76 in that it sets maximum building heights at nine-12 storeys. Heights up to 12 storeys are permitted on sites providing a community amenity and located in proximity to rapid transit and transit priority streets

OPA 150 also identifies that Secondary Plans may specify greater or lessor building heights than in Section 3.0, where those heights are consistent with the Strategic Directions of the Official Plan (Section 2.0).

Having regard for OPA 150 and Council direction, staff examined the intent of Section 2.0, Strategic Directions where growth is to be directed to areas that can accommodate compact and mixed-use developments, can be serviced by quality transit, walking and cycling facilities, enhances and values green spaces and contributes to complete communities where a balance of facilities, services, affordability and housing can be achieved. The final master planned design of The Ottawa Hospital has the prospect of up to 6,000-7,000 jobs created with integrated and accessible rapid transit, and multi-modal opportunities. The creation of a health care and education node at this location is supported by the Strategic Directions of the City's Official Plan.

Preston-Carling District Secondary Plan (Official Plan Volume 2A)

The Preston-Carling District Secondary Plan forms part of Volume 2A of the Official Plan. The subject site is designated as 'Station Area' on Schedule A: Land Use Character Areas.

The Plan's vision for the area surrounding Preston Street and Carling Avenue is to form an exciting, and distinctive downtown skyline with transition towards the adjacent stable low-rise residential neighbourhoods. Facing Dows Lake and the Rideau Canal World Heritage Site, one of the most significant tourism and recreation destinations in the National Capital Region, these buildings will collectively present an image that is important not only to the City but also to the entire country.

The north-south O-Train will become a double-track LRT line with more frequent train services. The east-west Carling transit corridor will also be enhanced and in the long term will see an at-grade LRT. More people will live, work and visit this dynamic and distinctive urban destination.

The Station Area designation intends to implement the vision of the District through the promotion of transit-oriented mixed-use development, with appropriate provision of public space, tower separations, podium/or base development incorporating human scale features to animate street frontages. Specific heights have been identified in Schedule B of the Secondary Plan, which speak to gradual reductions in height from the tallest buildings located adjacent to the Carling Avenue O-Train/future LRT station towards the surrounding low profile neighbouhood as well as Dows Lake and the Central Experimental Farm. This will continue to be supported through the proposed 15-storey height limit at the southwestern corner of Carling Avenue and Preston Street, where this would act as a transition towards Dows Lake from the 20, 30 and 31+ storeys supported in the Secondary Plan to the west and north of this parcel. Where 20 storeys is proposed for the former Sir John Carling Building the driving force for transition to the Central Experimental Farm will be the requirements through the lifting of the holding provision for cultural heritage and design analysis and the provision of publically accessible open space. Further, the design will be subject to review from the City's UDRP and the NCC's ACPDR, and Council approval.

The Hospital Area designation will continue to draw upon the existing policies of the Preston-Carling Secondary Plan to influence design and development, through the following policy direction: Greenway Corridor, Open Space, Built Form, High-rise Buildings, Animated Building Edge and Public Realm.

Focusing development of a hospital and related uses and functions into a new Hospital Area designation supports the vision for the Secondary Plan whereby design excellence will present an image that is important not only to the City but also to the entire country. Further, the Hospital Area designation will support the evolution of this area towards an employment node that is highly accessible from both an open space perspective and through enhanced rapid transit services. Opportunities for people to live and work in the neighbourhood, are supported by this new designation, and hospital location.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Brockington provided the following comments:

"I am supportive of the recommendations before the Committee, to amend the Preston-Carling District Secondary Plan to include the new campus of The Ottawa Hospital into the Secondary Plan and to create a new 'Hospital Area' designation. The proposed Zoning By-law amendment aims to create one uniform Major Institutional Zone (I2 zone) across the site. The proposed zoning and secondary plan changes would provide greater clarity on the types of uses permitted within the boundary of the hospital. Given the incorrect speculation as to the motives of the Hospital by a handful of activists, the I2 zoning classification makes sense.

Shortly after my election in 2014, the federal government of the day announced their plan to provide sufficient land directly across the current Ottawa Civic Hospital to make way for a new, modern, 21st century building. This announcement caught many by surprise and launched the City in to a continuous debate and discussion about an appropriate location for the Hospital for close to two years. Councillor Leiper and I have worked closely together on this file, demanding public information sessions in 2015 and eventually connecting our communities with the Hospital once the current federal government came to office.

I recognize that the process to build a hospital is long and there will be many opportunities for interested parties to be engaged. I acknowledge and appreciate the lengths that the Hospital has engaged the public and committed to do so as this project evolves.

I am not convinced the Hospital requires all 50 acres to develop. I have worked with City staff on options to retain as much greenspace as possible, particularly along the southern boundary. Issues such as on-site parking, public transit, bicycle, pedestrian connections, as well as other issues, not immediately on site will develop. I will continue to work with stakeholders in River Ward, as well as my neighbouring Council colleagues to ensure as this significant regional development proceeds, the issues and concerns identified by residents will be addressed."

Councillor McKenney provided the following comments:

"As this new facility is located in a central location in close proximity to critical infrastructure for many modes of transportation within an established community, I support the required comprehensive transportation and parking analysis as mandated in the report to ensure no adverse impacts on existing community. The transportation

system should be designed to connect to interior and exterior destinations and the larger network and also ensure that the internal road network connects logically and fittingly to the surrounding communities while only including the bare minimum of surface parking. A key element of this design will be the integration of the new hospital with a future LRT Station with direct connection to the Hospital itself. This is equally true when designing for logical and convenient connections for pedestrians and cyclists.

It is also important to ensure this is an outward facing facility with many opportunities for the public and not just hospital users to benefit from its location and design. In moving forward with the planning for this site it is important to allow for future expansion of the site with community facilities and services as needed. This has been accomplished in the proposed amendments through including opportunities for proactive health and wellness uses, associated community health clinic spaces, and other complementary uses. I am pleased that the proposed zoning will allow for community oriented spaces that are supportive to the primary health care services and provide for appropriate amenities for the neighbourhood (i.e. health clinic, physio, day care, etc.).

The inclusion of space for a public square is appreciated. The open space network should preserve as much of the existing greenspace and mature trees as possible and consist of accessible courtyards, active recreational space, active transportation pathways, a green roof system, and landscaping that can be used to assist in the holistic healing process.

I am also pleased to see emphasis within the proposed amendments for the future development on this site that will foster high design standards."

Councillor Chernushenko provided the following comments:

"It is essential that the connection for the Trillium Line station at Carling be well conceived and sheltered so as to be as much of an interior walk as possible. All efforts should be made to preserve and enhance natural green space on the site, as well as protecting trees and planting trees that will have the conditions to become large shade trees."

Councillor Leiper provided the following comments:

"Re-locating the Civic campus of The Ottawa Hospital has been a ward pre-occupation since the original announcement was made in the weeks prior to commencement of this term of Council that land would be made available at the Experimental Farm. The path to this re-zoning has been tumultuous, and there are doubtless rocky days ahead.

The Hospital re-location is a project with city- and region-wide, impacts, opportunities and challenges. The Province, the City and the Hospital will be seeking to facilitate as smooth a construction as possible now that the site location considerations are apparently resolved. However, as the councillor for an adjacent, populous and evolving residential community, it behooves me to ensure relentless advocacy that its relocation have as little a negative impact as possible on those residents.

The zoning debate is appropriately predicated on numerous conditions that will have to be fulfilled before the approvals are final. My focus for the next several years will be on ensuring that consultation with residents is meaningful, and that the transportation network supporting the hospital will be sustainable.

I urge those considering the future design of the hospital to take a broad look at the Civic Hospital neighbourhood, especially in the context of the Queensway and its off-ramps. From the west, east, and north, there is the potential to route a very large increase in traffic, including staff, deliveries, patients and ambulances, through a residential neighbourhood. How that issue is mitigated will be a key criteria by which the re-location is deemed a success or not.

Over the coming decades, the near west of Ottawa will experience profound change. Along the twin spines of the Trillium and Confederation lines, tens of thousands of residents will arrive. Until the transition to more sustainable travel modes from the private vehicle is accomplished (possibly a generational change), that intensification will mean traffic, a decrease in pedestrian/cycling safety, and a decrease in safety for residents and street users.

It is possible to head those impacts off if we plan for sustainable transportation today. That means ensuring that the Trillium line is connected directly to the Hospital, and to be willing to invest in the re-design of streets adjacent to the site as well as re-thinking traffic patterns.

I am confident that stakeholders such as the Civic Hospital Neighbourhood Association are at the table of discussions where those decisions will be made. My caution to the Hospital, Province and City is that the investment needed to ensure the success of this new facility will have to be made beyond the immediate site boundaries. The concerns being expressed by residents are legitimate, and it is up to us to listen to those and to be willing to address them with meaningful analysis and solutions.”

LEGAL IMPLICATIONS

In accordance with Bill 139, if the proposed official plan amendment is adopted, it can only be appealed on the basis of inconsistency with the Provincial Policy Statement. The proposed zoning by-law, if adopted, can be appealed on the basis of inconsistency with the Provincial Policy Statement or lack of conformity with the official plan. Were the official plan and/or zoning by-law amendments appealed, the preparation of the necessary documentation for the Local Planning Appeal Tribunal and the making of submissions to the Tribunal could be done within staff resources.

As these are City initiated amendments, there are no appeal rights should the official plan or zoning amendments not be adopted.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendation in this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

EP2 – Support growth of local economy

TM1 – Integrate the rapid transit and transit priority network into the community

GP1 – Strengthen public engagement

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law and Official Plan amendments due to time allocated to extensive public consultation and design review.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Detailed Zoning Map

Document 3 Official Plan Amendment (Includes Schedules 1 through 5)

Document 4 Details of Recommended Zoning

Document 5 Consultation Details

CONCLUSION

With the finalization of a new 99-year lease between the Federal Government and The Ottawa Hospital for the development of a new campus for TOH, the five-hectare parcel of land designated Agricultural Resource Area within the Central Experimental Farm has been approved on a Federal level as contributing towards the new campus project. Applying the General Urban Area designation to the five-hectare portion Agriculture Research Area lands and subsequent Major Institutional Zone (I2[xxxx]-h) provides clarity that the intent of the lands is for hospital and associated uses.

The creation of a new ‘Hospital Area’ designation within the Preston-Carling District Secondary Plan supports the ‘General Urban Area’ and ‘Arterial Mainstreet’ policies for citing a major institutional use, and Major Urban Facility such as a hospital. In particular, the policies of the new Hospital Area designation will ensure the key requirements of the City’s Major Urban Facility polices are met through new policies requiring the:

a. Inclusion of publically accessible open space

b. Integration of the O-train/future LRT station into the Hospital

c. Provision of parking on site including underground

d. Requirement of a parking strategy for the purpose of the impacts of off-site parking

e. Requirement of a Transportation Impact Assessment

f. Architectural and urban design respectful of the cultural heritage of the Central Experimental Farm and its national historic value

g. High level of pedestrian and cycling connectivity, including a design demonstrating full accessibility for mobility

Obligations will be met, through the lifting of the 'h' and accompanying Master Site Plan Control application, to ensure the master planning of the hospital site addresses such matters as transportation, parking, access to transit, compatibility, transitioning, public access to open space, urban design, architectural design, and servicing are accounted for prior to the approval of a site plan control application for buildings/phases of the new hospital.

The Ottawa Hospital project has overlapping government jurisdictions, which share common interests. In this regard, to coordinate and integrate all the requirements listed above for the future hospital master plan, the Secondary Plan will also require a coordinated urban design review with the National Capital Commission's Advisory Committee on Planning, Design and Realty and the City's Urban Design Review Panel.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

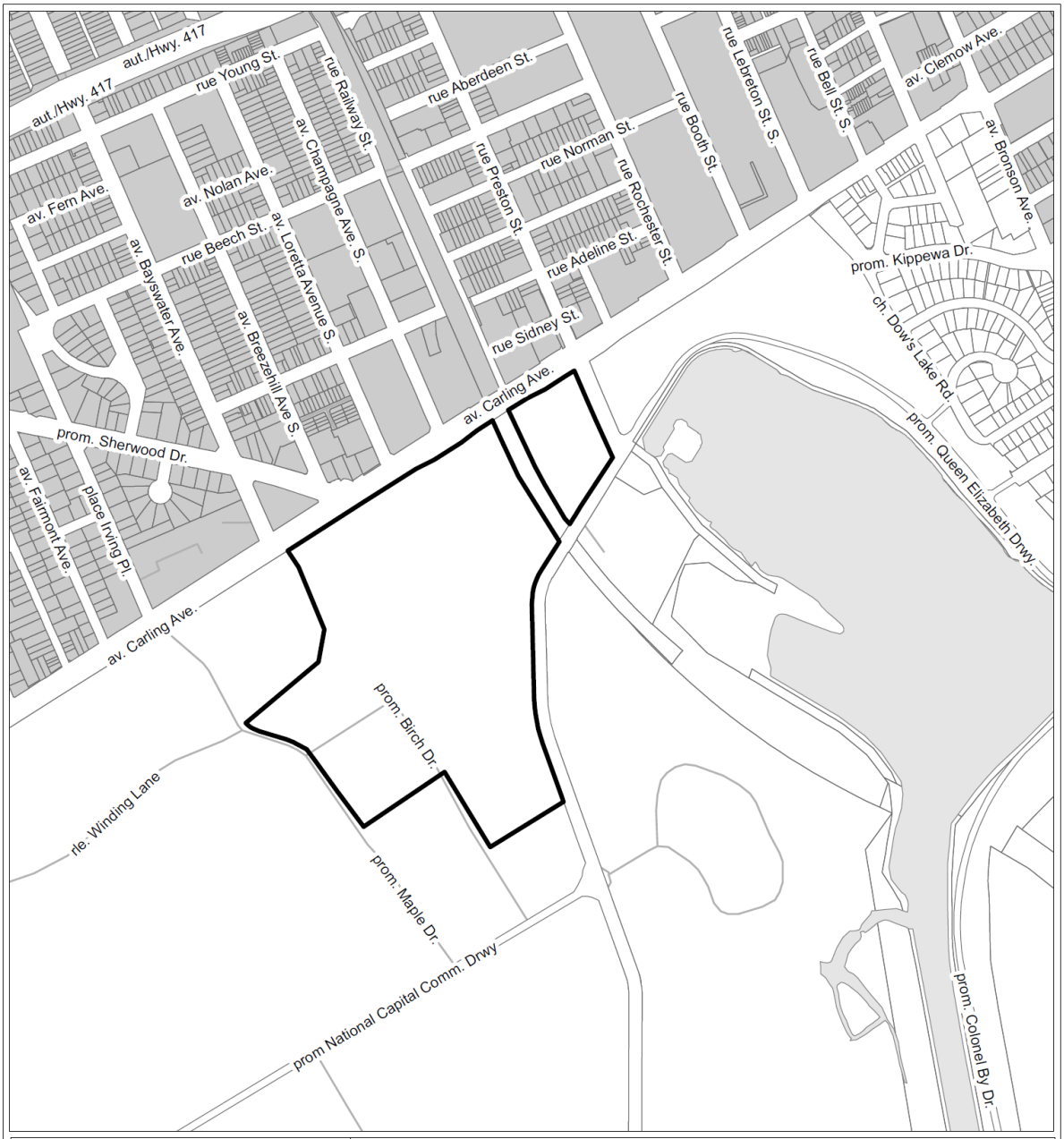
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

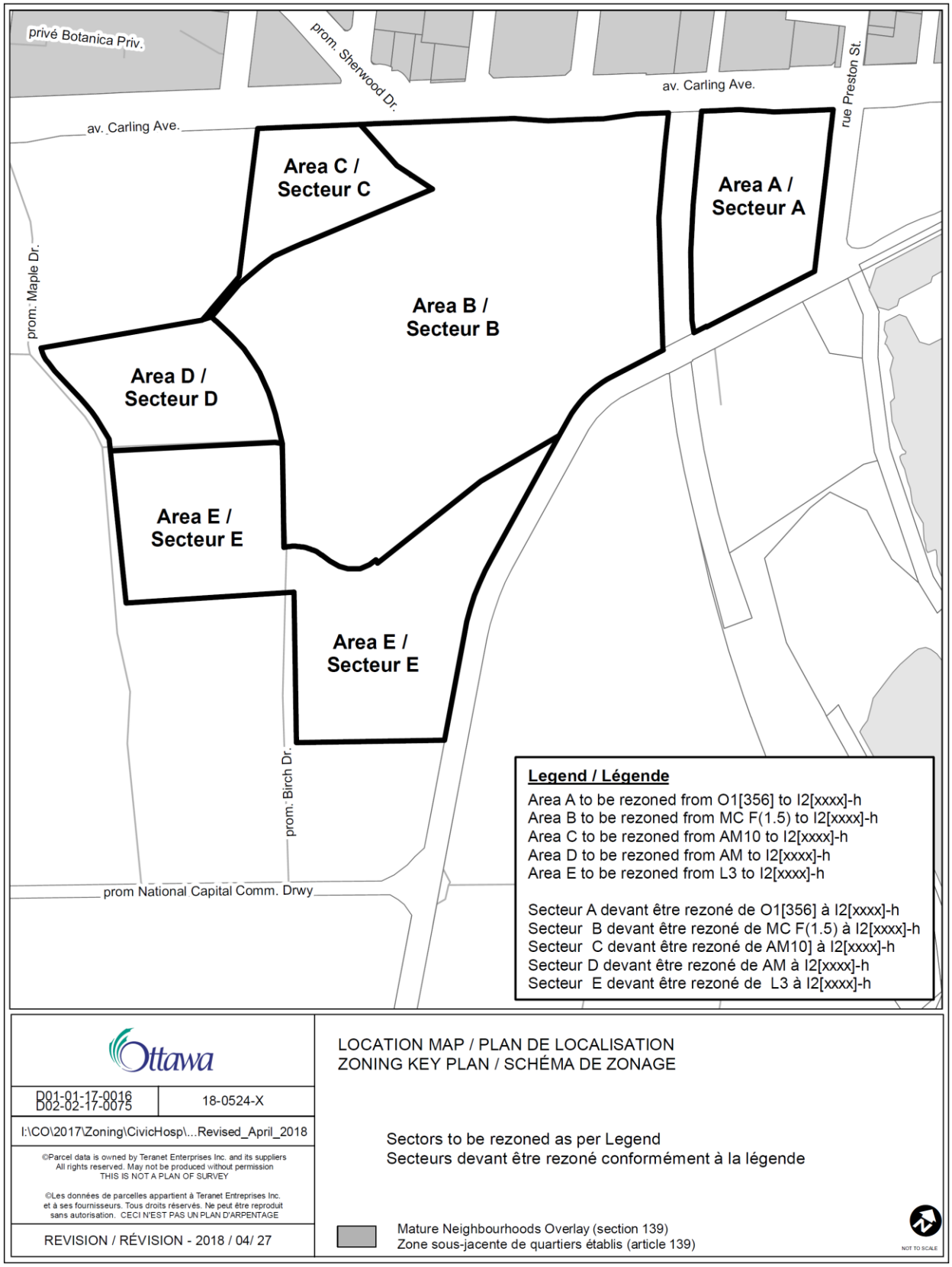
Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



Document 2 – Detailed Zoning Map



Document 3 – Official Plan Amendment

Official Plan Amendment No. XXX Modification du Plan Directeur

To the Official Plan of the City of Ottawa

Preston-Carling District Secondary Plan

Land use

Utilisation du sol

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE

1. Purpose
2. Location
3. Basis

PART B – THE AMENDMENT

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2. Details of the Amendment
3. Implementation and Interpretation

PART C – THE APPENDIX

1. Schedule 1 - VOLUME 1 LAND USE PLAN
2. Schedule 2 - SECONDARY PLAN BOUNDARY CHANGE
3. Schedule 3 – HOSPITAL AREA CHARACTER AREA
4. Schedule 4 - SECONDARY PLAN HEIGHT SCHEDULE
5. Schedule 5 - SCHEDULE C-1 PUBLIC REALM – CIVIC SITE
6. Schedule 6 – LOCATION MAP

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART C – THE APPENDIX constitutes the area subject to Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. Purpose

Official Plan Volume 1

The purpose of Amendment No. XX is to redesignate a 5-hectare parcel of land located at part of 930 Carling Avenue within the Central Experimental Farm from 'Agricultural Research Area' to 'General Urban Area'. Further, the preamble to Section 3.4 (Central Experimental Farm) would be amended to recognize the future use of a new campus for The Ottawa Hospital within the boundary and the 'Arterial Mainstreet' designation will be introduced into Policy 2 of Section 3.4 to recognize the existing policy framework governing the parcel at part of 930 Carling Avenue.

Preston-Carling District Secondary Plan

The purpose of the District Secondary Plan amendment is to expand the boundary of the Preston-Carling Secondary Plan to include the entire boundary of the new campus of The Ottawa Hospital site at part of 930 Carling Avenue and 520 Preston Street and redesignate the entire site boundary to a new 'Hospital Area' designation.

The effects of the above amendment would require text changes throughout the Secondary Plan (described in Part B below), but would also incorporate an amendment to Schedule B (Height and Tower location) to introduce 20-storey height limits on the former Sir John Carling site and 15 storey height limits on the east side of the O-train line.

With the introduction of new land into the Secondary Plan, a new schedule is proposed to add an additional conceptual "Urban Square/Park and open space/streetscaping" to the hospital site.

2. Location

The subject lands are approximately 21-hectares in size and located at part of 930 Carling Avenue and 520 Preston Street within Wards 16 and 17 and adjacent to Wards 14 and 15. The site is bound by Carling Avenue to the north, Prince of Wales Drive to the east, and is loosely bound by the National Capital Commission Scenic Driveway to the south and Maple Drive to the east. The O-Train line bisects the eastern part of the site.

The lands affected by the amendment are shown on the Location Map in Part C – The Appendix.

3. Basis

A 99 year lease between the Federal Government and The Ottawa Hospital for the development of a new campus for TOH as been established for the entire 21-hectare site, including the 5-hectare parcel of land designated Agricultural Resource Area within the Central Experimental Farm. The lease has provided direction by the Federal government that these lands can support a new campus for The Ottawa Hospital, subject to further approvals by the City and NCC.

The proposed expansion of the Preston-Carling District Secondary Plan to include the hospital site into the Secondary Plan enables the hospital proposal to be bound to existing policies of the Preston-Carling Secondary Plan as a means of influencing design and development.

Rationale

The department is recommending approval of the subject application on the following rationale:

The site is within 600 metres of the Carling Transit Station and the Strategic Directions of the City's Official Plan identifies Employment intensification to be directed towards major elements of the rapid transit network. The prospect of up to 5,000 jobs created by the new campus of TOH would position the site as an employment anchor to the Preston-Carling District, with accessible rapid transit, and multi-modal opportunities through on and off road cycling connections and reliable bus service on Carling Avenue.

The Arterial Mainstreet designation supports both Institutional uses and Major Urban Facilities, such as hospitals, with development being evaluated in the context of the policies set for in Section 2.5.1 (Design Objectives and Principles) and 4.11 (Urban Design and Compatibility policies). As a Major Urban Facility, the site would be bound to the criteria of Section 3.6.7 of compatibility, servicing, transportation, and design objectives of the Official Plan.

The Secondary Plan Amendment reinforces the criteria of Section 3.6.7 by requiring a comprehensive master site plan which demonstrates the future campus of The Ottawa Hospital will incorporate architectural and urban design excellence; publically accessible open space; integration with the future O-train/LRT Station; provision of a parking strategy and transportation impact assessment; respectful architectural and urban design as it relates to the CEF and its National Historic value; and a high degree of pedestrian and cycling connectivity.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Details of the Amendment consisting of the following text and the attached Schedule(s) constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details of the Amendment

The following changes are hereby made to the Official Plan, Volume 1 for the City of Ottawa:

a) Redesignate lands at part of 930 Carling Avenue, as shown in Schedule 1 to this amendment from 'Agricultural Research Area' to 'General Urban Area';

b) Add the following text to the preamble of Section 3.4, "The Historic Site also accommodates part of the future campus of The Ottawa Hospital"; and

c) Add the following text to Policy 2 of Section 3.4 "Arterial Mainstreet' after the text, "Urban Natural Features".

The following changes are hereby made to the Preston-Carling District Secondary Plan:

a) Amend Schedules A, B, C and D to incorporate the hospital site into the Preston-Carling District, as shown on Schedule 2 to this amendment;

b) Amend Schedule A Land Use Character Areas to create a new Hospital Area land use character area; retain existing Greenway designation and remove reference to a Site for a Nationally Significant Building as shown on Schedule 3 to this amendment;

c) Amend Schedule B Height and Tower location to introduce 20 storeys on the former Sir John Carling site and 15 storeys on the east side of the O-train line and remove reference to a Site for Nationally Significant Building, as shown on Schedule 4 to this amendment; and

d) Add a new schedule to add an additional Public Realm Plan, referencing the hospital site as shown on Schedule 5 to this amendment.

The following new policy is to be added to Section 4:

4.1.8 Hospital Area

The Hospital Area is a diverse area, with strong ties to the Carling Avenue O-Train/future LRT station in the east; Dows Lake and Prince of Wales Drive to the south and the Central Experimental Farm to the west and south. Development of a hospital and related research centre will demonstrate exceptional architectural and urban design to ensure design respects the historical, cultural and physical environment with which it is situated in and adjacent to. Integration with the Carling O-train/future LRT station will be essential for the hospital and research buildings located at the O-Train line corridor, south of Carling Avenue.

a. Institutional uses and related ancillary uses, for the intent of locating a hospital shall be permitted.

b. The Ottawa Hospital shall work with the National Capital Commission's Advisory Committee on Planning, Design and Realty (ACPDR) and the City's Urban Design Review Panel (UDRP) to ensure urban design and architectural excellence of the hospital and related research facility.

c. The following criteria will apply to the development of The Ottawa Hospital including a Master Site Plan:

    - Inclusion of publicly accessible open spaces;
    - Integration of the Carling O-Train/future LRT station into the Hospital and research facility;
    - Provision of high level pedestrian and cycling connectivity throughout the site and with the surrounding areas with full accessibility for all modes of mobility.
    - Provision of parking on site, including underground;
    - Implementation of a parking strategy for the purpose of the impacts of off-site parking;
    - Completion of a Transportation Impact Assessment and mobility strategy; and
    - Urban design and architecture addressing the urban edge of Carling Avenue and Preston Street; the cultural heritage of the Central Experimental Farm and its national historic value; and the scenic edge of Prince of Wales Drive.

Secondary Plan changes resulting from the introduction of a new Hospital Area designation:

- Section 1.0 Introduction, second paragraph:

  "The Preston-Carling District is **primarily** an Official Plan-designated Mixed Use Centre,"

- Section 2.0 Planning Area, first paragraph:

  "This chapter applies to the Preston-Carling District, bounded on the north by Highway 417, on the east by Rochester Street, on the south by Carling Avenue, Prince of Wales Drive and the Central Experimental Farm, on the west by **Maple Drive,** Bayswater Avenue, Sherwood Drive, Breezehill Avenue South, Hickory Street, Loretta Avenue South, Beech Street, and Railway Street.

- Section 3.0 Vision, add a new paragraph after the third paragraph to describe the future of the hospital lands:

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

- Section 4.0 Land Use and Built Form

  "The District is **primarily** a Mixed Use Centre designated in Volume 1 of the Official Plan,"

- Section 4.1.1, delete the sentence:

  "Opportunities for a nationally significant building will be explored on lands owned by the National Commission south of Carling Avenue east of the O-Train/future LRT."

- Section 4.1.1, last sentence to be changed to:

  "It is divided by the O-Train/future LRT corridor into two integrated areas."

- Section 4.1.1, to delete Southwest and Southeast Quadrant policies
- Section 4.1.1, the heading Northeast Quadrant should be changed to:

  “Areas east of the O-Train/future LRT”

- The heading Northwest Quadrant should be changed to:

  “Areas west of the O-Train/future LRT”

- 4.2.1 High Rise Buildings, add a new Policy j:

  “j. Acknowledging the functional requirements for a hospital and its related facilities, the reference to Policies a, c and d, shall not apply to the lands designated ‘Hospital Area’.”

- Section 4.2.5 Transition and Neighbourhood Line, add a new policy after ‘Special Transition Provisions for 93 to 105 Norman Street’

  “Central Experimental Farm Line

  k. A Central Experimental Farm Line is established along the southern boundary of the Hospital Area character area within the Central Experimental Farm, as shown in Schedule C-1 Public Realm Plan – Hospital Site.

  l. New developments within the Hospital Area character area adjacent to the Central Experimental Farm Line shall be sympathetic to the height, massing, and scale of the adjacent low-rise buildings.

  m. New developments within the Hospital Area character area adjacent to the Central Experimental Farm Line shall demonstrate the location of open space integrating with the existing pastoral open space of the Central Experimental Farm.”

- Section 5.0 Public Realm and Mobility add a new schedule reference:

  “The following detailed policies set out key long-term targets for improvements to the public realm as illustrated in Schedule C **and C-1** Public Realm Plan.”

- Section 5.1.1, Policy c Parks and Urban Squares, add a new schedule reference:

"New urban parks and squares will be created in association with major redevelopment in areas identified in Schedule C **and C1** Public Realm Plan through the development review process."

- Section 5.1.1, Policy d:

  "The Station Area **and Hospital Area**, particularly the properties immediately adjacent to the Carling Avenue O-Train/future LRT station…"

- Section 8 Interpretation, add reference to a new schedule and 2 new sentences in the 4th paragraph:

  "Schedule C **and C-1** (Public Realm Plan) illustrates the overall long term public realm plan for the Preston-Carling District. It identifies the improvements and enhancements that are needed for transforming the District into a future downtown destination. **The plan also illustrates the public realm improvements to be integrated into the design of a hospital, as per Section 4,1.8. These improvements include publically accessible open space and built transitional areas to the Central Experimental Farm**. The design shown on the Plan, such as the landscape and the street cross sections, is conceptual and for illustration only."

- Section 9.2.1, Policy d Holding Provisions for Zoning Amendment Applications:

  "Projects located within the Station Area **and Hospital Area** will be required to demonstrate the achievement of design excellence…"

- Section 10.0 Schedules to add the reference to a new schedule:

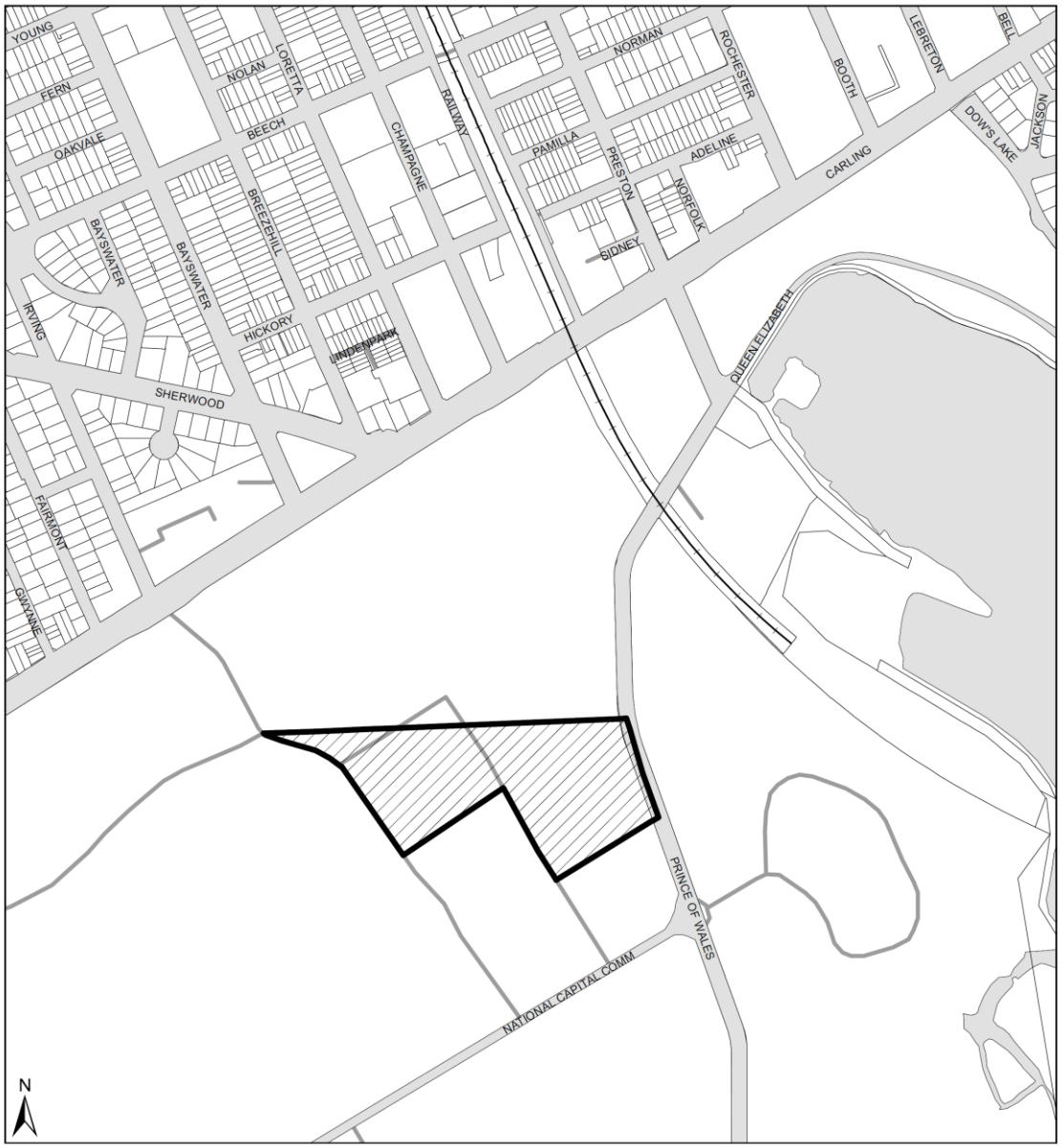
  "Schedule C-1: Public Realm Plan – Hospital Site"

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – THE APPENDIX

SCHEDULE 1 – VOLUME 1 LAND USE PLAN



Prepared by: Planning, Infrastructure and Economic Development Department, GIS and Data Management

Ottawa

Préparé par: Services de la planification, de l'infrastructure et du développement économique, SIG et Gestion des données

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Scale - N.T.S. / Echelle N.A.E.

SCHEDULE 1 to AMENDMENT NO to the OFFICIAL PLAN for the CITY OF OTTAWA

Amending Schedule B

Urban Policy Plan

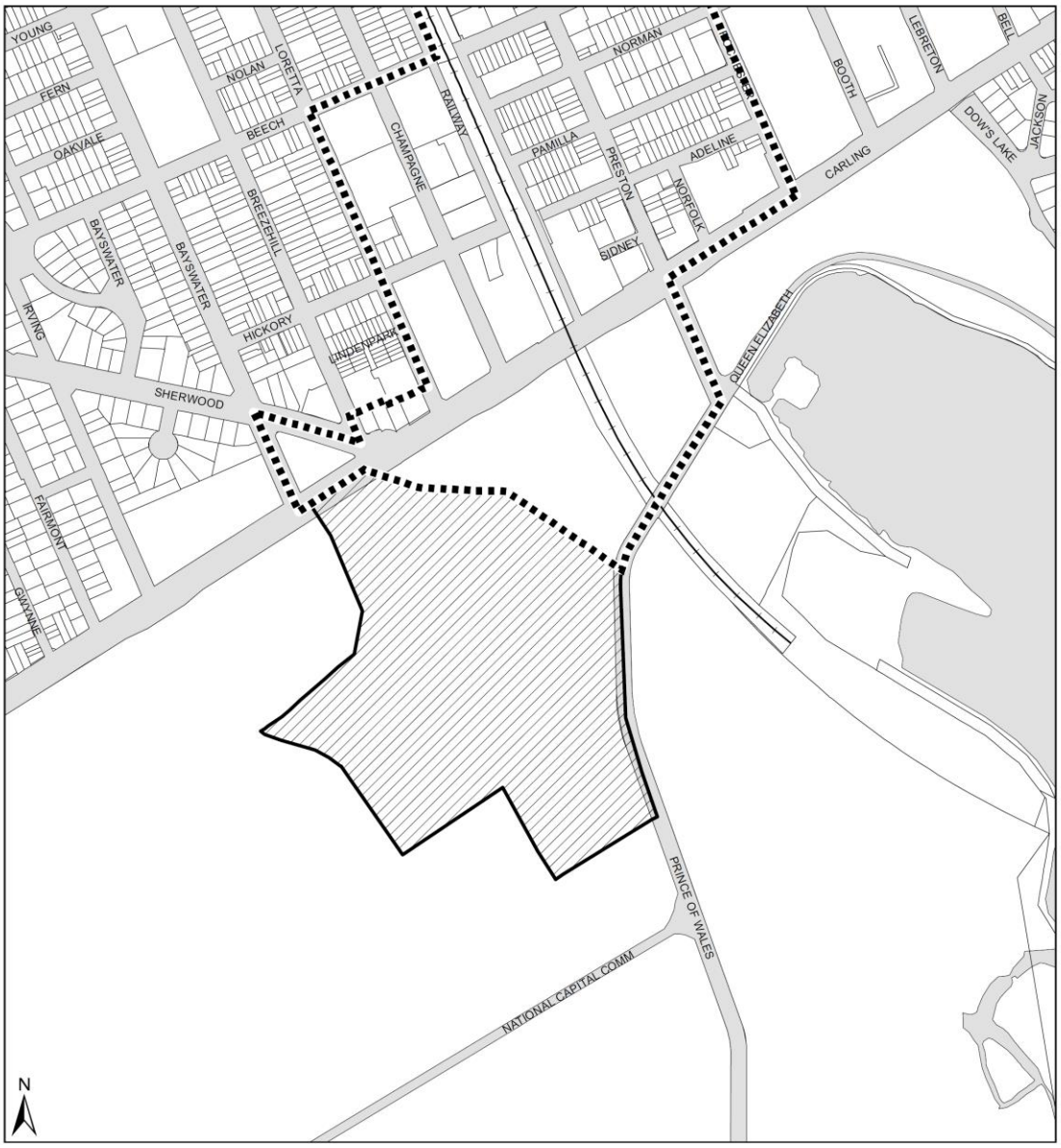
ANNEXE 1 de L' AMENDEMENT NO. au PLAN OFFICIEL de la VILLE D'OTTAWA

Modifiant l'Annexes B

Plan des politiques en milieu urbain

LANDS TO BE REDESIGNATED FROM "AGRICULTURAL RESEARCH AREA" TO "GENERAL URBAN AREA"
TERRAINS DONT LA DÉSIGNATION PASSERA DE "ZONE DE RECHERCHE AGRICOLES" À "ZONE URBAINE GÉNÉRALE"

SCHEDULE 2 – SECONDARY PLAN BOUNDARY CHANGE



Prepared by: Planning, Infrastructure and Economic Development Department, GIS and Data Management

Ottawa

Préparé par: Services de la planification, de l'infrastructure et du développement économique, SIG et Gestion des données

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SCHEDULE 2 to AMENDMENT NO to the OFFICIAL PLAN for the CITY OF OTTAWA

Amending Schedules A, B, C and D
Preston-Carling District - Secondary Plan

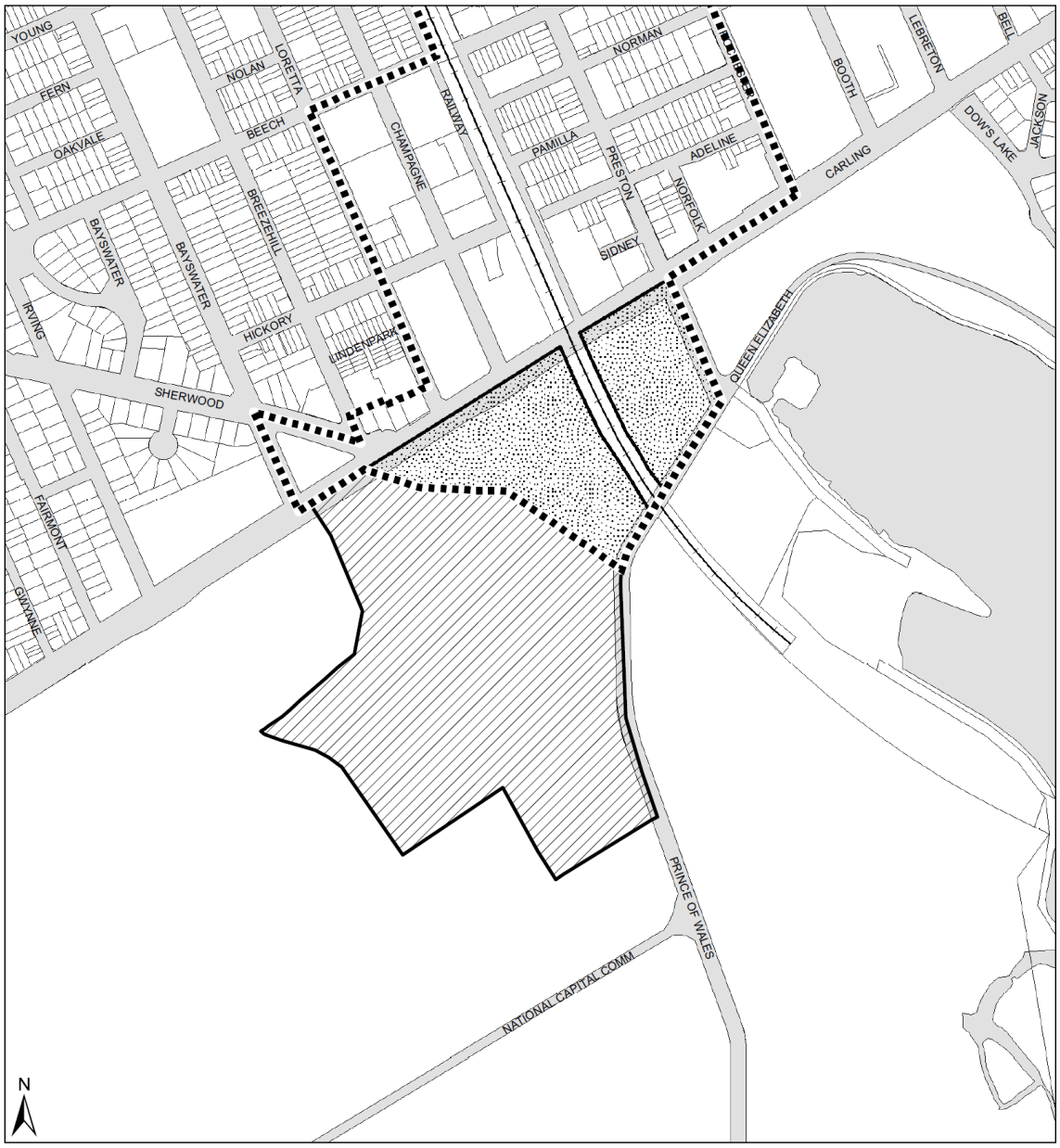
ANNEXE 2 de L' AMENDEMENT NO. au PLAN OFFICIEL de la VILLE D'OTTAWA

Modifiant les Annexes A, B, C et D
Plan secondaire de Secteur Preston-Carling

Lands added to the Preston-Carling District Secondary Plan / Terrains à ajouter au Plan secondaire du secteur Preston-Carling

Existing Preston-Carling District Secondary Plan Boundary/ Limite du Plan secondaire du secteur Preston-Carling existante

SCHEDULE 3 – HOSPITAL AREA CHARACTER AREA



Prepared by: Planning, Infrastructure and Economic Development Department,GIS and Data Management

Ottawa

Préparé par: Services de la planification, de l'infrastructure et du développement économique, SIG et Gestion des données

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SCHEDULE 3 to AMENDMENT NO to the OFFICIAL PLAN for the CITY OF OTTAWA

ANNEXE 3 de L' AMENDEMENT NO. au PLAN OFFICIEL de la VILLE D'OTTAWA

Amending Schedule A - Land Use Character Areas
Preston-Carling District - Secondary Plan

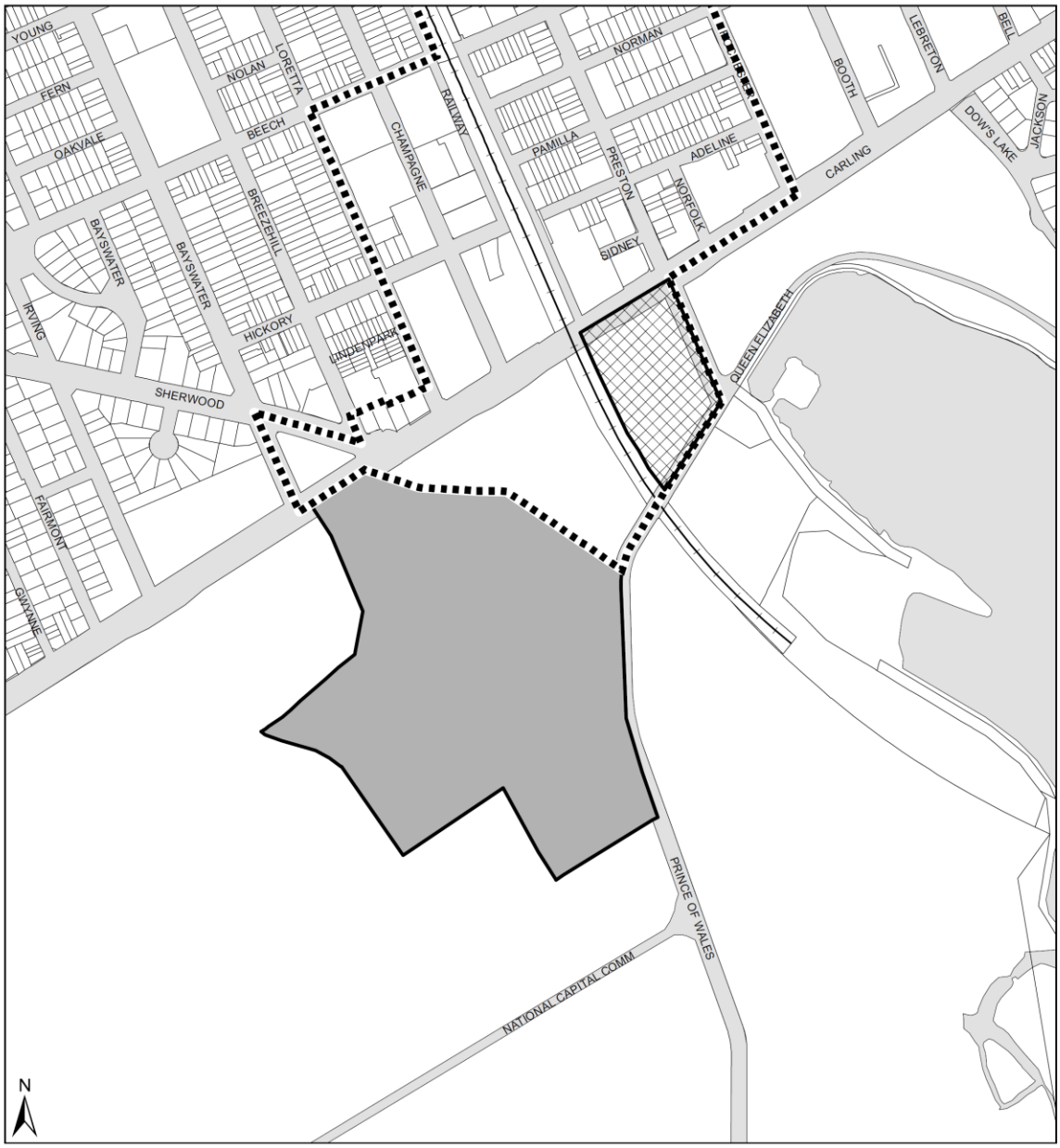
Modifiant l'Annexes A - Secteurs à aspect unique
Plan secondaire de Secteur Preston-Carling

Lands to be redesignated from "Station Area" to "Hospital Area"/
Terres dont la designation et passée de "Voisinage de la station" à "Secteur de l'hôpital"

Lands to be designated "Hospital Area"/
Terres dont la designation "Secteur de l'hôpital"

Existing Preston-Carling District Secondary Plan Boundary/
Limite du Plan secondaire du secteur Preston-Carling existante

SCHEDULE 4 – SECONDARY PLAN HEIGHT SCHEDULE



Prepared by: Planning, Infrastructure and Economic Development Department,GIS and Data Management

Ottawa

Préparé par: Services de la planification, de l'infrastructure et du développement économique, SIG et Gestion des données

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SCHEDULE 4 to AMENDMENT NO to the OFFICIAL PLAN for the CITY OF OTTAWA

Amending Schedule B - Height and Tower Location

Preston-Carling District - Secondary Plan

ANNEXE 4 de L' AMENDEMENT NO. au PLAN OFFICIEL de la VILLE D'OTTAWA

Modifiant l'Annexes B - Hauteur

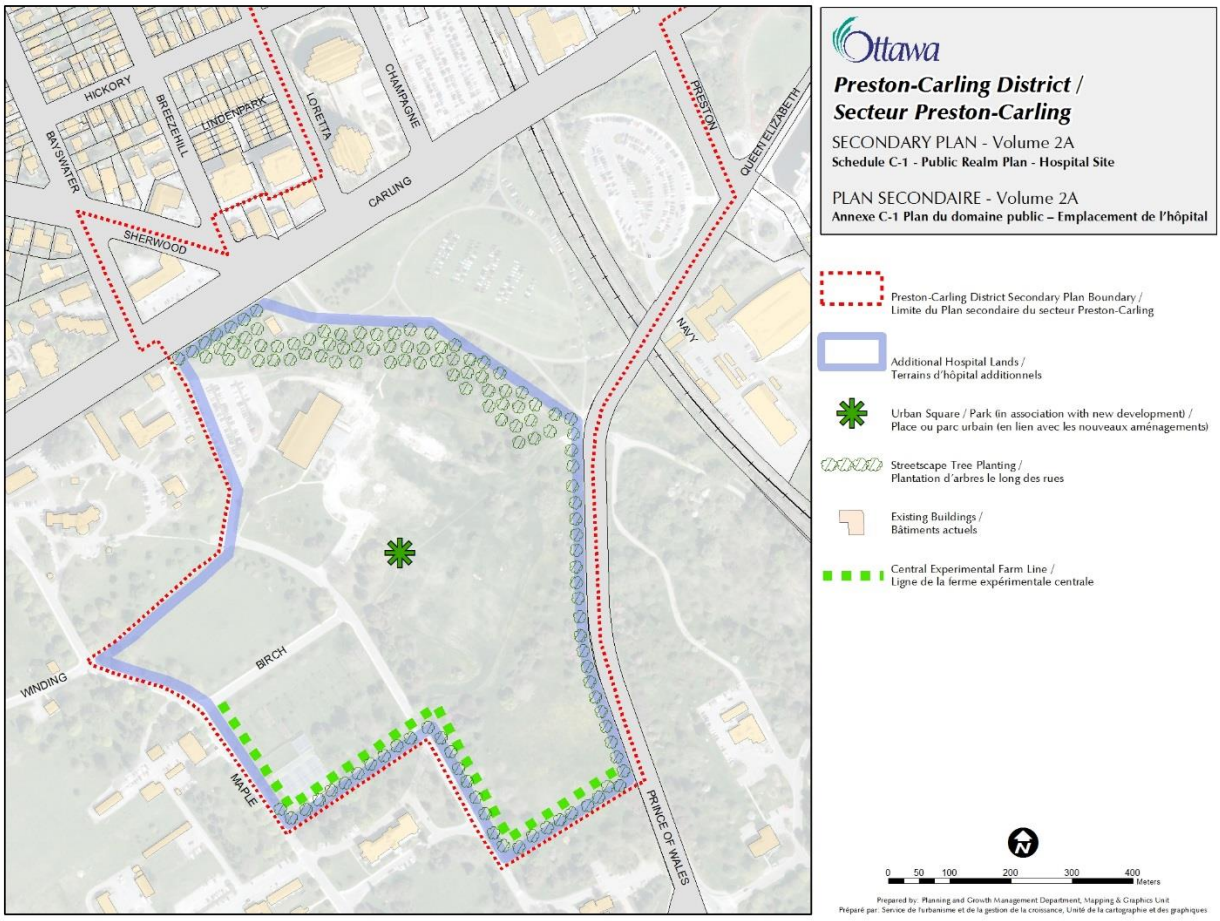
Plan secondaire de Secteur Preston-Carling

Lands to be redesignated from "Site for Nationally Significant Building" to "15 storeys" maximum building heights/ Terres dont la designation est passée de "Site propice à la construction d'un bâtiment d'importance nationelle" à "15 étages" hauteurs maximales des immeubles

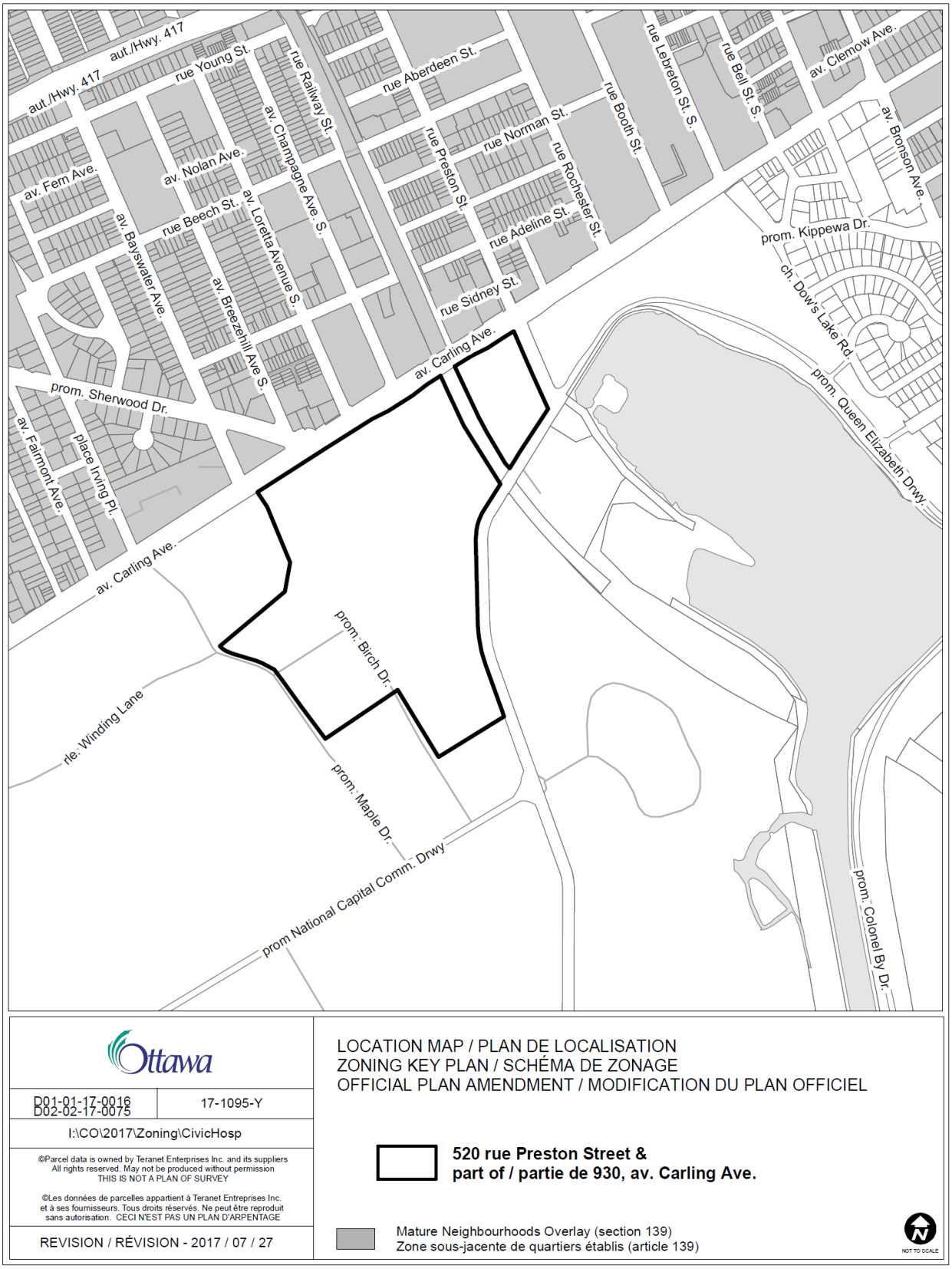
Lands to be designated "20 storeys" maximum building heights/ Terres dont la designation "20 étages" hauteurs maximales des immeubles

Existing Preston-Carling District Secondary Plan Boundary/ Limite du Plan secondaire du secteur Preston-Carling existante

SCHEDULE 5 – SCHEDULE C-1 PUBLIC REALM – HOSPITAL SITE



SCHEDULE 6 – LOCATION MAP



Ottawa

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REVISION / RÉVISION - 2017 / 07 / 27

LOCATION MAP / PLAN DE LOCALISATION
ZONING KEY PLAN / SCHÉMA DE ZONAGE
OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL

520 rue Preston Street &
part of / partie de 930, av. Carling Ave.

Mature Neighbourhoods Overlay (section 139)
Zone sous-jacente de quartiers établis (article 139)

NOT TO SCALE

Document 4 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law 2008-250 for part of 930 Carling Avenue and 520 Preston Street are as follows:

1. Rezone the lands as shown in Document 2
2. Add a new exception I2 [xxxx]-h, to Section 239 – Urban Exceptions with provisions similar in effect to the following:
   a. In column II add the text: “I2 [xxxx]-h”;
   b. In column III add the following:
      - Retail food store
   c. In column IV add following uses;
      - correctional facility
      - court house
      - one dwelling unit ancillary to a permitted use
      - retirement home
      - retirement home, converted
      - rooming house
      - rooming house, converted
      - shelter
      - sports arena
      - payday loan establishment
      - All uses until such time as the holding symbol is removed
   d. In Column V, the following:
      - Subclause 171(3)(b)(ii) does not apply to a Research and development centre
      - A Retail food store is subject to Subsection 171(3)
      - no person may park a motor vehicle:

(a) in a required front yard;

(b) in a required corner side yard; or

(c) in the extension of a required corner side yard into a rear yard.

- The holding symbol may not be removed until such time as the following have been completed to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

- Approval of Master Site Plan by Planning Committee and Council, including publically accessible open space; demonstration of pedestrian and cycling connectivity; architectural and urban design analysis and demonstration of O-train/future LRT station connection;

- Approved Transportation Impact Assessment and Mobility Plan, including a parking strategy addressing underground, and off-site parking impacts and a Transportation Demand Management Strategy;

- Approved Cultural Heritage Impact Statement; and

- Approved Master Servicing Plan.

Document 5 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law and Official Plan amendments.

A public meeting was held in the community on September 25, 2017, at the Silver Street Community Centre (960 Silver Street). Residents, representatives from The Ottawa Hospital and the Ward Councillor's office were present, and over 90 residents attended the meeting. Approximately 115 residents provided feedback on the 930 Carling and 520 Preston Street proposal through email and written responses. Special community-based interest groups who commented and were part of the community consultation included Friends of the Farm; Coalition to Protect the Central Experimental Farm National Historic Site of Canada; Civic Hospital Neighbourhood Association and Preston Street BIA.

From November 22, to December 17, 2017, The Ottawa Hospital held seven information sessions across the City of Ottawa (five meetings) and eastern Ontario (two meetings), see Appendix 1.

An open house was held on January 31, 2018 at Lansdowne Park (Horticulture Building) to present a draft architectural concept, as well as an update on planned hospital services. This was accompanied by a presentation to local Councillors, Provincial Members of Parliament and Federal Members of Parliament. Over 200 residents attended this open house session (see Appendix 2).

Public Comments and Responses

Process

Comments:

1. Who is the applicant?
2. How was the public consulted on this proposal?
3. Why wasn't the Tunney's Pasture site chosen for the new campus of The Ottawa Hospital?
4. How is The Ottawa Hospital held accountable once the zoning and official plan are approved?
5. What plans and studies will be required with subsequent site plan applications?

6. Has the land been transferred from the federal government to TOH?

Responses:

1. The applicant is the City of Ottawa's Planning, Infrastructure and Economic Development Department. At the City's May 9, 2017 Planning Committee meeting, Council members directed staff to bring forward a City-initiated Official Plan and Zoning By-law Amendment application in order to bring the City's planning documents into alignment with the federal land use decision for the subject lands to be leased to The Ottawa Hospital.

2. Nine public meetings were held between September 2017 and January 2018. A public meeting was held in the community on September 25, 2017 at the Silver Street Community Centre (960 Silver Street). Residents, representatives from The Ottawa Hospital and the Ward Councillor's office were present, and over 90 residents attended the meeting. The City posted information on its website (www.ottawa.ca/devapps) as well as a dedicated website (www.ottawa.ca/newhospital / www.ottawa.ca/nouveauhopital) to engage residents.

   From November 22, to December 17, 2017, The Ottawa Hospital held seven information sessions across Ottawa (five meetings) and eastern Ontario (two meetings). Including the launch of an online engagement tool (greatertogether.ca/engage), as well as a Campus Engagement Group composed of community members, stakeholders and patients.

   An open house was held on January 31, 2018 at Lansdowne Park (Horticulture Building) to present a draft architectural concept, as well as an update on planned hospital services. This was accompanied by a presentation to local Councillors, Provincial Members of Parliament and Federal Members of Parliament. Over 200 residents attended this open house session.

   In addition, an online engagement tool was launched by TOH in November 2017 (greatertogether.ca/engage), as well as a Campus Engagement Group composed of community members, stakeholders and patients.

3. The federal government has made the decision to lease the Sir John Carling site to The Ottawa Hospital through a 99-year lease, which came into effect on February 23, 2018.

4. The key in this Zoning By-law amendment proposal is that the zoning would only go forward with the provision of a ‘holding symbol’ (denoted by the lower case ‘h’). This ‘h’ would not permit the use of a hospital, or any use in the zoning, until such time as certain criteria are met. These criteria would be the approval of a master site plan, with the appropriate studies and reports that supported that site plan. This Site Plan Control application(s) will also be subject to public notification and consultation. Only once the conditions of the holding provisions have been satisfied will City staff recommend to Planning Committee and Council the removal of the ‘h’ from the zoning.

5. Required plans and studies for the Master Site Plan Control and lifting of the “H” application(s) will include transportation studies, servicing studies, Environmental Impact Studies, Phase 1 Environmental Assessment studies, Geotechnical Report, Wind and Shadow Analysis, Cultural Heritage Impact Studies, Noise, Site and Landscape plans, Parking Strategy Studies, Architectural and Urban Design plans, Open Space Plans, and Tree Conservation Reports.

6. On February 23, 2018, Public Works and Services Procurement Canada announced a 99-year lease between the Federal Government and TOH – TOH now hold the lease on the 21 hectare parcel.

Proposed Zoning By-law Amendment

Comments:

1. Why does the Zoning By-law have to be amended?

2. Permitted land-uses should restrict residential uses and only permit a hospital.

3. Heights should be limited adjacent to the CEF and Historic Buildings of the CEF.

4. Buffers should be included adjacent to the CEF and Historic Buildings of the CEF.

5. How can this process proceed in advance of plans and studies (such as traffic study, cultural heritage impact study, architectural renderings, engineering and site plans)?

6. Establish zoning by-laws that limit surface parking to that needed for emergency and delivery vehicles.

7. Establish height and design requirements that respect the heritage nature of not only the Farm's adjacent heritage buildings but their heritage setting. Taller buildings should be located away from the areas that border those heritage buildings.

8. Create zoning by-laws that would ensure that support type businesses choosing to be located near the hospital would be located away from the Central Experimental Farm.

9. Create zoning by-laws that would encourage designs that would blend with the surrounding green space rather than visually dominating views from either the Arboretum or Ornamental Gardens.

10. How was this zoning amendment developed when information on the healthcare needs and the expected size of the facility are not yet available?

11. A transitional buffer should be incorporated into the zoning adjacent Maple Drive.

12. Do not rezone the L3 zoned lands as these form a green connection to the CEF and Dominion Arboretum and are important historic green spaces (old Hedge Collection).

Responses:

1. The current zoning of the site is Mixed-Use Centre and Open Space [356], which both permit a hospital land use over 13 hectares of the subject parcel. However, a remaining eight hectares is zoned Arterial Mainstreet and Central Experimental Farm, which does not permit the hospital land use.

2. Staff have responded to these concerns and revised the zoning approach to ensure The Ottawa Hospital site is zoned one uniform Major Institutional Zone to deal with specific hospital and related land-use permissions.

3. The proposed zoning has an associated holding provision, ensuring the zoning land-uses are not legally permitted, until such time as an approval is granted on a Master Site Plan and the holding provisions have been satisfied, including an approved architectural and urban design analysis and a Cultural Heritage Impact Statement.

4. The proposed zoning has an associated holding provision, ensuring the zoning land-uses are not legally permitted until such time as an approval is granted on a master plan by Planning Committee and Council, including an approved

architectural and urban design analysis and a Cultural Heritage Impact Statement. The proposed Secondary Plan policies also direct development to be sympathetic to the height, massing and scale of the adjacent low-rise buildings on the CEF and require provision of open space on the TOH site to integrate with the CEF.

5. The proposed zoning has an associated holding provision, ensuring the zoning land-uses are not legally permitted until such time as an approval is granted on a master plan by Planning Committee and Council. The details of ensuring the hospital can integrate into this 21-hectare parcel of land and how it interacts with neighbours, existing streets, transit, open space, etc., will be examined at the site plan control application stage, which will be subject to public notification and consultation. Only once the conditions of the holding provision have been satisfied will City staff recommend to Planning Committee and Council the removal of the 'h' from the zoning.

6. Language for the provision of underground parking has been included in the proposed Zoning By-law and Official Plan amendments.

7. Heights and transitions will be determined through the detailed urban design analysis, architectural review and Cultural Heritage Impact Studies for the various built and cultural significant features of the site and surrounding area.

8. The uses proposed in the subject Zoning By-law amendment are restricted to the primary functions of a hospital. Ancillary uses of retail and food retail are permitted and will be encouraged to locate towards the Preston/Carling corridors.

9. Through the review of the required architectural and urban design analysis, with input from the required Cultural Heritage Impact Statements, the site design and built form proposed will need to be sympathetic to the surrounding significant elements of the CEF, Dows Lake, Arboretum and Rideau Canal.

10. The Ottawa Hospital (TOH) is in stage 1 of their planning process and as such the TOH planners use the information they have learned to plan how many beds and how much space each department needs across the hospital's three campuses. This plan was submitted to the Ontario Ministry of Health and Long-Term Care and also included conceptual drawings representative of the total square footage requirements. Detailed design will be introduced at later stages following public engagement, and TOH will be required to meet all the

requirements laid out in the holding provisions and Secondary Plan requirements prior to approval of the Master Site Plan.

11. The 99-year lease with PSPC requires buffers to Maple Drive, and these buffers will be reflected in the master plan.

12. Although the lands currently zoned L3 (Central Experimental Farm) are proposed to change to Major Institutional Zone, there is a requirement through the master planning exercise for the provision of publically accessible open space, and integration of the subject site with the CEF. The master plan must show open space and accessible open space for public use.

Proposed Official Plan Amendment

Comments:

1. Why does volume 1 of the Official Plan have to be amended?
2. Why is the land being added to the Preston-Carling District Secondary Plan?
3. Does the Central Experimental Farm boundary have to change?
4. Do not redesignate the Agricultural Research Area lands as these form a green connection to the CEF and Dominion Arboretum are important historic green spaces (old Hedge Collection).

Responses:

1. A five-hectare portion of the leased site is designated as ‘Agricultural Research Area’ in Volume 1, Schedule B of the City’s Official Plan, which does not permit a hospital land-use. Further, the Central Experimental Farm description will be amended to add language including a Hospital within the CEF boundary.
2. The boundary of the Preston-Carling District Secondary Plan requires amending to include the full area of the leased site into the Secondary Plan and amend the Land-use (Character Areas) by adding new ‘Hospital Area’ land use policies.
3. The Central Experimental Farm boundary, as shown on Schedule B of the City’s Official Plan will not change. The future campus of The Ottawa Hospital will be within the CEF boundary.
4. Open Space, pedestrian and cycling connections will be examined at the master site planning stage. However, proposed policy language within the Preston-

Carling District Secondary Plan and the proposed Zoning By-law amendment will require demonstration of open space and pedestrian and cycling connections prior to lifting of the ‘h’.

The new campus for The Ottawa Hospital

Comments:

1. Why does the civic campus need to relocate?
2. Why is such a large site required (21ha)?
3. Will the Heart Institute be part of this new campus?
4. What ‘other’ functions will be part of the new campus?
5. Will there be wellness and open space areas for patients?
6. Where will the new helicopter pad be located?
7. Will shuttle service be utilized from the O-train / future LRT transit station to various hospital entrances to alleviate walking distances?
8. What is the timeline for building?

Responses:

1. The Ottawa Hospital’s Civic Campus opened its doors in 1924. Now nearly 100 years old, the Civic is home to eastern Ontario’s trauma, cardiac, and stroke centres. In 2007–2008, The Ottawa Hospital established a steering committee to guide the development of a Master Plan for the Ontario Ministry of Health and Long-Term Care. Through this process, it was identified that the current Civic Campus:

    - Was designed to meet earlier and now-outdated standards which are no longer suitable to provide modern and state-of-the-art health care.
    - Compromises The Ottawa Hospital’s ability to deliver the comprehensive and integrated health-care services expected today.
    - Would not accommodate future needs.
    - Requires a new adult acute-care trauma centre.

Further, the steering committee recommended that due to its age, the existing Civic Campus would be too difficult and costly to rebuild. A new, larger site of between 50 and 60 acres was needed. The hospital's new campus will be a 21st-century, state-of-the-art facility, built to environmentally sustainable building standards.

2. This is the site for this hospital campus for generations to come. The hospital has factored in enough space to expand to meet the health-care needs of the region within the existing space.

   The Ontario Ministry of Health and Long-Term-Care has confirmed to the hospital that it supports building the new campus on a parcel of land this size. This will allow space for phased construction and flexibility to accommodate future needs.

   First and foremost, the hospital is a community institution. Much of the land will be open and natural spaces for the community, patients, visitors and staff members to enjoy. The hospital will work closely with the community through the newly-formed Campus Engagement Group, as well as online and in-person engagement, to determine what these spaces will look like.

3. Planning regarding the new campus is underway between The Ottawa Hospital and the University of Ottawa Heart Institute. For more information, see the joint statement posted on The Ottawa Hospital's new campus website (http://greatertogether.ca/frequently-asked-questions/)

4. The Ottawa Hospital is one of Canada's leading academic research hospitals. Its mandate is clinical care, research and education. To support this tripartite mandate and provide services for staff members, patients and visitors, the campus would include similar functions as the current Civic Campus. This includes parking, small retail elements and food services, and wellness spaces. A helicopter pad will be located on the roof of the facility. Buildings on the site will be built to environmentally-sustainable building standards.

   The new campus will be a community space, so will include open and natural spaces for the community, patients, visitors and staff members to enjoy. The hospital will work closely with the community through the newly-formed Campus Engagement Group, as well as online and in-person engagement, to determine what these spaces will look like.

5. The hospital is proposing that the campus include wellness areas and natural spaces for patients, staff members and visitors. In addition, the hospital is

proposing that open spaces and natural areas on the site be publically accessible, to allow for continued community use and recreation.

6. The design for the new campus has not yet been finalized. However, the hospital will propose that the helicopter pad be located on the roof of the facility with a trauma elevator to the Emergency Department.

7. Transportation options will be explored during the master planning stages of the hospital design. The integration of the new hospital with access to rapid transit will be a priority, and this could include a number of initiatives to ensure patients, staff and visitors can easily access the hospital through multi-modal transportation options.

8. The new campus will take five years to plan and design and five years to build. The Ontario Ministry of Health and Long-Term Care (MOHLTC) has a five-stage process for building a new hospital. Here are the stages:

    a. Proposal and Master Plan: Look at population health trends and medical advancements; take stock of the hospital's current services and programs, plan for future service models

    b. Functional Program: Plan for space requirements and preliminary plans for staffing and equipment

    c. Preliminary Design: Design new campus in detail for all aspects of the buildings and the site as a whole, based on patient and community input

    d. Contract Documents: Refine architectural plans and detailed schedule for design and construction

    e. Construction

Open Space

Comments:

1. Retention of open space adjacent the CEF and within Queen Juliana Park should be a requirement.

2. An open space buffer between TOH and Dows Lake should be a requirement.

3. Integration of open space into the project should be a requirement.

Responses:

1. Both City staff and The Ottawa Hospital are listening to the concerns regarding the five-hectare parcel of land that is designated 'Agriculture Research Area' and what is commonly referred to as Queen Juliana Park. Some of the thoughts presented at the public meetings were that through the use of the holding provision (‘h’) we could require an Open Space plan illustrating where opportunities for open space and public access could be located. The ‘h’ would not be removed until an overall Master Plan and Site Plan for the property is approved, including the location and design of publically accessible open space.

2. Landscape buffers, cycling facilities, pedestrian trails and connectivity will be reviewed through the master planning exercise, and is a condition of the ‘h’ removal.

3. Open space locations and design will be part of the master planning exercise, and will be a condition of the ‘h’ removal.

Traffic, Parking, Access and Transit

Comments:

1. Concerns were raised with existing local streets being extended into the TOH site (such as Sherwood Drive, Maple Private and Prince of Wales Drive).

2. The City needs to ensure transit is integrated into the design of the TOH with the O-train and future LRT Station at Carling Avenue.

3. How is this proposal being reviewed against the condominium development in Preston-Carling neighbourhood, and traffic impacts?

4. There are concerns with impacts of hospital development on festivals and tourism (i.e. Tulip Festival/Winterlude) at Dows Lake.

5. There are concerns that surface parking will dominate the site. The use of structured or underground parking must be emphasized in combination with transit oriented design.

6. What accesses will be used for ambulances, loading, employees and patients?

7. How will off-site parking in local neighbourhoods be controlled?

8. There are concerns that high volumes of traffic will utilize roads within the Central Experimental Farm (such as Maple Drive, Birch Drive and National Capital Commission Driveway)

Responses:

1. TOH is bound by the conditions of the ‘h’ to design their site with transportation as a key element in the design, including where access are located and the impacts of transportation on the existing community (neigbourhoods). TOH has committed to not seek direct vehicular access from Sherwood Drive. TOH is committed to working on transportation initiates such as traffic calming, transit adoption/integration and other measures with community input.

2. The City, Province and TOH will be working together on integrating transit into the design of the new campus for The Ottawa Hospital. The proposed Secondary Plan amendment and Zoning By-law amendment both require integration of the O-train and future LRT station into the hospital design process.

3. The Secondary Plan amendment and Zoning By-law amendment both require detailed transportation impact assessments, including a parking strategy; integration of the LRT; pedestrian and cycling connectivity and neighbourhood impacts prior to approval of a Master Plan.

4. The required transportation studies will need to address parking and transportation impacts on festivals held in the vicinity, such as Tulip Festival and Winterlude.

5. The City is working with TOH to ensure surface parking does not dominate the project and is limited to the greatest extent possible. The language of the Secondary Plan is to direct the development of a master plan based on underground parking and a multi-modal approach where more reliance on transit and other modes of transportation are maximized.

6. The details of access location will be part of the master planning exercise for the hospital design. The requirement to conduct a detailed transportation study will feed into the hospital design, as well as the ongoing Community Engagement Group (run by TOH), which have focused sessions on parking and transportation.

7. Off-site parking will be reviewed as part of the required transportation studies supporting the master planning exercise and through the ongoing Campus Engagement working groups.

8. TOH will work with both the City and NCC on access and access control. The required transportation studies will need to speak to how access to the new Ottawa Hospital is achieved and which streets are considered the main route to and from the hospital. This will be an approach where TOH will work with the Campus Engagement working groups, the City and the NCC.

Cycling, Pedestrian Integration

Comments:

1. Maintain cycling and pedestrian routes and activities though TOH development.
2. Many residents use the site for walking, cycling, walking dogs, and enjoyment of open space, how will the new campus impact this enjoyment?

Responses:

1. Cycling and pedestrian routes are highly desired and required to ensure the master site plan integrates with the network of trails and multi-use pathways. As such, both the proposed Secondary Plan Amendment and Zoning By-law Amendment require the review of pedestrian and cycling connectivity prior to lifting the ‘h’.

2. Open space and maintaining a porous, connected network of trails and multi-use pathways will be required through the plans and studies dictated by the proposed Secondary Plan policies and the proposed Zoning By-law amendment holding provision requirements.

Impacts on World Heritage UNESCO / Rideau Canal

Comments:

1. How will parking for visitors to Dows Lake and festivals be maintained?

2. How will visual impacts from Dows Lake and the Rideau Canal system be controlled, reviewed and approved?

Responses:

1. The lease agreement between Public Services and Procurement Canada and The Ottawa Hospital requires the retention of parking spaces for the Dows Lake Pavilion. The examination of how many parking spaces for other activities and the provision of shared parking spaces with TOH and other uses will be explored through the master planning exercise, and the requirement to remove the ‘h’ from the zoning.

2. The requirement for a Cultural Heritage Impact Statement and urban design analysis are requirements of both the proposed Secondary Plan Amendment and Zoning By-law Amendment. The City’s Urban Design Review Panel and the NCC’s Advisory Committee on Planning, Design and Realty are requirements for master planning approval.

Sustainability Design

Comments:

1. A design with nature approach should be taken for this project.
2. What green technologies and systems will the building(s) be built to?

Responses:

1. TOH has expressed understanding of the sites unique attributes and their initial approach and concept designs directly speak to integrating the new hospital into the natural landscape. This includes the retention of trees, integration of open space, and sensitive approach to the cultural and built heritage surrounding the site. The requirements for TOH to follow through on this approach is embedded in the proposed Secondary Plan policies and the requirements to remove the 'h' from the propose zoning.
2. Through the detailed master planning and site planning process energy efficient systems and green technologies will be explored.

The Central Experimental Farm & Heritage

Comments:

1. How will impacts of traffic and development be mitigated against the Dominion Arboretum?
2. How can this loss of Farmland and research land be justified?
3. Why does the CEF boundary have to be changed?
4. How are impacts on the built and cultural heritage of the farm and its buildings protected?
5. Will the DARA Tennis club be retained in the short term and protected in the long term?
6. Will the old cedar hedge collection be protected?
7. Retention of the annex building should be part of the plans (Sir John Carling cafeteria).

8. Unique protection of the Dominion Observatory with respect to adjacent building heights, exterior lighting and interior lighting of adjacent buildings must be considered.

9. How does this application impact the National Historic site of the CEF?

10. When will TOH be required to submit a Cultural Heritage Impact Statements and mitigation measures with respect to impacts to the CEF National Historic Site; FHBRO-designated buildings; the Rideau Canal National Historic Site and World Heritage Site; and all other heritage values and resources, including those identified through assessments using Reg. 9/06 of the *Ontario Heritage Act*?

Responses:

1. The master planning exercise will be required to look at transportation, cultural heritage, urban design, and architectural design in a holistic approach. Both the City's Urban Design Review Panel and the NCC's Advisory Committee on Planning, Design and Realty must be consulted with as the design exercise unfolds and will be instrumental in guiding design for this site. The approval of a master plan will need Planning Committee and Council endorsement.

2. With the finalization of a new 99-year lease between the Federal Government and The Ottawa Hospital for the development of a new campus for TOH, the five-hectare parcel of land designated Agricultural Resource Area within the Central Experimental Farm has been approved on a Federal level as contributing towards the new campus project. While part of the CEF, the subject lands are not part of active agricultural research. Requirements for open space and integration of the new campus of The Ottawa Hospital are requirements of both the proposed Secondary Plan and the proposed Zoning By-law amendment.

3. The boundary of the Central Experimental Farm does not have to change, and in consultation with the community and NCC is no longer part of this proposed amendments.

4. The proposed Secondary Plan and Zoning By-law amendments require a Cultural Heritage Impact Statement, design and architectural review by the City's Urban Design Review Panel and NCC's Advisory Committee on Planning, Design and Realty prior to any master planning approval.

5. TOH is currently the landlord for the DARA tennis club and is maintaining their sublease on the property. In the future, there will be options explored through

the master planning exercise to determine if the tennis club can remain on the property.

6. The master planning exercise will explore options on how open space, such as the hedge collection, can be integrated into the new campus design.

7. TOH is working with the federal government on the future plans for the annex building, including possible demolition and how its legacy can be remembered on the site or with new buildings.

8. Through the requirements of the Cultural Heritage Impact Statement, extensive urban design review through both the City's and NCC's processes, the design of the new campus of The Ottawa Hospital must demonstrate sensitive design adjacent the Dominion Observatory and other federally recognized and designated buildings. This includes transitioning, setbacks, architectural detailing, location of land uses (such as loading), site and building lighting, etc. The City and TOH will work with the community and the federal government on these detailed design considerations during the master planning exercise.

9. The National Historic site does not change; however, any development on the leased hospital lands must be accompanied by a Cultural Heritage Impact Statement (CHIS). The CHIS would play an integral role in the architectural and urban design analysis for the hospital as it relates to the National Historic Site.

10. The Cultural Heritage Impact Statement and mitigation measures will be required during the master site planning process and during the future site plan control applications to inform design. The future master planning exercise of The Ottawa Hospital will be required to go through extensive consultation with the City's Urban Design Review Panel and the NCC's Advisory Committee on Planning, Design and Realty prior to any site plan approval or lifting of the holding provision on the subject zoning of the property.

Future Site Plan Control application(s)

Comments:

1. How is noise, light pollution, traffic, sun blockage being reviewed for this development?

2. Is TOH aware of a fault line running along the ridge? This could cause problems with both the construction of the new hospital and to existing buildings, such as the Dominion Observatory Building during construction and blasting.

Responses:

1. Details such as noise, light pollution, traffic, sun shadowing are requirements of plans and studies at the master site planning exercise. During the master planning and subsequent site plan applications, the plans and studies associated with these matters will be made available for public review and in consultation with the public.

2. The hospital is aware that there is what has been assessed as an inactive fault line running through a section of the site. All buildings on the site will be built to the National Building Code of Canada, which takes these elements into account.

   The hospital will follow all requirements in site preparation and construction of the new facility, and will work with its neighbours and its community to mitigate the impact of these activities on nearby buildings.

APPENDIX 1 – THE OTTAWA HOSPITAL PUBLIC ENGAGEMENT SESSIONS

From November 22 to December 11, 2017, The Ottawa Hospital held seven events across Ottawa and eastern Ontario to kick-start its public engagement process.

What we heard:

Parking:

- Ensure there is enough parking and that it is accessible, affordable, easy to navigate, and integrated with clinics.
- Explore creative and discrete options like underground, offsite (for staff), and valet/jockey parking. How would these impact cost?
- Consider how technology could be incorporated in design.
- Consider how the community might use or be impacted by parking options at the hospital.
- Ensure onsite parking is not an eyesore.

Greenspace:

- There is a need to preserve as much greenspace as possible throughout the site, including vegetation, heritage trees and hedges. Plan for flexibility so greenspace is preserved in years to come.
- Multi-use pathways are valuable for the community, patients, staff, visitors; the site should be walkable.
- Make the site more than a hospital: include community and recreation areas.
- Consider how public spaces, pathways and site density would relate to surrounding areas year round.
- Make community spaces available even during construction where possible.

Traffic and access:

- There is concern about an increase and/or change in traffic patterns on both arterial and secondary roads leading to the site, especially from highway 417.
- Would possible changes require road widening or changes to intersections? How would nearby communities be affected?

- Consider the wider context of other major facilities and upcoming projects on Carling.
- The site should be easily accessible by light rail and bus, especially for aging patients.
- Concern the current proposed location for future LRT is not close enough to the new campus.
- What impact would a traffic demand system, smart roads, autonomous cars and other new technologies have?
- How could access be streamlined to different buildings or clinics so that parking and entering the site is easy?

Design:

- The facility should be designed with the unique and heritage-rich nature of the site in mind.
- Consider how the site would look from surrounding areas and what impact it might have on sight lines from nearby buildings like the Dominion Observatory.
- Within and around the buildings themselves, ensure full accessibility for people with a wide range of abilities and for aging patients.
- Design to best practices like single patient rooms, but plan for flexibility as standards and technology advance.
- Consider innovative solutions and technology for things like lighting, heating and cooling, wayfinding and snow removal.
- Consider how design might encourage wellness for staff, patients and visitors

Environmental impact

- Consider how construction and the final buildings would impact the flora and fauna on the site.
- Minimize air and light pollution, and adhere to the highest possible environmental standards in making the facility environmentally sustainable and energy efficient.

Other key interests:

- What is the future of the existing Civic Campus?
- Minimize impact to and disruptions nearby businesses, organizations and landscapes

APPENDIX 2 – THE OTTAWA HOSPITAL PUBLIC ENGAGEMENT OPEN HOUSE

On January 31, 2018, The Ottawa Hospital held a community open house at the Lansdowne Park Horticulture Building. The event included an update on hospital services at all three TOH campuses, the background journey to a draft architectural concept, and an update on engagement.

What we heard:

Parking

- Generally positive reactions to underground parking with green roof
- Off-site parking has to be part of the solution, especially for staff.
- Support for solutions that are not surface parking.
- Consider how parking solution impacts nearby businesses and festivals.

Design

- Support for idea, but continue to ensure functionality and cost
- Consider patient circulation and movement through the facility.
- Glass walkways well-received; consider distance and walkability between buildings
- Consider how the proposed building shapes and styles would fit in with surroundings – height, style compared to CEF, wind shelter, etc. Are buildings well balanced between CEF and Dows Lake?
- Including natural elements like wood in design could reduce ‘institutional’ look, which can trigger anxiety for some patients and families.
- Large windows and natural lights important to patients, families and staff
- Design for accessibility for all patients and families, including those who are aging, who do not speak English or French, who have physical disabilities, developmental disabilities, or disabilities that are not clearly visible.

Access/traffic

- Traffic and parking studies should be done before the project goes any further.
- Direct connection to rail line and transit well-received. Consider bus pass or ticket program.
- Concern about traffic on Sherwood, Bayswater and Carling.
- What will southern access to the site look like?
- What will the impact be on highway access, including the Rochester off-ramp?
- How will the topography of the site impact planning entrances and exits?
- Multiple entrances could reduce congestion.

Greenspace

- Protection of trees on the escarpment well-received.
- Public access to greenspace is important. Consider uses for park space – community activities, fundraising, etc.
- Consider impact of removing existing vegetation to put in underground parking
- Greenspace should be considered for ecological as well as recreational purposes
- Building taller allows for more preservation of greenspace
- Positive response to inclusion of pathways and recreation on site; consider how these pathways would connect to Carling, to Prince of Wales, Queen Elizabeth Drive, etc.

Environmental impact

- Consider bird-friendly design. Areas with many glass windows, light wells and trees between buildings could pose problems for birds on the site.
- Consider impact on animals and birds on the site.
- Design lighting to limit light pollution.
- Concern there are not enough buffer zones near roadways for the animals.

- Create a water supply plan and ensure that groundwater supply, especially for mature trees on site, is not destroyed during construction.

Impact on neighbours and local businesses

- Consider impact on access and parking for Dows Lake Pavilion and special events on Dows Lake.
- Consider impact of blocked views and light pollution on nearby residents and buildings like the Dominion Observatory.
- Could bring in new customers for businesses near Carling and Preston.