



**SITE PLAN CONTROL APPLICATION
SITE PLAN APPROVAL REPORT
PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT**

Site Location: Part of 900 Carling Avenue (Historically 930 Carling Avenue)

File No.: D07-12-26-0008 (Revision)
D07-12-22-0168 (Original Site Plan Control Application)

Date of Application: March 3, 2023

This SITE PLAN CONTROL application for the Ottawa Hospital New Campus Phase 4 Main Hospital Building submitted by Parsons Inc., on behalf of The Ottawa Hospital, is APPROVED as shown on the following plan(s):

And the following plans are approved:

Architectural Plans

1. **Primary Architectural Renderings**, Drawing No. A0-010, prepared by Adamson Associate Architects, dated 19 September 2025, revision 2 dated 2026-01-12.
2. **Secondary Architectural Renderings**, Drawing No. A0-011, prepared by Adamson Associate Architects, dated 19 September 2025, revision 2 dated 2026-01-12.
3. **Material Sample Board**, Drawing No. A0-020, prepared by Adamson Associate Architects, dated 19 September 2025, revision 2 dated 2026-01-12.
4. **Site Sections**, Drawing No. A0-210, prepared by Adamson Associate Architects, dated 05 June 2025, revision 6 dated 2026-03-27.
5. **Loading Dock**, Drawing No. A0-225, prepared by Adamson Associate Architects, dated 19 September 2025, revision 2 dated 2026-01-12.
6. **Building Elevation (North & East)**, Drawing No. A5-010, prepared by Adamson Associate Architects, dated 19 September 2025, revision 5 dated 2026-03-27.
7. **Building Elevation (South & West)**, Drawing No. A5-011, prepared by Adamson Associate Architects, dated 19 September 2025, revision 5 dated 2026-03-27.

8. **Building Elevation (Interior East & West)**, Drawing No. A5-012, prepared by Adamson Associate Architects, dated 19 September 2025, revision 5 dated 2026-03-27.
9. **Overall Building Sections**, Drawing No. A5-020, prepared by Adamson Associate Architects, dated 15 August 2024, revision 10 dated 2026-03-27.
10. **Overall Building Sections**, Drawing No. A5-021, prepared by Adamson Associate Architects, dated 15 August 2024, revision 10 dated 2026-03-27.
11. **Overall Building Sections**, Drawing No. A5-022, prepared by Adamson Associate Architects, dated 15 August 2024, revision 10 dated 2026-03-27.
12. **Overall Building Sections**, Drawing No. A5-023, prepared by Adamson Associate Architects, dated 15 August 2024, revision 9 dated 2026-03-27.
13. **Partial True Elevations North**, Drawing No. A5-110, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
14. **Partial True Elevations North**, Drawing No. A5-111, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
15. **Partial True Elevations East**, Drawing No. A5-120, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
16. **Partial True Elevations East**, Drawing No. A5-121, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
17. **Partial True Elevations South**, Drawing No. A5-130, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
18. **Partial True Elevations South**, Drawing No. A5-131, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
19. **Partial True Elevations West**, Drawing No. A5-140, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
20. **Partial True Elevations West**, Drawing No. A5-141, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
21. **Partial True Elevations Tower A East**, Drawing No. A5-150, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
22. **Partial True Elevations Tower A West**, Drawing No. A5-160, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.
23. **Partial True Elevations Tower A West**, Drawing No. A5-161, prepared by Adamson Associate Architects, dated 19 September 2025, revision 3 dated 2026-03-27.

Landscape Plans

24. **Tree Preservation Plan**, Drawing No. L01-101, prepared by PWP Landscape Architecture, dated 15 August 2024, revision 7 dated 2026-01-12.
25. **Tree Preservation Plan**, Drawing No. L01-102, prepared by PWP Landscape Architecture, dated 15 August 2024, revision 7 dated 2026-01-12.
26. **Tree Preservation Plan**, Drawing No. L01-103, prepared by PWP Landscape Architecture, dated 15 August 2024, revision 7 dated 2026-01-12.
27. **Tree Preservation Plan**, Drawing No. L01-104, prepared by PWP Landscape Architecture, dated 15 August 2024, revision 7 dated 2026-01-12.
28. **Tree Preservation Plan**, Drawing No. L01-105, prepared by PWP Landscape Architecture, dated 15 August 2024, revision 7 dated 2026-01-12.

Transportation Plans

29. **Legend**, Drawing No. T0-002, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
30. **General Notes 1 of 1**, Drawing No. T0-003, prepared by WSP Canada Inc., dated 2024-02-26, revision 8 dated 2026-03-27.
31. **Fire Route Access 1 of 1**, Drawing No. T3-301, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
32. **Geometry and General Layout Road B**, Drawing No. T5-502, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
33. **Geometry and General Layout Road E**, Drawing No. T5-504, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
34. **Geometry and General Layout Road E**, Drawing No. T5-505, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
35. **Plan and Profiles Road A**, Drawing No. T5-550, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
36. **Plan and Profiles Road B**, Drawing No. T5-551, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
37. **Plan and Profiles Road D**, Drawing No. T5-552, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
38. **Plan and Profiles Road E**, Drawing No. T5-554, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.

39. **Plan and Profiles Road E**, Drawing No. T5-555, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
40. **PMK Emergency Parking Garage**, Drawing No. T6-605, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
41. **Pavement Structure Plan**, Drawing No. T7-700, prepared by WSP Canada Inc., dated 2024-02-26, revision 5 dated 2026-03-27.
42. **Typical Sections 1 of 2**, Drawing No. T7-701, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
43. **Typical Sections 2 of 2**, Drawing No. T7-702, prepared by WSP Canada Inc., dated 2024-02-26, revision 9 dated 2026-03-27.
44. **Snow Storage**, Drawing No. T7-800, prepared by WSP Canada Inc., dated 2024-02-26, revision 7 dated 2026-03-27.
45. **Details 1 of 1**, Drawing No. T7-900, prepared by WSP Canada Inc., dated 2024-02-26, revision 8 dated 2026-03-27.

Lighting Plans

46. **Electrical Drawing List**, Drawing No. E0-001, prepared by Mulvey & Banani, dated 2024-08-15, revision 06, dated 2026-01-12
47. **Electrical Legend & General Notes**, Drawing No. E0-002, prepared by Mulvey & Banani, dated 2024-08-15, revision 09, dated 2026-01-12
48. **Electrical, ICAT and Security Site Services Plan**, Drawing No. E1-101, prepared by Mulvey & Banani, dated 2024-08-15, revision 8, dated 2026-01-12.
49. **Parking Lots Zone 1 Zone 3 – Loading Dock**, Drawing No. E1-101.1, prepared by Mulvey & Banani, dated 2025-01-28, revision 5, dated 2026-01-12.
50. **Parking Lots Zones 1A & Zone 2B Zone 4 Zone 5B**, Drawing No. E1-101.2, prepared by Mulvey & Banani, dated 2025-01-28, revision 5, dated 2026-01-12
51. **Level 1 – Photometric Site Plan**, Drawing No. E1-201, prepared by Mulvey & Banani, dated 2025-01-08, revision 8, dated 2026-03-27.
52. **Level 1 - Photometric Site Plan Parking Lots Zone 1 Zone 3 - Loading Dock**, Drawing No. E1-201.1, prepared by Mulvey & Banani, dated 01/08/25, revision 8 dated 2026-03-27.
53. **Level 1 - Photometric Site Plan Parking Lots Zones 1A & Zone 2B Zone 4 Zone 5B**, Drawing No. E1-201.2, prepared by Mulvey & Banani, dated 01/08/25, revision 8 dated 2026-03-27.
54. **Electrical Site Details**, Drawing No. E1-601, prepared by Mulvey & Banani, dated 2024-08-15, revision 6, dated 2026-01-12.

55. **Electrical Site Details**, Drawing No. E1-602, prepared by Mulvey & Banani, dated 2025-01-08, revision 3, dated 2026-01-12.

And as detailed in the following report(s):

1. **Architectural Design Statement**, prepared by bbb architects ottawa inc., version 6, dated 2026-01-12.
2. **NCC Bird-Safe Design Statement**, prepared by bbb architects ottawa inc., version 5, dated 2026-01-12.
3. **Geotechnical/Hydrogeological Report**, prepared by Paterson Group Inc., dated March 27, 2026, revision 7 dated 2026/03/27.
4. **Structural Retaining Walls Memorandum**, prepared by WSP Canada Inc., dated March 27, 2026, revision 5 dated 2026/03/27.

And subject to the following General and Special Conditions:

General Conditions

1. **Lapsing of Approval**

The Owner shall enter into this Site Plan Control Agreement, including all standard and special conditions, financial and otherwise, as required by the City. In the event that the Owner fails to sign this Agreement and complete the conditions to be satisfied prior to the signing of this Agreement within three (3) years of Site Plan approval, the approval shall lapse.

2. **Prior Site Plan Agreement**

The Owner acknowledges and agrees that all terms and conditions of the Site Plan Agreement between the Ottawa Hospital and City of Ottawa, registered as Instrument No. OC2576404 on February 15, 2023 are in full force and effect except as otherwise varied or amended in this Agreement. The Owner further acknowledges and agrees that the relevant portion of the Approved Plans referenced in Schedule "E" hereto shall supercede and replace and/or be in addition to, as the case may be, the relevant sections of the corresponding Plans contained in the previous Site Plan Agreement.

3. **Barrier Curbs**

The Owner acknowledges and agrees that the parking areas and entrances shall have barrier curbs and shall be constructed in accordance with the drawings of a design professional, such drawings to be approved by the General Manager, Planning, Development and Building Services.

4. **Water Supply for Fire Fighting**

The Owner shall provide adequate water supply for fire fighting for every building.

Water supplies may be provided from a public water works system, automatic fire pumps, pressure tanks or gravity tanks.

5. **Reinstatement of City Property**

The Owner shall reinstate, at its expense and to the satisfaction of the General Manager, Planning, Development and Building Services, any property of the City, including, but not limited to, sidewalks, curbs and boulevards, which is damaged as a result of the subject development.

6. **Construction Fencing**

The Owner acknowledges and agrees to install construction fencing, at its expense, in such a location as may be determined by the General Manager, Planning, Development and Building Services.

7. **Construct Sidewalks**

The Owner shall design and construct sidewalk(s) within public rights-of-way or on other City-owned lands to provide a pedestrian connection from or to the site as may be determined by the General Manager, Planning, Development and Building Services. Such sidewalk(s) shall be constructed to City Standards.

8. **Extend Internal Walkway**

The Owner shall extend internal walkways beyond the limits of the subject lands to connect to existing or proposed public sidewalks, at the sole expense of the Owner, to the satisfaction of the General Manager, Planning, Development and Building Services.

9. **Completion of Works**

The Owner acknowledges and agrees that no new building will be occupied on the lands until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Development and Building Services, including the installation

of municipal numbering provided in a permanent location visible during both day and night and the installation of any street name sign on relevant streets.

Notwithstanding the non-completion of the foregoing Works, occupancy of a lot or structure may otherwise be permitted, if in the sole opinion of the General Manager, Planning, Development and Building Services, the aforesaid Works are proceeding satisfactorily toward completion. The Owner shall obtain the prior consent of the General Manager, Planning, Development and Building Services for such occupancy in writing.

Until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Development and Building Services, the Owner shall give notice to the City of a proposed conveyance of title to any building at least thirty

(30) days prior to any such conveyance. No conveyance of title to any building shall be effective unless the Owner has complied with this provision.

Nothing in this clause shall be construed as prohibiting or preventing the approval of a consent for severance and conveyance for the purposes of obtaining financing.

10. **Development Charges**

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

Special Conditions

11. **Update to Plans and Reports**

The Owner acknowledges and agrees, prior to the preparation of the Site Plan Agreement or issuance of a superstructure building permit, to update the list of required plans and studies listed below to address the comments from the formal review letter dated May 20, 2026, to the satisfaction of the General Manager, Planning, Development and Building Services Department. The Owner further acknowledges and agrees that the submission may necessitate changes to the plans and reports approved herein. If necessary, the Owner further acknowledges and agrees to provide all revised plans and reports to the General Manager, Planning, Development and Building Services Department prior to the preparation of the Site Plan Agreement or the issuance of a Commence Work Notification.

- i) Site Plan
- ii) Parking Lots
- iii) Landscape Drawings and Details
- iv) Tree Canopy Cover
- v) Heritage Impact Assessment Addendum
- vi) Site Servicing and Stormwater Management Report
- vii) Civil Plans
- viii) Geometry & General Layout Road A
- ix) Geometry & General Layout Road D
- x) Pavement Markings & Signage

12. **Central Utility Plant**

The Owner acknowledges and agrees that a resubmission showing the architectural, civil engineering, and landscaping details for the Central Utility Plant is required prior to the issuance of a building permit for the Central Utility Plant. The submission shall include updates to the approved plans and studies, as required.

13. **Professional Engineering Inspection**

The Owner shall have competent Professional Engineering inspection personnel on-site during the period of construction, to supervise the Works, and the General Manager, Planning, Development and Building Services Department, shall have the

right at all times to inspect the installation of the Works. The Owner acknowledges and agrees that should it be found in the sole opinion of the General Manager, Planning, Development and Building Services Department, that such personnel are not on-site or are incompetent in the performance of their duties, or that the said Works are not being carried out in accordance with the approved plans or specifications and in accordance with good engineering practice, then the General Manager, Planning, Development and Building Services Department, may order all Work in the project to be stopped, altered, retested or changed to the satisfaction of the General Manager, Planning, Development and Building Services Department.

14. Diversion Maintenance Manhole

The Owner agrees to install and operate the diversion maintenance hole as shown on Site Servicing Plan 3 of 5, C1-202, prepared by WSP, revision 7 dated 2026-01-12 and detailed in the approved Site Servicing and Stormwater Management that will divert groundwater and potential stormwater to the municipal sewers from December 15th to March 15th. The Owner further acknowledges that outside of this period, groundwater and stormwater will flow to Dow's Lake. The Owner further acknowledges and agrees that the manual diversion shall be completed annually, in perpetuity, at the sole cost of the Owner and shall be completed to the satisfaction of the General Manager, Planning, Development and Building Services.

15. Shop Drawings

The Owner agrees to submit shop drawings for the diversion maintenance manhole prior to commence work notice issuance to be reviewed and approved by the General Manager, Planning, Development and Building Services.

16. Road Modifications

The Owner agrees to complete all road modifications required to accommodate this development, as identified in the road modification approval reports referenced in Schedule "E" hereto, and further acknowledges and agrees that it is responsible for all costs associated with the public roadway modifications. The parties acknowledge that portions of the road modifications are not directly adjacent to the site frontage and arise as a result being identified by the City Transportation Engineering Services branch. These portions shall be the subject of future discussions between the parties with respect to timing and contribution to the work.

17. Segregated Bike Lane

The Owner agrees that the Owner is responsible for all costs associated with the design and construction of the temporary segregated bike lane along Carling Avenue and a permanent segregated bike lane along Prince of Wales Drive adjacent to the site frontage. The segregated bike lane is to remain until such time as the City reconstructs the roadway as part of the Carling Avenue Transit Priority Corridor project. The Owner agrees to provide securities to the City for all costs associated prior to the registration of the Site Plan Agreement. The Owner further

acknowledges and agrees that the segregated bike lane shall be completed prior to occupancy.

18. Private Approach Detail

The Owner agrees that all private approaches, including temporary construction access to the subject lands, shall be designed and located in accordance with and shall comply with the City's Private Approach By-Law, being By-law No. 2003-447, as amended, and shall be subject to approval of the General Manager, Planning, Development and Building Services.

19. Private Access

The Owner acknowledges and agrees that all private accesses to Roads shall comply with the City's Private Approach By-Law being By-Law No. 2003-447 as amended, or as approved through the Site Plan Control process.

20. Transit Roads

The Owner shall design and construct, at no cost to the City, Road A and Road B, which have been identified as transit service routes to Transportation Association of Canada standards including right-of-way width, horizontal and vertical geometry, and pavement structure that could accommodate a transit service to the satisfaction of the General Manager, Transit Services.

21. Accessible Passenger Loading Zones

The Owner shall design and construct, at no cost to the City, an accessible passenger loading zone within 30 meters of each entrance per Section 3.2 of the City of Ottawa Accessibility Design Standards and to the satisfaction of Transit Services.

22. Bus Stops

The Owner shall design and construct, at no cost to the City, a bus stop on the north side of Road B with an improved pedestrian connection to the satisfaction of the General Manager, Transit Services Department.

23. Pedestrian Connection to Dow's Lake Station

The Owner shall design the Main Hospital Building to accommodate a pedestrian corridor connection to Dow's Lake Station (referred to as the "highline") that is grade-separated, weather protected, accessible, and designed with CPTED principles.

24. Signage and Wayfinding

The Owner agrees to work with the City to locate, design, and install interior and exterior signage and wayfinding throughout the site, to the satisfaction of the General Manager of Transit Services Department.

25. Separate Agreements

The Owner agrees to work with the City to enter into separate agreements as required to permit:

- i) Continuous pedestrian access and egress between the “highline” pedestrian corridor and Dow’s Lake Station;
- ii) Operation and maintenance of the “highline” infrastructure; and,
- iii) To permit access to the City for installation, maintenance, repair, replacement and relocation of the City’s transit station identification and wayfinding signage and transit information screens together with any required electrical and/or telecommunications connections for the “highline” pedestrian corridor.

26. Transit Fare Incentive

The Owner agrees to work with the City to identify and implement a transit fare incentive program based on the recommendation found in the approved Transportation Demand Management Strategy.

27. Noise Control Attenuation Measures

The Owner covenants and agrees that it shall retain the services of a professional engineer licensed in the Province of Ontario to ensure that the recommendations of the STATIONARY NOISE ASSESSMENT 930 Carling Avenue & 520 Preston Street, The Ottawa Hospital New Campus Development, referenced in Schedule “E” herein (the “Report”), are fully implemented. The Owner further acknowledges and agrees that it shall provide the General Manager, Planning, Development and Building Services Department with confirmation issued by the professional engineer that the Owner has complied with all recommendations and provisions of the Report, prior to building occupancy, which confirmation shall be to the satisfaction of the General Manager, Planning, Development and Building Services Department.

28. Slope Stability

The Owner shall have a Professional Structural Engineer and a Soils Engineer, licensed in the Province of Ontario to inspect and confirm the constructed retaining walls have been constructed in accordance with the approved Slope Stability Analysis and the Approved Retaining Wall Plan.

29. Geotechnical Investigation

The Owner acknowledges and agrees that it shall retain the services of a Geotechnical Engineer, licensed in the Province of Ontario, to ensure that the recommendations of the Geotechnical and Hydrogeological Investigation, New Ottawa Hospital Phase 2 (the “Report”), referenced in Schedule “E” herein, are fully implemented. The Owner further acknowledges and agrees that it shall provide the General Manager, Planning, Development and Building Services with confirmation issued by the geotechnical engineer that the Owner has complied with all

recommendations and provisions of the Report, prior to release of securities, which confirmation shall be to the satisfaction of the General Manager, Planning, Development and Building Services.

30. Retaining Walls

The Owner agrees to submit to the General Manager, Planning, Development and Building Services, prior to issuance of a building permit, details of the retaining walls which are greater than one metre in height, as shown on the approved Grading Plan referenced in Schedule "E" hereto, which shall be designed and prepared by a Professional Structural Engineer, licensed in the Province of Ontario, to the satisfaction of the General Manager, Planning, Development and Building Services. The Owner shall provide confirmation to the General Manager, Planning, Development and Building Services that the Professional Structural Engineer has inspected and confirmed that the retaining walls have been constructed in accordance with the approved retaining wall details.

31. Groundwater Management

The Owner acknowledges and agrees to retain an environmental consultant to test groundwater to be removed from the site during and after redevelopment. If through further testing the groundwater samples are found to be contaminated, all contaminated groundwater must be removed, managed or treated in accordance with appropriate Ontario regulations and/or discharged in accordance with the City's Sewer Use By-Law, being By-law No. 2003-514, as amended.

32. Stormwater Management Memorandum

Prior to issuance of a building permit related to rooftop stormwater management, the Owner acknowledges and agrees to provide the General Manager, Planning, Development and Building Services, with a memorandum prepared by a Professional Engineer, licensed in the Province of Ontario, confirming that the designed roof-top scuppers and associated spill point elevations will be set equivalent to the top of the control weir of the approved roof drain elevation(s). The Owner further acknowledges and agrees that said memorandum shall be to the satisfaction of the General Manager, Planning, Development and Building Services, and all associated costs shall be the Owner's responsibility.

33. Stormwater Works Certification

Upon completion of all stormwater management Works, the Owner acknowledges and agrees to retain the services of a Professional Engineer, licensed in the Province of Ontario, to ensure that all measures have been implemented in conformity with the approved Plans and Reports, referenced in Schedule "E" herein. The Owner further acknowledges and agrees to provide the General Manager, Planning, Development and Building Services with certificates of compliance issued by a Professional Engineer, licensed in the Province of Ontario, confirming that all recommendations and provisions have been implemented in accordance with the approved Plans and Reports referenced in Schedule "E" herein.

34. Inlet Control Devices (ICDs)

The Owner acknowledges and agrees to install and maintain in good working order the required roof-top and in-ground stormwater inlet control devices, as recommended in the approved Site Servicing and Stormwater Management report, New Campus Development for The Ottawa Hospital, referenced in Schedule "E" herein. The Owner further acknowledges and agrees it shall assume all maintenance and replacement responsibilities in perpetuity. The Owner shall keep all records of inspection and maintenance in perpetuity, and shall provide said records to the City upon its request.

35. Water Demand for Fire Fighting

The Owner acknowledges and agrees that the City's boundary conditions were provided for the subject development site setting out the available municipal water supply. The Owner further acknowledges and agrees that prior to building permit issuance, a letter shall be prepared by a qualified Building Code professional, licensed in the Province of Ontario, and provided to the General Manager, Planning, Development and Building Services confirming the plans submitted for building permit issuance have incorporated any and all requirements of the Fire Underwriters Survey, 2020, or as amended, to achieve the low construction coefficient used within the proposed building design.

36. Water Plant

The Owner acknowledges and agrees that the water plant within the lands is a private watermain. The Owner further acknowledges and agrees that the private watermain and appurtenances thereto are to be maintained by the Owner at its own expense, in perpetuity. The Owner performing maintenance on critical infrastructure, such as private watermains and private fire hydrants, shall maintain adequate records as proof of having done so in accordance with applicable regulations, and that the records shall be retained for review by the City and or the Ottawa Fire Services when requested.

37. Private Storm Sewer Connection to City Sewer System

The Owner acknowledges and agrees that any new storm sewers to be installed as part of this development shall not be connected to the City's existing storm sewer system until such time as either:

- i) a certificate of conformance and As-built Drawings have been received from a Professional Engineer, licensed in the Province of Ontario, certifying that all required inlet control devices have been properly installed to City Standards or Specifications, and that the storm sewer system has been installed in accordance with the approved engineering drawings for site development and City Sewer Design Guidelines. The inlet control devices shall be free of any debris; or

- ii) a flow limiting orifice plate, designed by a Professional Engineer licensed in the Province of Ontario and to the satisfaction of the City, has been installed at the storm water outlet prior to connecting any upstream storm sewers. Such orifice plate shall not be removed until subsection (a) above has been satisfied and approved by the General Manager, Planning, Development and Building Services.

38. Use of Explosives and Pre-Blast Survey

The Owner acknowledges and agrees that all blasting activities will conform to the City's Standard S.P. No. F-1201 entitled Use of Explosives, as amended. Prior to any blasting activities, a pre-blast survey shall be prepared as per S.P. No. F-1201, at the Owner's expense, for all buildings, utilities, structures, water wells and facilities likely to be affected by the blast based on the location where explosives are to be used. In particular, a pre-blast survey shall be completed in accordance with Table 1 of S.P. No. F-1201. The standard inspection procedure shall include the provision of an explanatory letter to the owner or occupant and owner with a formal request for permission to carry out an inspection.

39. Site Lighting Certificate

In addition to the requirements contained in Clause 19 (Exterior Lighting) of Schedule "C" (Site-Specific Conditions) hereto the agreement, the Owner acknowledges and agrees, prior to the issuance of a building permit, to provide the City with a certificate from an acceptable professional engineer, licensed in the Province of Ontario, which certificate shall state that the exterior site lighting has been designed to meet the following criteria:

- i) it must be designed using only fixtures that meet the criteria for full cut-off (sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America (IESNA or IES); and it must result in minimal light spillage onto adjacent properties. As a guideline, 0.5 fc is normally the maximum allowable spillage.
- ii) The Owner acknowledges and agrees that, upon completion of the lighting Works and prior to the City releasing any associated securities, the Owner shall provide certification satisfactory to the General Manager, Planning, Development and Building Services, from a Professional Engineer, licensed in the Province of Ontario, that the site lighting has been constructed in accordance with the Owner's approved design plan.

40. Exterior Elevation Drawings

The Owner acknowledges and agrees to construct the proposed building in accordance with the approved Elevations, referenced in Schedule "E" herein. The Owner further acknowledges and agrees that any subsequent proposed changes to the approved plans shall be filed with the General Manager, Planning, Development and Building Services and agreed to by both the Owner and the City prior to the implementation of such changes. No amendment to this Agreement shall be required.

41. **Waste Collection**

The Owner acknowledges and agrees that garbage, recycling, and organic waste collection will not be provided by the City and it shall make appropriate arrangements with a private contractor for garbage, recycling, and organic waste collection at the Owner's sole expense. The Owner shall consult a private contractor regarding any access requirements for garbage and/or recycling and organic waste collection.

42. **Parkland Conveyance**

The Owner acknowledges and agrees, prior to the issuance of a building permit, that the Owner shall pay cash-in-lieu of parkland pursuant to the City's Parkland Dedication By-law (2% of the gross land area for commercial uses on a pro-rated basis proportional to the gross floor area of all uses). The Owner further acknowledges and agrees that the value of the land, determined as of the day before the day of building permit issuance, to be dedicated through cash-in-lieu of parkland is to be determined by the City's Realty Services Branch. The Owner shall also be responsible for payment of any appraisal costs incurred by the City.

Pursuant to the City's Parkland Dedication By-law, being By-law No. 2022-280, as amended, 40% of said funds collected shall be directed to City wide funds, and 60% shall be directed to Ward 16 funds.

43. **Street Name and Signs**

The Owner acknowledges and agrees it shall provide for, install and maintain, at its own expense, all regulatory traffic signage, in accordance with the City's Municipal Addressing By-law 2014-78, as amended, for any private road within the area controlled by this Agreement and as shown on the approved Site Plan, referenced in Schedule "E" herein.

The Owner acknowledges and agrees it shall provide for, install and maintain, at its own expense, all temporary street name signs, in accordance with the City's Municipal Addressing By-law 2014-78, as amended, for any private road within the area controlled by this Agreement and the approved Site Plan, referenced in Schedule "E" herein.

The Owner acknowledges and agrees it shall, at its own expense, make arrangements for the City to provide, install, and maintain all permanent street name signs, in accordance with the City's Municipal Addressing By-law 2014-78, as amended, and to City Specifications or Standards.

44. **Road Widening**

a) Following the Federal Land Use, Design and Transaction Approval process, and prior to the release of any securities, the Owner acknowledges and agrees that the required road widening for this development, to be conveyed to the City, at no cost to the City, being an unencumbered transfer of land across the complete Prince of Wales Drive and Carling Avenue frontage of the lands, measuring 13

and 22.25 metres respectively from the existing centreline of pavement/the abutting right-of-way shall be satisfied outside of this approval, via agreement between the City and Public Services and Procurement Canada. The exact widening must be determined by legal survey and the Owner shall provide a reference plan for registration, indicating the widening, to the City Surveyor for review and approval prior to its deposit in the Land Registry Office. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys. The Owner acknowledges and agrees that confirmation of the Transfer and a copy of the deposited reference plan shall be provided to the City Solicitor prior to the release of any securities. The costs, if any, shall be borne by the Owner. The Parties agree that such Transfer shall not impact the approved development or the Owner's ability to complete Works within the road widening area.

- b) The Owner further acknowledges and agrees that the City and Public Services and Procurement Canada will also complete the Transfer for an unencumbered road widening as required along Prince of Wales Drive in the same manner as described above. It is expressly noted that such road widening in this area may be wider than the 13 metres from the existing centreline and shall be determined based on the final road modification approval for the Prince of Wales Drive Works and to the satisfaction of the General Manager, Planning, Development and Building Services. Conveyance of these lands directly to the City shall not impact the approved Works to be completed by the Owner.

The Parties expressly acknowledge and agree that the Owner may enter the road widening lands, without the need for a further Consent to Enter or License from the City, upon receipt of a commence work notice to initiate approved Works within these areas, as issued by the City. The effect of the Transfers for the road widening lands shall not nullify any obligation of the Owner herein established through the Site Plan Approval.

45. Pedestrian Access Easement

The Owner acknowledges and agrees to grant and at no cost access easements in favors of the City of Ottawa over the internal sidewalks, pathway connections, pathway linkages, cycle facilities and any applicable areas that provides public access to parks and public areas, to the satisfaction of the General Manager, Planning, Development and Building Services. The easements shall include but is not limited to:

- i) Sidewalks and cycling facilities on private Road A for areas not requested as part of the Phase 2 Parking Garage.
- ii) Sidewalks and cycling facilities on Carling Avenue (where applicable).
- iii) Sidewalks and cycling facilities on Prince of Wales Drive (where applicable).
- iv) Pedestrian connection to Dow's Lake Station (commonly referred to as the highline for the portion shown on the approved plans).

The Owner shall provide a Reference Plan for registration, indicating the pedestrian

access easement, to the City Surveyor for review and approval prior to its deposit in the Land Registry Office. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys. The Owner acknowledges and agrees to provide an electronic copy of the Transfer and a copy of the deposited reference plan to the City Solicitor prior to registration of the easement. All costs shall be borne by the Owner. The conveyance of such easements shall occur within three months of final inspection and approval of the facilities. The Owner acknowledges and agrees that securities for the above works shall be held by the City and that no reduction shall be requested by the Owner until such time that these conveyances have been finalized.

46. National Capital Commission (NCC)

The Owner acknowledges and agrees that the granting of a Federal Land Use Approval for any works associated with the Phase 3 and 4 Site Plan by the National Capital Commission will be required prior to registration.

47. Cultural Heritage

The Owner acknowledges and agrees to follow the recommendations of the approved Addendum # 5: New Campus Development for The Ottawa Hospital Phase 4: Main Hospital Project, dated April 13, 2026, prepared by WSP Canada Inc. The recommendation shall be completed at the sole cost of the Owner and shall be completed to the satisfaction of the General Manager, Planning, Development and Building Services. The recommendations include but are not limited to:

- i) Install non-visually intrusive bollards on the northwest, west and southwest side of the South Azimuth Building;
- ii) Develop a de-icing plan for Maple Drive;
- iii) Complete a Heritage Protection Plan to mitigate construction related impact;
- iv) Conduct precondition surveys of all Federal Heritage Buildings adjacent to the site;
- v) Implement site control and communication;
- vi) Create physical buffers;
- vii) Manage fugitive dust emissions;
- viii) Monitor for vibration impact during adjacent construction;
- ix) Create a plan for future road repair and maintenance;
- x) Completion of periodic building monitoring reports and post-construction building condition surveys; and
- xi) Reducing site lighting impact to the Dominion Observatory through the use of
- xii) downward facing light fixture where possible and coordination to dim hospital lights when safe to do so between 11 p.m. and early morning.

48. Transportation Studies

The Owner acknowledges the recommendations of the Off-Site Parking Strategy, Transportation Demand Management Strategy, Neighbourhood Traffic Management Strategy and Transportation Monitoring Strategy. The report arising from the monitoring program shall be provided to the General Manager, Planning, Development and Building Services Department to review in consultation with the Owner.

The Owner further acknowledges and agrees the implementation program shall be based on existing City processes for neighbourhood traffic management mitigation measures. The Owner agrees that the cost for mitigation measures directly attributed as a result of the New Campus Development shall be borne by the Owner. For other improvements where there are multiple contributing factors, the Owner and the City will work collaboratively to determine a fair cost sharing formula and implementation program. Once the improvements are agreed upon by both parties, the Owner will, when called upon, provide its apportioned share of the costs, for a period of five years after the opening of the Main Hospital Building. At the end of the five-year period and upon confirmation from the Monitoring Strategy that no further mitigation measures are required the Owner will be released from any further obligations.

The Owner further acknowledges and agrees that prior to the opening of the Main Hospital Building, in working with City staff, to determine the triggers, timeline and requirements for the works outlined in the Neighbourhood Traffic Management Strategy to the Satisfaction of the General Manager Planning, Development and Building Services Development. In addition, the Owner agrees to add as an item to the Community Advisory Council agenda (which has representation from the local Community Associations as identified in Condition 51) to provide an update to the Monitoring Strategy and its associated triggers, timeline and requirements.

49. Landscape Plan

The Owner further acknowledges and agrees to provide an off-site compensation and planting plan to contribute to the 40 percent canopy coverage target.

50. Environmental Effects Evaluation/Environmental Impact Statement

The Owner acknowledges and agrees to submit the updated Environmental Impact Evaluation following the NCC posting period for City review and approval. Any additional environmental conditions shall be incorporated into the final Environmental Effects Evaluation/Environmental Impact Statement to be signed by the required Federal Authorities and City and also to the satisfaction of the General Manager, Planning, Development and Building Services.

51. Construction Management and Logistic Plan

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

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

52. Pre-Construction Meeting with Community Associations

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

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

To the satisfaction of the General Manager, Planning, Development and Building Services Department.

53. Perimeter Metering for the Watermain

The Owner acknowledges and agrees to provide perimeter metering for the private watermain system.

54. Asphalt Overlay

Due to the number of road cut permits required to service this development, the Owner shall install an asphalt overlay over the total area of the public driving surface of the disturbed Carling Avenue area. The overlay shall be carried out to the satisfaction of the General Manager, Planning, Development and Building Services Department. The Owner acknowledges and agrees that all costs are to be borne by the Owner.

June 11, 2026

Date



Sean Moore
Manager, Development Review West,
Planning, Development and Building
Services Department



SITE PLAN CONTROL APPROVAL APPLICATION SUPPORTING INFORMATION

File Number: D07-12-26-0008
D07-12-22-0168

SITE LOCATION

Part of 900 Carling Road as shown on Document 1. The main hospital building is on the southwest portion of the site and bound by Carling Avenue to the north, Prince of Wales Drive to the east, the parking garage (Phase 2) to the east, and Maple Drive, Birch Drive and the Central Experimental Farm to the west.

SYNOPSIS OF APPLICATION

The purpose of this revision application is to review and approve the final design details for the main hospital building. The City of Ottawa approved the Site Plan Control application for the Central Utility Plant (Phase 3) and main hospital building (Phase 4) in June 2024. Since then, the Ottawa Hospital developed the final architectural, civil, landscaping, and servicing details for the project through the detailed design process. The placement of the main hospital building, overall design approach, and site circulation remain consistent with the both the Master Site Plan and the original Site Plan Control approvals.

Main Hospital Building

The main hospital building will consist of a podium, two towers (8 and 12 storeys) for patient rooms, and a pavilion containing meeting and conference rooms, an auditorium, retail space, and a cafeteria. Through the detailed design process, one of the main changes was the shape of the pavilion, which changed from a curve to a linear floorplan. This change improved visibility to the main hospital entrance and simplified internal floor plans. The pavilion will still connect to the parking garage (Phase 2) via a weather-protected pedestrian bridge as contemplated in the Master Site Plan and original Site Plan Control approvals.

The original façade design featured large segments of angled, white aluminum panels and vision windows with a prominent mechanical floor band of louvres. Through detailed design, the façade treatment evolved into a softer and refined composition. The revised façade consists of a combination of porcelain panels and glass. The building entrance, pavilion, and pedestrian bridge will consist of glazing with a ceramic copper tone frit featuring a custom cedar pattern. The two towers will be clad in porcelain panels, electrochromic and spandrel glazing in a fading pattern. This treatment transitions from clear glazing at the tower hinge to a solid glazing toward the perimeter to reduce

perceived bulk. The building materials and colours complement the Central Experimental Farm building, and several additional materials draw direct inspiration from the former West Annex west of the Sir John Carling Building.

Main Entrance Approach Road

The detailed design process also refined the geometry of the main entrance route at the end of Road A. Road A remains the main road for the new campus development and will accommodate all modes of transportation. The road splits into two with one ramp leading to the main entrance and the second ramp descending into the emergency level. Due to the significant grade changes, the pedestrian path and bi-directional cycle track on the east side of Road A were extended and realigned into a meandering route to meet accessibility requirements. The path and cycle track now curve around a series of terraces featuring planting, circular seating areas, amenities for cyclist and outdoor dining areas adjacent to the pavilion.

Site Access and Circulation

The proposed site access and circulation remain consistent with the Master Site Plan and original Phase 3 & 4 Site Plan Control approvals, separating public, staff and emergency routes. The primary public vehicular and pedestrian entrance is from Carling Avenue on Road A and from Prince of Wales Drive on Road B. Road D access from Maple Drive and Road E access along Prince of Wales Drive remain restricted to authorized staff and emergency services. The primary bicycle route is the bi-directional cycle track adjacent to the pedestrian sidewalk along Road A and B. The primary staff bicycle route is accessed via a multi-use path from Maple Drive towards the west entrance.

Most of the parking for the new campus development will be provided by the Phase 2 parking garage with approximately 2,500 spaces. Phase 4 also includes staff and public parking lots with a total of 463 spaces. The public parking is mainly concentrated on the north side of the site in the parking garage (Phase 2), the main entrance parking lot, and below-grade emergency department parking. The surface parking lot at the main entrance includes 6 visitor layby parking spaces for drop-offs, laybys for Para Transpo, 36 parking spaces, including 11 accessible parking spaces. The staff parking lots are provided on the west entrance of the main hospital building next to the prefabricated bike parking structure and on the east side of the main hospital building off Prince of Wales Drive. Through the detailed design process, the staff roof top parking on the Central Utility Plant (Phase 3) was removed.

Bicycle parking remains consistent with the original Phase 3 & 4 Site Plan Control approval and will be provided at the main entrance and in a prefabricated bicycle enclosure at the west entrance of the main hospital building. A total of 276 bicycle parking spaces will be provided, including both short and long-term spaces. Combined with the 310 bicycle parking spaces as part of the Phase 2 parking garage, the total number of bicycle parking spaces for the new campus development exceeds the minimum zoning requirements.

Trees and Landscaping

A total of 1,601 new trees will be planted, which is an increase from the 1,129 trees identified in the original Phase 3 & 4 Site Plan Control approval. The 40-year canopy cover for Phase 4 of the new campus development is 40.9 percent. The overall new campus development is on track to have an anticipated canopy coverage of 34 percent in 40 years. The Ottawa Hospital will provide off-site compensation to achieve the 40 percent canopy coverage target required in the Master Site Plan Approval. Additional refinements will be made to the landscape plan to address outstanding staff comments on species selection as per Condition 11 Updates to Plans and Reports.

The revised planting plan includes the landscape details for the Indigenous Healing Garden located on the west side of Road A. The Healing Garden's circular form is oriented to the four cardinal points and surrounded by a paper birch forest. Within the stone walls, the garden will be planted with a mix of native shrubs, grasses, forbs, and perennials, including those with Indigenous medicinal importance.

The landscape plan includes mixed woodland, middle storey, and alvar grassland trees to screen views towards the surface parking areas and loading zones which are located around the perimeter of the main hospital building. The retention of existing trees and additional tree planting along the southwest borders of the site near Maple Drive and the Central Experimental Farm will provide additional screening.

The Central Utility Plant

The Ottawa Hospital and their consultants are actively updating the final design for the Central Utility Plant (Phase 3), which contains the electrical, heating, and cooling equipment to service the new campus development. The Central Utility Plant is located southwest of the main hospital building adjacent to the Central Experimental Farm. As a condition of Site Plan Control approval, the Ottawa Hospital will submit the final architectural, civil, and landscaping plans for the Central Utility Plant prior to the registration of this agreement and/or the issuance of a building permit for the Central Utility Plant.

Updates to Plans and Reports

As noted in Condition 11, the Ottawa Hospital will resubmit some of the plans and studies to address outstanding staff comments from the review of the application. The outstanding comments include updating the site plan, road geometry plans, and landscape plans for consistency; providing additional information on the foundation drains and diversion main hole; updating pavement markings, providing more information to confirm Road A & B meet transit service route requirements; updating the Road B design for the proposed conventional transit stop and improving pedestrian connections to the parking garage; refining the species selection, particularly for the proposed street trees; and updating the landscape plan to include additional planting and soil volume information. These items must be resolved before the issuance of a superstructure permit for the main hospital building or the registration of the site plan agreement.

Related Applications

The following applications are related to this proposed development:

- Official Plan Amendment (D01-01-17-0016) approved June 13, 2018
- Zoning By-law Amendment (D02-02-17-0075) approved June 13, 2018
- Lifting of Holding (D07-07-21-0007) approved October 1, 2021
- Master Site Plan (D07-12-21-0059) approved October 27, 2021
- Site Plan Control for Phase 2 Parking Garage (D07-12-21-0159) approved September 27, 2022
- Site Plan Control for Phase 3 Central Utility Plant and Phase 4 Main Hospital Building (D07-12-22-0168) approved June 12, 2024

DECISION AND RATIONALE

This application is approved for the following reasons:

- The proposal conforms with the City's Official Plan and applicable policies under the West Downtown Core Secondary Plan.
- The proposal complies with the City's Zoning By-law 2008-250.
- The proposal aligns with the approved Master Site Plan endorsed by City Council on October 13, 2021, and approved by staff on October 27, 2021.

PARKLAND DEDICATION

Parkland dedication, in accordance with By-law 2022-280, is being satisfied within this approval through the taking of cash-in-lieu of parkland as detailed in the above conditions.

URBAN DESIGN REVIEW PANEL

The Site Plan Control Revision application was subject to the Urban Design Review Panel process. A meeting was held on March 5, 2025.

The panel's key recommendations from the formal review meeting are:

1. The Panel acknowledged the improvements made to the design and appreciates the overall direction of the project.
2. The Panel expressed continued concern regarding the amount of space allocated to the main drop-off area and recommended increasing the minimum width to 5 metres to better accommodate pedestrian movement and congregation.
3. The Panel encouraged further refinement of the façade treatment to ensure that it is a respectful, quiet background to the nationally significant Dow's Lake context.

Simplifying the façade treatment with less variation is recommended to achieve this effect.

4. The Panel recognized that the south-facing elevation presents a design challenge due to its multiple programmatic requirements, however recommended simplifying the façade treatment by focusing on one dominant element, such as the canopy, and reducing the number of treatments and creating a quieter expression for the other elements.
5. The Panel supported the landscape strategies proposed, and emphasized the importance of sustainability, storm water management, and carbon reduction.

The Panel successfully aiding in the implementation of the following:

1. Simplifying the façade treatment. The final façade materials reduced the contrast between solid porcelain panels and the glazing to quiet the building expression and reduce the amount of variation. The porcelain panels have a polished finish that blends with the glazed elements of the façade.
2. Wrapping the tower ends with the Inpatient Room Façade expression around the corners to simplify the façade. A simple glazed element extends vertically at the tower ends to relate to the expression of the tower hinges and express the circulation and corridors beyond.
3. Improvements to the south-façade. To address the recommendation to focus on dominant elements, the surgical corridor on Level 3 and the Emergency corridor on Level 0 are expressed as strong horizontals within the composition. The cedar medicinal plant motif and custom digital frit have been extended to Level 0 and the remainder of the functional elements on the south, including exit stairs, have been downplayed with simple and minimal detailing and expression.

CONSULTATION DETAILS

Councillor's Comments

Councillor Riley Brockington was aware of the application related to this report.

Public Comments

This application was subject to public circulation under the Public Notification and Consultation Policy. Staff received and considered all public comments. The following section includes a summary of public comments and responses:

General Comments:

- Recommendation that the campus development have capped lighting, and inward directed lighting that does spill out of the windows at night.

- Questions about the elevated rooftop heliport and whether it complies with Transport Canada requirements and if supporting studies were prepared (e.g., engineering, bird safety etc.)
- Recommendations to adopt a plan for green energy sources.

Responses:

- The campus development lighting has capped lighting and inward directed lighting. Light spill complies with the allowable levels at the property lines.
- The rooftop helipad is designed to meet Transport Canada requirements.
- The development will primarily rely on Ottawa's clean electricity grid, which is largely powered by low-carbon sources (i.e., hydroelectric generation). The design minimizes the use of natural gas by prioritizing electrified and high-efficiency systems where feasible, thereby reducing overall greenhouse gas emissions and supporting low carbon operation.

Transportation Comments:

- Concerns that hospital traffic entering Maple Drive conflict with the observatory campus access, and to its parking.
- Recommendation that intersections where cycling and pedestrian routes cross vehicle access roads should be raised to slow traffic.
- Concerns that the provided bicycle parking is insufficient, especially near the main entrance.
- Concerns that there are a lack of inclusive bike parking spaces and the proposed rack models are not suitable for cargo bikes.
- Concerns that there is a lack of details on the proposed covered bike parking and end of trip facilities (e.g., washing stations, lockers, changerooms).

Responses:

- Only emergency responders are permitted to enter the Hospital Campus via Maple Drive. This is estimated at an additional 70 vehicles a day over a 24-hour period.
- The provided parking complies with the Zoning By-law and includes 138 short-term spots and 188 long-term spots.
- The short-term bicycle parking on the hospital site was designed according to The Essentials of Bike Parking (2015) guide published by the Association of Pedestrian and Bicycle Professionals (APBP). The proposed layout of alternative racks exceeds the APBP recommendation for long bikes, trailers and alternative cycles. The APBP and LEED also lists post and ring style racks as a recommended style which accommodates many bicycle types.
- Staff bike parking shelter will be a prefabricated shelter with stacked bike racks and short-term parking as shown on A0-220. End of trip facilities include a staff

facilities area with four shower rooms, one universal shower room and one accessible washroom accessed from an interior staff corridor.

Landscaping Comments:

- Concerns that the transition area between the shared path and the bike parking is too narrow and to separate the path into a dedicated sidewalk and dedicated bike lane and widening the connection area.
- Recommendations to provide as much planting as possible to screen view of the two sides of the parking garage from Dow's Lake.

Responses:

- The site plan and landscape plan were updated to improve pedestrian accessibility.
- The parking garage is not part of the main hospital scope of work. However, there is a planting strategy involving the planting of a Tiny Forest between the parking garage and Prince of Wales Drive. To supplement the Tiny Forest, the Ottawa Hospital will also plant caliper trees within the City Right-of-Way and between the building and Tiny Forest.

Cultural Heritage Comments:

- Concerns regarding the Lighting impacts on the Dominion Observatory, including lighting from the building, pathways, and parking.
- Concerns that the proposed building height (and utilities, such as HVAC and helicopter pad) will block the Southern Hemisphere where the Dominion Observatory telescope would be using the skyline to view planetary objects.
- Concerns with construction blasting and impacts to the Azimuth building.
- Recommendation that protective bollards be placed at corner entrance where the Azimuth building is, to protect from collision.
- Suggestions for naming Road B an Anishinabemowin Algonquin name in commemoration of the indigenous trail upon which it likely sits.

Responses:

- No adverse impact to the heritage attributes of the Dominion Observatory is anticipated. The proposed lighting strategy includes full cut-off, downward-directed fixtures and controlled illumination levels to reduce light spill, glare, and sky glow. Lighting is consistent with dark-sky principles and avoids direct illumination of the Observatory building and associated setting.
- The height of the main hospital building, including the Heliport Control Centre and helipad is 14 storeys, which is below the permitted building height of 20 storeys. The approved Heritage Impact Assessment Addendum 05 addresses impact on any future installations of telescopes.

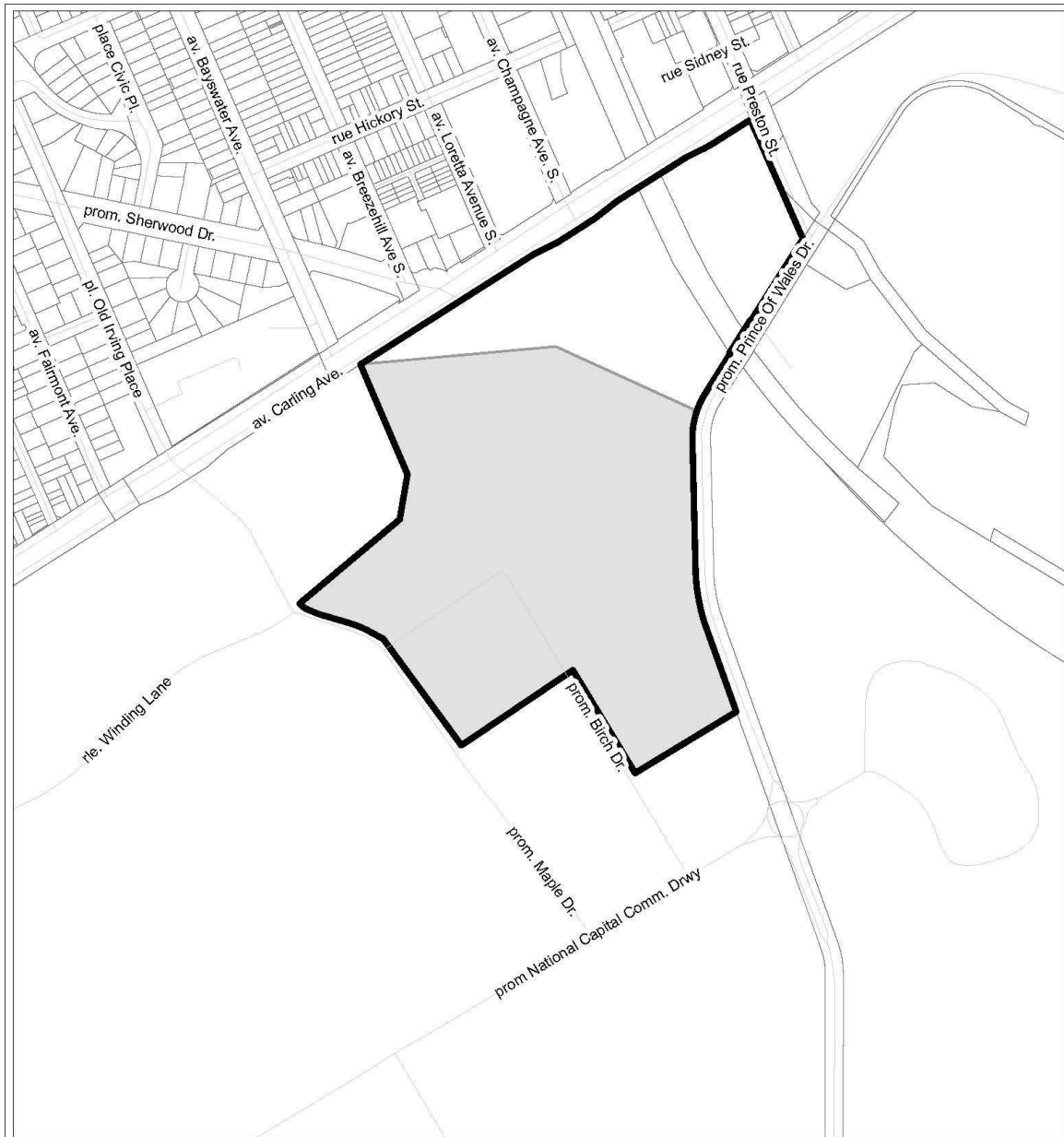
- The approved Heritage Impact Assessment and subsequent Addendums identify requirements for construction-related impacts to buildings and structures in the Central Experimental Farm including the South Azimuth Building including pre-condition surveys of all Federal Heritage Buildings adjacent to the site, managing fugitive dust, monitoring vibration impacts during construction; and the completion of periodic building monitoring reports and post-construction building condition surveys.



APPLICATION PROCESS TIMELINE STATUS



This Site Plan application was processed by the On Time Decision Date. The Council approved timeline has been met.

Contact: Stream Shen Tel: 613-580-2424, ext. 24488 or e-mail:
stream.shen@ottawa.ca

Document 1 – Location Map



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|---|-----------|---|--|
|  | | LOCATION MAP / PLAN DE LOCALISATION SITE PLAN / PLAN D'EMPLACEMENT | |
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-  900 av. Carling Avenue
-  Phase 4