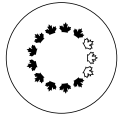


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NATIONAL CAPITAL COMMISSION
 COMMISSION DE LA CAPITALE NATIONALE

No.	2026-P326
To	Board of Directors
Date	2026-01-22

For DECISION

Subject/Title

The Ottawa Hospital New Campus Development – Urban Lands – Phase 2 Parking Garage and Roof Park – 66% Developed Design

Summary

- To obtain Federal Land Use and Design Approval for The Ottawa Hospital New Campus Development – Urban Lands – Phase 2 Parking Garage and Roof Park – 66% Developed Design

Risk Summary

- The Ottawa Hospital’s New Campus Development is being designed and implemented in phases (refer to Appendix 3) through a progressive procurement model.
- The functional project requirements, design and cost will undergo further evaluation and optimization during the remainder of the Design Development phase. Consequently, changes to the 66% Developed Design being recommended for approval at this time may be required. Any significant changes to the approved design will be subject to Board approval prior to construction.

Recommendation

- That the Federal Design Approval for The Ottawa Hospital New Campus Development – Urban Lands – Phase 2 Parking Garage and Roof Park – 66% Developed Design be granted, pursuant to Section 12 of the *National Capital Act*, subject to the following conditions:
 - That the approval of the subsequent 99% Developed Design proposal for Phase 2 be delegated to the Executive Committee of the Board of Directors as a Level 2 project;
 - That approval for additional enabling projects for Phase 2 be delegated to the Executive Committee of the Board of Directors as Level 2 project(s);
- That the preparation and signature of the Federal Approval documents be delegated to the Vice-President, Capital Planning Branch.

Submitted by:  DocuSigned by:
 8E8319D91759427...
Alain Miguezuez, Vice-President Capital Planning
 Name and Title

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1. Strategic Priorities

NCC Corporate Plan 2025-2026 to 2029-2030

- Strategic Direction 1: Foster an inclusive and meaningful National Capital Region of national significance, reflective of all Canadians, including Indigenous peoples.
- Priority 4: Demonstrate national leadership in achieving an environmentally sustainable and climate-resilient National Capital Region.

2. Authority

National Capital Act, section 12.

3. Context

Background:

The New Campus Development (NCD), scheduled to open in 2030, will be a \$3-billion world-class hospital replacing the Civic Hospital on Carling Avenue. Designed as one of Canada's largest and most advanced medical facilities, it will provide emergency, acute, surgical, rehabilitation, outpatient, education, and research services, while serving as the eastern Ontario trauma centre and referral hub for Ottawa, eastern Ontario, western Quebec, and part of Nunavut. In addition to the hospital, the NCD will feature complementary medical, research, educational, office, recreational and retail spaces, making it a comprehensive health and community hub.

In October 2021, the NCC Board of Directors approved the Master Site Plan and the Amendment to the Capital Urban Lands Plan (2015) to accommodate the required land uses for the hospital at the Central Experimental Farm (CEF) site. The City of Ottawa also approved the Master Site Plan and the lifting of the municipal holding provisions. The Master Site Plan and its supporting studies continue to inform the future development of the site for The Ottawa Hospital (TOH).

The (NCD) is being delivered in phases. Phase 1 concluded with approval of the Master Site Plan. Phase 2, approved in January 2022 includes a parking garage at Preston Street and Prince of Wales Drive, internal streets, and realignment of the Trillium Pathway to support hospital construction. For Phase 3, the central utility plant is currently under review and for Phase 4, the main hospital building west of the escarpment was approved by the NCC Board in September 2025 at 66% Developed Design.

Since March 2022, multiple enabling projects have been approved by the NCC to support fast-track implementation. These projects include temporary signage, construction site compound set up, tree removals, underground services, vehicular accesses, mass excavation, construction of the parking garage foundation and superstructure and various life safety infrastructure such as lighting and guardrails.

Phase 2 is the subject of the current submission at the 66% Developed Design stage.

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The Site:

The NCD site is a 200,000m² federal property at the eastern edge of the Central Experimental Farm (National Historic Site of Canada) along Carling Avenue near Dow's Lake. Owned by Public Services and Procurement Canada (PSPC) and leased to TOH, it forms part of the National Interest Land Mass and sits between an urban neighbourhood and the pastoral CEF, close to the Rideau Canal (UNESCO designated). The Phase 2 urban setting includes Little Italy to the north, where ongoing development aligns with the City of Ottawa's plan for a denser, mixed-use core around the Dow's Lake O-Train station. Nearby landmarks include Commissioners Park to the west, Dow's Lake and Pavilion to the southeast, and HMCS Carleton and the Dominion Arboretum south of Prince of Wales Drive.

The Proposal

Phase 2 includes:

- A proposed parking garage that accommodates 2,863 parking spaces, which includes 80 accessible spaces and 163 spaces for people with limited mobility. This total also includes 200 public parking spaces for use by NCC visitors to nearby Capital destinations. In addition, 156 secured bicycle parking spaces and 126 additional exterior bike parking spaces will be provided.
- The height of the parking garage is approximately 16m above grade along Preston Street and Prince of Wales Drive. The structure is setback significantly to allow for the planned development of towers along Carling Avenue to the north and landscape integration along Preston Street and Prince of Wales Drive to the east.
- This Phase includes the construction of the internal street network adjacent to the parking garage proposed in the NCD Master Site Plan.



Bird's Eye View at Preston Street and Prince of Wales Drive

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- Preston Street Plaza at Preston Street and Prince of Wales Drive will provide stair, elevator and ramp access to the parking garage rooftop and amenities, plus public bike parking along the Trillium Pathway.
- Rooftop park amenities will include tennis courts, lawns, play areas, seating, gardens and plantings, offering recreational opportunities and new views of Dow's Lake and the Arboretum to support the hospital's wellness environment and public general enjoyment.
- A universally accessible and weather-protected connection between the O-Train station and the hospital's main entrance is proposed across the roof of the parkade. This phase will implement the parkade roof portion of the link.
- At-grade pedestrian sidewalks and cycle tracks will be provided around all edges of the parking garage. The Trillium Multi-Use Pathway has been relocated along Carling Avenue and Preston Street and is to remain open to the public during construction.
- Future development along Carling Avenue and Preston Street will add retail at grade with office, research, and medical uses above in later phases (Phase 7, not yet funded). Existing berms and trees will be maintained until tower construction begins.

4. Options Analysis / NCC Staff Analysis

Planning Framework

In its review of the Proposal, the Regulator Advocate (FLUDTA staff) has considered the applicable planning framework and policies of the following NCC plans:

- Plan for Canada's Capital, 2017–2067 (2017)
 - The proposal is closely aligned with the "Thriving and Connected" goals outlined in the plan to support "a liveable, attractive, resilient, accessible and economically competitive Capital Region."
- 2021 NCC Performance Criteria for the New Campus Development (Appendix 6) purposely established to support and guide the NCC's review of the Master Site Plan and all subsequent related applications for Federal Approval.
- Capital Urban Lands Plan (2015)
 - The Capital Urban Lands Plan has been amended to identify the selected site under the "Non-Federal Facility" designation. The Plan's policies regarding context-sensitive planning, design excellence, lighting, views enhancement and tree protection, among others, remain relevant to this phase of development and have informed NCC guidance provided to the Proponent.
- NCC and Federal Sustainability Development Strategy objectives have been met.
- NCC Bird-Safe Design Guidelines will be implemented.

Federal Approvals Review

The 66% Developed Design submission responds effectively to the NCC Performance Criteria and remains consistent with the design intent of the approved Master Site Plan.

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The Proponent has adjusted the design to respond to the advice provided by the Advisory Committee on Planning, Design and Realty (ACPDR) and the requirements outlined in a review prepared by the Federal Approvals Division.

Regulator Advocate Analysis

NCC and City of Ottawa staff have collaboratively provided advice to TOH reconciling federal and municipal interests and requirements.

To address impacts to adjacent heritage sites, including the Central Experimental Farm National Historic Site, federal heritage buildings located on the Farm and the Rideau Canal National Historic Site and UNESCO World Heritage Site, a Cultural Heritage Impact Statement (CHIS) was required. The CHIS assessed impacts, including to significant views, and recommended mitigation measures including the use of vegetation of varying sizes and species as well as earthworks (berming), which will create varying elevations to support vegetative screening. The CHIS's recommendations were supported by the NCC Heritage Program, the City of Ottawa and Parks Canada and were integrated by the Proponent in the design of the parking garage and landscape.

The Federal Heritage Review Office (FHRO) of Parks Canada also reviewed the CHIS in the context of the broader TOH project but did not provide advice on the parking garage. The FHRO advised that their role is restricted to elements of the design of the hospital and associated landscape that are located on the Central Experimental Farm National Historic Site itself.

The following is a summary of analysis based on a review of the 66% Developed Design documents submitted by the Proponent for consistency with the project's Performance Criteria:

- Materiality
 - The primary finish material selected for the vertical battens has advanced to address long-term maintenance with aluminum in a warm metallic tone.
 - Cladding at the vertical circulation nodes will be a composite material in a complementary tone to the aluminum battens and with vertical ribbing to provide a cohesive architectural language.
- Preston Street Elevation - Ramp
 - The rooftop access ramp has been adjusted to better integrate with the landscape and berm and reduce the need for an extensive number of columns. The upper section of the ramp now connects to the parking garage wall, creating a varied user experience while further minimizing the requirement for columns.
 - Inclusion of a lookout on the ramp provides interest along the route and a convenient area for resting.
- Roof Programming
 - Amenities include four tennis courts and a clubhouse, playground, viewing swings and a large open event lawn. Raised planters provide seating opportunities along the pathways.

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- Landscape
 - Additional site area has been allocated on Preston Street to allow relocation of existing trees and new tree planting.

Federal Approvals staff will continue to work with the Proponent to ensure that the following aspects are fully addressed as the developed design is finalized, including:

- The Preston Street ramp's form, orientation, and configuration, with a focus on incorporating supplementary access elements (ramps and stairs) that align with natural desire lines;
- All exterior architectural and landscape lighting;
- Detailing of safety requirements for all users (signage, tactile strips, etc.);
- Optimizing the scale and design of the rooftop programming components including access points, walking loops and shade opportunities;
- Rooftop services required to support amenities (washrooms, water, power).
- Detailing of harm prevention fencing over the O-Train trench;
- Final landscape design including tree planting for early establishment; and
- A grade-separated public access from the O-Train station to the south side of Carling Avenue (tunnel or bridge connection) is currently under review by TOH in consultation with the City of Ottawa. This transit integration requirement is one of the NCC conditions approved by the Board of Directors in October 2021 and must be implemented by TOH when the hospital opens (currently anticipated to be in 2030).

5. Financial Details

Not applicable – external project.

6. Opportunities and Expected Results

The Ottawa Hospital New Campus Development will be the region's first mega hospital, acting as the eastern Ontario trauma centre and serving areas across Ontario, Quebec and Nunavut, with a strong focus on an exceptional healthcare experience. The development will enhance research and innovation and improve patient care. It is also expected to boost the local economy, stimulating construction spending, job creation and economic activity. Upon completion, the facility will offer a distinctive hospital environment that will serve patients, visitors and the community within a park-like setting in proximity to natural amenities and commercial areas.

The massing of the parking garage has been designed to integrate with the adjacent landscape mitigating its visual impact, encourage public access to its rooftop amenities and capitalize on exceptional views of Dow's Lake, the Rideau Canal and Commissioners Park.

Site stormwater management has been included in the design and is directed to adjacent municipal systems, and is not connected to Dow's Lake.

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A universally accessible, seamless, intuitive and weather-protected connection to the O-Train will advance the transportation modal split objectives and strengthen the sustainability framework by reducing vehicle usage. This requirement is stipulated as a FLUDTA condition of the 2021 approval letter for the Master Site Plan and must be fulfilled by TOH when the hospital opens to the public.

7. Alignment with Government and NCC Policies

- Gender-Based Analysis (GBA) Plus continues to be considered throughout the design development process. Two of the seven key planning and design principles for the development of the proposal are to provide a welcoming space for people of all backgrounds and cultures. The design of the hospital building provides a welcoming environment that is inclusive and supports the linguistic, religious, cultural and gender diversity of TOH’s patients, family members and staff. Patient and family advisors, including from the hospital’s Rainbow Patient and Family Advisory Council, which work to create a supportive and inclusive environment for people of all genders, have been engaged throughout the planning process.
- Universal accessibility is a key principle for TOH. The objective for the NCD is to surpass to the greatest extent possible, the minimum technical requirements of the Ontario Building Code, Accessibility for Ontarians with Disabilities Act Integrated Accessibility Standards Regulations (IASR), City of Ottawa Accessibility Design Standards, and the CSA/ASC B651 Accessible Design for the Built Environment standard.
- A sustainability framework has been developed that is founded on the Federal Sustainable Development Strategy while evolving to integrate the NCC’s Sustainability Development Strategy and various other established sustainable frameworks such as One Planet Living, LEED Healthcare v4.1 - Healthcare, the WELL Building Standard v2™ as well as similar benchmark projects.
- The bird-safe design strategy for the Hospital is based on the NCC’s Bird-Safe Design Guidelines, the CSA A460:19 Bird-Friendly Building Design, and the City of Ottawa’s Bird-Safe Design Guidelines.

8. Risks and Mitigation Measures

Risk	Likelihood	Impact	Mitigation Measure
Approval of early works in advance of completed Developed Design	Low-Medium	Minor-Moderate	<ul style="list-style-type: none"> • NCC staff will continue to work with the TOH team to ensure that the appropriate level of detail is known in advance of the recommendation for approval for the early works. • In a case where a component is not fully developed to the satisfaction of

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			NCC staff, submission of additional detailed information prior to implementation will be required as a condition of the approval to ensure the appropriate outcome.
Changes to the approved design resulting from the phased procurement process deviating from the NCC Performance Criteria	Low-Medium	Moderate	<ul style="list-style-type: none"> The TOH team has delivered documentation confirming how the proposal has been developed to respond to the NCC Performance Criteria. NCC staff will continue to provide guidance and advice to the Proponent to ensure that the 100% Developed Design is consistent with the NCC Performance Criteria.
Loss of greenspace	Medium	Moderate	<ul style="list-style-type: none"> The five-acre green roof on the parking garage will be programmed with both passive and active recreation opportunities and is intended to function as public greenspace. Detailed tree preservation and compensation plans will be prepared to meet NCC requirements as part of each phase of development. This phase preserves existing trees located along the site boundaries along Carling Avenue during this interim condition and prioritizes the protection of significant mature trees on site wherever possible.
Impact on existing heritage designated buildings and sites	Medium	Moderate	<ul style="list-style-type: none"> The Cultural Heritage Impact Statement (CHIS) has identified and recommended specific mitigation measures to be implemented to minimize negative impacts of this phase of development to the landscape, including to the Rideau Canal. The CHIS recommendations have been integrated by the Proponent in the overall project design including Phase 2. These recommendations will continue to inform the federal approval process.

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9. Public Engagement and Communications

The Proponent is responsible for public consultation and stakeholder engagement for the project. Significant consultation has been undertaken with many interested parties, including the public, Indigenous Peoples and experts from other jurisdictions.

PSPC, as the federal landowner, has confirmed that the project does not trigger the duty to consult.

Between 2017 and 2018, TOH launched a broad public engagement effort that included open houses, information sessions, and an online tool to involve stakeholders. A Campus Engagement Group was formed with 32 organizations, community associations, and representatives from TOH, the City of Ottawa, and the NCC to advise on campus design. An Indigenous Peoples Advisory Circle was established to build partnerships, integrate cultural elements, and support Indigenous employment, education and investment. To guide transportation studies, a Community Advisory Council and Subcommittee were created with local associations providing input.

From 2022 to 2025, TOH met with Ottawa’s Urban Design Review Panel and Accessibility Advisory Committee and held public information sessions as part of the application process, while continuing collaboration with City staff and the NCC. The NCC organized a federal working group to coordinate cultural heritage reviews and approvals, and TOH committed to sharing public engagement results. Finally, TOH, the NCC Real Estate Division, and the Federal Approvals Division are working together to explore synergies between the new hospital and the future redevelopment of the nearby Dow’s Lake Pavilion.

All phases of the New Campus Development are subject to an Environmental Effects Determination pursuant to section 81 of the Impact Assessment Act (2019). The strategy established for TOH consists of a comprehensive Environmental Effects Analysis (EEA) that encompasses all works and activities related to the full project limit and scope of work, a review of potential environmental effects related to these works and activities, and the development of mitigation measures and compensation strategies to offset any environmental effects. The EEA was signed in March 2022.

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10. Next Steps

- January 2026 – Ongoing:
 - NCC staff will meet regularly with TOH to support the design development of Phase 2 in alignment with the NCC Performance Criteria, and comments from the Advisory Committee on Planning, Design and Realty. These meetings will include City of Ottawa staff and other stakeholders as required to facilitate discussions and integration of all interests.
 - Level 2 staff review and the NCC's Executive Board of Directors for additional early works and 100% Developed Design.

11. List of Appendices

- Appendix 1 - Location Plan
- Appendix 2 - Master Site Plan (approved in October 2021)
- Appendix 3 - Master Site Phasing Plan
- Appendix 4 -100% Schematic Design - Parking Garage and Green Roof Plan and Renderings (approved in June 2022)
- Appendix 5 - 66% Developed Design - Parking Garage and Green Roof Plan and Renderings
- Appendix 6 - 2021 NCC Performance Criteria for the New Civic Development Master Site Plan
- Appendix 7 - ACPDR - Excerpt of Draft Minutes (December 11, 2025)

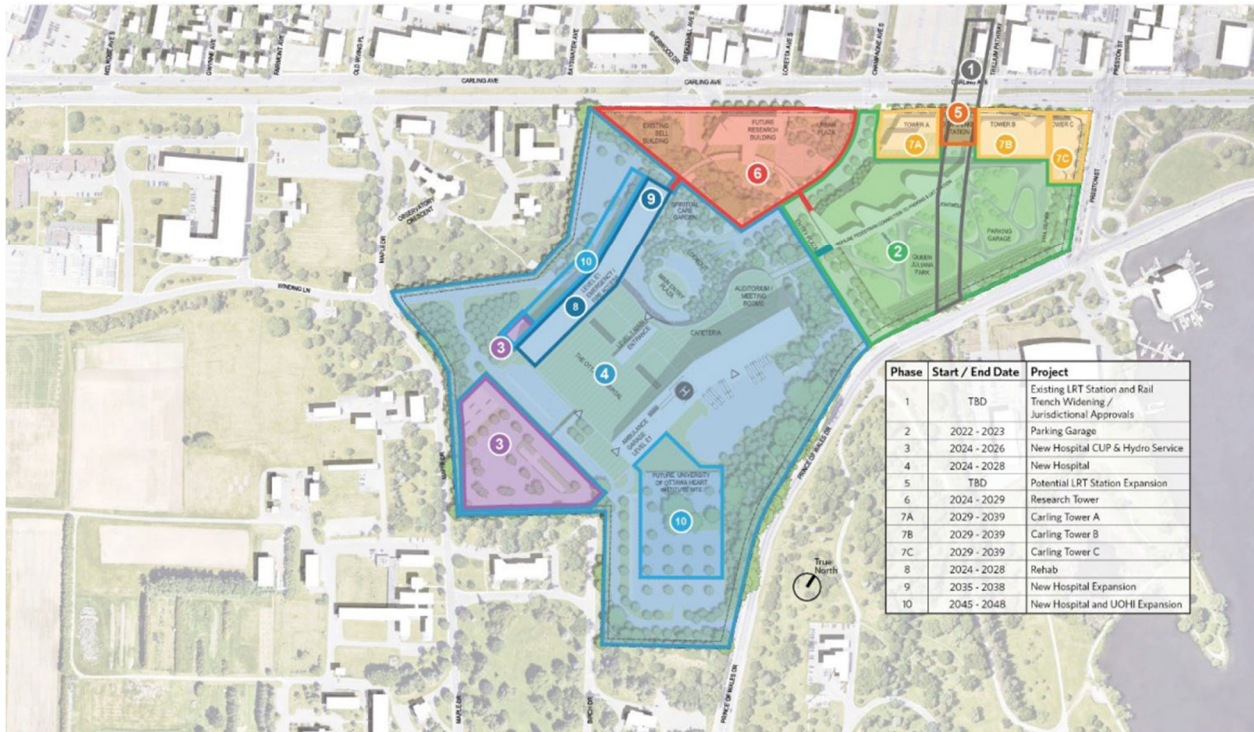
12. Authors of the Submission

- Alain Miguelez, Vice-President, Capital Planning Branch (CP)
- Isabel Barrios, Director, Federal Approvals and Heritage, and Archaeology Programs (FAHA), CP
- Jason Hutchison, Chief, Federal Design Approvals, FAHA, CP
- Nicole Howard, Senior Architect, Design and Land Use, FAHA, CP

Appendix 1 Location Plan



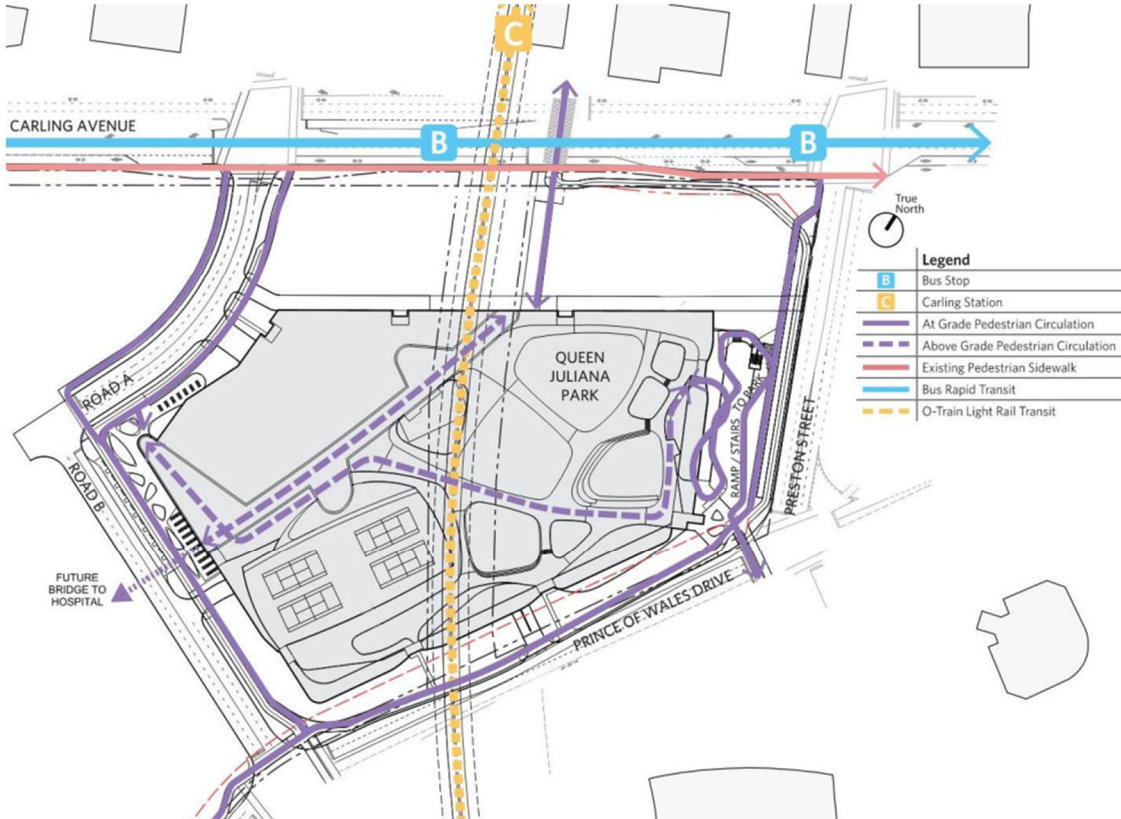
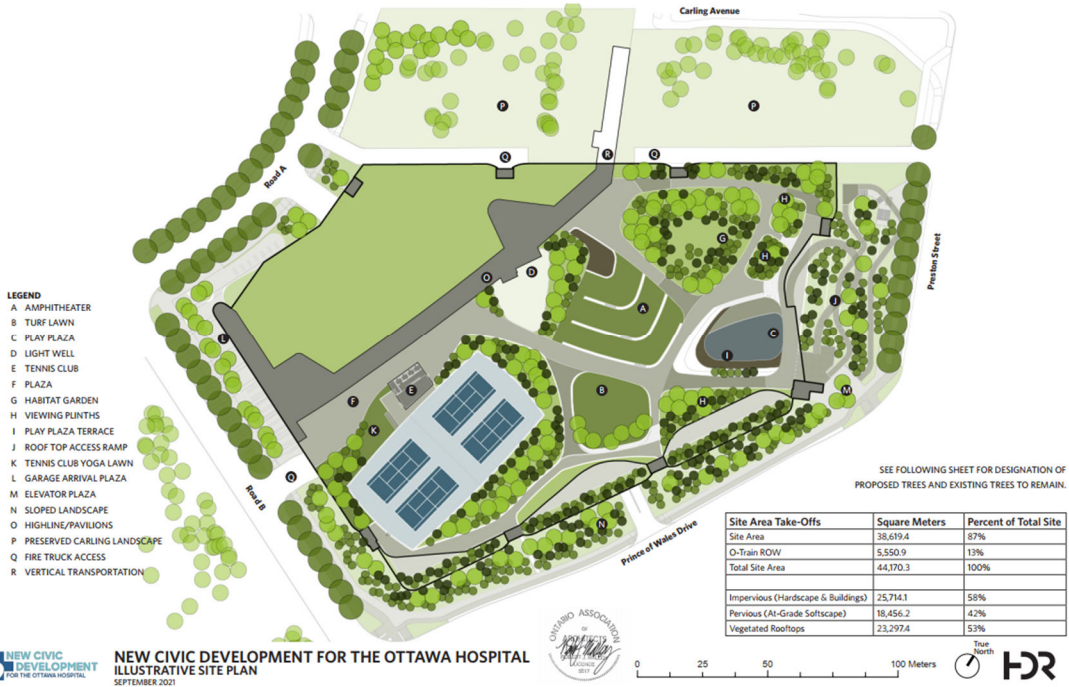
Appendix 3 Master Site Phasing Plan



Appendix 4

Phase 2 – 100% Schematic Design

Parking Garage and Green Roof Plan and Renderings



Pedestrian and Transit Circulation



OVERALL VIEW FROM THE SOUTHEAST/ DOW'S LAKE

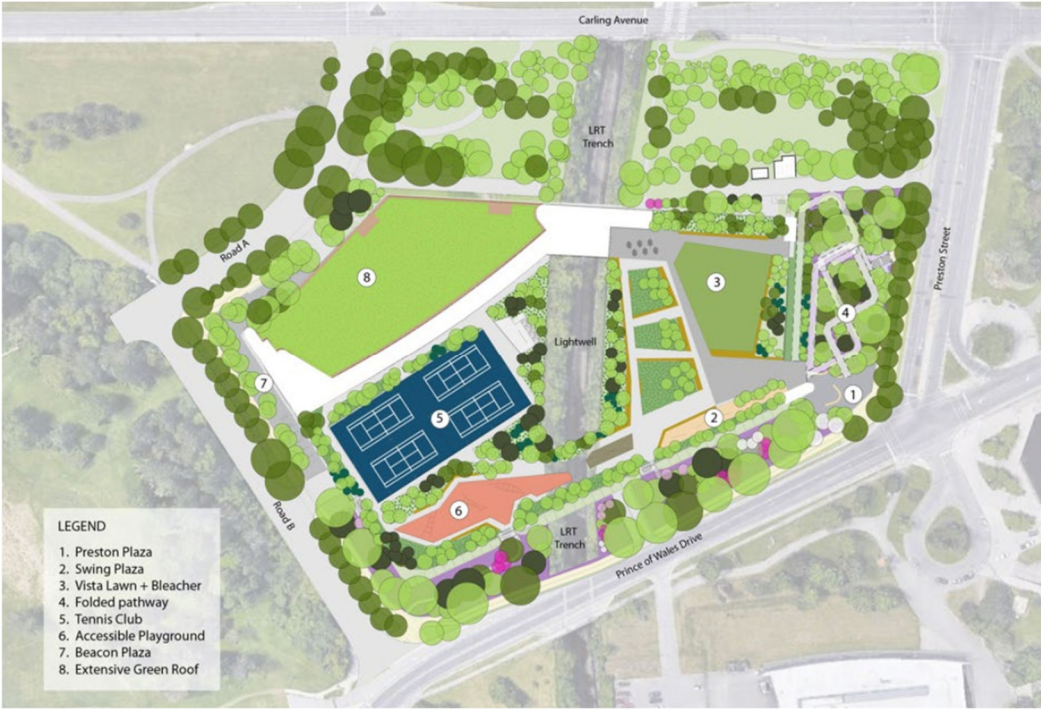


VIEW LOOKING NORTHWEST OF GARAGE AT CORNER OF ROAD B AND PRINCE OF WALES



VIEW OF GARAGE AT CORNER OF PRESTON AND PRINCE OF WALES

Appendix 5
Phase 2 – 66% Developed Design
Parking Garage and Green Roof Plan and Renderings



Site and Roof Plan



East Elevation



North-East Elevation



North Elevation

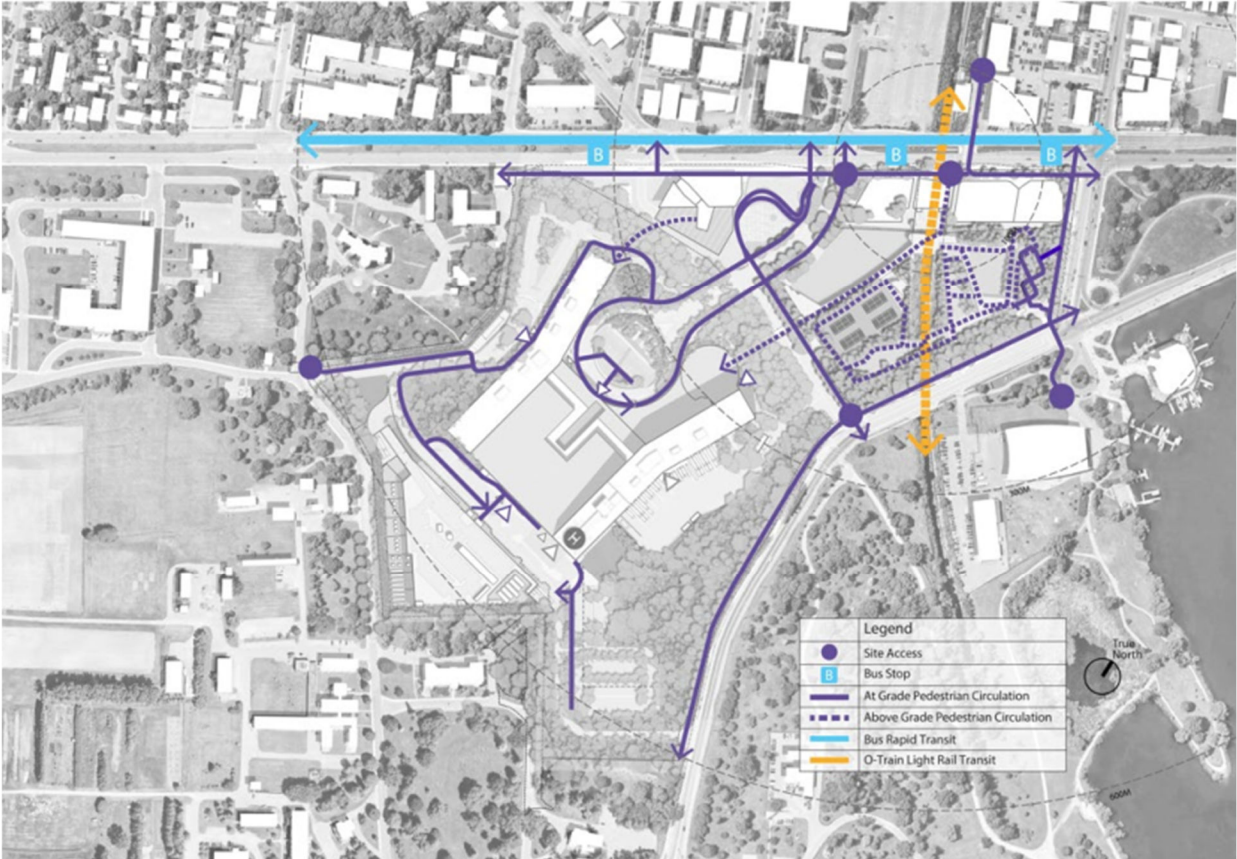


South Elevation

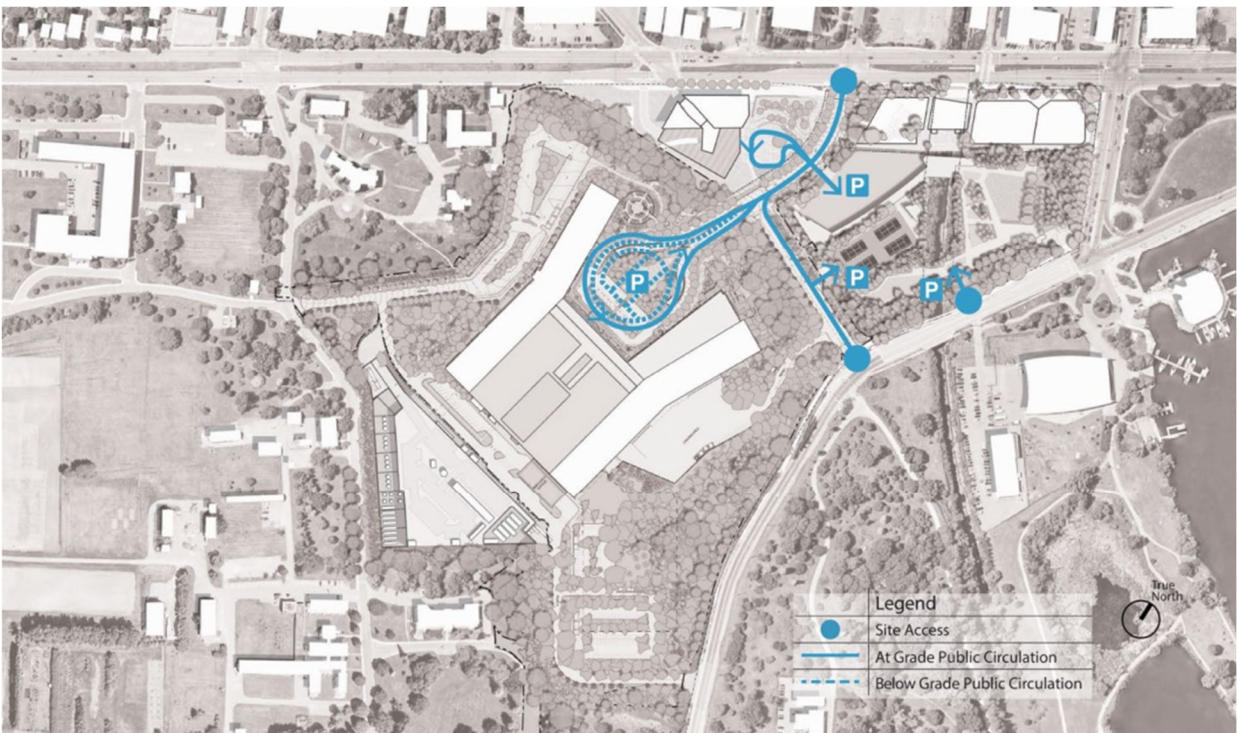


West Elevation

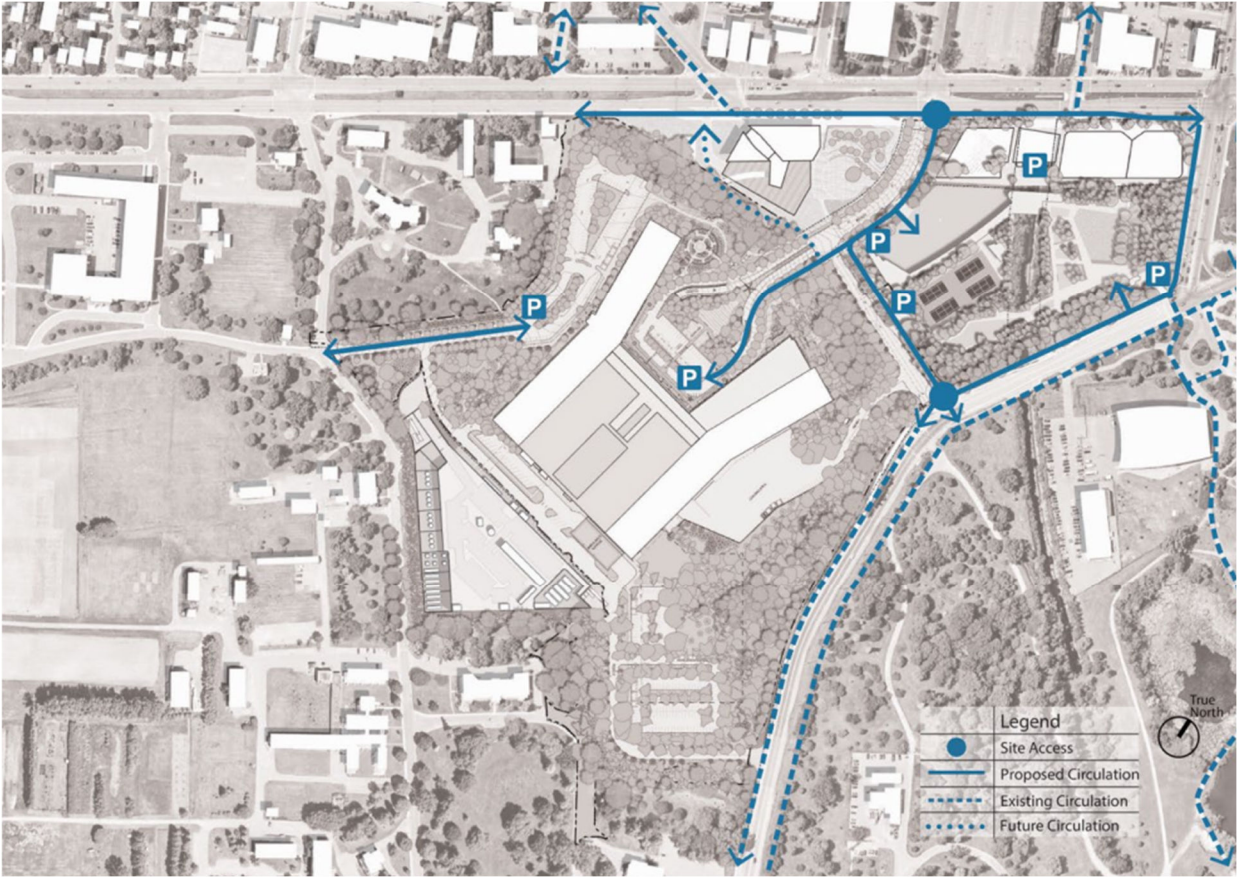
Architectural Elevations



Revision to Pedestrian and Transit Circulation



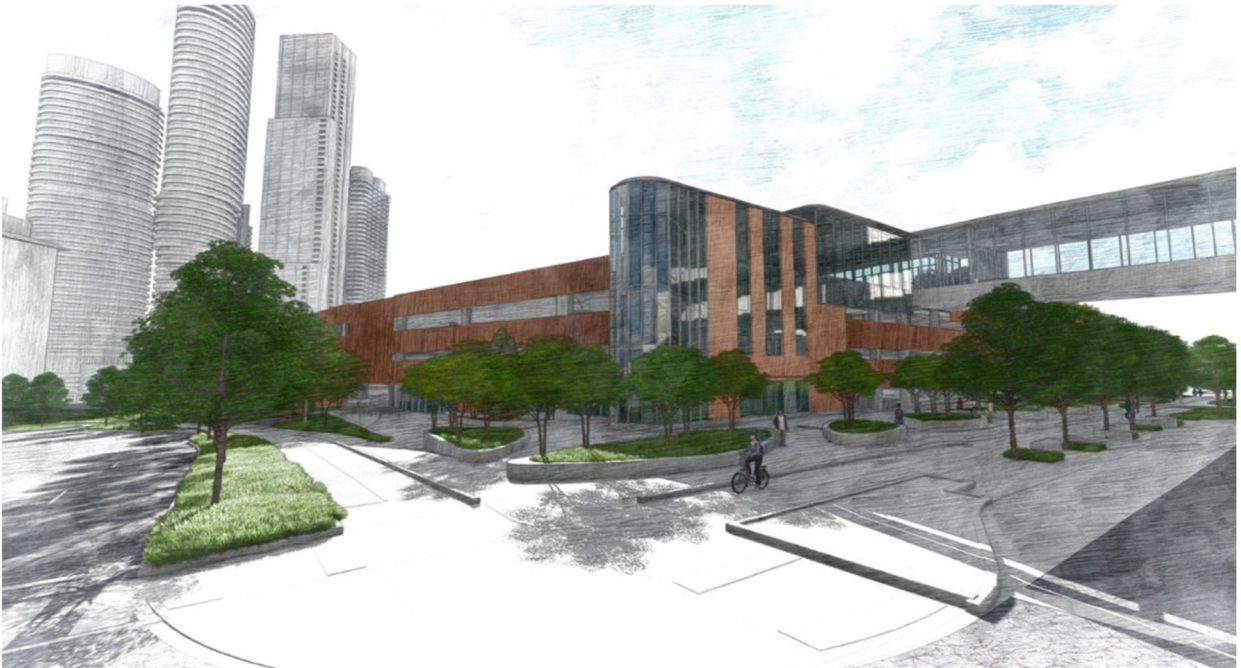
Public Vehicular Circulation



Bicycle Circulation



Bird's Eye View at Roads A and B



View of Pedestrian Entrance from Roads A and B



Bird's Eye View at Preston Street and Prince of Wales Drive



View of the Preston Street / Prince of Wales Drive Plaza



Aerial View from Preston Street



View from Prince of Wales Drive at Road B

Appendix 6

2021 NCC Performance Criteria for the New Campus Development Master Site Plan

PERFORMANCE CRITERIA

Project integration with its urban, natural and heritage context – the Proponent must demonstrate that the proposal integrates harmoniously with its setting – physically, visually, operationally and experientially throughout all development phases.

To meet this criterion the proposal must:

- i. Establish continuity and compatibility with each of the site's edge conditions in terms of scale, massing, density, height, land use, materiality, landscape, prominence, and significance;
- ii. Promote the use of public transit and active mobility over private vehicles year-round;
- iii. Locate high density and transit-supportive uses in closest proximity to transit;
- iv. Create a recognizable institutional landmark on approaches without compromising the integrity of key viewpoints identified by the NCC*, as well as a public frontage at street level;
- v. Reinforce the role (symbolic, cultural and scientific), public understanding, use and operations of the surrounding heritage sites – Central Experimental Farm, Dominion Observatory, Dominion Arboretum, Canada Agriculture and Food Museum, Prince of Wales Dr. (Capital scenic entry route) and the Rideau Canal;
- vi. Create intuitive, engaging, safe and accessible site connectivity and permeability including:
 - a. to and from the main public entrance of the hospital;
 - b. across arterial roads that border the site to facilitate public access to adjacent sites;
 - c. between points of interest and outdoor amenities on site (public entrances, areas of active recreation, green spaces, natural topography and viewpoints); and
 - d. to points of interest and amenities of adjacent sites (transit, pathways, sidewalks, cycling lanes, Central Experimental Farm, Dominion Arboretum, Dominion Observatory, Canada Agriculture and Food Museum).
- vii. Locate all operational infrastructure (parking structures, surface parking, loading docks, and utilities, etc.) away from prominent areas on site to the maximum extent possible, limit their size and conceal them from view;
- viii. Preserve the clarity of the natural topography;
- ix. Maximize the preservation of non-invasive mature vegetation, with particular attention to distinctive trees along the escarpment;
- x. Ensure harmonious coexistence of new land uses with the operation of adjacent uses (noise, vibration, site access, etc.) during and post construction.

Design Excellence and Innovation – the Proponent must demonstrate that the proposal achieves or exceeds best practices for design, stakeholder engagement and inclusivity.

To meet this criterion the Proposal must:

- i. Integrate all disciplines of design (planning, architecture, landscape, engineering, industrial design and art) into one harmonious and innovative development;
- ii. Provide a design that is timeless and enduring, incorporating simplicity of form, durable and high-quality materials, and elegant detailing and execution;
- iii. Create outdoor amenities for public use that capitalize on the varied natural topography and proposed landscape features to provide a range of experiences in and around the site;

*Key Viewpoints:

All views identified in the Commemorative Integrity Statement for the Central Experimental Farm, Views sequence from Prince of Wales Scenic Entry, View from Queen Elizabeth Driveway (Capital Parkway entry at Preston St.), Adjacent CEF heritage buildings including toward the Dominion Observatory complex

- iv. Integrate microclimate responsive design strategies for all project components and phases;
- v. Implement Gender Based Analysis+ strategies to provide an equitable experience for all users;
- vi. Integrate Indigenous perspectives in the design from all communities served;
- vii. Meet or exceed the most stringent applicable Universal Accessible requirements set by federal, provincial, and municipal regulators;
- viii. Accommodate collaborative opportunities with the Central Experimental Farm (health and research) in the planning and design phases;
- ix. Include bilingualism in the design of site and building communication components.

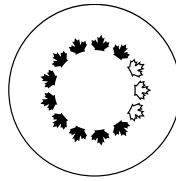
Sustainable Site Development – The proposal must demonstrate exemplary stewardship of environmental resources and sensitively minimize impact.

To meet this criterion the Proposal must:

- i. Meet or exceed the most stringent applicable sustainable development requirements set by federal, provincial, and municipal regulators;
- ii. Identify, protect, and further support biodiversity (flora and fauna) in the proposal;
- iii. Retain lands designated for future development as permeable green space until such time when development will occur;
- iv. Integrate on-site stormwater management, treatment and infiltration in the site planning, landscape and architectural design (green roofs, bioretention swales, rainwater harvesting for irrigation, rain gardens, oil and grit separators);
- v. Specify low-maintenance native species well-suited to site conditions that provide a balance of deciduous and coniferous species (biodiversity);
- vi. Implement and monitor Transportation Demand Management strategies to minimize on-site parking use and encourage a sustainable modal split.

From the 2017 Capital Realm Design Principles (site-specific guidelines) to the 2021 Performance Criteria Comparative Analysis Table:

2017 NCC Capital Realm Design Principles	2021 NCC Performance Criteria for the New Civic Development Master Site Plan (draft)
Capital Planning Framework	Project integration with its urban, natural and heritage context
Design Excellence	Design Excellence and Innovation/ Project integration with its urban, natural and heritage context
Heritage Conservation	Project integration with its urban, natural and heritage context
User/Visitor Experience and Universal Accessibility	Project integration with its urban, natural and heritage context
Environmental Sustainability	Sustainable Site Development



**NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE**

**Advisory Committee
on Planning, Design and Realty**

Thursday, December 11, 2025

IN CAMERA MEETING

40 Elgin Street, Ottawa, Room 324

MINUTES

The committee has not yet approved these minutes.

**Comité consultatif
de l'urbanisme, du design
et de l'immobilier**

Le jeudi 11 décembre 2025

SÉANCE À HUIS CLOS

40, rue Elgin, Ottawa, pièce 324

PROCÈS-VERBAL

Le comité n'a pas encore approuvé ce procès-verbal.

**2025-P326 - New Campus Development – The 10
Ottawa Hospital – Parking Garage (Phase 2) –
66% Developed Design**

**2025-P326 - Développement du nouveau
campus – Hôpital d'Ottawa – Garage de
stationnement (Phase 2) – Conception
développée à 66%**

Architectural Design and Integration

- Architectural elevations were viewed positively for their integrated greenery and form.
- Several members noted that the project components (garage, towers, and green spaces) currently lack cohesion.
- Simplifying circulation, improving transitions, and clarifying spatial hierarchy were suggested to unify the overall design.
- Attention to lighting quality was emphasized, ensuring it contributes to the ambiance without creating a nuisance or glare.
- Members recommended achieving an appropriate balance between design quality, cost efficiency, and user benefit.

Conception architecturale et intégration

- Les élévations architecturales sont jugées positives pour leur intégration de la verdure et leur forme.
- Plusieurs membres font remarquer que les éléments du projet (garage, tours et espaces verts) manquent actuellement de cohésion.
- Il est suggéré de simplifier la circulation, d'améliorer les transitions et de clarifier la hiérarchie spatiale afin d'unifier la conception globale.
- L'accent est mis sur la qualité de l'éclairage, qui doit contribuer à l'ambiance sans créer de nuisance ni d'éblouissement.
- Les membres recommandent de trouver un équilibre approprié entre la qualité de la conception, la rentabilité et les avantages pour les utilisateurs.

Ramp Design and Accessibility

- The ramp's cost, practicality, and long travel time were questioned, especially regarding accessibility for wheelchair users and others with reduced mobility.
- Several members criticized the size and cost of the ramp, which they considered unrealistic, and suggested prioritizing improvements to the elevator design.
- Potential visual obstruction and safety issues for cyclists were highlighted as additional concerns.

LRT Integration and Site Connectivity

- Members emphasized the importance of connecting the LRT station with the hospital and adjacent developments (Towers A, B, and C).
- The LRT link was considered essential for accessibility, with the committee emphasizing that the station opening must coincide with the hospital opening, even if it proceeds on its own implementation timeline.
- It was noted that deferring the LRT integration could result in increased costs and diminished operational efficiency.
- Improved coordination between the LRT project, the hospital, and the parking garage is required to ensure seamless pedestrian movement.

Rooftop Program, Seasonality and Public Use

- Members indicated that there was some ambiguity regarding the intended users of the open spaces, noting that these areas

Conception de la rampe et accessibilité

- Le coût, l'aspect pratique et la longueur du trajet de la rampe sont remis en question, en particulier en ce qui concerne l'accessibilité pour les utilisateurs de fauteuils roulants et les personnes à mobilité réduite.
- Plusieurs membres critiquent l'ampleur et le coût de la passerelle, qu'ils jugent difficilement réalistes, et suggèrent de prioriser les améliorations à la conception de l'ascenseur.
- Les problèmes potentiels d'obstruction visuelle et de sécurité pour les cyclistes sont soulignés comme des préoccupations supplémentaires.

Intégration du TLR et connectivité du site

- Les membres soulignent l'importance de relier la station de TLR à l'hôpital et aux aménagements adjacents (tours A, B et C).
- La liaison avec le TLR est jugée essentielle pour l'accessibilité, le comité soulignant que l'ouverture de la station doit coïncider avec celle de l'hôpital, même si elle suit son propre calendrier de mise en œuvre.
- Il est noté que le report de l'intégration du TLR pourrait entraîner une augmentation des coûts et une diminution de l'efficacité opérationnelle.
- Une meilleure coordination entre le projet de TLR, l'hôpital et le parking est nécessaire pour assurer la fluidité de la circulation piétonne.

Programme sur les toits, saisonnalité et utilisation publique

- Les membres indiquent qu'il existe une certaine ambiguïté quant aux utilisateurs visés des espaces ouverts, soulignant

are aimed to serve both the adjacent community and hospital users (patients, families, and staff).

- Members suggested ensuring the development of a multi-use rooftop program that can accommodate both summer and winter activities.
- Ideas included integrating shaded areas, vegetation, and wind protection to ensure all-season comfort.
- Members recommended that the design of surrounding parks and open spaces foster restful, family-oriented destination that further support the experience of hospital users.
- A rooftop café and potential skating rink were proposed to attract visitors and create a welcoming environment.
- Members emphasized the importance of lighting, landscaping, and surface treatments to ensure continuous accessibility and safety throughout the year, adapting effectively to all seasonal conditions.
- Wayfinding improvements were recommended to better orient visitors and to clarify routes across the site.

Housing and Community Connection

- Affordable or mission-related housing situated along the site perimeter was regarded favorably, as it reinforces the development's alignment with the hospital's public service mandate.
- Committee members encouraged design options that promote social inclusion and environmental quality.

que ces zones sont destinées à servir à la fois la communauté adjacente et les utilisateurs de l'hôpital (patients, familles et personnel).

- Les membres suggèrent de veiller à l'élaboration d'un programme polyvalent sur les toits, pouvant accueillir des activités estivales et hivernales.
- Parmi les idées avancées figurent l'intégration d'espaces ombragés, de végétation et de protections contre le vent afin de garantir un confort en toutes saisons.
- Les membres recommandent que la conception des parcs et des espaces ouverts environnants favorise la création d'un lieu de détente axé sur la famille, qui améliore encore l'expérience des utilisateurs de l'hôpital.
- Un café sur le toit et une éventuelle patinoire sont proposés afin d'attirer les visiteurs et de créer un environnement accueillant.
- Les membres soulignent l'importance de l'éclairage, de l'aménagement paysager et des traitements de surface pour garantir une accessibilité et une sécurité continues tout au long de l'année, en s'adaptant efficacement à toutes les conditions saisonnières.
- Des améliorations sont recommandées en matière d'orientation afin de mieux guider les visiteurs et de clarifier les itinéraires à travers le site.

Logement et lien avec la communauté

- Les logements abordables ou liés à la mission situés le long du périmètre du site sont jugés favorables, car ils renforcent l'alignement du développement avec la mission de service public de l'hôpital.
- Les membres du comité encouragent les options de conception qui favorisent

- The integration of residential components was seen as a way to enhance the overall experience for hospital staff, patients' families, and nearby residents.
- L'inclusion sociale et la qualité environnementale.
- L'intégration de composantes résidentielles est considérée comme un moyen d'améliorer l'expérience globale du personnel hospitalier, des familles des patients et des résidents voisins.

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